COMMONWEALTH OF VIRGINIA, HIGHWAY SAFETY DIVISION
THIRD ANNUAL HIGHWAY SAFETY WORK PROGRAM

July 1, 1973 — June 30, 1974

Compiled and Prepared

by

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(A Report Prepared by the Virginia Highway Research Council Under the Sponsorship of the Highway Safety Division of Virginia)

Virginia Highway Research Council
(A Cooperative Organization Sponsored Jointly by the Virginia Department of Highways and the University ofVirginia)

Charlottesville, Virginia

May 1973

VHRC 72-R32

TABLE OF CONTENTS

LIST OF EXHIBITS

PART I

INTRODUCTION

This submission is the state's Third Annual Highway Safety Work Program. It was prepared by the Virginia Highway Research Council for the Commonwealth of Virginia in fulfillment of the state's obligation to the National Highway Traffic Safety Administration.

This year, local Highway Safety Commissions were asked to assist the Highway Safety Division in the preparation of the Annual Highway Safety Work Program. The local submissions followed a format similar to that of the state. Local commissions were assisted in this effort by the six area coordinators and the coordinator supervisor of the Highway Safety Division.

At the state level, the compilation of data necessary for the submission was assisted by numerous persons. Among them were the Supervisor of Driver Education Services, Supervisor of Pupil Transportation, Supervisor of Emergency Medical Services, State Police Safety Officer, Division of Motor Vehicles Driver Services Administrator, and a number of engineers from the Department of Highways.

Instructions used for the subject content of the Annual Highway Safety Work Program were found in the 1972 February issue of the Highway Safety Program Manual, Volume 103.

The Annual Highway Safety Work Program for Virginia is divided into four parts. The first part is the introduction; the second is a summary of each standard area, giving the total cost of tasks covered in the Annual Work Program broken down into total expenditures by the state, total 402 funding, and federal funds distributed to political subdivisions. Part III is the program analysis, which provides a brief overview of the Program. Part IV comprises the subelement plans (SEPs), which are the planning documents, and which provide a one-year projection (1973-1974) of the programs and projects under the various standard areas. Supplements to the SEPs show the total cost of each and a breakdown of the total cost, the federal share, and the federal share to localities by task. A narrative discussion on how the activities will implement the State Comprehensive Plan follows each SEP.

It should be noted in reviewing this submission that all projects, programs, tasks, and milestones mentioned are directed toward implementing the first year of Virginia's Comprehensive Highway Safety Plan.

PART II – SUMMARY OF COSTS

HIGHWAY SAFETY PROGRAM
SUMMARY OF COSTS

STATE: VIRGINIA
DATE: MAY, 1973

SUBELEMENT NUMBER	STANDARDS & SUBELEMENTS	TOTAL FY COST ($000)	NEW OBLIGATION		
			TOTAL FEDERAL	LOCAL EXPENDITURES	STATE EXPENDITURES
PAE-74-N1-01	Program Administration and Evaluation	6257.	1069.75		5187.25
	Planning and Administration (300)	959.	291.5		667.5
	Traffic Records (310)	5298.	778.25		4519.75
TLR-74-N2-01	Traffic Laws and Regulations	706.7	315.7	36.	355.
	Codes and Laws (306)	82.	41.		41.
	Alcohol and Drugs (308)	624.7	274.7	36.	314.
VR-74-N3-01	Vehicle Requirements	7757.			7757.
	Periodic Motor Vehicle Inspection (301)	442.			442.
	Motor Vehicle Registration (302)	7315.			7315.
TSE-74-N4-01	Traffic Safety Education	54711.63	1453.915	13074.715	40183.
	Motorcycle Safety (303)	114.	57.	50.	7.
	High School Driver Education (304)	16990.53	1001.815	12944.715	3044.
	Commercial Driver Education (304)	4.	2.		2.
	Adult and Out-of-School Youth Driver Education (304)	14.6	14.6		
	Driver Improvement and Violator Schools (304)	184.	64.	80.	40.
	Driver Education for the Handicapped (304)	100.	38.		62.
	Pedestrian Safety - NHTSA - (314)	110.5	55.5		55.
	Pupil Transportation Safety (317)	37194.	221.		36973.
DL-74-N5-01	Driver Licensing	10760.	209.		10551.
	Driver Testing and Licensing (305)	10760.	209.		10551.
PTS-74-N6-01	Police Traffic Services	39266.75	787.	25715.75	12764.
	State (315) [Includes funding	12764.			12764.
	Cities (315) for Std. 318]	25880.25	710.	25170.25	
	Debris, Hazard Control and Cleanup (316)	622.5	77.	545.5	
TCA-74-N7-01	Traffic Courts and Adjudication				
	Traffic Courts (307)	1407.5	94.	1313.5	
		1407.5	94.	1313.5	
EMS-74-N8-01	Emergency Medical Services	2727.35	842.75	1804.6	80.
	Emergency Medical Services (311)	2727.35	842.75	1804.6	80.

HIGHWAY SAFETY PROGRAM
SUMMARY OF COSTS

STATE: VIRGINIA
DATE: MAY, 1973

SUBELEMENT NUMBER	STANDARDS & SUBELEMENTS	TOTAL FY COST ($000)	NEW OBLIGATION		
			TOTAL FEDERAL	LOCAL EXPENDITURES	STATE EXPENDITURES
ISAL-74-3+-01	Identification and Surveillance of Accident Locations	517.9	232.	285.9	
	Cities (609)	517.9	232.	285.9	
HDCM-74-3+-01	Highway Design, Construction and Maintenance	38900.6	446.5	38454.1	
	Cities (612)	38900.6	446.5	38454.1	
TES-74-3+-01	Traffic Engineering Services	3598.	142.25	3313.5	142.25
	Cities (613)	3598.	142.25	3313.5	142.25
PS-74-3+-01	Pedestrian Safety	128.	68.5	59.5	
	FHWA (614)	128.	68.5	59.5	
	TOTAL	166738.43	5661.365	84057.565	77019.5
N-1		6257.	1069.75		5187.25
N-2		706.7	315.7	36.	355.
N-3		7757.			7757.
N-4		54711.63	1453.915	13074.715	40183.
N-5		10760.	209.		10551.
N-6		39266.75	787.	25715.75	12764.
N-7		1407.5	94.	1313.5	
N-8		2727.35	842.75	1804.6	80.
	NHTSA TOTAL	123593.93	4772.115	41944.565	76877.25
609		517.9	232.	285.9	
612		38900.6	446.5	38454.1	
613		3598.	142.25	3313.5	142.25
614		128.	68.5	59.5	
	FHWA TOTAL	43144.5	889.25	42113.	142.25
	GRAND TOTAL	166738.43	5661.365	84057.565	77019.5

PART III

PROGRAM ANALYSIS

The objective of the Highway Safety Division of Virginia is to reduce the mortality, morbidity, and property damage of traffic crashes in Virginia, with particular emphasis on the reduction of fatal crashes. An extensive analysis has been made of accident exposure statistics such as the number of motor vehicle registrations, the number of licensed operators, and the annual vehicle miles of travel, and the relationship between these statistics and accident statistics such as total crashes, injury crashes, and fatal crashes. The results of this analysis show that in the past, as accident exposure statistics increased, accident statistics increased concomitantly. The Highway Safety Division recognizes that to obtain its objective the relationship between accident exposure and accident statistics must be changed significantly. In order to bring about this change, programs and legislation have been initiated which are designed to provide safer highways and better equipment, combat the drinking driver, and create a more informed and concerned public. Evidence of recent years indicates that the objective of the Highway Safety Division is being met and that safety programs are having a significant impact on the severity of traffic crashes in Virginia. Analysis indicates that while it may not be reasonable to expect an absolute reduction each year in an accident statistic such as fatal crashes, it can certainly be expected that due to the impact of safety programs accident statistics will be considerably below what would have been indicated by historical patterns and relationships.

In the report entitled Commonwealth of Virginia, Highway Safety Division Comprehensive Highway Safety Plan, by Clinton H. Simpson, Jr. and dated March 1973, an extensive and in-depth statistical analysis of traffic accident exposure

statistics and traffic accident statistics including projections, is presented. Because of the care taken in that report to update all statistics, only limited additional information is given in this submission. It is felt that a repetition of the analysis at this time would be redundant; support for the statements and conclusions made above can be found in the referenced report.

PART IV

SUBELEMENT PLANS

(The subelement plan forms utilized in preparing Virginia's Third Annual Highway Safety Work Program eliminated the two preceding and succeeding years categories on the SEP format. Reference should be made to Commonwealth of Virginia, Comprehensive Highway Safety Plan, March 1973, for funding projections beyond fiscal year 1974.)

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Planning & Administration	3. NO. PAE-74-N1-01	4. DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. HSD	8. STD. 300	9. TASKS & MILESTONES					
		1. Personnel					
		A. Director, Asst. Director, Programs Admin. Fiscal Officer, Auditors, Coordinator Supervisor, Coordinators, Confidential Secretary, Clerk-Stenos, Clerk-Typists, and parttime Secretaries, (Total Persons)	25	25	25	25	25
		B. Pensions, retirement, insurance	25	25	25	25	25
		2. Contractual services					
		A. General repairs (months)	3	3	3	3	12
		B. Travel					
		C. Communications					
		D. Printing					
		E. Safety Section (Evaluation)					
		F. Operation of Public Information Office					

10. DESCRIPTION

The long-term goal of the Highway Safety Program in Virginia is to reduce the number of traffic crashes including fatalities, personal injuries, and property damage, attributable to poor highway safety practices throughout the state. This includes the failure to comply with any parts of the Federal Highway Standards as promulgated by the NHTSA.

In order to accomplish this goal the state of Virginia, through its governor, established a Highway Safety Division responsible for carrying out the State Highway Safety Program and encouraging, stimulating, and developing highway safety programs and activities throughout the state.

11. COST BY TASK ($000)					
1. A. Personnel	82.5	82.5	82.5	82.5	330.
B. Pensions, etc.	7.5	7.5	7.5	7.5	30.
2. Contractual services					
A. General repairs	.5	.5	.5	.5	2.
B. Travel	12.5	12.5	12.5	12.5	50.
C. Communications	8.5	8.5	8.5	8.5	34.
12. TOTAL COST ($000)	239.75	239.75	239.75	239.75	959.
LOCAL SHARE					
STATE SHARE	166.875	166.875	166.875	166.875	667.5
FEDERAL SHARE TO LOCALITIES	72.875	72.875	72.875	72.875	291.5

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Planning & Administration	3. NO PAE-74-N1-02	4. DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. HSD	8. STD. 300	9. TASKS & MILESTONES G. Highway Safety Education 3. Supplies and materials 4. Equipment — including office furniture 5. Rent — dues — subscriptions					
10. DESCRIPTION The Highway Safety Division of Virginia began operations August 1, 1968, with the Director assuming his responsibilities on that date and the Assistant Director joining the organization November 1, 1968. Since the inception of the organization active highway safety commissions have been established in every locality and safety projects have been, or are being conducted in almost every locality in the state with Federal participation of over $4 million during the years 1969-72. An organization chart for the Division is shown in Exhibit 1. In carrying out its responsibility for highway		11. COST BY TASK ($000) D. Printing E. Safety Section F. Public Information G. Highway Safety Education 3. Supplies and materials 4. Equipment 5. Rent, Etc.	 5. 32.5 20. 40. 11. 9.25 10.5	 5. 32.5 20. 40. 11. 9.25 10.5	 5. 32.5 20. 40. 11. 9.25 10.5	 5. 32.5 20. 40. 11. 9.25 10.5	 20. 130. 80. 160. 44. 37. 42.
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

Planning and Administration PAE-74-N1-03 DESCRIPTION: (Cont.)

safety, the Division has hired six full-time area coordinators whose job is to help the local highway safety commissions develop local highway safety programs as well as in carrying out the safety programs of the division. A full-time public information officer has been hired to disseminate public information, utilizing media pertinent to highway safety standards.

The Safety Section of the Highway Research Council, located at the University of Virginia in Charlottesville, was established as a research center for the HSD and was given the responsibility of conducting studies and compiling research information for various highway safety programs. Other programs the HSD will sponsor include the following:

(1) The purchase of breath alcohol measuring devices and training for operators.
(2) Crash investigation teams. (See additional narrative in Identification and Surveillance of Accident Locations.)
(3) Driver education.
(4) Pedestrian safety.
(5) Crash facts for each city and county in the state.
(6) Adult driver education.
(7) Educational TV.
(8) Traffic records seminars.
(9) Highway safety education.
(10) Traffic engineering seminars.
(11) Seminars for traffic court judges.
(12) Implementation studies of 18 standards in state localities, programs that should help in the development of a comprehensive and administratively adept program for crash reduction.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT

1. STATE: Virginia

2. TITLE: Planning and Administration

3. NO.: PAE-74-N1-04

Form Approved
OMB No. 04-R5610

4. DATE: 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-1, Program Administration and Evaluation					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	360.	110.			110.										
2	476.	120.			120.										
3	44.	22.			22.										
4	37.	18.5			18.5										
5	42.	21.			21.										
6															
7															
8															
9															
10															
TOTAL	959.	291.5			291.5										

EFFECTIVENESS SUPPLEMENT

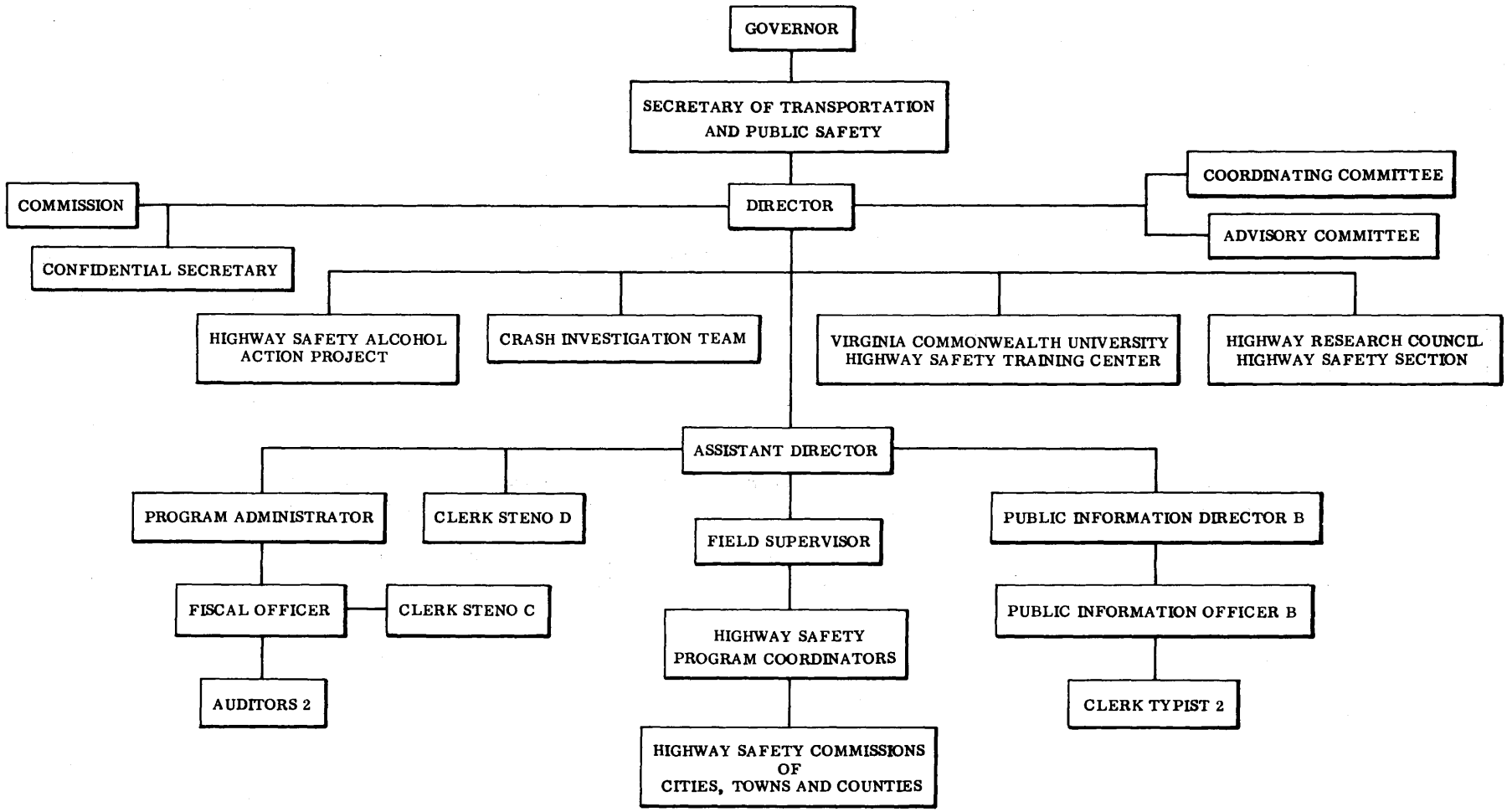
TO THE SUBELEMENT

Title and No.	Date	19 72	19 73	Fiscal Year 1974					19 75	19 76
Planning and Administration PAE-74-N1-05	5-1-73	FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6. EFFECTIVENESS										
Death Rate Per 100 Million Miles of Travel (Projection)		3.9	3.6					3.4	3.2	3.0
1.										
2.										
3.										
		1967	1968					1969	1970	1971
Death Rate Over Past 5 Years		5.2	4.8					4.8	4.3	4.0
4.										
5.										

EXHIBIT 1

HIGHWAY SAFETY DIVISION OF VIRGINIA

ORGANIZATION CHART



HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Records	3. NO PAE-74-N1-01	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 1974			
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
HSD	310	1. Traffic Records Committee					
HSD	310	2. Feasibility Study Team					
HSD	310	3. Personnel					
		A. Hire full-time research analyst to work with state agencies and members of Traffic Records Committee	1	1	1	1	1
HSD	310	4. New uniform accident report form	Implement	Implement	Implement	Implement	
HSD	310	5. Train police personnel in uniform reporting procedures	Train	Train	Train	Train	
		11. COST BY TASK ($000)					
		2. Feasibility Study Team (travel, printing and other related tasks of team)	1.	1.	1.	1.	4.
		3. Personnel	3.25	3.25	3.25	3.25	13.
		5. Training	12.5	12.5	12.5	12.5	50.
		12. TOTAL COST ($000)	1323.75	1323.75	1325.25	1325.25	5298.
		LOCAL SHARE STATE SHARE	1129.375	1129.375	1130.5	1130.5	4519.75
		FEDERAL SHARE TO LOCALITIES	194.375	194.375	194.75	194.75	778.25

10. DESCRIPTION The goal of the Traffic Records Program in Virginia is to reduce the number of traffic crashes, including fatalities, personal injuries and property damage, due to the lack of sufficient traffic records for police enforcement and for the evaluation of existing and newly developed highway safety programs. Accident statistics generated by a traffic records system are the only data available for evaluating the effectiveness or success of highway safety programs. The current responsibility for the maintenance of traffic records is shared primarily by three agencies: (1) DMV, (2) State Police, or (3) Highway Department. There is no centralized effort concerning automated

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Records	3. NO. PAE-74-N1-02	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
HSD	310	6. Legislation requiring law enforcement officers to investigate and report all accidents within 72 hours					
Traffic Records Committee	310	7. Implementation of traffic records data base	Implement	Implement	Implement	Implement	
"	"	8. Traffic Records Locator System	Develop	Develop	Develop	Develop	
HSD	310	9. Traffic Records Coordinator	1	1	1	1	1
		A. Secretary	1	1	1	1	1
		B. Office Equipment					

10. DESCRIPTION processing of traffic records data in Virginia.

Major deficiencies in the Traffic Records System include the following: (1) Inaccurate and incomplete recording of accident data. (2) Nonuniform accident reporting. (3) Untimely processing and dissemination of accident data. The HSD plans to establish a new position in this field by hiring a Traffic Record Coordinator. This individual will provide traffic records related information to federal, state and local agencies on a day-to-day basis as well as for research and evaluation purposes. The long-range goal of the DMV Traffic Records Program is to reduce highway deaths, personal injuries, and property damage by providing sufficient records for effective law enforcement purposes. The immediate goal of DMV

11. COST BY TASK ($000)					
7. Data Base	22.	22.	22.	22.	88.
8. Traffic Records Locator System	4.	4.	4.	4.	16.
9. Traffic Records Coordinator	5.	5.	5.	5.	20.
A. Secretary	1.5	1.5	1.5	1.5	6.
B. Equipment	.5	.5	.5	.5	2.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Records		NO. PAE-74-N1-03	DATE 5-1-73
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency)	FISCAL YEAR 19 74			
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
DMV	310	10. Traffic Records Automated Data Processing					
	302*	*A. Automated Motor Vehicle Records (000)	4645	4703	4760	4817	4817
	305**	**B. Automated Driver History Records (000)	4119	4168	4216	4264	4264
		C. Number Transactions Processed (000)	11182	11181	11181	11181	44725
		D. Number Personnel - State Level					
		1. Managers	4	4	4	4	4
		2. Secretaries	4	4	4	4	4
		3. Coordinators and Supervisors	27	27	27	27	27
		4. Analysts and Programmers	58	58	58	58	58
		5. Computer and Machine Operators	71	71	71	71	71
		6. Clerks	9	9	9	9	9
		Total	173	173	173	173	173

10. DESCRIPTION is to provide complete motorist and vehicle information to authorized requesters immediately upon request through automation. The Division of Motor Vehicles' programs and projects to achieve these goals are: (1) Traffic records automated data processing program which is responsible for the physical maintenance, input and output of information for driver history records and motor vehicle records files. These are separate and distinct files (See Standards 2 and 5) which will be merged upon completion of the Motorist Data Base project. (2) The Division of Motor Vehicles is working with the Virginia Traffic Records Committee on the development of a Motorist Data Base. This project will produce an integrated, common data base to provide for all

11. COST BY TASK ($000)					
10-12. Total cost for Traffic Records Automated Data Processing, Motorist Data Base, and Automated Traffic Records Statistics Projects	916.	916.	916.	916.	3664.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM
ANNUAL SUBELEMENT PLAN

1. State of Virginia

2. TITLE Traffic Records

3. NO. PAE-74-N1-04

4. DATE 5-1-73

5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency)

APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)

FISCAL YEAR 19 74

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar,	4th Quarter Apr, May, June	TOTAL
DMV	310	Motorist Data Base Project 11. A. Number of Personnel - State Level Undetermined as personnel asigned task 1 will be assigned on a temporary basis as needed.	Develop	Develop	Develop	Develop	
		12. Automated Traffic Records Statistics Project A. Number of Personnel - State Level Undetermined as personnel assigned task 1 will be assigned on a temporary basis as needed.	Define	Define	Define	Define	
11. COST BY TASK ($000)							
12. TOTAL COST ($000)							
LOCAL SHARE							
FEDERAL SHARE							

10. DESCRIPTION information filing, storage and retrieval needs of the Division of Motor Vehicles, and federal, state and local government agencies for driver and vehicle licensing and identification. This is the initial step in the creation of a total traffic records data base for the Commonwealth of Virginia which will include the four functional areas of driver, vehicle, accident and highway data. It is anticipated that this project will be merged into the Traffic Records Automated Data Processing program upon completion. (3) The Automated Traffic Records Statistics Project is designed to expand the comprehensive data that the Division of Motor Vehicles is required to maintain and to

1686

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Records	3. NO PAE-74-N1-05	4. DATE 5-1-73		
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. DMV	8. STD. 310	9. TASKS & MILESTONES					
		13. Program Administration					
		A. Number of Personnel - State Level					
		1. Administrator	1	1	1	1	1
		2. Secretary	1	1	1	1	1
		3. Analyst	1	1	1	1	1
		4. Accounting Machine Operator	1	1	1	1	1
		5. Information Technician	1	1	1	1	1
		Total	5	5	5	5	5
10. DESCRIPTION research statistical requirements of federal, state and local agencies. This statistical data base is being defined as the Motorist Data Base is developed, and will provide at a minimum: (1) current statistics based on fiscal or calendar years to time of inquiry utilizing video display and/or printed output; (2) automated reports for predetermined time periods; and (3) special reports as needed by federal, state and local government agencies. (4) The personnel outlined under Program Administration are responsible for the overall administration and management of programs and projects.		11. COST BY TASK ($000)					
		13. Program Administration	19.	19.	19.	19.	76.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Records	3. NO PAE-74-N1-06	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 1974		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Dept. of State Police	310	14. Continue Publication of Crash	Continue	Continue	Continue	Continue	
"	"	15. Conversion from Magnetic Tape Files to Disc Packs	Convert	Convert	Convert	Convert	
"	"	16. Jurisdictional Report Program	Propose	Propose	Propose	Propose	
"	"	17. Improvement of Data Entry	Plan	Plan	Plan	Plan	
"	"	18. Accident/Violation Study	Develop	Develop	Develop	Develop	

10. DESCRIPTION The Department of State Police and the Virginia Department of Highways are committed to the continuing enhancement of the current traffic records processing.

The Department of State Police plans to develop and implement the ensuing programs and projects to achieve the aforementioned objectives: (1) Continue the publication of Crash Facts; (2)Conversion from Magnetic Tape Files to Disc Packs; (3) Jurisdictional Report Program; (4) Improvement of Data Entry; (5) Accident/Violation Study; and (6) PMVI Evaluation Program.

In order to comply with the goals of Virginia's Traffic Records Program, the Highway

11. COST BY TASK ($000)					
15. Disc Packs	2.	2.	2.	2.	8.
16. Jurisdictional Report	3.5	3.5	3.5	3.5	14.
17. Data Entry	3.	3.	3.	3.	12.
18. Accident/Violation study	4.	4.	4.	4.	16.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Records	3. NO PAE-74-N1-07	4. DATE 5-1-73
	5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Dept. of State Police	310	19. PMVI Evaluation Program	Develop	Develop	Implement	Implement	
VDH	"	20. Statewide Locator System	Implement	Implement	Implement	Implement	
"	"	21. File Integration Project	Integrate	Integrate	Integrate	Integrate	

10. DESCRIPTION	11. COST BY TASK ($000)					
Department is in the process of formulating plans to develop and implement a statewide locator system and file integration project.	19. PMVI Evaluation	1.5	1.5	3.	3.	9.
	20. Locator System	200.	200.	200.	200.	800.
	21. File Integration	125.	125.	125.	125.	500.
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Traffic Records	3. NO. PAE-74-N1-08	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-1, Program Administration and Evaluation					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1															
2	4.	2.			2.										
3	13.	6.5			6.5										
4															
5	50.	25.			25.										
6															
7	88.	44.			44.										
8	16.	8.			8.										
9	28.	28.			28.										
10-12	3664.														
13	76.														

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Traffic Records	3. NO. PAE-74-N1-09	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-1, Program Administration and Evaluation					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
14															
15	8.	2.			2.										
16	14.	3.5			3.5										
17	12.	3.			3.										
18	16.	4.			4.										
19	9.	2.25			2.25										
20	800.	400.			400.										
21	500.	250.			250.										
22															
23															
TOTAL	5298.	778.25			778.25										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No.	Date	1972	1973	Fiscal Year 1974					1975	1976
Traffic Records PAE-74-N1-10	5-1-73	FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
EFFECTIVENESS										
Upon implementing the proposed traffic records system, data will be retrieved on an accurate as well as timely basis by various levels of governmental agencies, and additional effectiveness measures will be available at that time.										

PROGRAM ADMINISTRATION AND EVALUATION

Planning and Administration

In order to comply with the requirement of Public Law 89-564, 89th Congress, S 3052, September 9, 1966 that "... each state shall have a highway safety program approved by the Secretary of Transportation to reduce traffic accidents and deaths, injuries and property damage therefrom and that such programs shall be in accordance with uniform standards promulgated by the Secretary or risk the loss of 10% of the federal aid highway funds apportioned on or after January 1, 1969...," Virginia established the Highway Safety Division of Virginia. The Highway Safety Division is responsible for carrying out the state's Highway Safety Program by encouraging, stimulating, and developing highway safety programs and activities throughout the state. The Division, with approval from the Governor's office, has established 135 local Highway Safety Commissions within the cities and counties of the state. These safety commissions initiated safety projects in almost every locality, with federal participation of over $4 million during the years 1969-72 inclusive. The majority of federal reimbursements have been for projects matched by either local or state funds.

In addition to the HSD-sponsored programs outlined in the description section of this standard's subelement plan, the Division is devoting considerable time and effort toward the establishment of a Virginia Alcohol Safety Program.

One of the more significant programs initated in the state during fiscal year 1973 was the Fairfax Alcohol Safety Action Project (ASAP). This cooperative effort between the Commonwealth of Virginia and the Department of Transportation is designed to identify the problem drinker and get him off the road. The $3\frac{1}{2}$-year demonstration project attempts to accomplish this objective by focusing maximum resources in a limited geographic area. ASAP activities are divided into four specific countermeasure areas: (1) assisting the police in apprehending problem drinking drivers; (2) offering new legal services for pre-trial investigation; (3) developing a new comprehensive system for treatment and rehabilitation; and (4) undertaking a program to change public attitudes toward the drinking driver.

Although it is too early to make a complete evaluation as to the effectiveness of the ASAP in combating the drunken driver, several promising indications point to a positive effect on the Fairfax community. The arrest rate for DWI has increased 1800% over the previous year; there have been fewer fatal accidents; the percentage of alcohol-related fatalities vs. nonalcohol-related fatalities has decreased; 90% of all drivers arrested for DWI have chosen to enter a rehabilitation program in lieu of regular DWI penalties; ASAP has had a catalytic effect on regular police patrols, resulting in a 10 fold increase in the DWI apprehension rate; media coverage and household and roadside survey results indicate an increase in community awareness of the drinking driver problem; and the judiciary has consistently utilized the discretion provided by ASAP allowed in sentencing the offender.

The Highway Safety Division believes that the positive effect the ASAP has had on Fairfax County's DWI problem can be extended throughout the state by implementation of a statewide Virginia Alcohol Safety Program (VASP). The program would be centrally administered to allow avoidance of duplication of administrative personnel and maximum utilization of the lessons learned from the Fairfax ASAP. Any jurisdiction in Virginia which believes it has a significant DWI problem could apply to the HSD for development of an ASAP-type program for its area. After examining an area's demographic characteristics and particular enforcement problems, the Highway Safety Division could tailor a program specifically to that jurisdiction's needs. The Fairfax Project has provided invaluable experience in determining those countermeasures most likely to be of help in combating the drunken driver. The ability to structure a program to a locality's needs based on intensive examination of the parameters of its DWI problem should decrease costs while increasing efficiency. Funding for the first phase, which would include proposal writing and solication of applications from local communities, would involve a relatively small capital outlay. The beginning of the operational phase, involving approximately three local alcohol safety programs, would involve a somewhat higher level of funding.

Personal Services

Twenty-two positions are established in the Division and several additional positions are being requested for 1974 or 1975, or whenever state matching funds become available.

Accountant B — The number of highway safety projects granted to state agencies and political subdivisions has steadily increased each year since the Highway Safety Division was formed and all indications are that the increase will continue. Highway safety projects generally have a life span from six months to three years and require constant surveillance in order to keep all correspondence relating to them can be kept current and accurate. Each project application is reviewed as initially received from political subdivisions and state agencies as to its validity, accuracy and overall value to the state's highway safety program. Recent adjustments in the procedures for administering federal highway safety monies have placed upon the Division total responsibility for individual programs. The responsibility for reviews and checks, which previously lay with the National Highway Traffic Safety Administration, has been transferred to the Division's Fiscal Section and this added responsibility has increased the Section's workload.

Because of the increased number of project submissions and the assumption of the responsibility for reviews and checks, the Fiscal Section needs an additional person to assist in handling administrative details and auditing accounts. The responsibility for auditing each federal account has been placed on the Division and presently two auditors (Accountants B) presently perform this function. The requested new position would significantly aid the Fiscal Section in the performance of its duties and functions.

Exhibit Coordinator — The recent acquisition of an exhibit trailer for use in public information programs has necessitated the establishment of an exhibit coordinator position. The duties of this position will include the handling, scheduling, transport, and maintenance of the 25-foot exhibit trailer as well as office duties that will guarantee the total usage of one employee's full time.

One of the major functions of the Division is the distribution of highway safety information. The full-time use of the mobile exhibit would greatly enhance the Division's capabilities for performing this function.

Clerk-Typist C — One of the major responsibilities of the HSD is the dissemination of public information relating to highway safety. The Division currently has a mailing list in excess of 3,000 individuals, firms, and organizations. This mailing list has recently been revised to make room for expansion. It includes names of individuals who represent many different organizations and perform a wide array of functions. These names have been broken down into various categories to ensure that each person or organization receives the desired material.

In order to keep the list working satisfactorily and with a minimum of inconvenience and confusion, it will become necessary to assign one individual to assume the responsibility of keeping this list up-to-date.

In addition, the person filling this position will type from rough draft reports and correspondence of the Public Information Office and compose

routine correspondence independently. Due to an increased schedule of meetings and conferences, it is essential that additional correspondence be compiled and distributed. These tasks will involve a combination of cutting stencils, straight typing, operating a copy machine, and collating larger publications.

Clerk-Stenographer C — The Public Information Section of the Division consists of a Public Information Director B and a Public Information Officer B. No permanent support personnel are available. The dictation, typing, and scheduling of appointments and highway safety talks are being performed by part-time help. The workload has grown to the extent that it is no longer economical to depend upon part-time help to perform these duties. The requested position would provide, for the present, an adequate Public Information staff while not substantially increasing costs, since the duties described above are required and are presently being performed by commercial agency personnel under contract to the Division on a quasi full-time basis.

Highway Safety Coordinators — The Division employs six highway safety program coordinators, who are stationed throughout the state in order to serve their assigned districts. Various developments in state and federal programs have made it imperative that the Division employ two more coordinators in order that the local highway safety commissions, city, town and county officials, planning districts, and public service organizations may be

served properly. The present boundaries of the areas covered by the six field men are far too extensive and do not adapt themselves to the boundaries of established Planning Districts. The implementation of the National Highway Traffic Safety Administration's Annual Highway Safety Work Program concept requires more thorough surveillance of ongoing highway projects in the localities and additional time of the coordinators in assembling and explaining information. The large territories now served by the coordinators require considerable travel time. By employing two additional coordinators, the state can be divided in line with Planning District boundaries and travel time can be reduced considerably, enhancing the effectiveness of the coordinators.

Contractual Services

Evaluation

Section 2.1-64.22 of the Code of Virginia authorizes the Director of the Highway Safety Division, subject to the approval of the Governor, to contract for the use of the facilities of any appropriate state agency for purposes of research, evaluation, and traffic accident prevention. If, in the judgement of the Governor, an additional facility is required, a center may be established in an existing State agency.

On July 1, 1969, the Highway Research Council, at Charlottesville, created the Safety Section, a new research group within the Council structure, to conduct research and evaluation projects for the Highway Safety Division. This relationship was secured by memoranda of agreement between the Director of the Highway Safety Division and the State Highway Research Engineer.

The Highway Research Council, founded in 1948, is sponsored cooperatively by the Virginia Department of Highways and the University of Virginia and is located in Thornton Hall, home of the University's School of Engineering and Applied Science. The Research Council has two objectives: (1) to serve as a center for securing and disseminating information leading to a more scientific and improved approach to highway transportation, engineering and research, and (2) to educate and train men in the fundamentals of highway engineering and other areas encompassed by highway transportation.

The Safety Section works to satisfy the research and evaluation requirements of the Director of the Highway Safety Division. The Section has six full-time professional staff members, a secretary, and five part-time graduate research assistants. These staff members are organized into five functional elements of research: (1) Highway Safety Programs, (2) Behavioral Research in Highway Safety, (3) Legal Research, (4) Alcohol Countermeasures, and (5) Information Technology.

Research in Highway Safety Programs relates, for the most part, to the administration of the State Highway Safety Program, including preparation of the required Comprehensive Highway Safety Plan and Annual Highway Safety Work Program. Work in this area also involves evaluation of State efforts to implement the Highway Safety Program Standards.

Behavioral Research in Highway Safety encompasses the human element in the man, machine, and environment interaction that is driving.

Legal Research relates to the almost continual assessment of the State's statutes on highway safety and a comparison of these statutes with the NHTSA Standards and the Uniform Vehicle Code. Proposed new statutes for highway safety are thoroughly researched before they are recommended to the Director of the Highway Safety Division for endorsement.

Research on Alcohol Countermeasures involves evaluation of the Fairfax Alcohol Safety Action Project. The full project is being researched for overall project impact, and the success of each individual countermeasure.

Information Technology is an important part of the development of expertise in highway safety programming and planning. Data are necessary to enable administrators and planners to develop programs which will impact problem areas. Research in information technology is designed to better identify problem areas with accurate data.

Highway Safety Education

The state highway safety program is approaching compliance with the requirement to establish a comprehensive manpower development system within the state. Plans are being initiated to establish an undergraduate program in highway safety at Virginia Commonwealth University. There is, at present, a program option in Traffic and Highway Safety available in the Administration of Justice and Public Safety Department.

Division officials have acted as guest lecturers for both the Highway Safety Curriculum and the Alcoholic Rehabilitation Program in the Sociology Curriculum.

A Highway Safety Training Center has been established at VCU. This training center exists to serve the specific training needs of the Highway Safety Division not satisfied by the regular programs. As of this writing, the center has held sessions to train police officers in the principles and fundamentals of breath testing to determine blood alcohol levels. Numerous training programs are being considered for the near future.

In addition to curriculum development for higher education, Virginia's newly founded Highway Safety Training Center encompasses the following concepts:

(1) A Traffic Safety Training Institute to provide both classroom and on-site staff assistance for professional, paraprofessional, and technical specialists throughout the state.

(2) An Information Clearinghouse to supply information and materials upon request.

(3) A Statewide Newsletter and Status Report of current events in traffic safety-related areas.

The Traffic Safety Center is housed within the School of Community Services and the Department of Administration of Justice and Public Safety at Virginia Commonwealth University. Its director and all professional employees hold faculty rank and teach courses insofar as program demands allow. The Center requires one full-time secretarial position.

Traffic Safety Training Institute

In order to increase the effectiveness of all traffic personnel throughout the state as well as to educate the general public, it is essential that short-term training

be emphasized at the Safety Center. A full-time conference coordinator is required to ensure the continuity of planning and direction for all training activities. A portion of the time of a member of the Safety Center's faculty will be devoted to the supervision of this conference coordinator. Other personnel needs could be handled through the use of student assistants and student interns. Guest lecturers will consist largely of specialists in various aspects of highway safety and will be engaged as required. In this manner, only a modest investment (i.e., honoraria and fees) will be necessary for hiring the professional staff. Thus, top level expertise may be contracted on a short-term basis.

Consulting services will also be offered by the Training Institute in order that local jurisdictions have available professional assistance in determining their training needs and priorities.

Suggested courses to be offered through the Institute would include the following topics and audiences.

TOPICAL CONTENT	AUDIENCE
Implementation of the Highway Safety Standards (technically oriented)	The one hundred and thirty-five local highway safety commissions
Implementation of the Highway Safety Standards (basic level)	Civic organizations; local project chairmen; PTA's; community leaders
Legislation (existing and needed)	State legislators
Police Traffic Services (accident investigation, data analysis, police traffic supervision, police traffic records, traffic law enforcement, preparing court cases, etc.)	Enforcement officers

TOPICAL CONTENT	AUDIENCE
Breathalyzer Training	Enforcement (policemen, etc.)
Instructor Training	Law enforcement officers responsible for training other personnel
Career Opportunities in Traffic and Highway Safety	High school and community college counselors
Traffic Engineering (traffic control devices, capacity, flow, design, equipment, etc.)	Professional, technical, and para-professional persons responsible for traffic engineering functions in local communities
The Traffic Court	Traffic court judges
Motor Fleet Safety	Personnel from trucking companies and transit firms
School Bus Safety	School administrators and school bus drivers
Motor Vehicle Administration	Those responsible for the many activities housed under motor vehicle administration
Legal Aspects of Alcohol and Drug Intoxication	Personnel servicing the criminal justice system (police through judicial) general public
Emergency Vehicle Driving	Enforcement officers, ambulance personnel, rescue squads
Defensive Driving	General public
Defensive Driving (Motorcycles)	All motorcycle operators
Emergency Medical Services	Ambulance attendants, rescue squads, funeral home personnel

Resources and Information Clearinghouse

This unit is envisioned as a storehouse or library of highway safety-related literature, materials, audiovisuals, and demonstration equipment. These resources would be made available immediately upon request throughout the state for a nominal handling charge.

The Clearinghouse will be located within the facilities of the Administration of Justice and Public Safety Department at VCU. This location would assure access to both the academic staff and the student population.

A full-time research assistant will be needed to direct the activities of the Clearinghouse. Again, a portion of the time of a member of the Safety Center's faculty will be devoted to the supervision of this research assistant. In addition, the Clearinghouse will offer a unique learning opportunity for program majors to participate as interns and student employees.

Statewide Newsletter and Status Report

While concentrating on current events in the state of Virginia, this newsletter will encompass applicable trends on the national level. A large portion of the publication would stress programs and activities for individual, organizational, and community involvement which can be carried out effectively without federal funding. New and innovative techniques will be stressed, and successful programs from one area of the state will be publicized so that the entire state can benefit from them. In addition, magazine articles, periodicals, books, etc. of current interest will be featured. An abstract of recent research findings will also be included.

Overall administration and publication of the newsletter will be coordinated with the Clearinghouse. As an example, the newsletter might be used to encourage and assist the utilization of the Clearinghouse materials — i.e., the newsletter could include a calendar of training events or a tear-out form for requesting assistance from the Clearinghouse; on the other hand, the Clearinghouse could provide the newsletter with publications to be abstracted and current research to be noted.

An editorial assistant will be crucial in the compilation and distribution of the newsletter. As in the previous units, staff supervision must come from a member of the professional Safety Center faculty. Student assistants and student interns will also be used profitably.

General Repairs

Funds requested under this item will provide for the repairs of typewriters, adding machines, movie projectors, office furniture, Portoclinics, Porto glares, tape recorders, movie cameras,still cameras, and film inspection machines.

Maintenance Service Contracts

The funds under this item will cover maintenance contracts on 3M equipment and the charges for answering services for the coordinators for one year.

Convention and Education Travel

Funds will be needed to cover the expenses of representatives of the Safety Division attending the National Safety Congress, the Southern Safety Conference, public relations training courses, and nationwide workshops on highway safety.

Transportation

Funds must be provided for freight and express charges on items purchased by the Division or shipped back for repairs.

Communication

Requested funds will cover installation and monthly charges for telephone service for Main Office and 8 field offices, and mail and related communication services needed for an expanded public information program.

Printing, other than office supplies

Funds requested will cover costs incurred in printing material for highway safety programs, including brochures, posters, crash facts, annual reports, pamphlets, and highway safety handout literature.

Supplies and Materials

Office Supplies

Funds requested will be used for the purchase of supplies, paper, pencils, forms, envelopes, mailing labels, ledgers, file folders, report covers, and other miscellaneous office supplies.

Medical and Laboratory Supplies

Funds will be requested for first aid kits and blankets for the automobiles of additional personnel.

Motor Vehicle Supplies

Funds must be provided for gas, oil and maintenance for Division owned cars, the exhibit trailer, and the tow vehicle.

Photographic Supplies

Funds are requested to continually update the film library by purchasing new films and repairing older films. Funds will also be used for movie boxes, slides, flashbulbs, batteries, and camera film.

Other Supplies and Materials

Funds are required for the purchase of additional highway safety exhibits, manuals, charts, and miscellaneous supplies.

Office Equipment

Funds requested will be used for the normal replacement of office equipment each year.

Photographic Equipment

Funds will be needed for the replacement of projection equipment as the need arises.

Equipment, Additional

Office Equipment

Funds requested will be used to purchase desks, chairs, typewriters, and other office equipment for additional personnel; plus the equipment necessary for the relocation of the Division Headquarters.

Books and Periodicals

Funds will be used to purchase publications relevant to highway safety to be used as reference material within the Division and by the Highway Safety Commission.

Electronic Equipment

Funds will be used to purchase the equipment necessitated by the Relocation of Division coordinators and their field offices, including electronic answering service devices.

Other Equipment

Funds will be used to equip new coordinators.

1709

Current Charges and Obligations

Rent (Land and Structures)

Funds will provide for main office relocation of field personnel.

Space necessary: main office — 3,370 square feet; storage main office and field — 2,400 square feet; office space for fieldmen — 1,600 square feet.

Rent (Business, Education and Medical Equipment)

Copy machine rental plus allowance for 2,500 copies per month.

Dues and Subscriptions

Funds requested will be used for membership dues to safety organizations for Division personnel and subscriptions to publications.

Pensions — Retirement — Insurance

Federal Old Age Insurance

Payments into contribution funds.

Employer Retirement Contribution

Payments into the trust fund.

Group Insurance

Payments on behalf of state employees.

Traffic Records

The goal of Virginia's Traffic Records Program is to diminish the number of traffic crashes including fatalities, injuries,and property damage due to the lack of sufficient traffic records for police enforcement and for the evaluation of existing

and newly developed highway safety programs. Accident statistics generated by a traffic records system are the only data for evaluating the effectiveness or success of highway safety programs. The National Highway Traffic Safety Administration has indicated to the Commonwealth of Virginia that the state's performance in the area of "traffic records" is less proficient than any other area enumerated in the state's annual highway safety work program. The Governor's Management Study also mirrored this inefficiency. The current responsibility for the maintenance of traffic records is shared by three agencies: (1) DMV, (2) State Police, (3) Highway Department. There is no centralized effort at managing the automated processing of traffic records in Virginia.

In order to accomplish the implementation and continuation of a trenchant traffic records system, the Highway Safety Division established a Traffic Records Committee to scrutinize the current traffic records system and make recommendations for its improvement. The T. R. Committee, in turn, appointed an interagency Feasibility Study Team to evaluate the current system, make recommendations for improvement and propose a new system to satisfy three tests of feasibility: technical, operational, and economic.

The Feasibility Study Team defined the deficiencies in the present Traffic Records System of the Commonwealth as: (1) nonuniform accident reporting; (2) untimely processing and dissemination of accident data; (3) imprecise and inchoate recording of accident data. To improve the system the study team made the following recommendations: (1) Establish a central authority responsible for the control, integrity and operation of the total system. This authority must have the responsibility for cost effectiveness in the areas of computer equipment,

software and programming systems, priorities and the expertise in the planning, implementation and continuity of the system. (2) Draft and adopt a uniform accident reporting system in the Commonwealth of Virginia. (3) Institute a training program to educate law enforcement agencies throughout the Commonwealth in the administration and use of the uniform reporting system. (4) Reduce the amount of time allowed for an officer to submit a preliminary accident report to the entering agency to 72 hours from the time of the accident. (5) All accidents must be investigated and reported by a law enforcement officer. (6) Establish a uniform traffic records locator system for the Commonwealth.

The Traffic Records Committee will continue to study the recommendations for the further development of the system. It will also consider the purchase, acquisition, or leasing of the necessary equipment. Upon completion of the study, implementation of the recommendations made by the team should result.

Division of Motor Vehicles

The long-range goal of the Division of Motor Vehicles' Traffic Records Program is to reduce highway deaths, personal injury and property damage by providing sufficient records for more effective law enforcement. The immediate goal at the Division of Motor Vehicles is to provide complete driver history and vehicle file information with a minimum of response time to authorized users through automation.

The Traffic Records Automated Data Processing Program is responsibile for the physical maintenance, input and output of information for driver history records and motor vehicle records files, which are separate and distinct files.

Primary objectives are to minimize data input time and to furnish requested information through appropriate output media with a minimum of response time. It is anticipated that the Motorist Data Base Project (see below) will be completed and the above files merged in July 1975.

The Division of Motor Vehicles is working with the Traffic Records Committee on the development of a Motorist Data Base. This project will produce an integrated, common data base which provides all information filing, storage and retrieval needs of the Division of Motor Vehicles, and federal, state, and local government agencies for driver and vehicle licensing and identification. This is the initial step in the creation of a total traffic records data base for the Commonwealth of Virginia, which is to include the four functional areas of driver, vehicle, accident and highway data necessary to meet the needs of federal, state, and local governments. It is anticipated that this project will be merged into the Traffic Records Automated Data Processing Program in July 1975.

The Automated Traffic Records statistics project is designed to expand the comprehensive data that the Division of Motor Vehicles are required to maintain and to research statistical requirements of federal, state, and local agencies. This statistical data base is being developed along with the Motorist Data Base and will provide at a minimum (1) current statistics based on fiscal or calendar years to time of inquiry utilizing video display and/or printed output; (2) automated reports for predetermined time periods; and (3) special reports as needed by federal, state, and local government agencies. The Division of Motor Vehicles will continue to work with the Traffic Records Committee in the development of new records systems necessary to the effective evaluation of Highway Safety Programs.

Department of State Police

The Department of State Police is committed to the continuing enhancement of present traffic records processing. The major task now performed is the publication of Crash Facts. This annual survey is an in-depth, detailed study of Virginia's traffic accidents. Persons, vehicles, road and weather conditions, general locations, and time of crashes are all part of the statistical picture presented by Crash Facts. It has been and will continue to be a valuable resource in Virginia's traffic records development. Supplementing the Crash Facts program are a number of traffic records projects planned for the next four years.

The first step will be the conversion of accident data from serial-type files to random-access files on mass storage devices. Disc files offer the considerable benefits of flexibility in data management and utilization. Subsequent traffic records processing will be greatly aided by this conversion. This project will also broaden the base of traffic data by capturing data that are not now retained. Certain data elements, such as violations information, are not now present on the magnetic tape files. These elements will become part of the more comprehensive disc files. The general aim for this phase of development is to construct an accident file which essentially conforms to the National Highway Traffic Safety Administration recommendations. The necessary foundation will then be laid for a long-range program for improving Virginia's traffic records processing.

A project of very high priority is the proposed jurisdictional report program. These reports will consist of locality-specific information similar to that in Crash Facts. The level of detail, of course, may vary between Crash Facts and the jurisdictional reports, but essential data will be provided on traffic accidents within a

closely defined geographical area. Present plans call for the report to be available on a quarterly basis, with the option of a monthly report if the users' response warrants it. It is felt that supplying city and county officials with vital information relating to their jurisdiction will be a valuable step in highway safety planning.

Another planned project is an evaluation of present traffic records data entry methods. This project has not been reflected in enclosed cost estimates, but it is believed that present data handling techniques can be improved. A thorough study and evaluation, using cost-effectiveness considerations, will produce a report containing recommendations for administrative use.

Plans call for an accident violation study to be undertaken in fiscal year 1975. This would be an annual survey of drivers' actions cited by investigating officers as contributory to crashes. Since the Department of State Police is in the business of law enforcement, this report can be a valuable operational resource. In addition, attempts will be made to relate accident-connected charges with their dispositions. This annual information will focus attention on the role of the criminal justice community in promoting highway safety.

The final project which has been considered at this point is the mechanical defect report. This study will compare defects at the time of a crash with defects detected during the inspection of automobiles. Since both types of information are handled by State Police, a report of this type seems warranted. In addition to use in the general highway safety program, the data can be of use in evaluating present inspection policies.

Virginia Department of Highways

The development of a statewide locator system is currently under way by representatives of the Department of Highways and the Highway Research Council. It is the intent of the Department of Highways to develop a "paper" locator system; implement it on its own highway network, and make the system available to localities whose roads and streets the Department does not maintain.

The VDH, at present, has a graphic log system covering all interstate, arterial, and primary roads and a limited portion of the secondary roads. The paper system mentioned above would encompass the graphic log system for those road systems for which it is available. A more simple but compatible paper locator system will be developed for application on the remaining segments of the secondary system and urban streets.

File Integration Project

Currently, the Highway file is maintained as three separate files. The Department of Highways plans to integrate these three separate files into a single highway file that will be compatible with the other three basic files of the Traffic Records System; (i.e. driver, vehicle, and accident).

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Codes and Laws	3. NO. TLR-74-N2-01	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
HSD	306	1. Legislation to bring Virginia Traffic Code in compliance with Uniform Vehicle Code insofar as it enhances Highway Safety.			Legislate		
		2. Public Information Campaign	Con't.	Con't.	Con't.	Con't.	
		3. State Traffic Codes. No. Distributed Throughout the State.					

10. DESCRIPTION The Commonwealth is attempting to diminish traffic crashes, personal injuries and property damage caused by those motorists who are not aware of Virginia laws as well as those of other states. In certain cases, this lack of knowledge is excusable due to the constantly changing and conflicting traffic laws both within the urban areas of Virginia and neighboring states.

In order to mitigate this problem, the Commonwealth plans to continue working for total uniformity of traffic laws among its cities and towns. Efforts will also be made to bring the codes and laws of Virginia into compliance with the Uniform Vehicle Code.

11. COST BY TASK ($000)					
2. Public Information Campaign	2.	2.	2.	2.	8.
3. State Traffic Codes.				16.	16.
12. TOTAL COST ($000)	14.5	14.5	14.5	38.5	82.
LOCAL SHARE					
STATE SHARE	7.25	7.25	7.25	19.25	41.
FEDERAL SHARE	7.25	7.25	7.25	19.25	41.
TO LOCALITIES	7.25	7.25	7.25	19.25	41.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Codes and Laws	3. NO. TLR-74-N2-02	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr. Hwy. Res. Analyst, VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
HSD	306	4. Training Program for Policemen	Con't.	Con't.	Con't.	Con't.	
		5. Update, Publish, and Distribute the Model Traffic Ordinances to Virginia's Cities and Counties	Con't.	Con't.	Con't.	Con't.	
		6. Reprint Copies of New Virginia Traffic Laws	Reprint	Reprint	Reprint	Reprint	

10. DESCRIPTION

The initial step toward concurrence of the COV with the UVC has been achieved with the submission of the updated Michie Company comparative analysis (1971) of the rules of the road. This study offers a ready tool to enable legislators to suggest changes in the COV based on the incongruities disclosed in the comparison. The HSD plans to continue implementation proceedings for a public information campaign to: distribute copies of the state code throughout the Commonwealth; initiate a training program to familiarize policemen with the provisions of the code; upgrade model traffic ordinances;

11. COST BY TASK ($000)					
4. Training	6.	6.	6.	6.	24.
5. Upgrading of Model Traffic Ordinances	2.	2.	2.	2.	8.
6. New Traffic Laws	1.5	1.5	1.5	1.5	6.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Codes and Laws		3. NO. TLR-74-N2-03	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr. Hwy. Res. Analyst, VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74			
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June
7. RESP.	8. STD.	9. TASKS & MILESTONES				
HSD	306	7. A program to encourage the Adoption of the Model Traffic Ordinances by the Cities and Counties	Develop	Develop	Develop	Develop
		8. Update Virginia Traffic Laws	Update	Update	Update	Update
10. DESCRIPTION issue inserts to all municipalities updating their state code; familiarize the public with new and existing codes and laws; and initiate a program for the development of new codes and laws when the situation warrants such action. The Highway Safety Division will also contract for the reprinting of new Virginia laws. A program is being developed to encourage the adoption of the model traffic ordinances by the cities and counties.		11. COST BY TASK ($000)				
		7. Model Traffic Ordinances	3.	3.	3.	3.
		8. Update Model Traffic Laws				8.
		12. TOTAL COST ($000)				
		LOCAL SHARE				
		FEDERAL SHARE				

TOTAL
12.
8.

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Codes and Laws	3. NO. TLR-74-N2-04	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-2, Traffic Laws and Regulations					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1															
2	8.	4.	4.		4.										
3	16.	8.	8.		8.										
4	24.	12.	12.		12.										
5	8.	4.	4.		4.										
6	6.	3.	3.		3.										
7	12.	6.	6.		6.										
8	8.	4.	4.		4.										
9															
10															
TOTAL	82.	41.	41.		41.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Codes and Laws TLR-74-N2-05	Date 5-1-73	19 72 FY-2	19 73 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1975 FY+1	19 76 FY+2
6. EFFECTIVENESS										
*Number of Highway and Traffic Safety Statutes Where Virginia Varies from UVC. 1.										
*Number of Localities Not in Compliance With Model Traffic Ordinances for Counties and Cities 2.										
Number of Crashes Involving Out-of-State Drivers —		**1967	**1968					**1969	**1970	**1971
	Rural	10,064	10,864					12,220	12,371	13,732
	Urban	5,710	6,032					6,885	7,138	7,337
3.										
Number of Fatalities Involving Out-of-State Drivers —										
	Rural	183	184					190	170	188
	Urban	45	33					29	37	31
4.										
5.										
*This information will be available upon implementation of Traffic Records System. **Calendar Year. 6.										

1720

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN

1. State of Virginia | 2. TITLE Alcohol and Drugs | 3. NO. TLR-74-N2-01 | DATE 5-1-73

5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency)

APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)

6. See Effectiveness Supplement

FISCAL YEAR 1974

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
HSD	308	1. Legislate a 0.10% Blood Alcohol Level as a Legal Limit for Intoxication	Study	Study			
		2. Personnel (ongoing program)					
		(A) Policemen (working with breath tests)					600
		(B) Secretaries	1	1	1	1	1
		(C) State medical examiner, administrators, and support personnel					

10. DESCRIPTION A major problem facing society today is the drinking driver. Statistics indicate that more than fifty percent of all fatal accidents can be attributed to alcohol.

In order to reduce the number of traffic crashes, including fatalities, personal injuries and property damage attributed to alcohol, Virginia has placed a high priority on alcohol and drugs during fiscal year 1974. Even though Virginia's presumptive level of intoxication has been lowered to .10% by weight of alcohol in the blood, attempts should be made to enact a .10% blood alcohol level as a legal limit for intoxication. A .10% blood alcohol level would thus necessitate conviction for DWI if the blood alcohol level

11. COST BY TASK ($000)					
2. Personnel (ongoing program)					
A. Policemen	6.	6.	6.	6.	24.
B. Secretary	1.5	1.5	1.5	1.5	6.
C. State Personnel	30.	30.	30.	30.	120.
12. TOTAL COST ($000)	157.2	238.5	114.5	144.5	624.7
LOCAL SHARE	9.	9.	9.	9.	36.
STATE SHARE	78.5	78.5	78.5	78.5	314.
FEDERAL SHARE	69.7	151.	27.	27.	274.7
TO LOCALITIES	55.2	136.5	12.5	12.5	216.7

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Alcohol and Drugs	NO. TLR-74-N2-02	DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency)	FISCAL YEAR 19 74					
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
HSD	308	3. Equipment						
		A. Breath test devices $900 each		60			60	
		B. Preliminary breath test devices $.35 each	10,000				10,000	
		C. Post cards for PBT devices						
		D. Mobile trailer $23,000 equipped						
		E. Video cameras $1200 each		50			50	
		F. Movie cameras (8mm) $100 each	50				50	
		G. Projectors (8mm super), $100 each	50				50	
		H. 8mm film $3 each	3,000				3,000	
10. DESCRIPTION exceeded the point of 0.10%. The 1970 General Assembly, passed a bill permitting the use of preliminary breath tests as a screening device for all drivers presumed to be driving under the influence of alcohol. The Division plans to work with local law enforcement agencies to test the blood of every driver involved in a fatal accident. The 1972 General Assembly enacted legislation allowing the use of quantitative breath testing devices. The Highway Safety Division will provide a sufficient quantity of these breath testing devices as well as train policemen in their use. The Division will continue plans for the development and		11. COST BY TASK ($000)						
		3. Equipment A.– H.	12.5	124.	0	0	136.5	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Drugs and Alcohol	3. NO. TLR-74-N2-03	4. DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
HSD	308	4. Training (breath test devices)						
		A. Area coordinators $200 each	1				1	
		B. Policemen $100 each	300				300	
		5. Blood Sample of Drivers Charged with DWI					10,000	
		6. Public Information Program	Con't.	Con't.	Con't.	Con't.		
		7. Alcohol Countermeasures Indoctrination Program for Policemen	Review	Review	Review	Review		
10. DESCRIPTION		11. COST BY TASK ($000)						
implementation of an alcohol countermeasures indoctrination program for all policemen.. This program will attempt to familiarize all law enforcement personnel with problems presented by drinking drivers and pedestrians.		4. Training	30.2				30.2	
		5. Blood Samples	37.5	37.5	37.5	37.5	150.	
		6. Public Information Campaign	4.	4.	4.	4.	16.	
		7. Alcohol Program						
Virginia has also received a 3½ year demonstration program, the Fairfax Alcohol Safety Project, paid for by the federal government under contract with the Department of Transportation's Office of Alcohol Countermeasures, as part of a broad national alcohol countermeasures program. The ASAP activities in four specific countermeasure areas will (1) assist the police in apprehending		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Alcohol and Drugs	3. NO TLR-74-N2-04	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 19 74 1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
HSD	308	8. Narcotics and Drug Abuse	Study	Study	Study	Study	
		9. Data System	Report	Report	Implement	Implement	
		10. Virginia Alcohol Safety Programs	5	5	5	5	5

10. DESCRIPTION	11. COST BY TASK ($000)					
problem drinking drivers; (2) offer the courts new services for pre-trial investigation; (3) develop a new comprehensive system for treatment and rehabilitation; and (4) undertake a program to change public attitudes toward the problem drinking driver. It is anticipated that similar programs, on a smaller scale, will be started in 4 or 5 of the larger metropolitan areas around the state. Video and movie cameras will be purchased to assist the police departments and state police with DWI cases. They will be used to photograph subjects charged with DWI and the film utilized as evidence.	8. Narcotics & Drug Abuse	10.5	10.5	10.5	10.5	42.
	9. Data System	(Costs shown in Traffic Records SEP)				
	10. VASP	25.	25.	25.	25.	100.
With the establishment of the Governor's	12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

Council on Narcotics and Drug Abuse, the state of Virginia plans to completely survey the area of drugs and make recommendations accordingly.

The Traffic Records Committee has completed a feasibility study on traffic records in Virginia and is now in the process of developing a traffic records system for the state that will well enable researchers to evaluate our traffic laws and regulations program more effectively.

U. S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Alcohol and Drugs	3. NO. TLR-74-N2-06	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-2, Traffic Laws and Regulations					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1															
2	150.														
3	136.5	136.5	136.5		136.5										
4	30.2	30.2	30.2		30.2										
5	150.														
6	16.	16.			16.										
7															
8	42.	42.			42.										
9															
10	100.	50.	50.		50.										
TOTAL	624.7	274.7	216.7		274.7										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

4271

Title and No. Alcohol and Drugs TLR-74-N2-07	Date 5-1-73	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
EFFECTIVENESS										
Crashes Involving Drinking Drivers										
1. Urban		*7,952	*8,182					* 8,804	* 8,399	* 8,955
Rural		8,889	9,472					10,337	10,189	10,476
Fatal Crashes Involving Alcohol										
2. Urban		* 96	* 99					* 92	* 92	* 65
Rural		278	237					291	249	264
3.										
4.										
5.										

*These figures do not indicate the true picture since intoxication is not always reported when there does not exist enough legal evidence to justify prosecution.

**Data for FY 72, 73, 74, 75, and 76 are not available.

TRAFFIC LAWS AND REGULATIONS

Codes and Laws

The Commonwealth of Virginia is working to reduce the number of traffic crashes, including fatalities, personal injuries, and property damage caused by those drivers who are ignorant of Virginia laws as well as those of other states. In many instances this ignorance is not the fault of the driving public, but the fault of many cities and towns because of the vast array of changing and conflicting traffic laws both within the state and between states.

Traditionally, Virginia has been plagued with a lack of compliance with majority practice as embodied in the Uniform Vehicle Code (UVC) and insufficient dissemination of information. In attempting to alleviate these problems, Virginia continues to strive for complete uniformity of traffic laws among its cities and towns. The initial step toward concurrence of the Code of Virginia with the Uniform Vehicle Code has been accomplished with the submission of the updated Michie Company comparative analysis (1971) of the rules of the road. The study provides a ready tool to allow legislators to recommend changes in the COV based on the inconsistencies revealed in the comparison. A bill was introduced in the last General Assembly which would have provided for a committee to study the discrepancies of the COV with the UVC and report legislative recommendations to the General Assembly. This bill was not passed. However, the Virginia Code Commission is currently working on revisions to the Code of Virginia and the Highway Safety Division is working with that body to recommend and sponsor changes relating to uniform traffic laws.

The Highway Safety Division plans to develop and implement a public information program to: familiarize the public with new and existing codes and laws; distribute copies of the Motor Vehicle Law of Virginia throughout the state; introduce a training program to familiarize policemen with the provisions of the code; and update, publish, and distribute model traffic ordinances to Virginia's cities and counties. In addition, the HSD will contract for the reprinting of new Virginia traffic laws as soon as they are passed.

A program is also being developed to encourage the adoption of the model traffic ordinances by the cities and counties. Several cities and counties have requested funds to conduct individual studies dealing with the adoption of model traffic laws and ordinances.

In sum, present efforts are based on a recognition of the interstate and international character of motor vehicle travel and the corresponding need for uniformity in traffic laws to reduce the probability of traffic crash occurrence through the inadvertent violation of laws, as well as the need of the public to know those statutes which govern their driving conduct.

Alcohol and Drugs

The Commonwealth of Virginia has long recognized that the drinking driver represents a serious threat to safety on the highway. Though statistically a small percentage of drivers, these drunken drivers annually cause 50% of the state's highway fatalities. For example, in 1971 alcohol contributed to the deaths of over 325 drivers on the Commonwealth's roads and a total of 18,500 crashes. But the Virginia Department of State Police, compilers of the statistics, are quick to

point out that the figures do not indicate the true numbers since intoxication is frequently unreported when there does not exist sufficient evidence to justify prosecution. 1730

Administrators in Virginia who recognize the need to reduce the annual highway death toll feel that the drinking driver problem is particularly amenable to state governmental initiatives through the legislative, administrative and judicial branches. Sociologists also agree that the control of the drinking driver is perceived by the public as a legal or law enforcement problem rather than a medical one. Whether that particular attitude is correct or not, it seems clear that the public will readily accept countermeasures designed to protect them from the drinking driver.

The ensuing information should provide insight into the current parameters of the driving while intoxicated (DWI) problem and the practical response of law enforcement agencies. (See Exhibits 2 and 3.)

In order to reduce the number of traffic crashes, fatalities, personal injuries and property damage attributed to alcohol, immediate attention should be given to the following programs and projects in the field of alcohol and drugs.

Although Virginia's presumptive level of intoxication has been lowered to .10% by weight of alcohol in the blood, efforts should be made to legislate a .10% blood alcohol level as a legal limit for intoxication. No longer would a .10% blood alcohol level be merely a rebuttable presumption of intoxication but would require conviction for DWI.

EXHIBIT 2

DRIVING WHILE INTOXICATED ARRESTS
(From 254 Virginia Traffic Safety News, August 1970) p. 1.

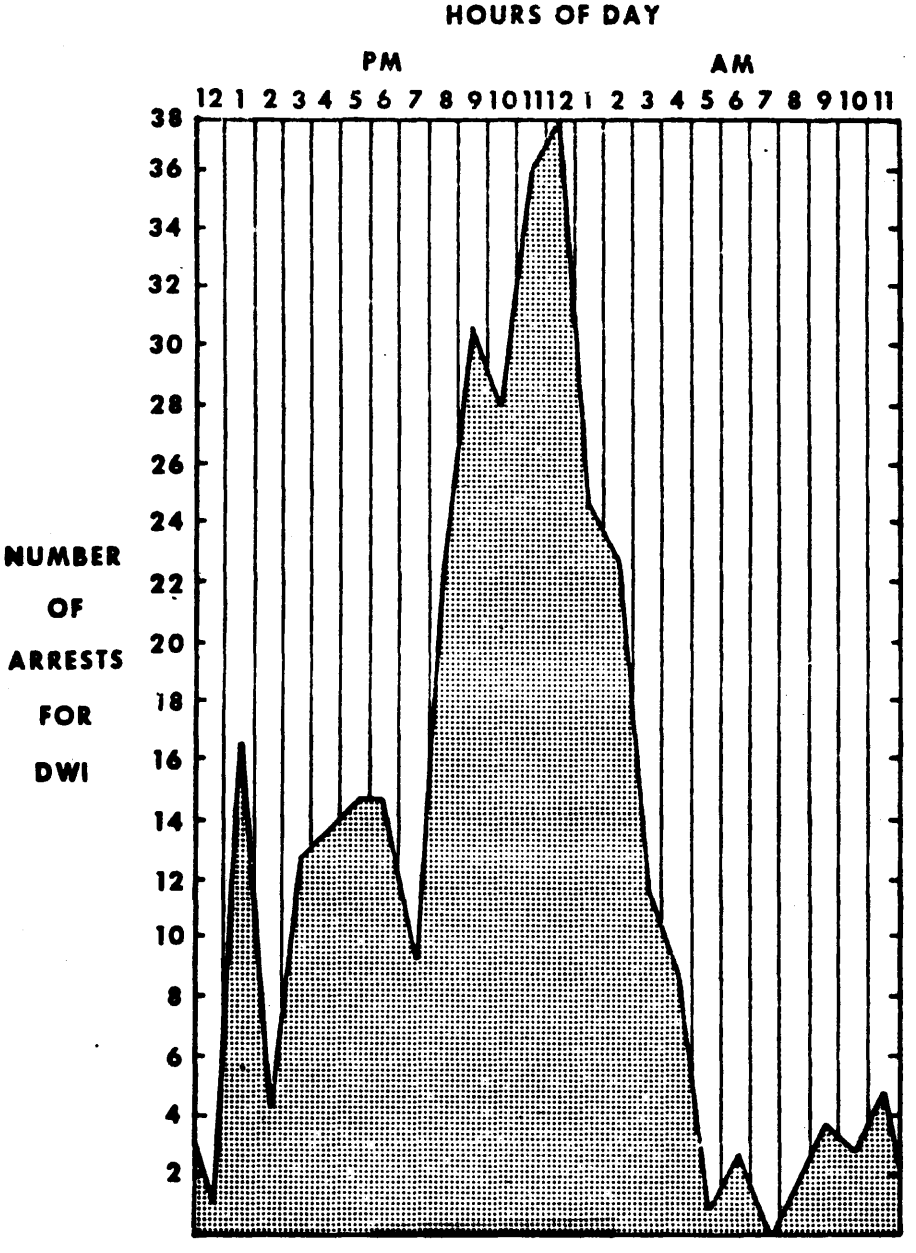
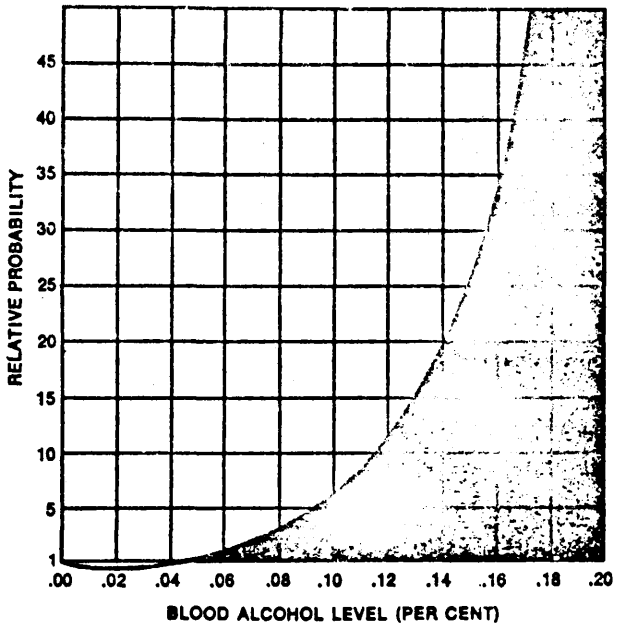


EXHIBIT 3

RELATIVE PROBABILITY OF CAUSING AN ACCIDENT
IN RELATION TO BLOOD ALCOHOL LEVEL
(From Borkenstein, R. F., et al., "The Role of the Drinking Driver in Traffic Accidents," Department of Police Administration, Indiana University, 1964.)



In the 1970 General Assembly, a bill was passed allowing the use of preliminary breath tests as a screening device for all drivers believed to be driving under the influence of alcohol. Additionally the Division plans to work with local police in order to sample the blood of every driver involved in a fatal accident.

The 1972 General Assembly passed legislation permitting the use of quantitative breath testing devices. Consequently the Highway Safety Division has trained experts in the use of breath test devices. These trained operators travel throughout the state demonstrating the use and efficiency of the devices to civic groups, legislators, and citizens. Their efforts should increase the public's knowledge and make ultimate public acceptability much easier. These personnel will be instrumental in the implementation of a major police training program in the use of quantitative breath tests if legislation requiring such tests is passed. Of course, purchases of these breath test devices will be required to provide all localities with the equipment. Additional hardware purchases by the state in the coming fiscal year will include mobile trailers with exhibits about the drinking driver and video cameras and projectors to be used in filming psychomotor tests of suspected DWIs.

As mentioned before in the narrative for Program Administration and Evaluation, Virginia has received a $3\frac{1}{2}$ year demonstration program, the Fairfax Alcohol Safety Action Project, funded by the federal government under contract with the Department of Transportation's Office of Alcohol Countermeasures. The program is important in that it attempts to focus maximum resources on a limited area. ASAP activities are divided into four specific countermeasure

areas: (1) assisting the police in apprehending problem drinking drivers; (2) offering new legal services for pretrial investigation; (3) developing a new comprehensive system for treatment and rehabilitation; and (4) undertaking a program to change public attitudes toward the drinking driver.

To alleviate the shortage of police manpower and on the road equipment, ASAP will provide Fairfax police with 11 new police cruisers and an additional 28,000 man-hours a year. Medical vans which expedite the taking of chemical test evidence and video evidence will be provided to encourage DWI charges. Finally, all officers will attend training sessions designed to increase their knowledge about the safety aspect of the problem drinker.

In order to prevent the problem drinker from driving, a special probation staff will conduct a survey of all persons arrested for drunken driving to determine whether they have psychiatric problems rather than driving problems. The probation officer will then recommend to the prosecutor that the accused either stand trial, undergo further diagnosis, or be referred to a driver improvement school.

The rehabilitation and treatment countermeasure is centered around the driver improvement school at Northern Virginia Community College and the Falls Church Mental Health Center. The school will employ a part-time psychiatrist, a full-time psychologist and a full-time psychiatric social worker with alcohol rehabilitation training.

Public information and education under ASAP auspices are designed to convince the public that it is dangerous to drive after drinking. The program seeks,

however, to avoid blanket prohibitions to minimize public deficiencies. These goals will be achieved through public opinion surveys and extensive advertising.

It is anticipated that similar programs, on a smaller scale, will be initiated in certain metropolitan areas throughout the state by implementation of a statewide Virginia Alcohol Safety Program (VASP). These programs would be problem-specific to the needs of the community based upon the development of countermeasure activities to assist local agencies.

An extensive statewide public information and education campaign will continue to be stressed by the Division in the upcoming fiscal year. Consequently, an information officer was hired to increase public awareness of traffic safety and acceptability of new steps taken to increase safety. In conjunction with an educational goal, officials in the Highway Safety Division have taken time to teach highway safety related courses in nearby universities. Funds have also been designed for conducting an alcohol countermeasures indoctrination program for policemen. This educational experience for policemen is designed to increase their awareness and sensitivity to both the problems of the drinking driver and the needs of the community for protection from the drinking driver's secondary consequences.

A related and rapidly changing field is drug abuse in relation to traffic safety. A recent survey conducted by the Safety Section of the Highway Research Council for the Highway Safety Division linked marihauna and drug use and highway safety among high school students of the state. The findings suggested that drug use is a significant factor in many accidents. The data showed that approximately

36% of fatal motor vehicle crashes involving 16 - 19 year old drivers may involve marihuana. It is felt that drug use coupled with driving is a particularly lethal combination. An increase in drug use and driving will warrant greater examination of the current Code provisions relating to drugs and highway safety. Such a study, designed to upgrade drug provisions of the Virginia Code is in progress. Unfortunately the effort has been hampered by a lack of objective scientific data on accident causation, the effects of drug use on one's ability to safely operate an automobile, and lack of practical and accurate test methods to determine the presence of drugs. Both the information and educational campaigns will focus on educating the normal driver to this danger.

The Traffic Records Committee has completed a feasibility study on traffic records in Virginia and is now in the process of planning for the implementation of an improved traffic records system for Virginia which will enable researchers to evaluate our traffic laws and regulations program more effectively. With specific references to the evaluation of traffic laws and regulations, it is planned that reports of all warrants issued in fatal cases be forwarded to the system so that correlation can be made of warrants issued and ultimate case disposal.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Periodic Motor Vehicle Inspection	3. NOYR-74-N3-01	4. DATE 5-1-73		
		5. DRAFTED BY R. M. Terry, Safety Officer, Dept. State Police (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
7. RESP. State Police	8. STD. 301	9. TASKS & MILESTONES Operate an effective and efficient periodic motor vehicle inspection program to detect and correct vehicle defects. This will be accomplished through the utilization of administration personnel, supervisory personnel, supplies and equipment, and inspection standards.					
		1. Administrative Personnel					
		Captain	1	1	1	1	1
		Lieutenant	1	1	1	1	1
		Stenographer	2	2	2	2	2
		Clerk Typists	2	2	2	2	2
		Clerk D	1	1	1	1	1
		Clerk C	1	1	1	1	1
		Clerk B	9	9	9	9	9
10. DESCRIPTION The ultimate goal of the Department of State Police is to reduce the number of deaths, injuries, and property damage caused by motor vehicles with inspectable defects. In accomplishing this goal the State Police plan to inspect every motor vehicle before entry on the highway and every six months thereafter. We plan to correct vehicle defects prior to operation on the public highways and thereby reduce accidents. Section 46.1-315 of the Code of Virginia gives the Superintendent of State Police authority to compel inspections and Section 46.1-319 gives the Superintendent authority to promulgate regulations for the inspection of motor vehicles. Even though		11. COST BY TASK ($000) 1. Administrative Personnel	23.	23.	23.	23.	92.
		12. TOTAL COST ($000)	110.5	110.5	110.5	110.5	442.
		LOCAL SHARE STATE SHARE	110.5	110.5	110.5	110.5	442.
		FEDERAL SHARE TO LOCALITIES					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State Of Virginia	2. TITLE Periodic Motor Vehicle Inspection	3. NO. VR-74-N3-02	4. DATE 5-1-73
		5. DRAFTED BY R. M. Terry, Safety Officer, Department of State Police (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
State Police	301	2. Field Supervisory Personnel The stations are supervised by the more than 1,000 State Policemen who spend as much time as is necessary to supervise the mechanics, investigate applicants and conduct investigations. These, however, gradually increase along with the number of inspection stations and vehicles inspected. 3. Inspection Standards Virginia Inspection Standards are comparable to those items set forth by the National Highway Safety Bureau and recommended by the American National Standards Institute Inspection Code. (See Attachments 1 and 2)	10,400 hours	10,400 hours	10,400 hrs.	10,400 hrs.	41,600

10. DESCRIPTION	11. COST BY TASK ($000)					
Virginia has operated an effective program for many years, the program is constantly evaluated to strengthen, expand and improve: 1. Vehicle inspection standards upgrading: A. Regulations were strengthened to require a rear view mirror on each side of the motor vehicle if the rear vision is obstructed. B. Inspection manual was revised to prohibit the alteration of the hood, on passenger vehicles, in such a manner as to obstruct the driver's view of the highway. C. A requirement was added to cover the inspection of the hood latch system as recom-	2. Field Supervisory Personnel	51.	51.	51.	51.	204.
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Periodic Motor vehicle Inspection		3. NO. VR-74-N3-03		4. DATE 5-1-73
		5. DRAFTED BY T. M. Terry, Safety Officer, Dept. of State Police (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. State Police	8. STD. 301	9. TASKS & MILESTONES 4. Inspection Supplies and Equipment. Approval stickers, rejection stickers, decals, manuals, procedure sheets and other instructions are furnished to each station as needed.					
10. DESCRIPTION mended by the American National Standards Institute Inspection Code. D. A requirement was added to cover the inspection of the Air Pollution Control System on new automobiles to prohibit any parts from being disconnected or rendered inoperative. Several other changes were made to update the requirements. Each of the changes was discussed with every certified mechanic during the annual training session. Slides were used to review the proper method of setting headlamps and to train the mechanics to properly inspect the air pollution control system.		11. COST BY TASK ($000) 4. Supplies and Equipment	36.5	36.5	36.5	36.5	146.
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

ATTACHMENT 1

III. VIRGINIA'S PROGRAM

The Virginia Official Inspection Program closely parallels the National Highway Traffic Safety Administration recommendations contained in the Highway Safety Program Manual.

1. All vehicles which are licensed and operated on the public highway must be inspected semiannually. These inspections are performed by privately owned stations which are appointed and supervised by the Department of State Police.
2. Each inspection station applicant is thoroughly investigated to determine that it is well established in a reputable mechanical business. The building must meet minimum requirements which have been established by State Police and the essential mechanical tools are required.
3. Every mechanic who is to inspect the vehicles must have at least one year's practical experience, and he is instructed in the use of special equipment. He is required to be thoroughly familiar with the inspection manual and he must undergo a written examination. Annual training sessions are conducted by the Department of State Police and each certified mechanic is required to attend.

4. Any complaint by the public is investigated and if the mechanic has made an error, the appropriate action is taken to prevent a reoccurrence. During 1971, 51 stations and 125 mechanics were suspended due to not following our inspection regulations.

5. The inspection covers systems and components having substantial relation to safe vehicle performance.

6. The procedures for the actual inspection equals or exceeds many of the NHTSA recommendations. (Refer to Chart)

7. Each station keeps the records as recommended, including identification number.

8. The state publishes summaries of vehicle defects based on a sample tabulation.

ATTACHMENT 2

VEHICLE INSPECTION STANDARDS

The information listed below provides a comparison of those items required to be inspected in Virginia with those recommended by the National Highway Traffic Safety Administration and the ANSI D7.1-1968 Code. It also depicts items being considered for Virginia's Program.

VIRGINIA	NHTSA	ANSI
*	Operator's License	
	Valid Registration	Valid Registration
License Plates	License Plates	License Plates
Brakes	Brakes	Brakes
Headlights	Headlights	Headlights
Signal Lights	Signal Lights	Signal Lights
Other Lights	Other Lights	Other Lights
Horn	Horn	Horn
Electrical Systems	Electrical Systems	Electrical Systems
Windshield	Windshield	Windshield
Other Windows	Other Windows	Other Windows
Rear View Mirrors	Rear View Mirrors	Rear View Mirrors
Tires	Tires	Tires
Wheels and Rims	Wheels and Rims	Wheels and Rims
Wipers	Wipers	Wipers
***	Windshield Washers	Windshield Washers
Steering Assembly	Steering Assembly	Steering Assembly
Alignment & Suspension	Alignment & Suspension	Alignment & Suspension
Exhaust System	Exhaust System	Exhaust System
***	Fuel System	Fuel System
Hazardous Body Items	Hazardous Body Items	Hazardous Body Items
Latches - Hoods	Latches, Hood, Door, etc.	Latches, Hood, Doors, etc.
Seat Belts	Occupant Restraining Devices	Seat Belts
	Defrosters &	Defrosters & Defoggers
Vehicle Emission System	Vehicle Emission System	
**	Auxiliary Safety Equipment	**

* Virginia does not use enforcement personnel for inspection; therefore, this item does not apply.

** D7 states that items must comply with State Statutes and if a device is permissive it shall comply with the requirements for such a device as if it were covered by Statute.

*** These items are being considered for Virginia's program.

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Periodic Motor Vehicle Inspection VR-74-N3-06	Date 5-1-73	1972 FY-2	1973 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1974 FY+1	1975 FY+2
6. EFFECTIVENESS										
Discovered and required the correction of defects on approximately 25% of vehicles inspected during 1971. 1.										
100% of all registered vehicles inspected prior to operation on roadway. 2.										
In 1971, 4,950,027 vehicles were inspected. 3.										
4.										
5.										
6										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-74-N3-01	4. DATE 5-1-73
	5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 1974 1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
DMV	302	1. Motor Vehicle Titling					
		A. Number of Motor Vehicles and Trailers Titled (000)	344	343	343	343	1373
		B. Number of Dealers Licensed	1718	190	190	1717	3815
		C. Number of Salesmen Licensed	7240	148	148	7240	14776
		D. Number of Personnel - State Level					
		1. Managers	8	8	8	8	8
		2. Regional Representatives	10	10	10	10	10
		3. Supervisors	2	2	2	2	2
		4. Secretaries	2	2	2	2	2
		5. Clerks	54	54	54	54	54
			76	76	76	76	76

10. DESCRIPTION The long-term objective of the Motor Vehicle Registration program is to reduce the number of deaths, injuries and the amount of property damage caused by traffic law violators who have their privilege revoked, suspended, or under control because of previous conviction, crash involvement, or medical reasons. The immediate goal is to make available record information that will permit the police and courts to identify, apprehend and prosecute, if necessary, traffic violators in a minimum amount of time. The Division of Motor Vehicles is responsible for this activity and performs the following in complying with the above goal (Numbers correspond to

11. COST BY TASK ($000)					
1. Motor Vehicle Titling	382.	382.	383.	383.	1530.
12. TOTAL COST ($000)	1826.	1826.	1832.	1831.	7315.
LOCAL SHARE					
STATE SHARE	1826.	1826.	1832.	1831.	7315.
FEDERAL SHARE TO LOCALITIES					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-74-N3-02	4. DATE 5-1-73
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 1974 1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
DMV	302	2. Motor Vehicle Licensing					
		A. Number of Motor Vehicles and Trailers Licensed (000)	953	953	953	953	3812
		B. Number of Motor Vehicles Licensed as Uninsured (000)	18	18	12	11	59
		C. Number of Mileage and Use Permits Issued	587	587	587	587	2438
		D. Number of Personnel - State Level					
		1. Managers	10	10	10	10	10
		2. Regional Representatives	10	10	10	10	10
		3. Supervisors	4	4	4	4	4
		4. Secretaries	1	1	1	1	1
		5. Clerks	100	100	100	100	100
			125	125	125	125	125

10. DESCRIPTION (tasks and milestones): (1) The Motor Vehicle Titling Program which: (A) Ensures the proper titling of legal owners and lienholders to prevent fraud upon the consumer in the purchase of a stolen vehicle, to permit owner identification in vehicle manufacture recall programs, and for law enforcement. (B) Ensures the licensing of all motor vehicle dealers and salesmen to promote the interest and protection of the general public in the purchase, trade or sale of motor vehicles. (2) The Motor Vehicle Licensing program which: (A) Ensures the proper licensing of motor vehicles and trailers in order that proper and instant identification is available and to provide

11. COST BY TASK ($000)					
2. Motor Vehicle Licensing	652.	652.	654.	653.	2611.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-74-N3-03	4. DATE 5-1-73		
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
DMV	302/310	3. Motor Vehicle Records					
		A. Number of Automated Vehicle Information Inquiries (000)	1804	1804	1804	1804	7216
		B. Automated Data Processing	Continued Expansion of "on-line" Vehicle Records Processing Locations				
		C. Current Address on Licensed Vehicles	Draft. Legis.		Legislation	Implement	
		D. Personnel - State Level					
		1. Managers	2	2	2	2	2
		2. Secretaries	2	2	2	2	2
		3. Accounting and Keypunch Machine Operators and Supervisors	70	70	70	70	70
		4. Clerks	132	132	132	132	132
		Totals	206	206	206	206	206
10. DESCRIPTION revenue for highway construction, reconstruction and maintenance. (B) Ensures the collection of the Uninsured Motor Vehicle Fee on licensed vehicles that are not insured and to encourage owners to obtain liability insurance for coverage in the event of a crash. (C) Issues mileage and use permits and collects fees for motor vehicles too large to license that are operated over the highways under restricted conditions. (3) The Motor Vehicle Records program which: (A) Answers correspondence and furnishes automated files information for the public, courts and law enforcement agencies by direct computer inquiry with a minimum of response time. (B) Is expanding the number		11. COST BY TASK ($000)					
		3. Motor Vehicle Records	632.	632.	632.	634	2531.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO. VR-74-N3-04	4. DATE 5-1-73		
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
DMV	302	4. Motor Fuel Tax					
		A. Amount of Fuel Tax Collected (000)	51270	51269	51269	51270	205078
		B. Number of Personnel - State Level					
		1. Managers	1	1	1	1	1
		2. Auditors and Fuel Tax Examiners	17	17	17	17	17
		3. Regional Representatives	13	13	13	13	13
		4. Supervisors	3	3	3	3	3
		5. Accounting Machine Operators	2	2	2	2	2
		6. Clerks	12	12	12	12	12
			48	48	48	48	48
10. DESCRIPTION of locations where citizens may obtain titles and motor vehicle licenses with a simultaneous update of the motor vehicle file. (C) Will request legislation to require citizens to report address changes on licensed motor vehicles to permit location of owners whose vehicles have been involved in crashes and/or traffic violations and other law enforcement activities. (4) The Motor Fuel Tax program which ensures the collection of all motor fuel taxes to provide funds for highway construction, reconstruction and maintenance utilizing proven techniques of highway safety engineering and design. (5) The personnel outlined under Program Administration are responsible for		11. COST BY TASK ($000) 4. Motor Fuel Tax	138.	138.	138.	138.	552.
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Motor Vehicle Registration	3. NO VR-74-N3-05	4. DATE 5-1-73			
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
DMV	302	5. Program Administration						
		A. Number of Personnel - State Level						
		1. Administrators	2	2	2	2	2	
		2. Field Service Specialist	1	1	1	1	1	
		3. Secretaries	3	3	3	3	3	
		Total	6	6	6	6	6	
10. DESCRIPTION the overall administration and management of programs and projects.		11. COST BY TASK ($000) 5. Program Administration	22.	22.	24.	23.	91.	
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE						

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No.	Date	19 72	19 73	Fiscal Year 1974					19 74	19 75
Motor Vehicle Registration VR-74-N3-06	5-1-73	FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6. EFFECTIVENESS										
* Accuracy of file. 1.										
* Average time for updating files. 2.										
* Average time of record retrieval from file-on-line. Beginning FY 1972. 3.										
* Average entry time of registration records on-line. Beginning FY 1972. 4.										
5.										
* Information will be available upon implementation of the new Traffic Records Data System. 6										

1750

VEHICLE REQUIREMENTS

Periodic Motor Vehicle Inspection

As of January 1, 1970, 31 states and the District of Columbia had passed legislation requiring periodic motor vehicle inspection. Of the 19 states not requiring periodic inspection, 8 had systems of random or spot-check inspections. Virginia began to inspect automobiles for safety defects relatively early, inaugurating its system in 1932.

Essentially, there are two types of periodic inspection programs. One type uses state owned and operated stations. The use of state facilities for inspection purposes is restricted to a small number of states, and appears to work best in states with small land areas, such as Delaware and New Jersey. The other type of program, used by a majority of states including Virginia, utilizes privately owned facilities appointed and supervised by the state. In Virginia, appointment and supervision is under the authority of the Department of State Police. Currently, there are 2,485 inspection stations and 8,678 certified mechanics operating in the state. In 1971, these stations conducted 4,950,027 inspections.

The Virginia Department of State Police continually strives to upgrade the periodic motor vehicle inspection program as well as carefully evaluate the various vehicle defects which contribute to or cause traffic crashes.

The information from the inspection receipts is important for categorizing vehicle defects and is also an effective tool used to insist on uniformity and

thorough inspections. These receipts sometimes indicate a lack of thoroughness which is immediately corrected when brought to the attention of the station supervisor. Currently, only a small sample of these receipts are tabulated. However, with additional personnel it will be possible for these receipts to serve a more useful purpose.

Each year it is necessary to appoint additional stations and certify additional mechanics to meet the public demand and provide for the increased number of vehicles operated on the public highways. The State Police plan to increase both the number of stations and mechanics annually by approximately 4 to 5%. Supervision will be increased accordingly and each citizen complaint will be carefully investigated. Appropriate disciplinary action will be taken if the facts so warrant.

In addition, plans are being formulated to initiate a program which will automatically identify defects in motor vehicles during inspection proceedings.

The laws of Virginia require all Virginia registered motor vehicles to be inspected semiannually prior to operation on the public highways. This law is effective and actively enforced. The inspection is performed by experienced mechanics who are certified by the State Police and covers systems, subsystems, and components having a substantial relationship to safe vehicle performance. The inspector is given indivdual instruction regarding the use of equipment and his duties. Satisfactory completion of an examination is essential, and in addition, a certified mechanic must attend a retraining

session annually to maintain certification.

Recent legislation provides for the inspection of the vehicle emission control devices on 1973 and subsequent model year vehicles. All certified mechanics were trained for this inspection during September of 1972. The Department has also recently added the inspection of hood latches to the official manual and has advised mechanics of this change.

Each inspection station maintains a copy of the inspection receipt for two years. The original of the receipt is filed at State Police Administrative Headquarters. The Department has gradually changed the inspection receipts to provide a space for the identification number and instructions have been issued for it to be included on each receipt. The Department also requires the date of inspection, class of vehicle, make of vehicle, model year, defects, name of inspector and station and the odometer reading.

A summary of these records, based on a sample tabulation, is published annually.

In retrospect, it is apparent that the Virginia Official Inspection Program very closely parallels the National Highway Traffic Safety Administration recommendations contained in the Highway Safety Program Manual.

Virginia's inspection program establishes minimum standards which are comparable to the ANSI D.7 Inspection Code and establishes minimum criteria

for the establishment and operation of stations. The program requires inspection semiannually to detect vehicle defects, which must be corrected within 7 days.

The Department of State Police constantly evaluates the program and makes improvements which are necessary to ensure mechanically safe vehicles on the public highways of the Commonwealth.

Motor Vehicle Registration

The long-range goal of the Motor Vehicle Registration program is to reduce the number of deaths, injuries, and the amount of property damage caused by traffic law violators whose driving provileges have been or should have been revoked or suspended as a result of previous conviction and/or crash involvement. The immediate goal is to continue to improve the response time for content and quality of vehicle records that will enable law enforcement personnel to apprehend traffic violators and crime suspects in a minimum amount of time, and vehicle manufacturers to identify owners of vehicles with safety defects for recall.

The Division of Motor Vehicles is responsible for this endeavor and conducts various programs in complying with the aforementioned goals and objectives.

DMV maintains a motor vehicle titling record of legal owners and leinholders of motor vehicles and trailers and requires that they pay a titling fee and sales tax on the vehicles. The titling tax is appropriated by statute for the construction, reconstruction, and maintenance of highways and the regulation of traffic thereon.

DMV also requires that all motor vehicles be licensed in order to provide accurate and instant identification of owners. Legislation is being drafted which will require vehicle owners to furnish address changes to the Division of Motor Vehicles. Beginning October 1, 1972, implementation of a staggered license issue/ renewal program providing for a multi-year license plate with annual revalidation began. Complete transition to this system is scheduled for 1974. The extended plate number assignment to a vehicle will facilitate identification of problem driver-owners of motor vehicles in the Division of Motor Vehicles records. License and Uninsured Motor Vehicle fees, for vehicles licensed without liability insurance coverage, are collected at the time of licensing or revalidation and are processed against the motor vehicle records file. In addition, vehicles which are too large for normal highway operation and licensing are required to obtain mileage permits before being operated on the highways under restricted conditions.

Motor vehicles records are constantly being updated utilizing automated data processing equipment and techniques. Full service branch offices in major cities and metropolitan areas are currently "on-line" processing 40% of titles and vehicle licenses against the automated vehicle title master file and cross reference files producing immediate update and printed output. Plans call for expanding this method of vehicle records maintenance as additional branch offices are opened, contingent upon the availability of data processing funds and equipment. All other vehicle work is processed "on-line" upon receipt in Division of Motor Vehicle Headquarters.

Direct computer links to state and local law enforcement agencies and DMV Headquarters terminals permit immediate response to inquiries for vehicle information. Stolen vehicle information is entered directly in DMV "on-line" automated files at the discretion and request of the State Police, with simultaneous update of the NCIC files in Washington, D. C.

Methods for linking the motor vehicle records files with the driver history records files to automatically identify all vehicles owned by a driver are under development as an aid in law enforcement and control of problem drivers.

Revenue derived from the collection of motor fuel taxes are appropriated for use by the Virginia Department of Highways for the construction, reconstruction and maintenance of highways, using feasible techniques of safety engineering to eliminate crash causes due to highways and to reduce the severity of those that do occur. Automated processing and data retention are presently utilized for recording collections and for the refunding of fuel taxes. "On-line" inquiries are being developed.

Full compliance with motor vehicle registration requirements will be achieved with passage of legislation requiring address changes to be furnished the Division of Motor Vehicles by vehicle owners. Emphasis is now on the reduction of record update and retrieval times and the improvement of the quality of the record information.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Motorcycle Safety	3. NO. TSE-74-N4-01	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
State Police	303	1. Helmet standard - requirement for both driver and rider to wear state approved helmets	Implement	Implement	Implement	Implement	
Driver Education Services of the Department of Education	303	2. Out of school program for motorcycle operators. Include as part of our adult driver education program.	Review	Review	Review	Review	
"	303	3. Program to educate operators, passengers, and dealers in proper motorcycle operations.	Implement Review	Implement Review	Implement Review	Implement Review	

10. DESCRIPTION Even though the number of motorcycle registrations in Virginia is increasing each year, this tremendous growth has not been accompanied by a corresponding increase in deaths and injuries resulting from motorcycle accidents.

To reduce the number of motorcycle related crashes, the Commonwealth has founded programs in pre-accident preventive measures and post-crash minimization of injury. These programs include:

(1) Programs, via news media, to familiarize automobile operators with the inherent limitations and hazards of motorcycle operations.

11. COST BY TASK ($000)					
2. Program for Motorcycle Operations	(Cost shown in driver improvement and violator school SEP)				
3. Motorcycle Operations Program	(Cost shown in high school driver education SEP)				
12. TOTAL COST ($000)	103.5	3.5	3.5	3.5	114.
LOCAL SHARE	50.				50.
STATE SHARE	1.75	1.75	1.75	1.75	7.
FEDERAL SHARE	51.75	1.75	1.75	1.75	57.
TO LOCALITIES	51.75	1.75	1.75	1.75	57.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Motorcycle Safety	3. NO. TSE-74-N4-02	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Local Political Subdivisions	303	4. Motorcycle Training Courses (No.)	4				4
HSD	303	5. Public Information Program (Contract with Consultant)	Review	Review	Review	Review	
Driver Education Services	303	6. High School Motorcycle Safety Program (Included Within Regular Driver Education Curriculum)	Update	Update	Update	Update	
"	"	7. Educational TV Program for Motorcycle Safety	Update	Update	Update	Update	
"	"	8. Law Requiring That Motorcycle Operators Take and Pass Special Motorcycle Driving Test (Special Permit)	Update	Update	Update	Update	
Driver Ed. Ser. & Traffic Rec. Committee		9. Data System	Imple.	Imple.	Imple.	Imple.	

10. **DESCRIPTION** This is also discussed in the State's driver education programs.

(2) The presentation of motorcycle safety awards to operators, passengers, and dealers.

(3) Establishment of motorcyle training classes and facilities for both in and out of school motorcycle operators.

Realizing that crashes will occur, the State has enacted legislation requiring that all motorcycle drivers and passengers wear a State-approved helmet and also some form of eye protection. Virginia plans to hire a consultant to develop and submit an educational program in motorcycle

11. COST BY TASK ($000)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
4. Motorcycle Training Course	100.				100.
5. Public Information	3.	3.	3.	3.	12.
6. High School	(Cost shown in High School Driver Education SEP)				
7. Educational TV	.5	.5	.5	.5	2.
9. Data System	(Cost shown in Traffic Records SEP)				
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

safety to be used throughout the State. Motorcycle safety will be included as part of the driver education curriculum.

Guidelines for formulating a motorcycle education program have been completed and sent to all political subdivisions by the Driver Education Services of the State Department of Education. The driving ranges and other equipment at our local high schools will be used in teaching the motorcycle safety program. The State is also looking into the possibility of building several motorcycle training courses for the instruction of proper motorcycle operation. These courses would be very similar to the multi-car driving ranges.

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Motorcycle Safety	3. NO. TSE-74-N4-04	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1															
2															
3															
4	100.	50.	50.		50.										
5	12.	6.	6.		6.										
6															
7	2.	1.	1.		1.										
8															
9															
10															
TOTAL	114.	57.	57.		57.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Motorcycle Safety TSE-74-N4-05	Date 5-1-73	1967 FY-2	1968 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	1971 FY+2
EFFECTIVENESS										
1. Urban Motorcycle Accidents		819	813					740	873	1150
Fatalities		22	10					10	11	24
2. Rural Motorcycle Accidents		652	673					581	712	894
Fatalities		26	26					13	16	12
3. * Number of Motorcycle Fatalities Among Those:										
1. Wearing a Helmet										
2. Not Wearing a Helmet										
4.										
5.										
6. * Information will not be available until the new traffic records system is implemented.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO. TSE-74-N4-01	4. DATE 5/1/73
	5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., St. Dept. of Education (Title and Agency)	FISCAL YEAR 1974		
	APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instruc. (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
	6. See Effectiveness Supplement	July, Aug, Sept	Oct, Nov, Dec	Jan, Feb, Mar	Apr, May, June	

7. RESP.	8. STD.	9. TASKS & MILESTONES					
Driver Ed.	304	1. Requirement of Driver Education Certificate	Continued	Continued	Continued	Continued	
Supervisor	304	2. Statewide Educational TV (No. of Educational Presentations).	23	22	23	22	90
Supervisor	304	3. Semester Driver Education Program (No.)	9	9	9	9	9
Supervisor	308	4. Alcohol Countermeasures Program	Continued	Continued	Continued	Continued	
Supervisor	304	5. Driver Education Car Control Program	Continued	Continued	Continued	Continued	
Supervisor	304	6. Membership in Professional Organizations (VADETS) (No. of Members)	240	240	240	240	240
Supervisor	304	7. Program for the Preparation of Driver Education Teachers (No. of Colleges with Approved Curriculum).	15	15	15	15	15

10. DESCRIPTION The long-term goal of the high school driver education program in Virginia is to help reduce the number of traffic crashes and the fatalities, personal injuries, and property damage caused by drivers with bad driving habits or attitudes. To accomplish this the state intends to make a driver education program available to all eligible students and to accept the responsibility at the state level for providing leadership in directing, coordinating, supervising, and promoting such a program. Projects and programs being utilized to implement the total Driver Education Program are shown below:
(1) Passage in 1968 of legislation requiring that

11. COST BY TASK ($000)					
1. Driver Education Certificate	1.	1.	1.	1.	4.
2. Educational TV	1.5	1.5	1.5	1.5	6.
12. TOTAL COST ($000)	4808.355	4070.725	4055.725	4055.725	16990.53
LOCAL SHARE	3240.29	3238.475	3232.975	3232.975	12944.715
STATE SHARE	762.	762.	760.	760.	3044.
FEDERAL SHARE	806.065	70.25	62.75	62.75	1001.815
TO LOCALITIES	787.	53.	53.	53.	946.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE High School Driver Education	3. NO. TSE-74-N4-02	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency)	FISCAL YEAR 1974		
		APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Dept. of Education (Title and Agency)	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Driver Educ. Services	304	8. Reevaluation of Driver Education Certificate	Imple.	Imple.	Imple.	Imple.	
"	304	9. Submit Data Pertaining to Deaths, Accidents, and Violations to All Schools Offering Driver Education	131	131	131	131	131
"	304	10. Contract with Human Resources Research Organization (HumRRO) for Model Curriculum Guide	Imple.	Imple.	Imple.	Imple.	
10. DESCRIPTION all persons successfully complete a state-approved driver education program consisting of both classroom and in-car instruction before being eligible to apply for a Virginia operator's license prior to age 18. (2) Statewide educational television utilizing "Sportsmanlike Driving" series. (3) Semester course scheduling. (4) Driver education certification. (5) Alcohol countermeasures curriculum; including alcohol guide. (6) Driver education car control program. (7) Membership in Virginia Association for Driver and Traffic Safety Education (VADETS) and		11. COST BY TASK ($000) 10. (HumRRO) 403 funds only	250.	250.	250.	250.	1000.
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE High School Driver Education		3. NO TSE-74-N4-03	4. DATE 5-1-73	
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Department of Education (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Driver Educ. Supervisor	304	11. Personnel					
		A. State Level					
		1. Supervisor $17,000	1	1	1	1	1
		2. Assistant Supervisors $13,500 each	2	2	2	2	2
		3. Secretaries $6,300 each	3	3	3	3	3
Local School Board	304	B. School Personnel					
		1. Coordinators $14,000 each	22	22	22	22	22
		2. Classroom Instructors $10,000 each	925	925	925	925	925
		3. In-Car Instructors $8,000 each	750	750	750	750	750
		4. No. of Teachers Endorsed to Teach Driver Education	5250	5250	5250	5250	5250
		5. Annual help, part-time	10	10	10	10	10

10. DESCRIPTION	11. COST BY TASK ($000)					
(8) "Curriculum Guide for Driver Education in Virginia."	11. Personnel					
(9) Multiple-car driving range guide.	A. State	15.725	15.725	15.725	15.725	62.9
In addition, Virginia's Highway Safety Division plans to establish a seat belt education program, a training program for operators of emergency vehicles, and purchase additional seat belt convincer devices to be utilized in upgrading the traffic safety education program.	B. Local (12 Mo. Pay Period)	3891.	3891.	3891.	3891.	15564.
The Division of Motor Vehicles and the Driver Education Service of the State Department of Education have designed a method to analyze the	12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE High School Driver Education	3. NO. TSE-74-N4-04	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Dept. of Education (Title and Agency)	FISCAL YEAR 1974			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Driver Educ. Services	304	12. Program Administration (State) A. Supplies, Travel, Rent	Continued	Continued	Continued	Continued	
Local School Board	304	13. Teaching Aids (Local)					
		A. Projectors $400 each	5	5	5	5	5
		B. Traffic Board $80 each	10	10	10	10	10
		C. Storage and File Cabinets $125 each	10	10	10	10	10
		D. Porto Clinics $350 each	10	10	10	10	10
		E. Tape Recorder $200 each	3	3	3	3	3
		F. Films (MarK IV Drivotrainer) $125 each	28	28	28	28	28
		G. Films (Misc.)	Misc.	Misc.	Misc.	Misc.	

10. DESCRIPTION driving history of students completing a driver education program in order to determine the effectiveness of the program in preparing them to become better drivers. Statistics showing the frequency, type of accidents, and convictions are analyzed to determine if the students involved had successfully completed a driver education program and the school division in which the program was completed. A report containing this information is sent annually to all school divisions. This report includes the number of accidents, violations, and fatalities within each school division, and personal injury and property damage figures broken down by types, as well as by male and

11. COST BY TASK ($000)					
12. Administration (State	1.	1.	1.	1.	4.
13. Teaching Aids (Local)	12.				12.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE High School Driver Education	3. NOTSE-74-N4-05	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Ins State Dept. of Education (Title and Agency)	FISCAL YEAR 19 74		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
Local School Board	304	14. Contractual Services					
		A. Vehicles	960	960	960	960	960
		B. Vehicle Maintenance (Gas, Oil) $200/Veh.	960	960	960	960	960
		C. Maintenance Agreements (Simulators)	568	568	568	568	568
		D. Insurance $150/Car $165/Convincer	965	965	965	965	965

10. DESCRIPTION	11. COST BY TASK ($000)					
female drivers. School divisions in Virginia continue to update their programs by purchasing simulators, developing multiple-car driving ranges and employing additional teachers to provide driver education to eligible students.	14. Contractual Services	127.	127.	127.	127.	508.
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE High School Driver Education	3. NO. TSE-74-N4-06	4. DATE 5-1-73			
		5. DRAFTED BY G. B. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Dept. of Education (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Local School Board	304	15. Procedure Equipment					
		A. Simulators $38,000 each	10				10
		B. Multi-Car Driving Range $30,000 each	10				10
		C. Drivocators $14,000 each	3				3
		D. Office Equipment					
10. DESCRIPTION		11. COST BY TASK ($000)					
		15. Equipment (Local)					
		A. Simulators	380.				380.
		B. Ranges	300.				300.
		C. Drivocators	42.				42.
		D. Office Equipment	1.	1.	1.	1.	4.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE High School Driver Education	3. NO TSE-74-N4-07	4. DATE 5-1-73
	5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Dept. of Education (Title and Agency)	FISCAL YEAR 19_74		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
Driver Education Services of the Dept. of Education	304	16. Procure Equipment					
		A. Projectors at $220 each	1				1
		B. Tape Cartridges at $3.00 each	10				10
		C. Cousine at $225.00 each	1				1
		D. Slide Trays at $3.00 each	1				1
		E. Carrying Case at $12.00 each	1				1
		F. Lamps at $10.00 each	4				4
		G. Bookcases at $200.00 each	1				1
		H. Typewriter at $700.00	1				1
		I. Convincers at $1800 each	4				4

10. DESCRIPTION	11. COST BY TASK ($000)					
	16. Equipment (State) A-I	8.63				8.63
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE High School Driver Education	3. NO. TSE-74-N4-08	4. DATE 5-1-73				
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Dept. of Education (Title and Agency)		FISCAL YEAR 19 74					
				1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
				July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES							
DMV	310	17. Traffic records system for extracting the necessary data from the history file, analyze and correlate the data, and produce a final report		Update	Update	Update	Update		
Traffic Records Committee	310	18. In conjunction with the traffic records committee develop a data system for measuring more effectively the high school driver education program		Imple.	Imple.	Imple.	Imple.		
Driver Education Services	303	19. Motorcycle Driver Education Program		Con't.	Con't.	Con't.	Con't.		
HSD	304	20. Seat Belt Education Program		Develop	Develop	Imple.	Imple.		
HSD	304	21. Training Program for Operators of Emergency Vehicles		Develop	Develop	Develop	Imple.		
10. DESCRIPTION		11. COST BY TASK ($000)							
		17. Data System		2.	2.	2.	2.	8.	
		19. Motorcycle Program		3.	3.	3.	3.	12.	
		20. Seat Belt Education		10.	15.			25.	
		21. Training Program		12.5	12.5	12.5	12.5	50.	
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE							

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE High School Driver Education	3. NO. TSE-74-N4-09	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	4.	4.			4.										
2	6.	6.			6.										
3															
4															
5															
6															
7															
8															
9															
10	1000.														
11	15626.9	200.	200.		200.										

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE High School Driver Education	3. NO. TSE-74-N4-10	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
12	4.	4.			4.										
13	12.	12.	12.		12.										
14	508.	8.	8.		8.										
15	726.	726.	726.		726.										
16	8.63	4.315			4.315										
17	8.														
18															
19	12.														
20	25.	12.5			12.5										
21	50.	25.			25.										
TOTAL	16990.53	1001.815	946.		1001.815										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. High School Driver Education TSE-74-N4-11	Date	19 70 FY-2	1971 FY-1	Fiscal Year 72 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 73 FY+1	19 74 FY+2
6. EFFECTIVENESS										
* Number of violations among those completing a high school driver education course 1.		10,969	4,476							
* Personal injuries among those having completed high school driver education 2.		2,716	1,087							
*Fatalities among those having completed high school driver education 3.		26	11							
4.										
5.										
* These figures represent the injuries and fatalities among those students who have completed high school driver education in the school years 1970-71 and 1971-72. 6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Commerical Driver Education	3. NO TSE-74-N4-01	4. DATE 5-1-73			
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Driver Education Services	304	1. Commercial Driver Education Schools					
		A. No. of Schools Licensed by State					55
		B. No. of Certified Teachers					100
		C. No. of Schools Licensed by Department of Prof. & Occ. Regis.					55
"	"	2. State Board for Commercial Driver Training	Con't.	Con't.	Con't.	Con't.	
10. DESCRIPTION The long-range goal of the commercial driver education program in Virginia is to make available a state-approved driver education program to drivers or learners who are unable to attend a school-sponsored driver education program. It is felt that after the initiation of this program, the number of traffic crashes, including fatalities, personal injuries, and property damage, can be reduced by extending training and education to yet another category of drivers. In Virginia anyone under the age of 18 wishing to apply for a Virginia operator's license must first complete a state-approved driver education program consisting of both classroom instruction		11. COST BY TASK ($000) 2. Expenses for Board	1.	1.	1.	1.	4.
		12. TOTAL COST ($000)	1.	1.	1.	1.	4.
		LOCAL SHARE					
		STATE SHARE	.5	.5	.5	.5	2.
		FEDERAL SHARE	.5	.5	.5	.5	2.
		TO LOCALITIES					

and in-car instruction. In some cities and counties the local school division is unable to offer driver education to all eligible students. For this reason, students are enrolling in state-approved commercial driving schools so they may obtain their operator's licenses prior to becoming 18 years of age. At present, any commercial school offering driver education to a person under 18 must teach from the state-approved "Curriculum Guide for Driver Education in Virginia." This curriculum is identical to that used in the public schools. The Driver Education Service of the State Department of Education must approve all commercial schools that instruct students under 18 and issue driver education certificates and insurance credit certificates. Other commercial schools, whose main function is to train adults, are licensed by the Department of Professional and Occupational Registration.

The 1968 session of the General Assembly passed an act establishing the State Board for Commercial Driver Training Schools. In creating this Board, the legislature gave it authority to license all commercial driver training schools and to establish rules and regulations relating to location, equipment, courses of instruction, instructors, previous courses of instruction, previous records of each school and instructors, financial statements, schedule of fees and charges, character and reputation of the operators, and insurance in such sum and with such provisions as deemed necessary to protect adequately the interest of the public. The Board also adopts rules and regulations which it deems necessary for the protection of the public.

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Commercial Driver Education	3. NO. TSE-74-N4-03	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1															
2	4.	2.			2.										
3															
4															
5															
6															
7															
8															
9															
10															
TOTAL	4.	2.			2.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Commercial Driver Education TSE-74-N4-04	Date 5-1-73	19 72 FY-2	19 73 FY-1	Fiscal Year 74 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 75 FY+1	19 76 FY+2
6. EFFECTIVENESS										
1. * (1) Deaths (2) Injuries (3) Economic loss among those completing a commercial driver education course										
2.										
3.										
4.										
5.										
6. * Data not available.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Adult and Out-Of-School Youth Driver Education	3. NO. SE-74-N4-01	4. DATE 5-1-73		
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr. (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Driver Education Services	304	1. Professional Staff	1	1	1	1	1
"	"	2. Driver Education Curriculum for EMS Personnel	Cont.	Cont.	Cont.	Cont.	
"	"	3. Adult Driver Education Curriculum	Instruct	Instruct	Instruct	Instruct	
		Number of participants	15000	15000	15000	15000	15000
"	"	4. Motorcycle Safety Curriculum for EMS Personnel	Instruct	Instruct	Instruct	Instruct	
10. DESCRIPTION To reduce the number of crashes and fatalities, personal injuries, and property damage, the Driver Education Service has employed a full-time staff member to travel throughout the state to help localities establish out-of-school driver education programs. The adult program will include additional training for adults, out-of-school youth traffic law violators, emergency medical services personnel, and motorcycle education. The course could also be available to policemen and firemen. The Driver Education Service has completed " A Suggested Guide for Driver Improvement Programs for Adults and Out-of-School Youth" and "Guidelines for Developing a		11. COST BY TASK ($000) 1. Professional Staff 3. Adult Driver Education	(Cost shown in driver improvement and violators school SEP)				
		12. TOTAL COST ($000)	3.65	3.65	3.65	3.65	14.6
		LOCAL SHARE STATE SHARE					
		FEDERAL SHARE	3.65	3.65	3.65	3.65	14.6
		TO LOCALITIES	3.65	3.65	3.65	3.65	14.6

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Adult and Out-of-School Youth Driver Education	3. NO TSE-74-N4-02	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Dup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Dept. of Education (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Driver Education Services	304	5. Equipment (State D.E.S.) Supplies (Office) Furniture (Office)					
"	"	6. Travel (State D.E.S.)					
"	"	7. Secretary (State D.E.S.)	1	1	1	1	1

10. DESCRIPTION	11. COST BY TASK ($000)					
Motorcycle Education Program," and is in the process of developing a curriculum for emergency medical services personnel. The defensive driving course will be taught through the adult driver education program. Equipment, classroom, and personnel from the local high school will be utilized for this program.	5. Equipment	1.	1.	1.	1.	4.
	6. Travel	1.	1.	1.	1.	4.
	7. Secretary	1.65	1.65	1.65	1.65	6.6
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Adult and Out-of School Youth Driver Education	3. NO. TSE-74-N4-03	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1															
2															
3															
4															
5	4.	4.	4.		4.										
6	4.	4.	4.		4.										
7	6.6	6.6	6.6		6.6										
8															
9															
10															
TOTAL	14.6	14.6	14.6		14.6										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No.	Date	19 72	19 73	Fiscal Year 1974					19 75	19 76
Adult and Out-of-School Youth Driver Education TSE-74-N4-04	5/1/73	FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6. EFFECTIVENESS										
* Number of adults with traffic violations that have attended an adult driver education course. 1.										
* Percent of the total state accidents caused by those adults having attended an adult driver education course. 2.										
* Amount of economic loss from accidents among those having attended an adult driver education course. 3.										
* Number of deaths among those completing an adult driver education course. 4.										
* Amount of property damage among those completing an adult driver education course. 5.										
* Information will be available upon implementation of the State's new traffic records system. 6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Improvement and Violator Schools	3. NO TSE-74-N4-01	4. DATE 5-1-73			
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr. (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
Local Political Subdivision	304	1. Driver Improvement School No. Established					160
Community College	"	2. Regional Training Centers for Traffic Improvement (No.)	4	4	4	4	4
Driver Education Services	"	3. Hire Personnel (State D.E.S.)	1	1	1	1	1
	"	4. Clerical Staff	1	1	1	1	1
	"	5. Travel					

10. DESCRIPTION To reduce the number of crashes, including fatalities, personal injuries and property damage caused by bad driving habits and/or attitudes of drivers, Virginia plans to increase the number of cities and counties that provide driver improvement schools to which "repeater" traffic law violators are referred by the courts in lieu of fines or revocation of licenses. In most cases the violator must receive eight hours of classroom instruction. The Driver Education Service of Virginia will attempt to establish schools in as many cities and counties as possible. The equipment and personnel of the local high schools will be utilized for this program. One full-time staff

11. COST BY TASK ($000)					
1. Driver Improvement Schools	20.	20.	20.	20.	80.
2. Training Centers	20.	20.	20.	20.	80.
3. Personnel	3.75	3.75	3.75	3.75	15.
4. Clerical Staff	1.5	1.5	1.5	1.5	6.
5. Travel	.75	.75	.75	.75	3.
12. TOTAL COST ($000)	46.	46.	46.	46.	184.
LOCAL SHARE	20.	20.	20.	20.	80.
STATE SHARE	10.	10.	10.	10.	40.
FEDERAL SHARE	16.	16.	16.	16.	64.
TO LOCALITIES	10.	10.	10.	10.	40.

member has been imployed at the state level for coordination of the program. A driver improvement school has been developed recently in the Fairfax area in conjunction with the Alcohol Safety Action Project in order to make a driver education course available to those individuals charged with driving while intoxicated. An evaluation of the Fairfax program will be made as a part of the regular ASAP research efforts and will be used in development of additional or similar programs in the future.

Driver Improvement Schools are part of the adult education program in Virginia. Traffic violators remain anonymous while attending the schools. In many cases judges have requested that their local governing bodies establish these schools.

U. S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Driver Improvement and Violator Schools	3. NO. TSE-74-N4-03	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	80.														
2	80.	40.	40.		40.										
3	15.	15.			15.										
4	6.	6.			6.										
5	3.	3.			3.										
6															
7															
8															
9															
10															
TOTAL	184.	64.	40.		64.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Driver Improvement and Violator Schools TSE-74-N4-04	Date 5-1-73	19 72 FY-2	1973 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 75 FY+1	19 76 FY+2
6. EFFECTIVENESS										
* Number of accidents and fatalities among those having completed a driver improvement school. 1.										
* Traffic violations among those having attended a driver improvement school. 2.										
3.										
4.										
5.										
* Data will be available upon implementation of our new traffic records system. 6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. NO TSE-74-N4-01	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency)	FISCAL YEAR 19 74		
		APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr. (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
		6. See Effectiveness Supplement	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Dept. of Educ.	304	1. Driver education at boys home (No. of students)	200	200	200	200	200
"	"	2. Driver education certificate					
Local Political Subdivisions	"	3. Special driver education for the handicapped					
		A. No. of cities with programs	8	8	8	8	8
		B. No. of students at Woodrow Wilson Rehabilitation Center	375	375	375	375	375
Local School Board	"	4. High schools with vocational driver education (no.)	20	20	20	20	20
10. DESCRIPTION In attempting to reduce the number of crashes including fatalities, personal injury and property damage among those drivers with both physical and mental handicaps, the Driver Education Service of Virginia is attempting to make available the type of driver education program necessary to help the handicapped learn to drive and/or become better drivers. At present, high schools offer vocational driver education along with their regular curriculum. Several communities have special driver education programs for the handicapped. Driver Education is also offered at one detention home for boys. The detention home has applied for certification from		11. COST BY TASK ($000)					
		1. Boys home	35.				35.
		12. TOTAL COST ($000)	100.				100.
		LOCAL SHARE					
		STATE SHARE	62.				62.
		FEDERAL SHARE TO LOCALITIES	38.				38.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. NO. TSE-74-N4-02	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instruct. State Dept. of Education (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Woodrow Wilson Rehab. Center	304	5. Equipment (Woodrow Wilson) A. One multi-car-driving range B. Misc. teaching materials C. Simulator (13 unit)					
		11. COST BY TASK ($000) 5. Equipment A. Driving Range B. Teaching Aids	2. 4.				2. 4.
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

10. DESCRIPTION the state to make available a driver education course to all those eligible.

Driver Education is also offered at three of the state's rehabilitation centers. The course at Woodrow Wilson started in 1966 with one instructor, another instructor was hired in 1971 and an additional instructor began in February of 1972. The course consists of approximately 40 hours of classroom discussion, 16 sessions on simulators and approximately 14 hours in-car driving, or longer in some cases. Courses are offered to those handicapped drivers who have never been licensed, and those who have become disabled since they received their permits. The course includes all types of

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. NO TSE-74-N4-03	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency)	FISCAL YEAR 1974		
		APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Dept. of Education (Title and Agency)	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Woodrow Wilson Rehab. Center	304	6. Personnel (Woodrow Wilson)					
		A. Instructors					3
		B. Secretary					1
"	"	7. Classroom space (Woodrow Wilson)					
"	"	8. Travel (Woodrow Wilson)					
"	"						
10. DESCRIPTION adaptation from left foot acceleration to full hand control. Equipment at the center includes: Three cars; twelve AETNA driver simulators with 16 films, instructor's console and digital recorder plus a Porto-Glare visual and reaction tester. Each instructor will serve approximately 125 students per year. The average cost per student is $96.00 per year. It is anticipated that the schools' needs for fiscal 1974 will include the salaries of two additional instructors, funds for completion of the multiple-car driving range and miscellaneous teaching materials. The Virginia School for Deaf and Blind at Staunton and the Virginia School at Hampton also		11. COST BY TASK ($000)					
		6. Personnel					
		A. Instructors	34.				34.
		B. Secretary	3.				3.
		7. Classroom space	17.				17.
		8. Travel	1.				1.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Education for the Handicapped	3. NO. TSE-74-N4-04	4. DATE 5-1-73
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Department of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr., State Department of Education (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
		9. Maintenance - 3 cars and simulator (Woodrow Wilson)					
		10. Special training for instructors	1				1

10. DESCRIPTION	11. COST BY TASK ($000)					
offer the state approved driver education program. Driver education certificates developed by the Driver Education Service and Division of Motor Vehicles for evaluation of the program will be issued to all handicapped drivers completing the state approved driver education program. This certificate is explained in more detail in the description of our high school driver education program.	9. Maintenance	3.				3.
	10. Special training for instructor	1.				1.
	12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Driver Education for the Handicapped	3. NO. TSE-74-N4-05	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	35.	14.			14.										
2															
3															
4															
5	6.	6.			6.										
6	37.	18.			18.										
7	17.														
8	1.														
9	3.														
10	1.														
TOTAL	100.	38.			38.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

6671

Title and No. Driver Education for the Handicapped TSE-74-N4-06	Date	19 72 FY-2	19 73 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1975 FY+1	19 76 FY+2
6. EFFECTIVENESS										
* Number of accidents caused by the handicapped driver. 1.										
* Number of accidents caused by the handicapped drivers who have completed a special driver education course. 2.										
* Number of deaths among the handicapped drivers who have completed a special driver education course. 3.										
* Amount of economic loss attributed to the handicapped drivers who have completed a special driver education course, 4.										
5.										
* Data will be available upon implementation of traffic records system. 6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Pedestrian Safety (NHTSA)	3. NO. TSE-74-N4-01	4. DATE 5/1/73		
		5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., St. Dept. of Ed. (Title and Agency)	FISCAL YEAR 19 74				
		APPROVED BY Dr. W. W. Wilkerson, Sup. of Public Instr. (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
		6. See Effectiveness Supplement	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
HSD	314	1. Public Information Program (continuation & expansion)	Continued	Continued	Continued	Continued	
Dept. of Educ.	314	2. Personnel					
		A. Full-time pedestrian safety officer to coordinate state program	1	1	1	1	
HSD Localities	314	3. Bicycle Safety Program					
		A. Lite-a-bike kits (nighttime riding)	150	150	150	150	600
		B. Bicycle testing machines $150 each (safety check)	Bids	6			6
		C. Talking bicycles (sets) (provides safety message to the young)	Bids	9			9
		D. Bicycle pedal reflectors (sets)	125	125	125	125	500
		E. Publication and distribution of "Danny and the Demon Cycle" (No. of copies)	500	500	500	500	2000

10. DESCRIPTION In 1971, 2,410 crashes involving motor vehicles and pedestrians occurred in Virginia. Two hundred pedestrians — 16.4% of the total traffic deaths in Virginia — were killed in these crashes.

Of this total 132 pedestrians were killed in rural areas of the state compared to 92 in urban areas. Ninety-eight of these rural fatalities involved persons who were crossing the highways at some place other than an intersection. Nineteen persons were killed while walking along rural highways.

In pedestrian-vehicle related collisions, 121 pedestrians between the ages of 15 and 64 were

11. COST BY TASK ($000)					
1. Public Information Program	18.75	18.75	18.75	18.75	75.
2. Personnel	3.75	3.75	3.75	3.75	15.
3. Bicycle safety program	2.	2.	2.	2.	8.
12. TOTAL COST ($000)	31.	27.5	27.5	24.5	110.5
LOCAL SHARE					
STATE SHARE	16.625	13.125	13.125	12.125	55.
FEDERAL SHARE	14.375	14.375	14.375	12.375	55.5
TO LOCALITIES	14.375	14.375	14.375	12.375	55.5

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Pedestrian Safety (NHTSA)	3. NO. TSE-74-N4-02	4. DATE 5-1-73
	5. DRAFTED BY B. G. Johnson, Sup. of Driver Ed., State Dept. of Education (Title and Agency) APPROVED BY Dr. W. W. Wilkerson, Supt. of Public Instr. State Dept. of Education (Title and Agency)	FISCAL YEAR 19 74			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Police Departments	314	4. Safety magic shows to elementary children (No cost)	30				30
"	"	5. Pedestrian safety films $175 each	20				20
HSD, Localities	"	6. Training (No cost) A. School crossing guards B. Safety patrols					
HSD	"	7. Hot Dots Program (millions)	.5	.5	.5		1.5

10. DESCRIPTION killed and 1,132 were injured. Eight children under age four, 46 between the ages of 5 and 14, and 46 persons over age 65 were killed. Forty-eight of the pedestrians killed had been drinking.

The long-term goal of Virginia's pedestrian safety program is to reduce the number of vehicle-pedestrian related accidents, with emphasis on the rural areas.

The Highway Safety Division of Virginia plans to work with local political subdivisions in developing programs that will help reduce the number of pedestrians killed on our highways. The first area of concentration will be a public information

11. COST BY TASK ($000)					
5. Films	3.5				3.5
7. Hot Dots Program	3.	3.	3.		9.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

program for the purpose of educating pedestrians, from preschool age to the elderly, as well as drivers. This program will include television spot announcements, posters, radio spots, motion picture films, exhibit material, billboards, bus and mail truck type cards, coloring books, "Hot dots", and "lite-a-bike" kits.

At this time pedestrian safety is taught in Virginia schools beginning in the first grade. Safety patrols are formed to assist school children walking to and from school. Adult school crossing guards also are employed and stationed at high traffic volume intersections where children must cross. It is anticipated that a full-time pedestrian safety education coordinator will be employed by the State Department of Education to work with the cities and towns in developing good safety programs to improve the pedestrian safety program for the entire state. The Highway Safety Division will continue its bicycle safety programs, which include reflectorized "lite-a-bike" kits and bicycle pedal reflectors which make bicycles visible at night; the purchase of bicycle testing machines to test bikes for safety features and thus determine whether they are safe to be used on the streets and highways; the procurement of bicycles that include a recording of two bicycles talking to each other about bicycle safety; and the publication and distribution of the periodical entitled, "Danny and the Demon Cycle."

The Highway Safety Division, State Department of Education, Driver Education Service, and persons at the local levels are working together to provide the state with the best program possible.

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Pedestrian Safety (NHTSA) TSE-74-N4-04	3. NO.	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	75.	37.5	37.5		37.5										
2	15.	8.	8.		8.										
3	8.	4.	4.		4.										
4															
5	3.5														
6															
7	9.	6.	6.		6.										
8															
9															
10															
TOTAL	110.5	55.5	55.5		55.5										

EFFECTIVENESS SUPPLEMENT
TO THE SUBELEMENT

Title and No. Pedestrian Safety TSE-74-N4-05	Date 5/1/73	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6. EFFECTIVENESS										
Number of pedestrian-vehicle related injuries										
Urban		1,774	1,817					1,751	1,833	1,773
Rural		740	718					749	776	754
1.										
Number of pedestrian-vehicle related deaths										
Urban		84	95					94	98	92
Rural		133	137					147	142	132
2.										
Number of pedestrian-vehicle related deaths among: 1. Individuals (0-4 years)		15	20					15	20	8
(5-14 years)		42	46					34	52	46
(15-64 years)		120	119					138	127	121
3. (65+ years)		40	47					53	41	46
2. Drinking pedestrians										
Urban		10	14					14	15	15
Rural		44	32					40	33	33
4.										
Bicyclists injuried — Age										
1. 0-4 years		4	3					10	8	7
2. 5-9 years		228	250					240	246	227
3. 10-14 years		358	339					286	309	292
5.										
4. 15-19 years		84	72					61	71	119
5. 20-24 years		10	5					8	8	28
6. 25-34 years		12	6					5	11	14
7. 35+ years		51	31					35	43	40
3.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Pedestrian Safety TSE-74-N4-06	Date 5/1/73	1967 FY-2	1968 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	1971 FY+2
6. EFFECTIVENESS										
Bicyclists Killed	Total	12	7					8	16	8
Age: 1. 0-4 years		0	0					0	0	0
2. 5-9 years		1	1					0	4	1
3. 10-14 years		7	4					5	6	3
1.										
4. 15-19 years		0	0					2	1	1
5. 20-24 years		0	0					0	0	1
6. 25-34 years		0	0					0	3	0
7. 35+ years		4	2					1	2	2
2.										
Nighttime pedestrian deaths		77	83					88	92	83
Daytime pedestrian deaths		140	149					153	148	141
3.										
4.										
5.										
6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Pupil Transportation Safety	3. NO. TSE-74-N4-01	4. DATE 5-1-73
	5. DRAFTED BY R. A. Bynum, Sup. of Pupil Transportation, State Department of Education (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD 6. See Effectiveness Supplement (Title and Agency)	FISCAL YEAR 1974			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Pupil Transportation Services	317	1. Program Analysis Development A. Program Information Reporting System 1. Part-time consultant $2,000 2. Part-time secretary $1,000 3. Contract studies (Estimated Cost) $2,000					
"	"	B. Investigation, Compilation and Analysis of School Bus Crashes and Pupil Injuries 1. Two Assistant supervisors $15,000 each 2. One secretary $6,000 3. Travel $2,500 4. Equipment $500	45	45	45	45	180

10. DESCRIPTION The long-range goal of Pupil Transportation Safety in Virginia is to provide for the operation of pupil transportation systems with a reduction of death and personal injury to students, as well as other highway users, and property damage. The subelement, Pupil Transportation Program Analysis Development, provides for, but is not limited to, a program information reporting system which, through the means of a Statewide survey, will clearly establish the scope of this administrative agency's responsibility related to all public, private, and parochial schools within the Commonwealth. This subelement also incorporates the investigation, compilation, and analysis of

11. COST BY TASK ($000)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
1. Program Analysis Development					
A. Information Reporting System	1.5	2.5	1.		5.
B. Investigation and Analysis of Injury Producing Crashes	6.	6.	6.	6.	24.
12. TOTAL COST ($000)	9384.5	9306.5	9252.	9251.	37194.
LOCAL SHARE					
STATE SHARE	9257.	9244.	9236.	9236.	36973.
FEDERAL SHARE	127.5	62.5	16.	15.	221.
TO LOCALITIES					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Pupil Transportation Safety	3. NO. TSE-74-N4-02	4. DATE 5-1-73			
		5. DRAFTED BY R. A. Bynum, Sup. of Pupil Transportation, State Dept. of Education (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP. Pupil Transportation Services Department of Education	8. STD. 317	9. TASKS & MILESTONES 2. Vehicle Requirements A. Retrofitting all buses not equipped with cross-over mirrors (6000 units at $11 each)	4000	2000			6000	
		B. Retrofitting all 1962 model buses with required four light warning system (600 units at $90 each)	500	100			600	
		C. Proposed legislation to permit relettering of buses to comply with Standard 17. If proposed legislation is enacted, buses repainted in 1973-74 will be relettered to comply (State expense-Unknown)						
		D. Study of use of amber pre-warning lights (State expense-Unknown)						
		E. Retrofitting of all buses not equipped with a seat belt for driver (3,000 units at $20 each)	2000	1000			3000	
10. DESCRIPTION statistics for school bus crashes and related pupil injuries aimed at pinpointing the causes of such crashes and injuries. This information will be coordinated with input for local school bus driver safety meetings and content material for the curriculum guide to be used in conjunction with school bus driver training programs, and school bus body and chassis standards and specifications. The short-term goal of the Vehicle Requirments task is to increase safety and protection for pupil passengers, school bus drivers, and other highway users through the standardization of requirements related to the color, lettering, and warning light		2. Vehicle Requirements A. Retrofitting with cross-over mirrors	44.	22.			66.	
		B. Retrofitting 1962 Model buses	45.	9.			54.	
		E. Retrofitting drivers' seat belts	40.	20.			60.	
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN

1. State of Virginia

2. TITLE Pupil Transportation Safety

3. NO. TSE-74-N4-03

4. DATE 5-1-73

5. DRAFTED BY R. A. Bynum, Sup. of Pupil Transportation, State Dept. of Education (Title and Agency)

APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)

FISCAL YEAR 1974

7. RESP.
Pupil Transportation Services

Department of Education

8. STD.
17

9. TASKS & MILESTONES

3. Selection and Training of School Bus Drivers
   A. Study and Development of Curriculum Guide
      1. Selection of basic content material
      2. Development of aids
   B. Conducting programs to train local school bus driving training instructors for initial and in-service training activities. (The need for certified instructors is estimated to be approximately 350. Salaries for local instructors will be at local expense.)

11. COST BY TASK ($000)	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
3. Selection and Training					
A. Curriculum Guide	10.				10.
B. Training Instructors		10.	10.	10.	30.
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

10. **DESCRIPTION** systems used on school buses. The purpose of retrofitting all buses presently in service with crossover mirrors, a seat belt for the driver, a four-light warning system, and relettering these buses as well as the possible implementation of an amber pre-warning light system is to achieve standardization and thereby eliminate elements of confusion which result from present, varied requirements related to these topics.

The short-term goals of Selection and Training School Bus Drivers are aimed at improving the quality and competencies of school bus drivers, upgrading their knowledge, attitudes, and driving skills to better enable them to cope with their

1798

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Pupil Transportation Safety	3. NO. TSE-74-N4-04	4. DATE 5-1-73	
		5. DRAFTED BY R. A. Bynum, Sup. of Pupil Transportation (Title and Agency) State Dept. of Education APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74			
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Pupil Transportation Service	17	4. Safety Instruction — Bus Riders A. Planning for research and collection of resource material for use in development of curriculum guide for school bus rider safety instructional program (State expense - unknown)					
Dept. of Education		B. Pilot projects in school bus rider safety programs - Use of presently available material - (20,000 pupils at 25 cents per pupil)	12000	8,000	Evaluate		20000
10. DESCRIPTION expanding responsibilities, as well as the increased pace and volume of traffic. These relate directly to the long-range goal of licensing only qualified drivers. The procurement of personnel and the necessary research and collection of resource materials for the development of a curriculum guide and instructional material are basic to this program. The establishment of training programs designed to certify driving instructors to train drivers at the local level represents the next logical task. Initial efforts in administering safety instructions for bus riders will be directed toward collection of materials and information about safety procedures		11. COST BY TASK ($000) 4. Safety Instruction B. Pilot projects in pupil safety instruction	3.	2.			5.
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Pupil Transportation Safety	3. NO. TSE-74-N4-05	4. DATE 5-1-73			
		5. DRAFTED BY R. A. Bynum, Sup. of Pupil Transportation, (Title and Agency) State Dept. of Education FISCAL YEAR 1974						
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL	
7. RESP.	8. STD.	9. TASKS & MILESTONES						
Pupil Transportation Service	17	5. Operational costs						
		A. State Level						
		1. Department of Education personnel						
		Supervisors	1	1	1	1	1	
		Assistant supervisors	4	4	4	4	4	
		Secretaries	2	2	2	2	2	
Department of Education		2. Division of Motor Vehicles						
		Issuance of school bus driver's license						
		Classification (cost unknown)						
		3. Department of State Police						
		Assistance in vehicle and highway safety (cost unknown)						
		4. Virginia Department of Highways						
		Assistance in correcting road hazards (cost unknown)						
10. DESCRIPTION presently in use. Plans will be made to evaluate these procedures and to develop curriculum guides. Results from pilot projects will enhance the quality of the research and resulting guide.		11. COST BY TASK ($000)						
		5. Operational Costs						
		A. State Level	18.	18.	18.	18.	72.	
		B. Local	9217.	9217.	9217.	9217.	36868.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Pupil Transportation Safety	3. NO TSE-74-N4-06	4. DATE 5-1-73
		5. DRAFTED BY R. A. Bynum, Sup. of Pupil Transportation, (Title and Agency) State Dept. of Education FISCAL YEAR 1974 APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
Pupil Transportation Service Department of Education	17	B. Local Level 1. Public schools 115 school bus systems 76 local supervisors 26 local assistant supervisors 459 local mechanics 2. Private-parochial schools Name of operators and size of fleet to be determined by survey (cost unknown)	652,000 pupils in Average Daily Attendance plus transportation for extra-curriculum summer school, federal programs, etc. were transported in 7312 regular bus runs.				

10. DESCRIPTION	11. COST BY TASK ($000)					
	12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT

1. STATE: Virginia

2. TITLE: Pupil Transportation Safety

3. NO.: TSE-74-N4-07

Form Approved OMB No. 04-R0610

4. DATE: 5-1-73

DISTRIBUTION BY TASKS	STANDARD: N-4, Traffic Safety Education					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	29.	29.			29.										
2	180.	153.			153.										
3	40.	34.			34.										
4	5.	5.			5.										
5	36940.														
6															
7															
8															
9															
10															
TOTAL	37194.	221.			221.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Pupil Transportation Safety TSE-74-N4-08	Date 5/1/73	1972 FY-2	1973 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1975 FY+1	1976 FY+2
6. EFFECTIVENESS										
1. The effectiveness of the Pupil Transportation Safety program will be determined upon implementation of the new traffic records system.										
2.										
3.										
4.										
5.										
6.										

Motorcycle Safety

Although the number of motorcycle registrations in Virginia has been increasing each year, it is fortunate that this tremendous growth has not been accompanied by an immense increase in deaths and injuries resulting from motorcycle accidents.

In an effort to reduce the number of motorcycle-related crashes, Virginia has established programs in accident-prevention measures and in post-crash procedures for the minimization of injuries. These programs include:

(1) Establishment of motorcycle training classes and facilities for both in-school and out-of-school motorcycle operators.

(2) Public information programs, via news media, to familiarize automobile operators with the inherent limitations and hazards of motorcycle operators.

(3) The presentation of motorcycle safety awards to operators, passengers, and dealers.

Recognizing that crashes will occur, regardless of precautions, Virginia has enacted legislation requiring that all motorcycle drivers and passengers wear a state-approved helmet and some type of eye protection, and that each motorcycle carrying a passenger be equipped with a seat and a footrest for the passenger. During the next fiscal year the state plans to employ a consultant to develop and

submit an educational program in motorcycle safety to be used throughout the Commonwealth. Motorcycle safety will be included as part of the driver education curriculum.

Guidelines for developing a motorcycle education program have been completed and sent to all political subdivisions by the Driver Education Service of the State Department of Education. Multiple-car driving ranges and other equipment at high schools will be utilized in teaching the motorcycle safety program. Virginia is also looking into the possibility of building several training courses for instruction in the proper operation of motorcycles. These courses would be very similar to the multiple-car driving ranges. The Driver Education Service of Virginia is working with the Traffic Records Division to develop a data system that would enable the state to evaluate effectively the entire motorcycle safety program throughout the state.

Driver Education

In the 1971-72 school year, state-approved driver education programs were offered in all of Virginia's senior high schools and in several of its junior high schools. Of the eligible students, over 83% were offered and completed the program. However, it is revealed that approximately 17% of the eligible students weren't offered driver education due to a lack of teachers, simulators, multi-car driving ranges, and other teacher related aids.

The funds requested for driver education, amounting to over $600,000 in federal funding, will be used to hire additional teachers at the local level, build 10 multi-car driving ranges, and purchase 10-12 unit simulators and other equipment to enable the state to reduce the number of its students not being offered driver education. The Driver Education Service plans to accept the responsibility at the state level for leadership in the direction, coordination, supervision and promotion of quality driver education.

Two assistant supervisors and their secretaries will be funded to assure a well-coordinated program throughout the state. These assistants will establish driver improvement schools and adult driver education courses, assist in the handicapped driver education program, and aid the localities in their high school programs. Projects and programs being utilized to implement the total driver education programs are as follows.

(1) Alcohol countermeasures curriculum; including alcohol guide.

(2) Multiple-car driving range guide.

(3) Membership in Virginia Association for Driver and Traffic Safety Education (VADETS) and the Virginia Education Association.

(4) Passage in 1968 of legislation requiring that all persons successfully complete a state-approved driver education program consisting of both classroom and in-car instruction before being eligible to apply for a Virginia operator's license prior to age 18.

(5) Statewide educational television utilizing "Sportsmanlike Driving" series.

(6) Driver education certification.

(7) Driver education car control program

(8) Semester course scheduling.

(9) "Curriculum Guide for Driver Education in Virginia."

Furthermore, the HSD plans to purchase several additional seat belt convincers as well as establish a training program for operators of emergency vehicles, and a seat belt education program in this standard area.

The Division of Motor Vehicles has designed a data system to analyze the driving history of persons completing a driver education training course and those receiving a driver education certificate to determine the effectiveness of the driver education training course in preparing the individual to be a better, safer driver. The frequency and type of accidents and convictions are analyzed and related to whether or not the individual had a driver training course, and the jurisdiction in which the course was given. This report is sent to all school systems.

This report includes the number of accidents, violations, and fatalities within each school division, and personal injury and property damage figures broken down by types, as well as by male and female drivers. (See attachment A for example.)

ATTACHMENT A

BREAKDOWN OF DRIVER EDUCATION STATISTICS

SAMPLE COPY _____ SCHOOL DIVISION _____		1970-71	1971-72
1. Total number of students successfully completing a State-approved Driver Education program in the State:		63,087	65,976
2. Total number of students successfully completing a State-approved Driver Education program in your school division:		317	154
3. The rank of your division as compared to other school divisions for students successfully completing a State-approved Driver Education program:		33	64
4. Total number of violations in the State-City and County	City	3,995	1,556
	County	6,974	2,920
	Total	10,969	4,476
5. Total number of violations in your school division:		41	14
*6. The rank of your division as compared to the rank of other school divisions in violations:		39	41
*7. Your rank in the State as to the number of students trained in your division as compared to your rank for the number of violations in your school division:	Trained	33	64
	Violations	39	41
8. Your school division had 13 violations for every 100 students trained in the school year 1970-71 as compared to 9 violations for every 100 students trained for the 1971-72 school year.			
9. The average number of violations per 100 students trained in the State is:	County	17	7
	City	18	6

* Cities ranked with cities.
* Counties ranked with counties.

ATTACHMENT A (continued)

DRIVER EDUCATION STATISTICS
FOR FISCAL YEAR ENDING JUNE 30, 1972

Sample Copy

Accidents	No.	No. Drivers Involved M	F	Violations Type	No.	No. Drivers Involved M	F
Personal Injury	0	0	0	Speeding	1	1	0
Property Damage	3	3	0	Reckless Driving	1	1	0
Fatality	0	0	0	Oper. Improper Control	7	5	2
				Driver Wrong Side Road	1	1	0
				Improper Passing	1	1	0
				Oper. Veh. Illegal/No. Inspect. Sticker	1	1	0
				Unlic. Person — Unlic. Veh.			
				Carry Passen. Unlaw. on Motorcy.	1	1	0
				No Oper. Lic.	1	1	0
TOTAL	3	3	0		14	12	2

Private and parochial school students may be enrolled in the public school driver education program during the summer, and state reimbursement may be claimed by the public school system for these students.

State reimbursement may be claimed for conducting state-approved driver education programs when the programs are approved by the State Department of Education annually, and teachers of classroom and in-car instruction are endorsed in driver education by the Department. Insurance Credit Certificates and Driver Education Certificates cannot be awarded if the program is not approved by the Department. Since July 1, 1968 requirements for an endorsement in driver education have consisted of three semester hours in general safety and three in basic driver education, along with a Virginia teaching certificate.

At present, 91 schools are using multi-car driving range method and 49 are using simulators in conducting driver education programs.

The Driver Education Service has entered into an agreement with HumRRO (Human Resources Research Organization) to submit a bid to the National Highway Traffic Safety Administration for developing and evaluating a model curriculum guide in driver education over a period of three years.

Commercial Driver Education

The goal of the commercial driver education program in the Commonwealth is to make available a state-approved driver education course to those individuals (drivers or learners) unable to attend a school-sponsored course.

Upon completion of this or any driver education course, the driver may be less likely to become involved in a traffic crash, and the number of crashes including fatalities, personal injuries, and property damage would be reduced.

The 1968 session of the General Assembly passed Chapter 113, Acts of the Assembly, 1968, creating the State Board of Commercial Driver Training Schools. In creating such a board, the legislature gave it authority to license all commercial driver training schools as well as authority to establish rules and regulations relating to the location, equipment, courses of instruction, instructors, previous courses of instruction, previous records of the schools and instructors, financial statements, schedule of fees and changes, character and reputation of the operators, and insurance in such sum and with such provisions as deemed necessary to adequately protect the interests of the public. In addition, the Board may promulgate rules and regulations in such other matters as it deems necessary for the protection of the public.

A commercial driver training school conducting driver education programs for anyone under eighteen years of age shall be licensed and certified annually by the Director of Professional and Occupational Registration and also by the Driver Education Service. The same minimum requirements for conducting a state-approved driver education program with respect to time, endorsement, equipment, etc. shall be in effect. The Curriculum Guide for Driver Education in Virginia will be utilized by the commercial driver training

schools in conducting programs for anyone under eighteen years of age. Commercial schools not teaching anyone under 18 years of age need be licensed only by the Department of Professional and Occupational Registrations.

Adult and Out-of-School Youth Driver Education

During the 1971-72 school year, 77 schools offered adult and out-of-school youth programs, which were completed by 1,460 students. Consequently, the Driver Education Service has employed a full-time staff member to travel throughout the state to help localities establish out-of-school driver education programs. The adult program will include additional training for adults, out-of-school youth traffic law violators, emergency medical services personnel, and motorcyclists. The course would also be available to policemen and firemen. Programs established by the Driver Education Service include: defensive driving and driver improvement programs for adults and out-of-school youths, and a driver education program for motorcyclists and emergency medical service personnel. Adult driver education programs are conducted through the public school system and financed by tuition fees. Equipment, classrooms, and personnel from high schools are used for the program.

Driver Improvement and Violator Schools

In order to reduce the number of traffic crashes including fatalities, personal injuries, and property damage caused by poor driving habits and attitudes, driver improvement schools have been established for habitual traffic law violators referred by the courts for driving courses in lieu of fines

or possible revocations of licenses. In most instances, the violator must attend eight hours of classroom instruction during the next year. The Driver Education Service will attempt to establish schools in as many counties and cities as possible. The equipment and personnel of the high schools will be utilized. One full-time staff member has been hired at the state level for coordination of the program. A driver improvement school has recently been developed in the Fairfax area in conjunction with the ASAP program in order to make available a driver education course to those motorists charged with DWI or traffic law violations. An evaluation of the Fairfax program will be made as a part of the regular ASAP research efforts and will be used in development of additional or similar programs in the future. Driver improvement schools are part of the adult driver education program in Virginia and traffic violators attending them remain anonymous.

Driver Education for the Handicapped

The program for driving education for the handicapped has moved forward in recent years, but needs additional funds and instructors to maintain its pace.

The Driver Education Service of Virginia is attempting to make available a driver education program to help drivers with both mental and physical handicaps. At present some high schools offer vocational driver education along with their regular curriculum. Several communities have special driver education programs for the handicapped. Driver education is also offered at one detention home for boys.

State approved driver education programs are offered at the following state rehabilitation centers: the Woodrow Wilson Rehabilitation Center, the Virginia School for the Death and Blind at Staunton, and the Virginia School at Hampton.

Driver education certificates developed by the Driver Education Service and Division of Motor Vehicles will be issued to all handicapped drivers completing the state approved program. This certificate is explained in detail in the description of the high school driver education program.

Pedestrian Safety

Perhaps because the number of pedestrian fatalities have decreased over the last generation, programs to minimize traffic safety hazards to the pedestrian have traditionally been assigned low priority in the states. Nationwide, over 150,000 people were injured in vehicle-pedestrian accidents in 1971. Virginia in 1971 experienced 2,410 vehicle-pedestrian traffic crashes in which 200 pedestrians were killed. Nearly every pedestrian who is struck sustains an injury. These facts make it imperative that the driver maintain the greatest vigilance to protect pedestrians.

On a national level, far more pedestrians are injured in urban areas than in rural areas, probably because of the much greater population density in the urban areas. But, a pedestrian struck in the rural area is more likely to be killed because of the generally greater speeds involved. Virginia, having

predominantly a rural highway system, reverses the national figures; in 1971 more accidents occurred in rural rather than in urban areas.

The goal of the Pedestrian Safety Program in Virginia is to permanently reduce the number of vehicle-pedestrian accidents. The reduction of rural pedestrian injuries is the first priority. It is felt the major thrust of the program should be educationally and informationally oriented so as to ease the formidable task of protecting the pedestrian, a duty relegated for the most part solely to the driver. Though the education of pedestrians has advanced, efforts to change maladaptive behavior patterns have been less than successful.

The informational campaign in Virginia will be keynoted in 1973 by a stepped-up emphasis on informing the public as to the scope of the problems of a pedestrian in an automobile-oriented society and exactly what the individual can do to alleviate these problems. It is anticipated that this program will be implemented by widespread dissemination of advertising material and talks given by highway safety personnel to local citizen groups. The program also includes demonstrations, news conferences, news stories and public service announcements on radio and television. A full-time pedestrian safety officer will be needed for these efforts. It seems clear that the success of these efforts will depend more on the individual initiative of persons at the grass roots level than it will on the aggregate total allotment of funds. The Highway Safety Division is particularly intent on showing the disproportionate rural involvement in vehicle-pedestrian accidents in the Commonwealth by using public information techniques.

Organizationally similar to the information dissemination program is the educational campaign designed to improve pedestrian safety. The sub-program could be characterized as merely different in degree from the information program. Basically, it seeks to inform the public of the dangers to pedestrians from vehicle traffic, but focuses on those who are already in an educational environment. It also attempts to focus more directly on the task; hopefully it can determine through testing exactly how much the audience learns. Elementary school children throughout the state will be treated to safety magic shows which graphically illustrate what can happen to a pedestrian when he tangles with a moving automobile. It is felt that impressing upon the younger age groups the precautions needed to be taken by a pedestrian will decrease accident involvement in future years. The behavior patterns of youths are also more easily modified by psychological training than are rigid habits of middle-aged citizens. Pedestrian safety films to be distributed to schools and civic organ-ications throughout the state are designed to accomplish the same end as magic shows but to an older audience. These films will probably be most extensively used in high school driver education classes.

A part of the Commonwealth's pedestrian safety program utilizes a series of teaching devices designed to decrease accidents between vehicles and bicycles. Experimental studies showing the probability of accidents between automobiles and bicycles that cause injury have been rare. The problem is com-plicated by the lack of a rational, nationally accepted code that regulates the operation of bicycles. But it seems clear that a significant percentage of the population has at one time or another been involved in an automobile-bicycle

collision. The Department of the Interior has documented an increased interest in bicycling which is expected to continue over the coming decade. It has concluded that bicycling will enjoy a 32% growth rate from 1965 to 1980 and that bicycling has shown the greatest increase of all outdoor sports since 1965. The anticipated major growth in the use of bicycles warrants an added administrative effort toward improving bicycle safety.

Virginia will seek to inform that section of the public most likely to be riding bicycles (school age children between the ages of 6 and 14) of the dangers inherent in operating slow moving, unprotected bicycles in an automobile-oriented transportation system. This will be accomplished by animated talking bicycles calculated to be both entertaining and educational to the children. It is hoped that redirecting behavior at such an early age will result in safety gains for years to come. The state also will purchase bicycle testing machines which determine whether a bicycle has any safety hazards such as faulty braking systems, unbalanced wheels or loose construction. After training the bicycle rider to operate his bicycle in a safe manner, it is imperative to remove physical impediments (such as faulty, hazardous bicycles) to the goal of accident-free, enjoyable bicycle riding. A "Hot Dots" program for bicycles in the form of Lite-A-Bike Kits will be distributed by the Highway Safety Division throughout the state. They basically furnish reflectorized material to apply to bicycles to improve their roadside visibility. Included within the bicycle safety programs sponsored by the HSD are bicycle pedal reflectors which are designed to make bicycles visible at night, and the

periodical published in comic-book form entitled,"Danny and the Demon Cycle," which points out safety principles that should be followed when bicycle riding.

The long standing program to structure traffic flow and pedestrian movements (particularly as related to elementary school children) will be continued at an increased participatory level. The school safety guards employed by the local police direct traffic flow during school ingress and egress periods while the school patrols (comprised of upper elementary school students) control student pedestrians approaching and leaving the school area.

A new statewide program is designed to improve the visibility of pedestrians to motorists driving at night. The program utilizes reflective stick-on circles called Hot Dots. These dots are attached to books or clothing by pedestrians to increase their visibility to passing drivers. One million Hot Dots have already been distributed by service stations in the rural areas of Virginia. It is anticipated that the program will spread rapidly to other less accessible areas of the state. Field tests of the Hot Dots have shown that they are visible to motorists at distances greater than 500 feet, while in a Richmond experiment, a group of children not using Hot Dots were lost in the darkness at about 200 feet. The impetus for the program was stated recently by John Hanna, Director of the Highway Safety Division of Virginia, "The pedestrian is the most ill-equipped of all persons using the highways. Yet this slow, unprotected road user is the only one allowed on public roads at night without a light or reflectorized material."

Pupil Transportation Safety

One of the major purposes of the Board of Education, Department of Education, and the local school systems of Virginia is to promote the safe, efficient, and effective transportation of pupils to and from public schools. The paramount goal is that of providing for the operation of pupil transportation systems without personal injury to pupils and other highway users or damage to property. Programs directed toward the accomplishment of the above goals include, but are not limited to, the following:

A. Study and assessment of laws and regulations affecting the transportation of pupils as required by Chapter 13, Title 22, of the Code of Virginia, as well as pertinent sections of Title 46.1.

B. Provision of information and assistance to local school divisions related to the determination of needs to be met, routing of buses to attain maximum use, review of bus routes for hazardous environmental conditions, inspection and preventive maintenance programs for school buses, and a review of pedestrian and vehicular traffic at school sites involving operation of school buses.

C. Analysis and use of data compiled from reports on all crashes involving school buses, school pupils and personnel who ride school buses, including injury or death while crossing the road and/or while waiting at bus stops.

Presently, guideline information is not available for implementation of Federal Highway Safety Program Standard No. 17 — Pupil Transportation Safety. In the absence of such specific information, the Department has

developed the following broad program objectives to ensure that Virginia is in compliance with the standard within the time period available. Included in the program objectives are:

A. A "State-of-the Art" study of pupil transportation and determination of needs to be met.

B. To meet the determined needs, existing programs and procedures will be reviewed and revised. New programs will be developed where needed.

In keeping with the aim and goal expressed in the introductory paragraphs of Pupil Transportation Safety, and the requirements of Section 22-276 of the Code of Virginia, the Board of Education has adopted standards and specifications for the design, construction, and equipment for public school buses used in Virginia. The purpose of these efforts is to assure safe usage as well as protection of passengers.

These specifications are made available to operators of private and parochial schools upon request. The trend toward using State specifications is widespread among many schools; however, this is voluntary action on their part. They do have to comply with minimum requirements of various sections of Title 46.1 Motor Vehicle Code, which relate to school buses. These are, for the most part, based upon specifications and regulations of the Board of Education. The Administration when issuing Standard No. 17 indicated that vehicle requirements may require more time for compliance. Crash related data may also be helpful in the development of vehicle requirements for school buses.

During FY 1974, efforts will be directed toward retrofitting all buses currently in-service with cross-over mirrors, a seat belt for the driver, and a four light warning system. In addition, legislation is being proposed to permit relettering of buses in order that compliance with Standard 17 may be achieved. A study is also under way to determine the feasibility of utilizing an amber pre-warning light system on school bus vehicles. The purpose of these efforts is to eliminate areas of confusion which have evolved from the current, varied vehicle requirements which are related to the preceding elements.

The responsibilities of the school bus driver in safely transporting pupils between home and school are wide ranging in depth and scope. It is, therefore, imperative that great care be taken in the screening, selection, placement, training, and supervision of school bus drivers to ensure that they have the mental and physical capabilities necessary to perform their duties.

Programs directed toward the accomplishment of the above objectives have been carried out to varying degrees by local school systems with assistance and guidance from the Department of Education.

Various requirements for school bus drivers have been established by state law, regulations of the Board of Education, and policy provisions of the local school boards. Title 22, Code of Virginia lists specific annual requirements for drivers of public, parochial, and private school buses. These include:

A. Certification by a physician that the person is physically and mentally capable of safely operating a school bus.

B. Statement from a physician that the person is free of infectious diseases.

C. Certification by the Division of Motor Vehicles that the person's driving record is free of certain serious driving offenses during the previous five years.

D. Endorsement by two citizens that the person is of good moral character.

E. Issuance of a special license classification showing that the person has passed a special school bus driver license examination.

The Department of Education annually conducts or participates in driver safety meetings in each local school division to discuss laws, regulations, safe driving practices, changing conditions, etc. Each school division is encouraged to establish programs for training bus drivers. In support of this, the Department has detailed the content which such programs should include. Department personnel have assisted in the development of many local programs. It is important to recognize that in addition to basic programs of instructions, attention must be given to meeting certain conditions which vary with each locality.

A review of the Department's training guide for developing bus driver training programs is being made. Initial efforts are being taken to determine

how to best illustrate the material for optimum effectiveness. The final decision on content which these programs must eventually include is contingent upon guidelines from the National Highway Traffic Safety Administration.

The Department of Education has produced and released a new film, entitled The School Bus Driver, as evidence of its continuing efforts to make material available for training school bus drivers.

In keeping with the aim and goal initially expressed in this plan, local school divisions, supported by the Department, have acted responsibly in the area of safety instruction for bus riders.

The programs conducted are varied and many. Some of these are:

A. Safety units are included in the curriculum guide, Health Education Grades K-7 Part of these units are directed to pupils who ride school buses.

B. Local law enforcement agencies or members of the Department of State Police promote and/or conduct such safety programs with the approval and cooperation of the local school authorities.

C. Suitable materials for this purpose are made known to school administrators.

D. While traveling between student's home and school, practical safety instruction is imparted to riders by school bus drivers and school personnel.

E. Another film, Riding Your School Bus, was recently provided by the Department to supplement this program.

F. Emergency evacuation drills have been required in Virginia for several years.

G. Department personnel assist localities in promoting this kind of program.

Additional material of expendable and nonexpendable nature may have to be developed and required.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing & Licensing	NO. DL-74-N5-01	DATE 5-1-73		
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency)	FISCAL YEAR 1974				
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
		6. See Effectiveness Supplement	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
DMV	305	1. Driver Testing Program					
		A. Instruction Permits Issued(000)	52	52	52	52	208
		B. Driver Licenses Outstanding (000)	2,766	2,799	2,832	2,865	2,865
		C. Classified Driver Licenses Outstanding (000)	176	178	180	182	182
		D. Restricted Licenses Outstanding (000)	722	730	738	746	746
		E. Automated Driver Testing Project	Collect Data	Collect Data	Collect Date	Collect Data	
		F. Telecommunications for part-time Driver Testing Stations Project	Develop	Develop	Develop	Develop	
		G. Visual Display Driver Testing Project (Pilot Project)	Develop	Develop	Develop	Develop	
		H. Mobile Examining Station Project	Develop	Develop	Develop	Develop	
10. DESCRIPTION The long-term objective of Driver Licensing by the Virginia Division of Motor Vehicles is to reduce the number of deaths, injuries and the amount of property damage caused by traffic law violators who have their privileges revoked, suspended, or under control because of previous convictions, crash involvement, or medical reasons. Our immediate goals are to test 100% of applicants for first drivers license for vision, laws, and vehicle operation to prevent unqualified persons from becoming drivers; to require licensed drivers to appear every four years for a minimum of a visual examination with additional testing with respect to laws and vehicle		11. COST BY TASK ($000)					
		1. Driver Testing	798.25	797.25	797.25	798.25	3191.
		12. TOTAL COST ($000)	2694.25	2687.25	2687.25	2691.25	10760.
		LOCAL SHARE STATE SHARE	2642.	2635.	2635.	2639.	10551.
		FEDERAL SHARE TO LOCALITIES	52.25	52.25	52.25	52.25	209.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing & Licensing	NO. DL-74-N5-02	DATE 5-1-73			
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency)	FISCAL YEAR 19 74					
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
		I. Personnel - State Level						
		1. Managers	8	8	8	8	8	
		2. Field Service Representatives	168	168	168	168	168	
		Total	176	176	176	176	176	
DMV	305	2. Driver Licensing Program						
		A. Original Licenses Issued (000)	71	70	70	71	282	
		B. Renewal Licenses Issued *(000)	23*	23*	203*	203*	452*	
		C. Duplicate Licenses Issued (000)	13	12	12	12	49	
		D. Licenses Reissued (000)	12	11	11	12	46	
		E. Proof of Date and Place of Birth Project	Draft Legis.	Draft Legis.	Legislation	Implementation		
		F. Single Classified License Project	Draft Legis.	Draft Legis.	Legislation	Implementation		
		* Reflects conversion from three to four year license						
10. DESCRIPTION operation being based on their driving history since the previous examination; to remove drivers who fail to maintain standards of qualification from the highways; and to maintain accurate records of driver licensing, crash involvement, traffic convictions and control activities that affect the driving privilege. The Division of Motor Vehicles performs the following to achieve these goals. 1. Conducts a Driving Testing Program which: A. Initially tests and temporarily licenses citizens who have never held a driver's license to allow them to learn proper driving habits and skills under the direction of licensed drivers. B. Tests those citizens who were temporarily licensed; who		11. COST BY TASK ($000)						
		2. Driver Licensing	485.	483.	483.	484.	1935.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing & Licensing	NO. DL-74-N5-03	DATE 5-1-73			
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency)	FISCAL YEAR 1974					
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
		G. Personnel - State Level						
		1. Managers	2	2	2	2	2	
		2. Secretaries	1	1	1	1	1	
		3. Supervisors	2	2	2	2	2	
		4. Clerks and Clerical Supervisors	139	139	139	139	139	
		Total	144	144	144	144	144	
DMV	305/310	3. Driver History Records						
		A. Number of Law Enforcement Records Furnished (000)	150	148	148	149	595	
		B. Number of Commercial & Individual Records Furnished (000)	273	272	272	272	1 089	
		C. Number Persons Certified to Courts as Meeting Definition of Habitual Offenders (000)	0.2	0.3	0.2	0.2	0.9	
10. DESCRIPTION never held a Virginia driver's license, who let their valid licence expire; who are being reinstated as the result of control measures; whose license is to be renewed; and to ensure the citizen is licensed with the proper classification and/or restrictions for motor vehicle operation. This permits periodic screening of all drivers and removal from the highways of those who do not meet mental and physical qualifications for licensing. C. Data will be collected during FY 74 in order that an evaluation can be made of the effectiveness of a fully automated testing station, and a visual display testing station against non-automated operations in stations of comparable volume to improve		11. COST BY TASK ($000)						
		3. Driver History Records	605.	604.	604.	605.	2418.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing & Licensing	NO. DL-74-N5-04	DATE 8-1-73			
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
DMV	305	D. Persons Adjudged Habitual Offenders by the Courts (000)	0.1	0.1	0.1	0.1	0.4	
		E. Number of Automated Driver Record Inquiries (000)	1 154	1 153	1 153	1 153	4 613	
		F. Personnel State Level						
		1. Managers	1	1	1	1	1	
		2. Evaluators	2	2	2	2	2	
		3. Secretaries	1	1	1	1	1	
		4. Accounting Machine Operator Supervisors	81	81	81	81	81	
		5. Clerks and Clerical Supervisors	65	65	65	65	65	
		Total	150	150	150	150	150	
10. DESCRIPTION testing procedures. D. Plan and operate a pilot project to evaluate the use of telecommunications for part-time driver testing stations. This will allow Field Service Representatives to make inquiries to the automated records system at Richmond headquarters and allow the detection of controlled, suspended and revoked drivers, license issue and simultaneous driver history file update. If evaluation proves the system to be feasible, it will be expanded to all part-time locations. E. A pilot project will be developed to study the feasibility of using visual display driver testing devices in place of written examinations in all or selected examining stations.		11. COST BY TASK ($000)						
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing and Licensing	NO. DL-74-N5-05	DATE 5-1-73			
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency)	FISCAL YEAR 1974					
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
7. RESP.	8. STD.	9. TASKS & MILESTONES	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
DMV	305	4. Driving Privilege Monitoring & Control Program						
		A. Conviction Processing Program						
		1. Number of Conviction Abstracts Processed (000)	140	139	139	140	558	
		2. Number of Court Suspension Processed (000)	6	4	4	5	19	
		3. Number of Revocation Orders Issued (000)	8	8	8	8	32	
		B. Hearing Program						
		1. Number of Formal Hearings Held (000)	.03	.03	.03	.03	.12	
		2. Number of Hearing Suspensions (000)	.02	.03	.02	.02	.09	
10. DESCRIPTION F. Another project will be developed to determine the feasibility of using mobile examining stations in areas of the Commonwealth serviced by traveling examiners. 2. Conducts a Driver Licensing Program which issues driver's licenses to those citizens who have successfully completed the required examinations and are otherwise qualified. Each license is classified with respect to vehicles and restrictions required as a result of testing and/or other control measures. Upon complete automation of testing stations, the issuance of the license and simultaneous update of the Driver History Files will allow Driver Testing and Licensing to be combined. Legislation for		11. COST BY TASK ($000)						
		4. Driving Privilege Monitoring and Control	314.	312.	312.	313.	1251.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing and Licensing	NO. DL-74-N5-06	DATE 5-1-73				
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74						
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL		
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June			
7. RESP.	8. STD.	9. TASKS & MILESTONES							
DMV	305	C. Driver Improvement Project							
		1. Warning Letters (000)	37	36	36	36	145		
		2. Driver Improvement Interviews	Training	Implement	Pilot Project	Evaluate			
		3. Participative Driver Training	Draft Legis.	Draft Legis.	Legislation	Implement			
		D. Medical Evaluation and Control Program							
		1. Number of Medical Statements Required (000)	3	2	2	2	9		
		2. Number of Citizens Placed Under Control as Result Adjudication or Release From Hospitals (000)	.4	.3	.3	.3	1.3		
		3. Number of Citizens Suspended as a Result of Adjudication or Release From Hospitals (000)	.05	.05	.05	.05	0.2		
10. DESCRIPTION proof of date and place of birth and to convert to a single classified license is being drafted. 3. Processes data input/output to automated driver history records for license issues, crash involvement, convictions and court actions and other items directly related to the operation of motor vehicles and resultant control actions by the courts and DMV. This activity is closely related to Standard 310 Traffic Records and is a primary input source for Traffic Records Automated Driver History Files and Motorist Data Base projects. Record information is available to the individual involved, courts, law enforcement officers and agencies, insurance companies, employers and		11. COST BY TASK ($000)							
		12. TOTAL COST ($000)							
		LOCAL SHARE							
		FEDERAL SHARE							

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing and Licensing	3. NO DL-74-N5-07	DATE 5-1-73			
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
DMV	305	E. Personnel - State Level						
		1. Managers	4	4	4	4	4	
		2. Hearings Officer	1	1	1	1	1	
		3. Driver Improvement Analyst	3	3	3	3	3	
		4. Evaluators	5	5	5	5	5	
		5. Regional Representatives	10	10	10	10	10	
		6. Secretaries	4	4	4	4	4	
		7. Clerks and Clerical Supervisors	97	97	97	97	97	
		Total	124	124	124	124	124	
10. DESCRIPTION other authorized users. Direct automated inquiry by law enforcement agencies permits rapid detection of citizens whose privileges are revoked, suspended or controlled. When the automated records indicate that the definition of a habitual offender has been met by a driver, a printout is produced to permit processing of record certifications and resultant court orders. 4. Maintains a Driving Privilege Monitoring and Control Program which is responsible for: A. The processing of all conviction abstracts for traffic violations received from the courts and subsequent action required of DMV by the courts or statute in the revocation and/or suspension of		11. COST BY TASK ($000)						
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing & Licensing	3. NO. DL-74-N5-08	4. DATE 5-1-73		
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. DMV	8. STD. 305	9. TASKS & MILESTONES					
		5. Driver's Vehicle Registration Monitoring and Control Program					
		A. Crash Reporting Program					
		1. Number Crash Reports Processed (000)	107	105	105	106	423
		2. Number Crash Cases Handled (000)	61	60	60	60	241
		3. Number of Notices of Insurance Processed (000)	97	96	97	96	386
		4. Number of citizens Suspended for Failure to Prove Liability Insurance or Payment of UMV Fee (000)	5	6	5	6	22
10. DESCRIPTION driving and vehicle licensing to the Driver History File. B. Conducting a formal hearings program for individuals with numerous offenses that reflect poor driver attitudes but which do not revoke or suspend the driving privilege without this action. C. Conducting a three phase Driver Improvement Project to: (1) Provide warning letters for drivers whose record begins to deteriorate; (2) Conduct group and individual interviews and counsel drivers whose records continue to deteriorate; and (3) Require participative driver training for those drivers who show no improvement after phase one and two. D. Maintaining a medical evaluation		11. COST BY TASK ($000) 5. Driver's Vehicle Registration Monitoring and Control	468.	467.	467.	467.	1869.
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing and Licensing	3. NO. DL-74-N5-09	4. DATE 5-1-73
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 1974				
			1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
DMV	305	B. Financial Responsibility Monitoring and Control Program					
		1. Number of Financial Responsibility Filings Processed (000)	12	11	11	12	46
		2. Number of Suspension Orders Issued for Failure to Give or Maintain Proof of Financial Responsibility (000)	3	2	2	2	9
		3. Number of Automobile Liability Insurance Verifications Processed for Law Enforcement Officers (000)	13	12	12	12	49

10. DESCRIPTION	11. COST BY TASK ($000)					
and control program concerned with those citizens who for mental and/or physical reasons cannot operate motor vehicles with safety to persons or property, or who may do so under restricted conditions by filing acceptable evidence the disability is under medical control and vehicles may be operated. A medical advisory board is available for hearings and consultation in those cases where precedents have not been established or expert opinions are needed. 5. Operating a Drivers' Vehicle Registration Monitoring Control Program which is responsible for: A. The manual processing and preparation of crash reports for entry to the Driver History File and the	12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing and Licensing	3. NO. DL-74-N5-10	4. DATE 5-1-73		
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
DMV	305	C. Personnel - State Level					
		1. Managers	4	4	4	4	4
		2. Secretaries	2	2	2	2	2
		3. Regional Representatives	10	10	10	10	10
		4. Supervisors	6	6	6	6	6
		5. Evaluators	26	26	26	26	26
		6. Clerks and Clerical Supervisors	179	179	179	179	179
		Total	227	227	227	227	227
10. DESCRIPTION recording of accident involvement against the driver. If the driver fails to file a crash report or the vehicle owner has not paid the Uninsured Motor Vehicle fee or proved automobile liability insurance, orders of suspension are issued. B. The Financial Responsibility Monitoring and Control Program which detects drivers who own motor vehicles and attempt to title, register and operate them while under a proof of financial responsibility requirement or other control as a result of crash involvement or conviction before all requirements have been met.		11. COST BY TASK ($000)					
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Driver Testing and Licensing	PROJ. NO. DL-74-N5-11	DATE 5-1-73			
		5. DRAFTED BY A. D. Harvey, Evaluator, DMV (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP. DMV	8. STD. 305	9. TASKS & MILESTONES						
		6. Program Administration						
		A. Personnel - State Level						
		1. Administrators	2	2	2	2	2	
		2. Secretaries	1	1	1	1	1	
		3. Special Projects Officer	1	1	1	1	1	
		4. Evaluator	1	1	1	1	1	
		5. Systems Analyst	1	1	1	1	1	
		Total	6	6	6	6	6	
10. DESCRIPTION The personnel outlined under Program Administration are responsible for the overall administration of programs and projects.		11. COST BY TASK ($000)						
		6. Program Administration	24.	24.	24.	24.	96.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Driver Testing and Licensing	3. NO. DL-74-N5-12	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-5, Driver Licensing					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	3191.	129.			129.										
2	1935.														
3	2418.														
4	1251.	80.			80.										
5	1869.														
6	96.														
7															
8															
9															
10															
TOTAL	10760.	209.			209.										

Title and No. Driver Testing and Licensing DL-74-N5-13	Date 5/1/73	19 72 FY-2	19 73 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 75 FY+1	19 76 FY+2
6. EFFECTIVENESS										
Driver Testing Program										
1. A. Number of driver history files established upon issuance of instruction permit.										
B. Number of restricted licenses issued compared with total applicants for license.										
Driver Licensing Program										
2. A. Number of drivers licensed compared with the total applicants for original license.										
B. Number of licenses renewed compared with total applicants for renewal.										
C. Number of licenses issued to drivers retested.										
Driver History Records										
3. A. Average time to furnish driving record transcripts to law enforcement agencies.										
B. Average time to furnish driving record transcripts to insurance companies and other commercial accounts.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Driver Testing and Licensing DL-74-N5-14	Date 5-1-73	1972 FY-2	1973 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1975 FY+1	1976 FY+2
6. EFFECTIVENESS										
Driver Privilege Monitoring and Control Program A. Conviction Processing Program, Number of drivers convicted whose licenses were suspended or revoked compared with total convictions processed.										
4. B. Hearing Program Number of hearings held compared with total drivers licensed.										
C. Driver Improvement Project Number of drivers receiving warning letters suspended compared with number of drivers receiving warning letters.										
D. Medical Evaluation and Control Program Number of persons under medical control compared with total drivers licensed.										
Driver's Vehicle Registration Monitoring and Control Program A. Crash Reporting Program Number of drivers and/or owners suspended for failure to prove financial responsibility compared with total crashes reported.										
5. B. Financial Responsibility Monitoring and Control Program.										

Driver Testing and Licensing

The immediate goal of driver licensing by the Virginia Division of Motor Vehicles is to test all first applicants for the Virginia vehicle operator's license and all license holders every four years thereafter. The long-term objective of this program is the reduction of crashes, property damage, injuries, and deaths by: (1) preventing unqualified persons from becoming drivers on the highways, and (2) removing drivers who fail to maintain standards of qualifications from the highways.

DMV conducts the ensuing driver testing programs to achieve the aforementioned goals and objectives:

(1) For citizens who have never held a driver's license, passage of an examination on Virginia's motor vehicle laws and a vision test is required prior to the issuance of a temporary license (instruction permit). This permit allows the citizen to learn proper driving habits and skills under the supervision of a licensed driver and is valid only when the holder has a licensed driver occupying a seat by him.

(2) For citizens who are renewing their driver's license, personal appearance is required and the citizen must pass a visual examination upon reaching certain age categories. Further, depending upon his previous four years' driving history, he may be required to pass a written or oral test on traffic regulations and a road test.

These tests provide a periodic screening of all drivers and the removal from the highways of those no longer qualified for licensing.

(3) For citizens who have never held a Virginia driver's license or who have let their license expire, passage of an examination on Virginia motor vehicle laws, a vision test, and a road test are required. However, the road test may be waived if the citizen holds a valid license from a reciprocating state.

(4) For citizens who (a) are qualified to operate only under restricted conditions such as the use of hand controls or during daylight hours only; and (b) whose driving history has required a mandatory revocation of the driving license, a complete examination is required prior to the issuance or reissuance of a driver's license.

(5) Virginia Automated Driver Testing Project — The Commonwealth has under construction a federally funded automated driver testing range which is scheduled for completion in July, 1973. This range will allow objective testing of the applicant without an examiner in the car. The written examination at this location and at another office of comparable volume will be replaced by the visual display exam. This will enable Virginia to evaluate the effectiveness of objective versus subjective license examinations in fully automated, semi-automated, and non-automated testing environments. In addition to testing applicants for driver's licenses during FY 74, knowledge and range test scores will be accumulated and

stored for evaluation purposes. For those individuals tested in this facility, a record check of accidents and convictions will also be conducted during this period. The eventual evaluation of this project will be conducted by the Virginia Highway Research Council.

(6) Telecommunications For Part-Time Driver Testing Stations Project — This project will evaluate the feasibility of utilizing telecommunications for part-time driver testing stations. In this type of system, field service representatives would be able to make inquiries to the automated records system at DMV concerning various aspects of driver-related information.

In addition, the Division is requesting federal funds for the following projects:

(1) Visual Display Driver Testing Project (Pilot Project) — This project will study the feasibility of using visual display driver testing devices in lieu of written examinations in selected examining stations; and, if feasibility is established, DMV will acquire display testing devices and conduct a pilot operation. These devices would permit greater utilization of existing manpower to handle the increasing number of examinations for driver licenses and examinations required for the renewal of them.

(2) Mobile Examining Station Project — This project will determine the feasibility of using mobile examining stations in areas of the state now serviced by traveling examiners, and, if feasibility is established, DMV will acquire two mobile examining stations and conduct a pilot operation to verify the practicality and public acceptance of the use of such stations.

In licensing a motorist, the examination station issues a color photograph bearing the identifying number and signature of the individual who successfully completes the required examinations, or who is seeking a replacement license. A temporary license bearing the person's name, address, identifying number, date of birth, type of license and classes of vehicles for which the person is qualified to operate, and any known or new restrictions is issued to accompany the photograph. The temporary license expires after ninety days. The permanent license issued at Division of Motor Vehicles Headquarters carries the above information plus the legal jurisdiction of the address and an expiration date of one to four years in the future, depending upon the type of license.

In addition, legislation is being drafted to require license applicants to furnish proof of their date and place of birth for their initial license.

Subject to the availability of automated data processing telecommunications, "on-line" issuance of driver licenses at the time of examination is planned. A driver history file update will begin in June, 1973, with full service branch offices in major cities. These metropolitan areas currently have "on-line"

vehicle titling and licensing capabilities. This service will be expanded to additional offices as they are established.

Legislation is being drafted to permit the issuance of a single driver's license which is classified more in line with federal recommendations than are the two classified licenses currently issued.

The detection of drivers receiving welfare, tax, or other benefits, or who are blind or nearly blind, from records maintained by these agencies is subject to the development and implementation of the traffic records data base. Most drivers in the above categories are detected by examinations conducted at license renewal and are placed under control or are removed from the highways. The Virginia Division of Motor Vehicles is currently issuing identification cards in conjunction with the Virginia Commission for the Visually Handicapped to those persons who are certified as legally blind.

Driver history records are maintained by automated data processing utilizing direct access magnetic storage. Numerous processing techniques are used to enter the retrieve information furnished by driver licensing , driver testing, driver privilege monitoring and control, and driver vehicle registration privilege control programs. Personnel assigned to this program area administer the Virginia Habitual Offender Act and notifications to the Department of Transportation.

Investigation into the Driver History Records is by video display device and/or printing devices when a printed copy of the driver history is required.

Prepunched cards are also used to obtain printed records. Direct computer links to state and local police departments have been established to provide driver identification and status of driving privilege for immediate use, with a printed record being available upon request from Division of Motor Vehicle Headquarters. Printed records are usually furnished on a twenty-four to seventy-two hour turn-around time depending upon the day of the week on which the request is received. Persons requesting printed records in person at Division of Motor Vehicle Headquarters are normally serviced in thirty minutes or less. Reduction of printed record turn-around and the improvement in the quality of record information are continuing goals in this area.

Driver privilege monitoring and control involves the processing of: (1) The revocation and/or suspension of licenses as required by statute or the courts as a result of conviction; (2) All convictions received from the courts for entry into Driver History Records; (3) A formal hearing program which may result in the revocation or suspension of the driving privilege for those drivers whose history indicates multiple crashes and/or traffic violations of a minor nature. (4) The referral of records of drivers with conflicting medical information or unusual conditions to the Medical Advisory Board.

Routine examinations of driver capability after crash involvement and/or short-term mandatory revocation of the driving privilege after conviction has been reexamined to determine its effectiveness in reducing subsequent traffic crashes and violations. To supplement current punitive approaches, a Driver

Improvement Project, partially funded by federal funds is being planned. This project consists of: (1) Detecting and sending a warning letter to those drivers whose driving record has begun to deteriorate; (2) Conducting group and individual interviews and counselling drivers whose records continue to deteriorate; (3) Requiring participative driver training for those who show no improvement after phase one or two. With the exception of the warning letter program, full implementation of this project will await legislative approval in January, 1974.

The Driver Vehicle Registration Monitoring and Control deals with: (1) The control of vehicles operated by drivers whose privileges are contingent upon maintaining proof of financial responsibility (as a result of previous uninsured vehicle crash involvement, convictions, or judgements); (2) The processing of vehicle crash reports for driver records; and (3) Verification of liability insurance or the payment of the Uninsured Motor Vehicle Fee on vehicles involved in crashes.

Failure to meet or maintain requirements for vehicle licensing results in the suspension of the driving and/or registration privilege of the vehicle owner.

A major step in the processing of vehicle crash reports was implemented July 1, 1972, as a result of legislative changes, when Virginia changed from a positive to negative reporting of liability insurance of vehicles involved in crashes This has resulted in a reduction in the processing required for crash reports.

The reduction of time required to process insurance forms for proof of financial responsibility, crash reports, and the identification of all vehicles owned by a driver and the quality of information recorded for the driver history file are continuing goals in this standard area.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (State)	3. NO. PTS-74-N6-01	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency)	FISCAL YEAR 1974		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
		6. See Effectiveness Supplement	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
State Police	315	1. Personnel					
		A. Field Supervisor	1	1	1	1	1
		B. Captains	6	6	6	6	6
		C. Lieutenants	12	12	12	12	12
		D. First Sergeants	6	6	6	6	6
		E. Sergeants	45	45	45	45	45
		F. Troopers	870	870	870	870	870
		2. Equipment					
		A. Helicopters (Operating Cost)					
		3. Training helicopter pilots	2				2
10. DESCRIPTION Virginia's Department of State Police provides many services which are designed to reduce the number of traffic crashes, fatalities, personal injury and property damage. Services include: (1) directing and controlling of traffic, (2) surveillance of highways and traffic for adverse conditions, (3) well-rounded enforcement of traffic laws, (4) providing of emergency assistance to the motoring public and (5) investigation of motor vehicle crashes. The contiguous objective is to increase the strength of the Department in order to adequately carry out the aforementioned services. State troopers are assigned to counties throughout the Commonwealth according to the following factors: (1) traffic volume, (2) miles of highway,		11. COST BY TASK ($000)					
		1. Personnel	3827.5	2933.5	2933.5	2933.5	12628.
		2. Equipment	58.	19.	19.	19.	115.
		3. Training helicopter pilots	9.				9.
		12. TOTAL COST ($000)	3898.5	2956.5	2956.5	2952.5	12764.
		LOCAL SHARE STATE SHARE	3898.5	2956.5	2956.5	2952.5	12764.
		FEDERAL SHARE TO LOCALITIES					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (State)	3. NO. PTS-74-N6-02	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 19 74 1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
State Police	315	4. Nine month training course dealing with accident investigation and reporting. Course will be conducted at Northwestern University. (No. trained)	1	1	1		1

10. DESCRIPTION	11. COST BY TASK ($000)					
and (3) motor vehicle crashes. Increases in these factors dictate a need for additional manpower. It is felt that the use of two recently acquired helicopters to supplement existing methods and facilities of law enforcement will materially aid in fulfilling the Department's primary mission of reducing death, injury, and property damage on Virginia's highways. According to arrest statistics, approximately 97% of the Department's activity is directly related to the highways.	4. Training Course	4.	4.	4.		12.
	12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Police Traffic Services (State) PTS-74-N6-03	Date 5-1-73	19 72 FY-2	19 73 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1975 FY+1	1976 FY+2
6. EFFECTIVENESS										
1. * Number of troopers		846	846					870	990	1000
2. * Miles of highways under State Police jurisdiction		51300	51500					51700	51900	52100
3. * Miles of highway per trooper		60.6	60.8					59.4	52.4	52.1
4.										
5.										
6. * Projected figures										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (Cities)	3. NO. PTS-74-N6-01	4. DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal. VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. Local Police Departments	8. STD. 315	9. TASKS & MILESTONES					
		1. Training (policemen in all cities and counties)	Data Not Available				
		A. In-service training					4000
		B. New recuits (minimum of 200 hr)					600
		C. Refresher					3500
		D. Supervisors					1500
		E. Accident investigation and reporting					500
		F. Pursuit driving training (1 city)					100
		G. IACP convention					100
		H. Seminar for law enforcement planning officers					100
		I. Principles of police management					100
10. **DESCRIPTION** The objective of the police traffic services program in Virginia is to reduce the number of traffic crashes, including fatalities, personal injuries and property damage, caused by those individuals violating traffic laws. Cities and towns in the Commonwealth are also faced with the problem of insufficient enforcement at high accident locations as well as the lack of training in dealing with all aspects of enforcement. Efforts directed toward achieving the outlined goals of cities and counties throughout Virginia will necessitate the implementation of the following programs: (1) The development of a Selective Traffic Enforcement Program, (2) The establishment of a minimum of		11. COST BY TASK ($000)					
		1. Training, estimated costs, A-I	739.5	739.5	739.5	739.5	2958.
		12. TOTAL COST ($000)	6042.	7756.5	6042.	6042.	25880.25
		LOCAL SHARE	5974.5	7248.75	5974.5	5974.5	25170.25
		STATE SHARE					
		FEDERAL SHARE	67.5	507.5	67.5	67.5	710.
		TO LOCALITIES	67.5	507.5	67.5	67.5	710.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (Cities)	3. NO PTS-74-N6-02	4. DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974				
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP. Local Political Subdivisions	8. STD. 315	9. TASKS & MILESTONES 2. Personnel - On going Program					
		A. Policemen (cities and counties)	5400	5400	5400	5400	5400
		B. Additional and replacement	700	700	700	700	700
		C. Specially trained records analyst	10	10	10	10	10
"	"	3. Equipment					
		A. Vehicles $3200 each	Bids	160			160
		B. Radar units $900 each	"	50			50
		C. Electric speed computers $950 each	"	50			50
10. DESCRIPTION at least 200 hour training for all new recruits; (3) the development of traffic sections within the police departments; (4) additional training for supervisory personnel in the fundamentals of organization and administration training techniques and in the use of records; (5) refresher traffic training and in-service training courses will be made available to officers performing traffic duties; (6) additional training in all phases of traffic investigation; and (7) traffic records systems. To further accomplish this goal the cities and counties in Virginia will be hiring additional personnel, purchasing new equipment, and establishing better communications systems for their police		11. COST BY TASK ($000) 2. Personnel					
		A-C	5277.	5277.	5277.	5277.	21108.
		3. Equipment					
		A. Vehicles		512.			512.
		B. Radar		45.			45.
		C. Electric speed computers		47.5			47.5
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (Cities)	NO. PTS-74-N6-03	DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 1974		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP. Local Political Subdivisions	8. STD. 315	9. TASKS & MILESTONES					
		3. Equipment (Continued)					
		D. Sirens $150 each	Bids	160			160
		E. Projectors $600 each	"	6			6
		F. Polaroid cameras $170	"	10			10
		G. VHF-FM radios $800	"	25			25
		H. Battery chargers $200 each	"	10			10
10. DESCRIPTION work. The new law enforcement officers training standards commission is developing a visual file that will contain information pertaining to training of all police officers in the state and the amount and type of training they have had. This system will be available for use in the evaluation of the police traffic services program.		11. COST BY TASK ($000)					
		3. Equipment					
		D. Sirens		24.			24.
		E. Projectors		3.6			3.6
		F. Cameras		1.7			1.7
		G. Radios		20.			20.
		H. Chargers		2.			2.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1 State of Virginia	2. TITLE Police Traffic Services (Cities)	3. NO. PTS-74-N6-04	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 1974		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. Local Political Subdivisions	8. STD. 315	9. TASKS & MILESTONES					
		3. Equipment (cont.)					
		I. Measuring wheels $80	Bids	20			20
		J. Accident kits $50	"	200			200
		K. Motorcycles $4,100 each	"	10			10
		L. Tape recorders $200	"	10			10
10. DESCRIPTION		11. COST BY TASK ($000)					
		3. Equipment					
		I. Wheels		1.6			1.6
		J. Accident kits		10.			10.
		K. Motorcycles		41.			41.
		L. Recorders		2.			2.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (Cities)	3. NO. PTS-74-N6-05	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Local Political Subdivisions	315	3. Equipment (Continued)					
		N. Tape measures $35	Bids	100			100
		O. Twin beacon rays with visabor $150 each	"	12			12
		P. Fluorescent traffic cones $5	"	1600			1600
		Q. Throwaway blankets $2 each	"	600			600
		R. Scramblers $60 each	"	10			10
		S. 35 mm cameras $150 each	"	5			5
10. DESCRIPTION		11. COST BY TASK ($000)					
		3. Equipment (Continued)					
		N. Tape measures		3.5			3.5
		O. Twin beacon rays		1.8			1.8
		P. Cones		8.			8.
		Q. Blankets		1.2			1.2
		R. Scramblers		.6			.6
		S. Cameras		.75			.75
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (Cities)	3. NO. PTS-74-N6-06	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 19 74		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
7. RESP. Local Political Subdivisons	8. STD. 315	9. TASKS & MILESTONES					
		4. Communications					
		A. Police communicating consoles with tape recording $48,000 each	Bids	10			10
		B. Walkie-talkies $200 each	"	700			700
		C. Two-way radios $700 each	"	110			110
		D. Console equipment $8,000	"	12			12
		E. Miscellaneous radio equipment (batteries, frequency bands, etc.)	"				
10. DESCRIPTION		11. COST BY TASK ($000)					
		4. Communications					
		A. Consoles		480.			480.
		B. Walkie-Talkies		140.			140.
		C. Two-way radios		77.			77.
		D. Console equipment		96.			96.
		E. Miscellaneous radio equipment (batteries, frequency bands, etc.)		75.			75.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Police Traffic Services (Cities)	NO PTS-74-N6-07	DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP. Local Political Subdivisions	8. STD. 315	9. TASKS & MILESTONES						
		4. Communications (Continued)						
		F. Base stations, $20,000 each	Bids	6			6	
		5. Develop Selective Traffic Enforcement Program	Develop	Develop	Develop	Develop		
10. DESCRIPTION		11. COST BY TASK ($000)						
		4. Communications						
		F. Base stations		120.			120.	
		5. S.T.E.P.	25.	25.	25.	25.	100.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

U. S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Police Traffic Services (Cities)	3. NO. PTS-74-N6-08	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-6, Police Traffic Services					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	2958.	220.	220.		220.										
2	21108.														
3	726.25	220.	220.		220.										
4	988.	220.	220.		220.										
5	100.	50.	50.		50.										
6															
7															
8															
9															
10															
TOTAL	25880.25	710.	710.		710.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Police Traffic Services (Cities) PTS-74-N6-09	Date 5-1-73	1967 FY-2	1968 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	1971 FY+2
6. EFFECTIVENESS										
1. Violations by Drivers										
(1) Accidents										
A. Urban		55326	58702					65935	67189	70277
B. Rural		47566	51792					57667	58999	62282
1.										
(2) Fatalities										
A. Urban		249	246					200	240	229
B. Rural		696	712					795	744	736
2.										
2. Speed Violations — All Crashes										
A. Urban		5257	5190					5514	5494	5641
B. Rural		10661	11145					12421	12385	12894
3.										
Fatal Crashes										
A. Urban		99	106					102	115	96
B. Rural		348	365					410	374	369
4.										
% of Fatal Accidents Where Pedestrian Violated Law		23	24.2					23.7	24.4	23.2
5.										
6.										

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Debris, Hazard Control and Cleanup	NO. PTS-74-N6-01	DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
HSD	316	1. Manual on Uniform Accident Cleanup Procedures	Review	Review	Review	Review	
HSD	316	2. Training A. Train cleanup personnel on accident cleanup manual (No. trained)	75	75	75	75	300

10. DESCRIPTION Each year there are over 85 crashes involving previous crash debris in Virginia. With the number of car registrations and licensed drivers increasing this figure could also increase.

Virginia's objective in this standard area is to diminish the number of traffic crashes, fatalities, personal injuries and property damage attributed to these types of collisions and conditions hazardous to the driving public by providing for a rapid, orderly and safe removal from the roadway of wreckage, spillage and debris from motor vehicle crashes and acts of God.

In order to achieve these goals, a study has been conducted which reviews Virginia's debris, hazard

11. COST BY TASK ($000)					
1. Manual	3.	3.	3.	3.	12.
2. Training A. Manual	7.5	7.5	7.5	7.5	30.
12. TOTAL COST ($000)	10.5	591.	10.5	10.5	622.5
LOCAL SHARE		545.5			545.5
STATE SHARE FEDERAL SHARE	10.5	45.5	10.5	10.5	77.
TO LOCALITIES	10.5	45.5	10.5	10.5	77.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Debris, Hazard Control and Cleanup	NO. PTS-74-N6-02	DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. Local Political Subdivisions	8. STD. 316	9. TASKS & MILESTONES					
		3. Communications					
		A. Radio base stations ($1,000 each)	Bids	10			10
		B. Radio consoles ($800)	"	10			10
		C. Highway emergency alarms and vehicle status equipment, so that direct communications with other departments and radio frequencies may be had from one console, ($25,000 per unit)	"	10			10
		D. Two-way radios ($400 each)	"	110			110
10. DESCRIPTION control and cleanup program. As a result of the study, a manual will be published and distributed to all political subdivisions explaining proper cleanup techniques. Currently, wrecker services in most cities and counties throughout the state are required to clean up all accident sites they work. The Virginia Department of Highways has special crews for debris cleanup in emergency situations as well as continuous cleanup of dead animals and trash from the highways. Four regional training courses are proposed which would train appropriate local officials in the handling and disposition of hazardous materials as		11. COST BY TASK ($000)					
		3. Communications					
		A. Base stations		10.			10.
		B. Consoles		8.			8.
		C. Alarms		250.			250.
		D. Two-way radios		44.			44.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Debris, Hazard Control and Cleanup	3. NOPTS-74-N6-03	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 1974 1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
Local Political Subdivisions	316	4. Equipment					
		A. Heavy duty trucks $25,000 each	Bids	3			3
		B. Tow trucks $13,500 each	"	5			5
		C. Crash trucks $10,000 each	"	10			10
		D. Electronic detection devices $2000 each	"	10			10
		E. First aid kits $10 each	"	600			600
10. DESCRIPTION well as encouraging a uniform procedure for accident cleanup.		11. COST BY TASK ($000)					
		4. Equipment					
		A. Heavy duty trucks		75.			75.
		B. Tow trucks		67.5			67.5
		C. Crash trucks		100.			100.
		D. Electronic detection devices		20.			20.
		E. First aid kits		6.			6.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Debris, Hazard Control and Cleanup	3. NO. PTS-74-N6-04	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-6, Police Traffic Services					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	12.	12.	12.		12.										
2	30.	30.	30.		30.										
3	312.														
4	268.5	35.	35.		35.										
5															
6															
7															
8															
9															
10															
TOTAL	622.5	77.	77.		77.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. / Debris, Hazard Control and Cleanup PTS-74-N6-05	Date 5-1-73	19 72 FY-2	19 73 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 75 FY+1	19 76 FY+2
6. EFFECTIVENESS										
Crashes involving previous crash debris or blockage		85	90					100	105	110
1.										
2.										
3.										
4.										
5.										
6.										

POLICE TRAFFIC SERVICES

State Police

Police agencies in the state of Virginia are divided into two groupings: local law enforcement agencies of the counties, cities, and towns, and state law enforcement agencies, the largest of which is the State Police Department.

In the field of highway safety, the ultimate goal of the Virginia State Police Department is the reduction of motor vehicle crashes involving deaths, personal injuries and property damage. To accomplish this, many services are performed. These services include, but are not limited to:

Well-rounded Traffic Law Enforcement

Members of the Virginia Department of State Police reported 230,793 arrests which cleared the courts during the 1971 calendar year. Arrests for offenses involving the highway totaled 222,932, or 96.5% of the total reported, and resulted in a conviction rate of 93.03%.

The Department also actively enforces the pedestrian laws. More than 5,881 arrests are made annually for these violations, which include hitchhiking and other related pedestrian offenses.

Investigation of Accidents

Troopers investigate more than 43,500 accidents annually. In addition to interviewing witnesses and gathering factual information at the scene, arrests are made for violations of the law which contribute to accidents.

Patrol of Highways

Troopers operating State Police vehicles travel almost 30 million miles annually. During this patrol more than 2,200 abandoned vehicles are recovered and removed from the highways. The almost 165,000 motorists assisted are those who are experiencing mechanical difficulty, seeking directions, etc. More than 800 stolen vehicles are recovered annually. During this patrol, highways and traffic are scrutinized for adverse conditions.

The police traffic services of the State Police have gradually been expanded, improved, and updated. The Department is constantly re-evaluating and seeking improvements which will make the greatest contribution toward highway safety as demonstrated in the ensuing description of the programs conducted by Virginia's Department of State Police.

Police Training

The Department training greatly exceeds the recommendations of the Highway Safety Program Manual.

The basic recruit training consist of approximately 500 hours of on-the-job training. (During this time the conditional employee performs various duties under the direction of and in the presence of an experienced police officer.) Once this training is completed satisfactorily the trainee must undergo 958 hours of formal instruction.

One hundred and sixty subjects are taught, with emphasis on the highway transportation system, state motor vehicle laws, relationship of violations and accidents, patrol procedures, laws of evidence, traffic direction and control, report writing, accident investigation, police court relations, police driver training, and first aid.

Formal in-service training is conducted in the classroom for 36 hours annually, with supervisors receiving an additional 24 hours. Other special training is conducted as the need arises. The subjects covered include each of those recommended in Volume 15 of the Highway Safety Program Manual. Representatives also periodically attend the Northwestern University Traffic Institute, the F.B.I. National Academy and other schools.

Traffic Law Enforcement

The State Police are assigned to the counties according to the need, based on traffic volume, accidents and miles of highways. Individual assignments and patrol are based on accident frequency, violations, radar surveys, traffic, etc., and studies are conducted to determine if arrests are occurring in the same vicinity as accidents.

Special studies regarding wrong-way driving are often indicative of areas where problems exist. Accident prone locations are given special attention.

Traffic Direction and Control

Troopers are trained to use uniform signals when directing traffic at accident scenes and other congested areas.

Accident Investigation and Reporting

A written policy has been established by the Department regarding the response to accidents and their investigation. The investigations closely parallel the Highway Safety Program Manual.

Hazardous Conditions - Crash Prone Locations

The State Police report hazardous conditions which are observed or come to their attention. These reports cover defective highways, signing, lighting, and incompetent drivers.

In addition to the routine analysis of Virginia's 1971 motor vehicle crash experience to provide meaningful information for enforcement, engineering and educational purposes, the logging operation of the Accident Records Section identified 2,715 crash-prone locations. These locations were brought to the attention of enforcement and engineering personnel for further analysis and corrective action as the existing conditions warranted in furtherance of the cooperative efforts with the Department of Highways to eliminate highway hazards and correct unsafe driver behavior.

Additional Police Traffic Services

The Department cooperates with other agencies and furnishes assistance to police agencies requesting and needing aid. To supplement traditional methods in fulfilling the Department's primary mission of reducing death, injury and property damage on Virginia highways, State Police have recently acquired two helicopters. The helicopters will enable State Police to further reduce reaction time in responding to

accident calls and will also provide a method of response for calls from inaccessible areas. The helicopters will supplement existing methods of monitoring traffic flow and will aid in determining traffic volume. Fixed-wing aircraft are also utilized in performing these functions.

Of immediate concern to the Department is the need for additional manpower, due to an increase in traffic volume, highway mileage and the number of motor vehicle accidents. More troopers are required to enable the State Police to continue to provide traffic services which will result in a reduction of motor vehicle crashes. It was noted in the preceding discussion that according to arrest statistics over 96% of State Police activity is directly related to the highways. An increase in manpower is necessary for State Police to continue its vital function of highway patrol.

It should also be noted that as in all other branches of law enforcement, expenditures of the Department of State Police are increasing due to the increased number of rural highways, increased motor vehicle registrations, increased number of motor vehicle crashes, extension of mileage of interstate highway systems, and increased crime both statewide and in rural Virginia. According to projections of this Department, the Department of Highways, and the Division of Motor Vehicles, rural miles travelled, motor vehicle registrations, and motor vehicle crashes will increase 5% annually. These increases will demand more and more efficient services from this Department. Such services, of course, will demand a greater expenditure of funds.

Police Traffic Services — Cities and Counties

The goal of the police traffic services programs in Virginia is to reduce traffic crashes, deaths, injuries and property damage caused by those individuals

violating the traffic laws. Particular attention is given to the repeat violator. Additional problems faced by Virginia cities and towns are the lack of sufficient enforcement at high accident locations and the lack of training in handling all aspects of enforcement.

In attempting to accomplish the aforementioned objective, the cities and towns throughout Virginia plan to develop and implement the following programs: (1) The establishment of a minimum of at least 200 hours of training for all new recruits; (2) refresher traffic training and in-service training courses will be made available to officers performing traffic duties; (3) additional training for supervisory personnel in the fundamentals of organization, administration and in the use of records; (4) the development of traffic sections within the police departments; (5) traffic records systems; and (6) additional training in all phases of traffic investigation.

To further accomplish this goal, many of the law enforcement agencies in Virginia are in the process of developing a selective traffic enforcement program which provides for the assignment of law enforcement officers to traffic functions by time and location on the basis of demonstrated need, determined by the application of the following factors: (1) traffic volume; (2) crash experience; (3) traffic violations; (4) alcohol and other drug usage in specific geographic areas. This selective utilization of manpower is one of the best usages of police resources and should have a substantial impact on traffic crash reduction. Virginia will spend federal funds totaling $210,000 during FY 1973 on the various aspects of a selective traffic enforcement program. As of this writing, the Highway Safety Division is soliciting proposals from local governments for the initiation of the selective enforcement program.

The police departments also plan to hire additional personnel, purchase new equipment and establish better communications systems. The Highway Safety Division will provide funding for additional police equipment, communications and training.

The law enforcement officer's training standards commission is presently developing a visual file that will contain information pertaining to the training of all police officers in the state and the amount and type of training they have had. This system will be available for use in the evaluation of the police traffic services program. A data system is also being developed by the Traffic Records Committee that will enable the Highway Safety Division to evaluate the police traffic services more effectively.

Debris, Hazard Control and Cleanup

Local political subdivisions, in cooperation with the Commonwealth, are developing programs which provide for the rapid, orderly, and safe removal from the roadway of wreckage, spillage and debris resulting from motor vehicle crashes. Rapid cleanup should reduce the likelihood of secondary and chain-reaction collisions and conditions which are hazardous to the public health and safety. A study has been conducted by Wilbur Smith and Associates which deals with Virginia's debris, hazard control and cleanup program. The study resulted in the creation of a manual which recommends procedures and guidelines for restoring an accident scene to its original condition. It also identifies the important state government resources and contacts which may be used for assisting in site restoring activities.

This procedure manual is indexed, categorized, and designed for use by local and state officials. All known resources and capabilities for restoring the accident

sites to safe conditions are listed with administrative officials who need to be notified for site restoration.

An important result of the study is the familiarization of each governmental agency and contributory group with its responsibility in the area of debris, hazard control and cleanup. Hopefully, this manual and follow-up meetings between state agencies will assure a more thorough understanding by public officials of the importance of debris control and cleanup and will ensure a uniform and effective statewide program in this standard area. This operational procedural manual provides for: (a) Enabling rescue and salvage equipment personnel to get to the scene of accidents rapidly and to operate effectively upon arrival; (b) extricating trapped persons from wreckage with reasonable care; (c) warning approaching drivers and detouring them with reasonable care past hazardous wreckage or spillage; (d) safe handling of spillage or potential spillage; (e) removing wreckage or spillage from roadways so as to facilitate the resumption of safe, orderly traffic flow.

In short, efforts have been made to ensure a uniform and effective statewide program of debris hazard control and cleanup.

At present, wrecker services in most cities and counties throughout the state are required to clean up all accident sites. The Virginia Department of Highways also has available special crews for debris cleanup in emergency situations as well as continuous cleanup of dead animals and trash from the highways. In addition, four regional training courses are proposed which would train appropriate local officials in the handling and disposition of hazardous materials as well as encouraging a uniform procedure for accident cleanup.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Courts	3. NO. TCA-74-N7-01	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74			

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
HSD	307	1. Contract for a study to analyze the Virginia traffic court system in terms of its impact on highway safety and to determine the degree of compliance with the NHTSA standards dealing with traffic courts	Review Complete	Review Complete	Review Distribute	Review Distribute	
HSD	307	2. Court Procedural Manual					
Local Political Sub-divisions	307	3. Court Personnel					
"	307	4. Renovation of Courtrooms	1	1	2	2	6

10. **DESCRIPTION** Perhaps one of the most beneficial programs in reducing the number of traffic crashes, fatalities, personal injuries and property damage is that of a viable traffic courts and adjudication system. In recognition of the importance of such a program, the Highway Safety Division of Virginia engaged Peat, Norwick, Mitchell, and Co. (Consultants) to study the Virginia traffic court system in terms of its impact on highway safety and to determine the degree of compliance with the NHTSA standards dealing with traffic courts. Recommendations of this study which have been acted upon are: (1) A standardized administrative procedures manual is being

11. COST BY TASK ($000)					
1. Study of Traffic Courts in Virginia	4.	4.	4.	4.	16.
2. Court Procedural Manual	3.5	3.5	2.75	2.75	12.5
3. Personnel	322.	322.	322.	322.	1288.
4. Renovation of Courtrooms	3.	3.	6.	6.	18.
12. TOTAL COST ($000)	364.5	342.5	347.75	352.75	1407.5
LOCAL SHARE	327.	327.	328.5	331.	1313.5
STATE SHARE					
FEDERAL SHARE	37.5	15.5	19.25	21.75	94.
TO LOCALITIES	37.5	15.5	19.25	21.75	94.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Courts	3. NO. TCA-74-N7-02	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74		

7. RESP.	8. STD.	9. TASKS & MILESTONES	1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
Traffic Records Committee	310	5. Data System	Design	Design	Implement	Implement	
	307	6. Seminar for traffic court judges - number attending- one session	145				145

10. DESCRIPTION	11. COST BY TASK ($000)					
developed for use by the lower courts. (2) A number of courts visited during the course of study were found to be operating under deplorable conditions. Consequently, the HSD is working with localities in the renovation of court-rooms to enable the courts to meet minimum standards deemed necessary for the proficient administration of justice. (3) In attempting to eliminate the current traffic records system's inability to provide quick and efficient access to driver record information, a traffic records committee was formed. A subcommittee thereof studied and identified statewide needs for data output and upon completion of this group's report,	5. Data System	7.	7.	10.	10.	34.
	6. Seminar	22.				22.
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Courts	3. NO. TCA-74-N7-03	DATE 5-1-73				
		5. DRAFTED BY C. H. Simpson, Jr. Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)		FISCAL YEAR 1974					
				1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
				July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES							
Local Political Subdivisions	307	7. Greater involvement of judicial system in rehabilitating problem drivers by processing offenders through violator schools		Develop	Develop	Develop	Implement		
10. DESCRIPTION recommended that a central authority be established with overall supervisory responsibility for record keeping. Furthermore, an annual seminar for judicial personnel is being planned in order to provide additional training for judges as well as to encourage an interchange of ideas relating to the proper administration of justice and interpretation of existing and new legislation. Traffic court judges are beginning to work with local school personnel in the development of violator schools for traffic law offenders. These classes are conducted at local high schools and are mandatory for all traffic violators.		11. COST BY TASK ($000) 7. Violator Schools		3.	3.	3.	8.	17.	
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE							

U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
FEDERAL HIGHWAY ADMINISTRATION
HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT

1. STATE	2. TITLE	3. NO.	Form Approved OMB No. 04-R5610
Virginia	Traffic Courts	TCA-74-N7-04	4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD: N-7, Traffic Courts and Adjudication					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	16.	16.	16.		16.										
2	12.5	12.5	12.5		12.5										
3	1288.														
4	18.	18.	18.		18.										
5	34.	17.	17.		17.										
6	22.	22.	22.		22.										
7	17.	8.5	8.5		8.5										
8															
9															
10															
TOTAL	1407.5	94.	94.		94.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Traffic Courts TCA-74-N7-05	Date 5-1-73	19 72 FY-2	19 73 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 75 FY+1	19 76 FY+2
6. EFFECTIVENESS										
* Number of accidents among those drivers who have had a previous traffic law violation. 1.										
* Number of fatalities among those drivers who have had a previous traffic law violation. 2.										
* Economic loss among those drivers involved in an accident who have had a previous traffic law violation. 3.										
* Number of repeat traffic law violators. 4.										
5.										
* Data will be available upon implementation of the new traffic records system. 6										

TRAFFIC COURTS AND ADJUDICATION

Traffic Courts

Basic to any discussion of the Virginia traffic court system is a general understanding of its structure. The majority of traffic offenders enter the traffic court system in a "court not of record," which is a court having jurisdiction limited to claims of $3,000 or less and to trials of misdemeanors (most traffic offenses are misdemeanors). Appeals may then proceed to the circuit court level, and, in a few instances, to the Virginia Supreme Court of Appeals. While this analysis is a bit oversimplified, it suffices for purposes of discussion due to the fact that most of the offenses are disposed of at the lowest level (the court not of record). Consequently, it is this court that potentially has the greatest impact on the bulk of traffic offenders.

In recognition of the importance of a viable traffic law system in achieving the deterrence of behavior involving danger to the motoring public, a good deal of critical analysis is being directed toward the Virginia traffic court system. The first phase of the analysis consisted of a contract between the Highway Safety Division and Peat, Marwick, Mitchell, and Co. (consultants) to study the Virginia traffic court system in terms of its impact on highway safety and to determine the degree of compliance with the NHTSA standards dealing with traffic courts. A number of the study's recommendations have been acted upon: (1) Perhaps the major recommendation of the study was the suggestion that a standardized administrative procedures manual be developed for the use of the lower courts. While the Supreme Court has promulgated rules of procedure for other courts, as yet it has not promulgated rules for the courts not of record. There is, however, a degree of uniformity among local courts; a committee of

judges proposed rules some years ago, and many were adopted by the courts. Nevertheless, the study noted that there was little standardization of approach among the courts.

To rectify the situation, a committee was appointed by Chief Justice Snead of the Virginia Supreme Court to develop such a manual. The committee is composed of members of the Attorney General's staff, judges, and a professional staff of consultants consisting of practicing attorneys, law professors, etc. The manual is expected to entail procedures for criminal courts and juvenile and domestic relations courts as well as traffic courts. Its funding will be provided from both highway safety funds and a LEAA grant. Completion of the manual is expected during the next year. It is expected that the availability of this manual will be of substantial benefit to traffic court judges in the operation of their courts, particularly to the newer judges, as well as contributing to the overall image of the system in the eyes of the public by promoting uniform treatment within the state regardless of the locality wherein the offense occurs. (2) Related to the goal of improving the image of the court is the question of the adequacy of court facilities. The study discovered that a number of the courts visited were operating under near deplorable conditions. Given the importance of having the proper indicia of authority to administration of justice, the Highway Safety Division has initiated a court restoration project to enable the courts to meet certain minimum standards deemed necessary in a court of law for the efficient administration of justice. Courts where restoration has been completed include those of Patrick County and the city of Galax. The court serving the city of Norton is undergoing construction at this time. (3) Two of the study's recommendations related to the present

traffic records system in terms of its inability to provide quick and efficient access to driver record information and the inadequacy of current statistical data. The problems with the present traffic records system stem partly from the fact that the conversion from manual to automated record keeping has largely proceeded on a one-to-one basis, resulting in underutilization of existing equipment, inadequate interfacing between competing data systems, duplicative efforts, and slow, costly data retrieval. In an effort to reach a solution, a traffic records committee was formed, consisting of representatives from the Highway Safety Division, the Division of Motor Vehicles, the Department of Highways, the State Police, the Division of Automated Data Processing, the Driver Education Service, the Department of Health, and personnel from various local police departments. A subcommittee thereof was engaged in a feasibility study to identify statewide needs for data output, and the report of this subcommittee has been completed.

If the recommendations of this group are adopted, a central authority would be established with overall supervisory responsibility for record keeping. Data users could then address inquiries, complaints, etc., to one office instead of encountering the diffuse authority which presently exists. A new data item which the new traffic records system will produce is the convictions/summons rate. This will enable researchers to assess the relative leniency of different jurisdictions in enforcing traffic laws.

There always exists the need for increased opportunities for exchanges between judicial personnel. Consequently, an annual seminar is being planned in order to provide additional training for judges, as well as to promote an

interchange of ideas as to the proper administration of justice and interpretation of existing and new legislation.

Finally, greater involvement of the judicial system in the rehabilitation of problem drivers is contemplated. Through the cooperation of local courts, traffic offenders are being processed through violator schools held in local educational facilities, with an eye to reeducating the driver rather than punishing him. Examples of this approach already exist in the Falls Church and Fairfax County areas.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EMS-74-N8-01	4 DATE 5-1-73		
		5. DRAFTED BY S. S. Hellman, Supervisor, EMS (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
Local Highway Safety Commissions Office of EMS State Health Dept. Appointed by Governor	311	1. EMS Advisory Councils	135.	135	135.	135.	135.
		2. EMS Facilities	410.	412.	420.	426.	426.
		3. Emergency Medical Services, Office Structure					
		A. Director	1.	1.	1.	1.	1.
		B. Supervisor	1.	1.	1.	1.	1.
		C. Field Representatives	4.	4.	4.	4.	4.
		D. Clerical Staff	2.	2.	2.	2.	2.
		E. State Advisory Committee on EMS	1.	1.	1.	1.	1.
10. DESCRIPTION With the continued growth of highway miles and number of licensed operators in Virginia, the number of motor vehicle accidents will continue to mount. In Virginia, the goal of EMS is to reduce among the reported injured (a) the severity of injuries, (b) the complications from mishandling, (c) the number of days out at work, school and/or society, (d) length ofhospital stay, (e) economic loss, (f) and if possible death itself and permanent disabling injuries, all due to: (1) the need of additional EMS agencies and medical facilities, (2) lack of upgraded training programs, (3) the dire need of a total communications system for all ambulances and hospitals, (4) the lack of		11. COST BY TASK ($000) 3. EMS Office Structure	23.75	23.75	23.75	23.75	95.
		12. TOTAL COST ($000)	1361.85	857.17	267.8	240.53	2727.35
		LOCAL SHARE	955.25	541.55	167.55	140.25	1804.6
		STATE SHARE	20.	20.	20.	20.	80.
		FEDERAL SHARE	386.6	295.62	80.25	80.28	842.75
		TO LOCALITIES	370.	280.	72.75	72.5	795.25

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Emergency Medical Services	NO. EMS-74-N8-02	DATE 5-1-73
	5. DRAFTED BY S. S. Hellman, Supervisor, EMS (Title and Agency)	FISCAL YEAR 1974		
	APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
		July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	

7. RESP.	8. STD.	9. TASKS & MILESTONES						
State EMS Local Political Sub-divisions	311	4. Procurement of Equipment						
		A. Ambulances	($15,000.00)	50	40	10	10	110
		B. Crash/Rescue Trucks	($18,000.00)	5	5	0	0	10
		C. Vital Signs Equipment	($ 1,500.00)	3	1	1	0	5
		D. Projectors/Screens	($ 400.00)	1	1	1	1	4
		E. Medical Equipment	($ 400.00)	50	10	10	10	80
		F. First Aid Supplies	($ 350.00)	25	20	10	5	60
		G. Oxygen	($ 500.00)	410	2	8	6	426
		H. Back Boards, Full	($ 50.00)	50	40	10	10	110
		I. Back Boards, Half	($ 50.00)	50	40	10	10	110

10. DESCRIPTION	11. COST BY TASK ($000)					
proven and necessary equipment needed for normal operations, extrication, obtaining vital signs and communications to and with the professional in the emergency care field at a medical facility. It is the EMS continued objective to correct these identified problems. The methods will include but not be limited to the following: (1) request better training programs, (2) enhance the total program that involves attitude, (3) create the desire to obtain emergency medical technician-ambulance category of training, (4) expand the EMT course to all community colleges, (5) exert all possible efforts in the statewide emergency medical services communications system that will also be	4. Procure Equipment	1140.1	722.55	177.30	167.90	2207.85
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Emergency Medical Services	NO EMS-74-N8-03	DATE 5-1-73			
		5. DRAFTED BY S. S. Hellman, Supervisor, EMS (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974					
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Local Political Subdivisions	311	4. Equipment (Continued)					
		J. Porta Power Hydraulic Jacks 4 Ton ($175.00)	2	2	2	0	6
		K. Porta Power Hydraulic Jacks, 10 Ton ($275.00)	2	0	2	0	4
		L. Extrication Equipment ($850.00)	10	5	10	5	30
		M. Aspirators, Mobile, Fixed ($110.00)	5	5	0	0	10
		N. Sirens/PA Systems ($350.00)	30	30	10	10	80
10. DESCRIPTION a part of the total emergency health care system, (6) develop and make available the uniform reporting form for all EMS agencies, (7) amend existing laws, rules and regulations, if needed, whereby the overall state program will benefit, (8) extend full cooperation of the MAST program, Comprehensive Health Planning and other related programs, (9) initiate a state lay instructor program to expedite EMS training statewide, (10) assist and encourage basic emergency care training for the general public, (11) encourage all public safety individuals to obtain the minimum of advanced class first-aid, (12) continue the		11. COST BY TASK ($000)						
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Emergency Medical Services	3. NO. EMS-74-N8-04	4. DATE 5-1-73			
		5. DRAFTED BY S. S. Hellman, Supervisor, EMS (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974					
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Local Political Subdivisions	311	5. Communications					
		A. Base Two-Way Installation ($4,250.00)	10	3	3	0	16
		B. Mobile Two-Way Installation ($1,500.00)	50	30	10	10	100
		C. Hospital Two-Way Installation* *($4,250.00)					
		D. Remote Installations ($ 300.00)	5	5	5	5	20
		E. Alert Monitor/Personnel Units ($ 125.00)	100	25	50	25	200
		F. Portable Units ($ 800.00)	25	5	10	10	50
		G. Encoder /Decoder Installation ($ 400.00)	10	5	5	0	20
		H. Statewide Communications, EMS* ($4,250.00)	10	10	5	5	30
		* Same Category					
10. DESCRIPTION hospital service sign program, and (13) develop the data system concept. The programs and plans previously described will be implemented. Responsibility for this implementation rests with the emergency medical services staff within the Department of Health. A revision of the Comprehensive Plan will be made. Knowing the entire system, the staff is cognizant of the deficiencies; corrective measures will be carried out.		11. COST BY TASK ($000) *5. Communications	198.00	110.87	66.75	48.88	424.50
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

*The newly proposed EMS communications system will not be implemented in Virginia during the upcoming fiscal year. Consequently, FY74 expenditure for EMS communications is substantially lower than the projected cost in the State Comprehensive Plan.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Emergency Medical Services		3. NO. EMS-74-N8-05	4. DATE 5-1-73	
		5. DRAFTED BY S. S. Hellman, Supervisor, EMS (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept	Oct, Nov, Dec	Jan, Feb, Mar	Apr, May, June	
7. RESP. Office of EMS	8. STD. 311	9. TASKS & MILESTONES					
		6. Training					
		A. First Aid, Standard (Number Certified)					
		1. EMS Personnel	500	1,000	1,000	500	3,000
		2. Police	500	1,000	1,000	500	3,000
		3. Fire	500	2,000	2,000	500	5,000
		4. Other	10,000	10,000	15,000	10,500	45,000
		B. First Aid, Advanced (Number Certified)					
		1. EMS Personnel	250	250	250	250	1,000
		2. Police	150	100	100	150	500
		3. Fire	100	500	200	200	1,000
		4. Other	2,500	2,500	5,000	5,000	15,000
		C. Emergency Medical Technician-Ambulance					
		1. EMS Personnel	250	1,000	500	250	2,000
		2. Police	25	25	25	25	100
10. DESCRIPTION		11. COST BY TASK ($000) Training - No charges for Training Programs.					
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Emergency Medical Services	3. NO EMS-74-N8-06	4. DATE 5-1-73				
		5. DRAFTED BY S. S. Hellman, Supervisor, EMS (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)		FISCAL YEAR 1974					
				1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
				July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES							
Office of EMS	311	6. Training (Continued)							
		3. Fire		25	25	25	25	25	
		4. Other		10	10	15	15	50	
		D. Retraining							
		1. First Aid		250	500	500	250	2,000	
		2. EMT		N/A	N/A	N/A	N/A	N/A	
		E. Lay Instructor Program							
		EMS Personnel - Number Instructed		20	0	20	0	40	
HSD	310	7. Other							
	311	1. Data Reporting System		Study	Study	Study	Study	Study	
		2. Evaluation - EMS - Virginia		Study	Implemented	Report	-	-	
		3. Comprehensive EMS Plan (Revised Plan)		Implemented	-	-	-	Implemented	
10. DESCRIPTION		11. COST BY TASK ($000)							
		6. Continued - No Cost For Training							
		12. TOTAL COST ($000)							
		LOCAL SHARE							
		FEDERAL SHARE							

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Emergency Medical Services	3. NO. EMS-74-N8-07	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD N-8 Emergency Medical Services					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1															
2															
3	95.	47.5			47.5										
4	2207.85	583.	583.		583.										
5	424.5	212.25	212.25		212.25										
6															
7															
8															
9															
10															
TOTAL	2727.35	842.75	795.25		842.75										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Emergency Medical Services EMS-74-N8-08	Date 5-1-73	19 72 FY-2	19 73 FY-1	Fiscal Year 1974 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 75 FY+1	19 76 FY+2
6 EFFECTIVENESS										
1. *Average response time from unit dispatched to the actual arrival.		20 Min.	18 Min.					15 Min.	12 Min.	10 Min.
2. *Number of people within 20 minutes response time of an EMS facility.										
3. *Number of road miles within 20 minutes response time										
4.										
5.										
6. *Additional effectiveness measures will be available upon implementation of the new traffic records system.										

EMERGENCY MEDICAL SERVICES

Prior to the action of the 1968 General Assembly, the Commonwealth of Virginia did not have laws governing the operation of emergency medical service vehicles (ambulance services) nor were there any requisites for medical supplies or equipment. Ambulance attendants involved in handling victims of motor vehicle accidents or sudden illness were not required to have specialized training. The possession of a valid American Red Cross advanced first-aid card or a United Bureau of Mines card was sufficient.

The ambulance situation prior to 1968 was of little concern to most local political subdivisions. If an ambulance was needed, contact was made with a funeral home, fire company, private establishment, or the rescue squad. These services were generally used only as a means of transportation for the sick, injured, helpless or incapacitated. Emergency care at the scene or enroute to a medical facility was almost nonexistent. The services rendered were inadequate and the existing special emergency care equipment aboard the ambulance could not be used by the attendants with confidence.

The General Assembly of 1968 enacted under Title 32 a new chapter 16.1 governing ambulance operations. The law included the creation of an Advisory Committee on Emergency Medical Services to establish standards, rules, and regulations governing emergency services. The Governor created by executive order the Office of Emergency Medical Services within the

the Department of Health. A study was made of emergency medical services in Virginia in 1968. This study revealed that only 82 percent of the ambulance attendants held a valid advanced class first-aid training card and only 65 percent of the 814 ambulances had two-way radios; seven of the 96 Virginia counties were without emergency medical service based within their boundaries; 27 counties had inadequate ambulance coverage; and 10 counties were in the process of establishing 13 emergency medical agencies. Local agencies and civic clubs were approached with a suggested plan to organize an operational local emergency medical service agency. Progress has been made since 1968 in overcoming the deficiencies mentioned above. In Virginia today, there are 208 volunteer rescue or life saving squads and another 90 fire companies maintaining ambulance services. Additionally, there are 82 funeral homes offering ambulance transportation. The total number of emergency medical service agencies is 411, but there continues to be a lack of an emergency medical service agency within the confines of several political subdivisions. Three counties lack emergency medical service, and the citizens depend on neighboring jurisdictions for emergency service assistance. In one instance, bordering cities lack an emergency medical service base of operation. The maximum response time should be 20 minutes, and most of the localities can meet this response time.

A recent study of subsistent emergency medical service two-way radio communications installations showed that 85 percent of the agencies

had voice contact with their base of operations. Only 10 percent of the current 411 individual base agencies have voice contact with medical facilities.

The emergency medical services now has a priority program to expand communications in ambulances and health care facilities. Funds have been requested for fiscal years 1973-75 to initiate a statewide emergency health-medical service communications system. The statewide system will require cooperative work and support from other state agencies — The Regional Medical Program, Virginia Hospital Association, and Comprehensive Health Planning. Local participation will also be expected.

Communications facilities are essential for the mobilization of rescue squads and equipment is needed for the establishment of an "on-site" center whereby law enforcement personnel, emergency ambulance crews, and highway and utility authorities are immediately advised of existing circumstances and anticipated future action. This will enable all personnel involved to: (1) prevent any additional mishaps at the scene; (2) restore movement of traffic and repair utilities as soon as possible; and (3) provide emergency care and transportation for all injured.

The communications control center can advise medical facilities of the number and types of injuries while ambulances are enroute and can reroute ambulances to another medical facility when the assigned facility is overcrowded. Improved communications can provide for adequate

physician and nursing teams in the emergency room to receive the injured and thereby reduce waiting time. Communications control can also locate life-saving medical supplies and drugs at facilities within the state or in neighboring states.

Immediate voice radio communications between the ambulance, the emergency room and other medical centers will be instrumental in saving lives, particularly in times of disaster.

The Commonwealth of Virginia has developed a master Comprehensive Health Planning Program. Twenty-two regional Comprehsnvie Health Planning Districts will make in-depth studies of the needs of their respective cities and counties. Current and projected needs of emergency medical and emergency health services will be categorized. Assistance to local Emergency Medical Services Advisory Committees in seeking federal funds will be provided.

The Virginia Regional Medical Program has met several times this year and is favorably inclined toward development of a statewide Emergency Health and Service communications project. Representatives of Emergency Health and Emergency Medical personnel of the State Department of Health have been selected by the Commissioner of Health to meet with the Director and several key staff members of the Virginia Regional Medical Programs Office. A project has been submitted to launch this program. Depending upon the acceptance and implementation of this statewide Emergency Medical Service Communications project, the necessary funding for this endeavor

will probably require the heaviest expenditures during the 1974-76 fiscal year period.

Training has been classified as a priority item along with improved communications. In 1968, 82 percent of the ambulance attendants were trained in advanced first-aid. In 1970, this percentage climbed to 90 percent, and as of October 1971, 98 percent of the attendants had advanced first-aid training. In 1972, the percentage reached 98.6 percent.

The Emergency Medical Technician Training Program began in 1971. A 71-hour paramedic training program has been adopted as the course of instruction for all potential emergency medical technicians. The training program was endorsed by the Medical Society of Virginia and the Virginia Association of Volunteer Rescue Squads. During the current fiscal year, over 1,500 will satisfactorily complete this course. Each subsequent year, the Office of Emergency Medical Services will graduate a mininum of 1,000 emergency medical technicians. There will be a 20-hour refresher course during 1973 and each year thereafter. The refresher course will be required every three years.

The Emergency Medical Services has made significant gains since the enactment of the 1968 Chapter 16.1 of the Virginia Code concerning ambulances. New regulations and rules have been established concerning emergency medical care. Advanced first-aid training under the Emergency Medical Technician Program has been implemented as a standard for all

attendants. Funds have been requested for initiation of a statewide emergency health/medical services communications system. Advancement in these areas should enable the Emergency Medical Services to continue with an effective program. Efforts during the previous year, as indicated by field staff, show continued progress twoard meeting state goals. New agencies automatically replaced the few that ceased operations. Training and communications have been categorized as "top priority" for our operation during the remainder of this year and in the following fiscal year. The recognition by the Department of Transportation, Emergency Medical Service Program Division, of Virginia as a model state in the implementation of standard 311 is gratifying; yet, much of this credit must be given to the individuals and Emergency Medical Service organizations throughout the Commonwealth that continue to serve those who are sick, injured, wounded or helpless.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations	NO ISAL-74-3+-01	DATE 5-1-73			
		5. DRAFTED BY Fred F. Small, Hwy. Traffic Engr., VDH (Title and Agency)	FISCAL YEAR 19 74					
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
		6. See Effectiveness Supplement	July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
VDH	309	1. Continue the automatic data processing identification system with revisions		Continue	Program			
		2. A continuous data base for the above		Continue	Program			
		3. A continuous analysis system with necessary revisions		Continue	Program			
		4. A continual mile posting system						
		(a) Field Reference System		Continue	Program			
		(b) Completion of Secondary System						
		5. Traffic conflict studies will be further integrated into the program to determine improvement needs at identified locations	Integrate	Integrate	Integrate	Integrate		
		6. Increased utilization of the findings of Virginia's Crash Investigation Team	Utilize	Utilize	Utiiize	Utilize		

10. DESCRIPTION The long-term goal of the Highway Department in this standard is to reduce the number of traffic crashes including severe injuries and property damage by identification and surveillance of accident locations, location correction and follow-up evaluations and analyses.

The immediate objective of this program is to establish an accident identification and surveillance system consistent with rising volumes in traffic and accident demands utilizing a continuous automatic data processing identification system to provide maximum coverage. The initial stage of this system comprises programs which correlate accidents, traffic and geometrics. This, in turn,

11. COST BY TASK ($000)					
*7. Personnel					
A-1 State Traffic & Safety Engineer	0.9	0.9	0.9	0.9	3.6
A-2 Asst. State Traffic & Safety Engineer	2.325	2.325	2.325	2.325	9.3
A-3 Highway Traffic Engineer B	8.45	8.45	8.45	8.45	33.8
A-4 Highway Traffic Engineer A	10.75	10.75	10.75	10.75	43.0
A-5 Highway Traffic Technician Supv.	19.2	19.2	19.2	19.2	76.8
12. TOTAL COST ($000)	98.975	98.975	98.975	98.975	395.9
LOCAL SHARE					
STATE SHARE	98.975	98.975	98.975	98.975	395.9
FEDERAL SHARE					
TO LOCALITIES					

*In keeping with certain conditions placed on the Commonwealth's Second Annual Work Program, this money is not included in the grand total of H.S.D. funds for FY74.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations	NO. ISAL-74-3+-02	DATE 5-1-73
	5. DRAFTED BY Fred F. Small, Hwy. Traffic Engr., VDH (Title and Agency)	FISCAL YEAR 1974		
	APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES					
VDH	309	7. Operations					
		A. Personnel					
		(1) State Traffic & Safety Engineer	1	1	1	1	1
		(2) Asst. State Traffic & Safety Engineer	2	2	2	2	2
		(3) Highway Traffic Engineer B	2	2	2	2	2
		(4) Highway Traffic Engineer A	3	3	3	3	3
		(5) Highway Traffic Technician Supervisor	7	7	7	7	7
		(6) Highway Traffic Technician C	10	10	10	10	10
		(7) Highway Traffic Technician B	10	10	10	10	10
		(8) Highway Traffic Technician A	1	1	1	1	1
		(9) Clerk Stenographer C	2	2	2	2	2
		(10) Clerk Stenographer B	2	2	2	2	2

10. DESCRIPTION permits identification and evaluation of locations based on geological differentials and enables the establishment of critical rates for each type of facility. The second stage of the system demands a continuous data base for determining the degree of effectiveness for each type of improvement in relation to adjacent geometrics, traffic volumes and community characteristics. The last stage requires a continuous analysis system for program data and findings. This includes location selection, improvement requirements, benefit/cost analysis, construction implementation and after studies with findings relayed back into the data base. The Highway Safety Division, Highway

11. COST BY TASK ($000)					
7. Personnel (Con't.)					
A-6 Highway Traffic Technician C	23.3	23.3	23.3	23.3	93.2
A-7 Highway Traffic Technician B	15.7	15.7	15.7	15.7	62.8
A-8 Highway Traffic Technician A	1.375	1.375	1.375	1.375	5.5
A-9 Clerk-Stenographer C	3.15	3.15	3.15	3.15	12.6
A-10 Clerk-Stenographer B	2.725	2.725	2.725	2.725	10.9
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations	3. NO. ISAL-74-3+-03	DATE 5-1-73		
		5. DRAFTED BY Fred F. Small, Hwy. Traffic Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
VDH	309	7. Operations (Cont.)					
		B. Supplies					
		C. Rent (Offices)	3	3	3	3	3
		D. Computer Time					
		E. Travel					
		F. Training (OJT and Northwestern)	12	12	12	12	48
10. DESCRIPTION Department and personnel representing cities not under the jurisdiction of the VDH will jointly implement: (1) A statewide locator system that will provide the means for accurate and uniform recording of accident locations continuously on all interstate, primary, and secondary roads, as well as satisfy the internal needs for recording highway locations at the Department of Highways. (2) Traffic conflict studies will be further integrated into the program to determine improvement needs at identified locations. (3) A photograph logging system will be purchased for identification of accident locations; (4) Increased utilization of the findings of the crash investigation team.		11. COST BY TASK ($000)					
		7-B Supplies	1.325	1.325	1.325	1.325	5.3
		7-C Rent	1.5	1.5	1.5	1.5	6.0
		7-D Computer Time	4.3	4.3	4.3	4.3	17.2
		7-E Travel	3.475	3.475	3.475	3.475	13.9
		7-F Training	0.50	0.50	0.50	0.50	2.0
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Identification and Surveillance Accident Locations (Cities)	3. NO. ISAL-74-3+-01	DATE 5-1-73
	5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency)			
	APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			
	6. See Effectiveness Supplement			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 1974 1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
HSD	309	1. A statewide Crash Investigation Team (No. of teams)	1	1	1	1	1
		2. Local Crash Investigation Teams (No. of Teams)	10	10	10	10	10
HSD	309	3. Crash facts (reproduced from State Police Publication)	Distribute	Distribute	Distribute	Distribute	
Cities & HSD	309	4. Field reference system (in conjunction with VDH)	Install	Install	Install	Install	
HSD & Localities	309	5. Local identification and surveillance programs already under way	Imple.	Imple.	Imple.	Imple.	

10. DESCRIPTION Before the number of traffic crashes, deaths, injuries and property damage can be reduced on the state's highway systems, hazardous accident locations must be identified and corrected. Virginia's administrative organization lends itself to a two part division of authority, one program operating within the Department of Highways and the other program operating under the direction of the cities. The biggest problem with the program of accident location identification seems to be within cities, which reported in 1971 as having 53% of all accidents on only 8% of Virginia's total highways, streets, and roads. In 1972, the Highway

11. COST BY TASK ($000)					
1. Statewide CIT	9.	9.	9.	9.	36.
2. Local CIT	62.5	62.5	62.5	62.5	250.
3. Crash facts	2.5	2.5	2.5	2.5	10.
*4. Field reference system	80.	80.	80.	80.	320.
5. Local programs (estimated costs)	40.	40.	40.	40.	160.
12. TOTAL COST ($000)	197.	246.9	197.	197.	837.9
STATE SHARE					
LOCAL SHARE	84.	133.9	84.	84.	385.9
STATE SHARE					
FEDERAL SHARE TO LOCALITIES	113. 81.	113. 81.	113. 81.	113. 81.	452. 324.

*In keeping with certain restrictions placed on the Commonwealth's Second Annual Work Program, this money is not included in the grand total of H.S.D. funds for FY 74.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations (Cities)	NO ISAL-74-3+-02	4. DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
HSD & Localities	309	6. Consultants for identification of hazardous locations in the cities.	Consult	Consult	Consult	Consult		
HSD	309	7. Program to identify and inventory high accident locations (for cities not under the jurisdiction of the Virginia Department of Highways).	Imple.	Imple.	Imple.	Imple.		
		A. Hire consultant for the development of the program, establish countermeasures, and provide guidance for before and after studies. (This study is being conducted and funded under SEP 312.)						
10. DESCRIPTION Safety Division, in attempting to alleviate this problem, contracted with an engineering firm for the purpose of surveying and identifying hazards at 130 locations in the cities. The studies have been completed and the recommendations are currently being implemented as funds permit. Many of the report's findings will again be utilized as proposals for federal funds in FY 74 and include the following: (1) The Highway Safety Division of Virginia has founded a crash investigation team. The team conducts indepth investigations of accidents in attempting to uncover contributory factors to accident causation.		11. COST BY TASK ($000)						
		6. Consultants	3.	3.	3.	3.	12.	
		7. Develop identification and surveillance of accident locations program for cities not under jurisdiction of VDH	(Cost shown in Highway Design, Construction, and Maintenance SEP)					
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Identification and Surveillance of Accident Locations (Cities)	NO. ISAL-74-3+-03	DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr. Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 19 74		
		APPROVED BY J. T. Hanna, Director HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Local Political Subdivisions	309	8. Equipment					
		A. Computer time and supplies	Bids				
		B. Drawing tables, $90 each	"	10			10
		C. Accident template, $15 each	"	20			20
		D. Traffic boards, $60 each	"	20			20
		E. Drawing supplies					
		F. Measuring wheel, $50 each	"	10			10
		G. Accident location maps, $30 each	"	50			50
		H. 18" traffic safety cones, $4 each	"	1000			1000
10. DESCRIPTION By pinpointing and rectifying those factors which may lead to motor vehicle crashes, a reduction in the number of crashes, including fatalities, injuries, and property damage should result. Plans are being formulated to establish additional crash investigation teams to serve in various localities throughout the state. (2) The HSD plans to reproduce the State Police Crash Facts for all localities so they will be able to evaluate their safety programs more effectively. (3) A field reference system for the identification of accident locations will be developed for use by the cities and the VDH. The hiring of a consulting firm is		11. COST BY TASK ($000)					
		8. Equipment A-H		49.9			49.9
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

being considered for this endeavor. (4) Many of the larger cities have already established programs in this field. The HSD will assist these local programs if funding is available. (5) The hiring of an engineering consulting firm for the development of an identification and surveillance program to be used by the cities for identification of their hazardous locations. This study will include the development of the program, suggested countermeasures, and assistance in making before and after studies of the locations. (This study is being funded and conducted under Std. 312.)

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Identification and Surveillance of Accident Locations (Cities)	3. NO. ISAL-74-3+-05	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD 3+, Identification and Surveillance of Accident Locations					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	36.	18.			18.										
2	250.	125.	125.		125.										
3	10.	5.	5.		5.										
4	320.	220.	110.		220.										
5	160.	80.	80.		80.										
6	12.	4.	4.		4.										
7															
8	49.9														
9															
10															
TOTAL	837.9	452.	324.		452.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Identification and Surveillance of Accident Locations — ISAL-74-3+-06	Date 5-1-73	19 72	19 73	Fiscal Year 1974					19 75	19 76
		FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6. EFFECTIVENESS										
Reduction in the number of accidents per volume at identified and improved hazardous locations.		25%	28%					30%	32%	34%
1.										
2.										
3.										
4.										
5.										
6.										

1903

IDENTIFICATION AND SURVEILLANCE OF ACCIDENT LOCATIONS

Before the advent of a federal-state highway safety improvement program, Virginia formulated a project designed to identify and eliminate hazardous locations on highways within the state. A hazardous location is defined in terms of three criteria: (1) Whether the site has been identified as potentially accident-generative through analysis of past accidents (five accidents occurring at a location within a one-year time span), (2) whether the accident site can be improved to substantially diminish the number and severity of accidents, and (3) whether the improvement project will result in a favorable cost-benefit relationship.

The minimum requirements of the total program as set out by the federal government in Policy and Procedure Memorandum 21-16 include:

(1) Identifying hazardous sections on spot locations.

(2) Ranking recommended improvements on a priority basis.

(3) Evaluating the effectiveness of completed projects.

(4) Selection of safety projects in the interim.

(5) Inclusion of a proposed time table for implementing the program.

Of course, a state can go beyond these bare essentials and fill in the interstices so as to adapt the program to fit its needs.

Virginia's administrative organization lends itself to a two-part division of authority, one program operating under the auspices of the Department of

Highways and another under the direction of the cities. The Department of Highways has jurisdiction over primary, secondary and interstate roads in all the counties except Arlington and Henrico and in all cities with a population less than 3,500. These highways within the Department's jurisdiction have experienced approximately 69% of the vehicle miles traveled, 47% of all reported accidents, 79% of all fatalities, and 92% of the road miles in the state. So 53% of all accidents occur on the 8% of the total miles in the state not within the Highway Department's jurisdiction. Governing bodies of cities with populations over 3,500 have jurisdiction over all roads within their city limits.

Virginia Department of Highways' Program

In order to achieve the goals and objectives of this program, an accident identification and surveillance system, consistent with increasing volumes in traffic and accidents, requires utilization, to an extensive degree, of automatic data processing to afford maximum and definite coverage. Efforts are currently being made to adapt such a system. This effort will include a computer program to identify hazardous sections of the highway based upon accident, traffic, and geometrical data. After all available data about a hazardous location are compiled by the computer system, a field check will be made of the site and recommendations calculated to improve the site will be made. Traffic and safety engineers hired by the state will have the major responsibility for formulating these recommendations.

Implicit in this program is the assumption that accurate identification of accident sites is a prerequisite to the accomplishment of any further goals in the subelement plan on the surveillance of accident locations. Consequently, a major goal of the current highway safety program is to develop and implement a statewide

locator system which will furnish the means for uniform and accurate recording of accident locations on all secondary, primary, and interstate roads, as well as serve the internal needs for registering highway locations at the Highway Department.

In further pursuance of the aforementioned objectives of this program, the Virginia Department of Highways, Highway Safety Division and representatives from the cities not under the jurisdiction of the VHD will jointly implement the further integration of traffic conflict studies to determine improvement needs at certain designated locations; increased utilization of the findings of Virginia's Crash Investigation Team; and a photograph logging system to identify accident locations.

City Program

The cities (all those jurisdictions with a population greater than 3,500) have in the past been hampered in their efforts by lack of organization and adequate funding. Traditionally their program to identify accident locations has been solely a manually developed spot map for each city listing all previous accident locations. A tentative attempt to mimic the Highway Department's "before and after" studies through crash investigation teams is being pursued; but again lack of funds has been the most significant limiting factor. The Highway Department is helping out by hiring consultants to work with the cities and counties. It is hoped that these additional employees will create more efficient programs for identifying traffic sites and also formulate effective countermeasures after indepth studies of accident locations.

Finally a publication of Crash Facts focusing on the local jurisdictions will provide a more accurate picture of existing trends relating highway safety design to accident causation. Every locality will then know exactly how well its traffic safety program is progressing.

In sum, the effectiveness of city programs for the identification and surveillance of accident locations depends primarily on the efforts of local officials. If these administrators are unconvinced of the worth of the program their individual commitments will be correspondingly diminished. It takes a strong public and private stance in support of these programs to both increase budgetary outlays and mobilize supportive personnel. Recognizing this need, the Highway Safety Division has vigorously pushed its educational campaign toward city officials so as to create a more favorable operating climate.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (VDH)	NO. HDCM-74-3+-01	DATE 5-1-73			
		5. DRAFTED BY P. B. Coldiron, L & D Engineer, VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 1974					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
VDH	312	1. Design (Miles)						
		A. Interstate System	11.0	9.0	9.0	12.0	41.0	
		B. Primary System	40.0	35.0	35.0	40.0	150.0	
		C. Secondary System	175.0	168.0	168.0	175.0	686.0	
		D. Urban System	1.5	3.5	3.0	4.0	12.0	
		E. Guardrail Installation	-	-	-	-	-	
		F. Bridge Widening	-	-	-	-	-	
10. DESCRIPTION The long-term goal of the Highway Department's program in the area of Highway Design, Construction and Maintenance, is to reduce the number of traffic crashes including fatalities, personal injuries and property damage through adequate design, construction and maintenance of all roadways within the Commonwealth.		11. COST BY TASK ($000)						
		*1. A. Interstate System	1291.	1060.	1060.	1400.	4811.	
		B. Primary System	1403.	1228.	1228.	1402.	5261.	
		C. Secondary System	923.	886.	886.	923.	3618.	
		D. Urban System	852.	229.	196.	261.	1538.	
		E. Guardrail Installation	-	2.	-	-	2.	
		F. Bridge Widening	2.	2.	2.	2.	8.	
		12. TOTAL COST ($000)	127854.	101928.	101117.	116459.	447358.	
		LOCAL SHARE STATE SHARE	**	**	**	**	**	
		FEDERAL SHARE TO LOCALITIES	127854. **	101928. **	101117. **	116459. **	447358. **	

*In keeping with certain conditions placed on the Commonwealth's Second Annual Work Program, this money is not included in the grand total of H.S.D. funds for FY 74.

**State and Federal Highway Funds — No 402 Funds.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design Construction and Maintenance (VDH)	NO HDCM-74-3+-02	DATE 5-1-73			
		5. DRAFTED BY F. L. Burroughs, Const. Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP. VDH	8. STD. 312	9. TASKS & MILESTONES						
		2. Construction (Miles)						
		A. Interstate System	11.0	9.0	9.0	12.0	41.0	
		B. Primary System	40.0	35.0	35.0	40.0	150.0	
		C. Secondary System	175.0	168.0	168.0	175.0	686.0	
		D. Urban System	1.5	3.5	3.0	4.0	12.0	
		E. Guardrail Installation	-	-	-	-	-	
		F. Bridge Widening	-	-	-	-	-	
10. DESCRIPTION		11. COST BY TASK ($000)						
		*2. A. Interstate System	30585.	25124.	25125.	33166.	114000.	
		B. Primary System	29653.	25946.	25947.	29654.	111200.	
		C. Secondary System	15582.	14958.	14959.	15581.	61080.	
		D. Urban System	18000.	4833.	4143.	5524.	32500.	
		E. Guardrail Installation	-	200.	-	-	200.	
		F. Bridge Widening	50.	50.	50.	50.	200.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (VDH)	3. NO HDCM-74-3+-03	DATE 5-1-73			
		5. DRAFTED BY F. L. Burroughs, Const. Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974					
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL	
7. RESP. VDH	8. STD. 312	9. TASKS & MILESTONES 3. Administration A. Interstate System B. Primary System C. Secondary System D. Urban System E. Guardrail Installation F. Bridge Widening						
10. DESCRIPTION		11. COST BY TASK ($000)						
		*3. A. Interstate System	3085.	2512.	2512.	3316.	11425.	
		B. Primary System	2965.	2594.	2594.	2965.	11118.	
		C. Secondary System	1558.	1496.	1496.	1558.	6108.	
		D. Urban System	1800.	483.	414.	552.	3249.	
		E. Guardrail Installation	-	20.	-	-	20.	
		F. Bridge Widening	5.	5.	5.	5.	20.	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance, (VDH)	3. NO. HDCM-74-3+-04	4. DATE 5-1-73
		5. DRAFTED BY C. O. Leigh, Maint. Engr., VDH (Title and Agency)	FISCAL YEAR 19 74		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
VDH	312	A. Interstate	202	202	203	204	811
		B. Primary System	1950	1950	1950	1950	7800
		C. Secondary System	10725	10725	10725	10725	42900
10. DESCRIPTION		11. COST BY TASK ($000)					
		*A. Interstate System	2300.	2300.	2400.	2300.	9300.
		B. Primary System	6800.	6800.	6900.	6800.	27300.
		C. Secondary System	11000.	11200.	11200.	11000.	44400.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HDCM-74-3+-01	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effective Supplement	FISCAL YEAR 19 74			
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept	Oct, Nov, Dec	Jan, Feb, Mar	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
HSD - VDH	312	1. Program to develop better warning, guidance and regulation of traffic at construction sites and the evaluation of existing safety manuals & guidelines (Cities)	Implement	Implement	Implement	Implement	
HSD - VDH	312	2. Program to determine the need and priority for improvement of roadway lighting (Cities)	Implement	Implement	Implement	Implement	
HSD - VDH	312	3. Develop and implement programs in the ensuing areas. (Cities)	Develop	Develop	Develop	Develop	
		A. Utilize breakaway structures for signs, signals and lighting	Develop & Imple.	Develop & Implement	Develop & Implement	Develop & Implement	
		B. Pavement skid resistance	Implement	Implement	Implement	Implement	
		C. Elimination of hazardous fixed objects	Implement	Implement	Implement	Implement	

10. DESCRIPTION

The long-term goal of the highway, design, construction, and maintenance programs in Virginia cities, as well as in the Virginia Department of Highways, is to reduce the number of traffic crashes including fatalities, personal injuries and property damage attributed to poorly designed, constructed, and maintained highways by providing adequate design, construction and maintenance of all roadways.

Virginia's administrative organization lends itself to a two-part division of authority, one program operating under the auspices of the Department of Highways and another under the direction

11. COST BY TASK ($000)					
1. Warning and guidance	12.				12.
2. Roadway lighting	13.				13.
3. Develop and implement programs A-G Work with VDH or hire consultants. Fee for development and implementation of programs.	60.	60.	60.	60.	240.
12. TOTAL COST ($000)	9621.5	10202.1	9758	9760.	39342.6
LOCAL SHARE	9491.5	10095.6	9653.5	9655.5	38896.1
FEDERAL SHARE	131.5	106.5	104.5	104.5	446.5
TO LOCALITIES	131.5	106.5	104.5	104.5	446.5

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO HDCM-74-3+-02	4. DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 19 74		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Cities, HSD	312	D. Program for installing guardrails at hazardous locations (Cities)	Implement	Implement	Implement	Implement	
VDH		E. Upgrade guardrails (Cities)	Upgrade	Upgrade	Upgrade	Upgrade	
"	"	F. Program to improve hazardous railroad grade crossings (Cities)	Implement	Implement	Implement	Implement	
"	"	G. Program to improve maintenance procedures to provide greater safety (Cities)	Implement	Implement	Implement	Implement	
10. DESCRIPTION of the cities. The Virginia Department of Highways has jurisdiction over all highways within the 171 municipalities which have populations of less than or equal to 3,500. This amounts to over 50,000 miles of highways. The remaining 10,000 miles of roadways are within the jurisdiction of the cities with populations of over 3,500, which also include the counties of Arlington and Henrico. There are 59 municipalities and two counties which design, construct, and maintain their own highways, and are responsible for identification and surveillance of accident locations and traffic control devices in their areas. The Department of Highways works with these munici-		11. COST BY TASK ($000) D-G. Total cost included in total cost of task No. 3					
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HDCM-74-3+-03	4. DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
Cities - HSD	312	4. Bridge inspection program on city bridges not under VDH jurisdiction. One full-time bridge engineer.	Implement	Implement	Implement	Implement	
HSD - VDH	312	5. Review design criteria.	Review	Review	Review	Review	
Cities Dept. of Public Works	312	6. Adopt ordinances requiring commercial entrances to meet state highway standards. No Cost.	Adopt & Implement	Adopt & Implement	Adopt & Implement	Adopt & Implement	
"	312	7. Electronic warning devices near overhead obstructions All state funds.	Install	Install	Install	Install	
"	"	8. Rebuild arterial routes into 4 lane streets, No. 402 funds.	Rebuild	Rebuild	Rebuild	Rebuild	
"	"	9. Remove sight distance obstructions where accident experience has been great. No. 402 funding.	Recommend	Recommend	Recommend	Recommend	
10. DESCRIPTION palities in this endeavor. Objectives established by these 61 political subdivisions to provide safe streets and highways include the following: Assure that new and existing streets and highway systems are designed, constructed, and maintained in a manner that promotes safety; assure that capital improvements either to modernize roads or install new facilities meet approved safety standards; assure that precautions are taken to protect motorists as well as highway workers from accident involvement at highway construction sites; reduce crashes by emphasizing overhead and sight distance restrictions.		11. COST BY TASK ($000)					
		4. Inspection program for city bridges	4.25	4.25	4.25	4.25	17.
		5. Review design criteria	1.75	1.75	1.75	1.75	7.
		6-9. Expenditures depicted with design, construction and maintenance figs. (No. 402 funding)					
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HDCM-74-3+-04	4. DATE 5-1-73
	5. DRAFTED BY C. H. Simpson, Jr. Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 1974 1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
Cities	312	10. Communication networks	Continued	Continued	Continued	Continued	
"	"	11. Build loops and roadways	Build	Build	Build	Build	
"	"	12. Construct parking garages (Cities)	Construct	Construct	Construct	Construct	
"	"	13. Bridge widening	Construct	Construct	Construct	Construct	
"	"	14. Installation of signs at freeway interchanges directing motorists to hospitals having emergency care capabilities	Install	Install	Install	Install	

10. DESCRIPTION

In order to accomplish these goals the cities throughout Virginia plan to develop and implement many of the following programs: (1) Establish means of communications with all city agencies, with the immediate task of acquiring radio equipment capable of monitoring other city frequencies; (2) Install electronic warning devices near overhead obstructions; (3) Remove sight distance obstructions where accident experience has been great; (4) Rebuild arterial routes into 4 lane streets; (5) Adopt ordinances requiring commerical entrances to meet state highway standards; (6) Construct parking garages to eliminate on

11. COST BY TASK ($000)					
10. Communication network	10.	10.	10.	10.	40.
*11. Build loops and roadways (No 402 Funds)	17.	17.	19.	19.	72.
*12. Parking garage (No 402 Funds)			160.	160.	320.
*13. Bridge widening (No 402 Funds)	12.	12.	12.	14.	50.
14. Signing	10.5	11.	9.	9.	39.5
12. TOTAL COST ($000)					
LOCAL SHARE					
FEDERAL SHARE					

*In keeping with certain conditions placed on the Commonwealth's Second Annual Work Program, this money is not included in the grand total of H.S.D. funds for FY74.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HDCM-74-3+-05	4. DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
7. RESP.	8. STD.	9. TASKS & MILESTONES					
HSD	312	15. Intersection Studies	Continued	Continued	Continued	Continued	
City Gov't.	312	16. Personnel					
		A. Supervisor ($6,000 per year)	40	40	40	40	40
		B. Laborers	950	950	950	950	950
		C. Traffic engineer ($\frac{1}{2}$ time)	25	25	25	25	25
		D. Maintenance personnel	4500	4500	4500	4500	4500
		E. Engineering aids	20	20	20	20	20
		F. Asst. Traffic engineers (part-time)	30	30	30	30	30
10. DESCRIPTION street parking; (7) Establish needs; (8) Improve street lighting and street paving in locations where the pavement is slick; (9) Develop proper procedures for roadway and roadside maintenance; (10) Construct already planned loops and roadways; (11) Survey railroad crossings and recommend safety features; (12) Programs for installing guardrails at hazardous locations and for the updating of guardrails will be developed and implemented. (13) Bridge widening; (14) Employ competent structural engineers to inspect bridges not under the VDH jurisdiction; (5) Hire personnel and provide proper training and equipment; (16) Install		11. COST BY TASK ($000)					
		15. Intersection Studies	19.5	19.5	19.5	19.5	78.
		16. Personnel (No 402 Funds)					
		A. Supervisor ($6000 per year)	65.	65.	65.	65.	260.
		B. Laborers	1315.75	1315.75	1315.75	1315.75	5263.
		C. Traffic Engineers	33.75	33.75	33.75	33.75	135.
		D. Maintenance personnel	7875.	7875.	7875.	7875.	31500.
		E. Engineering aids	22.5	22.5	22.5	22.5	90.
		F. Asst. traffic engineers	4.65	4.65	4.65	4.65	18.6
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HDCM-74-3+-06	4. DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
City Government	312	16. Personnel (continued)						
		G. Civil Engineers (1/10 time)	30	30	30	30	30	
		H. Draftsman	50	50	50	50	50	
		I. Traffic Director (1/5 time)	40	40	40	40	40	
		J. Secretaries $1400 + per year (time spent)	61	61	61	61	61	
10. DESCRIPTION signs at freeway interchanges directing motorists to hospitals having emergency care capabilities. In addition, the Highway Safety Division plans to continue its program of intersection studies for local governments. These studies may prove beneficial to local political subdivisions by suggesting how the design, construction, or maintenance variables of a particular intersection may be improved.		11. COST BY TASK ($000)						
		16. Personnel						
		G. Civil Engineers	10.75	10.75	10.75	10.75	43.	
		H. Draftsman	81.25	81.25	81.25	81.25	325.	
		I. Traffic Director	32.5	32.5	32.5	32.5	130.	
		J. Secretaries	21.35	21.35	21.35	21.35	85.4	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. Highway Design, Construction and Maintenance (Cities) TITLE	3. NO. HDCM-74-3+-07	4. DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL	
7. RESP. Local Political Subdivisions	8. STD. 312	9. TASKS & MILESTONES						
		17. Procure equipment						
		A. Communication network (console) $32,000	Bids	2			2	
		B. Portable radios (two-way) $1300 each	Bids	53			53	
		C. Revolving lights, $50 each	Bids	130			130	
		D. Traffic cones, $4 each	Bids	3200			3200	
		E. Barricades with flashes, $60 each	Bids	110			110	
		F. Station wagons, $3,800	Bids	20			20	
		G. Two man platform truck, $8,750 each	Bids	10			10	
		H. Senior portable vehicle counter, $600 each	Bids	18			18	
		I. Portable radar speed measuring device, $1200 each	Bids	25			25	
		J. Plane table surveying equip. set, $1,250 each	Bids	20			20	
		K. Paint marking machines, $3,000 each	Bids	12			12	
		L. Office equipment and supplies	Bids	20			20	
10. DESCRIPTION		11. COST BY TASK ($000)						
		17. Procure equipment (No 402 Funds) A-L		604.1			604.1	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HDCM-74-3+-08	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD 3+, Highway Design, Construction and Maintenance					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	12.	12.	12.		12.										
2	13.	13.	13.		13.										
3	240.	240.	240.		240.										
4	17.	17.	17.		17.										
5	7.	7.	7.		7.										
6															
7															
8															
9															
10	40.	40.	40		40.										
11	72.														

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Highway Design, Construction and Maintenance (Cities)	3. NO. HDCM-74-3+-09	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD 3+, Highway Design, Construction and Maintenance					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
12	320.														
13	50														
14	39.5	39.5	39.5		39.5										
15	78.	78.	78.		78.										
16	37850.														
17	604.1														
18															
19															
20															
21															
TOTAL	39342.6		446.5		446.5										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Highway Design, Construction and Maintenance HDCM-74-3+-10	Date 5-1-73	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	19 70 FY+1	19 71 FY+2
6. EFFECTIVENESS										
Accidents Deaths Economic Loss Due to roadway design defects										
1.										
Road Defects Accidents										
1. Under repair		860	829					791	1129	1721
2. Loose material		1324	1458					1572	1619	1457
3. Holes in road		430	432					533	618	709
4. Soft or low shoulders		974	1028					1103	1146	1320
2.										
Road Defects Fatalities										
1. Under repair		9	11					10	14	14
2. Loose material		7	16					11	6	4
3. Holes in road		5	1					2	2	4
4. Soft or low shoulders		13	11					16	14	9
3.										
Alignment of Road Accidents										
1. Level road		20857	22782					25257	26951	29576
2. Level curve		7179	7902					8500	8442	9006
3. On grade straight		11302	12437					13705	14308	15386
4.										
4. On grade curve		9354	10299					11062	11141	11341
5. Hillcrest straight		1754	1977					2183	2369	2325
6. Hillcrest curve		833	884					1050	977	996
7. Dip straight		535	577					641	680	625
8. Dip curve		310	394					435	423	440
5.										
Alignment of Road Fatalities										
1. Level road		230	247					256	230	261
2. Level road curve		137	141					164	150	135
3. On grade straight		161	158					182	164	191
4. On grade curve		175	166					196	186	163
6.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Highway Design, Construction and Maintenance HDCM-74-3+-11	Date 5-1-73	19 67	1968	Fiscal Year 1969					19 70	1971
		FY-2	FY-1	1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	FY+1	FY+2
6. EFFECTIVENESS										
Alignment of Road Fatalities										
5. Hillcrest straight		15	22					29	27	23
6. Hillcrest curve		13	8					13	12	8
7. Dip straight		5	8					5	6	9
7. 8. Dip curve		2	3					4	2	4
Character of Location Accidents										
1. Street or highway intersection		14205	16139					17752	18934	20328
2. Alley or driveway intersection		6899	7525					8202	8545	9380
3. At railroad crossing		56	92					67	57	59
8. 4. Not at intersection		31519	34048					37386	38194	40476
Charater of Location Fatalities										
1. Street or highway intersection		79	75					94	86	116
2. Alley or driveway		36	24					43	46	33
3. Railroad crossing		7	10					5	7	2
9. 4. Not at intersection		617	648					712	637	643
Kind of Locality Accidents										
1. Business or industrial district		8478	9437					10613	11669	12621
2. Residential		9924	11070					12055	13054	13945
3. School or playground zone		501	630					652	688	695
10. 4. Open country		32908	35641					38882	39241	42022
Kind of Locality Fatalities										
1. Business or industrial district		43	39					31	44	52
2. Residential		57	45					73	56	57
3. School or playground zone		3	5					7	2	3
11. 4. Open country		636	661					735	668	672
Accident frequency rate/100 million vehicular miles on state highway system		1972	1973					1974	1975	1975
		345	343					341	339	337
12.										

1922

HIGHWAY DESIGN, CONSTRUCTION AND MAINTENANCE

The design, construction and maintenance of highways, streets, and roads in the Commonwealth are presently under the management of two levels of government. The Virginia Department of Highways has jurisdiction over all highways within the 171 municipalities which have populations of less than or equal to 3,500. This amounts to over 50,000 miles of highways. The remaining 10,000 miles of roadways fall within the jurisdiction of the cities with populations of over 3,500, which also includes the counties of Arlington and Henrico. There are 59 municipalities and two counties which design, construct, and maintain their own highways. The Department of Highways works with these municipalities in this undertaking.

In Virginia, the cities must meet the design standards of the Virginia Department of Highways if they wish the Department to participate in the maintenance of their roads. Consequently, most of the streets and roads in the state comply with Highway Department standards. Even with this restriction placed upon the cities, there are still interstices within the design, construction and maintenance of roads not under the jurisdiction of the Department of Highways. This is revealed by the fact that last year 53% of the highway accidents occurred on the roads not under the jurisdiction of the Highway Department; yet city streets constitute only about 8% of the highway network.

Consequently, projects have been established by these political subdivisions to eliminate the accident problem. Cities responsible for their own roads have undertaken numerous programs to ensure that existing streets and highways are maintained in a condition that promotes safety and ensures that any capital improvements either to modernize roads or to provide new facilities satisfy approved safety standards. These municipalities are also striving to protect motorists and workers from accident involvement at highway construction sites and are seeking to reduce accidents caused by overhead and sight distance restrictions.

To implement these programs, the cities plan to install electronic warning devices near overhead obstructions and to remove sight distance obstructions where accident experience has been great. Steps are also being taken to improve street lighting and street paving in certain locations, and to study hazardous locations. The cities also plan to hire additional personnel and provide proper training and equipment.

Programs in pavement skid resistance, the elimination of hazardous fixed objects, and the use of breakaway structures for signs will be developed by consulting firms and implemented during the upcoming fiscal year. The state also plans to work with consultants in programs to improve hazardous railroad grade crossings and to improve maintenance procedures. Programs for installing guardrails at hazardous locations and for the updating of guardrails will be developed and implemented. It is anticipated that the state will employ structural engineers for the inspection of all bridges within the cities.

In addition, the cities throughout Virginia plan to develop and implement many of the following programs: (1) Install signs at freeway interchanges directing motorists to hospitals having emergency care capabilities; (2) Bridge widening; (3) Construct planned loops and roadways; (4) Rebuild arterial routes into 4 lane streets; (5) Adopt ordinances requiring commercial entrances to meet state highway standards; (5) Establish means of communications with all city agencies, with the immediate task of acquiring radio equipment capable of monitoring other city frequencies; (6) Construct parking garages to eliminate on street parking.

It should also be pointed out that the Highway Safety Division of Virginia plans to continue its program of intersection studies for local governments.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Engineering Services (VDH)	3. NO. TES-74-3+-01	4. DATE 5-1-73		
		5. DRAFTED BY J. C. Bullock, Jr., Hwy. Traf. Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency) 6. See Effectiveness Supplement	FISCAL YEAR 1974				
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP. VDH	8. STD. 313	9. TASKS & MILESTONES					
		1. A program has been developed to study accident prone locations after improvements have been made					
		2. Personnel					
		A. Traffic Technician Supervisor	1	1	1	1	1
		B. Traffic Engineer "A"	3	3	3	3	3
		C. Traffic Engineer "B"	1	1	1	1	1
		D. Clerk Stenographer "C"	1	1	1	1	1
		E. Maintenance Personnel	201	201	201	201	201
10. DESCRIPTION The Virginia Department of Highways has complete control over all traffic control devices within its jurisdiction, which includes all but two of Virginia's counties. It has limited authority in the cities. The long-term goal in this standard area is to assure the full and proper application of modern traffic engineering principles and uniform standards for traffic control to reduce the likelihood and severity of traffic crashes, fatalities, personal injuries and property damage. The VDH plans to improve the program by continuing to improve and update all traffic control devices as need demands. It is VDH policy, upon notice of a high accident		11. COST BY TASK ($000)					
		* 2. Personnel	950.	950.	950.	950.	3800.
		12. TOTAL COST ($000)	1367.65	1367.65	1367.65	1367.65	5470.6
		LOCAL SHARE					
		STATE SHARE	1367.65	1367.65	1367.65	1367.65	5470.6
		FEDERAL SHARE TO LOCALITIES					

* In keeping with certain conditions placed on the Commonwealth's Second Annual Work Program, this money is not included in the grand total of H.S.D. funds for FY 74.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Engineering Services (VDH)	3. NO. TES-74-3+-02	4. DATE 5-1-73		
		5. DRAFTED BY J. C. Bullock, Jr., Hwy. Traff. Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974				
			1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
7. RESP. VDH	8. STD. 313	9. TASKS & MILESTONES (Continued)					
		F. Pavement Marking (No. of Personnel)	304	304	304	304	304
		G. Traffic Signal (No. of Personnel)	45	45	45	45	45
		3. Equipment					
		A. Paint Trucks	16	16	16	16	16
		B. Pickup Trucks	16	16	16	16	16
		C. Electrical Trucks	12	12	12	12	12
		D. Sign Trucks	24	24	24	24	24
		E. Pole Trucks	2	2	2	2	2
		F. Drills	8	8	8	8	8
		G. Compressor (105 cfm)	8	8	8	8	8
10. DESCRIPTION location, to investigate said location, with the use of specially trained personnel, and make recommendations accordingly. Breakaway signs are now installed at new sign locations and also where replacements have to be made. Changeable message signs are being considered for installation on certain Virginia highway systems. These signs may prove beneficial in the realization of outlined goals in this area. The VDH plans to work with the Traffic Records Committee to develop a more effective evaluation of the program by keeping records on traffic signals that have been improved since 1969.		11. COST BY TASK ($000)					
		*3. Equipment A-G	67.5	67.5	67.5	67.5	270.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Engineering Services (VDH)	3. NO. TES-74-3+-03	4. DATE 5-1-73			
		5. DRAFTED BY J. C. Bullock, Jr., Hwy. Traf. Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
VDH	313	4. Department Operations						
		A. Supplies (Pencils, Paper, etc.)						
		B. Rent (No. Months)	3	3	3	3	12	
		C. Travel						
		5. Training (on the job) (No cost)						
		A. Traffic Sign Maintenance (No Cost)						
		B. Painters						
		C. Signs (Installation)					55	
		D. Signals					40	
		E. Signal (Installation)					10	
10. DESCRIPTION		11. COST BY TASK ($000)						
		* 4. Department Operation						
		Supplies	.8	.8	.8	.8	3.2	
		Rent	.2	.2	.2	.2	.8	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Engineering Services (VDH)	3. NO. TES-74-3+-04	4. DATE 5-1-73			
		5. DRAFTED BY J. C. Bullock, Hwy. Traf. Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sep	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP. VDH	8. STD. 313	9. TASKS & MILESTONES						
		6. Installation of Traffic Control Devices						
		A. Primary						
		1. Signs at $30 each					16000	
		2. Signals at $7,500 each					90	
		B. Interstate						
		1. Signs at $300 each					800	
		2. Signals at $1,300 each					1	
		7. Studies made by Traffic and Safety Division						
		A. Railroad Grade Crossing					8	
		B. Studies to design and recommend highway illumination - No. of sites approved					5	
		C. Traffic Signals					95	
10. DESCRIPTION		11. COST BY TASK ($000)						
		*6. Install Traffic Control Devices						
		Primary Signs	120.	120.	120.	120.	480.	
		Signals	168.75	168.75	168.75	168.75	675.	
		Interstate Signs	60.	60.	60.	60.	240.	
		Signals	.4	.4	.4	.4	1.6	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Engineering Services (VDH)	3. NO TES-74-3+-05	4. DATE 5-1-73		
		5. DRAFTED BY J. C. Bullock, Jr. Hwy. Traf. Engr., VDH (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 1974				
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP. VDH	8. STD. 313	9. TASKS & MILESTONES 7. (Continued) D. Traffic Signal Modifications E. Flashing Caution Signals F. Flashing Beacons G. Railroad Flashing Light Signals					50 25 20 20
10. DESCRIPTION		11. COST BY TASK ($000)					
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Traffic Engineering Services (Cities)	3. NO. TES-74-3+-01	4. DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74				
			1st Quarter July, Aug, Sept	2nd Quarter Oct, Nov, Dec	3rd Quarter Jan, Feb, Mar	4th Quarter Apr, May, June	TOTAL
7. RESP. HSD VDH Cities HSD	8. STD. 313 313	9. TASKS & MILESTONES 1. Personnel A. Hire traffic engineering consultants to work with the cities unable to justify a full-time engineer 2. Work with consultants to develop programs in the following areas: A. Study roadway systems to determine where traffic engineering improvements can contribute to safety B. Development of before and after studies (program by consultants) C. Establishment of a TCD maintenance program for the cities D. Develop program for speed zone studies	Contract Develop and Implement	Contract Develop and Implement	Contract Develop and Implement	Contract Develop and Implement	
10. DESCRIPTION In Virginia those municipalities not under the jurisdiction of the Virginia Department of Highways install and maintain all traffic control devices and apply traffic control tactics when the need arises. Their objective is to reduce the number of crashes including fatalities, personal injuries and property damage caused by (1) nonuniform markings and signing, and (2) poor traffic markings and signing. In order to reduce the number of crashes attributed to poor signing and marking practices, local officials, with guidance from the Virginia Department of Highways, intend to implement proper and modern traffic engineering principles		11. COST BY TASK ($000) 1. Personnel 2. Cost shown in Task # 1	62.5	62.5	62.5	62.5	250.
		12. TOTAL COST ($000)	683.5	1561.	676.75	676.75	3598.
		LOCAL SHARE	609.	1486.5	609.	609.	3313.5
		STATE SHARE	37.25	37.25	33.875	33.875	142.25
		FEDERAL SHARE	37.25	37.25	33.875	33.875	142.25
		TO LOCALITIES	37.25	37.25	33.875	33.875	142.25

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. Traffic TITLE Engineering Services (Cities)	3. NO TES-74-3+-02	DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 19 74					
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP.	8. STD.	9. TASKS & MILESTONES						
		2. (Continued)						
		E. Inventory of all traffic control devices in cities						
		F. Priority program to upgrade and install TCD for safety and for conformance with approved standards						
HSD	313	3. Training						
		A. Training session for traffic engineers at VPI&SU (No. trained)			35		35	
		B. Traffic engineering seminars	2	2			4	
10. DESCRIPTION and uniform standards for traffic control. Currently, many of the cities not under the jurisdiction of the VDH are unable to justify a full-time traffic engineering staff, thus leaving an interstice in the field of traffic engineering services. Programs that will be initiated by the Highway Safety Division to achieve the aforementioned objectives are: (1) The hiring of traffic engineers to work with those jurisdictions unable to justify a full-time traffic engineering staff. (2) Establishment of a training program for upgrading the skills of practicing engineers, and		11. COST BY TASK ($000)						
		3. Training	12.	12.	5.25	5.25	34.5	
		12. TOTAL COST ($000)						
		LOCAL SHARE						
		FEDERAL SHARE						

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN	1. State of Virginia	2. TITLE Traffic Engineering Services (Cities)	3. NO. TES-74-3+-03	4. DATE 5-1-73
	5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)			

7. RESP.	8. STD.	9. TASKS & MILESTONES	FISCAL YEAR 19_74 1st Quarter July, Aug, Sept.	2nd Quarter Oct, Nov, Dec.	3rd Quarter Jan, Feb, Mar.	4th Quarter Apr, May, June	TOTAL
Local Political Subdivisions	313	4. Equipment					
		A. New Traffic Signals and Detectors, $2000/set	Bids	300			300
		B. Trucks, $3,500 each	"	25			25
		C. Paint Machinery	"				
		D. Traffic Paint					
		E. Mobile Radios, $1,000 each	"	40			40
		F. Materials and Supplies					

10. DESCRIPTION	11. COST BY TASK ($000)					
provision of basic instruction in traffic engineering techniques to subprofessionals and technicians. (3) Establish a program for a complete inventory of all TCD in every city to determine needs and deficiencies. (4) A periodic review of existing traffic control devices, including a systematic upgrading of substandard devices to conform with standards issued or endorsed by the FHWA. (5) Establish a maintenance program to proper operations and timely repair of control devices, including daytime and nighttime inspection.	4. Equipment A-F		877.5			877.5
	12. TOTAL COST ($000)					
	LOCAL SHARE					
	FEDERAL SHARE					

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1 State of Virginia	2. TITLE Traffic Engineering Services (Cities)	3. NO TES-74-3+-04	4. DATE 5-1-73			
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency) APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	FISCAL YEAR 19 74					
			1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL	
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June		
7. RESP. Local Political Subdivisions	8. STD. 313	9. TASKS & MILESTONES						
		5. Personnel						
		A. Traffic Engineers	12	12	12	12	12	
		B. Ass't. Traffic Engineers	12	12	12	12	12	
		C. Traffic Service Supervisor	18	18	18	18	18	
		D. Engineering Assistants	10	10	10	10	10	
		E. Draftsman	14	14	14	14	14	
		F. Traffic Signal Technician	28	28	28	28	28	
		G. Traffic Signal Repairman	15	15	15	15	15	
		H. Traffic Service Foreman	21	21	21	21	21	
		I. Painter I	30	30	30	30	30	
		J. Public Service Workers	20	20	20	20	20	
		K. Clerk-Steno II	35	35	35	35	35	
		L. Clerk III	28	28	28	28	28	
		M. Temporary Employee	200	200	200	200	200	
10. DESCRIPTION (6) Initiate programs utilizing traffic engineering manpower. Several communities are presently installing Opticom, which should reduce the amount of time required by fire department vehicles and ambulances to reach the emergency situation and at the same time prevent congestion and hazardous conditions at major intersections.		11. COST BY TASK ($000) 5. Personnel A-M	609.	609.	609.	609.	2436.	
		12. TOTAL COST ($000) LOCAL SHARE FEDERAL SHARE						

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Traffic Engineering Services (Cities)	3. NO. TES-74-3+-05	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD 3+, Traffic Engineering Services					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	250.	125.	125.		125.										
2															
3	34.5	17.25	17.25		17.25										
4	877.5														
5	2436.														
6															
7															
8															
9															
10															
TOTAL	3598.	142.25	142.25		142.25										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

Title and No. Traffic Engineering Services TES-74-3+-06	Date 5-1-73	19 67 FY-2	19 68 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	1971 FY+2
6. EFFECTIVENESS										
Number of accidents and deaths at traffic signal locations.										
1.										
Number of accidents at traffic control locations										
1. Traffic lanes marked		18908	21248					23752	24578	26956
2. Yield signs		1142	1222					1285	1451	1592
3. Automatic stop and go signals		2985	3471					4034	4458	4894
2. 4. Stop sign or signal		5379	5762					6512	7505	8912
5. Slow sign		1389	1357					1416	1358	1284
6. Traffic officer		181	165					194	223	226
7. No passing lines		2695	2778					2792	2818	3114
8. Railroad watchman		6	9					8	7	5
3. 9. Railroad gates or signals		56	69					87	60	72
10. No control present		18006	19567					21052	21128	21108
11. No way street		667	680					667	705	652
4.										
Number of fatalities at traffic control locations										
1. Traffic lanes marked		417	425					488	439	471
2. Yield signs		4	3					4	0	4
3. Automatic stop and go signals		7	4					8	11	19
5. 4. Stop sign or signal		39	36					47	45	62
5. Slow sign		33	35					23	30	24
6. Traffic officer		1	1					0	2	1
7. No passing lines		58	72					61	61	69
8. Railroad watchman		0	1					0	0	0
6.										

EFFECTIVENESS SUPPLEMENT

TO THE SUBELEMENT

1937

Title and No. Traffic Engineering Services TES-74-3+-07	Date 5-1-73	1967 FY-2	1968 FY-1	Fiscal Year 1969 1st Qt.	2nd Qt.	3rd Qt.	4th Qt.	Total	1970 FY+1	1971 FY+2
6. EFFECTIVENESS										
9. Railroad gates or signals		3	0					8	2	0
10. No control present		156	159					204	170	134
11. One way street		16	12					12	11	9
7.										
Total accidents at traffic control locations		5414	56328					61799	64291	68815
8.										
Total fatalities at traffic control locations		734	748					1111	771	793
9.										
Number of accidents at improved traffic signal locations since 1969		1972	1973					1974	1975	1976
		100	130					200	250	290
10.										
11.										
12.										

TRAFFIC ENGINEERING SERVICES

Section 46.1-173 of the Code of Virginia authorizes the State Highway Commission to classify, designate, and mark state highways and provide a uniform system of marking and signing such highways, and provides that such system of marking and signing shall correlate with and so far as possible conform to the system adopted in other states.

Section 46.1-187 of the Virginia Code provides that traffic signs erected on and after January 1, 1959, and traffic signals and markings placed or erected on and after January 1, 1969, by local authorities shall conform in size, design, and color to those erected for the same purpose by the State Highway Department. Also, Section 33-36 of the Virginia Code provides that all markings and traffic signals installed or erected by towns on primary roads maintained by the State Highway Department shall first be approved by the State Highway Commission.

In Virginia, the major problem with the traffic engineering services lies with the municipalities not under the jurisdiction of the Virginia Department of Highways. Many of the localities lack sufficient funds for the development of a program that would eliminate these problems. There is also a lack of qualified traffic engineers to carry out the necessary programs for uniform traffic control devices.

In order to alleviate this problem, the HSD plans to hire consultants to work with those municipalities unable to justify a full-time traffic engineering staff. Provisions for upgrading the skills of practicing traffic engineers and providing basic instruction in traffic engineering techniques to subprofessionals and technicians will also be a part of the highway safety program.

The traffic engineering services program at the local level will include:

(1) An inventory of traffic control devices.

(2) Periodic review of devices.

(3) A maintenance schedule adequate to ensure the proper operation and timely repair of control devices, including daytime and nighttime inspections. Additional programs (as funds permit) will be developed by the consultants.

(4) Hiring of personnel and procurement of necessary equipment.

The Virginia Department of Highways is in compliance with the standards as they apply to traffic engineering services. Below are statements reflecting this compliance.

1. The program as a minimum shall consist of:

   (a) A comprehensive manpower development plan to provide the necessary traffic engineering capability, including:

      1. Provisions for supplying traffic engineering assistance to those jurisdictions unable to justify a full-time traffic engineering staff.

2. Provisions for upgrading the skills of practicing traffic engineers and providing basic instruction in traffic engineering techniques to subprofessionals and technicians.

(b) Utilization of traffic engineering principles and expertise in the planning, design, construction, and maintenance of the public roadways, and in the application of traffic control devices.

(c) A traffic control devices plan including:

1. An inventory of all traffic control devices.

2. Periodic review of existing traffic control devices, including a systematic upgrading of substandard devices to conform with standards issued or endorsed by the Federal Highway Administration.

3. A maintenance schedule adequate to ensure proper operation and timely repair of control devices, including daytime and nighttime inspections.

4. Where appropriate, the application and evaluation of new ideas and concepts in applying control devices and in modifying existing devices to improve their effectiveness through controlled experimentation.

(d) An implementation schedule to utilize traffic engineering manpower to:

1. Review road projects during the planning, design, and construction stages to detect and correct features that may lead to operational safety difficulties.

2. Install safety-related improvement as a part of routine maintenance and/or repair activities.
3. Correct conditions noted during routine operational surveillance of the roadway system to rapidly adjust for the changes in traffic and road characteristics as a means of reducing accident frequency or severity.
4. Conduct traffic engineering analyses of all high accident locations and develop corrective measure.
5. Analyze potentially hazardous locations, such as sharp curves, steep grades, and railroad grade crossings and develop appropriate countermeasures.
6. Identify traffic control needs and determine short and long range requirements.
7. Evaluate the effectiveness of specific traffic control measures in reducing the frequency and severity of traffic accidents.
8. Conduct traffic engineering studies to establish traffic regulations such as fixed or variable speed limits.

II. This program shall be periodically evaluated by the State, or appropriate federal department or agency where applicable, and the Federal Highway Administration shall be provided with an evaluation summary.

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Pedestrian Safety (FHWA)	3. NO. PS-74-3+-01	DATE 5-1-73		
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Analyst, VHRC (Title and Agency)	FISCAL YEAR 19 74				
		APPROVED BY J. T. Hanna, Director HSD	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
		6. See Effectiveness Supplement, pp. IV-120 - 121	July, Aug, Sept	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
HSD	FHWA 314	1. Implement a program to identify high vehicle - pedestrian related accident locations.	Implement	Implement	Cont'd.	Cont'd.	
		2. Construct additional sidewalks in the vicinity of schools and communities,	Construct	Construct	Construct	Construct	
		3. Initiate study to determine areas where additional sidewalks are needed.	Study	Study	Study	Study	

10. DESCRIPTION The objective of the pedestrian safety program in Virginia is to reduce the number of accidents, including fatalities, personal injury and property damage attributed to insufficient sidewalks, improper lighting in areas of high volume pedestrian traffic and poor walking habits and/or attitudes. The municipalities in Virginia plan to establish a program to identify high vehicle-pedestrian related accident locations and construct additional sidewalks in the vicinity of schools and communities. Plans are also formulated to initiate a study to determine locations where the construction of additional sidewalks may be warranted. Manuals on pedestrian safety standards in roadway

11. COST BY TASK ($000)					
1. Identification of high pedestrian accident locations	3.	3.	2.	2.	10.
2. Construct additional sidewalks	11.25	11.25	11.25	11.25	45.
3. Study to determine where additional sidewalks are needed	8.75	8.75	8.75	8.75	35.
12. TOTAL COST ($000)	35.	31.	32.	30.	128.
LOCAL SHARE	15.25	14.5	15.25	14.5	59.5
STATE SHARE					
FEDERAL SHARE	19.75	16.5	16.75	15.5	68.5
TO LOCALITIES	19.75	16.5	16.75	15.5	68.5

1942

HIGHWAY SAFETY PROGRAM ANNUAL SUBELEMENT PLAN		1. State of Virginia	2. TITLE Pedestrian Safety (FHWA)	NCPS-74-3+-02	DATE 5-1-73
		5. DRAFTED BY C. H. Simpson, Jr., Hwy. Res. Anal., VHRC (Title and Agency)	FISCAL YEAR 1974		
		APPROVED BY J. T. Hanna, Director, HSD (Title and Agency)	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
			July, Aug, Sept.	Oct, Nov, Dec.	Jan, Feb, Mar.	Apr, May, June	
7. RESP.	8. STD.	9. TASKS & MILESTONES					
HSD	FHWA 314	4. Manual on pedestrian safety standards in roadway construction	Implement	Implement	Update	Implement	
		5. Manual on pedestrian crossing markings	Implement	Implement	Update	Implement	
		6. Construction of pedestrian barriers at intersections and crosswalks	Construct	Construct	Construct	Construct	
		7. Installation of additional lighting in areas of high pedestrian volume	Install	Install	Install	Install	
10. DESCRIPTION construction and crossing markings will continue to be developed, printed, distributed and updated throughout the upcoming fiscal year. The goal of pedestrian safety will also be achieved through the construction of pedestrian barriers at intersections and crosswalks and installation of additional lighting facilities in areas of high pedestrian traffic.		11. COST BY TASK ($000)					
		4. Manual on ped. std.	3.		1.		4.
		5. Manual on ped. crossing markings	2.	2.	2.	2.	8.
		6. Pedestrian barriers	3.	3.	3.	3.	12.
		7. Install additional lighting	4.	3.	4.	3.	14.
		12. TOTAL COST ($000)					
		LOCAL SHARE					
		FEDERAL SHARE					

U.S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION HIGHWAY SAFETY PROGRAM SUBELEMENT SUPPLEMENT	1. STATE Virginia	2. TITLE Pedestrian Safety (FHWA)	3. NO. PS-74-3+-03	Form Approved OMB No. 04-R5610 4. DATE 5-1-73

DISTRIBUTION BY TASKS	STANDARD 3+, Pedestrian Safety					STANDARD					STANDARD				
	TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL				TOTAL COSTS	FEDERAL			
		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.		TOTAL	TO LOCAL	PREVIOUS OBLIG.	NEW OBLIG.
1	10.	10.	10.		10.										
2	45.	22.5	22.5		22.5										
3	35.	17.5	17.5		17.5										
4	4.	4.	4.		4.										
5	8.	8.	8.		8.										
6	12.	3.	3.		3.										
7	14.	3.5	3.5		3.5										
8															
9															
10															
TOTAL	128.	68.5	68.5		68.5										

PEDESTRIAN SAFETY

The goal of the Pedestrian Safety Program in Virginia is to reduce the number of vehicle - pedestrian accidents including fatalities, personal injury and property damage attributed to poor walking habits and improper lighting and insufficient sidewalks in areas of high volume pedestrian traffic.

The Commonwealth's pedestrian program has a further goal in minimizing environmental hazards to protection of the pedestrian. This task must necessarily begin by identification of high pedestrian accident locations. In cities, where it is easier to identify these high risk areas, spot maps are the technique likely to be used. After the high risk areas are identified it will be easy to use that information to develop a manual on pedestrian safety standards. The manual will include recommendations based on the analysis of accident situations and locations by experts who then decide on necessary physical changes for the sites. These standards should be applicable throughout the state. The physical characteristics to be standardized include visibility, clearances, traffic regulation devices, shoulders and sidewalks.

The municipalities in Virginia also plan to construct additional sidewalks in the vicinity of schools and communities as well as install lighting in areas of high pedestrian volume. A study to determine locations where additional sidewalks and lighting facilities are needed will be initiated in the near future.

In attempting to reduce the number of pedestrian-vehicle accidents at intersections and crosswalks, pedestrian barriers will be constructed at these locations to prevent the individual from taking unnecessary risks in crossing both streets and highways.