

AKRON METROPOLITAN AREA TRANSPORTATION STUDY

M E M O R A N D U M

TO: Policy Committee Members
Technical Advisory Committee Members
Citizens Involvement Committee Members

FROM: AMATS Staff

RE: Resolution 2017-14 – Approving Support for ODOT Safety Performance Measures Goals

DATE: November 29, 2017

Executive Summary

The purpose of this resolution is to approve support for ODOT safety performance targets.

Safety performance management is part of the overall Transportation Performance Management (TPM) program. The Federal Highway Administration (FHWA) is requiring state DOTs and agencies like AMATS to develop a strategic approach that uses system information to make investment and policy decisions in order to achieve national performance goals.

Recent federal legislation requires ODOT and AMATS to establish performance measures and set targets that demonstrate fatal and serious injury reductions on all public roads. The required performance measures for safety are:

- Number of fatalities
- Fatality rate
- Number of serious injuries
- Serious injury rate
- Number of non-motorized fatalities and serious injuries

AMATS is required to establish safety performance measures by February 27, 2018. Two options are available for satisfying this requirement: commit to a quantifiable target for each measure within the metropolitan area, or approve of ODOT's statewide targets and agree to plan and program projects so that they contribute toward the accomplishment of those goals.

After reviewing historical crash trends, external factors and through consultation with the state's Metropolitan Planning Organizations (MPOs), ODOT is recommending a 1 percent annual reduction target across all five safety categories. ODOT developed a baseline using CY 2012-2016 for setting the CY 2018 safety targets. The FHWA will determine whether a state DOT has met or made significant progress toward meeting its CY 2018 targets in December 2019. A state

is considered to have met or made significant progress if at least four of the five targets are better than the baseline.

The CY 2018 targets for Ohio are:

- 1,051 fatalities
- 9,033 serious injuries
- 0.91 fatality rate
- 8.01 serious injury rate
- 840 non-motorized fatalities and serious injuries

A full discussion of safety planning and the identification of safety needs for the AMATS area can be found in the 2013-2015 Traffic Crash Report, approved by the Policy Committee in January 2017. This technical memorandum also includes analyses of bicycle and pedestrian safety data. The 2014-2016 Traffic Crash Report is forthcoming (in early CY 2018).

In accordance with federal regulations, AMATS uses a five-year average to calculate safety targets. These averages will become the benchmark to which all future calculations will be compared. All future values will also be calculated using five years of data. This five-year rolling average is used to smooth out short term year-to-year fluctuations in data.

The table below (Table 1) shows the calculation of the AMATS rolling averages for the five safety performance measures. Presently, AMATS intends to support the goals set forth by ODOT for the entire state, rather than develop separate targets and goals for the AMATS area. AMATS' goals will remain consistent with the ODOT goals and continue to further the development of the area's transportation priorities.

Table 1
AMATS Area Safety Data (2011-2015)

	2011	2012	2013	2014	2015	Average*
Number of Fatalities	54	47	42	40	49	46.4
1000 Daily VMT (from ODOT)	20,212.40	20,355.09	20,798.21	20,826.53	21,701.50	
100 Million VMT	73.78	74.30	75.91	76.02	79.21	
Fatality Rate (Fatalities Per 100 Million VMT)	0.73	0.63	0.55	0.53	0.62	0.61
Number of Serious Injuries	573	669	622	557	514	587
1000 Daily VMT (from ODOT)	20,212.40	20,355.09	20,798.21	20,826.53	21,701.50	
100 Million VMT	73.78	74.30	75.91	76.02	79.21	
Serious Injury Rate (Serious Injuries Per 100 Million VMT)	7.77	9.00	8.19	7.33	6.49	7.76
Number of Non-motorized Fatalities and Serious Injuries	61	61	54	57	52	57
*Average is the value to which future years are compared						

The current USDOT rules for safety performance measures were developed to support the Highway Safety Improvement Program (HSIP), as it establishes safety performance measure requirements for the purpose of carrying out the HSIP and to assess fatalities and serious injuries on all public roads. The use of performance measures for safety will impact AMATS member applications for funding at the local, state and federal level. The AMATS Funding Policy Guidelines may be amended in order to support safety goals as additional federal program rules become available.

Staff Recommendation

Attached is Resolution 2017-14 for your review and consideration. This resolution approves AMATS support for ODOT safety performance targets. The staff recommends approval of this resolution.

RESOLUTION NUMBER 2017-14

**OF THE METROPOLITAN TRANSPORTATION POLICY COMMITTEE
OF THE AKRON METROPOLITAN AREA TRANSPORTATION STUDY**

APPROVING SUPPORT FOR ODOT SAFETY PERFORMANCE MEASURES GOALS

WHEREAS, the Akron Metropolitan Area Transportation Study (AMATS) is designated as the Metropolitan Planning Organization (MPO) by the Governor, acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials in Summit and Portage Counties and the Chippewa Township and Milton Township areas of Wayne County; and

WHEREAS, AMATS is required to establish and set targets for five safety performance measures (per Title 23 CFR part 490), those measures applicable to all public roads: as the number of fatalities, number of serious injuries, fatality rate, serious injury rate, and number of non-motorized fatalities and serious injuries; and

WHEREAS, the development of performance measures is being required in order to foster transparency and accountability, and help track safety progress at regional, state, and national levels; and

WHEREAS, the Ohio Department of Transportation (ODOT) has established a statewide 1% annual reduction target across all five performance measures; and

WHEREAS, AMATS must establish its own targets for the area or support the targets set by ODOT within 180 days of ODOT's establishment of targets; and

WHEREAS, the AMATS Policy Committee has determined that it will support the established Ohio Department of Transportation's statewide safety targets; and

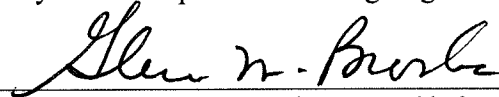
WHEREAS, it is the responsibility of the AMATS Policy Committee to develop and maintain the Transportation Improvement Program (TIP); and

WHEREAS, the AMATS Policy Committee agrees to plan and program projects so that they contribute toward the achievement of ODOT's safety targets for each performance measure.

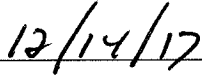
NOW THEREFORE BE IT RESOLVED:

1. That this Committee approves supporting the Ohio Department of Transportation's statewide 1% annual reduction target for all five safety performance measures.
2. That this Committee agrees to plan and program projects so that they contribute toward the accomplishment of the Ohio Department of Transportation's targets for each safety performance measure.

3. That this Committee authorizes the Staff to provide copies of this Resolution to the appropriate agencies as evidence of action by the Metropolitan Planning Organization.



Mayor Glenn M. Broska, 2017 Chairman
Metropolitan Transportation Policy Committee



Date