



Strategic Highway Safety Plan

2017-2022

Governor Andrew M. Cuomo | Commissioner Matthew J. Driscoll







To the Citizens and Visitors of New York State:

I am pleased to release the 2017 New York State Strategic Highway Safety Plan. The safety of the people of New York continues to be our #1 priority. This plan represents an important step towards reducing the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in New York State. Over the next 5 years, this plan will help guide federal and state funding toward the highest priorities and the safety strategies that are the most effective.

This plan was developed in coordination with federal, state, local, private and tribal safety partners. These partnerships are a key component of our safety achievements thus far and in the future. Strategies in the plan incorporate engineering improvements to enhance our roads, education campaigns to raise awareness and teach safe driving habits, and enforcement activities to support traffic safety laws. Emergency Medical Services strategies ensure that New York State's citizens and visitors have ready access to quality pre-hospital care if a crash does occur.

Since the last Strategic Highway Safety Plan was published in 2010, New York has seen some success. Between 2010 and 2015 fatalities decreased 7% from 1,201 to 1,121 and serious injuries decreased 13% from 12,802 to 11,077. The fatality rate in New York has been below the national average and below 1.0 per 100 million vehicle miles of travel since 2007. However, there is room for improvement and more work to be done. Over 1,000 people continue to lose their lives and over 11,000 people are seriously injured every year in motor vehicle crashes in our state. In addition to the unquantifiable losses to the victims' families and communities, fatalities alone have an economic cost estimated at \$3.6 billion annually.

This plan represents a continued commitment to work to help New York citizens and visitors travel our roads safely. I would like to thank all of the agencies and individuals who helped develop the 2017 New York State Strategic Highway Safety Plan.

Sincerely,

A handwritten signature in black ink that reads "Matthew J. Driscoll".

Matthew J. Driscoll
Commissioner

Acknowledgements

The **New York State Department of Transportation (NYSDOT)** led the development of this update of the Strategic Highway Safety Plan in coordination with representatives from safety stakeholders across the state. NYSDOT would like to acknowledge the contributions of the following safety partner organizations, who will continue to work together to implement the strategies in this plan:

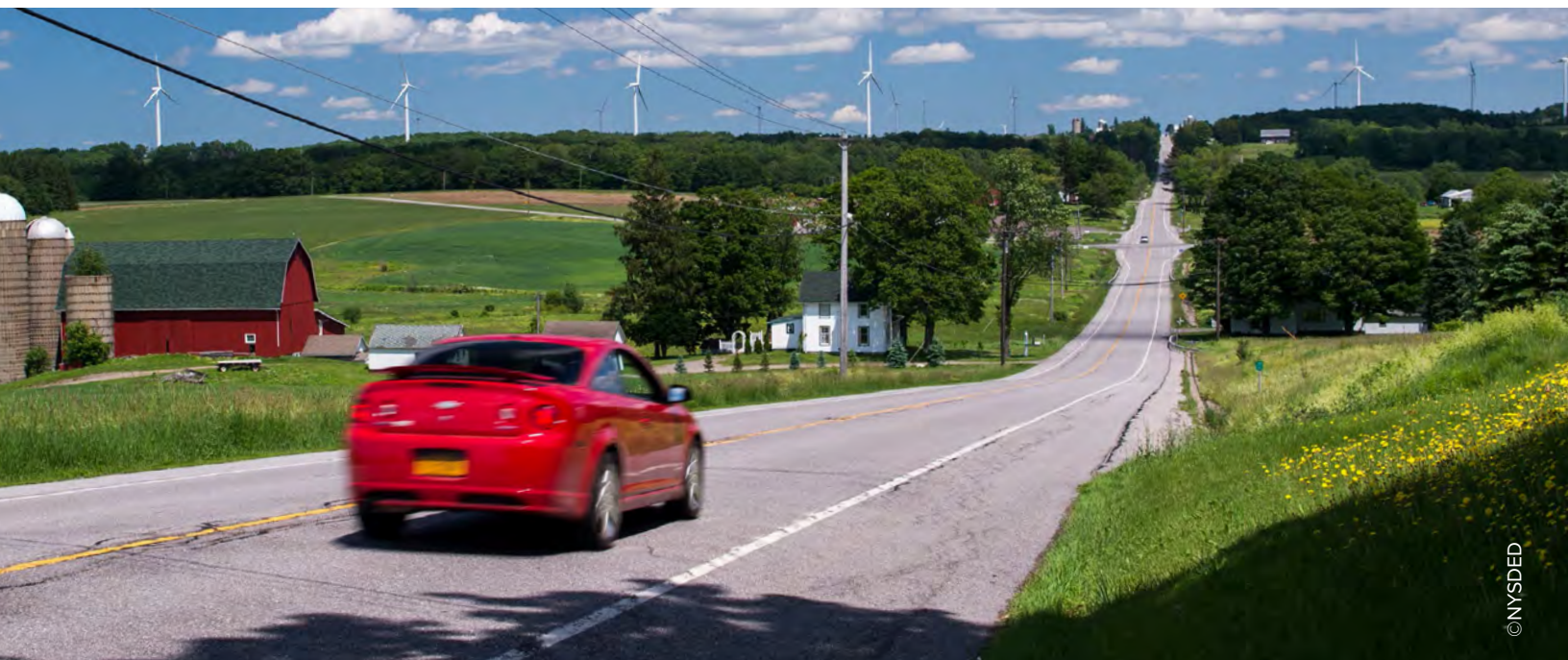
- AAA Hudson Valley
- Albany County Department of Public Works
- Capital District Transportation Authority
- City of Albany
- City of Saratoga Springs
- Colonie Police Department
- Cornell Local Roads Program
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Governor's Traffic Safety Committee
- Institute for Traffic Safety Management and Research (ITSMR)
- Monroe County
- National Highway Traffic Safety Administration
- National Safety Council
- New York Association for Pupil Transportation
- New York Bicycling Coalition
- New York City Department of Transportation
- New York Operation Lifesaver
- New York State Association of Metropolitan Planning Organizations
- New York State Association of Traffic Safety Boards
- New York State Chiefs of Police
- New York State County Highway Superintendents Association
- New York State Office for the Aging
- New York State Department of Education
- New York State Department of Health
- New York State Department of Motor Vehicles
- New York State Department of State
- New York State Thruway Authority
- New York State Troopers
- Seneca Nation of Indians Department of Transportation
- Trucking Association of New York

Consultants

- VHB
- Creighton Manning Engineering, LLP
- Simco Engineering PC

Acronyms

4 E's	Engineering, Education, Enforcement, Emergency Medical Services
AAA	American Automobile Association
AIS	Accident Information System
ALIS	Accident Location Information Systems
ALS-FR	Advanced Life Support First Response
ARIDE	Advanced Roadside Impaired Driving Enforcement
ARWP	Annual Regional Work Program
BLS-FR	Basic Life Support First Response
CarCert	Carrier Certification Management System
CAV	Connected and Autonomous Vehicles
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DERIC	Driver Education Research and Innovation Center
DRE	Drug Recognition Expert
DSRC	Dedicated Short Range Communication
EA	Emphasis Area
E-B-E	Evidence Based Enforcement
EMS	Emergency Medical Services
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration



Acronyms (continued)

GDL	Graduated Driver License
GIS	Geographic Information System
GTSC	Governor's Traffic Safety Committee
HELP	Highway Emergency Local Patrol
HPMS	Highway Performance Monitoring System
HRRR	High Risk Rural Road
HSIP	Highway Safety Improvement Program
IID	Ignition Interlock Devices
ITSMR	Institute for Traffic Safety Management and Research
KABCO	Crash injury severity scale: Fatal (K), Incapacitating (A), Non-Incapacitating (B), Possible (C), or No Injury (O)
LEL	Law Enforcement Liaison
LTAP	Local Technical Assistance Program
NHTSA	National Highway Traffic Safety Administration
NTIMC	National Traffic Incident Management Coalition
NYPD	New York City Police Department
NYSCHSA	New York State County Highway Superintendents Association
NYSDMV	New York State Department of Motor Vehicles
NYSDOH	New York State Department of Health
NYSDOT	New York State Department of Transportation
NYSED	New York State Education Department
RIS	Roadway Information System
SAFETAP	Safety Appurtenance Program
SAFETEA-LU	Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
SHSP	Strategic Highway Safety Plan
SIMS	Safety Information Management System
TIM	Traffic Incident Management
TRCC	Traffic Records Coordinating Council
TSSR	Traffic Safety Statistical Repository
TTAP	Tribal Technical Assistance Program
UCMS	Universal Case Management System





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Executive Summary

In 2015, 1,121 people lost their lives on New York roadways. In addition to the unquantifiable losses to the victims' families and communities, these crashes had an economic cost estimated at \$3.6 billion.

NYS DOT

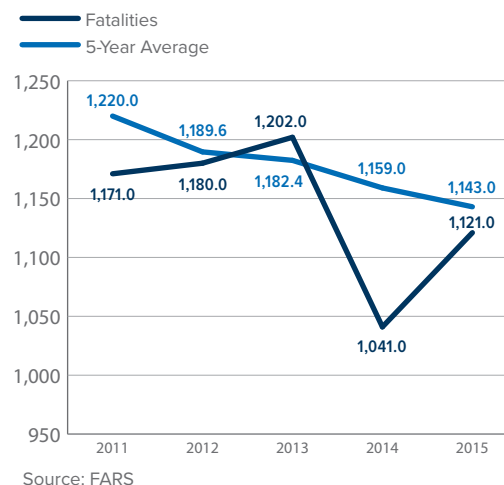
The Strategic Highway Safety Plan (SHSP) is a comprehensive five-year transportation safety plan developed by the state department of transportation in partnership with local, state, federal, and tribal organizations and other key safety stakeholders. In 2005, the passage of the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) required each state to develop and implement a SHSP. In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) Act established additional requirements for SHSPs, including the update of SHSPs every five years.

The SHSP encompasses all public roads including state roads, local roads, and roads on tribal lands. The SHSP uses data-driven analysis to identify the State's safety needs, set goals for reducing fatalities and injuries, and allocate investments in safety projects and programs in support of the State's Highway Safety Improvement Program (HSIP). The SHSP employs the 4E's of safety: Engineering, Education, Enforcement, and Emergency Medical Services.

In 2007, New York developed its first Strategic Highway Safety Plan followed by an updated plan in 2010. The 2010 plan identified seven key areas for highway safety and set goals for reducing fatalities and serious injuries on New York roadways for the next five years. The 2010 SHSP identified strategies for each of these areas and set goals to:

- Reduce motor vehicle fatalities from 1,231 in 2008 to 1,035 in 2014.
- Reduce the fatal crash rate per 100 million vehicle miles travelled (VMT) from 0.87 in 2008 to 0.74 in 2014.

Motor Vehicle Fatalities in New York State



In 2014, New York State reported a decrease in both fatalities (1,041) and the rate of fatalities per 100 million VMT (0.81). In 2015, NHTSA reported a nationwide increase in traffic fatalities. Like many other states, New York also experienced an increase in 2015, reporting 1,121 fatalities and a fatality rate of 0.88 per 100 million VMT. Despite these fluctuations, the five-year rolling averages for fatalities and fatality rate from 2011 to 2015 show steady downward trends. The fatality rate in New York has been below 1.0 per 100 million VMT since 2007.

New York State Department of Transportation (NYSDOT) initiated an update of its SHSP in 2016. A key aspect of the update was NYSDOT's desire to continue to foster relationships, and share traffic safety information and best practices with public and private safety partner organizations across the state including the Tribal nations.

A diverse team of safety partners was formed to develop the 2017 SHSP. Over the course of 2016 and 2017, these partners met to review crash data and the strategies and status of the 2010 plan. They also discussed existing and new emphasis areas, safety



targets and performance measures, progress made, and areas for improvement. The team assessed the current situation and strategies for reducing fatalities and injuries in each emphasis area (EA) in the 2010 plan. After reviewing the crash data, the team reorganized and regrouped the EA's in the 2010 plan into six EA's for inclusion in the 2017 plan. Together, these six EA's comprise 93.2 percent of fatal and serious injury crashes in New York State.

Fatal and serious injury crashes have the most profound impact on those involved. The effects of these crashes are far-reaching. Even with reductions in fatalities and serious injuries since the 2010 SHSP, there remains an average of over 1,000 deaths on New York roads annually. The reduction of fatalities and serious injuries will remain the primary goal of the New York SHSP. During the 2017-2022 timeframe of this SHSP, partners across the state seek to reduce the number of fatalities and serious injuries by two percent annually. This goal is consistent with the 2018 safety targets.

This plan gives readers an overview of the areas New York has strategically targeted to meet its goals for reducing fatalities and injuries. The plan includes a summary section for each EA that provides background information on the issue, relevant statistics, and strategies for reducing

fatalities and serious injuries moving forward. The strategies selected integrate multidisciplinary approaches to traffic safety. Each strategy is identified as incorporating engineering, enforcement, and/or education actions. Detailed action plans for each EA are located in the Appendix.



Engineering



Education



Enforcement

In addition to these six EAs, this SHSP examines cross-cutting considerations and emerging areas. Emergency Response and Data are included as cross-cutting considerations in the 2017 SHSP because they affect all crash types and causes. The plan also examines the emerging areas of Connected and Autonomous Vehicles. These developing technologies have the potential to greatly reduce roadway fatalities and injuries in the future, but will require extensive research and testing.

This document—New York's 2017 Strategic Highway Safety Plan—represents New York's continuing commitment to making its roadways safer for all users.

2017 New York SHSP

Vision
Roads in
New York
will be safer
to travel for
all users.

Mission Statement

New York's safety partners will advocate for those who travel by any mode, and deliver data driven safety programs to decrease the number of injuries and fatalities that occur on public roads in New York state. Together we will work to ensure safety is a top priority in all engineering, education, enforcement and emergency medical service activities.

Goals

- Reduce roadway fatalities from the 5-year moving average of 1,143 in 2015 to 992 by 2022.
- Reduce the rate of roadway fatalities per 100 million VMT from the 5-year moving average of 0.89 in 2015 to 0.78 by 2022.
- Reduce serious injuries from the 5-year moving average of 11,547 in 2015 to 10,024 in 2022.
- Reduce the rate of serious injuries from the 5-year moving average of 8.99 in 2015 to 7.81 in 2022.
- Reduce non-motorized fatalities and serious injuries from the 5-year moving average of 2,872 in 2015 to 2,493 in 2022.

Emphasis Areas

- Intersections
- Lane Departure
- Vulnerable Users (bicyclists, pedestrians, motorcyclists, and individuals working/traveling in a work zone)
- Age-Related (young drivers and older drivers)
- Road User Behavior (impaired driving, occupant protection, distracted and drowsy driving)

Cross-Cutting Considerations and Emerging Areas

- Emergency Response
- Data
- Connected and Autonomous Vehicles





90 WEST
Erie
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TOLL BOOTHS 1/2 MILE

2
Orchard
Springs
↓

Trends

Background

The 2017 New York State SHSP is the third iteration of a federally mandated practice of planning for best practices and strategies for reducing fatalities and serious injuries on roadways. The first New York SHSP was adopted in 2007 and updated in 2010. To achieve the goal of reducing motor vehicle fatalities from 1,231 (0.87 fatalities per 100 million vehicle miles travelled) in 2008 to 1,035 (0.74 fatalities per 100 million vehicle miles travelled) in 2014, the 2010 SHSP identified the following emphasis areas to reach its objective:

- Driver Behavior
- Pedestrians
- Large Trucks
- Motorcycles
- Highways
- Emergency Medical Services
- Traffic Safety Information Systems

These emphasis areas targeted specific types of motor vehicle crashes that contribute to higher numbers of roadway fatalities and injuries. They encompassed a variety of roadway elements, including infrastructure, vehicle types, and emergency response. This segmenting and targeting of key components allowed for the State to channel energy and resources into specific countermeasures.

Emphasis Areas, Cross-Cutting Considerations, and Emerging Areas

To build upon the emphasis areas identified in 2010 and expand into new elements of roadway safety, the 2017 SHSP reorganized the emphasis areas into the following:

- Intersections
- Lane Departure
- Vulnerable Users (including pedestrians, bicyclists, motorcyclists, and individuals working in a work zone)
- Age-Related (including young drivers and older drivers)
- Road User Behavior (including alcohol and drug impairment, distracted driving, cell phone usage, and drowsy driving)
- Speed

The 2017 SHSP also examines cross-cutting considerations and emerging areas. Emergency Medical Services, Traffic Incident Management, Connected and Autonomous Vehicles, and Data are included as considerations that span across all emphasis areas and have emerging issues in their own right.

These emphasis areas targeted specific types of motor vehicle crashes that contribute to higher numbers of roadway fatalities and injuries.





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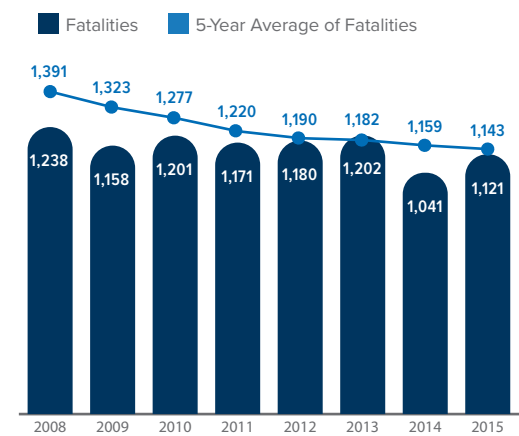
Trends

The total number of roadway fatalities was 1,121 in 2015. This is significantly lower than the more than 1,400 fatalities per year average before the SHSP process began a decade ago.

Since 2010, the State has seen some success in reducing roadway fatalities. Although the total number of roadway fatalities was 1,180 and 1,202 in 2012 and 2013 respectively, there were 1,041 fatalities in 2014. In 2015, the total number increased to 1,121, but this is significantly lower than the more than 1,400 fatalities per year average before the SHSP process began a decade ago.

To more accurately assess the changes in fatalities over time, it is important to look at running averages, rather than abnormal fluctuations from year to year. For instance, between the years of 2011 and 2015, total fatalities ranged from a high of 1,202 in 2013 to a low of 1,041 in 2014. Although the total number of fatalities fluctuates from year to year, the 5-year running average for the entire state consistently declined between 2011 and 2015. Additionally, the 5-year average in 2015 (1,143) is significantly lower than the 2008 5-year average of 1,391.

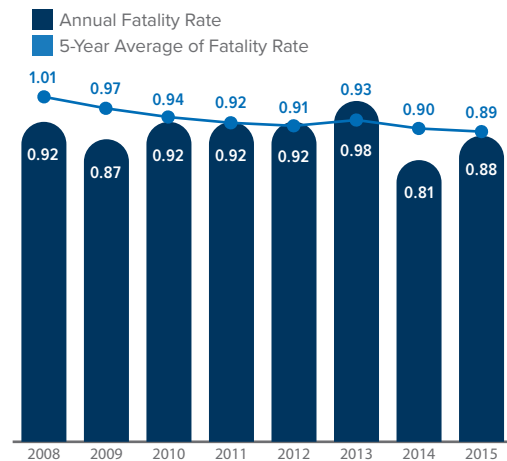
Total New York State Roadway Fatalities (2008-2015)



Source: FARS

Even when comparing statewide fatality statistics to the exposure metric of vehicle miles travelled (VMT), there is a declining trend in New York State. The rate of fatalities per 100 million VMT has been below 1.0 since 2007. This speaks to a variety of factors including the effectiveness of safety countermeasures from all levels of government and an emphasis on personal responsibility.

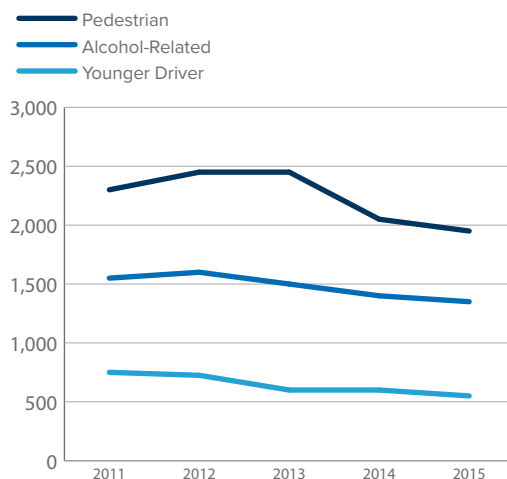
New York State Roadway Fatalities (2008-2015)



Source: FARS

Several of the emphasis areas included in the 2017 SHSP show declines in fatal and serious injuries since the last iteration of the SHSP, most notably pedestrian and alcohol-related fatal and serious injuries. Young driver fatalities and serious injuries, although not targeted in the previous SHSP, also showed a decline between 2011 and 2015.

Number of Fatal and Serious Injuries

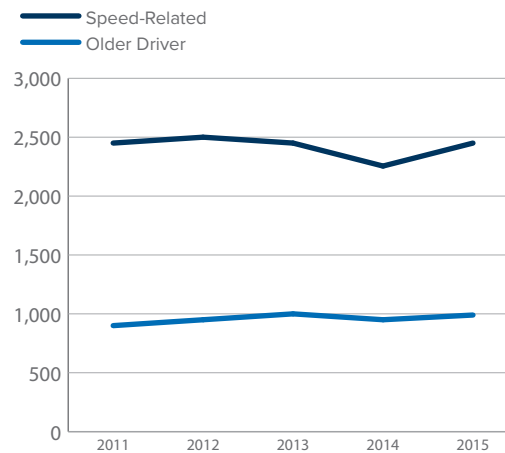


Source: NYS TSSR/AIS

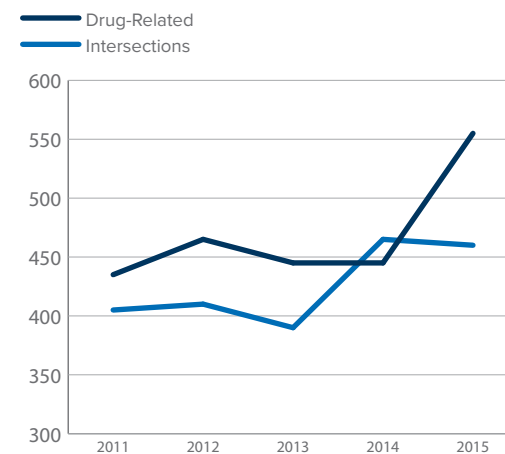
Nevertheless, many of the emphasis areas targeted in the 2017 SHSP display an opportunity for improvement. For instance, the number of fatal and serious injuries of older drivers and those involving excessive speeds remained relatively flat over the 5-year period. Furthermore, drug-related

and intersection-related fatal and serious injuries showed signs of increasing over the last five years.

Number of Fatal and Serious Injuries



Source: NYS TSSR/AIS



Source: NYS TSSR/AIS

The rate of fatalities per 100 million VMT has been below 1.0 since 2007.

This speaks to a variety of factors including the effectiveness of safety counter-measures from all levels of government and an emphasis on personal responsibility.







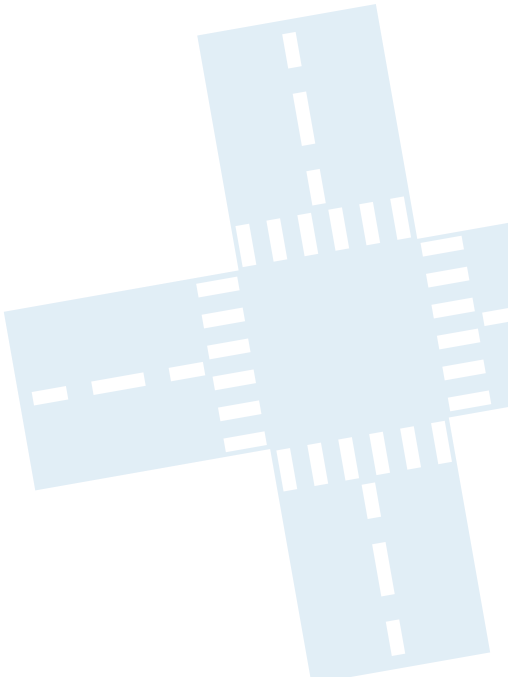
The total number of roadway fatalities was 1,121 in 2015. This is significantly lower than the more than 1,400 fatalities per year average before the SHSP process began a decade ago.

Goals

Fatal and serious injury crashes have the most profound impact on those involved. The effects of these crashes are far-reaching. Even with reductions in fatalities and serious injuries since the 2010 SHSP, there remains an average of over 1,000 deaths on New York roads annually. The reduction of fatalities and serious injuries will remain the primary goal of the New York SHSP. During the 2017-2022 timeframe of this New York SHSP, partners across the state seek to reduce the number of fatalities and serious injuries 5-year moving averages by two percent annually. This goal will influence how annual targets will be set for other safety-related plans, such as the Highway Safety Improvement Plan and the Highway Strategic Safety Plan. The alignment of goals is an important step for all safety partners to take to help move New York State toward a safer roadway network for all users.

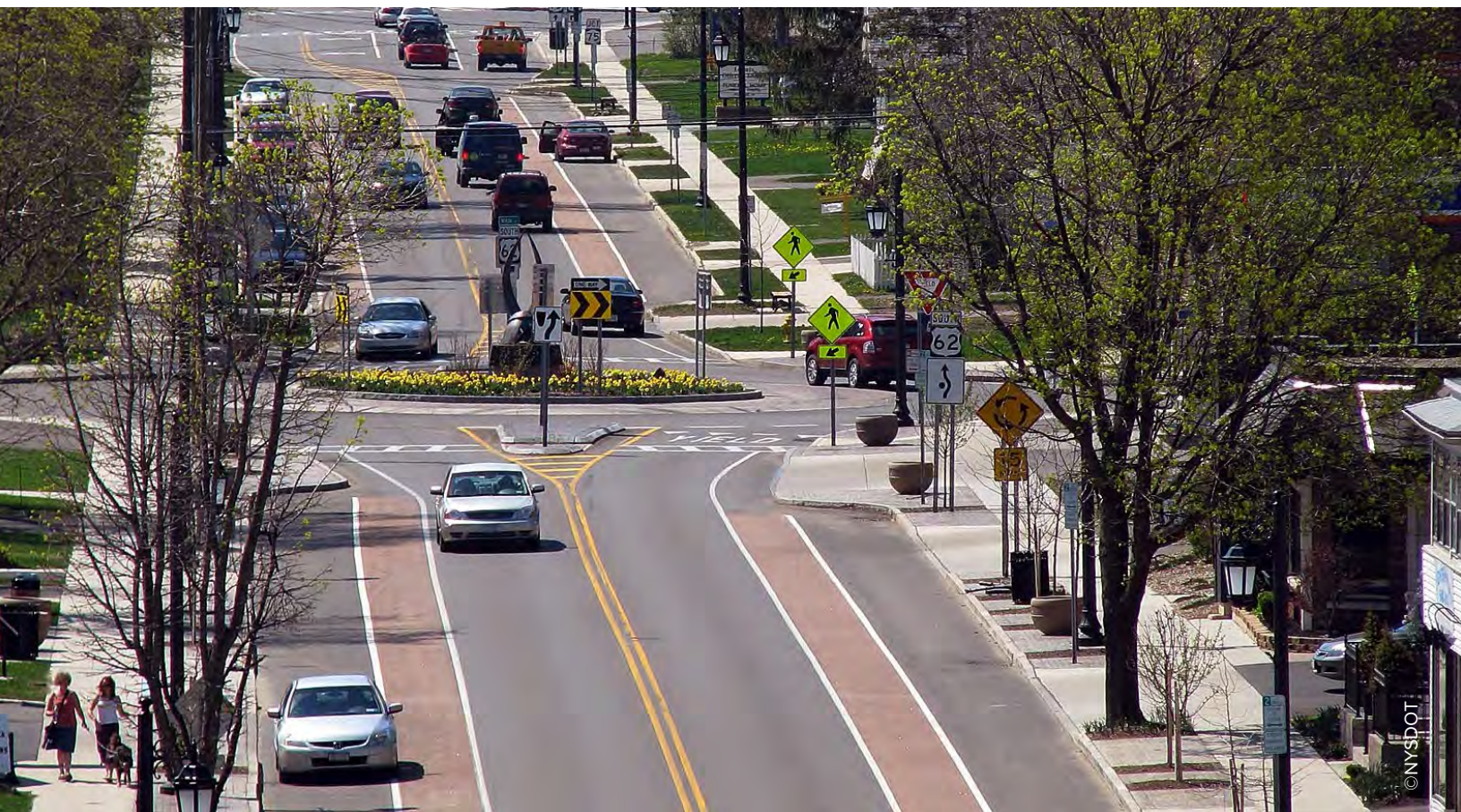
EMPHASIS AREA

Intersections



Intersections are locations where one roadway converges with another roadway or railroad. These present opportunities for conflict as various users—motorized vehicles, pedestrians, and bicyclists—must travel through the intersection or turn onto another route. Intersection characteristics vary widely and include classification (urban or rural), traffic control (signalized or un-signalized), geometry, traffic volumes, and design (conventional design or unconventional designs such as roundabouts and restricted crossing U-turn intersections). Additionally, at-grade rail crossings are considered intersections as trains and roadway users cross paths.

Improving intersection safety was a goal in the 2010 SHSP. Many safety improvements have been implemented at intersections since 2010 such as the installation of left turn lanes, advanced warning and no turn on red signs, improved signal timing and the implementation of innovative intersection designs such as roundabouts. The recently released Pedestrian Safety Action Plan includes safety improvements that benefit pedestrians at approximately 2,400 signalized intersections. Despite these efforts, intersection crashes are the most prevalent type of crash in New York State. Improving intersection safety will continue to be a major component in addressing overall road safety.





STRATEGIES

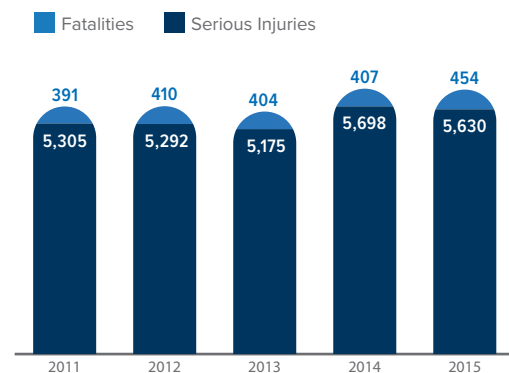
Decreasing the number of intersection fatalities and serious injuries will be achieved through a multidisciplinary approach incorporating strategies that focus on engineering, education, and enforcement to address the various contributing factors.

Most pedestrian and bicyclist fatalities and serious injuries occur at intersections. While many of the nation's intersections were designed and built solely for motor vehicles, a growing number of non-motorized vulnerable users are sharing the roadway with motor vehicles. Designing intersections for safe access for all users regardless of age, mode, and ability is a key part of addressing intersection safety.

From 2011-2015, 46 percent of fatalities and serious injuries in New York State were intersection-related. New York will take a multifaceted approach to solving intersection-related issues that considers the intersection design, accommodates users from all modes, and implements improvements both systemically and at intersections with a crash history.

While many of the nation's intersections were designed, and built solely for motor vehicles, a growing number of non-motorized vulnerable users are sharing the roadway with motor vehicles.

Intersection Fatalities and Serious Injuries











Average Annual Change **+1.76%**

Source: NYS SIMS/ALIS

Train-vehicle fatalities and serious injuries are included.

The New York SHSP includes the following eight strategies to support the Intersections Emphasis Area:

-  Develop an Intersection Safety Action Plan.
-  Develop a systemic intersection safety improvement program.
-  Implement safety improvements at intersections based on crash experience.
-  Support policy initiatives that improve intersection safety.
-  Support the use of technology (e.g., intelligent transportation systems [ITS], connected vehicles) and Traffic Incident Management (TIM).
-  Improve or eliminate highway-railroad grade crossings.
-  Develop education and training materials.
-  Improve enforcement of traffic laws at intersections.

EMPHASIS AREA

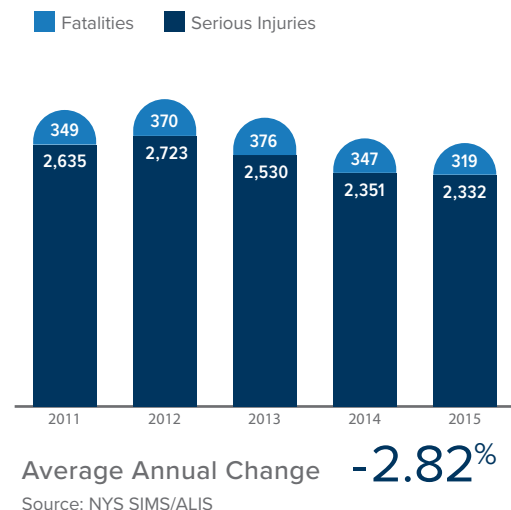
Lane Departure

A lane departure crash is a crash which occurs after a vehicle crosses an edge line or a center line, or otherwise leaves the traveled way. Numerous factors can contribute to a lane departure crash, including roadway characteristics like horizontal curvature and pavement condition. Environmental factors like rain, snow, or ice can obstruct a driver's view of the roadway and increase the difficulty of controlling vehicles. Decreased visibility of the roadway during nighttime can also be a factor to lane departure crashes. Behavioral issues, like impaired driving, distracted driving, and speeding, can reduce the driver's ability to safely operate the vehicle and stay on the roadway. Countermeasures that address keeping vehicles in the travel lane, provide for a safe recovery, and reduce crash severity are important aspects of improving lane departure safety.



To address the wide array of contributing factors to lane departure crashes, New York will take an approach that considers both site-specific and systemic countermeasures, as well as opportunities for education and enforcement.

Lane Departure Fatalities and Serious Injuries



New York will take an approach that considers both site-specific and systemic countermeasures, as well as opportunities for education and enforcement



©NYSDOT

STRATEGIES

Decreasing the number of lane departure fatalities and serious injuries will be achieved through a multidisciplinary approach incorporating strategies that focus on engineering, enforcement, and education to address the various contributing factors.

The New York SHSP includes the following five strategies to support the lane departure emphasis area:



Complete a Lane Departure Action Plan.



Implement a program of systemic safety improvements that decrease the number and severity of lane departure crashes.



Implement safety counter-measures at locations based on lane departure crash experience.



Develop education and training materials related to lane departure crashes.



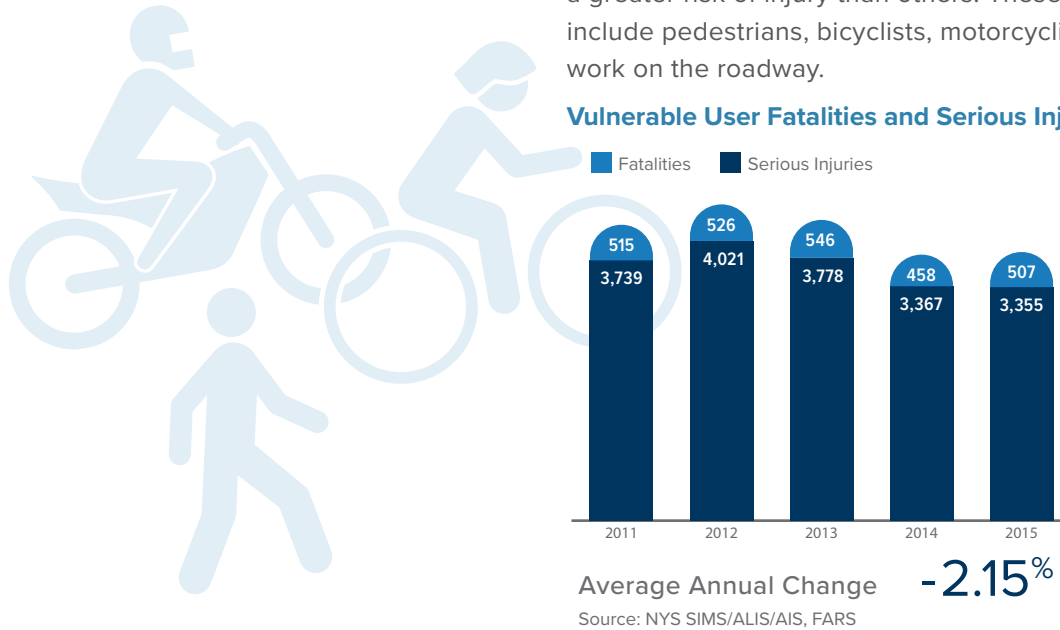
Continue enforcement of traffic laws that reduce lane departure crashes.

EMPHASIS AREA

Vulnerable Users

Roads can differ vastly in characteristics such as traffic volume, number of lanes, functional classification, and with regards to the types of users that share it on a daily basis; yet some users have a greater risk of injury than others. These vulnerable users include pedestrians, bicyclists, motorcyclists, and those who work on the roadway.

Vulnerable User Fatalities and Serious Injuries



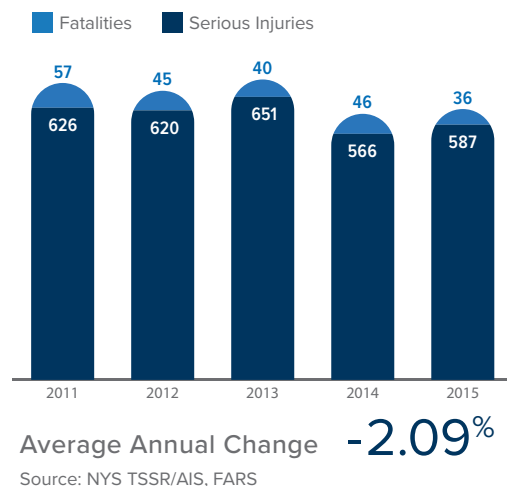
Pedestrians and Bicyclists

The health and environmental benefits of walking and bicycling make them great alternatives to driving and fundamental transportation choices; however, pedestrians and bicyclists are also more susceptible to serious injuries and fatalities when involved in a collision with a motor vehicle. While most pedestrian crashes occur in New York City, most pedestrian fatalities occur elsewhere. Pedestrian friendly environments are consistent with complete streets, desirable residential and employment sites, and sustainable/ lower cost transportation.

Pedestrian Fatalities and Serious Injuries



Bicyclist Fatalities and Serious Injuries



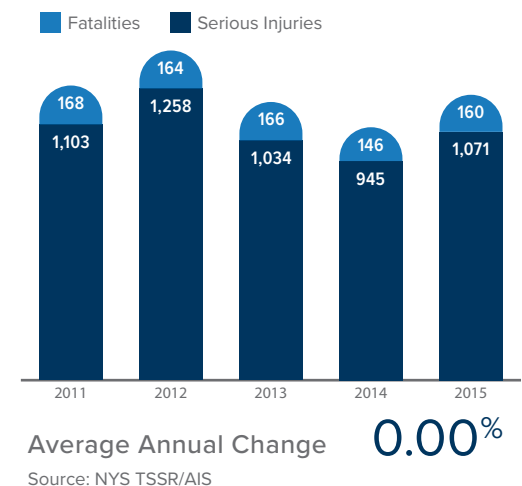
©NYSDOT

Pedestrians and bicyclists are more susceptible to serious injuries and fatalities when involved in a collision with a motor vehicle.

Motorcyclists

Motorcyclists are also considered vulnerable users as they operate at the same speeds and in the same lanes as other motorized vehicles, but without the same degree of protection. Some of the top contributing factors to motorcycle crashes in New York State include failure to yield right-of-way, unsafe speed, driver inattention/distraction, following too closely, driver inexperience, and alcohol involvement.

Motorcyclist Fatalities and Serious Injuries



Work Zone

Driving conditions in work zones are unlike normal driving conditions and can change depending on the work zone. Contributing factors to work zone crashes and intrusions may include a lack of knowledge of appropriate work zone driving actions, failure to obey traffic laws, and inattention to the work zone and its workers.

New York will consider infrastructure improvements, as well as opportunities to enhance education, enforcement, emergency response, and data processes in its approach to reduce fatalities and serious injuries of vulnerable users of the roadway network.

Work Zone Fatalities and Injuries



Average Annual Change **+11.40%**

Source: NYS Work Zone Intrusion Report,
NYS Construction Accident Reporting System

Driving conditions in work zones
are unlike normal driving conditions
and can change depending on the
work zone.










STRATEGIES

Decreasing the number of vulnerable user fatalities and serious injuries will be achieved through a multidisciplinary approach incorporating strategies that focus on engineering, education, and enforcement to address the various contributing factors.

The New York SHSP includes the following five strategies to support the Vulnerable Users Emphasis Area:

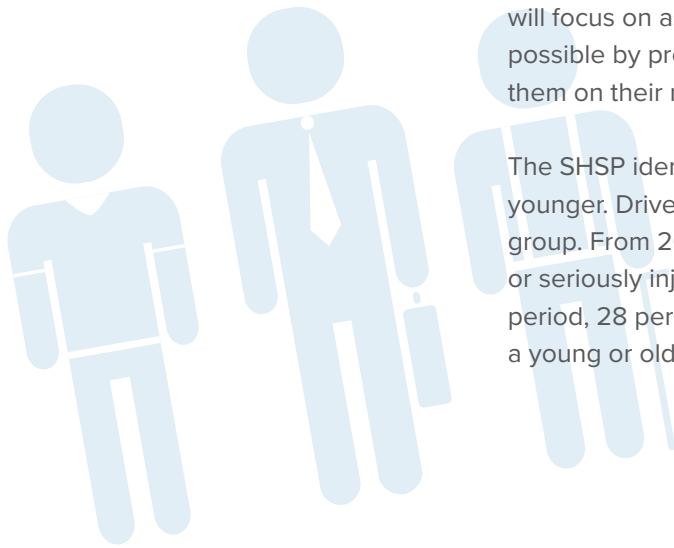
-  Continue to implement infrastructure projects to enhance vulnerable user safety.
-  Enhance data processes to easily obtain current vulnerable user data.
-  Support policy initiatives to increase vulnerable user safety.
-  Continue educational programs related to vulnerable user safety.
-  Enforce traffic laws that pertain to both vulnerable users and motorists.

EMPHASIS AREA

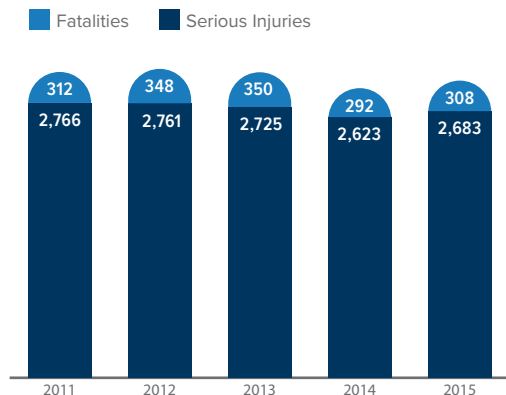
Age-Related

Nationally, older and younger drivers have higher crash rates per mile traveled. For young drivers, higher rates of crash involvement are often attributed to inexperience and/or an increased propensity for risk taking. For older drivers, diminishing abilities and crash survivability are key factors to consider. The State of New York will focus on assisting new and maturing drivers to be as safe as possible by providing education, resources, and programs to guide them on their mobility journey.

The SHSP identifies young drivers as those that are 20 and younger. Drivers that are 65 and older represent the older driver group. From 2011-2015, 7,881 drivers in both age groups were killed or seriously injured in a motor vehicle crash. During the 5-year period, 28 percent of fatal and serious injury crashes involved a young or older driver.



All Occupant Fatalities and Serious Injuries Involving Young or Older Drivers



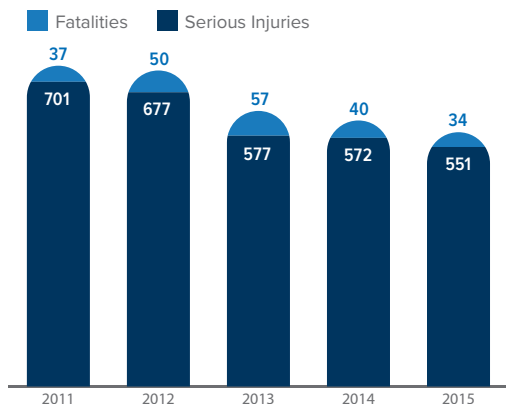
Average Annual Change **-0.67%**

Source: NYS TSSR/AIS

Young Drivers

Young drivers are overrepresented in fatal and serious injury crashes relative to the number of licensed drivers in the age group. From 2011-2015, 3,296 young drivers were killed or seriously injured in a motor vehicle crash. Drivers in all age groups are not immune to risky behavior while navigating New York roadways. Risk-taking for young drivers or inexperienced drivers is compounded by their inexperience with the rules of the road and with many situations they encounter on roadways. Fatalities and serious injuries from crashes involving young drivers are often a result of contributing circumstances that correspond to risk-taking behavior, inexperience, or both.

Driver Fatalities and Serious Injuries –Young Drivers



Average Annual Change **-5.54%**

Source: NYS TSSR/AIS



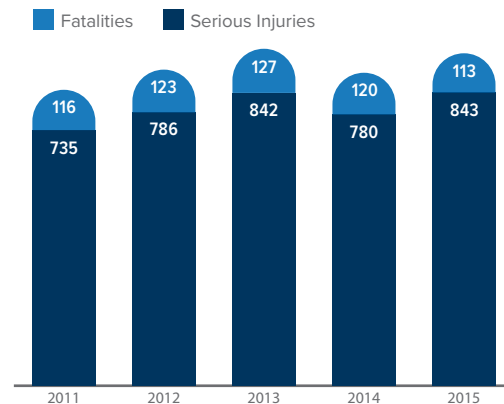
©NYSDOT

Young drivers are over-represented in fatal and serious injury crashes related to the number of licensed drivers in the age group.

Older Drivers

Although older drivers are not overrepresented in fatal and serious injury crashes relative to the number of licensed drivers in the age group, safety factors to consider for this group include crash survivability and the possibility of diminishing abilities. During the 5-year period from 2011 to 2015, 4,585 older drivers were killed or seriously injured.

Driver Fatalities and Serious Injuries –Older Drivers



Average Annual Change **+3.13%**

Source: NYS TSSR/AIS








STRATEGIES

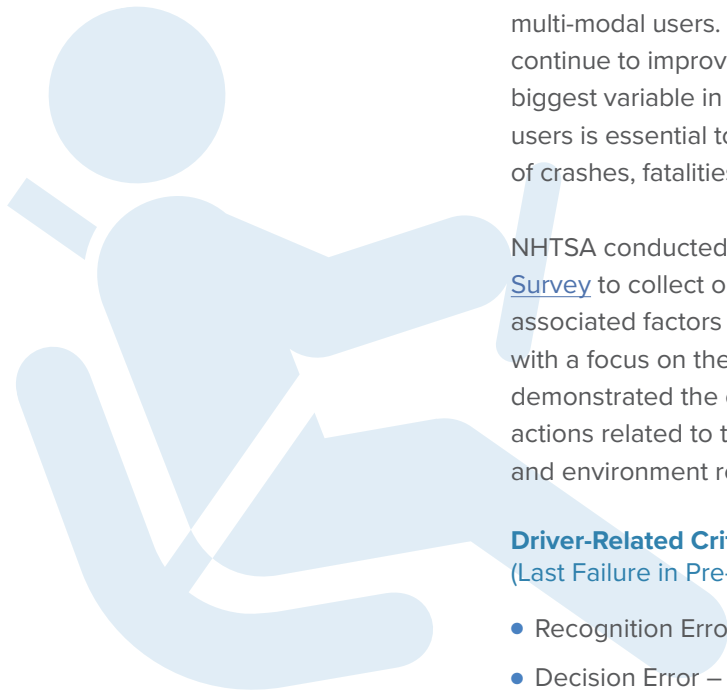
Decreasing the number of age-related fatalities and serious injuries will be achieved through a multidisciplinary approach incorporating strategies that focus on engineering, education, and enforcement to address various contributing factors.

The New York SHSP includes the following three strategies to support the Age-related Emphasis Area:

-  Implement engineering designs to accommodate users of all ages.
-  Develop safe-driving education initiatives for at-risk age groups.
-  Improve enforcement efforts to address age-appropriate driving issues.

EMPHASIS AREA

Road User Behavior



Transportation systems need to safely support a growing network of multi-modal users. As advancements in vehicle and roadway design continue to improve safety, human behavior continues to be the biggest variable in crash risk. Creating a culture of responsible road users is essential to making a significant impact in the reduction of crashes, fatalities, and injuries in the State of New York.

NHTSA conducted the [National Motor Vehicle Crash Causation Survey](#) to collect on-scene crash data pertaining to events and associated factors that possibly contributed to crash occurrence, with a focus on the driver's role. The results of the survey demonstrated the critical reasons associated with pre-crash actions related to the driver 94 percent of the time while vehicle and environment received two percent each.

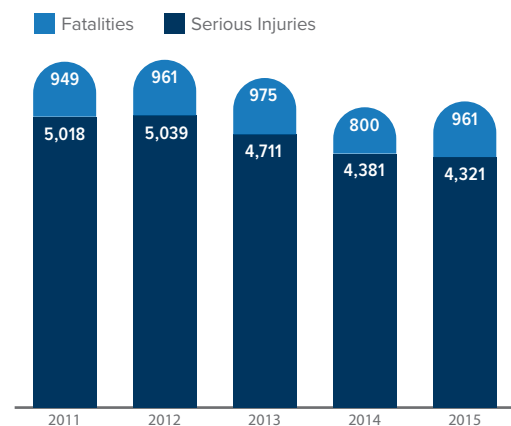
Driver-Related Critical Reasons (Last Failure in Pre-Crash Events)

- Recognition Error – 41%
- Decision Error – 33%
- Performance Error – 11%
- Other – 8%
- Non-Performance Error – 7%



From 2011-2015, 86 percent of fatal crashes in New York State included at least one human contributing circumstance. The road user behavior emphasis area includes behaviors associated with impaired driving, occupant protection, distracted driving, drowsy driving, and cell phone use.

Occurrence of Road User Behaviors in Motor Vehicle Fatalities and Serious Injuries



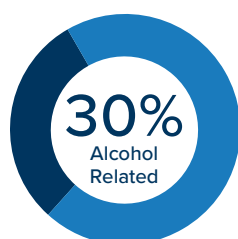
Average Annual Change **-2.90%**

Source: NYS TSSR/AIS

Impaired Driving

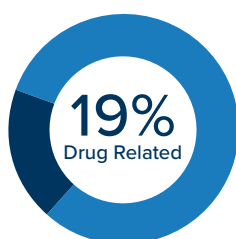
Controlling a vehicle safely requires skills developed over time. Any impairment that hinders a drivers' ability to control their vehicle presents a safety risk to themselves and other roadway users. In 2015, 29 percent of fatalities across the United States were in alcohol impaired driving crashes. In New York State, from 2011-2015, there were 1,712 fatalities and 5,532 serious injuries resulting from a crash that was alcohol related. There were also 1,065 fatalities and 1,278 serious injuries related to drug impairment.

Total Fatalities



Source: NYS TSSR/AIS

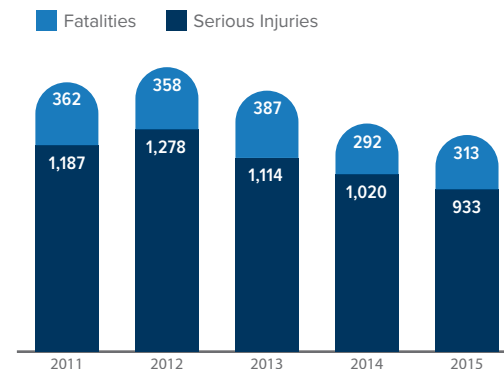
Total Fatalities



Source: NYS TSSR/AIS

Creating a culture of responsible road users is essential to making a significant impact in the reduction of crashes, fatalities, and injuries in the State of New York.

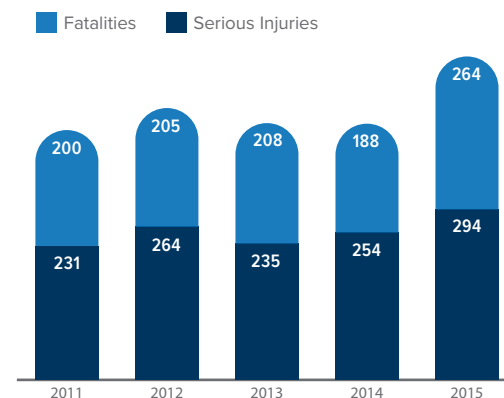
Alcohol-Related Motor Vehicle Fatalities and Serious Injuries



Average Annual Change **-5.06%**

Source: NYS TSSR/AIS

Drug-Related Motor Vehicle Fatalities and Serious Injuries



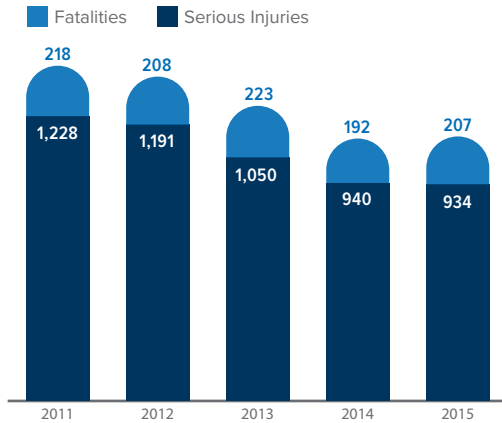
Average Annual Change **+7.32%**

Source: NYS TSSR/AIS

Occupant Protection

Restraint use keeps occupants within the vehicle compartment to maximize the designed safety features of the vehicle. Making sure all occupants are properly restrained is an essential responsibility for all drivers. Estimates by NHTSA show that in 2015 alone, seat belts and child restraints saved over 14,000 lives across the nation. In 2015, unrestrained motor vehicle occupant fatalities represented 48 percent of motor vehicle occupant fatalities across the United States. In the same year, unrestrained motor vehicle occupants who survived a fatal crash were unrestrained only 14 percent of the time.

Unrestrained Motor Vehicle Fatalities and Serious Injuries



Average Annual Change **-5.63%**
Source: NYS TSSR/AIS

The annual observational seat belt survey conducted in New York State reported a 92.2 percent seat belt usage rate for front seat occupants in 2015. In New York State, from 2011-2015, unrestrained fatalities and serious injuries that occurred in motor vehicle crashes totaled nearly 6,500. Occupants that were fatally injured were unrestrained 38 percent of the time while, occupants that were seriously injured were unrestrained 15 percent of the time.

Distracted Driving, Drowsy Driving, and Cell Phone Use/Texting

A focused driver can assess circumstances and perceive certain risks associated with their surroundings. Diminishing a driver's focus increases the chance of a crash. In New York State, from 2011-2015, 19 percent of fatalities and serious injuries involved drivers that were distracted/inattentive, drowsy, or using a cell phone.

Recent studies conducted by the Institute for Traffic Safety Management and Research (ITSMR) show that distracted driving is an ongoing issue.

Estimates show that in 2015 alone, seat belts and child restraints saved over 14,000 lives across the nation.

In 2012, observations of drivers in a study titled [Cell Phone Use and Other Driver Distractions: A Status Report](#) showed that:

- 15 percent of drivers engaged in some type of distracted driving behavior.
- 4 percent of drivers used a cell phone while driving.

A study titled, [Crashes Involving Cell Phone Use and Distracted Driving](#) conducted in 2016 was an update to the 2012 study. The report included crash and ticket analyses summaries for 2011-2015:

- 22 percent of fatal and injury crashes included "driver inattention/distraction" as a contributing factor.
- 1.2 million tickets were issued for cell phone use or texting violations, of which:
 - 59 percent of tickets were issued in New York City.
 - 67 percent of tickets were issued to males.
 - 51 percent of tickets were issued to drivers ages 21-39.

Distracted, Drowsy, and Cell Phone Use Motor Vehicle Fatalities and Serious Injuries






Average Annual Change **-2.02%**
Source: NYS TSSR/AIS



STRATEGIES

Decreasing the number of road user behavior fatalities and serious injuries will be achieved through a multidisciplinary approach incorporating strategies that focus on engineering, education, and enforcement to address various contributing factors.

The New York SHSP includes the following three strategies to support the Road User Behavior Emphasis Area:

-  Implement engineering improvements to mitigate high-risk driver behavior.
-  Conduct educational and outreach efforts to build awareness of safe driving habits.
-  Conduct coordinated targeted enforcement efforts.

EMPHASIS AREA

Speed

The greater the rate of speed that a vehicle maintains, the greater the chances for death or serious injury resulting from a crash. An increase in vehicle speed also means an increase in stopping distance. Speed-related fatalities and injuries result from crashes where a driver was either driving over the posted speed limit, or at an unsafe speed for conditions.

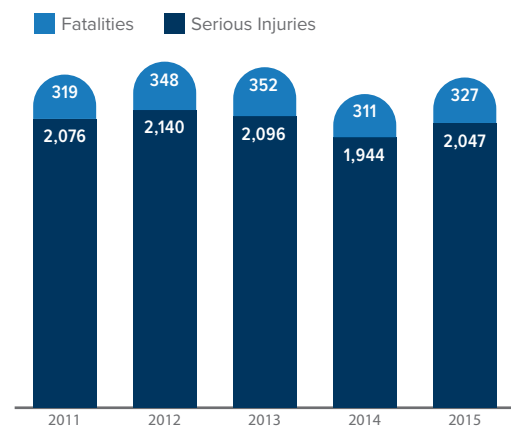
In 2015, 29 percent of fatalities across the United States were speed-related. Results from the [2016 Traffic Safety Culture Index](#) published by the AAA Foundation for Traffic Safety show that nearly half of all drivers surveyed had driven 15 mph over the speed limit on a freeway or more than 10 mph over the speed limit on a residential street in the month preceding the survey. In New York State from 2011-2015, there were a total of 11,960 speed-related fatal and serious injuries. This total represents 29 percent of all fatalities and 18 percent of all serious injuries in New York in the 5-year period.





©NYSDOT

Speed Related Fatalities and Serious Injuries







Average Annual Change **-0.08%**

Source: NYS TSSR/AIS

STRATEGIES

Decreasing the number of speed-related fatalities and serious injuries will be achieved through a multidisciplinary approach incorporating strategies that focus on engineering, education, and enforcement to address various contributing factors.

The New York SHSP includes the following four strategies to support the Speed-related Emphasis Area:

-  Implement infrastructure projects to decrease the number and severity of crashes due to speeding.
-  Continue educational programs related to safe speeds and promote culture change.
-  Work with judiciary to address speeding issues.
-  Enforce safe travel speeds.



CROSS-CUTTING AREA

Emergency Response

Quick response from emergency teams can save lives. Emergency response strategies focus on providing rapid, coordinated response and quality of care to make crashes more survivable after they occur and to clear roadways sooner to reduce the risk of secondary crashes. It is estimated that for every minute a lane is blocked, 4 minutes of delay results. If all responders work together in a coordinated fashion, time on the scene can be reduced, improving safety for both the responders and the traveling public.

New York State Emergency Medical Services

The mission of the Emergency Medical Services (EMS) is to ensure that New York State's citizens and visitors have ready access to safe, quality pre-hospital emergency care and transportation. At present, 1,048 ambulance services are staffed by a combination of paid and volunteer or all volunteer staff. There are also 86 certified Advanced Life Support First Response (ALS-FR) agencies and an additional 653 Basic Life Support First Response (BLS-FR) agencies. These services provide emergency medical response in rural, suburban, and urban communities across the state. These organizations are staffed by approximately 59,000 certified Emergency Medical Technicians at 5 different levels of training.

The New York State EMS system includes 18 separate geographic regions, each with EMS advisory councils and program agencies that are contractors to the New York State Department of Health. The New York State Trauma system consists of Level

Quick response from emergency teams can save lives.

If all responders work together in a coordinated fashion, time on the scene can be reduced, improving safety for both the responders and the traveling public.

I through Level III hospitals verified by the American College of Surgeons. The Level I centers across the state are the hubs of each regional trauma system.

In 2015, EMS responded to approximately 2.7 million requests for pre-hospital care and transportation. Over 104,000 were responses to motor vehicle related injuries. Included in that total are almost 14,000 crashes that involve pedestrians. In 2015, there were 108,405 patients entered into the New York State Trauma Registry, an electronic database of trauma victims treated by EMS. 9,629 patients sustained injuries from motor vehicle-related crashes. 8,049 were transported to State designated trauma centers. The remaining 1,637 were taken to non-trauma designated facilities. From those facilities, 187 patients were then transported to trauma centers.

EMS Strategies

The following strategies will help New York State maintain a course toward providing the best possible EMS care:

- Continue the conversion from a paper based pre-hospital medical record to the National EMS Information System.
- Develop groups in each of the 18 New York State EMS system geographic regions that can provide education to EMS agencies and providers.
- Maintain electronic mail distribution lists to enable direct communication with the NYS EMS system at the region, county and local levels in order to share information in real time.
- Develop standardized report tools to assist in local use of data and perform quality assurance.
- Transition the NYS Trauma system to a nationally recognized verification process.
- Complete the American College of Surgeons trauma center verification process at all NYS trauma centers.

- Continue to work to expand the trauma system to include local hospitals by verifying and designating Level IV trauma centers.
- Review and update the NYS EMS Mobilization Plan as necessary.
- Aid managers in developing their local EMS Mutual Aid Plans.

Traffic Incident Management

A traffic incident is any non-recurring event (such as a vehicle crash, a vehicle breakdown, work zone, or a special event) that causes a reduction in roadway capacity or an abnormal increase in traffic demand that disrupts the normal operation of the transportation system. Traffic incidents are an important concern in New York State because they can result in a safety issue and are a significant cause of congestion delays. In response to this problem, NYSDOT has fostered the development of a Statewide Traffic Incident Management (TIM) Program. TIM is the systematic, planned, and coordinated use of human, institutional, mechanical, and technology resources to reduce the duration and impact of incidents.

Traffic incidents are an important concern in New York State because they can result in a safety issue and are a significant cause of congestion delays.

The goals of TIM are to:

- Ensure the safety of motorists, crash victims, and incident responders.
- Conduct an appropriate response to investigate and safely clear an incident.
- Enhance collaboration of responsible agencies during preparation for planned events.
- Get traffic moving again as soon as possible while managing the affected traffic until normal traffic conditions are restored.

According to the National Traffic Incident Management Coalition (NTIMC), traffic incidents account for one-quarter of all congestion on US roadways. It is estimated that 20 percent of all crashes result from a previous crash. According to FHWA, in a one year period, the average number of responder deaths on our Nation's highways are 12 fire and rescue personnel, 5 police, 60 towing and recovery operators, and over 100 transportation professionals from DOTs, public works, and safety service patrol programs. In New York in 2016, 3 towing and recovery operators and 1 transportation employee were killed by uninvolved vehicles while at the scene of another incident.

A TIM Steering Committee was formed to guide the advancement of the statewide TIM Program in New York State. This Committee has been meeting regularly for 8 years to foster relationships among agencies, determine issues of statewide significance relating to TIM, and to develop training and guidelines for the emergency responder community to use as their everyday efforts to keep themselves and the public safe. The TIM Steering Committee assisted in the advancement of the "Move Over" law and also provided education on the law to executives and safety stakeholders. The Committee will continue to support similar efforts in the future.





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National Traffic
Incident Management
Coalition (NTIMC)

Traffic Incident Management Strategies

The following strategies will help continue the implementation of Traffic Incident Management practices and programs to detect, respond to, and remove incidents as safely and quickly as possible:

- Improve the accuracy and use of TIM data.
- Reduce the clearance times of incidents through improved coordination between responders and motorist assistance programs:
 - Improve the coordination between responders through training and communication enhancement.
 - Support the Highway Emergency Local Patrol (HELP) program by expanding its implementation and establishing a HELP truck operator academy and curriculum.
- Establish regional TIM committees in regions where they don't already exist.
- Educate emergency responders and the public on existing laws and best practices:
 - Promote the use of high-visibility apparel by emergency responders, highway workers, tow operators, etc.
 - Increase the number of and identify the target audiences for TIM training classes. Include additional TIM training at the local level.
 - Establish statewide protocols for the end-of-queue notification to the traveling public and coordinate with ITS/TSMO operations strategies.
 - Promote awareness of the "Move Over" law.
 - Improve the public's knowledge of "steer it/clear it" best practices.
 - Continue to investigate and implement best practices for communication to the traveling public leading up to and through temporary traffic control zones.



Improvements to Data

New York SHSP partners understand the importance of crash data and how it affects highway safety programs in the State. The timeliness, completeness, accuracy, uniformity, integration, and accessibility of data helps identify highway safety deficiencies, create projects, justify safety improvements, and track performance of critical safety investments. [New York's Traffic Safety Information Systems Strategic Plan](#) was developed by the New York State Governor's Traffic Safety Committee with the assistance of the state's Traffic Records Coordinating Council and the Institute of Traffic Safety Management and Research. The plan continues to address the traffic safety community's need for more accurate and timely data on crashes, injuries, arrests, convictions, drivers, vehicles, and roadway attributes.

New York has identified the following strategies to improve the data systems related to traffic safety:

- Expand the electronic capture and transmittal of crash and ticket data.
- Enable fatal crash reports to be entered into the New York State Department of Motor Vehicles (NYSDMV) Accident Information System (AIS) in a timely manner.
- Develop an electronic submission process with the New York City Police Department (NYPD) and make the necessary changes to AIS to accept and, when possible, auto process the data.
- Expand the Traffic Safety Statistical Repository (TSSR) to improve accessibility to the crash and citation/adjudication data and the ability to integrate data from other systems.

The timeliness, completeness, accuracy, uniformity, integration, and accessibility of data helps identify highway safety deficiencies, create projects, justify safety improvements, and track performance of critical safety investments.

- Upgrade the NYSDOT ArcGIS server to allow users to access the Accident Location Information System (ALIS) application with modern, safe web browsers, improve data and workflows and speed up the process of coding crash locations.
- Incorporate emergency medical systems data into the Crash Outcome Data Evaluation System (CODES).
- Review crash forms to capture additional information on commercial motor vehicle crashes.
- Improve the data integration between AIS and the NYSDOT Safety Information Management System (SIMS).
- Integrate the NYSDOT Roadway Information System (RIS) with SIMS and ALIS to provide the ability to analyze the local highway system using the similar methods currently used on the state system.
- Create a statewide intersection inventory to help build stronger relationships between crash and roadway data.
- Review the current network screening and analysis methods to determine if converting to the Highway Safety Manual methodology would be beneficial to the safety program.
- Improve the integration of NYSDOT data including safety related maintenance work, capital project data, and asset and inventory data.
- Expand the Universal Case Management System (UCMS) to provide an automated reporting mechanism for enforcement agencies when relevant sentencing conditions are ordered in court. This will allow enforcement agencies to better monitor compliance with Ignition Interlock Devices (IID) and Treatment mandates as well as improve public safety.



- Develop a Carrier Certification Management System (CarCert) module to facilitate NYSDOT's ability, as well as other agencies and the general public, to view and monitor intrastate carriers' safety records, status of authority, insurance information, civil penalties and complaint history.

Annual Regional Work Program

The HSIP requires a data-driven, strategic approach to improve highway safety on all public roads. The NYSDOT will continue to employ a data driven network screening process to identify sections of the State Highway System where the roadway displays unusual crash experience or exhibits risk factors for specific crash types. Each year the NYSDOT regions will continue to conduct an Annual Regional Work Program (ARWP) to perform highway safety investigations and recommend safety improvements on roadway sections that are investigated. Several of the data strategies mentioned previously will provide the ability to perform comparable network screening methods on the local system.

Connected and Autonomous Vehicles

With the rapid evolution of wireless communications technology, the wide deployment of Connected and Automated Vehicle (CAV) technologies will continue to advance rapidly over the next five years. The potential of CAV technologies is just now being realized, with future benefits focused initially on its potential to significantly reduce the number of vehicle crashes that occur every year. In addition to improving safety, there is also the potential to greatly improve mobility, sustainability, and system operations. One important milestone is the pending NHTSA Notice of Proposed Rule Making (NPRM) to require 5.9 GHz dedicated short range communication (DSRC) devices to be installed in all new light vehicles to support real time vehicle to vehicle (V2V) communication. This real time vehicle communication requirement, supplementing existing and developing sensor based, on board systems being deployed by vehicle manufacturers, will further enhance vehicle automated operations and allow maximum safety benefits to the traveling public.

What are Connected Vehicles?

Connected vehicles equipped with wireless technology – generally 5.9 GHz DSRC or smartphone devices - can communicate with other connected vehicles (V2V), as well as to the infrastructure (V2I). Alerts warn drivers in a connected vehicle of dangerous conditions such as when another vehicle is traveling in a blind spot or approaching an intersection at a high rate of speed. Ultimately, the driver is still responsible for driver operation at all times, and the Connected Vehicle Program as presently administered by the United States Department of Transportation does not include any aspect of automation. It is important to note that driver behavior is responsible for almost 95 percent of all highway crashes.

What are Automated Vehicles?

Automated vehicles are vehicles that rely on various on board automated systems, many times in combination, to operate a motor vehicle. Vehicle automation is presently being advanced by many companies and by many methods. NHTSA has categorized 5 levels of automation, with the highest level being driverless operation, and has developed guidelines for vehicle automation including best practices for state agencies.

Preparing for the Future

The future vision is that Connected Vehicle and Automated Vehicle technology will provide the opportunity to dramatically improve safety by decreasing the number and severity of crashes caused by human error and environmental factors on roads in New York State. While guidance, testing, standards, legislation and best practices continue to evolve, it is important for transportation operating agencies to be involved in the national issues and to take advantage of the technology as it is deployed.



Strategies

The following strategies will help New York State prepare for the ever-evolving environment of CAV technologies:

The potential of CAV technologies is just now being realized, with future benefits focused initially on its potential to significantly reduce the number of vehicle crashes that occur every year.

- Remain involved in national activities that support the development of CAV technology, standards and best practices, including the National Pooled Fund Study Group.
- Support the pending NHTSA Notice of Proposed Rule Making for V2V communications utilizing 5.9 GHz dedicated short range communications for light vehicles
- Urge NHTSA to follow up with a similar Notice of Proposed Rule Making for heavy vehicles.
- Support, encourage and participate in the development of a New York State legislative and regulatory framework that allows for the testing and deployment of Connected and Autonomous Vehicles.
- Support the development of national regulations for both light and heavy vehicles.
- Continue the networking of existing traffic signals and other roadside systems in a flexible, standardized framework.
- Improve and standardize Geographic Information System (GIS) mapping and spatial capabilities using the New York State GIS Platform. Advance efforts that will encourage local transportation agencies to maintain their GIS data on the New York State GIS Platform.
- Continue to develop an understanding of the technology and the short term and long term implications.
- Support the fusion of the latest generation of automobile based sensor systems that provide advanced safety features such as automated braking, driver attention detection, forward collision warning, blind spot warning, lane departure assistance etc. with V2V real time communications between vehicles to increase the vehicles' "situational awareness", allowing the onboard automated systems to improve crash avoidance.



Implementation and Evaluation

The success of this plan requires coordinated implementation and continued collaboration. The six EA's and the cross-cutting and emerging areas identified strategies and actions that are needed to meet the goals of this Plan. The development of these strategies and actions was a result of the collaborative efforts of a diverse group of safety partners in New York, representing state, local, tribal, county, MPO, and federal agencies and related associates, many of which are identified in the acknowledgements section of the SHSP. The implementation of these strategies and actions require the same collaborative spirit throughout the five years of the Plan.

A core team will provide guidance and coordinate this implementation, engaging the key partners and communicating to the public throughout the next five years. The core team includes representatives from the following agencies:

- New York State Department of Transportation (NYSDOT)
- Governor's Traffic Safety Committee (GTSC)
- New York State Department of Health (NYSDOH)
- Institute for Traffic Safety Management and Research (ITSMR)
- Capital District Transportation Committee (CDTC)
- New York Metropolitan Transportation Council (NYMTC)
- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- New York State County Highway Superintendents Association (NYSCHSA)



NYSDOT will provide leadership for this group, working with the Federal Highway Administration (FHWA). This core team will meet annually and communicate regularly.

NYSDOT's leadership of the plan also includes working with the core team to evaluate the progress of implementation and the impact of the Plan on fatalities and serious injuries. The core team will evaluate each emphasis area individually and the Plan as a whole.

The core team will develop annual updates on the Plan's progress by emphasis area and will update the action plans to denote the progress of strategy and action implementation. Some strategies may take several years to fully implement. Additionally, it may take several years to realize the benefit of the strategies through a reduction of fatal and serious injury crashes. This is particularly true for education strategies.

The Plan's implementation supports New York's achievement of the statewide crash performance measures as required by FHWA.



Addressing SHSP Special Rules – New York

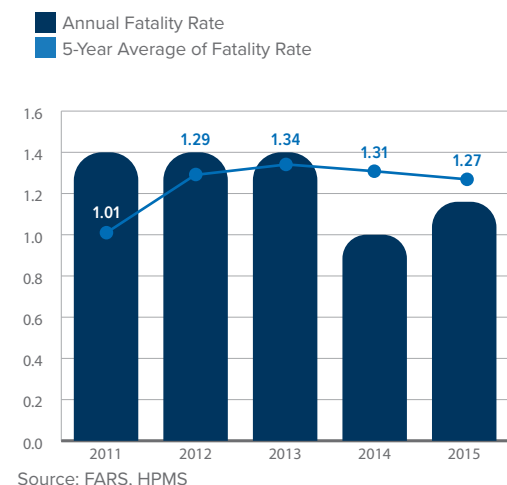
Recent transportation legislation signed into law has provided States with more flexibility with funding to address safety concerns specific to their jurisdiction since the previous SHSP was implemented. Special rules were introduced in MAP-21 and continued with the FAST Act. The special rules direct funding and the development of strategies to mitigate specific safety needs that apply to High Risk Rural Roads (HRRR) and older driver and pedestrian fatal and serious injuries.

High Risk Rural Roads (HRRR)

The HRRR special rule takes effect if “the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available.”¹

If applicable, a State must obligate an amount equal to 200 percent of its FFY2009 high risk rural roads set-aside funds to HRRR. Transportation legislation, 23 U.S.C. 148(a)(1), defines HRRR as “any roadway functionally classified as rural major or minor collector or a rural local road with significant safety risks.” The State of New York’s evaluation of HRRR

HRRR - New York State Fatality Rate Fatalities/100 Million VMT



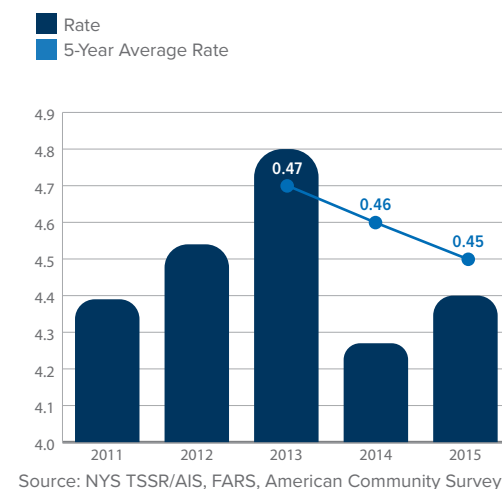
Recent transportation legislation signed into law has provided States with more flexibility with funding to address safety concerns specific to their jurisdiction.

aligns with the current legislation and defines ‘significant safety risks’ as having a “crash rate per mile above the average crash rate per mile established for the Region.” The fatality rates for rural roads shown below confirm that the HRRR special rule does not currently apply to the State of New York. The State will continue to monitor the HRRR performance measures annually to assure compliance with the rule.

Older Drivers and Pedestrians

The older driver and pedestrians special rule takes effect if “traffic fatalities and serious injuries per capita for drivers and pedestrians over the age of 65 in a State increases during the most recent 2-year period for which data are available.”² Per capita rates are based on 5-year averages and are rounded to the nearest tenth to determine if the rule applies.

Per Capita Fatality and Serious Injury Rate for Older Drivers and Pedestrians



If applicable, a State must include strategies to address the increases in the rates, considering recommendations in the FHWA publication, [Handbook for Designing Roadways for the Aging Population](#) in the next update of the SHSP. The fatality and serious injury rates shown below confirm that the older driver and pedestrian special rule does not currently apply to the State of New York. The State will continue to monitor the performance measures annually to assure compliance with the rule.

¹ Source: MAP-21 USC 148(g)(1)
² Source: MAP-21 23 USC 148(g)(2)





Strategic Highway Safety Plan

2017-2022

