Local Safety Successes
Panel Discussion

Adam Ball – Saginaw CRC
Larry Hummel – Van Buren CRC
Wayne Schoonover – Ionia CRC
William Meinz – Lapeer CRC

Facilitator: Dale Lighthizer – MDOT
Michigan Traffic Safety Summit
March 11-13

-Engineering Workshop-
Local Safety Initiative Program Success Stories

-Center Road Safety Project-
Saginaw County Road Commission
Adam R. Ball, P.E. - Director of Engineering
CENTER ROAD SAFETY PROJECT

Project Overview

- Project Location
- Accident History
- Traffic Congestion
- Existing Roadway Geometry
- Proposed Roadway Geometry
- Traffic Signal Considerations
- Construction Schedule
- Cost / Funding
- MDOT Coordination
CENTER ROAD SAFETY PROJECT

5 Year Accident History

Injury - 24
PDO - 102
Fatal - 1

Rear End Collisions(58)

Standard Crash Report - Milepoints

<table>
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<tr>
<th>Milepost</th>
<th>CR Number</th>
<th>Location</th>
<th>Time of Occurrence</th>
<th>Type</th>
<th>PDO</th>
<th>Injury</th>
<th>Fatal</th>
<th>Rear End Collisions</th>
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<td>0.00</td>
<td>120</td>
<td>Off-Ramp</td>
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<td>PDO</td>
<td>1</td>
<td>Yes</td>
<td>Yes</td>
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Total Fatal Crashes: 0  Total Injury Crashes: 24  Total PDO Crashes: 102
Traffic Congestion

Center Road ADT = 17,585
Center Road AM Peak Hour = 2,874
High School Driveway AM Peak Hour = 823
LOS = F (Northbound)
Traffic Congestion

Center Road ADT = 17,585  
Center Road PM Peak Hour = 2,667  
High School Driveway PM Peak Hour = 488  
LOS = F (Eastbound)
Existing Roadway Geometry

- Center Road - 4 Lanes (No Turn Lane)
- School Driveway – 2 Inbound and 2 Outbound
- 3 Phase Signal
- Pedestrian Conflicts
Proposed Roadway Geometry

- Traffic Study
- Funding Limits
- Budgetary Constraints
- School Bond Issue
Proposed Roadway Geometry

- Traffic Study
- Funding Limits
- Budgetary Constraints
- School Bond Issue
Proposed Roadway Geometry

- Center Road - 5 Lanes (Designated Left Turn Lane)
- School Driveway – 2 Inbound and 3 Outbound
- 4 Phase Signal
- Isolated Pedestrian Phase
Proposed Roadway Geometry

DESIGN CONSIDERATIONS

- Widening (Curb vs. Sidewalk)
- Project Limits – Touch Down
- Utility Conflict Avoidance
- Right-of-Way
Traffic Signal Consideration

- Isolated Pedestrian Phase
- Flashing Yellow 4 Level Signal (1st in County)
- Driver Maturity
- Mitigation Measures
Construction Schedule

- April 4th, 2008 Letting
- June 9th, 2008 Construction Start
- August 28th, 2008 Finish
CENTER ROAD SAFETY PROJECT

Project Cost / Funding

Safety $400,000
STPU $115,000
Local $130,000

Total Cost +/- $645,000
CENTER ROAD SAFETY PROJECT

MDOT Help / Coordination

Jim D’Lamater – MDOT Local Agency – Safety
Ola Williams – MDOT Planning
CENTER ROAD SAFETY PROJECT

THANK YOU
Rural Safety Improvements
A Local Perspective
Overview

- The availability of High Risk Rural Roads Funding (HRRR) in addition to the traditional Federal Safety Funding has provided many agencies with a much needed avenue of project funding for some of the most worthy locations across the State of Michigan as well as across the country.

- Funding allows for the targeting of the nearly 60% of fatalities across the country that occur on the road network.
Features & Benefits

• Coordination with the State of Michigan Strategic Highway Safety Plan – in particular the intersection and roadway departure segments

• Local agency coordination of safety improvements with resurfacing and restoration projects in house and with adjacent townships and/or cities and villages

• Incorporation of the Road Safety Audit model or similar review during the preliminary stages of a project

• Ability to incorporate low cost safety solutions that potentially could lead to a dramatic reduction in crashes on our rural roadways
Applications

- Rural Intersection upgrades including geometrics, signage, pavement markings and overhead beacons
Good Practices: Support attainment of pavement preservation

• Institutional Practices
  – Those practices related to the capabilities, culture and priorities of an agency. Agencies do not necessarily have the ability to adopt these practices on their own.

• Technical Practices
  – Those practices that tend to be matters that are wholly or substantially within the purview of transportation agencies.
Institutional Practices

- Integrate Safety into Preservation Projects
- Establish Multi-fund Project Tracking
- Provide for Flexible Project Development Cycles
- Strengthen State-Local Relationships
- Develop an Expedient Procedure for Minor Right-of-Way Acquisition
- Engage Safety Experts in Project Development
**Technical Practices**

- Identify Targeted Safety Improvements
- Selectively Improve Geometry
- Install Traffic Control Devices and Guidance
- Improve Roadsides
- Improve Private and Public Access Points
Resources

- Michigan Department of Transportation – Local Agency Programs – James D’Lamater, P.E.
- Michigan Department of Transportation – Local Safety Initiative – Dale Lighthizer, P.E.
- Publications:
  - Good Practices: Incorporating Safety into Resurfacing and Restoration Projects December 2006 - FHWA
  - FHWA Road Safety Audit Guidelines
    FHWA-SA-06-06
  - Low Cost Local Road Safety Solutions
    NACE and ATSSA 2006
  - State of Michigan Strategic Highway Safety Plan
    GT SAC 2006
Welcome to Ionia County
Ionía County
Rural, and growing...

Charlotte Hwy Bridge - 1989

Charlotte Hwy Bridge - 2001
Ionia County Road Commission

- Federal Aid Safety Projects
  - Guardrail upgrading / bridge attachment / placement
  - Guardrail removal - slope flattening
  - Intersection reconstruction – Y to T, Twp jog
  - Curve superelevation corrections
  - County drain set back
Ionia County Road Commission

- Federal Aid High Risk Rural Roads
  - Tree removals
  - Sign upgrading – additional signing and prismatic sheeting
  - Pavement Marking Improvements – Recessed Urethane
Ionía County Road Commission

- MDOT Local Safety Initiative
  - County-wide Safety Audit
  - Coming soon – slope flattening / sign upgrade / tree removal
Now for Something Completely Different...
Why?

In 2006, traffic crashes killed 42,642 people in the United States – about 117 deaths per day, and nearly 5 every hour.
How?

Communication

&

Building Trust
Communication

Listen First:
- Engage the public.
- Listen before you speak.
- Seek to understand.
- Don’t presume you have all the answers – or all the questions.

Communicate Early with the public and land owners.
- Discuss specific crash patterns and types
- Discuss proven engineering solutions.
- Discuss the proposed solution, pro’s and con’s.

Clarify Expectations:
- Disclose and reveal expectations.
- Don’t assume that expectations are clear or shared.
Building Trust

- **Talk Straight:**
  - Be honest, let them know where you stand.
  - Use simple language, translate engineering lingo.
  - Don’t distort the facts.
  - Don’t leave a false impression.

- **Create Transparency:**
  - Tell the truth in a way that can be verified.
  - Be open and authentic.
  - Don’t have hidden agendas.
  - Don’t hide information.
Building Trust

- **Demonstrate Respect:**
  - Treat everyone with respect, especially those who can’t do anything for you.

- **Practice Accountability:**
  - Hold yourself and others accountable.
  - Take responsibility for results.
  - Be clear on how you’ll communicate how you’re doing – and how others are doing.
  - Don’t avoid or shirk responsibility.
  - Don’t blame others when things go wrong.
Building Trust

- **Keep Commitments:**
  - Say what you’re going to do.
  - Then do what you say you’re going to do.
  - Make commitments carefully and keep them.
  - Don’t attempt to “spin” your way out of a broken commitment.

- **Right Wrongs:**
  - Make things right when you’re wrong.
  - Apologize quickly.
  - Make restitution where possible.
  - Demonstrate personal humility.
  - Don’t let pride get in the way of doing the right thing.
Building Trust

Deliver Results:

– Get the right things done.
– Don’t over promise and under deliver.
– Don’t make excuses for not delivering.
This is a Journey …

- Seek to learn about, understand, and exploit new funding sources.
- Approach every opportunity with “Cautious Enthusiasm”.
- Seek assistance from others - “It’s not what you know and what you have, it’s who you know and what they have.”
- And remember… Complacency is a killer.
Panel Questions