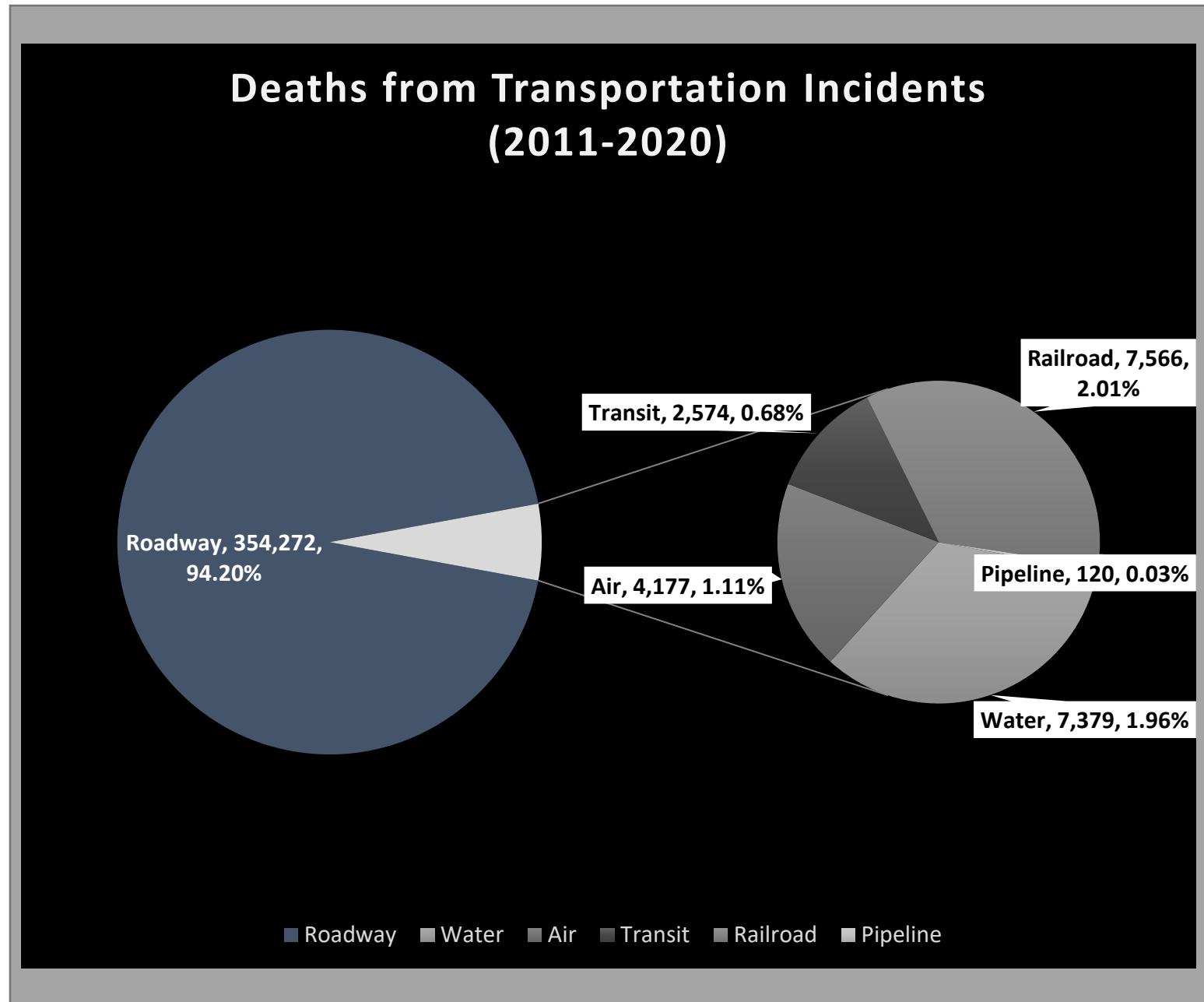


National Roadway Safety Strategy

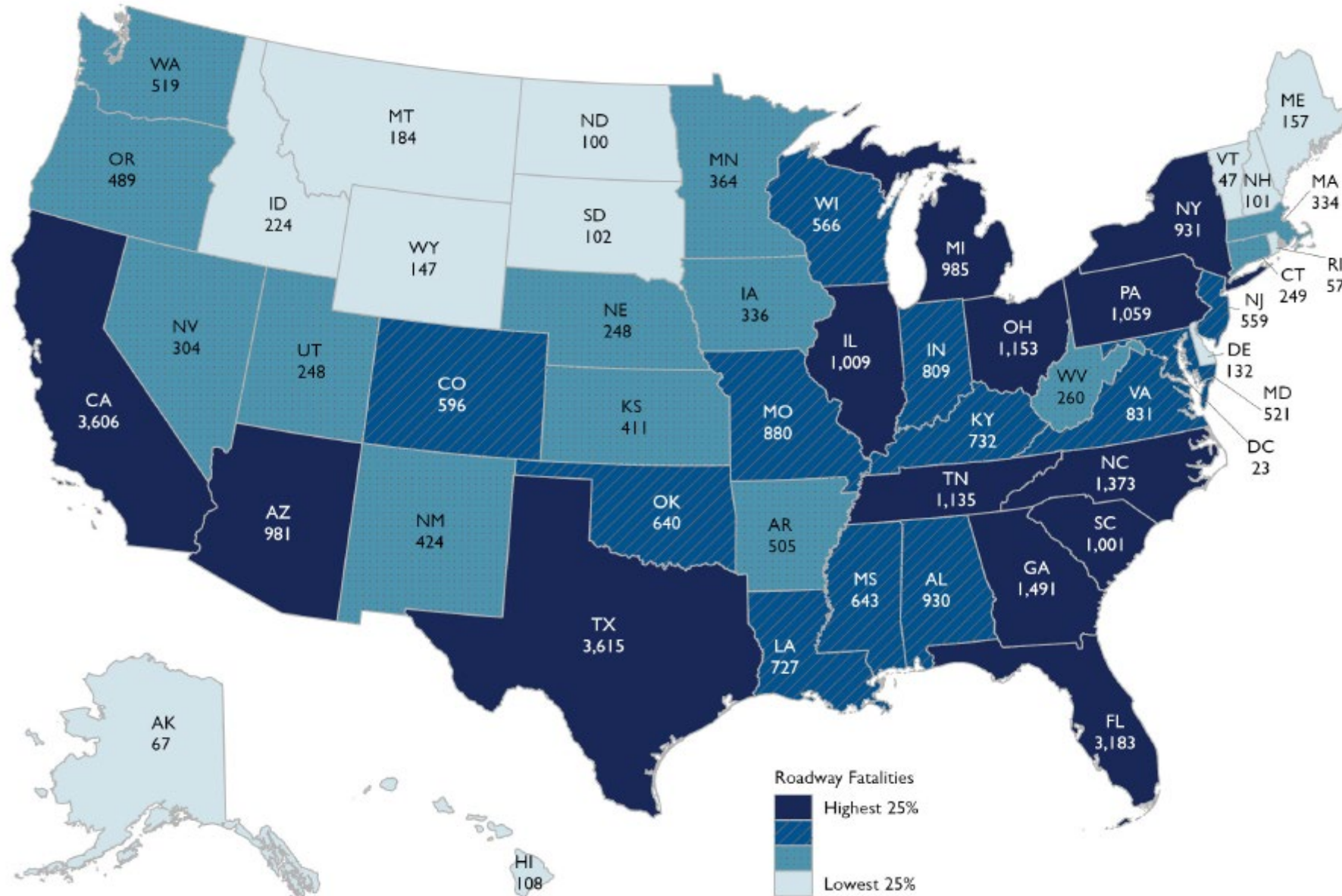
FEBRUARY 2022



Almost 95% of people who die using our Nation's transportation networks are killed on our streets, roads, and highways, and this threat to our safety is getting worse.

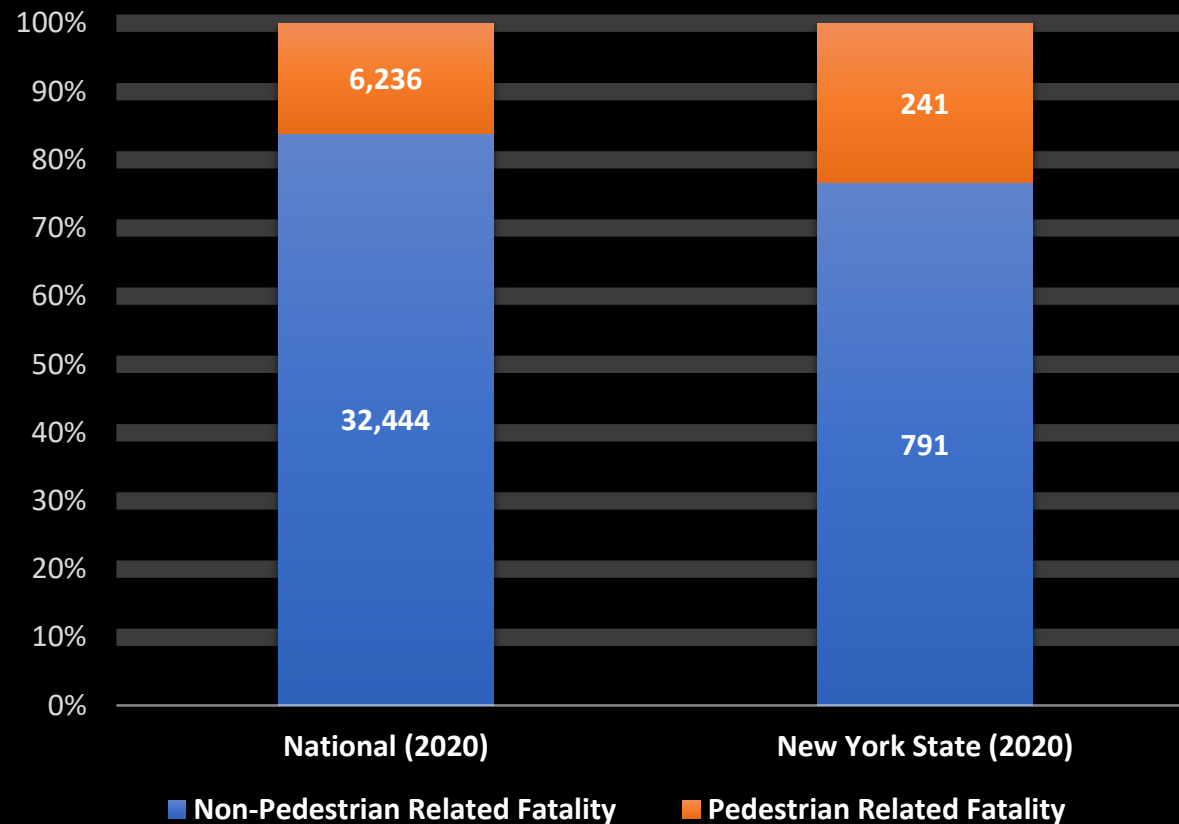


Roadway Fatalities by State, 2019

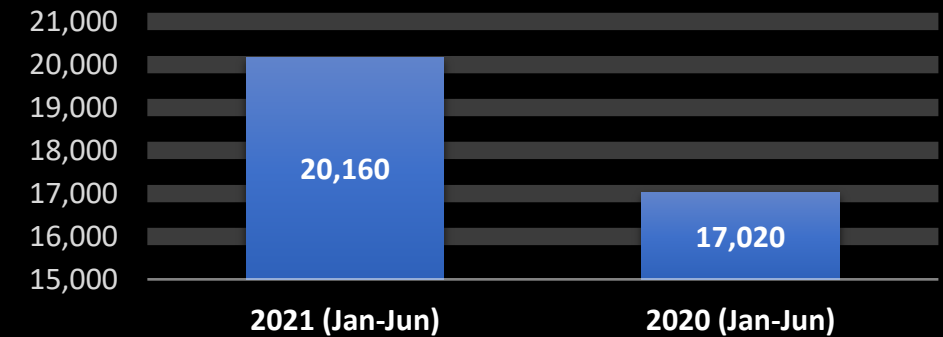


**In 2020, an estimated 38,680 people were killed in motor vehicle crashes, of which an estimated 6,236 were people walking.
In the first six months of 2021, an estimated 20,160 people were killed in motor vehicle crashes, up an alarming 18.4% over 2020.
That is the largest number of projected fatalities for January to June since 2006.² Millions more are injured – sometimes permanently – each year.**

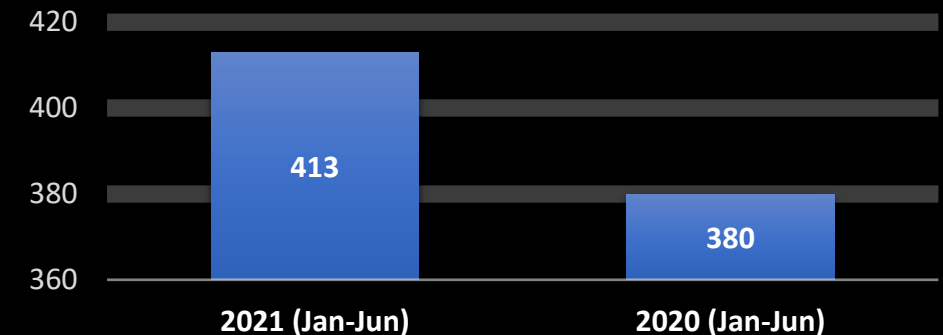
People Killed in Motor Vehicle Crashes (2020)



National: MVC Fatalities First 6Mos. 2021 v. 2020



New York State: MVC Fatalities First 6Mos. 2021 v. 2020



²NHTSA: [Early Estimate of Motor Vehicle Traffic Fatalities for the First Half \(January–June\) of 2021](#)

NHTSA reported that 31,720 people were killed on U.S. roadways in the first nine months of 2021, a record 12% increase from the same period last year.

This is the most people killed on our roadways through the first nine months of any year since 2006, the largest nine-month percentage increase ever in the nearly 50-year history of the Fatality Analysis Reporting System.

NATIONALLY

2020: Compared to 2019, fatalities increased:

- **7.2% overall**
- **23% per mile driven**
- **15% among passenger vehicle occupants not wearing seatbelts**
- **15% among ages 16-24**
- **18% among ages 25-34**
- **14% among ages 35-44**
- **11% in speeding-related crashes**
- **9% in crashes with police-reported alcohol involvement**
- **9% in Motorcycle crashes**

NEW YORK STATE

2020: Compared to 2019, fatalities increased:

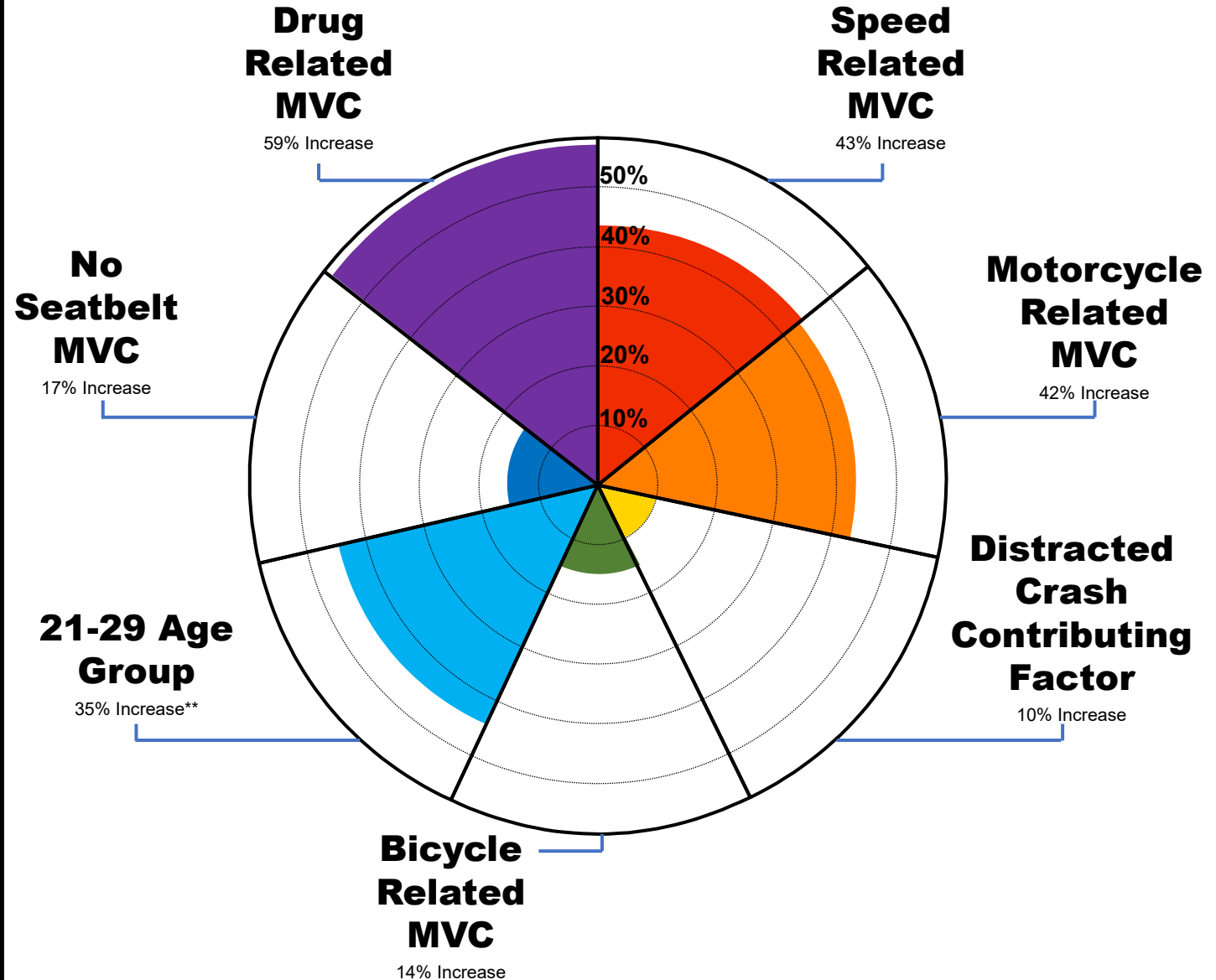
- **10% overall**
- **35% per mile driven**
- **17% among passenger vehicle occupants not wearing seatbelts**
- **18% among ages 16-20**
- **35% among ages 21-29**
- **14% among ages 30-39**
- **43% in speeding-related crashes**
- **11% alcohol involvement**
 - **59% in drug involvement crashes**
 - **26% in crashes classified as impaired related**
- **42% in Motorcycle crashes**
 - **40% among motorcyclist operators**

New York State

Motor Vehicle Crash Fatalities

2019 v 2020

HIGHLIGHTED AREAS OF INCREASE IN NEW YORK STATE



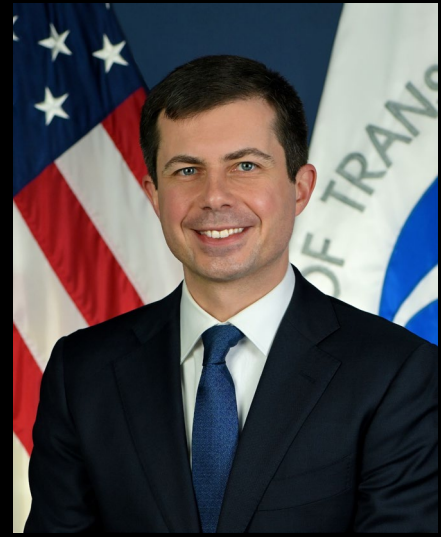
The Biden / Buttigieg Call To Action: Federal Priorities & Response

“This is a **national crisis**. We cannot and must not accept these deaths as an inevitable part of everyday life.

The good news is **we now have a strategy, as well as the resources and programs to deliver it, thanks to the President’s Bipartisan Infrastructure Law.**

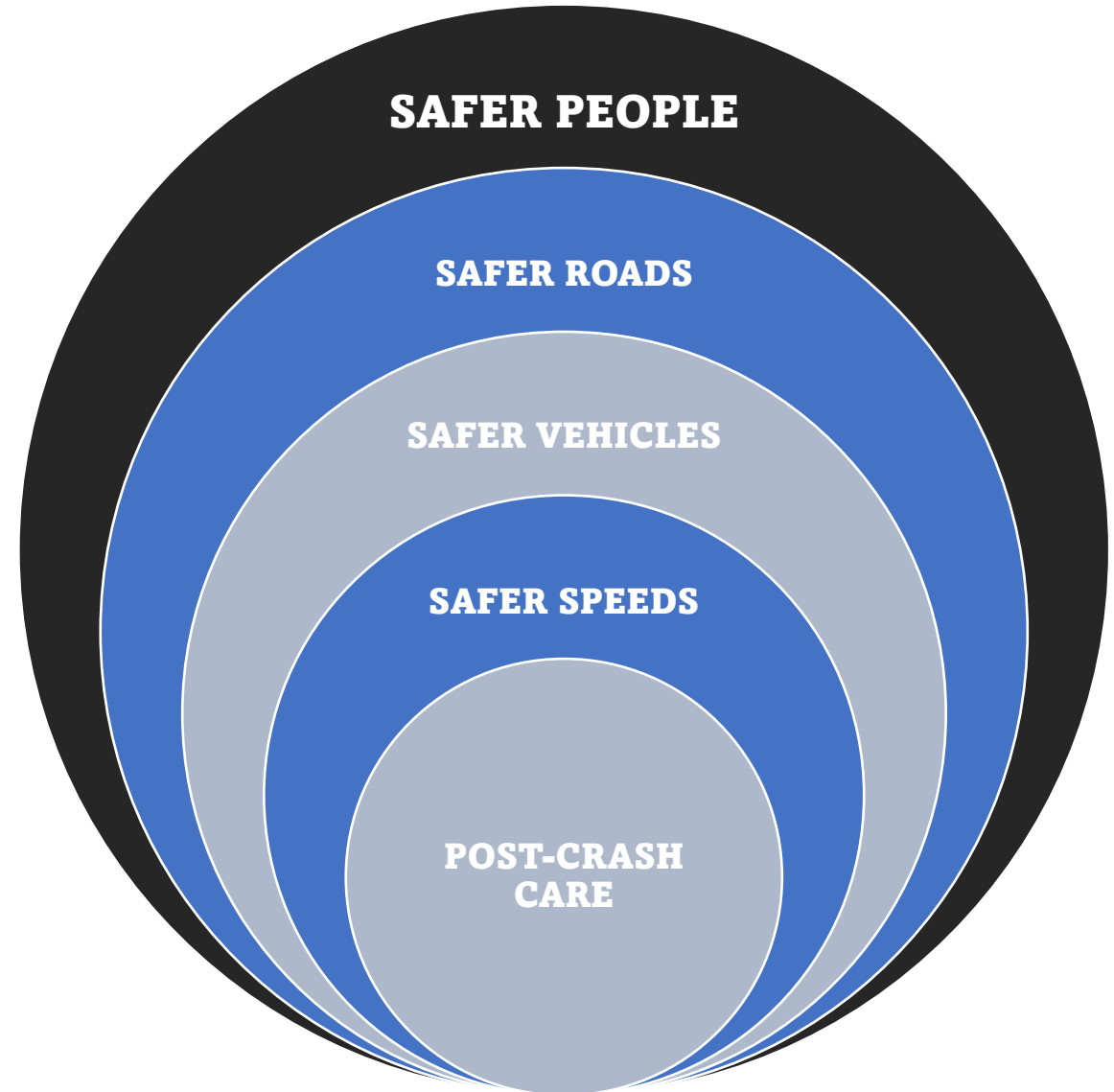
The National Roadway Safety Strategy is America’s first-ever national, comprehensive plan to significantly reduce deaths and injuries on our roads.”

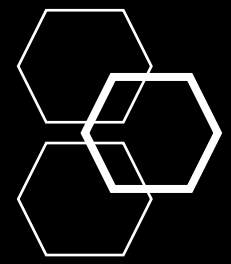
-United States Transportation Secretary Pete Buttigieg-



National Road Safety Strategy (NRSS)

NATIONAL ROADWAY SAFETY STRATEGY OBJECTIVES





The Safe Systems Approach

SAFE SYSTEM PRINCIPLES



Death/serious injury
is unacceptable



Humans make
mistakes



Humans are
vulnerable



Responsibility
is shared



Safety is
proactive



Redundancy
is crucial



The Safe Systems Approach

SAFE SYSTEM CORE ELEMENTS

- **Safe Road Users**
- **Safe Vehicles**
- **Safe Speeds**
- **Safe Roads**
- **Post-Crash Care**





Equity

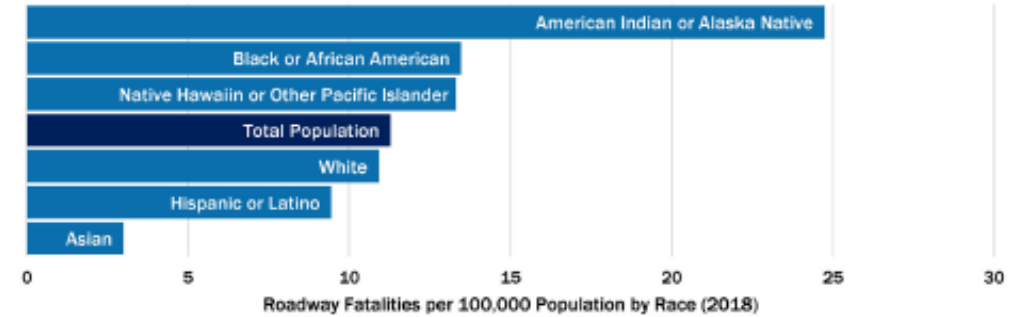
Consider the following American road safety statistics:

- American Indians and Alaska Natives are injured or killed in motor vehicle crashes at much higher rates than other Americans
- The fatality rate for Hispanic bicyclists is 23 percent higher than for white bicyclists
- Black people are twice as likely as white people to be killed while walking

Transportation equity means fairness within both the planning process and its outcomes

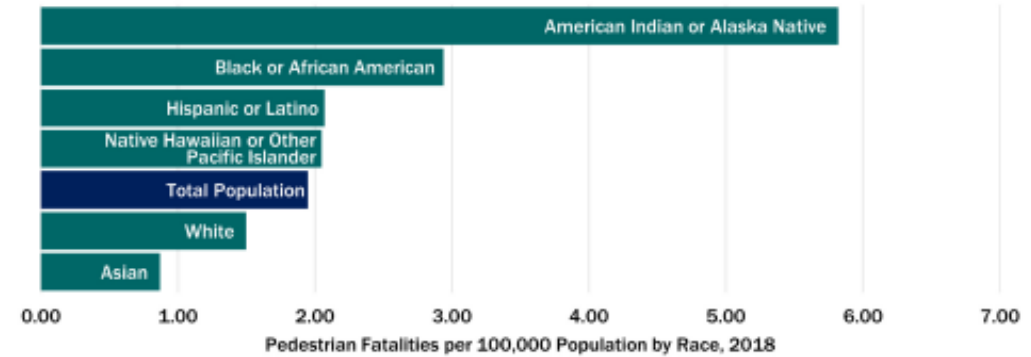


Fatalities impact communities differently...

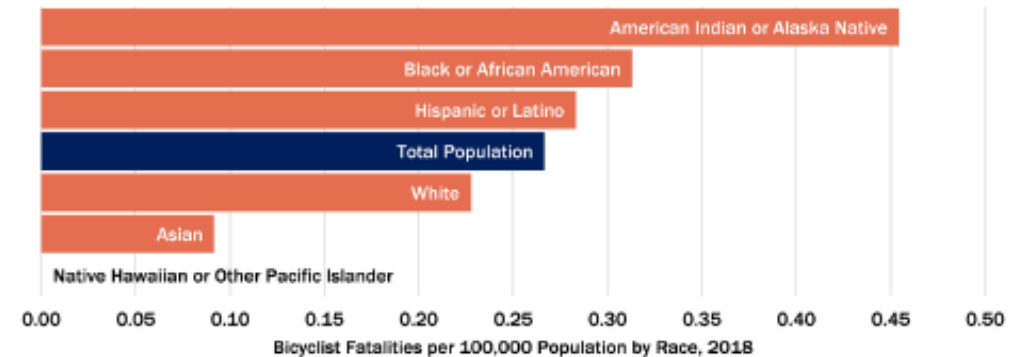


...particularly for people not in a vehicle.

Fatalities Among Pedestrians



Fatalities Among Bicyclists



Safe System Approach: Relationship Between Law Enforcement & Equity

To achieve zero roadway fatalities and a transportation system that is safe for all users, all actors in our transportation system must acknowledge and address historic and ongoing inequities.

- ❖ **Law enforcement and the work of our Nation's law enforcement officers are critical to the prevention and reduction of traffic-related fatalities and injuries.**

Traffic enforcement must have equity – the consistent, fair, just, and impartial treatment of all people – at its foundation.

- ❖ **Under the Safe System Approach, efforts to make our roads safer should affirmatively improve equity outcomes.**

The NRSS will advance equity as an instrumental component of transportation safety and convene key stakeholders – government at all levels, law enforcement, advocacy, community organizations, and the general public.

- ❖ **To develop both a better understanding of the intersection of equity and roadway safety and a comprehensive approach to incorporating equity into all traffic safety efforts to achieve zero roadway fatalities and serious injuries.**

SAFE SYSTEM EQUITY OPPORTUNITIES

Incorporate equity considerations in implementation, assessment plans & goals related to safety improvements for populations that are traditionally underserved



Investigate and document the impacts of traffic safety enforcement and traffic safety surveillance on minority communities



Consider equity implications of traffic safety enforcement activities



Develop restorative justice strategies to address harm done to traditionally underserved populations through road safety policies, programs, and disinvestment



Meaningfully engage populations that are traditionally underserved in shared decision-making for the SHSP, safety programs, policies, or infrastructure projects



Encourage or require local jurisdictions to engage traditionally underserved populations for HSIP infrastructure projects



Encourage or require local jurisdictions to include equity metrics in project prioritization for HSIP



Develop and implement strategies for robust demographic data collection in crash reporting, and include summaries of these data in the SHSP



Expand the focus and quality of the data we collect and how we analyze it



As climate change continues to reshape our environment, its future effects on roadway safety will need to be taken into account.

The Climate, Health, and other co-benefits are further supported by roadway safety efforts proposed by the NRSS & the Safe System.

We need safe roads for all road users

Fatalities among pedestrians and bicyclists have been increasing faster than roadway fatalities overall



This has a chilling effect on climate-friendly transportation options such as walking, biking, or taking public transportation.

Transportation greenhouse gas reductions goals

Climate-friendly transportation options (Biking, Walking, Riding) decrease transportation-related emissions



Increased air quality provides health benefits to those using and living near highways, roads, and streets.

FEDERAL RECOMMENDATIONS: GTSC's ROLE IN THE SAFE SYSTEM APPROACH **SAFER PEOPLE**



Leverage new funding in the Bipartisan Infrastructure Law for behavioral research and interventions, and use education, technical assistance, and outreach to disseminate information to partners. ~\$12-\$15 million

Leverage public health approaches for implementation by engaging with a wide variety of stakeholders using a diversity of interventions.

Update Departmental safety messaging so that it is unified across the entire Department and reflects the Safe System Approach principle of human fragility.

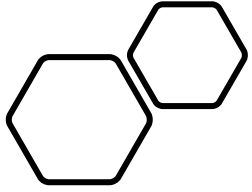
Implement and use more accurate records to take unsafe drivers off the road more expeditiously.

Encourage State Driver Licensing Agencies to identify and educate repeat offenders of impaired driving and other behavioral safety issues.

Support the development and accessibility of training designed to enhance equity in law enforcement.

Encourage States to apply for the Section 1906 grant program that funds the collection of information on the race and ethnicity of the driver in motor vehicle stops.

Increase motor vehicle highly visible traffic enforcement against risky driver behavior focused on high crash locations.



Behavioral Safety Safe System Framework

SHSO LIKE GTSC: OPERATIONS

Death/Serious Injury is Unacceptable

Humans Make Mistakes

Humans Are Vulnerable

Responsibility Is Shared

Safety is Proactive

Redundancy Is Crucial

LEADERSHIP

- Lead efforts to change (or keep) the State's goal of zero fatalities and serious injuries.

- Work with engineers to identify and remediate areas with behavioral driving issues.

- Establish and nurture a safety culture in the SHSO, its broader agency, within the safety community and statewide with the public.

- Reinforce that everyone has a role to play in ensuring safety programs and traffic enforcement are equitable.

- Seek consistent Safe System messaging from the Governor's office and all state agencies.

COMMUNICATION

- Explain to road users how to safely use the system

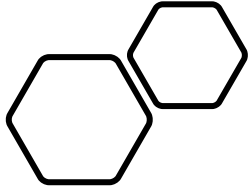
- Educate the public on how they can avoid being involved in a crash (e.g., obey the speed limit because roads are designed to only handle certain speed thresholds).

- Educate drivers about what they can do to better tolerate crash impacts and avoid or minimize injury.

- Explain to road users their responsibilities when using the system for each mode of travel.
- Leverage SHSO education and marketing expertise to help inform the public of technology and infrastructure solutions.

- Ensure everything the SHSO does aligns with the Safety System approach.

- Lead production of branded Safe System marketing and outreach materials.



Behavioral Safety Safe System Framework

SHSO LIKE GTSC: PROGRAMS

SAFE USERS	SAFE SPEEDS	SAFE ROADS	SAFE VEHICLES	POST-CRASH CARE
EDUCATION				
<ul style="list-style-type: none">▪ Deliver CPS tech and instructor training and car seat check events.▪ Conduct community outreach events.▪ Conduct public information and education campaigns (e.g., print and broadcast materials, ads, related events).▪ Provide social media posts.▪ Deliver driver education/training material support.▪ Carry out teen driver safety programs (e.g., Ford Driving Skills for Life, peer-to-peer initiatives).▪ Conduct older driver programs such as CarFit.	<ul style="list-style-type: none">▪ Conduct pedestrian safety campaigns.▪ Conduct speed and aggressive driving communication campaigns (e.g., 100 days of summer).▪ Deliver educational messages and programs about the dangers of speeding and what we know about reductions in speed and survivability in the event of a crash	<ul style="list-style-type: none">▪ Educate on infrastructure improvements (e.g., roundabouts, bike lanes, HAWK signals) including how they improve safety and how to use them.▪ Offer LTAP training support.	<ul style="list-style-type: none">▪ Educate on vehicle safety features (e.g., distracted driving warning, lane assist) through driver education and training.▪ Support education on connected and automated vehicles (CAV) and vehicle recalls.	<ul style="list-style-type: none">▪ Deliver first responder training on incident management to clear the way for EMS and avoid secondary crashes.▪ Educate the public on their role when they come upon a crash scene.▪ Deliver educational messages and programs about how to provide post-crash care (bystander training).

**How the NRSS
& Safe System
Approach
Aligns With
DMV's Strategic Plan
& Transformation**

