

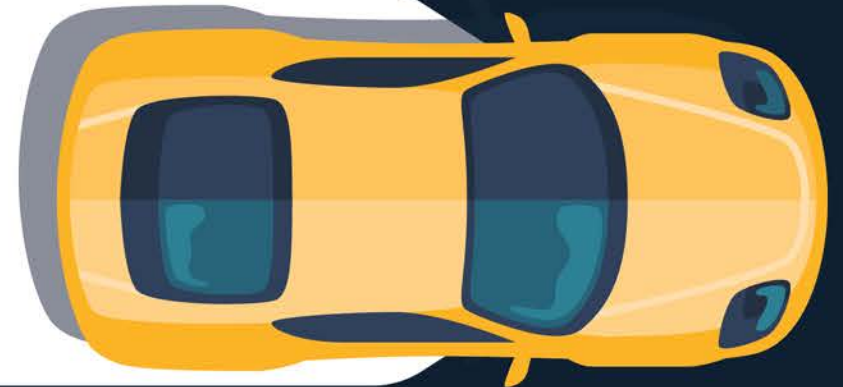
# IMPLEMENTING WEST VIRGINIA'S STRATEGIC HIGHWAY SAFETY PLAN

2024 Planning Conference

May 23, 2024

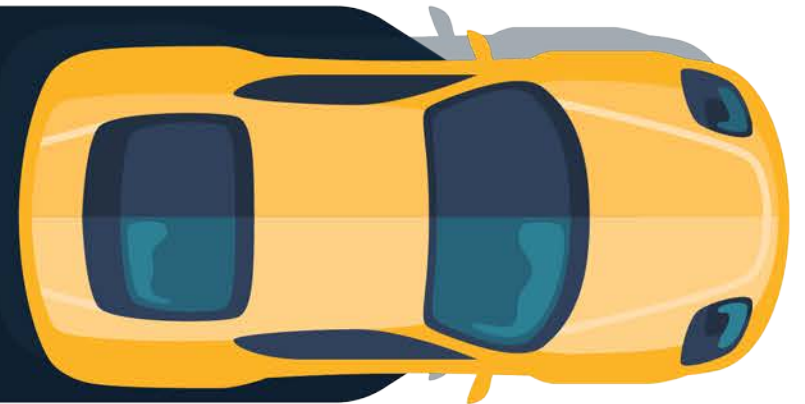
*Presentation By: Marsha K. Mays, P.E.*

*Strategic Safety Planning & Analysis Engineer*





# Introduction to the WV SHSP



# Strategic Highway Safety Plans

- Comprehensive transportation safety plan with a goal of reducing highway fatalities and serious injuries on all public roads
- Establishes consistent statewide goals, objectives, emphasis areas, priorities, and countermeasures with stakeholders and across other transportation plans
- Makes effective use of highway safety related data to determine data-driven priorities
- Addresses engineering, management, operation, education, enforcement, and emergency medical services through common goals and strategies



# SHSP Requirements

- Multidisciplinary approach and coordination
  - Enforcement, Education, Engineering, and Emergency Medical Services
- Analyze and make effective use of safety data
- Consider the safety needs of all public roads
- Adopt performance-based goals
- Implementation and Evaluation
- FHWA Special Rules
  - High Risk Rural Roads
  - Older Drivers and Pedestrians
  - Vulnerable Road Users
- Plan must describe the update process
- Plan is signed by the Governor's Representative
- Provide strategic direction for other state/local safety plans



# WV SHSP History

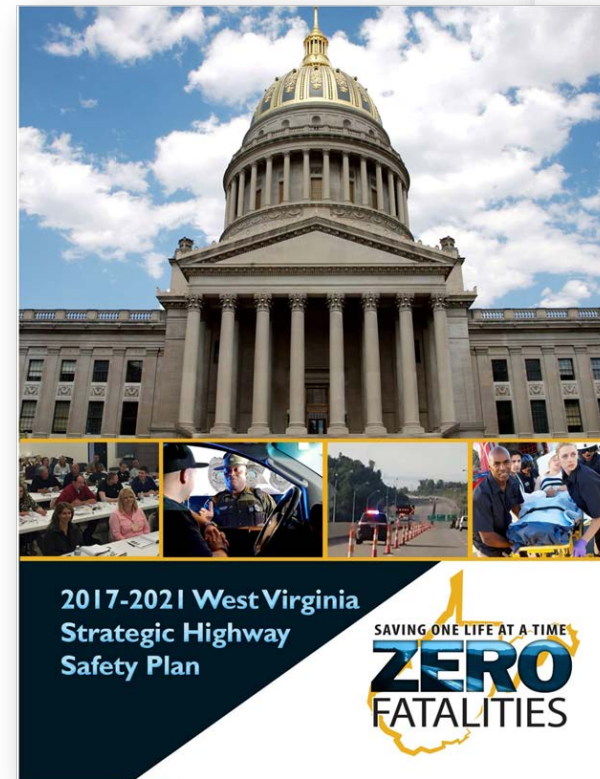
- First SHSP adopted in 2007
  - Included nine emphasis areas
- Update in 2009
  - Reduced to five emphasis areas
  - Safety Management Task Force oversight
- 2017-2021 West Virginia SHSP
  - Five emphasis areas
  - Adopted Zero Fatalities Vision
- 2022-2026 West Virginia SHSP



*West Virginia*

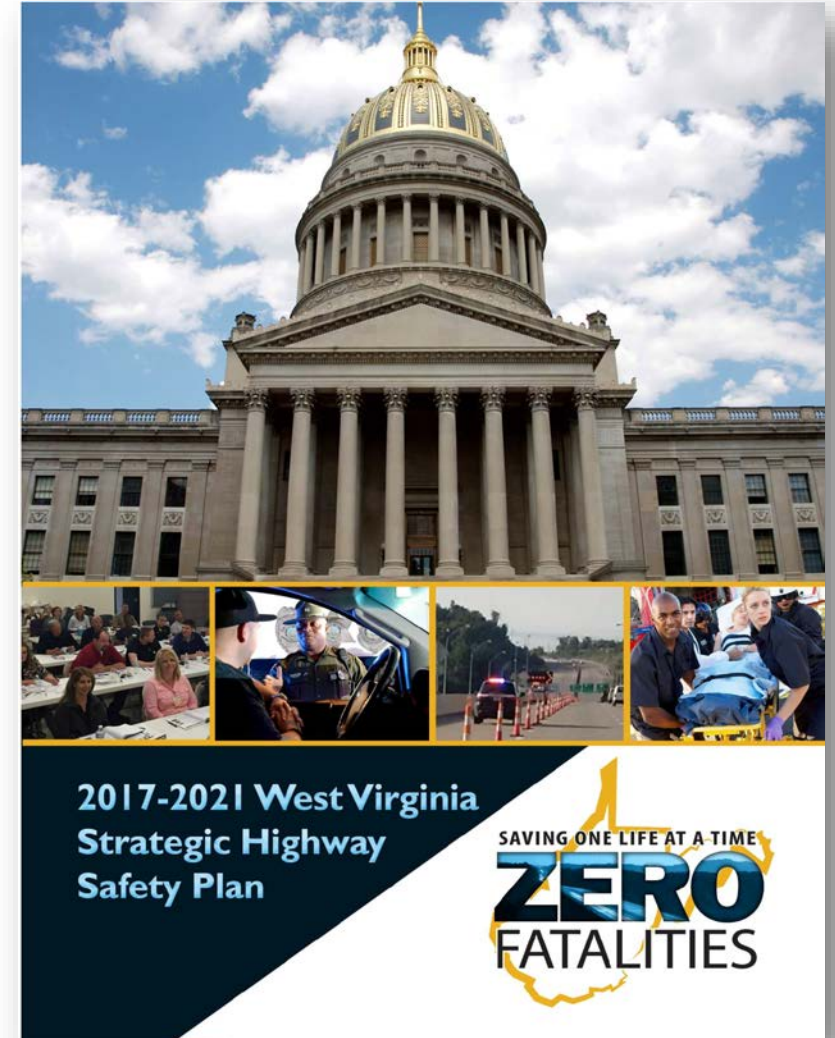
*Strategic Highway  
Safety Plan*

*September 2007*



## Why Update?

- Federal requirement, every 5 years
- Evaluate current SHSP
  - Did we achieve our goals?
- Are current goals and objectives appropriate?
- Incorporate new federal requirements and national initiatives
- Review updated crash trends
  - Are our Emphasis Areas still appropriate?
  - Are there new crash data trends that we should address?
- Revise strategies and action plans



# Safety Management Task Force Structure



**Executive Committee**  
(EA Team Leaders)

**Highway Safety Partners**  
State – Federal – Local - Private

**EA 1**  
Speeding &  
Aggressive  
Driving

**EA 2**  
Roadway  
Departure

**EA 3**  
Occupant  
Protection

**EA 4**  
Older Driver  
(65+)  
Involved

**EA 5**  
Alcohol &  
Drug  
Impaired  
Driving

**EA 6**  
Intersections

**EA 7**  
Pedestrians

**EA 8**  
Improving  
Highway  
Safety Data

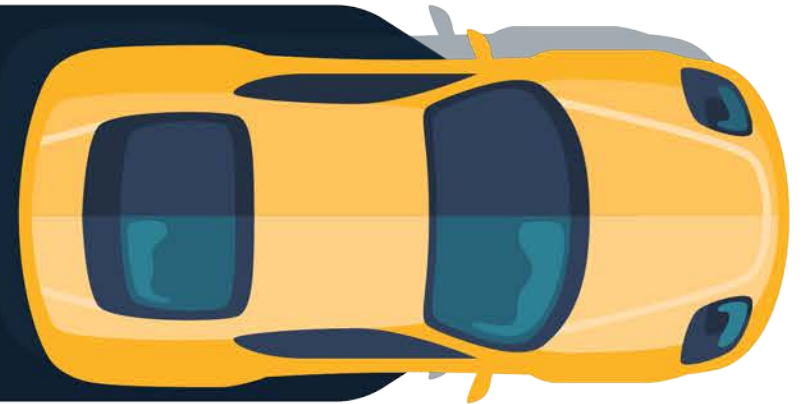


# Safety Management Task Force

- Roles and Responsibilities
  - Provide oversight of the SHSP
    - Plan development
    - Implementation
    - Evaluation
  - Provide subject matter expertise within the 4 E's of safety
    - Engineering
    - Education
    - Enforcement
    - Emergency Medical Services
  - Promote effective cooperation, participation, communication, and coordination among agency members



# 2022-2026 WV SHSP



## 2022-2026 WVSHSP: Goal and Objective Statements

### Goal:

*The goal of the West Virginia Strategic Highway Safety Plan is to work cooperatively to improve roadway safety thus eliminating fatalities and serious injuries, through the coordinated efforts of enforcement, education, emergency medical services, and engineering.*

### Overall Objective:

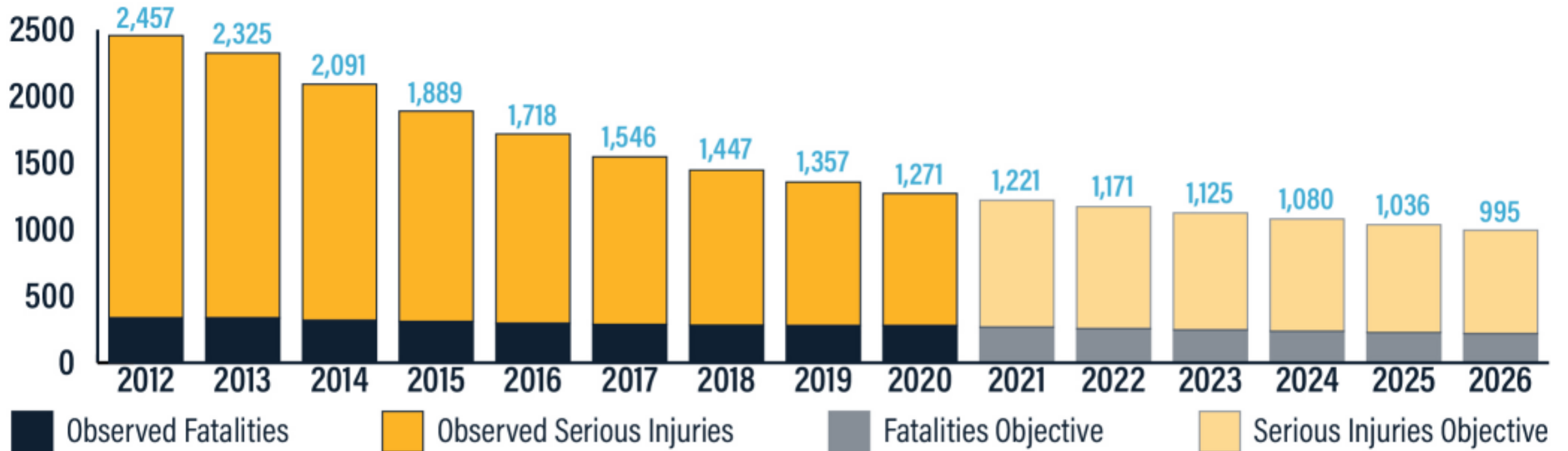
*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*

- Objectives are generally measurable, time-based, and action oriented
- The SMTF agreed on a 4% annual reduction of fatalities and serious injuries and an ultimate objective of zero fatalities by 2050



# 2022-2026 WVSHSP: Annual Fatalities & Serious Injuries

## STATEWIDE FATALITIES AND SERIOUS INJURIES (5-YEAR ROLLING AVERAGES)



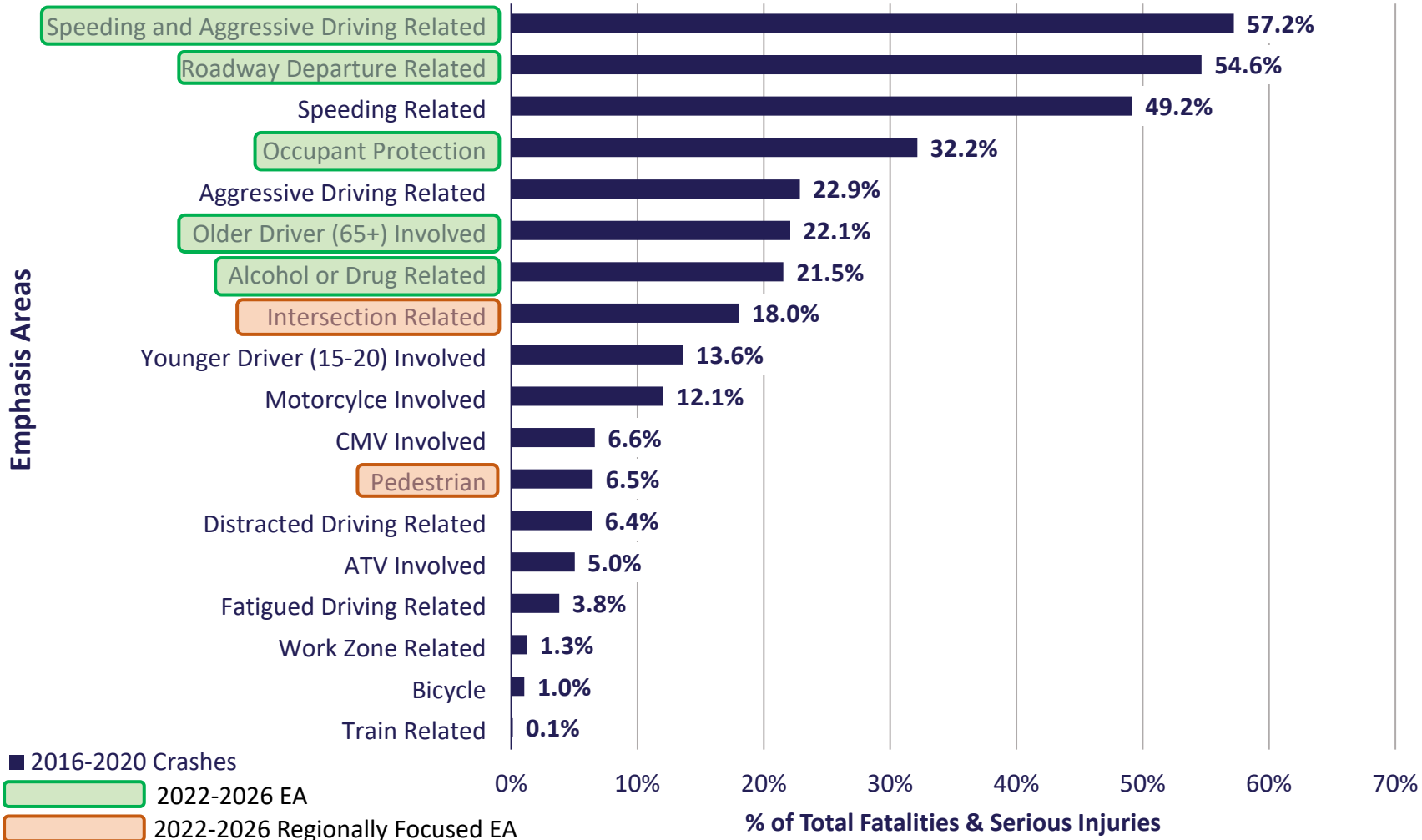
XXX Combined Fatalities and Serious Injuries



## Emphasis Area Selection Process

- Reviewed AASHTO's 22 Emphasis Areas
- Reviewed other statewide safety plans
  - Highway Safety Plan (GHSA)
  - Commercial Vehicle Safety Plan (WV Public Service Commission)
- Reviewed 2016-2020 fatality and serious injury crashes for each potential Emphasis Area
- Ranked and selected Emphasis Areas with higher percentages of fatalities & serious injuries
- Determined appropriate number of Emphasis Areas to include in plan

# 2022-2026 Selected Emphasis Areas



Data-Driven EAs	
1.	Speeding & Aggressive Driving
2.	Roadway Departure
3.	Occupant Protection (Seatbelts, Helmets & Child Restraints)
4.	Older Driver (65+) Involved
5.	Alcohol and Drug Impaired Driving
6.	Regionally Focused EA - Intersections
7.	Regionally Focused EA - Pedestrians
Non Data-Driven EA	
1.	Improving Highway Safety Data

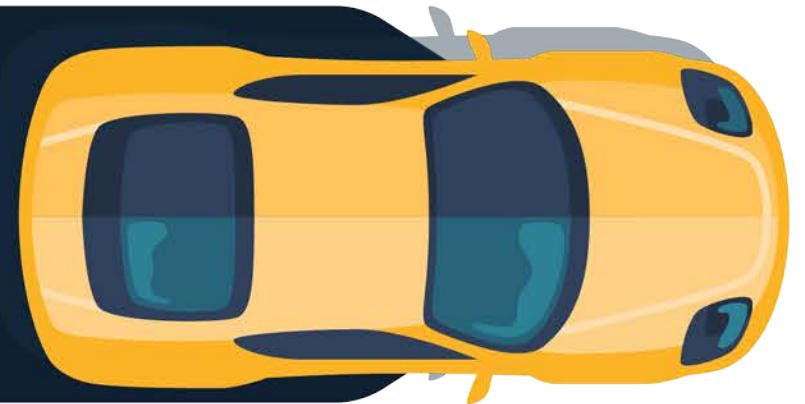
# 2022-2026 Selected Emphasis Areas

- Data-Driven Emphasis Areas Account for
  - 98% of all fatalities
  - 95% of all serious injuries
- Emphasis Areas retained from previous SHSP
  - Speeding & Aggressive Driving
  - Roadway Departure
  - Occupant Protection
  - Alcohol and Drug Impaired Driving
  - Improving Highway Safety Data
- New Emphasis Areas
  - Older Driver Involved
  - Intersections – Regionally Focused
  - Pedestrians – Regionally Focused

Data-Driven EAs	
1.	Speeding & Aggressive Driving
2.	Roadway Departure
Occupant Protection (Seatbelts, Helmets & Child Restraints)	
3.	
4.	Older Driver (65+) Involved
Alcohol and Drug Impaired Driving	
5.	
6.	Regionally Focused EA- Intersections
Regionally Focused EA - Pedestrians	
7.	
Non Data-Driven EA	
1.	Improving Highway Safety Data



# 2022-2026 WV SHSP Implementation Plan



# WVSHSP Emphasis Area Implementation Plan

- Purpose of an EA Implementation Plan

- Identify key actions for each EA strategy that can be implemented to reduce fatalities and serious injuries
- Provides a collaborative approach to addressing a particular safety concern
  - Continue to foster multidisciplinary, multimodal, and collaborative relationships for improving safety
  - Integrate the 4 E's into a transportation safety problem
- Provides the opportunity to identify champions for each EA and each action
- Provides the opportunity to strategic funding opportunities, possibly those that may not have been considered in the past
- Allows for coordination with other transportation planning processes and integration of safety improvements into other transportation projects and programs



Graphic Source: FHWA

# WVSHSP Emphasis Area Implementation Plan

- Emphasis Area Champions
  - Identified appropriate Champion for each Emphasis Area
  - Champions lead the implementation of the Emphasis Area
    - Work with team to identify appropriate actions
    - Identify champions for each action (individual or agency level)
    - Prioritize implementation of actions
    - Work with appropriate agencies to seek funding or grant opportunities
    - Track implementation progress
    - Provide updates to the Safety Management Task Force

## Developing Emphasis Area Implementation Plans

- Reviewed EA strategies from SHSP
- Identified actions to implement under each strategy
- Identified appropriate performance measures for implementation of action
  - Specific
  - Measurable
  - Action-Oriented
  - Reasonable
  - Time Bound
  - Consistent with WVSHSP Goal and Objectives
- Identified champions or leads for each action
  - Individual or agency level



# WVSHSP Emphasis Area Implementation Plans

- Developing an EA Implementation Plan
  - Example



## Emphasis Area Strategies: Roadway Departure

1. Implement proven engineering countermeasures to reduce the likelihood of vehicles leaving a travel lane.
2. Implement proven engineering countermeasures to improve the roadside environment, minimizing the consequences of leaving the roadway.
3. Develop and distribute consistent public information regarding implementation of new engineering treatments.
4. Improve incident management and response to incidents by improving data sharing and enhancing incident management training to improve incident clearance times and reduce the likelihood of secondary incidents.

- Possible actions
  - Install high-friction surface treatment on curves
  - Install shoulder rumble strips on two-lane roads
  - Develop a systemic program for implementing median barrier on divided highways

# WVSHSP Emphasis Area Implementation Plans

- Developing an EA Implementation Plan
  - Example – Roadway Departure EA
- Possible actions
  - Install high-friction surface treatment on curves
  - Install shoulder rumble strips on two-lane roads
  - Develop a systemic program for implementing median barrier on divided highways
- Measurable/Time Based
  - Install high-friction surface treatment on 20 curves in high-risk areas (as identified by risk factors or crash data) annually
  - Install 500 miles of shoulder rumble strips on two-lane roads with shoulders greater than 8 feet wide in Kanawha County in 2024
  - Develop a systemic program for implementing median barrier on divided highways
    - In 2024 – perform research and develop systemic program criteria
    - In 2025 – perform network screening based on systemic program criteria. Identify 20 sites for preliminary engineering study. Secure construction funding
    - In 2026 – Design and implement 100 miles of median barrier



# WVSHSP Emphasis Area Implementation Plan

- Developing an EA Implementation Plan
  - EA Team Meetings
    - Initial meeting – identify actions and performance measures
    - Schedule recurring meetings to discuss progress
  - WRA to support EA Team Meetings and Implementation Plan development
- EA Implementation Plan Tracking
  - EA Teams to track progress
    - Determine appropriate tracking frequency, 6 months, annual, others
    - Develop tracking log – WRA to support
- EA Implementation Plan Communication
  - Champion to attend SMTF meetings and report on progress
  - Identify barriers to achieving progress
  - Highlight best practices, things that are working

# 2022-2026 SHSP: Implementation Plan

- Implementation Plan considerations
  - Countermeasures
    - Continue implementation of current WV best practices
    - [Crash modification clearinghouse](#)
    - [NHTSA's Countermeasures that Work](#)
    - [FHWA's Proven Safety Countermeasures](#)

## Speed Management



[Appropriate Speed Limits for All Road Users](#)



[Speed Safety Cameras](#)












[Variable Speed Limits](#)






- [Safe Systems Approach](#)
- Data Needs
- Overlaps with other Emphasis Areas



# 2022-2026 SHSP: Implementation Plan

	Key Information
	<b>EMPHASIS AREA 1</b> Speeding and Aggressive Driving
	<b>EMPHASIS AREA 2</b> Roadway Departure
	<b>EMPHASIS AREA 3</b> Occupant Protection
	<b>EMPHASIS AREA 4</b> Older Driver (65+) Involved
	<b>EMPHASIS AREA 5</b> Alcohol and Drug Impaired Driving
	<b>EMPHASIS AREA 6 - (Regionally Focused)</b> Intersections
	<b>EMPHASIS AREA 7 - (Regionally Focused)</b> Pedestrians
	<b>EMPHASIS AREA 8</b> Improving Highway Safety Data

# 2022-2026 SHSP: Implementation Plan

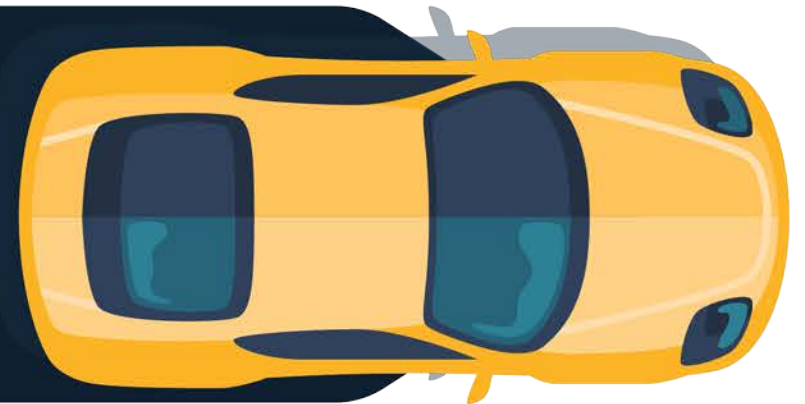
Category Key		
	<b>Engineering</b>	highway planning, design, construction, operations, and maintenance
	<b>Enforcement</b>	high-visibility enforcement, state and local police agencies, targeted enforcement programs
	<b>Education</b>	driver training, citizen advocacy groups, educators, prevention specialists
	<b>Emergency Medical Services (EMS)</b>	first responders, paramedics, fire, and rescue
	<b>Highway Safety Data Improvement</b>	Data Improvements to increase the accuracy, reliability, timeliness, and accessibility of highway safety data



# Speeding & Aggressive Driving

## Emphasis Area 1

Sgt. Eric McClung, State Police – Team Leader





# Speeding & Aggressive Driving: Emphasis Area Objective

## Overall Objective:

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



## Speeding & Aggressive Driving EA Objective:

*Reduce speeding & aggressive driving related fatalities and serious injuries by 4% annually over the next five years, from 741 to 580.*

- Emphasis Area Objective:
  - Consistent with overall objective
  - Provides an aggressive, measurable objective for the next five years
  - Measured from the average 2016-2020 crash data
  - Combined fatalities & serious injuries

# Speeding & Aggressive Driving: Strategies



## Emphasis Area Strategies: Speeding and Aggressive Driving




1. Conduct effective speeding and aggressive driving enforcement activities.
2. Explore the viability of implementing an automated speed enforcement program.
3. Develop and distribute consistent public information messages to increase public awareness of the consequences of speeding and aggressive driving.
4. Implement proven engineering countermeasures to effectively manage speeds.




**REDUCE**  
Speeding and Aggressive  
Driving-Related  
Fatalities & Serious Injuries by  
**4%**  
annually over the next 5 years,  
from  
**741 to 580\***

*\*based on 5-year rolling average*




# Speeding & Aggressive Driving: Action Plan

Strategy 1	Conduct effective speeding & aggressive driving enforcement activities		
	Action Item	Leading Organization	Category
	Explore funding sources and opportunities, including available grants, for the purchase and maintenance of speed enforcement equipment including radar, LIDAR, and speed feedback trailers.	DOH & PSC	
	Develop a loaner program for speed feedback trailers for use by municipalities.	DOH	
	Continue data sharing between the Division of Highways and the State Police regarding speed trailers to incorporate into AASHTOWare Safety.	DOH & PSC	
Performance Measure	<ul style="list-style-type: none"> <li>Number of speeding and aggressive driving related citations</li> <li>Number of speeding and aggressive driving related crashes</li> </ul>		



# Speeding & Aggressive Driving: Action Plan

Strategy 2	Explore the viability of implementing an automated speed enforcement program. <i>FHWA Proven Safety Countermeasure</i>		
Action Item	Leading Organization	Category	
Research other states with automated speed enforcement programs to collect data on the effectiveness of the programs in reducing crashes.	DOH		
Performance Measure	<ul style="list-style-type: none"> <li>Average traveling speeds</li> <li>Number of speeding and aggressive driving related crashes</li> </ul>		

# Speeding & Aggressive Driving: Action Plan

<b>Strategy 3</b>		<b>Develop and distribute consistent public information messaging to increase public awareness of the consequences of speeding and aggressive driving.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Continue to annually develop a plan for targeted public awareness campaigns about the dangers of speeding and aggressive driving.		DOT PR & PSC	
Coordinate with GHSP to display speeding messages on the VMS boards during the GHSP speeding campaigns/mobilizations.		DOH	
Enhance the ability and use of law enforcement in work zones by providing training and education.		DOH & PSC	
<b>Performance Measure</b>	<ul style="list-style-type: none"> <li>▪ Number of speeding and aggressive driving crashes in work zones</li> <li>▪ Number of public awareness campaigns focused on speeding and aggressive driving</li> <li>▪ Number of speeding and aggressive driving related crashes</li> </ul>		

# Speeding & Aggressive Driving: Action Plan

Strategy 4		Implement proven engineering countermeasures to effectively manage speeds.	
Action Item		Leading Organization	Category
Evaluate the feasibility and effectiveness of implementing Variable Speed Limit signs for work zones. <i>FHWA Proven Safety Countermeasure</i>		DOH	
Implement engineering countermeasures that have a crash reduction on speeding related crashes.		DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Average traveling speeds</li> <li>Number of speeding and aggressive driving related crashes</li> </ul>		

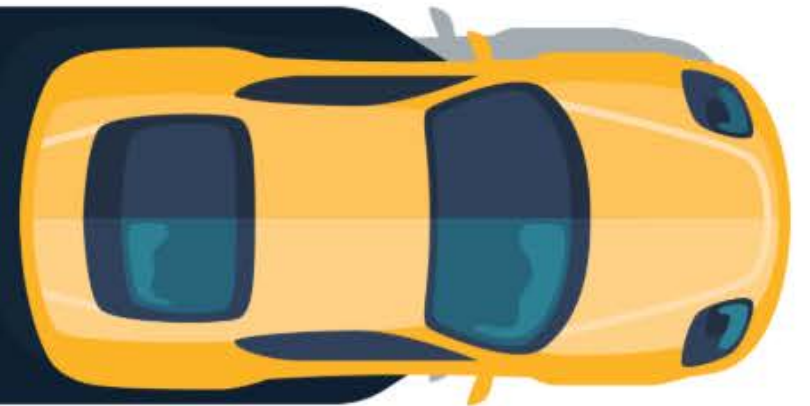




# Roadway Departure

## Emphasis Area 2

Donna Hardy, WVDOT/DOH – Team Leader







## Roadway Departure: Emphasis Area Objective

### Overall Objective:

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



### Roadway Departure EA Objective:

*Reduce roadway departure related fatalities and serious injuries by 4% annually over the next five years, from 708 to 554.*

- Emphasis Area Objective:
  - Consistent with overall objective
  - Provides an aggressive, measurable objective for the next five years
  - Measured from the average 2016-2020 crash data
  - Combined fatalities & serious injuries



# Roadway Departure: Strategies











## Emphasis Area Strategies: Roadway Departure

1. Implement proven engineering countermeasures to reduce the likelihood of vehicles leaving a travel lane.
2. Implement proven engineering countermeasures to improve the roadside environment, minimizing the consequences of leaving the roadway.
3. Develop and distribute consistent public information regarding implementation of new engineering treatments.
4. Improve incident management and response to incidents by improving data sharing and enhancing incident management training to improve incident clearance times and reduce the likelihood of secondary incidents.









*\*based on 5-year rolling average*

# Roadway Departure: Action Plan





Strategy 1		
Implement proven engineering countermeasures to reduce the likelihood of vehicles leaving a travel lane.		
Action Item	Leading Organization	Category
Continue the skid testing program to determine appropriate areas for HFST and other skid treatments. <i>Pavement Friction Management is a FHWA Proven Safety Countermeasure</i>	DOH	
Continue the use of HFST as a countermeasure to keep vehicles on the road. <i>Pavement Friction Management is a FHWA Proven Safety Countermeasure</i>	DOH	
Continue research into use of rumble strips and consider implementation of some test locations. <i>Longitudinal Rumble Strips and Stripes on Two-Lane Roads is a FHWA Proven Safety Countermeasure</i>	DOH	
Develop directive to address future maintenance of rumble strips to ensure that after paving projects are completed that they are re-installed. <i>Longitudinal Rumble Strips and Stripes on Two-Lane Roads is a FHWA Proven Safety Countermeasure</i>	DOH	
Implement bicycle friendly rumble strips in areas with high bicycle traffic. <i>Longitudinal Rumble Strips and Stripes on Two-Lane Roads is a FHWA Proven Safety Countermeasure</i>	DOH	
Continue to evaluate horizontal curve warning signs and suggested speeds. <i>Enhanced Delineation for Horizontal Curves is a FHWA Proven Safety Countermeasure</i>	DOH	
Continue to develop criteria that include using Road Weather Information System (RWIS) data in combination with crash data to identify corridors most likely to have roadway departure crashes in inclement weather.	DOH	
Re-educate the DOH personnel on the benefits of using Safety Edge. <i>Safety Edge is a FHWA Proven Safety Countermeasure</i>	DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Number of roadway departure crashes</li> <li>Number of design projects with HFST or other proven countermeasures included</li> </ul>	

# Roadway Departure: Action Plan






Strategy 2		
Implement proven engineering countermeasures to improve the roadside environment, minimizing the consequences of leaving the roadway.		
Action Item	Leading Organization	Category
Review and update existing Clear Zone policy including removal of fixed objects when possible and add a portion addressing work zone clear zone policies (e.g. workers should not park in the clear zone). <i>Roadside Design Improvements at Curves is a FHWA Proven Safety Countermeasure</i>	DOH	
Establish guidance for delineating utility poles within the DOH RW. <i>Roadside Design Improvements at Curves is a FHWA Proven Safety Countermeasure</i>	DOH	
Working with utility companies, develop a list of corridors for utility pole delineation. <i>Roadside Design Improvements at Curves is a FHWA Proven Safety Countermeasure</i>	DOH	
Evaluate crash data and develop a list of corridors for enhanced barrier location. <i>Median Barrier is a FHWA Proven Safety Countermeasure</i>	DOH	
Review existing policies and guidelines on median and roadside slopes as well as improve slopes where possible to eliminate the need for barrier. <i>Roadside Design Improvements at Curves is a FHWA Proven Safety Countermeasure</i>	DOH	
Re-evaluate passing zone distances and locations based on data-driven locations.	DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Number of hit fixed object crashes (hit tree, pole, barrier, etc.).</li> <li>Number of passing zone locations evaluated using passing sight distance criteria</li> </ul>	



# Roadway Departure: Action Plan

Strategy 3		Develop and distribute consistent public information regarding the implementation of new engineering treatments.	
Action Item		Leading Organization	Category
Incorporate messages in impaired driving, speeding, and aggressive driving, distracted and drowsy driving communications and outreach campaigns, when applicable, that educate drivers on how these behaviors can result in roadway departure crashes.		DOT PR & PSC	
Develop an educational campaign for the new engineering methods they are implementing on the roadways.		DOT PR	
Develop a social media campaign targeting how motorists should react when encountering an animal in the roadway to minimize roadway departure crashes.		DOT PR & PSC	
Develop a social media campaign to remind drivers of the importance of having their vehicles inspected.		DOT PR	
Performance Measure	<ul style="list-style-type: none"> <li>Number of public awareness campaigns focused on roadway departure crashes</li> <li>Number of roadway departure crashes involving animals</li> </ul>		

# Roadway Departure: Action Plan

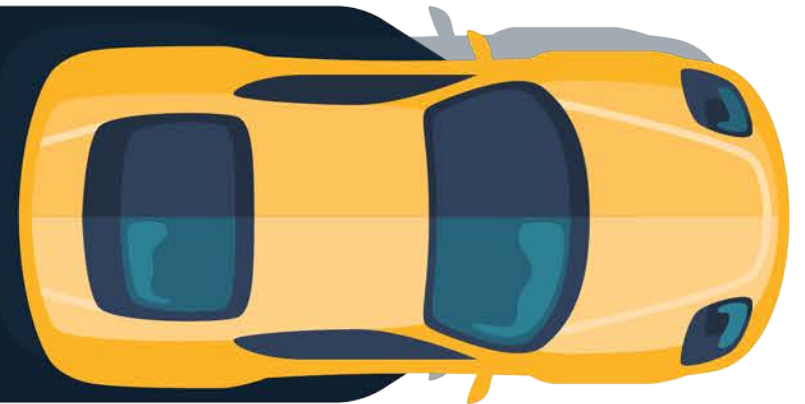
<b>Strategy 4</b>		<b>Improve incident management and response to incidents by improving data sharing and enhancing incident management training to improve incident clearance times and reduce the likelihood of secondary incidents.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Promote tow truck operator safety at incident scenes through social media campaigns and educating Traffic Incident Managers (TIMs).		DOT PR & PSC	
Install signs on detour routes that have already been determined so that they can be used when incidents occur.		DOH	
Continue 511 system enhancements.		DOH	 
Evaluate and work on implementation of the HAAS Alert system.		DOH	
<b>Performance Measure</b>	<ul style="list-style-type: none"> <li>Number of first responder and tow truck operator injuries and fatalities</li> <li>Average incident response times</li> </ul>		



# Occupant Protection

## Emphasis Area 3

Amy Boggs, WVDOT/DMV/GHSP – Team Leader





## Occupant Protection: Emphasis Area Objective

### Overall Objective:

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



### Occupant Protection EA

#### Objective:

*Reduce occupant protection related fatalities and serious injuries by 4% annually over the next five years, from 417 to 326.*

- Emphasis Area Objective:
  - Consistent with overall objective
  - Provides an aggressive, measurable objective for the next five years
  - Measured from the average 2016-2020 crash data
  - Combined fatalities & serious injuries

# Occupant Protection: Strategies





## Emphasis Area Strategies: Occupant Protection

1. Develop and distribute consistent public information regarding the proper use of occupant protection equipment.
2. Establish a corporate outreach program to distribute information regarding occupant protection use to reach a broader audience.
3. Improve occupant protection use through effective and strategic enforcement practices.





*\*based on 5-year rolling average*





# Occupant Protection: Action Plan

Strategy 1		Develop and distribute consistent public information regarding the proper use of occupant protection equipment.	
Action Item		Leading Organization	Category
Implement the Occupant Protection related community engagement recommendations provided in the West Virginia Triennial Highway Safety Plan.		GHSP	
Complete annual public engagement for seatbelts and one for child restraints.		GHSP	
Performance Measure	<ul style="list-style-type: none"> <li>Number of crashes involving unrestrained motorists</li> <li>Number of crashes involving unrestrained or improperly restrained children</li> </ul>		

# Occupant Protection: Action Plan

Strategy 2		Establish a corporate outreach program to distribute information regarding occupant protection use to reach a broader audience.	
Action Item		Leading Organization	Category
Identify companies to sign up for the program.		GHSP	
Send out newsletters to companies registered for the program via email, LinkedIn, etc.		GHSP	
Performance Measure	<ul style="list-style-type: none"> <li>Number of companies signed up for the outreach program</li> <li>Types and number off materials distributed through program</li> </ul>		

# Occupant Protection: Action Plan

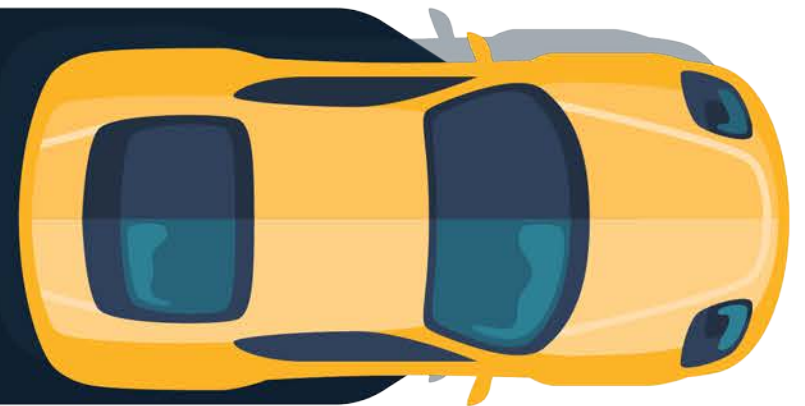
Strategy 3		Improve occupant protection use through effective and strategic enforcement practices.	
Action Item		Leading Organization	Category
Educate decision makers about the benefits of increasing penalties (i.e fines/points) for seatbelt and helmet violations.		GHSP	
Support legislation for banning passengers from riding in truck beds and other areas not designated for passenger travel.		GHSP	
Educate decision makers on revising the primary seatbelt law to include all passengers in all seating positions.		GHSP	
Conduct high-visibility enforcements in coordination with the goals of the Highway Safety Plan.		WVSP	
Performance Measure	<ul style="list-style-type: none"> <li>Number of citations for improperly restrained motorists and children</li> <li>Number of unrestrained crashes in targeted enforcement areas</li> </ul>		



# Older Driver (65+) Involved

## Emphasis Area 4

Tom Hammonds, WVDOT/DOH – Team Leader



## Older Driver (65+) Involved: Emphasis Area Objective

### Overall Objective:

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



### Older Driver (65+) Involved EA Objective:

*Reduce older driver (65+) related fatalities and serious injuries by 4% annually over the next five years, from 286 to 224.*

- Emphasis Area Objective:
  - Consistent with overall objective
  - Provides an aggressive, measurable objective for the next five years
  - Measured from the average 2016-2020 crash data
  - Combined fatalities & serious injuries



# Older Diver (65+) Involved: Strategies







## Emphasis Area Strategies: Older Driver (65+) Involved

1. Implement education programs that promote proficiency in the driving abilities of older drivers.
2. Evaluate the need for changes to driver's license testing requirements focusing on the proficiency of older drivers.
3. Implement proven engineering countermeasures to reduce the likelihood of older driver involved crashes.
4. Incorporate changes to engineering policies to adopt appropriate design standards that reduce the likelihood of older driver involved crashes.
5. Engage additional stakeholders to improve educational outreach to older drivers and their families.





*\*based on 5-year rolling average*





# Older Diver (65+) Involved: Action Plan

Strategy 1		Implement education programs that promote proficiency in the driving abilities of older drivers.	
Action Item		Leading Organization	Category
Partner with vehicle manufacturers to educate older drivers about vehicle technologies and abilities.		GHSP	
Encourage insurance discounts for safe driving and completing an approved driver improvement course.		DMV, AARP, AAA, & Offices of the Insurance Commissioner	
Encourage the use of continuing mature driver education through insurance incentives.		Offices of the Insurance Commissioner	
Partner with senior living communities, civic organizations, churches and adult continuing education groups to encourage mature driver education including the education on newer traffic components (Rectangular Rapid Flashing Beacons (RRFBs), flashing yellow arrows, roundabouts, etc.)		GHSP	
Performance Measure	<ul style="list-style-type: none"> <li>Number of older driver crashes involving a driver who took supplemental course</li> <li>Number of older driver involved crashes</li> </ul>		



# Older Diver (65+) Involved: Action Plan

Strategy 2	Evaluate the need for changes to driver's license testing requirements focusing on the proficiency of older drivers.		
Action Item	Leading Organization	Category	
Partner with the DMV to provide informational pamphlets to hand out to older drivers as they renew their licenses.	GHSP		
Evaluate crash data to identify older drivers in a significant number of crashes in a single year..	DMV & DOH		
Performance Measure	<ul style="list-style-type: none"> <li>Number of older driver involved crashes</li> </ul>		





# Older Diver (65+) Involved: Action Plan

Strategy 3		Implement proven engineering countermeasures to reduce the likelihood of older driver involved crashes.	
Action Item		Leading Organization	Category
Implement roadway enhancements for older drivers and increase visibility of traffic control devices. <i>Wider Edge Lines is a FHWA Proven Safety Countermeasure</i>		DOH	
Prioritize lighting improvements for areas with dense populations of older road users. <i>Lighting is a FHWA Proven Safety Countermeasure</i>		DOH	
Partner with municipalities to upgrade all signs to increase legibility and retroreflectivity.		DOH	
Continue to upgrade all signal heads to 12" LED with retro reflective back plates. <i>Backplates with Retroreflective Borders is a FHWA Proven Safety Countermeasure</i>		DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Number of older driver involved crashes</li> <li>Number of lighting projects focused in areas with dense populations of older drivers</li> <li>Number of signal heads upgraded</li> <li>Linear feet of wider edge line installed</li> </ul>		

# Older Diver (65+) Involved: Action Plan

Strategy 4		Incorporate changes to engineering policies to adopt appropriate design standards that reduce the likelihood of older driver involved crashes.	
Action Item		Leading Organization	Category
Target infrastructure improvements at high older driver crash locations or areas with dense populations of older road users.		DOH	
Implement roadway enhancement for older drivers and increase visibility of traffic control devices. <i>Wider Edge Lines is a FHWA Proven Safety Countermeasure</i>		DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Number of older driver involved crashes</li> <li>Number of projects in areas with dense populations of older drivers</li> </ul>		

# Older Diver (65+) Involved: Action Plan

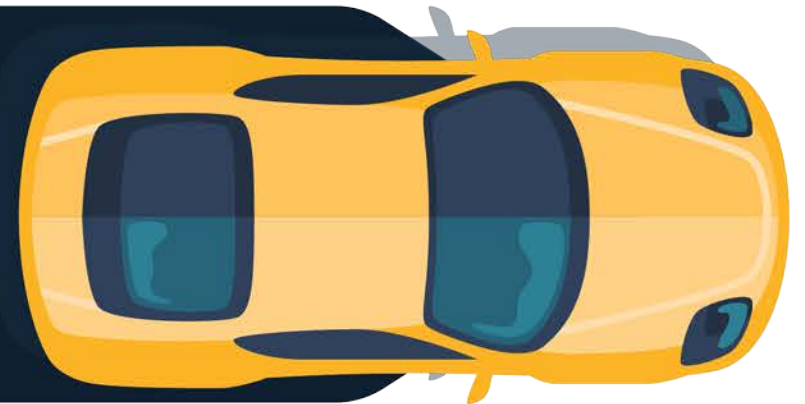
Strategy 5		Engage additional stakeholders to improve educational outreach to older drivers and their families.	
Action Item		Leading Organization	Category
Promote the availability and cost-effective rides provided by paratransit on-demand for older drivers instead of driving.		WVDOT Division of Multimodal Transportation	
Educate officers on their ability to submit an online form to have an older driver submitted to be re-tested for driving.		WVSP	
Coordinate with AARP for Older Driver Safety week to promote safe driving practices.		GHSP	
Partner with WV Department/Bureau of Senior Services to provide them with educational materials to disseminate to older drivers.		GHSP	
Performance Measure	<ul style="list-style-type: none"> <li>Number of older driver involved crashes</li> <li>Number of law enforcement officers trained</li> <li>Number of paratransit rides</li> </ul>		

# Alcohol and Drug Impaired Driving



## Emphasis Area 5

Sgt. Eric McClung, State Police – Team Leader





# Alcohol and Drug Impaired Driving: Emphasis Area Objective

## Overall Objective:

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



## Alcohol or Drug Related EA

### Objective:

*Reduce Alcohol or Drug Related related fatalities and serious injuries by 4% annually over the next five years, from 279 to 219*

- Emphasis Area Objective:
  - Consistent with overall objective
  - Provides an aggressive, measurable objective for the next five years
  - Measured from the average 2016-2020 crash data
  - Combined fatalities & serious injuries

# Alcohol and Drug Impaired Driving: Strategies



## Emphasis Area Strategies: Alcohol and Drug Impaired Driving




1. Conduct targeted high-visibility impaired driving enforcement activities.
2. Develop and distribute consistent public information messages to increase public awareness of the laws and dangers of impaired driving.
3. Evaluate the feasibility of re-instituting the Administrative Hearings for DUI cases.
4. Improve data collection and monitoring of impaired driving trends.









**REDUCE**  
**Alcohol and Drug**  
**Impaired Driving**  
Fatalities & Serious Injuries by  
**4%**  
annually over the next 5 years,  
from  
**279 to 219\***

*\*based on 5-year rolling average*


# Alcohol and Drug Impaired Driving: Action Plan

Strategy 1		Conduct targeted high-visibility impaired driving enforcement activities.	
Action Item		Leading Organization	Category
Conduct high-visibility impaired driving saturation patrols in areas identified as experiencing high instances of impaired driving related fatal and serious injury crashes.		GHSP	
Determine the feasibility of increasing the number of Drug Recognition Experts (DRE) available.		WVSP	
Increase availability of training for DREs.		GHSP	
Performance Measure	<ul style="list-style-type: none"> <li>Number of saturation patrols conducted annually under GHSP</li> <li>Number of DREs</li> </ul>		



# Alcohol and Drug Impaired Driving: Action Plan

<b>Strategy 2</b>		<b>Develop and distribute consistent public information messages to increase public awareness of the laws and dangers of impaired driving.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Develop or utilize existing communications materials to target high school and college underage drinking and/or drug use and impaired driving.		DOT PR	
Develop or utilize existing communications materials to educate drivers at time of issuance on prescription medications ability to impair their driving.		DOT PR	
Develop partnerships with rideshares to provide discounted or free rides.		GHSP	
Develop list of public and private rideshare opportunities and then disseminate for certain events.		GHSP	
Partner with drug prevention organizations to help address the ongoing drug epidemic.		GHSP & Dept. of Health	
Coordinate with DHHR and marijuana distribution centers to disseminate informational pamphlets with purchase of drugs.		Dept. of Health	
<b>Performance Measure</b>	<ul style="list-style-type: none"> <li>• Number and type of communication materials developed</li> <li>• Number of distribution networks used to disseminate materials and number of materials distributed</li> <li>• Number of rideshare partnerships</li> </ul>		

# Alcohol and Drug Impaired Driving: Action Plan

Strategy 3		Evaluate the feasibility of re-instituting the Administrative Hearings for DUI cases.	
Action Item		Leading Organization	Category
Compare data before and after the hearings were rescinded to evaluate the need to re-instate Administrative hearings.		GHSP & DMV	
Performance Measure	<ul style="list-style-type: none"> <li>Stats from before and after the Administrative hearings were no longer required</li> </ul>		

# Alcohol and Drug Impaired Driving: Action Plan

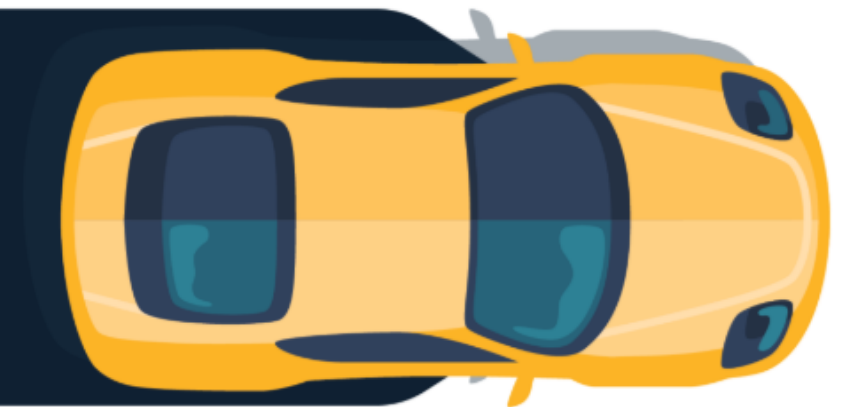
<b>Strategy 4</b>		<b>Improve data collection and monitoring of impaired driving trends.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Develop policies and procedures to improve data sharing between the Impaired Driving Report and crash reports so that crash reports are updated with the information related to impairment status and test results, especially for drug-impaired related crashes.		DOH & Dept. of Health	
Develop a procedure to decrease the timeline for getting drug testing information for the crash report.		DOH & Dept. of Health	
Performance Measure	<ul style="list-style-type: none"> <li>• Number of impaired driving crashes</li> <li>• Time it takes for drug testing information to be added to the crash report</li> </ul>		



# Intersections *(Regionally Focused)*

## Emphasis Area 6

Adam Weiser, WRA – Team Leader







## Intersection Related: Emphasis Area Objective

### Overall Objective:

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



### Intersection Related EA

#### Objective:

*Reduce Intersection Related related fatalities and serious injuries by 4% annually over the next five years, from 234 to 183.*

- Emphasis Area Objective:
  - Consistent with overall objective
  - Provides an aggressive, measurable objective for the next five years
  - Measured from the average 2016-2020 crash data
  - Combined fatalities & serious injuries

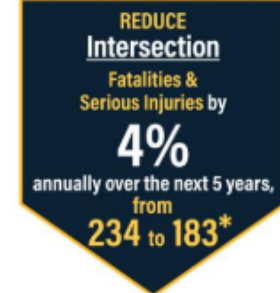


# Intersection Related: Strategies






## Emphasis Area Strategies: Intersections – Regionally Focused

1. Implement high-visibility enforcement initiatives at locations identified as having intersection crash rates higher than the statewide average.
2. Explore the viability of implementing an automated red-light running enforcement program.
3. Develop and distribute consistent public information messaging to educate the public on traffic laws, new traffic control devices, and intersection safety.
4. Reduce the frequency and severity of intersection crashes through operational, geometric, and traffic control device improvements.
5. Implement policies and guidelines targeting safety improvements at intersections.




*\*based on 5-year rolling average*




# Intersection Related: Action Plan

<b>Strategy 1</b>		<b>Implement high-visibility enforcement initiatives at locations identified as having intersection crash rates higher than the statewide average.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Evaluate crash patterns at intersections to identify primary contributing factors (e.g. left-turns failing to yield, red light running, etc.).		DOH	
Support targeted enforcement at traffic signals and stop signs.		WVSP	
Develop a data driven methodology to identify what constitutes a "region" for intersection-related crashes.		DOH	
Performance Measure	<ul style="list-style-type: none"> <li>• Number of intersection crashes</li> <li>• Number of targeted enforcement activities at intersections</li> </ul>		








# Intersection Related: Action Plan

Strategy 2	Explore the viability of implementing an automated red-light running enforcement program.		
Action Item		Leading Organization	Category
Research other states with automated speed enforcement programs to collect data on the effectiveness of the programs in reducing crashes. <i>Yellow Change Intervals is a FHWA Proven Safety Countermeasure</i>		DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Summarized data on effectiveness of speed enforcement programs in other states</li> </ul>		

# Intersection Related: Action Plan



Strategy 3		Develop and distribute consistent public information messaging to educate the public on traffic laws, new traffic control devices, and intersection safety.	
Action Item		Leading Organization	Category
Update the driver's manual to reflect current traffic related improvements (e.g. Rectangular Rapid Flashing Beacons (RRFBs), flashing yellow arrow, roundabouts, etc.).		DMV	
Coordinate press releases and social media campaigns to share 'news you can use' (e.g. what to do if a signal is out).		DOT PR	
Evaluate feasibility of advertising information on gas pumps and sides of public transit stops and buses.		DOT PR	
Performance Measure	<ul style="list-style-type: none"> <li>Number of press releases and media campaigns promoting intersection safety</li> <li>Updated driver's manual</li> </ul>		

# Intersection Related: Action Plan

Strategy 4		
Reduce the frequency and severity of intersection crashes through operational, geometric, and traffic control device improvement.		
Action Item	Leading Organization	Category
Evaluate turn lane capacities at signalized intersections corridor wide. <i>Dedicated Left- and Right-Turn Lanes at Intersections is a FHWA Proven Safety Countermeasure</i>	DOH	
Develop Intersection Control Evaluation (ICE) policy.	DOH	
Prioritize critical corridors for safety audits to identify and implement effective countermeasures. <i>Road Safety Audits are a FHWA Proven Safety Countermeasure</i>	DOH	
Perform before/after studies to evaluate and identify the most effective treatments for a given crash type/location.	DOH	
Prioritize critical corridors for signal re-timing and coordination as well as clearance calculation evaluation, including the need for time of day patterns to reflect changes in directional volumes.	DOH	
Continue implementing HFST to help rutting and intersections with steep grades on approaches.	DOH	
Evaluate bus stop locations at intersections along corridors to prioritize pedestrian safety.	DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Number of intersection fatal and injury crashes</li> <li>Number of safety audits done on corridors</li> <li>Number of signal re-timing projects on corridors</li> </ul>	



# Intersection Related: Action Plan

Strategy 5		Implement policies and guidelines targeting safety improvements at intersections.	
Action Item		Leading Organization	Category
Evaluate the impact of road diets on crashes as well as corridor capacity. <i>Corridor Access Management and Road Diets are FHWA Proven Safety Countermeasures</i>		DOH	
Evaluate the need for an intersection safety implementation plan.		DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Number of road diets and their safety impact</li> <li>Number of intersection fatal and injury crashes</li> </ul>		

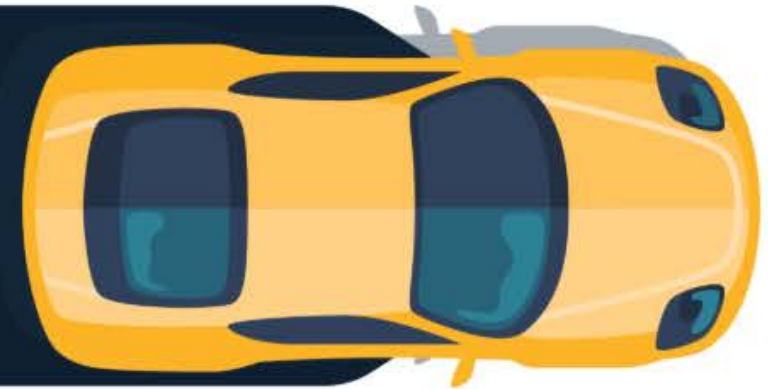


# Pedestrians *(Regionally Focused)*



## Emphasis Area 7

Kendra Schenk – Team Leader





## **Pedestrian Involved: Emphasis Area Objective**

### **Overall Objective:**

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



### **Pedestrian Involved EA Objective:**

*Reduce Pedestrian Involved related fatalities and serious injuries by 4% annually over the next five years, from 84 to 65.*

- Emphasis Area Objective:
  - Consistent with overall objective
  - Provides an aggressive, measurable objective for the next five years
  - Measured from the average 2016-2020 crash data
  - Combined fatalities & serious injuries



# Pedestrian Involved: Strategies





## Emphasis Area Strategies: Pedestrians - Regionally Focused

1. Develop and distribute consistent public information messages to educate the public about pedestrian safety.
2. Develop educational training programs to improve pedestrian safety awareness.
3. Install proven engineering countermeasures to improve pedestrian safety.
4. Develop policies and/or guidelines to support pedestrian safety measures.




*\*based on 5-year rolling average*




# Pedestrian Involved: Action Plan

Strategy 1	Develop and distribute consistent public information messages to educate the public about pedestrian safety.		
Action Item	Leading Organization	Category	
Increase targeted public outreach based on specific data-driven trends (impairment, visibility, etc).	DOT PR		
Increase awareness regarding pedestrian infrastructure improvements and incorporate educational outreach in conjunction with implementation of pedestrian improvement projects.	DOT PR		
Performance Measure	<ul style="list-style-type: none"> <li>• Number of pedestrian improvement projects</li> <li>• Number of public outreach campaigns and social media campaigns</li> </ul>		

# Pedestrian Involved: Action Plan



Strategy 2	Develop educational training programs to improve pedestrian safety awareness.		
Action Item	Leading Organization	Category	
Incorporate pedestrian (and other vulnerable road users) laws and rules of the road into Drivers Education and Defensive driving curricula.	DMV and DOE		
Performance Measure	<ul style="list-style-type: none"> <li>Number of pedestrian crashes involving younger drivers</li> </ul>		

# Pedestrian Involved: Action Plan

Strategy 3		Install proven engineering countermeasures to improve pedestrian safety.	
Action Item		Leading Organization	Category
Implement recommendations from the West Virginia Vulnerable Road User (VRU) Safety Assessment.		DOH	
Continue to upgrade pedestrian signal heads to countdown displays and install pedestrian warning signs under larger signal construction projects.		DOH	
Develop a data driven methodology to identify what constitutes a "region" for pedestrian-related crashes.		DOH	
Performance Measure	• Number of pedestrian crashes		



# Pedestrian Involved: Action Plan

Strategy 4	Develop policies and/or guidelines to support pedestrian safety measures.		
Action Item	Leading Organization	Category	
Coordinate Memorandum of Understanding (MOU) for clarifying the stipulation that resurfacing/construction projects must “consider pedestrians” in order to assure that pedestrian improvements are being included in those projects.	DOH		
Support VRU recommendation to develop a statewide policy for accommodating e-scooters.	DOH		
Performance Measure	• Complete MOU		

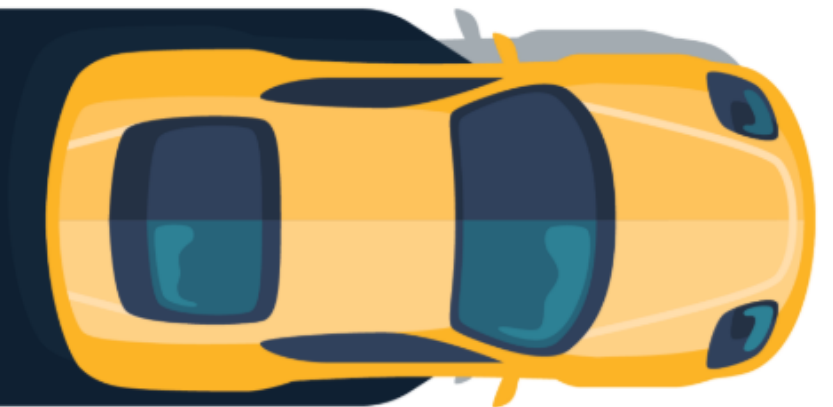




# Improving Highway Safety Data

## Emphasis Area 8

Marsha Mays, WVDOT/DOH – Team Leader





# Improving Highway Safety Data: Emphasis Area Objective

## Overall Objective:

*The objective of the 2022-2026 West Virginia Strategic Highway Safety Plan is to achieve zero fatalities by 2050 and ultimately zero serious injuries on our roadways. This will be achieved by reducing fatalities and serious injuries 4% annually over the next five years.*



## Improving Highway Safety Data Objective:

*Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of highway safety data*



Crash



Vehicle



Citation/Adjudication



Driver



Roadway



EMS/Injury Surveillance




# Improving Highway Safety Data: Strategies









## Emphasis Area Strategies: Improving Highway Safety Data

1. Enhance highway safety data analysis through improvements to crash data collection and analysis capabilities.
2. Enhance highway safety data analysis through improvements to citation and adjudication data collection and analysis capabilities.
3. Enhance highway safety data analysis through improvements to injury surveillance data collection and analysis capabilities.
4. Enhance highway safety data analysis through continued improvements to the Roadway Information Systems.
5. Enhance highway safety data analysis through improvements to the vehicle licensing and registration system.
6. Enhance highway safety data analysis through improvements to the driver licensing system.
7. Improve overall data analysis capabilities through enhanced integration and coordination of the various highway safety data systems.
8. Improve overall highway safety data collection and analysis capabilities by developing training programs that educate users and collectors of highway safety data to enhance data collection and analysis capabilities.
9. Investigate legislation and policy changes related to highway safety data including electronic reporting requirements.

# Improving Highway Safety Data: Action Plan




Strategy 1		Enhance highway safety data analysis through improvements to crash data collection and analysis capabilities.	
Action Item		Leading Organization	Category
Continue integration of AASHTOWare Safety including training for departments and outside agencies as it becomes available to them.		DOH	
Update State's Uniform Crash Report to meet most recent MMUCC standards.		DOH	
Evaluate needed improvements to the Crash Data Collection Software and the State Crash Records Database.		DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Completion of AASHTOWare Safety integration</li> <li>Number of other agencies trained on AASHTOWare Safety</li> </ul>		

# Improving Highway Safety Data: Action Plan




Strategy 2		
Enhance highway safety data analysis through improvements to citation and adjudication data collection and analysis capabilities.		
Action Item	Leading Organization	Category
Complete rollout of the electronic citation to all law enforcement agencies after new system is selected.	DOH	
Provide the courts with enhanced capabilities to determine prior convictions and outstanding charges on a statewide level by completing the implementation of the West Virginia Administrative Office of the Supreme Court of Appeals (AOSCA) Unified Judicial Application (UJA) to unite all magistrate, circuit and family courts into one data system.	WV Supreme Court of Appeals	
Address issues regarding driver conviction submission to DMV for the State's municipal courts.	DMV	
Address issues on Commercial Driver License (CDL) conviction submission to DMV from all state courts.	DMV & PSC	
Improve location data on citation to include more than county and road information.	DOH	
Develop and implement tools and methodologies for citation and adjudication data analysis to enable their use within the AASHTOWare Safety software as well as the new crash reporting system.	DOH	
Performance Measure	• Completion of new electronic citation system	









# Improving Highway Safety Data: Action Plan

<b>Strategy 3</b>		<b>Enhance highway safety data analysis through improvements to injury surveillance data collection and analysis capabilities.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Improve the timeliness of completing death certificates for crash victims.		Dept. of Health	
Streamline the process for getting toxicology results including testing method, type of drug and toxication level for FARS reporting.		Dept. of Health	
Improve coordination with Department of Health and Human Resources (DHHR) to improve data sharing capabilities.		Dept. of Health	
Performance Measure	<ul style="list-style-type: none"> <li>• Wait time for death certificates to be received</li> <li>• Wait time for toxicology results</li> </ul>		



# Improving Highway Safety Data: Action Plan

Strategy 4 Enhance highway safety data through continued improvements to the Roadway Information Systems.		
Action Item	Leading Organization	Category
Continue to fully implement the MIRE FDE data requirements.	DOH	
Complete the development and implementation of a transportation asset management system.	DOH	
Fully implement intersection inventory.	DOH	




Continue implementing improvements to the roadway inventory for ramps, including implementation of MIRE FDE data requirements for ramp facilities.	DOH	
Continue implementation of MIRE FDE data requirements for non-state-maintained roads.	DOH	
Enhance integrated roadway information with CMVs.	DOH & PSC	
Improve Traffic Monitoring Systems (volume, classification, weight, and speed).	DOH	
Improve safety data integration into ITS and 511 system.	DOH	
Improve coordination with WVDOH Commissioner's office in order to address the issue of completed Commissioner orders for new roads and speed limit changes never getting signed/implemented.	DOH	
Performance Measure	<ul style="list-style-type: none"> <li>Compliance with MIRE FDE requirements</li> <li>Completed Transportation asset management system</li> <li>Completed intersection inventory</li> <li>Number of processed Commissioner's orders</li> </ul>	









# Improving Highway Safety Data: Action Plan

<b>Strategy 5</b>		<b>Enhance highway safety data analysis through improvements to the vehicle licensing and registration system.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Update and modernize the State's vehicle registration system.		DMV	
Integrate the State's vehicle registration system with other highway safety data systems.		DMV & DOH	
<b>Performance Measure</b>	• Updated vehicle registration system		




# Improving Highway Safety Data: Action Plan

Strategy 6		Enhance highway safety data analysis through improvements to the driver licensing system.	
Action Item		Leading Organization	Category
Update and modernize the State's Driver Licensing System.		DMV	
Integrate the State's driver licensing system with other highway data systems for enhanced highway safety data analysis capabilities.		DMV & DOH	
Encourage the standardization of the State's various interlock datasets into one standard dataset to allow for the easy integration with crash data.		DMV	
Performance Measure	• Updated driver license system		



# Improving Highway Safety Data: Action Plan

<b>Strategy 7</b>		<b>Improve overall data analysis capabilities through enhanced integration and coordination of the various highway safety data systems.</b>	
<b>Action Item</b>	<b>Leading Organization</b>	<b>Category</b>	
Update the State's Traffic Records Plan.	GHSP		
Develop an organization chart of state highway safety related data systems.	DOH		
Develop and update data dictionary for all state highway systems.	DOH		
Develop performance measures for all traffic record data.	DOH		
Establish and empower a formalized Highway Safety Related Data Governance Committee (Technical TRCC) to ensure compatible/linkable data exists between related data systems.	GHSP		
Establish a Highway Safety Related Data Information Clearinghouse to house information (metadata) on all of the inventoried data systems, responsibilities for each system and potentially data sets for use in analysis.	DOH		
<b>Performance Measure</b>	<ul style="list-style-type: none"> <li>• Completed Traffic Records Plan</li> <li>• Completed organization chart</li> <li>• Completed data dictionary</li> </ul>		

# Improving Highway Safety Data: Action Plan

<b>Strategy 8</b>		<b>Improve overall highway safety data collection and analysis capabilities by developing training programs that educate users and collectors of highway safety data to enhance data collection and analysis capabilities.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Coordinate a group with a point of contact from all necessary law enforcement agencies that can be used to disseminate consistent information including best practices.		WVSP & PSC	
Continue AASHTOWare Safety training including the ability for an on-demand option.		DOH	
Develop and enhance existing training documents for new crash and citation systems.		DOH	
<b>Performance Measure</b>	• Number of AASHTOWare Safety trainings completed		

# Improving Highway Safety Data: Action Plan

<b>Strategy 9</b>		<b>Investigate legislation and policy changes related to highway safety data including electronic reporting requirements.</b>	
<b>Action Item</b>		<b>Leading Organization</b>	<b>Category</b>
Support new roadway safety programs/legislative changes through the use of highway safety data.		DOH	
Review, and when needed, update legislative requirements for data supporting highway safety.		DOH	
<b>Performance Measure</b>	• Number of new roadway safety programs/legislative changes		

# Questions?

Marsha Mays, P.E.

WVDOT

Strategic Highway Safety Planning & Analysis Engineer

[Marsha.K.Mays@wv.gov](mailto:Marsha.K.Mays@wv.gov)



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2022-2026 WVSHSP*

