

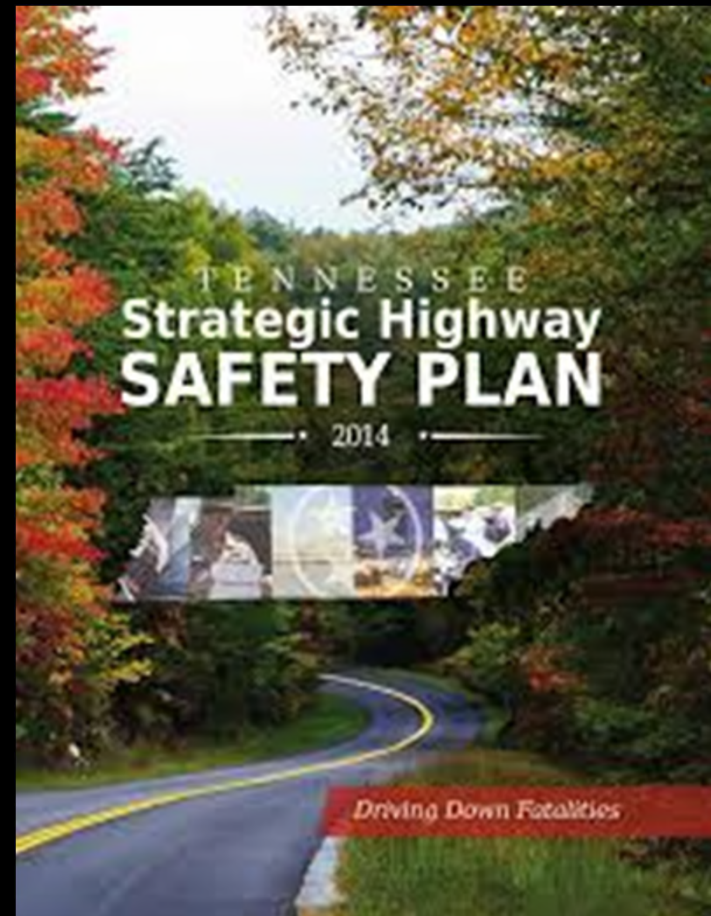


TENNESSEE STRATEGIC HIGHWAY SAFETY PLAN

Jessica Rich, Safety Engineer
Federal Highway Administration
Tennessee Division

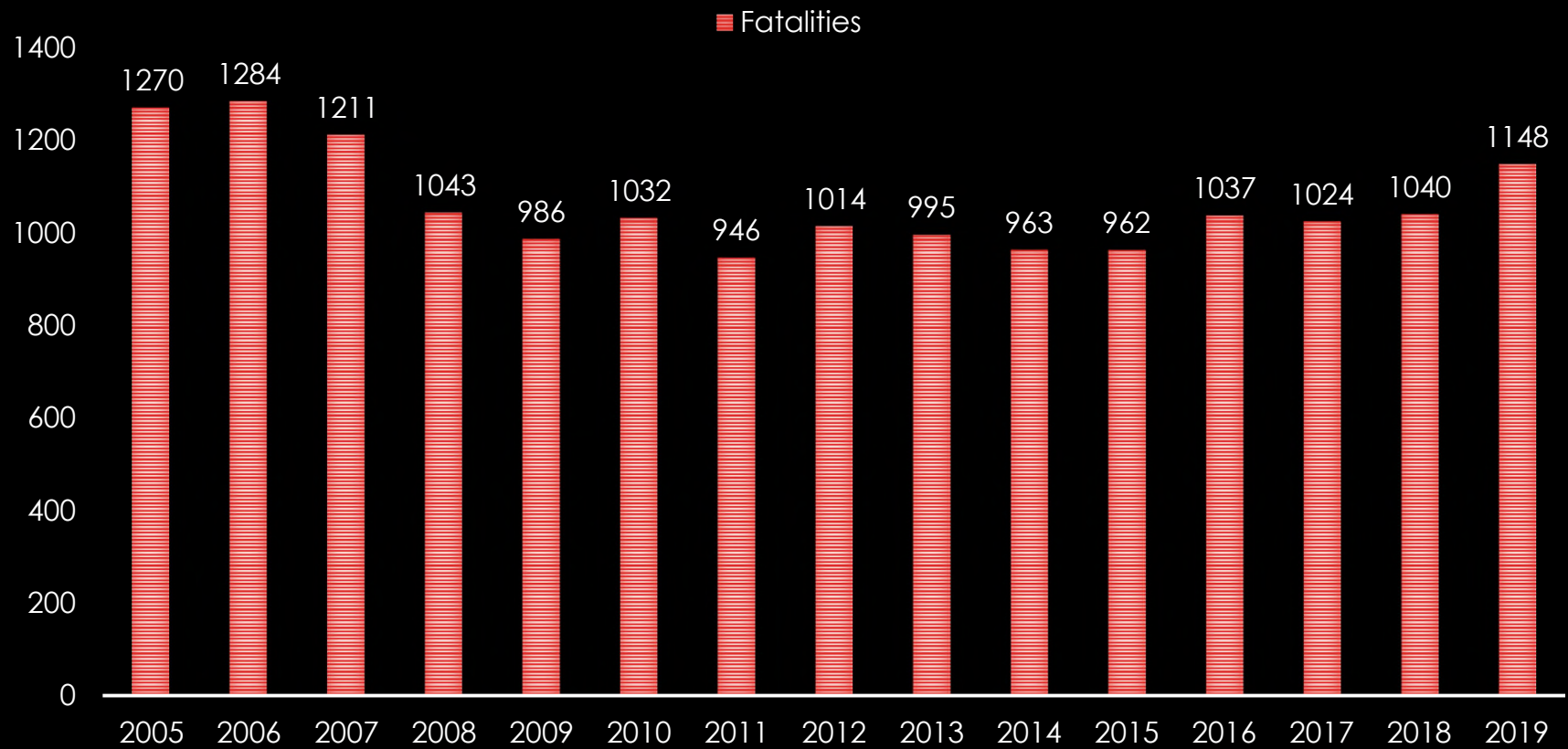
OVERVIEW

- What is the SHSP?
- Safety Performance Measures
- Tennessee SHSP
- Performance Management
 - Action Plans



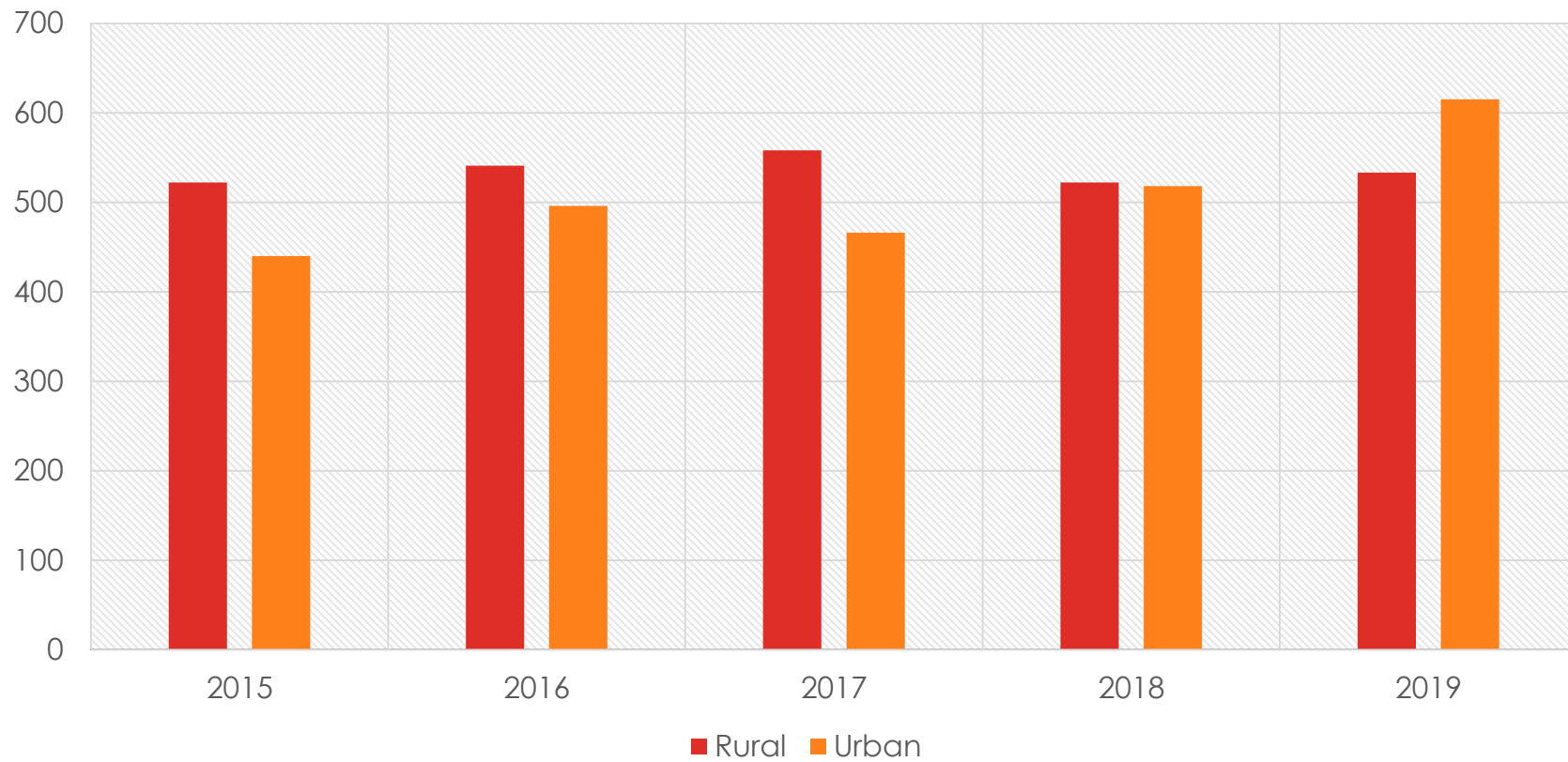
DATA

TENNESSEE FATALITIES



DATA

Rural vs. Urban Fatalities



WHAT IS A SHSP?

- It is a statewide-coordinated **safety plan** that provides a comprehensive framework for reducing **highway** fatalities and serious injuries on all public roads.
- It is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148).

WHAT IS A SHSP?

- SHSP must have:
 - Consultation from a variety of stakeholders during the development process
 - Analysis and effective use of crash data
 - Incorporation of the 4Es
 - Consideration of safety needs of all public roads
 - A program of strategies to reduce fatalities and serious injuries
 - Evaluated every 5 years



WHAT IS THE SHSP?

Incorporation of Plans

- Highway Safety Improvement Program
- Highway Safety Performance Plan
- Motor Carrier Safety Action Plan
- Traffic Records Plan
- Interstate Incident Management Plan
- Work Zone Safety and Mobility Manual

SAFETY PERFORMANCE MEASURES

- Number of Serious Injuries
- Number of Fatalities
- Number of Serious Injuries per VMT
- Number of Fatalities per VMT
- Number of Non-motorized Fatalities and Serious Injuries

SHSP INITIATIVES

- Tennessee Safety and Operations Conference
- **Road Safety Audits**
- Local Roads Safety Initiative
- **TITAN**
- Work Zone Safety and Mobility Manual
- Yellow DOT Program
- **Traffic Incident Management Training Facility**
- Data Driven Safety Analysis
- Alternative Intersections

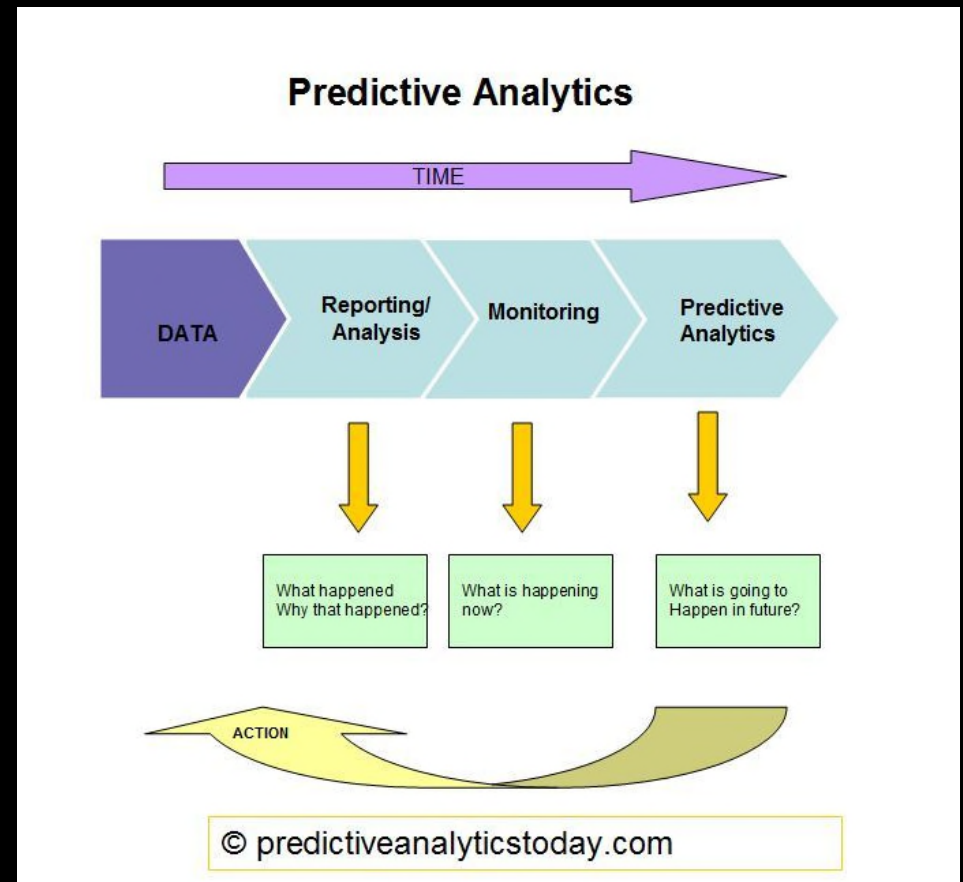
ROAD SAFETY AUDITS

- Intersection Safety Program
- Roadway Departure Program
- Local Road Safety Initiative
- Alternative Intersections



TENNESSEE INTEGRATED TRAFFIC ANALYSIS NETWORK

- MAP-IT
- Predictive Analytics
- Mandatory Submission of Crash Data
- Transfer into TRIMS
- Dashboards



TRAFFIC INCIDENT MANAGEMENT FACILITY



TENNESSEE SHSP

State of Tennessee Strategic Highway Safety Plan



Emphasis Areas 2004 to 2013

- Improve Decision Making Process and Information Systems
- Keep Vehicles in the Proper Lane and Minimize the Effects of Leaving the Travel Lane
- Improve Intersection Safety
- Improve Work Zone Safety
- Improve Motor Carrier Safety
- Improve Driver Behavior
- Safe Communities
- Legislation
- Training Programs

TENNESSEE SHSP

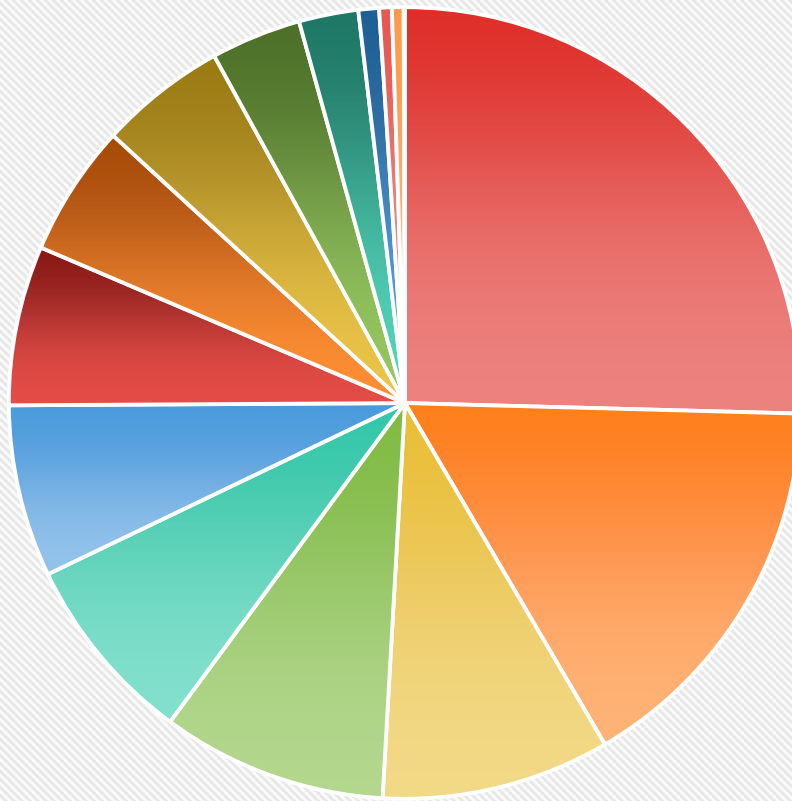


Emphasis Areas 2014 to present.....

- Crash Data and Analysis
- Infrastructure Improvements
- Driver Behavior
- Vulnerable Users
- Operational Improvements
- Commercial Vehicles

TENNESSEE SHSP

Crash Types



- Roadway Departure
- Intersections
- No Seatbelt
- Senior Drivers
- Teen Drivers
- Impaired Drivers
- Distracted Drivers
- Aggressive Driving
- Motorcycles
- Large Trucks
- Pedestrians
- Work Zones
- Secondary Crashes
- Bicycles

TENNESSEE SHSP

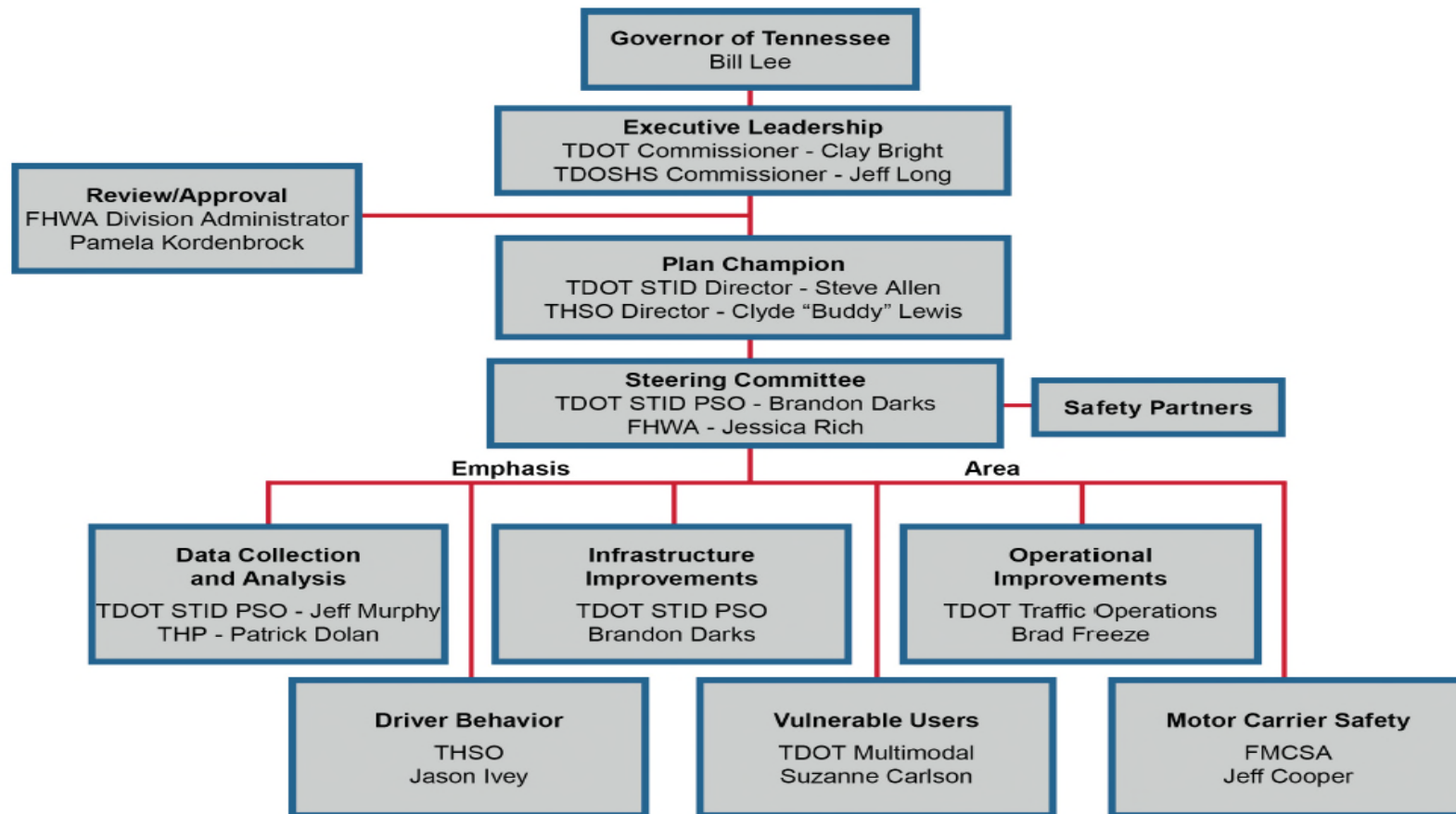
- Infrastructure Improvements
 - Intersections
 - Railroads
 - Roadway Departures
- Operational Improvements
 - Work Zones
 - Incident Management
- Vulnerable Users
 - Bike/Ped
 - Motorcycles
 - Senior Pedestrians

TENNESSEE SHSP

- Commercial Vehicle Safety
 - Inspections
 - Impaired Driving
- Crash Data and Analysis
 - TITAN
 - TRIMS
 - DDSA (HSM)
- Driver Behavior
 - Impaired Driving
 - Occupant Protection
 - Senior Drivers
 - Young Drivers
 - Distracted Driving
 - Aggressive Driving

EMPHASIS AREA TEAMS

Figure 8 - SHSP Organization Structure



STAKEHOLDERS AND COMMITTEES

Steering Committee

Tennessee Department of Transportation (TDOT)
 Federal Highway Administration (FHWA)
 Tennessee Department of Safety and Homeland Security (TDOSHS)
 Tennessee Highway Patrol (THP)
 Federal Motor Carrier Safety Administration (FMCSA)
 Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO)
 Tennessee Regional Safety Council (TRSC)
 Tennessee Transportation Assistance Program (TTAP)
 Tennessee Department of Health (TDOH)
 Tennessee Trucking Association (TTA)
 American Association of Retired Persons (AARP)

Additional Safety Partners

Mothers Against Drunk Driving (MADD)
 Tennessee Sheriffs' Association (TSA)
 Tennessee Association of Chiefs of Police (TACP)
 Motorcycle Awareness Foundation of Tennessee (MAFT)
 National Highway Traffic Safety Administration (NHTSA)
 Insurors of Tennessee
 Tennessee Education Association (TEA)
 Tennessee District Attorney General's Office
 Safe Routes to School National Partnership – Tennessee Network

Partner Organizations, Associations, and Committees

Strategic Highway Safety Committee	Commissioners Council on Injury Prevention
Traffic Records Coordinating Committee (TRCC)	Tennessee Impaired Driver Advisory Council
TDOT Traffic Operations Committee	Transportation Systems Management and Operations (TSM&O) Coordinating Committee
TDOT Work Zone Committee	



PERFORMANCE MANAGEMENT

- Monitor progress of statewide and emphasis area safety goal(s) and objectives.
- Provide quantifiable evidence of progress and helps managers determine whether the SHSP is meeting its stated goals and objectives

PERFORMANCE MANAGEMENT




- Performance Measure Types
 - **Output Measures** – Quantitative and indicate the level of activity or effort.
 - Example: Number of centerline miles of rumble strips
 - **Outcome Measures** – Provide an indication of the effectiveness of the SHSP strategies or actions in meeting the fundamental objectives of the SHSP.
 - Example: Number of roadway departure fatalities

EMPHASIS AREA ACTION PLANS

- Measurable Objectives
- Performance Measures
- Strategies
- Action Steps
- Tracking Measures for Action Steps
- Funding Sources

EMPHASIS AREA ACTION PLANS

5. Assess growing needs and concerns of vulnerable road users

Action/ Project ID	Action/Project	Plan	Agency/ Champion	Performance Measure	E's Involved
5.1	Conduct bicycle and pedestrian count programs as part of turning movement count collections and other count efforts to contribute to the knowledge base of bicycle and pedestrian usage in the state and to assist with bicycle and pedestrian crash rate calculation.	HSIP	TDOT	<ul style="list-style-type: none"> Percent of relevant conducted counts including bicycles and pedestrians volumes 	 Engineering
5.2	Support research of bicycle and pedestrian safety issues in Tennessee.	HSIP	TDOT	<ul style="list-style-type: none"> Number of active research projects supported 	 Education
5.3	Analyze bicycle and pedestrian crash data, especially on state routes, associated with a nearby transit stop to determine if specific improvements may be needed for safe access to transit facilities.	HSIP	TDOT	<ul style="list-style-type: none"> Development of routine crash analysis 	 Engineering

IMPLEMENTATION AND EVALUATION

- SHSP Committee meets quarterly
- Conduct assessments of action plans
- Sub-Committees meet periodically (at least quarterly)
- Program Assessments to evaluate the program

QUESTIONS?

