

## A COORDINATED APPROACH

Congress changed the planning dynamic with TEA-21. For the first time, States and MPOs were asked “to consider projects, strategies, and services that increased the safety and security of the transportation system for motorized and non-motorized users.”

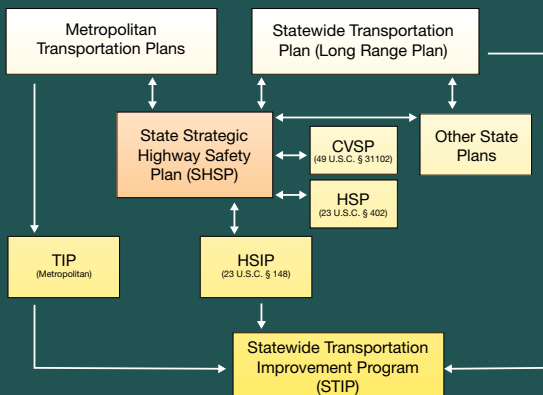
Since safety integration was a non-traditional role for planning agencies, the Transportation Research Board (TRB), supported by the Federal Highway Administration (FHWA), brought together a group of safety and planning professionals at the national level to brainstorm ideas on how to help states and localities accomplish the task. At the outset, the Transportation Safety Planning Working Group (TSPWG) developed and suggested activities including forums for the exchange of information and a workshop on safety planning.

To date, 27 states have participated in these forums, which brought together state and local transportation planners, engineers, enforcement, EMS, transit officials, safety professionals and other stakeholders.

Initially, safety integration activities focused on long-range transportation plans and transportation improvement programs. With the passage of SAFETEA-LU, the future is coordinated planning, as illustrated in Figure 1.

If done properly, transportation safety planning should influence the development of the plans shown below including the Transportation Improvement Program (TIP), the Highway Safety Improvement Program (HSIP), the Commercial Vehicle Safety Plan (CVSP) and Highway Safety Plan (HSP), which are developed by MPOs, DOTs, motor carrier divisions, and state highway safety offices respectively.

**Figure 1: SHSP Relationship to Other Planning Documents**



## A STRATEGIC APPROACH

A strategic highway safety plan is a statewide coordinated plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads. The SHSP strategically establishes statewide goals, objectives, and key emphasis areas developed in consultation with Federal, State, local, and private sector safety stakeholders. The broadly representative Transportation Safety Planning Working Group has assisted numerous states in bringing these partners together to begin the dialogue.

In general, SAFETEA-LU requires states to develop an SHSP that:

- » Includes consultation with a variety of stakeholders, e.g., the State DOT, highway safety office, regional and metropolitan planning organizations, major modes of transportation, state and local enforcement officials, private sector organizations, and other stakeholder groups and individuals.
- » Uses a crash data system with the ability to perform safety problem identification and countermeasure analysis on all public roads.
- » Addresses the 4Es of safety, which includes engineering (e.g., management, design, operations, and maintenance policies and practices), education, enforcement, and emergency medical service elements as key factors in evaluating and identifying projects and strategies.

## WHAT YOU CAN DO

Contact your state department of transportation, the office of highway safety, or the safety specialist in the Federal Highway Administration’s (FHWA) Division Office. Learn the status of your state’s SHSP. Meet with the relevant officials and offer to help move the process forward.

If your state’s SHSP planning process is completed or near completion, ask to be involved in the implementation, evaluation and update phases. The SHSP is a living document that is designed to evolve as circumstances and conditions change. Most states will continue the SHSP process over the five-year life of the plan and beyond. Take advantage of the many opportunities available to be involved in the development of your state’s SHSP.

### What MPOs and Local Planners Can Do

Involvement can be particularly valuable for regional and local transportation planners. Many states have focused data collection and countermeasure efforts on roads for which the state is responsible rather than “all public roads”. However, in most states, a large portion of the fatal and incapacitating injury crashes occur on roads not on the state system; therefore, data and safety countermeasure implementation in all jurisdictions is critical for the SHSP to succeed.

For more information, visit <http://tsp.trb.org>, [www.fhwa.dot.gov/planning/SCP](http://www.fhwa.dot.gov/planning/SCP) or <http://safety.fhwa.dot.gov>.

## THE SAFETY FOCUS

If you asked most Americans, “What do you think is the worst transportation problem in the U.S.?”, they would probably say congestion. The more appropriate response is motor vehicle crashes because of the devastating human and economic losses they inflict each year. Motor vehicle crashes kill more people in a single year than war, terrorism, and murder combined.

Incorporating safety into the transportation planning process is one way to take action to help reverse this trend. Congress re-affirmed this approach when it passed the Transportation Equity Act for the 21st Century or TEA-21. The Act made safety and security one of seven priority factors for consideration in the transportation planning process. Many transportation planners adopted the term “safety conscious planning” (SCP) to describe efforts to integrate safety throughout the planning process.

In 2005 Congress raised the bar by passing the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU focused on improving safety through a core program that increased funding. Safety also became a stand alone planning factor. In addition, Congress placed more focus on safety in the Act by requiring states to develop strategic highway safety plans (SHSPs).

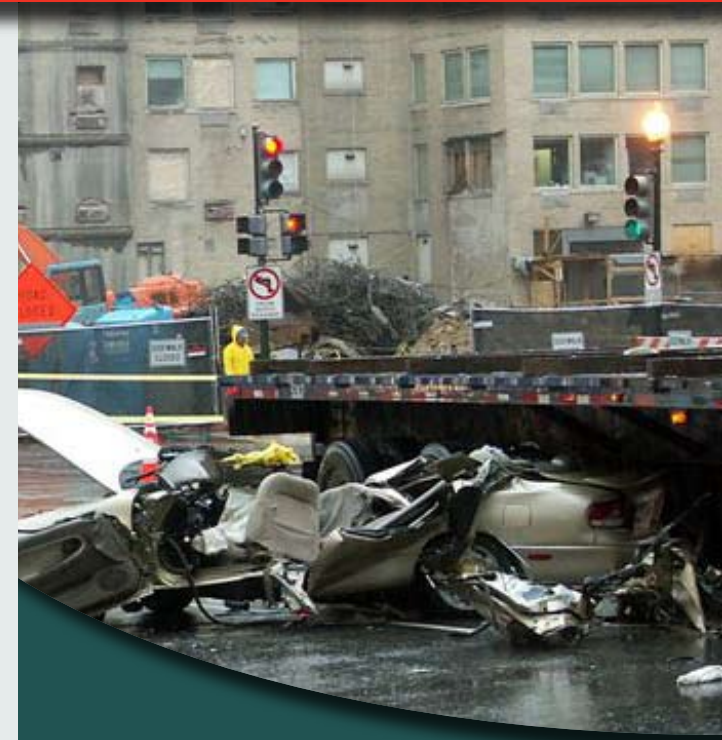
To encompass the SHSP, Safety Conscious Planning, and safety integration, a new term was adopted – Transportation Safety Planning. It more accurately reflects the broader role of safety and the relationship between the transportation planning process and the state SHSP.

**According to the National Highway Traffic Safety Administration (NHTSA), 43,443 people died on the nation's roadways in 2005 and 2.7 million were injured at an estimated cost of \$230.6 billion in 2000 dollars.**

## THE TRANSPORTATION SAFETY PLANNING WORKING GROUP

American Association of Motor Vehicle Administrators  
American Association of State Highway Transportation Officials  
American Automobile Association  
American Planning 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  
International Association of Chiefs of Police  
National Association of County Engineers  
National Association of Development Organizations  
National Association of Regional Councils  
National Highway Traffic Safety Administration  
Society for the Advancement of Violence and Injury Research (SAVIR)  
Transportation Research Board

For more information, visit <http://tsp.trb.org>, [www.fhwa.dot.gov/planning/SCP](http://www.fhwa.dot.gov/planning/SCP), and <http://safety.fhwa.dot.gov>.



## TRANSPORTATION SAFETY PLANNING

*Planning It Safe*

