

MICHIGAN LOCAL HSIP FUNDING FOR NON-MOTORIZED PROJECTS

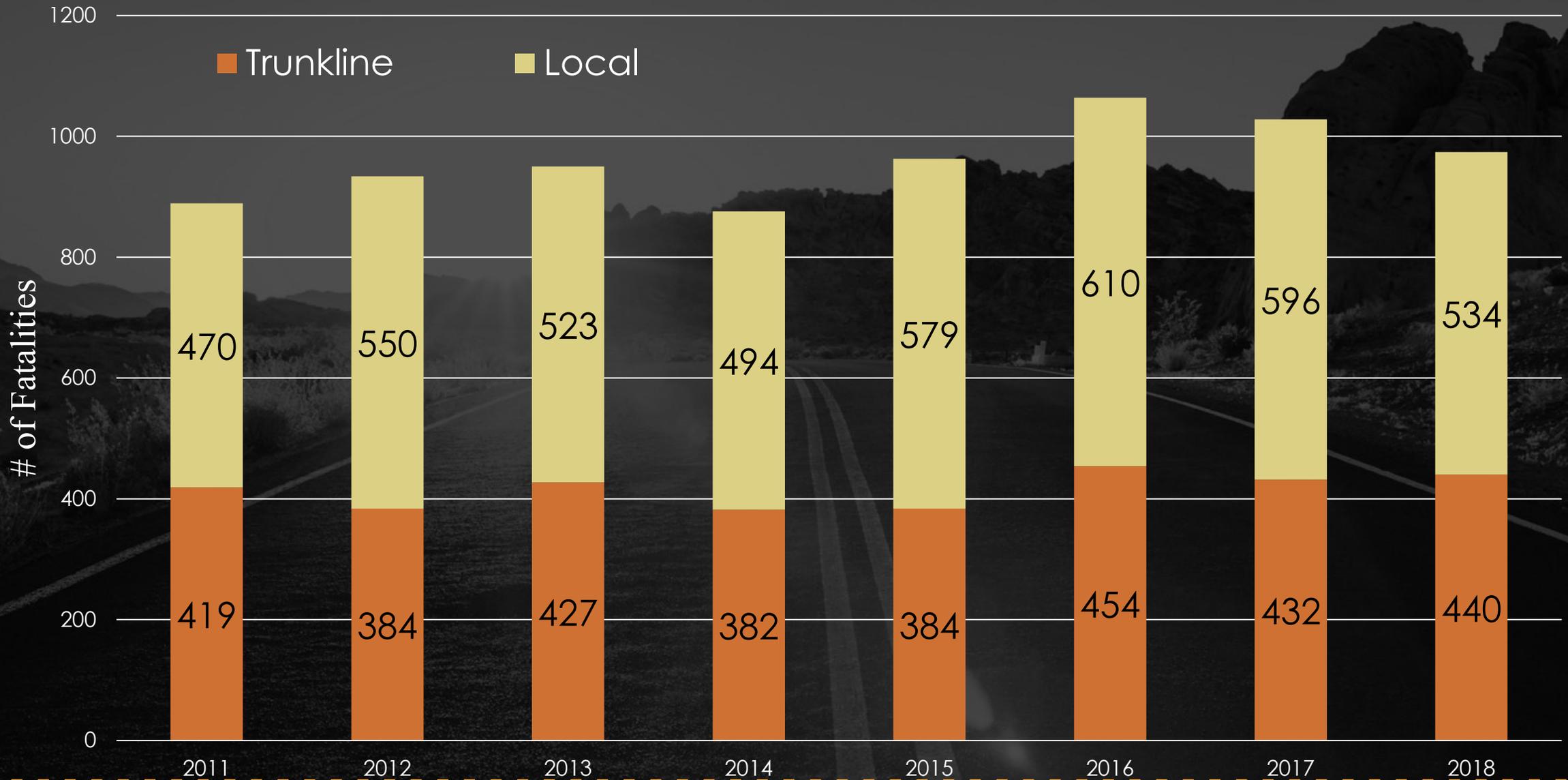
Pedestrian Safety Peer Exchange

Champaign, IL

September 11, 2019

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Michigan Fatalities by Jurisdiction



Governor's
Traffic Safety
Advisory
Commission
(GTSAC)

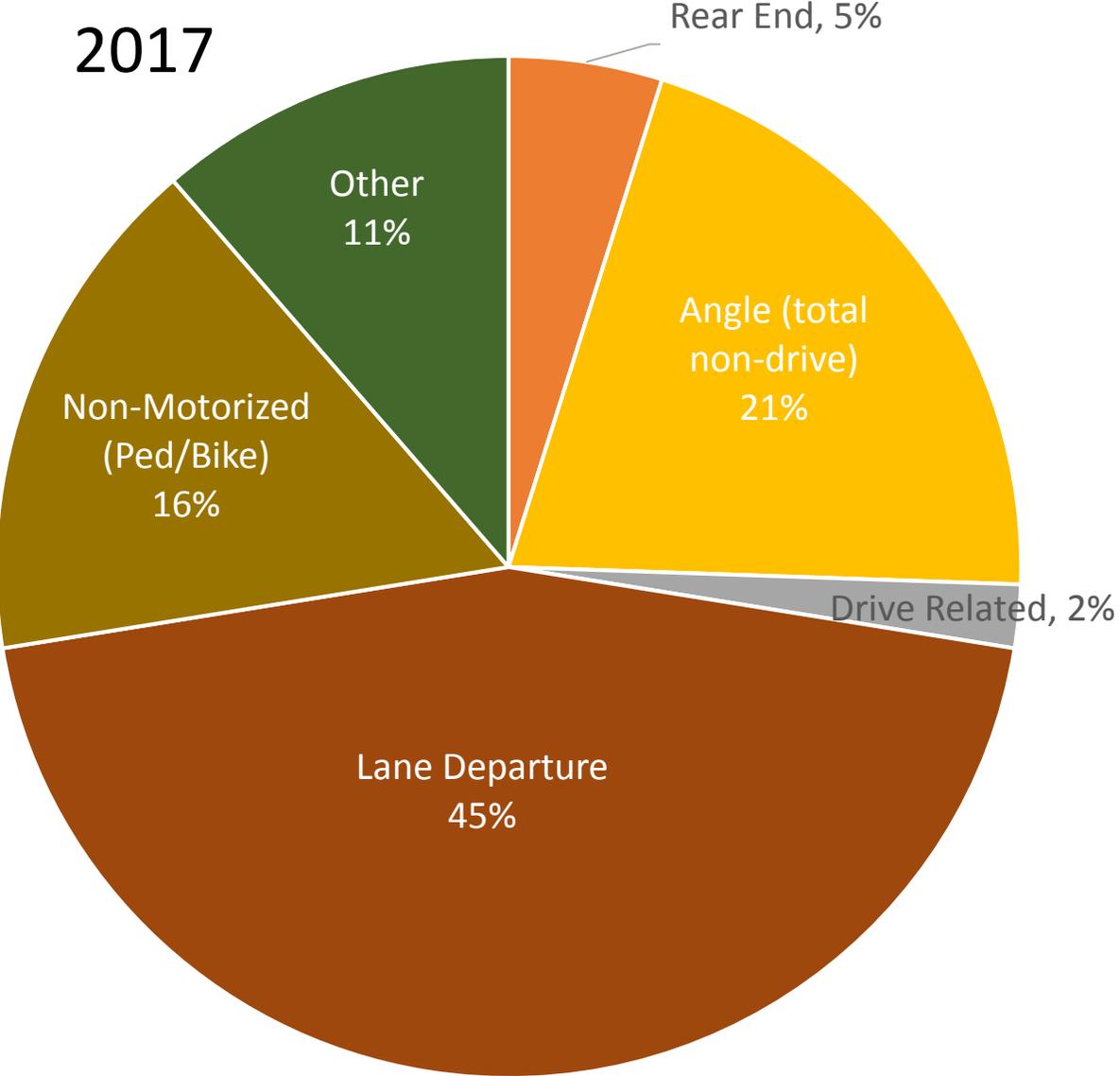


Action Team	2011-2015 Data (1)	
	Fatalities	Perc. Of Total
Impaired Driving	1,718	37%
Commercial Motor Vehicle Safety	437	9%
Distracted Driving	N/A	N/A
Drivers Age 24 and Younger	1,439	31%
Traffic Incident Management	N/A	N/A
T.S. Engineering - Intersection Safety	1,173	25%
T.S. Engineering - Lane Departure	2,197	48%
Motorcycle Safety	621	13%
Occupant Protection	2,122	46%
Pedestrian and Bicycle Safety	880	19%
Senior Mobility and Safety	984	21%
Traffic Records and Information Systems	N/A	N/A

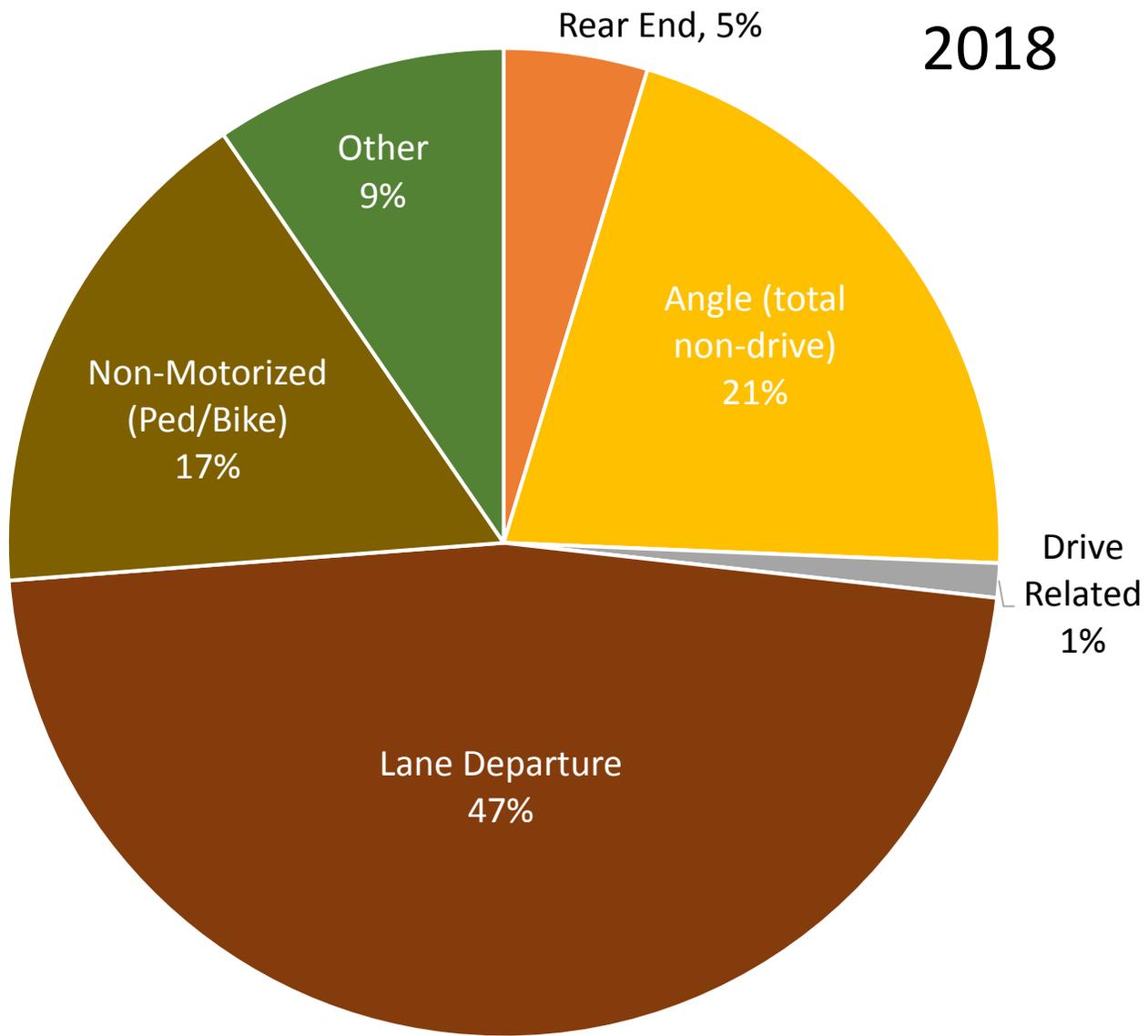
(1) Michigan Strategic Highway Safety Plan, December 2016.

Local Fatalities by Crash Type

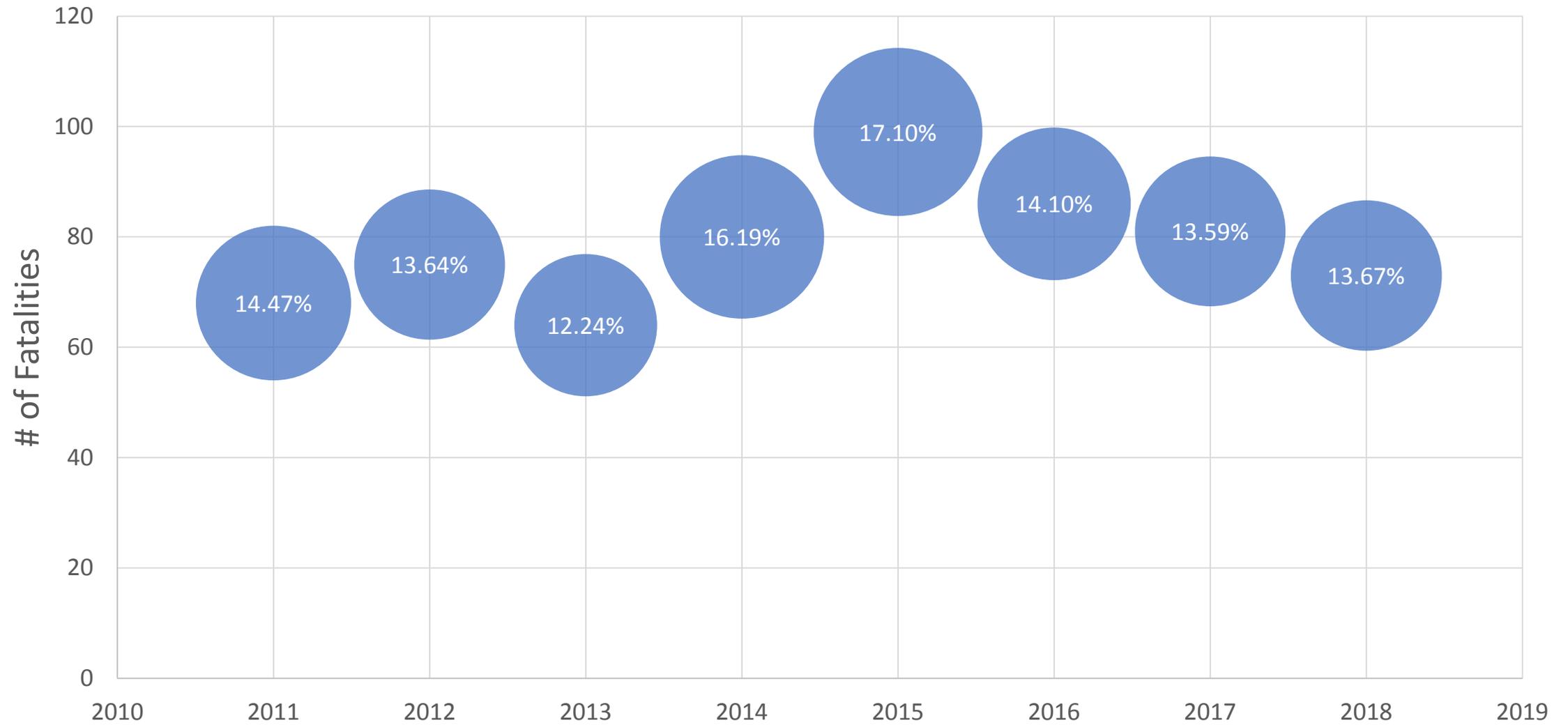
2017



2018



Local Pedestrian Fatalities



Sharing Federal Funds with Local Agencies

- Requirements per State Law – ACT 51
 - 25% of Federal Aid to Local Agencies
 - Equality Across Programs
 - **\$15M annually in local HSIP**

ELIGIBLE FOR FEDERAL SAFETY FUNDS?

WHO?

- ANY ACT 51 AGENCY
 - 83 COUNTY ROAD COMMISSIONS
 - 274 CITIES
 - 259 INCORPORATED VILLAGES

WHICH ROADS?

- **ANY** NON-MDOT ROADWAY OPEN TO THE GENERAL PUBLIC
 - REGARDLESS OF NATIONAL FUNCTIONAL CLASSIFICATION
- *DOES NOT HAVE TO BE ON THE FED-AID NETWORK*
 - REGARDLESS OF ADT

Local HSIP Funding Breakdown



\$6 M
HRRR

- Rural (based on Urban Area Census Boundary)
- Minor/Major Collector or Local (NFC Classification)
- ≥ 1 Fatality or Serious (Type A) Injury

\$1.5M
Streamlined
Systemic

- Specific work types
- Reduced submittal documentation

\$9 M
HSIP

\$7.5M
General
HSIP

2 Main
Project Types
for HSIP
funding

Spot Location

Systemic

Some Options for Non-motorized crashes



Pedestrians

Refuge islands

RRFBs

Pedestrian Hybrid Beacon

Countdown Ped Signals

LPI



Bikes

Striped bike lanes

Buffered bike lanes

Protected bike lanes

Green pvmt marking in conflict zones

Pathways

Common Safety Countermeasures for Local Agencies



Roadside Design Improvements at Curves

- Increased clear zone:
 - ◊ A 16.7-foot clear zone (increased from 3 feet) can provide a 22 percent reduction in crashes.
 - ◊ A 30-foot clear zone can provide a 44 percent reduction in crashes.
- Roadside barriers:
 - ◊ Guardrail can be used when fixed objects cannot be removed from the clear zone or if space is limited.

Source: Federal Highway Administration (FHWA), https://safety.fhwa.dot.gov/programcountermeasures/roadside_design/



Benefits of Using Enhanced Delineation and Friction for Horizontal Curves in Michigan

- Chevron signs:
 - ◊ 20 percent reduction in crashes on curves.
- High-friction surface treatment:
 - ◊ 35 percent fewer wet roadway crashes.

Source: Michigan Department of Transportation (MDOT), [www.documents.mdot/T70_Safety_Fact_Sheet_495542_7.pdf](http://documents.mdot/T70_Safety_Fact_Sheet_495542_7.pdf)



Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

- Doubled-up, oversized signs (Stop Ahead and Stop).
- Reflective sheeting on sign posts.
- Clearing obstructions that limit sight distance.
- Double-arrow warning sign (for T-intersections)

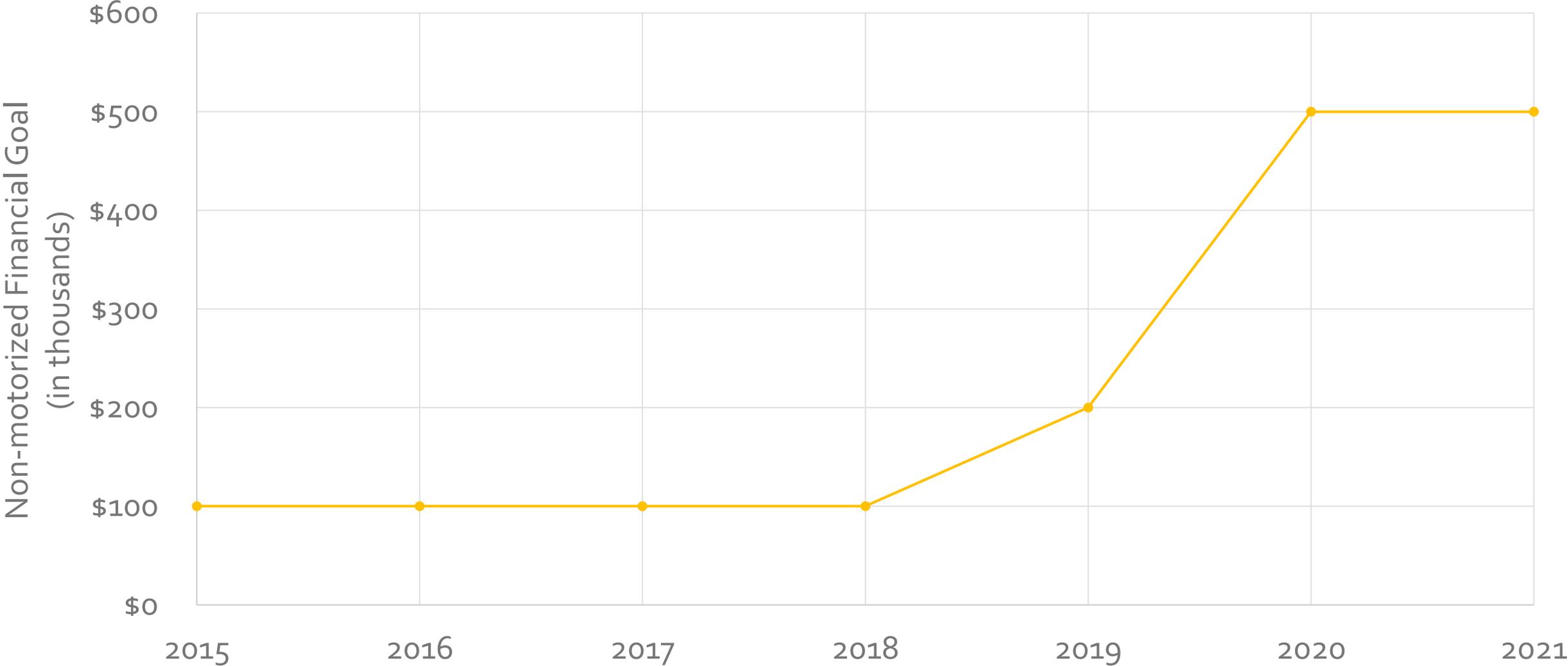


Benefits of

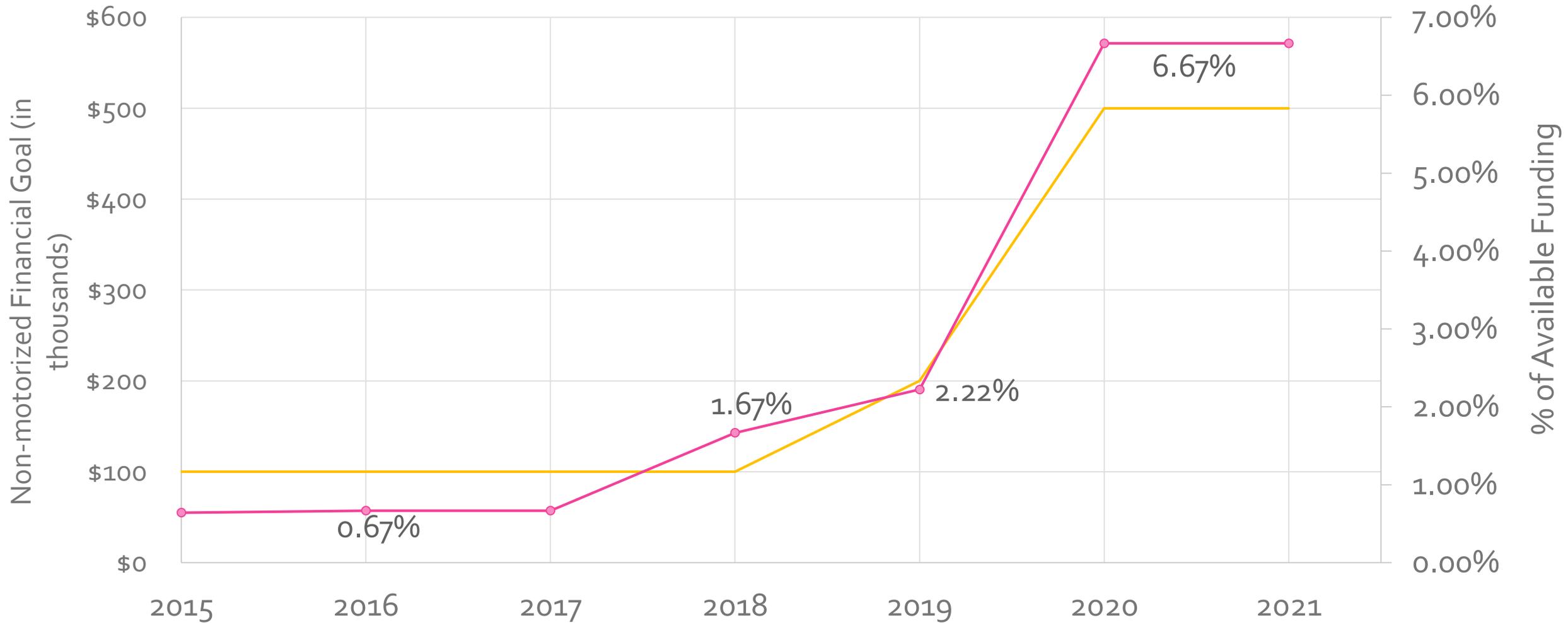
Quick Reference for Local Agencies

We are working on creating a similar Quick Reference for Ped/Bike improvements.

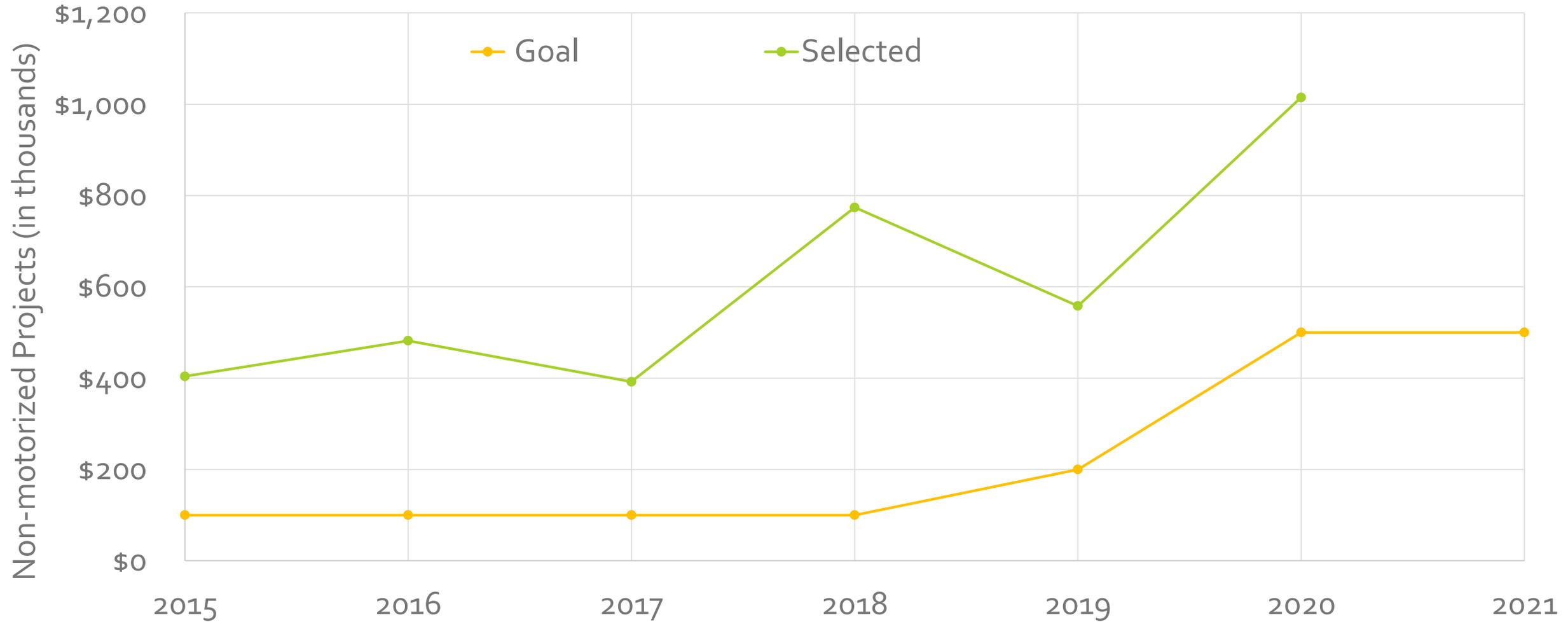
FINANCIAL GOALS THRU THE YEARS



FINANCIAL GOALS THRU THE YEARS



ACTUAL AMOUNT FUNDED THRU THE YEARS



Prior Condition Lakeland Trails Crossing

No marked Crosswalk
AADT of 9400





Added warning signs
Added Hi-Visibility Crosswalk Markings
Added defined ADA complaint crossing

Lakeland Trails Crossing

Prior Condition

No marked crosswalk
AADT of 15,700





Added refuge island
Added RRFBs
Added pedestrian scale lighting
Added Hi-Visibility Crosswalk Markings
(still under construction)

In Progress – 9 Mile Road
at Virginia Avenue



Prior Condition

AADT of 6700

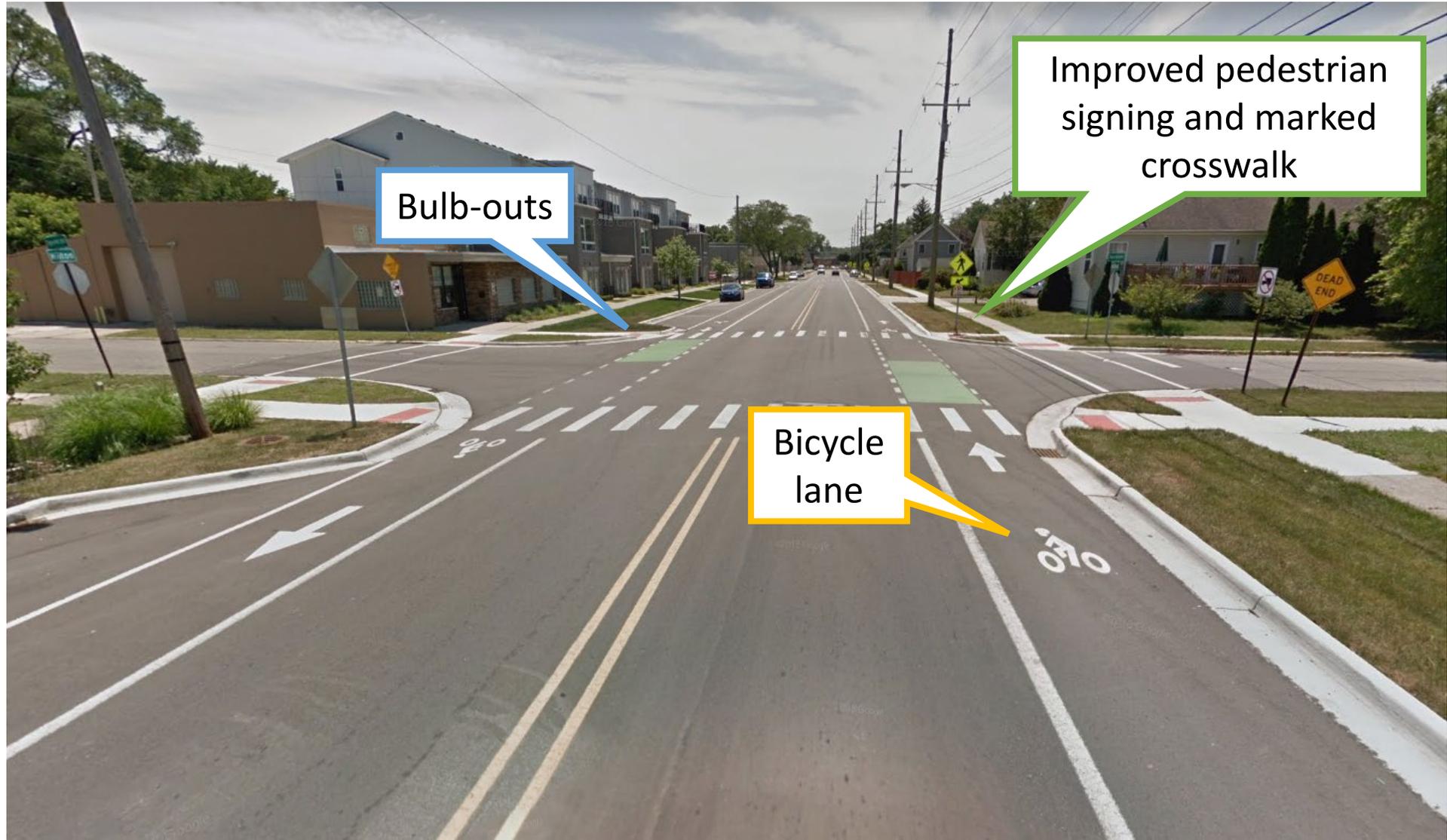
Wide vehicle lane with
marked bike lane

Added Buffered Bike Lane

Added RRFBs



Pedestrian and Bicycle Improvements



Bulb-outs

Improved pedestrian
signing and marked
crosswalk

Bicycle
lane

2019 Scheduled Projects

- Mid-block crossing in Norton Shores
- Raised pedestrian crossing in city of Mason
- More RRFBs
- More systemic Countdown Pedestrian signals

Questions

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