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1 Introduction

1.1. T C L

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needs and analyses local practitioners can use to help improve the safety of local rural roads. Its purpose is to acquaint local practitioners regardless of background or experience level with the information

2 Safety Information Collection

SeveraF types of data are needed to deveFop an e□ective safety program. This information can assist agencies in identifying Focations with safety issues, prioritizing Focations, and identifying the most appropriate treatments. It is di□cuFt to 77(s)omve a proe ntiF information is oect71(e)-18(e)]TJ omon types of data need17(s)-10( )-10(f)-2(o)-11(r)-10( )-10(a)-10( )-10(s)-17(a)-6(f)-

2.1.4. Hospital Data

If on-scene crash data is unavailable, other potential sources of information are local Emergency Medical Services (EMS) and medical centers. EMS data can provide information regarding the locations and

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It is also valuable to obtain information about the roadway infrastructure. The following roadway data are often used to assist practitioners in safety analyses:

- Roadway surface (dirt, aggregate, asphalt, concrete);
- Lane (number, width);
- Shoulder (type, width);
- Median (type, width);
- Roadway alignment (curve, straight);
- Intersection (number of legs, configuration); and
- Tra□c control device 1 Tf0.9 0 present (signs, pavement marking, tra□c signals).

This information can be combined with crash data to help local practitioners identify appropriate locations and treatment 1 Tf0.9 0 to improve safety. For example pif a segment of roadway is experiencing a high number of roadway departure crashes, analysis of the inventory of roadway element 1 Tf0.9 0 could reveal that the roadway doe 1 Tf0.9 0 not have edgeline

.3.

r ist90(o)-15(r)450(y)-10( )-10(o)-1(v)-1(e)-5(r) thme ast ears as ow i--3(n)-10( )-

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Table 3 shows that the rolling average of County Road 220 stayed relatively steady up to 2006, and then increased slightly from 2007 to 2009. A rolling average is commonly used to smooth out short-term fluctuations in the data and highlight longer-term trends. A study of the annual crashes shows one year with an atypically high number of crashes

3.2.1. Road Segment Rate Calculation

3.4. C

Local jurisdictions often do not Bave access to all the data desired for safety analysis. While much of the discusion focus12(e)-7(s)-10( )-10(o)-10(n)-10( )-10(e)

5. Conduct a field review to assess the locations and determine need.

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Another application of the systematic approach begins with the selection of low-cost, e□ective countermeasures to common tra□c ssetyi4[s)-3(s)3(u)112(e)-7(s)-7(.y)-10 wc82(e)-10( )-10(s)-19(t)-8(r)-15(a25(t)7(e)-18(g) e□ectivelyeploye.y(s)-19(t)64(i)-3(m)-5(a)2(t72(e)-7(s)-10( )-10(o)-10(f)-10( )-10(t)-6(h ra(h)-10( )-10(r)2(e)-18dguction.e

The benefits to the spot location approach may include:

- **D N .** The spot location approach focuses directly on locations with a history of crashes.

Drawback oo the spot location approach may include:

- on approaccrr use

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The crashes also included the following additional information:

- Occurrence on a curve or straight section;
- Wet, ice-covered, or snow-covered pavement; and
- Lighting condits (Day/Night).

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Mid-Ohio Regional Planning Commission

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Crash data in Ohio often lack important information, such as accurate locations, safety belt use, and contributing crash factors. Inconsistent location reporting also has compromised the ability to direct safety resources to the most hazardous locations. Law enforcement o□cers often indicate crash location by noting the closest intersection or nearest point on the road centerline file rather than by latitude and longitude. As a result, the State's Strategic Highway Safety Plan (SHSP) identified tra□c records as an area in need of improvement. The Mid-Ohio Regional Planning Commission (MORPC) took up the challenge to improve data collection by proposing an "Interagency Safety Partner Program" that would inform law enforcement of the need for high quality crash data and explain how these data are used to identify multidisciplinary transportation safety countermeasures.

MORPC partnered with ction euntermea0 -1.-10(a)-4(r)2(e)-10( )19e Statey missimn911(c

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included segments labeled as high risk based on crash rates. In 2010, that procedure was updated to include crash severity and trending over six years of crash data. The following is the methodology used in New Jersey and approved by the FHWA Division o□ce:

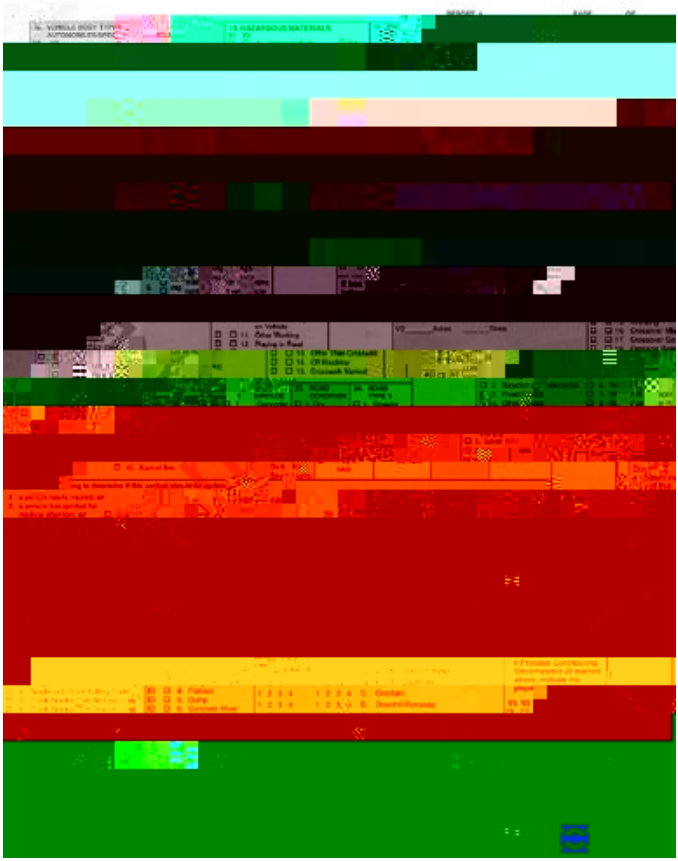
1. *Divide all rural roads into similar cross-sections t s6-18(d)-10( )-10(ol)-2(n)-10( )-f8(g)-u0(i)*

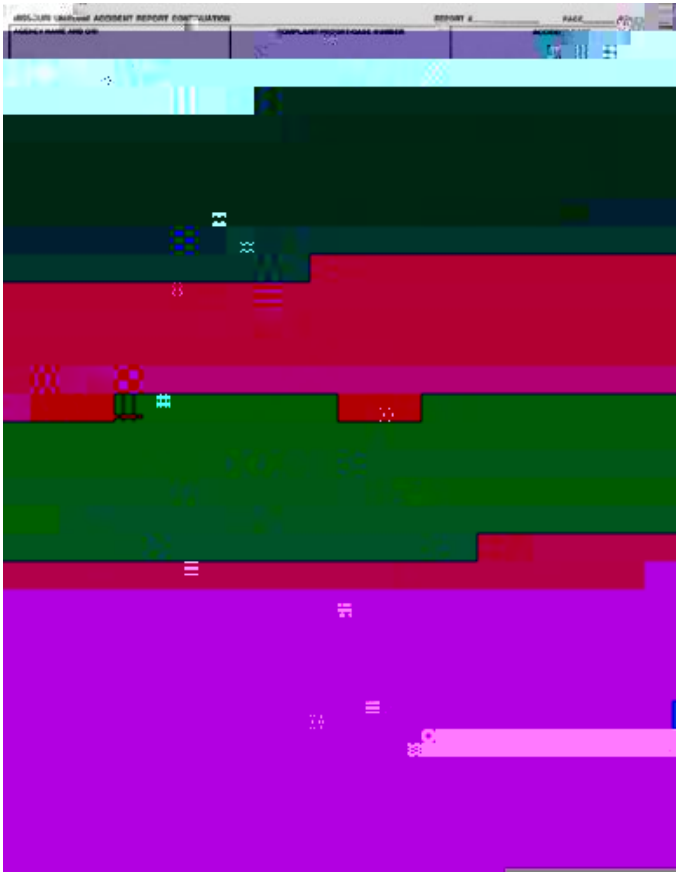
Note: This can be done two ways depending upon available data:

1) The above procedure can be done for a three (3) year period.

2) Or, the above can be done to six (6) years, using the first three (3) years as 'before' and the last three (3) years as 'after'. This yields the following

Appendix A. State Crash Report Example





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