The Washington State Local Agency Safety Management System

Highway Safety Peer Exchange

Council Bluffs, Iowa

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Presented by the

Washington State Technology Transfer Center

Highways & Local Programs Service Center

WSDOT

Local Agency SMS

- Overview
- Development
- Description
- Implementation Challenges
- Strategies to Meet the Challenges

Who are our local agencies?

- Over 400 autonomous entities
- 39 Counties
- 279 Cities
- 36 Tribal Governments
- 70 Ports
- 27 Transit Authorities

How are they organized?

- Agencies
  - Cities~Association of Washington Cities (AWC)
  - Counties~County Road Administration Board (CRAB)

How are they organized?

- Technical Personnel
  - Urban Traffic Engineers Council (UTEC)
  - Washington Alliance of Signing & Striping Personnel (WASSP)
  - Washington Association of County Engineers (WACE)
  - City Engineer's Association of Washington (CEAW)
  - Washington Association of County Road Supervisors (E&W WACRS)

State Level Support

- WSDOT
  - Highways and Local Programs Service Center
    - » Administers Federal Gas Tax Funds
      - 4 Service Center Offices and 6 Regional Offices
    - » Provides Engineering Services Through WST2 Center
    - » Funded FTE's for Regional Engineering Support
  - Traffic Office
    - » Provides On-call Traffic Engineering Services
  - Transportation Data Office
    - » Provides WSP Collision Data

State Level Support

- Transportation Improvement Board (TIB)
  - Administer state funded transportation programs for urban roadways and small cities
  - Some engineering support in implementing funding programs

State Level Support

- County Road Administration Board (CRAB)
  - Enforce state regulations concerning county Best Management Practices (BMPs)
  - Administer state funded programs for county arterial roads
  - Provides computer training and software support for their mandated road log system

WST2 Center Mission

- Office within the local programs division of WSDOT
- “On call” to serve at the local agencies disposal.
- Assist local agencies to manage their transportation resources more efficiently by increasing their expertise through technical and management materials, training and advice.

WST2 Center Mission

- Administer the Local Technical Assistance Program (LTAP)
- Assist Local Agencies in developing, implementing, and operating infrastructure management systems including SMS
- Act as technical liaison between Local Agencies and WSDOT

WST2 Center Staff

- Director
- T2 Office Assistant
- Engineering Systems Specialist (TE-4)
- Pavement Technology Engineer (TE-4)
- Traffic Technology Engineer (TE-4)
- Training Coordinator
- “Road Show” Trainer (Seasonal)

Traffic Technology Engineer's Role

- Collaborative Approach
- Champion the SMS
- Facilitate & support local and statewide traffic and transportation safety technical committee's
- Act as traffic and SMS information clearinghouse
- "On call" to serve at the local agencies disposal

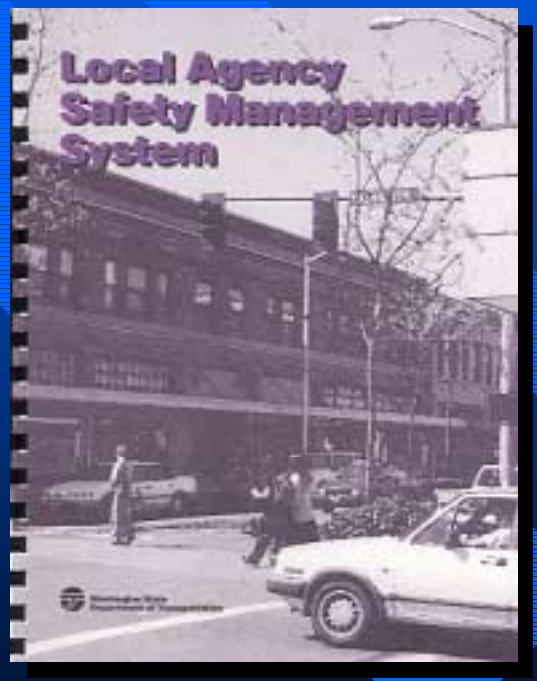
Other WSDOT Staff

- H&LP
  - B/P Engineer (TE-5)
  - Bridge Engineer (TE-5)
  - Environmental Engineer (TE-2)
- WSDOT Traffic Office
  - Traffic Engineer (TE-5)

Local Agency Safety Funding

- Federal (through H&LP)
  - HES
  - RR Crossings
  - LTAP (WST2 Center)
- State
  - WTSC Safety Grants
  - State Gas Tax (TIB & CRAB Projects)
- Local Funds

Local Agency SMS



Driving Forces

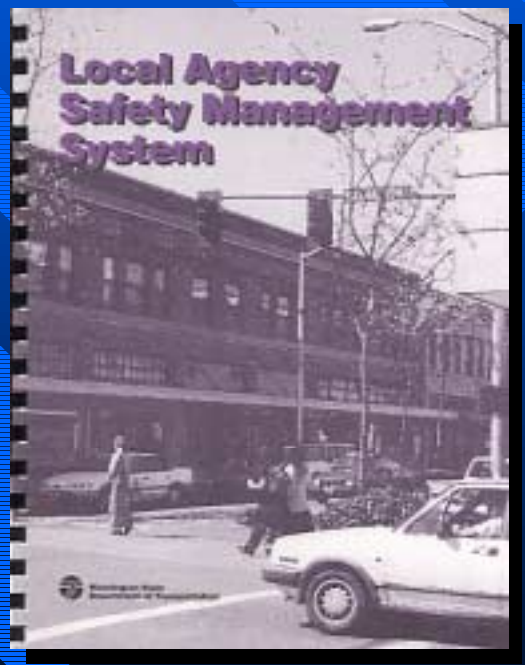
- ISTEA of 1991
- Executive manager's desire for information on the performance of safety program decisions
- Interest of several local agencies

SMS Development Partners

- WSDOT - H&LP (Lead)
- City and county representatives
- WSDOT - Traffic Office
- Association of Washington Cities
- Transportation Improvement Board
- County Road Administration Board
- County Risk Pool
- Federal Highway Administration
- Washington State Traffic Safety Commission

Local Agency Safety Management System

- Document in three sections
  - Executive Summary
  - System Details
  - Example Tools



Local Agency Safety Management System

- Primary goal is to prevent and reduce the number and severity of roadway collisions, transportation-related injuries, and property damage.

What Is the SMS?

- A systematic, consistent method of identifying and prioritizing safety needs, and mustering the resources to meet those needs.

Characteristics of the SMS?

- Model
- Flexible
- Uses a collaborative process
- Objective
- Systematic
- Uses Benefit/Cost in strategy selection and project prioritization

Characteristics of the SMS?

- Community based
- Vehicle, Driver, and Roadway
- Uses the 4 E's (Education, Enforcement, Emergency Service and Engineering)

How the SMS Works.

The SMS System is comprised of 2 basic parts:

- Collaborative Process
- Eight element decision support process

Collaborative Process

- SMS Committee
  - Standing committee
  - Collaborative
  - Cross discipline (4-E representation)
  - Comprised of local transportation safety stakeholders
  - Helps identify safety needs
  - Helps identify solutions
  - Aids in partnering to develop resources

Collaborative Process

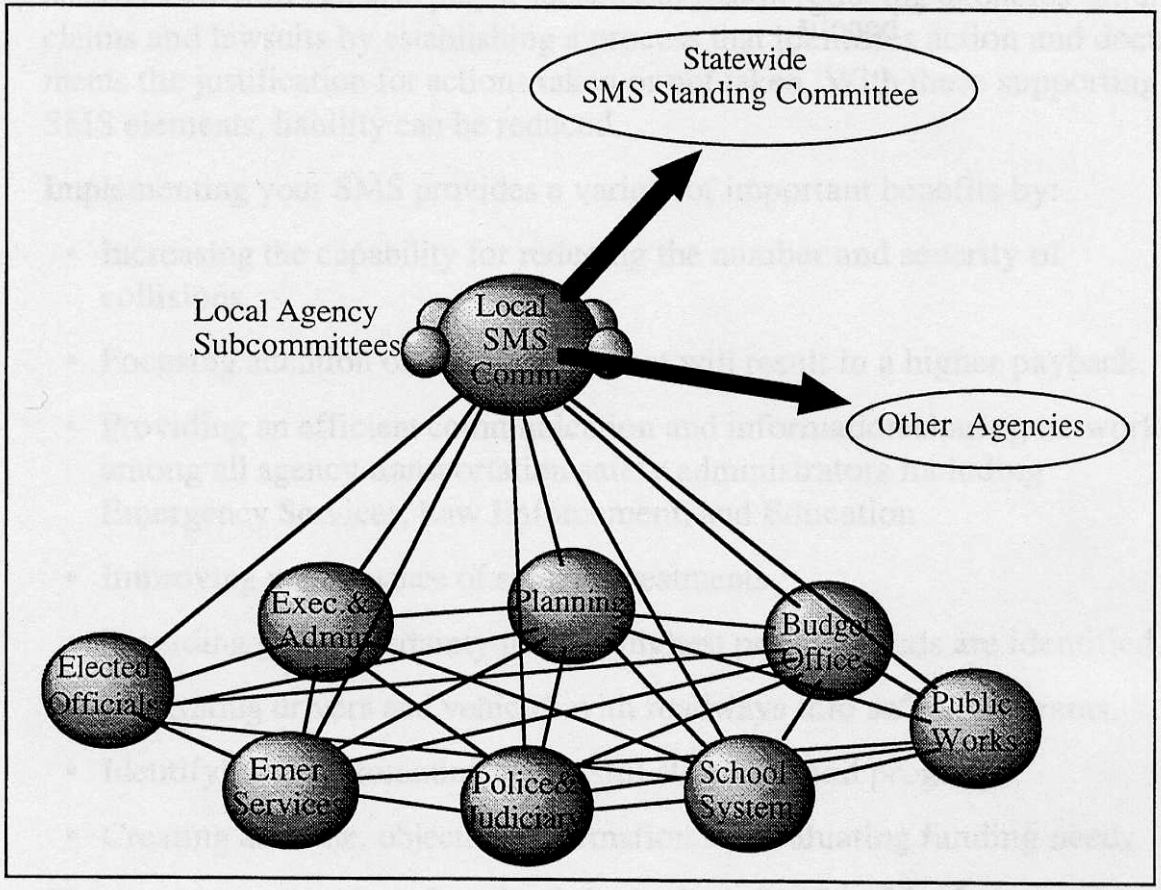
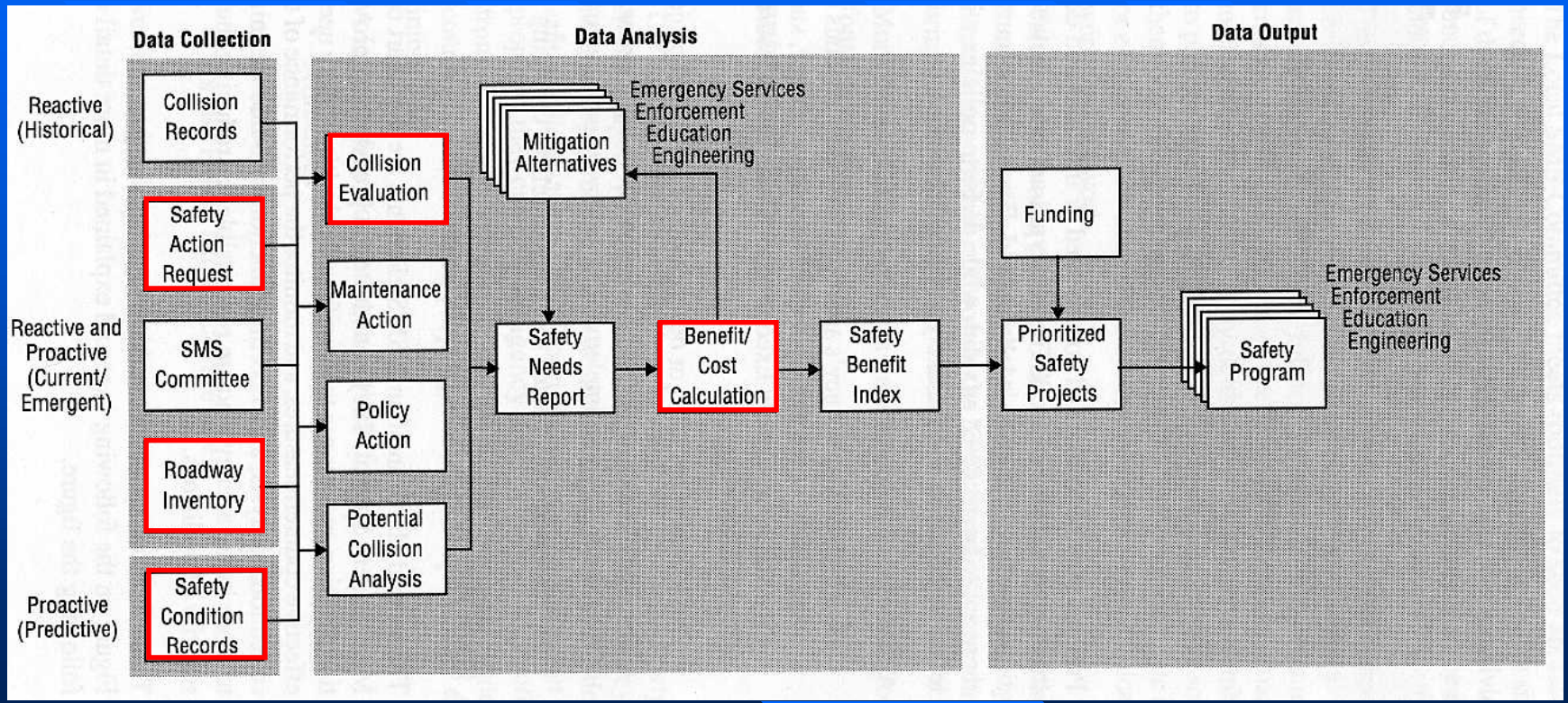


Figure 1-1 — The Local Safety Management Committee

Eight Key Elements

- Local Policy
- Data Collection
- Data Analysis
- System Output
- Project Prioritization and Program Development
- Program implementation
- Performance monitoring
- Annual Safety Reporting Process (Feedback)

Safety Needs Assessment Model



Implementation Challenges

Implementation Challenges

- SMS has not been given top priority
- Educating the agencies
- Liability Fears
- Funding for identified needs
- Maintaining staff resources

Addressing the Challenges

Strategies to Meet Challenges

- Improving Priority of SMS
  - Keep SMS in the mainstream
    - » Received buy-in by the County Risk Pool
    - » Included in Traffic Records Strategic Plan
    - » Integrated concepts and forms into HES Program
    - » Coordinating B/C process between State Agencies
    - » Working with counties to integrate into their BMPs
    - » Getting technical associations to get involved, e.g., UTEC

Strategies to Meet Challenges

- Education
  - Take advantage of educational opportunities
    - » *WST2 (*WST2 newsletter)
    - » Training classes and workshops
    - » Conference presentations
    - » One-on-one discussions

Strategies to Meet Challenges

- Liability Fears
  - Education through the County Risk Pool
  - Promotion from other local agencies
  - Point out two legal protections:
    - » Section 409, Title 23 of the US Code: *Discovery and admission of evidence of certain reports and surveys*
    - » Doctrine of Discretionary Immunity, Evidence Rule 407, *Subsequent Remedial Measures*

Strategies to Meet Challenges

- Funding for identified needs
  - SMS will quantify needs objectively and provide feedback on performance helping sell proposal for additional funding
    - » Safety Benefit Index rather than traditional Benefit/Cost
    - » Number of lives saved over 10 years per $10,000 spent
  - Investigating new approaches (WSDOT)

Strategies to Meet Challenges

- Staff
  - Hired a fulltime Traffic Technology Engineer in WST2 with SMS as top priority
  - Planning Experience
  - Broad based traffic engineering experience
  - Motivated and excited about the System
  - Strong Communication skills

Where are we today?

- Beginning to work with CRAB & WACE to move toward adopting SMS as a BMP
- Working with UTEC to refine and update collision reduction factors
- Working to standardize SMS worksheets
- Working with UTEC and WSDOT-TDO to develop SMS software
- Working with WTSC Traffic Records committee to help provide traffic safety data

Where are we today?

- Preparing to rewrite the SMS document
- Preparing to develop a small city version of the SMS
- Developing an education campaign and training program

Target Zero

- Statewide colaborative effort toward eliminating death and injuries
- Zero deaths and injuries by 2030

Target Zero Partners

- Dept. of Health
- WSDOT
- Office of Superintendent of Public Instruction
- Dept. of Social and Health Services
- Washington State Patrol
- Legislative Staff

Target Zero Partners

- Washington Traffic Safety Commission
- Association of Washington Cities
- County Road Administration Board
- Local DUI Task Force
- Washington Trucking Association
- AAA of Washington
- Dept. of Licensing

12 Focus Areas

- Older and Younger Drivers
- Safety Belt Use
- Road Environment
- Work Zone Safety
- Impaired Drivers
- Agressive/Speeding Drivers
- Sleepy Drivers

12 Focus Areas

- Emergency Response Time
- Pedestrians
- Trucks
- Bicyclists
- Data and Information Technology

What will it take?

- Stakeholder ownership
- Agencies must dedicate resources
- Interagency and cross-jurisdiction collaboration
- Funding to support Target Zero Efforts

Questions?

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