

Indiana Strategic Highway Safety Plan

2022 Revision

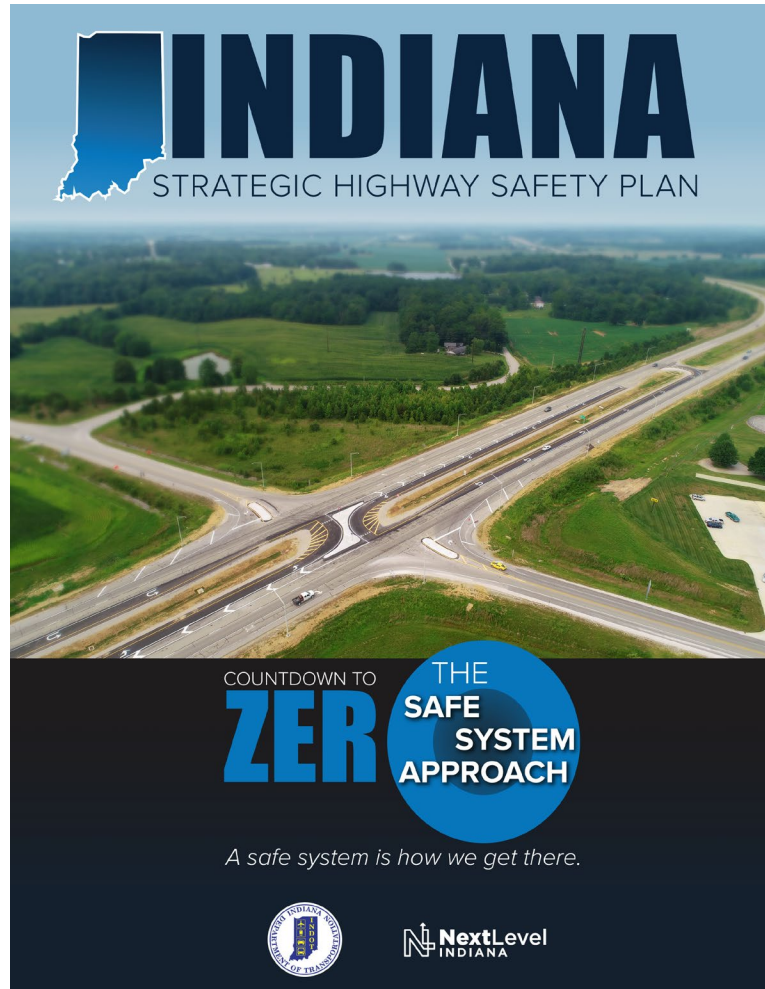


Mike Holowaty PE

Manager, Office of Traffic Safety

INDOT – Central Office



Indiana SHSP 2022



INDIANA
STRATEGIC HIGHWAY SAFETY PLAN

COUNTDOWN TO
ZERO THE
SAFE SYSTEM
APPROACH

A safe system is how we get there.

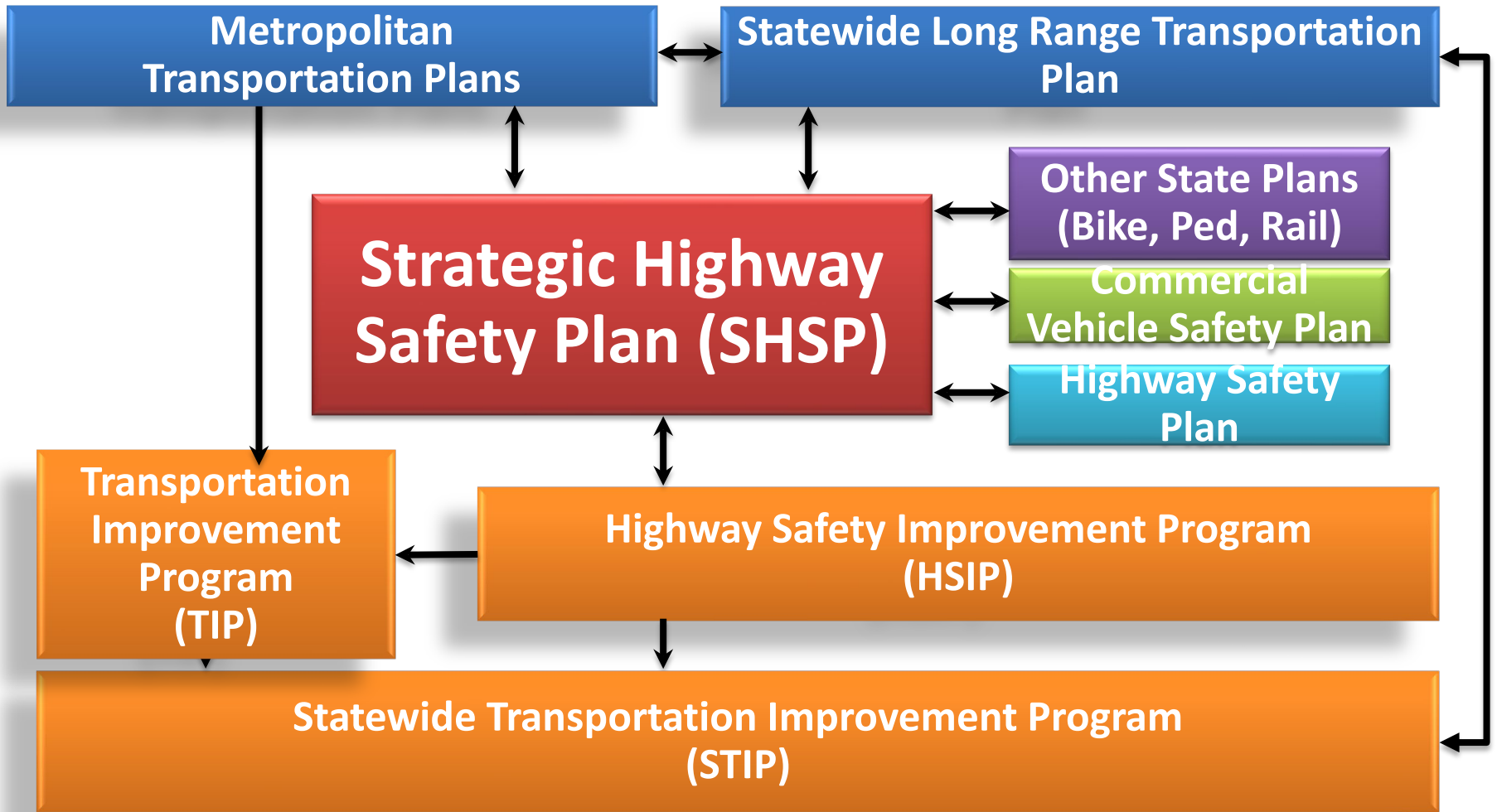


Federal Law – FAST Act

- 23 U.S.C. § 148
- 23 CFR § 924

What is a Strategic Highway Safety Plan?

... a **data-driven** coordinated statewide safety plan that provides a comprehensive framework and specific goals and objectives, for reducing motorvehicle **fatalities and serious injuries on all public roads.**



The SHSP is a Team Effort

- Multi Agency Steering Committee
 - INDOT, ICJI, ISP, DOH, MPO Council, and LTAP
- Also 62 stakeholders took part from the above agencies, Local Agencies and Non-Profits.

Vision, Mission and Goals



Reduce the risk of death or serious injury resulting from traffic crashes.



Reduce travel risk for all users of Indiana's streets, roads, and highways.

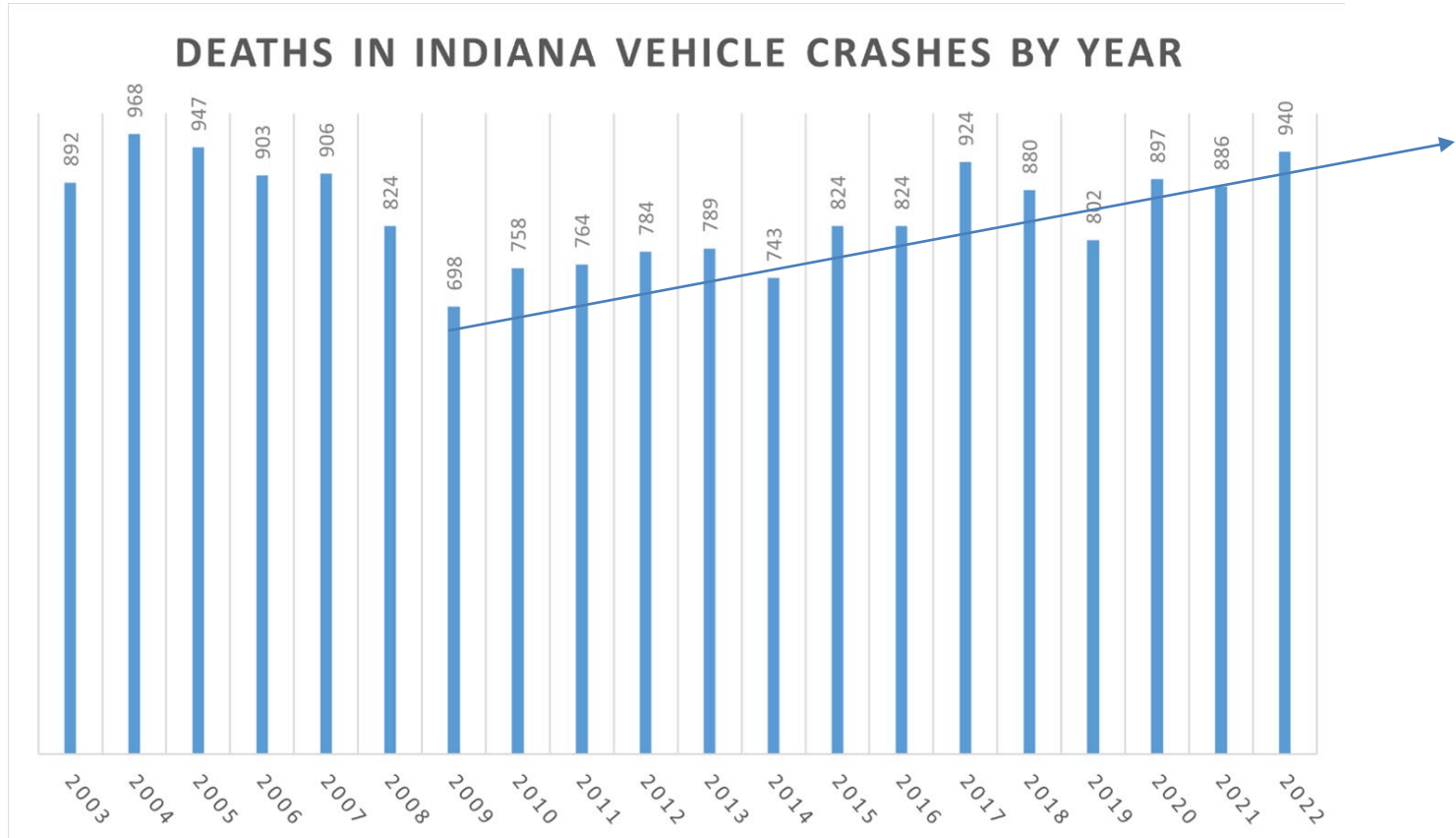


Move toward zero deaths resulting from traffic crashes.



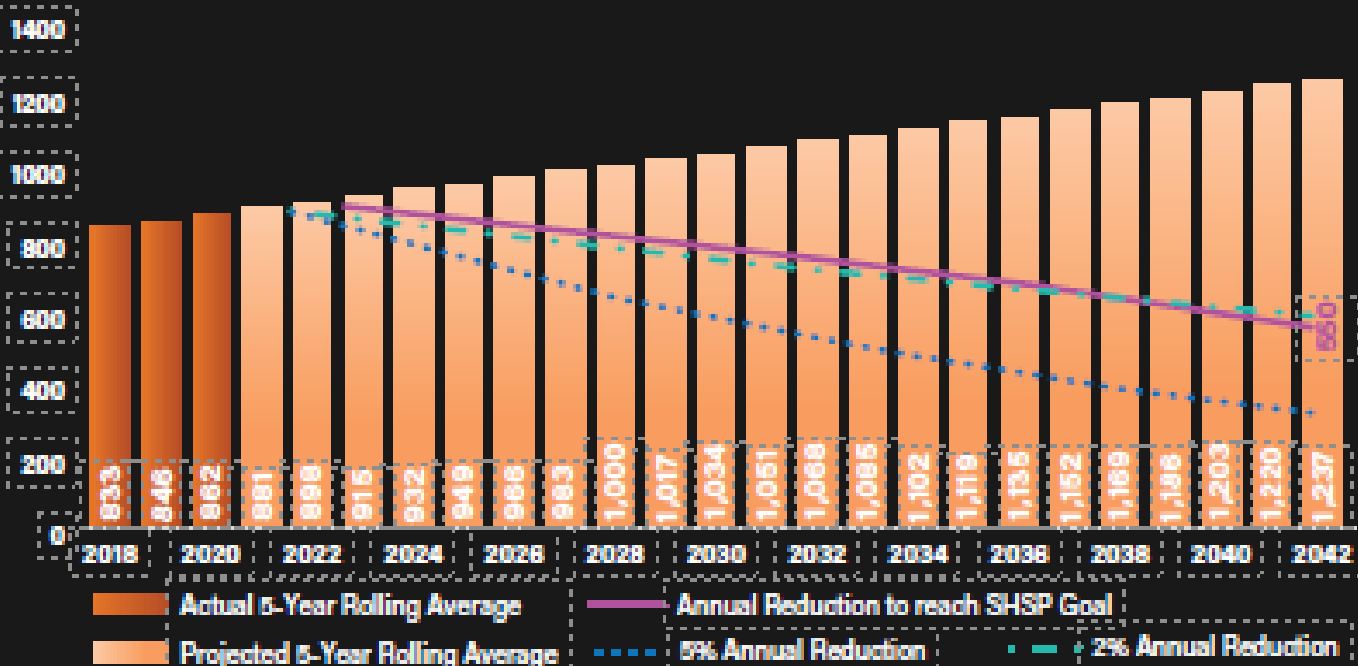
Reduce fatalities and serious injuries by 2042 from 2020 levels.

The Need is Growing



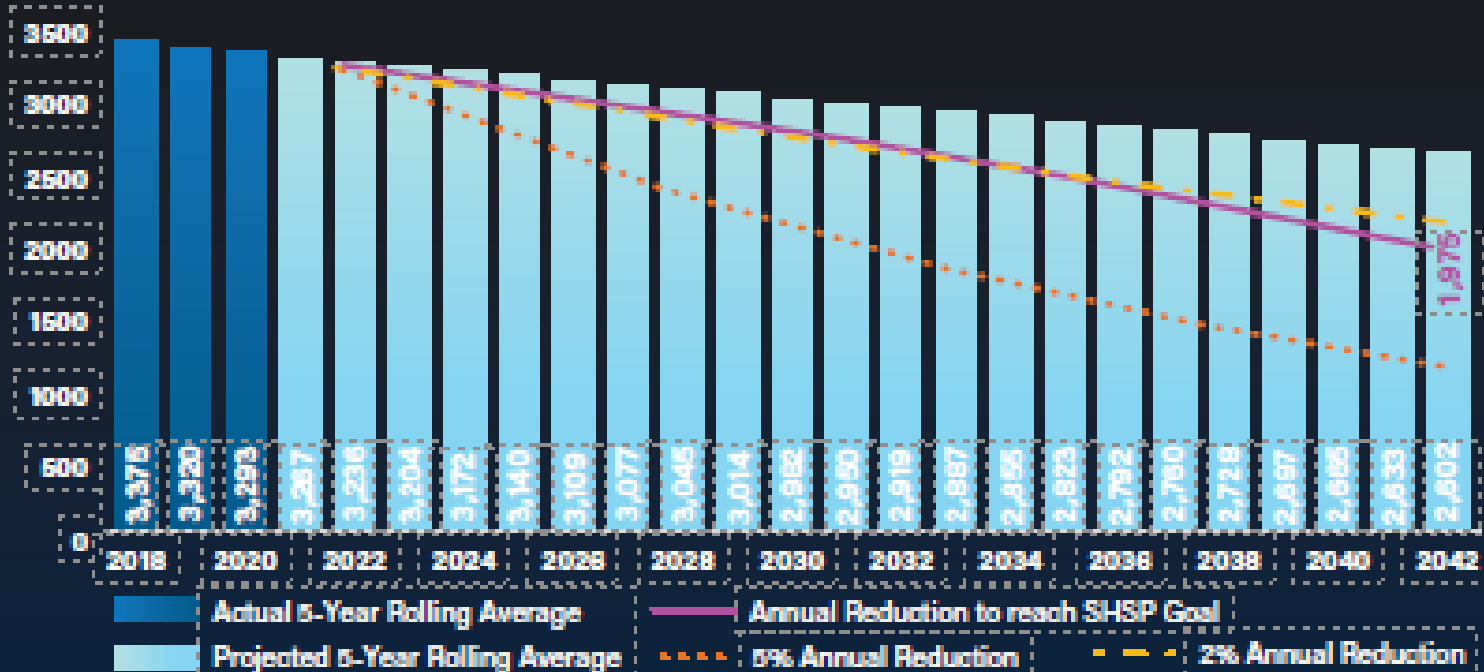
To Change This Trend

Figure 1. Fatality SHSP Objectives



Progress Needs to be Faster

Figure 2. Serious Injury SHSP Objectives



The Safe Systems Approach

1. DEATH AND SERIOUS INJURIES ARE UNACCEPTABLE!
2. HUMANS MAKE MISTAKES.
3. HUMANS ARE VULNERABLE.
4. RESPONSIBILITY IS SHARED.
5. SAFETY IS PROACTIVE.
6. REDUNDANCY IS CRUCIAL.

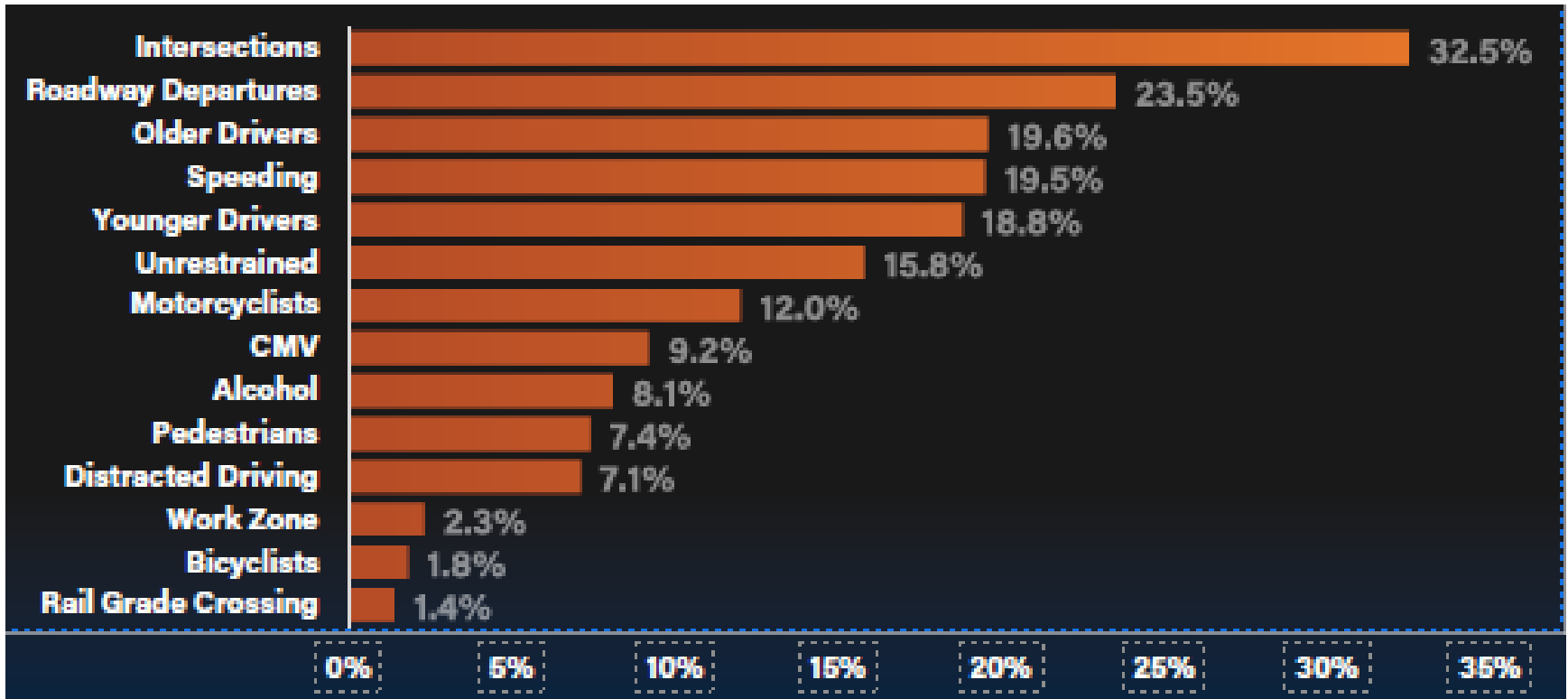


Source: FHWA.

Emphasis Areas



Data Driven Strategy Selection



Contributing Factors Analysis

	Urban	Rural	Local	State	Light	Dark	Clear/Dry Road Conditions	Not Clear/Wet Road Conditions	Intersections	Roadway Departures	Speeding	Alcohol	Drugs	Large Vehicles	Pedestrians	Bicyclists	Unrestrained	Younger Drivers	Older Drivers	Motorcyclists	Distracted Drivers	Drowsy Drivers	Work Zones
Intersections	350	305	347	299	396	258	544	110	151	49	39	8	86	71	15	175	116	189	105	26	3	13	
Roadway Departures	343	926	618	637	678	587	984	285	0	110	42	20	98	30	1	515	182	282	124	24	20	15	
Speeding	91	117	116	89	88	120	164	44	0	110	27	12	23	4	2	74	30	31	30	10	3	9	
Alcohol	31	40	40	30	18	53	60	11	0	42	27	10	4	5	2	29	10	8	12	1	1	3	
Drugs	9	21	13	16	14	16	27	3	0	20	12	10	2	2	0	14	5	9	4	2	0	0	
Large Vehicles	90	264	37	294	228	106	270	64	0	98	23	4	2	21	4	94	39	85	13	21	4	21	
Pedestrians	225	82	160	130	78	228	253	52	0	30	4	5	2	21	0	11	28	30	1	12	0	12	
Bicyclists	31	16	32	14	23	24	41	6	0	1	2	2	0	4	0	0	2	7	2	3	0	0	
Unrestrained	258	563	382	422	438	383	645	176	515	74	29	14	94	11	0	139	147	15	29	5	20		
Younger Drivers	135	242	166	187	203	174	300	77	0	182	30	10	5	39	28	2	139	60	32	22	5	10	
Older Drivers	207	343	198	340	432	115	465	85	212	31	8	9	85	30	7	147	60	49	22	3	23		
Motorcyclists	140	170	183	128	198	111	295	15	0	124	30	12	4	13	1	35	32	49	1	2	11		
Distracted Drivers	26	67	26	63	69	24	76	17	0	24	10	1	2	21	12	3	29	22	22	1	2	10	
Drowsy Drivers	7	21	7	20	15	13	21	7	0	20	3	1	0	4	0	0	5	5	3	2	2	0	
Work Zones	22	53	12	63	51	22	63	11	0	15	9	3	0	21	12	0	20	10	23	11	10	0	

Vulnerable Road Users



Safe Roads



Strategies to Actions

Safe Roads

Intersection Action Plan

PRIORITY

HIGH

MEDIUM

LOW

STEP

Safe Roads (SR); Intersection (I)

TIMELINE

Short term (1 to 2 years); Medium term (2 to 3 years); Long term (3 to 5 years); Ongoing

STRATEGY 1:

Reduce the frequency and severity of crashes at intersections and interchanges through geometric design, traffic control, and operational improvements.



Step #	4 E	Action Step Leader	Description	Output Measure	Output Data Source	Timeline
SR-I-11	Engineering/Education	INDOT - Traffic Engineering Division and INLTAP	Redesign intersections to reduce conflicts: Require consideration of innovative intersection types, by use of the INDOT Intersection Selection Guide (ICE Policy). Educate local agencies on alternative designs (restricted crossing and median U-turns, and roundabouts).	# of local, regional agencies that implement alternative intersections	Survey of LPAs to determine how many they have implemented	Long term
SR-I-12	Engineering	INDOT - OTS	Update the design manual to show that the IDG/ICE (Intersection Control Evaluation) policy must be followed for new construction, reconstruction or when an intersection is impacted.	Manual updated	Design manual changes published	Short term
SR-I-13	Engineering	INDOT - Traffic Engineering Division	Update the design manual to show that new construction and reconstruction consider installing access control based on AADT/ speed / driveway density; and implement a corridor access management program that takes into account the design, application, and control of entry and exit points.	Manual is updated # of road diets # of revised access management programs	INDOT OTS Records	Long term
SR-I-14	Engineering and Education	INLTAP and INDOT - OTS	Enable use of Indiana crash data by local agencies. Increase the number of local agencies with staff passwords to the ARIES Crash Data Portal.	# of local agencies with personnel with access to receiving data	OTS Records	Ongoing

The New SHSP can be found on the
INDOT website at:

<https://www.in.gov/indot/traffic-engineering/traffic-safety-office/>

