

New York State

**FFY 2020 HIGHWAY SAFETY
ANNUAL REPORT**

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

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**NEW YORK STATE
FFY 2020
HIGHWAY SAFETY ANNUAL REPORT**

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FFY 2020 NEW YORK STATE HIGHWAY SAFETY PROGRAM

This Annual Report describes the accomplishments of New York State's highway safety program in FFY 2020 (October 1, 2019-September 30, 2020) and the progress made toward the performance targets established in the FFY 2020 Highway Safety Strategic Plan (HSSP). The preparation of the FFY 2020 HSSP was guided by the federal uniform procedures. The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety targets through its administration of the federal Section 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. In FFY 2020, New York qualified for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Non-motorized Safety (405h). These grant funds are also administered by GTSC.

Key Accomplishments in FFY 2020

- ❖ Effective November 1, 2020, all motor vehicle passengers ages 16 and older riding in the back seat must use a seat belt, extending coverage of the seat belt law to all vehicle passengers.
- ❖ At the annual DRE National Conference that was held virtually in August 2020, New York was recognized for its notable increase in DRE evaluations. New York ranked second in the nation with 3,587 completed evaluations in 2019.
- ❖ GTSC partnered with the New York State Police and local enforcement agencies statewide to conduct the fourth annual "Speed Awareness Week Enforcement Mobilization". The high-visibility enforcement campaigns occurred June 11-17 and August 6-12. These enforcement periods normally coincide with Montreal Grand Prix and NASCAR racing event at Watkins Glen International Raceway. These races were canceled in 2020, but enforcement still occurred. Targeted details were deployed in designated high-crash areas. Law enforcement was also provided with tools to help promote the campaign in their community and with the media.
- ❖ In September 2020, GTSC partnered with the New York State Department of Health, the New York State Department of Education and the New York State Driver & Traffic Safety Education Association to release the NYS Driver Education Instructional Guide. This guide is designed by driver educators, for driver educators. It includes multi-media resources and educational tools to help standardize and improve driver education throughout New York.
- ❖ Through a partnership with the NYS Department of Motor Vehicles Communications Office, GTSC's social media content and post quality improved dramatically in FFY 2020. During the year, GTSC messaging reached 1.7 million New Yorkers. The most successful post of the year was a video highlighting the dangers of passing a stopped school bus.
- ❖ GTSC partnered with NASCAR/ Xfinity driver Ross Chastain to continue the "Protect Your Melon" occupant protection awareness campaign. During spring and summer 2020, 1,500,000 watermelons with the "Protect Your Melon" seat belt message were distributed to retail outlets across New York State. Outreach to increase seat belt use among young drivers and motorists was promoted on different social media platforms.

- ❖ GTSC approved funding for 126 fitting stations and 119 agencies to conduct car seat check events. These programs resulted in inspections of 6,723 car seats; 89% of these seats were found to be installed incorrectly.
- ❖ GTSC planned and promoted four 6-hour, pedestrian safety train-the-trainer workshops for law enforcement. These classes, which are designed to support the enforcement goals in the state's PSAP, were scheduled for April 2020 but were canceled due to the COVID-19 pandemic. In lieu of in-person education, law enforcement agencies were provided with online tools to assist with officer education. A NYS-produced, eight-minute educational video module that focuses on specific Vehicle and Traffic Law (V&T) sections pertaining to pedestrians and drivers was among the materials provided.
- ❖ From May through August 2020, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who lived in Queens, Monroe and Erie Counties were strategically exposed to interactive motorcycle awareness banners while browsing the internet; this resulted in a total of 16,968,461 impressions and 48,903 "clicks," which led the individuals back to the GTSC Motorcycle Safety & Awareness webpage.
- ❖ The Institute for Traffic Safety Management and Research (ITSMR) maintained and enhanced the online Traffic Safety Statistical Repository (TSSR). In FFY 2020, new reports on Aggressive Driving Tickets and new sections on various aspects of crash and ticket data were added to the repository. The online traffic data system (www.itsmr.org/tssr) now includes final crash data for 2010-2019, preliminary crash data for 2020, final ticket data for 2010-2019 and related demographic data.
- ❖ As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 20-26, 2020. GTSC participated in what is typically the biggest check event of the year, held on National Seat Check Saturday in Albany, NY. Due to the COVID-19 pandemic, the attendance at this event was greatly reduced. However, a total of 36 car seats were inspected and none were found to be properly installed. New Child Passenger Safety materials were also developed and distributed throughout the state in support of CPS week and heatstroke prevention.
- ❖ Two DRE Schools were held in FFY 2020, adding 38 new DREs and increasing the total number of DREs in New York State to 334. In addition, 428 police officers completed the Advanced Roadside Impaired Driving Enforcement (ARIDE) training program. This was a significant decrease which resulted from the cancellation of classes due to the COVID-19 pandemic.
- ❖ With funding from GTSC, the Institute for Traffic Safety Management and Research continued to expand and enhance the state's Drug Recognition Expert (DRE) Data Entry and Management System in FFY 2020. All of the state's 334 DREs have been assigned a tablet and have received training to record and submit their evaluations and toxicology results through the tablet application.
- ❖ Eleven Standardized Child Passenger Safety Technician Training classes and ten CEU update classes were conducted. There was a significant increase in the recertification rate for New York State; 73% of New York's technicians were recertified compared to 64% from the previous year. New York's recertification rate consistently exceeds the national rate. Technicians come from a

variety of backgrounds including County Sheriff Offices, health departments, non-profits, pupil transportation companies, insurance agencies, Fire/EMS, local police departments and the New York State Police. New York State now has 1,947 technicians, 81 instructors and one instructor candidate.

- ❖ From April through November 2020, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and Long Island, the areas in New York State that have the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. Motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the general motoring public.
- ❖ GTSC conducted a Commercial Vehicle Law Enforcement Awareness Training at the NYPD Academy for approximately 175 police officers from the NYPD on February 20, 2020. The training provided a comprehensive approach to best practices and strategies for law enforcement when engaging drivers of CMVs during routine traffic stops. The primary purpose of these trainings is to encourage road patrol officers to be comfortable when interacting with CMV drivers just as they would be with drivers of passenger vehicles. Since this training was implemented in late 2014, the data show that traffic stop interaction with CMV drivers increases after these regional training sessions.
- ❖ The fifth annual *Operation See! Be Seen!* pedestrian safety enforcement mobilization, originally scheduled for June 2020, was postponed due to the COVID-19 pandemic. The campaign was rescheduled for October 16-30 and was held in conjunction with National Pedestrian Safety Month. Law enforcement and pedestrian safety education partners statewide, especially those in designated PSAP “focus communities”, were invited to participate. Output data, including warning cards and tickets issued, and public engagement/interaction information, will be reported in FFY 2021.
- ❖ Three Motorcycle Enforcement trainings were held in the following high-risk areas: Suffolk County, the Finger Lakes Region and Onondaga County. A total of 76 State Troopers, police officers and sheriff’s deputies representing 36 law enforcement agencies across New York State participated in the Practical Guidelines for Motorcycle Enforcement Training.
- ❖ GTSC participated in the CVSA (Commercial Vehicle Safety Alliance) sponsored brake safety week held August 24-28 via social media posts encouraging drivers of personal vehicles to share the road safely with large trucks and buses utilizing FMCSA’s “Our Roads, Our Safety” materials.
- ❖ With funding from GTSC, Students Against Destructive Decisions (SADD) hosted presentations by five speakers who shared their personal traffic safety messages with nearly 17,000 people. A total of 84 presentations were conducted at high schools, judicial trainings and Victim Impact Panels throughout New York State. The FFY 2020 target of 120 presentations was not met due to the closing of schools as a result of the COVID-19 outbreak. Some of the cancelled events will be rescheduled for the fall of FFY 2021.
- ❖ GTSC continued to conduct outreach to the eight federally- recognized Indian Nation tribes in New York State to discuss ways to develop and strengthen sustainable relationships to reduce traffic-related injuries and deaths. In FFY 2020, GTSC provided training and awarded Child Passenger Safety grants to both the Seneca Nation of Indians and the St. Regis Mohawk Tribal Nation and conducted traffic safety education and outreach to the Shinnecock Indian Nation

through existing traffic safety partners in Suffolk County. GTSC will continue to engage with vulnerable road users such as tribal nations who are interested in undertaking traffic safety initiatives for their communities.

- ❖ GTSC continued to air public service announcements throughout 2020 via cable and network television, as well as radio. Traffic safety messaging covered a number of topics including impaired driving, distracted driving, motorcycle safety and pedestrian safety.
- ❖ The multi-agency NYS Partnership Against Drowsy Driving (NYSPADD) continued its public awareness efforts to promote the message that drowsy driving is as dangerous as other types of impaired driving. Through a partnership with the National Road Safety Foundation (NRSF), GTSC and its partners announced the second Stay Awake! Stay Alive! public service announcement (PSA) contest to coincide with Sleep Awareness Week in March. Targeting high-risk, younger drivers at six State University of New York campuses, contest participants created 25-second videos that featured peer-to-peer engagement on the dangers of drowsy/fatigued driving. The three winning PSAs and New York's younger driver outreach program were highlighted on a segment of New York's Stay Awake! Stay Alive! program that aired on the NRSF's national, weekly Teen Kids News program.
- ❖ New York continued implementing its \$110 million Pedestrian Safety Action Plan (PSAP), which addresses pedestrian safety in 20 focus communities in the upstate region and Long Island that have the highest incidences of pedestrian fatalities. Using a "3E approach," comprehensive strategies that include education, enforcement and engineering are being applied to improve pedestrian safety in each of the designated communities.
- ❖ In consultation with GTSC, ITSMR conducted the second biennial Automated Traffic Enforcement Survey, required by the FAST Act. Nine jurisdictions in New York State are currently authorized to install automated traffic enforcement systems. The survey results documented that the state has complied with federal guidelines in the areas of transparency, accountability and safety attributes.
- ❖ For FFY 2020, the GTSC entered into a new partnership with Students Against Destructive Decisions (SADD) to fund a statewide coordinator position. This Coordinator is responsible for the recruitment and support of traffic safety initiatives by SADD clubs across the State. During this past year, this grant resulted in the recruitment of 71 SADD chapters and the completion of over 150 teen driver related programs.
- ❖ The TANY (Trucking Association of NY) Truck Education & Safety Symposium typically held in April was hosted virtually on August 11-12, 2020.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM (TSEP)

Approach

A significant portion of New York's highway safety grant funding is awarded to law enforcement agencies each year to support sustained enforcement of traffic safety laws in the state. To ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program, New York has designed an enforcement plan for the state that incorporates data-driven problem identification, deployment of resources based on these analyses and continuous monitoring and adjustment of the plan as warranted.

New York's evidence-based Traffic Safety Enforcement Program (TSEP) includes the enforcement efforts that are planned in all program areas in the state's Highway Safety Strategic Plan (HSSP), especially Police Traffic Services (PTS).

Components of New York's Evidence-Based Traffic Safety Enforcement Program (TSEP)

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 New York'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 and 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. 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 are also available through the TSSR to further 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.

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 Police Traffic Services (PTS) grant program is the primary funding effort to direct traffic enforcement grant funds to New York's local police agencies. Highway Safety (HS-1) grants are awarded to larger police agencies such as the New York State Police (NYSP), the

New York City Police Department (NYPD) and major county police agencies. All enforcement efforts receiving grant funding under the PTS or any other program areas are planned, implemented and monitored in accordance with the state's TSEP.

Local police agencies seeking grant funding for an amount less than \$50,000 are eligible to apply for a PTS grant. 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. To support local agencies applying for grant funding, the Institute for Traffic Safety Management and Research (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. Based on these analyses, PTS grant applicants complete a data-driven Work Plan, which presents their proposed countermeasures and enforcement strategies.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through their Highway Safety grant application or the more focused Police Traffic Services (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 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 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.

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 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.

Grantees are required to submit semi-annual and final progress reports that include narratives 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 high-visibility enforcement activities and to determine the agency's eligibility for future awards.

FFY 2020 TSEP Projects and Activities

Evidence-based enforcement activities are included under several of the program areas in the state's HSSP. Descriptions of these activities are provided below. Selected projects conducted in FFY 2020 are highlighted under the appropriate program areas in this Annual Report.

Police Traffic Services

GTSC provides resources for law enforcement agencies to address traffic safety issues in their respective jurisdictions. The agencies conduct analyses of crash data to identify where and when crashes are occurring and the contributing factors to those crashes. The results of the analyses are used to design and implement enforcement programs that will be effective in reducing the frequency and severity of crashes in the targeted areas. A variety of enforcement strategies are used including stationary checkpoints, dedicated patrols, multi-agency saturation patrols, low-visibility (low profile) patrol cars for better detection and apprehension, police spotters in conjunction with dedicated patrol units at identified problem locations and high-visibility patrol cars for prevention and deterrence.

Police Traffic Services (PTS) grants are used to fund projects under \$50,000; projects over that threshold are funded with Highway Safety (HS-1) grants.

Police Traffic Services (PTS) Grants

Every police agency receiving a PTS grant is required to participate in the national Seat Belt Enforcement Mobilization conducted in May each year. In addition, agencies are required to report on the numbers of tickets written for Speeding, Aggressive Driving, and Cell Phone Use/Texting violations. In FFY 2020, 259 local police agencies and the NYS Office of Parks and Recreation received PTS grants. (See the PTS Program Area for additional information and examples of the projects conducted by local agencies receiving PTS grants.)

Highway Safety (HS-1) Grants for Large Police Agencies

The police agencies applying for HS-1 grants must also meet the requirements of the state's evidence-based Traffic Safety Enforcement Program (TSEP). These agencies are also required to participate in the national seat belt mobilization and to report on the number of tickets issued for Speeding, Aggressive Driving and Cell Phone Use/Texting violations. In FFY 2020, HS-1 grants were awarded to the New York State Police (NYSP), the New York City Police Department (NYPD), the Nassau County Police Department and the Suffolk County Police Department.

Statewide and New York City High-Visibility Focused Enforcement Campaigns

Statewide and New York City enforcement campaigns that focus on a single traffic safety issue or unsafe driving behavior are supported under this project. These include enforcement campaigns undertaken by the NYSP that focus on dangerous behaviors that are prevalent statewide, such as speeding or distracted driving, as well as enforcement campaigns implemented by the NYPD to address specific high-priority issues that affect the five boroughs of New York City, such as pedestrian and bicyclist safety enforcement.

To ensure that resources are used efficiently, these campaigns also incorporate evidence-based strategies that are deployed based on a data-driven problem identification process.

New York State Police Speed Enforcement Programs

The NYSP receives grant funding to conduct data-driven targeted speed enforcement details throughout the state; nearly 2,600 details were conducted in FFY 2020, down from approximately 3,000 in FFY 2019. HVE speed enforcement details continued to be conducted on a routine basis but fewer patrol officers were available to participate due to COVID-19. The special targeted speed enforcement campaigns conducted by the NYSP in FFY 2020 included Speed Awareness weeks in June and August and Operation Work Brake, which is conducted on the New York State Thruway to increase work zone safety. Local agencies were encouraged to participate in these HVE campaigns. The “No Empty Chair campaign was cancelled and the I-95 Challenge was postponed until October 2020 due to COVID-19.

New York State Police Distracted Driving Program

The NYSP also receives grant funding to conduct targeted enforcement details focusing on distracted driving, in particular cell phone use and texting. The grant funds to support overtime are distributed evenly among the Troops. Each Troop participates in special HVE campaigns, such as the Operation Hang Up details. In FFY 2020, a four-day Operation Hang Up detail was conducted in conjunction with the Thanksgiving holiday in 2019; a second detail that was planned to coincide with the national U Drive U Text U Pay in April 2020 was cancelled due to COVID-19.

Tickets Issued by Agencies Receiving Grant Funding in FFY 2020

The table below presents the ticket data reported by the police agencies that received PTS or HS-1 grants from GTSC in FFY 2020 to conduct enforcement activities. Collectively, these enforcement agencies reported issuing 104,581 tickets during grant-funded activities. The local enforcement agencies receiving PTS grants issued 42,341 of these tickets. The cancellation of a number of targeted enforcement campaigns led to reductions in the number of tickets issued.

Of the selected traffic violations that agencies receiving grants were encouraged to emphasize, 47,885 (46%) of the tickets issued during grant-funded activities were written for speeding violations; 58% of these tickets were issued by the NYSP. Grantees also reported that 8,670 tickets were issued for aggressive driving and 7,603 for cell phone/texting violations during grant-funded activities in FFY 2020. A total of 8,433 tickets were issued for seat belt and child restraint violations.

TICKETS ISSUED DURING GRANT FUNDED ACTIVITIES

	Speeding	Aggressive Driving	Cell Phone/ Texting	Seat Belt/Child Restraint	Other Tickets	TOTAL TICKETS
PTS Local Agency Grantees	15,314	7,559	3,015	2,499	13,954	42,341
NYS Parks & Recreation				747	119	866
Nassau Co. PD				360	808	1,168
Suffolk Co. PD	338	785	240		2,554	3,917
NYPD	4,560	326	96	521	0	5,503
NYSP	27,673		4,252	4,306	14,555	50,786
TOTAL TICKETS	47,885	8,670	7,603	8,433	31,990	104,581

Source: Grantee FFY 2020 Final Reports submitted to GTSC

Impaired Driving

Impaired Driving Enforcement Grants for Local Police Agencies

To supplement the funding available to police agencies from county STOP-DWI programs, GTSC provides grant funding to support the development and implementation of innovative impaired driving enforcement strategies by local agencies including publicized enforcement programs such as regional saturation patrols, sobriety checkpoints, roving patrols and sting operations. GTSC also provides support and coordination for local agency participation in the national impaired driving enforcement mobilizations and holiday crackdowns. In FFY 2020, local police agencies participated in eight holiday crackdowns, including the national DWI mobilizations conducted during the holiday season (12/11/19-1/1/20) and Labor Day (8/19/20-9/7/20). A total of 417 arrests for DWI/DWAI and 44 arrests for DWAI-Drugs were made.

Statewide High-Visibility Focused Enforcement Campaigns

Statewide high-visibility impaired driving enforcement campaigns, such as those undertaken by the New York State Police, are supported under this strategy. Each State Police Troop is required to develop a data-driven action plan focusing on the impaired driving issues, high-risk drivers and locations identified in their Troop areas. In addition to participation in the national mobilizations and other holiday impaired driving crackdowns throughout the year, the NYSP use dedicated DWI patrols, sobriety checkpoints and other evidence-based enforcement strategies to implement their action plans. During FFY 2020, the NYSP made a total of 676 DWI/DWAI arrests and 60 DWAI-Drugs arrests.

(See the Impaired Driving program area for more information on the impaired driving enforcement strategies and activities conducted by the NYSP).

Media Support for National Impaired Driving Enforcement Mobilizations

The National Impaired Driving Enforcement Mobilizations are publicized through press events held in various locations around the state; members of law enforcement and STOP-DWI coordinators join GTSC in publicizing these crackdowns on impaired driving.

Occupant Protection

Participation in the National Click It or Ticket Mobilization

The national seat belt enforcement mobilization planned for May 2020 was cancelled due to the COVID-19 pandemic. Police agencies in New York participated in a voluntary mobilization conducted in November 2020. In the future, GTSC will continue to promote participation in the national seat belt enforcement mobilization conducted in May each year by requiring the participation of all police agencies that receive GTSC funding. All other law enforcement agencies in the state will also be encouraged to participate in the national mobilization as well. Despite the cancellation of the May Click It or Ticket mobilization, grant funding was used by local agencies, the NYSP and NYS Parks and Recreation to issue a total of 8,433 tickets for seat belt and child restraint violations during FFY 2020.

State Police Buckle Up New York (BUNY) Program

Although the pandemic resulted in the cancellation or scaling back of some scheduled enforcement activities, the NYSP was able to implement a number of BUNY initiatives throughout the year using both fixed and roving occupant protection enforcement details. These included the NYSP monthly enforcement details, the BUNY Summer Initiative and the BUNY in the Parks initiative.

Combined Enforcement

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.

PI&E Support for Enforcement Efforts

GTSC continues to support communications, outreach and other public information and education efforts to publicize high-visibility enforcement mobilizations including those 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.

Motorcycle Safety

Enforcement Efforts to Improve Motorcycle Safety

Data-driven enforcement efforts that focus specifically on unsafe riding behaviors by motorcyclists and violations of safety equipment rules are funded under this project.

Pedestrian Safety

Enforcement Efforts to Improve Pedestrian Safety

Jurisdictions identified as having high numbers of pedestrian crashes, injuries and fatalities are eligible for funding to conduct high-visibility pedestrian safety education and enforcement campaigns. Using a data-driven approach, awareness and enforcement efforts that focus on traffic violations by both pedestrians and motorists are conducted at locations identified by the jurisdiction as having high volumes of pedestrian traffic and a high risk for pedestrian and motor vehicle crashes.

High-Visibility Enforcement

National Impaired Driving Mobilizations

In FFY 2020, the New York State Police and local police agencies across the state participated in the national impaired driving enforcement mobilizations during the Holiday Season (December 11, 2019-January 1, 2020) and Labor Day period (August 19-September 7, 2019). In addition to the national mobilizations, statewide impaired driving crackdowns were conducted to coincide with other holidays and events throughout the year: Halloween, Thanksgiving, Super Bowl, St. Patrick's Day, Memorial Day, and Fourth of July.

New York's high-visibility enforcement crackdowns are cooperative efforts involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation encourages county STOP-DWI programs across the state to develop and conduct coordinated county-based high-visibility enforcement efforts during the crackdowns. In FFY 2020, the enforcement activities conducted during the national mobilizations and other crackdowns consisted primarily of multi-agency saturation patrols and sobriety checkpoints. On the county level, each grant-funded enforcement detail was required to include a certified Drug Recognition Expert (DRE). The State Police also incorporated DREs into the details conducted by their troops.



In FFY 2020, the national "Drive Sober or Get Pulled Over" slogan was integrated into the publicity campaign. Publicity was generated through press releases and other earned media, as well as through the airing of TV and radio spots promoting the national message. In addition, New York's STOP-DWI continued to raise public awareness through publicizing its "Have a Plan" mobile app and social media campaigns. (See the Impaired Driving Program Area for additional information). County STOP-DWI programs also generated publicity for the crackdowns at the local level.

National Holiday Season Impaired Driving Mobilization (12/11/2019 - 1/1/2020)

Results from grant-funded activities:

A total of 102 local police agencies from 34 counties participated in the National Holiday Season Mobilization resulting in 60 DWI/DWAI arrests, 3 DWAI-Drug arrests, 62 other arrests and 814 VTL tickets.

During the National Holiday Season Mobilization, the New York State Police conducted 27 sobriety checkpoints and 94 dedicated patrols resulting in 42 DWI arrests, 246 other arrests and 288 VTL tickets. Also during this period, 14 Underage Drinking Identification (UDI) details were conducted. Of the 190 bars and retail establishments that were checked, 10 were found to be out of compliance.

In total, 105 DWI and DWAI-Drugs arrests were made during the National Holiday Season Crackdown.

National Labor Day Impaired Driving Mobilization (8/19/2020-9/7/2020)

Results from grant-funded activities:

A total of 143 local police agencies from 39 counties participated in the Labor Day Crackdown resulting in 56 DWI/DWAI arrests, three DWAI-Drug only arrests, 146 other arrests and 2,514 VTL summonses.

The State Police conducted 21 sobriety checkpoints and 83 dedicated patrols resulting in 56 DWI/DWAI and three DWAI-Drugs arrests. Eight UDI details were conducted on 113 bars and retail locations; 18 were found to be out of compliance.

In total, 247 DWI and DWAI-Drugs arrests were made during the National Labor Day Crackdown.

National Seat Belt Mobilization

Due to the COVID-19 pandemic, NHTSA cancelled the National Click It or Ticket campaign scheduled for May 2020. A voluntary national seat belt mobilization was scheduled for early in FFY 2021. New York participated in this seat belt enforcement campaign held November 16-29, 2020. New York expects to fully participate in the next national seat belt mobilization in May 2021.



Other High-Visibility Enforcement Campaigns

In addition to the national mobilizations, New York annually conducts several other special high-visibility enforcement campaigns to address various traffic safety issues. In FFY 2020, a number of these campaigns were either cancelled or conducted on a much smaller scale due to the COVID-19 pandemic. New York anticipates that these campaigns will be conducted in the coming months of FFY 2021. Two examples are Operation Hang Up and Operation See! Be See! More information on these campaigns is included under the specific program areas.

FFY 2020 PERFORMANCE REPORT

Description of State Assessment Process

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The 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 performance measures and performance targets established in New York's FFY 2020 Highway Safety Strategic Plan (HSSP) and used to track the state's progress are described below.

Core Performance Measures

New York's FFY 2020 HSSP incorporated the 11 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by NHTSA to assess performance and measure the progress of the highway safety program. Ten of the eleven recommended outcome measures relate to fatalities; the source for these measures is the Fatality Analysis Reporting System (FARS). The remaining outcome measure is serious injuries; the source for this measure is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV).

The source for the one behavioral measure, observed seat belt use, is the state's annual seat belt observation survey. The survey is conducted using a research design developed in accordance with uniform criteria established by NHTSA. The statewide seat belt use rate derived from the 2019 seat belt observation survey is included in this report.

Other Performance Measures

In addition to the core measures NHTSA identified, New York uses other performance measures to track progress in specific program areas. One of these performance measures, Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting, is included under the Police Traffic Services program area to track distracted driving. Another performance measure, Fatalities in Drug-Related Crashes, is used to track the involvement of drugged driving in crashes. Injury performance measures are also tracked, including injuries in alcohol-related crashes and injured motorcyclists, bicyclists and pedestrians. The source for all of these additional measures is New York's AIS crash file.

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 that were included in the FFY 2020 HSSP. New York's methodology for setting its FFY 2020 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 Department of Transportation (NYSDOT) in setting its targets, linear trend analysis was conducted using the FORECAST function in Excel. In the model, the five-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 target for the 2016-2020 average 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.

Method for Assessing Progress

For the majority of the performance measures set in the FFY 2020 HSSP, 2019 FARS data and 2019 state data from New York's AIS database were the most recent crash data available to assess progress toward the targets. One exception was the fatality rate per 100 million Vehicle Miles of Travel (VMT) measure for which 2018 FARS data were the most recent available to assess progress. In addition, because of the waiver granted by NHTSA, New York did not conduct a statewide seat belt observation survey in 2020 due to the health and safety concerns related to the COVID-19 pandemic. Therefore, the most recent data for assessing progress toward New York's seat belt use rate target is the survey conducted in 2019.

For those measures for which 2019 FARS or AIS data were available, the method for assessing progress was as follows. Based on the actual five-year average for 2015-2019, a determination was made as to whether the average forecasted for the 2016-2020 target for each measure was **met, in progress** or **not met**. If the 2015-2019 average met or exceeded the target forecasted for the 2016-2020 average, then the target was considered to be "**met**". If the 2015-2019 average showed improvement or progress toward the target forecasted for the 2016-2020 average, the target was considered to be "**in progress**". If the 2015-2019 average was part of a fluctuating pattern or a continuation of a negative trend away from the target set for 2016-2020 AND the gap appeared to be too large to be bridged by the target date, the determination was made that the target was likely to be "**not met**".

For any targets that are "**not met**" adjustments will be made in the next HSSP to address the traffic safety issues requiring more attention. The expanded efforts that will be undertaken are described in the Assessment of Progress section under the appropriate program areas.

The results from the assessment of progress for each of these measures are presented in the table below. In addition to assessing progress toward the 2020 targets, the availability of 2019 crash data also makes it possible to determine the final result for the targets set in the FFY 2019 HSSP. These final results are also included in the table below.

Assessment of Results in Achieving Performance Targets for FY20 and FY19

Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY 20 Progress Results	Met FY20 Target Y/N ** (in-progress)	Target Year(s)	Target Value FY19 HSP	Data Source/ FY19 Final Result	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	1,040.4	2015 – 2019 FARS 1,015.6	Y	2015-2019	1,072.1	2015 – 2019 FARS 1,015.6	Y
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	11,017.0	2015 – 2019 STATE 11,286.8	N	2015-2019	10,987.0	2015 – 2019 STATE 11,286.8	N
C-3) Fatalities/VMT	5 year	2016-2020	0.826	2014 – 2018 FARS 0.828	In progress	2015-2019	0.858	2014 – 2018 FARS 0.828	Y
For each of the Performance Measures C-4 through C-11, the State should indicate the Target Period which they used in the FY20 HSP.									
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016-2020	160.5	2015 – 2019 FARS 160.6	In progress	2015-2019	167.4	2015 – 2019 FARS 160.6	Y
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016-2020	304.5	2015 – 2019 FARS 297.4	Y	2015-2019	311.0	2015 – 2019 FARS 297.4	Y
C-6) Speeding-Related Fatalities	5 year	2016-2020	319.4	2015 – 2019 FARS 303.0	Y	2015-2019	327.4	2015 – 2019 FARS 303.0	Y
C-7) Motorcyclist Fatalities (FARS)	5 year	2016-2020	149.4	2015 – 2019 FARS 146.4	Y	2015-2019	150.7	2015 – 2019 FARS 146.4	Y
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016-2020	13.2	2015 – 2019 FARS 10.2	Y	2015-2019	14.3	2015 – 2019 FARS 10.2	Y
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	5 year	2016-2020	102.1	2015 – 2019 FARS 94.8	Y	2015-2019	109.8	2015 – 2019 FARS 94.8	Y
C-10) Pedestrian Fatalities	5 year	2016-2020	286.2	2015 – 2019 FARS 280.2	Y	2015-2019	291.5	2015 – 2019 FARS 280.2	Y
C-11) Bicyclist Fatalities	5 year	2016-2020	39.7	2015 – 2019 FARS 39.4	Y	2015-2019	39.4	2015 – 2019 FARS 39.4	Y

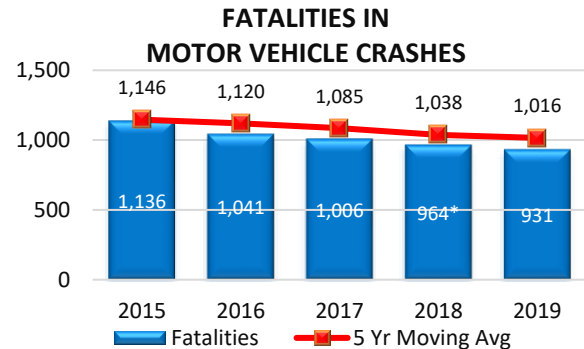
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2016-2020	94.0%	2015 – 2019 State survey 92.9%	In progress	2015-2019	94.0%	2015 – 2019 State survey/ 92.9%	In progress
Persons Injured in Alcohol-Related Crashes	5 year	2016-2020	5,589.9	2015 – 2019 STATE 5,463.6	Y	2015-2019	5,601.8	2015 – 2019 STATE 5,463.6	Y
Fatalities in Drug-Related Crashes	5 year	2016-2020	227.8	2015 – 2019 STATE 267.6	N	2015-2019	221.9	2015 – 2019 STATE 267.6	N
Fatal & PI Crashes Involving Cell Phone Use or Texting	5 year	2016-2020	459.2	2015 – 2019 STATE 492.0	N	2015-2019	437.1	2015 – 2019 STATE 492.0	N
Motorcyclists Injured in Crashes	5 year	2016-2020	4,116.3	2015 – 2019 STATE 4,043.2	Y	2015-2019	4,354.0	2015 – 2019 STATE 4,043.2	Y
Pedestrians Injured in Crashes	5 year	2016-2020	14,802.7	2015 – 2019 STATE 15,141.4	N	2015-2019	14,505.6	2015 – 2019 STATE 15,141.4	N
Bicyclists Injured in Crashes	5 year	2016-2020	5,627.1	2015 – 2019 STATE 5,798.2	N	2015-2019	5,726.3	2015 – 2019 STATE 5,798.2	N
Mean # of days from crash date to date crash report is entered into AIS	Annual	2020	8.77	2020 STATE 9.69	N	2019	8.21	2019 STATE 9.04	N
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	Annual	2020	96.42	2020 STATE 96.83	Y	2019	94.26	2019 STATE 86.96	N
Mean # of days from citation date to date citation is entered into TSLED database	Annual	2020	10.19	2020 STATE 7.44	Y	2019	13.80	2019 STATE 10.50	Y
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	Annual	2020	21.69	2020 STATE 22.08	N	2019	23.57	2019 STATE 22.36	Y
Mean # of days from citation date to date citation is entered into AA database	Annual	2020	5.81	2020 STATE 8.84	N	2019	12.28	2019 STATE 5.99	Y

Performance Measure: C-1) Number of Traffic Fatalities (FARS)

Progress: Met

Performance Report

The FARS data indicate that motor vehicle fatalities in New York declined from a five-year moving average of 1,038 in 2018 to 1,016 in 2019. The 2019 average number represents an improvement greater than the targets of 1,072.1 set for 2019 and 1,040.4 set for 2020.



*Revised based on final FARS data

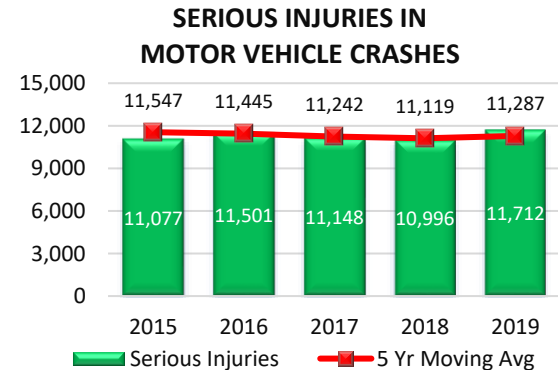
Source: FARS

Performance Measure: C-2 Number of Serious Injuries in Traffic Crashes (State Data)

Progress: Not Met

Performance Report

Based on data from New York’s AIS, the five-year average numbers of serious injuries in crashes declined steadily between 2015 and 2018 before increasing to 11,286.8 in 2019, failing to meet the target of 10,987 set for 2019. Because of this reversal in the trend in 2019, no progress was made and the target of 11,017 set for 2020 was not met.



Source: NYS AIS / TSSR

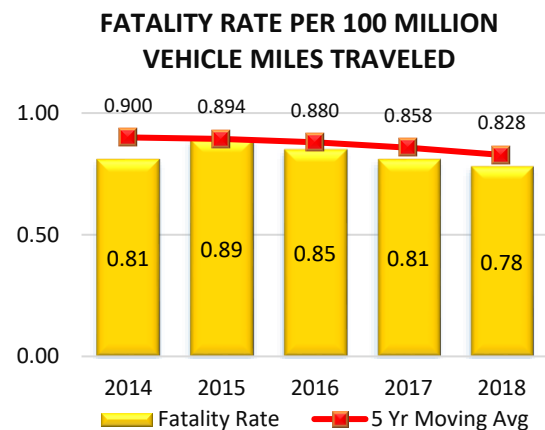
Performance Measure: C-3 Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Performance Report

The 2019 FARS data for the fatality rate is not yet available. Based on the 2018 FARS data that recently became available, the statewide fatality rate decreased from a five-year rolling average of 0.858 to 0.828 per 100 million VMT between 2017 and 2018, exceeding the target of 0.858 set for 2019 and nearly reaching the target of 0.826 set for 2020.

The status of “In Progress” was determined to be appropriate for the following reasons: 1) the 5-year rolling average for the Fatality Rate per 100 Million VMT 1) has been on a consistent downward trend since



Source: FARS

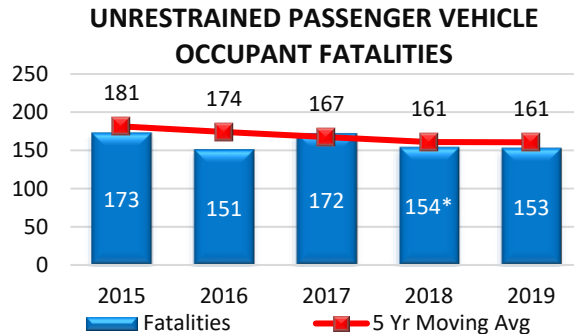
2014, 2) the target for 2019 was already reached based on the final 2018 FARS data, 3) a decrease of only 0.002 is needed to reach the 2020 target and 4) the FARS data for 2019 indicate that both the 2019 and 2020 targets set for Total Fatalities have been met and exceeded.

Performance Measure: C-4 Number of Unrestrained Passenger Vehicle Occupant Traffic Fatalities (FARS)

Progress: Met

Performance Report

The five-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a steady downward trend from 181.4 in 2015 to 160.6 in 2019, meeting and exceeding the target of 167.4 set in the FFY 2019 HSSP and coming to within 0.1 of the reduction target of 160.5 set for 2020.

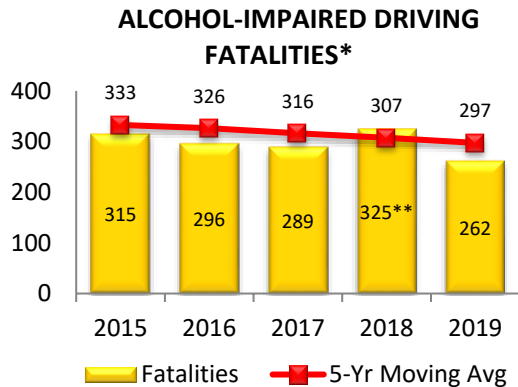


*Revised based on final FARS data
Source: FARS

Performance Measure: C-5 Number of Alcohol-Impaired Driving Fatalities (FARS)

Progress: Met

Performance Report



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 reduction surpassed the target of 311.0 set for the 2015-2019 average as well as the target of 304.5 set for 2016-2020.

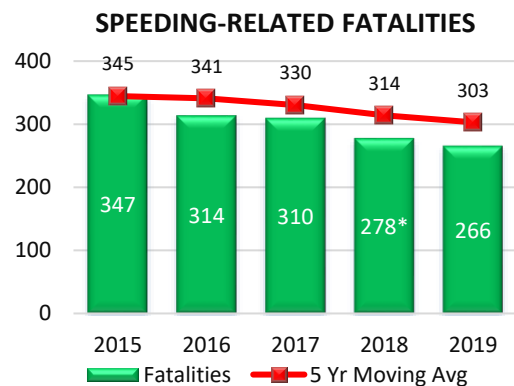
*Based on BAC (.08+) of all involved drivers and motorcycle operators
**Revised based on final FARS data

Performance Measure: C-6 Number of Speeding-Related Fatalities (FARS)

Progress: Met

Performance Report

The five-year moving average for speeding-related fatalities declined steadily from 2015 to 2019. Based on the 2019 FARS data, the 2019 average of 303.0 surpassed the targets of 327.4 set for 2019 and 319.4 set for 2020.



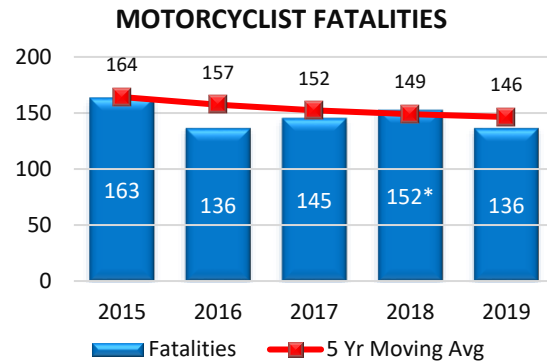
* Revised based on final FARS data
Source: FARS

Performance Measure: C-7 Number of Motorcyclist Fatalities (FARS)

Progress: Met

Performance Report

Between 2015 and 2019, the five-year moving average for motorcyclist fatalities declined steadily reaching 146.4 in 2019. Based on the 2019 FARS data, the targets set for 2019 (150.7) and 2020 (149.4) were both met.



*Revised based on final FARS data

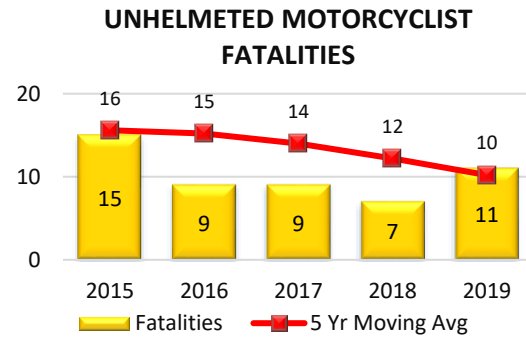
Source: FARS

Performance Measure: C-8 Number of Unhelmeted Motorcyclist Fatalities (FARS)

Progress: Met

Performance Report

The downward trend in unhelmeted motorcyclist fatalities continued in 2019 when the five-year moving average reached 10.2, meeting and exceeding the target of 14.3 set for 2019 and the target of 13.2 set for 2020.



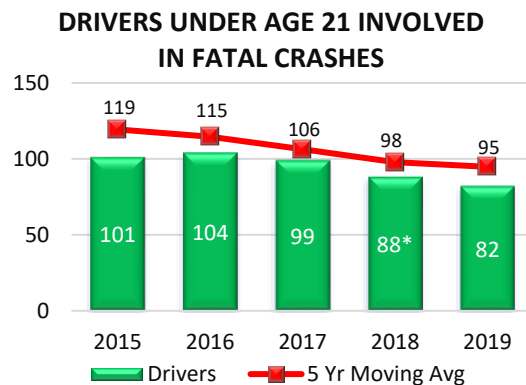
Source: FARS

Performance Measure: C-9 Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

Progress: Met

Performance Report

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 exceeds the targets of 109.8 set for 2019 and 102.1 set for 2020.



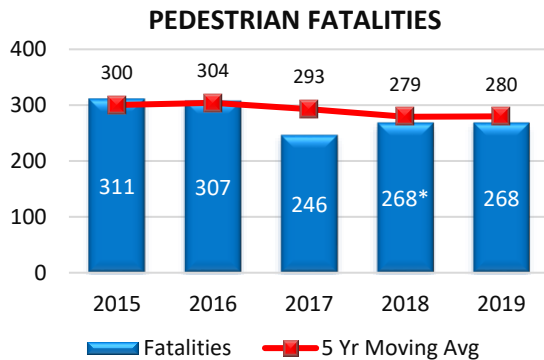
Source: FARS

*Revised based on final FARS data

Performance Measure: C-10 Pedestrian Fatalities (FARS)

Progress: Met

Performance Report



*Revised based on final FARS data
Source: FARS

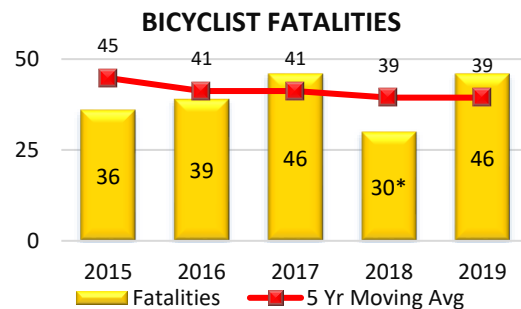
Based on FARS data, the five-year average for pedestrian fatalities in New York State fluctuated between 2015 and 2019 but declined overall by 7%. The 2019 five-year average of 280.2 met and exceeded the targets of 291.5 set for 2019 and 286.2 set for 2020.

Performance Measure: C-11 Bicyclist Fatalities (FARS)

Progress: Met

Performance Report

The five-year average number of bicyclist fatalities decreased from 41.4 in 2017 to 39.4 in 2019, equaling the target set for 2019 and exceeding the target of 39.7 set for 2020.



*Revised based on final FARS data
Source: FARS

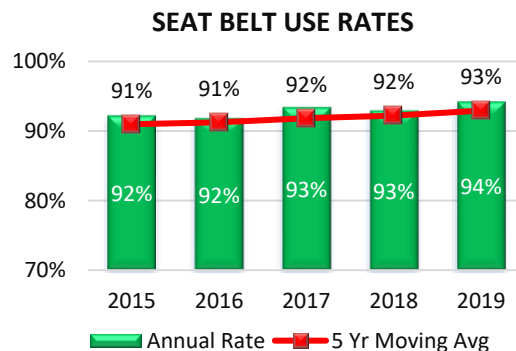
Performance Measure: B-1 Observed Seat Belt Use by Front Seat Occupants in Passenger Vehicles (State Survey)

Progress: In Progress

Performance Report

New York's seat belt use rate has been at 90% or above since 2010. In 2019, the five-year moving average rate rose to 93%, nearly reaching the target of 94% set for 2019. Beginning with the FFY 2021 HSP, the target set for the statewide seat belt use rate will be based on annual data.

Because NHTSA waived the annual survey requirement due to the COVID-19 pandemic, no seat belt observation survey was conducted in New York in 2020.

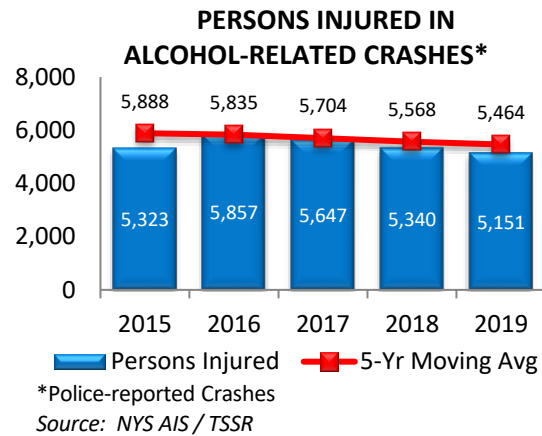


Source: NYS Seat Belt Observation Surveys

Performance Measure: Persons Injured in Alcohol-Related Crashes (State Data)

Progress: Met

Performance Report



The 5-year moving average number of persons injured in alcohol-related crashes declined between 2018 and 2019, from 5,568.2 to 5,463.6. Based on New York’s 2019 AIS data, the reduction targets of 5,601.8 set for 2019 and 5,589.9 set for 2020 were both met and exceeded.

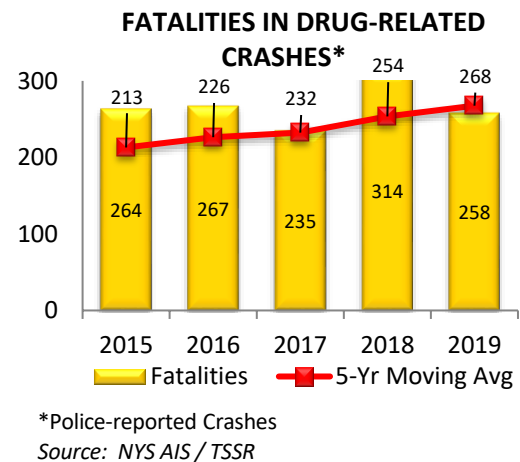
Performance Measure: Fatalities in Drug-Related Crashes (State Data)

Progress: Not Met

Performance Report

Beginning with FFY 2015, the HSSP included a new impaired driving performance measure, fatalities in drug-related crashes, based on data from New York’s AIS. The five-year moving average for these fatalities has been on a consistent upward trend reaching 267.6 in 2019, well above the targets of 221.9 and 227.8 projected for 2019 and 2020, respectively.

A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Impaired Driving program area.



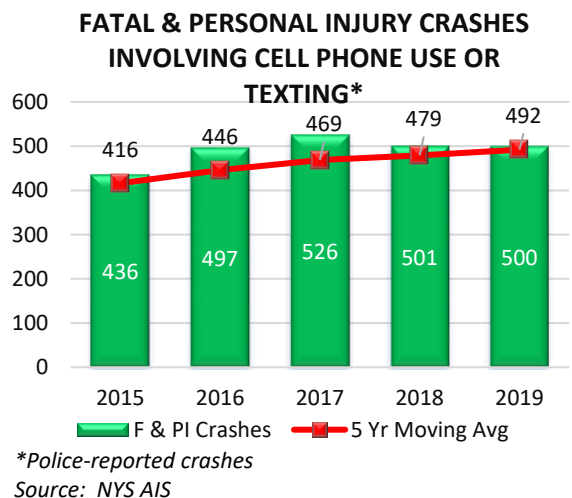
Performance Measure: Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting (State Data)

Progress: Not Met

Performance Report

A cell phone crash is defined as one in which 1) cell phone use or texting was cited as a contributing factor on the police accident report form, or 2) a ticket was issued for talking on a hand-held cell phone or texting while driving.

Over the five-year period 2015-2019, the five-year average number of fatal and personal injury cell phone crashes was on an upward trend, reaching 492.0 in 2019. Both the target set for 2019 (437.1) and the target set for 2020 (459.2) were not met.



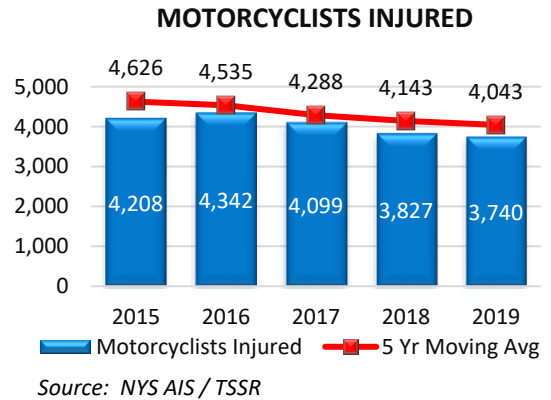
A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Police Traffic Services program area.

Performance Measure: Motorcyclists Injured in Crashes (State Data)

Progress: Met

Performance Report

Data from New York’s AIS / TSSR show that the downward trend in the 5-year average for motorcyclists injured in crashes continued in 2019 reaching 4,043.2. Based on this final result for 2019, the targets set for 2015-2019 (4,354.0) and 2016-2020 (4,116.3) were both met and exceeded.

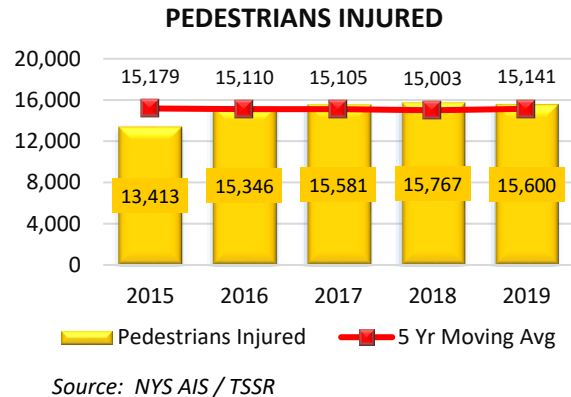


Performance Measure: Pedestrians Injured in Crashes (State Data)

Progress: Not Met

Performance Report

Based on the state’s AIS crash data, the gradual downward trend in the 5-year average number of pedestrians injured ended in 2018. The average number of pedestrians injured in crashes increased somewhat from 15,003 in 2014-2018 to 15,141.4 in 2018-2019. As a result of this increase, the target of 14,505.6 set for 2019 and the target of 14,802.7 set for 2020 were not met.



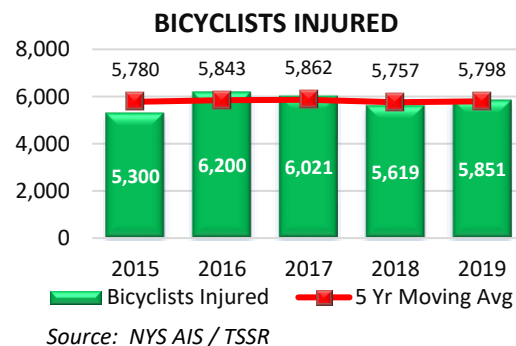
A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Non-Motorized (Pedestrians and Bicyclists) program area.

Performance Measure: Bicyclists Injured in Crashes (State Data)

Progress: Not Met

Performance Report

The number of bicyclists injured in crashes has not followed a consistent pattern over the five years, 2015-2019. The five-year average for 2015-2019 was 5,798.2, up from the 2014-2018 average of 5,757.4. Because of this increase, the targets set for 2019 (5,726.3) and 2020 (5,627.1) were not met.



A description of how New York will adjust its upcoming HSSP to better meet the performance target set for this measure is included in the Performance Assessment section under the Non-Motorized (Pedestrians and Bicyclists) program area.

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 8.77 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 9.04 days in the baseline period to 9.69 days in the performance period. This increase likely reflects the fact that many more property damage only crashes are not being captured and reported by police agencies.

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

Progress: Met

Program-Area-Level Report

The goal of 96.42% established with regard to this completeness measure was met. The percentage of crash records with no missing data in the critical data element of *Roadway Type* increased from 95.47% in the baseline period to 96.83% in the performance period. This increase continues to reflect, in part, changes/upgrades that continue to be made by both the DMV and NYSDOT in the automated location coding process.

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

Progress: Met

Program-Area-Level Report

Progress continues to be made in the timeliness of the TSLED citation data, dropping from 10.50 days during the baseline period to 7.44 days during the performance period, exceeding the goal of 10.19 days set in the FFY 2020 strategic plan. This progress can be attributed primarily to the multi-year project TraCS Electronic Crash and Ticketing System. Over the past several years, the TraCS project has increased the number of citations transmitted electronically through TraCS by continuing to expand the electronic capture and transmittal of crash, citation and disposition data at all jurisdiction levels. Currently, approximately 90% of the citations issued under TSLED are captured and transmitted to the DMV electronically via TraCS.

Performance Measure: Mean # of days from charge disposition to date charge disposition is entered into the TLSED 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 dropped from 22.36 days in the baseline period to 22.08, falling short of the goal of 21.69 days set in the FFY 2020 strategic plan. However, the progress that was made with regard to this adjudication performance measure can be attributed to the more than 1,200 of the state's 1,400 city, town and village courts that are submitting disposition data to the DMV electronically. The electronic submission of dispositions to the DMV has been supported over the past several years through projects funded by Sections 402, 408 and 405c funding (e.g., the multi-year TraCS Electronic Crash and Ticketing System project), as well as through projects supported by the DMV and the Office of Court Administration.

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

Progress: Not Met

Program-Area-Level Report

With respect to the timeliness of the AA citation data, the goal of 5.81 days was not met. The increase from 5.99 days in the baseline period to 8.84 days in the performance period reflects the unusually large number of eTicket exceptions that had to be reviewed and processed manually.

Assessment of Progress Summary

The top priorities for New York's FFY 2020 highway safety program were to address trends of increasing numbers of crashes involving specific highway users while maintaining and expanding the success in areas where reductions have been achieved. All of the targets set in the FFY 2020 HSSP for the core performance measures, as well as the additional measures, were based on the five-year moving averages forecasted for 2016-2020.

Based on the status of the performance targets set in the FFY 2020 HSSP, New York's achievements have been identified, as well as emphasis areas for improvement in the coming year.

Achievements

Targets Met

New York met and exceeded eight of the 12 core performance targets set in the FFY 2020 HSSP. Based on the five-year moving averages for 2015-2019, the core measures that met or surpassed the 2020 targets were Total Traffic Fatalities, Alcohol-Impaired Driving Fatalities, Speeding-Related Fatalities, Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities, Drivers Age 20 or Younger Involved in Fatal Crashes, Pedestrian Fatalities and Bicyclist Fatalities.

Targets were also met and exceeded in two of New York's non-core performance measures: Persons Injured in Alcohol-Related Crashes and Motorcyclists Injured in Crashes.

Comprehensive efforts in each of these program areas will continue to ensure that the current level of success is maintained and further improvements are achieved.

Targets in Progress

As described earlier, measures that showed improvement or progress toward the target forecasted for the 2016-2020 average were considered to be "in progress". The following performance measures were determined to be in this category.

Fatalities per 100 Million VMT (C-3)

The 2019 FARS data for the fatality rate is not yet available. Based on the 2018 FARS data that recently became available, the statewide fatality rate decreased from a five-year rolling average of 0.858 to 0.828 per 100 million VMT between 2017 and 2018, exceeding the target of 0.858 set for 2019 and

nearly reaching the target of 0.826 set for 2020. The consistent downward trend in the number of fatalities and the fatality rate through 2019 and the fact that the 2019 average fatality rate was only 0.002 higher than the 2020 target are the reasons for assigning the status of “in progress”.

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)

The five-year moving average for 2015-2019 (160.6) indicates that the FFY 2019 target of 167.4 set for reducing the number of passenger vehicle passengers who were killed in crashes and were not using a seat belt was met and that the target set for FFY 2020 (160.5) was nearly met. New legislation effective November 1, 2020 expanding coverage of the seat belt law to motor vehicle passengers aged 16 and older riding in the rear seat of vehicles is expected to lead to further reductions in unrestrained passenger fatalities in future years.

Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (B-1)

The Observed Seat Belt Use Rate showed good progress toward the target set for 2020 based on the current trend in the moving averages. Since the 2020 statewide observation survey was cancelled due to the COVID-19 pandemic, this measure could not be updated. Beginning with FFY 2021, the annual seat belt use rate will be used to assess progress.

Areas for Improvement

While progress has been made in reducing fatalities and injuries in several program areas, the performance targets set for some measures were not met. Adjustments will be made in the next HSSP to better meet these performance targets. The expanded efforts that will be undertaken to address the traffic safety issues requiring more attention are described in the Assessment of Progress section under the appropriate program areas.

Serious Injuries (C-2)

The targets set for reducing the 2019 and 2020 five-year averages for Serious Injuries were not met. It is possible that New York’s success in achieving reductions in fatalities has contributed to the lack of progress made in reducing Serious Injuries. The overall efforts undertaken in the various program areas to reduce personal injuries in crashes, in addition to the adjustments that are planned to address injuries among specific user groups, such as pedestrians and bicyclists, should have a positive effect on meeting the target set for Serious Injuries in the next fiscal year.

Pedestrian Injuries

The performance measures tracked for pedestrians reinforces the need for New York to continue its emphasis on improving the safety of non-motorists. While the target for reducing Pedestrian Fatalities in FFY 2020 has already been met and exceeded, the number of Pedestrians Injured in crashes has not been declining at the same pace.

The adjustments New York will make in its highway safety program to address the unmet performance target set for pedestrian injuries are detailed under the Non-motorized (Pedestrian and Bicyclist) program area.

Bicyclist Injuries

Bicyclists are another group of vulnerable roadway users in New York State. Although the target for Bicyclist Fatalities in FFY 2020 has already been met, the target set for reducing the number of Bicyclists Injured in crashes was not met.

The adjustments New York will make in its highway safety program to address the unmet performance target set for bicyclist injuries are detailed under the Non-motorized (Pedestrian and Bicyclist) program area.

Fatal and Personal Injury Crashes Involving Cell Phone Use and Texting

Distracted driving is another issue that must continue to be addressed by the state's highway safety program. Because the use of hand-held cell phones to talk or text while driving is illegal, enforcement of these violations has been the primary strategy used to reduce distracted driving. Based on crash data from New York's AIS, the five-year moving average for fatal and personal injury crashes involving cell phone use and texting has been on a consistent upward trend, resulting in the failure to meet the targets set for 2019 and 2020.

The adjustments New York will make in its highway safety program to address the unmet performance target set for fatal and personal injury crashes involving cell phone use and texting are detailed under the Police Traffic Services program area.

Fatalities in Drug-Related Crashes

Another traffic safety topic that is receiving increasing attention is the involvement of drug-impaired driving in crashes. New York's AIS crash data indicate that the five-year moving average for fatalities in drug-related crashes has been on an upward trend, reaching an average of 267.6 for 2015-2019. As a result, the targets set in the FFY 2019 HSSP (221.9) and the FFY 2020 HSSP (227.8) were not met.

Drugged driving will continue to be a major priority for GTSC and the state's highway safety community, especially as the state considers the legalization of recreational marijuana. The adjustments New York will make in its highway safety program to address the unmet performance target set for fatalities in drug-related crashes are detailed under the Impaired Driving program area.

Grant-Funded Enforcement Activity Measures for FFY 2020

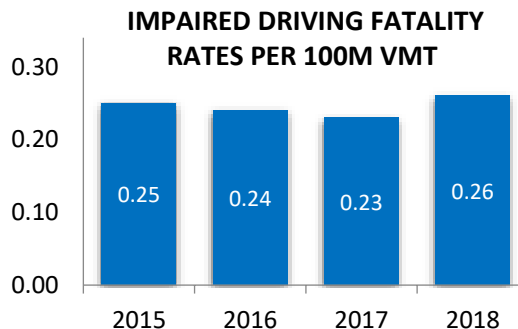
A-1 Number of seat belt citations issued during grant-funded enforcement activities: 8,433

A-2 Number of impaired driving arrests made during grant-funded enforcement activities: 1,197

A-3 Number of speeding citations issued during grant-funded enforcement activities: 47,885

IMPAIRED DRIVING

New York’s impaired driving fatality rate is defined as the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration of at least 0.08 percent per one hundred million vehicle miles traveled. Based on FARS and FHWA data, the impaired driving fatality rate was 0.23 in 2017 and 0.26 in 2018. Since New York’s rate is below 0.30, the state qualifies for federal Section 405d Impaired Driving grant funds as a low-range state.



Source: FARS, FHWA

While New York is among the states with the lowest alcohol-impaired fatality rate, it is important to maintain an aggressive approach to combating impaired driving. At the core of the state’s impaired driving program is STOP-DWI. Through this program, fines collected from impaired driving offenders are returned to the counties where the violations occurred to support enforcement and other impaired driving programs at the local level.

Are You Ready?
FFY 2020 STOP-DWI Crackdowns

- Halloween: October 31-November 3, 2019
- Thanksgiving: November 27-December 1, 2019
- Holiday Season (National): December 11, 2019 - January 1, 2020
- Super Bowl: January 31-February 3, 2020
- St. Patrick’s Day: March 13-18, 2020
- Memorial Day: May 22-26, 2020
- Fourth of July: July 3-6, 2020
- Labor Day (National): August 19-September 7, 2020

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

Since STOP-DWI is self-sustaining, GTSC is able to use the Section 405d funds received by New York to support a number of other types of impaired driving projects, in addition to supplementing the resources available for statewide enforcement efforts. These include statewide public information campaigns, training programs, multi-agency advisory groups, research studies and projects to enhance state agency programs.

In FFY 2020, the STOP-DWI Foundation continued to maintain its “Have a Plan” mobile app, which is an important resource for the general public and potential impaired drivers. During the year, the STOP-DWI Foundation also provided a number of training programs including training sessions on “Street Drugs and Driving—What You Need to Know” and “Winning Interdiction—Conducting the Complete Traffic Stop.” The attendees at these training sessions included STOP-DWI Coordinators, educators, police officers, probation officers, District Attorneys, Public Defenders, emergency service personnel and treatment professionals.

Every year, there are thousands of impaired driving crashes in New York.

The Have A Plan app provides resources to help you plan your night, find a safe ride, and more, so you never have to risk getting behind the wheel while impaired. Don't drive. Get a ride.

- Find a Safe Ride Home
- Plan Your Night
- Report a DWI
- Know the Facts
- Test Yourself!
- Get Connected

Law enforcement training programs to address drug-impaired driving also continued to be a priority. In FFY 2020, eleven 16-hour Advanced Roadside Impaired Driving Enforcement (ARIDE) programs were conducted around the state; a total of 428 police officers completed the training.

The much more intensive three-week Drug Recognition Expert (DRE) Certification Program was conducted in January and September. A total of 38 new DREs were certified during 2020, bringing the total number of DREs deployed across the state to 334.

With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) continued to expand and enhance the DRE Data Entry & Management System during FFY 2020. The system has a web-based application and a tablet application that DREs use to submit their evaluations, narratives, and toxicology results into ITSMR's DRE database. These tools also assist the DRE state coordinator in managing the program.

ASSESSMENT OF PROGRESS

The three performance measures used to track progress in the Impaired Driving Program Area are Alcohol-Impaired Driving Fatalities, Persons Injured in Alcohol-Related Crashes and Fatalities in Drug-Related Crashes.

As discussed in the Performance Report presented earlier in this document, the targets set for the measures related to alcohol-related fatalities and injuries were met. The target set for improvement in the number of fatalities in drug-related crashes was not met.

Status of Impaired Driving Targets for FFY 2020

- ❖ **Alcohol-Impaired Driving Fatalities: Decrease the 5-year moving average for 2016-2020 to 304.5.**
This target was met. The five-year moving average for impaired driving fatalities decreased to 297.4 in 2019 surpassing the target of 311.0 set for 2019 and the target of 304.5 set for 2020.
- ❖ **Persons Injured in Alcohol-Related Crashes: Decrease the 5-year moving average for 2016-2020 to 5,589.9.**
This target was met. The 5-year moving average number of persons injured in alcohol-related crashes declined to 5,463.6 in 2019, exceeding the reduction target of 5,601.8 set for 2019 and the target of 5,589.9 set for 2020.
- ❖ **Fatalities in drug-related crashes: Decrease the 5-year moving average for 2016-2020 to 227.8.**
This target was not met. The five-year moving average for these fatalities increased to 267.6 in 2019, well above the targets of 221.9 set for 2019 and 227.8 set for 2020.

Adjustments Planned for Upcoming HSSP to Reduce Fatalities in Drug-Related Crashes

The number of drugged driving fatalities fluctuated up and down over the most recent five-year period, 2015-2019. Between 2017 and 2018, these fatalities increased by one-third (from 235 to 314). Although this spike was followed by a decrease in 2019, there is concern over the increasing proportion of the state's fatalities that are drug-related (34% and 28% in 2018 and 2019, respectively, compared to 24% in 2015).

There are several factors that may be related to the increasing incidence of drugged driving. Some drivers may assume that because a drug is not illegal, it is ok to drive after using it. Drivers are taking prescription medication more now than in the past and may not realize that mixing them with other prescriptions and/or alcohol has a negative effect. They may also assume that because a medication is prescribed it is all right to drive after taking it. The legalization of marijuana in neighboring states may also be contributing to increases in drugged driving fatalities in New York. The enforcement of drugged driving violations can be more challenging than alcohol-related violations due to the limitations of drug-detecting technology and the lack of an established limit to determine drug impairment.

The following initiatives will be undertaken or expanded to reduce the number of fatalities in drugged driving crashes:

- GTSC is planning to increase training as much as possible during COVID for law enforcement officers to be trained to recognize impaired drivers.
- Educational materials regarding impaired driving will be included with registration documents being mailed out across the state to increase awareness.
- GTSC is working with DCJS to train law enforcement officers to better recognize individuals impaired by marijuana.
- GTSC will encourage and support law enforcement agencies to conduct more check points and high visibility details.

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

Impaired driving is one of the traffic safety issues included in the survey of New York State licensed drivers' attitudes and behaviors conducted annually since 2010 at five Department of Motor Vehicles offices. The 2020 survey scheduled for spring 2020 was cancelled due to the COVID-19 pandemic. At the request of GTSC, ITSMR used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV website in September 2020.

The first section below provides the results of the questions related to the frequency of drinking and driving and perceptions of the risk of arrest for drinking and driving compiled from the recently completed 2020 online survey. The second section below presents the results of questions about using drugs and driving.

Drinking and Driving

In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

	<u>2020</u>
0 times or NA	89.3%
1 time	6.2%
2 times	2.4%
3 times	0.3%
4 times	0.4%
5 or more times	1.4%

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

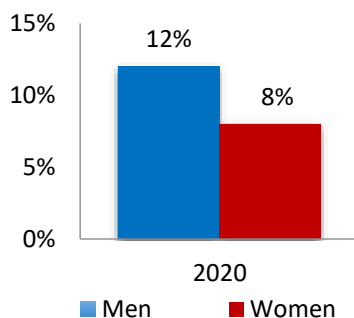
	<u>2020</u>
Very likely	44.5%
Somewhat likely	21.7%
Likely	17%
Unlikely	12.9%
Very unlikely	3.9%

Source: 2020 Driver Behavior Survey

- 89% of the survey respondents said they had not driven within two hours after consuming alcohol in the past 30 days.
- 66% of the respondents in 2020 thought a driver was “very likely” or “somewhat likely” to be arrested for drinking and driving.

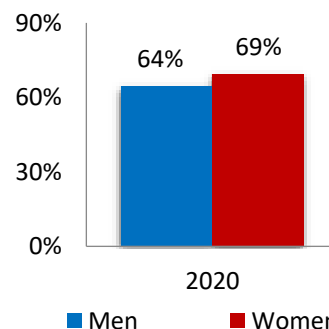
Differences by Gender

HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONE TIME IN PAST 30 DAYS BY GENDER



Source: 2020 Driver Behavior Surveys

PERCEPTION OF THE CHANCES THAT A DRINKING DRIVER WOULD BE ARRESTED "VERY LIKELY" OR "SOMEWHAT LIKELY" BY GENDER



Source: 2020 Driver Behavior Surveys

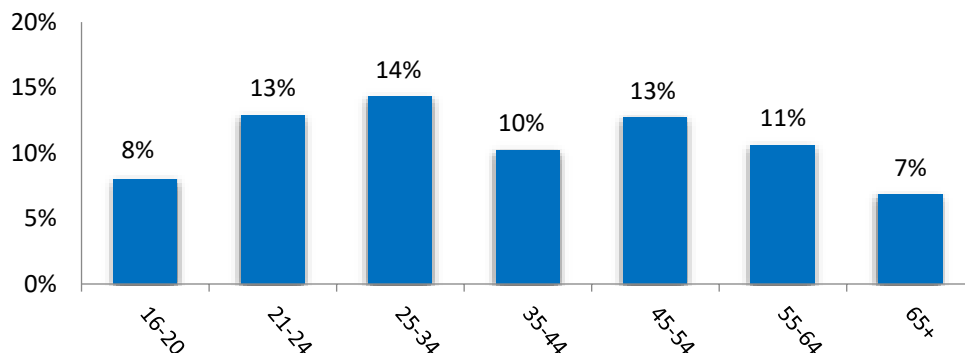
- Men are more likely than women to drink and drive.
- The proportion of men who reported that they had driven after drinking at least once in the past 30 days was 12% in 2020, while the proportion of women who reported this was 8%.
- Women are somewhat more likely than men to perceive a risk of arrest for drinking and driving.

- In 2020, 64% of men and 69% of women surveyed thought that it was “very likely” or “somewhat likely” that someone would get arrested if they drive after drinking.

Differences by Age

Analyses by age group were also conducted for the survey respondents who said they had driven within two hours after drinking at least once in the past 30 days.

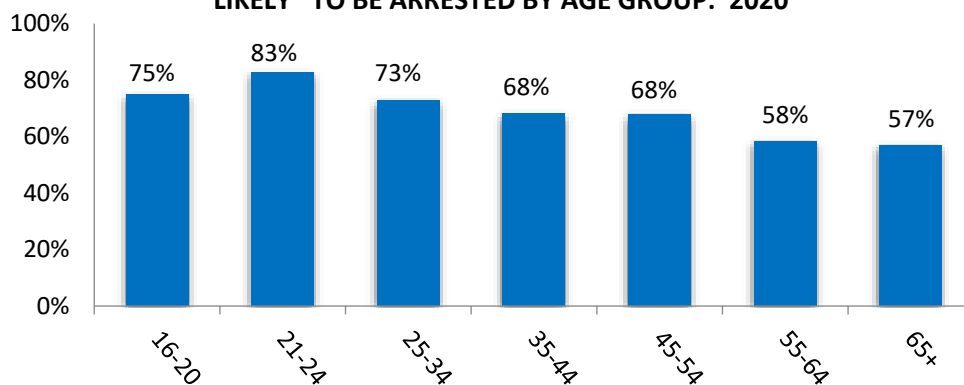
HAVE DRIVEN WITHIN TWO HOURS AFTER DRINKING AT LEAST ONCE IN PAST 30 DAYS BY AGE GROUP: 2020



Source: 2020 Driver Behavior Survey

- The drivers who reported driving within two hours after drinking at least once in the last 30 days included drivers under the legal drinking age. In 2020, 8% of the drivers under 21 years of age reported driving after drinking.
- The largest proportions of drivers who said they had driven after drinking in 2020 occurred in the 25-34 age group (14%), followed by the 21-24 and 45-54 groups (each 13%).

PERCEPTION THAT A DRINKING DRIVER WAS "VERY LIKELY" OR "SOMEWHAT LIKELY" TO BE ARRESTED BY AGE GROUP: 2020



Source: 2020 Driver Behavior Survey

- In general, the perception of the risk of getting arrested decreases with age; in 2020, 75% of the drivers ages 16-20 and 83% of those ages 21-24 thought that someone who was drinking and driving was “very likely” or “somewhat likely” to be arrested, compared to 57% of drivers age 65 and older.

Drugs and Driving

Several new questions on drugs and driving were added to the annual survey in 2019 and repeated with slight variations for the 2020 online survey.

In the past 30 days, how many times have you driven a motor vehicle within two hours after using cannabis/marijuana?

	<u>2020</u>
0 times or NA	94.8%
1 time	1.5%
2 times	0.4%
3 times	0.6%
4 times	0.7%
5 or more times	2.0%

In the past 30 days, how many times have you driven a motor vehicle within two hours after using drugs other than cannabis/marijuana?

	<u>2020</u>
0 times or NA	97.2%
1 time	1.1%
2 times	0.2%
3 times	0.1%
4 times	0.2%
5 or more times	1.3%

Source: 2020 Driver Behavior Survey

- 5% of survey respondents in 2020 reported that in the past 30 days they had driven within two hours after using cannabis/marijuana, and 3% reported that they had driven within two hours after using drugs other than cannabis/marijuana.

What do you think the chances are of someone getting arrested if they drive after using cannabis/marijuana?

	<u>2020</u>
Very likely	26.2%
Somewhat likely	20.2%
Likely	13.7%
Unlikely	29.2%
Very unlikely	10.7%

Source: 2020 Driver Behavior Survey

- In 2020, nearly half of the survey respondents (46%) reported that they think it “very likely” or “somewhat likely” that someone would get arrested for driving after using cannabis/marijuana.

Do you think using cannabis/marijuana negatively affects a driver's ability to drive safely...

	<u>2020</u>
A great deal	63.3%
A moderate amount	25.3%
Not at all	11.3%

Do you know that someone can be arrested for driving under the influence of cannabis/marijuana?

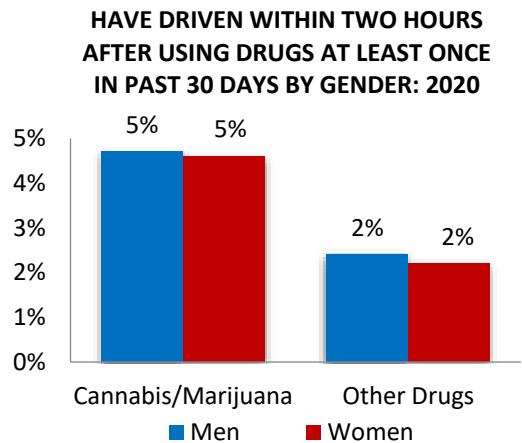
	<u>2020</u>
Yes	84.3%
No	15.7%

Source: 2020 Driver Behavior Survey

- 89% of the drivers surveyed in 2020 reported thinking that using cannabis/marijuana negatively affects a driver's ability to drive safely "a great deal" or "a moderate amount".
- In 2020, 84% of the drivers surveyed reported knowing that someone can be arrested for driving under the influence of cannabis/marijuana.

Differences by Gender

- In 2020, 5% of the men and 5% of the women surveyed said they had driven after using cannabis/marijuana at least once in the past 30 days.
- In 2020, 2% of the men and 2% of the women surveyed responded that they had driven after using drugs other than cannabis/marijuana at least once in the past 30 days.
- In 2020, nearly half of the female drivers surveyed (49%) thought it "very likely" or "somewhat likely" that someone would get arrested for driving after using cannabis/marijuana, compared to 44% of the male drivers.

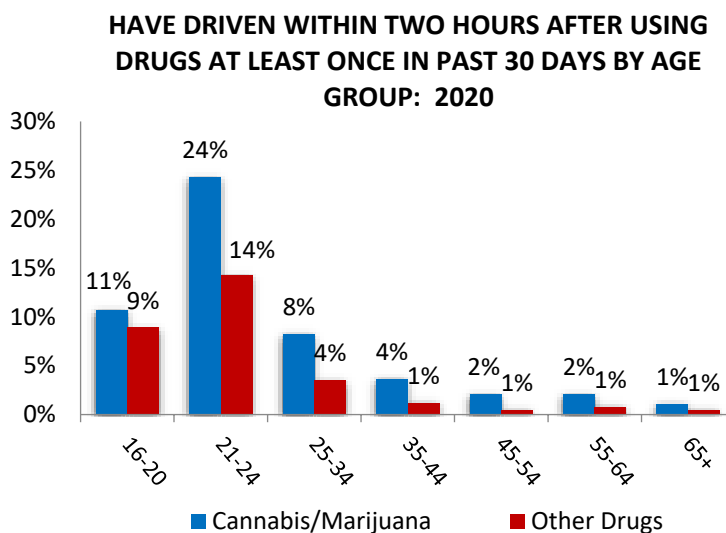


Source: 2020 Driver Behavior Survey

- In 2020, 89% of the female drivers and 89% of the male drivers reported thinking that using cannabis/marijuana negatively affects a driver's ability to drive safely "a great deal" or "a moderate amount".
- 84% of the female drivers and 85% of the male drivers surveyed in 2020 reported knowing that someone can be arrested for driving under the influence of cannabis/marijuana.

Differences by Age

- Larger proportions of drivers in the younger age groups reported driving within two hours after using cannabis/marijuana at least once in the last 30 days. In 2020, 11% of drivers ages 16-20, 24% of drivers ages 21-24 and 8% of drivers ages 25-34 reported this behavior.
- Drivers in the younger age groups were also more likely to report driving within two hours after using drugs other than cannabis/marijuana. In 2020, 9% of drivers ages 16-20, 14% of drivers ages 21-24 and 4% of drivers ages 25-34 reported this behavior, compared to 1% of respondents over the age of 34.



Source: 2020 Driver Behavior Survey

- Among the age groups surveyed, more drivers ages 16-20 thought that someone was “very likely” or “somewhat likely” to get arrested for driving after using cannabis/marijuana (73%). Fewer drivers in the older age groups had these perceptions (38% for ages 55-64 and 39% for ages 65 and older).
- 68% of the 16-20-year-old drivers surveyed in 2020 responded that they thought using cannabis/marijuana negatively affects a driver’s ability to drive safely “a great deal” or “a moderate amount.” Drivers ages 65 and older were most likely to respond this way (98%).
- In 2020, drivers ages 55 and older were most likely to know that someone can be arrested for driving under the influence of cannabis/marijuana (88%), while drivers ages 16-20 and 21-24 were least likely to know it (80% and 73%, respectively).

IMPAIRED DRIVING PROJECTS AND ACTIVITIES FUNDED IN FFY 2020

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Impaired Driving program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2020 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2020 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Impaired Driving Laws

“Drive Sober or Get Pulled Over”

In FFY 2020, New York’s “Drive Sober or Get Pulled Over” enforcement and education initiative incorporated the slogan, “Have a Plan.” The campaign is a cooperative effort involving the State Police, County Sheriffs and local police agencies. The NYS STOP-DWI Foundation also encourages county STOP-DWI Programs across the state to develop and conduct coordinated county-based enforcement efforts.

The national crackdown periods coincide with the times when large numbers of impaired drivers are likely to be on the roadways—Halloween, Thanksgiving, December Holiday Season, Super Bowl, St. Patrick’s Day, Memorial Day, the 4th of July and late summer into Labor Day. In FFY 2020, the counties were asked to develop multi-agency efforts utilizing saturation patrols and checkpoints involving their local DREs. In addition, counties were reimbursed for expenses for DRE call-outs throughout the grant period.

Due to the cooperation and support of all county STOP-DWI program coordinators statewide, there was widespread participation by the police agencies across New York State during the crackdowns. In addition to specific target saturation patrols and checkpoints, each enforcement detail required the onsite availability of a certified Drug Recognition Expert (DRE).



Each county tailored its efforts during the crackdowns to the available enforcement personnel and activities significant to their community.

The results reported for the local police agency grant-funded crackdown initiatives in FFY 2020 are as follows:

Halloween Crackdown: 10/31/19–11/3/2019

23 counties and 79 local agencies participated in the Halloween Crackdown resulting in 36 DWI/DWAI arrests, 7 DWAI-Drugs only arrests, 40 other arrests and 424 VTL summonses.

Thanksgiving Crackdown: 11/27/2019–12/01/2019

33 counties and 111 local agencies participated in the Thanksgiving Crackdown period resulting in 47 DWI/DWAI arrests, 5 DWAI-Drugs only arrests, 55 other arrests and 683 VTL summonses.

Holiday Season National Mobilization: 12/11/2019–1/1/2020

34 counties and 102 agencies participated in the Holiday Season Crackdown resulting in 60 DWI/DWAI arrests, 3 DWAI-Drug only arrests, 62 other arrests and 814 VTL summonses.

Super Bowl: 1/31/2020-2/3/2020

30 counties and 82 agencies participated in the Super Bowl Crackdown resulting in 18 DWI/DWAI arrests, 2 DWAI-Drug only arrests, 43 other arrests and 340 VTL summonses.

St. Patrick’s Day: 3/13/2020-3/18/2020

35 counties and 100 agencies participated in the St. Patrick’s Day Crackdown resulting in 26 DWI/DWAI arrests, 2 DWAI-Drug only arrests, 32 other arrests and 534 VTL summonses.

Memorial Day: 5/22/2020-5/26/2020

30 counties and 90 agencies participated in the Memorial Day Crackdown resulting in 30 DWI/DWAI arrests, 5 DWAI-Drug only arrests, 68 other arrests and 858 VTL summonses.

Fourth of July: 7/3/2020-7/6/2020

36 counties and 116 agencies participated in the 4th of July Crackdown resulting in 55 DWI/DWAI arrests, 8 DWAI-Drug only arrests, 74 other arrests and 1,076 VTL summonses.

National DWI Crackdown (Labor Day): 8/19/2020-9/7/2020

39 counties and 143 agencies participated in the Labor Day Crackdown resulting in 145 DWI/DWAI arrests, 12 DWAI-Drug only arrests, 146 other arrests and 2,514 VTL summonses.

In addition, 29 counties received a total of 275 requests for a DRE call-out during the grant cycle; 275 evaluations were conducted by the DREs who were deployed.

Last Drink Location

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

DCJS Impaired Driver Training and Technology Program



With funding provided by a GTSC grant, the NYS Division of Criminal Justice Services (DCJS) distributed 250 Alco-Sensor FST alcohol screening devices to New York State law enforcement, probation and parole agencies in FFY 2020. This equipment provides these agencies with state-of-the-art tools to aid in their impaired driving programs.

A total of 631 evidential breath test devices were repaired and/or certified on site (and an additional 422 remote certifications were performed) for use by local law enforcement and all quarterly Last Drink and Arrest Location Reports (inclusive of Leandra's Law Data) were disseminated via eJustice NY. In addition, with the completion of the Ethernet software/hardware upgrade project for all evidential New York State Datamaster DMTs, OPS technical staff successfully continued to connect additional agencies to the DCJS server, facilitating real-time, accurate and secure transmission of evidential impaired driver data to aid in enforcement, adjudication, education and the prevention of impaired driving offenses. The Alcohol Reference Standard was delivered to approximately 400 police agencies statewide on a bi-monthly basis for use in their evidential breath test programs and the evidential simulator replacement program has been completed as well, providing new, modern simulators ensuring less instrument downtime.

In FFY 2020, the DCJS Office of Public Safety (OPS) staff administered, facilitated, documented and/or oversaw the training of 2,398 municipal law enforcement officers on the use of the DataMaster DMT. This total includes officers who attended the Breath Analysis Operator course, Breath Analysis Operator Instructor course and Breath Analysis Recertification courses.

In addition, 1,354 police officers attended the Standardized Field Sobriety Testing courses which include the Standardized Field Sobriety Instructor course and Standardized Field Sobriety Testing student course. A total of 2,473 police and probation officers completed the Online Ignition Interlock Device training.

In total, the OPS provided quality training to 6,225 municipal law enforcement officers across the state during FFY 2020.

Prosecution and Adjudication of DWI Offenders

Prosecutor Training

During FFY 2020, the New York Prosecutors Training Institute (NYPTI) provided training to prosecutors and law enforcement officers on a variety of topics to improve the investigation and prosecution of impaired driving cases throughout New York State. Specific topics included standardized field sobriety tests; drugged driving; distracted driving; changes to NYS discovery statutes; ethical issues in vehicular crimes prosecutions; trial advocacy training for new prosecutors; and trial technology training for vehicular crimes prosecutors. Most of the live training sessions were recorded to make them available for Continuing Legal Education credit for those unable to attend the live course. Due to the COVID-19 pandemic, most training was done virtually, with live courses and workshops being held through an online platform. NYPTI also developed training videos on the new discovery laws, which were merged into a digest with case law and statutes to create a comprehensive, interactive video guide to CPL Article 245. Under this project, GTSC also continued to fund two Traffic Safety Resource Prosecutors (TSRPs) to assist New York State prosecutors with impaired driving prosecutions. Hundreds of prosecutors are trained by the TSRPs annually and have access to information from NYPTI and the TSRPs via a statewide listserv, NYPTI's Prosecutors' Encyclopedia and NYPTI's public website www.nypti.org.

Toxicologist Training

The New York State Police Forensic Laboratory System provides alcohol and drug testing for state and local agencies throughout New York. Continuing education is critical to the toxicologists' role in highway safety; these professionals must be kept up-to-date on the latest technology enhancements for testing, as well as the current state of research on the effects of alcohol and drugs on driving performance. With funding from GTSC, toxicologists from the New York State Police Forensic Investigation Center were able to receive scientific training from both national and international experts over the past year. The training venues included the Society of Forensic Toxicologists (SOFT) Annual Meeting, the American Academy of Forensic Sciences (AAFS) Annual Meeting, the Northeastern Association of Forensic Scientists (NEAFS) Annual Meeting, and the International Association of Chemical Testing (IACT) Annual Meeting. Staff also attended specific training on drug impaired driving at the Borkenstein Course on the Effects of Drugs on Human Performance. Several online training courses on basic analytical and forensic topics were also taken. These activities are essential to maintaining expert witness qualifications. Additionally, nine scientists participated in an online course to prepare them for the forensic toxicology certification exam.

Improvement of Toxicology Services for Impaired Driving Enforcement

Forensic toxicology services are essential to the effective enforcement of New York's impaired driving laws. The volume and complexity of the testing needed to support the state's impaired driving investigations has far exceeded the resources available within the laboratories. GTSC is supporting the toxicology labs throughout New York by updating aging laboratory equipment and investing in toxicologist training. GTSC has partnered with the New York State Police Crime Laboratory (the largest provider of impaired driving toxicology services in the state) to develop a sustainable staffing model that will provide the necessary toxicology services throughout the state. Due to the lengthy hiring process and intense training program, the benefits of this partnership will develop over the next several years. Outcomes will include faster turn-around times for lab results, an increase in the number of drugs that can be detected and the addition of quantitative services. During FFY 2020, the median turn-around time for toxicology cases at the NYSP laboratory remained stable and well within speedy trial deadlines. In addition, the laboratory validated new drug screening instrumentation and lowered screening thresholds to meet published DUID laboratory guidelines. The NYSP lab also added testing for buprenorphine (Suboxone*) and tramadol in blood.

DWI Offender Treatment, Monitoring, Control

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

The Child Passenger Protection Act or "Leandra's Law" became effective in New York State on December 18, 2009. One key provision of this law was the designation of DWI with a child under 16 years of age in a motor vehicle as a Class E felony offense. A second provision is the requirement that individuals convicted of DWI must install an ignition interlock device (IID) in any motor vehicle they own or operate. The state has seen 160,720 individuals ordered to install an ignition interlock device as a component of their sentence, with approximately 26.4%, or 42,414, of those installing a device during the same quarter.

The Division of Criminal Justice Services (DCJS) Office of Probation and Correctional Alternatives (OPCA) is responsible for developing and updating Title 9 NYCRR Part 358 - *Handling of Ignition Interlock Cases Involving Certain Criminal Offenders*, the regulation under which New York's IID program operates. Additionally, DCJS/OPCA provides monitoring and technical assistance for the program.

Leandra's Law was updated in 2013 with several changes: requiring a minimum IID installation period of 12 months; allowing IIDs installed prior to sentencing to be applied to the required installation period; confirming that the law applies to Youthful Offenders in full; and requiring offenders who do not install an IID to assert under oath that they do not own and will not operate a vehicle. Activities completed and associated with this program are described below. Notably, certain activities conducted in FFY 2020 were significantly affected by the COVID-19 pandemic.

- Prior to the pandemic, OPCA staff conducted on-site visits to probation departments and conditional discharge monitors, where they held discussions with each team, reviewed DWI case files and provided feedback to help guide best practices. Due to pandemic restrictions, OPCA staff are developing methods to perform such quality assurance efforts remotely.
- In collaboration with the Office of Court Administration (OCA), OPCA delivered web-based Judicial Trainings as part of a series entitled the "2020 Judicial Seminar: Impaired Driving." OPCA staff provided 321 court clerks, judges and other court staff with an overview of Leandra's Law, Title 9 NYCRR Part 358, and a description of the associated responsibilities of courts, monitors, manufacturers and operators.

- OPCA conducted a webinar for Ignition Interlock training on September 23, 2020, offered to all probation and conditional discharge monitors statewide; 295 attendees participated.
- OPCA worked with the Office of Information Technology Services (ITS) to create a DWI conviction report which allows probation officers to view all individuals convicted and sentenced for DWI within their jurisdiction during a selected time period. The report helps the probation departments ensure that all appropriate paperwork was received from the ordering courts and that those convicted are held accountable and receive the required IID supervision and monitoring.
- OPCA collaborated with DMV to continue the A4 Restriction Removal Pilot Project with several probation departments and CD IID monitors in eight counties. This project improves the accuracy of DMV data by allowing monitors to email DMV the IID Certificate of Completion providing authorization to remove the A4 restriction from the operator's license and driving record. As of September 30, 2020, DMV successfully processed 7,565 certificates.
- OPCA helped develop and implement two IID-related Statements of Work with Automon, LLC, the vendor which provides the case management system used by 57 of 58 probation departments in the state. The resulting reports will allow probation departments to track the timely receipt of IID orders from the sentencing courts and the handling of VOPs by those courts to promote compliance with statutory and regulatory requirements.
- On March 3, 2020, DCJS-OPCA released emergency procedures for New York State's qualified ignition interlock manufacturers and monitors. These procedures relaxed certain provisions to Title 9 Part 358 - *Handling of Ignition Interlock Cases Involving Certain Criminal Offenders*, to allow for social distancing practices during the peak of the COVID-19 pandemic. When these procedures expired on May 15, 2020, DCJS-OPCA provided the manufacturers and monitors with the information needed to follow New York's phased re-opening.
- OPCA conducted conference calls/ongoing communication, as needed, with manufacturers in order to address issues. Due to the pandemic, conference calls were held more frequently in order to address questions regarding the pandemic and regulatory obligations.
- OPCA staff continued to work collaboratively with other agencies to advance the state's Ignition Interlock Program.

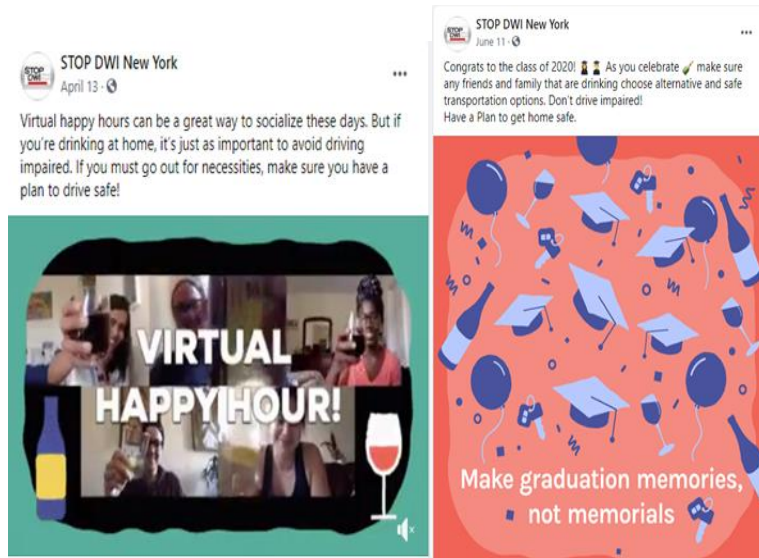
Prevention, Communications, Public Information and Educational Outreach

STOP-DWI Foundation Training and PI&E Outreach

The Foundation continued to maintain and implement updates to its "Have a Plan" mobile app. The app runs on the iOS, Android and Windows platforms. The monitoring system provides regular reports on the total number of app downloads, the total number currently installed and the most popular installed version. There have been 16,197 mobile app downloads since its inception in August 2014.

Educational and promotional materials continued to be developed and distributed to further promote the app. The majority of users fall within the target group of 18-34 years of age.

The Foundation contracted with Column Five Media to increase awareness through social media. In the beginning stages of the contract, social media graphics were developed using statistics from ITSMR's TSSR application. These pieces were posted on social media sites during the crackdown periods and as weekly posts.



Prescription Meds short video



The Foundation rolled out the first victim story video in August 2020 (<https://stopdwi.org/videos>).



Underage Drinking and Alcohol-Impaired Driving

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

In FFY 2020, the New York State Police continued to conduct a comprehensive multifaceted strategy that included the following components: deterrence, detection, officer training, public education and underage enforcement. Each Troop developed specific action plans for targeting impaired driving issues within the Troop. The following is a list of activities that were conducted during the grant period:

- **Underage Drinking Identification Details:** The State Police conducted 151 Underage Drinking Identification (UDI) enforcement details during which 2,324 retail stores and 75 bars and taverns were checked. Of these, 64 bars (85%) and 2,101 retail stores (90%) were in compliance. The details resulted in 185 arrests for violations of the ABC law and 134 arrests for violations of the Penal Law.
- **Sobriety Checkpoints:** Each Troop conducted, at a minimum, one checkpoint each month; multi-agency checkpoints were also conducted. In total, 237 fixed sobriety checkpoints were conducted, resulting in 286 DWI, 26 DWAI-Drugs and 246 criminal arrests.
- **Dedicated DWI Patrols:** Each Troop conducted, at a minimum, two dedicated DWI details per month per zone and two additional details at other locations identified by the Troop. Overall, 1,582 dedicated DWI patrols were conducted resulting in 292 DWI, 31 DWAI-Drugs and 355 criminal arrests.
- **Training:** State Police DRE instructors assisted with DRE schools conducted in Monroe and Orange Counties. Additionally, instructors assisted with the field certification training associated with those schools. Members also assisted with instruction at numerous ARIDEs throughout the state at the request of the GTSC, including the NYSP Basic School ARIDE and six NYSP FTO ARIDE trainings. Standardized Field Sobriety Testing training was provided to all recruits attending the Basic School at the New York State Police Academy.
- **National Holiday Crackdowns:** During the National Holiday Crackdown and New Year's period (December 13, 2019-January 1, 2020), the State Police conducted 27 sobriety checkpoints resulting in 30 DWI arrests. The State Police conducted 94 dedicated DWI patrols resulting in 12 DWI arrests. One DRE evaluation was performed. Also during this period, 14 Underage Drinking Identification (UDI) details were conducted; two of the 16 bars checked and 8 of the 174 retail establishments were found to be out of compliance. These details resulted in 10 ABC law charges and 3 Penal law charges.

During the National Labor Day Crackdown (August 19-September 7, 2020), the State Police conducted 21 sobriety checkpoints resulting in 31 DWI arrests and 2 DWAI-Drugs arrests. In addition, 83 dedicated patrols were conducted resulting in 25 DWI arrests and one DWAI-Drugs arrest. Thirteen DRE evaluations were performed. Also during this period, 8 UDI details were conducted. Of the 113 bars and retail locations that were checked, 18 were out of compliance. This resulted in 13 ABC law and 6 Penal law charges.

- **Public Information and Education:** Efforts continued to develop effective PI&E materials for both DWI and underage drinking issues. In a coordinated effort among programs (seatbelts, motorcycle and speed enforcement), information cards as well as other commodities were purchased emphasizing the combined traffic safety messages. These PI&E materials were developed and disseminated statewide to schools and at fairs and other events.

Operation Prevent – Stop Bad ID

Operation Prevent is an underage drinking enforcement initiative conducted by the DMV Division of Field Investigation (DFI) with state and local law enforcement partners throughout the state. The program is designed to prevent underage drinking at a variety of venues where minors may use counterfeit or altered identification to purchase alcohol. Target venues are identified in collaboration with local police agencies, county STOP-DWI coordinators, the State Liquor Authority and other agencies that may provide reliable information about establishments serving underage drinkers.

In addition to preventing underage drinkers from obtaining alcohol, a goal of the program is to identify the source(s) of the counterfeit or altered identification documents. Investigations into this aspect of the program seek to shut down the counterfeiting operation or to identify purveyors of fraudulent documents available through the Internet. The DFI has identified numerous websites selling counterfeit driver licenses from all over the world. In FFY 2020, DFI investigators visited 36 establishments/venues that serve alcohol, seized 361 illegal identity documents from patrons who were under the age of 21, and made 337 arrests. There were also 94 ABC violations charged as the result of the two large-scale operations at bar establishments that showed blatant disregard for state liquor laws. The numbers are down due to New York State being put on lockdown and establishments closed during the pandemic.

Drugged Driving

Drug Recognition Expert Statewide Coordinator

A member of the GTSC staff continues to coordinate the Drug Recognition Expert (DRE) program in New York. The State Coordinator is responsible for coordinating and scheduling training programs that provide existing DREs the opportunity to maintain certifications that adhere to the national and New York State standards. In a continuing effort to provide the most efficient and relevant training, the State Coordinator, in conjunction with the Technical Advisory Panel (TAP), is tasked with the oversight, review and implementation of the training curriculum and sets the standards for instructor qualifications and certifications. The State Coordinator has also created a DRE Callout Application to assist with the DRE program and to allow police officers to reach DREs in a timely manner.

DRE Training Programs

The GTSC staff coordinates the state's Drug Recognition Expert (DRE) program through the DRE Steering Committee. The committee has been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. The DRE course was offered in January and September 2020; 38 new Drug Recognition Experts were trained and certified. A total of 334 DREs are now deployed across the state. The DRE school that was scheduled for May was canceled due to the pandemic, reducing the number of DREs to be trained by 22.



Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Advanced Roadside Impaired Driving Enforcement (ARIDE) training program has been implemented in New York since FFY 2008. The two-day ARIDE course is intended to bridge the gap between the Standardized Field Sobriety Testing (SFST) training all police officers in New York receive in the Basic Course for Police Officers and the Drug Recognition Expert (DRE) training courses completed by a relatively select group of officers. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2020, 11 training programs were conducted in various parts of the state; 428 police officers completed the ARIDE training. Of the 21 ARIDE classes scheduled for 2020, 10 were canceled due to the pandemic.

Cooperative Approaches to Reducing Impaired Driving

In its position as the focal point for impaired driving programs in New York State, GTSC is responsible for the oversight and coordination of activities that address the problem of impaired driving at the state level; oversees the state's most comprehensive impaired driving program, STOP-DWI; and administers the state's 402 highway safety program. GTSC also leads the Advisory Council on Impaired Driving, a group that recognizes the multi-disciplinary nature of the impaired driving issue and looks for more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving. The Advisory Council is comprised of eight teams: General Deterrence/Research, Enforcement, Prosecution, Courts, Assessment and Treatment, Probation, Licensing, and Toxicology.

Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

Institute for Traffic Safety Management and Research Impaired Driving Research Projects

Fact Sheets and Research Notes

In FFY 2020, the Institute for Traffic Safety Management and Research (ITSMR) compiled the following Fact Sheets:

- Alcohol and Drugged Driving Arrests (TSLED only): 2014-2018
- Alcohol-Related Crashes: 2014-2018
- Drug-Related Fatal and Personal Injury Crashes: 2014-2018
- Impaired Driving: 2015-2018
- Impaired Driving Crashes and Arrests: 2014-2018
- Recidivism (1999, 2009, 2012, 2015 & 2018)
- Drivers Arrested for ADWI with Child under Age 16 in Vehicle: 2015-2019

These fact sheets are available on the ITSMR website (www.itsmr.org).



During FFY 2020, ITSMR project staff compiled the following Research Notes, which are also available on ITSMR's website (www.itsmr.org):

- Drug-Impaired Driving on New York Roadways – Drivers Ticketed & DRE Evaluations: 2016-2018
- Study on Motorcyclists and Alcohol-Impaired Driving in New York State: 2014-2018
- Recidivism in New York State: 2018 Status Report
- Leandra's Law: ADWI with Child Under Age 16 in Vehicle

Enhancement of the Drug Recognition Expert (DRE) Data Entry & Management System

ITSMR continued to expand and enhance the DRE Data Entry & Management System during FFY 2020. The system has a web-based application and a tablet application. The tablet can be used by DREs in the field to submit their evaluations, narratives, and corresponding toxicology results into ITSMR's DRE database. The latest version of the application, Version 5.2, was released in August 2020. Below are some of the highlights in Version 5.2.

- The SYNC function between the mobile and web application was refined and prior bugs were addressed.
- The Rolling Log Report was added to the evaluation list page.
- A new watermark option was added to the divided attention images, allowing DREs to add "Not Administered" or "Refused" for each image.
- State Coordinators were provided permissions to unlock completed evaluations, allowing DREs to edit previously submitted evaluations.
- DREs can now submit technical support requests directly from the application.
- During a formal review, a Reviewer can now view a PDF of a DRE's evaluation in addition to the data entry form itself.

ITSMR staff, with the assistance of GTSC staff, ensured that the tablets being used by each of New York's DREs were up-to-date with the current software and operating systems. ITSMR staff assisted with the procurement, setup and delivery of over 150 new Samsung tables to DREs. Most of these tablets replaced older devices.

Documentation including data dictionaries, user guides, training slides and tutorials were prepared or updated for the DRE Data Entry and Management System during FFY 2020.

Transfer of DRE Data to NHTSA

During FFY 2020 NHTSA selected a new vendor to oversee the DRE National Database. ITSMR staff worked closely with the vendor to establish file transfer protocols and data format integrity when transferring data to the new NHTSA system. ITSMR staff successfully transmitted NYS DRE data through June 30, 2020. The July-September quarterly transfer was completed on November 2, 2020.

Technical Support

ITSMR staff continued to provide technical support to all DREs using the tablet and web applications during FFY 2020. ITSMR staff assigns DREs their tablets and configures new user accounts.

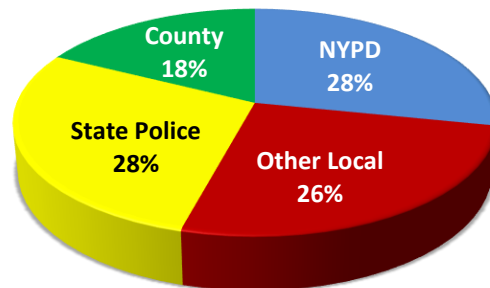
ITSMR staff continued to troubleshoot technical issues and respond to questions from DREs using the tablet and web applications during FFY 2020. They also continued to maintain/upgrade hardware, software and the applications involved.

POLICE TRAFFIC SERVICES

The Police Traffic Services (PTS) program consists of the cooperative efforts of police agencies across New York State to reduce crashes, personal injuries and fatalities through enforcement of the state’s Vehicle and Traffic Law (VTL). In 2019, police agencies in New York issued approximately 3,503,000 tickets, a 4% decrease over the approximately 3,639,000 tickets issued in 2018.

The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right. In 2019, the New York City Police Department (NYPD) issued 28% of the tickets, other local police departments issued 26%, 28% were issued by the New York State Police, and county law enforcement agencies issued 18%. The distribution of tickets by enforcement agency type has remained consistent for the past several years.

PROPORTION OF TICKETS ISSUED BY TYPE OF POLICE AGENCY: 2019



Sources: NYS TSLED and AA systems / TSSR

Each year, a significant portion of GTSC’s available grant funds is awarded to law enforcement agencies at the state, county and local level. To ensure the effectiveness of New York’s traffic enforcement efforts, all applications for funding must meet the requirements of the state’s Traffic Safety Enforcement Program (TSEP); the issue to be addressed must be documented by data and the strategies proposed to address the issue must be evidence-based. In FFY 2020, GTSC staff conducted regional training sessions to assist police agencies in developing data-driven PTS grant applications consistent with the state’s evidence-based TSEP.

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 Liaison networks, conducts outreach to encourage agencies to apply for grant funding. 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 TSEP.



GTSC works with its traffic safety partners to implement new innovative programs each year. One example is “Speed Awareness Week,” a high-visibility enforcement blitz aimed at reducing speed-related crashes. Police agencies deploy targeted speed enforcement details on roadways identified as having a high incidence of speed-related crashes; both the media and the courts are notified that increased speed enforcement will be occurring.

The New York State Police (NYSP) ran two week-long traffic enforcement campaigns targeting speeders. The first “Speed Awareness Week” was conducted June 11-17 and the second was conducted August 6-12. Historically, these speed enforcement campaigns have been scheduled to coincide with the Montreal Grand Prix and the Annual Watkins Glen International Raceway NASCAR event. Due to COVID-19, both races were cancelled in 2020. However, the NYSP and local enforcement agencies collectively issued a total of 28,800 speed-related tickets statewide during the two campaigns.

The NYSP also conducted successful initiatives during FFY 2020 related to distracted driving, in particular, enforcement of cell phone and texting violations. These initiatives resulted in the NYSP issuing more than 7,000 tickets for cell phone, texting and other Vehicle and Traffic Law violations. One program called “Operation Hang Up” focused on motorists who use their cell phone and other electronic devices while driving. The four-day wave in November 2019 coincided with the Thanksgiving holiday period. The April 2020 “Operation Hang Up” detail was canceled due to COVID-19.

Law enforcement training programs are another important component of New York’s PTS program. One example is the commercial motor vehicle training provided by GTSC and its federal and state partners to police officers from local agencies. The intent of the training is to provide local law enforcement with the information and tools to be better equipped and prepared to contend with crashes and traffic violations involving commercial motor vehicles. Locations for the training are determined through a data-driven approach to identify counties and areas of the state that are overrepresented in commercial vehicle crashes. In FFY 2020, a regional training program was held at the NYPD Police Academy. A total of 175 officers completed the training program and received certificates of completion.

ASSESSMENT OF PROGRESS

The two performance measures used to track progress in the Police Traffic Services program area are Speeding-Related Fatalities and Fatal and Personal Injury Crashes Involving Cell Phone Use or Texting.

As discussed in the Performance Report presented earlier in this document, the target set for Speeding-Related Fatalities was met. The target set for the measure related to distracted driving, the number of fatal and personal injury crashes involving cell phone use or texting, was not met.

Status of Police Traffic Services Targets for FFY 2020

- ❖ **Speeding-Related Fatalities: Decrease the 5-year rolling average for 2016-2020 to 319.4**
This target was met. The 5-year moving average number of speeding-related fatalities for 2019 was 303.0, lower than the target of 327.4 set for 2019 and the target of 319.4 set for 2020.
- ❖ **Fatal and personal injury crashes involving cell phone use and texting: Decrease the 5-year rolling average for 2016-2020 to 459.2**
This target was not met. The 5-year moving average number of fatal and PI crashes involving cell phone use or texting for 2019 was 492.0, well above the targets of 437.1 set for 2019 and 459.2 set for 2020.

Adjustments Planned for Upcoming HSSP to Reduce Fatal & PI Crashes Involving Cell Phone Use or Texting

The increase in distracted driving crashes is a great concern to GTSC. Drivers who are distracted are not only a danger to themselves and their passengers but also to other roadway users who share the road with them. With the increased availability and use of technology within vehicles there are multiple ways for a driver to become distracted while behind the wheel. Mobile phones and other electronic devices and their expanding use not only to make phone calls and text but also to navigate, check social and engage in other activities that take attention away from driving are playing an increasing role in fatal and personal injury crashes.

New York defines a cell phone crash as one in which 1) cell phone use or texting was cited as a contributing factor on the police accident report form, or 2) a ticket was issued for talking on a hand-held cell phone or texting while driving.

Based on crash data from New York's AIS, the five-year moving average for fatal and personal injury crashes involving cell phone use and texting and the annual number of these crashes have been on an upward trend. Because fatal and personal injury crashes involving cell phone or texting made up less than 0.5% of all fatal and personal injury crashes that occurred in the state, underreporting appears to be an issue and one that will continue to make it difficult to accurately determine the scope of the problem.

Analyses of the crash and ticket data for 2019 show the following:

- 57% of these crashes occurred in the Upstate area, 29% in New York City and 14% on Long Island
- 61% of the cell phone/texting tickets were issued in New York City, compared to 30% Upstate and 9% on Long Island
- 77% of the drivers involved in these crashes were under age 40; 36% were 21-29 years of age, 27% were ages 30-39, and 14% were ages 16-20
- 43% of the drivers in these crashes were women and 32% of the drivers ticketed for cell phone violations were women.

The results from the recently completed driver behavior survey indicate that younger drivers who are generally more likely to talk and text on a cell phone are also less likely than older drivers to see these behaviors as dangerous.

The following initiatives will be undertaken or expanded to reduce the number of fatal and personal injury crashes involving cell phone use or texting:

GTSC will continue to use a data-driven approach to further target distracted driving through the following:

- Partner with state, county, and municipal agencies and nonprofit agencies to investigate ways to change the behavior of drivers through enforcement, public awareness, and education.
- Encourage more local police agencies to use Police Traffic Services grant funds to participate in the national U Drive U Text U pay mobilization during April which is designated "Distracted Driving Awareness Month".
- Expand the use of strategies that have been effective in the enforcement of cell phone and texting violations, such as the use of unmarked vehicles

- Use crash data and the results from the Driver Behavior survey to develop distracted driving messaging targeting high risk groups and disseminate through local events, schools and social media

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

Unsafe speed is one of the major traffic safety topics included in the survey of New York State licensed drivers' attitudes and behaviors conducted annually since 2010 at five Department of Motor Vehicles offices. The 2020 survey scheduled for spring 2020 was cancelled due to the COVID-19 pandemic. At the request of GTSC, ITSMR used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV website in September 2020.

The table below shows the results of the questions related to the frequency of speeding behavior and the perceptions of the risk of being ticketed for speeding compiled from the recently completed 2020 online survey.

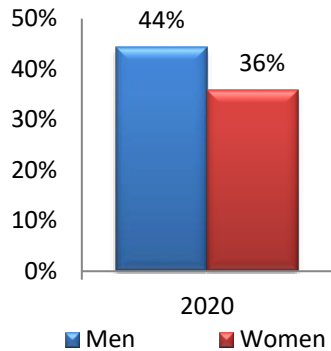
<i>How often do you drive more than 5 mph over the speed limit?</i>	
	<u>2020</u>
Always	13.1%
Usually	27.0%
Sometimes	35.8%
Rarely	15.7%
Never	8.4%
<i>What do you think the chances are of getting a ticket if you drive more than 5 mph over the speed limit?</i>	
	<u>2020</u>
Very likely	15.9%
Somewhat likely	23.2%
Likely	17.3%
Unlikely	33.4%
Very unlikely	10.2%
<i>Source: 2020 Driver Behavior Survey</i>	

- 40% of the drivers surveyed in 2020 reported that they “always” or “usually” drive more than 5 mph over the speed limit.
- In 2020, 39% of the drivers thought the chances of getting a ticket for driving more than 5 mph over the speed limit were “very likely” (15.9%) or “somewhat likely” (23.2%).
- 44% of the drivers surveyed in 2020 thought it “unlikely” or “very unlikely” that they would be ticketed for driving more than 5 mph over the speed limit.

Differences by Gender

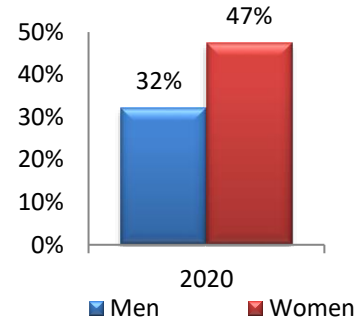
Reported behaviors and perceptions related to speeding differed between men and women and among drivers in different age groups.

DRIVERS WHO "ALWAYS" OR "USUALLY" DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT BY GENDER



Source: 2020 Driver Behavior Survey

PERCEPTION OF CHANCES OF GETTING A SPEEDING TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" BY GENDER

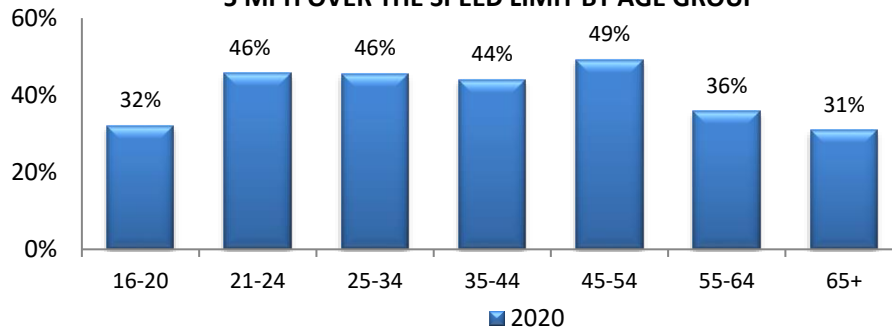


Source: 2020 Driver Behavior Survey

- Men are more likely than women to speed. In the online survey conducted in 2020, 36% of the female drivers said they drive more than 5 mph over the speed limit “always” or “usually” compared to 44% of the male drivers.
- Women perceived a greater risk of getting a ticket for speeding than men; in 2020, 32% of the men and 47% of the women thought the chances of getting a ticket “very likely” or “somewhat likely” if they drive more than 5 mph over the speed limit.

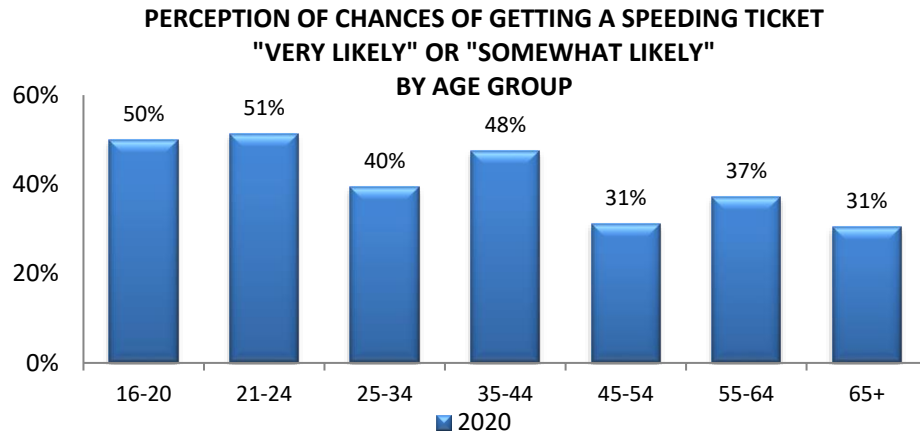
Differences by Age

DRIVERS WHO "ALWAYS" OR "USUALLY" DRIVE MORE THAN 5 MPH OVER THE SPEED LIMIT BY AGE GROUP



Source: 2020 Driver Behavior Survey

- In 2020, drivers ages 45-54 were the most likely to report that they “always” or “usually” drive more than 5 mph over the speed limit (49%).
- Drivers ages 16-20 and those 65 and older were the least likely to report that they exceed the speed limit “always” or “usually” (32% and 31%, respectively).



Source: 2020 Driver Behavior Survey

- In 2020, the perception that the chances of getting a speeding ticket were “very likely” or “somewhat likely” for driving more than 5 mph over the speed limit was highest among drivers ages 16-20 and 21-24 (50% and 51%) and lowest among drivers ages 45-54 and 65 and older (31%).

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

Distracted driving is another key issue that is addressed in the state’s PTS program. The survey questions in this area focused on behaviors related to using hand-held cell phones to text and talk while driving and perceptions of the risk of being ticketed for this behavior. Respondents were also asked their opinion about the effect of texting on a driver’s ability to drive safely.

How often do you send or receive text messages using a hand-held cell phone while driving?

	<u>2020</u>
Always	2.7%
Usually	2.2%
Sometimes	10.7%
Rarely	21.3%
Never	63.2%

How often do you talk on a cell phone while driving, whether hand-held or hands-free?

	<u>2020</u>
Always	4.2%
Usually	5.2%
Sometimes	24.9%
Rarely	27.8%
Never	38.0%

Source: 2020 Driver Behavior Survey

- In 2020, 5% of the drivers reported that they “always” or “usually” send or receive text messages while driving; 11% said “sometimes” and 21% said “rarely.”
- 63% of the respondents said they never text while driving.

- Compared to drivers who text, a larger proportion of respondents said that they talk on a cell phone while driving. In 2020, 62% reported that they talk on a cell phone while driving; 9% said they “always” or “usually” engage in this behavior, 25% said “sometimes” and 28% said “rarely.”
- 38% of the respondents said they never talk on a cell phone while driving.

Since New York’s law only allows the use of hands-free cell phones, the respondents who said that they talk on a cell phone at least “rarely” (62% of the total) were asked how often they use a hand-held phone in violation of the law.

<i>When you talk on a cell phone while driving, how often do you use a hand-held phone?</i>	
	<u>2020</u>
Always	13.6%
Usually	4.8%
Sometimes	4.8%
Rarely	22.5%
Never	54.3%

Source: 2020 Driver Behavior Survey

- 18% of the respondents who said they talk on a cell phone while driving reported that they “always” or “usually” use a hand-held device in violation of the law.
- 54% of the drivers said they never use a hand-held phone when they talk on a cell phone while driving.

Drivers were also questioned about their perceptions of the risk of receiving a ticket for talking on a cell phone or texting in violation of the law.

<i>What do you think the chances are of getting a ticket if you talk on a hand-held cell phone while driving?</i>	
	<u>2020</u>
Very likely	39.7%
Somewhat likely	19.2%
Likely	18.7%
Unlikely	15.0%
Very unlikely	7.3%

<i>What do you think the chances are of getting a ticket if you text using a hand-held cell phone while driving?</i>	
	<u>2020</u>
Very likely	37.8%
Somewhat likely	17.9%
Likely	15.9%
Unlikely	18.8%
Very unlikely	9.5%

Source: 2020 Driver Behavior Survey

- 59% of the respondents thought that they were “very likely” or “somewhat likely” to get a ticket for a cell phone violation.
- Similarly, 56% of the drivers thought the chances of getting ticketed for a texting violation were “very likely” or “somewhat likely”.

The final question on this topic assessed perceptions of the dangers of texting while driving.

<i>Do you think texting using a hand-held cell phone affects a driver’s ability to drive safely...</i>	
<u>2020</u>	
A great deal	80.1%
A moderate amount	13.2%
Not at all	6.7%

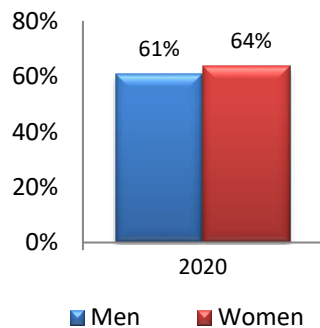
Source: 2020 Driver Behavior Survey

- 80% of the respondents thought that texting affects a driver’s ability to drive safely “a great deal” and another 13% said a driver’s ability to drive safely is affected “a moderate amount”.
- Only 7% thought that texting has no effect on driving ability.

Differences by Gender

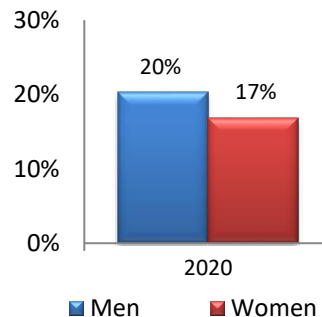
Further analyses by driver characteristics showed differences in behaviors and perceptions related to distracted driving by gender and age.

DRIVERS WHO TALK ON A CELL PHONE WHILE DRIVING BY GENDER



Source: 2020 Driver Behavior Survey

WHEN TALKING ON A CELL PHONE, DRIVERS WHO "ALWAYS" OR "USUALLY" USE A HAND-HELD PHONE BY GENDER

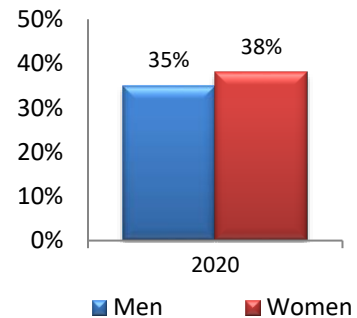


Source: 2020 Driver Behavior Survey

- Women were somewhat more likely than men to talk on a cell phone while driving (64% vs. 61%).
- Of those who said they talk on a cell phone while driving, 20% of men and 17% of women said they “always” or “usually” use a hand-held device.

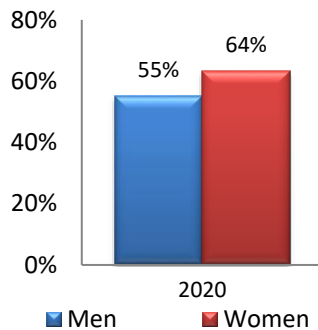
- Women were also somewhat more likely than men to say that they text while driving (38% vs. 35%)
- Compared to cell phone use, smaller proportions of both men and women reported that they text while driving (35% and 38%, respectively, compared to 61% and 64% who use a cell phone while driving).

DRIVERS WHO SEND OR RECEIVE TEXT MESSAGES WHILE DRIVING BY GENDER



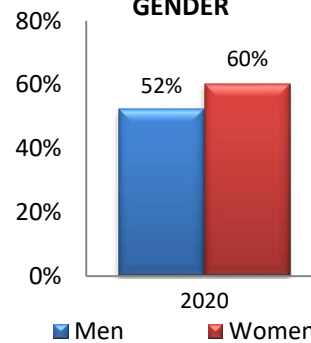
Source: 2020 Driver Behavior Survey

PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" FOR TALKING ON A HAND-HELD CELL PHONE WHILE DRIVING BY GENDER



Source: 2020 Driver Behavior Survey

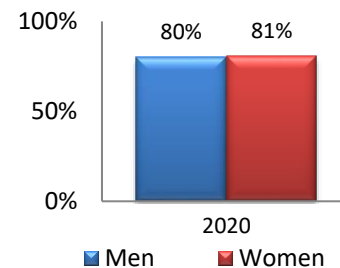
PERCEPTION OF THE CHANCES OF GETTING A TICKET "VERY LIKELY" OR "SOMEWHAT LIKELY" FOR TEXTING WHILE DRIVING BY GENDER



Source: 2020 Driver Behavior Survey

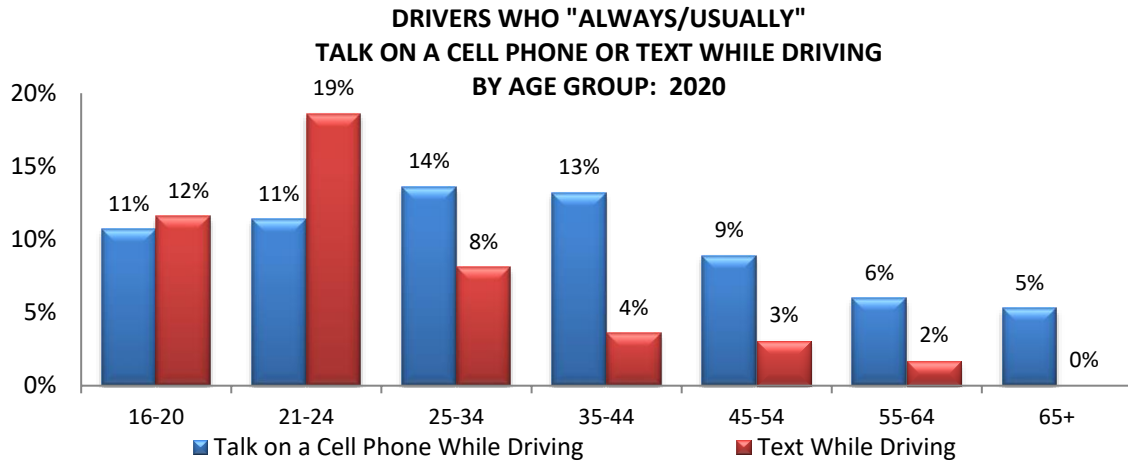
- The perception of risk of getting a ticket for either talking on a hand-held cell phone or texting while driving was higher among female drivers. In 2020, 64% of women thought they were "very likely" or "somewhat likely" to get a ticket for talking on a hand-held cell phone while driving compared to 55% of men.
- Similarly, 60% of women thought they were "very likely" or "somewhat likely" to get a ticket for texting while driving compared to 52% of men.
- The large majority of both men and women thought texting affects a driver's ability to drive safely "a great deal" (80% and 81%, respectively).

PERCEPTION THAT TEXTING AFFECTS ABILITY TO DRIVE SAFELY "A GREAT DEAL" BY GENDER



Source: 2020 Driver Behavior Survey

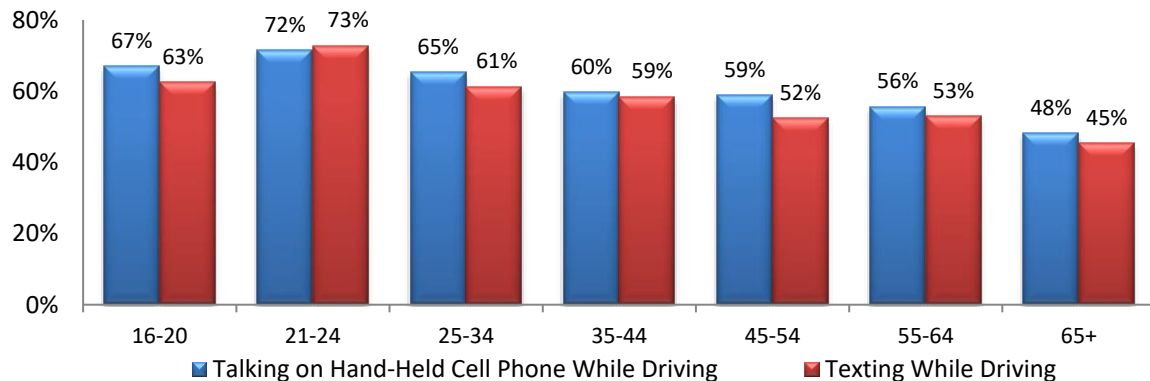
Differences by Age



Source: 2020 Driver Behavior Survey

- Drivers in most of the age groups said they were more likely to talk on a cell phone while driving than to send or receive text messages. Drivers ages 25-34 and 35-44 were the most likely to talk on a cell phone while driving (14% and 13%, respectively).
- Drivers ages 21-24 were much more likely than those in other age groups to text while driving (19%).

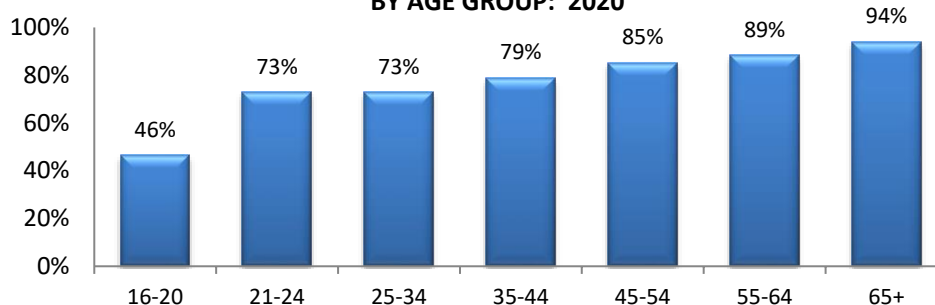
**PERCEPTION THAT DRIVERS WERE "VERY LIKELY" OR "SOMEWHAT LIKELY" TO
RECEIVE A TICKET FOR TALKING ON A HAND-HELD CELL PHONE OR TEXTING
WHILE DRIVING BY AGE GROUP: 2020**



Source: 2020 Driver Behavior Survey

- For most of the age groups, the perception of risk of being ticketed for talking on a hand-held phone was slightly higher than the perception of risk of being ticketed for texting while driving.
- In general, the perception of the risk of getting a ticket for talking on a hand-held cell phone or for texting while driving decreased with age. Fewer than half of the drivers 65 years of age and older thought they were "very likely" or "somewhat likely" to receive a ticket for talking on a cell phone (48%) or texting (45%).

**PERCEPTION THAT TEXTING AFFECTS
ABILITY TO DRIVE SAFELY "A GREAT DEAL"
BY AGE GROUP: 2020**



Source: 2020 Driver Behavior Survey

- In 2020, the proportion of drivers who thought texting affects the ability to drive safely “a great deal” generally increased with age, ranging from a low of 46% among drivers ages 16-20 to a high of 94% among drivers 65 and older.

POLICE TRAFFIC SERVICES PROJECTS AND ACTIVITIES FUNDED IN FFY 2020

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Police Traffic Services program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2020 HSSP. The PTS grant program provided funding to law enforcement agencies to conduct enforcement of the Vehicle and Traffic Law. This objective is consistent with New York State’s ongoing commitment to reduce motor vehicle crashes and their resulting injuries and fatalities. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2020 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Enforcement of Traffic Violations

Traffic enforcement plays a vital role in New York’s efforts to reduce crashes, injuries and fatalities through the funding awarded to law enforcement agencies each year. The specific evidence-based strategies implemented by these agencies are described under the PTS Program as well as under other program areas including impaired driving, occupant protection and motorcycle safety. Enforcement deployment strategies are continually evaluated and adjusted to accommodate shifts and changes in priorities identified through monitoring key measures. This data-driven approach ensures continued progress toward the established performance goals.

Police Traffic Services Grants

Through its PTS grant program, GTSC awarded 259 grants to municipal and county police agencies in FFY 2020. The award amounts for PTS grants must be less than \$50,000; in FFY 2020, PTS awards ranged from approximately \$2,000 to \$45,000.



PTS grant funds are intended to support enforcement efforts directed toward local traffic safety problems including, but not limited to, speeding, aggressive driving, distracted driving, motorcycle and pedestrian safety and occupant restraint use.

All agencies receiving a PTS grant are required to participate in the 14-day national Click It or Ticket seat belt enforcement mobilization conducted in May of each year. *(See the Occupant Protection program area for more details on New York's participation in the annual seat belt enforcement mobilization).*

The 2020 Click It or Ticket campaign was cancelled due to the COVID-19 pandemic. New York participated in the voluntary seat belt enforcement wave conducted in November 2020.

Law enforcement agencies in the 20 jurisdictions identified as focus communities in New York's Pedestrian Safety Action Plan (PSAP) who receive PTS grants are also encouraged to participate in the state's annual *Operation See! Be Seen!* high visibility pedestrian enforcement campaign. *(See the Non-motorized program area for more information on the PSAP, the See! Be Seen! Campaign and other pedestrian safety enforcement efforts).*

The table below provides the number of tickets PTS grantees reported were issued during grant-funded enforcement activities. In FFY 2020, the 259 local agencies receiving PTS grants issued over 42,000 tickets for traffic violations. The largest number were issued for speeding violations, followed by violations related to aggressive driving.

TICKETS ISSUED BY PTS GRANTEES DURING GRANT-FUNDED ACTIVITIES

Speeding	15,314
Aggressive Driving	7,559
Distracted Driving (Cell Phone/Texting)	3,015
Seat Belt/Child Restraint	2,499
Other Tickets	13,954
TOTAL TICKETS	42,341

Examples of the projects funded under the PTS grant program in FFY 2020 are provided below.

Cattaraugus County Sheriff's Office

Cattaraugus County is in western New York State and occupies over 1,300 square miles. It borders Pennsylvania and has approximately 76,000 residents. In 2019, the Sheriff's Office responded to a total of 344 crashes, including 58 personal injury crashes. These numbers represent a significant reduction from 2018 (468 and 93 respectively). The agency's traffic enforcement efforts have assisted in reducing countywide personal injury crashes to the lowest number in at least the last 10 years. The Cattaraugus County Sheriff's Office has been a PTS grant recipient for many years and uses those funds to target the

most frequent crash locations on the most high-risk days and times. The results of their traffic enforcement efforts can be seen in the agency's crash reduction totals and in the reduction of countywide crashes (handled by all law enforcement agencies in the county).

Cayuga County Sheriff's Office

Cayuga County is in central New York and covers an area of 864 square miles while being home to more than 76,000 residents. The Cayuga County Sheriff's Office issued 1,632 total tickets in 2019 which is the highest total in four years. The traffic enforcement efforts of the Sheriff's Office can be seen in the reduction of crashes they responded to in 2019. In 2019, they handled 543 total crashes compared to 589 in 2018. In 2019, the Sheriff's Office responded to 104 personal injury crashes which is a significant reduction from the 2018 number of 114. The Cayuga County Sheriff's Office also participates in state and national enforcement waves targeting violations such as speed, distracted driving, and passing stopped school buses.

North Syracuse Police Department

The Village of North Syracuse has a population of 6,600 residents and covers an area of two square miles. This village in Onondaga County has a highway safety-minded police department that has been a GTSC grant recipient for many years. In 2019, the North Syracuse Police Department wrote 1,328 tickets which is the second highest total in at least the last six years, far exceeding the 2014-2018 five-year average of 888. This increase in enforcement has led to a significant reduction in the total crashes the agency responded to in 2019 (127 compared to 157 in 2018). In 2019, the Police Department handled 18 personal injury crashes, a dramatic drop from the 2018 total of 33. The North Syracuse Police Agency also participates in several enforcement campaigns such as pedestrian safety, speed awareness, and Operation Safe Stop (school bus safety).

Glens Falls Police Department

The City of Glens Falls has a population of over 14,000 residents and occupies four square miles of Warren County in the northernmost part of the Capital District region. The Glens Falls Police Department has been submitting solid data-driven grant proposals and puts the GTSC funding to good use. In 2019, the agency wrote 2,412 tickets which not only exceeded their 2018 total but demonstrated an emphasis on violations that are causing crashes. In 2019, the police department wrote 221 speeding tickets which is more than double the 2018 total of 101. Texting and cell phone violations were also a focus of enforcement efforts in 2019 resulting in the issuance of 195 tickets compared to 54 tickets in 2018. This increased enforcement has led to a significant reduction in personal injury crashes; in 2019, the agency responded to 49 injury crashes compared to 78 in 2018. The 2019 personal injury crash total is the lowest number in at least the last six years. The Glens Falls Police Department also participates in numerous enforcement campaigns such as speed awareness and distracted driving.

New York State Police Speed Enforcement Program

In FFY 2020, 16,126 hours of NYSP overtime were allotted for targeted speed enforcement in conjunction with a number of initiatives including "No Empty Chair" (NEC) and Operation Work Brake, which is conducted on the New York State Thruway. During the year, 2,590 speed enforcement details were conducted and 27,673 speeding tickets and 9,216 tickets for other violations were written. In addition, 22 impaired driving arrests and 166 criminal arrests were made.



The Operation Work Brake speed enforcement detail was conducted April 20-24, 2020 in conjunction with National Work Zone Awareness Week. However, the 2020 No Empty Chair campaign was canceled due to COVID-19, thus no speed enforcement related to this program was conducted.

Speed Awareness Week: GTSC invited law enforcement partners to participate in its second annual “Speed Awareness Week” – a high-visibility enforcement blitz aimed at reducing speed-related crashes. GTSC recommended that targeted speed enforcement details should occur on roadways where data indicate there is a crash issue related to speed. Police agencies were also encouraged to promote the campaign in their communities and to alert media and the courts that increased speed enforcement would be occurring.

The NYSP ran two successful week-long “Speed Awareness Week” campaigns. Both were conducted in the summer months and were intended to coincide with the Montreal Grand Prix race and the annual NASCAR racing event held at Watkins Glen International Raceway. Although both of these races were canceled due to the pandemic, targeted speed enforcement campaigns were conducted June 11-17 and August 6-2, 2020. Collectively, the NYSP and the local agencies participating in the campaigns issued a total of 28,800 speed-related tickets during the two Speed Awareness Weeks.

New York State Police Distracted Driving Program

During FFY 2020, the NYSP conducted several successful initiatives related to distracted driving focusing on enforcement of cell phone and texting violations. Over 5,300 hours of overtime were used to conduct 817 distracted driving details around the state, resulting in more than 9,400 tickets issued for distracted driving and other Vehicle and Traffic Law violations.

The NYSP also conducted an additional distracted driving traffic enforcement program called “Operation Hang Up.” Motorists who use their cell phones and other electronic devices while driving are the focus of the program. In FFY 2020, “Operation Hang Up” was implemented during the Thanksgiving holiday period, November 27-December 1, 2019. The April detail that was planned to coincide with the National U Drive, U Text, U Pay campaign was cancelled due to the pandemic. In total, the FFY 2020 details yielded 4,252 tickets for talking and texting while driving.

TICKETS ISSUED BY STATE POLICE DURING DISTRACTED DRIVING DETAILS IN FFY 2020

VTL Violation	
1225C (Cell Phone)	2,257
1225D (Texting)	1,995
Total 1225 C&D	4,252
Other VTL	5,239
Total 1225 & Other VTL	9,491

Law Enforcement Training Programs

In addition to the programs highlighted below, GTSC provides training for law enforcement officers in the following areas: impaired driving, motorcycle, pedestrian and bicycle safety. Descriptions of these other training programs and their accomplishments can be found under the appropriate program areas.

Commercial Motor Vehicle Awareness Training for Law Enforcement

The Commercial Motor Vehicle Awareness Training is a one-day, data-driven enforcement program designed specifically for police officers assigned to patrol duties and other traffic-related enforcement assignments. The training course was developed to address the issue of large truck and bus crashes and

fatalities resulting from unsafe driving behaviors. Curriculum development and instruction has been a collaborative endeavor by GTSC in partnership with the Suffolk County Police Department's Motor Carrier Safety Section, New York State Department of Transportation's Motor Carrier Compliance Bureau, and the Federal Motor Carrier Safety Administration (FMCSA).

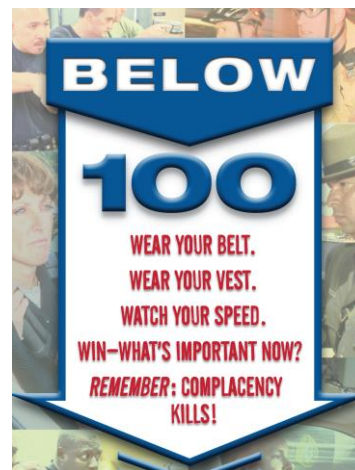
The fundamental goal of the training is to provide law enforcement officers with the safety and enforcement information needed to handle crashes and common traffic violations involving commercial motor vehicles. Locations for the regional training programs are established through data analysis that identifies counties overrepresented in commercial motor vehicle crashes. Training instructors continually update the course curriculum to address emerging traffic safety issues involving large trucks and buses. Examples include a more focused attention on drowsy driving awareness, load securement issues and violations, training on completing the DMV Truck and Bus Supplemental Police Accident Report (Form MV-104S), and incorporating a component on building partnerships to support the FMCSA "Our Roads, Our Safety – Partnership for Responsible Driving" campaign to help raise awareness among the general driving public about operating safely around and sharing the road with large trucks and buses.



During FFY 2020, GTSC and its partners hosted a regional training program at the NYPD Police Academy in Queens. Approximately 175 NYPD police officers from various precincts attended the training and received certificates of completion.

Below 100 Training

The mission of the Below 100 officer safety training is to influence law enforcement culture by providing innovative training and awareness through presentations, social media, and webinars on identifying the leading causes and current trends in preventable line-of-duty deaths and injuries. Toward this end, Below 100 focuses on five tenets, four of which are highway safety-related. The first two are: "Wear your belt" and "Watch your speed". Although the number of officers killed and injured in automobile crashes is not extremely large this is a program worth supporting with highway safety funding. Below 100 encourages officers to wear their seat belts and watch their speed...two observable actions seen by the public all day every day. Officers are more likely to enforce laws that they comply with even though they are generally exempt from violations in the Vehicle and Traffic Law. Below 100 shows police officers the value of wearing a seat belt and driving at a reasonable speed and as a result these officers are now in a better position to inform and educate the public on these same tenets.



The next two highway safety related tenets are: "WIN - What's Important Now?" and "Remember: Complacency Kills". Some topics discussed in these sections are distracted driving, fatigued driving, using proper PPE (ANSI reflective vests, flares etc.) when outside the vehicle, prioritizing what calls require an expedited response and which do not. The training also covers the use of tire deflation

devices and pursuits which both have a direct effect on highway safety. While the primary purpose of Below 100 is to save police officers' lives and reduce injuries, a natural consequence of the training is making the highways safer for everyone.

Fortunately, the requests for Below 100 training were satisfied in FFY 2019 so no in-person trainings were needed in FFY 2020. Instead, the focus shifted to disseminating information and reinforcing the highway safety benefits of the Below 100 program to GTSC's law enforcement partners by visiting agencies and through email and video calls.

Empire State Law Enforcement Traffic Safety Conference (ESLETS)

Each year, the ESLETS conference provides training to approximately 300 law enforcement and traffic safety professionals across New York State. With support from GTSC, this forum was developed with a "by law enforcement for law enforcement" focus. Attendees receive instruction on contemporary traffic safety issues and trends in enforcement and technology; ESLETS also provides the opportunity to network with representatives from other police agencies. The planning committee for the annual conference includes representatives from the NYSP, GTSC, NYS Sheriffs' Association and NYSACOP.



The 2020 ESLETS conference was canceled due to the COVID-19 pandemic.

Communications and Outreach

Statewide Law Enforcement Liaison Program

GTSC provides funding for three Law Enforcement Liaisons (LELs) who represent the three principal segments of the New York State law enforcement community: the local police through NYSACOP; the elected Sheriffs through the NYS Sheriffs' Association; and the NYSP. The LELs are responsible for promoting cooperation and communication related to current traffic safety issues. The LELs work in concert with GTSC program representatives and with the state's law enforcement agencies in the research, development, implementation and evaluation of various traffic safety projects and initiatives. They offer information and expertise to law enforcement concerning traffic safety issues while representing and promoting the concerns of their specific constituents. They also work in close cooperation with the NHTSA Region 2 Law Enforcement Liaison, especially regarding training issues and national enforcement campaigns promoted by NHTSA.

MOTORCYCLE SAFETY

While the number of motorcycle registrations declined 2% between 2015 and 2019, the number of motorcycle licenses issued increased by 1%. The sustained popularity of motorcycles for both transportation and recreation and the vulnerability of motorcyclists underscore the need for an effective Motorcycle Safety Program to address safety issues on NYS highways.

NEW YORK STATE REGISTERED MOTORCYCLES AND MOTORCYCLE LICENSES

	2015	2016	2017	2018	2019	2015-2019 % Change
Registered Motorcycles	350,037	350,420	347,536	344,688	342,811	-2.1%
Motorcycle Licenses	735,742	750,461	754,601	751,837	744,344	1.2%

Source: NYS DMV Driver License and Registration files / TSSR

For more than a decade, the Department of Motor Vehicles (DMV) has been responsible for promoting and administering a program of motorcycle rider training courses, motorcycle course instructor training and public awareness. The New York State Motorcycle Safety Program (NYSMSP), a legislatively mandated motorcycle rider education program, is supported through user fees and surcharges on motorcycle registrations and licenses; the motorcycle road test is waived for drivers who successfully complete a training course. The Motorcycle Safety Foundation (MSF) is under contract with DMV to deliver the state’s motorcycle rider education program through September 2024.

As part of a comprehensive approach to improving motorcycle safety, GTSC has provided support for police officer training, statewide awareness campaigns and numerous educational activities for both motorcyclists and other motorists. One of the most successful programs continues to be a specialized training program for law enforcement officers developed through the collaboration of GTSC, the New York State Police (NYSP), the NYS Association of Chiefs of Police (NYSACOP) and the DMV Motorcycle Safety Program Office (MSO). In FFY 2020, the Practical Guidelines for Motorcycle Enforcement Training was provided to 343 enforcement officers representing 53 different police agencies.



In FFY 2020, the Motorcycle Safety Workgroup, which includes representatives from GTSC, DMV, NYS Department of Health (DOH), MSF, ITSMR, the NYSP and local law enforcement, continued to explore the development of new countermeasures and campaign messaging to reach the state’s diverse riding population.

ASSESSMENT OF PROGRESS

There are three performance measures used to track progress in the Motorcycle Safety Program Area: Motorcyclist Fatalities, Unhelmeted Motorcyclist Fatalities and Motorcyclists Injured in Crashes. As discussed in the Performance Report presented earlier in this document, the targets set for all three of these measures were met.

Status of Motorcycle Safety Performance Targets for FFY 2020

- ❖ **Motorcyclist Fatalities (FARS):** Decrease the 5-year rolling average for 2016-2020 to 149.4
This target was met. The 2019 five-year average of 146.4 was lower than the target set for both 2019 (150.7) and 2020 (149.4).
- ❖ **Unhelmeted Motorcyclist Fatalities (FARS):** Decrease the 5-year rolling average for 2016-2020 to 13.2
This target was met. The 2019 five-year average of 10.2 was lower than the target set for both 2019 (14.3) and 2020 (13.2).
- ❖ **Motorcyclists Injured in Crashes (NYS AIS):** Decrease the 5-year rolling average for 2016-2020 to 4,116.3
This target was met: The 2019 five-year average of 4,043.2 was lower than the target set for both 2019 (4,354.0) and 2020 (4,116.3).

MOTORCYCLE SAFETY PROJECTS AND ACTIVITIES IN FFY 2020

New York used a data-driven approach to identify comprehensive strategies for the state's Motorcycle Safety Program that collectively will contribute to progress in meeting the highway safety targets set in the FFY 2020 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2020 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Motorcycle Rider Training and Education

The NYSMSP has provided motorcycle rider education in New York since 1998. The Motorcycle Safety Foundation is currently under contract with the NYS DMV to deliver the training program through September 2024. All MSF-sponsored training sites participating in the NYSMSP offer the 18-hour Basic Rider Course® (BRC) and most offer the 8-hour Basic Rider Course 2 License/Waiver Course (BRC2-LW). The DMV MSO continues to be responsible for oversight measures that ensure the NYSMSP's objectives are maintained.

The BRC is geared toward beginning riders and covers the basics of operating a motorcycle and mental strategies for safe operation. Each rider is provided with a training motorcycle and helmet during the course. In FFY 2020, the loaner helmet program was temporarily suspended due to the pandemic. Students were instructed to bring their own DOT-approved helmet. MSF-certified instructors teach participants about different types of motorcycles, layout and operation of the basic controls, and how to become a safer, more responsible rider. On the rider training range, instructors guide participants through the basic skills of straight-line riding, stopping, shifting, turning, and progressing to swerving and emergency braking. The BRC2-LW is a condensed version of the BRC and is geared toward riders who have a motorcycle permit and at least 30 hours riding experience, including 10 hours in medium to heavy traffic. Successful completion of either the BRC or the BRC2-LW enables graduates to waive the DMV road test when applying for a motorcycle license.

The MSF offers a number of other rider education courses in New York through the NYSMSP. Although not funded under the Motorcycle Safety Program, these courses serve the varying needs of motorcyclists over their riding lifetime. These courses include the 3WBRC for riders of 3-wheel

motorcycles. Riders may bring their own 3-wheel motorcycle or one may be provided. The 3WBRC also provides a New York DMV road test waiver upon completion of the course. Other courses that are offered by the MSF include the BRC2-Skills Practice, Introductory Motorcycle Experience, Basic Bike-Bonding Rider Course, Ultimate Bike-Bonding Rider Course and Advanced Rider Course.

Motorcycle rider training is provided throughout the year, weather and range conditions permitting. The number of active training ranges and class offerings can be expanded and contracted throughout the year based on public demand and weather conditions. The year-round training capacity and the number of training sites that are able to expand and contract with demand has led to a decrease in the wait time for available courses and more convenient training options for students. Nearly 258,000 motorcyclists have participated in the NYSMSP and have been trained in MSF courses since the program began in 1998.

Although this program operates under a dedicated highway safety-funding stream supported by motorcycle license and registration fees, highway safety grant funding is used to promote motorcycle safety and motorist awareness through targeted public information and education materials and activities and participation in public events and safety conferences.

Communications and Outreach

Public Information and Education

For the 2020 observation of National Motorcycle Safety Awareness Month, GTSC used social media to promote motorcycle safety. Since in-person press events were cancelled due to the COVID-19 pandemic, social media was the best way to address the public.

Motorist awareness of motorcycles continues to be the primary focus of GTSC's public information campaign, as well as the focus of DMV's grant-funded motorcycle safety awareness efforts. GTSC has responded to many requests for motorcycle awareness traffic safety materials from family and friends of victims of motorcycle crashes and others who want to disseminate the motorcycle awareness message.

The New York State Association of Traffic Safety Boards also continues to be a strong proponent of raising motorist awareness of motorcycles. With funding received from GTSC, support was provided for a teacher in Oswego to convey this message through motorcycle safety presentations delivered in driver education classes, as well as through the dissemination of safety materials.

In FFY 2020, preliminary data indicated that motorcycle crashes were beginning to spike. GTSC sent a press release to local media outlets urging motorists and motorcyclists to use caution. Drivers were also encouraged to make sure their vehicles are in good working condition and inspections are up-to-date before they travel. NYS Inspection stations remain open and must follow health and safety guidelines. Motorists should also check the fluids, tire pressure, battery life, and windshield wipers of their vehicles.



In FFY 2020, presentations were made at 42 different high schools, primarily to driver education classes. The number of students reached during the full grant year was 661. In total, 30 educational classes were offered in 14 counties across the state. Additionally, 6,510 lawn signs and 20 banners with the

message "Look Twice Save a Life" were distributed. The lawn signs that were colored pink, representing the increase in female riders, continued to be well-received. Outreach for the signs included motorcycle dealerships, swap meets, educational facilities and other community events. New counties reached through specific requests included Cortland, Fulton, Saratoga and Niagara. The NYS Association of Traffic Safety Boards Regional VPs also received banners and signs for use at events and programs within their regions.

Several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below.

- Through a collaborative effort involving DMV, GTSC and the New York State Broadcasters Association, 30-second TV non-commercial sustaining announcements (NCSAs) were aired promoting the message "Share the Road With Motorcycles."
- The DMV MSO distributed materials produced to raise awareness of motorcycle safety including "Watch for Motorcycles!", "Look Twice Save a Life" and "Don't Drink and Ride" lawn signs and information cards.
- The NYSMSP staffed a display booth at the International Motorcycle Show in New York City to promote motorcycle safety, rider training and motorist awareness.

- During the year, the State Police conducted educational details, with the largest being at the International Motorcycle Show in New York City. The Troopers also conducted courtesy motorcycle inspections where they pointed out violations without issuing tickets.

- From May 1 through August 31, 2020, GTSC promoted motorcycle awareness by geotargeting high-risk motorcycle crash locations throughout the state. Individuals who live in Queens, Monroe and Erie Counties were strategically exposed to interactive motorcycle awareness banner advertisements on the internet; this resulted in a total of 16,968,461 ad impressions and 48,903 "clicks," which led the individuals back to the GTSC Motorcycle Safety & Awareness webpage.

- From April 15 through November 14, GTSC promoted motorcycle awareness at 150 fuel filling stations located exclusively in New York City and Long Island. These locations were selected due to having the highest number of motorcycle crashes involving motorcycles and another motor vehicle. The motorcycle awareness messages were affixed to fuel pump toppers and nozzle handles throughout the riding season and represented a unique opportunity to reach the targeted audience, the general motoring public.

- GTSC worked with Quick Series Publishing to customize a 43-page motorcycle safety guidebook. The pocket-sized, laminated guide covers a comprehensive list of safety items that pertain to motorcyclists, such as licensing and proper rider training and education, personal protective equipment, crash statistics, defensive riding skills, group riding, carrying passengers, alcohol use, fatigue, and environmental conditions that can affect safe riding. Guidebooks were sent to



various motorcycle riding groups, victim advocates, defensive driving educators and individual riders. They were also distributed at the International Motorcycle Show and other big events held throughout the state.

Personal Protective Equipment

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



Enforcement

New York State Police Motorcycle Program

Due to changes in funding rules, the State Police stopped conducting grant-funded motorcycle enforcement details and conducted motorcycle safety education details in their place. In FFY 2020, the State Police coordinated 81 education details. These details are typically held at high profile events such as the Americade Motorcycle Rally in Lake George, the International Motorcycle and Auto Shows in New York City, county fairs and similar venues. Over 62,000 individuals attended these motorcycle safety and awareness events, which resulted in the distribution of 4,600 safety publications and 2,075 courtesy safety inspections.

Local Motorcycle Enforcement Programs

The Suffolk County Police Department Highway Patrol Bureau's Motorcycle Section conducted a number of activities to improve motorcycle safety in the county, including non-grant-funded checkpoints and other enforcement efforts. During FFY 2020, two educational presentations were made targeting motorcycle safety. The presentations were conducted at Sachem High School's driver education class. At each presentation, the Suffolk County Police Department motorcycle section interacted with the motorcycle riding community and disseminated information regarding safety, statistics and enforcement.

Five enforcement sessions were also conducted during FFY 2020. Patrols were assigned to high-crash locations. A total of 218 tickets were issued, including six helmet violations, 27 license or registration violations, five inspection violations, two equipment violations, 168 moving violations and 10 other motorcycle safety-related violations. A large number of pamphlets were printed and distributed. The pamphlets contained important information and tips for the public, especially those utilizing motorcycles, on safe motorcycle operation. These pamphlets were distributed at traffic stops, to police precincts and at the Suffolk City Police Department headquarters.



The Broome County Sheriff's Department started their motorcycle safety & awareness grant program back up in FFY 2020. While the Department was unable to conduct all of the activities they wanted to conduct, the agency utilized the NYS Gateway Welcome Center and the Whitney Port rest stop. At these locations officers handed out hundreds of motorcycle safety flyers and spoke with over 250 motorists about motorcycle safety.

Practical Guidelines for Motorcycle Enforcement Training



The motorcycle safety and enforcement training program “Practical Guidelines for Motorcycle Enforcement” continues to be a popular and effective training initiative for law enforcement officers across the state. GTSC, NYSACOP, the State Police, the DMV MSO, and the MSF collaborate on the instruction for this one-day regional training course. The training curriculum includes an in-depth review of motorcycle safety and motorcycle laws. The course is designed to provide police officers with hands-on knowledge and skills to educate motorcyclists and the public on motorcycle safety and to enhance enforcement efforts to reduce the number of deaths and injuries from motorcycle-related traffic crashes. The training also introduces law enforcement to national and state-specific enforcement issues through its modules covering license endorsements and registrations, required motorcycle safety equipment (helmets), common motorcycle operation violations, crash investigation, strategies to conduct safe stops and avoid pursuits, and the detection of impaired motorcyclists.

In FFY 2020, three Motorcycle Enforcement trainings were held in the following high-risk regions: Suffolk County, the Finger Lakes Region and Onondaga County. Two other scheduled trainings were cancelled due to the pandemic. A total of 76 State Police Troopers, police officers and sheriff's deputies representing 65 law enforcement agencies across New York State participated in the Practical Guidelines for Motorcycle Enforcement Training.



Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program

Motorcycle Safety Workgroup

In response to static trends in motorcycle crashes and fatalities, a Motorcycle Safety Workgroup was formed in FFY 2016 to develop updated countermeasures and campaign messaging to reach the varied demographics of the riding population. The Workgroup consists of subject matter experts proficient in motorcycle riding, education and enforcement. Members are drawn from the NYSP, local law enforcement, NYSACOP, GTSC, MSF, ITS MR, DOH, DMV and other state agencies.

To support the efforts of the Motorcycle Safety Workgroup, in FFY 2020 ITS MR prepared a one-page fact sheet on 2014-2018 Motorcycle Crashes in New York State. ITS MR also prepared a Research Note entitled “Study on Motorcyclists and Alcohol-Impaired Driving in New York State.” Both are currently available on ITS MR's website, www.itsmr.org.

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

Each year from 2015 to 2019, pedestrians accounted for 24% to 29% of the total number of persons killed in motor vehicle crashes in New York State. In 2019, 29% of all fatalities were pedestrians.

Several factors contribute to crashes that result in pedestrian and bicyclist injuries and fatalities. Driver behaviors, in particular, speeding, failure to yield, distracted driving and impaired driving, pose major risks to pedestrians and bicyclists.

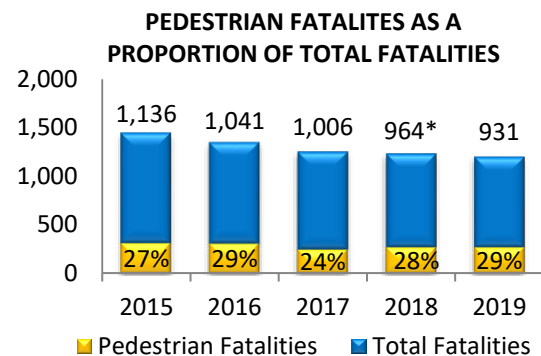
Actions by pedestrians and bicyclists can also contribute to their risk of crash involvement.

Pedestrians who disregard pedestrian crossing signals and designated crosswalks, and bicyclists who ignore the rules of the road, increase their risk of being hit by motor vehicles. Distraction, impairment and low conspicuity on the part of both pedestrians and bicyclists are also factors in many crashes. The failure of bicyclists and participants in other wheel sports to use a helmet and other safety equipment can also contribute to the severity of the injuries suffered.

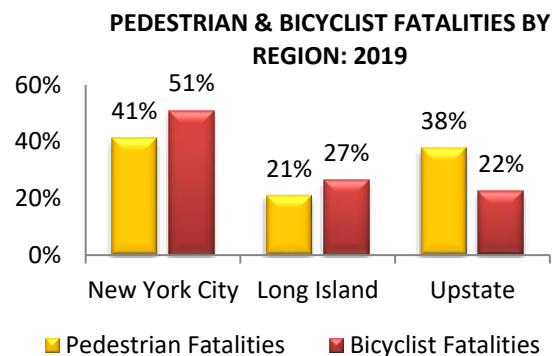
In FFY 2020, New York continued to implement the state’s \$110 million Pedestrian Safety Action Plan (PSAP) to confront pedestrian safety challenges across upstate New York and on Long Island. The PSAP incorporates a “3Es approach” to pedestrian safety by applying comprehensive strategies that include education, enforcement and engineering to 20 designated “focus communities” where pedestrian fatalities are the highest. Due to the COVID-19 pandemic, GTSC postponed the state’s high-visibility pedestrian safety enforcement mobilization *Operation See! Be Seen!* until National Pedestrian Safety Month in October 2020. For the first week of the mobilization, police agencies in the focus communities are encouraged to issue warnings and distribute educational materials; in week two, tickets for infractions are issued to both pedestrians and motorists who were violating the law. During this period, the state will air visibility and enforcement-themed public service announcements on TV and radio and post awareness messages on social media channels. The development of age-appropriate and multi-language pedestrian safety materials continued in FFY 2020. All materials are available on the PSAP website at ny.gov/pedsafety.

To support the goals of the PSAP, GTSC continued to deploy and deliver its recently developed pedestrian safety train-the-trainer workshop for law enforcement. Four 6-hour training sessions were scheduled for April but were cancelled due to the COVID-19 pandemic. Law enforcement agencies were provided with video and online training tools in lieu of in-person classes. The tentative plans are to resume holding classes in spring 2021.

New York City continues to be the most dangerous region in the state for pedestrians; in 2019, 41% of the state’s pedestrian fatalities occurred within the



*Revised based on final FARS data
Source: FARS



Source: NYS AIS / TSSR

five boroughs of New York City. The largest proportion of bicyclist fatalities also occurred in New York City (51%).

In FFY 2020, the New York City Department of Transportation (NYCDOT) continued to address pedestrian and bicycle safety issues through a number of activities associated with the City's Vision Zero initiative. Educational outreach programs were conducted at 391 schools and senior centers in designated priority areas in all five boroughs. Due to the COVID-19 pandemic, many activities were suspended or curtailed, however, the NYCDOT was still able to conduct remote/online pedestrian safety programs for students and utilized social media to engage the public on pedestrian safety topics in lieu of "Street Team" and tabling events. Bicycle safety programs included contactless distribution of bicycle helmets and bike safety education to hospital staff, food delivery workers and other essential workers. Older adults were the focus of programs such as walking clubs that were developed to teach older pedestrians how to identify safe walking routes and practice safe walking skills. NYCDOT also worked with the NYC Department for the Aging to coordinate virtual presentations for older adults at locations that are providing remote programming to seniors.

The New York City Police Department (NYPD) also contributed to the pedestrian and bicycle safety efforts in New York City by conducting enforcement that focused on speeding, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. Targeted speed enforcement was conducted in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the enforcement and educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light.

ASSESSMENT OF PROGRESS

The four performance measures used to track progress in the Non-motorized (Pedestrians and Bicyclists) Program Area are Pedestrian Fatalities, Pedestrians Injured in Crashes, Bicyclist Fatalities and Bicyclists Injured in Crashes.

As discussed in the Performance Report presented earlier in this document, the targets set for the two core measures of Pedestrian Fatalities and Bicyclist Fatalities were met. Although the number of pedestrians and bicyclists killed in motor vehicle crashes continued to decline, the targets set for improvement in the number of pedestrians and bicyclists injured in motor vehicle crashes were not met.

Status of Pedestrian Safety Performance Targets for FFY 2020

- ❖ **Pedestrian Fatalities: Decrease the 5-year rolling average for 2016-2020 to 286.2**
This target was met. The 2019 five-year average of 280.2 was lower than the target of 291.5 set for 2019 and the target of 286.2 set for 2020.
- ❖ **Pedestrians Injured in Crashes: Decrease the 5-year rolling average for 2016-2020 to 14,802.7**
This target was not met. The 2019 five-year average of 15,141.4 was higher than the target of 14,505.6 set for 2019 and the target of 14,802.7 set for 2020.

Status of Bicycle Safety Performance Targets for FFY 2020

❖ **Bicyclist Fatalities: Decrease the 5-year rolling average for 2016-2020 to 39.7**

This target was met. The 2019 five-year average of 39.4 equaled the target set for 2019 and was lower than the target of 39.7 set for 2020.

❖ **Bicyclists Injured in Crashes: Decrease the 5-year rolling average for 2016-2020 to 5,627.1**

This target was not met. The 2019 five-year average of 5,798.2 was higher than the target of 5,726.3 set for 2019 and the target of 5,627.1 set for 2020.

New York's assessment of the issues affecting the achievement of positive results in the Pedestrian Injuries and Bicyclist Injuries performance measures and the adjustments that the state proposes to make in its upcoming HSSP to achieve better outcomes are discussed below.

Adjustments Planned for Upcoming HSSP to Reduce Pedestrian Injuries in Crashes

Failure to Yield the Right-of-Way and Driver Inattention/Distraction, the contributing factors cited most frequently in pedestrian injury crashes, have been on an upward trend. The failure of motorists to yield to pedestrians in crosswalks may be due to a lack of awareness of the law as well as inattention on the part of the driver. Pedestrians may also contribute to these crashes by failing to cross the roadway in designated crosswalks or by engaging in distracted behavior such as texting while walking. The incidences of driver and pedestrian distraction may be increasing due to the increased use of smart phones and other electronics resulting in more crashes and injuries to pedestrians.

The following adjustments will be made to the state's highway safety program to reduce the number of pedestrians injured in crashes:

- GTSC will continue to emphasize law enforcement action during the annual statewide enforcement mobilization to combat dangerous behaviors on the part of both motorists and pedestrians that contribute to pedestrian crashes. Local pedestrian safety enforcement efforts will also be encouraged to concentrate on Failure to Yield the ROW and Driver Inattention/Distraction violations.
- GTSC will continue to emphasize law-based programming (in-person and/or virtual) to educate pedestrians and drivers on New York's conditional yielding law.
- GTSC will use the state's federal 405h funds to recruit new partners/projects to focus on these efforts. Many new projects came online in FFY 2021.
- GTSC will craft social media messages to educate drivers and pedestrians about their yielding responsibilities.

Adjustments Planned for Upcoming HSSP to Reduce Bicyclist Injuries in Crashes

Similar to crashes involving pedestrians, the top contributing factors to bicycle crashes continue to be Failure to Yield ROW and Driver Inattention/Distraction. The third most frequently cited factor in crashes involving bicycles is Bicyclist Error/Confusion. New York's laws related to sharing the road with bicyclists may not be well understood indicating there is an ongoing need for public education and

outreach in this area. In addition, the incidence of driver distraction may be worsening due to the increased use of and reliance on smart phones and other electronics resulting in more bicyclists being struck. Outside of New York City, bicycle safety enforcement is not routinely conducted.

The following adjustments will be made to the state's highway safety program to reduce the number of bicyclists injured in crashes:

- GTSC has partnered with the New York Bicycling Coalition to craft and deliver a training course for law enforcement which will be implemented in FFY 2021. Officers will be educated on the applicable vehicle and traffic laws and given information about conducting enforcement operations, if warranted.
- GTSC will continue to emphasize law-based programming (in-person and/or virtual) to educate bicyclists and drivers on New York's conditional yielding law and other rules of the road which may not be understood by casual cyclists.
- GTSC will emphasize school-based programming delivered through Physical Education and/or Health classes to educate children about bicycling laws and how to navigate traffic as a bicyclist.
- GTSC will use the state's federal 405h funds to recruit new partners/projects to focus on these bicycle safety efforts. Many new projects came online in FFY21.
- GTSC will craft social media messages to educate drivers and bicyclists about applicable laws and best practices to coexist safely on the road.

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2020

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Pedestrian, Bicycle and Wheel-Sport Safety program that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2020 HSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2020 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Education, Communication and Outreach

Walk to School Day



Walk to School Day is a national event that gives communities across the country an opportunity to join together in walking to school. It is part of the movement for year-round safe routes to school, and encourages walking as a healthy way for kids and families to make their school commute.

Across New York State, 55 schools held Walk to School Day events on October 2, 2019. GTSC supported a Walk to School Day event in Albany at the Thomas O'Brien Academy of Science and Technology (TOAST). Over 470 students in grades Pre-K-6 attended. The following agencies were involved in planning the event: Albany County Department of Public Works Traffic Safety Education, Albany Police Department, City of Albany School District, AAA Hudson Valley, GTSC, and NYSDOH. Outdoor and indoor activities were conducted. Upon arriving at school, AAA's Otto the Auto and the Albany Police Department mounted units greeted students. Willie the Whistle and a safety sing-along concluded the morning pedestrian safety program. Reflective wrist wraps and educational materials were provided to all students and teachers.



Community-Based Programs in Pedestrian and Bicycle Safety

New York City Department of Transportation – Vision Zero Education Initiatives

Multi-Session Programs

In FFY 2020, Vision Zero age-appropriate educational and outreach programs were provided at 307 schools, 84 senior centers and online due to the coronavirus pandemic. The programs were conducted in areas across the five boroughs that were identified as having high crash, two-way arterials and were therefore designated as priorities in the City's Pedestrian Safety Action Plan. Social distancing was practiced during these outdoor Vision Zero presentations.



In addition, presentations were provided to 47 parent groups at health centers, head starts, schools, public assistance centers and remotely via the Internet. Outreach to schools included meetings with principals and school staff and walking tours to identify issues around the locations. Vision Zero reports from these meetings were provided to School Safety Engineering or Borough Commissioners to help address issues school officials raised, such as broken signs and signals.

In FFY 2020, NYCDOT developed and provided remote versions of its school programs, including new versions of *My Safety Toolbox*, *Cross This Way* and *Word on the Street* using an audience response system that works with students' home computers and cell phones so they can actively participate in the lessons while in remote school classes. NYCDOT also provided a new *Vision Hero* program that

encourages students to do a variety of follow-up activities at home with their families. More information about *Vision Hero* is available at <http://nyc.visionhero.org/>. *My Safety Toolbox* and *Cross This Way* can be accessed at <https://www.youtube.com/watch?v=Hnw23z536GY> and <https://www.youtube.com/watch?v=1ewS1LEvhzY>.

Remote presentations for schools included programs for six groups of students with special needs. In August, NYC DOT safety educators contacted 1,200 NYC schools and sent them our menu of remote program options to schedule programs for the coming school year. Online versions of grade-appropriate educational materials were also developed and provided to schools and teachers for class use during remote traffic safety programs. During the grant year, NYC DOT estimates that more than 1.1 pieces of Vision Zero educational material were distributed or accessed online.



More than 84,990 grade K-12 students participated in a variety of multi-session, interactive pedestrian and bicycle safety educational programming. The following programs were presented in FFY 2020:

- Parent workshops (Grades Pre-K-5)
- Let's Take a Walk (Grades K-2)
- Safety Smarts (Grades K-2)
- My Safety Toolbox (Grades 1-3)
- Safety City (Grade 3)
- Safer Streets (Grades 4-5)
- Cross This Way with NYPD (Grades 4-6)
- Stop Think Act (Grades 6-8, afterschool)
- Word on the Street (Grades 6-8, afterschool)
- Vision Hero (Grades 6-8, afterschool)
- Safety by Design (Grades 6-10)
- Take Action Against Distraction (Grade 8)
- Behind the Wheel (Grades 11-12)
- Senior Vision Zero Workshops

Street Teams and Driver Outreach

Due to COVID-19, Street Team engagement with the public in high-risk communities and tabling events were replaced with a variety of social media messaging on the NYC DOT website and Facebook, Twitter, Instagram and other social media platforms. NYC DOT expanded its social media presence and delivered safety messaging on 25 social media accounts reaching over 500,000 New Yorkers. Weekly messaging was sent out using the new *Was It Worth It?* campaign which emphasizes the consequences of dangerous driving behaviors and *Get There* bike safety messaging. *Was it Worth It?* PSAs can be viewed at <https://www1.nyc.gov/html/dot/html/about/campaigns.shtml#vision-zero>.



Family Life Theater

In partnership with the Education Department, interactive traffic safety skits and discussion workshops were provided for teenagers at 49 schools. English and Spanish versions of the program were delivered to older adults remotely due to the coronavirus pandemic. In coordination with the NYC Department for the Aging, online presentations were provided to older adults at 14 locations that are providing remote services to seniors. NYC DOT also distributed a web-based version of their new *Streetwise* magazine to approximately 5,000 older adults. The programs for seniors were very successful in generating discussions of pedestrian safety issues among older adults.



Westchester County – Plan4Safety Community Grant Program



The goal of the Plan4Safety Community Grant Program is to reduce the number of crashes, injuries and fatalities in Westchester County by educating road users about safe behaviors on the road. Bicycle safety is among the many topics that the Westchester County Traffic Safety Office addresses in its educational programs. In FFY 2020, 11 bicycle safety presentations were conducted at schools, camps, childcare centers, libraries, and remotely on the Internet. These programs – many socially-distanced due to the pandemic – focused on safe riding practices, bicycle fit, helmet fit and usage, being visible to traffic, and following the rules of the road. Participants

watched “I’m no Fool on Wheels” or “Bike Safety with Bill Nye the Science Guy” videos that provided information on being safe not only while biking, but also while enjoying other wheel-sports. Students received educational brochures that will help them remember to follow the safety rules while they are riding their bicycles or scooters or using roller-skates or skateboards. In total, dedicated bicycle safety events reached over 840 students across Westchester County in FFY 2020.

The Westchester County Traffic Safety Office also promoted safe biking and helmet use during annual “Bike and Skate Sundays,” when parts of Bronx River Parkway were closed to automobile traffic and open to bicyclists and skaters. Westchester County Police and members of the Bicycle Safety Committee provided bicycle and helmet fittings, safety inspections and free bicycle repairs.



Westchester County traffic safety educators also promoted the importance of pedestrian safety. Safe walking programming for adults and seniors was offered during 26 traffic safety education sessions, many held in Westchester’s three PSAP “focus communities”: New Rochelle, White Plains and Yonkers. The safety themes discussed included safe ways to cross the street, the need to walk on the left if there are no sidewalks available, and the importance of staying alert and being visible to traffic.

Finally, Westchester County Traffic Safety developed a program that combines pedestrian safety education with education on riding public buses. As part of this initiative, educational materials, such as brochures with information about pedestrian safety, were distributed to riders of Bee Line buses.

Broome County Bicycle and Pedestrian Safety Outreach

During FFY 2020, Broome County Traffic Safety conducted four bicycle and pedestrian safety outreach programs reaching 295 people. These programs targeted young children and adolescents at elementary schools, recreation centers and head starts. Participants learned basic bike safety tips, rules of the road and the proper fitting of a helmet through visuals of crashed helmets and a “melon drop” demonstration. All participants received educational materials.



Broome County Traffic Safety also partnered with Johnson City Elementary School and Central Baptist Christian Academy to begin implementation of the New York Bicycling Coalition’s “Walk Safe, Bike Safe” Elementary School Physical

Education Curriculum. The goal of these modules is to teach students bicycle and pedestrian safety concepts without the use of bikes or elaborate equipment/materials and instead through interactive games and materials found in a standard physical education class. For example, students learn different traffic safety



rules by playing “Simon Says” or the importance of visibility by participating in a relay race that involves selecting brightly colored objects. Programs scheduled to be held in both schools in May were canceled due to school closures caused by the pandemic. The long-term goal will be to slowly implement this curriculum into all the elementary school districts and train the other physical education teachers in Broome County so that schools can incorporate bicycle and pedestrian safety education year-round. In FFY 2020, Broome County Traffic Safety distributed 54 bicycle helmets during its educational and outreach events.

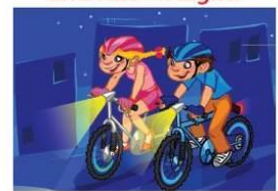
**Be A
Safe
Walker**
Look Left, Right & Left
Again, Before Crossing



Brought to you by the Broome County Traffic Safety Program.
Funded by the National Highway Traffic Safety Administration with a grant from
the New York State Governor's Traffic Safety Committee.

Lastly, Broome County Traffic Safety implemented a bicycle and pedestrian safety poster campaign in 31 of the county’s 32 childcare centers. Multiple posters were created, each with a bicycle or pedestrian safety message specifically geared toward young children. Messages such as the importance of wearing a helmet, following all traffic signs, riding on the right, how to walk safely at night, crossing at crosswalks and using the pedestrian safety signals were displayed on these posters.

**Be A
Safe
Biker**
If You Ride at Night,
Be Sure to Be Bright
and Have a Light!



Brought to you by the Broome County Traffic Safety Program.
Funded by the National Highway Traffic Safety Administration with a grant from
the New York State Governor's Traffic Safety Committee.

Monroe County Pedestrian and Bicycle Safety Program

The Monroe County Office of Traffic Safety offers bicycle and pedestrian safety programs for children and adults. In FFY 2020, the program provided 72 school-based pedestrian and bicycle safety presentations that reached 1,526 young students. The safety presentations consist of a PowerPoint or short video display followed by open discussion about traffic safety laws and best practices for staying safe while on foot or two wheels. Students are also provided with educational materials.



The Office of Traffic Safety also conducted two bicycle skills clinics reaching 105 young riders. 95 bicycle helmets were distributed and fit during these events. Due to the coronavirus pandemic, appointments were scheduled in order to safely accommodate as many participants as possible. The training at each rodeo focused on six bicycle-handling skills: brake check, tight cornering, slow race, Figure 8, slalom/rock dodge and hand signals.

Rockland County Department of Health Pedestrian and Bicycle Safety Program

The Rockland County Department of Health (RCDOH) project focused on providing school and community-based education and public messaging on the NYS Vehicle and Traffic Laws pertaining to pedestrian and bicycle safety.

To raise awareness and engage community members of all ages, the RCDOH partnered with the Nyack River Villages (Nyack, South Nyack, Upper Nyack, Valley Cottage, and Upper Grandview) to create an educational safety brochure on sharing the road. The RCDOH worked with the villages to develop the content and the brochure was designed by a volunteer. This brochure was printed and was distributed to police departments, bike shops, the Thruway Authority, and village governments.

The RCDOH also created and installed eight over-street banners with messages about pedestrian safety/road safety awareness. The RCDOH partnered with the villages of Nyack and Piermont to create the educational banners, which were designed the villages of Nyack, South Nyack, Piermont, and Suffern and carried the following messages:

- *Share the Road Respectfully – Cars Must Allow Safe Space When Passing Cyclists*
- *Cyclists and Drivers – Obey STOP Signs and Red Lights and Yield to Pedestrians in Crosswalks*
- *On the Road – Distraction Kills – Don't Text*



During FFY 2020, the RCDOH held two pedestrian safety awareness programs at the Summit Park Elementary School in New City reaching an estimated 400 students. Additional classes were planned but canceled due to the coronavirus pandemic. Each class focused on a pertinent pedestrian or bicycle safety law. Topics included how and where to safely cross the road, crossing intersections attentively, walking facing traffic, understanding traffic signals, safe walking at night, using sidewalks, safe walking where no sidewalks exist, correct bicycle helmet fitting, and not texting or wearing headphones while bicycling. Going forward, RCDOH plans to use web-based technologies to create and share educational videos demonstrating safe street crossing, safe walking behaviors, and to promote applicable vehicle and traffic laws.

The final component of Rockland County DOH's outreach plan consisted of billboard messaging. *See! Be Seen!* banners with safety tips for pedestrians and bicyclists were created and hung at all 131 county-owned bus shelters in an effort to reach riders of public transportation.

Bike Safety Training and Helmet Fitting (New York City DOT)



In FFY 2020, the NYCDOT provided socially-distanced bicycle safety education and helmet fittings for 20,565 bicyclists at 29 safety events across five boroughs. Emphasis was placed on contactless distribution of materials such as bike lights, bells and helmets via hospital staff, food delivery workers and other essential workers. Weekly social media messaging was also used to promote the spring “Get There” bike awareness campaign which encourages safe practices among the growing number of bike commuters in the City. NYCDOT’s bicycle safety program also featured the spring “Cycle Eyes” initiative, which raises awareness about the importance of bicyclists watching out for and being visible to pedestrians with low vision and other disabilities.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

New York State’s Pedestrian Safety Action Plan (PSAP)

In FFY 2020, GTSC, NYSDOH and NYSDOT continued to play key roles in pedestrian safety guided by the New York State PSAP. The \$110 million initiative details the state’s “3E” (Engineering, Enforcement and Education) approach to addressing pedestrian safety challenges across upstate New York and on Long Island.

The 20 “focus communities” which accounted for nearly 50% of all pedestrian crashes between 2009 and 2013 were identified. The five-year PSAP calls for a variety of low-cost engineering improvements to be undertaken by the NYSDOT, enforcement strategies to be organized by GTSC and educational and public information initiatives to be spearheaded by the NYSDOH.

Engineering

As of the fall of 2020, the NYSDOT has completed pedestrian safety site evaluations at more than 1,800 unsignalized midblock crosswalks and 3,500 signalized intersections on State-maintained routes in urban areas statewide. The design and construction of crosswalk safety improvements based on those studies, consisting of such proven countermeasures as high-visibility crosswalk markings and related signage, countdown timers, and upgraded push buttons are ongoing. Since the PSAP program began in 2016 thirty construction contracts have been awarded to date with a total value of over \$80 million. Many of those contracts are now complete, some will extend into 2021, and several additional contracts are now planned in order to wrap up work at all locations by the end of next year. So far, improvements have been completed at more than 1,600 uncontrolled crosswalks (more than 90% of goal) and at more than 700 signalized locations (more than 30% of goal) on the State system. In addition, approximately \$40 million in funding was distributed in 2018 to local municipalities for similar work on locally maintained crosswalks in urban areas. Design and construction of those improvements is ongoing by those municipalities.



Enforcement

GTSC continues to take the lead in funding and coordinating enforcement efforts to support the goals of the PSAP. In FFY 2020, due to the coronavirus pandemic, GTSC was unable to conduct the state's annual *Operation See! Be Seen!* pedestrian safety enforcement mobilization in the normal June timeframe. However, NHTSA's designation of October 2020 as National Pedestrian Safety Month provided the GTSC with an opportunity to revive the campaign.



As a result, the state's fifth-annual pedestrian safety enforcement mobilization was rescheduled for October 16-30, 2020. GTSC continued to work with police agencies covering the 20 designated PSAP "focus communities" to allocate a portion of their PTS grant to fund additional patrols during the high-visibility enforcement blitz.

Grantees were encouraged to issue warning cards and educational materials prepared by the NYSDOH to pedestrians and drivers found to be violating the law during the first week of the campaign, and citations during the second week. Police agencies were also encouraged to build a pedestrian safety enforcement component into future grant applications in order to support the five-year plan. As this campaign fell in FFY21, results will be reported in next year's annual report.

Education

The NYSDOH continues to serve on the PSAP team carrying out Public Information and Education strategies including developing and maintaining outreach materials, statewide and targeted awareness activities, and providing technical support to communities to develop local educational initiatives. In FFY 2020, NYSDOH continued to promote the use and distribution of *See! Be Seen!* educational materials developed to support pedestrian safety education and enforcement efforts. Over 34,000 *See! Be Seen!* materials were shared. Various educational tools have also been developed and made available on the Governor's Pedestrian Safety website <http://ny.gov/pedsafety> including a pedestrian safety tool kit designed to assist communities in the implementation of PSAP educational strategies. The PSAP's pedestrian safety toolkit includes the following resources:

- *See! Be Seen!* campaign materials translated into 15 languages: Arabic, English, Spanish, Burmese, Haitian Creole, Hindu, Karen, Kinyarwanda, Nepali, Russian, Simplified Chinese, Somali, Swahili, Vietnamese and Yiddish. Over 36,780 materials were distributed to pedestrian safety partners.



- Pedestrian Vehicle and Traffic Law Quick Reference Guide for law enforcement.
- “Obey the Law” warning cards for law enforcement.
- Pedestrian Safety PowerPoint presentations for a variety of target audiences, including children, older adults and community leaders.
- “Vehicle and Traffic Law for Pedestrians and Drivers” PowerPoint presentation. The presentation breaks down each section of the law and provides talking points. The presentation is available for partner use to support community education and awareness activities.
- “Judicial” Fact Sheet for courts.
- Pedestrian Safety Games.
- Distraction, Visibility, Intersections, Midblock Crossing and Enforcement Public Service Announcements (PSA).
- Visibility, midblock crossing and distractions-themed bookmarks.

In FFY 2020, the PSA entitled “Visibility” aired during a targeted media buy in October and November 2019. The “Visibility” media campaign encourages pedestrians to be safe and visible, particularly while walking at dusk, dawn or after dark. Messaging posted at bus shelters and social media was included in the media buy providing additional outreach along corridors in the PSAP focus communities. The media campaign ran October 20-November 17, 2019.

The fifth and final PSA developed as part of the state’s PSAP campaign was produced in FFY20. Entitled “Obstructed Views”, it focuses on common scenarios where pedestrians and motorists may not anticipate each other due to obstructions in or near the roadway. The PSA has not yet aired. A media buy will be executed to coincide with a future targeted enforcement as original plans for the June 2020 pedestrian safety enforcement mobilization were postponed due to COVID-19.



To view the full PSAP, public service announcements, and associated *See! Be Seen!* materials visit <http://ny.gov/pedsafety>.

Walk-Bike New York Symposium

One of the important components of New York’s pedestrian and bicycle safety program continues to be the Walk-Bike New York symposia held periodically at different locations around the state. The planning committee consists of representatives from GTSC, the NYS Departments of Health, Transportation and State, NHTSA, FHWA, the New York Bicycling Coalition and the Cornell Local Roads Program.



During FFY 2020, the planning committee worked on the location, scheduling and program content for the 2020 symposium. Staff members from the Institute for Traffic Safety Management and Research (ITSMR) coordinated the event to be held in Rochester, June 11-12, 2020. The symposium was planned to focus on various disciplines involved in pedestrian and bicycle safety and provide participants with the necessary tools to work together to create walkable and bikeable communities. Presentations were expected to cover topics such as bicycle and pedestrian education, enforcement and engineering safety initiatives, local project highlights, safe bike routes for youth, and bike tourism programs in New York State. As of March 27, the symposium was cancelled due to the COVID-19 pandemic. The decision has been made to postpone the next symposium until 2022.

Pedestrian Safety Training Workshops for Law Enforcement

In FFY 2020, the GTSC planned and promoted four, six-hour, pedestrian safety training workshops for law enforcement officers. These training classes were originally scheduled to be held in Monroe, Oneida, Rockland and Albany counties in April, but were canceled due to facility closures brought about by the onset of coronavirus pandemic. In lieu of in-person education, law enforcement agencies were provided with online tools to assist with officer education. A New York State-produced, eight-minute, educational video module that focuses on specific Vehicle and Traffic Law (V&T) sections pertaining to pedestrians and drivers was among the materials provided.



The development of the train-the-trainer course was a collaboration between state and federal partners undertaken to support the enforcement goals outlined in the state's PSAP. Officers participating in this training learn about the state's plan to address pedestrian injuries and fatalities, relevant Vehicle and Traffic Laws, pedestrian crash issues and data. They are also given tools and strategies for the effective implementation of pedestrian education and enforcement countermeasures. GTSC continues to develop a roster of in-state law enforcement trainers who could assist the state with future deliveries of this course. GTSC plans to offer additional courses in several PSAP-identified "focus communities" around the state in 2021.

Enforcement of Traffic Violations

Pedestrians consistently account for one-quarter 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. As with other traffic safety issues, high visibility enforcement is a proven strategy for raising awareness as well as reinforcing the need for behavioral changes among both motorists and pedestrians. Police agencies in jurisdictions identified as focus communities in the PSAP as having high incidences of pedestrian crashes are encouraged to participate in the annual *Operation See! Be Seen!* enforcement mobilization and to conduct other enforcement efforts within their communities. Due to the coronavirus pandemic, the GTSC postponed its annual June pedestrian safety enforcement mobilization until October 2020. Due to the delayed enforcement campaign and impact of the pandemic, several projects that normally focus on pedestrian safety enforcement were inactive in FFY 2020.



White Plains Department of Public Safety

The goal of the White Plains Department of Public Safety project was to reduce crashes involving pedestrians that are largely attributed to driver inattention or other traffic violations such as unsafe speed and failure to yield the right-of-way. The department identified areas that have the highest rates of pedestrian crashes and targeted those for high-visibility enforcement and community outreach. In addition to enforcing motorist violations, warnings were issued to pedestrians who failed to use crosswalks and comply with pedestrian crossing signals. Operations were impacted due to the coronavirus pandemic, but during the FFY 2020 project period, the White Plains PD conducted pedestrian safety enforcement operations on 14 different dates, issuing 83 summonses – many to drivers who did not yield to pedestrians in a crosswalk. Other summonses were issued for traffic violations including unlicensed operation of a motor vehicle and distracted driving. During the month of September, officers also distributed educational materials throughout the city including at schools during the first week of classes.

New York City Pedestrian and Bicyclist Safety Enforcement

With the assistance of GTSC, the NYPD used FFY 2020 funding from the NYC Pedestrian and Bicyclist Safety Enforcement grant to increase awareness of and compliance with traffic laws. The NYPD conducted saturation enforcement on arterial roadways within the five boroughs with high volumes of bicycle traffic. The enforcement focused on speed, yielding to pedestrians in crosswalks and adhering to traffic signs and signals. The NYPD also conducted targeted enforcement in areas identified through data analysis as high-risk locations for speed-related crashes involving bicycles and pedestrians. Variable Message Signs (VMS) were used in conjunction with the enforcement efforts. In addition, multi-lingual educational materials were distributed to pedestrians to heighten their awareness of the importance of observing their surroundings, using crosswalks and crossing with the light, and to discourage the use of cell phones while crossing.



The goal of this program is to reduce the number of traffic fatalities that occur annually in New York City by increasing police visibility and communication within high-risk neighborhoods in the city's five boroughs. The following results were reported for the three enforcement programs conducted during 2020.

Failure to Yield Enforcement

Between July and September of 2020, 80 operations were conducted at five locations in Manhattan; 400 summonses were written. The summonses were for 141 vehicles failing to yield to pedestrians, 19 bicycles failing to yield to pedestrians, and 240 various other hazardous violations.

Speed Enforcement

From January to September of 2020, speed enforcement was conducted at 12 selected off-highway locations throughout the City. During this period, there were a total of 1,437 summonses issued, with 1,314 speed summonses and 123 other hazardous violations issued.

Bicycle Enforcement

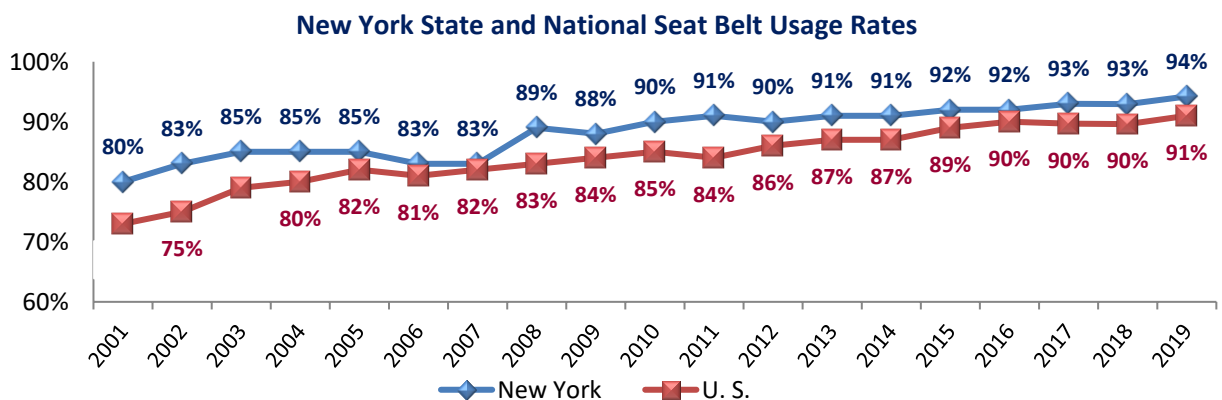
Throughout the spring and summer of 2020, the Patrol Services Bureau conducted bicycle enforcement at top crash locations that have been determined through data research to involve a high number of bicycles. During this time period, 668 summonses were issued for various hazardous moving violations committed by bicycle operators.

Research, Evaluation & Analytical Support for New York's Performance-Based Non-motorized (Pedestrians and Bicyclists) Program

In FFY 2020, the Institute for Traffic Safety Management and Research (ITSMR) completed a research note, Crashes Involving Pedestrians on New York Roadways: 2014-2018; and a one-page fact sheet on Pedestrians in Motor Vehicle Crashes: 2014-2018. Both are posted on the ITSMR website (www.itsmr.org).

OCCUPANT PROTECTION

Motorists in New York continue to demonstrate a high level of seat belt compliance with the statewide usage rate rising to 94% in the most recent annual survey conducted in June 2019. New York’s seat belt use rate has been 90% or higher each year since 2010 and has been consistently above the national average since passage of the nation’s first seat belt law in 1984. To further strengthen the law, beginning November 1, 2017, seat belt use is required for taxi and livery drivers and any passengers age 16 and over riding in the front seat of these vehicles. New legislation requiring seat belt use for motor vehicle passengers age 16 and over riding in the back seat was signed into law in August 2020 and became effective November 1, 2020.



Much of New York’s success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state’s Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The highlight of the BUNY/CIOT program each year is the strong participation of the state’s law enforcement agencies in the national seat belt enforcement mobilization. The COVID-19 pandemic forced the cancellation of the 2020 mobilization scheduled for May. New York participated in the voluntary national seat belt enforcement mobilization conducted in November 2020.



This year, GTSC continued the “Protect Your Melon” occupant protection educational campaign featuring professional race car driver Ross Chastain. Approximately 1,500,000 watermelons with the campaign slogan were distributed to retail outlet stores throughout the state. Special displays were set up in 100 grocery stores to increase awareness. Planned outreach events were cancelled due to COVID-19 restrictions; however, the social media platforms Twitter,



Instagram and Facebook were used to promote seat belt use throughout the summer months.

In addition to increasing adult seat belt usage, the other major focus of New York’s occupant protection efforts is Child Passenger Safety (CPS).



In FFY 2020, GTSC awarded 167 CPS grants to maintain the state’s active network of car seat fitting stations and check event programs; provide training to increase awareness of CPS issues among parents and other caregivers; ensure the availability of a large pool of certified technicians; provide car seats for low-income families and continue to expand accessibility to child passenger safety education and services among the state’s underserved populations.

In FFY 2020, GTSC supported the operation of 126 permanent fitting stations and approved funding for 119 agencies to conduct car seat check events. These grants are intended to increase accessibility to CPS services through special outreach efforts to underserved populations, such as the use of mobile inspection stations in rural areas and the availability of bilingual technicians. These programs resulted in 6,723 car seats being inspected, 89% of which were installed incorrectly.

To ensure the availability of a large pool of certified CPS technicians, GTSC also continued to support CPS training and recertification classes. Despite the COVID-19 pandemic, 11 technician certification trainings were held in FFY 2020, which resulted in 137 new CPS technicians. A total of 10 CEU update classes for 152 technicians were also conducted. These classes contributed to a 73% recertification rate in New York compared to the national recertification rate of 60.7%. New York State now has 1,947 certified technicians, 81 instructors and one instructor candidate.



As in previous years, New York joined the national celebration of Child Passenger Safety week, September 20-26, 2020. GTSC participated in what is typically the largest check event of the year held on National Seat Check Saturday in Albany. However, due to the COVID-19 pandemic, this event was significantly smaller than it has been in previous years. This year’s event resulted in 36 car seats being inspected, none of which were found to be properly installed. A total of 32 car seat check events were planned statewide throughout the week, including 24 on Saturday, to help parents ensure their children’s restraints were safely fitted and correctly installed.

ASSESSMENT OF PROGRESS

The performance measures used to track progress in the Occupant Protection Program Area are Observed Seat Belt Use for Front Seat Passenger Vehicle Occupants and Unrestrained Passenger Vehicle Occupants. As discussed in the Performance Report presented earlier in this document, progress was made toward the 2020 targets set for observed seat belt use and reducing unrestrained occupant fatalities was met.

Status of Occupant Protection Performance Targets for FFY 2020

❖ **Unrestrained passenger vehicle occupant fatalities, all seat positions (FARS): Decrease the 5-year rolling average for 2016-2020 to 160.5**

This target is in progress. The five-year average number of unrestrained passenger vehicle occupants killed in crashes maintained a steady downward trend from 181.4 in 2015 to 160.6 in 2019, exceeding the target of 167.4 set for 2019. Since the five-year average for 2019 (160.6) is within one-tenth of a percent of the target set for 2020 (160.5), the status of “in progress” is appropriate.

❖ **Observed seat belt use for passenger vehicles, front seat outboard occupants: Increase the 5-year rolling average for 2016-2020 to 94.0%**

This target is in progress. The five-year moving average for 2015-2019 was 92.9%, below the target of 94.0% set for 2019 and 2020. Because of the COVID-19 pandemic, no survey was conducted in FFY 2020. The designation of the target as “in progress” is based on the fact that the annual statewide seat belt survey conducted in 2019 resulted in a use rate of 94.22%. Beginning with the FFY 2021 HSSP, the target for observed seat belt use will be based on the annual use rate rather than the five-year moving average.

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

Seat belt use is one of the major traffic safety topics included in the survey of New York State licensed drivers’ attitudes and behaviors conducted annually at five Department of Motor Vehicles offices. The 2020 survey scheduled for the spring was cancelled due to the COVID-19 pandemic. At the request of GTSC, ITSMR used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV website in September 2020.

The tables below provide the responses to questions regarding the frequency of seat belt use, the perception of the risk of being ticketed, and knowledge of New York’s 2020 law requiring back seat belt use for passengers age 16 and older beginning November 1, 2020. Additional charts include the results of analyses of these questions by gender and age.

How often do you use a seat belt when you drive or are a passenger in the front seat of a car, van, sport utility vehicle or pickup truck?

	<u>2020</u>
Always	95.0%
Usually	2.4%
Sometimes	1.0%
Rarely	0.3%
Never	1.4%

How often do you use a seat belt when you are a passenger in the back seat of a car, van, sport utility vehicle or pickup truck?

	<u>2020</u>
Always	54.7%
Usually	14.0%
Sometimes	12.0%
Rarely	10.3%
Never	9.0%

Source: 2020 Driver Behavior Survey

- Reported front-seat restraint use was high in 2020; 95% of the respondents reported that they “always” wear a seat belt and 2% “usually” wear one when they drive or ride as a passenger in the front seat of a vehicle. Only 2% “rarely” or “never” buckle up.

- 55% of survey respondents in 2020 reported that they “always” use a seat belt when riding in the back seat. Another 14% said they “usually” buckle up in the back seat; 19% “rarely” or “never” buckle up when riding in the back seat.

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

2020

Very likely	32.7%
Somewhat likely	24.7%
Likely	19.2%
Unlikely	17.5%
Very unlikely	6.0%

Do you know that all passengers age 16 and older riding in the back seat of a motor vehicle will be required to wear a seat belt starting November 1, 2020?

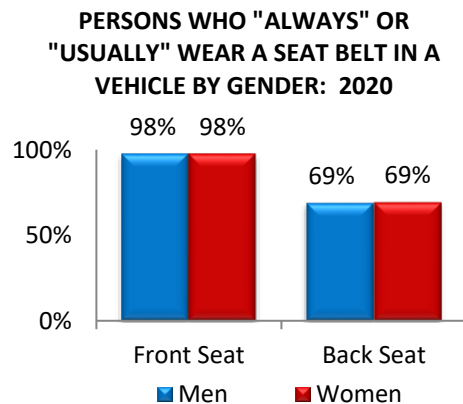
2020

Yes	64.4%
No	35.6%

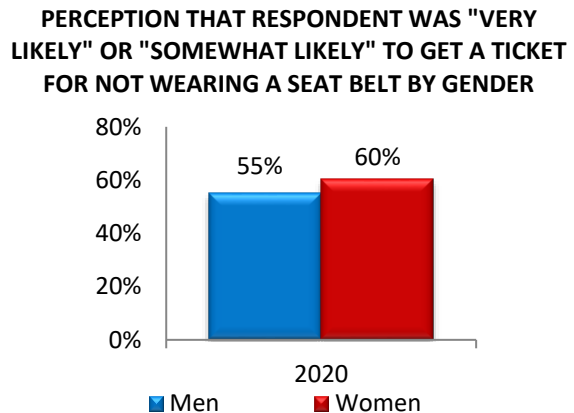
Source: 2020 Driver Behavior Survey

- In 2020, 57% of the respondents thought it “very likely” (33%) or “somewhat likely” (25%) that they would get a ticket for failing to wear a seat belt.
- Nearly two-thirds of respondents (64%) reported knowing that passengers age 16 and older riding in the back seat would be required to wear a seat belt starting November 1, 2020.

Differences by Gender



Source: 2020 Driver Behavior Survey

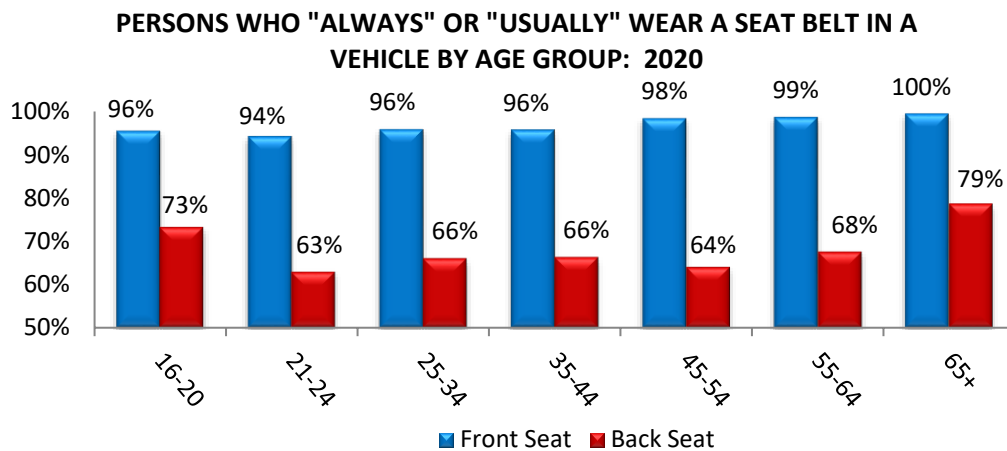


Source: 2020 Driver Behavior Survey

- The same proportions of men and women reported that they “always” or “usually” wear a seat belt in the front seat (98%) and in the back seat (69%).

- In 2020, a somewhat larger proportion of women than men thought that it “very likely” or “somewhat likely” that they would get a ticket if they don’t wear a seat belt (60% of women and 55% of men).
- Slightly more women than men who completed the survey reported that they knew all back-seat passengers 16 and older were required to wear a seat belt starting November 1, 2020 (66% of women and 64% of men).

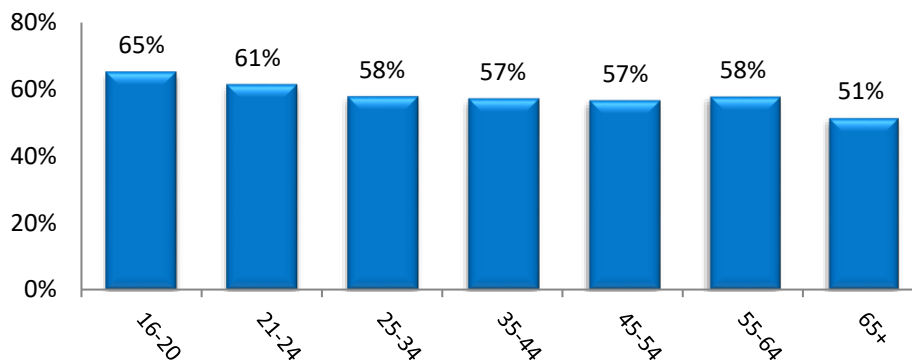
Differences by Age



Source: 2020 Driver Behavior Survey

- In general, reported front seat belt use in New York is high and increases with age; in 2020, 94%-96% of the survey respondents in the age groups under 45 reported they “always” or “usually” buckle up when driving or riding in the front seat of a vehicle compared to 98%-100% of the drivers in each of the age groups 45 years and older.
- Reported back seat belt use showed more variation among the age groups. 63% of those age 21-24 and 64% of those age 45-54 reported that they “always” or “usually” buckle up as back-seat passengers, compared to 73% of 16-20-year-olds and 79% of those age 65 and older.

PERCEPTION THAT RESPONDENT WAS "VERY LIKELY" OR "SOMEWHAT LIKELY" TO GET A TICKET FOR NOT WEARING A SEAT BELT BY AGE GROUP



Source: 2020 Driver Behavior Survey

- In 2020, the proportion of survey respondents who thought that they were “very likely” or “somewhat likely” to get a ticket if they don’t wear a seat belt ranged from a high of 65% for the 16-20 age group to a low of 51% for the 65 and over age group.
- Awareness of the new law requiring back-seat passengers 16 and older to buckle up starting November 1, 2020 was lowest among those ages 45-54 (57%) and highest among those ages 65 and older (73%).

OCCUPANT PROTECTION PROJECTS AND ACTIVITIES FUNDED IN FFY 2020

New York used a data-driven approach to identify a comprehensive set of strategies for the state’s Occupant Protection program that collectively will contribute to progress in meeting the state’s highway safety targets set in the FFY 2020 HSSP. Included under the strategies listed below are descriptions of selected projects that highlight the activities undertaken. The complete list of projects implemented in FFY 2020 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Seat Belt Enforcement

The primary strategies used during the past year to increase seat belt compliance were high visibility enforcement, zero tolerance and a vigorous public information and education (PI&E) campaign which are all major components of the Buckle Up New York/Click It or Ticket program. Agencies were encouraged to focus on low-use areas of the state, high-risk groups and conducting enforcement at times of the day when compliance is traditionally lower. Due to the COVID-19 pandemic, the requirement to participate in a national Click It or Ticket mobilization in May 2020 was waived. New York participated in the voluntary seat belt enforcement mobilization conducted November 16-29.



Buckle Up New York/Click It or Ticket

New York’s high-visibility enforcement and PI&E campaign, BUNY/CIOT, consists of several proven components:

- **High visibility enforcement checkpoints:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- **Zero-tolerance enforcement:** Police officers continue to maintain a zero-tolerance policy when enforcing occupant restraint violations; no warnings are issued. As a result, the perceived risk of receiving a ticket for non-compliance is high.
- **Seat belt mobilizations:** Historically, a statewide 14-day seat belt mobilization is conducted in May/June in conjunction with the national enforcement initiative. Due to the COVID-19 pandemic, the May 2020 mobilization was cancelled. New York participated with other states in a voluntary seat belt enforcement mobilization conducted in November 2020.

- **Nighttime enforcement:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light and using additional lighting to enhance nighttime surveillance capabilities. Due to the COVID-19 pandemic, these details were cancelled.



- **Police officer motivation:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. The GTSC and the State Police have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. The DVD is available to any police agency upon request. This year, 15 additional copies of the roll call video were sent to police agencies.



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

- **Statewide, multi-agency effort:** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about the use of seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.

- **PI&E and media outreach:** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the distribution of a statewide press release and other media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and become very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues including social media. Buckle Up messaging was included as part of the "Protect Your Melon" outreach campaign.



- **Reporting and evaluation:** Law enforcement agencies that receive grant funding are required to report their seat belt enforcement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. Enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2020, the GTSC provided 259 Police Traffic Services (PTS) grants to municipal and county law enforcement departments. Additional law enforcement agencies received HS-1 grants to enforce the state's seat belt laws as well as other types of traffic violations; these agencies included the Nassau County Police Department, Suffolk County Police Department, New York City Police Department (NYPD), New York State Police and the New York State Office of Parks and Recreation. Each of these agencies conduct seat belt enforcement throughout the year.

State Police Buckle Up New York Program

With the cancellation of the national Click It or Ticket mobilization in May, the New York State Police shifted more resources to other seat belt enforcement activities. 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.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts, and this "around-the-clock" activity has been substantial. From October 1, 2019 to September 30, 2020, State Troopers issued a total of 37,962 adult and child safety restraint tickets statewide, including those issued during grant-funded activities. Monthly enforcement details continued to play an important role in the overall occupant protection program with 809 additional fixed or roving seat belt details being conducted in FFY 2020.

The State Police also continued its extensive occupant protection public information and education activities when possible, although many of these efforts were curtailed by the pandemic. Materials that provided information on the special seat belt requirements for young drivers and their passengers, as well as other provisions of New York's Graduated Driver Licensing Law, were distributed to both parents and law enforcement.

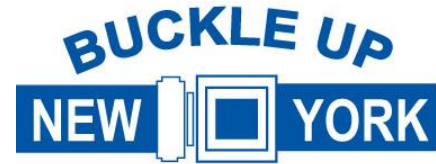
Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages. The educational component included 23 Rollover Simulator and Convincer demonstrations that reached a total of approximately 31,000 at various locations including schools, community events and media affairs. Outreach was considerably less in FY2020 due to COVID-19 related cancelations.



Communications and Outreach

Support for Enforcement Efforts

High visibility communications and outreach are essential for an effective seat belt enforcement program. 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. In FFY 2020, GTSC continued to support communications, outreach and other public information and education efforts to publicize high visibility enforcement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low compliance segments of the population.



Education of the General Public and High-Risk Groups

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child safety restraints, help to promote greater compliance and continue to 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 the importance of seat belt use in crashes and special activities for young drivers such as “Battle of the Belts” competitions. These types of educational activities are directed toward the general public as well as specific groups identified as having low usage rates including minority, rural, low-income and special needs populations. 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 continue to be encouraged.



In FFY 2020, GTSC continued the statewide “Protect Your Melon” occupant protection educational campaign. As part of this program, the GTSC partnered with NASCAR/Xfinity racecar driver Ross Chastain to promote restraint use, particularly among males ages 18-34 and pickup truck drivers who historically have demonstrated lower restraint use.

From May through August, approximately 1,500,000 watermelons were distributed to retail outlets statewide; the “Protect Your Melon” logo with a reminder to Buckle Up was affixed to each melon. Stand-ups of Chastain and seat belt messaging displays were set up in 100 grocery stores throughout New York State. Social media posts promoting occupant restraint use were shared by Chastain on his Twitter, Instagram and Facebook accounts.

CHILD PASSENGER SAFETY

New York's occupant restraint law covers all front seat occupants and children up to age 16 riding in the back seat of vehicles. Children under the age of four must be in a federally-approved car seat and children under the age of two must ride in a rear-facing car seat unless they outgrow the height or weight limit set by the manufacturer. Children under age eight must be restrained in an appropriate child restraint system which may be a car seat, a booster or an approved safety vest. The determination of an appropriate restraint system is based on the child's height and weight. The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

The strategies for Child Passenger Safety focus on public awareness; education and instruction for parents and caregivers on the proper installation and use of car seats; training for technicians and instructors to provide these services to the public; car seat education and distribution programs; and car seat check events. To support these strategies, New York's CPS Program provides grant funding in four areas, each designed to educate and improve the safety of children transported in vehicles on the state's roadways.

- Fitting Stations where, by appointment, a NYS Certified Technician will inspect the installation of the car seat, provide instruction on proper installation and replace unsafe seats.
- Awareness Training conducted to educate the public on all aspects of Child Passenger Safety.
- Car Seat Check Events held regularly for the inspection of child restraint systems without an appointment. Unsafe, inappropriate, and outdated seats, or seats that have been involved in a crash are replaced.
- Education & Distribution Programs where appropriate car seats are supplied, free of charge, to qualified low-income families. In-classroom education is also provided in addition to hands-on installation practice, to empower caregivers to correctly select and install appropriate car seats for their children in the future.

GTSC's CPS Program Coordinator assists agencies with grant development and management including the preparation of grant applications, reporting, vouchering and requesting project modifications when necessary.

In FFY 2020, GTSC awarded 167 CPS grants to local agencies. Many grantees provided multiple programs and services. In FFY 2020, 126 agencies received funding to operate fitting stations, 35 agencies were funded to conduct CPS awareness trainings, 119 agencies were funded to conduct car seat check events and 60 agencies received funding for car seat education & distribution programs for low-income families.

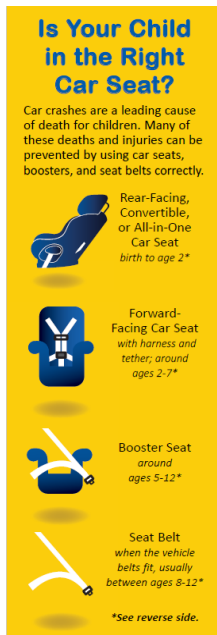
Child Passenger Safety Communications and Outreach

Through its CPS grant program, GTSC continued to provide support and coordination for statewide public information and education to encourage seat belt and proper child restraint use. GTSC provides educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues and serves as the state's clearinghouse for information regarding child passenger safety training classes, car seat check events and other child

passenger safety activities. GTSC's CPS Coordinator oversees the information on permanent fitting stations, car seat check events, training classes, technician and instructor updates and public information materials, all of which are updated regularly on www.trafficsafety.ny.gov and on the "Frequently Asked Questions" page of the DMV website.

"Know for Sure" Campaign

In FFY 2020, New York continued to promote the national child passenger safety campaign, "Know for Sure Your Child is in the Right Car Seat" launched by NHTSA and the Ad Council. The goal of the campaign is to make sure all parents and caregivers are properly securing their children (birth-12 years) in the right restraint (rear-facing, forward-facing, booster seats and seat belts) for their age and size and to ensure the safety restraints are properly used and installed by parents and caregivers. To assist in the dissemination of the "Know for Sure" message, 5,000 quick reference bookmarks were purchased and distributed at car seat check events and fitting stations. Additionally, 2,000 heatstroke prevention info cards were purchased and disseminated.



In FFY 2020, GTSC continued its collaboration with the New York State Department of Health (NYSDOH) Bureau of Occupational Health and Injury Prevention and the CPS Advisory Board to promote the tool kit for the "Know for Sure" message. This tool kit was developed to assist grantees, technicians and instructors who are responsible for car seat check events, distribution centers, public awareness classes and permanent fitting stations. The Child Passenger Safety tool kit includes the following information:

Tweens – Never Give Up Until They Buckle Up

1. Seat Belt Safety for Tweens at safercar.gov
2. Tips to keep Tweens Safe in Vehicles (pdf)
3. Under 13 Tip Card (pdf)
 - Under 13 Tip Card – English (pdf)
 - Under 13 Tip Card – Spanish (pdf) at NYSDOH
 - Under 13 Tip Card – French (pdf) at NYSDOH
4. Under 13: Back seat and buckled up! at NYSDOH

Know for Sure... Is Your Child in the Right Car Seat?

1. Car Seat Safety at safercar.gov
2. 4 Steps 4 Kids (pdf) at NYS Department of Health
3. Stacking Toy Poster (pdf)
4. Baby Bottle Poster (pdf)
5. Spanish Athlete Poster (pdf)
6. Spanish White House Poster (pdf)
7. Order form for Know for Sure Campaign Materials (pdf)



Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes continued in FFY 2020. While the car seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers. Most classes consisted of classroom

training that included demonstrations of car seat installations, education on the provisions of the occupant protection law and information on the various resources available, such as car seat check events and permanent fitting stations. In FFY 2020, 35 agencies received funding to conduct CPS awareness classes. These awareness classes were held throughout the state and reached over 1,205 participants. The majority of the participants were parents, expectant parents and caregivers. The other participants included foster parents, day care providers, law enforcement officers, health care professionals and bus drivers.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety (CPS) Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2020 included the following:

- Members of the Advisory Board coordinated a total of 11 technician certification and 10 CEU update courses.
- The education subcommittee of the Advisory Board created a rear-facing car seat educational video for parents/caregivers and a CPS-related CME training for medical staff and personnel.
- Child passenger safety information and news for technicians and instructors continued to be provided through the GTSC website www.trafficsafety.ny.gov and via direct outreach.
- Members of the Advisory Board worked to reschedule the 2020 CPS Technical Conference, which was cancelled due to the COVID-19 pandemic.
- Members of the Advisory Board developed a resource guide for CPS instructors.
- GTSC provided the regional coordinators with an updated list of all technicians and instructors on a quarterly basis.
- The Advisory Board coordinated the events and the publicity campaign for Child Passenger Safety Week in New York State.
- The Advisory Board completed and distributed a new continuing education unit curriculum.
- The Advisory Board ordered and distributed Visual Guides for Child Passenger Safety and educational coloring books to parents, caregivers and children throughout New York State.
- The resumes of new Advisory Board members were submitted and approved by the Board and GTSC.
- The Advisory Board continued its efforts to educate CPS professionals, parents and caregivers on the law that took effect in November 2019 mandating that children remain in rear-facing car seats until at least the age of two.

Fitting Stations

In FFY 2020, GTSC continued to support the operation of fitting stations where parents and other caregivers can receive instruction on the proper installation and use of car seats. To receive mini-grant funding, grantees must have certified technicians available to staff the fitting station during the hours of operation.

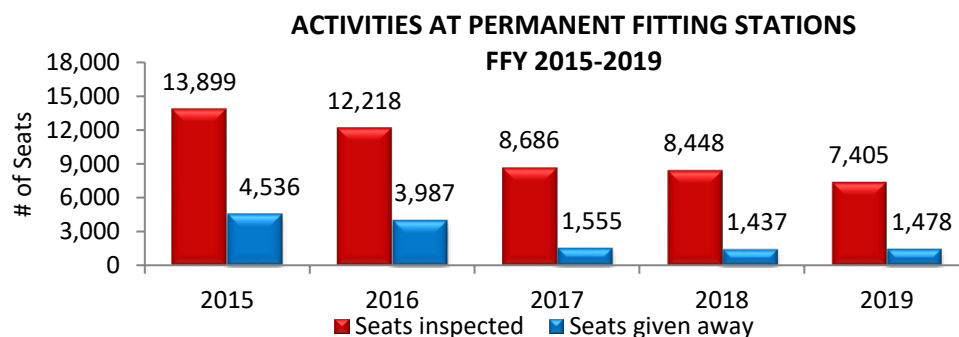
In addition to permanent fitting stations, CPS grant funds can also be used for mobile fitting stations which bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's Child Passenger Safety Program into areas 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.



Grantees continued to utilize storage trailers that were purchased with federal funding in previous grant years. The trailers are used as mobile fitting stations, storage facilities and/or educational training trailers. Trailers are required to display both the GTSC and Child Passenger Safety logos.

Permanent Fitting Stations

In FFY 2020, GTSC continued to support the operation of permanent fitting stations. Currently there are 296 permanent fitting stations in New York State, 126 of which are supported by grant funds. The grant-funded agencies operating fitting stations reported that 4,486 child safety seats were inspected in FFY 2020 and only 350 of those seats were installed correctly. A total of 878 car seats were distributed through the fitting stations due to seats that were found to be damaged, expired, or otherwise unsafe for transporting children. As with previous years, GTSC contacted all of the fitting stations to verify and update the information that is posted on www.trafficsafety.ny.gov.



Fitting stations in New York State have remained very active, despite the COVID-19 pandemic. In most cases, car seats are inspected by appointment. Listed below are some of the most active fitting stations with the number of seats inspected at their facilities in FFY 2020 and the number of seats given away.

- Albany County Traffic Safety Board: 731 inspections and 19 seats given away
- Cornell Cooperative Extension of Saratoga: 692 inspections and 38 seats given away

- Long Island Jewish Medical Center/Northwell Health: 358 inspections and 10 seats given away
- Dutchess County Traffic Safety Board: 266 inspections and 35 seats given away
- Niagara County Sheriff's Office: 189 inspections and 102 seats given away
- EAC INC: 130 inspections and no seats given away
- North Tonawanda City Police Department: 107 inspections and 24 seats given away
- Clinton County Sheriff's Office & Child Care Council of the North Country: 103 inspections and 48 seats given away

Car Seat Check Events

Car Seat Check Events

In FFY 2020, 119 agencies were approved to conduct car seat check events. The types of misuse commonly found at car seat check events are summarized in the table below.



MOST COMMON MISUSE PROBLEMS ENCOUNTERED DURING INSPECTIONS

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

The most common types of car seat misuse continue to be failing to install the car seat tightly and not securing the harness straps snugly over the child. Many children six and seven years of age are also found to be restrained by vehicle seat belts alone. Keeping children in this age group in booster seats remains one of the greatest challenges.

National Child Passenger Safety Week and Seat Check Saturday

As in previous years, New York joined the national celebration of Child Passenger Safety Week, September 20-26, 2020. The goal each year is to remind caregivers to keep children properly restrained in a car seat that meets their weight and height requirements.

This year, 183 check events were held across the state where a total of 1,947 seats were checked and 405 seats were provided to replace outdated, recalled or inappropriate seats. On National Seat Check Saturday observed on September 26, GTSC staff participated in the event held at Crossgates Mall in conjunction with the Albany County Traffic Safety Awareness Weekend. A total of 36 seats were inspected for proper installation at this event and none were found to be installed correctly. To support other agencies throughout the state participating in National CPS Week, GTSC worked with *I'm Safe* to customize the *Know for Sure* CPS bookmarks as well as heatstroke prevention information cards, educational car seat coloring books, and comprehensive Visual Car Seat Guides. A total of 5,000 bookmarks, 2,000 information cards, 1,500 coloring books, and 1,850 visual guides were ordered and distributed.



Recruitment and Training of Child Passenger Safety Technicians

Certified Technician Training Program

In 1999, New York's CPS technician program began with 98 certified technicians and nine instructors. Today, the program has grown to 1,946 Certified Technicians and 81 CPS Instructors. While other states have lost technicians, New York has been able to maintain a stable number of certified technicians.

The CPS grants awarded by GTSC support technician training classes and cover recertification fees for technicians and instructors. In FFY 2020, 11 Standardized Child Passenger Safety Technician Training classes were conducted, producing 137 new certified technicians. While special trainings such as CPS and Special Needs and CPS on School Buses were scheduled for 2020, both classes had to be cancelled due to the COVID-19 pandemic. GTSC is actively working to reschedule these trainings for 2021.



Technicians come from a variety of backgrounds, with the largest proportions representing local police agencies, County Sheriff Offices, health and social service agencies, Fire/EMS and the New York State Police.

Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors to update skills and stay current with the latest information and guidelines. Continuing Education Units are available for those who attend these classes. This year, a total of 10 CEU classes were held, reaching a total of 152

technicians. According to Safe Kids Worldwide, 73% of New York's technicians were recertified during FFY 2020, a significant increase from the previous year. New York's recertification rate consistently exceeds the national rate.

Car Seat Education and Distribution Programs

Car Seat Education & Distribution Programs

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 who have a 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 verify low-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 30 minutes of in-classroom education prior to demonstrating the installation of the appropriate car seat for each person requesting one. In FFY 2020, 60 agencies in New York were awarded funding to operate a car seat education & distribution program and a total of 2,943 seats were distributed to families in need.

The car seat education & distribution program conducted by the Albany County Traffic Safety Board is one of the largest programs in the state. The Albany County Traffic Safety Board partners with the Alpha Pregnancy Care Council of Albany County to serve people in need in their two locations at Albany and Cohoes. A total of 344 car seats were distributed to qualifying low-income families who attended the information sessions on the proper installation of the car seat by certified Child Passenger Safety Instructor William Van Alstyne.

Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program

Statewide Observational Survey of Seat Belt Use

At GTSC's request and to meet federal requirements, the Institute for Traffic Safety Management and Research (ITSMR) conducts New York State's annual observational survey of seat belt use. Twelve counties and 10 observation sites within each county are included in the survey. In accordance with NHTSA requirements, ITSMR staff selected a new set of observation sites to be used starting with the 2018 seat belt survey. The new sites were approved by NHTSA in February 2018.

Due to the health and safety concerns related to COVID-19, NHTSA waived the requirement that states participate in the national seat belt enforcement mobilization in May 2020. The annual statewide observation survey of seat belt use was also waived. New York expects to resume both activities in FFY 2021.

COMMUNITY TRAFFIC SAFETY PROGRAMS

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

Some of the strategies and outreach efforts that counties are encouraged to integrate into their local programs stem from state-level initiatives focusing on specific issues such as drowsy driving and pedestrian safety, or special groups such as younger drivers, older drivers, children, and diverse populations. During FFY 2020, GTSC conducted activities to improve traffic safety for the St. Regis Mohawk Tribal Nations, the Seneca Nation of Indians (SNI) and the Shinnecock. GTSC will continue its outreach to develop traffic safety initiatives in additional tribal territories, consistent with its goal to discuss ways to develop and strengthen sustainable relationships that will lead to reductions in traffic-related injuries and deaths among members of underserved populations.

ASSESSMENT OF PROGRESS

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

Status of Community Traffic Safety Programs Target for FFY 2020

Number of drivers age 20 or younger involved in fatal crashes (FARS): Decrease the 5-year rolling average for 2016-2020 to 102.1

Status: Met

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 exceeds the target of 109.8 set for 2019 and 102.1 set for 2020.

COMMUNITY TRAFFIC SAFETY PROJECTS AND ACTIVITIES FUNDED IN FFY 2020

New York used a data-driven approach to identify a comprehensive set of strategies for the state's Community Traffic Safety Programs that collectively will contribute to progress in meeting the state's highway safety targets set in the FFY 2020 HSSP. Included under the strategies below are descriptions of selected Community Traffic Safety projects that highlight the activities undertaken in this program area. The complete list of projects implemented in FFY 2020 is included as Appendix A. The project title, number and amount of funds awarded are provided for each project.

Community-based programs are a large part of GTSC's educational outreach efforts. Almost all programs were significantly affected by the outbreak of COVID-19 in early FFY 2020. By mid-March, almost all scheduled events and public programs were canceled or significantly downsized. Facing unprecedented challenges, many grantees actively worked to develop new programs and outreach efforts that could allow them to continue their education.

The following are a few examples:

- Community Parent Center (Nassau County): This high school-based outreach and education program saw all programs canceled after March. Beginning in late summer and early fall, the program adjusted to provide virtual “teen driver” nights.
- Long Island Jewish Medical Center: All bike safety summer camps were canceled because of COVID-19. An online video highlighting the importance of proper helmet fit and bicycle laws was created to share with those who were scheduled to attend various summer camps.
- Coalition for Seat Belt Use/Long Island Health Collaborative: This organization held public video forums on pedestrian safety and emphasized social media-based marketing of pedestrian safety messaging.
- Students Against Destructive Decisions (SADD): This group organized training seminars on social media outlets to educate participants on various teen driver safety initiatives.

In addition, the GTSC has created pathways for grantees to acquire the necessary materials and supplies to create remote or virtual opportunities. Equipment, training, and subscriptions to cloud-based webinar software are examples of the types of resources community programs may acquire to help achieve their grant deliverables.

The process has been slow and some community programs are limited by their organization’s information infrastructure or expertise. As best practices are determined, GTSC will work to increase the capacity of all grantees to succeed during COVID-19.

Community-Based Highway Safety Programs

Albany County Department of Public Works

The Albany County DPW had another successful year of conducting traffic safety educational programs despite the COVID-19 pandemic. Their comprehensive traffic safety plan addresses a multitude of safety priorities such as pedestrian, bicycle, teen driver, older driver, occupant restraint & child passenger safety, and preventing impaired and distracted driving.

In FFY 2020, the agency presented a large-scale interactive traffic safety/child passenger safety display at the annual Hannaford Kidz Expo at the Empire State Plaza. While approximately 8,000 people typically attend this event each year, attendance this year dropped to approximately 5,000 people. This event is a perfect venue to interact with and educate families.

The DPW also held its 36th Annual Albany County Traffic Safety Awareness Weekend in conjunction with National Seat Check Saturday. This event ran all day Saturday and Sunday, September 26-27, 2020. Several police departments and other agencies disseminated pertinent traffic safety information. These included the Albany Council for the Blind to promote awareness of visually impaired pedestrians, the Capital District Transportation Committee (CDTC) to teach about the engineering aspects of traffic safety and conduct surveys of the general public on traffic safety issues, and AAA Hudson Valley to promote the awareness of younger driver issues.



For International Bike to School Day and International Walk to School Day, the DPW conducted large-scale bicycle and pedestrian safety assemblies at elementary schools. The Traffic Safety Coordinator, Bill Van Alstyne, capped off each event with a one-of-a-kind musical performance that includes unique traffic safety songs he composed. This musical component gets the students excited about learning the important aspects of traffic safety. Approximately 335 youths were educated at these events.



Albany County DPW also coordinates one of the largest Child Passenger Safety Programs in the state. In FFY 2020, 153 low-income families received child restraint education as well as free car seats. An additional 789 seats were inspected through the network of fitting stations and car seat check events. Only 4% of the inspected seats were installed correctly, highlighting the need for these types of programs and education.

Niagara County Sheriff's Office

Despite having to cancel its Annual Traffic Safety Fair due to COVID-19, the Niagara County Sheriff's Office successfully managed to conduct several bike rodeos in August 2020. The Niagara County Traffic Safety Office reached out to the Niagara Falls Police Department in order to do a combined bike rodeo. The idea was to spread the participants out in order to reduce the risk of too many riders in one area. Together with the director of the Packard Court Community Center, a schedule for both obstacle courses was created to reduce the number of participants at each obstacle course. Bicycle helmets were provided to riders who did not have one. The Niagara County Sheriff's Office of Traffic Safety also put out social media posts about bicycle safety. With the increase of cyclists on the roads during the pandemic, it was important to address the laws regarding vulnerable users of the road.



During the height of the COVID-19 pandemic, there was an increase in foot traffic throughout the county. With this increase in pedestrian activity, there was a need to point out safety dos and don'ts regarding pedestrian safety. Social media posts were used to advise motorists of the laws regarding pedestrians and to maintain a proper look out in more populated areas. People who were home from school and work took advantage of this time to get out and walk their neighborhoods, which resulted in the identification of a number of safety concerns by residents. The traffic safety office and road patrol were notified of these concerns so that these problem areas could be monitored.

Green Options Go Bike Buffalo – Erie County

Go Bike Buffalo submitted an HS-1 grant application for the first time in FFY 2020. Shortly after the advent of COVID-19, a scope modification was submitted with an altered work plan to begin producing messaging content for digital delivery. The staff and community partners were instrumental in finding other ways to connect with their audiences and meet many of their milestones.

Go Bike Buffalo hosted 13 webinars covering various road safety topics, including their Bicycle Friendly Driver course and the League of American Bicyclist Smart Cycling course. Of those 13 webinars, 10 were hosted on their channels with 68 attendees via Zoom and 248 views on Facebook. The other three were hosted on partners' channels. Say Yes, an afterschool provider, hosted their virtual gatherings twice and the NFTA, the local transit authority, gave them the opportunity to train some of their new drivers. The

NFTA was impressed by the training and as a result, they are partnering to implement that training for all new drivers.



Video content was also created explaining how to be a safe and legal road user. The six videos that were produced were viewed by 4,468 unique viewers on Facebook, for a total

of 3,352 minutes. Their Facebook reach for those videos was an estimated 19,929. Instagram views totaled 1,691 with an Instagram reach of 4,031. The videos were also viewed 234 times on their hosting platform, Vimeo.



Despite the difficulties of the summer months, the project staff also managed to get out into the community nine times to teach bike safety to over 100 western New York children. One notable milestone that was missed by this very successful program was the printing of some of the physical material that had been completed.

Statewide Implementation of Traffic Safety Initiatives

Drowsy Driving

Nationally, an estimated 100,000 police-reported crashes resulting in 1,550 deaths and 71,000 injuries can be attributed to drowsy driving each year, according to the National Highway Traffic Safety Administration (NHTSA). According to the National Sleep Foundation, 71% of drivers ages 18-29 are likely to be driving drowsy. Drowsy driving is common among teenagers and college-age students due to sports/extracurricular activities that are scheduled later, after-school jobs, homework demands, socializing, digital media in bedrooms and early class start times.



GTSC continued to raise awareness of the dangers of drowsy driving in FFY 2020. Through a statewide press release issued on behalf of New York's Partnership Against Drowsy Driving (NYPDD), the NYS Department of Motor Vehicles (DMV) promoted National Drowsy Driving Prevention Week in November, which coincides with the end of Daylight-Saving Time. NYPDD members include representatives from GTSC, the NYS Departments of Health (NYSDOH), Motor Vehicles (DMV) and Transportation (DOT), the NYS Thruway Authority, New York State Police, NYS Sheriffs' Association, NYS Association of Chiefs of Police (NYSACOP), NYS Association of Traffic Safety Boards, NYS Motor Truck Association, AAA Hudson Valley, Stony Brook University School of Health Technology and Management and NY Association for Pupil Transportation.

Working with the NYPDD, GTSC conducted outreach and education on the dangers of drowsy driving to students on six State University of New York college campuses across the state. GTSC used the established curriculum developed by the Stony Brook University School of Health Technology and Management, and a victim advocate who lost her sister in a drowsy driving-related crash, to provide education and awareness to younger drivers. The goal of the outreach was to change social norms on sleep impairment and relay the message that drowsy driving cannot be ignored and is a dangerous, preventable behavior that can result in injury and death.

For the second year in a row, the National Road Safety Foundation (NRSF) partnered with GTSC in conducting younger driver outreach by engaging college students in a public service announcement (PSA) contest to create simple messaging about drowsy driving awareness. The winning PSAs can be viewed here at <http://www.nrsf.org/contests/stayawakestayalive>. Peer to peer engagement has met with great success and New York's Stay Awake! Stay Alive! program has been highlighted on the NRSF national, weekly Teen Kids News program. GTSC plans to continue to bring opportunities such as drowsy driving awareness to other colleges across New York. GTSC will continue to engage all drivers across the state about preventable injuries and deaths that result from traffic crashes as we remind drivers to "Stay Awake! Stay Alive!"

Statewide Communications and Outreach

Survivor Advocate Program

New for FFY 2020, the Speaker Bureau was overseen by Students Against Destructive Decisions. Underwritten by GTSC, this funding supports a Speakers Bureau to provide education and outreach to traffic safety stakeholders and high-risk populations. Jacy Good, a nationally recognized advocate to end distracted driving, Marianne Angelillo, an accomplished author whose son was killed in a distracted driving crash and Karen Torres, whose father was killed by a distracted driver, form the Speakers Bureau.

The program completed 84 out of the planned 120 programs, reaching over 17,000 participants. An additional 47 appearances had been scheduled, which would have totaled 131 presentations, however, COVID-19 shutdowns denied the speakers the opportunity to present in-person and/or virtually. Towards the end of the grant year, the Speakers were able to pivot their programs to virtual presentations and the desire for bookings began to rise once again.



Commercial Motor Vehicle Safety

New York State Truck Safety & Education Symposium and Safety Exhibition

Due to the COVID-19 pandemic, the 2020 NYS Truck Safety & Education Symposium and Safety Exhibition held on August 11-12, 2020 was successfully converted to an online platform including a virtual exhibit hall. The two-day virtual event featured presentations on topics such as surviving an active shooter event, recordkeeping requirements when utilizing third party vendors, FMCSA hours of service updates, a Level 1 inspection demonstration, motor carrier responsibilities regarding ELDs

(electronic logging devices) as well as a keynote presentation on attracting and retaining female drivers. Additionally, participants were able to interact with vendors via a virtual exhibit hall.

New York State Annual Highway Safety Symposium Coordination

At the request of GTSC, the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, the Institute for Traffic Safety Management and Research (ITSMR) is responsible for coordinating the annual New York State Highway Safety Symposium sponsored by the three organizations. A member of the ITSMR staff serves as the Event Coordinator. With direction and oversight from the symposium planning committee, the Coordinator is responsible for the following tasks:

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



During this fiscal year, the symposium was held October 21-24, 2019, in Albany. ITSMR continued the use of an online registration and payment service that resulted in increased convenience for the traffic safety partners and greater efficiency for administering the registration and invoicing operations.

The 2020 symposium, scheduled to be held in Lake Placid on October 19-22, was canceled due to health and safety concerns relating to the COVID-19 pandemic. The 2021 New York Highway Safety Symposium is planned for September 20-23 at the Crowne Plaza in Lake Placid. If an in-person symposium next fall is not feasible due to conditions related to the pandemic, the committee will consider a virtual presentation.

Younger Driver Outreach and Education

Driver Education Research and Innovation Center (DERIC)

The Driver Research and Innovation Center (DERIC) curriculum development project was completed in FFY 2020. The project was undertaken to provide free, standardized driver education resources to help reduce crashes and produce safer teen drivers in New York State. The curriculum was developed by experts in teen driving safety, teen behavior, driver education and curriculum development through a partnership among the New York State Departments of Health, Motor Vehicles, and Education, as well as the Governor's Traffic Safety Committee. Housed on the NYS Department of Health's website, the curriculum includes PowerPoint presentations, assessment tools, home practice guides, and other best practices that will assist teachers.

In September 2020, an online forum was held for Driver Educators interested in this project. During the forum, participants were shown an example of how the resources and materials could be used in the

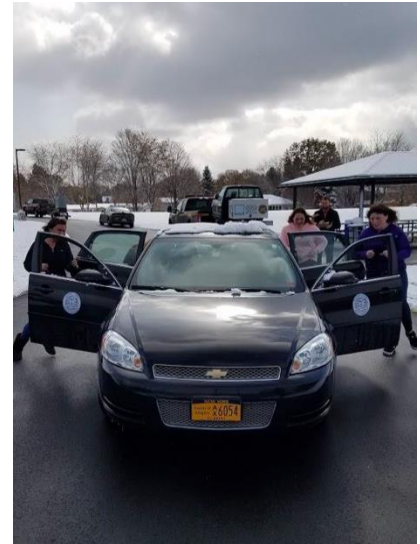
classroom as well as behind the wheel. For FFY 2021, DERIC will continue to promote this resource and train teachers on its use.

Students Against Destructive Decisions (SADD)

For FFY 2020, the GTSC entered into an agreement with SADD to support the hiring of a Statewide Coordinator. This grant had two major objectives that were both accomplished. The first was to recruit and support 50 SADD clubs and the second was to conduct teen driver safety programming in high teen crash locations. SADD exceeded their goals for both of these objectives. By the end of FFY 2020, 71 SADD clubs were registered and over 136 teen driver safety programs were conducted.

The global COVID-19 pandemic forced NY SADD to rethink programming opportunities and how to successfully reach students during the statewide shutdowns. The State Coordinator took standard SADD programming and partner programs and transformed them to a virtual space where students across the state, and at times the nation, were able to access quality traffic safety programming from the safety of their homes.

This effort began with statewide weekly programming from March to May with daily activities conducted by the State Coordinator and partners. Live sessions were hosted as often as possible, occurring every Monday, Tuesday, and Friday on Zoom sessions or through social media. Other educational opportunities were in the form of social media posts and engaging stories, as well as Tweetstorms/Twitter threads. Following the live broadcasts covering various topics such as Graduated Driver Licensing (GDL), impaired driving and work zone safety, these sessions were shared on the New York SADD social media accounts, uploaded to the IGTV/YouTube pages and Google Classroom/Drive. These resources continue to be used as learning opportunities through re-sharing and broadcasting by the State Coordinator and SADD Chapters.



Younger Driver Tool Kit

GTSC's Younger Driver Tool Kit, located on the www.trafficsafety.ny.gov website, continues to be a popular resource for teen safe driving advocates. Each week the tool kit receives approximately 200-250 hits and inquiries from educators and other stakeholders regarding traffic safety materials, presenters or programs. Content for the webpage is continually updated to cover current trends and expand outreach.

Older Driver Outreach and Education

While the data continue to show 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, drivers over 65 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Currently, drivers 65 and older represent approximately 21% of New York's licensed drivers.



While the challenges of the COVID-19 pandemic hindered participation in CarFit events in FFY 2020, GTSC undertook a new initiative that would benefit older drivers. During the year, GTSC began laying the groundwork for a partnership between NYS DOH and the NYS Board of Pharmacy for an education and outreach campaign regarding the dangers of driving while impaired by prescription and over-the-counter drugs. This issue is of particular significance to our aging driver population as the onset of age-related medical conditions may increase their use.



Outreach to Minority and Other Underserved Populations

Ensuring that engagement and educational programs not only extend throughout all areas of the state but also reach all segments of the population requires special ongoing initiatives that focus on minority communities, rural roadway users and other underserved populations.

During FFY 2020, GTSC and its partners conducted traffic safety outreach to multiple underserved populations in the rural areas of the state including tribal nations. Grant activities to improve traffic safety for members of the St. Regis Mohawk Tribal Nation, the Seneca Nation of Indians (SNI) and the Shinnecock Indian Nation. Education related to child passenger safety, distracted driving, pedestrian safety, older driver, occupant protection and other topics was provided. GTSC will continue outreach to develop traffic safety initiatives in additional territories.

The Allegany County Amish Safety Advisory Board was established in December 2016 to identify roadway safety issues affecting the Amish, develop communication strategies and materials for education and outreach to the rural Amish, and discuss laws pertaining to slow-moving vehicles. A public information campaign on sharing the roadway safely with slow-moving vehicles was conducted using:

- Ardent Solutions, Inc., website
- Press releases
- Public service announcements
- Display materials at local farm markets and county fairs
- Materials distributed to local businesses and Amish businesses
- Presentations to local communities



GTSC conducted its second NYS Slow Moving Vehicle Symposium in 2019 to discuss the ongoing outreach that has occurred in rural communities throughout New York State. Using another avenue to discuss the important linkages that rural road safety has on access to rural healthcare, staff from GTSC conducted outreach and education to local and rural health partners by disseminating information at the Annual Rural Health Conference in September 2019. Because the majority of highway fatalities occur on rural roadways, GTSC will continue to engage these partners.

TRAFFIC RECORDS

New York's commitment to improving the state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes used by the state's traffic safety agencies and organizations to develop and implement traffic safety initiatives. New York was awarded \$2.2 million in 405c traffic records funding for FFY 2020. The projects supported in this area focused on improving the timeliness, accuracy and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, vehicle, and roadway records systems. Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification, and the management and evaluation of safety programs. The many initiatives conducted in FFY 2020 were undertaken by agencies at the state and local levels, including GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, the Office of Court Administration (OCA), the Office of Addiction Services and Support (OASAS), the Metropolitan Planning Organizations (MPOs), and the Institute for Traffic Safety Management and Research (ITSMR).

The strategies implemented in this program area and the progress made during FFY 2020 in attaining the performance goals and objectives are summarized below.

ASSESSMENT OF PROGRESS

Traffic Records Targets for FFY 2020

- ❖ To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 9.04 days (April 1, 2018-March 31, 2019) to 8.77 days (April 1, 2019 – March 31, 2020).
- ❖ To increase the percentage of crash records in AIS with no missing data in the critical data element of Roadway Type from the baseline of 95.47% (April 1, 2018-March 31, 2019) to 96.42% (April 1, 2019 – March 31, 2020).
- ❖ To reduce the mean number of days from the date a citation is issued under TSLED to the date the citation is entered into the TSLED database from the baseline of 10.50 days (April 1, 2018-March 31, 2019) to 10.19 days (April 1, 2019 – March 31, 2020).
- ❖ To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 22.36 days (April 1, 2018-March 31, 2019) to 21.69 days (April 1, 2019 – March 31, 2020).
- ❖ To reduce the mean number of days from the date a citation is issued under the AA (Administrative Adjudication) system to the date the citation is entered into the AA database from the baseline of 5.99 days (April 1, 2018-March 31, 2019) to 5.81 days (April 1, 2019 – March 31, 2020).

Status of Performance Measures

Based on the guidelines issued by NHTSA in FFY 2014 with regard to the comparative duration periods (baseline and performance periods), the table below presents the status of the performance measure targets set for FFY 2020.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS			
PERFORMANCE TARGETS			
Performance Attributes & Measures	Baseline Period April 1, 2018- March 31, 2019	Performance Period April 1, 2019- March 31, 2020	Targets April 1, 2019- March 31, 2020
Accident Information System (AIS)			
Timeliness - Crashes			
Mean # of days from crash date to date crash report is entered into AIS	9.04 days	9.69days	8.77 days
Completeness			
Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type	95.47%	96.83%	96.42%
TSLED System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into TSLED database	10.50 days	7.44 days	10.19 days
Timeliness – Citations			
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	22.36 days	22.08 days	21.69 days
Administrative Adjudication System			
Timeliness – Citations			
Mean # of days from citation date to date citation is entered into AA database	5.99 days	8.84 days	5.81 days

The table above shows that the target set for the AIS timeliness measure was not met. As indicated in the table, the mean number of days from the date of the crash to the date the crash report was entered into AIS increased slightly from 9.04 days in the baseline period (April 1, 2018-March 31, 2019) to 9.69 days in the performance period (April 1, 2019-March 31, 2020). The slight increase can be attributed to the increase in Property Damage Only (PDO) crashes DMV began receiving in late 2017 due to a change on the Police Accident Report (PAR) form.

The goal established with regard to completeness related to the AIS was met. The percentage of crash records with no missing data in the critical data element of Roadway Type increased from 95.47% in the baseline period to 96.83% in the performance period, exceeding the goal of 96.42% that was set. This increase reflects changes/upgrades that continue to be made by both DMV and NYSDOT in the automated location coding process of crashes.

The table above shows that progress continues to be made in the timeliness of the TSLED citation data, dropping from 10.50 days during the baseline period to 7.44 days during the performance period, exceeding the goal set in the FFY 2020 strategic plan. This progress can be attributed primarily to the multi-year project *TraCS Electronic Crash and Ticketing System* which has increased the number of citations transmitted electronically by continuing to expand the electronic capture and transmittal of crash, citation and disposition data at all jurisdictional levels. Currently, approximately 95% of both the TSLED and Administrative Adjudication (AA) citations are captured and transmitted to DMV electronically via TraCS.

Although the target for the TSLED disposition timeliness measure of 21.69 days was not met, some progress was realized, with the mean number of days between when the citation is adjudicated until it is entered into TSLED dropping from 22.36 days in the baseline period to 22.08 days in the performance period. The progress that was attained with regard to this adjudication performance measure can be attributed to the more than 1,300 of the state's 1,400 city, town and village courts that are submitting disposition data to DMV electronically. The electronic submission of dispositions to DMV has been supported over the past several years through projects funded by Sections 402, 408 and 405c (e.g., the multi-year TraCS Electronic Crash and Ticketing System project), as well as through projects supported by DMV and the Office of Court Administration.

The table above shows that the target set for the timeliness of the AA citation data was not met. As indicated in the table, the mean number of days from citation date to date citation is entered into AA database increased from 5.99 days in the baseline period (April 1, 2018-March 31, 2019) to 8.84 days in the performance period (April 1, 2019-March 31, 2020). The increase in processing time with regard to this performance measure can be attributed primarily to the unusually large number of e-Ticket exceptions that had to be reviewed and processed manually by DMV.

In FFY 2020, the Traffic Records Coordinating Council (TRCC) continued to assist with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The Institute for Traffic Safety Management and Research (ITSMR) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by GTSC, an ITSMR staff member serves as the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

New York's Traffic Safety Information Systems Strategic Plan: FFY 2021 is evidence of the continuing importance placed on improving the state's traffic records systems. Developed by GTSC with the assistance of ITSMR and the state's TRCC, the plan provides an opportunity for New York to continue to make further improvements in its traffic records systems which support the decision-making process for highway safety managers in New York State. During the past year, the FFY 2021 plan was developed and became an integral part of New York's FFY 2021 application for traffic records funding under Section 405c of the FAST Act. New York has been awarded \$2.2 million for FFY 2021.

In FFY 2020, ITSMR also continued to be responsible for the verification of the crash data in DMV's Accident Information System (AIS) and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and AA ticket systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety

organizations. ITSMR also assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket (TSLED and AA) and driver license files.

In addition, ITSMR continues to annotate and update the data dictionary and other database documentation materials for the AIS, as warranted. ITSMR is also responsible for the maintenance of the state's Traffic Safety Statistical Repository (TSSR) which is accessible through ITSMR's website (www.itsmr.org/TSSR) and allows users to generate a number of statistical summary reports. As of December 1, 2020, the TSSR provides access to the state's finalized crash and ticket data for the years 2010-2019 and the preliminary data for 2020. ITSMR continues to generate custom reports on crashes and tickets upon request.

ITSMR assists with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems. This involves working with DOH to facilitate its annual creation of a CODES (Crash Outcome Data Evaluation System) database and with DOT to obtain more timely information on qualifying fatal and personal injury crashes involving large trucks and buses.

ITSMR continues to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP) and the Commercial Vehicle Safety Plan (CVSP) required for the receipt of federal highway safety funds by GTSC and DOT. In FFY 2020, ITSMR also provided data and assisted in the preparation of the 405 grant applications and reports that were required for the receipt of several different categories of incentive funds available under the FAST Act.

TRAFFIC RECORDS PROJECTS AND ACTIVITIES FUNDED IN FFY 2020

Statewide Coordination of Traffic Records Systems Improvements

New York's Traffic Records Coordinating Council (TRCC) plays a key role in coordinating improvements in the timeliness and accuracy of the state's traffic records data systems and the availability and use of the data at all jurisdictional levels. The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files and programs. During FFY 2020, these efforts resulted in the preparation of the *NYS Traffic Safety Information Systems Strategic Plan: FFY 2021*. The implementation of this strategic plan will continue to support improvements in the state's various traffic records systems. Key improvements in the traffic records systems that occurred in FFY 2020 are summarized below.

Improvement of Crash and Citation/Adjudication Systems

During FFY 2020, FAST Act funds (Sections 405c) provided continuing support to expand the electronic capture and transmission of police crash reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment such as printers, bar code readers and magnetic strip readers. In FFY 2020, the number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV electronically continued to go up, increasing from 507 in October 2019 to 541 in October 2020. This increase in the number of police agencies collecting and/or transmitting crash and ticket data to DMV is the result of the project

titled *TraCS Electronic Crash and Ticketing System*, which has been funded in recent years under Section 405c. Currently, approximately 95% of the TSLED and Administrative Adjudication (AA) citations and 75% of the police-reported crashes are being sent to DMV electronically. In addition, over 1,200 of the state's 1,400 courts are using the e-disposition process to report dispositions electronically to DMV.

In FFY 2020, various agencies and organizations continued efforts to improve the quality and access to the state's crash and ticket data. DMV continued to make improvements to the state's crash and ticket records systems through the development and implementation of both hardware and software applications. NYS DOT continues its efforts to replace their outdated systems, including ALIS, SIMS (Safety Information Management System) and PIES (Post-Implementation Evaluation System), with its new updated system CLEAR (Crash Location and Engineering Analysis Repository). The new CLEAR system will utilize the latest software, querying and GIS tools to improve the accuracy, accessibility and analysis of crash location information throughout the state. ITSMR continued its efforts to develop new reports and add functionality to the TSSR. Many of these projects were funded under Section 405c.

Another effort undertaken in FY2020 to improve the crash and citation/adjudication systems was the Maintenance of the *Traffic Safety Statistical Repository (TSSR)* project conducted by ITSMR. This project is designed to provide better access to more comprehensive New York State crash and ticket data through the internet.

Improvement of Injury Surveillance Files

During FFY 2020, DOH sustained its efforts to capture and report information from pre-hospital patient care reports (PCRs) electronically. DOH receives approximately 250,000 electronic submissions per month for a total of about 3 million per year. In addition, DOH is still receiving several thousand records annually mostly from small rural services who are still using paper PCRs. Through DOH's NY State Bridge database system, New York captures all 47 required NEMESIS (National Emergency Medical Services Information System) compliant data elements and transmits those data to the national data set. In addition to the required elements, the database captures 120 other data elements.

In FFY 2020, DOH completed its work on the project titled *Incorporating EMS Data into CODES*. The project enabled the DOH to link PCR data with AIS data, emergency department (ED) discharge data, hospitalization discharge data and trauma registry data, providing more information on the true impact of motor vehicle-related injuries in NYS. Currently, 2017 is the most recent year for which New York has linked some of these files.

Improvement of Driver License Data System

The DMV automated Driver License File contains approximately 29 million records, approximately 15.3 million of which are active. The file provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state. New York is recognized as having one of the best license issuance processes in the United States, due in large part to its use of facial recognition (FR) technology to stop identity theft and driver license fraud by preventing and deterring the issuance of multiple licenses to a single individual. Upon request, ITSMR continues to assist DMV's Division of Field Investigation (DFI) in identifying the traffic safety concerns related to multiple licenses.

DMV is working on developing a process to utilize the State-to-State (S2S) AAMVA hosted verification service for NYS driver license and non-driver ID transactions. This service will allow NYS to verify if an applicant holds a document in another state to ensure the One Driver/One License/One Record vision. This service is scheduled to be implemented in September 2021.

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

Improvement of Vehicle Data Systems

DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The file contains approximately 46 million records, of which approximately 12 million are active. New York continues to realize the benefits from a Section 408-funded project conducted by DMV during the two-year period, FFY 2012-2013, to improve the structure of its registration, insurance and vehicle files. The project standardized the names and addresses on the individual records in each file, established linkage capabilities between the files and enhanced existing search capabilities to allow users to search for records using multiple identifiers, as warranted. It improves the accuracy of the records in these various files through the reduction of duplicative data. NYS DMV also adheres to the PRISM (Performance and Registration Information Systems Management) program.

DMV has initiated the DMV Modernization Project that will focus on transforming and modernizing many of its legacy systems, including the Driver License, Vehicle and Ticketing systems. Some of the goals of this project are to enhance data integrity and effectiveness of their systems, processes and products; increase collaboration with other agencies; provide quality customer service and consumer protection; and promote traffic safety. This is a long-term project that may take up to 10 years to fully implement. The project is currently scheduled to be completed in three phases with Phase 1 being completed in October 2021. Phase 1 will include the client and driver license data; Phase 2 will include vehicle data (registration and ownership data) and Phase 3 will include ticket data.

Improvement of Roadway Data Systems

During FFY 2020, NYSDOT continued its efforts to expand the collection of traffic volume data on the local highway system, enabling NYSDOT to enhance and refine its safety programs in a more equitable manner for all highways within the state. Efforts are also being continued to use new technology to improve and enhance querying/reporting capabilities, creating stricter quality control protocols for data and develop linkage protocols for selected data systems, including SIMS, RIS (Roadway Inventory System), Bridge Data Management System (BDMS), and the PIES. Collectively, the results of these efforts give NYSDOT the ability to combine and analyze roadway-related data in support of engineering solutions that are designed to improve traffic flow, thereby reducing the effects of some dangerous driving behaviors, and to decrease crashes, fatalities and injuries.

Development and Use of Data Integration and Data Linkages

During FFY 2020, the NYS Unified Court System continued their work on the project titled *UCMS Real-Time Disposition Reporting to DMV*. This project will expand the Universal Case Management System (UCMS) to electronically transmit traffic tickets to DMV in real-time using the new web service interfaces which DMV has developed, and inquire on the current status of tickets and the motorist record without leaving the UCMS system. Using these new interfaces, UCMS dispositions would be immediately transmitted to DMV and the courts would receive immediate feedback as to whether a transaction was successfully received. It also would allow the courts to make any necessary corrections to the UCMS immediately, resulting in a minimal number of errors that would need to be corrected in the future.

The Office of Addiction Services and Support (OASAS) continued working on the *IDS Integration of the UCMS IID and Treatment Data project*. This project will electronically integrate UCMS data on impaired driving convictions into OASAS' Impaired Driver System (IDS), providing a more complete record on impaired driving events from arrest to conviction and sentencing.

New York continued its CODES initiative in FFY 2020, with ITSMR providing the 2018 crash data to be linked with DOH's injury surveillance files. This linkage effort supports program initiatives that focus on specific population sub-groups and permits the examination of costs associated with crashes. Improvements in data linkage capabilities continue to be important in analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received and the associated costs. During FFY 2020, DOH completed its Section 405c-funded project to integrate NYS EMS data into CODES. This project provides the traffic safety community more information on the true impact of motor vehicle-related injuries in New York State.

In FFY 2020, ITSMR staff worked on their *Maintenance of the Traffic Safety Statistical Repository (TSSR)* project. Conducted with Section 405c funding, this project has enabled ITSMR to upgrade and enhance the data reporting capabilities in the TSSR, a data repository that provides access to motor vehicle crash data, traffic ticket data and related demographic data to the public via the internet (www.itsmr.org/TSSR). SAS and SAS Visual Analytics software was upgraded for faster performance, and licenses were renewed. The TSSR was expanded to include new reports on Aggressive Driving Tickets and new report sections, or tabs, on drivers ticketed, manner of collision, alcohol involvement in motorcycle crashes, and fatalities/persons injured with KABCO severity totals at the county/municipality level.

Use of Technology to Disseminate Information

A major medium for disseminating Information on new developments in traffic safety, research programs and other topics continues to be GTSC's website (www.trafficsafety.ny.gov). The website and other technologies, such as podcasts, are important in the communication of data, training and educational messages, and public information relating to highway safety programs that will benefit all of GTSC's customers and partners, as well as the general public. Efforts to expand the communication capabilities and resources of the traffic safety community will continue to be supported.

Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. During FFY 2020, research continued to support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has

been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and GTSC and its partners. ITSMR's services include the following:

- The design and conduct of research and evaluation studies for DMV and GTSC, including studies mandated by the State Legislature
- Responses to all data requests in accordance with policies and procedures established by DMV and GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash and driver history data.
- Provision of critical data services and analytical support that enable GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program
- Assistance in implementing a performance-based planning process, a requirement of the 402 Highway Safety Program since the mid-1990s
- Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria
- Preparation of New York's applications for federal Section 405 National Priority Safety Programs: Occupant Protection (405b), State Traffic Safety Information System Improvements (405c), Impaired Driving Countermeasures (405d), Motorcyclist Safety (405f) and Non-Motorized Safety (405h)

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) Section 402 program. In FFY 2020, New York was also successful in qualifying for Section 405 National Priority Safety Program funds in Occupant Protection (405b), Traffic Records (405c), Impaired Driving (405d), Motorcycle Safety (405f) and Non-motorized Safety (405h). Within this framework, GTSC works with its partners and networks to conduct a data-driven process to identify highway safety problems in New York State and collectively develop evidence-based strategies and programs to address these areas of concern.

ASSESSMENT OF PROGRESS

Program Management Targets for FFY 2020

- ❖ Strengthen GTSC's role in setting goals and priorities for the state's highway safety program
- ❖ Identify highway safety problems and solutions to reduce fatalities and injuries on New York State's roadways
- ❖ Continue to promote the implementation of the state's Evidence-Based Traffic Safety Enforcement Program (TSEP)
- ❖ Provide direction, guidance and assistance to support the efforts of public and private partners to improve highway safety
- ❖ Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program
- ❖ Continue to expand technology as a means to disseminate traffic safety information, including online grant applications and using the internet to disseminate safety information through multi-media channels
- ❖ Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- ❖ Support the use of performance measures as an evaluation tool in the state's highway safety program
- ❖ Improve the timeliness of grant approvals and the allocation and liquidation of funding

Status of Performance Measures

GTSC was successful in meeting the targets related to the management of the state's 402 and incentive grant programs presented in the FFY 2020 Highway Safety Strategic Plan (HSSP). The first group of targets related to identifying traffic safety problems and setting goals and priorities, promoting evidence-based enforcement, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program. These targets were collectively met through GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

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

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

The GTSC website <https://trafficsafety.ny.gov> was used to disseminate information on traffic safety topics and programs and grant management materials. Multi-media content includes audio and video of recent campaigns. An events calendar for the child passenger safety program, police training programs and special enforcement details, and general traffic safety activities is also maintained on the website.

GTSC continued to provide support, guidance and direction to grantees via agency crash and ticket data reports and referrals to the Traffic Safety Statistical Repository (TSSR). GTSC staff members collaborate with traffic safety partners, such as the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards, to develop timely traffic safety information to be distributed by virtual means.

GTSC also met its goal to increase training opportunities for traffic safety professionals in New York by supporting the expansion of various training programs to cover new topics and address the needs of new audiences. The initiatives implemented in FFY 2020 included training sessions on DWI laws and other topics for prosecutors, judges, and law enforcement officers. In addition, GTSC continued to provide Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training to law enforcement officers. GTSC staff continued to partner with the State Police and local agencies to deliver the Practical Guidelines for Motorcycle Enforcement training for police officers in FFY 2020.



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

In FFY 2020, eGrants was used for all aspects of the grants management process. A total of 528 grant applications for FFY 2021 funding were received and reviewed electronically; 502 of these applications were approved. GTSC completed the review of the FFY 2021 proposals by mid-August 2020.

PROGRAM MANAGEMENT PROJECTS AND ACTIVITIES FUNDED IN FFY 2020

Planning and Administration

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

GTSC has continued to use a personal approach in administering the highway safety program. GTSC staff members are available and serve as resources in assisting local agencies in program development. A total of 76 formal grant program monitoring visits by GTSC Program Representatives were conducted in FFY 2020 and an additional 1,085 telephone monitoring contacts were completed. The Law Enforcement Liaisons (LELs) often accompany the Program Representatives on formal monitoring visits to police agencies. Program Representatives and LELs remain in contact with grantees through phone and email. In addition, the GTSC program staff and LELs participate in local traffic safety board meetings, advisory meetings, community recognition programs and traffic safety events.

Another priority of GTSC has been to streamline the grant application and approval process while still maintaining compliance with all federal and state requirements. In FFY 2016, GTSC undertook a LEAN project that focused on the entire grant award process. By adopting the LEAN principles with its emphasis on customer value, the timeliness of grant approvals was improved significantly. Due to the COVID-19 pandemic, however, the 2020 average cycle time for processing a grant application increased by 28 days from 107 days in 2019 to 135 days in 2020. Delayed application deadlines and increased approval times contributed to the increase. All notifications regarding FFY 2021 grant applications were issued by mid-August. Currently, 96% of the grants have completed the NYS contract approval process.

Other specific accomplishments associated with managing the highway safety program in FFY 2020 are listed below:

- A Highway Safety Strategic Plan allocating \$59,650,000 for various NHTSA highway safety programs was implemented.
- New York State received the following incentive fund awards:
 - Section 405b Occupant Protection - \$1,998,859
 - Section 405c Traffic Records - \$2,206,689
 - Section 405d Impaired Driving - \$7,912,886
 - Section 405d Ignition Interlock - \$953,137
 - Section 405f Motorcycle Programs - \$260,839
 - Section 405h Non-motorized Safety – \$1,219,867
- A total of 592 applications for FFY 2020 funding were reviewed; 555 grant applications were approved.
- A total of 1,122 vouchers were processed.
- New York closed out FFY 2019 in December 2019 and expended about \$26,907,400.
- As of December 9, 2020, the ratio of unliquidated funds was 1.16 years for all funds.

- GTSC submitted its FFY 2020 report into the Federal Funding Accountability and Transparency Act data system. The applicant information, funding level and project description were entered for 116 grant projects that received awards greater than \$25,000.
- New York State continues to fulfill the Governor's promise to reform the State's grant contracting process for not-for-profits. In FFY 2020, the State of New York posted available grant opportunities for not-for-profit organizations to qualify for upcoming grants in the Grants Gateway Portal.
- The Grants Gateway is an online system that allows grantees to browse anticipated and available New York State grant opportunities and submit frequently requested documents in a vendor Document Vault. In The Grants Gateway has been expanded to accommodate the full lifecycle of a grant, including:
 - Online application development, submission and award
 - Online contract development and execution
 - Online financial claiming
- Prequalification is a statewide process designed to facilitate prompt contracting. Not-for-profits seeking to obtain a grant from NYS are asked to submit commonly requested documents and answer frequently asked questions only once. Not-for-profits submit their responses online in the Grants Gateway and all information is stored in a virtual, secured vault. The information and documents stored in the electronic "vault" are available to all state agencies reviewing grants.
- GTSC continues to use eGrants for the automation of grant program management and fiscal processing from application to closeout. GTSC works with the eGrants system vendor to continuously improve the grant application and review process as well as required reports for NHTSA and state oversight agencies.

New York State Highway Safety Strategic Plan (HSSP)

GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2021. In conjunction with the development of the HSSP, the GTSC members met at the Empire State Plaza Concourse in Albany in the fall of 2019. Each agency highlighted their priorities and activities related to traffic safety and discussed trends that should be of concern to the committee. In addition, GTSC staff met with the NYS Association of Traffic Safety Boards to gather important data and input from the local level.

Training and Educational Opportunities

Professional Development

GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or improved skills. In FFY 2020, GTSC played an important role in planning and delivering several training and educational programs and supported the participation of its staff and highway safety partners in these and other professional development opportunities. Although restrictions on out-of-state travel prevented GTSC staff from participating in some conferences and training opportunities, GTSC was involved in planning several programs and events and provided support for partners to attend. GTSC's training activities in the past year included the following:

- Supported and participated in the delivery of new child passenger safety technician certification courses, as well as continuing education classes for certified technicians
- Coordinated and attended a virtual live training on the National Digital Check Form for Child Passenger Safety by the National CPS Board/National Safety Council
- Supported Leandra’s Law training sessions statewide
- Supported Motorcycle enforcement training sessions for law enforcement
- Supported the New York Prosecutors Training Institute’s training programs related to various impaired driving issues
- Coordinated the DRE, SFST and ARIDE training programs held throughout New York State
- Attended and assisted at various New York State Sheriff’s Association Training Conference events
- Participated in various Governors Highway Safety Association (GHSA) webinars
- Participated in planning the GHSA’s Annual Meeting
- Participated in the New York State Association of Traffic Safety Boards and STOP-DWI Association meetings
- Conducted local outreach in several counties
- Participated in NHTSA program training and DMV-sponsored training
- Participated in and completed the New York State Leadership Development Program

Plan for Public Information & Education

Statewide Public Information & Education

GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. In FFY 2020, DMV and GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, distracted driving, occupant restraints, drowsy driving, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages which were made available on television, radio, billboards, social media and the <https://trafficsafety.ny.gov> website. Printed materials were also prepared and distributed to support the campaigns. The ongoing partnerships with the New York State Broadcasters Association and the Cable Telecommunications Association continued to provide GTSC with access to additional markets for the dissemination of safety messaging. Ads were run on broadcast and cable channels targeting the 18-45 male demographic; social media including web “pushdowns” and “sliders” were also utilized.

Billboards

In FFY 2020, GTSC continued to use billboards to deliver public education and educational campaign messages. The FFY 2020 billboard displayed an anti-speeding message that reminded motorists that law enforcement was “watching” their speed.



Over 500 static poster units were displayed statewide and others were broadcast utilizing digital billboards in areas of the state featuring this technology.

Television, Radio and Social Media

Through GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The key campaign messages that were aired in FFY 2020 on a rotating basis on both television and radio are listed below:

- Impaired Drivers Take Lives. Think!
- Drugged Driving is Impaired Driving
- It's Your Community. It's Your Call
- Drinking and Driving Shatters Lives
- Watch for Motorcycles
- What Kind of Driver Are You Raising?

In FFY 2020, there were 79,394 announcements on 117 New York State radio stations. The radio spots aired from 5 am through midnight. The television spots ran from October 2019 through September 2020, with a total of 22,249 spots airing on stations throughout New York State.

Traffic safety messaging on the GTSC Facebook page reached 1.7 million people In FFY 2020. The most successful post of the year was a video highlighting the dangers of passing a stopped school bus. This post had a reach of 178,932.

In FFY 2020, GTSC contracted with the Cable Telecommunications Association of NY (CTANY) for a multi-media, statewide traffic safety program to help support the public awareness and behavioral goals of the NYS Highway Safety Strategic Plan. Data from the TSSR was used to help guide advertising placement decisions and market budget disbursements. Multi-media cable telecommunications advertisements targeted adults ages 18-45, in particular younger males, with TV spots in English and Spanish focusing on pedestrian safety, impaired driving, distracted driving and motorcycle safety messaging. The annual campaign was conducted in three phases and provided GTSC with a nearly constant presence on New York cable systems. Heavier advertising was scheduled to coincide with major events on the NHTSA/NYS Highway Traffic Safety Events Calendar.

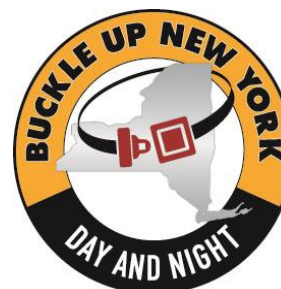
The 2020 campaign delivered millions of online impressions including over 125,000 TV spots, plus video pre-roll ads, banner ads and mobile advertising. Custom GTSC on-air TV billboards also aired seasonally on local cable stations during news, traffic and weather reports. Additional GTSC spots ran for free in unsold time slots further extending the outreach effort. Rates and special packages were negotiated directly with vendors to maximize GTSC contract dollars. GTSC received a 15%-20% bonus in TV spots and digital programming, plus a 15% discount on ad agency rates.

GTSC Website

In December 2019, GTSC launched a redesign of its website <https://trafficsafety.ny.gov>. Through the website, GTSC continued to disseminate traffic safety information to the general public, provide grant-related materials and forms, and serve as a portal for its online grant application and management system eGrants. The annual call for grant proposals is posted online, as are the annual Highway Safety Strategic Plan and the Annual Report. During FFY 2020, the GTSC website hosted 262,000 website views. Analytics on the server hosting the GTSC website provides website view figures rather than total hits.

In FFY 2020, GTSC also continued to enhance the Younger Driver Tool Kit, which offers resources for schools and educators throughout the state. The tool kit is available on the GTSC website and features resources and program ideas on impaired driving, distracted driving, drowsy driving, texting and driving, seat belt use and other traffic safety topics. Information for teens and parents on the Graduated Driver's License and other topics specifically related to young drivers is also provided. The GTSC website features a Law Enforcement Partners Page that is used to communicate information about crackdowns, training, new laws and traffic safety promotions to the state's enforcement community.

The GTSC home page features a rotation of traffic safety topics. Four large images rotate through the cycle, with a tag line and link to more information. These topics often tie in with the promotional materials developed for television, radio and billboards. For 2020, the topics included Drive Sober or Get Pulled Over, Fewer Cars on the Road Isn't a Free Pass to Speed, National Work Zone Awareness Week, See! Be Seen!, Seat Belts Save Lives, National Child Passenger Safety Week, and National School Bus Safety Week.



In 2020, GTSC shared the STOP-DWI Foundation's DWI messaging. Banner images were prepared for each of the DWI Crackdowns and GTSC added these images to its homepage rotation. GTSC is also using its website to disseminate the link for the STOP-DWI Foundation's "Have a Plan" mobile app that provides information to help young drivers avoid drinking and driving.

Highway Safety Symposia, Surveys and Studies

Annual NYS Highway Safety Symposium

Each year, GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Symposium. With funding from GTSC, the Institute for Traffic Safety Management and Research (ITSMR) coordinates and provides administrative support for the annual meeting. GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees. The FFY 2020 symposium was held in October 2019 in Albany.

The FFY 2021 symposium scheduled to be held in Lake Placid on October 19-22, 2020, was canceled due to health and safety concerns relating to the COVID-19 pandemic. The next New York Highway Safety Symposium is scheduled to take place on September 20-23, 2021, at the Crowne Plaza in Lake Placid. If an in-person symposium at that time is not feasible due to conditions related to the pandemic, a virtual presentation of the event will be considered.

Driver Behavior and Attitudinal Survey

The annual driver behavior and attitudinal survey required by NHTSA is usually conducted by ITSMR in the spring. Since 2010, questionnaires have been distributed to customers at five DMV offices in the state. The traffic safety topics covered in the survey are seat belt use, speeding, impaired driving, and cell phone use and texting. Because of the increased concern about drug-impaired driving, new questions were added starting with the 2017 and the 2019 surveys to gauge the extent to which drivers engage in this behavior.

The 2020 survey administered at DMV offices was cancelled due to the COVID-19 pandemic. At the request of GTSC, ITSMR used Survey Monkey to develop an online survey to replace the in-person survey used in past years. The survey was posted on the DMV website in September and taken down November 1. ITSMR staff conducted analyses on the 1,100 surveys completed online. The results are presented in this Annual Report under the relevant program areas.