

THE DANGER

While motor vehicle crashes are a major public health and safety issue for everybody in the United States, the **American Indian** population continues to be over-represented in traffic fatality counts. In 2008, 564 American Indians were killed in **motor vehicle crashes**, a fatality rate – 24.18 per 100,000 population – **nearly double** the national figure of 12.30. While traffic deaths have been falling among the American Indian population since 2006 – coinciding with a general downward trend nationwide – this **fatality rate** has remained roughly twice the national average for several years.

Rumblestrips – A Proven Solution

Every 23 minutes, a roadway departure fatality crash occurs; nearly 60 percent of all fatal crashes are roadway departure crashes. Drivers themselves must take active steps to reduce the frequency and severity of run-off-the-road crashes by being attentive and alert, avoiding alcohol, and always wearing a seatbelt. Rumblestrips, however, are a crucial last line of defense when it matters most. They can reduce single-vehicle run-off-the-road crashes by up to 80 percent, and are among the most cost-effective countermeasures available to communities and transportation planners.



RUMBLE

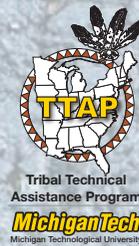
on the RESERVATION

using rumblestrips to prevent run-off-the-road crashes



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THE SOLUTION

Tribal communities around the country are examining ways to improve road safety and save lives, but with competing demands placed on limited budgets, there is a great need to seek cost-effective solutions. To this end, more and more communities are turning to a proven crash countermeasure: **rumblestrips**.

What are Rumblestrips?

Rumblestrips are grooves or bumps in the pavement designed to provide a warning to drivers who are about to leave their travel lane. You may have noticed them installed along a roadway shoulder, or down the centerline of an undivided highway. When your tires roll over a rumblestrip, they vibrate and make noise, providing you with an urgent alert: take corrective action before it's too late.

Rumblestrips save lives and provide a near-immediate return on investment.

Rumblestrips – a Cost-effective Solution

- They address a very common type of crash: nearly 60 percent of fatal crashes are roadway departure crashes, with a roadway departure fatality crash occurring every 23 minutes.
- They are extremely effective, and can reduce single-vehicle run-off-the-road crashes by up to 80 percent.
- They are relatively inexpensive and easy to install, and can be implemented in most places. Having a wide shoulder isn't required (though it's beneficial), and today's technology allows them to be cut into existing roads – they don't need to be formed while the pavement's still wet on a new project.

Rumblestrips and Rural Roads

American Indian communities, many of which are served by rural, two-lane roads, stand to benefit greatly from implementing rumblestrips. Rural routes are often plagued by markedly higher fatality rates than are seen on Interstates or urban roads. This is because rural highways are often narrow, with high speed limits,



limited sight distances, frequent curves, and abundant trees or other roadside hazards. In other words, there's little room for error.

The Federal Highway Administration recommends shoulder rumblestrips on all rural freeways, and on rural highways with speed limits of 50 mph or more, particularly those with a history of run-off-the-road crashes. Centerline rumblestrips are recommended on two-lane rural highways with a history of head-on crashes.

Why Rumblestrips Work

Rumblestrips save lives and provide a near-immediate return on investment. They can revive drowsy drivers and re-focus distracted ones. While they cannot prevent every crash, they do target a particularly common – and lethal – type, and their cost-effectiveness ensures they are beneficial not only for the traveling public, but also for community budgets.

Today's technology allows rumblestrips to be installed on virtually any roadway. Their implementation is not limited to new construction projects, nor do grooves need to be formed into wet pavement. This allows for flexible installation that can be part of routine maintenance, a larger reconstruction effort, or simply a stand-alone and cost-effective safety project.



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