

Traffic Safety Improvement Program

Applications for STUDIES, RESEARCH, PUBLIC INFORMATION INITIATIVES FY 2015



Received August 15, 2012

**STUDIES, RESEARCH, PUBLIC INFORMATION INITIATIVES
FY 2015**

Page No.	Applicant	Title/Subject	\$\$\$	
			Project	Request
1	City of Creston	Speed and Traffic Volume Project	\$4,200	\$4,200
7	City of Fort Dodge	Traffic System Improvements Study	\$100,000	\$60,000
15	City of Norwalk	Traffic Signal Safety Audit	\$43,500	\$43,500
21	City of Sioux Center	3 Lane to 5 Lane Study	\$45,000	\$40,000
29	City of Waterloo	Radio Broadcast Campaign	\$15,000	\$15,000
33	Iowa DOT	Des Moines Metro TZD Working Group	\$15,000	\$15,000
35	Iowa DOT	Guidance and Evaluation of Iowa's Road Safety Audit Program	\$60,000	\$60,000
37	Iowa DOT, Office of Traffic & Safety	Iowa Traffic Safety Data Service (ITSDS)	\$435,229.51	\$50,000
41	Iowa DOT	Pilot Development: Local Safety Plan	\$75,000	\$75,000
43	Iowa DOT, Office of Traffic & Safety	Local Technical Assistant Program (LTAP)	\$135,000	\$85,000
47	Iowa DOT, Office of Rail Transportation	Rail Crossing Safety Educational Support	\$45,000	\$15,000
51	Iowa DOT, Office of Traffic & Safety	SHSP Data Analysis	\$50,000	\$50,000
55	Iowa DOT, Office of Traffic & Safety	Strategic Highway Safety Plan Implementation	\$100,000	\$100,000

Continued on next page

**STUDIES, RESEARCH, PUBLIC INFORMATION INITIATIVES
(Continued)**

Page No.	Applicant	Title/Subject	\$\$\$	
			Project	Request
59	Iowa DOT, Office of Traffic & Safety	Speed Actuated LED Stop Sign Feasibility Study	\$145,000	\$145,000
63	Iowa DOT, Office of Traffic & Safety	State of Iowa Model Roadway Lightning Ordinance	\$30,000	\$20,000
67	Iowa DOT, Office of Traffic & Safety	Traffic and Safety Conferences, Events and Training	\$30,000	\$30,000
71	Iowa DOT, Office of Traffic & Safety	Work Zone Safety Training	\$110,000	\$55,000
	Totals	17 Projects	\$1,437,929.51	\$862,700

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Creston Speed and Traffic Volume ProjectApplicant Creston Police DepartmentContact Person Paul Ver Meer Title Chief of PoliceComplete Mailing Address 302 North Pine
Creston, Iowa 50801Phone 641-782-8402 E-Mail pvermeer@iowatelecom.net
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) Creston Public Works DepartmentContact Person Kevin Kruse Title Public Works DirectorComplete Mailing Address 116 West Adams
Creston, Iowa 50801Phone 641-782-2000 ext. 1 E-Mail kkruise@crestoniowa.org
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 4,200.00Safety Funds Requested \$ 4,200.00

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the Creston Police Department

Signed:  08/13/13
Signature Date Signed

Paul Ver Meer, Chief of Police
Typed Name

Attest:  13 Aug 2013
Signature Date Signed

Warren Woods, Mayor
Typed Name

B.

The goal of this program is to provide the Creston Police and Public Works departments with needed equipment to conduct traffic safety studies. We receive several complaints each year regarding speeding vehicles or the need to control vehicle speed with signage. With this equipment we will be able to show both the council and public exactly what the traffic flow and speeds are in a particular area and time. This will allow the police department to efficiently assign officers to these problem areas.

The expected result of this program is to reduce speed of vehicles in specific problem areas. This will be done utilizing the graphing capabilities of this equipment which will show the times of speeds of vehicles in the area. This will enable the department to have officers conduct in-view patrols at certain times of the day rather than a hit-or-miss basis. This will be of value in one specific area in particular. The city of Creston has "feeder" street to the local high school which are main routes to the school for students. With only a limited number of officers working at a particular time we do not have the manpower to cover all these routes. With this project we will be able to determine which routes need more of a police presence. The Public Works Department would be able to benefit from having this equipment by using it to determine the high-volume traffic roads in the city. This would allow them to prioritize projects such as resurfacing and pothole repairs.

C.

The estimated cost for this project is \$4200.00. This would include the following:

- Radar Recorder
- (2) Batteries
- Battery Charger
- Mounting Kit
- TRAXPRO Software
- Blue Tooth Capability

The above funds would be received through the Iowa Department of Transportation. Any additional costs such as equipment set-up and monitoring would be covered by the Creston Police Department and Public Works Department through existing budgeted funds.

D.

The proposed time table for implementation of this project if funding is approved by July 1, 2014 would be as follows. The order and purchase of equipment by August 1, 2014, with a completion date and the equipment being in place and running by September 1, 2014.

A

Prepared By: Lisa Williamson
Return To: Lisa Williamson

116 W. Adams Street, Creston, Iowa 50801

641-782-2000

RESOLUTION NO. 23 – 14

RESOLUTION TO APPROVE APPLICATION FOR IOWA DEPARTMENT OF TRANSPORTATION GRANT FOR TRAFFIC SAFETY FUNDS FOR THE POLICE DEPARTMENT:

WHEREAS, Police Chief Ver Meer wishes to apply for an Iowa Department of Transportation Grant for Traffic Safety Funds to be utilized by the Police Department; and,.....

WHEREAS, it is required by the Iowa Department of Transportation that the application process be approved by City Council; and,

WHEREAS, Creston City Council agrees it is in the best interest of all to proceed with the application process for an Iowa Department of Transportation Grant for Traffic Safety Funds to be utilized by the Police Department.

BE AND IT IS HEREBY RESOLVED the request to apply for an Iowa Department of Transportation Grant for Traffic Safety Funds to be utilized by the Police Department shall be and is hereby approved.

BE AND IT IS FURTHER RESOLVED that the Mayor and Clerk are hereby authorized to execute the proper documentation necessary.

BE AND IT IS FURTHER RESOLVED that any Resolution in conflict herewith is hereby repealed.

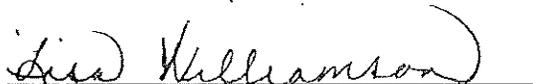
BE AND IT IS FURTHER RESOLVED that this Resolution be effective immediately upon its passage and approval by the Creston City Council.

PASSED AND APPROVED this 6th day of August 2013.

ROLL CALL VOTE	AYE	NAY	ABSENT	ABSTAIN
Nancy Loudon	X			
Paul Vandevender	X			
Larry Wagner	X			
Marsha Wilson	X			
Ann Levine	X			
Loyal Winborn	X			
Randy White	X			

ATTEST:


 WARREN WOODS
 MAYOR, CITY OF CRESTON


 LISA WILLIAMSON
 CITY CLERK

**APPLICATION FOR TRAFFIC SAFETY FUNDS
IOWA DEPARTMENT OF TRANSPORTATION**

**FORT DODGE
TRAFFIC SIGNAL
AND SAFETY AUDIT PROJECT**

CITY OF FORT DODGE

AUGUST 2013

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Traffic System Improvements StudyApplicant City of Fort DodgeContact Person Chad Schaeffer Title Director of EngineeringComplete Mailing Address 819 1st Ave. S.
Fort Dodge, Iowa 50501Phone 515-576-3601 E-Mail cschaeffer@fortdodgeiowa.org
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) Webster CountyContact Person Randy Will Title County EngineerComplete Mailing Address 703 Central Ave.
Fort Dodge, Iowa 50501Phone 515-576-3281 E-Mail engineer@webstercountyia.org
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 100,000Safety Funds Requested \$ 60,000

RESOLUTION NO. 13-08-145

A RESOLUTION AUTHORIZING THE SUBMITTAL OF AN APPLICATION FOR TRAFFIC SAFETY IMPROVEMENT PROGRAM (TSIP) FUNDING FOR A TRAFFIC SYSTEM IMPROVEMENTS STUDY OF ALL SIGNALIZED INTERSECTIONS WITHIN THE CITY OF FORT DODGE.

WHEREAS, the Iowa Department of Transportation has established the TSIP and provides funding for locations where vehicular safety is a concern and documented.

WHEREAS, a comprehensive study and a proactive capital planning approach is necessary to establish a City-wide commitment upgrade and improve the traffic signal system throughout the community.

WHEREAS, this funding request would implement a signal inventory, identify and review high crash intersections, assess other traffic related infrastructure as it relates to ADA / PROWAG and the MUTCD , and combine all this information in a report that can then be utilized to prioritize projects and funding.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FORT DODGE, IOWA, that:

1. The City Council supports and approves the application for TSIP funding.
2. The City Council hereby commits the additional City funds necessary for the study beyond any TSIP funding.
3. The City Council hereby commits to completing the Study in a timely manner and implementing the results.
4. The Mayor is hereby authorized to execute the application on behalf of the City.

PASSED AND APPROVED by the City Council of the City of Fort Dodge this 12th day of August, 2013.

Ayes: Patterson, Flattery, Wilson, Fritz, Alstott, Taylor and Hill

Nays: None

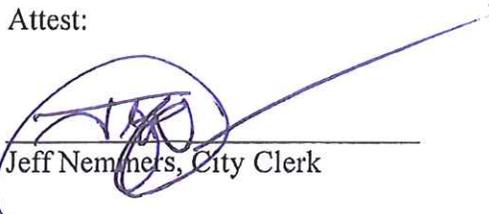
Other: None

City of Fort Dodge, Iowa



Matt Bemrich, Mayor

Attest:



Jeff Nemmers, City Clerk

13-08-145

EXHIBIT "B"

PROJECT NARRATIVE

FORT DODGE
TRAFFIC SIGNAL AND SAFETY AUDIT

Project Concept:

The purpose of this project is to conduct a comprehensive traffic safety audit for the City of Fort Dodge, Iowa located in Webster County, Iowa. The study will focus on higher volume traffic signal controlled corridors and other identified traffic signal locations. A traffic signal assessment will detail signal controller age, detection type used, and identify opportunities for improved coordination/interconnection. The audit will document intersection issues and attempt to correlate crash occurrences to intersection geometric problems and other infrastructure shortcomings. As a part of the safety audit, other intersection characteristics will be identified such as need for additional turn lane/storage requirements, improvements to intersection lighting, potential pedestrian signal upgrades and compliances with ADA and the MUTCD.

The primary goal of this study is to provide a template for a comprehensive community wide traffic signal inventory and safety audit. The project will also present key signal and intersection information in a format that can be viewed using Google Earth. A more detailed project description and cost is attached in Figure 1.

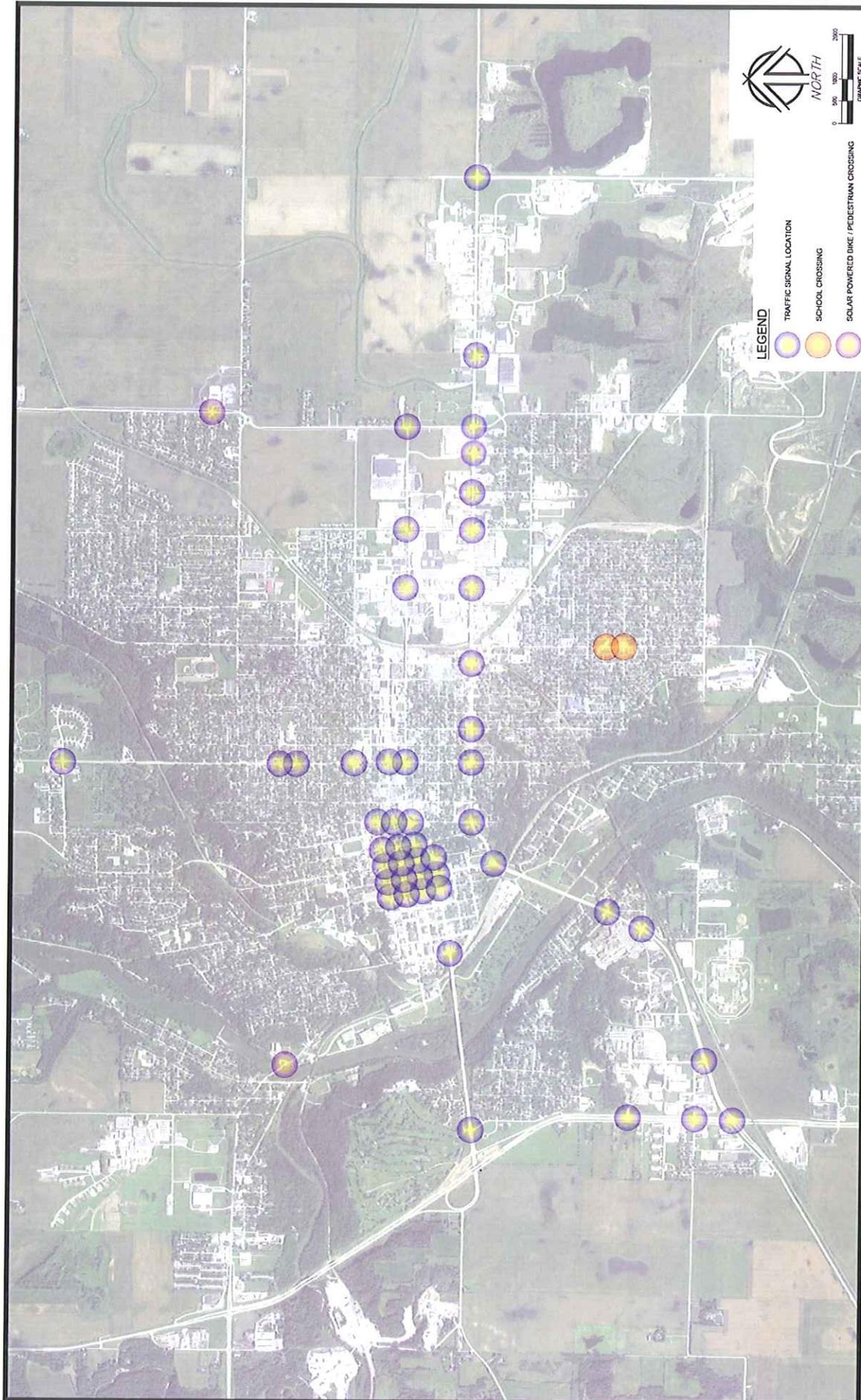
Fort Dodge Traffic Signal and Safety Audit Project

	<u>PHASE</u>	<u>DESCRIPTION</u>	<u>COST</u>
S I G N A L A S S E S S M E N T	Signal Inventory (using Google Earth)	Collect information on cabinet equipment including, photo, controller age, conflict monitor age, detection type, number of load switches, auxiliary equipment. Identify interconnect type and signals that operate as a system. Deliver in a format viewable in google earth.	\$20,500
	Replacement Program	Establish the replacement criteria, review maintenance concerns regarding repair history, and budget for a replacement program. Develop a prioritized list of signals for an on-going annual replacement program that considers budget and technological life.	\$11,000
S A F E T Y A U D I T	High Crash Locations (Signalized)	Identify intersections needing further study/improvement considerations based on available crash data. Crash data from the Iowa DOT Crash Mapping Analysis Tool (CMAT) will be used to help identify problem areas. Expand on overall safety, benefits of improvements, address specific locations in more detail.	\$18,500
	Infrastructure Characteristics	Assess the locations for the presence of infrastructure items such as sidewalks, bicycle lanes/paths, on-street parking, street lighting, pedestrian lighting, pedestrian crossings, pedestrian signals, and other traffic related infrastructure as it relates to ADA/PROWAG and the MUTCD.	\$11,200
	Left Turn Lane Needs and Lane Width Adequacy	Review locations and identify where left turn problems exist either due to a lack of a left turn storage lane or no protected left turn phasing. These locations would indicate a need for further study to consider improvements in the form of geometry or traffic signal timings. Identify locations where narrow lane widths exist. Expand on specific locations as it relates to the TSIP application.	\$11,000
D O C U M E N T A T I O N	Recommendations / Report	Complete a report containing an overview of the conditions, existing equipment inventory, current technology and standards of traffic control equipment, potential replacement program, prioritization of signalized locations where high crash problems exist and specific intersection needs relating to left turning traffic. Provide .kmz file for viewing and the data in excel format. Meetings with City to go over deliverables.	\$27,800
			<u>\$100,000</u>

EXHIBIT "D"

PROPOSED PROJECT SCHEDULE

Task	Start Date	End Date
Notice to Proceed	July 3, 2014	NA
Task 1 Signal Inventory (using Google Earth)	July 3, 2014	Aug 8, 2014
Task 2 Replacement Program	Aug8, 2014	Aug 20, 2014
Task 3 High Crash Locations (Signalized)	Aug 20, 2014	Sep 17, 2014
Task 4 Infrastructure Characteristics	Aug 20, 2014	Sep 17, 2014
Task 5 Left Turn Lane Needs and Lane Width Adequacy	Sept 17, 2014	Oct 12, 2014
Task 6 Recommendations / Report	Oct 1, 2014	Oct 31, 2014
* Traffic Safety Funds Available July 1, 2014		



- LEGEND**
- TRAFFIC SIGNAL LOCATION
 - SCHOOL CROSSING
 - SOLAR POWERED BIKE / PEDESTRIAN CROSSING

<p>PROJECT BY L. VANDEBERG</p> <p>DESIGNED BY T. DOOLEY</p> <p>FIELD BOOK NO. J. SCHUG</p> <p>FIELD BOOK FIELDBOOK</p>	<p>CLIENT FORT DODGE, IOWA</p> <p>PROJECT NO. FTD 2613010</p> <p>DATE AUGUST 2013</p>	<p>1360 NW 121st Street Cive, IA 50525 515-564-1235 fax 515-564-2370</p>	<p>McCLURE CONSULTANTS</p> <p>building strong</p>
<p>FORT DODGE, IOWA AERIAL PHOTOGRAPHY AND TRAFFIC SIGNAL LOCATION MAP</p>		<p>SHEET NO. 01</p> <p>OF 01 OF 01</p>	

**APPLICATION FOR TRAFFIC SAFETY FUNDS
IOWA DEPARTMENT OF TRANSPORTATION**

**NORWALK
TRAFFIC SIGNAL
AND SAFETY AUDIT PROJECT**



CITY OF NORWALK

AUGUST 2013

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Norwalk Traffic Signal and Safety Audit ProjectApplicant City of Norwalk, IowaContact Person Josh Heggan Title Community Development DirectorComplete Mailing Address 705 North Ave
Norwalk, IA 50211Phone (515) 981-0228 E-Mail jheggen@norwalk.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____
_____Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 43,500Safety Funds Requested \$ 43,500

RESOLUTION NO. 0815-13-51

RESOLUTION AUTHORIZING MCCLURE ENGINEERING COMPANY TO SUBMIT APPLICATION TO THE IOWA DEPARTMENT OF TRANSPORTATION FOR TRAFFIC SAFETY FUNDING IN CONNECTION WITH THE NORWALK TRAFFIC SIGNAL AND SAFETY AUDIT PROJECT.

WHEREAS, the City Council of the City of Norwalk has heretofore deemed it necessary and desirable to identify safety issues, document signal inventory, and plan improvements and upgrades along the signalized arterial of IA 28, said safety audit and inventory for potential improvements being referred to as "Norwalk Traffic Signal and Safety Audit Project," and

WHEREAS, as part of the project, the City will pursue grant funding through the Iowa Department of Transportation to fund said project; and

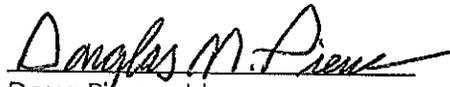
WHEREAS, McClure Engineering Company has prepared an application for traffic safety funding in the amount of \$43,500.00; and

WHEREAS, it would be in the best interests of the City of Norwalk to submit said application.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Norwalk, Warren County, Iowa, that the above-referenced application is supported and the same hereby approved.

BE IT FURTHER RESOLVED that the Mayor and City Clerk are hereby authorized and directed to execute said application on behalf of the City of Norwalk.

Passed and approved this 15th day of August, 2013.


Doug Pierce, Mayor

ATTEST:


Jeff Rosien, City Clerk

ROLL CALL VOTE:

	<u>Aye</u>	<u>Nay</u>
Delker	X	—
Murillo	X	—
Leto	X	—
Curtis	X	—
Sylvester	—	—

EXHIBIT "B"

PROJECT NARRATIVE

NORWALK
TRAFFIC SIGNAL AND SAFETY AUDIT

Project Concept:

The purpose of this project is to review the "IA 28 Road Safety Audit" written by Intrans in 2012 and assist the city in programming improvements based on recommendations made in the report. In conjunction with the review, a safety audit of intersection geometrics and signal timings will be conducted for the City of Norwalk, Iowa located in Warren County, Iowa. The study will focus on IA 28 and the existing signalized locations where considerable cross street volumes occur. A traffic signal assessment will detail signal controller age, detection type used, and identify opportunities for improved coordination/interconnection. The audit will document intersection issues and attempt to correlate crash occurrences to intersection geometric problems and other infrastructure shortcomings. As a part of the safety audit, other intersection characteristics will be identified such as need for additional turn lane/storage requirements, improvements to intersection lighting and potential pedestrian signal upgrades.

The primary goal of this study is to provide the city with a comprehensive community wide traffic signal inventory and safety audit that enables the city to move forward with programming safety-related improvements. The project will also present key signal and intersection information in a format that can be viewed using Google Earth. A more detailed project description and cost is attached.

Norwalk Traffic Signal and Safety Audit Project

	PHASE	DESCRIPTION	COST
S I G N A L A S S E S S M E N T	Signal Inventory (using Google Earth)	Collect information on cabinet equipment including, photo, controller age, conflict monitor age, detection type, number of load switches, auxiliary equipment. Identify interconnect type and signals that operate as a system. Deliver in a format viewable in google earth.	\$4,000
	Replacement Program	Establish the replacement criteria, review maintenance concerns regarding repair history, and budget for a replacement program. Develop an on-going annual replacement program that considers budget and technological life.	\$5,500
S A F E T Y A U D I T	Crash Data (Signalized Locations)	Review the data compiled and presented in the "IA 28 Road Safety Audit" written by InTrans in 2012 . Identify and specify improvement projects to pursue based on the report and additional information gathered. Develop a cost and programming for the city CIP.	\$11,200
	Infrastructure Characteristics	Assess the locations for the presence of infrastructure items such as sidewalks, bicycle lanes/paths, on-street parking, street lighting, pedestrian lighting, pedestrian crossings and pedestrian signals.	\$300
	Left Turn Lane Needs and Lane Width Adequacy	Review locations and identify where left turn problems exist either due to a lack of a left turn storage lane or no protected left turn phasing. These locations would indicate a need for improvements in the form of geometry or traffic signal timings. Identify locations where narrow lane widths exist. Expand on specific locations as it relates to the TSIP application.	\$5,000
D O C U M E N T A T I O N	Recommendations / Report	Complete a report containing an overview of the conditions, existing equipment inventory, current technology and standards of traffic control equipment, potential replacement program, prioritization of signalized locations where documented crash or operational problems exist and specific intersection needs relating to left turning traffic. Provide .kmz file for viewing and the data in excel format. Meetings with City to go over deliverables.	\$17,500

\$43,500

EXHIBIT "D"

PROPOSED PROJECT SCHEDULE

Task	Start Date	End Date
Notice to Proceed	July 3, 2014	NA
Task 1 Signal Inventory (using Google Earth)	July 3, 2014	Aug 15, 2014
Task 2 Replacement Program	Aug 15, 2014	Aug 31, 2014
Task 3 Crash Data (Signalized Locations)	Aug 31, 2014	Sep 15, 2014
Task 4 Infrastructure Characteristics	Sep 15, 2014	Sep 31, 2014
Task 5 Left Turn Lane Needs and Lane Width Adequacy	Oct 1, 2014	Oct 27, 2014
Task 6 Recommendations / Report	Oct 27, 2014	Nov 31, 2014
* Traffic Safety Funds Available July 1, 2014		

Ostendorf, Terry [DOT]

From: Murray Hulstein <murrayh@siouxcenter.org>
Sent: Thursday, August 15, 2013 11:54 AM
To: Ostendorf, Terry [DOT]
Cc: Lazarowicz, Tony [DOT]; Trent Bruce (tbruce@dgrnet.com); Justin Christensen (justin.christensen@dgr.com); City Sioux Center; Matt Van Schouwen
Subject: Sioux Center TSIP application
Attachments: TSIP forms.pdf; Resolution SC-R-33-13.pdf; TSIP Narrative.docx



CITY OF SIOUX CENTER, IOWA 51250
335 First Avenue NW

712-722-0761 • Fax 712-722-0762
www.siouxcenteria.org

August 15, 2013

Terry Ostendorf
Office of Traffic & Safety
Iowa Department of Transportation
800 Lincoln Way
Ames, Iowa 50010

RE: TSIP Application

Dear Mr. Ostendorf:

Please find with this cover letter our application for Traffic Safety Funds having to do with the traffic safety study we would like to conduct on Highway 75 in Sioux Center, Iowa. Also included with this cover letter is a narrative explaining the project and a resolution of support from the Sioux Center city council.

I believe the application and narrative give a good description of the requested project and ask for your consideration of funding for this project. If you have any questions or would like to discuss this, please contact myself at the above number.

Sincerely,



Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project U.S. Highway 75 EnhancementApplicant City of Sioux CenterContact Person Matt Van Schouwen Title Utility EngineerComplete Mailing Address 335 1st Avenue NWSioux Center, IA 51250Phone (712) 722-0761 E-Mail matthewws@siouxcenter.org
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____

Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 45,000Safety Funds Requested \$ 40,000

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the City of Sioux Center

Signed: Murray Hulstein 8-15-13
Signature Date Signed

Murray Hulstein
Typed Name

Attest: Paul Clousing 8-15-13
Signature Date Signed

Paul Clousing
Typed Name



CITY OF SIOUX CENTER, IOWA 51250
335 First Avenue NW

712-722-0761 • Fax 712-722-0760
www.siouxcenter.org

RESOLUTION NO. SC-R-33-13

A RESOLUTION OF THE CITY COUNCIL OF THE INCORPORATED CITY OF SIOUX CENTER, IOWA, AUTHORIZING APPLICATION TO THE IOWA DEPARTMENT OF TRANSPORTATION'S TRAFFIC SAFETY IMPROVEMENT PROGRAM (TSIP)

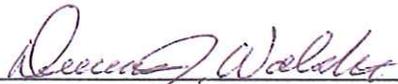
WHEREAS, the City of Sioux Center desires safe and efficient traffic flow for both vehicles and pedestrians on its public road system; and,

WHEREAS, the City of Sioux Center continues to study and evaluate the optimal design considerations and features on all its roads, specifically Main Avenue/Highway 75; and,

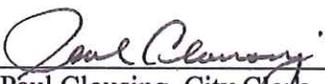
WHEREAS, the Traffic Safety Improvement Program, sponsored and funded by the Iowa Department of Transportation, provides grant funding for safety improvements on Iowa's public roads, including traffic safety, research, and public information.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Sioux Center City that an application to the Iowa Department of Transportation's Traffic Safety Improvement Program is hereby authorized.

Passed and approved this 8th day of August, 2013.



Mayor Dennis J. Walstra

ATTEST: 

Paul Clousing, City Clerk

NARRATIVE

The City of Sioux Center and the Iowa DOT have been working collaboratively on planning and constructing traffic and safety improvements to the U.S. Highway 75 corridor through the City of Sioux Center for many years.

In 1998, a TEAP study was funded and subsequent to the recommendations therein, the City and DOT partnered to perform a successful conversion from an undivided 4 lane to a 3 lane corridor. This conversion to a 3 lane has served the City well by reducing rear-end collisions, and improving traffic flow characteristics. Then, in 2006, the City performed a study to update data related to the 1998 information, and performed intersection and traffic light improvements at 9th Street South and 7th Street north. Copies of the original TEAP study and the 2006 update are available upon request.

As traffic volumes continue to increase in a growing community, the need to reevaluate options to effectively plan for future conditions has become evident, particularly in the downtown area. Both the 1998 study and the 2006 update suggested that traffic growth needs would eventually demonstrate a need for greater capacity to accommodate traffic demand. In recent years, the City has begun exploring options to address an increasing traffic demand and a project to address the corridor was placed on the Iowa STIP for 2015 construction. During the design development process; however, public sentiment suggested that additional research was necessary to evaluate options to address the multitude of factors related to the corridor, to include increased traffic volume capacity, pedestrian safety, traffic signal considerations, truck traffic volume, and long term corridor needs. Also impacting the project are non-traffic related factors to include an aging street light system, water system improvements that need replaced, and ADA updates required along the corridor.

As a result of the public sentiment and the City's desire to further evaluate all options and considerations, the project was removed from the Iowa DOT STIP until additional research could be performed to evaluate the best option to address the many factors and considerations related to the corridor.

To this extent, the City is requesting funding through the Iowa DOT Traffic Safety Improvement Program to perform a study of the corridor as a proactive approach to further research traffic safety issues associated with the conversion of 3 lane configurations to address increasing traffic volumes. Further, the study would help provide a systemic approach to dealing with changes in the traffic demands, both vehicular and pedestrian, within the Highway 75 corridor and the results of this study could be utilized as a case study to address safety considerations related to the projects of this nature. The Sioux Center 4 lane to 3 lane conversion that was performed in 1999 has been used as a model project and case study across the state and nation to address conversions of this nature. Similarly, this study could be used to benefit the Iowa DOT and other communities when the need arises to expand a 3 lane corridor.

Funding for this study would be utilized to collect data, compare it to historical information, develop safety considerations and options, and prepare a comprehensive report of the findings. Recommendations for future consideration to address the growing traffic demand would be provided. Specifically, it is proposed to address the following tasks as part of the study:

- Perform additional data collection to update the missing DOT data and comprehensively document traffic flows, turning movements, speeds, and delays; the last DOT data collection along this corridor was performed in 2011.
- Provide traffic forecasting from a more extensive historical review, and to compliment growth patterns and projected land use plans for the City.
- Perform research of similar projects, nationwide, regarding the resultant effects of various modifications that may be considered as part of this project.
- Perform specific corridor analysis for operations and other enhancement alternatives.
- Perform analysis of alternative features and concepts related to pedestrian safety.
- Provide documentation for reporting of results; prepare report to address findings and provide recommendations for future consideration.
- Facilitate a public meeting to present the findings of the study to the community.

It is recognized that very little research is available to address the options relating to increased traffic volume on an urban 3 lane corridor with similar characteristics. As such, a study of this nature would not only provide benefit for the future considerations of the US HWY 75 corridor through Sioux Center, but, also to multiple communities throughout the state and nation that will face similar circumstances in the future.

It is estimated that a detailed study of this nature will require approximately \$45,000 in funding to perform the tasks outlined herein. The City of Sioux Center recognizes the competitive nature of this program and remains committed to this endeavor for the safety of the citizens of Sioux Center and the State of Iowa. The City of Sioux Center is willing to dedicate \$5,000 of local match funds to this project and is requesting \$40,000 of appropriation to facilitate the study. A detailed breakdown of the projected costs can be found on Attachment C. A proposed timeline for the study is found on Attachment D.

Your consideration of this request is greatly appreciated.

ESTIMATED COST

TSIP Funding Request: \$40,000

City of Sioux Center Funding: \$5,000

Total Estimated Cost: \$45,000

TIME SCHEDULE

July 2014	Funding Available / Agreement Signed
August 2014	Traffic Data Acquired
Fall 2014	Safety Research, Traffic Forecasting, Corridor Analysis
January 2015	Reporting Documentation
February 2015	Public Meeting to Present Study and Project Completion

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Radio Broadcast Traffic Safety Awareness Campaign-
Pedestrian & Motorcyclists

Applicant City of Waterloo

Contact Person Mohammad Elahi Title Traffic Engineer

Complete Mailing Address 408 E. 6th Street
Waterloo, Iowa 50703

Phone (319) 291-4440 E-Mail mohammad.elahi@waterloo-ia.org
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____

Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 15,000

Safety Funds Requested \$ 15,000

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the City of Waterloo

Signed: mohammad Elahi AUG-15-2013
Signature Date Signed

Mohammad Elahi
Typed Name

Attest: Susan Holmes 081513
Signature Date Signed

Susan Holmes
Typed Name

Traffic Safety Funds proposal

Traffic Safety Awareness Radio Campaign City of Waterloo, Iowa

B. NARRATIVE

A radio campaign public awareness project, aimed at making the roadways safer for pedestrians and motorcyclists, is proposed. There are always cyclists and pedestrians among Waterloo crash fatalities. Pedestrian activity in Waterloo is very low. It could be deducted that rate of pedestrian fatality compared to vehicular rate might be much higher. Various campaigns and initiatives are constantly and increasingly encouraging walking and bicycling. A safety campaign is needed as more people start walking. The campaign will be beneficial in light of the alarming, and ever present, number of pedestrians killed in traffic fatality data.

In 2012 there were 5 fatal crashes in Waterloo; 3 involved pedestrians with car, with semi, and with train, 1 was a single motorcycle crash, and the last one was a motorcycle running into a car. Fatal crash patterns in Waterloo point to a need for driver, cyclist, and pedestrian awareness. In 2011 there were also motorcyclists and pedestrians among fatalities. Pedestrians are frequently observed to cross streets without proper attention to vehicular traffic.

This proposal is for a broadcast radio campaign addressing both pedestrians, motorcyclists, and the drivers. Waterloo's previous radio campaign proved very successful in reaching the public. Unofficial survey of friends, relatives, and neighbors proved almost everyone had heard the radio messages. The messages started broadcasting in June and will continue into October. The broadcast times were prime time and driving time. This is in contrast to Waterloo's billboard, bus bench, newspaper, and internet campaigns that no one seemed to have noticed. Radio stations donated one free spot for each paid spot because of the nature of the campaign. Radio appears to be an efficient and cost effective way of reaching the target audience. Repeated messages over time should increase public awareness of traffic safety.

The proposed radio awareness campaign will mainly target pedestrian and motorcyclists safety. Pedestrian and cyclists will be reminded of safe travelling habits. Drivers will be reminded of safe encounter

behavior with that group. The goal of the campaign is to reduce fatal crashes through increasing public awareness

C. ESTIMATED COSTS

An estimated cost is \$15,000.

Table 1: Estimated Costs

1	Agency fees for refining the design of the campaign and producing media material.	2,000
2	Buying media coverage	13,000
Total:		\$15,000

D. TIME SCHEDULE

Table 2: Time Schedule

ACTIVITY	2014									
	1	2	3	4	5	6	7	8	9	10
START	◆									
AGREEMENT EXCHANGE	■									
AGENCY SELECTION				■						
PRODUCTION					■					
BROADCAST						■				
END										◆

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Initiate a Des Moines Metro TZD Working GroupApplicant Iowa Department of TransportationContact Person Jeremey Vortherms Title State Safety EngineerComplete Mailing Address 800 Lincoln WayAmes, Iowa 50010Phone 515-239-1267 E-Mail Jeremey.Vortherms@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____

Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 15,000Safety Funds Requested \$ 15,000

Initiate a Des Moines Metro TZD Working Group

It is proposed that a multi-disciplinary Towards Zero Death working group be developed and meet regularly. It is proposed that these meeting will be piloted or held in the metro Des Moines area. These meeting will be open to any that would like to attend, but a core group of “members” will be identified and their attendance requested. The meetings will be quarterly and will include discussions of current activities toward crash reduction, speakers with various backgrounds will be set to speak, and activities as needed will be developed. These meetings may be just a few hours long each (possibly “breakfast” meetings) and agenda and attendance will be summarized. The estimated funding requested is for the administration of the meetings and the meeting expenses that may be related to them.

Submitted by: Keith Knapp

Estimated cost: \$15,000

Estimated time: 12 months

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Guidance and Evaluation of Iowa's Road Safety Audit Program

Applicant Iowa Department of Transportation

Contact Person Steven Schroder Title Transportation Engineer

Complete Mailing Address 800 Lincoln Way
Ames, Iowa 50010

Phone 515-239-1623 E-Mail Steven.Schroder@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____

Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific

Traffic Control Device

Safety Study

Funding Amount

Total Project Cost \$ 60,000

Safety Funds Requested \$ 60,000

Guidance and Evaluation of Iowa's Road Safety Audit Program

Safety audits of corridors and intersections have been encouraged and completed throughout the United States for many years. Their application continues to increase, particularly along local roadways. There are national toolkits and/or guidelines for RSA applications in general, pedestrians, bicyclists, and within federal and tribal lands. This study proposes the development of guidance for road safety audits and/or assessment in Iowa and the evaluation of the impact of already completed audits.

Iowa safety advocates recognized the importance and potential value of road safety audits very early. Audits have been completed that used crash data and field reviews in a multi-disciplinary approach to identify countermeasures which could be applied to those segments that when implemented could substantially reduce both fatalities and total crashes.

A number of RSAs have been conducted on Iowa DOT routes, and a few more on county road segments. In addition, three RSAs examined individual intersections. All of the final reports included suggestions for consideration by the highway jurisdiction(s) involved for addressing identified safety concerns.

This study proposes a thorough review of the results of the road safety audits performed in Iowa, positive, neutral, and even negative. Report suggestions will be reviewed to determine which were actually implemented, and if not, why not. For those implemented improvements that have been in place one year or longer, before and after crash analyses will be conducted. Completion of this evaluation will be invaluable in determining beneficial scope and direction for the Iowa RSA program in the future. A set of guidelines, summarized from existing national documents and Iowa focal groups, will also be suggested for the acceptable application and documentation of these audits.

Funds will be used for expenses incurred in conducting the reviews, report writing and editing.

PI's Keith Knapp and Tom McDonald (InTrans)

Estimated Cost: \$60,000

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

 Location / Title of Project Iowa Traffic Safety Data Service (ITSDS)

 Applicant Iowa Department of Transportation, Office of Traffic and Safety

 Contact Person Michael D. Pawlovich Title Traffic Safety/Crash Data Engineer

 Complete Mailing Address 800 Lincoln Way
Ames, IA 50010

 Phone (515) 239-1428 E-Mail Michael.Pawlovich@dot.iowa.gov
 (Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

 Complete Mailing Address _____

 Phone _____ E-Mail _____
 (Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:
Application Type

 Site Specific
 Traffic Control Device
 Safety Study
Funding Amount

 Total Project Cost \$ 435,229.51

 Safety Funds Requested \$ 50,000

Iowa Traffic Safety Data Service (ITSDS)

- A. Not applicable.
- B. The Iowa Traffic Safety Data Service (ITSDS) provides timely access to crash analyses and reports from many safety and geographic information systems tools developed by the Iowa Department of Transportation (DOT) and the Center for Transportation Research and Education (InTrans/CTRE) in recent years. The ITSDS facilitates decision-making, effective presentation of information, and education. One major example of ITSDS-related activities is the Office of Traffic and Safety's web-based Profiles website (<http://www.iowadot.gov/crashanalysis/index.htm>).

The ITSDS originated as a major component of Iowa's Section 411 (federal) program for improving state traffic records systems. It was approved by the Iowa Statewide Traffic Records Advisory Committee (STRAC) as a way of attaining the objectives within the statewide strategic plan for safety data. The Section 411 program has now ended and Section 408 funds currently provide the primary support; however, support from the Traffic Safety Improvement Program (TSIP) remains important as Section 408 funds can be redirected, may end with a new federal transportation bill, and are less flexible.

The services provided by ITSDS are available at no cost to Iowa cities, counties, the DOT, and the Governor's Traffic Safety Bureau (GTSB). It has become a highly valued program by state and local safety entities in need of data analysis or to augment the widely distributed analysis tools, SAVER and CMAA.

- C. Amount requested for contract with InTrans /CTRE to support ITSDS: \$50,000

(Supplementary funds typically are supplied via 408/405c NHTSA/GTSB funds in the amount of \$20,000 for Office of Traffic and Safety-related tasks and \$80,000 for GTSB-related activities. Additionally, further 408/405c NHTSA/GTSB funds have been allocated in the past year and likely the upcoming year for database development – intersection, interchange, segment, etc.)

- D. Time schedule: Nominally starting when fund use is granted and ending one year after placing the funds under contract.

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the Iowa Department of Transportation, Office of Traffic and Safety

Signed:

Signature Date Signed

Michael D. Pawlovich
Typed Name

Attest:

Signature Date Signed

Typed Name

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Pilot Development: Local Safety PlanApplicant Iowa Department of TransportationContact Person Jan Laaser-Webb Title Transportation EngineerComplete Mailing Address 800 Lincoln WayAmes, Iowa 50010Phone 515-239-1349 E-Mail Jan.Laaser-Webb@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____

Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 75,000Safety Funds Requested \$ 75,000

Pilot Development: Local Safety Plan

The development of local jurisdictional safety plans are being considered in Iowa. The details of that implementation are currently under discussion. It is proposed in this project that Iowa Local Technical Assistance Program (LTAP) staff, guided by a technical advisory committee (TAC), work to develop the content for one or two counties. First, the content and approach used for local safety plans in other states will be investigated. Then, a safety focal group meeting will be held with the counties (possibly as part of or in addition to an existing meeting) to discuss trends in safety improvement impacts and implementation and to acquire their ideas on the “best” method of safety improvement implementation along local roadways in Iowa. The proposed approach to develop and the content of a local safety plan will then be proposed, reviewed, and finalized. It may include guidance on appropriate implementation responses, approaches, and completion. This finalized approach and content will then be developed for one or two counties as a pilot. The pilot approach and document will then be reviewed and, as needed, improvements suggested. The results of all the tasks above will be documented in a final report.

Submitted by: Keith Knapp

Estimated cost: \$75,000

Estimated time: 12 months

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Local Technical Assistance Program (LTAP)Applicant Iowa DOT, Office of Traffic & SafetyContact Person Steven Schroder Title Traffic Safety EngineerComplete Mailing Address 800 Lincoln WayAmes, IA 50010Phone 515-239-1623 E-Mail steven.schroder@dot.iowa.gov

(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____

Phone _____ E-Mail _____

(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 135,000Safety Funds Requested \$ 85,000

- A. Not applicable
- B. This application is for programs funded through the Local Technical Assistance Program (LTAP). These funds will primarily be used for the Local Roads Safety Liaison and Safety Circuit Rider.

Local Roads Safety Liaison Program

The Local Roads Safety Liaison Program commenced in March of 2008 as a new outreach to local governments (primarily counties) under the TSIP funded programs of the Iowa Department of Transportation. Although started as a tool to get DOT provided safety program information and assistance to county engineering offices that had not been active in safety, the program has expanded to provide more training coordination and grant program assistance to both cities and counties. This continues to be accomplished for them through personal on site consultations, assistance with grant awareness and applications, training at fall safety schools, presentations to county engineer groups, league of cities members, multi-disciplinary safety teams (MDST), and Regional Planning Associations (RPAs). These associations have helped build and strengthen the safety community locally and regionally. Budgetary struggles continue for local entities and most do not have the staff and/or time available to permit attending the formal training opportunities, or to perform the necessary analysis to identify traffic safety concerns. The Local Roads Safety Liaison Program can continue to fill that gap.

Recommendations:

- Continue to work with Safety Circuit Rider, ITSDS, state MDST, DOT Safety staff, and training personnel to provide appropriate topics, crash maps, contacts, and requested safety analysis.
- Continue to attend meetings of regional MDST groups, RPAs, cities and counties, and DOT staff to keep current with safety related information and issues, as well as current research projects and studies, to provide a knowledge base which can be shared with other safety partners
- Continue to provide specific new safety research information to local agencies – i.e. safety edge experience, crash rates on low volume unpaved roads are significantly higher on >100 ADT than <100 ADT, etc.
- Continue to provide detailed analysis of traffic related crashes to local agencies when requested, using traffic studies and crash analysis tools, and identify alternate safety improvements to provide mitigation
- Continue to assist counties with road safety audits where requested
- Provide assistance and information to promote and enhance the formation and active participation of area agencies in multidisciplinary groups
- Investigate adopting a Minnesota type program for individual county safety reviews and program development. Assist local agencies in developing an overall traffic safety program
- Continue to provide current and timely information and assistance to those local agencies that rely on this form of presentation to keep the safety message heard

Assistance from a professional engineer, working approximately 65 hours per month, is anticipated to carry out these tasks. Continued coordinated work with DOT and InTrans staff, along with various safety interest groups and trainers could be continued and program growth expanded to areas including cities and RPAs. Developing associations with those officials and other contacts around the state will definitely promote the ongoing development of a safety culture in Iowa.

Safety Circuit Rider

The Safety Circuit Rider program was created about 20 years ago as a strategy to bring safety training to local government agency personnel at their own place of work. Often, local governments are short on funds for training and find it difficult to send all personnel in need of specific training long distances. This is especially true for flagging, by far the most popular program the Safety Circuit Rider offers. The Safety Circuit Rider program was established as a part of the Local Transportation Assistance Program residing within the Center for Transportation Research and Education, Iowa State University, Ames.

The Safety Circuit Rider program was established by a coalition including the Iowa DOT, Governor's Traffic Safety Bureau, Federal Highway Administration, and the Center for Transportation Research and Education, Iowa State University. In addition to flagger training, the program also deals with general work zone safety and the annual winter day-long work zone safety training program held at numerous field locations across Iowa. The Safety Circuit Rider assists in planning and executing the DOT's winter work zone training program for city, county, state, contractor, and utility personnel. Crash analysis, low cost safety improvements, sign management, inventory, and other miscellaneous topics fill in the comprehensive program.

The program currently receives \$50,000 annually in Section 402 Highway Safety funds from the Governor's Traffic Safety Bureau. Over time the program has expanded and requires a budget substantially greater than that. The funds being requested from the TSIP will help the program meet the safety training needs of Iowa's roadway workers in the future. Iowa's safety program of outreach to local jurisdictions is nationally recognized, and has been awarded the FHWA/RSA award for local programs.

- C. A funding level of \$65,000 through TSIP would fund the Local Roads Safety Liaison Program for calendar year 2016. A funding level of \$20,000 would fund the Safety Circuit Rider program for calendar year 2016.
- D. The anticipated time schedule for this project is for calendar year 2016 for both the Local Roads Safety Liaison Program and the Safety Circuit Rider Program.

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Rail Crossing Safety Educational SupportApplicant Iowa DOT Office of Rail TransportationContact Person Phillip Meraz Title Railroad Analysis
SpecialistComplete Mailing Address Iowa Department of Transportation; Office of Rail
800 Lincoln Way, Ames IA 50010Phone 515-239-1420 E-Mail phillip.meraz@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____
_____Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ \$45,000Safety Funds Requested \$ \$15,000

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

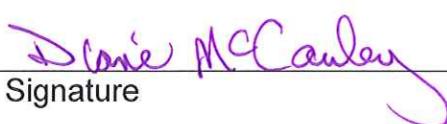
To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the Iowa Department of Transportation; Office of Rail Transportation

Signed:  8/15/13
Signature Date Signed

Phillip Meraz
Typed Name

Attest:  8/15/13
Signature Date Signed

Diane McCauley
Typed Name

A

In 2010, the Federal Railroad Administration (FRA) identified Iowa to be among the top ten states for the number of railroad crossing collisions. Due to this fact, federal legislation 49 CFR Part 234, mandated that the state of Iowa research and create a railroad crossing safety action plan. The plan prepared by the department's Office of Rail Transportation was approved by the FRA in 2012, and can be found at: <http://www.iowadot.gov/iowarail/pdfs/Action%20Plan%20-%20FRA%20rewrite%20submittal.pdf>

B

The State of Iowa Highway-Rail Grade Crossing Safety Action Plan recognizes "education" as one of the four action categories. The main component of the department's educational efforts is a working partnership with Iowa Operation Lifesaver (OL), a nonprofit education and awareness program dedicated to ending tragic collisions, fatalities and injuries at highway-rail grade crossings and on railroad rights-of-way.

Historically, OL has conducted free presentations for small groups such as Driver's Education classes and civic organizations. These programs, conducted by certified volunteers, are the "public face" for railroad crossing safety and an integral part of the efforts in Iowa. However, the majority of the funding is used for presentation materials and handouts leaving inadequate resources for advertising their programs.

To broaden the reach of their message, the OL board is changing their approach to add a focus for large venues such as the Iowa State Fair and the Farm Progress Show as well as social media. Using this strategy they can drastically increase the number being educated from thousands to tens of thousands per year and at the same time advertise their free small group presentations. Although the reduction of deaths that can be contributed to these programs is not easily quantifiable, OL is accepted by the FRA as a significant contributing factor for the downward trend in rail crossing collisions over the past thirty years.

The objective for the use of this added funding is to better support the department's partnership with OL by:

- Purchasing a large background display board and peripheral equipment
- Providing vendor fees for large scale events
- Initiating a social media campaign
- Funding community "blitzes" in areas that are currently demonstrating high-risk driving behavior or have imminent community events near railroad right-of-way

It is expected that these added Information Initiatives will significantly increase the number of Iowans being educated and raise awareness of the safety issues of railroad crossings.

Railroad Crossing Safety Educational Support

C

As a nonprofit organization, the amount of funding currently being used for OL operations changes from year to year. All funding comes from contributions. In recent years this has amounted to:

\$27,000	Provided by the railroads that operate in Iowa at a rate of \$7/crossing
\$1,500	Provided by the National OL organization (unsubsidized for future years)
<u>\$1,500</u>	Provided by the Iowa Association of Railroad Passengers
\$30,000	

These funds have paid for standard operations and materials for small group presentations performed by volunteer labor in an organization with one staff member employed one-quarter time. The new strategy bulleted above is estimated to cost:

\$3,000	Background display and peripheral equipment
\$4,000	Vendor fees
\$500	Development of social media components
<u>\$7,500</u>	Marketing and Transportation costs for community blitzes
\$15,000	

D

These funds will be used throughout a 12 month period beginning July 1, 2014 and ending June 30, 2015.

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project SHSP Data AnalysisApplicant Iowa DOT, Office of Traffic & SafetyContact Person Jeremy Vortherms Title State Safety EngineerComplete Mailing Address 800 Lincoln Way
Ames, Ia 50010Phone 515-239-1267 E-Mail jeremy.vortherms@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____
_____Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 50,000Safety Funds Requested \$ 50,000

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the _____

Signed: _____
Signature Date Signed

Typed Name

Attest: _____
Signature Date Signed

Typed Name

Title

SHSP Data Analysis

Background

The Iowa DOT completed Strategic Highway Safety Plan requires annual reports and data updates. In support of the annual reports, rigorous data analysis is required to determine key metrics related the safety performance of Iowa's highways.

Project

The purpose of this study is to investigate the safety trends and characteristics in the most recently completed calendar year in order to complete the annual reporting requirements. This effort will be utilized by decision makers to establish directions for the upcoming years.

Estimated cost: \$50,000

Completion date: December 30, 2015

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Strategic Highway Safety Plan ImplementationApplicant Iowa DOT, Office of Traffic & SafetyContact Person Jeremey Vortherms Title State Safety EngineerComplete Mailing Address 800 Lincoln Way
Ames, Ia 50010Phone 515-239-1267 E-Mail jeremey.vortherms@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____
_____Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 100,000Safety Funds Requested \$ 100,000

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the _____

Signed: _____
Signature Date Signed

Typed Name

Attest: _____
Signature Date Signed

Typed Name

Title

Strategic Highway Safety Plan Implementation

Background

The SHSP Advisory Team has completed the 2013 Strategic Highway Safety Plan. The next steps for the team will be to implement the plan.

State Safety Engineer has identified the need to develop and publish the next highway safety plan for Iowa. Some strategies identified in the plan will need funding for implementation.

Project

This effort will be under the direction of the State Safety Engineer and staff with input from safety partners involved with the SHSP.

This project will assist with the implementation of the safety goals identified in the plan. Implementation efforts often are carried out within normal programs and activities when possible, and this program is built to augment implementation activities that fall outside normal operations. Sponsored activities may include hosting outreach events, providing promotion safety materials to conferences and/or events, supporting safety communications and outreach, sponsoring research opportunities, providing training and education, supporting equipment purchases, and other multi-disciplinary activities that support the SHSP. Implementation of valuable strategies that reduce fatalities and major injuries is the purpose.

Estimated cost: 100,000

Completion date: December 30, 2015

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

 Location / Title of Project Speed Actuated LED Stop Sign Feasibility Study

 Applicant Iowa DOT, Office of Traffic & Safety

 Contact Person Jeremey Vortherms Title State Safety Engineer

 Complete Mailing Address 800 Lincoln Way
Ames, Ia 50010

 Phone 515-239-1267 E-Mail jeremey.vortherms@dot.iowa.gov
 (Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

 Complete Mailing Address _____

 Phone _____ E-Mail _____
 (Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:
Application Type

- | | |
|------------------------|-------------------------------------|
| Site Specific | <input type="checkbox"/> |
| Traffic Control Device | <input type="checkbox"/> |
| Safety Study | <input checked="" type="checkbox"/> |

Funding Amount

Total Project Cost	<i>145,000</i> \$ <u>50,000</u>
Safety Funds Requested	\$ <u>50,000</u> <i>145,000</i>

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the _____

Signed: _____
Signature Date Signed

Typed Name

Attest: _____
Signature Date Signed

Typed Name

Evaluation of Rural Intersection Treatments TSIP Application for 2014-2015

Problem: Rural intersection crashes can be very severe due to the high approach speeds present. Crashes at rural intersections are frequently a result of failure to yield. Various intersection treatments, such as advance stopline rumble strips or overhead flashing beacons, are used to alert drivers to the presence of an intersection but the effectiveness of the various treatments is not well documented.

Objective: The objective of this research is to evaluate the effectiveness of rural intersection treatments on safety. In particular, the study will focus on which driver behaviors lead to unsafe conditions and evaluate how the treatments affect those behaviors. The study will focus on rural stop or yield control intersections.

Project tasks: A brief list of tasks to complete the research include the following:

- Summarize effectiveness of known intersection treatments: This may include advance stopline rumble strips, overhead flashing beacons, etc. Results will be in the form of a guidebook which can be used by rural agencies in selecting treatments.
- Identify standard and innovative intersection treatments: Standard treatments would only be included if little information is available about their effectiveness. Treatments may include the following:
 - Stop sign beacons activated by vehicle speed
 - Flashing stop signs activated by vehicle speed

The team will work with agencies that are in the process of implementing innovative treatments and will work with vendors to identify treatments.

- Select 15 to 20 high crash intersections
- Collect before data on driver safety behavior: This may include metrics such as yield rate, speed reduction, etc.
- Apply treatments
- Collect after data
- Analyze data
- Document results

Benefits of Research: The main benefit is additional information for agencies to select treatments for problematic rural intersections.

Amount Requested: The estimated amount to complete the project is \$145,000. This includes cost for 15 signs and installation (around \$3000 per sign).

Title

Speed Actuated LED Stop Sign Feasibility Study

Project

LED stop signs are a newer technology that has shown some safety improvement at critical locations. Currently, installations in Iowa are always on, and this study aims to evaluate an as needed type of LED stop sign.

The system concept includes an approach speed detection which would activate the LED's in the stop sign when speed is detected above the critical threshold.

The project would include develop of the technology, one or two deployments to evaluate in-service issues, and site selection criteria.

Estimated cost: \$50,000

Completion date: December 30, 2016

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project State of Iowa Model Roadway Lighting OrdinanceApplicant Iowa Department of Transportation, Office of Traffic & SafetyContact Person Michael Jorgensen Title Traffic Design EngineerComplete Mailing Address 800 Lincoln WayAmes, IAPhone 515-233-7811 E-Mail michael.jorgensen@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____

Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 30,000Safety Funds Requested \$ 20,000

Model Roadway Lighting Ordinance for Iowa Cities

- Introduction: The purpose of this model roadway lighting ordinance is to serve as a template for Iowa cities to adopt in order to provide consistent design guidelines, similar to the design guides provided by IES RP-8, SUDAS, AASHTO and others. This ordinance is needed because currently within city limits, there are no consistent roadway lighting practices; cities would see cost and safety benefits resulting from a comprehensive design guide. In addition, recent technology advances (LED lighting, adaptive lighting controls, and new metrics for lighting requirements) are not readily accessible to many city staff involved with roadway lighting issues.
- Plan of work: To develop a set of uniform design procedures to enable a designer to comply with requirements, and likewise enable municipal authorities to clearly understand and review design submittals. For new and retrofit lighting, this Ordinance will base lighting recommendations on current and emerging standards, such as IES RP-8, AASHTO Roadway Lighting Design Guide, and other state or municipal design manuals. The Ordinance will address rural intersections and highways as well as roadways within incorporated city limits. The Ordinance could be adopted and amended as deemed appropriate by local authorities. The Ordinance will be written as an electronic document with explanations and updates embedded as hyperlinks within the document.
- The team will submit the draft document for periodic legal review by Iowa DOT.

The work will be carried out by a project team consisting of:

- Michael Jorgensen (IDOT),
- Michael Lambert (KCL Engineering)
- Anne Kimber (Iowa Association of Municipal Utilities).

The team will be advised by:

- Edward Smalley, Chair of the Department of Energy Municipal Solid State Street Lighting Consortium,
- Jason Tuenge, Pacific Northwest National Laboratories,
- Rick Kauffman, Kauffman Consulting and Chair of the IES Roadway Lighting Committee- Standards and Practices Subcommittee
- Ron Gibbons, Director of the Center for Infrastructure Based Safety Systems (CIBSS) at the Virginia Tech Transportation Institute
- Jim Frazer, GridAptive, and IES *Chairman USDOT ITS NTCIP 1213 "Electrical Lighting and Management Systems" Committee and Chairman IES Roadway Lighting Energy Management Committee*
- Jennifer Dakovich, City of Des Moines Traffic and Transportation Engineer
- Sue Zaring, Minnesota DOT Traffic and Electrical Systems Engineer

Timeline: Start date January 1, 2014, completion July 31, 2014

- Funding: The Iowa Association of Municipal Utilities (IAMU) has committed up to \$10,000 for this work. The funding request of \$20,000 for the development and review will reimburse consultants for their work on this project. No travel costs or reimbursable expenses are anticipated, the funds requested are for consulting only. The following is an estimated allocation of consulting costs:
 - Mike Lambert \$10,000
 - Ron Gibbons \$5,000
 - Rick Kauffman \$5,000
 - Jim Frazer \$2,000
 - IAMU \$8,000

Ostendorf, Terry [DOT]

From: Jorgensen, Michael [DOT]
Sent: Thursday, August 15, 2013 3:57 PM
To: Ostendorf, Terry [DOT]
Subject: FW: TSIP application
Attachments: Model Roadway Lighting application.pdf

Follow Up Flag: Follow Up
Flag Status: Flagged

Apparently I was more efficient today than I thought I would be. Here is the application for TSIP funds.

Mike

From: Jorgensen, Michael [DOT]
Sent: Thursday, August 15, 2013 1:50 PM
To: Ostendorf, Terry [DOT]
Subject: TSIP application

Terry,

I have a draft of the TSIP application I would like to submit. I need to review it before submitting it to you, as it was prepared by the others involved in the proposed project. We talked about this last week before I left on vacation, so I just wanted to give you a heads up that it is coming. I should be able to have it in the next day or two.

Mike

APPLICATION CERTIFICATION FOR LOCAL GOVERNMENT

To the best of my knowledge and belief, all information included in this application is true and accurate, including the commitment of all physical and financial resources. This application has been duly authorized by the participating local government(s). I understand the attached resolution(s) binds the participating local government(s) to assume responsibility if any additional funds are committed, and to ensure maintenance of any new or improved city streets or secondary roads.

I understand that, although this information is sufficient to secure a commitment of funds, a firm contract between the applicant and the Department of Transportation is required prior to the authorization of funds.

Representing the _____

Signed: _____
Signature Date Signed

Typed Name

Attest: _____
Signature Date Signed

Typed Name

Title

Traffic and Safety Conferences, Events and Training

Background

The Iowa DOT requires staff to be involved in traffic engineering and safety decisions as part of the project development process and through system operations. Management has requested training and peer exchange opportunities to enhance traffic/safety capabilities.

Project

The objective of this project is to provide up to date traffic and safety resources, tools and training for Iowa's state and local engineers, and to foster the sharing of knowledge and best practices among highway safety practitioners.

Activities may include hosting conferences or events, sponsoring attendance to such events, or sponsoring training programs.

Estimated cost: \$30,000

Completion date: December 30, 2015

Application for TRAFFIC SAFETY FUNDS

GENERAL INFORMATION

Location / Title of Project Work Zone Safety TrainingApplicant Iowa DOT, Office of Traffic & SafetyContact Person Steven Schroder Title Traffic Safety EngineerComplete Mailing Address 800 Lincoln Way
Ames, IA 50010Phone 515-239-1623 E-Mail steven.schroder@dot.iowa.gov
(Area Code)

If more than one highway authority is involved in this project, please indicate and fill in the information below (use additional sheets if necessary).

Co-Applicant(s) _____

Contact Person _____ Title _____

Complete Mailing Address _____
_____Phone _____ E-Mail _____
(Area Code)

PLEASE COMPLETE THE FOLLOWING PROJECT INFORMATION:

Application Type

Site Specific
Traffic Control Device
Safety Study

Funding Amount

Total Project Cost \$ 110,000Safety Funds Requested \$ 55,000

- A. Not applicable
- B. The Iowa DOT supports an ongoing program for training city, county, state, contractor, and utility personnel in traffic control within work zones. Motor vehicle crashes in work zones continue to kill and injure motorists and workers each year. Despite the hundreds of workers trained yearly (approximately 700 in 2013), many road workers have yet to be reached with training in basic work zone safety.

Some localities send several staff members each year and thus maintain an adequate training level over time. Other localities participate irregularly or not at all. Efforts are made to reach all Iowans who work on or adjacent to the roadway to insure that they understand proper traffic control methods required by law, according to the Manual on Uniform Traffic Control Devices, Part VI.

Objectives:

- To conduct approximately 11 day-long workshops at locations across Iowa to accommodate at least 900 participants
- To have instruction tailored to city, county, contractor, utility, and Iowa DOT personnel
- To retain consultant services for the primary trainer
- To develop local personnel to assist in training
- Partial funding of registration fees – this funding will help to keep the registration fee as low as possible for those attending the training

- C. The estimated cost of this project is \$55,000 for training in the winter of 2014-15.
- D. The anticipated time schedule for this project is for training for the winter of 2014-15.