

National Center for Rural Road Safety Improving Rural Road Safety with the Safe System Approach

Safe Road

Safe

Post-Crash Care



A 6-part Webinar Series

Safe

Safe Vehicles

(

Safe Road

Part 5: Safe Roads

Presented by:

- Dick Albin, Senior Safety Engineer, Safety & Design Team FHWA Resource Center
- Rod Turochy, Director, Alabama Technical Assistance Program
- Kathy Gregory, Executive Director of The Fifty Fund
- Duncan Smith, South Carolina Department of Transportation

Webinar Logistics



- Duration is 11:00 AM 12:30 PM Mountain
- Webinar recorded and archived on website. For quality of recording, phone will be muted during presentation
- If listening on the phone, please mute your computer
- To maximize the presentation on your screen, click the "window box" in the top right of the presentation
- At the end of each section, there will be time for Q&A
- There is a handout pod at the bottom of the screen
- Please complete follow-up surveys; they are vital to assessing the webinar quality

Certificates of Completion/CEUs

Survey Link –

https://lp.constantcontactpages.com/sv/56prega

- Survey closes 2 weeks after webinar
- Expect certificate/CEU form approx. 4-6 weeks after webinar
- Return CEU form to <u>ContinuingEd@montana.edu</u> **NOT** Rural Safety Center
- Request a verification of completion form



Today's Presenters







Dick Albin, Senior Safety Engineer, Safety & Design Team, FHWA Resource Center Rod Turochy, Director, Alabama TAP Kathy Gregory, Executive Director, The Fifty Fund Duncan Smith, South Carolina DOT



Once you have completed this webinar, you will have:

an understanding of the Safe Road element in the Safe System Approach through the lens of actions agencies can take.



To achieve the webinar goal, you will learn to:

List how the 4 pillars of FoRRRwD relate to the Safe System Approach

Name FoRRRwD countermeasures that can be applied to create safer roads

Describe the STEP-UC model being used to engage historically underserved communities and empower them to advocate for their pedestrian facility needs

List pedestrian facility improvements that will lead to safer walking environments

Explain the steps South Carolina DOT took to create their Rural Road Safety Program

List the systemic engineering solutions used by SCDOT's Rural Road Safety Program

National Safety Efforts: Intertwining Concepts





Safe System:

- Holistic Approach
- Aims to eliminate fatal and serious injuries for all road users
- 5 Elements
- 6 Principles





Dick Albin, Senior Safety Engineer, Safety & Design Team, FHWA Resource Center



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U.S. Department of Transportation Federal Highway Administration

Driving FoRRRwD to a Safe System

National Center for Rural Road Safety Webinar November 30, 2021 O O Federal Highway Administration 20 YEARS O RESOURCE CENTER OF SERVICE





The Rural RwD Component of Fatalities

U.S. Traffic Fatalities 35,230 FHWA Roadway Departure (RwD) Definition: A crash in which a vehicle crosses an edge line, a center line, or otherwise leaves the traveled way.







30 people will die today from rural roadway departure crashes.

Let's save the people behind the numbers.

Focusing on Reducing Rural Roadway Departures (FoRRRwD)

Mission - Reduce the potential for serious injury and fatal roadway departure crashes on all public rural roads by increasing the systemic deployment of proven countermeasures.





The Safe System Approach





Safe System Principles



Source: FHWA

Why All Public Roads?



Roads typically maintained by states = 55% of Rural RwD fatalities

Roads typically maintained by locals = 45% of Rural RwD fatalities

2014-2016 Annual Average of Rural Roadway Departures

Source: FARS

FoRRwD and the Safe System Approach



Source: FHWA

Why <u>do</u> drivers leave the roadway?

Roadway Condition

Vehicle Component Failure

Collision Avoidance
Driver Error





Where would you invest to reduce roadway departures?





Source: FHWA

Fatal crash locations

are states of the second secon

Fatal crash <u>types</u> are predictable

t

Video – 3 Approaches to Address **Severe Roadway Crashes**





) 0:23 / 4:31

https://youtu.be/1Gtz0qjPx0M

Systemic Safety Improvements



Faces on Reducing Rural Rooniway Depor

Source: FHWA

Roadway Departure Objectives



New Countermeasure Resources

	Countermeas	sure Sur	nmary T	able by R	loadwa	y Depar	ture Obje	ective]
Objective	Countermeasure	Target Crash Types				Cost	Option on	Option on	More		
		Head-On	Roll over	Fixed Object	Curve	H-M-L	Roads*	Roads	Page	Table Key	
Keep Vehicles in Lane	Edge Line Markings		•	•		L	\checkmark		5		
	Center Line Markings	•			•	L					
	Curve Warning Signs		0	0	٠	L	\checkmark	\checkmark			10
	Delineators		0	0	•	L	\checkmark	\checkmark		ural Cofaty	
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Reduce Potential for a Crash	Center Line Buffer Area	٠				L				<u> </u>	
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	Slope Flattening				0	M-H	\checkmark	\checkmark	18	H:	
Minimize Severity	Roadside Barriers		I see	1		1		1		nıgri-cost – Niore than \$50,000	
	Breakway Features										



*For the purpose of this guide, narrow roads are

Delineators



Effectiveness Delineators can reduce:

- Curve crashes
- Run-off-road crashes
- Nighttime crashes
- Wet or snowy weather crashes

Description

Post mounted delineators are retroreflective devices mounted above the roadway surface and along the side of the road in a series to communicate the roadway alignment to the driver.

Where to Use

Can be used on unpaved roads and on paved roads with or without pavement markings. Can also be used in curves where chevrons are not required.

The MUTCD Part 3 requires the retroreflective delineator to match the color of the edge line. This means white delineators on both sides of two-lane roads.



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CRFs for Undivided Roads Installing delineators, center lines and edge lines in combination – 45% reduction in injury crashes (CMF ID 102).



Roadway Departure Countermeasures



Humans make mistakes



Humans are vulnerable









Safety Action Plans



HSIP: 23USC 148(c), 23 CFR 924.7



California Local Road Safety Plan Video





https://youtu.be/PJ0lid8izvl

Safety Action Plans



Source: FHWA

New Video - Driving FoRRRwD to a Safe System



https://youtu.be/rpXxLSbmtU0

Source: FHWA

FoRRRwD Website



https://safety.fhwa.dot.gov/FoRRRwD/resource

(U.S. Department of Transportat Federal Highway Adn	ninistration About Programs Resources Briefing Room Contact Search FHWA 📑 🔠 🔽 👓 in 🮯
S	afety	
A	About Office of Safety Prog	grams Initiatives Resources Contact Search Safety
F	HWA Home / Safety / FoRRRwD - Res	sources
	Roadway Departure FoRRRwD	FoRRRwD Resources
	All Public Roads Proven Countermeasures	FoRRRwD Promotional Materials and Tools
	Systemic Approach Safety Action Plan	Rural Roadway Departure Countermeasure Pocket Guide
	Resources Program	Printable Trading Cards
	Contact	<u>FHWA Crash Tree Diagram Tool</u> Systemic Analysis Infographic – How Healthy is Your Road System?
	cathy_satterfield@dot.gov Joseph Cheung joseph.cheung@dot.gov	Local Road Safety Plans Infographic – LRSPs Your Map to Safer Roadways
<u> </u> <u> </u>	<u>ces.cfm</u>	FoRRwD Overview Video Driving FoRRwD to a Safe System Rumble Strips: The Sweet Sound of Safety Low Cost Safety Improvements: Longitudinal Pavement Markings Low Cost Safety Improvements: Unpaved Roads Local Road Safety Plan Video Local Road Safety Plans – a California Case Study
		Curve Signing Overview

US Department of Transportation Federal Highway Administration

30 people will die today from rural roadway departure crashes.

KRRWDI





U.S. Department of Transportation Federal Highway Administration

Let's save the people behind the numbers.

Questions and Discussion

ZERÍO ISOUR A SAFE SYSTEM IS HOW WE GET THERE



Directing Your Questions via the Chat Pod

1. Chat pod is on left side of screen between attendees pod & closed caption pod

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Kathy Gregory, Executive Director of The Fifty Fund & Rod Turochy, Director, Alabama TAP



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List the systemic engineering solutions used by SCDOT's Rural Road Safety Program
STEP-UC

Safe Transportation for Every Pedestrian in Underserved Communities





COMMUNITIES SAFE · CLEAN · BEAUTIFUL



COMMUNITIES SAFE · CLEAN · BEAUTIFUL

Who Are We?

- Safe, Clean, Beautiful
- Look for under-resourced communities

Why This Project?

- Transportation Safety Initiatives
 - Seat Belt Safety
 - Distracted Driving
 - Pedestrian Safety

COMMUNITIES SAFE · CLEAN · BEAUTIFUL

What We Have Learned?

- Technical Expertise
- Engagement with the Community
- Recordkeeping

COMMUNITIES SAFE · CLEAN · BEAUTIFUL

What We Bring?

- A Standardized Process for Engaging the Community







FOR COMMUNITIES ASSESSING WALKABILITY



COMMUNITIES SAFE · CLEAN · BEAUTIFUL

What We Bring?

- A Creative Process for Recordkeeping

STEP 2 build your support system

Community involvement is essential. The engagement team will need strong advocates for change within the community to help build relationships with the community. Finding people who recognize the potential for change and are connected in the community is critical.

Places to look for advocates:



folks working in the education system transit professionals such as local transit providers youth programming leaders like the Boys and Girls Clubs folks working for or/and attending centers of faith public housing professionals

For the STEP-UC project team, we found a like-minded and strong community partner in Donta Frazier. Frazier is the director of the local transit system in our study community of Troy. In addition, he has strong relationships in Troy and people trust him.



S. Rose Cir. at N. Knox St.

Current Condition



Add crosswalk across N. Knox St. Add crosswalk across S Rose Cir.

Add pedestrian crossing signs with

an arrow plaque for north and southbound traffic

Install curb ramp on the northeast, southwest, and southeast corner



at N. Knox St.



COMMUNITIES SAFE · CLEAN · BEAUTIFUL

What We Have Learned? - Technical Expertise - Engagement with the Community - Recordkeeping



Why This Project?

- ATAP Mission is training and technical assistance on transportation issues for localities

- Focus on safety, particularly pedestrians and roadway departures

- Pedestrian fatalities increased by 51% during the last decade

- Overall traffic fatalities increased by 7% during the same period

- Increased focus on safety and community engagement



Why Transit?

- Sidewalks are typically the connection point to transit
- Accessibility shortcomings are usually well-known by transit providers
- Pedestrian facilities are often the weak link



Why Troy?

- Troy's dedication to transit and mobility
- Accessibility shortcomings were known
- Strong community leaders

What are the products?

Walkaround report: Documents the walkaround:

- purpose
- background
- observations from the walkaround itself
 Includes recommendations reports

Copeland St. at N. Knox St.

Current Condition

TRANSP

LABA



What could it look like?

Add crosswalk across N. Knox St.

Add crosswalk across Copeland St. at N. Knox St.

Add pedestrian crossing signs with an arrow plaque for north and southbound traffic

Install curb ramp on the northeast, southwest, and southeast corners



STEP-UC

Safe Transportation for Every Pedestrian in Underserved Communities





COMMUNITIES SAFE · CLEAN · BEAUTIFUL



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Duncan Smith, South Carolina DOT



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Rural Road Safety Program

State of South Carolina Facts

- 11th smallest state
- 24th most populous state
- 2/3 of state is forested
- 4th largest state maintained roadway system
 - Over 41,000 miles
 - Nearly 30,000 miles classified as rural



Our Roads are the Deadliest in the Nation.



South Carolina Safety Rankings

- Total Fatality Rate 1st (1.73)
 - 44% above national rate (40% above SE rate)
 - MS 1.56 FL 1.41 TN 1.37
 - AL-1.30 GA-1.12 NC-1.12
- In order to meet the national rate, fatalities in SC must be reduced by 350 (one third)



South Carolina Safety Rankings

- Rural Fatality Rate 11th
 - 9% above national rate
- Fatality Rate involving trees 1st
 - Almost 3x national rate
 - 2x the SE rate



Deadly Roads

- 56% of SC's traffic fatalities occur on rural roads.
- In five years, our rural areas have seen nearly 7,000 fatal a serious injury crashes.
- Rural roads are not just
 Secondaries but include
 Interstates and Primaries





Most of our Rural Fatalities and Serious Injury Crashes are occurring on Our <u>Rural Major Routes</u>

> 563 miles Interstate 2145 miles US Routes 2442 miles SC Routes 72 miles Secondaries

5,222 miles total

The Data on our Rural Road Crashes

Rural Crashes involving Fatalities or Serious Injuries

Rural Mileage



29,799 total Rural Road mileage

2011-2015 data



The Data on our Rural Road Crashes

Rural Crashes involving Fatalities or Serious Injuries



<u>46%</u> of Fatal & Severe Injury (F&SI) collisions occurred on <u>17%</u> of rural roadway mileage carrying <u>68%</u> of the traffic

29,799 total Rural Road mileage



Understanding the Issue on our Rural Roads



Understanding the Issue on our Rural Roads

2011-2015 Fatal and Serious Injury Crashes on this network involve:

- > 47% departing from the roadway,
- > 34% striking a fixed object on the roadside,
- > 46% happening at night.

Driver behavior is also a factor:

- > 33% were unrestrained,
- > 31% were speed related,
- > 20% involved impaired drivers.



5,222 miles total of Rural Major Routes

Where to begin on a problem this large?



The Data on our Rural Road Crashes

Rural Crashes involving Fatalities or Serious Injuries

Rural Mileage



29,799 total Rural Road mileage

2011-2015 data



Rural Road Safety Program: Where to begin?

Nearly 30% of the Fatal & Serious Injury Crashes are happening on just over 5% of the Rural Roads.

Rural Crashes involving Fatalities or Serious Injuries Rural Mileage 43% 39% Local Streets Major 17% **Minor Connecting** Routes Routes **1957** miles **Major Routes Minor Connecting Routes** Local Streets





Begin by targeting this **1,957** miles of Rural Roads with solutions <u>tailored</u> for each corridor.



So how do we fund it?



Legislative Message

ROAD

CONSTRUCTION

TRAFFIC MAINTAINED

1,00001



"The goal of the department is to provide adequate, safe, and efficient transportation services for the movement of people and goods."

SECTION 57-1-30



Adequate, Safe and Efficient System?

The real cost of deferred maintenance.





Safety

Over the past 5 years in our rural areas there have been

6,812 crashes

that resulted in either a fatality or serious injury.





Safety

Nearly **30%** of fatalities and serious injury crashes in our rural areas are occurring on just over 5% of our network.



Begin by targeting this 1,957 miles of Rural Roads with solutions *tailored* for each corridor.



Rural Road Safety Program Funding

- 10 year program
- \$50M / year
- Funding from state gas tax approved Spring 2017



So	outh Carolina Departme	ent of Transportation
Engineering Directive		
Directive Number:	ED-72	Effective: June 14, 2017
Subject:	Rural Road Safety Proje Non-Interstate Routes	ect Prioritization Process for
References:	Section 57-1-370 of South Carolina Code of Laws, 1976, as amended; S.C. Code of Regulations 63-10, as amended	
Primary Department:	Traffic Engineering	
In 2007, the South Card Act 114 was the require establish a project prior 275 eliminated some o prioritization. This requi Laws, 1976, as amende 63-10, as amended.	lina General Assembly ena ement that the South Card tization process. In 2016, of Act 114's requirements rement is codified in Sect d. Additional detail on the	acted Act 114. One of the landmark items in olina Department of Transportation (SCDOT) the General Assembly enacted Act 275. Act but it retained the requirement for project ion 57-1-370 of the South Carolina Code of process is found in S.C. Code of Regulations

OAD

The second


Engineering Directive 72 Page 2 of 3

Project Selection

Corridors along the same routes with the same functional classification (rural arterial) and within the same counties are divided into ten mile independent segments where possible. The maximum segment length is ten miles. Segments will be ranked based on the number of crashes resulting in a fatality or serious injury within each segment. Tie breakers are used for segments with the same number of fatalities and serious injuries crashes. Tie breakers listed in order of priority are: total fatalities, total road departure crashes, and annual daily traffic (ADT).

To ensure the final phase of the program does not consist entirely of small disjointed segments, ranked segments are screened to determine if there is an adjacent segment less than five miles within the identified corridor. The ranked segment and adjacent segment are combined to ensure corridor continuity. Data associated with the adjacent segment is not considered with the ranking process. Segments longer than five miles and segments shorter than five miles, but not adjacent to another segment, are considered independent segments and will be ranked individually.



Project Delivery

First steps...



Targeting the Issue on our Rural Roads

<u>Systemic Engineering Solutions that can be tailored to the individual corridor:</u>



RRSP - Design

Road reviews with staff beginning August 2017

Divided into 3 "Buckets"



RRSP

Determined need for surveys

- After review, we ordered aerial surveys through an On-Call
- The goal was to provide data to consultants once their contracts were approved
- Survey & Decide routes
- ~200 miles, ~\$2M





RRSP Consultant Projects

- ~80 miles were assigned in 2018
- ~100 Miles were assigned in 2019
 - Making decisions about how to treat roadside hazards and clear zone.
 - Example -
 - Shield the hazard (guardrail) for 2 miles
 - Fill in wetland 15 ft deep within RW
 - Many projects at Public Involvement / RW Phase

RRSP Partnering Opportunities

Identified project overlaps and partnering opportunities. The scope of the RRSP were safety enhancements to most projects. This allowed us to expedite delivery of RRSP features of any approved corridor.

- Resurfacing Projects
- Identified Internal SCDOT Projects: widenings, bridge replacements, intersection projects.
- County Sales Tax Projects
- RRSP funded the safety enhancements



RRSP - Early Accomplishments

- Developed Scope of Services for Consultants Using 3R Principles – ("Maintenance Hat")
 - Increases flexibility of geometric improvements
 - Strikes a balance between increasing safety and minimizing adverse impacts
 - Realizes the greatest overall benefit from the available funds
- Pavement Marking & Signing Special Provision
- Preconstruction Checklist for RRSP safety feature inclusion



Additional Partnering with Maintenance RW Clearing on RRSP Routes

- \$500,000 to each District to Clear RRSP routes
- Routes had to be in the 1900 mile program
 - 1300 Miles of NON-Interstate RRSP (Phase 1, 2, or 3)
 - 600 Miles Rural Interstate Routes
- Districts managing the projects with RRSP Funds
- Caveats
 - RW line for NON-interstate routes or to the 55 ft CZ on Interstate
 - Did not pay for clearing behind existing guardrail





















SCDOT RRSP Website

- Programmatic Information
- Type of Improvements
- Improvement Examples
- Interactive Project Map
- Public Comment Portal
- RRSP Website





Q

Popular Programs & Projects Travel Business Inside Performance Contact

Your Complete Resource for South Carolina's Transportation System

SCENT

10-Year Plan Our Record Breaking Year!



Record Breaking 1st Year - 10 Year Plan

south carolina weather STORM Resources

View Our Storm Resources

All of our hurricane related information is accessible on our resources page.



Public Involvement Portal

A new way to an appropriation information. Discover what projects and improvements SCDOT is making in your area.



nfrastructure Maintenance Trust Fund

The Infrastructure Maintenance Trust Fund (IMTF) account balance is \$338,590,528.30 as of September 30, 2018. For a list of projects funded by the IMTF, and details on the account, visit our trust fund page. SCDƏT.



PUBLIC COMMENT CURRENT PROJECTS PROJECT VIEWER TEN YEAR PLAN SPECIALTY PROGRAMS



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PROGRAMS & PROJECTS

SCDOT's Public Involvement Portal

SCDOT Programmed Project Viewer

SCE

SCDOT Programmed Project Viewer

5-

product of SCDOT GIS/Mapping 🖪 😏 🖉

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South Carolina Department of Transportation Rural Roads Safety Program

"The goal of the <u>South Carolina</u> Department of Transportation is to provide adequate, safe, and efficient transportation services for the movement of people and goods."

Target Zero 🛁

What is the Rural Roads Safety Program Types of Improvements

Improvement Examples Rural Roads Safety Projects Statewide

Comments or Questions Resources

What are the Types of Improvements Proposed?

Target Zero 🖉

For the best viewing experience use Google Chrome &

SCENT

Rumble Strips

Rumble strips/stripes - A safety feature installed on a paved shoulder near the outside edge of the travel lane. The noise and vibration produced by rumble strips alert drivers when they leave the travel lane. Rumble stripes is the term used for rumble strips that include a permanent pavement marking that increases the visibility of the edge of travel lane at night and during inclement weather conditions. Rumble stripes may be applied along both the center and edge lines.

rumble-strips-improve-visibility.jpg

For more information about Rumble Strips/Stripes click <u>HERE</u>

Wider and Brighter Pavement Markings

Brighter Signs

High Friction Surface Treatments

South Carolina Department of Transportation Rural Roads Safety Program

What is the Rural Roads Safety Program Types of Improvements Improvement Examples Rural Roads Safety Projects Statewide Comments or Questions Resources

1

CDET SCDOT Rural Roads Safety Program and The Types of Improvements

Before and After Improvements

Before Adding: - Wider Paved Shoulders - Guardrail

SCDOT

What is the Rural Roads Safety Program Types of Improvements Improvement Examples Rural Roads Safety Projects Statewide Comments or Questions Resources

SCDOT Rural Roads Safety Program and The Types of Improvements

After Adding: - Wider Paved Shoulders

- Guardrail

W ATTRICTATION AND AND AND AND

SCDOT

South Carolina Department of Transportation Rural Roads Safety Program

What is the Rural Roads Safety Program Types of Improvements Improvement Examples Charlotte **Rural Road Projects** + ŵ elect the road in the map to view more data, or view the data in abular format below. Cherokee 100 or more information on the individual projects, click here. Q York Click here to download the CSV file for Phase I Book Spartanburgstanburg HIL Greenville Click here to download the CSV file for Phase II Pickens Greenill Click on the counties below to zoom to that county. 100 Union Chester Lancaster iken Anderson Barnwell Berkeley Charleston Cherokee Chester Colleton Dorchester Edgefield Chesterfield lorence Georgetown Greenville Greenwood Hampton Horry Jasper Kershaw Lancaster Laurens exington Newberry Oconee Orangeburg Pickens Richland Saluda Spartanburg Sumter **Filiamsburg York** Andersonrson Laurens hase I Project List (In Alphabetical order by County):
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South Carolina Department of Transportation Rural Roads Safety Program

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Last Name

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Email Address

Re-enter Email Address

Phone

Directing Your Questions via the Chat Pod

1. Chat pod is on left side of screen between attendees pod & closed caption pod

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To achieve the webinar goal, you have learned to:

List how the 4 pillars of FoRRRwD relate to the Safe System Approach

Name FoRRRwD countermeasures that can be applied to create safer roads

Describe the STEP-UC model being used to engage historically underserved communities and empower them to advocate for their pedestrian facility needs

List pedestrian facility improvements that will lead to safer walking environments

Explain the steps South Carolina DOT took to create their Rural Road Safety Program

List the systemic engineering solutions used by SCDOT's Rural Road Safety Program

Resources to Explore on Your Safe System Journey

National Center for Rural Road Safety www.ruralsafetycenter.org

Road to Zero

https://www.nsc.org/road-safety/get-involved/roadto-zero

Toward Zero Deaths & Traffic Safety Culture https://www.towardzerodeaths.org/traffic-safetyculture/

Vision Zero Network https://visionzeronetwork.org/

Center for Health and Safety Culture https://chsculture.org/

FHWA's Safe System Materials https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_ vision.cfm ITE's Safe System Material https://www.ite.org/technical-resources/topics/safesystems/

Road to Zero's Double Down on What Works Page <u>https://www.nsc.org/road/resources/road-to-</u>zero/doubling-down-on-what-works

FHWA Proven Safety Countermeasures https://safety.fhwa.dot.gov/provencountermeasures/

NHTSA's Countermeasure that Work https://rosap.ntl.bts.gov/view/dot/57466

FHWA and ITE's Safe System Strategic Plan https://safety.fhwa.dot.gov/zerodeaths/docs/FH WA-SA-21-088 Safe System Strategic Plan.pdf

FoRRRwd https://safety.fhwa.dot.gov/FoRRRwd/

LRSP DIY Site https://safety.fhwa.dot.gov/LRSPDIY/

FHWA

- 3 Approaches to Address Severe Roadway Crashes (<u>https://www.youtube.com/watch?v=1Gtz0qjPx0M</u>)
- Driving FoRRRwD to a Safe System (<u>https://youtu.be/rpXxLSbmtU0</u>)
- Local Road Safety Plans a California Case Study (<u>https://youtu.be/PJ0lid8izvl</u>)
- Continuous Pavement Friction Measurement (<u>https://youtu.be/frVLkrU3NPU</u>)

ATAP

- Troy Community Walkarounds (<u>https://www.youtube.com/watch?v=662ohMdHuqs</u> and <u>https://www.youtube.com/watch?v=4TIw-UdiHho</u>)
- Pedestrian Safety for the Transportation Professional (https://www.youtube.com/watch?v=hg6onxCn7UE)
- Sidewalks: Benefits for your Community (<u>https://www.youtube.com/watch?v=BN9h3AwDsm4</u>

Upcoming Webinars & Announcements

2022 Road to Zero Community Traffic Safety Grants – open now!

Upcoming Webinars

- FHWA Office of Safety Local and Rural Road Technical Assistance
 - December 1 from 1-2:30 pm ET
- Improving Rural Road Safety with the Safe System Approach Part 6: Post-Crash Care
 - December 9 from 1-2:30 pm ET
- FoRRRwD Systemic Approach to Safety: Highlights from 5 Peer Exchanges
 - December 14 from 1-3 pm ET
- NNTW Webinar on Improving the Road Safety Workforce: Road Safety Champion Program
 - December 15 from 1-2 pm ET

Contact Information

If you have any questions related to this presentation, please contact:

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- Kathy Gregory <u>info@thefiftyfund.org</u> Duncan Smith - <u>SmithD@scdot.org</u>

Or contact the National Center for Rural Road Safety Help Desk at:

(406) 994-7368 or info@ruralsafetycenter.org

http://ruralsafetycenter.org/

