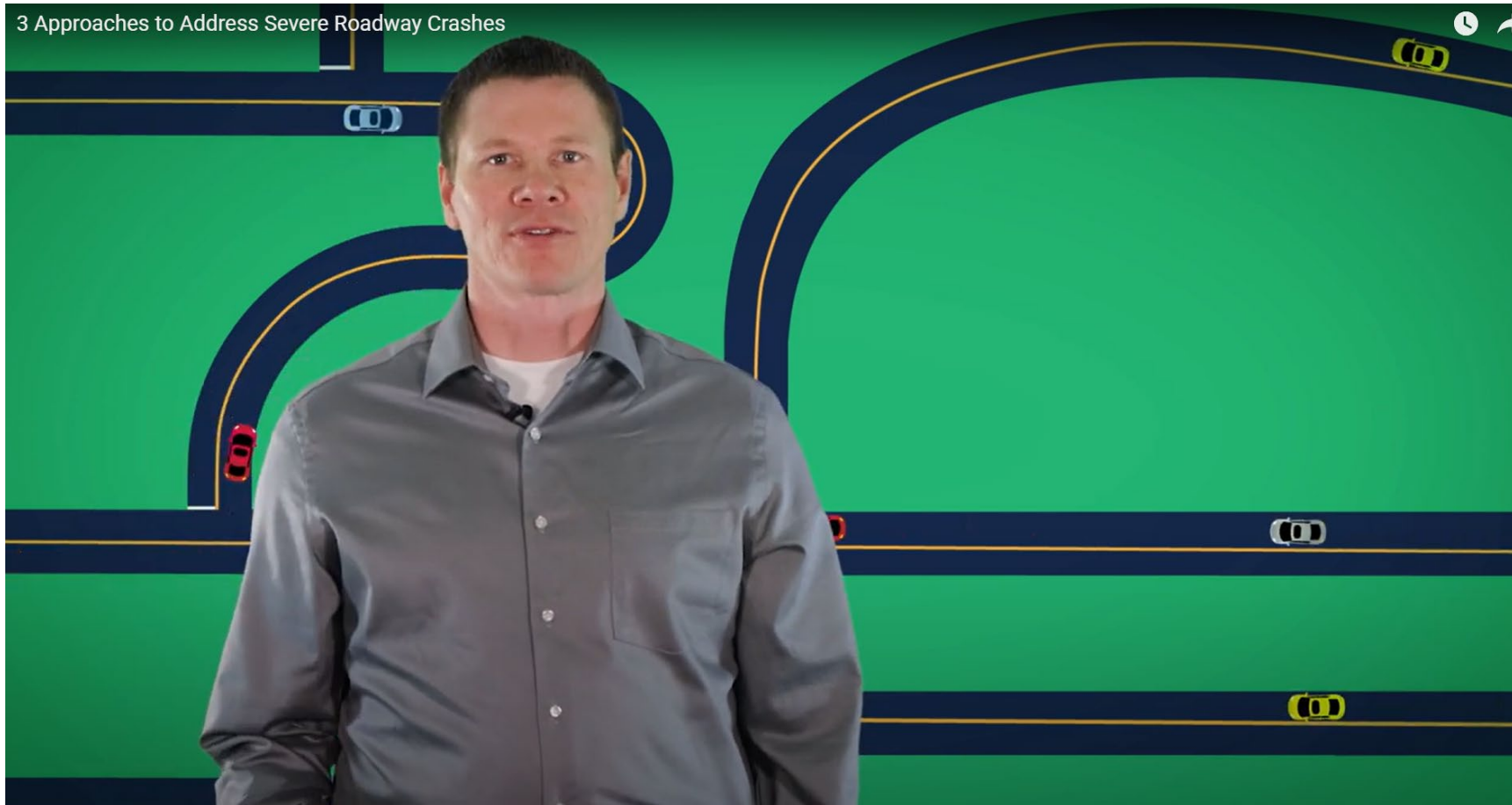


# 2025 National Regional Transportation Conference: *Rural Safety Countermeasures*

Natalie Villwock-Witte, PhD, PE

Wednesday, July 16, 2025

# Data: Site Specific vs. Systematic vs. Systemic Analysis



<https://www.youtube.com/watch?v=1Gtz0qjPx0M>

You've analyzed your data –  
what's next?

# Resources to Consult



[https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/FHWA\\_PSCs\\_in\\_Rural\\_Communities\\_508.pdf](https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-01/FHWA_PSCs_in_Rural_Communities_508.pdf)



[https://www.transportation.gov/sites/dot.gov/files/2024-10/NHTSA\\_Rural%20CMTW\\_508.pdf](https://www.transportation.gov/sites/dot.gov/files/2024-10/NHTSA_Rural%20CMTW_508.pdf)

# Proven Safety Countermeasures in Rural Communities

## Introduction

From 2017 to 2021, over 83,000 people died on rural roadways; this accounts for 43 percent of all roadway deaths despite only 20 percent of the U.S. population residing in these areas and only 31 percent of vehicle miles traveled occurring in rural areas.<sup>1,2</sup> Furthermore, 43 percent of speed-related fatalities, 56 percent of roadway departure fatalities (i.e., a crash that occurs after a vehicle crosses an edge line or center line or otherwise leaves the traveled way), and 26 percent of all intersection fatalities occurred in rural areas. Across the same time period, over 6,400 pedestrians and bicyclists were killed on rural roadways.<sup>3</sup>

The Federal Highway Administration (FHWA) has identified 28 Proven Safety Countermeasures (PSCs) to reduce fatal and serious injury crashes on roads nationwide (see figure 1). These PSCs are applicable for a range of contexts, road types, and governing agencies across the country. The PSCs can offer significant and measurable impacts across an agency's rural road network as part of their approach to improving safety.

The PSCs can support agencies with implementation of the Safe System Approach, which seeks to build and reinforce multiple layers of protection to both prevent crashes from happening and minimize the harm caused to those involved when crashes do occur. Implementing a Safe System Approach requires collaborative engagement among a diverse group of stakeholders to increase safety for all road users. Accordingly, agencies should consider how the PSCs and National Highway Traffic Safety Administration's (NHTSA) Countermeasures that Work<sup>4</sup> can create a system with redundancies in place to protect all road users.

1 <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813336>

2 <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813488>

3 2017-2021 FARS query

4 <https://www.nhtsa.gov/book/countermeasures/countermeasures-work>

OFFICE OF SAFETY

## Proven Safety Countermeasures

### SPEED MANAGEMENT

- Speed Safety Cameras
- Variable Speed Limits
- Appropriate Speed Limits for All Road Users

### ROADWAY DEPARTURE

- Wider Edge Lines
- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads
- SafetyEdge™
- Roadside Design Improvements at Curves
- Median Barriers

### INTERSECTIONS

- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left- and Right-Turn Lanes at Intersections
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals

### PEDESTRIANS/BICYCLES

- Crosswalk Visibility Enhancements
- Bicycle Lanes
- Rectangular Rapid Flashing Beacons (RRFB)
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands in Urban and Suburban Areas
- Pedestrian Hybrid Beacons
- Road Diets (Roadway Reconfiguration)
- Walkways

### Crosscutting

- Pavement Friction Management
- Lighting
- Local Road Safety Plans
- Road Safety Audit

Figure 1. FHWA's 28 Proven Safety Countermeasures. Source: FHWA.

## Federal Highway Administration Proven Safety Countermeasures in Rural Communities



U.S. Department of Transportation  
Federal Highway Administration

**ZERO** IS OUR GOAL  
A SAFE SYSTEM IS HOW WE GET THERE

FHWA-SA-24-005

What if my data suggests that there is an over-representation of roadway departure crashes?



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Figure 1. FHWA's 28 Proven Safety Countermeasures. Source: FHWA.



# Proven Safety Countermeasures in Rural Communities

- A review of the data suggests that many of these crashes are occurring on straight portions of the roadway at several locations
- The crashes tend to be a vehicle leaving the roadway to the outside (not crossing the opposing direction)
  - **Site-specific:** Funding only allows the application of Safety Edge and the replacement of an eroded shoulder at one location with numerous crashes
  - **Systematic:** All straight roadway segments within a county had the SafetyEdge applied and the shoulder material refreshed.
  - **Systemic:** Upon closer inspection, it appears that narrow straight segments (e.g., 11 feet or less) with little or no shoulder had a greater number of road departure crashes. Any straight segments whose pavement width was 11 feet or less with no shoulders had the SafetyEdge applied and a shoulder added or the material rebuilt.

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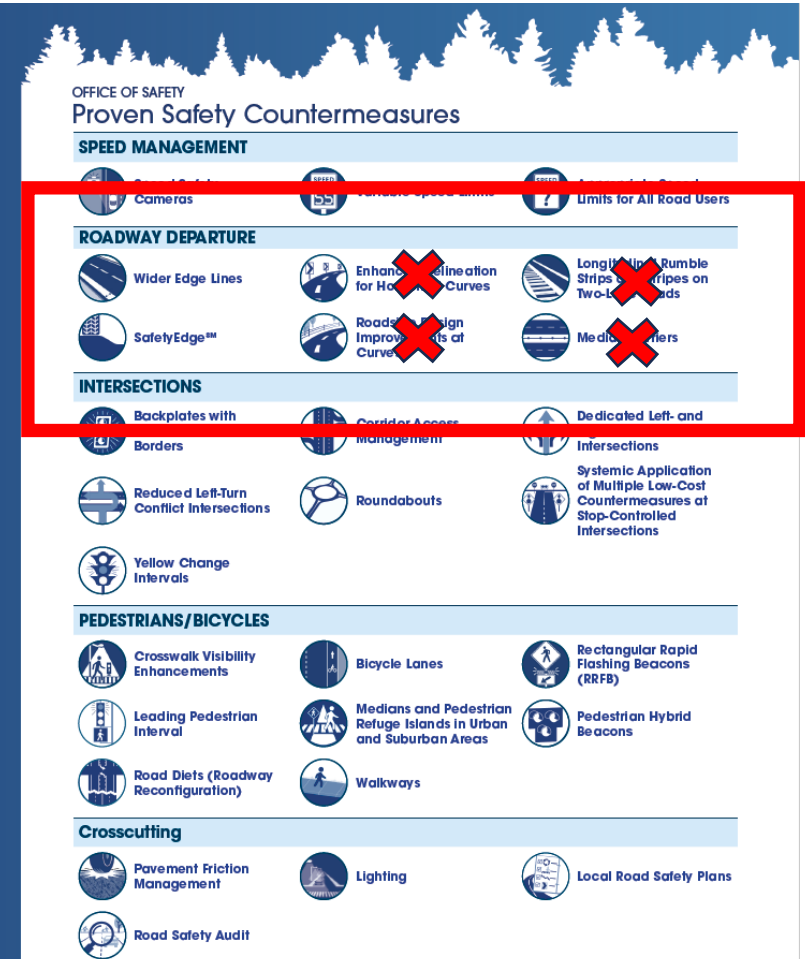


Figure 1. FHWA's 28 Proven Safety Countermeasures. Source: FHWA.



# Traffic Safety Countermeasures That Work in Rural Communities

## Why Rural?

Rural America makes up 97% of the Nation's land mass and—at the time of the 2020 U.S. Census—was home to more than 66 million people or 20% of the U.S. population (U.S. Census Bureau, 2023). While the U.S. Census Bureau defines rural as “all population, housing, and territory not included within an urban area,” rural definitions vary across the Federal Government and even within the U.S. Department of Transportation. The USDOT typically defines a rural area based on the community's location in relation to a U.S. Census-designated urban area of certain populations (e.g., the community is located outside of a U.S. Census-designated urban area with a population of 50,000 or more).<sup>1</sup> Regardless of the definition used, the communities that comprise rural America are distinctive and may vary by geography and population. The distinct characteristics of Tribal Nations in rural areas must be noted as well. Still, rural communities have a few things in common—they are critical to our nation's economic competitiveness and well-being, and they face challenges that impede their safety.

Rural roads are disproportionately affected by the ongoing crisis on our Nation's roadways. While only 20% of the U.S. population live in rural areas, the fatality rate per 100 million vehicle miles traveled (VMT) in 2021 was 1.5 times higher in rural areas than in urban areas (NCSA, 2023). Behavioral (e.g., speeding and higher speed limits), infrastructural (e.g., poor roadway conditions), and other factors (e.g., longer emergency response times) affect rural communities more adversely than urban communities, causing this gap to persist over time.

One reason for the higher fatality rates in rural areas concerns EMS. Emergency response times can be much greater in rural America due in part to the limited number of EMS personnel, large coverage areas, and long distances to trauma centers. In 2021 some 69% of drivers killed in rural areas died at the scenes of the crashes, compared to 52% of drivers killed in urban areas. Of all drivers who were transported to hospitals and died en route, 56% were in rural areas compared to 44% in urban areas (NCSA, 2023). The availability of emergency responders and access to trauma centers are essential to survival in rural crashes.

When a serious injury or fatal crash occurs, it can affect the entire community and have a devastating ripple effect on the community's social and economic fabric. The impact can be even more apparent in the smallest and most remote communities. Therefore, it is important that people living in and serving rural communities are knowledgeable about traffic safety countermeasures that can save lives.

## What is a Countermeasure?

The countermeasures presented in this guide provide an overview for traffic safety stakeholders to familiarize themselves with behavioral strategies and identify opportunities to implement programs in their communities. Countermeasures are the basis for effective programs that save lives, prevent crashes, and make our roads safer for everyone.

The effectiveness of any countermeasure varies immensely across States and communities. What is done is often less important than how it is done. The best countermeasure may have little effect if it is not implemented vigorously, publicized extensively, and funded appropriately. The countermeasure effectiveness data presented in this guide shows the maximum effect that has been realized with high-quality implementation. Effectiveness ratings are based primarily on demonstrated reductions in crashes; however, changes in behavior and knowledge are factored into the ratings when crash information is not available. Countermeasure effectiveness is shown using a 5-star rating system:

**5 Stars (★★★★★)** — Demonstrated to be effective by several high-quality evaluations with consistent results.

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## NHTSA Countermeasures

### SPEED

Lower Speed Limits

Dynamic Speed Display/Feedback Signs

### ALCOHOL-IMPAIRED DRIVING

Alcohol Ignition Interlocks

Publicized Sobriety Checkpoints

DWI Courts

DWI Offender Monitoring

Alcohol Vendor Compliance Checks

Alternative Transportation

Alcohol-Impaired Driving Mass Media Campaigns

### SEAT BELTS AND CHILD RESTRAINTS

Short-Term, High-Visibility Seat Belt Low Enforcement

Nighttime, High-Visibility Seat Belt Low Enforcement

Communication Strategies for Low-Belt-Use Groups as Part of High-Visibility Enforcement (HVE)

Programs for Increasing Child Restraint and Booster Seat Use

<sup>1</sup> See the Bureau of Transportation Statistics Rural Funding Eligibility Tool for additional information on USDOT's rural definitions, [www.transportation.gov/rural/eligibility](https://www.transportation.gov/rural/eligibility).

National Highway Traffic Safety Administration

## Traffic Safety Countermeasures That Work in Rural Communities

What if my data suggests that there is limited use of seat belts in serious injury or fatal crashes?

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National Highway Traffic Safety Administration  
Traffic Safety Countermeasures  
That Work in **Rural Communities**

# Traffic Safety Countermeasures That Work in Rural Communities

- A review of the data does not suggest that unbelted children are experiencing serious injuries or fatalities during crashes.
- Of the serious injury and fatal crashes, those occurring late in the evening (e.g., 10pm-12am) seemed to have reports of more unbelted occupants.

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# Traffic Safety Countermeasures That Work in Rural Communities

- Questions Consider to Include:
  - How many (3, 5?) high-visibility enforcement activities will be conducted, and over what time period (1, 3, or 5 years)?
  - What levels of law enforcement are able to be involved (e.g., local, county, state)?
  - What media will be disseminated, via what methods (radio, TV, social media)? Is there a focus group for the information (e.g., males, 16-24 years of age)? If so, how does that influence the methods of dissemination?

## **Nighttime, High-Visibility Seat Belt Law Enforcement**

Resources focused on nighttime seat belt enforcement may provide additional gains in seat belt use and injury reduction. In particular, belt law checkpoints, saturation patrols, or enforcement zone operations could be conducted at night, when belt use is lower, DWI is higher, and crash risk is greater than during the day. Enforcement activities should be conducted in locations with adequate lighting or by using light enhancing technologies.

Effectiveness: 5 Stars (★★★★★)

Chapter: [Seat Belts and Child Restraints](#)

### **Examples**

▷ A 3-year high-visibility nighttime seat belt enforcement program conducted in Maryland successfully raised nighttime seat belt use (Retting et al., 2018). This program included five waves of HVE coupled with extensive paid and earned media. The primary message of the ad campaign was: "Cops are cracking down on seat belt violations, especially at night." Driver awareness of the seat belt enforcement increased significantly during the HVE period. Furthermore, even though seat belt use rates were already high in this region (90-95%), there was a small but significant increase in observed nighttime seat belt use in three of the five waves when compared to a pre-HVE period.

9

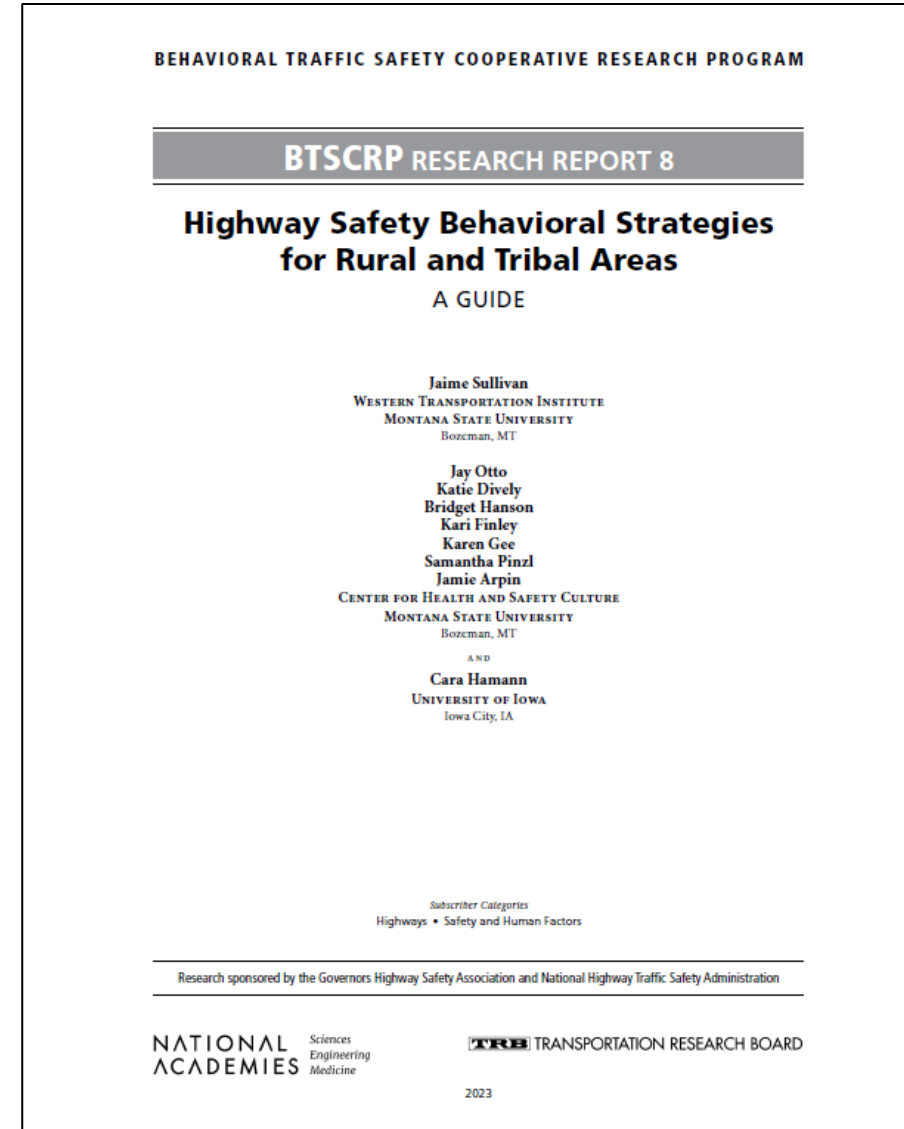


# Concluding Thoughts

- The only acceptable number is zero
- There is no single solution to address crashes
- Review changes to crash occurrence over time
- Engage the community for sustainability
- These resources are a good starting point.

# Additional Resources

- National Center for Rural Road Safety (<https://ruralsafetycenter.org/>)
  - Webinar on Human Factors: [https://www.youtube.com/watch?v=COXZi\\_7dCMk](https://www.youtube.com/watch?v=COXZi_7dCMk)
- For guidance on how to implement an urban countermeasure in the rural context, see *Highway Safety Behavioral Strategies for Rural and Tribal Areas* (<https://nap.nationalacademies.org/catalog/27197/highway-safety-behavioral-strategies-for-rural-and-tribal-areas-a-guide>)
- Implement a Serious Injury/Fatal Crash Review Team



# Questions?

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