A. Roadway Safety:

1. FHWA Local & Rural Road Safety Peer-to-Peer Program:  

   FHWA established the Peer-to-Peer (P2P) Program as a form of technical assistance for local and rural highway agencies to adequately address safety problems on the roads they maintain. Experts with knowledge in various local and rural road safety issues volunteer their time to provide assistance to their peers requesting help. The FHWA Peer network provides access to valuable guidance and information as well as input from people who share a similar background and have faced the same challenges. Benefits include:

   - Free and convenient access to professionals experienced with local and rural road safety.
   - Expert assistance to recognize local and rural road safety issues and identify solutions.
   - Increased understanding of how to improve safety on local and rural roads.

   Peer assistance can be in the form of phone calls, email exchanges, general instruction or site visits. The first step to using the P2P Program is to let us know you need assistance. You can call, email, or even send us a note by fax. An FHWA sponsored P2P Coordinator will determine your specific question or issue and match you with the best Peer for your case.

   P2P Hotline (866) P2P-FHWA; Fax (877) 663-2263; SafetyP2P@dot.gov

   Types of assistance provided by the LRR Safety P2P:

   - How to analyze crash data and determine locations needing immediate attention.
   - Low cost safety improvements that can be installed quickly.
   - Various funding options available for safety improvements on local and rural roads.


   FHWA has created a CD with all of the materials created under the RSA Program. Users simply click on the different section headings to access the materials or to navigate to the main screen. The Toolkit includes the following sections:

   - RSA videos
   - Guidelines
   - Case Studies
   - Program Contacts
   - Sample Reports
   - Program Web Links
   - RSA Training Information
   - RSA Peer-to-Peer Program Information


   The primary intent of this project is to assist Cheyenne MPO with providing the highest level of safety possible with resources available using state of the art methodology in crash analysis. The study identifies opportunities for cost-effective reduction of frequency and severity of crashes at
intersections in the Cheyenne MPO area through a data-driven approach. The study covered the accident history from 1/01/2002 through 12/31/2007 and included: ranking of intersections based on crashes and opportunity for improvements, field visits/scopes of work for top 20 intersections, preliminary cost estimates, life cycle benefit/cost analysis for proposed improvements. [A very detailed, data driven approach—impressive!]

The MPO established a Regional Safety Council in 2005 and in 2009 published a State of Safety in the Region Report (highlighted on AMPO’s website). The report includes a review of the Council’s progress towards its 17 goals, a description of current safety programs, a legislative update, and a detailed crash analysis for the Houston-Galveston region. Safety programs include: Teens in the Driver Seat (peer to peer education), Driver’s Edge (defensive driving training), Healing Field (drunk driving awareness), Safe Kids (child safety seat inspections, bicycle helmets, pedestrian safety), motorcycle safety campaign/strategic plan, and railroad crossing cameras.

5. SafeTREC— Driver Behavior at Rail Crossings (2 research papers) http://www.tsc.berkeley.edu/research/railcrossings.html: It has been shown that people’s ability to accurately judge the speed and distance of an oncoming train is quite limited. In general, it is much more difficult to determine the speed of an object approaching the viewer than for an object traveling across the field of vision. Additionally, the Leibowitz hypothesis suggests that drivers underestimate the speed of trains because human vision underestimates the speed of large objects, such as locomotives.

The best solution to rail crossing crashes is to remove the need for the driver to engage in a potentially faulty decision-making process by making it impossible, or at least very difficult, for the driver to bypass lowered gates. There are two low-technology, low-cost, low-maintenance methods that, while not 100 percent effective, have been deployed in many locations and have been shown to prevent deaths and injuries while remaining economically feasible. These are long-arm gates and median separators. Two papers examine improvements/countermeasures.


7. NACO Webinar: The Nine Road Safety Countermeasures – Rural Road Safety Series
Thursday, June 24, 2 – 3:30 p.m. EDT. This webinar will focus on the implementation of Proven Safety Countermeasures. Participants will be introduced to the Countermeasure Implementation process, the benefits of the 9 Countermeasures, and how Countermeasures save lives and county resources. To register, click here. Contact: Cindy Wasser • 202.942.4274


Related news: Senate Panel Kills Bill to Put More Restrictions on Traffic Cameras The Senate Transportation Committee today killed legislation to put new restrictions on traffic surveillance cameras. Instead, the panel voted to set up a joint House-Senate study committee to conduct research on the issue until next year.

The report by the Texas Transportation Institute said the proportion of fatal crashes at night involving drivers 16 to 19 nationwide increased 10 percent from 1999 to 2008. The percentage of nighttime fatal crashes involving drivers 20 years and older rose nearly 8 percent from 1999 to 2008. While the increase in nighttime crashes in the older age group can be attributed primarily to
alcohol use, the study authors pointed to driver distraction caused by talking and texting on cellphones as a likely cause of the increase in fatalities among younger drivers. The proportional increase in nighttime fatal crashes went against the trend of overall crash fatalities, which dropped nearly 11 percent over the same period, the study found.

Also on http://fastlane.dot.gov: driving at night is the single biggest risk factor for teen car crash fatalities.


10. States Targeting Drunken Driving With Smartphone Apps:
http://www.govtech.com/gt/articles/759850?elq=c557b5f2bb1646518805412df1e35f76
California’s Office of Traffic Safety (OTS) is the latest to try a similar approach, by partnering with the popular Taxi Magic app team to promote sober designated drivers -- a cab driver in this case.

B. Pedestrian and Bicycle Safety:


See also: National Complete Streets Coalition: http://www.completestreets.org/