ZERO IS OUR GOAL
A SAFE SYSTEM IS HOW WE GET THERE

U.S. Department of Transportation
Federal Highway Administration

Road Safety Plans

A Framework for Moving from Intent to Action

April 13, 2022

COMPASS
COMMUNITY PLANNING ASSOCIATION of Southwest Idaho

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Today's Agenda

- Introduction to Local Road Safety Plans
- New Funding Opportunities
- ID Crash Data and Local Road Safety Plans
- Local Road Safety Plan Steps & Resources
- Discussion

Why Local Road Safety Plans?

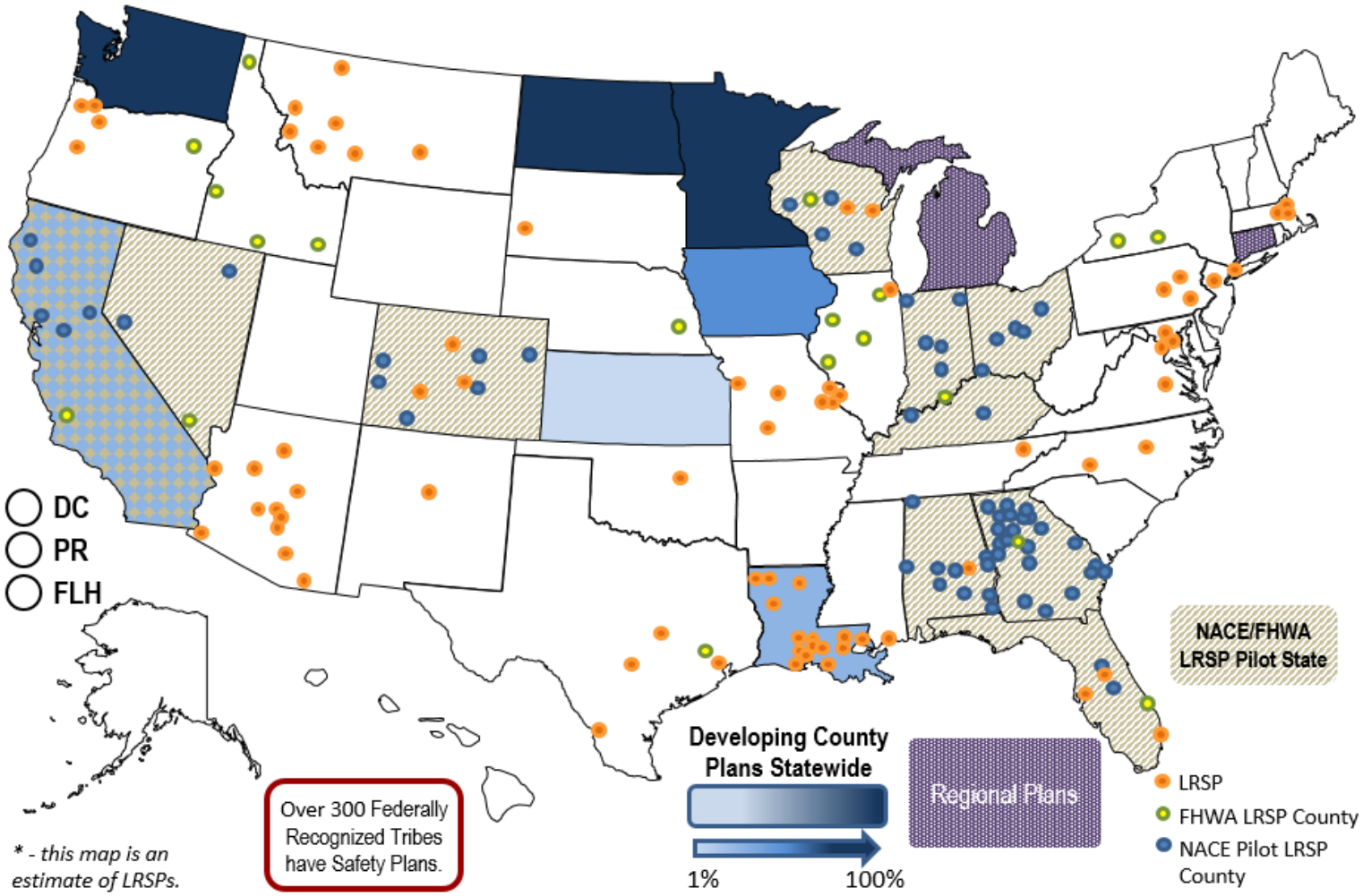
- Local roads have a fatality crash rate that is **3x** higher than the Interstate Highway System
- More than 75% of all roads are maintained by local agencies
- Approximately 30-40% of fatalities occur on locally owned roadways
- Getting to Zero **0** means addressing safety on All roadways

Some History

- Minnesota began comprehensive County Road Safety Plan Program in 2010 completed all 87 by 2014
- FHWA LRSP Peer Exchanges 2013 and 2016
- NACE/FHWA LRSP Pilots – 2018-2022
- In-state LRSP Peer Exchanges

Source: FHWA

Local Road Safety Plans - 2022*



Source: FHWA

Local Road Safety Plans

- Provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads.
  - The LRSP development process and content are tailored to local issues and needs.
  - The process results in a prioritized list of issues, risks, actions, and improvements that can be used to reduce fatalities and serious injuries on local roads

Benefits of LRSP

- Reduction in fatal and severe crashes
- Develop lasting partnerships (4 E's)
- Greater awareness of road safety and risks
- Leverage funding opportunities
- Transparency in prioritization and funding of projects
- Advance risk based, data driven and systemic approach to improving safety of local roadways for all users
- Incorporate safety into routine business (maintenance, capital improvements)
- Support the State's safety goals

Aspects of LRSP

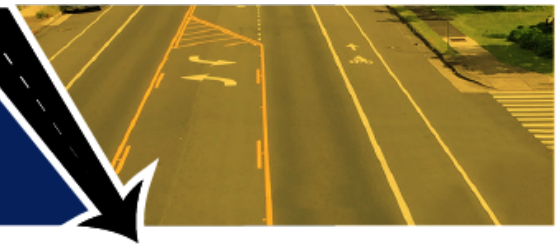
- Establish Leadership
- Analyze the Safety Data
- Determine Areas of Focus
- Identify Strategies
- Determine Available Resources
- Prioritize and Implement Strategies
- Evaluate and Update the LRSP

Source: FHWA

Getting to Zero

Consider Implementation During LRSP Development

Implementation of LRSPs



- Maintain Buy In and Support
- Identify Funding Mechanisms
- Identify and Prioritize Projects
- Determine Project Delivery Methods
- Evaluate Effectiveness
- Continue Communication and Coordination

Source: FHWA

Bipartisan Infrastructure Law – Highway Safety Improvement Program

United States Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

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Related Links

- HSIP Eligibility Guidance
- HSIP Special Rules Guidance

Tags

- Pedestrian Safety
- Safety
- Bipartisan Infrastructure Law

Federal Highway Administration Announces More Funding and Flexibility for Key Highway Safety Program under President Biden's Bipartisan Infrastructure Law

Wednesday, February 2, 2022

FHWA 04-22
Contact: FHWA.PressOffice@dot.gov
Tel.: (202) 366-0660

WASHINGTON – The U.S. Department of Transportation's Federal Highway Administration (FHWA) today released new guidance to implement changes in its signature highway safety funding program, which received substantial new funding under President Biden's Bipartisan Infrastructure Law. The guidance ensures that the new funds are used strategically to make travel safer, including protecting people outside of vehicles, such as people walking, biking, or using mobility assistive devices, thereby reducing the number of lives lost on the nation's highways, bridges, and roads. The efforts complement the Department's new National Roadway Safety Strategy. (Read U.S. Transportation Secretary Pete Buttigieg's remarks on the Strategy.)

In guidance issued today, FHWA outlined several changes to its Highway Safety Improvement Program (HSIP) that can help state, local, and tribal transportation agencies save lives on the roads and bridges they own and operate. The HSIP is one of the most important federal programs for transportation agencies in their efforts to protect all road users, and the Bipartisan Infrastructure Law bolsters it with an infusion of additional funds. HSIP funding levels from 2016 to 2020 under the Fixing America's Surface Transportation (FAST) Act totaled $11.5 billion. Under the Bipartisan Infrastructure Law, HSIP funding from 2022 to 2026 will increase significantly to $15.6 billion.

https://safety.fhwa.dot.gov/hsip/rulemaking/docs/Section148_SpecialRule_Guidance.pdf

https://safety.fhwa.dot.gov/hsip/rulemaking/docs/BIL_HSIP_Eligibility_Guidance.pdf

Bipartisan Infrastructure Law – Complete Streets

U.S. Department of Transportation
Office of Public Affairs
1200 New Jersey Avenue, SE
Washington, DC 20590
http://www.fhwa.dot.gov/briefingroom
Follow us on Twitter: @USDOTFHWA

FHWA 07-22
Wednesday, March 2, 2022
Contact: FHWA.PressOffice@dot.gov
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Federal Highway Administration Details Efforts to Advance Complete Streets Design Model, Improve Safety for All Road Users in Report to Congress

WASHINGTON – The Federal Highway Administration (FHWA) today released a report to Congress detailing the agency's commitment to advance widespread implementation of the Complete Streets design model to help improve safety and accessibility for all users. The report identifies five overarching opportunity areas that will inform FHWA as it moves ahead with its efforts to increase the proportion of federally funded transportation projects that are routinely planned, designed, built and operated as Complete Streets.

In FHWA's Report to Congress, titled "Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges," FHWA adopts Complete Streets as its default approach for funding and designing the majority of federally funded roadways in the US. Almost 70 percent of roads on the National Highway System are not access-controlled freeways, and these roads serve a wide variety of road users and purposes. These roadways, which include most arterials in urban areas and many small-town main streets, are the focus of FHWA's Complete Streets initiative.

"A Complete Street is safe, and feels safe, for everyone using the street," said Deputy Federal Highway Administrator Stephanie Pollack. "We can't keep people safe on our roads if we don't have safer roads and roads that slow down drivers to safe speeds. Through our Complete Streets initiative, FHWA will play a leadership role in providing an equitable and safe transportation network for travelers of all ages and abilities, including vulnerable road users and those from underserved communities that have faced historic disinvestment."

FHWA has committed to addressing our country's crisis in roadway fatalities, including the recent increases among motorists, cyclists and pedestrians, by focusing on the design, construction, and operation of safe roads and on countermeasures that encourage safe speeds. The Complete Streets design model embodies both elements, making it a key component of FHWA's implementation of the U.S. Department of Transportation's National Roadway Safety Strategy.

- The Bipartisan Infrastructure Law defines Complete Streets standards or policies as those which "ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles."
- The Bipartisan Infrastructure Law provides new tools and resources that allow states and local governments to build Complete Streets. This includes a requirement that states and metropolitan planning organizations use at least 2.5 percent of their planning funding on activities related to Complete Streets or travel on foot, by bike, in a vehicle or using public transit.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/

FHWA Complete Streets Webpage

- Public facing web-portal to:
  - Publish all Complete Streets products
  - Link to CS resources across FHWA program offices and other stakeholders

https://highways.dot.gov/complete-streets

New Funding Options

Increasing Safe and Accessible Transportation Options

- Defines Complete Streets standards and policies
- Requires each State and MPO to carry out transportation planning activities related to complete streets or multimodal travel using–
  - State: at least 2.5% of its State Planning and Research (SPR) funds
  - MPO: at least 2.5% of its Metropolitan Planning (PL) funds

New Funding Options

Safe Streets and Roads for All (discretionary)

Purpose	Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
Funding	$5.0B (FY 22-26) in advance appropriations from the GF
Eligible entities	• MPO • Political subdivision of a State (e.g., local governments) • Tribal government
Eligible projects	• Comprehensive safety action plan (planning grant) • Planning, design, and development activities for infrastructure projects and other strategies identified in a comprehensive safety action plan
Other key provisions	• Sets aside not less than 40% of total funding each FY for planning grants. • Requires considering, among other factors, the likelihood of a project significantly reducing or eliminating fatalities and serious injuries involving various road users, including pedestrians, bicyclists, public transportation users, motorists, and commercial operators.

New Funding Options

Wildlife Crossings Pilot Program (discretionary)

Purpose	Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity
Funding	• $350 M (FY 22-26) in Contract Authority from the HTF
Eligible entities	• State highway agency (or equivalent) • MPO • Local government • Regional transportation authority • Special purpose district or public authority with a transportation function • Indian Tribe • Federal land management agency
Eligible projects	• Projects to reduce wildlife-vehicle collisions

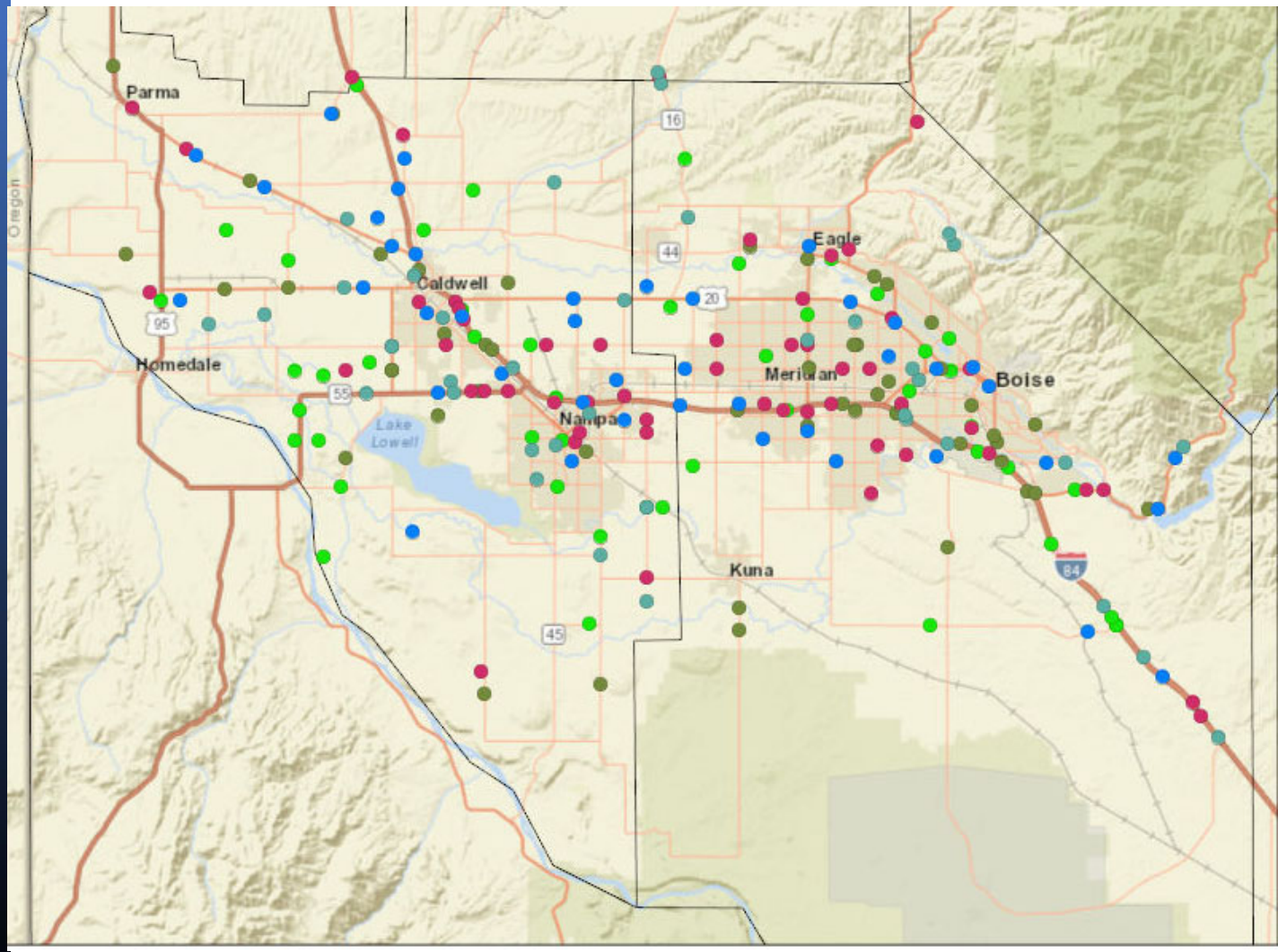
Other key provisions	• Sets aside not less than 60% of grant funds for projects in rural areas
	• Provision related to pilot program requires:
	  ○ study of methods to reduce wildlife-vehicle collisions;
	  ○ workforce development and technical training courses ~~with~~;
	  ○ standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and
	  ○ guidance on evaluating highways for potential mitigation measures to reduce wildlife-vehicle collisions and increase habitat connectivity.

New Funding Options

Rural Surface Transportation Grants (discretionary)

Purpose	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Funding	$2 B (FY 22-26) in Contract Authority from the HTF
Eligible entities	• State • Regional transportation planning organization (RTPO) • Local government • Tribal government
Eligible projects	• Highway, bridge, or tunnel projects eligible under NHPP, STBG or the Tribal Transportation Program • Highway freight project eligible under NHFP • Highway safety improvement project • Project on a publicly-owned highway or bridge improving access to certain facilities that support the economy of a rural area • Integrated mobility management system, transportation demand management system, or on-demand mobility services
Other key provisions	• Sets aside each FY: ≤10% for grants to small projects (<$25M); 25% for designated routes of the ADHS; and 15% for projects in States with higher than average rural roadway lane departure fatalities

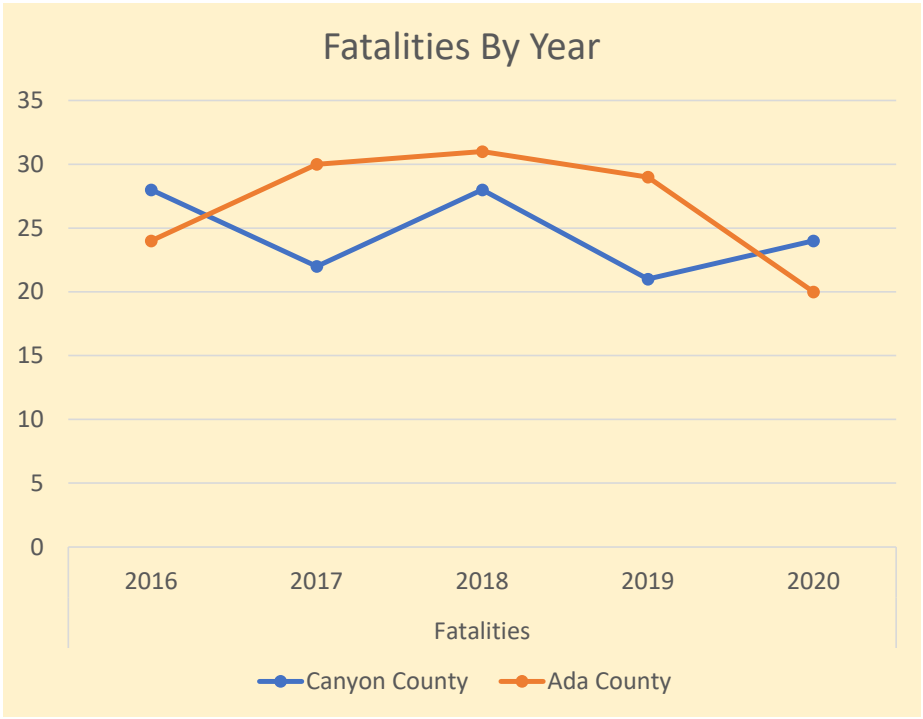
Fatal Crashes Ada and Canyon Counties 2016-2020



Fatalities

5 Year Trend For The Top 10 Counties of 2020 - Fatalities

Idaho Counties by 2020 Ranking		Fatalities					Percent of Total				
		2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
1	**Canyon County**	**28**	**22**	**28**	**21**	**24**	**11**	**9**	**12**	**9**	**11**
2	**Ada County**	**24**	**30**	**31**	**29**	**20**	**9**	**12**	**13**	**13**	**9**
3	Bonneville County	12	11	11	10	13	5	4	5	4	6
4	Kootenai County	15	19	18	15	13	6	8	8	7	6
5	Twin Falls County	18	9	10	7	12	7	4	4	3	6
6	Bannock County	10	13	8	9	9	4	5	3	4	4
7	Fremont County	1	2	6	5	9	0	1	3	2	4
8	Gooding County	4	6	1	5	9	2	2	0	2	4
9	Boise County	3	4	6	6	8	1	2	3	3	4
10	Elmore County	9	12	7	6	8	4	5	3	3	4
*Sub Total 1.**	*Top Ten Counties*	160	143	141	132	125	63	58	60	59	58
*Sub Total 2.***	*All Other Counties*	93	102	93	92	89	37	42	40	41	42
Total	*All Counties*	253	245	234	224	214	100	100	100	100	100



Idaho LRSP Efforts

- Attended LRSP Peer Exchange 2016 in Ohio
- In-State Peer Exchange in 2017
- Developed LRSPs for 4 Counties 2021
  - Bonner
  - Bonnick
  - Canyon
  - Twin Falls

Questions

Rosemarie.Anderson@dot.gov

ZERO IS OUR GOAL

A SAFE SYSTEM IS HOW WE GET THERE

Local Road Safety Plans

Developing a Local Road Safety Plan

U.S. Department of Transportation
Federal Highway Administration

LRSP DIY Site

https://safety.fhwa.dot.gov/LRSPDIY/

Overview of LRSPs


LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways
No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.
https://safety.fhwa.dot.gov/provencountermeasures/local_road/
Identify Stakeholders
Law Enforcement
Public Health
EMS
Elected Officials
START HERE!
Café
Risks Ahead
Chevron signs reduce nighttime crashes by 25%.
Choose Proven Solutions
Chevrons
Roundabouts
Targeted Enforcement
Crosswalks
Use Safety Data
Crashes
Maintenance Logs
Safety Audits
Traffic Violations
In 2017, over 50% of fatalities occurred on rural roads, but just 19% of Americans live in rural areas.
Store
Implement Solutions
Education & Enforcement
Capital Projects
Maintenance Work
Safer Roads Ahead
More than 75% of all roads are maintained by local agencies.
LOCAL ROAD SAFETY PLANS
Help Get People Home Safely
U.S. Department of Transportation
Federal Highway Administration

Why should my community create a Local Road Safety Plan?

- **Reduction in fatal and severe crashes**
- **Develop lasting partnerships (5 E's)**
- **Greater awareness of road safety and risks**
- **Leverage funding opportunities**
- **Transparency in prioritization and funding of projects**
- **Advance risk based, data driven and systemic approach to improving safety of local roadways**
- **Incorporate safety into routine business (maintenance, capital improvements)**

Idaho Highway Safety

https://itd.idaho.gov/safety/

COMMUNITIES IN MOTION 2050 GOALS AND OBJECTIVES

The Complete Network Policy was designed to support the goals and objectives of the region's long-range transportation plan, *Communities in Motion*. Plan goals are reviewed, and updated as appropriate, with each update to the long-range plan.

Communities in Motion 2050 addresses four goal areas: safety, economic vitality, convenience, and quality of life. The *Communities in Motion 2050* goals and objectives are included here as examples of how the Complete Network Policy can be used to support long-range plan goals. These goal focus areas are reflected throughout this policy and are shown using the icons at the bottom of this page.

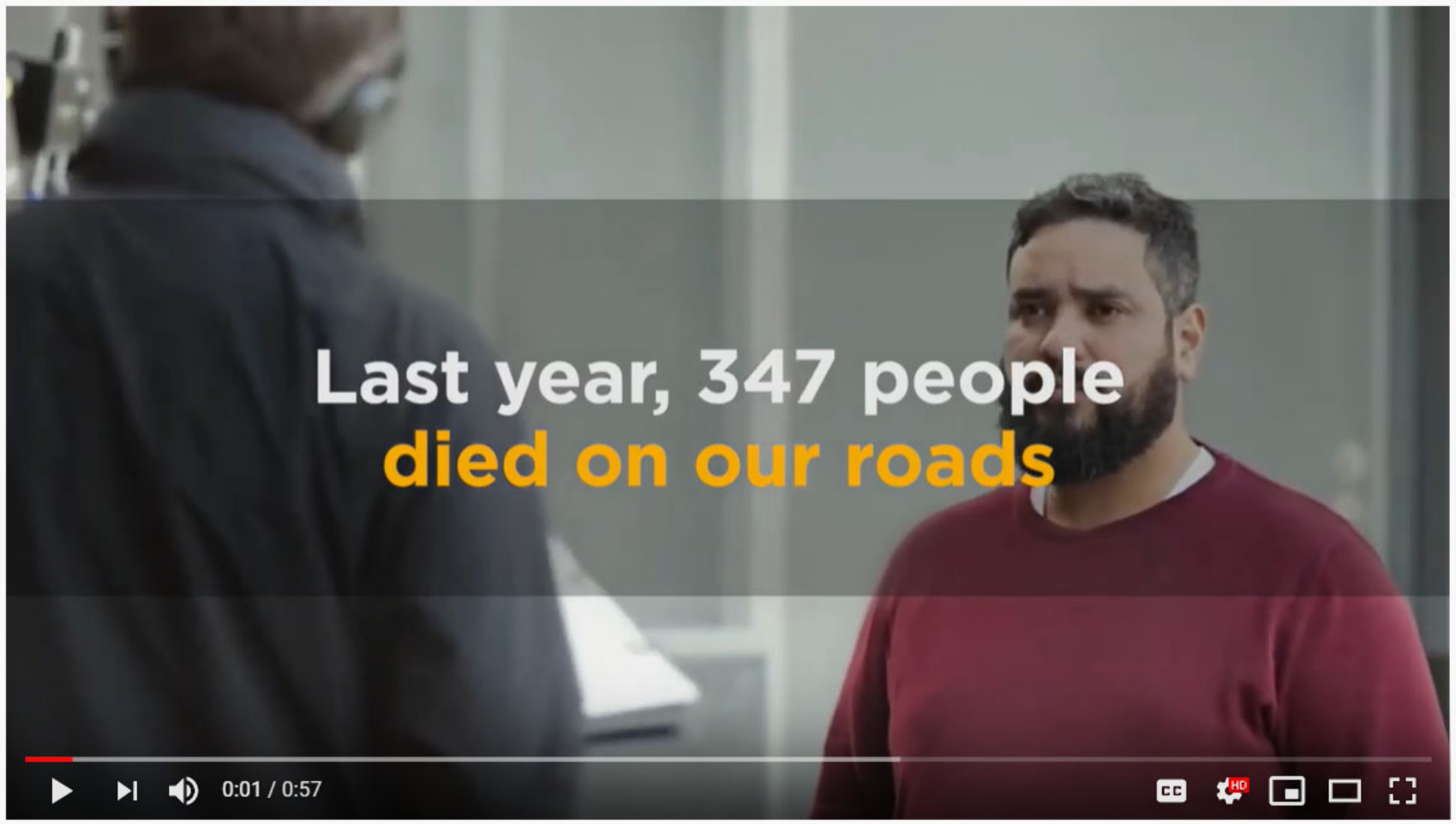
Goal	Objectives	Auto	Bicycle	Freight	Pedestrian	Public Transportation
Safety	Safety	X	X	X	X	X
	Security			X		X
	Resiliency			X		
Economic Vitality	Economic Vitality	X	X	X	X	X
	Freight Accessibility and Mobility			X		
	Preservation and Infrastructure Condition	X	X	X	X	X
	Reliability	X		X		X
	Travel and Tourism	X	X			X
	Growth Management		X		X	X
	Farmland Preservation					X
Convenience	Accessibility and Mobility	X	X		X	X
	Connectivity		X		X	
	Efficiency and Congestion Reduction	X		X		X
Quality of Life	Environment		X		X	X
	Health		X		X	
	Open Space		X		X	
	Housing and Affordability		X			X
	Equity		X		X	X

Poll…

How many deaths occurred on your road network last year?

Menti.com
4677 7210

Towards Zero Video – New South Wales



https://www.youtube.com/watch?v=ra5LK8x86zU

Vision

- The "dreaming" component
- An idealized future description of your success
- Should inspire, energize, focus, and help you and your partners picture success as you develop the plan

Mission

- The "doing" component
- Describes what a community is going to do to achieve its vision
- States their objectives and approach
- Should energize and focus and your partners on something that everyone can work towards to achieve

Goals

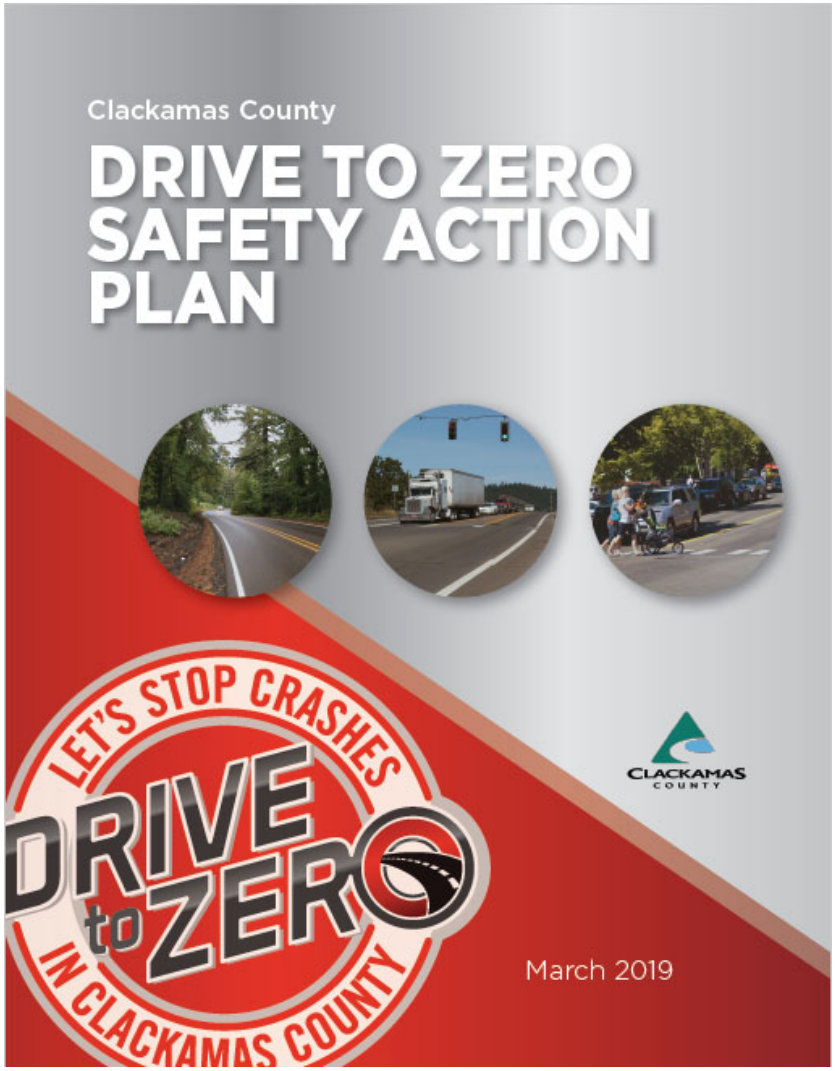
- **Help refine the team's focus and work towards outputs and outcomes that are measurable**
  - ***Reduce the number of fatal crashes to Zero by 2030.***
  - ***Implement proven safety solutions systemically to reduce fatal and severe crashes.***
  - ***Reduce the number of severe Run off the Road crashes by 50% by 2025.***
  - ***Increase seat belt usage by 20% for teenage drivers.***

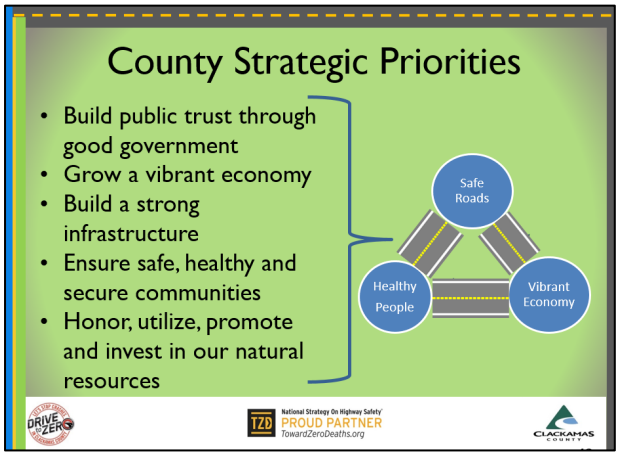
Step 1

Identify Stakeholders

Identify Stakeholders

- **Identify a Champion (you!)**
- **Identify and Contact Stakeholders from the "Five Es" of Traffic Safety:**
  - ***Engineering***
  - ***Enforcement***
  - ***Education***
  - ***Emergency Medical Services***
  - ***Everyone Else***
- **Convene a Working Group**
- **Develop a Vision, Mission Statement, and Goals**
- **Gain Support**


Clackamas County
DRIVE TO ZERO SAFETY ACTION PLAN
LET'S STOP CRASHES
DRIVE to ZERO
IN CLACKAMAS COUNTY
CLACKAMAS COUNTY
March 2019


County Strategic Priorities
• Build public trust through good government
• Grow a vibrant economy
• Build a strong infrastructure
• Ensure safe, healthy and secure communities
• Honor, utilize, promote and invest in our natural resources
Safe Roads
Healthy People
Vibrant Economy
PROUD PARTNER
TowardZeroDeaths.org
CLACKAMAS COUNTY


DRIVE TO ZERO
Achieving the goal of zero traffic fatalities will involve everyone.
ROADS
ENFORCEMENT
GOVERNMENT
COMMERCIAL SECTOR
LARGER SOCIAL CIRCLES
WELLNESS INFRASTRUCTURE
IMMEDIATE SOCIAL CIRCLE
PERSONAL RELATIONS
YOU

Convene a Working Group

THE CASE FOR A COMPLETE NETWORK

A complete transportation network has wide-ranging benefits for all stakeholders; portions of this policy, and other COMPASS policies and programs, support those benefits with implementation tools and guidance. The complete network benefits also align with *Communities in Motion 2050* objectives, as shown in bold.

Stakeholder	Benefit	Tools and Guidance
Land Use Agencies	Supports **transportation and land use integration** by providing a long-term, multimodal vision to help identify infrastructure and services to serve future growth and development.	The complete network map (page 19) helps define the vision for the transportation system to aid in long-range planning. COMPASS development review checklists support local land-use decision-making by providing congestion management strategies to mitigate increased traffic congestion generated by new development. See Appendix.
Transportation Agencies	Provides a **coordinated approach** that identifies needs and provides solutions for all transportation modes. This leads to a safer, more comfortable, economically viable, and convenient transportation system that supports a high quality of life for all users.	The regional transportation improvement program provides a short-term capital plan to help fund projects that support the Complete Network Policy. For unfunded priorities, COMPASS uses a performance-based planning approach to prioritize needs based on goals and purposes articulated for each corridor.
Business Community	Provides a **safe and convenient** multimodal transportation system that can support business expansion and provides a **reliable system** to bring goods to stores without delay.	The complete network map highlights the future needs of the transportation network to help in siting anticipated developments.
General Public	Maintains the region's **quality of life** by assisting government agencies in building a cohesive multimodal transportation system.	The complete network map provides insight into the vision for the region's transportation system to enable the general public to anticipate future transportation projects and growth.

TRANSPORTATION MODES

The Complete Network Policy addresses five distinct transportation modes: automobile, bicycle, freight, pedestrian, and public transportation. These modes are depicted by the following icons throughout this policy.

Automobile **Bicycle** **Freight** **Pedestrian** **Public Transportation**

Download the LRSP Templates

- **Available on DIY Site**

Poll…

Who are some of your stakeholders?

Menti.com
4677 7210

Step 2

Use Safety Data – Part 1

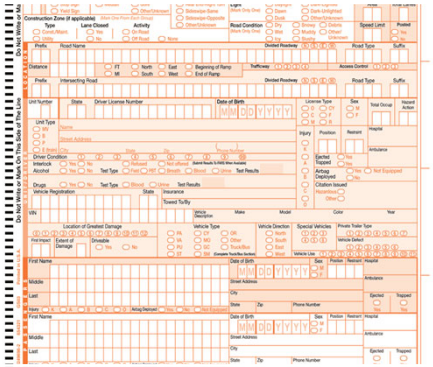
Types of Safety Data

Sources of Data

Maintenance History

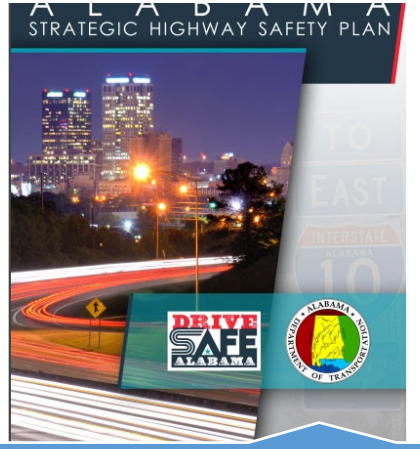
Citizen Requests

Law Enforcement



Collision Reports &

Roadway Attributes



Strategic Highway Safety Plans

Poll…

What sources of safety data are available to you?

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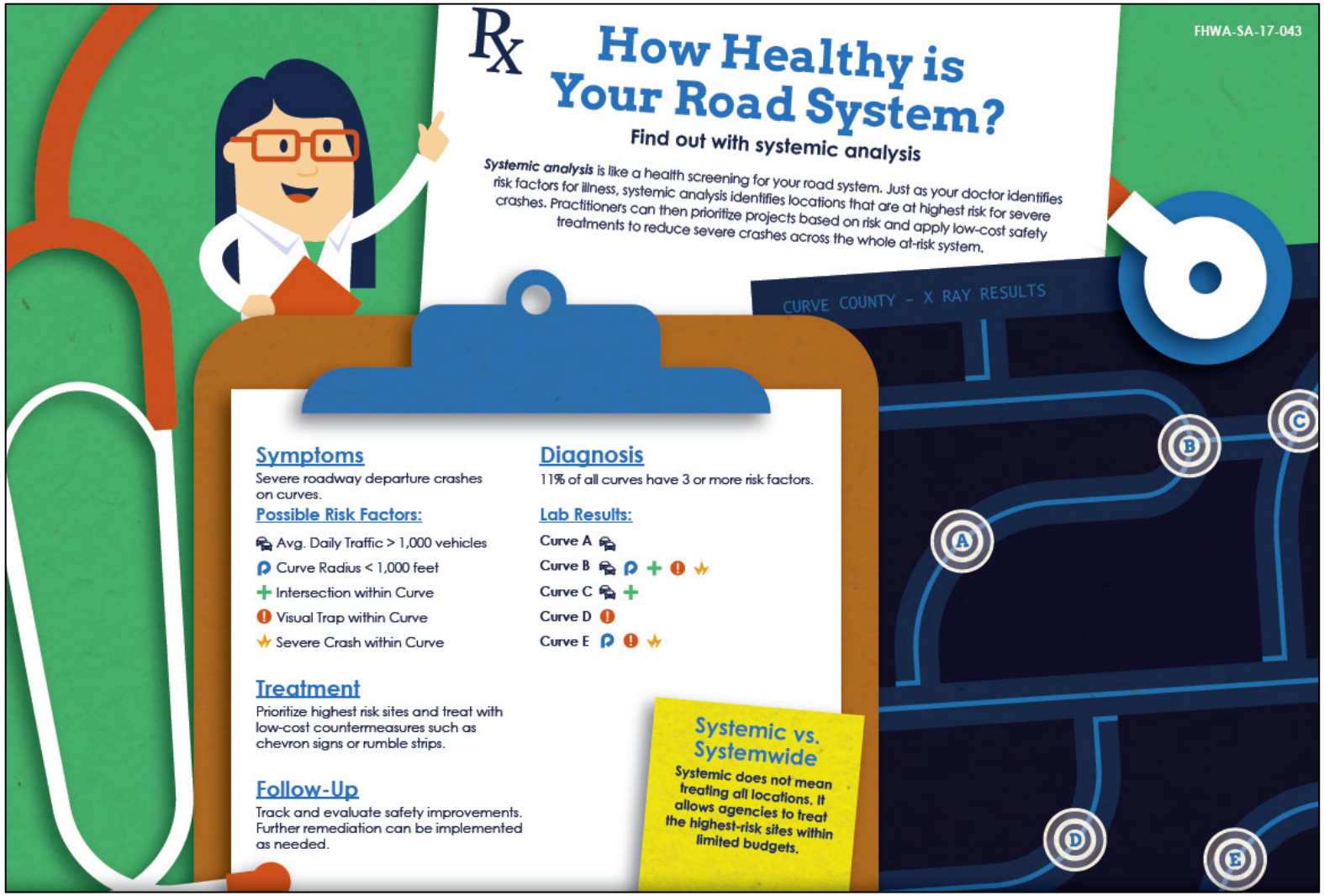
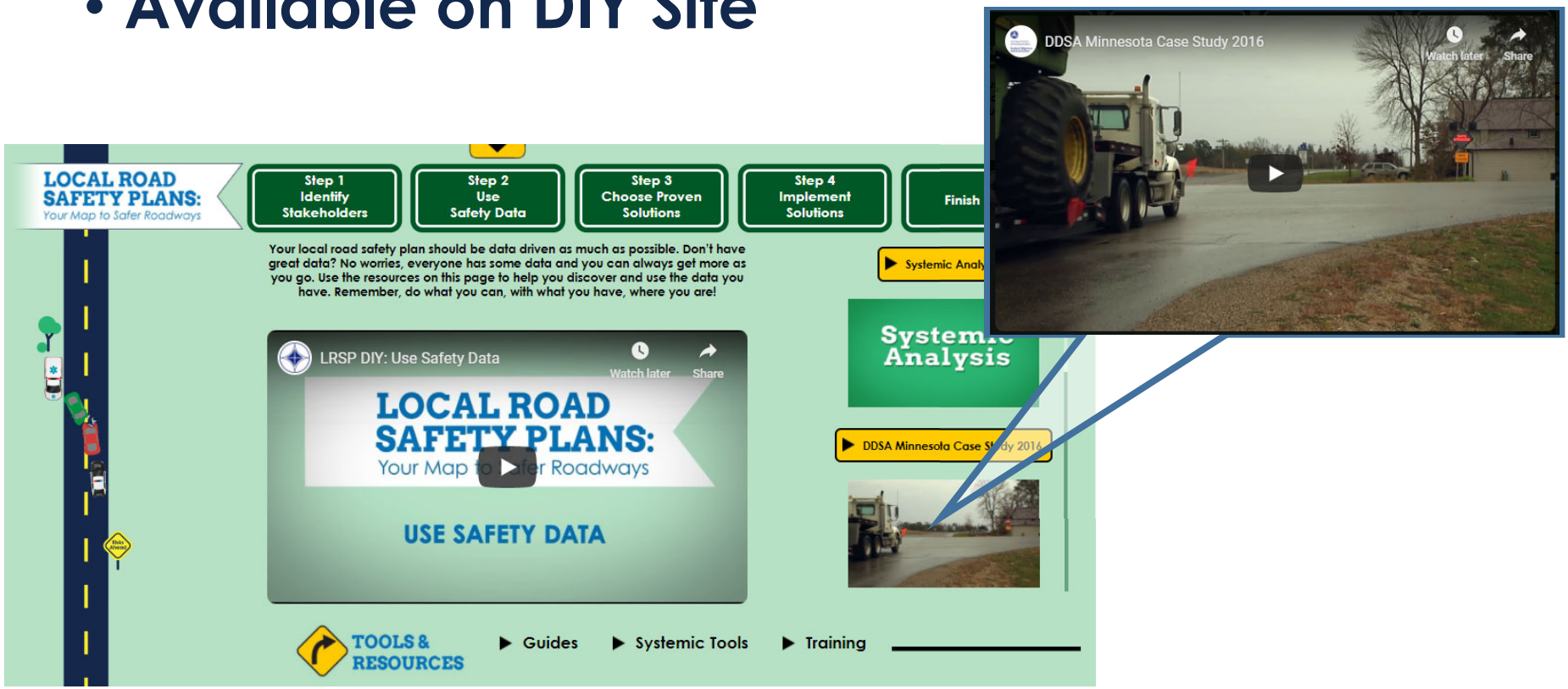
Systemic Safety Analysis



https://safety.fhwa.dot.gov/rsdp/ddsa_resources/ddsa_systemic_analysis.pdf

Video: Minnesota's Systemic Approach to Safety on All Roads

- **Available on DIY Site**



https://youtu.be/jVds3AWWqbk

Crash Tree Combinations

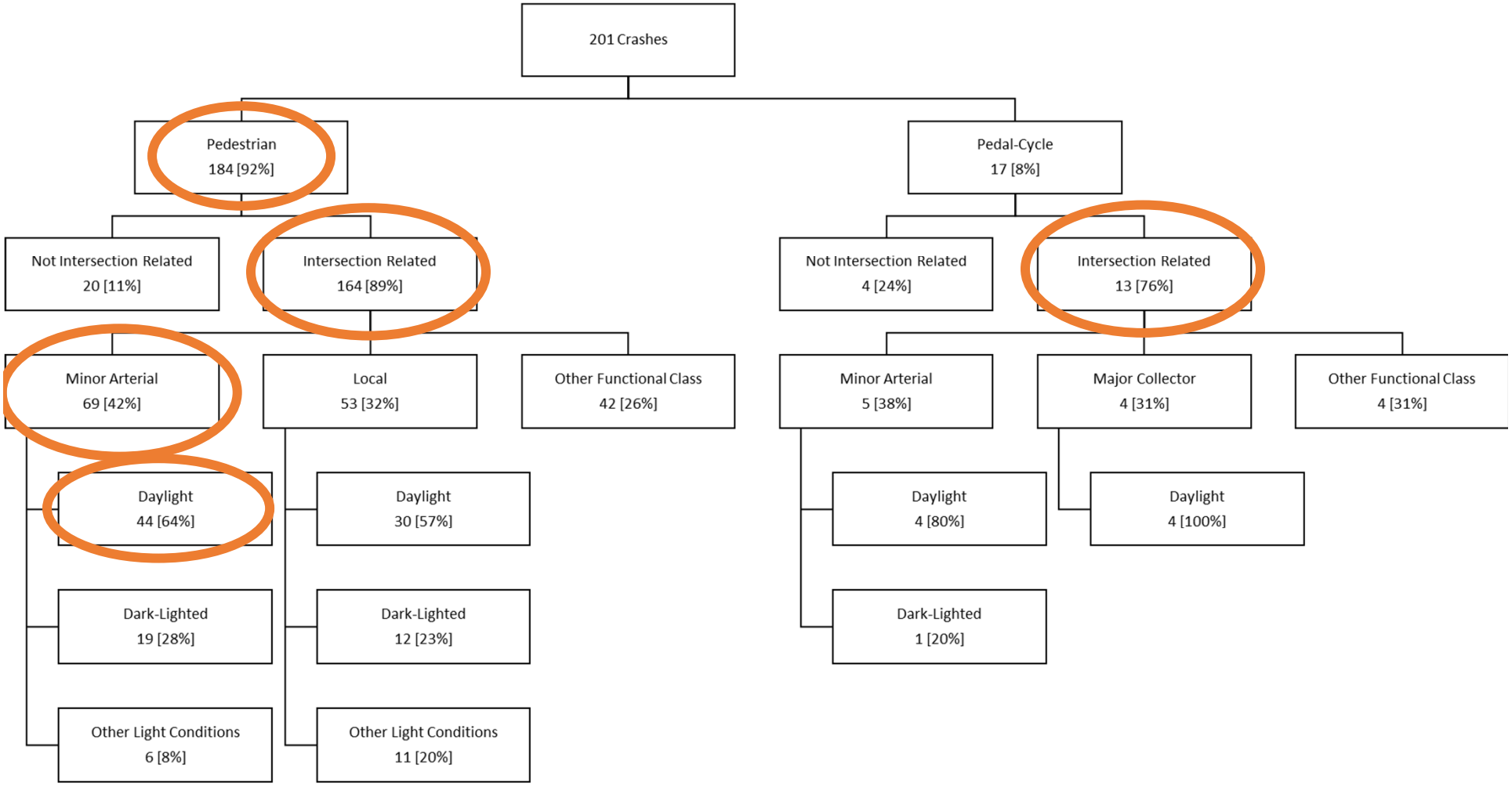
Primary

- State / local
- Rural / urban
- Segment / intersection
- Segment type
  - *Freeway, multilane, two-lane, one-way*
- Intersection control
  - *Signalized*
  - *Unsignalized*
  - *Uncontrolled*

Secondary

- Tangent / curve
- High-speed / low-speed
- Street lighting
- District or regions
- Traffic volume
- Lane width
- Shoulder type/width
- Alignment
- Land use

KABC Vulnerable User Crashes on City Roads

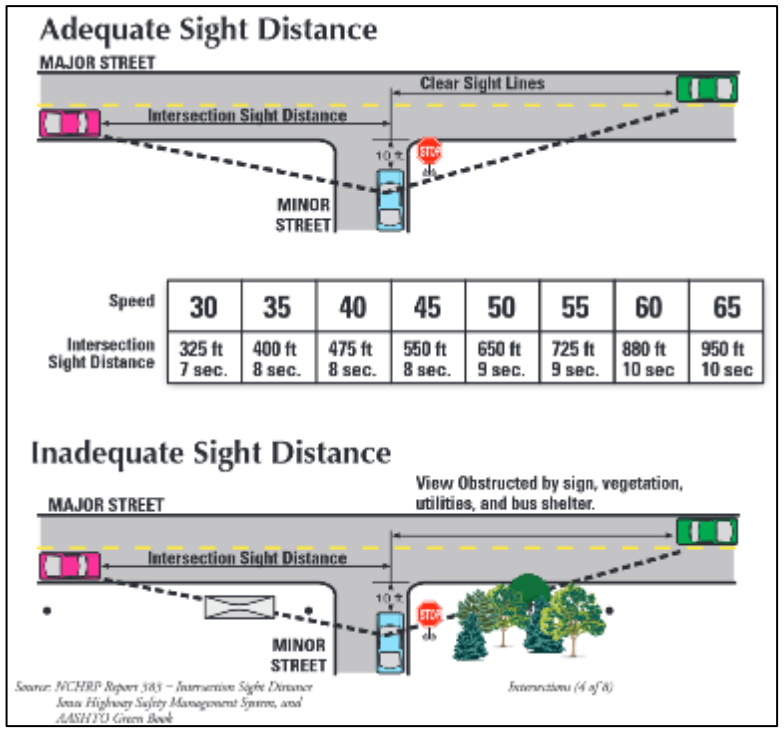


Potential Risk Factors – Roadway Departure

- **Number of lanes**
- **Lane width**
- **Shoulder width / type**
- **Median width / type**
- **Horizontal curvature**
  - *Superelevation*
  - *Delineation*
  - *Advance warning*
  - *Speed differential*
  - *Visual trap*
- **Pavement condition / friction**
- **Roadside features**
  - *Sideslope design*
  - *Clear zone*
- **Driveway density**
- **Other features**
  - *Rumble strips*
  - *Lighting*
  - *On-street parking*

Potential Risk Factors - Intersections

- Traffic control device
- Left-turn or right-turn lanes
- Skew angle
- Advance warning signs
- Located in or near horizontal curve
- Type of development (e.g., commercial)
- Signals
  - *Left-turn phasing*
  - *Number of signal heads vs. number of lanes*
  - *Backplates*
  - *Right-turn-on-red*
  - *Overhead versus pedestal mounted*



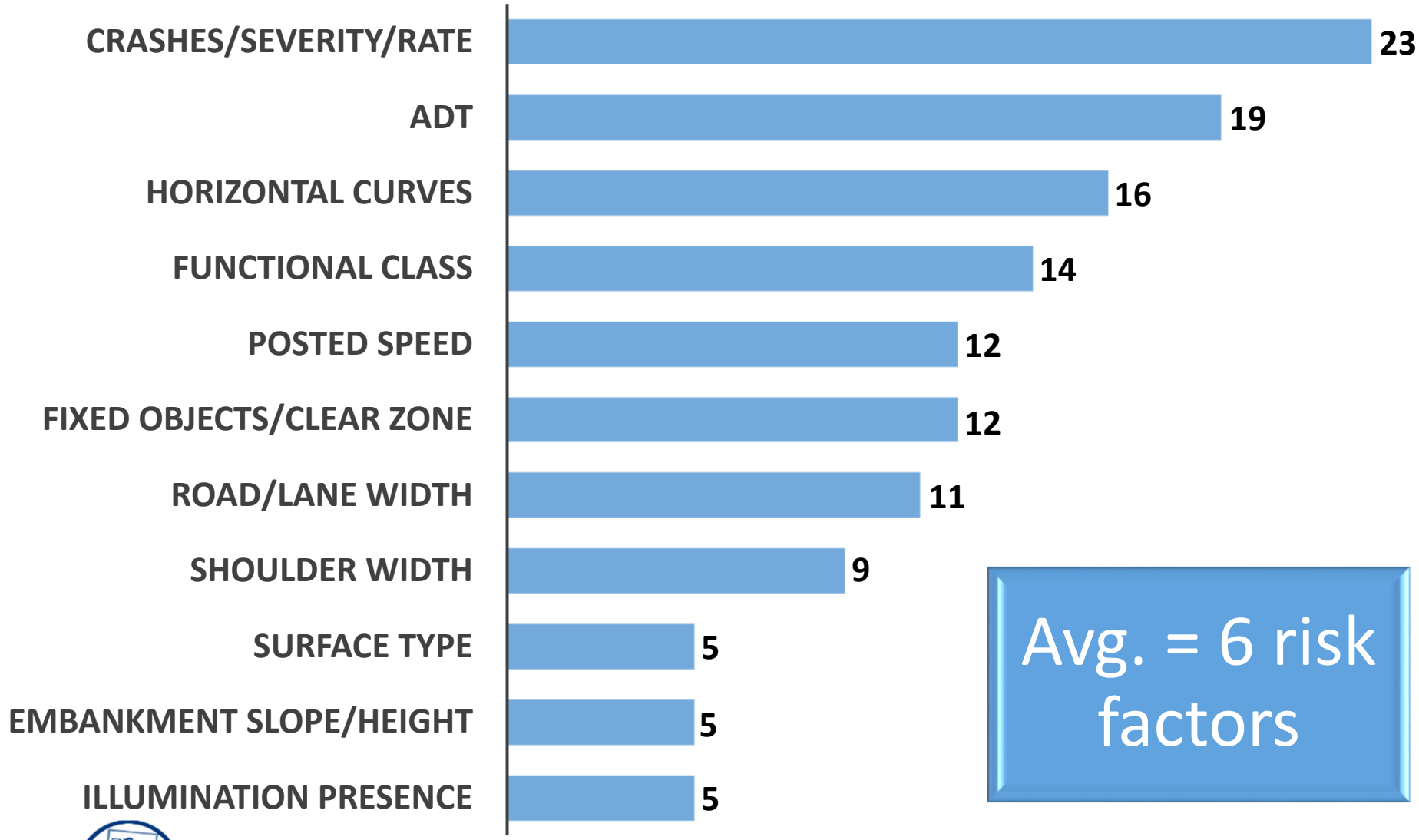
Potential Risk Factors - Pedestrians

- Type of intersection control
- Crosswalk presence
- Lanes to cross/crossing distance
- Pedestrian signal/type
- Sidewalk presence
- Adjacent land uses
- Transit stops
- Lighting

Other Potential Risk Factors

- **Traffic volume**
- **Speed**
  - ***Posted, operating***
- **Railroad crossing**
- **Automated enforcement**
- **Adjacent land use type**
  - ***Schools, commercial, or alcohol-sales establishments)***
- **Bus stops (presence and location)**

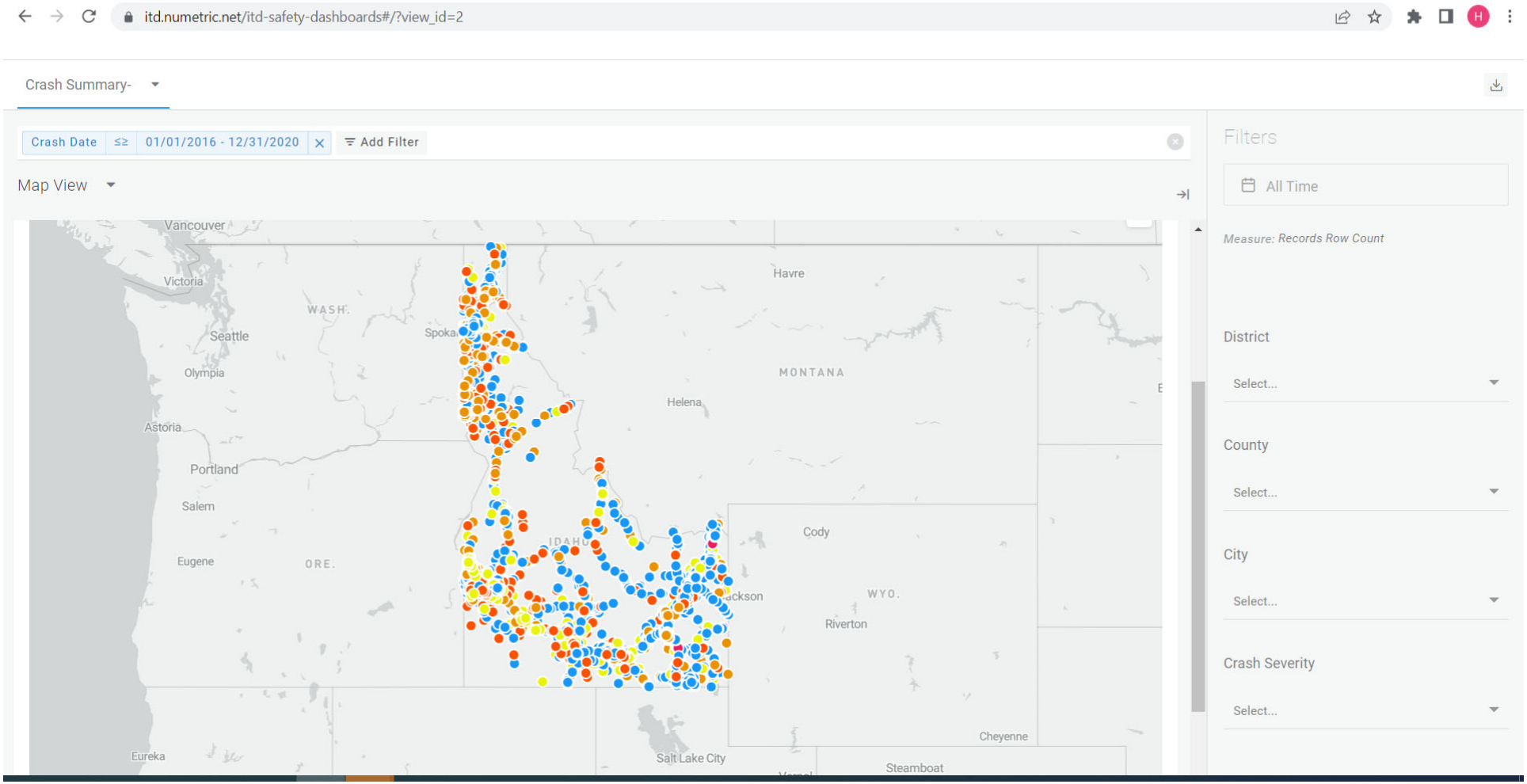
Risk Factors (WA Counties 2017)



Avg. = 6 risk factors

DEMO

Idaho Highway Safety Crash Data

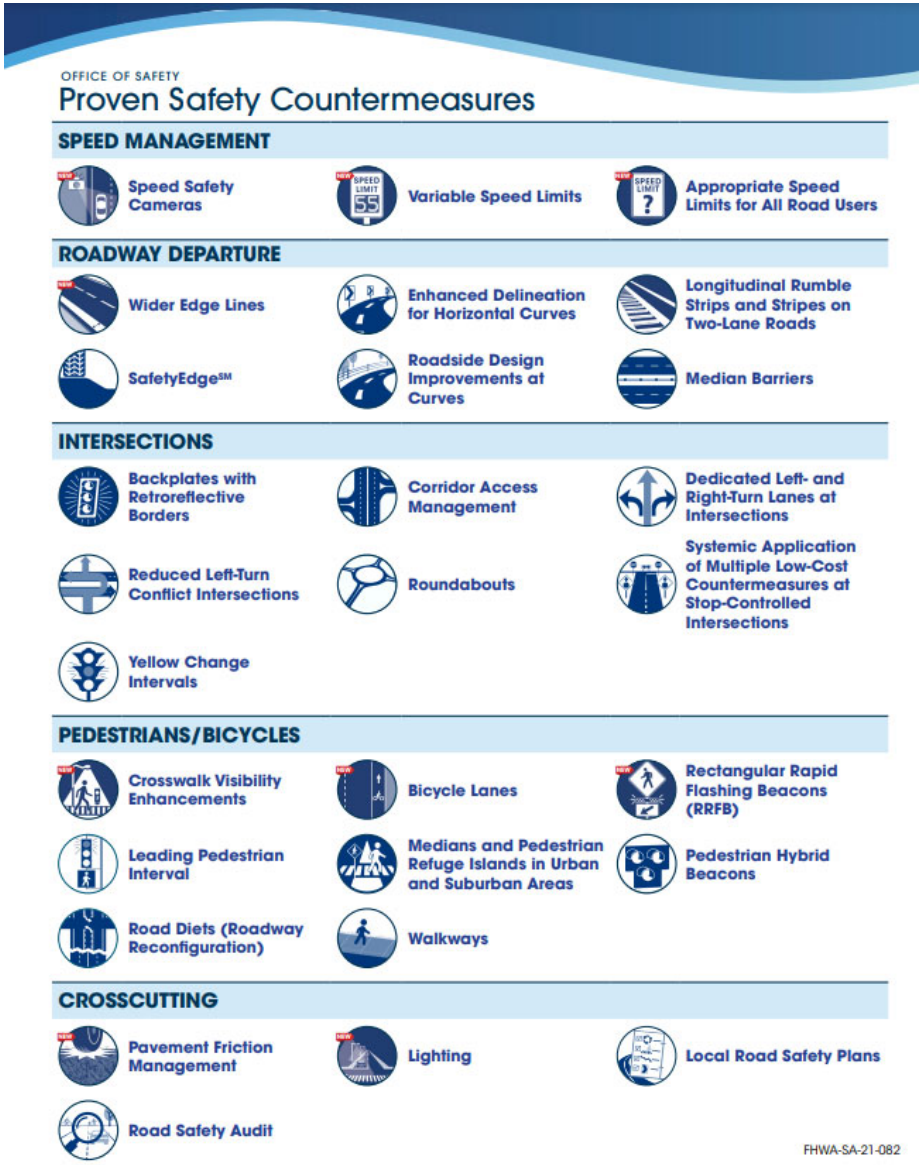


https://itd.idaho.gov/safety/

Step 3

Choose Proven Solutions

FHWA Proven Safety Countermeasures



https://safety.fhwa.dot.gov/provencountermeasures/

Enhanced Delineation and Friction for Horizontal Curves

Enhanced Delineation

- **Pavement Markings**
- **Post-mounted delineators**
- **Brighter/larger signs**
- **Dynamic curve warning signs**

Increased Pavement Friction

- **Sharp Curves**
- **Wet Conditions**
- **Polished Surfaces**
- **Excessive Speeds**

Chevron signs installed along a curve.

Source: Thinkstock

Safety Benefits:

Chevron Signs

25% reduction in night-time crashes[1]

16% reduction in non-intersection fatal and injury crashes[2]

Oversized Chevron Signs

15% reduction in fatal and injury crashes[3]

Sequential Dynamic Chevrons

60% reduction in fatal and injury crashes[3]

In-Lane Curve Warning Pavement Markings

35-38% reduction in all crashes.[4,5]

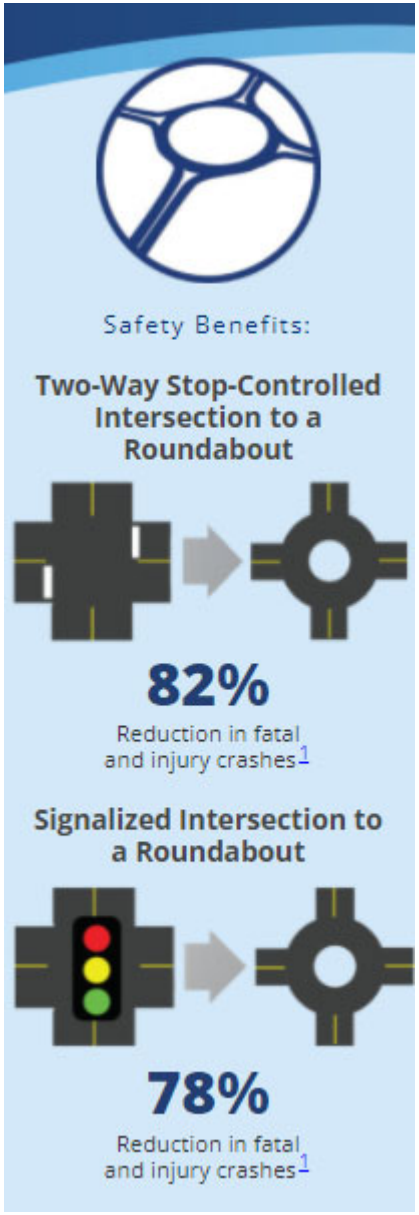
New Fluorescent Curve Signs or Upgrade Existing Curve Signs to Fluorescent Sheeting

18% reduction in non-intersection, head-on, run-off-road, and sideswipe in rural areas.[1]

https://safety.fhwa.dot.gov/provencountermeasures/enhanced_delineation/

Roundabouts

- **Slow speeds for all users (15-25 mph)**
- **Reduced conflict points**
- **Less severe crashes**



Leading Pedestrian Interval

- **Increased visibility of crossing pedestrians**
- **Reduced conflicts between pedestrians and vehicles**
- **Increased likelihood of motorists yielding to pedestrians**
- **Enhanced safety for pedestrians who may be slower to start into the intersection**

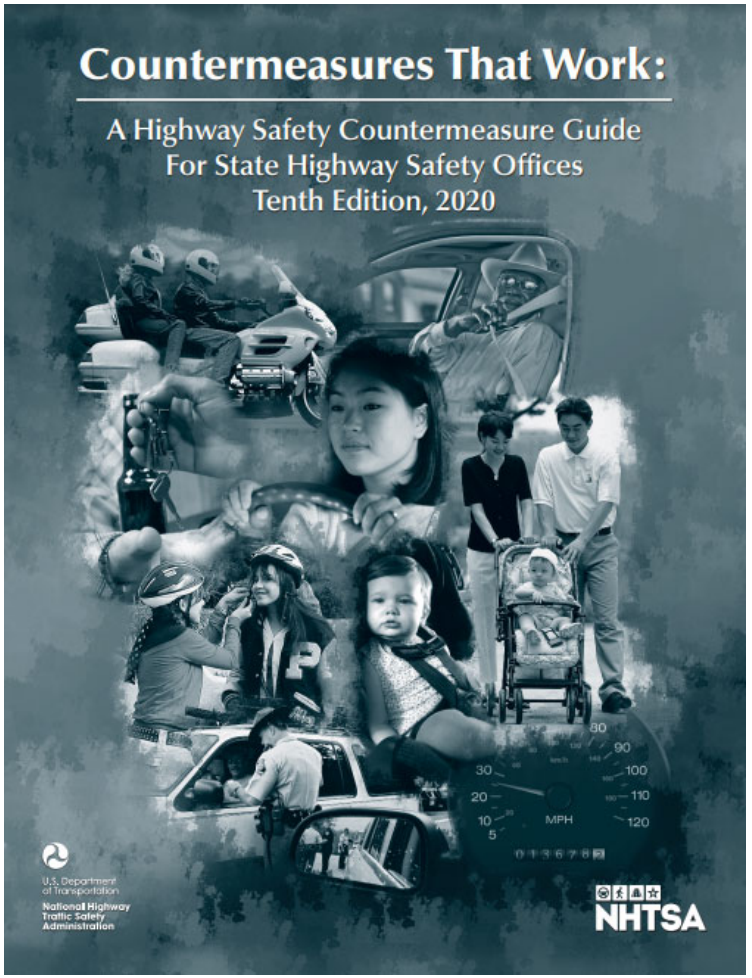
LPIs reduce potential conflicts between pedestrians and turning vehicles. Source: FHWA

VERY Low Cost Countermeasures

- **Clear the vegetation**
  - ***Signs, signals, intersections, driveways, and sideways***
- **Observe and adjust signal timing**
  - ***Particularly off-peak***

NHTSA's Countermeasures that Work

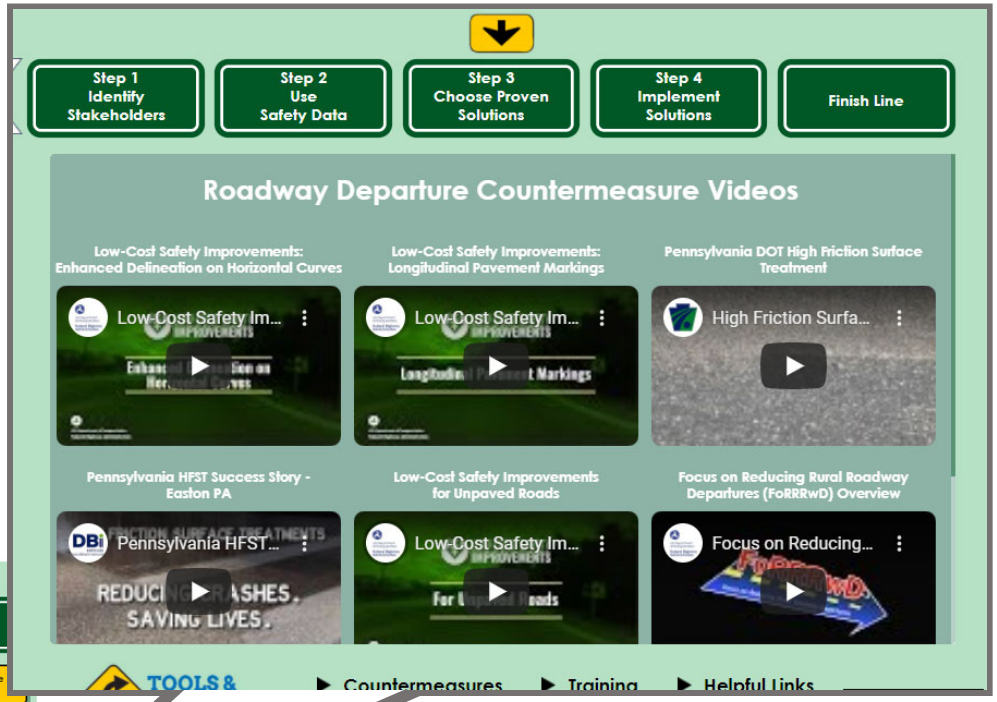
1. Impaired Driving
2. Seatbelts
3. Speed Limits
4. Distracted Driving
5. Motorcycles
6. Young Drivers
7. License Renewal
8. Education Campaigns
9. Bicycle Helmets



https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf

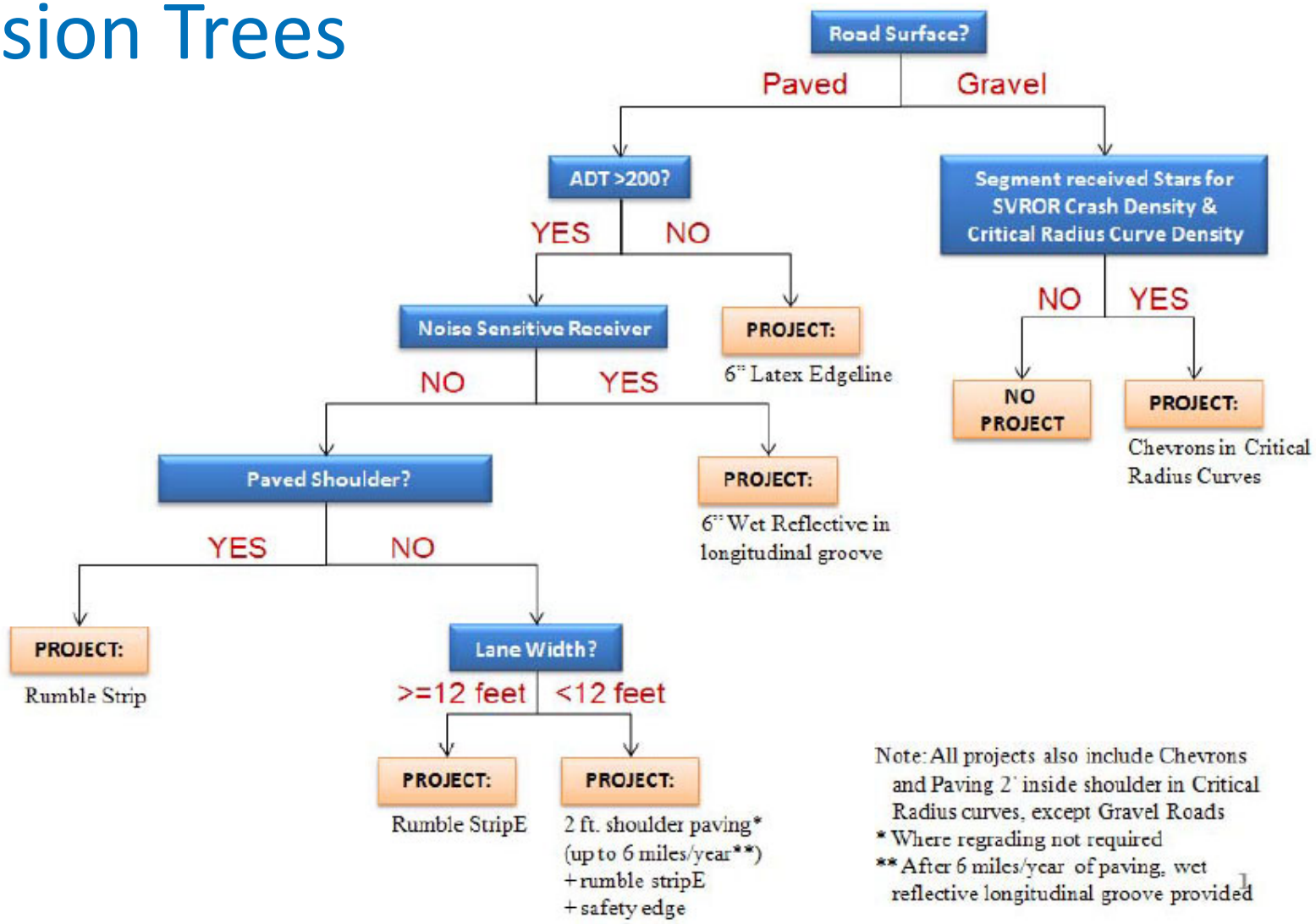
Countermeasure Videos

- **Available on DIY Site**
  - ***Roadway Departure***
  - ***Intersections***
  - ***Pedestrians***
  - ***Cross-Cutting Solutions***



Countermeasure Decision Trees

Decision Trees



https://www.dot.state.mn.us/stateaid/trafficsafety/county/ottertail-crsp-final-aug2011.pdf

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

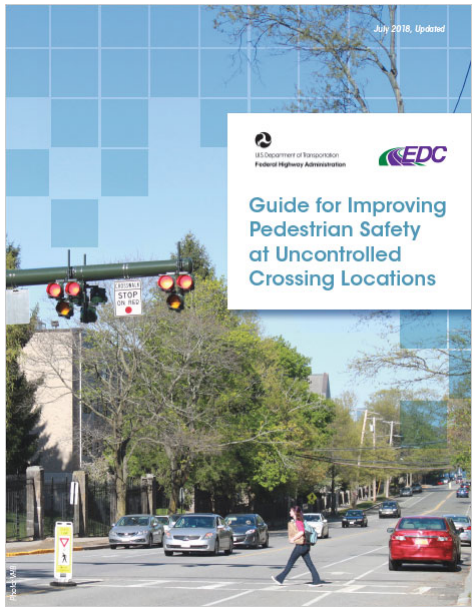


Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 7 ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 8 ❾
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

Given the set of conditions in a cell,

\# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

https://safety.fhwa.dot.gov/ped_bike/step/docs/STEP_Guide_for_Improving_Ped_Safety_at_Unsig_Loc_3-2018_07_17-508compliant.pdf

Poll…

What safety countermeasures are deployed in your community?

Menti.com
4677 7210

Step 4

Implement Solutions

Communicating Safety to Local Elected Officials Video

https://youtu.be/vQd8feJyXH0

LRSP - Brown County, WI

https://www.wbay.com/content/news/Brown-County-focuses-on-road-safety-in-newly-proposed-budget-495196441.html

Someone told me one time the best time to plant a tree was 40 years ago, and the second best time is today. And so to the extent that you can get started and formalize your process of increasing the safety and improving the safety in your county, there's no better time than today.

- Kevin Russel
Former County Engineer
Harrison County, IN


LOCAL ROAD SAFETY PLANS:
Your Map to Safer Roadways
No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.
https://safety.fhwa.dot.gov/provencountermeasures/local_road/
Identify Stakeholders
Law Enforcement
Public Health
EMS
Elected Officials
START HERE!
Café
Risks Ahead
Chevron signs reduce nighttime crashes by 25%.
Choose Proven Solutions
Chevrons
Roundabouts
Targeted Enforcement
Crosswalks
Use Safety Data
Crashes
Maintenance Logs
Safety Audits
Traffic Violations
In 2017, over 50% of fatalities occurred on rural roads, but just 19% of Americans live in rural areas.
Store
Implement Solutions
Education & Enforcement
Capital Projects
Maintenance Work
Safer Roads Ahead
More than 75% of all roads are maintained by local agencies.
LOCAL ROAD SAFETY PLANS
Help Get People Home Safely
U.S. Department of Transportation
Federal Highway Administration

DEMO

LRSP DIY Site

https://safety.fhwa.dot.gov/LRSPDIY/

"Do what you can,
with what you have,
where you are."
– *Theodore Roosevelt*

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