Iowa’s Strategic Highway Safety Plan

Local Road Safety Workshops
Background

• A Strategic Highway Safety Plan is....
  – “is a statewide coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.”
  – Requirement of the Highway Safety Improvement Program (HSIP)
SHSP Requirements

• An SHSP update shall...
  – Be developed by the state DOT in consultation with safety stakeholders
  – Analyze and make use of safety data to address safety problems and opportunities on all public roads and for all road users
  – Consider the safety needs of all roads
  – Identify key emphasis areas and strategies that have the greatest potential to reduce....
  – Adopt performance-based goals that coordinated with other state highway safety programs
SHSP Requirements

• An SHSP update shall...
  – Describe the process and potential resources for implementing strategies in the emphasis areas.
  – Provide a detailed description of the update process
  – be completed no later than 5 years from the date of the previous approved version
  – Be approved by the Governor of the state
Background

Iowa’s past SHSP’s

2006-2012

2013-2016

2017-2018

2019-2023
Plan Update Cycle

1. Review of previous update and strategies
2. Data collection and analysis
3. Identification of potential strategies
4. Gather stakeholder input
5. Refine Strategies
6. Publish update
7. Implementation and evaluation
How the SHSP Relates to Other Plans

- Long Range Transportation Plan (Metropolitan and Regional)
- Iowa in Motion 2045 State Transportation Plan (SLRTP)
- Iowa’s Strategic Highway Safety Plan (SHSP)
- Highway Safety Plan (HSP)
- Commercial Vehicle Safety Plan (CVSP)
- Local Road Safety Plans
- Other multimodal Plans (e.g., Freight Plan, Bike and pedestrian plan…)
- TIP (Metropolitan and Regional)
- Highway Safety Improvement Program (HSIP)
- Statewide Transportation Improvement Program (STIP)
Timeline

2017

Nov | Dec

2018

Jan | Feb | Mar | Apr | May | June | July | Sep | Aug | Sep | Oct | Nov | Dec

- Implementation Team Meetings
- SHSP Completion
- Data Analysis
- SEA Prioritization
- Strategy Development
- Draft Development
Iowa’s SHSP Implementation Team and Partners
Five E’s

Education  Enforcement  Engineering  EMS  Everyone
Safety Emphasis Areas

- Young Drivers
- Work Zones
- Winter Roads
- Unprotected
- Trains
- Local Roads
- Impaired
- Road Side Collisions
- Bicyclists
- Pedestrian
- Speed Related
- Lane Departures
- Motorcyclists
- Distracted
- Older Drivers
- Heavy Truck
- Other Vehicles
- Intersections
Fatalities & Serious Injuries

Fatalities and serious injuries 2008-2017

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<th>Year</th>
<th>Serious Injuries</th>
<th>Fatalities</th>
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<td>411</td>
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<td>2010</td>
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<td>320</td>
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<td>1510</td>
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<td>2017</td>
<td>1460</td>
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Safety Emphasis Area Analysis

Safety Emphasis Area (SEA) by percentage of fatal and serious injuries
# Rank Comparison

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<td>6</td>
<td>2</td>
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Stakeholder Input

- **Pairwise Comparison Poll**
  - Safety Emphasis Areas

- **Internal External Stakeholder Input gathering to be supported by Snyder & Associates**
  - Internal
    - SHSP Implementation Team
  - External
    - Traffic and Safety Forum
    - GTSB Conference
    - MPO/RPA Policy Boards and Staff
    - Drivers ED Conference
    - etc.
Prioritization

- Priority Safety Emphasis Areas
  - Lane Departures/ Roadside Collisions
  - Intersections
  - Distracted
  - Impaired
  - Unprotected Persons
  - Speed-Related
  - Older Drivers
  - Younger Drivers
Distracted driving

Distraction or inattentiveness can include any diversion or non-driving activity that takes a driver’s mind off the task of navigating the roadway. This can include actions such as phone use, eating, drinking, smoking, passengers, or fatigue. Because distraction and inattentive driving is largely unreported, it is unknown what impact it has on the number of fatal and serious injury crashes. This point is illustrated in Figure 1. This presents a challenge in both analyzing the issue of distracted driving but also identifying solutions.

29%

of all the drivers found at fault for fatal and serious injury crashes involving distraction or inattentiveness are UNDER THE AGE OF 25.

Crashes involving distracted or inattentive drivers may largely be underreported but they still comprise over 35 percent of all fatal and serious injury crashes between 2013-2017 in Iowa. There was a 25% percent increase in the number of distracted or inattentive crashes between the years 2014-2015, see Figure 2. This increase is due in part because of a change in the crash report forms that give officers the ability to provide more specific information in detailing crashes, in Iowa males and females under the age of 25 account for 29 percent of all the drivers found at fault for fatal and serious injury crashes involving distraction or inattentiveness.
# Data Availability and Dashboarding

Here is a table and diagram showing data availability and dashboarding information.
Implementation and Evaluation structure

Plan level
- Number of fatalities
- Rate of fatalities
- Number of serious injuries
- Rate of serious injuries
- Number of non-motorized fatalities and serious injuries

Safety emphasis area level
- Number of SEA related fatalities
- Number of SEA serious injuries

Strategy level
- Progress made on strategies
Remaining Steps in Plan Development

• Fall/Winter 2018
  – Finalization of draft content.
  – November SHSP Implementation Team Meeting
    • Final small edits to draft.
    • Agreement to send to department management.
  – November – December
    • Leadership Partner Pledge.
      – Signed by DOT, DPH, DPS directors
    • Effective December 31st 2018.