Road Safety Plans
A Framework for Moving from Intent to Action

April 13, 2022
The contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide information to the public regarding existing requirements under the law or agency policies.

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Unless noted otherwise, FHWA is the source for all images in this presentation.
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

• 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.

Source: FHWA
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
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.

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–
  o State: at least 2.5% of its State Planning and Research (SPR) funds
  o MPO: at least 2.5% of its Metropolitan Planning (PL) funds
## Safe Streets and Roads for All (discretionary)

<table>
<thead>
<tr>
<th>Purpose</th>
<th>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).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>$5.0B (FY 22-26) in advance appropriations from the GF</td>
</tr>
</tbody>
</table>
| 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)

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>• $350 M (FY 22-26) in Contract Authority from the HTF</td>
</tr>
</tbody>
</table>
| 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:  
  o study of methods to reduce wildlife-vehicle collisions;  
  o workforce development and technical training courses with;  
  o standardized methodology for collecting and reporting spatially accurate wildlife collision and carcass data for the NHS; and  
  o 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)

<table>
<thead>
<tr>
<th>Purpose</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funding</td>
<td>$2 B (FY 22-26) in Contract Authority from the HTF</td>
</tr>
</tbody>
</table>
| 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

<table>
<thead>
<tr>
<th>Idaho Counties by 2020 Ranking</th>
<th>Fatalities</th>
<th>Percent of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Canyon County</td>
<td>28</td>
<td>22</td>
</tr>
<tr>
<td>2 Ada County</td>
<td>24</td>
<td>30</td>
</tr>
<tr>
<td>3 Bonneville County</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>4 Kootenai County</td>
<td>15</td>
<td>19</td>
</tr>
<tr>
<td>5 Twin Falls County</td>
<td>18</td>
<td>9</td>
</tr>
<tr>
<td>6 Bannock County</td>
<td>10</td>
<td>13</td>
</tr>
<tr>
<td>7 Fremont County</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>8 Gooding County</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>9 Boise County</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>10 Elmore County</td>
<td>9</td>
<td>12</td>
</tr>
</tbody>
</table>

**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  |

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#### Fatalities By Year

![Fatalities By Year](image)

- **Fatalities**
  - Canyon County
  - Ada County
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
Local Road Safety Plans

Developing a Local Road Safety Plan

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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.dot.gov/provencountermeasures/local_road/

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.

Implement Solutions
- Education & Enforcement
- Capital Projects
- Maintenance Work

More than 75% of all roads are maintained by local agencies.

Help Get People Home Safely

START HERE!
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.

<table>
<thead>
<tr>
<th>Goal</th>
<th>Objectives</th>
<th>Auto</th>
<th>Bicycle</th>
<th>Freight</th>
<th>Pedestrian</th>
<th>Public Transportation</th>
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</thead>
<tbody>
<tr>
<td><strong>Safety</strong></td>
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<tr>
<td>Safety</td>
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<tr>
<td>Security</td>
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<td>Resiliency</td>
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<td><strong>Economic Vitality</strong></td>
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<tr>
<td>Economic Vitality</td>
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<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
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<tr>
<td>Freight Accessibility and Mobility</td>
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<tr>
<td>Preservation and Infrastructure Condition</td>
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<td>X</td>
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<td>X</td>
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<td>Reliability</td>
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<tr>
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<tr>
<td>Farmland Preservation</td>
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<tr>
<td><strong>Convenience</strong></td>
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<tr>
<td>Accessibility and Mobility</td>
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<tr>
<td>Connectivity</td>
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<tr>
<td>Efficiency and Congestion Reduction</td>
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<tr>
<td><strong>Quality of Life</strong></td>
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<tr>
<td>Environment</td>
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<td>Health</td>
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<td>Open Space</td>
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<td>X</td>
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<tr>
<td>Housing and Affordability</td>
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<tr>
<td>Equity</td>
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</tbody>
</table>
Poll...

How many deaths occurred on your road network last year?
Towards Zero Video – New South Wales

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

Last year, 347 people died on our roads
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

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

DRIVE TO ZERO

Achieving the goal of zero traffic fatalities will involve everyone.

Local Road Safety Plans
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.

<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Benefit</th>
<th>Tools and Guidance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use Agencies</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>Transportation Agencies</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>Business Community</td>
<td>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.</td>
<td>The complete network map highlights the future needs of the transportation network to help in siting anticipated developments.</td>
</tr>
<tr>
<td>General Public</td>
<td>Maintains the region’s quality of life by assisting government agencies in building a cohesive multimodal transportation system.</td>
<td>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.</td>
</tr>
</tbody>
</table>

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.
Download the LRSP Templates

- Available on DIY Site
Poll...

Who are some of your stakeholders?
Step 2

Use Safety Data – Part 1
Types of Safety Data

- Crash
- Roadway
- Traffic Volume
- Enforcement
- Road Safety Audits
- Maintenance Logs
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?
Systemic Safety Analysis

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

201 Crashes

- Pedestrian 184 [92%]
  - Not Intersection Related 20 [11%]
    - Minor Arterial 69 [42%]
      - Daylight 44 [64%]
      - Dark-Lighted 19 [28%]
      - Other Light Conditions 6 [8%]
    - Local 53 [32%]
      - Daylight 30 [57%]
      - Dark-Lighted 12 [23%]
      - Other Light Conditions 11 [20%]
  - Intersection Related 164 [89%]
    - Other Functional Class 42 [26%]

- Pedal-Cycle 17 [8%]
  - Not Intersection Related 4 [24%]
    - Minor Arterial 5 [38%]
      - Daylight 4 [80%]
      - Dark-Lighted 1 [20%]
    - Major Collector 4 [31%]
      - Daylight 4 [100%]
    - Other Functional Class 4 [31%]
  - Intersection Related 13 [76%]
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)

<table>
<thead>
<tr>
<th>Risk Factor</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRASHES/SEVERITY/RATE</td>
<td>23</td>
</tr>
<tr>
<td>ADT</td>
<td>19</td>
</tr>
<tr>
<td>HORIZONTAL CURVES</td>
<td>16</td>
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<tr>
<td>FUNCTIONAL CLASS</td>
<td>14</td>
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<tr>
<td>POSTED SPEED</td>
<td>12</td>
</tr>
<tr>
<td>FIXED OBJECTS/CLEAR ZONE</td>
<td>12</td>
</tr>
<tr>
<td>ROAD/LANE WIDTH</td>
<td>11</td>
</tr>
<tr>
<td>SHOULDER WIDTH</td>
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<tr>
<td>SURFACE TYPE</td>
<td>5</td>
</tr>
<tr>
<td>EMBANKMENT SLOPE/HEIGHT</td>
<td>5</td>
</tr>
<tr>
<td>ILLUMINATION PRESENCE</td>
<td>5</td>
</tr>
</tbody>
</table>

**Avg. = 6 risk factors**
Idaho Highway Safety Crash Data

https://itd.idaho.gov/safety/
Step 3

Choose Proven Solutions
Local Road Safety Plans

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

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
VERY Low Cost Countermeasures

• Clear the vegetation
  • Signs, signals, intersections, driveways, and sidewalks

• 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

Countermeasure Videos

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

Road Surface?
- Paved
  - ADT > 200?
    - YES
      - Noise Sensitive Receiver
        - NO
          - PROJECT: 6” Latex Edgeline
        - YES
          - Paved Shoulder?
            - YES
              - PROJECT: Rumble Strip
            - NO
              - Lane Width?
                - >=12 feet
                  - PROJECT: Rumble StripE
                - <12 feet
                  - PROJECT: 2 ft. shoulder paving* (up to 6 miles/year**)
                    + rumble stripE
                    + safety edge
  - Gravel
    - Segment received Stars for SVROR Crash Density & Critical Radius Curve Density
      - NO
        - PROJECT: Chevrons in Critical Radius Curves
      - YES
        - NO PROJECT
          - PROJECT: 6” Wet Reflective in longitudinal groove

Note: All projects also include Chevrons and Paving 2” inside shoulder in Critical Radius curves, except Gravel Roads. * Where regrading not required. ** After 5 miles/year of paving, wet reflective longitudinal groove provided.

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Poll...

What safety countermeasures are deployed in your community?
Step 4
Implement Solutions
Communicating Safety to Local Elected Officials Video

https://youtu.be/vQd8feJyXH0
LRSP - Brown County, WI

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/

Choose Proven Solutions
- Chevrons
- Roundabouts
- Targeted Enforcement
- Crosswalks

Identify Stakeholders
- Law Enforcement
- Public Health
- EMS
- Elected Officials

Use Safety Data
- Crashes
- Maintenance Logs
- Safety Audits
- Traffic Violations

Implement Solutions
- Education & Enforcement
- Capital Projects
- Maintenance Work

More than 75% of all roads are maintained by local agencies.

In 2017, over 50% of fatalities occurred on rural roads, but just 19% of Americans live in rural areas.

Chevron signs reduce nighttime crashes by 25%.
LRSP DIY Site

https://safety.fhwa.dot.gov/LRSPDIY/
“Do what you can, with what you have, where you are.”
– Theodore Roosevelt