HIGHWAY SAFETY IMPROVEMENT PROGRAM

HSIP

A Preview of States'

Vulnerable Road User (VRU) Safety Assessments

Introduction

All States recently completed their initial VRU Safety Assessments for 2023. A VRU Safety Assessment includes an assessment of the safety performance of the State with respect to vulnerable road users and the State's plan to improve the safety of vulnerable road users [23 U.S.C. 148(a)(16)]. Additionally, the assessments included a quantitative analysis of vulnerable road user fatalities and serious injuries to identify areas of high risk to vulnerable road users and a program of projects or strategies to reduce safety risks in those high risk areas [23 U.S.C. 148(l)(2)]. States used many data sources, incorporated multiple analysis approaches, and considered input from various stakeholders, local safety plans, as well as the Safe System Approach in the development of their VRU Safety Assessments. View your State's VRU Safety Assessment at **https://highways.dot.gov/safety/hsip/shsp/shsp-resources** (scroll to bottom).

Data

States used a diverse set of data sources, tools, and analysis methods to complete their Vulnerable Road User Safety Assessments, as shown below.

AVERAGE YEARS OF DATA USED: 7

% OF STATES USING THE FOLLOWING VULNERABLE ROAD USER TYPES:

- 100% Non-motorists
- 60% Highway workers
- 10% Other (E-Scooter Users, Motorcyclists and Persons in Buildings)

For data analysis, most States used their own tools, but...

OVER 25% USED THE SYSTEMIC SAFETY PROJECT SELECTION TOOL

INFRASTRUCTURE INDICATORS USED FOR SYSTEMIC SAFETY ANALYSIS:

- 56% Sidewalks
- 46% Transit Stops
- 38% Bikeways
- 35% Highway Shoulders
- 27% Transit Corridors

TOP 5 DATA SOURCES STATES USED FOR ASSESSMENT:

- 92% State Crash Database
- 75% Census Data
- 56% Fatality Analysis Reporting System (FARS)
- 48% Traffic and Roadway Data
- 19% Hospital Data

INTERESTING FACT: 3 states used EMS data

DEMOGRAPHIC DATA CONSIDERED IN THE QUANTITATIVE ANALYSIS:

- 77% Age
- 75% Income
- 75% Race
- 69% Ethnicity
- 46% Gender

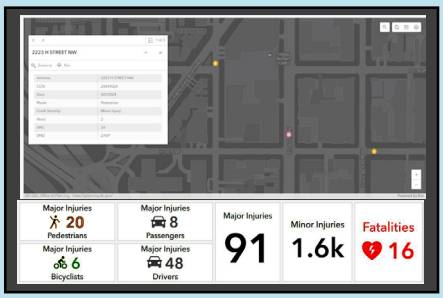
Analysis

TOP 2 METHODS USED FOR IDENTIFYING "HIGH-RISK" AREAS TO VULNERABLE ROAD USERS:

- 48% High Injury Networks
- 40% Systemic Safety Analysis

TOP "HIGH RISK" AREAS IDENTIFIED:

- 65% Specific locations (e.g., corridor or intersection)
- 62% Geographic regions (e.g., a county or a region covered by an MPO), Municipality
- 48% Specific facility types (e.g., major arterial)
- 17% Priority Areas (e.g., work zones, tribal areas)
- 13% Other (Polygons, Jurisdiction, Communities, Wards)



DC Vision Zero Traffic Fatalities and Injury Crashes Dashboard. Source: DC.gov

U.S. Department of Transportation
Federal Highway Administration

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

FHWA-SA-24-034

Engagement

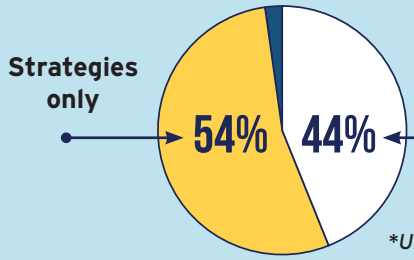
States are required to consult with certain entities that represent identified high-risk areas [23 U.S.C. 148(l)(4)(B)], although States also consulted with other organizations. Interesting Fact: Some States also worked with law enforcement and public health agency organizations.

TOP 8 PARTIES CONSULTED WITH:

- **98%** Metropolitan planning organizations
- **87%** Local governments (counties, townships, municipalities, special districts)
- **62%** Institutional, advocacy, or community groups
- **54%** Regional planning organizations
- **44%** Transit agencies
- **40%** Federal agencies
- **40%** Tribal governments
- **29%** Emergency response agencies

Programs/Strategies

THE PROGRAM OF PROJECTS OR STRATEGIES INCLUDES:



*Unable to determine 2%

TOP 6 TYPES OF PROJECTS OR STRATEGIES INCLUDED IN THE ASSESSMENT:

- **88%** Education (Outreach/ Training)
- **87%** Engineering
- **65%** Enforcement
- **62%** Data/Analysis
- **60%** Policy
- **29%** Emergency Response

STATES THAT USED OTHER PLANS AS A RESOURCE TO DEVELOP THE ASSESSMENT:

- **62%** Pedestrian or bicycle master plan(s)
- **44%** Local road safety plan(s)
- **35%** Transportation Improvement Program
- **23%** Complete Streets plan(s)

Safe System Approach (SSA)

TOP STRATEGIES IDENTIFIED BASED ON SSA HIERARCHY ALIGNMENT:

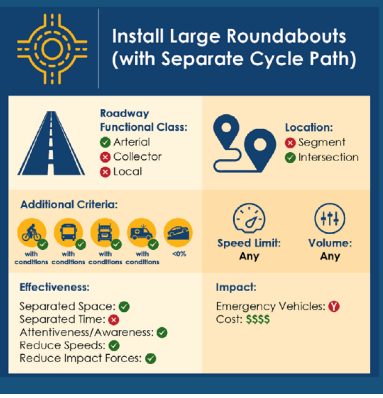
47 States
Increase attentiveness and awareness

44 States
Remove severe conflicts

44 States
Reduce vehicle speeds

35 States
Manage conflicts in time

Noteworthy practices included interactive online mapping applications available to the public, outreach programs for pedestrians, Amish, Tribal, and other relevant communities, and context sensitive prioritization strategies.



Sample VRU Countermeasure Selection Score Card. Source: Caltrans

Have an HSIP success story? Share your projects on social media #HSIPSavesLives.
To find out how HSIP can help save lives in your community, contact your State DOT:
https://www.fhwa.dot.gov/about/webstate.cfm