

# SELF-ASSESSMENT TOOL



## Strategic Highway Safety Plan

# SELF-ASSESSMENT TOOL

## INTRODUCTION

This Assessment Tool is designed to assist agencies involved with highway safety in judging how they might better focus or redirect their safety activities to reduce the number of fatalities and injuries resulting from traffic crashes. Using this tool, agencies can determine the extent to which they have implemented the Strategic Highway Safety Plan (SHSP) published by the American Association of State Highway and Transportation Officials (AASHTO) and identify what further steps can be taken.

The SHSP was developed by a multi-disciplinary group of highway and safety professionals and public officials who believed that fatalities on the nation's highways—some 43,000 per year—could be significantly reduced the next few years by refocusing attention on some key, high-payoff areas. The group identified 22 emphasis areas and a large number of strategies involving drivers, vehicles, roadways, and pedestrians. The SHSP and its supporting documents comprise strategies for all agencies involved in highway safety, including those involved in research, engineering, education, enforcement, emergency services, adjudication and legislation.

In addition to the Assessment Tool, other documents that have been developed to support agencies in their implementation of the SHSP include the Integrated Safety Management Process and a series of detailed implementation guides that address the 22 emphasis areas. Each guide offers a range of cost-effective strategies and actions designed to improve highway safety and save lives.

Copies of the *Integrated Safety Management Process*, the guides, and other supporting materials can be accessed on the World Wide Web at:

<http://safety.transportation.org>.

## DESCRIPTION

The Self-Assessment Tool is the large multi-colored table that follows. There is a row in the table for each emphasis area and strategy identified in the SHSP. Following each strategy is one or more rows containing action statements to help you assess your level of implementation of the strategy. The four columns on the right side of the table provide a scale for assessing the

level of implementation of each SHSP element. The meaning of each level of the scale is defined in Footnote 3 on the last page of the Assessment Tool.

The left-hand column of the Assessment Tool identifies which agencies should respond to each item in the table. Not all emphasis areas and strategies apply to all agencies. The types of agencies that are responsible for implementing various elements of the SHSP are listed, along with their identification codes, in the "Agency Codes for Assessment Tool" chart that appears below. The subject areas represented by these agencies include:

- safety research and development,
- driver education and licensing,
- vehicle registration,
- highway engineering,
- law enforcement,
- emergency medical services,
- adjudication, and
- legislation.

## AGENCY CODES FOR ASSESSMENT TOOL

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**1 – FHWA** - Federal Highway Administration

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**2 – NHTSA** - National Highway Traffic Safety Administration

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**3 – FMCSA** - Federal Motor Carrier Safety Administration

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**4 – GHSR** - Governor's Highway Safety Representative

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**5 – DOT** - State Highway Agency, e.g., Department of Transportation

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**6 – DMV** - State Motor Vehicle & Driver Agency, e.g., Department of Motor Vehicles

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**7 – State Police** - State Agency for Highway Patrol, e.g., Department of Public Safety

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**8 – PWD** - County or City Highway Agency, e.g., Public Works Department

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**9 – Local Police** - County or City Police Department

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**10 – EMS** - Emergency Medical Services

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**11 – Court** - Traffic Court

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**12 – Legislature** - State Legislative Branch

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In some states, the same agency may be responsible for several different functions. For example, some state DOTs are also responsible for driver licensing and vehicle registration. In that case, different units within the same agency may be involved in using the Assessment Tool. Those involved in state highway and traffic engineering functions would only respond to the items in the Assessment Tool that apply to state DOTs, indicated by Agency Code 5. Those that are involved in driver and vehicle functions would only respond to the items that apply to DMV, indicated by Agency Code 6.

In many cases, the Assessment Tool identifies several different agencies that should be involved in implementing a safety strategy. Some may be responsible for conducting research to identify the most cost-effective approach to using or establishing a national policy, while others may be responsible for implementing the strategy in the field. Some may be funding or program management agencies, providing support to the implementing agencies.

Numerous abbreviations are used in the Assessment Tool to keep the overall size of the table to a minimum. A key to the abbreviations is given in Footnote 2 on the last page of this booklet.

## INSTRUCTIONS

Note – Before attempting to use the Assessment Tool, obtain a copy of the SHSP (or review it on the Internet at: <http://safety.transportation.org>) and read the details about the emphasis areas and strategies to gain a better understanding of the kinds of actions envisioned.

### Initial Actions

To use the Self-Assessment Tool, the following actions should be taken:

1. Find your type of agency in the “Agency Codes for Assessment Tool” chart above or in Footnote 1 on the last page of the Assessment Tool. Respond only to those items in the Assessment Tool that include your Agency Code in the left-hand column.
2. Review the four-point rating scale in Footnote 3 on the last page of this booklet to familiarize yourself with the meaning of each rating.
3. Review the first strategy that involves your agency and review the action statement(s) associated with that strategy. Then, decide which column on the four-point scale best describes the level of your agreement or disagreement with how well the statement

describes your agency’s progress in implementing the strategy. Mark the box in the appropriate column next to the statement.

4. Continue to the next strategy and action statement that involves your agency and repeat the process until you have reached the end of the Assessment Tool.
5. When finished, review the ratings and note those items where the ratings are low, especially those with a rating of 1 or 2.

### Subsequent Actions

After the initial assessment has been completed, the following actions are suggested:

1. Meet with managers and staff to review and discuss the results of the assessment and possible actions that could be taken to more fully address the strategies in the SHSP.
2. Develop an implementation plan to address the strategies that need additional attention.
3. Seek top management approval for the plan, including any necessary additional funding.
4. Implement the plan and monitor results to determine if the actions taken are having the desired effect on reducing traffic fatalities and injuries.
5. Make appropriate adjustments to the program to improve effectiveness.
6. Prepare a summary report for each of the items in your implementation plan, describing the program activities and cost, the results, and recommendations for future actions.
7. Publicize and make the summary report available to other agencies that may be able to benefit from your experience.

## ASSESSMENT TOOL

The Self-Assessment Tool begins on the following page.



# Self-Assessment Tool

Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
<b>Part 1. Drivers</b>					
<b>1. Instituting Graduated Licensing for Young Drivers</b>					
<b>1A. Implement Graduated Licensing System (GLS<sup>2</sup>)</b>					
4, 6, 12	1. Our state has passed comprehensive legislation for a GLS.				
4, 6, 12	2. Adequate funding has been provided for implementing a comprehensive GLS.				
6	3. Our agency has fully implemented a model GLS.				
<b>1B. Develop/Implement Competency-Based Training and Assessment Procedure for New Drivers</b>					
2, 4	1. Adequate funding has been provided for developing and implementing improved competency-based training.				
4, 6	2. A program has been initiated to develop improved competency-based training.				
6	3. Our agency has implemented improved competency-based training and assessment for new drivers.				
<b>1C. Develop/Implement an Evaluation System for Drivers Moving from Provisional to Regular License Stage</b>					
2, 4	1. Adequate funding has been provided for developing and implementing an evaluation system for provisional drivers.				
6	2. A program is in place for development of an evaluation system for provisional drivers.				
6	3. An evaluation system for provisional drivers has been implemented.				
<b>2. Ensuring Drivers Are Fully Licensed and Competent</b>					
<b>2A. Increase Effectiveness of License Suspension/Revocation</b>					
2, 6, 7	1. Our agency has conducted research to find more effective ways to keep suspended/revoked drivers off the road.				
<b>2B. Define/Implement Strategies that More Effectively Keep Suspended/Revoked Drivers Off the Road</b>					
2, 4, 6, 7	1. Our agency has developed or participated in initiatives to keep suspended/revoked drivers off the road.				
6, 7	2. Our agency has implemented a model problem-driver identification program.				
<b>2C. Develop/Deploy Informal Assessment System to Assess Individual's Ability to Drive Safely</b>					
2, 4, 6	1. Our agency has conducted research to develop a system to evaluate an individual's ability to drive safely.				
6, 7	2. Our agency's driver records are linked with those of other states to share driver history records and risk factors.				

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## Part 1. Drivers (continued)

2D. Develop/Provide Technical Aids for Private Self-Assessment and Improvement of Driver Skills					
2, 3, 4, 6	1. Our agency has developed technical aids to make users aware of driving habits that need to be modified or improved.				
6	2. Our agency has implemented technical aids to make users aware of driving habits that need to be modified or improved.				
2E. Enhance Competency of Drivers Through an Improved Renewal System					
6, 12	1. Our agency has the necessary legislative authority to implement an improved driver license renewal system.				
2, 3, 6	2. Our agency has established renewal procedures that will help drivers improve competency and safe driving knowledge.				
4, 6	3. Our agency has implemented a public information and education campaign to accompany the renewal process.				
8	4. Our agency has implemented an improved renewal system that improves efficiency and safe driving skills.				
3. Sustaining Proficiency in Older Drivers					
3A. Improve Highway Infrastructure to Safely Accommodate Older Drivers					
1, 5, 8	1. Our agency has promoted/reviewed the FHWA Older Drivers Highway Design Handbook and has an implementation plan.				
5, 8	2. Our agency has implemented the guidelines in the FHWA Older Drivers Highway Design Handbook.				
3B. Implement Comprehensive Approach to Assist Older-Driver Safety					
2, 4, 6	1. Our agency has conducted an assessment of the safety issues associated with older drivers.				
4, 6	2. Our agency has implemented an educational program to sustain safe mobility for older drivers.				
5, 8	3. Our agency has developed alternative transportation policies that consider the needs of older drivers.				
5, 8	4. Our agency has developed highway system exit policies that consider the needs and capabilities of older drivers.				
3C. Access Feasibility of ATIS and AVCS for Sustaining Mobility and Enhancing Proficiency <sup>2</sup>					
1, 5	1. Our agency has reviewed all the major subsystems of ATIS and AVCS and appropriate refinements for older drivers.				

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## Part 1. Drivers (continued)

### 4. Curbing Aggressive Driving

#### 4A. Develop/Implement Comprehensive Programs to Combat Aggressive Driving

2, 6, 7	1. Our agency has reviewed research and has developed a definition of “aggressive driving” and defined its characteristics.				
4, 6, 7, 9, 11	2. Our agency has implemented a model program of countermeasures to combat aggressive driving.				

#### 4B. Promote Use of Advanced Technologies to Support Enforcement Efforts

2, 4, 7, 9	1. Our agency has a PI&E program to educate the public about new technologies being used to curb aggressive driving.				
7, 9	2. Our agency has implemented ITS-based technology to detect and control aggressive driving.				

### 5. Reducing Impaired Driving

#### 5A. Advance Stronger Legislation to Reduce Drinking and Driving

12	1. Our state has passed legislation establishing a BAC of 0.08 percent as prime facie evidence of DUI.				
12	2. Our state has passed legislation establishing a zero-tolerance policy for DUI involvement for drivers under age 21.				
12	3. Our state has passed legislation establishing a GLS with provisions for alcohol involvement.				
12	4. Our state has passed legislation requiring administrative license revocation for repeat DUI offenders.				
12	5. Our state has passed legislation establishing incentive funding for programs to reduce drinking and driving.				

#### 5B. Develop/Implement Comprehensive Sobriety Checkpoints & Saturation Blitzes

2, 4, 7, 9	1. Our agency has a PI&E program on use of sobriety checkpoints and saturation blitzes to control DUI offenses.				
7, 9	2. Our agency frequently uses sobriety checkpoints and saturation blitzes to control DUI offenses.				

#### 5C. Reduce Incidence of Drinking and Driving in 21–34 Age Group

2, 4, 7, 9	1. Our agency has conducted/reviewed research to determine countermeasures for reducing DUIs in 21–34 age group.				
4, 7, 9	2. Our agency has implemented countermeasures to reduce drinking and driving in 21–34 age group.				

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 1. Drivers (continued)

5D. Create More Effective Ways to Deal With Repeat DUI Offenders <sup>2</sup>					
2, 4, 6, 7, 9, 11	1. Our agency has conducted/reviewed research to determine effective countermeasures to reduce DUI offenders.				
4, 6, 7, 9, 11	2. Our agency has implemented countermeasures to reduce repeat DUI offenders.				
5E. Build State Programs that Target Drug-Impaired Driving					
2, 4, 7, 9	1. Our agency has conducted/reviewed research to determine effective countermeasures to reduce drug-impaired driving.				
4, 6, 7, 9, 11	2. Our agency has implemented countermeasures to reduce repeat DUI offenders.				
5F. Develop/Implement a Comprehensive Public Awareness Program					
2, 3, 4, 6, 7, 9	1. Our agency has a comprehensive PI&E program to increase awareness and knowledge of impaired driving issues.				
6. Keeping Drivers Alert					
6A. Implement a Targeted Program to Reduce Likelihood of Fatigue					
1, 2, 3, 4, 5, 6	1. Our agency has conducted/reviewed research to determine effective countermeasures to reduce likelihood of driver fatigue.				
4, 5, 6, 8	2. Our agency has implemented countermeasures to reduce likelihood of driver fatigue.				
6B. Retrofit Rural Interstate and Other Facilities Prone to Cause Fatigue with Rumble Strips					
5, 8	1. Our agency has installed shoulder rumble strips on rural Interstates and other facilities prone to cause fatigue.				
6C. Reduce Number of Commercial Vehicle Crashes Resulting from Loss of Alertness and Driver Fatigue					
2, 3, 4, 6	1. Our agency has restructured the hours-of-service regulations for commercial drivers to reduce fatigue-related crashes.				
4, 6	2. Our agency has implemented regulations requiring on-board ITS technology to monitor commercial driver performance.				
5	3. Our agency has investigated the availability of rest areas for commercial drivers and implemented an improvement program.				
4, 7, 9	4. Our agency has increased enforcement to reduce hours-of-service violations.				
6, 11	5. Our state provides for effective sanctions against drivers and carriers with repeat hours-of-service violations.				

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## Part 1. Drivers (continued)

### 7. Increasing Driver Safety Awareness

#### 7A. Initiate, Develop, and Market a National Campaign to Increase Driver Awareness of Dangers and Consequences

2, 3, 4, 6, 7, 9	1. Our agency has convened a blue-ribbon panel to define a PI&E campaign to address unsafe driving behaviors.				
6, 7, 9	2. Our agency has implemented a PI&E campaign to increase awareness of unsafe driving behaviors and their consequences.				

#### 7B. Create Awareness Efforts to Deal with Less Understood and Emerging Safety Concerns

2, 3, 4, 6	1. Our agency has a blue-ribbon panel to periodically monitor driver behavior and technology to identify significant changes.				
2, 3, 4, 6	2. Our agency has a PI&E program to alert the public of changes in driver behavior and technology that affect safety.				

### 8. Increasing Safety Belt Usage and Improving Air Bag Effectiveness

#### 8A. Increase Adoption of Standard Safety Belt Laws and Eliminate Gaps in Child Seat Laws

2	1. Federal legislation has been enacted to provide incentives to states that pass standard safety belt and child restraint laws.				
4, 6, 12	2. Our state has passed legislation to establish standard safety belt and child restraint laws.				

#### 8B. Implement Periodic, Intensive, Coordinated Enforcement/PI&E Initiatives<sup>2</sup>

2, 4, 6, 7, 9	1. Our agency has a PI&E program to promote increased use of safety belts and child restraints.				
7, 9	2. Our agency has implemented comprehensive and intensive enforcement of safety belt and child restraint laws.				

#### 8C. Improve Effectiveness of Air Bags

2	1. Our agency has sponsored research on improving effectiveness of air bags through use of ITS technologies.				
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#### 8D. Create Improved Awareness of Air Bag Safety Effectiveness

2, 4, 6, 7, 9	1. Our agency has a PI&E program on need for safety belts, head rests, and proper child placement in air bag-equipped vehicles.				
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## Part 2. Special Users

### 9. Making Walking and Street Crossing Safer

#### 9A. Update Existing and Develop New Warrants/Guides/Standards for Safe Accommodation of Pedestrians

1, 5, 8	1. Our agency is cooperating with other agencies and associations to develop new warrants/guides/standards for pedestrians.				
5, 8	2. Our agency has implemented new warrants/guides/standards to better accommodate pedestrians.				

#### 9B. Implement Comprehensive Programs (3E's) to Impact Impaired (Alcohol, Drug, General) Pedestrians<sup>2</sup>

2, 4, 7, 9	1. Our agency has conducted/reviewed research and developed more effective countermeasures for impaired pedestrians.				
2, 4, 6, 7, 9	2. Our agency has implemented a new PI&E campaign aimed at reducing crashes involving impaired pedestrians.				
1, 5, 8	3. Our agency has implemented new engineering countermeasures to improve pedestrian facilities.				
7, 9	4. Our agency has implemented new enforcement countermeasures to impact impaired pedestrians.				

#### 9C. Encourage States to Become Active in Public Outreach and Training on Pedestrian Safety

2, 4, 6, 7, 9	1. Our agency has developed partnerships with other organizations that promote pedestrian safety.				
2, 4, 6, 7, 9	2. Our agency has provided and promoted information on pedestrian safety to local public and private groups.				

#### 9D. Develop Programs to Improve Pedestrian and Bicycle Safety Accommodations for Intersections/Interchanges

1, 5, 8	1. Our agency has conducted/reviewed research on ways to better accommodate pedestrians and bicyclists at intersections.				
1, 5, 8	2. New design and traffic control guidelines have been disseminated to better accommodate pedestrians and bicyclists.				
1, 5, 8	3. Our agency has adopted new design and traffic control guidelines to better accommodate pedestrians and bicyclists.				

#### 9E. Enact New or Modified Legislation and Adopt Policies to Provide Safer Accommodation of Pedestrians

2, 4, 6, 7, 9, 12	1. Our agency has helped implement a model code and ordinances aimed at improving pedestrian safety.				
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#### 9F. Implement Comprehensive Integrated Pedestrian Safety Programs Targeting Major Pedestrian Crash Concerns

5, 7, 8, 9	1. Our agency has identified locations where there are major pedestrian safety concerns.				
1, 2, 4, 5, 6, 7, 8, 9	2. Our agency is involved in a cooperative 3E program to address locations with major pedestrian safety problems.				

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 2. Special Users (continued)

### 10. Ensuring Safer Bicycle Travel

#### 10A. Seek Adoption of Policies to Better Accommodate Bicyclists and Encourage State Legislation to Fund Facilities

5, 12	1. Our state has legislation that allows state funds to be used to provide/improve accommodations for bicycles.				
1, 5, 8	2. Our agency has conducted/reviewed research on best practices and designs for improving bicycle facilities.				
5, 8	3. Our agency has implemented new best practices and design guidelines for providing/improving bicycle facilities.				

#### 10B. Develop/Implement PI&E Program on Bicycle Safety Targeting All Age Groups of Bicyclists and Drivers<sup>2</sup>

1, 2, 4, 5, 6	1. Our agency has developed/reviewed new educational/training materials for bicyclists, motorists and enforcement personnel.				
1, 2, 4, 5, 6, 7, 8, 9	2. Our agency has distributed/promoted new educational/training materials on bicycle safety (including schools).				

#### 10C. Provide Educational Material to Police/Judiciary on Importance of Bicycle Safety Laws and Enforcement

2, 4, 7, 9, 11	1. Our agency has developed/distributed educational materials for police and judicial officials on bicycle laws and enforcement.				
2, 4, 7, 9, 11	2. Our agency has reviewed new educational materials on importance of bicycle safety laws and enforcement.				

#### 10D. Increase Bicycle Helmet Usage

6, 7, 9, 12	1. Our state has passed bicycle helmet laws requiring helmet use by all age groups.				
2, 4, 6, 7, 9	2. Our agency has a PI&E program to promote bicycle helmet use for all age groups.				

## Part 3. Vehicles

### 11. Improving Motorcycle Safety and Increasing Motorcycle Awareness

#### 11A. Reduce Number of Alcohol-Related Motorcycle Fatalities

2, 4, 6, 7, 9	1. Our agency has a PI&E program aimed at reducing alcohol-related motorcycle fatalities.				
7, 9	2. Our agency has a targeted enforcement program aimed at reducing alcohol-related motorcycle fatalities.				

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

### Part 3. Vehicles (continued)

11B. Reduce Motorcycle Fatalities Resulting from Errors by Other Drivers					
2, 4, 6	1. Our agency has a PI&E campaign aimed at increasing awareness of motorcycles by other drivers.				
2, 4, 6	2. Our agency has incorporated share-the-road-with-motorcyclists information in driver training and licensing.				
11C. Increase Application of Comprehensive Motorcycle Rider Education Programs					
2, 4, 6	1. Our agency has expanded an improved education and skills testing program for new motorcyclists.				
2, 4, 6	2. Our agency has promoted reduced insurance rates for motorcyclists certified by the new education/skills testing program.				
11D. Increase Highway Design/Operations/Maintenance Practices Considering Motorcycle Operating Requirements					
1, 2, 5, 6, 7	1. Our agency is part of the joint task force of AASHTO, FHWA, NHTSA and motorcycle groups to improve motorcycle safety.				
1, 5, 8	2. Our agency has adopted new highway practices aimed at improving safe motorcycle flow.				
11E. Increase Helmet Use Through Enactment of Helmet Laws					
2, 4, 6, 12	1. Our agency has promoted/conducted research on barriers to helmet laws, rider objections and enforceable standards.				
6, 12	2. Our state has passed a motorcycle helmet law applicable to all age groups.				
12. Making Truck Travel Safer					
12A. Refocus Commercial Vehicle Programs/Regulations to Achieve Crash Reduction Rather than Enforcement					
3, 4, 6	1. Our agency reviews CVIS data and state traffic records to identify carriers with disproportionate numbers of crashes.				
3, 7, 9	2. Our agency has a targeted enforcement program aimed at carriers with disproportionate numbers of crashes.				
12B. Reduce Commercial Vehicle Crashes Resulting from Loss of Alertness and Driver Fatigue					
2, 3, 4, 5, 6, 7, 9, 11	1. Our agency is implementing the strategies presented under Emphasis Area 6 (Keeping Drivers Alert) to reduce fatigue-related commercial crashes.				

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

### Part 3. Vehicles (continued)

12C. Reduce Commercial Vehicle Crashes Resulting from Driver Errors					
3, 4, 6	1. Our agency has developed/reviewed a public awareness campaign on driver errors involving commercial vehicles.				
3, 4, 6	2. Our agency has implemented a public awareness campaign to educate drivers about errors involving commercial vehicles.				
3, 4, 6, 7, 9	3. Our agency has implemented an accident countermeasures program to reduce crashes involving commercial vehicles.				
12D. Implement Traffic Controls and Address Highway Design Problems to Reduce Most Prevalent Truck Crashes					
1, 2, 3, 5	1. Our agency has conducted/reviewed research to identify alternatives for reducing truck-car conflicts.				
4, 5, 6, 7	2. Our agency has identified and evaluated locations with disproportionate numbers of truck crashes.				
5, 7, 8, 9	3. Our agency has implemented countermeasures at locations with disproportionate numbers of truck crashes.				
12E. Enhance Safe Operating Conditions of Trucks and Buses					
3, 6, 7	1. Our agency has analyzed crash data and identified most prevalent vehicle defects in commercial vehicle crashes.				
3, 6, 7	2. Our agency has revised/updated commercial vehicle inspection policies to address most prevalent defects.				
2, 3, 6	3. Our agency actively promotes use of new safety technologies in commercial vehicles, including crash avoidance systems.				
13. Increasing Safety Enhancements in Vehicles					
13A. Reduce Crashes and Injuries from Misunderstanding/Misuse of ABS <sup>2</sup>					
2, 4, 6	1. Our agency has conducted/reviewed research on characteristics and real-world use of ABS.				
2, 4, 6	2. Our agency has a PI&E campaign to educate drivers on proper use and characteristics of ABS.				
13B. Reduce Carbon Monoxide Poisoning Through Education and Technology					
2, 4, 6	1. Our agency has conducted/reviewed research on carbon monoxide detection technology for vehicles and parking areas.				
2, 4, 6	2. Our agency has a PI&E campaign aimed at reducing fatalities caused by carbon monoxide poisoning.				

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

### Part 3. Vehicles (continued)

#### 13.C Include Motorcycle Needs in ITS Crash Avoidance and Collision Warning Research and Implementation<sup>2</sup>

1, 2	1. Our agency considers motorcycles in our ITS safety research initiatives.				
1, 2, 5, 6	2. Our agency has conducted/reviewed research to include detection of motorcycles in collision warning systems.				

#### 13D. Improve Compatibility Between Roadside and Vehicle Designs

1, 2, 5, 6	1. Our agency has conducted/reviewed research on incompatibilities between roadway and vehicle designs.				
1, 5, 8	2. Our agency has implemented roadway design guidelines that minimize incompatibilities between roadway and vehicle designs.				

### Part 4. Highways

#### 14. Reducing Vehicle-Train Crashes

##### 14A. Finalize Development and Deploy Improved Passive Warning Devices

1, 5, 8	1. Our agency has conducted/reviewed research on improving passive warning devices at highway-rail grade crossings.				
1, 5, 8	2. Our agency has updated its MUTCD to incorporate improved passive warning devices at highway-rail grade crossings.				
5, 8	3. Our agency has deployed improved passive warning devices at crossings with disproportionate vehicle-train crashes.				

##### 14B. Establish National Guidelines for Highway-Rail Grade Crossings

1, 5, 8	1. Our agency has conducted/reviewed research on new warrants and design guidelines for grade separations.				
5, 8	2. Our agency has implemented new warrants and design guidelines for grade separations.				

##### 14C. Improve Driver Training and Licensing for Approaching and Traversing Highway-Rail Crossings

2, 4, 6	1. Our agency has developed/reviewed improved driver training modules that address approaching and traversing crossings.				
6	2. Our agency has incorporated new materials on approaching and traversing rail crossings in driver training and licensing.				

##### 14D. Adopt Advanced Technology for Enforcement and Crash Prevention to Minimize Motorist Violations at Crossings

1, 2, 4, 5, 6, 7, 8, 9	1. Our agency has conducted/reviewed research on effective countermeasures to minimize motorist violations at crossings.				
5, 6, 7, 8, 9	2. Our agency has implemented countermeasures to minimize motorist violations of traffic controls at highway-rail crossings.				

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		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 4. Highways (continued)

### 14E. Implement Findings and Recommendations of USDOT Grade Crossing Safety Report<sup>2</sup>

1, 4, 5, 6, 7	1. Our agency has a specific office/individual responsible for monitoring and addressing highway-rail safety issues.				
5, 7, 8, 9	2. Our agency has reviewed the USDOT Grade Crossing Safety Report and identified areas for prompt implementation.				

### 15. Keeping Vehicles on the Roadway

#### 15A. Implement Comprehensive Program to Improve Driver Guidance by Better Pavement Markings and Delineation

1, 5, 8	1. Our agency has conducted/reviewed research on improved methods of pavement marking and delineation.				
1, 5, 8	2. Our agency has conducted/reviewed research on compatibility of guidance systems with new types of headlights.				
5, 8	3. Our agency has implemented a comprehensive program to improve pavement markings and delineation.				

#### 15B. Implement a Targeted Shoulder Rumble Strip Program

5, 8	1. Our agency has installed shoulder rumble strips on rural Interstates and other facilities prone to cause fatigue (see 6B).				
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#### 15C. Improve Design Process to Explicitly Incorporate Safety Considerations and Facilitate Better Design Decisions

1, 5, 8	1. Our agency has a training program to address new safety design and safety audit processes to improve design decisions.				
5, 8	2. Our agency has incorporated new safety design and audit processes in our design process, particularly on 3R projects.				

#### 15D. Develop Better Guidance to Control Variance in Speed Through Combinations of Techniques

1, 2, 5, 7	1. Our agency has conducted/reviewed research on effective ways to reduce speed variance.				
5, 7, 8, 9	2. Our agency has implemented new guidelines for establishing and enforcing safe speed limits to reduce speed variance.				
5, 8	3. Our agency has implemented new guidelines to promote design consistency in roadway characteristics and speeds.				

#### 15E. Establish Programs to Improve Roadway Maintenance to Enhance Highway Safety

1, 5, 8	1. Our agency has conducted/reviewed research on maintenance practices that enhance highway safety.				
5, 8	2. Our agency has adopted improved maintenance practices to enhance highway safety.				
5, 8	3. Our agency has a training program on best maintenance practices that enhance highway safety.				

Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 4. Highways (continued)

### 16. Minimizing the Consequences of Leaving the Road

#### 16A. Provide Improved Practices for Selection, Installation and Maintenance of Upgraded Roadside Safety Hardware

1, 5, 8	1. Our agency has conducted/reviewed research to improve selection, installation and maintenance of roadside safety hardware.				
1, 5, 8	2. Our agency has adopted new guidelines to improve selection, installation and maintenance of roadside safety hardware.				
1, 5, 8	3. Our agency has conducted training to improve selection, installation and maintenance of roadside safety hardware.				

#### 16B. Implement Environmentally Acceptable National Effort to Address Hazardous Trees

1, 5, 8	1. Our agency has conducted/reviewed research on environmentally acceptable ways to remove hazardous trees.				
5, 8	2. Our agency has a program to remove hazardous trees in environmentally acceptable ways.				

#### 16C. Implement National Policy to Reduce Hazard of Roadside Utility Poles, Particularly on Two-Lane Rural Roads

1, 5, 8	1. Our agency has developed/reviewed a national policy to reduce the hazard of roadside utility poles.				
5, 8	2. Our agency has developed a program to reduce the hazard of roadside utility poles.				
1, 5, 8	3. Our agency has conducted training for highway and utility personnel to reduce the hazard of roadside utility poles.				

#### 16D. Develop/Implement Guidance to Improve Ditches and Backslopes to Minimize Rollover Potential

1, 5, 8	1. Our agency has conducted/reviewed research for improving safety at roadside ditches and slopes.				
5, 8	2. Our agency has a procedure for identifying hazardous locations involving roadside ditches and slopes.				
5, 8	3. Our agency has implemented a program to make safety improvements at hazardous roadside ditches and slopes.				

#### 16E. Develop/Implement Guidelines for Safe Urban Streetscape Design

1, 5, 8	1. Our agency has conducted/reviewed research on urban streetscape designs that adversely affect safety.				
1, 5, 8	2. Our agency has developed/adopted guidelines for safer urban streetscape designs.				
1, 5, 8	3. Annual incentive funds have been provided for training on safer urban streetscape designs.				

Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 4. Highways (continued)

### 17. Improving the Design and Operation of Highway Intersections

#### 17A. Improve Safety of Intersections Using Automated Methods to Monitor and Enforce Intersection Traffic Control

2, 4, 7, 9	1. Our agency has conducted/reviewed research on ITS solutions for monitoring and enforcing intersection traffic controls.				
7, 9	2. Our agency has identified and evaluated locations with disproportionate numbers of red-light violations.				
7, 9	3. Our agency has implemented advanced technologies to monitor and enforce traffic controls at targeted intersections.				

#### 17B. Improve Intersection Safety Through Upgrading of Signalized Intersection Controls that Smooth Traffic Flow

1, 5, 8	1. Our agency has developed/adopted guidelines for new traffic control technology to smooth traffic flow.				
5, 8	2. Our agency has upgraded intersection traffic controls to smooth the flow of traffic and improve safety in selected items.				

#### 17C. Utilize New Technologies to Improve Intersection Safety

1, 5, 8	1. Our agency has conducted/reviewed research on use of advanced technologies to improve intersection safety.				
5, 8	2. Our agency has implemented advanced technology to improve intersection safety.				

#### 17D. Include More Effective Access Management Policies with a Safety Perspective

1, 5, 8	1. Our agency has conducted/reviewed research on safety impacts of roadside development and access management.				
1, 5, 8	2. Our agency has developed/adopted guidelines for addressing safety impacts of highway access management policies.				
1, 5, 8	3. Our agency has conducted training for engineers, planners and developers on safer access management policies.				

### 18. Reducing Head-On and Access-Median Crashes

#### 18A. Develop/Test Innovative Centerline Treatments to Reduce Head-On Crashes on Two-Lane Highways

1, 5, 8	1. Our agency has conducted/reviewed research on innovative centerline treatments to reduce head-on crashes.				
5, 8	2. Our agency has identified locations with disproportionate numbers of head-on crashes.				
5, 8	3. Our agency has implemented innovative centerline treatments on targeted two-lane highways.				

Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 4. Highways (continued)

### 18B. Reduce Across-Median Crashes on Freeways and Arterials with Narrow Medians

5, 8	1. Our agency has identified locations with disproportionate numbers of across-median crashes.				
1, 5, 8	2. Our agency has a program to provide positive protection on roads with disproportionate numbers of across-median crashes.				

### 19. Designing Safer Work Zones

#### 19A. Implement Improved Methods to Reduce Number and Duration of Work Activities

1, 5, 8	1. Our agency has reviewed construction and maintenance practices to find ways to reduce number and duration of work zones.				
1, 5, 8	2. Our agency has developed guidelines to reduce number and duration of construction and maintenance work zone activities.				
1, 5, 8	3. Our agency has conducted training on ways to reduce number and duration of work zone activities.				

#### 19B. Adopt Improved Procedures to Ensure More Effective Practices for Managing Work Zone Operations

1, 5, 8	1. Our agency has revised/reviewed MUTCD and Traffic Control Devices Handbook to improve work zone safety.				
1, 5, 8	2. Our agency has conducted training on revised manuals and handbooks to improve work zone safety.				

#### 19C. Enhance and Extend Training for Planning, Implementation and Maintenance of Work Zones to Maximize Safety

1, 5, 8	1. Our agency has conducted training for both government and industry on ways to improve work zone safety.				
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#### 19D. Enhance Safe Work Zone Driving Through Education and Enforcement Activities

2, 4, 6, 7, 9	1. Our agency has developed/implemented enforcement guidelines to go with new engineering practices in work zones.				
2, 4, 6, 7, 9	2. Our agency has implemented a PI&E campaign to increase driver knowledge and awareness of work zone dangers.				

Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 5. Emergency Medical Services

### 20. Enhancing Emergency Medical Capabilities to Increase Survivability

#### 20A. Develop/Implement Model Comprehensive Approach to Ensure Appropriate and Timely Response of EMS<sup>2</sup>

2, 4, 10	1. Our agency has implemented a voluntary bystander care training program for new, truck and tow-truck drivers and rural residences.				
2, 4, 10	2. Our agency has implemented EMS dispatch programs for dispatchers to improve responsive time.				
2, 4, 7, 9, 10	3. Our agency requires first-responder training for all public safety emergency personnel, including police.				
10	4. Our agency has optimized staffing patterns for pre-hospital care, including recruitment and retention strategies.				

#### 20B. Develop/Implement Plan to Increase Education and Involvement of EMS Personnel in Principles of Traffic

2, 4, 10	1. Our agency includes traffic safety and injury prevention principles in EMS educational core contents.				
10	2. Our agency has integrated EMS systems into the Safe Communities effort.				

#### 20C. Develop/Implement Emergency Preparedness Model in Three High-Incident Interstate Highway Settings

4, 7, 9, 10	1. Our agency has implemented an emergency preparedness model for selected high-incident Interstate Highway settings.				
4, 7, 9, 10	2. Our agency has analyzed the effectiveness of the emergency preparedness model for possible expansion.				

#### 20D. Implement/Enhance Trauma Systems in at Least 25 States

4, 10	1. Our agency has analyzed trauma systems for adequate performance and protocols for delivery, treatment and transfer.				
4, 10	2. Our agency has analyzed the adequacy of EMS air and ground transportation systems.				

#### 20E. Develop/Support Integrated EMS/Public Health/Public Safety Information and Program Activities<sup>2</sup>

2, 6, 7, 9, 10	1. Our agency has implemented integrated EMS, public health and public safety information systems and program activities.				
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Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 6. Management

### 21. Improving Information and Decision Support Systems

#### 21A. Improve Quality of Safety Data by Establishing Programs for Quality Assurance, Incentives and Accountability

1, 2, 3, 4, 5, 6, 7	1. Our agency has provided guidelines for crash investigation to improve consistency and quality of data collection.				
1, 2, 3, 4, 5, 6, 7, 8, 9	2. Our agency conducts periodic independent traffic record assessments to ensure quality of safety data.				
1, 2, 3, 4, 5, 6, 7, 8, 9	3. Our agency promotes communication between data collectors and users to improve understanding of safety data issues and uses.				

#### 21B. Provide Managers and Users of Highway Safety Information with Resources for Effective Use of Data

1, 2, 3, 4, 5, 7	1. Our agency has a clearinghouse and showcase for technology on safety data collection, storage, retrieval and analysis.				
1, 2, 3, 4, 5, 6, 7, 8, 9	2. Our agency has implemented a model HSIS and demonstrated ease of access and data visualization techniques.				

#### 21C. Establish Means to Coordinate Collection, Management and Use of Highway Safety Information Among All

1, 2, 3, 4, 5, 6, 7, 8, 9	1. Our agency has promoted development of a statewide, multi-jurisdictional committee representing HSIS managers and users.				
1, 2, 3, 4, 5, 6, 7, 8, 9	2. Our agency has developed a guide of best practices for improved collection, management and use of safety information.				

#### 21D. Establish Group of Highway Safety Professionals Trained in Analytical Methods for Evaluating Safety Information

4, 5, 6, 7, 8, 9	1. Our agency has a training program to improve analytical capabilities of safety professionals in use of safety data.				
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#### 21E. Establish/Promote Technical Standards for HSIS that Are Critical to Operating Effective SMS Programs<sup>2</sup>

1, 2, 3, 4, 5, 6, 7	1. Our agency has established/promoted a multi-jurisdictional Safety Information Standards Committee for improving an HSIS.				
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Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4

## Part 6. Management (continued)

### 22. Creating More Effective Processes and Safety Management Systems

#### 22A. Communicate Benefits of Existing Successful SMS<sup>2</sup>

1, 2, 3, 4, 5, 6, 7, 8, 9	1. Our agency has conducted/reviewed research on best practices for improving SMS processes.				
1, 2, 3, 4, 5, 6, 7, 8, 9	2. Our agency has conducted executive-level SMS orientation briefings for policy and decision makers.				
1, 2, 3, 4, 5, 6, 7, 8, 9	3. Our agency has conducted/attended regional workshops or training sessions on SMS.				

#### 22B. Implement Pilot Safety Audit Processes

1, 5, 8	1. Our agency has developed model safety audit guidelines to improve safety considerations in design, construction and maintenance.				
5, 8	2. Our agency conducts safety audits to improve safety considerations in design, construction and maintenance.				

#### 22C. Promote Coordination, Cooperation and Communication of Safety Initiatives Within Each State

1, 2, 3, 4, 5, 6, 7, 8, 9	1. Our agency promotes multi-disciplinary teams to improve coordination, cooperation and communication of safety initiatives.				
1, 2, 3, 4, 5, 6, 7, 8, 9	2. Our agency has sponsored/attended a national SMS conference to promote communication of safety initiatives.				
1, 5, 8	3. Our agency has integrated safety considerations into relevant highway system development activities.				

#### 22D. Integrate Planning of Highway Safety Programs and HSIS<sup>2</sup>

1, 2, 3, 4, 5, 6, 7, 8, 9	1. Our agency monitors HSIS and planning of highway safety programs to ensure coordination between the two.				
1, 2, 3, 4, 5, 6, 7, 8, 9	2. Our agency has prepared a guide to facilitate use of safety data to support decision making.				

#### 22E. Establish Ongoing Performance Measurement System to Evaluate Cost Effectiveness of Safety Investments

1, 2, 3, 4, 5, 6, 7, 8, 9	1. Our agency has developed/implemented performance measures to evaluate cost effectiveness of safety investments.				
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Agency Code <sup>1</sup>	AASHTO Strategic Highway Safety Plan Emphasis Areas, Strategies and Actions <sup>2</sup>	ASSESSMENT SCALE <sup>3</sup>			
		Strongly Disagree 1	Disagree 2	Agree 3	Strongly Agree 4
<b>Part 6. Management (continued)</b>					
<b>22F. Develop/Ratify National Safety Agenda</b>					
1, 2, 4, 5, 6, 7	1. AASHTO, FHWA and NHTSA have met, developed and ratified a national safety agenda.				
1, 2, 4, 5, 6, 7	2. Our agency has adopted a national safety agenda, including objectives, programs, effectiveness measures and assessments.				
<b>22G. Implement Safe Community-Based Programs to Engage Local Partners in Areas of Highway Safety</b>					
1, 2, 3, 4, 5, 6, 7, 8, 9, 10	1. Our agency promotes Safe Community-based programs to improve safety at the local level, especially in high-crash corridors.				
1, 2, 3, 4, 5, 6, 7, 8, 9, 10	2. Our agency promotes the use of a multi-disciplinary task force for safety problem identification and medical and financial impacts.				

## Footnotes

### <sup>1/</sup> Key to Agency Codes:

- 1 – FHWA - Federal Highway Administration
- 2 – NHTSA - National Highway Traffic Safety Administration
- 3 – FMCSA - Federal Motor Carrier Safety Administration
- 4 – GHSR - Governor’s Highway Safety Representative
- 5 – DOT - State Highway Agency, e.g., Department of Transportation
- 6 – DMV - State Motor Vehicle & Driver Agency, e.g., Department of Motor Vehicles
- 7 – State Police - State Agency for Highway Patrol, e.g., Department of Public Safety
- 8 – PWD - County or City Highway Agency, e.g., Public Works Department
- 9 – Local Police - County or City Police Department
- 10 – EMS - Emergency Medical Services
- 11 – Court - Traffic Court
- 12 – Legislature - State Legislative Branch

### <sup>2/</sup> Key to Text Abbreviations:

- AASHTO = American Association of State Highway & Transportation Officials
- ABS = Anti-Lock Brake System
- ATIS = Advanced Traveler Information System
- AVCS = Advanced Vehicle Control System
- BAC = Blood Alcohol Content
- CVIS = Commercial Vehicle Information System
- DUI = Driving Under the Influence
- EMS = Emergency Medical Services
- FHWA = Federal Highway Administration
- GLS = Graduated Licensing System

- HSIS = Highway Safety Information System
- ITS = Intelligent Transportation System
- MUTCD = Manual on Uniform Traffic Control Devices
- NHTSA = National Highway Traffic Safety Administration
- PI&E = Public Information and Education
- SMS = Safety Management System
- USDOT = United States Department of Transportation
- 3E = Engineering, Education, Enforcement
- 3R = Resurfacing, Restoration, and Rehabilitation

### <sup>3/</sup> Key to Assessment Scale:

- 1 – Strongly Disagree:** This rating means that the agency has no program planned or in place to address the indicated strategy.
- 2 – Disagree:** This rating means that the agency has some minimal action planned or underway, but is not aggressively addressing the indicated strategy.
- 3 – Agree:** This rating means that the agency has a program underway to address the indicated strategy, but the effectiveness of the program has not been evaluated.
- 4 – Strongly Agree:** This rating means that the agency has a comprehensive program to address the indicated strategy, evaluates effectiveness of the program, and takes actions to improve performance.



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**National Cooperative Highway Research Program**

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