Good Safety Program: Straight Ahead!

Rick O. Drumm, P.E.
Road School 2016
March 8, 2016
Good Safety Program

• “Just the facts.”

• Fed Notes

• Good Safety Program
Good Safety Program

• “Just the facts.”

• Fed Notes

• Good Safety Program
Fatalities for 16-20 year-olds, 2008-2009

Highway Crashes
All other causes
## Leading Causes of Death - World

### 2004

<table>
<thead>
<tr>
<th>Rank</th>
<th>Disease or Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ischaemic heart disease</td>
</tr>
<tr>
<td>2</td>
<td>Cerebrovascular disease</td>
</tr>
<tr>
<td>3</td>
<td>Lower respiratory infections</td>
</tr>
<tr>
<td>4</td>
<td>Chronic obstructive pulmonary disease</td>
</tr>
<tr>
<td>5</td>
<td>Diarrhoeal diseases</td>
</tr>
<tr>
<td>6</td>
<td>HIV/AIDS</td>
</tr>
<tr>
<td>7</td>
<td>Tuberculosis</td>
</tr>
<tr>
<td>8</td>
<td>Trachea, bronchus, lung cancers</td>
</tr>
<tr>
<td>9</td>
<td>Road traffic injuries</td>
</tr>
<tr>
<td>10</td>
<td>Prematurity &amp; low-birth weight</td>
</tr>
</tbody>
</table>

### 2030 (projected)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Disease or Injury</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ischaemic heart disease</td>
</tr>
<tr>
<td>2</td>
<td>Cerebrovascular disease</td>
</tr>
<tr>
<td>3</td>
<td>Chronic obstructive pulmonary disease</td>
</tr>
<tr>
<td>4</td>
<td>Lower respiratory infections</td>
</tr>
<tr>
<td>5</td>
<td>Road traffic injuries</td>
</tr>
<tr>
<td>6</td>
<td>Trachea, bronchus, lung cancers</td>
</tr>
<tr>
<td>7</td>
<td>Diabetes mellitus</td>
</tr>
<tr>
<td>8</td>
<td>Hypertensive heart disease</td>
</tr>
<tr>
<td>9</td>
<td>Stomach cancer</td>
</tr>
<tr>
<td>10</td>
<td>HIV/AIDS</td>
</tr>
</tbody>
</table>
“Highway Safety is a good thing.”

- Rick O. Drumm, P.E.
Good Safety Program

• “Just the facts.”

• Fed Notes

• Good Safety Program
Fed Notes

• Rulemaking from MAP-21

• New Bill – FAST Act
## “Recent” Highway Bills

<table>
<thead>
<tr>
<th>Bill</th>
<th>Signed into Law</th>
<th>FY’s Covered with Extensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>MAP-21</td>
<td>2012</td>
<td>FY2013-FY2014</td>
</tr>
<tr>
<td>FAST Act</td>
<td>2015</td>
<td>FY2015-FY2020</td>
</tr>
<tr>
<td>Bill</td>
<td>Signed into Law</td>
<td>FY’s Covered with Extensions</td>
</tr>
<tr>
<td>----------------</td>
<td>-----------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>SAFETEA-LU</td>
<td>2005</td>
<td>FY 2005-FY2009 Extensions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>FY2010-FY2011</td>
</tr>
<tr>
<td>MAP-21</td>
<td>2012</td>
<td>FY2013-FY2014</td>
</tr>
<tr>
<td>FAST Act</td>
<td>2015</td>
<td>FY2015-FY2020</td>
</tr>
</tbody>
</table>
Rulemaking from MAP-21
Safety Rulemaking from MAP-21

• HSIP, including SHSP

• Safety Performance Measures (one of a few PMs)
Rulemaking – the very basics

Law (or new circumstances, technology, problem, etc.)

Notice of Proposed Rulemaking (NPRM)

1. HSIP
2. Safety Performance Measures

Comment Period (min. 30, typically 60 days, maybe 90*)

Final Rule or Supplemental NPRM (SNPRM)
Safety Performance Measures Specifically Named in MAP-21

• Fatalities – number
• Fatality Rate – (number per vehicle miles traveled)
• Serious Injuries – number
• Serious Injury Rate (number per vehicle miles traveled)

– Option for Rural vs. Urban
Performance Measures in Highway Safety

Performance Measures are important, but what rules is....
Possible/ Tentative Timeline for Safety Performance Measures in MAP-21

- MAP-21 goes into effect: October, 2012
- PM Rules Proposed: Spring, 2014
- PM Rules Finalized: ???(Spring, 2016)???
- State Selects TARGET: 1 Year after Final Rule
- MPOs Select TARGET: 6 months after State sets
- Did State meet* TARGET: Two years after Target set
  * or make significant progress toward...
- Consequences If... next FY
www.fhwa.dot.gov/MAP21/
Performance Measures in Highway Safety – MAP-21

- Performance Measures described in Proposed Regulations - *may change with Final Rule
- Comment Period closed
- Target to be set by State, then MPOs
- Communication and Coordination between partners is essential
- Consequences may be ones States consider “unpleasant”

*Stay tuned. Stay informed.*

Could be any day now.
FAST Act Web Sites

- All FAST Act Info
  https://www.fhwa.dot.gov/fastact/

- HSIP Fact Sheet
  https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm
Fixing America's Surface Transportation Act or "FAST Act"

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. With its enactment, States and local governments may now move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have a Federal partner over the long term.

This website will be your one-stop shop for information about the portions of the Act related to the Federal Highway Administration. We will add information on a regular basis as implementation progresses, and we invite you to visit the site often.

For additional information regarding the FAST Act, including provisions that impact other agencies within the Department of Transportation, please visit the Department's FAST Act website.
Safety in the FAST Act

- Continues with similar funds, no big increase in HSIP
  - More for Hwy-RR Crossings
- Base Map Road Inventory – option for unpaved roads
- Eligibility for HSIP
  - Restricted List of non-infrastructure projects
Good Safety Program

• “Just the facts.”

• Fed Notes

• Good Safety Program
Host States
HSIP Scan Tour Team

State DOT
- Georgia - Michael Turpeau, Jr.
- Kansas – Steven Buckley
- Nevada – Ken Mammen

FHWA
- Indiana – Rick Drumm
- Oregon – Nick Fortey
- Tennessee – Jessica Rich
- Office of Safety – Karen Scurry

Toxcel
- Bruce Ibarguen
- Scott Kuznicki
Top 10 Characteristics of a Successful HSIP
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
4. Make Data-Driven Safety Decisions
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
4. Make Data-Driven Safety Decisions
5. Use Advanced Safety Analysis Methods and Tools
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
4. Make Data-Driven Safety Decisions
5. Use Advanced Safety Analysis Methods and Tools
6. Address Local Road Needs
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
4. Make Data-Driven Safety Decisions
5. Use Advanced Safety Analysis Methods and Tools
6. Address Local Road Needs
7. Consider All “4E’s”
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
4. Make Data-Driven Safety Decisions
5. Use Advanced Safety Analysis Methods and Tools
6. Address Local Road Needs
7. Consider All “4E’s”
8. Establish a Multi-Year Plan and Budget
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
4. Make Data-Driven Safety Decisions
5. Use Advanced Safety Analysis Methods and Tools
6. Address Local Road Needs
7. Consider All “4E’s”
8. Establish a Multi-Year Plan and Budget
9. Identify Opportunities to Streamline Project Delivery
Top 10 Characteristics of a Successful HSIP

1. Document HSIP Processes
2. Coordinate with Internal and External Partners
3. Understand the Relationship Between the SHSP and HSIP
4. Make Data-Driven Safety Decisions
5. Use Advanced Safety Analysis Methods and Tools
6. Address Local Road Needs
7. Consider All “4E’s”
8. Establish a Multi-Year Plan and Budget
9. Identify Opportunities to Streamline Project Delivery
10. Evaluate the Success of the Program
Five practices stood out among all Scan States:

- Streamlined Access to Crash Data and Crash Report Information
- Strong Documentation of System Screening and Project Selection Processes
- Pathway for Local Involvement and Nomination of Projects
- Extensive Use of Road Safety Audits
- Deliberate and Documented Assessment of Project Performance
A few thoughts about:

Passion
Application to Indiana:

• Improve your data stuff
  – get your data
  – analyze your data
  – identify locations

• Document Your Safety Process

• Choose Locations (Hot Spots) and Systemics

• Use RSAs

• Implement Safety Projects
Please let me know of safety countermeasures in your area
Let me explain. No, there is too much. Let me sum up...

• “Highway Safety is a good thing.”
• Keep track of Federal rulemaking and information on new bill – FAST Act.
• Consider improvements in Highway Safety Program.
• Develop Passion for Highway Safety.
• Take Action.
Cause Safety