

# Safety

## Reference Links

- Applying Safety Data and Analysis to Performance-Based Transportation Planning, FHWA(Direct to: <https://safety.fhwa.dot.gov/tsp/fhwasa15089/chap1.cfm>)
- Building Links to Improve Safety: How Safety and Transportation Planning Practitioners Work Together, FHWA(Direct to: <https://safety.fhwa.dot.gov/tsp/fhwasa16116/>)
- MAP-21 Highway Safety Rulemakings, FHWA(Direct to: <https://safety.fhwa.dot.gov/hsip/rulemaking/>)
- MPO Guidebook for Using Safety as a Project Prioritization Factor, FHWA(Direct to: [https://www.fhwa.dot.gov/planning/transportation\\_safety\\_planning/publications/mpo\\_guidebook/fhwahep16090.pdf](https://www.fhwa.dot.gov/planning/transportation_safety_planning/publications/mpo_guidebook/fhwahep16090.pdf))
- The Transportation Planning Process Briefing Book, FHWA(Direct to: [https://www.fhwa.dot.gov/planning/publications/briefing\\_book/](https://www.fhwa.dot.gov/planning/publications/briefing_book/))
- Transportation Safety Planning, FHWA(Direct to: [https://www.fhwa.dot.gov/planning/transportation\\_safety\\_planning/](https://www.fhwa.dot.gov/planning/transportation_safety_planning/))
- MAP-21 Public Transportation Safety Program Final Rule, FTA(Direct to: <https://www.federalregister.gov/documents/2016/08/11/2016-18920/public-transportation-safety-program>)
- Institutionalizing Safety in Transportation Planning Processes: Techniques, Tactics and Strategies, TRB(Direct to: <http://www.trb.org/Main/Blurbs/172977.aspx>)

Safety is a top priority for all transportation agencies, and reducing the number of fatalities and serious injuries is always a consideration in the development of plans, programs, and projects. Because safety is important to all transportation system users across all modes, collaboration with a large number of stakeholders is essential. Proactive and early collaboration with safety partners and stakeholders during the decision making process ensures safety is incorporated into every plan, program, and project.

MAP-21 and the FAST Act require State DOTs to track safety performance and establish safety targets for National Performance Measures under the Highway Safety Improvement Program (HSIP). Long range planning at the statewide and regional levels provides the first opportunity for incorporating safety goals, objectives, measures, and targets into the decision making process which ultimately will be used to inform programming and project development.

The list of safety stakeholders can be extensive. Here are some to consider:

- Law enforcement
- Emergency responders
- Local planners and engineers
- Multimodal planners
- Traffic safety engineers
- State-level safety and health staff

Existing groups or organizations may also have an interest in participating, such as: community groups, America Association of Retired Persons (AARP), Mothers Against Drunk Driving (MADD)/Students Against Drunk Driving (SADD), advocacy groups, university/college programs, Safe Routes to School, and many others.

## Long Range Transportation Planning

- LRP-1 - Approve Scope of LRTP Process  
Identify and invite safety partners and stakeholders to participate in long range planning. Identify safety information and plans to inform development of long range plan.
- LRP-2 - Approve Vision and Goals  
Consider information from safety plans on goals, objectives, strategies, and data in developing the long range plan vision and goals.

- LRP-3 - Approve Evaluation Criteria, Methods and Measures  
Consider safety criteria, measures, targets and analysis methods to inform scenario evaluation.
- LRP-4 - Approve Transportation Deficiencies  
Use safety data to inform transportation system deficiencies
- LRP-5 - Approve Financial Assumptions  
Consider potential safety funding and revenue sources to determine how these sources may be applicable to specific types of deficiencies.
- LRP-6 - Approve Strategies  
Solicit safety input from partners and stakeholders on individual strategies to inform strategy selection.
- LRP-7 - Approve Plan Scenarios  
Consider safety strategies and implications for each scenario and how performance may be monitored for continued improvement.
- LRP-8 - Adopt Preferred Plan Scenario  
Identify locations where safety strategies will be implemented and appropriate performance monitoring established.
- LRP-9 - Make Conformity Determination by MPO  
This Key Decision is not associated with application.
- LRP-10 - Adopt LRTP by MPO  
This Key Decision is not associated with application.
- LRP-11 - Make Conformity Determination  
This Key Decision is not associated with application.

### **Programming**

- PRO-1 - Approve Revenue Sources  
Consider safety funding sources and other revenue to fund transportation improvement projects that address safety needs.
- PRO-2 - Approve Project Cost and Revenue Allocation Approach  
Identify information on costs associated with safety improvements in the long range plan.
- PRO-3 - Approve Project List from Adopted Plan  
This Key Decision is not associated with application.
- PRO-4 - Approve Project Prioritization  
This Key Decision is not associated with application.
- PRO-5 - Reach Consensus on Draft TIP  
This Key Decision is not associated with application.
- PRO-6 - Adopt TIP by MPO  
This Key Decision is not associated with application.
- PRO-7 - Approve TIP by Governor and Incorporate into Draft STIP  
This Key Decision is not associated with application.
- PRO-8 - Reach Consensus on Draft STIP  
This Key Decision is not associated with application.
- PRO-9 - Approve STIP with respect to Fiscal Constraint  
This Key Decision is not associated with application.

### **Corridor Planning**

- COR-1 - Approve Scope of Corridor Planning Process  
Invite safety partners to participate in corridor planning. Provide safety data and plans to inform development of corridor plan scope.
- COR-2 - Approve Problem Statements and Opportunities  
Use safety data and information in the development of a problem statement and identification of opportunities.
- COR-3 - Approve Goals for the Corridor  
Provide information on safety goals at the National, state, and regional levels.
- COR-4 - Reach Consensus on Scope of Environmental Analysis  
This Key Decision is not associated with application.
- COR-5 - Approve Evaluation Criteria, Methods and Measures  
Identify safety strategies, data, and analysis methods to inform development of criteria, methods, and measures for solution evaluation.
- COR-6 - Approve Range of Solution Sets  
Use information provided on safety strategies and data to evaluate of solution sets.
- COR-7 - Adopt Preferred Solution Set  
Identify safety strategies and countermeasures in the preferred solution set to inform funding, implementation, and performance monitoring.
- COR-8 - Approve Implementation Criteria for Prioritizing Projects  
This Key Decision is not associated with application.
- COR-9 - Adopt Priorities for Implementation  
This Key Decision is not associated with application.

### **Environmental Review/NEPA Merged with Permitting**

- ENV-1 - Reach Consensus on Scope of Environmental Review  
Use relevant safety data to inform the project scope, including information about plans and stakeholders.
- ENV-2 - Approve Notice of Intent  
This Key Decision is not associated with application.
- ENV-3 - Approve Purpose and Need/Reach Consensus on Project Purpose  
Use safety data and strategy information in the development of project purpose and need.
- ENV-4 - Reach Consensus on Study Area  
This Key Decision is not associated with application.
- ENV-5 - Approve Evaluation Criteria, Methods and Measures  
This Key Decision is not associated with application.
- ENV-6 - Approve Full Range of Alternatives  
Consider the safety implications of individual alternatives to inform the full range of alternatives.
- ENV-7 - Approve Alternatives to be Carried Forward  
This Key Decision is not associated with application.
- ENV-8 - Approve Draft EIS with Conceptual Mitigation  
Identify areas in the Draft EIS where safety strategies and appropriate performance monitoring will be implemented.
- ENV-9 - Approve Resource Agency Public Notice  
This Key Decision is not associated with application.
- ENV-10 - Approve Preferred Alternative / LEDPA  
This Key Decision is not associated with application.
- ENV-11 - Approve Final Jurisdictional Determination  
This Key Decision is not associated with application.
- ENV-12 - Reach Consensus on Avoidance and Minimization for the LEDPA  
This Key Decision is not associated with application.
- ENV-13 - Approve Final EIS and Record of Decision  
This Key Decision is not associated with application.
- ENV-14 - Render Permit Decision and Approve Avoidance and Minimization  
This Key Decision is not associated with application.