TRANSPORTATION POOLED FUND PROGRAM
QUARTERLY PROGRESS REPORT

Lead Agency (FHWA or State DOT): FHWA

INSTRUCTIONS:
Project Managers and/or research project investigators should complete a quarterly progress report for each calendar quarter during which the projects are active. Please provide a project schedule status of the research activities tied to each task that is defined in the proposal; a percentage completion of each task; a concise discussion (2 or 3 sentences) of the current status, including accomplishments and problems encountered, if any. List all tasks, even if no work was done during this period.

Transportation Pooled Fund Program Project # *(i.e, SPR-2(XXX), SPR-3(XXX) or TPF-5(XXX)* TPF-05(317)	**Transportation Pooled Fund Program - Report Period:** ☐ Quarter 1 (January 1 – March 31) ☑ Quarter 2 (April 1 – June 30) ☐ Quarter 3 (July 1 – September 30) ☐ Quarter 4 (October 1 – December 31)	
Project Title: The Evaluation of Low Cost Safety Improvements Pooled Fund Study (ELCSI-PFS)		
Name of Project Manager(s): Roya Amjadi	**Phone Number:** 202-493-3383	**E-Mail** roya.amjadi@dot.gov
Lead Agency Project ID: TPF-05(317)	**Other Project ID (i.e., contract #):** N/A	**Project Start Date:** 05/2005
Original Project End Date: 05/2010	**Current Project End Date:** Open Ended	**Number of Extensions:** 1

Project schedule status:

☐ On schedule ☐ On revised schedule ☑ Ahead of schedule ☐ Behind schedule

Overall Project Statistics:

Total Project Budget	Total Cost to Date for Project	Percentage of Work Completed to Date
$7,300,000	$5,130,000	750%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$50,000	N/A	N/A

Project Description:

FHWA has initiated the Low Cost Safety Improvements Pooled Funds Study to encompass safety-effectiveness evaluations of priority strategies from the NCHRP Report 500. The goal of the proposed research is to develop reliable estimates of the safety effectiveness of safety improvements identified as strategies in the NCHRP Report 500 Guidebooks through scientifically rigorous “Before”-”After” (B/A) evaluations of sites within the U.S. where these strategies are being implemented. The data for the study will be gathered from those states that implement the strategies throughout the US. The methodology utilized will typically be an Empirical Bayes evaluation or other appropriate method, using B/A data to help determine their effectiveness in reducing the number and severity of crashes. The data will be collected, and evaluation studies performed, as the strategies are implemented over the course of several years.

This pooled fund study has contributed over 700 CMFs to the CMF Clearinghouse, and this effort is on-going.

The Phase I study (retrospective) was competed for:
1.Increased retroreflectivity of STOP signs.
2.Flashing beacons at STOP-controlled intersections.
3.STOP AHEAD pavement markings.
4.Installing center two-way left-turn lanes on two-lane roads.

The Phase II study (retrospective) was completed for:
1.Improved curve delineation.
2.Offset improvements for left-turn lanes.
3.Lane and shoulder width combinations on rural, two-lane, undivided roads.
4.Advance street name signs.

Progress this Quarter (includes meetings, work plan status, contract status, significant progress, etc.):

NEW TASK: ELCSI-PFS, PHASE XI
Received and reviewed technical proposals, and Phase XI was awarded to the TTI. The kick-off meeting was conducted.
The Phase XI studies includes:
1. Safety Evaluation of Mini-Roundabouts
2. Safety Evaluation of Bike Lane Configurations at Intersections
3. Safety Evaluation of Wrong Way Driving (WWD) Low Cost Safety Improvements
4. Conducting a one-day workshop for effective WWD countermeasures (in-person, and for 50 State DOTs)

The ELCSI-PFS, Phase XI is mostly funded by:
- The FHWA, DCMF program, and
- The FHWA, Intersection Roadmap.

ANNUAL TAC MEETINGS
The task for conducting the ELCSI-PFS annual TAC meetings (2019 and 2020) were designed, and SOW (with cost estimates) were developed, and PR was submitted.
- Received and reviewed technical proposal, and awarded the TAC meeting task to the TTI.
- Planning for the 2019 TAC meeting started.

NEW PEDESTRIAN and BICYCLE CRASH STUDY
Per ELCSI-PFS' TAC members priority safety needs, FHWA has entered an agreement with the US Census Bureau for a study of pedestrian and bicycle crashes (using the HSIS data.) US Census is using Time Series methodology, and its data resources to developed a predictive model for these type of crashes.

Anticipated work next quarter:

o Complete the HFST study.
o Conduct the 2019 annual TAC meeting.
o Attend the ASA, JSM 2019 and chair the TSIG meeting. Seek partners, and lead cooperation with the various communities within American Statistical Association.
o Manage ELCSI-PFS' on-going and new studies for:

1. Safety Evaluation of Mini-Roundabouts
2. Safety Evaluation of Bike Lane Configurations at Intersections
3. Safety Evaluation of Wrong Way Driving (WWD) Low Cost Safety Improvements
4. Conducting a one-day workshop for effective WWD countermeasures (in-person, and for 50 State DOTs)
5. Adaptive Signal Control Technologies
6. Bicycle Lanes, Added by Reducing Lane and/or Shoulder Width
7. Variable speed limits (VSL)
8. Treatments to minimize the influence of Light Poles
9. Treatments to minimize the influence of Guardrails
10. Side slope improvements Evaluation
11. Safety Evaluation of Mini-Roundabouts
12. Safety Evaluation of Bike Lane Configurations at Intersections
13. Safety Evaluation of Wrong Way Driving (WWD) Low Cost Safety Improvements

o Continue work on new publications.
o Attend meetings.
o Keep up communication with TAC members.
o Other related efforts.

Significant Results:

o Awarded the ELCSI-PFS, Phase XI for three new efforts.
o Awarded the 2019 and 2020 TAC meetings task, and started planing for the 2019 meeting.

Circumstance affecting project or budget. (Please describe any challenges encountered or anticipated that might affect the completion of the project within the time, scope and fiscal constraints set forth in the agreement, along with recommended solutions to those problems).

The FHWA fund may not be available/sufficient for SUPPORTING SAFETY EFFORTS AND STRENGTHENING SAFETY CULTURE due to higher FHWA priorities. In this case, this effort will be broken down to smaller efforts, or delayed to the next fiscal year.

Potential Implementation:

N/A