POLL 1 AND 2

What type of organization do you work for?
A) DOT
B) County/City
C) Consultant
D) Other

How familiar are you with LRSPs?
A) Very familiar
B) Somewhat familiar
C) Not familiar
Agenda

• What is an LRSP?
• Where have LRSPs been developed?
• Why Systemic Analysis?
• ALDOT SHSP Emphasis Areas
• 4 Es of Safety
• Project Selection Methodology
• LRSP Resources

What is a LRSP?

• Proactive safety improvements based on risk factor assessment
• Define a focused plan for practitioners to make informed, prioritized safety decisions
• Use results of the analysis to leverage and apply for funding

• Goal – Proactive safety improvement projects that can be implemented

• Added to FHWA Proven Safety Countermeasure list in 2017
LRSPs per the Feds

“The systemic approach to safety involves widely implemented improvements based on high-risk roadway features correlated with specific severe crash types.

The approach provides a more comprehensive method for safety planning and implementation that supplements and complements traditional site analysis.

It helps agencies broaden their traffic safety efforts and consider risk as well as crash history when identifying where to make low cost safety improvements.”

FHWA – Office of Traffic Safety

POLL 3 AND 4

How many times have you applied for HSIP funding in the past 5 years?
A) 5+
B) 1-5
C) 0

How successful have you been at obtaining this funding?
A) Very successful
B) Somewhat successful
C) Not successful or N/A
Where have LRSPs been completed?

- Minnesota (2009 to 2013)
- North Dakota (2012 to 2015)
- Iowa (2015 – ongoing)
- Kansas (2018 – ongoing)
- FHWA Program (pilot studies in various states)
- California (2020, transitioning from SSARP)
- Alabama (2019 – ongoing)

Alabama LRSPs

- Elmore County – completed 2019
- FHWA Pilot / Phase 1 (10 counties) - underway
- ALDOT Phase 2 (15 counties) - planned to kick-off in January
Why Systemic Analysis?

- Crashes are **random**
- **Proactive** approach
- **Evaluates** risk across the **entire system**
2015

2016
Local Road Safety Plans Pilot Project
2014-2018

• **Reactive:** acting in response to a situation rather than creating or controlling it.

• **Proactive:** creating or controlling a situation by causing something to happen rather than responding to it after it has happened.

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**POLL 5**

Can you think of a situation where you wanted to implement a safety improvement but the location did not have the crash history to justify it?

A) Yes  
B) No  
C) Possibly
K and A Crashes on County Roads in Alabama

86%

14%

Not Intersection Related
Intersection Related

LRSP Focus = Segments

Not Intersection Related
Intersection Related
POLL 6

Do you believe the segments or the intersections in your jurisdiction are at higher risk for K and A crashes?
A) Segments
B) Intersections

ALDOT SHSP Emphasis Areas

- High Risk Behavior
- At-Risk Road Users
- Infrastructure and Operations
- Decision and Performance Improvement

GOAL: Reduce fatalities and serious injuries on Alabama’s roadways by 50 percent by the year 2035.
ALDOT SHSP - 14 Emphasis Areas

**High Risk Behavior**
- Speeding and Aggressive Driving
- Distracted/Drowsy Driving
- Impaired Driving
- Occupant Protection
- Safety Culture

**Infrastructure and Operations**
- Roadway Departure Crashes
- Intersection Crashes

**At-Risk Road Users**
- Young Drivers
- Older Drivers
- Pedestrians and Bicyclists
- Motorcyclists

**Decision and Performance Improvement**
- Data Systems
- Safety Culture
- Workforce Development

**Engineering**
- Roadway Departure Crashes
- Intersection Crashes
- Workforce Development

**Local Road Safety Plans Pilot Project**
Review Crash Trends

Safety Campaigns Ideas

- NHTSA
- USDOT Traffic Safety Marketing
- Safe Home Alabama
- ALEA: ‘Less Drinking, More Thinking’
Iowa DOT Message Monday

**POLL 7**

How often in the past year did you engage with the other “E”s in your jurisdiction to improve safety?

A) Very often
B) Occasionally
C) Not at all
Project Selection Methodology

Requested County Data

- Roadway centerline file
- 911 database
- Supplemental AADT
- Unpaved roadways
- Posted speed
- Pavement width
- Pavement condition
- Shoulder width
- Shoulder type
- Sloped paved edge
- Rumble strips
- Curve chevrons
**Poll 8**

Do you have any of this roadway data available for your jurisdiction?

A) Yes, in GIS  
B) Yes, but not in GIS  
C) No

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**Example Risk Score Map**
Example Countermeasures

- Wider (6-inch) Retroreflective Pavement Markings
- 4-inch Retroreflective Centerline
- Edgeline Rumble Strips
- Centerline Rumble Strips
- Shoulders (Paved or Unpaved)
- Paved sloped edge
- Clear and Grub within the ROW
- Upgrading curve signage
- Road Safety Review/Audit

Image Source: FHWA

Retroreflective Posts on Signs
Your Plan!

LRSP Resources

• ALDOT Traffic and Safety Operations Section

• FHWA LRSP website: https://safety.fhwa.dot.gov/LRSPDIY/

Local Road Safety Plans Pilot Project