

## Chapter 5

# Coordination with the State & Local Transportation Plans

FAST Act legislation provides funding certainty for surface transportation through 2020, and requires that state long range transportation plans must be reviewed by the local MPO. A review of state and local safety plans must also be undertaken. This chapter includes a review of these documents and the Jackson Traffic Safety Program.

### 2040 Michigan Transportation Plan

Michigan's State Long Range Transportation Plan is a broad policy-oriented document which can be used to guide transportation investment decisions at all levels of government. The state plan has identified "Corridors of Highest Significance" along with general policy strategies, but has not programmed any specific projects or funding. The plan is flexible to accommodate the rapidly changing transportation demands of its citizens operating in a competitive global economy.

MDOT extended its State Long Range Plan, or MI Transportation Plan (MITP) to 2040. Public meetings were held to determine that the assumptions in the plan were consistent with the public's perception. As a result of these meetings, MDOT developed the following long range vision for the state's transportation system:

*"MI Transportation Plan focuses on the important link between transportation and Michigan's economic vitality and quality of life. It presents options to achieve Michigan's goals for the future by providing an efficient, integrated transportation system."*

### Goals & Objectives

The transportation planning process historically defines goals and objectives, identifies problems, generates and evaluates alternatives, and develops short and long term plans. The goals and objectives identified in the prior year's MITP continue to reflect the public's vision for Michigan's transportation system and are reaffirmed in 2040 State Long Range Plan:

#### Goal 1. System Improvement

Modernize and enhance the transportation system to improve mobility and accessibility.

**Figure 5-1**  
**Michigan's 2040 State Long Range Transportation Plan**



## Goal 2. Efficient and Effective Operations

Improve the efficiency and effectiveness of the transportation system and transportation services and expand MDOT's coordination and collaboration with its partners.

## Goal 3. Safety and Security

Continue to improve transportation safety and ensure the security of the transportation system.

## Goal 4. Stewardship

Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.

The state's goals were reviewed and are consistent with those included in the JACTS 2045 Long Range Transportation Plan.

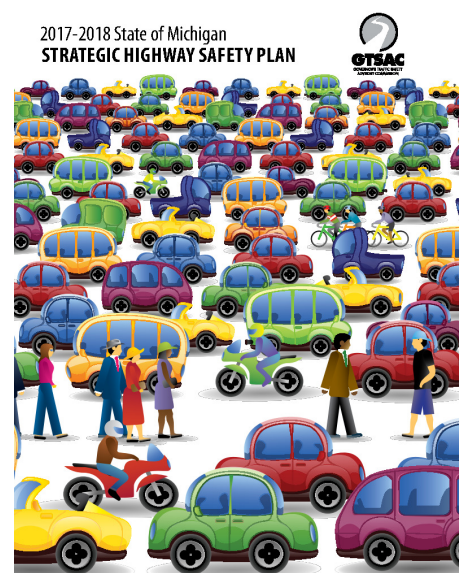
In the 2040 MITP, MDOT has identified nineteen multi-modal corridors statewide as "Corridors of Highest Significance" including the Detroit/Chicago I-94 corridor through Jackson County. Although only broad strategies are identified for this corridor, MDOT has improved several bridges to accommodate future expansion and has other projects on this corridor currently identified in their 5-Year Plan. The Grayling/Jackson and Jackson/Toledo corridors were also mentioned in the Plan. The Grayling/Jackson corridor starts in Grayling, follows I-75 to US-127 through Lansing and ends in Jackson. The Jackson/Toledo corridor starts in Jackson, follows US-127 to US 223 through Adrian to US-23, follows US-23, and ends at the Ohio border.

The Michigan Department of Transportation has stated its continuing commitment to ongoing public involvement in its current planning activities as well as in future MITP updates.

## The 2017-2018 State of Michigan Strategic Highway Safety Plan

The 2017-2018 State of Michigan Strategic Highway Safety Plan (SHSP) was completed by the Governor's Traffic Safety Advisory Commission in 2016. Four emphasis areas were identified with the mission to "Improve traffic safety in Michigan by fostering effective communication, coordination, and collaboration among public and private entities." The overall vision of the document is to work "Toward Zero Deaths on Michigan Roadways" with the specific goal of preventing the state crash fatalities from reaching 967 in 2018 and preventing serious traffic injuries from reaching 4,600 in 2018. Data from the Office of Highway Safety Planning shows an upward trend in fatalities and a downward trend in serious injuries. Deaths in 2015 were up 8.32% since 2011 however, incapacitating injuries were down 14.74% in 2015 since 2011.

Figure 5-2  
The 2017 – 2018 Strategic  
Highway Safety Plan



## **Emphasis Areas and Action Teams**

The 2017-2018 SHSP is focused on addressing four broad emphasis areas: High-Risk Behaviors, At-Risk Road Users, Engineering Infrastructure, and System Administration. Within the emphasis areas, action teams were created to provide targeted guidance on area-specific safety issues. The emphasis areas and action teams are listed below:

- High-Risk Behaviors
  - Distracted Driving
  - Impaired Driving
  - Occupant Protection
- At-Risk Road Users
  - Commercial Motor Vehicle Safety
  - Pedestrian and Bicycle Safety
  - Senior Mobility and Safety
  - Drivers Age 24 and Younger
- Engineering Infrastructure
  - Traffic Safety Engineering
- System Administration
  - Traffic Incident Management
  - Traffic Records and Information Systems

## **Strategies**

Strategies have been outlined for each action team. Some strategies that are pertinent to the Jackson MPO are identified below:

- Support public information and education campaigns regarding all action teams
- Evaluate the effectiveness of occupant protection programs.
- Identify and promote the use of best practices when designing and operating facilities.
- Raise awareness of pedestrian and bicycle safety.
- Recognize successful pedestrian and bicycle safety initiatives.

The Region 2 Planning Commission agrees with the data and strategies presented in the 2017-2018 State of Michigan Strategic Highway Safety Plan. For more information and a full list of strategies please refer to the 2017-2018 State of Michigan SHSP.

## **2017 Regional Transportation Safety Plan**

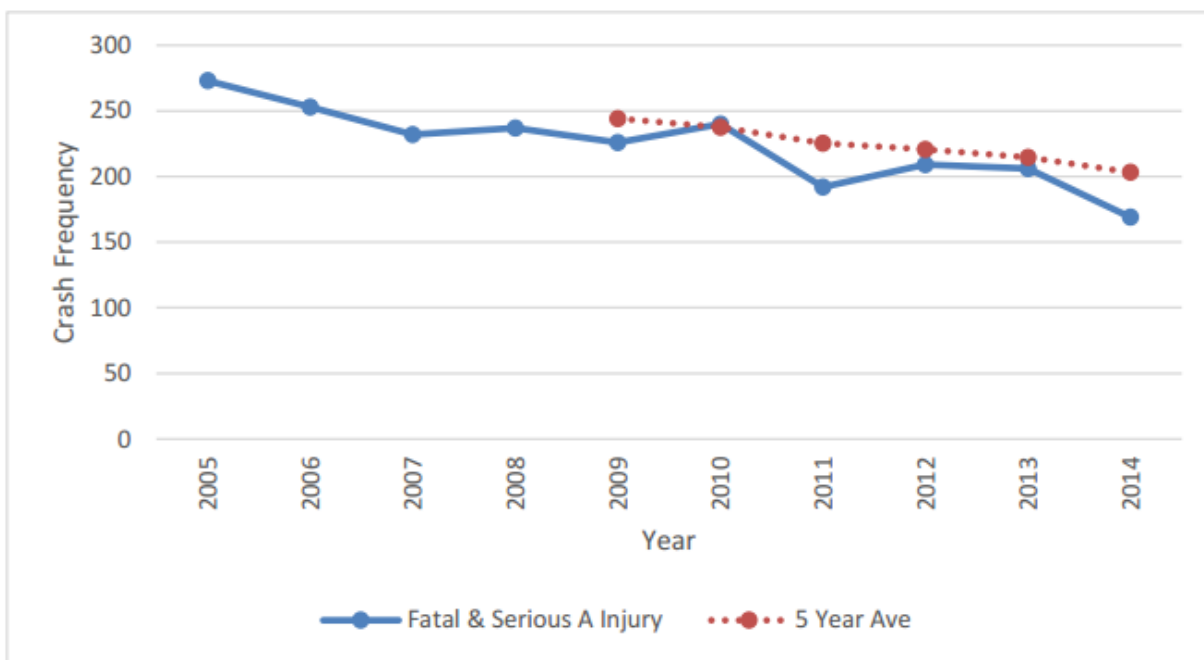
The overarching goal of the Regional Transportation Plan is the reduction of fatal and serious injury crashes within Hillsdale, Jackson, and Lenawee Counties which form the

region boundaries. The vision and mission of the plan are guided by the SHSP and are as follows: “Move towards zero deaths” and “Improve traffic safety on local roads by fostering improved safety, communication, coordination, collaboration, and education within the three counties.”

Three goals were created based on crash history data in the region and concerns raised by local stakeholders:

- Identify three safety partners to increase awareness.
- Reduce traffic fatality crash rates per 100 million vehicle miles travelled (MVMT) from .0035 in 2015 to .0026 in 2025.
- Reduce serious traffic injury crash rates per 100MVMT from .0148 in 2015 to .0081 in 2025.

**Figure 5-3**  
**2017 Regional Safety Plan’s Region’s Historic Fatal & Serious Injury Crash Frequencies**



The plan identifies six emphasis areas: at-risk driver age groups, driver behavior, impaired drivers, intersection related, non-motorized, and single vehicle crashes. The emphasis areas and guidance from stakeholders were used to categorize practical treatment strategies for addressing the identified target crashes. Strategies were identified for each emphasis area. The document is intended to provide guidance to local agencies regarding local areas of concern.

## **Jackson Traffic Safety Program**

The Region 2 Planning Commission administers the Jackson Traffic Safety Program (JTSP) which is funded through a portion of district court costs on paid citations as well as through the Office of Highway Safety Planning. The purpose of the JTSP is to reduce the impact of traffic crashes in the County by increasing occupant protection through education and enforcement, reducing incidents of impaired and distracted driving, reducing the number and severity of all traffic-related crashes, providing safety education and training programs, and promoting and encouraging cooperative efforts among all agencies. JTSP has been committed to identifying issues and improving traffic safety awareness and education in Jackson County. With the funding provided, numerous programs are funded annually that address the emphasis areas, action teams, and strategies stated in the Jackson Traffic Safety Program Policies. In 2017, grants totaling \$135,555 (\$45,272 in JTSP funds) were awarded to the following agencies:

- **Blackman-Leoni Department of Public Safety and Jackson County Office of the Sheriff (\$2,400):** In cooperation with other county enforcement agencies, the Safe Communities Program aggressively enforces impaired driving and occupant restraint usage.
- **Family Services and Children's Aid (\$2,480):** Utilizes strategies that are proven to reduce recidivism, strengthen family communication, and reduce adolescent alcohol and other drug use.
- **Jackson County Health Department (\$18,600):** Provide funding for Safetyville, Underage and Distracted Driving Programs, and the Infant and Child Car Seat Program for low-income families.
- **Jackson County Office of the Sheriff (\$4,042):** Provide funds for software upgrades and maintenance for the county-wide E-Ticketing program.
- **Springport Township Police Department (\$3,100):** Enforcement at high crash locations, impaired driving enforcement, and education.

The projects are a vital asset to the region, and support the mission, vision, and goal of the JTSP.

The Jackson Area Transportation Authority does not currently have a safety plan.

The 2017 Regional Transportation Safety Plan and Jackson Traffic Safety Program demonstrate coordination with the State's 2017-2018 State of Michigan Strategic Highway Safety Plan through alignment of goals and the funding of safety programs.