

# Transportation News



## Safety Management System: Part Two of Two

### *Identifying and Ranking the Communities Most Hazardous Crash Locations*



In our Spring 2007 news letter we talked about the importance of identifying crash locations in Allen County. The article titled **Safety Management System: Part One of Two** described one of the challenges and most important aspects of reviewing crash locations for improvement projects as identifying what locations are the most hazardous within the community. The article also described two ways of evaluating and ranking where high crash locations are identified. In this article we will discuss more about NIRCC's safety management system process and demonstrate how the process can help address the issues with identifying high crash locations.

The following examples from the previous news article demonstrate how utilizing crash frequencies, crash rates and conducting site specific analysis can lead to confusion and varied conclusions when identifying and evaluating hazardous crash locations.

Example 1. A request is received to evaluate a specific location for crash information. The crash information and traffic data are reviewed and evaluated. It is determined that the location has only one crash and a traffic volume of 500 vehicles per day. The calculated rate based on the crash frequency and traffic volume is 5.48, a high rate by comparison to most locations. Based on the rate, this location would rank as one of the highest crash locations in Allen County. This is an example of how locations with low traffic volumes and low crash frequencies can display an unusually high crash rate.

Example 2. The Transportation Technical Committee requests a site specific analysis for an intersection that may have a safety problem. A quick review of crash and traffic information indicates a three year history of sixty crashes within twenty-five feet of the intersection and a total traffic volume of 25,000 vehicles per day. The calculated rate is 2.19 ranking it number five. A site inspection determines that vehicles are stacking over three hundred feet east and west of the intersection. Further analysis identifies forty-five additional crashes (rear-ends and side swipes) in the three year period that are directly attributable to the operation of the intersection. The revised three year crash history is now

(Continued on Pg. 7)



## Transportation Improvement Program

As of Fiscal Year 2008, the TIP has changed from a three year plan to a four year plan. This new requirement complies with the latest transportation bill called SAFETEA-LU which MPOs (Metropolitan Planning Organizations) are required to follow. The TIP is a four-year transportation plan that outlines the projects that will be started in the next four years. Due to the limited amount

(Continued on Pg. 6)

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Federal Highway  
Administration  
(Non-voting members)

**Transportation Improvement Program  
Local Highway Projects  
FY 2008 - 2009**



The following list contains federally / locally funded projects:

**For Project Locations see map on page 6**

| <u>2008 Projects</u>   |              | <u>2008 Projects</u>  |              |
|--|--------------|---|--------------|
| <u>Local Projects</u>  | <u>Phase</u> | <u>Local Projects</u>   | <u>Phase</u> |
| Aboite Center Rd: W. Jefferson Blvd to Coventry Ln<br><i>Added Travel Lanes</i>        | RW           | Marketing / Education for Ozone Awareness<br>(Gas Can Exchange Program)           | n/a          |
| Auburn Rd @ Cook Rd & Clinton St<br><i>Intersection Improvements</i>                   | PE/RW        | Maplecrest Rd: Parrott Rd to SR 930<br><i>New Road Construction</i>               | CN           |
| Bass Rd: Hillegas Rd to Hadley Rd<br><i>Road Reconstruction</i>                        | PE           | Maysville/Stellhorn Rd: Koester D. to Maplecrest Rd<br><i>Added Travel Lanes</i>  | PE           |
| Bostick Rd: Bridge over St Mary's River<br><i>Bridge Replacement</i>                   | CN           | Moeller Rd: Green St to Hartzell Rd<br><i>Road Reconstruction</i>                 | PE           |
| Carroll Rd: Corbin Rd to .5 mi W/o Corbin Rd<br><i>Road Reconstruction/Realignment</i> | PE           | Monroeville Rd Bridge: Bridge over Hoffman-Lepper<br><i>Bridge Replacement</i>    | PE           |
| Clinton St @ Washington Cntr Rd<br><i>Intersection Improvements</i>                    | PE/CN        | New Haven Depot & Corridor Project  | CN           |
| Covington Rd Trail: West Hamilton Rd to w/o I-69<br><i>New Trail</i>                   | CN           | Railroad Corridor Acquisition   | CN           |
| Dartmouth Dr @ Washington Cntr Rd<br><i>Intersection Improvement</i>                   | CN           | Spring St Bridge over NS Railroad<br><i>Bridge Reconstruction</i>                 | RW           |
| Dawkins Rd Bridge: Bridge over Litzenburg Drain<br><i>Bridge Replacement</i>           | PE           | St Joe Ctr Rd: St Joe Rd to Reed Rd<br><i>Added Travel Lanes</i>                  | CN           |
| Getz Rd/W. Jefferson Blvd/Covington Rd<br><i>Intersection Improvements</i>             | CN           | St Joe Ctr Rd: Reed Rd to Maplecrest Rd<br><i>Road Reconstruction/Realignment</i> | PE           |
| Flutter Rd: Schwartz Rd to Maplecrest Rd<br><i>Road Reconstruction/Realignment</i>     | RW           | State Blvd: Spy Run Ave to Cass St<br><i>Added Travel Lanes</i>                   | PE           |
| Fort Wayne Urban Trails (Phase 1)  | CN           | Towpath Trail: Rockhill Park to Ardmore/Taylor Int.<br><i>New Trail</i>           | CN           |
| IPFW Pedestrian Bridge over St Joseph River<br><i>New Construction</i>                 | PE/CN        | Towpath Trail & Homestead Rd Trails<br><i>New Trails</i>                          | CN           |

| <u>2009 Projects</u>  |              | <u>2009 Projects</u>   |              |
|---|--------------|--|--------------|
| <u>Local Projects</u>   | <u>Phase</u> | <u>Local Projects</u>  | <u>Phase</u> |
| Aboite Center Rd: W. Jefferson Blvd to Coventry Ln<br><i>Added Travel Lanes</i>               | CN           | Marketing / Education (Gas Can Exchange Program)                               | n/a          |
| Auburn Rd @ Cook Rd & Clinton St<br><i>Intersection Improvement</i>                           | CN           | Maysville Rd @ Stellhorn Rd<br><i>Intersection Improvement</i>                 | RW           |
| Carroll Rd: Corbin Rd to .5 mi W/o Corbin Rd<br><i>Road Reconstruction/Realignment</i>        | RW           | Moeller Rd: Green St to Hartzell Rd<br><i>Road Reconstruction</i>              | RW           |
| Coverdale Rd: Indianapolis Rd to Airport Expressway<br><i>Road Reconstruction/Realignment</i> | CN           | Monroeville Rd Bridge: Bridge over Hoffman-Lepper<br><i>Bridge Replacement</i> | CN           |
| Dawkins Rd Bridge: Bridge over Litzenburg Drain<br><i>Bridge Replacement</i>                  | CN           | New Haven Pedestrian Walkways 3 & 5<br><i>New Construction</i>                 | PE/CN        |
| Gump Rd: SR 3 to Coldwater Rd<br><i>Road Reconstruction</i>                                   | RW           | State Blvd: Spy Run Ave to Clinton St<br><i>Added Travel Lanes</i>             | RW           |
| Johnny Appleseed Park to Shoaff Park Trail (Phase 1)<br><i>New Trail</i>                      | CN           | Wayne Trace: Pontiac St to Oxford St<br><i>Road Reconstruction/Realignment</i> | CN           |
| Maplecrest Rd: Lake Ave to State Blvd<br><i>Road Reconstruction</i>                           | PE           |  |              |

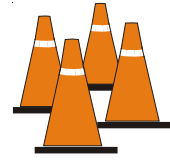
**Abbreviations**

CN=Construction PE=Preliminary Engineering RW=Right-of-way



## Transportation Improvement Program Local Highway Projects FY 2010 - 2011

The following list contains federally / locally funded projects:

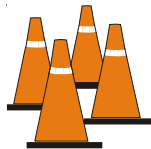


**For Project Locations see map on page 6**

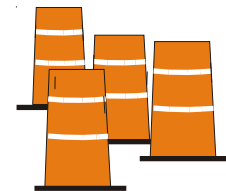
| <u>2010 Projects</u>  |       | <u>2010 Projects</u>  |       |
|---|-------|---|-------|
| Local Projects  | Phase | Local Projects  | Phase |
| Bass Rd: Hillegas Rd to Hadley Rd<br><i>Road Reconstruction</i>                     | RW    | Spring St Bridge over NS Railroad @ Leesburg Rd<br><i>Bridge Reconstruction</i> | CN    |
| Flutter Rd: Maplecrest Rd to Schwartz Rd<br><i>Road Reconstruction/Realignment</i>  | CN    | St Joe Center Rd: Reed Rd to Maplecrest Rd<br><i>Road Reconstruction</i>        | RW    |
| Landin Rd: North River Rd to Maysville Rd<br><i>Road Reconstruction/Realignment</i> | PE    |   |       |

| <u>2011 Projects</u>   |       | <u>2011 Projects</u>  |       |
|--|-------|---|-------|
| Local Projects   | Phase | Local Projects  | Phase |
| Carroll Rd: Corbin Rd to .5 mi W/o Corbin Rd<br><i>Road Reconstruction/Realignment</i> | CN    | Maysville Rd @ Stellhom Rd<br><i>Intersection Improvement</i>     | CN    |
| Gump Rd: SR 3 to Coldwater Rd<br><i>Road Reconstruction</i>                            | CN    | Moeller Rd: Green St to Hartzell Rd<br><i>Road Reconstruction</i> | CN    |
| Maplecrest Rd: Lake Ave to State Blvd<br><i>Road Reconstruction</i>                    | RW    |   |       |

## Transportation Improvement Program Local Highway Projects FY 2008 - 2011



The following list contains locally funded projects:



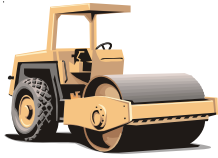
**For Project Locations see map on page 6**

| <u>2008-2011 Projects</u>  |       | <u>2008-2011 Projects</u>  |       |
|--|-------|--|-------|
| Local Road Projects  | Phase | Local Road Projects  | Phase |
| Anthony Blvd from Fairfax Ave to Capital Ave<br><i>Road Rehabilitation</i> | CN    | Butler Rd @ Hillegas Rd<br><i>Intersection Improvements</i>                                | CN    |
| Ardmore Ave @ Taylor St<br><i>Intersection Improvements</i>                | CN    | Cook Rd @ Huguenard Rd<br><i>Intersection Improvements</i>                                 | CN    |
| Ardmore Ave from Jefferson Blvd to Taylor St<br><i>Road Reconstruction</i> | CN    | Illinois Rd from I-69 to Getz Rd<br><i>Road Reconstruction/Widening</i>                    | CN    |
| Barnett Rd from SR 37 to Notestine Rd<br><i>Road Reconstruction</i>        | CN    | Jefferson Blvd from Illinois Rd to Railroad Viaduct<br><i>Road Reconstruction/Widening</i> | CN    |
| Bass Rd @ Hadley Rd<br><i>Intersection Improvements</i>                    | CN    | Stellhom Rd @ Wheelock Rd<br><i>Intersection Improvements</i>                              | CN    |
| Bass Rd @ Kroemer Rd<br><i>Intersection Improvements</i>                   | CN    | Union Chapel Rd @ Leo Rd/SR 1<br><i>Intersection Improvements</i>                          | CN    |
| Bass Rd @ Scott Rd<br><i>Intersection Improvements</i>                     | CN    |  |       |

### Abbreviations

CN=Construction PE=Preliminary Engineering RW=Right-of-way

***For the most up-to-date amendments go to our website [www.nircc.com](http://www.nircc.com) where you can view or download the latest TIP document.***



## Transportation Improvement Program INDOT Highway Projects FY 2008 - 2010



The following list contains federally / state funded projects:

**For Project Locations see map on page 7**

| <u>2008 Projects</u>   |       | <u>2008 Projects</u>   |       |
|--|-------|--|-------|
| State Projects   | Phase | State Projects   | Phase |
| Pedestrian Bridge over St. Joseph River (IPFW)<br><i>New Bridge Construction</i>                     | CN    | US 24: from .5 mi W/o SR 101 to Indiana / Ohio State Line<br><i>New Road Construction</i>      | RW/CN |
| Pedestrian Bridge over Crescent Ave (IPFW)<br><i>Bridge Inspection</i>                               | PE    | US 24: from .5 mi W/o Webster Rd to .5 mi W/o SR 101<br><i>New Road Construction</i>           | RW    |
| District Wide Bridges - Various Locations<br><i>Bridge Maintenance &amp; Repair</i>                  | CN    | US 24: from .5 mi E/o Ryan / Bruick Rd to .5 mi W/o Webster Rd<br><i>New Road Construction</i> | RW    |
| SR 1: @ Amstutz Rd<br><i>Intersection Improvements</i>   | RW    | US 27: bridge over St Mary's River<br><i>Bridge Replacement</i>                                | PE    |
| SR 1: from I-69 to 0.21 mi E/o Tonkel Rd<br><i>Added Travel Lanes (includes signals &amp; signs)</i> | CN    | US 33: over N branch of Benward Ditch, 3.28 mi N/o US 30<br><i>Small Structure Replacement</i> | RW    |
| SR 3: from Ludwig Rd to Dupont Rd<br><i>Added Travel Lanes (includes signals &amp; signs)</i>        | RW    | SR 37: @ Antwerp Rd / Water St<br><i>Intersection Improvement</i>                              | CN    |
| SR 14: Scott Rd to West Hamilton Rd<br><i>Added Travel Lanes</i>                                     | PE    | I-469: US 30 to N/o Bridge over Wheelock Rd<br><i>Road Resurfacing</i>                         | CN    |
| SR 14: Scott Rd to I-69<br><i>Added Travel Lanes (includes signals &amp; signs)</i>                  | CN    | SR 930: 2.67 mi W/o I-469 to Minnich Rd<br><i>Added Travel Lanes</i>                           | PE    |

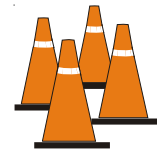
| <u>2009 Projects</u>  |       | <u>2009 Projects</u>   |       |
|---|-------|--|-------|
| State Projects  | Phase | State Projects   | Phase |
| SR 1: @ Amstutz Rd<br><i>Intersection Improvements</i>  | CN    | US 33: over S branch of Benward Ditch, 2.85 mi N/o US 30<br><i>Small Structure Replacement</i> | CN    |
| SR 3: from Ludwig Rd to Dupont Rd<br><i>Added Travel Lanes (includes signals &amp; signs)</i> | CN    | US 33: over N branch of Benward Ditch, 3.28 mi N/o US 30<br><i>Small Structure Replacement</i> | CN    |
| SR 14: @ Allen / Whitley County Line Rd<br><i>Intersection Improvements</i>                   | RW    | I-69: Hursh Rd bridge over I-69<br><i>Bridge Rehabilitation</i>                                | CN    |
| US 24: from .5 mi W/o Webster Rd to .5 mi W/o SR 101<br><i>New Road Construction</i>          | CN    | I-69: .83 mi N/o SR 1 to 9.51 mi N/o SR 1<br><i>Pavement Resurfacing</i>                       | CN    |
| US 24: from .5 mi E/o I-469 to .5 mi E/o Ryan / Bruick Rd<br><i>New Road Construction</i>     | RW    | I-469: from 0.7 mi W/o SR 1 to 0.5 mi E/o US 27<br><i>Pavement Replacement</i>                 | PE    |
| US 27: bridge over St Mary's River<br><i>Bridge Replacement</i>                               | CN    | I-469: from I-69 to 0.4 mi W/o SR 1<br><i>Pavement Resurfacing</i>                             | CN    |
| US 27: Realign SB US 27 from Spy Run Creek to E 4th St<br><i>Road Reconstruction</i>          | RW    |  |       |

| <u>2010 Projects</u>   |       | <u>2010 Projects</u>  |       |
|--|-------|---|-------|
| State Projects   | Phase | State Projects  | Phase |
| Pedestrian Bridge over Crescent Ave (IPFW)<br><i>Bridge Inspection</i>                         | PE    | US 27: Realign SB US 27 from Spy Run Creek to E 4th St<br><i>Road Reconstruction</i>  | CN    |
| SR 14: @ Allen / Whitley County Line Rd<br><i>Intersection Improvements</i>                    | CN    | I-469: from 0.5 mi E/o US 27 to 0.32 mi S/o Tillman Rd<br><i>Pavement Replacement</i> | PE    |
| SR 14: Scott Rd to West Hamilton Rd<br><i>Added Travel Lanes</i>                               | RW    | SR 930: @ Washington Blvd and Coliseum Blvd<br><i>Interchange Modification</i>        | CN    |
| US 24: from .5 mi E/o Ryan / Bruick Rd to .5 mi W/o Webster Rd<br><i>New Road Construction</i> | CN    |   |       |

### Abbreviations

CN = Construction    PE = Preliminary Engineering    RW = Right-of-way

## Transportation Improvement Program INDOT Highway Projects FY 2011

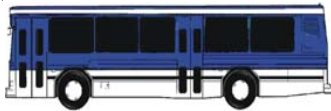


The following list contains federally / state funded projects:

**For Project Locations see map on page 7**

| <u>2011 Projects</u>   |              | <u>2011 Projects</u>  |              |
|--|--------------|---|--------------|
| <u>State Projects</u>  | <u>Phase</u> | <u>State Projects</u>   | <u>Phase</u> |
| US 24: from .5 mi E/o I-469 to .5 mi E/o Ryan/Bruick Rd<br><i>New Road Construction</i>                    | CN           | US 30: bridge over Spy Run Creek 6.7 mi E/o Whitley/Allen Co Line<br><i>Small Structure Replacement</i> | CN           |
| US 30: bridge over Solon Ditch 0.27 mi E/o Whitley/Allen Co Line<br><i>Small Structure Replacement</i>     | CN           | I-69: Meyer Ditch @ Allen/Dekalb County Line<br><i>Small Structure Replacement</i>                      | CN           |
| US 30: Solon Rd Branch 2.3 mi E/o Whitley/Allen Co Line<br><i>Small Structure Replacement</i>              | CN           | I-69: bridge over Dennis Ditch 1.7 mi N/o Lafayette Ctr Rd<br><i>Small Structure Replacement</i>        | CN           |
| US 30: bridge over Seeger Ditch 4.9 mi E/o Whitley/Allen Co Line<br><i>Small Structure Replacement</i>     | CN           | SR 101: bridge over Maumee River<br><i>Bridge Rehabilitation</i>  | CN           |
| US 30: bridge #3 over Seeger Ditch 5.25 mi E/o Whitley/Allen Co Line<br><i>Small Structure Replacement</i> | CN           | I-469: from 0.7 mi W/o SR 1 to 0.5 mi E/o US 27<br><i>Pavement Replacement</i>                          | CN           |

## Transportation Improvement Program Transit and Human Service Agencies FY 2008 - 2011



The following list contains federally / locally funded projects:

| <u>2008 Funding Cycle</u>  |
|--|
| <b>Human Service Agency</b>  |
| <b>Allen County Council on Aging:</b> Modified Passenger Van (replacement)           |
| <b>Byron Health Center:</b> Modified Passenger Van w/lift (replacement)              |
| <b>Community Transportation Network:</b> Modified Passenger Van w/lift (replacement) |

| <u>Fort Wayne Public Transportation Corporation / Citilink 2008 - 2011</u> |                                     |
|--|-------------------------------------|
| AVL/Communication Hardware/Subscription Cost                               | Capitalization of Maintenance Costs |
| Other Maintenance Equipment  | Complementary Paratransit Costs     |

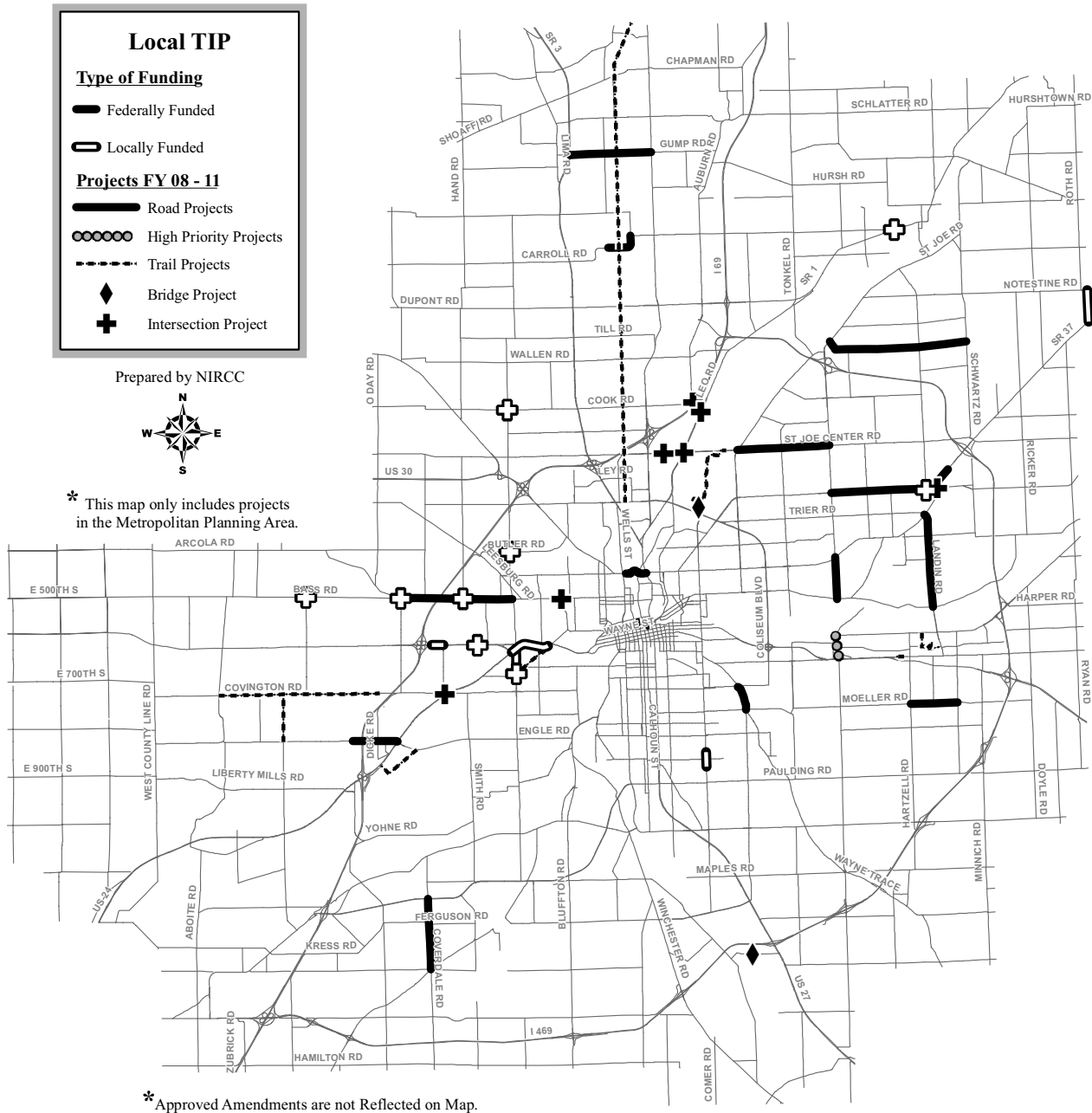
| <u>Fort Wayne Public Transportation Corporation / Citilink 2008</u> |   |
|---|---|
| Five Replacement Minibuses (body on chassis)                        | CMAQ - Transit Awareness                                  |
| One Replacement Service Truck                                       | CMAQ - Fare Free Ozone Alert Days                         |
| Computer/Office Equipment   | CMAQ - Additional Peak Hour Service (1/2 Hr Peak Service) |
| Northside Satellite Terminal  | CMAQ - Biodiesel Alternative Fuel Cost Differential       |

| <u>Fort Wayne Public Transportation Corporation / Citilink 2009</u> |   |
|---|---|
| Six Heavy Duty Replacement Buses 35'                                | Hybrid Option for Replacement Six Buses (funds requested) |
| Four Replacement Minibuses (Body on Chassis)                        |   |

| <u>Fort Wayne Public Transportation Corporation / Citilink 2010</u> |   |
|---|---|
| Six Heavy Duty Replacement Buses                                    | Computer/Office Equipment                                 |
| One Replacement Supervisor Vehicle                                  | Hybrid Option for Six Replacement Buses (funds requested) |
| One Replacement Maintenance Truck                                   |   |

| <u>Fort Wayne Public Transportation Corporation / Citilink 2011</u> |  |
|---|--|
| Four Heavy Duty Replacement Buses                                   | Hybrid Option for Four Replacement Buses (funds requested) |



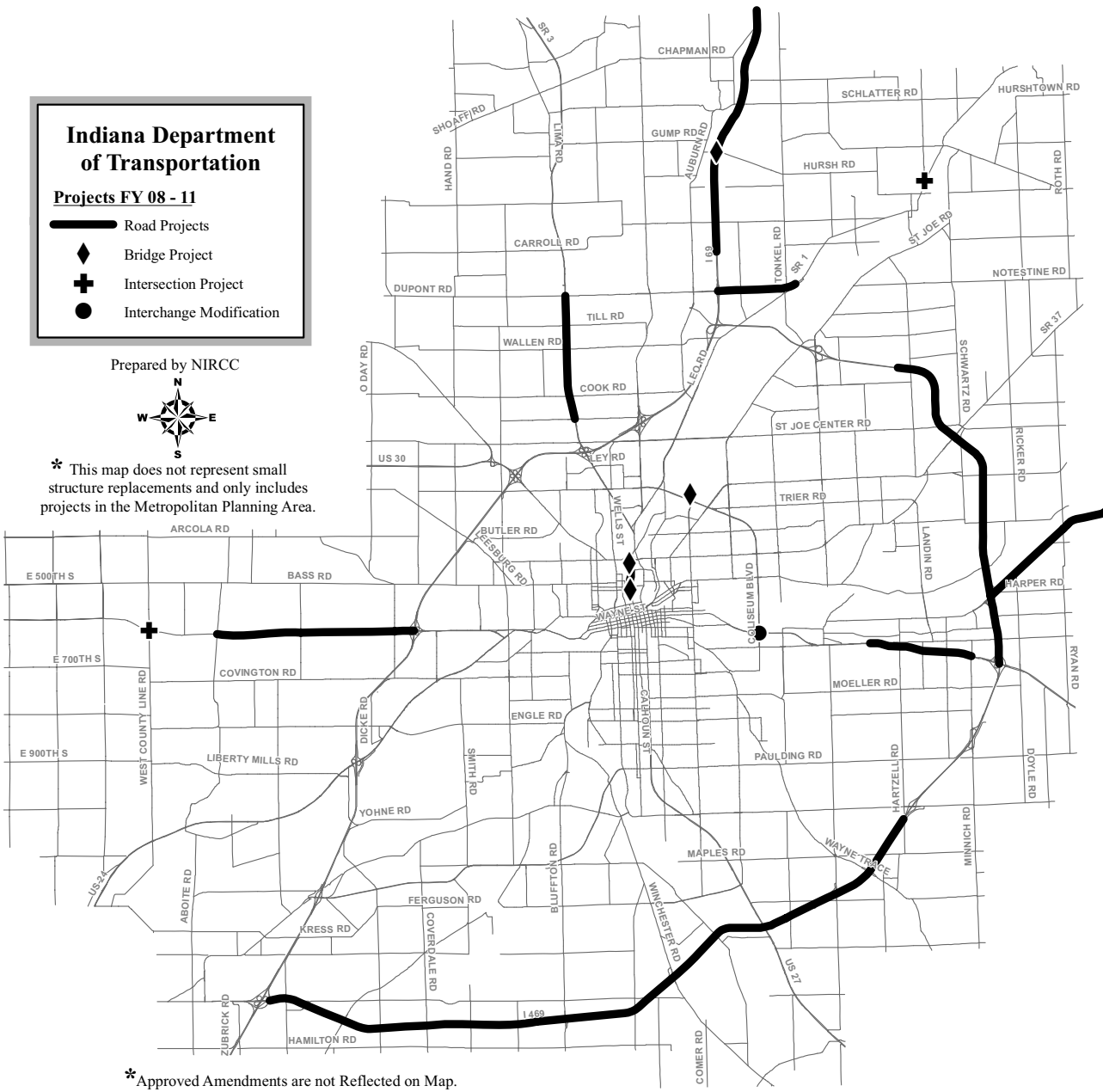


### Transportation Improvement Program continued...

of local, state and federal funding available each year for transportation improvements, it is important to prioritize the projects and in some cases, space out the phases of a project over several years. The phases a project goes through include preliminary engineering, right-of-way engineering and acquisition, and construction. What year the phase of a project is undertaken is determined based on the availability of funding and the price of the phase of the project. The priority of projects is assessed each year when UTAB updates the TIP after an evaluation of each project's progress and the available funds.

Projects for the TIP are taken from the current long range transportation plan. Recently, NIRCC completed an amended version of the 2030 Long-Range Transportation Plan. The amended 2030 Transportation Plan is a comprehensive transportation plan that addresses the future needs of the transportation system. It includes highway, transit, pedestrian, and bicycle improvement projects and policies. The projects and policies help NIRCC, the Urban Transportation Advisory Board (UTAB) and all the various jurisdictions address the future needs of the transportation system.





**Safety Management System continued...**

105, with an annual average of 35 crashes and crash rate of 3.84. The location moves up to number one based on crash rate.

As these examples show, crash frequencies and crash rates at a location must be reviewed and evaluated to establish credible numbers. A site specific analysis can increase, and sometimes decrease the final number of crashes at a particular location. The purpose of a site specific analysis is to determine a pattern in crashes, roadway safety deficiencies, potential solutions, estimated improvement cost/benefit ratio determine a final priority and ensure the location meets the basic federal and state requirements of a high crash location.

NIRCC has developed a process that incorporates both frequency and crash rates to identify and rank hazardous locations in a fair and responsive manner. The list of crash locations by frequency is reviewed, and for locations meeting or exceeding seven crashes in a single year, a crash rate is calculated. Locations below this threshold are not automatically analyzed unless a special issue or concern is identified by NIRCC or another

(Continued on Pg. 8)

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## Safety Management System continued...

governmental agency. A list is developed and locations are ranked based on the crash rates. This procedure is the most cost efficient and accurate method at this time. The principle of using a minimum frequency threshold and ranking by RMV is a nationally established practice by transportation safety experts.

The crash locations are discussed and reviewed by local officials, technical committees, law enforcement officers, and citizens for additional input that planners use in the analysis of crash locations. Crash locations are selected for site specific analyses. The site specific analyses look very closely at the crash location, types of crashes and crash characteristics, and the surrounding area. Information obtained through the site specific analyses may alter the crash frequency and crash rate. Additional crashes may be attributed to intersections that were not identified in the initial frequency list, and conversely some originally identified crashes may be removed. These actions will alter the final ranking and can be a point of confusion with those unfamiliar with the process. Through the site specific analysis and evaluation by staff and the Transportation Technical Committee, safety improvements are identified, projects are initiated including the consideration of low-cost and/or short term solutions, and currently scheduled improvement are reviewed to ensure safety strategies are included.

Evaluation of crash locations within a community is a very important process. Many variables must be considered with the recognition that each location has unique characteristics that cannot always be quantified. Limited resources require a selection process to identify potentially hazardous crash locations that warrant additional analysis and evaluation. The goal of identifying hazardous locations and pursuing projects to address the issues will remain a high priority and focus for NIRCC. Staff will continue to receive input from the Transportation Safety Forum, Transportation Technical Committee, law enforcement agencies, engineering and highway departments, media, and citizens in a continuing effort to provide a safe and efficient transportation network.

