Basics of Conducting a Roadway Safety Audit

Thursday, February 14, 2019

The Webinar will begin at 10:00 AM EST
What is a Roadway Safety Audit?

A process where a multi-disciplinary team works with a roadway owner to review a roadway – section, intersection, segment, etc. - and propose recommended changes to improve safety.
Why conduct a Roadway Safety Audit?

A road safety audit is a proactive, formal safety performance examination of an existing or future road or intersection by an independent and multi-disciplinary team.

SAFETY BENEFIT:

10-60%
Reduction in total crashes

Ohio LTAP Local Technical Assistance Program
Real Ohio Roadway Safety Audit Data

Warren County Road Safety Audits - Percent of Crash Reduction

- Injury: 63.80%
- Fatal: 100%
- Fixed Object: 62.90%
- Wet Condition: 78.60%
- On Curve: 67.30%
- Excessive Speed: 81.00%
Roadway Safety Audit Steps
What makes a good RSA project?

Area with Severe Crashes (Data Driven)

Area of Concern for Residents, Traveling Public, Law Enforcement, etc.

What resources are available to identify RSA projects?

[Map and chart showing crash data by intersection and segment with labels for 5-6, 7-10, 11-15, >15 crashes, and different colors for each category. Date: 8/1/2018.]
Where can I get the data to back-up my RSA plans?
Dynamic Maps

Identify Project (cont’d)

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Legend

Crash Analytics

Crash Details

- PGO / No Injury Found
- Possible Injury
- Visible Injury
- Serious Injury
- Fatal Injury
### CAM Tool File

#### Identify Project (cont’d)

**CAM Tool File**

Click any of the image boxes below to access the desired link:

- **View Crash Reports**
- **GCAT Resources**
- **TIMS**
- **CAM Tool Help File**
- **ODOT Program Management**
- **Launch GCAT**

**CRASH ANALYSIS MODULE - CAM Tool**

**GCAT / GQL**

**Version 20100211**

**From // to ///**

**Click To Open Analysis Toolbox or Press "Ctrl" + " t "**

**Toggle "On" to View Video & Maps**

**Macros Must Be Enabled to Run the CAM Tool 2007**

Click to go help on enabling Macros on Excel 2007

**DO NOT INSERT OR HIDE COLUMNS IN THE CAM TOOL!**

**THE TOOL WILL NOT RUN PROPERLY.**

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**Ohio LTAP**

**Local Technical Assistance Program**
Click any of the image boxes below to access the desired link:

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- **Launch GCAT**

**CAM Tool File**

1. Identify Project (cont’d)

**CAM Tool**

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1. Identify Project (cont’d)
Crash Reports

Ohio LTAP
Local Technical Assistance Program
Important Tip #1

• GCAT Training is available via LTAP! See available sessions and register for training at: [https://ltap.enrollware.com/schedule](https://ltap.enrollware.com/schedule)

• GCAT Webinars are also available!
  • Live webinar - Thursday, March 28, 2019, 10 to 11 AM
  • Recorded webinars – 5 different webinars on GCAT from the last year
  • Find both live webinar registration and links to the recordings at: [http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/Webinars.aspx](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/Webinars.aspx)
Multidisciplinary

- Roadway Users
- Law Enforcement Officers
- First Responders
- Business Owners
- Engineering Disciplines
- Maintenance Personnel
- Health Department
Select RSA Team (cont’d)

Example RSA Team

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Routes Audited</th>
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<tr>
<td>Dominic Brigano</td>
<td>WCEO</td>
<td>WAR-CR-23; WAR-CR-35; WAR-CR-7</td>
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<tr>
<td>Barry Riley</td>
<td>Warren County Sheriff’s Office</td>
<td>WAR-CR-23; WAR-CR-45; WAR-CR-35</td>
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<tr>
<td>Gary Boeres</td>
<td>Hamilton Township</td>
<td>WAR-CR-23; WAR-CR-35</td>
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<td>Mark Greatorex</td>
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<tr>
<td>Don Hahn</td>
<td>Citizen</td>
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<tr>
<td>Andy Mitten</td>
<td>Harlan Township</td>
<td>WAR-CR-45</td>
</tr>
<tr>
<td>Bob Napier</td>
<td>Union Township</td>
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<tr>
<td>Steve Flint</td>
<td>Turtletree Township</td>
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<tr>
<td>Victoria Beale</td>
<td>ODOT/LTAP</td>
<td>WAR-CR-45; WAR-CR-80; WAR-CR-7</td>
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<tr>
<td>Mike Fitch</td>
<td>ODOT/LTAP</td>
<td>WAR-CR-23; WAR-CR-45; WAR-CR-35</td>
</tr>
</tbody>
</table>
The start-up meeting should provide RSA team members details they will need when conducting the RSA field visit.
The start-up meeting should provide RSA team members details they will need when conducting the RSA field visit.

What are the crash concerns for this RSA?
The start-up meeting should provide RSA team members details they will need when conducting the RSA field visit.

What to look for along the roadway.
The start-up meeting should provide RSA team members details they will need when conducting the RSA field visit.

Form to record roadway conditions and what the team member observes during the field visit.
Important Tip #2

- Team Packet Template available from the Ohio LTAP Road Safety Audit (RSA) Toolbox
  - [http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/SitePages/RSA_Toolbox.aspx](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/SitePages/RSA_Toolbox.aspx)

- Borrow a dash camera from Ohio LTAP and film the roadway before the RSA so you will have it for the team to review when it returns from the field visit.
  - Link to equipment loan form: [http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/Equipment_Loan_Program.aspx](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/Pages/Equipment_Loan_Program.aspx)
Safety of the RSA Team is key:

• Coordinate with Law Enforcement for temporary traffic control if needed

• Participants must wear Personal Protective Equipment (their own or loaned from your agency)

• Never allow the RSA team to become a distraction to the driving public
• Review the roadway by driving it, walking it, or both

• Prompts can help with identifying roadway issues / concerns
Field Review (cont’d)

**GORE MODEL:**

- **Geometry:** Roadway elements related to the geometric design of the existing roadway, such as roadway curves, gradient, roadway cross section, clearance, sight distance, and clear zones.

- **Operations:** The manner in which the road is utilized and how effective current operational practices are at preventing or mitigating crashes. Elements assessed in this category are primarily processes such as congestion, signing, signal operation, speed management, queuing, and turning movements.

- **Roadway Users/Human Factors:** The various modes present along the roadway and the potential conflicts that may exist between them. Possible roadway users include pedestrians, bicyclists, motorcycles, trucks, and standard automobiles. It is imperative that the perspectives of all roadway users are considered when completing the Field Review.

- **Environment:** Performance of a roadway under various environmental conditions, such as differing weather patterns and lighting scenarios. To observe how a roadway performs under different conditions, it is recommended that auditors visit the site during different times of day and/or under different types of weather conditions.
### RSA PROMPT LIST

**Geometry**: Roadway elements related to the geometric design of the existing roadway, such as roadway curves, gradient, roadway cross section, clearance, sight distance, and clear zones.

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<tr>
<th>Element</th>
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<th>Observations</th>
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<tr>
<td>Curves</td>
<td>Are there curves present along the site?</td>
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<tr>
<td></td>
<td>Is there visibility around the curve?</td>
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<tr>
<td></td>
<td>Is the speed limit around the curve appropriate?</td>
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</tr>
<tr>
<td>Gradients/ Slopes</td>
<td>Do roadway gradients/slopes promote unsafe vehicular movements?</td>
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</tr>
<tr>
<td>Cross Section</td>
<td>Is the number or width of lanes appropriate for current usage?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Is there a median? Does it have a safe design? Would a median be helpful?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Is there adequate utility clearance?</td>
<td></td>
</tr>
<tr>
<td>Clearance</td>
<td>Are there low clearance segments on the roadway? Are they adequately signed?</td>
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Important Tip #3

• Regional RSA Implementation Guide available from the Ohio LTAP Road Safety Audit (RSA) Toolbox
  • http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/SitePages/RSA_Toolbox.aspx

• Determine when the most crashes occur and make certain to review the roadway during these conditions
  • i.e., Thursday night between 7 and 9 PM

• When conducting an RSA, account for differences in sun position and Day Light Savings Time
After Field Review Debrief

- Meeting which occurs directly after the field review

- Entire team participates – discusses what they saw

- Potential safety countermeasures are reviewed as recommendations to be included in the report
After Field Review Debrief (cont’d)
FHWA’s list of proven safety countermeasures should be provided to the team ahead of time and discussed during this step.
After Field Review Debrief (cont’d)

- Need a volunteer from the team to document the discussion

- Should rank recommended improvements for each issue based on short, medium and long-term implementation

- Consider low-cost safety countermeasures where warranted so funding can stretch as far as possible for safety improvements
Important Tip #4

• Recommendation Report Templates are available from the Ohio LTAP Road Safety Audit (RSA) Toolbox
  • [http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/SitePages/RSA_Toolbox.aspx](http://www.dot.state.oh.us/Divisions/Planning/LocalPrograms/LTAP/SitePages/RSA_Toolbox.aspx)

• HSIP funding can be provided at 100% for select safety improvements on approved projects

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HSIP Eligible Countermeasures

While maintenance-related items are not eligible for HSIP funding consideration, approved safety improvements are typically eligible for funding at 90% Federal funds with 10% match by the LPA. The following items however are eligible for 100% Federal funding when approved as part of a safety improvement project:

- Pavement Markings
- Installation of Traffic Signs
- Signals
- Traffic Lights
- Barriers and End Treatments
- Breakaway Utility Poles
- Traffic Controlled Signalization
- Roundabouts
Present Findings to the Project Owner

Prepare Formal Response

Roadway owner part of RSA Team

Roadway owner not part of RSA Team
Considerations for incorporating findings:

- Funding
- Capacity
- Ownership of Implementation

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**Highway Safety District Coordinators**

*Office of Program Management*

<table>
<thead>
<tr>
<th>District</th>
<th>Contact</th>
<th>Phone</th>
<th>Email</th>
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<tr>
<td>1</td>
<td>Derrick Schierloh</td>
<td>419-999-6857</td>
<td><a href="mailto:derrick.schierloh@dot.ohio.gov">derrick.schierloh@dot.ohio.gov</a></td>
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<tr>
<td>2</td>
<td>Christopher Waterfield</td>
<td>419-373-4484</td>
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<td>3</td>
<td>Julie Cichello</td>
<td>419-207-7168</td>
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<tr>
<td>4</td>
<td>David Griffith</td>
<td>330-786-4941</td>
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<td>5</td>
<td>Joshua Oworth</td>
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<td>6</td>
<td>Dirk Gross</td>
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<td><a href="mailto:mary.hoy@dot.ohio.gov">mary.hoy@dot.ohio.gov</a></td>
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<td>Brianne Hetzel</td>
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<td>Patricia Wetzell</td>
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<td>216-584-2127</td>
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**Ohio LTAP**

Local Technical Assistance Program
Funding

• Highway Safety Improvement Program (HSIP)
  • 2 times a year
  • Formal safety study required
  • Deadlines are April 30 and September 30
  • Applications must go through Highway Safety District Coordinators

More info:
http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Pages/Funding-Application-Process.aspx
LOCAL SAFETY ASSISTANCE

ODOT’s Highway Safety Program is providing consultant assistance to local agencies and regional planning organizations to complete safety plans and studies, and assist with funding applications and project development on locally maintained roads.

ODOT is offering four types of assistance that can lead to qualifying for Highway Safety Improvement Program funds:

REGIONAL & COUNTY SAFETY PLANS:

Regional & County Safety Plans provide a framework for identifying, analyzing, and prioritizing roadway safety improvements on all public roads. The process results in a prioritized list of issues, factors, actions, and improvements that can be used to reduce fatalities and serious injuries across a region’s roadway network. Our team can help navigate any or all of the safety plan development process.
LOCAL SAFETY ASSISTANCE

ODOT’s Highway Safety Program is providing consultant assistance to local agencies and regional planning organizations to complete safety plans and studies, and assist with funding applications and project development on locally maintained roads.

SYSTEMIC SAFETY IMPROVEMENTS:

Rather than attempting to reduce crashes at spot locations, a systemic approach takes a broader view and seeks to reduce crashes across an entire roadway system using low-cost safety improvements. Our team can help local partners develop a systemic safety project and secure resources for implementation.
LOCAL SAFETY ASSISTANCE

ODOT’s Highway Safety Program is providing consultant assistance to local agencies and regional planning organizations to complete safety plans and studies, and assist with funding applications and project development on locally maintained roads.

SAFETY STUDIES:

Safety Studies analyze roadway and traffic data to determine why crashes are occurring at a certain location and identify short and long term countermeasures to reduce them. These are typically required when seeking Highway Safety Improvement Program (HSIP) funding. Our team can help local partners complete a safety study and apply for HSIP funds.
LOCAL SAFETY ASSISTANCE

ODOT’s Highway Safety Program is providing consultant assistance to local agencies and regional planning organizations to complete safety plans and studies, and assist with funding applications and project development on locally maintained roads.

ROAD SAFETY AUDITS (RSA):

RSAs are a formal, independent safety evaluation of an existing roadway by an experienced and multidisciplinary team of specialists. Our team can help facilitate this evaluation and identify possible countermeasures to address safety issues.
LOCAL SAFETY ASSISTANCE

ODOT’s Highway Safety Program is providing consultant assistance to local agencies and regional planning organizations to complete safety plans and studies, and assist with funding applications and project development on locally maintained roads.

HOW TO APPLY:

Local Public Agencies and regional planning organizations can apply for assistance through the link below:

https://ODOT.formstack.com/forms/local_safety_assistance_request

Applications are reviewed on an as-received basis.
LOCAL SAFETY ASSISTANCE

ODOT’s Highway Safety Program is providing consultant assistance to local agencies and regional planning organizations to complete safety plans and studies, and assist with funding applications and project development on locally maintained roads.

ELIGIBILITY & COST:

These are free services offered to local public agencies and regional planning organizations.

Awards are offered on the basis of the potential impact of the project to reduce severe crashes (fatalities and serious injuries) and agency need.

Safety Studies and Road Safety Audits are intended to occur at locally maintained locations with documented crash patterns. Priority will be given to locations appearing on regional or state priority safety location lists.

For more information, please contact Jordan Whisler (614.644.8181)
Roadway Safety Audit Steps

1. Identify project
2. Select RSA team
3. Conduct start-up meeting
4. Perform field reviews
5. Conduct analysis and prepare report
6. Present findings to project owner
7. Prepare formal response
8. Incorporate findings
National Road Safety Audit Resources

Office of Safety RSA Website:  https://safety.fhwa.dot.gov_rsa/

FHWA Road Safety Audit Guidelines Publication:

Pedestrian RSA Guidance and Prompt Lists:

Wrong Way Driving RSA Prompt List:
https://safety.fhwa.dot.gov/intersection/other_topics/wwd/wwd rsa/fhwasa
13032.pdf
Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.”
Questions