

## Green Circle - Implementation

In the funding and implementation step of the Systemic Safety Project Selection Tool, a framework is provided for determining an appropriate balance between funding safety improvements at site specific locations or funding systemic improvements given particular crash and roadway system characteristics.

The framework recognizes there will be some balance between projects derived from the site analysis approach and those selected through a systemic approach. This balance between projects will likely vary based on different regions of a state (e.g., urban versus rural), on different components (e.g., state versus local), and for different focus crash types (e.g., rear end versus road departure crashes). In developing a funding balance, consider the following:

- Many high-crash locations suggest directing more safety funds toward site analysis projects; few high-crash locations suggest directing more safety funds toward systemic safety projects.
- A performance measure based on total crashes suggests a site analysis safety program; a performance measure based on severe crashes suggests a more systemic safety program.
- An overrepresentation of crashes in urban areas suggests a site analysis safety program; an overrepresentation of rural crashes suggests a more systemic safety program might be appropriate.
- A safety program focused on all crash types suggests a site analysis program; a focus on specific crash types suggests a more systemic program.
- A focus on signalized intersections suggests a site analysis program; a focus on unsignalized intersections and horizontal curves suggests a more systemic focus.
- A comprehensive safety management program will include both site analysis and systemic safety programs. Even if all “arrows” point toward a more systemic safety program, you must still address your high crash locations.