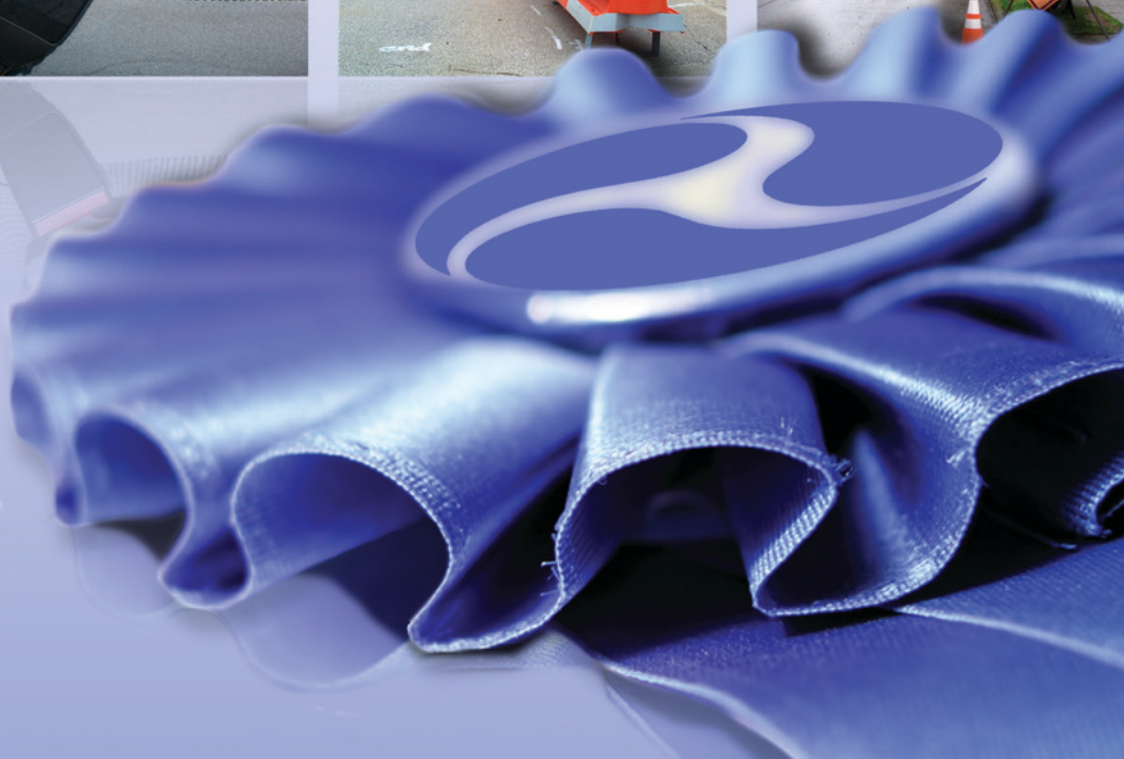
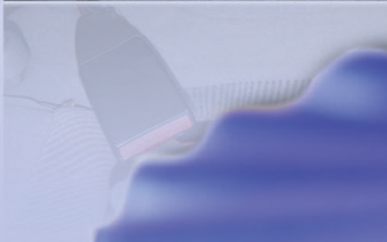


2007 NATIONAL ROADWAY SAFETY AWARDS

BEST PRACTICES



MESSAGE FROM THE ADMINISTRATOR



I have the privilege to recognize the tremendous work by those who have been selected for the 2007 National Roadway Safety Awards. I want to also thank everyone who participated in the program this year for their respective contributions toward safeguarding America's roads. The partnership with the Roadway Safety Foundation (RSF) to showcase and share the "best safety practices" throughout the Nation is one that we at the Federal Highway Administration (FHWA) value highly.

It is profoundly clear that States, local governments, regional organizations and others are taking full advantage of safety resources made available in SAFETEA-LU to improve their respective programs. The initiatives recognized this year are a reflection of those efforts. As we move forward toward reducing fatalities and crashes, innovative concepts relying on good data will benefit everyone and improve the safety of America's roads. Please continue the great work.

I extend my congratulations to this year's award winners as well as to each of this year's 61 nominees. The RSF and FHWA look forward to the next round of awards in 2009, and encourage States who share our goal of a safer American roadway to participate. Together, across the nation, we can reduce highway fatalities and injuries. As I've said before, nearly 43,000 fatalities each year is 43,000 too many. Please continue to invest, and to innovate, in your highway safety program. The American motorist depends on it.

This Best Practices brochure showcases the winning entries of the 2007 National Roadway Safety Awards program. Entries were rated on their innovation, effectiveness, and efficient use of resources. Of those received, the entries noted herein were found to be the outstanding examples of highway safety projects. We congratulate all of the award recipients and are proud to display their projects as models for all agencies to emulate as we continue the work of improving the safety of the nation's road system.

A handwritten signature in black ink that reads "J. Richard Capka". The signature is fluid and cursive, with a long horizontal line extending to the right.

J. Richard Capka
Administrator
US DOT Federal Highway Administration

The Federal Highway Administration (FHWA)

FHWA, in partnership with the highway and transportation community, is preparing for the future and protecting the economy by improving surface transportation and promoting an integrated multi-modal transportation network. We seek to keep the world's preeminent highway system as safe and efficient as possible, to reduce crashes, delays, and congestion; to ease the movement of freight; to accommodate pedestrians and bicyclists; to protect ecosystems and air quality; to ensure maximum mobility; and to quickly and cost-effectively restore transportation services after disasters and emergencies.

About the Roadway Safety Foundation (RSF)

The Roadway Safety Foundation is a 501(c)(3) nonprofit educational and charitable organization solely dedicated to reducing highway deaths and injuries by improving the physical characteristics of America's roads.

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OPERATIONAL IMPROVEMENTS

Award: Speed Management Program

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Photo Credit: John Bray

The Minnesota Department of Transportation and the Department of Public Safety launched an extensive speed management project involving engineering, enforcement and education. Developed within the framework of the Minnesota Comprehensive Highway Safety Plan, this program was a traffic engineering project that included speed limit studies and corresponding adjustments, increased speed enforcement based on crash and speed data, and education in an effort to reduce fatalities and life-changing crashes on Minnesota highways. The project also included an evaluation of the effectiveness of this comprehensive approach.

This evaluation showed that the program resulted in a decrease in the number of drivers who traveled at excessive speeds. In particular, there were large decreases in the number of drivers traveling at least 10 MPH above the speed limit. These decreases ranged from 11 percent in the Twin Cities Metro area to 30 percent in Greater Minnesota. The evaluation also reported reductions in the numbers of fatal and life-changing injury crashes. A complete copy of the report can be found at: <http://www.cts.umn.edu/publications/researchreports>. The report is under the title *Evaluating the Effectiveness of the Minnesota Speed Management Program*.



OPERATIONAL IMPROVEMENTS

Award:

Let 'Em Work, Let 'Em Live! Obey the Law



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In 1999, the South Carolina Department of Transportation (SC DOT) ambitiously contracted to complete 27 years of highway construction in a 7-year period, quadrupling construction with an anticipated resulting increase in work zone crashes, injuries and fatalities. Statistically, the impact of the accelerated construction schedule realized an increase in work zone crashes between 2001 and 2002 of nearly 30 percent. Injuries increased by 23.7 percent clearly demonstrating a need for a focused, ongoing approach to reducing work zone incidents.

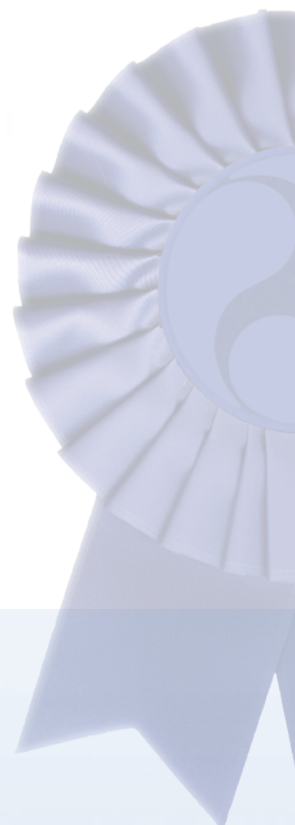
In response, SC DOT implemented an extensive Work Zone Safety program from 2002 through 2005 including statewide public information and education campaigns, retreats, teleconferences, a statewide tour of the National Work Zone Memorial, worker training, presentations and an aggressive High Visibility Enforcement Program.

SC DOT partnered with FHWA, the state's Department of Public Safety, local law enforcement agencies, highway contractors, and other governmental organizations using Federal funding to implement massive informational campaigns conveying a zero tolerance message for speeding in work zones. Extensive training was also provided for highway workers to improve consistency in work zone operations. While the goal was to reduce work zone crashes and fatalities by a minimum of seven percent, the program far exceeded expectations, with reductions in crashes dropping 39.2 percent over one control period, injuries reduced by 44.1 percent and fatalities reduced by 50 percent.

OPERATIONAL IMPROVEMENTS

Award:

Student Neighborhood Access Program (SNAP)



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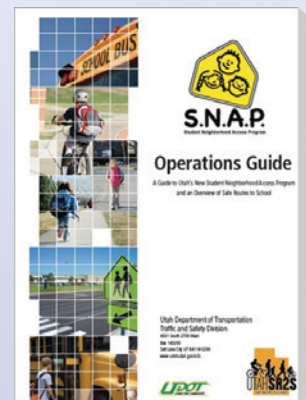


S.N.A.P.

Student Neighborhood Access Program

The Utah Student Neighborhood Access Program (SNAP) supports the most vulnerable road users: the children who walk and bike to school. Although Utah had mandated that schools must produce plans that establish the safest routes for children to walk or bike to school, the schools had little to no guidance as to how this plan should be created or what should be included. Schools were left to “fill in the blanks”, usually without the assistance of traffic professionals. This became a confusing and intimidating exercise, often resulting in less than ideal or even non-existent routing plans.

SNAP fills this void by incorporating 4 main components: an Operations Guide (which includes, among other items, traffic safety principles and a step-by-step process to create an effective and safe routing plan); mapping software that facilitates the creation of accurate, consistent route maps; electronic submittal of plans to UDOT and storage of the plans to guard against loss; and a public relations campaign targeted at schools and parents to ensure they are aware of the resources available to them.



UTAH

OPERATIONAL IMPROVEMENTS

Honorable Mention:

Safety and Farm Labor Vehicle Education (SAFE) Program



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The Safety and Farm Labor Vehicle Education (SAFE) Program was created to address the transportation of thousands of farm workers who are hired for field labor within the boundaries of the California Highway Patrol's (CHP) Central Division. Annually, over 600,000 migrant workers converge into California's Central Valley during harvest season and thousands more work in the fields in other agricultural centers throughout the state.

Prior to the implementation of this program, an alarming number of accidents occurred in which innocent farm workers lost their lives due to the poor conditions of the vehicles in which they were transported for field work. The objectives of the SAFE program are to provide education and enforcement in an effort to reduce farm labor vehicle (FLV) collisions and fatalities resulting from farm workers who ride in unsafe vehicles.

Since the inception of the SAFE program, the CHP has established a positive working relationship with farm workers, labor contractors, and the farming community. SAFE has successfully utilized bilingual officers to reach out to a community which traditionally has had an inherent reluctance to interact with law enforcement. Other resources used to accomplish this objective include a toll-free number to report violators and electronic and print media. In addition, SAFE officers appear regularly on both English and Spanish television and radio programs to inform audiences of FLV inspection operations and offer important traffic safety tips for FLVs and farm worker transportation.

The SAFE program has enjoyed tremendous success since its implementation in 1999. Traffic safety in general is improved as well, thanks to the inspections conducted by CHP SAFE officers. Over one hundred unsafe vehicles are removed from service each year. The success has led to the expansion of the SAFE program to other CHP Field Divisions. The program has also gained nationwide notoriety by prompting new Federal regulations that were introduced in 2006 and are directly related to the safety of field workers.

OPERATIONAL IMPROVEMENTS

Honorable Mention: **Work Zone Working Group**

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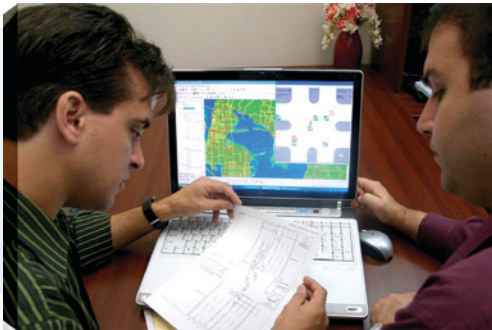
The Vermont Work Zone Working Group (WZWG) was established in 2002 by the Vermont Agency of Transportation (VAOT) with the goal of promoting uniformity and Manual for Uniform Traffic Control Devices (MUTCD) compliance for work zones on public roads within Vermont. The diverse membership of the group includes VAOT, FHWA, Associated General Contractors of Vermont, Vermont Occupational Safety and Health Administration, Vermont League of Cities and Towns, Vermont Local Roads Program, law enforcement, fire service, contractors and utility companies. The WZWG has enjoyed many hard-earned successes, including consistency in work zones across the state; providing work zone training and support; public outreach; and creating a clearinghouse and discussion forum for work zone issues.

Since its creation, the WZWG has expanded its role to include any issues dealing with work zones and traffic control for small projects contracted by municipalities, contractors and utility companies. Currently the group is working on its plan for the next three to five years including producing more instructional videos on work zone design and setup. The group further plans to develop a system to measure its success in many areas including effectiveness of training, outreach and support.

PROGRAM PLANNING, DEVELOPMENT, & EVALUATION

Award:

Crash Data Management System



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The Florida Department of Transportation's District 7 Crash Data Management System (CDMS) represents a collaboration of agencies with the shared goal to provide innovative and timely solutions to address engineering and safety issues through the analysis of crash data.

This Geographic Information System (GIS)-based CDMS is equipped with tools that specifically target engineering and safety concerns, such as query-based thematic mapping, GIS-based collision diagramming, GIS-based collision comparison and Structured Query Language (SQL) query building tools along with data sharing functionality.

This CDMS is able to cross reference county and state data sources to assess regional and local crash related issues. Furthermore, it has the capability to correlate safety studies, projects, work program data, roadway characteristics, Strategic Highway Safety Plans (SHSP) and crash data, together providing a better defined picture of crash-related problems and safety concerns.

Adding to its host of benefits, the CDMS allows District 7 staff to assist other engineering and law enforcement agencies since it is entirely portable.

FLORIDA

PROGRAM PLANNING, DEVELOPMENT, & EVALUATION

Award:

Local Roads Safety Initiative

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The Iowa Department of Transportation along with the Iowa Department of Public Safety has developed three innovative safety programs to address safety concerns on the local roadway system. These initiatives were undertaken because local governments generally lack available crash data and the expertise and resources needed to identify candidate safety locations and cost effective countermeasures. The programs remove barriers to implementing high quality safety improvements on local roadways. Examples follow.

- Provide free comprehensive crash data and analysis software in a Geographic Information System (GIS)-based format to local governments. Training is also provided free of charge. Local governments can also request free GIS crash analysis through the Iowa Traffic Safety Data Services located at Iowa State University.
- Local governments are provided a free traffic safety study at safety candidate intersections and roadways. The studies are limited to 100 hours and provided by on-call professional transportation consultants.
- Local government safety projects are eligible for a safety grant of up to \$500,000. This program is funded through a State Safety Program which was established with one-half of one percent of the State Road Use Tax Fund.

Over 250 local government safety projects have been funded since this program was undertaken. These projects have had a mean crash reduction of 21 percent and resulted in a benefit of \$6.90 for each \$1.00 spent.

PROGRAM PLANNING, DEVELOPMENT, & EVALUATION

Award: **Destination Safe Coalition**



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Destination Safe is a coalition of local, regional, state and Federal stakeholders within Missouri and Kansas working together to improve transportation system safety in the greater Kansas City region. Participating organizations include two state highway patrols and other groups with broad expertise ranging from healthcare and emergency medical services to law enforcement, planning, engineering and education. Integral partners providing staff support are the Missouri and Kansas Departments of Transportation, and the Mid-America Regional Council, which is the metropolitan planning organization for the greater Kansas City area.

A resulting product of the Coalition's bi-monthly meetings is the Kansas City Regional Transportation Safety Blueprint, which outlines six high priority safety areas including unbelted motorists, aggressive drivers, youth and young adults, impaired drivers, pedestrians and transportation safety data. The Coalition programs safety strategies addressing the six high priority safety areas in the Kansas City region as part of Missouri's Blueprint for Safer Roadways and Kansas Section 402 Funding. These projects support state and regional fatality and disabling injury reduction goals.



Destination Safe Coalition continues to examine transportation planning processes for opportunities to influence flexibility of funds in improving safety among the Kansas City area transportation system.

PROGRAM PLANNING, DEVELOPMENT, & EVALUATION

Award:

Integration of Safety into Metropolitan Planning Organization Processes

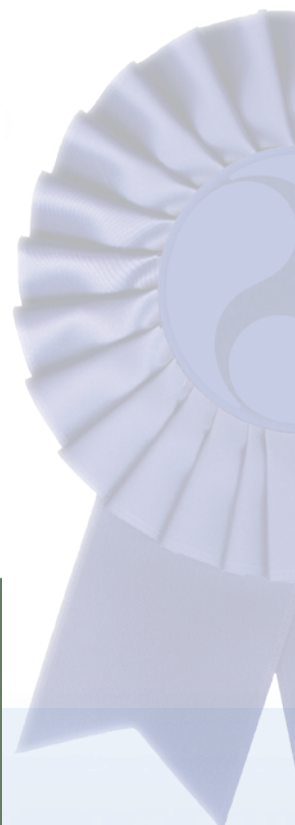
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In 2005, the Ohio Department of Transportation (DOT) began to integrate safety data and needs into the Metropolitan Planning Organization (MPO) planning process. The agency has now conducted safety workshops with all of Ohio's 17 MPOs and is working with local representatives to develop annual safety work plans based on crash analysis and public input.

This program is significant since roughly 57 percent of fatal crashes and 45 percent of incapacitating injuries occur within Ohio's cities each year.

To date, five MPOs have developed work plans and have received funding assistance to make improvements on local roads using the 4Es: engineering, education, enforcement and emergency medical services. The remaining MPOs have plans in the development process. The final work plans become part of the MPO planning process and are reviewed annually to evaluate the effectiveness of improvements in reducing crashes and to determine if new locations should be considered for review and improvement.

PROGRAM PLANNING, DEVELOPMENT, & EVALUATION

Honorable Mention: **Road System Traffic Safety Reviews**



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In the 1990s the Mendocino County Department of Transportation developed a program of annual Road System Traffic Safety Reviews to improve safety on its arterials and collectors by identifying accident patterns and installing improved signing and markings to mitigate hazards. The terrain of Mendocino County, a large rural county with more than 1,000 centerline miles of county-maintained roads, is mountainous with a few small valleys. Traffic related injuries and fatalities in the county are primarily the result of roadway departure crashes.

The effectiveness of the Traffic Safety Review project was measured by comparing accident data for reviewed roads with data for roads not included in, or influenced by, the reviews. Over two consecutive, three-year cycles, the number of accidents on the reviewed roads fell dramatically by 42.1 percent while on those county-maintained roads not reviewed, they increased by 26.5 percent. Using cost data provided by the California Department of Transportation, the County calculates that, for an expenditure of \$79,300, the project prevented between \$12.6 million and \$23.7 million in traffic accident losses.

The results speak for themselves. Mendocino County has since expanded the Road Traffic Safety Review program to cover its entire county-maintained road system.

PROGRAM PLANNING, DEVELOPMENT, & EVALUATION

Honorable Mention: **Tazewell County Teen Initiative**

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Between March 2005 and July 2006, fifteen teenagers died in traffic crashes on Tazewell County, Illinois roadways. This was a marked and disturbing increase over what is typically an average of one to two fatalities annually.

The Illinois State Police District 8, along with the Illinois Department of Transportation (IDOT), the Tazewell County Sheriff, and the Tazewell County Coroner convened numerous local and state authorities and stakeholders to discuss this situation and determine how to make immediate and long-term improvements to address this problem.

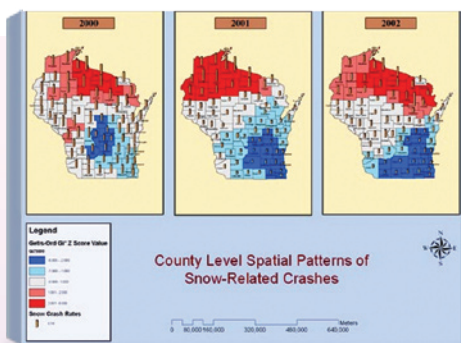
The outcome of the combined efforts of the State Police and persons/organizations representing the 4 Es (Enforcement, Education, Engineering and Emergency Medical Services) was the Tazewell County Teen Initiative, a creative and ambitious initiative that sparked a multifaceted public awareness campaign targeted to schools, hospitals, emergency response teams, media and the private sector.

The initiative included special enforcement campaigns staffed by officers from every police agency in Tazewell County; educational programs developed by students, teachers and school administrators; 1.2 million dollars in road upgrades facilitated by IDOT and the Tazewell County Traffic Engineering Department; educational programs and equipment donated by corporations such as Ford Motor Company Foundation, Caterpillar Tractor Company, and State Farm Insurance.

Since the program was launched, there have been no teenage traffic fatalities in Tazewell County, truly a safety success.

PROGRAM PLANNING, DEVELOPMENT, & EVALUATION

Honorable Mention: **Road Weather Safety Audits**



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Road Safety Audits (RSA) are a formal examination of a future road or traffic project or an existing road in which an independent qualified team reports on the project's crash potential and safety performance. The Road Weather Safety Audit (RWSA) is a logical extension of conventional RSAs with particular emphasis on highway safety from an adverse weather impact perspective.



The project included several objectives, among them the development of a comprehensive and formalized RWSA for Wisconsin; defining and identifying key processes and procedures for RSAs and RWSAs under the Wisconsin Department of Transportation (WisDOT) organizational structure; providing a framework to implement audit procedures through audit checklists covering all stages of a road project; integrating the RSA/RWSA with current policies by incorporating it into the WisDOT Facilities Development Manual; and identifying and providing sources and procedures for basic information regarding the preparation of data for different stages of the audit process.

The institutionalization of the RWSA into WisDOT has heightened awareness of weather issues that impact infrastructure and operations. Most RSAs have been performed when the weather is pleasant and the impact of traffic operations and safety during adverse weather conditions such as snow, rain, sleet, and fog are often not considered.

INFRASTRUCTURE IMPROVEMENTS

Award: **Qwick Kurb**

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The Florida Department of Transportation's District 7 Traffic Operations Safety Office developed a rapid deployment safety program to utilize Qwick Kurb to directionalize or close full median openings in lieu of conventional roadway construction. Qwick Kurb allows for fast deployment of the system at high crash locations where it is determined immediate action will greatly reduce crashes.

From March 2007 to September 2007, the system has been implemented at sixteen full median opening project locations. Its cost effectiveness and construction time savings have been remarkable. For an estimated cost of \$15,000 per location, it has been calculated that the installation has resulted in eight crash reductions per year per location, with an associated net construction cost savings of approximately \$125,000 per location. Using this system has reduced the construction time to address safety issues from a typical 30-month process to just two weeks!

The Qwick Kurb system can also be easily deployed by other Districts and local agencies to reduce crashes in their jurisdictions as well.



INFRASTRUCTURE IMPROVEMENTS

Award:

System-Wide Installation of Median Cable Barrier



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Through an analysis of the state's crash data, Missouri Department of Transportation recognized an emerging problem of severe cross-median crashes on its most heavily traveled roadways. To address this safety concern, Missouri began an effort to install median cable barriers system-wide on its major interstates. The key to the success of this system-wide improvement was the installation of low-cost safety devices across the entire system—even at locations without a history of severe crashes.

Cable barrier has performed successfully in Missouri, catching over 95 percent of vehicles entering the median. Most importantly, it is saving lives. As an example, Interstate 70 suffered 24 cross-median fatalities in 2002. The installation of system-wide cable barrier since then has virtually eliminated this crash type, as only two cross-median fatalities occurred in 2006, a decrease directly attributable to the state's system-wide approach to this safety problem.

MISSOURI

INFRASTRUCTURE IMPROVEMENTS

Award:

Crash Reduction by Improving Safety on Secondaries (CRISOS)

CONTACT:

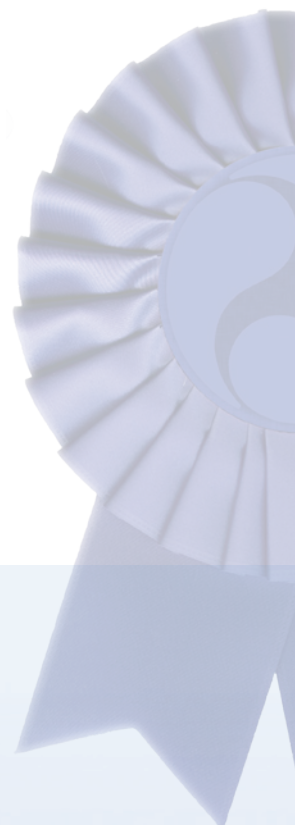
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In response to an alarming death rate on South Carolina's rural secondary roads, this program was developed as a countermeasure for fatal crashes. The state maintains just over 31,220 miles of roads. With narrow travel lanes, sharp curves and very narrow shoulders, the roads offer little room for recovery for an inattentive, speeding or inexperienced driver. Unfortunately, few safety resources were available to mitigate these safety problems.

Crash Reduction by Improving Safety on Secondaries (CRISOS) implements low cost, short-term engineering strategies to target the reduction of traffic injuries and fatalities on state-maintained rural secondary routes with the highest crash severity rankings. Education, Emergency Medical Services (EMS) and enforcement strategies complement engineering efforts. The South Carolina Department of Transportation (SC DOT) met with state EMS and public information and education specialists and gained their support to conduct educational efforts. Law enforcement agencies agreed to target additional enforcement on CRISOS roads. As a result, increased citations were issued and preliminary results from six CRISOS-completed roads show a 47.6 percent decrease in fatalities and a 16.5 percent decrease in injuries from a five-year average.

Road safety audits, using multidisciplinary teams, were utilized to identify the safety problems on selected roads and to develop prioritized recommendations for short-term, intermediate and long-term improvement strategies. Specific outreach was made to other safety partners for assistance with the program including the involvement of EMS with educational programs and both local law enforcement agencies and the Highway Patrol with targeted enforcement efforts. SC DOT was able to stretch limited financial resources with FHWA assistance in converting state matching dollars for use in funding the program. Evaluation data for all roads was compiled prior to implementation and SC DOT is continuing to collect data to determine the ongoing effectiveness of strategies implemented.



*With tremendous gratitude to our
Blue Ribbon Panel of Experts
for their time and talent*

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*And special thanks to our Federal Highway
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