

# IMPLEMENTING A LOCAL ROAD SAFETY PLAN

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presented by

*Federal Highway Administration*

*Office of Safety*



U.S. Department of Transportation  
**Federal Highway Administration**



Background photo courtesy of Molly O'Brien, Kimley-Horn and Associates, Inc.  
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# PRESENTERS



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# HOUSEKEEPING

## › Instructions

- » Hour presentation with half hour for Q&A
- » All phones are muted
- » Questions
  - Q&A session will follow presentation
  - If you have a question, write your question in Q&A (hover your mouse above or below your screen. Click on Q&A)
- » If you are having audio or video problems, let us know through the chat box
- » A recording of the presentation will be made available
- » A link to download the presentation will be provided in the chat box
- » Webinar evaluation survey will come up in your web browser after the meeting

# OVERVIEW

- Poll Results
- Introduction
- LRSP Development
- Steps for Successful Implementation
- Conclusion



Photo courtesy of Getty Images.

A blurred photograph of a car driving on a road through autumn foliage. The image is taken from a driver's perspective, showing the road ahead and the car's side mirror. The trees are in shades of orange and yellow, and the overall scene is in motion, creating a sense of speed. The word "INTRODUCTION" is overlaid in large, white, italicized, sans-serif font on the left side of the image.

# *INTRODUCTION*

Photo courtesy of Getty Images.

# WHAT IS AN LRSP?

- FHWA proven safety countermeasure
- Tool to improve safety on local roads
  - » Local roads have a fatality crash rate that is 75 percent higher than interstate

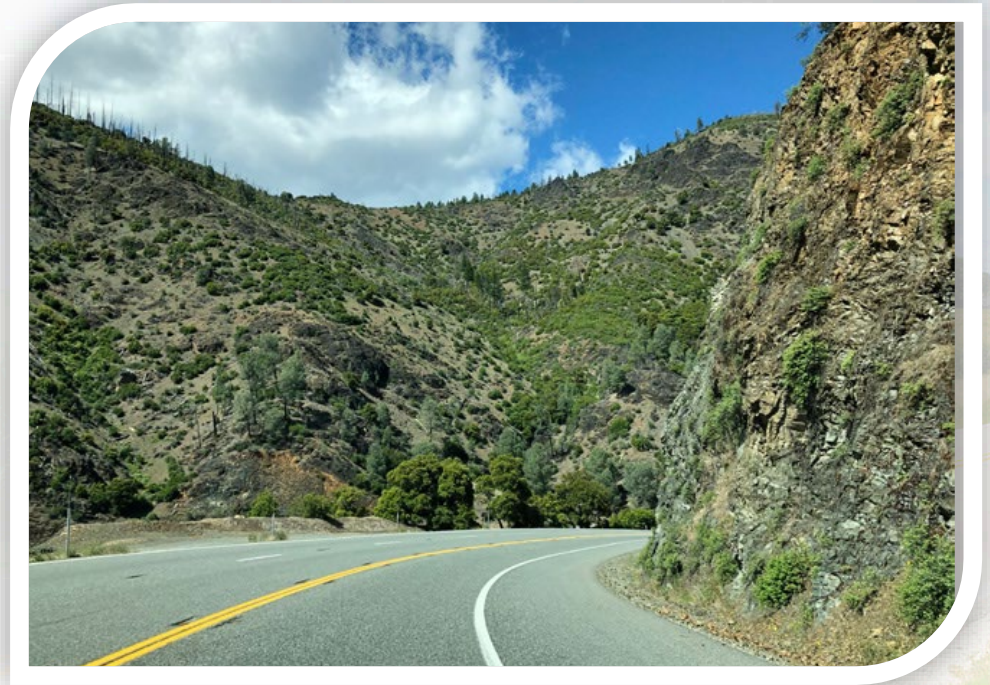


Photo courtesy of Molly O'Brien, Kimley-Horn and Associates, Inc.

# IMPLEMENTING AN LRSP

- LRSPs
  - » Provide a framework to identify, analyze, and prioritize roadway safety improvements on local roads
  - » Many have adopted this approach
- Purpose of guide
  - » Focus on noteworthy practices
  - » Strategies for overcoming barriers and obstacles to implementation



Photo courtesy of Molly O'Brien, Kimley-Horn and Associates, Inc.

# SUCCESSFUL IMPLEMENTATION

- Approval of an implementation plan
- Execute safety projects/programs
- Deploy proven countermeasures
- Integrate 4E solutions
- Change agency policies and practices
- Reduce fatalities and serious injuries



*Photo courtesy of Neil Hetherington WTI-MSU*



# SUCCESSFUL EXAMPLE

## › Washington State

**20%** reduction in horizontal curve crashes 

 **30%** reduction in overturn crashes

**13%** reduction in angle crashes on county roads 



# ***LRSP DEVELOPMENT***

Photo courtesy of Getty Images.

# IMPACTS TO IMPLEMENTATION

- Development activities that make implementation easier
  - » Obtain support and buy-in
  - » Find a champion
  - » Conduct data collection and analysis
  - » Identify funding mechanisms and allocate appropriate resources
  - » Determine the level of project detail
  - » Develop a clear vision and mission

# EXISTING PLANS

- How to jump start implementation for existing LRSPs
  - » Reaffirm support from the champion(s)
  - » Strengthen support and buy-in from officials and 4E stakeholders
  - » Engage with others to implement behavioral safety countermeasures
  - » Clarify funding requirements and allocate appropriate resources
  - » Review the level of project detail so projects are ready to be submitted for funding

# LRSP DIFFERENCES

- Funding for development
- Who develops
- Area covered
- Project selection
- Level of project development



Photo courtesy of Getty Images.

A photograph of a deer standing on a grassy shoulder next to a road. In the background, a white SUV is driving on the road. The sky is blue with some clouds. The text "STEPS FOR SUCCESSFUL IMPLEMENTATION" is overlaid on the left side of the image in a bold, white, italicized font.

# ***STEPS FOR SUCCESSFUL IMPLEMENTATION***

Photo courtesy of Getty Images.

# STEPS FOR SUCCESSFUL IMPLEMENTATION

- 1. MAINTAIN BUY-IN AND SUPPORT**
- 2. IDENTIFY FUNDING MECHANISMS**
- 3. IDENTIFY AND PRIORITIZE PROJECTS**
- 4. DETERMINE PROJECT DELIVERY METHODS**
- 5. EVALUATE EFFECTIVENESS**
- 6. CONTINUE COMMUNICATION AND COORDINATION**

# STEP 1 – MAINTAIN BUY-IN AND SUPPORT

- Inform leaders and stakeholders
- Address citizen complaints/concerns
- Identify a champion
- Obtain support from colleagues



*Photo courtesy of Brian Keierleber, Buchanan County, IA*



# STEP 1 – MAINTAIN BUY-IN AND SUPPORT

## Recommendations

- Reach out to new agency and elected officials
- Stakeholder meetings
- Fact sheet
- Share success stories
- Incorporate others (maintenance, development, etc.)

# STEP 1 – LOUISIANA HOUMA-THIBODAUX MPO – CASSIE PARKER

- South Central Regional Safety Coalition Regional LRSP
  - » Collaboration between Safety Coalition and MPO Technical Advisory Committee
    - Joint quarterly meetings to review projects, address safety concerns, monitor crash data, evaluate priorities, determine available funding sources, and identify best practices and policies
  - » Provide periodic updates in presentations to area MPO Policy Committee, area MPO Board
  - » Provide information on current safety trends
    - Crash data on local roads
    - Road safety assessment findings
    - Proven effective countermeasures to address specific crash types
    - Funding sources
    - Best Practices and policies for local governments to adopt



# STEP 2 – IDENTIFY FUNDING MECHANISMS

- HSIP funding
  - » HSIP application process
  - » HSIP funding availability for local agencies
  - » Perception of difficulty using HSIP funds
- Behavioral safety funding
- Other funding sources



*Photo courtesy of Neil Hetherington WTI-MSU*

# STEP 2 – IDENTIFY FUNDING MECHANISMS

## Recommendations

- Determine potential funding sources
- Identify HSIP funding opportunities
- Review opportunity for overlap with capital improvement projects
- Verify if public/private partnerships are available

# STEP 2 – CALTRANS

- Local Roadway Safety: A Manual for California's Local Road Owners
  - » Guidance on the HSIP application process and the types of safety improvements that could be funded
- SSARP (Systemic Safety Analysis Report Program)
  - » Address local agency reluctance to apply for HSIP funding
  - » Assisted local agencies with the information needed for HSIP application
  - » Name changed to LRSP

# STEP 3 – IDENTIFY AND PRIORITIZE PROJECTS

- Network screening
- Systemic safety analysis process
- Data analysis
- Benefit-cost analysis
- Cross jurisdictional ownership
- Link with priorities in other plans
- Other approaches (other planned projects or policy/political reasons)



*Photo courtesy of Brian Keierleber, Buchanan County, IA*

# STEP 3 – IDENTIFY AND PRIORITIZE PROJECTS

## Recommendations

- Utilize appropriate methods to identify projects
- Identify projects that address most serious safety concerns
- Benefit-cost analysis
- Prioritize based on funding application requirements

# STEP 3 – WASHINGTON STATE

- › Provided each county with crash statistics
- › Conducted training on systemic safety analysis process
- › Held a workshop on project prioritization
- › Cowlitz County, WA
  - » Developed list of prioritized projects with estimated cost



# STEP 4 – DELIVER PROJECTS

- › Design
- › Design build
- › Project bundling
- › On-going maintenance
- › Other methods



*Photo courtesy of Brian Keierleber, Buchanan County, IA*

# STEP 4 – DELIVER PROJECTS

## Recommendations

- State provide assistance to local agencies
- Project bundling
- On-going maintenance

# STEP 4 – KEOKUK COUNTY, IA

- › Andrew McGuire, County Engineer
  - » Used project bundling to complete multiple projects
  - » Projects were similar in nature and near each other
  - » Mainly low-cost safety improvements



*Photo courtesy of Andrew McGuire, Keokuk County, IA*

# STEP 5 – EVALUATE IMPLEMENTATION

- Output and outcome evaluation
- Process evaluation



Photo courtesy of Molly O'Brien, Kimley-Horn and Associates, Inc.

# STEP 5 – EVALUATE IMPLEMENTATION

## Recommendations

- Update the plan
- Identify metrics
- Expand stakeholders

# STEP 5 – MINNESOTA

- 85-90 percent of counties have implemented an LRSP
- DOT receives over 100 applications for funding each year
- St. Louis County, MN
  - » Between 2012 and 2017, 35 percent reduction in fatality rate on county road system

# STEP 6 – COMMUNICATION & COORDINATION

- Coordination with State DOT and LTAP
- Outreach to other stakeholders



Photo courtesy of FHWA.

# STEP 6 – COMMUNICATION & COORDINATION

## Recommendations

- Incorporate stakeholders with representation from 4Es
- Promote safety message through marketing success stories
  - » Social media
  - » Conferences
  - » Newsletter
  - » Presentations



# STEP 6 – CHAMPAIGN COUNTY, OH

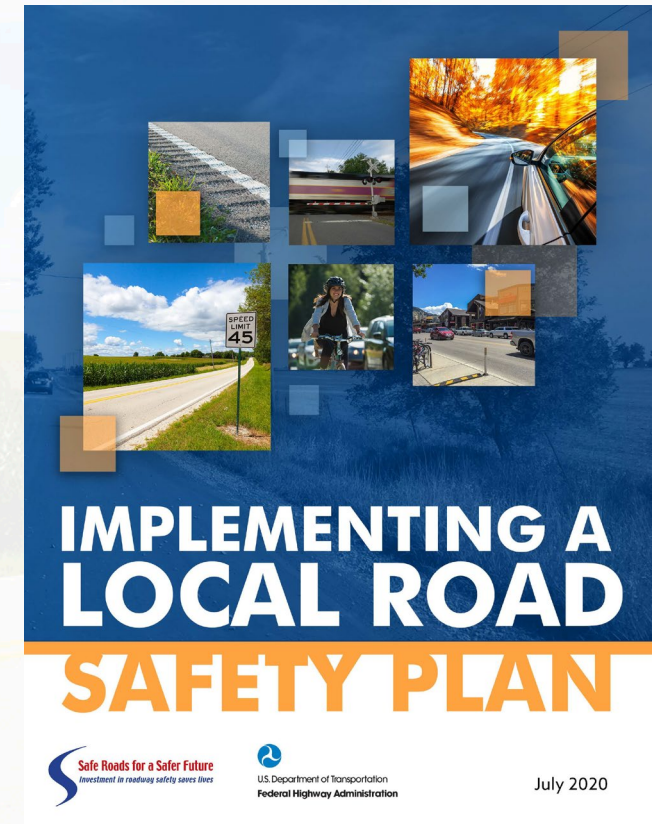
- › Stephen McCall, County Engineer
- › Champaign County, OH used a unique way to reach out to stakeholders called the **C-H-A-R-M** process:
  - › **C** – Communicate with phone, emails, announcements; follow-up with thank you and outcomes
  - › **H** – Help, ask for it
  - › **A** – Activist – actively participate and volunteer for other groups
  - › **R** – Relationships – know who you are talking to and make a connection with them
  - › **M** – Motivate – make it personal. Worked with Safe Communities Coalition



Photo courtesy of Getty Images.

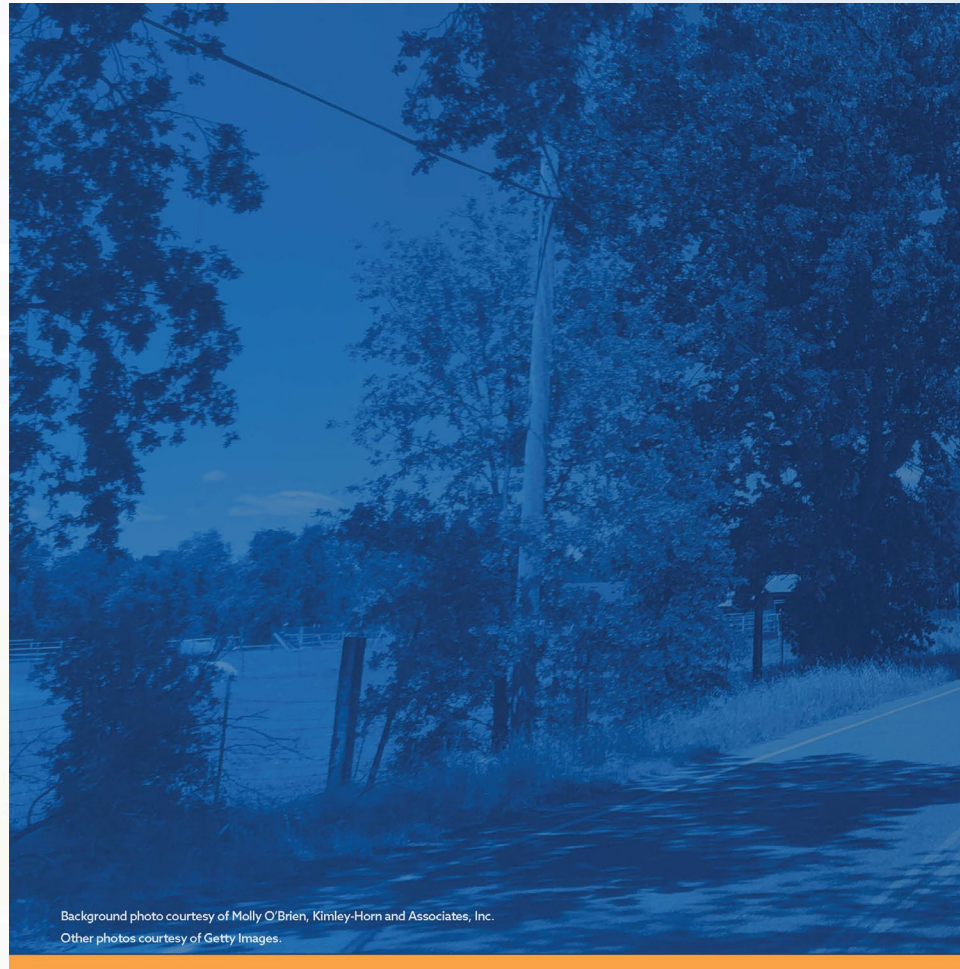
# STEPS TO CONSIDER

- › Engage your stakeholders
- › Find a champion
- › Identify funding mechanisms
- › Prioritize projects
- › Allocate appropriate resources
- › Determine project development
- › Undertake project delivery
- › Conduct evaluation
- › Continue communication and coordination



# THE REPORT

FHWA-SA-20-025



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# ***QUESTION & ANSWER***

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