

## 1. INTRODUCTION

The Strategic Safety Program was created by the Transportation Commission (TC) on April 18, 2019. The TC recognized the pressing need to focus on safety improvements that can save lives and reduce the severity of crashes. The program was created to address the need for preventative and systemic safety efforts that have immediate benefits to safety across the particularly in rural Colorado. Examples of systemic statewide safety improvements include six-inch striping, interstate cable rail, centerline and shoulder rumble strips, variable speed limits, and Manual for Assessing Safety Hardware (MASH) compliant guardrail. This program supports the Whole System Whole Safety Initiative and it is managed by the Division of Maintenance and Operations (DMO).

## 2. REGULATORY CONSIDERATIONS

### 2.1. Regulations/Resolutions

Transportation Commission Resolution 19-04-17

### 2.2. Guidelines

A procedural directive is currently being developed.

## 3. ASSET INVENTORY AND CONDITION

The Strategic Safety Program directly impacts assets and conditions by funding safety related projects. However, it is a funding program that supplements asset programs and does not contain asset inventory or condition guidelines. An inventory of six-inch striping, interstate cable rail, rumble strips, variable speed limits, MASH compliant guardrail, and employee safety equipment has not been completed.

## 4. PERFORMANCE

Performance metrics and targets have not yet been defined for the Strategic Safety Program. The use of Strategic Safety Program funds benefits CDOT's overarching safety-related performance measures such as:

- Reduce the number of traffic fatalities
- Reduce the number of serious injuries in traffic crashes
- Reduce the fatalities per Vehicle Miles Traveled (VMT)
- Reduce the number of speeding-related fatalities
- Reduce the number of motorcyclist fatalities
- Reduce the number of drivers age 20 or younger involved in fatal crashes
- Reduce the number of pedestrian fatalities
- Reduce the number of bicyclist fatalities
- Reduce the number of older driver related fatalities

## 5. FUNDING

### 5.1. Funding Mechanisms

The Strategic Safety Program is funded from reallocated Highway Safety Improvement Program (HSIP) funds. The funding that established the Strategic Safety Program was from flexible federal funds that were reallocated from another program.

The funding of \$11,361,130 per year was reallocated for fiscal year 2018-2019 and fiscal year 2019-2020. Funding beyond this initial allocation will be allocated each year.

### 5.2. Region Pool Distributions

The Strategic Safety Program is managed at the statewide level and funds are distributed to the Regions per approved project.

## 6. INVESTMENT STRATEGIES

Treatments eligible for Strategic Safety Program funding fall into two primary categories for safety improvements. The first is to reduce the frequency of lane departure crashes. This can be achieved with six-inch striping and rumble strips.

The second category is to reduce the severity and fatalities of lane departure crashes. Eligible treatments include MASH compliant guardrail, median cable rail, variable speed limits, and employee safety equipment such as truck mounted attenuators.

Upgrading striping to six-inches is currently the highest priority investment for Strategic Safety Program funds. Six-inch striping provides safety benefits for autonomous vehicles, night time driving, and unlighted rural roads. A reduction in run-off-the-road, sideswipes, and head-on collisions can be achieved with six-inch striping.

The program has also funded centerline and shoulder rumble strips projects, which improve safety by reducing lane departure crashes on rural two-lane undivided highways. MASH compliant guardrail projects funded by the Strategic Safety Program improve the crashworthiness and safety of guardrail to reduce the severity of crashes and reduce fatalities. The program also provides funding for installing median cable rail, a proven method in reducing the frequency and severity of cross-over and head-on crashes on high speed divided highway facilities.

## 7. LIFECYCLE MANAGEMENT

### 7.1. Treatment Lists

Eligible treatments include six-inch striping to prevent run off road accidents, interstate cable rail and rumble strips to prevent head-on crashes, use of variable speed limits to reduce crashes and improve traffic operations and MASH compliant guardrail which all have immediate safety benefits. Personal safety equipment such as truck mounted attenuators are also a treatment that can be funded with this program

## **7.2. Project Selection Process**

The project selection process begins with requests from the Regions for funding for Strategic Safety Program eligible projects. A request form for the Regions to use is currently being developed. The DMO reviews the requests and approves funding for projects based on eligibility for the program, time of implementation, and available funding.

# **8. HEADQUARTERS AND REGION ROLES**

## **8.1. Headquarters Role**

The Division of Maintenance and Operations administers the Strategic Safety Program.

## **8.2. Region Role**

Regions set priorities and select projects that are eligible for funding and complement statewide Strategic Safety Program investment strategies. Projects are then submitted to headquarters. After approval, regions construct or contract out projects to be built.

# **9. REPORTING, MANAGEMENT, AND DOCUMENTATION**

## **9.1. Reporting to Internal and External Stakeholders**

Strategic Safety Program project lists are provided to the Executive Management Team.

## **9.2. Management / Advisory Committees**

Reports detailing improvements that are accomplished with Strategic Safety funds are created and made available to the Whole System Whole Safety Initiative.