

July 2006

CALENDAR OF EVENTS

▼ The Future Metropolitan Planning Organization: Present and Future Conference

August 27-29, 2006
Washington, D.C.
Keck Center (TRB)
For more info: www.trb.org

NADO Annual Training Conference

August 26-29, 2006
Reno/Sparks, NV
Nugget Hotel
For more info: www.nado.org

Transportation Safety Planning: Enabling and Empowering Small and Medium Sized Communities

September 13-15, 2006
Nashville, TN
For more info: www.trb.org

Governors Highway Safety Association Annual Meeting

September 16-20, 2006
Oklahoma City, OK
Renaissance Oklahoma Convention Center Hotel
For more info: www.ghsa.org

SCOHTS Subcommittee on Safety Management

September 20-22, 2006
Oklahoma City, OK
(follows GHSA Annual Meeting)
For more info: www.transportation.org/meetings

AASHTO Annual Meeting

October 25-31, 2006
Portland, OR
Hilton Portland & Executive Tower
For more info: www.transportation.org/meetings

AMPO Annual Conference

October 31-November 3
Fort Lauderdale, FL
Grand Hotel & Yacht Club
For more info: www.ampo.org

INTRODUCTION ◀

The mission of the Transportation Safety Planning Work Group (TSPWG) is to advocate for the full integration of safety into the transportation planning process and support the development of Strategic Highway Safety Plans as outlined in SAFETEA-LU. The group represents many public and private sector agencies and organizations. The members regularly come together to proactively plan for safety. This quarterly newsletter serves as a tool for disseminating information about the state-of-the practice. To learn more about the activities of the TSPWG, visit <http://tsp.trb.org>.

BEST PRACTICES ◀

Balancing Pedestrian and Vehicular Safety

As transportation planners know, achieving a safe balance between pedestrians and vehicles is a daunting task. The New York State Department of Transportation (NYSDOT) took up the challenge and in the fall of 2003, initiated a study to assess pedestrian safety and access along Route 9, a state owned and maintained roadway that has seen increases in both pedestrians and vehicular traffic.

The objective for the Department was to provide pedestrians, cyclists, and transit users with the same quality of service and safety as motorists. The approach used by NYSDOT included the following:

- Surveys and interviews with 2,600 pedestrians
- The use of automated equipment for vehicular counts
- Crash analysis and a speed study
- The use of a traffic simulation model to analyze various operations scenarios

The result was a map that clearly showed the major pedestrian traffic patterns in the corridor which was useful in comparing the effectiveness of alternative solutions and the problems caused by inadequate land use planning. The results of the pedestrian survey yielded interesting findings: 70 percent of the respondents based their decision on where to cross Route 9 on

convenience; while only 19 percent based it on safety. In addition, the pedestrian morning and evening peak times coincided with traffic peak volumes which had increased 70 percent in the past 20 years, a number that exceeded 2015 traffic projections by 14 percent. The data also showed that vehicles typically exceeded the speed limit by at least 5 mph. Crucial to the success of the study were partnerships between NYSDOT, the town of Poughkeepsie, and Marist College.

The outcome of the study resulted in a number of actions to improve both traffic safety and congestion:

- Marist College developed a Pedestrian Safety Education program and worked with the Poughkeepsie Police Department to develop a pedestrian enforcement effort.
- The Poughkeepsie-Dutchess County Transportation Council (PDCTC) developed a regional pedestrian safety education campaign for both pedestrians and motorists.
- Countdown signal heads were installed at each intersection which improved nighttime lighting, and sidewalk connectivity to activity centers.
- A signal was installed at a mid-block crossing.



As of June 2006, all of the short-term actions have been completed. NYSDOT and Marist College have worked collaboratively to implement some of the recommendations, including signaling the mid-block crossing, providing a consistent 30 mph speed limit throughout the corridor and upgrading the countdown signal heads. The PDCTC adopted one of the study's mid-term recommendations and is conducting the Route 9 Transportation Land Use Study where NYSDOT, Marist College, and Dutchess County serve on the advisory council. The results of this study are anticipated by summer 2007.

For more information on the NYSDOT Pedestrian and Vehicular Safety program, contact Sandra Jobson, New York State DOT, Region 8, 845-431-5814, sjobson@dot.state.ny.us, www.dot.state.ny.us.

BEST PRACTICES

Institutionalizing Safety in an MPO

To raise safety to a greater level of importance in transportation planning, the Maricopa County Association of Governments (MAG) became the first MPO in the nation to formalize safety as an official committee. (MAG is the MPO that serves the greater Phoenix, Arizona area.) The MAG Transportation Safety Planning Program and the Transportation Safety Committee objective is to identify current and future transportation issues, concerns and needs in the region and determine methods for addressing them through the regional transportation planning process.

The added emphasis on safety started in 2000, when transportation safety planning was added as a new planning area for MAG's Unified Planning Work Program. To jump-start the process, the Transportation Safety Planning Program held a one-day Regional Transportation Safety Forum for safety

stakeholders and traffic engineers who were charged with identifying safety issues that needed to be addressed.

A follow-on from that meeting was the formation of a Safety Stakeholders Group which worked to identify safety issues, goals and actions in four areas: roadways (e.g., education, enforcement, and emergency medical services), bicycles, pedestrians, and transit. The result was a Safety Action Plan that identified issue areas, potential funding sources, and strategies. The natural progression was to formalize the process through the formation of the Transportation Safety Committee (TSC) whose members include representatives from the federal government (FHWA), state government (Governor's Office of Highway Safety, Department of Transportation and Department of Public Works), and private sector organizations (AAA Arizona, AARP, Valley Metro, Arizona State University, and

15 of MAG's 31 member agencies).

The TSC assumed many of the tasks formally conducted by the Safety Stakeholders Group including staying in touch with safety stakeholders through email, communications about the TSC and postings on the MAG website. When highway safety became a much larger issue on the state level, the TSC was able to provide valuable support to the Governor's Traffic Safety Advisory Council (GTSAC), which was formed in 2004.

While MAG has been very successful in elevating and targeting highway safety, challenges occurred particularly in the area of funding. Since nearly all of the Federal transportation funds are programmed in the Regional Transportation Plan, MAG is seeking additional funding sources for safety projects identified in TSC's Strategic Transportation Safety Plan including safety improvements that result

from physical roadway improvements funded through the Transportation Improvement Program (TIP), or new safety programs funded through SAF-ETEA-LU. For those projects that are funded, TSC has developed scopes of work that include queries on crash data.

The formation of a safety committee is integral to formally addressing safety issues through the MPO process. The committee allows for the integration of a new aspect of planning into the larger planning process and also facilitates a formal decision making process.

For more information on the MAG institutionalization of safety into the MPO planning process, contact Dr. Sarath Joshua, Maricopa Association of Governments, 602-254-6300, sjoshua@mag.maricopa.gov.

BEST PRACTICES

Montana/Tribal Leaders Tackle Safety Issue

Montana's safety statistics are among the highest in the nation for overall traffic fatalities per miles driven, rural single vehicle crashes, and impaired driving crashes. On a national level, single vehicle fatal crashes account for 58 percent of fatal crashes; in Montana, they account for 66 percent. And while the state's fatality rate of 2.05 per 100 million vehicle miles traveled represents an all time low, it is higher than the national average of 1.44.

Native Americans currently comprise 6.5 percent of the state's total population, yet account for 14 to 20 percent of all traffic fatalities; a situation that is not unique to Montana. In addition, in 2004 this population was involved in over 30 percent of alcohol-related fatalities. Native Americans were involved in 73 percent of fatal single vehicle crashes. Fatal crashes on Indian Reservations increased by 51 percent between 1975 and 2002 according to statistics from the Montana-Wyoming Tribal Leaders Council.

Given these statistics, it became clear

to the Montana Department of Transportation (MDT) that involving residents of Indian Country was critical to successfully and comprehensively address the state's transportation safety issues. A request was made to the Federal Highway Administration (FHWA) and the Transportation Safety Planning Work Group (TSPWG) to alter the traditional safety conscious planning forum to focus exclusively on tribal governments.

The purposes of the forum were to:

- Initiate communication and discussion with Montana's Native Americans on the issue of transportation safety.
- Inform the state's tribes about programs and strategies currently underway at the Federal, state and local levels.
- Invite and encourage Native Americans to participate in the development of the state's Comprehensive Transportation Safety Plan (CTSP)
- Learn more about the nature of safety problems in Indian Country and

what is being done to solve them.

- Initiate discussion of specific countermeasures applicable to the unique transportation safety problems of Montana's Native Americans.

Representatives from Montana's eleven Indian tribes, officials from federal, state, and local government and the private sector, met in June 2005 in Helena to begin addressing the forum objectives. The Montana Tribal Forum, a joint effort of the Governor's office, MDT, FHWA, the National Highway Traffic Safety Administration (NHTSA), and the state's seven tribal reservations, was a critical first step in addressing serious tribal safety problems.

The fact that the Forum was held represents an achievement. It was the first time Montana's Tribal Governments had gathered to address the statewide transportation needs of Native Americans and required organizers and participants to overcome significant obstacles in communication, travel distance, and historical and

cultural differences. Among the topics discussed were current safety programs on tribal reservations that are showing success along with presentations by the Governor, the MDT Director, the Montana-Wyoming Tribal Leaders Council, and the State Highway Traffic Safety officer.

Safety challenges were also addressed - particularly jurisdictional issues - since reservations are sovereign nations with their own set of traffic laws. This results in conflicting authority among the Bureau of Indian Affairs (BIA), Tribal Police, and the Montana Highway Patrol. The forum resulted in an agreement to continue communication and collaboration and willingness by tribal governments to work toward the use of a standard tribal police report form.

For more information on the Montana Tribal Forum, contact Sandra Straehl, Montana Department of Transportation, 406-444-3423, sstraehl@mt.gov, www.mdt.mt.gov.

Planning for Safety – The Ohio Approach

By Joe Glinkski, FHWA Ohio Division

In 2003, the Ohio Department of Transportation (ODOT) recognized they were at a turning point when it came to improving roadway safety within the state. While they supported the national goal of achieving a fatality rate of 1.0 fatality per 100 million vehicle miles traveled by 2008, they were constrained by Ohio's "Home Rule" legislation. This legislation limited their abilities to address safety issues inside of the municipal boundaries of its approximately 1,000 cities and villages as well as on other local roadways operated and maintained by Ohio's 88 counties and approximately 1,100 townships.

In reviewing the available crash data, it was apparent the majority of fatalities were occurring in areas outside of ODOT's jurisdiction. Taking the lead, ODOT began the process to develop a strategic highway safety plan (SHSP) and build partnerships at the local level to improve safety. At the same time, ODOT was providing Federal fund-

ing to its 17 Metropolitan Planning Organizations (MPOs) in excess of the required formula. ODOT realized working with these MPOs they could develop regional safety programs, initially using a portion of their Federal funds to improve safety in the cities, villages, counties and townships located inside MPO boundaries. These activities initiated a statewide safety conscious planning process.

The concept of Safety Conscious Planning (SCP) was introduced to ODOT in 2000 by the FHWA Ohio Division Safety Programs Engineer, following a presentation at the FHWA Safety Leadership Conference by Kathy Krause from the FHWA Office of Safety. Faced with the enormity of coordination among an estimated 2,200 local entities, the statewide safety coordination group, which was beginning the process of developing Ohio's SHSP, began looking at ways to break down this task into manageable pieces. The group agreed by using the SCP con-

cepts they could meet with each MPO to work with its member agencies and by doing so, could elevate safety within each MPO's Transportation Improvement Program (TIP).

In 2004 Ohio received a \$50,000 Accelerating Safety Activities Program grant from the FHWA Office of Safety to fund SCP forums with each of the 17 MPO's. Using these funds, ODOT implemented an SCP process that is going well. Working with each individual MPO, ODOT identifies an initial prioritized list of high crash locations within regional boundaries. This is followed by a regional forum to which all local agencies are invited to bring participants from the 4-E's disciplines (engineering, enforcement, education, and emergency medical services) to verify, edit and reprioritize the identified high crash locations and begin the process of addressing safety on a regional basis. Workgroups are organized at the forums to develop a regional plan for identifying and implementing appro-

priate safety improvement projects, which are eligible for funding using either FHWA or NHTSA safety funds, depending on the type of improvement to be pursued. The results of regional forums and plans will provide a basis for the local and regional elements of Ohio's SHSP.

Realizing the benefits of this approach, the Ohio Division's Safety Programs Engineer will begin in 2006 to participate in the triennial Certification Reviews of the Ohio's Transportation Management Areas (TMA). This will help further coordination to address safety through the planning process. As Ohio continues the development of its SHSP and of finding ways to coordinate with the multitude of local agencies, the SCP and Certification Review processes should continue to help enhance safety within each metropolitan planning organization's boundaries.

FTA Promotes Transit in Strategic Highway Safety Plan

By Kimberly Goins, Federal Transit Administration

The Federal Transit Administration wants to see public transit safety programs incorporated into the Strategic Highway Safety Plans (SHSP). An SHSP is a statewide coordinated safety plan that provides a comprehensive framework, and specific goals and objectives, for reducing highway fatalities and serious injuries on all public roads. SHSP's are a new requirement for State DOTs under SAFETEA-LU and are intended to be collaborative, comprehensive, data-driven, and multi-modal safety plans.

The multi-modal objective is where public transit comes in. Although transit is conventionally seen as a safer mode of travel, accidents still happen. In fact, during 2004, buses were involved in about 12,000 accidents nationwide which is twice the number of

accidents for Heavy Rail or Subways. Other modes of transit such as Light Rail, Commuter Rail, and Paratransit have maintained impressively low accident and fatality rates. Consequently, State DOTs should consider the relative safety performance of each transit mode when developing their respective safety plans.

Also, because SHSPs are required to be both comprehensive and collaborative, many states are seeking input from both public and private safety stakeholders and as required by SAFETEA-LU. States should develop their SHSP's "after consultation with representatives from major modes of transportation." For that reason, transit agencies should be invited to participate in the SHSP development process.

State DOTs are encouraged to in-



volve transit agencies in the development, goal-setting, and performance objectives of their state safety plans. Equally important is including transit agencies in other state-sponsored safety initiatives such as safety summits and forums. Transit agencies can also help the SHSP development process by staying abreast of state/local safety

initiatives and publishing annual safety reports.

For more information on involving transit agencies in the SHSP development and implementation processes, contact Kimberly Goins, Transportation Planner, Federal Transit Administration, kimberly.goins@dot.gov.

Safety Is a Priority within Our Nation's Regions

By: Timothy Chelius, Executive Director, South Jersey Transportation Planning Organization

As Executive Director of a mid-sized MPO, I understand the need to examine regional safety issues. That is why the South Jersey Transportation Planning Organization (SJTPO) undertook two major efforts to achieve immediate safety improvements in South New Jersey and ultimately save more lives on our roads.

SJTPO created the South Jersey Traffic Safety Alliance in 1998 to integrate safety into the planning process through a coalition of safety professionals from law enforcement, education, emergency services, planning, and engineering. The Alliance develops and funds regional traffic safety programs; trains drivers, child passenger safety seat technicians, and work zone safety managers; conducts outreach and education; and works closely with federal, state, and local agencies to advance safety programs. (See www.sjtsa.org for more information.)

SJTPO instituted its Local Road Safety Audit program in 2004 in response to the disproportionate share of crashes occurring on rural two-lane roads prevalent in the SJTPO region. A special feature of the program is the interdisciplinary nature of the audit teams, which consist of county and municipal representatives (from enforcement, engineering and public works), the state DOT, the New Jersey Division of Highway Traffic Safety and the Federal Highway Administration. The audits have raised awareness among local decision-makers by identifying low-cost, quick turnaround safety improvements that are expected to yield immediate safety benefits. To date, over \$1.5 million has been authorized for local safety improvements, with millions more in the pipeline.

I also work closely with many of my MPO and Council of Government colleagues to promote safety in planning through peer exchanges, face-to-face time, and most importantly, my Chairmanship of the National Association of Regional Council's (NARC)

Transportation Safety Committee. I became chair of this committee because I believe safety should be at the forefront of all our planning activities and I believe my colleagues on the committee are some of the best and brightest safety planners and practitioners from MPOs and COGs around the country. We are a diverse group of individuals that look at safety in both urban and rural contexts – an important perspective considering the ever shrinking divide between urban and rural development.

I've included three examples of safety activities from our members that show the level of commitment to safety. This is by no means an exhaustive list of what COGs and MPOs can accomplish with the right leadership, partnerships, processes, and appropriate resources.

The Green River Area Development District (GRADD) provides technical assistance and coordination for seven counties and two MPOs in western Kentucky. GRADD serves a population of 209,857 with a transportation staff of three and other part time staff dedicated to safety.

Safety improvements are the GRADD Regional Transportation Committee's first priority, both long- and short-term. Statewide crash data is compiled and maintained by the Kentucky Transportation Cabinet and disseminated to each Area Development District for use in analysis. Corridor Safety Teams have been developed based on that data.

Public awareness and education programs have been the backbone of GRADD's highway safety initiative for all of the region's seven counties. Examples of programs include safety belt programs, red-light running campaigns, enforcement blitzes, safety fairs, older driver education programs, highway crash management workshops, teen impaired driving prevention programs, child passenger safety seat checks and safety demonstrations.

The Cowlitz Wahkiakum Council of Governments (CWCOG) is the lead agency for the local MPO and Rural Transportation Planning Organization (RTPO) in five mostly rural counties in southern coastal Washington State. CWCOG serves a population of 250,000 with two transportation staff.

Washington State's recent increase in gas tax revenue has resulted in a significant number of safety-related improvements with counties receiving an additional \$500,000 for safety improvements on local roads. CWCOG will be working through the comprehensive plan update in Wahkiakum County to help the commissioners and public works director prioritize where these funds will be used and to what extent they can leverage other projects. Many of their local projects are built with safety funding sources, usually through a competitive process with the Washington State DOT safety programs since the MPO does not generally implement safety projects. The biggest challenges in the urban areas are speed, lack of attentiveness, and red-light running. For the rural areas, drunk driving and lane crossings are the biggest challenges.



The Eastern Panhandle (WV) Regional Planning & Development Council & Hagerstown/Eastern Panhandle Metropolitan Planning Organization (EPPDC) includes two counties in the panhandle of West Virginia and one county in Maryland. The MPO covers Washington County (Hagerstown), Maryland and Jefferson and Berkeley Counties, West Virginia. The EPPDC serves a population of 153,000 with a transportation planning staff of three.

Safety is not a stand-alone topic in the EPPDC region. Some jurisdictions take safety into account with all of their activities. Several projects underway from the state and federal government, which are necessary for growth and freight movement, will directly impact safety including the widening of Interstate 81 in Berkeley County and the widening of State Route 9 from Martinsburg to the Virginia state line.

Safety planning is eligible for urban planning funds allocated for MPOs in West Virginia. Even though no dedicated funding is available, there are opportunities to improve safety and raise the awareness of safety related planning at the local and state level. EPPDC hopes to improve communication between the Traffic Analysis Section of WVDOT and local planners who can incorporate safety data into long and short term plans.

Over the coming year, their safety committee will undertake an aggressive examination of processes and procedures at MPOs and COGs in safety planning, conduct research evaluation, build an extensive regional library, and develop a peer assist structure for those who have new ideas to share or need help implementing a plan or process.

For more information about the South Jersey Transportation Organization or the National Association of Regional Council's (NARC) Transportation Safety Committee, contact Timothy Chelius at email: tchelius@sjtpo.org

Regional Task Force: A Conduit to Integrate Safety

The Delaware Valley Regional Planning Commission (DVRPC) is addressing transportation safety through its newly formed Regional Safety Task Force, a multi-disciplinary conglomerate of safety professionals and stakeholders that fosters cooperation among various constituencies and forges consensus on diverse regional issues. The Task Force is a conduit to integrate safety conscious planning at all levels and is a means through which the bi-state MPO for the Philadelphia, Camden, Trenton areas can proactively shape a comprehensive vision for the region's future growth.

The Task Force currently plays a central role in the development of the Regional Safety Action Plan that focuses on a practical and dynamic way to reduce fatalities below one per 100 million vehicle miles traveled and

bring the New Jersey and Pennsylvania portions of the MPO into alignment. Implementing agencies and organizations (traditional and non-traditional partners), along with planners and other stakeholders, have been at the table from the outset. This enables the plan to proceed in a coordinated, comprehensive, and cohesive manner and prevents confusion while leveraging support, stretching resources and getting everyone to think from a regional perspective.

The process included a substantive analysis and review of the data and the agency goals of the New Jersey and Pennsylvania Departments of Transportation (NJDOT, PennDOT). DVRPC emphasis areas were selected from overarching guidelines in previous programs so that the plan would be complementary to the TIP, Long



Range Plan, and the SHSPs of both states.

The development process faced challenges, especially crash data availability and compatibility. Along with some of the common crash data problems (quality, missing information, use), this process also had to deal with the incompatibility of crash data from two different states. The end result was improved crash data, the development of

an algorithm for a crash cluster finder, and improved communication between the Commission and both DOTs on data issues. Other challenges included limited legislative participation and consensus building due to diversity.

The Regional Safety Action Plan is expected to be published by the end of summer, 2006. For more information visit DVRPC's website www.dvrpc.org

Road Safety Begins at Home

By Sue Miller, Freeborn County Engineer & NACE North Central Region VP

Memorial Day marks the official beginning of summer; but unfortunately, it also marks the most deadly time of year for traffic crashes. For most highway safety professionals, this results in an evaluation of whether something more could have been done to prevent these tragedies.

Two veteran Minnesota county engineers believed that engineers could do more and led the charge for a Minnesota County Engineers Association involvement in the state's Rural Road Safety Program. This program blended the state's goal toward zero deaths and SAFETEA-LU, which focuses on the four E's -- engineering, enforcement, emergency medical services, and education. In Minnesota, a fifth "E" was added -- engage the public.

The plan, although well received by local elected officials, did not result in the passage of important highway safety legislation addressing such initiatives as centerline rumble strips to reduce

head on and sideswipe crashes and the earmarking of five million towards rural road safety. Even though the program was not funded for construction improvements, the "non-construction" component should continue.

These non-construction components include an engineering review of two lane rural roads --(where more people die in the state than on any other type of roadway) to determine such things as whether head on collisions or run off the road crashes are caused by lane width, narrow shoulders, or obstructed recovery zones. While their findings did not point to any one specific engineering area, the data did show that alcohol was still a significant factor and that an increasing number of crashes were caused by "inattentive driving." This is where engaging the public can help by encouraging people to take the responsibility of driving as a serious, potentially deadly activity.

Engaging the public means includ-



ing them in solving the problem which can happen at service club meetings, a church group, local schools and even the local maintenance shop. Every serious crash needs to be carefully reviewed for the engineering component, but our jobs shouldn't end there. As road officials, we are in a unique and

credible position to truly engage the public. It's about taking education to the next level and who better to accomplish that objective than the local road superintendent or county engineer?

Tom Bryer: A Visionary in Highway Traffic Safety

Tom Bryer is a man ahead of his time. In the late 1980s, as the Director of the Pennsylvania Center for Highway Safety, he brought together traffic engineers, law enforcement officials, EMS representatives, and individuals from the highway safety office to develop strategies to solve the state's highway safety problems. If that sounds familiar, it should – it is the same process now being developed by states as part of the Strategic Highway Safety Plan (SHSP) initiative.

Mr. Bryer is the former Governors Highway Safety Representative for Pennsylvania, a position he held from the 1984 until his retirement in 2002. His background was unique for that position because his experience was in traffic engineering and transportation planning or the “hard” side of highway safety as he calls it. “There weren't too many people within highway safety [at that time] that could work effectively on both sides of the fence,” he said. He was also the first to bring road safety audits to a state DOT and developed the corridor analysis process in Pennsylvania that led to the FHWA corridor analysis guidelines. It was his experience that led Pennsylvania Department of Transportation officials in the late 1980s to grant his wish to bring all of highway safety under one umbrella and integrate functions from the behavioral side, engineering, planning, and traffic records. The result was the renaming of his agency to the Bureau of Highway Safety and Traffic Engineering, which broadened opportunities for individuals to work together collectively.

Look at the Data

An example he cites is a corridor safety program, also initiated in the late 1980's, that was implemented on more than 25 highways throughout the state with histories of fatalities and serious injuries “By looking at the data, we saw there were real opportunities for engineers, law enforcement officers, educators, and EMS personnel to work col-

lectively to attack a common problem. The result was a set of combined, targeted, low cost engineering improvements, corridor-specific enforcement and education initiatives, and EMS enhancements which produced significant reductions in corridor fatalities,” he said. “Around 2000, we enhanced the education and enforcement component. If corridors had significant numbers of aggressive driving crashes, alcohol related crashes, or high numbers of unbelted injuries and deaths, we showed enforcement officials the data and said we would put up signs if they would agree to devote at least 10 hours of problem-specific enforcement per week on the roads,” Bryer continued. The result was signs on the corridors such as “Beware of Aggressive Drivers,” “Don't Tailgate,” and “Targeted Enforcement Area.” Thus, every driver on the corridor knew what the safety problem was, what they could do to avoid it, and that there was targeted enforcement as they drove through it.

Fortunately for the country, Tom Bryer, as Vice Chair of the AASHTO Standing Committee on Highway Traffic Safety, brought his commitment to comprehensive highway safety to the national level and led the development of the AASHTO Strategic Highway Safety Plan. Again, it was his broad experience in transportation planning and engineering and his work on the behavioral side of highway safety that convinced him this plan was necessary.

“We held two national workshops,” he said, “and brought together a diverse group of people from the federal, state, and local level; academia; enforcement; EMS; and engineering [among others].” By looking at the data, it was clear there were six major groupings, which became the work groups at the conferences. “We rotated people through each group – putting the engineers with the human behaviorists,” Bryer said. The result was an impressive list of twenty-two emphasis areas and numerous strategies which

are rated as proven, tried, or experimental.

Tools for Implementation

Once the plan was approved through an extensive review process, it was clear states needed tools to implement it. As chair of the National Cooperative Highway Research Project (NCHRP) panel 17-18, Bryer was responsible for directing and overseeing the development of those tools, which include more than 17 guides to date with more to follow.

“Our vision,” Bryer said, “was that there was enough in the plan that if 80 percent were implemented, we could reduce fatalities [on the nation's highways] by 5,000 to 7,000; however, that hasn't happened yet.” He went on to note “we still have a long way to go.”

While he admitted that money may be the biggest barrier, he stressed that it is important to go beyond just talking with one another and urged states involved in the development of the SHSP to “bring all the safety players to the table to work collectively to make a discernable difference” and to “set a safety vision or stretch goal that promotes exploration and use of new ideas including multidisciplinary approaches to safety problems, systematic application processes, and carefully planned implementation of promising new strategies and countermeasures to achieve the vision.”

Bryer is currently a consulting employee in transportation policy and analysis with SAIC and is still involved in developing effective solutions to highway safety problems. As many states catch up to what Tom Bryer saw as an effective approach in the 1980s, it is a good idea to heed his words. His experience has shown a comprehensive, collaborative approach can pay big dividends. In highway safety, the most important dividend is saving lives.

“By looking at the data, we saw there were real opportunities for engineers, law enforcement officers, educators, and EMS personnel to work collectively to attack a common problem. The result was a set of combined, targeted, low cost engineering improvements, corridor-specific enforcement and education initiatives, and EMS enhancements which produced significant reductions in corridor fatalities.”

- Tom Bryer

Technical Tools, Information, & Guidance

A Tool for Integrating ITS Into the Planning Process

IDAS, the ITS Development Analysis System, is software developed by FHWA that can be used to perform sketch planning for ITS (Intelligent Transportation Systems), or to calculate the relative costs and benefits of ITS investments. IDAS quantifies the impacts of ITS and can focus on how a project(s) affects recurring and non-recurring congestion, travel time and its reliability; the number and severity of accidents; environmental factors (emissions and noise); energy consumption; agency efficiency; and deployment costs. Additional features are also offered including a useful library of benefit and impact findings, the output of existing transportation planning models, inventories of ITS equipment, risk analysis, implications of changes in project phasing or geographic scope, and documentation for architecture development. Information on IDAS is available at <http://mctrans.ce.ufl.edu>. The software runs on Windows 95/2000/NT and can be purchased through the McTrans Center at the University of Florida, 352-392-0378, toll free 800-226-

1013, fax 352-392-6629 or email at mctrans@ce.ufl.edu.

Low Cost Local Road Safety Solutions Released At NACE Annual Conference

A new joint publication released by the National Association of County Engineers (NACE) and the American Traffic Safety Services Association (ATSSA) titled, "Low Cost Local Road Safety Solutions," was made available to NACE members April 9-13 during the 2006 NACE Annual Conference in Grand Rapids, MI. The 39-page booklet contains 16 examples of low-cost solutions that address roadway safety issues such as signs and pavement marking improvements, rumble strips, longitudinal channelizers, and roadside cable barriers. The concise studies were compiled by the Texas Transportation Institute. The booklet also contains a section titled, "How Can I Conduct a Crash Study," as well as a list of current resources on the overall topic. To view the publication, visit: <http://www.atssa.com/galleries/default-file/LowCostLocalRoads.pdf>

Transportation Planning in Rural America

The National Association of Development Organizations (NADO) Research Foundation has released Transportation Planning in Rural America: Emerging Models for Local Consultation, Regional Coordination & Rural Planning Organizations. This report highlights the 25 states that currently have rural consultation planning processes. It also focuses on the emerging and evolving partnerships between state transportation agencies and regional development organizations as they play a major role in facilitating and enhancing the involvement of rural local government officials in statewide planning. This process is best described as the "gateway" for accessing federal surface transportation funds. The report offers insight into the impact, trends, and partnerships being forged as a result of the new rural planning and consultation rules outlined in the FHWA and FTA rules for TEA-21. The report can be downloaded at <http://www.nado.org/pubs/trans.php>. For more information, contact NADO at 202-624-7806.

Work Group News

The Transportation Safety Planning Work Group (TSPWG) will be participating in the AMPO Annual Conference to be held in Fort Lauderdale, Florida October 31-November 3, 2006. The topic of the TSPWG panel will be "Strategic Highway Safety Plans: The MPO Role."

Section 148 of SAFETEA-LU requires each state to develop and implement a Strategic Highway Safety Plan (SHSP). Although the legislation assigns a lead role to the state department of transportation (DOT), it specifically requires participation by a number of stakeholders including "regional transportation planning organizations and metropolitan planning organizations." MPOs have not typically participated in the Highway Safety Improvement Program so the requirement presents a challenge to both DOTs and MPOs. The TSPWG panel will explore the experiences of MPOs which have been actively involved in the development and implementation of SHSPs.



The Transportation Safety Planning Working Group is a model for collaboration among safety stakeholders. Member agencies represent a variety of public sector and private industry organizations who have come together to proactively plan for safety. Membership includes:

AAA

American Association of Motor Vehicle Administrators

American Association of State Highway and Transportation Officials

American Planning Association

American Public Transportation Association

American Public Works Association

Association of Metropolitan Planning Organizations

Community Transportation Association of America

Federal Highway Administration

Federal Motor Carrier Safety Administration

Federal Transit Administration

Governors Highway Safety Association

Institute of Transportation Engineers, Inc.

International Association of Chiefs of Police

Mid-Regional Council

Missouri Department of Transportation

National Association of County Engineers

National Association of Development Organizations

National Association of Regional Councils

National Cooperative Highway Research Program

National Highway Traffic Safety Administration

Society for the Advancement of Violence and Injury Research (SAVIR)

Transportation Research Board



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