

New York State

2008

HIGHWAY SAFETY
ANNUAL REPORT

New York State
Governor's Traffic Safety Committee

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David J. Swarts, Chair

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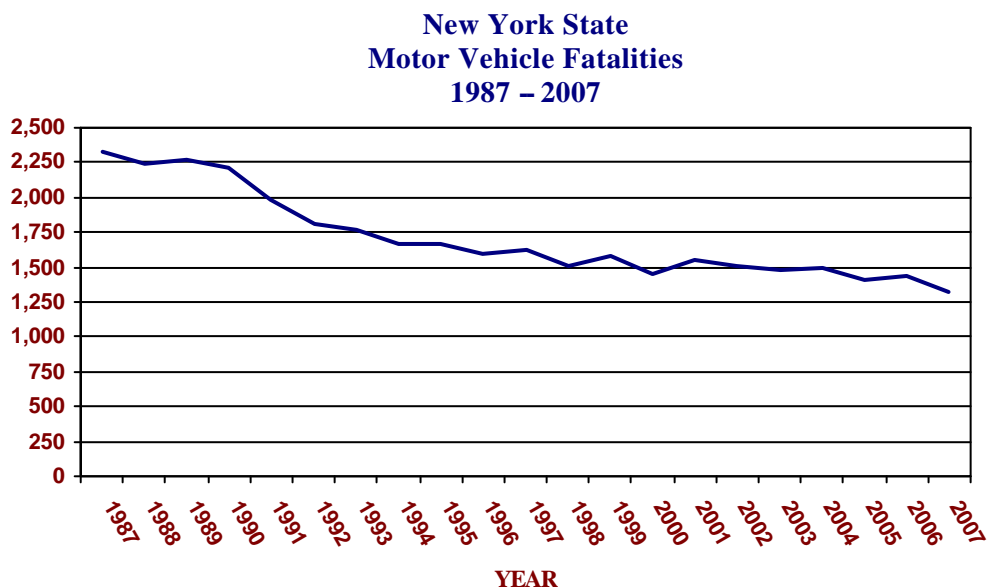
EXECUTIVE SUMMARY

This document describes the accomplishments of New York State's highway safety program in FFY 2008 (October 1, 2007-September 30, 2008) and the progress made toward the goals and objectives established in the FFY 2008 Highway Safety Strategic Plan (HSSP). Since 2007 is the most recent year for which a complete year of crash and other traffic-related data are currently available, progress toward the program's goals and objectives set in the FFY 2008 HSSP is assessed based on data for calendar year 2007.

STATEWIDE HIGHWAY SAFETY PROGRAM

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes occurring on the state's roadways. The Governor's Traffic Safety Committee (GTSC) provides support for the attainment of the state's highway safety goals through its administration of the federal 402 program and the coordination of state and local initiatives directed toward the state's highway safety priorities. The GTSC has also been successful in securing incentive grant funds under the new SAFETEA-LU legislation and is responsible for the integration of these grant funds into the state's highway safety program.

For the past two decades, New York has made significant strides in highway safety, reducing motor vehicle fatalities by 43 percent between 1987 and 2007 (from 2,328 to 1,317).



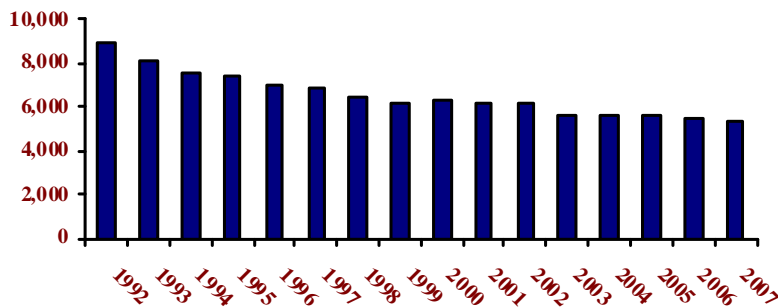
STATUS OF GOALS

The goal set in the FFY 2008 HSSP to reduce the number of motor vehicle-related fatalities to 1,387 was met and exceeded based on the data for 2007, the most recent complete year of data currently available. After increasing from 1,410 to 1,433 between 2005 and 2006, fatalities decreased substantially in 2007 to 1,317, a reduction of eight percent. The goal set for reducing the fatal crash rate to 0.92 per 100 million vehicle miles traveled (VMT) has also been exceeded; after remaining relatively stable between 2005 and 2006 (0.93 and 0.94, respectively) in 2007, the fatal crash rate per 100 million VMT declined to 0.89.

The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. This scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). Each category of injury is assigned a number from 1 to 4 with a fatal injury equal to 4 and a minor injury equal to 1; therefore, a decrease in the MSI represents a decrease in the average severity of the injuries suffered. Progress toward the goal of reducing the MSI to 1.25 has not been made; the MSI remained at 1.28 in 2007, the same level measured in both 2005 and 2006.

IMPAIRED DRIVING

In FFY 2008, New York State continued its tradition of coordinated and cooperative highway safety activities in the program area of Impaired Driving. Over the years, these activities have produced significant decreases in the number of alcohol-related fatal and personal injury crashes on New York's highways. In the last 15 years, the number of alcohol-related fatal and personal injury crashes dropped from almost 9,000 crashes in 1992 to less than 5,400 in 2007, representing a decline of 40 percent.



For more than a quarter of a century, the key component of New York's impaired driving program has been its Special Traffic Options Program for Driving While Intoxicated (STOP-DWI). STOP-DWI has made significant contributions to local efforts to reduce impaired driving.

Despite the success experienced over the past two decades, alcohol and other drug-impaired driving remain a threat to the safety of all roadway users in New York State. Over the past year, the GTSC has once again demonstrated its commitment to reducing impaired driving through its support of a number of new initiatives.

STATUS OF GOALS

In 2007, 373 fatalities occurred in alcohol-related crashes in New York State, compared to 397 in 2006 and 382 in 2005 and 2004. While still well above the goal of 320 set in the FFY 2008 HSSP, this was the lowest number of alcohol-related fatalities since 2003. Substantial progress has been made in reducing the number of alcohol-related injuries. In 2007, 7,175 persons were injured in alcohol-related crashes, well below the goal of 7,600 set in the FFY 2008 HSSP. Further progress has not been made in reducing the number of drivers under 21 years of age involved in alcohol-related fatal crashes, the third goal established for this program area. In 2007, 57 drivers under age 21 were involved in fatal impaired driving crashes, five more than in the previous year.

STATUS OF PERFORMANCE OBJECTIVES

Progress has been made toward the objective to increase the number of persons ticketed for impaired driving under the TSLED system; in 2007, 47,122 persons were ticketed compared to 46,924 in 2006. The use of saturation and blanket patrols increased over the past year as a result of the State Police Impaired Driver Identification and Underage Enforcement Program and other general deterrence efforts, as well as the enforcement efforts of local police agencies and county sheriffs. High levels of

participation in cooperative enforcement efforts, such as the six annual statewide DWI crackdowns conducted in conjunction with the national “Over the Limit, Under Arrest” campaign, also contributed to progress toward this objective.

Progress was also demonstrated toward meeting the training objectives established in the FFY 2008 HSSP. Through funding provided to the New York Prosecutors Training Institute (NYPTI), 765 District Attorneys, 699 police officers, 395 judges/magistrates, and 192 other professionals received training regarding changes in the DWI laws and other issues related to the successful arrest, prosecution, and adjudication of impaired driving offenders. Standard Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) training and refresher courses for police officers continued and the new Advanced Recognition of Impaired Driving Enforcement (ARIDE) training was made available to the state’s law enforcement community. A special training program was also provided for 35 toxicologists employed by crime labs throughout the state; this training covered the latest developments in testing for alcohol and drug impairment and testifying in court. Training with regard to underage drinking and driving issues also continued to be provided under the Drug Impairment Training for Education Professionals (DITEP) program. DITEP is designed to train education professionals to recognize and evaluate the abuse of drugs or alcohol in the school environment.

2008 PROGRAM HIGHLIGHTS

In FFY 2008, the GTSC demonstrated its continuing commitment to reducing impaired driving through its support for a number of new initiatives. The DWI: Partners in Prevention Conference held in November 2007 focused on the Aggravated DWI legislation effective November 2006 which strengthened the penalties for high BAC and persistent offenders. A major objective of the conference was to provide a forum for representatives from the various parts of the impaired driving system, including STOP-DWI, the courts, prosecutors, the Drinking Driver Program (DDP), treatment and probation, to discuss issues and learn from each other. The Institute for Traffic Safety Management and Research (ITSMR) developed a computer simulation model to assess the effects of the Aggravated DWI law and other policy and legislative changes on the various parts of the impaired driving system. A third new initiative that evolved from the conference and the computer model developed by ITSMR was the establishment of the NYS Task Force on Impaired Driving; using a team approach, the task force will conduct a comprehensive examination of the impaired driving issue in New York and make recommendations for addressing the problem.

The NYS Division of Criminal Justice Services (DCJS) continued to provide information on the last location where arrested impaired drivers drank. The data are collected through the breath test instruments used at the time of the arrest; STOP-DWI programs and law enforcement agencies use the last drink location data to work with local liquor licensees to prevent intoxicated patrons from being served and from leaving their establishments in an impaired condition and then driving. The GTSC also continued to support a DCJS program to replace all of the breath testing devices used by enforcement agencies with state-of-the-art DataMaster DMT devices.

Training also continued to be an important component of the impaired driving program. In addition to the continuation of several effective training programs, a new training program, the ARIDE course, was offered for the first time to train police officers to better observe, identify and articulate the signs of impairment related to drugs, alcohol or a combination of both. Also new in FFY 2008, the NYPTI received funding for a second part-time Traffic Safety Resource Prosecutor to conduct training and assist police officers and District Attorneys throughout the state.

In addition to training, public information and education efforts to raise public awareness of the dangers of impaired driving continued in FFY 2008. This year's impaired driving awareness and education programs were held at the Riverhead Raceway on Long Island, the Oswego Speedway and during a Tri-City Valley Cats baseball game in Troy. The theme and traffic safety message for this year was "Fans Don't Let Fans Drink and Drive" with the goal of educating and heightening public awareness of impaired driving and its associated consequences. To be consistent with the national crackdown on impaired driving, New York's Safe and Sober campaign was replaced by the slogan Over the Limit, Under Arrest, New York's STOP-DWI Crackdown for this year's statewide enforcement mobilization.



Several initiatives targeted the serious problem of underage drinking and driving. Operation PREVENT, a program conducted by the NYS Department of Motor Vehicles Division of Field Investigations, is designed to identify and prevent the use of counterfeit or altered identification documents to engage in underage drinking. The State Police also conducted a number of enforcement activities including underage drinking identification (UDI) details which investigate the sale of alcohol to minors by bars and retail establishments. Sobriety checkpoints, roving saturation patrols and other enforcement strategies were also conducted by the State Police to target all impaired drivers.

POLICE TRAFFIC SERVICES

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

STATUS OF GOALS

Between 2005 and 2006 there were decreases in the number of fatal and personal injury (F/PI) crashes indicating that progress was made toward each of the three goals that were set for the Police Traffic Services program area; in 2007, however, the trend was reversed and there were increases in the number of F/PI crashes where unsafe speed, failure to yield the right-of-way, and following too closely were reported as contributing factors. Because the proportions of F/PI crashes involving these factors have remained consistent regardless of changes in the overall number of F/PI crashes, it would appear that the goals set in the FFY 2008 HSSP will not be achieved unless there is a reduction in the total number of F/PI crashes that occur.

STATUS OF PERFORMANCE OBJECTIVES

Progress has been made toward the objective to increase the total number of tickets issued for traffic violations to 4,200,000. In 2007, a total of 4,097,024 TSLED and Administrative Adjudication tickets were issued, an increase of more than 42,000 over the number issued in 2006. Despite this increase in overall tickets written, there was a decrease in the number of speeding tickets issued; in 2007, 717,158 speeding tickets were issued, down from an annual average of approximately 730,000 in 2004-2006. The objectives relating to the types of enforcement activities to be conducted and training for police officers, probation officers, and court personnel have all been met.

2008 PROGRAM HIGHLIGHTS

The projects undertaken in FFY 2008 included Selective Traffic Enforcement Programs (STEP) conducted at both the state and local levels; these projects are data-driven and targeted a specific enforcement-related traffic safety problem or a combination of related problems, such as speeding and aggressive driving. This year, 220 of the state's law enforcement agencies actively participated in the STEP To Reduce Unsafe Driving Behaviors grant program administered by the GTSC. Successful STEP projects were conducted by enforcement agencies in localities of all sizes including the villages of Mount Morris and Walton with approximately 3,000 residents, small cities such as Cortland and Saratoga Springs and the larger cities of Utica and Rochester, as well as New York City. Another STEP project administered by the Nassau County Traffic Safety Board included the Nassau County Police Department and 11 other police departments from cities and villages within the county. All of these projects resulted in increases in the number of tickets issued for serious traffic violations, in particular speeding and other aggressive driving, contributing to reductions in fatal and personal injury crashes within their jurisdictions. For example, the New York City Police Department issued more than 150,000 tickets; over 86,000 (57%) were for speeding and other aggressive driving violations.

The State Police also continued to focus on speed enforcement through a variety of strategies including sustained enforcement details; concentrated enforcement during the month of July, the peak travel and crash time period; and the Operation Brake Program, a specialized speed enforcement program conducted by Troop T in work zones during the Memorial Day and Labor Day periods. In addition, 100 Troopers were assigned to Traffic Incident Management (TIM) details which provide the increased law enforcement presence in work zones on state highways called for in the Work Zone Safety Act of 2005. From July to September 2008, 14,899 speeding summonses were issued within 165 work zones; in total, TIM Troopers issued 25,613 Vehicle and Traffic Law tickets. To enhance its speed enforcement activities, the State Police purchased and deployed 25 Direction Sensing Radar (DSR) units and 10 LIDAR units; new speed measuring technology was also tested and evaluated. A new informational brochure produced by the State Police, entitled "Excuses for Speeding ... We've Heard Them All," provides the public with information regarding speed-related crashes, speeding regulations and penalties.

The Traffic Safety Corridor Enforcement Program is a high-visibility, multi-agency enforcement campaign targeting high-crash locations identified by the New York State Department of Transportation (NYSDOT). During FFY 2008, 23 law enforcement agencies across the state partnered with the New York State Police in targeting 19 identified enforcement corridors; an intensive seven-day enforcement blitz was conducted in each corridor followed by sustained enforcement activities. In addition to the thousands of tickets issued for speeding, aggressive driving and other unsafe driving behaviors, a number of driving while intoxicated and criminal arrests were made during the enforcement details.

In FFY 2008, eight Sheriff's Offices participated in the third year of the Sheriff's Cooperative Rural Traffic Safety Initiative, a cooperative effort by the eight counties to enhance traffic safety in the rural areas of the state. Crash and enforcement data, in addition to input from community groups and local government, were used to identify each county's most pressing highway safety issues which

contribute to the frequency and severity of crashes. The Sheriff's Offices were given latitude in using the grant resources to target their particular problem. For example, the Yates County Sheriff's Office installed a license plate reader on a vehicle specifically used for aggressive driving enforcement and continued to build a rapport with the county's large Mennonite population by conducting bicycle safety programs in their schools.

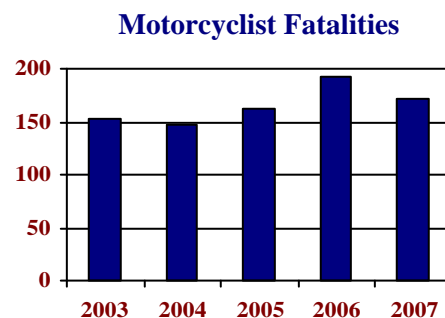
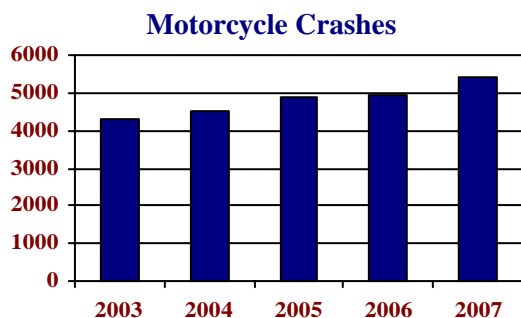
The Law Enforcement Challenge, which is sponsored by the GTSC and coordinated by the New York State Association of Chiefs of Police, is a traffic safety competition among law enforcement agencies of similar sizes and types. The competition recognizes and rewards the best overall traffic safety programs in New York State and offers a unique opportunity for a police department to establish itself as a premier agency and leader in this field. The winners of New York's competition are also entered in the national competition. In 2008, the Village of Geneseo Police Department was the winner of the "Best in State" award; the other award recipients included the City of Fulton, the Town of Camillus, the Cornell University Campus Police, and the Rockland County Sheriff's Office.

The GTSC provides support for the services of three law enforcement liaisons (LEL); these LELs represent the New York State Police, the New York State Sheriffs' Association and the New York State Association of Chiefs of Police. These individuals work in cooperation with the GTSC staff and the state's law enforcement community in the research, development, implementation and evaluation of various traffic safety projects and initiatives.

Various projects related to research, problem identification, and program evaluation were also undertaken in this program area in FFY 2008. With ITSMR's assistance, highway safety information was developed and disseminated to the enforcement community, GTSC grantees, and other traffic safety partners for use in better targeting their efforts and evaluating their results.

MOTORCYCLE SAFETY

Motorcycle safety must continue to be a priority in New York State, as evidenced in recent years by the increase in motorcycle crashes and the increasing number of registered motorcycles and licensed motorcyclists. With the large increases in the price of gas and steady motorcycle sales, this growth trend in registered motorcycles and licensed operators is expected to continue.



STATUS OF GOALS

Similar to what is happening nationwide, motorcycle crashes continued on an upward trend in New York. In 2007, there were 5,426 motorcycle crashes, up from 4,892 in 2005 and 4,912 in 2006. Following a large increase in the number of motorcyclists killed in crashes between 2005 and 2006 (from 162 to 192), the number of fatalities decreased in 2007 to 171; while this decrease was significant, it appears that it will be very difficult to reach the goal of reducing motorcyclist fatalities to 148.

STATUS OF PERFORMANCE OBJECTIVES

The objectives related to the expansion of training and education opportunities for motorcycle riders were met in FFY 2008 by offering more courses. The training program is offered at 22 public training sites and nine military or police sites. The number of motorcycle riders trained increased nearly six-fold between 1998 and 2007, from 2,395 in 1998 to 13,690 in 2007. While no new training sites were added, the existing sites increased the number of course offerings. With one month remaining in the training season, more than 16,000 students attended training in 2008, representing a 17% increase over 2007.



The GTSC, in conjunction with the Motorcycle Safety Program, continued its efforts to raise awareness of motorcycles through various public information activities. Progress was also made in research efforts related to motorcycle safety. ITSMR conducted comprehensive analyses of motorcycle crash data to determine the characteristics of the motorcyclists involved, the types of motorcycles driven, and the contributing factors in fatal and personal injury motorcycle crashes. The research findings were presented at the annual NYS Highway Safety Conference in Syracuse.

2008 PROGRAM HIGHLIGHTS

In January 2008, at the GTSC's request, the National Highway Traffic Safety Administration (NHTSA) provided a team of experts to conduct an assessment of New York's Motorcycle Safety Program and make recommendations for improvements in a number of areas. The Department of Motor Vehicles (DMV) Driver Training Programs Motorcycle Safety Unit, which has been assigned responsibility for the motorcycle program, will be charged with implementing many of the strategies recommended by the Motorcycle Safety Program Assessment team. The team's recommendations included improved oversight of the rider education program, increasing the number of authorized training sites, expanding safety awareness among motorcycle operators, and establishing local motorcycle safety programs addressing general safety issues, in addition to covering such topics as impaired driving.

With more motorcycles on the road and more new motorcycle operators, it is important that the Motorcycle Safety program area continue its focus on increasing motorist awareness of motorcycles on the roadways and on expanding participation in the motorcycle rider education program. In FFY 2008, the Motorcycle Safety Program exhibited at the International Motorcycle Show in New York City, the "Americade" Motorcycle Touring Rally in Lake George, and the New York State Fair in Syracuse. Special events were also held in conjunction with Motorcycle Awareness Week in May.

New York's Motorcycle Safety Program continues to focus its efforts on making rider education more accessible and affordable across the state. Since 1996, New York has allowed the motorcycle road test to be waived for drivers who successfully complete approved rider training. Similar to calendar year 2007, approximately one-quarter of New York's newly-licensed motorcycle operators in 2008 were trained and earned their license endorsement through the Motorcycle Safety Program. Currently administered by the DMV and delivered by the Motorcycle Association of New York State, Inc. (MANYS), a non-profit rider education organization, the program was in its final year of a five-year contract in 2008. A new RFP was issued in October 2008 for the next five-year contract to begin in 2009.

In FFY 2008, the State Police coordinated a series of checkpoints scheduled to coincide with major motorcycle events in the state. The primary focus was to check that riders were wearing legal USDOT-compliant helmets and that the vehicles were properly registered and insured. A total of 17 checkpoints were conducted; 796 tickets were issued for illegal helmets and 154 were issued for illegal exhausts. Another highlight of the continuing effort to promote motorcycle safety by the law enforcement community is the establishment of the Warren County Sheriff's Office motorcycle police unit. During the Americade rally, an annual event held in Lake George, the Warren County Sheriff's Office joined with the New York State Police and the Glens Falls Police Department's motorcycle unit to conduct motorcycle safety check points, as well as actively enforce motorcycle safety at the actual event; over 60 summonses were issued.

PEDESTRIAN, BICYCLE, AND WHEEL-SPORT SAFETY

The seriousness of the injuries suffered by pedestrians, bicyclists, and participants in other wheel-sports in motor vehicle crashes highlights the importance of this traffic safety program area. Several state agencies and organizations share responsibility for effectively addressing the behavioral and safety equipment issues related to pedestrian, bicycle, and wheel-sport safety. In addition to the GTSC, the NYS Department of Health (DOH) Bureau of Injury Prevention, the NYSDOT, the New York Bicycling Coalition (NYBC), and the Brain Injury Association play key roles in developing and implementing cooperative educational efforts in this program area.

As part of the national Safe Routes to School (SRTS) efforts, more communities are using a variety of education, engineering and enforcement strategies to make routes safer for children to walk and bike to school. In addition, new strategies are being used to encourage more children to take part. Over the past year, the GTSC and its partners continued to encourage local communities to participate in educational programs, such as the Walking School Bus and the International Walk Our Children to School Day which has become a national event every October.

STATUS OF GOALS

The goal set in the 2008 FFY HSSP for reducing pedestrian fatalities to 305 has been met and exceeded; in 2007, 272 pedestrians were killed in motor vehicle crashes. Consistent with previous years, one-half of the pedestrian fatalities occurred in New York City; the goal for reducing the number of pedestrian fatalities in New York City was also exceeded (135 versus the target of 150). In 2006, progress was made toward the goal for reducing the number of pedestrians injured in crashes statewide (15,369 compared to 15,392 in 2005); however, in 2007, the number of pedestrians injured increased to 15,472.

In 2007, 50 bicyclists were killed compared to 45 in 2006, indicating that progress has not been made toward the goal of 38 set in the FFY 2008 HSSP. Based on the available crash data, bicyclist fatalities in New York City declined to 17 in 2006 and then increased to 25 in 2007; therefore, the goal of reducing bicyclist fatalities in New York City to 15 may be difficult to reach. There has been consistent progress made in reducing the number of bicyclists injured in crashes statewide; since 2005, the number of injured bicyclists has been on a downward trend reaching 5,373 in 2007, close to the target of 5,360 set in the FFY 2008 HSSP.

STATUS OF PERFORMANCE OBJECTIVES

The performance objectives related to providing public information and education programs on pedestrian and bicycle safety to the general public and specific target groups were met. The Department of Transportation (NYSDOT) is continuing its efforts to develop and implement engineering solutions to pedestrian safety problems, with an emphasis on intersections and other locations with high numbers of pedestrian crashes. As a general practice, NYSDOT considers pedestrian and bicycle usage and safety in the design of all its projects. A variety of initiatives are considered and implemented as warranted. Such initiatives include improvements to roadway shoulders, sidewalk and crosswalk configurations, striping of crosswalks, signage, traffic signal timing, and the installation of pedestrian countdown timers. Although the annual highway safety strategic planning process involves a problem identification task related to pedestrian safety, research to more clearly define and understand the nature and scope of the pedestrian crash problem was delayed due to competing priorities.

2008 PROGRAM HIGHLIGHTS

The New York State Partnership for Walk Our Children to School (WOCS) has been building partnerships throughout the state in an effort to enhance the safety, health and quality of life for all school-aged youth. As in previous years, the WOCS Partnership promoted school participation in the International Walk to School Day event and implemented poster and writing contests; this year's theme was "Why the Principal Should Walk to School with Me." In addition, two Walking School Bus webinars were conducted to increase awareness and participation in these programs which encourage children to walk to school safely under adult supervision. In May 2008, a pilot Walking School Bus program was successfully conducted in Schenectady County.

The New York Bicycling Coalition (NYBC) has also conducted a number of activities as part of its Bike/Walk New York Statewide Safety Campaign. The goal of this project is to reduce collisions involving bicyclists and pedestrians by raising motorist awareness and increasing the visibility of these groups of roadway users. One of the major events during the past year was the annual Legislative Breakfast and Ride held on May 13 in Albany.



During FFY 2008, a number of local communities across the state conducted programs that focused on innovative approaches to improving the safety of pedestrians, bicyclists, and other vulnerable road users. For example, The New York Coalition for Transportation Safety worked with the Nassau County Planning Office to educate Latino adults who use bicycles as their principal mode of transportation. In addition, the coalition worked with low-income families with children under the age of 14 to provide proper helmet fittings and education on sharing the road safely. The Chemung County Sheriff's Office held bicycle rodeos and provided instruction on the proper fit of helmets.

Other notable local programs included the Children's Safety Town which is being constructed by the Town of Brookhaven. The children participating in the program will receive instruction in bicycle and pedestrian safety and will have the opportunity to practice what they have learned using bicycles and miniature vehicles on the streets of "Safety Town." Cornell Cooperative Extension also conducted a bicycle educational program aimed at a young audience; helmets were distributed and fitted and in another activity, children "caught" wearing helmets received a coupon for a free ice cream cone.

OCCUPANT PROTECTION

In 2008, New York's seat belt use rate surged to 89%, a six percentage point increase over the previous year and six percentage points above the national average. A press conference to announce New York's achievement was held outside the State Capitol in Albany. Much of the increase in seat belt use can be attributed to the high visibility enforcement efforts that have been implemented through the state's Buckle Up New York/Click It or Ticket (BUNY/CIOT) program. The participation of the majority of the state's enforcement agencies and the accompanying publicity campaigns and other public awareness activities have been the key factors in the success of the BUNY program.



Press conference to announce 89% seat belt use rate



In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety. The GTSC continued to support efforts to educate the public on child passenger safety issues, increase the availability of child safety seats to low income populations, and provide instruction on the proper installation and use of child safety seats to parents and other caregivers.

STATUS OF GOALS

Due to changes in data collection and reporting that began during 2006 with respect to property damage crashes, the 2006 and 2007 data are not strictly comparable to the data for previous years; therefore, changes in the performance measures used in the first two goals can not be accurately assessed. Specifically, since July 2006, more property damage crashes have been captured in the statewide Accident Information System (AIS) resulting in a large increase in the total number of crashes recorded in comparison to 2005. Since the increase in the total is primarily the result of recording more property damage crashes where no one was injured, the calculation of the proportion of total occupants who were killed or seriously injured would not be comparable to earlier years where only a limited number of property damage crashes were recorded.

A third performance measure is the MSI. The goal to reduce the MSI for vehicle occupants covered by the seat belt law who are involved in crashes from 1.25 in 2004 to 1.23 has not yet been met. From 2005-2007, the MSI remained at 1.25.

STATUS OF PERFORMANCE OBJECTIVES

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 83% in 2006 to 86% in 2008 was met and exceeded. After dropping slightly from 85% to 83% in 2006 and remaining at that level in 2007, the statewide use rate in New York was measured at 89% in 2008, the highest level reached to date.

In FFY 2008, comprehensive efforts to increase knowledge and awareness of the importance of occupant restraint use and other issues specifically related to the transportation of children continued. In addition, one-on-one instruction in the correct installation and use of child safety seats also continued to be provided by trained technicians at special check events and fitting stations throughout the state.

During the past year, teen drivers have been the focus of a number of new initiatives by the GTSC, the DMV and several other agencies. These programs are working to improve the safety of young drivers, including increasing the use of seat belts among this high-risk group.

2008 PROGRAM HIGHLIGHTS

The primary strategies used during the past year were seat belt enforcement accompanied by public information and education, the two major components of the BUNY/CIOT campaign. In FFY 2008, the campaign consisted of statewide enforcement mobilizations in November 2007 and May 2008; the GTSC supported approximately 240 police departments statewide to participate in the enforcement effort. Nighttime seat belt enforcement also continued to be implemented. During the May 2008 BUNY enforcement waves, police agencies reported conducting 248 nighttime checkpoints, compared to 148 in the previous year.

ITSMR continued to support the state's Occupant Protection program by conducting the annual observational survey of seat belt use in accordance with the design approved by NHTSA; this year's survey was conducted in June, immediately following the May 2008 seat belt enforcement mobilization.

New York's Child Passenger Safety Program includes several educational components designed to improve the safety of children transported in vehicles on the state's roadways. In FFY 2008, the GTSC



First Lady Michelle Paterson

continued to provide support and coordination for public information and education to encourage seat belt and child restraint use. For the first time, New York State conducted a statewide child passenger safety awareness campaign, "New York's 4 Steps 4 Kids", during Child Passenger Safety Week, September 21-27, 2008. First Lady Michelle Paterson kicked-off the campaign at a press conference on "Seat Check Saturday" at an event held at the Crossgates Mall in Albany. The campaign promotes NHTSA's four-step guidelines to make certain children are properly secured in an appropriate child restraint system based on age and size. Twenty-one car seat check events were held across the state on "Seat Check Saturday". This campaign was a cooperative effort involving the GTSC, NYSDOH Bureau of Injury Prevention, NYS Child Passenger Safety Advisory Board, NHTSA, NYS Safe Kids Coalitions and Chapters, and numerous local community agencies and sponsors.

Starting in FFY 2007, the new strategy in conducting seat check events is to conduct fewer but with increased publicity. In FFY 2008, 370 events were held in 48 counties, 87 fewer than the previous year. The two largest events were the “Seat Check Saturday” event in September and the event held in June in the Sears parking lot at Colonie Center. Of the more than 7,000 seats inspected, only 12 percent were correctly installed.

The reduction in the number of seat check events has been balanced by an increase in the number of awareness training classes. The Education and Assistance Corporation which operates in Nassau, Suffolk, and Queens counties exemplifies this trend. In the past year, this organization has held 379 awareness training classes and educated hundreds of parents about child passenger safety. One program that drew media attention was the awareness class the Monroe County Office of Traffic Safety offered to au pairs in Pittsford, a suburb of Rochester. Cornell University Cooperative Extension of Saratoga continued to run a very effective program for expectant parents; in the past year, 24 classes were held for more than 160 expectant parents.

New York has continued to maintain its numbers of certified technicians through grant funding for technician training classes, recertification fees, and support for local child passenger safety programs. After starting with 98 certified technicians and nine instructors in 1999, the program has grown to 1,259 certified technicians and 65 instructors. In FFY 2008, 27 Standardized Child Passenger Safety Technician Training classes were conducted across the state and over 300 new technicians were certified.

In FFY 2008, the GTSC awarded mini grants to support the operation of 188 permanent fitting stations; another 21 fitting stations are operated by the State Police. Based on the reports received by the GTSC, as of November 12, 2008, the State Police and other agencies operating fitting stations conducted 16,756 child safety seat inspections and distributed over 4,820 car seats. This was a substantial decrease in the numbers reported in past years. The Town of Greenburgh Police Department in Westchester County continues to run one of the most active fitting stations in the state. Child safety seat distribution programs also continued to be an important component of New York’s child passenger safety program. In FFY 2008, the GTSC funded 62 programs in 46 counties, including the five boroughs of New York City; approximately 5,500 seats were distributed to low-income families.

COMMUNITY TRAFFIC SAFETY PROGRAMS

Community Traffic Safety grants provide the opportunity for local communities and counties to customize programs to address their specific highway safety priorities. As a result, these grants encompass strategies from several traffic safety program areas and contribute to the achievement of New York’s statewide goals and objectives. In FFY 2008, the GTSC funded community programs that focused on several different topics including school bus safety, rail-grade crossing safety, bicycle safety drowsy driving, and outreach to diverse audiences. A number of initiatives were implemented this year to specifically address issues related to younger drivers and older drivers. In addition to the programs supported by the GTSC, in January 2008, the DMV established the Office for the Younger Driver and the Office for the Older Driver.

2008 PROGRAM HIGHLIGHTS

Issues related to young drivers were the focus of several community traffic safety programs. Some of the most notable examples included the Orange County Traffic Safety Program which is addressing their young driver crash problem with three new initiatives: an exhibit portraying the tragic events surrounding the involvement of several local youth in fatal crashes; a presentation based on the “Not One More” slogan; and driver information packets and videos made available at the Orange County DMV office. The Orange County Traffic Safety Program is also part of an Orange County Coalition that

developed the “Not One More” project which utilizes driver simulators to allow new drivers to practice and sharpen their driving skills. The Broome County Health Department provides an educational program on teen driver safety to the schools in the county; the “Keeping It Real Behind the Wheel” program discusses the dangers of distracted driving, the importance of seat belt use, and the physical dynamics involved when a crash occurs.



Older drivers are the focus of educational programs provided by the Westchester County Traffic Safety program. An Older Driver Coalition has been established and an Older Driver Awareness Conference was held for law enforcement. In FFY 2008, the many accomplishments of the Capital Region Older Driver Assistance Network included the development of protocols for making referrals for older driver assistance; the development and dissemination of a comprehensive directory of resource information for older drivers; the establishment of a toll free number to access assistance from the network; and the delivery of presentations to 660 senior citizens, 85 case managers, 120 family caregivers and the traffic safety boards in Albany, Schenectady and Rensselaer counties. In addition, 28 DMV testing and investigations unit staff received skill development training on older driver safety; 1,500 copies of “When You Are Concerned” were produced; 16 CarFit technicians were trained in Albany, including five occupational therapists from across the state; and two CarFit events were held, one in Albany County and the other in Rensselaer County.

The safety of children riding and walking to school was also the focus of notable community traffic safety programs. The DMV and the GTSC, with its member agencies, have been very active in addressing this issue through the media, participation in the Tri-Agency School Bus Committee, and Operation Safe Stop. The annual Operation Safe Stop statewide enforcement event was held on April 2, 2008. Forty-one counties, 106 law enforcement agencies, including the New York Police Department (NYPD), and more than 955 officers participated in this year’s event; 1,171 tickets were issued for passing a stopped school bus and another 3,892 tickets were issued for other violations.

In a pilot test project conducted in the City of Syracuse, license plate readers were mounted on a school bus to record the plate numbers of motorists who passed the bus when it was stopped to load or unload children. The Syracuse City Police Department downloaded the information from the school bus every day and issued warning letters to the registered owners of the vehicles that were recorded passing the stopped bus. During the 41 days of the pilot test, 68 illegal passes of the stopped school bus were recorded. Seven press events were held to publicize the progress of the pilot program and educate the motoring public about the law which requires motorists to stop for all school buses while students are loading or unloading.



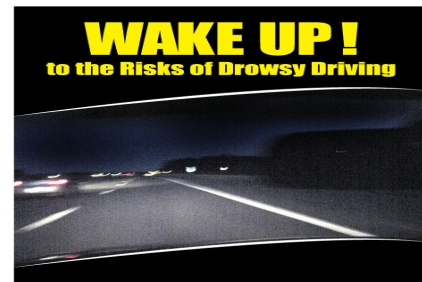
The dangers of drowsy driving also continued to be addressed in FFY 2008. New York's Partnership Against Drowsy Driving (NYPDD) consists of a broad spectrum of organizations which join together to educate the public and high-risk groups about the dangers of drowsy driving and promote the adoption of preventive strategies. The Partnership members meet regularly to share traffic data on drowsy driving and work cooperatively to conduct projects to raise public awareness of the risks of



drowsy driving and encourage the adoption of prevention strategies among the general public and high-risk populations.

The National Sleep Foundation designated November 5-11, 2007 as the first National Drowsy Driving Prevention Week. Press events were held at Times Square in New York City and at the New Baltimore rest area on the NYS Thruway to raise awareness of the dangers of driving while drowsy or fatigued.

In preparation for Sleep Awareness Week, March 3-9, 2008, the NYPDD created and implemented a drowsy driver awareness campaign focusing on the message "Wake Up! to the Risks of Drowsy Driving." Using footage borrowed from the NYS Thruway Authority, and with the help of DMV's Communications Office, a Public Service Announcement (PSA) alerting the motoring public to the dangers of driving drowsy/fatigued was aired statewide. Insert cards, brochures and tool kits were also provided to community organizations to help initiate local investment and activities in this awareness campaign.



In June 2008, a Multicultural Traffic Safety Education Summit was held at the Desmond Hotel Conference Center in Albany, with more than 75 traffic safety advocates in attendance. The conference featured presentations on successful programs from other states such as the El Pueblo Program to reduce Latino DWI in Raleigh, North Carolina and the Meharry-State Farm Alliance Project to Improve Seat Belt Use Among African Americans. Ongoing programs within New York State were also highlighted: El Protector in Westchester County; the Lewis County Sheriff Enforcement Program to address the traffic safety issues of the Amish Community; and the New York City Police Department Community Affairs Bureau's program which targets diverse ethnic communities in the five boroughs of New York City. Through the activities of its Minority Outreach Coordinator, the GTSC continued to provide traffic safety resources and materials and to encourage community leaders and other representatives of the state's minority and ethnic populations to partner with their country traffic safety boards to improve traffic safety within their communities.

ITSMR continued to provide support for the GTSC's Community Traffic Safety Program in FFY 2008. An ITSMR staff member based full-time at GTSC assisted in working with local grantees and served as the GTSC's subject specialist in a number of traffic safety program areas, including pedestrian safety, older drivers, and drowsy driving. At the request of the GTSC, the STOP-DWI Association and the NYS Traffic Safety Boards Association, ITSMR also continued to be responsible for coordinating and providing administrative support for the annual New York State Highway Safety Conference sponsored by the three organizations. During FFY 2008, the 2007 conference was held October 14-17, 2007 at the Crowne Plaza in Lake Placid and the majority of the preparations for the 2008 conference scheduled for October 19-22, 2008 in Syracuse were completed.

TRAFFIC RECORDS

New York's commitment to improving the state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes. In FFY 2008, the projects funded in this area focused on improving the timeliness, accuracy, and availability of traffic safety-related data, especially with regard to the state's crash and citation/adjudication records systems. Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification and the development, management, and evaluation of safety programs. The many initiatives conducted in FFY 2008 were undertaken by various agencies at the state and local levels, including the GTSC, the DMV, the NYSDOT, the DOH, the State Police, and the Metropolitan Planning Organizations (MPOs).

STATUS OF GOALS

Under the guidance of its Traffic Records Coordinating Council (TRCC), New York was successful in attaining the four goals established for FFY 2008. The TRCC continued to provide assistance with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. ITSMR also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member is the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

In FFY 2008, with assistance from the TRCC membership, ITSMR and the GTSC updated the 2007 Inventory of Traffic Safety Information Systems and the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan. The updated inventory and updated strategic plan became integral parts of New York's third-year application for traffic records funding under Section 408 of SAFETEA-LU. Submitted in June 2008, the grant application was approved in September and New York was awarded approximately \$1.2 million.

A number of improvements were made to the state's primary traffic records data systems, the AIS and TSLED systems. Through the joint efforts of the DMV and the continuing rollout of TraCS, the timeliness of crash, citation and disposition data has greatly improved. Between January and November 2008, approximately 1.8 million tickets and 125,000 crash reports were submitted to DMV via TraCS. Approximately 1.1 million tickets and 112,000 crash reports were submitted through TraCS during a comparable time period in 2007.

STATUS OF PERFORMANCE OBJECTIVES

During FFY 2008, New York continued to make substantial progress in the objectives established for the Traffic Records program area in the FFY 2008 HSSP. The continuing expansion of TraCS is a significant factor in the progress attained. As of December 1, 2008, 310 enforcement agencies, including the State Police, have the capability to enter crash and/or ticket data in the field for real-time transmission to the DMV via TraCS. In comparison, 220 agencies had this capability at the end of 2007. Currently, approximately 75% of the tickets and 45% of the police-reported crash reports are submitted to the DMV through TraCS.

The number of courts having the capability to capture and report disposition data electronically also increased significantly in 2008. As of December 1, 2008, 63% of the courts (880 out of 1,400) are submitting their disposition data electronically to the DMV. Currently, approximately 80% of the dispositions entered into TSLED are being received electronically. In addition, as of December 1, 2008, over 1,100 courts have the capability to pull down information on drivers from the driver's license file for sentencing purposes through the Judicial Online Information System (JOIN), up from 1,000 courts at the end of 2007.

2008 PROGRAM HIGHLIGHTS

Traffic records data are used by the state's numerous traffic safety partners in the identification of traffic safety problems and potential solutions. The GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. In FFY 2008, these efforts produced updated versions of the Inventory of Traffic Safety Information Systems and the NYS Traffic Safety Information Systems Strategic Plan. Implementation of the strategic plan has resulted in significant improvements in the timeliness and accuracy of the state's various traffic records data systems and the availability and use of the data at all jurisdictional levels.

During FFY 2008, SAFETEA-LU funds (Sections 408 and 402) and .08 incentive funds provided continuing support for the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers, and magnetic strip readers. In addition to increasing the proportion of crash and ticket reports that are captured electronically, the DMV continues to make improvements to its accident and ticket reporting systems. In FFY 2008, these improvements included 1) streamlining crash processing workflows, 2) increasing electronic submissions of arrest and disposition data, and 3) automating a number of arrest and disposition transactions, including reporting of disposition and arrest amendments and suspensions pending prosecution, as well as scofflaw reporting for non e-DATE courts.

The new accident location information system (ALIS) was fully implemented in spring 2008. Recognized as a critical component in identifying high accident locations and developing measures to address problems at these sites, ALIS is expected to significantly improve enforcement, engineering, and EMS efforts throughout the state.

ITSMR continued to be responsible for the verification of the crash data in DMV's AIS and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and Administrative Adjudication systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of the DMV and GTSC; their major state agency partners, including the NYSDOT, the State Police, and the DOH; and other state and local highway safety organizations. ITSMR is also responsible for generating a series of statistical summary reports from AIS and making them available on DMV's website and for responding to special requests for ticket data from the TSLED and Administrative Adjudication ticket systems.

ITSMR also provides the data needed to support the development of the state's major planning documents: the HSSP, the Commercial Vehicle Safety Plan (CVSP) and the state's Strategic Highway Safety Plan (SHSP) required for the receipt of federal highway safety funds by the GTSC and the NYSDOT. In FFY 2008, ITSMR also provided data and assisted in the preparation of the incentive grant applications and reports that were required for the receipt of several different categories of incentive funds available under SAFETEA-LU. Since research and evaluation are vital components of the highway safety planning process, ITSMR also continued to provide research and evaluation support to the DMV and the GTSC and their partners in FFY 2008.

PROGRAM MANAGEMENT

The GTSC is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the NHTSA and the Federal Highway Administration (FHWA) 402 program, as well as incentive grants awarded under SAFETEA-LU. Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York and collectively develop strategies and programs to address these areas of concern.

STATUS OF GOALS

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the FFY 2008 HSSP. The first group of goals related to identifying traffic safety problems and setting goals and priorities; providing guidance in improving traffic safety; and developing and maintaining policies regarding the operation of the highway safety program. These goals were met through the GTSC's continued efforts in implementing a performance-based planning approach to the statewide traffic safety program.

The goal of expanding technology as a means of communication was met through the increased use of the GTSC web site www.safeny.com to disseminate information on traffic safety topics and programs, statistical reports, and grant application materials. The GTSC also continued to expand training opportunities for traffic safety professionals in New York State to cover new topics and address the needs of new audiences.

The integration of evaluation into the statewide highway safety program has been an ongoing process. The GTSC's partnership with ITSMR ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. There has also been continued improvement in the incorporation of evaluation into local programs. Due to the implementation of additional grant approval criteria, new processing requirements within New York State's control agencies, and staff shortages in FFY 2008, the GTSC was not able to meet its goal to improve the timeliness of grant approvals and the allocation and liquidation of funding.

2008 PROGRAM HIGHLIGHTS

The GTSC prepared and submitted the HSSP for FFY 2008. This year's HSSP planning process included the direct involvement of all of the state agencies comprising the GTSC. In January 2008, the GTSC Chair and Commissioner of Motor Vehicles David Swarts convened a meeting of top level officials from each of the GTSC member agencies, marking the first time the Committee has met in several years. At the conclusion of the meeting, each agency was charged with identifying ongoing programs and ideas for new initiatives for reducing crashes, fatalities and injuries related to nine key emphasis areas: impaired driving, speeding, pedestrian safety, motorcycle safety, occupant protection, commercial vehicle safety, distracted driving, older drivers and younger drivers. At a second meeting held in May, the Committee members discussed the role of their agencies in addressing the various issues in each of the emphasis areas. The information provided by the member agencies on current and proposed efforts to improve highway safety in the state was incorporated into the HSSP.

In FFY 2008, the GTSC continued to promote professional development through support for training and educational programs and the participation of GTSC staff and highway safety partners in various programs, conferences and other educational opportunities. The GTSC supported training programs for certified child safety seat technicians, and coordinated the DRE and SFST for law enforcement officers and the DITEP training for education professionals. The GTSC collaborated with

NHTSA and its counterparts in New Jersey and Pennsylvania to sponsor the Annual Regional Child Passenger Safety Conference, provided support for the Multi-Cultural Traffic Safety Outreach Summit, and co-hosted the Annual NYS Highway Safety Conference held in Lake Placid in October 2007. The GTSC also provided opportunities for members of its staff and its partners to attend conferences such as the Annual Lifesavers Conference, the Traffic Records Forum, the World Traffic Safety Symposium and the Governor's Highway Safety Association's Annual Meeting.

The GTSC has continued to use a personal approach to administering the highway safety program. Over 215 program monitoring visits were made in the past year. In addition, GTSC program staff participated in local traffic safety board meetings, community recognition programs and safety events from bicycle rodeos to service award ceremonies. The GTSC has also continued to implement procedures to streamline the grant application, approval and monitoring processes, while accommodating all of the federal and state requirements. To increase the transparency of the grant review process, the GTSC enlisted the assistance of its member state agencies to review selected grant applications. Another noteworthy accomplishment for the GTSC was rejoining the Governor's Highway Safety Association.

Fiscal management continued to be the focus of much of the GTSC's planning and administrative activities. In addition to the 402 program, the GTSC manages and provides administrative support for 403 project activities, the state's Safety Management System, and STOP-DWI, as well as the Section 157, 405, 406, 408, 410, and 2010 incentive grant programs and Section 154 and 163 transfer funds. During the year, New York applied for and received incentive funds under Sections 405, 406, 408, 410, and 2010; 122 new projects and 590 continuation projects were awarded, for a total of 712 grants; 1,728 vouchers and 53 state claims were also processed. FFY 2007 was closed out on February 13, 2008; approximately \$30.9 million was expended in FFY 2007.

In FFY 2008, public awareness continued to be a major focus of the GTSC. Through the GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The GTSC's media campaigns during FFY 2008 included television, radio, print, billboard and web delivery. The campaigns implemented in FFY 2008 included messages related to speeding, impaired driving, occupant restraint use and drowsy driving. The NYSBA secured 63,997 slots on 207 radio stations and 40 television stations throughout New York State, effectively covering 100 percent of the state's population. One of the most visible campaigns implemented during the year promoted the slogan "Be Smart – Drive Smart." This message was posted on 555 billboards across the state. For five days in April, the message also appeared on a digital billboard on I-90 in Albany to raise awareness among teens during prom season.



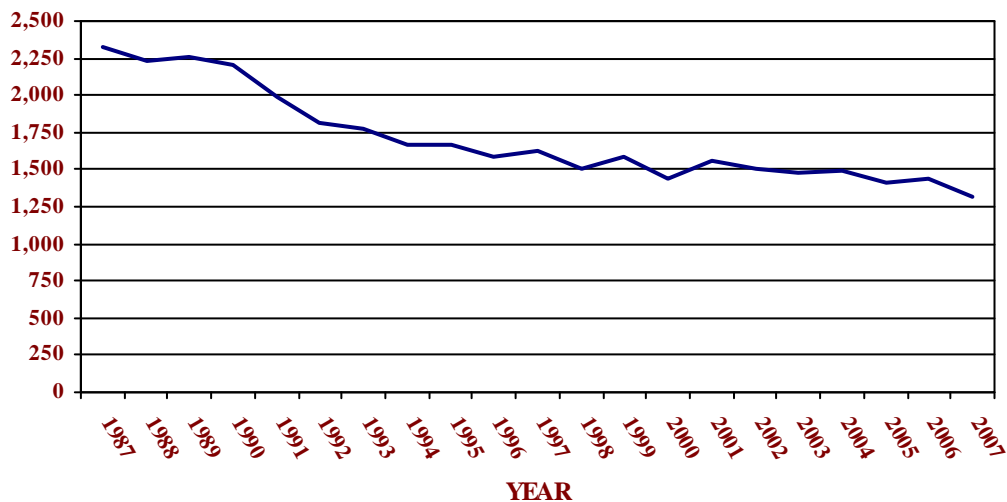
In FFY 2008, the GTSC continued to use its www.safeny.com website to disseminate traffic safety information to the general public, as well as to publish grant-related materials and forms. The GTSC call letter and all grant-related forms were made available exclusively through the website, including the STOP-DWI program forms. The GTSC also used the web for BUNY wave enforcement activity reporting and for Operation Safe Stop reporting. In addition, the most recent Annual Report, HSSP and county statistical reports prepared by ITSMR are posted on the site. The GTSC began publishing a quarterly newsletter in 2008 and copies are posted online. The www.safeny.com site receives over 150,000 visits monthly.

STATEWIDE HIGHWAY SAFETY PROGRAM

This document describes the accomplishments of New York State's highway safety program in FFY 2008 (October 1, 2007-September 30, 2008) and the progress made toward the goals and objectives established in the FFY 2008 Highway Safety Strategic Plan (HSSP). Since 2007 is the most recent year for which a complete year of crash and other traffic-related data are currently available, progress toward the program's goals and objectives set in the FFY 2008 HSSP is assessed based on data for calendar year 2007.

The goals of New York's statewide highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of injuries suffered in crashes occurring on the state's roadways. For the past two decades, New York has made significant strides in highway safety, reducing motor vehicle fatalities by 43 percent between 1987 and 2007 (from 2,328 to 1,317).

**New York State
Motor Vehicle Fatalities
1987 - 2007**



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

The success of the comprehensive statewide program is the cumulative result of progress in many individual areas of traffic safety. This Annual Report highlights the achievements of New York State's 2008 highway safety program and documents the status of the performance goals and objectives established in the FFY 2008 Highway Safety Strategic Plan (HSSP).

Following this overview of New York's statewide program, reports summarizing each of the individual program areas are presented. The goals and performance objectives established in the 2008 Highway Safety Strategic Plan for each area are provided and the status of these goals and performance objectives is described. Finally, significant programs and accomplishments in each program area are highlighted.

The following priorities were listed for the statewide highway safety program in the 2008 Highway Safety Strategic Plan:

- > Development of new outreach programs to educate teen drivers and their parents on New York's graduated driver's license system, avoidance of high risk behavior, and general safe driving practices
- > Increased enforcement of the laws relating to impaired driving
- > Strengthened relationships with county STOP-DWI programs to provide new, innovative approaches to reducing impaired driving
- > Continued implementation of the new laws targeting high BAC and recidivist impaired drivers and the lower BAC per se limit of .08%
- > Increased public awareness and enforcement of the zero-tolerance law, underage drinking, and the law prohibiting the use of fraudulent identification to purchase alcohol
- > Continued active enforcement and related public information and education to increase seat belt use in New York State
- > Increased outreach in the proper use and correct installation of child safety seats
- > Expanded PI&E for occupant restraint issues, including child passenger safety, targeting specific high risk groups and geographic areas of the state
- > Passage of legislation to increase the penalties for aggravated unlicensed operation and operating a vehicle without proper insurance
- > Increased education and enforcement relating to the Vehicle and Traffic Laws pertaining to speeding, running red lights, and other unsafe and aggressive driving behaviors
- > Renewed attention to the dangers of drowsy driving
- > Increased training and education for motorcycle operators through the expansion of New York's *Motorcycle Rider Education* program into new areas of the state and new outlets in areas with established sites
- > Increased efforts to improve pedestrian safety, particularly in the state's larger metropolitan areas

GOALS

- ? Reduce the number of motor vehicle-related fatalities from an annual average of 1,446 in 2004-2006 to 1,387 in 2008
- ? Reduce the fatal crash rate per 100 million vehicle miles traveled (VMT) from an annual average of 0.96 in 2004-2006 to 0.92 in 2008
- ? Reduce the Mean Severity of Injury (MSI) from 1.28 in 2005 to 1.25 in 2008

STATUS OF GOALS

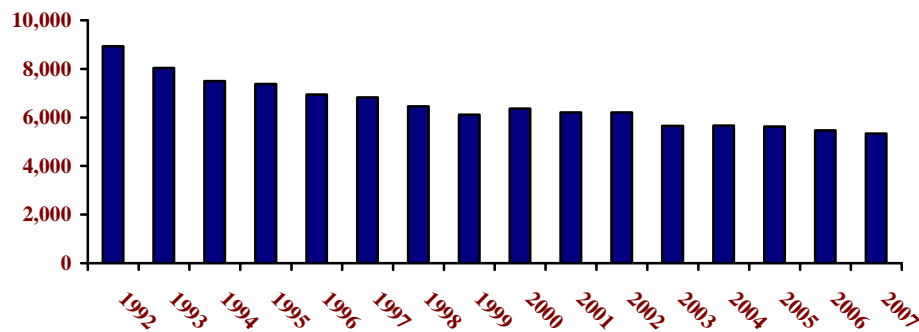
The goal set in the FFY 2008 HSSP to reduce the number of motor vehicle-related fatalities to 1,387 was met and exceeded based on the data for calendar year 2007 that are currently available. After increasing from 1,410 to 1,433 between 2005 and 2006, fatalities decreased substantially in 2007 to 1,317, a reduction of eight percent. The goal set for reducing the fatal crash rate to 0.92 per 100 million vehicle miles traveled (VMT) has also been exceeded; after remaining relatively stable between 2005 and 2006 (0.93 and 0.94, respectively) in 2007, the fatal crash rate per 100 million VMT declined to 0.89.

The Mean Severity of Injury (MSI) is the average severity of motor vehicle injuries based on the KABC injury scale. This scale categorizes injuries into four levels of severity: fatal (K), serious (A), moderate (B), and minor (C). Each category of injury is assigned a number from 1 to 4 with a fatal injury equal to 4 and a minor injury equal to 1; therefore, a decrease in the MSI represents a decrease in the average severity of the injuries suffered. Progress toward the goal of reducing the MSI to 1.25 has not been made; the MSI remained at 1.28 in 2007, the same level measured in both 2005 and 2006.

IMPAIRED DRIVING PROGRAM

In 2008, New York State continued its tradition of coordinated and cooperative highway safety activities in the program area of Impaired Driving. Over the years, these activities have produced significant decreases in the number of alcohol-related fatal and personal injury crashes on New York's highways. In the last 15 years, the number of alcohol-related fatal and personal injury crashes dropped from almost 9,000 crashes in 1992 to less than 5,400 in 2007, representing a decline of 40 percent.

**New York State
Alcohol-Related Fatal and Personal Injury Crashes
1992 - 2007**



For more than a quarter of a century, the key component of New York's impaired driving program has been its Special Traffic Options Program for Driving While Intoxicated (STOP-DWI). The STOP-DWI program has made significant contributions to local efforts to reduce impaired driving through the return of fines to the counties where the impaired driving violations occurred. New York's success in the fight against impaired driving also involves the county Traffic Safety Boards and their local partners who provide traffic safety outreach throughout the state. Other key partners are police agencies at the local, county and state level who deter the public from drinking and driving through their enforcement of the state's impaired driving laws.

Despite the success experienced over the past two decades, alcohol and other drug-impaired driving remain a threat to the safety of all roadway users in New York State. Over the past year, the GTSC has once again demonstrated its commitment to reducing impaired driving through its support of a number of new initiatives. These included the development of an Aggravated DWI law computer simulation model to assess the effects of the legislation implemented in November 2006 on the various parts of the impaired driving system; the DWI: Partners in Prevention conference held in November 2007; and the establishment of a new Task Force on Impaired Driving charged with reviewing all aspects of the impaired driving system and making recommendations for reducing impaired driving crashes.

Over the past year, a new training program, Advanced Roadside Impaired Driving Enforcement (ARIDE), was made available to law enforcement officers in New York State; the purpose of the program is to train officers to observe, identify and articulate the signs of drug impairment either alone or in combination with alcohol. Through the New York Prosecutors Training Institute, the GTSC has also significantly expanded the training opportunities available to prosecutors, judges, magistrates, and toxicologists on changes in the DWI laws and other important issues related to the arrest, prosecution, and adjudication of impaired driving cases.

The table below presents 2003-2007 data on alcohol-related crashes, fatalities and injuries. The trends in these data are considered in setting the short-term and long-term goals for New York's impaired driving program.

**New York State
Alcohol-Related Fatal and Personal Injury Crashes, Fatalities and Injuries
2003-2007**

	2003	2004	2005	2006	2007
Alcohol-Related Fatal Crashes	256	332	350	359	344
% of all fatal crashes	18.9%	24.3%	26.8%	27.0%	28.2%
Alcohol-Related Fatalities	295	382	382	397	373
% of all fatalities	20.0%	25.6%	27.1%	27.7%	28.3%
Alcohol-Related Injury Crashes	5,395	5,327	5,270	5,111	4,991
% of all injury crashes	3.8%	4.0%	4.1%	4.2%	4.0%
Alcohol-Related Injuries	8,004	8,024	7,724	7,293	7,175
% of all persons injured	3.3%	3.6%	4.2%	4.1%	4.1%

GOALS

- ? Reduce the number of alcohol-related traffic fatalities from an annual average of 387 in 2004-2006 to 320 in 2008
- ? Reduce the number of alcohol-related traffic injuries from an annual average of 7,917 in 2003-2005 to 7,600 in 2008
- ? Reduce the number of drivers under 21 years of age involved in alcohol-related fatal crashes from 52 in 2006 to 45 in 2008

STATUS OF GOALS

In 2007, 373 fatalities occurred in alcohol-related crashes, compared to 397 in 2006 and 382 in 2005 and 2004. While still well above the goal of 320 set in the FFY 2008 HSSP, this was the lowest number of alcohol-related fatalities since 2003. Substantial progress has been made in reducing the number of alcohol-related injuries. In 2007, 7,175 persons were injured in alcohol-related crashes, well below the goal of 7,600 set in the FFY 2008 HSSP.

Further progress has not been made in reducing the number of drivers under 21 years of age involved in alcohol-related fatal crashes, the third goal established for this program area. In 2007, 57 drivers under age 21 were involved in fatal impaired driving crashes, five more than in the previous year.

PERFORMANCE OBJECTIVES

- ? Increase the number of persons arrested for impaired driving under the TSLED system from 46,924 in 2006 to 48,000 in 2008
- ? Conduct training for prosecutors, probation officers, toxicologists and judges in 2008

- ? Increase the number of SFST and DRE instructors and the number of trained officers
- ? Provide refresher courses for officers trained in SFST
- ? Increase education programs and impact panels in schools focusing on underage drinking and driving

STATUS OF PERFORMANCE OBJECTIVES

Progress has been made toward the objective to increase the number of persons ticketed for impaired driving under the TSLED system; in 2007, 47,122 persons were ticketed compared to 46,924 in 2006. The use of saturation and blanket patrols increased over the past year as a result of the State Police Impaired Driver Identification and Underage Enforcement Program and other general deterrence efforts, as well as the enforcement efforts of local police agencies and county sheriffs. High levels of participation in cooperative enforcement efforts, such as the six annual statewide DWI crackdown periods in conjunction with the national “Over the Limit, Under Arrest” campaign, also contributed to progress toward this objective.

Progress was also demonstrated toward meeting the training objectives established in the FFY 2008 HSSP. Through funding provided to the New York Prosecutors Training Institute, 765 District Attorneys, 699 police officers, 395 judges/magistrates, and 192 other professionals received training regarding changes in the DWI laws and other issues related to the successful arrest, prosecution, and adjudication of impaired driving offenders. Standard Field Sobriety Testing (SFST) and Drug Recognition Expert (DRE) training and refresher courses for police officers continued and a new program, the Advanced Recognition of Impaired Driving Enforcement (ARIDE) training, was made available to the state’s law enforcement community. A special training program was also provided for 35 toxicologists employed by crime labs throughout the state; this training covered the latest developments in testing for alcohol and drug impairment and testifying in court. Training with regard to underage drinking and driving issues also continued to be provided under the Drug Impairment Training for Education Professionals (DITEP) program. DITEP is designed to train education professionals to recognize and evaluate the abuse of drugs or alcohol in the school environment.

2008 PROGRAM HIGHLIGHTS

DWI: Partners in Prevention Conference

The DWI: Partners in Prevention Conference was held November 8-9, 2007 at the Marriott Hotel on Wolf Road in Albany. The conference focused on the Aggravated DWI legislation that took effect in November 2006 which strengthened the penalties for high BAC and persistent offenders. A major objective of the conference was to provide a forum for representatives from the various parts of the impaired driving system, including STOP-DWI, the courts, prosecutors, the Drinking Driver Program (DDP), treatment and probation, to discuss issues and learn from each other. The program centered around the interactions with the impaired driver that occur at each step of the process, from the initial traffic stop through arraignment, adjudication, participation in DDP, treatment, probation and the license sanction/relicensing process, including the sanctions and procedures for drivers charged with the new violation of Aggravated DWI.

Aggravated DWI Law Modeling Project

During the past year, the Institute for Traffic Safety Management and Research undertook a study to assess the effects of the implementation of the Aggravated DWI law on the various parts of the impaired driving system. The law which took effect on November 1, 2006, establishes the new category of Aggravated DWI for drivers arrested with BACs of .18% or above. A system dynamics approach was used in the study; this tool provides managers and policy makers with a new way to look at the issue of impaired driving.

Interviews were conducted with participants from the various components of the system that interact with impaired drivers; the purpose of these interviews was to collect information on where drivers arrested for impaired driving go in the system, as well as what data are used to make decisions in the various parts of the system. The information and data provided by those who participated in the interviews were used in the development of the formal simulation model. The model was tested and calibrated to the available data and a user interface was developed for the model. The model was demonstrated to GTSC managers and those who contributed to the study through their participation in the interviews. Different scenarios and policies were simulated to assess their potential impact on the system and the group provided feedback. Additional “real” data have been fed into the model and the policy tests have been repeated to determine if there were any substantial changes to the outcomes as a result of the new data. The model conclusions have remained the same. The model continues to be used as a tool in the deliberations of the New York State Task Force on Impaired Driving.

New York State Task Force on Impaired Driving

In 2008, the GTSC established the NYS Task Force on Impaired Driving to combat impaired driving on New York’s roadways. The task force will conduct a comprehensive examination of the scope and causes of the problem of impaired driving and make recommendations for addressing the problem. A team approach is being used; leaders have been identified for nine teams that are being formed to address specific components of the impaired driving system. The nine teams are focusing on the following topics:

- ? General Deterrence
- ? Legislation and Sanctions
- ? Enforcement
- ? Prosecution
- ? Courts
- ? Probation
- ? Assessment, Evaluation and Treatment
- ? Licensing/Relicensing
- ? Research

The first team leader meeting was held in September. Each team leader is responsible for identifying team members, scheduling team meetings and setting meeting agendas. Each team is charged with investigating the issues relevant to its area, identifying priority concerns and making recommendations. In carrying out its responsibilities, each team will prepare minutes of its meetings and the team leaders will report on the team’s progress periodically. At the conclusion of its work, each team will prepare a report documenting its findings and recommendations. This report will be presented to the full GTSC membership in May 2009.

Last Drink Location

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

STOP-DWI Association

In 2008, the GTSC provided funds for the STOP-DWI Association to sponsor a training program on the DWI recidivist. The training program, Treatment and Supervision of the Chronic Drunk Driver, was presented in six locations across the state. A total of 322 treatment providers, probation officers and others attended the training sessions. In addition, the GTSC provided funding to STOP-DWI to sponsor impaired driving law enforcement training programs throughout the state. The training programs included SFST refresher courses and DRE recertification courses. As a result of these training programs, 76 DREs were able to receive recertification in 2008.

STOP-DWI Awareness Nights

This year's impaired driving awareness and education programs were hosted at the Riverhead Raceway on Long Island on June 21, at Oswego Speedway on July 12, and at the Tri-City Valley Cats baseball game in Troy on August 13. The theme and traffic safety message for this year was "Fans Don't Let Fans Drink and Drive" with the goal of educating and heightening public awareness of impaired driving and its associated consequences. Nearly 60 law enforcement agencies participated in the programs sponsored by the GTSC and the Department of Motor Vehicles to show local community support for the enforcement of impaired driving laws. Assorted informational, promotional and educational give-aways were offered to fans including STOP-DWI awareness bracelets, t-shirts, band-aid packs and DWI fact brochures. In addition, the GTSC purchased a driving simulator this year to showcase at these awareness events; motorists can use the simulator to test their driving skills under various traffic conditions or while "impaired" through the use of fatal vision goggles.



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

The NYS Division of Probation and Correctional Alternatives (DPCA) continued to expand the number of county probation departments enrolled in the License Event Notification Service (LENS), a DMV program that enables users to track the driving history of selected drivers. Compared to 2006 when fewer than 20 of the 62 probation departments in the state were enrolled, 47 departments now use LENS as a tool to better monitor the driving behavior of their probationers. Over 16,000 probationers have been registered in the system.

Under another component of this project, the DPCA continued to work with ignition interlock manufacturers and vendors to increase the number of locations in the state serviced by vendors. There are currently 103 installation locations compared to just 21 in 2006. An estimated 2,000 units are now in service throughout the state, nearly double the number a year ago. A list of interlock service providers is maintained on the DPCA website.

The DPCA is also tracking the progress of six county probation departments that are participating in a three-year License Plate Reader (LPR) Pilot Program for probation usage. LPRs can read over 1,000 license plates per hour at speeds up to 75 MPH. DWI offenders who are on probation are one of the groups targeted in these pilot programs.

Education and Training Programs

Drug Recognition Expert Statewide Coordinator

The Drug Recognition Expert (DRE) program continues to be coordinated in New York by a member of the GTSC staff. In 2008, the statewide DRE coordinator attended the International Association of Chiefs of Police (IACP) Conference on Drugs, Alcohol and Impaired Driving. In addition to professional training, the purpose of the conference is for state coordinators to meet with their counterparts from other states to discuss mutual problems and share ideas on new initiatives. The IACP & NHTSA also presented new programs at the conference.

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

Drug Impairment Training for Education Professionals (DITEP)

DITEP continues to be an integral part of New York's efforts to combat the problem of drug and alcohol abuse in the school environment. The goal of the DITEP program is to provide early intervention that will lead to reductions in motor vehicle fatalities and injuries through training for education professionals. The DITEP training module uses a systematic approach for recognizing and evaluating those who are abusing drugs or alcohol. In 2008, the GTSC continued to offer a two-day DITEP training course to all schools in New York State. School administrators and school nurses who participate in the DITEP training are able to competently evaluate and document individuals suspected of abusing drugs or alcohol. In FFY 2008, 259 educational professionals received the DITEP training.

Prosecutor Training

Training sessions for prosecutors on impaired driving issues continued to be conducted around the state by the New York Prosecutors Training Institute (NYPTI). Based on training manuals updated by NYPTI to include information on the new DWI laws, the prosecutor training sessions include information

on how to prosecute a DRE arrest, how to present breath test results as evidence in the courtroom, and how to combat the latest defense challenges. Updates on DWI laws were also presented at the training sessions. In addition, the updated training manuals are made available to all county prosecutors and STOP-DWI coordinators. Under this project, the GTSC also continued to fund a Traffic Safety Resource Prosecutor (TSRP) to assist New York State prosecutors with impaired driving prosecutions; in 2008, funding for a second part-time TSRP to provide training and assist police officers and District Attorneys throughout the state was provided. The availability of two TSRPs made it possible to provide training to 765 District Attorneys, 699 police officers, 395 judges/magistrates, and 192 other professionals in FFY 2008.

SFST/DRE and Toxicologist Training Programs

The GTSC staff coordinates the state's Standardized Field Sobriety Testing/Drug Recognition Expert (SFST/DRE) program through the SFST/DRE Steering Committee. The committee has been working with the state's enforcement agencies to ensure that as many officers as possible maintain certification in the SFST and DRE programs. In FFY 2008, the steering committee updated New York's standards for instructors and new DREs. In addition, two Pharmaceutical Diversion training courses were held with 75 police officers completing the training. The GTSC continued to fund toxicologists in the state to receive training and information on the latest developments in testing for alcohol and drug impairment and on testifying in court. In September, a program entitled Vehicle and Traffic Law for Toxicologists was held for 35 toxicologists; all but one of the crime labs in the state were represented at the training. Plans for bringing in out-of-state instructors to conduct Horizontal Gaze Nystagmus (HGN) training in FFY 2009 are underway.

In 2008, 179 municipal police officers received DWI detection and SFST training through in-service training programs conducted by the Division of Criminal Justice Services (DCJS). In addition, the DCJS provided DWI detection and SFST training to 880 police recruits in the Municipal Police Training Council (MPTC)-approved basic course for police officers. Between these two initiatives, a total of 1,059 officers from municipal and county sheriffs' offices were trained. Finally, NYS Department of Environmental Conservation officers were also trained in SFST.

Advanced Roadside Impaired Driving Enforcement (ARIDE)

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

ARIDE Training Evaluation Study

At the request of the GTSC, the Institute for Traffic Safety Management and Research (ITSMR) has undertaken an evaluation of the ARIDE (Advanced Roadside Impaired Driving Enforcement) training now offered in New York State. The purpose of the two-day program is to train police officers to observe, identify and articulate the signs of drug impairment, either alone or in combination with alcohol. Each training program is limited to 20 police officers. The evaluation will assess the effectiveness of the training in increasing the knowledge of the participating officers. In addition, the number of tickets issued for impaired driving involving drugs or a combination of drugs and alcohol will be compared to the

number issued prior to the training. The tickets will be tracked through adjudication to determine the final disposition, in particular, whether the charges were upheld in court. The police officers participating in training programs held in two areas of the state will be asked to participate in a more in-depth evaluation that will include a follow-up focus group discussion regarding the officers' experiences in applying the training.

DataMaster Replacement Program

Since December 2006, the Division of Criminal Justice Services' (DCJS) Office of Public Safety has been involved in a four-year, grant funded program to replace the approximately 475 DataMaster evidential breath testing devices with the state-of-the-art DataMaster DMT. To date, 18 DataMaster DMTs have been provided to local training academies across the state for use in their training programs and 201 have been provided for evidential use. The program will continue for the next two years at which time all DataMasters in use across New York State will have been replaced with the new instrument. In addition, this grant calls for the training of all Breath Analysis Operators in the proper operation and use of these instruments. During the past calendar year, DataMaster DMT instructor training has been provided to 53 Breath Analysis Instructors statewide, DataMaster DMT update training has been provided to nearly 1,700 Breath Analysis Operators, and 2,045 officers have been recertified as operators.

DWI/Drug Court Training

The 8th Judicial District Felony DWI Court Program is a judicial partnership that has piloted a designated DWI Tract or hybrid DWI/Drug Court program in Erie and Niagara counties. Combining information on judicial supervision, case management, drug treatment and testing, this program consists of an orientation and four treatment plan phases that are based on individual treatment planning. The program's focus is to provide intense substance dependence counseling to those who continue to drink and drive despite prior convictions, and who have pled guilty to the current felony DWI charge pending against them. This project provides a consistent, judicially driven partnership with the treatment community that encourages and assists individuals to become and remain productive, law-abiding citizens.

MADD Safe and Sober Award Recognition Luncheon

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

New York State Broadcasters' Association

In FFY 2008, the Broadcasters' Association facilitated an impaired driving awareness media campaign that included television and radio spots developed and aired for the *Sober and Restrained* campaign during the 2007 Thanksgiving and Christmas/New Year's Holiday season. The impaired driving campaign developed for the 2008 holiday season is entitled *Drinking and Driving – NOT an Option*; the 30 second spot developed for TV and radio can be viewed on the GTSC's website at www.safeny.com.

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

The Safe and Sober Campaign, a statewide DWI enforcement effort, has been replaced by the Over the Limit, Under Arrest campaign to better align New York with the national impaired driving crackdown effort. This year, New York adapted its program to the national theme, Over the Limit, Under Arrest, New York's STOP-DWI Crackdown. The participants in the prior Safe and Sober Campaign

continue to work with involved agencies to ensure cooperation with the effort. This year's crackdown was announced with a press event held in Binghamton. Assistant Commissioner Chuck DeWeese was joined by members from the state's law enforcement community and the STOP-DWI program to announce that the crackdown period would be observed. Due to the cooperation of the STOP-DWI program coordinators statewide, this campaign received broad media coverage and the participation by the state's police agencies was at a maximum level. Crackdown results were posted on the NHTSA Mobilization web site.



Assistant Commissioner DeWeese at the press kickoff of
“Over the Limit, Under Arrest, New York’s STOP-DWI Crackdown”

Lewis Henry Morgan Institute: Last Call

In FFY 2008, the exhibit “Last Call: the Youth and Alcohol Culture” was funded by the GTSC. This exhibit was seen by over 10,000 high school students and over 1,000 college students. It features the story of young people impacted by impaired driving crashes. It is designed to raise awareness among younger drivers to the dangers of impaired driving by putting a face on the facts of the issue. This exhibit has been used in New York’s northern counties where a message of this type has not previously been available.

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

In FFY 2008, the New York State Police conducted a comprehensive impaired driving program which included the following components: deterrence, detection, testing, analysis, prosecution of impaired drivers, and underage enforcement. Following guidelines established by Division Headquarters, each State Police Troop develops its own Traffic Safety Plan which provides for a more efficient approach to local problems, including impaired driving and underage drinking. Highlights of the State Police program in FFY 2008 include the following:

- ? ***Underage Drinking Identification Details:*** The State Police conducted 113 Underage Drinking Identification (UDI) details. A total of 265 bars and 1,151 retail establishments were investigated using sting operations and other enforcement strategies; 77% of the bars and 89% of the retail stores were found to be in compliance. These UDI details resulted in 420 arrests for violations of the state’s ABC law and 161 Penal Law arrests.

- ? ***Sobriety Checkpoints:*** Each Troop conducted an average of one checkpoint each month. In addition, multi-agency checkpoints were conducted; overall, 193 fixed sobriety checkpoints were conducted, resulting in 475 DWI arrests.
- ? ***Roving Saturation Details:*** The State Police conducted 193 roving saturation patrol details, resulting in 300 DWI arrests.
- ? ***SFST Training:*** In 2008, the State Police conducted 10 SFST classes and 197 participants were trained. The eight-hour module entitled “Drugs that Impair Driving” was included in the 32-hour training program. In addition, 20 SFST instructors received refresher training.
- ? ***Drug Awareness Training:*** During the year, five Troopers were certified as DREs. State Police Drug Recognition Expert (DRE) instructors assisted with a DRE school conducted in Dutchess County and with the field certification training. As requested by the GTSC, these DRE instructors assisted with both DITEP and ARIDE training events.
- ? ***Prosecutor Outreach Program:*** In cooperation with the New York Prosecutors Training Institute, the State Police provided SFST and DRE training to prosecutors from across the state.
- ? ***National Holiday Lifesavers Weekend:*** The State Police participated in this nationwide enforcement effort, conducted annually between Thanksgiving and Christmas, by conducting high-visibility sobriety checkpoints and roving saturation patrols in each Troop. More than 50 impaired driving arrests were made during the Lifesavers Weekend.
- ? ***Public Information and Education:*** Materials were developed and disseminated statewide to schools and at fairs and other events.

Operation PREVENT – Stop Bad ID

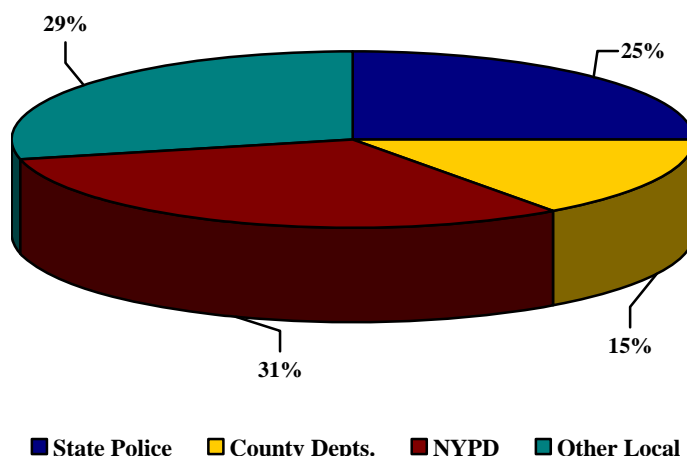
This program is run by the NYS Department of Motor Vehicles Division of Field Investigations and is designed to identify and prevent the use of counterfeit or altered identification documents used to engage in underage drinking; the goal of the program is to reduce alcohol-related traffic accidents involving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

The bars that are targeted as part of this initiative have had issues with the State Liquor Authority, have been identified as the last drink location for underage individuals arrested for DWI or have been identified by law enforcement. When the investigators conduct these operations, they normally show up at a location and check the identification of all patrons while the State Liquor Authority reviews the appropriate licenses for the facility. Anyone caught with a fraudulent or altered license is criminally charged and interviewed on where they obtained the document. As a result of these interviews, three fraudulent document mills have been shut down in the past year. At the completion of each visit, the investigators spend time with the bartenders and bouncers who review identification documents; tools such as 3M viewers and pocket magnifiers that can be used to check for fraudulent licenses are provided. In the past 12 months, the program has resulted in 304 arrests of individuals who were caught using fraudulent or altered identification documents at over 40 different locations that were visited across the state. In addition, four of the bars that were persistent violators had their liquor licenses revoked.

POLICE TRAFFIC SERVICES

Police Traffic Services includes all areas of traffic law enforcement activity in New York State and encompasses the collective efforts of the State Police and all county and local police departments. Due to the size and diversity of the state, maintaining safety on the roadways requires the active involvement of agencies of all sizes, ranging from the New York City Police Department (NYPD) with over 36,000 members and the New York State Police, to the more than 500 county and other local police departments throughout the state with as few as one or two officers. The relative contribution of the enforcement agencies at the various jurisdictional levels is depicted in the chart below. In 2007, approximately 4,097,000 traffic tickets were issued in New York State; nearly one-third (31%) were written by the NYPD and 29% were written by other local police agencies. The New York State Police were responsible for one-quarter (25%) of the tickets written in 2007 and county police departments issued 15%. This was very similar to the distribution of tickets by enforcement agency type in 2006.

**Traffic Tickets Issued in 2007
by Type of Enforcement Agency**



For many years, the emphasis in this program area has been on enforcing the laws related to impaired driving, speeding and other aggressive driving actions, all of which contribute to a significant number of motor vehicle crashes. Police Traffic Services is also heavily involved in the area of seat belt enforcement, since the use of occupant restraints has been responsible for saving countless lives in crashes. Although routine enforcement of these laws on a day-to-day basis is an effective deterrent, when combined with other strategies such as high visibility saturation patrols and checkpoints, public information and education campaigns, effective laws and an equitable system of adjudication, an even greater impact on the behaviors that contribute to crashes can be achieved.

The ultimate goal of New York's traffic safety enforcement community is to save lives and reduce injuries by decreasing the number of crashes that result from unsafe driving actions and behaviors. The three aggressive and dangerous behaviors that contribute to the largest proportions of fatal and personal injury crashes are failure to yield the right-of-way, following too closely, and unsafe speed. The reduction of these unsafe and aggressive driving behaviors is the focus of many enforcement efforts undertaken by police agencies across the state.

The number of fatal and personal injury (F/PI) crashes that occurred in New York declined between 2005 and 2006 and then increased in 2007. Despite changes in the number of crashes, the role of speed and other aggressive driving behaviors remained relatively consistent over the three-year period, 2005-2007. Each year, unsafe speed contributed to approximately 11% of the F/PI crashes, failure to yield the right-of-way contributed to 16%, and following too closely contributed to 14%.

**New York State
Contributing Factors in Fatal and Personal Injury (F/PI) Crashes
2005-2007**

	2005		2006		2007	
Police-Reported F/PI Crashes	128,581		124,211		126,032	
Unsafe Speed	14,244	11.1%	13,088	10.5%	14,403	11.4%
Failure to Yield the Right-of-Way	20,714	16.1%	19,940	16.1%	20,214	16.0%
Following Too Closely	17,780	13.8%	17,608	14.2%	18,180	14.4%

The specific goals that were identified for the Police Traffic Services area are listed below.

GOALS

- ? Reduce the number of fatal and personal injury motor vehicle crashes in which “unsafe speed” is reported to be a contributing factor from 14,244 in 2005 to 13,600 in 2008
- ? Reduce the number of fatal and personal injury motor vehicle crashes in which “failure to yield the right-of-way” is reported to be a contributing factor from 20,714 in 2005 to 19,500 in 2008
- ? Reduce the number of fatal and personal injury motor vehicle crashes in which “following too closely” is reported to be a contributing factor from 17,780 in 2005 to 17,000 in 2008

STATUS OF GOALS

Between 2005 and 2006 there were decreases in the number of fatal and personal injury (F/PI) crashes indicating that progress was made toward each of the three goals that were set for the Police Traffic Services program area; in 2007, however, the trend was reversed and there were increases in the number of F/PI crashes where unsafe speed, failure to yield the right-of-way, and following too closely were reported as contributing factors. Because the proportions of F/PI crashes involving these factors have remained consistent regardless of changes in the overall number of F/PI crashes, it would appear that the goals set in the FFY 2008 HSSP will not be achieved unless there is a reduction in the total number of F/PI crashes that occur.

PERFORMANCE OBJECTIVES

- ? Increase the total number of TSLED and Administrative Adjudication tickets issued for traffic violations from 4,054,828 in 2006 to 4,200,000 in 2008
- ? Conduct selective enforcement efforts targeting impaired driving, speeding, seat belt compliance, and other high-risk driving behaviors

- ? Conduct combined enforcement efforts that target more than one high-risk behavior
- ? Provide training for police officers, probation officers, and court personnel regarding the enforcement and adjudication of various traffic laws, e.g. impaired driving laws and the seat belt law
- ? Increase the number of speeding tickets issued from an annual average of 730,099 in 2004-2006 to 750,000 in 2008
- ? Conduct special enforcement patrols targeting aggressive driving behavior

STATUS OF PERFORMANCE OBJECTIVES

Progress has been made toward the objective to increase the total number of tickets issued for traffic violations to 4,200,000. In 2007, a total of 4,097,024 TSLED and Administrative Adjudication tickets were issued, an increase of more than 42,000 over the number issued in 2006. Despite this increase in overall tickets written, there was a decrease in the number of speeding tickets issued; in 2007, 717,158 speeding tickets were issued, down from an annual average of approximately 730,000 in 2004-2006. The objectives relating to the types of enforcement activities to be conducted and training for police officers, probation officers, and court personnel have all been met.

2008 PROGRAM HIGHLIGHTS

Traffic enforcement programs play an important part in New York's efforts to reduce highway crashes, injuries and deaths. New York's police traffic services efforts include Selective Traffic Safety Programs (STEP) for county and municipal police agencies, special enforcement in particular geographic areas, and a speed program on a statewide level. Training for police officers is also a priority; trained officers may be more motivated to participate in traffic enforcement and better able to make enforcement efforts more effective.

Selective Traffic Enforcement Programs

The following is a representative sample of the STEP to Reduce Unsafe Driving Behavior projects funded by the GTSC and conducted by various local law enforcement agencies. This sample includes examples of county, city, town and village programs; it is by no means an all-encompassing report, but merely an overview of the types of activities supported through this program.

- ? The City of Utica is a municipality of over 59,000 located in Oneida County. The police department patrol division fields an average of 12 units per tour that are staffed by approximately 139 officers. In 2007, the agency issued a total of 9,957 tickets, an increase of 1,160 from the previous year and exceeding the previous three-year average by 1,244. Citations for aggressive driving violations demonstrated an equally impressive increase; the total tickets issued in 2007 exceeded the number issued in 2006 by 1,276 and the three-year average by 1,121. As a result of the increase in targeted enforcement between 2006 and 2007, the total number of crashes fell by 237, fatal crashes decreased by six and there were 32 fewer personal injury crashes. This project has resulted in similar significant decreases in all types of crashes over the past three years.

- ? Located in the south-central area of New York State, the Chemung County Sheriff's Office services a population of nearly 90,000 and patrols over 1,100 miles of roadways. The 23 deputies who are assigned to the road patrol staff an average of three units per tour. Between 2006 and 2007, total crashes decreased by seven; more importantly, fatal crashes fell by 50%, with five reported in 2007 compared to ten in 2006. Personal injury incidents followed this same pattern with 73 fewer reported in 2007 than in the previous year. This measurable decrease in fatal and personal injury crashes is attributable, at least in part, to an increase in the total number of tickets issued by the agency, as well as the number issued specifically for aggressive driving violations. In 2007, total tickets surpassed the previous year by 370 and the previous three-year average by 299. The number of citations issued for aggressive driving followed the same trend; 417 more tickets were issued for aggressive driving in 2007 than in the previous year, exceeding the three year average by 293.
- ? The Village of Walton Police Department, located in rural Delaware County, is comprised of four full-time and two part-time officers and serves a population of approximately 3,000 residents. Although the crash and enforcement data may not be particularly significant with respect to the size and scope of New York State's traffic safety problem, the percent of change is certainly laudable. In 2007, a total of 59 crashes were reported; this was a reduction of 30 from the previous year and 25 fewer than the three-year average. In 2007, six personal injury incidents were reported, a decrease of five from the previous year and the three-year average. These significant reductions are due in part to an aggressive STEP program that resulted in an increase in traffic law enforcement activities; between 2006 and 2007, total tickets increased by 107, speeding tickets increased by 40 and tickets issued for aggressive driving violations increased by 24. The Walton Police Department's STEP project is an excellent example of how a well-designed program can reduce crashes in a small jurisdiction.
- ? The City of Cortland, a municipality with a population of 18,740, is served by a police department that fields four units per tour staffed by 31 patrol officers. As a result of its STEP program, total crashes as well as those involving personal injury have steadily declined over the past three years. In 2007, 446 total crashes were reported by this jurisdiction, a decrease of 36 from the previous year and 32 below the three-year average. Personal injury crashes showed a significant decrease of more than 50% in 2007 (35 compared to 79 in 2006) and were well below the three-year average of 64. In 2007, a total of 1,785 tickets were issued; this was an increase of 37% over the previous year's total and exceeded the three-year average by more than 15%. This project significantly decreased both the severity and frequency of crashes in the jurisdiction.
- ? The Village of Ilion is located in Herkimer County; its 8,237 residents are served by a patrol force of nine officers. As a result of the Ilion Police Department's participation in the STEP To Reduce Unsafe Driving Behaviors program, total crashes, as well as crashes involving personal injury, have steadily decreased over the past three years; between 2006 and 2007, total crashes fell by 72 and personal injury incidents decreased by eight. The total tickets issued, as well as those for speeding and aggressive driving violations, all surpassed the previous year's totals and their respective three-year averages; between 2006 and 2007, total tickets increased by 416, speeding tickets by 31, and those written for aggressive driving violations by 111. This project has allowed the Ilion Police Department to increase traffic law enforcement activities with a subsequent reduction in the number and severity of crashes within the village.
- ? The GTSC provides funding for the Nassau County Traffic Safety Board which administers a STEP project for 13 police departments in the county. In addition to the Nassau County Police Department which has a patrol force of over 1,700 officers, smaller jurisdictions, including the cities of Glen Cove and Long Beach, and the villages of Freeport, Garden City, Hempstead, Lake Success, Lynbrook, Malvern, Old Brookville, Old Westbury and Rockville Centre also

participated. In 2007, the 12 agencies involved in this project reported a total of 48,646 crashes, an increase of 1,840 over the previous year. However, compared to 2006, there were 11 fewer fatal crashes and 506 fewer personal injury crashes. The Nassau County Police Department alone reported a reduction of nine fatal and 318 personal injury collisions. As a result of their directed traffic enforcement efforts, the agencies participating in this project issued a total of 265,497 traffic tickets in 2007; 26,888 of these tickets were written for speeding violations and 47,200 were issued for other violations related to aggressive driving.

- ? The City of Rochester Police Department is a perennial leader in traffic safety activities. In 2007, this agency issued a total of 46,995 traffic tickets, exceeding the previous year's figure by more than 10,000. Of this total, 1,234 were written for speeding and 8,669 for other aggressive driving violations. When compared to the previous year, there were two fewer fatal crashes in the City of Rochester and 144 fewer personal injury crashes in 2007 as a result of these enforcement efforts.
- ? The Village of Mount Morris Police Department is another good example of a small agency's approach to crash reduction. Located in Livingston County, this department of five full-time and eleven part-time officers serves a population of just over 3,000 and is responsible for twelve road miles. In 2007, this agency reported a total of 57 crashes, a decrease of 39 from the previous year and 26 fewer than the three-year average. Personal injury crashes also declined; seven crashes were reported in 2007, two fewer than both the previous year and the three-year average. This significant reduction in crashes is certainly due, at least in part, to a measurable increase in enforcement activity. Total tickets issued in 2007, as well as those for speeding and aggressive driving violations, all exceeded the previous year's totals and their respective three-year averages; between 2006 and 2007 total tickets increased by 601, speeding by 237 and those issued for aggressive driving by 113.
- ? In addition to the normal year-round traffic safety issues, the City of Saratoga Springs also experiences a large increase in population, vehicles, pedestrians and incidents during the summer months, especially during the racing season. As is the norm with many older cities, the street infrastructure was not designed to adequately handle the amount of traffic that it receives. In 2007, personal injury crashes totaled 188, a reduction of ten from the previous year and five fewer than the three-year average. Of special note, no fatal crashes were investigated in 2007, compared with four the previous year and six in 2005. These reductions were due in part to an increase in traffic law enforcement activity. In 2007, the Saratoga Springs Police Department, consisting of 37 patrol officers, issued a total of 4,599 traffic tickets, an increase of 600 over the previous year. Using this same time period for comparison, speeding tickets increased by 30 and 19 more tickets were issued for aggressive driving violations.
- ? The GTSC also provides funding to the New York City Police Department (NYPD) through the STEP To Reduce Unsafe Driving Behaviors program. Serving a population of over eight million and a jurisdiction with over 6,400 road miles, the NYPD certainly is confronted by unique traffic safety issues. The GTSC supports the overtime activities of the 174 officers assigned to the 36 Highway Districts in the City; these officers are principally concerned with traffic issues, especially enforcement on the City's 418 miles of limited access roadways. In 2007, these officers issued a total of 150,275 tickets; 57,072 (38%) of these tickets were for speeding and 29,069 (19%) were for other aggressive driving violations. As a result of these efforts, there were 10 fewer fatal crashes in 2007 compared to 2006, 21 fewer than the three-year average. Personal injury crashes declined from 41,335 in 2006 to 41,206 in 2007, a decrease of 179 from the three-year average.

Sheriffs' Cooperative Rural Traffic Safety Initiative

Federal Fiscal Year 2008 was the third year of GTSC support for the Sheriffs' Cooperative Rural Traffic Safety Initiative. Initially involving seven counties (Livingston, Ontario, Seneca, Steuben, Wayne, Wyoming and Yates), Cayuga County was added at the request of the newly elected Sheriff. This project continued to focus on the traffic safety problems that negatively affect the rural areas of New York. Using crash and enforcement data, supported by input from community groups and local governmental entities, each participating county continued the dynamic process of isolating and identifying its most pressing traffic safety problems. A variety of problems (enforcement, educational and engineering) were identified as contributing to the frequency and severity of crashes in their counties. Using the problem identification process as a foundation, appropriate countermeasures continue to be developed.

The following is a representative overview of the problem identification, educational and enforcement activities that were undertaken by the participating Sheriff's Offices in this project. The programs that are highlighted below were selected to demonstrate the different types of activities carried out under this project. As noted in the funding proposal, each of the eight participating Sheriff's Offices was given latitude to utilize the grant resources to target their particular traffic safety problems.

- ? ***Cayuga County Sheriff's Office (CCSO):*** FFY 2008 was the first year of participation by the CCSO in this project. As noted in the final project activity report, "The Cayuga County Sheriff's Office utilized the STEP grant to address the many problem areas that come to our attention through member's observations and primarily citizen complaints. We assign these areas to STEP details and deputies come in on overtime to saturate areas or address very specific traffic complaints. We have found this to be highly successful not only in reducing the traffic violations, but in allowing the Sheriff's office to be more responsive to local and rural concerns than we would otherwise not have the personnel to dedicate." CCSO deputies using 277 funded hours wrote a total of 282 traffic citations; of this number, 61 were issued for speeding, 35 were for various aggressive driving violations, and 15 were for seat belt violations.
- ? ***Livingston County Sheriff's Office (LCSO):*** This office continued to be one of the most productive agencies participating in this project. To more adequately address their specific traffic safety issues, the LCSO used all of their allocated funding during the second half of the fiscal year. During this six-month period, deputies worked a total of 231.50 grant-funded hours and issued a total of 295 citations, including 29 for Section 1180b and 62 for Section 1180d of the Vehicle and Traffic Law (VTL). The Sheriff's Office conducted 110 dedicated traffic patrols for the 16 townships in the county.
- ? ***Ontario County Sheriff's Office (OCSO):*** This agency conducted over 660 hours of selective enforcement patrols throughout the county. During the project, deputies of the OCSO wrote a total of 1,024 traffic summons; of this total, 506 were issued for speeding and 190 were issued for aggressive driving violations.
- ? ***Seneca County Sheriff's Office (SECSO):*** The SECSO reported that it "has issued more summonses in total when you count those issued on routine patrol in addition to STEP." The SECSO issued over 1,100 tickets in the first nine months of this calendar year. This is a large increase for this agency and it demonstrates how this project impacts routine as well as specialized patrol activities. Between 2006 and 2007, the number of reported crashes fell by 110 and two fewer fatal crashes occurred.

- ? ***Steuben County Sheriff's Office (STCSO):*** Under the direction of Chief Deputy Joel Ordway (now Sheriff-Elect Ordway), the STCSO continued its practice of sending deputies to various town and village meetings to better understand their traffic problems and develop strategies to address them. As in the past, these enforcement strategies included routine patrol efforts, STEP activities and safety checkpoints.
- ? ***Wayne County Sheriff's Office (WACSO):*** Project Director Sergeant Alan Graham noted in his final report, "In spite of a staffing crisis this summer, the Sheriff's office was still able to maintain regular traffic enforcement presence on State Route 104 also known as "Death Alley". In the year 2007, we reported NO fatal MVAs on this stretch of road." (It should be noted that prior to this project this stretch of road averaged four fatal crashes per year – hence its local name.) "In the year 2008 we reported only one fatal. That crash involved an elderly operator who was believed to be reading documents just received from the DMV when she crossed into the oncoming lane and struck another vehicle head on." In total, 288.5 hours were spent on dedicated traffic enforcement activities. As a result of this effort, 401 total tickets were issued with 282 of these for speed, 29 for stop light/sign violations, and five for DWI.
- ? ***Wyoming County Sheriff's Office (WYCSO):*** Officers wrote 120 tickets and worked hard monitoring traffic in and near work zones. Fatal accidents were down from the previous year, along with personal injury accidents and property damage accidents. Selective enforcement efforts targeted the high crash areas of Route 77 and Route 20A. Of the tickets issued, 67 were for speeding and 30 were related to aggressive driving behaviors. Only two fatal crashes were investigated in 2007, compared to six in 2006. Following the same positive trend, personal injury crashes fell by 11 between 2006 and 2007. It is also interesting to note that this agency reported a total of 1,268 crashes; of this number, 553 (44%) were car-deer incidents.
- ? ***Yates County Sheriff's Office (YCSO):*** Funding from this project was used for selective enforcement details on the State Route 14A corridor and other high traffic areas within the county. The YCSO has incorporated the use of a license plate reader installed on a vehicle specifically utilized for selective enforcement. This project allowed the YCSO to proactively increase enforcement of aggressive driving violations and subsequently reduce the frequency and severity of motor vehicle accidents in the county. One fatal crash was investigated by this agency during the reporting period, compared to two for the same period in the previous year. Personal injury crashes fell from 59 in 2006 to 39 in 2007, and a total of 245 crashes were reported for 2007 compared to 657 for the previous year. In addition to the enforcement efforts, YCSO members continued to work with the county's large Mennonite community with respect to their beliefs and religious philosophies as they relate to the norms and laws of the state; special attention was given to the protection and safety of the children in the community who depend on bicycles as their primary mode of transportation. Funding from this grant allowed the Yates County Sheriff's Office personnel to conduct bicycle safety programs within the Mennonite private schools and to continue to build rapport with the Mennonite community that will lead to the establishment of safe and practical transportation practices for all.

Another component of this project is the research, development, writing and distribution of a Rural Traffic Enforcement manual for use by Sheriff's Office personnel and other interested parties. During the reporting period several tasks and activities were undertaken and/or completed. Additional materials for the manual were collected. Detailed outlines for each of ten chapters were developed, and the chapters on Rural Road Problem Identification and the Rural Traffic Enforcement Manual, as well as the legal section of the Criminal and Terror Interdiction chapter were completed.

Finally, preliminary research and data collection was begun with respect to the implementation of Data Driven Approaches to Crime and Traffic Safety (DDACTS) within the selected counties involved in this project. Livingston, Ontario, Orleans, Wayne and Genesee counties were selected due their geographic locations and close proximity to Monroe County and the City of Rochester. Preliminary meetings have been held with the Sheriffs of each of these five counties and they have given their approval for participation in this phase of the project and the additional activity required.

Traffic Safety Corridor Enforcement Program

The Traffic Safety Corridor Enforcement Program, developed in partnership with the GTSC, the New York State Police, New York State Department of Transportation (DOT), and local law enforcement agencies, is a high-visibility, multi-agency enforcement campaign targeting high-crash locations. Using accident records, high crash corridors are identified throughout the state by the DOT. These high crash locations correlate to aggressive driving related behaviors. State Police Troop Commanders and DOT Regional Managers coordinate a strategy that includes enforcement, public information, and education to impact these corridors. Each corridor is the target of an intensive seven-day enforcement blitz that is followed by sustained enforcement activities that take place throughout the project period. Combined enforcement efforts target hazardous moving violations, including speeding, following too closely, unsafe lane changing, failure to yield the right-of-way, and failure to obey traffic control devices.

During FFY 2008, 23 law enforcement agencies across the state partnered with the New York State Police in targeting 19 identified enforcement corridors. In addition to the thousands of tickets issued for speeding, aggressive driving and other unsafe driving behaviors, a number of driving while intoxicated and criminal arrests were made during the enforcement details. Anecdotal evidence suggests that crashes decreased following these enforcement and awareness efforts. Also, based on positive media coverage and feedback from motorists, merchants and residents, the public felt much safer driving in these areas as a result of this special enforcement program.

Speed Enforcement

Speed enforcement programs under the auspices of the New York State Police showed continued success during FFY 2008. The State Police conducted four speed programs including:

- ? ***Sustained Zone Enforcement Details:*** 8,738 hours of enforcement were conducted throughout the year resulting in over 15,000 speeding tickets.
- ? ***Traffic Safety Corridor Details:*** In conjunction with the NYS Department of Transportation and local police, Troopers focused on 19 high-crash areas statewide where aggressive driving-related behavior was prevalent. Troopers issued more than 2,500 speeding tickets and over 2,000 other tickets, many for other hazardous violations and seat belt violations.
- ? ***July Speed Initiative:*** A concerted enforcement effort was conducted during the month of July, a peak travel and crash time period. Troopers conducted nearly 400 details across the state and issued nearly 3,400 speeding tickets.
- ? ***Troop T (NYS Thruway):*** Troop T conducted the Operation Brake Program which uses a blitz enforcement model during two specific peak crash periods during the year: the Memorial Day and Labor Day periods. Operation Brake also targets speed and aggressive driving in work zones. Over 1,300 speeding tickets were issued during Spring Brake and Summer Brake alone.

The New York State Police purchased and deployed 25 Direction Sensing Radar (DSR) units, a new generation of radar. Ten LIDAR units were also purchased and deployed. In addition, new speed measuring technology was tested and evaluated.

The New York State Police produced for public distribution a new brochure targeting speeding. This informational handout entitled "*Excuses for Speeding ... We've Heard Them All*" provides the public with information regarding speed-related crashes, speeding regulations and penalties. Information about fuel economy and speed is also included in this publication.

With the assignment of 100 New York State Troopers to Traffic Incident Management (TIM) details, the New York State Police has been able to provide the increased law enforcement presence in work zones on state highways called for in the Work Zone Safety Act of 2005. Troopers assigned to TIM details use the latest speed technology to conduct traffic enforcement in and around major active work zones. From July to September 2008, these specialized speed enforcement details resulted in the issuance of 14,899 speeding summonses within 165 work zones. In total, TIM Troopers issued 25,613 Vehicle and Traffic Law tickets.

License Plate Reader Technology

For the second year, the GTSC provided funding to the NYS Division of Criminal Justice Services (DCJS) to purchase 72 License Plate Readers (LPRs) and to conduct training for law enforcement on using the devices.

A two-day License Plate Reader Training Conference was held for officers from the 237 law enforcement agencies identified as having License Plate Readers; three-quarters (178) of the agencies were represented and more than 250 individuals attended. The program included presentations by agencies experienced in using LPRs in the field. Representatives from the Long Beach Police Department, the New York Association for Pupil Transportation, New York State Police Homicide Investigation and the Bronx District Attorney all shared information on how License Plate Readers have proved to be a valuable enforcement tool. Best practices on LPR use were presented by the New York State Police, the Long Beach Police Department, the Suffolk County Police Department, the Nassau County Police Department, the Department of Motor Vehicles and the Monroe County Probation Department.

New York Law Enforcement Challenge

New York State's law enforcement community must set ambitious goals for traffic safety enforcement and education in its efforts to prevent motor vehicle crashes, save lives and reduce the severity of injuries suffered in crashes on the state's highways. The New York Law Enforcement Challenge is an innovative award program that provides an opportunity to stimulate traffic law enforcement in any police or sheriff agency. The Law Enforcement Challenge, which is sponsored by the GTSC and coordinated by the New York State Association of Chiefs of Police, is a traffic safety competition among law enforcement agencies of similar sizes and types. The competition recognizes and rewards the best overall traffic safety programs in New York State and offers a unique opportunity for a police department to establish itself as a premier agency and leader in this field. The areas of concentration for this competition include efforts to enforce the laws and educate the public on occupant protection, impaired driving and speeding. The winning safety programs are those that combine officer training, public information and enforcement to reduce crashes and injuries within their jurisdictions. All New York Law Enforcement Challenge winners are also entered into competition at the national level in the National Law Enforcement Challenge. The National Highway Traffic Safety Administration and the International Association of Chiefs of Police sponsor the national contest.

The 2008 winners of the Law Enforcement Challenge were:

Village of Geneseo Police Department - *Best in State Award Winner*

Town of Camillus Police Department – *First Place Co-Winner (26-35 Officer Category)*
City of Fulton Police Department - *First Place Co-Winner (26-35 Officer Category)*
Cornell University Campus Police - *First Place Winner (College/University Agency)*
Rockland County Sheriff's Police Division - *First Time Participant Award*

2008 Empire State Law Enforcement Traffic Safety Conference

The 2008 Empire State Law Enforcement Traffic Safety Conference (ESLETS) was held April 29-30, 2008 in Lake George. The Conference is hosted by the New York State Police and is supported by the Governor's Traffic Safety Committee. The New York State Association of Chiefs of Police and New York State Sheriff's Association are also partners on the Conference planning committee.

The ESLETS Conference is the only traffic safety conference of its kind in New York State: "FOR LAW ENFORCEMENT-BY LAW ENFORCEMENT". This is a Law Enforcement Only conference where the topics discussed specifically address the issues and challenges affecting police. Police officers of all ranks can share experiences and successes to improve safety in the communities they serve. The New York Law Enforcement Challenge Awards Ceremony is held each year during the ESLETS Conference. Vendors are also on hand to meet and network with attendees on the latest in traffic safety technology and equipment that is on display. This year over 350 law enforcement officials were in attendance to take part in the 13 traffic safety related presentations offered by experts and practitioners from across the state and nation.

Traffic Safety Program Evaluation and Support

The Institute for Traffic Safety Management and Research (ITSMR) performs a variety of tasks that assist the GTSC and its grantees in the development of data-driven programs and the assessment of their effectiveness. Examples of specific tasks include:

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

Each year, ITSMR prepares the statewide statistical summary reports posted annually on the DMV website. ITSMR also prepares packets of county-level traffic safety-related data that are made available on GTSC's www.safeny.com web site. These packets aid in problem identification and the formulation of programmatic strategies for grantees, as well as facilitating evaluations of the effectiveness of their programs. They are also used by GTSC staff in grant review, approval and monitoring activities.

Statewide Law Enforcement Liaison Program

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

The State Police liaison serves as the program coordinator for the Buckle Up New York/Click It or Ticket campaign, the Traffic Safety Corridor Project, and TraCS (Traffic Records and Criminal Software), New York's electronic ticket and crash report project. During the past year, the State Police liaison also worked on motorcycle enforcement initiatives. As coordinator for these programs, the LEL developed the proposal format and reviewed and evaluated all proposals for funding in these three specific areas. In addition, he continued to maintain files related to the projects and provide program specific information and assistance to grantees. In 2008, 190 agencies participated in the statewide BUNY program and 421 participated in the TraCS program. The position of State Police liaison is currently vacant due to the promotion the State Police sergeant who held the position for most of FFY 2008. A new liaison is expected to be appointed in the near future.

The Sheriffs' Association liaison is a former police officer and Director of Police Training for the New York State Division of Criminal Justice Services. The LEL coordinates the STEP To Reduce Unsafe Driving Behaviors program and was responsible for developing the proposal format and providing STEP specific information and data to requesting agencies; the LEL was also responsible for training personnel from other agencies to participate in the review of applications for STEP grants. The LEL also reviewed and made written funding recommendations for the 220 agencies that received STEP grants in FFY 2008. In addition he continued to research and write funding proposals for the Association and to manage its four traffic safety projects currently supported by the GTSC. The LEL also designed, developed and delivered traffic safety-related training workshops and presentations and assisted the state's Sheriffs with grant development and writing.

The Sheriffs' Liaison to the Governor's Traffic Safety Committee researched, developed and provided training during several conferences and programs throughout the year, including:

- ? New Sheriffs Training Conference - 12/07 - Explanation of GTSC objectives and programs
- ? NYS Sheriffs' Association Winter Training Conference -1/08 - GTSC update and new programs and procedures
- ? ESLETS Conference - 4/08- Closing Session - "Three Dead -Two Seriously"
- ? NYS Sheriffs' Association Summer Training Conference -7/08 -FFY 2008 review and anticipated FFY 2009 projects
- ? NYS Sheriffs' Association Road Patrol Supervisors Training Conference - 9/08 - Traffic Stops Legal Issues

The Police Chief's Association liaison, a former deputy police chief, coordinates the traffic safety activities of nearly 500 municipal police agencies in the state. The LEL is responsible for the New York State Law Enforcement Challenge and the coordination of law enforcement in the statewide STOP-DWI awareness events held in 2008 and all other special projects assigned by the GTSC and DMV. In addition, he provides technical assistance to all municipal police departments with respect to the development, implementation, evaluation and delivery of traffic safety projects and training programs.

Electronic Collection and Transmission of Data

During the past year, the GTSC continued to support the state's police agencies in their efforts to capture and transfer data electronically. Funding has been provided to the State Police, county sheriffs, and local police agencies to improve and/or expand their capabilities to collect crash and ticket data in the field and transmit it electronically to the DMV.

The state's primary system for the collection and transmission of crash and ticket data electronically is TraCS. Over the past five years, the GTSC has supported the development of the infrastructure of TraCS, including systems development and implementation at the State Police, Department of Motor Vehicles, Department of Transportation and the Office of Court Administration. In FFY 2008, the GTSC continued to fund various TraCS activities, including training for local agencies and equipment for state, county and local agencies. The GTSC also continued to fund enhancements to the base TraCS software, which now includes a mapping and crash analysis tool. The grants awarded to local police agencies were used primarily for equipment for police vehicles.

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

In addition to TraCS, the GTSC also continues to be supportive of other systems or programs that will allow police agencies to collect and transmit data electronically. Discussions are currently underway with the New York City Police Department (NYPD) that would enable them to send their data electronically to the DMV through the use of another program. The ability of the NYPD to collect and send data to DMV electronically would greatly improve the timeliness and accuracy of New York's crash data.

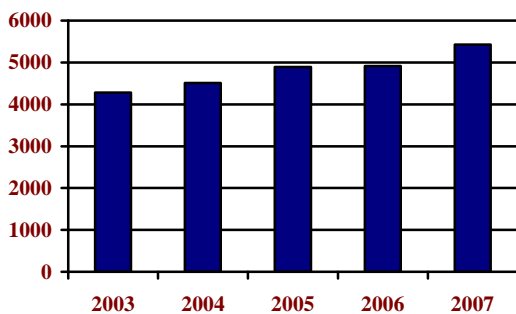
MOTORCYCLE SAFETY

The need for an effective Motorcycle Safety Program has become more critical in recent years with the increased motorcycling population. Between 2003 and 2007, there was a 27% increase in registered motorcycles in New York State and a 9% increase in motorcycle license endorsements. With the large increases in the price of gas and steady motorcycle sales, this growth trend in registered motorcycles and licensed operators is expected to continue.

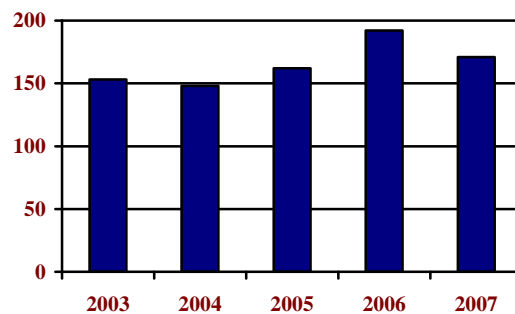
	2003	2004	2005	2006	2007	% Change 2003-2007
Registered Motorcycles	241,440	256,571	272,779	289,096	306,629	27.0%
Motorcycle Endorsements	567,031	576,635	593,268	597,782	618,261	9.0%

With the increasing popularity of motorcycles for both recreation and transportation has come an alarming upward trend in crashes. The number of motorcycle crashes rose from 4,284 in 2003 to 5,426 in 2007, representing a 27% increase. During this same five-year period, 2003-2007, motorcyclist fatalities rose from 153 in 2003 to 192 in 2006, before decreasing to 171 in 2007; the overall five-year increase in motorcyclist fatalities for 2003-2007 was 12%.

**New York State
Motorcycle Crashes**



**New York State
Motorcyclist Fatalities**



To address motorcycle safety issues, legislation was enacted more than a decade ago to establish a rider-funded motorcycle education program. As provided by the legislation, the Department of Motor Vehicles is responsible for administering and promoting a program of approved motorcycle rider training courses, motorcycle course instructor training and public awareness. The law also mandated that the resources needed to maintain the program be provided through a dedicated fund using a portion of motorcycle registration and licensing fees. New York's contract with the Motorcycle Association of New York State, Inc. (MANYS) for the delivery of the state's motorcycle rider education program is currently in its final year. In 2008, the enabling legislation was amended to provide for more competition in bidding for training and administrative services. A new RFP was issued in October 2008 for the next five-year contract to begin in 2009.

New York's motorcycle helmet law is also an important safety measure and compliance with the

law remains high. In a statewide observational survey of helmet use by motorcyclists conducted in June 2008, only one out of the 2,142 motorcyclists observed was not wearing a helmet, a usage rate of 99.9%. This survey did not attempt to distinguish between non-compliant helmets and those that meet the legal standards. At motorcycle safety checkpoints where the police check the type of helmet, the use rate for compliant helmets has been shown to be lower.

In January 2008, at the GTSC's request, NHTSA provided a team of experts to conduct an assessment of New York's Motorcycle Safety Program and make recommendations for improvements in a number of areas. The DMV Driver Training Programs Motorcycle Safety Unit which has been assigned responsibility for the motorcycle program will be charged with implementing many of the strategies recommended by the Motorcycle Safety Program Assessment team. The team's recommendations included improved oversight of the rider education program, increasing the number of authorized training sites, expanding safety awareness among motorcycle operators, and establishing local motorcycle safety programs addressing general safety issues, in addition to covering such topics as impaired driving.

In November 2008, NHTSA Region 1 & 2 held a Bi-Regional Motorcycle Training and Safety Forum in East Hartford, Connecticut. DMV's Motorcycle Safety Unit and the GTSC assisted in its planning and participated in the meeting. This was the third biennial meeting held in the Northeast. It has proven to be a useful resource for NHTSA and the states and territories to share information and successes and to facilitate networking. New York presented sessions on the State Police motorcycle safety enforcement initiative and in support of the NHTSA Program Assessments.

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

GOALS

- ? Reduce the number of motorcycle crashes from 4,892 in 2005 to 4,300 in 2008
- ? Reduce the number of motorcyclist fatalities from 192 in 2006 to 148 in 2008

STATUS OF GOALS

Similar to what is happening nationwide, motorcycle crashes continued on an upward trend in New York. In 2007, there were 5,426 motorcycle crashes, up from 4,892 in 2005 and 4,912 in 2006. Following a large increase in the number of motorcyclists killed in crashes between 2005 and 2006 (from 162 to 192), the number of fatalities decreased in 2007 to 171; while this decrease was significant, it appears that it will be very difficult to reach the goal of reducing motorcyclist fatalities to 148.

PERFORMANCE OBJECTIVES

- ? Continue support for the expansion of motorcycle rider education opportunities in 2008, including an Experienced Rider Course
- ? Establish at least three new training sites in 2008

- ? Increase motorist awareness of motorcycles
- ? Continue research in 2008 on unsafe behaviors of motorcyclists

STATUS OF PERFORMANCE OBJECTIVES

The objectives related to the expansion of training and education opportunities for motorcycle riders were met in FFY 2008 by offering more courses. The training program is offered at 22 public training sites and nine military or police sites. The number of motorcycle riders trained increased nearly six-fold between 1998 and 2007, from 2,395 in 1998 to 13,690 in 2007. While no new training sites were added, the existing sites increased the number of course offerings. With one month remaining in the training season, more than 16,000 students attended training in 2008, representing a 17% increase over 2007.

The GTSC, in conjunction with the Motorcycle Safety Program, continued its efforts to raise awareness of motorcycles through various public information activities. Progress was also made in research efforts related to motorcycle safety. The ITSMR conducted comprehensive analyses of motorcycle crash data to determine the characteristics of the motorcyclists involved, the types of motorcycles driven, and the contributing factors in fatal and personal injury motorcycle crashes. The research findings were presented at the annual NYS Highway Safety Conference in Syracuse.

2008 PROGRAM HIGHLIGHTS

New York's Motorcycle Safety Program remains committed to incorporating strategies in its program that were recommended in the National Agenda for Motorcycle Safety (NAMS) issued by the National Highway Traffic Safety Administration and the Motorcycle Safety Foundation (MSF) in November 2000. A summary of those strategies is presented below.

Public Information and Education

The Governor's Traffic Safety Committee and the Motorcycle Safety Program also continued their efforts to raise awareness of motorcycles. In 2008, the Motorcycle Safety Program exhibited at the International Motorcycle Show in New York City, the "Americade" Motorcycle Touring Rally in Lake George, and the New York State Fair in Syracuse. Special events were also held in conjunction with Motorcycle Awareness Week in May.



Commissioner Swarts attends Buffalo press conference in May

Rider Education and Training

New York's Motorcycle Safety Program continues to focus its efforts on making rider education more accessible and affordable across the state, addressing one of the primary recommendations included in the NAMS. Administered by the Department of Motor Vehicles and delivered by the Motorcycle Association of New York State, Inc. (MANYS), a non-profit rider education organization, the program was in its final year of a five-year contract in 2008. With the support of DMV and MANYS, the program uses a standardized national curriculum developed by the Motorcycle Safety Foundation (MSF). Since its inception in 1998, the program has seen a dramatic increase in the number of motorcycle rider training sites, training capacity and the number of students trained. With the expiration of the MANYS' contract in the coming year, DMV has prepared a new RFP to ensure, and in some areas, enhance the rider education program. A new contract will be awarded in the first quarter of 2009.



Licensing

Since 1996, New York has allowed the motorcycle road test to be waived for drivers who successfully complete approved rider training. The MSF RiderCourse® offered through MANYS provides an option and incentive for motorcycle operators to become licensed and to learn to ride more skillfully. Many motorcycle operators choose this option, as evidenced by the number of course participants. Similar to 2007, approximately one-quarter of New York's newly-licensed motorcycle operators in 2008 were trained and earned their license endorsement through the Motorcycle Safety Program.

Personal Protective Equipment

A priority recommendation of the NAMS report was the implementation of strategies to increase the use of USDOT-compliant helmets. New York takes this recommendation very seriously, encouraging motorcyclists to wear appropriate gear, including an approved helmet, face or eye protection, and protective clothing in its rider education courses and in the DMV Motorcycle Manual. New York State law requires that motorcyclists wear USDOT-compliant helmets and has maintained a high rate of compliance with the mandatory helmet law; the most recent statewide observational survey conducted in 2008 indicated a helmet use rate of over 99%. Law enforcement partners have been educating themselves to recognize illegal helmets and have taken a much more aggressive stance in enforcing the helmet law during the past year.

Insurance Industry Involvement

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

Enforcement

The New York State Police have developed a motorcycle enforcement program that has been very effective in ensuring compliance with the laws covering motorcycle operation and promoting safety within the motorcycling community.

In FFY 2008, the State Police coordinated a series of checkpoints scheduled to coincide with major motorcycle events in the state. The checkpoints were designed to enable them to inspect large numbers of motorcycles at one time to ensure that they are properly registered and safe for the roadways and that the riders are properly licensed and are outfitted with the proper and legal safety equipment (helmets). Motorcycles were directed off the highway and visually inspected by Troopers or by other law enforcement partners. The primary focus was to check that riders were wearing legal USDOT-compliant helmets and that the vehicles were properly registered and insured. Whenever time and volume allowed, motorcycles were also checked for illegal pipes, worn tire treads, and other equipment violations. In addition, riders were furnished with rider safety tip pamphlets. A total of 17 checkpoints were conducted; 796 tickets were issued for illegal helmets and 154 were issued for illegal exhausts. The number of tickets issued represented a large increase over the previous year.

The State Police also implemented a PI&E component in conjunction with their enforcement efforts. Free safety inspections of motorcycles and equipment were offered to motorcyclists at the Americade event. These inspections were strictly educational and no summonses were issued for any violations that were found. The motorcycle checkpoints conducted by the State Police, especially the Americade event checkpoint, received a great deal of media coverage not only in New York, but nationally.

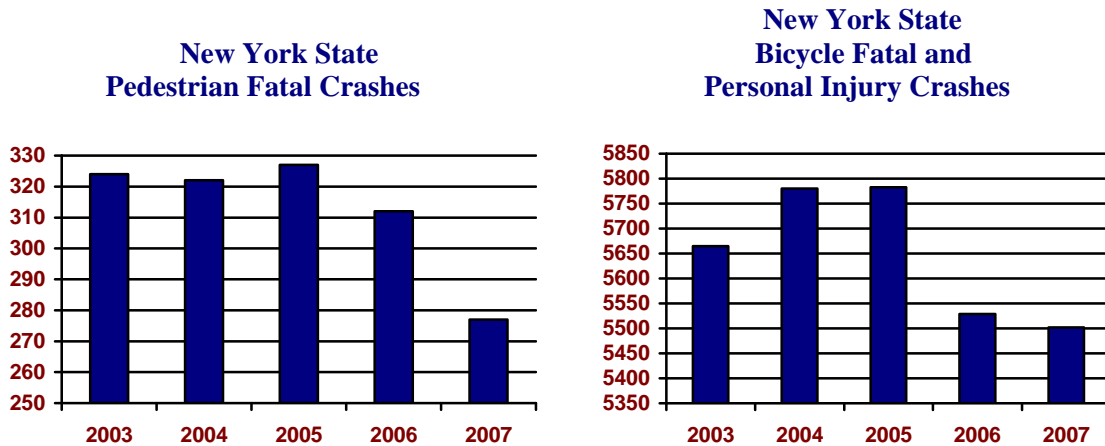
Another highlight of the continuing effort to promote motorcycle safety by the law enforcement community is the establishment of the Warren County Sheriff's Office motorcycle police unit. The Lake George area of Warren County is one of the most visited areas during the summer months. This is especially true where it comes to the motorcycle community. To kick off the summer riding season in April, Lake George hosts the annual Americade motorcycle rally which draws over 50,000 motorcyclists to Lake George and the surrounding areas of Warren County. With the number of motorcyclists congregated in one area, the Sheriff's Office felt that there was a need to establish a motorcycle unit, not only to be on an equal footing with the motorcyclists to promote motorcycle safety, but also to make it easier for the Sheriff's Office personnel to maneuver through the congested Lake George area. Through a grant from the GTSC, the Warren County Sheriff's Office leased two motorcycles equipped with police packages and trained six deputies to use these vehicles.

During the Americade rally, the Warren County Sheriff's Office joined with the New York State Police and the Glens Falls Police Department's motorcycle unit to conduct motorcycle safety check points, as well as actively enforce motorcycle safety at the actual event. As a result of their enhanced ability to gain access to all areas of the Americade event, over 60 summonses were issued. Deputies report that overall they were more easily accepted by the motorcyclists because they were on motorcycles as opposed to in a patrol car; consequently, it was easier to engage the operators to both enforce the law and educate them on motorcycle safety.

PEDESTRIAN, BICYCLE, AND WHEEL-SPORT SAFETY

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

From 2003-2007, the number of fatal pedestrian crashes has been on a general downward trend, while the number of fatal and personal injury bicycle crashes continues to fluctuate. Over the past five years, approximately one-quarter of the state's fatal crashes involved a pedestrian and three percent involved a bicyclist.



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

To complement these efforts, statewide conferences have been conducted under the joint sponsorship of the GTSC; the NYS Departments of Health, State, and Transportation; Parks and Trails New York; the New York Bicycling Coalition (NYBC); and Be Active New York State. Designed to promote the safe and healthy use of the state's transportation systems by people walking and bicycling, conferences were held in 2001, 2004, and most recently, in June 2007. Planning was underway for another conference to be held in spring 2009, but due to fiscal issues, the conference has been postponed.

In recognition of the scope of the pedestrian safety issue in New York, the GTSC added a pedestrian enforcement component to the FFY 2008 Selective Traffic Enforcement Program (STEP). This additional component allows participating police agencies to use STEP funding to enforce the laws covering both pedestrian and driver violations leading to pedestrian injuries and deaths.

PEDESTRIAN SAFETY

Each year, pedestrians are involved in approximately one-quarter of the fatal motor vehicle crashes that occur on New York roadways and 21%-22% of the fatalities are pedestrians; one out of every two of these pedestrian fatalities occurs in New York City. Pedestrians are also involved in approximately 11% of the personal injury crashes in the state and 8% of the persons injured are pedestrians.

New York State Pedestrian Fatal and Personal Injury Crashes, Fatalities and Injuries 2003-2007

	2003	2004	2005	2006	2007
Pedestrian Fatal Crashes	324	322	327	312	277
% of all fatal crashes	24.0%	23.5%	25.0%	23.5%	22.7%
Pedestrian Fatalities	327	328	328	315	272
% of all fatalities	22.1%	21.9%	23.3%	22.0%	20.7%
Pedestrian Fatalities in NYC	162	155	159	156	135
% of all pedestrian fatalities	49.5%	47.3%	48.5%	49.5%	49.6%
Pedestrian Injury Crashes	16,529	15,522	15,349	15,355	15,402
% of all injury crashes	9.9%	10.0%	10.5%	11.1%	11.1%
Pedestrians Injured	16,665	15,678	15,392	15,369	15,472
% of all persons injured	6.9%	7.1%	7.5%	7.9%	8.0%

PEDESTRIAN SAFETY GOALS

- ? Reduce the number of pedestrians killed in traffic crashes statewide from 315 in 2006 to 305 in 2008
- ? Reduce the number of pedestrians killed in traffic crashes in New York City from an annual average of 157 in 2004-2006 to 150 in 2008
- ? Reduce the number of pedestrians injured in traffic crashes statewide from 15,392 in 2005 to 14,785 in 2008

STATUS OF GOALS

The goal set in the 2008 FFY HSSP for reducing pedestrian fatalities to 305 has been met and exceeded; in 2007, 272 pedestrians were killed in motor vehicle crashes. Consistent with previous years, one-half of the pedestrian fatalities occurred in New York City; the goal for reducing the number of pedestrian fatalities in New York City was also exceeded (135 versus the target of 150). In 2006, progress was made toward the goal for reducing the number of pedestrians injured in crashes statewide (15,369 compared to 15,392 in 2005); however, in 2007, the number of pedestrians injured increased to 15,472.

BICYCLE SAFETY

Each year, bicycles are involved in 3%-4% of the fatal and personal injury crashes that occur in New York. In addition, bicyclists account for 3%-4% of the fatalities and 2%-3% of the injuries that occur in crashes each year. One-half of the bicyclist fatalities occur in New York City.

New York State Bicycle Fatal and Personal Injury Crashes, Fatalities and Injuries 2003-2007

	2003	2004	2005	2006	2007
Bicycle Fatal Crashes	38	42	48	45	51
% of all fatal crashes	2.8%	3.1%	3.7%	3.4%	4.2%
Bicyclist Fatalities	38	41	47	45	50
% of all fatalities	2.6%	2.7%	3.3%	3.1%	3.8%
Bicyclist Fatalities in NYC	16	15	21	17	25
% of all bicyclist fatalities	42.1%	36.6%	44.7%	37.8%	50.0%
Bicycle Injury Crashes	5,627	5,738	5,735	5,484	5,451
% of all injury crashes	3.4%	3.7%	3.9%	4.0%	3.9%
Bicyclists Injured	5,581	5,690	5,680	5,426	5,373
% of all persons injured	2.3%	2.6%	2.8%	2.8%	2.8%

BICYCLE SAFETY GOALS

- ? Reduce the number of bicyclists killed in traffic crashes statewide from 45 in 2006 to 38 in 2008
- ? Reduce the number of bicyclists killed in traffic crashes in New York City from an annual average of 18 in 2004-2006 to 15 in 2008
- ? Reduce the number of bicyclists injured in traffic crashes statewide from an annual average of 5,650 in 2003-2005 to 5,360 in 2008

STATUS OF GOALS

In 2007, 50 bicyclists were killed compared to 45 in 2006, indicating that progress has not been made toward the goal of 38 set in the FFY 2008 HSSP. Based on the 2006 crash data, bicyclist fatalities in New York City declined to 17 in 2006 and then increased to 25 in 2007; therefore, the goal of reducing bicyclist fatalities in New York City to 15 may be difficult to reach. There has been consistent progress made in reducing the number of bicyclists injured in crashes statewide; since 2005, the number of injured bicyclists has been on a downward trend reaching 5,373 in 2007, close to the target of 5,360 set in the FFY 2008 HSSP.

PERFORMANCE OBJECTIVES

- ? Continue to provide education on pedestrian safety to both the general public and specific target groups in 2008
- ? Continue to develop and evaluate engineering solutions to pedestrian safety problems in 2008
- ? Conduct research in 2008 to determine the nature and scope of the pedestrian crash problem, especially with respect to the location of crashes, and in crashes involving alcohol, whether the driver or the pedestrian was impaired
- ? Provide education on bicycle safety to the general public and specific target groups in 2008

STATUS OF PERFORMANCE OBJECTIVES

The performance objectives related to providing public information and education programs on pedestrian and bicycle safety to the general public and specific target groups were met. The Department of Transportation (NYSDOT) is continuing its efforts to develop and implement engineering solutions to pedestrian safety problems, with an emphasis on intersections and other locations with high numbers of pedestrian crashes. As a general practice, NYSDOT considers pedestrian and bicycle usage and safety in the design of all its projects. A variety of initiatives are considered and implemented as warranted. Such initiatives include improvements to roadway shoulders, sidewalk and crosswalk configurations, striping of crosswalks, signage, traffic signal timing, and the installation of pedestrian countdown timers. Although the annual highway safety strategic planning process involves a problem identification task related to pedestrian safety, research to more clearly define and understand the nature and scope of the pedestrian crash problem was delayed due to competing priorities.

2008 PROGRAM HIGHLIGHTS

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

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

The New York State Partnership for WOCS has been building partnerships throughout the state in an effort to enhance the safety, health and quality of life for all school-aged youth. This partnership effort promotes school participation in the International Walk to School Day event each year by offering incentives for schools that register. The partnership has implemented a poster art contest and a writing contest with the theme, "Why the Principal Should Walk to School with Me," as ways to encourage pedestrian safety. Furthermore, the partnership is expanding the number of Walking School Bus programs. The Walking School Bus Program encourages youth to walk to school safely under adult and peer supervision. In an attempt to increase awareness and participation, the partnership conducted two Walking School Bus webinars during the grant period.

Schenectady County Traffic Safety Program: Pedestrian and Traffic Safety Education

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

One notable program new to New York State is the Walking School Bus. A Walking School Bus (WSB) is simply a group of children who walk to school together under the supervision of an adult “driver.” For each WSB route, a map and schedule must be established. Each morning the “driver” walks the route to school picking up each child at a designated walk stop. For those children who live too far away from school, designated “staging posts” are established for parents to drop their child with an awaiting “driver.” At Hillside Elementary School, it took the cooperative efforts of three entities, the Schenectady County Traffic Safety Program, Cornell Cooperative Extension’s Eat Well Play Hard Project and the school’s Community Education Associate to organize and get the program off the ground. It started with a one-day event, the Walk to School Day in October 2007, when 125 students and parents walked to school. The interest was high to continue this activity. After many meetings, registrations, mapping routes, training “drivers” and seeking assistance from the Town and especially the Niskayuna Police Department, the Walking School Bus became a reality. A pilot WSB program was conducted in May 2008. A total of 10 routes were developed for morning students and afternoon kindergarteners to walk to Hillside Elementary School. The students were given drawstring backpacks, safety blinkers, reflective tags and printed materials. On each of four “Walking Wednesdays,” 64 students (20% of the student body) walked to school along with 20 parent, faculty and staff volunteers. The walks were an opportunity to learn about traffic safety, get out and have some fun, exercise and help the environment.



Town of Brookhaven

The Town of Brookhaven Children’s Safety Town is under construction with an anticipated completion date in the spring of 2009. To assist in the project’s completion, the Town of Brookhaven developed educational brochures and purchased bicycle helmets and tee shirts to distribute to the children who will participate in the “Safety Town” program. The children will receive classroom instruction in pedestrian and bicycle safety and then will have the opportunity to practice what they have learned using bicycles and miniature vehicles on the streets of Safety Town.

Cortland County Health Department

The Cortland County Health Department and the Cortland County Office of the Sheriff collaborated on a project which included intense educational and enforcement strategies to improve pedestrian and bicycle safety. The Cortland County Health Department delivered a comprehensive educational program to the Tompkins Street Community through different venues in an effort to raise awareness on sharing the road safely among pedestrians, bicyclists and motorists. The Sheriff’s Office was very productive in issuing citations to pedestrians, bicyclists and motorists who were in violation of V&T laws; a total of 554 tickets were issued under this project.

Cornell Cooperative Extension: Cortland County

Through its Keep Your Head project, Cornell Cooperative Extension is continuing its tradition of working with local law enforcement, community organizations and schools to provide educational programs on bicycle and wheeled sport safety. The goals of the outreach program are to provide education on the importance of helmet use for all riders; create a safe and aware vehicular public; provide education on the basics of bicycle equipment and maintenance; teach youth to practice good safety habits; promote safe bicycling for life for recreation and as a mode of transportation; and assess strategies for program effectiveness and evaluation.

To support the idea that all riders should wear helmets regardless of age, helmets certified by the Consumer Product Safety Commission (CPSP) were distributed and fitted for children under 14 years of age. Local police departments and the Sheriff's Office have seen an increase in helmet use. This is evident in the ice cream ticketing program. This program rewards children "caught" wearing a helmet with a ticket/coupon for a free kid's cone at one of the local ice cream shops. An estimated 24,100 residents were potentially impacted by the outreach activities that were conducted and actual contacts were made with nearly 2,000 residents.

New York Bicycling Coalition (NYBC): Bike/Walk New York: A Statewide Safety Campaign

The goal of this project is to reduce collisions involving bicyclists and pedestrians. The NYBC has been working with the GTSC to increase the safety and visibility of bicyclists and pedestrians for quite some time. A number of valuable tools have been developed including a CD tool kit for planners, an innovative safety manual, and a progressive Share the Road program to educate Driver's Education teachers on material to add to their curricula. During the first year of this grant, the NYBC worked with local traffic safety boards to identify high danger areas for people bicycling and walking and offered countermeasures to reduce potential collisions; continued to expose motor vehicle drivers to the Share the Road message; provided safety training to bicycle clubs in New York State; and disseminated additional safety materials (such as reflectors and educational literature) directly to schools, bicycling clubs and traffic safety boards. Additionally, the NYBC scheduled a series of events during National Bike Month in May 2008, including the annual Legislative Breakfast & Ride on May 13 in Albany.



Annual Legislative Breakfast & Ride, May 13, 2008

Parks & Trails New York

In FFY 2008, Parks and Trails New York (P&TNY) expanded their efforts to improve road and trail intersection safety. In Year Three of the Safety Standards for Intersections of Roads and Trail project, P&TNY evaluated their pilot community and public education campaign, presented findings and discussed implementation at meetings throughout the state, and extended and revised their pilot community and public education activities. New for this year, P&TNY partnered with the New York Bicycling Coalition (NYBC) and sent out 58 letters to the Traffic Safety Board chairpersons to solicit meetings to explain the Stop, Watch Walk! and Share the Road campaigns. This was a way to involve the counties in raising public awareness of pedestrian and bicycle safety and an opportunity to exchange ideas regarding ways to improve the safety of trail users, motorists and on-road bicyclists. A few counties that participated in this exchange were Schenectady, Madison, Onondaga, Herkimer and Oneida.

Nassau County Traffic Safety Board: Bicycle Safety for Latino Adults and Families

The New York Coalition for Transportation Safety worked with Nassau County Planning to educate Latino adults who use bicycles as their principal mode of transportation. In addition, the coalition worked with low-income families with children under the age of 14 to provide proper helmet fittings and education on sharing the road safely. Based on surveys completed at the events, very few riders (only 3) reported that they wear helmets and none use reflective gear while riding. Power Point presentations were conducted on bicycle safety, in particular sharing the road safely, and the New York State laws regarding the use of bicycles, the use of hand signals and the proper use of the roadways. During the presentations, a Latino liaison translated all questions and answers to ensure all participants understood the correct way to ride and the importance of helmet use. At the conclusion of the program, participants were fitted with helmets and provided with vests, reflectors and print materials.

Chemung County Sheriff's Office: Bicycle Safety and Education

The Chemung County Traffic Safety Board determined that school age children in Chemung County operate bicycles unsafely, and more often than not, are not wearing properly fitted helmets or are not wearing helmets at all. To address the Board's observations, the Chemung County Sheriff's Office took the lead and received a bicycle safety and education grant to provide outreach to the children in the



county. This was a collaborative effort with participation from the Elmira Heights, Elmira, Horseheads and West Elmira Police departments. All agencies conducted at least one helmet fitting and distribution event. The bicycle rodeos provided children with the basic rules of sharing the road safely and instruction on proper helmet fitting. The Elmira Police Department conducted two events and the Sheriff's Office conducted four. In total, 360 helmets were fitted and distributed and 1,785 safety strobes were provided during the scheduled events.

OCCUPANT PROTECTION

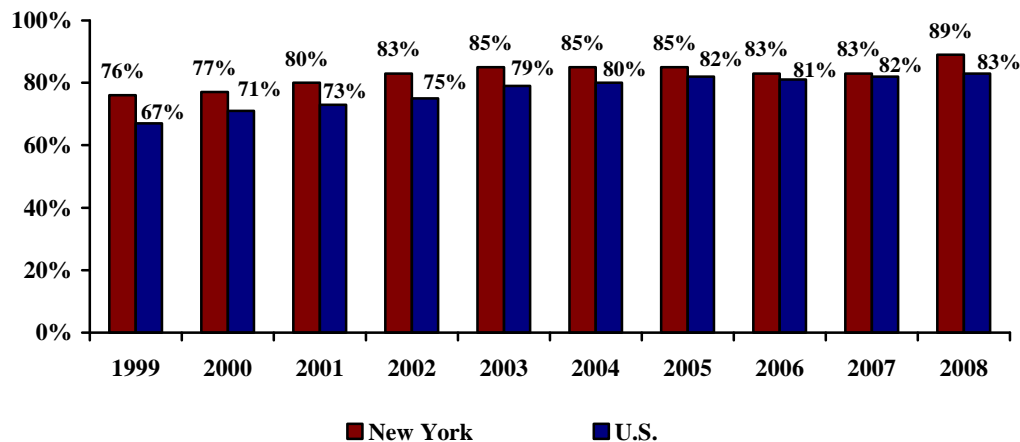
New York's Seat Belt Use Rate Reaches an All-Time High of 89%!



Press event to announce New York's record seat belt use rate of 89%

After passing the nation's first seat belt law in 1984, New York State's usage rate jumped dramatically from a pre-law level of 16% to as high as 64% in the late 1980s. The state experienced a slow, but steady upward climb in use until the rate stabilized in the 83%-85% range between 2002 and 2007; while New York's rate continued to be higher than the national average, the gap closed to one percentage point in 2007. This year, however, New York's usage rate surged to 89%, a six percentage point increase over the previous year and six percentage points above the national average.

New York State and National Seat Belt Usage Rates 1999-2008



Much of the increase in seat belt use can be attributed to the high visibility enforcement efforts that have been implemented through the state's Buckle Up New York (BUNY)/Click It or Ticket program. The participation of the majority of the state's enforcement agencies and the accompanying publicity campaigns and other public awareness activities have been the key factors in the success of the BUNY program.

In addition to increasing adult seat belt usage, the other major focus of New York's occupant protection efforts is child passenger safety. The GTSC continued to support efforts to educate the public on child passenger safety issues, increase the availability of child safety seats to low income populations, and provide instruction on the proper installation and use of child safety seats to parents and other caregivers.

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

GOALS

- ? Reduce the proportion of vehicle occupants covered by the seat belt law who are killed in crashes from an annual average of 0.26% in 2003-2005 to 0.23% in 2008
- ? Reduce the proportion of vehicle occupants covered by the seat belt law who suffer serious injuries in crashes from 2.58% in 2005 to 2.40% in 2008
- ? Reduce the MSI for vehicle occupants covered by the seat belt law from 1.25 in 2005 to 1.23 in 2008

STATUS OF GOALS

Due to changes in data collection and reporting that began during 2006 with respect to property damage crashes, the 2006 and 2007 data are not strictly comparable to the data for previous years; therefore, changes in the performance measures used in the first two goals can not be accurately assessed. Specifically, since July 2006, more property damage crashes have been captured in the statewide Accident Information System (AIS) resulting in a large increase in the total number of crashes recorded in comparison to 2005. Since the increase in the total is primarily the result of recording more property damage crashes where no one was injured, the calculation of the proportion of total occupants who were killed or seriously injured would not be comparable to earlier years where only a limited number of property damage crashes were recorded.

A third performance measure is the Mean Severity of Injury (MSI). The goal to reduce the MSI for vehicle occupants covered by the seat belt law who are involved in crashes from 1.25 in 2004 to 1.23 by 2007 has not yet been met. From 2005-2007, the MSI remained at 1.25.

PERFORMANCE OBJECTIVES

- ? Increase the safety restraint usage rate for front seat motor vehicle occupants from 83% in 2006 to 86% in 2008
- ? Increase knowledge and awareness of the importance of safety restraint use, children riding in the back seat, the correct use of child safety seats, and seat belt use on school buses
- ? Increase safety restraint use education and awareness programs for teen drivers

STATUS OF PERFORMANCE OBJECTIVES

The objective to increase the safety restraint usage rate for front seat motor vehicle occupants from 83% in 2006 to 86% in 2008 was met and exceeded. After dropping slightly from 85% to 83% in 2006 and remaining at that level in 2007, the statewide use rate in New York was measured at 89% in 2008, the highest level reached to date.

In FFY 2008, comprehensive efforts to increase knowledge and awareness of the importance of occupant restraint use and other issues specifically related to the transportation of children continued. In addition, one-on-one instruction in the correct installation and use of child safety seats also continued to be provided by trained technicians at special check events and fitting stations throughout the state.

During the past year, teen drivers have been the focus of a number of new initiatives by the GTSC, the Department of Motor Vehicles (DMV) and several other agencies. These programs are working to improve the safety of young drivers, including increasing the use of seat belts among this high risk group.

2008 PROGRAM HIGHLIGHTS

The primary strategies used during the past year were seat belt enforcement accompanied by public information and education (PI&E), the two major components of the Buckle Up New York/Click It or Ticket campaign. Enhancements to the occupant restraint program this year included a greater emphasis on directing enforcement efforts to low-use areas of the state, times of the day when usage rates are lower, and high-risk target groups. Other strategies focused on improving child passenger safety and included public awareness, education and instruction for parents and other caregivers on the proper installation and use of child safety seats, training for technicians and instructors to provide these services to the public, child safety seat distribution programs and child seat check events.

Enforcement

Buckle Up New York/Click It or Ticket

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

- ? **Executive-level support:** One of the hallmarks of the program has been the support received from the highest levels of law enforcement. For example, the Superintendent of State Police, Commissioner of the New York City Police Department, and executives at the New York State Police Chiefs and Sheriffs associations have all vigorously supported this program. This executive-level support has been crucial to its success.
- ? **High visibility enforcement - checkpoints:** Seat belt enforcement efforts are made highly visible to the public in a number of ways, including the use of checkpoints and extensive outreach to the media. Surveys show that police checkpoints are extremely effective at raising the awareness of the motoring public, as well as detecting violators of the law.
- ? **Police officer motivation:** A requirement of participation in the BUNY grant program is that police agencies adopt a seat belt use policy for its officers and that the officers participate in roll call training on the importance of seat belt use for law enforcement personnel. The GTSC and the State Police have produced a DVD for agencies to use as a roll call training tool. The DVD is available to any police agency upon request.

- ? **Nighttime enforcement:** Police agencies have begun to conduct enforcement efforts during nighttime hours to reach low-use populations of motorists.
- ? **Dedicated roving patrols:** Because of manpower limitations and other constraints, it is not always possible to conduct seat belt checkpoints. Dedicated roving patrols, particularly during the enforcement mobilizations, is an effective strategy that is used to augment the more visible checkpoints.
- ? **Zero-tolerance enforcement:** The police continue to follow a zero tolerance policy in enforcing occupant restraint violations; no warnings are issued. This is a departure from prior years when the common practice was for officers to issue warnings for seat belt violations or not to stop the violator at all. The perception of risk of receiving a seat belt ticket is now quite high, due in large part to this zero tolerance policy and practice.
- ? **Statewide, multi-agency effort:** In every county in the state, the police participate in joint checkpoints and other multi-agency activities. This multi-agency approach has had significant positive results, not the least of which is the public perception that all police agencies, no matter what the uniform or region of the state, are serious about seat belts. Another positive outcome has been a better working relationship among the different agencies and increased cooperation on other enforcement and traffic safety efforts.
- ? **Seat belt mobilizations:** Seat belt mobilizations or waves are conducted during specific time periods; a 14-day wave is conducted in conjunction with the national mobilization in May and a second 14-day wave is conducted in November. These mobilizations consist of intensive enforcement, publicized through a media campaign and other PI&E activities.
- ? **PI&E and media outreach:** Public awareness efforts focus on publicizing the BUNY/CIOT message through the airing of PSAs, the issuance of press releases, and other contacts with the media. Since the early years of the program, the statewide PI&E and media efforts have been very successful; in recent years, local agencies have become much more adept at conducting these types of activities.
- ? **Reporting and evaluation:** The police agencies receiving grant funding are required to report on their seat belt enforcement activities. The success of the enforcement and educational efforts are evaluated through observational surveys of seat belt use and reported restraint use in crashes. The results of the enforcement efforts reported by the individual grantees during the mobilizations and throughout the year are closely reviewed in conjunction with other weighted factors to ensure that future funding is awarded to those agencies that are the most aggressive in their efforts.

Over the past year, the BUNY/CIOT program continued to incorporate these fundamental components. In FFY 2008, the GTSC supported approximately 240 police departments statewide to participate in the enforcement effort. The table below shows the number of tickets issued during the two mobilizations in FFY 2008.

Tickets Issued During FFY 2008 Mobilizations

	11/12/2007-11/25/2007	5/19/2008-6/1/2008
Tickets for Seat Belt Violations	44,920	56,765
Tickets for Child Restraint Violations	2,468	3,736
Tickets for Other V&T Violations	147,157	142,683
Total Tickets Issued	194,545	203,184

State Police Buckle Up New York

During the enforcement wave conducted November 12-25, 2007, Troopers conducted 107 enforcement details and issued 16,273 safety restraint citations, 461 of which were for child restraint violations. During the enforcement wave conducted May 19-June 1, 2008, Troopers issued 20,184 safety restraint citations. This represented 40 percent of the total law enforcement activity for the wave.

Day-to-day enforcement is the foundation of the State Police occupant restraint enforcement efforts and this "around-the-clock" activity has been substantial. From October 1, 2007 to September 30, 2008, State Troopers issued 112,483 safety restraint tickets statewide and conducted 533 roving or fixed seat belt enforcement details. Monthly enforcement details also continued to play an important role in the Division's overall occupant protection program. By the end of the fiscal year, safety restraint use in New York stood at a record-high 93.2%, based on surveys conducted by the New York State Police in areas where they generally provide police services.

In addition to the enforcement activities, Buckle Up New York public information efforts continued statewide. The Division continued with its extensive public information and education activities, in support of each of the Occupant Protection Program's two main components. The Traffic Services Section updated and distributed a variety of informational and promotional materials at numerous venues, including the annual New York State Fair. Radio public service announcements also were disseminated statewide, while media outlets were encouraged to broadcast these messages, particularly during the weeks preceding each Buckle Up New York enforcement wave. A new seat belt Convincer was acquired and several demonstrations of the Convincer and the Rollover simulator were conducted at several sites and in conjunction with some local holiday media events. In addition, the State Police once again served as the primary sponsor and organizer of the annual Empire State Law Enforcement Traffic Safety Conference, held each year in the Albany area.

Nighttime Enforcement

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

The State Police began evaluating nighttime checkpoints and conducted two pilots during FFY 2007. One of the details utilized a checkpoint approach while the other used a spotter and chase vehicles to apprehend violators. Given the success of these details, the State Police expanded the initiative in FFY 2008.

During the May 2008 BUNY enforcement waves, the State Police collected information on whether the participating agencies conducted nighttime enforcement. Police agencies reported conducting 248 nighttime checkpoints during the May 2008 wave, compared to 148 in the previous year.

Statewide Observation Survey of Seat Belt Use

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

The 2008 New York State Seat Belt Observation Survey was conducted in June at 200 individual locations in 20 counties where drivers and front-seat passengers were monitored for seat belt compliance. The statewide survey was conducted over the two-week period immediately after the May 2008 seat belt enforcement mobilization. The data collected in the survey were analyzed to derive an estimate of the statewide usage rate following the intensive high visibility enforcement program. The state's usage rate in 2008 was measured at 89%, up six percentage points from the 2006 and 2007 surveys when usage was measured at 83%. ITSMR prepared a report on the results for submission to the GTSC and NHTSA.

A press conference announcing the historic high seat belt use rate of 89% was held by GTSC Chair and DMV Commissioner Swarts on July 7, 2008. The Commissioner was joined by members of New York's law enforcement agencies and the National Highway Traffic Safety Administration in announcing the news.

CHILD PASSENGER SAFETY

New York's occupant restraint law covers all front seat occupants and children up to age 16 seated in the rear seat of vehicles; children under the age of four must be in federally-approved child safety seats. On March 27, 2005, the child passenger restraint law changed to require children ages four, five, and six to be restrained in an appropriate child restraint system, based upon the child's age, height, weight, and vehicle equipment. Depending upon the size of the child, the restraint may be a child safety seat or a booster seat. Two additional amendments were passed to accommodate vehicles with lap belts only and children weighing over 100 pounds. The penalty for violations of the laws related to children continues to be a fine of no less than \$25 and no more than \$100. The driver is also assessed three license penalty points if a passenger under the age of 16 is not properly restrained in accordance with the law.

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



Public Information and Education

The Governor's Traffic Safety Committee continued to provide support and coordination for statewide public information and education to encourage seat belt and child restraint use. Child passenger safety messages have been disseminated statewide through a variety of delivery mechanisms including the broadcast media, print materials and over the Internet. This year's public awareness and education campaign focused on the use of appropriate restraint systems.

For the first time, New York State conducted a statewide child passenger safety awareness campaign, "New York's 4 Steps 4 Kids", during Child Passenger Safety Week, September 21 – 27, 2008. First Lady Michelle Paterson kicked-off the campaign at a press conference on "Seat Check Saturday" at an event held at the Crossgates Mall in Albany. The campaign promotes the National Highway Traffic Safety Administration's four-step guidelines to make certain children are properly secured in an appropriate child restraint system based on age and size. Twenty-one car seat check events were held across the state on "Seat Check Saturday." This campaign was a cooperative effort involving the GTSC, NYS Department of Health (DOH) Bureau of Injury Prevention, NYS Child Passenger Safety Advisory Board, NHTSA, NYS Safe Kids Coalitions and Chapters, and numerous local community agencies and sponsors.



First Lady Michelle Paterson speaking at "Seat Check Saturday" press conference

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

The DOH Bureau of Injury Prevention posted its revised brochure, "Give Your Kids a Boost" on its website. This brochure and poster were also made available through the DOH Distribution Center. A tip card, "Get the Facts about LATCH," was created and made available for distribution to educate parents and caregivers about the LATCH restraint system. The "Child Passenger Safety for Infants and Young Children with Special Health Care Needs" brochure has been made available in Spanish this year. The DOH has also disseminated a publication entitled, "La historia de un padre arrepentido – A Father's Story of Regret," which was developed through a research project conducted by the Center for Injury Research and Prevention at the Children's Hospital of Philadelphia. The publication is used to educate low-literacy Spanish-speaking audiences about appropriate child restraint practices.

The DOH has implemented a new print campaign to encourage car dealerships to educate consumers about appropriate child restraint practices. Three car dealerships in Monroe County and the Capital Region have been chosen to serve as pilot sites. Materials were developed to address the benefits to car dealerships for providing child passenger safety education to their consumers and includes ideas to incorporate child passenger safety education in their dealership marketing plans. This project will continue in the next grant year.

The GTSC also provided educational materials and other support to state and local agencies, child passenger safety technicians and the general public on child passenger safety issues, and particularly the new law. The GTSC continued to serve as the state's clearinghouse for information regarding child passenger safety training classes, child safety seat check events and other child passenger safety activities. Child passenger safety information is routinely updated on the GTSC web site. In FFY 2008, there were approximately 142,739 hits on the child passenger safety web pages, compared to 167,626 in FFY 2007.

Regional Child Passenger Safety Conference

The 7th Annual Child Passenger Safety Technical Conference was held September 24-26, 2008 in Atlantic City, New Jersey. Once again the number in attendance exceeded the previous year's conference. More than 600 instructors, technicians and child passenger safety advocates from New York, New Jersey, Pennsylvania, Puerto Rico, Virginia, and Canada participated in this year's conference; 316 attendees were from New York State, 30 more than the year before when the conference was held in Buffalo. The conference offered 30 workshops and forums, 13 of which awarded continuing education units (CEUs) to be used toward technician recertification. The workshops covered a wide range of topics, including manufacturers' updates, special needs installations and measures, forums for discussions on liability issues, and a briefing on the "Seat Check Saturday" events held in NHTSA Region II.

In addition to the workshops, New York, New Jersey, and Pennsylvania held their state meetings during the conference to pass on new information to their technicians and instructors. At the New York meeting, technician recognition awards were presented to four individuals who were nominated by their peers for their outstanding leadership and dedication to child passenger safety efforts in their communities. Also, a new State Coordinator for New York was introduced.

The keynote speaker for the conference was Pam Fischer from the New Jersey Division of Highway Traffic Safety. Ms. Fischer passed on comments from New Jersey Governor Jon Corzine and congratulated the conference attendees on their outstanding work in continuing to expand the CPS message in the region. Other featured speakers were Michele Mount from AAA New Jersey and Chuck DeWeese from the New York State Governor's Traffic Safety Committee.

Pennsylvania will host next year's conference. The dates and location have yet to be determined.

Certified Technician Training Program

In 1999, the child passenger safety technician program in New York started with 98 certified technicians and nine instructors. Today, the program has grown to 1,259 certified technicians and 65 instructors. As other states have lost technicians, New York has been able to maintain its numbers of certified technicians through grant funding for technician training classes, recertification fees, and support for local child passenger safety programs. However, New York has seen some of its class sizes decline to fewer than ten participants.

This past year, 27 Standardized Child Passenger Safety Technician Training classes were conducted across the state in Albany, Allegany, Chemung, Chenango, Cortland, Delaware, Dutchess, Erie, Franklin, Livingston, Monroe, Nassau, New York, Niagara, Oneida, Onondaga, Ontario, Orange, Oswego, Queens, Suffolk, Ulster and Westchester counties. As a result, over 300 new technicians were certified in New York State this year. In a continuing effort to offer education to any persons interested in CPS certification, a number of technician candidates came from areas outside of New York State. One technician candidate came from Pennsylvania to attend the class in Broome County and an engineer from Audi came all the way from Germany to attend a class in Dutchess County.

**CPS Technician Training Classes
2001-2008**

YEAR	# Classes held	# Additional classes cancelled	# New technicians	Average # students per class	# Classes with class size less than 10 students
2001	29	0	506	17	0
2002	33	2	408	12	6
2003	31	3	482	16	7
2004	25	8	302	12	12
2005	29	2	329+	11	7
2006	29	5	387	13	8
2007	29	2	352+	12	7
2008	27	2	306+	10	10

In 2008, local police officers continued to make up the largest proportion of technicians attending training classes (31.7%), followed by Sheriff Deputies (10.5%) and Firefighters/EMS personnel (9.8%). Overall the number of new technicians has declined this year.

**Students in Technician Training Classes by Occupation
2004-2008**

OCCUPATION	2004	%	2005	%	2006	%	2007	%	2008	%
State Police Troopers	29	9.6	52	15.8	38	9.8	48	13.6	15	4.9
Local Police Officers	94	31.1	135	41.0	124	32.0	133	37.8	97	31.7
Sheriff Deputies	26	8.6	16	5.0	46	11.9	26	7.4	32	10.5
Health Professionals	28	9.3	43	13.1	60	15.5	32	9.1	27	8.8
Firefighters/EMS	48	16.0	35	10.6	36	9.3	39	11.0	30	9.8
Social Services Professionals	27	9.0	11	3.3	25	6.5	20	5.7	19	6.2
Retail	1	0.3	3	0.9	1	0.3	3	0.9	2	0.7
Day Care Providers	9	3.0	4	1.2	13	3.4	10	2.8	0	0.0
Traffic Safety Professionals	8	2.6	1	0.3	6	1.6	0	0.0	0	0.0
DOT/Transportation/ Bus Drivers	8	2.6	15	4.6	16	4.1	17	4.8	13	4.2
AAA Clubs Employees	0	0.0	5	1.5	7	1.8	1	0.3	3	1.0
Insurance Employees	2	0.7	0	0.0	0	0	0	0.0	0	0.0
Dealership Employees	11	3.6	4	1.2	7	1.8	1	0.3	1	0.3
Unknown/Other	11	3.6	5	1.5	8	2.0	22	6.3	12	3.9

Child Passenger Safety Technical Update Training Classes

This training provides technicians and instructors who received their training several years ago with the latest information to update their skills and stay current with new procedures and guidelines. Technicians can earn Continuing Education Units (CEU) for attending.

Fewer update classes were conducted across the state this year, as 93 technicians took advantage of attending an update class prior to the start of the CPS Regional Conference in Buffalo last year and 50 technicians attended an update class at this year's conference in Atlantic City. Update classes were also held in Livingston, Cattaraugus, Ulster, Niagara, Albany, and Chenango counties.

In January 2007, new procedures for recertification were put into place by Safe Kids Worldwide. Since that time, the rate of technicians recertifying has not improved. According to Safe Kids Worldwide, the certifying body, the percentage of technicians in New York State who recertified between January and September 2008 was 49%, a drop of nine percentage points from last year. Nevertheless, with nearly half of all New York technicians completing recertification, New York exceeded the national recertification rate of 43% and did better than 36 of the 50 states.

The New York State Police provided in-service training to technicians and instructors to promote the growth of technical skill and knowledge within the ranks of the Division's Child Passenger Safety Program.

Specialized Child Passenger Safety Training Classes

These classes are designed for certified technicians who want to learn more than what is taught in the Standardized Child Passenger Safety Technician Training curriculum. An example of such a class is the one-day Child Passenger Safety for School Bus Transportation Training course that was offered as part of the curriculum at the CPS Conference in Atlantic City, New Jersey in September.

Child Passenger Safety Awareness Training

A trend began in 2007 where various agencies began to move toward offering more CPS awareness training classes as opposed to holding numerous seat check events. While the seat check events are very successful and draw media attention, the awareness classes can reach a greater number of parents, expectant parents and caregivers and give the agencies a better opportunity to educate these groups about child passenger safety. The Education and Assistance Corporation which operates in Nassau, Suffolk, and Queens counties exemplifies this trend; in the past year, this organization has held 379 awareness training classes and educated hundreds of parents about child passenger safety.

The Monroe County Office of Traffic Safety also held numerous awareness classes in 2008. One example was a class offered in January 2008 to au pairs in Pittsford, a suburb of Rochester. Many of the 13 students in the class were from foreign countries. In most cases, the participants came from countries where child passenger safety education and training is not available to them. This class was highlighted in the local newspaper which reported that many of those attending planned to take the information back to their home countries for adaptation there, thus making the CPS message not only a national program but a global program.

Cornell University Cooperative Extension of Saratoga continues to run a very effective program educating expectant parents. In the last year they have instructed expectant parents about best practices for child passenger safety; 24 classes were held for more than 160 expectant parents.



Child Safety Seat Check Events

The Governor's Traffic Safety Committee continued to support child safety seat check events through a mini grant program. The trend in New York State has been to conduct fewer car seat check events, but to conduct them with increased publicity. In FFY 2008, 370 child safety seat check events were conducted in 48 counties across the state; this was 87 fewer than the number of events held than last

year. Of the 7,115 safety seats inspected during these events, only about 12 percent were found to be correctly installed by parents or caregivers and most of these installations were booster seats. At these child safety seat check events, approximately 2,702 child safety seats were replaced or given away to parents and caregivers; this was 671 fewer than the number of seats given away last year.

The most common types of misuse by parents and caregivers when installing a car seat continue to be not installing the car seat tightly in the vehicle and not securing the harness straps snugly over the child in the car seat. This year, more misuse problems related to the use of LATCH systems were found; an increase in the use of old car seats was also found.

Misuse Problems Encountered During Inspections in 2008

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

Some of the local check events are highlighted below.

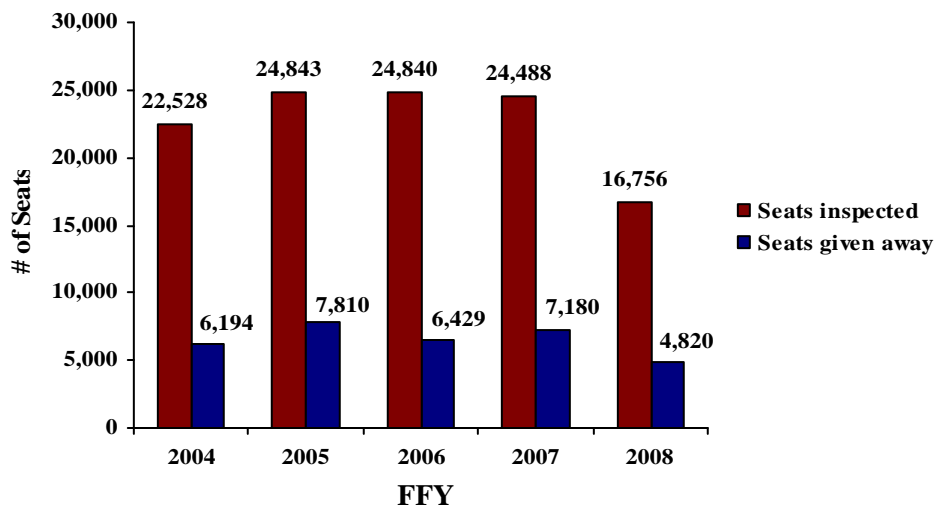
- ? The largest check event by far this year was held on September 20, 2008. In coordination with the GTSC, over 20 agencies across New York State held seat check events to kick off Child Passenger Safety Week. This was a heavily publicized event on TV, radio and in the print media. New York's First Lady Michelle Patterson attended the Albany event at the Crossgates Mall to make a speech and observe the seat checks in progress. Hundreds of seats were checked as a result of this combined effort and the feedback from the public, technicians and instructors was very favorable.
- ? Once again a large seat check event was held in June at the Sears parking lot located at the Colonie Center Mall. Approximately 45 technicians were on-hand to educate parents and caregivers. Technicians look forward to attending this event each year. This was the sixth year for this event which was publicized on TV and in the newspapers. At this year's event, 70 child safety seats were inspected. While this number was down from the previous year, the event was very successful and still one of the largest of the year.
- ? In April 2008, Clinton County Health Department held a seat check event at the local Senior Citizens Council in Plattsburgh. The turnout for this event was very large for this area; 65 car seats were checked at this event.

- ? The Rockland County Sheriff's Department held an event in May 2008 at the Stony Lonesome Fire Station at West Point. This event was geared toward military families who otherwise would not have access to statewide seat check events; over 60 seats were inspected.

Permanent Child Safety Seat Fitting Stations

In FFY 2008, the GTSC awarded mini grants to support the operation of 188 permanent fitting stations in New York State. In addition, the New York State Police operate 21 fitting stations statewide. Based on the reports received by the GTSC, as of November 12, 2008, the State Police and other agencies operating fitting stations conducted 16,756 child safety seat inspections and distributed over 4,820 car seats. This was a substantial decrease in the numbers reported in past years.

Permanent Fitting Station Report



The GTSC also awarded grants for the purchase of 11 storage trailers to be used as mobile fitting stations, storage facilities and/or educational training trailers. These trailers continue to be an enhancement to spreading the CPS message in their communities since they must be marked with the department's name and the CPS logo. Some departments have taken the opportunity to make eye-catching displays on their trailers.

As outlined in the previous year's report, there continues to be a problem with maintaining a regular program in some departments as manpower cannot always be allocated toward the fitting stations when the needs of the respective department come into conflict with the fitting station operation. In some cases, a shortage of manpower has been the result of the reassignment of officers who are trained as technicians to different tasks or shifts making it impossible to staff the fitting station during hours that are convenient for the public. Other reasons given for manpower shortages were that technicians were out on extended leave or the officer or supervisor in charge of the program had left the department leaving a void in the oversight of the fitting station. In most cases, the departments indicate a strong desire to continue with these programs and are working to resolve their issues.

As the program continues to evolve, the GTSC has encouraged and fostered communication and cooperation between agencies to build more effective fitting stations and programs; one example is Cornell Cooperative Extension and AAA Northway which have joined together as one grantee to share responsibilities for their fitting stations and other CPS-related activities. With the fiscal downturn facing all agencies within the state, a combination of efforts may become essential for keeping programs alive when individual agencies cannot successfully staff their fitting stations as they once did.

One of the most active fitting stations in New York State has consistently been the Town of Greenburgh Police Department in Westchester County. The Greenburgh fitting station is located in close proximity to NYC, Connecticut, and New Jersey and accepts appointments from anyone in these areas. In addition, this jurisdiction covers a large area of Westchester that includes affluent areas as well as areas with low-income families of diverse backgrounds. This year the Greenburgh PD inspected over 1,200 car seats and gave away 26 car seats. The program staff also continued to work with White Plains Hospital Center to provide free seminars on CPS education and installation techniques.

The Hudson Valley AAA fitting station is also very successful, inspecting over 431 car seats and distributing 30 car seats in the last year. AAA Hudson Valley is also extremely supportive of all agencies in the Capital Region and has been partners with the GTSC at the most popular seat check events, including "Seat Check Saturday" and the Sears seat check event held in June at the Colonie Center Mall.

Child Safety Seat Distribution Programs

The GTSC funded 62 child safety seat distribution programs for low-income families in 46 counties, including the five boroughs of New York City. Each program may have a different approach to child passenger safety education, but all of the programs have a certified CPS technician available to spend 20-30 minutes teaching the parents how to install their car seat. Some programs also show the families an educational video and/or provide educational brochures and materials. Reports received as of November 13, 2008, indicate that more than 5,495 child safety seats were distributed to low-income families across New York State in FFY 2008 through this program.

The Oneida County Health Department serves the Mohawk Valley region of the state. This area has many poverty-stricken areas with poor and working poor families. The Health Department's seat distribution program has been widely publicized, primarily through word-of-mouth, and has become quite successful in reaching those in need of car seats. In the past year, the Health Department distributed its entire inventory of car seats to needy families in their community.

NYS Child Passenger Safety Advisory Board

The New York State Child Passenger Safety Advisory Board advises the GTSC on child passenger safety issues and promotes a higher level of skill, knowledge, and participation by technicians and instructors to improve child passenger safety in all regions of New York State. The accomplishments of the CPS Advisory Board in FFY 2008 included the following:

- ? Scheduled all technician training courses for the year by January 2008
- ? Adopted a curriculum for the Update/Refresher class that was created by New York CPS Instructors for use in New York State; the curriculum was approved by Safe Kids Worldwide for earning Continuing Education Units
- ? Provided child passenger safety information and news for technicians and instructors to be posted on the GTSC website

- ? Updated the by-laws for the Advisory Board to include nomination procedures and vacancy issues
- ? Distributed quarterly CPS update reports to technicians in their regions
- ? Coordinated events and publicity campaign for “Seat Check Saturday” to kick-off Child Passenger Safety Week in New York State.
- ? Provided legislative awareness of CPS issues to members of the CPS Advisory Board
- ? Created a brochure to promote the CPS Advisory Board that includes information on its members, mission, tasks, and website information
- ? Participated in the 7th Annual Regional Child Passenger Safety Conference

COMMUNITY TRAFFIC SAFETY PROGRAMS

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

2008 PROGRAM HIGHLIGHTS

Orange County Traffic Safety Program

The Orange County Department of Emergency Services Traffic Safety Program has been addressing their young driver crash problem with three new initiatives: the Teen Panels Exhibit, the "Not One More" presentation, and the new driver information packets and videos available at the Orange County DMV office. The Teen Panels were designed as part of the "One Second, Everything Changes" exhibit. Through words and images, the exhibit portrays the tragic events surrounding the involvement of several local youth in fatal crashes in New York's Mid-Hudson Valley region. The display educates teens and adults in Orange and Ulster Counties about extreme decision-making and many of the contributing factors to crashes including inattention, intoxication, and speed.

The Orange County Traffic Safety Program is also part of an Orange County Coalition that developed the "Not One More" project which utilizes driver simulators to allow new drivers to practice and sharpen their driving skills.

Broome County Health Department

The Broome County Health Department Traffic Safety Program implements several programs, including a Wheeled Sport Safety program entitled "Put A Lid On A Kid" helmet campaign. The Health Department also coordinates the countywide Child Passenger Safety Program and presents the "Keeping It Real Behind the Wheel" teen driver safety program to schools in the county. This program was designed and developed following the tragic death of a 17-year-old Vestal High School student who was killed in a car crash as a result of distracted driving. The "Keeping It Real Behind the Wheel" program is presented by staff from the county traffic safety office, law enforcement officers, and the father of the deceased teen and discusses the dangers of distracted driving, the importance of seat belt use, and the physical dynamics involved when a crash occurs.

Westchester County Traffic Safety

The Westchester County Traffic Safety program, in cooperation with the Westchester Department of Senior Programs and Services, developed the Older Driver Coalition. The network consists of representatives from public and private agencies dedicated to helping families, caregivers, and community members. The goal is to identify and address safety issues related to the older driver who may be at risk. The senior population is provided with educational programs and resources, including driver

improvement services, driver evaluation and rehabilitation, and assistance with transportation. The coalition recently sponsored an Older Driver Awareness Conference for law enforcement to sensitize them to this issue.

Capital Region Older Driver Assistance Network

The goal of the project is to improve highway safety through the establishment of a reliable, sustainable and broad-based network of mutually supportive referral pathways and coordinated support services for older drivers. The network was established in FFY 2007 and has built the capacity to provide outreach, information, education and assistance to help older drivers, their families, professionals and other members of the community to successfully address potentially unsafe and at-risk driving situations. Protocols for making referrals to and among network partners and other local resources for older driver assistance were developed and practiced. Other accomplishments include the development and dissemination of a comprehensive directory of resource information for older drivers; the establishment of a toll free number to access assistance from the network; and the delivery of presentations to 660 senior citizens, 85 case managers, 120 family caregivers and the traffic safety boards in Albany, Schenectady and Rensselaer counties. In addition, 28 NYS Department of Motor Vehicles testing and investigations unit staff received skill development training on older driver safety; 1,500 copies of "When You Are Concerned" were produced; 16 CarFit technicians were trained in Albany, including five occupational therapists from across the state; and two CarFit events were held, one in Albany County and the other in Rensselaer County.

South Fork Community Health Initiative

The South Fork Community Health Initiative is a not-for-profit organization located on the South Fork of Long Island. Program S.A.F.E. (Safety Awareness for Everyone) strives to reach toddlers, adolescents, parents and older adults in the towns of East Hampton and Southampton. Education is made available through lectures and demonstrations, structured class programs, health fairs, traffic education tables and information centers. The agency partners with the county Department of Health and fire and police departments on many programs. Safety programs delivered by this organization include occupant protection, pedestrian, bicycle and older driver safety. The Hispanic and English program associates are car seat technicians and are involved with all program deliverables.

Motorist Education to Prevent Passing of Stopped School Buses

Motorists who pass stopped school buses continue to pose a threat to children boarding and departing buses. The Department of Motor Vehicles and the Governor's Traffic Safety Committee, with its member agencies, have been very active in addressing this issue through the media, participation in the Tri-Agency School Bus Committee, and Operation Safe Stop.

Operation Safe Stop is an annual one-day statewide enforcement event involving local school districts and law enforcement agencies intended to educate the motoring public through enforcement. This year, Operation Safe Stop Day was on April 2, 2008. During this event, there were increases in all categories of participation. A total of 41 counties, 106 law enforcement agencies, including NYPD, and more than 955 officers participated in this year's event; 1,171 tickets were issued for passing a stopped school bus and another 3,892 tickets were issued for other violations. Public information and education efforts included the production of placemats and bookmarks, a bumper sticker competition and public service announcements.

The GTSC also funded a pilot project to educate the motoring public, and at the same time, collect data on the number of illegal passing occurrences. This project involved the mounting of three Eltag License Plate Readers on the driver side of a school bus operated in the City of Syracuse. The Syracuse City Police Department dedicated an officer to download the information from the school bus every day and issue warning letters to the registered owners of the vehicles that were recorded passing the stopped bus. During the 41 days of the pilot test, 68 illegal passes of the stopped school bus were recorded. Seven press events were held to publicize the progress of the pilot program and educate the motoring public about the law which requires motorists to stop for all school buses while students are loading or unloading.



School's Open--Drive Carefully

On September 2, 2008, AAA Hudson Valley held a press conference to remind motorists that school is open and they need to drive carefully. The "School's Open--Drive Carefully" campaign is conducted annually to alert motorists to watch out for school children walking to school, waiting at bus stops, and entering and exiting school vehicles. AAA distributes large quantities of educational materials annually to raise awareness among the motoring public. The press conference included remarks from Roger Dames, AAA Hudson Valley; Terri Egan, DMV Deputy Commissioner; Peter Manella, New York Association for Pupil Transportation; Major William Sprague, NYS Police, Troop G; Chief Louis Corsi, Bethlehem Police Department and a special appearance from AAA's 'Otto the Auto'. Otto the Auto is a charming robotic traffic safety mascot who speaks to all audiences to promote safety.



Cornell University Cooperative Extension of Saratoga County

Cornell Cooperative Extension of Saratoga County serves approximately 215,000 residents. The project director provides programs in the areas of occupant restraint, pedestrian, bicycle, school bus and teen driver safety. The not-for-profit agency offers quality child passenger safety education and resources to all residents, specifically to limited-income families. In FFY 2008, 214 child safety seats were

installed and 70 seats were distributed free to low-income clients. Cornell Cooperative Extension also provided pedestrian safety to all Head Start classes and offered helmet fittings to low-income families. To receive services, agencies are required to send a referral to Cornell Cooperative Extension; an appointment is scheduled and the parents or caregivers then bring the child to the Cornell Cooperative Extension facility for education and proper fitting. Cornell Cooperative Extension also worked with Ballston Spa School District to offer education on getting children on and off the bus safely. Finally, Cornell Cooperative Extension was instrumental in coordinating a Teen Driver Safety program. The program was offered at Cornell Cooperative Extension and Schuylerville High School. Teens and parents attended the programs which were so well-received that parents asked that the program be expanded and offered more often.

Operation Lifesaver

New York Operation Lifesaver is an organization comprised of volunteers presenting safety programming to target audiences regarding the dangers at highway-rail crossings. In 2007, New York experienced 49 highway-rail grade collisions between trains and motor vehicles. This is the highest number of train/vehicle crashes since 2003. To address this alarming increase, awareness training was provided to many groups, including school bus drivers, teen drivers, professional truck drivers, school groups, driver education classes, emergency responders and law enforcement; a total of 436 presentations were given. In addition, Operation Lifesaver volunteers attended 35 safety events and train shows throughout the state, including formal exhibits at the New York State Fair and the Erie County Fair. Over 1.4 million individuals have received Operation Lifesaver Awareness Training or attended an Operation Lifesaver event.

Multicultural Traffic Safety Education Summit

The Multicultural Traffic Safety Education Summit was held at the Desmond Hotel Conference Center in Albany on June 12, 2008, with more than 75 traffic safety advocates in attendance. The summit was opened by the DMV Deputy Commissioner for Safety, Consumer Protection and Clean Air, Terri Egan, and addressed “Five Principles for a Strong Foundation in Effective Traffic Safety Strategies with Diverse Communities.” The presentations included successful programs from other states such as the El Pueblo Program to reduce Latino DWI in Raleigh, North Carolina and the Meharry-State Farm Alliance Project to Improve Seat Belt Use Among African Americans. Also highlighted, were ongoing programs within New York State such as El Protector in Westchester County, the Lewis County Sheriff Enforcement Program to address the traffic safety issues of the Amish Community and the New York City Police Department Community Affairs Bureau’s program targeting diverse ethnic communities in the five boroughs of New York City. A toolkit was developed for the conference and distributed to all participants. The conference evaluation and feedback questionnaire yielded suggestions which led to an updated toolkit and other resources that were made available to participants at the annual Highway Safety Conference held in Syracuse, October 19–22, 2008. Future activities will include the development of an ethnic traffic safety roll call video and law enforcement brochure, as well as modular traffic safety packages that can be used with specific ethnic communities.

Traffic Safety and Media Literacy

The New York State Association of Traffic Safety Board’s Education Committee’s Multicultural Traffic Safety Outreach Committee has developed a “Traffic Safety and Media Literacy: The Media’s Influence on Driving, and Multicultural Markets” presentation available on CD and a guide for traffic safety partners. The purpose of this program is to increase awareness regarding the impact that culture and the influence of the media have on the choices individuals make regarding driving. The CD looks at how speed, aggressive driving, and alcohol ads normalize high risk driving behaviors. It also ties the targeting of multicultural markets to these high risk driving behaviors and the traffic safety impact on

these populations. The CD is an appropriate educational tool for youth or adults and can be used by educators as well as law enforcement officers. Once awareness is raised, the public will be empowered to make conscious decisions regarding the choices they make while driving.

Minority/Diversity Outreach

Central to New York's comprehensive Traffic Safety Program is an effective outreach to all ethnic communities within the state. To that end, the Governor's Traffic Safety Committee continues to encourage New York's minority/ethnic communities to share and partner with their county Traffic Safety Boards on occupant protection and other traffic safety programs administered throughout the state. The GTSC strategy is to foster this partnership by participating in ethnic and community events whenever possible and inviting community leaders and traffic safety advocates to share in problem-solving seminars and conferences. The GTSC Minority Outreach Coordinator has also participated in NHTSA-sponsored teleconferences on issues addressing minority traffic safety problems, solutions and best practices.

In 2008, some of the ethnic and community events which DMV/GTSC participated in and provided staffed information booths and programs included:

- ? ***Martin Luther King, Jr. Day:*** New York State celebrated its 23rd anniversary of the Dr. Martin Luther King, Jr. memorial observance at the Empire State Plaza Convention Center in Albany on January 21, 2008. As in past observances, the convention center and the Empire State Plaza Concourse corridor were packed with participants from all ethnic groups, especially the African American and Latino communities in the Capital Region. The GTSC and other state, local and private organizations staffed information booths during this popular mid-winter program that drew over 4,000 participants.

- ? ***Black History Month:*** DMV/GTSC participated in a number of events during the month of February to commemorate Black History Month. The DMV field offices were also encouraged to disseminate traffic safety and other information for ethnic minorities during this month. The DMV Commissioner, David Swarts, delivered the closing remarks at the final Black History Month interagency program held on the Empire State Plaza Concourse on February 22, 2008. The annual Black and Puerto Rican Legislative Caucus held their 37th annual conference February 15-17 at the Plaza. DMV/GTSC joined other state agencies in maintaining information booths for over 20,000 African American and Latino constituents from all over New York State attending the caucus weekend event.

- ? ***Pedestrian Safety Seminar:*** On February 27, the GTSC Minority Outreach Coordinator participated in the first NHTSA-sponsored Tri-Regional Teleconference Seminar entitled: "Pedestrian Safety Initiatives/Lessons Learned from the Third Most Deadly Intersection in Maryland." Ms. Kristen Allen at NHTSA Region I moderated the conference. The discussion addressed pedestrian safety initiatives at the Takoma/Langley Crossroads in the City of Takoma Park, Maryland. This is a heavily immigrant populated area with a highly transient population. The issue was how to get the new immigrants to observe and use designated crosswalks, as well as ways to re-engineer the traffic patterns to be more pedestrian friendly. This seminar was particularly interesting as the Minority Outreach Coordinator has been involved with a Chinatown Traffic Safety Awareness initiative in New York City which addresses pedestrian safety.

- ? ***The Jewish Passover Holiday:*** The GTSC partnered with The Jewish Press, America's largest Independent Jewish weekly newspaper, in sending out a best wishes and traffic safety message during Passover. The message: "Get It Together ... Buckle Up ... Be Safe This Passover

Season” was featured in the April 18 edition of a supplement published by The Jewish Press. It is estimated that the publication has over 96,000 subscribers with more than 300,000 readers.

- ? ***Hispanic Legislative Conference – Somos El Futuro:*** The annual Somos El Futuro Hispanic Task Force Legislative Conference was held at the Empire State Plaza, April 25-27. There were over 25,000 participants from all over the state. The workshops dealt with topics of interest to all minority constituents; as a result, attendance increased to include other ethnic groups such as Asian Pacific Americans, Caribbean and other recent immigrants. The Buckle Up/Click It or Ticket message was highlighted at the DMV/GTSC booth. Over 400 agencies and private business entities maintained information/exhibit booths at the conference venue.
- ? ***Cinco De Mayo:*** In May, DMV/GTSC partnered with the Ulster County Traffic Safety Board at the annual Cinco De Mayo celebrations held at the Casa Villa in Kingston, New York. The primary objective was to stress and demonstrate the proper use of child passenger restraint systems, especially booster seats for the older children, and to inform the public of the fitting stations in their vicinity. Various health organizations and banking, financial and insurance entities participated as well. The minority outreach coordinator also joined the Ulster County traffic safety coordinator in promoting seat belt usage at the Wallkill High School “Battle of The Belts” contest. The competition focused on the fastest four-person team to rotate positions and buckle up in a car. Prizes were also awarded for the team with the “coolest” graphic designs/logo incorporating the theme “Battle of the Belts.”
- ? ***African American Family Day:*** The annual African American Family Day event was held at the Empire State Plaza on August 2, 2008. DMV/GTSC joined other state agencies and local, private, and faith-based community organizations at this all-day event that attracted over 30,000 participants to the Plaza. In addition to the DMV/GTSC information booth, other traffic safety advocate agencies conducted demonstrations; the New York State Police Troop T demonstrated the seat belt Convincer and the Albany County Traffic Safety Education program coordinator presented information on the county’s child passenger seat program.
- ? ***Latin Fest:*** On August 10, Ulster County held its 4th annual Latin Fest celebration on the strand in Kingston, New York. Once again, DMV/GTSC partnered with the Ulster County Traffic Safety Institute to provide education and demonstrate child safety restraint systems to the predominantly Latino participants at the Fiesta. Two Spanish-speaking child passenger seat technicians were present and able to demonstrate the proper child passenger restraint configurations, the safest place in a vehicle to situate a child, and how to properly adjust the seat in the vehicle for the child’s maximum safety. A number of booster seats were given away and information on fitting station schedules in the area was provided. The program ran from 10:00 a.m. until 8:00 p.m. and was attended by over 10,000 participants.
- ? ***“Nuestra Seguridad” Teleconference:*** On August 28, the GTSC minority community outreach coordinator participated in the second NHTSA-sponsored tri-regional teleconference. The guest speaker was Ms. Beth Horner, Public Information Officer from the North Carolina Governor’s Highway Safety Program. The seminar topic was entitled “Nuestra Seguridad” (Our “Public Safety”) which is an initiative to reduce the disproportionate number of highway safety fatalities and injuries among Hispanic drivers in North Carolina. Implicit in the decision to address this demographic was the realization that everyone was impacted by the safety risk that was being posed primarily by a minority group in the state’s motoring public. Through a contract awarded to El Pueblo Inc., culturally-appropriate bilingual materials on child passenger safety, drinking and driving, and seat belt use which developed and distributed throughout North Carolina. New York’s Multicultural Traffic Safety Education Committee plans to showcase its program and

share lessons learned and resources with other NHTSA Tri-Regional participants during future teleconferencing seminars.

DMV Office for the Younger Driver

The Department of Motor Vehicles (DMV) Office for the Younger Driver was created in January 2008, by Commissioner David J. Swarts, with the mission to promote and coordinate efforts to raise awareness and reduce the incidence of young driver involved motor vehicle crashes. Since its formation, the Office has been involved in several initiatives aimed at reducing the number of teen driving deaths. These initiatives include participation in young driver education sessions, conducting research on methods for reducing young driver involved crashes and the creation of the “Graduated Driver Licensing for Teen Drivers in Upstate NY” and “Teen Driver Safety Tips” brochures. Future initiatives will include the development of a teen driver workbook and companion parent guide to teen driving and the establishment of a teen driver focused DMV website.



The Office for the Younger Driver has also been heavily involved with the Temporary Special Advisory Panel on Driver Education created by Governor Paterson and the State Legislature in July 2008. The panel, co-chaired by the Commissioner of Motor Vehicles and the Commissioner of Education, is charged with recommending ways to improve driver education and make driver education instruction more available in the state. As part of its deliberations, the panel is holding monthly meetings in Albany and has sponsored a series of Community Forums in three different locations across the state to gather insights and practical ideas from teen drivers, their families and other community members who have a vested interest in this issue. A final report will be submitted to the Governor and the State Legislature by December 31, 2008.

Each project undertaken by the Office for the Younger Driver will be designed to promote responsible decision making, change the culture of risk-taking among young drivers, and ultimately achieve its overall mission of reducing the incidence of young driver involved motor vehicle crashes in New York State.

DMV Office for the Older Driver

The Office for the Older Driver was created by DMV Commissioner David J. Swarts in January, 2008. The Office promotes DMV's goal of overall traffic safety through the identification and support of older motorists' issues and advocacy for adult motoring education and skills enhancement. The Office for the Older Driver seeks to provide information and tools to foster a supportive environment for aging motorists to better assess their driving choices, to operate motor vehicles in a manner that is safe for themselves and others, and to make informed choices for driving or driving cessation.

The Office for the Older Driver has undertaken a number of new initiatives to promote safer roadways through driver education and community partnerships. The Office is involved in statewide and regional planning activities with state and local agency service providers such as the State Interagency

Task Force for Older Drivers and the Capital District Older Drivers Assistance Network. The Office has also created two of a planned series of brochures focused on aging motorists and is in the final design phase of a DMV older driver web page. In partnership with the State Office for the Aging, a needs assessment tool is being designed to assist counties and boroughs in articulating locally specific needs for aging motorists. The Office for the Older Driver is also planning a research initiative that will collect and analyze older driver accident statistics and retesting procedures with the goal of providing a quantifiable basis to examine the relationship between incidents and outcomes.

Drowsy Driving

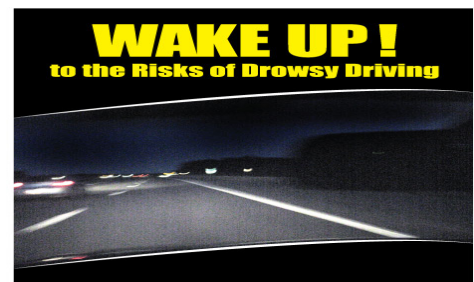
New York's Partnership Against Drowsy Driving (NYPDD) is a joint effort to educate the public and high-risk groups about the dangers of drowsy driving and promote the adoption of preventive strategies. The NYPDD was created in 2004 and is facilitated by the New York State Department of Health Bureau of Injury Prevention (BIP). Members of the NYPDD include representatives from the New York State Governor's Traffic Safety Committee (GTSC), New York State Thruway Authority, New York State Police, New York State Department of Motor Vehicles (DMV), New York State Department of Transportation, New York State Motor Truck Association, New York State Association of Traffic Safety Boards, and the New York State Movers and Warehousemen's Association. The Partnership members meet regularly to share traffic data on drowsy driving and work cooperatively to conduct projects to raise public awareness of the risks of drowsy driving and encourage the adoption of prevention strategies among the general public and high-risk populations.



The National Sleep Foundation designated November 5-11, 2007 as the first National Drowsy Driving Prevention Week. Press events were held at Times Square in New York City and at the New Baltimore rest area on the NYS Thruway to raise awareness of the dangers of driving while drowsy or fatigued. The New Baltimore event included remarks from Deputy Commissioner Terri Egan of the New York State Department of Motor Vehicles (DMV) and overseer of the GTSC, along with Michael R. Fleischer, Executive Director of the New York State Thruway Authority; Stan Gee, New York

State Department of Transportation Executive Deputy Commissioner; Susan Hardman, New York State Department of Health Director of the Bureau of Injury Prevention.

In preparation for Sleep Awareness Week, March 3-9, 2008, the Partnership Against Drowsy Driving created and implemented a drowsy driver awareness campaign using the message "Wake Up! to the Risks of Drowsy Driving." Using footage borrowed from the Thruway Authority, and with the help of DMV's Communications Office, a Public Service Announcement (PSA) alerting the motoring public to the dangers of driving drowsy/fatigued aired statewide during this week and continued for several weeks thereafter. Insert cards, brochures and tool kits were also provided to community organizations to help initiate local investment and activities in this awareness campaign.



Community Highway Safety Program Support

The primary purpose of this grant awarded to the Institute for Traffic Safety Management and Research (ITSMR) is to perform a variety of tasks and activities that provide support for GTSC's local traffic safety program. An ITSMR staff member is based full-time at the GTSC to assist in working with local grantees and to serve as GTSC's subject specialist in a number of traffic safety program areas. The accomplishments for FFY 2008 included the following:

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

New York State Highway Safety Conference Coordination

At the request of the GTSC, the NYS STOP-DWI Association, Inc. and the NYS Traffic Safety Boards Association, the Institute for Traffic Safety Management and Research has been responsible for coordinating and providing administrative support for the annual New York State Highway Safety Conference sponsored by the three organizations. During FFY 2008, the 2007 conference was held October 14-17, at the Crowne Plaza in Lake Placid and the planning and the majority of the preparations for the 2008 conference scheduled for October 15-18 in Syracuse were completed. A member of the ITSMR staff serves as the Conference Coordinator. With direction and oversight from the conference planning committee, the Coordinator is responsible for the following tasks:

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

TRAFFIC RECORDS

New York's commitment to improving its state's traffic records systems is evidenced by the progress that continues to be made in making these systems more responsive to the state's traffic safety community. The data captured by these systems are critical to New York's performance-based program planning processes. In FFY 2008, the projects funded in this area focused on improving the timeliness, accuracy, and availability of traffic safety-related data, especially with regard to the state's crash and citation/adjudication records systems. Initiatives were also undertaken during the past year to improve the data linkages among agencies that use traffic records systems for the purposes of problem identification and the development, management, and evaluation of safety programs. The many initiatives conducted in FFY 2008 were undertaken by agencies at the state and local levels, including the GTSC, the Department of Motor Vehicles (DMV), the Department of Transportation (DOT), the Department of Health (DOH), the State Police, and the Metropolitan Planning Organizations (MPOs).

The strategies implemented in this program area and the progress made during 2008 in attaining the performance goals and objectives are summarized below.

GOALS

- ? Continue to assist with the coordination and direction of efforts to upgrade and link, as appropriate, the state's various traffic safety-related data systems in 2008
- ? Continue efforts to enhance DMV's AIS, TSLED, and AA records systems which will provide for the more timely and accurate capture, reporting, and access to crash and ticket data through electronic means in 2008
- ? Update the 2007 Inventory of Traffic Safety Information Systems in 2008
- ? Update the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan, focusing on Program Year 3 (2008), in 2008

STATUS OF GOALS

Under the guidance of its Traffic Records Coordinating Council (TRCC), New York was successful in attaining the four goals established for 2008. The TRCC continued to provide assistance with the coordination and direction of efforts to upgrade the state's traffic safety-related data systems. The Institute for Traffic Safety Management and Research (ITSMR) also continued to play a prominent role in coordinating various activities related to improving the state's traffic records systems. As designated by the GTSC, an ITSMR staff member is the state's Traffic Safety Information Systems (TSIS) Coordinator. The TSIS Coordinator is responsible for coordinating and assisting with the work of the GTSC and the TRCC in carrying out their respective responsibilities in regard to the planning process and development of the state's traffic records strategic plan.

In FFY 2008, with assistance from the TRCC membership, ITSMR and the GTSC updated the 2007 Inventory of Traffic Safety Information Systems and the 2006-2009 NYS Traffic Safety Information Systems Strategic Plan. The findings from the inventory update were used in updating the strategic plan. The updated inventory and updated strategic plan became integral parts of New York's third-year application for traffic records funding under Section 408 of SAFETEA-LU. Submitted in June 2008, the grant application was approved in September and New York was awarded approximately \$1.2 million.

With assistance from the TRCC, the TSIS Coordinator verified the current status of the state's traffic records information contained on various NHTSA resource websites. Working directly with the NHTSA web database contractor, the TSIS coordinator is responsible for ensuring that all information on the websites is updated at least annually. The websites were updated in March 2008. ITSMR also continues to work with the Department of Health to facilitate the creation of a CODES database and to work with the Department of Transportation to obtain more timely information on fatal crashes involving large trucks.

ITSMR continued to be responsible for the verification of the crash data in DMV's accident information system (AIS) and for querying and extracting information from the AIS. ITSMR has similar responsibilities with regard to the TSLED and Administrative Adjudication systems. ITSMR extracts and analyzes highway safety data from these systems to meet the needs of DMV and GTSC; their major state agency partners, including DOT, the State Police, and DOH; and other state and local highway safety organizations. In addition, ITSMR assists DMV in enhancing its capability to query and retrieve information from the crash (AIS), ticket, (TSLED and Administrative Adjudication), and driver license files. ITSMR is also responsible for providing the data needed to support the development of the state's major planning documents: the Highway Safety Strategic Plan (HSSP), the Commercial Vehicle Safety Plan (CVSP) and the state's Strategic Highway Safety Plan (SHSP) required for the receipt of federal highway safety funds by the GTSC and DOT. In FFY 2008, ITSMR also provided data and assisted in the preparation of the incentive grant applications and reports that were required for the receipt of several different categories of incentive funds available under SAFETEA-LU.

In FFY 2008, a number of improvements were made to the state's primary traffic records data systems, the AIS, TSLED, and AA systems. Through the joint efforts of the DMV and the continuing implementation of TraCS across the state, the timeliness of crash, citation and disposition data has greatly improved. Between January and November 2008, approximately 1.8 million tickets and 125,000 crash reports were submitted to DMV via TraCS. Approximately 1.1 million tickets and 112,000 crash reports were submitted through TraCS during a comparable time period in 2007.

PERFORMANCE OBJECTIVES

- ? Continue to support the implementation of technologies that promote traffic safety by enforcement agencies and the courts at the local level, including providing the training required to use such technologies, in 2008
- ? Continue to support the implementation of technologies that promote traffic safety by agencies and courts at the state level in 2008

STATUS OF PERFORMANCE OBJECTIVES

New York made significant progress in improving its traffic records systems in 2008. Key accomplishments include:

Accidents Records System (AIS)

- ? As of mid-November 2008, approximately 45% of the accidents reported by the police are being sent to the DMV electronically.
- ? NYSDOT continued an effort to process non-reportable crash reports into SIMS, NYSDOT's accident database. As of December 2008, entry of the non-reportable crash reports for the years 2002-2004 has been completed; about two-thirds of the 2005 and one-quarter of the 2006 non-reportable crash reports have been entered.

Ticket Records Systems

- ? Approximately 2.4 million tickets are issued annually by the police agencies under the TSLED system. As of December 1, 2008, approximately 75% of these tickets are being reported to the DMV electronically.
- ? As of December 1, 2008, 880 of the state's 1,400 courts are using the e-disposition process. Between January and December 1, 2008, more than 2.8 million transactions were processed and posted to the TSLED file via the electronic reporting of dispositions and scofflaws by the courts.
- ? Under the Administrative Adjudication (AA) ticket system, the proportion of tickets received electronically remains at two percent annually (approximately 28,000 tickets out of 1.5 million). This proportion is not expected to increase until the New York City Police Department has the capability to submit tickets electronically.

Driver License Record System

- ? As of December 1, 2008, over 1,100 courts have the capability to pull down information on drivers from the driver's license file for sentencing purposes through the Judicial Online Information System (JOIN), up from 1,000 courts at the end of 2007.

Roadway Data Systems

- ? NYSDOT continues to develop the capability to collect and analyze roadway-related data that can be used to support engineering solutions that seek to improve traffic flow, thereby reducing dangerous driving behaviors, and to decrease crashes, fatalities, and injuries. This effort involves the development or enhancement of NYSDOT databases and the use of technologies to capture needed data in a timely, accurate manner. Specific activities involve replacing obsolete/unsupported software, improving querying/reporting capabilities, and developing linkage protocols for selected data systems, including the Highway Data Management System (HDMS), Safety Information Management System (SIMS), Bridge Data Management System (BDMS), and the Post-Implementation Evaluation System. In addition, work continued on developing highway safety inventory systems at the state and local levels, which enable traffic safety managers to identify problem sites and make recommendations for improvements.

ITSMR is continuing to assist DMV in furthering its goal to provide timely, accurate crash data through the AIS. In addition, ITSMR continues to annotate and update the data dictionary and other data base documentation materials for the AIS, as warranted. ITSMR is also responsible for generating a series of statistical summary reports from AIS and making them available on DMV's website. These reports are used by police agencies and other highway safety agencies across the state. ITSMR also generates custom reports on accidents upon request. Additionally, ITSMR is responsible for responding to special requests for ticket data from the TSLED and Administrative Adjudication ticket systems. This involves writing code to analyze the data and preparing summary tables and reports on the findings from the analyses.

2008 PROGRAM HIGHLIGHTS

Statewide Coordination of Traffic Records Systems Improvements

Traffic records data are used by the state's numerous traffic safety partners in the identification of traffic safety problems and potential solutions. Because of the importance of having timely, accurate and reliable traffic safety-related data, the GTSC continues to partner with other agencies and coordinate efforts with other sources of funding to complete projects to improve traffic records systems, files, and programs. In FFY 2008, with assistance from the Traffic Records Coordinating Council (TRCC), these efforts produced updated versions of the Inventory of Traffic Safety Information Systems and the NYS Traffic Safety Information Systems Strategic Plan. Implementation of the strategic plan has resulted in significant improvements in the state's various traffic records systems. Improvements have addressed the timeliness and accuracy of the state's various traffic records data systems and the availability and use of the data at all jurisdictional levels.

Improvements to the Accident and Ticket Systems

During FFY 2008, SAFETEA-LU funds (Sections 408 and 402) and .08 incentive funds provided continuing support for the electronic capture and reporting of police accident reports and traffic tickets from the field and disposition information from the courts. This support includes the purchase of equipment, such as printers, bar code readers, and magnetic strip readers. In addition to increasing the proportion of crash and ticket reports that are captured electronically, the DMV continues to make improvements to its accident and ticket reporting systems. In FFY 2008, these improvements included 1) streamlining crash processing workflows, 2) increasing electronic submissions of arrest and disposition data, and 3) automating a number of arrest and disposition transactions, including reporting of disposition and arrest amendments and suspensions pending prosecution, as well as scofflaw reporting for non e-DATE courts.

The new accident location information system (ALIS) was fully implemented in spring 2008. Recognized as a critical component in identifying high accident locations and developing measures to address problems at these sites, ALIS is expected to significantly improve enforcement, engineering, and EMS efforts throughout the state.

Use of Technology

As of December 1, 2008, 310 enforcement agencies, including the State Police, have the capability to enter crash and/or ticket data in the field for real-time transmission to DMV via TraCS. In comparison, 220 agencies had this capability at the end of 2007. The increasing number of police agencies using laptop computers, scanners, and printers in patrol vehicles is having a profound impact on all data collection activities, enabling more and more data to be entered in the field rather than at a central data entry site. Currently, approximately 45% of the police-reported crashes and 75% of the TSLED tickets are being reported to the DMV electronically, greatly improving the timeliness, completeness, and accuracy of the state's crash and ticket data.

The number of courts having the capability to capture and report disposition data electronically has also increased significantly in 2008. As of December 1, 2008, 63% of the courts (880 out of 1,400) are submitting their disposition data electronically to the DMV. Currently, approximately 80% of the dispositions entered into TSLED are being received electronically. Other improvements in 2008 have included the electronic reporting of disposition amendments, arrest amendments and suspension pending prosecution orders.

The expanded use of TraCS across the state and the full implementation of ALIS are two prominent examples of how the use of new technologies offers tremendous potential gains in productivity at all levels of government with respect to the collection, transmittal, and access to traffic-related data.

Development and Use of Data Linkages

New York continued its CODES (Crash Outcome Data Evaluation System) initiative in 2008, providing the 2007 crash data to the DOH to be linked with the DOH's injury surveillance files. This linkage effort enhances the development of program initiatives that target specific population sub-groups and permit the examination of costs associated with crashes. In addition, data from the DMV crash, ticket, and driver license files were linked by ITSMR to conduct analyses that examined a variety of traffic safety-related issues. Improvements in data linkage capabilities continue to be important in collecting and analyzing various types of motor vehicle crash information related to the driver, vehicle, type of crash, location of crash, injuries, type of medical care received, and the associated costs.

Research and Evaluation

Since research and evaluation are vital components of the highway safety planning process, a number of research and evaluation initiatives were supported at both the state and local levels. Research continued to support the development, implementation, and evaluation of new initiatives in conjunction with the state's 402 grant program. In addition, analytical support has been provided to traffic safety agencies and organizations at all jurisdictional levels, including the collection, analysis, and reporting of data. Initiatives to provide training and technical assistance in the use of the state's traffic records systems were also supported.

ITSMR provides research and evaluation support to DMV and GTSC and its partners. ITSMR's services include the following:

- ? Responses to all data requests in accordance with policies and procedures established by DMV and GTSC. The data provided in response to such requests meet a myriad of needs, from supporting internal planning efforts to providing data to the media on various highway safety issues. ITSMR also responds to *ad hoc* requests for highway safety data and provides information that combines data from various records systems, including ticket, crash, and driver history data
- ? The design and conduct of research and evaluation studies for DMV and the GTSC, including studies mandated by the State Legislature
- ? Provision of critical data services and analytical support that enable the GTSC to fulfill the requirements for receipt of federal highway safety funds under the 402 Highway Safety Program
- ? Assistance in implementing a performance-based planning process, a requirement of the 402 highway safety program since the mid-1990s
- ? Data analyses and preparation of documentation demonstrating New York's compliance with grant award criteria
- ? Preparation of New York's applications for federal incentive grants in impaired driving, child passenger safety, occupant restraints, and traffic records
- ? Documentation and evaluation of each of these programs and preparation of all mandated quarterly and annual reports in accordance with NHTSA requirements

PROGRAM MANAGEMENT

The Governor's Traffic Safety Committee (GTSC) is responsible for the coordination and implementation of New York State's comprehensive highway safety program, including the administration of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) 402 program, as well as incentive grants awarded under SAFETEA-LU. Within this framework, the GTSC works with its partners and networks to identify highway safety problems in New York State and collectively develop strategies and programs to address these areas of concern.

GOALS

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

STATUS OF GOALS

The GTSC was successful in meeting the goals related to the management of the state's 402 and incentive grant programs presented in the 2008 Highway Safety Strategic Plan. The first group of goals related to identifying traffic safety problems and setting goals and priorities; providing guidance in improving traffic safety; and developing and maintaining policies regarding the operation of the highway safety program. These goals were met through the GTSC's continued efforts in implementing a performance-based planning approach to the statewide traffic safety program.

The goal of expanding technology as a means of communication was met through the expanded use of the GTSC web site www.safeny.com to disseminate information on traffic safety topics and programs, statistical reports, and grant application materials. The GTSC also continued to expand training opportunities for traffic safety professionals in New York State to cover new topics and address the needs of new audiences.

The integration of evaluation into the statewide highway safety program has been an ongoing process. The GTSC's partnership with ITSMR ensures rigorous evaluations of major programs, thus providing for the effective and economical operation of the program. There has also been continued improvement in the incorporation of evaluation into local programs. Due to the implementation of additional grant approval criteria, new processing requirements within New York State's control agencies, and staff shortages in FFY 2008, the GTSC was not able to meet its goal to improve the timeliness of grant approvals and the allocation and liquidation of funding.

2008 PROGRAM HIGHLIGHTS

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

New York's Highway Safety Strategic Plan

The GTSC prepared and submitted New York State's Highway Safety Strategic Plan (HSSP) for FFY 2009. This year the planning process included the direct involvement of all of the state agencies comprising the Governor's Traffic Safety Committee. In January 2008, the GTSC Chair and Commissioner of Motor Vehicles David Swarts convened a meeting of top level officials from each of the GTSC member agencies, marking the first time the Committee has met in several years. The meeting was held at the State Capitol and provided an opportunity to educate the Committee members on the administration of the state's highway safety grant program and discuss the major highway safety issues facing New York. At the conclusion of the meeting, each agency was charged with identifying ongoing programs and ideas for new initiatives for reducing crashes, fatalities and injuries related to nine key emphasis areas: impaired driving, speeding, pedestrian safety, motorcycle safety, occupant protection, commercial vehicle safety, distracted driving, older drivers and younger drivers.

At a second meeting of the Committee held in May, ITSMR presented data reflecting the scope of each of these traffic safety issues and recent trends related to crashes. The Committee members discussed each of the emphasis areas and the role of their agencies in addressing the various issues. The information provided by the member agencies on current and proposed efforts to improve highway safety in the state was incorporated into the HSSP.

New York's Strategic Highway Safety Plan

In addition to preparing the FFY 2009 HSSP, the GTSC continued to support and participate with the NYS Department of Transportation and other partners in the development of a New York State Strategic Highway Safety Plan (SHSP) in accordance with the requirements of SAFETEA-LU. This comprehensive plan draws from the many planning documents prepared by the various agencies responsible for promoting highway safety, including the Highway Safety Strategic Plan, and identifies key safety emphasis areas that New York needs to address if the state's goals for reducing motor vehicle crashes, fatalities and injuries are to be met. These emphasis areas are Driver Behavior, Pedestrian Safety, Large Truck Safety, Motorcycle Safety, Highway Safety, Emergency Medical Services and Traffic Safety Information Services.

Professional Development

The GTSC recognizes the value of professional development and supports participation by its staff and highway safety partners in relevant training and educational opportunities to increase current awareness of traffic safety issues and to acquire new or enhanced skills. In FFY 2008, the GTSC played an important role in the planning and delivery of several training and educational programs and supported the participation of staff and its highway safety partners in various programs. The GTSC's training activities in the past year included the following:

- ? Supported and participated in the delivery of training programs for certified child safety seat technicians, including sponsorship of child safety seat clinics
- ? Collaborated with NHTSA, the New Jersey Highway Safety Office, and the Pennsylvania Department of Transportation to sponsor the Annual Regional Child Passenger Safety Conference
- ? Supported the New York Prosecutors Training Institute's efforts to provide additional training related to various impaired driving issues
- ? Attended the Annual Lifesavers Conference and provided support for partners to attend
- ? Attended and provided support for partners to attend the annual Traffic Records Forum sponsored by NHTSA and the National Safety Council
- ? Coordinated the DRE, SFST and DITEP training held throughout New York State
- ? Participated in the 18th Annual World Traffic Safety Symposium presented by the Greater New York Automobile Dealers Association
- ? Attended and provided support for the Multi-Cultural Traffic Safety Outreach Summit
- ? Attended the GHSA's Annual Meeting, "Turning Knowledge into Action"

Planning and Administration

To meet New York State's responsibilities for coordinating and managing the 402 highway safety program, the GTSC continued to encourage and support the development of local funding proposals, conducted public information and education programs, and increased access to data for problem identification and evaluation purposes. Fiscal management continued to be the focus of much of the GTSC's planning and administrative activities. The GTSC staff manages the federal letter of credit, including the accounting, vouchering, contracting, claiming, evaluating, and reporting tasks required by the federal highway safety program. In addition to the 402 program, the GTSC manages and provides administrative support for 403 project activities, the state's Safety Management System and STOP-DWI, as well as the Section 405, 406, 408, 410, and 2010 incentive grant programs.

The GTSC has continued to use a personal approach to administering the highway safety program. The GTSC staff members are available and serve as resources in assisting local agencies in program development. Over 215 program monitoring visits were made in the past year. In addition, GTSC program staff participated in local traffic safety board meetings, advisory meetings, community recognition programs and safety events from bicycle rodeos to service award ceremonies. Another noteworthy accomplishment for the GTSC was rejoining the Governors Highway Safety Association.

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

Some of the other specific accomplishments associated with the management of the 402 program in FFY 2008 are listed below:

- ? A Federal Cost Summary allocating \$77,410,000 for various NHTSA and FHWA highway safety programs was implemented
- ? New York State applied for and received the following incentive fund awards:
 - Section 405 Child Passenger Safety Incentive Grant funds - \$1,757,877.00
 - Section 406 Primary Safety Belt Use Laws - \$14,916,666.62
 - Section 408 State Traffic Safety Information System Improvements - \$2,560,921.02
 - Section 410 Alcohol Impaired Driving Countermeasures - \$9,345,399.63
 - Section 2010 Motorcycle - \$457,582.92
- ? 122 new projects and 590 continuation projects were awarded, for a total of 712 grants
- ? A total of 1,728 vouchers and 53 state claims were processed
- ? New York closed out FFY 2007 on February 13, 2008 and expended \$30,892,542.86
- ? As of November 12, 2008, the ratio of unliquidated funds was 1.875 years for all funds

Statewide Public Information & Education

The GTSC coordinates statewide public information and education campaigns to educate the public on new and continuing traffic safety issues and to raise awareness of the responsibilities of all highway users to ensure their own safety and the safety of others on the roadway. The Department of Motor Vehicles and the GTSC conducted successful public information and education campaigns in 2008 to raise public awareness of traffic safety issues in New York State. Emphasis was placed on the dangers of impaired driving, the importance of occupant protection and the dangers of speeding. Several media outlets and partners were involved in these efforts.



Through the GTSC's ongoing partnership with the New York State Broadcasters' Association (NYSBA), non-commercial sustaining announcements (NCSAs) continued to be used to disseminate key traffic safety messages. The GTSC's media campaigns during FFY 2008 included television, radio, print, billboard and web delivery. The messages used in these campaigns included:

- ? Buckle Up New York/Click It Ticket
- ? Slow Down New York (Speed)
- ? Get It Together Buckle Up
- ? Drinking & Driving – Not an Option
- ? Wake Up to the Risks of Drowsy Driving
- ? Use Your Head
- ? New York's 4 Steps 4 Kids



The NYSBA secured 63,997 slots on 207 radio stations and 40 television stations throughout New York State, effectively covering 100 percent of the state's population. The "Be Smart – Drive Smart" message was posted on 555 billboards across the state. Also, it was posted on a digital billboard for five days in April on I-90 in Albany to target prom season.



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

Annual NYS Highway Safety Conference

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

This year's Highway Safety Conference was held October 14-17, 2007 at the Crowne Plaza in Lake Placid. For the ninth year, the Governor's Traffic Safety Committee's Chairman's Awards were presented at the conference to individuals, programs or organizations that have been innovative, superior or highly successful in promoting traffic safety and have made efficient use of public resources.

GTSC Web Site

The GTSC continued to use its www.safeny.com website to disseminate traffic safety information to the general public as well as to publish grant-related materials and forms. The GTSC call letter and all grant-related forms were distributed exclusively through the website; in addition, the most recent Annual Report, HSSP and county statistical reports prepared by ITSMR are posted on the site. In 2008, the STOP-DWI program forms were made available exclusively online. The GTSC also used the web for Buckle Up New York wave enforcement activity reporting and for Operation Safe Stop reporting. The GTSC began publishing a quarterly newsletter in 2008 and copies are posted online. The www.safeny.com site receives over 150,000 visits monthly.

The traffic safety topics featured on the GTSC website in 2008 included:

January	<i>Drinking & Driving Is Not an Option</i>	July	<i>Be Smart Drive Smart</i>
February	<i>Wake Up to the Dangers of Drowsy Driving</i>	August	<i>Over the Limit Under Arrest Impaired Driving</i>
March	<i>Buckle Up New York</i>	September	<i>Child Passenger Safety</i>
April	<i>Operation Safe Stop School Bus Safety</i>	October	<i>Safe Routes to School, Walk Safe & School Bus Driver Appreciation</i>
May	<i>Buckle Up New York</i>	November	<i>Drowsy Driving & Holiday Safe Driving Message</i>
June	<i>Be Smart Drive Smart</i>	December	<i>Drinking & Driving Is Not an Option</i>