Today’s Presenters

Brian Roberts
Executive Director,
National Association of County Engineers
Washington, DC

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Roadway Safety Engineer
FHWA, Resource Center Safety & Design Technical Service Team
Eagle, Colorado

Scott Davis
Traffic Engineering & Operations Manager,
Thurston County, WA

Jerry Roche
Safety Engineer,
FHWA Office of Safety
Ames, IA
Local Road Safety Plans

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Matthew Enders
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Participating Counties

• **California** - Humboldt, Marin, Nevada, Trinity, Yolo
• **Colorado** - Adams, Archuleta, El Paso, Garfield, Mesa, Yuma
• **Florida** - Alachua, Jefferson, Marion
• **Nevada** - Douglas, Elko
• **Ohio** - Champaign, Delaware, Franklin, Holmes
• **Wisconsin** - Brown, Columbia, Crawford, Eau Claire, Price, St Croix
### CALIFORNIA

<table>
<thead>
<tr>
<th>County</th>
<th>State</th>
<th>FHWA</th>
<th>LTAP</th>
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</thead>
<tbody>
<tr>
<td>Humboldt</td>
<td>Tom Matteson</td>
<td>Robert Peterson</td>
<td>Ken Kochevar</td>
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<tr>
<td>Marin</td>
<td>Raul M. Rojas</td>
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<td>Nevada</td>
<td>Trisha Tillotson</td>
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<td>Trinity</td>
<td>Richard Tippett</td>
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<td>Yolo</td>
<td>Panos Kokkas</td>
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### COLORADO

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<tr>
<td>Adams</td>
<td>Jeanne Shreve</td>
<td>Charles Meyer</td>
<td>Dahir Egal</td>
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<td>Archuleta</td>
<td>Robert Perry</td>
<td>Alisa Babler</td>
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<td>El Paso</td>
<td>Jennifer Irvine</td>
<td>Leela Rajasekar</td>
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<td>Garfield</td>
<td>Jessica Bowser</td>
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<td>Mesa</td>
<td>Jim Nall</td>
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<td>Yuma</td>
<td>JR Colden</td>
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### NEVADA

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<td>Elko</td>
<td>Rob Stokes</td>
<td>Ken Mammen</td>
<td>Juan Balbuena</td>
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<td>Douglas</td>
<td>Jon Erb</td>
<td>PD Kiser</td>
<td>Christina Leach</td>
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<td>Lee Bonner</td>
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### OHIO

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<tr>
<td>Champaign</td>
<td>Stephen McCall</td>
<td>Michelle May</td>
<td>Ron Garczewski</td>
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<td>Delaware</td>
<td>Chris E. Bauserman</td>
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<td>Franklin</td>
<td>Cornell Robertson</td>
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<td>Holmes</td>
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### WISCONSIN

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<td>Dave Jolicoeur</td>
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<td>Columbia</td>
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<td>Crawford</td>
<td>Dennis Pelock</td>
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<td>Eau Claire</td>
<td>Jon Johnson</td>
<td></td>
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<tr>
<td>Price</td>
<td>Don Grande</td>
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<tr>
<td>St Croix</td>
<td>Robbie Krejci</td>
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Agenda

• NACE Background
• LRSP Pilot Overview
• What is a LRSP?
• LRSP Examples
  • Thurston County, WA
  • Minnesota Video
  • Tribal Template
• Next Steps
National Association of County Engineers (NACE)
NACE – More than Engineers

County Engineer
Highway Superintendent
Road & Bridge Superintendent
Parish Engineer
Road Supervisor
Commissioner of Public Works
Highway Administrator
Transportation Director

Road Operations Manager
Public Works Director
Highway Commissioner
Engineer-Manager Road Commission
Road Master
Road Administrator
NACE Regions & State Affiliates
(31 State Affiliates Shown in Green)
Clackamas County, OR Video

Drive to Zero Traffic Fatalities

http://www.clackamas.us/drivetozero/
NACE Strategic Safety Goals

Toward Zero Deaths Implementation:

- Participation in Strategic Highway Safety Plans
- Data Collection and Analysis
- Development of Local Road Safety Plans
LRSP Pilot Overview
Why Local Road Safety Plans?

More than **75%** of all roads are maintained by local agencies.

Approximately **40-60%** of fatalities occur on locally owned roadways.
Why would a local agency use a local road safety plan?

• To help define safety priorities
• To prioritize safety investments
• To serve as a communication tool
• To position an agency to obtain outside funding (e.g., grants)
• To create a sustainable safety effort
Desired Outcomes

- Greater awareness of road safety
- Development lasting partnerships
- Prioritized investments
- Achievable investments
- Supports grant applications; and
- Reduction in severe crashes
LRSP Pilot Program Includes

- Training
- Technical Support
- Providing Crash Data
- Data Analysis Support
- In-Person Workshop
- An LRSP!
DOT/LTAP/Division Office Roles

- Provide safety data and analysis support as needed
- Participate in the 3 webinars
- Participate in the in-person workshop
- Serve as eyes and ears
  - Sharing information between counties and respective stakeholders
  - Provide information and feedback to the delivery team throughout the process
- Think about opportunity programs, policies or procedures that could be developed or modified to effectively reduce severe crashes on local roads
County Lead Role

- Be a champion in the development of your county’s LRSP
- Include and engage necessary stakeholders
- Co-Lead the development of the plan content (there will be “homework”!)
- Provide input and feedback to your state partners
- Participate in the webinars and consider hosting them in a county conference room (live if possible)
- Participate in the in-person workshop
- Think about opportunity programs, policies or procedures that your county could develop or modify to effectively reduce severe crashes in your county
2018 LRSP Pilot Milestones

January 24
Overview of LRSP Webinar

February 21
Data & Tools for LRSPs Webinar

March 21
Countermeasures and Solutions for LRSPs Webinar

April 22
Hands on LRSP Workshop in Wisconsin

County Road Safety Plan
2018
NACE LRSP Pilot Website


NACE / FHWA Hands-On Local Road Safety Plan Workshop

This pilot program is a partnership with the Federal Highway Administration through the Every Day Counts initiative and will provide a unique opportunity for your agency to participate in a blended learning program culminating in a "hands-on" pre-conference workshop on April 22 at the NACE 2018 Conference at the Wisconsin Dells.

Local Road Safety Plan development has been a strategic priority for the National Association of County Engineer’s in recent years. LRSPs have been proven to reduce fatalities on local roads in states that have implemented them. The goal is for each local agency participating to have a draft LRSP at the completion of the pilot. This will be accomplished through a series of webinars prior to the conference in cooperation with local, state and federal partners. Some objectives of the pilot program include:

- Develop a LRSP framework for local agency participants;
- Foster local, state, federal agencies partnerships to advance local road safety;
- Develop a repeatable blended learning process for developing LRSP. Blended learning is a process that combines distance learning elements and live instructor-led training. This approach prepares the...
Strategic Highway Safety Plans
What is an SHSP?

- A statewide coordinated plan that provides a framework for reducing fatalities and serious injuries on all public roads
- Identifies a State’s key safety needs
- Guides investment decisions towards strategies and countermeasures with the most potential to save lives and prevent injuries
SH SPs

Local Road Safety Plans
Core Safety Plans and Programs

State Strategic Highway Safety Plan (SHSP)
- Updated at least every five years
- Infrastructure and behavioral countermeasures
- SHSP process approved by FHWA
- Requirement of HSIP

Highway Safety Improvement Program (HSIP)
- Report submitted annually
- Infrastructure improvements
- FHWA approved

Highway Safety Plan (HSP)
- Plan submitted annually
- Behavioral programs
- NHTSA approved

Local Road Safety Plan (LRSP)

To access your state’s SHfsp:
https://safety.fhwa.dot.gov/shsp/other_resources.cfm
National Fatality Data 2010-2016 (FARS)
What is a LRSP?
LOCAL ROAD SAFETY PLANS: Your Map to Safer Roadways

No matter what your resources, a Local Road Safety Plan will guide you to data-driven solutions and safer roads.

https://safety.fhwa.dot.gov/provencountemeasures/local_road/

Chevron signs reduce nighttime crashes by 25%.

In 2017, over 50% of fatalities occurred on rural roads, but just 19% of Americans live in rural areas.

More than 75% of all roads are maintained by local agencies.

US Department of Transportation
Federal Highway Administration
Steps in the LRSP Development

- **Step 1**: Establish Leadership
- **Step 2**: Analyze the Safety Data
- **Step 3**: Determine Emphasis Areas
- **Step 4**: Identify Strategies
- **Step 5**: Prioritize and Incorporate Strategies
- **Step 6**: Evaluate and Update the LRSP
Step 1: Establish Leadership (aka Champions!)
Step 2: Analyze the Safety Data & Risks

- Crash
- Traffic Volume
- Roadway
- Enforcement
- Maintenance Logs
- Road Safety Audits

Safety Data
Data Collection and Analysis

• Core component of Safety Planning

• Data can include anecdotal or quantitative information

• Analysis can vary from high level to very detailed
No Data, No Problem …

• Anecdotal information
• Data from Existing Sources
• Traffic Violations
• Maintenance Logs
• Roadway Risk Factors

• Traffic volumes
• Lane Width
• Shoulder Width
• Roadside
• Slopes
• Curves
• Curve radii
• Driveways
• Presence of Lighting
• Traffic control
• Pedestrian and bicycle use & facilities
• Intersection skew
• Presence of turn lanes
• Pavement condition
Risk?
### Example Crash Data from DOT

#### 2011-2015 County X Data

<table>
<thead>
<tr>
<th>By Collision Type</th>
<th>All Public Roads</th>
<th>All Counties</th>
<th>West Counties</th>
<th>County X</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hit Fixed Object</td>
<td>9,159</td>
<td>18.7%</td>
<td>1,865</td>
<td>42.9%</td>
</tr>
<tr>
<td>Overturn</td>
<td>905</td>
<td>1.8%</td>
<td>311</td>
<td>13.5%</td>
</tr>
<tr>
<td>Head On</td>
<td>582</td>
<td>1.2%</td>
<td>162</td>
<td>6.0%</td>
</tr>
<tr>
<td>Hit Wildlife</td>
<td>96</td>
<td>0.2%</td>
<td>47</td>
<td>1.7%</td>
</tr>
<tr>
<td>Angle (R)</td>
<td>1,269</td>
<td>2.6%</td>
<td>279</td>
<td>10.2%</td>
</tr>
<tr>
<td>By Roadway Surface</td>
<td>8,124</td>
<td>16.9%</td>
<td>2,005</td>
<td>74.3%</td>
</tr>
<tr>
<td>Wet</td>
<td>2,851</td>
<td>5.8%</td>
<td>521</td>
<td>9.5%</td>
</tr>
<tr>
<td>Snow / Slush</td>
<td>144</td>
<td>0.3%</td>
<td>26</td>
<td>1.0%</td>
</tr>
<tr>
<td>Ice</td>
<td>238</td>
<td>0.5%</td>
<td>90</td>
<td>3.3%</td>
</tr>
<tr>
<td>Other</td>
<td>104</td>
<td>0.2%</td>
<td>51</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

**Local Road Safety Plans**

![Excel Spreadsheet]
“The systemic approach changes your safety planning process from:

Reactive to proactive

Localized to systemic

Events based to risk based”

Victor Lund
Traffic Engineer
St. Louis County, Mn
Pathways to Safety Video

https://www.youtube.com/watch?v=W9vFZ-Yxe5w
Step 3: Determine Emphasis Areas

- Roadway Departure
- Intersections
- Pedestrians
- Bicyclists
- Impaired Driving
- Seat Belt Usage
- Driver Age
Ohio SHSP Emphasis Areas

SERIOUS CRASH TYPES
- Roadway Departure
- Intersection
- Rear End Collisions
- Highway/Railroad Crossings

HIGH RISK DRIVERS AND BEHAVIORS
- Impaired Drivers
- Seat Belts
- Speed
- Young and Older Drivers
- Distracted Drivers

SPECIAL VEHICLES AND ROADWAY USERS
- Motorcycle and Bicycle Riders
- Pedestrians
- Commercial Vehicles

DATA
Example Crash Data By Facility

Source: MacMAT Crash Data, 2005-2009
Severe is fatal and serious injury crashes (K-A).

Local Road Safety Plans

NOTE: Categories shown are to highlight key crash data – since not all crash data is shown percentages may not add up to 100%.
Step 4 – Identify Strategies

• **Consider Proven Countermeasures**

• **Consider crash or facility priorities**
  
  • Lane Departure
  
  • Intersections
  
  • Vulnerable Users
FHWA’s Proven Safety Countermeasures

Roadside Design Improvement at Curves
Reduced Left-Turn Conflict Intersections
Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections
Leading Pedestrian Interval
Local Road Safety Plan
USLIMTS2
Enhanced Delineation and Friction for Horizontal Curves
Longitudinal Rumble Strips and Stripes on Two-Lane Roads
Median Bearer
Safety Edge™
Backplates with Retroreflective Borders
Corridor Access Management
Dedicated Left- and Right-Turn Lanes at Intersections
Roundabouts
Yellow Change Intervals
Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
Pedestrian Hybrid Beacon
Road Diet
Walkways
Road Safety Audit

https://safety.fhwa.dot.gov/provencountermeasures/
NHTSA’s Countermeasures that Work

1. Impaired Driving
2. Seatbelts
3. Speed Limits
4. Distracted Driving
5. Motorcycles
6. Young Drivers
7. License Renewal
8. Education Campaigns
9. Bicycle Helmets

Step 5: Prioritize & Incorporate Strategies

Top Countermeasures (2017)

- Guardrail
- Signing
- Guideposts
- Data Collection
- Bridge Rail
- Centerline Rumble Strips
- Striping
- Shoulder Improvements
- Illumination/Crosswalk Illumination
- Flatten Slopes
- Traffic Signal
- Sight Distance
Rumble Strip/e Solution
Decision Tree Example

* Where regrading not required
** Not verified with video log
*** After 6 miles/year of paving, enhanced edge line provided

![Decision Tree Diagram]

- **Grooves Allowed?**
  - **YES**
  - County Rumble preference?
    - **YES**
      - PROJECT: 6" Epoxy Wet Reflective in longitudinal groove + Chevrons and Paving 2’ inside shoulder in Critical Radius curves
    - **NO**
      - PROJECT: 6" Latex Edgeline + Chevrons and Paving 2’ inside shoulder in Critical Radius curves
  - **NO**

- **ADT >200?**
  - **YES**
    - PROJECT: 6" Epoxy Wet Reflective in longitudinal groove + Chevrons and Paving 2’ inside shoulder in Critical Radius curves
  - **NO**

- **Rumble StripE**
  - **Lane Width?**
    - >=12 feet
      - PROJECT: Rumble StripE + Chevrons and Paving 2’ inside shoulder in Critical Radius curves
    - <12 feet
      - PROJECT: 2 ft. shoulder paving* (up to 6 miles/year***)

- **Rumble Strip**
  - **Paved Shoulder?**
    - **YES**
      - PROJECT: Rumble StripE + Chevrons and Paving 2’ inside shoulder in Critical Radius curves
    - **NO**
      - **Lane Width?**
        - >=12 feet
          - PROJECT: Rumble StripE + Chevrons and Paving 2’ inside shoulder in Critical Radius curves**
        - <12 feet
          - PROJECT: 2 ft. shoulder paving* (up to 6 miles/year***)

- **PROJECT:**
  - Rumble Strip + Chevrons in Critical Radius curves**
  - Enhanced edge line provided after 6 miles/year of paving.
Step 6: Evaluate & Update Plan

- Evaluate and Update the LRSP
- Monitor Progress
- Plan Evaluation
- Living Document
Washington State County Road Safety Plans
Washington State Safety Facts

Counties maintain 47% of the road miles in Washington State.

16% of the total vehicle miles traveled occur on County roads.

The fatal crash rate is two times higher on county roads than on state highways.
Washington State Safety Facts

Zero goal state

Data driven process

70% of HSIP funds to local agencies

$190 million awarded to local agencies since 2009

For more information on Washington State’s HSIP Program, visit http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm
2014 County Road Safety Program

**Required** data driven safety plan

**Focus** on fatal & severe crashes

**Emphasized** use of systemic safety

**Provided** five months to complete safety plans

For more information on Washington State’s HSIP Program, visit http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm

$28 Million Available
County Training Program

Workshops

Systemic safety training

Technical assistance & support

Provide summary level crash data

For more information on Washington State’s HSIP Program, visit http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm
County Road Safety Program Results

80% of Washington State Counties have local road safety plans now.

Each local road safety plan was different.

All the plans were completed by county staff.

For more information on Washington State’s HSIP Program, visit http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm
Survey of County Staff

Most counties reported **80 hours** of effort to prepare their LRSP

**75%** of counties said the funding award commensurate with the effort required

**All** counties said the LRSP was useful to identify safety priorities and would prepare one again

For more information on Washington State’s HSIP Program, visit [http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm](http://www.wsdot.wa.gov/LocalPrograms/Traffic/FedSafety.htm)
Thurston County Case Example
Where is Thurston County

Thurston County
Washington

Local Road Safety Plans
Thurston County Safety Facts

Thurston County maintains over 1000 miles of roads

131 severe crashes were reported from 2012 to 2016

56% of the severe crashes are reported to be lane departures
Crash Data Challenges
Crash Information

- Provided by DOT
- First Step in process
- Easy to Use
- Can quickly ID priorities
# Crash Information – Identify Emphasis Area

## 2006-2010 Collision Data

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<tr>
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<th>Fatal/Serious Injury Crashes Only</th>
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<tbody>
<tr>
<td></td>
<td>All Roads</td>
</tr>
<tr>
<td>Angle (left-Turn)</td>
<td>16% (2175)</td>
</tr>
<tr>
<td>Intersection-Related</td>
<td>33% (4557)</td>
</tr>
<tr>
<td>Horizontal Curve</td>
<td>26% (3674)</td>
</tr>
</tbody>
</table>
Results

Horizontal Curve
Fatal and Serve Crashes

35% Reduction in curve crashes

2006 to 2010
2012 to 2016
Minnesota County Safety Plans
Minnesota’s LRSP Development using the Systemic Approach Video

https://youtu.be/jVds3AWWqbk
Local Road Safety Plans

- **Trunk Highway**: 51%
- **County Highways**: 36%
- **Municipal Roads**: 7%
- **Other Roads**: 6%

### 2015 Fatality by Roadway

- **Trunk Highway**: 51%
- **County Highways**: 36%
- **Municipal Roads**: 7%
- **Other Roads**: 6%

### Roadway Fatalities Table

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<tr>
<th>Roadway</th>
<th>Fatal Crashes</th>
<th>% Fatal Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trunk Highway</td>
<td>208</td>
<td>51%</td>
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<tr>
<td>County Highways</td>
<td>150</td>
<td>36%</td>
</tr>
<tr>
<td>City Streets</td>
<td>30</td>
<td>7%</td>
</tr>
<tr>
<td>Other Roads</td>
<td>23</td>
<td>6%</td>
</tr>
</tbody>
</table>

**Total Fatalities:** 49%
LRSP Template
Strategic Transportation Safety Plan Template

Before you begin, you may want to view a webinar recording entitled “Preparing a Tribal Transportation Safety Plan.”

Feel free to use this Word document to create your planning document. Delete any instructions and examples, and then start writing!

INTRODUCTION
Briefly describe your Tribe’s commitment to transportation safety through this planning process and the drafting of this document. An introduction can be one or more paragraphs, and can be as general or specific as you’d like. It serves two purposes. It gives readers an idea of what the rest of the plan will say, and it provides a reason to keep reading. For example, you should include a description of the document; define the central concept—transportation safety; and perhaps provide some statistics that you’d like to change enough to take on this planning process.

For example, you might say, “The Tribe is committed to improving transportation safety to reduce the risk of death and serious injury that result from incidents on our transportation systems. This plan tells the story of transportation safety needs and strategies for our community. Implementation of the plan will improve transportation safety for the tribe, its people, and its visitors. As part of an ongoing effort to make safety improvements, this Strategic Transportation Safety Plan was developed with input from several safety partners. In the past 5 years, [state some statistic that you want to improve]. The Tribe is targeting [cite a goal that will improve this statistic] over the next 5 years.”

VISION
Generate interest in the planning process by drafting a vision statement. It can be a team effort. A vision statement is an idealized description of your success. It should inspire, energize, focus, and help you and your partners picture success as you develop the plan.

The best vision statements describe the desired long term outcomes that are five to ten years away. Summarize your Vision in a powerful phrase. This can greatly enhance the effectiveness of your vision statement. This phrase will serve as a trigger to the rest of the vision in the mind of everyone that reads it. If you are having trouble coming up with your summarizing phrase, try adding after you’ve written the rest of the vision statement:

Here are some examples:

- No fatal incidents, no one dies on our transportation facilities
- Save a life, Save a Nation
- Toward Zero Deaths on our roads

SAFETY PARTNERS
Select and identify partners that will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan. Place your list of partners here.

PROCESS
Describe the process you used to develop the plan. This would include identification of team members, public outreach efforts, partner involvement, the timeline, etc.
“Do what you can, with what you have, where you are.”
— Theodore Roosevelt
Homework
Between Now and February 21

- Review your State’s SHSP
- What is your vision for a LRSP?
- What are your goals for a LRSP?
- Who are your stakeholders and local partners?
- What safety data do you have access to?
Safety Data Preparation

- State data will be disseminated to the counties
- NACE Team is available for State by State data meetings
  - CO, OH, CA scheduled
Invitational Travel Available through FHWA

If your agency needs travel funds....Each state can designate 1 person from each of the following:

- Participating County (1/county)
- State DOT
- LTAP
- FHWA Division Office

- Face to Face meeting, Wisconsin Dells, WI
  - Saturday, April 21 - Travel
  - Sunday, April 22, 2018 LRSP Pilot Workshop
  - Monday, April 23, 2018 Travel or Participation in NACE Annual Meeting*
Contacts
NACE Team

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davissa@co.thurston.wa.us

FHWA
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Nnaemeka.Ezekwemba@dot.gov

LTAP
Marie Walsh
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Matthew Enders
EndersM@wsdot.wa.gov
## Local Road Safety Plans Participants

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<thead>
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LOCAL ROAD SAFETY PLANS PILOT

2018 Webinar Series

Jan 24  Webinar 1
Overview of LRSPs

Feb 21  Webinar 2
Data and Tools for LRSPs

Mar 21  Webinar 3
Countermeasures and Solutions for LRSPs

All webinars will take place at the same time: 10am-12pm Pacific, 11am-1pm Mountain, 12pm-2pm Central, and 1pm-3pm Eastern.

Join us in person on April 22, 2018, for a Hands-On Pre-Conference LRSP Workshop taking place during the NACE 2018 Conference.
Execute!

“A goal without a plan is just a wish”

- Antione de Saint-Exupery

“A good plan, violently executed now, is better than a perfect plan next week.”

- General George Patton
Safe Roads Ahead