Strategic Highway Safety Plans

Compilation of State Safety Priorities

Compiled by the American Traffic Safety
Services Association (ATSSA)
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Introduction

The enactment of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act of the 21st Century (SAFETEA-LU) provided states with an unique opportunity to reduce roadway crashes. Through the creation of a bold new Highway Safety Improvement Program (HSIP), Congress provided states with $5 billion dollars to develop systemic and accountable safety solutions. The following provides a glimpse into how states are approaching this new opportunity. Some, like Ohio, Illinois, Maryland, Colorado and Virginia are well on their way to implementing a successful program. Others such as New York and South Dakota should start again. Either way progress is being made.

It should be apparent that most of these plans contain significant elements that are not eligible for funding under the HSIP. However, without diligence on behalf of the Federal Highway Administration and private sector groups such as ATSSA, it is likely that states will try and use their HSIP funds for "soft" safety purposes. This type of abuse occurred as part of the old Hazard Elimination and Highway Rail programs. It can and likely will again.

While there are concerns with the manner in which the program is being utilized in some states, overall the program is providing a strategic direction that should lead to a reduction in roadway fatalities. Whether it is lane departure, older driver road improvements, intersections or any of the other myriad of improvements discussed in this document, it cannot be doubted that most states are having serious discussions regarding roadway safety.

One disturbing trend not documented here is that ATSSA chapters and participants are rarely mentioned as participating in the development of these plans. Given that the majority of stakeholders who are participating have been from the "soft" safety community, the roadway safety industry should be grateful that the documents are mostly positive. The HSIP program and the Strategic Highway Safety Planning process unleashed the talent of safety engineers at the state level. There work and effort is documented here and should pay dividends for years to come on our nation's roadways.

State	Top Five Priorities	Notes
Alabama	Emergency Medical Services	Primary focus on data collection and enhancing the training of EMS providers to more effectively respond to crashes, specifically roadway crashes. Utilize GPS to track high crash locations.
	Restricted Drivers	Restricted drivers are defined as drivers with a physical or cognitive impairment. They intend to hire a university (or consultant familiar with these issues) to develop an educational program for ALDOT and city and county engineers so they will recognize the benefits of enhanced traffic control measures and incorporate them into their standard practices. Suggested measures to include the following: a. Enhanced Signing – ALDOT and Local Agencies Lead (1) Advance street name signs (2) LED street signs (3) Oversized signs and legends b. Signal Head Modifications – ALDOT and Local Agencies lead (1) Back plates on signal heads (2) LED signal heads c. Markings and Delineation – ALDOT and Local Agencies lead (1) Rumble striping – centerline and shoulder (2) 6" striping (3) Rumble strips.
	Safety Legislation	Develop a package of legislative items to be proposed to the state legislature to assist in implementing the overall program.
	Risky Driving	Focus on improving four elements: alcohol/drugs, occupant protection, police traffic services, and youth-targeted programs.
	Run-Off-Road Crashes	Select a representative county for a pilot study of traffic crashes.
Arizona	Modify Driver/ Motorcyclist Behavior	Support already established DUI and drug programs. Set in place standards recognized and used by all Driver and Safety Education learning programs. Semi-annual conferences designed to update educators. Reinstitute drivers education as a mandatory class.
	Improve Pedestrian and Bicyclist Safety	Improve safety on access routes to schools. Develop ways to support "Safe Routes to School". Continue to promote and expand the adult school crossing guard program.
	Keep Vehicles in the Proper Lane	Idenitfy locations with a disproportionately large number of crashes.
	Improve Intersection Safety	Participate in intersection safety audits through engineering and enforcement. Improve traffic in idenitfied locations by funding minor traffic engineering improvements, correcting sign deficiencies and promoting safety.
	Improving Data and Information for Decision Making	Creation of a Traffic Records Coordinating Committee. Develop a reliable and effcient method to access the safety performance of the regional transportation system.

State	Top Five Priorities	Notes
California	Reduce Young Driver Crashes	Improvement of education and licensing testing
	Ensure Drivers are Licensed and Competent	Improve initial licensing and improve how California manages drivers who are unlicensed or with suspended/revoked licences.
	Improve Safety for Older Roadway Users	Implement advances in highway lighting, striping, signing, and engineering to make them safer for older drivers. Educate the driver, the public, and law enforcement about older drivers.
	Reduce Speeding and Aggressive Driving	Employ engineering methods to deter speeding/aggressive driving. Also employ enforcement at locations prone to speeding/aggressive driving
	Reduce Alcohol and Drug-Impaired Roadway Users	Improve detection and tracking of convicted impaired drivers. Also enhance the use of treatment programs.
Colorado	Idenfify Locations With Potential for Accident Reduction	Work with CDOT Regions to develop quick responses at locations known as "hot spots". Provide funding for regional traffic signals from a waiting list of warranted locations. The state plans on projects such as roadside improvements, left and right turn lanes, lane widening, signal coordination, slope protection and flattening, intersection improvements, signal improvements, signal dilema zones, access control, pedestrian crossings/ signals, shoulder widening, rumble strips, guardrail and cable rail, and curve connections. There will also be an increase in funding for safety enhancements while resurfacing.
	Minimize Consequences of Leaving the Road	The state plans on doing this by installing improved roadside safety hardware such as guardrails, bridge rails, cable guardrail systems, etc. Improvement of driver guidance with enhanced pavement markings and delineation. They also plan to implement a sign replacement program.
	Reduce Crashes at Intersections	Improvements include upgrading signalized intersection with LED heads, back plates, heads over each lane, sight distance, and delineation. Implement targeted enforcement programs throughout the state.
	Continue High Visibility Enforcement/ Education Programs	The state plans on adding more money into the "You Drink, You Drive, You Lose" program to prevent impaired driving.
	Target High-Risk Groups of Drivers for Impaired Driving Education	CDOT will continue it's support for the successful education and community outreach program in Pueblo County that targets low income males ages 21-34. They will also continue to support another program that is aimed at reducing the incidence of repeat DUI offenders.

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Connecticut	Impaired Driving	Provide planning, coordination, monitoring, and evaluation of the Connecticut Impaired Driving Program. An increase in statewide DUI enforcement. Encourage and fund high-visibility regional DUI enforcement amoung police agencies, including a higher frequency of checkpoints. Use media to draw attention to DUI enforcement operations, and emphasize the risk of being caught and punished for driving under the influence. Provide statewide coordination of Standard Field Sobriety Testing for police officers. Develop and distribute educational information to the general public and high-risk groups.
	Police Traffic Services	Provide planning, coordination, and evaluation for projects funded under the Police Traffic Services Program. Increase the level of traffic enforcement through regional units and individual agencies. Increase enforcement of the following: following too closely, failure to grant right-of-way, speeding, and violation of traffic controls. Assist police agencies with traffic enforcement resources, including equipment. Encourage and help police agencies with traffic safety public awareness. Provide resources necessary to support statewide police traffic enforcement training.
	Occupant Protection	Coordinate programs activities, development and facilitation of public information and education projects with Occupant Protection Program administration. Provide funding for professional and outside services to assure a comprehensive statewide public information program and "Click It or Ticket" for adult occupant protection. They will also support approximately six Child Passenger Safety Technician classes. They will be trained to operated the 89 current child safety seat fitting stations.
	Roadway Safety	Finalize statewide work zone safety grant program, including work zone safety signs, barricades, cones, vests, etc. Funding will be given to Work Zone Safety Week to assure a comprehensive media campaign.
	Motorcycle Safety	A Motorcycle Safety Program will be funded for the state. Training will be provided for 130 motorcycle safety instructors and support will be given to the 11 Connecticut Rider Education Program training sites. They will also do community outreach with the "Ride Sober" program.

State	Top Five Priorities	Notes
Georgia	Improve Pedestrian and Bicycle Safety	Provide funding for pedestrian safety and education. In the future the state is considering installing safety islands, providing crosswalk enhancements, and installing overpasses/underpasses. They are also considering adding bike lanes/ paved shoulders.
	Occupant Protection	Present rollover simulator at 120 different sites around the state. Implement commerical motor vehicle seat belt enforcement. Increase statewide campaigns to promote occupant safety.
	Serious Crash Type	Introduce Light Emitting Diode (LED) Transition. Add 12" traffic signal heads and street naming and intersectiojn warning signals. Additions of shoulder rumble strips, center line rumble strips, edge line rumble strips, thermoplastic striping, among other additions. In the future they are considering providing skid-resistant pavement surfaces and. the widing and/or paving of shoulders
	Impaired Driver	Conduct concentrated patrol in areas identified for high traffic or impaired driving violations. Conduct three statewide campaigns for "Operation Zero Tolerance"
	Age Related Issues	Implementation of that stautory drivers' education program (effective 1/1/07) for younger drivers. For older drivers the state is planning, in the future to provude advance warning signs, an increase in size and letter height of roadway signs, addition of offset left-turn lanes at intersections, and the improvement of lighting at intersections, horizontal curves, and railroad grade crossings.
Illinois	Alcohol and Other Impaired Driving	Continue strong public education campaigns and Governor's Alcohol Abuse Task Force. Promote mandatory field sobriety testing. Investigate enhancing traffic control devices, traffic barriers, and improving roadway geometric and channelization.
	Driver Behavior and Awareness	Explore rumble strips, rumble stripes, innovative pavement marking/signings, and 3-D tape pavement marking. Support penalty increases in school zones. Initiate drivers education at a younger age.
	Highway-Railroad Grade Crossings	Investigate use of Radio Frequency Identification chips to capture gate violation data. Promote automated enforcement of grade crossing violations.
	Intersections	Identify high-risk intersections. Install illuminated street signs. Add rumble strips at unsigned stops.
	Large Trucks	Add large truck exterior lighting to indicate restraint usage. Promote in-cab video monitoring of commercial drivers. Pursue legislation against triple trailers.

State	Top Five Priorities	Notes
Illinois (Cont'd)	Roadway Departure	Develop procedures for implementing safety improvements such as: centerline/shoulder rumble strips/stripes, all-weather pavement markings, wide pavement markings, raised pavement markings, 3-D tape, alignments meeting minimum design speeds, improved shoulders, directional signs, new median barrier devices, passing lanes on rural two-lane roads, and NCHRP 350 crash tested devices.
	Safety Belts/Occupant Protection	Increase fines for not using safety restraints. Increase public awareness of consequences of not using seat belts. Determine quantity of child safety seats needed to address the low socio-economic community.
	Vulnerable Users	Pursue legislation for a mandatory motorcycle helmet law. Increase lighting at high-crash locations. Propose legislation to give pedestrians right-of-way.
	Work Zones	Add rumble strips within and prior to work zones.
Indiana	Behavioral	Develop Safer Young Drivers, increase occupant protection and reduce impaired drivers.
	Special Users/Vehicles	Improve motorcycle safety, reduce large truck crashes and reduce bicycle pedestrian crashes.
	Serious Crash Types	Reduce High Risk rural road crashes. Minimize the possibility and consequences of run-off road crashes. Improve safety at intersections. Reduce crashes at highway-rail crossings.
	Crash Management	Enhance emergency services response to traffic crashes. Expedite crash clearance to reduce secondary crashes and congestion. Improve the quality of the data used to make safety improvement decisions.
Iowa	Licensing and Driver Competency	Review CA and MN examples on driver's insurance. Consider forms of mandatory periodic driver education. Re-educate drivers on emerging technology. Review aviation licensing as a model for ensuring driver capacity. Consider a special licensing program for certain medical conditions, example Utah.
	Making Roadways Safer for All Users	Make bright orange flags available to pedestrians at intersections to increase visibility. Encourage uniform walk/don't walk signals at intersections.
	Crashes with Trains and Animals	Reduce size of Iowa deer herd. Employ PSA such as "do not veer for deer". Install fencing at selected locations. Remove unwarranted deer crossing signs.
	Roadway Design and Crash Types	Reduce the number of "fixed objects" near and at intersections. Construct offset right-turn lanes and/or left-turn lanes at selected locations.

State	Top Five Priorities	Notes
Iowa (Cont'd.)	Work Zones	Consider automated speed enforcement in work zones. Consider 24-hour work schedules for road construction projects. Use speed display trailers, work zone rumble strips, and merge control systems where appropriate.
	Emergency Response	Require emergency medical training for all public safety response personnel. Promote and support Bystander Trauma Care training program.
	Information and Technology	Improve value of safety data statewide by implementing quality-enhancing practices within agencies responsible for collecting and managing data.
	Impaired Drivers	Implement a DWI court pilot project. Support legislation creating a impaired driving tracking system.
Louisiana	Young Drivers	Develop statewide driver education standards.
	Aggressive Driving	Conduct high-profile Selective Traffic Enforcement Programs. Follow up on Aggressive Driving Task Force.
	Distracted Driving	Develop a set of comprehensive strategies for stopping distracted driving.
	Occupant Protection	Continue high-visibility campaigns like "Click it or Ticket". Encourage higher penalties and citation requirements for safety belt law offenders.
	Vulnerable Users	Fully implement the Safe Routes to School Program. Increase penalties for drivers at faults when hitting a pedestrian or bicyclist.
	Commercial Vehicle Safety	Continue focused enforcement in work zones and education on the "No Zone". Develop a system to capture, catalog, and report data on hazardous materials in crashes and spills.
	Roadway Departure	Implement the Local Road Safety Improvement initiative
	Intersections	Create teams to conduct road safety assessments. Develop approaches for reducing crashes at targeted intersections.

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Maryland	Reduce Impaired Driving	Increase the number and effectiveness of sobriety checkpoints and saturation patrols. • Strengthen the post-arrest scenario by expanding and enhancing DUI (Driving Under the Influence) courts and educating the judiciary. • Enact stronger and more effective legislation such as mandatory ignition interlocks for first time offenders. • Develop educational programs targeting specific audiences, including 18 to 34 year olds and elementary and middle school students. • Create effective paid media campaigns and generate more earned media opportunities.
	Improve Information and Decision Support Systems	Develop infrastructure and policies that increase appropriate access to timely, accurate, and complete highway safety-related data. • Develop an impaired driving tracking system through citation, disposition, and treatment. • Revise the policy and crash analysis system to identify hazardous locations and identify appropriate safety improvements on all public roads. • Develop a uniform, standardized accident reporting threshold requirement that more adequately addresses safety needs and improvements. • Develop systems to identify, assess, and evaluate roadway elements, intersections, spots, sections, corridors, and routes on all road systems (including rural roads) that exhibit abnormal numbers and/or rates of crashes. Particularly those resulting in death or serious injury or that otherwise constitute a danger to road users.
	Work Zone Safety	• Develop, implement, and evaluate improved work zone planning. • Heighten the visibility of workers, vehicles, equipment, and traffic control devices in work zones to enhance driver awareness. • Ensure that changeable message signs, static signs, and other work zone devices display information that is accurate and timely. • Use Intelligent Transportation Systems (ITS) for advanced warning of work zones and communication of alternate routes. • Improve state and local collaboration and communication on work zone safety. • Increase speed enforcement in work zones.

State	Top Five Priorities	Notes
Maryland (Cont'd.)	Eliminate Hazardous Locations	Conduct a public information and education campaign targeting the various aspects of hazardous locations. • Identify best practices and innovative enforcement techniques to eliminate hazardous locations in high-crash pedestrian locations and in work zones. • Conduct road safety audits targeting high-risk pedestrian and intersection locations to determine the contributing crash factors and identify effective countermeasures. • Develop and implement projects to reduce or eliminate safety hazards or otherwise to enhance safety for road users. Improve data collection and analysis for fatal and injury run-off-the road crashes to provide critical information to transportation planners and engineers. • Evaluate pavement strategies to reduce speed and increase friction (e.g., pavement type, pavement application method, pavement marking spacing). • Improve traffic control strategies to provide positive guidance to keep vehicles on the road. • Implement forgiving roadway designs that mitigate the impact of cars leaving the road. • Implement stricter law enforcement of motor vehicle laws and increase fines for serious violations that result in run-off-the road crashes (e.g., speeding too fast for conditions). • Reduce the number of conflict points and provide better guidance for motorists at intersections. • Develop a system to track and evaluate countermeasure effectiveness at high-crash intersections. • Encourage more multidisciplinary collaboration at the state and local level on intersection safety. • Create intersection safety checklists for existing conditions and new design.
	Pedestrian Safety	• Conduct periodic assessment of locations with growing traffic and pedestrian volumes and conduct road safety audits at those locations at greatest risk for pedestrian fatalities and injuries and share information with state and local partners. • Implement effective countermeasures for problem areas as determined by safety assessments and road safety audits. • Educate the judiciary on the importance of penalties for violation of pedestrian laws.

State	Top Five Priorities	Notes
Maryland (Cont'd.)	Increase Occupant Protection	• Develop an incentive/recognition program for law enforcement efforts. • Conduct an enforcement program that targets pickup truck drivers and passengers. • Conduct sustained high-visibility enforcement initiatives. • Continue current best practice enforcement and education programs(e.g.., Chiefs' Challenge, Click It or Ticket). • Provide more paid media in highly populated metropolitan areas. • Conduct outreach to teens.
	Improve Driver Competency	Develop and implement a public awareness and education campaign aimed at distracted driving, older drivers, young drivers, and motorcyclists to encourage responsible driving and riding. • Improve data collection and analysis to more accurately determine the factors involved in high-risk driving and to better identify high-risk drivers and operators. • Develop a definition of distracted driving that results in more accurate reporting of such behavior. • Reduce roadside distractions. • Pass and enforce legislation that specifically penalizes distracted driving, including making distracted driving a subsection of negligent driving. • Increase the use of techniques that limit the frequency and severity of distracted driving crashes. • Address distracted driving through the drivers education curriculum and the license exam. • Develop effective methods to identify at risk older drivers. • Develop enhanced training for EMS personnel on the proper assessment and triage of older persons at crash scenes. • Incorporate the FHWA Older Driver and Pedestrian Guidelines into the Maryland design guidelines. • Review, evaluate, and improve the driver preparation program. • Develop a program to increase enforcement, prosecution, and adjudication of young driver traffic law violations. • Identify opportunities for engineering solutions to prevent young driver crashes through road safety audits and other measures.

State	Top Five Priorities	Notes
Maryland (Cont'd.)	Motorcycle Safety	• Develop effective approaches for law enforcement and for the judicial system to address the lawful operation of motorcycles and other motor vehicles. • Create and administer a comprehensive training program that provides formal and informal learning opportunities for new, existing, and returning motorcycle drivers. • Implement motorcycle licensing procedures that effectively evaluate motorcycle operator entry level knowledge and skills.
	Bus/Truck Travel	• Expand awareness and understanding of the "No Zone" among the general public and law enforcement personnel, especially at the local level. • Reduce the need for trucks to park on high-speed highways. • Increase in-terminal truck enforcement activities and conduct more enforcement in high-crash locations. • Establish virtual weigh stations. • Educate the judiciary and the legislature on the safety risks associated with trucks and buses. • Enact legislation to enable the use of innovative enforcement tools, especially in areas where traditional enforcement techniques are difficult to perform due to the lack of shoulder space and high-traffic volumes.
	Curb Aggressive Driving	• Change the driving culture by conducting and supporting public education and outreach activities that elevate the awareness of the dangers of aggressive driving. • Educate the judiciary and elected officials on the risk associated with aggressive driving. • Communicate the factors associated with aggressive driving to the transportation engineering and planning communities. • Increase aggressive driving enforcement.
	Improve Emergency Response System	• Improve electronic data and voice communications for emergency response. • Improve resource deployment for EMS response. • Develop a safer, faster EMS response. • Improve crash scene safety. • Improve patient care.

State	Top Five Priorities	Notes
Michigan	Alcohol/Drug Impaired Driving	Support a strong public information and education campaign. Support rehabilitation programs for offenders.
	Commercial Vehicle Safety	Strengthen CDL programs. Improve maintenance of heavy trucks.
	Drivers Age 24 and Younger	Increase monitoring of high school driver education programs. Standardize the drivers education curriculum, behind the wheel and in the classroom.
	Driver Behavior and Awareness	Develop programs aimed at unsafe driving behavior.
	Intersection Safety	Implement strategies in research, data, safety analysis, red-light running, enforcement, communication, and education.
	Lane Departure	Addition of centerline and should rumble strips and stripes, all weather pavement markings, and elimination of road-side hazards.
	Motorcycle Safety	Expand availability of motorcycle rider education courses. Maintain helmet laws.
	Occupant Protection	Implement Michigan's current Child Passenger Safety Strategic Plan.
	Pedestrian and Bicycle Safety	Increase enforcement, education, and communication in local communities.
	Senior Mobility and Safety	Serve as "lead state" in implementing "A Guide for Reducing Collision Involving Older Drivers"
	Traffic Records and Information Systems	Increase coordination, communication, and corporation with various public and private organizations that share the responsibility for highway and transportation safety.
	Work Zone Safety	Set realistic speed limits within work zone and continue funding the work zone law enforcement program.
Minnesota	Reduce Impaired Driving/ Increase Seat Belt Use	Encourage enactment of statewide primary seat belt law. Develop media campaigns on the costs of alcohol related accidents.
	Improve Design and Operation of Highway Intersections	Perform Road Safety Audits. Implement enforcement of red-light cameras. Improve visibility of intersections.
	Young Drivers & Curbing Aggressive Driving	Implement restricted GDL program. Establish uniform curriculum for young drivers.
	Keeping Vehicles on the Roadway	Install median barriers for narrow-width medians. Enhance pavement markings. Provide turn lanes when appropriate.
	Increasing Driver Safety Awareness and Improving Information Systems	Improve driver training & licensing material. Establish Safe Community coalitions.

State	Top Five Priorities	Notes
Missouri	Serious Crash Types	Missouri will work to reduce run-off road, head-on, intersection, horizontal curve and tree/utility pole crashes.
	High Risk Drivers	Target areas include occupant protection, distracted/fatigued drivers, aggressive driving, impaired drivers, younger/older drivers and unlicensed, revoked or suspended drivers.
	Special Vehicles	Target areas include commercial vehicles, motorcycles and school buses.
	Vulnerable Roadway Users	Target areas include pedestrians and bicyclists.
New York	Impaired Drivers	Increase enforcement of laws relating to impaired driving.
	Traffic Enforcement	Enhance enforcement of traffic laws.
	Motorcycles	Develop please don't hit motorcycles public education campaigns.
	Bicycle/Pedestrian/Skate Board/ In-Line Skating	Develop education campaigns asking motorists not to hit these people with their cars.
	Occupant Protection	The strategies identified for accomplishing these goals include enforcement, research to identify target groups of motorists who do not comply with the law, public information and education, and child passenger safety training. Additional permanent child safety seat fitting stations will be established, with an emphasis on stations in culturally-diverse communities, staffed by bi-lingual certified technicians.
	Traffic Records	The strategies include continued involvement in the state's Safety Management System, increased use of technology for data collection and dissemination, the development and use of linked data bases, and research and evaluation initiatives to support problem identification and the development and evaluation of countermeasures.
North Carolina (March 2007)	Lane Departure	Increasing the utilization of rumble strips as an effective countermeasure to reducing the number of run-off-road type collisions. This strategy includes improvements to the roadway cross-section, which will reduce the likelihood of lane departure crashes, primarily by helping to keep the vehicle on the roadway. involved: 1) Speed, 2) Alcohol and 3) Unbelted occupants. This strategy focuses on encouraging law enforcement agencies and officers to identify and then to concentrate enforcement efforts on problem areas and peak times within their jurisdiction. The intent is to target locations rather than individual drivers.
	Licensing Drivers	More Accurate Identification of Revoked Drivers. Temporary Impoundment of Offender's Vehicle to Deter Repeated Violations of Driving While License Revoked (DWLR).

State	Top Five Priorities	Notes
North Carolina (Cont'd.)	Aggressive Driving	Enforce recently enacted aggressive driving law.
	Safety Belt Use	Eliminate safety belt exemptions and increase penalties for non-compliance.
	Keeping Drivers Alert	Conduct Education and Awareness Campaigns to Increase Younger Drivers' Awareness of the Risks of Distracted Driving. This strategy focuses on making revisions to the present Driver's Handbook to include information on distracted and drowsy driving and the associated risk. As a part of this inclusion, test questions should also be added to the pool of potential question about these two issues. This strategy seeks to provide a respite hotel for drowsy drivers at discounted rates after a set time of night to encourage them to get a good night's rest rather than continue to drive while sleepy or tired.
	Speed	Enhance the enforcement of speed related laws.
	Older Drivers	Improve the roadway driving environment to better accommodate the special needs of older road users. Educate engineers regarding the highway design features found within the Highway Design Handbook for Older Drivers and Pedestrians. Identify hazardous intersections and improve their safety for older drivers. Improve signage at non-standard interchange approaches. Increase public awareness of issues affecting older drivers and access to resources for maintaining mobility.
	Motorcycles	Tighten the requirements for a motorcycle operators permit to insure riders are demonstrating rider skills in shorter time frame. Clarify the current NC mandatory motorcycle helmet use law to increase compliance of legal helmets.
	Commercial Motor Vehicles	Require mandatory mud splash flaps on CMVs. Require that all CMVs have headlights on during the day.
	Bicycle/Pedestrian Safety	Revise the DMV handbook to reinforce the importance of sharing the road with bicyclists and pedestrians. Enhance law enforcement training regarding ped/bike laws.

State	Top Five Priorities	Notes
Ohio	Data and Support Systems	• Implement Ohio's Crash Outcome Data Evaluation System (CODES) • Use this information in crash analysis, problem identification, and program evaluation to improve decision-making at the local, state and national levels • Update the Emergency Medical System Incident Reporting System to meet the standards set forth by the National EMS Information System (NEMSIS)
	Fixed Object Crashes	• Identify areas with disproportionate number of roadway departure crashes. • Implement asset management for roadside safety features. • Conduct roadway safety audits. • Improve signs or install warning signs. • Remove or relocate obstacles, or delineate with reflective paint and/or reflectors • Provide adequate clear zones, flatten slopes and reduce sharp curves • Shield motorists from trees, poles, or other fixed objects using guardrail or other barrier types • Alert motorists by installing rumble strips (pilot locations to be selected) • Provide selective enforcement aimed at speeding and impaired driving • Investigate new technologies
	Intersection Crashes	• Stop approach rumble strips • Improve signs and visibility of the intersection including the installation of sign post/drive post delineators, dual stop and stop ahead signs and flashing LED or beacon enhanced stop signs • Improve sight distance • Improve signal timing • Dynamic flashing beacons • Install or enhance intersection lighting • Increase enforcement of intersection violations • Access management to reduce intersection conflicts • Conduct roadway safety audits • Investigate new technologies • Educate motorists on intersection crash issues and encourage safer driving behavior

State	Top Five Priorities	Notes
Ohio (Cont'd)	Head-on Crashes	• Identify areas with disproportionate number of roadway departure crashes • Deploy centerline rumble strips • Deploy, as appropriate, "No Passing Zone" signs • Deploy, as appropriate, passing lanes on rural, two-lane roads • Train and educate motorists on passing zone markings and lanes • Provide selective enforcement aimed at speeding and impaired driving
	Cross-Median Crashes	• Identify areas with a disproportionate number of cross-median crashes • Establish policy and guidelines for installing median barrier • In congested areas, install "Watch for stopped traffic" signs to prevent cross-median crashes Provide selective enforcement aimed at speeding, impaired and aggressive driving.
	Highway-Rail Crossings	• Streamline the process to help local governments reduce crossing profiles, eliminate redundant crossings and separate highway/rail crossings • Market existing programs that expand the use of alternative crash prevention methods, such as improved street lighting at approaches, rumble strips, warning signs and flashing lights • Continue the use of visible, high-profile law enforcement programs at problem crossings to deter drivers from violating gates and lights • Use automated enforcement of crossing violations to the extent allowed by law • Encourage greater participation in programs that establish multi-disciplinary teams to examine railroad corridors for improvements and fatal crash locations for quick corrective action • Modify the project selection by hazard index to include the review of older circuitry on gates and lights • Encourage all Ohio counties to develop or expand the County Task Force Program to encourage grass roots interest in railroad safety and to identify problem locations • Expand involvement with Operation Lifesaver and other highway safety education and enforcement programs • Encourage railroads to provide accurate and timely railroad crossing data such as crash, train volume and speed data, which can be better integrated into the Federal Railroad Administration's Accident Prediction Model and other statewide analysis systems used to create safer crossings

State	Top Five Priorities	Notes
Ohio (Cont'd.)		• Develop policies that encourage ODOT district offices and local governments to identify and include rail improvements early in the project development process for highway improvements Encourage the closure of redundant crossings through policies and funding commitments To ensure railroad compliance at crossings, FRA will increase inspection activities with railroad managers by conducting field test and observations of crossing activation failures.
	High-Risk Drivers	Ohio will focus attention on programs to target the following driver categories: • Impaired by Alcohol • Non-use or Misuse of Occupant Protection • Devices (safety belts, child safety seats) • Young Driver – 15 to 25 • Older Driver – 65 and older • Distracted or Fatigued Driver • Distracted or Fatigued Driver • Aggressive Driver
South Dakota	Enforcement	Identify and target high risk population and enhance media campaigns. Identify and track repeat offenders and provide treatment that insures compliance.
	Occupant Protection	Increase high visibility enforcement efforts. Support national campaigns like Seat Belt Safety and You Drink & Drive You Lose. Promote local inspection clinics and increase seat belt compliance. Get public support for primary booster seat and seat belt laws. Provide child safety seats to low income families.
	Emergency Response Services	Develop a program specific to the needs of South Dakota. Improve response time. Secure sustained funding for search/rescue and emergency response training.
	Safe Communities	Strengthen coalitions with law enforcement agencies. Continue to support partnership with tribal governments.
	Motorcycle Safety	Enhance motorcycle hazard awareness projects. Encourage motorcycle safety training for all licensees.
	Data and Technology	Develop a statewide data collection system. Support CODES.

State	Top Five Priorities	Notes
South Dakota (Cont'd.)	Engineering	Identify and evaluate potential hazards and maintain safety on the roads. Evaluate new software to identify dangers in work zones. Explore feasibility of promoting red light cameras.
	Media	Provide media to support roadway safety. Design "Pop Up" advertisement campaign for movie theaters.
	Driver Education	Develop and promote safe driver training programs for all age groups. Increase media concerning distracted and incompetent drivers.
	Commercial Motor Vehicles	Increase education and enforcement of large truck safety restraint use.
Vermont	Improving Young Driver Safety	Strengthen the GDL law for young drivers.
	Improving Design & Operation of Highway	Improve delineation in low visibility conditions. Provide edgeline or centerline rumble strips. Improve advanced warning & delineation of unexpected changes alignment. Provide safe side slopes and ditches. Improve visibility by providing enhanced signing and delineation.
	Increasing Seat Belt Use	Pursue a standard safety belt law.
	Reducing Impaired Driving	Convince the public that DUI apprehension and punishment are likely.
	Aggressive Driving	Convince the public that apprehension and punishment are likely and develop a remedial driver education course.
	Keeping Drivers Alert	Enact cell phone restriction legislation. Install shoulder and/or centerline rumble strips.

State	Top Five Priorities	Notes
Virginia	Behavior/Special Users	Aggressive driving, occupant protection, impaired drivers, unlicensed drivers, young drivers older drivers, commercial vehicles, motorcycle operators.
	Pedestrian and Bicycle Safety	- Promote and implement road safety assessments of high non-motorized risk areas or locations. (VDOT) - Target infrastructure improvements around areas with existing non-motorized travel and high density such as: schools and community facilities, commercial development, mixed use development, and public transit stops. (VDOT) - PB-4 Inform drivers about their responsibility to share the roadways with pedestrians and bicyclists (DMV, VDH, DOE) including: 1. Causes of pedestrians and bicycle crashes, such as common errors by drivers, pedestrians, and cyclists. 2. The current state law regarding bicycle, pedestrian, and vehicle interaction. - Link socio-economic, crash, highway inventory and traffic information to better understand the causes of non-motorized crashes. (VDOT) - Improve and standardize policies and guidelines, at state and local levels, for planning and designing for non-motorized mobility and accessibility. Provide best practice information to local jurisdictions. (VDOT) - Make bicycling and walking to school a safer and more appealing transportation alternative to children and their parents by implementing a Safe Routes to School program in high-risk and high-travel areas. (VDOT) - Improve maintenance and cleaning of existing facilities, equipment, signing and marking in high traffic areas. (VDOT) - PB-9 Improve the maintenance and design project process to incorporate safety reviews to facilitate better design decisions. (VDOT) - Reduce bicycle and pedestrian exposure to vehicular traffic and vehicle speed through good engineering judgment (VDOT) by: 1. Providing sidewalks, trails and bike lanes, or wide outside lanes; 2. Installing or upgrading traffic and pedestrian signals; 3. Improving signal timings to provide, adequate opportunity for pedestrians and bicyclists to cross; 4. Installing intersection and roadway traffic calming devices to improve non-motorized vehicle safety including roundabouts, pedestrian refuge islands and raised medians;

State	Top Five Priorities	Notes

Virginia (Cont'd.)		5. Installing and maintaining shoulders in rural areas;
		6. Standardizing bike and pedestrian signing and marking;
		7. Providing speed management technology in higher risk areas such as near schools and elderly living facilities. (VSP)
		
		• Improve sight distance and visibility through good engineering judgment (VDOT) by:
		   1. Eliminating screening of non-motorized facilities by physical objects.
		   2. Lighting sidewalks, roadways, and crossings.
		   3. Enhancing crosswalk and bike lane conspicuity and visibility for motorists.
		• Designate local and state police to deploy resources at the appropriate places and times, in high-crash areas. (VSP)
		• Evaluate information provided on crash reports to better understand pedestrian actions causing crashes. (DMV)
		• Enforce and/or modify existing pedestrian, cycling and helmet laws. (VSP, VDOT, DMV)
		• Educate non-motorized users, with programs such as BikeSmart Virginia on (DMV, VDH, DOE):
		   1. Proper interaction with vehicles;
		   2. Increasing bicycle lighting equipment and helmet use;
		   3. Use of visible and reflective clothing;
		   4. Proper crossing and right of way at intersections;
		   5. Walking and cycling laws and the risks of walking and cycling contrary to laws, erratically and under the influence;
		   6. Vehicle passing of users on roadways without separate non-motorized facilities.
		Educate local policy advocates to introduce bicycle helmet ordinances. (VDH)

	Intersection Safety	• Promote and implement road safety assessments of identified high crash intersections. (VDOT) • Seek ways to link crash data, highway inventory and traffic information to better understand the causes of intersection crashes. (VDOT, DMV) • Improve the maintenance and design project process to explicitly incorporate safety review considerations and to facilitate better design decisions. (VDOT)

State	Top Five Priorities	Notes
Virginia (Cont'd.)		• Reduce the frequency and severity of crashes at high crash and high risk intersections through limiting conflicts through geometric, traffic control and lighting improvements (VDOT) by: 1. Applying state-of-the-art access management practices on all public roadways through standards, ordinances and safety assessments. 2. Using safety analysis procedures and software tools to assist with access decisions and working to eliminate redundant access points, particularly near high-crash intersections. 3. Assessing the mobility and movements of all intersection users for driver information, capacity and safety on a regular basis through policy, standards and funding requirements. 4. Deploying an Unsignalized Intersection Review Program to regularly assess – traffic signal, signing, and marking needs, traffic control visibility and conspicuity, sight distance, and speed reduction techniques. 5. Considering and using alternative designs and technology to reduce conflicts such as restricting left-turns, using roundabouts, directional openings and jug-handle designs. 6. Focusing capacity and traffic control upgrades on the top 5 percent of high-crash intersections in each jurisdiction each year. • Improve driver compliance with traffic control devices by: 1. Regularly assessing and providing adequate and best practice intersection warning devices at public railroad crossings at high crash and high risk locations. (VDOT) 2. Upgrading signal identification to assist enforcement of red light running at appropriate intersections. (VSP) 3. Deploying enhanced technology for dilemma zone detection and notification and speed management techniques approaching intersections, particularly those with high posted speed limits. (VDOT, VSP) 4. Using automated methods to monitor and enforce intersection traffic control where appropriate. (VSP) 5. Designate local and state police to deploy resources at the appropriate times at high crash intersections. (VSP)

State	Top Five Priorities	Notes

Virginia (Cont'd.)		• Educate users (DOE, DMV):
		   1. about high-crash intersections in each jurisdiction;
		   2. to better understand and comply with traffic control devices;
		to better judge vehicle speeds and available gaps between vehicles; and to provide proper right of way to all users.

	Roadway Departure	• Promote and implement road safety assessments of identified high crash corridors or locations. (VDOT)
		• Seek ways to link crash data, highway inventory and traffic information to better understand the causes of roadway departure crashes. (VDOT, DMV)
		• Improve the operations, maintenance and design project process to incorporate safety reviews and to facilitate better design decisions. (VDOT)
		• Reduce the likelihood of vehicles leaving the travel lane(s) by:
		   1. Deploying centerline, edgeline, and shoulder rumble strips.
		   2. Improving, expanding and maintaining roadway delineation and visibility features and devices.
		   3. Upgrading and improving shoulders where possible and maintain shoulders to reduce edge drop-offs.
		   4. Assessing driver information and installing signing and marking of passing zones on two-lane roads; considering passing lanes and Smart Travel technology where cost effective. (VDOT)
		
		• Minimize the adverse consequences of leaving the roadway at high crash and high risk locations by:
		   1. Reviewing and improving roadside safety devices, where appropriate, as part of restoration, rehabilitation and reconstruction projects.
		   2. Modifying roadside clear zones particularly in the vicinity of obstacles.
		   3. Removing, relocating, shielding or delineating trees, utilities and other fixed objects.
		   4. Installing appropriate medians and median barriers in narrow widths where left-side roadway departure crashes occur. (VDOT)
		• Designate local and state police to deploy resources at the appropriate places and times. (VSP)

State	Top Five Priorities	Notes
Virginia (Cont'd)		• Educate drivers to: (DOE, DMV):
		1. Properly negotiate curves.
		2. Drive appropriately for traffic and weather conditions.
		3. Make passing maneuvers following signing and marking, particularly on two-lane roads.
		4. Recover safely after leaving the travel lanes.
		Educate EMS about roadway departure crashes and the secondary incidents sometimes caused by EMS response. Develop a comprehensive incident management approach that will ensure appropriate and timely EMS responses on high crash or high risk roadway departure corridors, particularly in rural areas. (VDH)
	Work Zone Safety	• Improve work zone design and implementation with better data analysis and with more detailed plans. Traffic flow and safety needs to be considered in the early design phase of construction and maintenance projects. (VDOT)
		• Develop mandatory work zone safety training for work zone designers, installers, and reviewers. Trained personnel will enhance the implementation of temporary traffic control plans. Work crew leader accreditation will ensure compliance in construction, maintenance, utility, and permit work zones. (VDOT)
		• Provide motorists real-time work zone information and traffic conditions through the use of Smart Travel technology on high volume roadways. Up-to-date queue lengths, travel times, or delays provide advance warning enabling motorists to choose another route and reduce congestion. (VDOT)
		• Improve traveler information and route planning by requiring advance notification of work zone lane closures and openings and posting on Virginia's 511 system. (VDOT)
		• Investigate using brighter traffic control devices in work zones to improve visibility and delineation of the travel way. Enhancements include brighter sheeting for plastic drums, use of all-weather continuous pavement markings, and improved sign sheeting for long-term post-mounted signing. (VDOT)
		• Deploy speed display trailers in high-volume, high-speed construction projects and coordinate increased enforcement with the Virginia State Police. The combined use of speed display trailers and the presence of the law enforcement should reduce excessive speeds and tailgating. (VSP)

State	Top Five Priorities	Notes
Virginia (Cont'd)		• Increase public awareness of how to safely navigate work zones. Avenues for increased awareness include: National Work Zone Awareness Week, VTCA/VDOT Work Zone High School Driver Education Awareness, public information plans for all significant projects on the national highway system, and funding for driver awareness campaigns. (VDOT)

	Traffic Records	• Realign the Traffic Records Coordinating Committee (TRCC) to have a more multidisciplinary membership that includes managers, collectors, and users of traffic records including public health and injury control data systems. (VDOT, DMV, VSP)
		• Adopt a state traffic safety information systems strategic plan through TRCC with implementation of the Traffic Records Electronic Data System (TREDS) project as a cornerstone. TREDS will serve as a state-of-the-art integrated system that will have the capability to provide current and future safety data needs to support multiple agencies. The system will:
		  1. Streamline data collection for law enforcement.
		  2. Increase efficiency and data quality by use of automated edit checks.
		  3. Provide the ability to process crash reports electronically.
		  4. Provide a GIS mapping interface to more accurately locate crashes with GPS.
		  5. Provide electronic submission of reports to DMV.
		  6. Eliminate manual data entry of the same report by multiple agencies.
		  7. Include flexible architecture to address different analysis needs.
		  8. Provide more robust and accessible reporting capabilities.
		• Adopt the National Agenda for improvement of highway safety information systems. (TRCC) The goals are to:
		  1. Instill an appreciation of the value of highway safety information systems among leaders who develop and manage highway safety policy;
		  2. coordinate highway safety information among organizations at all jurisdictional levels for developing better highway transportation policy;
		  3. integrate highway safety programs and information systems planning;.
		  4. provide highway safety information managers and users with resources needed to select appropriate technology to support their needs;.
		  5. establish a cadre of highway safety professionals trained in analytic methods appropriate for highway safety information evaluation;
		  6. establish and promote technical standards for highway safety information systems that are critical to highway transportation safety programs and

State	Top Five Priorities	Notes
Virginia (Cont'd)		policies. • Capture data elements related to large truck deaths. The goal of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce the large truck death rate by 41 percent from 1996 to 2008. Certain data elements should be included on future crash reports. These data elements will benefit FMCSA and other state program needs. Currently only Virginia State Police furnish information for the Commercial Vehicle Accident Reporting System. Commercial vehicles crashes statewide will be uploaded to FMCSA through TREDS. (FMCSA) • Capture crash injury outcomes using the Crash Outcome Data Evaluation System to link statewide traffic records with injury outcome data and support highway safety decision-making at the all levels. This will reduce deaths, non-fatal injuries and health care costs resulting from motor vehicle crashes. Currently, the system only incorporates information where an individual is admitted to the hospital, not those who are treated in an emergency room and released. A wealth of untapped information relating to crash injury outcomes will now be captured. (TRCC). • Automate the Fatality Analysis Reporting System (FARS) FARS data, available online and from DMV, is used to project yearly outcomes and forecast trends for safety decisions. This is a labor intensive effort and should be automated. (TRCC, DMV, NHTSA)
	Transportation Safety Planning	• Incorporate transportation safety planning and best safety practices into all human factors-related and environment-related projects and programs through the 4-Es (engineering, enforcement, education and emergency response) at the state, regional, and local levels through consistent goals, communication, policies, procedures, research, marketing, training, and evaluation. (VDOT, DMV, VSP, VDH, DOE) • Identify and target the highest crash corridors and regions in the commonwealth for high-priority improvements through the 4-Es and seek resources to mitigate these crash trends. A listing of safety funding opportunities can be found in Appendix B. (VDOT, DMV, VSP, VDH, DOE) • Develop and implement a safety certification process to identify crash trends and incorporate appropriate countermeasures on surface transportation projects in the commonwealth, including design, maintenance, construction, and operations. (VDOT) •

State	Top Five Priorities	Notes
Virginia (Cont'd.)		• Continue to enhance communication and cooperation by federal and state partners through Virginia's Surface Transportation Safety Executive Committee by monitoring and annually evaluating the commonwealth's Strategic Highway Safety Plan with an update every five years. (VDOT, DMV) • Coordinate with local, regional, and state partners to pursue advanced access management and land use strategies. Strengthen and improve relationships between land development and the transportation system by limiting or separating conflict points and reducing exposure on the surface transportation network and improving safety of all transportation modes. (VDOT) • Create an Annual Transportation Safety Legislative Report, presenting the most advanced laws, tools, and techniques to enhance surface transportation safety in Virginia to the secretaries of education, health and human resources, public safety, transportation, and the VASAP Commission chairperson. (Surface Transportation Safety Committee)
Washington	Aggressive Driving	Sponsor a statewide conference on road rage, enhance Intelligent Transportation System activities, and support stronger enforcement against speeding and aggressive drivers
	Bicycle Safety	Provide more facilities for people to bike, including bikeways and bike lanes, and encourage bicycle safety equipment.
	Data and Technology	Standardize terms used in roadway databases, ensure base levels of technology for all databases, and provide resources to develop and maintain current and complete crash records.
	Emergency Response	Enhance statewide emergency helicopter plan, provide emergency training to law enforcement, and install location devices in law enforcement and emergency vehicles
	Impaired Drivers	Support the use of sobriety check points, promote research and integration of advanced technology in the enforcement of DUI.
	Large Trucks	Increase enforcement on overweight vehicles, expedite movement of commercial vehicles through weigh-ins.

State	Top Five Priorities	Notes
Washington (Cont'd.)	Pedestrian Safety	Improving driver and pedestrian safety education and challenging cities to plan and design for pedestrians not just fast moving vehicles.
	Road Environment	Improving signing of roadways and design and construct divided highways to indicate turnarounds for emergency vehicles.
	Safety Restraints	Continue to support passage of effective primary seat belt law and education in replacing safety restraints after a car crash.
	Sleepy Drivers	Increase use of rumble strips on shoulders and center lines and support federal mandates that promote safe driving time limits for commercial vehicles/
	Work Zones	Ensure worker protection in work zones by adding buffers, barriers, detours, and route closures.