

Michigan Intersection Safety Action Plan 2009-2012



Member agencies:

Michigan Department of Transportation
Office of Highway Safety Planning
Michigan Department of State
Michigan State Police
Office of Services to the Aging
Michigan Department of Education
Michigan Department of Community Health

<http://www.michigan.gov/ohsp>

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National Intersection Crash Data

Nationally, intersection-related crashes represented more than 21% of all fatal crashes reported in 2006. This amounted to almost 8,800 fatalities. Given the high number of fatalities and injuries, many transportation safety agencies and organizations are developing plans and programs to focus on intersection safety.

A review of national data led to a National Intersection Safety Workshop held in Milwaukee, WI on November 14-16, 2001. Experts from all disciplines of traffic safety developed a strategic **national agenda for intersection safety** providing a blueprint for strategic action at the national, state, and local level aimed to make intersections safer.

Intersection safety is one of the emphasis areas in the Strategic Highway Safety Plan from the American Association of State Highway and Transportation Officials (AASHTO), it is included in the Institute of Transportation Engineers' (ITE) Safety Action Plan, and it is recognized as one of four priority areas in the Federal Highway Administration's Performance Plan.

Action Plan Development

Michigan's intersection crash data parallels the national data. In 2002, the Governor's Traffic Safety Advisory Commission (GTSAC) identified Intersection Safety as one of its three main issues to address. The GTSAC created an Intersection Safety Action Team and, using the national agenda as a guide, developed the Michigan Intersection Safety Action Plan (ISAP).

Issues and strategies from the national agenda were carried forward into the Michigan plan, as well as other issues and strategies not mentioned in the national plan. The Michigan plan was further enhanced by the addition of near-term action steps.

Michigan Intersection Crashes

In 2008 there were 11,200 intersection crashes representing 28% of all the reported crashes. These intersection crashes resulted in 231 fatalities (24% of all Michigan roadway fatalities) and 1,919 incapacitating injuries (25% of all Michigan incapacitating injuries). As depicted in the table, there is a positive, downward trend in the number of intersection crashes, fatalities, and injuries in Michigan.

Year	Intersection Crashes	% of Intersection Crashes to Total Crashes	Intersection Fatalities	% of Intersection Fatalities to Total Fatalities	KA Intersection Injuries	% of KA Intersection Injuries to Total KA Injuries
1998	142,441	35%	403	29%	6,481	43%
1999	141,052	34%	420	30%	5,569	39%
2000	140,654	33%	413	30%	5,020	38%
2001	126,892	32%	381	29%	4,336	37%
2002	122,361	30%	373	29%	4,071	38%
2003	119,360	30%	337	26%	3,774	33%
2004	113,168	30%	295	25%	3,511	35%
2005	104,266	29%	295	26%	3,181	33%
2006	93,790	29%	281	26%	2,860	33%
2007	93,119	28%	288	29%	2,607	30%
2008	88,809	28%	231	24%	1,919	25%

“K” injury is a death; “A” injury is incapacitating. Use of “KA” refers to any crash in which “K” or “A” injury occurs.

Definition: An intersection crash is any crash occurring at an intersection or at a driveway within 150 feet of an intersection. Intersection crashes also include crashes coded by the reporting officer as being related to an intersection, regardless of actual distance to the intersection.

Intersection crash data indicates signalized intersections have a high number of right angle and head-on left turn crashes. These crashes are also responsible for a higher incidence of the “K” and “A” type injuries (defined above). The driver behavior that results in these crashes often involves running the red light. Developing safety initiatives aimed directly at changing driver behavior related to stopping at traffic signals would provide substantial reductions in crashes and related serious injuries.

NOTE: Beginning in 2004, the property damage reporting threshold in Michigan increases from \$400 to \$1,000. This will not affect the reporting of injury or fatal crashes, but will result in a possible reduction of property damage crashes. The resulting reduction may cause an artificially inflated increase in KA crash percentages as reported above.

A closer review of Michigan's intersection crashes in 2005-2007 reveals:

TYPE OF TRAFFIC CONTROL AND RELATED SEVERITY:

- 47 % of the crashes occurred at signalized intersections (1.9% are KA)
- 25 % of the crashes occurred at Stop-controlled intersections (3.4% are KA)
- 2 % of the crashes occurred at Yield-controlled intersections (2.1% are KA)
- 26 % of the crashes occurred at uncontrolled intersections (2.2% are KA)

OVERVIEW OF CRASH PATTERNS BY TYPE OF TRAFFIC CONTROL:

- Signalized: 40 % rear end 27 % right angle
- Stop control: 53 % right angle 14 % rear end 8 % fixed object
- Yield control: 62 % right angle 11 % rear end 6 % fixed object
- Uncontrolled: 25% driveway 21% rear end 11% right angle 11% sideswipe same

SIGNALIZED INTERSECTIONS:

- Rear end: 40 % of crashes (0.6% are KA)
- Right angle: 27 % of crashes (3.3% are KA)
 - **45 % of Signalized KA crashes**
- Driveway-related: 7 % of crashes (0.8% are KA)
- Same direction sideswipe: 7 % of crashes (0.5% are KA)
- Head-on left turn: 7 % of crashes (4.2% are KA)
- Head-on and Opp Dir SS 2 % of crashes (2.4% are KA)
- Fixed object: 2 % of crashes (2.9% are KA)
- Pedestrian/Bicycle: 2 % of crashes (13.7% are KA)

STOP-CONTROLLED INTERSECTIONS:

- Right angle: 53 % of crashes (4.2% are KA)
 - **67 % of Stop-controlled KA crashes**
- Rear end: 14 % of crashes (0.5% are KA)
- Fixed object: 8 % of crashes (3.8% are KA)
- Driveway-related: 4 % of crashes (1.4% are KA)
- Same direction sideswipe: 3 % of crashes (0.7% are KA)
- Head-on left turn: 3 % of crashes (3.7% are KA)
- Head-on and Opp Dir SS 3 % of crashes (2.4% are KA)
- Pedestrian/Bicycle: 3 % of crashes (10.4% are KA)

DRIVER BEHAVIOR (BASED ON HAZARDOUS ACTION CODING):

- Failed to yield:
 - 20 % of signalized crashes (3.1% are KA) / 31 % of signalized KA crashes
 - 45 % of Stop-control crashes (3.7% are KA) / 50 % of Stop-controlled KA crashes
- Failed to stop/clear distance:
 - 40 % of signalized crashes (0.5% are KA)
 - 15 % of Stop-control crashes (0.7% are KA)
- Running red light:
 - 15 % of signalized crashes (4.4% are KA) / 36 % of signalized KA crashes
- Running stop sign:
 - 11 % of Stop-controlled crashes (7.1% are KA) / 23 % of Stop-controlled KA crashes
- Speeding:
 - 2 % of signalized crashes (1.9% are KA)
 - 21 % of Stop-controlled crashes (0.8% are KA)

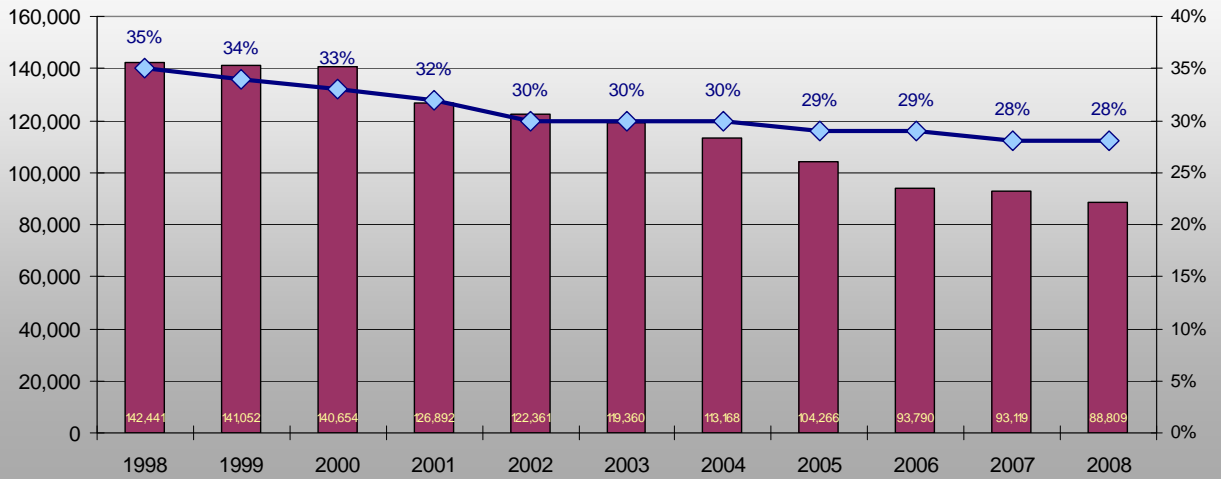
DRIVER AGE

- 16-20 years old
 - 16.0% of drivers involved in intersection crashes
- 65 years and older
 - 14.2 % of licensed Michigan drivers
 - 8.8 % of drivers involved in intersection crashes
 - 10.3% of drivers involved in serious (KA) intersection crashes



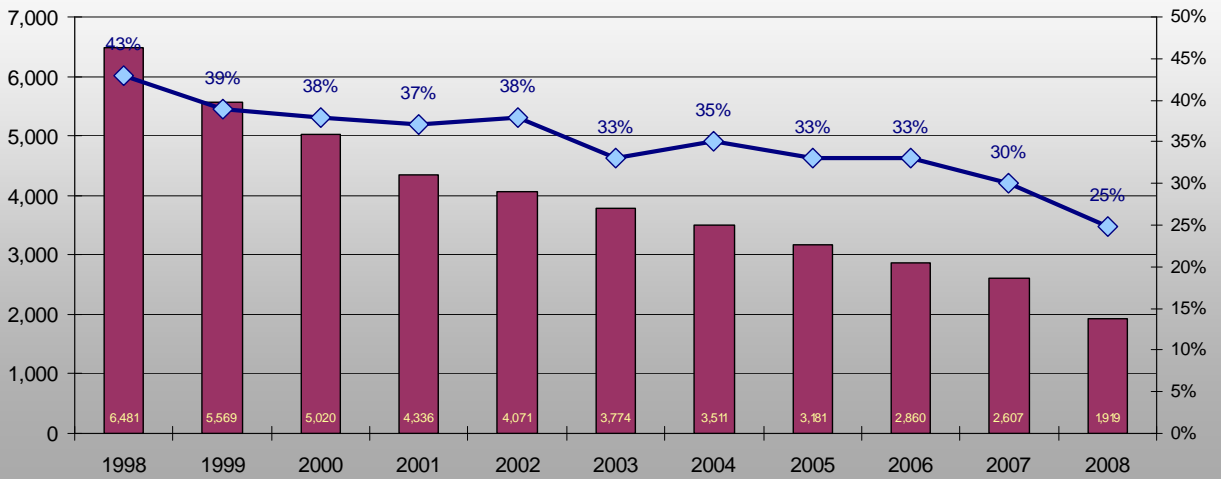
1998-2008 Intersection Crashes

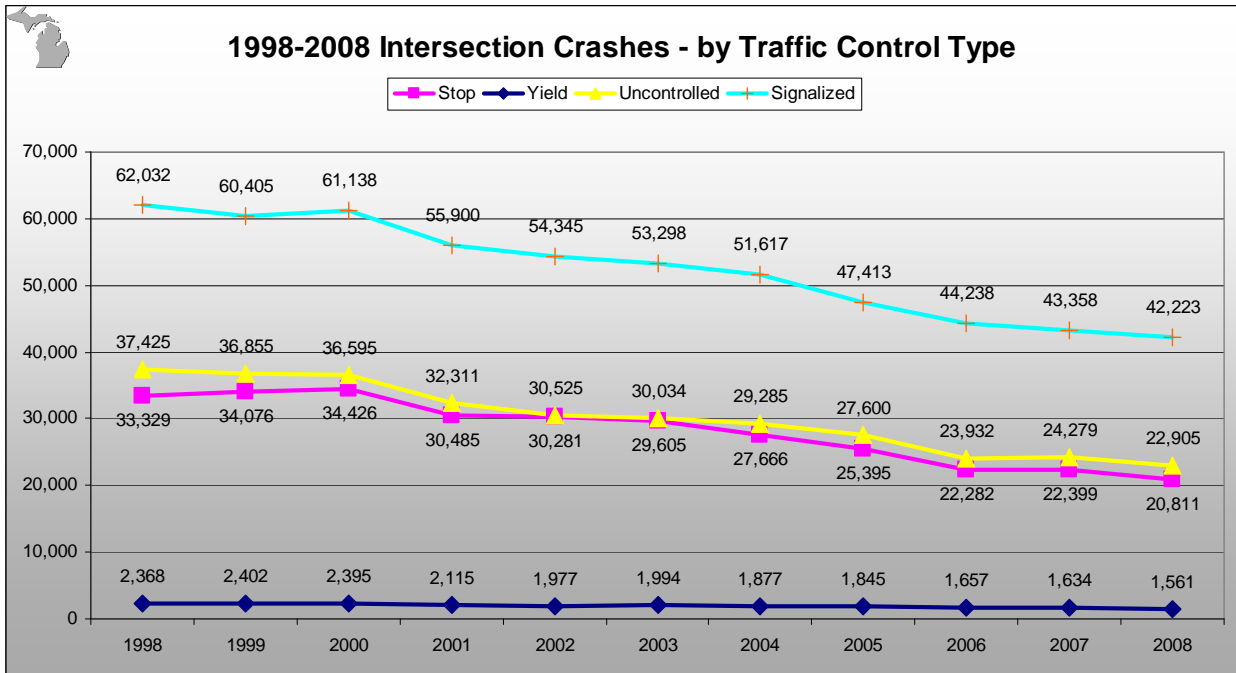
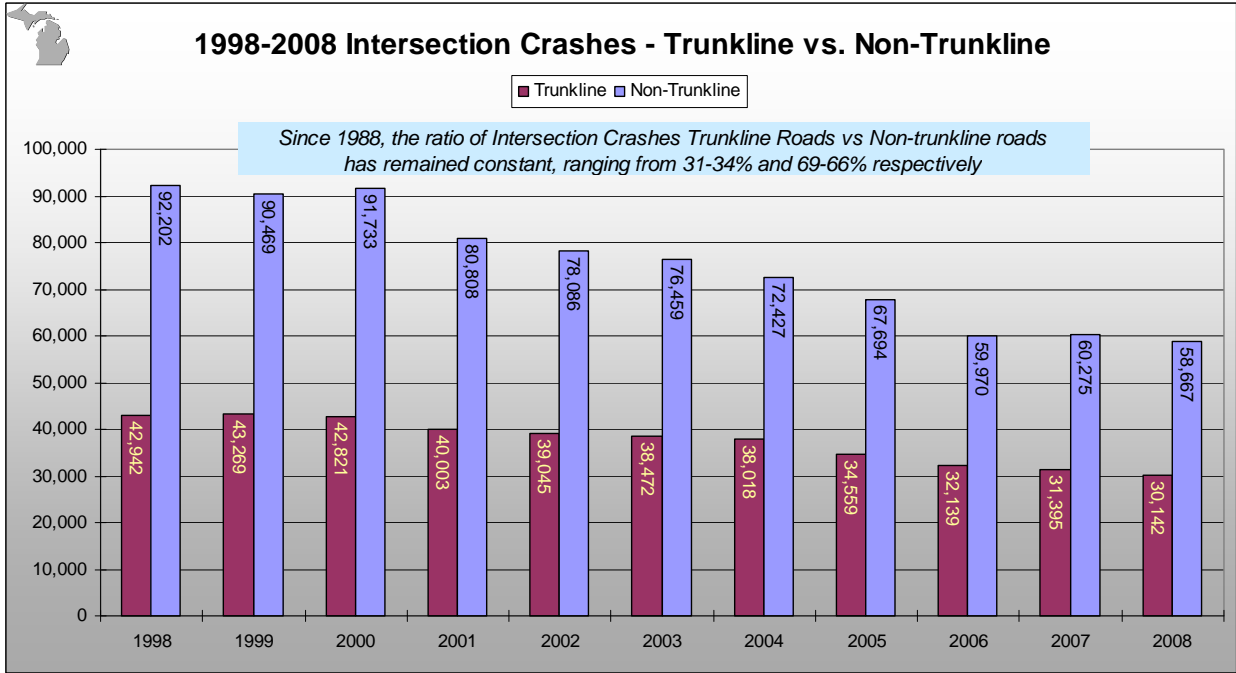
Intersection Crashes — % of Intersection Crashes to Total Crashes

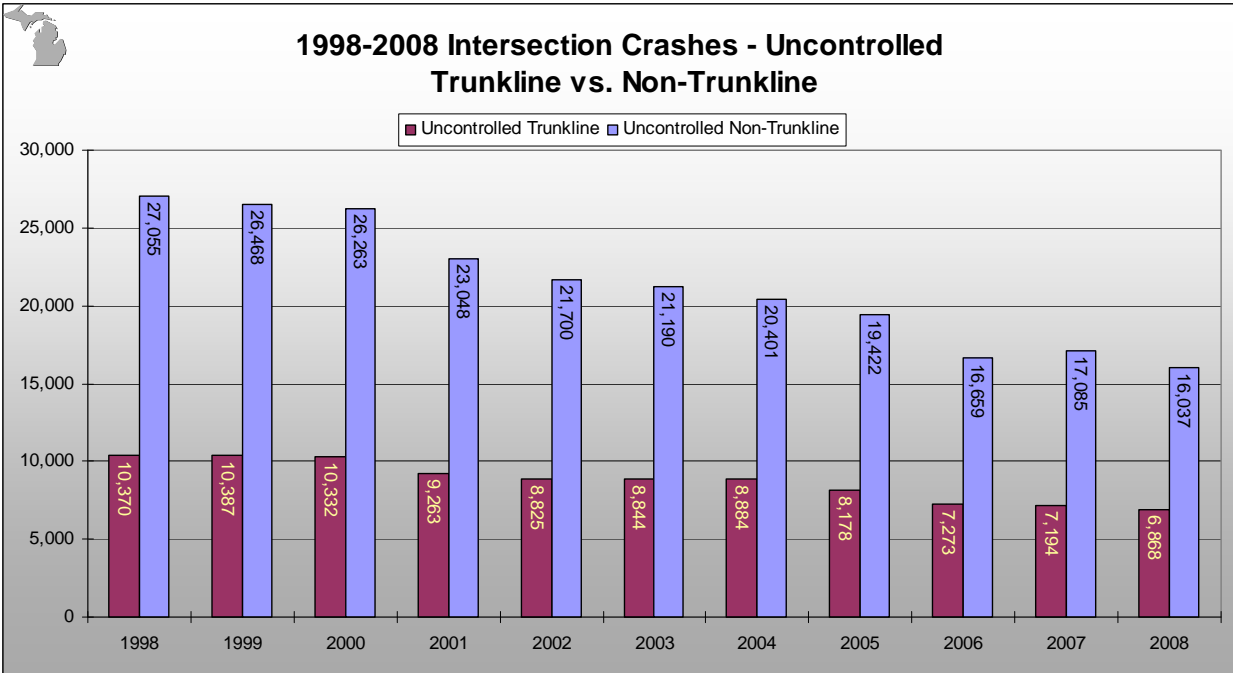
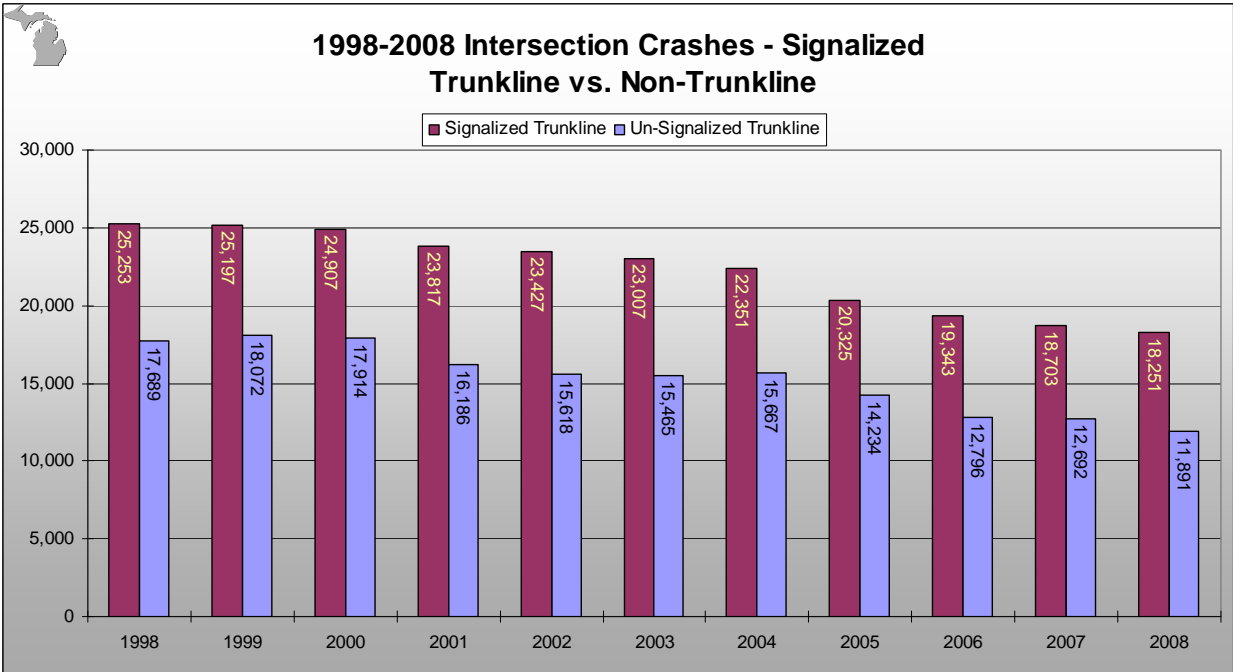


1998-2008 Intersection Fatalities + A Injuries

KA Intersection Injuries — % of KA Intersection Injuries to Total KA Injuries







Michigan Intersection Safety Goals –

The goal of this Intersection Safety Action Plan is to outline a course of action that, when followed, targets a reduction in the number and severity of intersection-related crashes in Michigan by 2012, as follows:

- Number of intersection crashes < 80,000
- Number of intersection fatalities < 200
- Number of KA intersection injuries < 1,750

Note: For analysis purposes only, an assumption was made that a constant reduction in crash fatalities and injuries will be achieved each year.

Benefit Analysis

Achieving a reduction in the number of intersection fatalities to 300 in five years should result in saving approximately 150 saved lives over those five years (10 + 20 + 30 + 40 + 50). *The National Safety Council estimates that the calculable cost of each highway crash fatality = \$4,000,000, Incapacitating Injuries = \$201,000, Non-incapacitating Injuries = \$50,400, Possible Injuries = \$25,400 and Property Damage Only crashes = \$2,200. Eliminating 150 deaths and the associated reduction in injuries and property damage in Michigan over five years would save more than \$1 Billion.

*Source: 2007 Michigan Traffic Crash Facts

Intersection Related CRASHES				Intersection Related FATALITIES				Intersection Related KA INJURIES			
Year	Goal	Actuals	Year-to-Year Compare	Year	Goal	Actuals	Year-to-Year Difference	Year	Goal	Actuals	Year-to-Year Difference
2003	119,161	119,360	N/A	2003	362	337	N/A	2003	3,918	3,774	N/A
2004	115,961	113,373	-5,987	2004	351	295	-42	2004	3,765	3,227	-547
2005	112,761	104,343	-9,030	2005	340	295	0	2005	3,612	3,181	-46
2006	109,561	93,798	-10,545	2006	329	281	-14	2006	3,459	2,860	-321
2007	106,361	93,119	-679	2007	318	288	7	2007	3,306	2,607	-253
2008	88,463	88,809	-4,310	2008	273	231	-57	2008	2,476	1,919	-688
2009	84,039			2009	259			2009	2,352		
2010	79,837			2010	246			2010	2,234		
2011	75,845			2011	234			2011	2,122		
2012	72,053			2012	222			2012	2,016		
TOTAL Reductions			-30,551	TOTAL Reductions			-106	TOTAL Reductions			-1,855

From 2004-2008 we have seen reductions of:

30,551 Intersection crashes

106 Fatalities

1.855 Serious injuries

**Michigan Intersection Safety
Action Plan 2009-2012**



LEGISLATIVE / POLITICAL OUTREACH

Objective:

Ensure there are open lines of communication and education within the legislative/political arena and to the extent that targeted legislation can assist the overall highway safety effort, it is important that the Legislature understand the benefits of traffic safety programs, the valuable role of crash data, and the need for continuing crash data support.

Strategies:

1. Provide coordinated advisory group input to the Legislature, pro-actively and re-actively, on safety issues:
 - Develop and provide balanced information on sensitive issues – position papers, etc.
2. Help communities and political leaders understand the benefits of crash countermeasures.
 - Raise awareness of intersection problems with key state, county, and local leaders.
 - Show benefits/costs to decision-makers (intersection safety improvement versus crash and medical costs).
 - Provide examples of safety measures: AAA Road Improvement Demonstration program results, signal re-timing, etc. Offer support materials to these officials for use in discussions with colleagues and constituents.
 - Demonstrate the economic and societal benefits of increased intersection safety.
 - Provide examples of 'model' legislation from other states.
3. Provide recognition to jurisdictions and/or officials who have brought about a significant decrease in intersection crashes. Help local officials understand the data for their own region.
4. Develop and target access-control education for elected officials, zoning officials, planning personnel who grant access, and property owners. Provide education at all levels. Demonstrate why access control is such an important part of intersection safety.
5. Develop and target education specific to pedestrian safety. (24% of KA at stop controlled and signalized intersections are Pedestrian/bicycle).

Near-term Action Plans:

#	Near-Term Action	Contact	Agency
1	The ISAP team will make available a list of best practice presentations to state and local officials and safety partners. These include but are not limited to: <ul style="list-style-type: none"> • AAA Road Improvement Demonstration Program • Roundabouts • Signal timing 	Dave Morena	FHWA
2	Review National Uniform Vehicle code to determine differences with Michigan's Vehicle Code with regards to intersection safety	Lance Cook	MSP

Resources:

Michigan Legislative Information: michiganlegislature.org

SAFETY MANAGEMENT

Objective:

Ensure a systematic approach to address intersection safety is used and that Intersection safety strategies are balanced against the competing demands of congestion reduction and safety enhancements including the interactive effects and conflicts of achieving one to the detriment of the other.

Strategies:

1. Develop a multi-disciplinary/multi-agency safety task group within the state and in each locality to address intersection safety issues.
 - Identify current activities by various groups or individuals
 - Establish communication systems to share information and data.

2. Incorporate safety in the planning process. Institutionalize the involvement of safety organizations in the development and review of safety plans and metropolitan planning organization products.

3. Develop a clearinghouse (help desk/web site) for intersection safety. This would be a centralized location for a variety of stakeholder groups to provide input.

Near-term Action Plans:

#	Near-Term Action	Contact	Agency
1	The GTSAC will continue to convene the Intersection Safety Action Team and they will monitor the implementation of the ISAP	Steve Schreier	OHSP
2	MDOT and OHSP will continue to promote safety-conscious planning at the MPO level: <ul style="list-style-type: none"> • Promote and support safety forums for each MPO area • Encourage MPO's to monitor crashes in their region and identify for their constituent agencies the high-crash locations that might be pursued for development of safety projects • Provide MPO's and counties with yearly intersection crash data 	Marsha Small Steve Schreier	MDOT OHSP
3	Include a breakout session(s) at the annual Traffic Safety Summit hosted by MDOT and OHSP	Mark Bott	MDOT
4	The ISAP will continue to recognize actions to improve intersection safety for all users, and add them to the existing structure for awards presented at the annual Michigan Traffic Safety Summit.	Dave Morena	FHWA

RESEARCH / DATA

Objective:

Ensure that reliable, accurate and timely data is available to evaluate the effectiveness of safety countermeasures and that the state continues to stress the importance of accurate crash location identification as needed for the successful system-wide analysis of the data.

Strategies:

1. Conduct Research on Driver Information Countermeasures
 - Identify and prioritize gaps, prepare research problem statements to address the most critical knowledge gaps
 - Prepare a synthesis report on driver information countermeasures. Include a literature review and a survey. In addition, topics to be addressed include: dynamic signing, advisory speed signs/beacons, advance street name signs, larger and brighter warning signs, advance advisory flashing beacons, roadway illumination, how to accommodate high-risk road users and human factors/information overload.
 - Conduct human factors research related to intersection safety. There is a need to identify drivers' thoughts and perceptions as they approach an intersection, and the types of mental limitations that exist (information overload, complexity of information and decisions, etc.).
2. Perform research on the benefits and costs of intersection safety countermeasures.
3. Develop a program to conduct before-and-after studies of traffic safety engineering improvements around the state. Local and State Agencies would be able to apply to have a before-and-after study conducted on a specific traffic safety-engineering project. All completed studies would be made available on a web site. This initiative will help publicize the results of successful applications of safety improvements.
4. Develop and maintain a continuing dialogue between users and collectors of crash data.
 - Ensure stakeholder participation at meetings with other action teams regarding intersection safety issues (e.g., TRCC)
 - Develop a highway physical features database
 - Improve safety management to the extent feasible within state and local agencies by developing intersection inventories. Keep records on each intersection, including location, geometrics, equipment, and traffic control.
5. Continue to improve the UD-10 for all users including collecting information on pedestrian/bicycle intersection crashes and education on correct coding of crashes.

Near-term Action Plans:

#	Near-Term Action	Contact	Agency
1	The ISAP will identify issues that require further research and present to the appropriate 'agency' for further consideration	Steve Schreier	OHSP

#	Near-Term Action	Contact	Agency
2	The TRCC Crash Data User Group will investigate UD-10 coding discrepancies with intersection crashes	Dave Morena	FHWA

3	The TRCC Crash Data User Group will identify missing UD-10 fields and/or field values (ie, Roundabouts) and propose UD-10 modifications and coding instruction updates	Dave Morena	FHWA
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Resources:

Michigan Traffic Crash Facts: Michigantrafficcrashfacts.org

FHWA: <http://www.fhwa.dot.gov/index.html>

SAFETY ANALYSIS TOOLS and PRACTICES

Objective:

Create a simple but complete analysis system for all users to be able to identify intersections of concern

Strategies:

1. Provide traffic engineering/safety support to local governments.
 - Perform safety audits on state and local systems as needed/requested
2. Adopt existing training programs, identify training gaps and create new training courses as applicable.

Near-term Action Plans:

#	Near-Term Action	Contact	Agency
1	The ISAP Team will continue to promote systems that provide for the ability to identify and analyze high crash locations: <ul style="list-style-type: none"> • SEMCOG Crash Analysis Tool • RoadSoft • Traffic Crash Facts • TCRS • TCAT-TIA Create a summary 'matrix' showing each tool, its use, location...etc. Tom/Steve to work on.	Steve Schreier Tom Bruff	OHSP SEMCOG
2	The ISAP team will continue to bring FHWA/ITE Intersection Safety training courses to Michigan	Mark Bott Dave Morena	MDOT FHWA
3	MDOT will analyze current crash data to determine the top intersection crash areas and/or issues at the state and local level (5% report) http://safety.fhwa.dot.gov/fivepercent/index.htm	Tracie Leix	MDOT

Resources:

SEMCOG: www.semcog.org/Data_and_Maps.aspx
 Roadsoft: www.roadsoft.org/
 Michigan Traffic Crash Facts: www.michigantrafficcrashfacts.org/
 TCRS: www.michigan.org/crash
 TCAT: www.tiami.org/site/Tcat.aspx

ENGINEERING COUNTERMEASURES

Objective:

Increase the knowledge base of effective intersection safety improvements for all users and ensure the operation and design of intersections is balanced against conflicting objectives of operational efficiency.

Strategies:

1. Increase intersection safety funding at state and local level
 - Increase safety program funds available for use by local governments.
 - 100% obligation of federal safety set-aside funds each year
 - Encourage MPO assistance to provide data for regional and sub-regional analysis to constituent agencies
2. Review and implement as appropriate the following documents/programs:
 - *AASHTO implementation guidelines that address signalized and unsignalized intersection accidents (NCHRP 17-18- 03).*
 - **NCHRP report 500, volume 12: A guide for reducing collisions at signalized intersections.**
 - **NCHRP report 500, volume 10: A guide for reducing collisions involving pedestrians.**
 - **NCHRP report 500, volume 18: A guide for reducing collisions involving bicycles.**
 - Results of past and future FHWA *international intersection safety scans.*
 - AAA Road Improvement Demonstration Program conducted in Detroit and Grand Rapids.
3. Establish grant and contract programs, with funding mechanisms, to institutionalize a strategic, statewide engineering approach to intersection safety, at the state and local level including but not limited to:
 - signal timing
 - traffic signal head and lamp visibility
 - unsignalized intersection safety improvements
 - signalized intersection safety improvements (expect individual Time-of Return analysis)
 - Evaluations of Roundabouts

Near-term Action Plans:

#	Near-Term Action	Contact	Agency
1	MDOT will promote routine signal re-timing	Mark Bott	MDOT
2	The Action team will promote broader use of roundabouts	Dave Morena	FHWA
3	Signal display solutions become standard part of system upgrades: <ul style="list-style-type: none"> • MDOT clearance interval policy • Flashing yellow arrow for left turns • Update all signal heads to 12" lens • Box span signal design 	Mark Bott	MDOT
4	MDOT will continue the intersection safety program at signalized intersections on trunk line roads that recognizes and promotes known engineering countermeasures. Crashes involving fatalities and serious injuries will be emphasized and prioritized ahead of property damage only and less serious injury crashes.	Mark Bott	MDOT
5	MDOT will pilot a low cost safety program at rural Un-signalized intersections on trunk line roads	Mark Bott	MDOT
6	MDOT will continue to promote and fund intersection safety programs for all users at the local level	Jim D'Lamater	MDOT
7	Explore the feasibility of intersection lighting improvements on trunk-line and local road systems	Wendy Cloutier	MDOT
8	MDOT includes intersection safety as a component of their ongoing local agency safety initiative.	Tracie Leix	MDOT

Resources:

Driving Modern Roundabouts:

wsdot.wa.gov/eesc/cae/DesignVisualization/Video/Portfolio/Modern_Roundabouts/index.htm

RED-LIGHT RUNNING

Objective:

Ensure that engineering countermeasures to red light running are fully researched, understood and communicated to all traffic safety partners

Strategies:

1. Measure and identify the frequency of red light running in Michigan.
2. Educate motorists on red light running issues: severity of crashes, how to react to yellow signal.
3. Identify and implement promising engineering countermeasures to combat red light running.
 - Reference ITE Publication, "Making Intersections Safer: A Toolbox of Engineering Countermeasures for Red Light Running".
4. Provide information to enforcement agencies on the availability, cost and effectiveness of traffic signal accessory lights that help police identify a signal indication from downstream direction.
5. Develop selective enforcement programs to focus on intersections where crashes have occurred due to red light running. The goal of this program should be to change driver behavior using visible enforcement patrols, citations and publicity announcing the selective enforcement program and the targeted intersections.
6. Assemble information that will be useful to the Michigan Legislature and others regarding red light camera programs:
 - attitude of Michigan motorists toward red light running and red light camera enforcement
 - balanced information of the benefits and pitfalls of red light camera programs, as noted in other areas throughout the United States
 - Examples of model legislation from other states
 - Positions, if known, of state and national transportation-related organizations.

Near-term Action Plans:

#	Near-Term Action	Contact	Agency
1	Generate and distribute annual list of red light running crashes by geographic area showing frequency and severity of crashes	Dave Morena	FHWA
2	FHWA to develop and maintain a presentation that discusses the pros and cons of red light camera programs, with examples of good and bad programs across the country. This information will be offered to the legislature and other groups that take up the issue of camera enforcement.	Dave Morena	FHWA
3	The following near term actions from other parts of this plan will have a direct bearing on red light running crashes: <ul style="list-style-type: none"> • Engineering clearance ITE Interval • Engineering-far side signal location • Enforcement-rat box • Enforcement at specific locations 	ISAP	MDOT

Resources:

Stop Red Light Running Home page: stopredlightrunning.com

ENFORCEMENT

Objective:

Fully understand and document the effects of enforcement strategies on intersection safety for all users

Strategies:

1. Analyze current enforcement methods in relation to intersection safety to determine possible improvements.
2. Include enforcement in the discussions when analyzing engineering and educational countermeasures.

Near-term Action Plan:

#	Near-Term Action	Contact	Agency
1	OHSP will continue to support selective enforcement at targeted high crash intersections. This serves to advise the driving public about proper driving behavior via the threat of enforcement action. Elements of this program would include: <ul style="list-style-type: none"> • Identify high-crash locations • Use of 'Rat box' to help identify red light runners (optional) • Publicity of the program to expand the driving public's awareness of the locations and the institutional effort to improve driving behavior. 	Steve Schreier	OHSP

Resources:

Michigan State Police: michigan.gov/msp

International Association of Chiefs of Police: www.theiacp.org/

Michigan Association of Chiefs of Police: michiganpolicechiefs.org/page.cfm/1/



COMMUNICATION and EDUCATION

Objective:

Intersection safety for all users should be recognized and acknowledged as a public problem which would include a diverse communication and education program

Strategies:

1. Use communications specialists to:
 - Conduct market research
 - Communicate intersection crash facts (e.g., demonstrate and illustrate the gravity of consequences for violating the law at intersections...the amber light law).
 - Michigan Technological University will continue providing a “Intersection Safety for Non Engineers” class
 - Provide the Departments of Education and State intersection safety information provided in the driver education curriculum and the related training materials, and in other publications such as the *What Every Driver Must Know*
 - Solicit the input and support of our partners including higher-education institutions (MSU, WSU, UMTRI, Michigan Tech)

2. Develop and hold a Multi-state Intersection Safety Conference
 - The GTSAC should host a multi-state Midwest Intersection Safety Conference. A similar conference was held in Baltimore in June 2003 and discussed intersection safety initiatives and best practices. Engineers, law enforcement, and safety professionals from the Midwest would be brought together to share information on the state of the practice on intersection safety.

3. Develop a statewide media Intersection Safety campaign:
 - Includes a media strategy
 - Increases public awareness through editorials, radio, public service announcements, etc.
 - Uses media to explain how to use new highway improvements or operational treatments
 - Uses media to provide safety arguments for enforcement activity
 - Uses information on best practices/approaches from states and locals to enhance media campaign materials.

Near-term Action Plan:

#	Near-Term Action	Contact	Agency
1	Publicize the ISAP at forums, meetings and seminars www.Michigan.gov/ohsp	Steve Schreier Bob Felt	OHSP MDOT

Resources:

Advocates for Highway and Auto Safety: saferoads.org/issues/fs-intersection.htm

FHWA Intersections: <http://safety.fhwa.dot.gov/intersections/index.htm>

ACRONYMS

AAA	American Automobile Association
AASHTO	American Association of State Highway and Transportation Officials
CMAQ	Congestion Mitigation and Air Quality
CPR	Crash Process Redesign
EMS	Emergency Management System
FHWA	Federal Highway Administration
GIS	Geographic Information System
GPS	Global Positioning System
GTSAC	Governor's Traffic Safety Advisory Commission
ISAP	Intersection Safety Action Plan
ISC	Intersection Safety Committee
ITE	Institute of Transportation Engineers
LEAMS	Law Enforcement Agency Management System
LTAP	Local Technical Assistance Program
MDE	Michigan Department of Education
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MPO	Metropolitan Planning Organization
MSU	Michigan State University
NCHRP	National Cooperative Highway Research Program
NHI	National Highway Institute
OHSP	Office of Highway Safety Planning
PSA	Public Service Announcement
STP	State Transportation Plan
TOPICS	Traffic Operations Program to Increase Capacity and Safety
TSC	Transportation Service Center
WSU	Wayne State University
K	Fatality
A	Incapacitating Injury
B	Non-incapacitating Evident Injury
C	Possible Injury
O	Property Damage Only

Current Member Listing

LAST	FIRST	ORGANIZATION
Allyn	Dave	TIA
Arens	Barb	Parsons Brinckerhoff
Bagdade	Jeff	Opus International
Beaubien	Dick	Hubbell, Roth & Clark, Inc.
Bott	Mark	MDOT
Bruff	Tom	SEMCOG
Butch	Wes	DLZ
Cloutier	Wendy	MDOT - Bay Region
Compton	Charlie	UMTRI
Culp	Jim	MDOT
D'Lamater	Jim	MDOT
DeBruyn	Josh	MDOT
Felt	Bob	MDOT
Firman	Lynnette	MDOT
Gates	Tim	Wayne State University
Haagsma	Tim	Kent County Road Commission
Irwin	Mike	Michigan Center for Truck Safety
Krupp	Cindy	MDOT
Lariviere	Kim	MDOT
Latuszek	Mike	St. Clair County Transportation Study
Lebel	Bill	Wilcox
Leix	Tracie	MDOT
McBurrows	Dal	MDOT
McNinch	Terry	MTU
Morena	David	FHWA
Morena	Jill	MDOT
Peet	Jack	AAA Michigan
Piotrowicz	Gary	Road Commission for Oakland County
Puuri	Steve	Washtenaw County Road Commission
Santilli	Jim	TIA
Savolainen	Pete	Wayne State University
Schlack	Brent	Washtenaw County Road Commission
Schreier	Steve	MSP - OHSP
Schultz	James	MDOT
Thompson	Deirdre	MDOT
Torres	Carlos	MDOT
Walker	Barry	MDOT
Waterbury	Steve	City of Kentwood
Stebbins	Adam	MDOT (intern)
Kalouche	Christina	MDOT (intern)
Zielesch	Kim	MDOT (intern)