New York State

Strategic Highway Safety Plan

2007

New York State Department of Transportation

Eliot Spitzer, Governor

Astrid C. Glynn, Acting Commissioner

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
ALBANY, N.Y. 12232
www.nysdot.gov

ASTRID C. GLYNN
ACTING COMMISSIONER

ELIOT SPITZER
GOVERNOR

May 18, 2007

Robert Arnold, Division Administrator
Federal Highway Safety Administration
New York Division
Leo O'Brien Building, Suite 719
Clinton Avenue and North pearl Street
Albany, NY 12207

RE: Strategic Highway Safety Plan

Dear Mr. Arnold:

Attached is the Strategic Highway Safety Plan for New York State for 2007, as required under the SAFETEA-LU legislation.

The Strategic Highway Safety Plan was developed through a collaborative process involving public and private sector safety partners at the federal, state and local levels. The plan also incorporates both behavioral and infrastructure strategies the state has developed to reduce crashes and their severity through application of engineering, enforcement and education principles, and emergency medical services protocols.

We appreciate the guidance and support your staff has provided in developing the Strategic Highway Safety Plan.

Sincerely,

Stanley Gee
Executive Deputy Commissioner

New York State
Strategic Highway Safety Plan
2007

TABLE OF CONTENTS

Vision 1

Goals 1

Introduction 2

Opportunities 2
Background 2
Partners 4
Development Process 5
Data Analysis 6

Emphasis Areas 6

Driver Behavior 9
Impaired Driving 9
Speeding and Other Aggressive Driving Behaviors 11
Occupant Protection 13

Pedestrians 15

Large Trucks 19

Motorcycles 23

Highways 25
Improve Data Analysis Tools and Capabilities 25
Improve the Design and Operation of Hwy. Intersections 26
Travel Lane Departures 28
Work Zone Safety 29

Emergency Medical Services 33
Emergency Medical Services Dispatch Services 33
Emergency Medical Services Partnerships 34
Pre-Hospital Training Programs 35
Road Condition and Incident Response 36
EMS Responder Crash Prevention 37

Traffic Safety Information Systems 39

Implementation Process 43

Evaluation Process 43

Next Steps 43

References 45

Glossary 47

Appendix A: Enabling Legislation 49

Appendix B: Federal Funding for Safety Programs FFY 2007 51

New York State
Strategic Highway Safety Plan
2007

VISION

New York's safety community will continue to work to ensure that its customers -- those who live, work and travel in New York State - have a safe, efficient, balanced and environmentally sound transportation system, and that safety is appropriately considered in all education, enforcement, engineering and emergency medical services activities in New York State in order to reduce fatal and injury crashes.

GOALS

Reduce motor vehicle fatalities from 1,410 in 2005 to 1,285 in 2011

Reduce the Fatal Crash Rate/100 Million Vehicle Miles Traveled (VMT)
from 1.00 in 2004 to .90 in 2011

MOTOR VEHICLE FATALITIES AND FATAL CRASH RATE IN NEW YORK STATE, 2002-2005

	2002	2003	2004	2005	2007 Goal	2011 Goal
Fatalities	1,509	1,477	1,495	1,410	1,387	1,285
Fatal Crash Rate/100 Million VMT	1.04	1.00	1.00	0.93	0.92	0.90

INTRODUCTION

Opportunities

The purpose of the *Strategic Highway Safety Plan* is to promote best practices and strategies that, if implemented, could have a substantial impact on reducing fatal and injury crashes. SAFETEA-LU, the 2005 federal surface transportation authorizing legislation (See Appendix A) clearly supports the view that the states are to consider the transportation system as a connected network. Boundaries, whether defined by state, county or local jurisdictions are not to be considered as barriers to improving safety. The "system" should address the needs of "*engineering, management, operation, education, enforcement, and emergency services elements (including integrated, interoperable emergency communications) of highway safety as key factors in evaluating highway projects*" for all public roads. This Strategic Highway Safety Plan, developed under the requirements of this new legislation, offers the State the opportunity to advance transportation safety programs and partnerships. Collectively pursuing changes to institutional relationships will allow New York to improve safety for all users of the system, integrate new technologies, manage risk, and maximize the use and safety of all modes of transportation.

The NYS Department of Transportation must use this legislative mandate as an opportunity to use technology to partner with safety agencies and groups to create more seamless and compatible avenues for data sharing and exchange. Creation of enhanced data analysis tools must be a priority if the state is to maintain and improve the transportation system to accommodate a changing demographic profile, in-vehicle and roadway enhancements, as well as user confidence in the reliability and safety of the system. Strengthened partnerships with the Metropolitan Planning Organizations, authorities, and local transportation agencies are vital if the state is to realize efficiencies in using limited resources for pedestrian, bicycle, driver, vehicle, and roadway safety improvements. Improving data and communication linkages are vital first steps toward improving the safety of a transportation system that is projected to have increased customer demands on its use.

Background

New York State has long been a national leader in the implementation of ground-breaking legislation and programs to improve highway safety. These ongoing efforts have had a positive impact; over the past ten years, 1996-2005, the number of motor vehicle fatal crashes and the number of fatalities on New York State's roadways have been on general downward trends. During this time period, both fatal crashes and fatalities declined by approximately 10 percent, compared to nearly a five percent increase in fatal crashes and a three percent increase in fatalities nationwide.

As required under the new federal SAFETEA-LU legislation, the New York State Department of Transportation has developed this *Strategic Highway Safety Plan* (SHSP) through a collaborative process involving its public and private sector safety partners at the federal, state and local levels. The purpose of the SHSP is to identify the major areas where New York's safety community will be focusing its resources and expertise to achieve further reductions in crashes, fatalities and injuries. The priorities emphasized in this comprehensive planning document reflect the results of the other strategic planning processes undertaken in the state to meet federal eligibility requirements for funding in specific program areas.

The Governor's Traffic Safety Committee (GTSC) has traditionally led the state in establishing overall traffic safety priorities under the federal Section 402 program and various incentive grant programs in areas such as occupant protection, impaired driving and traffic records improvements. The *Highway Safety Strategic Plan (HSSP),* submitted annually to the National Highway Traffic Safety Administration (NHTSA), articulates New York's traffic safety priorities at both the state and local level and the state's performance-based plan for achieving its goals. The *Traffic Safety Information Systems Strategic Plan,* coordinated by the GTSC, describes the state's traffic records systems and the initiatives underway to improve these systems.

New York State's *Commercial Vehicle Safety Plan (CVSP)*, submitted annually to the Federal Motor Carrier Safety Administration (FMCSA), outlines performance-based strategies developed to reduce fatal and serious injury crashes involving large trucks and buses on New York's highways. The Departments of Transportation and Motor Vehicles, the Division of State Police and other enforcement groups, as well as the motor carrier industry, partner with the FMCSA to improve the safety and security of New York's highways for the movement of goods and people.

The *Comprehensive Highway Safety Plan (CHSP),* modeled after the American Association of State Highway Transportation Officials *AASHTO Strategic Highway Safety Plan,* is intended to complement the more specific strategic safety plans previously developed. The adoption of the AASHTO model, with its concept of focusing on a few "emphasis areas" to reduce crashes and their severity, continues under the *Strategic Highway Safety Plan.* The CHSP outlines the ongoing and new strategies and programs the state is advancing to reduce fatal and injury crashes; these strategies and programs are organized under the following topics: Drivers, Special Users, Vehicles, Highways, Emergency Medical Services and Management/Data Systems. The SHSP is intended to build on and progress the concepts and strategies articulated in the CHSP.

The New York State Emergency Medical Services Council has developed the *New York State Emergency Medical Services Plan* to underscore the need to continue to develop cooperative, functional, integrated and interoperable emergency medical services systems throughout the state.

A final category of strategic safety plans developed in New York State are the NYS Statewide Master Plan and the Metropolitan Planning Organizations Long Range Transportation Plans. These plans contain a safety element and consistently advance policies, programs and projects designed to prioritize economic, environmental, and social initiatives in order to foster safe, livable communities. State, regional and local planners provide guidance and technical analysis for driver, transit, pedestrian, and bicycle issues to further the development of a safe environment for all users of the rural, suburban, and urban transportation systems. The State Transportation Improvement Program administered by the Department of Transportation reflects the focus of the state's collective planning efforts. The goals, objectives and strategies outlined in the SHSP are intended to support the specific goals and objectives of the state's various safety plans and transportation planning documents.

Partners

New York State's *Strategic Highway Safety Plan* was prepared under the direction of the state's Department of Transportation and the Governor's Traffic Safety Committee. To assist in developing the plan, more than 100 representatives from the state's major highway safety organizations participated in this process. The participating organizations include:

Adirondack-Glens Falls Transportation Council
Albany County Department of Public Works
Binghamton Metropolitan Transportation Study
Capital District Transportation Committee
City of Troy, Planning Department
Cornell Local Roads Program
County Traffic Safety Boards
Federal Highway Administration
Federal Motor Carrier Safety Administration
Governor's Traffic Safety Committee
Governor's Traffic Safety Committee – Motorcycle Program
Hudson Valley Regional EMS Council
Institute for Traffic Safety Management and Research
National Highway Traffic Safety Administration
New York City Department of Transportation
New York Metropolitan Transportation Council
NYS Chiefs of Police
NYS Department of Health
NYS Department of Motor Vehicles
NYS Department of Transportation
NYS Division of Criminal Justice Services
NYS Division of Probation and Correctional Alternatives
NYS Division of State Police
NYS Liquor Authority
NYS Metropolitan Planning Organizations' Safety Working Group
NYS Motor Truck Association
NYS Office of Court Administration
NYS Office of Cyber Security and Critical Infrastructure Coordination
NYS Sheriffs' Association
NYS STOP-DWI Coordinator's Association
NYS Thruway Authority
Poughkeepsie-Dutchess County Transportation Council
Westchester Regional EMS Council

Development Process

The *Strategic Highway Safety Plan* was developed through a process that is consistent with New York's collaborative practices developed over the last twenty years. Formal and informal collaborative partnerships have been established in response to safety mandates and a perceived need to approach roadway and user behavior problems in a holistic manner.

The Department of Transportation (NYSDOT) uses engineering standards, implements operational improvements and partners with safety stakeholder organizations to ensure the safety of the users of the system. The commercial vehicle safety program is dependent on partnerships among NYSDOT, enforcement agencies and the motor carrier industry. Enforcement groups ensure the safety of communities and the traveling public. The Governor's Traffic Safety Committee's mission is to create opportunities to improve driver behavior and foster safer communities. The Metropolitan Planning Organizations use a collaborative process to improve transportation and the quality of life. The Department of Motor Vehicles regulates drivers and vehicles to ensure that a standard of driver competence and vehicle safety is maintained. All organizations use the crash, volume, and other driver and highway data maintained in the state's various traffic records systems. Professional and volunteer safety advocacy groups work for change in all areas of safety from improving dangerous driving behaviors to ensuring greater opportunities and safer accommodation for the more vulnerable users of the transportation system.

The initial step in the development process was to convene a Working Group consisting of members of the key organizations with responsibilities for the safety of the state's highway transportation system. The group was charged with establishing a statewide goal for the *Strategic Highway Safety Plan* that would be consistent with the SAFETEA-LU legislative requirement to "*achieve a significant reduction in traffic fatalities and serious injuries on public roads.*" The Governor's Traffic Safety Committee uses motor vehicle fatalities and the fatal crash rate per one million vehicle miles traveled (traffic volume), as its performance measures. To ensure consistency with the goals of the state's various individual strategic plans to focus activities on reducing fatal and serious injury accidents, the working group adopted the goal established in the Governor's Traffic Safety Committee's *Highway Safety Strategic Plan* for the *Strategic Highway Safety Plan*.

Since the legislation requires that the state's plan be data driven, the Working Group was also charged with identifying the major traffic safety areas that would be designated as the emphasis areas in the *Strategic Highway Safety Plan*. The most recent data available on crashes, fatalities and serious injuries were reviewed to determine where the greatest impact on these measures could be achieved. The state undertook a similar analysis in developing both the current Highway Safety Strategic Plan and the Comprehensive Highway Safety Plan the previous year. The following seven areas were designated as the emphasis areas for the SHSP: Driver Behavior (impaired driving, speeding and other aggressive behaviors and occupant protection), Pedestrians, Large Trucks, Motorcycles, Highways, Emergency Medical Services, and Traffic Safety Information Services. Team leaders were selected for each of these emphasis areas and charged with developing a multidisciplinary team to develop a statement of the major issues, objectives and performance measures, and specific strategies for achieving the objectives.

Data Analysis

The highway safety data compiled and analyzed during the development of the various performance-based strategic plans (the *Highway Safety Strategic Plan*, the *Commercial Vehicle Safety Plan* and the *Comprehensive Highway Safety Plan)* provided the basis for the development of the state's overarching goal for reducing motor vehicle fatalities. These data were also analyzed to determine the program areas where the greatest impact on fatalities could be achieved and identify the major issues that must be addressed if these reductions in fatalities were to be achieved. A fatality-reduction target was established for each of these emphasis areas identified for inclusion in the SHSP.

The primary source for the motor vehicle data used in the development of the SHSP was the Department of Motor Vehicle's Accident Information System (AIS); the Department of Transportation's SAFETYNET and Safety Information Management System (SIMS) were additional sources of data. The increased electronic reporting of crashes through TraCS and the implementation of the Accident Location Information System (ALIS) within the next year are expected to further improve the quality of the state's crash data systems.

In addition to the data maintained at the state level, Metropolitan Planning Organizations, local governments and enforcement agencies maintain data at the local level. To satisfy the SAFETEA-LU requirement to address the state transportation network with parity, the state will initiate a number of collaborative studies to determine baseline data availability for the entire transportation network. In addition, a collaborative effort will be undertaken to develop a data-driven system to guide the state in creating a logical crash analysis program and developing tools to achieve parity between the state and local systems.

Emphasis Areas

The recently published *Comprehensive Highway Safety Plan* (CHSP), the product of a collaborative process involving more than 60 partners, provided the basis for the identification of the priority areas to be addressed in the *Strategic Highway Safety Plan* (SHSP). The CHSP, which closely followed the AASHTO model, was organized under six major topics related to the safety of the state's highway transportation system: Drivers, Special Users (including pedestrians and bicyclists), Vehicles (including large trucks and motorcycles), Highways, Emergency Medical Services, and Management. Within each of these six areas, motor vehicle crash, fatality and injury data related to several specific topics were presented and key safety issues were identified. The CHSP also included a list of strategies and specific programs intended to address issues in these six major areas.

The SHSP reflects the areas of driver behavior, pedestrian, and motorcycle crash experience that are targeted in the CHSP and the Governor's Traffic Safety Committee's *Highway Safety Strategic Plan* (HSSP). The emphasis area for Large Trucks is derived from the *Commercial Vehicle Safety Plan* (CVSP) process. The strategies chosen have historically been the most successful at achieving results. It was the consensus of the working groups that these strategies also offer the greatest potential for helping to achieve the goal set for the coming year. It was also acknowledged that some strategies are long term and will take more time to

contribute toward reaching the goal. Based on the information included in the CHSP, the HSSP, and the CVSP, improvements in the following highway safety areas were determined to be vital to reaching the goal set for the overall SHSP:

Driver Behavior

Pedestrians

Large Trucks

Motorcycles

Highways

Emergency Medical Services

Traffic Safety Information Systems

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DRIVER BEHAVIOR

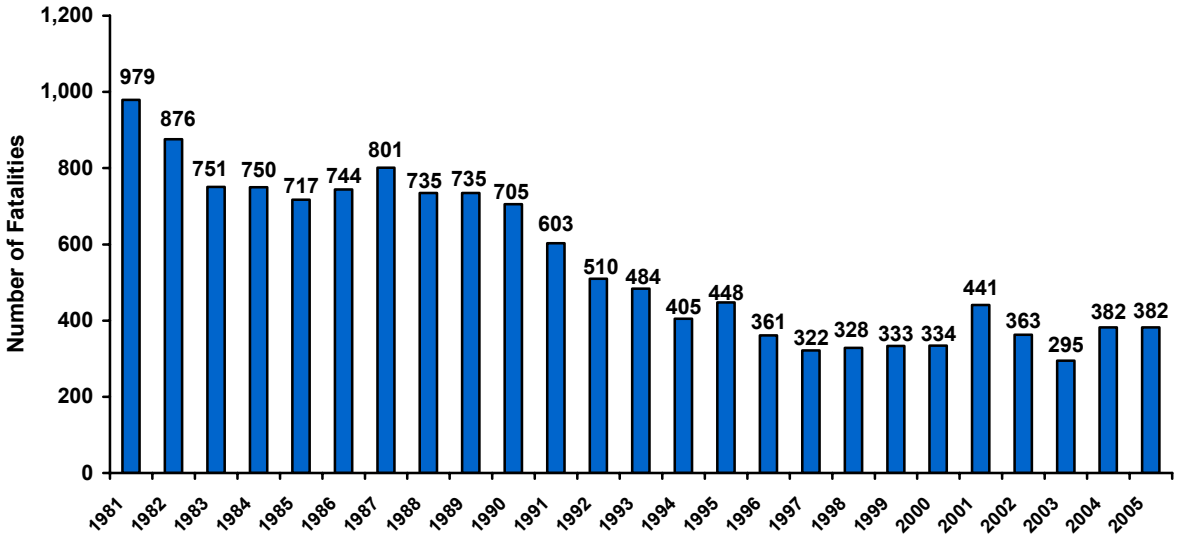
Whether it is a driver's failure to wear a seat belt or unsafe actions such as driving while impaired, speeding or other types of aggressive driving, human behavior is a major factor in crashes and the severity of the injuries suffered. In order to reduce motor vehicle crashes, fatalities and injuries, New York must find ways to meet the challenge of changing driver behavior.

IMPAIRED DRIVING

Background

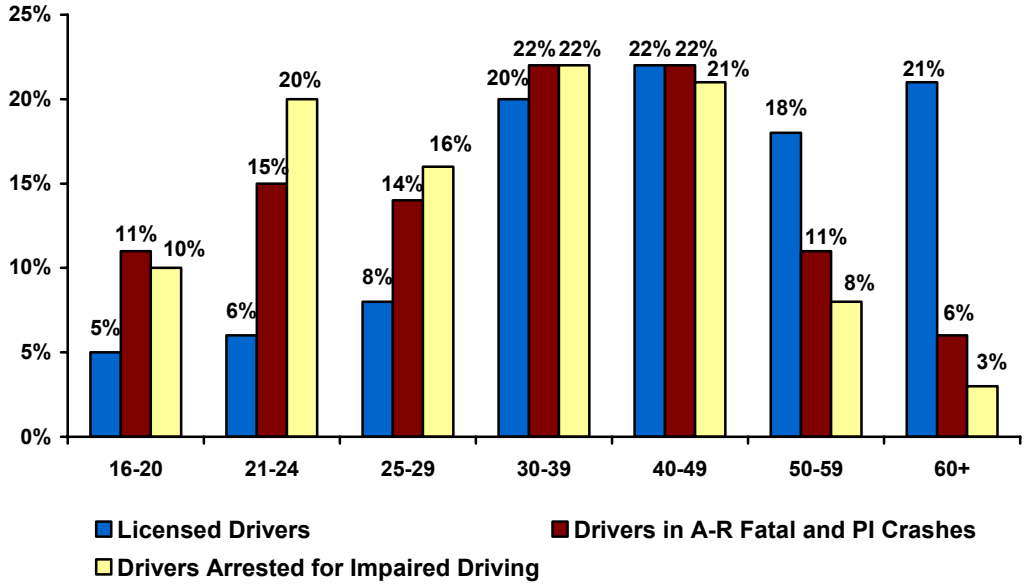
Alcohol and other drug-impaired driving threaten the safety of all highway users in New York State. Since November 1981, when New York implemented the nation's first comprehensive, self-sustaining program to combat drinking and driving known as STOP-DWI, New York has been at the forefront of innovative and aggressive efforts to reduce impaired driving. As a result of New York's strict laws, policies and programs, significant progress has been made in reducing alcohol-related motor vehicle crashes, injuries and fatalities over the past twenty-five years.

NEW YORK STATE
ALCOHOL-RELATED FATALITIES
1981-2005



Despite the tremendous progress in reducing alcohol-related fatalities, there is evidence that the progress has not been sustained in the last five years. In 2004 and again in 2005, 382 persons were killed in impaired driving crashes. Of special concern are those drivers under 21 years of age and between the ages of 21 and 39 who are overrepresented in crashes. These age groups are also overrepresented in arrests for impaired driving.

NEW YORK STATE
PERCENT OF LICENSED DRIVERS, DRIVERS INVOLVED IN ALCOHOL-RELATED FATAL ANDPERSONAL INJURY CRASHES, AND DRIVERS ARRESTED FOR IMPAIRED DRIVING BY AGE GROUP, 2005



Impaired drivers with high BACs and repeat offenders, many of whom continue to drive after their license has been suspended or revoked, also constitute a major threat to the safety of New York's roadways. Additional efforts targeting these especially dangerous drivers are critical for reducing motor vehicle crashes, fatalities, and injuries in the state.

Objective

- ► Reduce the number of alcohol-related traffic fatalities from an annual average of 353 in 2003-2005 to 320 in 2007

Performance Measure

- ► Number of alcohol-related traffic fatalities

Strategy

Continue to participate in statewide and national enforcement campaigns to reduce impaired driving in addition to developing enforcement strategies targeting high risk groups including young drivers, motorcyclists, repeat offenders, and high BAC drivers

Performance Measures

- ► Number of statewide and national impaired driving enforcement campaigns conducted
- ► Number of police agencies participating in statewide and national impaired driving enforcement campaigns

- Number of special enforcement efforts targeting high-risk groups implemented
- Number of tickets issued for impaired driving violations

Strategy

Enhance the coordination and exchange of ideas among state agencies, advocacy groups and other organizations regarding strategies for reducing impaired driving

Performance Measures

- Establishment of impaired driving coalition
- Number of agencies and organizations participating in coalition
- List of recommended strategies to reduce impaired driving

Strategy

Conduct research to determine the extent to which the mandated penalties are imposed by the courts, follow-up monitoring of the implementation of the penalties is conducted, and impaired driving offenders are complying with the penalties imposed

Performance Measures

- Number of studies conducted and topics covered
- Number of drivers arrested for Aggravated Unlicensed Operation (AUO)
- Recidivism rate among arrested impaired drivers

SPEEDING AND OTHER AGGRESSIVE DRIVING BEHAVIORS

Background

While there has been a downward trend in fatal and personal injury crashes in New York State since 2003, the proportion of crashes involving speeding and other aggressive driving behaviors has remained constant. Between 2003 and 2005, "failure to yield the right-of-way" was reported as a contributing factor in 16% of fatal and personal injury crashes, "following too closely" contributed to 14% of the crashes and 11% involved "unsafe speed."

NEW YORK STATE
CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY (F/PI) CRASHES
2003-2005

	2003		2004		2005	
Police-Reported F/PI Crashes	**142,287**		**133,314**		**128,581**	
Failure to Yield Right-of-Way	23,462	16.5%	21,987	16.5%	20,714	16.1%
Following Too Closely	19,331	13.6%	18,470	13.9%	17,780	13.8%
Unsafe Speed	15,319	10.8%	14,615	11.0%	14,244	11.1%

Objectives

- Reduce the number of fatal and personal injury motor vehicle crashes in which "failure to yield the right-of-way" is reported to be a contributing factor from 20,714 in 2005 to 18,695 in 2007
- Reduce the number of fatal and personal injury motor vehicle crashes in which "following too closely" is reported to be a contributing factor from 17,780 in 2005 to 16,730 in 2007
- Reduce the number of fatal and personal injury motor vehicle crashes in which "unsafe speed" is reported to be a contributing factor from 14,244 in 2005 to 13,680 in 2007

Performance Measures

- Number of fatal and personal injury motor vehicle crashes in which "failure to yield the right-of-way" is reported to be a contributing factor
- Number of fatal and personal injury motor vehicle crashes in which "following too closely" is reported to be a contributing factor
- Number of fatal and personal injury motor vehicle crashes in which "unsafe speed" is reported to be a contributing factor

Strategy

Expand the high visibility speed enforcement campaign throughout New York State

New York, New Jersey, and Connecticut have undertaken a cooperative project to reduce speeding in the metropolitan New York City area. This program, which involves highly-publicized speed enforcement mobilizations, will be used as the model for a new speed enforcement effort implemented throughout New York State.

Performance Measures

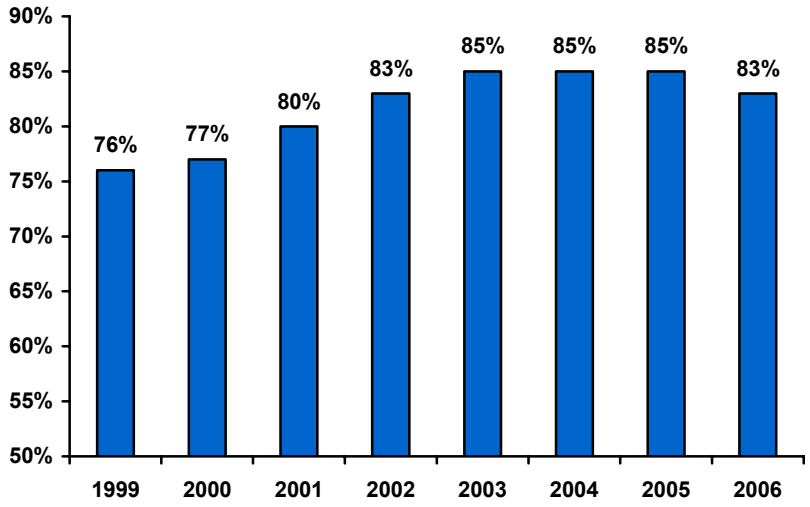
- Number of statewide speed enforcement efforts conducted
- Number of police agencies participating in statewide speed enforcement campaigns
- Number of tickets issued for speeding violations

OCCUPANT PROTECTION

Background

In 1984, New York became the first state in the nation to implement a mandatory seat belt law, producing an immediate increase in belt use from 16% to 57%. Although gradually increasing to a high of 85% in 2003, the state's usage rate has remained relatively unchanged for the past five years. Ongoing efforts must continue in order to retain the current level of compliance while new strategies and approaches must be identified to change the behavior of the 17 percent of motorists who continue to disobey the seat belt law.

NEW YORK STATE
SEAT BELT USAGE RATES
1999 - 2006



Objectives

- Increase the statewide seat belt usage rate from 83% in 2006 to 86% in 2007
- Reduce the proportion of vehicle occupants covered by the seat belt law who are killed in crashes from 0.25% in 2005 to 0.23% in 2007
- Reduce the proportion of vehicle occupants covered by the seat belt law who suffer serious injuries in crashes from 2.59% in 2005 to 2.50% in 2007

Performance Measures

- Proportion of front seat occupants observed wearing seat belts
- Proportion of vehicle occupants covered by the seat belt law who are killed in crashes
- Proportion of vehicle occupants covered by the seat belt law who suffer serious injuries in crashes

Strategy

Enhance seat belt enforcement efforts by continuing to conduct high visibility enforcement campaigns statewide in addition to implementing special enforcement efforts targeting low use areas of the state

Performance Measures

- Number of enforcement waves and other enforcement efforts conducted
- Number of enforcement agencies participating in efforts
- Number of seat belt tickets issued

Strategy

Conduct research to identify target populations within New York State that do not comply with the law and develop strategies for increasing restraint use among these groups

Performance Measures

- Completed analyses of target populations
- List of recommended strategies to increase seat belt use among various target populations

PEDESTRIANS

Background

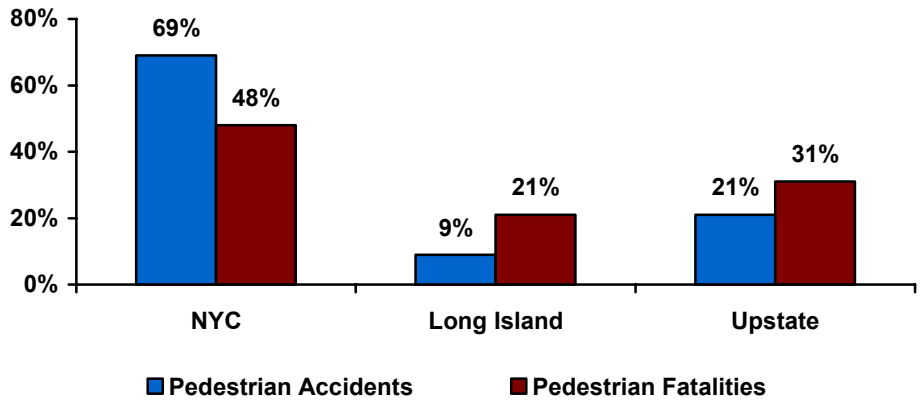
Each year, pedestrians are involved in approximately one-quarter of the fatal motor vehicle crashes that occur on New York State's roadways, more than twice the national average of 11 percent. While the total number of motor vehicle fatalities in New York State dropped from 1,495 in 2004 to 1,410 in 2005, the number of pedestrians killed remained constant at 328. Although the number of pedestrians injured in crashes has declined steadily since 2003, the proportion of injury crashes that involved a pedestrian remained constant at approximately 10 percent.

NEW YORK STATE
PEDESTRIAN CRASHES, FATALITIES AND INJURIES
2003-2005

	2003	2004	2005
Pedestrian Fatal Crashes	**324**	**322**	**327**
% of all fatal crashes	24.0%	23.5%	25.0%
# of pedestrians killed	327	328	328
Pedestrian Injury Crashes	**16,529**	**15,522**	**15,349**
% of all injury crashes	9.9%	10.0%	10.5%
# of pedestrians injured	16,665	15,678	15,392

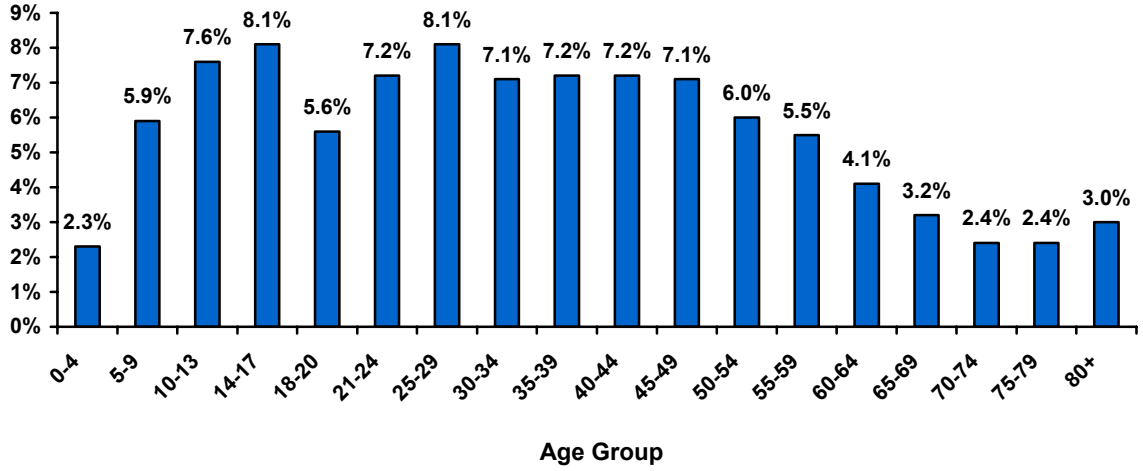
Nearly seven out of ten pedestrian crashes and one-half of the state's pedestrian fatalities in 2005 occurred within the five boroughs of New York City. While fewer pedestrian crashes occurred in the Long Island and Upstate regions, the pedestrians involved in crashes in those regions were more likely to sustain fatal injuries.

PEDESTRIAN CRASHES AND FATALITIES BY REGION, 2005



Of particular concern is the large number of children killed and injured in pedestrian crashes. As indicated in the figure below, children up through the age of 17 are particularly vulnerable to being struck by a motor vehicle and sustaining injuries and even fatalities. Nearly one-quarter (24%) of the pedestrians killed or injured in 2005 were children under 18 years of age.

NEW YORK STATE
AGE OF PEDESTRIANS KILLED OR INJURED
2005



Objective

- ► Reduce the number of pedestrians killed in traffic crashes statewide from 328 in 2005 to 318 in 2007

Performance Measure

- ► Number of pedestrian fatalities

Strategy

Continue to promote public awareness of pedestrian safety issues and educate pedestrians and motorists on ways to avoid crashes

Pedestrians are among the most vulnerable highway users. Pedestrian safety educational programs will continue to be conducted for persons of all ages, especially those in the youngest age groups. Local communities will continue to be encouraged to participate in educational programs, such as the national Walk Our Children to School program and to provide instruction to children and other pedestrians on traffic laws, safe street-crossing behaviors, and the importance of obeying pedestrian signals.

Educational efforts targeting motorists are also key to improving pedestrian safety. The implementation of statewide media campaigns to raise public awareness of pedestrian safety issues and educate motorists on avoiding crashes involving pedestrians will also continue.

Performance Measures

- ► Number of communities implementing pedestrian safety programs
- ► Number of schools participating in the Walk Our Children to School program
- ► Number of media campaigns conducted
- ► Number of times media spots aired

Strategy

Continue to develop and implement engineering solutions to pedestrian safety problems

Efforts to provide a safe environment for pedestrians will continue. This will include the implementation of the federal Safe Routes to School program that is intended to facilitate the planning, development and implementation of projects and activities to improve safety in the vicinity of schools and enable and encourage more children to walk to school. Engineering solutions will also continue to be sought for intersections and other locations with high numbers of pedestrian crashes.

Performance Measures

- ► Number of Safe Routes to School projects implemented
- ► Number of sidewalk and/or shoulder improvements
- ► Number of pedestrian countdown timers installed
- ► Number of engineering improvements implemented at high pedestrian crash locations

Strategy

Continue to increase enforcement in documented high pedestrian crash locations, using tools such as Traffic STAT in New York City and TraCS to identify real-time hot spots

The enforcement program will target pedestrians and motorists in violation of vehicle and traffic laws.

Performance Measures

- ► Number of tickets issued to pedestrians at high pedestrian crash locations
- ► Number of tickets issued to motorists at high pedestrian crash locations
- ► Number of tickets issued to motorists violating pedestrian crosswalk laws

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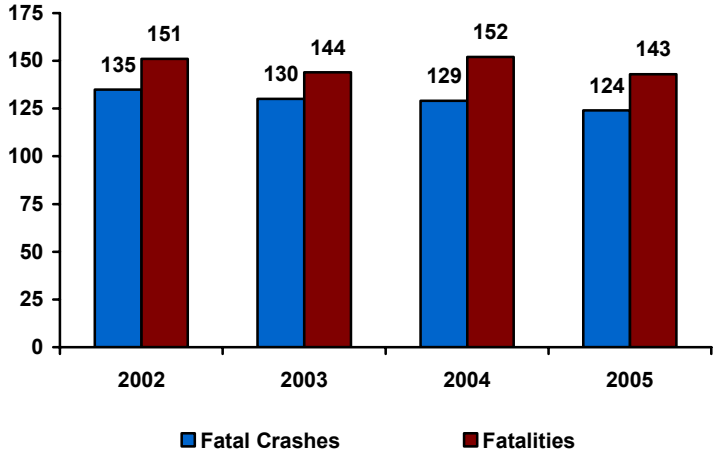
LARGE TRUCKS

Background

Approximately ten percent of the fatal motor vehicle crashes that occur in New York State and five percent of the serious injury crashes involve a large truck. The discrepancy in vehicle size increases the risk of serious injury or death among the occupants of other vehicles involved in crashes with large trucks. Since 2002, the number of large truck fatal crashes has declined from 135 in 2002 to 124 in 2005; over the same time period, the number of fatalities fluctuated between approximately 140 and 150.

NEW YORK STATE
LARGE TRUCK FATAL CRASHES
2002-2005



Studies at both the national and state levels indicate that the majority of crashes involving a large truck and another vehicle are the result of aggressive driving and other unsafe driving behaviors by the commercial vehicle operator, the passenger car driver, or both. The unsafe behaviors most commonly attributed to commercial vehicle drivers involved in two-vehicle crashes in New York in 2005 were "following too closely" (10%), "driver inattention/distraction" (9%), and "failure to yield the right of way" (7%). "Driver inattention/distraction" (10%) and "failure to yield the right of way" (8%) on the part of the passenger vehicle driver were also major factors in crashes with large trucks. In these collisions with large trucks, the passenger vehicle driver was more than twice as likely to be speeding than the commercial vehicle driver. It is also speculated that in many of the crashes where the truck was reported to be "following too closely," the passenger vehicle actually cut in front of the truck. Enforcement targeting these types of behaviors by the drivers of both commercial vehicles and passenger vehicles is critical to reducing crashes involving large trucks.

The transportation of hazardous materials by motor carriers further reinforces the need to focus on ensuring the safety and the security of the state's commercial transportation system. The potentially catastrophic impact on public health and safety, as well as the economy, if a crash or other incident occurs, warrants extra measures to improve the safety of both the driver and the vehicle. The 9/11 terrorist attacks added another dimension to these concerns by heightening

awareness of the potential use of these hazardous materials vehicles as weapons. Since 9/11, extensive measures to enhance security have been integrated into the commercial transportation program.

The communication of information to the carrier population in New York is essential to achieving compliance with the rules and regulations governing commercial vehicle safety. Of particular concern are smaller carriers and owner operators who have limited time and other resources; these carriers may not be aware of the safety measures they are required to implement and lack the knowledge of how to access the information they need.

Objective

- ► Reduce the number of fatalities in crashes involving large trucks from an annual average of 147 for 2003-2005 to 130 in 2007.

Performance Measure

- ► Number of fatalities in large truck crashes

Strategy

Maintain the current level of roadside inspections performed, with special details focusing on hours-of-service, border security, hazardous materials, off-peak times, curbside passenger services, and non-interstate roadways

Motor carrier compliance with federal regulations and state laws remains the focal point of efforts to reduce commercial motor vehicle crashes and maintain homeland security. Compliance with regulations in the areas of driver hours-of-service, driver qualifications, over-dimension vehicles, transportation of hazardous materials, and proper load securement is critical. It is also important to enhance the state's roadside inspection program by increasing the number of inspections conducted on non-interstate roads where the majority of large truck crashes occur.

Performance Measures

- ► Number of inspections performed
- ► Number of driver violations cited
- ► Number of vehicle violations cited
- ► Proportion of drivers/vehicles placed out-of-service

Strategy

Conduct enforcement details focusing on moving violations committed by both commercial vehicle operators and non-commercial vehicle operators; target the enforcement on the types of roadways and in the regions of the state where the greatest numbers of crashes are occurring

Because the behaviors and unsafe actions of commercial vehicle drivers, as well as the drivers of other vehicles on the roadway, play a substantial role in crashes, routine traffic enforcement by the New York State Police and local police agencies targeting high crash roadways and corridors is an important component of New York's commercial vehicle safety program.

Performance Measures

- Number of enforcement details
- Number of moving violations issued to CMV drivers
- Number of moving violations issued to other vehicle drivers
- Number of large truck crashes where speeding is reported as a contributing factor
- Number of large truck crashes where driver inattention/distraction is reported as a contributing factor
- Number of large truck crashes where following too closely is reported as a contributing factor

Strategy

Maintain and enhance outreach efforts with the motor carrier industry to provide education and training that will improve the safety and security of New York's roadways

Commercial vehicle safety awareness and education are essential components of the state's comprehensive commercial vehicle safety program. Technical assistance and safety education will be provided in various venues, including presentations to trade associations and individual carriers, co-hosting an annual Truck Safety and Driver Education Conference, and providing direct technical assistance to drivers, carriers, and enforcement personnel as requested.

Performance Measures

- Number of outreach and education efforts conducted
- Number of carriers receiving education and training

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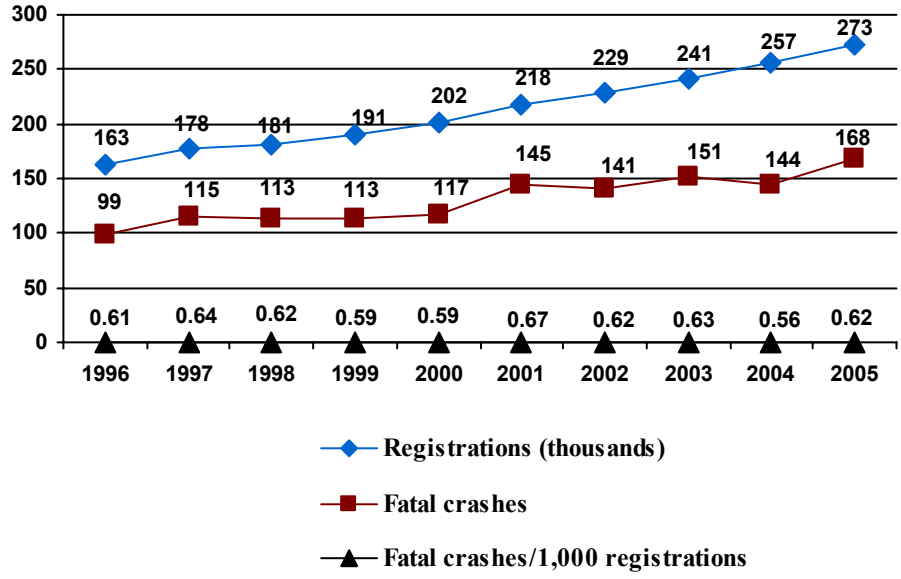
MOTORCYCLES

Background

Motorcycling continues to grow as both a recreational activity and as a mode of transportation in New York. Over the past ten years, the number of motorcycle registrations has increased by 67 percent. Motorcycle fatal crashes have kept pace with this trend, increasing 70 percent over the same ten year period. Motorcyclist fatalities are also on an upward trend increasing from 155 to 163 between 2003 and 2005. With the large increases in the price of gas and steady motorcycle sales, the trends in motorcycle registrations, as well as motorcycle crashes and fatalities are expected to continue.

NEW YORK STATE
MOTORCYCLE REGISTRATIONS AND FATAL MOTORCYCLE CRASHES
1996 – 2005



Motorcyclists are among the most vulnerable motorists on the roadways, operating at the same speeds and on the same roads as other motorists, but without the same protection afforded by other types of motor vehicles. Unsafe actions, such as impaired driving and operating at unsafe speeds contribute to the involvement of motorcyclists in crashes. The increased popularity of "extreme" motorcycle riding and the dangers associated with the operation of motorcycles by inexperienced riders are also growing concerns. In addition, the number of unlicensed motorcycle operators on the state's roadways continues to be an issue.

Objective

- Reduce the number of motorcyclist fatalities from an annual average of 154 in 2003-2005 to 148 in 2007

Performance Measure

- Number of motorcyclist fatalities

Strategy

Expand the opportunities for motorcyclists to receive motorcycle rider education to improve their skills and encourage more to become licensed operators

The Motorcycle Safety Program established in New York in 1996 offers rider instruction and field training at 20 public training sites and nine military or police facilities around the state. As an incentive, the motorcycle license skills test is waived for those who successfully complete the course. In addition, riders who complete the course are also entitled to point and insurance reduction benefits. Where possible, New York will attempt to expand the network of training providers in order to reach new geographic areas and increase the number of courses available in high demand locations.

Performance Measures

- ► Number of new training sites operational
- ► Number of motorcycle operators completing training program
- ► Number of licensed motorcyclists
- ► Ratio of motorcycle licenses to motorcycle registrations

Strategy

Continue research to identify trends in motorcycle crashes, contributing factors to these crashes, the characteristics of the motorcyclists involved, and new and emerging issues that need to be addressed

In order to develop and implement effective programs and other countermeasures to reduce motorcycle crashes, research on the factors associated with the crashes is needed. The topics requiring further research include alcohol involvement in crashes, the impact of pocket bikes and high-speed "extreme" motorcycles, and unlicensed motorcycle operators.

Performance Measure

- ► Completed analytical studies on selected topics related to motorcycle safety

Strategy

Continue to include enforcement of unsafe driving behaviors by motorcyclists in general police enforcement activities targeting the general driving population

Performance Measure

- ► Number of tickets issued to motorcycle drivers for speeding
- ► Number of tickets issued to motorcycle drivers for impaired driving

HIGHWAYS

There are over 113,000 miles of highway in New York State. The NYS Department of Transportation (NYSDOT) is directly responsible for the safety of the almost 16,000 miles of the state transportation system. All other elements of the highway system are under the jurisdiction of municipalities, towns, villages and hamlets. Design standards, construction practices, and operational maintenance of the system all contribute to improving the safety of the transportation network. Safety, within the context of state or local responsibility and authority, has focused on reducing accidents and their severity by addressing high accident locations with solutions ranging from major construction projects to low cost maintenance activities such as signing or warning devices to influence driver behavior.

Under ISTEA, NYSDOT was asked to partner with safety and enforcement organizations to approach safety in a holistic manner rather than simply addressing roadway or driver problems. SAFETEA-LU has continued this mandate to reduce accidents and their severity through formal collaboration with partner agencies on all public roads. Transportation agencies are also required to address safety through specific programs that are designed to target potential and actual safety problems and concerns.

In addition, NYSDOT has developed an internal strategic safety goal: *Prevent transportation system related fatalities and injuries through cost effective management of risks.* Performance measures associated with this goal are tracked using a tool referred to as a *Dashboard Indicator* This tool allows NYSDOT to measure how successfully its safety programs are achieving results and what program changes are needed in order for the state to reach its goal.

IMPROVE DATA ANALYSIS TOOLS AND CAPABILITIES

Background

The crash experience of the almost 16,000 miles of state highway under the jurisdiction of the NYS Department of Transportation has traditionally been analyzed using the Department's Safety Information Management System. Volume data is also analyzed for the state system. SAFETEA-LU requires that crash history be considered for all public roads when addressing safety improvements. Data for the local system, those highways under the jurisdiction of local governments, are managed by each jurisdiction or coordinated through a Metropolitan Planning Organization. In order to meet the requirements of the federal legislation, New York must analyze the highway safety elements of the transportation network.

Objective

- ► Improve analysis tools to capture crash performance data for the state and local highway systems

Performance Measures

- ► Number and types of improvements made to the state and local highway data systems
- ► Analysis tools will evaluate all highways equitably
- ► Creation of a comprehensive data system

Strategy

Conduct a baseline analysis of available data and compatibility of data elements between state and local systems

The data elements and information system platform of state and local agencies is currently an unknown. The NYS DMV ALIS system does maintain numbers or frequency data for all crashes in the state. In order to analyze crashes with parity, crash frequency and volume (standard analysis elements) should be part of the data used for analysis.

Performance Measures

- ► Survey agencies to determine what data elements are needed
- ► Plan for capture of volume data
- ► Recommendations for action submitted to agencies

Strategy

Convene a statewide committee of key data users and owners or task the Traffic Records Coordinating Council to determine needed steps, timetable, and level of funding needed to meet the SAFETEA-LU requirement that the state "*advance the capabilities of the State for traffic records data collection, analysis, and integration with other sources of safety data ….in a manner that …includes all public roads"*

Performance Measures

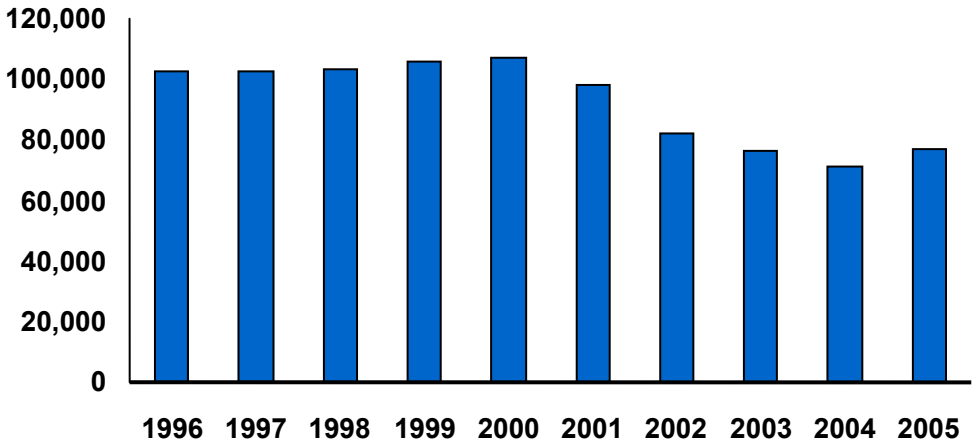
- ► Committee is established
- ► Committee consider the findings of the base line data survey
- ► Committee submit findings to management

IMPROVE THE DESIGN AND OPERATION OF HIGHWAY INTERSECTIONS

Background

Intersection crashes account for over a quarter of all highway fatalities in New York. Rear-end and left-turn collisions comprise nearly half of all two-vehicle crashes. Transportation agencies have developed safety programs that target high accident locations with infrastructure and operational-based improvements. Strategies that address location specific programs and projects as well as the use of applied technologies must be utilized on a system-wide basis if reductions in intersection accidents are to be realized.

NYS FATAL AND INJURY
INTERSECTION CRASHES, 1996 - 2005



Objective

- Reduce the number of fatal and injury intersection crashes from 77,161 in 2005 to 76,390 in 2007

Performance Measure

- Number of fatal and injury intersection crashes

Strategy

Analyze effectiveness of targeted intersection improvements

- Pursue installation of automated photo enforcement equipment – pilot with enforcement
- Prohibit right turn on red
- Address specific localized intersection performance problems
- Install intersection advance warning signs
- Improve geometry of left turn lanes, protected left turn lanes, and signal phasing
- Reconstruct intersections to roundabouts
- Improve Access Management – reduce access conflicts
- Signal timing improvements – installation of improved Traffic Controllers
- Pursue targeted enforcement
- Install *No Turn on Red* signals at pedestrian crossings when pedestrian button is activated
- Increase use of Leading Pedestrian Interval – increase “all red” times
- Incorporate National Cooperative Highway Research Program Report 500 Guidance into practice

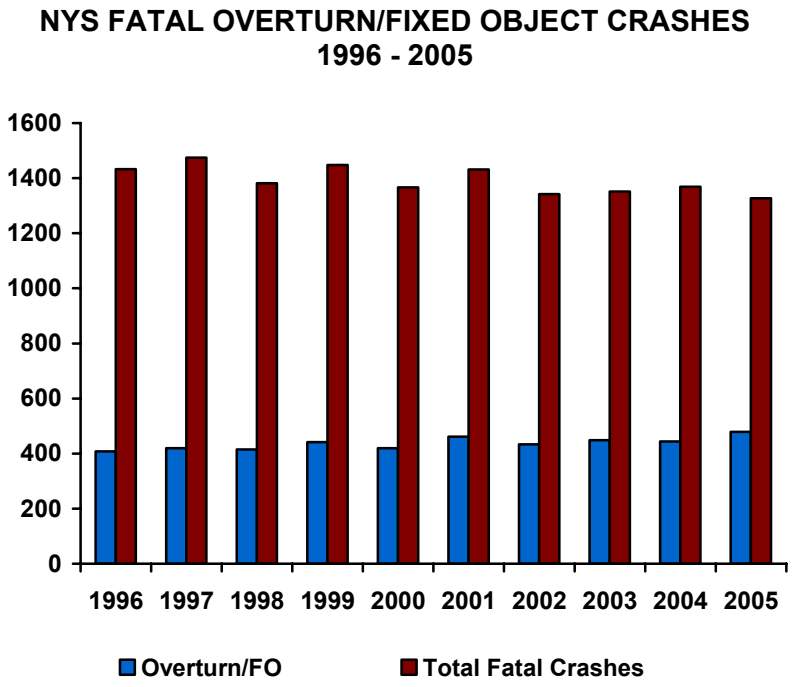
Performance Measures

- Number of right angle crashes at intersections
- Number of left turn opposing crashes (head-on) at intersections
- Number of pedestrian crashes at intersections
- Number of rear end crashes at intersections

TRAVEL LANE DEPARTURES

Background

In 2005, there were 479 fatal crashes in New York involving vehicles either overturning or colliding with a fixed object. This figure shows the importance of reducing the risk of vehicles overturning as well as improving the roadway environment for drivers to regain control of their vehicle if they do leave the lane of travel, whether through vehicle or roadway design or a combination of both.



Objective

- Reduce the number of lane departure fatal crashes from 479 in 2005 to 455 in 2007

Performance Measure

- Number of travel lane departure fatal crashes

Strategy

Continue systematic examination of roadway performance, focusing on targeted improvements

- Install center line rumblestrips on rural two lane highways
- Conduct road safety audits to evaluate reducing the number of appurtenances, improve roadside hardware, and remove, improve or protect fixed objects
- Advance shoulder improvements through widening shoulders, installing shoulder wedge joints and improving storm water removal
- Improve roadside delineation through the installation of all weather pavement markings and improved striping
- Study animal control countermeasures

Performance Measures

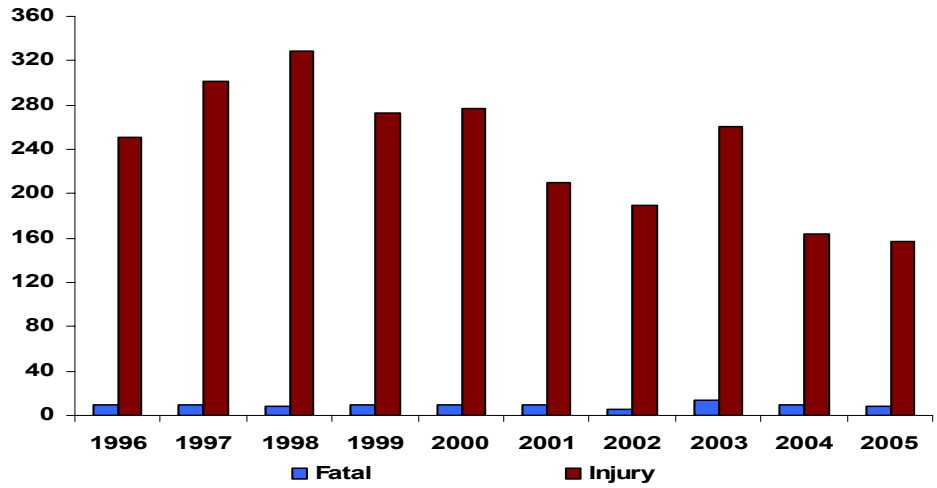
- Number of fixed object crashes
- Number head-on and/or crossover accidents
- Number of rollover crashes
- Number of side-swipe crashes

WORK ZONE SAFETY

Background

Work zones present users with a unique driving environment which requires drivers to make operating decisions outside the routine driving experience. An intrusion into a work zone is hazardous for both motorists and workers. Historically, work zone intrusions on the state system have not been consistent. This trend requires that continued attention be given to highway work zone design and implementation to promote a safe driving and working environment.

FATAL AND INJURY CRASHES IN NYSDOT CONSTRUCTION WORK ZONES 1996 - 2005



Objective

- Reduce the number of fatal and injury crashes in work zones from an annual average of 203 in 2003 -2005 to 190 in 2007

Performance Measure

- Number of fatal and injury crashes in work zones

Strategy

Continue systematic examination of work zone design, performance and enforcement efforts, focusing on targeted improvements

- Pursue photo enforcement in work zones
- Increase training of workers: FHWA, CLTAP, AGC
- Increase review of work zone design - review department work zone design policies
- Continue quality assurance inspection teams rating of work zone safety
- Improve quality control of work zone credibility (active vs. inactive)
- Increase police presence in work zones – Work Zone Safety Act of 2005
- Track effectiveness of before/after use of "Y*our Speed* " trailers in the work zone
- Use Traveler Information platform to inform public of construction activity
- Increase use of roadway closures and detours

- Develop technologies to deliver real time assessment of Work Zone performance
- Increase public awareness of schedule for roadway closures
- Increase use of PSAs and other public information to promote work zone safety messages

Performance Measures

- Number of fatalities in work zones
- Number of injuries in work zones
- Number of work zones inspected
- Number of "speeding in work zone" tickets issued
- Number of construction projects – monitor size of program (exposure) and types of projects (long term projects vs. short term projects)

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EMERGENCY MEDICAL SERVICES

Injuries resulting from motor vehicle crashes have a significant impact on the NYS health care system. In particular, the NYS pre-hospital care system has a pivotal role in saving lives resulting from motor vehicle crashes. In 2002, Emergency Medical Services (EMS) across the state responded to 95,981 motor vehicle related medical emergencies.

In 2001, 20,012 motor vehicle patients were admitted to hospitals. Of this number, 38 percent were severely injured trauma patients. Approximately nine percent of these patients were less than 13 years of age.

These data show that the pre-hospital system provides care for many patients resulting from serious vehicle crashes. So that EMS providers are equipped to handle these cases, the NYS emergency medical technician (EMT) curriculum at all five levels certified in NYS includes training on the assessment, treatment and transportation of critically injured patients.

Unfortunately, ambulance personnel are not immune from being victims of vehicle crashes. Consistently, there are approximately 400 ambulance crashes per year in NYS. Each year, there are three to four fatalities resulting from these crashes. Additionally, EMS personnel and/or their patients are injured during a motor vehicle crash. Thus, highway traffic safety is an issue that is critical on a personal note to all certified EMTs.

The EMS system is a critical component of the NYS infrastructure that strives to improve survival rates and prevent additional motor vehicle crashes.

EMERGENCY MEDICAL SERVICES DISPATCH SERVICES

Background

In NYS, dispatch systems vary across counties and within counties. There is no one state agency that regulates dispatch services, which is critical to timely and coordinated access to emergency medical care. Knowing the depth and scope of coverage within communities would enable the NYS Department Of Health (NYSDOH) to partner a bridge between pre-hospital and dispatch training, protocol development, and evaluation programs, particularly those that impact motor vehicle crashes.

Objectives

- ► Determine number and type of dispatch systems that operate in NYS
- ► Identify level of dispatch available

Performance Measure

- ► Number of dispatch centers studied within a 24-month period.

Strategy

NYSDOH in collaboration with the State EMS Council would conduct a study of dispatch centers in New York State

- Number of dispatch systems within each county
- Types of dispatch systems within each county
- Level of dispatch designation; e.g., how many are certified as emergency medical dispatch
- Types and level of training provided to dispatch systems
- Current interface between the dispatch system and its prehospital care system
- Opportunities for partnership on improving response to motor vehicle crashes.

Performance Measure

- Completed statewide study of dispatch centers within a 24-month period

EMERGENCY MEDICAL SERVICES PARTNERSHIPS

Background

As a first responder to a community's motor vehicle crashes, EMS personnel have knowledge of those highways and streets where crashes tend to occur with higher frequency. Timely knowledge of potential problem locations would be a valuable tool for municipal organizations to initiate safety investigations, design highway safety countermeasure treatments, and aid in creating targeted public awareness campaigns.

Objective

- Improve collaboration between regional EMS systems and municipal highway traffic safety planning organizations for the purpose of improving motor vehicle crash outcomes.

Performance Measure

- Number of EMS and Metropolitan Planning Organization partnerships formed

Strategy

Increase the participation and role of Regional EMS Councils in local and regional highway traffic safety boards and/or organizations

Efforts will be undertaken to increase the involvement of the state's 18 Regional EMS Councils with metropolitan planning organizations, state and local highway departments and traffic safety boards. One method will be to seek invitations to provide reports on local highway and/or street crash "hot spots."

Performance Measures

- Number of Regional EMS Councils represented on municipal traffic safety planning organizations
- Number of Regional EMS Councils represented on local Traffic Safety Boards

PRE-HOSPITAL TRAINING PROGRAMS

Background

Periodically, in partnership with the State Emergency Medical Advisory Committee, (SEMAC) the NYSDOH revises and/or issues new medical protocols for use by EMS providers. Some of these protocols have a direct impact on the care, treatment and transportation of patients resulting from motor vehicle crashes.

Objective

- Enhance pre-hospital training programs that specifically address highway safety issues, such as training for EMS providers in the application of the new medical protocols for the care of crash victims and crash scene management

Performance Measure

- Number of training sessions provided

Strategy

Train EMS providers in the use of the new medical protocols; provide funds and/or other support to certified EMS Course Sponsors to train EMS providers in the use of these protocols; and collaborate with Regional EMS Councils and/or Regional Emergency Medical Advisory Committees (REMAC) on the development and implementation of training programs

Performance Measures

- Within six months of adoption of a new and/or significantly revised pre-hospital medical protocol that directly relates to the care and treatment of a motor vehicle crash victim, a training program will be developed or adopted from approved sources
- During the first 12 months of this project, a pre-hospital scene management stand alone Continuing Medical Education program is developed or one is identified from reputable national sources and recommended for use in NYS
- Within 3 months of approval, the training program will be available to EMS regional partners, e.g., EMS Course Sponsors, REMSCOs, and REMACs
- Within a 12-month period, the NYSDOH and/or its regional contractors, e.g., REMSCOs, REMACs or EMS Course Sponsors, will conduct at least one rollout of the training program

ROAD CONDITION AND INCIDENT RESPONSE

Background

In an emergency (whether man-made or natural), EMS systems need access to roadways to respond to critically ill or injured patients. Often, EMS systems are not notified when municipal DOTs redirect traffic due to bad weather, poor road conditions, etc. This communication gap results in loss of time needed to reach patients. Including EMS systems in the initial notification of highway incident management communication will improve planning and response by EMS providers in reaching patients in the path of any detour resulting from a disaster.

Similarly, EMS system providers need to be notified when roads will close, traffic is diverted or road maintenance is planned. EMS providers need to know when to avoid these roads so that unnecessary delays in patient transportation are avoided.

Objective

- Improve communication pathways between EMS and Departments of Transportation/ Highway Management when activating emergency plans and/or construction plans

Performance Measure

- Number of counties developing communication networks on highway construction and incidents to EMS providers

Strategy

Provide a placeholder for regional and/or county EMS representatives in municipal DOT emergency management plan development and implementation

Performance Measures

- Within one-year, at least 25 percent of counties have invited regional EMS organizations or officials to participate in the development and/or review of its highway emergency plans

- Within one year, at least 25 percent of counties have invited EMS organizations or officials to participate in municipal traffic safety drills

- EMS is provided with a schedule of planned construction activities so that they plan their transportation routes during construction and maintenance work

Strategy

Apply web based and electronic messaging technology to EMS service providers

NYSDOT and the NYS Thruway use TransAlert messaging technology to send short e-mail messages to subscribers informing them, in near-real time, of significant traffic-related incidents occurring on the interstates, parkways and other major state highways. TransAlert messages inform users of the nature of the incident and estimated time needed to resolve the incident. The Traveler Information Gateway website provides real time operating information on major state highways.

Performance Measure

- Number of Regional EMS providers subscribing to TransAlert messaging
- Number of Regional EMS providers subscribing to TravelinfoNY

EMS Responder Crash Prevention

Background

Each year New York experiences approximately 400 ambulance vehicle crashes. There are three to four fatalities annually resulting from these crashes. To reduce the number of ambulance crash fatalities and injuries, it is necessary to develop a culture in which safety is not only emphasized for EMS ambulance drivers, but also address how to protect those providing care in the "back" of the ambulance.

Objectives

- Develop and implement a culture of safety relating to EMS principles of traffic safety
- Decrease the number of ambulance-related traffic crashes

Performance Measures

- Number of state traffic safety measures reviewed
- Number of reviews conducted to formulate protocols for EMS traffic safety
- Number of ambulance-related traffic crashes

Strategies

Undertake a systematic review of other state actions and protocols on ambulance traffic safety measures to identify and prioritize those appropriate for the New York State pre-hospital system

Increase education and involvement of EMS providers in principles of appropriate traffic safety techniques

Develop and implement ambulance traffic safety protocols at state, regional and service level

Review treatment modalities and protocols to identify those that may contribute to injuries resulting from the impact of ambulance crashes

Identify methods to provide incentives for adoption by EMS services of protocols that enhance traffic safety

Partner with organizations that provide public driver awareness and education campaigns to improve driver awareness of driver responsibility and appropriate response to approaching emergency vehicles

Performance Measures

- In partnership with State EMS Council, SEMAC and NYSDOT complete a systems review within 18 months
- Disseminate study findings to SEMSCO and SEMAC for identification of target areas to be addressed in NYS
- Initiate and complete review within 24 months of statewide protocols that impact ambulance traffic safety practices
- Ambulance traffic safety issues are on at least 50 percent of the SEMAC and/or SEMSCO meeting agendas
- Identify an ambulance training program within 12 months
- Within 24 months conduct at least one ambulance traffic safety training program in upstate NY and NYC

TRAFFIC SAFETY INFORMATION SYSTEMS

Background

New York State has over 11 million licensed drivers and registered vehicles, and approximately 800,000 motor vehicle crashes are reported annually to the Department of Motor Vehicles. The ability to identify the nature and extent of the state's traffic safety problems, develop strategies that target those problems, and evaluate their effectiveness requires traffic records systems that are accurate, timely, and comprehensive. The crash, ticket, and driver's license data systems are the primary traffic records systems that support the state's highway safety program.

To meet the increasing need for data and data analysis to support traffic safety initiatives, New York is continuing to expand and upgrade its automated traffic records systems. For the past five years, New York has been in the process of implementing the electronic ticket and accident reporting system known as TraCS (Traffic and Criminal Software). As of May 2006, the NYS Department of Motor Vehicles was receiving approximately 45 percent of the tickets and 15 percent of the crash reports electronically.

Recognizing the need to continue improving the state's traffic records systems, New York began an initiative in 2005 to develop a new multi-year traffic records strategic plan. The primary goal of the 2006-2009 strategic plan is to further improve the state's traffic records systems by providing a more systematic method of identifying duplicative efforts and gaps in the collection of data, reduce data collection costs, improve data accuracy, and provide better linkages to facilitate decision making for highway safety managers in New York State.

Objective

- ► Continue to improve the timeliness, accuracy, consistency, completeness, accessibility, and data integration of the state's major traffic records systems in 2007

Performance Measure

- ► Number and types of enhancements and improvements made to state's traffic records systems

Strategy

Continue the expansion of TraCS to police agencies and courts throughout New York State to improve the timeliness and accuracy of crash, ticket, and disposition data in the state's traffic records systems

The New York State Police and approximately 100 other police agencies in the state use TraCS to issue and electronically submit tickets and accident reports to the NYS Department of Motor Vehicles. In addition, more than 400 courts submit disposition data electronically. TraCS is expected to be operational in an additional one hundred police agencies by the end of 2007.

Performance Measures

- Number of police agencies using TraCS to submit tickets
- Number of police agencies using TraCS to submit accident reports
- Number of courts using TraCS to submit disposition data
- Proportion of tickets received electronically by DMV
- Proportion of crash reports received electronically by DMV
- Proportion of dispositions received electronically by DMV
- Average number of days between crash event and data recorded in the AIS database
- Average number of days between issuance of ticket and data recorded in the TSLED database
- Average number of days between assignment of disposition and data recorded in the TSLED database

Strategy

Implement enhancements to the Accident Information System to improve the availability of timely, accurate and complete crash data

The Accident Information System (AIS), an Oracle-based server system, supports imaging, indexing, validation, processing, storage, retrieval, and reporting of accident related documents and information through an intranet, web-based user interface. The AIS workflow module will be redesigned and rewritten to improve system availability, leading to improved timeliness, accuracy, and completeness of crash information for both internal and external users, and ensure compliance with federal reporting mandates.

Performance Measure

- Average time between system failures

Strategy

Code non-reportable property damage crashes not currently captured by the AIS to improve the completeness and timeliness of the crash data available for use in identifying and analyzing high crash locations

Currently, up to 75% of all police and motorist crash reports involving property damage only that are being reported to the NYS Department of Motor Vehicles are not being entered into DMV's AIS database. This has a significant impact on the completeness and timeliness of the crash data available for identifying high crash locations, determining average crash rate trends, and identifying crash patterns and types when conducting detailed studies at high crash locations. Under this project, the paper police and motorist reports not currently being processed by DMV would be scanned and pertinent data elements would be entered into a database and integrated into the NYS Department of Transportation's Safety Information Management System (SIMS).

Performance Measure

- ► Percent of non-reportable crashes processed

Strategy

Enhance the Traffic Safety Law Enforcement and Disposition (TSLED) system by automating additional types of transactions

The TSLED system is a statewide computerized traffic ticket system covering all areas of the state, with the exception of New York City, the five western townships of Suffolk County on Long Island, and the cities of Buffalo and Rochester. To improve the timeliness, accuracy and completeness of the TSLED system, a number of additional transactions will be automated, including reporting of disposition and arrest amendments and suspensions pending prosecution.

Performance Measures

- ► Average number of days between date of arrest or disposition amendment and data entered into TSLED database
- ► Average number of days between date a driver's license is suspended pending prosecution and data entered into TSLED database

Strategy

Expand access to the Driver's License file and implement improvements to increase the accuracy, completeness, and timeliness of the driver information available in the file

The DMV driver's license file 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 involved in a motor vehicle crash in the state. Configured as multiple flat files that are linked by a client identification number, the files contain a variety of information, including personal identification; license type and status; driving history, including convictions and crash involvement; driver improvement/driver education data, and information on special licensing privileges, including conditional, restricted use, and hardship licenses or the mandated use of an interlock device.

Currently, an estimated 20% of the license records have inaccurate addresses, a key element in searching/matching client records. In addition, there is a two-week lag in loading information from the driver's license file into DMV's Collateral Engine, an oracle-based system that can be queried to access data from various DMV systems. To support the expanding need for access to accurate, complete, and timely data, a baseline analysis for an initial conversion of critical license system information will be conducted. The conversion will enhance the accuracy, standardization, and consistency of the address data to allow better matching of DMV records and facilitate the real-time availability and access to core license information.

Performance Measures

- ► Percent of license records with inaccurate addresses
- ► Time lag between data loads from the Driver's License file into the Collateral Engine

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IMPLEMENTATION PROCESS

The goals of the *Strategic Highway Safety Plan* are intended to complement New York State's planning goals and processes. Priority is placed on implementation of the state's transportation investment program through an integrated approach to program planning across all operators of the system. The statewide master plan, *Transportation Strategies for a New Age: New York's Transportation Plan for 2030* provides broad policy direction on how the state will prioritize funding. The principles and criteria used to develop the State Transportation Improvement Program (STIP) and the Metropolitan Planning Organizations (MPO's) Transportation Improvement Programs (TIP's) and plans will reflect the state's safety priorities for motorized and non-motorized modes of transportation. Transportation and safety organizations, the MPO's Safety Working Group and other safety stakeholders will collaborate to ensure that safety continues to be incorporated into the transportation planning process. Programs will be evaluated for consistency with the goals of the Statewide Transportation Master Plan and Metropolitan Planning Organizations Long Range Transportation Plans. Projects will be reviewed on a regular program update cycle to ensure coordination and consistency of expenditures within stated goals and objectives.

The *Highway Safety Strategic Plan* directs Section 402 funding to those highway safety programs that increase the use of occupant restraints; reduce unsafe driving behaviors, including speeding and impaired driving; improve pedestrian and bicycle safety; as well as address motorcycle safety. Advances to traffic records systems that relate to roadways, vehicles, drivers, injury surveillance, and most particularly, accident and ticket records systems will continue under Section 408 funded initiatives. Improvements to the timeliness and accuracy of the state's crash data are expected to continue, further enhancing the state's capabilities to evaluate crash experience on both the state and local systems. The *Emergency Medical Services Plan* will direct activities toward improving the survivability of a crash as well as the safety of emergency medical responders.

EVALUATION PROCESS

The Highway Safety Strategic Plan Committee, the Metropolitan Planning Organizations, the Motor Carrier Safety Assistance Program Committee, the Traffic Records Coordinating Council, the State and Regional Emergency Medical Services Councils and Advisory Committees all meet periodically to review the progress made in meeting their respective statewide objectives. It is anticipated that the Strategic Highway Safety Plan Committee will convene at least annually to review the state's progress in meeting the emphasis area goals and objectives and revise the plan as needed.

NEXT STEPS

Each agency or group involved in the *Strategic Highway Safety Plan* process will continue to focus their efforts on their individual mission, as well as work with partner groups to ensure a safer New York. The state will particularly focus its resources on researching and acquiring crash data to assist the state in developing a better data-driven system to evaluate the performance of both the state and local transportation systems. A cooperative effort to integrate engineering, enforcement, education, and emergency medical service strategies to address crashes and their severity will continue to be a priority for the traffic safety community in New York State.

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www.dot.state.ny.us/safety/chspa.html

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State Transportation Improvement Program FFY 2006 – 2008
www.dot.state.ny.us/progs/stip.html

Traffic Safety Information Systems Strategic Plan: 2006-2009

Transportation Improvement Programs – Metropolitan Planning Organizations

Adirondack-Glens Falls Transportation Council
www.agftc.org

Binghamton Metropolitan Transportation Study
www.bmtsonline.com

Capital District Transportation Committee
www.cdtcmpo.org

Elmira-Chemung Transportation Council
http://elmirampo.org

Genesee Transportation Council
www.gtcmpo.org

Greater Buffalo-Niagara Frontier Transportation Committee
www.gbnrtc.org

Herkimer-Oneida Counties Transportation Study
www.oneidacounty.org/oneidacty/gov/dept/planning/planningindex.htm

Ithaca-Tompkins County Transportation Council
www.tompkins-co.org/itctc

New York Transportation Council
www.nymtc.org

Orange County Transportation Council
www.co.orange.ny.us/planning

Poughkeepsie-Dutchess County Transportation Council
www.dutchess.ny.gov/pdctc.htm

Syracuse Metropolitan Transportation Council
www.smtcmpo.org

Ulster County Transportation Council
www.co.ulster.ny.us/planning

Transportation Strategies for a New Age: New York's Transportation Plan for 2030
www.dot.state.ny.us/tranplan/mp-intro.html

GLOSSARY

AASHTO - American Association of State Highway Transportation Officials
AGC – Association of General Contractors
AIS – Accident Information System
ALIS – Accident Location Information System
BAC – Blood Alcohol Concentration
CHSP – Comprehensive Highway Safety Plan
CLTAP – Cornell Local Technical Assistance Program
CVSP – Commercial Vehicle Safety Plan
EMS – Emergency Medical Services
EMSC – Emergency Medical Services Council
EMT – Emergency Medical Technician
FARS – Fatality Analysis Reporting System
FHWA – Federal Highway Administration
FMCSA – Federal Motor Carrier Safety Administration
GTSC – Governor's Traffic Safety Committee
HSSP – Highway Safety Strategic Plan
ISTEA – Intermodal Surface Transportation Equity Act of 1991
ITSMR – Institute for Traffic Safety Management and Research
MPO – Metropolitan Planning Organization
NCHRP – National Cooperative Highway Research Program
NHTSA – National Highway Traffic Safety Administration
REMAC – Regional Emergency Medical Advisory Committee
REMSCO – Regional Emergency Medical Services Council
SAFETYNET – Federal Motor Carrier Safety Administration repository for commercial vehicle crashes and inspections
SEMAC – State Emergency Medical Advisory Committee
SEMSCO – State Emergency Medical Services Council
SIMS – Safety Information Management System
STIP – State Transportation Improvement Program
TraCS – Traffic and Criminal Software
TIP – Transportation Improvement Program
TRCC – Traffic Records Coordinating Council
TSIS – Traffic Safety Information Systems Coordinator
TSISSP – Traffic Safety Information Systems Strategic Plan
TSLED – Traffic Safety Law Enforcement and Disposition System
VMT – Vehicle Miles Traveled

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APPENDIX A

Enabling Legislation

Subtitle D--Highway Safety

SEC. 1401. HIGHWAY SAFETY IMPROVEMENT PROGRAM.

(a) Safety Improvement.--
(1) In general.--Section 148 of title 23, United States Code, is amended to read as follows:

``(6) State strategic highway safety plan.--The term `State strategic highway safety plan' means a plan developed by the State transportation department that--
``(A) is developed after consultation with--
``(i) a highway safety representative of the Governor of the State;
``(ii) regional transportation planning organizations and metropolitan planning organizations, if any;
``(iii) representatives of major modes of transportation;
``(iv) State and local traffic enforcement officials;
``(v) persons responsible for administering section 130 at the State level;
``(vi) representatives conducting Operation Lifesaver;
``(vii) representatives conducting a motor carrier safety program under section 31102, 31106, or 31309 of title 49;
``(viii) motor vehicle administration agencies; and
``(ix) other major State and local safety stakeholders;
``(B) analyzes and makes effective use of State, regional, or local crash data;
``(C) addresses engineering, management, operation, education, enforcement, and emergency services elements (including integrated, interoperable emergency communications) of highway safety as key factors in evaluating highway projects;
``(D) considers safety needs of, and high-fatality segments of, public roads;
``(E) considers the results of State, regional, or local transportation and highway safety planning processes;
``(F) describes a program of projects or strategies to reduce or eliminate safety hazards;
``(G) is approved by the Governor of the State or a responsible State agency; and
``(H) is consistent with the requirements of section 135(g).

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APPENDIX B

Federal Funding for New York State Safety Programs
FFY 2007

USDOT		
NHTSA	**FHWA**	**FMCSA**
402 Traffic Safety	**Highway Safety**	**Motor Carrier Safety**
$26 Million	**$49 Million**	**$ 10 Million**

Federal and State Roles and Responsibilities

National Highway Traffic Safety Administration (NHTSA)

The National Highway Traffic Safety Administration is responsible for reducing deaths, injuries and economic losses resulting from motor vehicle crashes. This is accomplished by setting and enforcing safety performance standards for motor vehicles and through grants to state and local governments to enable them to conduct effective local highway safety programs. NHTSA funding is intended for use in areas such as impaired driving, aggressive driving, motorcycle safety, occupant protection and pedestrian safety. The NYS Governor's Traffic Safety Committee (GTSC) is the agency that administers the federal 402 funds and various incentive grants received by New York and coordinates the state's highway safety program. The GTSC is comprised of the heads of the 13 state agencies with missions related to transportation and safety. The Commissioner of Motor Vehicles serves as the chair of GTSC which is housed within the NYS Department of Motor Vehicles.

Federal Highway Administration (FHWA)

The Federal Highway Administration's primary role is safety of the infrastructure. FHWA funding is intended for use in transportation planning and infrastructure improvements. NYSDOT is the state counterpart agency which administers the Highway Safety Improvement Program funds. NYSDOT is required to use a data driven process to investigate identified high accident locations. Projects are progressed with the Metropolitan Planning Organizations through the Transportation Improvement Program or remediated through simple maintenance projects.

Federal Motor Carrier Safety Administration (FMCSA)

The Federal Motor Carrier Safety Administration's primary role is truck and bus vehicle and driver safety. FMSCA funding is intended for vehicle and driver safety inspections, enforcement of regulatory compliance, driver safety, and safe driving practices of commercial and passenger vehicle drivers. Funding is also provided for education and training of inspectors, enforcement groups and motor carriers. The Motor Carrier Safety Assistance Program (MCSAP) is carried out by the NYSDOT and the NYS Division of State Police. Coordination of various safety programs with other key agencies includes the NYS Department of Motor Vehicles, the GTSC, the NYS Motor Truck Association and the Institute for Traffic Safety Management and Research (ITSMR).