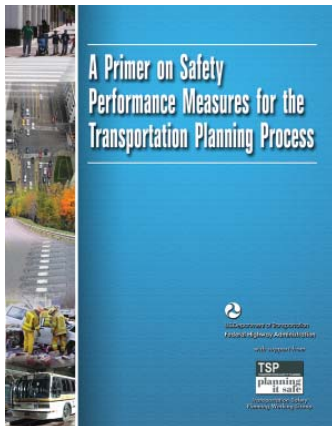


Tools of the Trade Newsletter

This newsletter is devoted to the tools of the trade that help transportation planners integrate safety into the transportation planning process. It also lists Transportation Research Board (TRB) Annual Meeting committee meetings and panel discussions of interest to the transportation safety planning community.

A Primer on Safety Performance Measures



A Primer on Safety Performance Measures for the Transportation Planning Process is a tool to help state and local practitioners, transportation planners, and decision-makers identify, select, and use safety performance measures in the transportation planning process. Performance measures enable decision-makers and other stakeholders to monitor changes in system condition and performance against established visions, goals, and objectives.

Key elements of the Primer include: a definition of performance measures; a step-by-step description and flowchart showing how safety performance measures can be identified and integrated into the transportation planning process; characteristics of effective performance measures; a checklist to assess an organization's current status on the use of safety performance measures in the transportation planning and decision-making process; a list of references; and case studies of noteworthy practice. To obtain a copy of the Primer, visit the Transportation Safety Planning (TSP) web site at <http://tsp.trb.org>.

Transportation Safety Planning Course

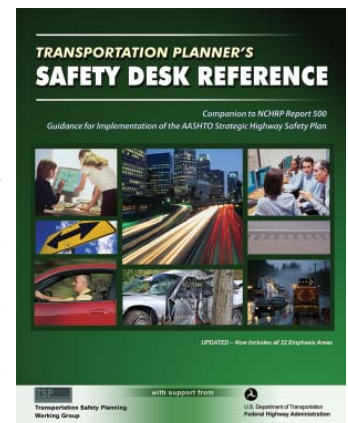
The 4E's of safety (engineering, enforcement, education, and emergency response), contributing crash factors, safety benefits, and transportation safety in the planning process are all part of a National Highway Institute (NHI)/National Transit Institute (NTI) Transportation Safety Planning Course. The course, an update of the previous NTI Safety Conscious Planning course, provides an overview of the innovative techniques and approaches for successfully integrating safety in the transportation planning process. Some of the topics discussed about the planning process include the Strategic Highway Safety Plan (SHSP), Long-Range Transportation Plan, and S/TIP; data analysis;

performance measures; selecting countermeasures; project prioritization; and evaluation and monitoring.

The one and one-half-day course targets transportation and transit planners with planning and programming responsibilities; and safety (highway and transit) professionals with SHSP, general safety program, human behavior, and enforcement responsibilities. State departments of transportation (DOT), metropolitan planning organizations (MPO), the Governor's Highway Safety Offices, and transit operators are encouraged to participate. For more information, contact Jim Thorne, FHWA Office of Safety at jim.thorne@dot.gov.

Transportation Planners Safety Desk Reference Update

The Federal Highway Administration (FHWA) has updated the Transportation Planners Safety Desk Reference to reflect information from additional National Cooperative Highway Research Program (NCHRP) Report 500 Series guidebooks and 2008 data. The first desk reference identified and summarized information from the initial 17 emphasis area guidebooks, and the 2008 update included information on young drivers, bicycles, and safety data analysis. This latest update includes information on speeding and motorcycle safety. The reference guide provides steps to help planners incorporate safety into the planning process and summarizes key safety strategies from the NCHRP guides. To obtain a copy of the guide, go to <http://tsp.trb.org>.



Highway Safety Improvement Peer-to-Peer Program

The Highway Safety Improvement Peer-to-Peer (P2P) Program from FHWA's Office of Safety provides opportunities for transportation safety professionals to share ideas, technical assistance, noteworthy practices, and solution-based experiences related to the Highway Safety Improvement Program (HSIP), Strategic Highway Safety Plan (SHSP), and related topics.

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At a September 2009 workshop in Nevada, the Nevada Department of Transportation (NDOT) and the Nevada FHWA Division Office were joined by representatives from Idaho, Missouri, Utah, and Wisconsin who provided ideas and guidance for a revision of Nevada's HSIP. Some of the topics covered during the workshop include a systematic approach to the HSIP; the relationship between SHSP and HSIP; use of the flexibility provision; the high-risk rural roads program; and collaboration with local agencies. A similar workshop was held in November 2009 at a Peer Exchange Workshop in Boise, Idaho that focused on updating the State's SHSP. Guest speakers from Missouri DOT and the Washington Traffic Safety Commission were featured. For more information on the program, contact Ben Gribbon at the Office of Safety, ben.gribbon@dot.gov.

Shoulder and Centerline Rumble Strips Guidance

NCHRP Report 641: Guidance for the Design and Application of Shoulder and Centerline Rumble Strips explores the design and application of shoulder and center line rumble strips as crash reduction measures whose adverse effects can be minimized for motorcyclists, bicyclists, and nearby residents.



Centerline Rumble Strip

Shoulder and centerline rumble strips are cost effective countermeasures for reducing crashes on rural freeways leading many state DOTs and local agencies to examine their use on divided and undivided highways and along the centerline of undivided highways. These

rumble strips, however, may impact other users. The report examines the safety effectiveness of these measures as well as how the design and placement can help lessen harmful impacts to bicyclists who often use roadway shoulders and for motorcyclists. A copy of the report can be found at http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_641.pdf.

CMF Clearinghouse

The Crash Modification Factors (CMF) Clearinghouse offers transportation professionals a central, web-based repository of CMFs and CRFs (Crash Reduction Factors). The Clearinghouse includes the ability to quick search by countermeasure, crash type, and severity, as well as other variables. Transportation professionals also can submit their own CMF studies for inclusion into the CMF clearinghouse. Visit the CMF Clearinghouse at www.CMFClearinghouse.org for the following:

- Learn more about CMFs;
- Identify potential countermeasures;
- Estimate expected effectiveness of countermeasures; and
- Compare alternative treatments.

A Guide for Statewide Impaired-Driving Task Forces

The National Highway Traffic Safety Administration (NHTSA) has released a report that explores methods for developing impaired driving statewide taskforces by state officials and other stakeholders. Impaired Driving Task Forces provide a mechanism to address impaired driving at the state and community level where laws are enacted, applied, and enforced; where programs are implemented; and where changes can be realized. These organizations help leaders assess the problem and develop appropriate solutions. They also provide a way to get key players to share information, explore options, and close potential loopholes in the circle of impaired-driving legislation, enforcement, prosecution, adjudication, and treatment. To obtain a copy of the guide, visit the NHTSA web site at <http://www.nhtsa.gov/portal/site/nhtsa/menuitem.18e416bf1b09b6bbbf30811060008a0c/>.

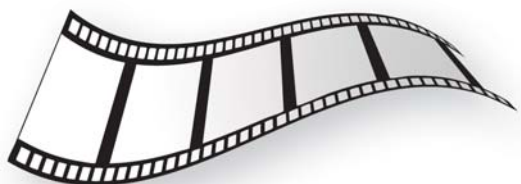
Alternative Transportation Programs

A number of communities in the U.S. use alternative transportation programs as a method for reducing the number of impaired driving-related motor vehicle crashes. NHTSA released a report to provide guidance to states and communities on developing, refining, or expanding these programs, which usually transport drinkers home from and sometimes to and between drinking establishments using taxis, privately owned vehicles, buses, tow trucks, and law enforcement agents. Ease of use is one of the program characteristics that NHTSA has found to be effective. To download a copy of the report, go to <http://www.nhtsa.dot.gov/portal/site/nhtsa/menuitem.18e416bf1b09b6bbbf30811060008a0c/>.

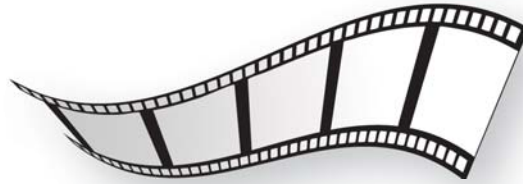


An Internet Approach for CMV Defensive Driving

The Federal Motor Carrier Safety Administration (FMCSA) released a report that explores a web-based training tool for commercial motor vehicle (CMV) drivers and fleet safety managers. The purpose of this web site is to show common driving errors made by CMV drivers and how to avoid them. The report documents how the web site was developed and the final content. A copy of the report is available at <http://www.fmcsa.dot.gov/facts-research/research-technology/report/FMCSA-RRR-09-003.pdf>.



Coming Attractions



State Safety Fact Sheets

New!

Want to know the status of highway safety in your state or neighboring states? The State Safety Fact Sheets developed by the Transportation Safety Planning Working Group (TSPWG) provide information on 10-year trends in total fatalities and fatality rates; safety focus areas and corresponding percentages of total crash fatalities; and fatalities by roadway classification. This is the third year the fact sheets have been available. Many states use them to convey the seriousness of the transportation safety problem to DOT officials, managers, elected officials, and the public. The updated version includes 2008 data. The fact sheets will be posted on the TSP web site in January 2010.

HSIP Eligibility Brochure

New!

Changes in law and new regulations sometimes make it difficult for state and local transportation agencies to identify eligible HSIP projects. A new brochure from the FHWA Office of Safety provides information on eligible projects and lists the changes resulting from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which established the HSIP as a Federal-aid program under Section 148 of the United States Code (23 U.S.C. 148), and increased available funding.

Highway Safety Manual and Workshop

New!

New safety professionals and experienced practitioners benefit from information in the updated Highway Safety Improvement Program (HSIP) Manual, which provides information on topics ranging from core safety concepts to detailed discussions of technical methods for data-driven safety planning. It is a comprehensive highway reference for state and local transportation safety practitioners working on HSIPs and safety projects. A two-day workshop supplements the Manual with more detailed information on analyzing data to identify sites for safety improvement; conducting engineering studies and identifying countermeasures; prioritizing projects; and evaluating the safety effects of projects and programs.

SHSP Implementation Process Model

New!

The SHSP Implementation Process Model (IPM) will be available in late spring 2010. FHWA, in collaboration with NHTSA and the FMCSA, recently completed pilot testing the IPM in 10 states and is finalizing the document based on pilot results. The IPM identifies the essential eight elements for successful implementation of the SHSP, including four fundamental elements (leadership, collaboration, communication, and data collection and analysis) and four key steps (emphasis area action plans; linkage to other transportation plans; marketing; and monitoring, evaluation, and feedback). Extensive interviews with leaders and champions from “model” states, in-depth examinations of statewide and metropolitan transportation plan and program documents, and the experience of the pilot states identify the exemplary approaches and noteworthy practices that make up the IPM.

HSIP Noteworthy Practices

New!

The Federal Highway Administration (FHWA) is producing a Highway Safety Improvement Program (HSIP) Noteworthy Practice Series which will identify and document successful, innovative, and effective practices. The information will be distributed to the highway safety community in user-friendly, attractive, and unique formats. Some of the topics will include methods for increasing stakeholder involvement, revisiting emphasis areas in the state’s SHSP, SHSP data, HSIP project identification, and HSIP evaluation.

PLANSAFE

New!

PLANSAFE was developed under NCHRP 8-44-2 as a tool to quantify the safety impacts of future changes to the sociodemographics, transportation system, and population of a jurisdiction (e.g., MPO, city, etc.).

PLANSAFE is a suite of three software tools designed to support planning-level safety analyses. PLANSAFE was completed in January 2010 and should be available through NCHRP after final approvals and editing of the software and accompanying manual has been completed. It currently is being pilot tested in Florida. For more information, contact Simon Washington at Simon.Washington@Berkeley.edu.

The TRB Annual Meeting

The 2010 Transportation Research Board (TRB) Annual Meeting features a number of committee meetings and panel sessions of interest to transportation planners and safety practitioners. The meetings will be held in Washington, D.C., January 10-14, 2009 at the Marriott Wardman Park, Omni Shoreham, and Hilton Washington Hotels. To learn more, visit the TRB web site (www.trb.org) and use the interactive tool to find meetings and sessions you want to attend.

Sunday, January 10, 2010

Transportation Safety: Proven Safety Engineering Countermeasures

Sunday, January 10, 2010
9:00 a.m.-12:00 p.m.
Hilton, Lincoln West

The workshop highlights proven effective safety countermeasures. Each countermeasure will be described and information on its proven effectiveness, benefits, and application will be provided.

Highway Safety Manual Introductory Training

Sunday, January 10, 2010
9:00 a.m.-5:00 p.m.
Marriott, Harding

This all-day workshop provides basic training on use of AASHTO's new Highway Safety Manual (HSM), including structure and content of the HSM, how and when to apply methods included in the manual, and hands-on examples of many of the analytical procedures. This is a Human Factors Workshop with a limit on attendance and a separate fee (\$250 in advance or \$320 onsite).

Monday, January 11, 2010

Tribal Safety Issues Subcommittee

Monday, January 11, 2010
8:00-9:45 a.m.
Hilton, 1919 East

Highway Safety Workforce Development Task Force

Monday, January 11, 2010
1:30-3:15 p.m.
Marriott, Washington B3

Tuesday, January 12, 2010

Highway Safety Management Subcommittee

Tuesday, January 12, 2010
8:00-9:45 a.m.
Marriott, Balcony A

Safety Data, Analysis, and Evaluation Committee

Tuesday, January 12, 2010
1:30-5:30 p.m.
Marriott, Washington B3

Wednesday, January 13, 2010

Transportation Safety Planning Subcommittee

Wednesday, January 13, 2010
8:00-9:45 a.m.
Marriott, Wilson B & C

Transportation Safety Management Committee

Wednesday, January 13, 2010
2:30-6:00 p.m.
Marriott, Washington B3

Development of the Highway Safety Manual Task Force

Wednesday, January 13, 2010
2:30-6:00 p.m.
Marriott, Hoover

Future Directions for the HSM Subcommittee

Wednesday, January 13, 2010
7:30-9:30 p.m.
Marriott, Balcony B

TSPWG Strategic Plan

The TSPWG has played a significant role in improving safety integration in the transportation planning process. Research conducted by NCHRP, however, has shown fully integrating safety as an explicit consideration in the transportation planning process is not yet complete.

In 2003 the TSPWG developed a set of strategies to guide action planning, which were then revisited in a 2008 Strategic Action Plan. Discussions during recent meetings and a survey of member organizations resulted in an updated 2010 Strategic Action Plan to guide the TSPWG and ensure it continues to play a meaningful role.

The 2010 plan's five goals, including:

- Increase awareness of information and tools available for transportation safety planning efforts;
- Coordinate efforts between safety and planning partner organizations;
- Increase access to relevant tools and timely information;
- Stimulate research and disseminate the results; and
- Increase the availability and awareness of services to promote implementation of transportation safety planning.

For more details, see the 2010 Strategic Action Plan at www.tsp.trb.org.

Directions in Road Safety

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