

# Covered Bridge Phased Strike Solutions

## ***Introduction***

As a way of making the previously discussed strike mitigations more actionable, the most promising ideas have been grouped into phases. The initial phase contains the easiest/cheapest/least intrusive/best value ideas and the latter phase contains the more costly and intrusive (and perhaps most effective) measures. This would support an approach of implementing only as much as was necessary to achieve an acceptable strike level.

## ***Goal***

The strikes per year incurred on the old bridge cover would seem to be a reasonable goal for the new cover. That number is thought to have been 4-6 strikes per year, at a maintenance cost to the village of approximately \$10,000 to \$15,000 per year. A number lower than that may certainly be worth pursuing.

## ***Phase One Ideas***

A1) Designate Robert Parker Coffin Road from the cross roads to 53 as LOCAL USE ONLY. Inform GPS navigation providers of the change. This will prevent GPS systems from routing through traffic over the bridge – it is thought GPS systems won't use a LOCAL USE ONLY road unless the destination is on the LOCAL USE ONLY section of the road. This type of through traffic is responsible for all of the strikes to date on the new bridge. While traffic designations like this are somewhat vague and difficult for police to enforce, the intent here is simply to change GPS routing. Lack of enforceability should not be an issue. This type of physically posted traffic restriction is the most effective way of changing the GPS routing.

A2) Rethink the signage on the bridge approach from scratch. Rid the area of visual clutter and low priority signage. Include signage regarding video surveillance and \$2000+ fines. Consider a fake traffic camera. Consider a flashing red light addition to the stop signs, if it can be done with blinders or shields in a way to not impact neighboring properties.

A3) Score rumble strips into the pavement on both approaches to the bridge to raise driver awareness.

A4) Install a "your speed is" sign on the church side of the bridge (perhaps just past the church), to instill a caution into drivers approaching the bridge and downtown pedestrian area.

A5) Arrange for video surveillance of bridge strikes. Track information about the incidents, either by including this aspect in the arrangement, or by making the video public so the community can perform that function. Key tracking information includes vehicle type, direction, speed, routing decision (driver vs GPS), route frequency (local driver vs. new to the area), law enforcement outcome, and insurance outcome.

A6) Adopt a formal policy on when strikes are pursued with law enforcement and when they are not. Communicate this to the officers frequenting Long Grove.

A7) Redesign the wooden structure in the strike zone to be quicker and cheaper to repair after a strike. Most strikes to date seem to have been below the steel, but above the wooden trim.

### ***Phase Two Ideas***

B1) Install a laser height detection mechanism on the approach to the bridge. Have it trigger a “railroad style” flashing light when tripped, and also a “trucks must turn arrow”.

B2) Integrate a flashing mechanism into the bridge itself, if it can be done without affecting the appearance too drastically – for example LED light strips, or recessed lights of some type. This could be implemented on the downtown side first for a period of time to evaluate its effectiveness, before proceeding to church side implementation.

### ***Phase Three Ideas***

C1) Replace the stop sign with a stop light on each side of the bridge to enforce the “one vehicle at a time”. Integrate this with the laser height detection to force over-height vehicles to turn. Integrate a railroad style crossing gate which would lower for an over height vehicle. The crossing gate itself could have “must turn” verbiage and arrows on it.

### ***Phase Four Ideas***

D1) Add a physical steel barrier on the approach to the bridge. Consider a resettable design to minimize road closure time and maintenance cost when it’s struck.

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