

**NEW YORK STATE
HIGHWAY SAFETY
ANNUAL REPORT
2006**

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

TABLE OF CONTENTS

	<u>Page</u>
Executive Summary	i
Statewide Highway Safety Program	1
Impaired Driving Program	3
Police Traffic Services	11
Motorcycle Safety	25
Pedestrian, Bicycle, Skateboarding, In-Line Skating, and Non-Motorized Scooter Safety	29
Occupant Protection	33
Community Traffic Safety Programs	47
Traffic Records	49
Program Management	57

EXECUTIVE SUMMARY

This document describes the accomplishments of New York State's Highway Safety Program over the past year and the progress made toward the goals and objectives established in the FFY 2006 Highway Safety Strategic Plan.

Statewide Highway Safety Program

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 support for the attainment of the state's highway safety goals through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. The GTSC has also been successful in securing incentive grant funds under the new SAFETEA-LU legislation and is responsible for the integration of these grant funds into the state's highway safety program.

Status of Goals

In 2004, there were 1,495 fatalities compared to 1,477 in 2003. This increase in fatalities was reversed in 2005 when the number declined to 1,410, exceeding the goal that had been set for 2006. Because the VMT figures for 2005 have not been finalized by the NYS Department of Transportation, progress in reducing the crash rate per 100 million VMT can not yet be assessed.

The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. This scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). Each category of injury is assigned a number from 1 to 4 with a fatal injury equal to 4 and a minor injury equal to 1. Therefore, a decrease in the MSI represents a decrease in the average severity of the injuries suffered. Progress toward the goal of reducing the MSI to 1.24 by 2006 has not been made; this performance measure has increased from 1.26 in 2003 to 1.28 in 2005.

Impaired Driving

Alcohol and other drug-impaired driving continue to threaten the safety of all road users in New York State. As part of its long-term commitment to improve highway safety, New York conducts a vigorous campaign to fight impaired driving. The centerpiece of New York's program continues to be the *Special Traffic Options Program for Driving While Intoxicated (STOP-DWI)* program which celebrated its 25th anniversary in 2006. This landmark program has made major contributions to local efforts to reduce impaired driving by returning the fines collected for these offenses to the counties. The GTSC provides additional support for statewide initiatives and local programs to supplement these efforts.

Since the implementation of STOP-DWI, New York has continued to enact legislation to reduce the problems associated with impaired driving. In 2005, two new laws increasing the penalties for drivers who kill or seriously injure someone while driving under the influence of alcohol or drugs and the Driver Responsibility Assessment Act that requires drivers convicted of specific serious traffic violations to pay an assessment to the Department of Motor Vehicles were also signed into law. Legislation implemented in 2006 further strengthens the sanctions for impaired driving; effective November 1, 2006, the penal law has been amended to provide for a charge of first degree vehicular assault or vehicular manslaughter if the driver committing either of these crimes was convicted of any other impaired driving offense within the past ten years. In addition, impaired driving convictions received in other states within the past ten years can now be considered in determining the penalties to be imposed on drivers convicted of impaired driving in New York.

Status of Goals

In 2005, the number of impaired driving fatalities remained at the 2004 level of 382. It is not clear to what extent New York's efforts to improve the police reporting of alcohol involvement in crashes have been a factor in the number remaining unchanged. Progress also has not been made toward reducing the number of drivers under age 21 involved in alcohol-related fatal crashes (60 in 2005 compared to 59 in 2004 and the goal of 53 set for 2006).

The 2006 goal of 7,900 set for the reduction in alcohol-related injuries has been met and surpassed; the number of persons injured in alcohol-related crashes decreased to 8,024 in 2004 and then to 7,724 in 2005.

Status of Performance Objectives

Progress has been made toward the 2006 objective to increase the number of persons arrested for impaired driving under the TSLED system to 47,000; in 2005, 46,647 persons were arrested for impaired driving, compared to 46,437 in the previous year. The use of enforcement strategies, such as saturation and blanket patrols, increased as a result of the State Police Impaired Driver Program and other enforcement efforts by local police agencies and county Sheriffs. In addition, all of the objectives related to training were met in 2006. Significant numbers of police officers received training in the detection of impaired drivers through New York's DRE and SFST programs. Prosecutors also received training on the presentation of breath test evidence in impaired driving cases and the prosecution of DRE arrests. Training related to underage alcohol sales enforcement was also provided to police officers, and educational professionals received training in the detection of alcohol and drug abuse in the school environment.

2006 Program Highlights

The GTSC provided funds to the state's STOP-DWI Foundation to support its statewide public information/education programs for DWI deterrence, including the "Friends Exhibit," and to sponsor impaired driving training programs throughout the state for police officers, probation officers, prosecutors and judges.

The NYS Division of Probation and Correctional Alternatives undertook activities to expand the availability and use of ignition interlock devices within the state; manufacturers were

encouraged to expand the number of service centers available in the state and four counties participated in a pilot program to receive information from the Department of Motor Vehicles' License Event Notification System (LENS) on persons who are required to have an interlock device installed. Both projects were very successful; there are now 60 installation service providers in the state and 35 counties are now receiving information from LENS.

The GTSC also supported and promoted training opportunities for many groups, including law enforcement, prosecutors, probation officers and educators, to improve their skills in detecting impaired drivers on the roadways, prosecuting impaired driving cases, supervising repeat offenders on probation, and detecting alcohol and drug abuse in the school environment. To make breath analysis operator recertification training more accessible, the Division of Criminal Justice Services developed an online course. The GTSC also supported training on the development of DWI courts and on the expansion of existing drug courts to include DWI offenders.

A number of other state and local projects were conducted to address problems related to impaired driving. Many of these programs used a comprehensive approach that included activities such as public information and education programs; enforcement programs that targeted specific populations; community-based programs; training programs for police, prosecutors, and judges; and research and evaluation support activities.

Police Traffic Services

Police Traffic Services includes all areas of traffic law enforcement activity in New York State and encompasses the collective efforts of all state, county and local law enforcement agencies. In addition to the area of seat belt enforcement, recent emphasis in this program area has been on enforcing the laws related to impaired driving, speeding and other aggressive driving actions, all of which contribute to a significant number of motor vehicle crashes. When routine enforcement is combined with other strategies, such as highly visible saturation patrols and checkpoints, public information and education campaigns, effective laws and an equitable system of adjudication, an even greater impact on the behaviors that contribute to crashes can be achieved.

Status of Goals

All three of the goals set for the Police Traffic Services program area in 2006 have been met and exceeded. In 2005, the number of fatal and personal injury crashes in which "unsafe speed" was reported as a contributing factor decreased to 14,244 surpassing the goal of 15,040 set for 2006. In 2005, "failure to yield the right-of-way" was a contributing factor in 20,714 fatal and personal injury crashes, compared to the goal of 22,525 and "following too closely" was a contributing factor in 17,780 fatal and personal injury crashes, compared to the goal of 18,560 set for 2006. Since these three factors are among the top factors consistently reported in crashes, these reductions would be expected with the drop in fatal and injury crashes that occurred in 2005.

Status of Performance Objectives

The objective to increase the total number of tickets issued for traffic violations to 3,875,000 has been met and surpassed. In 2005, a total of 3,907,990 TSLED and Administrative Adjudication tickets were issued, an increase of more than 78,000 tickets over 2004. Although there has been an overall increase in the number of traffic tickets issued, the number of tickets issued for speeding violations declined to 723,626 in 2005, continuing a decline that started in 2003; this would indicate that meeting the 2006 objective of 790,000 speeding tickets may be difficult. The objectives relating to the types of enforcement activities to be conducted and training for police officers, probation officers, and court personnel have all been met.

2006 Program Highlights

The projects undertaken in 2006 included numerous Selective Traffic Enforcement Programs (STEP) conducted at both the state and local levels that targeted a specific enforcement-related traffic safety problem or a combination of related problems, such as speeding and aggressive driving. These programs typically focus on high crash areas and target the violations that are contributing to those crashes; enforcement is conducted on the specific days of the week and times of day when the crashes most often occur.

The GTSC joined with NHTSA and New York's tri-state partners, Connecticut and New Jersey, to conduct a high-visibility speed enforcement campaign in New York City and the adjacent areas in the three states. The goals of the Tri-State Speed Enforcement Initiative were to reduce speed-related crashes and develop a national model for other metropolitan areas. A total of 41 police agencies participated in the month-long campaign and more than 10,000 speeding tickets were issued.

The localities implementing successful STEP projects funded under GTSC's *STEP To Reduce Unsafe Driving Behaviors* project included Dutchess, Westchester and Rensselaer counties, the cities of Buffalo and Auburn, and several towns and villages. Many of these programs focused on the enforcement of speeding and aggressive driving violations. The New York City Police Department (NYPD) also conducted a highly successful STEP project, *Combat Aggressive Driving*. The NYPD's successful "Traffic Stat" program was used to plan the enforcement activities; officers were deployed throughout the city based on crash locations, times of occurrences and contributing factors. The officers used a combination of marked and unmarked cars, in addition to motorcycles, and employed state-of-the-art radar and laser technology for speed enforcement.

The State Police also conducted a statewide STEP program targeting speeding and aggressive driving. The *High Enforcement of Aggressive Traffic (HEAT)* program focused on high crash locations on state, county and local roads where serious crashes are most likely to occur; 28 different locations in nine different Troop areas were targeted. As a result of this project, Troopers issued an additional 26,648 tickets, 15,762 of which were for speed-related offenses. The State Police *Traffic Safety Corridor Project* also continued in FFY 2006; this high-visibility enforcement project developed in conjunction with the NYS Department of Transportation, targeted high-crash corridors where speeding and other aggressive driving actions were frequently reported as contributing factors. Segments of Route 13 in Cortland County and Route 50 in Saratoga County were two of the corridors targeted.

The State Police were also involved in many Comprehensive Traffic Enforcement Programs (CTEP) that combine enforcement of several types of violations; these enforcement efforts were often conducted jointly with local police departments. One example of a local CTEP is the *Sheriff's Cooperative Rural Traffic Safety Initiative*, a cooperative effort by seven counties to enhance traffic safety in the rural areas of the state. Other examples of noteworthy local CTEPs include programs conducted in Albany and Montgomery counties.

In the area of seat belt enforcement, New York's enforcement strategy continued to be primarily accomplished through the *Buckle Up New York/ Click It or Ticket (BUNY/CIOT)* campaign. The *BUNY/CIOT* program relies on the proven model of high-visibility enforcement supported with PI&E efforts and media outreach. Impaired driving enforcement was conducted as part of routine patrols, as well as through specific programs. Many of the impaired driving enforcement efforts were integrated with other strategies, including PI&E. Extensive training opportunities and improvements in technology also helped to increase enforcement.

Various projects related to research, problem identification, and program evaluation were also undertaken in this program area in 2006. With the assistance of the Institute for Traffic Safety Management and Research (ITSMR), highway safety information was developed and disseminated to the enforcement community, GTSC grantees, and other traffic safety partners. In addition, research and evaluation support was provided for New York's occupant protection program through a statewide observational survey of seat belt use and analysis of enforcement and other data from each seat belt enforcement mobilization.

Motorcycle Safety

Due to the increasing trend in the number of registered motorcycles and licensed motorcyclists in recent years, motorcycle safety continues to be a priority in New York State. In 2006, the cornerstone of New York's Motorcycle Safety Program continued to be the motorcycle rider safety education program.

Status of Goals

Motorcycle fatal and personal injury crashes are on an upward trend in New York, as they are nationwide. In 2005, there were 4,482 of these crashes, approximately 200 more than in 2004. There has also been a lack of progress toward the 2006 goal of reducing the number of motorcyclists killed in crashes to 140; in 2005, 162 motorcycle operators and passengers died in motorcycle crashes compared to an annual average of 146 in the previous three years. The failure to meet these goals, however, should be interpreted within the context of the increasing numbers of registered motorcycles and motorcycle endorsements during this period. Over the past five years there has been a 25 percent increase in registered motorcycles and a ten percent increase in motorcycle licenses.

Status of Performance Objectives

New York continues to be successful in expanding education and training opportunities for motorcycle riders by offering more courses at a reduced student fee. As of November, 13,283 had been trained in 2006, more than five times the number trained in 1998. In 2005, MANYs froze or reduced the maximum student fee that training providers charge for the Basic RiderCourse®. There was no change in the total number of public training sites in 2006, failing to meet the objective of three new sites; however, the capacity for training has increased by scheduling more classes at the existing training sites. MANYs also maintained the nine training sites established at military installations across New York.

2006 Program Highlights

Several of the recommendations in the National Agenda for Motorcycle Safety (NAMS) issued in 2000 have been incorporated into New York's motorcycle safety program. One of the primary recommendations of the NAMS was to educate operators of other vehicles to be more aware of the presence of motorcycles on the roads; increasing motorcycle awareness among other motorists is also an important priority of New York's motorcycle safety program. A public information campaign, incorporating television spots with a "Watch for Motorcycles" message, was conducted in 2006 and May was proclaimed "Motorcycle Awareness and You" month in New York. In addition, 400 copies of the Motorcycle Safety Foundation's video training module and teacher's guide titled, "Cars, Motorcycles and a Common Road," were distributed to high school driver education programs in the state. Other efforts to raise awareness included exhibits at the International Motorcycle Show in New York City, the Americade Motorcycle Touring Rally in Lake George, and the New York State Fair in Syracuse.

Pedestrian, Bicycle, Skateboarding, In-Line Skating and Non-Motorized Scooter Safety

Pedestrians, bicyclists, skateboarders, in-line skaters, and non-motorized scooter operators are the state's most vulnerable roadway users. When involved in crashes with motor vehicles and fixed objects, these highway users almost always suffer more serious injuries than vehicle occupants, often requiring extensive medical treatment and lengthy rehabilitation.

New York State has recognized the special safety concerns associated with bicycling and other wheel sports, as well as the vulnerability of pedestrians. Since January 1, 2005, skateboarders under age 14 have been required to wear a helmet; legislation passed in previous years required helmet use for bicyclists, in-line skaters, and operators of non-motorized scooters under age 14. In addition, a new law which takes effect December 1, 2006, requires driver license suspensions or revocations for convictions of traffic infractions relating to right-of-way violations that cause serious physical injury or death to another person.

Status of Goals

Based on New York's 2005 crash data, there has been no progress in reducing pedestrian fatalities; statewide, there were 328 pedestrian fatalities in 2005, up two from the previous year. New York City experienced an increase in pedestrian fatalities, while the upstate region and Long

Island experienced declines. In New York City where nearly half of the state's pedestrian fatalities occur each year, the number increased from 149 in 2004 to 159 in 2005. Although the number of pedestrian fatalities increased, the 2006 goal for reducing the number of pedestrians injured in crashes was met and surpassed; 15,392 pedestrians were injured in 2005, well below the target of 16,000 set for 2006.

There has also been a lack of progress toward the goals set for bicycle safety. In 2005, 47 bicyclists were killed compared to 39 in 2004. All eight additional fatalities occurred in New York City where the number of bicyclists killed increased from 13 in 2004 to 21 in 2005. There has also been a lack of progress in reducing the number of bicyclists injured in crashes since 2003. The number of bicyclists injured increased between 2003 (5,581) and 2004 (5,690), and dropped only slightly to 5,680 in 2005.

Status of Performance Objectives

All of the performance objectives for 2006 were met. Public information and education programs on pedestrian and bicycle safety were provided to the general public and specific target groups. Several projects developed and evaluated engineering solutions to pedestrian safety problems. The examination of the scope and factors related to the pedestrian crash problem is an ongoing component of the problem identification process that supports the development of the annual Highway Safety Strategic Plan. The identification of high crash locations, including pedestrian crash locations, is also an important focus for the Department of Transportation. More detailed and in-depth analyses of pedestrian crashes are planned for FFY 2007.

2006 Program Highlights

Education continued to be a cornerstone of New York's safety efforts for pedestrians, bicyclists, in-line skaters, skateboarders, and non-motorized scooter operators. Education has been provided to persons of all ages in these groups to increase their awareness of safety issues and ways to avoid crash involvement and injuries. Once again, New York participated in the national *Walk Our Children to School Day* and conducted a number of other events to educate children, parents, schools and communities on how to overcome the challenges currently faced in allowing children to walk or bicycle to school. In addition, the New York Bicycling Coalition continued to promote its *Sharing the Road Safely* program which is designed to heighten awareness among new drivers to the bicyclists and pedestrians who share the roadway with motor vehicles.

A number of community-based programs have taken innovative approaches to improving the safety of pedestrians, bicyclists, and other vulnerable road users in communities across the state. For example, the police department in the Village of Geneseo, which has a large population of college students, conducted an enforcement project targeting motorist and pedestrian violations. The Suffolk County Police Department also conducted a pedestrian safety enforcement project. Bicycle safety education and helmet distribution programs were conducted in a number of jurisdictions, including Cayuga County and Kings County.

Occupant Protection

Safety restraint use remains a top priority of New York's highway safety program and excellent progress has been made over the past several years in improving seat belt compliance. New York has reached seat belt compliance rates as high as 85 percent, largely as a result of the high visibility enforcement efforts undertaken through its *Buckle Up New York/Click It or Ticket* program. As has been the case with other states, New York has found that additional gains in seat belt use are progressively harder to achieve; after remaining at 85 percent in 2004 and 2005, the statewide use rate declined slightly to 83 percent in 2006.

The other major focus of New York's occupant protection efforts is child passenger safety. In March 2005, a new law took effect in New York that requires all children ages four to seven to be restrained in a safety restraint appropriate for their height and weight; a booster seat is the appropriate occupant restraint for many children in this age group. Child passenger safety education and public awareness, instruction in the proper use and installation of child safety seats, and child safety seat distribution programs are all important components of the state's comprehensive child passenger safety program.

Status of Goals

Based on the shifts in the proportions of vehicle occupants in each of the injury categories who were involved in crashes in 2005, there have been reductions in the severity of injuries suffered by vehicle occupants who are required by the seat belt law to use a safety restraint. In 2005, 0.25% of the occupants of vehicles covered by the seat belt law who were involved in crashes were killed, down from 0.26% in 2003. The same was true for occupants who suffered serious injuries; in 2005, 2.40% of the occupants were seriously injured compared to 2.70% in 2003. A third performance measure related to occupant restraints is the mean severity of injury (MSI). The goal to reduce the MSI for vehicle occupants who are involved in crashes to 1.23 by 2006 was met in 2005.

Status of Performance Objectives

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 85 percent in 2005 to 86 percent in 2006 was not met. After remaining at 85 percent for three years, the usage rate dropped slightly to 83 percent in 2006. The stabilization of New York's usage rate in the 83-85 percent range for the past five years indicates that additional improvements in compliance among the remaining 15-17 percent of motorists are very difficult to achieve. The results of a statewide telephone survey of New York State licensed drivers indicated a high level of awareness of the state's occupant restraint enforcement and educational efforts.

2006 Program Highlights

The primary strategies used during the past year were seat belt enforcement accompanied by public information and education, the two major components of the *Buckle Up New York/Click It or Ticket* campaign. In FFY 2006, the campaign consisted of statewide enforcement mobilizations in November 2005 and May 2006 and the expanded efforts component which generated additional enforcement activity over the course of the year. The GTSC supported the involvement of 253 police agencies, including the State Police, the New York City Police

Department, county sheriffs, and many city, town and village enforcement agencies. In addition to *BUNY/CIOT*, other enforcement efforts were undertaken including increased enforcement in the New York City metropolitan area. New York has also begun to explore conducting nighttime seat belt enforcement.

Although enforcement is the key to greater seat belt use, a strong public information and education component is vital as well. New York continued to incorporate PI&E into the *BUNY/CIOT* program. Police departments and other traffic safety partners conducted a wide variety of PI&E activities throughout the state in 2006.

Through New York's partnership with the New York State Broadcasters Association, a major media effort was undertaken in conjunction with the May 2006 wave. Through this partnership, non-commercial sustaining announcements (NCSAs) with the *Click It or Ticket* message were aired on television and radio stations across the state. This NCSA campaign ran for eight weeks, from April 24 – June 25. During that period, a total of 15,894 spots were aired.

In addition to the statewide NCSA campaign, the GTSC contracted for paid media with the Cable Television Association of New York to air *Click It or Ticket* messages targeting the Hispanic communities in the downstate and metropolitan New York City areas. This program resulted in the airing of 3,625 spots from May 15 – June 4.

The programs implemented in FFY 2006 to improve child passenger safety included public awareness, education and instruction for parents and other caregivers on the proper installation and use of child safety seats, training for technicians and instructors to provide these services to the public, child safety seat distribution programs, child seat check events, and the establishment and maintenance of permanent fitting stations. In 2006, 386 new technicians were certified and 131 technicians had the opportunity to recertify. In addition, 478 check events were conducted in 49 counties across the state; nearly 3,000 child safety seats were replaced or given away at these events. Support was also provided for the operation of 168 permanent fitting stations around the state; the State Police operate an additional 21 fitting stations. These fitting stations reported conducting 20,791 child safety seat inspections and giving away nearly 5,500 seats.

Another major activity of New York's child passenger safety program is the annual conference held jointly with New Jersey. The fifth annual Regional Child Passenger Safety Conference was held March 28-30, 2006 in Wildwood, New Jersey. Workshops on a broad range of topics, including EMS, special needs, bus transportation, and law enforcement, were presented to the approximately 450 conference attendees.

Minority outreach was also an important component of New York's comprehensive occupant restraint program in 2006. Through the efforts of GTSC's Minority Outreach Coordinator, information on seat belts and child passenger safety was disseminated to the state's minority populations through numerous networks and community events.

Community Traffic Safety Programs

The 402 grants awarded to local jurisdictions are a major component of New York's highway safety program. These Community Traffic Safety grants provide the opportunity for local communities and counties to customize programs to address their specific highway safety priorities. As a result, these grants encompass strategies from several traffic safety program areas and contribute to achievement of New York's statewide goals and objectives.

2006 Program Highlights

In 2006, the GTSC funded community programs that focused on several different topics including aggressive driving, occupant protection, and pedestrian, bicycle and school bus safety. Public information and education was the primary strategy used in the majority of these programs. Notable examples of community programs include the Westchester County Community Traffic Safety Program which addressed aggressive driving, occupant protection, and bicycle, pedestrian and school bus safety. A partnership was established with the Westchester County Offices of Hispanic and African American Affairs to promote traffic safety among the county's minority populations. Dutchess County implemented strategies that promoted school bus safety and provided traffic safety education for senior citizens at picnics and other events. The Clinton County Comprehensive Traffic Safety Program targeted aggressive driving and youth, while the Schenectady County Traffic Safety Education initiative focused on pedestrian, bicycle, work zone, railroad, and young driver safety. The New York City Department of Transportation also implemented a pedestrian safety PI&E campaign that included outdoor advertising and a new pedestrian safety video targeting older adults. Another focus of the project was on the development of walkable communities and the creation of special safety programs for the schools selected for engineering and education interventions.

Traffic Records

Accessibility to timely, accurate traffic records data is a critical component of New York's performance-based program planning processes. To identify the nature and location of traffic safety problems and develop appropriate countermeasures, data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering are needed at all jurisdictional levels. The need for such data, together with the need for data analysis support, is being addressed vigorously by the primary agencies responsible for the state's traffic records systems.

Status of Goals

During 2006, significant progress was made toward achieving the goals established for the Traffic Records program area in the 2006 Highway Safety Strategic Plan. The Traffic Records Coordinating Council (TRCC) continued to provide assistance 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) has also played a prominent role in coordinating various activities related to improving the state's traffic records systems; a member of the ITSMR staff was designated to be the state's Traffic Safety Information Systems (TSIS) Coordinator and is responsible for assisting the GTSC and the TRCC in the planning process and development of the state's traffic records strategic plan.

Efforts to enhance DMV's AIS and TSLED records systems in order to provide for the more timely and accurate capture, reporting and access to crash and ticket data through electronic means continued in FFY 2006. The single most important accomplishment was improving the timeliness of crash data; the data entry backlog is now less than two months, compared to 10 months a year ago. Other major accomplishments involved testing the interface between AIS and the new accident location information system (ALIS), the application of new technologies and the establishment of additional linkages. Between January and September 2006, approximately 88,000 crash reports were submitted to DMV via TraCS; approximately 925,000 tickets were submitted via TraCS between January and December 1, 2006.

A comprehensive inventory of the state's major traffic records systems was also compiled in 2006. Descriptive information was compiled for system, including the strengths and weaknesses of the systems and potential improvement opportunities were identified. Based on the findings from the inventory, a new strategic plan for improving these systems was developed and submitted to NHTSA as part of New York's 408 grant application. Upon approval, implementation of the traffic records strategic plan began in September 2006.

Status of Performance Objectives

During FFY 2006, numerous activities supporting the implementation of technologies that promote traffic safety by enforcement agencies and courts at both the state and local levels were undertaken. The accomplishments in 2006 included the continued expansion of TraCS which resulted in an increase in the proportion of crash reports and ticket reports that are submitted to DMV electronically by police agencies. As a result of the ongoing implementation of the eDATE project, more than 2.4 million transactions were added to the TSLED database electronically. The Administrative Adjudication ticket system received approximately 28,000 tickets electronically. The Accident Location Information System (ALIS) has been tested and the system is expected to be fully operational by the end of 2006.

2006 Program Highlights

During 2006, the GTSC continued to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. Based on input from the TRCC, this process identified and described current data systems, the input and output process flows for the technologies used, and the legal considerations that govern the operation and use of the systems.

Improvements to the DMV's accident and ticket reporting systems in 2006 included the application of new technologies and the establishment of additional linkages that will improve the timeliness, accuracy, and completeness of the data collected. New York's Traffic Records program has expanded its efforts to support the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This effort is supported through the purchase of equipment such as printers, bar code readers, and magnetic strip readers. Progress continued on the development of the new GIS-based Accident Location Information System (ALIS); the maps needed for the ALIS database have been completed and a prototype of the system has been tested. In FFY 2006, a number of upgrades were initiated to better facilitate TSLED's receipt of electronic disposition data from the courts. These upgrades

will enable TSLED to automate a number of transactions and improve the timeliness and accuracy of citation and adjudication data.

ITSMR is continuing to assist DMV in furthering its goal to provide timely, accurate crash data through the AIS. While DMV focuses its efforts on eliminating the backlog in the data entry of accident reports, ITSMR is responsible for verifying the accuracy of the AIS crash data. Problems identified by ITSMR staff are referred to DMV staff for resolution. The primary software that ITSMR uses to query and test the system and produce reports includes Oracle, Access, and SAS. In addition, ITSMR continues to annotate and update the data dictionary and other data base documentation materials for the AIS, as warranted. ITSMR is also responsible for generating a series of statistical summary reports from the new AIS and making them available on DMV's website. These reports are used by police agencies and other highway safety agencies across the state. ITSMR also generates custom reports on request. Additionally, ITSMR is responsible for responding to special requests for ticket data from the TSLED and Administrative Adjudication ticket systems. This involves writing code to analyze the data and preparing a summary report on the findings from the analyses.

The use of technology for the dissemination of information was also expanded through extensive enhancements to GTSC's "Traffic Safety Place" web site, www.safeny.com. All of the highway safety grant application and reporting forms are now available on the site. In FFY 2006, a Law Enforcement Partners page was added to the site and new public information and education materials were made available for various campaigns through the web site. In FFY 2006, there were approximately 12.1 million hits on the website, up from 9.7 million in 2005 and 6.6 million in 2004.

In FY 2006, ITSMR continued to provide a wide range of services and research and evaluation support to DMV, GTSC and their partners. ITSMR provided the data needed to support the development of the state's major planning documents, the Highway Safety Strategic Plan and the Commercial Vehicle Safety Plan, and the incentive grant applications and reports that are required for the receipt of federal funds. ITSMR also continued to conduct research to support the development, implementation, and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support was 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.

During 2006, ITSMR updated its study on the effects of cell phone use and other driver distractions. The findings indicate that cell phone use while driving continues to be a relatively minor factor in crashes. The updated analyses of the crash data also shows that distracted driving in all its various forms continues to be a consistent and substantial threat to highway safety. Driver inattention or distraction is reported as a factor in approximately nine percent of the state's fatal crashes and 18%-19% of the personal injury crashes each year. This finding is consistent with observed behavior; the observational surveys continue to show that 18%-21% of drivers use a cell phone or engage in some other type of distracted driving behavior. The increase in the use of hand-held cell phones in violation of the law is reflected in the large increase in tickets issued for non-compliance with the law since its inception in late 2001. Between 2002 and 2005, the number of tickets issued for non-compliance with the cell phone law tripled, increasing from 81,268 tickets in 2002 to 252,340 in 2005.

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) and the Federal Highway Administration (FHWA) 402 program, as well as incentive grants awarded under SAFETEA-LU. Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York and collectively develop strategies and programs to address these areas of concern.

Status of Goals

The GTSC was successful in meeting all of the goals related to the management of the state's 402 and incentive grant programs presented in the 2006 Highway Safety Strategic Plan. The first group of goals related to identifying traffic safety problems, setting goals and priorities, expanding technology as a means of disseminating traffic safety information, and providing guidance in improving traffic safety. These goals were met through the GTSC's continued efforts in implementing a performance-based planning approach to the statewide traffic safety program. Training opportunities were coordinated and/or provided by the GTSC for its many partners and grantees throughout New York State.

The integration of evaluation into the statewide program has been an ongoing process and the incorporation of evaluation into local programs is a natural outcome of the training initiatives. Furthermore, the GTSC's partnership with the Institute for Traffic Safety Management and Research ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. The expanded use of the GTSC web site to disseminate traffic safety information and communicate with customers met the goal of expanding the use of technology as a means of communication. Another goal for 2006 was to improve the timeliness of grant approvals and the allocation and liquidation of funding. These goals were also met.

2006 Program Highlights

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan for FFY 2007. In addition, the GTSC also supported and participated with the NYS Department of Transportation and other partners in the development of a New York State Strategic Highway Safety Plan in accordance with the requirements of SAFETEA-LU. This comprehensive plan draws from the many planning documents prepared by the various agencies responsible for promoting highway safety, including the Highway Safety Strategic Plan, and identifies key safety emphasis areas that New York needs to address if the state's goals for reducing motor vehicle crashes, fatalities and injuries are to be met.

The GTSC was also responsible for the planning, support and delivery of several training and educational programs, including training for child safety seat technicians, prosecutors, and police officers. The GTSC also provided opportunities for members of its staff and its partners to attend conferences such as the Lifesavers Annual Conference, the Traffic Records Forum, and the World Traffic Safety Symposium, and MADD's National Symposium on Alcohol and Technology. In Fall 2006, the GTSC co-hosted the Annual NYS Highway Safety Conference.

Fiscal management continued to be the focus of much of the 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 402 program, the GTSC manages and provides administrative support for 403 project activities, the state's Safety Management System, and STOP-DWI, as well as the Section 157, 405, 406, 408, 410, and 2010 incentive grant programs and Section 154 and 163 transfer funds. During the year, New York applied for and received incentive funds under Sections 405, 406, 408, 410, and 2010; 187 new projects and 570 continuation projects were awarded, for a total of 757 grants; 1,998 vouchers and 52 state claims were also processed. FFY 2005 was closed out on January 26, 2005; a record \$36.9 million was expended in FFY 2005, more than a 30 percent increase over last year's record.

In 2006, the GTSC conducted another successful public information and education campaign in 2006 through its partnership with the NYS Broadcasters Association. The campaign featured televisions and radio spots intended to raise public awareness in four areas: impaired driving, motorcycle safety, seat belt use, and speeding. The GTSC also joined with several of its partners to conduct additional PI&E activities.

The GTSC continued to use its web site (www.safeny.com) to communicate with its partners and the public. In the past year, a Law Enforcement Partners page was added. The site continued to be used to collect information from partners on TraCS to assist in decision making and resource management. Highway safety messages in print and video formats were also communicated through the web site.

In 2006, the web site was also used more extensively to reduce program administration costs. The call letter for 2007 grant applications announced that application forms would be available for downloading from the web site and would be mailed only when requested by partners who did not have Internet access. All highway safety forms used by partners are available online, including the forms used in the STOP-DWI program. The county and statewide crash and ticket data reports were also made available exclusively through the web site. Electronic delivery of these documents saved both staff hours and mailing costs and made the items available to a broader audience.

STATEWIDE HIGHWAY SAFETY PROGRAM

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 support for the attainment of the state's highway safety goals through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. The GTSC has also been successful in securing incentive grant funds under the new SAFETEA-LU legislation.

For four decades New York has made significant strides in highway safety. The success of the comprehensive statewide program is the cumulative result of progress in many individual areas of traffic safety. This Annual Report highlights the achievements of New York State's 2006 highway safety program and documents the status of the performance goals and objectives established in the 2006 Highway Safety Strategic Plan.

Following this overview of New York's statewide program, reports summarizing each of the individual program areas are presented. The goals and performance objectives established in the 2006 Highway Safety Strategic Plan for each area are provided and the status of these goals and performance objectives is described. Finally, significant programs and accomplishments in each program area are highlighted.

The following priorities were listed for the statewide highway safety program in the 2006 Highway Safety Strategic Plan:

- > Continued active enforcement and related public information and education to increase seat belt use in New York State
- > Increased outreach in the proper use and correct installation of child safety seats
- > PI&E for occupant restraint issues, including child passenger safety, targeted toward minority communities
- > Increased enforcement of the laws relating to impaired driving
- > Continued implementation of the new laws targeting recidivist drunk drivers and the lower BAC *per se* limit of .08%
- > Increased public awareness and enforcement of the underage-youth law, the open container law, and the law prohibiting the use of fraudulent identification to purchase alcohol
- > Passage of legislation to increase the penalties for aggravated unlicensed operation and operating a vehicle without proper insurance
- > Increased education and enforcement relating to the Vehicle and Traffic Laws pertaining to speeding, running red lights, and other unsafe and aggressive driving behaviors

- > Increased training and education for motorcycle operators through expanded participation in New York's Motorcycle Rider Education program
- > Increased efforts to improve pedestrian safety, particularly in the state's largest metropolitan areas

Goals

- ? Reduce the number of motor vehicle-related fatalities from 1,478 in 2004 to 1,450 in 2006
- ? Reduce the fatal crash rate per 100 million VMT from 0.98 in 2004 to 0.94 in 2006
- ? Reduce the Mean Severity of Injury (MSI) from 1.26 in 2003 to 1.24 in 2006

Status of Goals

At the time the FFY 2006 Highway Safety Strategic Plan was written, the preliminary estimate of fatalities for 2004 was 1,478; however, the actual final count was determined to be 1,495, an increase of 18 over the previous year. This increase in fatalities was reversed in 2005 when the number of persons killed in motor vehicle crashes dropped to 1,410. In addition to exceeding the goal of 1,455 set for 2006, this was the lowest number of fatalities to occur in New York State since complete statistics were first kept in 1925.

The fatal crash rate goal established at the time the 2006 HSSP was prepared was also based on preliminary data that was subsequently revised. The actual 2004 fatal crash rate per 100 million vehicle miles of travel (VMT) remained unchanged from the previous year at 1.00. Because the VMT figures for 2005 have not yet been finalized by the NYS Department of Transportation, it is not possible to determine whether there has been progress toward lowering the fatal crash rate since 2004.

The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. This scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). Each category of injury is assigned a number from 1 to 4 with a fatal injury equal to 4 and a minor injury equal to 1. Therefore, a decrease in the MSI represents a decrease in the average severity of the injuries suffered. Progress toward the goal of reducing the MSI to 1.24 by 2006 has not been made; this performance measure increased slightly to 1.27 in 2004 and then to 1.28 in 2005.

IMPAIRED DRIVING PROGRAM

Alcohol and other drug-impaired driving continue to threaten the safety of all road users in New York State. As part of its long-term commitment to improve highway safety, New York conducts a vigorous campaign to fight impaired driving. The centerpiece of New York's program continues to be the Special Traffic Options Program for Driving While Intoxicated (STOP-DWI) which celebrated its 25th anniversary on November 28, 2006. For a quarter of a century, STOP-DWI's mission and structure have remained unchanged, an unprecedented achievement. By allowing for the return of fines to the counties where the violations occurred, the STOP-DWI program has made significant contributions to local efforts to reduce impaired driving. Also contributing to New York's success in the fight against impaired driving are the county Traffic Safety Boards and their local partners who provide traffic safety outreach throughout the state. Other key partners are police agencies at the local, county and state level who deter the public from drinking and driving through their enforcement of the state's impaired driving laws.

Over the 25 years since the implementation of STOP-DWI, New York has continued to enact legislation to reduce the problems associated with impaired driving. In 2005, two new laws increasing the penalties for drivers who kill or seriously injure someone while driving under the influence of alcohol or drugs were signed into law. These hit-and-run drivers can now be charged with a Class D felony that carries a maximum sentence of two and one-third to seven years in prison. The Driver Responsibility Assessment Act, also enacted in 2005, requires drivers convicted of specific serious traffic violations to pay an assessment to the Department of Motor Vehicles. These violations include alcohol or drug-related traffic violations, chemical test refusals, and the receipt of six or more points on the driver's license within an 18-month period.

Among the new legislation signed into law within the past year is the "Bill Leaf – Brandi Woods Law." Effective November 1, 2006, this legislation amends the penal law to provide for a charge of first degree vehicular assault or vehicular manslaughter if the driver committing either of these crimes has been convicted of any impaired driving offense within the preceding ten years. Also beginning November 1, impaired driving convictions received in another state within the previous ten years will be considered in determining the penalties to be imposed on drivers convicted of impaired driving in New York.

Goals

- ? Reduce the number of alcohol-related traffic fatalities from an annual average of 344 in 2002-2004 to 320 in 2006
- ? Reduce the number of alcohol-related traffic injuries from an annual average of 8,598 in 2001-2003 to 7,900 in 2006
- ? Reduce the number of drivers under 21 years old involved in alcohol-related fatal crashes from 59 in 2004 to 53 in 2006

Status of Goals

In 2005, the number of impaired driving fatalities remained at 382; in the three previous years, the number of alcohol-related fatalities dropped from 363 in 2002 to 295 in 2003, before increasing to 382 in 2004. While it is of concern that the number of alcohol-related fatalities remained unchanged in 2005, it is not clear to what extent New York's efforts to improve the police reporting of alcohol involvement in fatal crashes undertaken in 2004 have been a factor. Given the large drop in fatalities overall (from 1,495 to 1,410), it would appear that New York's efforts to ensure complete alcohol reporting in fatal crashes have been successful. It remains uncertain if New York will be able to reach its 2006 goal for impaired driving fatalities.

Progress has been made in reducing the number of alcohol-related injuries, the second goal established for this program area. The 2006 goal of reducing alcohol-related injuries to 7,900 was met and surpassed in 2005; the number of persons injured in alcohol-related crashes decreased to 8,024 in 2004 and then to 7,724 in 2005.

Progress also has not been made toward the 2006 goal of reducing the number of drivers under 21 years of age involved in alcohol-related fatal crashes to 53. In 2005, 60 young drivers were involved in alcohol-related fatal crashes, up by one over the previous year, 2004. Since the number of drivers under 21 years of age involved in fatal impaired driving crashes was substantially lower in 2003 (46), improvements in alcohol reporting beginning in 2004 may also be a factor in these higher numbers.

Performance Objectives

- ? Increase the number of persons arrested for impaired driving under the TSLED system from 46,437 in 2004 to 47,000 in 2006
- ? Conduct training for police officers on underage alcohol sales enforcement in 2006
- ? Conduct training for prosecutors, probation officers, and judges in 2006
- ? Increase number of SFST and DRE-trained officers

Status of Performance Objectives

Progress has been made toward the 2006 objective to increase the number of persons arrested for impaired driving under the TSLED system to 47,000; in 2005, 46,647 persons were arrested for impaired driving offenses, up from 46,437 in 2004. The use of saturation and blanket patrols increased in 2006 as a result of the State Police Impaired Driver Program and other general deterrence efforts, as well as the enforcement efforts of local police agencies and county Sheriffs. Under its GTSC-funded Impaired Driving and Drinking Enforcement program, State Troopers conducted, on average, one sobriety checkpoint and one roving saturation detail each month, in addition to underage drinking details that resulted in approximately 312 arrests for violations of the state's liquor laws.

All of the objectives related to training were met by the State Police in 2006. Significant numbers of Troopers received training in the detection of impaired drivers through New York's DRE and SFST programs. Among the training programs provided to State Police Troopers were

12 SFST schools which included the eight-hour module entitled “Drugs that Impair Driving.” In addition, 26 Troopers completed an SFST “Train the Trainer” course for new instructors; four refresher courses for State Police SFST instructors were also conducted. One DRE recertification program was also held. The GTSC provided the police training academies with funding for manuals and breath test equipment used in their SFST classes. Prosecutors also received training on presenting Draeger breath test results as evidence in impaired driving cases and the prosecution of DRE arrests.

Underage drinking and driving was specifically targeted by another program, the Drug Impairment Training for Education Professionals (DITEP). Through this program, education professionals are trained to recognize and evaluate the abuse of drugs or alcohol in the school environment.

2006 Program Highlights

Statewide Programs

STOP-DWI

The GTSC continued to provide funds to the state’s STOP-DWI Foundation to support its statewide public information and education programs to deter impaired driving. For a third year, the GTSC supported the Friends Exhibit that provides a unique perspective on the consequences of underage drinking and driving. It consists of a traveling exhibit that relays the lifetime experiences of three young women who grew up together and died together in an impaired driving crash while visiting a college campus in upstate New York. The exhibit has been displayed at a number of college campuses around the state.

The GTSC also provided funding to the statewide STOP-DWI program to sponsor impaired driving law enforcement training programs throughout the state. The training programs included SFST refresher courses and DRE recertification courses. In addition, a 72-hour DRE training was conducted in Westchester County resulting in the certification of 21 new DRE officers. The GTSC and STOP-DWI also sponsored an eight-hour “Drugs that Impair” course, as well as Horizontal Gaze Nystagmus and “Toxicologist’s Role in Highway Safety Enforcement” courses. Audiences for these training programs included police officers, probation officers, prosecutors and judges.

Probation Department Program

In response to a Division of Probation and Correctional Alternatives (DPCA) survey of country probation departments, the major manufacturers of ignition interlock devices were encouraged to expand their services in New York State. There are now 60 installation service providers in the state. Four counties within the state participated in a pilot program to receive information from the License Event Notification System (LENS) on persons who are required to have an interlock device installed in their vehicles. Due to the success of this program, 35 county probation programs are now enrolled in LENS. As part of this project, an Ignition Interlock Symposium was held in Syracuse in September with more than 100 persons from the probation field, the legal system and DMV in attendance.

Operation Prevent

On August 25, 2005, Operation Prevent, a project intended to reduce underage drinking by decreasing the availability of altered or fraudulent licenses, permits and non-driver ID cards was announced. The primary objective of Operation Prevent was to issue new, more secure license document to all clients under age 25 on an accelerated basis. This was completed by September 30, 2006. Simultaneously, in conjunction with the State Liquor Authority, the State Police and local police departments, DMV investigators increased the number of bar sweeps aimed at reducing underage drinking. Data from this project will be analyzed to determine if these efforts have had an impact on the number of alcohol-related crashes and traffic tickets issued to drivers under 21 years of age.

Training Programs

DITEP (Drug Impairment Training for Education Professionals)

DITEP is an important part of New York's Drug Evaluation Classification (DEC) program that continues to be in great demand throughout the state. DITEP provides a systematic approach for recognizing and evaluating those who are abusing drugs or alcohol in the school environment. The goal is to provide early intervention that will lead to reductions in motor vehicle fatalities and injuries through training for education professionals. The DITEP training module was derived from the International Drug Evaluation and Classification Program, a law enforcement procedure that has proven effective in detecting drug and alcohol impaired drivers.

In 2006, GTSC continued to offer a two-day DITEP training course to all schools in New York State. School administrators and school nurses who take advantage of the DITEP course are not qualified as drug recognition experts (DREs) but are able to competently evaluate and document individuals suspected of abusing drugs or alcohol. Because of the effectiveness of the DITEP training, pilot programs with additional groups who could benefit from the training, such as probation and correction officers, are planned for FFY 2007.

Prosecutor Training

The New York Prosecutors' Training Institute (NYPTI) continued to educate prosecutors about impaired driving issues by conducting training sessions around the state. The NYPTI updated the training manuals that are used in its sessions and made them available to all county prosecutors and STOP-DWI coordinators. In FFY 2006, the prosecutor training sessions included information on how to prosecute a DRE arrest, how to present breath test results as evidence in the courtroom, and how to combat the latest defense challenges. Updates on DWI laws were also presented. The GTSC also funded a Traffic Resource Prosecutor to assist New York State prosecutors with impaired driving prosecutions.

SFST/DRE Program

The GTSC staff coordinates the state's Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) program through the SFST/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. In FFY 2006, 19 officers

completed a DRE training class sponsored by the Steering Committee and became certified as Drug Recognition Experts, four recertification training courses were conducted, and a two-day meeting was held in Albany for the 11 regional DRE coordinators. Work also began on the development of a new 16-hour “Drugs That Impair Driving” course that will be offered in FFY 2007.

The Division of Criminal Justice Services (DCJS) conducted 31 SFST in-service training programs and a total of 245 officers were awarded certificates. In addition, 35 SFST courses were conducted as part of the Basic Police Training program and a total of 615 officers were trained. A total of 869 officers from municipal and county sheriffs’ offices were also trained between January and November 2006.

Because of their important role in highway safety, two toxicologists were added to the Steering Committee in FFY 2006; one toxicologist represents the New York State labs and the second represents other labs within the state. Funding was made available for toxicologists in the state to receive training and information on the latest developments in testing for drug impairment and on testifying in court.

DCJS Distance Learning Program

The Division of Criminal Justice Services (DCJS) developed a distance-learning program for the breath analysis operator re-certification course. The online course was released statewide on November 1, 2006. It is anticipated that the availability of this course online will result in substantial savings in time and funds for police agencies across the state and lead to the development of other distance learning opportunities for the law enforcement community.

DCJS Research and Evaluation of New Breath Testing Instrumentation

In September 2006, DCJS completed an evaluation of the new breath testing instrumentation currently on the market. Based on the agency’s findings, a new funding application has been submitted to the GTSC to begin replacing the breath analysis instruments currently used by municipal police agencies in the state with updated equipment.

DWI/Drug Court Training

New York is participating in a national initiative designed to assist communities in the development of DWI Court programs. The project is being coordinated by NHTSA’s Office of Safety Programs, Enforcement and Justice Services Division in cooperation with the National Drug Court Institute (NDCI). The GTSC has provided funding to train court teams in eight counties. A team from Ogdensburg participated in the NDCI/NHTSA 3½ day training program on planning; eight additional court teams (Canandaigua, Herkimer, Livingston, Queens, Rockland, Warren, White Plains and Yonkers) participated in the one-day enhanced training for drug courts that are already operational. The focus of this training was on how these courts could expand the population they serve to include impaired drivers. The NDCI will compile the results of a survey administered to the attendees to determine the effectiveness of the training and will follow-up with the teams to measure their progress in expanding their drug courts to include DWI offenders.

Safe and Sober Campaign

The New York State *Safe and Sober* campaign ran in conjunction with NHTSA's *Drunk Driving Over the Limit, Under Arrest* campaign and had 100 percent participation by police agencies in the state.

New York State Broadcasters' Association

Two impaired driving awareness media campaigns were conducted through the Broadcasters' Association. Television and radio spots developed for the *Sober and Restrained* campaign were aired during the 2005 Thanksgiving and Christmas/New Year's Holiday season. Media outlets throughout the state participated in the campaign; more than 1,700 spots were aired by 39 television stations and more than 11,400 spots were aired by 179 stations across the state. The impaired driving campaign developed for the 2006 holiday season is entitled *Start Thinking. Stop Drinking and Driving*; the 30 second spot developed for TV and radio can be viewed on GTSC's website at www.safeny.com.

New York State Police Impaired Driving Program

The State Police conducted a comprehensive alcohol program encompassing enforcement, training, education and adjudication components. While focusing on proven strategies of general deterrence, the program also focused significant attention on underage drinking. Within established guidelines from Division Headquarters, each State Police Troop develops its own Traffic Safety Plan which provides for a more efficient approach to local problems, including impaired driving and underage drinking. Highlights of the State Police program are:

- ? ***Sobriety Checkpoints:*** Each Troop conducted an average of one checkpoint each month. When possible, multi-agency checkpoints were conducted, resulting in over 200 DWI arrests during 76 details conducted by the State Police; 16 DRE evaluations were also conducted.
- ? ***Roving Saturation Details:*** The State Police conducted 93 saturation patrol details, resulting in over 160 DWI arrests; 16 DRE evaluations were also conducted.
- ? ***Underage Drinking Details:*** With the exception of Troop T (NYS Thruway), each State Police Troop conducted an average of one underage drinking detail per month for a total of 72 details. A total of 159 bars and 663 retail establishments were investigated using sting operations and other enforcement strategies, resulting in 319 arrests for violations of the state's liquor laws.
- ? ***Drug Awareness Training:*** Using the DITEP curriculum, training was conducted in schools across the state. The DITEP instructors were selected from the State Police pool of Drug Recognition Experts (DRE). Additional education efforts were conducted by the more than 100 Troopers now assigned as School Resource Officers (SRO); these SROs used education materials, including PowerPoint presentations, to provide the training to Driver's Education classes and in other school venues. In addition, DITEP classes were conducted for school professionals.

- ? ***Prosecutor Outreach Program:*** In cooperation with the NYS Prosecutors' Training Institute, the State Police provided SFST and DRE training to prosecutors from across the state.
- ? ***National Holiday Lifesavers Weekend:*** The State Police participated in this nationwide enforcement effort between Thanksgiving and Christmas by conducting high-visibility sobriety checkpoints and roving saturation patrols in each Troop. Approximately 200 impaired driving arrests were made during the Lifesavers Weekend.
- ? ***SFST Training:*** Since 1992, the State Police have provided SFST training to all new Trooper recruits during their basic training. Twelve SFST schools were conducted for Troopers in 2006. These SFST classes also contain the 8-hour module entitled "Drugs That Impair Driving." Four refresher courses were held for State Police SFST instructors and 26 Troopers became new SFST instructors after completing a Train the Trainer course. One DRE recertification course was also conducted.
- ? ***Public Information and Education:*** Additional materials were developed and disseminated statewide to schools and physicians and at fairs and other exhibits.

POLICE TRAFFIC SERVICES

Police Traffic Services includes all areas of traffic law enforcement activity in New York State and encompasses the collective efforts of all state, county, and local law enforcement agencies. Because of the size and diversity of New York, law enforcement in the state requires the collective input and coordination of police departments of all sizes, ranging from the New York City Police with over 36,000 members and the New York State Police, to the more than 500 Sheriff's offices and police departments across the state that may consist of as few as one officer. For many years the emphasis in this program area has been on enforcing the laws related to impaired driving, speeding and other aggressive driving actions, all of which contribute to a significant number of motor vehicle crashes. Police Traffic Services is also heavily involved in the area of seat belt enforcement, since the use of occupant restraints has been responsible for saving countless lives in crashes. Although routine enforcement of these laws on a day-to-day basis is an effective deterrent, when combined with other strategies such as highly-visible saturation patrols and checkpoints, public information and education campaigns, effective laws and an equitable system of adjudication, an even greater impact on the behaviors that contribute to crashes can be achieved.

The ultimate goal of New York's traffic safety enforcement community is to save lives and reduce injuries by decreasing the number of crashes that result from unsafe driving actions and behaviors. In the past year, many enforcement programs across the state included objectives that focused on the reduction of unsafe driving behaviors. The specific goals that were identified for the FFY 2006 Police Traffic Services area are listed below.

Goals

- ? Decrease the number of fatal and personal injury motor vehicle crashes in which "unsafe speed" is reported to be a contributing factor from an annual average of 15,668 in 2001-2003 to 15,040 in 2006
- ? Decrease the number of fatal and personal injury motor vehicle crashes in which "failure to yield the right-of-way" is reported to be a contributing factor from 23,462 in 2003 to 22,525 in 2006
- ? Reduce the number of fatal and personal injury motor vehicle crashes in which "following too closely" is reported to be a contributing factor from 19,331 in 2003 to 18,560 in 2006

Status of Goals

All three of the goals set for the Police Traffic Services program area in 2006 have been met and exceeded. In 2005, the number of fatal and personal injury crashes in which "unsafe speed" was reported as a contributing factor decreased to 14,244 (compared to an annual average of 15,668 in 2001-2003), surpassing the goal of 15,040 set for 2006. In 2005, "failure to yield the right-of-way" was a contributing factor in 20,714 fatal and personal injury crashes, compared to the goal of 22,525, and "following too closely" was a contributing factor in 17,780 fatal and

personal injury crashes, compared to the goal of 18,560 set for 2006. Since these three factors are among the top factors consistently reported in crashes, these reductions would be expected with the drop in fatal and injury crashes that occurred in 2005.

Performance Objectives

- ? Increase the total number of TSLED and Administrative Adjudication tickets issued for traffic violations from 3,829,453 in 2004 to 3,875,000 in 2006
- ? Conduct selective enforcement efforts targeting impaired driving, speeding, seat belt compliance, and other high risk driving behaviors
- ? Conduct combined enforcement efforts that target more than one high-risk behavior
- ? Provide training for police officers, probation officers, and court personnel regarding the enforcement and adjudication of various traffic laws, e.g. impaired driving laws and the seat belt law
- ? Increase the number of speeding tickets issued from an average of 737,542 in 2004 to the 2002 level of 790,000 in 2006
- ? Conduct special enforcement patrols targeting aggressive driving behavior

Status of Performance Objectives

The objective to increase the total number of tickets issued for traffic violations to 3,875,000 has been met and surpassed. In 2005, a total of 3,907,990 TSLED and Administrative Adjudication tickets were issued, an increase of more than 78,000 tickets over the number issued in 2004. Although there has been an overall increase in the number of traffic tickets issued, the number of tickets issued for speeding violations declined to 723,626 in 2005, continuing a decline that started in 2003; this would indicate that meeting the 2006 objective of 790,000 speeding tickets may be difficult. The objectives relating to the types of enforcement activities to be conducted and training for police officers, probation officers, and court personnel have all been met.

2006 Program Highlights

Selective Traffic Enforcement Programs

A Selective Traffic Enforcement Program (STEP) is a rational approach to enforcement-related traffic safety problems utilizing time-proven countermeasures to reduce the frequency and severity of motor vehicle crashes. STEP programs are data driven, using statistical summaries and other reliable sources of information as a basis for enforcement activities. These programs typically focus on high crash areas and target the violations that contribute to those crashes; enforcement is conducted on the specific days of the week and times of day when the incidents most often occur. In this age of ever-increasing law enforcement responsibilities and over-stretched budgets, STEP is a cost effective method to reduce crashes and related injuries. Properly developed STEP projects promote management flexibility and insure that limited traffic law enforcement resources are directed toward identified objectives. The STEP model is equally

effective when dealing with one violation, such as speeding, or with a combination of crash-related factors such as speeding and following too closely. With a well-designed, relevant problem identification and directed deployment, STEP projects have traditionally reduced crashes in all types and sizes of jurisdictions.

In 2002, the GTSC first implemented the grant program entitled *STEP To Reduce Unsafe Driving Behaviors*. This project was developed to foster a coordinated and uniform statewide approach to the enforcement of crash-causing violations. The goal of the statewide STEP initiative is to minimize the incidence of speeding and other aggressive driving behaviors as contributing factors in fatal and personal injury crashes. A streamlined grant application, which has evolved over the past four years, has facilitated and simplified the funding process helping to insure that all interested law enforcement agencies in the state have an opportunity to participate in this initiative. This approach has proven successful; 279 of the state's law enforcement agencies actively participated in the program during FFY 2006. As in past years, some agencies opted to coordinate their STEP efforts in a comprehensive countywide block grant administered by a single agency, while others continued to operate individually. This type of project flexibility better accommodates the specific needs of counties and localities and tends to focus accountability on the requesting governmental entity. A number of these projects have been operational for four or more years and are benefiting from the cumulative effect of enforcement and deterrence.

The GTSC STEP program requires participants, as a prerequisite for funding, to carefully analyze their specific traffic safety problems. Agencies applying for funding are required to identify and focus on problems specific to their local area; relying on statewide or even countywide crash data is no longer sufficient to identify local problems and design specific strategies to address them.

The following is a representative sample of some of the local STEP projects conducted this past year as part of the *STEP To Reduce Unsafe Driving Behaviors* program. This brief overview, which includes county, city, town and village programs, illustrates the depth and breadth of the program.

- ? The Dutchess County Traffic Safety Board coordinated a countywide STEP program that included the County Sheriff and 13 other governmental jurisdictions. The Traffic Safety Board allocated funding based on ticket output and crash reduction. In the second half of the project year, these selective traffic law enforcement efforts resulted in reductions in fatalities (from 13 to eight), personal injury crashes (from 714 to 616) and total crashes (from 3,709 to 3,550) when compared to the same time period in the previous year.
- ? Working as an integral partner with the Westchester County Department of Public Works and the Traffic Safety Board's 42 agency countywide STEP grant, the City of White Plains, a municipality of 53,000 greatly increased their traffic enforcement efforts. While traffic volume increased by more than 12 percent, crashes were down by six percent. This substantial reduction was attributed to the more than 80 percent increase in the number of traffic tickets issued.

- ? Led by the recently-elected Sheriff John Mahar, a former NHTSA Fellow, the Rensselaer County Sheriff's Office STEP activities were revitalized in 2006. High crash locations in the county were identified and countermeasures were developed to impact them. As a result of this effort, a variety of special traffic details were initiated resulting in an increase in ticket production and a subsequent decrease in reported crashes.
- ? The City of Buffalo Police Department, which serves the second largest municipality in the state with a population in excess of 292,000, also refocused and reenergized its traffic law enforcement activities in 2006. Using the agency's Computer Aided Dispatch (CAD) system, the Buffalo Police Department analyzed the city's highest crash locations with respect to time and day of occurrence. As a result of this process, 30 intersections and highway ramps, which accounted for nearly 10 percent of the jurisdiction's total crashes, were then targeted for directed enforcement efforts with all five patrol districts participating in the program.
- ? The City of Auburn, a jurisdiction of 28,450 located in Cayuga County, is another good example of the positive results that can be achieved through a properly designed and implemented STEP project. Officers of the Auburn Police Department wrote 362 tickets for speeding, 291 for aggressive driving and 401 other citations in just 136 hours of overtime funded by a GTSC grant. These efforts resulted in a reduction in reported crashes when compared with the same time six-month time period in the previous year (from 923 to 819).
- ? The Town of Rotterdam, a suburban community of 30,000 located in Schenectady County, used its GTSC funding during the high crash summer months. During 96 hours of grant-supported overtime, the Rotterdam Police Department issued an additional 62 tickets for speeding, 39 for aggressive driving and 12 for other violations. When compared with the previous year, personal injury crashes dropped from 141 to 113 and total reported crashes declined from 1,190 to 1,167 in FFY 2006.
- ? Located in Ulster County, the Town of Ulster Police Department serves a population of approximately 12,500 citizens. Aggressive driving infractions were targeted by officers participating in specially-tasked overtime patrols. These patrols enhanced the total department's effort in issuing approximately 2,358 summonses to motorists during the period from 10/1/05 to 9/30/06. These enforcement efforts, supported in part by grant funding, resulted in a lower crash rate and a significant decrease in injuries associated with those crashes. Compared to the previous year, fatal crashes decreased by one, total personal injury crashes decreased by nine and there were 145 fewer total reported crashes.
- ? The Village of Geneseo is situated in Livingston County and has a permanent resident population of 13,000 in addition to approximately 5,600 students who attend the State College located within the jurisdiction. Using STEP funding to support overtime traffic enforcement details, the Geneseo Police Department reduced personal injury crashes from 28 in 2005 to 13 in 2006, and decreased property damage collisions from 313 to 243 over the same time period.

- ? Located in Rockland County, the Village of Piermont is a jurisdiction of approximately 14,000. Due to seasonal variations, the majority of this agency's enforcement efforts are directed toward the summer months. Effectively utilizing 60 hours of GTSC overtime funding, Piermont officers wrote 67 speeding tickets, 15 aggressive driving tickets and 46 others for miscellaneous violations. This selective enforcement activity resulted in a 38% decrease in personal injury crashes and a 50% decrease in property damage incidents over the last six months of the project compared to similar data from the previous year.

Other STEP Programs

Tri-State Speed Enforcement Initiative

During the month of July 2006, the Governor's Traffic Safety Committee, in cooperation with the National Highway Traffic Safety Administration, and the State Highway Safety Offices in New Jersey and Connecticut, organized the Tri-State Speed Enforcement Initiative entitled *Obey the Signs or Pay the Fines*. New York included a subtitle to the campaign, *Slow Down New York*, which was the slogan used in a PI&E speed campaign implemented in the state earlier in 2006. This speed enforcement initiative was modeled, in part, on the successful *Buckle Up New York/Click It or Ticket* program that combines high visibility enforcement mobilizations with a strong media component. The areas in New York that were targeted for enforcement included New York City and the adjacent counties of Westchester, Putnam, Rockland and Nassau.

The Tri-State Speed Enforcement Initiative focused on two primary goals: 1) to reduce speed-related crashes in the targeted areas and affected areas; and 2) to develop a national model for other metropolitan areas. A total of 41 law enforcement agencies participated in this successful month-long campaign which resulted in the issuance of more than 10,000 speeding tickets. This campaign received support from the New York City Police Department, the New York State Police, the New York State Association of Chiefs of Police and the New York State Sheriff's Association.

Combat Aggressive Driving

The New York City Police Department (NYPD) made a presentation on their successful "Traffic Stat" program at the executive-level summit, entitled Innovative Strategies for Law Enforcement Executives, sponsored by NHTSA in April 2006. The Traffic Stat program incorporates operational planning and accountability into its traffic safety program philosophy; the central mission of the program is to reduce motor vehicle accidents, fatalities and injuries, and to move traffic safely. The NYPD deployed officers throughout the city based on crash locations, times of occurrences and contributing factors. The officers used a combination of marked and unmarked cars, in addition to motorcycles, and employed state-of-the-art radar and laser technology for speed enforcement. The success of this innovative approach to traffic safety planning, coordination and enforcement is demonstrated in the statistics reported for their Selective Traffic Enforcement Program (STEP); these statistics show an overall reduction in total accidents at the targeted locations, and more importantly, a nine percent reduction in personal injury accidents.

High Enforcement of Aggressive Traffic (HEAT)

With funding from the GTSC, the New York State Police implemented a statewide program designed to redirect a significant amount of enforcement activity from Interstate highways where fatality rates are the lowest, to the state's more dangerous rural secondary roads where serious crashes are more likely to occur. The high crash locations on state, county and local roads were identified through the use of three different sources: DMV's accident information system (AIS), cartographic interpretation of the crash areas provided by NYSDOT, and TraCS, New York's electronic traffic records system. TraCS provided immediate data for high crash areas within the Troops and their patrol areas. Twenty-eight different sites in nine Troops were selected for targeted enforcement from April through September. These enforcement efforts were coordinated with NYSDOT, which provided variable message signs displaying a relevant traffic enforcement message. As a result of these targeted enforcement efforts, Troopers issued an additional 26,648 tickets, 15,762 of which were for speed-related offenses. Speed-related fatalities in New York State have declined between 2001 and 2005 (from 487 to 458); between 1990 and 2004, New York's fatality rate dropped from 2.07 to 1.08 (per one million vehicles miles traveled), a reduction of 48%.

Traffic Safety Corridor Project

This high-visibility enforcement project developed by the New York State Police and the NYS Department of Transportation continued in FFY 2006. Similar to the HEAT project, high-crash locations or corridors were identified by analyzing police accident reports where speeding and aggressive driving were listed as contributing factors. Sheriff's offices and local police agencies partnered with the New York State Police and received funding to support enforcement efforts which included an initial high-visibility blitz and an extended period of enforcement activity throughout the summer and early fall.

Public information and education also played an important part in the Traffic Safety Corridor Project. State Police Troop Commanders and NYSDOT Regional Engineers, acting as the local project directors, coordinated media outreach. Press releases were sent prior to and immediately following the enforcement waves. In some cases, press conferences were held. Both the media and the public have responded very favorably to this enforcement campaign, particularly those who live or work in these areas.

Complete program reports are not yet available for this project; however, anecdotal information indicates that the program continued to produce positive results. For example, a stretch of Route 13 in Cortland County was experiencing an inordinate number of fatal and serious injury crashes, including three fatal pedestrian crashes in three years. A group consisting of law enforcement officials, NYSDOT personnel, traffic safety advocates, politicians, and other interested parties met to identify the specific problem and to explore solutions. In conjunction with the Traffic Safety Corridor Project, the Route 13 corridor was targeted by the State Police, Sheriff's Office and the NYSDOT with countermeasures that included enforcement, education and engineering components. Since the inception of this effort, no serious injury crashes have been reported in this corridor.

A similar project targeted Route 50 in Saratoga Springs in Saratoga County. This four-lane highway connects downtown Saratoga Springs, traverses I-87, and passes a large shopping area that includes a shopping mall. This area has experienced a large number of traffic problems, including an inordinately high number of crashes. Combined efforts by the State Police, the Sheriff's Office and the Saratoga Springs City Police Department yielded significant results. The project was frequently covered in the press and large numbers of tickets were issued for dangerous moving violations.

A number of impaired driving and criminal arrests were also made during these traffic corridor details. Anecdotal evidence also suggests that crashes decreased following these efforts and positive media coverage and feedback from motorists, merchants, and residents indicated they felt safer driving in these areas. Follow-up enforcement is important to prevent motorists from reverting to the widespread unsafe driving practices occurring in the targeted corridors prior to the enforcement wave. Follow-up enforcement was accomplished in three ways. First, funding was included in the Traffic Safety Corridor grants for follow-up enforcement. Second, the State Police provided follow-up enforcement in these areas as part of their Aggressive Driving Program, which provides for enforcement teams targeting hot spots on a monthly basis. Third, both the State Police and local police departments increased their day-to-day traffic enforcement activities in these corridors.

Comprehensive Traffic Enforcement Programs (CTEP)

CTEP programs take a comprehensive approach to traffic enforcement. These programs often combine enforcement of speeding, aggressive driving, seat belt use, and other laws with public information and education efforts. Non-enforcement partners, such as the NYSDOT and other transportation organizations, also cooperate with these programs. Examples of these CTEP programs are provided below.

New York State Police CTEP

The New York State Police conduct a statewide CTEP program that included enforcement programs, PI&E and other activities. While not all of these programs and activities are funded by grants from the GTSC, they are all coordinated through the Division and Troop Traffic Safety Plans. The New York State Police is the seventh largest police agency in the nation, with statewide jurisdiction and a widespread media impact. Consequently, the State Police, in addition to generating large numbers of traffic tickets, is able to spearhead and coordinate statewide enforcement operations and to help raise public awareness of the problem of unsafe driving throughout the state. The major components of this program are:

- ? Impaired Driving (more fully described in the Impaired Driving section of this report)
Specific strategies supported by federal 402 funds and state funds included:
 - Enforcement emphasis during routine patrol year-round
 - Monthly sobriety checkpoints
 - Monthly dedicated roving sobriety saturation patrols
 - Monthly underage drinking details
 - Standardized Field Sobriety Test (SFST) training
 - Continuous public awareness and education

? Excessive Speed and Aggressive Driving – (more fully described in the State Police STEP program call HEAT)

Specific strategies supported by federal 402 funds and state funds included:

- Enforcement emphasis during routine patrol year-round
- Traffic safety corridor details
- Monthly speed saturation details
- Aggressive driving details
- Work zone safety details
- Use of the best available enforcement technologies

? Occupant Protection (more fully described in the Occupant Protection section)

Specific strategies supported by federal 402 funds and state funds included:

- Enforcement emphasis during routine patrol year-round
- Monthly safety restraint enforcement details statewide
- Safety restraint education details in each troop
- Participation in Buckle Up New York Wave Enforcement
- Sustained public awareness efforts regarding safety belts and child restraints

? Commercial Vehicle Enforcement

Specific strategies supported by federal MCSAP funds and state funds included:

- Enforcement presence by CVEU members year-round
- Monthly CVE details in each Troop
- Targeted enforcement at crash areas
- Statewide northern border enforcement details
- Quarterly Hours of Service details
- Off-peak hour weight enforcement details
- Haz Mat road checks

? Crash Investigation and Collision Reconstruction

Specific strategies supported by state funds included:

- Thorough basic crash investigation training
- Ongoing training of collision reconstructionists
- Deployment of the most effective technologies and equipment to assist in determining causation and documenting evidence
- Traffic safety corridor enforcement details in each Troop, using crash data to target enforcement locations
- Timely responses to crash scenes by Crash Reconstruction Unit members

In addition to these general strategies that were employed as part of the State Police CTEP program, each of the ten Troops employed specific countermeasures based on an analysis of their local and regional problems.

Programs and activities conducted by the New York State Police that are not described in other sections of this report are highlighted below:

- ? **Operation Brake Program:** Operation Brake is a coordinated campaign conducted by State Police Troop T which patrols the entire NYS Thruway (I-90) and the NYS Thruway Authority. The purpose of the program is to address the unique characteristics encountered on New York's largest superhighway. This campaign has two components, *Summer Brake* and *Work Brake*, which provide enhanced enforcement during peak travel times, as well as during *National Work Zone Safety Week*. Some of the innovative tactics include the use of Thruway Authority maintenance vehicles as platforms for radar and laser equipment, as well as other covert detection tactics. The Thruway Authority supplements the enforcement activities with variable message signs, Thruway Advisory Radio, and PI&E conducted at Thruway rest areas. The enforcement details conducted as part of this program issued 4,300 traffic tickets in 2006.
- ? **Empire State Law Enforcement Traffic Safety Conference:** With funding from the GTSC, the State Police hosted the annual ESLETS conference in April 2006. Attracting nearly 250 police officials from across the state, this conference provided an opportunity to present and share timely traffic safety information and police training. The conference also included the New York Law Enforcement Challenge Awards presentation, which is discussed in more detail in another section of this report
- ? **Public Information and Education:** New displays were produced for the New York State Fair and traffic safety pamphlets and brochures were developed and updated for distribution at the State Fair and numerous county fairs across the state. Educational presentations were given to many civic groups, safety professionals, and other community groups in all ten Troops statewide. Troopers assigned as School Resource Officers, now numbering over 100 statewide, presented traffic safety information to students as well, utilizing a PowerPoint presentation developed especially for this audience.
- ? **Technology and Equipment:** The State Police lead the state in testing and evaluating police technology and equipment, including speed detection equipment. Many local agencies rely on this testing and evaluation to make decisions on purchasing equipment. This past year, the State Police purchased a number of state-of-the-art laser and radar units, including dual-head technology, as well as new state-of-the-art PBTs (pre-breath test instruments). The State Police also tested various new methods for mounting radar equipment to make the units safer in the event of a motor vehicle crash. Troopers also began testing a new digital video system that ties into the TraCS in-vehicle computers. The State Police were able to surplus a number of old, outdated radar units and deployed these at construction work zones as "drone" units. These units are still capable of sending a radar signal but are not reliable enough for enforcement. By emitting a constant radar signal in work zones, motorists with radar detectors will slow down, fearing an officer is working in the area.

Local CTEP Programs

Sheriffs' Cooperative Rural Traffic Safety Initiative

Coordinated by the New York State Sheriffs' Association and funded by the GTSC, this project included seven counties (Livingston, Ontario, Seneca, Steuben, Wayne, Wyoming and Yates) in a cooperative effort to enhance traffic safety in the rural areas of the state. During FFY

2006, the initial year of the project, the focus was on the proper identification of each county's traffic safety issues. To assist the participating agencies, training was provided in data analysis, problem identification, countermeasures, selective enforcement strategies and the factors that differentiate urban/suburban traffic crashes from those encountered in more rural areas. Using a number of methodologies and approaches, each participating Sheriff's Office worked with its county traffic safety partners to isolate safety concerns specific to its jurisdiction. A variety of problems were identified as contributing to the frequency and severity of crashes in their counties. These areas of concern included highway engineering/design, lack of sustained enforcement, environmental concerns and/or the lack of operator knowledge and ability. Other information related to crashes, including actual locations, seasonal variations, days of week, times of day, and contributing operator/pedestrian behaviors, was also considered. Using the problem identification results process as a foundation, logical countermeasures were then developed. These strategies will be implemented in FFY 2007 in a coordinated attempt to reduce the incidence of rural crashes.

Albany County Coordinated Traffic Law Enforcement Project

The Albany County Traffic Safety Board managed a traffic law enforcement effort that included the Sheriff's Office and the eleven municipal police agencies in the county. Although each participating department was required to identify its specific problems and develop a plan to address them, all of the involved agencies worked cooperatively on specialized countywide projects and national mobilizations; this included participation in saturation patrols on jurisdictional linking streets and highways and the provision of enforcement personnel to staff checkpoints.

Montgomery County – Special Detail for Safety

This GTSC project supports a full-time deputy sheriff position dedicated solely to traffic safety activities. Montgomery County is a predominately rural jurisdiction of approximately 50,000 with a variety of traffic safety concerns. The Sheriff's Office is responsible for patrolling the entire county which consists of over 1,000 miles of state highways and a number of two-lane county and town roads. In 2006, special attention was paid to speeding on the state highways and to the numerous crash-prone intersections with secondary roads. For the first six months of this year's project, the deputy sheriff issued a total of 207 tickets. To promote speed awareness, the agency's Speed Trailer was used in conjunction with his enforcement efforts in a planned approach to reduce the frequency and severity of crashes in the county. In addition to the "normal" speeding and failure-to-yield problems, Montgomery County is home to a large Amish population that requires special consideration. This project provided additional enforcement efforts in the vulnerable areas where Amish children walk to school. Copies of the pamphlet entitled, "Safe Driving With Our Amish Community," were also distributed in the county through a number of channels. In addition, the deputy sheriff provided traffic safety presentations concerning impaired driving and speeding at local high schools in the county. He also worked in cooperation with State Police personnel in a series of traffic safety checkpoints throughout the county.

Seat Belt Enforcement

New York's enforcement strategy to address occupant protection has been mainly accomplished through the *Buckle Up New York/Click It or Ticket (BUNY/CIOT)* campaign, more fully described in the Occupant Protection section of this report. Most of New York's enforcement community have embraced this model and have participated in the statewide campaign since its inception in 1999; participants include the State Police, the New York City Police Department, and most of New York's other city, county and local agencies. The GTSC has supported the efforts of nearly 300 agencies annually through a mini-grant program.

The *BUNY/CIOT* program, like similar statewide campaigns around the country, relies on the proven model of high-visibility enforcement, intensive seat belt enforcement mobilizations accompanied by extensive publicity and media coverage. The *BUNY/CIOT* campaign has been responsible for an increase in the seat belt compliance rate from 75 percent in 1998 to 83 percent this year. Increased enforcement has resulted in approximately one-half million seat belt tickets issued annually in New York, up from 300,000 in 1998; seat belt tickets have increased to about 15 percent of all tickets issued.

Impaired Driving Enforcement

As a strategy, impaired driving enforcement encompasses a wide variety of programs and activities. Impaired driving enforcement is considered a fundamental responsibility for all law enforcement agencies, whether on routine patrol or conducting a targeted enforcement effort. County STOP-DWI programs support impaired driving enforcement on the local level. On the state level, the State Police conduct a statewide enforcement campaign that includes monthly sobriety checkpoints in each of its 33 Zones, PI&E efforts, training and underage impaired driving activities. On the county and local levels, numerous educational and enforcement activities are implemented throughout the year with special attention given to local events that historically increase the incidence of impaired driving and high-risk seasons of the year. Impaired driving enforcement is discussed in greater detail in the Impaired Driving section.

Training Programs

Police Traffic Services includes a range of training programs and activities, most notably Standardized Field Sobriety Test (SFST) training, breath test instrument training, and training in the use of speed enforcement equipment. All certified police officers in the state received receive SFST training as a segment of their basic recruit training. Other training programs supported by grants in 2006 include Drug Recognition Expert (DRE) training, Drug Impaired Training for Education Professionals (DITEP), and training for District Attorneys through the New York Prosecutors' Training Institute and training for judges through a partnership between the Office of Court Administration and the State Police. Training was also conducted at both the annual New York State Highway Safety Conference and the Empire State Law Enforcement Traffic Safety Conference, including SFST update training and breath-test operator recertification. In addition, the State Police continued to conduct training in the use of TraCS for local police agencies. These training programs are described in more detail in the individual program areas.

Statewide Departmental Traffic Safety Recognition

The *New York Law Enforcement Challenge* is an innovative award program intended to stimulate traffic law enforcement in the state's police agencies. The Law Enforcement Challenge, which is coordinated by the GTSC, is a traffic safety competition among law enforcement agencies of similar sizes and types. The Challenge recognizes and rewards the best overall traffic safety programs in New York State and offers a unique opportunity for a department to establish itself as a premier agency and leader in this field. The areas of concentration for this competition include efforts to enforce laws and to educate the public in occupant protection, impaired driving, and speeding. The winners of the New York Law Enforcement Challenge go on to compete in the IACP National Law Enforcement Challenge.

In 2006, the Law Enforcement Challenge "Best in State" award was received by the Town of Camillus Police Department. Other state winners included: the Suffolk County Police Department (1st Place in the 751 or more officer category); the City of White Plains Police Department (1st Place in the 126-300 officer category); the Cornell University Police Department (1st Place in the 26-50 officer category); the City of Fulton Police Department (2nd Place in the 26-50 officer category); and the City of Corning Police Department (1st Place in the 11-25 officer category).

Traffic Safety Program Evaluation and Support

There are two main components under this strategy. The first component involves various tasks that assist in the development of data-driven programs and the assessment of their effectiveness. Examples of specific tasks include:

- ? Development and dissemination of highway safety information to the enforcement community, grantees and other traffic safety partners as part of the evolving Data Warehouse initiative
- ? Problem identification based on arrest, crash and other data
- ? Evaluation of the effectiveness of enforcement efforts and other programs and strategies

The Institute for Traffic Safety Management and Research (ITSMR) is funded to perform these tasks. Each year, ITSMR prepares packets of county-level traffic safety-related data that are distributed to every county and to state agencies concerned with traffic safety. This information aids in problem identification and the formulation of programmatic strategies for grantees, as well as facilitating evaluation of the effectiveness of their programs.

As an example of this type of activity, ITSMR provides research and evaluation support for New York's Occupant Protection program. In 2006, the activities undertaken to evaluate the *BUNY/CIOT* program included the annual statewide observational survey of seat belt use using NHTSA-approved methodology and analyses of enforcement and other data from each seat belt mobilization.

The second component of this strategy involves the GTSC's support for the services of three law enforcement liaisons (LEL) who represent the New York State Police, the New York State Sheriffs' Association and the New York State Association of Chiefs of Police. These individuals work in cooperation with the GTSC staff and the state's law enforcement community in the research, development, implementation and evaluation of various Vehicle and Traffic Law enforcement projects. The liaisons provide traffic safety information to the law enforcement community and assist in developing proposals worthy of GTSC consideration. In addition, they work in cooperation with the NHTSA Regional Liaison on matters of mutual concern.

The primary role of the State Police liaison is program coordinator for the *Buckle Up New York/Click It or Ticket* campaign, the *Traffic Safety Corridor Project*, and *TraCS (Traffic Records and Criminal Software)*, New York's electronic ticket and accident report project. As coordinator for these initiatives, the LEL developed the proposal format and reviewed and evaluated all proposals for funding in these three specific areas. In addition, he continued to maintain files related to the projects and provide program specific information and assistance to grantees. In 2006, 197 agencies participated in the statewide BUNY program, 15 participated in the Traffic Safety Corridor project and 105 participated in the TraCS program.

The Sheriffs' Association liaison is a former police officer and Director of Police Training for the New York State Division of Criminal Justice Services. The LEL coordinates the *STEP To Reduce Unsafe Driving Behaviors* program, and was responsible for developing the proposal format and providing STEP specific information and data to requesting agencies. The LEL also reviewed and made written recommendations on the 279 agencies that received STEP grants in 2006. In addition he continued to research, write and manage the Association's traffic safety programs supported by the GTSC. The LEL also designed traffic safety brochures for use by rural law enforcement agencies, developed and delivered traffic-related training workshops, and assisted the state's county sheriffs with grant development and writing.

The Police Chiefs' Association liaison, a former deputy chief, coordinates the traffic safety activities of nearly 500 municipal police agencies in the state. The LEL is responsible for the New York State Law Enforcement Challenge and assists in the direction and promotion of the Tri-State Speed Initiative. In addition, he provides technical assistance to all municipal police departments with respect to the development, implementation and evaluation of traffic safety programs.

[TraCS](#)

The statewide rollout of TraCS, New York's electronic ticket and accident report program began in 2003. The GTSC has supported the development of the infrastructure over the past five years, including systems development and implementation at the State Police, Department of Motor Vehicles, Department of Transportation and the Office of Court Administration. In 2006, the GTSC continued to fund various TraCS activities, including training for local agencies and equipment for state, county and local agencies. The GTSC also continued to fund enhancements to the base TraCS software, which now includes a mapping and crash analysis tool. The grants awarded to local police agencies was used primarily for equipment for police vehicles.

The State Police, who produce the highest volume of tickets and accident reports in the state outside of New York City, has implemented TraCS agency-wide; as a result, all accident reports and all tickets are produced and transmitted electronically. The only exception is when an in-vehicle computer is malfunctioning; when this occurs, a hand-written ticket is issued. The State Police also provide ticket and crash statistics from the TraCS database to every command level officer, supervisor and road Trooper through their Intranet, allowing for vastly improved traffic safety analysis and planning capabilities. Statewide and locally, TraCS users are developing data sharing systems and procedures that will provide further efficiencies.

MOTORCYCLE SAFETY

Due to the increasing trend in the number of registered motorcycles and licensed motorcyclists in recent years, motorcycle safety continues to be a priority in New York State. With the large increases in the price of gas and steady motorcycle sales, this growth trend is expected to continue. Nearly ten years ago, legislation creating a rider-funded motorcycle safety program was signed into law. The legislation mandated that the Department of Motor Vehicles establish, administer and promote a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The legislation also provided the resources necessary to maintain the program through a dedicated fund using a portion of motorcycle registration and licensing fees.

New York's motorcycle helmet law is also an important safety measure and compliance with the law remains high. The most recent statewide observational survey conducted in 2003 indicates a helmet use rate of approximately 99 percent.

The need for an effective Motorcycle Safety Program has become more critical with the increased motorcycling population. Over the five-year period, 2001-2005, there was a 25 percent increase in registered motorcycles in New York State; in the past 10 years, the number of registrations increased by 67 percent. There has also been more than a ten percent increase in motorcycle license endorsements over the past five years.

	2001	2002	2003	2004	2005	% Change 2001-2005
Registered Motorcycles	217,546	229,047	241,440	256,571	272,779	25.4%
Motorcycle Endorsements	535,513	551,272	567,031	576,635	593,268	10.8%

With more motorcycles on the road and more new motorcyclists, it is important that the Motorcycle Safety program area continue its focus on increasing the motorist awareness of motorcycles on the roadways and on expanding participation in the motorcycle rider education program. The goals established for the state's Motorcycle Safety Program are listed below.

Goals

- ? Reduce the number of police-reported fatal and personal injury motorcycle crashes from 4,290 in 2004 to 4,200 in 2006
- ? Reduce the number of motorcycle fatalities from an annual average of 147 in 2002-2004 to 140 in 2006

Status of Goals

Motorcycle fatal and personal injury crashes are on an upward trend in New York, as they are nationwide. In 2005, there were 4,482 of these crashes, approximately 200 more than in 2004. There has also been a lack of progress toward the 2006 goal of reducing the number of motorcyclists killed in crashes to 140; in 2005, 162 motorcycle operators and passengers died in motorcycle crashes compared to an annual average of 146 for the three-year period, 2002-2004. The failure to meet these goals, however, should be interpreted within the context of the increasing numbers of registered motorcycles and motorcycle endorsements during this period.

Performance Objectives

- ? Continue support for the expansion of motorcycle rider education opportunities in 2006
- ? Establish at least three new training sites in 2006
- ? Continue research in 2006 to examine the issues related to unlicensed motorcycle operators
- ? Increase motorist awareness of motorcycles

Status of Performance Objectives

New York has been successful in meeting two of the four 2006 performance objectives. Education and training opportunities for motorcycle riders were expanded in 2006 by offering more courses at a reduced student fee. The number of students trained has steadily increased each year from the program's inception in 1998 to the present. As of this November, 13,283 students had participated in the motorcycle rider training courses during 2006, more than five times the number trained in 1998.

<u>Year</u>	<u>Students Trained</u>
1998	2,395
1999	3,786
2000	4,941
2001	6,984
2002	9,155
2003	11,017
2004	12,176
2005	13,158
2006	13,283 (as of November 2006)

Since 1996, nearly 80,000 motorcyclists have participated in the beginning rider training program offered through MANYS. In 2005, MANYS froze or reduced the maximum student fee that training providers charge for the Basic RiderCourse®. There was no change in the total number of public training sites in 2006, failing to meet the objective of three new sites; however, the capacity for training has increased by scheduling more classes at the existing training sites. Additionally, MANYS has maintained nine training sites at military installations across New York. The new military sites have enabled the safety offices to meet the Department of Defense requirements for motorcycle training at these facilities.

An active PI&E program, including a media campaign conducted by the GTSC and the New York State Broadcasters' Association, continued to increase motorist awareness of motorcycles. Finally, due to limited resources and other research priorities, the further examination of issues related to unlicensed motorcycle operation was delayed until FFY 2007.

2006 Program Highlights

In November 2000, the National Highway Traffic Safety Administration and the Motorcycle Safety Foundation (MSF) issued a National Agenda for Motorcycle Safety (NAMS), which detailed strategies needed to improve motorcycle safety. New York reviewed the issues and recommendations in the NAMS report in relation to the state's Motorcycle Safety Program and incorporated several of the recommendations into the state's program.

Public Information and Education

A primary recommendation in the NAMS report was to educate operators of other vehicles to be more aware of the presence of motorcycles on the roads. While New York's Motorcycle Safety Program's primary focus has been on rider education, it has also taken steps to increase motorist awareness of motorcycles. Governor Pataki joined in the national awareness campaign by proclaiming May 2006 "Motorcycle Awareness and You" month.

The Governor's Traffic Safety Committee and the Motorcycle Safety Program also continued their efforts to raise awareness of motorcycles. In 2006, the GTSC and the New York State Broadcasters' Association conducted a public information campaign that distributed 30-second and 15-second television spots focusing on motorist awareness with a "Watch for Motorcycles" message. The spots, which were distributed statewide and posted on the www.safeny.com webpage, were well-received by the motorcycling public. In 2006, the Motorcycle Safety Program exhibited at the International Motorcycle Show in New York City, the Americade Motorcycle Touring Rally in Lake George and the New York State Fair in Syracuse.

In 2006, the Motorcycle Safety Program completed a project that provided high school driver education programs with a motorcycle awareness teaching tool. The Motorcycle Safety Program distributed, at no charge, 400 copies of the Motorcycle Safety Foundation's video training module and teacher's guide titled, "Cars, Motorcycles and A Common Road," to driver education programs and training providers across the state.

Rider Education and Training

The NAMS also recommended the expansion of motorcycle safety programs to accommodate all who need or seek training. A primary goal of New York's Motorcycle Safety Program has been to make rider education accessible and affordable across the state. The administration of the rider education program must be managed through a non-profit rider education organization. In 2006, the Motorcycle Association of New York State, Inc. (MANYS) was in its third year of a five-year contract with the Department of Motor Vehicles to administer the motorcycle safety program. DMV and MANYS supported and promoted a standardized national curriculum developed by the Motorcycle Safety Foundation (MSF). The number of

motorcycle rider training sites, training capacity and the number of students trained have all increased over the past seven years.

Licensing

In 1996, New York revised its regulations to allow the motorcycle road test to be waived for drivers who successfully complete approved rider training. The MSF RiderCourse® offered through MANYs provides an option and incentive for motorcyclists to become licensed and to learn to ride more skillfully. As shown by the increased number of course participants, more motorcyclists are choosing this option. Approximately one-quarter of New York's newly-licensed motorcyclists in 2006 were trained and earned their license endorsement through the Motorcycle Safety Program. It is anticipated that continued expansion of the program will have a positive effect on motorcycle safety.

Personal Protective Equipment

The NAMS report urgently recommended the implementation of strategies to increase the use of USDOT-approved helmets. In its rider education courses and in the DMV Motorcycle Manual, New York encourages motorcyclists to wear appropriate gear, including an approved helmet, face or eye protection, and protective clothing. New York State law requires that motorcyclists wear USDOT-approved helmets and has maintained a high rate of compliance with the mandatory helmet law; the most recent statewide observational survey conducted in 2003 indicated a helmet use rate of 99 percent.

Insurance Industry Involvement

Consistent with the NAMS recommendation that participation in an approved training course be linked with reductions in insurance premiums, New York has approved the MANYs-sponsored RiderCourse® for the Point and Insurance Reduction Program (PIRP). Drivers attending the Basic RiderCourse® are eligible for a reduction of up to four points from their license record and a 10 percent reduction on the base rate of their automobile and motorcycle liability and collision insurance premiums for three years. These benefits have provided an added incentive for motorcyclists to seek appropriate rider education.

PEDESTRIAN, BICYCLE, SKATEBOARDING, IN-LINE SKATING, AND NON-MOTORIZED SCOOTER SAFETY

Pedestrians, bicyclists, skateboarders, in-line skaters, and non-motorized scooter operators are among New York's most vulnerable roadway users. When involved in crashes with motor vehicles and fixed objects, these highway users almost always suffer more serious injuries than vehicle occupants. The injuries sustained in these crashes often require extensive medical treatment and lengthy rehabilitation. New York State has recognized the special safety concerns associated with bicycling and other wheel sports and has required helmet use for bicyclists under age 14 since 1993, in-line skaters under age 14 since 1996, and non-motorized scooter operators under age 14 since 2002. This protective measure has now been extended to skateboarders; since January 1, 2005, helmet use is also required for skateboarders under age 14.

Another new law enacted this year addresses motorists who fail to yield to pedestrians in crosswalks as required by state law since 2003. This law, which takes effect December 1, 2006, requires driver license suspensions or revocations for convictions of traffic infractions relating to right-of-way violations that cause serious physical injury or death to another person.

Responsibility for pedestrian, bicycle and wheel-sport safety is shared among several state agencies and there have been many examples of collaborative efforts in recent years. These activities include conferences promoting the safe and healthy use of the state's transportation systems by people walking and bicycling that were held in 2001 and 2004; planning is underway for a third conference to be held in spring 2007. New York also participates in several educational programs that focus on the safety of New York's children, such as the *Walk Our Children to School Day* which has become a national effort.

Because of the seriousness of the injuries suffered by pedestrians, bicyclists, and participants in other wheel sports, these areas of traffic safety continued to be priority program areas for GTSC in FY 2006.

Goals

- ? Reduce the number of pedestrians killed in traffic crashes statewide from 326 in 2004 to 315 in 2006
- ? Reduce the number of pedestrians injured in traffic crashes statewide from 16,665 in 2003 to 16,000 in 2006
- ? Reduce the number of pedestrians killed in traffic crashes in New York City from 149 in 2004 to 140 in 2006
- ? Reduce the number of bicyclists killed in traffic crashes statewide from 39 in 2004 to 35 in 2006

- ? Reduce the number of bicyclists injured in traffic crashes statewide from 5,581 in 2003 to 5,360 in 2006
- ? Reduce the number of bicyclists killed in traffic crashes in New York City from 13 in 2004 to 10 in 2006

Status of Goals

Based on New York's 2005 crash data, there has been no progress in reducing pedestrian fatalities; statewide, there were 328 pedestrian fatalities in 2005, up two from the previous year. Analyses by region indicate that New York City experienced an increase in pedestrian fatalities, while Long Island and the Upstate region experienced a decline. In New York City where nearly half of the state's pedestrian fatalities occur each year, the number increased from 149 in 2004 to 159 in 2005. Although the number of fatalities increased, the 2006 goal for reducing the number of pedestrians injured in crashes was met and surpassed; 15,392 pedestrians were injured in 2005, well below the target of 16,000 set for 2006.

There has also been a lack of progress toward the goals set for bicycle safety. In 2005, 47 bicyclists were killed compared to 39 in 2004. All eight additional fatalities occurred in New York City where the number of bicyclists killed increased from 13 in 2004 to 21 in 2005. There has also been a lack of progress in reducing the number of bicyclists injured in crashes since 2003. The number of bicyclists injured increased between 2003 (5,581) and 2004 (5,690), and dropped only slightly to 5,680 in 2005.

Performance Objectives

- > Continue to provide education on pedestrian safety to both the general public and specific target groups in 2006
- > Continue to develop and evaluate engineering solutions to pedestrian safety problems in 2006
- > Initiate research in 2006 to determine the nature and scope of the pedestrian crash problem, especially with respect to the location of crashes, and in crashes involving alcohol, whether the driver or the pedestrian was impaired
- > Provide education on bicycle safety to the general public and specific target groups in 2006

Status of Performance Objectives

All of the performance objectives for 2006 were met. Public information and education programs on pedestrian and bicycle safety were provided to the general public and specific target groups. Several projects developed and evaluated engineering solutions to pedestrian safety problems. The examination of the scope and factors related to the pedestrian crash problem is an ongoing component of the problem identification process that supports the development of the annual Highway Safety Strategic Plan. The identification of high crash locations, including pedestrian crash locations, is also an important focus for the Department of Transportation. More detailed and in-depth analyses of pedestrian crashes are planned for FFY 2007.

2006 Program Highlights

Pedestrian Education and Enforcement Programs

Be Active New York State: NY Walk Our Children to School (WOCS) Campaign

The National WOCS model was established to increase public awareness of safety, health and walkability issues related to children walking or biking to school. New York's program is coordinated by the New York State Partnership for WOCS which includes the New York State Association of Traffic Safety Boards, NYS DOT, NYS DOH, and the GTSC. Local government agencies, community groups, private sponsors, and not-for-profit organizations provide support and assist in conducting events.

In FFY 2006, the NYS Partnership for WOCS conducted programs to educate children, parents, schools and communities on how to overcome the challenges currently faced in allowing their children to walk or bicycle to school. One of the specific programs sponsored by the Partnership was a poster contest involving approximately 4,000 schools in the state. The campaign also features the special event, *Walk Our Children to School Day*, which involves children, parents and community leaders walking together to school; 67 schools registered and participated in this year's international WOCS event that was held on October 5, 2006. In total, this initiative involved 16,750 students across the state. Each community has developed and tailored the event to meet their own needs with a mission to educate pedestrians on safety and to promote regular physical activity. Other activities included the updating of the NYS WOCS website resulting in over 21,000 hits by interested visitors. In addition, the *Be Active New York State* group participated in eight WOCS presentations across the state: East Aurora, Rochester, Lake Placid, Syracuse, Rochester MPO, Albany, Saratoga and Brockport.

Village of Geneseo Police Department Pedestrian Program

In the Village of Geneseo which has a large population of college students, the Police Department conducted a pedestrian safety enforcement project targeting violations by both motorists and pedestrians. During 81 man-hours, the police department issued 80 tickets; 40 tickets were issued to motorists and 40 tickets were issued to pedestrians.

Suffolk County PD: Pedestrian Safety Enforcement

Due to an alarming increase in pedestrian fatalities, the Suffolk County Police Department undertook a pedestrian safety enforcement project. During the course of this project, 699 summonses were issued (617 to motorists and 82 to pedestrians). As a result, pedestrian fatalities decreased substantially; in 2006 there were 15 fatalities compared to 33 in 2005.

Bicycle Safety Programs

New York Bicycling Coalition (NYBC): Sharing the Road Safely

The New York Bicycling Coalition continued to promote its *Sharing the Road Safely* program. This program is designed to heighten awareness among new drivers to the bicyclists and pedestrians who share the roadway with motor vehicles. The NYBC has been successful in

working with the American Automobile Association in training their educators to include this content in their presentations. In 2006, the NYBC also continued to establish partnerships with driver education classes in a number of schools across the state.

Helmet Distribution Programs

Helmet distribution is a basic component of virtually all bicycle safety programs in rural and metropolitan regions. In Cayuga County, over 150 bicycle helmets were distributed and fitted at programs such as bicycle rodeos and health fairs held throughout the county. In Kings County, the Nachas Health and Family Network fitted and distributed 1,000 bicycle helmets to low-income families during their annual Health Awareness Day fair.

OCCUPANT PROTECTION

Safety restraint use remains a top priority of New York's highway safety program and excellent progress has been made over the past several years in improving seat belt compliance and child passenger safety. While speeding, impaired driving, and other hazardous violations contribute to a significant percentage of highway fatalities, reducing their incidence continues to present the traffic safety community with persistent and substantial challenges. Using a safety restraint is a far more positive behavior and one that motorists are more accepting of in terms of compliance and enforcement.

New York has been very successful in increasing the seat belt use rate, largely as a result of New York's high visibility enforcement efforts. In 1999, New York embarked on one of the most comprehensive traffic safety initiatives in the state's history, the *Buckle Up New York (BUNY)* program. The goal was straightforward: to significantly increase safety restraint use. In 2002, New York joined the national seat belt mobilization effort and enhanced the *BUNY* program with the *Click It or Ticket* slogan and program elements. The effectiveness of this program was documented in an increase in usage from 80 percent in 2001 to 83 percent in 2002, followed by another increase to 85 percent in 2003. However, as has been the case with other states, New York has found that additional gains in the seat belt use rate are progressively harder to achieve; after remaining at 85 percent in 2004 and 2005, the statewide survey showed a slight decline to 83 percent.

In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety. In March 2005, a new law took effect in New York that requires all children ages four through six to be restrained in a safety restraint appropriate for their height and weight; a booster seat is the appropriate occupant restraint for many children in this age group. Child passenger safety education and public awareness, as well as child safety seat distribution programs, are important components of the state's comprehensive child passenger safety program. The purpose of these efforts is to educate the public on child passenger safety issues, increase the availability of child safety seats to low income populations, and provide instruction on the proper installation and use of child safety seats to parents and other caregivers.

The state's Occupant Protection Program is supported by a variety of funding sources, including traditional Section 402 funds, rollover funds from TEA-21 incentive grants and incentive funds available under the new SAFETEA-LU legislation.

Goals

- ? Reduce the proportion of vehicle occupants covered by the seat belt law who are killed in crashes from 0.26% in 2003 to 0.24% in 2006
- ? Reduce the proportion of vehicle occupants covered by the seat belt law who suffer serious injuries in crashes from 2.70% in 2003 to 2.50% in 2006
- ? Reduce the MSI for occupants in vehicles covered by the seat belt law from 1.24 in 2003 to 1.23 in 2006

Status of Goals

The performance measures for the first two goals are the proportion of vehicle occupants required by law to use a safety restraint who are involved in crashes and are killed and the proportion who are involved in crashes and who receive serious (A) injuries. If New York is making progress toward the goals of reducing the severity of the injuries sustained in crashes, there should be decreases in the proportions of occupants who suffer fatal and serious injuries and increases in the proportions who are uninjured or receive only minor injuries. Based on the shifts in the proportions of vehicle occupants in each of the injury categories who were involved in crashes in 2005, there have been reductions in the severity of injuries suffered by vehicle occupants who are required by the seat belt law to use a safety restraint. In 2005, 0.25% of the occupants of vehicles covered by the seat belt law who were involved in crashes were killed, down from 0.26% in 2003. The same was true for occupants who suffered serious injuries; in 2005, 2.40% of the occupants were seriously injured compared to 2.70% in 2003.

A third performance measure is the mean severity of injury (MSI). The goal to reduce the MSI for vehicle occupants who are involved in crashes to 1.23 by 2006 was met in 2005.

Performance Objectives

- ? Increase the safety restraint usage rate for front seat motor vehicle occupants from 85% in 2005 to 86% in 2006
- ? Increase knowledge and awareness of the importance of safety restraint use, children riding in the back seat, the correct use of child safety seats, and seat belt use on school buses

Status of Performance Objectives

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 85 percent in 2005 to 86 percent in 2006 was not met. After remaining at 85 percent for three years, the usage rate dropped slightly to 83 percent in 2006. The stabilization of New York's usage rate in the 83-85 percent range for the past five years indicates that additional improvements in compliance among the remaining 15-17 percent of motorists are very difficult to achieve.

The results of a statewide telephone survey of New York State licensed drivers conducted in summer 2005 indicated that there has been an increase in awareness of the state's occupant restraint enforcement and educational efforts. For example, the perception of risk of being stopped by the police for not wearing a seat belt has increased and two-thirds of the drivers have gone through a seat belt road block within the past three years. In addition, more than eight out of ten drivers have heard of the *Buckle Up New York* program and six out of ten are familiar with the *Click It or Ticket* slogan.

2006 Program Highlights

The primary strategies used during the past year were seat belt enforcement accompanied by public information and education, the two major components of the *Buckle Up New York/Click It or Ticket* campaign. Other strategies focused on improving child passenger safety and included public awareness, education and instruction for parents and other caregivers on the proper installation and use of child safety seats, training for technicians and instructors to provide these services to the public, child safety seat distribution programs, child seat check events, research and evaluation, and the passage of new legislation.

One of the primary components of New York's efforts to increase seat belt use is increased enforcement. By any measure this strategy continues to be successful. Since the inception of the *BUNY/CIOT* campaign in 1999, (with the exception of 2001, an unusual year due to the aftermath of the September 11 attacks), approximately 500,000 seat belt tickets have been issued annually. In 2005, police officers in New York issued nearly 495,000 tickets for violations of the state's occupant restraint laws.

Enforcement

Buckle Up New York/Click It or Ticket

The high-visibility enforcement and PI&E campaign, *BUNY/CIOT*, consists of a number of proven components:

- ? **Executive level support:** One of the hallmarks of the program has been the support received from the highest levels of law enforcement. For example, the Superintendent of State Police, Commissioner of the New York City Police Department, and executives at the state Police Chiefs and Sheriffs Associations have all vigorously supported this program. This executive level support has been crucial to its success.
- ? **High visibility enforcement - checkpoints:** The enforcement efforts are made highly visible to the public in a number of different ways, including the conduct of checkpoints and extensive outreach to the media, which has resulted in increased awareness of the importance of safety restraint use. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- ? **Dedicated roving patrols:** Because of manpower limitations and other constraints, it is not always possible to conduct seat belt checkpoints. Dedicated roving patrols, particularly during the enforcement mobilizations, is an effective strategy that is used to augment the more visible checkpoints.
- ? **Zero-tolerance enforcement:** The police continue to follow a zero tolerance policy in enforcing occupant restraint violations; no warnings are issued. This is a departure from prior years when the common practice was for officers to issue warnings for seat belt violations or not to stop the violator at all. The perception of risk of receiving a seat belt ticket is now quite high, due in large part to this zero tolerance policy and practice, in addition to the high-visibility nature of the enforcement and PI&E efforts.

- ? **Statewide, multi-agency effort:** In every county in the state, the police participate in joint checkpoints and other multi-agency activities. This multi-agency approach has had significant positive results, not the least of which is the public perception that all police agencies, no matter what the uniform or region of the state, are serious about seat belts. Another positive outcome has been a better working relationship among the different agencies and increased cooperation with other traffic safety efforts, as well as other enforcement programs.
- ? **Seat belt mobilizations:** Seat belt mobilizations or waves are conducted during specific time periods; one 14-day wave is conducted in conjunction with the national mobilization in May and a second 14-day wave is conducted in November. These mobilizations consist of intensive enforcement, publicized through a media campaign and other PI&E activities.
- ? **“Expanded Efforts”:** Since 2003, the statewide seat belt mobilizations have been supplemented with a program entitled “Expanded Efforts” which provides increased, ongoing enforcement on a year-round basis. Police departments are provided funding to conduct increased seat belt enforcement, such as road checks and dedicated roving patrols, at times more suited to the agencies’ scheduling needs and available resources.
- ? **PI&E and media outreach:** Public awareness efforts focus on publicizing the *BUNY/CIOT* message through the airing of PSAs, the issuance of press releases, and other contacts with the media. Since the early years of the program, the statewide PI&E and media efforts have been very successful; in recent years, local agencies have become much more adept at conducting these types of activities.
- ? **Reporting and evaluation:** The police agencies receiving grant funding are required to report on their wave and “expanded efforts” activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use; information to assess the effectiveness of the program is also collected through telephone surveys and other methods, and reported restraint use in crashes is monitored.

Over the past year, the *BUNY/CIOT* program continued to incorporate these fundamental components. The GTSC supported 253 police departments statewide, including the State Police, departments in all major cities including the New York City Police Department, county sheriffs, and many city, town, and village enforcement agencies. Their efforts during the two enforcement waves conducted this year generated the following activity:

November 2005 Mobilization

- ? 150 departments reported activity during the mobilizations
- ? 425 checkpoints were conducted statewide
- ? 18,353 occupant restraint tickets were issued
- ? 891 tickets were issued for violations of the state’s child restraint law
- ? 26 different police departments reported conducting media outreach and 33 reported making notable criminal arrests associated with the campaign and other dedicated activities
- ? Nearly 40,000 tickets in total were issued for various Vehicle & Traffic Law violations

May 2006 Mobilization

- ? 645 checkpoints were conducted statewide
- ? Nearly all of New York's police agencies participated to some extent
- ? Over 58,000 occupant restraint tickets were issued, including 2,400 for violations of the child restraint law
- ? The majority of the state's media activities were conducted during the May mobilization

“Expanded Efforts”

The “Expanded Efforts” enforcement component generated additional enforcement activity over the course of the year. Data from these expanded efforts are still being compiled and are not yet available.

Other Enforcement Activities

Increased Efforts in New York City and the Surrounding Area

The New York City metropolitan area has historically had a lower seat belt usage rate than the rest of the state. A new strategy to increase participation and enforcement was initiated in FFY 2005 and continued in FFY 2006. The focus of these efforts was the New York City Police Department (NYPD) and other police departments in the counties adjacent to New York City. The NYPD incorporated seat belt enforcement into its TrafficStat process in 2005 which proved highly effective in motivating officers to conduct increased levels of seat belt enforcement. The NYPD also enacted a seat belt policy which mandates the use of seat belts by officers while on-duty. Other efforts included special outreach by the GTSC Law Enforcement Liaisons to the police chiefs in the greater metropolitan area; increased enforcement by the State Police during the mobilization periods, as well as during monthly details; and increased emphasis through the New York State Association of Chiefs of Police.

24/7 Enforcement

The *BUNY/CIOT* enforcement model has had other desirable outcomes, in addition to higher seat belt compliance rates; one such outcome is more day-to-day enforcement by police. The program has been so successful, in part, because it had executive level support from the beginning. In addition, the police, like the general population, have been exposed to a great deal of PI&E and media publicity regarding the importance of using seat belts. A number of agencies, including the NYPD and many local departments, enacted seat belt policies. All of these factors resulted in police officers enforcing the seat belt laws more strictly, not only during mobilizations, but also on routine day-to-day patrol throughout the year.

Nighttime Enforcement

New York has begun to explore the feasibility of conducting nighttime seat belt checkpoints. While sobriety checkpoints have been in use for many years in New York, police departments have only recently started to examine and pilot seat belt checkpoints after dark. The most obvious difficulty in implementing this strategy is visibility, being able to see into the vehicles to detect noncompliance.

Earlier this year, GTSC staff attended a NHTSA summit called “Innovative Strategies for Law Enforcement Executives,” where nighttime seat belt enforcement was discussed. The Orange County Sheriff’s Department and the City of Corning Police Department in Steuben County who also attended the NHTSA summit have conducted nighttime seat belt checkpoints in the past year. Both departments conducted the checkpoints in well lit business districts and reported that significant numbers of seat belt tickets were issued, on par with the volume issued during daytime checkpoints.

The State Police also began evaluating nighttime checkpoints during the past year and will pilot a number of them in FFY 2007. 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.

Enforcement Targeting Commercial Vehicle Drivers

A special effort was initiated during the May 2004 wave to more strictly enforce the occupant restraint laws for commercial vehicle drivers, a group with traditionally lower seat belt usage than the general driving population. This effort continued during the May 2005 and May 2006 mobilizations. Troopers assigned to the Commercial Vehicle Enforcement (CVE) unit were required to be present at regular *BUNY/CIOT* checkpoints. These CVE members were also positioned at tollbooths on the New York State Thruway and at the entrance to commercial vehicle inspection sites to detect seat belt violations by commercial drivers. A total of 1,434 seat belt tickets were issued to commercial vehicle operators. The majority of these tickets were written under New York State Transportation Law section 140-2d(ii), referencing 49CFR392.16, rather than the pertinent New York State Vehicle and Traffic Law section, since violations of this section of the Transportation Law carry a higher penalty. These increased commercial vehicle enforcement efforts will continue in the future.

State Police Monthly Enforcement Details Targeting Low-Use Areas

The State Police continued to conduct increased seat belt enforcement in counties throughout the state where seat belt compliance is below average. This effort was initiated in 2004 when the State Police implemented a new Troop Traffic Safety Plan process which provides for a more efficient approach to local problems. Troopers conducted monthly seat belt enforcement details in each of the ten Troops statewide; 2,213 seat belt and 52 child restraint tickets were issued during these details.

National Child Passenger Safety Week

During the week of February 12–18, 2006, a number of agencies throughout the state conducted increased enforcement and education activities. While data were not collected from local agencies for that period, the State Police reported conducting 44 enforcement and education details statewide and issuing 4,504 occupant restraint tickets, including 183 tickets for child safety restraint violations.

Public Information and Education

Although enforcement is the key to greater seat belt use, a strong public information and education component is vital as well. New York continued to incorporate PI&E into the *BUNY/CIOT* program. Police departments and other traffic safety partners conducted a wide variety of PI&E activities throughout the state in 2006; a number of those activities are highlighted below.

Much of the PI&E activity for the November 2005 mobilization was conducted at the State Police Troop level and by local police departments. A number of State Police Troops held press conferences and all ten Troops issued press releases. The State Police updated and distributed a variety of informational and promotional materials at numerous venues, including the annual New York State Fair. The State Police also disseminated radio public service announcements statewide and media outlets were encouraged to broadcast these messages, particularly during the week preceding each *BUNY/CIOT* enforcement wave. Demonstrations using the rollover simulator and seat belt convincer were conducted at several sites and in conjunction with some local holiday media events and National Child Passenger Safety Week. While data are not yet available regarding local police department media activity, based on mid-year progress reports and last year's media numbers, it is estimated that local departments' efforts at media outreach remained at a high level, similar to past years.

As during other mobilization periods, New York was very successful in obtaining earned media coverage of the enforcement and educational activities undertaken as part of its *BUNY/CIOT* program. The media continues to take an active interest in the program and frequently refers to the mobilizations as "enforcement blitzes." Most of the news stories feature photographs of police checkpoints and interviews with officers and motorists. Police officers have also improved their skills and are better able to articulate the goals and objectives of the program and explain why the enforcement activities are conducted.

Through New York's partnership with the New York State Broadcasters Association, a major media effort was undertaken in conjunction with the May 2006 wave. Through this partnership, non-commercial sustaining announcements (NCSAs) with the *Click It or Ticket* message were aired on television and radio stations across the state. This NCSA campaign ran for eight weeks, from April 24 – June 25. During that period, a total of 15,894 spots were aired.

In addition to the statewide NCSA campaign, the GTSC contracted for paid media with the Cable Television Association of New York to air *Click It or Ticket* messages targeting the Hispanic communities in the downstate and metropolitan New York City areas. This program resulted in the airing of 3,625 spots from May 15 – June 4.

The New York State Fair, county fairs and other like venues provide excellent opportunities to disseminate traffic safety public information and education. The New York State Police and the Department of Motor Vehicles provided educational displays and distributed brochures and other information at the New York State Fair which draws an estimated one million visitors each year. The Niagara County Traffic Safety Fair and the Erie County Traffic Safety Fair are two well-attended events held in the Buffalo region each year. Traffic safety information was distributed at these fairs as well as events organized by the Ulster County

Community College, Albany County Traffic Safety Board, the Town of Newburgh Police Department (Orange County), and the Town of North Greenbush Police Department (Rensselaer County).

Child Passenger Safety

New York's occupant restraint law covers all front seat occupants and children up to age 16 seated in the rear seat of vehicles; children under the age of four must be in federally-approved child safety seats. On March 27, 2005, a new child passenger restraint law took effect requiring children ages four, five, and six to be restrained in an appropriate child restraint system, based upon the child's age, height, weight, and vehicle equipment. Depending upon the size of the child, the restraint may be a child safety seat or a booster seat. Two additional amendments were passed to accommodate vehicles with lap belts only and children weighing over 100 pounds. 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 driver violation points if a passenger under the age of 16 is not properly restrained in accordance with the law.

New York's Child Passenger Safety Program includes several educational components designed to improve the safety of children transported in vehicles on the state's roadways.

Public Information and Education

The Governor's Traffic Safety Committee continued to provide support and coordination for statewide public information and education to encourage seat belt and child restraint use. Child passenger safety messages have been disseminated statewide through a variety of delivery mechanisms including the broadcast media, printed materials and over the Internet. This year's public awareness and education campaign continued to focus on the new child passenger safety law and booster seat use. The New York State Police and the NYS Health Department Bureau of Injury Prevention updated and distributed booster seat safety educational brochures that detailed the new law. These were distributed at various venues, including the annual New York State Fair. The Bureau of Injury Prevention also created a new brochure on child passenger safety for infants and toddlers with special health care needs.

Local agencies distributed booster seat information through the wide network of traffic safety programs and organizations that extends to every county in the state. Many local agencies were highlighted in the local broadcast media demonstrating booster seat use.

The GTSC also provided educational materials, technician assistance, and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues, particularly on the new law. The GTSC continued to serve as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events and other child passenger safety activities. Child passenger safety information is routinely updated on the GTSC's web site. In FFY 2006, there were 117,808 hits on the child passenger safety web pages.

Regional Child Passenger Safety Conference

The Fifth Annual Regional Child Passenger Safety Conference was held March 28-30, 2006 in Wildwood, New Jersey. The conference is a joint effort between New York and New Jersey to increase the level of knowledge and competence of educators, practitioners, and others interested in child passenger safety issues. Approximately 450 people attended from New York, New Jersey, Connecticut, Pennsylvania, Maryland, Virginia, Washington, D.C., and Puerto Rico.

Many workshops were offered this year on a broad range of special CPS interests including EMS, special needs, bus transportation, and law enforcement. Representatives from SAFE Kids National, the National CPS Board, and NHTSA conducted workshops for technicians and instructors, giving them an opportunity to hear about changes on the national level and ask questions. Representatives from child safety seat manufacturers and special needs occupant restraint manufacturers presented workshops and demonstrated their new products. One of the most popular workshops was entitled "Twins" and addressed the issue of increasing the use of safety belts among eight to fifteen year olds. Research was shared to help traffic safety advocates focus their efforts on this age group.

Certified Technician Training Program

In 1999, the child passenger safety technician program in New York started with 98 certified technicians and nine instructors. Today, the program has grown to over 1,255 certified technicians and 68 instructors. This past year, 29 Standardized Child Passenger Safety Technician Training classes were conducted across the state in Albany, Bronx, Chenango, Chautauqua, Clinton, Dutchess, Erie, Genesee, Herkimer, Livingston, Monroe, Nassau, Niagara, Oneida, Onondaga, Ontario, Oswego, Putnam, Queens, Rockland, St. Lawrence, Suffolk, Sullivan, Warren and Westchester counties. As a result, 386 new technicians were certified in New York this year.

When Safe Kids Worldwide adopted new policies and procedures regarding certification, many technicians and instructors in New York State did not recertify. This year, 14 Renewal Classes were conducted across the state which gave 131 technicians an opportunity to recertify. Classes were held in New York City and in Chenango, Dutchess, Monroe, Nassau, Niagara, Onondaga, Oswego, Rockland, Schenectady and Westchester counties.

Child Passenger Safety Update/Refresher Training Classes

This one-day training provides technicians and instructors who received their training several years ago with the latest information to update their skills and stay current with new procedures and guidelines. These classes continue to be held throughout the state.

Specialized Child Passenger Safety Training Classes

These classes are designed for certified technicians who want to learn more than what is taught in the standardized Child Passenger Safety Technician Training curriculum. One example is the 2-day Transporting Children with Special Needs class which was conducted at St. Mary's Hospital for Children in Queens. St. Mary's Hospital now has four Special Needs Instructors on their staff; seven technicians from St. Mary's healthcare system completed this training that was

attended by 11 participants. The CVPH Medical Center in Clinton County also conducted this class in upstate New York.

Child Passenger Safety Awareness Training

To increase public awareness regarding child passenger safety, certified technicians have continued to conduct awareness classes at senior centers, Head Start agencies, women's shelters, elementary schools, day care centers, YWCA facilities, hospitals, BOCES programs, churches, health clinics, fire departments, emergency medical services agencies and social services agencies. There was an increase in the number of agencies conducting awareness classes in 2006. Agencies are starting to conduct fewer check-up events but are increasing their efforts to educate the public by conducting awareness classes for parents, caregivers, grandparents and others who transport children. Due to Head Start mandates regarding the transportation of children, there was an increase in the number of classes conducted for school bus drivers across the state.

The New York City DOT held 12 awareness workshops from October to December 2005 for Head Start programs in the Bronx, Brooklyn, Queens and Manhattan. More than 420 parents from culturally-diverse communities attended these workshops and were educated on the importance of using child safety seats.

Increased efforts were also made to reach out to the culturally-diverse and rural populations in the state. Technicians from Seaway Valley Ambulance in rural St. Lawrence County conducted awareness training for the residents and workers at NYSARC and for expectant mothers and caregivers of children under age four associated with the Gabriel's Helping Hands program.

Good Samaritan Hospital in Suffolk County continued to provide awareness training for health care workers, nurse managers, nurses, nurse's aides, ward clerks and other hospital staff that work in Mother/Baby, NICU, Pediatrics and PICU. This ongoing program operates a couple of hours each week to reinforce the knowledge of hospital staff and assist patients who are being discharged. As a result of the training, hospital staff have indicated interest in becoming certified technicians.

In 2006, the Jamestown Police Department increased the number of awareness classes conducted during the year to 29. The police department now requires all clients from their child safety seat distribution program to attend an awareness class at WCA Hospital; this education is also mandatory for all parents in the hospital's Lamaze classes. More than 410 people attended these classes this year.

Child Safety Seat Check Events

The Governor's Traffic Safety Committee continued to support child safety seat check events through a mini grant program. The trend in New York State has been to conduct fewer car seat check events but to conduct them with increased publicity. In FFY 2006, 478 child safety seat check events were conducted in 49 counties across the state. Of the safety seats inspected during these events, only about eight percent were installed correctly and most of these were booster seats. During these check events, approximately 2,910 child safety seats were replaced or given away to parents and caregivers. Some of the local check events are highlighted below.

- ? As in the past, the largest car seat check event in Albany County was held in June at Sears in Colonie Center where approximately 75 technicians were on-hand to educate parents and caregivers. This was the fifth year for this event which was highly publicized on TV and in the newspapers. At this year's event, 148 child safety seats were inspected, the largest number of inspections conducted at one single event.
- ? Another very successful check event was held at the Newark Volunteer Fire Department in rural Wayne County, in cooperation with the Wayne County Public Health Department. The event which was held in a culturally-diverse, low-income area was publicized in local newspapers and through posters and flyers. A total of 126 inspections were conducted, one of the largest turnouts in the county. Other rural counties such as Oswego have also found that child safety seat checks remain the best way to reach the public in remote parts of the county; in some cases, counties have had greater success with residents traveling to the check events than taking the check events to the remote areas.
- ? This was the second year that Tim Horton's, a chain of donut shops, sponsored its successful campaign, "A Safe Ride Equals a Fun Ride". Seventeen child safety seat events were conducted at their stores in Erie, Niagara, Chautauqua and Monroe counties from August 21-September 1, 2006. CPS technicians from the State Police and other organizations helped to educate parents at these events. As a result of the increased efforts of the Tim Horton's company this year, more than 500 child safety seats were inspected and over 100 seats were replaced.
- ? The City of Newburgh Police Department conducted three highly successful child safety seat check events this year. These events were well-publicized through the print media, radio stations, the City of Newburgh's website and by distributing flyers. The events attracted so many parents that it was necessary for the police department to schedule appointments for those who came late. During these events, 124 child safety seats were distributed to families in the city's minority communities.

In addition to car dealerships, some of the corporations who helped to sponsor car seat check events this year were the American Automobile Association, Babies R Us, State Farm Insurance, Home Depot, K-Mart, Wal-Mart, Kohl's, Sears, Curves, Burlington Coat Factory, Price Chopper, Stew Leonard's, Tim Horton's and Wegman's Markets.

Permanent Child Safety Seat Fitting Stations

In FFY 2006, the GTSC awarded mini grants to support the operation of 168 permanent fitting stations in New York State. In addition, there are 21 fitting stations operated by the State Police. Based on the reports received by the GTSC as of November 15, 2006, agencies operating fitting stations reported conducting 20,791 child safety seat inspections and giving away nearly 5,500 seats.

The GTSC also awarded grants for the purchase of 16 storage trailers to be used as mobile fitting stations, storage facilities, and/or educational training trailers. The trailers continue to be a great means of promoting the child passenger safety program. They attract the public's interest while on the highways or parked at a child passenger safety event.

This is the second year that the six agencies in the Town of Greece have operated together as a coalition under the Greece SAFE KIDS organization. As a result of this cooperation, the fitting stations are now coordinating their schedules of operation so that they are able to offer a fitting station somewhere in the town every Wednesday afternoon. Each agency is responsible for one monthly check up event and with all the agencies working together, the public does not have to wait more than one week to have their car seat inspected. This year, 1,120 child safety seats were inspected at the fitting stations in the Town of Greece.

The child passenger safety program in Oswego County remains one of the best programs in the state. The program continues to train technicians, open fitting stations, expand its partnerships and remain very active in educating the public. This year, five bus drivers were trained as technicians and have become very active in conducting installations of occupant restraints on school buses and vans, as well as educating other bus drivers. In addition to the three permanent fitting stations in the county, inspections are conducted by technicians from several agencies, including BOCES, the Sheriff's Department, the Oswego Police Department, the Traffic Safety Office, and the Migrant Education Office. Because Oswego County is in a rural area where there is no television coverage or reporter to promote the child passenger safety program, the CPS Coordinator writes articles, takes photographs, and has established a contact with the local press to get publicity for the CPS program. This has kept the program in the news on a regular basis and has contributed to the success of the program

Child Safety Seat Distribution Program

The GTSC funded 61 child safety seat distribution programs for low-income families in 47 counties, including the five boroughs of New York City. Each program may have a different approach to child passenger safety education, but all of the programs have a certified CPS technician spend 20-30 minutes teaching the parents how to install their car seat. Some also show the families an educational video and/or provide the family with educational brochures and materials. Over 6,100 child safety seats were distributed to low-income families across New York State in FFY 2006 through this program.

One example of these programs is Washington County Health Department's child safety seat distribution program which started in the mid-90s with the distribution of 40 seats. The program has continued to grow and in 2006, 225 child safety seats were distributed to families in the county. The project director, representing distribution programs in rural areas, was one of the main speakers on a nationwide teleconference hosted by the National Association of County and City Health Officials (NACCHO). This teleconference was part of NACCHO's Emerging Issues in Maternal Child Health Conference Call series. Although the majority of referrals to its child seat distribution program come from the WIC program, the Health Department also conducted seat belt safety preschool programs at local Head Start programs, as well as private preschools. The program included reading the "Riding with Buckle Bear" story, watching a video, talking with the children about the importance of buckling up and using a booster seat, and having the children practice buckling into a booster seat with a seat belt attached. In FFY 2006, the program

was delivered to approximately 250 children. A flyer about the distribution program was sent home with each child.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety 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. Accomplishments of the CPS Advisory Board in FFY 2006 included the following:

- ? The New York State CPS Standards of Performance were updated
- ? A PowerPoint presentation used to promote the CPS program to organizations in New York State was updated
- ? An Instructor Development class was conducted for all New York State instructors in February 2006
- ? All technician training courses for the year were scheduled in January 2006
- ? Work began on the development of a curriculum for the Update/Refresher class
- ? More child passenger safety information and news for technicians and instructors was posted on the GTSC website
- ? New policies for conducting technician training classes were established
- ? Quarterly CPS update reports were distributed to technicians in their regions

Minority Outreach

An important objective of New York's program has been to increase awareness of occupant restraint issues and to increase occupant restraint use among members of minority communities. A GTSC staff member serves as the Minority Outreach Coordinator and is responsible for furthering this objective. During FFY 2006, the Minority Outreach Coordinator and other GTSC staff participated in a number of meetings and events that provided the opportunity to network with leaders and other members of minority communities and raise awareness of traffic safety issues affecting the groups they represent. Examples of the events attended and various organizations contacted included:

- ? The annual Somos El Futuro Conference sponsored by the NYS Assembly/Senate Hispanic Task Force
- ? The Annual Martin Luther King Jr. Memorial Observance held in Albany
- ? The Dr. King Leadership Symposium in Albany
- ? The Cultural Competency Training Symposium at the NYC Metro Hospital Center
- ? Meetings of the Inter-Agency African-American/Black History Month Committee
- ? The International Traffic Safety Symposium held at the New York International Auto Show in New York City
- ? The annual Empire State Law Enforcement Traffic Safety Conference
- ? Hispanic Heritage Month celebrations at New York City's Battery Park and the State Museum in Albany

- ? The Ulster County Latino Festival in Kingston, NY
- ? The Ulster County Health and Safety Institute's community traffic safety outreach program in Ellenville, NY
- ? Riverside Consumer Action Day at Riverside Park in New York City
- ? Hispanic Day parade held in New York City
- ? Second Annual Harlem Consumer Action Day in New York City

The Minority Outreach Coordinator, while attending the Annual NYS Highway Traffic Safety Conference in Rochester, served as the moderator for a panel entitled "Developing and Implementing a Cultural Diverse Traffic Safety Program." This workshop generated a great deal of interest in how to effectively deliver culturally sensitive and acceptable traffic safety messages and has led to the formation of the Multi-Cultural Traffic Safety Outreach Coalition. A mission statement has been formulated and members of the coalition plan to compile a document of "best practices."

COMMUNITY TRAFFIC SAFETY PROGRAMS

The 402 grants awarded to local jurisdictions are a major component of New York's highway safety program. These Community Traffic Safety grants provide the opportunity for local communities and counties to customize programs to address their specific highway safety priorities. As a result, these grants encompass strategies from several traffic safety program areas and contribute to the achievement of New York's statewide goals and objectives.

2006 Program Highlights

Westchester County Community Traffic Safety Program

Westchester County Community Traffic Safety Program provides education and public information programs on aggressive driving; occupant protection, including child passenger safety; and bicycle, pedestrian, and school bus safety. In addition, the Community Traffic Safety Program has partnered with the Westchester County Offices of Hispanic and African American Affairs to promote traffic safety at fairs, festivals and museum events, and through newsletters, web sites and the "Passport to the World" program which informs the Hispanic community on events in Westchester County. In addition, traffic safety information is provided to newly sworn-in U. S. citizens in Westchester County, numbering 200-300 each month.

Dutchess County Community-Orientated Traffic Safety Education and Injury Prevention

The Dutchess County Community-Orientated Traffic Safety Education and Injury Prevention Initiative targets both youth and the mature driver. To promote school bus safety in Dutchess County, School Resource Officers and Safety Officers in six school districts provided classes on school bus safety. In addition, the Dutchess County Traffic Safety Board selected a "School Bus Driver of the Year" from among the drivers from all school districts and private companies in the county. The Dutchess County project also sponsored three Dutchess County Office for the Aging traffic safety informational picnics for seniors, in addition to distributing PI&E materials at many other events.

Clinton County Comprehensive Traffic Safety Program

The Clinton County Comprehensive Traffic Safety Program targets aggressive driving and youth. Deterring the aggressive driver is accomplished through the coordination of a multi-agency enforcement campaign and an education campaign. One component of the aggressive enforcement effort was incorporated into the county's Operation Safe STOP campaign. In addition, an educational PowerPoint presentation targeting aggressive driving among youth was developed for delivery to high school age drivers. Bicycle and pedestrian safety are also priorities for this program.

New York City Department of Transportation (NYCDOT)

This project conducted by the NYCDOT provided an educational approach to the development of walkable communities and safe travel planning. The NYCDOT uses a multi-faceted approach by integrating walkable community maps into presentations for high risk populations, creating special safety programs for each grade at schools selected for engineering and education interventions, and creating and distributing safety orientation packages for new, relocated, and expanded elementary schools.

The NYCDOT also developed a pedestrian safety PSA campaign that utilizes outdoor advertising on buses, shelters and taxi tops, as well as a new pedestrian safety video. Comedian Freddy Roman hosts the new pedestrian safety video, "There's More to Taking a Walk than Moving Your Feet," aimed at educating older adults. The video features older adults from senior centers across New York City discussing traffic safety challenges they face every day as pedestrians and solutions to those challenges. A curriculum guide for use with the video is currently being developed.

South Fork Community Health Initiative

South Fork Community Health Initiative, a not-for-profit organization in Suffolk County, delivered a broad educational outreach program to audiences in the towns of Easthampton and Southampton. Topics covered in this comprehensive program included occupant protection and pedestrian and bicycle safety. Child passenger safety is one of the major components of the program; child safety seats and newborn safety are covered in the last class of a six-week pre-natal program and the moms-to-be who attend the class receive a car seat.

Schenectady County Traffic Safety Education

The project conducted by Schenectady County focused on pedestrian, bicycle, work zone, railroad and young driver safety. The project coordinator held a Walk Our Children to School (WOCS) event in October that reached approximately 400 children in grades K-5. Additional pedestrian safety programs were delivered, upon request, at the Children's Housing Authority in Schenectady. A new teen driver's information packet was also compiled and distributed to new drivers residing in Schenectady County.

TRAFFIC RECORDS

Accessibility to timely, accurate traffic records data is a critical component of New York's performance-based program planning processes. To identify the nature and location of traffic safety problems and develop appropriate countermeasures, data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering are needed at all jurisdictional levels. The need for such data, together with the need for data analysis support, is being addressed vigorously by the primary agencies responsible for the state's traffic records systems. New York's continuing commitment to improving its traffic records systems is evidenced by a variety of initiatives undertaken by these agencies during the past year:

- > Compilation of a comprehensive inventory of the state's various traffic records data systems
- > Development of a comprehensive strategic plan based on the findings from the inventory process
- > Expanded efforts to increase the proportion of crash and ticket records that are captured and submitted electronically to the NYS Department of Motor Vehicles
- > Improved data linkages among agencies that use traffic records data

These initiatives have significantly improved the timeliness, accuracy, and availability of traffic safety-related data, enabling agencies to enhance their abilities to identify traffic safety problems and develop, manage, and evaluate safety programs. Specific strategies implemented in this program area and the progress made during 2006 in attaining the performance goals and objectives are summarized below.

Goals

- ? Continue to assist with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems in 2006
- ? Continue efforts to enhance DMV's AIS and TSLED records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2006
- ? Complete the report on the comprehensive assessment of the state's major traffic records systems for traffic safety managers in 2006

Status of Goals

During 2006, significant progress was made toward achieving the goals established for the Traffic Records program area in the 2006 Highway Safety Strategic Plan. The Traffic Records Coordinating Council (TRCC) continued to provide assistance 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) has also played a prominent role in coordinating various activities related to improving the state's traffic records systems. The GTSC has designated a member of the ITSMR staff to be the state's Traffic Safety Information Systems Coordinator (TSIS). The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities with regard to the planning process and development of the state's traffic records strategic plan.

In 2006, ITSMR and GTSC, with the assistance of the TRCC, completed their efforts to compile a comprehensive inventory of the state's various traffic records systems. The inventory process involved gathering descriptive information about each system, determining its strengths and weaknesses, and identifying potential improvement opportunities. Based on the findings from the inventory process, a new strategic plan for improving these systems was developed and submitted to NHTSA in June as part of New York's 408 grant application for traffic records funding. The grant application was approved in August and work on implementing the strategic plan began in earnest in September.

During 2006, the TSIS Coordinator, again with the assistance of the TRCC membership, was responsible for verifying or validating the current status of the state's traffic records information contained on various NHTSA resource websites. The TSIS coordinator works directly with the NHTSA web database contractor to ensure that all information on the websites is updated at least annually. ITSMR also continues to work with the Department of Health to facilitate the creation of a CODES database and to work with the Department of Transportation to obtain more timely information on fatal crashes involving large trucks.

ITSMR continued to assist the DMV in enhancing its capability to query and retrieve information from the DMV's crash (AIS), tickets, (TSLED and Administrative Adjudication), and driver license files. In addition to being responsible for the verification of the crash data in the AIS, ITSMR's responsibilities include extracting and analyzing highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including the Department of Transportation, the State Police, and the Department of Health; and other state and local highway safety organizations. ITSMR is also responsible for providing the data needed to support the development of the state's major planning documents, the Highway Safety Strategic Plan and the Commercial Vehicle Safety Plan, and the incentive grant applications and reports that are required for the receipt of federal funds.

The Department of Motor Vehicles continued to make improvements to its accident and ticket reporting systems in 2006. The single most important accomplishment was improving the timeliness of crash data. The data entry backlog of crash data is less than two months, down from 10 months a year ago. To further improve the operation of the AIS, DMV's IT office assumed responsibility for the technical administration of the AIS from an external vendor. Another major accomplishment during 2006 involved testing the interface between AIS and the state's new accident location information system (ALIS). The application of new technologies and the establishment of additional linkages continue to improve the timeliness, accuracy, and completeness of the data collected. Between January and September 2006, approximately 88,000 crash reports were submitted to DMV via TraCS; approximately 925,000 tickets were submitted via TraCS between January and December 1, 2006.

Performance Objectives

- ? Continue to support implementation of technologies that promote traffic safety by enforcement agencies and the courts at the local level, including providing the training required to use such technologies, in 2006
- ? Continue to support implementation of technologies that promote traffic safety by agencies and courts at the state level in 2006

Status of Performance Objectives

During 2006, substantial progress was made in improving New York's accident and ticket records systems. Accomplishments in 2006 include:

- ? Between January and September 2006, approximately 88,000 crash reports were received electronically by the DMV through TraCS, representing 30%-35% of the reportable crash reports received during that period.
- ? The Truck and Bus Supplemental accident report form (MV 104S) was redesigned and made available both in paper format and in electronic format through TraCS.
- ? Development of ALIS is ongoing. The maps needed for the database have been completed; the prototype has been tested and refinements are being made. When fully operational in late 2006, ALIS will be a critical component in identifying high accident locations and developing measures to address problems at these sites.
- ? The eDATE project to electronically accept ticket data from both enforcement agencies and courts is ongoing; as of December 1, 2006, 580 of the state's 1,400 courts are using the e-disposition process. Between January and December 1, 2006, more than 2.4 million transactions were processed and posted to the TSLED file via the electronic reporting of dispositions and scofflaws by the courts.
- ? Between January and December 1, 2006, the Administrative Adjudication (AA) ticket system received approximately 28,000 tickets electronically, representing two percent of all tickets issued under the AA system.
- ? The 2004 and 2005 DMV crash files and DOH injury surveillance files were linked to conduct studies on injury outcomes related to the use of occupant restraints in crashes and injury outcomes in alcohol-related crashes.
- ? Progress continues with respect to developing the capability to collect and analyze roadway-related data that can be used to support engineering solutions that seek to improve traffic flow, thereby reducing dangerous driving behaviors, and to decrease crashes, fatalities, and injuries. This effort involves the development or enhancement of DOT databases and the use of technologies to capture needed data in a timely, accurate manner. Specific activities involve replacing obsolete/unsupported software, improving querying/reporting capabilities, and developing linkage protocols for selected data systems, including the Highway Data Management System (HDMS), Safety Information Management System (SIMS), Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System. In addition, work continued on developing highway

safety inventory systems at the state and local levels, which enable traffic safety managers to identify problem sites and make recommendations for improvements.

ITSMR is continuing to assist DMV in furthering its goal to provide timely, accurate crash data through the AIS. While DMV focuses its efforts on eliminating the backlog in the data entry of accident reports, ITSMR is responsible for verifying the accuracy of the AIS crash data. Problems identified by ITSMR staff are referred to DMV staff for resolution. The primary software that ITSMR uses to query and test the system and produce reports includes Oracle, Access, and SAS. In addition, ITSMR continues to annotate and update the data dictionary and other data base documentation materials for the AIS, as warranted. ITSMR is also responsible for generating a series of statistical summary reports from the new AIS and making them available on DMV's website. These reports are used by police agencies and other highway safety agencies across the state. ITSMR also generates custom reports on request.

Additionally, ITSMR is responsible for responding to special requests for ticket data from the TSLED and Administrative Adjudication ticket systems. This involves writing code to analyze the data and preparing a summary report on the findings from the analyses.

2006 Program Highlights

Statewide Coordination of Traffic Records Systems Improvements

During 2006, GTSC continued to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. Based on input from the Traffic Records Coordinating Council (TRCC), this process identified and described current data systems, the input and output process flows for the technologies used, and the legal considerations that govern the operation and use of the systems. One of the TRCC's goals has been to expand the availability and use of traffic safety data at all jurisdictional levels and by all traffic safety partners. The data are used to aid in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements.

Improvements to the Accident and Ticket Systems

During 2006, the Department of Motor Vehicles continued to make improvements to its accident and ticket reporting systems. These improvements include the application of new technologies and the establishment of additional linkages that will improve the timeliness, accuracy, and completeness of the data collected. New York's Traffic Records program has expanded its efforts to support the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This effort is supported through the purchase of equipment, such as printers, bar code readers, and magnetic strip readers.

A significant improvement to the accident records system will be the full implementation of the state's new accident location information system (ALIS). Progress continued on the development of ALIS, which will capture location coding information based on a wide variety of geographic locators, including coordinates, reference markers, mile markers, and street addresses.

During 2006, the maps needed for the ALIS database have been completed; a prototype of the system has been tested; and an application is being developed that will enable the DOT or local municipalities to notify the database administrator when new roads are built or roads are closed. When fully operational, ALIS will significantly improve enforcement, engineering, and EMS efforts throughout the state.

Increased Use of Technology for Data Collection

The expanded use of TraCS across the state and the implementation of ALIS are two prominent examples of how the use of new technologies offers tremendous potential gains in productivity at all levels of government with respect to the collection, transmittal, and access to traffic-related data. Currently, approximately 30%-35% of the reportable crashes and 50% of the tickets are being reported to the DMV electronically, greatly improving the timeliness, completeness, and accuracy of the state's crash and ticket data. The increasing number of police agencies using laptop computers, scanners, and printers in patrol vehicles is having a profound impact on all data collection activities, enabling more and more data to be entered in the field rather than at a central data entry site. As of December 1, 2006, 136 enforcement agencies, including the State Police, have the capability to enter crash and/or ticket data in the field for real-time transmission to DMV via TraCS.

During 2006, a number of upgrades were initiated to better facilitate TSLED's receipt of electronic disposition data from the courts. The completed upgrades will enable TSLED to automate a number of transactions, including reporting of disposition and arrest amendments and suspensions pending prosecution, as well as scofflaw reporting for non-eDATE courts. The automation of these transactions will improve the timeliness and accuracy of citation and adjudication data.

Development and Use of Data Linkages

Data linkages are important in collecting and 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. Improvements to the methodology that link the crash and injury surveillance data enhance the development of program initiatives that target specific population sub-groups and permit the examination of costs associated with crashes.

Use of Technology for Dissemination of Information

In FFY 2006, there were approximately 12.1 million hits on the GTSC "Traffic Safety Place" web site, www.safeny.com, compared to 9.7 million in 2005 and 6.6 million in 2004. Extensive enhancements and revisions were made to the site over the past year, including:

- ? All of the Child Passenger Safety (CPS) instructor forms and the forms needed by technician candidates to sign up for a class are now available on the site.
- ? A Law Enforcement Partners page was added to the site.
- ? New public information and education materials were made available for various campaigns, including Click It or Ticket; Slow Down, New York; Operation SafeStop School Bus Safety; and Motorcycle Safety.

- ? A new brochure on drowsy driving, titled “New Baby? Less Sleep? Facts About Drowsy Driving for New Parents,” was added to the site.

The site continued to provide statistical summary reports on crash and ticket data for each of the state’s 62 counties; the 2003 and 2004 accident data and 2004 ticket data were added during the first half of the year. The site also continued to make all of the highway safety grant forms available on the site.

Research and Evaluation

Since research and evaluation are vital components of the highway safety planning process, a number of research and evaluation initiatives were supported at both the state and local levels. 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.

The Institute for Traffic Safety Management and Research (ITSMR) provides research and evaluation support to DMV and GTSC and its partners. ITSMR’s services include the following:

- ? 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
- ? The design and conduct of research and evaluation studies for DMV and the GTSC, including studies mandated by the State Legislature
- ? Provision of critical data services and analytical support that enable the 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 incentive grants in impaired driving, child passenger safety, occupant restraints, and traffic records
- ? Documentation and evaluation of each of these programs and preparation of all mandated quarterly and annual reports in accordance with NHTSA requirements

Research on Distracted Driving

During FY 2006, ITSMR updated its study on the effects of cell phone use and other driver distractions. The original study, submitted to the Legislature in October 2005, had four major components: 1) analyses of crash records to determine the extent to which distracted driving, including the use of cell phones, is a contributory factor in crashes; 2) statewide observational surveys of drivers at a probability sample of 200 sites to identify the proportion of drivers using hand-held cell phones while driving and to identify other distracted driving behaviors drivers engage in; 3) analyses of tickets issued to drivers for non-compliance with the cell phone law; and 4) statewide telephone surveys of licensed drivers to collect information on cell phone use and the most frequent sources of distracted driving and to track changes in behaviors, attitudes, and perceptions over time.

The updated study involved the analyses of the 2005 crash and ticket data and the data collected during the spring 2006 observational survey of drivers. The 2006 findings indicate that cell phone use while driving continues to be a relatively minor factor in crashes. The updated analyses of the crash data also shows that distracted driving in all its various forms continues to be a consistent and substantial threat to highway safety. Driver inattention or distraction is reported as a factor in approximately nine percent of the state's fatal crashes and 18%-19% of the personal injury crashes each year. This finding is consistent with observed behavior; the observational surveys continue to show that 18%-21% of drivers use a cell phone or engage in some other type of distracted driving behavior.

The 2006 observational surveys indicate that four percent of the drivers on New York's roadways are using a cell phone at any given time during daylight hours, up from three percent in the 2005 survey. The 2006 observational survey also showed that the use of hand-held cell phones, in violation of the law, is increasing 83% in 2006 vs. 67% in 2002. This increase is reflected in the large increase in tickets issued for non-compliance with the law since its inception in late 2001. Between 2002 and 2005, the number of tickets issued for non-compliance with the cell phone law tripled, increasing from 81,268 tickets in 2002 to 252,340 in 2005.

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) and the Federal Highway Administration (FHWA) 402 program, as well as incentive grants awarded under SAFETEA-LU. Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York and collectively develop strategies and programs to address these areas of concern.

Goals

- ? Enhance the 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 explore and expand technology as a means to disseminate traffic safety information, including grant applications and forms, and enhance the ability to communicate with customers
- ? 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
- ? Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- ? Provide for the continued integration of evaluation into the state's highway safety program to maximize effectiveness and provide long-term benefits to the program
- ? Improve the timeliness of grant approvals and the allocation and liquidation of funding

Status of Goals

The GTSC was successful in meeting all of the goals related to the management of the state's 402 and incentive grant programs presented in the 2006 Highway Safety Strategic Plan. The first group of goals related to identifying traffic safety problems, setting goals and priorities, expanding technology as a means of disseminating traffic safety information, and providing guidance in improving traffic safety. These goals were met through the GTSC's continued efforts in implementing a performance-based planning approach to the statewide traffic safety program. Training opportunities were coordinated and/or provided by the GTSC for its many partners and grantees throughout New York State.

The integration of evaluation into the statewide program has been an ongoing process and the incorporation of evaluation into local programs is a natural outcome of the training initiatives. Furthermore, the GTSC's partnership with the Institute for Traffic Safety Management and Research ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. The expanded use of the GTSC web site to disseminate traffic safety information and communicate with customers met the goal of expanding the use of technology as a means of communication. Another goal for 2006 was to improve the timeliness of grant approvals and the allocation and liquidation of funding. These goals were also met.

2006 Program Highlights

The strategies developed to meet the goals for the management of the 402 highway safety program are described below. The descriptions highlight the major activities that were undertaken in conjunction with each strategy.

New York's Highway Safety Strategic Plan

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan for FFY 2007. In addition, the GTSC supported and participated with the NYS Department of Transportation and other partners in the development of a New York State Strategic Highway Safety Plan in accordance with the requirements of SAFETEA-LU. This comprehensive plan draws from the many planning documents prepared by the various agencies responsible for promoting highway safety, including the Highway Safety Strategic Plan, and identifies key safety emphasis areas that New York needs to address if the state's goals for reducing motor vehicle crashes, fatalities and injuries are to be met. These emphasis areas are: Driver Behavior, Pedestrian Safety, Large Truck Safety, Motorcycle Safety, Highway Safety, Emergency Medical Services and Traffic Safety Information Services.

Training

The GTSC recognizes the value of training and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase current awareness of traffic safety issues and to acquire new or enhanced skills. In 2006, the GTSC played an important role in the planning and delivery of several training and educational programs and supported the participation of staff and its highway safety partners in various programs. The GTSC's training activities in the past year included the following:

- ? Collaborated with the NYS STOP-DWI Coordinators' Association and the NYS Association of Traffic Safety Boards in hosting the Annual Fall Highway Safety Conference attended by representatives of New York State's traffic safety community
- ? Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- ? Supported the New York Prosecutors' Training Institute's efforts to provide additional training related to various impaired driving issues
- ? Attended the Lifesavers Annual Conference and provided support for partners to attend

- ? Attended and provided support for partners to attend the annual Traffic Records Forum sponsored by NHTSA and the National Safety Council
- ? Coordinated the DRE, SFST and DITEP training held throughout New York State
- ? Participated in the 16th Annual World Traffic Safety Symposium presented by the Greater New York Automobile Dealers' Association
- ? Attended MADD's National Symposium on Alcohol and Technology

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the 402 highway safety program, the GTSC continued to encourage and support the development of local funding proposals, conducted public information and education programs, and increased access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of the 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 402 program, the GTSC manages and provides administrative support for 403 project activities, the state's Safety Management System and STOP-DWI, as well as the Section 157, 405, 406, 408, 410, 2010 and Section 154 and 163 transfer funds.

The GTSC has adopted a user-friendly approach to administering the highway safety program. Staff members have been encouraged to act more like customer service representatives and less like an oversight agency. In addition, the GTSC continues to implement procedures to streamline the grant application, approval and monitoring processes, while accommodating all of the federal and state requirements.

Some of the specific accomplishments associated with the management of the 402 program in 2006 are listed below:

- ? A Federal Cost Summary allocating \$52,676,414 for various NHTSA and FHWA highway safety programs was implemented.
- ? New York State applied for and received the following incentive fund awards:
 - Section 405 Child Passenger Safety Incentive Grant funds - \$1,778,269
 - Section 406 Primary Safety Belt Use Laws - \$6,174,421
 - Section 408 State Traffic Safety Information System Improvements - \$2,113,261
 - Section 410 Alcohol Impaired Driving Countermeasures - \$5,752,196
 - Section 2010 Motorcycle - \$253,711
- ? 187 new projects and 570 continuation projects were awarded, for a total of 757 grants.
- ? A total of 1,998 vouchers and 52 state claims were processed.
- ? New York closed out FFY 2005 on January 26, 2006 and expended a record \$36,934,080. This represents a 31% increase over last year's record.
- ? As of November 13, 2006, the ratio of unliquidated funds was 1.57 years for all funds.

Statewide Public Information & Education

The GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and to raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. The Department of Motor Vehicles and the GTSC conducted successful public information and education campaigns in 2006 to raise public awareness of traffic safety issues in New York State. Emphasis was placed on the dangers of impaired driving, motorcycle safety, occupant protection and the dangers of speeding. Several media outlets and partners were involved in these efforts, including the NYS STOP-DWI Foundation which built on its *.08 – Don't Blow It* campaign.

Through the 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 campaign, *Sober and Restrained*, included the broadcasting of spots on both television and radio. The campaign featured spots focusing on four areas: *Stop Drinking and Driving* (impaired driving); *Little More Than a Glance* (motorcycle safety); *Click It or Ticket* (seat belt use); and *Slow Down NY*. The NYSBA secured 54,631 slots on 252 radio stations and 39 television stations throughout New York State, effectively covering 100 percent of the state's population.

The GTSC also conducted public information and education activities in conjunction with the New York State STOP-DWI Coordinators' Association, the New York Bicycling Coalition, the New York Association of Traffic Safety Boards, the New York State Police, the New York City Department of Transportation, the New York City Police Department, the National Walk Our Children to School Day, and Operation Safe Stop.

During FFY 2006, the GTSC again undertook a paid advertising campaign in support of New York's occupant restraint program. The GTSC contracted with the Cable Television and Telecommunications Association of New York to air a Spanish version of the *Click It or Ticket It* message. This additional outreach program was undertaken based on information from NHTSA that persons in Hispanic communities have lower seat belt usage rates. New York's non-commercial sustaining announcement (NCSA) program covered outreach for the general population; the paid media program ran primarily in the downstate area on the only cable networks that provide local placement of advertising. Due to the inclusion of New York City, this approach was expected to cover the majority of the Spanish-speaking population in New York State.

For the seventh year, the Governor's Traffic Safety Committee's Chairman's Awards were presented at the Annual Highway Safety Conference to individuals, programs or organizations that have been innovative, superior or highly successful in promoting traffic safety and have made efficient use of public resources.

GTSC Web Site

In FFY 2006, GTSC continued to use its web site (www.safeny.com) to communicate with its partners and the public. The web site provides an additional avenue for educational outreach and continues to provide important services to the GTSC's partners and grantees. Among the features of the site is a calendar of events, a list of child passenger safety technicians, and various publications and resources, including resources related to the DRE/SFST programs. In the past year, the GTSC Law Enforcement Partners' Page was added. Once again, the site was used to conduct surveys to collect information from partners on TraCS; the responses were used to assist in decision-making and resource management. In addition, inquiries are answered on the DMV/GTSC Internet knowledgebase.

In 2006, the web site was also used more extensively to reduce program administration costs. The call letter for 2007 grant applications announced that application forms would be available for downloading from the safeny.com web site and would be mailed only when requested by partners who did not have Internet access. All highway safety forms used by partners are available on-line, including the forms used in the STOP-DWI program. The county and statewide crash and ticket data reports were also made available exclusively through the web site. Electronic delivery of these documents saved both staff hours and mailing costs and made the items available to a broader audience.

The web site was also used in 2006 to deliver highway safety messages in print and audio/video formats, including seasonal messages targeting impaired driving (*Start Thinking. Stop Drinking and Driving* and *.08 Don't Blow It*), occupant protection (*Click It or Ticket*), speed enforcement (*Slow Down New York*) and school bus safety (*Operation Safe Stop*).

