What is the problem?

- 42,636 Fatalities
- Nearly 3M Injuries
- Over 4M PDO crashes
- $230B Cost to the Nation

Trends in Motor Vehicle Fatality Rates

Highway Crash Characteristics

- Distracted driving (25%)
- Impaired driving (41%)
- Roadway departures (38%)
- Speeding (31%)
- Failure to wear safety belts (59% unrestrained)
- Intersections (21%)
- Pedestrians (11%)
- Pedalcyclists (2%)
- Trucks (11%)
- Motorcycles (8%)
- Transit (.7%)
**Pedestrians**
- 4,641 fatalities
- 68,000 injuries

**Pedalcyclists**
- 725 fatalities
- 41,000 injuries

**Transit**
- 295 fatalities
- 56,607 injuries
- 59,898 incidents

**Where Fatalities Occur by Roadway Functional Class**

<table>
<thead>
<tr>
<th>Roadway Functional Class</th>
<th>Number of Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Roads</td>
<td>19%</td>
</tr>
<tr>
<td>Collectors</td>
<td>22%</td>
</tr>
<tr>
<td>Interstate and Other Freeway</td>
<td>42%</td>
</tr>
</tbody>
</table>

**Fatality Rates (per 100 Million VMT)**
- Interstate and Other Freeway: 0.9
- Arterials: 1.6
- Collectors: 2.2
- Locals: 2.1

**Young Drivers**
Motor vehicle crashes = leading cause of death for 15-20 year olds

Highest crash risk in all types of crashes of any age group

Most severe problem – 16 year-olds least driving experience, more risk taking, sense of infallibility

**Older Drivers**

Older Person Safety and Mobility 2002
- 9% of population
- 12% of traffic fatalities
- Travel mileage has increased by 20% since 1995

Older Person Safety and Mobility 2030
Population ≥ 65 will more than double by 2030
(30M => 70M)
Translating Crash Statistics into Local Terms

**Iowa Crime – Crash Clock**
- 1 murder every 8.3 days
- 1 aggravated assault every 90 minutes
- 1 violent crime every 70 minutes
- 1 property crime every 7 minutes
- 1 crime every 6 minutes
- 1 fatality every 18 hours
- 1 injury every 15 minutes
- 1 property damage crash every 10 minutes
- 1 crash every 7 minutes

TSP Background

Each statewide and metropolitan planning process shall provide for consideration of projects and strategies that will increase the safety and security of the transportation system for motorized and non-motorized users.

TEA-21

Transportation Planning Process

- System Operations
- Performance Measures
- Alternative Improvement Strategies
- Evaluation

- Goals and Objectives
- Economic Development
- Vision
- Mobility and Accessibility
- Environmental Quality

- Other Sources for Project Ideas
- Data
- Analysis Methods
- Policies
- Infrastructure projects
- Studies
- Regulations
- Education and awareness
- Enforcement
- Partnerships
- Collaborative undertakings

Implementation of Strategies

Short- (3-5 year) Range Program

Long-Range Plan
Transportation Safety Planning

Leadership

Top Level Officials
Champions

www.marc.org

Collaborative

DOTs
MPOs
Local Governments
Transit Agencies
Tribal Governments
Highway Safety
Motor Carrier Safety
Law Enforcement
Universities

www.sjtpa.org
www.sjtsa.org
www.iowasms.org
Data Driven

- Crash Data
- Enforcement Data
- Roadway Data
- Enforcement Experience
- Public/Elected Officials
- Road Safety Audits
- Research

**Legend**

- Education
- Engineering
- Systemwide

**Comprehensive**

- Education
- Enforcement
- Engineering
- Emergency Services
- Multimodal
- Systemwide

**Effective Implementation**

- Leadership, Ownership and Management
- Action Plans
- Performance Measures
- Local Involvement
- Partner Responsibilities
- Feedback
- Updates

A problem well stated is a problem half solved. Emerson
Success Factors

- Communication
- Collaboration
- Compromise
- Perseverance
- Creativity

A Collaboration Model

The TSP Working Group - National Working Group

- American Automobile Association
- 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
- FHWA (Safety, Planning, Federal Lands, Resource Center)
- Federal Motor Carrier Safety Administration
- Federal Transit Administration
- Governors Highway Safety Association
- Institute of Transportation Engineers
- National Association of Counties
- National Association of County Engineers
- National Association of Development Organizations
- National Association of Regional Councils
- National Governors Association
- National Highway Traffic Safety Administration
- Transportation Research Board (NCHRP)

Progress Report

- Conferences/panels/presentations/workshops
- Forums
- Awards Program
- Web Sites
- Research – NCHRP 08-44; 17-33, 08-54
- Rural & Small Area Scan
- TMA Peer Exchange

Forums

- ★ Completed
- ★ Interested

- AK
- ★ US/Mexico
Planning It Safe Awards

Award jury included ITE, AASHTO, AAA, APTA.

- NYDOT – Route 9 Pedestrian Safety Study
- SEMCOG – 2025 Regional Transportation Plan
- MARC – First Steps: Safety Planning Initiatives
- Los Angeles MTA – Metro Gold Line


NCHRP 546
Incorporating Safety into Long-Range Transportation Planning

- Guidebook
- Forecasting Tool

www.trb.org

http://www.fhwa.dot.gov/safety/tsp/

http://safety.fhwa.dot.gov/
The Transportation Planning Capacity Building Program
Assisting transportation officials and staff to resolve increasingly complex issues related to transportation needs in their communities

- Clearinghouse
- Publications
- Information
- Training
- Technical Assistance
- Peer Programs

www.planning.dot.gov

The TPCB Peer Program
- Forum for sharing ideas & noteworthy practices.
- Strengthens transportation planning practices.
- Builds relationships & reinforces cooperation between agencies.
- Designed to meet specific needs of a region, State, or locality.

Peer Program Types
- Peer Exchange
- Peer Roundtable
- Peer Workshop

Application and instructions at:
www.planning.dot.gov/peer.asp

Transportation Planning Capacity Building Program

Safety Conscious Planning Peer Exchange

Detroit, MI
May 3 – 5, 2005
Host: Southeast Michigan Council of Governments
Participants:

- Houston-Galveston Area Council (H-GAC)
- Mid-America Regional Council (MARC)
- Delaware Valley Regional Planning Council (DVRPC)
- North Jersey Transportation Planning Authority (NJTPA)
- Michigan Department of Transportation
- Federal Highway Administration
- Michigan Office of Highway Safety Planning
- American Automobile Association
- Traffic Improvement Association

SAFETEA-LU: Highway Safety Improvement Program
Strategic Highway Safety Plans
- Identify State’s key safety needs
- Guide investment decisions
- All public roads

Linking the SHSP with the Transportation Planning Process
- Common goals
- Identifying and bringing together partners
- Awareness of safety issues and challenges
- Consistent plans and programs
- Communication and consultation
TSP New Working Relationships

The objectives of TSP and SHSP are the same: to bring together all of the appropriate partners to ensure a coordinated effort to improve surface transportation safety.

Let’s Make a Difference.

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