Local Road Safety Plans

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FHWA Resource Center Safety & Design Team

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Local Road Safety Plans (LRSP)

Learning Objectives

- Why Local Road Safety Plans?
- Importance of the Four Es
- Resources for Developing LRSPs
- Examples of LRSPs
Toward Zero Deaths

Last year, 347 people died on our roads

https://www.youtube.com/watch?v=ra5LK8x86zU
Why should my community create a Local Road Safety Plan?

- Reduce fatal and severe crashes
- Advance a risk based, data driven and systemic approach to improving safety of local roadways
- Transparency in prioritization and funding of projects
- Leverage funding opportunities
  - Incorporate safety into routine business (maintenance, capital improvements)
- Develop lasting partnerships (4 E’s)
Why not stay with SSARP?

SSAR had limited requirements
- Does not include partnerships
- No public outreach was necessary
- No discussion of existing efforts
- No evaluation and / or implementation
- No enforcement or education discussion
Local Road Safety Plans: Your Map to Safer Roadways

No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.

https://safety.fhwa.dot.gov/provencountermeasures/local_road/

Identify Stakeholders
Public Health
Transportation
EMS
Police

Choose Proven Solutions
Chevrons
Roundabouts
Curved Crosswalks

Use Safety Data
Crashes
Maintenence
Traffic
Incidents

Implement Solutions
Rural Infrastructure
Capital Projects
Maintenance Work

For More Information, visit:
https://www.youtube.com/watch?v=Wzdm798MoI8
LRSP “Do-It-Yourself” Pilot

California Division Office

- 2017-2020
- Increase # of agencies preparing & implementing LRSPs
- Ten states, 76 Local Agencies
- Blended Delivery

Local Road Safety Plans Hands-On Workshop
April 22, 2018
Wisconsin Dells

Webinars  Support Team  Direct Assistance  In-Person Workshop

U.S. Department of Transportation
Federal Highway Administration
Over 300 Federally Recognized Tribes have Safety Plans.
California LRSPs

Santa Barbara County, California
Local Road Safety Plan

Yolo County Local Road Safety Plan

Nevada County Local Road Safety Plan

2018 MARIN COUNTY TRAVEL SAFETY PLAN
Systemic Safety Analysis
A potential FHWA pilot would address causes, seek solutions to vehicular accidents.

Cartersville-Bartow MPO contemplates local road safety plan

RESOLUTION NO. 2020-28
BOONE COUNTY BOARD OF COMMISSIONERS
A RESOLUTION IN SUPPORT OF THE VISION ZERO INITIATIVE

A RESOLUTION in support of a countywide Vision Zero initiative, in which Boone County strives to eliminate fatal and serious injuries resulting from traffic crashes, making decisions based on their ability to reach zero deaths on Boone County’s transportation system.

WHEREAS, Vision Zero is the simple yet ambitious idea that there is no acceptable number of traffic deaths and serious injuries on our roadways; and

WHEREAS, the Boone County Board of Commissioners recognizes that traffic deaths and serious injuries are unacceptable; and
The Four E's

California Division Office

Four “E”s of Roadway Safety

- Education
- Engineering
- Enforcement
- Emergency Response

LOCAL COLLISION PROFILES

<table>
<thead>
<tr>
<th>BICYCLE COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>California Office of Traffic Safety ranked Unincorporated Marin County 2nd of 58 California counties with high levels of bicycle collisions in 2015.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PEDESTRIAN COLLISIONS (OVER THE AGE OF 65)</th>
</tr>
</thead>
<tbody>
<tr>
<td>California Office of Traffic Safety ranked Unincorporated Marin County 3rd of 58 California counties with high levels of pedestrian collisions involving seniors in 2015.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SPEED RELATED COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>California Office of Traffic Safety ranked Unincorporated Marin County 1st of 58 California counties with high levels of speed related collisions in 2014.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MOTORCYCLE COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>11% (69) of all collisions in Unincorporated Marin County involved motorcycles, almost double the county average.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>HIT OBJECT COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>25% (156) of all collisions in Unincorporated Marin County involved hitting fixed objects, more than double the county average.</td>
</tr>
</tbody>
</table>
Blueprint for a Healthy Clackamas County

The county’s Community Health Improvement Plan, Blueprint for a Healthy Clackamas County, sets goals related to access to care, a culture of health, and healthy behaviors. In addition to setting a goal to eliminate crash fatalities, the Blueprint sets goals to improve adverse health outcomes so residents can live and age well in healthy communities. Transportation related factors include commute time, poor air quality, and improving the built environment and transportation network.

Drive to Zero

Achieving the goal of zero traffic fatalities will involve everyone.
Success Stories

- Safety funding based on Severe Crash Distribution
- Developed LRSPs for all 87 Counties ($3.5M), and 8 Districts ($500K) by 2014
- Also City Plans
- Began updating plans in 2017
Success Stories

- Safety funds distribution based on severe crashes (70% Local/30% State)
- 36 of 39 Counties have LRSPs
- Several cities have LRSPs
- Each LRSP is different
- Majority of plans completed by local staff

![Fatal / Suspected Serious Injury Crashes](chart)

- U.S. Department of Transportation
- Federal Highway Administration
The Fixing America’s Surface Transportation Act (FAST) was signed into law on December 4, 2015. Under FAST, the Highway Safety Improvement Program (HSIP), codified as Section 148 of Title 23, United States Code (23 U.S.C §148), is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The Division of Local Assistance (DLA) manages California’s local agency share of HSIP funds. California’s Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.

Program Elements

For more details and information regarding California’s Local HSIP, click the texts below or the links to the right.

• HSIP Guidelines(PDF)
• Local Roadway Safety Manual for California Local Road Owners(PDF)
• Local Roadway Safety Plans (LRSP) and Systemic Safety Analysis Report Program (SSARP)

HSIP Cycle 10 applications are in the final stage of the project selection process. The list of funded applications is expected to be released around March 1, 2021.

Questions and Contacts

If you have questions, please contact your District Local Assistance Engineer (DLAE).

Continue to check this site periodically for any program updates. Please feel free to send comments regarding this website to the DLA Webmaster.

Tribal Safety Plan Resources

Join the Mailing List
Funding
Training & Events
Contacts

Pedestrians
Roadway Departure
Impaired Driving
Seat Belts & Child Safety Seats

Availability of Public Safety Services
Safety Plans
Safety Data Collection & Analysis
More...

https://www.tribalsafety.org/safety-planning-resources
Welcome to the local road safety plan do-it-yourself website! We are so happy you are here. On this site, you’ll find everything you need to make a plan that fits your community and gets people home safely. Watch the video below to learn how to use the site and build your plan. If you need help, contact us anytime.

How to Use This Site

LOCAL ROAD SAFETY PLANS: Your Map to Safer Roadways

Welcome • FHWA Leadership

LOCAL ROAD SAFETY PLANS: Your Map to Safer Roadways

INTRODUCTION

Tools and Resources

- Guides & Training
- LRSP Examples
- LRSP Sites

https://safety.fhwa.dot.gov/LRSPDIY/
Download the LRSP Templates
Vision, Mission, and Goals Worksheet

California Division Office

LOCAL ROAD SAFETY PLANS: Your Map to Safer Roadways

Step 1: Identify Stakeholders
Step 2: Use Safety Data
Step 3: Choose Proven Solutions

IDENTIFY STAKEHOLDERS

TOOLS & RESOURCES

LOCAL ROAD SAFETY PLANS: Your Map to Safer Roadways

IDENTIFY STAKEHOLDERS

Vision
Mission
Goals

Potential Stakeholders

LRSP Templates
Training

Local Agency Insights: Identify Stakeholders

Local Agency Insights: Vision and Mission

LRSP DIY: Identify Stakeholders

Watch later
Share

Worksheet

Vision, Mission, and Goals

<table>
<thead>
<tr>
<th>Overview</th>
</tr>
</thead>
<tbody>
<tr>
<td>This template is used to develop written Vision and Mission Statements for your LRSP. Drafting Vision and Mission Statements is a great process. This plan recommends that you can start by asking: What are the key goals of your LRSP? Identify the stakeholders who will drive the process. Who is the ultimate user? Who will use the plan? What is the timeline for implementation? Where is the largest impact? Where is the best innovation?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vision</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vision is the desired end state. It is a statement of the desired future. It should not be a description, always use positive language.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mission</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mission is the way the organization will achieve the vision. It should be a statement of what the organization will do to achieve the vision.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Goals</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goals are specific, measurable, achievable, relevant, and time-bound objectives. They should be aligned with the overall vision and mission.</td>
</tr>
</tbody>
</table>

Vision Statement Example:
A transportation system that is safe, accessible, and efficient for all users and modes of travel.

Local Agency Insights: Identify Stakeholders

Local Agency Insights: Vision and Mission
Welcome to the local road safety plan do-it-yourself website! We are so happy you are here. On this site, you'll find everything you need to make a plan that fits your community and gets people home safely. Watch the video below to learn how to use the site and build your plan. If you need help, contact us anytime.

**How to Use This Site**

- LOCAL ROAD SAFETY PLANS: Your Map to Safe Roadways
  - Introduction
  - Tools and Resources
  - Guides & Training
  - LRSP Examples
  - LRSP Sites

**Tools and Resources**

- Guides & Training
- LRSP Examples
- LRSP Sites

**Local Road Safety Plans Overview**

- Welcome
- FHWA Leadership

- Champaign County, OH
- Clackamas County, OR
- Cowlitz County, WA
- Freeborn County, MN
- Island County, WA
- Nevada County, CA
- Marin County, CA
- Otter Tail County, MN
- Palm Beach County, FL
- New York City, NY
- Portland, OR
- San Francisco, CA

**Tribal Safety Plans**

- California
- Indiana
- Minnesota
- North Dakota
- Washington

**U.S. Department of Transportation Federal Highway Administration**
Your local road safety plan should be data driven as much as possible. Don’t have great data? No worries, everyone has some data and you can always get more as you go. Use the resources on this page to help you discover and use the data you have. Remember, do what you can, with what you have, where you are!

Systemic Safety Analysis

https://youtu.be/iGLFGvxmlQ

https://youtu.be/jVds3AWWqbk
### Crash Data Summary Template

**Year 1 - Year 5 Subject Data**

<table>
<thead>
<tr>
<th>Overall Numbers</th>
<th>Test Group 4</th>
<th>Test Group 2</th>
<th>Test Group 1</th>
<th>Test Group 3</th>
<th>Test Group 1</th>
<th>Test Group 2</th>
<th>Test Group 3</th>
<th>Test Group 1</th>
<th>Test Group 2</th>
<th>Test Group 3</th>
<th>Test Group 1</th>
<th>Test Group 2</th>
<th>Test Group 3</th>
<th>Test Group 1</th>
<th>Test Group 2</th>
<th>Test Group 3</th>
<th>Test Group 1</th>
<th>Test Group 2</th>
<th>Test Group 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Year 1 - Year 5</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Total # of Collisions</td>
<td>3,496</td>
<td>N/A</td>
<td>684</td>
<td>N/A</td>
<td>317</td>
<td>N/A</td>
<td>751</td>
<td>N/A</td>
<td>1,694</td>
<td>N/A</td>
<td>884</td>
<td>N/A</td>
<td>508</td>
<td>N/A</td>
<td>47,389</td>
<td>N/A</td>
<td>47,389</td>
<td>N/A</td>
<td>47,389</td>
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<tr>
<td># of Alcohol-Related Collisions</td>
<td>9</td>
<td>N/A</td>
<td>10</td>
<td>N/A</td>
<td>6</td>
<td>N/A</td>
<td>10</td>
<td>N/A</td>
<td>19</td>
<td>N/A</td>
<td>13</td>
<td>N/A</td>
<td>10</td>
<td>N/A</td>
<td>26</td>
<td>N/A</td>
<td>26</td>
<td>N/A</td>
<td>26</td>
</tr>
<tr>
<td># of Serious Injury Collisions</td>
<td>10</td>
<td>N/A</td>
<td>140</td>
<td>N/A</td>
<td>23</td>
<td>N/A</td>
<td>157</td>
<td>N/A</td>
<td>36</td>
<td>N/A</td>
<td>51</td>
<td>N/A</td>
<td>31</td>
<td>N/A</td>
<td>70</td>
<td>N/A</td>
<td>70</td>
<td>N/A</td>
<td>70</td>
</tr>
<tr>
<td>Total # of Fatalities</td>
<td>11</td>
<td>N/A</td>
<td>1,315</td>
<td>N/A</td>
<td>178</td>
<td>N/A</td>
<td>313</td>
<td>N/A</td>
<td>17</td>
<td>N/A</td>
<td>187</td>
<td>N/A</td>
<td>93</td>
<td>N/A</td>
<td>11,360</td>
<td>N/A</td>
<td>11,360</td>
<td>N/A</td>
<td>11,360</td>
</tr>
<tr>
<td>Most Serious Injury Reported</td>
<td>5</td>
<td>N/A</td>
<td>184</td>
<td>54.5%</td>
<td>130</td>
<td>15.1%</td>
<td>20</td>
<td>27.1%</td>
<td>4</td>
<td>57.1%</td>
<td>184</td>
<td>4.5%</td>
<td>1,105</td>
<td>2.9%</td>
<td>304</td>
<td>3.0%</td>
<td>304</td>
<td>3.0%</td>
<td>304</td>
</tr>
<tr>
<td>Property</td>
<td>9</td>
<td>N/A</td>
<td>109</td>
<td>35.3%</td>
<td>61</td>
<td>65.5%</td>
<td>80</td>
<td>66.9%</td>
<td>12</td>
<td>17.2%</td>
<td>513</td>
<td>51.5%</td>
<td>4,531</td>
<td>99.5%</td>
<td>11,819</td>
<td>77.2%</td>
<td>11,819</td>
<td>77.2%</td>
<td>11,819</td>
</tr>
<tr>
<td>Private</td>
<td>5</td>
<td>N/A</td>
<td>184</td>
<td>54.5%</td>
<td>143</td>
<td>45.5%</td>
<td>37</td>
<td>31.6%</td>
<td>3</td>
<td>42.9%</td>
<td>4,664</td>
<td>4.8%</td>
<td>6,723</td>
<td>22.8%</td>
<td>1,006</td>
<td>31.8%</td>
<td>1,006</td>
<td>31.8%</td>
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<tr>
<td>Location</td>
<td>3</td>
<td>N/A</td>
<td>373</td>
<td>28.9%</td>
<td>11</td>
<td>0.1%</td>
<td>19</td>
<td>26.2%</td>
<td>3</td>
<td>42.9%</td>
<td>189</td>
<td>16.4%</td>
<td>146</td>
<td>0.3%</td>
<td>633</td>
<td>0.3%</td>
<td>633</td>
<td>0.3%</td>
<td>633</td>
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<tr>
<td>Trafficway, Not on Road</td>
<td>23</td>
<td>22.8%</td>
<td>884</td>
<td>N/A</td>
<td>32</td>
<td>32.9%</td>
<td>84</td>
<td>37.7%</td>
<td>2</td>
<td>22.2%</td>
<td>104</td>
<td>8.1%</td>
<td>189</td>
<td>16.4%</td>
<td>15,340</td>
<td>53.3%</td>
<td>15,340</td>
<td>53.3%</td>
<td>15,340</td>
</tr>
<tr>
<td>Non Trafficway</td>
<td>24</td>
<td>22.8%</td>
<td>884</td>
<td>N/A</td>
<td>55</td>
<td>55.7%</td>
<td>14</td>
<td>25.8%</td>
<td>3</td>
<td>28.6%</td>
<td>105</td>
<td>8.5%</td>
<td>6,723</td>
<td>22.8%</td>
<td>4,072</td>
<td>14.3%</td>
<td>4,072</td>
<td>14.3%</td>
<td>4,072</td>
</tr>
</tbody>
</table>

### Instructions Subject Data Comparison Group 1 Comparison Group 2 Comparison Group 3

**Tools and Resources**

U.S. Department of Transportation
Federal Highway Administration

**Step 4 Implement Solutions**

Local Road Safety Plans:
Your Map to Safer Roadways

Use Safety Data
"How are other local agencies using data?"

Possible version of output available in the AltText worksheet.
There are many countermeasures proven to save lives on rural roads. It's just a matter of deploying them in the right places. This page has lots of videos and other examples of specific countermeasures to address the most common crash types on local and rural roads. Have a look and discover which ones are best for your community.
There are many countermeasures proven to save lives on rural roads. It's just a matter of deploying them in the right places. This page has lots of videos and other examples of specific countermeasures to address the most common crash types on local and rural roads. Have a look and discover which ones are best for your community.

- Available on DIY Site
  - Roadway Departure
  - Intersections
  - Pedestrians
  - Cross-Cutting Solutions

Countermeasure Videos

Available on DIY Site
- Roadway Departure
- Intersections
- Pedestrians
- Cross-Cutting Solutions
Training

California Division Office

• Available on DIY Site
  • Systemic Approach, Part 2
  • Low-Cost Safety Improvements

There are many countermeasures proven to save lives on rural roads. It’s just a matter of deploying them in the right places. This page has lots of videos and other examples of specific countermeasures to address the most common crash types on local and rural roads. Have a look and discover which ones are best for your community.

Keith Knapp
Iowa LTAP and National Center for Rural Road Safety
kknapp@iastate.edu
A plan by itself does not save lives. It must be implemented. Use this page for ideas on how to get the ideas in your plan off the paper and into the real world to help real people.
A plan by itself does not save lives. It must be implemented. Use this page for ideas on how to get the ideas in your plan off the paper and into the real world to help real people.
LOCAL ROAD SAFETY PLANS:  
Your Map to Safer Roadways

Step 1: Identify Stakeholders
Step 2: Use Safety Data
Step 3: Choose Proven Solutions
Step 4: Implement Solutions
Finish Line

You made it. Congratulations! You’ve taken a huge step toward making your community safer. Now that you have a plan, put it to work. We’re always here to help if you have trouble. Use the contact information on this page to reach out anytime. And again, thank you for doing your best to get the people under your care home safely.

For additional assistance, contact us:

Jerry Roche | jerry.roche@dot.gov
Hillary Isebrands | hillary.isebrands@dot.gov
Rosemarie Anderson | rosemarie.anderson@dot.gov
Tribal Contact: Adam Larsen | adam.larsen@dot.gov

SCROLL DOWN FOR MORE VIDEOS

 ► Local Agency Insights: Finish Line

LRSP DIY Finish Line

Hillary Isebrands
Senior Safety Engineer Team Leader
Center for Safety and Design Team Center for Safety and Design Team

Jerry Roche
Data Driven Safety Analysis Program Manager
Office of Safety
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Tools and Resources

https://safety.fhwa.dot.gov/LRSPDIY/

Step 1: Identify Stakeholders
Step 2: Use Safety Data
Step 3: Choose Proven Solutions
Step 4: Implement Solutions
Finish Line

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Welcome - FHWA Leadership
Local Road Safety Plans Overview
“Do what you can, with what you have, where you are.”
— Theodore Roosevelt
LRSP Learning Objectives

- Why Local Road Safety Plans?
- Importance of the Four Es
- Resources for Developing LRSPs
- Examples of LRSPs
Local Road Safety Plans

Thank you!

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