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
$7,485,000	$5,575,000	850%

Quarterly Project Statistics:

Total Project Expenses and Percentage This Quarter	Total Amount of Funds Expended This Quarter	Total Percentage of Time Used to Date
$65,000	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 800 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.):

ELCSI-PFS, TECHNICAL ACTIVITY COMMITTEE (TAC) TASK
Planned, developed Statement of Work (SOW), and Independent Government Cost Estimates (IGCE) for the TAC meetings in 2021, and 2022.

ELCSI-PFS, PHASE XIII
The SOW, and IGCE development are in progress for this phase.
Planning and feasibility analysis of the Turning Lane Treatments (TLT), and Rectangular Rapid Flashing Bacons (RRFB) was conducted, and scope of the work was identified in October of 2020. It was determined that RRFB study needs to include:
- Gap Analysis to determine why, where, and how the RRFBs are installed, and develop a matrix.
- RRFB’s effectiveness for various applications (i.e. school location, and other land use).
- RRFB effectiveness in higher speed roads (≥ 35 mile/hour).
- Data collection and analysis variables.

Similarly, the TLT requires a Gap Analysis.

CMFS FOR SYSTEMIC SAFETY IMPROVEMENTS
Conducted a meeting with the FHWA experts for development of CMFs for Systemic Safety Applications, and scope of work was identified in November 2020.

WORKSHOPS FOR FOCUS CRASH AND FACILITY TYPES (FCFT)
Conducted several meetings (FHWA, and external experts) for two half-day technical workshops for the ELCSI-PFS’ Contributing Factors for Focus Crash and Facility Types (FCFT) study. Communicated the need for these workshop to

Anticipated work next quarter:

o Award the TAC Meeting (2021 and 2022) task.
o Finish the Statement of Work, Independent Cost Estimates, and PR for the Phase XIII.
o Manage ELCSI-PFS' on-going and Phase XI 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)
o Manage ELCSI-PFS, Phase XII studies for:
1. Safety Evaluation of Innovative Pedestrian Countermeasures at Intersections
2. Safety Evaluation of Innovative Bicycle Countermeasures at Intersections
o Continue work on 8 new publications.
o Attend ELCSI-PFS related meetings.
o Keep up communication with TAC members.
o Other related efforts.

Significant Results:

o Risk Assessment for Phase XI is completed.
o ELCSI-PFS, PHASE XIII's planning, and feasibility analysis is completed.
o Conducted presentation for the ELCSI-PFS, Phase X products (4) to the Highway Safety Information System (HSIS) 2020 annual meeting on 11/09/2020.

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).

No issues encountered.

Potential Implementation:

N/A