

System Performance Report – Safety Performance Measures

The Fixing America’s Surface Transportation Act (FAST Act) requires state DOTs, transit agencies, and MPOs to establish performance and outcome-based programs in several national priority areas. With respect to safety, states are required to set targets for five performance measures to reduce serious injuries and fatalities in public roads.

In accordance with federal legislation, Ohio used 2007-2016 crash data to calculate historical crash trends and set 2018 targets. Ohio’s targets are based on a 1% annual reduction goal for each of the five safety performance measures. Table 3 summarizes the State’s safety targets for 2018 as well as trends and the impact that a 1% annual reduction goal would have in the MVRPC area.

Table 3 — Impact of Safety Performance Measures in the MVRPC Area

| Safety Performance Measure | Ohio 2018 Target | MVRPC 2007-2016 Trend | MVRPC 2012-2016 Baseline | MVRPC 2018 Target* |
|--|------------------|-----------------------|--------------------------|--------------------|
| Number of Fatalities | 1,051 | 1.39% | 74.0 | 73 |
| Fatality Rate | 0.91 | 1.43% | 0.87 | 0.85 |
| Number of Serious Injuries | 9,033 | -2.14% | 623.6 | 611 |
| Serious Injury Rate | 8.01 | -2.10% | 7.31 | 7.17 |
| No. of Non-motorized Fatalities and Serious Injuries | 840 | -0.65% | 64.2 | 63 |

*MVRPC targets are provided for illustrative purposes, actual progress determination would be made at the State level only.

In November 2017 MVRPC’s Board of Directors adopted a resolution supporting ODOT’s safety performance management targets for the five performance measures outlined in the FAST Act. To aid in meeting those targets, MVRPC continues to plan, program, and fund projects that have a positive impact in achieving the targets outlined in the State’s HSIP report. In December 2019, FHWA will determine whether a State has met or made significant progress toward meeting the 2014-2018 HSIP targets.

MVRPC Safety Planning and Programs

Regional Safety Analysis: Since SFY 2006, MVRPC has updated the Regional Safety Analysis every three years to identify trends and locations with high frequency and severity of crashes. The analysis is presented to the Technical Advisory Committee and the Board of Directors to bring awareness to regional high crash locations and trending safety issues. The top 100 priority segments and intersections are highlighted in a report and multi-cycle repeat locations are further flagged to encourage local jurisdictions to implement safety improvements.

Findings from the Regional Safety Analysis are used during the MVRPC project evaluation process to rank and prioritize funding for future transportation projects, to inform target setting decisions for the safety performance measures, and to decide the topics of upcoming public education safety campaigns. In addition, MVRPC staff will continue to work with regional partners to improve roadway safety by conducting/funding safety studies, providing crash information to local jurisdictions, and attending District Safety Review Team (DSRT) meetings.

Additional information about the Regional Safety initiatives including a [Safety Resources Guide](#) can be found at: <https://www.mvrpc.org/transportation/long-range-planning-lrtp/transportation-safety>

Public Education Safety Campaigns: Recognizing that public education plays an important role in reducing crashes and making the Region's roads safer for all users, MVRPC develops safety materials and educational campaigns to encourage safe behavior and address trending/rising crash types or behaviors. Past materials and campaigns have included, Bike PSAs, Share the Road materials, Street Smart Campaign (aimed at pedestrian safety), and the latest in 2018 focusing on seat belt usage and proper use of child restraints. Links to outreach materials can be found at: <https://www.mvrpc.org/transportation/public-education-campaigns/safety-campaign-2018>

Safe Routes to School: MVRPC staff works to make the commute to school safer and healthier through the Safe Routes to School activities. Examples from the past year include working with the City of Dayton and Dayton Public Schools on their School Travel Plan, to improve priority travel routes for 24 local schools, and classes, such as Girls in Gear, to help middle school girls build skills and create broader transportation options. Staff has also partnered with the Miami Valley Safe Kids Coalition to sponsor bike rodeos and other education events aimed at skill-building and reducing injuries related to wheeled activities. And finally, staff guided the planning and walking audit activities for the Safe Routes to Parks pilot project at Wesleyan MetroPark, in partnership with Five Rivers MetroParks and GDRTA.

Safety Training: MVRPC periodically partners with ODOT and FHWA to host safety-related workshops and training for our members. Past training opportunities have included complete streets, pedestrian safety oriented design, and pedestrian accessibility workshops. In addition, staff regularly attends safety related workshops, lectures, and networking events.

MVRPC Safety Projects

MVRPC prioritizes safety when selecting projects for funding with regionally controlled funds (STP, TA, and CMAQ) by using the findings from the most current regional safety analysis as a criterion in the Project Evaluation System (PES). Projects in areas identified as a safety priority location score higher if the project is expected to have a positive impact in reducing crashes. Examples of these types of projects include turn lane additions and signal improvements. Similarly, if a project is correcting a known design deficiency, it will also receive additional points, even if the area is not currently designated as a priority location, for example adding sidewalks to an area that lacks pedestrian accommodations.

7. Safety/Security: Is the project located in an area that has been identified as a priority location by a state or local report or does the project address a documented design or security deficiency? (Maximum total is 5 points)

Intersection/Segment Crash Priority Ranking See Attachment B.

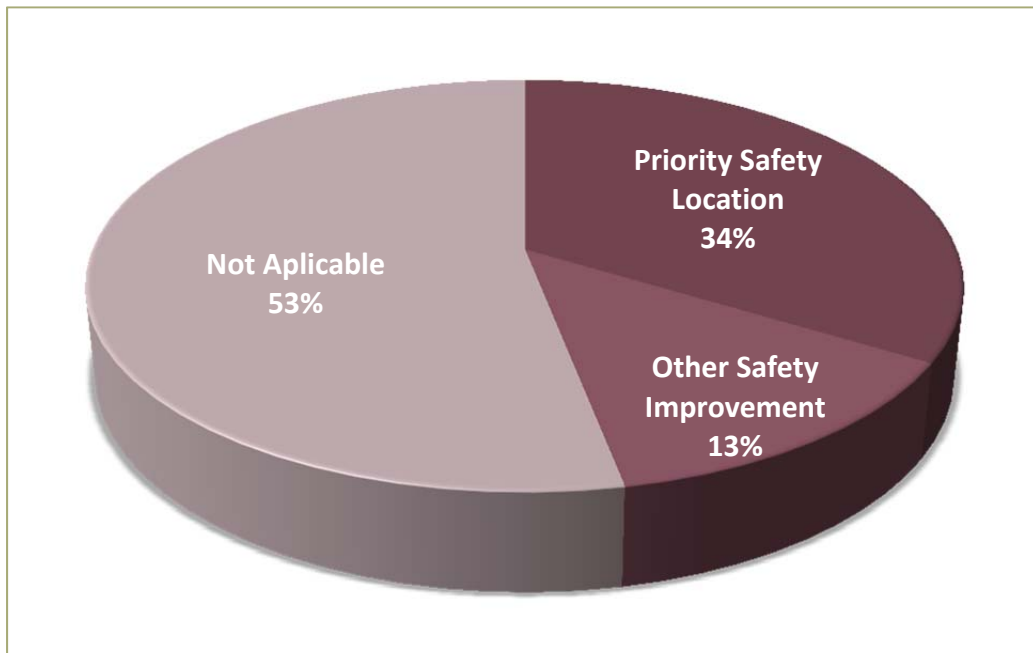
- High (3 points)
- Low (1 point)
- Medium (2 points)
- NA

Address Design or Security Deficiency See Attachment A and B.

- Yes (2 points)
- No (0 point)
- NA

Of the currently active projects (98), funded with STP, CMAQ, and TA funds, between SFY 2019 and SFY 2023, 33 projects address a regional safety priority location. An additional 13 projects are expected to have a positive impact on safety. The total cost of safety improvement projects funded with STP, CMAQ, and TA funds is nearly \$108 million, which includes all phases of the project and all funding sources.

Figure 1 — SFY 2019-2023 Safety Improvement Project Summary (STP, CMAQ, and TA funds)



An additional 17 projects with a total cost of \$47 million are funded with ODOT HSIP funds.