

MDOT

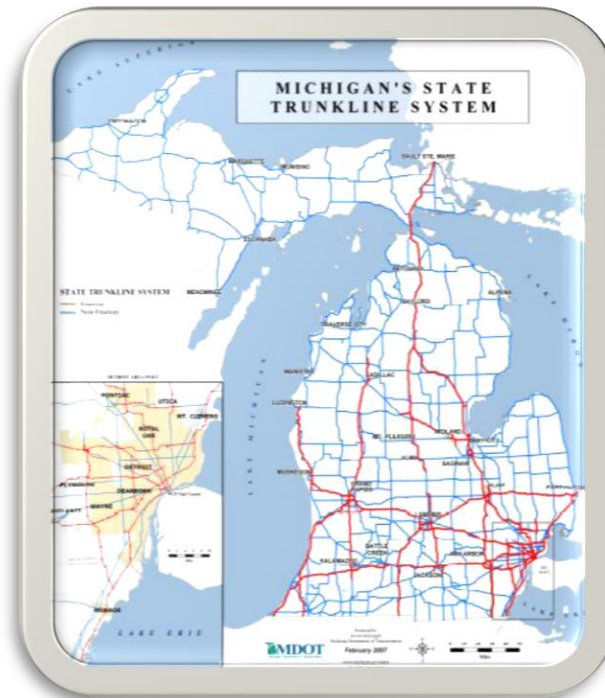
Marshall Transportation Service Center (TSC)



State Trunkline System

MDOT has jurisdiction over:

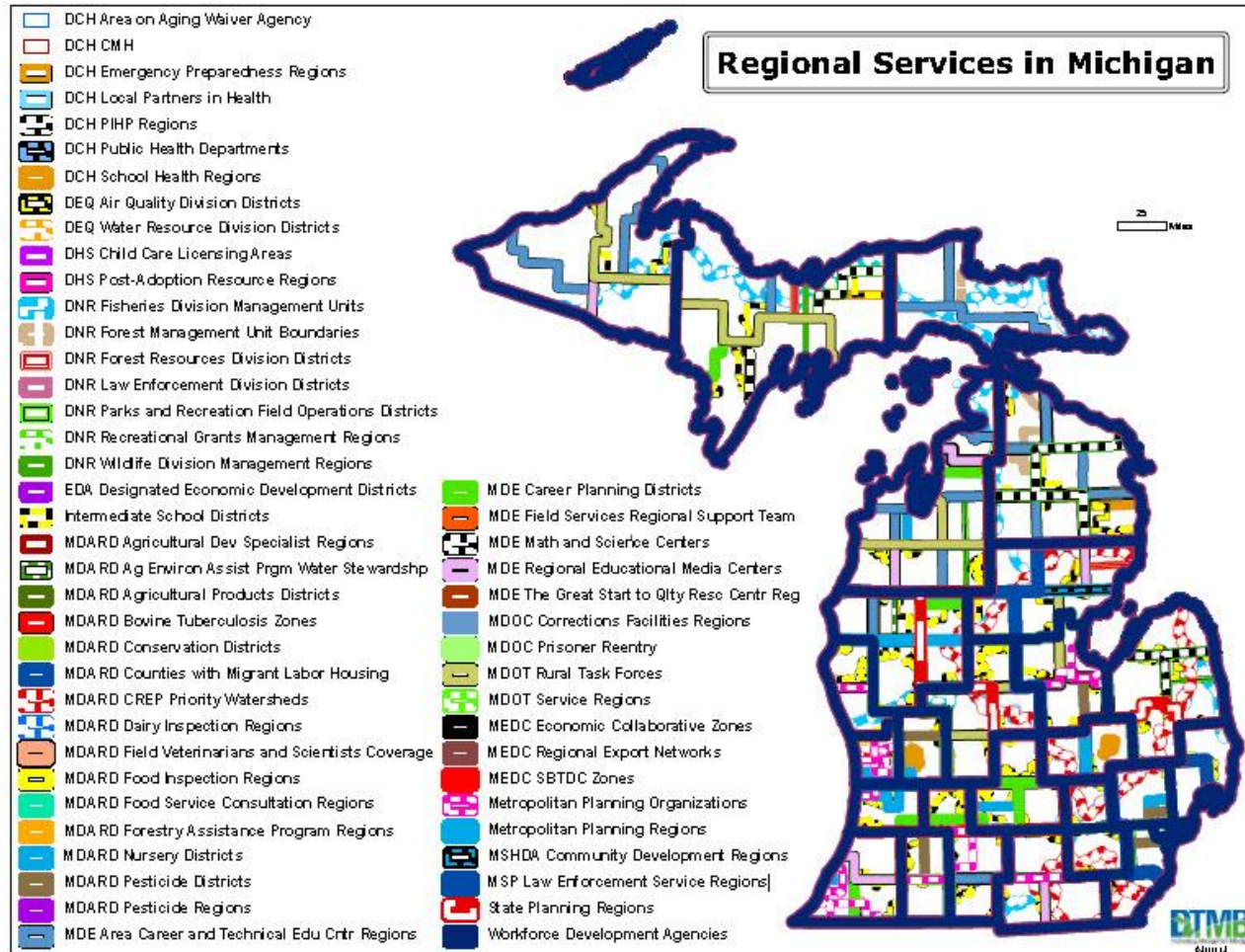
- 9,652 Centerline Miles
- 31,974 Lane Miles
- 4,704 Bridges



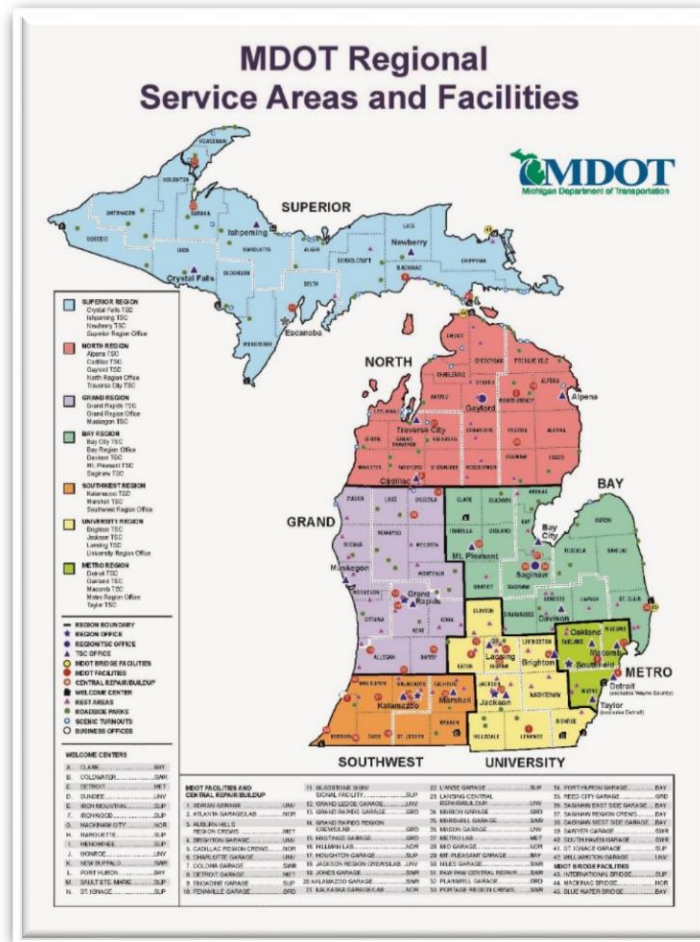
MDOT's I, US and M routes carry 50% of all traffic and 65% of commercial traffic.



MDOT Reorganization



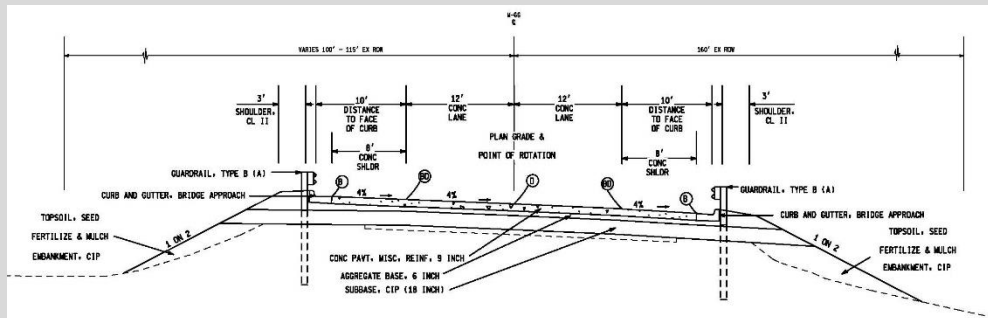
MDOT Offices



www.michigan.gov/mdot

Role of MDOT TSC

- Design of highway improvement projects



- Construction oversight



Role of MDOT TSC

- Operations
 - Traffic Safety
 - Utility Coordination & Permits
 - Maintenance



www.michigan.gov/drive

Drive Michigan Department of Transportation

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Map Legend

- Statewide
 - ☐ Construction/Lane Closures
 - ☐ (current) ☐ (future) ☐ (total closure)
 - ☐ Cameras
 - ☐ Toll Bridges/Tunnels
- ☐ Movable Bridges
- ☐ Bridge Weight Class
 - OR-
 - ☐ Bridge Clearance
 - ☐ All Bridges 14' 6" and Under
 - ☐ Only Bridges 14' 6" and Under
- ☒ Current Speed (mph)
 - 1-10 11-20 21-30 31-40 41-50 51-60 61-70
- ☒ Incidents
 - ☐ Message Signs
 - ☐ (active) ☐ (clearing)

OR Just Display...

- ☐ Major 2011 Projects

Traffic Incidents +

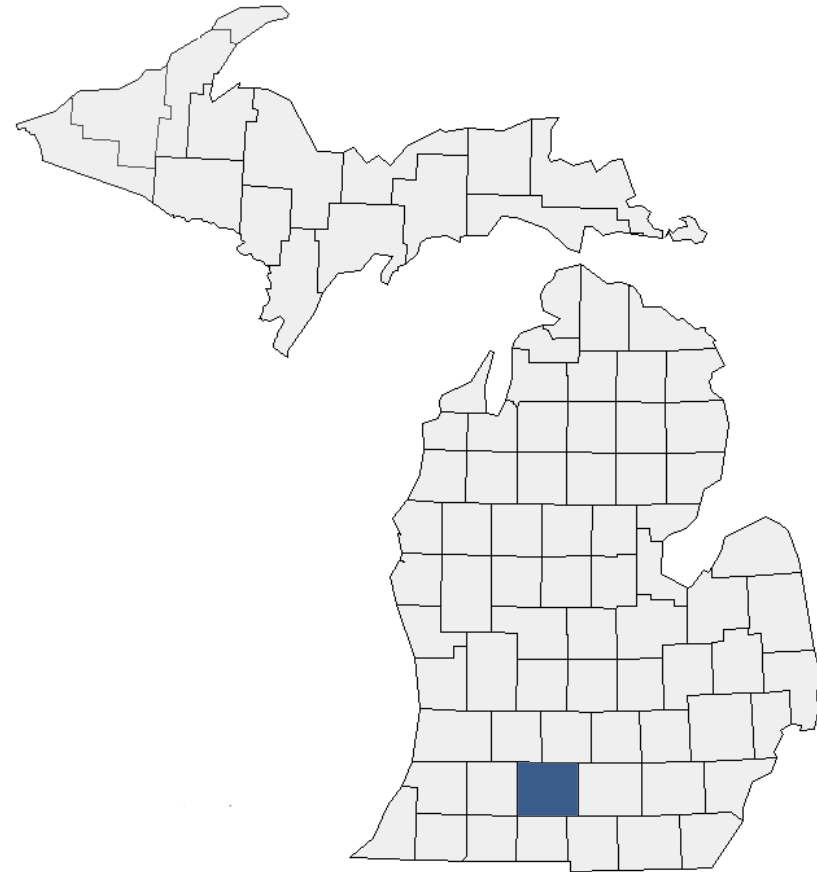
Construction Search +

Weather +

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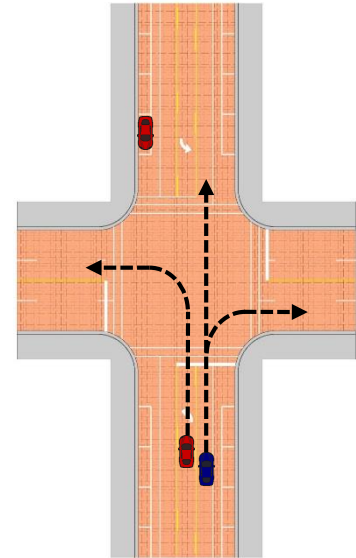
MDOT Operations

Marshall Meeting | May 31, 2017



Topics

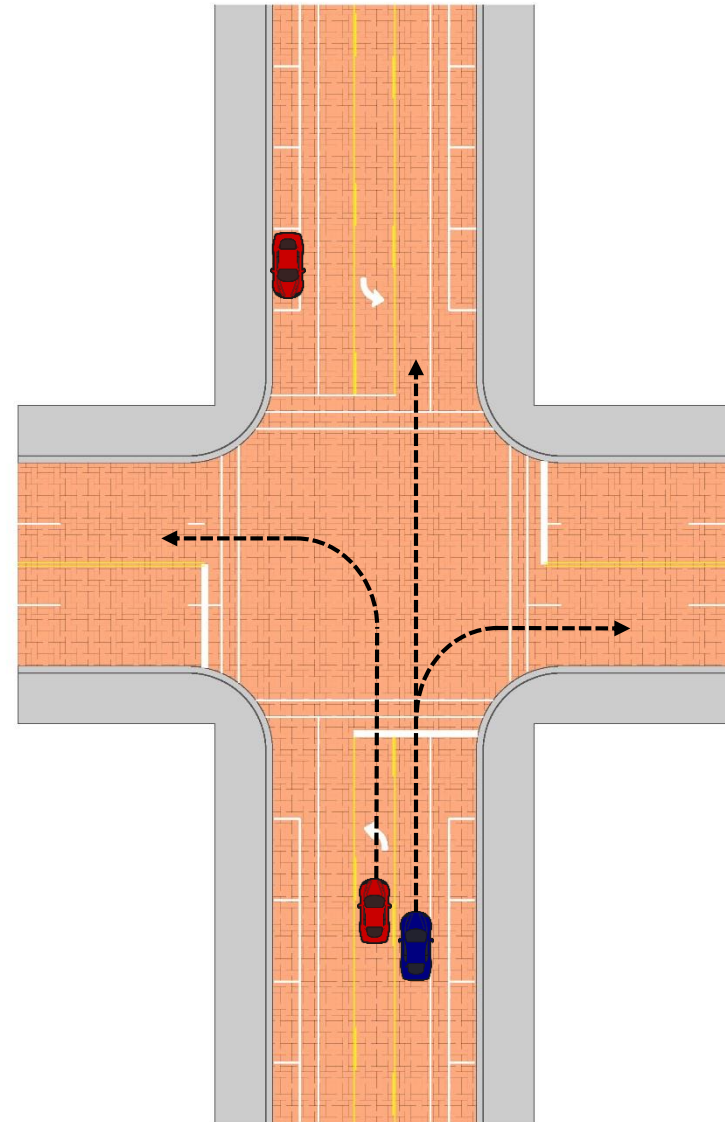
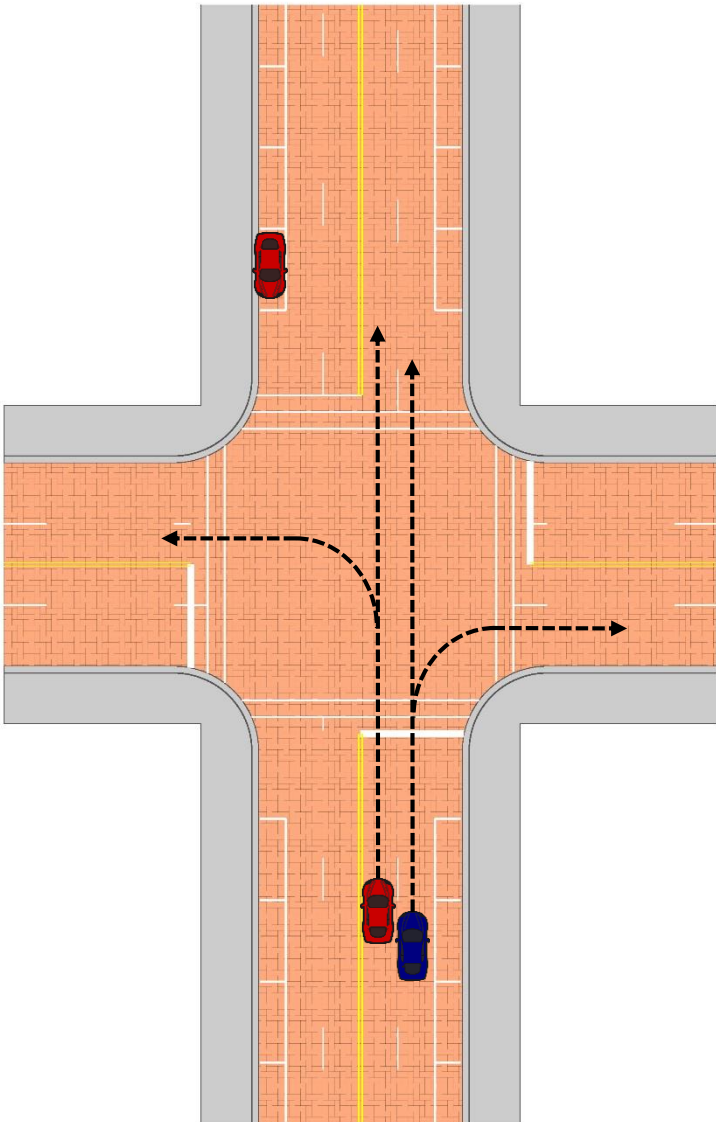
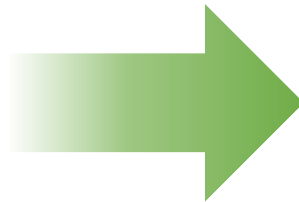
- Road Diets: 4 to 3 Lane Conversions
- Speed Limits
- Traffic Signals
- Pedestrian Signals and Facilities

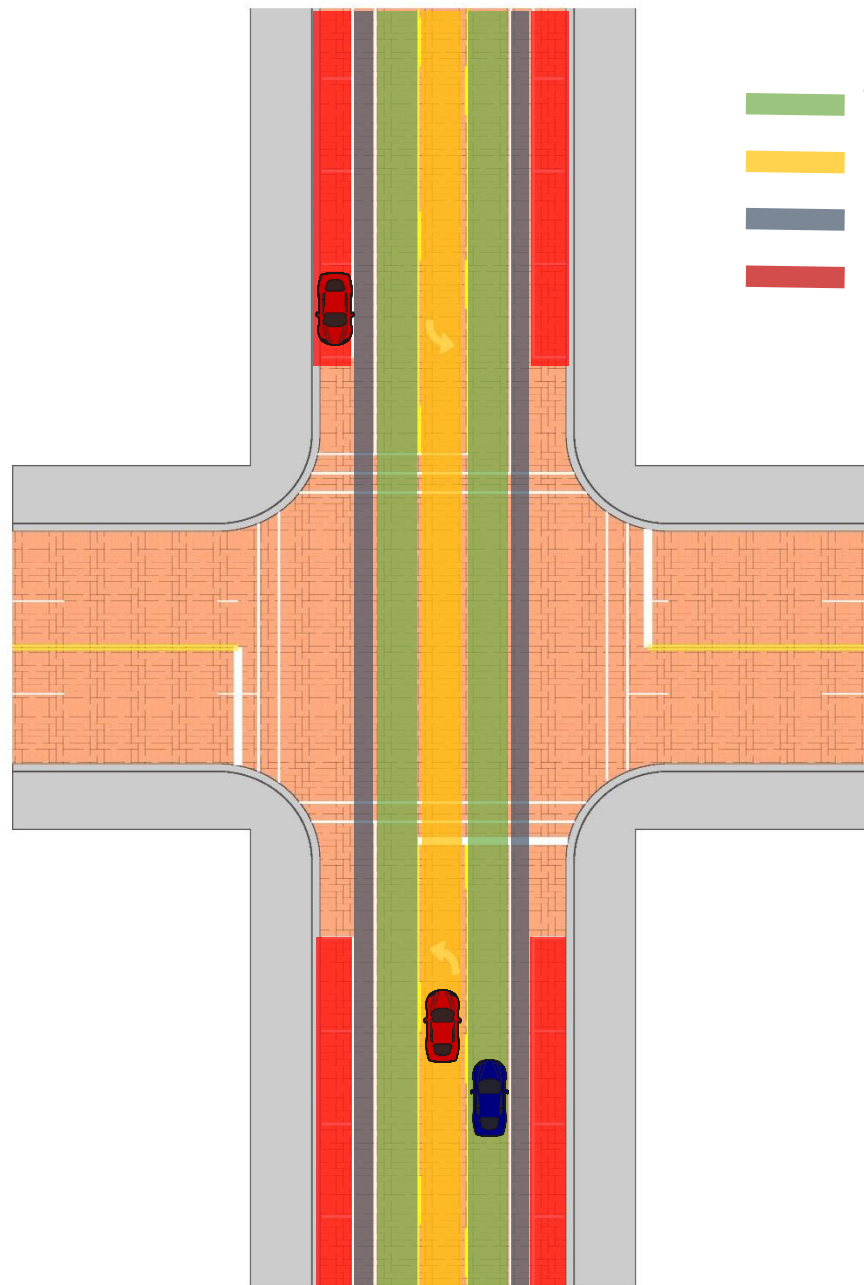


Road Diet:
What is a 4 to 3 lane conversion?

4-Lane

3-Lane





- Thru Lanes
- Center Left-Turn Lane
- Shoulder (available for bike use)
- Parking

*Have other roads been converted to
3 lanes?*



← **BEFORE**



← **AFTER**

Main St | Benton Harbor, MI



← BEFORE



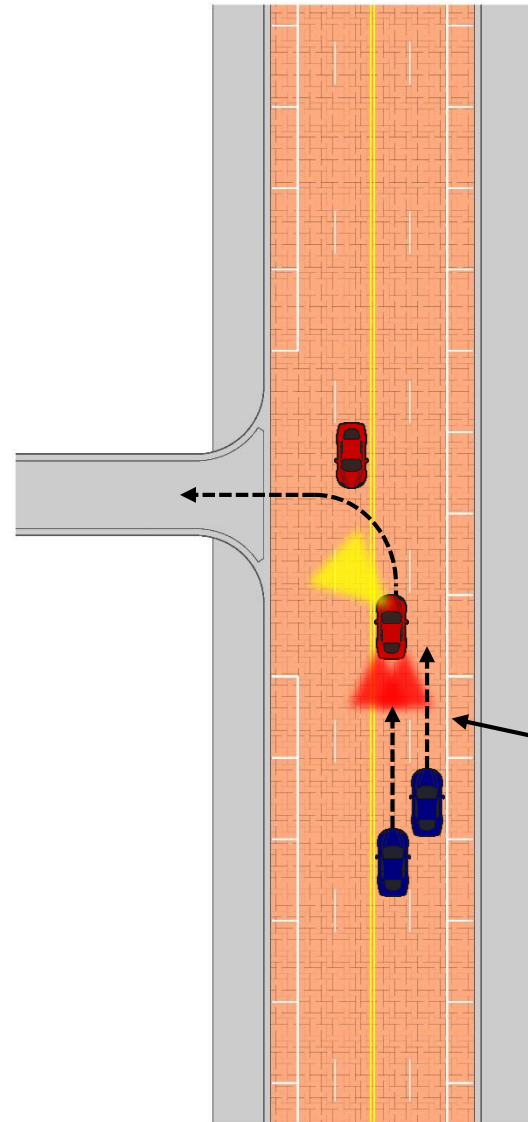
← AFTER

US-12 | Coldwater, MI

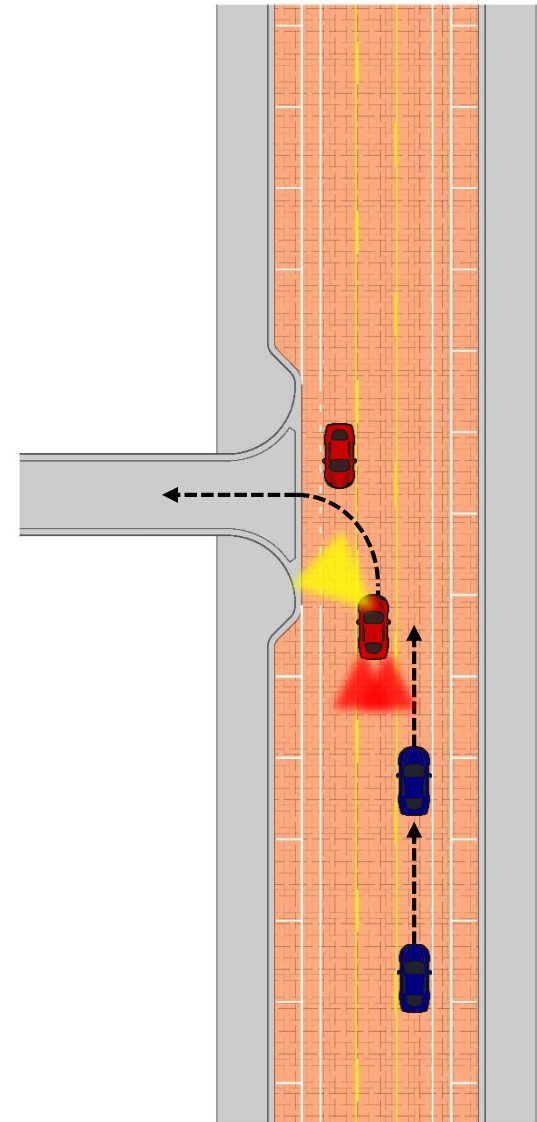
*What are the benefits of a 4 to 3
lane conversion?*

SAFETY!

4-Lane



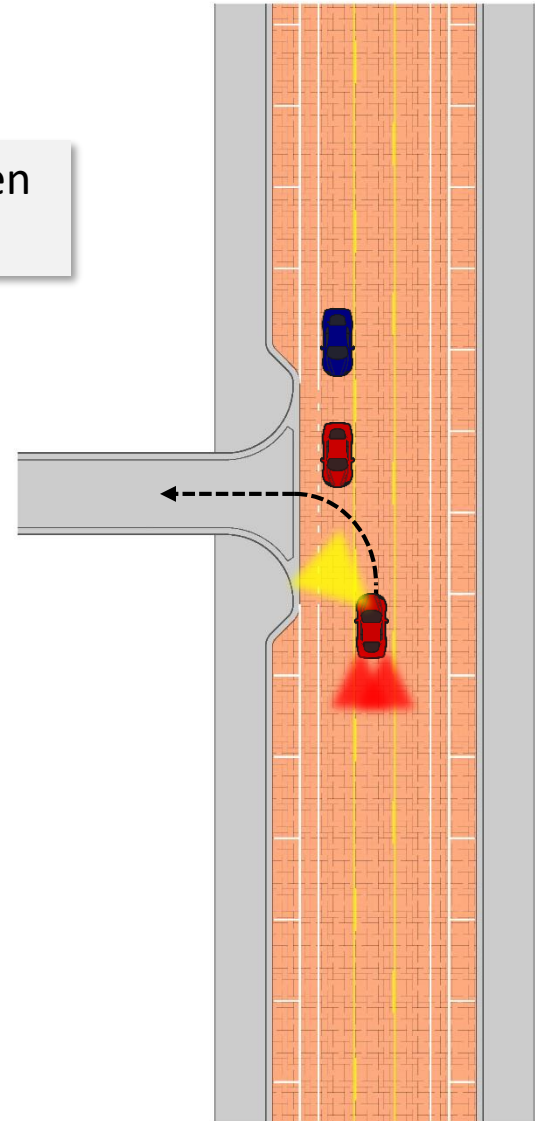
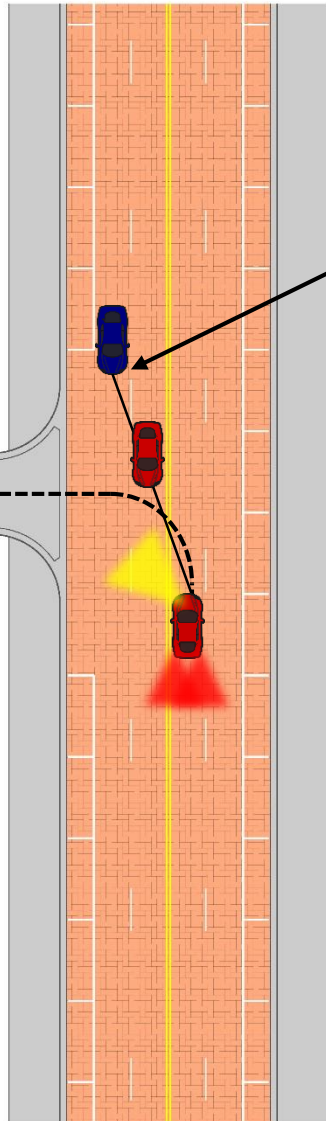
3-Lane



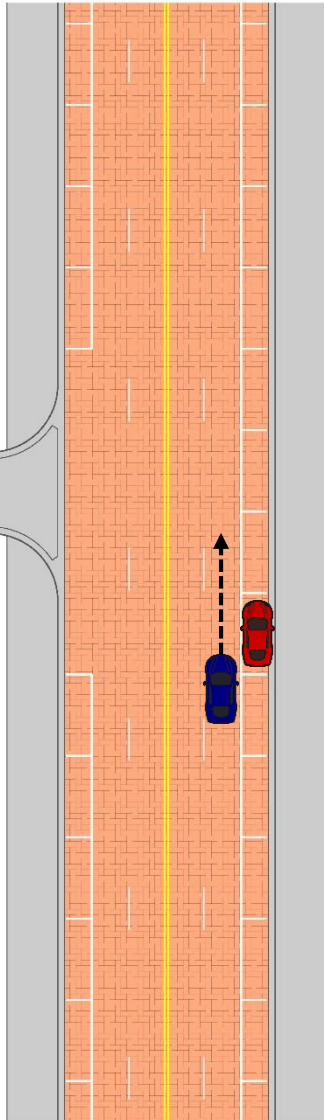
4-Lane

3-Lane

Outside lane traffic hidden
by inside lane vehicle

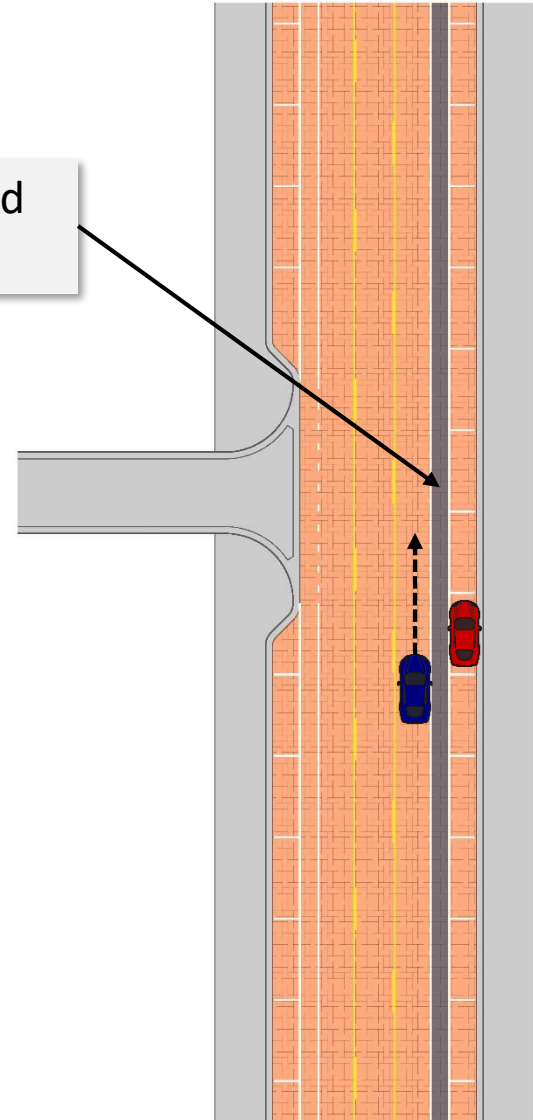


4-Lane



Lateral offset from parked vehicles to travel lane

3-Lane



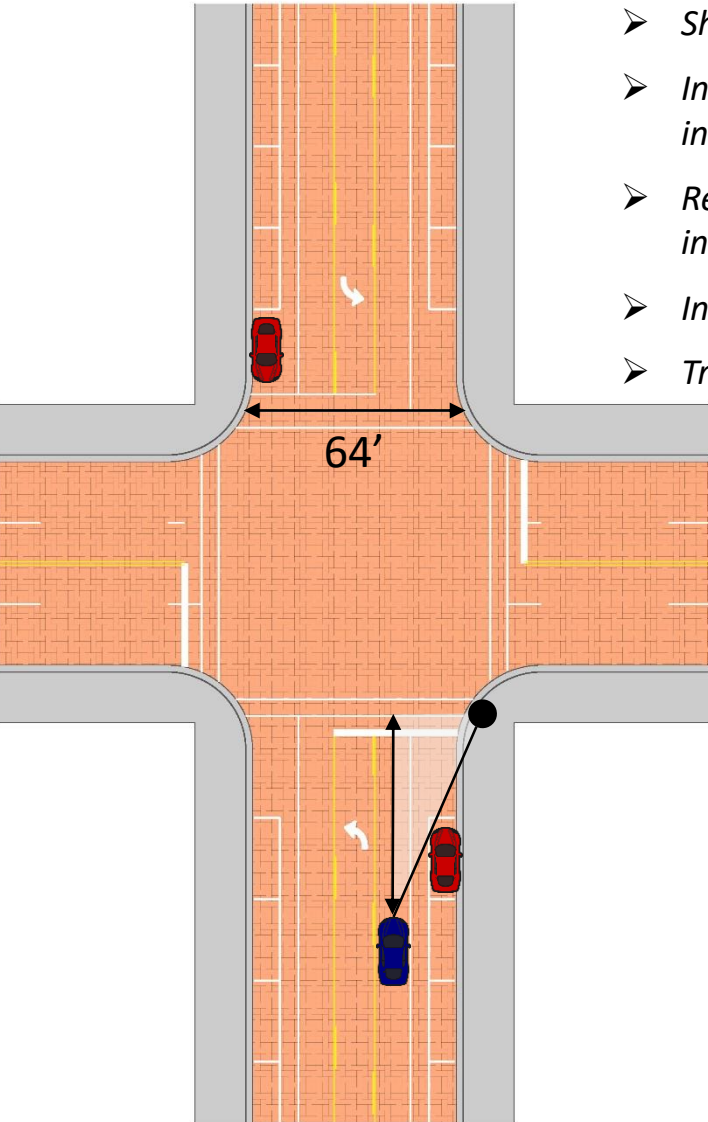
19 – 47% Overall Crash Reduction

*What are the benefits of pedestrian
bump outs?*

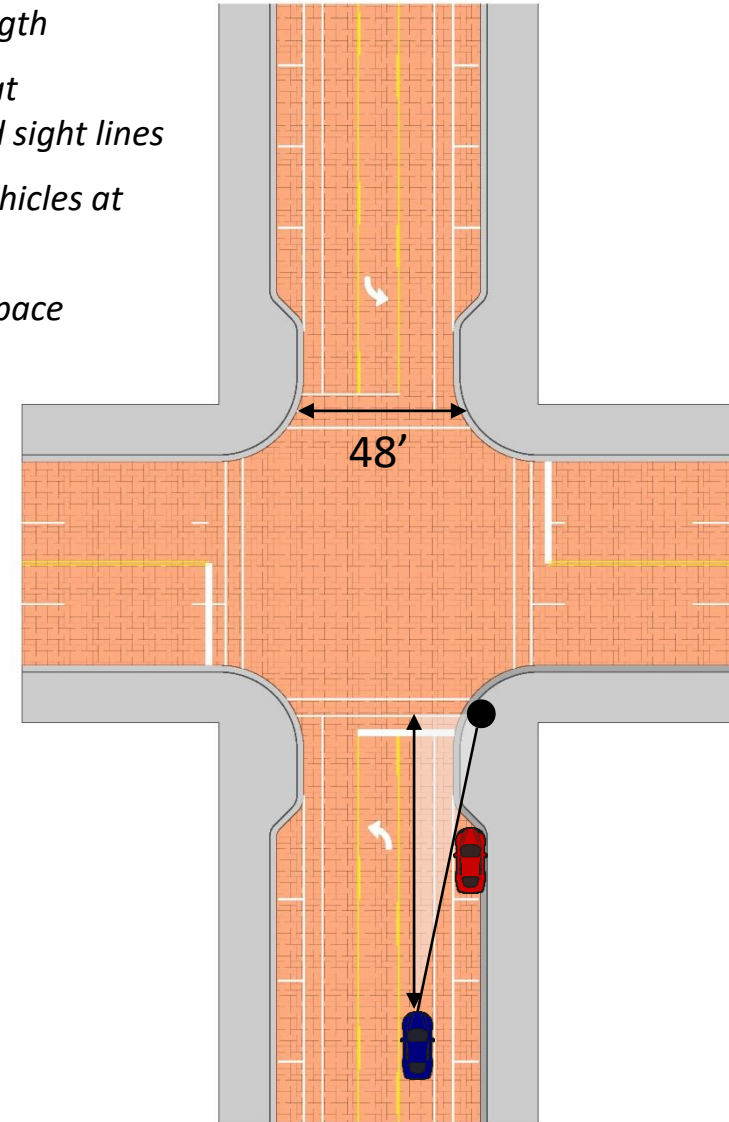
SAFETY!

Without Bump Outs

- *Shorter pedestrian crossing length*
- *Increased pedestrian visibility at intersections through improved sight lines*
- *Reduction in illegally parked vehicles at intersections*
- *Increased pedestrian waiting space*
- *Traffic “calming”*



With Bump Outs



Questions?

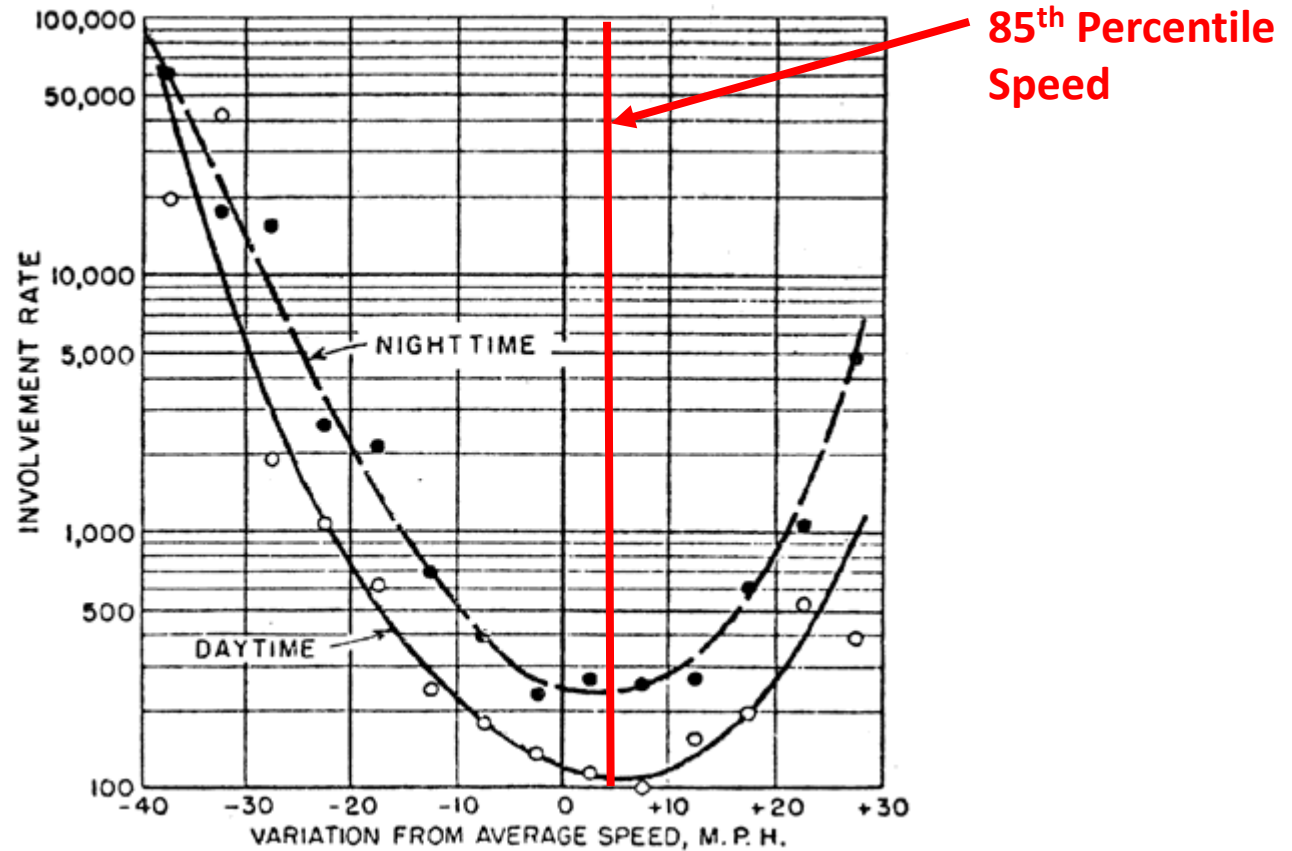
Speed Limits

Speed Limit Factors

- 85th Percentile Speed
- Access Points
- Geometry
- Number of vehicles, bicycles, and pedestrians



Solomon's Curve



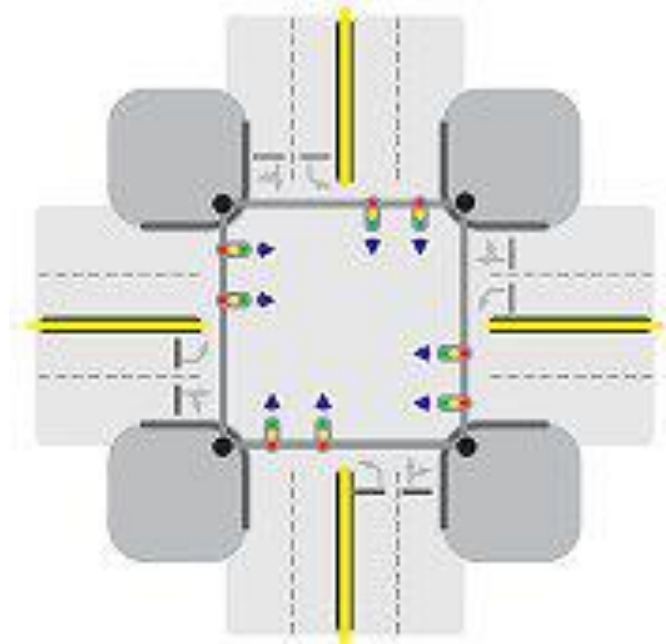
Speed Study Process

- Request received from local agency.
- Local agency adopts resolution concurring to the speed study process and its results.
- Meeting between MSP, MDOT, and local agency.
- Field evaluation and speed data collection.
- Post-study meeting held to explain results.
- New signs installed.

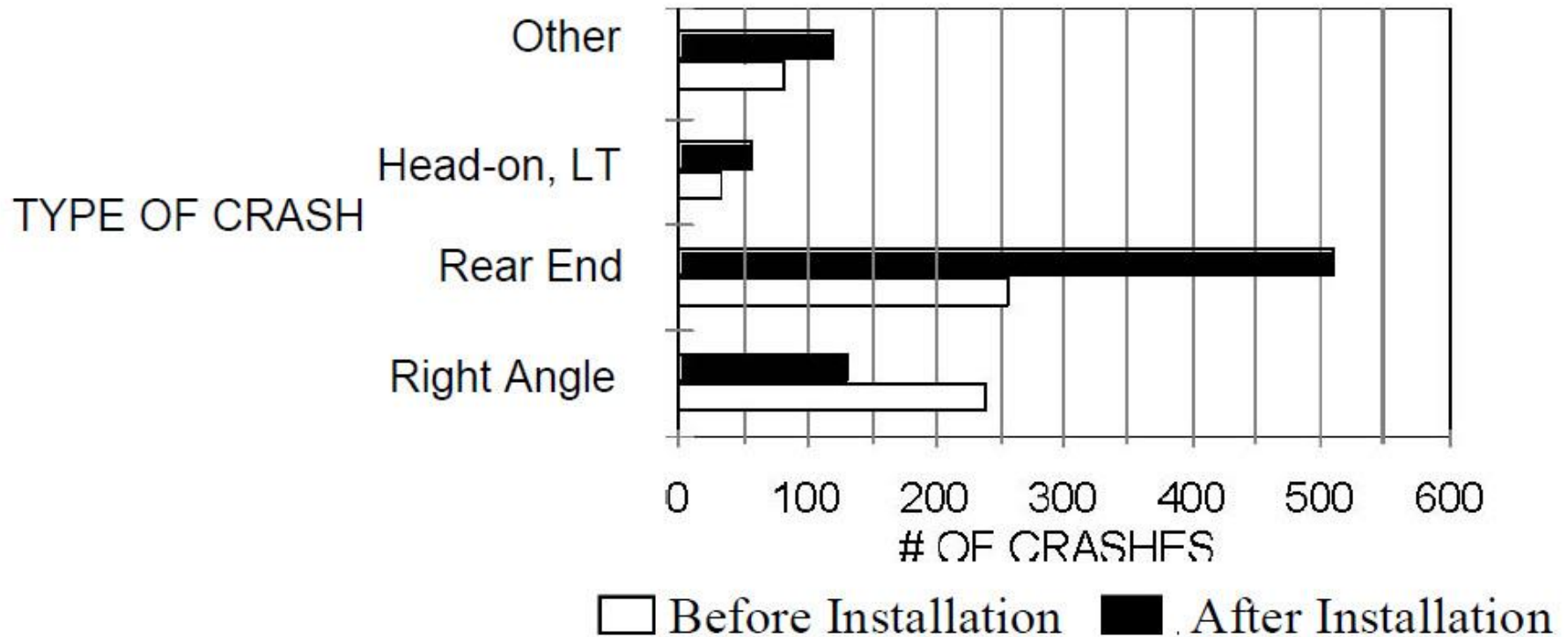
Traffic Signals

Warrants for Signalization

- Warrant 1: Eight Hour Vehicular Volume
- Warrant 2: Four-Hour Vehicular Volume
- Warrant 3: Peak Hour
- Warrant 4: Pedestrian Volume
- Warrant 5: School Crossing
- Warrant 6: Coordinated Signal System
- Warrant 7: Crash Experience
- Warrant 8: Roadway Network
- Warrant 9: Intersection Near a Grade Crossing



Signals Are Not Safety Devices



Pedestrian Signals and Facilities

Signalized Crossings

Pushbutton

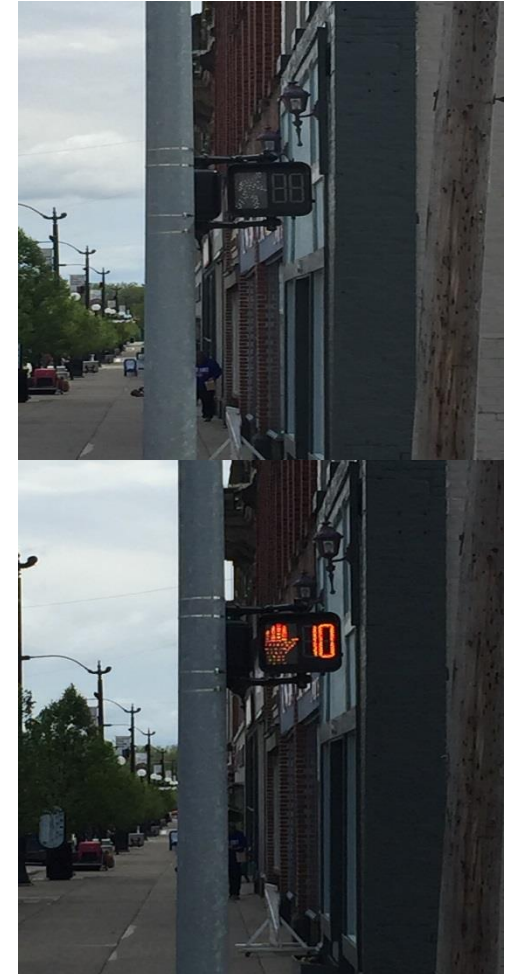


Sign



R10-3e

Signal



Un-signalized Crossings



Driver Yielding Without Treatment	Driver Yielding With Treatment
0% to 10%	60% to 100%

Questions?



Providing the highest quality integrated transportation services for economic benefit and improved quality of life