

Idaho’s Local Highway Safety Improvement Program

The Local Highway Technical Assistance Council (LHTAC) is the hosting organization of the Idaho T2 Center. LHTAC and the Idaho T2 Center worked out an agreement with the Idaho Transportation Department, which provides HSIP funds to be spent on the local system. LHTAC now administers a Local Highway Safety Improvement Program at a program budget of 4.2 million dollars for fiscal year 2014 and the following four years.

The emphasis for the LHSIP was to address the Fatal and Serious Injuries crashes on the Local System through making systematic improvement in those agencies that may have the greatest impact on the fatal and serious injuries numbers.

The Idaho Transportation Department was able to provide the past five years of crash data on the local system in a GIS based format. LHTAC checked, corrected and developed a mapping system that enabled the local agencies to view their crash information on a local system map.

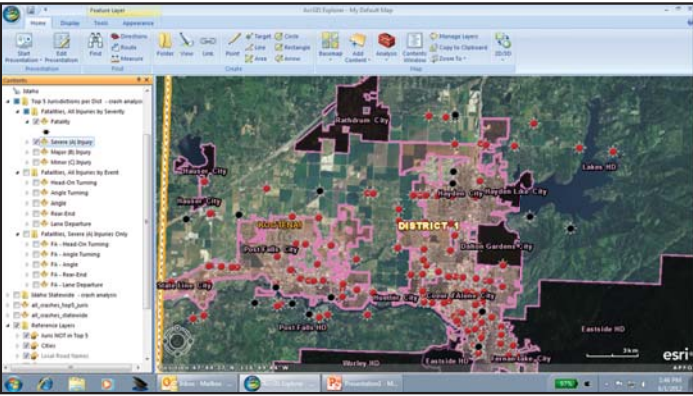
Through this mapping system the local agency are able to see the location, view and sort the data, improving their ability to analogize it.

Safety for The Long and Winding Ohio Road

**Diagnosis, Please:** To help assess what makes a rural road unsafe, LTAP created the Rural Road Safety Audit Assistance (RRSAA) Program. By analyzing crash data, 100 of the most dangerous rural road areas in Ohio have been targeted and deemed eligible for improvement.

Ohio LTAP works with local governments to build teams and examine roadways from engineering and practical use standpoints. Recommendations are then developed based on these Road Safety Audits (RSAs) and accompany the local agency’s grant application for funding. To date, ten of these ‘high risk’ routes in Warren and Jackson counties have been audited.

**Taking Action:** ODOT’s Office of Systems Planning and Program Management Safety section administers the High Risk Rural Road (HRRR) funding,



With the largest number of fatal and serious injury crashes being at intersections or lane departures, we were able to provide the FHWA guides that were developed by the Office of Safety for those crash types which in turn enabled the local agencies to look up their own “Crash Modification Factors” required in the application form that was used to apply for the LHSIP funds. It was this form that provides the cost benefit ratio that was used to rate the projects and develop a list of projects for inclusion into the LHSIP.

The Local Safety Improvement Program will fund an additional 32 “Safety” projects on the local system in FY 2014. For additional information on this project, please contact Bruce Drewes or Laila Maqbool at the Idaho T2 Center.

—Bruce Drewes, Idaho T2

which makes funds available to local governments presiding over these ‘high risk’ roadways. These authorities may apply for funds to enhance and improve the make-up of a high crash roadway.

Ohio LTAP also assists local governments in establishing and following the RSA process which must be completed in order to apply for HRRR funding.

“Eventually, we hope to reach every county in the state eligible for this program so they can access funding and be able to use the process in the future for other local roads,” said Victoria Beale, Director of Ohio LTAP’s Center.

The Ohio LTAP Center will keep track of the roadways to see how much of a safety improvement is documented from this assistance.

—Victoria Beale, Ohio LTAP



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NLTAPA Road Safety Work Group Bulletin: Highlights and Happenings in Local Road Safety July/August 2012

The group works to establish the Local Technical Assistance Program (LTAP-TTAP) as a National leader in rural road safety, by providing leadership, advocacy and improved resources to the local transportation community. Members work closely with other safety associations to spearhead rural transportation safety activities nationally.

CENTERS FOCUS ON SAFETY

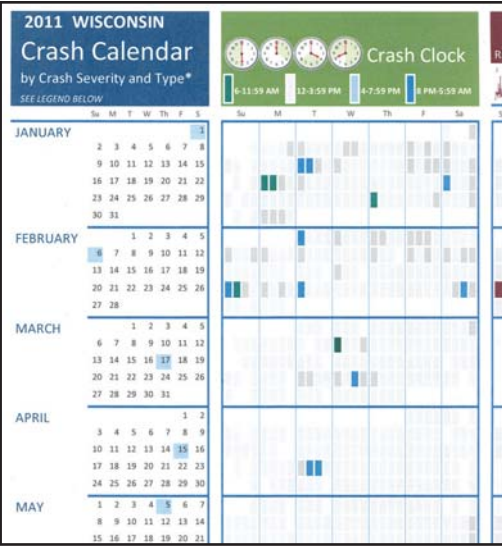
Wisconsin LTAP Working on Wisconsin Crash Calendar

Local Street and Highway departments interested in a deeper look at trends affecting crash type and frequency on Wisconsin roads now have access to the information in a very visual form.

The 2011 Wisconsin Crash Calendar organizes 12 months worth of crash data in a color-coded display showing the number of property damage, injury and fatal crashes for each time period. It further defines the data by factors like alcohol, deer, bicycle, motorcycle, pedestrian, weather, rural single vehicle, speed, work zone and young driver.

The Wisconsin Transportation Information Center (TIC) produced the calendar to give the Wisconsin Bureau of Transportation Safety (BOTS) another way to examine and evaluate highway safety problem areas. TIC plans to create county-specific calendars in 2012. Joni Graves, Program Director for TIC on the calendar project, says BOTS uses hard copies of the calendar at meetings around the state with various groups to generate discussions about what causes crashes and how to interpret what the data shows. Regional Program Managers use the calendar at Traffic Safety Commission meetings to communicate about safety issues.

Among trends Graves notes as emerging or confirmed by the calendar’s data visualization are the fact that alcohol crashes tend to occur on weekends, deer crashes are a problem in November and all but fatal crashes tend to correlate with poor weather.



Small Portion of Wisconsin Crash Calendar

## COME JOIN US!

The Safety Work Group holds *monthly* conference calls, on the *second* Monday of each month at 1:00 EST (almost)

### UPCOMING MEETINGS:

#### •NLTAPA

Summer Conference  
July 30 - August 2, 2012

#### •AASHTO

Safety Management  
Subcommittee Meeting  
Baltimore, MD  
August 29-31, 2012

### HAVE AN EXCITING SAFETY RESOURCE TO CONTRIBUTE?

### INTERESTED IN GETTING INVOLVED IN THE SAFETY WORKGROUP?

### PLEASE CONTACT:

Marie Walsh, Co-Chair  
mbwalsh@ltrc.lsu.edu

Bruce Drewes, Co-Chair  
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Visit the Safety Work  
Group *on the web* for  
meeting info, minutes,  
Safety updates and  
more!

[www.NLTAPA.org](http://www.NLTAPA.org)

### Wisconsin Crash Calendar (Continued from Page 1)

She says the calendar also shows there is a drop in speed-related crashes in summer, something BOTS associates not with the fact that speeding is less of a problem in summer but with a disinclination by law enforcement to report speed as a contributing factor in good-weather months when other things, like alcohol, might play a role.

The 2011 Crash Calendar is available for download at the Safety Data Resource Portal, <http://wisconsinsafetydataportal.org/>. BOTS also plans to distribute additional hard copies.

—Joni Graves, Wisconsin LTAP

## SAFETY NEWS AND RESOURCES

### Iowa LTAP: Development of a Traffic Safety Analysis Manual for Local Agencies

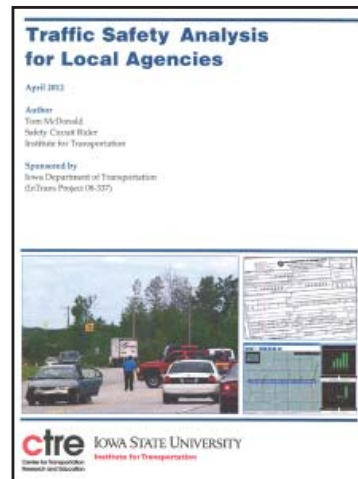
Larger agencies usually possess the skilled staff to obtain and analyze crash data for selecting and applying appropriate mitigation to address identified contributing causes of crashes on roadways within their jurisdiction. Smaller agencies often however do not and, even if having access to crash records, additional training or reliable resources are needed to make informed decisions to obtain safer roads and streets.

The State of Iowa has maintained reliable records of crashes on all roadways in the State for many years and annually distributes the most recent data to all local agencies for information and analysis, but in-depth training for proper analysis might not be readily accessible. To supplement that need, the Iowa LTAP developed and made available the Traffic Safety Analysis for Local Agencies manual.

The project to create this resource began in 2004 and was completed in 2011, culminating in the production of a 124 page reference, containing 9 chapters, glossary, list of acronyms and abbreviations, as well as numerous figures and tables. The individual chapters are:

- Chapter 1: Introduction which explains the purpose, background, and examples of use of the manual
- Chapter 2: Early Traffic Crash History in Iowa
- Chapter 3: Addressing Traffic Concerns in Iowa
- Chapter 4: Identifying Potential Problem Areas
- Chapter 5: Analyzing Crash Data
- Chapter 6: Countermeasures
- Chapter 7: Economic Analysis Procedures
- Chapter 8: Funding for Safety Improvement Projects
- Chapter 9: Crash Analysis Software in Iowa

With the addition of illustrative figures and tables, it is felt that the Traffic Safety Analysis for Local Agencies manual will prove to be a valuable asset for crash review and safety improvement in Iowa.



To view Manual:  
<http://www.intrans.iastate.edu/research/documents/research-reports/traffic%20safety%20analysis%20manual2.pdf>

—Tom McDonald,  
Iowa LTAP

### Kansas LTAP Participating in SHSP Revision

Kansas is currently updating its Strategic Highway Safety Plan (SHSP). The new revision will include more strategies designed to reduce severe and fatal crashes on roads owned by local governments. The current SHSP lists a few such strategies, including safety training from LTAP, but the new effort will bring much more focus to specific types of safety problems on local roads in terms of engineering, EMS, and enforcement--and the challenges of improving safety on a widespread network of roads.

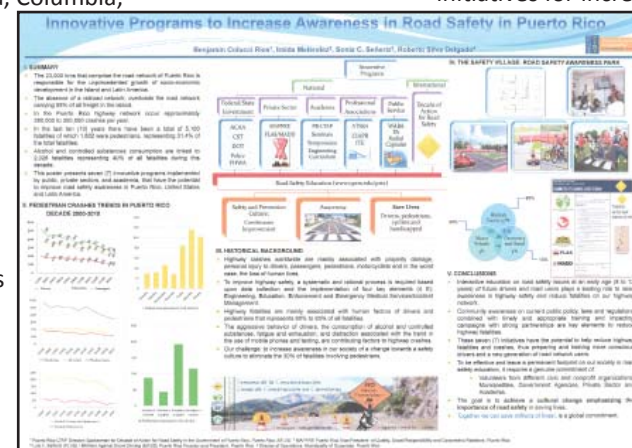
The Kansas SHSP states that the Plan will drive investment in safety improvements in Kansas, so it is critical that local governments be represented in the process. About half of the fatalities and severe injury crashes occur on roads owned by local governments.

LTAP first came to the table two years ago after KDOT was having difficulty getting local representation on the Kansas Executive Safety Council that guides the development of the SHSP. Kansas LTAP's Lisa Harris was invited to be a member of the Council. She suggested they also invite Norm Bowers, local engineer for the Kansas Association of Counties. Harris and Bowers have been active in the SHSP process since then, along with Mel Henderson of the Mid-America Regional Council (MARC)--the MPO in the Kansas City Metro Area.

### Puerto Rico LTAP Presents at

### III Iberoamerican Congress on Highway Safety

“Decade of Action for Road Safety” was the theme at the third Iberoamerican Congress ([www.cisev.org](http://www.cisev.org)) on Highway Safety held in Bogotá, Columbia, June 12 - 16, 2012. Major topics were 1) Emerging Technology; 2) Education & Awareness; 3) Curriculum; 4) Institutional Barriers. Participants included were World Bank, BID, Spain, Portugal, most Latin and South American countries.



Two new local-related safety efforts are now under way or in the planning stages, with the ultimate goal of significantly reducing fatal and severe injury crashes on off-state-system roads.

- 1) The Kansas Executive Safety Council established a Local Roads Safety Support Team to facilitate in-depth discussion of local safety issues by professionals representing engineering, EMS and enforcement, along with state and federal representatives for programs providing safety funds to locals. The team has been answering and discussing a series of questions developed for each “E” to examine what the crash data suggest should be strategies for reducing crashes on local roads in Kansas. The team is also looking at available funding programs for safety, and technical assistance and training, and they are identifying any gaps in reaching and supporting the principal responsible parties for reducing crashes for each “E.”
- 2) The revised SHSP includes the formation of Local Safety Coalitions statewide, based on a successful model implemented by MARC. The boundaries for these coalitions would perhaps mirror the six KDOT district boundaries. The coalitions would help decide how safety funding would be allocated in each district, based on local needs. The Local Roads Safety Support Team will be fleshing out this idea, including how the coalitions will be structured.

For more information, contact Lisa Harris at [LHarris@ku.edu](mailto:LHarris@ku.edu).

—Lisa Harris, Kansas LTAP

Puerto Rico LTAP Director Ben Colucci’s technical presentation concentrated on innovative programs and initiatives for increasing awareness in highway safety

in Puerto Rico. Highlighted were success stories and activities conducted this past year associated with “Decade of Action for Road Safety” by partnering with Highway Traffic Safety Commission, Mothers Against Drunk Drivers (MADD), Institute of Transportation Engineers (ITE), and Puerto Rico insurance companies. He also provided a poster for his session. Both are available by contacting PR LTAP.

—Ben Colucci, Puerto Rico LTAP