

## NYSMPO SWG Scan: September 2010

### A. Roadway Safety:

**Crash Modification Factors (CMF) Clearinghouse:** over 2,400 CMFs for 580 countermeasures. Newsletter highlights new CMFs, trainings, and other resources.

[http://www.cmfclearinghouse.org/newsletter001\\_summer2010.cfm](http://www.cmfclearinghouse.org/newsletter001_summer2010.cfm)

**Keeping Roads Clear of Deer:** <http://www.governing.com/idea-center/keeping-roads-clear-deer.html>

Utah's Department of Transportation is implementing a program that uses dual-sensory deterrents to keep deer from wandering onto roads while cars are driving by. Even when there are no other cars on the road, drivers are still vulnerable to collision risks, like wandering wildlife. In Utah, over 300 deer carcasses have been found along a 30-mile stretch of U.S. 191 over the course of a year. To cut down on deer-related auto collisions, the Utah Department of Transportation is conducting a pilot in which roadside units, set up along a 1.5-mile section of U.S. 191, will set off lights and sounds when a car approaches. These alarms are intended to distract deer and other animals, keeping them off the road while drivers pass by. UDOT will also install camera that will observe how wildlife reacts to the units. Since the pilot's launch in early May, there have been no reported carcasses in the test area, but officials insist it is too early to draw any substantial conclusions or determine any future expansion. The same deer-deterrence system is used in areas of New Jersey and Colorado.

**Drivers Let Guard Down on Riskier Rural Highways:**

[http://www.usatoday.com/news/nation/2010-08-04-ruralroads04\\_ST\\_N.htm](http://www.usatoday.com/news/nation/2010-08-04-ruralroads04_ST_N.htm)

Drivers feel safer on rural highways and are more likely to drink or engage in distracted driving on these roads, even though rural roads are the most dangerous in the USA, a new survey finds. Though 23% of Americans live in rural areas, 57% of highway deaths occur on roads considered rural, according to the Center for Excellence in Rural Safety at the [University of Minnesota](#). The center found that 84% of respondents feel "safe" on rural interstates and 79% on rural two-lane highways, compared with 69% on multilane freeways in urban areas (see also <http://minnesota.publicradio.org/features/2010/09/03-rural-driving/>)

**DVRPC: "tag lines" for Safety Action Plan emphasis areas:**

<http://www.dvrpc.org/Transportation/Safety/onevoice/>

DVRPC **safety resources** page (see esp. national resources):

<http://www.dvrpc.org/Transportation/Safety/SafetyResources.htm>

**MORPC Crash Reporting Video: "Crash Reporting Saves Lives":**

[http://www.morpc.org/transportation/safety/crash\\_data.asp](http://www.morpc.org/transportation/safety/crash_data.asp)

**FHWA- Northeast US Roundabouts Peer Exchange presentation:**

<http://safety.fhwa.dot.gov/intersection/roundabouts/presentations/oneusrpe/>

### B. Pedestrian and Bicycle Safety:

**NHTSA Spanish-language materials:** NHTSA has developed two new resources to reach members of the Hispanic community. New Spanish language materials teach Hispanics about the basic pedestrian and bicycle rules and regulations. The materials include posters, brochures, and

radio public service announcements that can be downloaded. Print copies can be requested by sending a fax to 301-386-2194 with a name, address, phone number and number of copies requested (up to 25 maximum each).

<http://www.nhtsa.gov/Driving+Safety/Bicycles/Pedestrian+and+Bicycle+Safety+among+Hispanics>

**NYC Pedestrian Safety Study & Action Plan (NYCDOT):**

[http://www.nyc.gov/html/dot/downloads/pdf/nyc\\_ped\\_safety\\_study\\_action\\_plan.pdf](http://www.nyc.gov/html/dot/downloads/pdf/nyc_ped_safety_study_action_plan.pdf)

The first Ped Safety Action Plan by NYCDOT; analyses 8 years of crash data (over 7,000 crashes). Goal: Reduce Traffic Fatalities by 50% by 2030.

Findings (selected):

- NYC's traffic fatality rate is about one-quarter of the national rate and less than half the rate of the next 10 largest U.S. cities
- Driver inattention was cited in nearly 36% of crashes resulting in pedestrians killed or seriously injured.
- 27% of crashes that kill or seriously injure pedestrians involved driver failure to yield
- Serious pedestrian crashes are about two-thirds more deadly on major street corridors than on smaller local streets

Safety programs: see p 17-18

Action Plan items (selected); see p 33-44

- Install countdown pedestrian signals at 1,500 intersections.
- Re-engineer 60 miles of streets for greater pedestrian safety, according to corridor crash data.
- Re-engineer 20 intersections for pedestrian safety on major Manhattan two-way streets.
- Launch a pilot program to test the safety performance of neighborhood 20 mph zone.
- Implement pilot program to improve visibility at left turns along avenues in Manhattan.

**FHWA Crash Facts:** [http://safety.fhwa.dot.gov/ped\\_bike/crash\\_facts/](http://safety.fhwa.dot.gov/ped_bike/crash_facts/)

- 2009 motor vehicle crashes (fatalities, fatality rate per 100 million VMT, injuries and injury rate per 100 million VMT all declining; fewest deaths since 1950; injuries lowest since NHTSA began estimating; NYS fatalities down 6.6% vs 2008)
- 2008 pedestrian crashes (fatalities down 16% nationally since 1998)
- 2008 cyclist crashes (fatalities down 6% nationally since 1998)
- 2007 not-in-roadway crashes

**FHWA Bike-Ped webinars:** see [http://safety.fhwa.dot.gov/ped\\_bike/ped\\_focus/webinar.cfm](http://safety.fhwa.dot.gov/ped_bike/ped_focus/webinar.cfm)

See also newsletters on <http://safety.fhwa.dot.gov/newsletter/>