



GETTING TO ZERO TOGETHER

A REGIONAL SAFETY ENGINEER ROUNDTABLE

AGENDA

Wednesday, December 13th – Thursday, December 14th, 2023

Day 1 Schedule

8:00 AM	Registration & Networking
9:00 AM	Welcome & Opening Remarks
9:15 AM	Introductions and Icebreakers (Noteworthy Practices)
10:00 AM	Topic 1 – The Safe System Approach
10:30 AM	10-Minute Break
10:40 AM	Topic 1 - Continued
11:45 AM	Lunch
1:00 PM	Topic 2 – Vulnerable Road Users
2:50 PM	10-Minute Break
3:00 PM	Topic 3 – Roadway Departures
4:45 PM	Day 1 Wrap-Up
5:00 PM	Adjourn

Day 2 Schedule

8:00 AM	Registration and Networking
9:00 AM	Welcome and Day 1 Recap
9:15 AM	Topic 4 – Safety Data and Analysis
10:20 AM	10-Minute Break
10:30 AM	Topic 5 – Evaluations
11:40 AM	Roundtable Wrap-Up
12:00 PM	Adjourn



U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

Topic 1 – The Safe System Approach

Noteworthy Practice Presentation

Katy Harlan (MO) – Safety Assessment for Every Roadway (SAFER)

Roundtable Discussion Questions

- How are you incorporating the Safe System Approach into design manuals and policies? – **Dale Healey (SD)**
- How are you incorporating the SSA into the work that you do? – **Carissa McQuiston (MI)**
- What are other states doing to manage speeds? VSL implementation and best practices? – **Cathy Kratz (TX)**
- Efforts to move toward target speeds as the design speed? How are State DOTs using target speeds to set posted speed instead of the 85th Percentile? – **Carla Anderson (KS)**
- Does your State have a move over slow down law for emergency vehicles? Is there a specific MPH slow down set and enforced? – **Lauren January (OK)**
- How successful have you been in incorporating safety improvements into paving projects? (without additional safety funding) – **Taylor Ruble (IN)**
- Please share any success stories related to gaining public buy-in for alternative intersections and interchanges. – **Dustin Witt (SD)**
- There is a renewed legislative interest in making automated speed enforcement legal in many States. Luckily in Illinois, we have already passed laws allowing for speeds cameras in school zones and work zone. My question is to know whether there has been any interest in States with similar laws to expand the use of speed cameras in locations other than the two aforementioned. I am interested in exploring speed cameras on long stretch segments of rural highways. – **Stephane Seck-Birhame (IL)**
- What is your State's upper volume limit for minor road approaches to RCUT/J-Turn/RCI? FHWA's 2014 guide suggests up to 5,000 veh/day on minor leg before signalized RCUT/Super Street likely. Any experience near or above this limit? – **Greg Karszen (IA)**

Topic 2 – Vulnerable Road Users

Noteworthy Practice Presentation

Taylor Ruble (IN) – VRU Safety Improvements in INDOT’s Systemic Safety Program

Roundtable Discussion Questions

- What is your decision-making process for determining treatments at pedestrian crossings? For RRFBs, how do you determine where to mount them (post-mounted vs overhead)? – **Donovan Slag (ND)**
- What interesting insights did you gain from your State's VRU Assessment and what changes are you planning to make to your HSIP project selection process using these new insights? – **Don Butler (NE)**
- How are other States implementing the findings from their VRU assessment? – **Katy Harlan (MO)**
- How are you planning on using your VRUSA moving forward? Are you planning any projects or policy changes based on that outcome? – **Derek Leuer (MN)**
- For those under the 15% VRU penalty what projects are you selecting and programming? – **Mark Bott (MI)**

Topic 3 – Roadway Departures

Noteworthy Practice Presentation

Dustin Witt (SD) – High Friction Surface Treatment for Winter Road Conditions.

Roundtable Discussion Questions

- Has your State installed sinusoidal rumble strips for centerline, shoulder or transverse applications? If so, has it replaced conventional rumble strips as your standard and how was this justified? – **Dan Brugman (WI)**
- Clear zone in urban areas - when are crash cushions or attenuation devices being used? Speed, AADT, Trucks, etc. for the criteria to use or not use crash cushions when the clear zone is not achieved. – **Darell Arne (ND)**

Topic 4 – Safety Data and Analysis

Noteworthy Practice Presentation

Don Butler (NE) – Expected Reductions for Rural Interstate Cable Median Barrier Program

Roundtable Discussion Questions

- Has your State moved to fully electronic collision reporting? How did the transition period affect report/data availability? – **James Marty Farris (OK)**
- We recently started updating our County Road Safety Plans and looking into developing City Safety Plans as well. Due to the complexity city streets pose including roadway features, stakeholders, etc., we found an in-depth city analysis would be very expensive. Are cities developing “systemic” safety plans? How complex are these plans and what is the average cost? – **Girma Feyissa Areda (MN)**
- Do any agencies have any best practices to share when quantifying the benefit of a safety improvement where there is a low exposure in terms of low AADT or very short segment length? – **Ray Shank (MO)**
- What sources of Big Data are you using to supplement crash history? – **Dave Schwartz (KS)**
- What measures are your States taking to mitigate record high inflation, particularly when it comes to HSIP projects? And how is this affecting future project funding? – **Eduardo Villalon (TX)**

Topic 5 – Evaluations

Noteworthy Practice Presentation

Derek Leuer (MN) – Sinusoidal Rumble Strip Evaluation

Roundtable Discussion Questions

- The Crash Reduction Factor for installing a Reduced Conflict Intersection (J-Turn or RCUT) in Indiana is much higher than the Crash Reduction Factor provided by the CMF Clearinghouse because we target our installations to locations with higher crash locations. Do other States have a similar situation, or do you put them in systemically? – **Thomas Ford (IN)**
- Do you develop State-specific CMFs or do you rely on national CMF research? – **Kevin Scopoline (WI)**
- How does your State perform evaluations for project selection and how do you measure effectiveness after project completion? – **Arian Tramber (TX)**
- What is the one initiative/innovation that your State has implemented that has had the most success that made a measurable improvement on your roadways? – **Martha Brown (IL)**