

Safety and Operations Conference

Gilberto De Leon P.E.
Deputy Division Administrator
Tennessee Division



U.S. Department of Transportation
Federal Highway Administration

ZERO IS OUR
GOAL

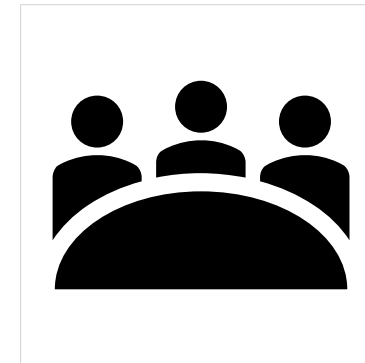
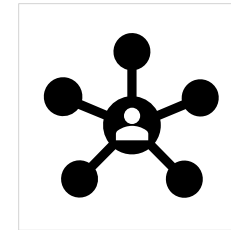
A SAFE SYSTEM IS HOW WE GET THERE

<https://safety.fhwa.dot.gov/>



Tennessee Division Office

- Get to know our teams
 - Leadership Team
 - Planning and Environment
 - Planning, Environment, ROW and Civil Rights
 - Field Operations and Finance
 - Area Engineers and Finance Staff
 - Technical Services
 - Safety, Bridge, Operations, PMA and ITS



<https://www.fhwa.dot.gov/tndiv/staff.cfm>





U.S. Department
of Transportation

Federal Highway
Administration

FHWA Tennessee Division Org Chart

Daniel Hinton (Acting)
Division Administrator

Gilberto DeLeon
Deputy Division Administrator

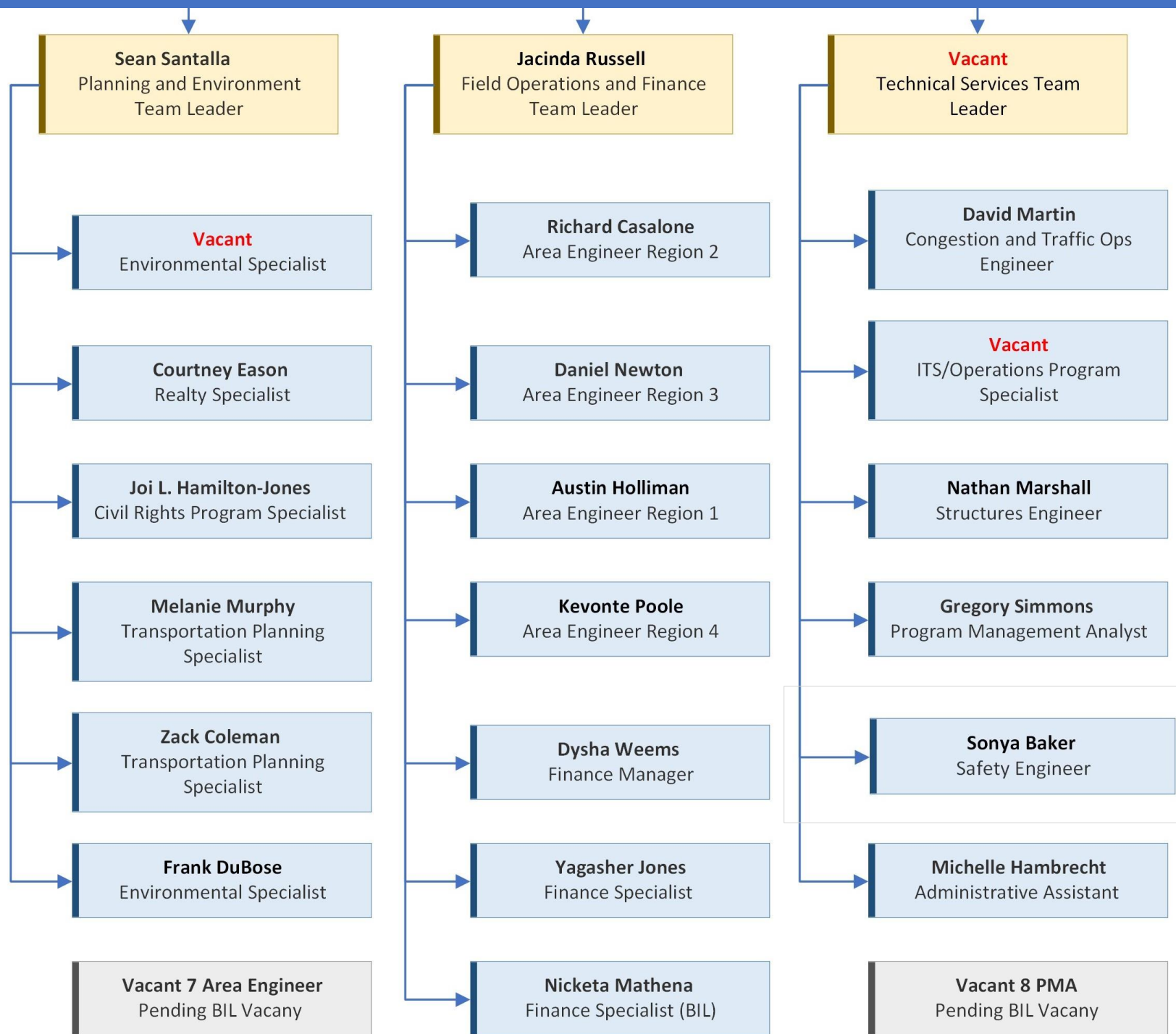
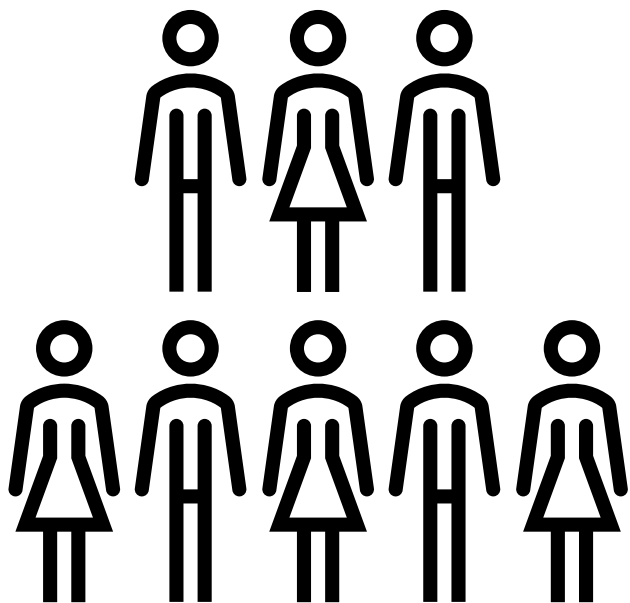
Sean Santalla
Planning and Environment
Team Leader

Jacinda Russell
Field Operations and Finance
Team Leader

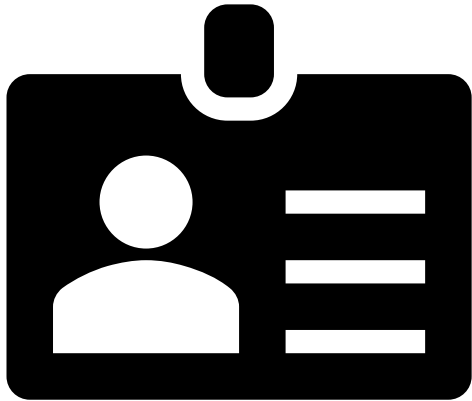
Vacant
Technical Services Team
Leader



Division Teams



TN Division Safety Engineer



Sonya Baker

Safety Engineer

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Vacancies – TL and Ops

- Technical Servicers Team Leader Vacancy
 - <https://www.usajobs.gov/job/758996800>
- ITS / Operations Engineer
 - To be posted on USAJOBS



What does this number represent?

42,795

Number of fatalities estimated by NHTSA in 2022

Daily average of 117 fatalities



How many fatalities in TN?

1,137 in 2022 (TDOT Safety Dashboard)

<https://www.tn.gov/safety/stats/dashboards/trafficfatality.html>

1,157 so far in 2023 – 1.8% increase from 2022



How do we think differently?

- Should we be thinking about how much funding the project will cost? Or how many lives we will save?
- Is the priority to improve traffic flow and capacity? Or to reduce fatalities and serious injuries?
- How do we promote safe driving habits to create a safer environment?



Safety Request from the Administrator

- Administrator Bhatt requested the States to increase the deployment of **Proven Safety Countermeasures**
- Safety is our shared number one priority
- Each PSC is **based on research** that shows dramatic safety gains when installed
- Few countermeasures are actually implemented



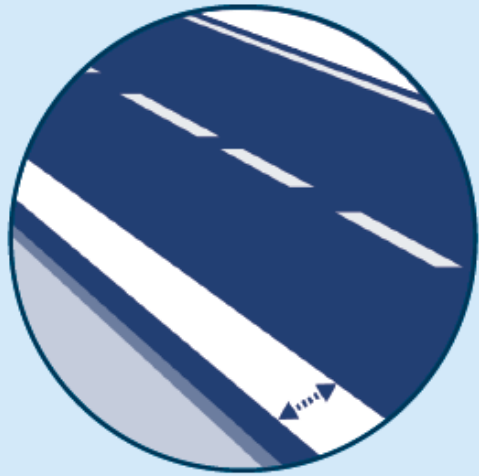
Proven Safety Countermeasures

- The Proven Safety Countermeasure Initiative is a **collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries** on our Nation's highways.
- Focus areas include speed management, roadway departure, intersections, pedestrians/bicyclists, and crosscutting countermeasures that apply across categories

**MAKING OUR
ROADS SAFER** | One
Countermeasure
at a Time



Proven Safety Countermeasures



Safety Benefits:

Wider edge lines can reduce crashes up to:

37%

for non-Intersection, fatal and Injury crashes on rural, two-lane roads.²

22%

for fatal and Injury crashes on rural freeways.³

Benefit Cost Ratio

25:1

for fatal and serious Injury crashes on two-lane rural roads.⁴

- Wider Edge Lines
 - Wider edge lines increase drivers' perception of the edge of the travel lane and can provide a safety benefit to all facility types
 - Wider edge lines are most effective in reducing crashes on rural two-lane highways



Safety Edge

- The Safety Edge shapes the edge of the pavement at approximately 30 degrees from the pavement cross slope during the paving process
- Rural road crashes involving edge drop-offs are 2-4 times more likely to include a fatality than other crashes on similar roads

Safety Benefits:

11%

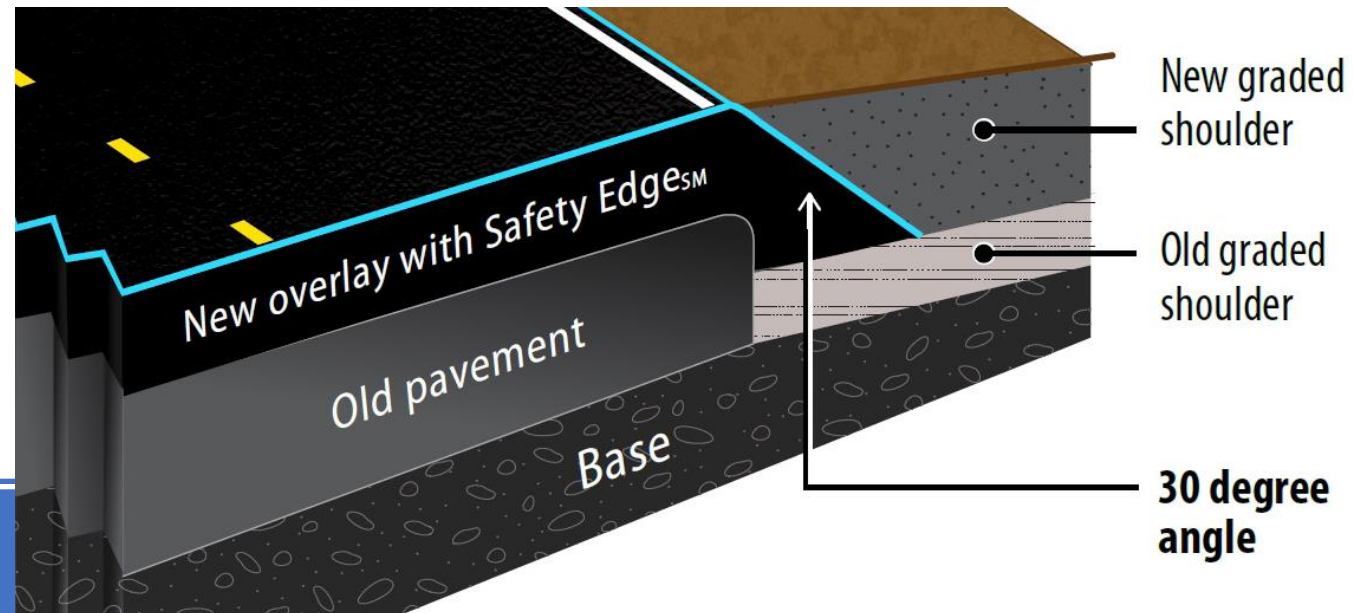
reduction in fatal and injury crashes.²

21%

reduction in run-off-road crashes.²

19%

reduction in head-on crashes.²



Benefit-Cost Ratio Range³

700:1 to 1,500:1

Pedestrian walkways / Sidewalks

- We have more than 6,200 pedestrian fatalities and 75,000 pedestrian injuries occurring in roadway crashes annually



Safety Benefits:

Sidewalks

65-89%

reduction in crashes involving pedestrians walking along roadways.³

Paved Shoulders

71%

reduction in crashes involving pedestrians walking along roadways.³



Safe systems approach

Principles of the Safe Systems Approach



- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Safety is Proactive
- Redundancy is Crucial

<https://www.transportation.gov/NRSS/SafeSystem>



Safe Systems Approach

- Objectives of a Safe System Approach
 - Safer People
 - Encourage safe, responsible driving and behavior
 - Safer Roads
 - Design roadway environments to mitigate human mistakes
 - Safer Vehicles
 - Expand the availability of vehicle systems and features that help to prevent crashes
 - Safer Speeds
 - Promote safer speeds in all roadway environments
 - Post-Crash Care



How do we think differently?

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Questions?



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