

The DISPATCH

PennDOT Crash Newsletter - News you can use!

What's New?

ESEC Transition Procedures Follow-up

If you are a user of the online Crash reporting System (CRS) for entering crash reports, you are probably aware that the old security system was *really* old. In fact, it went live with the original system in 2001. Besides minor tweaks, it was the same system. A switch to the PennDOT/Commonwealth standard was mandated with CRS being one of the last PennDOT systems to get the update. The new security system was implemented on June 22nd. The details below may be helpful if you have not yet transitioned.

There are three steps that must be taken in order to transition from the old crash system to the new ESEC security login:

1. Create your new ESEC Login ID in the identity services portal
 - This is usually done with an invitation email from your delegated admin.
 - If you already have a b-dash username for another system, you can register using that login ID as long as the ID was created for your CURRENT employer.
2. Register your ESEC ID with the crash reporting system
 - This usually happens as part of the account creation process.
3. Have your delegated admin add your ESEC ID to your crash profile
 - If you do not have a crash profile for your police agency, your delegated admin will need to create one.

Common issues being encountered:

- “User is not authored” error message
 - Have your delegated admin place the correct ESEC Login ID in your crash profile.
 - B-dash usernames are system-generated and cannot be created manually.
- “Maximum Number of Login Attempts has been exceeded”
 - Invalid ESEC ID and password combination, or locked account.
 - Have your delegated admin make sure your ESEC account is unlocked.
 - Request a password reset.
- “Email address already in use”
 - This means that you have another Login ID for a different organization.
 - You will need to create a new Login ID for your current organization, and you will need to use a different email address.

If you need assistance with account setup, you can call the Crash Help Desk at (717) 787-2855.

Working Together

Driving is a
SKILL
that requires
100%
of your attention
100%
of the time.



Pennsylvania's 2024 Traffic Fatalities Second Lowest on Record

PennDOT invests approximately \$32.4 million annually statewide in federal grant funds in behavioral safety programs to reduce fatalities and serious injuries. In addition to behavioral safety, PennDOT focuses on infrastructure improvements. Approximately \$591 million in federal Highway Safety Improvement Program funds were invested in 392 unique safety projects from 2020 to 2024. During that same time, another \$50 million in state funds was invested in low-cost safety improvements at over a thousand locations – which include centerline and edge-line rumble strips, warning signs and pavement markings, and high friction surface treatments.

The number of fatalities in impaired driver crashes dropped from 429 in 2023 to 342 last year. PennDOT annually distributes more than \$6.2 million from the National Highway Traffic Safety Administration (NHTSA) for impaired driving enforcement. Impaired driving mobilizations include coordinated enforcement as well as education campaigns that aim to eliminate driving under the influence (DUI). Impaired driving enforcement goes beyond checking for alcohol impairment. Law enforcement also work to identify motorists impaired by illegal drugs and prescription medication or some combination of these. Pennsylvania has more than 260 Drug Recognition Experts (DRE) or specially trained officers who look for impaired drivers and assist in DUI investigations when drug-impaired driving is suspected.

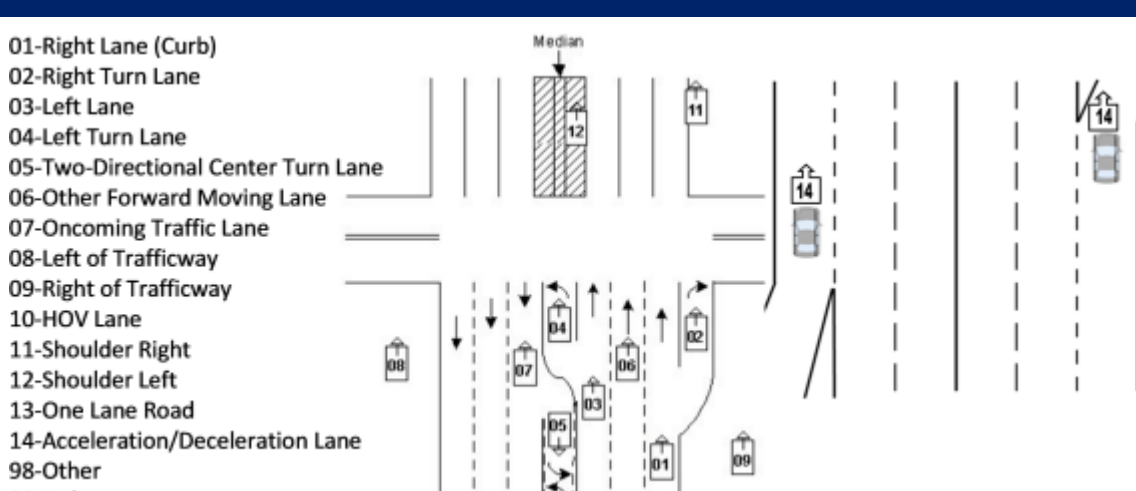
Fatalities in lane departure crashes dropped from 629 in 2023 to 537 last year. This decrease continues a long-term trend of reducing lane departure fatalities. PennDOT's Low-Cost Safety Improvement Program has implemented proven safety countermeasures at thousands of locations over the last 15 years. These include rumble strips, high friction surface treatments, high-tension cable median barriers, and advanced curve warning through signs and pavement markings.

While fatalities for most types of crashes were down in 2024, some types saw increases. Fatalities in intersection crashes increased to 321, up from 301 in 2023. Fatalities in crashes at intersections with a stop sign also increased from 98 in 2023 to 111 last year. PennDOT regularly reviews factors in fatal crashes at intersections and works to improve safety at intersections with stop signs by addressing issues like sight and stopping distance. Additionally, PennDOT is currently in the process of installing pedestrian countdown timers at nearly 800 signalized intersections across Pennsylvania. This safety improvement is expected to decrease crashes by about 8%.

For more information on reportable crash data, visit PennDOT's Pennsylvania Crash Information Tool (PCIT).

For more information on PennDOT's highway safety initiatives, visit penndot.pa.gov/safety.

Understanding Crash Terms



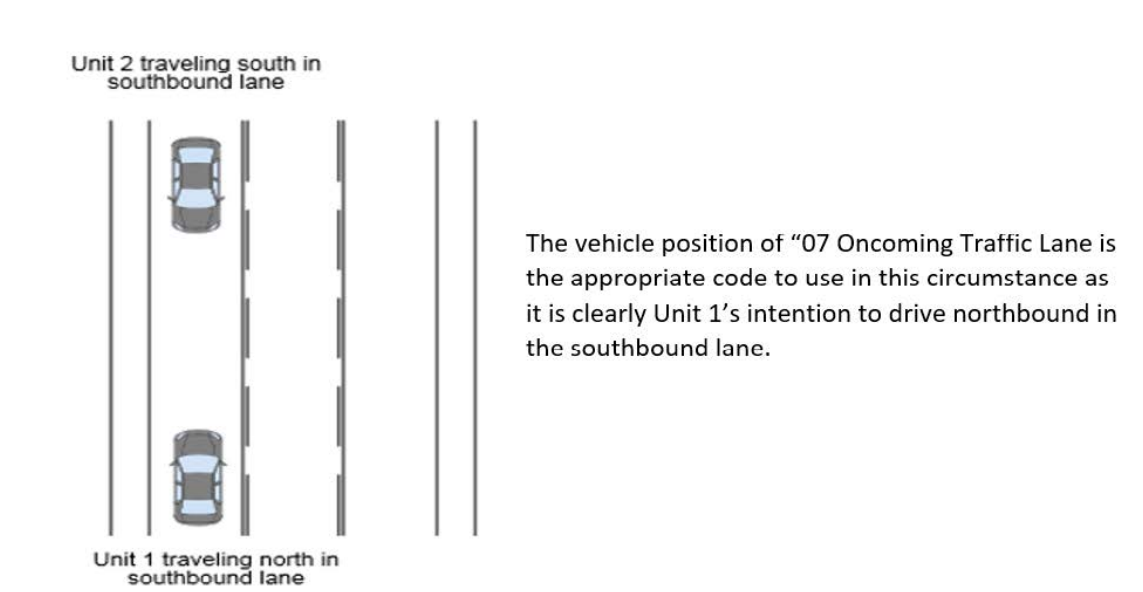
Vehicle Position

The vehicle position field indicates the position the vehicle was in immediately prior to the first un-stable event. As seen in the diagram and list located above, there are 16 different Vehicle Positions.

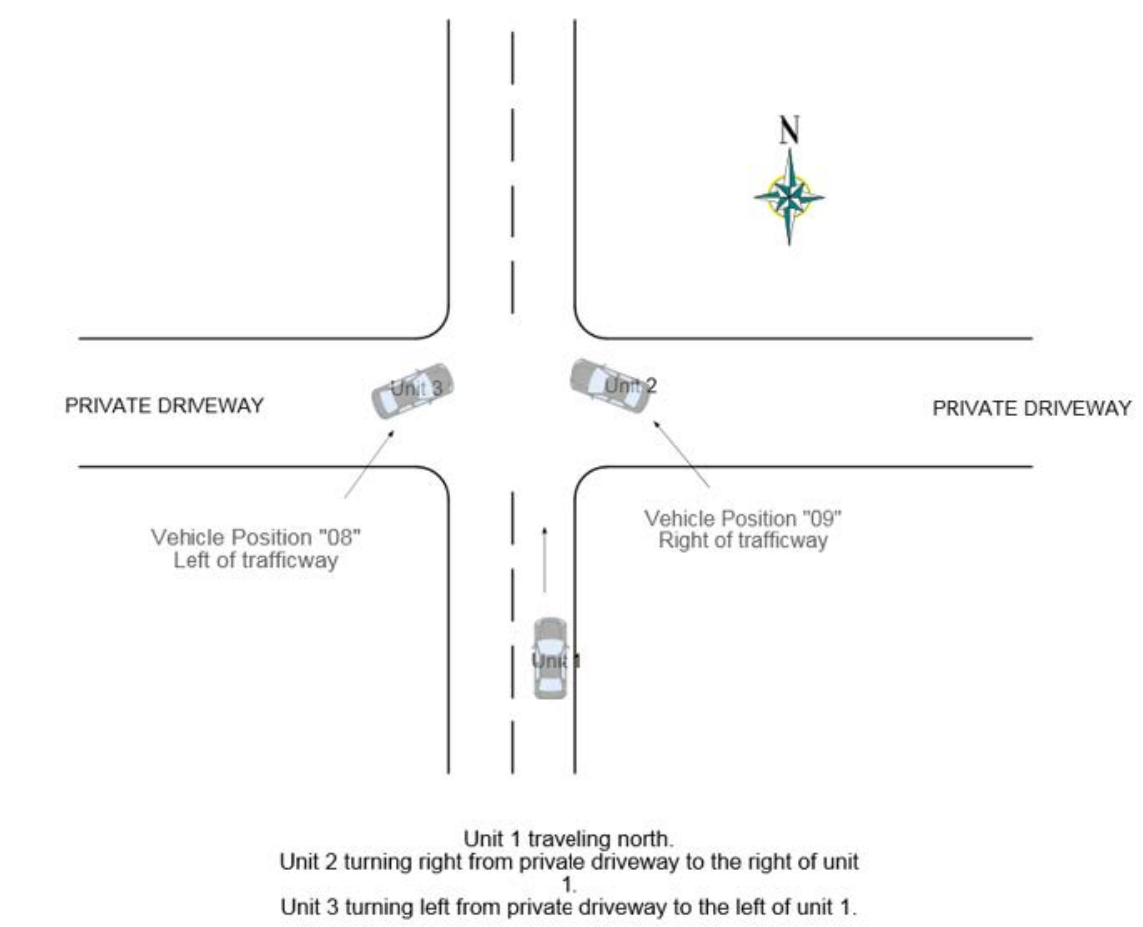
Vehicle Position “06-Other Forward Moving Lane” is mistakenly used often and should only be used when there is a three or more-lane roadway and the unit involved in the crash is utilizing a middle lane.

Vehicle Position “07 Oncoming Traffic Lane” is another vehicle position that is often misused. To use the oncoming traffic lane as a vehicle position, the vehicle must be established (stable) in the opposite lane of travel, whether intentionally

or unintentionally, for a length of time. Crossing the center line while losing control or drifting across the center line does not constitute driving in the oncoming lane.

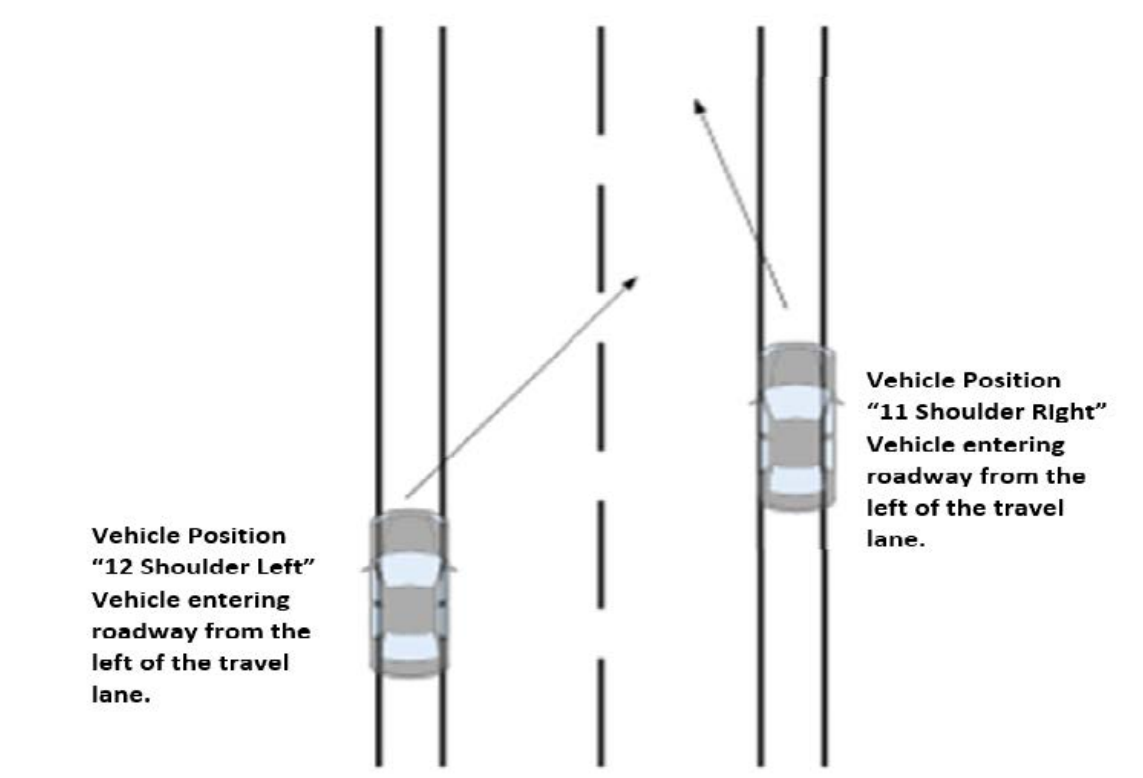


Vehicle Positions "08-Left of Trafficway" & "09-Right of Trafficway" refer to vehicles entering the travelway from a private driveway or parked off the trafficway. It is the perspective of the Unit on the main travelway when determining whether to use Left of Trafficway or Right of Trafficway.



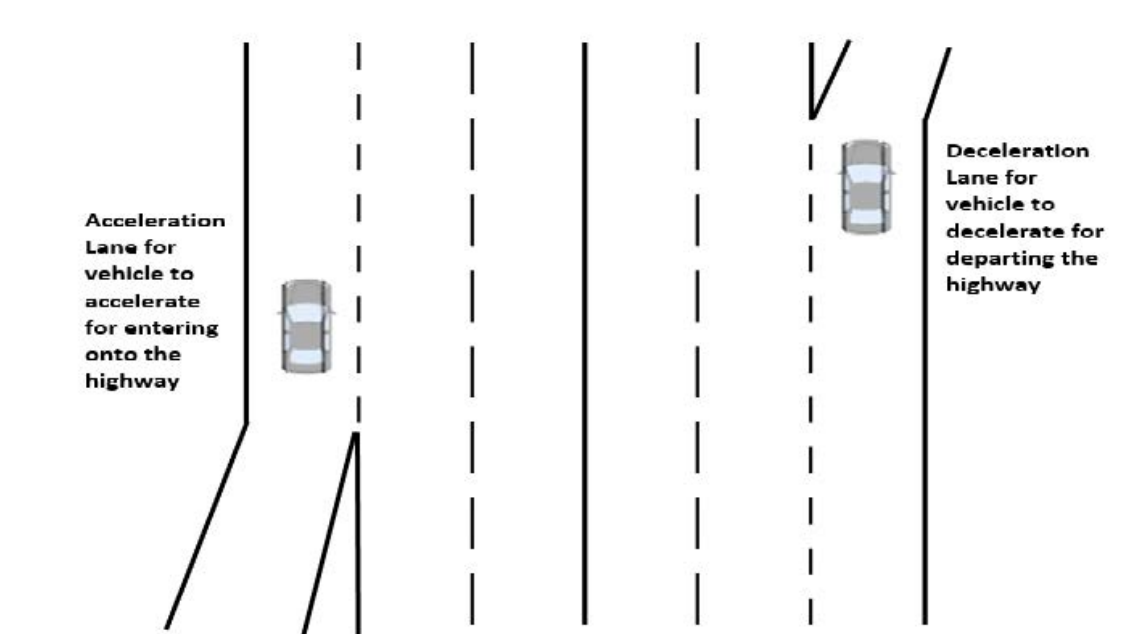
Vehicle Position "10-HOV Lane" is a High Occupancy Vehicle Lane. This is a restricted lane used for vehicles with a driver and one or more passengers including carpools, vanpools, and transit buses. Enforcement in these areas is typically during peak travel times, and they are primarily located in Urban areas.

Vehicle Positions "11 Shoulder Right" and "12 Shoulder Left" are used to identify vehicles occupying established shoulders.



Vehicle Position "13-One Lane Road" are one lane one direction roadways which include ramps connecting one travelway to another and one-way streets/local roads that consist of one lane. ****Note: A vehicle traveling the wrong way on a one-way road is Vehicle Position 07=Oncoming traffic lane.**

Vehicle Position "14-Acceleration/Deceleration Lane" is a lane extending to or from a ramp for a vehicle to accelerate onto or decelerate from a limited access highway.



Parking Lots

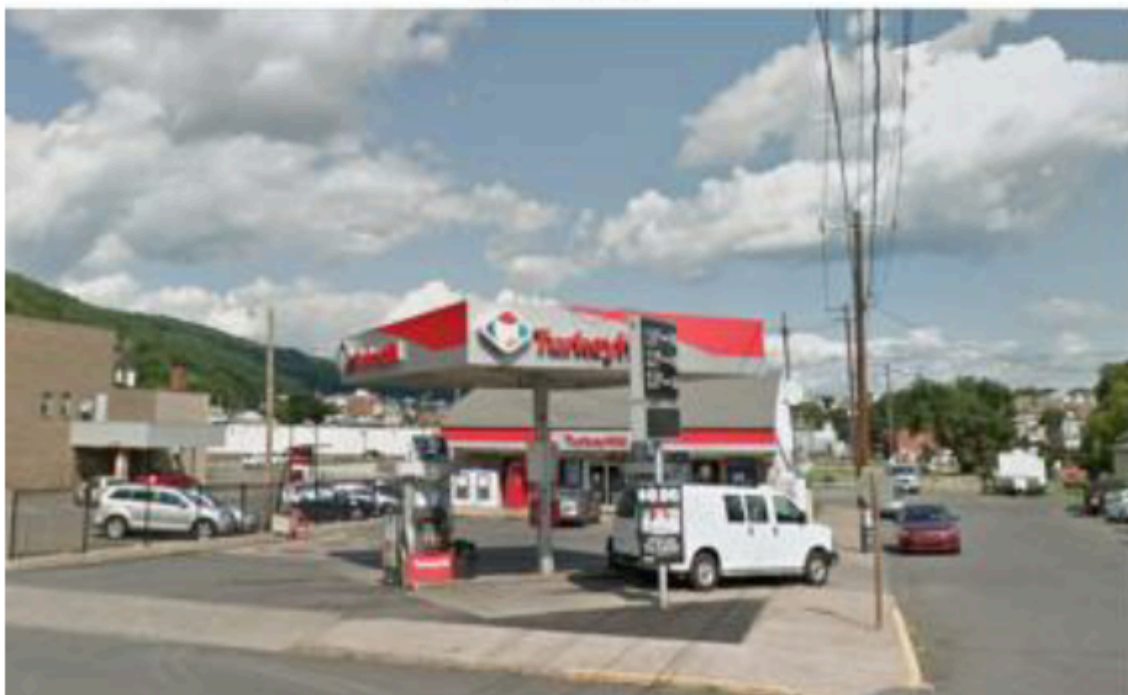
Regardless of occurring in a shopping center/mall parking lot, convenience store, school, college campus, etc., the roadway must meet the definition of a travelway for a crash to be reportable. Examples of areas that do not meet the definition of a travelway are parking stall areas and drive-thru areas. Gate positioning determines reportability as well. An open gate at the time of a crash equals a reportable incident whereas a closed gate equals non-reportable. Below are some examples of reportable and non-reportable parking lot locations.

1. **Reportable** - Travelway that allows traffic in and out of a parking lot from the main roadway and connects to other travel ways that circle the parking lot.
2. **Reportable** - Trafficway around the parking stall area that connects to another trafficway that takes a vehicle to the front and rear of the buildings on the property.
3. **Non-Reportable** - Parking stall areas.
4. **Non-Reportable** - Accesses to drive-thru or pull-through areas.

Note: In the example below, because the parking lot is so small, there are no defined travelways. Therefore, any crashes occurring in this parking lot, or similar ones would be non-reportable.



Street View



QUIZ: Crash Description

FOR YOUR INFORMATION

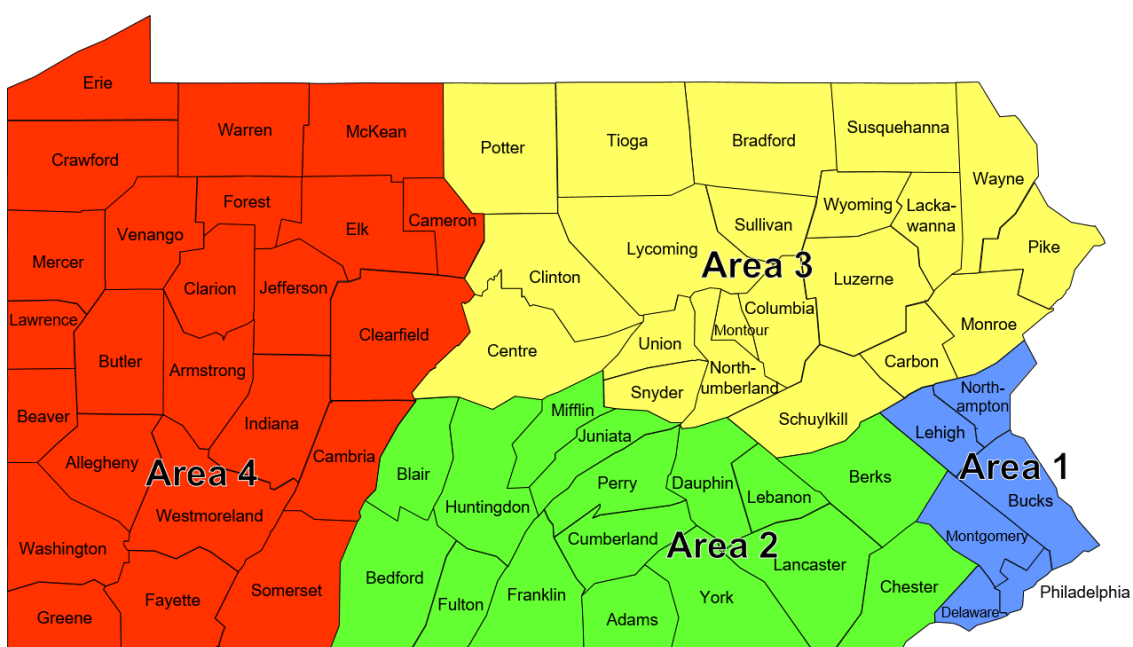
Be sure to save the links below to your favorites for easy access!

[Current AA600 Form](#)

[Police Crash Reporting Tools](#)

Traffic Records Program Administrator (TRPA) Map

The Regional TRPA Map indicates the Traffic Records Project Administrator who supports your area along with their contact information. The TRPAs serve as the liaison between PennDOT and the police agencies.



Area 1: Gordon Beck (215-219-8575) gbeck@hsnetwork.org

Area 2: Bob Wagner (610) 334-4158 rwagner@hsnetwork.org

Area 3: Rick Leymeister (570-516-7881) rleymeister@hsnetwork.org

Area 4: Michael Ragan (412-327-9488) mragan@hsnetwork.org



Now that you've made it to the end of the newsletter, how would you rate its content?

[Not helpful at all](#) [0](#) [1](#) [2](#) [3](#) [4](#) [Very helpful](#)

For questions or concerns, email us at ra-pdleadhelp@pa.gov.



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DEPARTMENT OF TRANSPORTATION