

# Team Coordination Among ODOT and Cities

Ohio Transportation Engineering Conference

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ODOT District 5



# Purpose and Need

- Projects selected from the following:
  - ODOT Safety Listings (HSP, Hot Spot, Congestion)
  - MPO Priority Listings
  - Local Agency (City, Village, Township) Priority Listings
- Document a Safety/Operational Concern



# Study Phase

- Coordination between Office of Traffic Engineering (OTE), District Office, and Local Agency
- OTE provides Technical Analysis
- District coordinates Analysis/Data Collection with OTE and Locals
- Local Agency assists in Data Collection and Local Planning Efforts



# Study is Complete...Then What?

- District Safety Review Team
- Safety Application
- Central Office Safety Committee Presentation
- District/Local Scoping



# District Safety Review Team

- Meeting with District Departments, Central Office Safety Representatives, and Local Leaders
  - Review Project's Safety and Operational Concerns
  - Brief Central Office Safety Representatives on Possible Safety Application ~ **The Litmus Test**
  - Discuss Appropriate/Feasible Alternatives
  - Determine Recommended Countermeasures for Application



# Safety Application

- Project Description
- Problem Statement
- Countermeasures
- Project Priority  
(ODOT and Local)
- Project Development
- Crash Statistics
- Cost Summary



# Central Office Safety Committee

- Present Project(s) to Central Office Safety Committee
- Provide Q&A Time for Safety Committee
- Time for Locals to Illustrate Commitment to Project



# Keys to Receiving Safety Funding

- Demonstrate a Safety and/or Operational Concern
- Provide a Tiered Approach – Short, Medium, and Long Term Recommendations
- Provide Countermeasures that Directly Address Safety/Operational Concerns
- Locals Show Support for Project



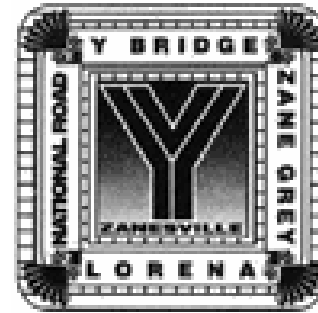
# Keys to Gaining Local Support

- Get Local Agency(s) Involved Early
- Illustrate Safety Concerns – Crash Statistics, Crash Diagrams, Statewide Rankings
- Explain Safety Funding – ODOT is willing to help Financially and to aid in Navigating the Funding Process
- “Tech Support” – Design and Environmental Services



# Project Examples

1. MUS-60 in Zanesville



2. LIC-16/13 in Newark

3. KNO-36 in Mount Vernon



# MUS-60 Overview

- Primary Corridor in City of Zanesville
- 1355 Crashes over 3 years in 4-mile Study Area
- Areas Identified for High Crash Frequencies
- Poor Access Management
- Substandard Geometric Issues



# MUS-60 Recommendations

- Tied to Corridor-Wide Improvements and to Specific High-Crash Locations
- Focused Primarily on Correcting Access Management and Operations Issues
- Tiered Approach – Short, Medium, and Long Term
- Provide City with Plan for Implementation as Area Redevelops





# MUS-60 Coordination

- Involved City Officials Early in Process
- Coordinated ODOT Project with City Project
- Provide Chance for City to Comment before Final Recommendations
- Current Phase – Working with City of Project Scope and Public Involvement Activities



# SR 13/SR 16 Overview

- Split Diamond Interchange that Provides Direct Access to Downtown Newark
- Three Areas on Interchange Exhibited High Number of Crashes
- Three Fatal Crashes over a Three Year Period
- Crashes tied to Red-Light Running and Substandard Geometrics



# SR 13/SR 16 Recommendations

- Conversion of Split Diamond Interchange to Conventional Diamond
- Grade Separation of Intersection
- Upgrade to Intersection and Merging Terminals
- Improve Traffic Flow along City Arterials





# SR 13/SR 16 Coordination

- Study Initiated by LCATS/Newark
- ODOT Collaborated on Traffic Study and Providing “Tech Support”
- Project Funded by ODOT, LCATS, and Newark
- ODOT and Newark Analyzed Compatibility of Interchange Reconfiguration and Long Term Plans for Arterial



# KNO-36 Overview

- Primary Commercial Corridor in Mount Vernon
- Project initiated by City of Mount Vernon's Small City Project
- Knox County Regional Planning Commission Looked Into Access Management Issues



# KNO-36 Recommendations

- Focus on Improving Access Management
- Removal of Unwarranted Signals
- Traffic Flow Improvements:
  - Signal Operations
  - Combining Site Access Points
  - Improved Pedestrian Facilities





# KNO-36 Coordination

- Working with City of Mount Vernon on Project Scope
- Coordination with “Small City” project and Safety Project will Occur



# Urban Arterial Safety Studies

- Goal of Providing Blueprint for Safety and Operational Improvements
- Work with Local Agencies to Develop Recommendations that fit Long Term Plan
- Open Lines of Communications Need to be Established Early



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