

Highway Safety Improvement Program's Safety Performance Measures Final Rule Resources

August 2016

AASHTO's Subcommittee on Safety Management
Seattle, Washington



U.S. Department of Transportation
Federal Highway Administration



Safe Roads for a Safer Future
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Highway Safety Improvement Program
Data Driven Decisions

FHWA-SA-16-022

Relationship between the HSIP and Safety Performance Measures



Major Provisions in the Safety PM Final Rule

- 5 Performance Measures as the 5-year rolling averages for:
 - Number of Fatalities,
 - Rate of Fatalities per 100 million VMT,
 - Number of Serious Injuries,
 - Rate of Serious Injuries per 100 million VMT, and
 - Number of Non-motorized Fatalities and Non-motorized Serious Injuries
- State DOTs and MPOs establish & report targets
 - MPOs set targets within 180 days after State sets targets; States and MPOs must coordinate on targets, to maximum extent practicable
- FHWA assesses whether a State has met or made Significant Progress
 - Determination made one year after target year
 - 4 out of 5 targets are either met or better than baseline
 - Consequence for States that don't meet or make significant progress
- Common national definition for serious injuries
 - By April 15, 2019 all States must report serious injuries using the MMUCC 4th Edition definition





Safety Performance Measures Implementation Resources and Support

State Safety Target Setting Coordination and Training Workshops

- Purpose: To bring together State DOTs, MPOs, SHSOs and other safety stakeholders to discuss requirements and assist States in reviewing their data for the first round of safety target setting
- One day workshop with a 1-hour webinar prerequisite training
- Offered free by FHWA in collaboration with NHSTA
- Begin November/December



Upcoming Webinars

- “Lets Talk Performance: Target Setting Coordination and Methodologies for Setting Targets”
 - September 20th
 - Audience: State DOTs, MPOs, SHSOs, State safety stakeholders, Federal partners
- “Everything You Need to Know About The New Definition for Suspected Serious Injury”
 - November (date TBD)
 - Audience: Crash database administrators, Police personnel responsible for the State Crash Form and User manual, State DOTs, SHSOs, TRCC



NHI Training Courses



- NHI-138006 Transportation Performance Management for Safety
- Fee-based
- NHI courses related to performance management
<https://www.nhi.fhwa.dot.gov/home.aspx>
 - NHI-138012 Steps to Effective Target Setting & Progress Assessment
 - NHI-138011 The Role of Data in Transportation Performance Management
 - NHI-138001 Transportation Performance Management Awareness - Federal Aid Version – web-based
 - NHI-138003 Introduction to Performance Measurement – web-based
 - NHI-138004 MAP-21 Transportation Performance Management Overview (Including FAST Act Updates)



FHWA's Office of Safety Performance Management Website

<http://safety.fhwa.dot.gov/hsip/spm/>

- Includes a toolbox of resources on noteworthy practices, guidance documents, fact sheets and presentations

Safety

About Office of Safety Programs Initiatives Resources Contact

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FHWA Home / Safety / HSIP / Safety Performance Management (Safety PM)

General (HSIP) Information

Safety Performance Management (Safety PM)

Safety Performance Management (Safety PM) is part of the overall Transportation Performance Management (TPM) program, which FHWA defines as a strategic approach that uses system information to make investment and policy decision to achieve national performance goals. The Safety PM Final Rule supports the HSIP, as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads. The Safety PM Final Rule establishes five performance measures as the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. The Safety PM Final Rule also establishes the process for State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish and report their safety targets, and the process that FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets. The Safety PM Final Rule also establishes a common national definition for serious injuries.

Rulemaking

Below are helpful resources to support safety target setting as required by the Safety PM Final Rule.

HSIP Resources

Highway Safety Improvement Program Reports

Program Contact

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Fact Sheets

- Safety Performance Measures Fact Sheet
- Met or Made Significant Progress Fact Sheet

Supplemental Materials

- Technical Guidance to Support Local Computation of VMT-based Safety Performance Targets
- Safety Target Setting Final Report
- A Compendium of State and Regional Safety Target Setting Practices
- Safety Target Setting Peer Exchange
- Target Setting Literature Review
- Urbanized and Non-urbanized Safety Target Setting Final Report

Webinars

- HSIP and Safety Performance Measures Final Rule Webinar
- Safety Target Setting Methodologies Informational Webinar

Useful Links

- HSIP and Safety PM Final Rules
- FHWA Transportation Performance Management
- Uniform Procedures for State Highway Safety Grant Programs, Final Rule

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Capacity Building Programs

- Office of Safety Peer to Peer-Technical Assistance Program
 - <https://rspcb.safety.fhwa.dot.gov/technical.aspx>
- TPM Professional Capacity Building Program
 - <http://www.fhwa.dot.gov/tpm/tpmrequest/>
- Office of Planning Transportation Planning Capacity Building Program
 - <https://www.planning.dot.gov/>

Data Resources

Roadway Safety Data Program

<http://safety.fhwa.dot.gov/rsdp/>

- Roadway Safety Data Dashboard
- MIRE Data Collection Guidebook
- Traffic Records Coordinating Committee

FHWA Home / Safety / Roadway Safety Data Program (RSDP) eSubscribe

ROADWAY SAFETY DATA PROGRAM

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ROADWAY SAFETY DATA PROGRAM

Welcome to the Model Inventory of Roadway Elements Roadway Safety Data Program (RSDP)

The Model Inventory of Roadway Elements (MIRE) Data Collection

The RSDP provides information and resources that can help your agency improve its roadway safety data. Data are one part of a comprehensive safety program. [Learn More >>](#)

RSDP Toolbox
Choose from the options at the right to enter the Toolbox. The Toolbox contains resources that will help your organization build a new or strengthen an existing roadway safety data program.

Use the Advanced Search below for keyword and category resource search.

Advanced Search...

Manage

Managers that understand the costs and benefits of alternative business practices can effectively and efficiently manage the agency's safety program. This section offers information about data-driven decision-making and planning including the costs and benefits of state-of-the-art analysis methods and the data management and governance structures required to support alternative methods. These tools can help managers in developing policies and practices, setting budgets, allocating resources, making safety investments, identifying training needs, and managing a safety program.

Toolbox Primer
Learn how to use the Toolbox to find an appropriate tool based on specific needs and capabilities.

[Watch the Toolbox Primer How-To Video](#)

[Share Tools](#) [Identify Gaps](#) [Provide Feedback](#) [Identify Related Links](#)



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Data Resources

Advanced Analysis and Prediction Tools

- Highway Safety Manual (HSM) and Safety Analyst
- Systemic Tool
- Crash Modification Factors (CMFs)

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FHWA's Every Day Counts

- Identify and deploy proven innovations
- Safety
 - Safety Edge
 - High Friction Surface Treatments (HFST)
 - Intersection and Interchange Geometrics
 - Road Diets (Roadway Reconfiguration)
 - Data-Driven Safety Analysis
 - Safe Transportation for Every Pedestrian (STEP)



<https://www.fhwa.dot.gov/innovation/everydaycounts/>



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