

**MIAMI VALLEY REGIONAL PLANNING COMMISSION
TECHNICAL ADVISORY COMMITTEE
APRIL 19, 2018
MINUTES**

Ed Amrhein, Beaver Creek Township
Paul Arnold, MVRPC
Scott Boyer, ODOT District 7
James Brinegar, City of Centerville
Joe Brzozowski, City of Dayton
Michael Busse, Village of Covington
Dan Casson, Municipality of Carlisle
Ken Collier, Greene County Transit
Barry Conway, City of Franklin
Bradley Daniel, MVRPC
Chad Dixon, City of Springboro
Joe Espezage, CT Consultants
Vanessa Glotfelter, Barge Design
Alexandra Growel, MVRPC
Paul Gruner, Montgomery County Engineer
Jay Hamilton, Mead & Hunt
Mike Hammes, City of Moraine
Amy Havenar, City of Piqua
Brianne Hetzel, ODOT District 8

Mary Hoy, ODOT District 7
Paul Huelskamp, Miami County
Martin Kim, MVRPC
Kim Lahman, MVRPC
Aaron Lee, MVRPC
Matthew Lindsay, MVRPC
Roy Mann, Jefferson Township
Brian Martin, MVRPC
Jeff Moorman, City of Beaver Creek
Don O'Connor, City of Fairborn
Patrick Plews, Woolpert
Ana Ramirez, MVRPC
Chris Snyder, Miami Township Mont. Co.
Keith Steeber, City of Dayton
Traci Stivers, Franklin Township
Denise Swinger, Village of Yellow Springs
LeeAnn Treffinger, MVRPC
Rob Uhlhorn, MVRPC
Larry Weissman, Montgomery County

I. INTRODUCTION

Chairperson Paul Gruner called the meeting to order. Self-introductions were made.

II. APPROVAL OF FEBRUARY 15, 2018 MEETING MINUTES

Mr. Casson made a motion to approve minutes. Mr. Conway seconded. The motion passed unanimously.

III. Public Comment Period on Action Items

None

IV. MPO (METROPOLITAN PLANNING ORGANIZATION) ACTION ITEMS

**A. Recommended Adoption of Amendment to MVRPC's SFY2018-2021
Transportation Improvement Program (TIP)**

Mr. Arnold referred to a memo on page 4 of the mailout explaining that numerous modifications such as cost adjustments, changes in project timeline and programming new projects, done by MVRPC, ODOT, Greene CATS and GDRTA, has resulted in the need for a TIP amendment. He referred to the project tables for each county, as well as the statewide line item projects on page 20 and minor adjustments made on the Greene CATS and GDRTA transit tables on pages 24 and 25.

Mr. Arnold stated that staff does recommend adoption of this TIP amendment, and referred to a resolution on page 30 of the mailout. Mr. Huelskamp made a motion to recommend adoption. Mr. Amrhein seconded the motion. The motion passed unanimously.

V. INFORMATION ITEMS

A. SFY 2018 Regional Safety Analysis Update

Mr. Lee stated the purpose of the safety analysis is to monitor crash trends during the 3-year period of 2014-2016. Mr. Lee stated the goals of the crash analysis which are (1) determine if the number of crashes has increased or decreased; (2) locate high crash areas with the higher number and greater severity of crashes; and (3) identify ways of making road improvements to improve safety. Mr. Lee also stated the steps to obtaining the data

Mr. Lee stated there are approximately 58,581 total crashes in the 3-year period of 2014-2016. Out of the total number, around 42,700 were damage only or PDO with at least \$1000.00 minimum damage cost. Mr. Lee state 15,700 were injury causing crashes and 205 were fatal. Mr. Lee stated 35% of the 205 fatal crashes involved alcohol. Mr. Lee stated a crash occurs every 27 minutes on average in our region and a fatal crash occurs every 5 days.

Mr. Lee referenced a graph that showed a 24% increase in fatal crashes from 2013 to 2016, highlighting how the numbers were lowest in 2013 and increased to 20,800 by 2016.

Mr. Lee compared the Miami Valley vs. the State vs. the National average using the crash rate: crashes per miles vehicle traveled. Mr. Lee stated the Miami Valley is above the National Average but below the Ohio Average.

Mr. Lee stated of the 58,581 crashes, only 44,465 crashes are on the Regional Roadway Network, focusing on the functional classified roads. Mr. Lee gave a breakdown of types of crashes in our network: Rear-end crashes were at 33% with Angle and Fixed Objects at 19% and 17%. The top contributing causes of these crashes were: 32% following too close, 17% failure to control and 16% failure to yield. Mr. Lee stated these top causes represent $\frac{3}{4}$ of all crashes in the 3-year period.

Mr. Lee stated the definition of a serious crash is an incapacitating injury or a fatality. There were 1,480 severe/serious crashes in our Regional Road Network. Of those, 1,275 were incapacitated and the remaining 205 were fatalities as mentioned earlier. 26% of crashes that led to serious injury or fatality were fixed object crashes. Failure to control was the top contributing factor, representing 64% of fixed object crashes.

Mr. Lee stated youth ages 16 to 25 were the most involved in crashes representing 40%, the highest of all age groups. Mr. Lee stated bicyclist and pedestrians were among the most vulnerable groups of road users. 1.5% of all crashes involved a cyclist or pedestrian while 18% of all fatal crashes involve a cyclist or pedestrian. Failure to yield was a top contributing factor accounting for 35% of all bike/pedestrian crashes.

Mr. Lee explained the process for identifying high crash locations in the Regional Road Network. A location must have at 10 crashes within a 3-year period to be ranked and have high crashes or

severe crashes. 362 high crash locations were identified across the region and are shown on the map.

Mr. Lee stated MVRPC will continue to complete the crash data analysis every three years. The next will be 2017-2019 and will also provide assistance to jurisdictions applying to safety programs such as Safe Routes to School.

Mr. Lee asked if there were any questions. Mr. Huelskamp asked what constitutes low, medium and high and Mr. Lee answered and Ms. Ramirez expanded the answer.

B. Miami Valley Trails Survey Results

Mr. Lindsay talked about last year's Trails User Survey and that this is the third survey since 2009 and are done every four years. It was initiated to meet a goal for comprehensive local region for bikeways plan in 2008. It's also used as an objective to get a better sense of trail use, behavior and trail activity.

Mr. Lindsay showed a slide breaking down the responsibilities between MVRPC and trail managing agencies. Mr. Lindsay also showed a map of survey locations from 2017 showing this was the most counties that ever participated and it was most surveyed locations indicating this is a growing project with a continued commitment and interest.

Mr. Lindsay stated an online survey was attempted in order for trail users to use while on a trail. The paper survey was still available but the hope was to cut down on data entry needed and data entry errors. The total online surveys were 305 while paper was 865 showing the public preferred paper.

Mr. Lindsay stated handouts were given (survey infographics) to place in offices for the public. A full report is downloadable from the MVRPC website or if interested in the raw data, Mr. Lindsay stated he could send an excel spreadsheet.

Mr. Lindsay showed a slide indicating 83% walk trails close to home or in their home county, 1 in 6 are from outside the region and the overall survey shows similar results as previous surveys. An example would be that 70% use the trails at least once a week, 70% use the trails for more than one hour and the number one reason is still "health and exercise". Mr. Lindsay stated that people who are part of clubs are using the trails more.

Mr. Lindsay stated that new questions were added to the survey like "how did you get to the trails today?", and "how many people were in your group?" Mr. Lindsay was pleased with the results and user satisfactions remains high at 93%. Mr. Lindsay stated a new analysis for perception of safety and security between genders was done and found there was no difference.

Mr. Lindsay stated part of the survey's purpose is to measure economic activity that can be attributed to trails. A series of questions are given to determine what is being purchased for the trails such as hard goods (gym shoes, bikes) and consumables on the day of their trip. Based on a formula by the National Rails-to-Trails Coalition combined with other factors, amounts to about \$13.5 million in economic activity annually, region-wide and similar to previous years.

Mr. Lindsay stated there were demographic questions that were asked. New questions such as household income and race were added. Mr. Lindsay stated zip codes were used mostly to assign the survey to a particular county by home county. Mr. Lindsay refers to the graphs showing much of the trail use is local: 4 - 5 are from within the region; 1 in 6 coming from outside of the seven counties and one outside 100-mile radius that the CVB partners, Convention & Visitors Bureau, say is the distance they assume involves hotel stay. Mr. Lindsay referred to a map that showed where a marketing opportunity is possible in Indiana. Mr. Martin stated that Indianapolis, Muncie and Richmond were clear opportunities.

Mr. Lindsay referred to analyzing age and gender demographic questions. It showed trail users above age 55 had increased to just under 50%, ages under 36 had also grown 21%, the middle-aged trail users shrank and trail users with children went up 12%.

Mr. Lindsay stated there were 61% of male respondents and 38% female respondents. The household income question was most skipped but there was a 79% responding. A majority reported their income range was between \$50,000-\$150,000, 61% above their home county median. The race question showed 91% are white. Of the 7-county general population, 83% are white showing a disproportionate use. Mr. Lindsay stated based on all factors, the typical trail user is a relatively wealthy, older white male. The Trail Managing Agencies are not pleased with this outcome and are committed to tracking in future surveys and changing the outreach to get a more equitable population on the trails.

Mr. Lindsay went through steps to download the full report off the MVRPC website. The past reports are also downloadable and by county. Mr. Gruner asked if there were any questions and thanked Mr. Lindsay.

VI. EXECUTIVE DIRECTOR'S REPORT

Mr. Martin thanked everyone for their presentations and informed everyone that presentations are and will be at the same place as the agenda at mvrpc.org/committee-center. He also thanked everyone for attending the Annual Spring Dinner. Mr. Martin gave a special thank you to the consultants for their sponsorship. MVRPC raised about \$22,000.00 overall with a record registration of 349 and 300 actually attended the dinner. Mr. Martin stated the DDC Fly-In was this week. MVRPC chairs the Transportation and Government Services Committee for the PDAC process. Mr. Martin stated a little concern that transportation and infrastructure were near the end of their presentations when it's known there are only 2 years left on the FAST ACT. We seem to be on the same critical path as other bills with 10-12 continuing resolutions (CR) or extensions to the FAST ACT. Mr. Martin also thanked Mr. Daniel for getting the transportation, government services and other committees organized. Mr. Martin provided a staffing update including a recent departure and new staff coming. Mr. Martin stated the Great Miami Riverway Summit, held at the Dayton Art Institute, had great attendance and gave a reminder of the grants and funding information MVRPC provides each month on our website. Mr. Martin asked if there were any questions.

Mr. Gruner added comments about transportation policy status in Washington.

VII. ADJOURNMENT

Mr. Hammes made a motion to adjourn. Mr. Mann seconded the motion. The motion passed unanimously.