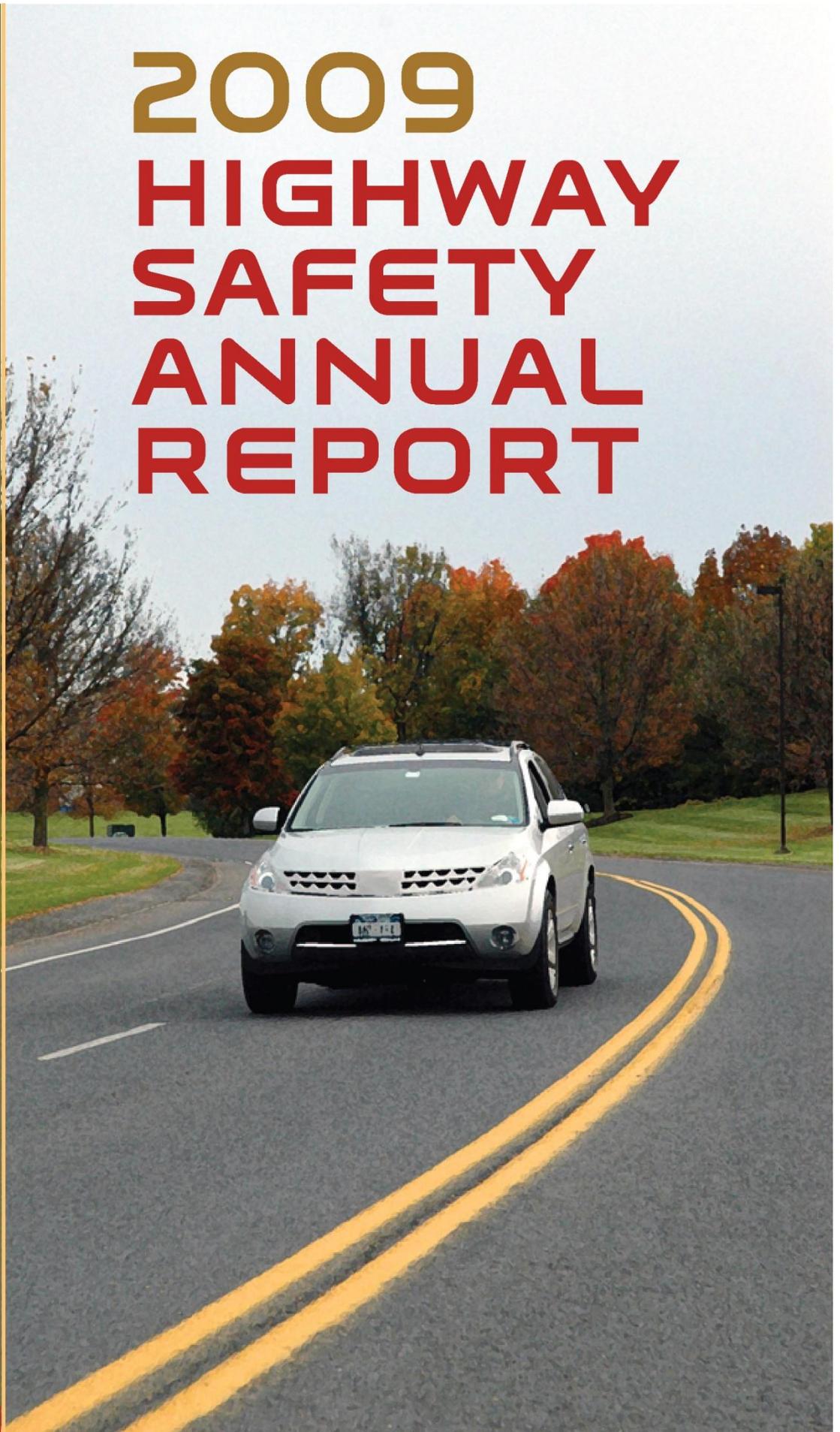


2009 HIGHWAY SAFETY ANNUAL REPORT

NEW YORK STATE
GOVERNOR'S
TRAFFIC SAFETY
COMMITTEE

David A. Paterson
Governor

David J. Swarts
Commissioner & Chair



New York State

2009

HIGHWAY SAFETY

ANNUAL REPORT

New York State
Governor's Traffic Safety Committee

David A. Paterson, Governor
David J. Swarts, Chair

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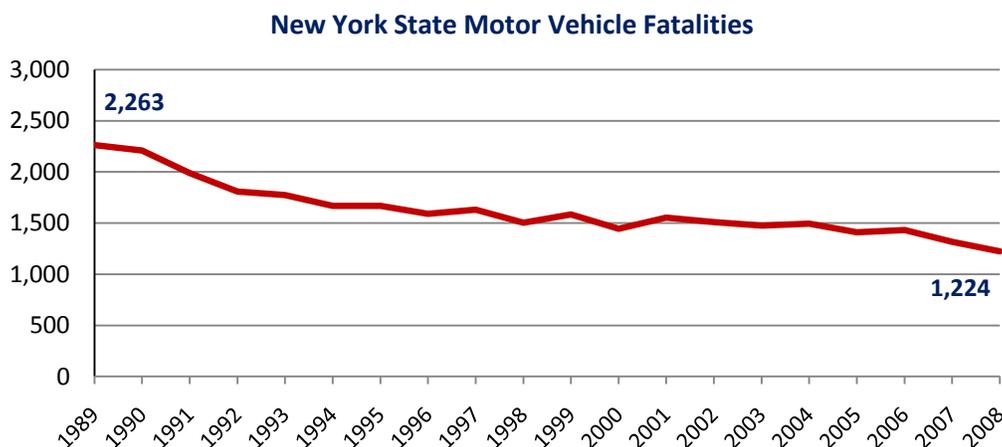
EXECUTIVE SUMMARY

This document describes the accomplishments of New York State's highway safety program in FFY 2009 (October 1, 2008-September 30, 2009) and the progress made toward the goals and objectives established in the FFY 2009 Highway Safety Strategic Plan (HSSP). Since 2008 is the most recent year for which a complete year of crash and other traffic-related data are currently available, progress toward the program's goals and objectives set in the FFY 2009 HSSP is assessed based on data for calendar year 2008.

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 SAFETEA-LU legislation and is responsible for the integration of these grant funds into the state's highway safety program.

For the past two decades, New York has made significant strides in highway safety, reducing motor vehicle fatalities by 46% between 1989 and 2008 (from 2,263 to 1,224).



Status of Goals

The goal set in the FFY 2009 HSSP to reduce the number of motor vehicle-related fatalities to 1,258 was met and exceeded based on the data for calendar year 2008 that are currently available. After increasing from 1,410 to 1,433 between 2005 and 2006, fatalities decreased in 2007 (1,317) and again in 2008 (1,224), a reduction of 15% between 2006 and 2008. Progress has been made toward reaching the goal for reducing the fatal crash rate to 0.85 per 100 million vehicle miles traveled (VMT); after remaining relatively stable between 2005 and 2006 (0.93 and 0.94, respectively) the fatal crash rate per 100 million VMT declined to 0.89 in 2007 and 0.87 in 2008.

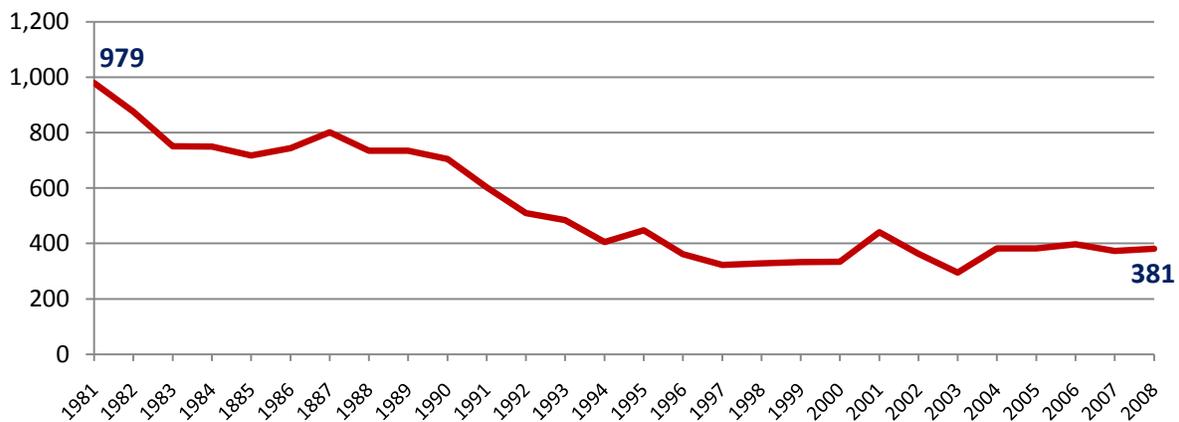
IMPAIRED DRIVING

In FFY 2009, the GTSC continued to take an aggressive approach to combating impaired driving through a number of new initiatives. These included a statewide public awareness campaign, “Fans Don’t Let Fans Drink & Drive”, a major new research study on impaired driving, and expanded training opportunities for law enforcement, prosecutors, judges, magistrates, and toxicologists on changes in the DWI laws and other important issues related to the arrest, prosecution, and adjudication of impaired driving cases. In addition, the state level Task Force on Impaired Driving continued to identify issues and solutions and undertake new initiatives in the areas of general deterrence; legislation and sanctions; enforcement; prosecution; courts; probation; assessment, evaluation and treatment; licensing/relicensing; and research.



Since the implementation of STOP-DWI in November 1981, there has been a decrease of 61% in the number of alcohol-related fatalities on New York’s highways. While the number of fatalities has been dramatically reduced from the level prior to STOP-DWI (from 979 to 381), progress has stalled in recent years highlighting the need to re-energize efforts in the impaired driving program area.

**New York State
ALcohol-Related Fatalities**



Status of Goals

After dropping from 397 fatalities in 2006 to 373 fatalities in 2007, it appeared that fatalities in alcohol-related crashes were on track to meet the goal of 360 set for 2009; however, the increase in fatalities to 381 in 2008 suggests that this goal may be difficult to achieve. Based on the data on alcohol-related injuries in crashes in 2008, the 2009 goal set for this measure has already been met and exceeded; in 2008, 6,886 persons were injured in alcohol-related crashes, below the target of 7,000 that was set. The goal set for reducing the number of drivers under 21 years of age involved in alcohol-related fatal crashes, the third goal established for this program area, has been met and exceeded. In 2008, 46 drivers under age 21 were involved in fatal impaired driving crashes, five fewer than the target set for 2009.

Status of Performance Objectives

In 2008, 46,846 persons were arrested for impaired driving in the areas of the state covered by the TSLED system; this was a drop from the number arrested in 2007 (47,122) which indicates the goal set for 2009 is not likely to be met. The use of saturation and blanket patrols increased over the past year as a result of the State Police Impaired Driver Identification and Underage Enforcement Program and other general deterrence efforts, as well as the enforcement efforts of local police agencies and county sheriffs. High levels of participation in cooperative enforcement efforts, such as the six annual statewide DWI crackdown periods in conjunction with the national "Over the Limit, Under Arrest" campaign, also contributed to progress toward this objective.



Progress was also demonstrated toward meeting the training objectives established in the FFY 2009 HSSP. Through funding provided to the New York Prosecutors Training Institute, 648 District Attorneys, 910 police officers, 51 judges/magistrates, and 192 other professionals received training regarding changes in the DWI laws and other issues related to the successful arrest, prosecution, and adjudication of impaired driving offenders. Standard Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) training and refresher courses for police officers continued, and the Advanced Recognition of Impaired Driving Enforcement (ARIDE) training introduced last year was offered to eight classes of law enforcement officers. Training with regard to underage drinking and driving issues also continued to be provided under the Drug Impairment Training for Education Professionals (DITEP) program. DITEP is designed to train education professionals to recognize and evaluate the abuse of drugs or alcohol in the school environment.

POLICE TRAFFIC SERVICES

The emphasis in the Police Traffic Services program area is on the implementation of effective strategies to enforce the state's laws related to driver behaviors that contribute to motor vehicle crashes. In addition to routine enforcement of these laws on a day-to-day basis, data-driven efforts that focus on the enforcement of specific violations, in particular speeding and aggressive driving, are supported by the GTSC through its Selective Traffic Enforcement Program (STEP).

Providing law enforcement with the training and tools, including new technology, needed to conduct effective enforcement efforts is an important priority. License plate readers and new speed enforcement technologies are being used in a variety of enforcement applications. Examples of new speed detection technologies are dual antenna radar devices which make it possible to monitor traffic from two directions simultaneously, new generation RADAR (Radio Detection and Ranging) which can be used when the officer is either stationary or mobile and LIDAR (Light Detection and Ranging) which uses light emitting diodes to measure speed with pinpoint accuracy and cannot be detected by motorists.



Police Traffic Services also covers enforcement efforts directed toward a number of other unsafe driving behaviors including distracted driving. In 2001, New York was the first state to ban the use of hand-held cell phones while driving and a new law banning texting while driving went into effect on November 1, 2009. The use of these devices, as well as

other behaviors that distract or take attention away from the driving task contribute to approximately one out of five crashes each year. In recognition of the state's leadership in this area, the National Highway Traffic Safety Administration (NHTSA) has selected New York as the site for a two-year distracted driving enforcement demonstration project beginning in FFY 2010. The project will test the effectiveness of the highly successful "Click It or Ticket" enforcement model in dealing with distracted driving.

For many years, the emphasis in the Police Traffic Services program area has been on enforcing the laws related to speeding and other aggressive driving actions, all of which contribute to a significant number of motor vehicle crashes. Between 2004 and 2008, there was an 8% reduction overall in the number of police-reported fatal and personal injury crashes. Over this time, the number of F/PI crashes where failure to yield the right-of-way was a contributing factor decreased by 12%, while the reductions in the numbers of F/PI crashes involving following too closely and unsafe speed decreased by 5% and 3%, respectively.

**New York State
Selected Contributing Factors in Fatal and Personal Injury (F/PI) Crashes**

	2004	2005	2006	2007	2008
Police-Reported F/PI Crashes	133,314	128,581	124,211	126,032	122,573
Failure to Yield the Right-of-Way	21,987	20,714	19,940	20,214	19,406
Following Too Closely	18,470	17,780	17,608	18,180	17,608
Unsafe Speed	14,615	14,244	13,088	14,403	14,238

Status of Goals

Between 2006 and 2007 there were increases in the number of fatal and personal injury (F/PI) crashes where failure to yield the right-of-way, following too closely, and unsafe speed were contributing factors. Although these increases were followed by decreases in 2008, these numbers indicate that the goals set for these measures in the FFY 2009 HSSP are not likely to be met and that these unsafe behaviors are persistent issues that must continue to be addressed.

Status of Performance Objectives

A total of 4,054,434 tickets were issued in 2008 compared to 4,090,355 in 2007 indicating that the target of 4.3 million tickets may not be met in 2009. Despite the decrease in overall tickets, there was an increase in the number of speeding tickets issued in 2008; approximately 746,000 tickets were issued for unsafe speed in 2008 compared to 731,000 in 2007, indicating that the goal of 750,000 speeding tickets may be reached in 2009. 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.



MOTORCYCLE SAFETY

For more than a decade, the Department of Motor Vehicles has been responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The legislatively-mandated motorcycle rider education program is supported through user fees and surcharges on motorcycle registrations and licenses and provides for the motorcycle road test to be waived for drivers who successfully complete an approved course. In FFY 2009, the Department of Motor Vehicles awarded a contract to the Motorcycle Safety Foundation (MSF) to deliver the state's motorcycle rider education program through 2014. The MSF is working on expanding the availability and access to rider training throughout the state.

To increase motorist awareness, the GTSC undertook a new statewide public awareness campaign in FFY 2009 to educate motorists about sharing the road with motorcycles and other highway users. The campaign included billboards, television and radio spots and informational brochures. In addition, the Lewis Henry Morgan Institute at SUNY IT in Utica developed a video to raise awareness among motorcyclists of the dangers of operating a motorcycle while impaired.



The DMV Motorcycle Safety Program and the Motorcycle Safety Foundation publicized the rider education program and provided public information and educational materials to raise awareness of motorcycle safety at several special events during the year, including the Americade held annually in Lake George, the New York State Fair and the Irish Fest.



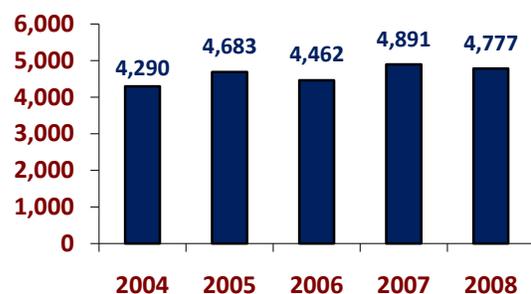
Motorcycle enforcement efforts were also expanded in FFY 2009. For example, the New York State Police scheduled a series of checkpoints to coincide with major motorcycle events in the state, including the Americade. The primary focus was to check that riders were wearing legal USDOT-compliant helmets and that the vehicles were properly registered and insured.

Several local police departments, including the Herkimer Police Department and the Warren County and Suffolk County Sheriff's Offices also implemented special motorcycle enforcement efforts during the past year.

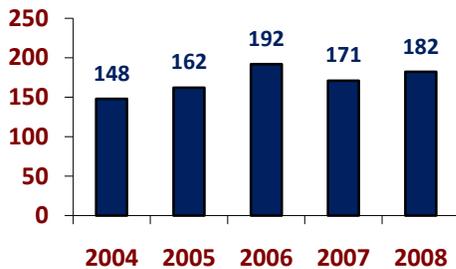
Status of Goals

Similar to what is happening nationwide, motorcycle crashes have been on a general upward trend in New York. In 2007, there were 4,891 motorcycle fatal and personal injury crashes, up from the numbers in the three previous years. Although the upward trend was not sustained in 2008, the number dropped by only 2% (4,777) indicating that the goal set for 2009 is not likely to be met.

Motorcycle Fatal and Personal Injury Crashes



Motorcyclist Fatalities



The goal of a reduction in motorcycle fatalities to 158 will also be difficult to meet; in 2008, 182 motorcyclists were killed in crashes, up from 171 in 2007.

Status of Performance Objectives

In FFY 2009, motorcycle safety was addressed through a number of initiatives. Under the new contract for the delivery of the motorcycle rider education, a primary objective of the program continues to be an expansion of the availability of rider education across the state. Currently, there are 23 public training sites and nine military and police sites where the motorcycle rider education program is conducted; the courses at almost every site are filled to capacity.

During FFY 2009, the number of enforcement initiatives undertaken increased. In addition to the existing motorcycle enforcement and education programs conducted by the New York State Police and Suffolk County, new initiatives were implemented in several other counties including Warren, Nassau and Herkimer.

PEDESTRIAN, BICYCLE, AND WHEEL-SPORT SAFETY

One of the primary strategies for reducing deaths and injuries among pedestrians, bicyclists and other wheel-sport participants is to raise awareness among the motoring public about the need to share the road safely with these groups. The “Be Smart. Share the Road” public information campaign implemented in FFY 2009 addressed the need to share the road safely with all roadway users including pedestrians and bicyclists.



Pedestrian safety is also promoted through a number of statewide and local programs, including Walk Our Children to School (WOCS); approximately 70 schools participated in Walk to School Day in October 2008. The Walking School Bus is a group of children who walk to school together under the supervision of an adult “driver”. The Hillside Elementary School in Schenectady County has taken the lead in the implementation of this program in New York; more than 25% of the children in the school participated in the program which was conducted one day a week for five weeks in October and May.

Over the past year, the New York City Department of Transportation (NYC DOT) implemented two innovative pedestrian safety programs for children as part of its Go Safe Go Green project. The Young Artists for Street Safety is a 14-week program that teaches students about pedestrian safety. The students collaborate on the design of a one-of-a-kind sign to promote street safety around their school. The NYC DOT has also established “Mileage Clubs” for nine and ten year olds in each of the city’s five boroughs; these clubs provide pedestrian safety education and encourage children to stay fit and active by walking 10,000 steps a day.

Bicycle safety and promoting the use of appropriate safety equipment, especially properly fitted helmets, are also priorities of several programs. One example of an effective program is the ABC’s of Traffic Safety conducted by the New York Coalition for Transportation Safety. Two of the highlights were a bicycle rodeo held in Westbury on Long Island and a bicycle education and helmet fitting/distribution event at Elmhurst Hospital in Queens. Another successful event was the Legislative Breakfast & Ride hosted by the New York Bicycling Coalition; more than 125 Legislators and staff and other bicycle advocates participated in this year’s event.



Status of Goals: Pedestrian Safety

There has not been consistent progress toward reducing pedestrian fatalities to 258, the goal set for 2009. In 2008, the number of pedestrians killed in motor vehicle crashes increased to 302. While this was an 11% increase over the previous year (272), it was below the number of fatalities in 2006 (315). The goal for reducing the number of pedestrian fatalities in New York City was also not met; in 2008, the number of pedestrians killed increased to 151 after dropping to 135 in 2007. Consistent with previous years, one-half of the total pedestrian fatalities in 2008 occurred in New York City. After the number of pedestrians injured in crashes statewide increased by approximately 100 in 2007 (15,472 compared to 15,369 in 2006), the number of pedestrians injured decreased to 15,317 in 2008. While this was below the number of pedestrians injured annually in 2004-2007, it appears that the goal to reduce pedestrian injuries to 14,140 in 2009 will be difficult to meet.

Pedestrian Fatalities and Injuries

	2004	2005	2006	2007	2008
Pedestrian Fatalities	328	328	315	272	302
Pedestrian Fatalities in NYC	155	159	156	135	151
Pedestrians Injured	15,678	15,392	15,369	15,472	15,317

Status of Goals: Bicycle Safety

In 2008, 42 bicyclists were killed compared to 50 in 2007, indicating that excellent progress has been made toward the goal of 40 set in the FFY 2009 HSSP. The number of bicyclist fatalities in New York City has fluctuated up and down over the most recent five years, indicating that there has been no consistent progress toward the goal of a reduction to 17 set for 2009. In addition, in both 2007 and 2008, one-half of all the bicyclist fatalities occurred in New York City. The downward trend in the number of bicyclists injured in crashes was not sustained in 2008; 5,422 bicyclists were injured in 2008.

While this increase was less than one percent, it would appear that the goal of 5,050 set for 2009 will be difficult to meet.

Bicyclist Fatalities and Injuries					
	2004	2005	2006	2007	2008
Bicyclist Fatalities	41	47	45	50	42
Bicyclist Fatalities in NYC	15	21	17	25	21
Bicyclists Injured	5,690	5,680	5,426	5,373	5,422

Status of Performance Objectives

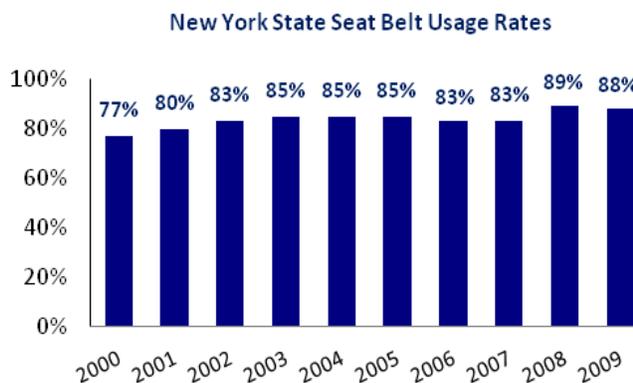
The performance objectives related to providing public information and education programs on pedestrian and bicycle safety to the general public and specific target groups were met through a number of continuing programs and new initiatives. The DOT continued its efforts to develop and implement engineering solutions to pedestrian safety problems, with an emphasis on intersections and other locations with high numbers of pedestrian crashes. A variety of initiatives are considered and implemented as warranted. Such initiatives include improvements to roadway shoulders, sidewalk and crosswalk configurations, striping of crosswalks, signage, traffic signal timing, and the installation of pedestrian countdown timers.

OCCUPANT PROTECTION

In May 2009, New York State celebrated the 25th anniversary of the passage of the nation’s first seat belt law. The press conference held at the State Capitol to kick off the May 2009 seat belt mobilization highlighted this momentous occasion and featured the law enforcement officer who issued the nation’s first seat belt ticket on January 1, 1985.

Based on the statewide seat belt observation survey conducted in 2009, New York continued to maintain a high rate of compliance with the state’s occupant restraint law, dropping only slightly from an all-time high of 89% in 2008 to 88% in 2009.

Much of New York’s success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state’s Buckle Up New York /Click It or Ticket (BUNY/CIOT) program.



The participation by the majority of the state’s enforcement agencies and accompanying publicity campaigns and other public awareness activities have been the key components responsible for the success of the BUNY program.



In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety (CPS). In FFY 2009, the GTSC continued to use the "New York's 4 Steps 4 Kids" slogan in its efforts to provide education and instruction on the proper installation and use of child safety seats to parents and other caregivers, as well as educate the public on child passenger safety issues and increase the availability of child safety seats to low income populations.

New York has been very successful in maintaining a strong pool of certified CPS technicians. In FFY 2009, 17 CPS Technician training classes were conducted across the state and 241 new technicians were certified. New York now has 1,444 technicians and 69 instructors. During the year, 320 child safety seat check events were conducted in 48 counties; approximately 6,400 seats were inspected and over 2,500 seats were replaced or given away.

The GTSC awarded mini grants to support the operation of 199 permanent fitting stations in New York State; nearly 19,000 inspections were conducted at these fitting stations and over 6,300 seats were distributed to families with young children. The GTSC also funded 54 child safety seat distribution programs for low-income families in 46 counties, including the five boroughs of New York City; approximately 6,200 seats were distributed through these programs.



Status of Goal

The goal to increase the statewide seat belt compliance rate above the level reached in 2008 was not met. In the statewide observation survey conducted in conjunction with the May 2009 seat belt enforcement mobilization, New York's usage rate was estimated at 88%, one percentage point below the level reached in 2008 and two percentage points short of the goal of 90%.

Status of Performance Objectives

In FFY 2009, comprehensive efforts to increase knowledge and awareness of the importance of occupant restraint use and other issues specifically related to the transportation of children continued. In addition, one-on-one instruction in the correct installation and use of child safety seats continued to be provided by trained technicians at special check events and fitting stations throughout the state.

Teens and other young drivers have been the focus of a number of new initiatives by the GTSC, the Department of Motor Vehicles (DMV), the Department of Health (DOH) and several other agencies. These programs are working to improve the safety of young drivers, including increasing the use of seat belts among this high risk group. Integrating the use of the driving simulator into existing School Resource Officers' (SROs) traffic safety programs is another mechanism being utilized to increase educational efforts among this at-risk teenage population.

COMMUNITY TRAFFIC SAFETY PROGRAMS

In FFY 2009, the GTSC funded Community Traffic Safety Programs that dealt with a wide range of topics from drowsy driving to slow-moving vehicles.



Several programs focused on education and outreach efforts with special populations of roadway users including older drivers, young drivers, veterans returning from active duty and diverse populations, such as Native Americans and refugees.



A number of projects focused on teen drivers and passengers. For example, Orange and Ulster County have partnered to develop a program that will involve parents and teens in a number of activities and learning experiences intended to encourage safe practices such as seat belt use by teen drivers and passengers in motor vehicles.



A “tool kit” is also being developed for School Resource Officers to help these law enforcement officers in their educational efforts with teens. This year, the NYS Association of Traffic Safety Boards sponsored the fifth “Save Your Friend Over the Airwaves” PSA contest that invites teens to submit radio PSAs on a variety of issues, including speeding, seat belt use, impaired driving and drowsy driving. The winning PSAs are sent to major radio stations to be aired across the state.

The Traffic Safety Board Association also conducts several outreach efforts to educate and raise awareness of traffic safety issues among the state’s diverse populations. One of the major events this year was the Refugee Day Celebration held in Utica. The event included instruction in the installation of child passenger seats, demonstrations of the seat belt Convincer and bicycle safety training for children.



Other outreach events were conducted for the Latino population in the Newburgh area and the Native American nations in the Buffalo region.

TRAFFIC RECORDS

In FFY 2009, the projects funded in this area focused primarily on improving the timeliness, accuracy, and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, and roadway records systems. In addition, initiatives were undertaken to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification and the development, management, and evaluation of safety programs. The many initiatives conducted in FFY 2009 were undertaken by agencies at the state and local levels, including the GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (NYSDOT), the Department of Health (DOH), the State Police, and the Metropolitan Planning Organizations (MPOs).

The Traffic Records Coordinating Council (TRCC) continued to provide assistance with the coordination and direction of efforts to upgrade the state's traffic records systems. As designated by the GTSC, a staff member from the Institute for Traffic Safety Management and Research (ITSMR) is the Traffic Safety Information Systems (TSIS) Coordinator for New York State. ITSMR also continued to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP); the Commercial Vehicle Safety Plan (CVSP); and the state's Strategic Highway Safety Plan (SHSP).

Status of Goals

New York was successful in attaining the four goals established for 2009. A number of initiatives were implemented to improve the state's primary traffic records data systems, the Accident Information System (AIS), Traffic Safety Law Enforcement and Disposition (TSLED) system and the Administration Adjudication system in FFY 2009. Through the joint efforts of the DMV and the continuing implementation of TraCS across the state, the timeliness of crash, citation and disposition data has greatly improved. Between January and November 2009, approximately 1.8 million tickets and 168,000 crash reports were submitted to DMV via TraCS. Approximately 1.8 million tickets and 125,000 crash reports were submitted through TraCS during a comparable time period in 2008.

In FFY 2009, with assistance from the TRCC membership, ITSMR and the GTSC updated the 2008 Inventory of Traffic Safety Information Systems and the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan. The findings from the inventory update were used in updating the strategic plan. The updated inventory and updated strategic plan became integral parts of New York's fourth-year application for traffic records funding under Section 408 of SAFETEA-LU. Submitted in June 2009, the grant application was approved in September and New York was awarded approximately \$1.3 million.

Status of Performance Objectives

The key accomplishments that demonstrate progress in meeting the performance objectives established in the FFY 2009 HSSP include the following:

Accidents Records System (AIS)

- ▶ As of December 1, 2009, approximately one-half of the accidents reported by the police are being sent to the DMV electronically.

- ▶ NYSDOT continued an effort to process non-reportable crash reports into SIMS, NYSDOT's accident database. As of December 2009, entry of the non-reportable crash reports for 2005 has been completed; about 90% of the 2006, 40% of the 2007, and 35% of the 2008 non-reportable crash reports have been entered.

Ticket Records Systems (TSLED and Administrative Adjudication)

- ▶ Approximately 2.4 million tickets are issued annually by the police agencies under the TSLED system. As of December 1, 2009, approximately 76 % of these tickets are being reported to the DMV electronically.
- ▶ Between January 1 and November 30, 2009, approximately 47,000 tickets out of the 1.3 million tickets issued under the Administrative Adjudication ticket system were issued electronically. This number is not expected to increase substantially until the New York City Police Department has the capability to submit tickets electronically.
- ▶ As of December 1, 2009, more than 950 of the state's 1,400 courts are using the e-disposition process.

Driver License Record System

- ▶ As of December 1, 2009, more than 1,250 courts have the capability to pull down information on drivers from the driver's license file for sentencing purposes through the Judicial Online Information System (JOIN), up from 1,100 courts at the end of 2008.
- ▶ During FFY 2009, the DMV completed its reengineering of the Article 19-A data system. Designed to capture bus driver and motor carrier information, the system is used in regulating who can drive a bus and monitoring their driving performance. The new system is available to 19-A carriers through a password-protected website.

Injury Surveillance Information Systems

- ▶ Through its CODES database, the DOH Bureau of Injury Prevention continues to expand its capabilities to integrate crash data with hospital discharge, emergency department and emergency medical services data. During FFY 2009, the data for these various files were linked for 2007.
- ▶ The DOH Bureau of EMS implemented a multi-year project with Section 408 funding to develop a new PCR system.

Roadway Data Systems

- ▶ A three year effort was started during FFY 2009 to significantly expand the collection of traffic volume data on the local highway system. In addition, new technology is being used to improve and enhance querying/reporting capabilities and linkage protocols are being developed for a number of data systems maintained by NYSDOT.

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 State and collectively develop strategies and programs to address these areas of concern. In FFY 2009, 403 new projects and 351 continuation projects were awarded, for a total of 754 grants.

In FFY 2009, the GTSC began implementation of eGrants, an online grant application and management system. Starting with the FFY 2010 grant proposals, all applications were accepted only through the eGrants system. Six training sessions were held around the state for grantees prior to the May 15 application deadline.



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 messages used in the public awareness campaigns implemented this year included: "Drinking and Driving Not an Option"; "Be Smart. Share the Road"; and "Stop Speeding Before It Stops You".



The campaigns included radio and television spots. In addition, the messages were posted on 550 traditional and variable display digital billboards across the state.

The GTSC also conducted public information and education outreach activities in conjunction with the Department of Motor Vehicles Division of Field Investigation, the New York State STOP-DWI Association, the New York Bicycling Coalition, the New York State Association of Traffic Safety Boards, the New York State Police and other state and local partners. These outreach activities were conducted across the state at sporting venues, fairs and a variety of community events.

The GTSC continued to use its www.SafeNY.com website to disseminate traffic safety information to the general public, provide grant-related materials and forms and serve as a portal for its new online grant application and management system, eGrants. The annual call for grant proposals was posted online, as were the annual Highway Safety Strategic Plan, the Annual Report, the GTSC "Safety Matters" Newsletter and the statistical summaries that are prepared by the Institute for Traffic Safety Management and Research. The website is also used by police agencies to report BUNY wave enforcement activity and Operation Safe Stop enforcement activity. During FFY 2009, the SafeNY.com site hosted 11,785,294 visitors.

Status of Goals

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the FFY 2009 Highway Safety Strategic Plan (HSSP). The first group of goals related to identifying traffic safety problems and setting goals and priorities, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program were met through the GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

The goal of expanding technology as a means of communication was met primarily through the GTSC's introduction of the electronic grants management system, eGrants, this year. The GTSC is implementing this system to improve efficiency, reduce staff resource time and improve the management of New York's highway safety program. All grantees were required to submit their FFY 2010 grant applications through eGrants. A total of 820 applications were received and reviewed electronically. The applications are entirely paperless with the exception of the signature endorsement page required for local grantees, the state contract forms and the panel score sheet for BUNY grant reviews.

The GTSC continued to use the SafeNY website www.safenyny.com to disseminate information on traffic safety topics and programs, statistical reports and grant application materials. The GTSC also met its goal to expand the training opportunities for traffic safety professionals in New York State by supporting the expansion of various training programs to cover new topics and address the needs of new audiences.

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

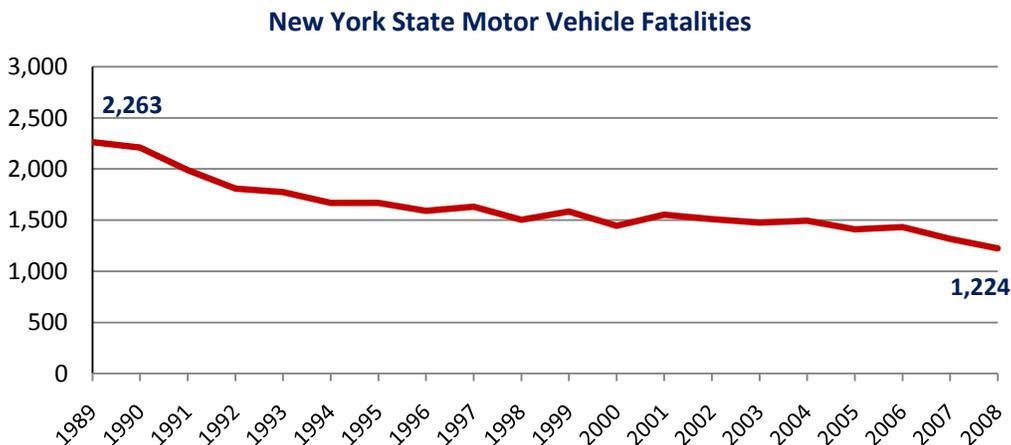
The incorporation of additional data driven grant approval criteria, combined with the first-year implementation of the eGrants system and continued staffing shortages, resulted in the GTSC not meeting its goal to improve the timeliness of grant approvals and the allocation and liquidation of funding.

STATEWIDE HIGHWAY SAFETY PROGRAM

This document describes the accomplishments of New York State's highway safety program in FFY 2009 (October 1, 2008-September 30, 2009) and the progress made toward the goals and objectives established in the FFY 2009 Highway Safety Strategic Plan (HSSP). 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.

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. Since 2008 is the most recent year for which a complete year of crash and other traffic-related data are currently available, progress toward the program's goals and objectives set in the FFY 2009 HSSP is assessed based on data for calendar year 2008. The source for all crash data used in the report is New York's Accident Information System (AIS) maintained by the NYS Department of Motor Vehicles (DMV); the ticket data are from the Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication systems, which are also maintained by the DMV.

For the past two decades, New York has made significant strides in highway safety, reducing motor vehicle fatalities by 46 percent between 1989 and 2008 (from 2,263 to 1,224).



STATEWIDE GOALS FOR FFY 2009

- ▶ Reduce the number of motor vehicle-related fatalities from an annual average of 1,427 in 2003-2007 to 1,258 in 2009
- ▶ Reduce the fatal crash rate per 100 million vehicle miles traveled (VMT) from 0.89 in 2007 to 0.85 in 2009

**New York State
Motor Vehicle Fatalities and Fatal Crash Rate**

	2003	2004	2005	2006	2007	2008
Fatalities	1,477	1,495	1,410	1,433	1,317	1,224
Fatal Crash Rate/ 100 Million VMT	1.00	1.00	0.93	0.94	0.89	0.87

Status of Goals

The goal set in the FFY 2009 HSSP to reduce the number of motor vehicle-related fatalities to 1,258 was met and exceeded based on the data for calendar year 2008. After increasing from 1,410 to 1,433 between 2005 and 2006, fatalities decreased in 2007 (1,317) and again in 2008 (1,224), a reduction of 15 percent between 2006 and 2008. Progress has been made toward reaching the goal for reducing the fatal crash rate to 0.85 per 100 million vehicle miles traveled (VMT); after remaining relatively stable between 2005 and 2006 (0.93 and 0.94, respectively) the fatal crash rate per 100 million VMT declined to 0.89 in 2007 and 0.87 in 2008.

HIGHWAY SAFETY PROGRAM PRIORITIES

The success of the comprehensive statewide program is the cumulative result of progress in many individual areas of traffic safety. Each year, priorities that encompass activities in these various program areas are identified. This Annual Report provides summaries of each of the program areas which include the status of the goals and performance objectives established in the 2009 Highway Safety Strategic Plan. In addition, significant programs and accomplishments in each program area that address the state's highway safety priorities are highlighted.

The following priorities were identified for the statewide highway safety program in the 2009 Highway Safety Strategic Plan:

- ▶ Expand recently established programs to educate younger drivers and their parents on New York's graduated driver's license system, avoidance of high risk driving behavior and general safe driving practices
- ▶ Continue recent initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving
- ▶ Continue to implement the Task Force on Impaired Driving to conduct a comprehensive examination of the scope and causes of the impaired driving problem and develop recommendations to reduce crashes resulting from impaired driving
- ▶ Continue to improve working relationships with the 58 local STOP-DWI programs as a means to enhance program administration and more effectively allocate resources
- ▶ Increase enforcement of the laws relating to impaired driving using new approaches and technologies to prevent alcohol and drug impaired driving



- ▶ Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol

- ▶ Continue active enforcement and related public information and education activities to increase seat belt use in New York State; incorporate expanded enforcement in the Buckle Up New York program and work with partners to determine if public education techniques can improve the use rate in New York



BUNY variable message sign

- ▶ Expand efforts that address specific high risk groups, such as younger drivers and drivers from rural areas, through special enforcement and education programs

- ▶ Increase education and outreach on the proper use and correct installation of child safety seats by strengthening the network of child passenger safety programs, particularly in areas that serve high risk populations, and increasing training opportunities for technicians

- ▶ Continue to support vigorous enforcement of the Vehicle and Traffic Laws through Selective Traffic Enforcement Programs (STEP), especially those pertaining to speeding, running red lights, aggressive and distracted driving

- ▶ Expand existing STEP efforts to include a focus on commercial motor vehicles and motorcycle operators

- ▶ Continue participation in the state’s drowsy driving awareness committee

- ▶ Increase the availability of education for motorcycle operators and awareness of safe motorcycling through the adoption of recommendations from the Motorcycle Safety Assessment

- ▶ Expand training opportunities for police officers, prosecutors and the judiciary

- ▶ Support law enforcement agencies seeking to conduct motorcycle enforcement

- ▶ Explore the creation of a coalition to improve pedestrian and bicycle safety, particularly in New York City

- ▶ Continue to actively bring highway safety programs to diverse populations in New York State



CPS technician providing instruction in installing a child safety seat

- ▶ Seek new working relationships and opportunities to partner with federal, state and local agencies to improve commercial vehicle safety

- ▶ Encourage police agencies to conduct routine Vehicle and Traffic Law enforcement, with a particular focus on violations committed by drivers of passenger vehicles operating in close proximity to commercial vehicles and motorcyclists

- ▶ Encourage police agencies to consider police traffic services as an everyday priority using the “traffic enforcement is law enforcement” approach

IMPAIRED DRIVING PROGRAM

In 2009, GTSC continued to take an aggressive approach to combating impaired driving through its support of a number of new initiatives. One of the components of this year's program was a major public awareness campaign, "Fans Don't Let Fans Drink & Drive," at sports venues, including basketball and baseball games and racetracks. At these STOP-DWI Awareness Nights, messages regarding the dangers of impaired driving were relayed to thousands of spectators through signs, posters, promotional giveaways and public service announcements. A driving simulator and fatal vision goggles were also available at several of the events for use by those in attendance.



Another key initiative was the establishment of a Task Force on Impaired Driving. The Task Force consists of nine teams (comprised of a number of state, local and private partners) that are focusing on identifying issues as well as solutions in the areas of general deterrence; legislation and sanctions; enforcement; prosecution; courts; probation; assessment, evaluation and treatment; licensing/relicensing; and research. The teams met throughout the year and are working on a number of initiatives that will improve the system that deals with impaired driving in New York and lead to reductions in impaired driving crashes, fatalities and injuries.

The Institute for Traffic Safety Management and Research (ITSMR), which assists GTSC in coordinating the Task Force and providing research support for the efforts of the teams, recently completed a major impaired driving research study. The study, which included a statewide telephone survey of 865 drivers and focus group research with 18 groups of convicted impaired drivers, sought to determine the extent to which New York State motorists drink and drive. The key research questions were "How large is the pool of impaired drivers?" and "How frequently do these individuals engage in this behavior?"

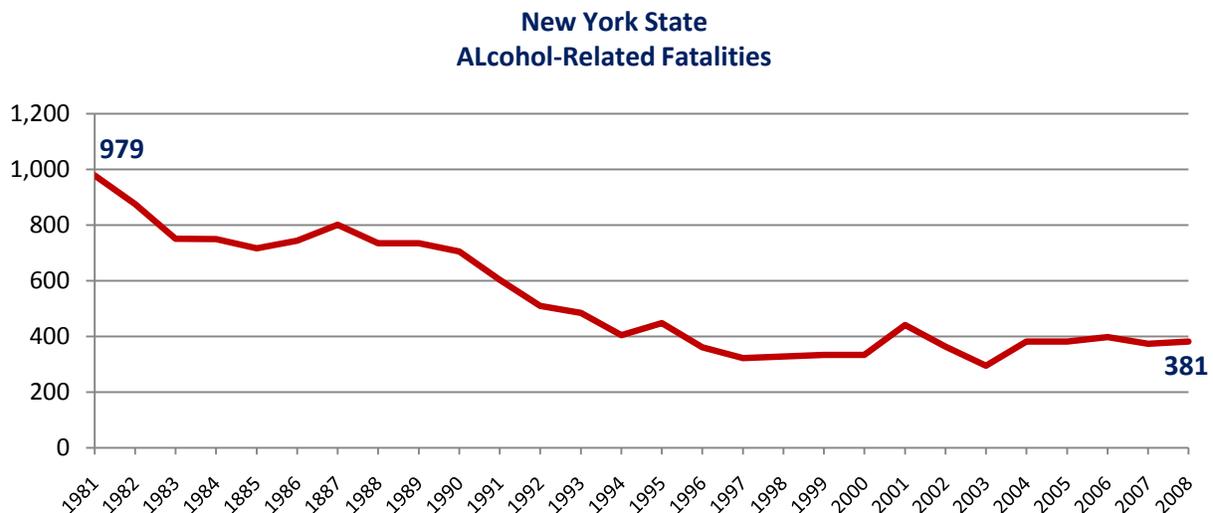
Impaired driving also continued to be addressed through training initiatives. Over the past year, eight two-day Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs were delivered around the state. The purpose of the program is to train officers to observe, identify and articulate the signs of drug impairment either alone or in combination with alcohol. Through the New York Prosecutors Training Institute, the GTSC has also significantly expanded the training opportunities available to prosecutors, judges, magistrates and toxicologists on changes in the DWI laws and other important issues related to the arrest, prosecution and adjudication of impaired driving cases.

For more than a quarter of a century, the key component of New York's impaired driving program has been its Special Traffic Options Program for Driving While Intoxicated (STOP-DWI) which supports local efforts to reduce impaired driving through the return of fines to the counties where the impaired driving violations occurred. The counties use their STOP-DWI funds to support enforcement, prosecution, public awareness and education and other types of activities intended to deter motorists from driving impaired and to detect and successfully prosecute and punish those drivers who engage in this dangerous behavior.



New York's success in the fight against impaired driving also involves 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 levels that deter the public from drinking and driving through their enforcement of the state's impaired driving laws.

Since the implementation of STOP-DWI in November 1981, there has been a decrease of 61% in the number of alcohol-related fatalities on New York's highways. While the number of fatalities has been dramatically reduced from the level prior to STOP-DWI (from 979 to 381), progress has stalled in recent years highlighting the need to re-energize efforts in the impaired driving program area.



Impaired driving has been a contributing factor in an increasing proportion of the total police-reported fatal crashes and fatalities over the five-year period, 2004-2008. In 2008, 31% of both the fatal crashes and the fatalities were alcohol-related, compared to 24% of the fatal crashes and 26% of the fatalities in 2004. In comparison, the number of police-reported personal injury crashes involving alcohol and the number of persons injured in alcohol-related crashes have been on a downward trend. Since personal injury crashes in general have been on a similar downward trend, the proportion of injury crashes and the proportion of injuries that involve alcohol have both remained constant at 4% over the five years.

**New York State
Alcohol-Related Fatal and Personal Injury Crashes, Fatalities and Injuries**

	2004	2005	2006	2007	2008	% change 2004-2008
Alcohol-Related Fatal Crashes	332	350	359	344	355	6.9%
% of all fatal crashes	24.3%	26.8%	27.0%	28.2%	30.6%	
Alcohol-Related Fatalities	382	382	397	373	381	-0.3%
% of all fatalities	25.6%	27.1%	27.7%	28.3%	31.1%	
Alcohol-Related Injury Crashes	5,327	5,270	5,111	4,991	4,775	-10.4%
% of all injury crashes	4.0%	4.1%	4.2%	4.0%	3.9%	
Alcohol-Related Injuries	8,024	7,724	7,293	7,175	6,886	-14.2%
% of all persons injured	3.6%	4.2%	4.1%	4.1%	4.1%	

GOALS

- ▶ Reduce the number of alcohol-related traffic fatalities from an annual average of 366 in 2003-2007 to 360 in 2009
- ▶ Reduce the number of alcohol-related traffic injuries from 7,293 in 2006 to 7,000 in 2009
- ▶ Reduce the number of drivers under 21 years of age involved in alcohol-related fatal crashes from an annual average of 55 in 2003-2007 to 51 in 2009

Status of Goals

After dropping from 397 fatalities in 2006 to 373 fatalities in 2007, it appeared that fatalities in alcohol-related crashes were on track to meet the goal of 360 set for 2009; however, the increase in fatalities to 381 in 2008 suggests that this goal may be difficult to achieve. Based on the data on alcohol-related injuries in crashes in 2008, the 2009 goal set for this measure has already been met and exceeded; in 2008, 6,886 persons were injured in alcohol-related crashes, below the target of 7,000 that was set.

The goal set for reducing the number of drivers under 21 years of age involved in alcohol-related fatal crashes, the third goal established for this program area, has been met and exceeded. In 2008, 46 drivers under age 21 were involved in fatal impaired driving crashes, five fewer than the target set for 2009.

PERFORMANCE OBJECTIVES

- ▶ Increase the number of persons arrested for impaired driving under the TSLED system from 47,122 in 2007 to 48,300 in 2009
- ▶ Conduct training for prosecutors, probation officers, toxicologists and judges in 2009
- ▶ Increase the number of SFST and DRE instructors and the number of trained officers in 2009
- ▶ Increase the number of officers trained in A.R.I.D.E. in 2009
- ▶ Provide refresher courses for officers trained in SFST in 2009
- ▶ Increase education programs and impact panels in schools focusing on underage drinking and driving in 2009

Status of Performance Objectives

In 2008, 46,846 persons were arrested for impaired driving in the areas of the state covered by the TSLED system; this was a drop from the number arrested in 2007 (47,122) which indicates the goal set for 2009 is not likely to be met. The use of saturation and blanket patrols increased over the past year as a result of the State Police Impaired Driver Identification and Underage Enforcement Program and other general deterrence efforts, as well as the enforcement efforts of local police agencies and county sheriffs. High levels of participation in cooperative enforcement efforts, such as the six annual statewide DWI crackdown periods in conjunction with the national "Over the Limit, Under Arrest" campaign, also contributed to progress toward this objective.



Progress was also demonstrated toward meeting the training objectives established in the FFY 2009 HSSP. Through funding provided to the New York Prosecutors Training Institute, 648 District Attorneys, 910 police officers, 51 judges/magistrates, and 192 other professionals received training regarding changes in the DWI laws and other issues related to the successful arrest, prosecution, and adjudication of impaired driving offenders. Standard Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) training and refresher courses for police officers continued, and the Advanced Recognition of Impaired Driving Enforcement (ARIDE) training introduced last year was offered to eight classes of law enforcement officers. Training with regard to underage drinking and driving issues also continued to be provided under the Drug Impairment Training for Education Professionals (DITEP) program. DITEP is designed to train education professionals to recognize and evaluate the abuse of drugs or alcohol in the school environment.

2009 PROGRAM HIGHLIGHTS

Task Force on Impaired Driving



The Task Force on Impaired Driving established by the GTSC is comprised of nine teams that reflect the key components of the impaired driving system: General Deterrence; Legislation and Sanctions;

Enforcement; Prosecution; Courts; Probation; Assessment, Evaluation and Treatment; Licensing/Relicensing; and Research. The teams have been meeting throughout the year; coordination of their activities is accomplished through periodic meetings of the team leaders. Each team has identified and prioritized the issues affecting their part of the system and is identifying solutions and implementation plans, where appropriate. Activities and accomplishments include:

General Deterrence: Promoting increased server training; working with the SLA and the Restaurant and Tavern Association to evaluate the effectiveness of education and enforcement for licensees; and gathering input from surveys and public relations experts to identify effective messages.

Legislation and Sanctions: Compiled and reviewed pending legislation (Jack Shea Law, Ignition Interlock bills, Social Host laws, alcohol tax bills, DDP bill); developed procedure for providing group's support of legislation; and reviewed and provided feedback on proposed DOH regulatory changes. Serve as focal point for discussion/education regarding wide range of topics (definition of intoxication, effect of surcharges on penalties, definition of indigence); identify where conforming legislation is needed and where inconsistencies and gaps exist (V&T 1192); and compile new legislative proposals.

Enforcement: Developing training modules based on newest technology, pertinent case law, regulations, testing and toxicology procedures; developing a comprehensive enforcement initiative; and promoting communication/coordination/cooperation among State, County, City, Town and Village police agencies.

Prosecution: Compiling arrest processing packets; providing training for tavern owners and employees; and organizing and sharing strategies/programs for teens. Created statewide recognition awards program.

Courts: Conducting training needs assessment.

Probation: Worked with DMV to resolve communication and reporting issues that had been identified. Implementing strategies for more effective monitoring of probationers (license plate readers, driver's license scanners); enhancing ignition interlock program throughout the state (minimum specifications and standards, availability, training); and conducting a research project to identify to what extent probationers are chronic traffic offenders.

Assessment, Evaluation & Treatment: Examined data and research reports regarding education and assessment; reviewed nationally-recognized screening tools; and reviewed existing laws, regulations, policies and procedures related to assessment of convicted motorists. Developing recommendations and guidelines regarding mandatory DDP, mandatory clinical assessment and mandatory toxicology screening.

Licensing/Relicensing: Completed review of V&T, Commissioner's Regulations and DMV's policies and procedures related to the licensing/relicensing of convicted impaired drivers; identified gaps, inconsistencies and improvement opportunities; and developed recommendations. Drafting changes to regulations to expand definition of "problem drinker" and require more stringent review before a license is restored (recommendations under review); and working with OASAS on DDP program improvements.

Research: Compile and distribute fact sheets on impaired driving topics and conduct special analyses upon request from other teams.

The overall accomplishments of the Task Force on Impaired Driving include improved communication and cooperation among the various parts of the system; greater appreciation of different parts of system and how they fit together; greater awareness of where the system needs to be strengthened and how to do that; and greater review and input on legislation. A report on the activities and accomplishments of the Task Force during its first year was presented at the May 2009 meeting of the GTSC member agencies. During the upcoming grant year, the Task Force will continue to meet and work on team issues and focus on implementation plans.

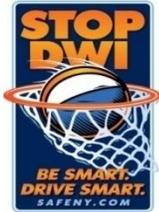
Impaired Driving Research Project

To support the work of the Task Force on Impaired Driving, the GTSC is funding the Institute for Traffic Safety Management and Research (ITSMR) to conduct a series of research studies on specific topics that have been identified by the Task Force. The initial study, conducted in FFY 2009, was designed to address key research questions: 1) How many motorists drink and drive and how frequently do they engage in this behavior?, and 2) What would influence drinking drivers to change their behavior? In conducting the study, ITSMR used a multi-method approach that involved a telephone survey of 865 New York State drivers and 18 focus groups of convicted impaired driving offenders. Key findings from the study include:

- ▶ There are approximately 85,000 incidents of impaired driving every day in New York State.
- ▶ Only about 1 out of every 500 incidents of impaired driving results in an arrest.
- ▶ There is public support for key initiatives: increased enforcement, ignition interlocks, and alcohol assessment and treatment.

The results from the study were summarized in a separate report submitted to the GTSC at the end of the fiscal year; the results were also presented at the state's annual fall traffic safety conference. Two new studies will be conducted in the coming grant year, one on recidivism and one on the implementation of the state's aggravated DWI law.

GTSC STOP-DWI Awareness Nights



During FFY 2009, the Governor's Traffic Safety Committee (GTSC) spearheaded a new venture and partnership with the Metro Atlantic Athletic Conference (MAAC). Working in cooperation with the Department of Motor Vehicles (DMV) Division of Field Investigation, NYS Department of Transportation, County STOP-DWI and Traffic Safety Coordinators, and local law enforcement agencies, GTSC sponsored STOP-DWI Awareness Nights at four MAAC college basketball games across the state. These sporting events provided the opportunity for GTSC and its partners to deliver traffic safety messages regarding the risks and consequences associated with impaired driving to thousands of New York State motorists. These public awareness efforts were supported by enforcement activities surrounding these events.

In collaboration with the MAAC, GTSC's kick-off event was held on Saturday, January 24 at the Times Union Center in Albany where the Siena College men's basketball team was host to Niagara University. MAAC STOP-DWI events were also held at Marist College in Poughkeepsie on Monday, February 2 where Marist hosted Manhattan College and at Niagara University in Lewiston on Friday, February 27 where Niagara University hosted Siena College. The final STOP-DWI Awareness Night took place at the MAAC Basketball Tournament Finals held March 9 at the Times Union Center where Siena College played Niagara University in the championship game.

In addition to GTSC's successful MAAC partnership, three other statewide STOP-DWI Awareness Nights were held at the Buffalo Bisons baseball game at Coca-Cola Field in Buffalo on May 5; the Riverhead Raceway on Long Island on June 13; and the Tri-City Valley Cats baseball game at the Joseph Bruno Stadium in Troy on July 15.



All of these events provided multiple opportunities to distribute messages through public service announcements, signage, educational materials, promotional giveaways, programs, and posters. In addition, the spectators at these sporting events had the opportunity to drive GTSC's new driving simulator and use fatal vision goggles to experience, first-hand, the effects of alcohol impairment.

NYS Division of Probation and Correctional Alternatives (DPCA) Traffic Safety and Sanctions Project

The NYS Division of Probation and Correctional Alternatives (DPCA) continued to expand the number of county probation departments enrolled in the License Event Notification Service (LENS), a DMV program that enables users to track the driving history of selected drivers. Compared to 2006 when fewer than 20 of the 62 probation departments in the state were enrolled, 47 departments maintaining 66 separate accounts now use LENS as a tool to better monitor the driving behavior of their probationers. Over 18,000 probationers have been registered in the system.

Under another component of this project, the DPCA continued to work with ignition interlock manufacturers and vendors to increase the number of locations in the state serviced by vendors. There are currently 135 installation locations, compared to 103 a year ago and just 21 in 2006. An estimated 2,100 units are now in service throughout the state. A list of interlock service providers is maintained on the DPCA website.

The DPCA is also tracking the progress of five county probation departments that are participating in a three-year License Plate Reader (LPR) Pilot Program exploring the use of LPRs in monitoring probationers. LPRs can read over 1,500 license plates per hour at speeds up to 75 MPH. DWI offenders who are on probation are one of the groups targeted in these pilot programs.

Education and Training Programs

Drug Recognition Expert Statewide Coordinator

The Drug Recognition Expert (DRE) program continues to be coordinated in New York by a member of the GTSC staff. In 2009, the statewide DRE coordinator attended the International Association of Chiefs of Police (IACP) Conference on Drugs, Alcohol and Impaired Driving. In addition to professional training, the purpose of the conference is for state coordinators to meet with their counterparts from other states to discuss mutual problems and share ideas on new initiatives. The IACP and NHTSA also presented new programs at the conference.

In addition to coordinating the DRE program, the GTSC also coordinates several programs that provide training for educators, police officers and traffic safety professionals in the area of impaired driving. These programs are described below.

STOP-DWI Association Training Program

In 2009, the GTSC continued funding for the STOP-DWI Association to sponsor a training program on the DWI recidivist. The training program, Treatment and Supervision of the Chronic Drunk Driver, was presented in six locations across the state. A total of 241 treatment providers, probation officers and others attended the training sessions. In addition, the GTSC provided funding to STOP-DWI to sponsor impaired driving law enforcement training programs throughout the state. The training programs included SFST refresher courses and DRE recertification courses. As a result of these training programs, 86 DREs were able to receive recertification in 2009.



Drug Impairment Training for Education Professionals (DITEP)

DITEP continues to be an integral part of New York's efforts to combat the problem of drug and alcohol abuse in the school environment. The goal of the DITEP program 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 uses a systematic approach for recognizing and evaluating those who are abusing drugs or alcohol. In 2009, the GTSC continued to offer a two-day DITEP training course to all schools in New York State. The school administrators and school nurses who complete the DITEP training are able to competently evaluate individuals suspected of abusing drugs or alcohol. In FFY 2009, 181 educational professionals participated in the DITEP training, compared to 197 in 2008.

Prosecutor Training

Training sessions for prosecutors on impaired driving issues continued to be conducted around the state by the New York Prosecutors Training Institute (NYPTI). These training sessions provide prosecutors with 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 are also presented at the training sessions. In addition, the updated manuals used in the training are made available to all county prosecutors and STOP-DWI coordinators. Under this project, the GTSC also continued to fund a Traffic Safety Resource Prosecutor (TSRP) to assist New York State prosecutors with impaired driving prosecutions; in 2009, funding for a second part-time TSRP to provide training and assist police officers and District Attorneys throughout the state was provided. The availability of two TSRPs made it possible to provide training to 648 District Attorneys, 910 police officers, 51 judges/magistrates, and 192 other professionals in FFY 2009.

SFST/DRE and Toxicologist Training Programs

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. The Drug Recognition Expert training course was conducted twice during the year, in April and May 2009. The GTSC continued to fund toxicologists in the state to receive training and information on the latest developments in testing for alcohol and drug impairment and on testifying in court. Plans are underway to bring in out-of-state instructors to conduct Horizontal Gaze Nystagmus (HGN) training in the next fiscal year; two training courses have already been scheduled for FFY 2010. A training program for toxicologists is also being planned for 2010.



In 2009, 82 municipal police officers received DWI detection and SFST training through in-service training programs conducted by the Division of Criminal Justice Services (DCJS). In addition, the DCJS provided DWI detection and SFST training to 892 police recruits in the Municipal Police Training Council (MPTC)-approved basic course for police officers. Between these two initiatives, a total of 974 officers from municipal and county sheriffs' offices were trained. Training in SFST was also provided to 38 NYS Department of Environmental Conservation officers.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

The Advanced Roadside Impaired Driving Enforcement (ARIDE) course was a new training program implemented in New York in FFY 2008. All police officers in New York must complete the Standardized Field Sobriety Testing (SFST) in the basic training course. The two-day ARIDE course is intended to bridge the gap between the SFST and the Drug Recognition Expert (DRE) training courses and provide a level of awareness to the participants of drug impairment in the context of traffic safety. The objectives of the ARIDE course are to train law enforcement officers to observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both, in order to reduce the number of impaired driving incidents and crashes which result in serious injuries and fatalities. In FFY 2009, eight training programs were conducted in various parts of the state; 163 police officers completed the ARIDE training this year, compared to 155 in FFY 2008.

Over the Limit, Under Arrest, New York's STOP-DWI Crackdown

In FFY 2009, New York's crackdown on impaired driving once again adopted the national slogan, "Over the Limit, Under Arrest." The participants in the prior Safe and Sober Campaign continue to work with the state's police agencies to ensure cooperation with the effort. This year's crackdown was announced through press events in several parts of the state; members of the law enforcement community and STOP-DWI program coordinators joined with GTSC in publicizing the crackdown. Due to the cooperation of the STOP-DWI program coordinators statewide, this campaign received broad media coverage and the participation by the state's police agencies was at a maximum level. Crackdown results were posted on the NHTSA Mobilization web site.



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

In FFY 2009, the New York State Police continued to conduct its comprehensive impaired driving program which includes the following components: deterrence, detection, testing, analysis, prosecution of impaired drivers, and underage enforcement. Following guidelines established by 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 in FFY 2009 include the following:

- ▶ **Underage Drinking Identification Details:** The State Police conducted 112 Underage Drinking Identification (UDI) details. A total of 306 bars and 1,021 retail establishments were investigated using sting operations and other enforcement strategies; 82% of the bars and 89% of the retail stores were found to be in compliance. These UDI details resulted in 409 arrests for violations of the state's ABC law and 222 Penal Law arrests.
- ▶ **Sobriety Checkpoints:** Each Troop conducted an average of one checkpoint each month. In addition, multi-agency checkpoints were conducted; overall, 195 fixed sobriety checkpoints were conducted, resulting in 475 DWI arrests.
- ▶ **Roving Saturation Details:** The State Police conducted 229 roving saturation patrol details, resulting in 257 DWI arrests.
- ▶ **SFST Training:** In 2009, the State Police conducted four SFST classes and 117 participants were trained. The eight-hour module entitled "Drugs that Impair Driving" was included in the 32-hour training program. In addition, 20 SFST instructors received refresher training.
- ▶ **Drug Awareness Training:** State Police Drug Recognition Expert (DRE) instructors assisted with a DRE school conducted in Oneida County and with the field certification training. As requested by the GTSC, these DRE instructors assisted with both DITEP and ARIDE training events.
- ▶ **Prosecutor Outreach Program:** In cooperation with the New York 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, conducted annually between Thanksgiving and Christmas, by conducting high-visibility sobriety checkpoints and roving saturation patrols in each Troop. More than 50 impaired driving arrests were made during the Lifesavers Weekend.
- ▶ **Public Information and Education:** Materials were developed and disseminated statewide to schools and at fairs and other events.

Operation PREVENT – Stop Bad ID

This program is run by the NYS Department of Motor Vehicles Division of Field Investigation and is designed to identify and prevent the use of counterfeit or altered identification documents used to engage in underage drinking; the goal of the program is to reduce alcohol-related traffic crashes involving underage drivers. As part of the Operation PREVENT initiative, Motor Vehicle Investigators partner with local police agencies, the State Police and the State Liquor Authority (SLA) to conduct identification checks of patrons at various bars. The investigators are highly trained in the identification of counterfeit or altered identification documents and are also equipped with special tools and equipment that can verify out of state documents.

The bars that are targeted as part of this initiative have had issues with the State Liquor Authority, have been identified as the last drink location for underage individuals arrested for DWI or have been identified by law enforcement. When the investigators conduct these operations, they normally show up at a location and check the identification of all patrons while the State Liquor Authority reviews the appropriate licenses for the facility. Anyone caught with a fraudulent or altered license is criminally charged and interviewed on where they obtained the document. At the completion of each visit, the investigators spend time with the bartenders and bouncers who review identification documents; tools such as 3M viewers and pocket magnifiers that can be used to check for fraudulent licenses are provided. In the past 12 months, the program has resulted in 415 arrests of individuals who were caught using fraudulent or altered identification documents at over 152 different locations that were visited across the state.

Last Drink Location

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

DataMaster Replacement Program



Since December 2006, the DCJS Office of Public Safety has been involved in a program to replace the approximately 475 DataMaster evidential breath testing devices with the state-of-the-art DataMaster DMT. To date, 22 DataMaster DMTs have been provided to local training academies across the state for use in their training programs and 340 have been provided for evidential use.

The program will continue for one more year at which time all DataMasters in use across New York State will have been replaced with the new instrument. In addition, this grant calls for the training of all Breath Analysis Operators in the proper operation and use of these instruments. During the past calendar year, DataMaster DMT instructor training has been provided to 13 Breath Analysis Instructors statewide. DataMaster DMT update training has been provided to nearly 652 Breath Analysis Operators, and 2,253 officers have been recertified as operators.

Education, Screening, Assessment and Treatment of Convicted DWI Offenders

In FFY 2009, the GTSC provided funding to the NYS Office of Alcohol and Substance Abuse Services (OASAS) to conduct an initiative known as “New York Reduces Impaired Driving through Effective Screening, Assessment, Treatment and Education.” This initiative includes two major components. One component involves automating the alcohol and/or drug screening and assessment records for court-mandated participants. Under the second major component, OASAS is revising the curriculum for the state’s Drinking Driver Program (DDP). In revising the curriculum, OASAS will adopt a national model that reflects current evidence-based approaches to educating convicted drivers; OASAS will also be responsible for training DDP instructors in the use of the revised curriculum. This initiative will continue in the next fiscal year.

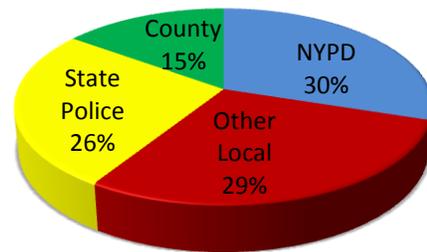
MADD Safe and Sober Award Recognition Luncheon

MADD, the Governor’s Traffic Safety Committee, and the Division of Criminal Justice Services continue to recognize police departments and officers, and other individuals for their outstanding commitment to the deterrence of impaired driving.

POLICE TRAFFIC SERVICES

Police Traffic Services includes all areas of traffic law enforcement activity in New York State and encompasses the collective efforts of the New York State Police as well as all county and local police departments. Due to the size and diversity of the state, maintaining safety on the roadways requires the active involvement of agencies at every jurisdictional level, including the New York State Police, Sheriff's Offices, county-wide police agencies and the more than 500 local police agencies which range in size from the New York City Police Department (NYPD) with over 36,000 members to agencies with as few as one or two officers. The proportion of tickets issued by the enforcement agencies at the various jurisdictional levels is shown in the chart to the right.

Proportion of Tickets Issued by Type of Police Agency, 2008



Of the approximately 4,000,000 traffic tickets issued in New York State in 2008, 30% were written by the NYPD, 29% were written by other local police agencies, the New York State Police were responsible for over a quarter (26%), and county police departments issued 15%. This was very similar to the distribution of tickets by enforcement agency type in 2007.

The emphasis in the Police Traffic Services program area is on the implementation of effective strategies to enforce the state's laws related to driver behaviors that contribute to motor vehicle crashes. In addition to routine enforcement of these laws on a day-to-day basis, data-driven efforts that focus on the enforcement of specific violations are supported by the GTSC through its Selective Traffic Enforcement Program (STEP).

Providing law enforcement with the training and tools needed to conduct effective enforcement efforts is also an important priority. The use of technology, such as license plate readers (LPRs), to aid and



improve enforcement efforts continued to be supported over the past year. Through the use of LPRs, police officers can determine if passing vehicles are legally registered; whether the registered owner is a licensed driver; and if there are any outstanding warrants on the registered owner of the vehicle. In addition, LPRs have been mounted on school buses to identify vehicles illegally passing stopped buses. Following a successful pilot test, the use of this technology was expanded to additional schools.

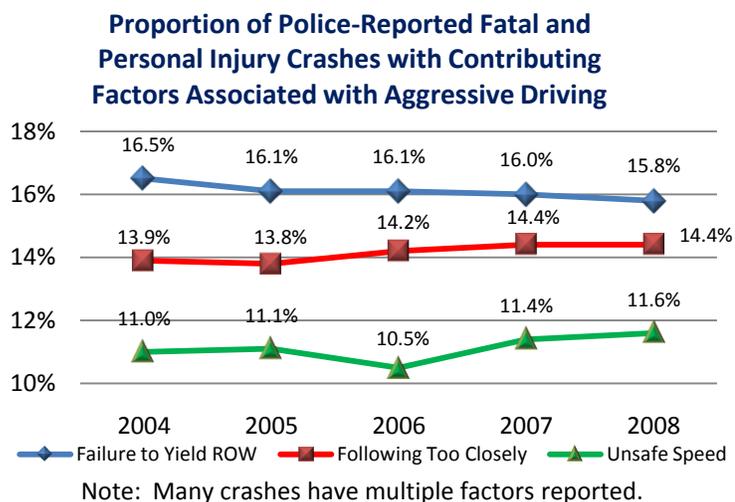
New technologies are also being used to address the problem of speeding. These include dual antenna radar devices which make it possible to monitor traffic from two directions simultaneously; new generation RADAR (Radio Detection and Ranging) which can be used when the officer is either stationary or mobile; and LIDAR (Light Detection and Ranging) which uses light emitting diodes to measure speed with pinpoint accuracy and cannot be detected by motorists.



For many years, the emphasis in the Police Traffic Services program area has been on enforcing the laws related to speeding and other aggressive driving actions, all of which contribute to a significant number of motor vehicle crashes. Between 2004 and 2008, there was an 8% reduction overall in the number of police-reported fatal and personal injury crashes. Over this time, the number of F/PI crashes where failure to yield the right-of-way was a contributing factor decreased by 12%, while the reductions in the numbers of F/PI crashes involving following too closely and unsafe speed decreased by 5% and 3%, respectively.

The consistent role that these three factors play in fatal and personal injury crashes from year to year provides further evidence of the need to continue speed and aggressive driving enforcement efforts.

Over the most recent five-year period for which complete data are available, failure to yield the right-of-way has consistently been a factor in 16% of the fatal and personal injury crashes, following too closely has contributed to 14% of these crashes, and unsafe speed has been a factor in approximately 11% of these crashes.



Police Traffic Services also covers enforcement efforts directed toward a number of other unsafe driving behaviors including distracted driving. In 2001, New York was the first state to ban the use of hand-held cell phones while driving and a new law banning texting while driving went into effect on November 1, 2009. The use of these devices, as well as other behaviors that distract or take attention away from the driving task, contribute to approximately one out of five crashes each year. In recognition of the state's leadership in this area, the National Highway Traffic Safety Administration (NHTSA) has selected New York as one of two sites for a two-year distracted driving enforcement demonstration project beginning in FFY 2010. The project will test the effectiveness of the highly successful "Click It or Ticket" enforcement model in dealing with distracted driving.

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, especially speeding and other behaviors related to aggressive driving. The goals and objectives established for the Police Traffic Services program area in the FFY 2009 HSSP and the progress made toward their achievement are discussed below.

GOALS

- ▶ 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 19,940 in 2006 to 16,500 in 2009
- ▶ Reduce the number of fatal and personal injury motor vehicle crashes in which "following too closely" is reported to be a contributing factor from 17,608 in 2006 to 15,200 in 2009

- ▶ Decrease the number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is reported to be a contributing factor from 13,088 in 2006 to 11,000 in 2009

**New York State
Selected Contributing Factors in Fatal and Personal Injury (F/PI) Crashes**

	2004	2005	2006	2007	2008	2004-2008 % Change
Police-Reported F/PI Crashes	133,314	128,581	124,211	126,032	122,573	-8.1%
Failure to Yield the Right-of-Way	21,987	20,714	19,940	20,214	19,406	-11.7%
Following Too Closely	18,470	17,780	17,608	18,180	17,608	-4.7%
Unsafe Speed	14,615	14,244	13,088	14,403	14,238	-2.6%

Status of Goals

Between 2006 and 2007 there were increases in the number of fatal and personal injury (F/PI) crashes where failure to yield the right-of-way, following too closely, and unsafe speed were contributing factors. Although these increases were followed by decreases in 2008, these numbers indicate that the goals set for these measures in the FFY 2009 HSSP are not likely to be met and that these unsafe behaviors are persistent issues that must continue to be addressed.

PERFORMANCE OBJECTIVES

- ▶ Increase the total number of TSLED and Administrative Adjudication tickets issued for traffic violations from 4,090,335 in 2007 to 4,300,000 in 2009
- ▶ 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 annual average of 743,208 in 2003-2007 to 750,000 in 2009
- ▶ Conduct special enforcement patrols targeting aggressive driving behavior

Status of Performance Objectives

A total of 4,054,434 tickets were issued in 2008 compared to 4,090,335 in 2007 indicating that the target of 4.3 million tickets may not be met in 2009. Despite the decrease in overall tickets, there was an increase in the number of speeding tickets issued in 2008; approximately 746,000 tickets were issued

for unsafe speed in 2008 compared to 731,000 in 2007, indicating that the goal of 750,000 speeding tickets may be reached in 2009. 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.

2009 PROGRAM HIGHLIGHTS

Traffic enforcement programs play an important part in New York's efforts to reduce highway crashes, injuries and deaths. Selected examples of these programs and their accomplishments in FFY 2009 are highlighted below. Enforcement strategies and accomplishments related to impaired driving, occupant protection and motorcycle safety are addressed under their respective program areas.



Selective Traffic Enforcement Programs

The following examples typify the Selective Traffic Enforcement Programs (STEPs) to Reduce Unsafe Driving Behavior projects funded by the GTSC and implemented by local enforcement agencies across the state.

- ▶ The Horseheads Police Department located in Chemung County utilized STEP funding during two specific high enforcement waves totaling 75 hours. The first wave was in March and the second in September. During these high profile, zero tolerance enforcement waves, the 13 members of the Horseheads Police arrested 23 drivers for Driving While Intoxicated, 10 drivers for Aggravated Unlicensed Operation of a Vehicle, 33 for Operating a Vehicle with a Suspended Registration and three for Reckless Driving. In addition, 141 speeding summonses were issued and 77 Aggravated Driving offenses were cited.
- ▶ The Ithaca Police Department uses STEP funding for speed enforcement in school zones and distracted driving violations. Ithaca, located in Tompkins County, is home to Cornell University and Ithaca College and is the employment center of Tompkins County. Each September the police department concentrates on reinforcing police presence in school zones to deter speeding. During the late summer months and early fall when the college students return, the department utilizes STEP funding for distracting driving enforcement, concentrating on cell phone usage. These enforcement initiatives generate lively community discussion and raise awareness of the dangers and illegality of using cell phones while operating a motor vehicle.
- ▶ The New York City Police Department (NYPD), the largest law enforcement agency in the country, serves a resident population of over eight million and countless commuters and tourists. The NYPD is responsible for over 6,400 road miles and has a force of nearly 36,000 sworn officers. The GTSC supports the efforts of the Highway Patrol Division which consists of 247 officers who are responsible for traffic enforcement on the City's 418 miles of limited access roadways. The NYPD's project to reduce unsafe/aggressive driving behaviors resulted in a decrease in fatal and personal injury crashes. The productivity objectives established by the Commanding Officer of the Highway Patrol Division with regard to individual productivity were also met.

- ▶ The Cornell University Campus Police is a leader among colleges and universities in integrating highway safety into its overall campus safety program. Through its multi-faceted educational and high visibility enforcement initiatives, this department has significantly improved vehicular and pedestrian safety on its campus. These efforts are especially noteworthy considering the geographic size and population of Cornell University which covers just over one square mile and on any given day has a population of approximately 30,000 students, faculty, staff and visitors. The three key areas of traffic safety concern that have been the target of the educational and enforcement activities are speeding and aggressive driving behaviors, red light violations and pedestrian safety, especially at crosswalks. Despite the University's continued growth and expansion, crashes have remained relatively stable as a result of the traffic safety efforts of the Cornell University Campus Police.
- ▶ The Warren County Sheriff's Office is responsible for a resident population of 66,143 which increases greatly in the summer months due to an influx of tourists and a variety of events held in the Lake George region. Among these events is the Americade Touring Rally that brings over 50,000 motorcycle enthusiasts to the area. The past few years have seen dramatic reductions in crashes; between 2007 and 2008 fatal crashes and personal injury crashes dropped by 13%. These positive trends appear to be continuing into 2009. The reductions in both crash frequency and severity can be attributed to the significant increases in speeding and aggressive driving citations resulting from the enforcement efforts of the Sheriff's Office.



Sheriffs' Cooperative Rural Traffic Safety Initiative

With continued support from the GTSC, the following counties elected to participate in the Sheriffs' Cooperative Rural Traffic Safety Initiative in FFY 2009: Orleans, Oswego, Wayne, Yates, Livingston, Ontario, Seneca and Steuben. The initiative continued to focus on traffic safety issues affecting rural areas of the state. Utilizing crash and enforcement data, and with the assistance of community groups such as local governments and traffic safety boards, each participating Sheriff's Office is charged with 1) identifying their own particular traffic safety issues, including crash locations and the time of the day and day of the week when crashes occur most frequently, and 2) developing education, engineering and enforcement strategies that will lead to a reduction in these crashes.

As a "charter" member of the Sheriffs' Cooperative Rural Traffic Safety Initiative, the Livingston County Sheriff's Office (LCSO) continues to be the most productive agency participating in the project. During grant funded activities in FFY 2009, LCSO deputies issued a total of 939 tickets; 62% of these tickets were for speeding and aggressive driving violations. A total of 359 dedicated traffic patrols were assigned to the 17 townships in the county; 390 details were assigned to specific highways and routes in the county. The Project Director developed a model recordkeeping system for use with the speed trailer purchased with project funds. This system ensures that the trailer is properly utilized and that enforcement efforts are coordinated at all trailer locations. The records verify that the trailer is used at least four to five days a week in various locations to assist in speed management.

State Police Speed Enforcement Programs

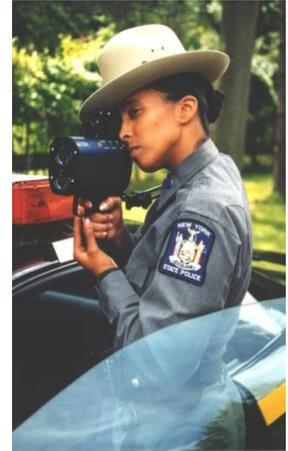
The New York State Police conducted the following speed enforcement initiatives during FFY 2009:

Sustained Zone Enforcement Details: More than 19,000 hours of enforcement were conducted resulting in 17,945 speeding tickets.

Traffic Safety Corridor Details: Troopers focused on high crash areas across the state where aggressive driving behavior was prevalent. As a result, over 2,200 speeding summonses were issued.

Troop T (NYS Thruway): Operation Brake provides for enhanced enforcement on the New York State Thruway during two peak crash periods: the Memorial Day and Labor Day holidays. During Operation Brake, speed and aggressive driving violations in work zones are also targeted. As a result of these enforcement initiatives, 1,600 violations were cited in FFY 2009.

Traffic Incident Management Details: The New York State Police Traffic Incident Management (TIM) Detail is tasked with managing major traffic incidents and conducting traffic enforcement in targeted areas, including major active work zones. In addition, in an effort to reduce congestion and the risk of secondary collisions, the members of the detail also are responsible for responding to and helping manage and clear major traffic incidents. Statewide, 100 Troopers have been assigned to nine Troop areas. The activity of the Traffic Incident Management detail during FFY 2009 is summarized in the table below.



Number of Work Zones	Speeding Tickets	Total V&T Tickets	Total Crashes Investigated
962	30,515	57,803	454

License Plate Reader Technology

For the third year, the GTSC provided funding to the NYS Division of Criminal Justice Services (DCJS) to purchase 60 License Plate Readers (LPRs) with software packages and had them installed in local law enforcement vehicles across the state. Due to budgetary restrictions on overnight travel, DCJS held only five regional trainings across the state to introduce this technology to LPR users. In addition to DCJS, the State Police, Suffolk County Police, Nassau County Police, Bronx District Attorney, Westchester District Attorney and ELSAG North America assisted in delivering the training.

The dates, locations, number of attendees and number of agencies participating in the five regional training sessions appear below. A total of 267 police officers representing 183 agencies attended the LPR training.

Date	Location	Number in Attendance	Number of Agencies
July 21, 2009	Albany	50	40
July 23, 2009	Batavia	50	36
July 28, 2009	Valhalla	47	41
July 30, 2009	Brentwood	64	24
August 1, 2009	Syracuse	56	42
TOTAL		267	183

License Plate Readers on School Buses

For a second year, the GTSC funded a pilot program to use License Plate Reader technology on school buses. The purpose of the pilot was to monitor the frequency of motorists illegally passing stopped school buses with their red lights flashing and stop sign extended. Three school districts with different settings and demographics were selected for the pilot program in FFY 2009. The three school districts and the number of illegal passes that were recorded over a 40-day period are shown below.

School District	Demographics	Number of Illegal Reported Passes
Bethlehem Central School District	Suburban	20
Canandaigua City School District	Urban	22
Brewster Central School District	Rural	4

The results of this pilot, in conjunction with the results from the pilot in Syracuse in FFY 2008, support the reports of over 50,000 motorists illegally passing school buses every school day in New York State. Based on these pilots, the illegal passing of stopped school buses is less of a problem in rural areas than in more densely-populated suburban and urban areas.

Data Driven Approaches to Crime and Traffic Safety (DDACTS)

The City of Rochester was selected by the National Highway Safety Administration as one of the original six demonstration sites for the Data Driven Approaches to Crime and Traffic Safety (DDACTS). During the third quarter of FFY 2009, the Rochester Police Department began reporting monthly on the crime and crash data generated by the agency. Preliminary results indicate that there was a reduction in DDACTS-targeted criminal offenses where a weapon was utilized. The numbers of vehicular crashes have increased slightly and the agency is using crash data to direct agency resources to specific times and locations within the city's two DDACTS zones in an effort to mitigate this increase. Rochester was awarded additional funding through NHTSA for DDACTS implementation in 2009.

The New York State Sheriffs' Association continues to manage a project in several rural upstate New York counties that promotes traffic enforcement and related safety activities based on the DDACTS model. Nine county Sheriff's Offices (Cayuga, Livingston, Ontario, Orleans, Oswego, Seneca, Steuben, Wayne and Yates) participated in the project. In FFY 2010, two additional counties (Genesee and Wyoming) will be included. Penal law violations have been identified and isolated for each county and appropriate matrixes have been developed to assist in the crime analysis phase. The Livingston County Sheriff's Office will be the pilot in this endeavor and will serve as an implementation model.

2009 Empire State Law Enforcement Traffic Safety Conference

This year's Empire State Law Enforcement Traffic Safety (ESLETS) conference moved to the Central Region of New York. The conference that was held this year on May 5-6 in Syracuse continues to be one of the most popular and highly rated trainings for law enforcement officers across the state. The conference is coordinated by the New York State Police and is supported by the GTSC. The NYS Association of Chiefs of Police and NYS Sheriffs' Association are also represented on the conference planning committee.



The ESLETS conference is provided “FOR LAW ENFORCEMENT BY LAW ENFORCEMENT” and is the only traffic safety conference of its kind in New York State. The topics that are discussed specifically address the issues and challenges facing law enforcement officers each day. This summit also is a place where police officers of all ranks share experiences and successes to improve traffic safety in the communities they serve. This year over 300 law enforcement officers were in attendance to take part in the 14 traffic safety related training presentations offered by experts in their fields. Law enforcement product vendors were also on hand to demonstrate and discuss the latest traffic safety technology and equipment on the market.

New York State Law Enforcement Challenge



The New York Law Enforcement Challenge is an innovative award program that provides an opportunity to stimulate traffic law enforcement in any police or sheriff’s agency. The Challenge recognizes and rewards the best overall traffic safety programs in New York State and is annually supported by the Governor’s Traffic Safety Committee. To solicit and build agency involvement and participation, and to also assist departments with the submission of this comprehensive application, a training workshop was held at the annual New York Highway Safety Conference in October 2008.



The areas of concentration for the competition include efforts to enforce the laws and educate the public in occupant protection, impaired driving, and speeding. The winning safety programs are those that combine officer training, public information, and enforcement to reduce crashes and injuries within their jurisdictions.

The 2008-2009 New York Law Enforcement Challenge Award winners were announced on May 5, 2009 at the Empire State Law Enforcement Traffic Safety Conference in Syracuse.

- Village of Geneseo Police Department - *Best in State Award*
- Village of Herkimer Police Department - *First Place (17-25 Officer Category)*
- Town of Camillus Police Department - *First Place (26-35 Officer Category)*
- City of Fulton Police Department - *Second Place (26-35 Officer Category)*
- Town of Irondequoit Police Department - *First Place (45-65 Officer Category)*
- Cornell University Campus Police - *First Place (College/University Agency)*
- Town of Greece Police Department - *First Time (Participant Recognition Award)*
- NYS DMV Division of Field Investigation - *First Place (Special Enforcement)*

Police departments that submit applications for the state's program are also entered into the National Law Enforcement Challenge sponsored by the National Highway Traffic Safety Administration and the International Association of Chiefs of Police. The Village of Geneseo Police Department and the Cornell University Campus Police received national recognition and awards. The New York State Police received highway safety's highest honor, the "Clayton J. Hall Memorial Award".

Statewide Law Enforcement Liaison Program

The GTSC provides support for the services of three law enforcement liaisons (LELs) representing the New York State Police, the New York State Sheriffs' Association and the New York State Association of Chiefs of Police. The LELs work in cooperation with GTSC staff and the state's law enforcement community in the research, development, implementation and evaluation of various traffic safety projects and initiatives. The liaisons provide information and expertise to the law enforcement community and assist in developing applications for GTSC funding. In addition, they work in cooperation with the NHTSA Regional Liaison on matters of mutual concern.

The Statewide Police Traffic Services Coordinator acts as the New York State Police Liaison at GTSC and also serves as the Buckle Up New York (BUNY) Program Coordinator. In FFY 2009, 223 law enforcement agencies, including the New York City Police Department (NYPD) and the New York State Police (NYSP), participated in the BUNY program. The State Police LEL also assisted with the development and implementation of the NYSP School Resource Officer (SRO) initiative this year. This program rewards teens found wearing their seat belts at checkpoints conducted at participating schools; the prizes include music card downloads and other age-appropriate items. A press event was held in the spring to kick off this new program. The State Police LEL has also been working collectively with the Sheriffs' Association and Chiefs of Police LELs and the Department of Motor Vehicles Office of the Younger Driver to develop an SRO Traffic Safety Tool Kit. The State Police Liaison has also participated in traffic safety programs targeting teen drivers at local school districts.

The Sheriffs' Association liaison is a former police officer and Director of Police Training for the New York State Division of Criminal Justice Services. This LEL coordinates the STEP To Reduce Unsafe Driving Behaviors program and reviews related proposals and makes program and funding recommendations. During FFY 2009, the liaison was instrumental in securing a grant from the National Sheriffs' Association to promote motorcycle safety and enforcement awareness among the Sheriffs in New York State. In conjunction with this project, a brochure specific to the needs of New York motorcyclists was designed and distributed to all member Sheriffs. In addition, the LEL continued to research and write funding proposals for the Association and to manage its three traffic safety projects currently supported by the GTSC. The LEL also assisted the state's Sheriffs with grant development and writing and designed, developed and delivered traffic safety-related training workshops and presentations at a number of conferences and meetings.

The NYS Association of Chiefs of Police (NYSACOP) Law Enforcement Liaison to GTSC, a former Deputy Chief of Police, works and assists the GTSC Program Representatives and other staff in soliciting and coordinating municipal police agency participation in GTSC and NHTSA sponsored programs and activities including statewide enforcement mobilizations. The LEL provides technical assistance to municipal police departments in the state concerning the development, implementation, evaluation and delivery of traffic safety projects. The LEL also works throughout the year in cooperation with the LELs from the NYS Sheriffs' Association and New York State Police assigned to the GTSC in promoting and enhancing a statewide coordinated police response to traffic issues. The LEL is GTSC's State Coordinator for the New York Law Enforcement Challenge program and serves on numerous committees and on

special traffic safety projects as assigned. In FFY 2009, the LEL assisted with the review of the more than 300 STEP funding proposals received by the GTSC. In addition, he coordinated and/or provided training workshops and presentations on a number of traffic safety topics at several events, including the annual NYS Highway Safety Conference, NYSACOP enforcement expositions and county traffic safety board meetings.

MOTORCYCLE SAFETY

The need for an effective Motorcycle Safety Program (MSP) has become more critical in recent years with the increased number of motorcyclists. Between 2004 and 2008, there was a 28% increase in registered motorcycles in New York State and a 10% increase in motorcycle license endorsements. With the significant increases in the price of gas and steady motorcycle sales, this growth trend in registered motorcycles and licensed operators is expected to continue.

**New York State
Registered Motorcycles and Motorcycle Endorsements**

	2004	2005	2006	2007	2008	2004-2008 % Change
Registered Motorcycles	256,571	272,779	289,096	306,629	328,800	28.2%
Motorcycle Endorsements	576,635	593,268	597,782	618,261	636,517	10.4%

With the increasing popularity of motorcycles for both recreation and transportation uses, there has been a corresponding upward trend in crashes and an alarming increase in motorcyclist fatalities.



Between 2004 and 2006, motorcyclist fatalities increased 30% (from 148 to 192). Following a decrease in fatalities to 171 in 2007, fatalities rose again in 2008 to 182. The overall five-year increase in motorcyclist fatalities was 23%, more than twice the increase in motorcycle endorsements (10%) during this period but below the rate of increase in the number of registered motorcycles (28%).

For more than a decade, the Department of Motor Vehicles has been responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The legislatively-mandated motorcycle rider education program is supported through user fees and surcharges on motorcycle registrations and licenses and provides for the motorcycle road test to be waived for drivers who successfully complete an approved course. In FFY 2009, the Department of Motor Vehicles awarded a contract to the Motorcycle Safety Foundation (MSF) to deliver the state's motorcycle rider education program through 2014. The MSF is working on expanding the availability and access to rider training throughout the state.

In November 2008, NHTSA Regions 1 & 2 held a Bi-Regional Motorcycle Training and Safety Forum in East Hartford, Connecticut. DMV's MSP staff and the GTSC assisted in planning the agenda and participated in the meeting which included a presentation on the New York State Police motorcycle enforcement initiative. This was the third biennial meeting held in the Northeast; these meetings have proven to be a useful venue for NHTSA and the states and territories to share information and successes.

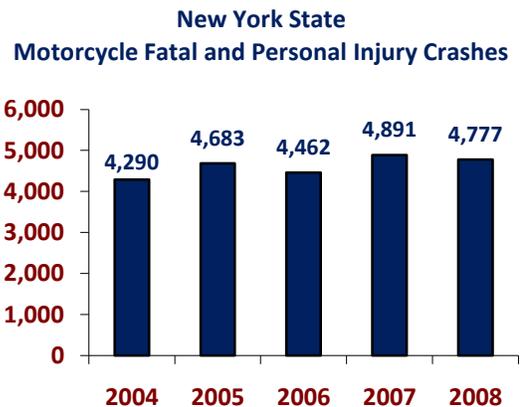
In January 2008, at the GTSC's request, NHTSA provided a team of experts to conduct an assessment of New York's MSP and make recommendations for improvements in a number of areas. Over the past year, the DMV Safety Programs group which is responsible for the rider education program has implemented virtually all of the administrative recommendations made by the assessment team.

GOALS

- ▶ Reduce the number of motorcycle fatal and personal injury crashes from an annual average of 4,330 in 2002-2006 to 4,150 in 2009
- ▶ Reduce the number of motorcyclist fatalities from an annual average of 165 in 2003-2007 to 158 in 2009

Status of Goals

Similar to what is happening nationwide, motorcycle crashes have been on a general upward trend in New York. In 2007, there were 4,891 motorcycle fatal and personal injury crashes, up from the numbers in the three previous years. Although the upward trend was not sustained in 2008, the number dropped by only 2% (4,777) indicating that the goal set for 2009 is not likely to be met. The goal of 158 set for motorcyclist fatalities will also be difficult to meet; in 2008, 182 motorcyclists were killed in crashes, up from 171 in 2007.



PERFORMANCE OBJECTIVES

- ▶ Continue the expansion of motorcycle rider education opportunities
- ▶ Increase the number of training delivery sites
- ▶ Increase statewide enforcement initiatives
- ▶ Increase motorist awareness of motorcyclists on the roadways
- ▶ Identify motorcyclist behaviors that are contributory factors in crashes
- ▶ Improve oversight of the motorcycle rider education program

Status of Performance Objectives

In FFY 2009, motorcycle safety was addressed through a number of initiatives. Under the new contract for the delivery of the motorcycle rider education, a primary objective of the program continues to be an expansion of the availability of rider education across the state. Currently, there are 23 public training sites and nine military and police sites where the motorcycle rider education program is conducted; the courses at almost every site are filled to capacity.

During FFY 2009, the number of enforcement initiatives undertaken increased. In addition to the existing motorcycle enforcement and education programs conducted by the New York State Police and Suffolk County, the Herkimer Police Department and the Warren County Sheriff's Office were among the local enforcement agencies that implemented new motorcycle enforcement initiatives.

To increase motorist awareness, the GTSC undertook a new statewide public awareness campaign in FFY 2009 to educate motorists about sharing the road with motorcycles and other highway users. The campaign included billboards, television and radio spots and informational brochures. In addition, the Lewis Henry Morgan Institute at SUNY IT in Utica developed a video to raise awareness among motorcyclists of the dangers of operating a motorcycle while impaired.



2009 PROGRAM HIGHLIGHTS

Rider Education and Training

New York's MSP continues to focus its efforts on making rider education more accessible and affordable across the state. The rider education program has been in existence since 1996. In FFY 2009, the MSF was awarded a five-year contract to deliver the program through 2014. As the new provider, the MSF will institute oversight measures that will ensure that the program's quality and safety standards are maintained throughout the state.

Each MSF-sponsored training site offers the 16-hour MSF's Basic Rider Course® (BRC). Most training sites also offer the MSF's Experienced Rider Course® (ERC). The ERC is a seven-hour core curriculum designed for experienced riders to refresh and improve their riding skills. In the ERC, the students use their own motorcycles to gain practical experience and training in advanced motorcycle skills. The number of students trained each year has steadily increased; 16,363 motorcyclists completed the training program during the 2008 riding season, an increase of approximately 3,000 over the number in 2007. In total, approximately 110,000 motorcyclists have completed the motorcycle rider program since 1996.

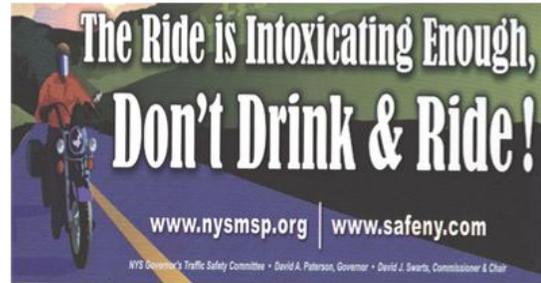
Personal Protective Equipment

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

Public Information and Education

During FFY 2009, several public information and education projects and activities promoting motorcycle safety were conducted. Some of these programs are highlighted below:

- ▶ The MSP staff presented an overview of DMV's program at the Empire State Law Enforcement Traffic Safety (ESLETS) conference in Syracuse.
- ▶ The Lewis Henry Morgan Institute at SUNY IT in Utica developed a video that focuses on the consequences of operating a motorcycle while impaired.
- ▶ Learn 2 Ride, the Onondaga Community College MSF training site, provided staff for a booth at the Onondaga County Traffic Safety Fair to promote motorcycle safety, awareness and education among the students attending the fair. Governor Paterson proclaimed June 2009 as Motorcycle Safety and Awareness month in New York. A media event was held on June 8 at Mohawk Valley Community College in Utica in conjunction with the Go Motorcycling Training School, the New York State Police and local law enforcement. Commissioner Swarts was the keynote speaker at the event which was covered by WKTV in Utica.



- ▶ A MSP display was staffed at the Americade event in Lake George during the first week of June. The display promoted motorcycle safety training and awareness to thousands of Americade attendees.



During this event, thousands of "Watch for Motorcycles" and "Look Twice, Save a Life" bumper stickers were distributed to the public in addition to other motorcycle safety materials provided by DMV and the MSF.



- ▶ The MSF also promoted the motorcycle safety and the rider education program at the New York State Fair in August. Two tents with the NYS MSP logo and website address were purchased for use at the State Fair and other events. Rider Coaches from around the state staffed the booth



throughout the fair. The display served as a distribution center for motorcycle training information and materials including brochures, key chains, side stand pads and bumper stickers.

The MSP staff also promoted motorcycle safety, rider training and motorist awareness at the 2009 Irish Fest. The booth was shared with staff from the regional American Motorcycle Association (AMA) office who invited New York's MSP staff to participate in the event.

Enforcement

New York State Police Motorcycle Program

In FFY 2009, the State Police coordinated 33 checkpoints scheduled to coincide with major motorcycle events in the state. The checkpoints were designed to: enable large numbers of motorcycles to be inspected at one time; ensure that they are properly registered and safe for the roadways; and check that the riders are properly licensed and outfitted with the proper and legal safety equipment. During the checkpoints, motorcycles were directed off the highway and visually inspected by Troopers or by other law enforcement partners. The primary focus was to check that riders were wearing legal USDOT-compliant helmets and that the vehicles were properly registered and insured. Whenever time and volume allowed, motorcycles were also checked for illegal pipes, worn tire treads and other equipment violations. In addition, riders were given pamphlets with rider safety tips.



A total of 24,030 motorcycles passed through the 33 checkpoints that were conducted; 840 tickets were issued for illegal helmets and 198 were issued for illegal exhausts. The number of tickets issued represented a large increase over the previous year.

The educational component of the State Police program was conducted primarily at large motorcycle events, such as the Americade in Lake George. During these events, members of the State Police motorcycle unit conducted complimentary motorcycle inspections and distributed educational materials promoting motorcycle safety. The State Police participated in 15 educational events and disseminated tire pressure gauges, kick stand pads and helmet liners, in addition to safety literature.

The State Police also retrofitted a motorcycle with illegal and defective equipment for use as an educational tool to train law enforcement officers in what to look for on a routine motorcycle stop. During the training, officers are also shown the difference between a DOT-approved helmet and a non-compliant or novelty helmet.

Local Motorcycle Enforcement Programs

- ▶ The Herkimer Police Department promoted motorcycle safety by conducting two motorcycle checkpoints where 40 traffic tickets were issued. Free safety inspections were offered to all riders who wished to participate.
- ▶ The Warren County Sheriff's Office conducted 492 hours of motorcycle enforcement between April 15 and September 24 and issued 233 traffic tickets to motorcyclists. The Sheriff's Office partnered with the State Police and the Glens Falls Police Department to cooperatively conduct motorcycle safety checkpoints. Among the three agencies, 135 tickets were issued during the checkpoint that was held during the Americade; 84 of these tickets were for illegal helmets.

- ▶ The Suffolk County Police Department was the first to start a motorcycle safety and enforcement program in the state. In FFY 2009, the majority of the enforcement details were conducted by the department's highly trained and experienced motorcycle unit. In addition to issuing summonses, the officers discussed safety concerns with the motorcyclists and provided educational materials. The majority of the 259 tickets issued were written for unauthorized helmets, followed by equipment violations, unlicensed operation, uninspected vehicles and moving violations.

PEDESTRIAN, BICYCLE, AND WHEEL-SPORT SAFETY

The increasing popularity of wheel-sports has given rise to a growing concern for the safety of these particular roadway users. The seriousness of the injuries suffered in motor vehicle crashes by pedestrians, bicyclists, and participants in other wheel-sports highlights the importance of this traffic safety program area and the need for continued implementation strategies to protect these especially vulnerable highway users.

One of the primary strategies for reducing deaths and injuries among pedestrians, bicyclists and other wheel-sport participants is to raise awareness among the motoring public about the need to share the road safely with these groups. Recognizing the importance of this message for all groups that use the state's roadways, the Governor's Traffic Safety Committee (GTSC) implemented a major public information campaign in FFY 2009 centered on the theme, "Be Smart. Share the Road."



Several state agencies and organizations share responsibility for effectively addressing the behavioral and safety equipment issues related to pedestrian, bicycle, and wheel-sport safety. In addition to the GTSC, the NYS Department of Health (DOH) Bureau of Injury Prevention, the New York State Department of Transportation (DOT), the New York Bicycling Coalition (NYBC), and the Brain Injury Association play key roles in developing and implementing cooperative efforts in this program area. Over the past year, the GTSC and its partners continued to encourage local communities to participate in educational programs, such as the Walking School Bus and the International Walk Our Children to School Day, which has become an international event every October.



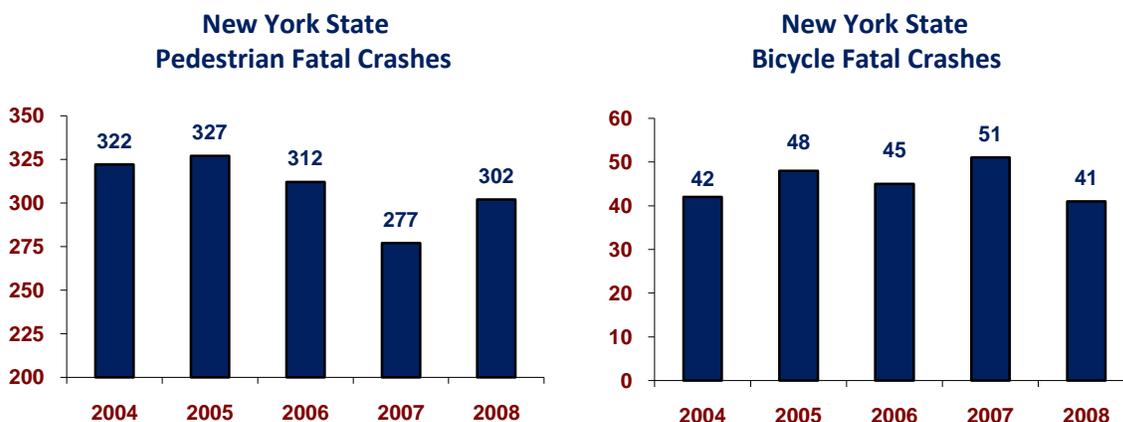
Workshops and symposia continue to be popular venues for promoting pedestrian and bicycle safety. During the past year, planning began for New York's one-day Walk-Bike 2010 pedestrian and bicycle symposium that will be held June 7, 2010 on Long Island. Several partners are participating in the planning of this workshop which will be sponsored by the GTSC.

During FFY 2009, representatives from GTSC, DOT, DOH, the Traffic Safety Boards Association and the Onondaga County Health Department attended a two-day pedestrian injury prevention workshop for health and transportation professionals from seven states (Alabama, Idaho, Massachusetts, Michigan, New York, Utah and Washington). The workshop was presented by the State and Territorial Injury Prevention Directors' Association (STIPDA) and held in Washington D.C. The goals of the workshop were to foster partnerships among pedestrian safety stakeholders, share successful strategies for collaboration and lay the ground work for the development of a model pedestrian safety action plan that can be implemented at the local level. In addition, the Federal Highway Administration (FHWA) and the DOT recently held two-day workshops in Schenectady and Rochester to train highway safety professionals in developing a pedestrian safety action plan for their communities.

Promoting the use of appropriate safety equipment, whether to provide protection or increase visibility, is also a priority of this program area. Helmet use is required for all bicyclists, in-line skaters, non-motorized scooter riders and skateboarders under age 14. Bicycle rodeos continue to be popular events

for checking safety equipment as well as providing riding instruction. New legislation implemented on November 1, 2009 amended the equipment requirements for bicycles to allow the use of either a red or amber light on the back of bicycles.

Since 2004, the number of pedestrian fatal crashes has fluctuated up and down, ranging from a high of 327 in 2005 to a low of 277 in 2007; in 2008, fatal crashes involving a pedestrian increased to 302, an increase of 9% over the previous year. In 2008, the number of fatal crashes involving a bicycle was at a five-year low of 41, down 10 from the previous year.



PEDESTRIAN SAFETY

Each year, pedestrians are involved in approximately one-quarter of the fatal motor vehicle crashes that occur on New York roadways. In 2008, 25% of all motor vehicle fatalities were pedestrians, up from 21%-23% in the four previous years. One out of every two pedestrian fatalities occurs in New York City. Pedestrians are also involved in approximately 11% of the personal injury crashes in the state and 8% of the persons injured in motor vehicle crashes each year are pedestrians.



**New York State
Pedestrian Fatal and Personal Injury Crashes, Fatalities and Injuries**

	2004	2005	2006	2007	2008
Pedestrian Fatal Crashes	322	327	312	277	302
% of all fatal crashes	23.5%	25.0%	23.5%	22.7%	26.0%
Pedestrian Fatalities	328	328	315	272	302
% of all fatalities	21.9%	23.3%	22.0%	20.7%	24.7%
Pedestrian Fatalities in NYC	155	159	156	135	151
% of all pedestrian fatalities	47.3%	48.5%	49.5%	49.6%	50.0%
Pedestrian Injury Crashes	15,522	15,349	15,355	15,402	15,291
% of all injury crashes	10.0%	10.5%	11.1%	11.1%	11.3%
Pedestrians Injured	15,678	15,392	15,369	15,472	15,317
% of all persons injured	7.1%	7.5%	7.9%	8.0%	8.2%

PEDESTRIAN SAFETY GOALS

- ▶ Reduce the number of pedestrians killed in traffic crashes statewide from 272 in 2007 to 258 in 2009
- ▶ Reduce the number of pedestrians killed in traffic crashes in New York City from 135 in 2007 to 132 in 2009
- ▶ Reduce the number of pedestrians injured in traffic crashes statewide from 15,369 in 2006 to 14,140 in 2009

Status of Goals

Progress in this area has been difficult. In 2008, the number of pedestrians killed in motor vehicle crashes increased to 302. While this was an 11 percent increase over the previous year (272), it was below the number of fatalities in 2006 (315). The goal for reducing the number of pedestrian fatalities in New York City was also not met; in 2008, the number of pedestrians killed increased to 151 after dropping to 135 in 2007. Consistent with previous years, one-half of the total pedestrian fatalities in 2008 occurred in New York City. After the number of pedestrians injured in crashes statewide increased by approximately 100 in 2007 (15,472 compared to 15,369 in 2006), the number of pedestrians injured decreased to 15,317 in 2008. While this was below the number of pedestrians injured annually in 2004-2007, it appears that the goal to reduce pedestrian injuries to 14,140 in 2009 will be difficult to meet.

BICYCLE SAFETY

Each year, bicycles are involved in three to four percent of the fatal and personal injury crashes that occur in New York. In addition, bicyclists account for three to four percent of the fatalities and three percent of the injuries that occur in crashes each year. Since 2004, the proportion of bicyclist fatalities that occur in New York City has increased; in 2007 and again in 2008, one-half of all of the state's bicycle fatalities occurred in New York City.



**New York State
Bicycle Fatal and Personal Injury Crashes, Fatalities and Injuries**

	2004	2005	2006	2007	2008
Bicycle Fatal Crashes	42	48	45	51	41
% of all fatal crashes	3.1%	3.7%	3.4%	4.2%	3.5%
Bicyclist Fatalities	41	47	45	50	42
% of all fatalities	2.7%	3.3%	3.1%	3.8%	3.4%
Bicyclist Fatalities in NYC	15	21	17	25	21
% of all bicyclist fatalities	36.6%	44.7%	37.8%	50.0%	50.0%
Bicycle Injury Crashes	5,738	5,735	5,484	5,451	5,563
% of all injury crashes	3.7%	3.9%	4.0%	3.9%	4.1%
Bicyclists Injured	5,690	5,680	5,426	5,373	5,422
% of all persons injured	2.6%	2.8%	2.8%	2.8%	2.9%

BICYCLE SAFETY GOALS

- ▶ Reduce the number of bicyclists killed in traffic crashes statewide from an annual average of 44 in 2003-2007 to 40 in 2009
- ▶ Reduce the number of bicyclists killed in traffic crashes in New York City from an annual average of 19 in 2003-2007 to 17 in 2009
- ▶ Reduce the number of bicyclists injured in traffic crashes statewide from 5,426 in 2006 to 5,050 in 2009

Status of Goals

In 2008, 42 bicyclists were killed compared to 50 in 2007, indicating that excellent progress has been made toward the goal of 40 set in the FFY 2009 HSSP. The number of bicyclist fatalities in New York City has fluctuated up and down over the most recent five years, indicating that there has been no consistent progress toward the goal of a reduction to 17 set for 2009. In addition, in both 2007 and 2008, one-half of all the bicyclist fatalities occurred in New York City. The downward trend in the number of bicyclists injured in crashes was not sustained in 2008; 5,422 bicyclists were injured in 2008. While this increase was less than one percent, it would appear that the goal of 5,050 set for 2009 will be difficult to meet.

PERFORMANCE OBJECTIVES

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

Status of Performance Objectives

The performance objectives related to providing public information and education programs on pedestrian and bicycle safety to the general public and specific target groups were met through a number of continuing programs and new initiatives. The DOT continued its efforts to develop and implement engineering solutions to pedestrian safety problems, with an emphasis on intersections and other locations with high numbers of pedestrian crashes. A variety of initiatives are considered and implemented as warranted. Such initiatives include improvements to roadway shoulders, sidewalk and crosswalk configurations, striping of crosswalks, signage, traffic signal timing, and the installation of pedestrian countdown timers.

2009 PROGRAM HIGHLIGHTS

Walk-Bike New York: A Statewide Safety Campaign

The New York Bicycling Coalition's (NYBC) Walk-Bike New York: A Statewide Safety Campaign successfully reached a number of benchmarks over the past year. As a result of the sustained efforts to promote bicycle safety education, in conjunction with the dissemination of "Complete Streets" concepts through trainings, workshops and outreach efforts, a number of towns and cities throughout New York State have adopted (or are considering the adoption of) engineering and design standards which take into account the needs and safety of all roadway users, including bicyclists and pedestrians.

Record numbers attended NYBC's annual Legislative Breakfast & Ride March 26th, 2009. Over 125 Legislators and staff, designated representatives from state, county and private agencies, non-profit organizations, bicycle club presidents and community activists came together to advocate for a more bicycle-friendly state. Core issues, including Complete Streets, state and federal Safe Routes to School initiatives and the need for vital Share the Road educational programming, were addressed. Methods and opportunities to make walking and bicycling safe, accessible and convenient for New York State residents were themes repeated throughout the day, as was the demand for increased safety funding in proportion to the number of pedestrian and bicyclist injuries and fatalities that occur.



NYBC's Annual Legislative Breakfast and Ride Participants

Due to the success of NYBC's bicycle education program, two "Train-the-Trainer" programs were offered in 2009, enabling bicyclists and educators to become certified in the curriculum and continue to work with their local cycling communities to share knowledge and disseminate materials. NYBC forged a partnership with NYSDOH's Heart Healthy Program, Bike New York, and Cornell Local Roads program to plan and develop a "Driver's Ed for Cyclists" training curriculum and conducted a free, all-day program on May 13 for educators across New York State to use in physical education classes, after-school programs and summer camps. The curriculum developed for this course will be made available to all interested parties; based on the amount of interest and high number of attendees this training has generated, discussions regarding offering this training in other areas of the state has already begun.

Also new this year, the NYBC teamed up with Bike New York and the League of American Bicyclists to bring a League Course Instructor (LCI) 3-day training seminar to Upstate New York, May 29-31. This marked the first time in more than 12 years that LCI training was offered north of New York City and a great deal of interest was generated among potential candidates. NYBC was pleased to serve as site coordinator and to assist in training the next wave of instructors dedicated to teaching and promoting bicycle safety; discussions regarding offering another LCI training seminar in 2010 in Upstate or Central New York are already underway.



LCI parking lot drills

NYS Sheriffs' Association: Sheriffs' Summer Camp - Instilling Traffic Safety Habits for a Lifetime

The Sheriffs' Association of New York State annually provides six, one-week summer camping experiences for over 800 children from every region of the state. Most of the children who attend are selected because they come from difficult or economically-disadvantaged home environments and would not have the opportunity to attend this type of summer program without the assistance of the Sheriffs' Association. On average, 130 boys and girls between the ages of nine and 13 attend the camp on a weekly basis with no charge to their families or sponsoring counties.

In FFY 2009, as in the past three years, 800 bicycle helmets of assorted sizes and colors were purchased under a GTSC grant and delivered to the camp during the third week of June. These helmets were used in conjunction with structured bicycle rodeos that were held each week to teach the campers proper riding techniques and reinforce basic traffic safety habits. The primary instructor for each of these six programs was Sergeant Bill Preston from the Schuyler County Sheriff's Office. Sergeant Preston was assisted by staff counselors and by numerous deputies who annually volunteer their personal time to work with the campers. Each camper who participated in the rodeo received a properly-fitted bicycle helmet to take home. The rodeo and especially the free helmets were well-received by the campers and the staff alike. It was a very successful endeavor that hopefully will encourage safer bicycle riding habits in the future.

Safer Streets New York City

Incidents of pedestrians and cyclists injured or killed by motor vehicles are a significant public health issue in most large cities, including New York. Bellevue Hospital, an affiliate of New York University's Langone Medical Center, is a Level 1 Trauma Center which treats hundreds of pedestrians and bicyclists injured in motor vehicle crashes each year. Safer Streets NYC is a pilot research study being conducted at Bellevue with the objective of identifying the risk factors associated with these incidents as they relate to the driver, pedestrian and scene/location, as well as tracking and assessing the outcomes of the persons injured.

All non-motorists who are victims of motor vehicle trauma and who are brought to Bellevue via the adult and pediatric Emergency Departments are included in the study. The research team collects data for each pedestrian and cyclist within 24 hours of their injury by communicating with the emergency medical technicians or the New York City Police Department. The collected variables include demographics, location, injury patterns and outcomes, vehicle type, driver data, and scene information including day of the week, time, and nearest cross street. By clearly identifying risk factors, the Bellevue team hopes that prevention resources may be more efficiently and effectively applied in the future. A repository has been established for the data that are collected and the team continues to troubleshoot various issues as the pilot study moves forward. The team's ultimate goal is to conduct a city-wide, population-based study using data collected in a consistent manner at multiple trauma centers throughout the metropolitan area which will provide vital information for patient management and future prevention strategies.

Bicycle Safety Through Education

The Albany County Department of Public Works coordinated and implemented a bicycle rodeo program for children who reside in Albany County. Eight bicycle rodeos were conducted and a total of 301 children received bicycle safety education. Rodeos consist of classroom and hands-on instruction. At the beginning of each rodeo, children first learn about bicycle safety in a brief classroom session and are then brought in groups to the bicycle rodeo course. Before riding on the course, the students have their helmets checked for proper fit and adjusted as necessary. Helmets that are unsafe or do not fit the child are replaced. The bicycle road course simulates numerous traffic situations that the children will encounter as bicyclists on the roadways. There are also special skills tests to enhance their ability to handle their bicycle in a variety of situations. All students are guided through the road course by a trained instructor. After all of the students have completed the road course, a review session is conducted. The final wrap-up is a sing-along session to review everything learned that day. The instructor brings an acoustic guitar to the presentations and teaches the children bicycle safety songs. The students are given awards (reflective wrist wraps, ice cream certificates, etc.) for doing a good job of singing the song and promising to be safe bicyclists. The premise of the program is to make the students feel that they earned their awards and this in turn reinforces the students' belief in what they have just learned.

New York Coalition for Transportation Safety: ABC's of Traffic Safety

The New York Coalition for Transportation Safety, under the auspice of the Queens County Traffic Safety Board, conducted assembly programs at three elementary schools (1,500 children) in southeast Queens. The children watched a presentation and short video on pedestrian and bicycle safety and participated in a question and answer period. Children who correctly answered questions were rewarded with reflective vests and bicycle helmets that were properly fitted. Pedestrian safety programs were also conducted for two Head Start parent orientation programs where participants received reflective zipper pulls, coloring sheets, Halloween Safe Walking Tips (Safe Kids), and the NHTSA Kids on the Move: Walking and Biking Safely materials in English and Spanish. Approximately 100 adults and children received these materials.

An in-depth pedestrian safety program was conducted at P.S. 176 in Cambria Heights. Twenty-five children participated in the program which was held during the spring recess for children who usually attend the after-school program. The classes and field trip took three days to complete (3 hours per day). A curriculum was developed for this program and has been submitted to the GTSC.



Fitting bicycle helmets at Elmhurst Hospital

Bicycle helmet programs were conducted for Community Board 6 and the Queens Connection for young people ages 14 to 18. Bicycle safety education was provided and helmets were fitted and distributed in conjunction with Elmhurst Hospital Center and the Queens Health Network. The program was held in the pediatric clinic of the hospital and information was distributed in English and Spanish to 135 children and their parents.

The New York Coalition also conducted a bicycle safety program in Nassau County. One of the year's highlights was a bicycle rodeo held at Westbury Parks and Recreation. AAA provided the cones and other materials for the event. Approximately 40 children participated; the children were fitted for helmets, received reflective vests and learned about bicycle safety. They also received print materials in English and Spanish. Nine other bicycle programs were held throughout Nassau County and more than 500 bicycle helmets, reflectors and reflective vests were distributed to program participants.



Westbury Parks and Recreation Bicycle Rodeo

New York City Go Safe Go Green

Young Artists for Street Safety

During the 2008-2009 school year, 5th graders from one school in each of New York City's five boroughs (PS 4 Manhattan; PS 6 Brooklyn; PS 73 Bronx; PS 135 Queens; and PS 35 Staten Island) participated in a unique traffic safety program created by the New York City Department of Transportation (NYC DOT) and the Groundswell Community Mural Project. Throughout a 14-session program, students learned about pedestrian safety by observing the streets around their schools and analyzing traffic conditions. They worked with a Groundswell teaching artist to learn about shapes, colors and symbols, and how they can be used to create a sign that addresses their safety concerns.

The students also visited the NYC DOT sign shop to see firsthand how traffic signs are made and then collaborated on the design of a one-of-a-kind sign to promote street safety around their school. The sign shop created and installed two signs outside the school. Because the signs do not comply with MUTCD standards, they were installed facing in toward the sidewalk and pedestrians rather than out toward the street. The students hope their signs will increase awareness and encourage safe choices when it comes to street safety and even prevent traffic fatalities and injuries.



P.S. 4, Manhattan



P.S. 6, Brooklyn



P.S. 73, Bronx



P.S. 135, Queens



P.S. 35, Staten Island

Take the Challenge – Walk 10,000 Steps a Day

Last spring and summer, the NYC DOT Safety Education program developed “Mileage Clubs” to help children and their families stay safer and healthier by walking more. Safety Educators coordinated clubs



Queens Mileage Club

at after-school centers and camps in each borough for 10 to 15 nine and ten year olds. The children were encouraged to meet these goals by walking 10,000 steps a day, the amount recommended by the Surgeon General as the equivalent of 30 minutes of exercise. The children received pedometers to count their steps throughout the week and journals to track their progress.

During the five-session program, the children learned about pedestrian safety, healthy eating, getting and staying fit and working to reduce air pollution and global warming. Each session included an activity – taking baby steps and long strides, walking like a cat, walking backwards, walking sideways like a crab – to provide exercise and increase their steps for the day. Special speakers visited the clubs to talk about nutrition and fitness. The children received certificates at the last session and promised they would continue to walk more each day to try to reach the goal of 10,000 steps a day. “Take the Challenge” clubs will start up again in spring 2010.

Walk-Bike 2010

Planning for the Walk-Bike 2010 symposium is underway. The one-day symposium is scheduled to be held June 7, 2010 in Hauppauge on Long Island and will be sponsored by the GTSC, the Institute for Traffic Safety Management and Research (ITSMR) and the NYS DOH Bureau of Injury Prevention. Additional members of the planning committee include the NYS Association of Chiefs of Police, the NYS DOT, the NYS Department of State (NYS DOS), Parks and Trails NY, the Be Active New York State and the New York Bicycling Coalition. The purpose of the symposium is to promote the safe and healthy use of transportation systems by people walking and bicycling. The symposium is designed to bring together people from different disciplines, such as traffic safety, planning, transportation, health, local elected officials, landscape architects, and businesses.

Walk to School New York State

The national Walk Our Children to School (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 NYS DOT, the NYS DOH, the NYS DOS, Be Active New York State, the Schenectady County Traffic Safety Board, the NYS Association of Traffic Safety Boards, the Capital District Transportation Committee and the GTSC. Local government agencies, community groups, private sponsors and not-for-profit organizations provide support and assist in conducting events.



The New York State Partnership for WOCS promotes school participation in the International Walk to School Day event each year by offering incentives to schools that register. Over 60 schools participated in Walk to School Day which was celebrated in October. The WOCS partnership implemented a poster contest and a writing contest with the theme, "Why the Principal Should Walk to School with Me," as ways to encourage pedestrian safety. The partnership also encouraged the expansion of the Walking School Bus program by conducting two webinars during FFY 2009.

Schenectady County Pedestrian/Community Traffic Safety Education

As part of the national Safe Routes to School (SRTS) efforts, more communities are using a variety of education, engineering and enforcement strategies to make routes safer for children to walk and bike to school. In addition, new strategies are being used to encourage more children to participate.

One notable program new to New York State is the Walking School Bus. A Walking School Bus (WSB) is simply a group of children who walk to school together under the supervision of an adult "driver." A map and schedule are established for each WSB route. Each morning the "driver" walks the route to school picking up each child at a designated walk stop. For those children who live too far away from the school, designated "staging posts" are established for parents to drop their child with an awaiting "driver."

Hillside Elementary School in Schenectady County has taken the lead in the implementation of the Walking School Bus program in New York State. After piloting the program in FFY 2008, the program was repeated at Hillside Elementary one day a week for five weeks beginning in October 2008. A total of 109 students signed up to walk and were accompanied by 27 "drivers" and several other parents.



Walking School Bus

The program continued in May 2009 under the direction of parent volunteers. Additional school staff joined in at key "safety locations" to increase visibility and serve as greeters. The five-week effort was successful due to the participation of 22 volunteer "drivers" and 72 registered walkers which represented 25% of the school's children.

Scarsdale Pedestrian Safety and Education Campaign

The Scarsdale Police Department (SPD) motorcycle unit received funding to operate a pedestrian safety education and enforcement program in the Village of Scarsdale. The goal of the campaign was to educate both motorists and pedestrians on the V&T Laws in order to increase compliance. A very aggressive ticketing campaign was implemented which included checkpoints at locations leading into the Scarsdale main business district. Marked and unmarked cruisers equipped with digital video and radar were assigned to various roads and intersections, with back-up provided by the SPD. Safety brochures were distributed at the checkpoints and at scheduled educational safety seminars. Over 170 summonses were issued during the enforcement period, July-September, 2009, including 79 for red light violations, 17 for stop sign violations, seven for failure to yield to a pedestrian and 24 for aggressive driving.

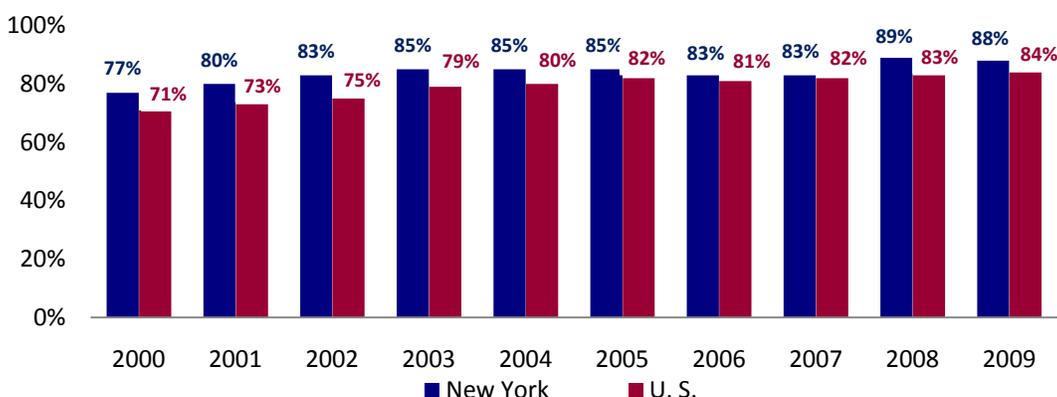
OCCUPANT PROTECTION

In May 2009, New York State celebrated the 25th anniversary of the passage of the nation’s first seat belt law. The press conference held at the State Capitol to kick off the May 2009 seat belt mobilization highlighted this momentous occasion and featured the law enforcement officer who issued the nation’s first seat belt ticket on January 1, 1985.



Based on the statewide seat belt observation survey conducted in 2009, New York continued to maintain a high rate of compliance with the state’s occupant restraint law, dropping only slightly from an all-time high of 89% in 2008 to 88% in 2009. Since passage of the nation’s first seat belt law in 1984, New York’s usage rate has consistently been above the national average.

New York State and National Seat Belt Usage Rates



Much of New York’s success in maintaining a high rate of compliance can be attributed to the continued implementation of high visibility enforcement efforts through the state’s Buckle Up New York /Click It or Ticket (BUNY/CIOT) program. The participation by the majority of the state’s enforcement agencies and accompanying publicity campaigns and other public awareness activities have been the key components responsible for the success of the BUNY program.



In addition to increasing adult seat belt usage, the other major focus of New York’s occupant protection efforts is child passenger safety. In FFY 2009, the GTSC continued to use the “New York’s 4 Steps 4 Kids” slogan in its efforts to provide education and instruction on the proper installation and use of child safety seats to parents and other caregivers, as well as educate the public on child passenger safety issues and increase the availability of child safety seats to low income populations.

New York has also kept pace legislatively with the need to protect young passengers; effective November 24, 2009, coverage under New York’s booster seat law was extended to children until they reach their eighth birthday.

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

GOAL

- ▶ Increase the statewide observed seat belt use rate from 88% in 2009 to 90% in 2010

Status of Goal

The goal to increase the statewide seat belt compliance rate above the level reached in 2008 was not met. In the statewide observation survey conducted in conjunction with the May 2009 seat belt enforcement mobilization, New York's usage rate was estimated at 88%, one percentage point below the level reached in 2008 and two percentage points short of the goal of 90%.

PERFORMANCE OBJECTIVES

- ▶ Increase knowledge and awareness of the importance of safety restraint use, children riding in the back seat, the correct use of child safety seats using the 4 Steps 4 Kids guidelines, and seat belt use on school buses
- ▶ Increase safety restraint use education and awareness programs for teens and young drivers up to age 24

Status of Performance Objectives

In FFY 2009, comprehensive efforts to increase knowledge and awareness of the importance of occupant restraint use and other issues specifically related to the transportation of children continued. In addition, one-on-one instruction in the correct installation and use of child safety seats continued to be provided by trained technicians at special check events and fitting stations throughout the state.

Teens and other young drivers have been the focus of a number of new initiatives by the GTSC, the Department of Motor Vehicles (DMV), the Department of Health (DOH) and several other agencies. These programs are working to improve the safety of young drivers, including increasing the use of seat belts among this high risk group. Integrating the use of the driving simulator into existing School Resource Officers' (SROs) traffic safety programs is another mechanism being utilized to increase educational efforts among this at-risk teenage population.

2009 PROGRAM HIGHLIGHTS

The primary strategies used during the past year to increase seat belt compliance were enforcement accompanied by public information and education (PI&E), the two major components of the Buckle Up New York/Click It or Ticket campaign. Enhancements to the occupant restraint program included a greater emphasis on directing enforcement efforts to low-use areas of the state, as well as times of the day when compliance rates are lower, while targeting high-risk groups. 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 and child seat check events.



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:** Since its inception, the program has received support from the highest levels of law enforcement. The Superintendent of State Police, Commissioner of the New York City Police Department, and executives at the New York State Police Chiefs and Sheriffs Associations have all vigorously supported this program. Executive-level support has been crucial to the success and expansion of this initiative.
- ▶ **High visibility enforcement checkpoints:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- ▶ **Nighttime enforcement:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists.
- ▶ **Police officer motivation:** To participate in the BUNY grant program, police agencies must adopt a mandatory seat belt use policy for its officers and require officers to participate in roll call video training. The GTSC and the State Police have produced a roll call DVD for police agencies that stresses the importance of seat belt use by all law enforcement personnel. The DVD is available to any police agency upon request.
- ▶ **Dedicated roving patrols:** Staffing levels, training requirements and other constraints occasionally limit a law enforcement agency's ability to conduct fixed seat belt checkpoints. The "expanded enforcement" strategy allows police agencies to use dedicated roving patrols throughout the year and to supplement fixed checkpoints during the enforcement mobilizations.
- ▶ **Zero-tolerance enforcement:** Police officers continue to maintain a zero tolerance policy when enforcing occupant restraint violations; no warnings are issued. As a result, the perceived risk of receiving a ticket for non-compliance is high.
- ▶ **Statewide, multi-agency effort:** Throughout the state, police agencies participate in multi-agency checkpoints and other collective enforcement activities. The multi-agency approach has had significant positive results, including an increased public perception that all police agencies, regardless of uniform or region of the state, are serious about seat belts. Furthermore, these details foster a better working relationship among the different agencies and bolster other enforcement and traffic safety initiatives.
- ▶ **Seat belt mobilizations:** Seat belt mobilizations or waves are conducted during specific time periods; a 14-day wave is conducted in conjunction with the national enforcement campaign in May and another 14-day wave is conducted in November. These mobilizations consist of high visibility enforcement and an intensive media campaign and PI&E activities.



- ▶ **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 media efforts. Since the beginning of the BUNY program in 1999, statewide PI&E and media efforts have grown and been very successful. As the program has evolved, local agencies have become increasingly more adept at promoting their efforts through different media venues.



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

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2009, the GTSC supported approximately 223 police departments statewide to participate in the enforcement effort. All police agencies receiving BUNY grants are required to participate in the May mobilization while participation in the November wave is optional. The table below shows the number of tickets issued during the two mobilizations in FFY 2009. The total tickets issued in the November 2008 wave was approximately 23,000 below the number issued in 2007; however, the total number of tickets issued in the May 2009 exceeded the previous year by approximately 1,800.

Tickets Issued During FFY 2009 BUNY/CIOT Mobilizations

	November 17-30, 2008	May 18-31, 2009
Tickets for Seat Belt Violations	32,783	53,891
Tickets for Child Restraint Violations	956	2,255
Tickets for Other V&T Violations	137,436	148,841
Total Tickets Issued	171,175	204,987

State Police Buckle Up New York Program

During the enforcement wave conducted November 17-30, 2008, State Police Troopers conducted 107 occupant restraint details and issued 17,219 safety restraint citations, 461 of which were for child restraint violations. During the 2009 May Mobilization conducted May 18-31, 2009, Troopers issued 20,859 safety restraint citations. This represented 37 percent of the total law enforcement activity for the wave.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts and this "around-the-clock" activity has been substantial. From October 1, 2008 to September 30, 2009, State Troopers issued 115,678 safety restraint tickets statewide, including 8,699 for child restraint violations; during this time period, 597 fixed or roving seat belt details were conducted. Monthly enforcement details also continued to play an important role in the overall occupant protection program. According to surveys conducted by State Police personnel in their patrol areas, safety restraint use in New York reached a record high of 94.4% following the May wave.

Throughout the year, the Division of State Police also continued its extensive occupant protection public information and education activities. The Traffic Services Section updated and distributed a variety of informational and promotional materials at numerous venues, including the New York State Fair. Radio public service announcements were disseminated statewide and media outlets were encouraged to broadcast these messages, particularly during the weeks preceding each Buckle Up New York enforcement wave. Demonstrations of the Convincer and the Rollover simulator were conducted at several sites including schools and at local press events.

A new Teen SRO Pilot Program was also initiated in 10 schools across the state as a mechanism for SROs to provide positive reinforcement to teenagers and young adults found wearing their seat belts at checkpoints conducted in their assigned school district. Teens found wearing their seat belts received a “reward” and those who were not wearing their seat belts were given the “thumbs down”. The initial results indicated that this program increased seat belt use among teenagers in the pilot areas.

Nighttime Enforcement

New York’s law enforcement agencies are encouraged to conduct nighttime seat belt enforcement. While sobriety checkpoints have been in use for many years in New York, police departments have only recently started to conduct pilot seat belt checkpoints after dark. The most obvious difficulty in implementing this strategy is being able to see into the vehicles to detect noncompliance. Methods to illuminate the interior of the target vehicles include conducting the checkpoints in well-lit areas that provide a sufficient degree of ambient light. Devices that enhance the capability of nighttime surveillance, such as night-vision binoculars and infra-red imaging, are also being considered.

During the May 2009 BUNY enforcement wave, law enforcement agencies reported conducting 142 nighttime checkpoints.

Statewide Observation Survey of Seat Belt Use

At GTSC’s request and to meet federal requirements, the Institute for Traffic Safety Management and Research (ITSMR) conducts an annual observation survey of seat belt use in New York State. The survey is conducted in accordance with a NHTSA-approved survey design and methodology at a probability sample of 200 sites in 20 counties. These surveys involve the recruitment, training, and supervision of survey assistants assigned around the state; data collection and analysis; and the preparation of a report on the results.

The 2009 New York State Seat Belt Observation Survey was conducted in June over the two-week period immediately after the May seat belt enforcement mobilization. New York State’s usage rate in 2009 was measured at 88%, a slight reduction from the 89% compliance rate in 2008. ITSMR prepared a report on the results for submission to the GTSC and NHTSA.

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 November 24, 2009, the child passenger restraint law changed to require children ages four, five, six and seven 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, harness, vest or booster seat. The previous exemptions for vehicles with lap belts only and children taller than 4'9" or weighing over 100 pounds remain the same.



The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

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. Information on the recent legislative change regarding booster seats and other child passenger safety messages have been disseminated statewide through a variety of delivery mechanisms including a press release to the media and updating the information available on the GTSC and the DMV websites. Brochures were also revised to include information about the new law, as well as new safety recommendations. A new flyer detailing the new changes to the law was widely distributed through the superintendents of all New York State schools, members of the CPS Advisory Board and the NYS Traffic Safety Boards. The GTSC also worked with the Department of Motor Vehicles to disseminate a "P" memo notifying all enforcement agencies about the changes in the law.

In FFY 2009, New York State again conducted a statewide child passenger safety awareness campaign, "New York's 4 Steps 4 Kids", during Child Passenger Safety Week, September 12 -19, 2009. The campaign promotes the National Highway Traffic Safety Administration's four-step guidelines to make certain children are properly secured in an appropriate child restraint system based on age and size. This campaign was a cooperative effort involving the GTSC, NYS Department of Health (DOH) Bureau of Injury Prevention, NYS Child Passenger Safety Advisory Board, NHTSA, NYS Safe Kids Coalitions and Chapters, and numerous local community agencies and sponsors.



The GTSC also provided educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues, and particularly 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. GTSC also worked with e-DMV services to correct and update information on the “Frequently Asked Questions” page of the DMV website. In FFY 2009, there were approximately 166,488 hits on the child passenger safety web pages, compared to 142,739 in FFY 2008.

The DOH Bureau of Injury Prevention and the GTSC worked together this year to provide a tool kit to assist grantees who are responsible for seat check events, distribution centers, public awareness classes and permanent fitting stations. The feedback received on the usefulness of the tool kit was very positive. The tool kit which was made available on the GTSC website included:

- ▶ Campaign talking points
- ▶ Fact Sheet “Keeping Infants Safe in the Car”
- ▶ Sample News Release
- ▶ Sample PSA
- ▶ Sample Letters to the Editor
- ▶ Commentary from *Pediatrics Journal* “Rear Facing Car Safety-Getting the Message Right”
- ▶ Selecting and using the most appropriate seat for growing children
- ▶ Guidelines for Counseling Parents
- ▶ NHTSA’s “A Parents Primer –Child Passenger Safety”
- ▶ Tip Card “Face the Rear More Than A Year “
- ▶ CPS Resource Listing

The New York State Police updated and distributed a variety of informational and promotional materials at numerous venues, including traffic safety events, county fairs, and community awareness events. The State Police exhibit at the New York State Fair included a public awareness display highlighting child passenger safety and “Seat Check Saturday.”

“Seat Check Saturday”

Eighteen car seat check events were held across New York State on “Seat Check Saturday”, September 12, 2009 which was the first day of National CPS Safety Week; an additional 41 seat check events were conducted during the remainder of the week. A total of 752 drivers brought their vehicles to these



Volunteers working at the Crossgates Car Seat Check Event

events; of the 927 car seats that were checked, 886 were found to be incorrectly installed. A total of 378 car seats were given out to replace those seats that were outdated, not appropriate for the child or on the recall list. Compared to last year, there was a slight decline in the number of events that were held. This was partly due to a conflict with the dates of the CPS conference in Lancaster, Pennsylvania which was held on September 9-11, just prior to the start of CPS Safety Week.

This year's event at the Crossgates Mall was held on September 26, two weeks after "National Seat Check Saturday." At this event which was organized by the Capital District Coordinator, Bill Van Alstyne, 54 seats were checked and 10 seats given away. CPS technicians, instructors and greeters, including many GTSC staff members, volunteered their Saturday to make this event successful.



Regional Child Passenger Safety Conference

The 8th Annual Child Passenger Safety Technical Conference was held September 9-11, 2009 in Lancaster, Pennsylvania. The attendance this year was slightly lower than the previous year's conference, with a total of 570 attendees; 284 attendees were from New York State, 134 from New Jersey, 91 from Pennsylvania, 14 from Puerto Rico and five from the Virgin Islands. The conference offered 27 workshops and forums, 15 of which awarded continuing education units (CEUs) for use toward technician recertification. The workshops covered a wide range of topics including manufacturers' updates, special needs installations, protecting yourself and your organization from liability issues, injuries as a result of misuse, instructor development and child passenger safety and occupant protection on school buses.

The keynote speakers for the conference included Thomas Louizou, Regional Administrator, NHTSA Region 2; Chuck DeWeese, Assistant Commissioner, NYS Governor's Traffic Safety Committee; Pam Fischer, Director & Governor's Representative, New Jersey Division of Highway Traffic Safety; Captain Jacob Crider, Director of Patrol Services Division, Pennsylvania State Police; and Michele J. Mount, Director, Public Affairs, AAA New Jersey & Chair, National CPS Board.

In addition to the workshops, New York, New Jersey and Pennsylvania held their state meetings during the conference to pass on new information to their technicians and instructors. Smaller regional meetings were also held; GTSC provided each regional coordinator with a list of technicians and instructors who would be attending from the counties in their regions, with contact information to prearrange these meetings. The coordinators reported that these meetings were productive and informative and will continue to hold these types of meetings at future conferences.

At the New York meeting, technician recognition awards were presented to 22 individuals who were nominated by their peers for their outstanding leadership and dedication to child passenger safety in their communities.



Debbie Lotito receiving her award at the Annual CPS Conference

New York also introduced the new state CPS coordinator who has taken over from the previous coordinator who left GTSC to accept a promotion after serving in the position for one year. Prior to this, the position was held by Debbie Lotito who is one of the founding members of the NYS CPS Advisory Board.

In recognition of Debbie’s dedication and continued involvement in child passenger safety, an award was created in her name and presented to her at the state meeting by the members of the CPS Advisory Board.

New York State is scheduled to host the next conference; the location and dates have not yet been determined, but spring 2011 is being considered to avoid a conflict with Child Passenger Safety Week which is planned for September 19-25, 2010.

Disney Train CPS Event

On September 22, more than 4,000 people traveled to the Rensselaer Amtrak Station to board the Disney Train. The train was on a 40-city tour to promote Disney’s latest movie, a remake of the classic Charles Dickens story “A Christmas Carol.” The National Highway Traffic Safety Administration (NHTSA) partnered with Disney to spread the word at these events about child passenger seat safety.

DMV and GTSC personnel staffed a display booth to promote child passenger seat safety and educate people on the changes to the state’s booster seat law extending coverage to children up until their eighth birthday.



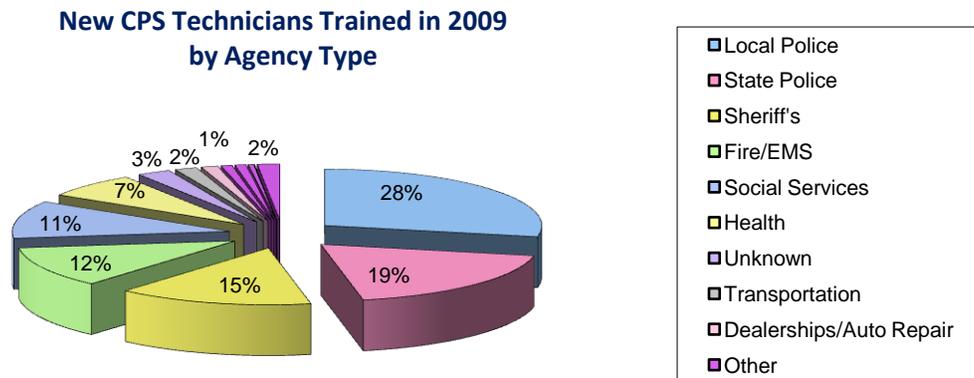
Barbara Formica, Bill Van Alstyne and Santa with a display of car seats at the Disney Train event

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 1,444 certified technicians and 69 instructors. As other states have lost technicians, New York has been able to maintain its numbers of certified technicians through grant funding for technician training classes and recertification fees and support for local child passenger safety programs.

In FFY 2009, 17 Standardized Child Passenger Safety Technician Training classes were conducted across the state in Albany, Broome, Cattaraugus, Chautauqua, Chenango, Dutchess, Erie, Jefferson, Livingston, Monroe, Nassau, Niagara, Oneida, Onondaga, Ontario, Orange, Oswego, Schenectady, Suffolk, Ulster, Warren and Westchester counties. As a result, 241 new technicians were certified in New York State this year, only 10 fewer than the previous year. The largest number of new technicians were from Erie County (24) followed Oneida (18), Clinton (15), Monroe (15), Orange (12), Ulster (12) and Albany (11).

As in previous years, in 2009, local police officers continued to comprise the largest proportion of technicians attending training classes (28%), followed by the State Police (19%), Sheriff Deputies (15%), Firefighters/EMS (12%), Social Services professionals (11%) and Health professionals (7%).



Child Passenger Safety Technical Update Training Classes

CPS technical update classes provide the opportunity for technicians and instructors who received their original training several years ago to update their skills and stay current with the latest information, procedures and guidelines. Continuing Education Units (CEU) are available for the technicians who attend these classes. While fewer update classes were conducted across the state this year, many technicians took advantage of the update classes offered at the CPS Regional Conference in Lancaster, Pennsylvania. Technical update classes were also held in Chenango and Schenectady counties. An update class “A CPS Challenge - Fact or Fiction” was also presented by GTSC staff members, Barbara Formica and Debbie Lotito, and Region 6 Coordinator, Cindy Dort at the Annual New York Highway Safety Conference held in Saratoga, October 19, 2009. The technicians attending the class earned a CEU towards recertification; the evaluations indicated that this class was well-received and should be offered again next year.

In January 2007, new procedures for recertification were implemented by Safe Kids Worldwide. According to Safe Kids Worldwide, 63% of New York’s technicians were recertified between January and September 2009, an increase over last year. New York exceeded the national recertification rate of 55% and had a higher recertification rate than 44 of the 50 states.

Finally, the New York State Police provided in-service training to its CPS technicians and instructors to promote the growth of technical skill and knowledge within its Child Passenger Safety program.

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. An example of such a class is the one-day Child Passenger Safety for School Bus Transportation training. A presentation on School Bus Safety was also given at the CPS conference in Pennsylvania. A “Special Needs” class is being planned by members of the CPS Advisory Board and is expected to be offered in spring 2010 in Albany.

Child Passenger Safety Awareness Training

The trend for agencies to offer more CPS awareness training classes as opposed to holding numerous seat check events continued in FFY 2009. While the seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers. In 2009, over 365 awareness classes were held throughout the state for more than 3,535 participants; over three-quarters of the participants were parents and another 9% were expectant parents. The other participants included day care providers, law enforcement officers and bus drivers. Most classes consisted of classroom training that included demonstrations of car seat installations and education on the provisions of the occupant protection law and the resources available such as car seat check events and permanent fitting stations. A small number of the training classes held a seat check event in conjunction with the awareness training; 197 seats were inspected and 154 seats were given away at these combined events.

Child Safety Seat Check Events

The GTSC 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 2009, 320 child safety seat check events were conducted in 48 counties across the state; this was 50 fewer than the number of events held last year. Of the 6,412 safety seats inspected during these events, only 638 seats were installed correctly. Approximately 2,514 child safety seats were replaced or given away to parents and caregivers, 188 fewer than the number of seats given away last year.

The most common types of car seat misuse continue to be failing to install the car seat tightly in the vehicle and not securing the harness straps snugly over the child in the car seat. This year more children five and six years of age were found to be restrained by seat belts when they should still be using a child restraint or a booster seat. There were also many cases involving children riding in booster seats where the shoulder belt was placed incorrectly and a large number of booster seats that were not secured when not in use. These misuse problems highlight the need for continued educational efforts.

Misuse Problems Encountered During Inspections in 2009

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

Highlights of 2009 Car Seat Check Events

- ▶ The largest seat check event in the Capital Region was held in June at the Sears parking lot located at the Colonie Center Mall. This was the seventh year for this event which was publicized on TV and in the newspapers. Approximately 45 technicians were on hand to educate parents and caregivers. At this year's event, 102 child safety seats were inspected compared to 70 last year; 11 new seats were distributed to those who arrived with an inappropriate seat for their child.



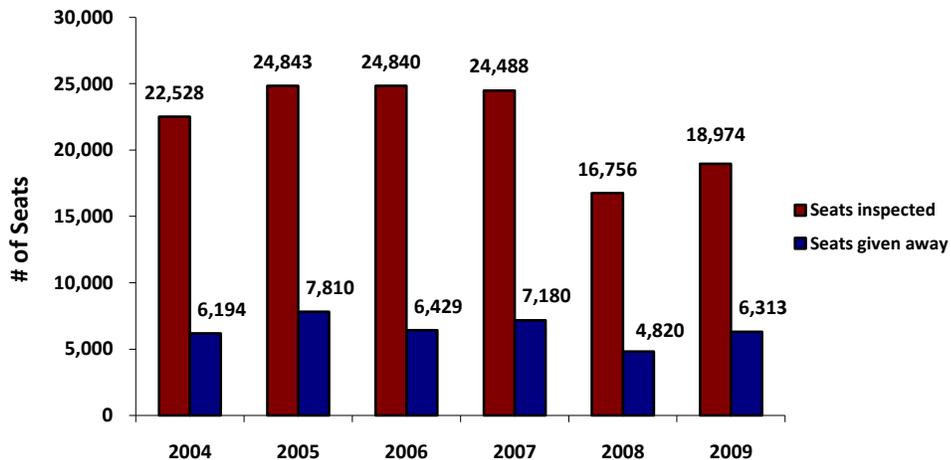
Bill Van Alstyne at car seat check at Sears in Colonie Center

- ▶ Two successful car seat check events were held in Chautauqua County. In July, the Jamestown Police Department inspected 52 seats and gave away 38 and in September, the Chautauqua County Sheriff's Office inspected 63 seats and gave away 41.
- ▶ Clinton County held two checks in May where a total of 83 seats were inspected and 46 were given away.
- ▶ Other counties that held events in FFY 2009 included Broome, Livingston, Monroe, Nassau, Niagara, Ulster and Westchester.

Permanent Child Safety Seat Fitting Stations

In FFY 2009, the GTSC awarded mini grants to support the operation of 199 permanent fitting stations in New York State. In addition, the New York State Police operate 21 fitting stations statewide. Based on the reports received by the GTSC as of November 12, 2009, the State Police and other agencies operating fitting stations conducted 18,974 child safety seat inspections and distributed 6,313 car seats, representing an increase in activity over the previous year.

FFY 2009 Permanent Fitting Station Report



The GTSC also awarded grants for the purchase of eight storage trailers to be used as mobile fitting stations, storage facilities and/or educational training trailers. These trailers continue to be an enhancement to spreading the CPS message since they must be marked with the police department's name and the CPS logo. Some departments have added eye-catching graphics to their trailers to increase visibility.

Maintaining a consistent fitting station program continues to be a problem for some departments due to shortages in manpower and other agency priorities. In some cases, a shortage of manpower has been the result of the reassignment of officers who are trained as technicians to different tasks or shifts making it impossible to staff the fitting station during hours that are convenient for the public. In other instances, technicians were out on extended leave or the officer or supervisor in charge of the program had left the department leaving a void in the oversight of the fitting station. In most cases, the departments indicate a strong desire to continue with these programs and are working to resolve their issues.

As the program continues to evolve, the GTSC has encouraged and fostered communication and cooperation among agencies to build more effective fitting stations and programs; one example is Cornell Cooperative Extension and AAA Northway which have joined together as one grantee to share responsibilities for their fitting stations and other CPS-related activities. With the fiscal downturn facing all agencies within the state, a combination of efforts may become essential for keeping programs operational.

Local Fitting Stations

One of the most active fitting stations in New York State has consistently been the Town of Greenburgh Police Department in Westchester County. The Greenburgh fitting station is located in close proximity to New York City, Connecticut and New Jersey and accepts appointments from residents from all these areas. In addition, this jurisdiction covers a large area of Westchester that includes affluent areas as well as areas with low-income families of diverse backgrounds. In 2009, approximately 40% of all the car seat inspections conducted in Westchester County were performed at the Greenburgh fitting station (1,134 out of 2,830). The fitting station staff also continued to work with White Plains Hospital Center to provide free seminars on CPS education and installation techniques.

Others counties with active fitting station programs in FFY 2009 are highlighted below:

- ▶ More than 868 car seats were inspected in Albany County; 437 of these inspections were conducted at the Hudson Valley AAA fitting station. AAA Hudson Valley is also extremely supportive of all agencies in the Capital Region and has been partners with the GTSC at the majority of seat check events, including "Seat Check Saturday" and the Sears seat check event held in June at the Colonie Center Mall.
- ▶ 1,240 car seats were inspected in Dutchess County with Alamo EMS responsible for 476 of that total; 1,482 seats were inspected at the fitting stations in Monroe County; 870 were inspected in Rockland County fitting stations; 516 were inspected at the Niagara County Sheriff's fitting station; and 862 were inspected at the New York City Department of Transportation fitting stations.

Child Safety Seat Distribution Programs

In FFY 2009, the GTSC funded 54 child safety seat distribution programs for low-income families in 46 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 available to spend 20-30 minutes teaching parents how to install their car seat. Some programs also show the families an educational video and/or provide educational brochures and materials. Reports received as of November 5, 2009, indicate that approximately 6,200 child safety seats were distributed to low-income families across New York State in FFY 2009.

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. The accomplishments of the CPS Advisory Board in FFY 2009 included the following:

- ▶ Scheduled all technician training courses for the year by January 2009
- ▶ Continued to provide child passenger safety information and news for technicians and instructors through the GTSC website
- ▶ Adopted a curriculum for instructors to use when teaching technician classes. The curriculum has been approved by Safe Kids Worldwide. It contains standards of performance for technicians, CPS resources, contact information for all members of the advisory board, information on recertification procedures and child car seat recall information. All members of the CPS Board will receive a supply of folders specially designed for technician training classes to be distributed and used by all.
- ▶ Provided regional coordinators with an updated list of all technicians and instructors in their regions to ensure new information was distributed to everyone
- ▶ Coordinated events and the publicity campaign for "Seat Check Saturday" to kick off Child Passenger Safety Week in New York State
- ▶ Began developing a guideline for all CPS Advisory Board members that includes information on the Board's members and mission and the tasks expected of each member
- ▶ Provided legislative information regarding CPS issues to members of the CPS Advisory Board
- ▶ Participated in the 8th Annual Regional Child Passenger Safety Conference and is collecting and reviewing suggestions for the next conference which will be hosted by New York
- ▶ Completed a training module, "Best Practice and Beyond," that will offer educational units for technician recertification

COMMUNITY TRAFFIC SAFETY PROGRAMS

The 402 grants that are awarded to support programs conducted by 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 overall statewide goals and objectives.

2009 PROGRAM HIGHLIGHTS

Capital Region Older Driver Assistance Network

The goal of the project is to improve highway safety through the establishment of a reliable, sustainable and broad-based network of referral pathways and support services for older drivers. The network was established in FFY 2007 and has built the capacity to provide outreach, information, education and assistance to help older drivers, their families, professionals and other members of the community to successfully address potentially unsafe and at-risk driving situations.

Protocols for making referrals to and among network partners and other local resources for older driver assistance were developed and have been put into practice. Other accomplishments include a toll-free number and web mail address that can be used to access assistance from the Network. The 1-800 Help Line number and web mail serve as the portal to resources and assistance for individuals across the state and across the country. In FFY 2009, information, education and training activities were provided to 670 older drivers, 71 caregivers, three advocacy groups, eight county Traffic Safety Boards, 120 law enforcement officers, and 240 professionals who provide services for the older population.



DMV Office for the Older Driver

The Office for the Older Driver established in January 2008 by DMV Commissioner Swarts seeks to provide information and tools that promote better driving skills and intelligent driving choices among the older driver population. Over the past year, a number of new initiatives have been undertaken to promote older driver safety. A new "Resources for the Older Driver" page has been added to the DMV website and provides access to a variety of information and educational resources for older drivers including information on assessing driving ability and improving driving skills, health information for older drivers and tips for medical professionals, and alternative transportation and programs that can help older drivers stay mobile. The Office is also producing a series of brochures focusing on the issues and concerns of aging motorists.

The Office is also involved in statewide and regional planning activities with state and local agency service providers such as the State Interagency Task Force for Older Drivers and the Capital District Older Driver Assistance Network. In partnership with the State Office for the Aging, a needs assessment tool is being designed to assist counties and boroughs in articulating locally specific needs for aging motorists.

New York State Partnership Against Drowsy Driving (NYPDD)

During FFY 2009, the NYPDD members planned and conducted drowsy driving campaigns in conjunction with National Drowsy Driving Prevention Week (November 10-16, 2008) and National Sleep Awareness Week (March 1-8, 2009). On November 12, 2008, the NYPDD assisted in the planning of a press event that was coordinated by the GTSC and DMV in observation of National Drowsy Driving Prevention Week. The event was held at the New York State Motor Truck Association's office in Albany. Speakers at the event included DMV Commissioner David Swarts, David May, a truck driver for Conway Freight who has 25 years of driving experience and was selected as National Truck Driver of the Year, Cindy O'Connor, the founder of Victims of Irresponsible Drowsy Driving in Ulster County and mother of a son who was killed by a bus driver who fell asleep at the wheel, and Dr. Bilal Chaudhry, a Sleep Medicine Specialist affiliated with the Capital Region Sleep Wake Center.



The event received extensive television coverage from Capital Region stations including interviews with the speakers. The DMV also issued a press release, "DMV Commissioner and Advocates Warn Motorists of the Dangers of Drowsy Driving" to newspapers on November 12, 2008 to promote public awareness of the dangers of drowsy driving and encourage the adoption of drowsy driving preventive measures. Quotes from NYPDD members were included in the news release to further emphasize drowsy driving prevention messages.



In addition, the GTSC website's cover page (www.safeny.com) featured a National Drowsy Driving Prevention Week icon. Clicking on the icon provided links to drowsy driving prevention publications available from NYS DOH. Visitors to the website could also assess their level of daytime sleepiness by taking the "Are You Sleepy?" quiz. The quiz, which is also known as the Epworth Sleepiness Scale (ESS), is an assessment tool used by sleep experts worldwide.

DMV Office for the Younger Driver

In its second year, the Department of Motor Vehicles (DMV) Office for the Younger Driver made progress on several young driver traffic safety initiatives. Several positive steps were taken to achieve the Office's mission to promote and coordinate efforts to raise awareness and reduce motor vehicle crashes involving young drivers. During the early part of 2009, the Office for the Younger Driver was involved in drafting a legislative proposal aimed at strengthening the Graduated Driver Licensing (GDL)

law. The emphasis was on enhancing the current New York State GDL law and bringing it more closely in line with national standards. The final version of the bill was passed in August and includes the following provisions, effective February 22, 2010:

- ▶ An increase in the number of hours of parent-certified supervised driving required prior to taking a road test from 20 to 50 with 15 of those hours being after sunset
- ▶ A decrease in the number of non-family passengers allowed in a vehicle operated by a Junior Permit/Junior License holder from two to one, when not accompanied by a parent
- ▶ Elimination of the Limited Use Junior License, requiring a learner's permit to be held for a minimum of six months before a road test can be taken

In response to the dangers posed by texting while driving, the law also includes a ban on the use of portable electronic devices for all drivers, effective November 1, 2009.



On May 1, 2009, DMV launched the Resources for the Younger Driver website which includes helpful information for teen drivers and their parents. The website is designed to present important young driver information in a user friendly format that is appealing to the target age group. Information on the Graduated Driver Licensing law, safety tips, and scheduling a road test is also available on the website. A page specifically for parents is also included. The website is intended to be fluid and information will be revised and updated as needed.

The Office for the Younger Driver continues to be heavily involved with implementation of the recommendations put forth in the final report of the Temporary Special Advisory Panel for Driver Education Availability and Curriculum Enhancement submitted to Governor Paterson and the Legislature on December 31, 2008. The Office is part of an interagency workgroup comprised of members of DMV, the State Education Department, DOH and the Governor's Traffic Safety Committee. The workgroup has made considerable progress on the initial implementation steps for several of the recommendations.

NYS Partnership Addressing Teen Driving Safety

In FFY 2009, a steering committee comprised of state and local traffic safety and public health partners was formed for the New York State Partnership Addressing Teen Driving Safety (NYSPTDS). Members of the committee include representatives from the DOH Bureau of Injury Prevention, the DMV Office for the Younger Driver, the Institute of Traffic Safety Management and Research (ITSMR), the AAA Hudson Valley Traffic Safety Program and the GTSC. The objectives of the Partnership are being addressed through the following committees: Teen Education and Outreach; Teen Driver Education; Parent Education and Responsibility; Law Enforcement and Judicial; and Legislative and Policy.

NYSATSB "Save Your Friend Over the Airwaves" PSA Contest

The New York State Association of Traffic Safety Boards (NYSATSB) sponsored their 5th annual statewide traffic safety PSA contest for teens, "Save Your Friend Over the Airwaves." More than 170 high school students from 12 counties submitted radio PSAs that addressed a variety of traffic safety issues, including speeding, safety belt use, impaired driving, drowsy driving and driving distractions. Eight

winners and four honorable mentions were selected and received prizes, in addition to state and local recognition. The GTSC provided funding for the production of a CD of the winning messages and local and state partners helped to fund the contest awards. Copies of the CDs have been sent to traffic safety partners and major radio stations to be aired across the state.

“Get Kids to Buckle Up Every Time” Slogan Contest

The NYSATSB Youth Committee, with guidance from the DOH Bureau of Injury Prevention, sponsored a “Get Kids to Buckle Up Every Time” slogan contest for grades 5-7 in conjunction with the eighth annual Sean’s Run event. The winning slogan, “Sit-Click-Drive”, was announced at the closing ceremony for the event. The DOH Bureau of Injury Prevention has been working with the Bureau of Health Media and Marketing (BHMM) to develop a logo incorporating the “Sit-Click-Drive” slogan to brand educational and promotional materials for a statewide child passenger safety campaign targeting middle school students. Glow-in-the-dark rubber wristbands imprinted with “NYS Sit, Click, Drive” were purchased with assistance from BHMM.

School Resource Officer (SRO) Tool Kit

The GTSC is developing a School Resource Officer (SRO) tool kit for use by law enforcement officers in their educational efforts with teens. The Law Enforcement Liaisons (LELs) assigned to the GTSC are partnering with the DMV Office for the Younger Driver in the development of the tool kit which will include brochures, Power Point presentations, a link to the Teen Driver website, listings of New York State STOP-DWI County Coordinators and Traffic Safety Boards, and access to safety.com data packets and traffic safety fact sheets. The tool kit will be updated with new materials as they become available. It is anticipated that the SRO tool kit will be available in December 2009 through a link on the GTSC website.

Orange and Ulster Counties Teen Outreach Programs

The Traffic Safety Programs of Orange and Ulster Counties have partnered to develop engaging and pervasive traffic safety programming in local high schools. The aim is to involve parents and teens in creating a safe traffic environment for high school students beginning with the student/parent freshman orientation followed by the introduction of a new intervention project



each quarter. The programs that are part of the four-year emersion effort to norm safe teen driver and passengers behaviors include: Freshman orientation with teens and parents; Peer to Peer Polls and Norming for Traffic Safety Behaviors; Parent Engagement Night; “Save Your Friends Over the Airwaves” contest; tee shirt design contests; Battle of the Belts (a fast-moving competition that promotes occupant protection); “Not One More” speaker panels, the “One Second, Everything Changes” Exhibit; and the Driving Simulator Project.

Franklin County Traffic Safety Outreach Program

The Franklin County Traffic Safety Board community program developed partnerships with school district teachers and administrators, hospital workers and churches to target their high-risk and hard to reach population of 21-25 year olds. The program included traffic safety presentations, handouts in pay checks and a media campaign. As part of the media campaign, weekly articles on NYS traffic laws were included in the column "Did You Know" appearing in the local newspapers. Messages were also aired on Franklin County's "Local Access" Time Warner cable channel.

NYS Association of Traffic Safety Boards' Multicultural Committee

The Traffic Safety Board Association's Multi-Cultural Committee has conducted and provided technical assistance for several outreach efforts to educate and raise awareness of traffic safety issues among the state's diverse populations. One accomplishment in FFY 2009 was the development and distribution of a Multicultural Tool Kit to assist local agencies in working with these special groups. More than 400 tool kits have been distributed throughout the state. These tool kits have also been requested by a number of other states, including New Jersey, Nevada and Iowa.

The Multicultural Committee also sponsored Building Bridges Luncheons in Utica, Newburg and Buffalo which proved to be a successful networking opportunity and venue for assisting local agencies in planning multicultural programs. In Utica, a child passenger safety program has been started for the refugee community in partnership with the local police departments and the Department of Health. The traffic safety community in Newburgh is working with the local Latino population and the Native American nations in Buffalo have been provided access to a broad range of traffic safety materials, resources and opportunities.



The Committee provided support for outreach education at the Refugee Day Celebration held in Utica in June. In addition to distributing traffic safety educational materials, the event included instruction in the installation of child passenger seats, demonstrations of the seat belt Convincer and bicycle safety training for children. With local support, 200 bicycle helmets were also given away at the event.

The Committee also participated in the Hudson Valley Latino Festival and the Mid-Hudson Festival in Kingston providing occupant protection and child passenger safety education with the assistance of bilingual volunteers from the region.



Minority/Diversity Outreach

A key component of New York's Community Traffic Safety Program is effective outreach to the state's ethnic communities. A Minority Outreach Coordinator designated by the GTSC is responsible for facilitating access to traffic safety information and education by the diverse populations residing in the state. The Coordinator assists in raising public awareness among the state's diverse populations by participating in numerous educational events, forums and meetings throughout the year. In FFY 2009, the Minority Outreach Coordinator participated in events held in conjunction with Black History Month, the annual Hispanic Legislative Conference, African American Family Day in Albany, the Latin Fest in Kingston and several other events that offered an opportunity to reach diverse populations with traffic safety information.



Mid-Hudson Road Safety Assessment/Audit Training

The GTSC and FHWA sponsored a two-day Mid-Hudson Traffic Safety Assessment Training in Orange County. The participants included individuals who have an impact on the transportation system in each of their counties, including elected officials, traffic engineers, designers, maintenance personnel, transportation planners, law enforcement, the Department of Public Works, Traffic Safety Coordinators,



and other traffic safety partners from Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster, and Westchester Counties. The training empowered each county to develop safety assessment teams to provide formal safety performance examinations of existing or planned transportation facility roads, intersections, sidewalks and paths. The safety assessment team considers the safety of all users, prepares qualitative estimates and reports on safety issues and suggests opportunities for safety improvements.

Slow-Moving Vehicle Campaign

On July 21, 2008, Governor Paterson signed Chapter 350 of the Laws of 2008 which modified the New York State Vehicle and Traffic Law pertaining to slow-moving vehicles and called for the creation of a public outreach campaign. The law, which took effect January 1, 2009, was created in response to a 2004 fatal crash in Otsego County involving a motorist and farm equipment.

The law required the Governor's Traffic Safety Committee, with the cooperation of the Department of Motor Vehicles, the Department of Transportation, the Department of Agriculture and Markets, and the Division of State Police, to develop and implement a public outreach campaign to inform the general public regarding the proper use of the slow moving vehicle emblem and roadway safety pertaining to agricultural equipment.

With assistance from the New York Center for Agricultural Medicine and Health, the public outreach campaign committee distributed a press release through the Department of Agriculture and Markets informing the agricultural community of the recent changes in the law. The press release was also handed out at the New York Center for Agricultural Medicine and Health booth during the New York State Farm Show in Syracuse. A press event was also held at the New York State Fair Grounds in Syracuse on April 8, 2009 to call attention to a proclamation from Governor Paterson naming April as “Slow Moving Vehicle Awareness Month.” Assistant Commissioner, Chuck DeWeese, was the Master of Ceremonies at the event with special guest speakers Commissioner Patrick Hooker of the Department of Agriculture and Markets, Agricultural Safety Specialist James Carrabba of the New York Center for Agricultural Medicine and Health, Captain Jeffrey Raub from the New York State Police and Future Farmer of America student Danielle Dapson.



The committee created a slow moving vehicle brochure to be handed out at local county fairs across the state and at the New York State Fair. The committee also created a slow moving vehicle PowerPoint presentation and a “Sharing the Road with Slow Moving Vehicles” pamphlet. The brochure, PowerPoint presentation and pamphlet were made available to the public on the GTSC website.

Veterans Safe Driving Initiative: “HOME SAFE – DRIVE SAFE – STAY SAFE”

Motor vehicle crashes have been identified as a leading cause of death in veterans in the early years after returning from deployment. As part of a national effort led by the U.S. Department of Veterans Affairs, the GTSC is partnering with the Veterans Administration Medical Centers across New York State to communicate traffic safety educational messages to returning veterans. During FFY 2009, GTSC staff met with representatives from the Stratton VA Hospital in Albany and the U.S. Department of Veterans Affairs Hudson Valley Healthcare System to learn more about this program, the resources that are available and the outreach programs that are currently in place. GTSC staff also attended an awareness training presentation for law enforcement officials in Orange County presented by the Hudson Valley Healthcare System that addressed issues and problems confronting returning veterans in their transition to civilian life. The GTSC displayed banners and posters and distributed informational handouts provided by the Department of Veterans Affairs at several statewide traffic safety events including the STOP-DWI Awareness Nights and the 2009 Americade Motorcycle Touring Rally in Lake George. Other avenues for expanding the outreach program are being considered.

New York State Highway Safety Conference Coordination



At the request of the GTSC, the NYS STOP-DWI Association and the NYS Traffic Safety Boards Association, the Institute for Traffic Safety Management and Research has been responsible for coordinating and providing administrative support for the annual New York State Highway Safety Conference sponsored by the three organizations. During FFY 2009, the 2008 conference was held October 15-18, in Syracuse and the planning and the majority of the preparations for the 2009 conference scheduled for October 18-20 in Saratoga Springs were completed.

A member of the ITSMR staff serves as the Conference Coordinator. With direction and oversight from the conference planning committee, the Coordinator is responsible for the following tasks:

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

Community Highway Safety Program Support

The primary purpose of this grant awarded to the Institute for Traffic Safety Management and Research (ITSMR) is to perform a variety of tasks and activities that provide support for GTSC's local traffic safety program. An ITSMR staff member is based full-time at the GTSC to assist in working with local grantees and to serve as GTSC's subject specialist in a number of traffic safety program areas. The accomplishments for FFY 2009 included the following:

- ▶ Served as the liaison and provided outreach services to local programs in the 11 counties in the greater Capital District Region, New York City, and Nassau and Suffolk counties
- ▶ Assisted the GTSC with the grant process, including reviewing new grant applications and monitoring projects in the assigned geographic regions
- ▶ Served as the program area specialist for pedestrian safety and was a key participant in the NYS Partnership for Walk Our Children to School and Safe Routes to School Network, the National "Safe Routes to School" Program, and the Statewide Pedestrian and Bicycle Conference
- ▶ As GTSC's program area specialist for drowsy driving, participated in the NYS Partnership Against Drowsy Driving helping to coordinate and implement programs and press events throughout the year
- ▶ As GTSC's subject specialist for older driver issues, was instrumental in the establishment of the Capital Region Older Driver Assistance Network which currently includes representatives from three counties
- ▶ Represented the GTSC at a number of events, meetings and conferences at the local, state and national levels and served on the planning committee for the annual NYS Highway Safety Conference

TRAFFIC RECORDS

A critical element of the performance-based program planning processes used by New York's traffic safety agencies and organizations to develop traffic safety initiatives depends on the availability of accurate and timely traffic records data. In developing appropriate safety initiatives, the traffic safety community needs data on crashes and injuries, arrests and convictions for traffic violations, and highway engineering initiatives. New York strives to meet the needs for data and data analysis support through major improvements in the way it maintains and uses its traffic records systems. New York's continuing commitment to improving its state's traffic records systems is evidenced by the progress that has been attained over the past year.

In FFY 2009, the projects funded in this area focused primarily on improving the timeliness, accuracy, and availability of traffic safety-related data with regard to the state's crash, citation/adjudication, driver, injury surveillance, and roadway records systems. In addition, initiatives were undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification and the development, management, and evaluation of safety programs. The many initiatives conducted in FFY 2009 were undertaken by agencies at the state and local levels, including the GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, and the Metropolitan Planning Organizations (MPOs).

The strategies implemented in this program area and the progress made during 2009 in attaining the performance goals and objectives are summarized below.

GOALS

- ▶ Continue efforts to enhance DMV's AIS, TSLED, and AA records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2009
- ▶ 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 2009
- ▶ Update the 2008 Inventory of Traffic Safety Information Systems in 2009
- ▶ Update the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan, focusing on Program Year 4 (2009), in 2009

Status of Goals

New York was successful in attaining the four goals established for 2009. 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) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member is the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator

is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

In FFY 2009, with assistance from the TRCC membership, ITSMR and the GTSC updated the 2008 Inventory of Traffic Safety Information Systems and the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan. The findings from the inventory update were used in updating the strategic plan. The updated inventory and updated strategic plan became integral parts of New York's fourth-year application for traffic records funding under Section 408 of SAFETEA-LU. Submitted in June 2009, the grant application was approved in September and New York was awarded approximately \$1.3 million.

ITSMR continued to be responsible for the verification of the crash data in DMV's accident information system (AIS) and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and Administrative Adjudication systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. In addition, ITSMR assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket, (TSLED and Administrative Adjudication), and driver license files.

In FFY 2009, ITSMR also continued to be responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP), the Commercial Vehicle Safety Plan (CVSP) and the state's Strategic Highway Safety Plan (SHSP) required for the receipt of federal highway safety funds by the GTSC and DOT. In FFY 2009, ITSMR also provided data and assisted in the preparation of the incentive grant applications and reports that were required for the receipt of several different categories of incentive funds available under SAFETEA-LU.

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 and injury crashes involving large trucks and buses.

A number of initiatives were implemented to improve the state's primary traffic records data systems, the AIS, TSLED, and AA systems in FFY 2009. Through the joint efforts of the DMV and the continuing implementation of TraCS across the state, the timeliness of crash, citation and disposition data has greatly improved. Between January and November 2009, approximately 1.8 million tickets and 168,000 crash reports were submitted to DMV via TraCS. Approximately 1.8 million tickets and 125,000 crash reports were submitted through TraCS during a comparable time period in 2008.

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 2009
- ▶ Continue to support implementation of technologies that promote traffic safety by agencies and courts at the state level in 2009

Status of Performance Objectives

Key accomplishments in FFY 2009 include:

Accidents Records System (AIS)

- ▶ As of December 1, 2009, approximately one-half of the accidents reported by the police are being sent to the DMV electronically.
- ▶ NYSDOT continued an effort to process non-reportable crash reports into SIMS, NYSDOT's accident database. As of December 2009, entry of the non-reportable crash reports for 2005 has been completed; about 90 percent of the 2006, 40 percent of the 2007, and 35 percent of the 2008 non-reportable crash reports have been entered.

Ticket Records Systems (TSLED and Administrative Adjudication)

- ▶ Approximately 2.4 million tickets are issued annually by the police agencies under the TSLED system. As of December 1, 2009, approximately 76 percent of these tickets are being reported to the DMV electronically.
- ▶ Between January 1 and November 30, 2009, approximately 47,000 tickets out of the 1.3 million tickets issued under the Administrative Adjudication ticket system were issued electronically in 2009. This number is not expected to increase substantially until the New York City Police Department has the capability to submit tickets electronically.
- ▶ As of December 1, 2009, more than 950 of the state's 1,400 courts are using the e-disposition process.

Driver License Record System

- ▶ As of December 1, 2009, more than 1,250 courts have the capability to pull down information on drivers from the driver's license file for sentencing purposes through the Judicial Online Information System (JOIN), up from 1,100 courts at the end of 2008.
- ▶ During FFY 2009, the DMV completed its reengineering of the Article 19-A data system. Designed to capture bus driver and motor carrier information, the system is used in regulating who can drive a bus and monitoring their driving performance. The new system is available to 19-A carriers through a password-protected website.

Injury Surveillance Information Systems

- ▶ Through its CODES database, the NYS Department of Health (DOH) Bureau of Injury Prevention continues to expand its capabilities to integrate crash data with hospital discharge, emergency department, and emergency medical services data. During FFY 2009, the data for these various files were linked for 2007.
- ▶ The DOH Bureau of EMS implemented a multi-year project with Section 408 funding to develop a new PCR system.

Roadway Data Systems

- ▶ NYSDOT continues to develop 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. In particular, a three year effort was started during FFY 2009 to significantly expand the collection of traffic volume data on the local highway system. The additional traffic volume data will enable NYSDOT to expand and refine its safety programs in an equitable manner to

all highways within the state. Efforts continue to use new technology to improve and enhance querying/reporting capabilities, and developing linkage protocols for selected data systems, including the Safety Information Management System (SIMS), Roadway Inventory System (RIS), Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System (PIES). In addition, work continues on an effort to develop New York State specific crash reduction factors unique to the crash countermeasure activities being implemented within the state.

ITSMR is continuing to assist DMV in furthering its goal to provide timely, accurate crash data through the AIS. 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 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 accidents upon 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 summary tables and reports on the findings from the analyses.

Recognizing the importance of keeping up-to-date on the latest technology available and its use in developing good traffic safety data systems, members of ITSMR's technical staff participated in a workshop on data issues sponsored by NHTSA Regions 1 and 2. Held in Mystic, CT on February 25-26, the workshop, titled BRIDGE: a Bi-Regional all-Inclusive Data Group Exchange, focused on the importance of data in developing and building good traffic safety programs. Specific topics included the use of technology to collect and transmit data, data analysis tools, and using data in the Section 408 application process. ITSMR staff also attended the 35th International Forum on Traffic Records & Highway Safety Systems held in Phoenix, AZ, July 12-16. Sponsored by NHTSA, Federal Highway Administration, Federal Motor Carrier Safety Administration, and the Bureau of Transportation Statistics, it is the largest conference of its kind and presents information on systems that provide accurate and timely traffic records data using state-of-the-art technology.

2009 PROGRAM HIGHLIGHTS

Statewide Coordination of Traffic Records Systems Improvements

The state's numerous traffic safety partners make extensive use of traffic records data in the identification of traffic safety problems and potential solutions. Because of the importance of having timely, accurate and reliable traffic safety-related data, the GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. In FFY 2009, with assistance from the Traffic Records Coordinating Council (TRCC), these efforts produced updated versions of the Inventory of Traffic Safety Information Systems and the NYS Traffic Safety Information Systems Strategic Plan. Implementation of the strategic plan has resulted in significant improvements in the state's various traffic records systems. Improvements have addressed the timeliness and accuracy of the state's various traffic records data systems and the availability and use of the data at all jurisdictional levels.

Improvements to the Accident and Ticket Systems

SAFETEA-LU funds (Sections 408 and 402) and .08 incentive funds provided continuing support for the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts in FFY 2009. This support includes the purchase of equipment, such as printers, bar code readers, and magnetic strip readers. In addition to increasing the proportion of crash and ticket reports that are captured electronically, the DMV continues to make improvements to its accident and ticket reporting systems. In FFY 2009, these improvements included: 1) installation of the hardware and software needed to streamline crash processing workflows, 2) initiation of redesign of the AIS, 3) completion of programming needed for new eDATE transactions, and 4) development of an exceptions process to aid the courts in resolving errors in their electronic submissions.

Improvements to the Driver License File

To support the design of a relational database for the conversion of driver license records, address verification software was obtained and installed. A key component of the process to convert the license address history file, this software helps standardize address information, reducing duplicate license records and facilitating real-time availability for relational access to client information with extended search and reporting capabilities.

As of December 1, 2009, more than 1,250 (90%) of the state's 1,400 courts have the capability to pull down information on drivers from the driver's license file for sentencing purposes through the Judicial Online Information System (JOIN), up from 1,100 courts at the end of 2008.

Improvements to Injury Surveillance Files

During FFY 2009, the NYS Department of Health (DOH) issued a Request for Information (RFI) to gather information from organizations and vendors with experience in 1) working with the NEMSIS data set, 2) developing software systems to capture an electronic PCR, or 3) developing a pre-hospital patient care registry. The information gathered through the RFI will be used to determine the feasibility, cost and process for issuing a Request for Proposal (RFP) for the development of an electronic EMS data collection system that is compliant with the National EMS Information System (NEMSIS).

Also during FFY 2009, a policy document was developed for use by ambulance services interested in migrating to an electronic patient record system. The EMS service database has been changed to add a field to track those EMS agencies that have been approved to submit data to the regions and DOH electronically. In addition, in a joint effort with the State Trauma Registry, the DOH continues to work on linking EMS records and emergency department/hospital patient records. This task has involved the development of a unique patient identification formula. Work also continues on developing a NEMSIS compliant paper form of the PCR.

Use of Technology

The number of enforcement agencies, including the State Police, collecting and transmitting crash and/or ticket data to DMV via TraCS increased substantially in 2009. As of November 1, 2009, 347 agencies were collecting and transmitting crash and/or ticket data to the DMV. In comparison, 310 agencies were collecting and transmitting data on November 1, 2008. Currently, approximately one-half of the police-reported crashes and 76 percent of the TSLED tickets are being reported to the DMV

electronically, greatly improving the timeliness, completeness, and accuracy of the state's crash and ticket data.

As of December 1, 2009, more than 950 of the state's 1,400 courts (68%) are submitting their disposition data electronically to the DMV. In comparison, 880 courts were transmitting their disposition data on November 1, 2008.

To support the expanded use of TraCS across the state, a new initiative was undertaken in FFY 2009 to upgrade the TraCS data movement process. Supported by Section 408 funding, this initiative will enable the data movement process to include a significantly higher volume of data, more types of data, and allow data (e.g., dispositions) to be passed back to local agencies for processing.

In another use of technology to support traffic safety activities, a project was initiated to develop a mapping tool for local law enforcement agencies to use in correlating enforcement activity and/or road patrol assignments with high accident locations in a given jurisdiction. Identified as the Dynamic Accident Mapping (DAM) project, the State Police, as the lead agency in this initiative, is working with NYSDOT and the NYS Office of Cyber Security and Critical Infrastructure Coordination to develop and test such a mapping tool.

Development and Use of Data Linkages

New York continued its CODES (Crash Outcome Data Evaluation System) initiative in 2009, providing the 2007 crash data to the DOH to be linked with the DOH's injury surveillance files. This linkage effort enhances the development of program initiatives that target specific population sub-groups and permit the examination of costs associated with crashes. In addition, data from the DMV crash, ticket, and driver license files were linked by ITSMR to conduct analyses that examined a variety of traffic safety-related issues. Improvements in data linkage capabilities continue to be 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.

Research and Evaluation

Research and evaluation continue to be vital components of the highway safety planning process. During FFY 2009, research continued to support the development, implementation, and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis, and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported. ITSMR provides research and evaluation support to DMV and GTSC and its partners. ITSMR's services include the following:

- ▶ 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

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 State and collectively develop strategies and programs to address these areas of concern.

GOALS

- ▶ Strengthen 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
- ▶ Provide direction, guidance and assistance to support the efforts of public and private partners to improve highway safety
- ▶ Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program
- ▶ Continue to expand technology as a means to disseminate traffic safety information, including grant applications and forms, and enhance the ability to communicate with customers
- ▶ Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- ▶ Support the use of performance measures as an evaluation tool in the state's highway safety program
- ▶ Improve the timeliness of grant approvals and the allocation and liquidation of funding

Status of Goals

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the FFY 2009 Highway Safety Strategic Plan (HSSP). The first group of goals related to identifying traffic safety problems and setting goals and priorities, providing guidance in improving traffic safety, and developing and maintaining policies regarding the operation of the highway safety program were met through the GTSC's continued implementation of a performance-based planning approach for the statewide traffic safety program.

The goal of expanding technology as a means of communication was met primarily through the GTSC's introduction of the electronic grants management system, eGrants, this year. The GTSC is implementing this system to improve efficiency, reduce staff resource time and improve the management of New York's highway safety program. All grantees were required to submit their FFY 2010 grant applications

through eGrants. A total of 820 applications were received and reviewed electronically. The applications are entirely paperless with the exception of the signature endorsement page required for local grantees, the state contract forms and the panel score sheet for BUNY grant reviews.

The GTSC continued to use the SafeNY website www.safenyny.com to disseminate information on traffic safety topics and programs, statistical reports and grant application materials. The GTSC also met its goal to expand the training opportunities for traffic safety professionals in New York State by supporting the expansion of various training programs to cover new topics and address the needs of new audiences.

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

The incorporation of additional data driven grant approval criteria, combined with the first-year implementation of the eGrants system and continued staffing shortages, resulted in the GTSC not meeting its goal to improve the timeliness of grant approvals and the allocation and liquidation of funding.

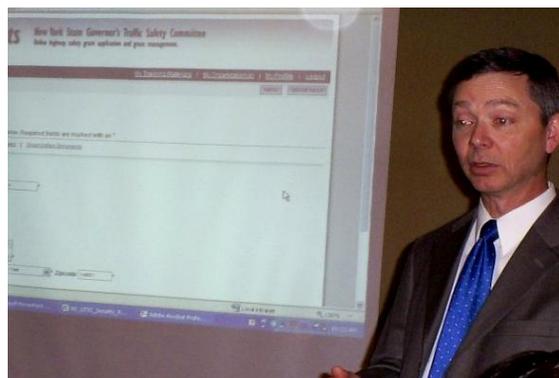
2009 PROGRAM HIGHLIGHTS

eGrants

In FFY 2009, the GTSC began implementation of an online grant application and management system called eGrants. Starting with the FFY 2010 grant proposals, all applications were accepted only through the eGrants system. Application review, payments and reporting all occur through eGrants.

eGrants is New York's implementation of the Intelligrants software which is being used by several other state highway safety offices. The software is web-based and includes all the features for paperless grant management. Where ink signatures are required for local endorsements and for vouchers, the signed pages can be sent to GTSC and uploaded to be stored with the grant proposal.

The GTSC's implementation of eGrants began in December 2008 with the GTSC working with the software company to load the four types of proposals into the system and to develop the review format. In conjunction with the GTSC's announcement of the availability of FFY 2010 funding, the prospective applicants were informed of the new system and invited to attend one of the six training sessions that were held around the state.



Jim Allen presenting at an eGrants training session

New York's Highway Safety Strategic Plan (HSSP)

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2010. In conjunction with the development of the HSSP, the Governor's Traffic Safety Committee members met at the Empire State Plaza Concourse in Albany in June 2009. Each agency highlighted their priorities and activities related to traffic safety. A presentation of the GTSC's accomplishments over the previous year was provided by Assistant Commissioner Chuck DeWeese. Members of the New York State Task Force on Impaired Driving gave a brief presentation explaining why the Task Force was created and highlighting some of the successes achieved by the nine working subcommittees.

New York's Strategic Highway Safety Plan (SHSP)

In addition to preparing the FFY 2010 HSSP, the GTSC continued to support and participate with the NYS Department of Transportation and other partners in the development of a New York State Strategic Highway Safety Plan (SHSP) 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, Highways, Emergency Medical Services and Traffic Safety Information Services.

Professional Development

The GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase their knowledge and awareness of traffic safety issues and to acquire new or enhanced skills. In FFY 2009, 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 these and other professional development opportunities. The GTSC's training activities in the past year included the following:

- ▶ Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- ▶ Collaborated with NHTSA, the New Jersey Highway Safety Office, and the Pennsylvania Department of Transportation to sponsor the Annual Regional Child Passenger Safety Conference
- ▶ Supported the New York Prosecutors Training Institute's efforts to provide additional training related to various impaired driving issues
- ▶ Attended the Annual Lifesavers 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, ARIDE and DITEP training held throughout New York State
- ▶ Participated in the 19th International Auto Show and World Traffic Safety Symposium presented by the Greater New York Automobile Dealers Association

- ▶ Co-hosted NHTSA’s Traffic Occupant Protection Strategies (TOPS) train-the-trainer course for law enforcement
- ▶ Attended the GHSA’s Annual Meeting, “Toward Zero Deaths - Every Life Counts”
- ▶ Attended a two-day training conference, “Motorcycle 101”, sponsored by NHTSA
- ▶ Attended the New York Association for Pupil Transportation Annual Conference and Road-ee
- ▶ Attended and assisted at the New York State Sheriffs’ Association Winter Training Conference
- ▶ Attended the New York State Truck Safety and Education Conference, “Government and Industry Partnerships – It Pays to be Safe”
- ▶ Participated in the “Building Bridges for Traffic Safety in Diverse Communities” Workshop
- ▶ Attended the Empire State Law Enforcement Traffic Safety (ESLETS) Conference
- ▶ Participated in various Governors Highway Safety Association webinars relating to Program Management topics
- ▶ Conducted regional eGrants workshops in Albany, Fishkill and Rochester

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 and STOP-DWI, as well as the Section 405, 406, 408, 410, and 2010 incentive grant programs.

The GTSC has continued to use a personal approach in administering the highway safety program. The GTSC staff members are available and serve as resources in assisting local agencies in program development. Over 341 program monitoring visits were conducted in the past year. In addition, GTSC program staff participated in local traffic safety board meetings, advisory meetings, community recognition programs and safety events from bicycle rodeos to service award ceremonies.

The GTSC has continued to implement procedures to streamline the grant application, approval and monitoring processes, while accommodating all of the federal and state requirements. Continuing its efforts to increase the transparency of the grant review process, the GTSC enlisted the assistance of its member agencies to review the Buckle Up New York (BUNY) grant applications. Three review teams were formed and received training in the grant review process and criteria. The teams were then provided with electronic copies of the grant applications and related data to review and score the proposals. After the team members completed their individual reviews, the teams were reconvened in Albany to finalize their reviews and recommend funding levels.

Some of the other specific accomplishments associated with the management of the 402 program in FFY 2009 are listed below:

- ▶ A Federal Cost Summary allocating \$71,340,000 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 - \$1,722,351.00
 - Section 406 Primary Safety Belt Use Laws - \$3,443,334.00
 - Section 408 State Traffic Safety Information System Improvements - \$1,340,962.00
 - Section 410 Alcohol Impaired Driving Countermeasures - \$6,846,086.00
 - Section 2010 Motorcyclist Safety - \$291,150.00
- ▶ 403 new projects and 351 continuation projects were awarded, for a total of 754 grants
- ▶ A total of 1,546 vouchers and 62 state claims were processed
- ▶ New York closed out FFY 2008 on December 29, 2008 and expended \$21,565,894.68
- ▶ As of November 24, 2009, the ratio of unliquidated funds was 1.55 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. In FFY 2009, the Department of Motor Vehicles and the GTSC continued the implementation of successful public information and education campaigns across a variety of media platforms emphasizing messages related to impaired driving, occupant restraint, speed and the need to safely share the road with a variety of users. Several media outlets and partners were involved in the production of these messages, which were made available on television, radio, billboards and the SafeNY.com website. Printed materials were also prepared and distributed to support the campaigns.

Television and Radio

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.



To view this PSA go to <http://safeny.com/audiovideo.htm>

The messages used in these campaigns included:

- ▶ Drinking and Driving Not an Option (November 2008 to January 2009)
 - Television slots: 2,030
 - Radio slots: 9,076

- ▶ Be Smart. Share the Road (May to July 2009)
 - Television slots: 1,937
 - Radio slots: 595

- ▶ Stop Speeding Before It Stops You (July to September 2009)
 - Television slots: 2,787
 - Radio slots: 13,314



Billboards

The “Be Smart. Share the Road”, “Stop Speeding Before It Stops You” and “Drinking and Driving Not an Option” messages were posted on 550 billboards across the state. Both traditional billboards and variable display digital billboards were used in the campaigns.

Other PI&E Activities

The GTSC also conducted public information and education outreach activities in conjunction with the Department of Motor Vehicles Division of Field Investigation, the New York State STOP-DWI Association, the New York Bicycling Coalition, the New York State Association of Traffic Safety Boards, the New York State Police and other state and local partners. These outreach activities were conducted across the state at sporting venues, fairs and a variety of community events.

Annual NYS Highway Safety Conference

Each year, the GTSC joins the NYS STOP-DWI Association and the NYS Association of Traffic Safety Boards in sponsoring the NYS Highway Safety Conference. With funding from the GTSC, the Institute for Traffic Safety Management and Research is responsible for coordinating and providing administrative support for the annual meeting. The GTSC provides support for several staff members and grantees to attend the statewide symposium which includes training and information-sharing sessions on a wide range of traffic safety topics and typically draws an audience of 300-350 attendees.

This year’s Highway Safety conference, “Partnering for Safer New York” was held October 18-20, 2009 at the Holiday Inn in Saratoga Springs. The Governor’s Traffic Safety Committee’s Chairman’s Awards were presented to Billie Crandall from Oswego County and to the Institute for Traffic Safety Management and Research for their contributions to highway safety.

GTSC Web Site

The GTSC continued to use its www.SafeNY.com website to disseminate traffic safety information to the general public, provide grant-related materials and forms and serve as a portal for its new online grant application and management system, eGrants. The annual call for grant proposals is distributed online, as are the annual Highway Safety Strategic Plan, the Annual Report and the GTSC “Safety Matters” Newsletter. The statistical summaries that are prepared by ITSMR and the statewide accident data summaries are also posted on the website.

The new “Be Smart. Share the Road” theme has been brought to the SafeNY.com site through a new section that provides information on the following topics:

- ▶ Bicycles
- ▶ Motorcycles
- ▶ Emergency Vehicles
- ▶ Older Drivers
- ▶ Pedestrians
- ▶ School Buses
- ▶ Slow Moving Vehicles
- ▶ Trucks
- ▶ Work Zones

The GTSC also used the website for Buckle Up New York wave enforcement activity reporting and for Operation Safe Stop enforcement activity reporting. During FFY 2009, the SafeNY.com site hosted 11,785,294 visitors.

The traffic safety topics featured on the GTSC website in FFY 2009 included:

January	<i>Drinking & Driving Is Not an Option</i>	July	<i>Be Smart. Share the Road</i>
February	<i>Wake Up to the Dangers of Drowsy Driving</i>	August	<i>Over the Limit Under Arrest Impaired Driving</i>
March	<i>Buckle Up New York</i>	September	<i>Child Passenger Safety Be Smart. Share the Road</i>
April	<i>Operation Safe Stop School Bus Safety</i>	October	<i>Be Smart. Share the Road Child Passenger Safety</i>
May	<i>Buckle Up New York Bicycle Safety Motorcycle Safety</i>	November	<i>Child Passenger Safety</i>
June	<i>Be Smart. Share the Road</i>	December	<i>Drinking & Driving Shatters Lives</i>

