

Transportation Commission  
Traffic and Safety Division  
Safety Programs Update  
February 13, 2015

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# Highway Safety Improvement Program

- Federal Funds
- All roads, state and local, are eligible

# SR-201/SR-202 Intersection Realignment and Corridor Improvements



# SR-201/SR-202 Intersection Realignment and Corridor Improvements

- \$4M HSIP Funds
- Spring/Summer 2015 Construction



# Spot Safety Improvement Program

- State funds
- State routes only eligible
- Smaller less complex projects
- Shorter time period for completion

# US-89 (300 West between N. Temple and S. Temple) In-Pavement Enhanced Crosswalk System

- \$76k SSIP funds
- Experimental installation
- Flexibility with allocation of SSIP funds



# US-89 (300 West between N. Temple and S. Temple) In-Pavement Enhanced Crosswalk System



# Signing program

- State funds
- Spot sign replacement – typically an interchange
- Special projects

# Signing Program



# Signal program

- State funds
- Utilizes different project delivery methods
  - Typical design bid build
  - Procurement contractors

# Huntington's First Traffic Signal SR-10 (Main Street) and 100 North



Photos Courtesy Emery County Progress

# Education

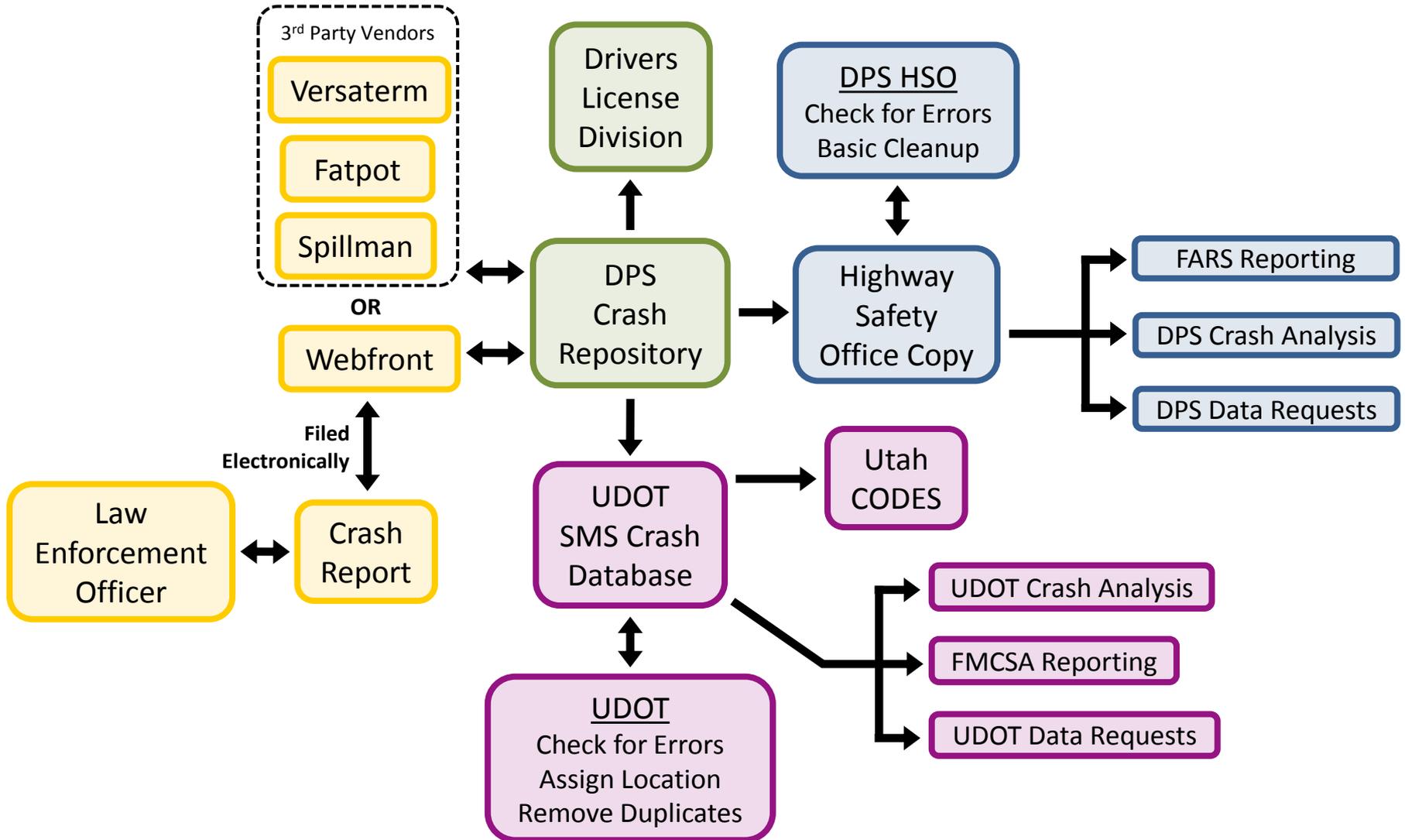
- Increase the awareness of engineering solutions

Median Cable Barrier

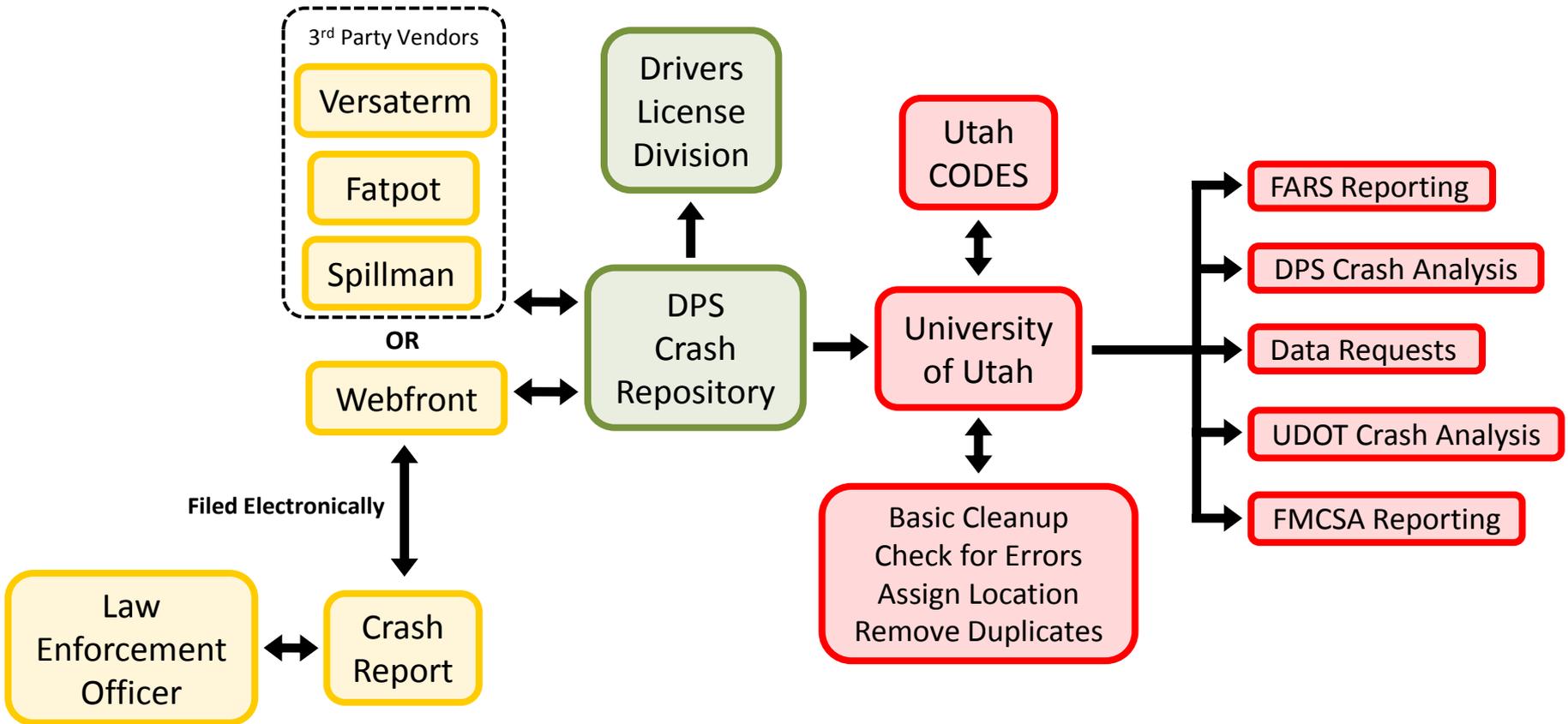
Rumble Strips

# Journey of a Crash Report

# Utah Safety Management System Existing Process



# Utah Safety Management System Proposed Process

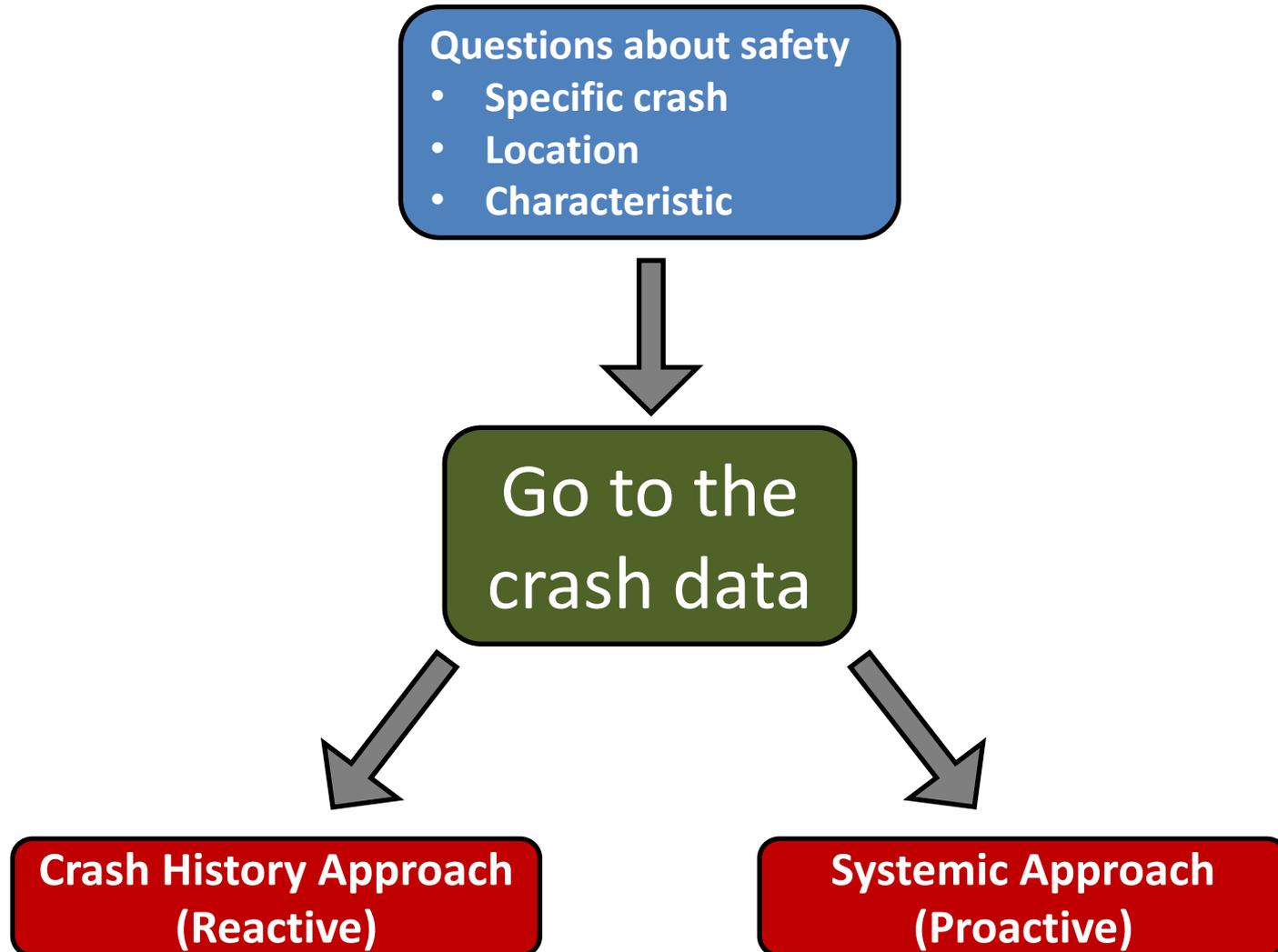


# Journey of Crash Data to Safety Project

# Crash Data Heat Maps

<http://arcg.is/1vGJEQ7>

# Going from Crash Data to a Safety Project



# Going from Crash Data to a Safety Project

## Crash History Approach (Reactive)

1. Analyze location/corridor specific crash data
2. Identify primary crash characteristics
  - Crash events
  - Injury level (severity)
  - Location
  - Geometric conditions
3. Identify successful/proven mitigation measures (crash modification factor)
4. Implement solutions via safety projects

Ex. A grouping of severe crashes that involve vehicles running off the road while going around a curve and then overturning

Ex. Improved signage and curve delineation along with a high friction surface treatment

# Going from Crash Data to a Safety Project

## Systemic Approach (Proactive)

1. Analyze crash data and its relationship to roadway characteristics
2. Isolate roadway characteristics that contribute to crashes
3. Identify successful/proven mitigation measures (crash modification factor)
4. Implement solutions via safety projects (regardless of the crash history for a specific location)
5. Strategic Highway Safety Plan developed to address primary crash causes and characteristics

Ex. Shoulder width, number of lanes, speed limit, AADT, curve radius

Ex. Improved signage and curve delineation along with a high friction surface treatment on all 55+ mph rural 2-lane arterials that have a curve radius  $\leq 1,800$  ft.

# Special Project



**Toward Zero Deaths**  
National Strategy on Highway Safety

# TZD National Strategy



**Toward Zero Deaths**  
National Strategy on Highway Safety

**TOWARD  
ZERO DEATHS:**  
A NATIONAL STRATEGY ON HIGHWAY SAFETY



**Toward Zero Deaths**  
National Strategy on Highway Safety

[TowardZeroDeaths.org](http://TowardZeroDeaths.org)



**TZD > The National Strategy  
vision is a highway system  
free of fatalities.**

[Read the TZD National Strategy](#)



**TZD > Communication Plan**

A variety of communication tools for the Toward Zero Deaths program are provided. In addition, the Communication plan includes suggested audiences and stakeholders, goals, objectives, tactics, timelines, milestones and measurement metrics.



**TZD > Become a Participant**

Actively engage your state, organization or company in the TZD vision. Sign up to receive TZD updates and download the TZD logo.



**What Should Be Our Goal**

We asked people a few questions about traffic safety. Their responses weren't scripted, but they all said the same thing in the end - Our goal should be zero.

\*Footage courtesy, Nevada DOT