

Communicating the Safety Benefits of Alternative Intersections

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TRADITIONAL INTERSECTIONS

- **The most Common Design**
 - The Majority of Intersections will still have “Traditional” or common designs. accommodate 3 and 4 road approaches.
 - In most cases they provide reasonable levels of service and safety.
 - Most Traditional Intersections operate well...
 - Most of the time.



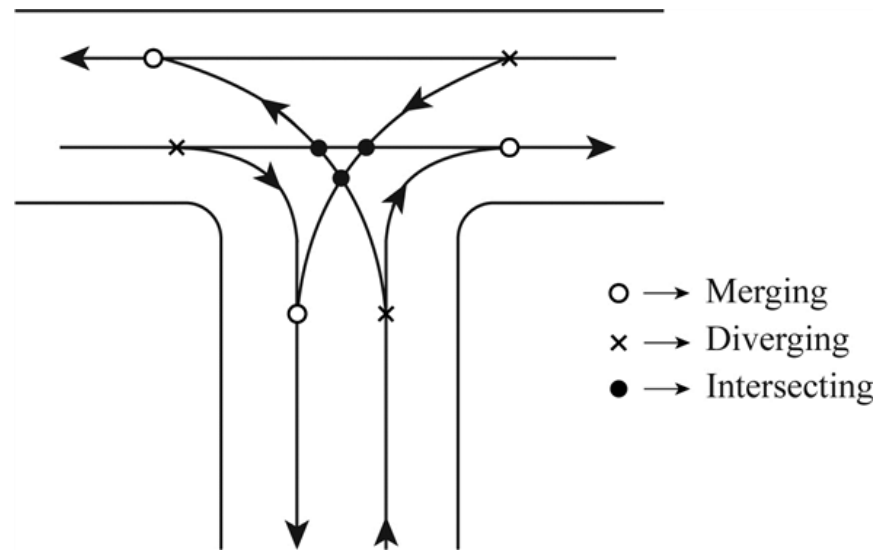
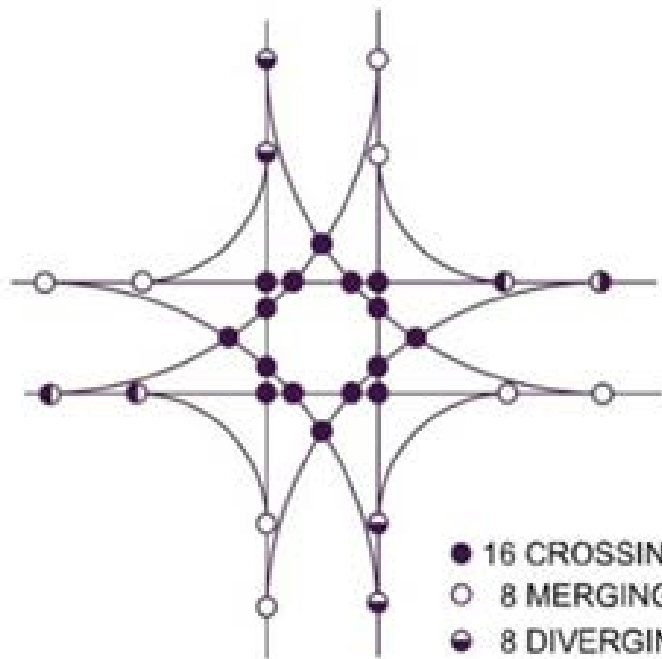
Are All of our Intersections Bad?

- **Congestion, Crash Risks and/or Unusual Geometry can alone (or together) cause poor intersection performance**
- **Pedestrians, Bike Riders and other non-motorized road users can be at risk.**
- **The Public can and will often call for a Fix!**



Conflict Leads to Crashes

- Sometimes Traffic Demands cause driver confusion and conflicts.



A Traffic Light Will Fix It!

- **So, just put up a Traffic Signal!**
 - Traffic Lights move traffic efficiently
 - And they Always make the crashes go away...Right?
 - Crashes at Intersections make up about 1/3 of all Severe Crashes in Indiana
 - Red Light Running Videos at:
<http://usat.ly/2I7MRYI>



Give Us an.... Interchange?

- So that means that we need an Interchange....Right!



Alternative Intersections – Why?

- **The Public wants to know what's so wrong with traditional 3 and 4 leg intersections?**
 - If it Ain't Broke – Don't Fix it!
 - Why do we need these Merry-go-Round things? Someone's going to get hurt!
 - Not In My Town – City – County!
 - Don't you know that Change Is Bad!!



Alternative Intersections – Why?



Intersection Decision Guide



Intersection Decision Guide

Prepared by Technical Working Group:

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January 14, 2014 (version 1.1)



What Does the IDG Produce?

- Greater awareness of alternative/innovative intersections – their characteristics & applications
- More extensive statewide use of alternative forms
- Better choices in selection of intersection improvements and new intersection designs
- More cost-effective intersection investments toward improving traffic safety and congestion
- Agreement on an agency decision-making process for this purpose, as a matter of policy



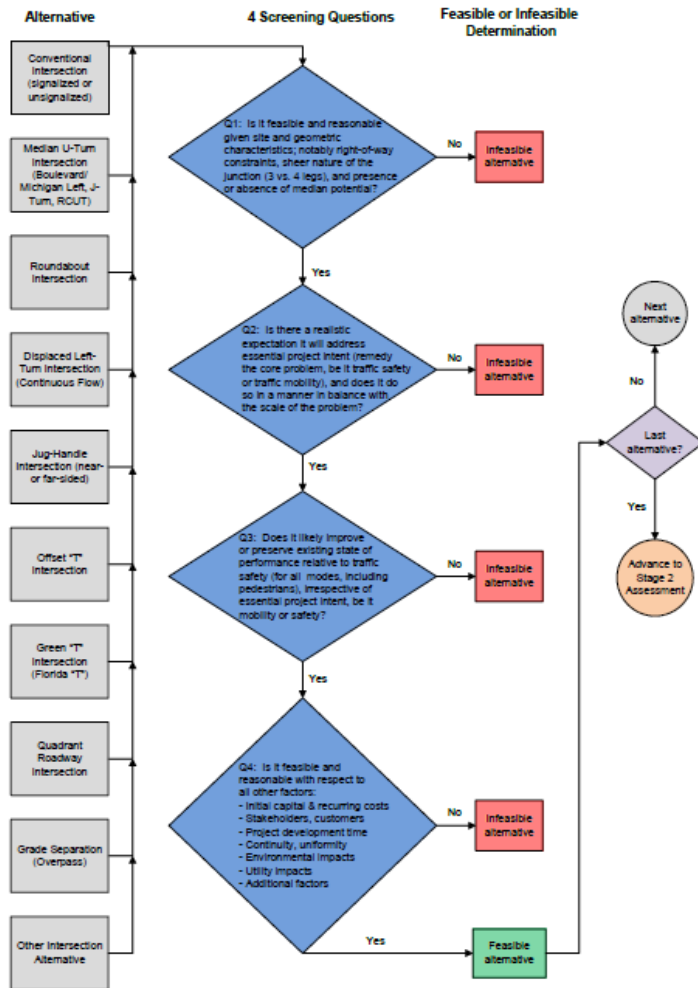
Makeup of Intersection Decision Guide

- Targeted Users: moderately advanced understanding
- Model centered on 2 stage decision trees
- Handles small and large intersection treatments
 - 9 chapters + 4 appendices
 - Explicitly lists 9 intersection forms, with flexibility to handle others
 - Includes at-grade junctions of interchanges
- Your Decisions are Documented in the *Intersection Decision Guide*



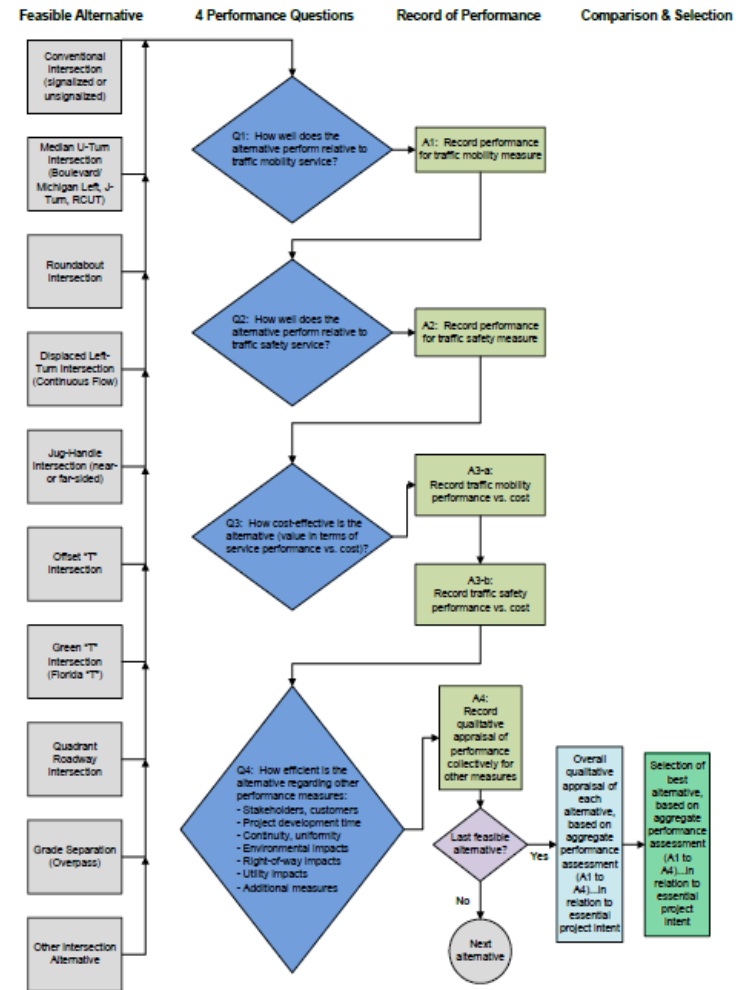
Decision Trees

Stage 1: Initial, Feasibility Screening



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Stage 2: Secondary, Expanded Performance Assessment



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Other Information Tools

- **There are numerous Videos that can be used to help educate the public on the Concepts that you want to impart**

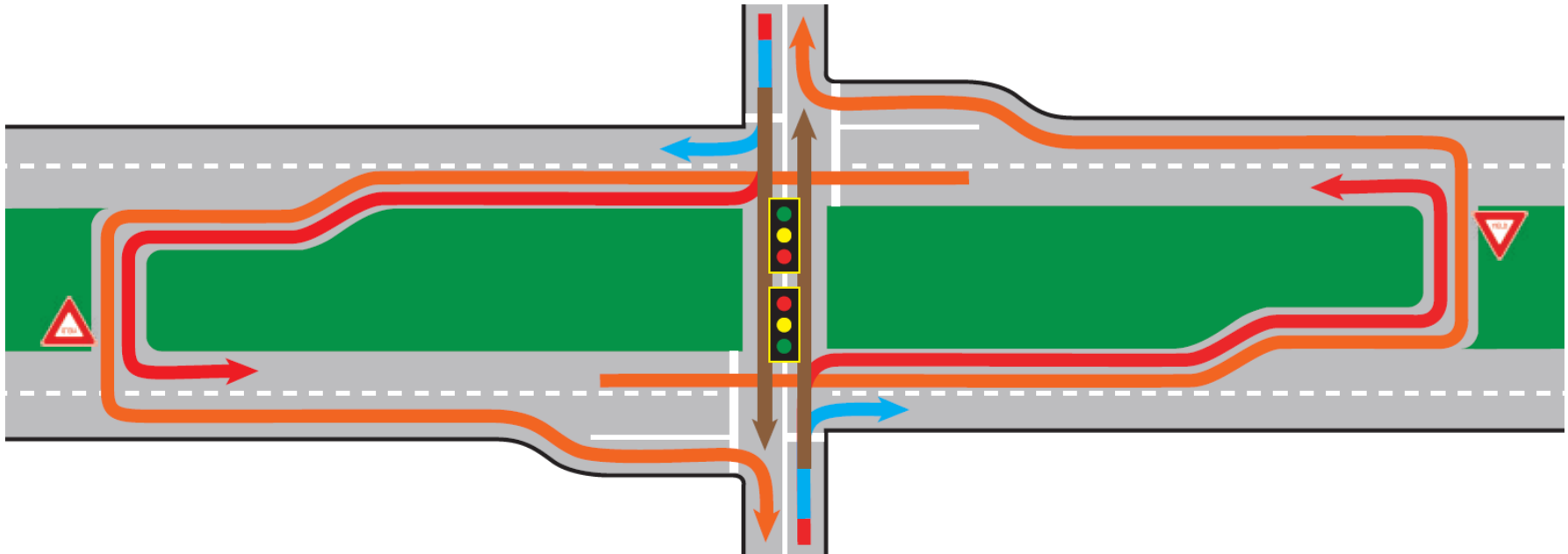


Median U-Turn Intersections

■ Boulevard Left or Michigan Left

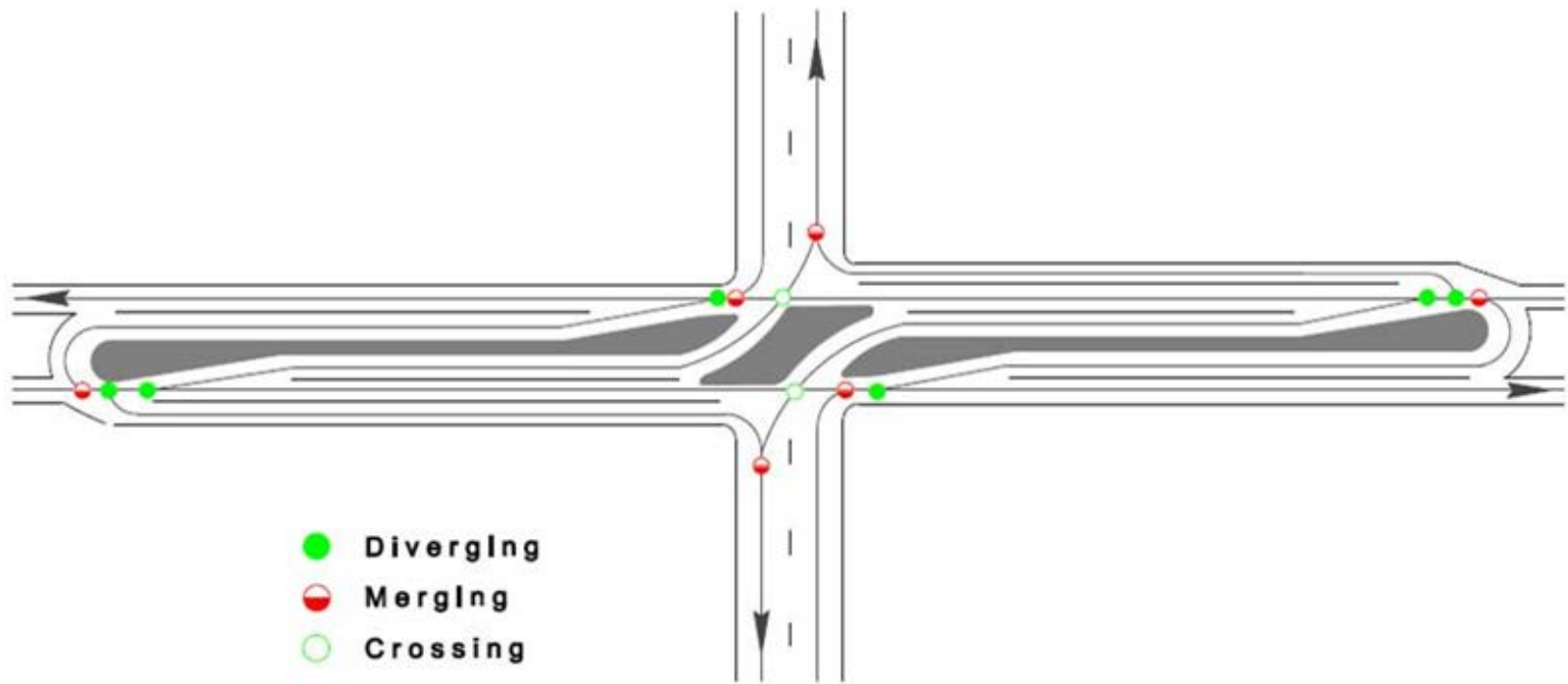
- FHWA Video:

https://www.youtube.com/watch?v=fshW_O_XggI



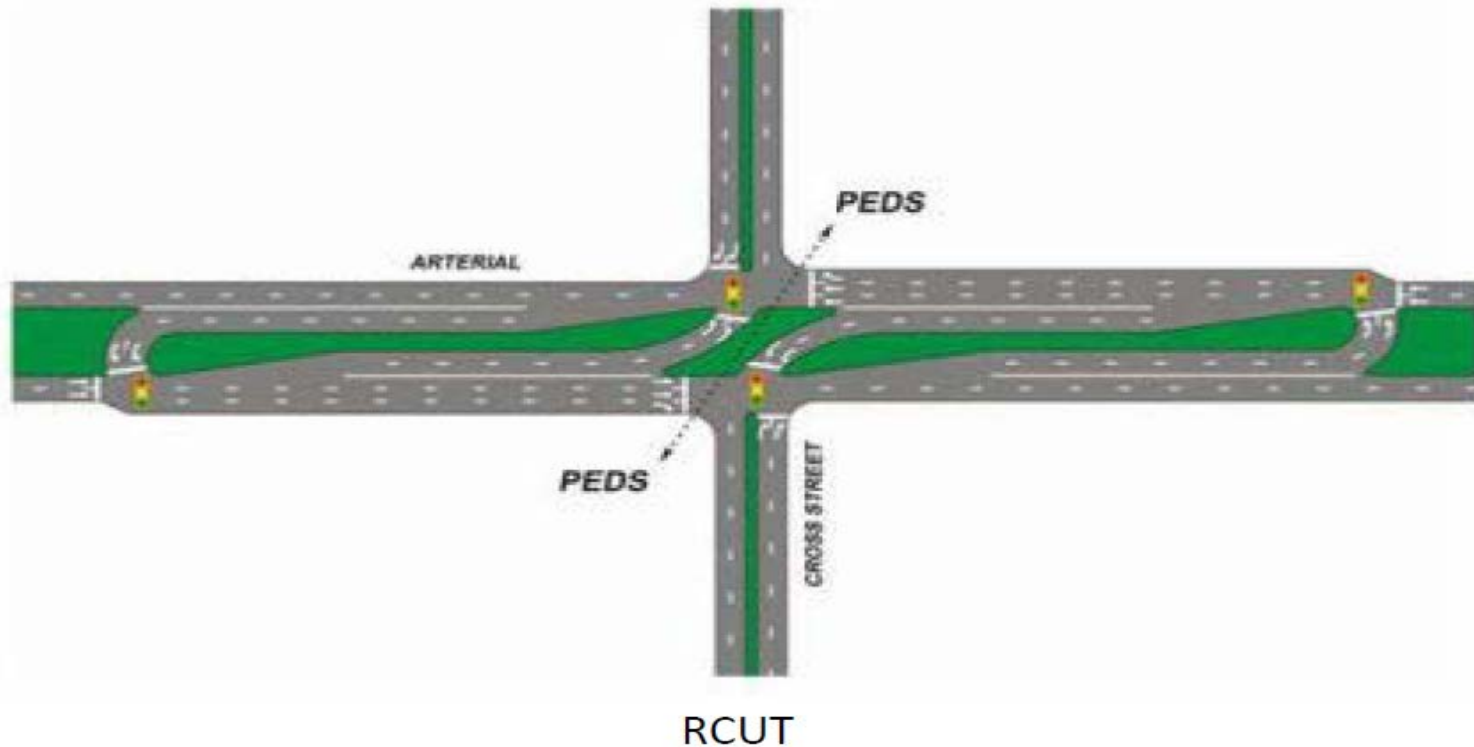
R-Cuts and J-Turns

- Restricted Crossing U-Turn intersection types:
- <https://www.youtube.com/watch?v=BLwI01NCp9I>
- <https://www.youtube.com/watch?v=nPcMeh0gDC0>



Median U-Turn Intersection

- R-Cut or Superstreet Intersection



Displaced Left Turn

- <https://www.youtube.com/watch?v=3wlv0a9fuB0>



Continuous Green T

- Also known as the Florida T



Roundabout Intersection

- FHWA Video: 10:52 minutes
- <https://www.youtube.com/watch?v=ns2k71K46g8>



What if Opposition Remains ?

- **Accept that there will likely be opposition no matter what you say.**
 - Be a Sympathetic Listener
 - Help them get their comments recorded
 - Be open to their concerns and new ideas
 - There is nothing like success to change minds!

