

EXECUTIVE SUMMARY

INTRODUCTION

In preparing its 2006 Highway Safety Strategic Plan (HSSP), New York continued a performance-based approach to the planning and management of the state's program. The intent of New York's strategic planning process is to implement a data-driven approach in identifying problems and setting priorities for the state's highway safety program.

The top priorities of Governor Pataki's 2006 highway safety program are increasing the use of occupant restraints; the reduction of unsafe driving behaviors, including speeding and impaired driving; improving the safety of pedestrians; and stemming the rise in motorcycle fatalities. This document outlines the major highway safety problems that have been identified and presents short-term and long-term performance goals for improvements in these areas. In addition to comprehensive statewide goals, specific goals and objectives for each major program area have been established. Brief descriptions of the current status, goals, and objectives of the statewide highway safety program and the major program areas follow.

At the time this Highway Safety Strategic Plan was prepared, the most recent available complete set of crash data was for 2003. Limited data were available for fatal crashes and fatalities for 2004. In setting goals related to fatal crash and fatality data, the 2004 fatal crash and fatality data were used as the base. In setting goals related to injuries, the 2003 data set was used. Goals related to tickets used 2004 data as the base.



STATEWIDE HIGHWAY SAFETY PROGRAM

The Governor's Traffic Safety Committee (GTSC) provides leadership and support for the attainment of the traffic safety goals through its administration of the federal 402 program, the various TEA-21 incentive grants awarded to the state, and grants under the new Safe, Accountable, Flexible, and Efficient Transportation Equity Act. A crucial part of the process is problem identification which is accomplished through analyses of crash, fatality, and injury measures such as those presented below.

At the time this Highway Safety Strategic Plan was prepared, the most recent available complete set of crash data was for 2003. Limited data were available for fatal crashes and fatalities for 2004. In setting goals related to fatal crash and fatality data, the 2004 fatal crash and fatality data were used as the base. In setting goals related to injuries, the 2003 data set was used. It is important to note that changes in data collection that began during 2001 with respect to property damage crashes have had an impact on the total number of crashes, since the changes result in fewer property damage crashes being captured in the DMV Accident Information System (AIS).

NEW YORK STATE CRASH, FATALITY, AND INJURY MEASURES, 2001-2004

	2001	2002	2003	2004	2006 Goal	2010 Goal
Fatalities	1,554	1,509	1,477	1,478	1,450	1,390
Fatal Crash Rate/ 100 million VMT	1.09	1.04	1.00	0.98	0.94	0.90
Mean Severity of Injury (MSI)	1.26	1.26	1.26	n/a	1.24	1.20

The number of people killed in motor vehicle crashes in New York State dropped from 1,554 in 2001 to 1,477 in 2003 and 1,478 in 2004, representing a five percent decrease in fatalities. The fatal crash rate per 100 million vehicle miles traveled (VMT) declined steadily between 2001 and 2004, dropping to less than one (0.98) fatal crash per 100 million VMT in 2004. In each of the four years, New York State's fatal crash rate was well below the national level. As indicated by the MSI, the severity of injuries suffered in crashes remained constant over the three years, 2001-2003.

GOALS AND OBJECTIVES

The overall goals of New York's highway safety program are to prevent motor vehicle crashes, save lives, and reduce the severity of the injuries suffered. A comprehensive approach will be undertaken with strategies implemented in all of the major highway safety program areas. The effectiveness of the collective efforts will be assessed through changes in fatality and injury measures.



IMPAIRED DRIVING

Alcohol and other drug-impaired driving continues to threaten the safety of all road users in New York State. As part of its long-term commitment to improve highway safety, New York conducts a vigorous campaign to fight impaired driving. Enhanced enforcement efforts have been successfully coupled with increased public information and education to produce very positive results.

The most recent impaired driving legislation signed into law by Governor Pataki is Vasean's Law, named for eleven-year-old Vasean Alleyne who was killed by a drunk driver in Queens in October 2004. This law increases the penalties for drivers who kill or seriously injure someone while driving under the influence of drugs or alcohol; specifically, the law eliminates the requirement for prosecutors to prove criminal negligence, making it easier to charge drunken drivers with felony vehicular assault or vehicular manslaughter. Vasean's Law was signed by Governor Pataki on May 17, 2005 and took effect June 3, 2005.

On June 3, Governor Pataki also signed a bill that increases the penalties for hit-and-run drivers who leave the scene of an accident that results in serious physical injury or death. These hit-and-run drivers can now be charged with a Class D felony that carries a maximum sentence of two and one-third to seven years in prison.

Other laws implemented within the last two years also continue to have a major impact on New York's impaired driving program. Effective September 30, 2003, persons convicted of DWI after a previous conviction within five years are sentenced to imprisonment or community service and are required to have an ignition interlock device installed on their vehicle. New York's ".08" law also took effect in 2003, reducing the *per se* BAC from .10% to .08%.

A continuing statewide initiative will unite law enforcement agencies in their efforts to enforce laws governing the sale and consumption of alcoholic beverages by minors. The underage drinking initiative, jointly sponsored by the Governor's Traffic Safety Committee, STOP-DWI, the Division of State Police, the State Liquor Authority, and the Sheriff's Association, calls for continually gathering intelligence on underage drinking activity and promoting a hotline to facilitate public reporting of such violations.

Federal, state, and local agencies; advocacy groups; community organizations; and private sector companies have combined their efforts to raise public awareness of the dangers of impaired driving. By promoting messages that encourage drivers to assume personal responsibility for their behavior, these groups have joined forces in changing the public's attitude toward impaired driving.

The number of alcohol-related fatalities decreased between 2001 and 2003, reaching a three-year low of 295 in 2003. It is unknown to what extent reporting anomalies may have accounted for the 2003 figure. Preliminary data on fatal crashes and fatalities for 2004 indicate that the number of alcohol-related fatalities increased considerably to 375. The number of alcohol-related injuries increased from 8,881 in 2001 to 8,910 in 2002, then decreased to 8,004 in 2003.

**ALCOHOL-RELATED FATALITIES AND INJURIES IN NEW YORK STATE,*
2001-2004**

	2001	2002	2003	2004	2006 Goal	2010 Goal
Alcohol-Related Fatalities	441	363	295	375	340	300
Alcohol-Related Injuries	8,881	8,910	8,004	n/a	7,900	7,600

* Police-reported crashes

GOALS AND OBJECTIVES

The primary goals of the impaired driving program are to reduce the numbers of alcohol-related traffic fatalities and injuries. These goals will be accomplished by increasing enforcement of the impaired driving laws, conducting training programs for police officers on underage alcohol sales enforcement, conducting training for prosecutors, and raising public awareness of the dangers of drinking and driving. A variety of educational programs for drivers under age 21 will be supported. Other measures that target underage drinking drivers and repeat offenders will be emphasized.



POLICE TRAFFIC SERVICES

Enforcement of the Vehicle and Traffic Law, along with public information and education, continues to be a cornerstone of New York's highway safety program. As traffic volume and vehicle miles traveled continue to increase, coupled with increases in speed, police agencies are faced with increased challenges in enforcing the traffic laws. A proven strategy for success, and a long-held doctrine of the traffic safety community, is that a combination of highly visible enforcement and public information and education is needed to achieve and sustain significant improvements in highway safety. These strategies have the added benefit of encouraging positive behavior such as safety belt use and reductions in aggressive driving.

Although traditional enforcement strategies are successful with the general driving population, different approaches are required for some groups, especially those who intentionally disregard the laws and become adept at avoiding apprehension, posing a high risk of injury or death to themselves or others. This group includes recidivist and high BAC drunk drivers, aggressive drivers, those who continue to drive with a suspended driver's license (aggravated unlicensed operation), and those who refuse to wear safety restraints. For these drivers, highly publicized selective enforcement efforts and targeted PI&E are needed. Such programs targeting impaired driving, seat belt use, and aggressive driving have been very effective in New York and GTSC continues to support successful on-going programs and the development of innovative strategies to address these problems.

Speeding continues to be one of the biggest challenges facing law enforcement and poses a serious risk to all users of the state's highways, including occupants of the speeding vehicle, other cars, trucks, and motorcycles; and pedestrians. Motorists' fascination with speed is due in part to faster cars, better highways, and the marketing of speed in advertising and the media. These trends are then compounded by the changes in the passenger vehicle fleet to include longer, heavier vehicles. People leading busier lives and longer commutes may result in motorists being a greater hurry when driving. Higher speed limits and the associated "spillover effect," higher traffic volumes and congestion, and a growing young driver population, all play a part and add to an already serious highway safety problem. Speed-related crashes, like many others, are most often preventable and have large associated human and monetary costs.

Speeding in work zones is of particular concern because of the dangers it poses to those working at these sites. On July 14, 2005, Governor Pataki signed new legislation promoting safety in New York's work zones. The Work Zone Safety Act of 2005 provides for increased police presence in work zones to enforce posted speed reductions; increased deployment of radar speed display signs in work zones; a 60-day license suspension for drivers convicted of two or more work zone speeding violations, in addition to the double minimum fine assessed under the current law; a \$50 surcharge for speeding in work zones, with the proceeds devoted to a newly established Highway Construction and Maintenance Safety Education Fund; and the development of rules and regulations to increase safety in work zones.

Analyses of the 2003 police-reported motor vehicle crash data indicate that “unsafe speed”, “failure to yield the right-of-way”, and “following too closely” were reported to be contributory factors in 11%, 16% and 14%, respectively, of the crashes. These actions may be accompanied by other negative driver-to-driver interactions, such as shouting and obscene gestures; these incidents may then escalate into “road rage.”

**CONTRIBUTING FACTORS IN FATAL AND PERSONAL INJURY CRASHES IN
NEW YORK STATE, 2001-2003**

	2001	2002	2003	2006 Goal	2010 Goal
Police-Reported Crashes	173,605	158,867	142,287		
Unsafe Speed	15,694	15,991	15,319	15,040	14,100
Failure to Yield the Right-of-Way	27,451	26,208	23,462	22,525	21,115
Following Too Closely	23,085	21,799	19,331	18,560	17,400

Under Governor Pataki’s leadership, New York was among the first states to address the problem of aggressive driving, and the Governor proposed legislation to increase the penalties for dangerously aggressive driving. A recent New York State law requires that a component of instruction on road rage must be included in the 5-hour driver prelicensing course, PIRP courses, and the driver’s license manual, and questions on this topic must be included on the written driver’s license test. In 2002, GTSC introduced a popular new grant program, *STEP to Reduce Unsafe Driving Behaviors*. Another initiative is the New York State Police *Aggressive Driving Enforcement* program, which seeks to reduce the number of deaths and injuries which result from aggressive driving through a combination of public education and enforcement.

The New York City Police Department will continue its *Combat Aggressive Driving* (CAD) program. The program has allowed the NYPD to fund details dedicated to aggressive driving enforcement. The Department is seizing for forfeiture the vehicles of certain aggressive drivers, including reckless drivers, those traveling at twice the speed limit, and those receiving citations for three or more hazardous driving violations at one time. With funding from GTSC, other police agencies statewide are also focusing more attention on aggressive drivers.

GOALS AND OBJECTIVES

The primary goal of the police traffic services program is to decrease the number and severity of motor vehicle crashes by deterring aggressive driving and other risky behaviors, including speeding, tailgating, etc. In addition to routine and selective enforcement approaches, training programs will be conducted for police officers, probation officers, judges, and prosecutors. Additional initiatives targeting specific issues, such as aggressive drivers, scofflaws, unlicensed drivers, and commercial vehicle operators will also be explored.



MOTORCYCLE SAFETY

During the seasons of the year when weather permits, motorcycling continues to be a popular sport and mode of transportation in New York. There are many more motorcycles and motorcyclists on New York's highways than in previous years. In 2004, the number of motorcycle registrations continued to increase, reaching an all-time high of 256,571. In each of the past five years, motorcycle registrations have increased by an average of 6% a year. Since 1996, motorcycle registrations in New York have increased by 57%.

In 1997, New York undertook a major initiative to improve motorcycle safety by establishing a comprehensive, rider-funded safety program. The *Motorcycle Safety Program (MSP)* is intended to address driver inexperience and lack of training. Created through legislation signed by Governor Pataki, this program provides instruction and field training to improve the riding skills of motorcyclists. The program, which is administered by MANYS, now offers rider education at 23 public training sites and nine military or police facilities around the state. The program also includes a public information and education component aimed at heightening the awareness of all motorists to motorcycles. In addition, the Governor's Traffic Safety Committee continues its ongoing efforts to encourage motorists to be aware of the presence of motorcycles on the roadways.

Motorcycle crashes decreased considerably during the mid-1990s and have continued on a general downward trend in recent years. The number of motorcycle crashes decreased from 4,848 in 2001 to 4,269 in 2002, followed by a slight increase in 2003 to 4,284.

While the overall number of crashes is down, the increase in motorcyclists killed relative to the number of crashes suggests that new factors are involved. Possible explanations for the increase in fatalities include speeding by motorcyclists and other motorists and the increased number of larger vehicles introduced into the passenger vehicle fleet in recent years.

MOTORCYCLE CRASHES IN NEW YORK STATE, 2001-2004

	2001	2002	2003	2004	2006 Goal	2010 Goal
Motorcycle Crashes	4,848	4,269	4,284	n/a	4,200	4,070
Motorcyclists Killed	149	139	153	146	140	125

Young motorcycle operators continue to be overrepresented in fatal and personal injury motorcycle crashes: almost 9% of the motorcyclists involved in fatal and personal injury crashes were under 21 years of age, but less than 1% of the licensed operators are in this age group; and 30% of motorcyclists involved in fatal and personal injury crashes were aged 21-29, but only 7% of the licensed operators are between the ages of 21 and 29.

GOALS AND OBJECTIVES

The primary goals in the area of motorcycle safety are to reduce the number of motorcycle crashes and fatalities. Objectives include continued expansion of motorcycle rider education opportunities and examination of the characteristics of motorcycle crashes and unlicensed operators. The strategies that will be used include public information and education and research and evaluation initiatives. Research will focus on identifying trends and issues related to the characteristics of fatal motorcycle crashes and the operators in these crashes, and assessing the extent to which persons continue to operate motorcycles without the proper license. The public information and education activities will stress the need for the motoring public to be aware of motorcyclists.



PEDESTRIAN, BICYCLE, IN-LINE SKATING, NON-MOTORIZED SCOOTER, AND SKATEBOARDING SAFETY

Pedestrians, bicyclists, in-line skaters, non-motorized scooter operators, and skateboarders are among our most vulnerable roadway users. (The term, "Pedestrian Safety," is used to refer to the program area relating to all of these roadway users.) When involved in crashes with motor vehicles and fixed objects, these highway users almost always suffer more serious injuries than vehicle occupants. Although crashes involving this group represent only about 6% of the reportable crashes in the state, they account for about one-fourth of all fatal crashes and approximately 10% of all injury crashes. The injuries sustained in these crashes often require extensive medical treatment and/or lengthy rehabilitation. Treatment and rehabilitation for older injured pedestrians may be even more protracted, resulting in increased costs. For these reasons, GTSC has identified Pedestrian Safety as a priority for FFY 2006.

It is also important to note that Governor Pataki signed legislation improving pedestrian safety by simplifying New York State's law regarding pedestrian right-of-way in crosswalks. Since January 19, 2003, drivers must yield to pedestrians walking in a crosswalk in both halves of the street where a traffic signal is not present or operating. This replaced the previous law that required drivers to yield to pedestrians only in their half of the crosswalk.

PEDESTRIAN SAFETY

Over the four years, 2001-2004, the number of pedestrians killed dropped from 358 in 2001 to 326 in 2004. Approximately half of all pedestrian fatalities occurred in New York City. In 2003, 16,665 pedestrians were injured in New York State.

PEDESTRIANS KILLED AND INJURED IN NEW YORK STATE, 2001-2004

	2001	2002	2003	2004	2006 Goal	2010 Goal
Pedestrians Killed (NYS)	358	326	327	326	315	295
In New York City	186	156	162	149	140	125
Pedestrians Injured (NYS)	17,678	17,214	16,665	n/a	16,000	15,000

BICYCLE SAFETY

Over the four-year period, 2001-2004, 34 to 42 bicyclists have been killed each year in motor vehicle crashes. New York State's law requiring children under age 14 to wear a helmet when riding a bicycle was implemented to mitigate the severity of injuries. Efforts to prevent bicycle crashes through education and increased public awareness for both bicyclists and motorists will continue.

BICYCLISTS KILLED AND INJURED IN NEW YORK STATE, 2001-2004

	2001	2002	2003	2004	2006 Goal	2010 Goal
Bicyclists Killed (NYS)	42	34	38	39	35	30
In New York City	15	18	16	13	10	7
Bicyclists Injured (NYS)	6,749	5,992	5,581	n/a	5,360	5,025

IN-LINE SKATING SAFETY

In-line skating remains a popular activity in New York State. Although primarily considered to be a recreational activity, it is also used by messenger/delivery services in the New York City metropolitan area. Since January 1996, when legislation signed by Governor Pataki became effective, children under age 14 have been required to wear a helmet when skating. In July 1996, a revised police crash report form was distributed to enforcement agencies. The new form allows for the capture of information on in-line skating crashes, including the type of safety equipment used by skaters. At this time, the number of crashes involving in-line skaters is too small to allow meaningful analyses. Many localities are beginning to track the data and have expanded their traffic safety programs to include in-line skating safety issues.

NON-MOTORIZED SCOOTER SAFETY

The popularity of scooters in New York State over the past several years has been paralleled by a substantial rise in scooter-related injuries. Since July 1, 2002, it has been illegal for persons 13 years of age or younger to operate a scooter or ride as a passenger on a scooter without wearing an approved bicycle helmet.

The growing problem with scooter safety centers on the devices that are motorized, but are not equipped to be registered as motor vehicles. Currently, these types of scooters are illegal to use on New York's roadways and in areas used by pedestrians and bicyclists. To address the issue of scooter safety, the GTSC is focusing its efforts on educating potential consumers about the improper and potentially illegal use of these devices.

SKATEBOARDING SAFETY

Effective January 1, 2005, New York's Vehicle and Traffic Law was amended to require skateboard riders under age 14 to wear an approved helmet. Skateboard safety is also promoted through the many statewide wheel sport safety programs supported by the GTSC.

GOALS AND OBJECTIVES

The primary goals of the pedestrian, bicycle, in-line skating, and non-motorized scooter safety programs are to reduce the number of pedestrians, bicyclists, skaters, and scooter riders killed and injured. These goals will be accomplished by providing safety education to both the general public and specific target groups, developing and evaluating engineering solutions to address these problems, and expanding helmet distribution programs. Community-based programs will play a major role in these efforts. Research and evaluation activities will be undertaken to assist in defining the scope and nature of the various safety issues, assess program effectiveness, and identify potential countermeasures.



OCCUPANT PROTECTION

Twenty years ago New York became the first state to pass a mandatory seat belt law. Nearly all states have since followed suit, and nationally occupant protection has risen to a level commensurate with its life saving potential. The evolution of seat belt programs, from first requiring seat belts to be installed by auto manufacturers in the 1960s, to national "mobilizations" has been remarkable, as has been the increase in usage. As with impaired driving, social norms regarding the use of safety restraints, especially for children, have changed radically.

Throughout this progression, the seat belt compliance rate gradually increased in New York, until it leveled off in the mid-1990s at about 75 percent. It was at that point that highway safety professionals came together and rallied behind a new program called *Buckle Up New York*. *BUNY*, as it has come to be known, is a high-visibility, multi-agency, zero-tolerance enforcement and PI&E campaign. Through this program, unprecedented numbers of seat belt tickets have been issued by police and public awareness is at an all time high; New York's seat belt compliance rate has risen to an historic high of 85 percent (based on the June 2005 observational survey).

Legislation has passed both houses of the New York State Legislature to require booster seats for all children ages four to seven. Implementation of the law will be a principal focus of FFY 2005.

**PROPORTION OF VEHICLE OCCUPANTS
COVERED BY NEW YORK STATE'S SEAT BELT LAW
KILLED OR SERIOUSLY INJURED IN CRASHES, 2001-2003**

	2001	2002	2003	2006 Goal	2010 Goal
Fatalities	.14%	.22%	.18%	.17%	.14%
Serious Injuries	1.44%	2.40%	2.13%	2.05%	1.95%

The proportions of fatalities and serious injuries among vehicle occupants covered by the law increased from 2001 to 2002, then declined in 2003. The increases experienced in 2002 reflect changes in data collection that were implemented in 2001 with regard to property damage crashes. Since the changes resulted in fewer property damage crashes being reported, both the total number of crashes and number of uninjured occupants decreased by a large amount in 2002, causing the proportions of occupants killed or injured to increase.

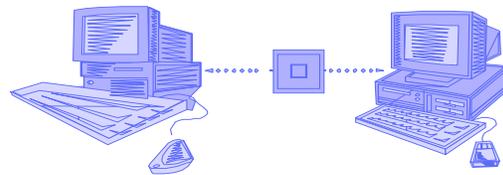
**MEAN SEVERITY OF INJURY (MSI) FOR VEHICLE OCCUPANTS
COVERED BY NEW YORK STATE'S SEAT BELT LAW, 2001-2003**

	2001	2002	2003	2006 Goal	2010 Goal
	1.22	1.22	1.22	1.21	1.19

Over the period 2001 to 2003, the Mean Severity of Injury (MSI) measure indicates that the severity of injuries suffered by vehicle occupants covered by the seat belt law remained constant. In calculating the MSI, a weight of 4 is assigned to a fatality, 3 to a serious injury, 2 to a moderate injury, and 1 to a minor injury.

GOALS AND OBJECTIVES

The primary goals of the occupant protection program are to decrease the number of vehicle occupants killed and to mitigate the severity of the injuries suffered. The recent enactment of New York's booster seat law represents a major step toward the achievement of these goals. Further progress toward these goals will be accomplished by encouraging seat belt use and enhancing the safety of young passengers by increasing the number of children 12 and under who ride in the back seat and the number of children who are properly restrained in child safety seats. The strategies identified for accomplishing these goals include enforcement, research to identify target groups of motorists who do not comply with the law, public information and education, and child passenger safety training. Additional permanent child safety seat fitting stations will be established, with an emphasis on stations in culturally-diverse communities, staffed by bi-lingual certified technicians.



TRAFFIC RECORDS

Access to traffic records data continues to be a critical component of the performance-based program planning processes used by traffic safety agencies and organizations to develop traffic safety initiatives. As changes occur in demographics, traffic patterns, and conditions of the highway infrastructure at both the state and local levels, identifying the nature and location of traffic safety problems presents a significant challenge to the state's highway safety community. In developing appropriate countermeasures to meet these challenges, traffic safety professionals need data on crashes and injuries, arrest and convictions for traffic violations, and highway engineering initiatives. The need for accurate and timely data, together with an ever increasing need for data analysis support, is being addressed vigorously by New York through major improvements in the way it maintains and uses its traffic records systems.

Governor Pataki's continuing support of efforts to improve the state's traffic records systems is evidenced by the progress being made in improving the state's accident and ticket records systems. It is also evident in the improvements made in the traffic-related systems maintained by the Department of Transportation, Department of Health, Division of Criminal Justice Services, Division of Probation and Correctional Alternatives, and the Division of State Police. Under the direction of the GTSC, system improvements are monitored annually by the state's Traffic Records Advisory Committee.

GOALS AND OBJECTIVES

The primary goals of the efforts undertaken in the area of traffic records are to continue the reengineering of the DMV accident and ticket records systems, improve data linkage capabilities among traffic safety-related data systems, and assist with the coordination and direction of

efforts to upgrade the state's various traffic safety-related data systems. This will be accomplished through support for the implementation of new technologies by state agencies and local police agencies. The strategies include continued involvement in the state's Safety Management System, increased use of technology for data collection and dissemination, the development and use of linked data bases, and research and evaluation initiatives to support problem identification and the development and evaluation of countermeasures.



COMMUNITY TRAFFIC SAFETY PROGRAMS

Community Traffic Safety Programs combine strategies from several traffic safety program areas to address local highway safety problems. Communities within a county are encouraged to cooperatively develop a strategic plan which identifies and documents the county's highway safety problems; establishes performance goals, objectives, and measures; and proposes strategies that target the problems identified. Because of the integral role local programs play in achieving the statewide highway safety goals, increasing the number of counties participating in the program continues to be a priority.

The strategies implemented under the individual community traffic safety programs will contribute to the attainment of the goals established for the statewide highway safety program. In addition to funding local programs, the strategies in this area include the further development of inter-organizational and target group coalitions, the provision of public information resources, and training for community program managers and staff.

PROGRAM MANAGEMENT

Governor Pataki's Traffic Safety Committee (GTSC) is responsible for coordinating and managing New York State's comprehensive highway safety program. GTSC takes a leadership role in identifying the state's overall traffic safety priorities; provides assistance to its local partners in identifying local highway safety priorities; and works with its partners to develop programs, public information campaigns, and other activities to address the needs identified. In addition to the 402 highway safety grant program, GTSC administers the highway safety funds awarded to the state through the various TEA-21 incentive grant programs and grants under the new Safe, Accountable, Flexible, and Efficient Transportation Equity Act. In administering the state's highway safety program, GTSC takes a comprehensive approach, providing funding for a wide variety of programs targeting crash reduction through education, enforcement, engineering, community involvement, and greater access to safety-related data.

GOALS AND OBJECTIVES

The GTSC's goals in this area are to continue to improve the effectiveness of New York's highway safety program and the efficiency of its administration. This will be accomplished by enhancing the GTSC's leadership role in identifying priorities and establishing goals for the statewide program, improving the coordination of programs and resources, and promoting innovative approaches to address highway safety issues. GTSC will continue to assess the training needs of its partners and identify training opportunities that meet these needs. Communication and access to information and materials will be enhanced through the continuing development of GTSC's Internet site and other channels.