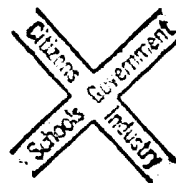


State
Traffic Safety
Council
— New York

CROSS



ROADS

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STATE TO USE NEW PAVEMENT MARKING SYSTEM

The State Department of Transportation will use only yellow paint to mark the centerline of its two-way highways this year in accordance with new national standards for pavement marking. Previously both white and yellow were used to separate traffic moving in opposite directions.

Under the new system, the driver who keeps the yellow line to his left can be sure he is on the right side of the road and moving in the same direction as other traffic in his lane. The State DOT is applying the new markings to the 14,000 miles of the State Highway System under its annual pavement marking program this spring. Other levels of government which operate highways in the State, such as counties, cities, towns and villages, are making the changes on their roads and streets as wear necessitates the replacement of existing markings.

The new standards will be set forth in the new New York State Manual of Uniform Traffic Control Devices which will be published by the DOT's Division of Traffic and Safety later this year.

The enclosed insert, furnished by DOT, illustrates the new markings applied to two-lane and multi-lane highways under the revised regulations.

1972 CAR RECALLS SET RECORD

Manufacturers recalled more motor vehicles for correction of safety defects in 1972 than in any other year, the Department of Transportation reported last month. The total of 12 million exceeded the previous record of 9.4 million set in 1971, by 2.6 million vehicles.

The 1972 recalls involved 4.2 million foreign-made vehicles and 7.8 million cars manufactured in the United States.

FARE PROGRAM POSTPONED

Implementation of the National Highway Traffic Safety Administration's \$10 million intensified traffic law enforcement program has been delayed until late May.

The program known as FARE (Fatal Accident Reduction Enforcement) was originally scheduled to run from January 1 to June 30, the end of fiscal 1973. Funds for the program were approved last October in a supplemental appropriations act.

The January start of FARE was delayed by funding limitations created by the Administration's \$250 billion fiscal 1973 Federal spending ceiling.

FARE's Law Enforcement Program requires participating police agencies to develop operational plans including:

- Additional traffic patrols in high fatal crash areas;
- The assignment of this increased patrol on the basis of time and location of fatal crashes;
- Emphasis on alcohol-related crashes and rural areas;
- Only the use of existing police personnel on overtime, days off or reassignment basis.