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Volume 21 | July 2021



Safety Sidekick Newsletter

As we prepare to release this volume of the Safety Sidekick newsletter, the Rural Safety Center is finalizing social media content for next week's Rural Road Safety Awareness Week! We hope you will plan to join us in sharing ways to safely "Live, Work, and Explore on the Rural Road to Zero." Similar to last year, it is a social media driven campaign and to make it a success, we will need your help! Please make sure you friend us on Facebook ([@ruralroadsafety](#)) and follow us on LinkedIn ([@national-center-for-rural-road-safety](#)) and Twitter ([@ruralroadsafety](#)) and read the article below for more details on the daily themes!

Additionally, the Rural Safety Center has put together a 6-part webinar series on "Improving Rural Road Safety with the Safe System Approach." No doubt you have been hearing the terms Safe System Approach and Traffic Safety Culture over the past few years, but maybe you have been wondering how they apply to the work you do. This 6-part series will show you just that! Part 2 (Safe Road Users) will be held on Wed. July 28 and registration is now [open](#). Did you miss part one? No problem, we have recorded and archived the webinar on our website [here](#).

Throughout the rest of the newsletter, we have highlighted amazing new resources from our partners in the safety world! I hope you will be able to apply them to your work!

I look forward to following along next week as we all share #RuralRoadSafety social media posts for #RRSAW2021!

Sincerely,

Jaime Sullivan
Center Director
National Center for Rural Road Safety
info@ruralsafetycenter.org

Visit our Website



Safety Center Update

**2021 Rural Road Safety
Awareness Week - Live,**

Work, and Explore along the Rural Road to Zero

It's summer! And as Covid-19 restrictions lift and attractions reopen, travelers are anticipated to hit the road in record numbers and rural road travel will increase

exponentially. In the U.S., 70% of roads are rural while only 19% of the population is (NHTSA 2020) and 44% of rural passenger vehicle traffic is urban residents traveling to destinations outside their urban home (BTS 2019). Whether you live, work or explore along rural roads, **help us keep all rural road travelers safe by spreading the word about [Rural Road Safety Awareness Week \(RRSAW\)](#).**



Rural Road Safety Awareness Week (RRSAW)

July 19-23, 2021 #RRSAW2021

Initiated in 2020 by the Rural Safety Center, RRS AW promotes rural road safety to the public, community leaders, and potential partners by telling the "rural story." The week is dedicated to highlighting actions that can be taken to safely *Live, Work, and Explore along the #RuralRoadtoZero* fatalities and serious injuries.

This year's RRS AW will be held July 19-23, 2021. The theme, "Live, Work, and Explore along the Rural Road to Zero," will be explored in daily focus areas:

- Monday: Safe Road Users
- Tuesday: Safe Vehicle
- Wednesday: Safe Speeds
- Thursday: Safe Roads
- Friday: Post-Crash Care

The Rural Safety Center is calling on all of our safety partners! We need your networks to get the word out to protect travelers. RRS AW is a social media driven campaign, thus high levels of interaction will be the key to success. You can help us by using your own social media platforms to extend the reach of RRS AW's stories and message. Visit the [2021 RRS AW](#) webpage to learn how to find us on social media, access messaging, and share or repost the RRS AW safety messaging and daily themes.

We thank you in advance and look forward to your participation in the 2021 Rural Road Safety Awareness Week. Let's all make sure that everyone makes it home safely.

Safety Culture

International Invitation for Articles for a Special Edition Journal: Vision Zero: The Safe System Approach and Traffic Safety Culture

Synopsis

Deaths and injuries on the world's roads are now a major health concern. Road crashes now cause around 1.3 million deaths and injurie or disable as many as 50 million persons globally each year. (1)

We are planning a collection of journal papers for a special edition on "Vision Zero" in traffic safety. Different approaches to Vision Zero have taken place across many countries. In the USA, the national [Road to Zero Coalition](#) identifies three "pillars" to reach zero traffic fatalities (and serious injuries) by 2050: (1) double down on what works through proven, evidence-based strategies; (2) advance life-saving technology in vehicles and infrastructure; and (3) prioritize safety by adopting a Safe Systems approach and creating a positive safety culture.

This special edition would focus on the Safe System approach and creating a positive safety culture to achieve Vision Zero. While a focus would be on the emergence of a Vision Zero approach within the USA, this edition will also explore insights from other countries and cities (e.g., Sweden, Netherlands, Australia, Bogota, Addis Ababa) that have adopted forms of Vision Zero. To broaden our thinking, we hope to have contributors from different countries, disciplines, and safety-related domains.

Examples of possible topics include (we are also open to other relevant ideas):

1. Definition, history, and forms of "Vision Zero" and "Safe Systems" across countries (and industries).
2. Processes for adopting and implementing the "Safe System" approach.
3. Processes for adopting, implementing, and growing a positive "traffic safety culture."
4. Relationship between the "Safe System" approach and "traffic safety culture."
5. Moral and ethical basis of Vision Zero.

6. 6. Definition and role of "equity" in Vision Zero.
7. 7. Definition and role of culture in support of paradigm shifts and change management.
8. 8. Role of kinetic energy in Vision Zero.
9. 9. Changing role of enforcement.
10. 10. How to create effective stakeholder consortia to support the Safe System approach.
11. 11. Metrics to measure success with the Safe System approach and growing a positive traffic safety culture.
12. 12. Modal affordance and mechanisms for achieving a "Safe System" beyond a dominant automobility.
13. 13. ... (other ideas)

We will be creating a schedule to publish this special edition by summer 2022.

Journal

We are planning the special edition in the journal [Frontiers in Future Transportation](#):

Transport systems have been vital life needs for the individuals and societies, particularly in modern Today's transport systems are complex, interconnected and multi-modal, therefore, inherently susceptible to the unpredictable disruption that can propagate through our economies and lives. Frontiers in Future Transportation focuses on providing a state-of-the-art open access platform to maximize the impacts of the cutting-edge scientific and technological innovations that will transform the future of transport and mobility systems. Our ambition is to facilitate a timely, constructively selective and high-caliber peer-review process through our distinguished multi-disciplinary and international editorial board to ensure high-quality publications with a wide reach and impact.

This journal allows [several types](#) of journal articles:

- **Original Research** articles report on primary and unpublished studies.
- **Methods** articles present either a new or established method, protocol, or technique that is of significant interest in the field.
- **Review** articles cover topics that have seen significant development or progress in recent years, with comprehensive depth and a balanced perspective.
- **Mini Review** articles cover focused aspects of a current area of investigation and its recent developments.
- **Hypothesis and Theory** articles present a novel argument, interpretation, or model intended to introduce a new hypothesis or theory.
- **Perspective** articles present a viewpoint on a specific area of investigation.

Based on the topics listed above, we envision that the majority of submissions will entail Methods, Review Articles, and Perspective papers, although we welcome articles of all types, especially theories and original research.

We look forward to hearing from you. Please contact one of the editors if you are interested in contributing an article to this special edition. Emails notifying the editors of interest are needed by the end of July 2021.

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Engineering

Transportation Secretary Pete Buttigieg Speaks in Volpe Center's 2021 Thought Leadership Series - Watch the Video

The Volpe Transportation Center began a thought leadership series on June 2, 2021, with none other than USDOT Secretary Buttigieg as the first speaker. Secretary Buttigieg said the experiences of the past year offer enormous opportunities to identify the “era-defining climate and equity innovations of our time.” The video of the event is now posted- you may [watch the full event video here](#).

The Thought Leadership series is being held virtually through September 2021. The series, titled [Innovation for a Sustainable, Equitable Transportation System](#), was created to spotlight ways to innovate toward a clean energy future. This series considers how to transition to a low-/no-carbon transportation system—one that enables disadvantaged communities to gain access to mobility, jobs, and economic opportunity.

Institute of Transportation Engineers Launches Safe System Technical Resource Page



The Institute of Transportation Engineers (ITE) has produced a technical resource page devoted to the safe system approach. The webpage was developed in partnership with the [Road to Zero Coalition](#) and members of the [RTZ Safe System Working Group](#) to explain how the Safe System approach is to design and operate our vehicles and infrastructure in a manner that anticipates human error and accommodates human injury tolerances with a goal of reducing fatal and serious injuries.

The resource page offers access to case studies and recommendations made by the Safe System Consortium, as well as a thorough explanation of the methodology of the safe system approach. [It is available to all as a resource](#), whether ITE member or not.

Have you tried the local road safety plan DIY website yet?

Thirty people die each day in rural roadway departures, and over 40 percent of those deaths happen off the State system. This means that local agencies must work alongside departments of transportation to help save these lives.



Local road safety plans (LRSPs), one form of safety action plans, are a data-driven way to prioritize safety activities and improvements and justify agency investment decisions. LRSPs are scalable and can be modified for any level of available data and expertise. LRSPs involve stakeholders from the 5Es of traffic safety: engineering, enforcement, emergency medical services, education, and everyone else. Like State Strategic Highway Safety Plans, the LRSPs include a vision and mission component, helping all entities, including elected officials, rally around a shared vision, such as helping residents they serve get home safely.

FHWA recently launched a [do-it-yourself website](#) to help agencies develop their own LRSP. The site includes step by step instructions, examples of plans, training resources, and a complete slide show of the LRSP process. Each slide page has an introduction video in the center that explains the primary objectives of that step. Along the right sidebar there are additional videos, such as Local Agency Insights, which feature practitioners sharing their experiences in developing local road safety plans.

On this site, you'll find everything you need to make a plan that fits your community and gets people home safely. Watch the [video](#) to learn how to use the site and build your plan.

Mentoring, Assistance, Training, and Communication Help (MATCH): Technical Assistance Program for Local and Tribal Agencies

FHWA recently launched the [Mentoring, Assistance, Training, and Communication Help](#) (MATCH) program to provide broad-based technical

assistance to local and Tribal agencies facing roadway safety challenges. This free program connects agencies requesting assistance (mentees) with peer mentors who have specific expertise to help successfully address the identified challenges.

Mentoring can be provided in the form of phone calls, email exchanges, web-conferences, or site visits (on a limited basis), based on the requesting agency's needs.

The MATCH program is currently looking for mentors and mentees. To learn more about the program and how to get involved, click [here](#).



Road Users

Weekly Tips for Tribal Traffic Safety Partnership Development

Our friends at the Tribal Injury Prevention Resource Center (TIPRC) are kicking off July with weekly tips for Tribal Traffic Safety Partnership Development 101! Each week the TIPRC will share ideas (shared experiences) on how to proactively communicate and build a working relationship with Tribal communities. Remember the 574+ Tribal communities are diverse so not every approach can be applied. The tips are created to help you find a local contact (at the Tribe) which can help you build the working relationship! Check out their Facebook page [@TIPRC2018](#) to find out more!

NHTSA Reports Traffic Fatalities Were Up in 2020 Despite the Pandemic

The U.S. Department of Transportation's National Highway Traffic Safety Administration released preliminary estimates of crash fatalities in 2020 involving motor vehicle occupants, motorcyclists, and people walking and biking. Alongside the release of the 2020 fatality projections, [Early Estimate of Motor Vehicle Traffic Fatalities in 2020](#), the agency issued two special reports, [Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020](#), and [Update to Special Reports on Traffic Safety During the COVID-19 Public Health Emergency: Fourth Quarter Data](#).



While Americans drove less in 2020 due to the pandemic, NHTSA's early estimates show that an estimated 38,680 people died in motor vehicle traffic crashes—the largest projected number of fatalities since 2007. This represents an increase of about 7.2 percent as compared to the 36,096 fatalities reported in 2019. Preliminary data from the Federal Highway Administration (FHWA) shows vehicle miles traveled (VMT) in 2020 decreased by about 430.2 billion miles, or about a 13.2-percent decrease. The fatality rate for 2020 was 1.37 fatalities per 100 million VMT, up from 1.11 fatalities per 100 million VMT in 2019. NHTSA's analysis shows that the main behaviors that drove this increase include: impaired driving, speeding and failure to wear a seat belt.

"Safety is the top priority for the U.S. Department of Transportation. Loss of life is unacceptable on our nation's roadways and everyone has a role to play in ensuring that they are safe. We intend to use all available tools to reverse these trends and reduce traffic fatalities and injuries," said Dr. Steven Cliff, NHTSA's Acting Administrator. "The President's American Jobs Plan would provide an additional \$19 billion in vital funding to improve road safety for all users, including people walking and biking. It will increase funding for existing safety programs and allow for the creation of new ones, with a goal of saving lives."

NHTSA's projections show significant increases in fatalities during the third and fourth quarters of 2020 as compared to the corresponding quarters of 2019. NHTSA will continue to carefully analyze various data sources to understand how the risks to vulnerable road users might have changed during 2020 and the contributing factors for the increase.

Preliminary finding show that traffic fatalities rose in most major categories over 2019:

- Passenger vehicle occupants (23,395, up 5%)
- Pedestrians (6,205, flat from 2019)
- Motorcyclists (5,015, up 9%)
- Pedalcyclists (people on bikes) (846, up 5%)

Crash factors and demographics reviewed by NHTSA that showed the largest increases in 2020 as compared to 2019 included:

- non-Hispanic Black people (up 23%);
- occupant ejection (up 20%);
- unrestrained occupants of passenger vehicles (up 15%);
- on urban interstates (up 15%);
- on urban local/collector roads (up 12%);
- in speeding-related crashes (up 11%);
- on rural local/collector roads (up 11%);
- during nighttime (up 11%);
- during the weekend (up 9%);
- in rollover crashes (up 9%);
- in single-vehicle crashes (up 9%) and;
- in police-reported alcohol involvement crashes (up 9%).

There are a few categories that are projected to have decreases in fatalities in 2020. Fatalities in crashes involving a large truck (commercial or non-commercial use) are projected to decline marginally (down 2%). Fatalities among older persons (65+ years of age) are projected to decline by about 9 percent.

Special Reports:

Last summer, recognizing the unique circumstances, NHTSA researchers began compiling additional data from a wide variety of sources to enhance understanding of what was happening on the roadways during the pandemic. This research led to a series of special reports, including two being issued today: [Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020](#) and [Update to Special Reports on Traffic Safety During the COVID-19 Public Health Emergency: Fourth Quarter Data](#). These update earlier reports released in October 2019, [Drug and Alcohol Prevalence in Seriously and Fatally Injured Road Users Before and During the COVID-19 Public Health Emergency](#), and January's [Update to Special Reports on Traffic Safety During the COVID-19 Public Health Emergency](#).

NHTSA's research suggests that throughout the national public health emergency and associated lockdowns, driving patterns and behaviors changed significantly, and that drivers who remained on the roads engaged in more risky behavior, including speeding, failing to wear seat belts, and driving under the influence of drugs or alcohol. Traffic data indicates that average speeds increased throughout the year, and examples of extreme speeds became more common, while the evidence also shows that fewer people involved in crashes used their seat belts.

Source: NHTSA Media NHTSAmmedia@dot.gov 202-366-9550

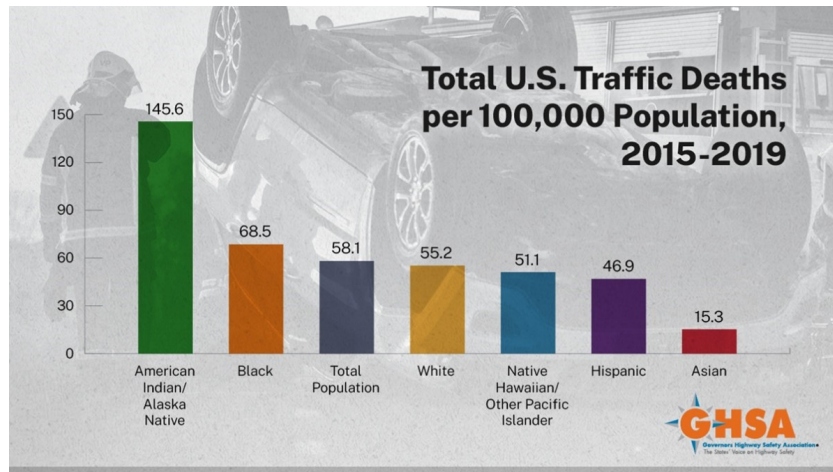
New Report Finds Traffic Crash Fatalities Disproportionately Affect Black, Indigenous and People of Color

The Governors Highway Safety Association (GHSA) has a new report out that confirms some trends in traffic fatality rates as they relate to race. Five years of data, 2015-2019, were used. Among the findings were:

- Compared with all other racial groups, American Indian/Alaskan Native persons had a substantially higher per-capita rate of total traffic fatalities.
- White, Native Hawaiian/Other Pacific Islander, Hispanic and Asian persons had lower than average rates.
- American Indian/Alaskan Native persons had the highest per-capita rate of total traffic deaths, speeding-related fatalities, and pedestrian and bicyclist deaths.
- Black persons had the second highest rate of total traffic deaths, pedestrian traffic deaths and bicyclist traffic deaths.
- Traffic fatality rates among white persons exceed those of BIPOC in motorcycle driver and passenger deaths.

This is just a sample of the data in the report. The full report, [An Analysis of Traffic Fatalities by Race and Ethnicity](#), is available on the GHSA website. Additional information about equity in traffic safety is available [here](#).

This information will begin to set the tone for future conversations, such as those scheduled for the 2021 GHSA annual meeting. The September 2021 event will be a forum to discuss steps the highway safety community can take to achieve greater equity in traffic enforcement and engagement.



Road

Don't Overlook Rumble Strips as a Safety Countermeasure

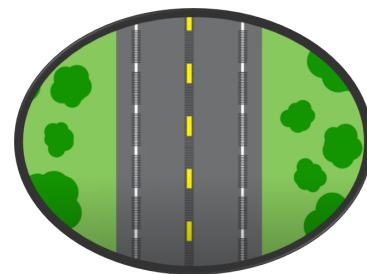
Rumble strips are installed as a low-cost safety countermeasure that can reduce vehicle roadway departures and cross-center line crashes. The purpose of rumble strips is to alert inattentive or drowsy motorists whose vehicles are beginning to drift out of the travel lane. The noise and vibration caused by the tires passing over the strips alerts drivers and provides both an auditory and tactile warning to correct their steering. Rumble strips can be used in a variety of locations but are most often used on center line of two-lane roads, on the shoulders, or perpendicular to the travel lane.

As roadway departure crashes account for more than half of the fatal roadway crashes annually in the United States, rumble strips are one of the most effective ways to combat drowsy and distracted driving. Further still, two third of these fatal crashes occur in rural areas. Since rumble strips are placed as a countermeasure for driver error, rather than roadway deficiencies they can be tailored to meet the needs of the crashes experienced at a certain area. They are most effective when deployed in a systemic application since driver error may occur on all roads.

Statistics show there is a significant reduction in crashes in areas where rumble strips are installed. Rural two-lane roads have seen a reduction of 45% crashes, and urban two-lane roads a reduction of 64% of total crashes. Rumble strips have also shown a reduction of 20% of roadway departure crashes on rural freeways, one of the leading causes of death in those corridors. Across the board this technology has shown benefits in improved lane positioning, the reduction of corner cutting, and decreased centerline encroachments.

What types of Rumble Strips exist?

Center line rumble strips are an effective countermeasure to reduce head-on collisions and opposite-direction sideswipes (often referred to as cross-over or cross-center line crashes). Center line rumble strips are primarily used to warn drivers whose vehicles are crossing center lines of two-lane, two-way roads.



Shoulder rumble strips are an effective means of reducing run-off-the-road crashes. They are primarily used to warn drivers when they have drifted from their lane.

Edge line rumble strips are a variation on shoulder rumble strips and place the pavement marking within the rumble strip, improving the visibility of the marking. These are more commonly used on roads with narrow shoulders.

Transverse rumble strips are used to alert drivers of a need to slow down or stop, or to other upcoming changes that may not be anticipated by an inattentive driver. These rumble strips are placed in the travel lane perpendicular to the direction of travel. Typical locations for these rumble strips are on approaches to intersections, toll plazas, horizontal curves, and work zones.

How are Rumble Strips installed?

There are two versions of rumble strips that can be used; milled and paved. Milled rumble strips are created by a machine with a rotary head, created grooves in the pavement. The tires will pass over the strip, drop into the groove, causing noise and vibration. Raised rumble strips are usually 2-12 inch wide rounded or rectangular markers that adhere to existing pavements. Because they are raised above ground to a height of about ½ inches, their use is generally restricted to warmer climates that don't require snow removal. Also, because they are usually installed with epoxy, they are more prone to wear or displacement than milled rumble strips. Due to their versatility, cost, and durability, milled rumble strips are becoming the industry standard.

Can all road users be accommodated?

Whenever designing and installing rumble strips, the safe accommodation of all road users must be considered. As they are primarily intended as a safety device for passenger vehicles, agencies must ensure that their use does not interfere with cyclist and truck traffic. Depending on the location, bicyclists are often most impacted by edge line rumble strips. However, there are many options to accommodate bicycle users, name adjusting the dimensions, locations, and offset of the rumble strips. The most common design medication is increasing the offset, which enlarges the usable shoulder space for the cyclist. Many states use of gap pattern so cyclists can move between the shoulder and travel lane every 40-60 feet, so that cyclists are not "trapped" on one side of the strips. Similarly, the rumble strips themselves can be designed to be smaller from the typical 12-16 inches to 8 inches, to give them more space. While reducing the dimensions of the of the strip reduces its safety effectiveness for drivers, it some locations with heavy cyclist traffic it may be a useful tradeoff, as having the danger would actually be increased by forcing cyclist and motorists to negotiate a tighter space.



How do maintenance and weather affect the rumble strips?

During inclement weather, rumble strips actually improve driver recognition of the centerline or edgeline by extending and enhancing line visibility. Even in snowy conditions, the rumble pattern is still audible and can possibly be seen in the snow. This allows the driver to see their travel lane in difficult conditions. Milled rumble strips are resistance to freeze/thaw cycles, so there is little worry of water or snow ponding inside the rumbles, and snow plows can safely pass over milled strips.

While there were initially concerns about how the installation of milled rumble strips may shorten pavement life, numerous studies have been conducted by State DOT's around the country that have found little if any effect on the rate of pavement deterioration. Milled rumble strips typically require little to no maintenance. Some agencies have used asphalt fog seals where rumble strips are milled into joints; however, most States do not perform any preventative maintenance treatments on their rumble strips.

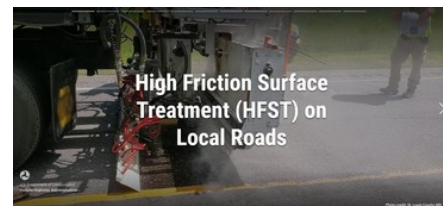
Further Resources

FHWA's website currently hosts a clearinghouse on rumble strips with information on safety, maintenance, and encouraging rumble strip adoption on the local level. You can also find numerous reports highlighting the benefits of rumble strips in real life test cases from around the world. Check out the website at https://safety.fhwa.dot.gov/roadway_dept/pavement/rumble_strips/



FHWA Produces New Storyboard for HFST

A storyboard has been posted to the FHWA website that provides information on the use of High Friction Surface Treatment (HFST) as a safety countermeasure. It also includes information from St. Louis County, Minnesota and Maricopa County, Arizona. Take a look at the storyboard [here](#).



Upcoming Trainings & Events

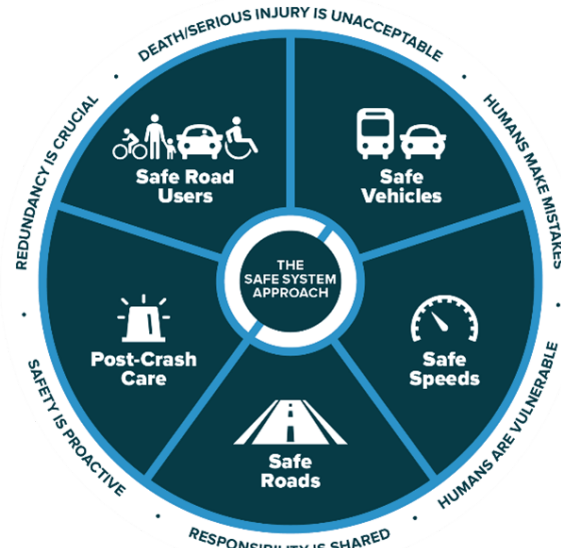
Rural Safety Center Kicks Off 6-Part Webinar Series on the Safe System Approach

No doubt you have been hearing the terms Safe System Approach and Traffic Safety Culture over the past few years, but are you also wondering:

- how to explain these terms to your peers and superiors?
- how these terms apply to your agency?
- how they fit with the work you do everyday?
- how they can help improve safety on a rural road?

If so, then this 6-part series is for you!

The *Improving Rural Road Safety with the Safe System Approach* 6-part webinar series will explore how a Safe System Approach (SSA) can be applied to rural areas, discuss strategies rural areas are already using that fit within a SSA, and identify additional SSA techniques that can be applied to improve rural road safety.



Part 1: Introducing the Safe System Approach and Traffic Safety Culture **Date: June 30, 2021**

In Part 1 of the series, we focused on introducing the Safe System Approach and Traffic Safety Culture through specific rural examples. To view a recording of this webinar, click [here](#).

Part 2: Safe Road Users **Date: July 28, 2021** **Time: 1:00 pm to 2:30 pm ET**

In Part 2 of the series, we will focus on Safe Road Users including educational and marketing activities to support safe system work, lessons learned, and social behavioral change theories.

To register for this webinar, click [here](#).

Watch the Rural Safety Center [website](#) for additional details on Parts 3-6.

- Part 3: Safe Vehicles - August 2021
- Part 4: Safe Speeds - September 2021
- Part 5: Safe Roads - October 2021
- Part 6: Post-Crash Care - November 2021

Webinars will be recorded, recordings will be available on the Rural Safety Center [website](#).

2021 National Rural ITS Conference, July 20-22, 2021

Come to learn about creative ITS implementation solutions for your community. The [National Rural ITS Conference](#) provides participants a one-stop resource focusing on Intelligent Transportation Systems (ITS) implementation in local communities and the opportunity to hear new and thoughtful perspectives from a wide variety of ITS topics.



National Local Technical Assistance Program Association 2021 Annual Conference, July 20-22, 2021

Full information on this virtual conference is available [here](#). Presentations will run over a three-day agenda, covering training resources, safety, workforce development, and more! Registration is complimentary!



Governors Highway Safety Association Annual Meeting, September 11-15, 2021

Join colleagues and partners from across the country in person in the Mile High City this September for the GHSA 2021 Annual Meeting. This year's theme, "Moving Mountains: Forging a New Traffic Safety Landscape," speaks to important and critical challenges we face as we emerge from a year of pandemic-related restrictions that changed the way people work, interact and travel.

General sessions will consider the rise in speeding during the pandemic, the need to improve equity in traffic enforcement and how states, law enforcement and first responders can prepare for automated vehicles.

Breakout workshops will examine timely traffic safety issues such as impaired driving, speeding, pedestrian safety, equitable enforcement and federal highway safety efforts. Attendees will come away with concrete ideas to implement in their own work. The meeting provides a wide range of sponsorship, partnership and exhibit opportunities for organizations to gain visibility and access a key group of highway safety leaders.

Find all of the details of the [GHSA 2021](#) annual conference.



National Transportation in Indian Country Conference, September 27 - October 1, 2021

The National Transportation in Indian Country Conference is the one-stop-shop transportation conference for tribes, by tribes. NTICC offers access to relevant training and an opportunity for Tribal transportation professionals to engage with federal officials and their Tribal transportation peers regarding Tribal transportation issues and challenges.

This conference will be virtual. Please visit the [website](#) for complete information.



What's Hot Off the Press?

ATSSA Endorses Rural Road Safety Legislation Introduced in the U.S. House

The [new Bipartisan proposal](#) would direct federal roadway safety infrastructure funds to locally owned rural roads. The bill would create a \$750 million competitive grant program that local governments could apply for, with the federal grant being funded at 100%. A specific \$150 million set-aside is also included for tribal road safety.



New Innovation Spotlight Video Posted by FHWA

FHWA is encouraging adoption of three national TIM performance measures – time of lane closure, time responders are on-scene, and number of secondary accidents – that agencies can focus on in data collection and reporting. Check out the video on their [YouTube channel here](#).



Rural Infrastructure Needs Must Be Addressed

Rural infrastructure has continued to lag behind its urban counterparts, according to ASCE's latest report card. The ASCE report also gives letter



grades to individual categories of infrastructure, and many of them located in rural America, such as inland waterways, dams, roads, and bridges, fall into the “C” or “D” categories. Read [more](#) about Farm Journal's reaction to the ASCE's latest report.

Road to Zero: Doubling Down on What Works Clearinghouse

The Doubling Down on What Works working group of the Road to Zero Coalition has created this [clearinghouse](#) of resources related to strategies to reduce roadway fatalities.



FHWA Releases Video on the Improving Safety on Rural Local and Tribal Roads Safety Toolkit

The Improving Safety on Rural Local and Tribal Roads: Safety Toolkit is designed for rural, local, and tribal road practitioners to help them improve safety on their roads. This Toolkit provides a step-by-step process and identifies resources for conducting road safety analysis. To check out this video, click [here](#).



FHWA Releases Informational Report on Integrating the Safe Systems Approach with the HSIP

FHWA recently released [Integrating the Safe Systems Approach with the Highway Safety Improvement Program](#). This report explores the relationship between the two, focusing on two major components of the HSIP: the States' Strategic Highway Safety Plan (SHSP) and the program of highway safety improvement projects, as well as foundational elements of the HSIP that influence both program areas.



Responder Safety Learning Network Releases Podcast

The Emergency Responder Safety Institute presents the [ResponderSafety.com podcast](#), a closer look at hot topics, new information, innovative approaches, and case studies in responder safety at roadway incidents and in traffic incident management. Listen for practical, actionable information you can implement today at your next roadway incident response to improve safety of emergency response personnel and the public, no matter which agency you work for. Come learn from interviews and special features with experts and leaders in emergency services. All agencies who respond to roadway incidents — fire, EMS, fire police, law enforcement, DOT, safety service patrols, special traffic units, medevac, and towing and recovery — are all welcome and will find value in what we discuss.



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