NEW YORK STATE

FFY 2017
HIGHWAY SAFETY STRATEGIC PLAN

New York State
Governor's Traffic Safety Committee

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HIGHWAY SAFETY STRATEGIC PLAN
FFY 2017

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New York State
FFY 2017 Highway Safety Strategic Plan

HIGHWAY SAFETY PROGRAM PLANNING PROCESS

Introduction

The new federal transportation authorization legislation Fixing America's Surface Transportation (FAST) Act, was enacted on December 4, 2015. The FAST Act, which provides a stable stream of funding for state highway safety programs for the next five years, includes the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program. The Section 405 program consists of incentive programs in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Motorcycle Safety, Alcohol-Ignition Interlock, Distracted Driving, Graduated Driver Licensing, and Non-motorized Safety. States must meet eligibility requirements to receive funding in these areas. Under the FAST Act, a single application for funding is required and must be submitted by July 1.

In preparing the FFY 2017 Highway Safety Strategic Plan (HSSP), the Governor's Traffic Safety Committee (GTSC) continued to use a data-driven approach in identifying problems and setting priorities for the state's highway safety program. New York's performance-based planning process is inclusive and takes into account issues and strategies identified by the GTSC member agencies, other state and local agencies, enforcement agencies and not-for-profit organizations that have submitted applications for funding.

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

Overview of New York's Planning Process

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

The planning process also provides for several opportunities to discuss highway safety priorities with traffic safety partners at the local level. Local grantees have the opportunity to provide input for the planning process through monitoring visits and other forms of contact with their designated GTSC representatives. In addition, GTSC's program representatives frequently take part in County Traffic Safety Board meetings to discuss local issues and assist with grant planning and management. GTSC's management, fiscal and program staffs also solicit ideas for the HSSP from several organizations

representing local programs that work closely with GTSC. These organizations include the NYS Association of Traffic Safety Boards, NYS STOP-DWI Association, NYS Association of Chiefs of Police, NYS Sheriffs' Association and the Association of NYS Metropolitan Planning Organizations.

Local Agencies Program Planning Coordination and Assistance

GTSC also provides guidance and various resources to assist local agencies in the preparation of grant applications. Program representatives are available during site visits or by telephone to work with local grantees. A number of resources are also provided through the GTSC website www.SafeNY.gov.

Traffic safety partners also have a new resource available to assist with the development of effective programs. The new system called the Traffic Safety Statistical Repository (TSSR) was developed by the Institute for Traffic Safety Management and Research (ITSMR) and can be accessed at https://www.itsmr.org/tssr. Users of the TSSR now have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS). Currently, users can view reports on motor vehicle crashes that occurred on New York's roadways from 2009 to 2014, as well as preliminary data for 2015 and 2016. Through the use of business intelligence software, the TSSR generates reports on crashes statewide, and at the county and municipality levels. Reports are available for all crashes and for bicycle, motorcycle, pedestrian and large truck crashes. Other reports focus on alcohol-related, drug-related and speed-related crashes. Each report includes several tables that provide more detailed information that can assist in problem identification, planning and developing effective solutions, and assessing the performance of local programs. This information can also support law enforcement efforts by guiding the effective and efficient deployment of resources to reduce traffic crashes.

The TSSR will be expanded to include ticket and other types of traffic safety data and new analytical tools. Until ticket data can be accessed through the TSSR, ITSMR will continue to compile and post county ticket reports on the GTSC website. Archives of county data reports on 2013 crash data and earlier years will also continue to be maintained on www.SafeNY.ny.gov.

Coordination of Data Collection and Information Systems

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

Under contract to GTSC, ITSMR also provides extensive services related to the traffic records systems housed at the NYS Department of Motor Vehicles (DMV). In addition to responding to requests for data and special analyses from GTSC, DMV and their customers, ITSMR is also responsible for the final cleanup of the state's crash file, the Accident Information System (AIS).

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

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

Coordination with New York's Strategic Highway Safety Plan

The FAST Act continues the requirements initiated under MAP-21 for states to develop a Strategic Highway Safety Plan (SHSP). The SHSP is a comprehensive, data-driven transportation safety plan developed in consultation with a broad range of safety stakeholders that provides strategic direction for the state's various planning documents, including the HSSP. The SHSP and the safety planning documents within the states should be developed cooperatively and have consistent safety goals and objectives that support a performance-based highway safety program.

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

NYSDOT is again taking the lead in the development and preparation of New York's next SHSP due in August 2017. Periodic meetings have been held with representatives from NHTSA, FHWA, FMCSA and GTSC to discuss the coordination of the planning documents prepared for the various safety programs administered by the USDOT including the need for consistent performance measures and targets across the safety plans.

Coordination of Performance Targets Among Planning Documents

States are required to set identical targets for the three performance measures (fatalities, fatality rate and serious injuries) that are common to the HSSP, the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). FARS is the source for the fatalities and fatality rate measures and New York's Accident Information System (AIS) is the source for the serious injury measure. To ensure consistency among the various planning documents, the targets proposed for inclusion in the HSSP are discussed and agreed to by NYSDOT, the agency responsible for preparing the HSIP and SHSP for submission to FHWA.

Development of New York's Highway Safety Strategic Plan

The HSSP includes an overview of New York's statewide highway safety program and the priorities identified for FFY 2017. The following program areas are addressed in the HSSP: Impaired Driving; Police Traffic Services; Motorcycle Safety; Pedestrian, Bicycle and Wheel-Sport Safety; Occupant Protection; Traffic Records; Community Traffic Safety Programs and Program Management.

Performance Measures

The 11 core outcome measures and the one core behavioral measure, observed seat belt use recommended by NHTSA and the Governors Highway Safety Association (GHSA) were incorporated into the FFY 2017 HSSP. Performance measures for drugged driving and distracted driving are also included; Fatalities in Drug-Related Crashes was added to the performance measures for the Impaired Driving Program and Fatal and Personal Injury Crashes Involving Texting or Cell Phone Use was added to the performance measures for the Police Traffic Services Program. In addition, several of the program areas include performance measures related to persons injured in crashes.

Data Sources

FARS continues to be the official source of data for the core outcome fatality measures. New York's Accident Information System (AIS) is the source for all injury crash data in the HSSP, including the serious injuries core outcome measure. Much of the AIS data used in the HSSP were accessed through the TSSR. The AIS is also the source for the new performance measures for drugged driving and distracted driving. At the time the FFY 2017 HSSP was prepared, 2014 FARS Annual Report File (ARF) data and 2014 AIS data were the most recent complete data files available. The source for the core behavioral measure, the observed seat belt use rate, is New York's annual observation survey conducted in June; the rate from the 2015 survey was available for inclusion in the FFY 2017 HSSP.

The statewide speeding and seat belt ticket data included in the HSSP were extracted from two sources: New York's TSLED (Traffic Safety Law Enforcement and Disposition) and Administrative Adjudication (AA) systems. Final ticket data for 2014 were available from each of these systems which together cover all of New York State. The statewide data on impaired driving arrests were compiled from data received directly from the New York City Police Department, in addition to the TSLED system.

Data from New York's Driver's License and Vehicle Registration files and population data from the U.S. Census were also used in the analyses conducted as part of the problem identification process for various program areas in the FFY 2017 HSSP. A final source of data is the survey of drivers conducted each year at Department of Motor Vehicles offices. These surveys are described below.

New York State Driver Behavior and Attitudinal Surveys

In addition to the outcome and behavioral measures discussed above, NHTSA encourages states to conduct annual surveys to track driver-reported behaviors, attitudes and perceptions related to major traffic safety issues. A baseline driver survey was conducted at five NYS Department of Motor Vehicles offices in summer 2010. The offices were selected to provide representation from the three main areas of the state. Three of the DMV offices are in the Upstate region: Albany (Albany County), Syracuse (Onondaga County), and Yonkers (Westchester County); one is in New York City (Brooklyn) and one is on Long Island (Medford, Suffolk County). The survey was repeated annually in 2011-2015.

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

will be reported in the FFY 2016 Annual Report. Survey data related to driver opinions, perceptions and reported behaviors from the 2011-2015 surveys were used in preparing the FFY 2017 HSSP.

Problem Identification Process

At GTSC's request, ITSMR was responsible for conducting the problem identification process used by New York in developing the state's data-driven HSSP. The first step in the process was to conduct analyses on data extracted from the sources that have been described. The initial analyses were conducted using the most recent five years of FARS data (2010-2014) to determine the trend in each of the core performance measures related to fatalities. The trend in the number of serious injuries suffered in crashes was analyzed using 2010-2014 data from New York's AIS. For the core behavioral measure, the results from the five most recent observation surveys (2011-2015) were analyzed to determine the trend in the state's seat belt use rate. A three-year moving average was calculated for each of these core measures.

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

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

Process for Setting Performance Targets

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

Selection of Strategies

The objective of the strategy selection process is to identify evidence-based countermeasures that are best suited to address the issues identified in the data-driven problem identification process and collectively will lead to improvements in highway safety and the achievement of the performance target. Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 8th edition, 2015, was the primary source consulted to identify evidence-based strategies; references to these strategies are included in the HSSP. For those strategies that cannot be justified based on crash or other data, a rationale for their selection was provided.

Strategies for Programming Funds

GTSC's strategies for programming the federal funds received by New York are guided by a number of factors. One of the most important considerations is the priority assigned to the highway safety issue that is being addressed and the potential impact the strategy would have on reducing crashes, fatalities and injuries. A second factor taken into account is how the strategy contributes to a comprehensive and balanced highway safety program. A third consideration is the need to comply with federal requirements, such as requirements to maintain funding levels in specific program areas and restrictions placed on the types of activities that can be funded under certain grant programs.

GTSC distributes an annual call letter to announce the availability of grant funds and to list the priority grant programs, including the strategies within each of those programs that are eligible for funding. Programs eligible for funding are based on the analysis of crash data and the input received from GTSC agencies and localities via the NYS Association of Traffic Safety Boards and STOP-DWI. Grant applications are now due to GTSC by May 1.

Project Selection, Negotiation and Award

During the grant application review process, GTSC staff conducts an analysis of crashes, fatalities and injuries in the geographic areas of highest risk that each grant project proposal represents. Each project proposal undergoes a standardized, multi-tiered review which includes a numeric and qualitative evaluation of its problem identification, operational plan, budget and evaluation component; grantee past performance is also considered. The project review process involves different elements for different program areas; for example, Police Traffic Services proposals are evaluated for the grantee's use of evidence-based enforcement and Child Passenger Safety grants are reviewed for adherence to inventory purchasing guidelines specific to child safety seat inspection services. At a minimum, all project proposals are assessed by a program specialist, financial specialist and the GTSC Director.

The process for the negotiation of project scope, budget and operational timelines also differs among the various program areas and is discussed within the relevant section of the FFY 2017 Highway Safety Strategic Plan.

Format of the Highway Safety Strategic Plan

The FFY 2017 Highway Safety Strategic Plan includes a description of the statewide program and the current status of the statewide motor vehicle crash, fatality, and injury measures. The plan also includes overviews of the individual program areas which provide general descriptions of the trends and major issues in these areas. Each program area includes a Performance Report on the status of the performance measures and progress toward the targets that were set in the previous HSSP. Specific findings of the problem identification process with the pertinent documentation are presented and data-driven performance measures and targets are established for the next fiscal year. Each program area also includes a description of the grant application review process and presents the selected strategies for achieving the targets of the individual traffic safety area which will ultimately contribute to attaining the goals of the statewide highway safety program.

EVIDENCE-BASED TRAFFIC SAFETY ENFORCEMENT PROGRAM

Approach

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

New York's approach has been to develop a comprehensive Evidence-Based Traffic Safety Enforcement Program which encompasses and combines the enforcement efforts that are planned in all program areas included in the state's Highway Safety Strategic Plan (HSSP). The integration of the Evidence-Based Enforcement (E-B E) Plan into the Police Traffic Services grant program is discussed under the PTS program area (see p. 35). Because New York has developed a comprehensive enforcement program, a reference to the HSSP pages where the E-BE is discussed has also been included within each program area that include enforcement strategies that are encompassed by the E-BE. New York's full E-BE was submitted separately and approved by NHTSA in June 2015.

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

Data-Driven Problem Identification

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

All local enforcement agencies applying for grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. A new online tool called the Traffic Safety Statistical Repository (TSSR) is now available to assist agencies in conducting problem identification at the local level. Developed by the Institute for Traffic Safety Management and Research (ITSMR), the system can be accessed through ITSMR's website and at https://www.itsmr.org/tssr. Users of the TSSR have direct online access to New York's motor vehicle crash data from the state's Accident Information System (AIS) for 2009-2014, as well as preliminary data for 2015 and 2016. The site includes reports on motor vehicle crashes statewide and by individual counties; some data by municipalities within counties are also available. In FFY 2017, ticket data will be added to the TSSR and other enhancements will be developed to further support problem identification. Data documenting the local highway safety issues identified must be included in the funding application submitted to GTSC along with the strategies that will be implemented to address the problems.

Implementation of Evidence-Based Strategies

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies through GTSC's Highway Safety grant application or the more focused Police Traffic Services (PTS) grant application. The PTS application narrative outlines New York's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their own problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as texting, aggressive driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving road checks and seat belt enforcement. High visibility enforcement, including broad participation in national seat belt and impaired driving mobilizations, is required. The Data Driven Approaches to Crime and Traffic Safety (DDACTS) model and other strategies that use data to identify high crash locations are also proven strategies. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

Monitoring and Adjustment of E-BE Plan

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

PERFORMANCE PLAN

The Performance Plan includes the performance measures and data-driven targets set for New York's Highway Safety Program in FFY 2017. The table below includes the 12 Core Performance Measures required by NHTSA, as well as additional data-driven performance measures and targets developed by New York State to address problems identified during the planning process.

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

NEW YORK STATE
FFY 2017 HIGHWAY SAFETY STRATEGIC PLAN

PERFORMANCE MEASURES AND TARGETS BY PROGRAM AREA

	STATEWIDE		2010	2011	2012	2013	2014
C-1	**Traffic Fatalities (FARS)**	Annual	1,201	1,171	1,180	1,202	1,039
		3-Year Moving Average	1,199	1,777	1,184	1,184	1,140
	To decrease total fatalities 10 percent from the 2012-2014 calendar base year average of 1,140 to 1,026 by December 31, 2017						
C-2	**Serious Injuries (NYS AIS)**	Annual	12,802	12,012	12,163	11,609	10,874
		3-Year Moving Average	12,897	12,601	12,326	11,928	11,549
	To decrease serious traffic injuries 2 percent from 10,874 in 2014 to 10,657 by December 31, 2017						
C-3	**Fatalities per 100 Million VMT (FARS/FHWA)**	Annual	0.92	0.92	0.92	0.93	0.80
		3-Year Moving Average	0.90	0.90	0.92	0.92	0.88
	To decrease fatalities/100 million VMT 2 percent from .80 in 2014 to 0.78 by December 31, 2017						
	Rural Fatalities per 100 Million VMT (FARS/FHWA)	Annual	1.73	1.63	1.88	1.93	1.25
		3-Year Moving Average	1.79	1.71	1.75	1.81	1.70
	To decrease rural fatalities/100 million VMT 2 percent from 1.25 in 2014 to 1.23 by December 31, 2017						
	Urban Fatalities per 100 Million VMT (FARS/FHWA)	Annual	0.64	0.67	0.59	0.59	0.66
		3-Year Moving Average	0.61	0.63	0.63	0.62	0.61
	To decrease urban fatalities/100 million VMT 2 percent from 0.66 in 2014 to 0.65* by December 31, 2017						
	IMPAIRED DRIVING		2010	2011	2012	2013	2014
C-5	**Alcohol-Impaired Driving Fatalities (FARS)**	Annual	360	328	340	370	317
		3-Year Moving Average	341	335	343	346	342
	To decrease alcohol-impaired driving fatalities 8 percent from the 2012-2014 calendar base year average of 342 to 315 by December 31, 2017						
	Persons Injured in Alcohol-Related Crashes (NYS AIS)	Annual	6,337	6,121	6,303	6,091	5,674
		3-Year Moving Average	6,678	6,423	6,254	6,172	6,023
	To decrease the number of persons injured in alcohol-related crashes 2 percent from 5,674 in 2014 to 5,561 by December 31, 2017						
	Fatalities in Drug-Related Crashes (NYS AIS)	Annual	245	200	205	208	188
		3-Year Moving Average	NA	220	217	204	200
	To decrease the number of fatalities in drug-related crashes 8 percent from the 2012-2014 calendar base year average of 200 to 184 by December 31, 2017						

	POLICE TRAFFIC SERVICES		2010	2011	2012	2013	2014
C-6	**Speeding-Related Fatalities (FARS)**	Annual	335	332	363	359	322
		3-Year Moving Average	372	346	343	351	348
	To decrease speeding-related fatalities 2 percent from 322 in 2014 to 316 by December 31, 2017						
	Fatal & PI Crashes Involving Cell Phone Use and Texting (NYS AIS)	Annual	317	300	360	393	377
		3-Year Moving Average	NA	306	326	351	377
	To decrease fatal and personal injury crashes involving texting or cell phone use 2 percent from the 2012-2014 calendar base year average of 377 to 369 by December 31, 2017						
	MOTORCYCLE SAFETY		2010	2011	2012	2013	2014
C-7	**Motorcyclist Fatalities (FARS)**	Annual	184	170	170	170	148
		3-Year Moving Average	174	170	175	170	163
	To decrease motorcyclist fatalities 2 percent from 148 in 2014 to 145 by December 31, 2017						
C-8	**Unhelmeted Motorcyclist Fatalities (FARS)**	Annual	16	11	15	16	21
		3-Year Moving Average	24	16	14	14	17
	To decrease unhelmeted motorcyclist fatalities 10 percent from 21 in 2014 to 19* by December 31, 2017						
	Motorcyclists Injured in Crashes (NYS AIS)	Annual	5,013	4,797	5,337	4,553	4,237
		3-Year Moving Average	4,814	4,799	5,049	4,896	4,709
	To decrease the number of injured motorcyclist 2 percent from 4,237 in 2014 to 4,152 by December 31, 2017						
	PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY		2010	2011	2012	2013	2014
C-10	**Pedestrian Fatalities (FARS)**	Annual	303	287	303	336	263
		3-Year Moving Average	303	299	298	309	301
	To reduce pedestrian fatalities 15 percent from the 2012-2014 calendar base year average of 301 to 256 by December 31, 2017						
	Pedestrians Injured in Crashes (NYS AIS)	Annual	16,090	15,689	15,607	16,278	14,906
		3-Year Moving Average	15,576	15,700	15,795	15,858	15,597
	To reduce the number of pedestrians injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 15,597 to 14,817 by December 31, 2017						
C-11	**Bicyclist Fatalities (FARS)**	Annual	36	57	45	40	46
		3-Year Moving Average	36	41	46	47	44
	To reduce bicyclist fatalities 5 percent from the 2012-2014 calendar base year average of 44 to 41 by December 31, 2017						
	Bicyclists Injured In Crashes (NYS AIS)	Annual	6,058	5,883	5,929	6,140	5,647
		3-Year Moving Average	5,628	5,782	5,957	5,984	5,905
	To reduce the number of bicyclists injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 5,905 to 5,610 by December 31, 2017						
	OCCUPANT PROTECTION		2010	2011	2012	2013	2014
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)**	Annual	192	187	206	186	155
		3-Year Moving Average	212	196	195	193	182
	To decrease unrestrained passenger vehicle occupants in all seating positions 2 percent from 155 in 2014 to 152 by December 31, 2017						
			2011	2012	2013	2014	2015
B-1	**Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (NYS Annual Survey)**	Annual	91%	90%	91%	91%	92%
		3-Year Moving Average	90%	90%	91%	91%	91%
	To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1 percentage point from 92 percent in 2015 to 93 percent by December 31, 2017						
	COMMUNITY TRAFFIC SAFETY PROGRAMS		2010	2011	2012	2013	2014
C-9	**Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)**	Annual	145	128	140	131	97
		3-Year Moving Average	168	150	138	133	123
	To decrease drivers age 20 and younger involved in fatal crashes 2 percent from 97 in 2014 to 95 by December 31, 2017						

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

STATEWIDE HIGHWAY SAFETY PROGRAM

Overview

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

Highway Safety Priorities for FFY 2017

The top priorities of the FFY 2017 highway safety program are to address trends of increasing numbers of crashes involving specific highway users and to halt the development of unfavorable trends in certain types of crashes. New York has identified several emphasis areas including improving the safety of younger and older drivers, commercial vehicle operators, motorcyclists, pedestrians and bicyclists and improvements to New York's traffic records systems. New York will also continue to implement programs to increase seat belt and child restraint use and reduce dangerous driving behaviors, including impaired driving, distracted driving and speeding.

GTSC will be responsible for the administration and oversight of state and local highway safety initiatives set forth in this Highway Safety Strategic Plan. The following priority activities have been established for New York's 2017 HSSP:

Impaired Driving

- Continue efforts to identify and implement measures to reduce alcohol impaired and drugged driving in New York. The NYS Impaired Driving Advisory Council will initiate a Lean process with the goal of improving New York's Ignition Interlock Program. Lean is a proven approach that focuses on eliminating waste, improving productivity and achieving sustained continual improvement
- Continue to implement high visibility enforcement programs throughout New York including NHTSA-mandated mobilizations and the state's impaired driving crackdowns during holiday and other high-risk periods
- Continue to support training programs and the use of new technology to improve the detection and arrest of drugged drivers. In FFY 2017, the Drug Recognition Expert (DRE) tablet application will continue to be used by the state's DREs for data collection and uploading drug evaluations. In addition, a query tool and other tools to facilitate the management and administration of the DRE program in New York will be developed.

- Continue to support the 58 STOP-DWI programs by providing program administration oversight and assistance to coordinators in developing and implementing effective local DWI countermeasures
- Continue programs to curb underage drinking and enforce the law prohibiting the use of fraudulent identification to purchase alcohol
- Provide training opportunities for police officers, prosecutors and the judiciary
- Continue public education and awareness campaigns via print, broadcast and cable television, radio and social media outlets
- Host a bi-regional impaired driving summit to look for new countermeasures in our effort to further curb impaired driving

Police Traffic Services

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

Motorcycle Safety

- Increase the availability of education for motorcycle operators and awareness of safe motorcycling through the adoption of recommendations from the Motorcycle Safety Assessment and encourage operators to obtain proper license endorsements
- Support efforts to promote Share-the-Road messages and outreach programs to enhance driver awareness of motorcyclists
- Provide training for law enforcement agencies seeking to conduct motorcycle enforcement and educational efforts
- Develop a statewide plan to address motorcycle crashes, injuries and fatalities that includes engineering, enforcement and education solutions

Pedestrian & Bicycle Safety

- Continue to support efforts to improve pedestrian and bicycle safety across the state, and particularly in New York City
- Continue to be an active partner with sister agencies in the deployment of the New York State Pedestrian Safety Action Plan. While the NYS Department of Transportation focuses on engineering solutions and the NYS Department of Health focuses on the educational component, GTSC will work with law enforcement agencies to implement high visibility enforcement activities during two-week periods each June.

Occupant Protection

- Continue active high-visibility enforcement and related public information and education activities to increase seat belt use in New York State. GTSC will continue to work with police agencies to have them adopt seat belt use policies, conduct local seat belt use surveys, raise public awareness and employ enforcement strategies including increased nighttime and multi-agency details.
- Continue to support the National Click It or Ticket Campaign
- Support efforts that address lower seat belt use rates among specific high-risk groups, such as younger drivers and drivers from rural areas, through special enforcement and education programs including, but not limited to, the GTSC "No Empty Chair" and "Coaches Care" campaigns and the initiative to increase belt compliance in counties with lower belt compliance rates utilizing the "Protect Your Melon" campaign
- Increase education and outreach on the proper use and correct installation of child safety seats by strengthening the network of child passenger safety programs, particularly in areas that serve high-risk populations, and increasing training opportunities for technicians

Traffic Records

- Continue to support state and local police agencies in adopting technology to improve in-car traffic ticket and crash report recording and transmission, focusing heavily on successful transmissions from the New York City Police Department
- Continue to employ technology to improve traffic records systems in New York to provide better access to accurate data on the state's drivers and roadways to assist in problem identification, program implementation and evaluation
- Continue to support improvements to the state's traffic records systems that increase the timeliness and quality of the data
- Build on initiatives that will improve the efficiency and accuracy of the traffic records systems and increase operational efficiency by eliminating duplicative data files maintained by different agencies
- Continue to support the development and expansion of the Internet-based Crash Database for public use known as the Traffic Safety Statistical Repository (TSSR)
- Review and implement, where applicable, the recommendations from the 2016 NHTSA Traffic Records Assessment

Younger/Older Drivers

- Continue to support programs to educate younger drivers and their parents on New York's graduated driver's license system, avoidance of high-risk driving behavior and general safe driving practices
- Identify and recommend driver education standards and programs that can be adopted into curricula used in New York State. The Driver Education Research and Innovation Center (DERIC) workgroup will finalize the remaining training modules and will pilot test the entire curriculum in FFY 2017
- Continue to utilize social media to reach younger drivers with traffic safety messaging
- Continue initiatives undertaken to educate older drivers on the effects of aging on driving abilities and increase awareness of alternatives to driving including the development of a statewide older driver action plan

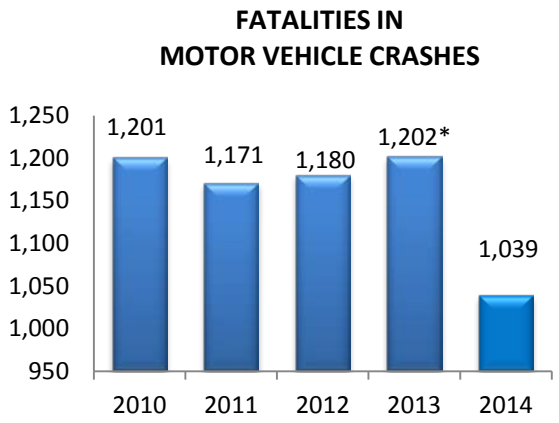
Public Information & Education

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

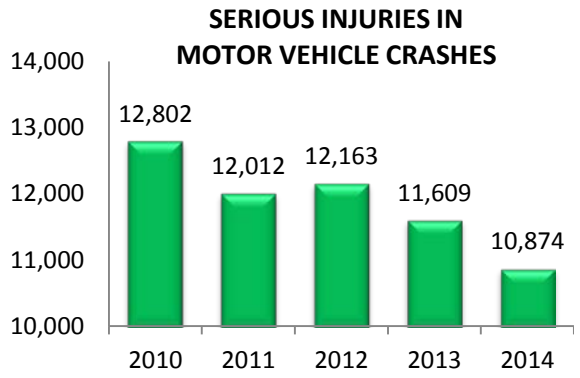
Performance Report

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

The 2014 FARS data indicate that the upward trend in motor vehicle fatalities in New York ended in 2014 with fatalities dropping from 1,202 in 2013 to 1,039 in 2014, a decrease of 14%. As a result of this improvement, the target of 1,163 set for reducing fatalities by the end of calendar year 2016 was met and exceeded.



**Revised based on final 2014 FARS data*
Source: FARS

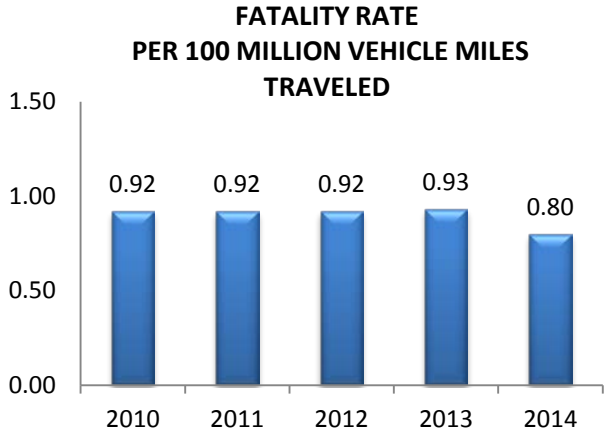


Source: NYS AIS / TSSR

Based on data from New York's AIS, serious injuries in crashes were on a general downward trend between 2010 and 2014. In 2014, serious injuries declined to 10,874, a 6% decrease from the previous year (11,609) and exceeding the reduction target of 11,332 set for 2016.

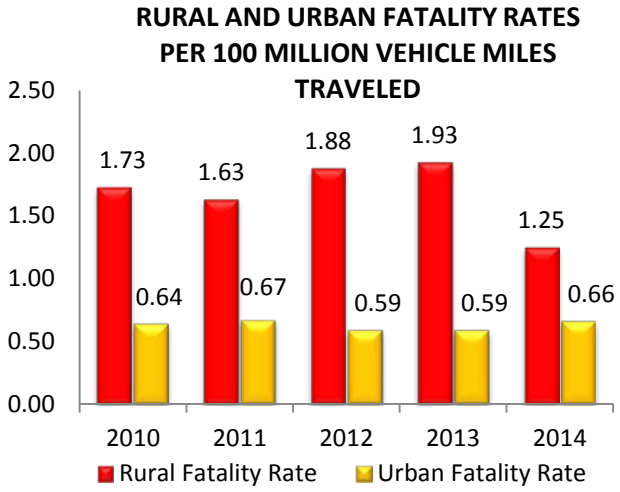
As shown in the graphs below, the statewide fatality rate held relatively steady at 0.92-0.93 per 100 million VMT from 2010 to 2013 before dropping to 0.80 in 2014, improving beyond the target of 0.89 set for 2016.

The urban fatality rate which had declined to 0.59 in 2012 and 2013 increased to 0.66 in 2014, while the rural fatality rate which was on an upward trend from 2011 to 2013 dropped to 1.25 in 2014. As a result, the urban fatality rate did not make progress toward the target of 0.57 that was set for 2016, but the target for reducing the rural fatality rate (1.87) was met and exceeded.



**Revised based on final 2014 FARS data*

Source: FARS



Source: FARS

FFY 2017 Performance Targets

- To decrease traffic fatalities 10 percent from the 2012-2014 calendar base year average of 1,140 to 1,026 by December 31, 2017
- To decrease serious traffic injuries 2 percent from 10,874 in 2014 to 10,657 by December 31, 2017
- To decrease fatalities/100M VMT 2 percent from .80 in 2014 to 0.78 by December 31, 2017
- To decrease rural fatalities/100M VMT 2 percent from 1.25 in 2014 to 1.23 by December 31, 2017
- To decrease urban fatalities/100M VMT 2 percent from 0.66 in 2014 to 0.65 by December 31, 2017

FFY 2017 Performance Measures

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

IMPAIRED DRIVING

Overview

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

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's Impaired Driving Program. The estimated highway safety funding budgeted for each impaired driving strategy is presented in the table on page 33.

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

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

A major component of New York's efforts to address impaired driving is the STOP-DWI program which returns fines collected for impaired driving convictions to the counties where the violations occurred to fund enforcement and other impaired driving programs at the local level. Since the STOP-DWI program is self-sustaining, GTSC is able to use the federal funds received by New York to support a variety of state-level initiatives that complement the local efforts and strengthen the overall impaired driving program. As the organization responsible for the oversight of the STOP-DWI program, GTSC is also in a position to maximize the opportunities for cooperative efforts that encompass all regions of the state. In FFY 2017, GTSC will continue to promote and support the participation of enforcement agencies at the local, county and state level in the national impaired driving mobilizations.

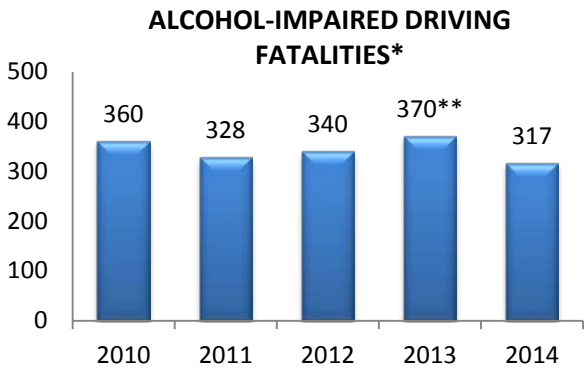
Another important component of New York's efforts to address impaired driving is its participation in the International Drug Evaluation & Classification (DEC) Program. Commonly known in New York as the

DRE (Drug Recognition Expert) program, New York has been participating in the program since 1987. Under this program, Drug Recognition Expert (DRE) police officers are trained to observe the signs of drug and/or alcohol impairment. Currently, New York has approximately 250 trained DREs across the state. In its oversight role of the DRE program, GTSC has appointed a DRE State Coordinator to manage all functions of the statewide DRE program. In FFY 2017, GTSC will continue to promote the DRE program and support its efforts to combat the problem of drug-impaired driving.

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

Performance Report

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

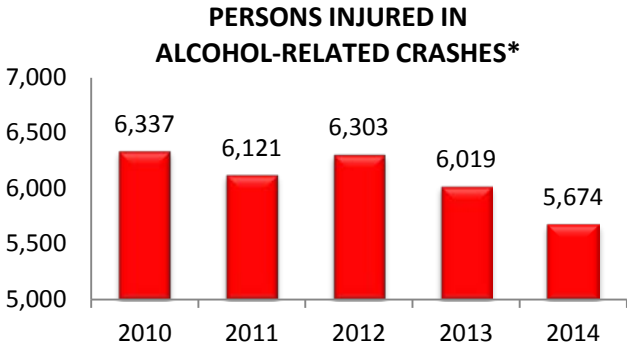


*Fatalities in crashes involving drivers and motorcycle operators with a BAC of .08 or above
** Revised based on final 2013 FARS data
Source: FARS

Based on FARS data, alcohol-impaired driving fatalities decreased in 2014 ending an upward trend between 2011 and 2013. There were 317 alcohol-impaired fatalities in 2014, compared to 370 in the previous year. Because of this significant improvement, the reduction target of 346 set for the end of calendar year 2016 was met and exceeded.

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

Based on the state's AIS data, the number of persons injured in alcohol-related crashes was on a downward trend between 2012 and 2014.

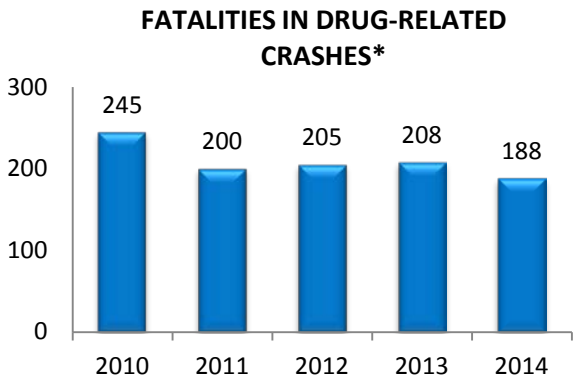


* Police-reported Crashes
Source: NYS AIS / TSSR

After increasing to 6,303 in 2012, alcohol-related injuries declined 10% to 5,674 in 2014, below the reduction target of 5,987 set for December 31, 2016.

Fatalities in drug-related crashes are also tracked to determine the impact of efforts to reduce drugged driving on New York State roadways.

After declining from 245 in 2010 to 200 in 2011, fatalities in drug-related crashes were on an upward trend through 2013. The trend ended in 2014 when the number decreased to 188, showing greater improvement than the target of 202 that was set for the end of calendar year 2016.



* Police-reported Crashes
Source: NYS AIS / TSSR

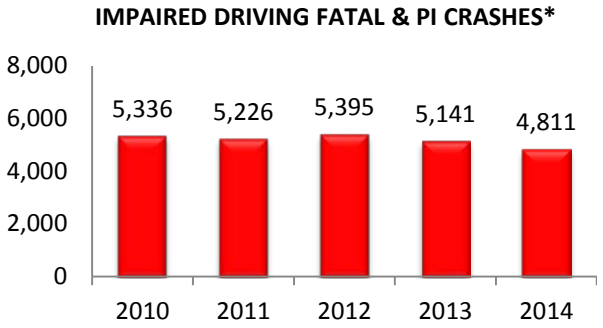
Problem Identification

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

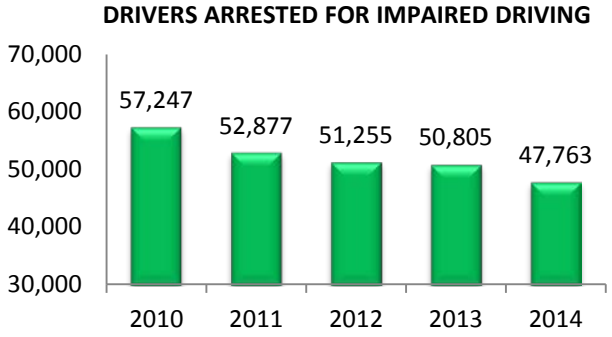
Impaired Driving Crashes and Arrests

Impaired driving crashes include crashes involving alcohol, drugs or a combination of alcohol and drugs. Drivers arrested for impaired driving violations include all drivers receiving one or more tickets for any 1192 violation of the NYS Vehicle and Traffic Law (VTL 1192.1-1192.4).

Between 2012 and 2014, impaired driving fatal and personal injury crashes were on a downward trend, decreasing 11% from 5,395 to 4,811 in 2014. Impaired driving arrests have been on a consistent downward trend in New York State. Between 2010 and 2014, the number of drivers arrested for impaired driving dropped from 57,247 to 47,763, a decrease of 17%.



* Police-reported Crashes
Source: NYS AIS / TSSR



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

Analyses of Conviction Rates

Approximately 80% of the impaired driving arrests each year are made by agencies that are part of New York's Traffic Safety Law Enforcement and Disposition (TSLED) ticket system. Analyses of conviction information available in the TSLED system indicate that the conviction rate for drivers charged with an impaired driving violation (VTL 1192) has remained constant at over 90% the past several years.

As shown in the table below, in 2012-2014, 93% of the drivers arrested under the TSLED system were convicted; approximately half of these drivers were convicted on the original VTL 1192 charge and half on another impaired driving charge. Seven percent of the cases adjudicated in each of the three years were dismissed, resulted in an acquittal or the offender was convicted on a charge associated with a different event.

ADJUDICATION OF PERSONS ARRESTED FOR IMPAIRED DRIVING BY TSLED AGENCIES

TSLED Cases Adjudicated	2012 (N=33,434)	2013 (N=31,029)	2014 (N=30,172)
Convicted	93.2%	93.0%	92.5%
On original V&T 1192 charge	*43.3%*	*44.2%*	*45.4%*
On another V&T 1192 charge	*48.0%*	*47.0%*	*45.1%*
Convicted on non-V&T 1192 charge	*1.9%*	*1.8%*	*2.0%*
Dismissed/Acquitted/Convicted on Charge Associated with Different Event	6.7%	7.0%	7.5%

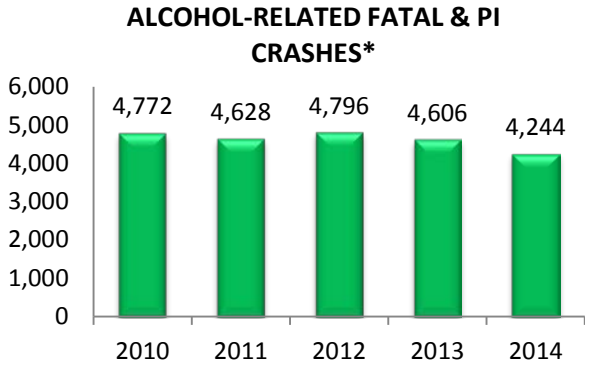
Source: NYS TSLED System

Additional analyses were conducted for alcohol-related crashes and arrests and drug-related crashes and arrests. It should be noted that the results of these two sets of analyses cannot be added together to derive the total impaired driving crashes or arrests. Since a portion of the crashes and the arrests involve both alcohol and drugs, adding them together would result in double counting some of the crashes and arrests.

Alcohol-Related Crashes

The status of the two performance measures, alcohol-impaired driving fatalities and the number of persons injured in alcohol-related crashes was discussed previously.

Another measure that is tracked is alcohol-related fatal and personal injury crashes. Over the five-year period 2010-2014, alcohol-related fatal and personal injury crashes were on a general downward trend. Between 2012 and 2014, these crashes decreased from 4,796 to 4,244, an improvement of 12%.



* Police-reported Crashes

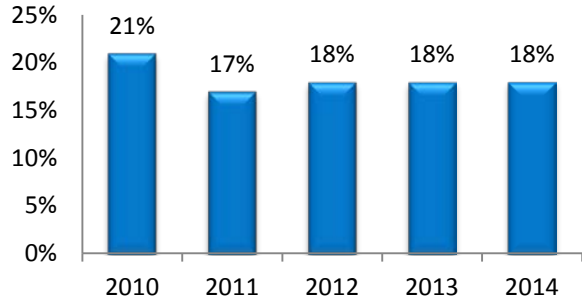
Source: NYS AIS / TSSR

Drug-Related Crashes

The involvement of drugs in crashes is an area of growing concern for New York's highway safety program. Over the five-year period 2010-2014, drug-related fatalities accounted for nearly one out of five fatalities on New York's roadways. In 2012-2014, drugs were involved in 18% of the fatalities each year.

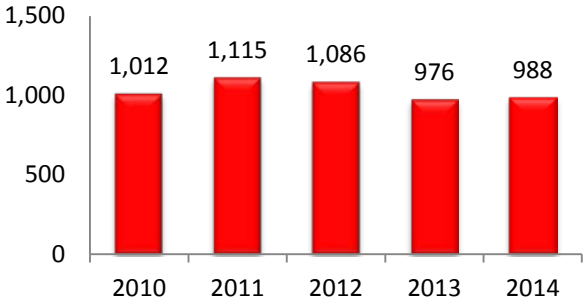
The number of persons injured in drug-related crashes fluctuated over the five-year period 2010-2014, ranging from a high of 1,115 in 2011 to a low of 976 in 2013. Between 2013 and 2014, there was a small increase in the number of persons injured in drug-related crashes (from 976 to 988).

DRUG-RELATED FATALITIES AS A PROPORTION OF TOTAL FATALITIES



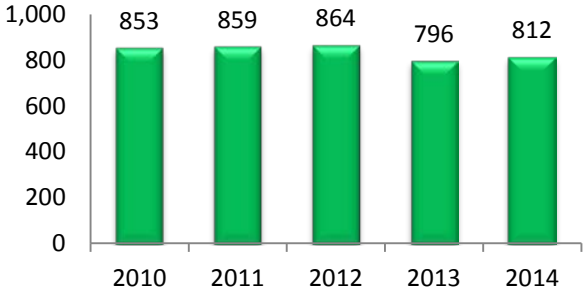
Source: NYS AIS / TSSR

PERSONS INJURED IN DRUG-RELATED CRASHES*



* Police-reported Crashes
Source: NYS AIS / TSSR

DRUG-RELATED FATAL & PI CRASHES*



* Police-reported Crashes
Source: NYS AIS / TSSR

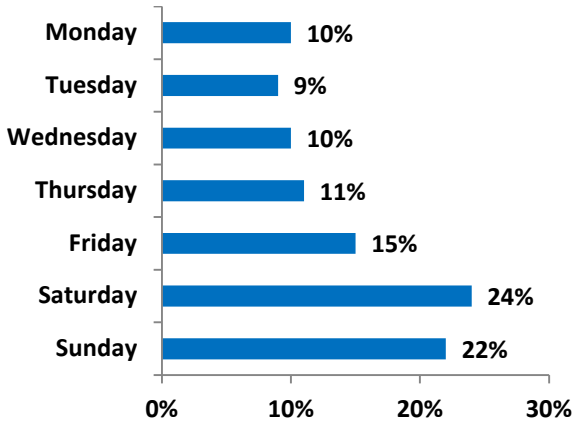
Drug-related fatal and personal injury crashes are also monitored. After decreasing by 8% between 2012 and 2013, drug-related fatal and personal injury crashes increased by 2% in 2014 (from 796 to 812).

Alcohol-Related and Drug-Related Fatal and PI Crashes

Analyses by Day of Week

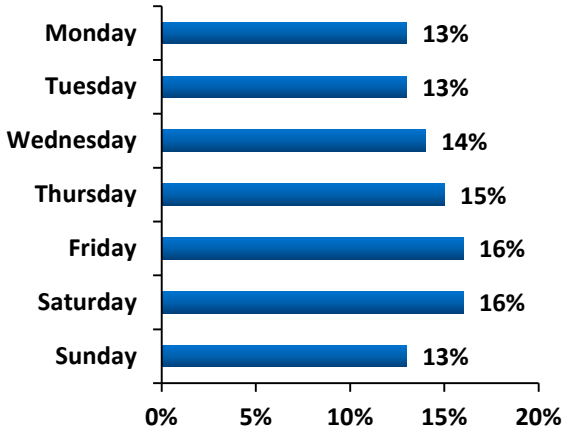
As indicated in the charts below, alcohol-related fatal and personal injury crashes were most likely to occur on the weekend (46% on Saturday and Sunday). In contrast, drug-related fatal and personal injury crashes were fairly evenly distributed across the days, ranging from 13% to 16%.

Alcohol-Related Fatal & PI Crashes
Day of Week: 2010-2014



Source: NYS AIS / TSSR

Drug-Related Fatal & PI Crashes
Day of Week: 2010-2014

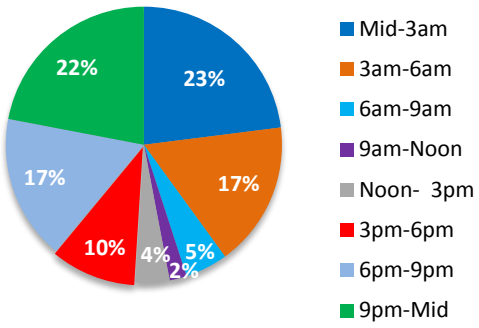


Source: NYS AIS / TSSR

Analyses by Time of Day

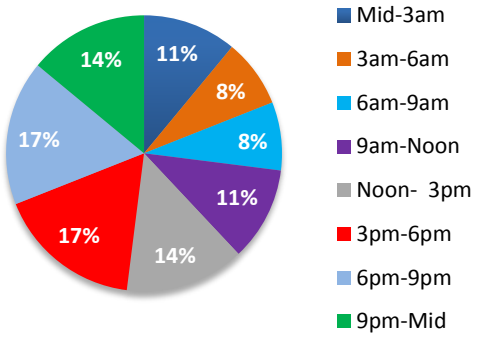
As shown below, the largest proportion of alcohol-related fatal and personal injury crashes occurred between 9pm and 3am (45%), while the largest proportion of drug-related fatal and personal injury crashes occurred between 3pm and 9pm (34%).

Alcohol-Related Fatal & PI Crashes
Time of Day: 2010-2014



Source: NYS AIS / TSSR

Drug-Related Fatal & PI Crashes
Time of Day: 2010-2014



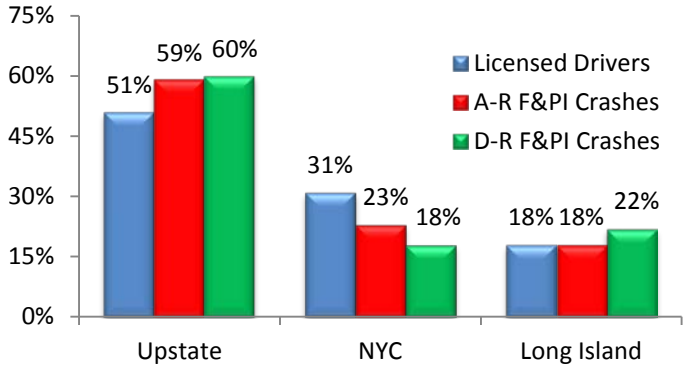
Source: NYS AIS / TSSR

Analyses by Location

In 2014, the majority of both the alcohol-related (59%) and drug-related (60%) fatal and personal injury crashes occurred in the Upstate region; 23% and 18%, respectively, occurred in New York City, and 18% and 22%, respectively, occurred in Nassau and Suffolk counties on Long Island.

Compared to the proportion of licensed drivers in each region, the Upstate region was over-represented in both alcohol-related and drug-related fatal and personal injury crashes, while New York City was underrepresented.

LICENSED DRIVERS, ALCOHOL-RELATED AND DRUG-RELATED FATAL & PI CRASHES* BY REGION: 2014



* Police-reported Crashes

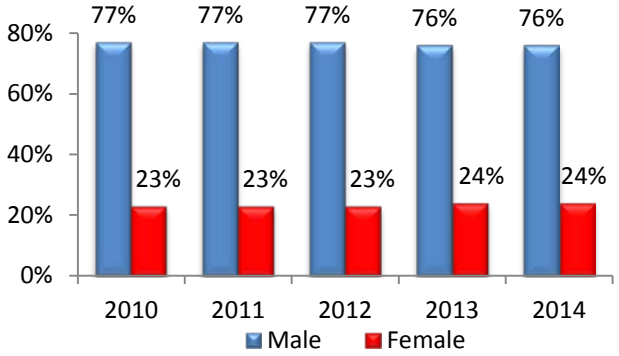
Sources: NYS Driver License File and AIS / TSSR

Analyses by Driver Gender

Male drivers consistently account for more than three-quarters of the drivers involved in alcohol-related fatal and personal injury crashes (76%-77% over the five-year period 2010-2014). Approximately seven out of ten of the drivers involved in drug-related fatal and personal injury crashes are male (67%-72% over the five-year period 2010-2014).

Compared to their involvement in alcohol-related fatal and personal injury crashes, female drivers account for a larger proportion of the drivers in drug-related fatal and personal injury crashes (28%-33% vs. 23%-24% in alcohol-related crashes).

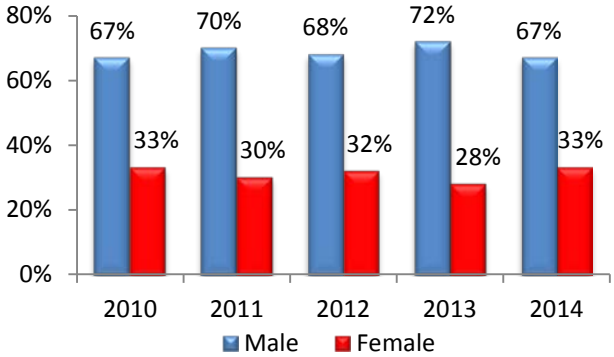
DRIVERS INVOLVED IN ALCOHOL-RELATED FATAL & PI CRASHES BY GENDER



* Police-reported Crashes

Sources: NYS AIS / TSSR

DRIVERS INVOLVED IN DRUG-RELATED FATAL & PI CRASHES BY GENDER



* Police-reported Crashes

Sources: NYS AIS / TSSR

Analyses by Driver Age

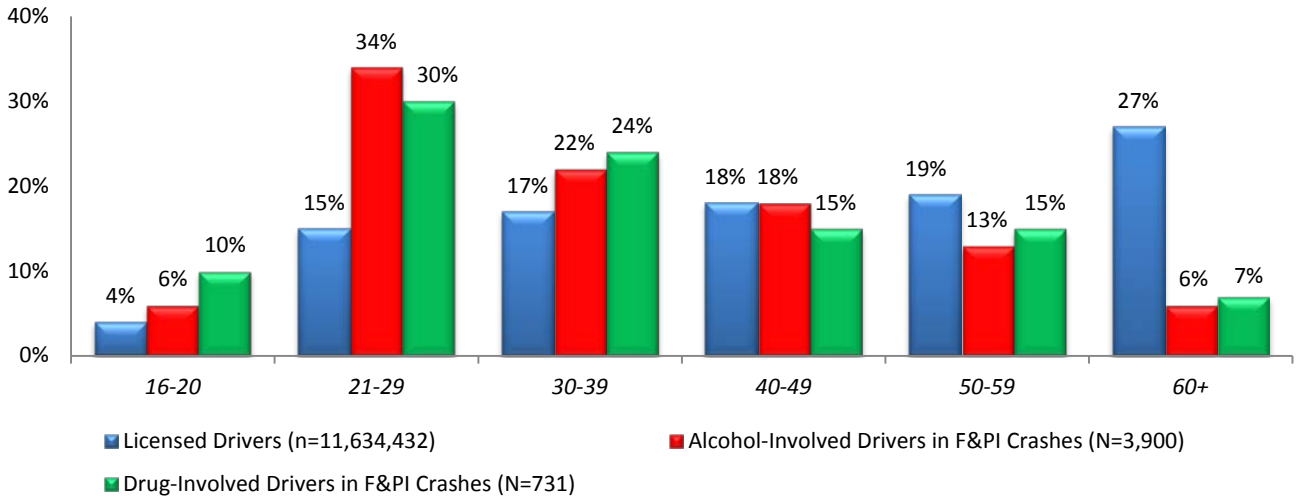
To determine which age groups of drivers are overrepresented in impaired driving crashes in New York State, the proportions of alcohol-involved drivers and drug-involved drivers in fatal and personal injury crashes attributed to each age group were compared to the proportion of licensed drivers in that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

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

As the graph below shows, alcohol-involved drivers and drug-involved drivers in every age group under age 40 are overrepresented when compared to the proportions of licensed drivers in those age groups, including drivers under age 21 who are below the legal drinking age. Compared to the proportion of licensed drivers who are in the 16-20 age group (4%), 6% of the alcohol-involved drivers and 10% of the drug-involved drivers in 2014 were under 21 years of age.

Drivers 21-29 and 30-39 years of age are also overrepresented. Compared to 15% of the licensed drivers, twice as many of the alcohol-involved drivers (34%) and drug-involved drivers (30%) are ages 21-29. Drivers 30-39 years of age account for 17% of the licensed drivers but 22% of the alcohol-involved drivers and 24% of the drug-involved drivers are in this age group.

LICENSED DRIVERS, ALCOHOL-INVOLVED DRIVERS AND DRUG-INVOLVED DRIVERS IN FATAL & PI CRASHES* BY AGE GROUP: 2014



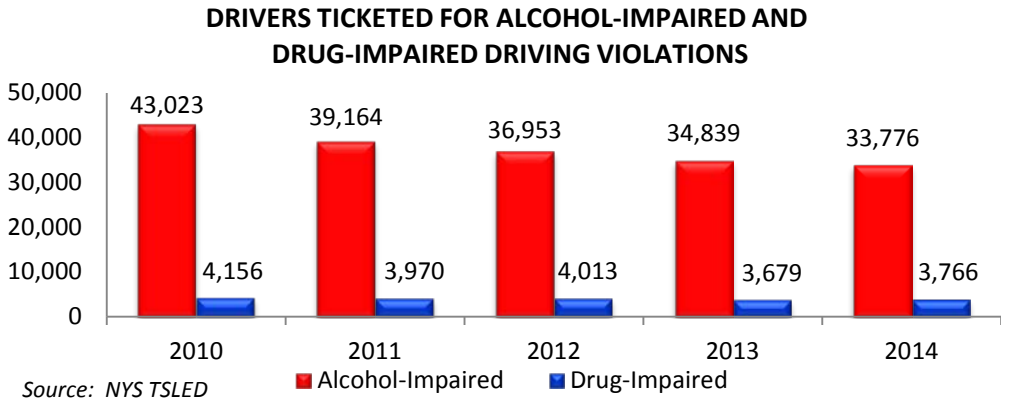
* Police-reported Crashes

Sources: NYS Driver License File and AIS / TSSR

Analyses of Alcohol-Impaired and Drug-Impaired Driving Arrests

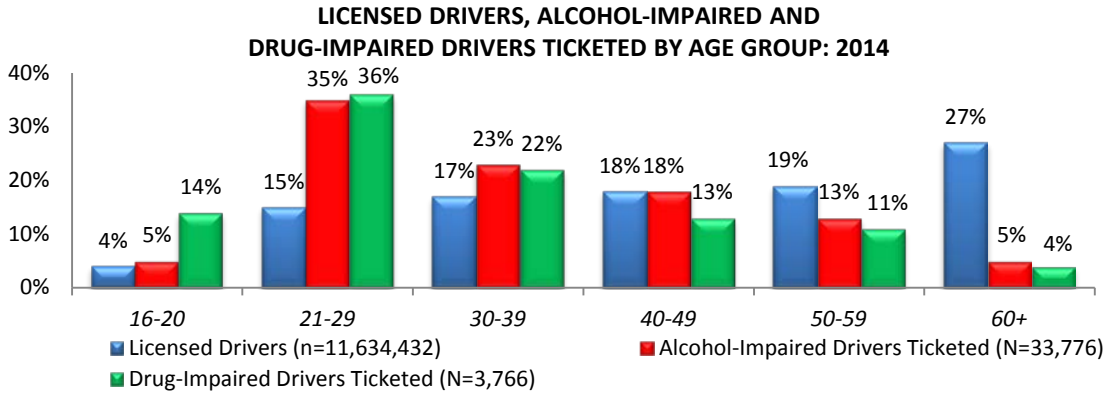
For purposes of these analyses, alcohol-impaired driving arrests include tickets issued for violations of VTL 1192.1-1192.3, and drug-impaired driving arrests include tickets issued for violations of VTL 1192.4 (drugs) and 1192.4A (drugs and alcohol). TSLED, the source of the data in this chart, includes all of the tickets issued for these violations statewide, with the exception of New York City. Over the five-year period 2010-2014, the number of persons ticketed for alcohol-impaired driving dropped steadily from 43,023 in 2010 to 33,776 in 2014, representing a decrease of 21%. In comparison, the number of drivers ticketed for drug-impaired driving decreased by 9%, dropping from 4,156 in 2010 to 3,766 in 2014.

It is important to note that the number of drivers ticketed for alcohol-impaired and drug-impaired driving cannot be added together to derive the total number of drivers ticketed for impaired driving because a driver can be issued tickets for both an alcohol (1192.1-3) and drug offense (1192.4 and 4a).



Source: NYS TSLED

Analyses of the TSLED data were also conducted by age to determine which driver age groups are most at risk for alcohol-impaired and drug-impaired driving. In 2014, the largest proportions of both alcohol-impaired and drug-impaired drivers were in the 21-29 age group (35% and 36%, respectively), over two times the proportion of licensed drivers in that age group (15%). Drivers under 21 years of age were also significantly overrepresented in drug-impaired driving arrests, comprising more than three times (14%) the proportion of licensed drivers (4%) in that age group. Alcohol-impaired drivers and drug-impaired drivers arrested were also overrepresented in the 30-39 age group, 23% and 22%, respectively, compared to 17% of the licensed drivers.



Sources: NYS Driver License File and TSLED

Analyses of Data from New York's Drug Recognition Experts (DRE) Database

Data collected by New York's Drug Recognition Experts using the DRE tablet application developed by the Institute for Traffic Safety Management and Research provide an important new source of information on the issue of drugged driving in the state. The provision of tablets to the DREs and training in their use began in 2014; as of spring 2016, approximately 250 tablets have been distributed to DREs across the state for use in collecting data and submitting their drug influence evaluations and toxicology results through the tablet application. The table below presents selected results from the analyses of the drug evaluations submitted to the database in 2014 and 2015.

The number of evaluations in the database increased from 640 in 2014 to 826 in 2015. During 2014 and 2015, 90%-95% of the drivers who were stopped submitted to a breath test; the refusal rate was 2%-3%. More than eight out of ten of the drivers evaluated in both 2014 and 2015 submitted to a chemical test; the chemical test refusal rate was higher than the refusal rate for breath tests and increased from 7% to 12% over the two-year period.

Based on the training they received, the DREs formulate an opinion about whether the impairment of the drivers they are evaluating is the result of drugs only, alcohol only, or a combination of alcohol and drugs. As the table indicates, in both 2014 and 2015, the opinion of the DREs was that impairment was due to drugs alone in 83% of the cases, followed by a combination of alcohol and drugs in 9% of the cases in 2014 and 11% in 2015.

NYS DRE PROGRAM
DRUG INFLUENCE EVALUATIONS CONDUCTED IN 2014 AND 2015

	2014		2015	
Number of Evaluations	**640**		**826**	
Breath Test				
Test taken	*576*	*90.0%*	*788*	*95.4%*
Test not taken	*51*	*8.0%*	*11*	*1.3%*
Test refused	*13*	*2.0%*	*27*	*3.3%*
Chemical Test				
Test taken	*558*	*87.2%*	*688*	*83.3%*
Test not taken	*35*	*5.5%*	*37*	*4.5%*
Test refused	*47*	*7.3%*	*101*	*12.2%*
Opinions				
Drugs only	*534*	*83.4%*	*683*	*82.7%*
Alcohol & drugs	*60*	*9.4%*	*91*	*11.0%*
Alcohol only	*4*	*0.6%*	*7*	*0.8%*
No impairment	*32*	*5.0%*	*32*	*3.9%*
Other	*10*	*1.6%*	*13*	*1.6%*

Source: NYS DRE Database, compiled by ITSMR 3/29/2016

When a chemical test has been administered to a driver, the sample is sent to a toxicology lab for analysis. The table below shows the toxicology results that have been received from DRE evaluations conducted in 2015 and entered into the database.

Of the 281 toxicology reports that have been received, 97% of the samples tested positive for drugs; multiple drugs were detected in 63% of the samples.

The specific classes of drugs found for the 281 cases are presented in the table below. Cannabis was found in 68% of the samples, depressants in 42%, narcotic analgesics in 36% and stimulants in 29%.

NYS DRE PROGRAM
TOXICOLOGY RESULTS FOR EVALUATIONS CONDUCTED IN 2015

Toxicology Results Received	**281**	
Drugs Not Found	9	3.2%
Drugs Found	272	96.8%
Single drug	*102*	*37.5%*
Multiple drugs	*170*	*62.5%*
Drugs Found by Class*		
Stimulant	*78*	*28.7%*
Depressant	*113*	*41.5%*
Hallucinogen	*6*	*2.2%*
PCP (Dissociative Anesthetic)	*11*	*4.0%*
Narcotic Analgesic	*99*	*36.4%*
Inhalant	*0*	*0.0%*
Cannabis	*186*	*68.4%*
Alcohol	*2*	*0.7%*
Missing	*10*	*3.7%*

*Percentages total more than 100% because a subject can have more than one class of drug in their system

Source: NYS DRE Database, compiled by ITSMR 3/29/2016

FFY 2017 Performance Targets

- To decrease alcohol-impaired driving fatalities 8 percent from the 2012-2014 calendar base year average of 342 to 315 by December 31, 2017
- To decrease the number of persons injured in alcohol-related crashes 2 percent from 5,674 in 2014 to 5,561 by December 31, 2017
- To decrease the number of fatalities in drug-related crashes 8 percent from the 2012-2014 calendar base year average of 200 to 184 by December 31, 2017

FFY 2017 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Impaired Driving applications, project selection, and negotiating and awarding grant funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports.

Proposals for Impaired Driving projects are also assessed for their coordination with the direction of NYS's Advisory Council on Impaired Driving and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below. The projects that will be considered for Impaired Driving grant funding are included in the complete list of proposed projects in Attachment A.

Strategies

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

Enforcement of Impaired Driving Laws

Initiatives to increase high visibility enforcement of the impaired driving laws will continue to be supported at both the state and local levels. All impaired driving enforcement efforts will be planned, implemented and monitored in accordance with requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and 35 of the HSSP, or in conjunction with the national impaired driving mobilizations.

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

GTSC will also provide support and coordination for the state's participation in national impaired driving enforcement mobilizations. As in previous years, the national slogan will be adopted for the mobilization. Press events will be held in various locations around the state where members of law enforcement and STOP-DWI coordinators will join GTSC in publicizing the crackdown on impaired driving. To ensure that coordinated impaired driving messages are delivered throughout the state, GTSC will provide funding for public information materials through the STOP-DWI Foundation.

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

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

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

For supporting research, refer to the discussion of Publicized Sobriety Checkpoint Programs, pp. 1-21 to 1-23; High Visibility Saturation Patrol Programs, p. 1-24; Preliminary Breath Test Devices, p. 1-25; and Integrated Enforcement, pp. 1-27 and 1-28 in Countermeasures That Work, 8th Edition, 2015.

Prosecution and Adjudication of DWI Offenders

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

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

For supporting research, refer to the discussion of innovative DWI sanctions and the use of Traffic Safety Resource Prosecutors and Judicial Outreach Liaisons to conduct training, pp. 1-29 and 1-30 in Countermeasures That Work, 8th Edition, 2015.

DWI Offender Treatment, Monitoring, Control

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

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

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

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

For supporting research, refer to the discussions of Alcohol Ignition Interlocks, pp. 1-38 to 1-40 and DWI Offender Monitoring, pp. 1-43 and 1-44 in Countermeasures That Work, 8th Edition, 2015.

Prevention, Communications, Public Information and Educational Outreach

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

In addition to statewide campaigns to raise public awareness, projects that provide education and other outreach efforts at specific types of locations or for specific high-risk groups will be supported. Included under this strategy are projects that deliver information and education at venues such as sporting events that are popular with persons that have been identified as high-risk for impaired driving and provide training for servers of alcoholic beverages at restaurants, bars and other establishments. Other educational efforts that focus on specific groups, such as motorcyclists, will also be supported. The promotion of designated drivers or the use of alternate forms of transportation will also be considered for funding.

For supporting research, refer to the discussions of Mass Media Campaigns, pp. 1-49 and 1-50; Responsible Beverage Service, pp. 1-51 and 1-52; Alternative Transportation, p. 1-53 and Designated Drivers, pp. 1-54 and 1-55 in Countermeasures That Work, 8th Edition, 2015.

Underage Drinking and Alcohol-Impaired Driving

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

Countermeasures that limit access to alcohol by persons under the legal drinking age of 21 will continue to be supported in FFY 2017. These include projects that focus on preventing vendors from selling alcohol to minors such as sting operations, and projects designed to prevent minors from illegally purchasing alcohol such as checks to identify fraudulent IDs. Resources from the State Liquor Authority, DMV's Office of Field Investigation and local police agencies are also used in these operations.

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

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

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

For supporting research, refer to the discussions of Alcohol Vendor Compliance Checks, pp. 1-61 and 1-62; Other Minimum Legal Drinking Age 21 Law Enforcement, pp. 1-63 and 1-64; Youth Programs, pp. 1-65 and 1-66 in Countermeasures That Work, 8th Edition, 2015.

Drugged Driving

Recent studies by the Institute for Traffic Safety Management and Research have documented that the involvement of drugs is a serious issue in fatal crashes in New York State, with nearly one out of five fatalities (18%) occurring in a drug-related crash in 2014. Drivers under 30 years of age are significantly overrepresented among the drug-impaired drivers involved in fatal and personal injury crashes; for drivers under age 21, drugs and driving may be an even more serious issue than drinking and driving. In addition to impairment from illegal drug use, there is increased awareness of the dangers of mixing prescription drugs and driving.

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

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

For supporting research, refer to the discussion of Enforcement of Drug-Impaired Driving, pp. 1-69 and 1-70 in Countermeasures That Work, 8th Edition, 2015.

Cooperative Approaches to Reducing Impaired Driving

Projects that promote coordination and cooperation among all components of the impaired driving system will be supported. Included are activities such as workshops, symposia and conferences that provide training and technical assistance to highway safety program managers, law enforcement and other partners. Interagency collaborations, such as

the Advisory Council on Impaired Driving, recognize the multi-disciplinary nature of the impaired driving issue and lead to more effective approaches to reducing crashes, fatalities and injuries resulting from impaired driving.

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

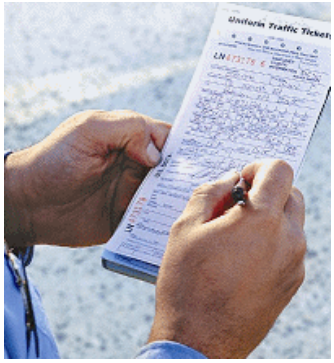
Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program

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

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

IMPAIRED DRIVING FFY 2017 BUDGET SUMMARY		
Strategy	**Budget Amount**	**Source**
Enforcement of Impaired Driving Laws	**$ 2,520,000**	**405d**
Prosecution and Adjudication of DWI Offenders	**1,800,000**	**405d**
DWI Offender Treatment, Monitoring, Control	**2,520,000**	**405d**
Prevention, Communications, Public Information and Educational Outreach	**1,560,000**	**405d**
Underage Drinking and Alcohol Impaired Driving	**1,800,000**	**405d**
Drugged Driving	**1,080,000**	**405d**
Cooperative Approaches to Reducing Impaired Driving	**360,000**	**405d**
Research, Evaluation and Analytical Support for New York's Performance-Based Impaired Driving Program	**360,000**	**405d**
Total 405d Impaired Driving	**$ 12,000,000**	

POLICE TRAFFIC SERVICES



Overview

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

The Governor's Traffic Safety Committee (GTSC) provides expertise to assist in the promotion and coordination of New York's data-driven enforcement program involving police agencies at the state, county and local levels. The estimated highway safety funding budgeted for each strategy in the Police Traffic Services program area is presented in the table on page 48.

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

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

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

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

In FFY 2015, New York developed an Evidence-Based Enforcement (E-BE) plan describing the planning, management and monitoring processes used in its E-BE program required in 23 CFR 1200.11(c). New York's approach was to develop a comprehensive plan that combines the enforcement efforts in all program areas. The full plan was submitted to NHTSA for review and received final approval in June 2015. A summary of the key components of the plan is provided below. Information on New York's E-BE plan is also included in the FFY 2017 Highway Safety Program Planning Process section (pp. 7-8).

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

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

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

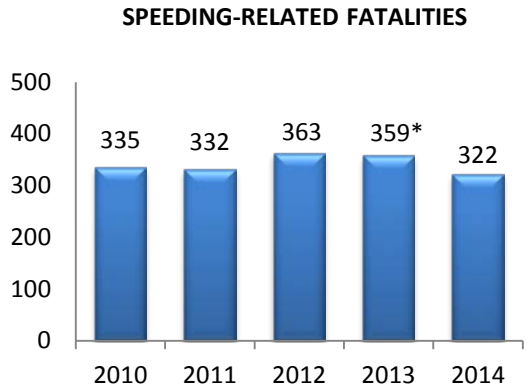
During the grant period, grantees are required to submit two progress reports which include a narrative describing grant activities and data on crashes and tickets issued during the reporting period. GTSC reviews these reports to assess the progress resulting from the agency's data-driven enforcement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

Performance Report

The core outcome measure for tracking progress in the Police Traffic Services Program is speeding-related fatalities in crashes. Because distracted driving is also a focus of this program area warranting specific strategies to reduce violations of the state's cell phone and texting laws, a new performance measure for distracted driving, fatal and personal injury crashes involving cell phone use and texting, was added to New York's HSSP starting in FFY 2015. The source for this measure is the state's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR).

SPEEDING

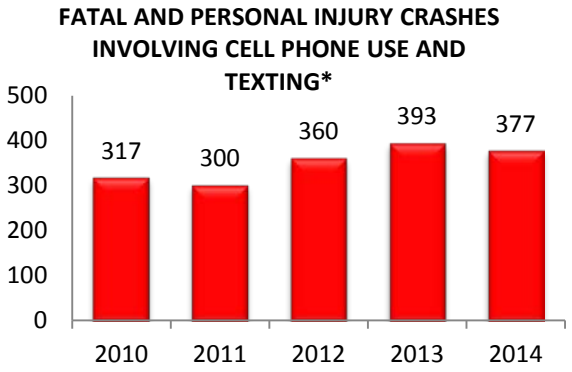
Speeding-related fatalities were on a downward trend from 2012 to 2014, decreasing from 363 to 322 and improving beyond the target of 340 set for the end of December 2016.



*Revised based on final 2013 FARS data
Source: FARS

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Fatal and personal injury crashes involving cell phone use and texting was selected as the performance measure for tracking trends in distracting driving in New York State. After an upward trend between 2011 and 2013, the number of fatal and personal injury crashes involving cell phone use or texting decreased to 377 in 2014 showing excellent progress toward meeting the reduction target of 373 set for 2016.



*Based on police-report crashes
Source: NYS AIS / TSSR

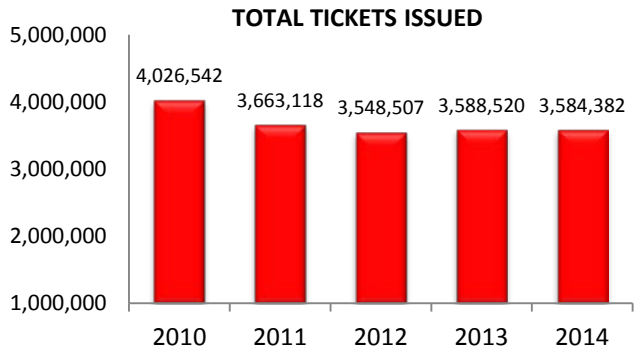
Problem Identification

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

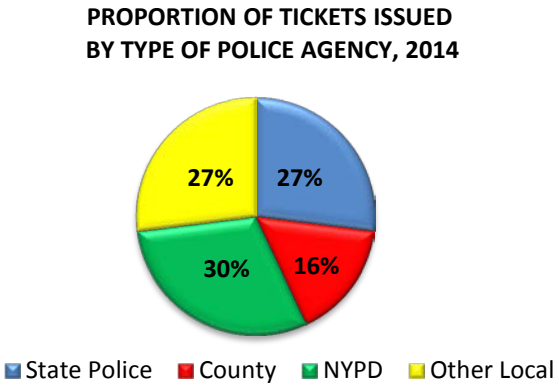
Analyses of Traffic Tickets

In order to assess the trend in enforcement activity, analyses were conducted on the traffic tickets housed in the state's Traffic Safety Law Enforcement and Disposition (TSLED) and Administrative Adjudication (AA) systems. Analyses of the combined ticket data from these two systems show that the total number of tickets issued for violations of the state's Vehicle & Traffic Law (VTL) has been on a general downward trend since 2010. Between 2013 and 2014, the number of tickets decreased slightly (less than 1%) but the overall decline since 2010 has been over 10%. This decrease in enforcement activity is likely due in part to decreases in highway safety funding and other police resources.

The proportions of tickets issued by the State Police, county agencies and local police agencies have remained fairly constant over time. In 2014, the State Police issued 27% of all traffic tickets; county agencies issued 16%; the New York City Police Department (NYPD) issued 30% and all other local agencies issued 27%.



Sources: NYS TSLED and AA systems



Sources: NYS TSLED and AA systems

Contributing Factors in Crashes

Driver Inattention/Distraction is consistently the most frequently reported driver-related contributing factor in fatal and personal injury crashes (21% to 22% over the five-year period, 2010-2014). The next top factors are all related to aggressive driving; in 2014, Failure to Yield Right-of-Way and Following Too Closely were each reported for 19% of all police-reported fatal and personal injury crashes, and Unsafe Speed was reported for 11%.

CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES

	2010 (N=122,181)	**2011** (N=117,652)	**2012** (N=114,000)	**2013** (N=115,701)	**2014** (N=109,828)
Driver Inattention/Distraction	20.6%	21.4%	21.4%	21.8%	22.1%
Failure to Yield Right-of-Way	16.5%	17.5%	18.6%	18.6%	18.7%
Following Too Closely	16.2%	17.7%	17.7%	18.1%	19.0%
Unsafe Speed	10.5%	10.9%	10.7%	11.2%	11.1%

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

Source: NYS AIS / TSSR

SPEEDING

Analyses of Speed-Related Fatal and Personal Injury Crashes

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

The number of speed-related fatal crashes has fluctuated over the five-year period, 2010-2014. Between 2013 and 2014 these crashes declined from 318 to 280.

SPEED-RELATED FATAL AND PERSONAL INJURY CRASHES*

	2010	2011	2012	2013	2014
Fatal Crashes	**289**	**284**	**310**	**318**	**280**
% of all fatal crashes	25.8%	26.4%	28.7%	28.7%	29.0%
Injury Crashes	**12,846**	**12,838**	**12,216**	**12,977**	**12,323**
% of all injury crashes	10.6%	11.0%	10.8%	11.3%	11.3%

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

While the number of speed-related fatal crashes has not followed a consistent pattern, the proportion of fatal crashes that involve speed has been on a steady upward trend over the five-year period increasing from 26% to 29%.

Speed-related injury crashes were on a downward trend from 2010-2012 before increasing to 12,977 in 2013. After the spike in 2013, the number of speed-related injury crashes dropped to 12,323 in 2014. Despite the fluctuation in the number of crashes, speed-related injury crashes consistently accounted for 11% of the total injury crashes in all five years.

Other Contributing Factors

In addition to Unsafe Speed, the top contributing factors associated with speeding drivers in 2014 fatal and personal injury crashes are listed in the table below. Alcohol Involvement (19%) and Passing/ Unsafe Lane Changing (13%) were the two driver behavior factors most frequently reported for speeding drivers involved in fatal crashes.

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

OTHER TOP CONTRIBUTING FACTORS ASSOCIATED WITH SPEEDING DRIVERS IN FATAL AND PERSONAL INJURY CRASHES: 2014

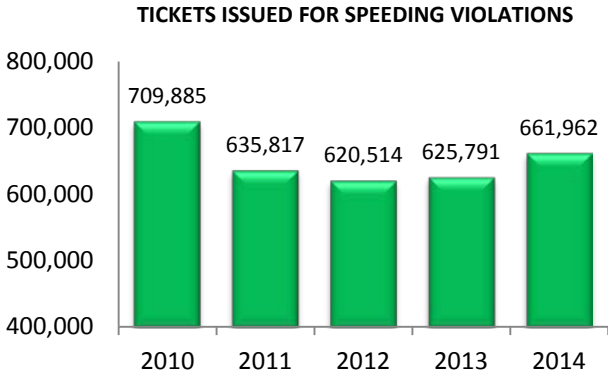
	Speeding Drivers in Fatal Crashes (N=285)	Speeding Drivers in PI Crashes (N=12,246)
Alcohol Involvement	19%	8%
Passing/Unsafe Lane Changing	13%	7%
Driver Inattention/Distraction	4%	8%
Failure to Keep Right	5%	3%
Following Too Closely	2%	11%

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

Analyses of Tickets

Since 2012, the number of tickets issued for speeding violations has increased from 620,514 to nearly 662,000 in 2014.

Over the five-year period 2010-2014, tickets issued for speeding consistently represented 17%-18% of all tickets issued for traffic violations indicating that speeding continues to be a significant traffic safety problem in New York.



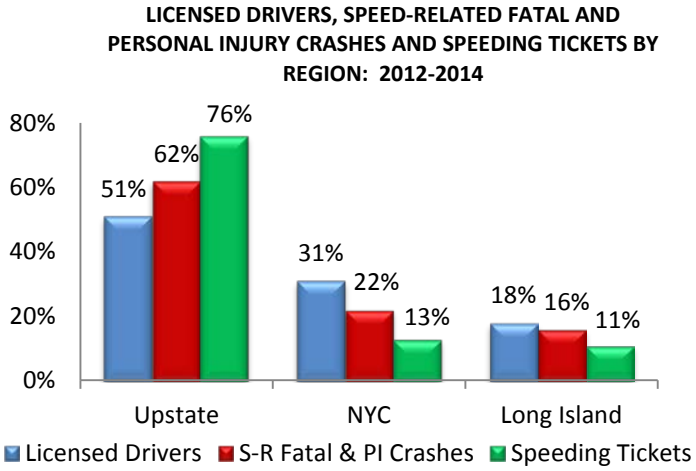
Sources: NYS TSLED and AA Systems

Crash and Ticket Analyses by Region

Based on 2012-2014 data, the Upstate region of New York is overrepresented in speed-related fatal and personal injury crashes (62%) and in speeding tickets issued (76%) when compared with the proportion of licensed drivers in the region (51%).

New York City with 31% of the state's licensed drivers accounted for 22% of the speed-related fatal and personal injury crashes and 13% of the speeding tickets.

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

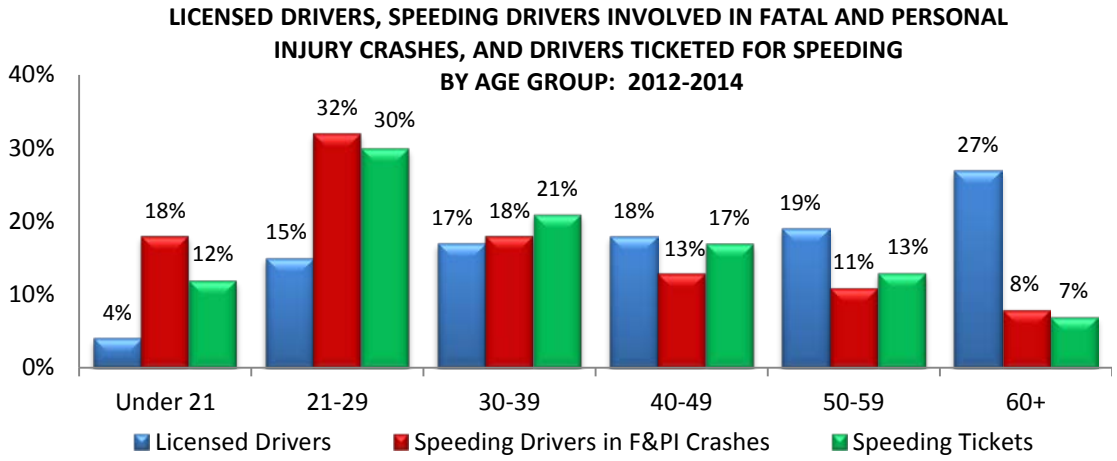


Source: NYS AIS/TSSR, Driver License, TSLED and AA Systems

Analyses by Age

Drivers who speed and are involved in fatal and personal injury crashes are most likely to be under the age of 30 (50%). Drivers 21-29 years of age are also the most likely to be ticketed for speeding (30%).

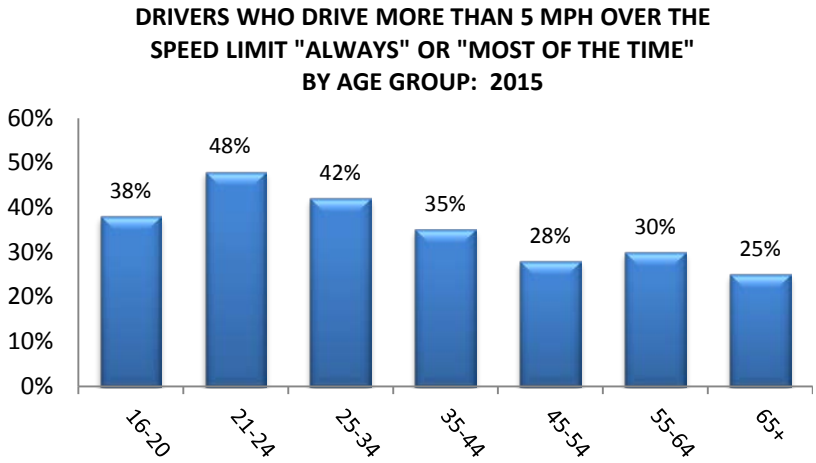
Based on comparisons with the proportion of licensed drivers in the under 21 (4%) and 21-29 age groups (15%), drivers in the two youngest age groups were overrepresented among the speeding drivers who were involved in fatal or personal injury crashes and the drivers who received speeding tickets. Over the three-year period 2012-2014, drivers under 21 years of age accounted for 18% of the speeding drivers involved in F&PI crashes and received 12% of the speeding tickets. Drivers 21-29 years of age accounted for 32% of the speeding drivers involved in F&PI crashes and received 30% of the speeding tickets.



Source: NYS AIS/TSSR, Driver License, TSLED and AA

The Driver Behavior Surveys conducted at DMV offices around the state support the findings in the chart above. In the 2015 survey, drivers in the 21-24 age group were the most likely to say they exceed the speed limit "always" or "most of the time" (48%).

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



Source: 2015 Driver Behavior Survey

DISTRACTED DRIVING: CELL PHONE USE AND TEXTING

Analyses of Fatal and Personal Injury Crashes

Cell phone use, one of the unsafe driving behaviors frequently associated with driver inattention and distraction, continues to be reported as a contributing factor in less than 1% of fatal and personal injury crashes; this could be due to underreporting. In 2014, three fatal crashes were reported to involve cell phone use, equaling the number in 2013; the number of injury crashes involving cell phone use in 2014 also remained at approximately the level in the previous year (345 vs. 346 in 2013). Between October 2010 when texting was added to the list of contributing factors on New York's police crash report and 2014, only two fatal crashes have been reported to involve texting. After being on an upward trend since 2010, the number of injury crashes involving texting dropped from 43 in 2013 to 29 in 2014.

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

	2010	2011	2012	2013	2014
Fatal Crashes Involving Cell Phone Use	**7**	**1**	**2**	**3**	**3**
% of all fatal crashes	0.6%	0.1%	0.2%	0.2%	0.3%
Injury Crashes Involving Cell Phone Use	**308**	**288**	**329**	**346**	**345**
% of all injury crashes	0.3%	0.2%	0.3%	0.3%	0.3%
Fatal Crashes Involving Texting	**1**	**0**	**0**	**1**	**0**
Injury Crashes Involving Texting	**1**	**11**	**29**	**43**	**29**

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

Analyses of Tickets

The number of tickets issued for violations of New York's cell phone law continued on a downward trend dropping over 50% from 332,039 in 2010 to 164,008 in 2014.

Between 2010, the first full year New York's texting law was in effect, and 2014, the number of tickets issued statewide for texting violations steadily increased from 3,248 to 75,617.

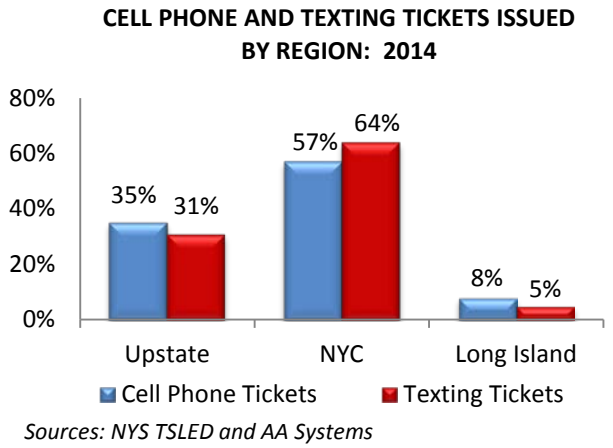
TICKETS ISSUED FOR VIOLATIONS OF THE CELL PHONE AND TEXTING LAWS

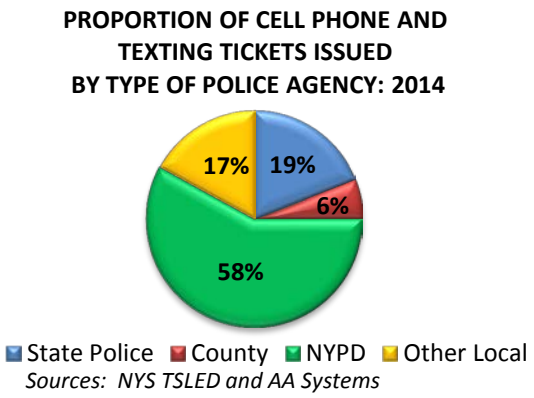
	2010	2011	2012	2013	2014
Cell Phone Tickets	332,039	248,239	216,980	208,440	164,008
Texting Tickets	3,248	9,003	30,241	55,612	75,617

Source: NYS TSLED and AA Systems

In 2014, the majority of tickets written for both cell phone (57%) and texting (64%) violations were issued in New York City. Approximately one-third of the cell phone (35%) and texting tickets (31%) were issued to drivers in the Upstate region and 8% of the cell phone tickets and 5% of the texting tickets were issued on Long Island.

The New York City Police Department (NYPD) issued 58% of all the tickets issued statewide for cell phone and texting violations. The remaining tickets were issued by the New York State Police (19%), county police agencies (6%) and other local police agencies (17%).





Driver Behavior and Attitudinal Surveys

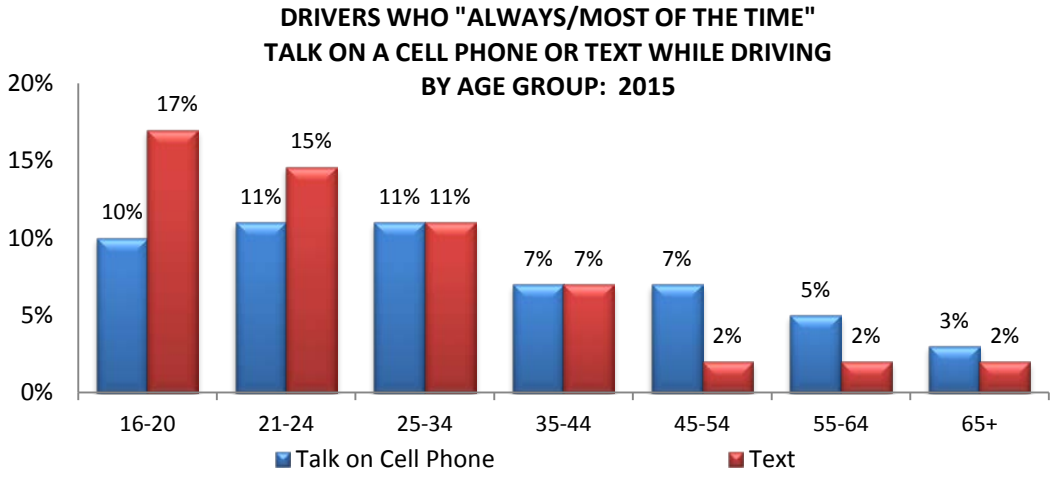
A series of questions on cell phone use and texting is included in the annual Driver Behavior Survey. The key results from the 2015 survey are:

- Nearly half (48%) of the drivers reported that they send or receive text messages while driving; 8% said that they text while driving "always" or "most of the time". These results have been consistent in all three years (2013-2015) that the question has been asked.

- Six out of ten drivers said that they talk on a cell phone while driving; similar to texting, 8% said they talk on a cell phone while driving "always" or "most of the time".

- 84% of the drivers thought that texting affects a driver's ability to drive safely "a great deal" and another 12% said a driver's ability would be affected "somewhat". Only 4% thought that texting has no effect on driving ability.

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



Source: 2015 Driver Behavior Survey

- In 2015, drivers in the 16-24 and 21-24 age groups were the most likely to report that they text while driving "always" or "most of the time" (17% and 15%, respectively);

- Drivers in the three age groups under 35 years of age were the most likely to report that they "always/most of the time" talk on a cell phone while driving (10%-11%).

- Drivers in the 16-20 and 21-24 age groups were more likely to text while driving than to talk on a cell phone (17% vs. 10% and 15% vs. 11%, respectively), while drivers in the age groups 45 and older were more likely to talk on a cell phone than to text while driving.

FFY 2017 Performance Targets

- To decrease speeding-related fatalities 2 percent from 322 in 2014 to 316 by December 31, 2017
- To decrease fatal and personal injury crashes involving texting or cell phone use 2 percent from the 2012-2014 calendar base year average of 377 to 369 by December 31, 2017

FFY 2017 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Police Traffic Services (PTS) applications, project selection, and the negotiation and award of grant funds is as follows. PTS grant proposals are assessed for their adherence to an evidence-based enforcement approach. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem an agency is facing, as well as measurable objectives related to improving the problem that ultimately should lead to a reduction in crashes, injuries and fatalities. The proposal must also provide information on how the agency will evaluate the effectiveness of its efforts. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports.

Proposals for Police Traffic Services grants must include evidence-based enforcement strategies that are consistent with the priorities of New York's HSSP and the state's Evidence-based Traffic Safety Enforcement Program and are aligned with the proven strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below. The projects that will be considered for Police Traffic Services grant funding are included in the complete list of proposed projects in Attachment A.

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Police Traffic Services program area. For each strategy, a reference to the supporting research or other justification is provided.

Enforcement of Traffic Violations

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

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

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

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

Police Traffic Services (PTS)

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

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

In FFY 2017, the primary emphasis will continue to be projects which focus on unsafe speed, aggressive and distracted driving behaviors. Occupant restraint enforcement will also be eligible for PTS funding, as will enforcement efforts focusing on special categories of vehicles including commercial vehicles, motorcycles and school buses, as well as other highway users such as pedestrians.

Speed Enforcement Programs

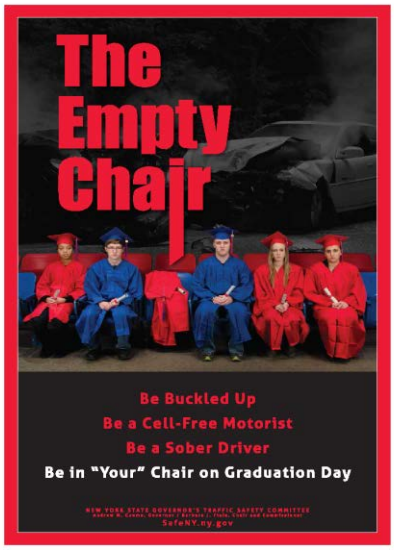
GTSC will continue to support enforcement projects designed to increase compliance with speed limits on all types of roadways. Various speed enforcement strategies will be used, including dedicated roving patrols and saturation enforcement details within designated areas. While enforcement in high crash areas is encouraged, routine day-to-day enforcement is also needed to increase the public's perception of the risk of apprehension. Safety education and informational materials may also be provided in conjunction with enforcement. One example is the State Police speed enforcement program that focuses on conducting enforcement details at high crash areas on non-interstate highways. Ticket, crash and other data are used to ensure that patrols are deployed to the areas that have the most significant traffic safety problems. In addition, the coordination of high visibility statewide enforcement initiatives will be supported. NHTSA's Speed Management Training Program which was recently revised will also continue to be implemented in FFY 2017. This training program promotes state and local collaborative and comprehensive efforts to mitigate speed-related fatalities and injuries.

Distracted Driving, Texting and Cell Phone Law Enforcement

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

Young Driver Enforcement

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



For example, in collaboration with law enforcement, GTSC will select one week during FFY 2017 to conduct the "No Empty Chair" campaign, a statewide traffic safety education through enforcement event. The five-day initiative will be conducted in proximity to high schools and will focus on a different traffic safety threat each day: Speeding in School Zones; Seat Belts and Child Restraints; Cell Phone Use and Texting; and Underage Drinking and Impaired Driving. Graduated Driver License provisions will be a focus every day of the campaign.

Commercial Vehicle Enforcement

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

Rural Traffic Enforcement

Projects that focus on effective enforcement countermeasures in rural areas of the state will continue to be considered for funding. Crashes on rural roads often have their own specific characteristics. Rural fatal crashes tend to involve high speed, leaving the proper lane of traffic and head-on collisions with oncoming traffic. Fatal crashes in rural areas are also more likely to involve a single vehicle than those in urban areas and their occurrence in the more remote areas of the state result in increased emergency response times by police and medical personnel. D. Grossman, et al. in their report, *Urban-Rural Differences in Prehospital Care of Major Trauma* indicated that rural crash detection, arrival of emergency medical services and transportation times to a hospital almost double for a rural crash compared those occurring in urban areas. As a result only 7% of rural crash victims arrive at a medical facility within the critical golden hour recommended by medical experts compared to 30% of urban victims. This is further reinforced by information reported by NHTSA in *Traffic Safety Facts -- Rural-Urban Comparison* (July 2012) which reported that drivers who died as a result of motor vehicle crashes in rural areas were more likely to have died at the scene or en route to the hospital than drivers who died as the result of crashes in urban areas.

School Bus Safety Enforcement

The illegal passing of a stopped school bus is an aggressive driving behavior that puts children at risk of death or serious injury. To help reduce this risk, GTSC will continue to provide support for enforcement of illegal passing violations through PTS funding.

In collaboration with law enforcement and the New York Association for Pupil Transportation, GTSC will select one day during FFY 2017 to conduct Operation Safe Stop, a statewide traffic safety education and enforcement event. To enhance the educational component, law enforcement and school transportation professionals will participate in local press events across the state. In order to increase law enforcement participation, the Operation Safe Stop event is now scheduled in the spring of each year.

For supporting research regarding evidence-based enforcement strategies, refer to the discussion of strategies to reduce aggressive driving and speeding, pp. 3-1 to 3-5; High Visibility Enforcement, pp. 3-25 to 3-28; Other Enforcement Methods, pp. 3-29 to 3-31; Integrated Enforcement, pp. 1-27 and 1-28; Cell Phone and Text Messaging Laws, pp.4-11 to 4-13; and pedestrian enforcement under Targeted Enforcement, pp. 8-36 and 8-37 in Countermeasures That Work, 8th Edition, 2015.

Law Enforcement Training Programs

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

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

Commercial Motor Vehicle Awareness Training is a one-day, data driven enforcement program designed specifically for police officers assigned to patrol duties and other traffic related enforcement assignments. The goal of the training is to provide law enforcement officers with the safety and enforcement information needed to enforce traffic violations and investigate crashes involving large trucks.

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

Communications and Outreach

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

The LELs also participate in the development and delivery of a number of training opportunities for police officers, including programs offered at the Empire State Law Enforcement Traffic Safety (ESLETS) and the annual NYS Highway Safety conferences.

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

One of the key elements of any traffic safety program is education. In addition to enforcing New York's Vehicle and Traffic Laws, police agencies play an important role in educating motorists and raising public awareness. For example, law enforcement officers and other educational stakeholders are in a unique position to deliver traffic safety programs to at-risk teen drivers. Projects that provide toolkits and other educational resources for use by police officers and other educators will be considered for funding.

For supporting research regarding the importance of communications and outreach in the deterrence and prevention of unsafe driving behaviors, see p. 1-46 in Countermeasures That Work, 8th Edition, 2015. In addition to publicizing enforcement efforts to deter dangerous driving behaviors which is a proven component of effective enforcement strategies, police officers can contribute to the prevention of traffic violations by educating the motoring public on new laws and raising awareness of safe driving practices.

POLICE TRAFFIC SERVICES FFY 2017 BUDGET SUMMARY

Strategy	Budget Amount	Source
Enforcement of Traffic Violations	$ 5,100,000	402/405e
Law Enforcement Training Programs	800,000	402
Communications and Outreach	980,000	402/405e
Total 402	6,480,000	
Total 405	400,000	
Total All Funds	**$ 6,880,000**	

MOTORCYCLE SAFETY

Overview

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

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's Motorcycle Safety program area. The estimated highway safety funding budgeted for each motorcycle safety strategy is presented in the table on page 59.

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

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

The MSP is a major component of New York's comprehensive approach to address and improve motorcycle safety in the state. In existence since 1996, the MSP provides instruction and field training to improve the riding skills of motorcyclists. More than 230,000 motorcyclists have been trained since the program's inception. The MSP is funded by a portion of the motorcycle license and registration fees collected by the state and disbursed through the Motorcycle Safety Fund.

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

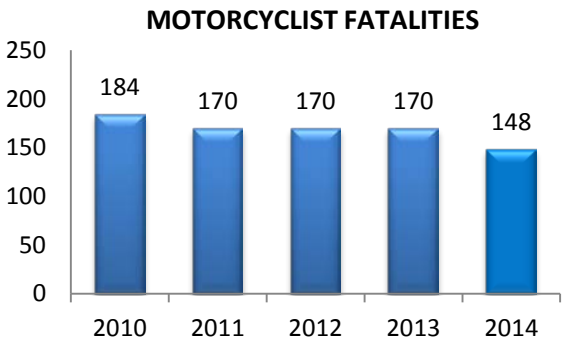
Since motorcycle helmets have been proven to be highly effective in protecting motorcyclists from suffering severe and fatal head injuries in crashes, New York's efforts to reduce motorcyclist fatalities and injuries have benefited from the state's universal motorcycle helmet law in place since 1967.

Performance Report

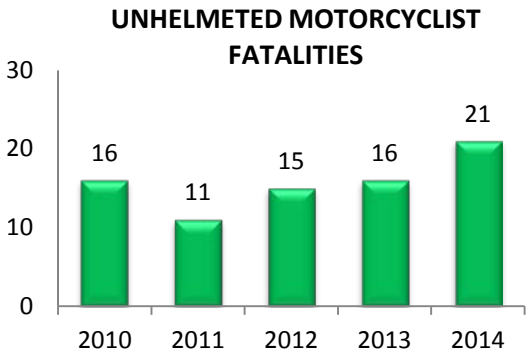
The core outcome measures for tracking progress in the Motorcycle Safety Program area are motorcyclist fatalities and unhelmeted motorcyclist fatalities. The number of motorcyclists injured in crashes is a third performance measure that is tracked for the Motorcycle Safety Program; the source for this measure is the state's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR).

In 2014, the number of motorcyclist fatalities dropped to 148 after remaining unchanged at 170 in the three previous years. This improvement exceeds the reduction target of 165 set for the end of calendar year 2016.

Due in large part to New York's helmet law, the number of fatally injured motorcyclists who were not wearing a helmet is relatively small. The number of unhelmeted motorcyclist fatalities has been on an upward trend since 2011. In 2014, 21 unhelmeted motorcyclists died in crashes; as a result, the target of reducing unhelmeted motorcyclist fatalities to 13 may be difficult to reach by December 31, 2016.



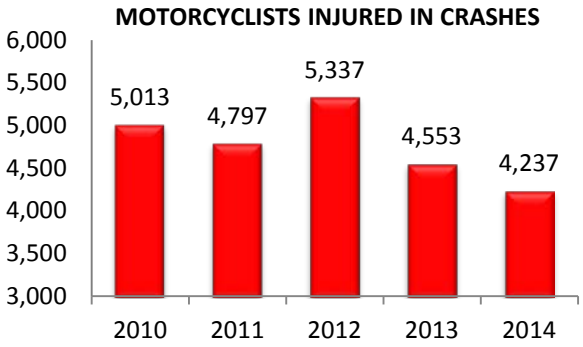
Source: FARS



Source: FARS

A third measure used by New York State to track progress in the Motorcycle Safety program area is the number of motorcyclists injured in crashes.

Between 2012 and 2014, the number of motorcyclists injured in crashes was on a downward trend dropping 21%. The decline in the number of motorcyclists injured in crashes in 2014 (4,237) surpassed the reduction target of 4,412 set for the end of calendar year 2016.



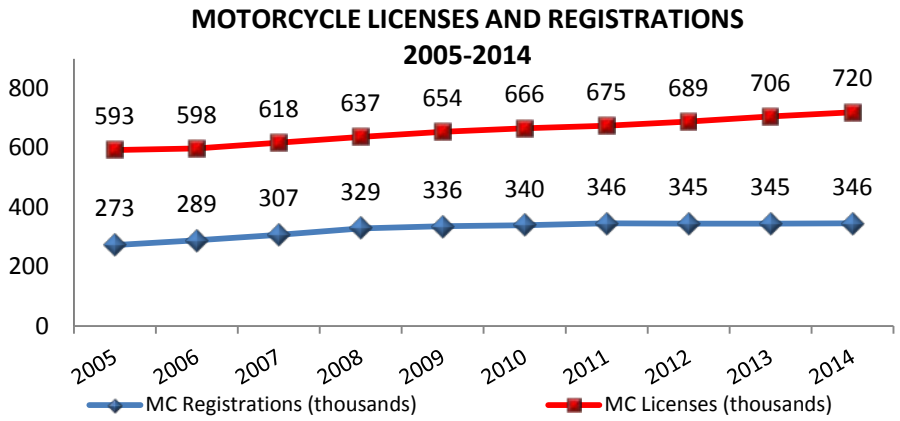
Source: NYS AIS/TSSR

Problem Identification

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

Trends in Motorcycle Licenses and Registrations

Since 2005, the number of drivers with motorcycle licenses has increased by 21% reaching over 720,000 in 2014. After steady increases in motorcycle registrations between 2005 and 2011, the number of registered motorcycles remained relatively consistent in 2011-2014.



Sources: NYS Driver License and Vehicle Registration Files

Fatal and Personal Injury Motorcycle Crashes

Over the five-year period 2010-2014, fatal crashes involving motorcycles were on a downward trend, declining 21% (from 180 to 142); between 2013 and 2014, fatal motorcycle crashes decreased by 13%. Motorcycle crashes involving personal injury followed a less consistent pattern over the five years but declined by 15% between 2010 and 2014. In 2014, there were 4,055 motorcycle injury crashes compared to 4,387 in 2013, a decrease of 8%.

MOTORCYCLE FATAL AND PERSONAL INJURY CRASHES

	2010	2011	2012	2013	2014	2010-14 % Change	2013-14 % Change
Fatal Crashes	180	168	164	164	142	-21.1%	-13.4%
Injury Crashes	4,757	4,550	5,052	4,387	4,055	-14.8%	-7.6%
Fatal & PI Crashes	**4,937**	**4,718**	**5,216**	**4,551**	**4,197**	**-14.4%**	**-7.8%**

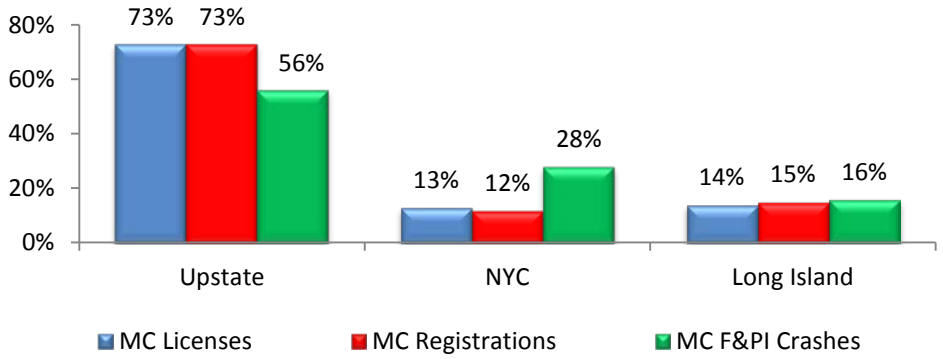
Source: NYS AIS/TSSR

Analyses by Region and County

In 2014, 56% of the fatal and personal injury crashes involving motorcycles occurred in the Upstate region, 28% occurred in New York City and 16% occurred on Long Island.

When compared with the distribution of licensed motorcyclists and motorcycle registrations by region, New York City was overrepresented in motorcycle crashes (28%) compared to the proportion of the motorcycle licenses (13%) and registrations (12%) in the region.

MOTORCYCLE LICENSES, REGISTRATIONS AND FATAL & PI CRASHES
REGION: 2014



Sources: NYS AIS/TSSR, Driver License and Vehicle Registration Files

As the table below shows, the 8% decrease in fatal and personal injury crashes statewide was not the result of reductions in all regions of the state. While there was a 9% decrease in fatal and personal injury crashes in the Upstate region and a 13% decrease in New York City between 2013 and 2014, fatal and personal injury crashes involving motorcycles increased by 7% on Long Island.

FATAL AND PERSONAL INJURY MOTORCYCLE CRASHES
REGION: 2013-2014

	2013	2014	% Change 2013-2014
New York State	4,551	4,197	-7.8%
Upstate	2,548	2,325	-8.8%
New York City	1,377	1,203	-12.6%
Long Island	614	655	+6.7%

Source: NYS AIS/TSSR

The top counties where fatal and personal injury motorcycle crashes occurred in 2013 and 2014 are presented in the table below. The same counties were included in the top five in both years; Kings County which ranked first in both 2013 and 2014, two other counties within New York City (Queens and New York) and the two counties on Long Island (Suffolk and Nassau) made up the top five.

Five counties from the Upstate region rounded out the top ten counties for fatal and personal injury motorcycle crashes. In 2014, Monroe was the top Upstate county for these crashes followed by Erie, reversing the order from the previous year. Orange, Westchester and Onondaga counties rounded out the top ten in both years.

A comparison of the number of crashes in 2014 with the previous year shows that while there was a statewide reduction of 8% in fatal and personal injury motorcycle crashes, the numbers increased in 2014 in Kings (6%), Suffolk (1%) and Nassau (15%) counties. New York County had the largest reduction (33%) of any of the counties in the top ten. Compared to 2013, all five Upstate counties had reductions in 2014 ranging from 3% for Orange County to 20% for Erie County.

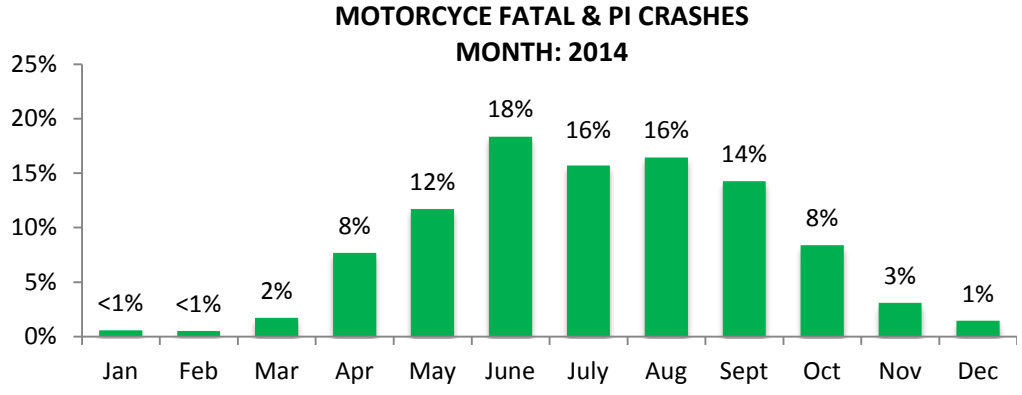
TOP COUNTIES FOR MOTORCYCLE FATAL & PI CRASHES
2013-2014

	2013	Rank in 2013	2014	Rank in 2014	% Change 2013-2014
Kings	396	1	418	1	5.6%
Suffolk	369	2	373	2	1.1%
Queens	352	3	331	3	-6.0%
Nassau	245	5	282	4	15.1%
New York	338	4	227	5	-32.8%
Monroe	198	7	188	6	-5.1%
Erie	212	6	169	7	-20.3%
Orange	161	8	156	8	-3.1%
Westchester	160	9	141	9	-11.9%
Onondaga	131	10	113	10	-13.7%

Source: NYS AIS/TSSR

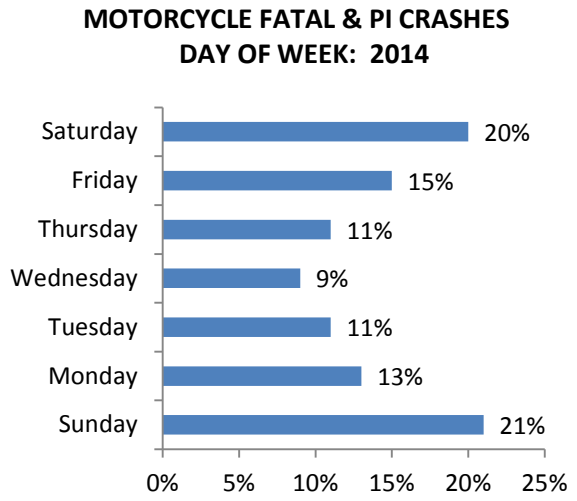
Analyses by Month, Day of Week and Time of Day

The seasonal nature of motorcycle riding in New York State is reflected in the chart below. In 2014, 50% of the fatal and personal injury crashes involving motorcycles occurred during the summer months (18% in June, 16% in July and 16% in August).

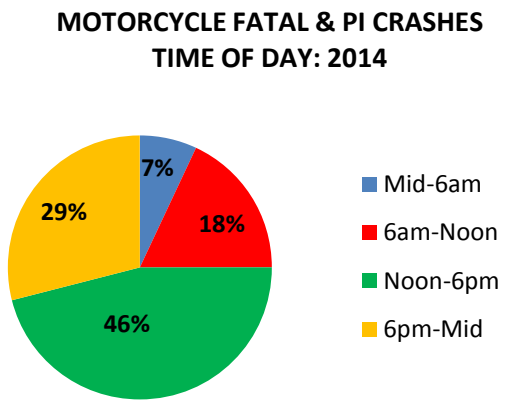


Source: NYS AIS/TSSR

Fatal and personal injury motorcycle crashes were most likely to occur on Sunday (21%) or Saturday (20%). Nearly half of the crashes (46%) occurred between noon and 6 pm and another 29% occurred between 6pm and midnight.



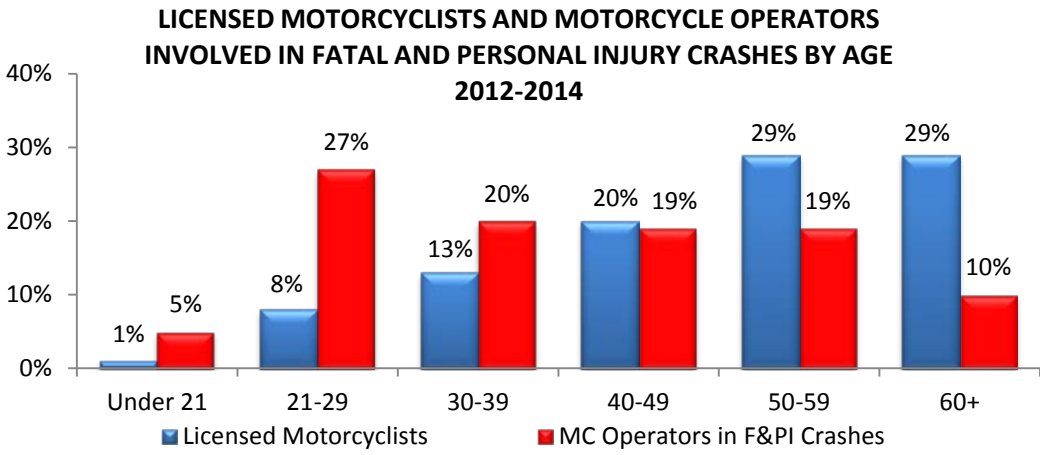
Source: NYS AIS



Source: NYS AIS

Analyses of Crashes and Licensed Motorcyclists by Age

Motorcycle operators 21-29 years of age are the most overrepresented in motorcycle crashes; over the three-year period 2012-2014, 27% of the motorcycle operators involved in fatal and personal injury crashes were in this age group but only 8% of the licensed motorcyclists are 21-29 years of age. Motorcycle operators under 21 years of age and between the ages of 30 and 39 are also overrepresented in fatal and personal injury crashes.



Source: NYS AIS/TSSR and Driver License File

Contributing Factors

In 2014, human factors were reported as contributing factors for 79% of the crashes involving motorcycles, vehicular factors for 5% of the crashes and environmental factors for 17% of the crashes. The top vehicular factors reported were defective brakes (24 crashes) and tire failure (21 crashes). The top environmental factors reported were animal's action (287 crashes) and slippery pavement (131).

The top human factors that were reported are shown in the table below. Failure to Yield Right-of-Way and Unsafe Speed are the two contributing factors most frequently reported for motorcycle crashes; in 2012-2014, Failure to Yield Right-of-Way contributed to 18% of the crashes and speeding contributed to 16%-18% of the crashes. Driver Inattention/Distraction was also reported as a contributing factor for 15% of the motorcycle crashes that occurred 2012-2014.

SELECTED CONTRIBUTING FACTORS IN MOTORCYCLE CRASHES

	2012 (N=5,375)	**2013** (N=4,772)	**2014** (N=4,357)
Failure to Yield Right-of-Way	17.8%	17.9%	17.9%
Unsafe Speed	16.0%	16.2%	17.6%
Driver Inattention/Distraction	15.1%	14.7%	15.4%
Following Too Closely	9.7%	9.8%	10.3%
Driver Inexperience	7.9%	8.2%	7.6%
Alcohol Involvement	3.3%	2.9%	2.8%

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

Alcohol Involvement in Fatal and Injury Motorcycle Crashes

After a substantial decrease in the number of alcohol-related fatal motorcycle crashes between 2010 and 2011 (from 57 to 44), the number of these fatal crashes remained fairly consistent in 2012-2014. In 2014, alcohol-related fatal motorcycle crashes accounted for 30% of all motorcycle fatal crashes; the five-year average for 2010-2014 was 28%.

Across the five-year period, 2010-2014, alcohol-related motorcycle injury crashes accounted for 2%-3% of all motorcycle injury crashes.

ALCOHOL-RELATED FATAL AND PERSONAL INJURY MOTORCYCLE CRASHES*

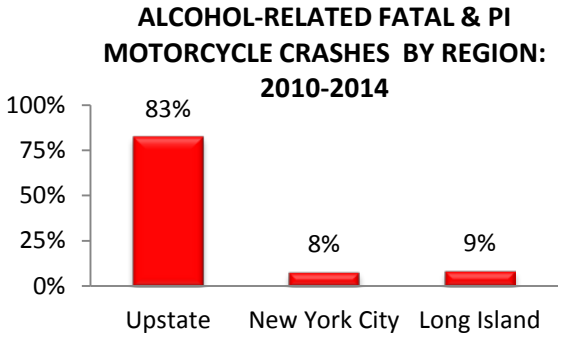
	2010	**2011**	**2012**	**2013**	**2014**	**2010-2014**
Total Fatal & PI MC Crashes	**4,678**	**4,482**	**4,957**	**4,368**	**4,005**	**22,490**
Fatal Crashes	180	168	164	164	142	818
Alcohol-Related	57	44	45	43	43	232
% All MC Fatal Crashes	*31.7%*	*26.2%*	*27.4%*	*26.2%*	*30.3%*	*28.4%*
Injury Crashes	4,498	4,314	4,793	4,204	3,863	21,672
Alcohol-Related	120	136	129	101	92	578
% All MC Injury Crashes	*2.7%*	*3.2%*	*2.7%*	*2.4%*	*2.4%*	*2.7%*
Total Alcohol-Related MC F & PI Crashes	177	180	174	144	135	810
% All MC Fatal and Injury Crashes	*3.8%*	*3.8%*	*3.5%*	*3.3%*	*3.4%*	*3.6%*

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

Alcohol-Related Fatal & Personal Injury Motorcycle Crashes by Region

Over the five-year period, 2010-2014, there were 810 alcohol-related fatal and personal injury motorcycle crashes in New York State.

Analyses by region indicate that 83% of these crashes occurred in the Upstate region compared to 8% in New York City and 9% on Long Island.

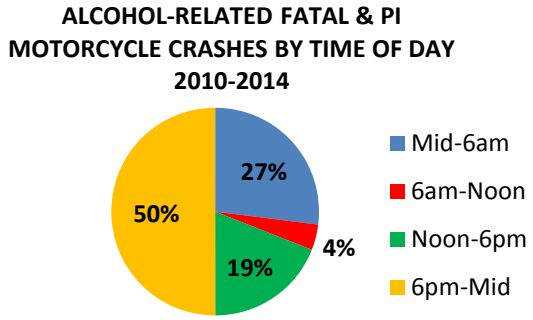


Source: NYS AIS/TSSR

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

Over the five-year period, 2010-2014, half (50%) of the alcohol-related fatal and injury motorcycle crashes occurred between 6pm and midnight and another quarter (27%) occurred between midnight and 6am.

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



Source: NYS AIS/TSSR

FFY 2017 Performance Targets

- To decrease motorcyclist fatalities 2 percent from 148 in 2014 to 145 December 31, 2017
- To decrease unhelmeted motorcyclist fatalities 10 percent from 21 in 2014 to 19 by December 31, 2017
- To decrease the number of injured motorcyclists 2 percent from 4,237 in 2014 to 4,152 by December 31, 2017

FFY 2017 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Motorcycle Safety applications, project selection and the negotiation and award of grants funds is as follows. GTSC program staff review the proposals to determine the

potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Project proposals for Motorcycle Safety are also reviewed to verify that they do not include motorcycle checkpoints and are consistent with the Share the Road message promoted by GTSC and its partners.

Proposals for Motorcycle Safety projects are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below. The projects that will be considered for Motorcycle Safety grant funding are included in the complete list of proposed projects in Attachment A.

Strategies

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

Motorcycle Rider Training and Education

In FFY 2017, the Department of Motor Vehicles Motorcycle Safety Program (MSP) will continue to promote the statewide availability of rider education programs and increase the number of sites providing training. DMV presently contracts with the Motorcycle Safety Foundation (MSF), a national leader in motorcycle safety and education, to deliver the MSF Basic Rider Course throughout the state. There are presently 21 training site locations with 47 training ranges.

The road test waiver provides an additional incentive for new motorcyclists to complete a motorcycle rider education course and become licensed operators without having to take a DMV road test. Over the past five years, an average of 62% of all new motorcycle licenses were issued to graduates of the rider training program who waived the DMV road test. In 2014 alone, 70% of the new licensees were rider course graduates/road test waivers. The Basic Rider Course 2 (BRC2-LW) and the Three-Wheeled Motorcycle BRC (3W-BRC) also qualify for the road test waiver benefit.

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

For supporting research, refer to the discussion of Motorcycle Rider Training, pp. 5-21 and 5-22 in Countermeasures That Work, 8th Edition, 2015.

Communications and Outreach

Educating Motorists to Share the Road with Motorcycles

Efforts that raise awareness of the need to watch for motorcycles in traffic and educate the general driving population on how to share the road safely with motorcycles will continue to be supported. These efforts include New York's participation in the national initiative recognizing May as Motorcycle Safety Awareness month, the use of variable message signs promoting motorcycle safety and public awareness campaigns, and public information and education (PI&E) materials that promote the Share the Road message. A Motorcycle Safety Fair was also held this year in conjunction with Motorcycle Safety Awareness month; the event included interactive displays and exhibits presented by DMV, GTSC, the State Police, the NYS Department of Department of Health and the MSF. The fair was well-received and will be incorporated into plans for future education and outreach.

Focused Awareness of Motorcycles

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

Public Information and Education for Motorcyclists

PI&E activities and the development and distribution of materials that increase awareness and educate motorcyclists on safe motorcycle operation will be considered for funding. Examples of topics for educating motorcyclists are the importance of using proper safety equipment, including compliant motorcycle helmets; wearing clothing that provides both protection and conspicuity; the long-term consequences of injuries from motorcycle crashes; and the risks of driving while impaired by alcohol or drugs, speeding and other dangerous behaviors.

For supporting research, refer to the discussion of Communications and Outreach: Other Driver Awareness of Motorcyclists, p. 5-25 and Communications and Outreach: Conspicuity and Protective Clothing, pp. 5-23 and 5-24 in Countermeasures That Work, 8th Edition, 2015.

Enforcement

In order to ensure the efficient and effective use of resources to enforce traffic violations, New York's law enforcement community conducts routine enforcement details that target drivers who are engaged in dangerous driving behaviors such as impaired driving and speeding regardless of the type of vehicle they are operating. These traffic enforcement countermeasures are discussed under the Police Traffic Services program area. All enforcement efforts under the Motorcycle Safety program area will be planned, implemented and monitored in accordance with the requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and 35 of the HSSP.

Motorcycle Safety and Enforcement Training for Law Enforcement

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

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

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

For supporting research, refer to the discussion of Motorcycle Helmet Law Enforcement: Noncompliant Helmets, pp. 5-12 and 5-13 in Countermeasures That Work, 8th Edition, 2015.

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

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

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

MOTORCYCLE SAFETY FFY 2017 BUDGET SUMMARY

Strategy	Budget Amount	Source
Motorcycle Rider Training and Education	$ 300,000	405f
Communications and Outreach	600,000	405f
Enforcement	170,000	402
Research, Evaluation and Analytical Support for New York's Performance-Based Motorcycle Safety Program	10,000	402
Total 402	180,000	
Total 405f Motorcycle Programs	900,000	
Total All Funds	**$ 1,080,000**	

PEDESTRIAN, BICYCLE AND WHEEL-SPORT* SAFETY

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

Overview

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

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's Pedestrian, Bicycle and Wheel-Sport Safety program. The highway safety funding budgeted for each strategy is presented in the table on page 70.

The funds and other resources GTSC invests to improve pedestrian, bicycle and other wheel-sport safety are complemented by a number of other federal, state, local and private sector initiatives. For instance, GTSC and other governmental agencies have been collaborating on the development of a five-year Pedestrian Safety Action Plan (PSAP) which outlines engineering, education and enforcement countermeasures designed to better protect our most vulnerable roadway users. Identified in the PSAP are 20 "focus communities" outside of New York City where data indicate pedestrian crashes are the most prevalent. Prior to the implementation of the PSAP in June 2016, GTSC hosted four, two-day training sessions across the state designed to educate police officers, especially those from the designated "focus communities", on pedestrian and bicycle laws and strategies for enforcement. Ninety law enforcement personnel attended these classes and additional training programs are planned for FFY 2017. The formal announcement of the PSAP coincided with a two-week pedestrian safety enforcement blitz, "Operation See! Be Seen!" During the first week, police officers distributed specially-designed warning citations to motorists and pedestrians, followed by a week of traditional high-visibility enforcement. A similar enforcement detail is planned for early summer 2017.

Additionally, GTSC played a pivotal role in a multi-agency pedestrian safety corridor study in the Village of Spring Valley in Rockland County. State Routes 59 and 45 within the village were chosen for the project based on a Walk-Bike Assessment and previous roadway studies that showed a high volume of pedestrian traffic and crashes involving pedestrians. The NYS Department of Transportation (NYSDOT) initiated this pedestrian safety study to further identify specific recommendations that could be implemented to help improve pedestrian safety along both corridors with an emphasis on engineering, education and enforcement solutions. The study's formal recommendations were released in March 2016.

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

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

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

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

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

Performance Report

PEDESTRIAN SAFETY

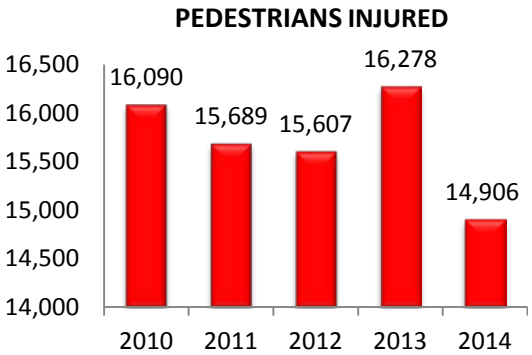
The core outcome measure for tracking progress in pedestrian safety is pedestrian fatalities. Each year New York also sets a target for reductions in pedestrian injuries resulting from motor vehicle crashes. Based on FARS data, pedestrian fatalities dropped substantially (22%) from 336 in 2013 to 263 in 2014, far below the reduction target of 318 set for the end of calendar year 2016.

Data from New York's Accident Information System (AIS) accessed through the Traffic Safety Statistical Repository (TSSR) were used to update the status of the second performance measure related to

pedestrians injured in crashes. Based on the state's crash data, there was also a decrease (8%) in the number of pedestrians injured in crashes in 2014.

Similar to the target set for reducing pedestrian fatalities, the number of pedestrians injured dropped to 14,906, below the target of 15,382 set for 2016.

**Revised based on final 2013 FARS data*
Source: FARS

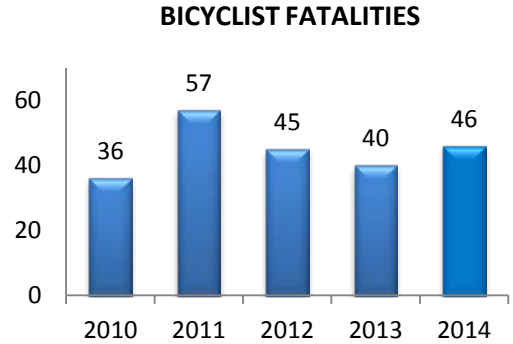


Source: NYS AIS / TSSR

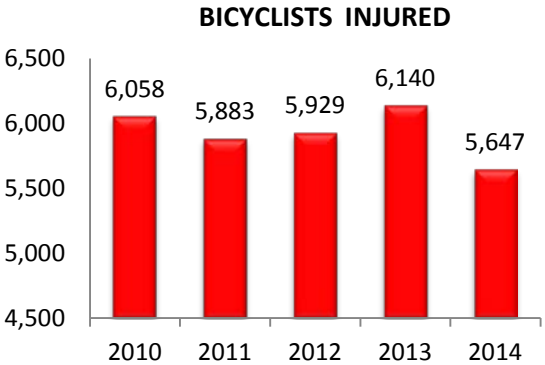
BICYCLE SAFETY

The FARS data show that the downward trend in bicyclist fatalities ended in 2014 when the number increased to 46. Because of this reversal in the trend, the target of reducing bicyclist fatalities to 36 by 2016 may be difficult to achieve.

While bicyclist fatalities increased in 2014, there was a sizeable drop in the number of bicyclists injured in motor vehicle crashes. Between 2013 and 2014, the number of bicyclists injured decreased from 6,140 to 5,647 (8%), below the target of 5,956 that was set for the end of calendar year 2016.



Source: FARS



Source: NYS AIS / TSSR

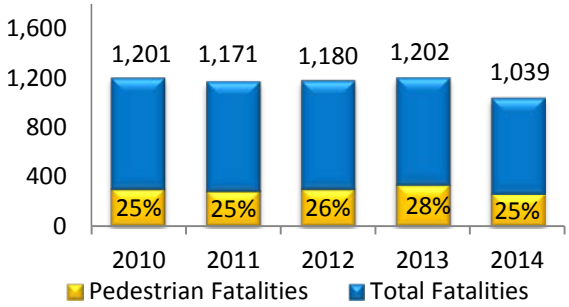
Problem Identification

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

PEDESTRIAN SAFETY

In 2014, total motor vehicle fatalities in New York State dropped 14% from the previous year. Since the decrease in pedestrian fatalities (22%) was greater than the overall decrease in motor vehicle fatalities, pedestrian fatalities as a proportion of total fatalities also declined. In 2014, pedestrian fatalities accounted for 25% of the total fatalities on New York's roadways compared to 28% in the previous year and consistent with previous years.

PEDESTRIAN FATALITES AS A PROPORTION OF TOTAL FATALITIES



Source: FARS

Contributing Factors and Pedestrian Actions in Pedestrian Crashes

The top three contributing factors reported in pedestrian crashes in 2012-2014 were Driver Inattention/ Distraction (25% in 2014), Failure to Yield the Right-of-Way (25% in 2014), and Pedestrian/Bicyclist/ Other Pedestrian Error/Confusion (23% in 2014).

Over the three-year period 2012-2014, the pedestrians involved in crashes were most frequently hit while crossing with the traffic signal (28%-32%), 20%-22% were hit while crossing at a location with no signal or crosswalk, and 9%-10% were hit while crossing against the signal.

CONTRIBUTING FACTORS AND PEDESTRIAN ACTIONS IN PEDESTRIAN CRASHES

	2012 (N=15,223)	2013 (N=15,892)	2014 (N=14,408)
CONTRIBUTING FACTORS			
Driver Inattention/Distraction	23.2%	24.1%	24.9%
Failure to Yield Right-of-Way	21.2%	22.8%	24.5%
Pedestrian/Bicyclist/Other Pedestrian Error/Confusion	23.6%	22.7%	22.9%
Backing Unsafely	5.3%	5.6%	6.1%
Traffic Control Disregarded	2.9%	3.5%	3.4%
Unsafe Speed	3.0%	2.8%	2.9%
Alcohol Involvement	2.8%	2.6%	2.7%
PEDESTRIAN ACTIONS			
Crossing, With Signal	27.7%	30.0%	31.8%
Crossing, No Signal or Crosswalk	21.1%	20.2%	21.5%
Crossing, Against Signal	10.1%	9.5%	9.4%
Crossing, No Signal, Marked Crosswalk	7.8%	8.3%	8.4%

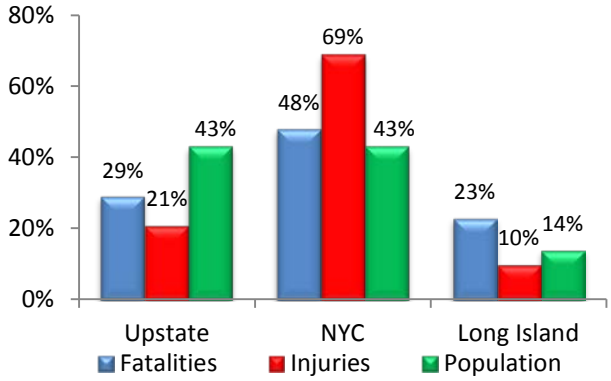
Source: NYS AIS / TSSR

Analyses by Region and County

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

Over the three-year period 2012-2014, nearly half (48%) of the state's pedestrian fatalities and 69% of the injuries occurred in New York City. In comparison, 29% of the fatalities and 21% of the injuries occurred in the Upstate region and 23% of the fatalities and 10% of the injuries occurred on Long Island.

PEDESTRIANS KILLED OR INJURED COMPARED TO POPULATION BY REGION: 2012-2014



Sources: NYS AIS/TSSR and U.S. Census

When compared with the proportion of the state's population that reside in the three regions, the New York City region is overrepresented in both pedestrian fatalities and injuries (43% of the population vs. 48% of the fatalities and 69% of the injuries); the Long Island region is also overrepresented in pedestrian fatalities (14% of the population vs. 23% of the fatalities).

Based on the population in each region, the annual average for the three-year period 2012-2014, was 12.9 pedestrian fatalities and injuries per 10,000 population in New York City, 5.8 per 10,000 population on Long Island and 3.9 per 10,000 population in the Upstate region.

Because of the improvement in pedestrian safety in 2014, additional analyses were conducted on the changes in the numbers of pedestrians killed or injured between 2013 and 2014 in the regions of the state and high-risk counties. Statewide, there was a 9% reduction in the number of pedestrians killed or injured in 2014, compared to the previous year.

Among the three regions, the largest reduction in pedestrians killed or injured was in New York City (12%). The Upstate and Long Island regions also experienced reductions but on a smaller scale (2% and 4%, respectively).

The counties listed in the table have consistently ranked among the counties with the highest numbers of pedestrians killed or injured in crashes.

In both 2013 and 2014, there were more pedestrians killed or injured in Kings County than in the entire Upstate region. With the exception of Kings County, all of the top high-risk counties had reductions greater than the statewide average of 9%.

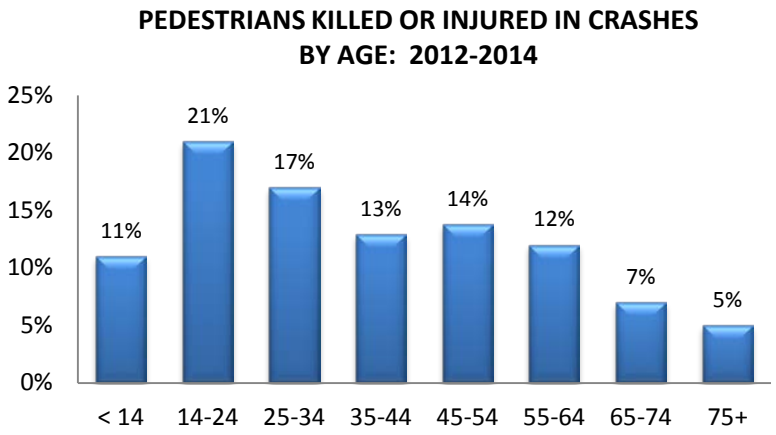
PEDESTRIANS KILLED OR INJURED BY REGION AND TOP COUNTIES: 2013-2014

	2013	2014	% change 2013-2014
NEW YORK STATE	**16,622**	**15,174**	**-8.7%**
REGION			
Upstate	3,270	3,210	-1.8%
New York City	11,581	10,247	-11.5%
Long Island	1,690	1,618	-4.3%
COUNTY			
Kings	3,677	3,402	-7.5%
New York	2,953	2,457	-16.8%
Queens	2,665	2,359	-11.5%
Bronx	1,853	1,672	-9.8%
Nassau	1,077	966	-10.3%

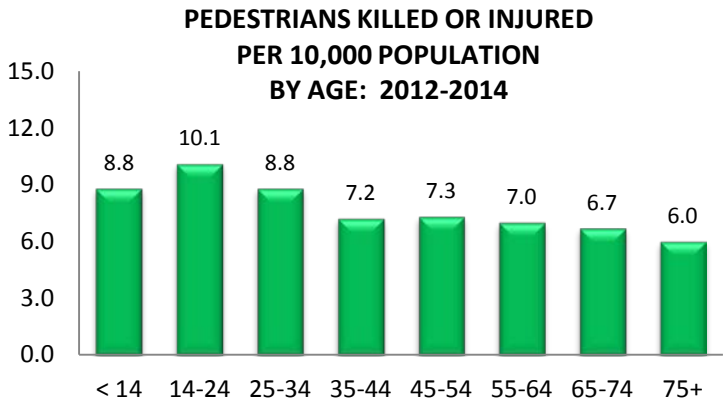
Source: NYS AIS/TSSR

Analyses by Age

Analyses were also conducted to determine the ages of the pedestrians killed or injured in crashes with a motor vehicle. Over the three-year period 2012-2014, pedestrians 14-24 years of age accounted for 21% of the pedestrians killed or injured. The proportion of pedestrians killed or injured generally declined with each subsequent age group.



Source: NYS AIS / TSSR



Sources: NYS AIS/TSSR and U.S. Census

When population figures were used to normalize the pedestrian fatality and injury data for each age group, the 14-24 year old age group had the highest rate of pedestrians killed or injured over the three-year period 2012-2014 (10.1/10,000 population), followed by the under 14 and 25-34 age groups (8.8/10,000 population).

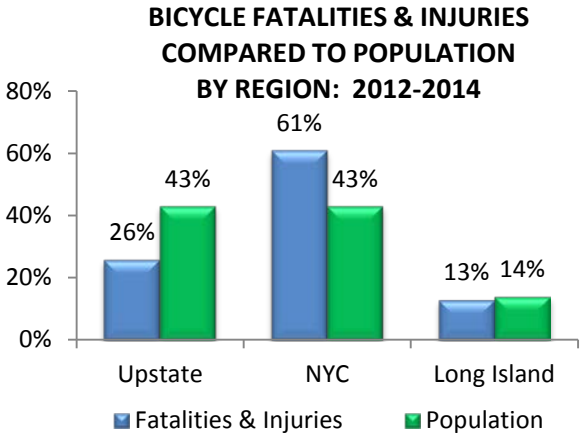
After the 14-24 age group, the number of pedestrians killed and injured per 10,000 population generally declined with each subsequent age group.

BICYCLE SAFETY

Analyses by Region

New York City is also an area of concern for bicycle crashes. In 2012-2014, 61% of the bicyclist fatalities and injuries in crashes involving motor vehicles occurred in New York City compared to 26% in the Upstate region and 13% on Long Island.

The top two counties in New York City for bicycle fatalities and injuries were Kings, which averaged 1,425 fatalities and injuries per year between 2012 and 2014, and New York County, which averaged 1,123 per year.

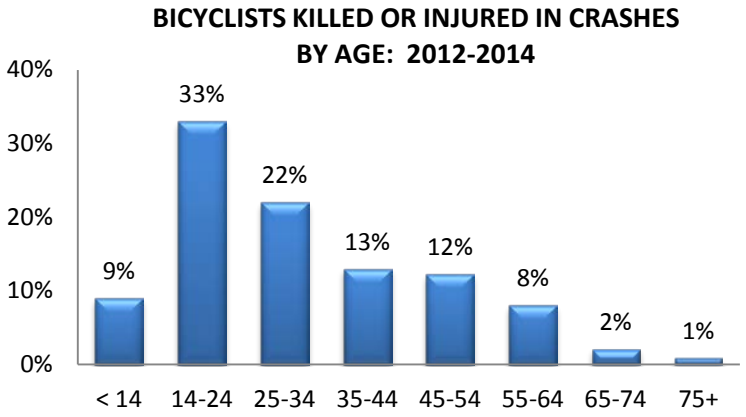


Sources: NYS AIS /TSSR and U.S. Census

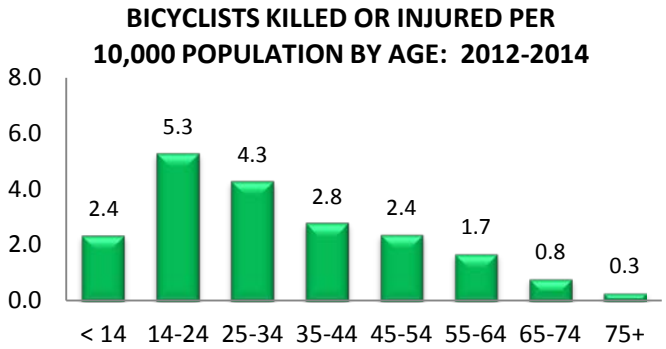
Based on the population in each region, the annual average for the three-year period 2012-2014, was 4.3 bicyclist fatalities and injuries per 10,000 population in New York City, 2.7 per 10,000 population on Long Island and 1.9 per 10,000 population in the Upstate region.

Analyses by Age

Analyses were also conducted to determine the ages of the bicyclists killed or injured in crashes with a motor vehicle. Over the three-year period 2012-2014, bicyclists in the 14-24 age group made up the largest proportion of those killed or injured (33%) in crashes. Bicyclist fatalities and injuries declined with each subsequent age group.



Source: NYS AIS / TSSR



Sources: NYS AIS/TSSR and U.S. Census

When population figures were used to normalize the bicyclist fatality and injury data for each age group, the results in the chart above were confirmed. The 14-24 year old age group had a substantially higher rate of bicycle fatalities and injuries (5.3/10,000 population) than any other age group over the three-year period, 2012-2014.

FFY 2017 Performance Targets

- To reduce pedestrian fatalities 15 percent from the 2012-2014 calendar base year average of 301 to 256 by December 31, 2017
- To reduce the number of pedestrians injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 15,597 to 14,817 by December 31, 2017
- To reduce the number of bicyclist fatalities 5 percent from the 2012-2014 calendar base year average of 44 to 41 by December 31, 2017
- To reduce the number of bicyclists injured in traffic crashes 5 percent from the 2012-2014 calendar base year average of 5,905 to 5,610 by December 31, 2017

FFY 2017 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Pedestrian, Bicycle and Wheel-Sport Safety applications, project selection and the negotiation and award of grant funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Project proposals for Pedestrian, Bicycle and Wheel-Sport Safety strategies are also assessed for their impact on the targeted population identified in the grant and consideration is given to focus communities that have been identified in New York's new Pedestrian Safety Action Plan.

Proposals for Pedestrian, Bicycle and Wheel-Sport Safety projects are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below. The projects that will be considered for Pedestrian, Bicycle and Wheel-Sport Safety grant funding are included in the complete list of proposed projects in Attachment A.

Strategies

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

Education, Communication and Outreach

Programs that educate pedestrians, bicyclists, skateboarders, in-line skaters and non-motorized scooter riders on safety issues and ways to avoid crash involvement will continue to be emphasized in FFY 2017. Promotion of the use of helmets and other protective equipment and education on safe practices for these special roadway users of all ages will continue to be supported.

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

For supporting research, refer to the discussion of "Share the Road" Awareness Programs, p. 9-35; Elementary-Age Child Pedestrian Training, pp. 8-18 to 8-21; Bicycle Safety Education for Children, pp. 9-16 to 9-18; Cycling Skills Clinics, Bike Fairs, Bike Rodeos, p. 9-19; and Promote Bicycle Helmet Use with Education, pp. 9-27 and 9-28 in Countermeasures That Work, 8th Edition, 2015.

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

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

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

For supporting research, refer to the discussion of Elementary-Age Child Pedestrian Training, pp. 8-18 to 8-21; Safe Routes to School, pp. 8-22 to 8-24 and 9-14 and 9-15; Bicycle Safety Education for Children, pp. 9-16 to 9-18; Cycling Skills Clinics, Bike Fairs, Bike Rodeos, p. 9-19; and Promote Bicycle Helmet Use with Education, pp. 9-27 and 9-28 in Countermeasures That Work, 8th Edition, 2015.

Cooperative Approaches to Improving Pedestrian and Bicycle Safety

GTSC will continue to promote cooperative state and local approaches to addressing pedestrian safety issues by bringing together partners from a variety of disciplines and perspectives to review the data, identify high-risk areas and develop effective countermeasures. Examples of high-risk corridors where state and local partnerships have formed to address pedestrian safety issues through a combination of education, enforcement and engineering solutions are Routes 59 and 45 in the Village of Spring Valley, Hempstead Turnpike on Long Island, Central Avenue in Albany and Route 7 in Troy.

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

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

Enforcement of Traffic Violations

Pedestrians consistently account for one-quarter of the traffic fatalities in New York State each year. Unsafe actions on the part of both motorists and pedestrians often contribute to these crashes. Once pedestrians and motorists are educated on pedestrian safety issues and the behavior changes required for compliance with the law, enforcement may be required to reinforce the need to change behaviors. High visibility enforcement campaigns and other enforcement efforts that focus on traffic violations by both pedestrians and motorists will be eligible for funding in FFY 2017.

For supporting research regarding the effectiveness of enforcement in reducing unsafe behaviors by both pedestrians and motorists and increasing compliance with traffic laws refer to the discussion of Targeted Enforcement, pp. 8-36 to 8-37 in Countermeasures That Work, 8th Edition, 2015.

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

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

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

PEDESTRIAN, BICYCLE AND WHEEL-SPORT SAFETY FFY 2017 BUDGET SUMMARY		
Strategy	**Budget Amount**	**Source**
Education, Communication and Outreach	$ 480,000	402/405h
Community-Based Programs in Pedestrian, Bicycle, In-line Skating, Non-Motorized Scooter and Skateboarding Safety	600,000	402/405h
Cooperative Approaches to Improving Pedestrian and Bicycle Safety	240,000	402
Enforcement of Traffic Violations	350,000	405h
Research, Evaluation and Analytical Support for New York's Performance-Based Pedestrian, Bicycle and Wheel-Sport Safety Program	30,000	402
Total 402	900,000	
Total 405h	800,000	
Total All Funds	**$ 1,700,000**	

OCCUPANT PROTECTION

Overview

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

The Governor's Traffic Safety Committee (GTSC) plays the central role in the promotion and coordination of multiple components of New York's Occupant Protection Program. The estimated highway safety funding budgeted for each occupant protection strategy is presented in the table on page 83.

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

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

Since the establishment of the Buckle Up New York (BUNY) program in the late 1990s, compliance with the state's occupant restraint laws has been supported primarily by high visibility enforcement efforts. New York joined the national Click It or Ticket campaign in 2002 and continues to participate in the highly effective national seat belt enforcement mobilizations. In FFY 2014, the Buckle Up New York (BUNY) seat belt program and the Selective Traffic Enforcement Program (STEP) were integrated into a new Police Traffic Services (PTS) grant program to maximize the efficiency and effectiveness of New York's enforcement efforts. This change in the grant program does not affect New York's participation in national seat belt mobilizations; GTSC will once again promote statewide participation by law enforcement agencies in the national Click It or Ticket campaign that will be conducted in May 2017.

Since 2010, New York has sustained a statewide seat belt use rate of 90% or higher and in 2015, use reached 92%, the highest level achieved to date. Because of this high use rate, identifying and directing efforts toward the high-risk groups that comprise the 8%-10% who do not comply with the law will continue to be a major focus of the program in FFY 2017.

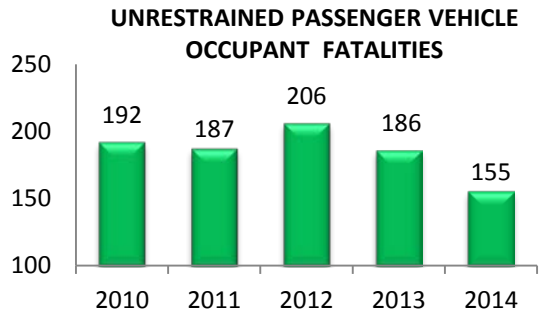
Improving the safety of children riding in motor vehicles also continues to be a major objective of New York's Occupant Protection Program. A variety of efforts are undertaken to increase awareness and educate parents and other caregivers on the best way to protect young passengers riding in motor vehicles through GTSC's Child Passenger Safety (CPS) mini-grant program. Each year, GTSC supports approximately 190 local programs that provide education and instruction in the safe transportation of children and ensures that sufficient numbers of trained and certified CPS technicians are available to provide these services. The major event of the past year was New York's hosting of the 12th NHTSA Region 2 Child Passenger Safety Technical Conference in Lake Placid on May 10-12, 2016. The conference drew over 600 participants from Connecticut, New Jersey, New York, Pennsylvania, Puerto Rico and the Virgin Islands. In FFY 2017, GTSC will continue to promote outreach efforts to ensure that the state's underserved populations and residents in all geographic areas have access to the information and services they need.

Performance Report

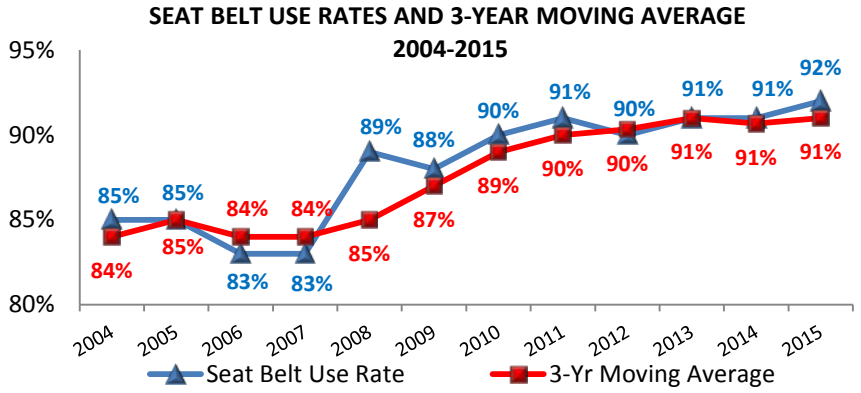
The core outcome measure for tracking progress in the Occupant Protection Program is unrestrained passenger vehicle occupant fatalities and the core behavioral measure is the observed seat belt use rate.

Based on FARS data, the number of unrestrained passenger vehicle occupant fatalities was on a downward trend from 2012 to 2014, declining from 206 to 155. This measure showed improvement beyond the target of 183 set for the end of calendar year 2016.

Based on the most recent statewide observation survey of seat belt use conducted in 2015, New York's usage rate was estimated at 92%, the highest rate to date.



Source: FARS



Source: NYS Annual Seat Belt Observation Surveys

With this most recent survey, New York has sustained a statewide use rate of 90% or above for the past six years and has made progress toward the target of 93% set for 2016.

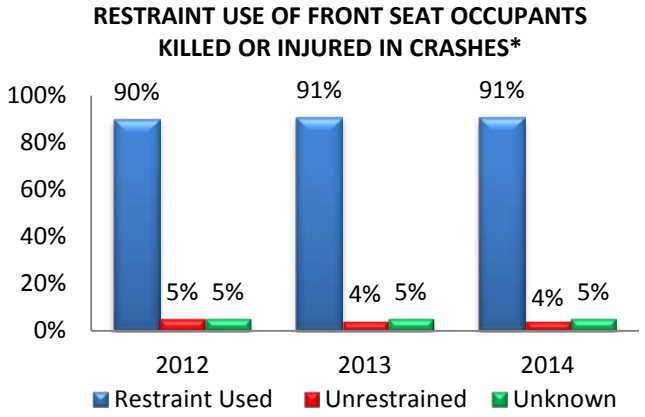
Problem Identification

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

Analyses of Reported Restraint Use in Crashes

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

Over the three-year period 2012-2014, reported restraint use for front seat occupants killed or injured in crashes in New York State continued to be very stable. During this period, 90%-91% were reported to be restrained matching the observed use rate in these three years.



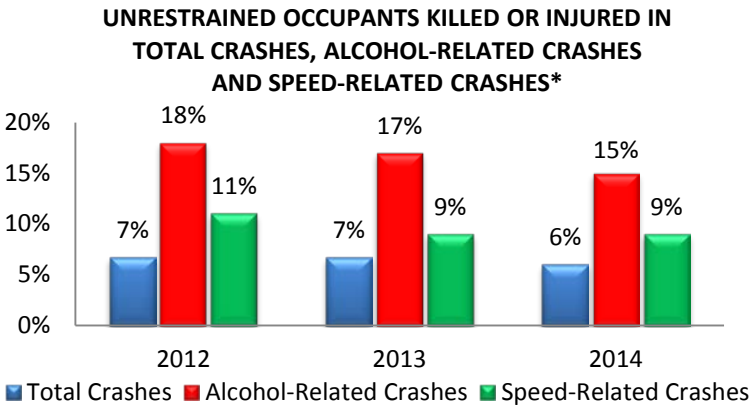
*Police-reported Crashes
Source: NYS AIS / TSSR

Unrestrained Occupants in Total, Alcohol-Related and Speed-Related Crashes

To aid in developing effective strategies to increase seat belt use, further analyses were conducted to identify the characteristics of the relatively small group of drivers and occupants who do not comply with the law.

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

Over the three-year period 2012-2014, the proportion of occupants killed or injured in alcohol-related crashes who were unrestrained declined somewhat from 18% to 15%. The proportion of occupants killed or injured in speed-related crashes who were not using a safety restraint also decreased somewhat from 11% to 9%. In comparison, 7% of the occupants killed or injured in all crashes were unrestrained in all three years.

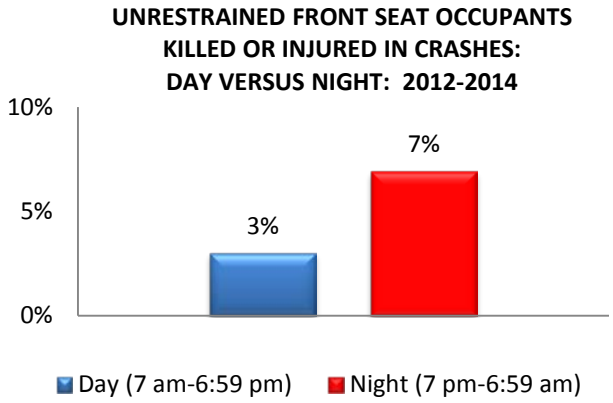


*Includes front and back seat occupants in police-reported crashes
Source: NYS AIS / TSSR

Analyses of Seat Belt Use: Day vs. Night

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

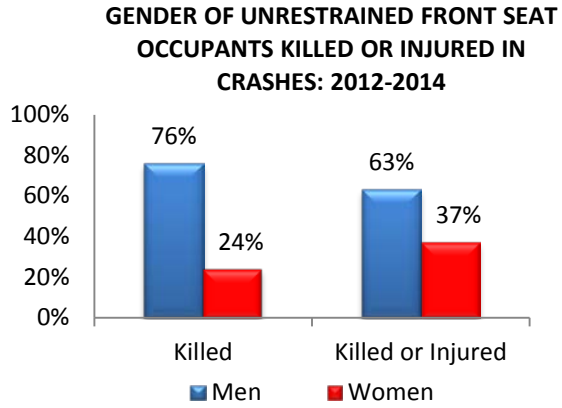
Over the three-year period 2012-2014, 7% of the front seat occupants killed or injured in crashes at night were not using a safety restraint compared to 3% during the day.



Source: NYS AIS

Analyses of Seat Belt Use by Gender

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

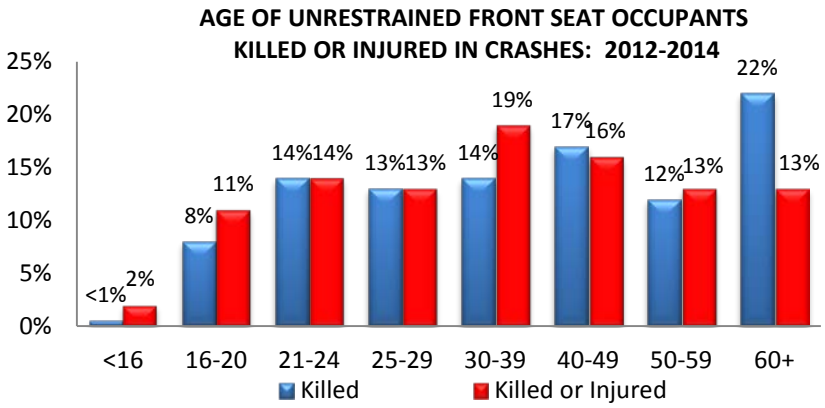


Source: NYS AIS

The difference in restraint use among men and women was reinforced in the Driver Behavior Surveys conducted at five DMV offices in 2011-2015. Self-reported restraint use among men ranged from 82% to 84%, compared to 88%-91% among women.

Analyses of Seat Belt Use by Age

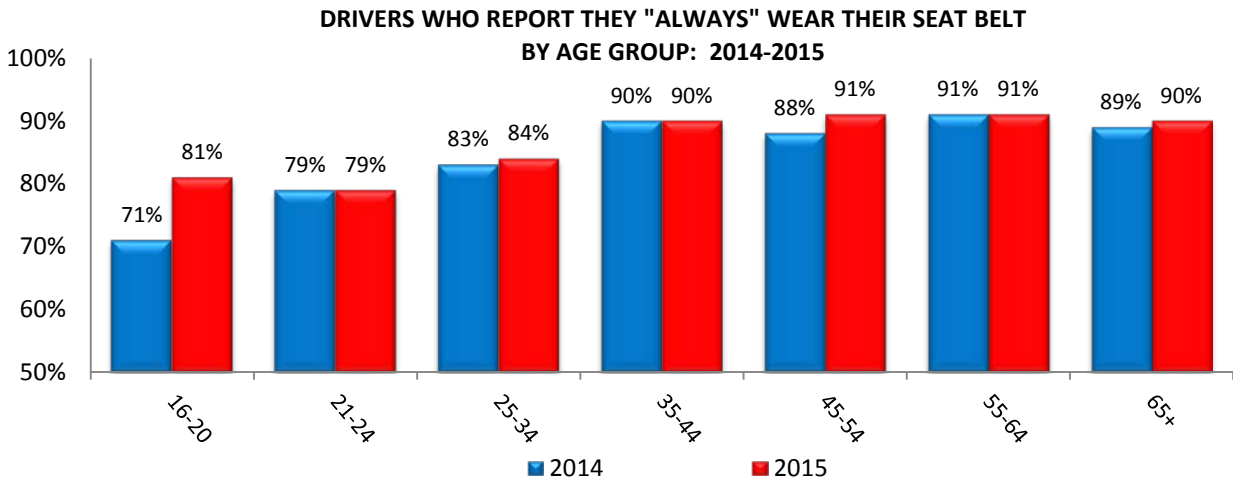
The unrestrained front seat occupants who were killed in crashes over the three-year period 2012-2014, were most likely to be 60 years of age or older (22%). The greater severity of the injuries suffered by older motorists who are involved in crashes is likely to contribute to their higher fatality numbers.



Source: NYS AIS

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

In the Driver Behavior Surveys conducted in 2014 and 2015, reported restraint use generally increased with age. In 2015, 79%-81% of the drivers in the age groups under 25 years of age reported they "always" wear their seat belt compared to 84%-91% of the drivers in each of the age groups 25 years of age or older. Between 2014 and 2015, the largest increase in reported seat belt use was in the youngest age group (71% to 81%); reported use among the drivers in each of the other age groups either increased slightly or remained at the level reported in the 2014 survey.

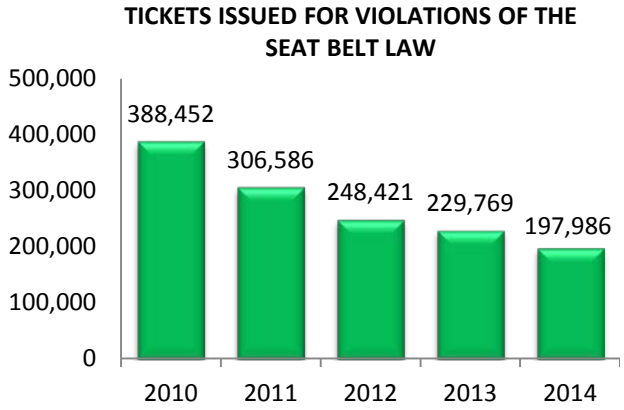


Source: 2014-2015 Driver Behavior Surveys

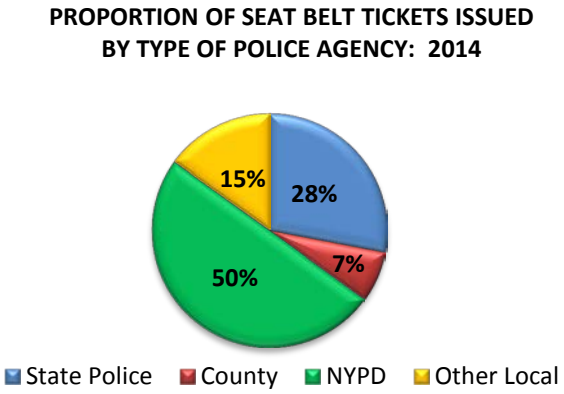
Analyses of Tickets

The number of seat belt tickets issued continued on a downward trend in 2014. Compared to 2010 when 388,452 tickets were issued for seat belt violations, 197,986 tickets were issued in 2014, a decrease of nearly 50%. It is likely that the sustained high use rate in New York, reductions in highway safety funding and competing priorities for enforcement resources have all contributed to the decline in the number of tickets issued.

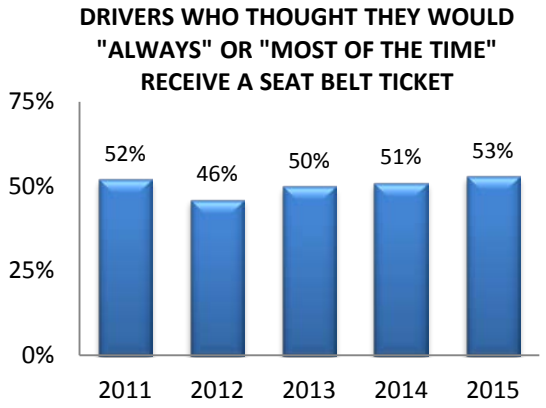
In 2014, half of the tickets for seat belt violations were issued by the New York City Police Department (NYPD), the State Police issued 28%, and other local and county police agencies issued 15% and 7%, respectively.



Sources: NYS TSLED and AA Systems



Sources: NYS TSLED and AA Systems



Source: 2011-2015 Driver Behavior Surveys

Although the downward trend in the number of seat belt tickets issued has continued, results from the annual Driver Behavior Surveys indicate that the perception of risk of getting a seat belt ticket continued to increase. In 2015, 53% of the drivers thought that they would receive a ticket "always" or "most of the time" if they were not wearing a seat belt.

FFY 2017 Performance Targets

- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2 percent from 155 in 2014 to 152 by December 31, 2017
- To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles one percentage point from 92% in 2015 to 93% by December 31, 2017

FFY 2017 Performance Measures

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

Grant Application Review Process

GTSC's process for the review of Occupant Protection applications, project selection and the negotiation and award of grant funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Proposals for Occupant Protection projects are also assessed for their efforts to address the high risk groups that make up the 10% who do not comply with the state's current laws.

GTSC follows the same process described above for the review of Child Passenger Safety mini-grant applications, project selection, and the negotiation and award of grant funds. Proposals for Child Passenger Safety projects are also assessed to determine if the organization has a "Safe Kids" certified technician to carry out grant activities, if the agency demonstrates understanding of their community

demographics for effective outreach, and if underserved populations qualify for the receipt of child safety seats under the Low Income Education and Distribution Program.

All applications for Occupant Protection grant funding are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below. The projects that will be considered for Occupant Protection funding and Child Passenger Safety mini-grants are included in the complete list of proposed projects in Attachement A.

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Occupant Protection Program For each strategy, a reference to the supporting research or other justification is provided.

OCCUPANT PROTECTION

Seat Belt Enforcement

The effectiveness of high visibility enforcement in increasing compliance with occupant restraint laws has been demonstrated at the national level as well as within New York State. In FFY 2017, GTSC will continue to implement this countermeasure through its Buckle Up New York enforcement program and will participate in the national Click It or Ticket mobilization in May.

All other enforcement efforts under the Occupant Protection Program will be planned, implemented and monitored in accordance with requirements of the state's Evidence-Based Enforcement Plan described on pages 7-8 and p. 35 of the HSSP.

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

In FFY 2017, the BUNY program will promote the national Click It or Ticket mobilization scheduled for May 22-June 4, 2017; all police agencies receiving GTSC funding for seat belt enforcement are required to participate in the May high visibility enforcement campaign.

Agencies receiving grant funding are also required to:

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

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

Combined Enforcement

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

For supporting research, refer to the discussion of Short-Term High Visibility Seat Belt Law Enforcement, pp. 2-13 to 2-14; Combined Seat Belt and Alcohol Enforcement, Nighttime, pp. 2-15 and 2-16; and Sustained Enforcement, p. 2-17 in Countermeasures That Work, 8th Edition, 2015.

Communications and Outreach

Support for Enforcement Efforts

Outreach and communication efforts undertaken in conjunction with seat belt enforcement are essential for an effective seat belt campaign. The publicity generated from earned and paid media coverage of enforcement efforts raises public awareness and the perception of risk of receiving a ticket, resulting in greater compliance among all motorists.

GTSC will continue to support communications, outreach and other public information and education efforts to publicize high visibility enforcement mobilizations including those that are directed at the general population in the state and those that target specific groups such as young drivers who have been identified as high-risk, low compliance segments of the population.

Education of the General Public and High-Risk Groups

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

For supporting research, refer to the discussion of Communications and Outreach Supporting Enforcement, p. 2-18 and Communications and Outreach Strategies for Low-Belt-Use Groups, pp. 2-19 to 2-21 in Countermeasures That Work, 8th Edition, 2015.

CHILD PASSENGER SAFETY

The second major focus of New York's Occupant Protection Program is the safety of young children riding in vehicles. The emphasis in this area is on educating parents and caregivers on the importance of using the correct child restraint system that is appropriate for the child's height, weight, age and developmental ability, as well as providing hands-on instruction on how to properly install child restraints in vehicles. The use of a correctly installed and properly adjusted and appropriate child restraint system is an important countermeasure for reducing fatalities and the severity of injuries suffered by young passengers in crashes.

GTSC provides funding for local and state entities to provide education and services through its Child Passenger Safety (CPS) mini-grant program. Mini-grants are available in the following categories: Child Passenger Safety Inspection Stations; CPS Awareness Classes; Child Safety Seat Check Events; and Child Safety Seat Distribution Programs. The applicants for these grant funds must identify the target population they are addressing supported by data and other documentation and provide an action plan. Local programs must demonstrate that they are providing CPS services to meet the needs of all families within their jurisdictions, including those that may require special attention due to language and cultural differences. GTSC awarded a total of 189 CPS grants throughout the state in FFY 2016.

Child Passenger Safety Communications and Outreach

In FFY 2017, New York will continue to develop and implement public information and education activities that extend into every county in the state. Updated information on child passenger safety issues will be disseminated using various communication channels already established and new delivery methods, such as social media, may be investigated. GTSC will continue to support and coordinate a statewide public information and education campaign providing educational materials and media messages on the importance of child safety seat, booster seat, and seat belt use; the correct installation

and use of the various systems; the types of restraint systems that are appropriate for children of different ages, heights and weights; and the importance of having children age 12 and under ride in the rear seat. GTSC will serve as a catalyst to disseminate educational materials related to updates and recalls pertaining to child restraints, as well as maintain a constant channel to promote public awareness of the state's mandated occupant protection requirements for children from birth through age sixteen.

CPS mini-grants will continue to be available to local agencies to conduct CPS awareness classes that offer educational programs on child passenger safety issues and how to transport children safely using the right seat for their child installed the right way. These presentations will be provided to various types of groups including expectant parents, child care providers, and members of minority communities. CPS technicians will also be encouraged to provide CPS awareness classes to members of the public health and medical communities, fire and other emergency response personnel, preschool and other bus drivers, and social service programs. Educating and training members of the various groups who are in regular contact with the public will significantly contribute to the distribution of child passenger safety information throughout every region of the state and to a cross-section of the population within each region. A total of 38 agencies received FFY 2016 grant funding to conduct CPS awareness classes.

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

For supporting research, refer to the discussions of Communications and Outreach Strategies for Older Children, pp. 2-26 and 2-27 and Communications and Outreach Strategies for Child Restraint and Booster Seat Use, pp. 2-28 and 2-29 in Countermeasures That Work, 8th Edition, 2015.

Recruitment and Training of Child Passenger Safety Technicians

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

In order to build and sustain an active network of certified technicians, New York's CPS program provides support for the delivery of standardized CPS Certification Courses for new technicians, as well as update training classes that meet requirements for recertification. In addition, CPS technicians are able to earn continuing education units toward their recertification by attending the workshops presented at the Regional Child Passenger Safety Technical and Training Conferences that rotate among Connecticut, New Jersey, New York and Pennsylvania. If a certified technician fails to recertify, GTSC supports the presentation of the Safe Kids mandated one-day Renewal Testing seminars.

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

GTSC funds a number of efforts that improve communication and outreach and ensure that an active network of trained technicians is maintained in New York. GTSC's www.SafeNY.ny.gov website is used to communicate information to the general public regarding the use of child safety seats and where to obtain services in their local areas. The website is also the major source for information for CPS technicians on upcoming training programs and other events. To maintain a high standard of professionalism, surveys have been created and posted on the GTSC website for comments by individuals and technicians about their interaction with CPS certified technicians and instructors.

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

Child Safety Seat Inspection Stations

Through its mini-grant program, GTSC will continue to support the active network of child safety seat inspection stations that has been maintained in New York for the past several years. These inspection stations which are located in fire stations, police stations, hospitals and other permanent locations, offer information and instruction on the appropriate restraint system to use based on the age and size of the child and the proper installation of that restraint. Currently, there is at least one inspection station in 60 of the state's 62 counties; Westchester County has the greatest number of inspection stations with 18.

In FFY 2016, GTSC awarded 145 mini-grants for the operation of inspection stations. To receive funding, grantees must have certified technicians available to staff the inspection station during the hours of operation. CPS grant funds can also be used for mobile fitting stations which are used to bring CPS services to families residing in the more rural areas in the state. The use of mobile fitting stations expands the coverage of the state's Child Passenger Safety Program into areas where access to CPS education and instruction was previously lacking. In the past, GTSC funding could be used to replace defective or outgrown child restraints at permanent fitting stations. However, recent guidance from NHTSA advises that GTSC funding awarded in FFY 2017 through the fitting station mini-grant program can no longer be used for the purchase and distribution of child safety seats.

For supporting research, refer to the discussion of Inspection Stations, pp. 2-31 and 2-32 in Countermeasures That Work, 8th Edition, 2015.

Car Seat Check Events

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

In FFY 2016, 134 agencies were approved to conduct car seat check events. Although the purchase and distribution of child safety seats is no longer permitted, GTSC will continue to support child safety seat check events through its mini-grant program in FFY 2017.

For supporting research, refer to the discussions of Communications and Outreach Strategies for Child Restraint and Booster Seat Use, pp. 2-28 and 2-29 and Inspection Stations, pp. 2-31 and 2-32 in Countermeasures That Work, 8th Edition, 2015.

Child Safety Seat Distribution and Education Programs

Programs that provide child safety seats to low income families will also continue to be supported in FFY 2017. Only agencies that work directly with low-income families, such as health departments, hospitals, childcare councils or social service departments are eligible to apply. Applicants for funding must have a certified CPS Technician on staff to conduct the program. The CPS Technician is required to conduct a 60-90 minute educational component and demonstrate the installation of the appropriate child restraint system for each person requesting a child safety seat. In addition, income eligibility requirements must be met to receive a free child safety seat. In FFY 2016, 58 agencies in New York State were awarded funding to operate a child safety seat distribution and education program. The low income car seat distribution and education program is the only mini-grant where the purchase and distribution of car seats is permitted. In accordance with the new NHTSA guidance, the funding for these programs will not exceed 5% of the total occupant protection funds awarded for FFY 2017.

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

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

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

Statewide Observation Survey of Seat Belt Use

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

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

OCCUPANT PROTECTION FFY 2017 BUDGET SUMMARY

Strategy	Budget Amount	Source
Seat Belt Enforcement	$ 3,000,000	402/405b
Communications and Outreach	1,120,000	405b
Child Passenger Safety Communications and Outreach	1,040,000	405b
Recruitment and Training of CPS Technicians	580,000	405b
Child Safety Seat Inspection Stations	600,000	405b
Car Seat Check Events	600,000	405b
Child Safety Seat Distribution and Education Programs	1,400,000	405b
Research, Evaluation and Analytical Support for New York's Performance-Based Occupant Protection Program	20,000	405b
Total 402	360,000	
Total 405b Occupant Protection	8,000,000	
Total All Funds	**$ 8,360,000**	

TRAFFIC RECORDS

Overview

The extensive use of performance-based program planning by agencies and organizations involved in traffic safety at all jurisdictional levels requires access to a variety of traffic records data. Changes in demographics, traffic patterns and conditions of the highway infrastructure at both the state and local levels present a significant challenge to the state's highway safety community in identifying the nature and location of traffic safety problems. To develop appropriate countermeasures that meet these challenges, traffic safety professionals need data on crashes and injuries, arrests and convictions for traffic violations, drivers and vehicles involved in crashes, and roadway attributes. The need for accurate and timely data, together with an ever increasing need for data analysis support, is being addressed vigorously by New York through major improvements in the way it maintains and uses its traffic records systems.

The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of the multiple components of New York's traffic records program. New York's FFY 2017 *Traffic Safety Information Systems Strategic Plan* reflects the importance the state continues to place on improving the state's traffic records systems. Using a multi-task process, the GTSC's traffic records strategic planning process focused on identifying major improvement opportunities for the state's various traffic safety information systems and the strategies or projects necessary to implement those improvements. Developed by the GTSC with the assistance of the Institute for Traffic Safety Management and Research (ITSMR) and the state's Traffic Records Coordinating Council (TRCC), the FFY 2017 *Traffic Safety Information Systems Strategic Plan* provides an opportunity for New York to continue to make further improvements in its traffic records systems supporting the decision-making process for highway safety managers in New York State.

The estimated highway safety funding budgeted by GTSC for each traffic records strategy is presented in the table on page 95. The funds and other resources GTSC invests to improve the state's traffic records systems are complemented by a number of other federal, state, local and private sector activities. While a real dollar amount cannot be accurately estimated for the contributions of each of the partners involved in the implementation of traffic records improvements, the most significant sources of funding, programming and in-kind support that assist in achieving the performance goals established in the HSSP are the NYS Department of Motor Vehicles, the NYS Department of Transportation, the New York State Police and the NYS Department of Health that maintain and house the state's major systems.

Performance Report

The key performance measures used to monitor progress in this area focus on the timeliness of the crash and citation/adjudication data. With respect to the crash data, the performance measure is the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database. With regard to the citation and adjudication data, the performances measures are the mean number of days from the 1) date a citation is issued under the TSLED system to the date the citation is entered into the TSLED database, 2) date of charge disposition to the date the charge disposition is entered into TSLED, and 3) date a citation is issued under the Administrative Adjudication (AA) system to the date the citation is entered into the AA database**.** The following performance targets were set in the FFY 2016 Highway Safety Strategic Plan:

- To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 38.03 days (April 1, 2014-March 31, 2015) to 36.13 days (April 1, 2015-March 31, 2016).
- To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the TSLED database from the baseline of 17.09 days (April 1, 2014-March 31, 2015) to 16.24 days (April 1, 2015-March 31, 2016).
- To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 26.92 days (April 1, 2014-March 31, 2015) to 25.57 days (April 1, 2015-March 31, 2016).
- To reduce the mean number of days from the date a citation is issued to the date the citation is entered into the AA database from the baseline of 15.99 days (April 1, 2014-March 31, 2015) to 15.19 days (April 1, 2015-March 31, 2016).

The table below shows that the targets set for three of these timeliness measures have been met.

CRASH AND CITATION/ADJUDICATION INFORMATION SYSTEMS PERFORMANCE TARGETS		
Performance Attributes & Measures	**Baseline Period April 1, 2014-March 31, 2015**	**Performance Period April 1, 2015-March 31, 2016**
Crash Information System (AIS)		
Timeliness		
Mean # of days from crash date to date crash report is entered into AIS	38.03 days	35.62 days
TSLED System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into TSLED database	17.09 days	16.27 days
Timeliness –Adjudication		
Mean # of days from date of charge disposition to date charge disposition is entered into TSLED database	26.92 days	25.57 days
Administrative Adjudication System		
Timeliness – Citations		
Mean # of days from citation date to date citation is entered into the AA database	15.99 days	23.95 days

As indicated in the table, the mean number of days from the date of the crash to the date the crash report was entered into AIS dropped from 38 days in the baseline period (April 1, 2014-March 31, 2015) to 36 days in the performance period (April 1, 2015-March 31, 2016). Based on the same baseline and performance time periods, the mean number of days from the date a citation was issued until it was entered into the TSLED system dropped from 17 days to 16 days, while the mean number of days from the date of charge disposition until it was entered into TSLED dropped from 27 days to 26 days. In contrast, the mean number of days from the date a citation was issued under the AA system until it was

entered into the AA system increased from 16 days to 24 days. This increase was the result of an unusual situation in which thousands of AA citations were inadvertently not submitted to the AA system until months after the date of issue. The progress noted in the timeliness of the AIS crash and TSLED citation data is due in large part to traffic records improvement projects conducted over the past several years with Section 408, Section 402 and Section 405c funding.

Problem Identification

The status of each of the state's core traffic safety data systems (crashes, citations/adjudication, drivers, injury surveillance, vehicles and roadways) is reviewed annually to identify opportunities for improvement. Under the auspices of the TRCC, each system is reviewed with regard to the six attributes of timeliness, accuracy, completeness, uniformity, integration and accessibility. The key findings from the review conducted January-March 2016 with respect to the attributes that need improvement are summarized below. For a detailed discussion on the six core systems and their strengths, limitations and opportunities for improvement, the reader is referred to the FFY 2017 *Traffic Safety Information Systems Strategic Plan, Appendix D: Inventory of Traffic Safety Information Systems.*

Crash Information System

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

- ***Timeliness:*** The mean number of days from the crash date to the date the crash report is entered into AIS decreased from 38.03 days in the baseline period (April 1, 2014-March 31, 2015) to 35.62 days in the performance period (April 1, 2015-March 31, 2016). As of December 2015, approximately 75% of the reportable crashes submitted by the police are being sent electronically. Timeliness could be further improved by allowing motorists to file their crash reports electronically, and improved dramatically by eliminating the motorist reports and having police agencies report Property Damage Only crashes (PDO).

- ***Accuracy:*** Although the implementation of ALIS and the recent re-write of the application have provided better crash location data, locating crashes is still problematic at times since not all police agencies using TraCS use the locator tool within TraCS.

- ***Completeness:*** The crash report forms collect a large volume of data on all reportable crashes which are then entered into AIS. With regard to non-reportable crashes, the AIS only captures those crash reports that are submitted electronically by the police. Completeness could be improved by 1) collecting BAC data for all drivers involved in fatal crashes, 2) collecting additional data on all crashes involving commercial vehicles and 3) reducing the proportion of crashes with missing data for the data element of roadway type.

- ***Integration:*** Although crash records can be linked to DMV's license file and selected DOT files, linking to the DMV registration file cannot be done with precision.

Citation/Adjudication Information Systems

The New York State Department of Motor Vehicles maintains the state's two primary citation and adjudication information systems: 1) Traffic Safety Law Enforcement & Disposition System (TSLED) and

2) Administrative Adjudication System (AA). The TSLED system tracks tickets from the time they are printed to their final disposition, recording data and providing management information to police agencies and the courts. TSLED covers all areas of the state, with the exception of New York City and Rochester; however, tickets issued in Rochester for violation of the state's impaired driving laws became part of TSLED in July 1988. The areas not included in TSLED are covered under the AA system. The AA system similarly records traffic citation data but is also used to schedule hearings and account for the collection of traffic fines and surcharges. One uniform traffic ticket is used by both the TSLED and AA systems.

- ***Timeliness:*** With respect to TSLED, the mean number of days from the citation date to the date the citation is entered into the TSLED database dropped from 17.09 days in the baseline period (April 1, 2014-March 31, 2015) to 16.27 days in the performance period (April 1, 2015-March 31, 2016). Based on the same 12-month time periods, the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED database dropped from 26.92 days to 25.57 days.

  With respect to the AA system, tickets are generally available on the system within 3 days of being received by DMV from the police agency. However, there is a substantial time lag between the date the ticket is issued and it is forwarded by the police agency to the DMV. To promote the timeliness of this part of the process, the AA system allows citations to be imaged and the data to be entered into the database from the image. The electronic capture of data also enhances timeliness. Currently, about 7% of the 1.3 million citations issued under the AA system are being captured electronically.

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

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

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

- ***Accessibility:*** Although outside users such as police agencies and TSLED courts can access data through a secure sign on to view tickets returnable to their individual court, the courts and motorists do not have direct access to the data or the system that would allow them to complete transactions on-line. Access to the data is provided through a series of monthly and annual statistical reports compiled by the DMV, with assistance from the Institute for Traffic Safety Management and Research, and available on either the DMV or GTSC web sites.

  With respect to the accessibility of the AA system, the system provides E-plea capability for customers, enabling them to plead guilty or not guilty on-line; it also allows motorists to use major credit cards to pay fines and administrative surcharges on-line. With regard to direct access to the raw data, it is not available to users external to the DMV. The DMV generates a variety of reports to provide outside users needed data.

Driver Information Systems

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

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

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

- ***Integration:*** Data integration could be improved by promoting the use of common data elements to allow better linkage to other DMV data as well as data maintained by external agencies (e.g., DOH death file).

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

Injury Surveillance Information Systems

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

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

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

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

- ***Accuracy & Completeness:*** The accuracy and completeness of the PCR data need improvement. Since the EMT's first responsibility is to treat the patient, the form is often not filled out until later which results in many data fields being left blank. Another issue involves the fact that the regional data entry contractors only have to edit a subset of the data fields contained on the report form. With respect to the CODES file, a series of logic checks has been built into the system to improve the accuracy of the data.

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

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

Vehicle Information Systems

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

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

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

Roadway Information Systems

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

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

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

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

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

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

FFY 2017 Performance Targets

- To reduce the mean number of days from the date a crash occurs to the date the crash report is entered into the AIS (Accident Information System) database from the baseline of 35.62 days (April 1, 2015-March 31, 2016) to 33.84 days (April 1, 2016-March 31, 2017).

- To increase the percentage of crash records in AIS with no missing data in the critical data element of Roadway Type from the baseline of 90.85% (January-December 2015) to 93.00% (January-December 2016).

- To reduce the mean number of days from the date a citation is issued under TSLED to the date the citation is entered into the TSLED database from the baseline of 16.27 days (April 1, 2015-March 31, 2016) to 15.46 days (April 1, 2016-March 31, 2017).

- To reduce the mean number of days from the date of charge disposition to the date the charge disposition is entered into TSLED from the baseline of 25.57 days (April 1, 2015-March 31, 2016) to 24.29 days (April 1, 2016-March 31, 2017).

- To reduce the mean number of days from the date a citation is issued under the AA system to the date the citation is entered into the AA database from the baseline of 23.95 days (April 1, 2015-March 31, 2016) to 22.03 days (April 1, 2016-March 31, 2017).

FFY 2017 Performance Measures

- Mean number of days from crash date to date crash report is entered into AIS database

- Percentage of crash records in AIS with no missing data in the critical data element of Roadway Type

- Mean number of days from citation date to date citation is entered into the TSLED database

- Mean number of days from date of charge disposition to date charge disposition is entered into TSLED database

- Mean number of days from citation date to date citation is entered into the AA database

Grant Application Review Process

GTSC's process for the review of Traffic Records applications, project selection and the negotiation and award of grants funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the data system problem to be addressed. Program staff will examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports.

Project proposals for Traffic Records funding are also assessed for their impact on one of the New York's six core traffic safety data systems and the consistency of the proposed strategies with New York's Traffic Safety Information Systems Strategic Plan. Proposals are also reviewed to verify that they have been previously approved by the state's Traffic Records Coordinating Council (TRCC). The projects that will be considered for Traffic Records grant funding are included in the complete list of proposed projects in Attachment A.

Strategies

New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for the Traffic Records program area. Described below, these strategies reflect the findings from the work undertaken by the state's TRCC over the past several months to prepare the FFY 2017 Traffic Safety Information Systems Strategic Plan.

Statewide Coordination of Traffic Records Systems Improvements

The GTSC will continue to coordinate efforts with other agencies and sources of funding to complete projects that improve traffic records systems, files and programs. Upon approval of New York's application for FFY 2017 Section 405c incentive funds, implementation of the FFY 2017 *Traffic Safety Information Systems Strategic Plan* will begin.

Electronic Capture and Transmittal of Crash and Ticket Data

Efforts to expand the number of agencies that collect and transmit crash and ticket data electronically to the DMV will continue in FFY 2017. As of April 30, 2016, 481 police agencies are using TraCS, including all of the State Police Troops. With the on-going support of the GTSC, the use of TraCS will continue to expand throughout the state to county and local police agencies in the coming year. In addition, the New York City Police Department will continue to receive GTSC's support in its efforts to implement an electronic data collection and transmittal system in FFY 2017. The GTSC will also continue discussions with other police agencies, as appropriate, to support their ability to collect and transmit data electronically through other systems.

In FFY 2017, the GTSC will continue to fund efforts to provide technical support to local enforcement agencies participating in TraCS. The primary objective of these efforts is to ensure that the agencies that have been equipped with TraCS software and hardware are collecting and transmitting their crash and ticket data electronically.

The use of state-of-the-art technology for the data entry of police crash reports and traffic tickets from the field and court adjudication reports directly from the courts will continue to be supported in FFY 2017. Support will also be provided for the development or modification of software for crash reports and traffic ticket systems and the purchase of equipment, such as laptop computers, printers, and bar code and magnetic strip readers.

In FFY 2017, the GTSC will continue to support the DMV's efforts to expedite the receipt of motorist crash reports electronically. This effort involves making the motorist report (MV-104) available online for electronic submission to DMV. The ability to file the MV-104 with the DMV electronically will 1) increase compliance and data completeness with regard to property damage only crashes, 2) improve the accuracy and completeness of the data provided through user entry edits, and 3) improve the efficiency and timeliness of processing cases in AIS.

Improvement of Crash and Citation/Adjudication Data Systems

In FFY 2017, the DMV and other agencies at both the state and local levels will continue to conduct initiatives designed to improve the DMV's crash and citation/adjudication information systems. As indicated in the FFY 2017 *Traffic Safety Information Systems Strategic Plan*, a number of projects will be conducted to improve the Crash and Citation/Adjudication Systems. They include:

1) **AIS System Changes for Revised 104S Form -** This project involves obtaining the services of a consultant to perform the technical work necessary in AIS to implement the use of the revised 104S form (Truck and Bus Supplemental Police Accident Report form). Conducted by DMV, this project will continue to be funded under Section 408.

2) **ALIS/SIMS Data Products -** This project is designed to collect information from the field and other resources to create an accurate representation of the state's current roadway reference markers and update the SIMS database. It involves identifying the location of crashes so that enforcement, engineering and EMS efforts throughout the state can be improved. Conducted by NYSDOT, this project will also continue to be funded under Section 408.

3) **Data Integration: Transfer Protocols Between AIS and SIMS -** With continued funding under Section 408, this NYSDOT project will improve the nightly transfer of data from AIS to SIMS by creating a loosely coupled transfer process and storing crash data from DMV in SIMS.

4) **NYPD Electronic Accident Report Submission** - This DMV project will continue to be funded under Section 405c. Under this project, consultants will be hired to assist in the development of the electronic submission process with the NYPD and make the necessary changes to AIS to accept and, when possible, auto process the data. This includes but is not limited to: PDF form changes, coding changes, workflow changes and batch job changes. This project addresses Recommendation #20 from NHTSA's 2012 New York Traffic Records Assessment.

5) **Liaison Services for NYPD Electronic Crash & Ticketing System -** Funded under Section 405c, this ITSMR project will provide liaison services to facilitate communication between the NYPD and its IT vendor and the DMV and its IT staff with regard to the electronic capture and transmittal of NYPD's crash and ticket data to the DMV. This project also addresses Recommendation #20 from NHTSA's 2012 New York Traffic Records Assessment.

6) **TraCS Electronic Crash and Ticketing System -** With continued funding under Section 405c, the New York State Police provide local TraCS agencies with the ability to continue to use TraCS to submit crash reports and tickets electronically in an efficient manner. The specific needs of local agencies for technical support are identified and services are provided to meet those needs. This project addresses Recommendations #10, 15 and 21 from NHTSA's 2012 New York Traffic Records Assessment.

7) **Expansion of the Traffic Safety Statistical Repository (TSSR) -** A new project to be conducted in FFY 2017 by ITSMR with Section 405c funding, this project will enhance the publicly available Traffic Safety Statistical Repository (TSSR) by adding and incorporating ticket data and Geographic Information System (GIS) capabilities. ETL processes will be created to extract, transform and load the required data from the TSLED and AA systems into data sets and imported into the TSSR system. This project addresses Recommendations #4 and 18 from NHTSA's 2012 New York Traffic Records Assessment.

8) **ALIS Upgrade and Integration –** This new FFY 2017 project will be conducted by NYSDOT under Section 405c funding. It will upgrade the current version of ArcGIS server software with the latest current robust version of the software. Taking advantage of new technologies, it will allow users to continue accessing the ALIS application with modern, safe web browsers while improving the data and workflows within the system.

Improvement of Injury Surveillance Data Systems

In FFY 2017, the DOH will continue to conduct initiatives designed to improve the state's injury surveillance information systems. The DOH is continuing its efforts begun in 2008 to capture and transmit PCR reports electronically by the state's EMS agencies to the DOH's PCR database. As indicated in the FFY 2017 *Traffic Safety Information Systems Strategic Plan*, the DOH will also continue its project *Incorporating the NYS Trauma Registry Data into CODES*. Designed to link trauma data with crash and PCR data, this project will provide more information on the true impact of motor vehicle-related injuries in NYS. Funded under Section 405c, this project addresses Recommendation #26 from NHTSA's 2012 New York Traffic Records Assessment.

Improvement of Roadway Data Systems

Recognizing that the systematic upgrade of the state's roadway data information systems is key to initiating countermeasures which help reduce crashes and their severity, NYSDOT continues to make improvements in its various roadway data files. In providing more accurate, consistent, timely and accessible roadway-related information, NYSDOT's roadway data systems are used to assist in the identification of problem locations, the determination of the most appropriate type(s) of improvement, and the prioritization of sites for planned improvements. As indicated in the FFY 2017 *Traffic Safety Information Systems Strategic Plan,* with Section 408 funding, NYSDOT will continue its project *Link SIMS with RIS* which will provide more accurate and complete location and roadway data for analysis purposes.

Development and Use of Data Linkages

The state's traffic safety community's ability to identify problems and develop effective countermeasures is enhanced by the comprehensive information that is often only available through the linkage of data and data files. Continued improvements in data linkages will enhance the development of program initiatives that focus on specific population sub-groups and permit the examination of costs associated with crashes. In FFY 2017, the GTSC will continue to support efforts to link data which reside

in different data systems, including information about the driver, vehicle, type of crash, location of crash, types of injuries, types of medical care received, and the associated costs. During the coming year, the GTSC will continue to support efforts to enhance the NYS DOH's CODES database.

Use of Technology to Disseminate Information

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

In addition, as of March 2016, users can access crash data through the newly developed TSSR (Traffic Safety Statistical Repository) which is available on the Internet (www.itsmr.org/TSSR). This site provides access to a number of standard crash reports, with the added feature of being able to customize many of the reports through the use of filters. In FFY 2017, the GTSC will continue to support the expansion of the TSSR as a means of using technology to disseminate information and making data more accessible.

Research and Evaluation

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

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

TRAFFIC RECORDS FFY 2017 BUDGET SUMMARY		
Strategy	**Budget Amount**	**Source**
Statewide Coordination of Traffic Records Systems Improvements	$ 800,000	402
Electronic Capture and Transmittal of Crash & Ticket Data	3,800,000	405c
Improvement of Crash and Citation/Adjudication Data Systems	2,520,000	405c
Improvement of Injury Surveillance Data Systems	2,100,000	402/405c
Improvement of Roadway Data Systems	1,000,000	402/405c
Development and Use of Data Linkages	800,000	402/405c
Use of Technology to Disseminate Information	1,000,000	402/405c
Research and Evaluation	1,600,000	402
Total 402	3,420,000	
Total 405c	10,200,000	
Total All Funds	**$ 13,620,000**	

COMMUNITY TRAFFIC SAFETY PROGRAMS

Overview

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

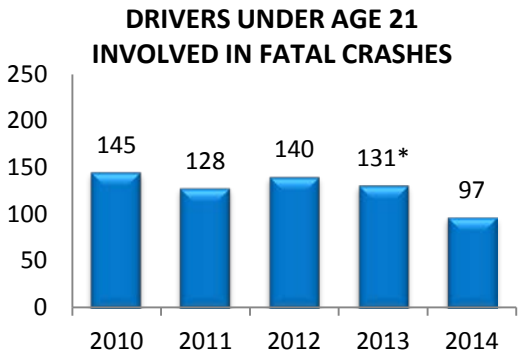
The Governor's Traffic Safety Committee (GTSC) plays the central role in the coordination of local traffic safety programs with state priorities so that collectively Community Traffic Safety Programs that are funded contribute to the achievement of the statewide and program area performance targets set in the HSSP. The estimated highway safety funding budgeted for each strategy included in this program area is presented in the table on page 106.

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

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

Performance Report

The core outcome measure for tracking progress in the Community Traffic Safety Programs program area is drivers under age 21 involved in fatal crashes. Over the five-year period 2010-2014, the involvement of young drivers in fatal crashes has been on a general downward trend. Based on 2014 FARS data, there was a decrease of more than 25% in the number of drivers under age 21 involved in fatal crashes between 2013 and 2014 (131 compared to 97). This reduction far exceeds the target of 126 set for the end of calendar year 2016.



**Revised based on final 2013 FARS data*
Source: FARS

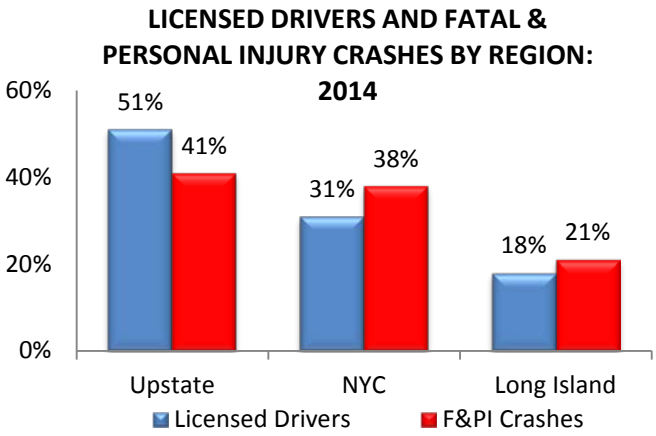
Problem Identification

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

Analyses by Region

In 2014, the largest proportion (41%) of fatal and personal injury crashes occurred in the Upstate region, followed by New York City (38%), and Long Island (21%).

Compared to the proportion of licensed drivers in each of the regions, New York City and Long Island are overrepresented in fatal and personal injury crashes while the Upstate region is underrepresented.



Sources: NYS AIS /TSSR and Driver License File

Analyses by County

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

The table below provides 2014 population and licensed driver data for New York State and each county within the state, as well as 2014 data on fatal and personal injury crashes and pedestrian, bicycle and motorcycle crashes that occurred statewide and in each county. The data in this table can be used to identify counties that are overrepresented in specific types of crashes based on the population and number of licensed drivers in the county.

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2014												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
NEW YORK STATE	19,745,928		11,592,994		119,431		14,952		5,827		5,916	
County	#	%	#	%	#	%	#	%	#	%	#	%
Albany	308,729	1.6	205,416	1.8	2,350	2.0	198	1.3	93	1.6	125	2.6
Allegany	47,781	0.2	32,406	0.3	218	0.2	13	0.1	4	0.1	16	0.3
Broome	197,516	1.0	137,857	1.2	1,083	0.9	88	0.6	38	0.7	73	1.5
Cattaraugus	78,638	0.4	55,619	0.5	390	0.3	23	0.2	12	0.2	40	0.8
Cayuga	78,836	0.4	53,903	0.5	414	0.3	15	0.1	10	0.2	35	0.7
Chautauqua	131,773	0.7	92,297	0.8	727	0.6	48	0.3	24	0.4	48	1.0
Chemung	87,469	0.4	60,946	0.5	377	0.3	26	0.2	19	0.3	17	0.4
Chenango	49,333	0.2	37,536	0.3	236	0.2	7	<0.1	2	<0.1	12	0.3
Clinton	81,702	0.4	57,182	0.5	390	0.3	27	0.2	9	0.2	38	0.8
Columbia	61,979	0.3	47,539	0.4	341	0.3	11	0.1	8	0.1	14	0.3
Cortland	48,929	0.2	31,929	0.3	293	0.2	14	0.1	10	0.2	20	0.4
Delaware	46,597	0.2	34,914	0.3	259	0.2	6	<0.1	0	0.0	21	0.4
Dutchess	296,380	1.5	213,452	1.8	1,852	1.6	82	0.5	30	0.5	92	1.9
Erie	923,193	4.6	653,416	5.6	6,464	5.4	471	3.2	285	4.9	184	3.9
Essex	38,632	0.2	27,744	0.2	181	0.2	4	<0.1	1	<0.1	29	0.6
Franklin	51,133	0.3	34,164	0.3	203	0.2	9	0.1	4	0.1	13	0.3
Fulton	54,173	0.3	39,351	0.3	260	0.2	10	0.1	7	0.2	28	0.6
Genesee	59,099	0.3	43,888	0.4	373	0.3	12	0.1	19	0.3	18	0.4
Greene	47,919	0.2	37,140	0.3	285	0.2	7	<0.1	2	<0.1	23	0.5
Hamilton	4,706	<0.1	4,588	<0.1	36	<0.1	0	0.0	0	0.0	4	0.1
Herkimer	63,715	0.3	44,872	0.4	265	0.2	11	0.1	1	<0.1	32	0.7
Jefferson	118,964	0.6	73,393	0.6	587	0.5	31	0.2	20	0.3	51	1.1
Lewis	27,172	0.1	19,465	0.2	118	0.1	5	<0.1	4	0.1	9	0.2
Livingston	64,763	0.3	44,976	0.4	302	0.3	9	0.1	1	<0.1	28	0.6
Madison	72,257	0.4	49,921	0.4	311	0.3	9	0.1	9	0.2	22	0.5
Monroe	750,362	3.8	518,418	4.5	4,327	3.6	294	2.0	211	3.6	213	4.5
Montgomery	49,729	0.3	35,564	0.3	261	0.2	18	0.1	2	<0.1	22	0.5
Nassau	1,358,673	6.9	1,015,928	8.8	11,980	10.1	943	6.3	361	6.2	314	6.6

NEW YORK STATE DEMOGRAPHIC AND CRASH DATA BY COUNTY, 2014												
	Population		Licensed Drivers		Fatal/PI Crashes		Pedestrian Crashes		Bicycle Crashes		Motorcycle Crashes	
County	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**	**#**	**%**
Niagara	213,449	1.1	158,713	1.4	1,200	1.0	64	0.4	41	0.7	56	1.2
Oneida	233,272	1.2	159,172	1.4	1,235	1.0	62	0.4	37	0.6	75	1.6
Onondaga	468,659	2.4	324,864	2.8	3,085	2.6	201	1.3	108	1.9	137	2.9
Ontario	109,583	0.6	81,912	0.7	644	0.5	20	0.1	13	0.2	40	0.8
Orange	375,994	1.9	255,349	2.2	2,713	2.3	144	1.0	43	0.7	185	3.9
Orleans	41,944	0.2	29,069	0.3	154	0.1	3	<0.1	3	0.1	7	0.1
Oswego	120,835	0.6	85,079	0.7	580	0.5	34	0.2	9	0.2	41	0.9
Otsego	60,948	0.3	43,165	0.4	296	0.2	13	0.1	2	<0.1	24	0.5
Putnam	99,252	0.5	78,720	0.7	636	0.5	15	0.1	4	0.1	52	1.1
Rensselaer	160,083	0.8	113,097	1.0	797	0.7	73	0.5	23	0.4	66	1.4
Rockland	323,323	1.6	211,575	1.8	2,170	1.8	161	1.1	60	1.0	89	1.9
St. Lawrence	111,753	0.6	73,809	0.6	448	0.4	18	0.1	9	0.2	31	0.7
Saratoga	224,704	1.1	176,558	1.5	1,178	1.0	51	0.3	25	0.4	92	1.9
Schenectady	154,919	0.8	113,782	1.0	874	0.7	81	0.5	46	0.8	46	1.0
Schoharie	31,656	0.2	22,638	0.2	168	0.1	3	<0.1	2	<0.1	17	0.4
Schuyler	18,301	0.1	14,304	0.1	79	0.1	2	<0.1	1	<0.1	12	0.3
Seneca	34,890	0.2	23,934	0.2	191	0.2	6	<0.1	2	<0.1	12	0.3
Steuben	98,326	0.5	71,595	0.6	466	0.4	25	0.2	8	0.1	32	0.7
Suffolk	1,502,342	7.6	1,112,165	9.6	12,450	10.5	634	4.2	412	7.1	410	8.6
Sullivan	75,770	0.4	54,560	0.5	520	0.4	24	0.2	9	0.2	29	0.6
Tioga	49,930	0.3	38,224	0.3	207	0.2	12	0.1	7	0.1	9	0.2
Tompkins	104,727	0.5	63,000	0.5	496	0.4	33	0.2	21	0.4	35	0.7
Ulster	180,787	0.9	135,207	1.2	1,247	1.0	57	0.4	44	0.8	71	1.5
Warren	64,954	0.3	52,415	0.5	439	0.4	19	0.1	14	0.2	44	0.9
Washington	62,402	0.3	44,817	0.4	271	0.2	5	<0.1	7	0.1	20	0.4
Wayne	91,914	0.5	69,610	0.6	400	0.3	22	0.1	7	0.1	33	0.7
Westchester	972,504	4.9	658,612	5.7	5,278	4.4	541	3.6	99	1.7	161	3.4
Wyoming	41,179	0.2	29,535	0.3	204	0.2	7	<0.1	0	0.0	20	0.4
Yates	25,112	0.1	16,516	0.1	116	0.1	4	<0.1	0	0.0	11	0.2
N Y C												
Bronx	1,441,757	7.3	448,317	3.9	7,833	6.6	1,642	11.0	389	6.7	172	3.6
Kings	2,620,720	13.3	963,484	8.3	14,480	12.2	3,377	22.6	1,376	23.6	453	9.5
New York	1,636,996	8.3	746,433	6.4	7,559	6.4	2,443	16.3	1,083	18.6	280	5.9
Queens	2,322,450	11.8	1,116,821	9.6	13,153	11.1	2,312	15.5	654	11.2	356	7.5
Richmond	473,301	2.4	302,119	2.6	2,529	2.1	358	2.4	60	1.0	69	1.5

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

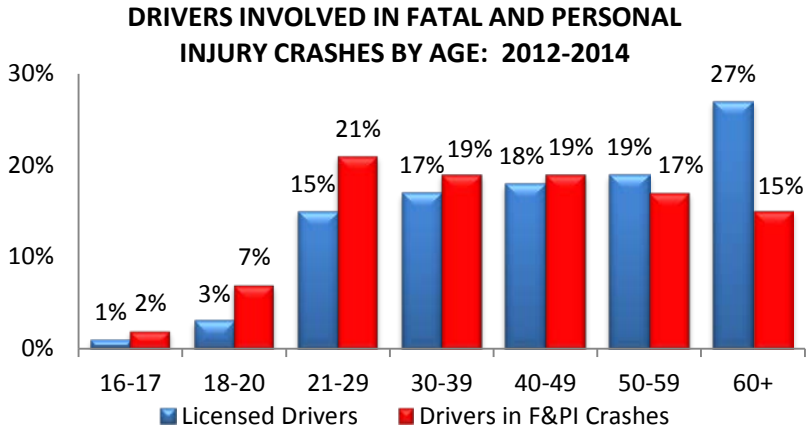
Analyses by Age

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

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

Young Drivers

Young drivers, in particular, are at risk of being involved in a crash. Over the three-year period 2012-2014, drivers under 21 years of age were involved in 9% of the fatal and personal injury crashes but accounted for 4% of the licensed drivers. In addition, drivers ages 21-29 were involved in 21% of the F&PI crashes but accounted for only 15% of the licensed drivers.



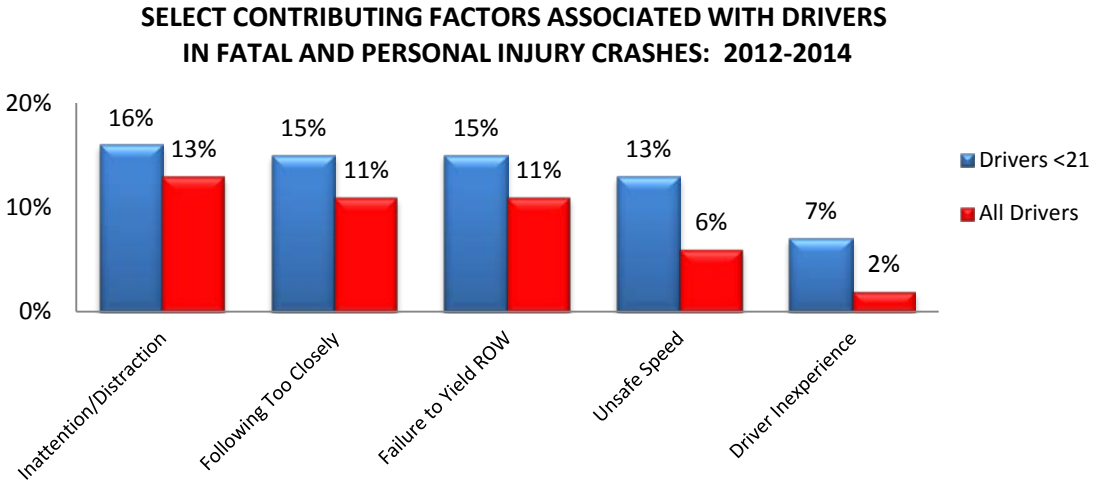
Source: NYS AIS/TSSR and Driver License

Older Drivers

Drivers age 60 and over are the most underrepresented group of drivers in fatal and personal injury crashes; older drivers account for 27% of the licensed drivers but are involved in only 15% of the F&PI crashes. However, analyses show that older drivers who are involved in crashes are more likely to be killed or to suffer more severe injuries than younger drivers.

Contributing Factors: Drivers Under 21 Compared to All Drivers

When compared with all drivers, drivers under 21 years of age in fatal and personal injury crashes are more likely to have Driver Inattention/Distraction, Following Too Closely, Failure to Yield the Right-of-Way, Unsafe Speed, and Driver Inexperience reported as contributing factors in their crashes.



Source: NYS AIS/TSSR

Minority Populations and Other Underserved High Risk Groups

The U.S. Census Department projects that the nation's population will continue to become more racially and ethnically diverse over the next several decades. By 2042, the multicultural groups that comprised one third of the population in 2008 will become the majority and by 2050 will account for 56% of the population in the United States *(Source: An Older and More Diverse Nation by Mid-Century, U.S. Census Department Press Release, August 14, 2008)*. A comparison of the 2000 and 2010 census data for New York State shows an increase in the state's minority populations indicating that New York's population will also continue to become more diverse. Between 2000 and 2010, the Hispanic population in New York State increased from 15% to 18% and the Asian population increased from 6% to 8% while the white population declined from 62% to 57% and the African American population declined from 16% to 14%. The state's American Indian/Alaska Native population remained constant at less than one percent (0.4%) of the state's population in 2000 and 2010. The number of state residents in the Census category of Other Races has also grown from 7% of New York's population in 2000 to 8% in 2010.

As the nation's population and the population of New York State become more diverse it is important to evaluate the role of race/ethnicity in highway deaths and injuries. The Governor's Highway Safety Association (GHSA) 2009 publication, *Closing the Circle: A Multicultural Primer for State Highway Safety Offices,* presents the results of research showing the overrepresentation of certain ethnic groups in motor vehicle crashes. These analyses document the disproportionate number of Native Americans and Hispanics who are killed in motor vehicle crashes, lower seat belt use rates among African Americans, and higher proportions of alcohol-impaired fatally injured drivers among Native Americans. Analyses of FARS data presented in various reports published by NHTSA support the findings presented in the GHSA publication.

Since information on race and ethnicity is not captured on New York's police crash reports, analyses cannot be conducted on the crash involvement of different racial and ethnic groups. At GTSC's request, the New York State Department of Health Bureau of Occupational Health and Injury Prevention will begin to analyze race and ethnicity information for persons injured or killed in traffic crashes by examining data sources that include vital statistics and multiple causes of death files; hospitalization, outpatient and emergency department discharge records; and the Crash Outcome Data Evaluation System (CODES) which includes crash, hospitalization and emergency department data. GTSC will regionalize the data to identify problems and common trends that will provide a starting point for focusing efforts and formulating a plan going forward.

FFY 2017 Performance Target

- To decrease drivers age 20 or younger involved in fatal crashes 2 percent from 97 in 2014 to 95 by December 31, 2017

FFY 2017 Performance Measure

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

Grant Application Review Process

GTSC's process for the review of Community Traffic Safety Program applications, project selection, and the negotiation and award of grants funds is as follows. GTSC program staff review the proposals to determine the potential effectiveness and reach of the proposal. The proposal must incorporate a strong data-driven problem identification component that clearly identifies the traffic safety problem to be addressed. Program staff examine the countermeasures, performance targets and evaluation plan outlined in each proposal. Proposals are also analyzed to determine if they contain specific measurable objectives with performance indicators linked to project activities. The budget must include only allowable items and be reasonable for the scope of the project. To determine the project's potential for success, past performance is evaluated (if applicable) through a review of progress reports, financial claims and on-site monitoring reports. Project proposals for Community Traffic Safety Programs are also assessed to determine the depth of the agency's knowledge of the demographics and traffic safety problems in their locality. Program staff also evaluate if the agency is in the best position to address the identified problems.

Proposals for Community Traffic Safety Programs are also assessed for their coordination with the priorities of the HSSP and their alignment with the evidence-based strategies included in NHTSA's *Countermeasures That Work* publication. These strategies are described below. The projects that will be considered for Community Traffic Safety Programs funding are included in the complete list of proposed projects in Attachment A.

Strategies

Using a data-driven approach, New York has identified a comprehensive set of strategies that collectively will enable the state to reach the performance targets for Community Traffic Safety Programs. For each strategy, a reference to the supporting research or other justification is provided.

Community-Based Highway Safety Programs

Projects proposed by local agencies and organizations to address traffic safety problems identified in their jurisdictions will be considered for funding under this strategy. The grant proposal must include a description of the problem with supporting data, details of the proposed activities with milestones and an evaluation plan for assessing the success of the project. All applications must address one or more of the program areas included in New York's Highway Safety Strategic Plan. In FFY 2016, GTSC funded 36 local agencies to conduct projects at the community level. These programs reside with municipal government or local non-profit organizations. Some examples include Cornell Cooperative Extension of Saratoga County, the New York City Department of Transportation and the New York Coalition for Transportation Safety.

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

Statewide Implementation of Traffic Safety Initiatives

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

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

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

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

Statewide Communications and Outreach

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

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

Justification: Communication and outreach strategies that inform the public and heighten awareness are critical components of strategies intended to deter unsafe behaviors, increase compliance with vehicle and traffic laws, and otherwise encourage safe driving practices. For examples of supporting research,

see the discussions of Communications and Outreach strategies under Alcohol- and Drug-Impaired Driving, pp. 1-4, 1-21 to 1-24, 1-49 and 1-50; Seat Belts and Child Restraints, pp. 2-2, 2-28 and 2-29; Aggressive Driving and Speeding, pp. 3-25 to 3-28, 3-38 and 3-39; Motorcycles, pp. 5-23 and 5-24; and Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 8th Edition, 2015.

Younger Driver Outreach and Education

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

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

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

Coalitions and other groups that engage in teen driving safety outreach and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving population are also eligible for funding.

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

For supporting research, refer to the discussion of Pre-Licensure Driver Education, pp.6-19 to 6-21; Parental Role in Teaching and Managing Young Drivers, pp. 6-23 to 6-26; and Strategies to Reduce Underage Drinking and Drinking and Driving, pp. 1-56 to 1-66 in Countermeasures That Work, 8th Edition, 2015.

Older Driver Outreach and Education

While the data indicate that older drivers are not overrepresented in fatal and personal injury crashes based on the proportion of the state's licensed drivers who are in this age group, drivers over 60 who are involved in crashes are more likely to sustain serious injuries or be killed than younger drivers.

Furthermore, U.S. Census data indicates that New York's population is getting older and this high-risk group is expanding.

Partnerships, coalitions and other groups that focus on issues related to older drivers and promote the implementation of proven and promising strategies to improve the safety of this high-risk driving population are also eligible for funding. GTSC will collaborate with partner organizations to continue to promote the website www.ny.gov/olderdriversafety which provides safety and informational resources for older drivers. Partner organizations will also continue to raise awareness about programs and services that are available to assist and support older individuals. Funding to support the training of technicians and the delivery of programs for older motorists, such as the Car Fit program, will also be considered for funding. To complement and reinforce these efforts, several GTSC staff members have already been trained as Car Fit technicians and event organizers. In FFY 2017, GTSC will continue to explore additional strategies to reach this growing age group.

For supporting research, refer to the discussion of General Communications and Education for Older Drivers, pp. 7-11 and 7-12 in Countermeasures That Work, 8th Edition, 2015.

Outreach to Minority and Other Underserved Populations

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

In FFY 2017, GTSC will continue outreach to the state's Amish population, resettlement areas for refugees and the eight federally-recognized Indian Nation tribes that are eligible for funding and services from the Bureau of Indian Affairs within New York State. GTSC will meet with representatives involved in traffic safety initiatives to discuss ways to develop and strengthen sustainable relationships with the state's diverse populations. In addition, GTSC will continue to support its partners at the local level who have identified specific traffic safety challenges facing minority and other underserved populations, such as seasonal migrant workers, within their counties.

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

COMMUNITY TRAFFIC SAFETY PROGRAMS FFY 2017 BUDGET SUMMARY		
Strategy	**Budget Amount**	**Source**
Community-Based Highway Safety Programs	$ 4,000,000	402
Statewide Implementation of Traffic Safety Initiatives	890,000	402
Statewide Communications and Outreach	160,000	402
Younger Driver Outreach and Education	480,000	402
Older Driver Outreach and Education	70,000	402
Outreach to Minority and Other Underserved Populations	160,000	402
Total 402	**$ 5,760,000**	

PROGRAM MANAGEMENT

Overview

The electronic grants management system, eGrants, will continue to improve efficiency, reduce staff time and improve management of New York's Highway Safety Program. The Governor's Traffic Safety Committee (GTSC) annually processes over 620 grant applications, representing approximately $34.6 million in funding to state, local and not-for-profit agencies.

GTSC is responsible for coordinating and managing New York State's comprehensive highway safety program. GTSC takes a leadership role in identifying the state's overall traffic safety priorities; provides assistance to its partners in problem identification at the local level; and works with its partners to develop programs, public information campaigns and other activities to address the problems identified. In administering the state's highway safety program, GTSC takes a comprehensive approach, providing funding for a wide variety of programs to reduce crashes, fatalities and injuries through education, enforcement, engineering, community involvement and greater access to safety-related data. The estimated highway safety funds budgeted for the Program Management strategies are presented in the table on page 110.

The surface transportation bill known as the Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. The Fast Act includes two funding programs: the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Programs. The Section 405 program consists of incentive programs in the following areas: Occupant Protection, Traffic Records, Impaired Driving, Motorcycle Safety, Alcohol-Ignition Interlock, Distracted Driving, Graduated Driver Licensing, and Non-motorized Safety. States must meet eligibility requirements to receive funding in these areas. Under the FAST Act, a single application for funding is required and must be submitted by July 1.

As part of its program management function, the GTSC will undertake activities in FFY 2017 to address the following needs and challenges:

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

- Deliver programs that are effective in changing the knowledge, attitudes and behavior of the state's roadway users in reducing traffic crashes, fatalities and injuries
- Collect and analyze crash data to identify trends and problem areas that will help direct the assignment of the state's limited resources

FFY 2017 Performance Targets

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

Strategies

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

New York's Highway Safety Strategic Plan

GTSC is committed to continuing and strengthening planning at the state and local levels and to promoting the use of the Highway Safety Strategic Plan (HSSP) as the principal document for setting priorities, directing program efforts and assigning resources.

GTSC will continue to support the NYS Department of Transportation (NYSDOT) in the development of a NYS Strategic Highway Safety Plan (SHSP). GTSC will also continue to participate in NYSDOT's interagency Motor Carrier Safety Assistance Program (MCSAP) Committee and the annual planning sessions held prior to the development of the annual Commercial Vehicle Safety Plan (CVSP), to assist with planning the annual Truck and Bus Safety Symposium, and to encourage GTSC police agency grantees to include commercial vehicles and drivers in their enforcement efforts.

In addition, New York has again prepared a Traffic Records Strategic Plan to meet the application requirements for Section 405 (c) funding under the FAST Act and will use this document to guide the advancement of the state's traffic records systems.

Training Opportunities

Training has been identified as a valuable tool to meet the needs of grantees, partners and staff. GTSC will continue to assess the training needs of its highway safety partners, coordinate these needs with the priorities outlined in the HSSP and provide appropriate training opportunities. Training will be delivered in a variety of formats as appropriate, including workshops, seminars, classroom settings, podcasts and webinars.

Planning and Administration

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

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

The GTSC member agencies will continue to meet in FFY 2017 to help set New York State's highway safety priorities and to support efforts to achieve those priorities. The member agencies also play a valuable role in reviewing statewide legislation promoting traffic safety and through participation in special work groups established to assist in the effective implementation of legislative initiatives.

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

Plan for Public Information and Education (PI&E)

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

Highway Safety Presentations and Workshops

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

Driver Behavior and Attitudinal Surveys

GTSC, with the assistance of the Institute for Traffic Safety Management and Research, will continue to conduct an annual driver behavior and attitudinal survey as called for by NHTSA and GHSA. Since 2010, questionnaires have been distributed to customers at five DMV offices in the state. The three primary traffic safety topics included in the survey are seat belt use, speeding and impaired driving. In 2012, the survey was revised to collect information on the important topic of distracted driving; two additional questions were added in 2013 to allow for the collection of more specific information on texting and cell phone use. The survey conducted in 2016 replicated the 2013, 2014 and 2015 surveys and will be repeated in 2017. Repeating key questions related to seat belt use, speeding, impaired driving and cell phone use and texting while driving enables GTSC to monitor trends over time in attitudes and reported behaviors related to these serious traffic safety issues.

PROGRAM MANAGEMENT FFY 2017 BUDGET SUMMARY

Strategy	Budget Amount	Source
New York's Highway Safety Strategic Plan	$ 20,000	402
Training Opportunities	40,000	402
Planning and Administration	760,000	402
Plan for Public Information and Education	20,000	402
Highway Safety Presentations and Workshops	30,000	402
Driver Behavior and Attitudinal Surveys	30,000	402
Total 402	**$ 900,000**	

PERFORMANCE REPORT

The Statewide Highway Safety Program and each of the Program Areas in the FFY 2017 HSSP include a Performance Report updating the status of the performance measures from the FFY 2016 HSSP. The table below summarizes these status reports for both the Core Measures and the additional measures established for New York's Highway Safety Program. The table also updates the three Activity Measures: Speeding Tickets, Seat Belt Tickets and Impaired Driving Arrests.

NEW YORK STATE
FFY 2017 HIGHWAY SAFETY STRATEGIC PLAN
PERFORMANCE REPORT ON CORE MEASURES

	CORE PERFORMANCE MEASURES	Most Current 2014	Target 2016	Status
C-1	Traffic Fatalities	1,039	1,163	**Target Met:** The previous upward trend ended in 2014 when traffic fatalities dropped to 1,039, a 14% decrease from 2013 and well below the target.
C-2	Serious Injuries	10,874	11,332	**Target Met:** Serious injuries continued on a downward trend declining to 10,874 in 2014, a 6% reduction over the previous year and dropping below the target.
C-3	Fatalities per 100 Million VMT	0.80	0.89	**Target Met:** The statewide fatality rate held steady at 0.92 per 100 million VMT from 2010-2013, before decreasing to 0.80 substantially below the target of 0.89.
	Urban Fatalities per 100 Million VMT	0.66	0.57	**Target Not Met:** The urban fatality rate increased to 0.66 in 2014 from 0.59 in 2012 and 2013, indicating that the target of 0.57 set for 2016 will be difficult to achieve.
	Rural Fatalities per 100 Million VMT	1.25	1.87	**Target Met:** The rural fatality rate which had been on an upward trend from 2011 to 2013, dropped to 1.25 in 2014, demonstrating greater improvement than the target set for 2016.
C-4	Unrestrained Passenger Vehicle Occupant Fatalities	155	183	**Target Met:** The downward tend in unrestrained passenger vehicle occupant fatalities continued on a downward trend, dropping substantially to 155 in 2014 and showing improvement beyond the target of 183 set for 2016.
C-5	Alcohol-Impaired Driving Fatalities	317	346	**Target Met:** Alcohol-impaired driving fatalities decreased to 317 in 2014 ending an upward trend between 2011 and 2013 and demonstrating greater improvement than the target of 346 set for 2016.
C-6	Speeding-Related Fatalities	322	340	**Target Met:** Speeding-related fatalities were on a downward trend from 2012 to 2014, decreasing from 363 to 322 and improving beyond the target of 340.
C-7	Motorcyclist Fatalities	148	165	**Target Met:** After remaining at 170 for three years, motorcyclists fatalities dropped to 148 in 2014, improving well beyond the reduction target of 165 set for 2016.
C-8	Unhelmeted Motorcyclist Fatalities	21	14	**Target Not Met:** The upward trend in unhelmeted motorcyclist fatalities continued increasing from 11 in 2011 to 21 in 2014 and showing no progress toward the target of 14.
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	97	126	**Target Met:** After increasing from 128 in 2011 to 140 in 2012, the number of drivers age 20 or younger involved in fatal crashes decreased to 130 in 2013, matching the target set for 2015.
C-10	Pedestrian Fatalities	263	318	**Target Not Met:** Pedestrian fatalities dropped from 336 in 2013 to 263 in 2014, a 22% reduction and far below the target of 318 set for 2016.
C-11	Bicyclist Fatalities	46	36	**Target Met:** The downward trend in bicyclist fatalities ended in 2014 when the number increased from 40 in 2013 to 46.
B-1	Seat Belt Use Rate	92%	93%	**Target Not Met:** While New York has been successful in maintaining a statewide seat belt use rate of 90%-91% since 2010, the target of 93% set for 2015 has not yet been achieved.

ADDITIONAL MEASURES	2014	Target 2016	
Persons Injured in Alcohol-Related Crashes	**5,674**	**5,987**	**Target Met:** The number of persons injured in alcohol-related crashes continued on a downward trend decreasing from 6,019 in 2013 to 5,674 in 2014, exceeding the reduction target of 5,987.
Fatalities in Drug-Related Crashes	**188**	**202**	**Target Met:** Fatalities in drug-related crashes declined from 208 in 2013 to 188 in 2014 demonstrating greater improvement than the target of 202 set for 2016.
Fatal & PI Crashes Involving Cell Phone Use or Texting	**377**	**373**	**Target Not Met:** After an upward trend between 2011 and 2014, fatal and PI crashes involving cell phone use or texting decreased to 377 in 2014 showing good progress toward the target of 373 set for 2016.
Motorcyclists Injured in Crashes	**4,237**	**4,412**	**Target Met:** The downward trend in the number of motorcyclists injured continued in 2014 when the number dropped to 4,237 surpassing the reduction target of 4,412.
Pedestrians Injured in Crashes	**14,906**	**15,382**	**Target Met:** Between 2013 and 2014, the number of pedestrians injured decreased 8% from 16,278 to 14,906 showing improvement beyond the target of 15,382 set for 2016.
Bicyclists Injured in Crashes	**5,647**	**5,956**	**Target Met:** The number of bicyclists injured declined from 6,140 in 2013 to 5,647 in 2014, exceeding the reduction target of 5,956.

ACTIVITY MEASURES	2012	2013	2014
Speeding Tickets	620,514	625,791	661,962
Seat Belt Tickets	248,421	229,769	197,986
Impaired Driving Arrests	51,255	50,805	47,763