

OVERVIEW OF THE NHDOT ROAD SAFETY AUDIT PROCESS



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Principal Transportation Planner



WHAT IS THE HIGHWAY SAFETY IMPROVEMENT PROGRAM?



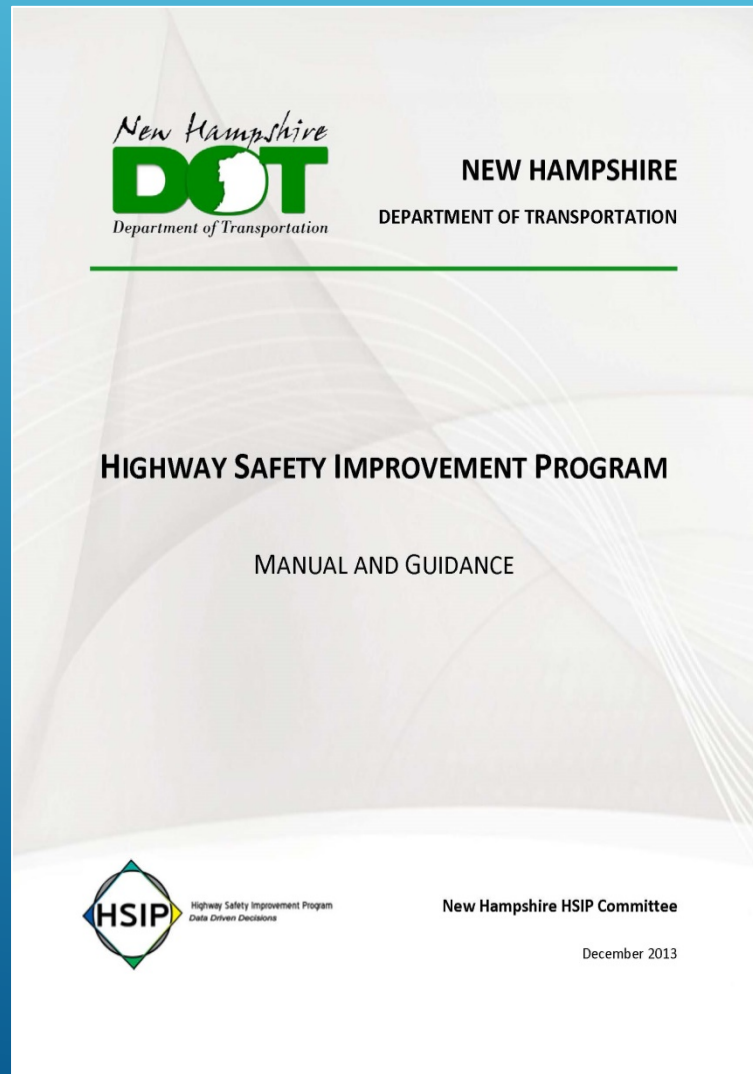
- Core Federal-aid Program established under SAFETEA-LU (2005) and continued under MAP-21 (2012) and the FAST Act (2015).
- New Hampshire apportionment is approximately **\$10 Million** per year for safety improvements.
- Program is intended to reduce traffic fatalities and serious injuries on all public roads.
- HSIP funds may not be used for non-infrastructure activities.

WHO OVERSEES HSIP IMPLEMENTATION IN NEW HAMPSHIRE?

- ▶ HSIP program implementation in New Hampshire is a **partnership** between local, regional, state, and federal partners.
- ▶ The program is overseen by a multi-agency HSIP Committee:
 - ▶ NHDOT Assistant Director of Project Development (Chair)
 - ▶ NHDOT Bureau of Highway Design
 - ▶ NHDOT Bureau of Highway Maintenance
 - ▶ NHDOT Bureau of Planning and Community Assistance
 - ▶ NHDOT Bureau of Traffic
 - ▶ FHWA Division Safety Engineer
 - ▶ Metropolitan Planning Organization
 - ▶ Rural Regional Planning Commission
 - ▶ Municipal Representative



THE RPC/MPO ROLE IN HSIP IMPLEMENTATION



In New Hampshire, three types of projects are eligible for HSIP funding.

- Locations identified by statewide network screening
 - NHDOT has historically used *Safety Analyst*
- Systemic projects that proactively address locations with conditions that correlate to certain crash types
 - e.g. Median Crossover Barriers
- Locally-identified projects justified by Road Safety Audits

THE RPC/MPO ROLE IN HSIP IMPLEMENTATION

How do New Hampshire's RPCs/MPOs assist in this process?

- For locations identified by statewide network screening
 - Work with municipalities to verify crash history.
 - Work with NHDOT and the affected municipality to facilitate consensus on project design.
 - Ensure that project funding is incorporated into TIP.
- For systemic projects that proactively address locations with conditions that correlate to certain crash types.
 - Coordinate with affected municipalities to identify and recommend appropriate locations to the NHDOT.
 - Ensure that project funding is incorporated into TIP.

ROAD SAFETY AUDITS IN NEW HAMPSHIRE

For locations not identified through network screening or systemic projects, municipalities may apply for a **Road Safety Audit** to gain eligibility for HSIP funding.

- Road Safety Audit locations must have a **fatal (K) or severe injury (A) crash history**.
- Supporting crashes need to be located at and **related to the location of interest**.
- Crashes should be correctable and show a pattern indicative of an **infrastructure-related problem** rather than a single isolated incident, caused by a **behavioral issue**, such as **distracted or impaired driving**.

ROAD SAFETY AUDITS IN NEW HAMPSHIRE


Example Safety Issues:

- Roadway issues, i.e. surface, curvature, other geometric issues
 - Poor surface conditions
 - Unusual intersections e.g. a Y along a curve
- Limited Sight Distance
 - Intersection Sight Distance
 - Stopping Sight Distance
- Driver Behavior Issues
 - Speeding
 - Running Stop Sign
- Lack of Lighting



APPLYING FOR A ROAD SAFETY AUDIT IN NEW HAMPSHIRE (APPLICATIONS ARE DUE TO SNHPC OCTOBER 15TH, NHDOT ON DECEMBER 1ST)

Revised 9/2017



ROAD SAFETY AUDIT APPLICATION

Specific location of proposed RSA project (intersection, spot location, road segment or project, or new facility):

City/Town/County: _____
RPC/MPO: _____
Route(s): _____ Intersecting Road: _____
AADT: _____ Speed Limit: _____ AADT: _____ Speed Limit: _____
Name, Position/Title, Address of Contact Person: _____
Phone Number: _____ Fax: _____ Email: _____

RSA Criteria check list:

Crash reports for the fatal or serious injury crashes (in the past 10 years)

- Number of Fatalities _____ and Number Incapacitating Injuries _____

State source for the above numbers _____

- Attach list of Total crashes
- Include Crash Diagram for fatal crashes & injury crashes

No project completed in last 5 years to address safety concerns
 No previous studies indicating desired countermeasures too expensive for this location
 The Average Daily Traffic (ADT) volume for road(s) and turning movements for intersections are attached.
 Signature of NHDOT District Engineer
 Signature of Municipal Official
 Signature of RPC/MPO Official

1. Reasons for requesting RSA: _____

2. Please list month and/or days of week when safety issues are most prevalent, if applicable: _____

3. Does your agency have a method to identify and prioritize road safety issues? If yes, where does this location rank within your agency's problem locations _____

List Municipal Official with Authority to Respond To/Implement the RSA Findings (include job title):

Signatures:
NHDOT District Engineer: _____

Municipal: _____

RPC/MPO: _____

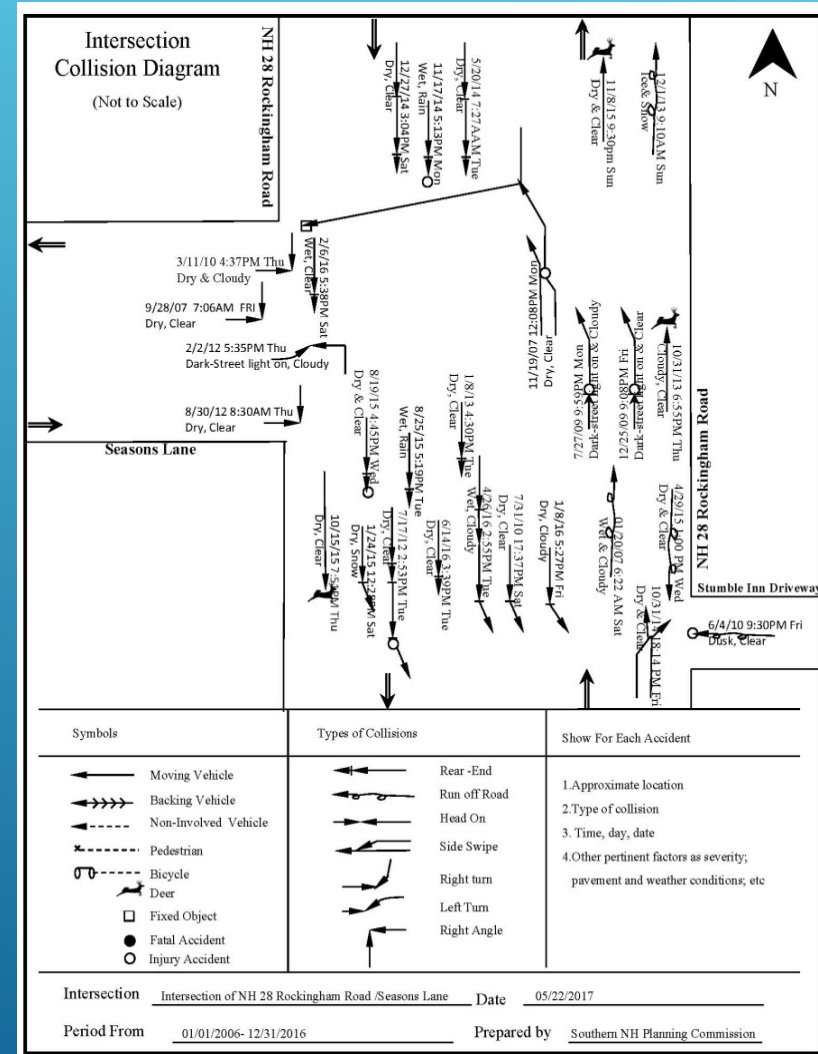
Submit Application to: Michael Dugas Phone: 603-271-2604
Deadline Dec. 1st Highway Design Fax: 603-271-7025
7 Hazen Drive, PO Box 483 Email: michael.dugas@dot.nh.gov
Concord, NH 03302-0483

- A Road Safety Audit application form is required and should include the following:

- Crash Reports (for fatal and serious injury crashes at the location for the past 10 years)
- Average Daily Traffic (ADT)
- Turning Movement Count (if applicable)
- Crash Diagram
- Signature of NHDOT District Engineer
- Signature of RPC/MPO
- Signature of Municipal Official


RPC/MPO ASSISTANCE WITH ROAD SAFETY AUDIT APPLICATIONS

- Your RPC/MPO can provide technical assistance in developing a Road Safety Audit application by:
 - Working with municipal staff to compile crash records.
 - Collecting location-specific traffic volume data and/or turning movement data.
 - Developing crash diagrams.
 - Participating as a stakeholder in the Road Safety Audit.
 - Ensuring that project funding is incorporated into TIP.




THE ROAD SAFETY AUDIT PROCESS

Ministerial Road at McAllister Road



**Road Safety Audit
Bedford, NH**

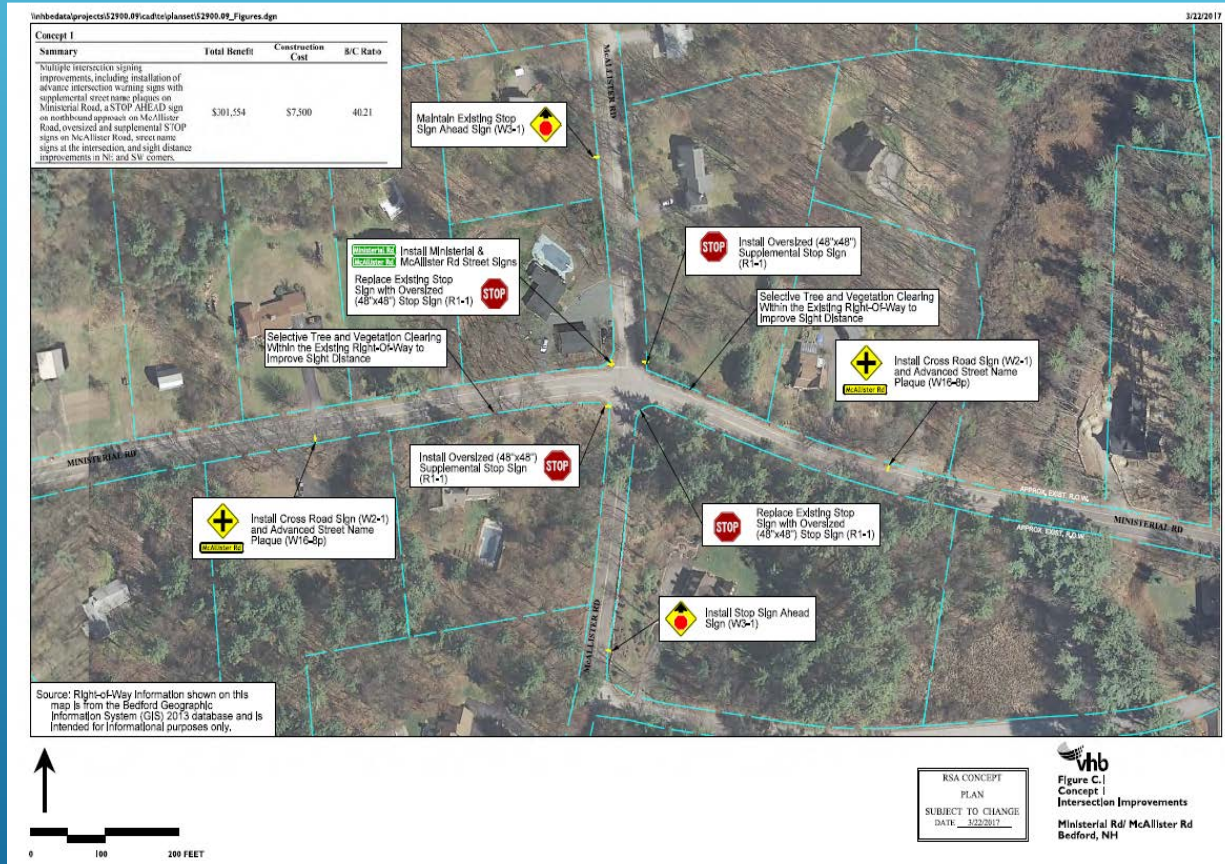
RSA Conducted:	October 12, 2016
Draft Report:	February 3, 2017
Final Report	March 22, 2017
Strategy Updates:	



Above: Intersection RSA Report for the Town of Bedford, NH organized by the SNHPC and NHDOT.

- If the HSIP Committee approves the application, a Road Safety Audit will be conducted.
 - Audit team typically includes NHDOT staff, municipal stakeholders, abutters, and RPC/MPO staff.
 - Typically lasts a half-day and involves: Initial Meeting, Field Review, and Recap Meeting.
 - Goal is to reach consensus on short, medium, and long-term improvements to pursue.

MOVING FROM A ROAD SAFETY AUDIT TO CONSTRUCTION



- To be eligible for HSIP construction funding the Benefit/Cost ratio of improvements must be greater than 1.0.
- Projects exceeding \$1 Million may be encouraged to pursue funding in the Ten-Year Plan.

Above: Conceptual improvements detailed in a Road Safety Audit of Ministerial Road/McAllister Road in Bedford, NH (2017).

EXAMPLE OF HSIP-FUNDED SAFETY IMPROVEMENT PROJECT



Before
Construction



After
Construction

Above: Before and after pictures of a locally-identified HSIP project in Lyme, New Hampshire. Photos courtesy of the NHDOT Bureau of Highway Design.



Applications Due
 October 15th to
 SNHPC, and
 December 1st to
 NHDOT

Any Questions?

Revised 9/2017

New Hampshire
DOT
 Department of Transportation

ROAD SAFETY AUDIT APPLICATION

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