NEW YORK STATE

FFY 2016
HIGHWAY SAFETY STRATEGIC PLAN

New York State
Governor's Traffic Safety Committee

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HIGHWAY SAFETY PROGRAM PLANNING PROCESS

Introduction

The surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) signed into law on July 6, 2012, established new uniform procedures governing the implementation of state highway safety grant programs. Two funding programs are authorized by MAP 21: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. States are required to submit one funding application for the Section 402 and 405 programs by July 1.

In preparing the FFY 2016 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

The University at Albany's Institute for Traffic Safety Management and Research (ITSMR) provides analytical and technical support for the planning process and works closely with GTSC on the preparation of the HSSP.

Overview of New York's Planning Process

The GTSC conducts outreach at meetings, conferences and workshops throughout the year to gain input from the traffic safety community on emerging issues and new countermeasures that should be included in the HSSP. The annual GTSC meeting, convened by the GTSC Chair, is also used as an opportunity to review priorities and the status of initiatives undertaken by the member agencies of the GTSC. At the annual meeting, representatives from each agency report on the ongoing as well as the new programs being implemented by their agencies and through partnerships with other departments. Where appropriate, the information provided by the member agencies on current and proposed efforts to improve highway safety in the state is incorporated into the HSSP.

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

Local Agencies Program Planning Coordination and Assistance

The GTSC also provides guidance and various resources to assist local agencies in the preparation of grant applications. Program representatives are available during site visits or by telephone to work with local grantees. A number of resources are also provided through the GTSC website www.safeny.ny.gov. These resources include extensive county-specific traffic safety data compiled by ITSMR for use in problem identification and assessing the performance of local programs.

The data reports for each of the state's 62 counties and a statewide summary report are prepared annually by ITSMR and posted on the website in February for use in the preparation of grant applications for submission to the GTSC in May. The reports include the most recent three years of crash and ticket data; in addition to county-wide data on all crashes and tickets, the reports include additional tables on alcohol-related crashes, speeding-related crashes and crashes involving motorcycles. Archives of the reports going back to 2001 are maintained online, for reference. The GTSC and ITSMR staffs annually review the content of the reports to assess the usefulness of the information based on feedback from local agencies. Local grant applicants are encouraged to supplement the information contained in the County Data Reports with their own crash and ticket data.

Coordination of Data Collection and Information Systems

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

Under contract to GTSC, ITSMR also provides extensive services related to the traffic records systems housed at the NYS Department of Motor Vehicles (DMV). In addition to responding to requests for data and special analyses from GTSC, DMV and their customers, ITSMR is also responsible for the final cleanup of the state's crash file, the Accident Information System (AIS). Once the annual crash file is finalized, ITSMR prepares a series of nine statewide summary reports and 62 individual county reports that are available to the public via the Internet.

In addition to providing analytical support for the performance-based HSSP administered by the GTSC, ITSMR also assists the NYS Department of Transportation's Motor Carrier Safety Assistance Program (MCSAP) with the development of the annual Commercial Vehicle Safety Plan (CVSP). ITSMR's role in both the HSSP and the CVSP ensures the uniformity of the data used in the planning documents and facilitates the adoption of consistent performance targets.

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

Coordination with New York's Strategic Highway Safety Plan

MAP-21 emphasizes the importance of coordinating the state's highway safety program with the programs administered by the other agencies within the U.S. Department of Transportation (USDOT) through the state's Strategic Highway Safety Plan (SHSP). Under the federal SAFETEA-LU legislation that preceded MAP-21, the NYS Department of Transportation (NYSDOT) was required to develop and implement a data-driven SHSP that identifies key emphasis areas to be addressed to reduce roadway fatalities and serious injuries in New York State. New York's SHSP was developed through a collaborative process involving more than 150 representatives from public and private sector safety partners at the local, state and federal levels. The participation of the Federal Highway Administration, the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration and the state agencies responsible for administering the federal programs within New York State in the development of the SHSP is indicative of the long-established working relationships among the highway safety partners in New York and with their federal partners.

NYSDOT is again taking the lead in the development and preparation of New York's next SHSP due in August 2015. Periodic meetings have been held with representatives from NHTSA, FHWA, FMCSA and GTSC to discuss the coordination of the planning documents prepared for the various safety programs administered by the USDOT including the need for consistent performance measures and targets across the safety plans.

Coordination of Performance Targets Among Planning Documents

MAP-21 requires states to set identical targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the HSSP, the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). To ensure consistency among the various planning documents, the targets proposed for inclusion in the HSSP were discussed with NYSDOT, the agency responsible for preparing the HSIP and SHSP for submission to FHWA; agreement was reached on the targets that would be used in all three documents. FARS will be the source for the fatalities and fatality rate measures and New York's Accident Information System (AIS) will be the source for the serious injury measure.

Development of New York's Highway Safety Strategic Plan

The HSSP includes an overview of New York's statewide highway safety program and the priorities identified for FFY 2016. The following program areas are addressed in the HSSP: Impaired Driving; Police Traffic Services; Motorcycle Safety; Pedestrian, Bicycle and Wheel-Sport Safety; Occupant Protection; Traffic Records; Community Traffic Safety Programs and Program Management.

Performance Measures

The 11 core outcome measures and the one core behavioral measure, observed seat belt use, recommended by the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA), were incorporated into the FFY 2016 HSSP. New performance measures were identified for drugged driving and distracted driving; Fatalities in Drug-Related Crashes was added to the performance measures for the Impaired Driving program area and Fatal and Personal Injury Crashes Involving Texting or Cell Phone Use was added to the performance measures for the Police Traffic Services program area. In addition, several of the program areas include other performance measures related to injuries.

Data Sources

FARS continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury crash data in the HSSP, including the serious injuries core outcome measure. The AIS is also the source for the new performance measures for drugged driving and distracted driving. At the time the FFY 2016 HSSP was prepared, 2013 FARS data and final 2012 AIS data were the most recent complete data files available. The source for the core behavioral measure, the observed seat belt use rate, is New York's annual observation survey conducted in June; the rate from the 2014 survey was available for inclusion in the FFY 2016 HSSP.

The statewide speeding and seat belt ticket data included in the HSSP were extracted from two sources: New York's TSLED (Traffic Safety Law Enforcement and Disposition) and Administrative Adjudication (AA) systems. Final ticket data for 2013 were available from each of these systems which together cover all of New York State. The statewide data on impaired driving arrests were compiled from data received directly from the Suffolk County STOP-DWI program and the New York City Police Department, in addition to the TSLED system.

Data from New York's Driver's License and Vehicle Registration files and population data from the U.S. Census were also used in the analyses conducted as part of the problem identification process for various program areas in the FFY 2016 HSSP. A final source of data is the survey of drivers conducted each year at Department of Motor Vehicle offices. These surveys are described below.

New York State Driver Behavior and Attitudinal Surveys

In addition to the outcome and behavioral measures discussed above, NHTSA encourages states to conduct annual surveys to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. A baseline driver survey was conducted at five NYS Department of Motor Vehicles offices in summer 2010. The offices were selected to provide representation from the three main areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County). The survey was repeated annually in 2011-2014.

The survey instrument includes a total of 12 questions; information is also collected on the age, gender and county of residence of the survey participants. A minimum of 300 surveys are conducted at each of the five DMV offices. The survey instrument used in the 2010 and 2011 surveys included three questions on seat belt use, three on speeding and four on impaired driving. In order to collect information on the important topic of distracted driving, questions on cell phone use and texting while driving were substituted for one question on seat belt use and impaired driving and two on speed beginning with the 2012 survey. The results from the 2013 survey were reported in GTSC's FFY 2013 Annual Report; after the data collected in the recently completed 2015 survey are analyzed, the results will be reported in the FFY 2015 Annual Report. Survey data related to driver opinions, perceptions and reported behaviors from the 2010-2014 surveys were used in preparing the FFY 2016 HSSP.

Problem Identification Process

At GTSC's request, ITSMR was responsible for conducting the problem identification process used by New York in developing the state's data-driven HSSP. The first step in the process was to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent five years of FARS data (2009-2013) to determine the trend in each of the core performance measures related to fatalities. The trend in the number of serious injuries suffered in crashes was

analyzed using 2009-2013 data from New York's AIS. For the core behavioral measure, the results from the five most recent observation surveys (2010-2014) were analyzed to determine the trend in the state's seat belt use rate. A three-year moving average was calculated for each of these core measures.

The trend analyses and status of the following core performance measures are discussed in the Statewide Highway Safety Program section: Fatalities, Fatalities/100M VMT, Urban Fatalities/VMT, Rural Fatalities/VMT and Serious Injuries. The remaining core measures are discussed under the appropriate program area sections. Additional performance measures are established in some program areas. For example, bicyclist and pedestrian injuries are used to assess performance in the Pedestrian, Bicycle and Wheel-Sport Safety program area.

The next step in the problem identification process was to conduct additional data analyses to determine the characteristics and factors contributing to the crashes, fatalities and injuries related to each of the program areas addressed in the HSSP. The statewide summaries of crash data compiled annually by ITSMR for posting on the Department of Motor Vehicles website provided extensive data for these analyses including who was involved in the crashes, where and when they were occurring and the contributing factors in the crashes. In addition to looking at the trends over time in the raw numbers, the primary focus of the analysis strategy was to identify which groups, locations and contributing factors were overrepresented through comparisons with licensed drivers, registrations or population figures and rates, as appropriate. Injury data from New York's AIS were frequently included in these analyses. The key results of these analyses are presented and discussed in the problem identification section under each program area; these data were also the basis for the selection of strategies that will enable the state to make progress toward its performance targets.

Process for Setting Performance Targets

Performance targets were set for each of the core performance measures and for the additional measures selected by New York for inclusion in the HSSP using the template developed by GHSA. For each measure, the most recent five years of data were reviewed to determine the appropriate baseline for setting the target. If there was a consistent trend in the data then the most recent calendar year was used as the baseline. If there was no consistent trend, a three-year moving average was used as the baseline. The percentage change targeted for each measure was calculated based on the historical data. In every case, the target that was set was an improvement over previous performance.

Selection of Strategies

The objective of the strategy selection process is to identify evidence-based countermeasures that are best suited to address the issues identified in the data-driven problem identification process and collectively would lead to improvements in highway safety and the achievement of the performance target. Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 7th edition, 2013 was the primary source consulted to identify evidence-based strategies; references to these strategies were included in the HSSP. For those strategies that cannot be justified based on crash or other data, a rationale for their selection was also provided.

Strategies for Programming Funds

GTSC's strategies for programming the federal funds received by New York are guided by a number of factors. One of the most important considerations is the priority assigned to the highway safety issue that is being addressed and the potential impact the strategy would have on reducing crashes, fatalities and injuries. A second factor taken into account is how the strategy contributes to a comprehensive and

balanced highway safety program. A third consideration is the need to comply with federal requirements, such as requirements to maintain funding levels in specific program areas and restrictions placed on the types of activities that can be funded under certain grant programs.

The Governor's Traffic Safety Committee distributes an annual call letter to announce the availability of grant funds and to list the priority grant programs eligible for funding. Programs eligible for funding are based on the analysis of crash data and the input received from GTSC agencies and localities via the NYS Association of Traffic Safety Boards and STOP-DWI. Grant applications are due to GTSC by the 15th of May. During the grant application review process, GTSC staff conducts an analysis of crashes, fatalities and injuries in the areas of highest risk and makes funding decisions based on these data.

Format of the Highway Safety Strategic Plan

The FFY 2016 Highway Safety Strategic Plan includes a description of the statewide program and the current status of the statewide motor vehicle crash, fatality, and injury measures. The plan also includes overviews of the individual program areas which provide general descriptions of the trends and major issues in these areas. Each program area includes a Performance Report on the status of the performance measures and progress toward the targets that were set in the previous HSSP. Specific findings of the problem identification process with the pertinent documentation are presented and data-driven performance measures and targets are established for the next fiscal year. Each program area description also includes strategies for achieving the targets of the individual traffic safety area which will ultimately contribute to attaining the goals of the statewide highway safety program.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Approach

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

New York's approach has been to develop a comprehensive Evidence-Based Traffic Safety Enforcement Program which encompasses and combines the enforcement efforts that are planned in all program areas included in the state's Highway Safety Strategic Plan (HSSP). The integration of the Evidence-Based Enforcement (E-B E) Plan into the Police Traffic Services grant program is discussed under the PTS program area (see p. 32). Because New York has developed a comprehensive enforcement program, a reference to the HSSP pages where the E-BE is discussed has also been included within each program area that include enforcement strategies that are encompassed by the E-BE. New York's full E-BE was submitted separately and approved by NHTSA in June 2015.

Components of New York's Evidence-Based Enforcement (E-BE) Plan

Data-Driven Problem Identification

The statewide data-driven problem identification process focuses on the analysis of crashes, fatalities and injuries to determine **what** is occurring, **where, when, why** and **how** it is occurring and **who** is involved. Problem identification is conducted on a statewide basis and for each program area and is used to determine which traffic safety issues are to be addressed by GTSC's grant programs in the upcoming fiscal year. The analysis will identify groups of drivers who are over represented in crashes, as well as the locations and times that crashes are occurring, to guide the development of NYS's enforcement plan. Key results summarizing the problems identified are presented in the statewide and individual program area sections of the HSSP.

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. To assist agencies on the local level, the Institute for Traffic Safety Management and Research (ITSMR) compiles extensive reports consisting of crash and ticket data for each county on an annual basis. These reports are posted on the GTSC website, www.SafeNY.ny.gov. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the problems.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through GTSC's Highway Safety grant application or the more focused Police Traffic Services (PTS) grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as texting, aggressive driving and

speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including broad participation in national seat belt and impaired driving mobilizations, is required. The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Monitoring and Adjustment of E-BE Plan

Continuous oversight and monitoring of the enforcement efforts that are implemented is another important element of New York's the state's E-BE plan. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by GTSC: (1) progress report and activity level review, (2) onsite project monitoring, and (3) law enforcement subgrantee formal training programs and direct technical assistance.

PERFORMANCE PLAN

The Performance Plan includes the performance measures and data-driven targets set for New York's Highway Safety Program in FFY 2016. The table below includes the 12 Core Performance Measures required by NHTSA as well as additional data-driven performance measures and targets developed by New York State to address problems identified during the planning process.

The Core Performance Measures used to monitor the statewide highway safety program are listed first; the table is then organized by the program areas included in the HSSP. Each program area includes at least one of the NHTSA core measures; additional measures identified by New York are also included for several of the program areas.

NEW YORK STATE
FFY 2016 HIGHWAY SAFETY STRATEGIC PLAN

PERFORMANCE MEASURES AND TARGETS BY PROGRAM AREA

	STATEWIDE		2009	2010	2011	2012	2013
C-1	**Traffic Fatalities (FARS)**	Annual	1,158	1,201	1,171	1,180*	1,199
		3-Year Moving Average	1,243	1,199	1,177	1,184	1,183
	To decrease total fatalities 3 percent from 1,199 in 2013 to 1,163** by December 31, 2016						
C-2	**Serious Injuries (NYS AIS)**	Annual	12,988	12,802	12,012	12,163	11,609
		3-Year Moving Average	13,056	12,897	12,601	12,326	11,928
	To decrease serious traffic injuries 5 percent from the 2011-2013 calendar base year average of 11,928 to 11,332 by December 31, 2016						
C-3	**Fatalities per 100 Million VMT (FARS/FHWA)**	Annual	0.87	0.92	0.92	0.92*	0.92
		3-Year Moving Average	0.92	0.90	0.90	0.92	0.92
	To decrease fatalities/100 million VMT 3 percent from the 2011-2013 calendar base year average of 0.92 to 0.89 by December 31, 2016						
	Urban Fatalities per 100 Million VMT (FARS/FHWA)	Annual	0.57	0.64	0.67	0.59	0.59
		3-Year Moving Average	0.61	0.61	0.63	0.63	0.62
	To decrease urban fatalities/100 million VMT 3 percent from 0.59 in 2013 to 0.57 by December 31, 2016						
	Rural Fatalities per 100 Million VMT (FARS/FHWA)	Annual	1.77	1.73	1.63	1.88	1.93
		3-Year Moving Average	1.88	1.79	1.71	1.75	1.81
	To decrease rural fatalities/100 million VMT 3 percent from 1.93 in 2013 to 1.87** by December 31, 2016						
	IMPAIRED DRIVING		2009	2010	2011	2012	2013
C-5	**Alcohol-Impaired Driving Fatalities (FARS)**	Annual	318	360	328	340*	364
		3-Year Moving Average	347	341	335	343	344
	To decrease alcohol-impaired driving fatalities 5 percent from 364 in 2013 to 346** by December 31, 2016						
	Persons Injured in Alcohol-Related Crashes (NYS AIS)	Annual	6,810	6,337	6,121	6,303	6,091
		3-Year Moving Average	6,957	6,678	6,423	6,254	6,172
	To decrease the number of persons injured in alcohol-related crashes 3 percent from the 2011-2013 calendar base year average of 6,172 to 5,987 by December 31, 2016						
	Fatalities in Drug-Related Crashes (NYS AIS)	Annual	216	245	200	205	208
		3-Year Moving Average	NA	NA	220	217	204
	To decrease the number of fatalities in drug-related crashes 3 percent from 208 in 2013 to 202** by December 31, 2016						

POLICE TRAFFIC SERVICES			2009	2010	2011	2012	2013
C-6	**Speeding-Related Fatalities (FARS)**	Annual	371	335	332	363*	358
		3-Year Moving Average	399	372	346	343	351
	To decrease speeding-related fatalities 3 percent from the 2011-2013 calendar base year average of 351 to 340 by December 31, in 2016						
	Fatal & PI Crashes Involving Cell Phone Use and Texting (NYS AIS)	Annual	302	317	300	360	393
		3-Year Moving Average	NA	NA	306	326	351
	To decrease fatal and personal injury crashes involving texting or cell phone use 5 percent from 393 in 2013 to 373** by December 31, 2016						
MOTORCYCLE SAFETY			**2009**	**2010**	**2011**	**2012**	**2013**
C-7	**Motorcyclist Fatalities (FARS)**	Annual	155	184	170	170	170
		3-Year Moving Average	169	174	170	175	170
	To decrease motorcyclist fatalities 3 percent from 170 in 2013 to 165 by December 31, 2016						
C-8	**Unhelmeted Motorcyclist Fatalities (FARS)**	Annual	21	16	11	15	16
		3-Year Moving Average	27	24	16	14	14
	To decrease unhelmeted motorcyclist fatalities 10 percent from 16 in 2013 to 14** in 2016						
	Motorcyclists Injured in Crashes (NYS AIS)	Annual	4,593	5,028	4,807	5,344	4,555
		3-Year Moving Average	4,810	4,821	4,809	5,060	4,902
	To decrease the number of injured motorcyclist 10 percent from the 2011-2013 calendar base year average of 4,902 to 4,412 by December 31, 2016						
PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY			**2009**	**2010**	**2011**	**2012**	**2013**
C-10	**Pedestrian Fatalities (FARS)**	Annual	308	303	287	303*	335
		3-Year Moving Average	294	303	299	298	308
	To reduce pedestrian fatalities 5 percent from 335 in 2013 to 318** by December 31, 2016						
	Pedestrians Injured in Crashes (NYS AIS)	Annual	15,321	16,090	15,689	15,607	16,278
		3-Year Moving Average	15,370	15,576	15,700	15,795	15,858
	To reduce the number of pedestrians injured in traffic crashes 3 percent from the 2011-2013 calendar base year average of 15,858 to 15,382 by December 31, 2016						
C-11	**Bicyclist Fatalities (FARS)**	Annual	29	36	57	45	40
		3-Year Moving Average	41	36	41	46	47
	To reduce bicyclist fatalities 10 percent from 40 in 2013 to 36 by December 31, 2016						
	Bicyclists Injured In Crashes (NYS AIS)	Annual	5,405	6,058	5,883	5,929	6,140
		3-Year Moving Average	5,400	5,628	5,782	5,957	5,984
	To reduce the number of bicyclists injured in traffic crashes 3 percent from 6,140 in 2013 to 5,956** by December 31, 2016						
OCCUPANT PROTECTION			**2009**	**2010**	**2011**	**2012**	**2013**
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)**	Annual	209	192	187	206*	186
		3-Year Moving Average	241	212	196	195	193
	To decrease unrestrained passenger vehicle occupants in all seating positions 5 percent from the 2011-2013 calendar base year average of 193 to 183 by December 31, 2016						
			2010	**2011**	**2012**	**2013**	**2014**
B-1	**Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (NYS Annual Survey)**	Annual	90%	91%	90%	91%	91%
		3-Year Moving Average	89%	90%	90%	91%	91%
	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points from 91 percent in 2014 to 93 percent by December 31, 2016						
COMMUNITY TRAFFIC SAFETY PROGRAMS			**2009**	**2010**	**2011**	**2012**	**2013**
C-9	**Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**	Annual	178	145	128	140*	130
		3-Year Moving Average	193	168	150	138	133
	To decrease drivers age 20 and younger involved in fatal crashes 5 percent from the 2011-2013 calendar base year average of 133 to 126 by December 31, 2016						

**Revised after final 2012 FARS data were released in December 2014*

***Although the performance measure is trending upward, New York continuously strives to achieve reductions in fatalities and injuries; therefore, a realistic target for improvement has been set.*

STATEWIDE HIGHWAY SAFETY PROGRAM

Overview

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

Highway Safety Priorities for FFY 2016

The top priorities of the FFY 2016 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. New York has identified several emphasis areas including improving the safety of younger and older drivers, commercial vehicle operators, motorcyclists, pedestrians and bicyclists and improvements to New York's traffic records systems. New York will also continue to implement programs to increase seat belt and child restraint use and reduce dangerous driving behaviors, including impaired driving, distracted driving and speeding.

The GTSC will be responsible for the administration and oversight of state and local highway safety initiatives set forth in this Highway Safety Strategic Plan. The following priority activities have been established for New York's 2016 HSSP:

Impaired Driving

- Continue efforts to identify and implement measures to reduce alcohol impaired and drugged driving in NYS
- Continue efforts to focus on high visibility enforcement programs throughout NYS
- Continue to support training programs and the use of new technology to improve the detection and arrest of drugged drivers
- Continue to support the 58 STOP-DWI programs by providing program administration oversight and assistance to coordinators in developing and implementing effective local DWI countermeasures
- Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol
- Provide training opportunities for police officers, prosecutors and the judiciary
- Continue public education and awareness campaigns

Police Traffic Services

- Continue to support vigorous enforcement of the Vehicle and Traffic Laws through Police Traffic Services grants aimed at dangerous driving behaviors, especially those pertaining to speeding, distracted driving, seat belt use, running red lights and aggressive driving
- Continue to emphasize programs and efforts that address distracted driving, including enforcement of New York's cell phone and texting laws
- Encourage police agencies to adopt police traffic services as an everyday priority using the "traffic enforcement is law enforcement" approach and further expand the DDACTS (Data Driven Approaches to Crime and Safety) model
- Continue to provide training opportunities to law enforcement agencies
- Expand existing PTS efforts to include a focus on commercial motor vehicle drivers and motorcycle operators who engage in dangerous driving behaviors
- Continue opportunities to partner with federal, state and local agencies to improve commercial vehicle safety efforts

Motorcycle Safety

- Increase the availability of education for motorcycle operators and awareness of safe motorcycling through the adoption of recommendations from the Motorcycle Safety Assessment and encourage proper license endorsement by operators
- Support efforts to promote Share-the-Road messages and outreach programs to enhance driver awareness of motorcyclists
- Provide training for law enforcement agencies seeking to conduct motorcycle enforcement and educational efforts

Pedestrian & Bicycle Safety

- Continue to support efforts to improve pedestrian and bicycle safety across the state, and particularly in New York City

Occupant Protection

- Continue active high visibility enforcement and related public information and education activities to increase seat belt use in New York State. The GTSC will continue to work with police agencies to have them adopt seat belt use policies, conduct local seat belt use surveys, raise public awareness and employ enforcement strategies including increased night-time and multi-agency details.
- Continue to support the National Click It or Ticket Campaign
- Support efforts that address lower seat belt use rates among 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

Traffic Records

- Continue to support state and local police agencies in adopting technology to improve in-car traffic ticket and crash report recording and transmission, focusing heavily on successful transmissions from the New York City Police Department
- Continue to employ technology to improve traffic records systems in New York to provide better access to accurate data on the state's drivers and roadways to assist in problem identification, program implementation and evaluation
- Continue to support improvements to the state's traffic records systems that increase the timeliness and quality of the data
- Build on initiatives that will improve the efficiency and accuracy of the traffic records systems and increase operational efficiency by eliminating duplicative data files maintained by different agencies
- Continue to support the development of an Internet-based Crash Database for public use

Younger/Older Drivers

- Continue to support 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
- Identify and recommend driver education standards and programs that can be adopted into curricula used in New York State
- Continue initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving

Public Information & Education

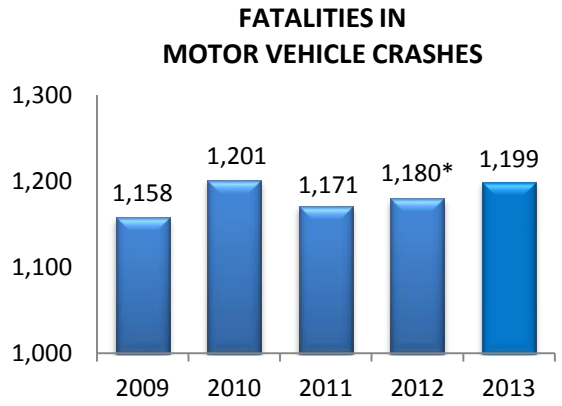
- Continue to actively bring highway safety programs to diverse populations in New York State
- Continue to expand the use of PI&E to raise awareness of priority traffic safety issues and educate the public on new laws through partnerships with organizations such as the NYS Broadcaster's Association, the Outdoor Advertising Foundation and the Cable Telecommunications Association

Performance Report

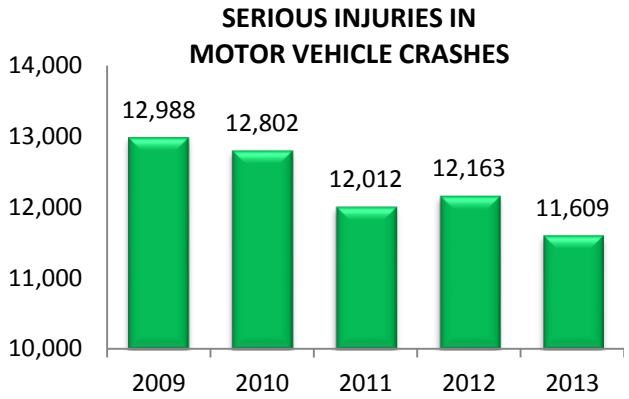
Several core outcome measures based on FARS data are used to monitor the trends in motor vehicle fatalities in New York State. These include fatalities in motor vehicle crashes, the statewide fatality rate, and the urban and rural fatality rates per 100 million VMT. The state also relies on data from New York's crash data base, the Accident Information System (AIS), maintained by the NYS Department of Motor Vehicles to track serious injuries, another core outcome measure for the state's highway safety program.

The 2013 FARS data indicate that motor vehicle fatalities in New York have been on an upward trend since 2011, increasing from 1,171 to 1,199 in 2013. Based on this trend, the goal of lowering the number of fatalities to 1,145 by December 31, 2015 will be difficult to achieve.

Based on data from New York's AIS, serious injuries in crashes were on a general downward trend between 2009 and 2013. After declining between 2009 and 2011, there was a small increase (1%) in the number of serious injuries in 2012. In 2013, there were 11,609 serious injuries, a decrease of 5% from the previous year exceeding the reduction target of 11,956 set for 2015.

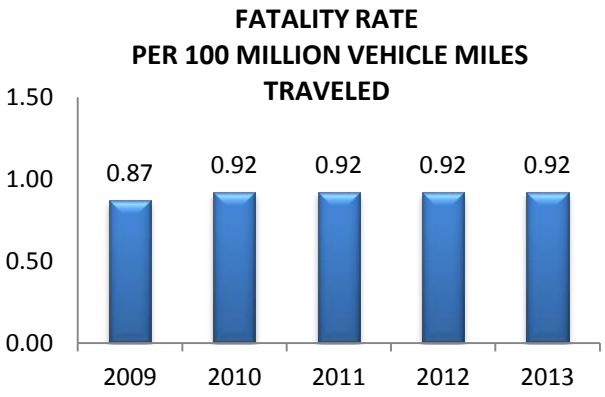


Revised based on final 2012 FARS data
Source: FARS

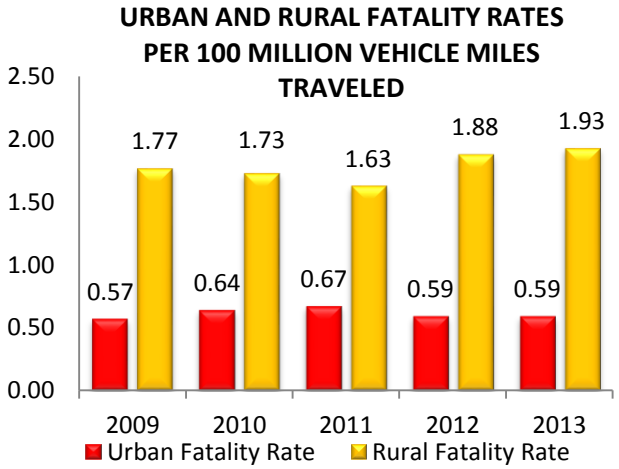


Source: NYS AIS

As shown in the graphs below, the statewide fatality rate has held steady at 0.92 per 100 million VMT from 2010 to 2013 showing no progress toward the target of 0.88. The urban fatality rate which had been on an upward trend from 2009 to 2011, dropped to 0.59 in 2012 and remained at that level in 2013 demonstrating improvement beyond the target of 0.65 set for 2015. The opposite was seen in the rural fatality rate; after a consistent downward trend between 2009 and 2011, the rural fatality rate rose to 1.88 in 2012 and 1.93 in 2013. FARS data for 2014 are not yet available to update these measures.



Source: FARS



Source: FARS

FFY 2016 Performance Targets

- To decrease traffic fatalities 3 percent from 1,199 in 2013 to 1,163 by December 31, 2016
- To decrease serious traffic injuries 5 percent from the 2011-2013 calendar year average of 11,928 to 11,332 by December 31, 2016
- To decrease fatalities/100M VMT 3 percent from the 2011-2013 calendar year average of 0.92 to 0.89 by December 31, 2016
- To decrease urban fatalities/100M VMT 3 percent from 0.59 in 2013 to 0.57 by December 31, 2016
- To decrease rural fatalities/100M VMT 3 percent from 1.93 in 2013 to 1.87 by December 31, 2016

FFY 2016 Performance Measures

- Number of traffic fatalities
- Number of serious injuries
- Fatalities/100M VMT
- Urban fatalities/100M VMT
- Rural fatalities/100M VMT

IMPAIRED DRIVING

Overview

For more than three decades, New York has been a national leader in reducing crashes, fatalities and injuries resulting from alcohol and drug impaired driving. At the core of the state's well-established comprehensive system for addressing impaired driving is a set of strict laws which are supported by effective enforcement, prosecution, adjudication and offender programs.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's impaired driving program. The estimated highway safety funding budgeted for each impaired driving strategy is presented in the table on page 30.

The funds and other resources GTSC invests to reduce impaired driving are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in combating impaired driving, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

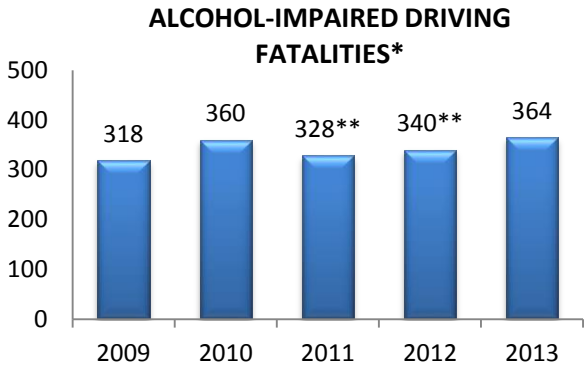
- New York's STOP-DWI program
- The New York State agencies comprising the Governor's Traffic Safety Committee, including the Departments of Motor Vehicles (DMV) and Health (DOH), the State Police, the Division of Criminal Justice Services (DCJS) and its Office of Probation and Correctional Alternatives (OPCA), the State Liquor Authority (SLA) and its Alcohol Beverage Control (ABC) Board, the Office of Court Administration, the Thruway Authority, the Office of Alcoholism and Substance Abuse Services (OASAS), the Department of Corrections and Community Supervision, and the Division of Parole
- The State Police and six regional toxicology labs
- The NY Prosecutors Training Institute
- Local police agencies
- Drinking Driver Program (DDP)
- MADD, SADD

A major component of New York's efforts to address impaired driving is the STOP-DWI program which returns fines collected for impaired driving convictions to the counties where the violations occurred to fund enforcement and other impaired driving programs at the local level. Since the STOP-DWI program is self-sustaining, GTSC is able to use the federal funds received by New York to support a variety of state-level initiatives that complement the local efforts and strengthen the overall impaired driving program. As the organization responsible for the oversight of the STOP-DWI program, GTSC is also in a position to maximize the opportunities for cooperative efforts that encompass all regions of the state. In FFY 2016, the GTSC will continue to promote and support the participation of enforcement agencies at the local, county and state level in the national impaired driving mobilizations.

In addition to state and local collaboration, an efficient and effective impaired driving program also requires coordination and cooperation within and across all of its components. The Advisory Council on Impaired Driving continues to provide a formal mechanism for discussing and investigating solutions to issues affecting the state's multi-component impaired driving system.

Performance Report

The core outcome measure used to monitor progress in this area is the number of alcohol-impaired driving fatalities defined as the number of fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above. New York also tracks the number of persons injured in alcohol-related crashes and the number of fatalities in drug-related crashes using data from the state's Accident Information System (AIS).



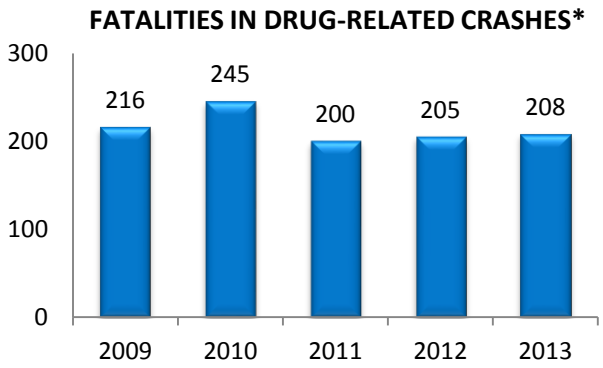
*Fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above
** Revised based on final 2011 and 2012 FARS data
Source: FARS

Based on the FARS data, alcohol-impaired driving fatalities were on an upward trend between 2011 and 2013. There were 364 alcohol-impaired fatalities in 2013, up from 328 in 2011 and 340 in 2012. Because of this upward trend, the reduction target of 334 set for the end of calendar year 2015 may be difficult to reach. FARS 2014 data are not yet available to update this fatality measure.

To provide a more comprehensive picture, data from New York's AIS are used to track the number of persons injured in alcohol-related crashes. It should be noted that New York's methodology to determine alcohol-related crashes, fatalities and injuries differs from the methodology used by FARS.

Based on the state's AIS data, after a downward trend between 2009 and 2011, the number of persons injured in alcohol-related crashes rose to 6,303 in 2012, an increase of 3%. Following the increase in 2012, alcohol-related injuries declined again in 2013 to 6,019, below the reduction target of 6,066 set for December 31, 2015.

* Police-reported Crashes
Source: NYS AIS



* Police-reported Crashes
Source: NYS AIS

A third performance target was first set for New York's Impaired Driving program in the state's FFY 2015 HSSP. Fatalities in drug-related crashes are being tracked to determine the impact of efforts to reduce drugged driving on New York State roadways.

After declining from 245 in 2010 to 200 in 2011, fatalities in drug-related crashes increased to 205 in 2012 and 208 in 2013. This upward trend suggests that it will be difficult to reach the target of 172 set for the end of 2015.

Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Impaired Driving program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Alcohol-Impaired Driving

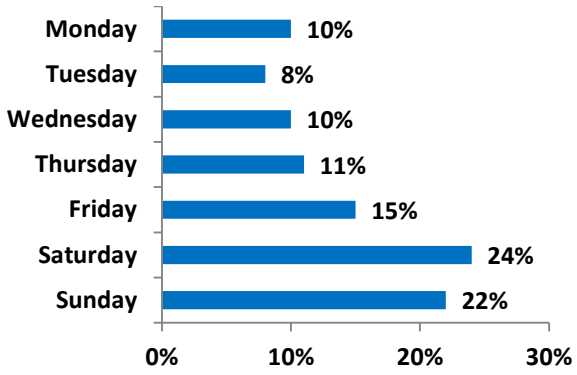
Between 2009 and 2011, alcohol-related fatal and personal injury crashes decreased from 5,005 to 4,628. After increasing to 4,796 in 2012, these crashes declined in 2013 to 4,606. Between 2009 and 2013, there was an overall decline of 8% in alcohol-related fatal and personal injury crashes.

* Police-reported Crashes
Source: NYS AIS

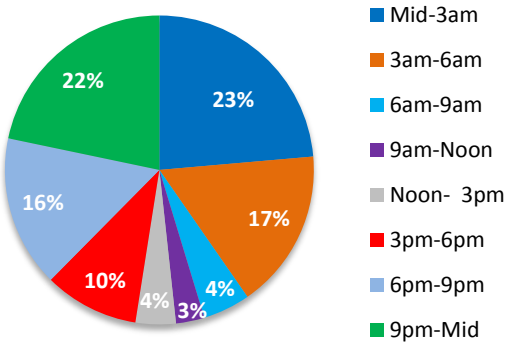
Analyses by Day of Week, Time of Day

As indicated in the charts below, alcohol-related fatal and personal injury crashes were most likely to occur on the weekend (46% on Saturday and Sunday) and between 9pm and 3am (46%).

Alcohol-Related Fatal & PI Crashes
Day of Week: 2009-2013



Alcohol-Related Fatal & PI Crashes
Time of Day: 2009-2013

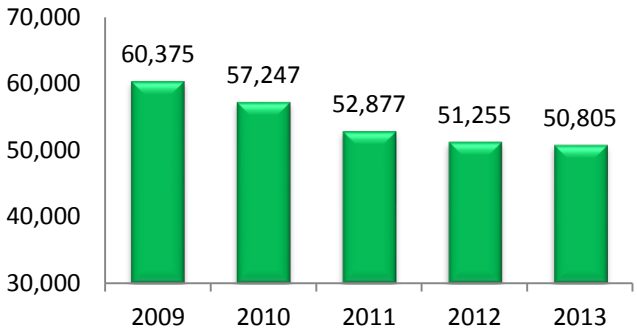


Analyses of Impaired Driving Arrests

Impaired driving arrests have been on a consistent downward trend in New York State. Between 2009 and 2013, the number of drivers arrested for impaired driving (V&T 1192 offenses) dropped from 60,375 to 50,805, a decrease of 16%.

While reductions in highway safety funding and competing priorities for enforcement resources are likely to have contributed to the decline in arrests, the increase in both alcohol-related fatalities and injuries in 2013 demonstrate that impaired driving is a serious and persistent problem.

PERSONS ARRESTED FOR IMPAIRED DRIVING



Sources: NYS TSLED System, Suffolk County STOP-DWI and NYPD

Analyses of Conviction Rates

Approximately 80% of the impaired driving arrests each year are made by agencies that are part of New York's Traffic Safety Law Enforcement and Disposition (TSLED) system. Analyses of conviction information available in the TSLED system indicate that the conviction rate for drivers charged with drinking and driving has remained constant at over 90% the past several years.

As shown in the table below, in 2011-2013, 93% of the drivers arrested under the TSLED system were convicted; approximately half of these drivers were convicted on the original V&T 1192 charge and half on another drinking and driving charge, typically a reduction to DWAI. Seven percent of the cases adjudicated in each of the three years were dismissed, resulted in an acquittal or the offender was convicted on a charge associated with a different event.

ADJUDICATION OF PERSONS ARRESTED FOR IMPAIRED DRIVING BY TSLED AGENCIES

TSLED Cases Adjudicated	2011 (N=36,600)	2012 (N=33,434)	2013 (N=31,029)
Convicted	93.3%	93.2%	93.0%
On original V&T 1192 charge	*43.9%*	*43.3%*	*44.2%*
On another V&T 1192 charge	*47.6%*	*48.0%*	*47.0%*
Convicted on non-V&T 1192 charge	*1.8%*	*1.9%*	*1.8%*
Dismissed/Acquitted/Convicted on Charge Associated with Different Event	6.7%	6.7%	7.0%

Source: NYS TSLED System

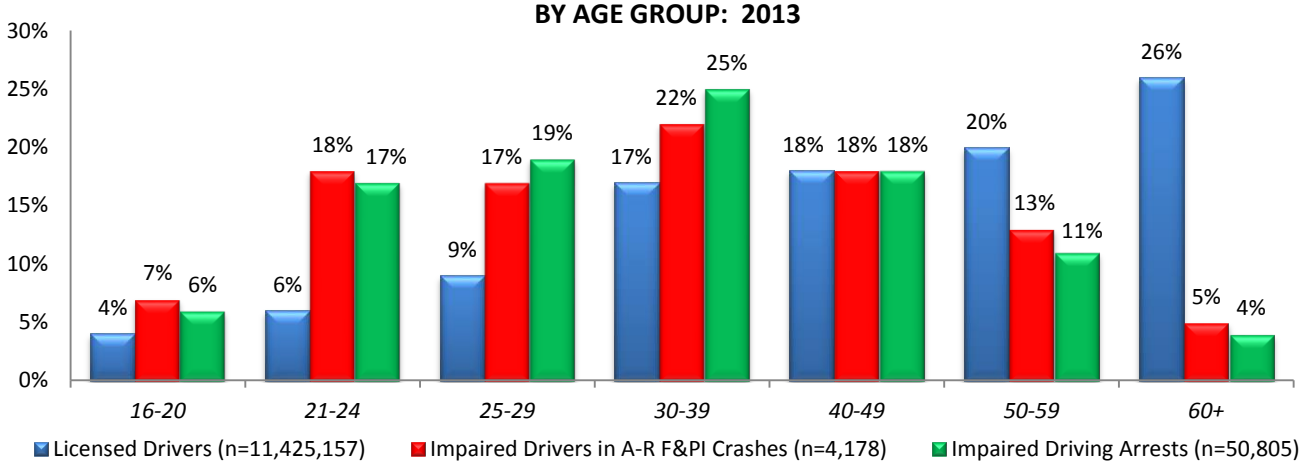
Analyses by Age

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

Alcohol use among teens continues to be a serious problem. According to the Centers for Disease Control and Prevention (NCHS Data Brief, #37, May 2010), motor vehicle crashes are the leading cause of death among teenagers, representing more than one-third of all deaths. Furthermore, as reported on the TeenDrugAbuse.us website, sponsored by Teen Help LLC, the rate of fatal crashes among alcohol-involved drivers between the ages of 16 and 20 is more than twice the rate for alcohol-involved drivers ages 21 and over. Analyses of New York's crash data support these findings, showing that young drivers are over-represented in impaired driving crashes.

As the graph below shows, drivers in every age group under age 40 are overrepresented in both alcohol-related fatal and personal injury crashes and arrests for impaired driving, including drivers under age 21 who are below the legal drinking age. Compared to the proportion of licensed drivers who are in the 21-24 age group (6%), drivers ages 21-24 are involved in three times the number of alcohol-related fatal and personal crashes and account for three times the number of impaired driving arrests. Drivers ages 25-29 are overrepresented in crashes and arrests by a factor of two (9% of licensed drivers vs. 17% of crashes and 19% of arrests).

LICENSED DRIVERS, IMPAIRED DRIVERS INVOLVED IN ALCOHOL-RELATED FATAL AND PERSONAL INJURY CRASHES* AND DRIVERS ARRESTED FOR IMPAIRED DRIVING BY AGE GROUP: 2013

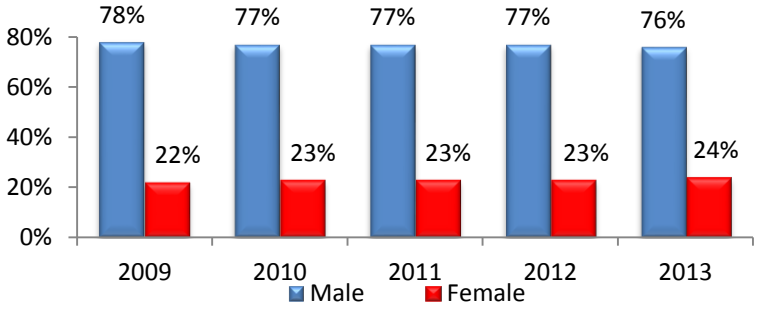


* Police-reported Crashes

Sources: NYS Driver License File, AIS, TSLED, Suffolk County STOP-DWI and NYPD

Analyses by Gender

DRIVERS INVOLVED IN ALCOHOL-RELATED FATAL AND PERSONAL INJURY CRASHES BY GENDER



* Police-reported Crashes

Sources: NYS AIS

Male drivers consistently account for more than three-quarters of the drivers involved in alcohol-related fatal and personal injury crashes (76%-78% over the five-year period, 2009-2013).

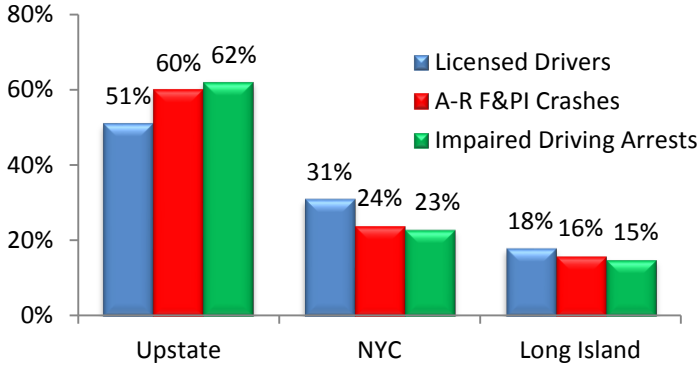
Female drivers consistently account for 22%-24% of the drivers in these crashes.

Analyses by Location

In 2013, the majority (60%) of the alcohol-related fatal and personal injury crashes occurred in the Upstate region, 24% in New York City, and 16% in Nassau and Suffolk counties on Long Island. The distribution of drivers arrested for DWAI/DWI was similar (Upstate 62%, New York City 23%, Long Island 15%).

Compared to the proportion of licensed drivers in each region, the Upstate region was over-represented in alcohol-related crashes and impaired driving arrests while New York City and Long Island were underrepresented.

LICENSED DRIVERS, ALCOHOL-RELATED FATAL & PI CRASHES* AND IMPAIRED DRIVING ARRESTS BY REGION: 2013



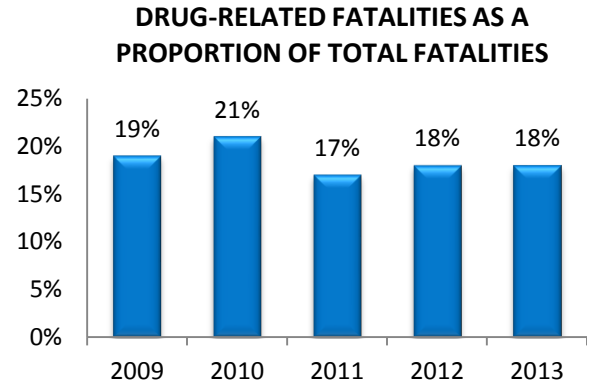
* Police-reported Crashes

Sources: NYS Driver License File, AIS , TSLED and NYPD

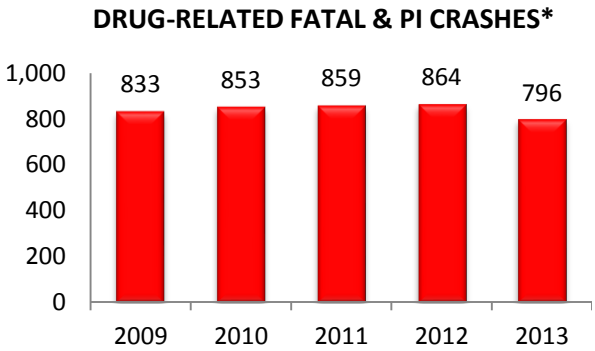
Drugged Driving

The involvement of drugs in crashes is an area of growing concern. Over the five-year period, 2009-2013, drug-related fatalities have accounted for nearly one out of five fatalities on New York's roadways. In 2012 and again in 2013, drugs were involved in 18% of the fatalities.

After remaining at a relatively consistent level in 2010-2012, there was an 8% decrease in drug-related fatal and personal injury crashes in 2013 (from 864 in 2012 to 796).



Source: NYS AIS

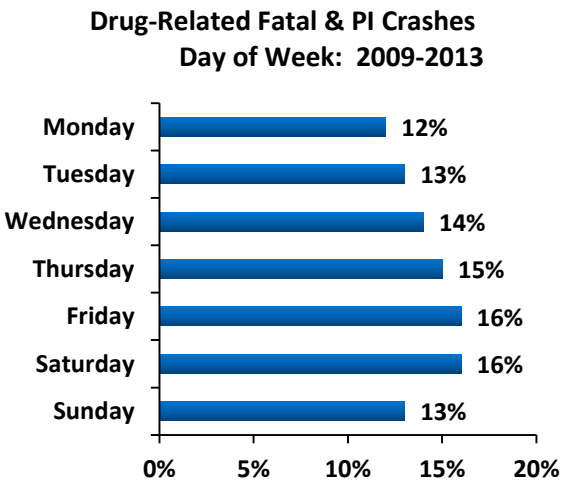


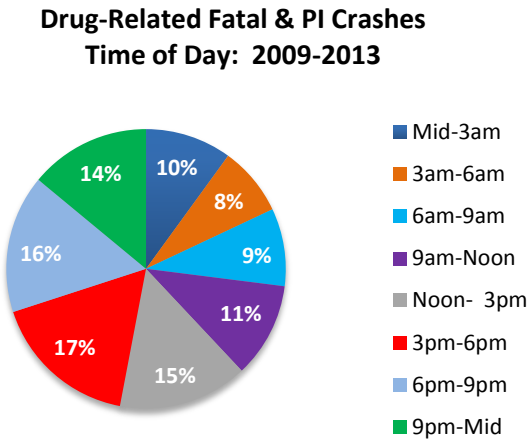
* Police-reported Crashes

Source: NYS AIS

Analyses by Time of Day and Day of Week

Compared to alcohol-related fatal and personal injury crashes which were most likely to occur on the weekend (46% on Saturday and Sunday) and between 9pm and 3am (46%), drug-related fatal and personal injury crashes were much more evenly distributed across the days of the week and the time periods during the day. The largest proportions of these drug-related crashes occurred Friday and Saturday (32%) and during the time period 3pm-9pm (33%).

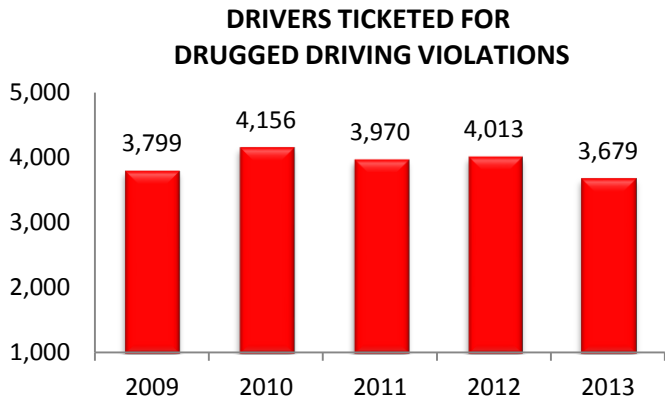




Analyses of Drugged Driving Arrests

Drugged driving arrests include tickets issued for violations of V&T 1192.4 (drugs) and 1192.4A (drugs and alcohol). TSLED, the source of the data in this chart, includes all of the tickets issued for these violations statewide, with the exception of New York City.

Over the five-year period, 2009-2013, the number of persons ticketed for drugged driving ranged between a high of 4,156 in 2010 and a low of 3,679 in 2013.

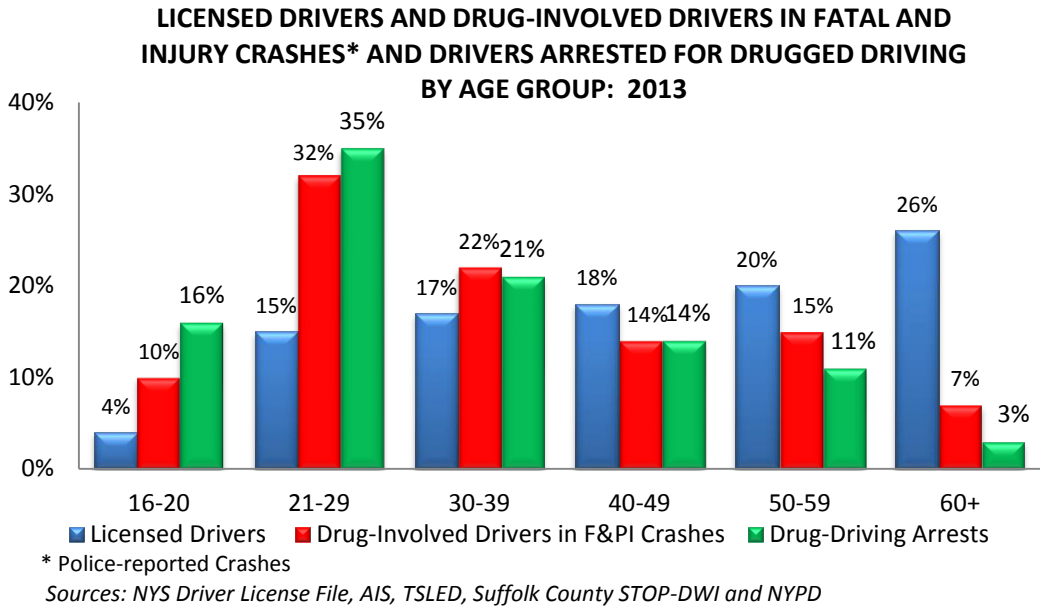


Sources: NYS TSLED

Analyses by Age

Analyses by age were conducted to determine which driver age groups are most at risk for drug-impaired driving. In 2013, the largest proportion of drug-involved drivers in fatal and personal injury crashes was in the 21-29 age group (32%), over two times the proportion of licensed drivers in that age group (15%). Drivers in this age group were also overrepresented among the drivers ticketed for drugged driving (35%).

Drivers under 21 years of age who account for only 4% of the licensed drivers were also significantly overrepresented in drug-related crashes and to an even greater degree than their involvement in alcohol-related crashes. In 2013, 10% of the drug-impaired drivers involved in fatal and personal injury crashes were under age 21, compared to 7% of the drivers in alcohol-related fatal and personal injury crashes. Drivers under age 21 also accounted for 16% of the drugged-driving arrests.



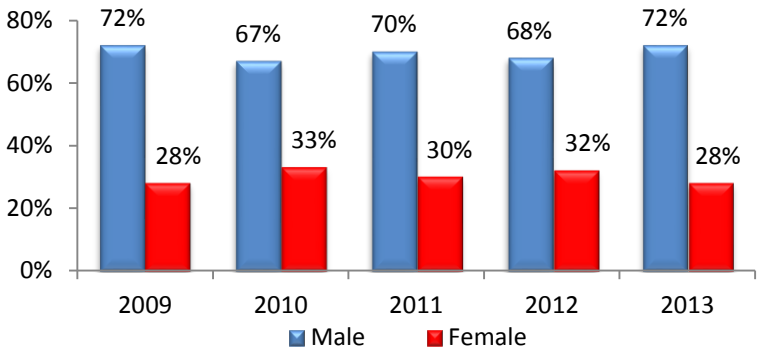
Sources: NYS Driver License File, AIS, TSLED, Suffolk County STOP-DWI and NYPD

Analyses by Gender

Approximately seven out of ten of the drivers involved in drug-related fatal and personal injury crashes are male (67%-72% over the five-year period, 2009-2013).

Compared to alcohol-related fatal and personal injury crashes, female drivers account for a larger proportion of the drivers in drug-related fatal and personal injury crashes (28%-33% vs. 22%-24% in alcohol-related crashes).

DRIVERS INVOLVED IN DRUG-RELATED FATAL AND PERSONAL INJURY CRASHES BY GENDER

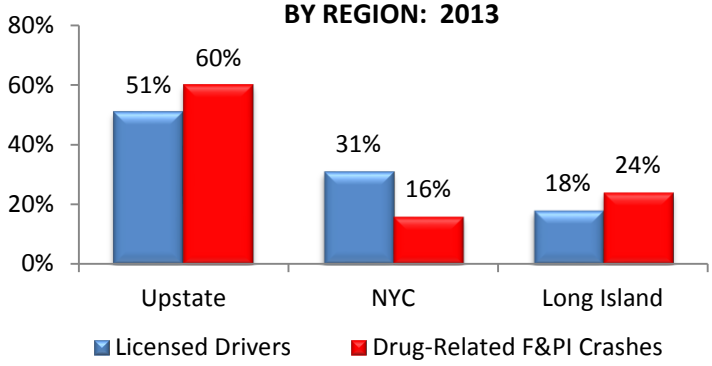


* Police-reported Crashes

Sources: NYS AIS

Analyses by Region

LICENSED DRIVERS AND DRUG-RELATED FATAL AND PERSONAL INJURY CRASHES* BY REGION: 2013



*Police-reported Crashes

Sources: NYS AIS and Driver License File

Both the Upstate and Long Island regions are overrepresented in drug-related fatal and personal injury crashes.

While 51% of the state's licensed drivers reside Upstate, 60% of the drug-related crashes occurred in the Upstate region in 2013. Similarly, the Long Island region with 18% of the state's licensed drivers accounted for 24% of the fatal and personal injury crashes involving drugs that occurred in New York in 2013.

New York City was underrepresented in drug-related fatal and personal injury crashes; 31% of the state's licensed drivers reside in New York City, but only 18% of the drug-related fatal and personal injury crashes occurred in that region in 2013.

FFY 2016 Performance Targets

- To decrease alcohol-impaired driving fatalities 5 percent from 364 in 2013 to 346 by December 31, 2016
- To decrease the number of persons injured in alcohol-related crashes 3 percent from the 2011-2013 calendar year average of 6,172 to 5,987 by December 31, 2016
- To decrease the number of fatalities in drug-related crashes 3 percent from 208 in 2013 to 202 by December 31, 2016

FFY 2016 Performance Measures

- Number of alcohol-impaired driving fatalities
- Number of persons injured in alcohol-related crashes
- Number of fatalities in drug-related crashes

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Impaired Driving program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided.

Enforcement of Impaired Driving Laws

Initiatives to increase high visibility enforcement of the impaired driving laws will continue to be supported at both the state and local levels. All impaired driving enforcement efforts will be planned, implemented and monitored in accordance with requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and 32 of the HSSP, or in conjunction with the national impaired driving mobilizations.

Generally, local DWI enforcement efforts are funded through the state's STOP-DWI program which returns a total of approximately $20,000,000 in fine monies each year to the county STOP-DWI programs to support local initiatives. GTSC may provide grant funding to support the development and implementation of innovative enforcement strategies by local agencies including publicized enforcement programs, such as regional saturation patrols, sobriety checkpoints, roving patrols, sting operations and organized statewide mobilizations.

The GTSC will also provide support and coordination for the state's participation in national impaired driving enforcement mobilizations. As in previous years, the national slogan will be adopted for the mobilization. Press events will be held in various locations around the state where members of law

enforcement and STOP-DWI coordinators will join GTSC in publicizing the crackdown on impaired driving. To ensure that coordinated impaired driving messages are delivered throughout the state, the GTSC will provide funding for public information materials through the STOP-DWI Foundation.

The STOP-DWI coordinators will also ensure widespread participation by police agencies across the state. Specific enforcement agencies may receive funding to facilitate the coordination of enforcement events and to test innovative approaches. For example, in FFY 2014, certified Drug Recognition Experts were present at selected enforcement events. Data from the mobilizations will be compiled by the GTSC and provided to the National Highway Traffic Safety Administration (NHTSA).

Effective enforcement requires that adequate resources be available to the state's police agencies. Training programs for police officers, such as Standard Field Sobriety Test (SFST) training, enhance enforcement by increasing the knowledge and capabilities of police officers. Effective training programs, as well as innovative delivery approaches such as podcasts and roll call videos, will be funded under this strategy.

In addition to training, police officers must be equipped with the tools necessary to accurately detect impairment and to report that level of impairment in an evidentiary manner. The availability of up-to-date breath testing instruments and other new technology including expertly maintained equipment can support the police through evidence preparation and DWI arrest data reporting and is vital to an effective impaired driving enforcement program.

For supporting research, refer to the discussion of Publicized Sobriety Checkpoint Programs, pp. 1-19 and 1-20; Publicized Saturation Patrol Programs, p. 1-21; Preliminary Breath Test Devices, p. 1-22; and Integrated Enforcement, p. 1-24 in Countermeasures That Work, 7th Edition, 2013.

Prosecution and Adjudication of DWI Offenders

The GTSC will continue to support countermeasures that improve the effectiveness of the prosecution and adjudication of impaired driving offenders. These will include training to increase the courtroom skills of officers making DWI arrests and training for probation officers, prosecutors and judges on the techniques of handling impaired driving cases and the latest information on law enforcement practices and judicial decisions in impaired driving cases. Funding for Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons who are experienced in handling DWI cases and can provide training, education and technical support to prosecutors and other court personnel as well as law enforcement will be supported.

In addition to training for court personnel, efforts to facilitate and promote communication and the exchange of information among the courts in the state are important. Projects that implement alternative or innovative sanctions for impaired drivers, such as special court programs for convicted alcohol- and drug-impaired offenders and Victim Impact Panels will also be funded. Because the successful prosecution of DWI offenders depends on the strength and quality of the evidence that is presented, projects that improve the availability and quality of evidentiary data used in the adjudication of impaired driving cases, such as toxicology reports, will also be funded.

For supporting research, refer to the discussion of innovative DWI sanctions and the use of Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons to conduct training, pp. 1-25 and 1-26 in Countermeasures That Work, 7th Edition, 2013.

DWI Offender Treatment, Monitoring, Control

Countermeasures that are intended to have an impact on drivers convicted of impaired driving offenses and deter them from driving after drinking in the future are also an important component of New York's impaired driving program. Projects that assist with the successful implementation and operation of selective deterrence countermeasures or with the monitoring of convicted offenders to ensure compliance are eligible for GTSC funding under this strategy. The Department of Motor Vehicles, the Office of Alcoholism and Substance Abuse Services, and the Division of Criminal Justice Services Office of Probation and Correctional Alternatives also devote significant resources to the treatment, monitoring and control of DWI offenders.

The problem of DWI recidivism and persistent drinking drivers will continue to be addressed through the state's Drinking Driver Program (DDP) and its treatment referral mechanism. In addition to the fee-based services provided by the DDP programs, projects to improve the effectiveness of the program will be considered for GTSC funding. These may include the development of information and reporting systems to facilitate communication or improve tracking and monitoring, training for providers of screening and assessment services, or program improvements such as the development and implementation of a new evidence-based curriculum.

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

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

For supporting research, refer to the discussions of Alcohol Interlocks, pp. 1-34 to 1-36 and DWI Offender Monitoring, p. 1-69 in Countermeasures That Work, 7th Edition, 2013.

Prevention, Communications, Public Information and Educational Outreach

Countermeasures that inform the public of the dangers of impaired driving in order to prevent drinking and driving also play an important role in New York's comprehensive program. These countermeasures include statewide campaigns that use tested messaging to raise public awareness, such as the slogans and themes used in national campaigns, as well as communication and outreach activities that generate publicity for the effective execution of the proven strategy of high visibility enforcement.

In addition to statewide campaigns to raise public awareness, projects that provide education and other outreach efforts at specific types of locations or for specific high-risk

groups will be supported. Included under this strategy are projects that deliver information and education at venues popular with persons that have been identified as high-risk for impaired driving, such as sporting events, and training for servers of alcoholic beverages at restaurants, bars and other establishments. Other educational efforts to prevent impaired driving would be targeted to specific groups such as motorcyclists. The promotion of designated drivers or the use of alternate forms of transportation will also be considered for funding.

For supporting research, refer to the discussions of Mass Media Campaigns, pp. 1-44 and 1-45; Responsible Beverage Service, pp. 1-46 and 1-47; Alternative Transportation, p. 1-48 and Designated Drivers, p. 1-49 in Countermeasures That Work, 7th Edition, 2013.

Underage Drinking and Alcohol-Impaired Driving

In addition to general deterrence approaches to reduce impaired driving, countermeasures that focus on specific groups of drivers are needed. Because the data show that drivers under the legal drinking age of 21 are overrepresented in alcohol-related fatal and injury crashes, special efforts are particularly needed to address underage drinking and driving.

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2016. These include projects that focus on preventing vendors from selling alcohol to minors, such as sting operations, and projects designed to prevent minors from illegally purchasing alcohol, such as checks to identify fraudulent IDs. Resources from the State Liquor Authority, DMV's Office of Field Investigation and local police agencies are also used in these operations.

Countermeasures that address the issue of social host liability and parents and other adults who provide minors with access to alcohol will also be considered for funding under this strategy.

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

Funding will also be used for media campaigns and other public information and education activities conducted by organizations such as SADD that raise awareness of the scope and seriousness of underage drinking and driving and complement and enhance the effectiveness of the specific enforcement countermeasures that are implemented.

For supporting research, refer to the discussions of Alcohol Vendor Compliance Checks, pp. 1-55 and 1-56; Other Minimum Legal Drinking Age 21 Law Enforcement, pp. 1-57 and 1-58; Youth Programs, pp. 1-59 and 1-60 in Countermeasures That Work, 7th Edition, 2013.

Drugged Driving

Recent studies by the Institute for Traffic Safety Management and Research have documented that the involvement of drugs is a serious issue in fatal crashes in New York State, with nearly one out of five fatalities (18%) occurring in a drug-related crash in 2013. Drivers under 30 years of age are significantly overrepresented among the drug-impaired drivers involved in fatal and personal injury crashes and for drivers under age 21, drugs and driving may be an even more serious issue than drinking and driving. In addition to impairment from illegal drug use, there is increased awareness of the dangers of mixing prescription drugs and driving.

Effective enforcement of drugged driving requires training programs that provide law enforcement with the knowledge and tools to detect and arrest those who operate a motor vehicle while impaired by drugs and provide testimony that will lead to a conviction. Projects that provide training for law enforcement personnel, including the Drug Recognition Expert (DRE) and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs, will be funded under this strategy. Impaired driving enforcement efforts that integrate drugged driving enforcement into other enforcement activities by incorporating law enforcement personnel who have completed these special training courses and conducting enforcement in high-risk areas for drugged driving will be encouraged.

In addition to law enforcement, the provision of training to other professional groups is important to the successful prosecution and adjudication of drugged driving cases. Projects that provide training for prosecutors, toxicologists who provide expert testimony in court cases, and court personnel will be considered for funding. Programs to increase the sophistication of the screening process at the toxicology labs and the sharing of information from this process with the professional community can be important for detecting impairment caused by prescription, illicit and so-called designer drug use. Projects that provide communication and outreach to the general public regarding the dangers of drugged driving, and specifically impairment resulting from prescription drug use, will also be eligible for funding. There is also a need to increase awareness and educate professionals who deal with high risk populations including treatment professionals, probation officers and other professionals within the state's impaired driving system.

For supporting research, refer to the discussion of Enforcement of Drugged Driving, pp. 1-63 and 1-64 in Countermeasures That Work, 7th Edition, 2013.

Cooperative Approaches to Reducing Impaired Driving

Projects that promote coordination and cooperation among all components of the impaired driving system will be supported. Included are activities such as workshops, symposia and conferences that provide training and technical assistance to highway safety program managers, law enforcement and other partners. Interagency collaborations, such as the Advisory Council on Impaired Driving, recognize the multi-disciplinary nature of the impaired driving issue and lead to more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving.

Justification: Strategies that promote cooperative efforts can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs and opportunities to exchange ideas and best practices, all of which play an important role in the implementation of successful projects and programs.

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

Projects that support the state's comprehensive data-driven Impaired Driving program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries resulting from impaired driving requires access to the appropriate data as well as the technical capabilities to perform the analyses and interpret the results. Research and evaluation studies that assist in the identification and documentation of impaired driving issues and the assessment of the effectiveness of legislative initiatives and other countermeasures that are implemented will be eligible for funding.

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

IMPAIRED DRIVING FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
Enforcement of Impaired Driving Laws	$ 4,600,000	405d
Prosecution and Adjudication of DWI Offenders	3,400,000	405d
DWI Offender Treatment, Monitoring and Control	4,600,000	405d
Prevention, Communications, Public Information and Educational Outreach	2,800,000	405d
Underage Drinking and Alcohol Impaired Driving	3,400,000	405d
Drugged Driving	2,000,000	405d
Cooperative Approaches to Reducing Impaired Driving	600,000	405d
Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program	600,000	405d
Total MAP-21 405d Impaired Driving	$ 22,000,000	

POLICE TRAFFIC SERVICES

Overview

The key objective of the Police Traffic Services (PTS) program area is to prevent fatalities, injuries, crashes and traffic violations in high risk areas through data-driven high visibility enforcement. Enforcement efforts in the PTS program focus on improving traffic safety by reducing unsafe behaviors including speeding and other types of dangerous driving; failure to wear a seat belt; and distracted driving, in particular texting and talking on hand-held cell phones. Enforcement strategies related to impaired driving, motorcycle safety, pedestrians, bicycles and other wheel-sports are included under their respective sections in the Highway Safety Strategic Plan.

The Governor's Traffic Safety Committee (GTSC) provides expertise to assist in the promotion and coordination of New York's data-driven enforcement program involving police agencies at the state, county and local levels. The estimated highway safety funding budgeted for each strategy in the Police Traffic Services program area is presented in the table on page 44.

The funds and other resources GTSC devotes to reducing traffic violations and the resulting crashes, fatalities and injuries are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the state's highway safety enforcement program, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- County and local enforcement agencies
- New York State Police
- New York State Park Police
- NYS Association of Chiefs of Police
- NYS Division of Criminal Justice Services
- NYS Sheriffs' Association
- New York Association for Pupil Transportation

The combination of high visibility enforcement and sustained traffic safety messaging has proven to be effective in reducing dangerous driving behaviors and is an important component of the Police Traffic Services program area as well as the overall traffic safety program in New York. This enforcement model has been successfully applied to other GTSC funded initiatives which use dedicated traffic enforcement details to address specific types of unsafe driving behaviors. To maximize the effectiveness of the strategies that are implemented, a data-driven approach must be used to identify enforcement priorities and where and when to deploy resources. This program area also encompasses training opportunities for the state's traffic enforcement community where new skills are acquired and the latest in traffic enforcement tactics are shared.

New York State's Evidence-Based Traffic Safety Enforcement Program

In FFY 2015, New York developed an Evidence-Based Enforcement (E-BE) plan describing the planning, management and monitoring processes used in its evidence-based enforcement program required in 23 CFR 1200.11(c). New York's approach was to develop a comprehensive plan that combines the enforcement efforts in all program areas. The full plan was submitted to NHTSA for review and received final approval in June 2015. A summary of the key components of the plan is provided below. Information on New York's E-BE plan is also included in the FFY 2016 Highway Safety Program Planning Process section (pp. 7-8).

To ensure that New York's traffic safety enforcement grant funds are deployed based on data-driven problem identification, GTSC identifies the statewide geographic and demographic areas of concern though analyses of crash data, as described in the HSSP section, "Highway Safety Program Planning Process." GTSC then identifies police agencies with traffic enforcement jurisdiction in the most problematic areas, and through its Highway Safety Program Representatives and Law Enforcement Liaison networks, conducts outreach to encourage agencies to apply for grant funds. Using the state's priority areas as the framework, GTSC's Police Traffic Services (PTS) grant program is the primary funding effort to direct traffic enforcement grant funds to New York's police agencies. Enforcement efforts described under other program areas are planned, implemented and monitored in accordance with the state's E-BE plan.

The PTS grant application form guides agencies through the process of using local crash and ticket data to identify problem areas specific to their communities. Police agencies are required to correlate crash-causing traffic violations or driver behaviors with specific times and locations in their jurisdictions so officer resources are allocated to details directly related to the identified problems. As part of the PTS application, the agency completes the "Agency Specific Crash and Enforcement Data Sheet" which includes agency demographic and specific crash and ticket data documenting the traffic safety problem they have identified. Based on these analyses, applicants complete a data-driven "Work Plan" which presents their proposed countermeasures and enforcement strategies.

During the PTS grant review process, the GTSC scores applications based on the data and problem identification process, the strength of the work plan, the past performance of the agency, and crash and ticket trends in the jurisdiction. Once a grant is awarded, Program Representatives accompanied by Law Enforcement Liaisons conduct on-site monitoring visits to review the grant activities and discuss with grantees the impact the enforcement activities may be having in their jurisdictions. During monitoring contacts, Program Representatives also reinforce the message that enforcement resources should be deployed to areas at times when problems are known to occur.

During the grant period, grantees are required to submit two progress reports which include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. The GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement activities. This information is used to adjust the agency's operational plans for subsequent mobilizations and other high visibility enforcement activities and to determine the agency's eligibility for future awards.

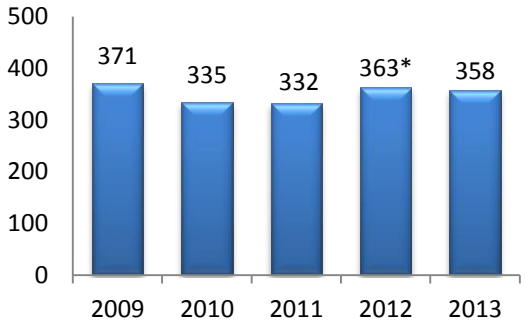
Performance Report

The core outcome measure for tracking progress in the Police Traffic Services program area is speeding-related fatalities in crashes. Because distracted driving is also a focus of this program area warranting specific strategies to reduce violations of the state's cell phone and texting laws, a new performance target for distracted driving, fatal and personal injury crashes involving cell phone use and texting was added to New York's HSSP starting in FFY 2015.

SPEEDING

Speeding-related fatalities have followed an up and down pattern since 2010. Between 2012 and 2013, speeding-related fatalities decreased slightly from 363 to 358. Despite this improvement, the reduction target of 332 set for the end of calendar year 2015 will be difficult to achieve.

SPEEDING-RELATED FATALITIES



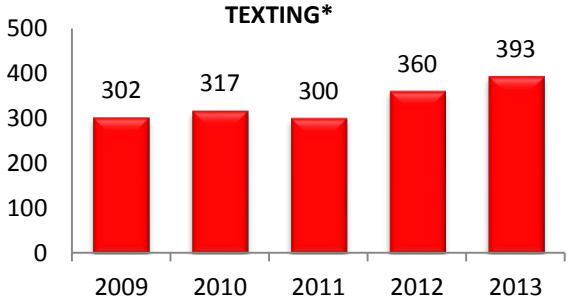
*Revised based on final 2012 FARS data
Source: FARS

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Fatal and personal injury crashes involving cell phone use and texting was selected as the performance measure for tracking trends in distracting driving in New York State. Since 2009, fatal and personal injury crashes involving cell phone use or texting have been on a general upward trend.

Between 2011 and 2013, these crashes increased by approximately 30% (from 300 to 393). This upward trend will make it difficult to reach the target of 316 set for December 31, 2015.

FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING*



*Based on police-report crashes
Source: NYS AIS

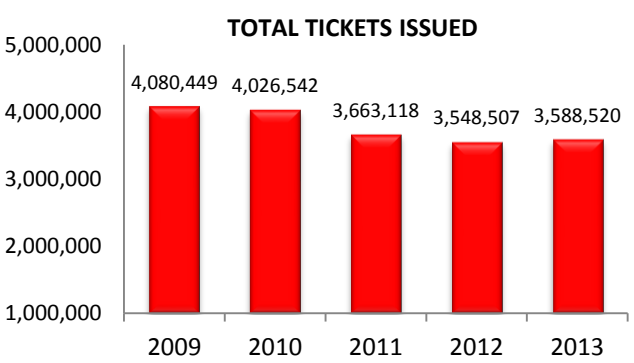
Problem Identification

Data analyses were conducted to assist GTSC in setting priorities for the Police Traffic Services program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented below.

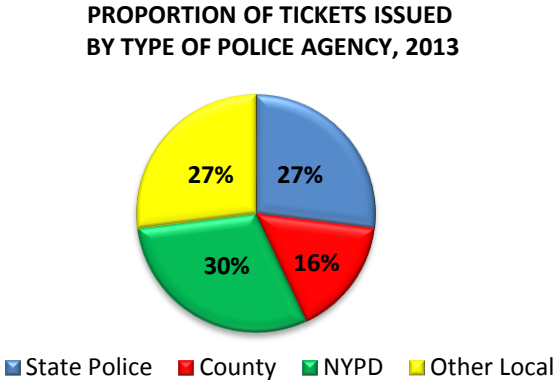
Analyses of Traffic Tickets

In order to assess the trend in enforcement activity, analyses were conducted on the traffic tickets housed in the state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems. Analyses of the combined ticket data from these two systems show that the total number of tickets issued for violations of the state's Vehicle & Traffic Law (VTL) increased slightly (1%) between 2012 and 2013, ending the consistent downward trend since 2009. Compared to 2009, half a million fewer tickets were issued in 2013. This overall decrease in enforcement activity is likely due in part to decreases in highway safety funding and other police resources.

The proportions of tickets issued by the State Police, county agencies and local police agencies have remained fairly constant over time. In 2013, the State Police issued 27% of all traffic tickets; county agencies issued 16%; the New York City Police Department (NYPD) issued 30% and all other local agencies issued 27%.



Sources: NYS TSLED and AA systems



Sources: NYS TSLED and AA systems

Contributing Factors in Crashes

Driver Inattention/Distraction is consistently the most frequently reported driver-related contributing factor in fatal and personal injury crashes (22% in 2013). The next top factors are all related to aggressive driving; in 2013, Failure to Yield Right-of-Way was reported for 19% of all police-reported fatal and personal injury crashes, Following Too Closely for 18% and Unsafe Speed for 11%. Over the five-year period, 2009-2013, there was very little variation in the proportion of crashes assigned each of the contributing factors listed in the table below.

CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES

	2009 (N=121,419)	2010 (N=122,181)	2011 (N=117,652)	2012 (N=114,000)	2013 (N=115,701)
Driver Inattention/Distraction	19.6%	20.6%	21.4%	21.4%	21.8%
Failure to Yield Right-of-Way	16.0%	16.5%	17.5%	18.6%	18.6%
Following Too Closely	15.3%	16.2%	17.7%	17.7%	18.1%
Unsafe Speed	10.9%	10.5%	10.9%	10.7%	11.2%

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

Source: NYS AIS

SPEEDING

Analyses of Speed-Related Fatal and Personal Injury Crashes

Additional analyses of speed-related crashes were conducted using data from New York's AIS; FARS and AIS data may not be strictly comparable due to definitional differences between the two systems. In the AIS, a speed-related crash is defined as a crash with a contributing factor of unsafe speed and/or a speeding ticket was issued to a driver involved in the crash.

After decreasing between 2009 and 2011, the number of speed-related fatal crashes increased in 2012 and again in 2013 (to 310 and 318, respectively). The proportion of fatal crashes involving speed also increased from 26% in 2011 to 29% in 2012 and remained at that level in 2013.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*

	2009	2010	2011	2012	2013
Fatal Crashes	**314**	**289**	**284**	**310**	**318**
% of all fatal crashes	29.6%	25.8%	26.4%	28.7%	28.7%
Injury Crashes	**13,202**	**12,846**	**12,838**	**12,216**	**12,977**
% of all injury crashes	11.0%	10.6%	11.0%	10.8%	11.3%

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

Speed-related injury crashes were on a downward trend for four years (2009-2012) before increasing to 12,977 in 2013. Although the number of personal injury crashes increased, speed-related injury crashes consistently accounted for 11% of the total injury crashes in all five years.

Other Contributing Factors

In addition to Unsafe Speed, the top contributing factors associated with speeding drivers in 2013 fatal and personal injury crashes are listed in the table below. Alcohol Involvement (19%) and Passing/ Unsafe Lane Changing (11%) were the two driver behavior factors most frequently associated with speeding drivers involved in fatal crashes.

For speeding drivers involved in personal injury crashes, Following Too Closely was identified as a contributing factor for 11% of these drivers and Alcohol Involvement and Driver Inattention/Distraction were each reported as a factor for 8% of these drivers.

OTHER TOP CONTRIBUTING FACTORS ASSOCIATED WITH SPEEDING DRIVERS IN FATAL AND PERSONAL INJURY CRASHES: 2013

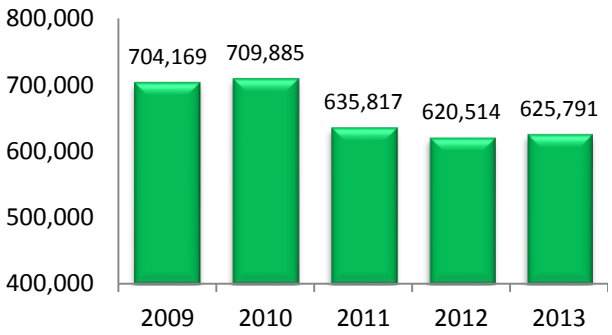
	Speeding Drivers in Fatal Crashes (N=322)	Speeding Drivers in PI Crashes (N=12,960)
Alcohol Involvement	19%	8%
Passing/Unsafe Lane Changing	11%	7%
Driver Inattention/Distraction	5%	8%
Failure to Keep Right	8%	3%
Following Too Closely	1%	11%

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

Analyses of Tickets

Between 2010 and 2012, the number of tickets issued for speeding violations dropped by 13% (from 709,885 to 620,514). The decline in speeding tickets is consistent with the overall decrease in the number of tickets. This downward trend was interrupted in 2013 when the number of tickets issued for speeding violations increased by approximately 5,000 to 625,791.

TICKETS ISSUED FOR SPEEDING VIOLATIONS



Sources: NYS TSLED and AA Systems

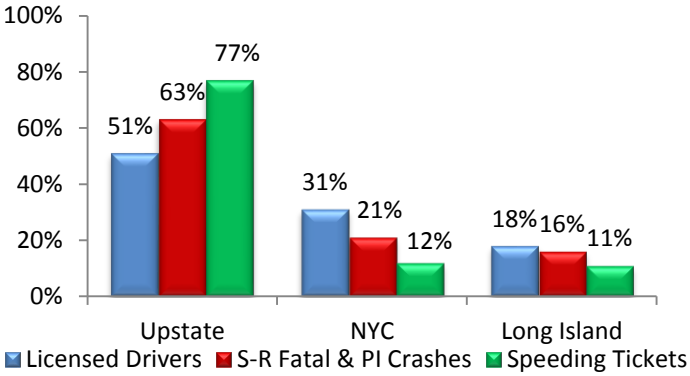
Over the five-year period, 2009-2013, tickets issued for speeding consistently represented 17%-18% of all tickets issued for traffic violations indicating that speeding continues to be a significant traffic safety problem in New York.

Crash and Ticket Analyses by Region

Based on 2011-2013 data, the Upstate region of New York is overrepresented in speed-related fatal and personal injury crashes (63%) and in speeding tickets issued (77%) when compared with the proportion of licensed drivers in the region (51%).

New York City with 31% of the state's licensed drivers accounted for 21% of the speed-related fatal and personal injury crashes and 12% of the speeding tickets.

LICENSED DRIVERS, SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES AND SPEEDING TICKETS BY REGION: 2011-2013



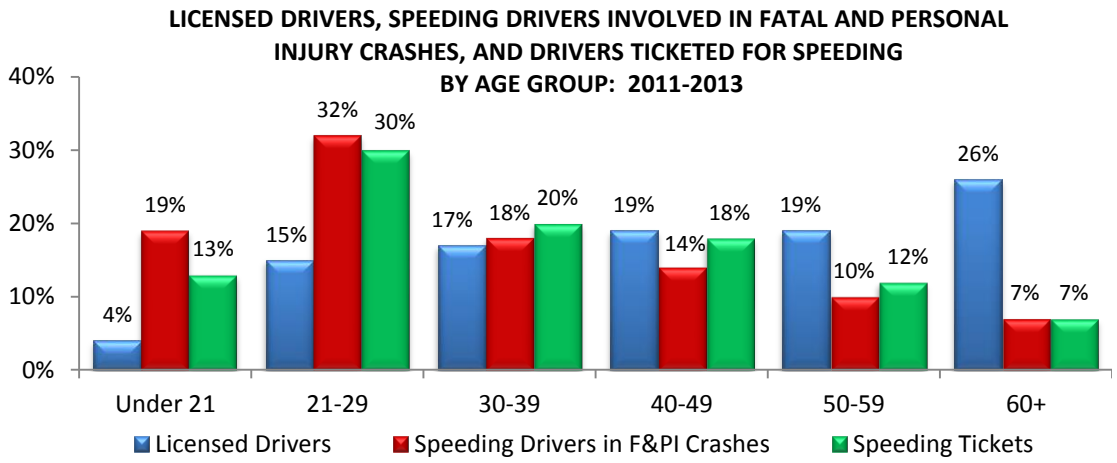
Source: NYS AIS, Driver License, TSLED and AA Systems

Long Island was also underrepresented in speed-related crashes (16%) and tickets (11%) when compared to the proportion of the state's licensed drivers that reside in that region (18%).

Analyses by Age

Drivers who speed and are involved in fatal and personal injury crashes are most likely to be under the age of 30 (51%). Drivers 21-29 years of age are also the most likely to be ticketed for speeding.

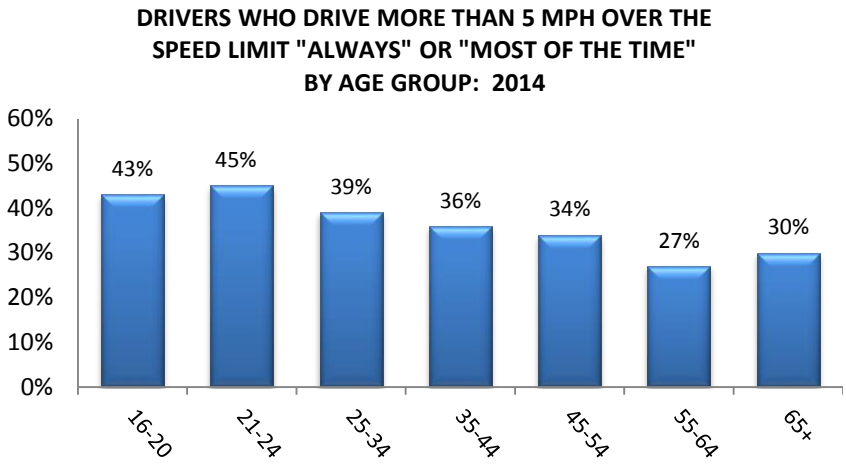
Based on comparisons with the proportion of licensed drivers in the under 21 (4%) and 21-29 age groups (15%), drivers in the two youngest age groups were overrepresented among the speeding drivers who were involved in crashes and the drivers who received speeding tickets. Over the three-year period, 2011-2013, drivers under 21 years of age accounted for 19% of the speeding drivers involved in F&PI crashes and received 13% of the speeding tickets. Drivers 21-29 years of age accounted for 32% of the speeding drivers involved in F&PI crashes and received 30% of the speeding tickets.



Source: NYS AIS, Driver License, TSLED and AA Systems

The Driver Behavior Surveys conducted at DMV offices around the state support the findings in the chart above. In the 2014 survey, drivers in the 16-20 and 21-24 age groups were the most likely to say they exceed the speed limit "always" or "most of the time".

In general, the proportion of drivers reporting that they speed declined with each subsequent age group.



Source: 2014 Driver Behavior Survey

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Analyses of Fatal and Personal Injury Crashes

Cell phone use, one of the unsafe driving behaviors frequently associated with driver inattention and distraction, continues to be reported as a contributing factor in less than 1% of fatal and personal injury crashes; this could be due to underreporting. In 2013, three fatal crashes were reported to involve cell phone use, down from a high of seven in 2010; the number of injury crashes involving cell phone use increased to 346 in 2013, up from 329 in 2012 and 288 in 2011. Since texting was added to the list of contributing factors on the police crash report in October 2010, only two fatal crashes have been reported to involve texting. The number of injury crashes involving texting has been on an upward trend reaching 43 in 2013.

FATAL AND PERSONAL INJURY CRASHES INVOLVING CELL PHONE USE AND TEXTING*

	2009	2010	2011	2012	2013
Fatal Crashes Involving Cell Phone Use	**6**	**7**	**1**	**2**	**3**
% of all fatal crashes	0.6%	0.6%	0.1%	0.2%	0.2%
Injury Crashes Involving Cell Phone Use	**296**	**308**	**288**	**329**	**346**
% of all injury crashes	0.2%	0.3%	0.2%	0.3%	0.3%
Fatal Crashes Involving Texting	**NA**	**1**	**0**	**0**	**1**
Injury Crashes Involving Texting	**NA**	**1**	**11**	**29**	**43**

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

Analyses of Tickets

The number of tickets issued for violations of New York's cell phone law was on a downward trend between 2010 (332,039) and 2013 (208,440). New York's participation in a national Distracted Driving Enforcement Demonstration Project based on the high visibility enforcement model contributed to the large number of tickets in 2010; more than 9,500 tickets were issued for texting (730) and talking (8,857) on hand-held cell phones while driving during the project.

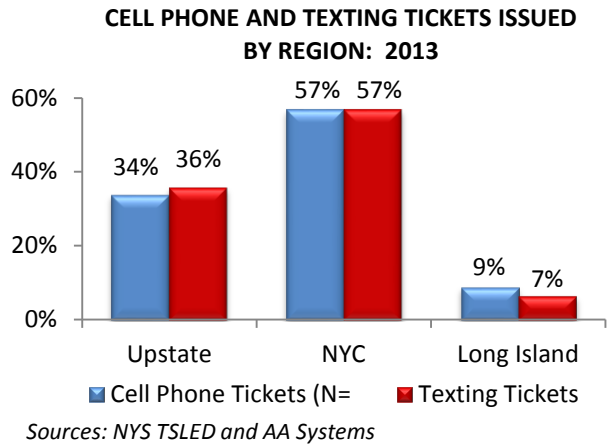
Between 2010, the first full year New York's texting law was in effect, and 2013, the number of tickets issued statewide for texting violations increased from 3,248 to 55,612.

TICKETS ISSUED FOR VIOLATIONS OF THE CELL PHONE AND TEXTING LAWS

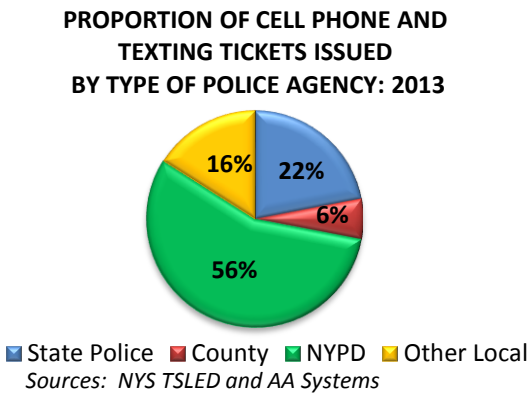
	2010	2011	2012	2013
Cell Phone Tickets	332,039	248,239	216,980	208,440
Texting Tickets	3,248	9,003	30,241	55,612
Source: NYS TSLED and AA Systems				

In 2013, the majority of tickets written for both cell phone (57%) and texting (57%) violations were issued in New York City. Approximately one-third of the cell phone (34%) and texting tickets (36%) were issued to drivers in the Upstate region and 9% of the cell phone tickets and 7% of the texting tickets were issued on Long Island.

The New York City Police Department (NYPD) issued 56% of all the tickets issued statewide for cell phone and texting violations. The remaining tickets were issued by the New York State Police (22%), county police agencies (6%) and other local police agencies (16%).



Sources: NYS TSLED and AA Systems



Sources: NYS TSLED and AA Systems

Driver Behavior and Attitudinal Surveys

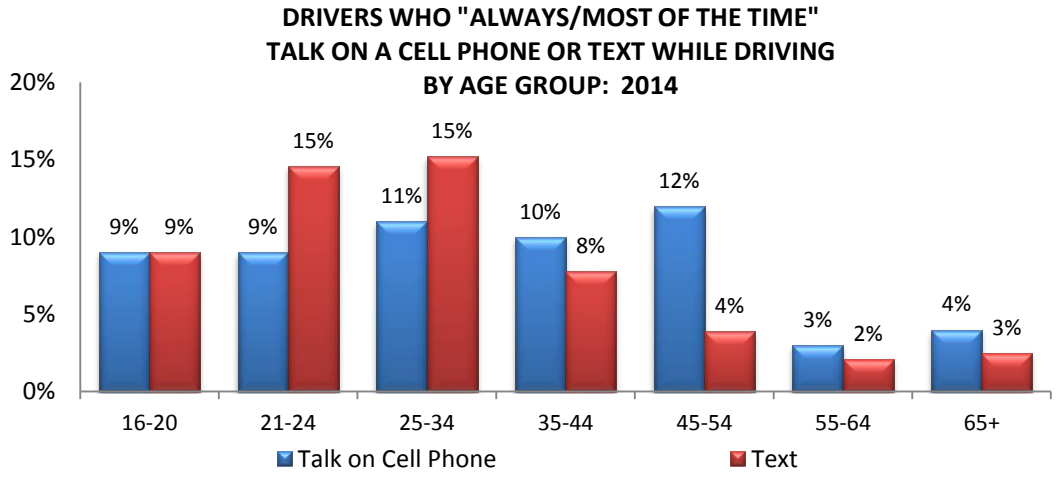
A series of questions on cell phone use and texting is included in the annual Driver Behavior Survey. The key results from the 2014 survey are:

- Half (50%) of the drivers reported that they send or receive text messages while driving; 9% said that they text while driving "always" or "most of the time". These results have been consistent in all three years the question has been asked.

- Six out of ten drivers said that they talk on a cell phone while driving; similar to texting, 9% said they talk on a cell phone while driving "always" or "most of the time".

- In 2013 and again in 2014, 84% of the drivers thought that using a cell phone impairs a driver's ability to drive safely "a great deal" and another 13% said a driver's ability would be affected "somewhat". Only 3% thought that using a cell phone while driving does "not at all" affect driving ability.

Survey responses regarding cell phone use and texting while driving were also analyzed by age.



Source: 2014 Driver Behavior Survey

- In 2014, drivers in the 21-24 and 25-34 age groups were the most likely to report that they text while driving "always" or "most of the time" (15% of each age group); drivers 45-54 years of age were the most likely to report that they "always/most of the time" talk on a cell phone while driving (12%).

- In 2014, drivers in the 21-24 and 25-34 age groups were more likely to text while driving than to talk on a cell phone (15% compared to 9% and 11%, respectively), while drivers in the age groups 35 and older were more likely to talk on a cell phone than to text while driving.

- Among drivers under age 21, the same proportion of drivers (9%) reported that they text or talk on a cell phone while driving "always" or "most of the time".

FFY 2016 Performance Targets

- To decrease speeding-related fatalities 3 percent from the 2011-2013 calendar base year average of 351 to 340 by December 31, 2016

- To decrease fatal and personal injury crashes involving texting or cell phone use 5 percent from 393 in 2013 to 373 by December 31, 2016

FFY 2016 Performance Measures

- Number of speeding-related fatalities
- Number of fatal and personal injury crashes involving cell phone use or texting

Strategies

New York's comprehensive plan for reducing crashes, fatalities and injuries through police traffic law enforcement includes evidence-based enforcement strategies that focus on persistent and emergent unsafe driving behaviors. To ensure effectiveness, a data-driven approach is used to target enforcement efforts to address the high risk behaviors, locations and roadway users that require the most attention. The strategies selected for this program area are described below; for each strategy, a reference to the supporting research or other justification is provided.

Enforcement of Traffic Violations

Enforcement of violations of the state's Vehicle and Traffic Law is the basic strategy used to deter and reduce dangerous and illegal driving behaviors that contribute to crashes, fatalities and injuries on the roadway. Police Traffic Services funding will continue to be provided for enforcement strategies that focus, in particular, on speeding and other aggressive driving violations and on distracted driving violations including both hand-held cell phone use and texting.

Pedestrian enforcement efforts in targeted corridors and high risk areas that focus on both motorists and pedestrians will also be considered for funding. Seat belt enforcement efforts, including participation in the national mobilization in May and the new border-to-border initiative, will also be funded under the Police Traffic Services program area. These enforcement efforts will target unsafe and illegal behaviors and will not be limited to drivers of specific types of vehicles.

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

The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations, times of day when violations are most likely to occur, and other information that will lead to more effective deployment of enforcement resources will continue to be encouraged. Police agencies should consider the different areas within their community and where crashes most frequently occur. This information will be useful when scheduling enforcement details. Projects that incorporate cooperative efforts among police agencies as well as efforts that target more than one type of violation will also be supported.

Police Traffic Services (PTS)

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

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

In FFY 2016, the primary emphasis will continue to be projects which focus on unsafe speed, aggressive and distracted driving behaviors. Occupant restraint enforcement will also be eligible for PTS funding, as will enforcement efforts focusing on special categories of vehicles including commercial vehicles, motorcycles and school buses, as well as other highway users such as pedestrians.

Speed Enforcement Programs

The GTSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details within designated areas. While enforcement in high crash areas is encouraged, routine day-to-day enforcement is also needed to increase the public's perception of the risk of apprehension. Safety education and informational materials may also be provided in conjunction with enforcement. One example is the State Police speed enforcement program that focuses on conducting enforcement details at high crash areas on non-interstate

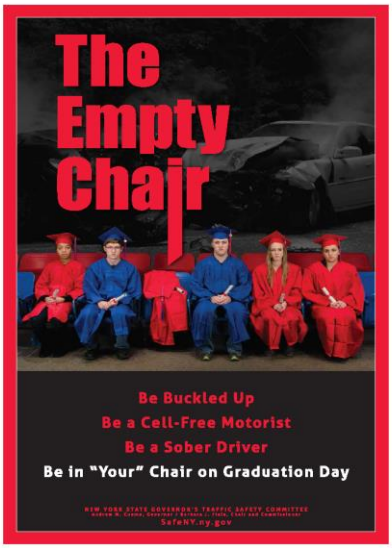
highways. Ticket, crash and other data are used to ensure that patrols are deployed to the areas that have the most significant traffic safety problems. In addition, the coordination of high-visibility statewide enforcement initiatives will be supported. NHTSA's Speed Management Training Program which was recently revised will also continue to be implemented in FFY2016. This training program promotes state and local collaborative and comprehensive efforts to mitigate speed-related fatalities and injuries.

Distracted Driving, Texting and Cell Phone Law Enforcement

Distracted driving behaviors include motorists who use hand-held electronic devices while operating a motor vehicle. The dangers associated with talking and texting on a cell phone while attempting to drive are of significant concern to the traffic safety community. Although enforcement of New York's cell phone law is addressed largely through the PTS program, the GTSC will continue to encourage the law enforcement community to strictly enforce these laws. The GTSC will also include enforcement information about cell phones in its statewide program. Programs such as "Operation Hang-Up" conducted by the New York State Police and the National Distracted Driving Enforcement Campaign for statewide law enforcement agencies will continue to be supported.

Young Driver Enforcement

Young drivers continue to be at high risk for crash involvement; while 4% of the state's licensed drivers are under 21, 9% of the drivers involved in fatal and injury crashes are in this age group. To help reduce this risk, the GTSC will continue to provide support for enforcement of Graduated Driver's License violations and unsafe driving behaviors as part of a teen driver safety campaign.



For example, in collaboration with law enforcement, the GTSC will select one week during FFY 2016 to conduct the "No Empty Chair" campaign, a statewide traffic safety education through enforcement event. The five-day initiative will be conducted in proximity to high schools and will focus on a different traffic safety threat each day: Speeding in School Zones, Seat belts and Child Restraints, Cell Phone Use and Texting, Graduated Driver License Provisions and Underage Drinking and Impaired Driving.

Commercial Vehicle Enforcement

As with other types of crashes, unsafe driving behaviors are contributing factors in the majority of crashes involving commercial vehicles. While GTSC recognizes that special training is required for even cursory checks of commercial vehicle weight, equipment, load securement and logbooks, police agencies receiving grant funding will be encouraged to enforce unsafe driving and other traffic violations committed by operators of commercial vehicles during routine enforcement details under their PTS grants. Enforcement of violations committed by drivers of other vehicles in the vicinity of commercial vehicles will also be encouraged.

Rural Traffic Enforcement

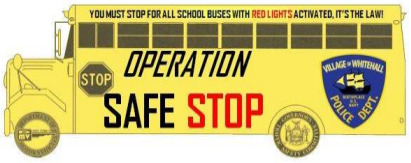
Projects that focus on effective enforcement countermeasures in rural areas of the state will continue to be considered for funding. For example, the NYS Sheriffs' Association continues to conduct a project that promotes the integration of the Data Driven Approach to Crime and Traffic Safety (DDACTS) model

into traffic enforcement in a number of rural counties in eastern, central and western New York. The Sheriffs' Offices receive funding for selective traffic enforcement efforts and are encouraged to coordinate and integrate traffic law enforcement activities with educational and engineering countermeasures to reduce the frequency and severity of crashes occurring in their counties.

School Bus Safety Enforcement

The illegal passing of a stopped school bus is a dangerous driving behavior which puts children at risk. To help reduce this risk, the GTSC will continue to provide support for enforcement of illegal passing violations through PTS funding.

In collaboration with law enforcement and the New York Association for Pupil Transportation, the GTSC will select one day during FFY 2016 to conduct Operation Safe Stop, a statewide traffic safety education through enforcement event. In order to increase law enforcement participation, the Operation Safe Stop event is now scheduled in the spring of each year.



For supporting research regarding evidence-based enforcement strategies, refer to the discussion of strategies to reduce aggressive driving and speeding, pp. 3-3 to 3-5; High Visibility Enforcement, pp. 3-16 to 3-18; Other Enforcement Methods, pp. 3-19 to 3-21; Integrated Enforcement, p. 1-24; Cell Phone and Text Message Laws, pp.4-10 to 4-12; and pedestrian enforcement under Targeted Enforcement, pp. 8-27 to 8-28 in Countermeasures That Work, 7th Edition, 2013.

Law Enforcement Training Programs

Training and other educational programs that keep law enforcement up-to-date on new laws and emerging traffic safety issues and enhance skills in the detection and enforcement of specific types of violations and vehicles will continue to be funded. These types of programs may be delivered in a number of formats including traditional classroom programs, roll call videos and podcasts. Educational opportunities such as the annual Empire State Law Enforcement Traffic Safety (ESLETS) Training Symposium will also continue to be eligible for grant support.

Examples of the training programs that benefit from funding include commercial vehicle awareness and enforcement, traffic crash investigation, older driver awareness, pedestrian and bicycle safety and enforcement, and motorcycle safety and enforcement. Training programs that promote the Data Driven Approaches to Crime and Traffic Safety (DDACTS) operational model will continue to be supported. The model integrates community-based collaboration with analysis of time and location-based crime and traffic crash data to establish effective and efficient methods for deploying law enforcement resources. In addition to DDACTS Implementation Workshops, the NYS Sheriffs' Association and the NYS Association of Chiefs of Police will provide supplemental training and technical support based on the DDACTS model for traffic commanders, supervisors and agency data analysts. The end result of the training is to further assist existing and new DDACTS law enforcement agencies in overcoming obstacles that may hinder their implementation progress after the workshop.

Justification: Training programs are critical for providing police officers with the knowledge, skills and tools they need to implement enforcement strategies that will be effective in deterring traffic violations and will contribute to reductions in crashes, fatalities and injuries resulting from unsafe driving behaviors.

Communications and Outreach

The GTSC plays a major role in the coordination of enforcement efforts among police agencies at all jurisdictional levels through its Law Enforcement Liaisons (LELs) representing the New York State Police, the NYS Sheriffs' Association and the NYS Association of Chiefs of Police. The LELs provide GTSC with a strong police perspective on traffic safety through their law enforcement background and expertise. In addition, resources, communication networks and other statewide amenities are readily available through their organizations to further engage and promote a statewide coordinated response to traffic safety issues. The LELs are responsible for communicating GTSC's statewide safety priorities to their enforcement networks and encouraging police agency participation in the Buckle Up New York - Click It or Ticket mobilizations, STOP-DWI Enforcement Crackdowns and many other traffic safety initiatives. The LELs also participate in the development and delivery of a number of training opportunities for police officers, including programs offered at the Empire State Law Enforcement Traffic Safety (ESLETS) and Annual Highway Safety conferences.

Support will also continue for the annual New York Law Enforcement Challenge program which stimulates traffic law enforcement, recognizes and rewards outstanding performance by law enforcement agencies, and highlights some of the best overall traffic safety programs in the state.

One of the key elements of any traffic safety program is education. In addition to enforcing New York's Vehicle and Traffic Laws, police agencies play an important role in educating motorists and raising public awareness. For example, law enforcement officers and other educational stakeholders are in a unique position to deliver traffic safety programs to at-risk teen drivers. Projects that provide toolkits and other educational resources for use by police officers and other educators will be considered for funding. A Law Enforcement Challenge Awards Recognition Ceremony is held each year at the Annual Fall Highway Safety Symposium for all winning and participating agencies.

For supporting research regarding the importance of communications and outreach in the deterrence and prevention of unsafe driving behaviors, see p. 1-41 in Countermeasures That Work, 7th Edition, 2013. In addition to publicizing enforcement efforts to deter dangerous driving behaviors which is a proven component of effective enforcement strategies, police officers can contribute to the prevention of traffic violations by educating the motoring public on new laws and raising awareness of safe driving practices.

POLICE TRAFFIC SERVICES FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
Enforcement of Traffic Violations	**$ 5,800,000**	**MAP-21 402**
Law Enforcement Training Programs	**800,000**	**MAP-21 402**
Communications and Outreach	**900,000**	**MAP-21 402**
Total MAP-21 402	**$ 7,500,000**	

MOTORCYCLE SAFETY

Overview

Improving the safety of motorcyclists continues to be an important priority for the state's highway safety program. Because motorcycles share the road with much larger vehicles, a combination of programs that focus on improving the driving skills of motorcycle operators, promote the use of protective gear including helmets that meet the required standards, and raise awareness of safe driving practices among both motorcyclists and other motorists are needed to improve traffic safety in this area.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's motorcycle safety program. The estimated highway safety funding budgeted for each motorcycle safety strategy is presented in the table on page 54.

The funds and other resources GTSC invests to improve motorcycle safety are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in reducing motorcycle crashes, fatalities and injuries, the most significant source of funding, programming and in-kind support that assists in achieving the performance goals established in the HSSP is the state funding provided to the Motorcycle Safety Program (MSP) administered by the NYS Department of Motor Vehicles (DMV). Other partners that contribute to the attainment of the state's performance goals include the following:

- NYS Department of Transportation
- NYS Department of Health
- New York State Police
- Local enforcement agencies
- Motorcycle Safety Foundation
- Motorcycle Advocacy Groups

The MSP is a major component of New York's comprehensive approach to address and improve motorcycle safety in the state. In existence since 1996, the MSP provides instruction and field training to improve the riding skills of motorcyclists. More than 220,000 motorcyclists have been trained since the program's inception. The MSP is funded by a portion of the motorcycle license and registration fees collected by the state and disbursed through the Motorcycle Safety Fund.

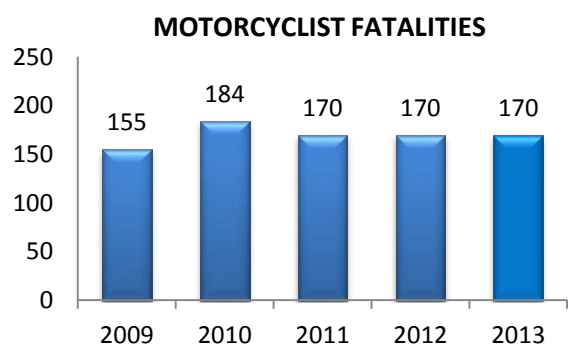
New York State has also developed and implemented a program that takes a comprehensive approach to encouraging and promoting motorcycle safety. One of the key components of the program is public awareness efforts that target both motorcyclists and other motorists.

Since motorcycle helmets have been proven to be highly effective in protecting motorcyclists from suffering severe and fatal head injuries in crashes, New York's efforts to reduce motorcyclist fatalities and injuries have benefited from the state's universal motorcycle helmet law in place since 1967.

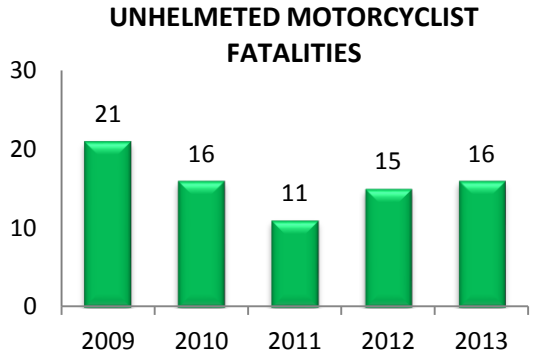
Performance Report

The core outcome measures for tracking progress in the motorcycle safety program area are motorcyclist fatalities and unhelmeted motorcyclist fatalities. Motorcyclists injured in crashes is a third performance measure that is tracked for the Motorcycle Safety program.

After increasing to 184 in 2010, motorcyclist fatalities declined to 170 in 2011 and remained at 170 in 2012 and 2013. Despite the lack of progress between 2011 and 2013, the target of 166 may still be achieved by the end of calendar year 2015.

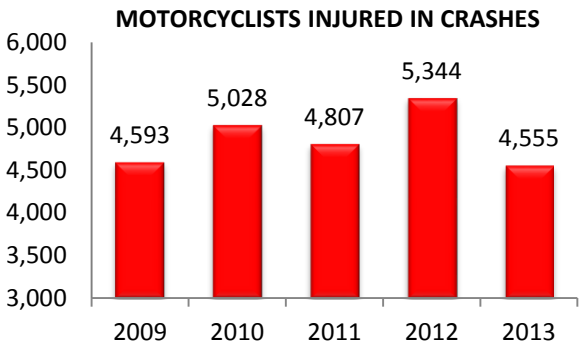


Source: FARS



Source: FARS

Due in large part to New York's helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small. The number of unhelmeted motorcyclist fatalities has been on an upward trend since 2011. In 2013, 16 unhelmeted motorcyclists died in crashes; as a result, the target of reducing unhelmeted motorcyclist fatalities to 12 may be difficult to reach by December 31, 2015.



Source: NYS AIS

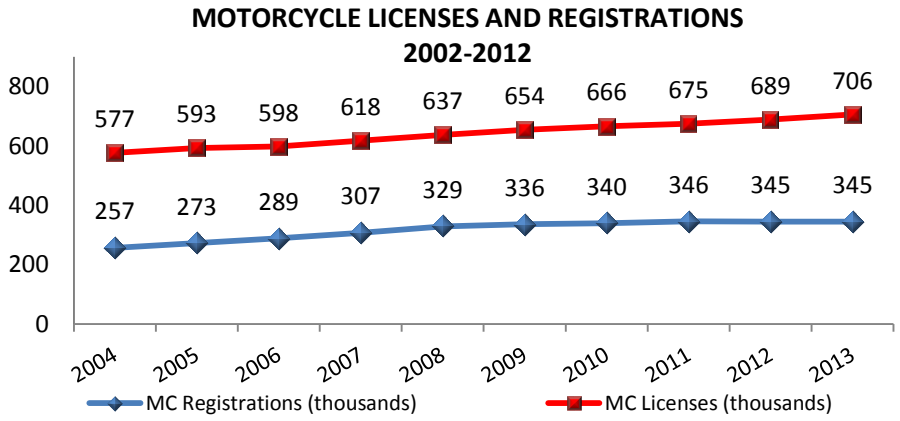
A third measure used by New York State to track progress in the Motorcycle Safety program area is the number of motorcyclists injured in crashes. Over the five-year period, 2009-2013, the number of motorcyclists injured in crashes did not follow a consistent pattern. In the two most recent years, the number of injured motorcyclists dropped 15% (from 5,344 in 2012 to 4,555 in 2013) improving beyond the target of 4,705 set for 2015.

Problem Identification

Data analyses were conducted to assist GTSC in setting priorities for the Motorcycle Safety Driving program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Trends in Motorcycle Licenses and Registrations

Since 2004, the number of drivers with motorcycle licenses has increased by 22% reaching over 706,000 in 2013. After steady increases in motorcycle registrations between 2004 and 2011, the number of registered motorcycles reached a plateau in 2012 and 2013.



Sources: NYS AIS, Driver License and Vehicle Registration Files

Fatal and Personal Injury Motorcycle Crashes

Both fatal and personal injury crashes involving motorcycles have fluctuated over the five-year period, 2009-2013. Based on data from New York's AIS, fatal motorcycle crashes decreased from 168 in 2011 to 164 in 2012 and remained at 164 in 2013. Between 2011 and 2012 there was an 11% increase in personal injury crashes involving motorcycles (from 4,314 to 4,793), followed by a 12% decrease the next year (from 4,793 to 4,204 in 2013).

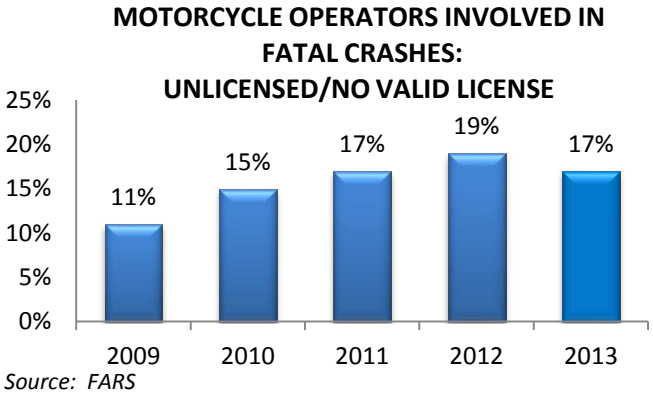
MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES*

	2009	2010	2011	2012	2013
Fatal Crashes	152	180	168	164	164
Injury Crashes	4,111	4,498	4,314	4,793	4,204
Fatal & PI Crashes	**4,263**	**4,678**	**4,718**	**4,957**	**4,368**

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

Source: NYS AIS

Unlicensed Motorcycle Operation



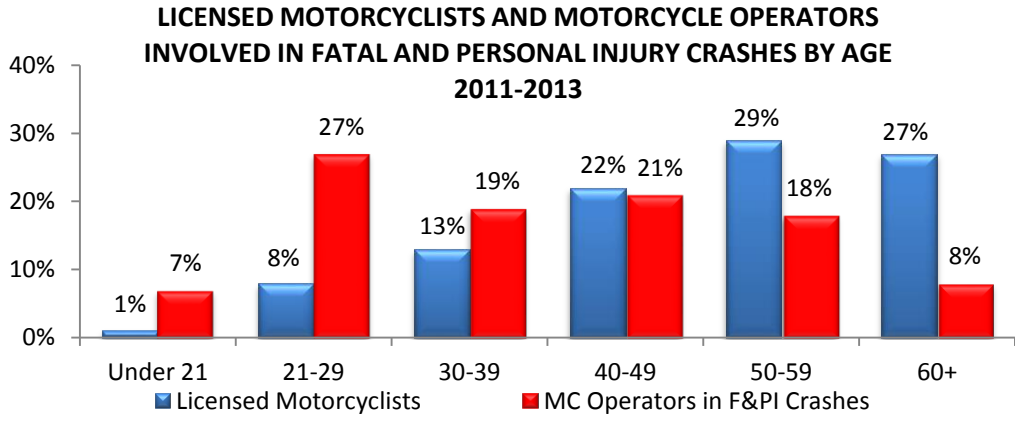
Source: FARS

The proportion of motorcycle operators involved in fatal crashes who were unlicensed or had no valid license ranged from 11% to 19% over the five-year period, 2009-2013.

While the proportion of unlicensed motorcyclists declined from 19% to 17% between 2012 and 2013, unlicensed operation continues to be an issue.

Analyses of Crashes and Licensed Motorcyclists by Age

Motorcycle operators 21-29 years of age are the most overrepresented in motorcycle crashes; over the three-year period 2011-2013, 27% of the motorcycle operators involved in fatal and personal injury crashes were in this age group but only 8% of the licensed motorcyclists are 21-29 years of age. Motorcycle operators under 21 years of age and between the ages of 30 and 39 are also overrepresented in fatal and personal injury crashes.



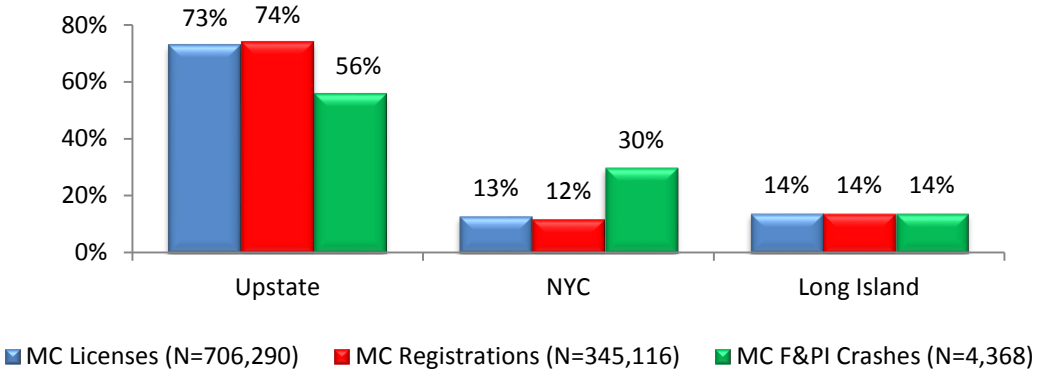
Source: NYS DMV AIS and Driver License File

Analyses by Region and County

In 2013, 56% of the fatal and personal injury crashes involving motorcycles occurred in the Upstate region, 30% occurred in New York City and 14% occurred on Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes (30%) compared to the proportion of the motorcycle licenses (13%) and registrations (12%) in the region.

MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL & PI CRASHES
REGION: 2013



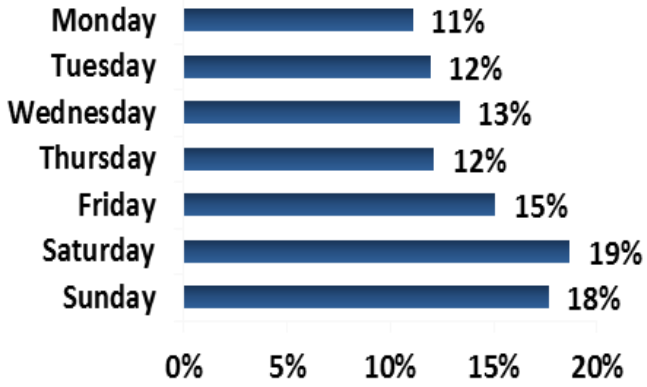
Sources: NYS AIS, Driver License and Vehicle Registration Files

The top five counties where the largest numbers of motorcycle crashes occurred in 2013 were Kings (437), Suffolk (416), New York (400), Queens (374) and Nassau (291). The upstate county with the largest number of motorcycle crashes was Erie with 245 in 2013.

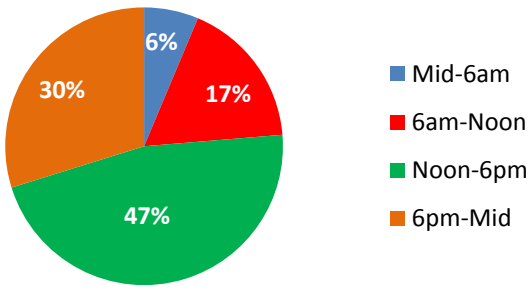
Analyses by Day of Week and Time of Day

In 2013, motorcycle crashes were most likely to occur on Saturday (19%) or Sunday (18%). Nearly half of the crashes (47%) occurred between noon and 6 pm and another 30% occurred between 6pm and midnight.

MOTORCYCLE FATAL & PI CRASHES
DAY OF WEEK: 2013



MOTORCYCLE FATAL & PI CRASHES
TIME OF DAY: 2013



Contributing Factors

Failure to Yield Right-of-Way and Unsafe Speed are the two contributing factors most frequently reported for motorcycle crashes; in 2011-2013, Failure to Yield Right-of-Way contributed to 17%-18% of the crashes and speeding contributed to 16% of the crashes. Driver Inattention/Distraction was also reported as a contributing factor for 15% of the motorcycle crashes that occurred 2011-2013.

CONTRIBUTING FACTORS IN MOTORCYCLE CRASHES

	2011 (N=4,855)	2012 (N=5,375)	2013 (N=4,772)
Failure to Yield Right-of-Way	16.7%	17.8%	17.9%
Unsafe Speed	16.5%	16.0%	16.2%
Driver Inattention/Distraction	14.6%	15.1%	14.7%
Following Too Closely	9.4%	9.7%	9.8%
Alcohol Involvement	3.5%	3.3%	2.9%

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

Alcohol Involvement in Fatal and Injury Motorcycle Crashes

After a large increase in the number of alcohol-related fatal motorcycle crashes between 2009 and 2010 (from 40 to 57), the number of these fatal crashes dropped to 44 in 2011 and remained fairly consistent in 2012 and 2013. In 2013, alcohol-related fatal motorcycle crashes accounted for 26% of all motorcycle fatal crashes; the five-year average for 2009-2013 was 27%.

Across the five-year period, 2009-2013, alcohol-related motorcycle injury crashes accounted for 2%-3% of all motorcycle injury crashes.

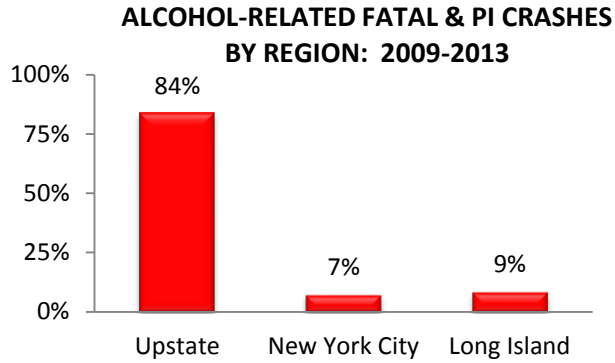
ALCOHOL-RELATED MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES*

	2009	2010	2011	2012	2013	2009-2013
Total Fatal & PI MC Crashes	**4,263**	**4,678**	**4,718**	**4,957**	**4,368**	**22,984**
Fatal Crashes	152	180	168	164	164	828
Alcohol-Related	40	57	44	45	43	229
% All MC Fatal Crashes	*26.3%*	*31.7%*	*26.2%*	*27.4%*	*26.2%*	*27.2%*
Injury Crashes	4,111	4,498	4,314	4,793	4,204	21,920
Alcohol-Related	107	120	136	129	101	593
% All MC Injury Crashes	*2.6%*	*2.7%*	*3.2%*	*2.7%*	*2.4%*	*2.7%*
Total Alcohol-Related MC F & PI Crashes	147	177	180	174	144	822
% All MC Fatal and Injury Crashes	*3.4%*	*3.8%*	*3.8%*	*3.5%*	*3.3%*	*3.6%*

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

Alcohol-Related Fatal & Personal Injury Crashes by Region

Over the five-year period, 2009-2013, there were 822 alcohol-related fatal and personal injury motorcycle crashes in New York State. Analyses by region indicate that 84% of these crashes during this period occurred in the Upstate region compared to 9% on Long Island and 7% in New York City.

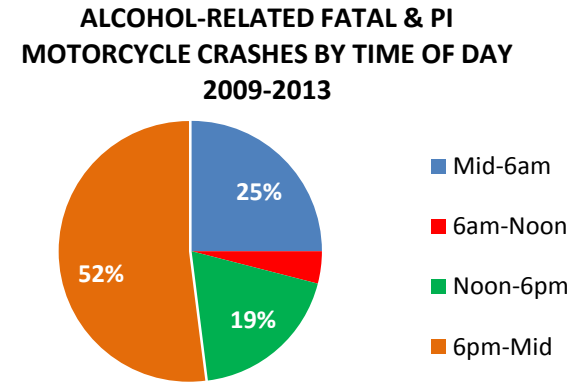


Source: NYS AIS

Alcohol-Related Fatal and Personal Injury Crashes by Time of Day

Over the five-year period, 2009-2013, more than half (52%) of the alcohol-related fatal and injury motorcycle crashes occurred between 6pm and midnight and another quarter occurred between midnight and 6am.

Nearly half of these crashes occurred on the weekend (27% on Saturday and 22% on Sunday).



Source: NYS AIS

FFY 2016 Performance Targets

- To decrease motorcyclist fatalities 3 percent from 170 in 2013 to 165 December 31, 2016
- To decrease unhelmeted motorcyclist fatalities 20 percent from 16 in 2013 to 13 by December 31, 2016
- To decrease the number of injured motorcyclists 10 percent from the 2011-2013 calendar year average of 4,902 to 4,412 by December 31, 2016

FFY 2016 Performance Measures

- Number of motorcyclist fatalities
- Number of unhelmeted motorcyclist fatalities
- Number of injured motorcyclists

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Motorcycle Safety program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided.

Motorcycle Rider Training and Education

In FFY 2016, the Department of Motor Vehicles Motorcycle Safety Program (MSP) will continue to promote the statewide availability of rider education programs and increase the number of sites providing training. DMV presently contracts with the Motorcycle Safety Foundation (MSF), a national leader in motorcycle safety and education, to deliver the Basic Rider Course throughout the state. There are presently 25 training site locations with 50 training ranges.

The road test waiver provides an additional incentive for new motorcyclists to complete a motorcycle safety education course and become licensed operators without having to take a DMV motorcycle road test. Over the past five years, an average of 62% of all new motorcycle licenses were issued to graduates of the rider training program who waived the DMV road test. In 2014 alone, 70% of the new licensees were rider course graduates/road test waivers. The general upward trend in the proportion of motorcycle riders involved in fatal crashes who do not have valid licenses highlights the need to continue to encourage riders to enroll in and complete the basic rider education program/Basic Rider Course (BRC). The Basic Rider Course 2 (BRC2-LW) and the Three-Wheeled Motorcycle BRC (3W-BRC) also qualify for the road test waiver benefit.

Maintaining the quality of the instructor cadre in terms of skills, knowledge and motivation is a challenge in every program. To maintain a high quality program, New York will use a variety of outreach modes to improve the availability of training for providers and instructors and aid in the retention of qualified instructors. A MSF-qualified quality assurance team makes visits to each of the public training sites every year to ensure the program continues to maintain high standards for course delivery. A portion of the motorcycle license and registration fees collected by the state is set aside to fund these training programs.

For supporting research, refer to the discussion of Motorcycle Rider Training, pp. 5-20 and 5-21 in Countermeasures That Work, 7th Edition, 2013.

Communications and Outreach

Educating Motorists to Share the Road with Motorcycles

Efforts that raise awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will continue to be supported. These efforts include New York's participation in the national initiative recognizing May as Motorcycle

Safety Awareness month; the use of variable message signs promoting motorcycle safety; and public awareness campaigns and PI&E materials that promote the Share the Road message.

Focused Awareness of Motorcycles

Efforts to promote all aspects of motorcycle safety, awareness and rider education aimed at a variety of motorist and motorcyclist audiences will continue to be considered for funding. Examples of activities include attendance at auto shows, fairs and other public events; presentations to driver education classes; and meetings with large employers that maintain fleets of vehicles. Presentations of the Motorcycle Safety Foundation's "Intersection Kits" to target audiences will continue to be supported.

Public Information and Education for Motorcyclists

Public information and education (PI&E) activities and the development and distribution of materials that increase awareness and educate motorcyclists on safe motorcycle operation will be considered for funding. Examples of topics for educating motorcyclists are the importance of using proper safety equipment, including compliant motorcycle helmets, wearing clothing that provide both protection and conspicuity, and the risks of driving while impaired by alcohol or drugs, speeding and other dangerous behaviors.

For supporting research, refer to the discussion of Communications and Outreach: Other Driver Awareness of Motorcyclists, p. 5-24 and Communications and Outreach: Conspicuity and Protective Clothing, pp. 5-22 and 5-23 in Countermeasures That Work, 7th Edition, 2013.

Enforcement

In order to ensure the efficient and effective use of resources to enforce traffic law violations, New York's law enforcement community conducts routine enforcement details that target drivers who are engaged in dangerous driving behaviors such as impaired driving and speeding regardless of the type of vehicle they are operating. These traffic enforcement countermeasures are discussed under the Police Traffic Services program area. All enforcement efforts under the Motorcycle Safety program area will be planned, implemented and monitored in accordance with the requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and 32 of the HSSP.

Motorcycle Safety Checkpoints

Motorcycle safety checkpoints will continue to be conducted in strategic locations identified through a data-driven process. The focus of the checkpoints will be enforcement of license and registration violations, non-compliant helmets, faulty or illegal equipment and other violations. Variable message signs and other methods are used to ensure mandatory compliance with the checkpoint. The checkpoints are also used in conjunction with PI&E and research initiatives.

Motorcycle Safety and Enforcement Training for Law Enforcement

Training programs for law enforcement that focus on educating officers on motorcycle safety, including the requirements regarding motorcycle safety equipment, common types of violations such as the use

of non-compliant helmets, enforcement strategies and techniques, and other topics related to motorcycle safety will continue to be supported. Decisions on where to hold training programs are data- driven and are based on a region's overrepresentation in motorcycle crashes. These regional training programs are conducted by a team of expert instructors from the New York State Police and the New York State Association of Chiefs of Police in cooperation with GTSC, the DMV Motorcycle Safety Program, the Motorcycle Safety Foundation and other law enforcement partners.

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

For supporting research, refer to the discussion of Motorcycle Helmet Enforcement: Noncompliant Helmets, pp. 5-11 and 5-12 in Countermeasures That Work, 7th Edition, 2013.

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

Research studies and data analyses that focus on identifying issues that contribute to crashes involving motorcycles and motorcyclist injuries and fatalities will continue to be supported. Evaluations and assessments to determine the effectiveness of various strategies and programs will also be encouraged.

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

MOTORCYCLE SAFETY FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
Motorcycle Rider Training and Education	**$ 360,000**	**2010(K6)/405f**
Communications and Outreach	**740,000**	**2010(K6)/405f**
Enforcement	**180,000**	**MAP-21 402**
Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program	**20,000**	**MAP-21 402**
Total MAP-21 402	**200,000**	
Total 2010 Motorcycle Safety	**240,000**	
Total MAP-21 405f Motorcycle Programs	**860,000**	
Total All Funds	**$ 1,300,000**	

PEDESTRIAN, BICYCLE AND WHEEL-SPORT* SAFETY

*IN-LINE SKATING, NON-MOTORIZED SCOOTER AND SKATEBOARDING

Overview

Improving the safety of pedestrians, bicyclists and other wheel-sport enthusiasts who are New York's most vulnerable roadway users continues to be a priority for the state's highway safety program. Responsibility for addressing pedestrian, bicycle and wheel-sport safety issues is shared among several agencies in New York and effective solutions to these issues often require collaborative efforts involving education, engineering and enforcement countermeasures.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's pedestrian, bicycle and wheel-sport safety program. The highway safety funding budgeted for each strategy is presented in the table on page 63.

The funds and other resources GTSC invests to improve pedestrian, bicycle and other wheel-sport safety are complemented by a number of other federal, state, local and private sector activities. For example, FHWA's focused approach to pedestrian safety identified Focus States and Cities that would have the greatest impact on reducing pedestrian crashes, fatalities and injuries nationwide. To support this approach, NHTSA awarded demonstration projects that concentrate resources and efforts in these Focus States and Cities. New York State received funding to conduct a pedestrian safety demonstration project in New York City. The funds are being used to develop and implement enforcement and education components outlined in the city's pedestrian action plan.

In this program area, in particular, engineering countermeasures play a major role in efforts to reduce crashes, fatalities and injuries involving these highway users. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in reducing crashes, fatalities and injuries among these special groups of highway users, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- NYS Department of Transportation
- NYS Department of Health
- NYS Department of State
- National Highway Traffic Safety Administration
- Federal Highway Administration
- NYC Department of Transportation
- Metropolitan Planning Organizations
- New York Metropolitan Transportation Council
- Capital District Transportation Committee
- New York State Pedestrian and Bicycle Partnership
- Safe Routes to School Program
- New York State Association of Chiefs of Police
- NYS Association of County Traffic Safety Boards

- New York Bicycling Coalition
- Safe Kids Coalitions

One of the challenges in this program area is that persons of all ages, from young children to older adults, are part of the at-risk group. Effective public information and education (PI&E) programs and other strategies to reduce deaths and injuries among pedestrians, bicyclists and participants in other wheel-sports must be designed to address both children and adults.

Equally important is the need to continue efforts to raise awareness and educate motorists on how to safely share the road with pedestrians and bicyclists. This includes educating motorists, pedestrians and law enforcement on New York State's Vehicle and Traffic Laws, including the pedestrian crossing laws and the 2010 law requiring drivers overtaking bicycles to pass to the left "at a safe distance" until they safely clear the bicycle.

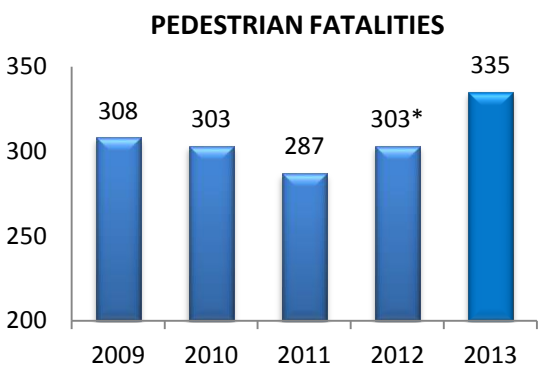
The promotion of the use of helmets and other protective gear which have proven to be effective in reducing the severity of injuries suffered in bicycle crashes and other wheel sports is also a priority. New York State has required helmet use for bicyclists under age 14 since 1993 and subsequently extended mandatory helmet use to in-line skaters (1996), non-motorized scooter riders (2002) and skateboarders (2005) under 14 years of age. Compliance with these laws requires the awareness of parents and the availability of helmets to low income families.

Performance Report

PEDESTRIAN SAFETY

The core outcome measure for tracking progress in pedestrian safety is pedestrian fatalities. Each year, New York also sets a target for reductions in pedestrian injuries resulting from motor vehicle crashes.

Based on the final 2012 FARS data released in December 2014, there were 303 pedestrian fatalities, up from the preliminary number of 297 which was used in setting the goal for 2015. The 2013 FARS data indicate that the upward trend in pedestrian fatalities has continued; in 2013 there were 335 pedestrian fatalities, an 11% increase over 2012. This continuing upward trend in pedestrian fatalities will make the target of 281 difficult to reach by December 31, 2015.



**Revised based on final 2012 FARS data*
Source: FARS

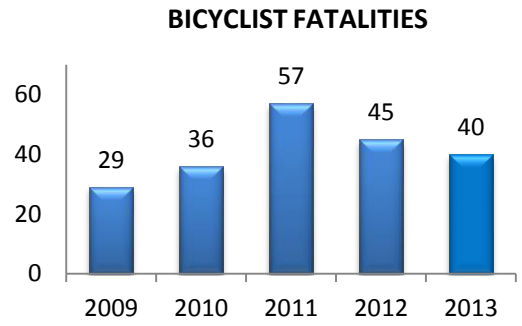
Source: NYS AIS

Data from New York's Accident Information System were used to update the status of the second performance measure related to pedestrians injured in crashes. Based on the state's AIS crash data, the downward trend in the number of pedestrian injuries in 2011 and 2012 ended in 2013 when the number of pedestrians injured in crashes increased to 16,278. Since the number of pedestrians injured in 2013 was approximately 1,500 more than the reduction target of 14,827 set for December 31, 2015, the target is unlikely to be achieved.

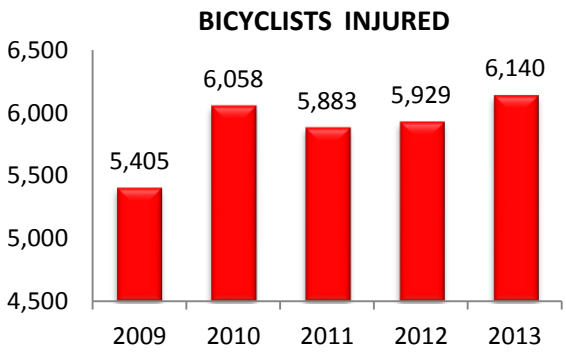
BICYCLE SAFETY

Beginning in FFY 2015, bicyclist fatalities was added to the list of core performance measures tracked by each state. The 2013 FARS data show that bicyclist fatalities dropped from 57 in 2011 to 40 in 2013, demonstrating greater improvement than the target of 44 set for the end of calendar year 2015.

While bicyclist fatalities decreased in 2012 and 2013, the number of bicyclists injured has been on an upward trend. Between 2011 and 2013 the number of bicyclists injured increased from 5,883 to 6,140 (4%). The lack of improvement in the number of bicyclists injured since 2011 will make it difficult to reach the reduction target of 5,778 set for December 31, 2015.



Source: FARS



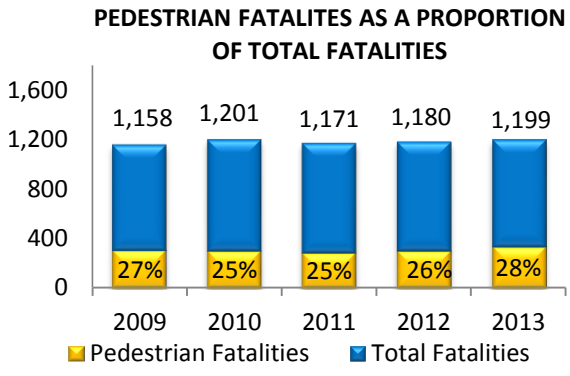
Source: NYS AIS

Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Pedestrian, Bicycle and Wheel-Sport Safety program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

PEDESTRIAN SAFETY

While total motor vehicle fatalities increased between 2011 and 2013, pedestrian fatalities increased at a greater rate. In 2013, pedestrian fatalities accounted for 28% of the total fatalities on New York's roadways compared to 25%-26% in the previous three years.



Source: FARS

Contributing Factors and Pedestrian Actions in Pedestrian Crashes

The top contributing factors reported for drivers involved in pedestrian crashes were Driver Inattention/Distraction and Failure to Yield the Right of Way; Pedestrian/Bicyclist/Other Pedestrian Error/Confusion was reported most frequently for pedestrians involved in crashes.

Over the three-year period, 2011-2013, pedestrians involved in crashes were most frequently hit while crossing with the traffic signal (27%-30%), 20%-21% were hit while crossing at a location with no signal or crosswalk, and 10% were hit while crossing against the signal.

CONTRIBUTING FACTORS AND PEDESTRIAN ACTIONS IN PEDESTRIAN CRASHES

	2011 (N=15,283)	2012 (N=15,223)	2013 (N=15,892)
CONTRIBUTING FACTORS			
Driver Inattention/Distraction	23.0%	23.2%	24.1%
Pedestrian/Bicyclist/Other Pedestrian Error/Confusion	23.8%	23.6%	22.7%
Failure to Yield Right of Way	18.7%	21.2%	22.8%
Backing Unsafely	5.6%	5.3%	5.6%
Traffic Control Disregarded	2.6%	2.9%	3.5%
Unsafe Speed	3.2%	3.0%	2.8%
Alcohol Involvement	2.5%	2.8%	2.6%
PEDESTRIAN ACTIONS			
Crossing, With Signal	27.0%	27.7%	30.0%
Crossing, No Signal or Crosswalk	20.2%	21.1%	20.2%
Crossing, Against Signal	10.0%	10.1%	9.5%
Crossing, No Signal, Marked Crosswalk	7.7%	7.8%	8.3%

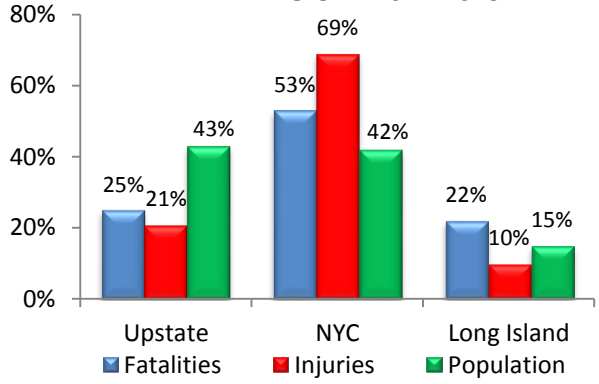
Source: NYS AIS

Analyses by Region

In New York State, pedestrians consistently account for one-quarter of all traffic fatalities each year. A particular concern for New York's pedestrian safety program is the number of pedestrian fatalities and injuries that occur in New York City.

Over the three-year period, 2011-2013, over half (53%) of the state's pedestrian fatalities and 69% of the injuries occurred in New York City, 25% of the fatalities and 21% of the injuries occurred in the Upstate region and 22% of the fatalities and 10% of the injuries occurred on Long Island.

PEDESTRIAN FATALITIES & INJURIES COMPARED TO POPULATION BY REGION: 2011-2013



Sources: NYS AIS and U.S. Census

The counties in the New York City region with the highest numbers of pedestrian fatalities and injuries were Kings (Brooklyn) which averaged 3,620 per year from 2011-2013, New York (Manhattan) with an annual average of 2,979 and Queens with 2,463 pedestrian fatalities and injuries per year.

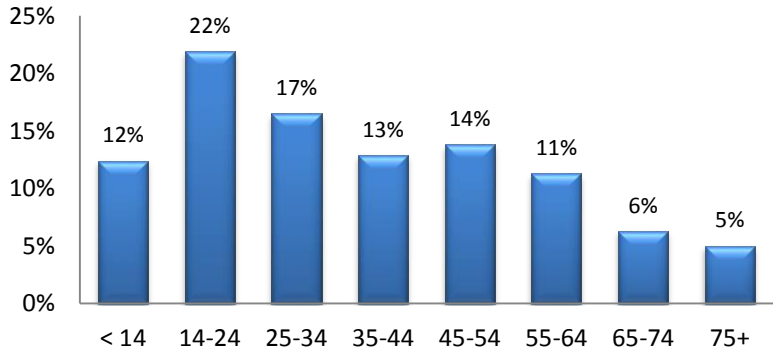
When compared with the proportion of the state's population that reside in the three regions, the New York City region is overrepresented in both pedestrian fatalities and injuries (42% of the population vs. 53% of the fatalities and 69% of the injuries); the Long Island region is also overrepresented in pedestrian fatalities (15% of the population vs. 22% of the fatalities).

Based on the population in each region, the annual average for the three-year period, 2011-2013, was 13.3 pedestrian fatalities and injuries per 10,000 population in New York City, 5.8 per 10,000 population on Long Island and 4.1 per 10,000 population in the Upstate region.

Analyses by Age

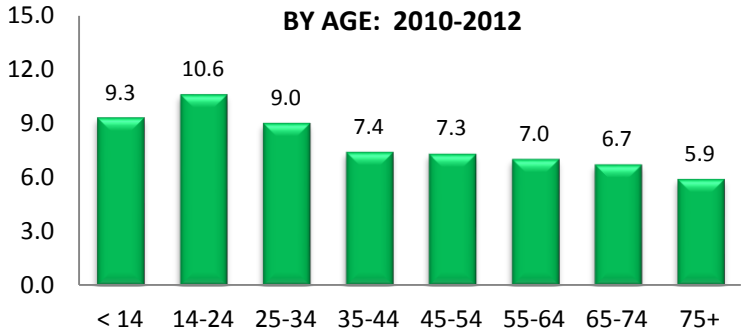
Analyses were also conducted to determine the ages of the pedestrians killed or injured in crashes with a motor vehicle. Over the three-year period, 2011-2013, pedestrians 14-24 years of age accounted for 22% of the pedestrians killed and injured. The proportion of pedestrians killed and injured generally declined with each subsequent age group.

PEDESTRIANS KILLED OR INJURED IN CRASHES BY AGE: 2011-2013



Source: NYS AIS

PEDESTRIANS KILLED AND INJURED PER 10,000 POPULATION BY AGE: 2010-2012



Sources: NYS AIS and U.S. Census

When population figures were used to normalize the pedestrian fatality and injury data for each age group, the 14-24 year old age group had the highest rate of pedestrian fatalities and injuries over the three-year period, 2011-2013 (10.6/10,000 population), followed by the under 14 age group (9.3/10,000 population).

After the 14-24 age group, the number of pedestrians killed and injured per 10,000 population declined with each subsequent age group.

BICYCLE SAFETY

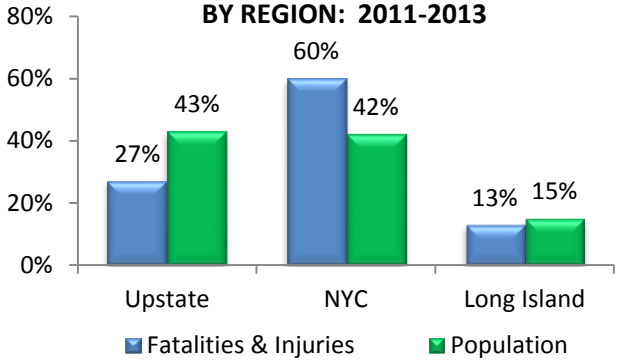
Analyses by Region

New York City is also an area of concern for bicycle crashes. In 2011-2013, 60% of the bicyclist fatalities and injuries in crashes involving motor vehicles occurred in New York City compared to 27% in the Upstate region and 13% on Long Island.

The top two counties in New York City for bicycle fatalities and injuries were Kings which averaged 1,453 fatalities and injuries per year between 2011 and 2013, and New York County which averaged 1,154 per year.

Based on the population in each region, the annual average for the three-year period, 2011-2013, was 4.4 bicyclist fatalities and injuries per 10,000 population in New York City, 2.7 per 10,000 population on Long Island and 1.9 per 10,000 population in the Upstate region.

BICYCLE FATALITIES & INJURIES COMPARED TO POPULATION BY REGION: 2011-2013

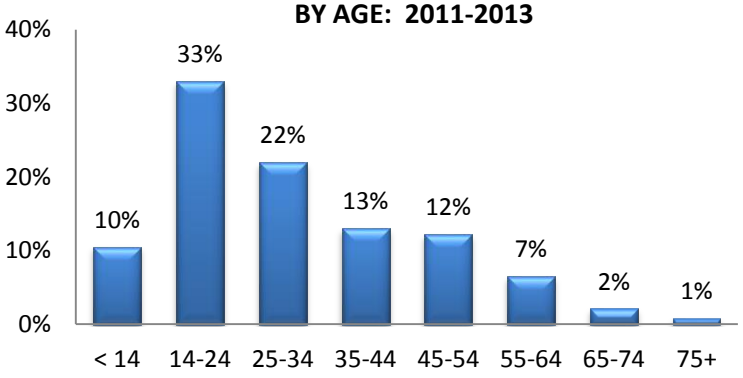


Sources: NYS AIS and U.S. Census

Analyses by Age

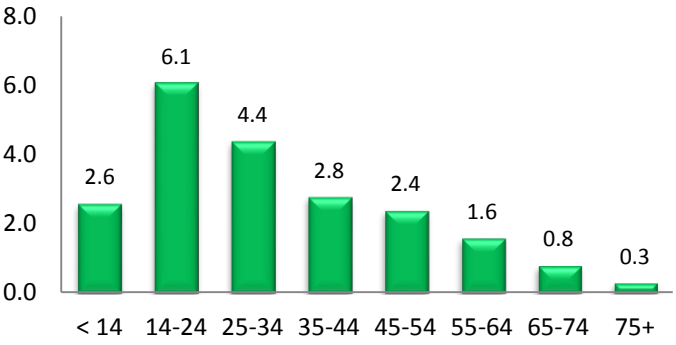
Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. Over the three-year period, 2011-2013, bicyclists in the 14-24 age group made up the largest proportion of those killed or injured (33%) in crashes. Bicyclist fatalities and injuries declined with each subsequent age group.

BICYCLISTS KILLED OR INJURED IN CRASHES BY AGE: 2011-2013



Source: NYS AIS

BICYCLISTS KILLED AND INJURED PER 10,000 POPULATION BY AGE: 2011-2013



Sources: NYS AIS and U.S. Census

When population figures were used to normalize the bicyclist fatality and injury data for each age group, the results in the chart above were confirmed. The 14-24 year old age group had a substantially higher rate of bicycle fatalities and injuries (6.1/10,000 population) than any other age group over the three-year period, 2011-2013.

FFY 2016 Performance Targets

- To reduce pedestrian fatalities 5 percent from 335 in 2013 to 318 by December 31, 2016
- To reduce the number of pedestrians injured in traffic crashes 3 percent from the 2011-2013 calendar year average of 15,858 to 15,382 by December 31, 2016
- To reduce the number of bicyclist fatalities 10 percent from 40 in 2013 to 36 by December 31, 2016
- To reduce the number of bicyclists injured in traffic crashes 3 percent from 6,140 in 2013 to 5,956 by December 31, 2016

FFY 2016 Performance Measures

- Number of pedestrians killed in traffic crashes
- Number of pedestrians injured in traffic crashes
- Number of bicyclists killed in traffic crashes
- Number of bicyclists injured in traffic crashes

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Pedestrian, Bicycle and Other Wheeled Sport Safety program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided.

Education, Communication and Outreach

Programs that educate pedestrians, bicyclists, skateboarders, in-line skaters and non-motorized scooter riders on safety issues and ways to avoid crash involvement will continue to be emphasized in FFY 2016. Promotion of the use of helmets and other protective equipment and education on safe practices for these special roadway users of all ages will continue to be supported.

Efforts to heighten the awareness of the motoring public to the behaviors and vulnerabilities of these other roadway users and the dangers motorist traffic violations such as speeding and failure to yield the right-of-way pose to these groups will also be funded. These projects may include public awareness campaigns and the distribution of informational materials that promote "See! Be Seen!", "Respect", "Share the Road" and "Coexist" messages among all highway users and encourage compliance with traffic laws relating to pedestrians, bicyclists, in-line skaters, scooter riders and skateboarders.

Organizations such as the New York State Pedestrian and Bicycle Partnership that provide important input and guidance and promote communication and information exchange will continue to be key partners in the state's pedestrian and bicycle safety efforts.

For supporting research, refer to the discussion of "Share the Road" Awareness Programs, p. 9-31; Elementary-Age Child Pedestrian Training, pp. 8-13 to 8-15; Bicycle Education for Children, pp. 9-15 and 9-16; Cycling Skills Clinics, Bike Fairs, Bike Rodeos, pp. 9-17 and 9-18; and Promote Bicycle Helmet Use with Education, pp. 9-24 and 9-25 in Countermeasures That Work, 7th Edition, 2013.

Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter and Skateboarding Safety

Programs that take a grassroots approach to the identification and resolution of local pedestrian, bicycle, in-line skating, skateboarding and scooter safety problems will be considered for funding under this strategy. These would include communities located in the state's downstate regions where the data indicate that pedestrians and bicyclists are particularly at risk as well as communities in other areas that can demonstrate that they have a pedestrian or bicycle safety problem that needs to be addressed. The establishment of local coalitions is encouraged to expand both the resources available to address the problems that are identified and the delivery system for the program activities. Some examples would include programs that teach children safe pedestrian crossing or bicycle riding skills, the importance of safety equipment and helmet distribution programs.

Projects that include components such as community-based education delivered through schools, hospitals and other local agencies and organizations will also be considered. For example, the New York State Pedestrian and Bicycle Partnership coordinates pedestrian safety projects such as New York's "Walk to School Day" and "Bike to School Day" campaigns and the Walking School Bus which is a program that is intended to make walking to school safe, fun and convenient. Support will also be provided for Safe Routes to School programs that have the goal of improving the safety of children walking and bicycling to school.

For supporting research, refer to the discussion of Elementary-Age Child Pedestrian Training, pp. 8-13 to 8-15; Safe Routes to School, pp. 8-16 and 8-17 and 9-13 and 9-14; Bicycle Education for Children, pp. 9-15 and 9-16; Cycling Skills, Clinics, Bike Fairs, Bike Rodeo, pp. 9-17 and 9-18; and Promote Bicycle Helmet Use with Education, pp. 9-24 and 9-25 in Countermeasures That Work, 7th Edition, 2013.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

The GTSC will continue to promote cooperative state and local approaches to addressing pedestrian safety issues by bringing together partners from a variety of disciplines and perspectives to review the data and develop a comprehensive set of effective countermeasures. Some examples where state and local partnerships have been formed to address pedestrian safety issues through a combination of education, enforcement and engineering solutions include high-risk corridors identified on the Hempstead Turnpike on Long Island, Central Avenue in Albany and Rt. 7 in Troy. The development of data-driven statewide pedestrian and bicycle safety plans through a broad-based, collaborative process is another example of a cooperative approach to improving safety that will be considered for funding.

Workshops, symposia and training programs that involve collaboration among multiple organizations or disciplines are another type of cooperative effort that will be considered for funding. Programs such as the Walk Bike NY symposia series provide an opportunity for pedestrian and bicycle safety advocates from numerous non-profit organizations as well as representatives from federal, state and local agencies to share ideas and work together on coordinated approaches that will improve pedestrian and bicycle safety. Other examples are training programs coordinated and presented jointly by several partner agencies and organizations.

Justification: Strategies that promote cooperative efforts can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs and opportunities to exchange ideas and best practices, and consequently, play an important role in the implementation of successful projects and programs.

Research, Evaluation and Analytical Support for New York's Performance-Based Pedestrian, Bicycle and Wheel-Sport Safety Program

Research and evaluation activities that support the state's comprehensive Pedestrian, Bicycle and Wheel-Sport Safety program will be funded under this strategy. The data-driven, performance-based approach to reducing crashes, fatalities and injuries involving these vulnerable groups of highway users requires access to the appropriate data as well as the technical capabilities to perform the analyses and interpret the results. Research and evaluation efforts undertaken to identify trends and potential new problem areas, assist in defining future program directions and potential countermeasures and assess program effectiveness will be eligible for funding.

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

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY
FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
Education, Communication and Outreach	**$ 320,000**	**MAP-21 402**
Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter and Skateboarding Safety	**410,000**	**MAP-21 402**
Cooperative Approaches to Improving Pedestrian and Bicycle Safety	**240,000**	**MAP-21 402**
Research, Evaluation and Analytical Support for New York's Performance-Based Pedestrian, Bicycle and Wheel-Sport Safety Program	**30,000**	**MAP-21 402**
Total MAP-21 402	**$ 1,000,000**	

OCCUPANT PROTECTION

Overview

New York's Occupant Protection program is built on a foundation of strong laws. In 1984, New York passed the nation's first seat belt law; the law allowed for primary enforcement and covered all front seat passengers and children up to ten years of age riding in the back seat. In 2000, the law was amended to extend mandatory use to all children under age 16 in any seating position. While universal coverage of all vehicle occupants has not yet been passed by the State Legislature, New York has been progressive in passing legislation that requires the use of child restraint systems that are appropriate for the child's age and size when transporting young passengers. Effective November 24, 2009, New York's "Booster Seat Law" requires children up to the age of eight to be restrained in an appropriate child restraint system.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's occupant protection program. The estimated highway safety funding budgeted for each occupant protection strategy is presented in the table on page 75.

The funds and other resources GTSC invests to increase the use of occupant restraints are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in increasing compliance with the seat belt law and improving the safety of children riding in vehicles, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP include the following:

- NYS Association of Traffic Safety Boards
- New York's Certified CPS Technicians
- New York State Police
- New York State Park Police
- Local police, fire departments and EMS
- Hospitals and clinics
- County Health Departments
- Car Dealerships
- Safe Kids Worldwide
- County Traffic Safety Boards

Since the establishment of the Buckle Up New York (BUNY) program in the late 1990s, compliance with the state's occupant restraint laws has been supported primarily by high visibility enforcement efforts. New York joined the national Click It or Ticket campaign in 2002 and continues to participate in the highly effective national seat belt enforcement mobilizations. In FFY 2014, the Buckle Up New York (BUNY) seat belt program and the Selective Traffic Enforcement Program (STEP) were integrated into a new Police Traffic Services (PTS) grant program to maximize the efficiency and effectiveness of New York's enforcement efforts. This change in the grant program does not affect New York's participation in national seat belt mobilizations; the GTSC will once again promote statewide participation by law enforcement agencies in the national Click It or Ticket campaign that will be conducted in May 2016.

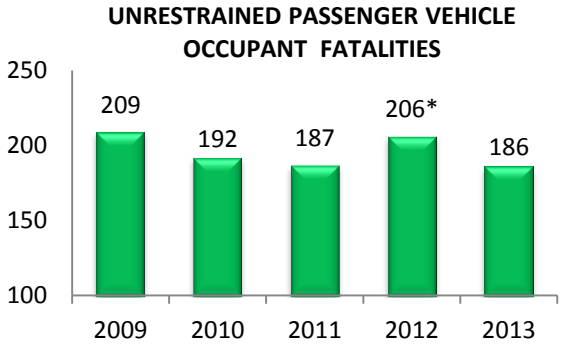
The effectiveness of New York's occupant protection program is demonstrated by the achievement of a statewide use rate of 90% or above since 2010. Because of this high use rate, identifying and directing efforts toward the high risk groups that comprise the 10% who do not comply with the law will continue to be a major focus of the program in FFY 2016.

Improving the safety of children riding in motor vehicles also continues to be a major objective of New York's Occupant Protection program. A variety of efforts are undertaken to increase awareness and educate parents and other caretakers on the best way to protect young passengers riding in motor vehicles through the GTSC's Child Passenger Safety (CPS) mini-grant program. Each year, the GTSC supports approximately 190 local programs that provide education and instruction in the safe transportation of children and ensures that sufficient numbers of trained and certified CPS technicians are available to provide these services. In FFY 2016, the GTSC will continue to promote outreach efforts to ensure that the state's underserved populations and residents in all geographic areas have access to the information and services they need.

Performance Report

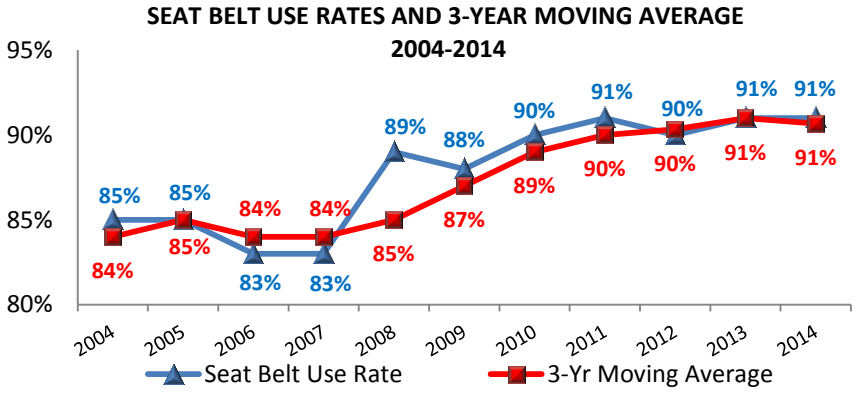
The core outcome measure is unrestrained passenger vehicle occupant fatalities and the core behavioral measure for tracking progress in the occupant protection program area is the observed seat belt use rate.

Based on FARS data, the downward trend in the number of unrestrained passenger vehicle occupant fatalities between 2009 and 2011 was interrupted in 2012 when these fatalities increased to 206. The downward trend resumed in 2013 when there were 186 unrestrained passenger vehicle occupant fatalities, one fewer than in 2011.



**Revised based on final 2012 FARS data*
Source: FARS

Based on the most recent statewide observation survey of seat belt use conducted in 2014, New York's usage rate was estimated at 91% for the second year in a row and the third time in the last four years.



Source: NYS Annual Seat Belt Observation Surveys

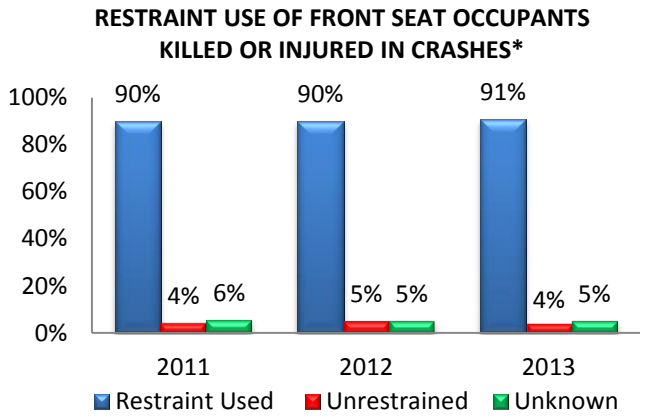
While New York has sustained a statewide use rate of 90% or above for the past five years, it appears that an increase in the seat belt usage rate to the target of 93% set for 2015 will be difficult to achieve.

Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Occupant Protection program area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Analyses of Reported Restraint Use in Crashes

Analyses based on the state's AIS crash data provide additional information to consider in planning effective programs. Although reported restraint use in crashes is considered less reliable than observed use, the reported use rate in crashes is consistent with the rate of use observed in traffic during New York's statewide surveys.



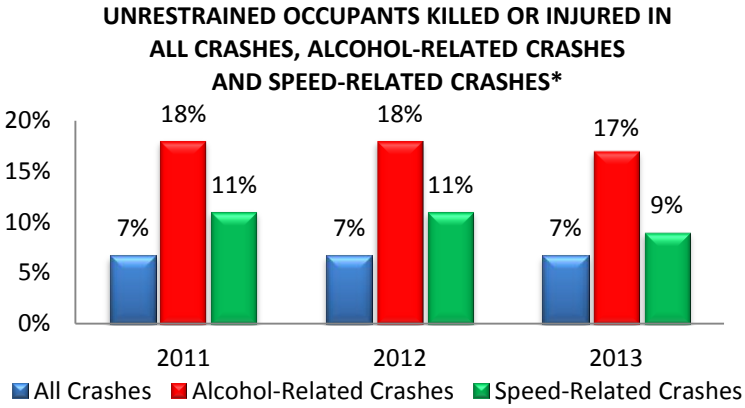
*Police-reported Crashes
Source: NYS AIS

Over the three-year period, 2011-2013, reported restraint use for front seat occupants killed or injured in crashes in New York State continued to be very stable. During this period, 90%-91% were reported to be restrained while 4%-5% were not restrained. Restraint use was unknown for 5%-6% of the occupants killed or injured in crashes in each of the three years.

Unrestrained Occupants by Region

Further analyses were conducted to identify the characteristics of the relatively small group of drivers and occupants who do not comply with the law for use in developing effective strategies.

Based on analyses of restraint use in specific types of crashes, it was determined that occupants who are killed or injured are more likely to be unrestrained when alcohol or speed is involved in the crash.



*Includes front and back seat occupants in police-reported crashes
Source: NYS AIS

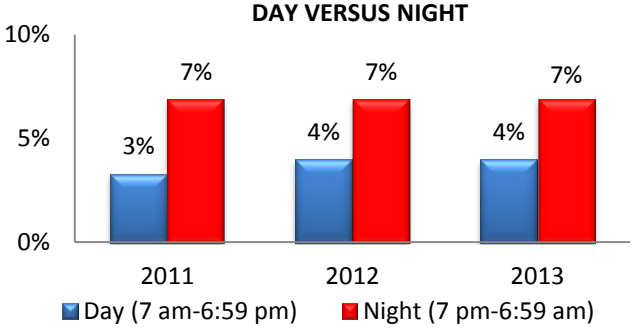
Over the three-year period, 2011-2013, 17%-18% of the occupants killed or injured in alcohol-related crashes and 9%-11% killed or injured in speed-related crashes were not using a safety restraint. In comparison, 7% of the occupants killed or injured in all crashes were unrestrained.

Analyses of Seat Belt Use: Day vs. Night

Reported restraint use in crashes is consistently higher during the day (7 am-6:59 pm) than at night (7 pm-6:59 am).

Over the three-year period, 2011-2013, 7% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 3%-4% during the day.

UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: DAY VERSUS NIGHT

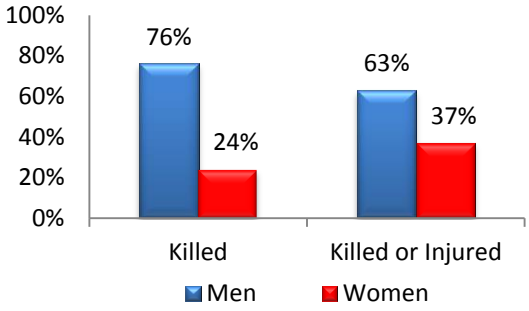


Source: NYS AIS

Analyses of Seat Belt Use by Gender

Differences in restraint use by gender were also found among front seat occupants who were killed or injured in crashes. According to police-reported restraint use in crashes, unrestrained occupants who were killed in crashes were more than three times as likely to be male (76% vs. 24%); among the unrestrained occupants who were killed or injured, 63% were men and 37% were women.

GENDER OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: 2011-2013



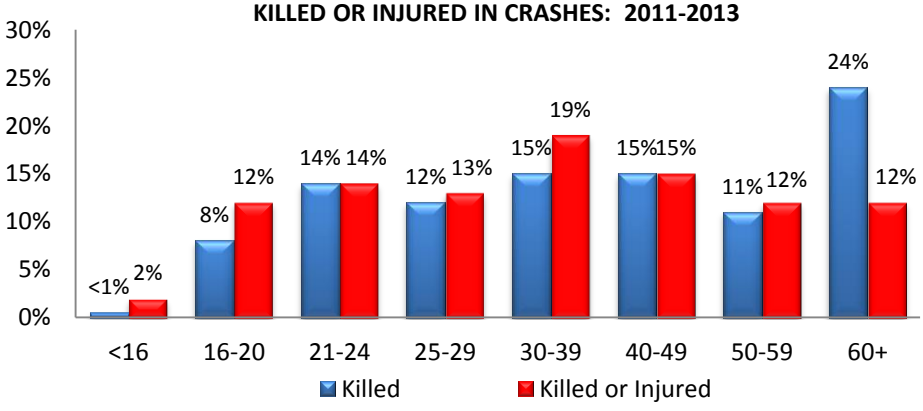
Source: NYS AIS

The difference in restraint use among men and women was reinforced in the Driver Behavior Surveys conducted at five DMV offices in 2010-2014. Self-reported restraint use among men ranged from 81% to 83%, compared to 88%-92% among women.

Analyses of Seat Belt Use by Age

The unrestrained front seat occupants who were killed in crashes over the three-year period, 2011-2013, were most likely to be 60 years of age or older (24%). The greater severity of the injuries suffered by older motorists who are involved in crashes is likely to contribute to their higher fatality numbers.

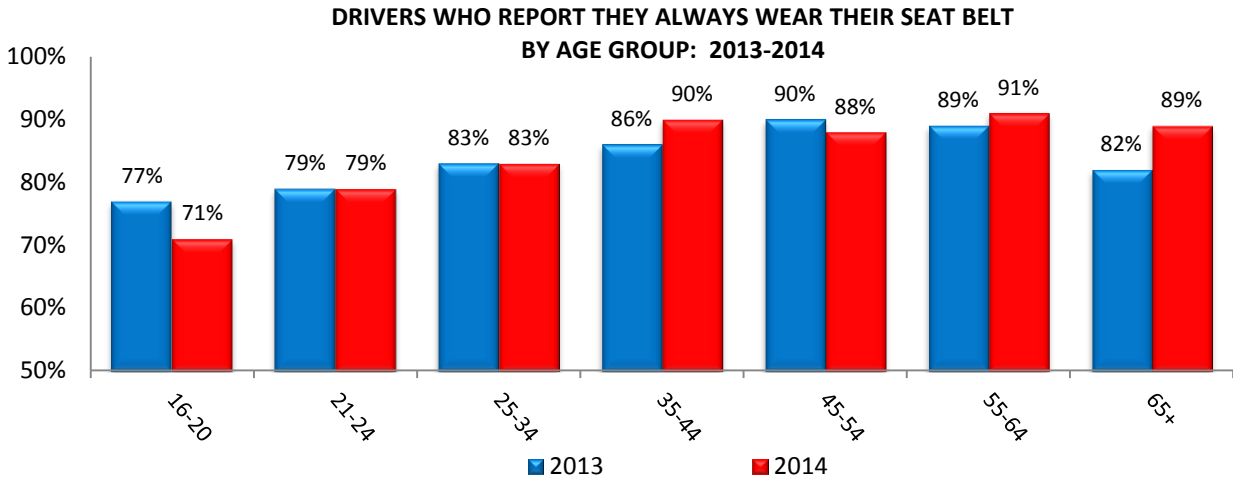
AGE OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED IN CRASHES: 2011-2013



Source: NYS AIS

When the unrestrained front seat occupants who are injured are combined with those killed, the largest proportion of these occupants were the 30-39 age group (19%).

In the Driver Behavior Surveys conducted in 2013 and 2014, reported restraint use generally increased with age. In 2014, 71%-79% of the drivers in the age groups under 25 years of age reported they "always" wear their seat belt compared to 83%-91% of the drivers in each of the age groups 25 years of age or older. Between 2013 and 2014, the largest decrease in reported seat belt use was in the youngest age group (77% to 71%) and the largest increase was in the oldest age group (82% to 89%).

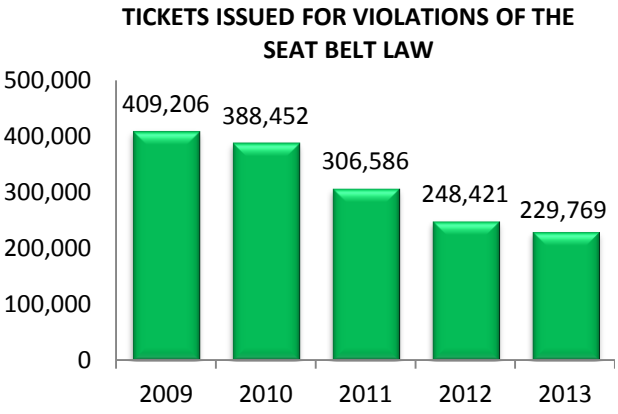


Source: 2013-2014 Driver Behavior Surveys

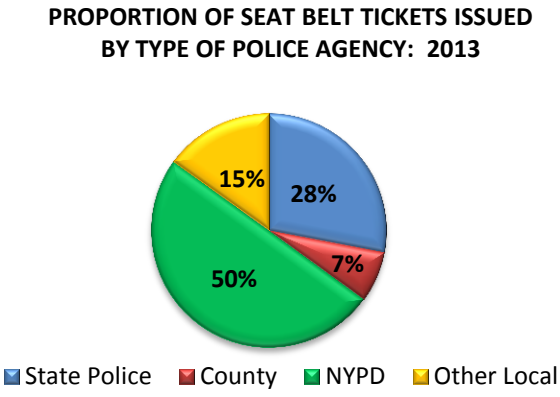
Analyses of Tickets

The number of seat belt tickets issued continued on a downward trend in 2013. Compared to 2009 when 409,206 tickets were issued for seat belt violations, 229,769 tickets were issued in 2013, a decrease of 44%. It is likely that the sustained high use rate in New York, reductions in highway safety funding and competing priorities for enforcement resources have all contributed to the decline in the number of tickets issued.

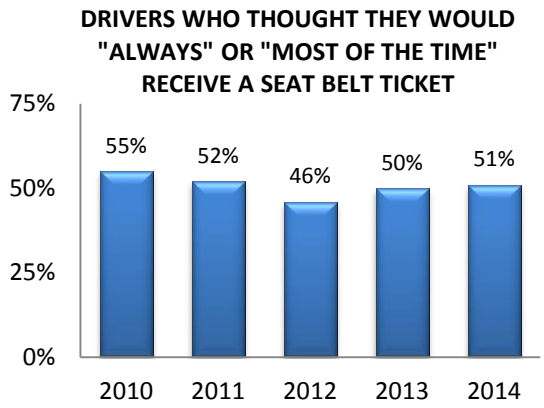
In 2013, half of the tickets for seat belt violations were issued by the New York City Police Department (NYPD), the State Police issued 28%, and other local and county police agencies issued 15% and 7%, respectively.



Sources: NYS TSLED and AA Systems



Sources: NYS TSLED and AA Systems



Source: 2010-2014 Driver Behavior Surveys

Although the downward trend in the number of seat belt tickets issued has continued, results from the annual Driver Behavior Surveys indicate that the perception of risk of getting a seat belt ticket increased in 2013 and 2014.

FFY 2016 Performance Targets

- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5 percent from the 2011-2013 calendar base year average of 193 to 183 by December 31, 2016
- To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles 2 percentage points from 91% in 2013 to 93% by December 31, 2016

FFY 2016 Performance Measures

- Number of unrestrained passenger vehicle occupant fatalities
- Proportion of front seat outboard occupants observed using seat belts

Strategies

Using a data-driven approach, New York has identified evidence-based strategies that collectively will enable the state to reach the performance targets for the Occupant Protection program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided.

OCCUPANT PROTECTION

Seat Belt Enforcement

The effectiveness of high visibility enforcement in increasing compliance with occupant restraint laws has been demonstrated at the national level as well as within New York State. In FFY 2016, the GTSC will continue to implement this countermeasure through its Buckle Up New York enforcement program and will participate in the national Click It or Ticket mobilization in May.

All other enforcement efforts under the occupant protection program area will be planned, implemented and monitored in accordance with requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and p. 32 of the HSSP.

Buckle Up New York/Click It or Ticket

New York's Buckle Up New York/Click It or Ticket program will continue to be the state's primary enforcement strategy for occupant protection.

In FFY 2016, the BUNY program will promote the national Click It or Ticket mobilization scheduled for May 23-June 5, 2016; all police agencies receiving GTSC funding for seat belt enforcement are required to participate in the May high visibility wave enforcement.

Agencies receiving grant funding are also required to:

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

While grant funding supports the participation of a large number of police agencies, nearly every police agency in the state actively supports the Click It or Ticket campaign and the annual seat belt enforcement mobilization. Participation is also promoted by the International Association of Chiefs of Police and the GTSC Law Enforcement Challenge award program.

Combined Enforcement

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

For supporting research, refer to the discussion of Short High-Visibility Belt Law Enforcement, pp. 2-17 to 2-19; Combined Enforcement, Nighttime, pp. 2-20 and 2-21; and Sustained Enforcement, p. 2-22 in Countermeasures That Work, 7th Edition, 2013.

Communications and Outreach

Support for Enforcement Efforts

High visibility communications and outreach are essential for an effective seat belt enforcement program. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket resulting in greater compliance among all motorists. GTSC will continue to support communications, outreach and other public information and education efforts to publicize high visibility enforcement campaigns including those that are directed at the general population in the state and those that target specific groups, such as young drivers, that have been identified as high-risk, low compliance segments of the population.

Education of the General Public and High-Risk Groups

Efforts to educate the public about the importance and correct use of occupant restraints, including seat belts, booster seats and child safety restraints, will also help to promote greater compliance and will continue to be supported. Examples include informational displays at popular venues such as the New York State Fair, the use of Convincer trailers and rollover simulators to demonstrate to various groups the importance of seat belt use in crashes and special activities for young drivers such as "Battle of the Belts" competitions. These types of educational activities will also be directed toward the general public as well as specific groups identified as having low usage rates including minority, rural, low income and special needs populations. The involvement of groups such as medical personnel, educators and law enforcement who regularly interact with the public and are in a position to assist with these educational efforts will continue to be encouraged.

For supporting research, refer to the discussion of Communications and Outreach Supporting Enforcement, p. 2-23 and Communications and Outreach Strategies for Low-Belt-Use Groups, pp. 2-24 to 2-26 in Countermeasures That Work, 7th Edition, 2013.

CHILD PASSENGER SAFETY

The safety of young children riding in vehicles is the second major focus of New York's Occupant Protection program. The emphasis in this area is on educating parents and caregivers of children from infants through "tweens" on the importance of using a child restraint system that is appropriate for the child's size and age, as well as providing instruction on how to properly install child restraints in vehicles. The use of an appropriate child restraint system that is correctly installed is an important countermeasure for reducing fatalities and reducing the severity of injuries suffered by young passengers in crashes.

The GTSC makes funding available for local projects that provide education and services through its Child Passenger Safety (CPS) mini-grant program. Mini-grants are available in the following categories: Child Passenger Safety Inspection Stations; CPS Awareness Classes; Child Safety Seat Check Events; and Child Safety Seat Distribution Programs. The applicants for these grant funds must identify the target population they are addressing supported by data and other documentation and provide an action plan.

Local programs must demonstrate that they are providing CPS services that meet the needs of all families within their jurisdictions, including those that may require special attention due to language and cultural differences. The GTSC awarded a total of 184 CPS grants throughout the state in FFY 2015.

Child Passenger Safety Communications and Outreach

In FFY 2016, New York will continue to develop and implement public information and education activities that extend into every county in the state. Updated information on child passenger safety issues will be disseminated using various communication channels already established and new delivery methods that may be identified. The GTSC will continue to support and coordinate a statewide public information and education campaign providing educational materials and media messages on the importance of child safety seat, booster seat, and seat belt use; the correct installation and use of the various systems; the types of restraint systems that are appropriate for children of different ages, height and weight; and the importance of having children age 12 and under ride in the rear seat. Educational materials related to booster seats and the most recent changes in the law will continue to be distributed by state and local agencies and coalitions to increase public awareness of the new occupant protection requirements for children through age seven.

CPS mini-grants will continue to be available to local agencies to conduct CPS Awareness Classes that offer educational programs on child passenger safety issues and how to transport children safely to various types of groups including expectant parents, child care providers, and members of minority communities. CPS technicians will also be encouraged to provide CPS awareness classes to members of the public health and medical communities, fire and other emergency response personnel, preschool bus drivers, other school bus drivers, and social service programs. Educating and training members of the various groups that are in regular contact with the public ensures that child passenger safety information will be disseminated throughout every region of the state and to a cross-section of the population within each region. A total of 42 agencies received FFY 2015 grant funding to conduct CPS awareness classes.

In addition to these local programs, the GTSC funds a number of efforts that improve communication and outreach on a statewide basis. A GTSC staff member serves as New York's CPS Coordinator and works with the CPS Advisory Board and its regional representatives to provide guidance and support for the statewide CPS network and coordination of statewide events such as National Seat Check Saturday held during national Child Passenger Safety Week.

For supporting research, refer to the discussions of Communications and Outreach Strategies for Older Children, p. 2-31 and Communications and Outreach Strategies for Booster Seat Use, p. 2-32 in Countermeasures That Work, 7th Edition, 2013.

Recruitment and Training of Child Passenger Safety Technicians

The ability to provide the necessary education and instruction for parents and caregivers requires the availability of a large pool of persons with the training, knowledge, and skills to identify when a child safety seat is installed incorrectly, determine the correct installation for the seat, and demonstrate the proper installation, including the use of the LATCH system, to parents and other caregivers.

In order to build and sustain an active network of certified technicians, New York's CPS program provides support for the delivery of standardized CPS training courses for new technicians, as well as update classes that meet requirements for recertification. In addition, CPS technicians are able to earn

continuing education credits toward their recertification by attending the workshops presented at the Regional Child Passenger Safety Technical and Training Conferences that rotate among New York, New Jersey and Pennsylvania.

Although not mandated, technicians are strongly urged to participate in a minimum of three seat check events each year or to spend 18 hours installing child safety seats in other settings. Technicians are also encouraged to attend additional training that will enable them to work with special populations such as children with special needs. In addition to providing one-on-one instruction in the correct installation and use of child safety seats, the presentation of child passenger safety awareness classes to groups of parents, grandparents, caregivers and others who transport children is another important educational activity supported by New York's CPS program.

The GTSC funds a number of efforts that improve communication and outreach and ensure that an active network of trained technicians is maintained in New York. GTSC's www.safeny.ny.gov website is used to communicate information to the general public regarding the use of child safety seats and where to obtain services in their local areas. The website is also the major source for information for CPS technicians on upcoming training programs and other events.

Justification: The recruitment and training of a large network of certified Child Passenger Safety Technicians is essential for the successful implementation of the evidence-based strategies for improving child passenger safety included in New York's Occupant Protection program. Further justification is NHTSA's requirement that States provide a description of their plan to recruit, train and maintain a sufficient number of Child Passenger Safety Technicians as a criterion for the receipt of Section 405b Occupant Protection grant funds.

Child Safety Seat Inspection Stations

Through its mini-grant program, the GTSC will continue to support the active network of child safety seat inspection stations that has been maintained in New York for the past several years. These inspection stations which are located in fire stations, police stations, hospitals and other permanent locations, offer information and instruction on the appropriate restraint system to use based on the age and size of the child and the proper installation of that restraint. Currently, there is at least one inspection station in 60 of the state's 62 counties; Westchester County has the greatest number of inspection stations with 18. In FFY 2015, the GTSC awarded 147 mini-grants for the operation of inspection stations. To receive funding, grantees must have certified technicians available to staff the inspection station during the hours of operation. CPS grant funds can also be used for mobile fitting stations which are used to bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's child passenger safety program into areas where access to CPS education and instruction was previously lacking.

For supporting research, refer to the discussion of Inspection Stations, p. 2-35 in Countermeasures That Work, 7th Edition, 2013.

Car Seat Check Events

Another type of program that increases access to instruction on the proper installation of child safety seats are seat check events. These events are also an opportunity to educate parents on the need for booster seats for children up to eight years of age. The trend in New York State has been to conduct fewer car seat check events, but to conduct them with increased publicity. Agencies applying for funding under GTSC's mini-grant program are encouraged to conduct events in rural areas, in low-income communities and in areas with diverse populations and to ensure the events are well-publicized. In FFY 2015, 129 agencies were approved to conduct car seat check events. In FFY 2016, the GTSC will continue to support child safety seat check events through its mini-grant program.

For supporting research, refer to the discussions of Communications and Outreach Strategies for Booster Seat Use, p. 2-32 and Inspection Stations, p. 2-35 in Countermeasures That Work, 7th Edition, 2013.

Child Safety Seat Distribution and Education Programs

Programs that provide child safety seats to low income families will also continue to be supported in FFY 2016. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare councils or social service departments are eligible to apply. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct a 60-90 minute educational component and demonstrate the installation of the appropriate child restraint system for each person requesting a child safety seat. In addition, income eligibility requirements must be met to receive a free child safety seat. In FFY 2015, 54 agencies in New York State were awarded funding to operate a child safety seat distribution and education program.

For supporting research, refer to the discussion of Child Restraint Distribution Programs, p. 2-34 in Countermeasures That Work, 7th Edition, 2013.

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

Funding will be provided for the preparation of statistical reports and other analyses used to identify trends in seat belt use and the characteristics and factors associated with noncompliance with the seat belt law, and other types of research, evaluation and analytical support required for New York's Occupant Protection program.

Statewide Observation Survey of Seat Belt Use

Funding will be provided for the implementation of the annual seat belt observational survey conducted in accordance with uniform criteria established by NHTSA. The project will include the recruitment, training and field supervision of data collectors, the selection and scheduling of survey sites, the preparation of all survey materials including maps, data collection forms and instructions for conducting observations of seat belt use, data entry and analysis and the preparation of the final report.

Justification: Research, evaluation and data analysis are essential components of a successful performance-based highway safety program. These activities support problem identification, the selection of performance measures for tracking progress, and the selection of evidence-based, data-driven strategies that will contribute to the achievement of the state's performance goals. States are required to conduct annual statewide observation surveys in order to collect the data needed to track the core behavioral measure, the statewide seat belt use rate.

OCCUPANT PROTECTION FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
Seat Belt Enforcement	**$ 2,600,000**	**MAP-21 402/405b**
Communications and Outreach	**820,000**	**405b**
Child Passenger Safety Communications and Outreach	**840,000**	**405b**
Recruitment and Training of CPS Technicians	**520,000**	**405b**
Child Safety Seat Inspection Stations	**600,000**	**405b**
Car Seat Check Events	**600,000**	**405b**
Child Safety Seat Distribution and Education Programs	**1,400,000**	**405b**
Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program	**20,000**	**405b**
Total MAP-21 402	**400,000**	
Total MAP-21 405b Occupant Protection	**7,000,000**	
Total All Funds	**$ 7,400,000**	

TRAFFIC RECORDS

Overview

Identifying the nature and location of traffic safety problems presents a significant challenge to New York's highway safety community. The need for accurate and timely traffic records data continues to be a critical element of performance-based program planning processes used by traffic safety agencies and organizations to develop traffic safety initiatives. In developing appropriate countermeasures to meet these challenges, 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.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's traffic records program. New York's FFY 2016 *Traffic Safety Information Systems Strategic Plan* reflects the importance the state continues to place on improving the state's traffic records systems. Using a multi-task process, the GTSC's traffic records strategic planning process focused on identifying major improvement opportunities for the state's various traffic safety information systems and the strategies or projects necessary to implement those improvements. Developed by the GTSC with the assistance of the Institute for Traffic Safety Management and Research (ITSMR) and the state's Traffic Records Coordinating Council (TRCC), the FFY 2016 *Traffic Safety Information Systems Strategic Plan* provides an opportunity for New York to continue to make further improvements in its traffic records systems supporting the decision-making process for highway safety managers in New York State.

The estimated highway safety funding budgeted by GTSC for each traffic records strategy is presented in the table on page 85. The funds and other resources GTSC invests to improve the state's traffic records systems are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the implementation of traffic records improvements, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP are the NYS Department of Motor Vehicles, the NYS Department of Transportation, the New York State Police and the NYS Department of Health that maintain and house the state's major systems.

Performance Report

The key performance measures used to monitor progress in this area focus on the timeliness of the crash and citation/adjudication data. With respect to the crash data, the performance measure is the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database. With regard to the citation and adjudication data, the performances measures are the mean number of days from the 1) date a citation is issued under the TSLED system to the date the citation is entered into the TSLED database, 2) date of charge disposition to the date the charge disposition is entered into TSLED, and 3) date a citation is issued under the Administrative Adjudication (AA) system to the date the citation is entered into the AA database**.** The following performance targets were set in the FFY 2015 Highway Safety Strategic Plan:

- To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 42.65 days (April 1, 2013-March 31, 2014) to 38.39 days (April 1, 2014-March 31, 2015).

- To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database from the baseline of 23.64 days (April 1, 2013-March 31, 2014) to 21.28 days (April 1, 2014-March 31, 2015).

- To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 32.74 days (April 1, 2013-March 31, 2014) to 31.10 days (April 1, 2014-March 31, 2015).

- To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the AA database from the baseline of 23.58 days (April 1, 2013-March 31, 2014) to 22.41 days (April 1, 2014-March 31, 2015).

The table below shows that the targets set for each of these timeliness measures has been exceeded.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS		
Performance Attributes & Measures	**Baseline Period April 1, 2013- March 31, 2014**	**Performance Period April 1, 2014- March 31, 2015**
Crash Information System (AIS)		
Timeliness		
Mean # of days from crash date to date crash report is entered into AIS	42.65 days	38.03 days
TSLED System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into TSLED database	23.64 days	17.09 days
Timeliness –Adjudication		
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	32.74 days	26.92 days
Administrative Adjudication System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into the AA database	23.58 days	15.99 days

As indicated in the table, the mean number of days from the date of the crash to the date the crash report was entered into AIS dropped from 43 days in the 12-month baseline period of April 1, 2013-March 31, 2014 to 38 days in the 12-month performance period April 1, 2014-March 31, 2015. Based on the same baseline and performance time periods, the mean number of days from the date a citation was issued until it was entered into the TSLED system dropped from 24 days to 17 days, while the mean number of days from the date of charge disposition until it was entered into TSLED remained dropped

from 33 days to 27 days. Similarly, the mean number of days from the date a citation was issued until it was entered into the AA system dropped from 24 days to 16 days. The progress noted in the timeliness of the AIS crash and TSLED citation data is due in large part to traffic records improvement projects conducted over the past several years with Section 408, Section 402 and Section 405c funding.

Problem Identification

The status of each of the state's core traffic safety data systems (crashes, citations/adjudication, drivers, injury surveillance, vehicles and roadways) is reviewed annually to identify opportunities for improvement. Under the auspices of the TRCC, each system is reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review conducted during the period January-March 2015 with respect to the six attributes are summarized below.

Crash Information System

New York's primary crash information system is the Accident Information System (AIS) maintained by the DMV. With few exceptions, the AIS file contains records of all police-reported motor vehicle crashes and all crashes reported to the DMV by motorists involved in crashes. The file captures all of the data elements found in the police accident report form (MV-104A) and the motorist report form (MV-104).

- ***Timeliness:*** The mean number of days from the crash date to the date the crash report is entered into AIS decreased from 42.65 days in the baseline period (April 1, 2013-March 31, 2014) to 38.03 days in the performance period (April 1, 2014-March 31, 2015). In 2014, approximately 60% of all reportable crashes were received electronically. Timeliness could be further improved by allowing motorists to file their crash reports electronically, and improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).
- ***Accuracy:*** Although the implementation of ALIS and the recent re-write of the application have provided better crash location data, locating crashes is still problematic at times since not all police agencies using TraCS use the locator tool within TraCS.
- ***Completeness:*** The crash report forms collect a large volume of data on all reportable crashes which are then entered into AIS. Currently, the AIS captures only the non-reportable crashes that are submitted electronically by the police. Prior to 2013, NYSDOT's SIMS system captured a small number of data fields on the non-reportable crashes not captured by AIS; however, this is no longer being done due to a lack of funding. Also with regard to completeness, efforts are continuing to increase the percentage of crash records that have no missing data in the critical data element of *roadway type.* In 2014, 8.28% of the records had the *roadway type* missing, down slightly from 8.75% in 2013.
- ***Uniformity:*** Uniformity of the crash data is enhanced through the ongoing effort to expand the electronic capture of crash data, the use of a uniform crash report form throughout the state and adherence to a majority of the MMUCC data elements. Based on the MMUCC Guideline, 4th Edition (2012), New York adheres to 81% (89 of 110) of the MMUCC data elements.
- ***Integration:*** Although crash records can be linked to DMV's license file and selected DOT files, linking to the DMV registration file cannot be done with precision.

- ***Accessibility:*** Although access to the data is provided to users through a series of statistical reports that are compiled at least annually and put on the DMV and GTSC web sites, users outside of the DMV do not have direct access to the AIS database. A project is currently being funded under Section 405c that will give the public direct access to crash data via the Internet.

Citation/Adjudication Information Systems

The New York State Department of Motor Vehicles maintains the state's two primary citation and adjudication information systems: 1) Traffic Safety Law Enforcement & Disposition System (TSLED) and 2) Administrative Adjudication System (AA). The TSLED system tracks tickets from the time they are printed to their final disposition, recording data and providing management information to police agencies and the courts. TSLED covers all areas of the state, with the exception of New York City and the cities of Buffalo and Rochester which are covered under the AA system. The AA system similarly records traffic citation data but is also used to schedule hearings and account for the collection of traffic fines and surcharges. One uniform traffic ticket is used by both the TSLED and AA systems.

- ***Timeliness:*** With respect to TSLED, the mean number of days from the citation date to the date the citation is entered into the TSLED database dropped from 23.64 days in the 12-month time period of April 1, 2013-March 31, 2014 to 17.09 days in the 12-month time period of April 1, 2014-March 31, 2015. Based on the same 12-month time periods, the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED database dropped from 32.74 days to 26.92 days.

  With respect to the AA system, the mean number of days from the citation date to the date the citation is entered into the AA database dropped from 23.58 days in the 12-month time period of April 1, 2013-March 31, 2014 to 15.99 days in the 12-month time period of April 1, 2014-March 31, 2015. The electronic capture of data also enhances timeliness. Currently, about seven percent of the 1.3 million citations issued under the AA system are being captured electronically.

- ***Accuracy:*** The accuracy of both systems could be further improved with the implementation of additional edit checks during the data entry process.

- ***Completeness:*** Although the AA and TSLED systems use the same uniform ticket to collect the same data, the AA system does not enter all the same information collected as TSLED.

- ***Integration:*** Although the AA data can be integrated with data from other DMV files, there is a lack of comparability between TSLED and the AA systems that needs to be addressed.

- ***Accessibility:*** Direct access to the TSLED database is restricted to internal DMV data users. For external users, access to the data is provided through a series of monthly and annual statistical reports compiled by the DMV, with assistance from the Institute for Traffic Safety Management and Research, and available on either the DMV or GTSC web sites.

  With respect to the accessibility of the AA system, the system provides E-plea capability for customers and allows motorists to use major credit cards to pay fines and administrative surcharges on-line. The system also enables attorneys to schedule/reschedule tickets on their client's behalf and provides them with a calendar system to manage their cases. Direct access to

the raw data, however, is available only to internal DMV users. The DMV generates a variety of reports to provide outside users needed data from the system.

Driver Information Systems

The core driver information system in New York is the Driver License File maintained by the DMV. It provides detailed information for all drivers who are licensed in New York State and limited information for unlicensed or out-of-state drivers who have been convicted of a moving traffic violation or been involved in a motor vehicle crash in the state.

- ***Timeliness:*** Although many updates to the file are still done in batch mode overnight, DMV has converted many of the processes to a "real-time" basis. Efforts are being continued to convert additional processes to "real-time" but progress is affected by the fact that some data entry systems are very antiquated and have not been addressed due to intervening priorities.

- ***Accuracy:*** The DMV has a strong identification/authentication process (conducted daily) for clients who are issued a driver's license, which helps ensure the accuracy of the data by eliminating multiple records that exist for some drivers. Accuracy could be further improved by reducing the delays that occur in being notified of drivers who have died, which reflects the difficulty of linking the license file with the DOH's paper-based vital statistics (death) file.

- ***Accessibility:*** Electronic access to the Driver License File is limited to selected users, with access to the data being provided in compliance with the federal DPPA.

Injury Surveillance Information Systems

The New York State Department of Health is the repository agency for the state's two core injury surveillance systems: 1) Pre-Hospital [Patient] Care Report (PCR) and 2) Crash Outcome Data Evaluation System (CODES).

The Pre-Hospital [Patient] Care Report (PCR) captures data using a mix of standardized paper and electronic formats. Designed to capture data from pre-hospital care reports (PCRs) that are submitted by the state's emergency medical technicians (EMTs), it contains data on patient demographics and care, provider demographics and response times, and the destination of where the person was transported.

CODES is a database that is created by integrating data from individual records from the DMV's AIS file to the DOH's hospital and emergency department discharge databases and Pre-Hospital [Patient] Care Report (PCR) database. The CODES database is used to conduct studies that examine injuries and their associated medical costs in selected types of crashes.

- ***Timeliness:*** Because a large volume of PCRs come into DOH in paper format, there continues to be a significant delay in getting data into the existing DOH internal electronic repository. The latest year for which a complete set of PCR data is available is 2009. With regard to CODES, the latest year for which New York has linked crash, medical and financial outcome data is 2012.

- ***Accuracy & Completeness:*** The accuracy and completeness of the PCR data need improvement. Since the EMT's first responsibility is to treat the patient, the form is often not filled out until later which results in many data fields being left blank. Another issue

involves the fact that the regional data entry contractors only have to edit a subset of the data fields contained on the report form. With respect to the CODES file, a series of logic checks has been built into the system to improve the accuracy of the data.

- ***Uniformity:*** Uniformity of the PCR data is addressed through its capture of all 82 required NEMSIS compliant data elements. Since the CODES crash data are obtained from the AIS, uniformity is obtained through the use of a uniform crash report form throughout the state and adherence to a majority of the MMUCC data elements. Based on the MMUCC Guideline, 4th Edition (2012), New York adheres to 81% (89 of 110) of the MMUCC data elements.

- ***Integration:*** The PCR and Trauma Registry databases cannot be easily and automatically linked/integrated together or with other DOH databases. Linkage could be improved by developing standards for the collection and submittal of PCR and Trauma Registry data in an electronic platform that is consistent with national standards (NEMSIS and National Trauma Data Bank-NTDB). CODES can link crash, pre-hospital care, emergency department, and hospitalization data sets using probability match techniques. However, it is unable to link 100 percent of the individuals involved in crashes, since DMV collects relatively limited data on vehicle passengers.

- ***Accessibility:*** While CODES linked data are available on the DOH website, direct access to PCR data will continue to be limited until the online repository for PCR data is completed.

Vehicle Information Systems

The DMV is the repository agency for the state's core vehicle data system, the Vehicle Registration File. The Vehicle Registration File contains a record of every registered vehicle in New York and a history of that registration. The registration file contains approximately 30 million records, of which approximately 12 million are active. The file is sorted by name, DOB, and gender of registrant, plate number, and class of registration; a complementary plate index file is used to access the registration file using the plate number.

- ***Accuracy:*** Even though issues related to the quality and integrity of the data are addressed through the use of procedures and programs that control the data input process, and through the use of address verification software, the system lacks the ability to always distinguish between slight variations in a given person's name, which can result in a motorist re-registering a vehicle for which the registration has been revoked.

- ***Integration:*** DMV has the ability to link the registration file with the inspection and insurance files, but cannot link it with the IRP system or with precision to records in the AIS file.

Roadway Information Systems

The New York State Department of Transportation (NYSDOT) is the repository agency for the Roadway Inventory System (RIS), the state's core roadway data system. The RIS is an Oracle-based database application which contains data on highway features and characteristics, including data on roadway type and physical characteristics, access, functional class, pavement condition, and traffic volumes.

- ***Accuracy:*** While much of the data on highway attributes are accurate and consistent over time, there are errors in the data related to reference markers.

- ***Completeness:*** In addition to errors in the reference marker data, many of the reference markers are missing.

- ***Uniformity:*** Uniformity in the data collected for state and local roads is lacking as localities collect only those local road data that are useful to them, compared to a more comprehensive set of data collected for state roads.

- ***Integration:*** The current process to link highway features and traffic data with the crash data in SIMS is a cumbersome manual process.

- ***Accessibility:*** Users cannot query the database directly; access is available through a data warehouse using a tool known as Business Objects. To conduct analyses, data need to be exported to an Excel file or other flat file format. The ability to use a GIS component to graphically display roadway elements is limited to the 27,000 miles of state routes and Federal Aid eligible roads out of the total population of approximately 114,000 miles of public roads.

FFY 2016 Performance Targets

- To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 38.03 days (April 1, 2014-March 31, 2015) to 36.13 days (April 1, 2015-March 31, 2016).

- To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database from the baseline of 17.09 days (April 1, 2014-March 31, 2015) to 16.24 days (April 1, 2015-March 31, 2016).

- To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 26.92 days (April 1, 2014-March 31, 2015) to 25.57 days (April 1, 2015-March 31, 2016).

- To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the AA database from the baseline of 15.99 days (April 1, 2014-March 31, 2015) to 15.19 days (April 1, 2015-March 31, 2016).

FFY 2016 Performance Measures

- Mean number of days from crash date to date crash report is entered into AIS database
- Mean number of days from citation date to date citation is entered into the TSLED database
- Mean number of days from date of charge disposition to date charge disposition is entered into TSLED database
- Mean number of days from citation date to date citation is entered into the AA database

Strategies

New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Traffic Records program area. Described below, these strategies reflect the findings from the work undertaken by the state's TRCC over the past several months to prepare the FFY 2016 *Traffic Safety Information Systems Strategic Plan*.

Statewide Coordination of Traffic Records Systems Improvements

The GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files and programs. Upon approval of New York's application for FFY 2016 Section 405c incentive funds, implementation of the FFY 2016 *Traffic Safety Information Systems Strategic Plan* will begin.

Electronic Capture and Transmittal of Crash and Ticket Data

In FFY 2016, efforts to expand the number of agencies that collect and transmit crash and ticket data electronically to the DMV will be continued. As of March 2015, 469 police agencies are using TraCS, including all of the State Police Troops. With the on-going support of the GTSC, the use of TraCS will continue to expand throughout the state to county and local police agencies in the coming year. In addition, the New York City Police Department will continue to receive GTSC's support in its efforts to implement an electronic data collection and transmittal system in FFY 2016. The GTSC will also continue discussions with other police agencies, as appropriate, to support their ability to collect and transmit data electronically through other systems.

The GTSC will continue to fund efforts to provide technical support to local enforcement agencies participating in TraCS in FFY 2016. The primary objective of these efforts is to ensure that the agencies that have been equipped with TraCS software and hardware are collecting and transmitting their crash and ticket data electronically.

In FFY 2016, the use of state-of-the-art technology for the data entry of police crash reports and traffic tickets from the field and court adjudication reports directly from the courts will continue to be supported. Support will also be provided for the development or modification of software for crash reports and traffic ticket systems and the purchase of equipment, such as laptop computers, printers, and bar code and magnetic strip readers.

The GTSC will continue to support the DMV's efforts to expedite the receipt of motorist crash reports electronically in FFY 2016. This effort involves making the motorist report (MV-104) available online for electronic submission to DMV. The ability to file the MV-104 with the DMV electronically will 1) increase compliance and data completeness with regard to property damage only crashes, 2) improve the accuracy and completeness of the data provided through user entry edits, and 3) improve the efficiency and timeliness of processing cases in AIS.

Initiatives to Improve the Crash and Citation/Adjudication Systems

Initiatives conducted by the DMV and other agencies at both the state and local levels will continue to improve the DMV's crash and citation/adjudication information systems in FFY 2016. One important set of initiatives involves identifying the location of crashes so that enforcement, engineering and EMS efforts throughout the state can be improved. Under Section 408 funding, NYSDOT is continuing to

conduct its *ALIS/SIMS Data Products* project. This project is designed to collect sufficient information from the field and other resources to create an accurate representation of the state's current roadway reference markers and update the SIMS database. This project will continue to be supported by GTSC in FFY 2016.

Three additional initiatives will continue to be supported in FFY 2016 with Section 405c funding. One of the initiatives is the project, *Development of Crash Database for Public Use Via the Internet;* this project involves the design and development of a web-based crash data repository that can be accessed via the Internet by users for research and data analysis purposes. The second initiative is a project that provides supplemental funding to DMV to maintain the staffing levels needed to process fatal crash data into the FARS system in a timely manner. The third initiative is the *NYPD Submission of Accident Reports Electronically to the DMV*; the primary purpose of this project is to procure consultants to assist in the development of the 1) electronic transfer process with the NYPD and 2) the AIS changes needed to accept and process the NYPD data.

Improvement of Roadway Data Systems

Recognizing that the systematic upgrade of the state's roadway data information systems is key to initiating countermeasures which help reduce crashes and their severity, NYSDOT continues to make improvements in its various roadway data files. In providing more accurate, consistent, timely and accessible roadway-related information, NYSDOT's roadway data systems are used to assist in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements. During the coming year, the GTSC will continue to fund a project being conducted to link the SIMS database with RIS, which will provide more accurate and complete location and roadway data for analysis purposes.

Development and Use of Data Linkages

The state's traffic safety community's ability to identify problems and develop effective countermeasures is enhanced by the comprehensive information that is often only available through the linkage of data and data files. Continued improvements in data linkages will enhance the development of program initiatives that focus on specific population sub-groups and permit the examination of costs associated with crashes. In FFY 2016, the GTSC will continue to support efforts to link data which reside in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. During the coming year, the GTSC will continue to support efforts to enhance the NYS DOH's CODES database. These efforts will include a project to link the NYS Trauma Registry data with the CODES database.

Use of Technology to Disseminate Information

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

Research and Evaluation

Research and evaluation are essential components of the highway safety planning process, and a variety of research and evaluation initiatives will be supported at both the state and local levels. Competing interests and finite resources make it imperative that there be a consistent, systematic process of problem identification and prioritization. Research will support the development, implementation and evaluation of new initiatives in conjunction with the state's 402 grant program.

Projects that support the collection and analyses of data related to various areas of traffic safety will be supported. Such projects would involve extracting, compiling and analyzing data from the state's large database systems, including the DMV's crash, citation/adjudication and driver license databases and the NYSDOT's SIMS and SAFETYNET databases. In addition, projects that provide data analytic services needed by the DMV and the GTSC and their highway safety partners will be supported. Projects that provide analytical support to traffic safety agencies and organizations at all jurisdictional levels, including support for the collection, analysis and reporting of data, will be eligible for funding. Initiatives to provide training and technical assistance in the use of the state's traffic records systems will also be supported.

TRAFFIC RECORDS FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
Statewide Coordination of Traffic Records Systems Improvements	**$ 880,000**	**MAP-21 402**
Electronic Capture and Transmittal of Crash & Ticket Data	**3,880,000**	**408(K9)/405c**
Initiatives to Improve the Crash and Citation/Adjudication Systems	**2,720,000**	**408(K9)/405c**
Improvement of Roadway Data Systems	**2,100,000**	**MAP-21 402/405c**
Development and Use of Data Linkages	**1,200,000**	**MAP-21 402/405c**
Use of Technology to Disseminate Information	**1,420,000**	**MAP-21 402/405c**
Research and Evaluation	**2,000,000**	**MAP-21 402**
Total MAP-21 402	**4,000,000**	
Total 408 Data Programs SAFETY-LU	**1,400,000**	
Total MAP-21 405c	**8,800,000**	
Total All Funds	**$ 14,200,000**	

COMMUNITY TRAFFIC SAFETY PROGRAMS

Overview

Community Traffic Safety Programs are designed to be comprehensive in nature, with opportunities for outreach to a broad spectrum of groups within local areas. Agencies and organizations at the local level are the most knowledgeable about the traffic safety problems in their jurisdictions and are in the best position to develop programs to address those issues. Some of the highway safety issues that counties and other local jurisdictions are encouraged to integrate into their local programs stem from state-level initiatives including outreach programs for younger drivers, older drivers and the many diverse populations residing in the state.

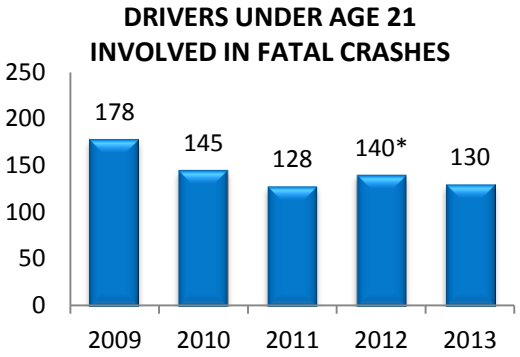
The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of local traffic safety programs with state priorities so that collectively the community traffic safety programs that are funded contribute to the achievement of the statewide and program area performance targets set in the HSSP. The estimated highway safety funding budgeted for each strategy included in this program area is presented in the table on page 95.

The funds and other resources GTSC invests in community traffic safety programs are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in these programs, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP are listed below:

- County Traffic Safety Boards
- NYS Department of Motor Vehicles (NYSDMV)
- NYS Department of Health (NYSDOH)
- NYS Education Department (NYSED)
- NYS Department of Transportation
- New York State Police
- NYS Association of Chiefs of Police
- Safe Kids Coalitions
- American Automobile Association (AAA)
- National Safety Council
- Ford Foundation
- U.S. Department of Veterans Affairs
- NY Association of Pupil Transportation
- Operation Lifesaver, Inc.

Performance Report

The core outcome measure for tracking progress in the Community Traffic Safety Programs program area is drivers under age 21 involved in fatal crashes. Based on the final 2012 FARS data released in December 2014, there were 140 drivers under age 21 involved in fatal crashes (compared to the preliminary count of 138). After increasing from 128 in 2011 to 140 in 2012, the FARS 2013 data indicate that the number of drivers under age 21 involved in fatal crashes decreased to 130, matching the target set for the end of calendar year 2015.



**Revised based on final 2012 FARS data*
Source: FARS

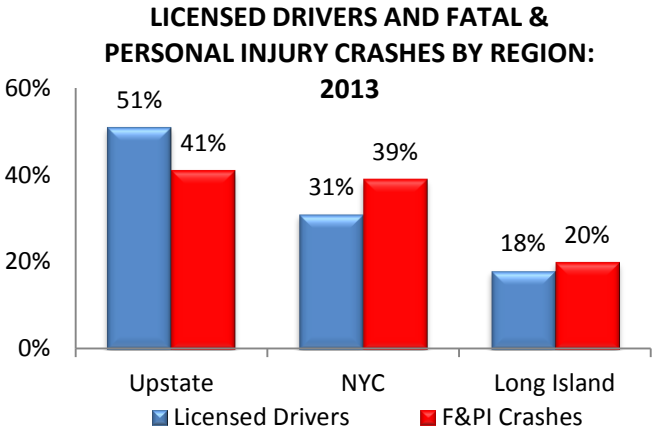
Problem Identification

Additional data analyses were conducted to assist GTSC in setting priorities for the Community Traffic Safety Programs area and selecting data-driven countermeasure strategies and projects that will enable the state to achieve its performance goals. The key findings from the problem identification component are presented in this section.

Analyses by Region

In 2013, the largest proportion (41%) of fatal and personal injury crashes occurred in the Upstate region, followed by New York City (39%), and Long Island (20%).

Compared to the proportion of licensed drivers in each of the regions, New York City is overrepresented in fatal and personal injury crashes (39% vs. 31% of the licensed drivers) while the Upstate region is underrepresented (41% vs. 51% of licensed drivers).



Sources: NYS AIS and Driver License File

Analyses by County

As demonstrated in the analyses presented in other program areas, the priority assigned to different traffic safety issues can vary among the regions. For example, the data show that a greater emphasis on pedestrian safety countermeasures is needed in the downstate areas than upstate. Traffic safety priorities can also differ among individual counties. Local communities applying for grant funding in this program area must provide data documenting the traffic safety issues they plan to address. A number of sources, including extensive county data reports prepared annually by the Institute for Traffic Safety Management and Research, are made available to assist local communities in identifying and documenting their traffic safety problems.

The table below provides 2013 population and licensed driver data for New York State and each county within the state, as well as 2013 data on fatal and personal injury crashes and pedestrian, bicycle and motorcycle crashes that occurred statewide and in each county. The data in this table can be used to identify counties that are overrepresented in specific types of crashes based on the population and number of licensed drivers in the county.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2013

	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
NEW YORK STATE	**19,570,261**		**11,248,614**		**124,378**		**15,832**		**6,137**		**5,916**	
County	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Albany	306,945	1.6	202,567	1.8	2,282	1.8	193	1.2	96	1.5	125	2.4
Allegany	48,109	0.2	31,997	0.3	222	0.2	3	<0.1	3	<0.1	14	0.3
Broome	197,534	1.0	136,713	1.2	1,090	0.9	71	0.4	47	0.7	81	1.6
Cattaraugus	78,892	0.4	55,199	0.5	400	0.3	21	0.1	13	0.2	29	0.6
Cayuga	79,477	0.4	53,591	0.5	472	0.4	30	0.2	15	0.2	23	0.4
Chautauqua	133,080	0.7	91,382	0.8	750	0.6	41	0.3	26	0.4	49	0.9
Chemung	88,506	0.5	60,314	0.5	447	0.4	22	0.1	21	0.3	31	0.6
Chenango	49,503	0.3	37,267	0.3	234	0.2	5	<0.1	1	<0.1	21	0.4
Clinton	81,591	0.4	56,444	0.5	388	0.3	19	0.1	10	0.2	38	0.7
Columbia	62,243	0.3	46,997	0.4	367	0.3	12	0.1	6	0.1	33	0.6
Cortland	48,976	0.2	31,754	0.3	302	0.2	12	0.1	11	0.2	21	0.4
Delaware	46,722	0.2	34,641	0.3	275	0.2	11	0.1	2	<0.1	19	0.4
Dutchess	296,916	1.5	210,767	1.9	2,026	1.6	94	0.6	51	0.8	107	2.1
Erie	919,866	4.7	644,396	5.7	6,458	5.2	488	3.0	285	4.5	245	4.7
Essex	38,762	0.2	27,604	0.2	204	0.2	5	<0.1	4	0.1	37	0.7
Franklin	51,688	0.3	33,922	0.3	259	0.2	14	0.1	6	0.1	26	0.5
Fulton	54,586	0.3	38,896	0.3	318	0.3	14	0.1	10	0.2	27	0.5
Genesee	59,454	0.3	43,514	0.4	429	0.3	20	0.1	20	0.3	28	0.5
Greene	48,455	0.2	36,735	0.3	292	0.2	5	<0.1	6	0.1	29	0.6
Hamilton	4,773	<0.1	4,526	<0.1	37	<0.1	0	0.0	0	0.0	11	0.2
Herkimer	64,181	0.3	44,646	0.4	321	0.3	20	0.1	15	0.2	25	0.5
Jefferson	119,504	0.6	72,712	0.6	555	0.4	26	0.2	10	0.2	47	0.9
Lewis	27,149	0.1	19,340	0.2	109	0.1	4	<0.1	0	0.0	10	0.2
Livingston	64,705	0.3	44,546	0.4	331	0.3	7	<0.1	7	0.1	18	0.3
Madison	72,382	0.4	49,475	0.4	364	0.3	16	0.1	10	0.2	27	0.5
Monroe	749,606	3.8	512,487	4.5	4,525	3.6	272	1.7	257	4.1	213	4.1
Montgomery	49,897	0.3	35,258	0.3	267	0.2	17	0.1	3	<0.1	12	0.2
Nassau	1,352,146	6.9	997,690	8.8	12,544	10.0	1044	6.4	365	5.8	291	5.6

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2013

	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
County	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Niagara	214,249	1.1	157,331	1.4	1,222	1.0	88	0.5	55	0.9	75	1.4
Oneida	233,585	1.2	158,133	1.4	1,323	1.1	65	0.4	36	0.6	58	1.1
Onondaga	468,387	2.4	321,997	2.8	3,227	2.6	210	1.3	123	2.0	150	2.9
Ontario	109,103	0.6	80,728	0.7	624	0.5	19	0.1	17	0.3	40	0.8
Orange	375,592	1.9	250,862	2.2	2,908	2.3	162	1.0	54	0.9	192	3.7
Orleans	42,235	0.2	28,877	0.3	195	0.2	5	<0.1	5	0.1	17	0.3
Oswego	121,165	0.6	84,699	0.7	617	0.5	44	0.3	9	0.1	48	0.9
Otsego	61,683	0.3	42,888	0.4	319	0.3	11	0.1	5	0.1	20	0.4
Putnam	99,645	0.5	77,315	0.7	651	0.5	14	0.1	4	0.1	49	0.9
Rensselaer	159,918	0.8	111,459	1.0	873	0.7	63	0.4	19	0.3	56	1.1
Rockland	320,903	1.6	207,459	1.8	2,089	1.7	170	1.0	55	0.9	82	1.6
St. Lawrence	111,963	0.6	73,308	0.6	515	0.4	29	0.2	11	0.2	55	1.1
Saratoga	223,865	1.1	173,123	1.5	1,191	1.0	49	0.3	29	0.5	107	2.1
Schenectady	155,333	0.8	112,746	1.0	909	0.7	82	0.5	43	0.7	55	1.1
Schoharie	31,844	0.2	22,537	0.2	176	0.1	3	<0.1	1	<0.1	20	0.4
Schuyler	18,460	0.1	14,095	0.1	107	0.1	5	<0.1	1	<0.1	9	0.2
Seneca	35,409	0.2	23,738	0.2	185	0.1	8	<0.1	2	<0.1	13	0.3
Steuben	98,650	0.5	70,817	0.6	536	0.4	17	0.1	11	0.2	43	0.8
Suffolk	1,499,738	7.6	1,096,167	9.6	12,306	9.8	602	3.7	381	6.0	416	8.0
Sullivan	76,665	0.4	54,145	0.5	562	0.4	18	0.1	5	0.1	41	0.8
Tioga	50,243	0.3	37,806	0.3	203	0.2	8	<0.1	3	<0.1	10	0.2
Tompkins	103,617	0.5	62,559	0.5	508	0.4	37	0.2	20	0.3	26	0.5
Ulster	180,998	0.9	133,228	1.2	1,321	1.1	55	0.3	45	0.7	89	1.7
Warren	65,337	0.3	52,210	0.5	495	0.4	12	0.1	13	0.2	58	1.1
Washington	63,093	0.3	44,421	0.4	327	0.3	12	0.1	5	0.1	33	0.6
Wayne	92,473	0.5	69,001	0.6	464	0.4	10	0.1	19	0.3	39	0.8
Westchester	968,802	4.9	645,894	5.7	5,565	4.4	557	3.4	104	1.6	187	3.6
Wyoming	41,531	0.2	29,400	0.3	240	0.2	8	<0.1	2	<0.1	18	0.3
Yates	25,156	0.1	16,372	0.1	116	0.1	3	<0.1	2	<0.1	12	0.2
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Bronx	1,418,733	7.2	435,182	3.8	8,107	6.5	1,835	11.2	366	5.8	230	4.4
Kings	2,592,149	13.2	930,424	8.2	15,489	12.4	3,666	22.4	1,552	24.6	437	8.4
New York	1,626,159	8.3	728,300	6.4	8,812	7.0	2,949	18.0	1,213	19.2	400	7.7
Queens	2,296,175	11.7	1,084,151	9.5	13,974	11.2	2,625	16.1	743	11.8	374	7.2
Richmond	472,621	2.4	296,697	2.6	2,809	2.2	426	2.6	53	0.8	78	1.5

Sources: U.S. Census Bureau, NYS Driver License File and NYS AIS

Analyses by Age

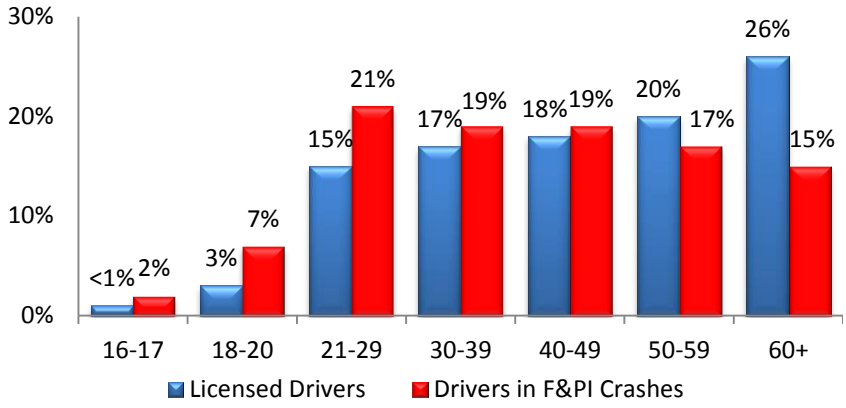
Community Traffic Safety Programs also play an important role in implementing program initiatives on the local level that support statewide efforts to address segments of the population identified by the data as high-risk groups.

Analyses of the demographic characteristics of the drivers involved in crashes are important in determining which age groups are most at risk. As the chart shows, drivers in the younger age groups are overrepresented in fatal and personal injury (F&PI) crashes in New York State.

Young Drivers

Young drivers, in particular, are at risk of being involved in a crash; drivers under 21 years of age are involved in 9% of the fatal and personal injury crashes but account for 4% of the licensed drivers. In addition, drivers ages 21-29 are involved in 21% of the crashes but account for only 15% of the licensed drivers.

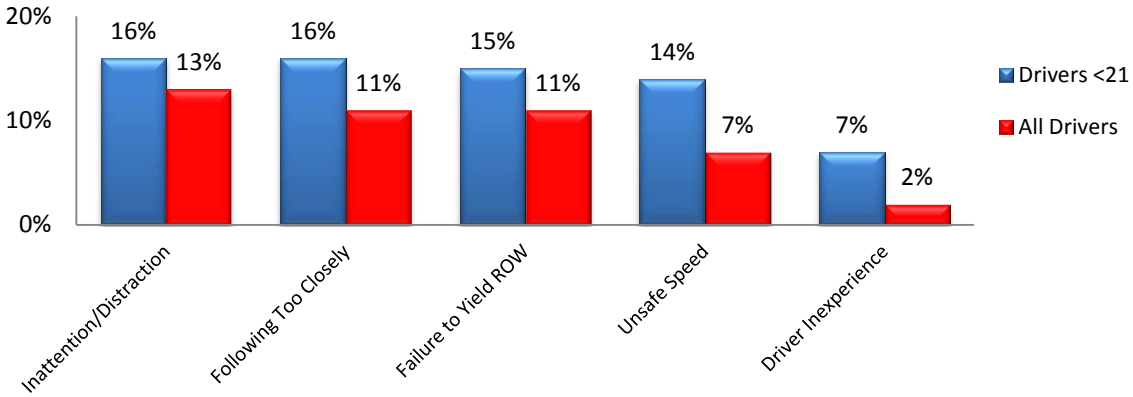
DRIVERS INVOLVED IN FATAL AND PERSONAL INJURY CRASHES BY AGE: 2011-2013



Source: NYS AIS and Driver License File

When compared with all drivers, drivers under 21 years of age in fatal and personal injury crashes are more likely to have driver inattention/distraction, following too closely, failure to yield the right-of-way, unsafe speed, and driver inexperience reported as contributing factors in their crashes.

SELECT CONTRIBUTING FACTORS ASSOCIATED WITH DRIVERS IN FATAL AND PERSONAL INJURY CRASHES: 2011-2013



Source: NYS AIS File

Older Drivers

Drivers age 60 and over are the most underrepresented group of drivers in fatal and personal injury crashes; older drivers account for 26% of the licensed drivers but are involved in only 15% of the F&PI crashes. However, analyses show that older drivers who are involved in crashes are more likely to be killed or to suffer more severe injuries than younger drivers.

Minority Populations and Other Underserved High Risk Groups

The U.S. Census Department projects that the nation's population will continue to become more racially and ethnically diverse over the next several decades. By 2042, the multicultural groups that comprised one third of the population in 2008 will become the majority and by 2050 will account for 56% of the population in United States *(Source: An Older and More Diverse Nation by Mid-Century, U.S. Census Department Press Release, August 14, 2008)*. A comparison of the 2000 and 2010 census data for New York shows an increase in the state's minority populations indicating that New York's population will also continue to become more diverse.

Since information on race and ethnicity are not captured on New York's police crash reports, analyses cannot be conducted on the crash involvement of different racial and ethnic groups. However, the Governors Highway Safety Association (GHSA) 2009 publication, *Closing the Circle: A Multicultural Primer for State Highway Safety Offices,* presents the results of research showing the overrepresentation of certain ethnic groups in motor vehicle crashes. These analyses document the disproportionate number of Native Americans and Hispanics who are killed in motor vehicle crashes, lower seat belt use rates among African Americans, and higher proportions of alcohol-impaired fatally injured drivers among Native Americans.

FFY 2016 Performance Target

- To decrease drivers age 20 or younger involved in fatal crashes 5 percent from the 2011-2013 calendar base year average of 133 to 126 by December 31, 2016

FFY 2016 Performance Measure

- Number of drivers age 20 or younger involved in fatal crashes

Strategies

Using a data-driven approach, New York has identified strategies that collectively will enable the state to reach the performance targets for the Community Traffic Safety program area. These strategies are described below; for each strategy, a reference to the supporting research or other justification is provided.

Community-Based Highway Safety Programs

Projects proposed by local agencies and organizations to address traffic safety problems identified in their jurisdictions will be considered for funding under this strategy. The grant proposal must include a description of the problem with supporting data, details of the proposed activities with milestones and an evaluation plan for assessing the success of the project. All applications must address one or more of the program areas included in New York's Highway Safety Strategic Plan. In FFY 2015, GTSC funded approximately 30 local agencies to conduct projects at the community level. These programs reside with municipal government or local non-profit organizations; some examples include the Cornell Cooperative Extension of Saratoga County, the New York City Department of Transportation and the New York Coalition for Transportation Safety.

Justification: NHTSA requires that 40% of the federal funds received by the state be allocated to local programs. To ensure that these funds are used effectively, GTSC has developed stringent application requirements for local programs. To receive funding under this program area, applicants are required to follow a performance-based approach in addressing a traffic safety problem identified though data analysis. While the local programs identify their own traffic safety issues, they are expected to draw from the evidence-based strategies included in the HSSP so that these local programs collectively contribute to the achievement of the performance goals for the statewide highway safety program.

Statewide Implementation of Traffic Safety Initiatives

The GTSC will continue to encourage and provide resources and administrative support for the statewide implementation of traffic safety initiatives such as the Safe Routes to School program, Operation Safe Stop and work zone safety. Examples of the types of support provided by GTSC include public information and education materials for use by agencies and organizations in delivering programs at the local level and training and other educational programs for local project personnel to increase their knowledge of traffic safety issues and help them to become more effective program managers. The GTSC will continue to provide assistance with grant administration, monitoring, identifying supporting data and establishing strategies to address local goals and performance measures.

The GTSC will continue to promote the development of broad-based coalitions that bring together organizations with differing perspectives on traffic safety issues, including private sector organizations, the media and industry associations. The establishment of coalitions among organizations with mutual interests will also be encouraged to foster cooperative efforts and the efficient and effective use of resources. Examples of such coalitions are the New York State Partnership Against Drowsy Driving (NYPDD) and the Capital District Safe Kids Coalition. The efforts of these coalitions and partnerships to increase awareness of the traffic safety problems and issues they were established to address will be eligible for grant support from the GTSC.

Based on the analysis of identified high crash locations and roadway-related crash information, GTSC will support efforts that contribute to improving the roadway environment. These initiatives would promote a multi-disciplinary approach to address highway safety issues which focus on comprehensive solutions to identified problems.

Justification: Community Traffic Safety Programs are an important conduit for the statewide implementation of traffic safety initiatives. By providing coordination and various types of support at the state level, GTSC is able to ensure the implementation of consistent messages and programs statewide. Strategies that promote cooperative efforts are also important and can lead to the more effective and efficient use of resources, the development of comprehensive, multi-faceted programs and opportunities to exchange ideas and best practices, all of which play an important role in the implementation of successful projects and programs.

Statewide Communications and Outreach

Effective, high-visibility public information and education outreach efforts are an essential component of all successful highway safety programs. The primary purpose is to educate the public about the importance of traffic safety in their lives and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer highways for everyone.

A comprehensive and coordinated PI&E program for New York State will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of PI&E campaigns as needed. Periodic surveys may be conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions and reported behaviors. The results of these studies will be used to modify and improve future campaigns.

Justification: Communication and outreach strategies that inform the public and heighten awareness are critical components of strategies intended to deter unsafe behaviors, increase compliance with vehicle and traffic laws, and otherwise encourage safe driving practices. For examples of supporting research, see the discussions of Communications and Outreach strategies under Alcohol Impaired and Drugged Driving, pp. 1-4, 1-21, 1-44 and 1-45; Seat Belts and Child Restraints, pp. 2-3, 2-32; Aggressive Driving and Speeding, pp. 3-16 to 3-18, 3-27; Motorcycles, pp.5-22 to 5-24; and Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 7th Edition, 2013.

Younger Driver Outreach and Education

Analyses of the data conducted in conjunction with several of the program areas in the HSSP have shown that young drivers are consistently overrepresented in crashes involving unsafe driving behaviors. These behaviors include, but are not limited to, speeding, distracted driving, alcohol-impaired driving and drugged driving. In the Driver Behavior surveys conducted at DMV offices, young drivers also reported the lowest compliance with the seat belt law and the highest frequency of texting and driving.

Projects that focus on raising awareness among teens of the dangers of engaging in unsafe driving behaviors will be considered for funding as Community Traffic Safety Programs. Some of the methods of delivering traffic safety messages to this high risk group include presentations by peers, competitions such as the "Battle of the Belts" and the Save Your Friend's Life Over the Airwaves PSA contest, demonstrations of the Convincer or the rollover simulator, and displays of photographs from real life crashes involving teen drivers.

Public awareness and educational activities that focus on educating parents about New York's graduated license laws and providing them with the tools to encourage safe driving by their teens will also be funded.

Coalitions and other groups that engage in teen driving safety outreach and promote the implementation of proven and promising strategies to improve the safety of this high risk driving population are also eligible for funding. The GTSC will continue to work with and support the National Safety Council's New York State Teen Safe Driving Coalition that has focused on promoting teen safe driving during the annual Global Youth Traffic Safety Month.

The GTSC will continue to provide funding for the Driver Education Research and Innovation Center (DERIC) which was created as the result of a key recommendation from the Temporary Special Advisory Panel on Driver Education Availability and Curriculum Enhancement. DERIC's goal is to provide the State Education Department and the many driver education programs across the state with a complete and effective distracted driving curriculum.

For supporting research, refer to the discussion of Pre-Licensure Driver Education, pp.6-16 to 6-18; Parental Role in Teaching and Managing Young Drivers, pp. 6-20 to 6-22; and Strategies to Reduce Underage Impaired Driving, pp. 1-50 to 1-60 in Countermeasures That Work, 7th Edition, 2013.

Older Driver Outreach and Education

While the data indicate that older drivers are not overrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, drivers over 60 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers. Furthermore, U.S. Census data indicates that New York's population is getting older and this high-risk group is expanding.

Partnerships, coalitions and other groups that focus on issues related to older drivers and promote the implementation of proven and promising strategies to improve the safety of this high risk driving population are also eligible for funding. The GTSC will collaborate with the NYS Office for the Aging to promote the newly-developed web presence at www.ny.gov/olderdriversafety. This site is designed to provide safety and informational resources for older drivers. Partner organizations will continue to raise awareness about programs and services that are available to assist and support older individuals. Funding to support the training of technicians and the delivery of programs for older motorists, such as the Car Fit program, will also be considered for funding.

For supporting research, refer to the discussion of General Communications and Education for Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 7th Edition, 2013.

Outreach to Minority and Other Underserved Populations

Ensuring that traffic safety messages and programs not only extend throughout all areas of the state but also reach all segments of the population requires special initiatives that focus on minority communities and other underserved populations. Examples of the diverse populations within the state that have been identified as needing special outreach efforts include repatriated refugees, Native Americans, the Amish and Mennonite communities, military veterans and migrant workers. Projects that offer educational programs and other outreach services to improve traffic safety among the state's underserved populations will be eligible for funding.

For supporting research, refer to the NHSTA study, Race and Ethnicity in Fatal Motor Vehicle Traffic Crashes, 1999-2004, May 2006 and GHSA's Closing the Circle: A Multicultural Primer for State Highway Safety Offices, 2009, pp. 5-7. The GHSA publication also presents guidelines and best practices for use in developing effective multicultural outreach programs.

COMMUNITY TRAFFIC SAFETY PROGRAMS
FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
Community-Based Highway Safety Programs	**$ 4,480,000**	**MAP-21 402**
Statewide Implementation of Traffic Safety Initiatives	**1,000,000**	**MAP-21 402**
Statewide Communications and Outreach	**200,000**	**MAP-21 402**
Younger Driver Outreach and Education	**520,000**	**MAP-21 402**
Older Driver Outreach and Education	**100,000**	**MAP-21 402**
Outreach to Minority and Other Underserved Populations	**200,000**	**MAP-21 402**
Total MAP-21 402	**$ 6,500,000**	

PROGRAM MANAGEMENT

Overview

The electronic grants management system, eGrants, will continue to improve efficiency, reduce staff resource time and improve management of New York's Highway Safety Program. The Governor's Traffic Safety Committee annually processes over 550 grant applications, representing approximately $31 million in funding to state, local and not-for-profit agencies.

The Governor's Traffic Safety Committee (GTSC) is responsible for coordinating and managing New York State's comprehensive highway safety program. The GTSC takes a leadership role in identifying the state's overall traffic safety priorities; provides assistance to its partners in problem identification at the local level; and works with its partners to develop programs, public information campaigns and other activities to address the problems identified. In administering the state's highway safety program, the GTSC takes a comprehensive approach, providing funding for a wide variety of programs to reduce crashes, fatalities and injuries through education, enforcement, engineering, community involvement and greater access to safety-related data. The estimated highway safety funding budgeted for each Program Management strategy is presented in the table on p. 99.

The surface transportation bill known as Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law on July 6, 2012. MAP-21 includes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The Section 405 program consists of incentive programs in six areas: occupant protection, traffic records, impaired driving, motorcycle safety, distracted driving and Graduated Driver Licensing laws; states must meet eligibility requirements to receive funding in these areas. Under MAP-21, a single application for funding is required and must be submitted by July 1.

As part of its program management function, the GTSC will undertake activities in FFY 2016 to address the following needs and challenges:

- Ensure that highway safety resources are allocated in the most efficient manner to effectively address the highway safety problems that have been identified and prioritized
- Coordinate multiple programs and partners to enhance the efficient and effective use of resources
- Assess training needs to ensure the delivery of relevant and high-quality training programs
- Make appropriate, up-to-date and adequate public information and education materials available to the traffic safety community
- Monitor grant projects to assess performance and accountability
- Provide for the timely and efficient approval of county funding proposals and the allocation and liquidation of funds
- Strengthen existing public/private partnerships and build new coalitions to support highway safety efforts
- Deliver programs that are effective in changing the knowledge, attitudes and behavior of the state's roadway users in reducing traffic crashes, fatalities and injuries

- Collect and analyze crash data to identify trends and problem areas that will help direct the assignment of the state's limited resources

FFY 2016 Performance Targets

- 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
- Continue to expand technology as a means to disseminate traffic safety information, including online grant applications and using the internet to disseminate safety information through multi-media channels
- Provide direction, guidance and assistance to support the efforts of public and private partners to improve highway safety
- Develop and maintain policies and procedures that provide for the effective, efficient and economical operation of the highway safety program
- Coordinate and provide training opportunities and programs for New York State's traffic safety professionals
- 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

Strategies

Through the strategies selected for the Program Management program area, GTSC provides administrative support and guidance for the implementation of New York's highway safety program. These strategies form a comprehensive and coordinated set of initiatives that collectively form the foundation for the state's performance-based program and enhance efforts at the local and state level that will contribute to the achievement of the state's performance goals.

New York's Highway Safety Strategic Plan

The GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts and assigning resources. The GTSC will continue to support the NYS Department of Transportation (NYSDOT) in the development of a NYS Strategic Highway Safety Plan (SHSP). The GTSC will also continue to participate in NYSDOT's interagency Motor Carrier Safety Assistance Program (MCSAP) Committee and the annual planning sessions held prior to the development of the annual Commercial Vehicle Safety Plan (CVSP), to assist with planning the annual Truck and Bus Safety Symposium, and to encourage GTSC police agency grantees to include commercial vehicles and drivers in their enforcement efforts. New York has again prepared a Traffic Records Strategic Plan to meet the application requirements for Section 405 (c) funding under MAP-21 and will use this document to guide the advancement of the state's traffic records systems.

Training Opportunities

Training has been identified as a valuable tool to meet the needs of grantees, partners and staff. The GTSC will continue to assess the training needs of its highway safety partners, coordinate these needs with the priorities outlined in the HSSP and provide appropriate training opportunities. Training will be delivered in a variety of formats as appropriate, including workshops, seminars, classroom settings, podcasts and webinars. The GTSC has responded to a survey regarding New York's interest in participating in internal webinar sessions offered by NHTSA and GHSA on a variety of topics.

Planning and Administration

The planning and administration function is responsible for the overall coordination of the state's highway safety program in compliance with the new requirements established under MAP-21. The staff of the GTSC, working with the state's traffic safety networks, grantees and other partners, will continue to identify highway safety problems in New York and assist in the development of programs to address these problems. The staff also provides support services for the general administration of the highway safety program.

In overseeing the highway safety program, the GTSC planning and administrative staff is responsible for the administration of the federal letter of credit; the evaluation of local funding proposals; the evaluation of statewide funding proposals; the follow-up on administrative requirements related to funded projects; the review of progress reports; and the monitoring, auditing, accounting and vouchering functions. In addition to these administrative tasks, the GTSC serves as the focal point for the analysis and dissemination of new information and technology to the traffic safety community in New York State. The GTSC staff reviews materials from highway safety organizations; prepares position papers on highway safety problems as directed by the GTSC Chair; provides training, technical advice and expert guidance; and participates in meetings, workshops and conferences.

The member agencies of the Governor's Traffic Safety Committee will continue to meet in FFY 2016 to help set New York State's highway safety priorities and to support efforts to achieve those priorities. The member agencies also play a valuable role in reviewing statewide legislation promoting traffic safety and through participation in special work groups established to assist in the effective implementation of legislative initiatives.

The GTSC has established or participated in a number of subcommittees and advisory groups to address the increasingly complex issues of traffic safety. The groups that are currently active include the Impaired Driving Advisory Council; NYS Child Passenger Safety Advisory Board; DRE & SFST Steering Committee; Highway Safety Conference Planning Committee; NYS Partnership Against Drowsy Driving; Capital Region Older Driver Assistance Network; Traffic Records Coordinating Council; Metropolitan Planning Organizations (MPOs); NYSDOT Pedestrian and Bicycle Advisory Council; Capital District Safe Kids Coalition; Operation Lifesaver; Safe Stop and the NYS Partnership for Walk Our Children to School. These committees and organizations cover a wide range of topics and have become important components of the GTSC's planning process. Most of the groups focus on the identification of long-term initiatives. The tasks that are assigned to these groups are redefined and expanded as needed.

Plan for Public Information & Education

A comprehensive and coordinated PI&E program for New York State will continue to address current traffic safety issues and support traffic safety programs at the state and local levels. Market research may be incorporated into the development of PI&E campaigns as needed. Periodic surveys may be

conducted to assess public awareness of traffic safety issues and track changes in attitudes, perceptions and reported behaviors. The results of these studies will be used to modify and improve future campaigns.

Highway Safety Presentations and Workshops

The GTSC also supports a variety of educational programs made available to New York's traffic safety community. Examples include financial and other forms of support for workshops, forums, symposia and other types of meetings on important traffic safety topics presented by partners, such as the Institute for Traffic Safety Management and Research, the Greater New York Automobile Dealers' Association and other not-for-profit groups.

Driver Behavior and Attitudinal Surveys

The GTSC, with the assistance of the Institute for Traffic Safety Management and Research, will continue to conduct an annual driver behavior and attitudinal survey as called for by NHTSA and GHSA. Since 2010, questionnaires have been distributed to customers at five DMV offices in the state. The three primary traffic safety topics included in the survey are seat belt use, speeding and impaired driving. In 2012, the survey was revised to collect information on the important topic of distracted driving; two additional questions were added in 2013 to allow for the collection of more specific information on texting and cell phone use. The survey conducted in 2015 replicated the 2013 and 2014 surveys and will be repeated in 2016. Repeating key questions related to seat belt use, speeding, impaired driving and cell phone use and texting while driving enables the GTSC to monitor trends over time in attitudes and reported behaviors related to these serious traffic safety issues.

PROGRAM MANAGEMENT FFY 2016 BUDGET SUMMARY

Strategy	Budget Amount	Source
New York's Highway Safety Strategic Plan	**$ 20,000**	**MAP-21 402**
Training Opportunities	**40,000**	**MAP-21 402**
Planning and Administration	**840,000**	**MAP-21 402**
Plan for Public Information & Education	**20,000**	**MAP-21 402**
Highway Safety Presentations and Workshops	**30,000**	**MAP-21 402**
Driver Behavior and Attitudinal Surveys	**30,000**	**MAP-21 402**
Total MAP-21 402	**$ 980,000**	

PERFORMANCE REPORT

The Statewide Highway Safety Program and each of the Program Areas in the FFY 2016 HSSP include a Performance Report updating the status of the performance measures from the FFY 2015 HSSP. The table below summarizes these status reports for both the Core Measures and the additional measures established for New York's Highway Safety Program. The table also updates the three Activity Measures: Speeding Tickets, Seat Belt Tickets and Impaired Driving Arrests.

NEW YORK STATE
FFY 2016 HIGHWAY SAFETY STRATEGIC PLAN

PERFORMANCE REPORT ON ALL MEASURES

	CORE PERFORMANCE MEASURES	Most Current 2013	Target 2015	Status
C-1	Traffic Fatalities	1,199	1,145	Traffic fatalities have been on an upward trend since 2011, increasing from 1,171 to 1,199 in 2013. Based on this trend, the 2015 target will be difficult to achieve.
C-2	Serious Injuries	11,609	11,956	Serious injuries were on a general downward trend between 2009-2013 declining to 11,609 in 2013, a 5% reduction over the previous year and improvement beyond the 2015 target.
C-3	Fatalities per 100 Million VMT	0.92	0.88	The statewide fatality rate held steady at 0.92 per 100 million VMT from 2010-2013, showing no progress toward the target of 0.88 set for 2015.
	Urban Fatalities per 100 Million VMT	0.59	0.65	In 2012, the urban fatality rate dropped from 0.67 to 0.59 and remained at that level in 2013, demonstrating improvement beyond the target set for 2015.
	Rural Fatalities per 100 Million VMT	1.93	1.58	After a consistent downward trend between 2009 and 2011, the rural fatality rate rose from 1.63 to 1.88 in 2012 and 1.93 in 2013 indicating that the target set for 2015 will be difficult to reach.
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	186	189	With the exception of 2012, unrestrained passenger vehicle occupant fatalities were on a downward trend between 2009 and 2013 dropping from 209 to 186 demonstrating greater improvement than the target of 189 set for 2015.
C-5	Alcohol-Impaired Driving Fatalities	364	334	Alcohol-impaired driving fatalities were on an upward trend between 2011 and 2013 increasing from 328 to 364. This 11% increase will make it difficult to reach the reduction target of 334 set for 2015.
C-6	Speeding-Related Fatalities	358	332	Between 2012 and 2013, speeding-related fatalities decreased slightly from 363 to 358. Despite this improvement, the reduction target of 332 set for 2015 will be difficult to achieve.
C-7	Motorcyclist Fatalities	170	166	Motorcyclist fatalities declined from 184 in 2010 to 170 in 2011 and remained at 170 in 2012 and 2013. Despite this lack of progress, the target of 166 may still be achieved by the end of calendar year 2015.
C-8	Unhelmeted Motorcyclist Fatalities	16	12	Unhelmeted motorcyclist fatalities were on an upward trend increasing from 11 in 2011 to 16 in 2013. Based on this tend the target of 12 set for 2015 may be difficult to reach.
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	130	130	After increasing from 128 in 2011 to 140 in 2012, the number of drivers age 20 or younger involved in fatal crashes decreased to 130 in 2013, matching the target set for 2015.
C-10	Pedestrian Fatalities	335	281	Pedestrian fatalities have been on an upward trend increasing from 287 in 2011 to 335 in 2013 (17%). This upward trend will make the target of 281 difficult to reach by the end of calendar year 2015.
C-11	Bicyclist Fatalities	40	44	Bicyclist fatalities dropped from 57 to 40 in 2013, demonstrating greater improvement than the target of 44 set for 2015.
B-1	Seat Belt Use Rate	91%	93%	While New York has been successful in maintaining a statewide seat belt use rate of 90%-91% since 2010, the target of 93% set for 2015 has not yet been achieved.

ADDITIONAL MEASURES	Most Current 2013	Target 2015	
Persons Injured in Alcohol-Related Crashes	6,019	6,066	The number of persons injured in alcohol-related crashes decreased from 6,303 in 2012 to 6,019 in 2013, demonstrating greater improvement than the target of 6,066 set for 2015.
Fatalities in Drug-Related Crashes	208	172	After declining in 2010 and 2011, fatalities in drug-related crashes increased to 205 in 2012 and 2018 in 2013 indicating the target of172 set for 2015 will be difficult to reach.
Fatal & PI Crashes Involving Cell Phone Use or Texting	393	316	Between 2011 and 2013, fatal and PI crashes involving cell phone use or texting increased 30% (from 300 to 393); this upward trend will make the target of 316 very difficult to achieve by 2015.
Motorcyclists Injured in Crashes	4,555	4,705	In 2013, the number of motorcyclists injured in crashes dropped 15% (from 5,344 in 2012 to 4,555) improving beyond the target of 4,705 set for 2015.
Pedestrians Injured in Crashes	16,278	14,857	The number of pedestrians injured increased in 2013 after a downward trend in 2011 and 2012; the target of 14,857 set for 2015 may be difficult to reach.
Bicyclists Injured in Crashes	6,140	5,778	The number of bicyclists injured was on an upward trend between 2011 (5,883) and 2013 (6,140); this lack of progress will make the 2015 target of 5,778 difficult to reach.

ACTIVITY MEASURES	2012	2013	
Speeding Tickets	620,514	625,791	
Seat Belt Tickets	248,421	229,769	
Impaired Driving Arrests	51,255	50,805	