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MIAMI VALLEY
REGIONAL PLANNING COMMISSION

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Miami Valley Regional Planning Commission



A Guide to Roadway Safety Programs and Resources

– November 2013 –



A Guide to Roadway Safety Programs and Resources

This guide lists programs and resources that are available to jurisdictions in the Miami Valley Region to advance multi-modal roadway safety priorities. The list is comprehensive and encompasses informational resources and funding programs. It includes programs that make roadway safety improvements through each of the Three Es (Engineering, Enforcement, and Education).

The list categorizes resources and programs for safety advances as such:



Informational
resources that provide
crash data, statistics,
or countermeasures.



Funding programs or
resources that advance
safety priorities through
engineering.



Funding programs or
resources that advance
safety priorities through
enforcement.



Funding programs or
resources that advance
safety priorities through
education.

This guide is intended for use by local jurisdictions - villages, cities, townships, and counties in the Miami Valley Region. Transportation professionals, engineers and road safety advocates can use resources listed in this guide to identify safety problems in their jurisdiction, select countermeasures to make improvements, and find funding sources.

The guide begins with details on the resources and assistance that the Miami Valley Regional Planning Commission (MVRPC) provides to jurisdictions to advance safety priorities in the Region.

It then organizes resources into four sections:

- Section 1: Details several sources of safety information and crash data.
- Section 2: Contains informational resources for identifying safety countermeasures.
- Section 3: Details multiple safety funding programs and grants.
- Section 4: Lists other resources and programs.

The Guide was prepared by MVRPC in November 2013. Specific details provided in this document, including contact information, web links, due dates and funding levels may have changed since the document's preparation.

Resources Available Through MVRPC

The Miami Valley Regional Planning Commission (MVRPC) provides assistance to safety advocates addressing roadway safety problems in their areas through several means.

www.mvrpc.org/transportation/long-range/safety

Regional Safety Analyses

Every three years, MVRPC conducts a Regional Safety Analysis. These analyses are the first step towards understanding roadway safety conditions in the Region by identifying trends in crashes and generating a list of priority locations that may need improvements.

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The most recent analysis used 2008 through 2010 crash data received from ODOT and the Ohio Department of Public Safety (ODPS) to identify 154 intersections and 229 roadway segments as high-crash locations. Information on the analysis, including a map and list of the priority high-crash locations can be found at: www.mvrpc.org/transportation/long-range/safety

Crash Data Requests

MVRPC has access to ODOT's online GIS Crash Analysis Tool (GCAT), which spatially locates reported crashes across the State. Crash data can be queried, downloaded and quickly analyzed (page 4). When requested, MVRPC provides safety advocates, who don't have access to GCAT, with crash data and/or preliminary crash analysis for an area, specific intersection or road.

Safety Studies

Jurisdictions applying to ODOT's Highway Safety Program (page 11), are typically required to submit a safety study with the application. MVRPC provides technical assistance in developing the study, including providing crash, traffic volume and other data, and conducting preliminary crash analyses.





Eligibility Notification

MVRPC regularly monitors funding available to jurisdictions in the Miami Valley and notifies jurisdictions when they have a location eligible for a safety funding program. Eligibility lists are kept updated on the web at: www.mvrpc.org/transportation/long-range/safety

Federal Transportation Financing

MVRPC administers Federal funding for the Surface Transportation (STP) and Transportation Alternatives (TA) Programs, which can be used towards safety improvement projects. Highway and transit safety infrastructure improvements, hazard eliminations, and railway crossings, are all eligible through STP. In addition to the ODOT Safe Routes to School (SRTS) program (page 10), SRTS infrastructure projects may be funded thru TA. School districts will need to partner with their local municipality or county to apply, and TA projects require a 20% local funding match. The solicitation for these programs typically begins in September. www.mvrpc.org/transportation/financing

List of Resources

Resource	Provider	Page	Resource Type			
			Info 	Engineer 	Enforce 	Educate 
County Highway Safety Improvement Program	County Engineers Association of Ohio (CEAO)	9		●		
Crash Modification Factors Clearinghouse	Federal Highway Administration (FHWA)	5	●			
Crash Reports & Patrol Statistics	Ohio Dept. of Public Safety (ODPS)	4	●			
Fatality Analysis Reporting System	National Highway Traffic Safety Administration	4	●			
GIS Crash Analysis Tool (GCAT)	Ohio Dept. of Transportation (ODOT)	4	●			
Highway Safety Program	Ohio Dept. of Transportation (ODOT)	11		●		
OVI Task Force Grant	Ohio Dept. of Public Safety (ODPS)	6			●	●
Proven Safety Countermeasures	Federal Highway Administration (FHWA)	5	●			
Railroad Grade Crossing Safety Programs	Ohio Rail Development Commission (ORDC)	8		●		
Safe Communities Coalition Traffic Safety Grant	Ohio Dept. of Public Safety (ODPS)	6				●
Safe Routes to School (SRTS)	Ohio Dept. of Transportation (ODOT)	10		●	●	●
State Crossing Upgrade Program	Public Utilities Commission of Ohio (PUCO)	8		●		
Supplemental Assistance Program	Public Utilities Commission of Ohio (PUCO)	9		●		
Systematic Signal Timing & Phasing Program (SSTPP)	Ohio Dept. of Transportation (ODOT)	10		●		
Systems Planning	Ohio Dept. of Transportation (ODOT)	4	●			
Township Corridor Systematic Signage Upgrade Program	Ohio Dept. of Transportation (ODOT)	7		●		
Township-wide Systematic Signage Upgrade Program	Ohio Dept. of Transportation (ODOT)	7		●		

Information to Identify Safety Problems

ODOT Systems Planning

Ohio Dept. of Transportation (ODOT)

The Systems Planning Section analyzes crash data trends and identifies high priority locations. The information is used by ODOT to prioritize transportation investments. Annually, Systems Planning produces several documents that can be used by program managers and other decision-makers to identify crash trends and high priority locations.



<http://www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning>

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GIS Crash Analysis Tool (GCAT)

Ohio Dept. of Transportation (ODOT)

GCAT is an online web-based GIS (Geographic Information System) that maps reported crashes. The purpose of GCAT is to provide a convenient highway safety crash analysis tool for ODOT, MPOs and county engineers. GCAT is accompanied by the Crash Analysis Module (CAM) Tool to run preliminary crash data analyses.



www.dot.state.oh.us

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Crash Reports Retrieval & Highway Patrol Statistics

Ohio Dept. of Public Safety (ODPS)

ODPS is responsible for compiling, analyzing and publishing crash statistics for the State. The information is compiled from crash reports filed by local law enforcement agencies. Annual crash trends and statistics for the State and individual counties are available. ODPS also provides Ohio Traffic Crash Reports (OH-1) for each traffic incident online.



ohiohighwaysafetyoffice.ohio.gov

Fatality Analysis Reporting System (FARS)

National Highway Traffic Safety Administration (NHTSA)

FARS is a nationwide database provided by the NHTSA of yearly data regarding fatal injuries from motor vehicle traffic crashes. The database contains over 100 different data elements that characterize the crash, the vehicle, and the people involved. NHTSA also publishes annual reports of facts and statistics on traffic fatalities.



www.nhtsa.gov/FARS

Information to Identify Countermeasures

Crash Modification Factors Clearinghouse

U.S. Dept. of Transportation - Federal Highway Administration (FHWA)

The Clearinghouse contains a web-based database with supporting documentation to help identify the most appropriate countermeasure for making safety improvements. Each countermeasure is given a crash modification factor (CMF) - a factor used to compute the expected change in number of crashes after implementing the countermeasure.



www.cmfclearinghouse.org

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Proven Safety Countermeasures

U.S. Dept. of Transportation - Federal Highway Administration (FHWA)

FHWA issued this guidance in 2012 which takes into consideration the latest safety research to advance a group of countermeasures that have shown effectiveness in improving safety. Practitioners are encouraged to consider this set of countermeasures that are research-proven. Information and fact sheets on the nine countermeasures are provided. The countermeasures included are:

1. Roundabouts
2. Corridor Access Management
3. Backplates with Retroreflective Borders
4. Longitudinal Rumble Strips and Stripes on Two-Lane Roads
5. Enhanced Delineation and Friction for Horizontal Curves
6. Safety Edge
7. Medians and Pedestrian Crossing Islands
8. Pedestrian Hybrid Beacons
9. Road Diets



<http://safety.fhwa.dot.gov/provencountermeasures/>

Funding Programs for Safety Improvements

OVI Task Force

Ohio Dept. of Public Safety (ODPS) - Office of Traffic Safety (OTSO)

The OVI Task Force Program is an initiative to conduct sobriety checkpoints, impaired driving saturation patrols, public awareness, and education.



ghsogrants.dps.state.oh.us

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Eligibility

To qualify for OVI Task Force grant funding, an existing OVI Task Force agency must be in the top alcohol-related fatal crash counties. These top counties must have at least 18 total alcohol-related fatal crashes during the latest 3-year crash data analysis. Agencies that were previously eligible can apply for three more years.

Application Process

At the start of each annual application cycle, ODPS presents a list of counties that meets the eligibility criteria. Grant applications are accepted from OVI Task Forces in these counties in Spring of the current year. *In the 2013 application cycle, agencies in Montgomery County were eligible for this program. Visit www.mvrpc.org/transportation/long-range/safety for an updated list of eligible counties.*

Funding

The OVI Task Force Program requires that accepted agencies conduct specific activities and follow guidelines for funding. In SFY 2014, a maximum of \$225,000 was available for accepted agencies.

Safe Communities Coalition Traffic Safety Grant

Ohio Dept. of Public Safety (ODPS) - Office of Traffic Safety (OTSO)

A competitive grant program based on the county 3-year average of fatal crashes for funding towards community education and crash analysis activities.



ghsogrants.dps.state.oh.us

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Eligibility

To qualify for the Safe Communities grant, applicants must be in an eligible county. The latest analysis of 3-year crash data is used to determine county eligibility based on average number of fatal crashes.

Application Process

At the start of each annual application cycle, ODPS presents a list of counties that meets the eligibility criteria. Grant applications are accepted from these counties in Spring of the current year.

Funding

Funding amounts are based upon the county's 3-year average fatal crashes. The funding amount will fluctuate each year based upon the 3-year average fatal crashes. *In the 2013 application cycle, Montgomery County was eligible to \$125,000, Warren to \$50,000, Greene to \$42,000, and Miami to \$35,000. See www.mvrpc.org/transportation/long-range/safety for an updated eligibility list.*

Township Corridor Systematic Signage Upgrade

Ohio Dept. of Transportation (ODOT) - Office of Local Programs

A new program to address systematic intersection and curve signage upgrades on corridors in townships that are among the top Township High Risk Rural Roads (HRRRs).



www.dot.state.oh.us

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Eligibility

The Signage Upgrade Program is available only to townships that have a corridor among the top Township High Risk Rural Roads (HRRRs) in Ohio based on analysis of crash data from the previous five years. Annually, eligible townships are invited to apply for funding to implement signage upgrades on the designated corridor.

Application Process

At the start of each application cycle, eligible townships will receive information notifying them of their eligibility to apply for a grant. Each township will be required to order their approved signage from ODOT's Cooperative Purchasing Contracts.

In the Spring 2013 application cycle, no township in the Miami Valley was eligible. However, in Fall 2013, ODOT will expand eligibility to the top 100 locations, and notify those eligible later in 2013.

See www.mvrpc.org/transportation/long-range/safety for an updated list of eligible corridors.

Funding

\$50,000 is available, with average funding per corridor anticipated at approximately \$1,000.

Township-wide Systematic Signage Upgrade

Ohio Dept. of Transportation (ODOT) - Office of Local Programs

A new program to address systematic intersection and curve signage upgrades for townships with a high number of township-wide severe crashes.



www.dot.state.oh.us

Victoria Beale
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Eligibility

The Township-wide Signage Upgrade Program is eligible to the top 100 townships with a high number of serious or fatal crashes based on analysis of data from the previous five years.

Application Process

At the start of each application cycle, eligible townships will receive information notifying them of their eligibility to apply to the grant. Each township will be required to order their approved signage from ODOT's Cooperative Purchasing Contracts.

In the SFY 2013 application cycle, Washington Township in Montgomery County, and Beavercreek, and Sugarcreek, Townships in Greene County were eligible.

Funding

\$1 million is available, with funding capped at \$50,000 for signs, posts and hardware in each township. Signs covered include a comprehensive list of safety and advanced warning signs, funded at 100%. Townships will be responsible for installation and maintenance of the signage with their own forces.

Railroad Crossing Safety Improvement Program

Ohio Rail Development Commission (ORDC)

This ORDC Rail Crossing Safety Programs accepts and funds project referred by counties, local governments, or the general public for grade crossing warning device upgrades.



www.rail.ohio.gov

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Eligibility

ORDC administers federal funds for projects on state (state highway, U.S. highway, interstate) or local (city, county or township) roads. Projects are selected based on the crossing's hazard ranking. Rating criteria includes number of tracks, daily traffic type, fatal crash history, daily number of trains, etc.

Application Process

ORDC accepts and reviews written project referrals from counties, local governments, or the public as they are received. Additionally, ORDC sends an annual letter to county engineers to ask for recommended crossings in need of improvements. Locations where a fatal crash has occurred, in addition to projects referred to ORDC by the Public Utilities Commission of Ohio (PUCO) for shared funding, are also reviewed on an ongoing basis.

Funding

Projects are funded at no cost to the local highway agency, with exception of projects referred by PUCO for shared funding (see State Crossing Upgrade Program below). In cases of shared funding, ORDC may pay the local agency's match in part or in full, based on the hazard ranking of the crossing.

State Crossing Upgrade Program

Public Utilities Commission of Ohio (PUCO)

The State funded Grade Crossing Upgrade Program allows the cost of a project to be shared between the local community, the state of Ohio, and the railroad involved.



www.puco.ohio.gov

Jill Henry
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Eligibility

Eligible to crossings that are not included in the federal funding program, in which projects are selected from a set priority list.

Application Process

Local highway authorities apply through PUCO. PUCO will evaluate the crossing site and apply an objective criteria to determine the appropriate level of funding assistance. A financial assistance proposal will be extended to the local highway authority and railroad for agreement. Once an agreement is reached, construction at the site can begin.

Funding

State funding is a means for supplementing local funding, not a substitute. PUCO will allocate funds based on an objective formula measuring both the seriousness of the hazard and other special conditions at the crossing. Local governments can expect to pay from 25 to 65 percent of the cost of the project. However, locals can get assistance meeting their share of the cost from ORDC (see program information above).

Supplemental Assistance Program

Public Utilities Commission of Ohio (PUCO)

PUCO administers a supplemental assistance program to provide safety enhancements at crossings at which installation of active warning devices is pending, as well as at crossings that have only crossbucks.



www.puco.ohio.gov

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Eligibility

Eligible to at-grade rail crossing locations that are pending state or federal installation of active warning devices (gates and/or lights). Also eligible to crossings that have only crossbucks. Funds are not eligible for use to install warning devices.

Application Process

The local highway authority applies to PUCO, detailing the proposed safety enhancement, cost estimates, and traffic counts for the location. If the proposed project is eligible, PUCO will provide reimbursements

Funding

PUCO provides up to a \$5,000 reimbursement for improvements around the crossing, including rumble strips, illumination, and vegetation cut back.

County Highway Safety Improvement Program (HSIP)

County Engineers Association of Ohio (CEAO)

County HSIP provides funds for safety improvements on county roads, intersections where at least one leg is a county road, and specific improvements on approaches to and on county bridges.



www.ceao.org

Michele Risko
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Eligibility

To be eligible for HSIP funding a project must correct or improve an identified hazardous county road section, intersection, or bridge. Funding is provided on county roads only or at intersections where at least one leg is a county road. CEAO will also provide funding for specific safety projects including guardrail, pavement marking, and raised pavement markers. Additionally, funding is available for conducting safety studies, and for signage upgrade on eligible roadway curves.

Application Process

Annually, CEAO produces a list based on crash data of eligible locations for the HSIP and curve signage upgrades, and invites counties to apply. Applications are typically due in the Summer. Submitted HSIP projects are ranked by CEAO using a project scoring process.

Funding

Each county is permitted up to a \$5 million overall limit for construction costs within any 4-year HSIP program period. Guardrail projects will be funded up to a maximum of \$300,000, \$150,000 for pavement marking projects, and \$75,000 for raised pavement marker projects. Funding match is usually set at 80% for construction, 90% for safety studies, and 100% for curve signage, guardrail, pavement marking and raised pavement markers projects.

Safe Routes to School (SRTS)

Ohio Dept. of Transportation (ODOT)

Program to assist in encouraging and enabling children in grades K-8 to walk or bike to school safely. Funds are available for a wide range of engineering, education, encouragement and enforcement projects.



www.dot.state.oh.us/saferoutes

Julie Walcoff
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Eligibility

Eligible applicants include individual schools and districts. Engineering projects must be sponsored by a local governmental agency, and the engineering improvements are only eligible for infrastructure that is within 2 miles of schools with grades K-8. ODOT provides school radius maps, which are used to evaluate the proposed improvements in relation to the location of student populations.

Application Process

The application cycle for Ohio SRTS projects are from January to March of each year. ODOT will provide funds on a competitive basis to eligible applicants who have developed a School Travel Plan (STP) and demonstrate the need for funding to implement the STP. Funds may be available to help develop a STP. Applicants interested in completing travel plans near schools should contact Kjirsten Frank at MVRPC.

Funding

SRTS is funded at approximately \$4 million annually. Funding is reimbursable and may be awarded at 100%. There is a \$500,000 maximum for engineering projects and a \$50,000 maximum for all other project types.

SRTS Contacts

ODOT District 7: Justin Yoh, (937) 497-6897, Justin.yoh@dot.state.oh.us
ODOT District 8: Tom Arnold, (513) 933-6588, Tom.Arnold@dot.state.oh.us
MVRPC: Kjirsten Frank, (937) 531-6524, kfrank@mvrpc.org

Systematic Signal Timing & Phasing Program (SSTPP)

Ohio Dept. of Transportation (ODOT)

Program to systematically update the timing and phasing of signals at approved intersections and/or corridors for safety and/or congestion issues.



www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning

Michelle May
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Michelle.May@dot.state.oh.us

Eligibility

To be eligible for safety related issues, intersections and/or corridors must be identified by ODOT, MPOs, or local governments as high-crash locations that will benefit from signal re-timing.

Application Process

Requests are accepted throughout the year, however applicants must have locations reviewed by the local District Safety Review Team (DSRT) prior to submission.

Funding

Projects are funded up to 100% with option for local match.

ODOT Highway Safety Program

Ohio Dept. of Transportation (ODOT)

This program provides funds for engineering improvements at high-crash or severe-crash locations. This funding is available to ODOT district offices, as well as local governments, and can be used on any public road in the State.



www.dot.state.oh.us/Divisions/Planning/SPPM/SystemsPlanning

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Eligibility

The safety program is eligible to roadways that are listed on the ODOT District Office Safety Annual Work Plan, including locations identified as High Risk Rural Roads (HRRR) or on priority lists developed by local governments. Locations which have fewer than 10 crashes in the most recent three-year period and an annual crash rate less than 1.0 crashes per million vehicle miles are typically not eligible. Projects which cost less than \$50,000 are also typically not eligible.

Application Process

The safety funding application is due to ODOT's Central Office annually by April or September 30th of each year. The application and supporting documentation must be reviewed and approved by the local District Safety Review Team (DSRT) prior to submission to Central Office. Local sponsors should coordinate applications with their local ODOT district office at least six weeks in advance of the deadline.

Typically, the application must be accompanied by a safety study report, unless the application is for preliminary engineering funds to complete the study. The study should include crash data and trends, collision diagrams, proposed countermeasures, and countermeasure cost and benefit-cost analyses. The study is used to establish project priority, and ensure the countermeasures address the safety problem and are a statewide priority.

Funding













ODOT dedicates about \$100 million annually for safety engineering projects. ODOT will provide up to 90% of the eligible costs for preliminary engineering, design, right-of-way, or construction. The maximum amount of funding available is \$5 million per project.








ODOT District Highway Safety Contacts

District 7
Mary Hoy
(937) 497-6838
Mary.Hoy@dot.state.oh.us

District 8
Jay Hamilton
(513) 933-6585
jay.hamilton@dot.state.oh.us

Other Resources and Programs

Resource	Description	Agency/Contact	Type
Consolidation Program	PUCO permits permanently closing high-risk at-grade crossings when feasible. The agreement to permanently close a roadway grade crossing to vehicles serves as the local government's contribution to the project, while the state provides funding for safety upgrades.	<i>Public Utilities Commission of Ohio (PUCO)</i> www.puco.ohio.gov (614) 466-1150	
Every Move You Make Keep It Safe, Campaign	ODOT's statewide grassroots safety campaign. Safety campaign documents can be downloaded, localized and used in specific districts or communities to promote and educate about road safety. Statistics on various crash types and trends are also provided.	<i>Ohio Dept. of Transportation</i> www.everymove.ohio.gov Michelle May (614) 644-8309 michelle.may@dot.state.oh.us	 
FRA Office of Safety Analysis	The FRA Office of Safety Analysis website makes railroad safety information, crash inventory and highway-rail crossing data readily available to the public. Site users can download a variety of safety files, publications and view statistical information on railroad safety.	<i>Federal Railroad Administration (FRA)</i> safetydata.fra.dot.gov	
General Short Term Highway Safety Support Grants	A federal grant program that provides funds to eligible entities to be used in part for, but not limited to, traffic safety education, enforcement and engineering projects. Funds are for short-term highway safety support. The grant solicits proposals for highway safety activities from state agencies, non-profit organizations, universities, political subdivisions and other interested groups.	<i>Ohio Dept. of Public Safety - Office of Traffic Safety</i> ghsogrants.dps.state.oh.us Jackie Stephenson (614) 466-3250 otso@dps.state.oh.us	  
Governors Highway Safety Association	A nonprofit representing the state and territorial highway safety offices that implement programs to address behavioral highway safety issues. GHSA provides information on state highway laws and funding available to state highway offices.	www.ghsa.org	
High Visibility Enforcement Overtime (HVEO) Grant	The intent of this program is to increase the public perception about traffic laws by conducting highly visible enforcement activities and promotional blitz. OTSO provides funds based on jurisdictions' population. Only eligible to law enforcement agencies.	<i>Ohio Dept. of Public Safety - Office of Traffic Safety</i> ghsogrants.dps.state.oh.us (614) 466-3250 otso@dps.state.oh.us	 
Insurance Institute for Highway Safety (IIHS)	A nonprofit, scientific and educational organization. IIHS conducts scientific studies of insurance data to represent the human and economic losses resulting from roadway crashes. IIHS provides information on state laws, fatal crash statistics, and facts on different highway safety topics.	www.iihs.org	
Local Technical Assistance Program Center	Ohio's Local Technical Assistance Program (LTAP) assists local governments in managing and maintaining a safe, cost-effective and environmentally sound transportation system by providing training and technical assistance in several topics, including safety.	<i>Ohio Dept. of Transportation</i> www.dot.state.oh.us (877) 800-0031 ltap@dot.state.oh.us	

Resource	Description	Agency/Contact	Type
Ohio Motorcycle Training Grant	A grant administered program, reimbursing government or not-for-profit agencies wishing to provide motorcycle training courses and community education on safe riding.	<i>Ohio Dept. of Public Safety - Office of Traffic Safety</i> ghsogrants.dps.state.oh.us (800) 837-4337	
Ohio Railroad Grade Crossings Accidents 2007-2012	This online interactive map shows Ohio railroad grade crossings at which one or more accidents occurred between 2007 and 2012. It indicates whether the crash led to an injury or fatality and links to the crossing's details record in the Railroad Information System web site.	<i>Public Utilities Commission of Ohio (PUCO)</i> www.puco.ohio.gov (614) 466-0407	
Pedestrian & Bicycle Safety Education and Outreach	FHWA has developed education materials on pedestrian and bicycle safety for many audiences, including University Professors of Transportation, school children, the general public, and Hispanic audiences. A collection of newsletters, CDs, videos and resources can be accessed on this website.	<i>Federal Highway Administration</i> http://safety.fhwa.dot.gov/ped_bike/education/ Tamara Redmon (202) 366-4077 tamara.redmon@dot.gov	 
PEDSAFE and BIKESAFE: Safety Guide and Countermeasure Selection System	Two separate online tools to provide practitioners with the latest information on improving safety and mobility for pedestrians and bicyclists. The online tools provide the user with a list of possible engineering, education, or enforcement treatments to improve pedestrian and bicycle safety based on user input about a specific location.	<i>Federal Highway Administration</i> www.walkinginfo.org/pedsafe www.bicyclinginfo.org/bikesafe	
Railroad Information System (RRIS)	RRIS, updated by the PUCO and the ORDC, includes a web-based crossing inventory. It contains all public, private and closed at-grade crossings, and under/overpasses. Photographs, the type of railroad warning system, information on the highway geometrics, profile information, and site sketches are included. Users can run queries to view reports of rail crossings in Ohio.	<i>Public Utilities Commission of Ohio (PUCO)</i> www.ohiorail.ohio.gov (614) 466-0407	
Road Safety Audits (RSA)	A Road Safety Audit (RSA) is the formal safety performance examination of an existing or future road or intersection by an independent, multidisciplinary team. It qualitatively estimates and reports on potential road safety issues and identifies opportunities for improvements. This FHWA website provides information and resources to conduct RSAs.	<i>Federal Highway Administration</i> safety.fhwa.dot.gov/rsa Becky Crowe (804) 775-3381 rebecca.crowe@dot.gov	

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