Louisiana’s SHSP
The Engineer’s Role

presented to
Louisiana Transportation Engineering Conference:
Navigating the Waves of Change

presented by
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Cambridge Systematics, Inc.

Monday, February 12, 2007

Transportation leadership you can trust.
A Safe, Efficient Transportation System
Louisiana – Ahead of the Game

- 2004 – Louisiana develops strategic highway safety plan
- 2005 – Congress passes Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU)
What works in other countries?
The United Kingdom

- Speed cameras in widespread use
- Safety belt use (91 percent)
- Minimum age for driver license (18)
- Hand-held mobile phones prohibited
- More severe consequences (higher fines and more points) for failure to obey traffic laws
The United Kingdom

- Fatalities decreased 53% over the past 30 years; VMT increased an average of 2.7% per year
- In 1974, the fatality rate in the U.K. was 34% higher than the U.S.
- In 2004 their fatality rate is 29% lower (1.03 vs. 1.46)
Summary

It can be done!
SHSP Characteristics

Excellence in Leadership

Collaboration

Data Driven

Comprehensive

Effective Implementation
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<thead>
<tr>
<th>Collaboration: SHSP Planning Team</th>
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The Importance of Data

- Problem identification
  - Hot spot analysis
  - Proactive planning
- Program/project selection
- Evaluation
- Goals, objectives, performance measures
- Course corrections

A problem well stated is a problem half solved. – Emerson
SHSP Emphasis Areas

Louisiana Crash Deaths Associated with Emphasis Areas

- Aggressive Driving
- Unbelted Persons
- Alcohol Related
- Roadway Departure
- Intersections
- Distracted Drivers
- Drivers Age 15-20
- Commercial Vehicles
- Drivers Age ≥65.
- Pedestrians
- Motorcycles
- Work Zones
- Bicyclists
- Train Collisions

Number of Fatalities

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<th>Year</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
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<td>2004</td>
<td>536</td>
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Comprehensive: The 4E’s of Safety
SHSP Emphasis Areas

- Impaired Drivers
- Young Drivers
- Aggressive Driving
- Distracted Driving
- Occupant Protection
SHSP Emphasis Areas

- Other Road Users
  - Motorcycles
  - Bicycles
  - Pedestrians

- Commercial Vehicle Safety

- Roadway Departure

- Intersections

- Information and Decision Support Systems
Pedestrians & Bicyclists

- Protect pedestrians and bicyclists from vehicular traffic
- Pedestrian and bicycle safety educational materials
- Safe Routes to School Program (SRTS)
- Increased penalties for at fault drivers
- Pedestrian/bicyclist citation tracking system
Roadway Departures

- Identify abnormal crash locations
- Implement an improved system for identifying and prioritizing high-crash road segments, corridors, and intersections
- Develop a process for working with engineers to address high-crash locations
- A multi-agency task force to evaluate crossover crashes and the feasibility of cable median barriers
- A Local Road Safety Improvement program
Intersections

- Problem identification (abnormal crash locations)
- Road safety assessments
- A multi-disciplinary approach at targeted locations
Local Roads Program

- High crash location treatments
- Traffic control devices

Other
- Sign and roadway inventory
- Crash and location data
- Analysis tools
- Work zone safety
Distracted Driving

- State code revisions
- Focus groups
- 4E strategies

Photo courtesy of AAA Foundation for Traffic Safety
Implementation

- Leadership, ownership, and management
- Action plans
- Performance measures
- Local involvement
- Partner responsibilities
- Feedback
- Updates
2007: Safety = The Sign of Progress