# Strategic Highway Safety Plan Updates

<table>
<thead>
<tr>
<th>Month and Year</th>
<th>State</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 2018</td>
<td>Alaska</td>
</tr>
<tr>
<td></td>
<td>Massachusetts</td>
</tr>
<tr>
<td></td>
<td>North Dakota</td>
</tr>
<tr>
<td>January 2019</td>
<td>Mississippi</td>
</tr>
<tr>
<td>February 2019</td>
<td>South Dakota</td>
</tr>
<tr>
<td>July 2019</td>
<td>Puerto Rico</td>
</tr>
<tr>
<td>September 2019</td>
<td>District of Columbia</td>
</tr>
<tr>
<td>October 2019</td>
<td>Arizona</td>
</tr>
<tr>
<td></td>
<td>Colorado</td>
</tr>
<tr>
<td>November 2019</td>
<td>Hawaii</td>
</tr>
<tr>
<td>December 2019</td>
<td>Minnesota</td>
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<tr>
<td>January 2020</td>
<td>Tennessee</td>
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<tr>
<td>March 2020</td>
<td>North Carolina</td>
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<tr>
<td></td>
<td>South Carolina</td>
</tr>
<tr>
<td>May 2020</td>
<td>Montana</td>
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<tr>
<td>July 2020</td>
<td>Oklahoma</td>
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<tr>
<td>August 2020</td>
<td>New Jersey</td>
</tr>
<tr>
<td>September 2020</td>
<td>California</td>
</tr>
<tr>
<td>October 2020</td>
<td>Maryland</td>
</tr>
<tr>
<td>November 2020</td>
<td>Ohio</td>
</tr>
<tr>
<td></td>
<td>Kentucky</td>
</tr>
<tr>
<td>December 2020</td>
<td>Delaware</td>
</tr>
<tr>
<td></td>
<td>Georgia</td>
</tr>
</tbody>
</table>
Safety Performance Management

• 2018 State Safety Performance Targets set this past year

5 Safety Performance Measures

• Number of fatalities
• Rate of fatalities (per 100M VMT)
• Number of serious injuries
• Rate of serious injuries (per 100M VMT)
• Number of non-motorized fatalities and non-motorized serious injuries combined
# Summary of 2018 Safety Targets

<table>
<thead>
<tr>
<th>PERFORMANCE MEASURE</th>
<th>HSIP ONLY DATA</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TARGET GREATER THAN BASELINE</td>
<td>TARGET LESS THAN BASELINE</td>
</tr>
<tr>
<td>Number of Fatalities</td>
<td>27</td>
<td>25</td>
</tr>
<tr>
<td>Fatality Rate (per HMVMT)</td>
<td>21</td>
<td>31</td>
</tr>
<tr>
<td>Number of Serious Injuries</td>
<td>23</td>
<td>28</td>
</tr>
<tr>
<td>Serious Injury Rate (per HMVMT)</td>
<td>20</td>
<td>32</td>
</tr>
<tr>
<td>Total Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries</td>
<td>32</td>
<td>20</td>
</tr>
</tbody>
</table>
2018 State Safety Performance Targets

State Safety Performance Target Website

https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/
Communications Plan & Toolkit
HSIP Updates

• 2017 HSIP Program
  • States obligated $4.5 billion dollars for 4,943 projects

• Benefits of the HSIP outweigh the costs on a scale ranging from 5.3 to 9.8

• Data indicates that the full benefits of the HSIP program are as high as 1,800 lives saved and 6,000 serious injuries prevented over the average 10-year lifecycle of the safety infrastructure countermeasures funded by the HSIP.
HSIP Updates Continued

- 2018 Annual HSIP Reports due August 31
- HSIP Online Reporting Tool is open now
- HSIP Program Assessments

- New Products Available:
  - HSIP Evaluation Guide
  - Crash Cost for Highway Safety Analysis Guide (In 2016, $11,295,402 per fatality)
  - Highway Safety Benefit Cost Analysis Guide and Tool
Proven Safety Countermeasures initiative updated in September 2017 – added 6 new ones

Total number of PSCs now 20, covering Intersections (7), Roadway Departure (5), Pedestrians & Bicycles (5) and Crosscutting Strategies (3)

Tracking increased use of the countermeasures over time
Implementation Agreement for AASHTO MASH

- December 21, 2015: AASHTO/FHWA Joint Implementation Agreement for AASHTO MASH was balloted by AASHTO's Standing Committee on Highways and approved by FHWA.
Implementation Agreement for AASHTO MASH

Per the agreement - letting dates for MASH tested hardware:

- **December 31, 2017**: w-beam barriers and cast-in-place concrete barriers

- **June 30, 2018**: w-beam terminals

- **December 31, 2018**: cable barriers, cable terminals, and crash cushions

- **December 31, 2019**: bridge rails, transitions, all other longitudinal barriers (including portable barriers installed permanently), all other terminals, sign supports, all other breakaway hardware, and temporary workzone devices.
Status of AASHTO MASH Implementation

• Status updated on our website quarterly – next update end of June 2018
• https://safety.fhwa.dot.gov/roadway_dept/countermeasures/reduce_crash_severity/aashto_mash_implementation.cfm
Status Of AASHTO MASH Implementation

• Four Graphs represent the four deadlines in the AASHTO/FHWA Joint Implementation Agreement

Number of states with policy/process for w-beam barriers and cast-in-place concrete barriers by December 31, 2017

- In place
- Expected by a later date

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Status Of AASHTO MASH Implementation

- Four Graphs represent the four deadlines in the AASHTO/FHWA Joint Implementation Agreement

- Number of states with policy/process for w-beam terminals by June 30, 2018:
  - In place: 14
  - Expected by date: 38
Status Of AASHTO MASH Implementation

- Four Graphs represent the four deadlines in the AASHTO/FHWA Joint Implementation Agreement.
Status Of AASHTO MASH Implementation

- Four Graphs represent the four deadlines in the AASHTO/FHWA Joint Implementation Agreement

Number of states with policy/process for bridge rails, transitions, all other longitudinal barriers, all other terminals, sign supports, all other breakaway hardware and temporary work zone devices by December 31, 2019
## Recent Guardrail Training

<table>
<thead>
<tr>
<th>State</th>
<th>Deliverables</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kansas</td>
<td>3-day State Specific Training</td>
</tr>
<tr>
<td>Arizona</td>
<td>3-day State Specific Training</td>
</tr>
<tr>
<td>California</td>
<td>3-day State Specific Training</td>
</tr>
<tr>
<td>Arkansas</td>
<td>3-day State Specific Training</td>
</tr>
<tr>
<td>Maryland</td>
<td>Instructor-Led State Related Generic</td>
</tr>
<tr>
<td>Tennessee</td>
<td>Mentoring</td>
</tr>
<tr>
<td>Pennsylvania</td>
<td>Mentoring</td>
</tr>
<tr>
<td>Delaware</td>
<td>Mentoring</td>
</tr>
</tbody>
</table>
The November 30, 2016 FHWA Memorandum: ‘**ACTION: Guardrail Terminal Installations and Repairs**’ offers guidance on existing Guardrail Training offered by FHWA via the FAST Act Grant.

- **STATE Specific training**
- **Mentoring training**
- **Generic training**

**Previous Effort**
Safe Transportation for Every Pedestrian

As of May 2018

• Released the “Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations”
• 22 State Action Plan Meetings
• Peer Exchange in Oklahoma City with 7 states
• Webinars about pedestrian safety at transit stops & pedestrian facility inventory methods

Summer-Fall 2018

• New videos and case studies coming
• STEP webinars planned with ITE
• Ongoing technical assistance and training workshops to the States
Data-Driven Safety Analysis

Current (December 2017)

Federal Lands Highway
Puerto Rico
US Virgin Islands
Washington DC

Attainment of Demonstration, Assessment, or Institutionalized Implementation Across All States

Goal
49

Baseline (Jan 2017) 38
PR #1 (Jun 2017) 43
PR #2 (Dec 2017) 46

More Informed Decision Making
Better Targeted Investments
Fewer Fatalities & Serious Injuries
Data-Driven Safety Analysis

Goal: Integrate safety performance into ALL transportation investment decisions

Current Initiatives:
- DDSA for Local Agencies
  - Development of an LRSP infographic and video
  - Funding awarded to seven states (AZ, CA, CO, DE, FL, MI, WI) to further DDSA on local roads
  - Collaboration with NACE and NLTAPA to pilot Local Road Safety Plans – 25 counties from CA, CO, FL, NV, OH, and WI
- Second pilot to begin this summer (states and counties TBD)
Data-Driven Safety Analysis

Goal: Integrate safety performance into ALL transportation investment decisions

Current Initiatives:
• DDSA for State DOTs
  • Training (approx. 1,500 participants over 2-year period)
  • Technical Assistance (15 substantial requests completed or under way)
• National Peer Exchange on DDSA in Applications in Performance-Based Project Development
  • 35 States identified
  • At least three disciplines per state (planning, environment, design, traffic operations safety)
• July 10-12 in Dallas, TX
Opportunity for Collaboration

- Potential National Safety Engineer Peer Exchange (2019)
More information found at FHWA Office of Safety website

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