

**AASHTO SCOHTS Subcommittee on Safety Management
Task Group Statements and Objectives**

Chair: Jim Barna, Ohio DOT

Vice Chair: Sandra Larson, Iowa DOT

Secretary: Keith Sinclair, FHWA

Task Group 1 – Development and Implementation of the Toward Zero Deaths Initiative

Chair: Ken Mammen, Nevada DOT

Vice Chair:

Statement: Efforts are underway develop a national strategic highway safety plan (*Toward Zero Deaths: a National Strategy on Highway Safety*) that is to be “owned” by all safety partners. Input is needed from AASHTO to ensure the national strategy meets the needs of the member departments, and also to contribute the expertise member departments have in developing and implementing strategic highway safety plans. In addition, information on the national strategy will need to be distributed to other AASHTO committees and to the Board of Directors in order to determine whether AASHTO will adopt the national strategy as its new SHSP.

The safety portal is designed to provide a multidisciplinary safety information clearinghouse and supports the updating and implementation of state SHSPs, and also supports the implementation of a national SHSP. This portal includes information of use to highway safety practitioners as well as state leadership. A message board on the portal provides state safety engineers with a forum for sharing information on current issues.

Objective: The Task Group will gather input from the Safety Management Subcommittee to provide to the TZD effort, through coordination with NCHRP staff and panels, and through interaction with related TRB groups. The Task Group will lead efforts to inform other AASHTO groups of the progress on the national strategy.

Task Group 2 – Technical Safety Publication Oversight and Outreach

Chair: Priscilla Tobias, Illinois DOT

Vice Chair: Stephen Read, Virginia DOT

Statement: With AASHTO’s goal of halving fatalities in 20 years and the continued research to assist practitioners to better identify and address safety problems, technical manuals and guidebooks will need to be developed or updated periodically. The Highway Safety Manual (HSM) is one critical document being developed to provide practitioners with the best factual information and tools to facilitate roadway design and operational decisions based on explicit consideration on their safety consequences. The HSM will be an effective resource that can be used to quantify and predict the safety performance of the variety of elements considered in road planning, design, maintenance, construction, and operation. With development comes the need for communication to practitioners on benefits and effective use. Oversight of implementation can help make sure the HSM reaches its full potential. The NCHRP 500 Series while recently completed also contains volumes which are out of date and should be considered for revision. The AASHTO Roadside Design Guide has recently been updated.

Objective: The Technical Safety Publication Oversight and Outreach Task Group fulfills the AASHTO SCOHTS guidance to “work on technical issues such as developing, updating and commenting on various highway manuals, plans and programs to improve safety.” The Task Group will be the one point contact for the oversight of technical documents for the Subcommittee, will coordinate with and seek input from Subcommittee members, and work with NCHRP and TRB to address safety practitioners’ needs and concerns. This will include documents such as the HSM which has been under development for some time and the NCHRP 500 Series. As we look to distribute and use the HSM, it is important to have a voice in steering the implementation phase. The TG will connect with practitioners, developers and AASHTO stakeholders to help guide the HSM into “mainstream” use. The TG will prioritize and oversee the development of safety informational packages addressing the magnitude and causes of traffic crashes, as well as describing cost-effective solutions, the update of the NCHRP 500 series in coordination with the NCHRP panel (panel yet to be formed) involved in any updates. In addition, the TG will review other manuals and guidebooks as requested and provide comment and input regarding their development, revision, and use. The TG will coordinate closely with the other Task Groups to further assist them in meeting their objectives and the overall objectives of the Subcommittee.

Task Group 3 – Data and Performance Management

Chair: John Milton, Washington DOT

Statement: Accurate and current crash data are necessary for the development, implementation, and evaluation of effective safety programs. Considerable value is realized when individual states are able to identify, analyze, prioritize, and evaluate safety performance using reliable data, including: vehicle, driver, and vulnerable road user crash data; roadway and travel data; citation data; emergency response and medical data; observation and opinion surveys; behavioral risk factor surveys; and other databases. States are enhancing the timeliness, accuracy, completeness, uniformity, integration capability, and accessibility of their safety data and crash reduction factors all directed towards reducing fatal and serious injury crashes. States are also enhancing or developing an active partnership with an existing Traffic Records Coordinating Committee.

The ongoing national dialogue on performance measurement and management requires input from AASHTO on the various areas, including safety. It is important to develop and provide for appropriate measures that are defined and selected for use in tracking statewide safety performance across the nation. While fatality data is relatively well understood, the same is not entirely true for serious injury data. A common, agreed to, definition of serious injury is not available among highway agencies or among the various safety partners.

Numerous new requirements related to highway safety management, asset management, performance management and a multitude of related data and analysis issues must be addressed by all state DOTs. This creates a unique opportunity to assess the degree to which common needs exist for new automated tools in the area of safety management, increased knowledge among practitioners, and the feasibility of working cooperatively across boundaries on common solutions.

Objective: The Data and Performance Management Task Group will serve as the focal point for the Subcommittee on Safety Management’s safety data efforts, and will lead AASHTO’s efforts to propose safety-related performance measures. This will include working with multidisciplinary safety partners to consider methods for improving data and to define performance measures.

Task Group 4 –Work Force Development

Chair: Tim Barnett, Alabama DOT

Vice Chair: Joe Santos, Florida DOT

Statement: Public and private organizations face significant challenges in developing, recruiting, retaining, and sustaining a knowledgeable and competent highway safety workforce. These challenges are related to a changing and aging workforce, continual development of new tools, procedures, and programs for addressing highway safety, and an increasing focus on highway safety from a multidisciplinary perspective.

Objective: The Task Group will develop approaches to addressing highway safety workforce development from a multidisciplinary perspective, participate in AASHTO efforts on broad workforce development activities, and coordinate with partner organizations to implement activities to develop and maintain a skilled workforce. Such activities may involve developing a set of core competencies for member departments, creating safety champions at department leadership levels, encouraging departments to designate state and regional safety contacts, promoting effective succession planning, and enabling knowledge sharing among safety professionals.

Task Group 5 – Research

Chair: Steven Buckley, Kansas DOT

Statement: AASHTO relies on the Standing Committee on Research (SCOR) to represent the Association's interests in all research activities for all transportation modes. The SCOR makes recommendations on the National Cooperative Highway Research Program (NCHRP) and other activities to the AASHTO Board of Directors. The identification of research needs, defining research emphasis areas, and utilization of research findings is the responsibility of the individual Standing Committees. The Standing Committee on Highway Traffic Safety (SCOHTS) has charged its Subcommittee on Safety Management to provide the leadership in the initiation and utilization of safety research.

Objective: Through the Subcommittee, recommend prospective advanced and applied safety research to SCOHTS, for further consideration by SCOR. Specifically:

- Solicit and develop research problem statements from the Member Departments, AASHTO committees, and other safety partners; screen the submittals; prioritize them; and recommend annual and long-term research programs for consideration by SCOHTS.
- Monitor the progress of on-going NCHRP safety research projects.
- Review, observe, and encourage the effective use of research funding, and recommend appropriate funding levels.
- Serve as a forum, clearinghouse, coordinating committee, and advocate for safety research on behalf of SCOHTS.
- Review, monitor, and foster coordination of the various state and national safety research programs.
- Study and foster the role of industry and academia in safety research.
- Conduct gap analysis to identify safety research needs.
- Facilitate the effective use of safety research result

Task Group 6 – Local Road Safety

Co-Chairs: April Renard, Louisiana DOTD and Scott Davis, Thurston County Public Works, Washington

Statement: The purpose of the group is to increase engagement between state and local highway agencies in the safety area. The task group includes members from the National Association of Counties, the National Local Technical Assistance Program Association, and American Public Works Association, and the task groups will facilitate coordination of activities to promote and improve local road safety between AASHTO and these associations.

Objective: The Task Group will work to increase engagement between states and local agencies on safety efforts; encourage data driven processes through development and implementation of local strategic highway safety plans; collect, promote, and publicize best practices; identify gaps and communicate research ideas; and coordinate local road safety activities with the SCOHTS Strategic Plan and other Task Groups.