

Welcome!

The OMEGA Regional Safety Plan Workshop
will begin momentarily.

Use the Zoom chat to introduce yourself and say hello!

Please direct all questions throughout the presentation to the Zoom chat.
OMEGA representatives will be monitoring the chat and answering questions.

There will be an additional Open Discussion at the conclusion of the presentation.

For the best experience, please check that your microphone is muted.

Reference the last slide in the presentation for a glossary of frequently used acronyms.



OHIO DEPARTMENT OF
TRANSPORTATION

Jacobs

Challenging today.
Reinventing tomorrow.



ARCADIS

OMEGA Regional Safety Plan

Stakeholder Webinar 1a

August 5th, 2020



OHIO DEPARTMENT OF
TRANSPORTATION

Jacobs

Challenging today.
Reinventing tomorrow.



ARCADIS

Agenda

- Safety minute
- Introduction
- Ohio safety planning
- Break
- OMEGA Road Safety Plan
- Crash data
- Vision, goals, objectives
- Next steps

3



Safety Minute- Campfire Safety

- Stay 15 feet away from tent, house, or anything flammable (including plants and trees)
- Do not use flammable liquid to start fire
- Build fire within a ring/ barrier
- Keep your fire small and manageable
- Do not build a fire if it's windy
- Drown the ashes in water when putting fire out
 - "If it's too hot to touch, it's too hot to leave."



Resources: US Forest Service <https://smokeybear.com/education/smokey-resources.pdf>

4



Welcome!



5

Introduction - OMEGA Traffic Safety

- RTPO History
 - Transportation Planning pilot program 2013-2015
 - Officially designated as an RTPO in 2016
- Safety
 - Offer technical services (RSA, Crash Analysis, etc.)
 - Comprehensive regional analysis limited to LRTP sections on fatal crashes, serious injury crashes, and pedestrian/ bicycle/ buggy crashes
- Why develop an RSP if safety is in LRTP?



6

“The RSP is a chance to establish a **comprehensive baseline** for traffic safety in the OMEGA Region and develop a plan for **reducing fatalities and serious injuries** on **state and local** roadway networks.”



7

Webinar Goals

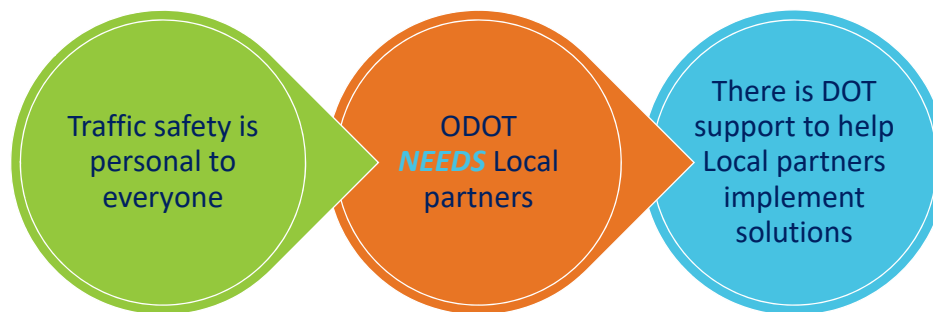
- Introduce LRSP process
- Present data and introduce group decisions
- Explain how we're capturing input

8



ODOT Welcome Address

Michelle May, ODOT Highway Safety Program Manager



9



Safety Planning



10



11

Vision Zero/ Toward Zero Deaths/ Road to Zero

- No traffic fatalities is the only acceptable goal for our nation's roadways
- National TZD strategy led by AASHTO since 2009
- ODOT is a TZD partner
 - Every Move You Make, Toward Zero Deaths
 - The goal of Ohio's Strategic Highway Safety Plan (SHSP) is to achieve zero deaths on Ohio's roadways

12



Safety Planning

WHAT IS IT?

- Coordinated framework for reducing deaths and serious injuries
- Data-driven safety priorities
- Identifies and tracks multi-agency strategies

WHY IS IT IMPORTANT?

- Leverages resources
- **Plan strategies and actions are eligible for funding**
 - ODOT's HSP - Over \$100M

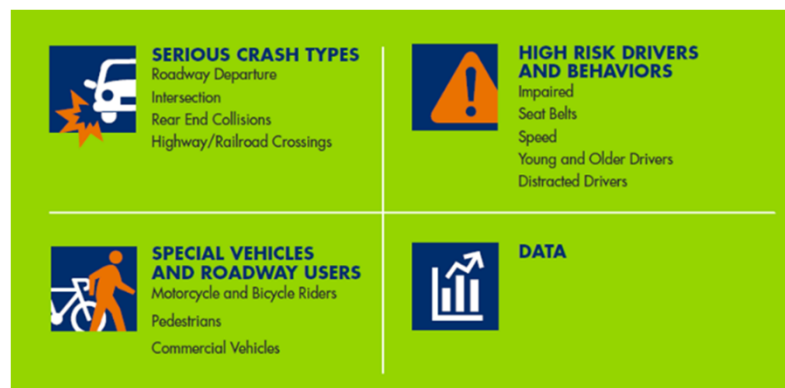


13



Ohio SHSP - Emphasis Areas

- 13 emphasis areas, 4 categories
 - Suggested countermeasures and action plans, including funding sources, project details, and strategies for executing plan

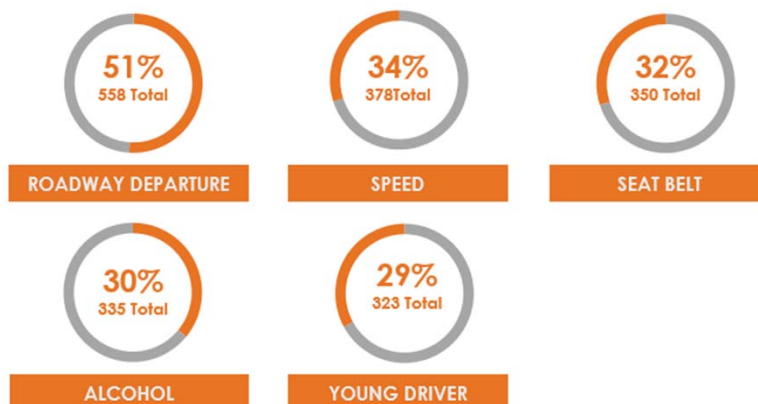


14



Crash Types

- 25-50% of all crash fatalities in Ohio involve one of these 5 factors




Source: ODOT 2015 SHSP

15



Action Plan

- There are action plans for each of the 13 emphasis areas



OHIO STRATEGIC HIGHWAY SAFETY PLAN

REAR-END COLLISION ACTION PLAN

Fatality Goal: Reduce the number of fatalities related to rear end crashes from 47 in 2013 to 43 in 2017.

Serious Injury Goal: Reduce the number of serious injuries related to rear end crashes from 1,248 in 2013 to 1,131 in 2017.

EMPHASIS AREA TEAM LEADER: Michelle May, ODOT

Strategy 1: Advance the use of new technologies and roadway designs that reduce rear end crashes.

Step #	Action Step Leader	Description	Output Measure	Timeline
1.1	ODOT - Michael McNeill/Jason Yezay	Implement dilemma zone detection at select spot locations.	# of systems implemented % reduction in rear-end crashes	Annual

Strategy 2: Apply proven and low-cost safety countermeasures to reduce rear end crashes and their severity. Examples include improving the visibility and timing of signals, removing unwarranted signals, installing turn lanes and building medians to control access.

Step #	Action Step Leader	Description	Output Measure	Timeline
2.1	ODOT - Michelle May	Develop an MPV-led pilot program that encourages local governments to install low-cost safety treatments that reduce rear-end collisions.	# of public agencies involved # of treatments installed % reduction in rear-end	Annual

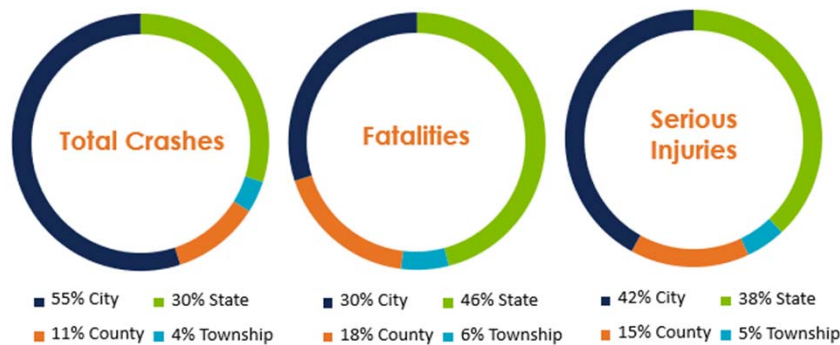
114

16



Roadway Ownership

- Locally owned roads account for 70% of crashes
 - 62% serious injuries
 - 54% fatalities



Source: ODOT 2015 SHSP

17



ODOT SHSP – Local Road Emphasis

Emphasis Area	Types of Local Roads			Local vs. State Roads		Total Fatalities and Serious Injuries
	County	City	Township	Local	State	
Young Driver	18%	38%	7%	63%	37%	21,005
Roadway Departure	24%	22%	9%	55%	45%	20,900
Intersection	11%	56%	3%	70%	30%	19,985
Speed	19%	35%	9%	63%	37%	13,139
Restraints	21%	30%	9%	60%	40%	10,512
Alcohol Related	21%	36%	9%	66%	34%	10,046
Older Driver Involvement	14%	42%	3%	59%	41%	8,618
Motorcycle Operator/Passenger	19%	37%	7%	63%	37%	6,740
Rear End	8%	45%	1%	54%	46%	6,504
CMV	9%	28%	2%	39%	61%	4,410
Pedestrian Involvement	7%	72%	4%	83%	17%	3,139
Distracted	15%	33%	5%	53%	47%	2,447
Bicycle Involvement	9%	72%	6%	87%	13%	1,193

FATALITIES AND SERIOUS INJURIES

- 71%-87%
- 54%-70%
- 36%-53%
- 18%-35%
- 1%-17%

- Majority of serious injury and fatal crashes occur on local roads

18



Local Road Safety Planning



19

ODOT's Highway Safety Program

Program Purpose

Federally required program to **reduce traffic deaths and serious injuries** on all public roads.

Funding:

\$159M annually in funding

- 90% Federal – Requires 10% match
 - Signs, signals, pavement markings and guardrail 100%
- Can match with 10% State
- ODOT typically fund two types of projects:
 - Spot Safety
 - Systemic Safety



20

ODOT's Highway Safety Program

Spot Safety Improvements

- Projects can be funded up to \$10M
 - Typically \$5M or less
- Example Projects:
 - Intersection reconfigurations
 - Rural curve realignments
 - Interchange upgrades

System-wide (Systemic) Treatments

- Low-cost treatments
 - Implemented across more miles for thousands of dollars
- Example Projects:
 - Sign upgrades
 - Signal upgrades
 - Pedestrian crossing improvements

21



ODOT's Highway Safety Program

Eligibility

- **Any public road** with a minimum of 10 crashes over three years
 - Requirement can be waived for severe or fatal injury crashes or low-cost safety improvements that make sense.
- ***On a prioritized safety list***
- ***Any activity consistent with SHSP and corrects or improves a highway safety problem***
- Education and Enforcement also eligible

Local Safety Assistance Available

22



ODOT's Highway Safety Program

Application Cycle

- ODOT accepts full applications April 30 and September 30
 - (Complex projects, \$500,000+)
- Abbreviated applications accepted any time for simple safety requests
 - (\$500,000 or less)
- Applications reviewed by multi-disciplinary committees at District and Central Office
- **Contact your District Safety Coordinators!**
 - <http://www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP/Documents/DSRT%20Contacts.pdf>

23



Local Road Safety Planning

- What is a local road safety plan (LRSP)?
 - Framework for identifying, analyzing, and prioritizing roadway safety improvements
 - Process and content are tailored to local issues and needs
 - Results in a prioritized list of issues, risks, actions, and improvements
- LRSP named an FHWA proven effective countermeasure in 2017

24



Local Road Safety Planning



- Comprehensive
- System-wide
- Multidisciplinary
- Proactive
- Results-oriented

25



Holmes County LRSP



26

Holmes County LRSP

- Completed in March 2020
- Eight emphasis areas
 - Roadway departure, younger driver, unrestrained occupants, older driver, bicycle, pedestrian, motorcycle, Amish buggy
- Strategies and actions are a mix of county initiatives and statewide programs



27



10 Minute Break



28

OMEGA Regional Safety Plan



29

OMEGA Regional Safety Plan - Roadmap

- Focus is on OMEGA Region
 - Regional emphasis areas, strategies, and actions will build up from the county level
 - Each member county will have a specific focus and sub-plan
- Engagement is critical
 - We want your input to guide the plan, not the project team
 - There is a time commitment, but it's minimal in the long run



30

OMEGA Regional Safety Plan - Roadmap

■ Meeting Plan

- Webinar 1a – Today
- Webinar 1b – 2-3 weeks
 - Build off of decisions between meetings
- County specific calls/ webinars
 - “One-on-one” with the project team
 - No more than an hour
- Webinar/ Workshop 2
 - Mid to late fall
- County project planning
 - As needed to assist with abbreviated safety funding application

31



OMEGA Regional Safety Plan – Decision Making

- Emphasis area selection –
 - What do you think are the top safety concerns for your county? For OMEGA?
- Plan Vision, Goal, Objective
- Strategy/ action planning
 - What specific steps should be taken to achieve vision, goal, and objectives?

OHIO STRATEGIC HIGHWAY SAFETY PLAN REAR-END COLLISION ACTION PLAN				
Fatality Goal: Reduce the number of fatalities related to rear-end crashes from 47 in 2013 to 43 in 2017. Serious Injury Goal: Reduce the number of serious injuries related to rear-end crashes from 1,248 in 2013 to 1,151 in 2017.				
EMPHASIS AREA TEAM LEADER: Michelle May, ODOT				
Strategy 1: Advance the use of new technologies and roadway designs that reduce rear-end crashes.				
Step #	Action Step Leader	Description	Output Measure	Timeline
1.1	ODOT - Michael McNeely/Jason Yancy	Implement dilemma zone detection at select spot locations.	# of systems implemented % reduction in rear-end crashes	Annual
Strategy 2: Apply proven and low-cost safety countermeasures to reduce rear-end crashes and their severity. Examples include improving the visibility and timing of signals, removing unbalanced signals, installing turn lanes and building medians to control access.				
Step #	Action Step Leader	Description	Output Measure	Timeline
2.1	ODOT - Michelle May	Develop an MVIS-led pilot program that encourages local governments to install low-cost safety treatments that reduce rear-end collisions.	# of public agencies involved # of treatments installed % reduction in rear-end	Annual

114

32



OMEGA Regional Safety Plan - Implementation

- Current regional efforts to improve safety
- What else needs to be/ can be done?
- County safety funding applications
 - Project team will work with each county
 - Identify suitable infrastructure project addressing needs identified in planning process
 - Prepare and submit funding application to ODOT

33

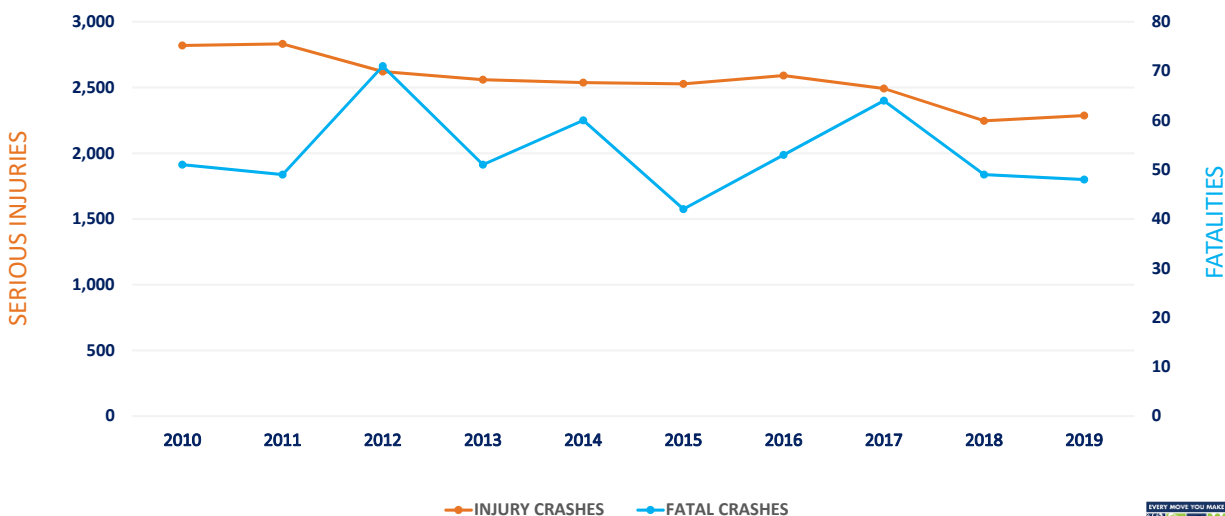


Crash Data



34

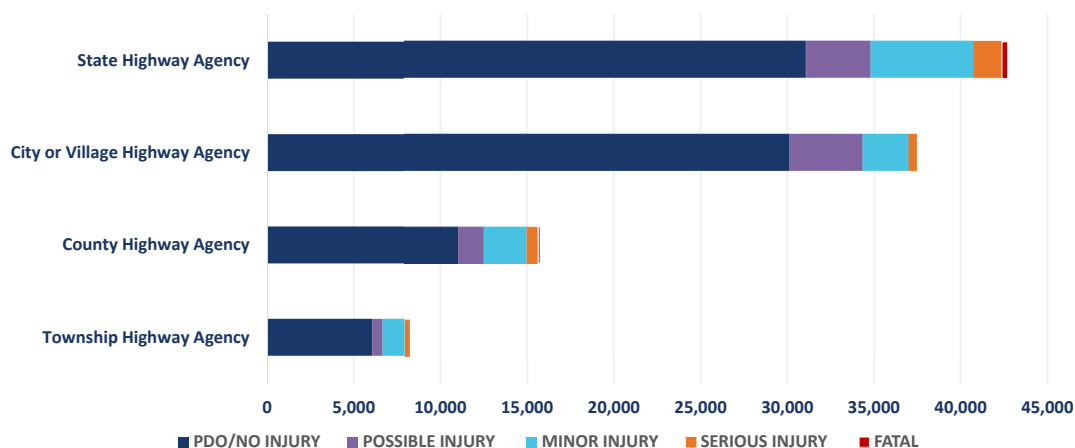
Crash Data – Fatality and Serious Injury Trends



35



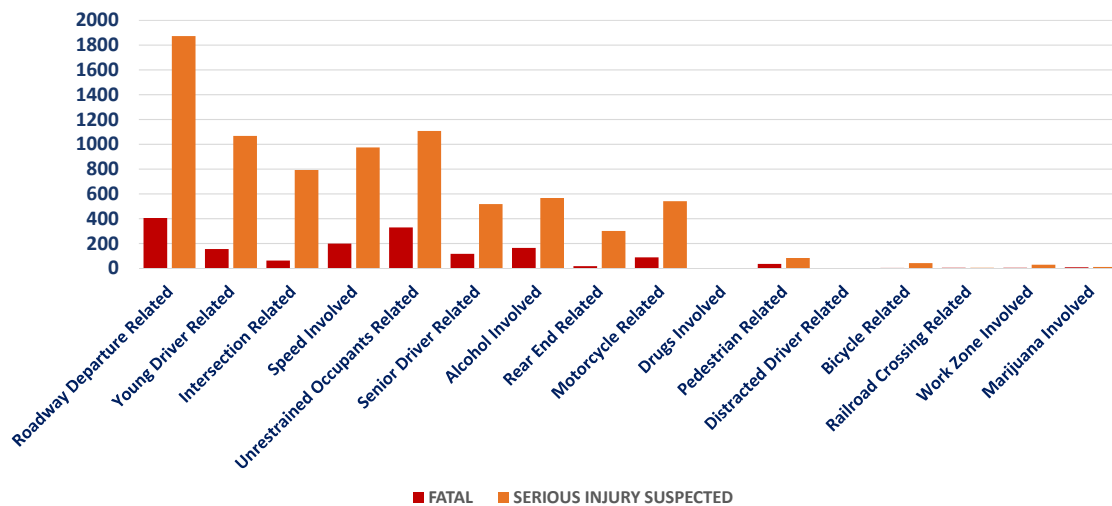
Crash Data - Jurisdiction



36



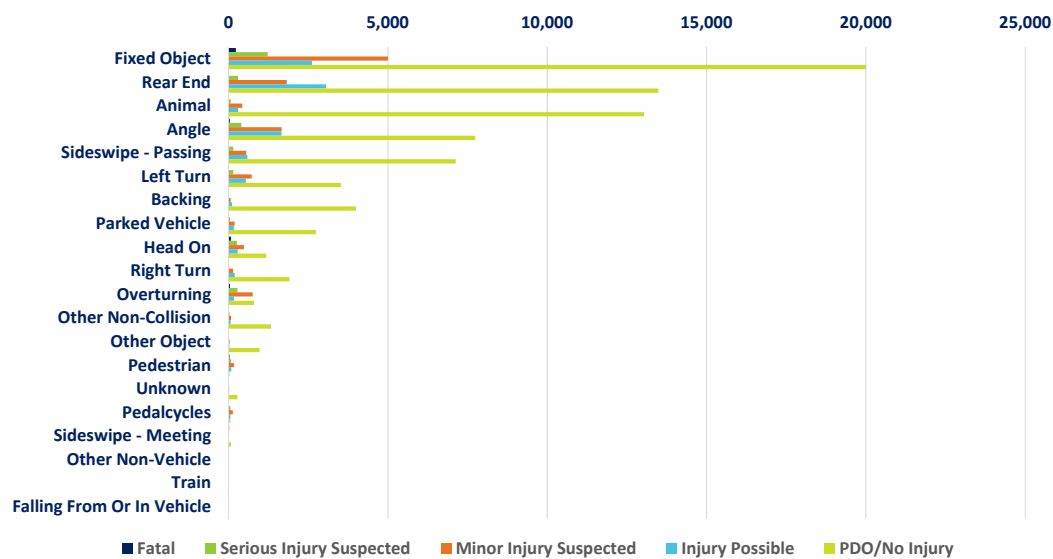
Crash Data – Emphasis Areas



37



Crash Data – Crash Types

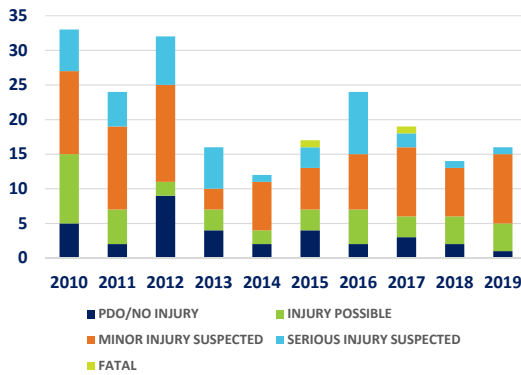


38

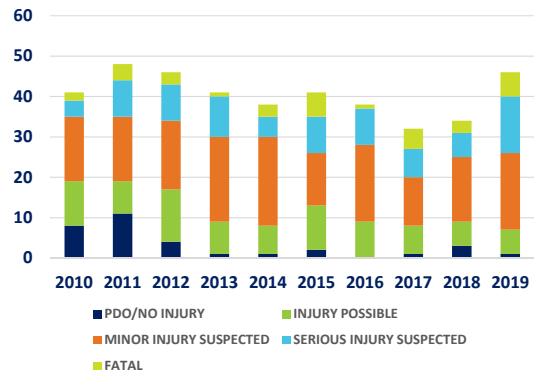


Active Transportation

Bicycle Crashes



Pedestrian Crashes



39



Next Steps



40

Vision, Goals, and Objectives

- **Vision** – What does the ideal OMEGA roadway network look like?
- **Goals** – What is the goal of this traffic safety planning in OMEGA?
- **Objectives** – What are the measurable outcomes that will be used to evaluate the program?
 - OMEGA adopted 1% annual reduction

41



Next Steps

- Stakeholder survey
 - Method to capture breakout planning
 - Critical for determining emphasis areas, vision, goals, and objectives
 - Please complete by: August 14, 2020
- Webinar 1b – TBA
 - Review survey and finalize emphasis areas, vision, goals

42



Open Discussion

Thank you!



OHIO DEPARTMENT OF
TRANSPORTATION

Jacobs

Challenging today.
Reinventing tomorrow.



ARCADIS

Acronym Reference

- RTPO – Rural Transportation Planning Organization
- RSA – Road Safety Audit
- LRSP – Local Road Safety Plan
- LRTP – Long Range Transportation Plan
- RSP – Regional Safety Plan
- TZD – Towards Zero Deaths
- HSP – Highway Safety Program
- SHSP – Strategic Highway Safety Plan
- AASHTO – American Association of State Highway Transportation Officials
- FHWA – Federal Highway Administration

