Moving Together 25

RSA Updates

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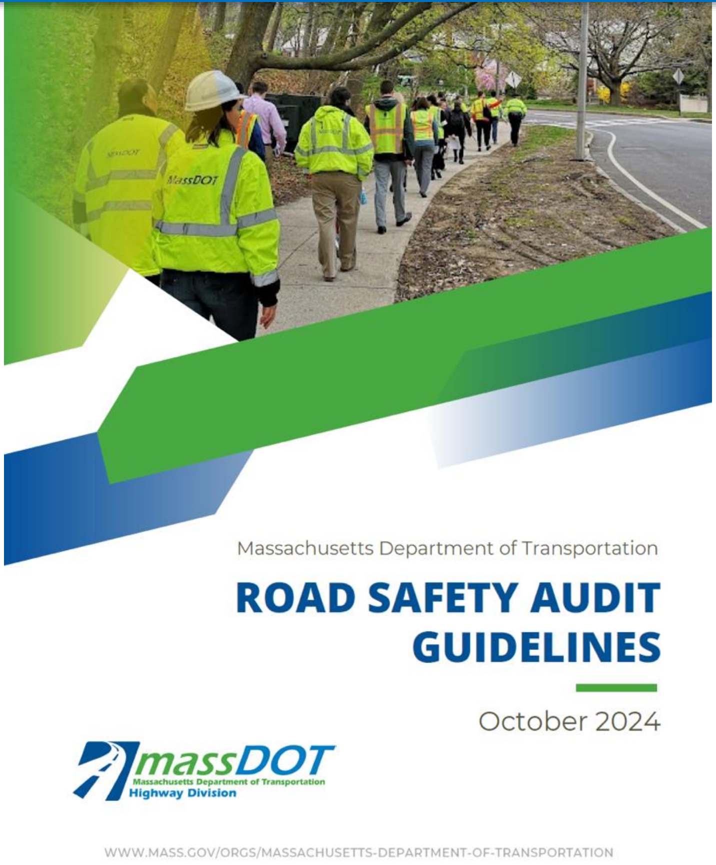
U.S. Department of Transportation
Federal Highway Administration

- Published October 2024
- Changes to when an RSA is conducted and needed
- Changes to Data needs for an RSA
- New guidance on the RSA process and report writing



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Changes to RSA Requirements

Old Guidelines

- Only considered HSIP Crash Clusters
- Most recent 3-year crash cluster
- Pre 25% design plans

October 2024 Guidelines

- Considers both HSIP Crash Clusters and Roadway Segments
- All available years' crash clusters
- Initial stage of design
  - Pre OTS,10% design plans or EIR

New Crash Maps

IMPACT Impact Home > Safety Analysis Tools > Network Screening Tools

ver 0.3.42

Impact Safety Analysis Tools provide methods for network screening and diagnosis. The tools are for statewide and regional analysis purposes.

Network Screening Crash Based

The crash-based network screening tool identifies high-crash locations using excess average crash frequency with anEmpirical Bayes (EB) adjustment. This analysis applies to total crashes or fatal and injury crashes only. Segments andintersections are ranked based on the difference between expected and predicted average crash frequency, helping identify high-priority safety improvement areas. Sites in the Top 5% and the next 10% statewide or by MPO/RPA arehighlighted.This tool now includes a

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Network Screening Risk Based

The description under this tool needs to be updated to: The risk-based network screening tool identifies high-risk towns, road segments, and intersections using risk factorsidentified for specific emphasis areas. Locations with the highest risk have greater numbers and types of risk factors. Visualize the sites with the greatest primary and secondary risks. View this statewide or by MPO/RPA. This analysissupplements the crash-based network screening results and also allows agencies to justify safety

more...

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Combined Top Crash and Primary Risk Viewer

The Combined Top Crash and Primary Risk Viewer offers an interactive web application for visualizing the highest-ranked network screening results in a single, easy-to-use display. This tool integrates both crash-based andrisk-based analyses, providing a comprehensive view of roadways and intersections with the highest safety concerns.The contents of the application include: 2017-2021 Risk and Crash-based network screening results ranked by MPO,2021 HSIP Clusters, 2022 Potential Walking and Biking areas, and 2022 Regional Environmental Justice PlusCommunities. By combining these layers, the viewer allows for a thorough evaluation of safety priorities.

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MassDOT makes no representation as to the accuracy, adequacy, reliability, availability or completeness of the crash records or the data collected from them and is not responsible for any errors or omissions in such records or data. Under no circumstance will MassDOT have any liability for any loss or damage incurred by any party as a result of the use of the crash records or the data collected from them. Furthermore, the data contained in the web-based crash report tool are not an official record of what transpired in a particular crash or for a particular crash type. If a user is interested in an official copy of a crash report, contact the Registry (http://www.mass.gov/rmv/). The most current information on IMPACT regarding motor vehicle fatalities can be found at (https://apps.crashdata.dot.mass.gov/cdp/dashboard-view/2047/). Other places on IMPACT may not be as current and the motor vehicle fatality information may not match. The City of Boston Police Department may be contacted directly for official copies of crash reports and for crash data pertaining to the City of Boston. In addition, any crash records or data provided for the years after 2021 are subject to change at any time and are not to be considered up-to-date or complete. As such, open years' of crash data are for informational purposes only and should not be used for analysis. The data posted on this website, including crash records and other reports, are collected for the purpose of identifying, evaluating or planning the safety enhancement of potential crash sites, hazardous roadway conditions or railway-highway crossings. Under federal law, this information is not subject to discovery and cannot be admitted into evidence in any federal or state court proceeding or considered for other purposes in any action for damages that involves the sites mentioned in these records (see 23 USC, Section 407).

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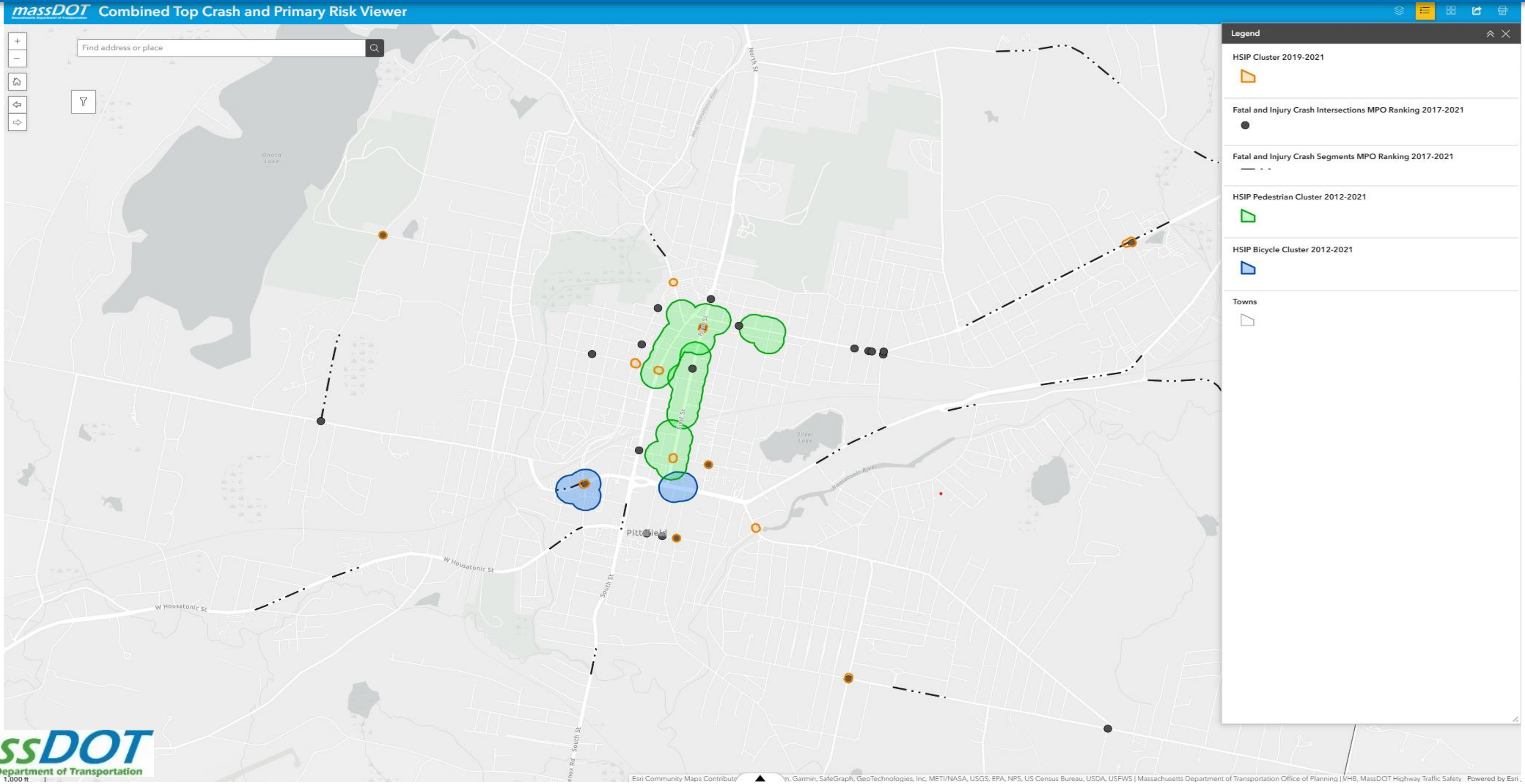
New Crash Maps



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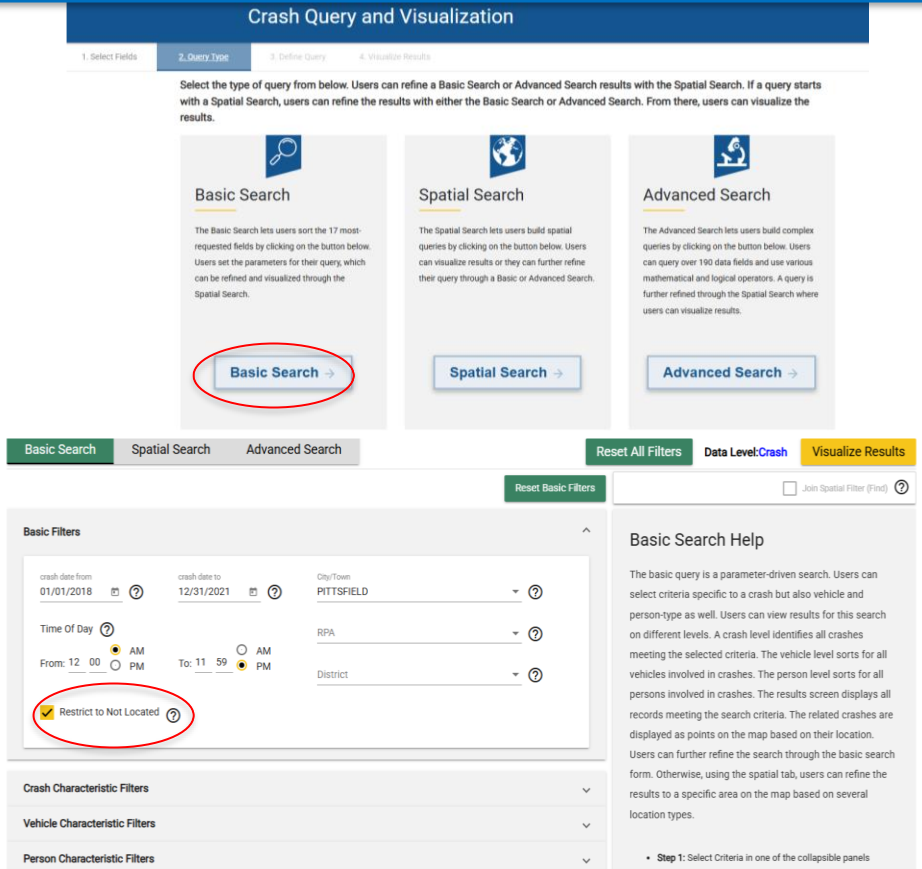
RSA Data Needs

- ❖ Crash Data (Required)
    - ❖ Actual Police Crash Reports
    - ❖ Located and Non-Located Crashes
- ❖ **Traffic Speed Data** (Required)
    - ❖ Operating Speeds
        - ❖ Field collection, crowd sourcing, other
    - ❖ Speed Limits
        - ❖ Regulatory or Statutory
    - ❖ Roadway Speed Context
- ❖ Traffic Volumes
- ❖ Other Safety Concerns



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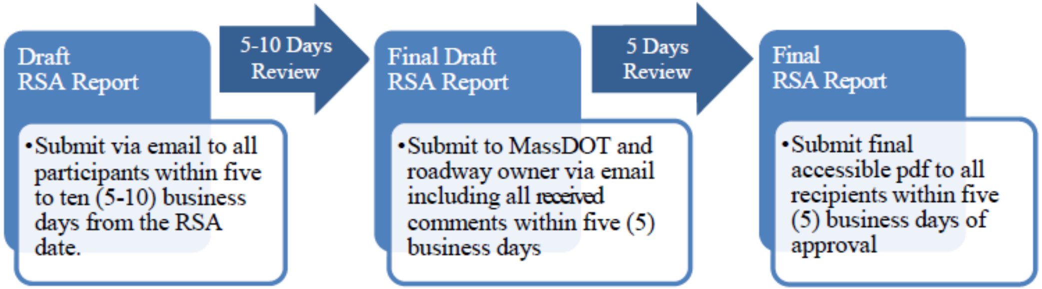
Report Timeline

- First draft sent to RSA attendees within 5-10 business days
- Comments from the RSA attendees returned within 5-10 business days
- RSA Report sent to meeting attendees not all invitees
- RSA Report should **not** be sent out in a Bluebeam session



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RSA Template Updates

Current Template

- ❖ No longer matches RSA Guidelines
- ❖ Existing Template is from pre-2010
  - ❖ Outdated version of Word
  - ❖ Difficult to work with
  - ❖ Accessibility issues

Future Template

- ❖ Matches Current Guidelines
- ❖ Updated Crash costs and Timelines
- ❖ No Accessibility issues
  - ❖ More useful tips and guidance
  - ❖ Hopefully easier to work with

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Updated Time and Cost Ranges

- Current

Time Frame	
Short-Term	<1 Year
Mid-Term	1-3 Years
Long-Term	>3 Years

Cost Range	
Low	<$10,000
Medium	$10,001-$50,000
High	>$50,000

- Future

Time Frame	
Short-Term	<2 Year
Mid-Term	2-5 Years
Long-Term	>5 Years

Cost Range	
Low	<$25,000
Medium	$25,000-$250,000
High	>$250,000

- Incorporating the Safe System Approach
- Revised Safety Review Prompt List