

Southeast Michigan is...

# PUTTING SAFETY FIRST

MARCH 2024





## Margaret Tippen Memorial Walk for Pedestrian Safety

Springfield Township • September 30, 2023



### FROM LEFT TO RIGHT:

Erin Hoffman, daughter of Margaret Tippen, speaks to the crowd gathered in honor of her late mother.

Dave Hoffman, husband of Margaret Tippen, speaks to the crowd gathered in honor of his late wife.

SEMCOG staff handing out safety materials at the event.

Cover: Laura Moreau, Springfield Township Supervisor, leads a moment of somber reflection and determination, as community members mourn a loss and resolve to work toward making changes for the better.





## SLOWING DOWN SAVES LIVES

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### Fatalities from crashes involving high speeds increase for fifth consecutive year

On September 7, 2022, Margaret Tippen was killed in a crash on an unpaved road along her daily walking route in Springfield Township. Suddenly, a vulnerable road user became a crash fatality. Crashes like these may seem random in the moment, but they change lives forever, in ways we can never fully understand. To prevent life-threatening crashes and save lives, it is essential to learn what the data can tell us and work together on solutions.

The story of Margaret Tippen's life is unique, but the story of her death is all too common. **Pedestrians are involved in less than 1% of all traffic crashes, but they account for 19% of all traffic fatalities in Southeast Michigan.** The higher the travel speed, the higher the risk of fatality. Regardless of whether it happens on a gravel road like the one in this story, in an urbanized intersection, or anywhere else, each crash fatality is a tragedy that could have been avoided.

The reason we know this story as something other than a data point is what happened next. Margaret's family was moved to commemorate her memory and inspired to ensure her legacy could help others avoid the same fate. They reached out to their local leadership - Springfield Township Supervisor Laura Moreau - to ask for help. This decision was validated quickly as Moreau began organizing. In coordination with the family, the Oakland County Road Commission, the Oakland County Sheriff, and SEMCOG, Springfield Township hosted the Margaret Tippen Memorial Walk. This event brought out hundreds of community members, who remembered Margaret and helped the Tippen family to feel their support.

"Managing travel speeds is critical in supporting safety and local units need more flexibility and input in the process," said Moreau. "In Springfield Township where gravel roads are used for walking, biking, and recreation, speed limits should factor in roadway characteristics such width, curves, bumps, hills, and poor sight distance," Moreau said.

To better leverage local understanding of crash trends, many have supported legislation to enable more flexibility in the parameters for setting speed limits, including more flexibility for communities. Margaret's story is one example of committed leadership responding to a community need. The location of her death was just one street in Southeast Michigan, and the reality is that we can make all of them safer. Working together, our region can reverse the trends and create a safer mobility environment for everyone.



**AMY O'LEARY**  
EXECUTIVE DIRECTOR  
SEMCOG







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Learn more and access the  
resources highlighted in this  
magazine at [semcog.org/safety](http://semcog.org/safety).







# WHAT THE DATA SAYS

Southeast Michigan averages over 100,000 traffic crashes per year. As illustrated by the Crash Location map on page 7, it would be an almost-impossible undertaking to analyze every crash and determine how it could have been prevented. It would also be inefficient toward our primary goal of saving lives. While inconvenient, frustrating, and often scary, the vast majority of crashes observed in our transportation system are non-life threatening.

## 10-Year Crash Trends

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	10-Year Trend
Total Number of Crashes											
Crashes	128,088	136,636	138,710	145,510	145,427	144,104	141,390	105,485	124,631	128,821	
Fatalities	363	371	387	430	369	356	364	452	426	450	
Serious Injuries	2,145	2,002	1,913	2,076	2,235	2,069	2,031	2,036	2,309	2,189	

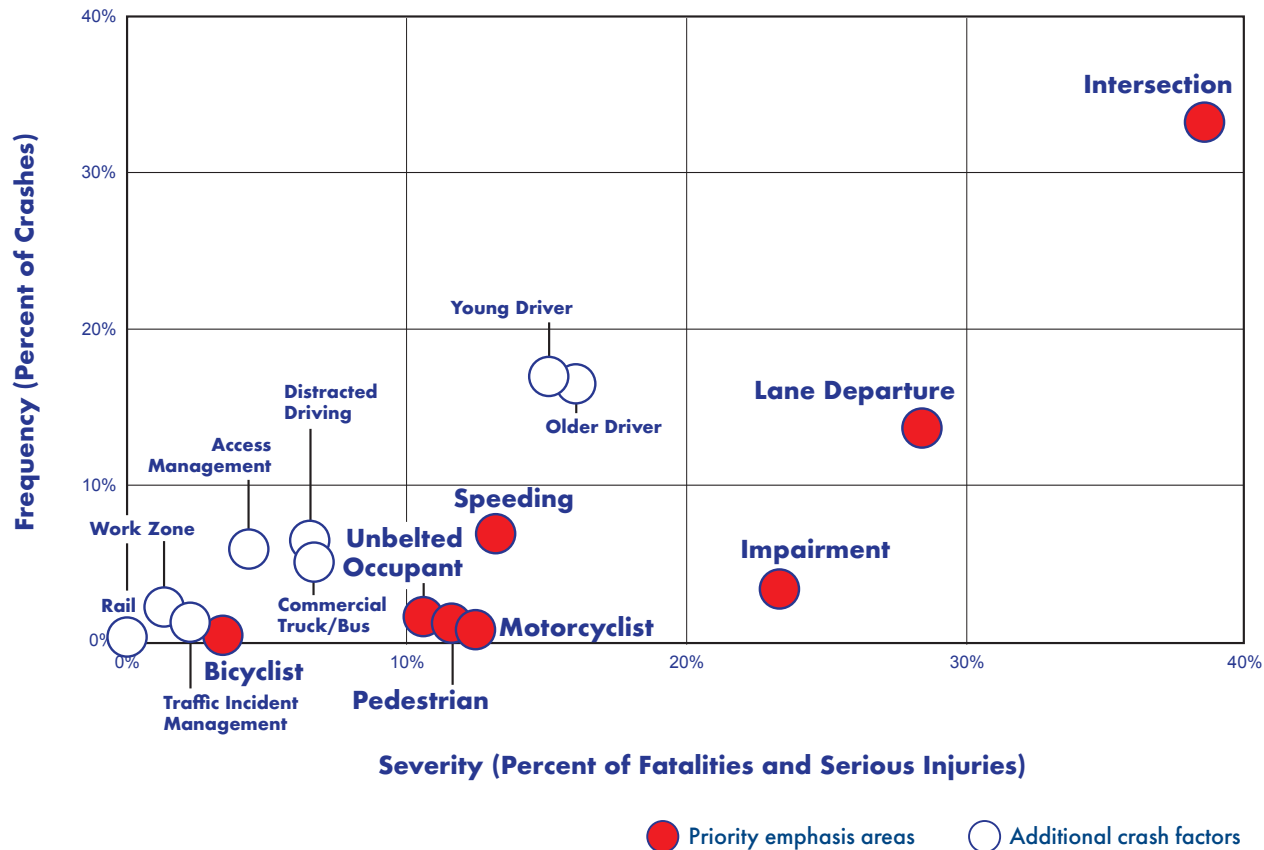
To reduce fatal and other serious crashes, SEMCOG has identified key factors that are prevalent in fatal and serious crashes. When one or more key factors or emphasis areas are involved in a crash, the likelihood of severity increases. The more key factors that are present, the more potentially dangerous the crash. By analyzing the data, we can see which factors are most highly correlated to crash frequency and crash severity. As seen in the graph on the right, crashes involving intersections rate very highly in both frequency and severity.



William Miller, Commissioner, Oakland County, Michelle Nard, Commissioner, Macomb County, and Alex Bourgeau, Manager, Transportation Modeling and Mobility, SEMCOG discussing SEMCOG's Safety Plan at a SEMCOG Executive Committee meeting



## Crash Severity by Crash Factor



## How the COVID-19 pandemic impacted transportation safety in Southeast Michigan

- Crashes resulting in fatalities and serious injuries have increased. Despite a lower number of crashes from 2020-2022 compared to pre-pandemic levels, crashes were more severe with higher fatality rates and serious injury rates.
- Speeding-related fatalities have reached their highest levels in the last decade.** Speeding crashes were the lowest since 2013; however, the number of fatalities has been increasing each year since 2017, reaching its highest in 2022 with 83 fatalities.
- Intersection-related fatalities reached 10-year high during 2020 with 152 fatalities.
- Vulnerable road user crashes continue to be a serious issue in the region. In both 2021 and 2022, pedestrians were involved in less than 1% of all traffic crashes but accounted for 19% of all traffic fatalities; the top two years for bicyclist fatalities occurred in 2020 and 2022 despite the downward trend of number of crashes since 2016; motorcyclist fatalities also reached a 10-year high in 2022.

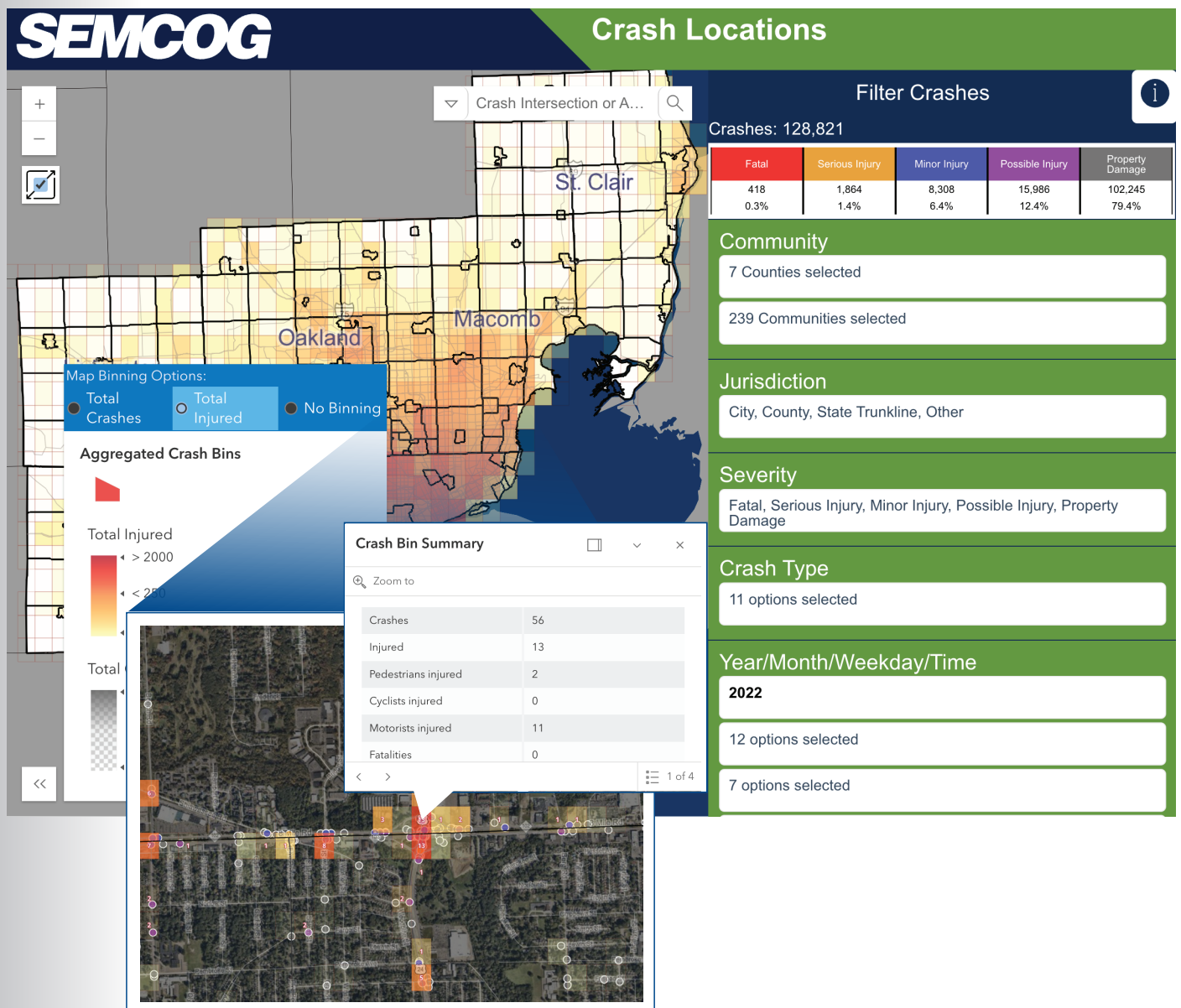




# WHAT THE DATA SAYS (CONTINUED)

## Crash Location Map

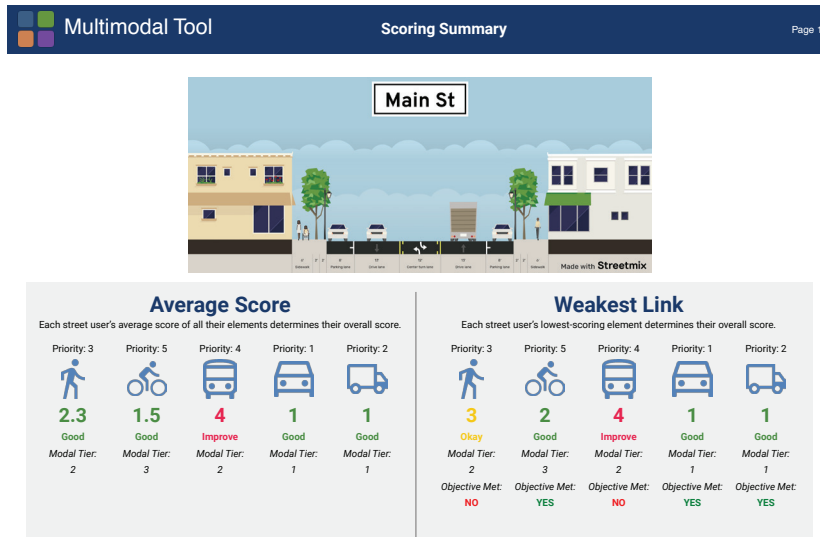
SEMCOG's crash location map represents locations of reported crashes on roads in Southeast Michigan. The map has been updated to include 2022 crash locations. The data can be filtered by year and the available years are 2018 to 2022. The "crash bin summary" enable you to see key data and crash factors to enable decision-making.





## SEMCOG's multimodal tool provides performance metrics for all types of road users, instead of just automobiles

SEMCOG and Michigan Department of Transportation (MDOT) developed the Multimodal Tool to assist communities in Southeast Michigan with determining modal priorities for streets and evaluating how current and planned designs work for all road users using quantitative performance measures. This is an important tool for implementing the Safe System Approach because it helps planners and engineers evaluate the needs of all road users, especially the most vulnerable.

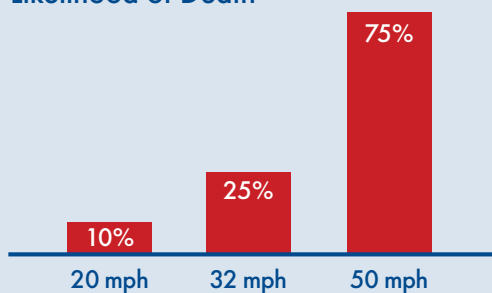


The Multimodal Tool was prepared with the following objectives:

- Address growing competition between travel modes for limited space within the right-of-way;
- Help local communities understand what is permitted for each project and road jurisdiction; and
- Provide a framework for communities to work with SEMCOG and MDOT to determine the order in which modes may be prioritized on certain corridors or within a district, and to work within operational standards.

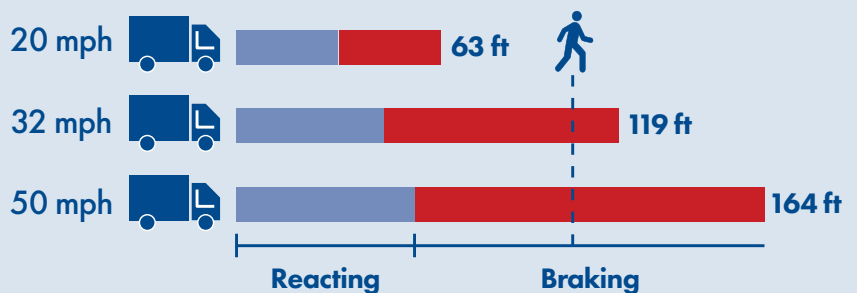
## Speed Matters!

Higher Speeds Equal Higher Likelihood of Death



Fatality risk for pedestrians increases greatly starting at an impact speed of 20 miles per hour, while for other auto crashes the fatality risk is much lower at the same speed.

Higher Speeds Equal Less Reaction Time



The higher the travel speed, the longer it takes to stop when a driver sees something or someone. Reduced speeds enable more time to react and stop.

Source: NACTO





## THE DATA AND THE PLAN



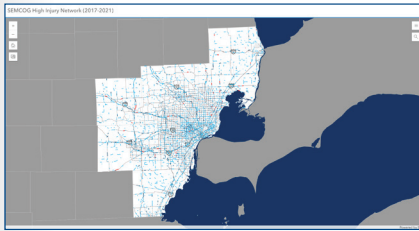
### COMING SOON

A Transportation Safety Hub is in development and can be accessed in the near future from SEMCOG's safety webpage. It will have online interactive versions of these analyses and other resources from the Transportation Safety Plan.

# WHAT THE DATA SAYS (CONTINUED)

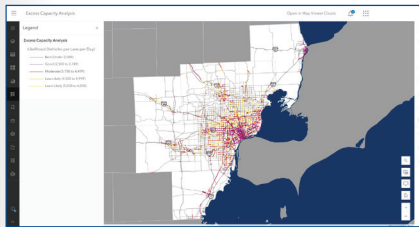
## Tools to Support Decision-Making

### High Injury Network



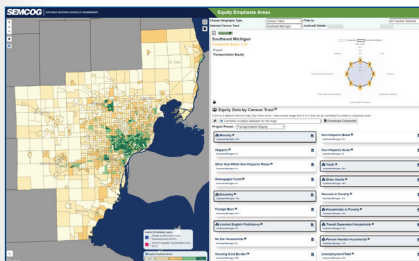
This map identifies road segments where fatal or serious injury crashes have occurred over five years of data. The Southeast Michigan Transportation Safety Plan also breaks down the network further by road jurisdiction and facility type (based on speed limit, number of lanes, etc.) to identify focus facilities for project prioritization.

### Excess Capacity



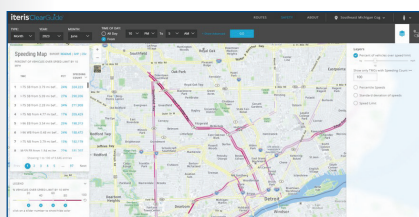
This analysis identifies locations where daily traffic demand is lower than the available roadway capacity. These locations have potential for traffic calming, such as a lane reconfiguration or road diet (a FHWA proven safety countermeasure for reducing fatalities and serious injuries because overbuilt roads encourage higher speeds and reckless behavior).

### Transportation Equity Areas



The goal of transportation equity is to facilitate access to opportunities by providing safe, affordable, and reliable transportation options based on the needs of the people they serve. There are certain populations with greater social and economic needs, or disabilities, that may impact their mobility options. This is another useful tool for prioritizing transportation projects that will not only reduce fatalities and serious injuries, but also positively impact disadvantaged communities.

### Speed Data



Safe speeds are integral to a safe transportation system. This web-based software can display maps and data at road segment-levels for three types of speed data:

- percent of vehicles over speed limit (user-defined),
- percentile speeds
- speed limit

Users can analyze and compare the speeding or percentile speed data by time of day, day of week, plus day of week combinations, and user-defined routes. Reports and charts can be generated and exported in various formats. Technicians and planners can conduct before-and-after analyses on speeding hotspots where countermeasures have been deployed.



# WHAT'S THE PLAN?

## Profile: Southeast Michigan Transportation Safety Plan

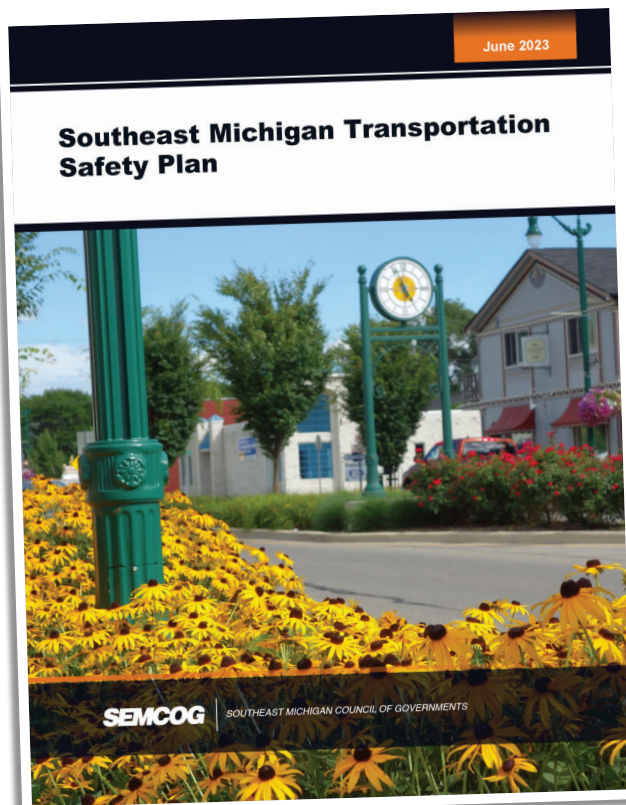
The Southeast Michigan Transportation Safety Plan identifies the region's key safety needs and guides investment decisions to reduce fatalities and serious injuries on our roadways for all road users, while promoting safe travel for all modes. This plan builds upon the 2015 Southeast Michigan Traffic Safety Plan and provides a comprehensive and aspirational framework for eliminating fatalities and serious injuries on Southeast Michigan roadways by 2050 using the Safe System Approach.

**Who:** Southeast Michigan Transportation Safety Task Force

**Chairperson:** William Miller, III, Commissioner, Oakland County

**Vice Chair:** Michelle Nard, Commissioner, Macomb County

Led by Commissioners Miller and Nard, a task force of more than 80 experts, leaders, and stakeholders developed the Southeast Michigan Transportation Safety Plan. Representatives from counties, municipalities, transportation and transit service agencies, the State of Michigan, Federal Highway Administration, community/advocacy organizations, and auto insurance provided perspectives from their expertise on safety challenges and solutions.



**What:** The Southeast Michigan Transportation Safety Plan identifies the region's key safety needs and provides guidance on investment decisions that will reduce fatalities and serious injuries.

**Where:** All Southeast Michigan communities and transportation environments are within the scope of this plan. To enable decisions that will reduce the most serious crashes, SEMCOG has tools, such as the High Injury Network map, to help identify locations within the transportation system where the greatest safety challenges/opportunities exist.

**When:** This plan was adopted in June of 2023. **Since the adoption of Southeast Michigan's first transportation safety plan in 2015, fatal crashes have increased by 10%.**

**Why:** Even one preventable fatality in our transportation system is too many. Transportation safety means ensuring all people reach their destination safely, whether driving, riding, walking, rolling, or catching a bus or train.





## THE DATA AND THE PLAN

# WHAT'S THE PLAN? (CONTINUED)

The Southeast Michigan Transportation Safety Plan - Appendix contains various sections addressing key aspects of transportation safety in the region. It includes acknowledgments to stakeholders involved in its development and supplements information in the Safety Plan. It comprises the following components:

- Public Input Results and Toolkit
- Performance Measure Target Methodology
- County Profiles
- Additional Emphasis Area Analyses
- Engineering Countermeasures
- Additional Resources



SEMOG utilizes the Safe System Approach, a holistic and comprehensive approach that provides a guiding framework to make places safer for people, adopted by the U.S. Department of Transportation.





## WHAT CAN BE DONE

# USING THE SAFE SYSTEM APPROACH

The Southeast Michigan Safety Plan is organized around the same five policy areas shown in the Safe Systems Approach graphic on the left. Each of these – Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care – is supported by actions to improve safety. In the following section, numerous actions are listed that can be led at the local level.



### Policy: Safer People

Encourage safe, responsible behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.

#### Regional Actions:

- Support legislation to increase safe behaviors such as seatbelt and motorcycle helmet use
- Educate public on new vehicle technologies (e.g., adaptive cruise control)
- Promote senior-friendly options
- Promote motorcycle endorsement and reduce “shadow riders”
- Implement school-based strategies (e.g., Strive for a Safer Drive)
- Target education and enforcement in priority locations
- Modify training for law enforcement
- Identify funding for equitable education, encouragement, and targeted enforcement activities







## WHAT CAN BE DONE

# USING THE SAFE SYSTEM APPROACH

(CONTINUED)



### Policy: Safer Roads

Design roadway environments to mitigate human mistakes and account for injury tolerances, to encourage safer behaviors, and to facilitate safe travel by the most vulnerable users.

#### Regional Actions:

- Build complete streets and networks for all travel modes
- Maintain nonmotorized facilities
- Prioritize safety in ALL transportation projects
- Utilize safety and engineering improvements in priority locations
- Evaluate and use technologies such as Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD)
- Coordinate across sectors to improve corridor access management
- Conduct road safety audits at high-risk locations
- Use Highway Safety Manual to evaluate safety impacts



As seen on page 6, **intersections are a factor in many fatal and serious injury crashes**. Actions to make intersections safer - which can be studied in greater depth in the region's Safety Plan - include:

- Up-to-date inventory of intersection with key data
- Prioritize high-risk locations with disproportionately high rates of serious injuries and/or fatalities
- Conduct road safety audits at high-risk intersections
- Implement safety engineering countermeasures, such as improved visibility; advanced warning flashers; pedestrian islands, and roundabouts.





## Policy: Safer Vehicles

Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and nonoccupants.

### Regional Actions:

- Support use of advanced technologies (lane-keeping assist, intelligent speed adaptation, electronic braking systems, etc.)
- Develop standards for use of new technology



## Policy: Safer Speeds

Promote safer speeds in all roadway environments through a combination of thoughtful, context-appropriate roadway design, targeted education and outreach campaigns, and enforcement.

### Regional Actions:

- Traffic calming engineering countermeasures
- Road diets on segments with excess capacity
- Context-appropriate speed limits
- Ensure drivers adhere to posted speed limits
- Continued coordination with other agencies on speed reduction strategies



## Policy: Post-Crash Care

Enhance the survivability of crashes through expedient access to emergency medical care, while creating a safe working environment for vital first responders and preventing secondary crashes through robust traffic incident management practices.

### Regional Actions:

- Local emergency response with supporting technology
- Pilot engineering countermeasures to assist with traffic incident management (TIM)
- Further develop data solutions to enhance TIM
- First responder training for motorcycle crashes
- Promote MI-TIME training
- Continued use, promotion of high-visibility apparel for first responders
- Collect data on bicycle and pedestrian volumes
- Collect and maintain traffic volume data for non-federal-aid roads
- Coordinate industry data and information sharing
- Evaluate effectiveness of safety measures
- Work with State of Michigan to ensure UD-10 crash form usage and enhancement





## WHAT CAN BE DONE

# WORKING TOGETHER TO ELIMINATE FATALITIES AND SERIOUS INJURIES BY 2050

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## Transportation Safety Action Committee

The Transportation Safety Action Committee meets quarterly to exchange information on transportation safety efforts in the region and monitor the implementation of the Southeast Michigan Transportation Safety Plan. The group shares information about crash data analysis, grants, infrastructure projects, best practices, new technologies, and more. Committee members include local government representatives, road agencies, law enforcement, safety and nonmotorized experts, mobility advocates, and other stakeholders working to eliminate traffic fatalities and serious injuries in Southeast Michigan. Pedestrians, bicyclists, and motorcyclists are identified as the top-priority road users, reflecting a commitment to the safety of vulnerable groups.

### Quarterly Collaboration for Safer Roads

This proactive approach involves quarterly meetings to exchange information and monitor the implementation of the transportation safety plan. Interested stakeholders can register for upcoming meetings on SEMCOG's website. The plan, treated as a living document, is subject to continuous monitoring and adjustment by the Transportation Safety Action Committee, ensuring adaptability to emerging safety issues and opportunities.

*"Achieving a safe transportation system is an ongoing process that requires constant communication and collaboration between numerous stakeholders. When we collaborate and coordinate a safe systems, vision zero approach to transportation planning we can reduce and ultimately end preventable tragedies on our roadways."*

- Ryan Buck, Director of Washtenaw Area Transportation Study (WATS) and Member of SEMCOG Transportation Safety Action Committee



## Technical Assistance

SEMCOG supports local safety planning and implementation with data-driven tools, such as speed data, location-based data to understand travel patterns, travel demand models, the Multimodal Tool (see page 8). SEMCOG staff can help member communities improve traffic safety by providing technical assistance in order to identify specific traffic safety concerns and countermeasures to improve safety performance.



## Testimonials: SEMCOG Technical Assistance

*"Several projects were funded with the help of SEMCOG. Most notably, we were able to install sidewalks that connected an affordable housing complex to downtown Temperance, needed for residents with mobility issues."*

- Al Prieur, Deputy Supervisor, Bedford Township

*"SEMCOG staff were responsive and timely regarding the City of Trenton's desire to add a trail to an upcoming Wayne County bridge project on West Road. The current bridge has no bicycle or pedestrian accommodations, which creates a gap between our traditional downtown and the western side of the city. Staff gave recommendations on how to quickly codify our desires into official city council resolutions, referencing the city's past efforts such as our previous non-motorized plans, recreation plans, and Trail Town initiatives. Through their assistance, we were able to convince the county to create safer biking and walking conditions across a bridge—a project that comes once in a generation."*

- Wendy Lynn Pate, former Councilmember, City of Trenton

*"Armada's a small community. SEMCOG stepped in to help and advise us on two transportation issues important to the community when other agencies wouldn't invest the time. With SEMCOG's guidance and direction, we're confident we can now negotiate the grant opportunities available to us and talk to organizations that can help get our projects done."*

- Ross Boelke, Trustee, Village of Armada

*"For a Township without deep resources in grant writing and knowledge, SEMCOG has been a valuable resource in developing applications for a HAWK signal addressing pedestrian safety, and our SPARK application for our pedestrian Riverwalk pathway."*

- Mark Monohon, Trustee, Waterford Township

*"With the recommendation of SEMCOG staff, an application was submitted in 2023, for a Planning Grant covering the LaPlaisance Road Corridor in Monroe County which connects two municipalities: the City of Monroe and Monroe Charter Township. The multi jurisdictional application demonstrates how SEMCOG leadership and technical support helps piece together different agencies, programs, and initiatives to help individual communities partner to realize their local and regional safety goals."*

- Florence Buchanan, Chairperson, Monroe County Bicycle and Pedestrian Advisory Panel

*"Monroe County recognizes how important and valuable our partnerships are with SEMCOG. Our vision also aligns with the many long-term plans developed by SEMCOG. We both see demand for outdoor activities that have added value and appeal for resident retention and attraction while creating a sense of community around these assets. Our ability to expand these experiences has been magnified by the technical and leadership skills of SEMCOG. It's why we are SEMCOG members; to work together and leverage the expertise and support of the SEMCOG team. From technical resources to funding opportunities, Monroe County used all the resources at our disposal to get us to the point where our applications can go forward across multiple project funding opportunities."*

- Michael Bosanac, Administrator/Chief Financial Officer, Monroe County





## WHAT CAN BE DONE

# WORKING TOGETHER TO ELIMINATE FATALITIES AND SERIOUS INJURIES BY 2050 (CONTINUED)

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## Funding Programs Focused on Safety

To improve outcomes across the transportation system, safety should be a top priority for ALL transportation and mobility projects (not just “safety” projects). As such, safety should be a key consideration for all projects submitted for Southeast Michigan’s Transportation Improvement Program (TIP). However, additional opportunities are available for strategic safety investments. These include:

- Transportation Alternatives Program (TAP), which supports pedestrian and bicycle infrastructure, environmental mitigation, and Safe Routes to School programs
- Safe Streets and Roads for All (SS4A)
- Highway Safety Improvement Program (HSIP)
- Office of Highway Safety Planning Grants
- Surface Transportation Block Grant Program (STBG)

## Legislation and Regulations: Strengthening Safety Laws

Southeast Michigan advocates for legislative and regulatory measures that prioritize safety:

- Updates to the statewide speed limit-setting procedure
- Enhancing child passenger safety laws
- Efforts to enhance motorcycle safety
- Prioritizing vulnerable road user safety and mobility

As Southeast Michigan continues its journey towards safer roads, the commitment to education, technical assistance, funding, and legislative support remains unwavering. The collaborative efforts of the Transportation Safety Action Committee and the Safe Streets Southeast Michigan campaign initiative set a strong foundation for a transportation system that prioritizes safety for all. Local governments are encouraged to support legislative initiatives

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*“SEMCOG staff have been instrumental in guiding the City of Marysville on how to best coordinate with state, regional, and local stakeholders to put our community in the best position for safety funding resources such as the Transportation Alternatives Program.”*

- Randy Fernandez, City Manager, Marysville



## Safe Streets for All (SS4A) Brings Millions of Dollars to Southeast Michigan

In December 2023, SEMCOG and several of our members were awarded Safe Streets for All funding totaling over \$64 million. SEMCOG funds will be used to complete demonstration projects focused on vulnerable road users. These will be located in equity emphasis areas, the High Injury Network, and/or Bicycle and Pedestrian Demand Areas. Examples of demonstration countermeasures that will be installed include bike lanes, cycle tracks, bulb-outs, speed humps, pedestrian refuge islands, gateway treatments, and enhanced crosswalk pavement markings using temporary materials such as paint, bollards, planter boxes, and rubber curbs to separate users in space and time and reduce impact forces through reducing speeds.

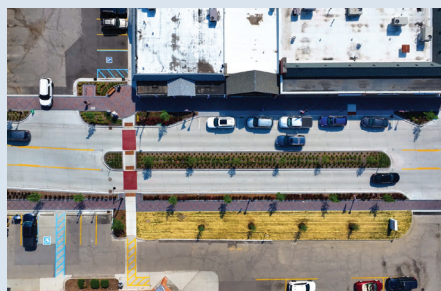
The City of Detroit received \$24.8 million, one of several awards to Southeast Michigan from SS4A, to improve safety and bus stop accessibility at 56 high-crash intersections served by the Detroit Department of Transportation (DDOT) bus service. The City will also conduct a Level of Traffic Stress analysis to address gaps in bicyclist/pedestrian networks, update the City's Comprehensive Safety Action Plan (CSAP), and pilot training for DDOT bus operators to ensure safe operations around people walking and biking. The City of Detroit has one of the highest traffic fatality rates in the country.

"These grants represent a significant opportunity to address systemic traffic violence on our streets. The Safe Streets for Detroit and the Detroit Safe Access to Transit projects are pivotal initiatives that will jump start our traffic safety program and play a crucial role in advancing strategies outlined in our Comprehensive Safety Action Plan. We understand the responsibility that comes with this funding and are dedicated to implementing proven safety countermeasures that will make our streets safer for all Detroit residents and visitors. Together, these projects will help us realize our shared vision in which everyone arrives to their destination safely every time."

- James Hannig, Deputy Director, City of Detroit DPW, Complete Streets

## Transportation Alternatives Program (TAP)

TAP projects are transportation-related improvements to roadways, local streets, and corridors. Most often, they address mobility options through new or enhanced bicycle and pedestrian infrastructure. This includes things such as pathways, bike lanes, sidewalks, and pedestrian crossings. These projects improve the existing transportation system, while providing safe new options to help people connect to transit, regional trails, and core service destinations. TAP can also fund green infrastructure projects that mitigate environmental concerns from the road network. Annually, SEMCOG awards over \$10 million in TAP funds.



City of Farmington



Shelby Township

Example safety improvement projects include:

- City of Farmington - Widened sidewalks; improved crosswalks (including bumpouts); pedestrian lighting; landscaping; and other amenities such as bike racks, trash receptacles, and benches
- Genoa Township - New sidewalk with ADA enhancements along Grand River
- Village of Romeo - ADA and improved pedestrian crosswalks throughout Downtown
- Shelby Township - Pedestrian crossing improvements closing gaps over M-53 at six locations along 21 Mile, 22 Mile, 24 Mile, and 25 Mile roads





## WHAT CAN BE DONE



SEMCOG produces a series of short safety videos for use on social media, websites, community TV, in e-newsletters, and more.

### Safe Streets - Public Education to Encourage Safe Behaviors

Twice a year, SEMCOG leads a coordinated education “blitz” on transportation safety. Formerly known as Walk.Bike.Drive. Safe, the Safe Streets initiative plays a pivotal role in aligning transportation safety education for the general public with the needs of our system. Safe Streets features various physical and digital media products, which are highlighted on these pages. A combination of messaging and practical giveaway items, such as bike lights, both encourages people to practice safe behaviors and gives them tools to do so.

In collaboration with the Southeast Michigan Transportation Safety Action Committee and other safety partners, this campaign educates residents on challenges and individual actions related to enhancing safety in the transportation system. Each spring and fall, SEMCOG members are encouraged to order a bundle of items for distribution at community spaces and events. Videos and graphics make this campaign ideal for websites, community TV programming, and social media. SEMCOG distributes a media kit to its members twice a year. The campaign has reached a broad audience, with 130 million total impressions since its inception in 2018.





## Safe Streets materials and media kits are distributed every spring and fall

Sign-up - free of charge to SEMCOG members - for your community! Campaign opportunities are announced in SEMCOG's Regional Update newsletter.



Light-up wristbands help to make people more visible - and thus safer - during hours of darkness.



Bike lights (white in the front, red in the back) increase visibility when it is dark outside, especially important in the early morning and evening.



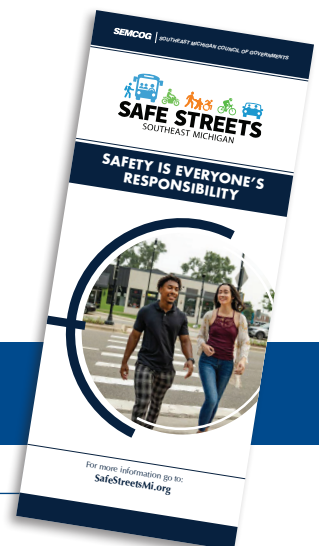
Arm bands light up AND reflect light to increase visibility and safety.



Poster available for your community's Safe Streets display.



Pamphlets and tip cards with safety tips are available in English, Spanish, and Arabic. Additional materials are provided for aging drivers.



**For more information, visit: [SAFESTREETSMI.ORG](http://SAFESTREETSMI.ORG)**

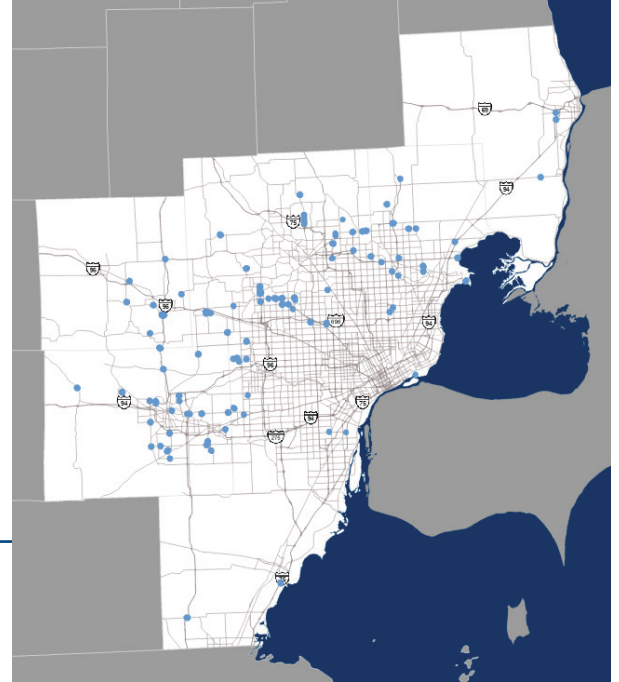




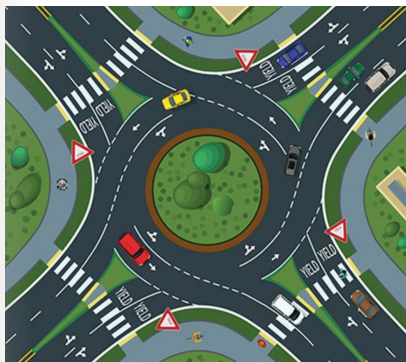
## WHAT CAN BE DONE

# SAFETY - IN A ROUNDABOUT WAY

If you travel on Southeast Michigan roads for even a short while, you may find yourself in a roundabout. While these circular intersections are nothing new in the United States (they date back at least 100 years), they can create an unfamiliar or anxiety-inducing experience for many in Southeast Michigan, which has seen a rapid expansion of roundabout implementation in recent years.



Roundabout locations in Southeast Michigan



Source: FHWA

## Why Roundabouts are Catching on

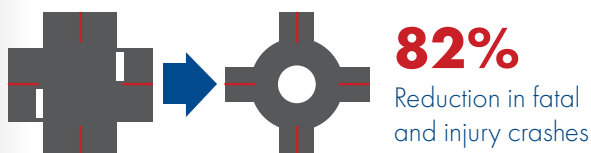
- Roundabouts are efficient in terms of keeping people moving.
- Even while calming traffic, they can reduce delay and queuing when compared to other intersection alternatives.
- Furthermore, the lower vehicular speeds and reduced conflict environment can create a more suitable environment for walking and bicycling.

## Don't Roundabouts Have Lots of Crashes? Are They Safe?

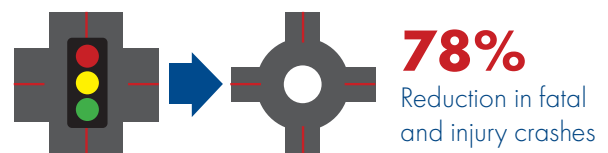
Early in a roundabout adoption, low-severity (fender bender-type) crashes may increase - especially as drivers adapt to this new infrastructure. While this transition may require a learning curve, data show that roundabouts save lives - the top priority of the Safe System Approach. Globally, statistics show crashes decrease where roundabouts are implemented according to FHWA and Insurance Institute for Highway Safety (IIHS).

## Roundabouts Have Fewer Fatalities and Serious Injuries

### Two-Way Stop-Controlled Intersection to a Roundabout



### Signalized Intersection to a Roundabout





# CASE STUDIES

## Oakland County Utilizing Roundabouts to Enhance Operations, Safety

The Road Commission for Oakland County (RCOC) is one of the agencies leading the way in the use of roundabouts - which can increase capacity (the amount of traffic that can flow through) from 30-50% and help to ease traffic congestion. One example is the roundabout at M-5/Pontiac Trail/Martin Parkway.

*"This is a high-volume intersection, where a state highway dead-ends into a county road. We actually built this roundabout, in part, as a way to deal with all the serious injury/fatality crashes that were occurring at the intersection when it was signalized. People would come cruising down M-5 at 60-plus miles an hour and not be able to stop at the intersection. While that remains a problem today, the design of the roundabout helps to slow them down and we are, at least, having no fatalities and few serious injury crashes. So, this roundabout has accomplished what it was intended to do. Immediately following our ribbon-cutting ceremony to open that roundabout, an Oakland County Sheriff's deputy pulled a couple of us aside and thanked us for building the roundabout. He said he was getting very tired of having to respond to fatalities at the previous traffic signal at the intersection. There have not been any fatalities there since the roundabout was built in 2011."*

- Craig Bryson, Senior Communications Manager, RCOC

## Northville Township Blends Education, Enforcement to Improve Safety

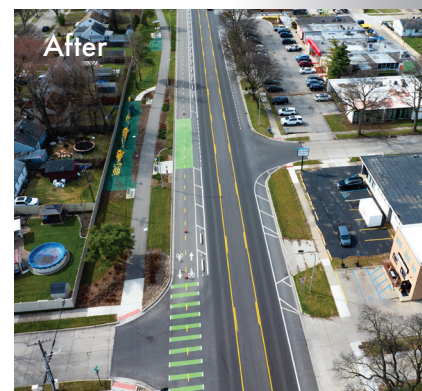
### Partners in Your *Safety*

Scott Hilden, Northville Township Chief of Police and Director of Public Safety, shared insights into the township's initiatives regarding community education and engagement. The police department has placed a strong emphasis on local engagement through initiatives like the Partners in Your Safety program. Programs like these play a vital role in fostering better police-community relations while also educating residents on how to prevent future crash injuries and fatalities. Chief Hilden emphasizes the importance of community involvement, stating, "the more eyes and ears that we have in the community, the more effectively we can collaborate to ensure the highest level of safety in traffic enforcement and road safety."

## Nine Mile Redesign and Linear Park - City of Oak Park

The City of Oak Park earned SEMCOG's 2023 Regional Showcase Award for its Nine Mile Redesign and Linear Park Project. Road diets, like what has been accomplished in Oak Park, can improve safety while also redefining a place or corridor in positive ways. The Nine Mile Redesign and Linear Park project reduces the number of traffic lanes on Nine Mile Road and adds several enhancements, including enhanced pedestrian crossings; bike lanes; a linear park with public gathering spaces; public art; play equipment, and green infrastructure.

These elements encourage safer driving behavior lower speeds, reducing pedestrian injuries and fatalities. They also serve to increase economic development and recreation opportunities. This project was developed based on public input and collaboration with Oak Park's surrounding communities and stakeholders. Partnership with Oakland County, Ferndale, Hazel Park, Southfield, Farmington Hills, and Farmington has enabled an ongoing multi-community corridor vision.





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# SAFE STREETS

## SOUTHEAST MICHIGAN

Learn more on page 19