

DRISI

CALTRANS DIVISION OF RESEARCH,
INNOVATION AND SYSTEM INFORMATION

TRANSFORMING IDEAS INTO SOLUTIONS

Research

Notes

Safety

MAY 2023

Project Title:
Methods for Identifying High
Collision Concentration Locations
for Potential Safety Improvements

Task Number: 4058

Start Date: May 1, 2022

Completion Date: April 30, 2026

Task Manager:
Jerry Kwong
Transportation Engineer (Electrical)
jkwong@dot.ca.gov

Phase 3: Implementation of Safety Performance Functions for California

Develop tools to provide Caltrans to implement Safety Performance Function techniques to efficiently target highway improvements and countermeasures at locations that demonstrate the greatest potential in reduction in fatal and

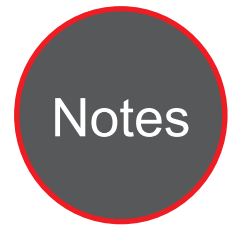
WHAT IS THE NEED?

Identifying high collision concentration locations is a major objective of many state and local transportation agencies. In recent years, significant progress has been made with respect to crash prediction models for identifying such locations. In addition to providing valuable information related to factors that can potentially contribute to increase in the likelihood of traffic collisions, the Highway Safety Manual explains how Safety Performance Functions (i.e., a mathematical relationship describing the collision frequency and explanatory variables) are used to estimate the expected number of collisions per year for a given location, which serve as a baseline for network screening techniques which play a major role in the transportation safety management process.

The first two phases of Safety Performance Function (SPF) Implementation project mainly focused on the SPF developed for the three functional components of highway, segment, intersection and ramp, with the recent data, and developing an Excel- Macro based tool. This tool will help in identifying high collision concentration locations in the state highway system, even though the scope of this tool was limited. Whereas, the second phase of the SPF Implementation project, the main focus will be towards deepening the support and roll out. Deepening the support will be made through assisting the California Department of Transportation (Caltrans) in calibrating the Excel-Macro based tool developed in earlier phases and enabling the tool for multiple users.



DRISI provides solutions and
knowledge that improves
California's transportation system



WHAT ARE WE DOING?

The techniques and tools developed in this study will help Caltrans to more efficiently target locations that will likely benefit from safety improvements and would result in the greatest reduction in fatal and injury collisions. To accomplish this we will further develop the range and depth of the existing SPF along with enhancements to the Microsoft Excel tool.

WHAT IS OUR GOAL?

This proposed phase includes two parts — updating the SPF with additional geometric data and updating/developing Crash Modification Factors (CMF) for California State Highway System (SHS). The first part of the project, advanced California specific SPF will be developed (or re-estimate/calibrate all SPFs using most recent five years of data) using additional infrastructure data – geometric data which could not include in the phase 2 and explore any methodological enhancements. The second part mainly explores the existing California CMFs' and provide recommendations for updating/developing CMFs' to meet the safety expectations of California SHS. CMFs play a vital role in recommending countermeasures as part of safety investigation.

WHAT IS THE BENEFIT?

This project represents an effort to enhance pedestrian safety and to refine the capabilities and resources needed to address the imbalance between pedestrians and motorized roadway users in California. The improvements to the pedestrian exposure modeling will allow Caltrans to perform more advanced safety analyses, involving risk. Pedestrian-specific SPFs will allow Caltrans to incorporate Empirical Bayes methods in their evaluation of pedestrian countermeasure effectiveness. The crash typology and risk-based high collision concentration locations (HCCLs) identification and prioritization techniques are intended to more efficiently identify HCCLs with the greatest potential of safety improvements and reduce the number of false positives. Pedestrian corridor identification is meant to identify groups of contiguous segments or intersections with similar features and safety problems that can be addressed systematically.

WHAT IS THE PROGRESS TO DATE?

The project has yet to begin, but we are working towards final approval and setting a date for kickoff.