NACo Rural Road Safety Peer Exchange Network

Conference Call Agenda
January 17, 2012, 2:00PM EST

Number: 1-866-502-8312
Pass code: 197267
Web-conference Log-On: https://www2.gotomeeting.com/register/527346786

1. Introductions – All
   - Gene Calvert, Collier County, FL
   - Jay Davis, Lemhi County, ID
   - Joe Kovach, Huron County, OH
   - Ricky Mitchell, Mobile County, AL
   - Ejaz Khan, Clark County, WA
   - Rich Chamberlin, Trinity County, TX
   - David Brand, Madison County, OH
   - John Oshel, Association of Oregon Counties
   - Dave Shanahan, Cherokee County, IA
   - Jacob Babico, San Bernardino County, CA

   - Brian Roberts, NACE
   - Ben Gribbon, FHWA
   - Bob Fogel, NACo
   - James Davenport, NACo
   - Cindy Wasser, NACo

   - Participants reviewed past and upcoming NACo Rural Road Safety programs.
   - Participants discussed latest developments on Retro-reflectivity standards on signs and pavement markings.
   - Participants reviewed updates from the Federal Highways Administration.
   - Updates from Peer Exchange participants.
   - Full meeting notes available on NACo Rural Road Safety Resource Center.

3. Recent and/or Upcoming Activities of the NACo Rural Road Safety Project and the Peer Exchange Project

3.1 Next NACo Rural Road Safety Webinar
   - February 16, 2012
     - NACo is developing a webinar program that will share tools and best practices to collaborating with law enforcement officials and emergency respondents to collect robust crash data.
     - More details will follow.
3.2 Rural Road Safety Champions Roundtable at the NACo Legislative Conference
Monday, March 5, 7:30-9:00AM
Washington Hilton, Washington DC
http://www.naco.org/meetings/participate/LegislativeConference/Pages/default.aspx

- NACo is hosting its first roundtable for elected officials and staff to discuss best practices for promoting safety projects in counties.
- Participants shared topics for discussion:
  - David Brand, Madison County, OH: David recommended a discussion centered around accessing federal funding for local programs.
  - John Oshel, Association of Oregon Counties: John recommended discussions on funding and data. Also, review of safety program and the federal aid available for local programs. NACo could develop a guide for elected to help them navigate funding pipelines.

3.3 NACE Annual Conference
April 1-5, 2012
Lexington, KY

- Agenda will be distributed soon. About 1/3 of the program is related to safety.
  http://www.countyengineers.org/events/annualconf/Pages/NACE2012.aspx

3.4 NACo Best Practices Guide
To be published and distributed by NACo’s Annual Conference. Publication includes stories from many Peer Exchange participants.

3.5 Workshop at State Association Meeting
Date and Location TBD.

- August 2011, NACo hosted a workshop at the Alabama State Association meeting. The workshop addressed road safety concerns in Alabama and reviewed technical and financial assistance available through the state. NACo worked with invited representatives of the FHWA Field Office, state DOT, and local county engineers to develop and present the program.
- NACo is looking to host a similar event in another state this year. If you can suggest a state(s) to host the session, please contact James Davenport at 202-661-8807 or jdavenport@naco.org.

4. Latest developments on federal transportation funding
Bob Fogel, NACo Senior Legislative Director

- In November, the approval of the Highway bill passed 1 of 3 necessary Senate committees. Projected gas tax revenue is too short to fully fund the bill. As it is a very political time in DC, and no bill has emerged in the House.

- Senate Bill:
  - Gas Tax Revenue to ~$12Billion short of funding this bill
  - A provision would base High-Risk Rural Road (HRRR) funding on increases in fatalities. It would require states to spend Highway Safety
Improvement Program (HSIP) funds equal to 200% of the HRRR funds they received in FY 2009, if the HRRR fatality rates increases over two years.
  o Eliminates Bridge program (and 15% set-aside funding)
  o Decertifies Metropolitan Planning Organizations (MPO) for areas of 50,000-250,000 in population.
  o Fails to get input from rural leadership in allocation.

5. Updates from FHWA

* Ben Gibbon, FHWA *

- FHWA has updated its list of [Proven Safety Countermeasures](#) and provided guidance on each:
  1. Road Safety Audits
  2. Rumble Strips and Rumble Stripes
  3. Median Barriers
  4. Safety Edge
  5. Roundabouts
  6. Left and Right Turn Lanes at Stop-Controlled Intersections
  7. Yellow Change Intervals
  8. Medians and Pedestrian Refuge Areas in Urban and Suburban Areas
  9. Walkways

- A new [Roadway Safety Noteworthy Practices Database](#) can be searched by state, topic, year, or key words. The database presents case studies of successful practices organized by specific topics. The individual case studies provide summaries of each practice, key accomplishments, results, and contact information

- The FHWA Office of Safety offers technical assistance to State and local roadway safety professionals through the Roadway Safety Peer-to-Peer (P2P) Technical Assistance Program. The program provides technical assistance on policy, program, and technical issues across a broad range of roadway safety topics, to help agencies develop and implement effective strategies and programs that reduce roadway fatalities and serious injuries on public roads.

- Both are included on the new [Roadway Safety Professional Capacity Building](#) (RSPCB) website.

- The American Public Works Association (APWA) is offering two Click, Listen & Learn webinars on roadway safety:
  o [Low Cost Safety Improvements](#) (LCSI) on 2/2/12. This program will detail what two entities have done in the way of LCSI.
  o [HSIP Best Practices](#) – Highway Safety Improvement Program (HSIP) as implemented by local agencies, on Thursday, April 19, 2012.

- Workshops on *systemic approaches* to highway safety are being held at the TRB Annual Meeting on January 23rd, and at the Roadway Infrastructure Safety Conference (RISC) in Tampa on Wednesday, February 15th. The goal is to provide an
understanding of current and emerging approaches for identifying the best candidate locations and suggested projects for safety investment not picked up by traditional black-spot analysis, thereby addressing the significant number of fatal and serious injury crashes spread across the network rather than focusing only on sites with large numbers of crashes. RISC is co-sponsored by the National Association of County Engineers (NACE), American Traffic Signal Services Association (ATSSA), and other partners.

6. Discussion: How are elected officials promoting safety in their communities? What are best practices that can be emulated?

- **Ejaz Khan, Clark County, WA:** In Clark County, it is common, elected officials often get involved in safety in response to specific crash incidents.
- **Dave Shanahan, Cherokee County, IA:** Road safety concerns often happen near working lands and are ag-related.
- **Cindy Wasser, NACo:** Shared information about Charles County, MD’s Traffic Safety Committee.
- **Gene Calvert, Collier County, FL:** Gene sees that road safety concerns are low-priority for elected officials. Raising awareness has been a “tough nut to crack.”
- **Joe Kovach, Huron County, OH:** Huron County developed a “Blue Ribbon” committee, including the county sheriff, county and municipal elected officials, and others to address unguarded railroad crossings within the county. The committee partnered with the state DOT and others to install safety countermeasures along the railroad crossings and then later evolved to promote safety throughout the county. County leaders found success in engaging municipal governments when they framed roadway safety as an economic development issue.

7. Discussion: What are the best strategies to shift traffic safety management from being reactive to proactive?

- **Ejaz Khan, Peer Exchange Participant, Clark County, WA**
  - How do we develop a methodology that examines traffic safety throughout a corridor, rather than simply prioritizing crash locations that grab attention?
  - How do we develop a methodology that looks at both immediate short-term and long-term fixes?
  - Are there any good examples?
  - What tools or resources would be needed to accomplish this goal?

  **Ejaz Khan:** Ejaz is interested in creating a system to evaluate and rank areas with potential for crashes, not just places where crashes have occurred. Is there a good method for predictive mapping? Sometimes it is hard to separate behavior-related crashes from engineered-related crashes. Our objective is to rank priority areas not based on the number of crashes and fatalities, but, rather, the potential for crashes and fatalities. A systematic approach would examine the cause of crashes and not just where they took place.

  **Jacob Babico, San Bernardino County, CA:** The AASHTO Manual is very good. Is there a computerized tool to generate that type of forecasting?
Dave Shanahan, Cherokee County, IA: Cherokee County uses CMAT, which is a great tool for collecting and analyzing crash data. The model considers types of users and driver conditions, such as DUI, in addition to location.

Gene Calvert, Collier County, FL: Steve Ford of Mendocino County, CA put together a successful tool for the county’s use.

Ben Gribbon, FHWA: DOT hosted a LTAP Training Course based on Steve Ford and Gene Calvert’s work. Ben will work with NACo to post these materials online.

FHWA will also be rolling out some model processes that use some existing models for mapping crash data.

8. Updates from Peer Exchange Participants –
   8.1. Short Term Safety Goals
   8.2. Challenges
   8.3. Successes
   8.4. Next Steps

David Brand, Madison County, OH: Madison County is using the Highway Safety Manual to apply countermeasures to all crash sites. Madison County is considering ways to make systematic safety improvements. Brand is working to address particular accident types throughout the county. Brand recognizes that driver conditions, like DUIs, are a function of the local environment and roadway condition, and should not necessarily be excluded from analysis.

Joe Kovach, Huron County, OH: Huron County partnered with ODOT on a 6-year project, which received good press.

For a trial project, the county is installing 2-foot wide rumble stripes within the centerline of the vehicle travel lane, which the vehicle’s tires would hit only if the car veers too far in either direction.

This method was tested, because traditional rumble strip placement was presenting a safety concern for bicyclists. The county’s rural highways often have a dirt shoulder or no shoulder, so it can be safer for bicyclists to ride within the travel lanes. The project is funded through the county’s operating budget.

Dave Shanahan, Cherokee County, IA: Cherokee County is updating curve signs and looking to apply new countermeasures to improve safety. Dave is looking for a clearinghouse to provide resources and guidelines for funding opportunities. NACo will consider options to include this information on the website.

9. Other Business and Discussion – All

The American Public Works Association Safety Subcommittee hosts quarterly conference calls, which may be of interest to NACo members. Information about the
upcoming call will be shared with Peer Exchange participants through NACo’s Rural Road Safety E-Bulletin.

10. Set Date for Next Conference Call – All

The next Peer Exchange Conference Call is scheduled for **April 24th, 2:00PM ET**.