

# High Risk Rural Road (HR3) program Federal perspective

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# Sunday Afternoon Drive

(some prefer a nap)

- Country road..take me home..to the place..I belong!
  - West Virginia. (or insert your favorite spot here).
- Less safe... despite their seemingly slower pace
- The High Risk Rural Road program

# Less Safe?

(Yep)

- Rural roads (especially undivided 2-lane) have **higher fatality rates**: not a good thing
  - But the curves... trees...bunnies....we love them!
  - Ah the isolation...oops we got a problem
  - Would you like your tree at 50 or 70 mph? hmmm
  - And the freedom! No cops, no belts, no problem
- The majority of these roads are locally owned
  - Limited resources (funding, staff)

# Government Objectives

(Uh Oh)

- Big brother's role includes protecting you and yours from: ..you and yours!.. and ..events
  - military, police, fire, FDA, codes, transportation,..
  - Safety on roadways is top priority and responsibility
  - The goal: Reduce crashes, injuries on all public roads
  - Fed programs created to help address this
- Dr. Phil wants to know

# Take me to your leader

- Federally funded, state-administered program
  - So who is in charge? Uh we are ..and they are and....together we...next question!
- Funding categories – directed to I, NHS, Bridge, safety, flex..
- The Federal Aid highway system – certain roads, not all roads
- Not all LPA roads are on F-A system!
  - But our citizens drive all public roads.
  - Fed safety funds eligible on any public road!
  - Unfortunately not enough to go around so....those who can show a need...you guessed it...show them the money.
  - At the local level: Lack of data, federal strings (ugh), etc
- Result is not all 2LRR are getting the attention they deserve.
- **Dr. Phil** would agree: “You need a more focused approach”!

# Safety-Liu legislation

- Includes a new safety program specific to lower level rural roads. They must:
  - Be rural major and minor collectors and rural local roads
  - Have higher (or potential for higher) fatality/injury/crash rate than other similar road types.
- The HR3 program:
  - Comes with its own funds
  - Construction and operational improvements only
  - Funds will lapse in 4 years if not obligated
  - Incentive to help locals identify and prioritize their HRRR

# FHWA in Wyoming

- A high percentage of roads in Wyoming are 2LRR (who knew!).
  - WY fatality rate is above the national average
  - HR3 a good fit for Wyoming
- The FHWA partners with WyDOT and LTAP to improve safety:
  - WYDOT led SMS committee devoted to improving roadway safety
  - LTAP led steering committee for the pilot methodology