



National Summit Working Summit on Transportation in Rural America

Michael Griffith
Director
Office of Safety Technologies
FHWA



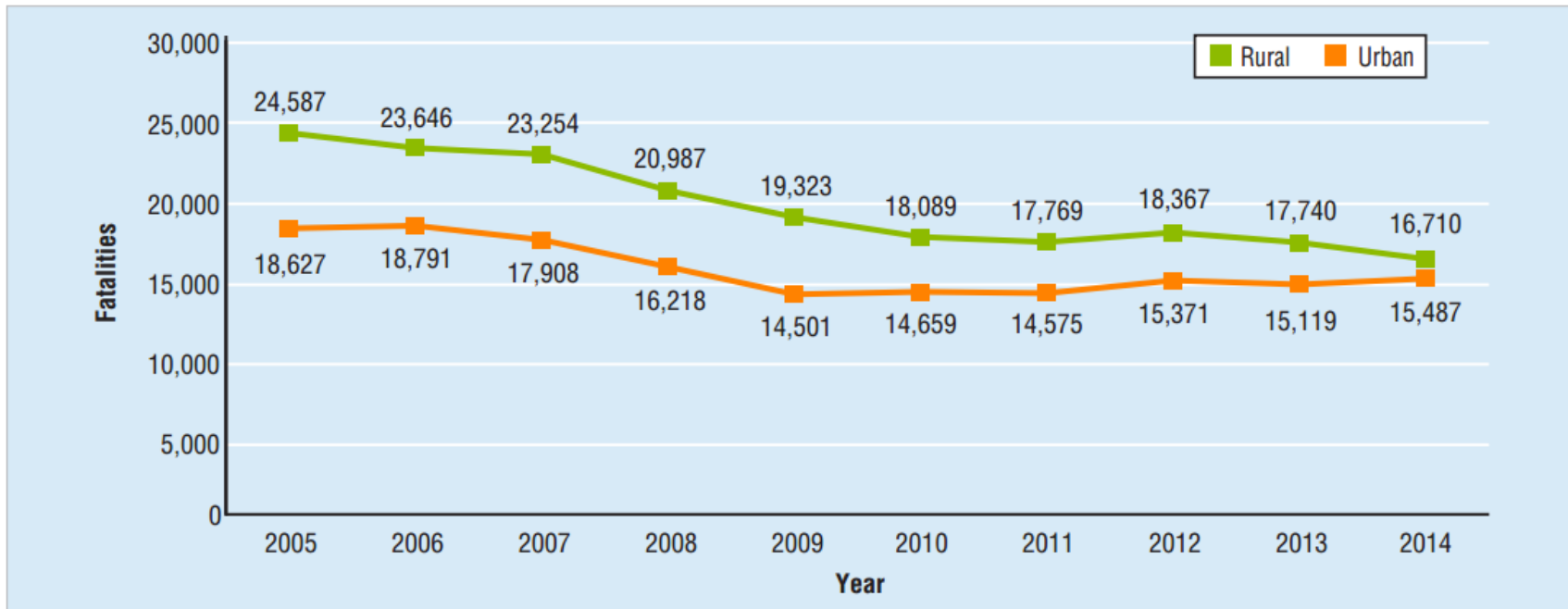
U.S. Department of Transportation
Federal Highway Administration



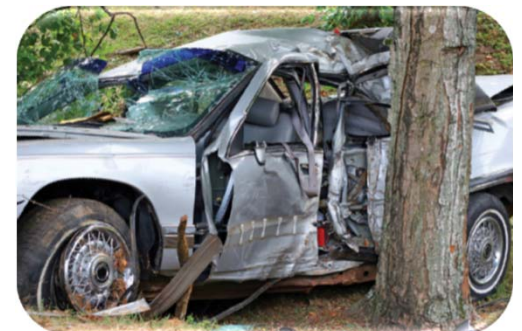
<http://safety.fhwa.dot.gov>

Rural Road Safety

Motor Vehicle Traffic Fatalities, by Year and Location, 2005–2014

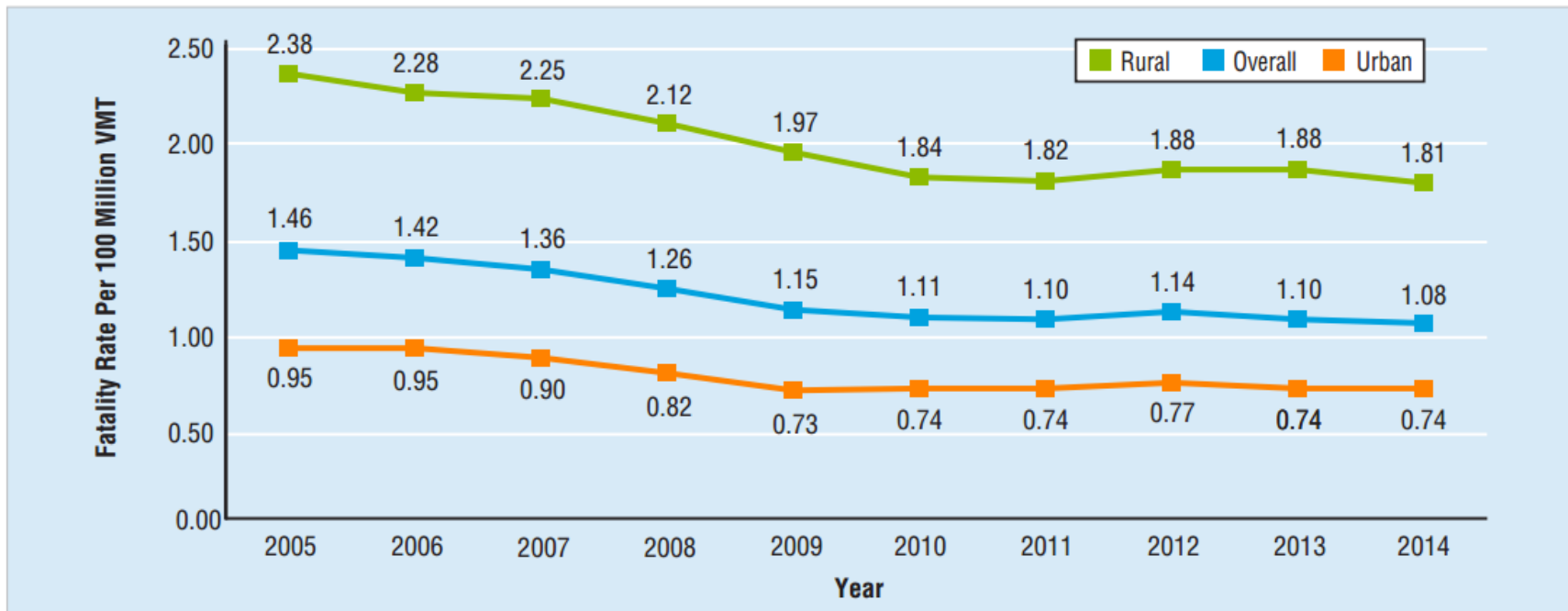


Source: Fatality Analysis Reporting System (FARS) 2005–2013 Final File, 2014 Annual Report File (ARF)

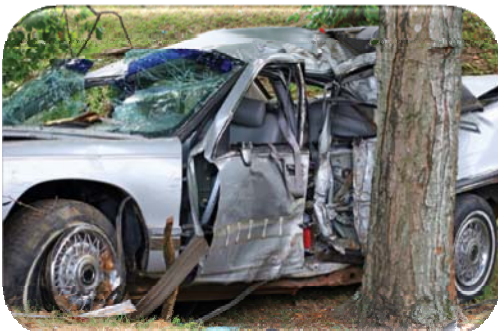


Rural Road Safety

Fatality Rates per 100 Million Vehicle Miles Traveled, by Year and Location, 2005–2014



Sources: FARS 2005-2013 Final File, 2014 ARF; VMT – Federal Highway Administration



Roadway Fatalities in 2015

“The Nation lost 35,092 people in crashes on U.S. roadways during 2015, an increase from 32,744 in 2014. *The 7.2 percent increase is the largest percentage increase in nearly 50 years.*”

NHTSA

**How do we get to
zero deaths on
our roadways?**



Case Study—State DOT
Roadway Departure/Curve Crashes



Case Study—Local Agency Implementing the 4 Es



Case Study—Tribal Lummi Nation Road Safety Audit



Case Study—National Park Service Pathway & Intersection Improvements



Rural Road Safety— FHWA's Role & Responsibilities



Safe Roads for a Safer Future
Investment in roadway safety saves lives



FHWA Resources on Rural Road Safety

- HSIP Funds – All Public Roads
- Partnerships
- Tools & Resources
- Technical Assistance



Partnerships



Partnerships

- National Center for Rural Road Safety
- National Association of Counties
- National Association of County Engineers
- American Public Works Association
- National Local/Tribal Assistance Program



FHWA Tools & Resources

U.S. Department of Transportation
Federal Highway Administration

Office of Safety
A Systemic Approach to Safety - Using Risk to Drive Action

Home | About Systemic | Why Systemic | Resources/Contact

The systemic approach to safety involves widely implemented improvements based on high-risk roadway features correlated with specific types of crash types. The approach provides a more comprehensive method for safety planning and implementation that supplements and complements traditional site analysis. It helps agencies broaden their traffic safety efforts and consider risk as well as crash history when identifying where to make low cost safety improvement locations.

A Way to Manage Risk
Highway safety improvement projects are designed to improve safety by minimizing or eliminating risk to roadway users. Rather than managing risk at certain locations, a systemic approach takes a broader view and looks at risk across an entire roadway system. A system-based approach acknowledges crashes alone are not always sufficient to determine what countermeasures to implement, particularly on low volume local and rural roadways where crash densities are lower, and in many

Systemic In Practice
Several states are using the systemic approach to safety and achieving results. For more details, select one of the states below:
Missouri
Minnesota

A feature on the FHWA Office of Safety, Roadway Safety, Noteworthy Practice Database allows you to add your own noteworthy practice. [Click here](#) to visit the database.

Synthesis of Local Road Safety Noteworthy Practices

November 2015

**Developing Safety Plans
A Manual for Local Rural Road Owners**

Worker Safety And Visibility

As our highway infrastructure ages, many highway agencies are focusing on rebuilding existing roadways instead of building new ones. Highway improvement projects being performed on roadways that are open to traffic are increasing. At the same time, traffic continues to grow and roads are more congested. This combination of more work zones, heavier traffic, and greater reliance on night work results in increased risk for highway workers. The following methods can be used to minimize and control risks for workers:

**MANUAL FOR SELECTING
Safety Improvements
on High Risk Rural Roads**

Low-Cost Treatments for Horizontal Curve Safety 2016

FHWA Safety Program

**Improving Safety on Rural Local and Tribal Roads
Safety Toolkit**

August 2014

U.S. Department of Transportation
Federal Highway Administration

Safe Roads for a Safer Future
Investment in roadway safety saves lives.
<http://safety.fhwa.dot.gov>

"A 19-year-old, a mother of two kids...They all died, and they died on county roads. Do I ever want to see that? No, I don't. So anything that I can do to support the county engineer to make sure my roads are safe—you bet I'll do it."
—Linda Langston, Supervisor, Linn County, Iowa

Make local road safety a priority in your community—and save lives.

Resources

- Local Elected Officials: Leading the Way in Local Road Safety Video—http://safety.fhwa.dot.gov/local_safety/
- FHWA Federal Aid Essentials Video: Roadway Safety Fundamentals—<http://www.fhwa.dot.gov/federal-aid/essentials/>
- FHWA Federal Aid Essentials Video: Introduction to HSIP—<http://www.fhwa.dot.gov/federal-aid/essentials/>
- Local-focused safety tools and information—http://safety.fhwa.dot.gov/local_safety/

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**Local Elected Officials:
Leading the Way in Local Road Safety**

A Call to Action for Local Elected Officials

Safe Roads for a Safer Future
Investment in roadway safety saves lives.

DESK REFERENCE

**HANDBOOK FOR
Designing Roadways
for the AGING POPULATION**

U.S. Department of Transportation
Federal Highway Administration

Technical Assistance & Training

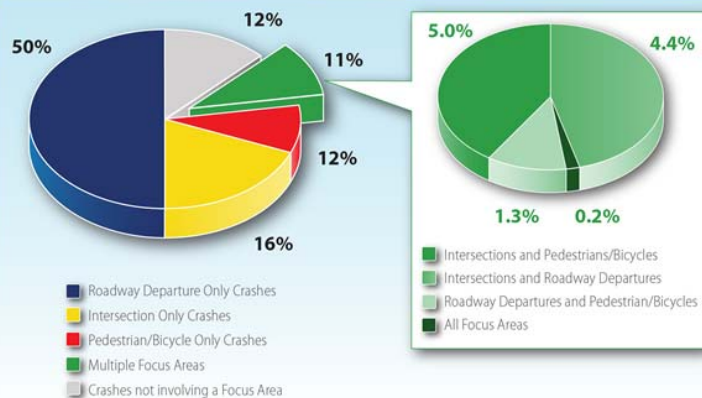


Safety

Roadway Safety Professional Capacity Building

Technical Assistance

United States Fatalities by FHWA Focus Area Average 2011-2013



NOTE: Totals in the main and secondary pie charts do not add up to 100% and 11%, respectively, due to rounding.



Vision...Getting to Zero Deaths!!!

