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>> Good morning and welcome to the July webinar, the first one for the National Center for Rural Road Safety and the national LTAP. My name is Jamie Sullivan and I am the manager for the Safety Center and we're going to get started here. I'm going to close out our polls and let you know who is joining us so far it looks like we have about 5% from Federal DOT but 20% from state DOTs about 10% from local DOT and we have about 42% LTAPs and about 5% from other local Government agencies. And 15% from private consultants. We have the majority of you, about 83% joining us on your own but as always we do have a few of you joining us in groups and I will go ahead and provide some instructions on how to give us your registration when we do get started. It also looks like the majority of joining us by computer only and 30% joining by both if you are joining with computer only if you have audio issues let us know via the chat pod and Dana who helps us out with our technical assistance issues will address those in the top left hand corner you'll also find our 800 number and you can use that if you do have any audio issues and are joining us by computer only.

It does look like as far as where you're joining us from today we have about 10% from the northeast, about 47% from the southeast, about 15% from the Midwest, about 15% from the west and about 10% from other.

So thank you, all, for joining us today.

I'm going to move us over to our presentation to we can get started.

And for today's webinar just a few logistics for you as always this will be an hour and a half and it will be recorded. For the quality of the audio we have muted everyone other than our speakers.

If you are listening on the phone please mute your computer speakers otherwise you may have some feedback. There will be several different graphics we'll be showing today so in order to maximize the presentation itself for better viewing of those, you can use the logo on the top right-hand corner that's four arrows that point outward, that will get rid of all of the extraneous information outside of the webinar and make just the PowerPoint screen full screen.

At the end of each section today of which there will be four of, we will have question and answer periods. You may feel free, however, to put your questions into the chat pod on the left hand at any time. When we do stop at each of those four sections I will read those questions out to our presentations. And although we do have four different presenters, again you may feel free to put in questions for any of them at any of those times and we will make sure that the correct presenter addresses them. I also want to point your attention to the bottom left where there's a handout pod at the bottom of the screen. We do have a few presenters who have provided you with some resources that they will be speaking about and there is also a copy of today's PowerPoint slides in PDF form that you can feel free to download as well. I do want to mention as always we will have some follow-up surveys we do typically do two surveys the first one generally comes out directly following today's webinar. However, for this particular webinar, it will be September out tomorrow and that is due to syndications that are coming up over the summer so again that survey will be sent out tomorrow. So if you are looking for CEUs and the Certificates of Completion, please look for that in your inbox or your junk box tomorrow. If you do not receive it please feel free to contact us at the Safety Center and we will make sure you get a copy of that.

That first survey, as always, asks a lot of questions about the content that you saw today, how the presenters did and if you had any technical difficulties but most importantly asks you if you want that Certificate of Completion or the CEUs and asks your opinion about what other topics we should be addressing throughout this year.

That survey closes two weeks after the webinar. So you can expect certificates about four to six weeks after that. We do manually create those certificates and manually email those out.

The CEU forms, however, when you do receive those with your certificate need to be filled out and returned to [continuinged@Montana.edu](mailto:continuinged@Montana.edu) and not the Safety Center that's all run out of a different department at Montana state university you may request a verification of completion form I'll show you what that looks like the top left hand corner is what you would use to fill out for CEUs the bottom right-hand corner shows what the verification form looks like this verification form shows all of the CEUs you have requested that includes any of our webinars and any of our in-person trainings and any of our summits that you have applied for CEUs for as always if you are joining us in a group if you wouldn't mind sending us the email of everyone there to [info@ruralsafetycenter.org](mailto:info@ruralsafetycenter.org) and we'll make sure that all of those people get on our

survey list so they can possibly get the certificates and CEUs if they are interested.

I do want to mention that today our webinar is being co-hosted by the national LTAP and TTAP Association and all of our speakers are representing that LTAP so we're very thrilled to have them with us today and have them co-hosting our webinar. And as I mentioned we do have four presenters. So I'll read through a little bit of bio information before we do get started.

Our first presentation will be Martha Horseman. She is director of Kentucky's Local Technical Assistance Program and manages the Technology Transfer Program. She works with local and state agencies to provide low-cost solutions to improve safety across the Commonwealth she identifies the workforce development needs of transportation providers and designs programs and manuals to meet those needs. She oversees 320 trainings events a year with outreach over 13,000 participants including local and State Government agencies and private transportation industries. She speaks at numerous conferences and elected official Board meetings and oversees the publication of Link which is a quarterly LTAP newsletter she has held various positions with the national American Public Works Association and Kentucky's chapter including President and State Delegate she has also served on Kentucky's National Association of Counties chapter and Kentucky for better transportation Ms. Horseman resides in Lexington, Kentucky with her two daughters. Next up we will have Steve Strength he serves as the Program Manager for the Louisiana LTAP. At LSU. He oversees training and technical assistance activities for Parish and municipal Public Works agencies across the state and provides support for the Local Road Safety Program prior to joining LTAP in 2013 Steve served as the district traffic engineer for DOTD in New Orleans he is the past President of Southern District LTE and a past board member of grits and past Chairman of the south LA chapter of the safety Council third we will have Donna Shea she has been the director of the Connecticut local assistance -- Local Technical Assistance Program for 20 years she is the President-Elect of LTAP and she has a Master's Degree in adult learning from University of Connecticut she works closely with the Connecticut DOT safety engineer on local road safety efforts and last but certainly not least we will have Matthew Enders.

Matthew is the technical assistance services manager for the Washington state DOT he oversees the traffic and safety programs for local agencies in the state and serves as the director of the Washington state LTAP chapter he has 20 years in the field of traffic safety and we're thrilled to have all four of them with us today. Today once you have completed this webinar you'll have highlights of the Safety Peer Exchange that was held in Kansas City in 2018 so the four presentations you'll hear today include the low-cost solution implementation with the Safety Circuit Rider Louisiana's regional approach to safety. Systemic local road safety initiatives and accessible crash data to achieve these goals we do have five learning outcomes from you today which we will be testing as always during our poll breaks the first is to identify solutions using Safety Circuit

Rider the second is to summarize Louisiana's regional approach to safety the third is to understand the systemic local road safety programs Connecticut has implemented and then to understand how Safety Circuit Rider can support those types of efforts. And lastly to identify the variety of safety data made to local agencies in Washington State and so at this point I am going to turn the presentation over to Martha because I said we have four presenters so I want to make sure we have plenty of time for all of them and again during any point please put questions you may have into that chat pod when we stop we will make sure we ask them so Martha.

>> MARTHA HORSEMAN: Great, thank you. We appreciate the opportunity to share how Kentucky is working with local governments I did Jeff off the roads Jeff Hackbard is our Safety Circuit Rider and he is with me today, as well.

As you can see, this is a lovely representation of what we see on some Kentucky roadways Kentucky cities and counties like other locals are working with limited budgets, reduced staff and sometimes just a lack of knowledge. The following slides are a few common issues we see when out on the roadway whether using one post for two signs or not using the correct signage at all.

Vegetation is also a low-cost solution that we work with local governments on. And not only is vegetation a problem but this sign had been knocked down several times so instead of replacing the post, they kept the post off and reset the sign and so Jeff goes out and works with the local governments to go through these low-cost safety solutions.

You see on this one they are not ordering the correct post size. You see where they have spliced them together at different heights to save money but this is definitely not transversable and also there's a concern with road names being stolen so maybe if we put them up higher they won't be able to steal those signs.

Jeff has -- we do a lot of training across the state, a lot of educating locals. Another example, sign placement, not retro. The addition of a stop bar would also be helpful in this instance.

This example distorts the shaped signs so they realize they need to put the signs up. They have put them in the wrong location? And again, it's multiple signs on one post.

Just a little bit about Kentucky we have almost 80,000 miles of roadway and over about 50,000 of those miles are local roads. And locals have a lot of bridges, too. We're actually -- Bridging Kentucky is a new initiative we have that the DOTs, our state, is working with local governments to replace these bridges but locals have a lot of roadways and a lot of crashes? So overall in Kentucky there are over 700 fatalities a year and Kentucky is recognized as a focus state for roadway departure by FHWA and on the bottom part of the slide is just a focus, a snapshot of county roads in Kentucky we're fortunate we have a great division in headquarters that works with us and our Transportation Cabinet has been working closely with our LTAP and with local governments to help us reduce these crashes.

Got local governments? We do. We have 120 counties. And with those counties we have 120 county judge executives. That's the highest elected official in Kentucky. And then as part of the fiscal court there are magistrates and commissioners that work alongside with these county judges and last year we had over a 50% turnover in our elected officials. As small as Kentucky is sometimes we have over 400 cities as well with most of those cities having a population of less than 10,000 so it's a lot of working with elected officials and going out and visiting these cities and counties that may have reduced budgets.

So just some of the technical assistance available to our locals outside of the LTAP like I mentioned before Transportation Cabinet is a great resource for our local governments. They do work hand in hand. And we also have districts across the state and area development districts which are ADDs. When we go out and visit with local governments Jeff often brings a person from the district office and the ADD, just so with these newly elected officials they may not know the resources that are available to them. And a lot of times some of their complaints are on state highway roads and not necessarily local roads so it's good for them to know who to contact when they get those calls. Because if you live in a community, a lot of your community members may not know what the city, -- what's a city, county or state road.

Another resource is the center itself. Our LTAP is located within the Kentucky Transportation Center at the University of Kentucky.

And within the center we have researchers that work in partnership with us to grow our programs, that teach that help us with data distribution and also these folks go out in the field with us when we have technical issues so it's great to have that wealth of knowledge close to our LTAP program.

Just a little bit about our program, it's been around for a while. We started in 2005 as a pilot program with FHWA and our goal is the three main improvement focus areas, roadway departures, intersection crashes and pedestrian safety. As I mentioned before, Kentucky is recognized as a roadway departure state. And we have received continuing funding from our Transportation Cabinet. And with the help of our FHWA division office.

We do a two-year program. It includes 5,000 for signage for those counties that are participating. We work with six counties a year and we travel -- it averages about seven trips per each county and that doesn't include outreach to other local governments that may call. We have had several calls with water over the roadway and counties and cities asking for assistance on how to deal with those issues.

Here is a review of the process. So we review five years of crash data. We go out and meet with the local officials. They in turn go to their fiscal court and work with those elected officials to sign that agreement and we go back and do the training and RSA at the same time so we found if we conduct training with everyone not just the elected officials we take the entire road department and meet together in the morning so

everybody gets the same message so we explain how much sign costs so not only the maintenance people understand that but so do the people paying the bills as well and after the RSA is done that afternoon we go out multiple times and work with them on proper installation of those signs. So this is just a snapshot of county crash data we provide to them. Total crashes, what type of crash they are. Whether it was a run off the road, a fixed object. This is just a snapshot of that information that we provide to them. And they know the roads. We let them know what roads there are and though we go with the intent we think well these will be the best two roads to work on. You know how elections work. Sometimes if two roads are in one person's area we end up having to select a different road and not to be in the same area. But we do get them all that data.

This is one of our best examples we have. So we bring this information, discuss it with them. An example drawn by a police officer that was at the scene of the crash and then Jeff goes out into the field and that's the picture he took before. And then we work with them on proper placement and proper signage and that is what it looks like today.

You can see from this picture, they knew there was a problem. You can see the skid marks on the road but maybe they just didn't know how to properly set up those signs and that's where they give Jeff a call and he goes out and visits and works with them on proper signage and markings. Another major -- vegetation is another way to -- a low-cost solution for these individuals. As I mentioned there's a lot of ponding on waters now and just removing of gravel I've had several motorcycle crashes where they crashed where there's gravel over the roadway.

Just a few examples to share, this is a site distance issue. There were crashes at this intersection. We worked with the landowners and we were able to cut back that area to provide more site distance.

Horizontal curve. This is another area. This is Bourbon County when you think about working with these agencies you try to explain to them yes I understand you drive these roads every day but what about that young driver who is new or older drivers or maybe those coming into your communities that have never been on these roads before. They don't know what's just over this hill. And in working with the community we can put up proper signage. And we talk a lot about vegetation management. And easy low-cost solution for local governments as you can see you don't know what's on the corner of this road and there is a bridge right ahead. So that's, like I said, a low-cost solution.

We offer a lot of safety trainings to local governments across the state. And continue to see what their needs are and trying to meet those needs.

Thank you.

>> Perfect thank you very much. And now at this time we are going to take any questions that you may have for Martha. Again because we have everyone muted if

you could use the chat pod on the left-hand side. We do also have a poll question for everyone else, as well. So our first question is which of the following are low-cost safety solutions that a Safety Circuit Rider can assist with? Proper signs and markings? Vegetation management? Roadway maintenance? Intersection safety? Correct areas of ponding water, shoulder drop off removal of gravel protect right-of-ways. All of the above, none of the above or I don't know and I don't remember we'll give everyone a few seconds and if you have any questions for Martha please put those in the chat pod on the left-hand side.

So at this time I am going to end the poll Martha and you should be able to see the results now if you would like to address those.

>> MARTHA HORSEMAN: Yes it is all of the above those are low-cost solutions that we work with local Government that are easy for them to work with and just educate them on what to look for when they are out and working on Kentucky's roadways.

>> And at this time it doesn't look like we have any questions so I'll move us back to our webinar PowerPoint for our next speaker and Steve, you are all set.

>> STEVE STRENGTH: Okay. Thank you.

Good morning, I want to start out by thanking Nelson Hollings who attended the Peer Exchange in Kansas City along with me and Laura Riggs from the Local Road Safety Program as a regional safety coalition coordinator himself Nelson from the Peer Exchange formed the bulk of my -- the first part of the presentation today so I give him credit for that.

Louisiana has made tremendous strides in improving road safety by adopting a strategic vision for reducing traffic related deaths which we call Destination Zero Deaths the -- we can reach this with the SHSP which uses a comprehensive data driven multidisciplinary approach to identify the state's most serious traffic safety issues and the most effective approaches to resolving them.

now the SHSP which every state is required to have one in our case it's led by the Louisiana Department of Transportation & Development, DOTD. The Louisiana State Police and the Louisiana highway safety commission which is our Governor's Highway Safety Office the SHSP is a statewide comprehensive safety plan that provides a coordinated framework for reducing deaths and serious injuries on all public roads in Louisiana.

Our SHSP incorporates several what we think are innovative approaches we have a strong executive leadership in key agencies including the DOT and State Police that has sparked a sense of safety culture within these agencies we have statewide area team leaders who are well known and respected throughout the state in their area of expertise. We have qualified and capable regional coalition coordinators and local safety champions. We have a designated SHSP manager that ensures the plan stays on task and moving forward at the statewide level and then we have numerous supporting agencies and organizations including LTAP that work directly with the SHSP

leadership, Implementation Team members, the SHSP coordinator emphasis area team leaders and regional coordinators to ensure that all have access to data, research and training.

We also have significant law enforcement help and communication and marketing tools.

Also all of our stakeholders work hard to bring new partners to the table including judges, private sector employers, driving school educators, nonprofit group advocates and all of these stakeholders were untapped in previous versions of our SHSP.

So one of the most significant initiatives was the creation of 9 regional safety coalitions traffic related fatalities and injuries happen in someone's neighbor to people who live, work and play in that community that's why Louisiana adopted the regional approach to safety.

Louisiana is one of the few states that's taken this approach to implementing their SHSP. These regional coalitions identify and implement related programs and activities that address the unique needs and concerns of each of the state's diverse areas.

Now every public agency in the state is part of one of these regional safety coalitions whether they know it or not each coalition is led through a partnership with the metropolitan planning organizations in their area that work toward the common vision of Destination Zero Deaths.

Each coalition also has a coalition coordinator whose job it is to organize resources, conduct public information campaigns, facilitate meetings and assist with SHSP and implementation by making resources available to safety stakeholders within their respective regions. As part of a recent update the SHSP Implementation Team went back to the data to determine whether the plan's emphasis areas or those safety problems where Louisiana would collectively focus efforts should change. In the previous plan we had four emphasis areas, impaired driving, occupant protection, infrastructure and operations which includes roadway departure as well as intersections and crashes involving young drivers. Those areas remain the most serious traffic safety problems in the state however review of the data and discussions with stakeholders had the team add distracted driving while it's difficult to obtain data on this topic almost everyone recognizes that this is a very serious problem and the safety stakeholders felt it should be added to the plan so we have a team working on how to identify distracted driving and to address some of the issues related to he it.

Two of our regions, New Orleans and Baton Rouge also have a bicycle and pedestrian emphasis area in their regional action plans.

SHSP implementation at each emphasis area is led by emphasis area team leaders who have a vested interest in those areas of safety volunteers from interested organizations meet typically quarterly to discuss the progress of SHSP implementation and various safety initiatives being undertaken by the coalition the coalitions also meet

on a quarterly basis as a whole.

But regarding the emphasis areas for example emphasis area team leaders for infrastructure and operations would typically include someone from the region's State Police troop and a DOT representative such as the district traffic operations engineer from that particular area.

So these are some examples of stakeholders involved in coalition work some are strictly volunteers while others are employed by partner agencies and take on leadership roles within the coalition as collateral duties for example a local law enforcement officer who specializes in officer training may partner with a volunteer in child restraints to coordinate child safety instruction and fitting of car seats at events throughout the coalition area as part of the occupant protection emphasis area team.

The benefits of coalition participation are numerous perhaps most important is providing a forum for stakeholders to increase their understanding of the areas which affect their work and also to put faces to the names of folks in the other E areas enforcement energy and so forth on whom community success depends as a good friend of mine who has been involved in the safety work once said the time to meet your counterpart is not in a crisis so these coalitions provide a forum for people to actually develop relationships and gain confidence in the players who are involved.

Of course we always have to deal with the challenges of time. Finding relevance to stakeholders and resources. And as a group the coalitions seem to be able to find ways to address some of these challenges.

Collaboration helps us not only to leverage scarce resources but also help diverse interests to understand the issues of safety in the various areas. In the area of infrastructure and operations for example the coalitions have supported the improvement of crash data quality by law enforcement personnel who write crash reports.

Which in turn helps engineers and other safety professionals the analyze safety issues in the community in a more objective fashion reducing the need to rely strictly on anecdotal evidence.

So LTAP what does -- what is LTAP's role in this? Well we have a very significant role as you all know particularly LTAP folks road safety is one of our focus areas with the LTAP program.

In Louisiana we are part of the transportation research center on the LSU campus. We get significant support from DOTD as well and we conduct training and technical assistance in safety as well as other related areas we serve on the SHSP Implementation Team. I myself am a Co-Chair of the state operations and Infrastructure Team. Co-chairing with someone from DOTD.

We have representation on our traffic records Coordinating Committee. And we also participate in the Louisiana Operation Life Saver program which addresses rail grade crossing safety one of our biggest duties is to help to administer the Local Road

Safety Program with our DOT partners.

So what is a Local Road Safety Program? Well it's a program where we, like all of our safety efforts, our goal is to reduce fatalities and serious injuries by half by 2030 that's in the SHSP.

We help to implement data-driven projects on local roads. And many of these are eligible for Federal funding. Some of them even at 100%. So we help the locals to be aware of that.

We work with our DOTD partners to attempter to streamline the project delivery process by providing information to locals who aren't familiar with the Federal funding process.

And then one of our biggest focuses is to institutionalize safety within the local planning process through local road safety plans and those of you who are familiar with local road safety plans know that that's a big Federal initiative and many states have been very successful in implementing those.

In fact one of the goals for this year is to have each coalition develop a local road safety plan in one of their parishes within their region and LTAP is playing a big part in making that happen.

Working with the coalition coordinators, as well.

There are some data challenges that we have had to deal with. And we work very hard with our DOT partners and our safety research group at LSU and others along with the State Police to try to meet some of these challenges. But the fact is in Louisiana most of our local agencies do not have engineers on staff. Nor do many of them have any type of extensive technical expertise.

MPOs have some GIS capabilities but those don't always extend to local agencies so crash spotting, locating crashes and road characteristics is difficult.

Many local agencies don't even have a significant inventory of road assets. Some don't even know how many miles of road they have much less how many curves or what type there's a limited coverage of available traffic counts on the local system. There is a program where DOTD counts local roads on a ten-year cycle but many of those for the lower volume roads are just estimates. And then most of the locals I would say don't have the ability to conduct their own traffic counts, which means that you really can't get crash rates to compare apples to apples when you're looking at local roads.

So what LTAP has done with the assistance of DOTD is to develop what we call crash data profiles and these are for our top 20 parishes in the state. We have 64 parishes in Louisiana and these are equivalent to counties in other states. And 20 of them actually represent about 91% of all of the crashes on the locally owned roads in the state.

So these form the basis for the crash data analysis that we use for developing these local road safety plans.

We are using strictly crash frequency because as I mention we don't have traffic counts so we're using as a first time around using crash frequency. It seems to work. We would like to use rates but we're not at that point yet. We ranked the routes within the parish from highest to lowest and divide them up by ownership. Where they are owned by towns or by the parish as a whole we don't include of course the state routes or any intersections that include state routes. Those are handled by the DOT and we create a cutoff what we call top XX routes and come up with a list that represents about 50% of all of the crashes in the parish and interestingly when you do that you reduce the number of roads that you actually have to cover so this is the locations of the top 20 parishes every regional coalition has at least one of these parishes in their area they do tend to be concentrated around the metropolitan areas. But they -- again as I mention they represent more than 91% of all of the local road crashes so it helps us to make a big inroads into addressing how we look at these crashes.

Actually 80% of all of the crashes occur in just ten parishes.

So we listed these on a cumulative basis you can see we're addressing a big portion of the problem just by looking at the top 20 parishes it doesn't mean we ignore the others if we have interested people who want to look at their safety information we can provide crash data for them as well but we haven't gone to the point of doing the full profiles for them.

So in the profiles there are different lists of roads and how the crash types break down.

And it helps the local agencies to understand what their crash issues are again rather than just relying on anecdotal evidence.

One of the key tools that we developed is what we call a route profile table and this particular table it's a big tabloid size thing and it basically with the roads that we have selected, which represent about half of the crashes, these are only about 5 to 8% of the roads by name in any particular jurisdiction. So that further simplifies the needs. But the profile tables show -- such as this show the crash types that are overrepresented in relation to the roads in the parish as a whole. And this allows stakeholders to focus on certain countermeasures that can give the most benefit so you have jurisdictions you have different crash types crash causes harmful events and so forth.

And then the numbers highlighted in red show the percentage of crashes on that road of a particular type compared to the parish as a whole and if they are more than 50% over the average for the parish as a whole they are shown in red and that helps the locals to concentrate on certain crash types.

So as an example of this, this is in Calcasieu parish a particular road that has overrepresented crashes for hitting culverts, hitting ditches, overturning on the roadway and also hitting trees would indicate that this particular road has an issue with roadway departure type crashes. So those types of issues help the locals to identify that this road is susceptible to countermeasures which address lane departure or road departure

things like curve signing rumble strips or even guardrail.

So some of the incentives for the locals in working with this program not only with the regional coalitions but also in employing some of these tools such as the local road safety plans and the profiles that we have created are to be eligible for a Local Road Safety Program funding which I mentioned earlier is up to 100% Federal funding. We provide free training to the agencies who want to participate in this in how to analyze their crashes, how to use the tools we have created and how to access the online crash database for further analysis of their roadways.

And this all leads to better management of their networks so if they are having a reconstruction program for instance they could incorporate safety improvements in that as well as going for dedicated safety programs or incorporation safety -- incorporating safety improvements in their regular maintenance activities.

So again, all of these things are available through the structure of the SHSP. And LTAP assists with that. So in summary, we find that engaging stakeholders, whether it be MPOs our DOT headquarters, our DOT districts, LTAP, professional organizations, law enforcement, and volunteer organizations all of these things have put Louisiana well down the road to Destination Zero Deaths, which is our goal.

>> Thank you very much, Steve, at this point we will take questions for Steve or Martha. If you have any, please put those into the chat pod on the left-hand side. And once more we do have a poll question for our audience, as well.

So true or false. Louisiana's regional approach to safety is an innovative approach in implementing evidence-based programs and cutting-edge efforts. We'll just give everyone a few seconds to fill that out. And it does look like we have some questions coming in. Again, put those over on the left hand. It looks like, Steve, at this point everyone has answered our poll. I'm going to broadcast the results. You should be able to see those and address them now.

>> STEVE STRENGTH: Okay well I thank you for agreeing with me. I don't know about everything that's going on in every state. But we believe with this particular with the regional approach and having coalition areas that encompass every local agency within the state that this is something that we can -- it will help our outreach programs in achieving safety on the locally owned roads in particular.

>> We did have one question come in for you is do your MPOs have a role in the regional safety coalitions or in the development of local road safety plans.

>> STEVE STRENGTH: Actually yes and thank you for that question Matthew the coalition coordinators I mentioned are actually hired by the MPOs and they are employed as part of the MPO program in the safety area. Which is part of their work program so they are heavily involved and of course their contacts in being part of the MPO help them to be able to coordinate with different stakeholders. So yeah, they have a very definite role. Many of the meetings that they hold, organizing road safety assessments, just holding the various team meetings are held at the MPO offices. And

so they have a definite role in all -- and all of the MPO policy boards are aware of what's going on here and they provide support to these activities.

>> Perfect, thank you. At this point it looks like we have answered all of the questions so I'm going to turn the webinar over to Donna Shea from Connecticut LTAP.

>> DONNA SHEA: Good morning I'm very happy to be with you all today to talk about some of the work we're doing here in Connecticut and of course to be with all of my friends in LTAP.

So when I was thinking about the presentation today, the few things I thought would be important to cover were the values of the partnerships that we have built in Connecticut to support local road safety, I would like to talk about -- a little bit about the tools that have helped us and some of the tools that are being developed now that I think will be very helpful to both our LTAP Safety Circuit Rider and our DOT Engineering Team, safety team. I would like to talk a little bit about the specific systemic Local Road Safety Programs that have been implemented here in Connecticut and some of the challenges that have resulted and some of the strategies that we're looking at to help with those. Some of the ways our SCR program has and will continue to support these efforts and then I'll give you a little parting gift at the end.

So just a little bit of information about Connecticut roadways we're not as big as many states we have 21,020 miles of public roadways, 82% locally owned and maintained and 18% state owned and maintained so our local agencies have quite a bit of responsibility in Connecticut for our roadways. We do not have a county system so in Connecticut we have 169 towns that in many ways operate as kind of little individual entities trying to figure all of this out we do have regional planning agencies we work closely with and they are certainly a resource to us in the local agencies. For training and technical assistance we have a lot of direct contact with our towns and have developed fantastic relationships with them over the years we've been -- for almost 35 years now we've been doing a lot of training in road safety but some of the recent developments in our programs have really allowed us to roll our sleeves up and do a lot more hands-on technical assistance which I think has brought us to the table as a critical partner in this area.

In terms of the crash overview, from 2015 to '18 we had 5,609 fatal and Type A collisions, 48% of those were on local roads.

And I will say that over the last five or six years or so, I really think our DOT has put a considerable effort into focusing on all public roadways, including local roads. We have a fantastic safety engineer Joe Ellett he works with us closely and his ability to focus on local road safety has really helped us in our efforts.

There are a lot of strategic partners now in local road safety in Connecticut. Of course we're the T2 Center which is the Connecticut LTAP here in Connecticut.

We're very fortunate at UConn here to have the Connecticut Transportation Safety Research Center as a part of our Transportation Institute just like our LTAP is. So

those colleagues really had to bring a lot of strong tools to the table that have been helping us our DOT is our critical partners and our division office here in CT is a very strong partner with us. We have something called a highway safety roadmap committee made up of a lot of different stakeholders that come together to share what they are doing in road safety and leverage these resources, which is really critical.

And of course we have our regional Council of Government. One of the exciting new things happening for us in local road safety is that our DOT is actually funding a regional local road safety plan initiative. So each region will get a plan developed for them and each town within that will have their own separate local road safety plan, which is a dream of ours to be able to support this effort. And the Safety Circuit Rider will really be integral to working with the DOT in implementing those plans once they are developed and it's been nice because we've been involved on the Review Team working with the consultants and regional planning agencies to give input into the educational aspects of the plan so we've been really following this process along nicely.

The Connecticut Transportation Safety Research Center developed what was really the first crash data repository that Connecticut ever had. So we have amazing tools now to be able to have our Safety Circuit Rider do some analysis for our towns before they ever sit down and speak to them and we also train the local agencies to use this. This crash data repository is open for any local agency, any planning agency, staff member, if an open tool -- it's an open tool and has an incredible amount. They are building dashboards continually. So there's a very large team here that continues to build these resources.

I mean, we went from before we had our circuit rider to we used to just get the box of the crash reports from the law enforcement group we were -- who was hosting the training to being able to run incredible reports now. So that really has helped us be able to work with tools. So one of the things we've been doing is looking at hotspot mapping for the town.

One of the tools we've been able to provide for them. But you know Steve mentioned something that I think was very important. When he said the time to meet your counterpart is not in a crisis, I certainly think the time to address your safety concern is not when you're mourning a fatality so I think that the hotspot mapping is critical. But I also was very thrilled to see that our DOT was interested in looking at systemic safety approaches that could really help the local agencies. But these tools have been so helpful to us. It's been very exciting to see all of these things be able to be rolled out. And certainly a critical help when the DOT is looking at risk factors and all of the other things that are factored into a systemic approach.

So these are just some of the things, the tools really, that have been very helpful.

There's also in development now -- and I'm sure that it will be rolled out nationally to be talked about is we have a new tool being developed called the safety analyst and that's actually going to help the DOT and local agencies do a much better job analyzing

their crash data and making informed decisions about it.

About five years ago or so we were so fortunate to be able to have funding to bring on Connecticut's first Safety Circuit Rider. We are now in our third reauthorization of the program and have been reauthorized for three more years starting in 2019.

So there's an incredible amount of value being placed on this position and also there's been so much more value I think to the DOT's efforts and to local efforts than we every dreamed would be possible our circuit rider sits on so many different committees they are out in the field working with so many different agencies. I definitely think it was one of those if you build it they will come situations where the more we started to work with this program, the more it built into an incredible resource.

So we have three or four more years of good work in this and there's a lot we can do to support our DOT so I think this has been critical for us to be able to do -- to really have a much more well rounded program. We have always had amazing amounts of great training. But I think the technical assistance aspect of this has been very important for us and exciting work.

So what we wanted to do is look at a strategic approach for all of this we wanted to be able to provide education through the SCR program we have something called the Safety Academy you can become a safety champion in a local agency. If you take 40 hours of our free training. All of the training in our Safety Academy is completely free to local agencies and planning agencies staff.

And we have a multitude of topics safety analysis, depth is a big topic for us now to look at safe transportation for pedestrians so we wanted to build a comprehensive set of learning tools we could share through the SCR we wanted to identify high-crash locations. We wanted to assist the DOT in their local roads systemic programs. And then one of the things I think is one of the biggest pieces of the puzzle right now is I think we need to do a much better job in telling the stories. And that's one of the things we can talk about at the end of the presentation because I think we have a lot of great programs and I think the LTAPs can really help local agencies and DOTs by helping them learn how to tell these stories so other local agencies can learn from that.

So this seemed like a really good focus for us to try to be involved in all aspects of this. We wanted to kind of establish a approach we thought would be helpful.

Now the DOT decided to look at three different specific systemic projects. We have a curve signing program for local agencies a centerline rumble strip and a school signing program.

You'll see in each of them they determined the towns that were eligible based on the risk factors and crash information. So the school signing program is actually available to all 169 towns. The centerline rumble strip to 124 towns and the curve signing to 118 so that's a very high percentage of towns that these programs were made available to. You can see the number of towns that took advantage of these programs I would say certainly the curve and school signing are high but in my view I

would have loved to see 100% participation in these programs. When I looked at it I thought it's a shame that why did more people not take advantage of this. So we'll talk a little bit what I think are some of the challenges and some of the ways we can help but these were the programs. I think these projects were good choices and I think at the end of the day those towns that took advantage of them are happy that they did and we're going back to build some of that information now to support the DOT's efforts.

One of the things that's a little bit unusual in Connecticut, I don't know that other Safety Circuit Riders are doing this but we actually suggested to the DOT that could we have our Safety Circuit Rider included in the solicitation that goes out to the towns as a technical assistance resource why have the DOT -- technical resource have -- have the DOT get all of the calls why not have our Safety Circuit Rider go out to towns and to help to explain the programs and determine whether or not it was a reasonable thing to expect just be a resource for the DOT and be in the field with these folks.

We're going to continue to suggest that. I think that hopefully the more we do this the more successful it will be. I definitely think it's an education piece we can add so the DOT was very supportive of doing this and I think they are thankful to have the extra help in the field so that might be a suggestion for a way to connect the Safety Circuit Riders in the fields out there in the different states to your DOT's efforts on local road initiatives.

Here are a couple of challenges, I think the programs were great. I think maybe a bit of an education for the community members would be helpful things like centerline rumble strips in New England are not always viewed favorably you have issues with noise and other things that are public perceptions and that's one of the ways we can better tell a story about how these programs help save lives and reduce fatalities. I know I lived in Vermont for a while. And we installed them on a roadway with not a lot of public support.

But when we saw the -- when they really did a good job of promoting the reduction in the people who were passing away on the roadways I live in a town of 802 people so likely I knew someone who passed away. So I think that you really have to learn how to educate people about the value of this so there's not as much pushback on some of them and that's something I think we can do to help and I think we can partner with other people. It doesn't have to -- we have something in Connecticut through Children's Hospital called the Watch For Me CT program. Which promotes bike and pedestrian safety education.

I think you can partner with people who are doing this work in the field in advance of implementing some of the systemic tools to try to help encourage the participation in these areas so I think the education piece is probably important.

The other thing we're doing is we're building a repository. I'll be very excited to share that with you. Safety examples in Connecticut that have been implemented to be able to have towns go to our own state and look at what's been done and see that it's

been successful in other areas I know for us we can watch and wait sometimes and if we start to share some of these examples others may want to step out a little bit and take advantage because I do really appreciate the DOT's efforts. And I want to try to help it through our program be able to support them however we can from the educational piece.

So spreading the word. We in LTAP have many communication channels with our local agency. And I think we need to be a little strategic about some of the ways we can help tell the story.

Here is one example we have the -- the town of south Windsor is doing really good work in their road safety worker program it's a committee of different divisions within the town and they come together to look at road safety issues. All along Mike kept saying no I don't really have a local road safety plan but every time we met they had a list of priorities for road safety they were trying to address and I said, Mike, you do -- you really do have a local road safety plan. You're just not calling it that. You're calling it a priority list. So we're really trying to get out there and talk to them about tools that will help, stories of work that they are doing. And I think this is some critical work that has to happen next and I think our DOT agrees, too, that we have to start being able to tell this story better. Promote things that happen. Promote RSAs that are happening in the town we had someone come from a local paper to talk about an RSA that we were doing. Why not leverage some of those opportunities to help people learn? That's some of the things that I think are kind of important work for us.

And I think that that's it. But I did want to say that you'll see in your handouts there's something called Tips from Tony. So Tony Lorenzetti for five years was our great Safety Circuit Rider. He took an opportunity outside the university. We're very happy for his university. So we have just hired a new circuit rider, Melissa, who will be starting July 26th but in our newsletter we had a series of features called the Tips from Tony. Where someone would ask a question and he would answer it with a road safety tip. So we compiled all of that. And we're giving it to you as a gift today to use in your agency or for your local agencies. Use it however it's helpful. We just thought it was a nice job that they did on that and we just wanted to give it to you today as a gift.

The other thing I wanted to mention, when I was talking about developing educational pieces for this, for this road safety work, I just saw today that the Florida LTAP is just promoting a free webinar that's coming up on July 25th on safety education campaigns and developing them for local agencies in Florida.

So keep an eye out for that. Or let me know and I can certainly send you the information from them. So I think a lot of people are doing really good work in this area that we can kind of tap into so thanks.

>> Perfect thank you so much and thank you for letting us know about that webinar as well. The Tips from Tony that Donna was mentioning you can download from the handout pod which is in the bottom left hand corner of your screen. Again, you can

also download the PDF of today's webinar slides as well.

We do have another poll question for all of you. Again any questions that you may have for our three speakers you can put in the chat pod on the left-hand side and when we finish the poll question, we'll go to those.

Our poll question now is, what was the main challenge for Connecticut in implementing their systemic Local Road Safety Program? Was it lack of staff for technical assistance? Funding? Local agency participation level? Public education? Or I don't know/I don't remember. And again we'll give everyone just a few seconds to fill that out.

Okay. So it does look like everyone has put in their results. I have just broadcast those for you Donna.

>> DONNA SHEA: Nice job everybody so yes it was local area participation level for once funding was not an issue and we had a lot of technical assistance available so in this particular case what we would like to see more of in the future is actually participation in the projects.

>> Perfect we did also have a question come in for you and that is, have you seen an increase in requests for the Safety Circuit Rider since including that offer in the program announcement from the DOT?

>> DONNA SHEA: Yes, definitely. And we have just seen a continual increase in the circuit rider requests for help as the circuit rider has just gotten out there and been doing good work but I do think there was a bit of a spike when the solicitation went out.

>> Perfect and at this time that's the only question we had for you so I will pass the webinar along to Matthew and again there will be one more question and answer period so everyone be thinking of any remaining questions that you may have before we wrap up our webinar. So Matthew.

>> MATTHEW ENDERS: Thank you Jamie something I want to share just as I get started here talking about some of our data efforts in Washington and what we have done with local agencies just a quick difference which you would have heard from Jamie when doing the introductions in the previous three presentations all of those LTAP centers work out a university and that kind of system whereas in Washington State our LTAP center sits in the Department of Transportation so we have a little bit different relationship with our DOT being internal. And maybe a little bit of different access to some of the resources that we can provide so I just wanted you to know that that's a different -- something to know about the LTAP center in your state depending on what you're looking to do. I just wanted to share a little bit about our work with local agencies over the years. What kinds of safety data efforts we have undertaken with local agencies, what kinds of projects we've been able to do and what kinds of resources and tools we have made available to them over time to start with and talking about safety data which is what I'll talk about I just want to point out that as far as safety data goes, you can be talking about crash data, roadway data, volume data, all are

elements of safety data.

What we work with is crash data and what we provide to local agencies. As far as roadway data and volume data individual local agencies are on their own to collect that information. Our cities collect that both roadway and volumes and maintain it in whatever system they choose to use.

Our counties, while they collect the data themselves, they actually have a statewide shared database that they use to input that data into. That's maintained by a small state agency or county Road Administration Board and it's a common database that everybody uses and works with, which definitely has some advantages in terms of being able to do some statewide analysis or being able to build some tools and modules within that database specifically for counties that everybody can have access to and use so they do have a pretty good setup as far as our counties go with that but again it's up to them as the individual agency to collect the data that goes into that database so it only goes as far as what they are able to do.

As far as crash data all of that data comes to the Department of Transportation to collect and maintain in a statewide database. Local agencies have a couple of different ways to access that data. We have a crash data portal and there's a small image on the screen there. Showing you -- look at that and I can post a link to that in the chat box a little bit later. That data portal gives people access to summary-level information. They can run data by year. They can run data by agency. They can pull up data on different Strategic Highway Safety Plan emphasis areas for those agencies and those years.

They can do basic mapping function that allows them to go in and plot the locations. But that tool is really built around summary-level crash trend kind of data. It is not detailed individual crash by crash lots of detail to that data. Local agencies do have access to that additional detailed level data through a data sharing agreement with our Department of Transportation and you can get monthly or yearly or whatever works for them downloads of the crash agency so there's a couple of different levels for that for what they can get to our crash data portal is a little bit limited in that you can only run a single year at a time. You can only run a single agency at a time those kind of things there is a data portal 2.0 that is pretty much built and ready to go that will provide a lot more flexibility to customized searches of data and those kind of things.

The only holdup on that right now is its going to be a password protected kind of a process to be able to get in and do those kind of searches so our state agency that deals with information technology and that kind of stuff is still working out the details on that but we do have updated more expanded version of that portal ready to go soon.

As far as some of the different things we do with safety data with our LTAP center we provide some summary and comparison data to cities and counties to work with to help identify trends and focus areas.

We do detailed crash analysis for individual locations or for corridors depending on

what a agency needs and what their capabilities are to work with and we have also helped a number of agencies to do some basic level network screening at least getting them all cued up and ready to look at their system to do more of a systemic safety analysis. We provide them with some of the data to do that and then give them some of the steps and processes involved to do that screening but we ultimately partner with them and have them involved in doing that screening for a couple of the images on the screen just as a couple of examples, the image on the left is from an agency where we sat down with them and they were having a lot of crashes at one development along a high-volume roadway. They had a strip mall there. And they had a lot of crash data that said it was driveway related. But they were having a hard time taking that information and identifying which driveway because it was a strip mall and there were a half a dozen driveways they weren't sure where were the crashes or what kinds of crashes at which locations or the severity of the crashes so we worked with them to map all of that out to plot the locations and severities and crash types so they would be able to go back and sit down with that property owner to talk about internal circulation, where they should be channeling cars doing some access management with them so we have done projects along those lines where we're just trying to provide that extra level of support to agencies that need it the couple of graphics in the top right are an effort where we went through and provided some GIS analysis for agencies to help them identify spot locations or corridors where they had overlapping fatal and serious injury crashes to identify where they should be focused what kinds of improvements to make those kind of things so we provided that to a lot of agencies to give them guidance in that direction the bottom right which might not be as clear because it's on a zoomed in ortho photo but that one was one where we were helping an agency plot really crash diagramming at that individual intersection and they were trying to look at making either signing improvements or signal timing improvements based on directional information of the crashes so they were trying to figure out were the crashes at the high crash intersection were they mostly coming from the same direction or multiple directions so they would know should they change their left turn phasing or put in additional signing those kinds of things so we were helping them to map that kind of stuff and look for frequencies and severities of those kinds of crashes so just kind of a variety of things where on an individual basis we'll go in and detail with the agency to help them walk through those crashes in a more expanded way then they usually do try to try to give them that next level of support if they don't have the staffing to do that. In a more expanded program we have a program called the corridor safety program if you're familiar with road safety audits or assessments it's an expanded version of that where we will go out and work with agencies to look at an individual corridor that's got a higher number of serious crashes that an agency is looking to get involved with. The program is based on implementing low cost near term solutions so while some of the efforts out of these projects turn into longer term things the focus is on what can we do

soon for low cost you can implement on the road right away to make an immediate change for safety performance we'll work with agencies on those projects they are collaborative and involve a lot of agencies that program is jointly managed with the Department of Transportation and our Governor's Highway Safety Office which is the Washington traffic safety commission and it involves engineering enforcement education sometimes emergency services. It involves stakeholders from that community. It involves community members. Businesses, anybody with kind of a vested interest in that corridor or roadway. And we will sit down with them. We will pull together an initial data package for them that looks at their corridor. And then analyzes -- we use GIS to work with that. And we analyze crash types for them and look at the contributing circumstances out there that's especially helpful for both law enforcement and education efforts to know what the behaviors are involved with those crashes. We work with them on what are the conditions on the roadway when crashes occur.

We work with them on when the crashes occur again especially helpful for law enforcement to know when to deploy their resources for maximum benefit.

We provide information on drivers and pedestrians, who they are, ages and things like that so that the education efforts know who they are trying to target, what their focus audience is, things with relationships, intersections or driveways we provide some comparison data when we look at an individual corridor we'll look at that corridor and compare it to other roadways in that agency as well as other roadways statewide so that they can see where they might be above the norm in some of those different measures and metrics so they kind of -- kind of know what to focus on and with what to prioritize after we provide that initial data analysis to everybody in those meetings we will also go through the process with them which involves multiple stakeholder meetings that go through and works to identify what kinds of problems are actually out there based on that data. What kinds of solutions they want to use to identify. And then how they go about -- it's a multi-faceted process similar to a road safety audit but in a more expanded capacity over a longer time period.

A pretty common thing that we work with agencies now is providing some summary and comparison data to them. Just for your reference if you want to see this larger and in fullness, there is a download you can do out of the handouts tab there that's called data template County X and that's just a sample and you can download to take a look at what we provide in more detail or in greater size.

When we go through and provide these we now provide these every two years to cities and counties. What we're doing is providing them a ten year look at their crashes.

On the left side of what you can see on the screen, all of the text in red, those are fatal and serious injury crashes the data on the right side that's in black are for total crashes we provide both sets in case you're working with agencies that have small

datasets to give them a little bit more expanded look if they have fatal or serious crashes they can see total data as well they have a full ten year window of data so if they don't have many crashes they have a longer time period to look at to build a larger dataset to work with.

What we do with them is give them ten individual years of data to show them trends and counts and different things. We provide them more of a summary level look of the most recent five years. And we prioritize these tables for each individual agency that gets the data. And so for any of them in the way we break down the data everything is prioritized for that agency by most fatal and serious crashes to least and most total crashes to the least the same which we analyze data we're giving to them to analyze we also as we give them summary level of their data we give them also comparisons on the page here you can see a comparison for this county to all county roads but we also I shortened it to make it a little bit easier to see but in the download version if you look at that we also provide them with a look at their more geographic neighbors. Our state is divided pretty differently geography-wise from east to west so we'll give them comparison data to their side of the state. We'll give them comparison data to all similar roadways in the state and then we'll also give them comparison to all roadways in the state that's especially helpful for some of the largest agencies that are dealing with pretty big data sets to compare to all roadways so we give them comparisons so they can look at what their data looks like what are their priorities we give them a comparison to see how that dataset compares to other agencies, similar agencies in the state and we also go through as part of that data that we provide and analyze for them and we'll look for in our first look at their data are there places that their data looks out of proportion. Significantly different than what similar agencies look like and we'll highlight that for them some things you see highlighted in yellow we have identified and said this looks more significant in your dataset than for most agencies sometimes that's a pretty typical thing for them sometimes that's a surprise for them so we try to provide them with that as a piece of this and as part of what we're providing we do those breakdowns in most any way that we can that might affect the engineering decisions especially that they would make on the roadway so we break down their data by collision type. By the roadway surface conditions. By lighting conditions, by their juncture relationship, intersections or driveways. We break it down by roadway curvature and break it down by the fixed objects that get hit. We break it down by functional class of road.

By the contributing circumstances involved in the crashes. By the types of vehicles, that's especially useful if they have something that stands out for something like motorcycles or for heavy trucks or things like that.

We break the data down for them by posted speed. And also by surface type. That's especially useful for the counties. If it's looking at gravel roads versus paved roads.

And if it's a more urban agency that has a number of pedestrian or bicycle crashes, we also give them a breakdown on where the pedestrian bicycle crashes occurred. What types of facilities. As well as what were the contributing circumstances from the actual pedestrians and bicyclists related to crashes so we try to provide a detailed look at data so they can look through that and try to identify as a first step in looking at safety for their agency what are the things they should be focusing on and prioritizing so we give this to all agencies that have any fatal or serious crashes in the last five years.

Just to give them all that same starting point get them all pointed in the right direction. In addition to the big data table there's a lot of numbers to look at if you don't love staring at data in large numbers like that.

We also provide them with graphics so there's a chart or a graph that goes with every element in that large table of data. So they can get that information visually. It's broken down again by fatal or serious the ones that are in more of a red background versus the total crashes the ones with the black background and this can help them both if they don't dig details out of a table help them to visually pull out what might be key and important out of their data and also provides them easier to use graphics that they can share with their elected officials or they can put into their reports or their safety plans. And truly the basis of providing this data and information to them is to give them a starting point to develop local road safety plans and that's why we started providing it to them and we have expanded that use over time so we give them that data to go we also provide maps with their crashes in case anything visually from the geography of their roadways where they are clustered might jump out to them, as well.

Some of the overall challenges we have run into in providing data support and tools to local agencies is that in working with a lot of different local agencies there's a wide variety of technical capability agency by agency.

Some of them struggle with data analysis. We give them that dataset to work with and they come back to us and say I don't know where to go with this. Some of the them struggle with that. Some of them can look at that and know where they are trying to address things but they are struggling to know which kind of countermeasures to use to address those some of those just in general are used to the more historic addressing spot locations where they will go and make improvements spot by spot and just don't have that mindset or background or history in how to do more of a systemic safety widespread approach to safety and some struggle with that and some of them struggle with data availability some of them have a lot of useful information and some of them do not. And so all of those are things that we have run into as we worked with different agencies.

Some of our strategies to overcome that a big one we rely on is training that especially when agencies started coming back to us as we began to give them these larger datasets to work with, and said, we don't know what to do with this, we worked with Federal highways to develop a safety analysis training for local agencies. That

basically said once you have the data, how do you use that data to identify individual locations and how do you use that data to identify what kinds of countermeasures to use.

We have also provided training on roadside safety, pedestrian safety, systemic safety. Just to give them the tools that they need and the background that they need how to go forward with that.

We also significantly have invested in technical assistance. We provide a lot of one-on-one or small group training to agencies, conduct workshops around the state. To help them build that technical competence to do this analysis to build a local road safety plan to do these kind of things so we work with agencies and walk through their data with them. We walk through what kinds of countermeasures they might want to consider based on their crash types. We get them cued up and look at some of the early stages of network screening and walk them through the steps and the processes to know how to put together a Local Road Safety Program so we tried to provide a lot of that technical expertise as we have gone forward with that for those who are missing data we have encouraged them and supported through management in the Department of Transportation to fund safety projects that collect data. So we have pushed agencies especially as they develop local road safety plans if they identify key things that are useful in that plan and they don't have data for those key elements, we have encouraged them and supported projects that go through to collect that missing data so that they can build a more robust and comprehensive safety plan and that's worked really well for us.

I think with that, that covers what I was going to walk through with everyone.

>> Perfect, thank you very much. And again, we are open for questions in the chat pod if you want to put those over on the left-hand side. We do have one more poll question for the audience and that is, what safety data does the LTAP provide to locals in Washington? Crash data? Summary and comparison data for cities and counties? Detailed crash analysis for corridors or spot locations? Network screening? All of the above? None of the above? I don't know or I don't remember give a few seconds and at the same time it looks like Matthew has put into the link as promised into our chat pod for anyone who would like that. I should also mention that in the handout the data template for the counties that he was talking about is available down there. We did have to put it in PDF in order to be able to upload it to Adobe Connect when we post it to our Website we will post it as an Excel if possible so that you have that, as well. If we are unable to and you would like that as an Excel format rather than a PDF, just send us an email at [info@ruralsafetycenter.org](mailto:info@ruralsafetycenter.org) and I will make sure we get a copy of that to you.

At this time it does look like everyone has filled out our poll so I am going to broadcast those results for you Matthew if you would like to address those.

>> MATTHEW ENDERS: Yeah it looks like everyone got it correct which is we

provide all of those kinds of data to agencies. It has varied and grown over the years of what we provide and what's useful to agencies so we have tried to fine tune that and provide whatever is missing for different agencies, individual agencies, as we go forward so that's kind of where we have ended up with a variety of data tools that we have made available to agencies and I see a question over there in the chat pod is the crash data portal open to the public? It should be so I have posted that link there so hopefully if you click on that you can get in and run some samples of what that looks like again we have a 2.0 coming this is the version 1.0 that's out there but I believe anybody can access that.

>> Perfect, thank you. And thank you for answering that question, as well.

At this time it doesn't look like we have any additional questions so I am going to wrap us up with the webinar. But again you can always email us if you do have additional questions that you would like us to get answers from the -- from our presenters for.

So in today's webinar we hope that you have learned to file low-cost safety solution using a Safety Circuit Rider program. To summarize Louisiana's regional approach to safety. To understand the systemic Local Road Safety Programs Connecticut has implemented and understand how a Safety Circuit Rider can help support these types of he was. And then to identify the variety of safety data made available to local agencies in Washington State.

I do want to mention that as I said earlier, this was the first of two July webinars that the Safety Center and the LTAPs will be co-hosting. And so our second one is Safe Systems for Rural Areas that one will be held on July 31st we do have some speakers from the University of North Carolina that will be talking to us about rural safe systems and we will have a case study example provided by Calcasieu County.

Our August webinar the date is still to be announced but we will be talking about animal vehicle countermeasures at that webinar. And as always, all of our webinars are recorded and archived on our Website on our training archives pages so please do check back there for all of our webinars that we have ever held there's over 50 of them now over the last four and a half years and you are able to apply for CEUs and Certificates of Completion even for the archived ones as long as you do the survey that is posted with those archived streaming versions.

If you do have any questions that you come up with you can either contact us at the Safety Center and we'll get those answers for you or now on your screen you should also see the email addresses for all of our presenters I do want to thank all of them again. This has been an amazing presentation and it's a great wrapup from the Peer Exchange that they held last year so thank you, Martha, Steve, Donna and Matthew for taking the time to present today. We do really appreciate it. And thank you, as well, for co-hosting today's webinar with us.

We hope that everyone has a great afternoon. And we'll hopefully see you in a

couple of weeks at our next webinar. Thank you, everyone.

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