Local Road Safety Initiatives

Proven Safety Countermeasures

Local Safety Initiatives

(10.3.2018)
Presentation Overview:

Over the next few minutes...

• Proven Safety Countermeasures

• Local Safety Initiatives
  – County/Regional Safety Plans
  – Systemic Safety Improvements
  – Safety Studies & Road Safety Audits
Proven Safety Countermeasures:
Brought to you by the Federal Highway Administration

This list of Proven Safety Countermeasures has now reached a total of 20 treatments and strategies that practitioners can implement to successfully address roadway departure, intersection, and pedestrian and bicycle crashes.
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### Local Safety Initiatives:
Why Focus on Local Safety?

#### Serious Injury and Fatality Road Locations (2008-2012)

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>Types of Local Roads</th>
<th>Local vs. State Roads</th>
<th>Total Fatalities and Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Young Driver</td>
<td>County: 18% City: 38% Township: 7%</td>
<td>Local: 63% State: 37%</td>
<td>21,005</td>
</tr>
<tr>
<td>Roadway Departure</td>
<td>County: 24% City: 22% Township: 9%</td>
<td>Local: 55% State: 45%</td>
<td>20,900</td>
</tr>
<tr>
<td>Intersection</td>
<td>County: 11% City: 56% Township: 3%</td>
<td>Local: 70% State: 30%</td>
<td>19,985</td>
</tr>
<tr>
<td>Speed</td>
<td>County: 19% City: 35% Township: 9%</td>
<td>Local: 63% State: 37%</td>
<td>13,139</td>
</tr>
<tr>
<td>Restraints</td>
<td>County: 21% City: 30% Township: 9%</td>
<td>Local: 60% State: 40%</td>
<td>10,512</td>
</tr>
<tr>
<td>Alcohol Related</td>
<td>County: 21% City: 36% Township: 9%</td>
<td>Local: 66% State: 34%</td>
<td>10,046</td>
</tr>
<tr>
<td>Older Driver Involvement</td>
<td>County: 14% City: 42% Township: 3%</td>
<td>Local: 59% State: 41%</td>
<td>8,618</td>
</tr>
<tr>
<td>Motorcycle Operator/Passenger</td>
<td>County: 19% City: 37% Township: 7%</td>
<td>Local: 63% State: 37%</td>
<td>6,740</td>
</tr>
<tr>
<td>Rear End</td>
<td>County: 8% City: 45% Township: 1%</td>
<td>Local: 54% State: 46%</td>
<td>6,504</td>
</tr>
<tr>
<td>CMV</td>
<td>County: 9% City: 28% Township: 2%</td>
<td>Local: 39% State: 61%</td>
<td>4,410</td>
</tr>
<tr>
<td>Pedestrian Involvement</td>
<td>County: 7% City: 72% Township: 4%</td>
<td>Local: 83% State: 17%</td>
<td>3,139</td>
</tr>
<tr>
<td>Distracted</td>
<td>County: 15% City: 33% Township: 5%</td>
<td>Local: 53% State: 47%</td>
<td>2,447</td>
</tr>
<tr>
<td>Bicycle Involvement</td>
<td>County: 9% City: 72% Township: 6%</td>
<td>Local: 87% State: 13%</td>
<td>1,193</td>
</tr>
</tbody>
</table>

**FATALITIES AND SERIOUS INJURIES**
- 71%-87%
- 54%-70%
- 36%-53%
- 18%-35%
- 1%-17%

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Local Safety Initiatives:

Brought to you by the Ohio Department of Transportation

County & Regional Safety Plans
Systemic Safety Project Development
Safety Studies & Road Safety Audits
Transportation Safety Planning:

The What...

Long-Range Transportation Plan

Strategic Highway Safety Plan

County & Regional Safety Plans
Multi-agency plan to reduce traffic fatalities and serious injuries on all public roads

- Mandated in 2005 Transportation Act
- Strengthened in MAP 21
Why is it important?

- What’s identified in the plan is eligible for funding
- It identifies Ohio’s safety priorities using data
- Identifies and tracks multi-agency strategies
- Leverages resources
Strategic Highway Safety Plan:

Steering Committee

- Network of stakeholders focused on common goals
- Review Crash Trends
- Discuss implementation
- Measure progress

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Strategic Highway Safety Plan: Focus on All Roadway Users

- Cars
- Trucks
- Trains
- Motorcycles
- Pedestrians
- Bicycles
Strategic Highway Safety Plan: Emphasis Areas

**SERIOUS CRASH TYPES**
- Roadway Departure
- Intersection
- Rear End Collisions
- Highway/Railroad Crossings

**HIGH RISK DRIVERS AND BEHAVIORS**
- Impaired
- Seat Belts
- Speed
- Young and Older Drivers
- Distracted Drivers

**SPECIAL VEHICLES AND ROADWAY USERS**
- Motorcycle and Bicycle Riders
- Pedestrians
- Commercial Vehicles

**DATA**
Strategic Highway Safety Plan: Emphasis Area - Action Plans
County & Regional 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.
County & Regional Safety Plans:
The Why...

ODOT is encouraging the development of County & Regional Safety Plans (mini-SHSPs) across Ohio.

**BENEFITS:**

- Provides a central point of coordination for the various stakeholders involved in safety at local and regional levels.

- Documents priority emphasis areas & safety locations at the county and regional level, helping justify the need for future safety projects.

- Provides a valuable input into in the transportation planning process.
County & Regional Safety Plans:
The How...

**STEP 1:** Establish Leadership

**STEP 2:** Analyze the Safety Data

**STEP 3:** Determine Emphasis Areas

**STEP 4:** Identify Strategies

**STEP 5:** Prioritize & Incorporate Strategies

**STEP 6:** Evaluate and Update the Plan
Geographic Scope:
The Where...

County Safety Plans (CSP) are intended for counties outside of metropolitan regions.

Regional Safety Plans (RSP) are intended for areas covered by metropolitan planning organizations.

Both consider all-roads within a county or region regardless of ownership.
Basic Plan Elements:

The What...

- Partner Pledge & Goals
- Crash Data Overview
- Priority Emphasis Areas
- Priority Safety Locations
- Action Plan
Partner Pledge & Goals:
Focus on multi-agency engagement

The plan should focus on engaging key regional safety partners:

- County Engineers
- Local Engineers & Decision makers
- Local law enforcement
- ODOT DSRT
- Others

The plan should document successes to date and historic accomplishments
**Partner Pledge & Goals:**

Focus on Federal & Regional Safety Performance Measures

<table>
<thead>
<tr>
<th>PERFORMANCE MEASURE</th>
<th>2015 BENCHMARK</th>
<th>2020</th>
<th>2040</th>
<th>2017 GRADE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TARGET TRACK</td>
<td>TARGET TRACK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of fatalities</td>
<td>96 -10% 10.2% -39% 27.2%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of serious injuries</td>
<td>890 -10% -7% -39% -32.9%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of non-motorized fatal &amp; serious injuries</td>
<td>138 -10% 22.7% -39% 180.5%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rate of fatalities per 100 million VMT</td>
<td>0.69 0.63 0.76 0.42 0.86</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rate of serious injuries per 100 million VMT</td>
<td>6.40 5.83 5.95 3.91 4.21</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- The benchmark and targets represent five year rolling averages
- Million Vehicle Miles Traveled (MVMT)
- "TARGET" = Performance target included in the 2016-2040 MTP
- "TRACK" = Progress should current trends continue

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Crash Data Overview:

Establish a baseline...

YEAR-BY-YEAR COMPARISON OF SAFETY PERFORMANCE

<table>
<thead>
<tr>
<th>YEAR</th>
<th>NUMBER OF FATALITIES</th>
<th>NUMBER OF SERIOUS INJURIES</th>
<th>NUMBER OF NON-MOTORIZED FATAL &amp; SER INJ</th>
<th>RATE OF FATALITIES/100 MVMT</th>
<th>RATE OF SERIOUS INJ/100 MVMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>100</td>
<td>967</td>
<td>113</td>
<td>0.72</td>
<td>6.95</td>
</tr>
<tr>
<td>2011</td>
<td>102</td>
<td>949</td>
<td>115</td>
<td>0.74</td>
<td>6.86</td>
</tr>
<tr>
<td>2012</td>
<td>104</td>
<td>939</td>
<td>123</td>
<td>0.72</td>
<td>6.80</td>
</tr>
<tr>
<td>2013</td>
<td>98</td>
<td>921</td>
<td>125</td>
<td>0.63</td>
<td>6.65</td>
</tr>
<tr>
<td>2014</td>
<td>97</td>
<td>898</td>
<td>133</td>
<td>0.70</td>
<td>6.46</td>
</tr>
<tr>
<td>2015</td>
<td>100</td>
<td>883</td>
<td>138</td>
<td>0.72</td>
<td>6.33</td>
</tr>
<tr>
<td>2016</td>
<td>104</td>
<td>877</td>
<td>144</td>
<td>0.74</td>
<td>6.26</td>
</tr>
</tbody>
</table>

TREND
- Increasing
- Decreasing

Notes:
- The values shown represent five year rolling averages (e.g., for 2004-2008, \((106+113+95+93+121)/5=106\))
- Shaded orange cells indicate the highest value for each respective column
Crash Data Overview:
Focus on actionable information for various partners

SEVERE CRASH FREQUENCY BY MAINTENANCE AUTHORITY AND FUNCTIONAL CLASS

<table>
<thead>
<tr>
<th>City or Municipal Highway Agency</th>
<th>County Highway Agency</th>
<th>ODOT Maintained</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minor Arterial Roads, 7</td>
<td>Major Collector Roads, 4</td>
<td>Minor Collector Roads, 3</td>
</tr>
<tr>
<td>Local Roads, 2</td>
<td>Local Roads, 3</td>
<td>Minor Arterial Roads, 2</td>
</tr>
<tr>
<td>Minor Collector Roads, 2</td>
<td></td>
<td>Major Collector Roads, 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Town or Township Highway Agency</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Local Roads, 2</td>
</tr>
</tbody>
</table>

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Crash Data Overview:
Focus on actionable information for various partners

<table>
<thead>
<tr>
<th>CRASH TYPE</th>
<th>TOTAL FSI</th>
<th>CITY/TOWN/VILLAGE</th>
<th>TOWNSHIP</th>
<th>COUNTY</th>
<th>STATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fixed Object</td>
<td>30.0%</td>
<td>18.8%</td>
<td>26.7%</td>
<td>39.5%</td>
<td>29.2%</td>
</tr>
<tr>
<td>Head On</td>
<td>13.2%</td>
<td>6.3%</td>
<td>17.8%</td>
<td>11.8%</td>
<td>13.8%</td>
</tr>
<tr>
<td>Sideswipe - Passing</td>
<td>10.4%</td>
<td>0.0%</td>
<td>4.4%</td>
<td>10.5%</td>
<td>12.9%</td>
</tr>
<tr>
<td>Angle</td>
<td>8.9%</td>
<td>12.5%</td>
<td>2.2%</td>
<td>6.6%</td>
<td>10.4%</td>
</tr>
<tr>
<td>Overturning</td>
<td>8.7%</td>
<td>9.4%</td>
<td>22.2%</td>
<td>7.9%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Left Turn</td>
<td>7.1%</td>
<td>18.8%</td>
<td>2.2%</td>
<td>3.9%</td>
<td>7.5%</td>
</tr>
<tr>
<td>Rear End</td>
<td>5.9%</td>
<td>12.5%</td>
<td>0.0%</td>
<td>1.3%</td>
<td>7.5%</td>
</tr>
<tr>
<td>Pedalcycles</td>
<td>4.8%</td>
<td>3.1%</td>
<td>4.4%</td>
<td>5.3%</td>
<td>5.0%</td>
</tr>
<tr>
<td>Animal</td>
<td>2.8%</td>
<td>0.0%</td>
<td>8.9%</td>
<td>2.6%</td>
<td>2.1%</td>
</tr>
<tr>
<td>Sideswipe - Meeting</td>
<td>2.5%</td>
<td>0.0%</td>
<td>2.2%</td>
<td>2.6%</td>
<td>2.9%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>2.3%</td>
<td>9.4%</td>
<td>0.0%</td>
<td>3.9%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Parked Vehicle</td>
<td>1.3%</td>
<td>6.3%</td>
<td>0.0%</td>
<td>2.6%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Non-Vehicle</td>
<td>1.0%</td>
<td>0.0%</td>
<td>8.9%</td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Other Non-Collision</td>
<td>0.5%</td>
<td>3.1%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Other Object</td>
<td>0.3%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>1.3%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Right Turn</td>
<td>0.3%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>1.3%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Grand Total</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
Priority Emphasis Areas:

Identify and communicate the baseline

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>0</td>
<td>2</td>
<td>19</td>
</tr>
<tr>
<td>Serious Injury</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>12</td>
<td>2</td>
<td>1</td>
<td>5</td>
<td>9</td>
<td>11</td>
<td>1</td>
<td>48</td>
</tr>
<tr>
<td>Minor Injury</td>
<td>11</td>
<td>5</td>
<td>3</td>
<td>17</td>
<td>5</td>
<td>19</td>
<td>6</td>
<td>10</td>
<td>12</td>
<td>9</td>
<td>97</td>
</tr>
<tr>
<td>Injury Possible</td>
<td>0</td>
<td>1</td>
<td>7</td>
<td>3</td>
<td>5</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>4</td>
<td>8</td>
<td>36</td>
</tr>
<tr>
<td>PDO/No Injury</td>
<td>15</td>
<td>9</td>
<td>12</td>
<td>14</td>
<td>17</td>
<td>16</td>
<td>56</td>
<td>24</td>
<td>12</td>
<td>11</td>
<td>186</td>
</tr>
<tr>
<td>Total</td>
<td>30</td>
<td>20</td>
<td>26</td>
<td>48</td>
<td>32</td>
<td>40</td>
<td>72</td>
<td>48</td>
<td>39</td>
<td>31</td>
<td>386</td>
</tr>
</tbody>
</table>
Priority Emphasis Areas:

Identify and communicate the baseline

HOLMES COUNTY, SPEED-RELATED CRASH DENSITY (2008-2017)
Priority Safety Locations:
Identify priority locations by roadway owner
**Emphasis Area Action Plans:**

Define the how...

---

**OHIO STRATEGIC HIGHWAY SAFETY PLAN**

**REAR-END COLLISION ACTION PLAN**

<table>
<thead>
<tr>
<th>Fatality Goal: Reduce the number of fatalities related to rear end crashes from 47 in 2013 to 43 in 2017.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Serious Injury Goal: Reduce the number of serious injuries related to rear end crashes from 1,248 in 2013 to 1,151 in 2017.</td>
</tr>
</tbody>
</table>

**EMPHASIS AREA TEAM LEADER:** Michelle May, ODOT

**Strategy 1:** Advance the use of new technologies and roadway designs that reduce rear end crashes.

<table>
<thead>
<tr>
<th>Step #</th>
<th>Action Step Leader</th>
<th>Description</th>
<th>Output Measure</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>ODOT - Michael McNeil/Jason Yoray</td>
<td>Implement dilemma zone detection at select spot locations.</td>
<td># of systems implemented % reduction in rear-end crashes</td>
<td>Annual</td>
</tr>
</tbody>
</table>

**Strategy 2:** Apply proven and low-cost safety countermeasures to reduce rear end crashes and their severity. Examples include improving the visibility and timing of signals, removing unwarranted signals, installing turn lanes and building medians to control access.

<table>
<thead>
<tr>
<th>Step #</th>
<th>Action Step Leader</th>
<th>Description</th>
<th>Output Measure</th>
<th>Timeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>ODOT - Michelle May</td>
<td>Develop an MPO-led pilot program that encourages local governments to install low-cost safety treatments that reduce rear-end collisions.</td>
<td># of public agencies involved # of treatments installed % reduction in rear-end</td>
<td>Annual</td>
</tr>
</tbody>
</table>
Emphasis Area Action Plans:

Define the how...

THE TEAM
Ohio’s multi-disciplinary active transportation Action Team, part of the Strategic Highway Safety Plan, creates the public and private sector, the federal and non-profit organizations, as well as several individuals.

ACTIVE TRANSPORTATION
For Ohio’s Strategic Highway Safety Plan

GOALS
- Reduce the number of pedestrian fatalities from 19 in 2007 to 10 in 2018
- Reduce the number of pedestrian injuries from 1936 in 2007 to 806 in 2018
- Reduce the number of pedestrian fatalities from 342 in 2007 to 111 in 2018
- Reduce the number of pedestrian injuries from 8272 in 2007 to 522 in 2019
- Increase the percentage of school age (3-17) students following National Uniform Traffic Control Guidance for active safety and activity for 3 percent in 2018
- Increase the percentage of adults reporting daily commuting

THE STRATEGIES
- Education
  - Develop education strategies and tools to teach all road users about how to be safe on roads, in communities, and on sidewalks.
- Infrastructure
  - Infrastructure strategies seek to improve the built environment so that it is easier and safer to participate in active transportation.
- Policy
  - Policy strategies seek to change laws and/or policies so that safe active transportation is supported and encouraged.
- Data
  - Data strategies focus on improving counting and collecting information on active transportation users and crashes involving them.

LEARN MORE
- x0 lethals.ohio.gov
- edh.ohio.gov/cch
- walk.ohio.gov

Ohio Transportation Engineering Conference - 10.3.2018
Plan Development:

Available ODOT Resources:

• Examples & Templates
• Crash Data & Analysis
• Technical Assistance

Ohio Transportation Engineering Conference - 10.3.2018
Systemic Safety Project Development

Ohio Transportation Engineering Conference - 10.3.2018
Systemic Safety Project Development:

Overview

Rather than attempting to reduce crashes at spot locations, a **systemic approach** takes a broader view and seeks to reduce the **potential for crashes** across an entire roadway system using low-cost safety improvements.
Systemic Safety Project Development: The Why...

ODOT is encouraging the development of systemic safety projects that utilize proven countermeasures and impact the local system.

**BENEFITS:**

- Promotes the use of **low-cost safety proven** safety countermeasures to address severe crash types occurring across an entire roadway system, regardless of roadway ownership.

- Regional implementation can **reduce the burden** on individual agencies to plan, design, and implement.
Systemic Safety Project Development:

The How...

Focus Area:

LEGEND:

Emphasis Area

Types of Local Roads

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>County</th>
<th>City</th>
<th>Township</th>
</tr>
</thead>
<tbody>
<tr>
<td>Young Driver</td>
<td>18%</td>
<td>38%</td>
<td>7%</td>
</tr>
<tr>
<td>Roadway Departure</td>
<td>24%</td>
<td>22%</td>
<td>9%</td>
</tr>
<tr>
<td>Intersection</td>
<td>11%</td>
<td>56%</td>
<td>3%</td>
</tr>
<tr>
<td>Speed</td>
<td>19%</td>
<td>35%</td>
<td>9%</td>
</tr>
<tr>
<td>Restraints</td>
<td>21%</td>
<td>30%</td>
<td>9%</td>
</tr>
<tr>
<td>Alcohol Related</td>
<td>21%</td>
<td>36%</td>
<td>9%</td>
</tr>
<tr>
<td>Older Driver Involvement</td>
<td>14%</td>
<td>42%</td>
<td>3%</td>
</tr>
<tr>
<td>Motorcycle Operator/Passenger</td>
<td>19%</td>
<td>37%</td>
<td>7%</td>
</tr>
<tr>
<td>Rear End</td>
<td>8%</td>
<td>45%</td>
<td>1%</td>
</tr>
<tr>
<td>CMV</td>
<td>9%</td>
<td>28%</td>
<td>2%</td>
</tr>
<tr>
<td>Pedestrian Involvement</td>
<td>7%</td>
<td>72%</td>
<td>4%</td>
</tr>
<tr>
<td>Distracted</td>
<td>15%</td>
<td>33%</td>
<td>5%</td>
</tr>
<tr>
<td>Bicycle Involvement</td>
<td>9%</td>
<td>72%</td>
<td>6%</td>
</tr>
</tbody>
</table>
Systemic Safety Project Development:

The How...

LEGEND:
- Fatal Crash: ●
- Serious Injury Crash: ●
- Road: —
- County Boundary: ●
- Other spatial data: □

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Systemic Safety Project Development:
The How...
Systemic Safety Project Development:
The How…

LEGEND:
- Muni Road:
- County Road:
- State Road:
- Potential treatment location:
Systemic Safety Project Development:
The How...

LEGEND:
- Muni Road: Orange
- County Road: Yellow
- State Road: Blue
- Potential treatment location: Black circles

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Systemic Safety Project Development:

The How...

COUNTERMEASURE BUNDLE:

- Leading Ped Intervals & Increased crossing times
- High-Visibility Crosswalk Markings
Systemic Safety Project Development:
The How...

COUNTERMEASURE BUNDLE:
- Leading Ped Intervals & Increased Crosswalk Crossing times
- High Visibility Crosswalk Markings

County X

PROVEN
Systemic Safety Project Development:

Available ODOT Resources:

ODOT’s Project Development Process:

- **PLANNING (PL)**: Regional Safety Plan
- **PRELIMINARY ENGINEERING (PE)**: Systemic Design Contract
- **ENVIRONMENTAL ENGINEERING (EE)**
- **FINAL ENGINEERING (FE)**
- **CONSTRUCTION (CO)**

Local/county managed

OR

ODOT managed
Local Road Safety Initiatives

Safety Studies & Road Safety Audits

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A **safety study** analyzes roadway and traffic data to determine why crashes are occurring at a certain location and identifies short and long term countermeasures to reduce them.

A **road safety audit** is a proactive, formal safety performance examination of an existing or future road or intersection by a multidisciplinary team.
Safety Studies & Road Safety Audits: The Why...

ODOT is encouraging local governments & regional planning organizations conduct safety studies & road safety audits at priority safety locations.

**BENEFITS:**

- Promotes a culture of safety and provides opportunities for stakeholders to come together to understand and address safety issues.

- These types of spot safety studies are almost always required when pursuing available federal safety funds.
Safety Studies & Road Safety Audits:
The What...

LEGEND:
- Priority Safety Segment: [Line]
- Priority Safety Intersection: [Circle]

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Safety Studies & Road Safety Audits:
The What...

County X
Local Safety Assistance Available:
The How...

REGIONAL & COUNTY SAFETY PLANS:
Our team can help navigate any or all of the safety plan development process.

SYSTEMIC SAFETY IMPROVEMENTS:
Our team can help local partners develop a systemic safety project and secure resources for implementation.

ROAD SAFETY AUDITS & SAFETY STUDIES:
Our team can help local partners complete a road safety audit or safety study, identify countermeasures and apply for HSIP funds.

ODOT’s Highway Safety Program is providing free consultant assistance to local agencies and regional planning organizations to assist with safety project development and funding applications.

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