

A SAFETY UPDATE...

From the Federal Highway Administration – New Jersey Division Office

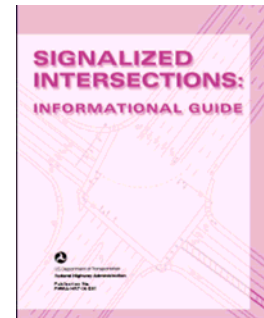


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Signalized Intersections: Informational Guide

This guide provides a single, comprehensive document with methods for evaluating the safety and operations of signalized intersections and tools to remedy deficiencies. The treatments in this guide range from low-cost measures such as improvements to signal timing and signage, to high-cost measures such as intersection reconstruction or grade separation. Topics covered include fundamental principles of user needs, geometric design, and traffic design and operation; safety and operational analysis techniques; and a wide variety of treatments to address existing or projected problems, including individual movements and approaches, pedestrian and bicycle treatments, and corridor techniques. It also covers alternative intersection forms that improve intersection performance through the use of indirect left turns and other treatments. Each treatment includes a discussion of safety, operational performance, multimodal issues, and physical and economic factors that the practitioner should consider. Although the guide focuses primarily on high-volume signalized intersections, many treatments are applicable for lower volume intersections as well. The information contained in this guide is based on the latest research available on treatments and best practices in use by jurisdictions across the United States.



Limited hard copies are available or the document can be downloaded at

<http://www.tfrc.gov/safety/pubs/04091/04091.pdf>.

ADAAG Detectable Warnings

Since July 26, 2001, detectable warnings are once again required for hazardous vehicular ways, transit platform edges and curb ramps. Therefore, states and local governments are required to apply the minimum design standards when constructing and altering pedestrian facilities, including milling and resurfacing projects. Truncated Domes are the standard design requirement for detectable warnings for determining the boundary between the sidewalk and street by people with disabilities. A Detectable Warnings (DW) Community of Practice (CoP) is available at <http://knowledge.fhwa.dot.gov/dw>. The DWCoP enables discussions related to Truncated Dome Detectable Warnings, including construction, maintenance, product evaluations, research, regulatory issues, related technologies - such as pedestrian Accessible Signals - as well as act as a central website for related documents.

TRAFFIC ENGINEERING & SAFETY FORUM

Save the Date...October 6th – 7th
Westin Inn, Princeton, NJ

Audience:

County & Municipal
Engineers & Planners

Topics:

Crash Data
Safety Projects/Programs
Traffic Engineering
Low Cost Countermeasures
Local Safety Program

Email additional topic suggestions to
nj.safety@fhwa.dot.gov

**DRIVING DOWN DEATHS
THROUGH
ENGINEERING, EDUCATION &
ENFORCEMENT**

Using ITS to Improve Safety

The US Department of Transportation's Intelligent Transportation System Program has identified several intelligent infrastructure technologies related to crash prevention and safety. These technologies include road geometry warning systems (i.e. ramp rollover, curve speed warning, downhill speed warning, overheight/overwidth warning) highway-rail crossing systems, intersection collision warning, pedestrian safety, bicycle warning systems, and animal warning systems. Additional information on these technologies, as well as costs, benefits, deployment statistics and lessons learned can be found at <http://www.benefitcost.its.dot.gov>. In addition to obtaining information at this website, you can also contribute data and other relevant resources pertaining to the subject.

Example...Intersection Collision Warning System (ICWS)

The ICWS approach consists of two types of traffic-actuated warning signs linked to pavement loops and a traffic signal controller.

Drivers approaching the intersection on a major through road are given a warning - a flashing car symbol - when there is a vehicle prepared to enter the intersection from the cross street. At the same time, drivers waiting at the stop signs on the minor street approach are given a "crossing traffic" alert - with an animated car symbol - when the traffic is approaching along the major approach from either direction. This system was specifically designed to address the intersection of a major road and a stop sign controlled cross street. An evaluation of this technology was conducted and the data and analysis support the conclusion that safer traffic operations resulted from the installation and continued operation of the Collision Countermeasure System. According to a survey of 46 states, this technology has been implemented at 59 locations across four states.



Road Safety Manual

This manual, an initiative of the World Road Association's Road Safety Committee, is designed to give highway engineers a better understanding of the impact that infrastructure has on road safety at all phases of design and operations. The first part of the manual is an introduction to road safety, the second part describes a complete road safety improvement process, the third part details the relationship between safety and a variety of road components and the fourth part explains how to conduct various technical studies. The quantity and quality of information in this manual makes it a substantial reference on various infrastructure related aspects that have an impact on road safety.

SAVE THE DATE...Pedestrian Safety Forum

The FHWA is sponsoring a Pedestrian Safety Forum for the Mid-Atlantic region (PA, NJ, DE, MD, WV, DC, VA) on Wednesday, **September 7, 2005** in Newark, DE. Topics to be addressed include:

- ◆ Development of Statewide and Local Pedestrian Safety Plans
- ◆ Pedestrian Issues in Large Cities
- ◆ Accessibility/ADA issues
- ◆ Working with Local Advocacy Organizations
- ◆ Pedestrian Data Needs and Issues
- ◆ Incorporation of Pedestrian Needs Into Design Standards & Specifications

Additional information will be forthcoming. If you are interested in receiving registration related information, email nj.safety@fhwa.dot.gov.



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