



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, September 26th, 2014

Volume 11, Number 12

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Intelligent Transportation System Diversion Route Planning Study

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Did you apply for a TIGER Grant and not get funded? You might want to see this week's *Legislative Updates*. This Monday is the second public meeting on the I-10 Mobile River Bridge. If your city, county or agency has passed a resolution, please be prepared to submit it to ALDOT (See *Mobile MPO Updates*). Bumper Stickers are now available through <http://www.buildthei10bridge.com/>.



Final Rule is out on the Surface Transportation Project Delivery Program. What is that? States control the NEPA process (Please see *Legislative Updates*) Check out what is new under *Funding Opportunities* this week's *Just For Fun* is delicious.

Have a great weekend!

Anthony Johnson, Monica Williamson, Tom Piper, and Kevin Harrison, PTP



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Rural Planning Organization (RPO) Update

The South Alabama Regional Planning Commission (SARPC) hosted a meeting of the Rural Planning Organization (RPO) Committee last week at the Baldwin County Central Annex in Robertsdale, Alabama. Items on the agenda included adoption of the minutes of the previous meeting, adopting the Fiscal Year 2015 Work Program, updating the RPO Transportation Plan and Safety Needs List of Projects, and a discussion with ALDOT of current and future transportation projects in the rural areas of Mobile, Baldwin and Escambia Counties. The Work Program for Fiscal Year 2015 and the updated RPO Transportation Plan are available for review on the RPO website [\[HERE\]](#). The minutes of the meeting will be made available on the website as well, once they are transcribed.

Mobile MPO Updates

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Non-Motorized Mobility Study

On Monday of this week, a consultant selection committee selected Toole Design Group to complete the Non-Motorized Mobility Study for Downtown Mobile, AL. These funds are Planning funds and can only be used on planning studies. As soon as a contract is negotiated and approved, we will give notice to proceed. Here is the scope of work:

This will be an in depth look at bicycle / pedestrian safety and connectivity in Downtown Mobile and the radial connections to the Henry Aaron Loop. This is to include an in depth look at numerous sidewalks, sidewalk ramps and curb cuts that are not compliant with the Americans with Disabilities Act (ADA) that will be identified and inventoried within the Henry Aaron Loop. Further, there are numerous intersections in the downtown area that require complete intersection redesign to allow for safer bicycle / pedestrian movements. The entire Henry Aaron Loop and its main radial arteries will be investigated as to allow for safer non-motorized traffic; all major intersections and crossings to popular destinations will be investigated. Costs associated with projects will be identified as well as potential funding sources for each project. Surveys will be conducted and the entire downtown pedestrian network will be inventoried and graded. Projects will be ranked in terms of priority and necessity.

The consultant will work closely with the City of Mobile, the Downtown Alliance, the Bicycle Pedestrian Advisory Committee (BPAC) of the Mobile, AL Metropolitan Planning Organization (MPO), and consider recommendations from previous plans (Roberts, LDR, Volkert, etc.). Recommendations will consider connectivity with the bicycle and pedestrian facilities of the I-10 West Tunnel Interchange (ALDOT 100055753, FY 2017).

Deliverables will include a detailed program to guide short to medium term solutions for solving non-motorized safety issues in the downtown Mobile area. The recommendations will include all projects within the Henry Aaron Loop to bring sidewalks to ADA compliance and safe non-motorized crossings at major intersections and crossings to popular destinations. This is to include typical sections, intersection layouts and conceptual drawings as well as shapefiles in Arc10 format with the following but not limited to: abnormalities and gaps in the non-motorized network, locations for bicycle parking (including potential for bicycle parking requirements for all future non-residential mixed used projects), pedestrian lighting, traffic calming, streetscape improvements, traffic speed reductions, road space reallocation (road diets) and vehicle restrictions.

Vehicle restrictions are to include the feasibility of restricting heavy trucks (including container transport) through the downtown area, to include specifically Water Street from Beauregard Street to Canal Street. Deliverables will include vehicle classification counts, heavy truck origin/destinations, recommendations and processes. The consultant will work closely with the Alabama Port Authority for an economic assessment of restricting heavy through vehicles.

I-10 Mobile River Bridge

Tuesday's public meeting at the Alabama Cruise Terminal was attended by about 200 people with about 30 people speaking, providing input in 2 minute segments. The majority of the input was in favor of a bicycle / pedestrian lane on the new bridge. Those in Baldwin County and those that did not get a chance to voice your opinion about the bridge have an opportunity this Monday at Five Rivers.

There are several news items related to the bridge, please see *In The News* below .

You must sign in to speak (2 min) and all comments must be on ALDOT's comment form. There will be a court reporter as well.

Monday, September 29, 2014 - 4 p.m. until 8 p.m.
Five Rivers Delta Resource Center
30945 Five Rivers Blvd, Spanish Fort, AL 36527
<http://www.outdooralabama.com/outdoor-adventures/5rivers/>

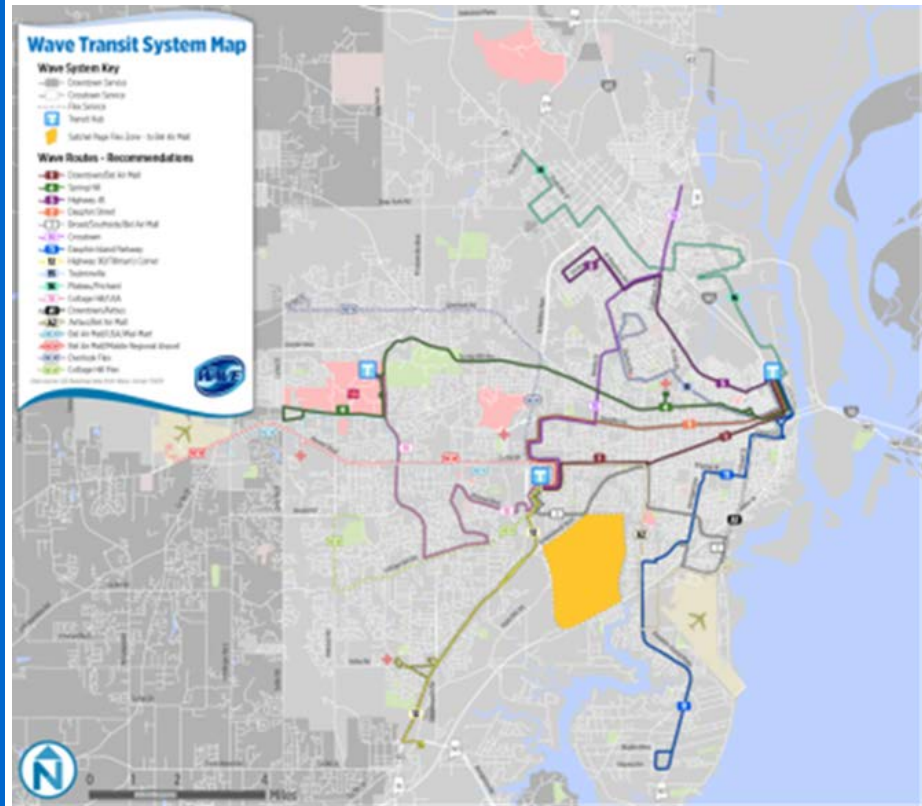
TRANSIT DEVELOPMENT PLAN

The Transit Development Plan (TDP) for the Mobile MPO study area is complete and is a rather large document. This TDP summarizes the existing Wave Transit system and provides a series of phased recommendations that comprise the ten-year TDP. The chapters of the TDP include:

Chapter 1 – Introduction

- Chapter 2 – Market Analysis
- Chapter 3 – Existing Transit Services
- Chapter 4 – Transit Standards
- Chapter 5 – Transit Improvement Program Summary
- Chapter 6 – Phased Transit Improvements
- Chapter 7 – Public Participation
- Chapter 8 – Evaluation of Existing Routes
- Chapter 9 – FTA Section 5311 Program

Future Year Recommendations



The TDP is going to be the focus of the Transit Element of the *Destination 2040* Long Range Transportation Plan, and will be adopted as part of LRTP. The document is over 300 pages and 75 mb on disk. If you would like a copy of the TDP, just let us know, copies are available.

DESTINATION 2040

The MPO Staff is continuing to develop the 2040 Long Range Transportation Plan titled Destination 2040. The objective of the plan is to identify, to the maximum extent feasible, the multi-modal transportation improvements which will be needed in the Mobile urban area between now and the year 2040 in order to maintain an acceptable level of mobility. The plan is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle/pedestrian networks. Regional growth, economic development, and accessibility within the study area along with environmental concerns necessitate that the long-range plan addresses not only improved vehicular travel but also improvements to other modes of transportation such as bicycling and walking. Preservation of the existing transportation system coupled with enhancement of all modal choices will contribute to the improvement of the overall quality of life in the region. You can learn more about the plan [HERE](#).

Projects Within Region Let September 26th, 2014

Baldwin County

- for constructing the Resurfacing and Traffic Stripe on CR-2 (Gulf State Park Road 2) from the

junction of SR-135 to the junction of SR-182 in Gulf Shores. Length 3.013 mi.

- for constructing the Roadway Extension (Grade, Drain, Base, Pave, and Signals) on Pride Drive from SR-59 (Gulf Shores Parkway) to the intersection of CR-20 and Roadway Improvements on CR-1186 (Juniper Street) from the junction of CR-20 to just north of the Pride Drive Extension in Foley. Length 2.527 mi.
- for constructing the Widening, Resurfacing and Traffic Stripe on CR-20 from the intersection of South Hickory Street to the intersection of SR-59 in Foley. Length 0.996 mi.

What's Under Construction?

Legislative Updates

GAO Report Finds Faults with DOT TIGER Grants:

The Government Accountability Office (GAO) issued a report stating that the U.S. Department of Transportation (U.S. DOT) has not properly documented how it selects recipients for TIGER grants. The report also states, "GAO recommends that DOT develop clear linkages between project performance measures and program goals to better measure the performance of the TIGER program and its funded projects in meeting the program's long-term outcomes."

Since 2009, Congress has appropriated \$4.2 billion to DOT to award TIGER grants for transportation investments intended to have a significant impact on the nation, a region, or a metropolitan area. GAO was asked to review the TIGER program. During the review, GAO noted a number of concerns with DOT's process for evaluating TIGER applications and selecting projects during the 2013 funding round. Consequently, in May 2014, GAO recommended that DOT establish additional accountability measures for the 2014 and subsequent TIGER funding rounds.

<http://www.gao.gov/assets/670/666025.pdf>

Some background on Surface Transportation Project Delivery Program:

Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), 109 Public Law 59, 119 Stat. 1144, 1868-1872, codified at section 327 of title 23 United States Code (U.S.C.), established a pilot program allowing the Secretary of Transportation (Secretary) to assign and for certain States to assume the Federal responsibilities for the review of highway projects under the National Environmental Policy Act of 1969 (NEPA) and responsibilities for environmental review, consultation, or other actions required under any Federal environmental law pertaining to the review. The pilot program was limited to five States and was set to expire on September 30, 2012. Pursuant to 23 U.S.C. 327(b)(2), FHWA promulgated regulations in part 773 of title 23 of the Code of Federal Regulations (CFR), which set forth the information that States must submit as part of their applications to participate in the pilot program (72 FR 6470, Feb. 12, 2007).

Final Rule Issued on Surface Transportation Project Delivery Program Application Requirements:

The Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and Federal Transit Administration (FTA) issued a final rule on Tuesday that amends the application requirements for the Surface Transportation Project Delivery Program. This rulemaking is prompted by the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21), which converted the Surface Transportation Project Delivery Pilot Program into a permanent program, allowed any state to apply for the Program, created a renewal process for Program participation, and expanded the scope of the Secretary's responsibilities that may be assigned and assumed under the Program to environmental review responsibilities for railroad, public transportation, and multimodal projects, in addition to highway projects. Click [HERE](#) for details.

Congress Approves 10-week Government Funding Measure

Thursday evening, the Senate passed [H.J. Res. 124](#), a short-term continuing resolution approved by the House on Wednesday to provide partial appropriations for the new federal fiscal year that starts on October 1.

The CR funds federal programs through Dec. 11 at the same rate they were funded in FY 2014 and provides additional funding for military action in Syria. The CR also provides \$7.9 billion of obligation limitation for the Federal-aid Highway Program, which represents the 72-day portion of the full FY 2014 highway obligation limitation set at \$40.3 billion. The measure also provides about \$2 billion for federal transit programs and \$280 million for federal highway safety programs.

The CR does not affect the Highway and Transportation Funding Act of 2014 ([PL 113-159](#)) enacted in early August, which provided \$10.8 billion of general fund dollars to the Highway Trust Fund to avoid delays in federal reimbursements to state DOTs ([see related AJ story](#)) and extended the federal highway, highway safety, and transit programs authorized in MAP-21 through May 31, 2015.

However, due to the short-term nature of the current continuing resolution, state DOTs will be provided only about 10 weeks of federal surface transportation funding (through Dec. 11) rather than the nine months of funding as prescribed in the MAP-21 extension.

Funding Opportunities

DRA Workforce Development Capacity Building & Technical Assistance Fund

Round 1 Submissions Close: July 23 – October 2

Round 2 Submissions Close: August 25 – November 4

The Delta Regional Authority (DRA) has announced that it will establish a competitive, technical assistance and capacity building investment program, which will allow rural counties/parishes and states to develop a connected workforce development system at the local level. DRA will make funds available as a first step in economic development which is needed for growth in the Delta region. Click [HERE](#) for application instructions.

New! NOFA for Transit-Oriented Development (TOD) Planning Pilot Program

Proposal Deadline: November 3

The Federal Transit Administration (FTA) is making \$19.98 million in funding available for its Pilot Program for TOD Planning. This program helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through FTA's *Fixed Guideway Capital Investment Program*. Proposals must be submitted electronically through the Grants.gov website by midnight Eastern Time on November 3, 2014. Click [HERE](#) for additional information.

USDA – Grants for Increased Economic Opportunity and Improved Quality of Life in Rural Areas

Deadline: November 12

On August 13, the U.S. Department of Agriculture (USDA) issued a press release announcing the availability of nearly \$6 million in grants to qualified organizations under the *Rural Community Development Initiative*. These grants will be offered to qualified intermediary organizations that will provide financial and technical assistance to recipients to develop their capacity and ability to undertake projects related to housing, community facilities, or community and economic development that will support the community. Submissions must be made to the USDA Rural Development state office where the applicant's headquarters are located. Click [HERE](#) to apply.

Just For Fun

It is officially Fall AND according to <http://oldmobilerestaurants.com/> today is Johnny Appleseed Day. We thought it would be *Just For Fun* to take a look at how apples get from the tree to the store. We did not find any apple shipping statistics, unless you are talking about an iPhone. So how do apples go from blossom to awesome? Check it out.



Ever wondered if they spray your healthy apple with wax to preserve it? You betcha!



In the News

U.S. Transportation Secretary Foxx Announces 72 TIGER 2014 Recipients

Demand Demonstrates Need for Greater Transportation Investment through GROW AMERICA Act

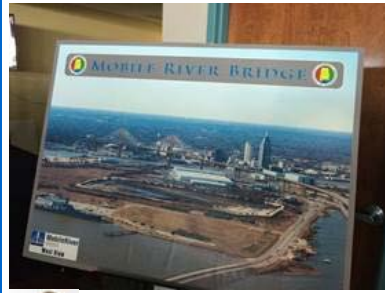
WASHINGTON – U.S. Transportation Secretary Anthony Foxx today announced that the Department of Transportation would provide \$600 million for 72 transportation projects in 46 states and the District of Columbia from its TIGER (Transportation Investment Generating Economic Recovery) 2014 program.

The Department received 797 eligible applications from 49 states, U.S. territories and the District of Columbia, an increase from the 585 applications received in 2013. Overall, applicants requested 15 times the \$600 million available for the program, or \$9 billion for needed transportation projects.

“As uncertainty about the future of long-term federal funding continues, this round of TIGER will be a shot in the arm for these innovative, job-creating and quality of life-enhancing projects,” said Secretary Foxx. “We’re building bridges from Maine to Mississippi. We’re creating ladders of opportunity for the middle-class and those seeking to enter the middle-class by investing in transit, road and rail projects from Los Angeles to Detroit to New York City, increasing access to jobs and quality of life. For every project we select, however, we must turn dozens more away – projects that could be getting done if Congress passed the GROW AMERICA Act, which would double the funding available for TIGER and growing the number of projects we could support.”

[\[HERE\]](#) to see who was funded. Alabama fell short.....

As pressure to speed up I-10 Bridge project mounts, ALDOT Director says state will 'observe the process' established by the federal government



By [John Sharp | jsharp@al.com](mailto:jsharp@al.com)

Email the author | [Follow on Twitter](#)

on September 23, 2014 at 8:08 PM, updated September 23, 2014 at 8:46 PM

MOBILE, Alabama – A final decision on which corridor is the appropriate one to pursue for the proposed Interstate 10 Bridge over the Mobile River should be made by the end of the year, the director of the state's transportation department said Tuesday.

What is unknown is whether the project can be sped up amid calls by local lawmakers including U.S. Rep. Bradley Byrne, R-Fairhope, for the design process to be expedited.

John Cooper, director of the Alabama Department of Transportation, said before the first public hearing into the environmental impact study on the I-10 Bridge, that the state is committed to "observing the process" and regulations established by federal guidelines for following a major infrastructure project.

"Practically, all large projects in this country take a long time," Cooper said. "But our Congress has decided that is the best way to do it. You have to clear the environmental process and once you do that, you can proceed to the detailed design phase. Once you have a relatively complete design, you can proceed to land acquisition and the (movement) of utilities. Once you've done that, you can build your project."

He added, "We do not do things concurrently under the federal process. You can argue some things can be done concurrently, but you can also argue that if you start acquiring land, there might be land (not needed for the project). It is what it is and we are committed to observing that process."

Byrne said he is committed to seeing what can be done to speed up the design process. He has said that he would like to see the I-10 Bridge built within six years, otherwise congestion problems will become a bigger environmental and economical concern for the region.

"I'm still talking to people to see what we can do to compress the timeline on the design," Byrne said. Continue [\[HERE\]](#)

Scout your route: Schillinger road work could create delays



By [Angela Levins | alevins@al.com](mailto:alevins@al.com)

Email the author | [Follow on Twitter](#)

on September 23, 2014 at 6:26 AM, updated September 23, 2014 at 6:52 AM

MOBILE, Ala. -- Just more than a year is left on Schillinger Road's widening project. The Pay-As-You-Go project was started in May.

Dena Pollard, the Public Information Officer for the Mobile County Commission, told AL.com the \$10.6 million project is making good progress. There could be temporary lane closures as needed.

The Pay-As-You-Go program is up for vote again in November in Mobile County.

Also happening, the first of two public forums addressing the Interstate 10 Mobile River Bridge and Bayway Widening Draft Environmental Impact Statement happens Tuesday.

An exhibit highlighting details of the proposed project and a chance to speak with engineers will be offered between 4 until 8 p.m. at the Alabama Cruise Terminal. The presentation will begin at 5:30 and include public comment.

Here's a look at road projects underway in Mobile and Baldwin counties:

Mobile:

Roundabout: The intersection of Three Notch Road at Dawes Lane and Dawes Lane Extension will be closed for two months.

Satchel Paige Drive: Satchel Paige Drive between Government and Bolling Brothers Blvd. is closed to traffic. The road is being widened to a four-lane divided road. Work is expected to take about three months. The road project is part of the McGowin Park Shopping Center construction.

Airport Boulevard at the Loop: Detour required to Government Street while work is being done on the railroad tracks.

ALDOT Mobile County:

SR-163: Resurfacing work is completed. Delays should be minimal as crews wrap up the project.

I-10: Work begins Monday on the interstate 10 ramp leading to Battleship Parkway that was damaged in a fiery accident on July 31. Work is expected to take about two months.

I-10: Resurfacing and bridge work from Halls Mill Creek to the west end of the George C. Wallace Tunnel. Crews are working on eastbound inside lanes this week and retrofitting guardrail at the DIP ramps, where drivers should expect nighttime closures. Work scheduled to be complete by next summer. Drivers can expect lane closures with minimal or no delays Sunday to Thursday from 7 p.m. until 6 a.m.

U.S. 90: From Halls Mill to Pine Hill Drive. Drainage work ongoing throughout project. Resurfacing began this week, lane closures will be at night. Drainage repairs could temporarily detour traffic at times. Work is expected to be complete by December.

ALDOT Baldwin County:

I-10: CR 68 connector to Baldwin Beach Express. Work is about 90-93 percent complete. Drivers may see an occasional lane closure on CR 83 for completing remaining work.

AL 181: From U.S. 31 to south of U.S. 90. Resurfacing work is completed. Delays should be minimal as crews wrap up the project. Work should be complete by October.

Little Lagoon Pass bridge remains under construction. ALDOT reports that the work is about 50 percent complete. There is a detour bridge next to the Little Lagoon Pass bridge. It's expected to be in place until the end of 2014. Expect minimal traffic delays.

Transportation Research

Ranking Each State's Highway Conditions and Cost-Effectiveness: Wyoming, Nebraska and South Dakota Are Best; Hawaii, Alaska and New Jersey Are Worst

State highways show small progress in deficient bridges and pavement condition, but states struggle to make significant road improvements

David T. Hartgen, M. Gregory Fields and Baruch Feigenbaum

September 18, 2014

More money is going to state highways, but there has been very little progress in improving their condition according to the 21st Annual Highway Report by Reason Foundation.

“Many of the easiest repairs and fixes to state highway and bridge systems have already been made and the rate of progress is slowing down,” said David T. Hartgen, lead author of the Annual Highway Report since 1984. “A widening gap also seems to be emerging between states that are still making improvements and a few states that are really falling behind on highway maintenance and repairs.”

Spending on state-owned roads totaled \$132 billion in 2012, up 6 percent from 2011. Spending varied wildly from state to state according to the Annual Highway Report. South Carolina and West Virginia spent just \$39,000 per mile of road in 2012 while New Jersey spent over \$2 million per state-controlled mile. Rhode Island, Massachusetts, California and Florida were the next biggest spenders, outlaying more than \$500,000 per state-controlled mile.

High administrative costs in some states could be siphoning away money for road repairs. Hawaii spent \$90,000 on administrative costs for every mile of state road. Connecticut had the next highest administrative costs at \$77,000 per mile. Meanwhile in Texas administration costs were less than \$4,000 per mile and Kentucky spent less than \$1,000 per mile on office costs, best in the nation.

From 2011 to 2012 the pavement condition on urban Interstate highways showed a very slight improvement, with 4.97 percent of urban mileage deemed to be in poor condition in 2012, down from 5.18 percent in 2011. Despite the year-to-year improvement, urban Interstate pavement condition is the same as it was in 2009. More than 10 percent of urban Interstate mileage in New York, New Jersey, Arkansas, Louisiana, California and Hawaii is in poor condition. Those six states account for nearly half of the nation’s potholed urban Interstate pavement mileage.

Pavement condition on rural Interstates was unchanged in 2012, but was 6 percent worse than in 2009. Almost half of the nation’s poor rural Interstate pavement is in just five states — Alaska, California, Colorado, Washington and Indiana.

The pavement condition of rural arterial roads worsened from 2011 to 2012, with New Jersey, Massachusetts, Rhode Island, Hawaii and Alaska having the bumpiest conditions.

After years of decreasing, the fatality rate on state-owned roads increased to 1.13 fatalities per 100 million vehicle miles travelled in 2012, up from 1.10 in 2011. Massachusetts and Minnesota had the lowest fatality rates (.62 and .69 respectively), while West Virginia (1.76), South Carolina (1.76) and Montana (1.72) had fatality rates far above the national average.

The number of deficient bridges continues to decline but more than one-fifth of bridges (21.52 percent) are still deficient or functionally obsolete. California repaired over 2,800 bridges in 2012 and posted the lowest percentage of deficient bridges in the country, 6 percent. Over 50 percent of the bridges in Rhode Island are deficient or functionally obsolete, the worst percentage in the nation.

There was a 1 percent decrease from 2011 in the number of rural lanes deemed too narrow (less than 12 feet wide) for current safety standards.

Texas, North Carolina and Virginia controlled the most state highway mileage in 2012. Hawaii, Rhode Island, Vermont and New Jersey had the smallest state highway systems.

Overall, Wyoming, Nebraska and South Dakota had the most cost-effective state highway systems in 2012, whereas Hawaii, Alaska and New Jersey maintained the least cost-effective systems. Kentucky, Wisconsin and Oklahoma produced the greatest improvements from 2011 to 2012, while Idaho, Louisiana, Virginia and other states dropped in the rankings. Reason Foundation’s 21st Annual Highway Report’s overall performance and cost-effectiveness rankings are:

1. Wyoming
2. Nebraska
3. South Dakota
4. South Carolina
5. Kansas
6. North Dakota

7. New Mexico
8. Mississippi
9. Montana
10. Kentucky
11. Texas
12. Missouri
13. Georgia
14. Ohio
15. Wisconsin
16. Maine
17. Tennessee
18. Iowa
19. Arizona
20. North Carolina
21. Alabama
22. Oklahoma
23. New Hampshire
24. Nevada
25. Virginia
26. Oregon
27. Illinois
28. Minnesota
29. Utah
30. Idaho
31. Florida
32. Michigan
33. Colorado
34. West Virginia
35. Arkansas
36. Indiana
37. Delaware
38. Vermont
39. Maryland
40. Louisiana
41. Pennsylvania
42. Washington
43. New York
44. Connecticut
45. California
46. Massachusetts
47. Rhode Island
48. New Jersey
49. Alaska
50. Hawaii

The 21st Annual Highway Report is online here:

<http://reason.org/news/show/21st-annual-highway-report>

1ST ANNUAL ALABAMA RURAL ROAD SAFETY WORKSHOP AND CONFERENCE
September 29-October 2, 2014

The Alabama Rural Road Safety Workshop and Conference is for engineers, planners and others who are responsible for the design, maintenance, and safety of rural roads. It will strengthen your knowledge of available tools, countermeasures and processes to improve safety on your roads, and includes a one-day eight hour Workshop followed by a one and one half day Conference. The Workshop explains how road safety may be integrated into rural/ local transportation projects at all stages including planning, design, construction, operation, and maintenance. The Conference emphasizes methods to identify rural road safety issues and appropriate countermeasures. Participants may attend either the Workshop or Conference, or both. For more information click [HERE](#).

A Useful Resource: Roadway Safety Guide: A Primer for Community Leaders

The Roadway Safety Foundation is a non-profit organization created in 1995 whose mission is to “... reduce the frequency and severity of motor vehicle crashes, injuries, and fatalities through improvements to roadway systems and their environment.” Earlier this year, the RSF released an updated version of its Roadway Safety Guide: A Primer for Community Leaders, available online [HERE](#).

The guide is intended to be a document that is useful for people who are not highway safety professionals (such as elected officials and other community leaders). The guide begins by providing a context for highway safety issues and a general primer on roadway safety. This is followed by a series of stories on case studies and best practices. There is a chapter on vulnerable users – older drivers, young drivers, pedestrians, bicyclists, and motorcyclists, and suggestions on resources for funding and further information.
