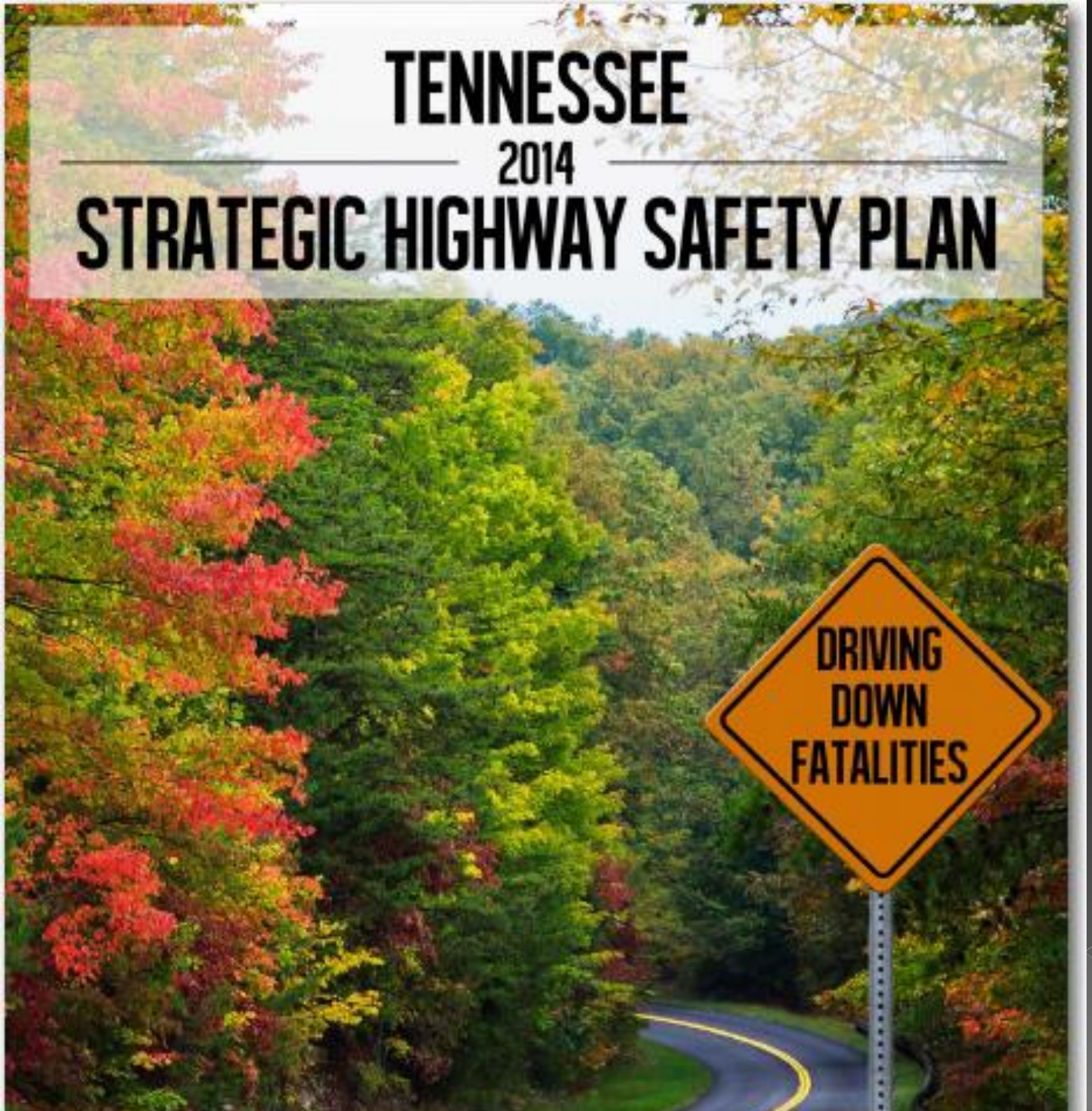
2014 Tennessee's Strategic Highway Safety Plan (SHSP)

Driving Down Fatalities

TENNESSEE
2014
STRATEGIC HIGHWAY SAFETY PLAN



What and Why?

- A Strategic Highway Safety Plan (SHSP) is a major component and requirement of the Highway Safety Improvement Program (HSIP) (23 U.S.C. § 148).

- It is a coordinated safety plan that provides guidance on reducing highway fatalities and serious injuries on all public roads.

More?

- An SHSP identifies a State's safety needs and guides investment decisions towards strategies and countermeasure with the most potential to save lives and prevent injuries.

History of the SHSP?

- 2004, Tennessee was the first state to develop a SHSP
- 2006, revision
- 2009, revision
- 2012, unofficial revision (end of SAFETEA-LU)
- 2014, revision (MAP-21)

Why Revise the SHSP?

- **Required under MAP-21 to Utilize Safety Funds**

MAP - 21

- Coordination between other state and local plans
- Data Driven
- Performance Based
- Use of Effective Strategies and Countermeasures
- 4 E's
  - Education
  - Emergency Services
  - Enforcement
  - Engineering

Data Driven

Comparisons

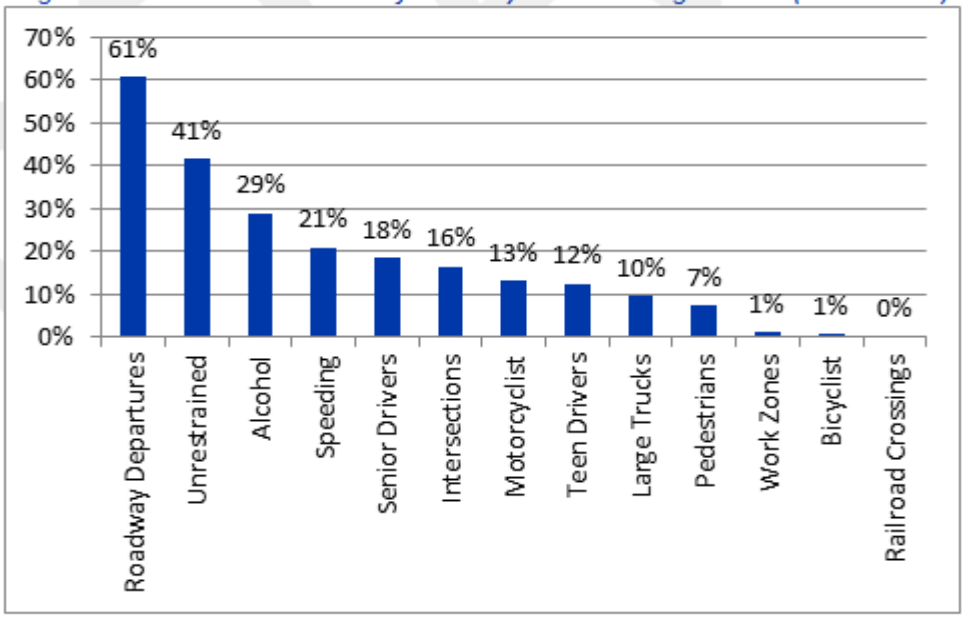
Figure 6 - 5-Year Fatality Average Comparison

Emphasis Area	5-Year Average of Plan Data		
	2009 SHSP Data (2004-2008)	2014 SHSP Data (2008-2012)	% Difference
Fatalities	1,229	1,004	-18%
Fatalities Involving Roadway Departure	803	610	-24%
Fatalities Involving Intersections	201	165	-18%
Fatalities in Work Zones	20	12	-39%
Fatalities Involving Large Trucks	142	96	-32%
Fatalities Involving Alcohol Impaired Drivers	403	291	-28%
Fatalities Involving Speeding	278	209	-25%
Fatalities Involving Unrestrained Occupants	571	416	-27%

Source: 2009 SHSP and TDOSHS[8]

Crash Type %

Figure 9 - Fatalities Percent of Total by Contributing Factor (2008-2012)



Source: TDOSHS[10]

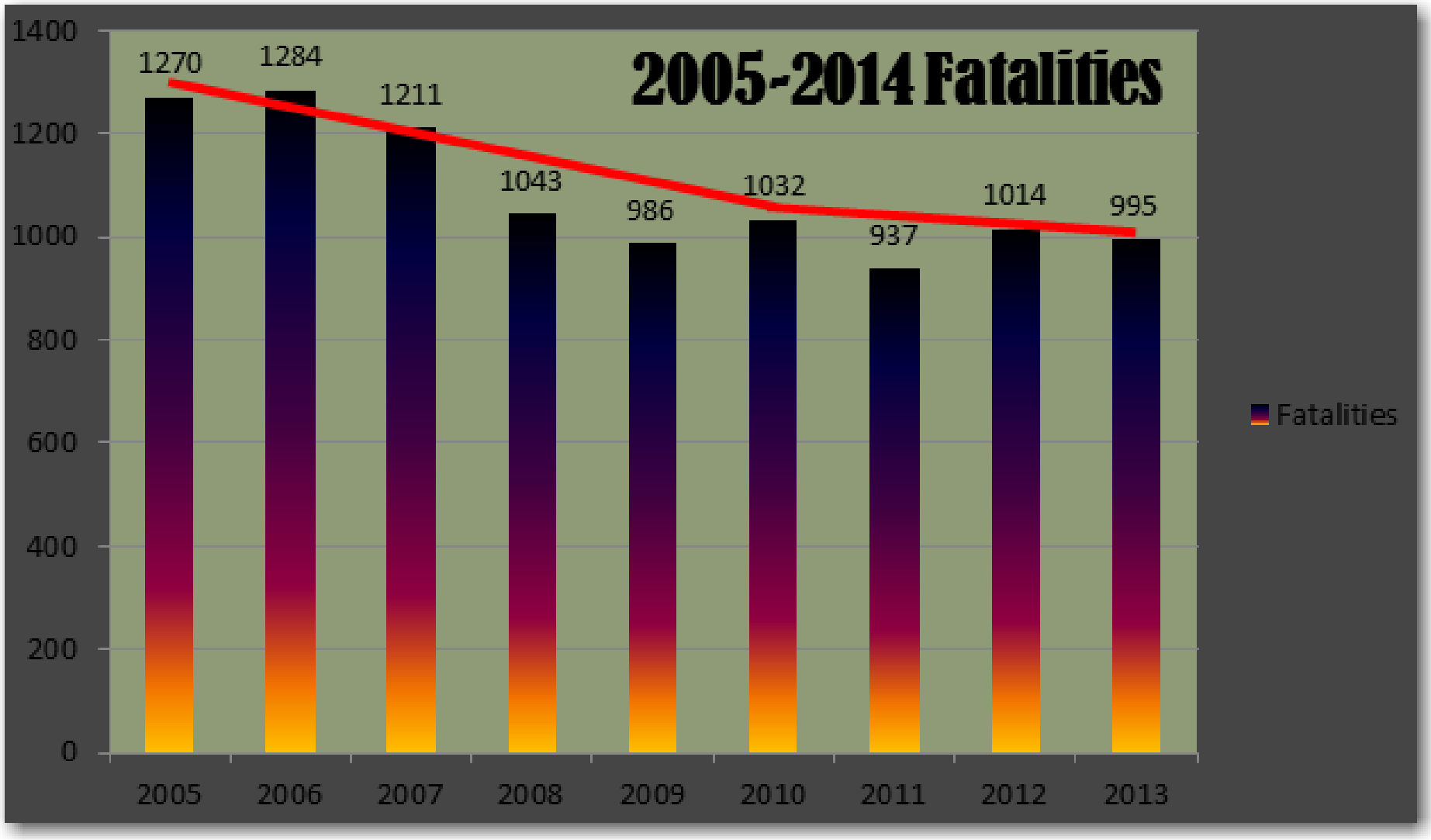
Why Revise the SHSP?

- **Reduce Fatalities and Serious Injuries**

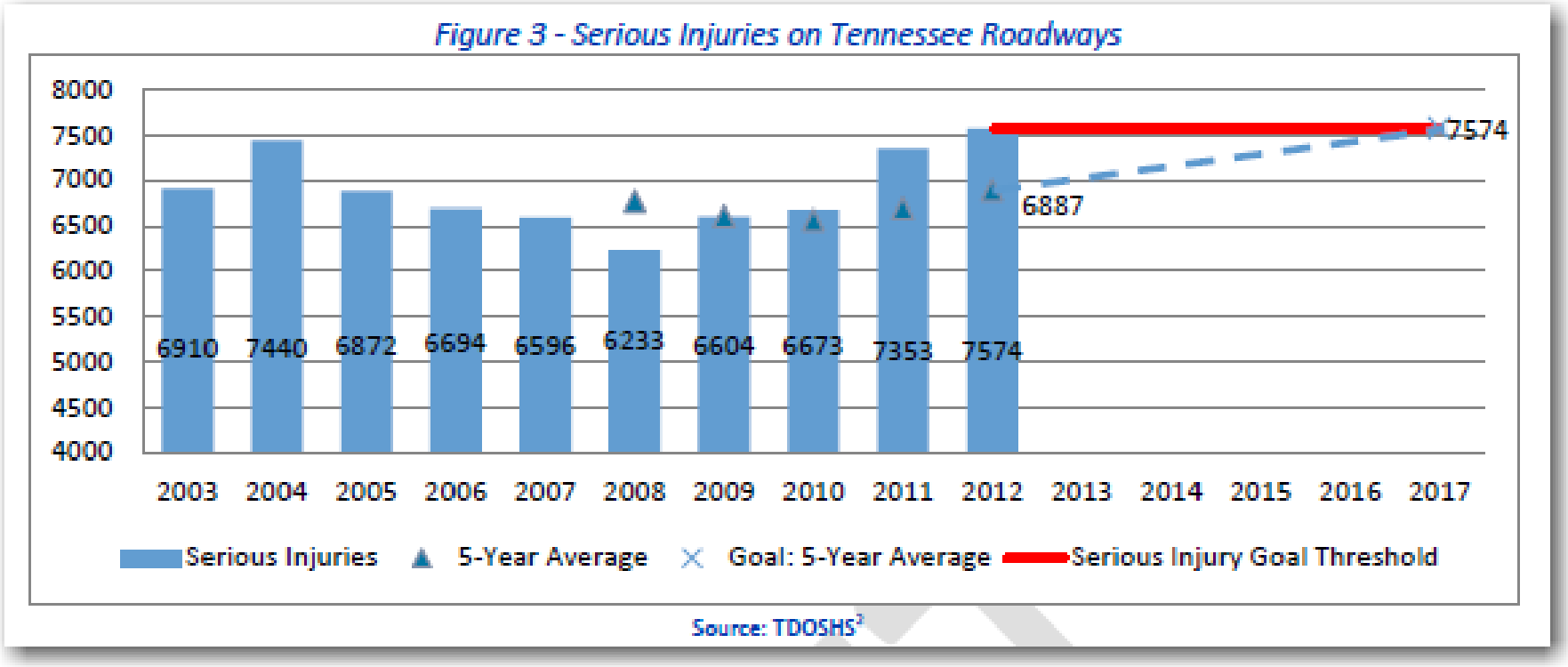
“Don’t chase zero, chase one”

“Towards Zero”

Reduce Fatalities



Reduce Serious Injuries



Why Revise the SHSP?

- **Opportunity to Include More Safety Partners**

Safety Partners

Steering Committee

- Tennessee Department of Transportation (TDOT)
- Federal Highway Administration (FHWA)
- Tennessee Department of Safety and Homeland Security (TDOSHS)
- Tennessee Highway Patrol (THP)
- Governor's Highway Safety Office (GHSO)
- Federal Motor Carrier Safety Administration (FMCSA)
- Nashville Area Metropolitan Planning Organization (MPO)
- Tennessee Regional Safety Council (TRSC)
- Tennessee Transportation Assistance Program (TTAP)
- American Automobile Association (AAA)

SAFETY PARTNERS

For the State of Tennessee, the Strategic Highway Safety Steering Committee has taken on the responsibility of developing and implementing this safety plan to meet MAP-21 requirements and to reduce fatalities and serious injuries in Tennessee. The team comprises the state agencies responsible for transportation and safety as well as other safety partners. Partners have been selected so that each of the four safety disciplines is represented in the development and implementation of the SHSP. The input and commitment of each safety partner is greatly appreciated.

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Additional Safety Partners

Mothers Against Drunk Driving (MADD)

Tennessee Sheriffs' Association (TSA)

Tennessee Association of Chiefs of Police (TACP)

Motor Cycle Awareness Foundation of Tennessee (MAFT)

Tennessee Department of Health (TDOH)

National Highway Traffic Safety Administration (NHTSA)

Tennessee Trucking Association (TTA)

AARP

Insurers of Tennessee

Tennessee Education Associate (TEA)

Rural Planning Organizations (RPOs)

Tennessee District Attorney General's Office

Safe Routes to School National Partnership - Tennessee Network

Source: Kentucky Strategic Highway Safety Plan 2011-2014

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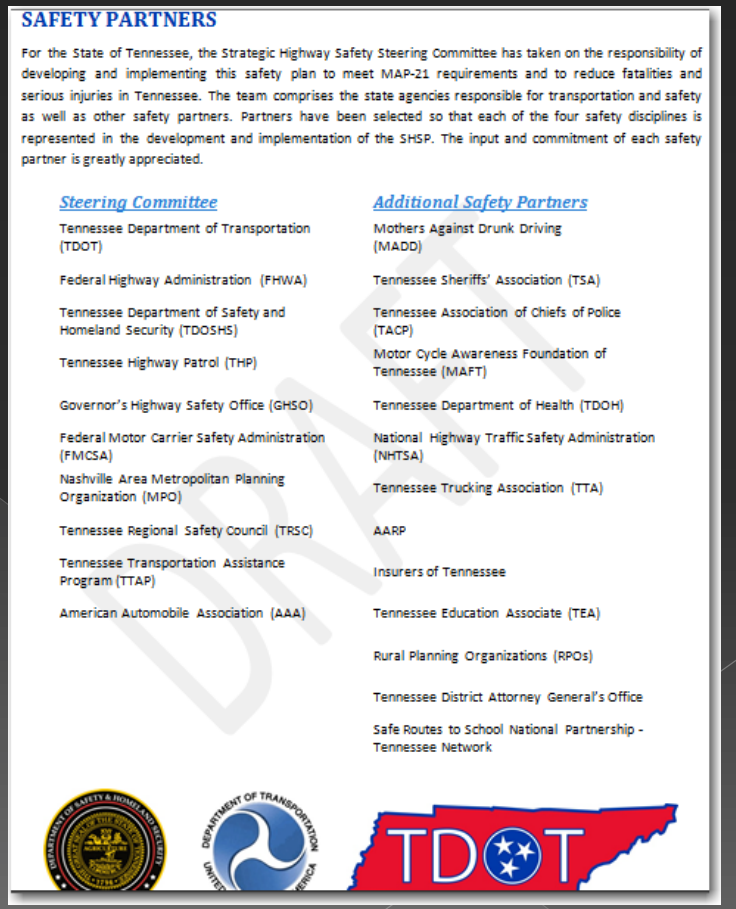

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DRAFT

TDOT

Source: Kentucky Strategic Highway Safety Plan 2011-2014

Why Revise the SHSP?

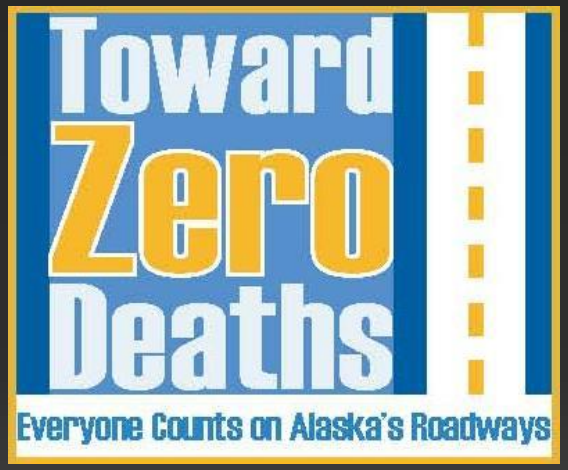
- **Opportunity to Evaluate the Plan**

Evaluation of the SHSP

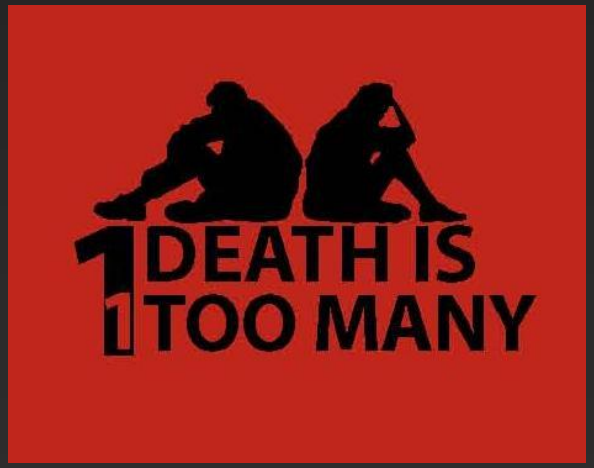
- Introduction
- Safety Partners
- Mission, Vision, Goals
- Emphasis Areas

- Executive Summary
- Introduction and Background
- Safety Partners
- Mission, Vision, Goals
- Emphasis Areas
- Implementation
- Evaluation
- Emphasis Area Action Plan

BRANDING



Source: Alaska's Strategic Traffic Safety Plan



Source: Iowa Comprehensive Highway Plan

Source: Florida's Strategic Highway Safety Plan

Why Revise the SHSP?

- **Update Emphasis Areas**

Emphasis Areas

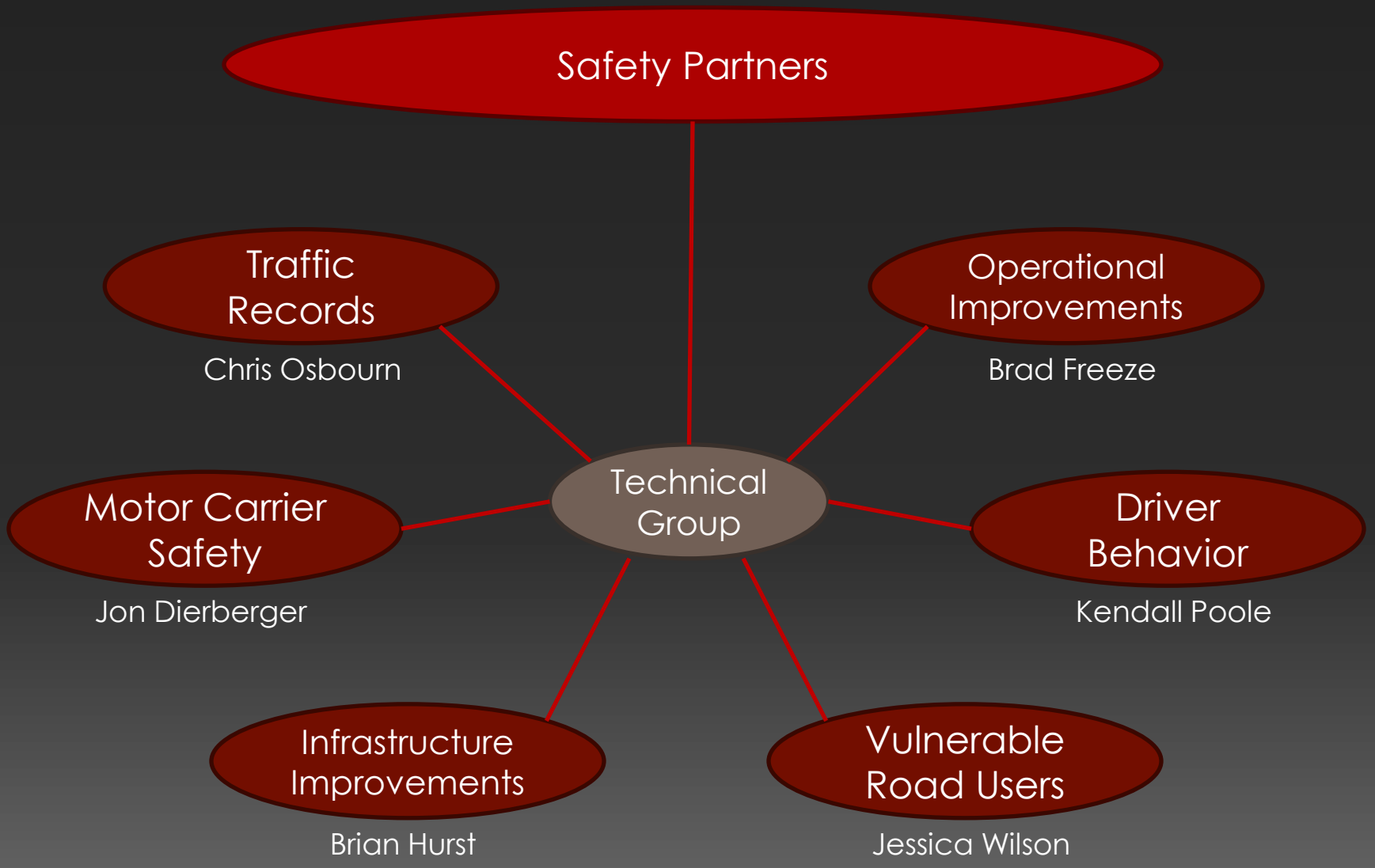
Current Emphasis Areas

- Crash Data
- Lane Departures
- Intersections
- Work Zone Safety
- Motor Carrier Safety
- Driver Behavior
- Legislation
- Educational and Awareness Programs

Suggested Emphasis Areas

- Traffic Records
  - Crash
  - Drivers License
  - Vehicle Registration
- Motor Carrier Safety
- Infrastructure Improvements
  - Intersections
  - Lane Departure
  - R.R. Crossings
- Vulnerable Road Users
  - Bike/Pedestrian
  - Motorcycles
- Driver Behavior
- Operational Improvements
  - Incident Management
  - Work Zone Safety
  - Congestion Management

Organizational Structure and Emphasis Area Teams



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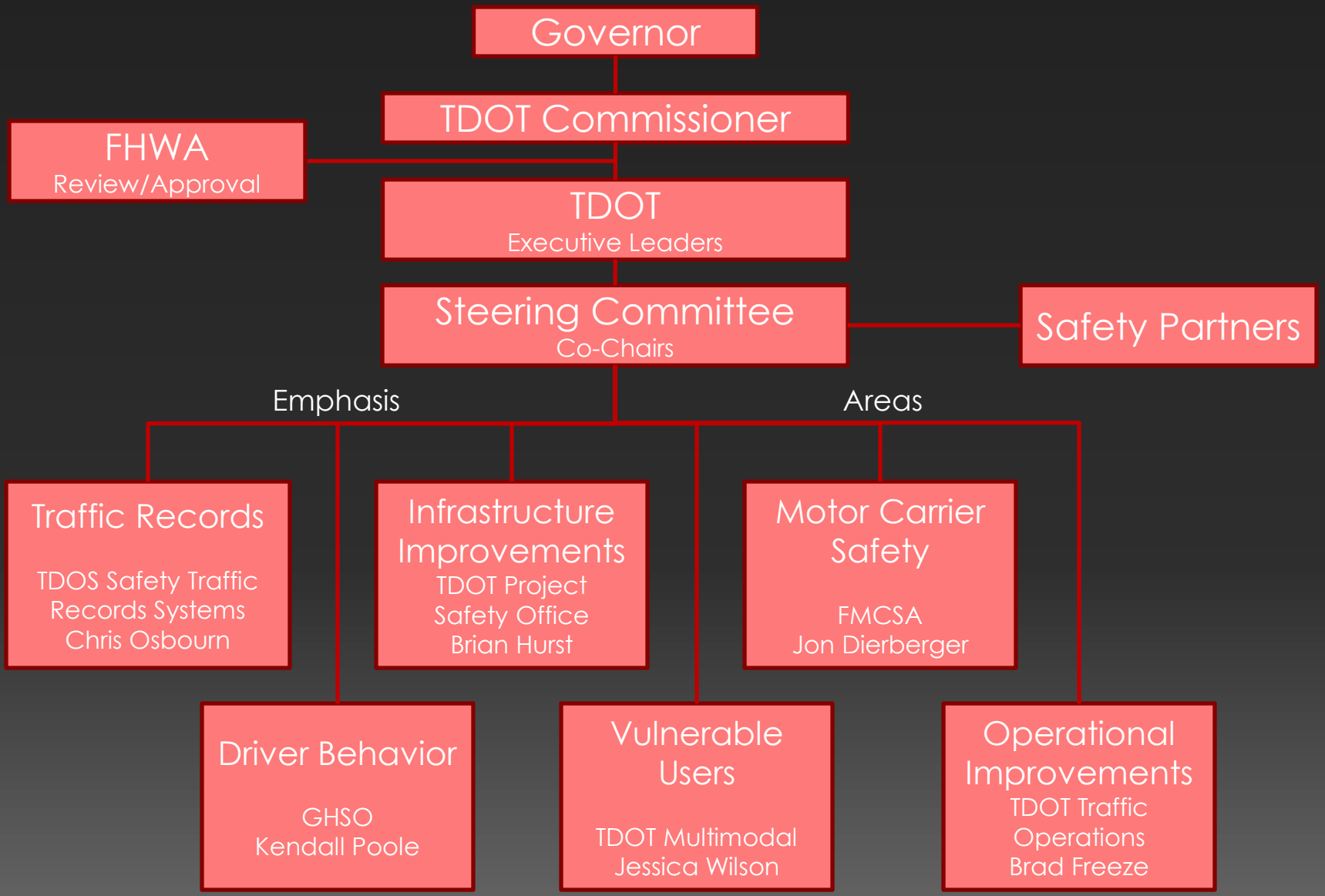

Strategy/Countermeasure Example

Reducing Speeding and Aggressive Driving

Our top strategies to combat speeding and other aggressive driving behaviors incorporate enforcement, education and the use of technology. Targeted traffic enforcement is very effective in changing driver behavior to drive more safely.

Top Strategies
Target enforcement in areas with a high rate of aggressive driving crashes (PA Aggressive Driving Education and Enforcement Project) - Problem Specific Policing / Selective Traffic Enforcement Programs - Continue public awareness program through earned and paid media
Educate prosecutors and judges to ensure speed violations are treated seriously and fairly. Ensure that sanctions are upheld against repeat offenders.
Continue to develop comprehensive traffic safety public information and education programs that are designed to motivate change in unsafe driving behaviors. Continue to provide school programs focused on safe driving practices.
Continue funding aggressive driving enforcement trainings for law enforcement officers and the public. Consider online training when applicable.
Place speed timing devices and red light running cameras in the appropriate locations. Utilize any other effective engineering practices.

Source: Pennsylvania Strategic Highway Safety Plan 2012

Strategic Highway Safety Plan (SHSP) 2013 Update

Making Tennessee's Highways Safer

Brian Hurst, TDOT Project Safety Office