

# ROAD SAFETY AUDIT PRELIMINARY FINDINGS MEETING



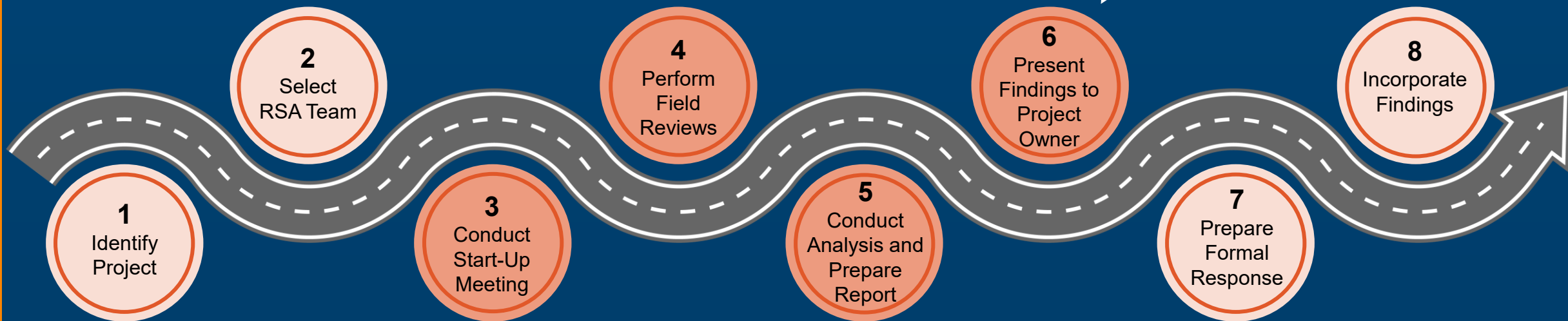
Rawsonville Road from  
Martz Road to .38 miles North of Textile Road

June 1, 2026

# Introductions

- Lia Michaels, PE, PTOE, RSP1, Associate
- Sarah Plumer, PTP, Planning Manager
- Austin Detweiler, Graduate Engineer

# Road Safety Audit Process



# Study Limits of Rawsonville Road

Martz Road

Blackmore Ave

Textile Rd



Martz Road

Capitol Dr

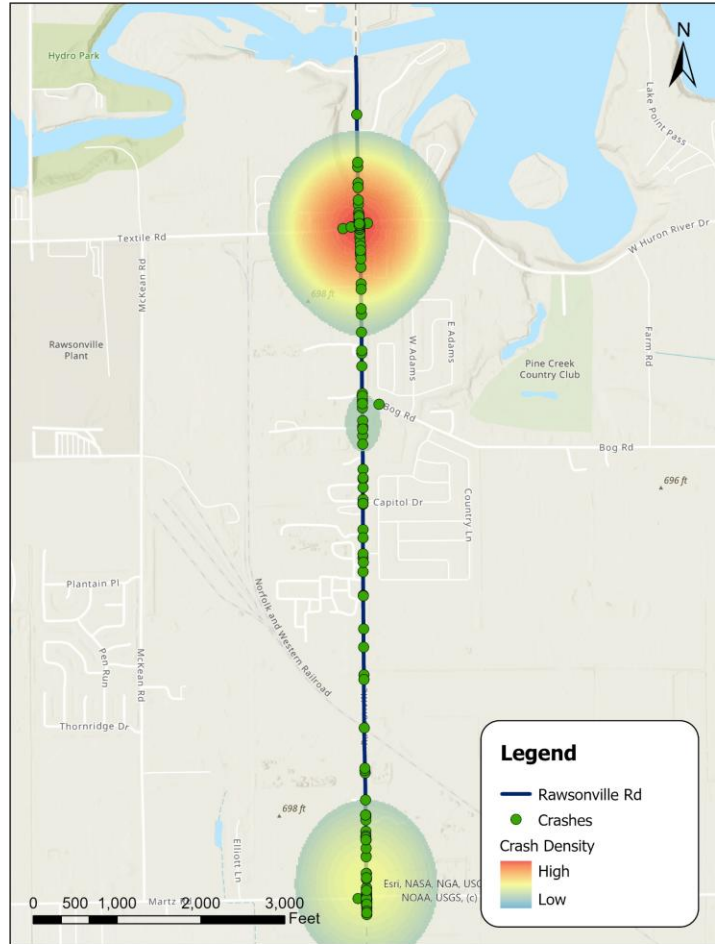
Presidential Dr

Bog Rd

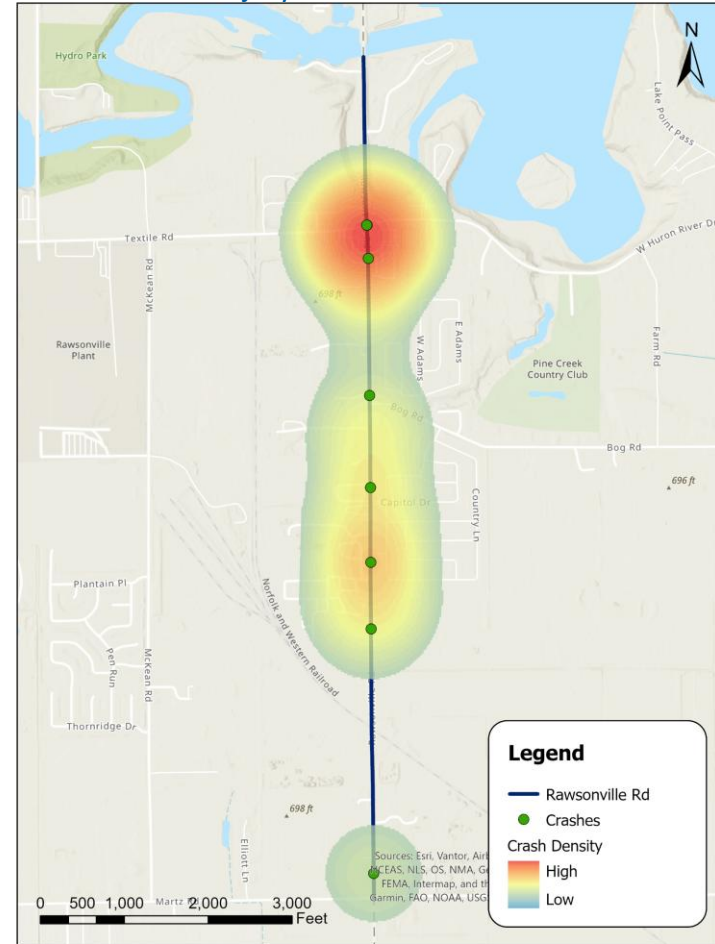
Huron River Dr

# Crash Data (2021-2025)

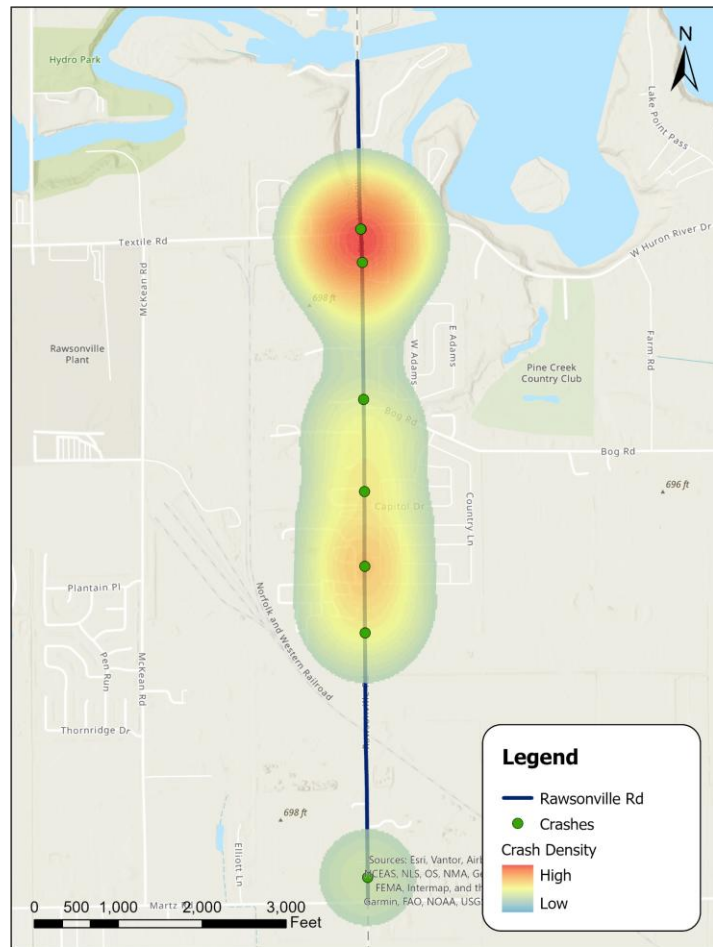
All Crashes



Fatal and Serious Injury Crashes



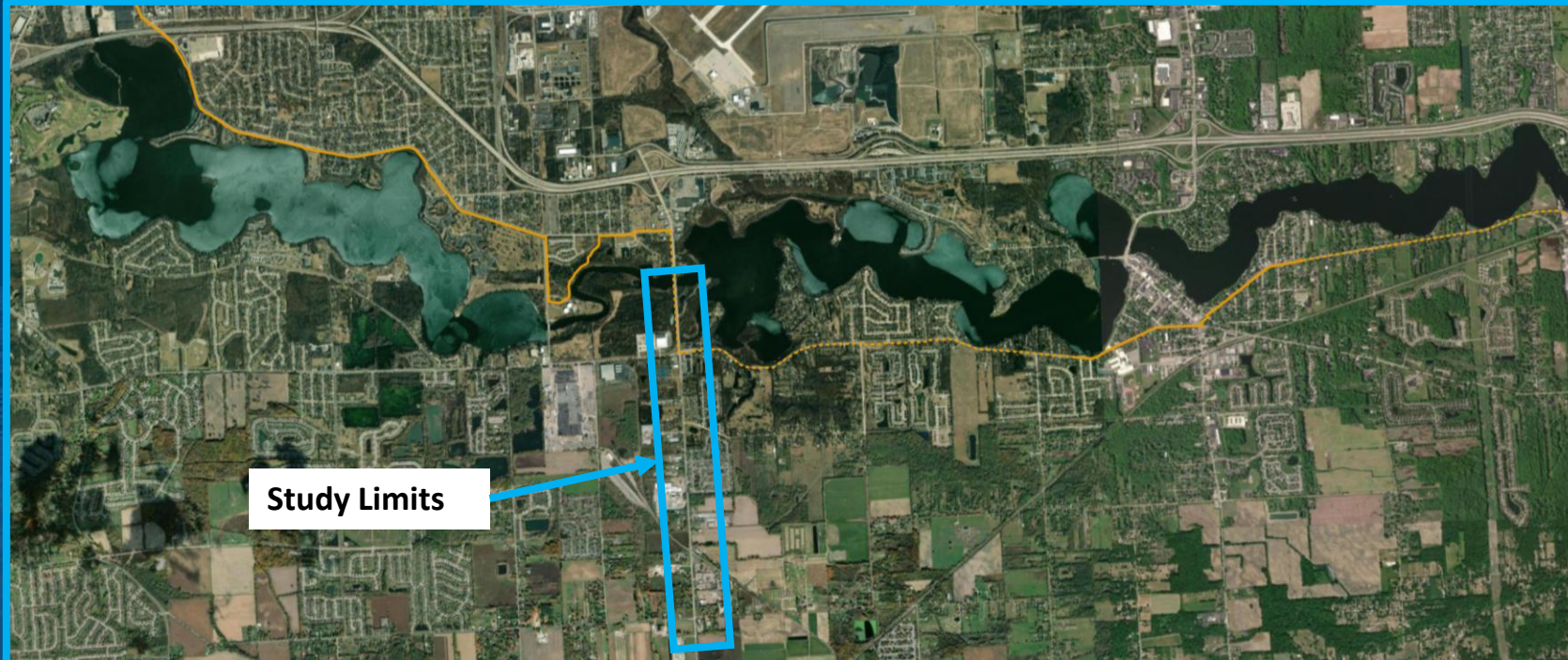
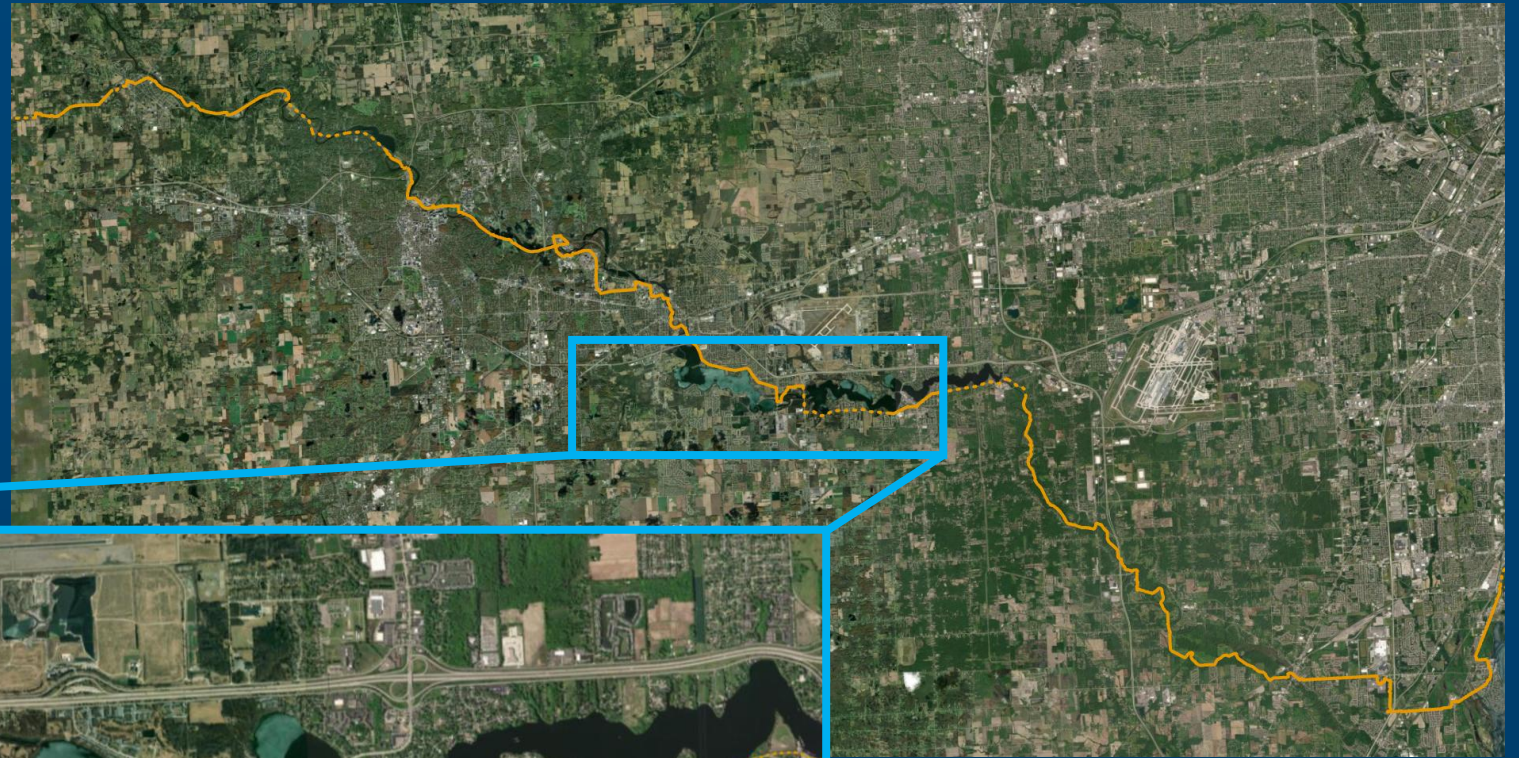
# Fatal & Serious Injury Crashes (2021-2025)



- Level A: Left turn failed to yield to oncoming traffic; left turn head on
- Fatal: Impaired driver ran a red light; angle
- Level A: Right turn out of driveway failed to yield to oncoming traffic; sideswipe same
- Level A: Failed to stop for traffic turning left, swerved into oncoming traffic; head on
- Level A: Improper passing maneuver; struck utility pole
- Level A: Improper passing maneuver; head on crash
- Fatal: Impaired driver crossed the centerline; head on crash
- Level A: Motorcycle failed to stop; rear-end crash

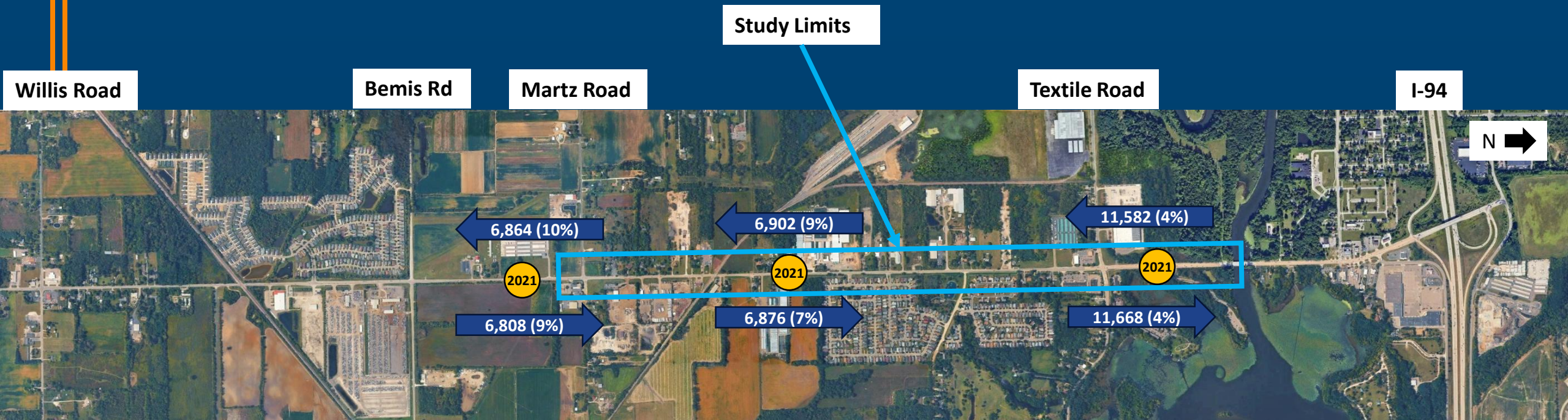
# Iron Belle Trail

-Michigan DNR GIS

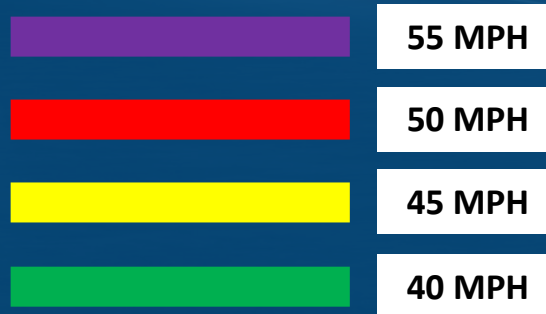
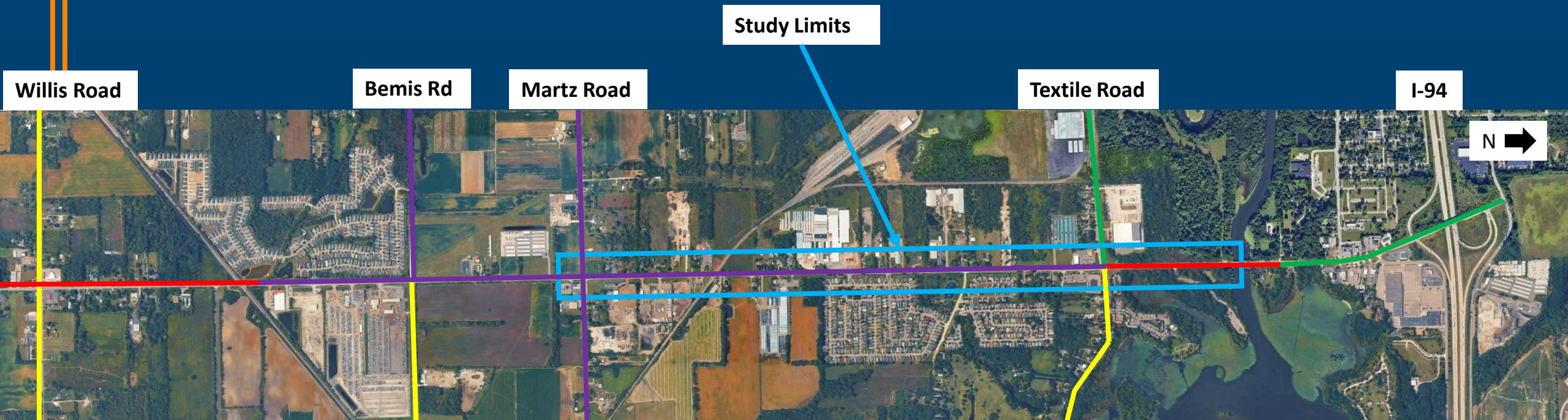


	Existing
	Proposed

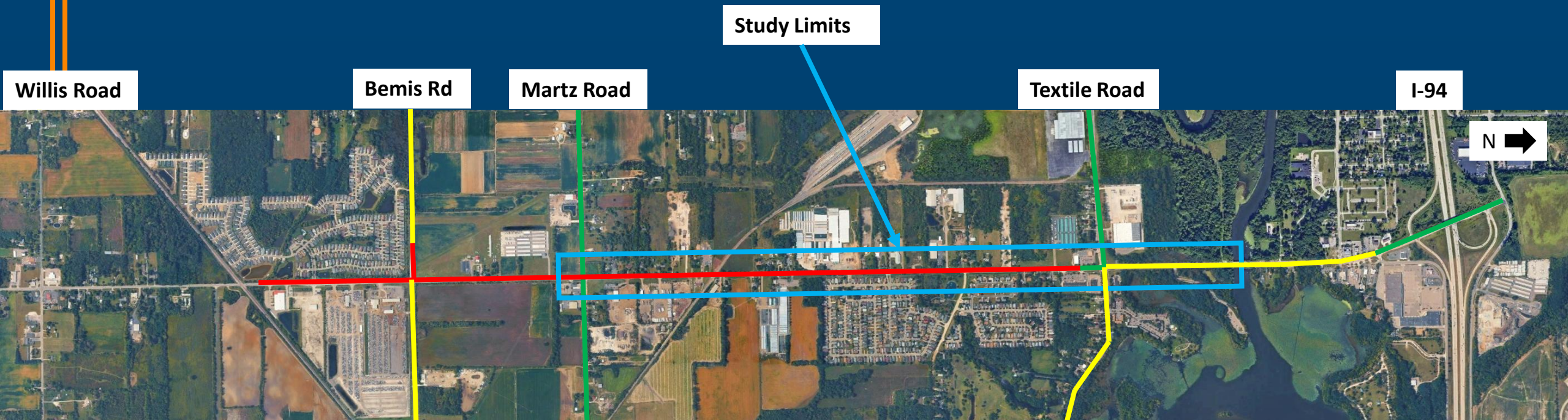
# Traffic Counts (MDOT, 2021)



# Speed Limits



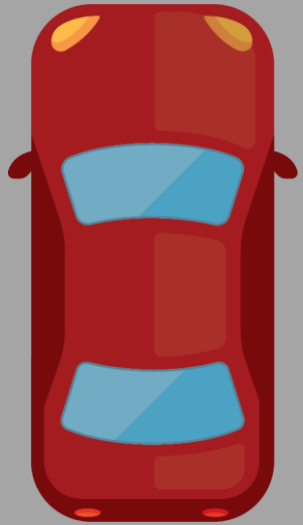
# PASER Rating (SEMCOG, as of 2025)



# Positive Observations

- Lighting present at railroad crossings, private roads, some business driveways
- Signal backplates and partial box span at Martz Rd
- Lane use control signs at signalized intersections
- Some sidewalk, crosswalk markings, and sidewalk connections





# LONG TERM RECOMMENDATIONS

# Rawsonville Rd Corridor

- Issue: Vehicles turning left from Rawsonville Rd impede traffic while waiting for gaps
  - This prompts driver to undertake illegal/dangerous passing maneuvers on shoulders or across solid yellow lines to pass turning vehicles
  - Leads to unexpected stops on a high-speed roadway
  - High concentration of driveways

At least 11 crashes (1 Serious Injury) related to left turns on two lane section of Rawsonville Rd



# Rawsonville Rd Corridor (cont.)

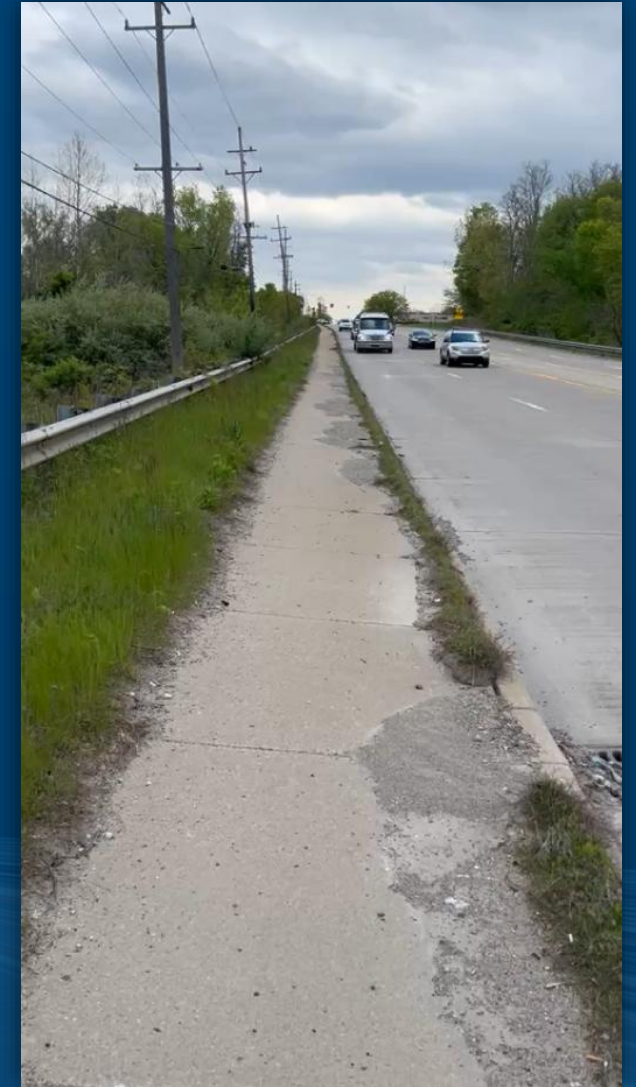
- Recommendation: Add center two-way left-turn lane to Rawsonville Rd
  - Dedicated space for vehicles to wait for traffic to clear before making turn
  - Removes turning vehicles from travel lane, reducing congestion



FREQUENT	C	D	E	F
OCCASIONAL	B	C	D	E
RARE	A	B	C	D
	NEGLIGIBLE	LOW	MEDIUM	HIGH

# Non-Motorized

- Issue north of Textile Rd: Sidewalk is not comfortable for non-motorized users
- Issue south of Textile Rd: lack of non-motorized facilities
  - Pedestrians and bicyclists are forced to walk and bike on the road, on the shoulder, or in the grass

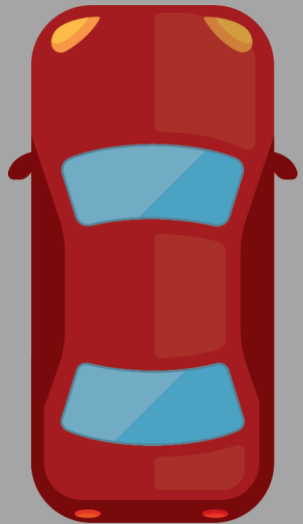


# Non-Motorized (cont.)

- Recommendation north of Textile Rd:  
Add buffer between vehicular traffic and sidewalk
- Recommendation south of Textile Rd:  
Add a 10' shared use path on the east side of Rawsonville Rd
  - Enhances accessibility



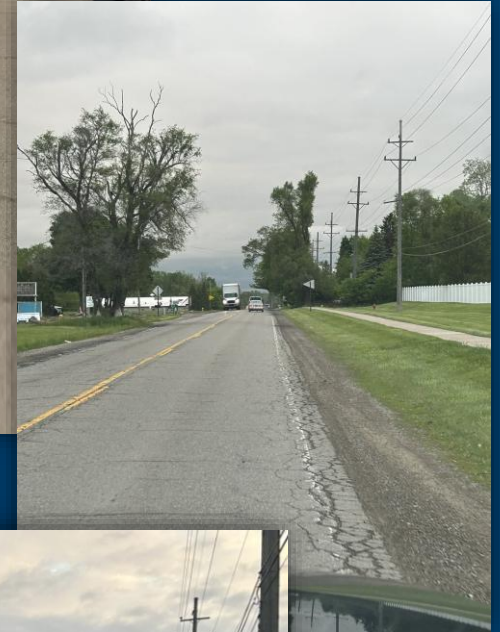
FREQUENT	C	D	E	F
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# MEDIUM TERM RECOMMENDATIONS

# Pavement Condition

- Issue: Pavement Condition
  - PASER Rating 2 (POOR) on most of study area
  - Deteriorated shoulders and edge pavement failure observed
  - Water pooling and drainage issues
  - Instances of swerving to avoid potholes
  - Poor pavement marking adherence to road surface, leading to reduced visibility



# Pavement Condition (cont.)

- Medium Term Recommendation: Reconstruct road with paved shoulders
- Short Term Recommendation: Spot repairs, gravel shoulder upgrades, refresh pavement markings



FREQUENT	C	D	E	F
OCCASIONAL	B	C	D	E
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# Rawsonville Rd at Textile Rd

- Issue: Outdated signal, lack of non-motorized facilities

- Red light running

At least 11 crashes (1 Fatality) related to red light running from 2021-2025

- Lack of left turn phasing

At least 18 crashes (1 Serious Injury) related to left turns failing to yield from 2021-2025



# Rawsonville Rd at Textile Rd\*

## (cont.)

\*Wayne County applied for funding to modernize this signal as part of the FY 2028 HSIP funding cycle.



- Recommendation: Modernize
  - Box span design
  - Signal backplates
  - Left turn FYA signal heads with detection and dedicated phase
  - Intersection lighting
  - Dilemma zone detection
  - ADA compliant sidewalk, sidewalk connections, and continental crosswalk pavement markings
  - Pedestrian countdown signal heads and pushbuttons

FREQUENT	C	D	E	F
OCCASIONAL	B	C	D	E
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# Rawsonville Rd at Martz Rd

- Issue: Outdated signal, lack of non-motorized facilities

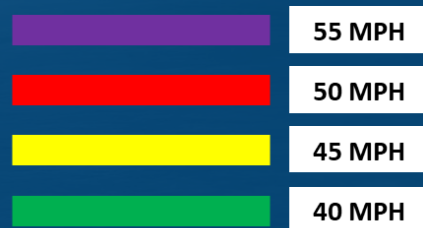
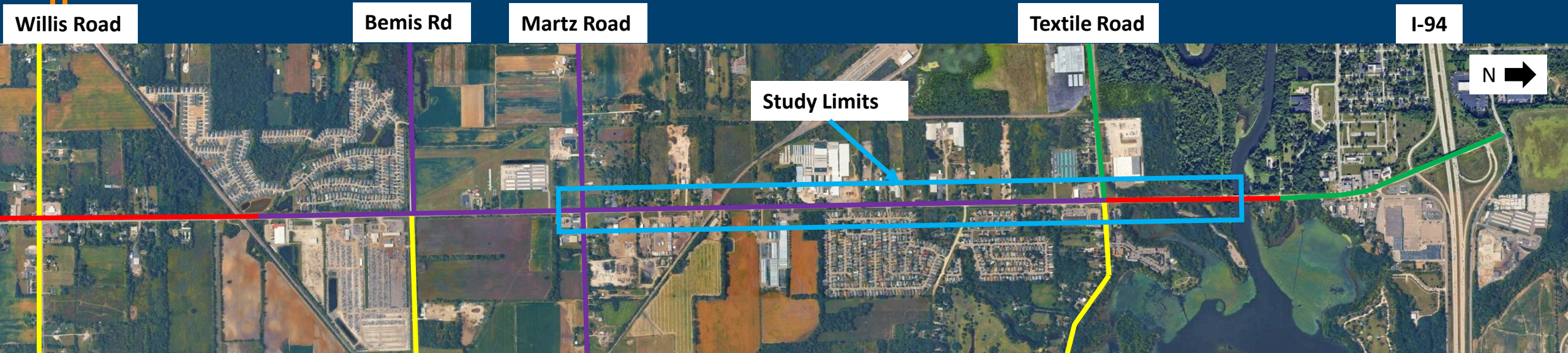
22 rear end crashes (1 Serious Injury) from 2021-2025





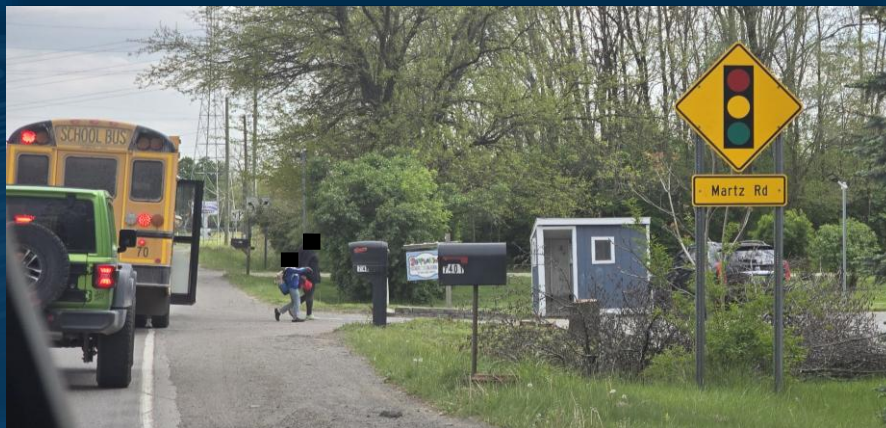
# Speed

- Issue: Inconsistent speed limits
  - From I-94 to Willis Rd (~4mi), the speed limit changes 3 times

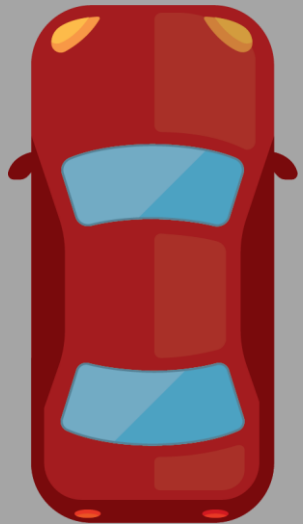


# Speed (cont.)

- Recommendation: Design corridor for consistent speed limits
  - Explore designing potential three-lane section for a 45 MPH speed limit
  - Ensure speed limits match the context of the road



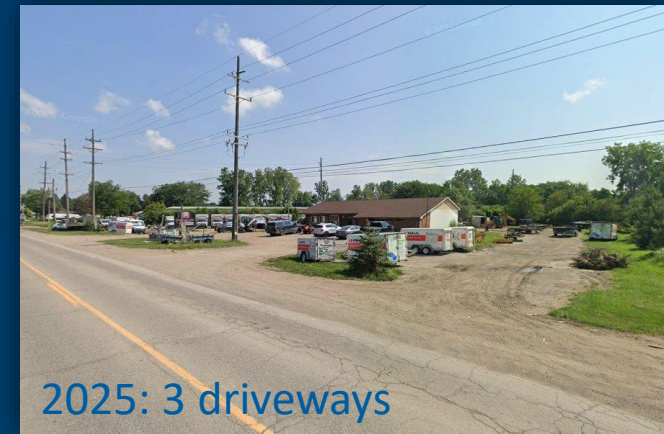
FREQUENT	C	D	E	F
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# SHORT TERM RECOMMENDATIONS

# Access Management

- Issue: Number of driveways
  - Driveway Count:
    - Martz Rd to Railroad: 17
    - Railroad to Bog Rd: 26
    - Bog Rd to Textile Rd: 20
    - Textile Rd to 0.38mi North of Textile Rd: 2
- The whole corridor (~1.9mi) has 34 driveways/mi
  - Martz Rd to Textile Rd (~1.5mi), has 42 driveways/mi
- Some homes and businesses have multiple driveways
- Land for sale in the area will lead to more driveways on this corridor



# Access Management (cont.)

- Short Term Recommendation: Ensure best access management practices are being followed during the site plan review process
- Medium Term Recommendation: Pave driveway aprons

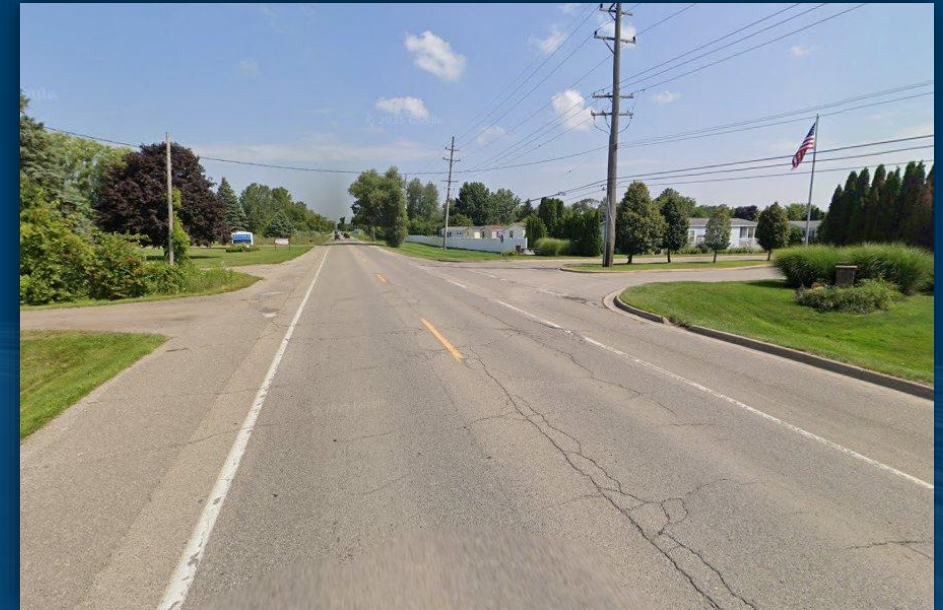


FREQUENT	C	D	E	F
OCCASIONAL	B	C	D	E
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# Passing Zones

- Issue: Passing is allowed on some stretches of the corridor
  - High number of driveways and turning movements
  - Dangerous passing maneuvers observed more than once
  - Passing is allowed through some unsignalized intersections

At least 12 crashes (2 Serious Injuries) related to passing from 2021-2025



# Passing Zones (cont.)

- Short Term Recommendation: Remove passing zones and associated signage from Textile Rd to Martz Rd
- Medium Term Recommendation: Install centerline rumble strips and edgeline rumble strips
- Long Term Recommendation: Install center two-way left-turn lane

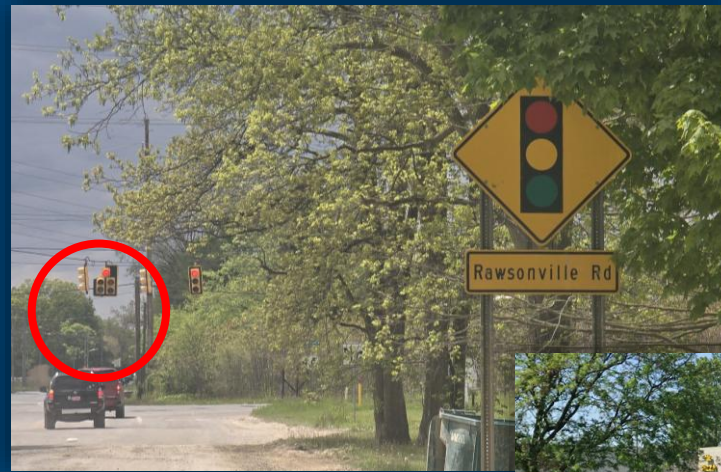


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# Signing/Visibility

- Issue: Visibility
  - Cracked backplate, missing signal lens cap, obscured signs, low retroreflectivity
- Issue: Placement of signs and sign types
  - ENDS plaque on speed limit sign
  - Lane ends merge left sign should be 885' in advance of merge at 50 MPH. Only 425' currently

At least 3 crashes related to this merge from 2021-2025



# Signing/Visibility (cont.)

- Recommendation: Ensure traffic control devices and signs are visible to road users
- Recommendation: Ensure compliance with MMUTCD and the best signs are used for the situation
  - Replace W3-3 signs with D3-2 signs
  - Remove speed limit ends plaque, put up speed limit 55 MPH signs
  - Add additional lane ends merge left warning sign and merge pavement markings



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OCCASIONAL	B	C	D	E
RARE	A	B	C	D
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# Guardrail

- Issue: Guardrail is in need of maintenance
- Recommendation: Inspect and bring all guardrail up to compliance

FREQUENT	C	D	E	F
OCCASIONAL	B	C	D	E
RARE	A	B	C	D
	NEGLIGIBLE	LOW	MEDIUM	HIGH



# Long Term Recommendation Summary

- Widen Rawsonville Rd and add center two-way left-turn lane
  - Reconstruct road, improve drainage, and provide paved/concrete driveway aprons
- Install 10' shared use path along Rawsonville Rd
- Add buffer between existing non-motorized path and traffic lanes
- Reevaluate land use/zoning during master plan process

# Medium Term Recommendation Summary

- Conduct mill and overlay treatment, improve drainage
- Modernize signal at Textile Rd
- Upgrade signal at Martz Rd
- Re-evaluate corridor speed limits
- Provide paved/concrete driveway aprons
- Install centerline rumble strips and edgeline rumble strips

# Short Term Recommendation Summary

- Spot repairs, gravel shoulder upgrades, refresh pavement markings
- Eliminate passing zones
- Repair broken signal heads and signal backplates
- Conduct foliage trimming where signs are obscured
- Ensure signs, sign spacing, etc. are MMUTCD compliant
- Repair guardrail
- Ensure best access management practices are being followed during the site plan review process
- Increased public safety presence

# Next Steps

- Website to go live to collect public input on study area
- HRC to prepare report with cost estimates and benefit cost analyses
- WCRC to explore opportunities for future construction funding

# Contact Information

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