2ND NATIONAL SUMMIT ON RURAL ROAD SAFETY

bridging THE gap

Cultivating a Non-Urban Lens: Quality of Service & Performance Metrics Sensitive to Rural Areas

National Center for Rural Road Safety

ruralsafetycenter.org

Speakers

- Heather Adamson, Director of Planning, Association of Monterey Bay Area of Governments (AMBAG), Monterey, CA

- Linda MacIntyre, Congestion Management Program Manager, National Park Service, Denver, CO

Introductions

- What's your name?
- Who do you represent?
- What has surprised you this week?

Goals for Session

- Review challenges creating rural performance metrics
- Identify potential performance metrics that are rural based
- Draft rural based service metrics that could be used in a research project for evaluation

Rural Lens on Safety Performance (1)

- What is a rural vs. urban lens for safety?
  - Regulatory and risk expectations
  - Infrastructure conditions and atypical geometry
  - Rural priorities and quality of life
  - Feasibility
  - Public priorities
  - Unique issues: wildlife, heavy freight hauling, etc.

Rural Lens on Safety Performance (2)

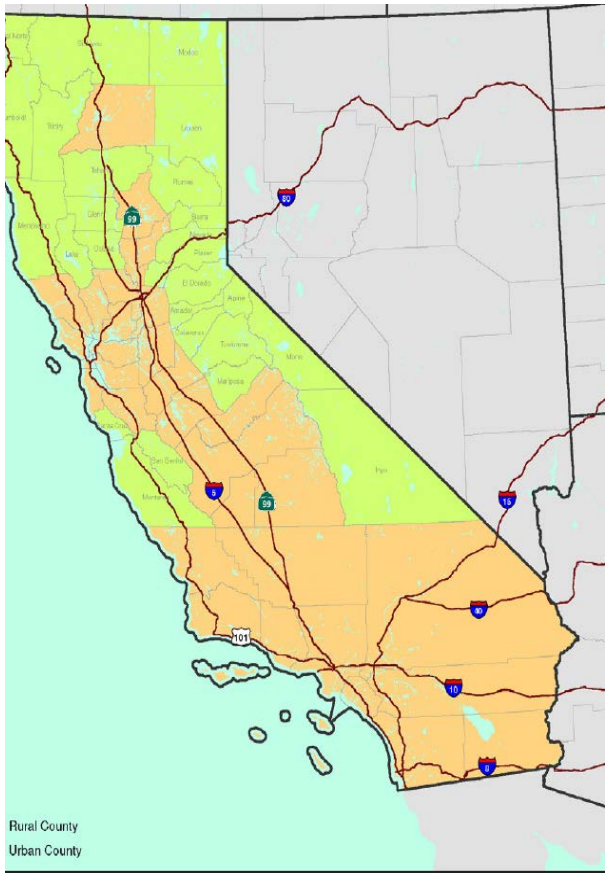
- How can rural areas improve safety without robust quantitative data?
  - Qualitative approach: anecdotal evidence can tell a story and is valid
  - More data vs. the right data (what's needed for decision-making?)
  - Promote underused resources: LTAP, universities, DOTs/MPOs/COGs
  - Consider emerging data: crowdsourcing
  - Improve data availability, depth, accuracy incrementally

2 Examples of Rural Safety Performance Development

- California Rural Counties Project
- NPS Safety Management System/Program

California Rural Counties Task Force

- Evaluate & recommend performance metrics for 26 CA rural counties
- More awareness of rural county transportation goals & needs
- Identifies 7 key performance metrics
- http://sites.kittelson.com/RCTF



Rural Transportation Performance Management

- AMBAG is developing a TPM framework for rural CA counties to better assist with new FAST Act requirements
  - Safety (PM 1)
  - Pavement & Bridge Maintenance (PM 2)
  - System Performance (PM 3)
- Other components include reporting structure and database queries/outputs and GIS templates

NPS Safety Management System - Today

- Traffic accidents are 2nd leading cause of death in NPS (average is 50 fatalities & 1300 injuries/year)
- Last safety system database became obsolete in 2006
- Unusual elements: preservation is primary goal (even over safety in some cases); mix of urban/suburban/rural conditions and hundreds of local agencies

NPS Safety Management System - Future

- Goal: develop safety ***program*** that aligns with State DOTs/FAST requirements
- Find dedicated funding source/staff
- Integrate data & share with States
- Continue Road Safety Audits and studies
- Modify engineering & driving behavior
- Performance output now - 3 years, outcomes in 3-5 years

https://www.nps.gov/subjects/transportation/metrics.htm

Rural Safety Data Sources

- Traffic counts (DOT, County, MPO, COG)
- Traffic congestion/delay (DOT, County, MPO, COG, RTPA, HPMS, etc.)
- Traffic/transit safety (DOT, County, MPO, COG, State Police, local police, fire department, hospitals, transit agency/provider, NHTSA, NCHRP)
- Pedestrian/bicycle safety (DOT, County, MPO, COG, State Police, local police, fire department, hospitals, NHSTA, NCHRP)

How Does Your Community Use Rural Safety Data?

What resources and methodologies does your community use to improve safety and identify performance metrics?

- Quantitative Resources and Methodologies
- Qualitative Resources and Methodologies
- Flexibility based on local conditions: data /performance should match problems within the community

Exercise

What could your agency do to improve safety within the next 30 days/6 months/1 year in these areas?

- Metrics: Outcome and/or Output
- Monitoring
- Adaptation / Continuous Improvement

Rural Performance: Challenges and Concerns

- Metrics: Outcome and/or Output
- Monitoring
- Adaptation and Continuous Improvement

Wrap Up: Key Takeaways & Aha Moments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Safe Travels!
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