

ODOT Highway Safety Program

Update





Moving forward ...

It's all about serious crashes

**Every investment focused on
reducing fatalities and serious
injuries.**

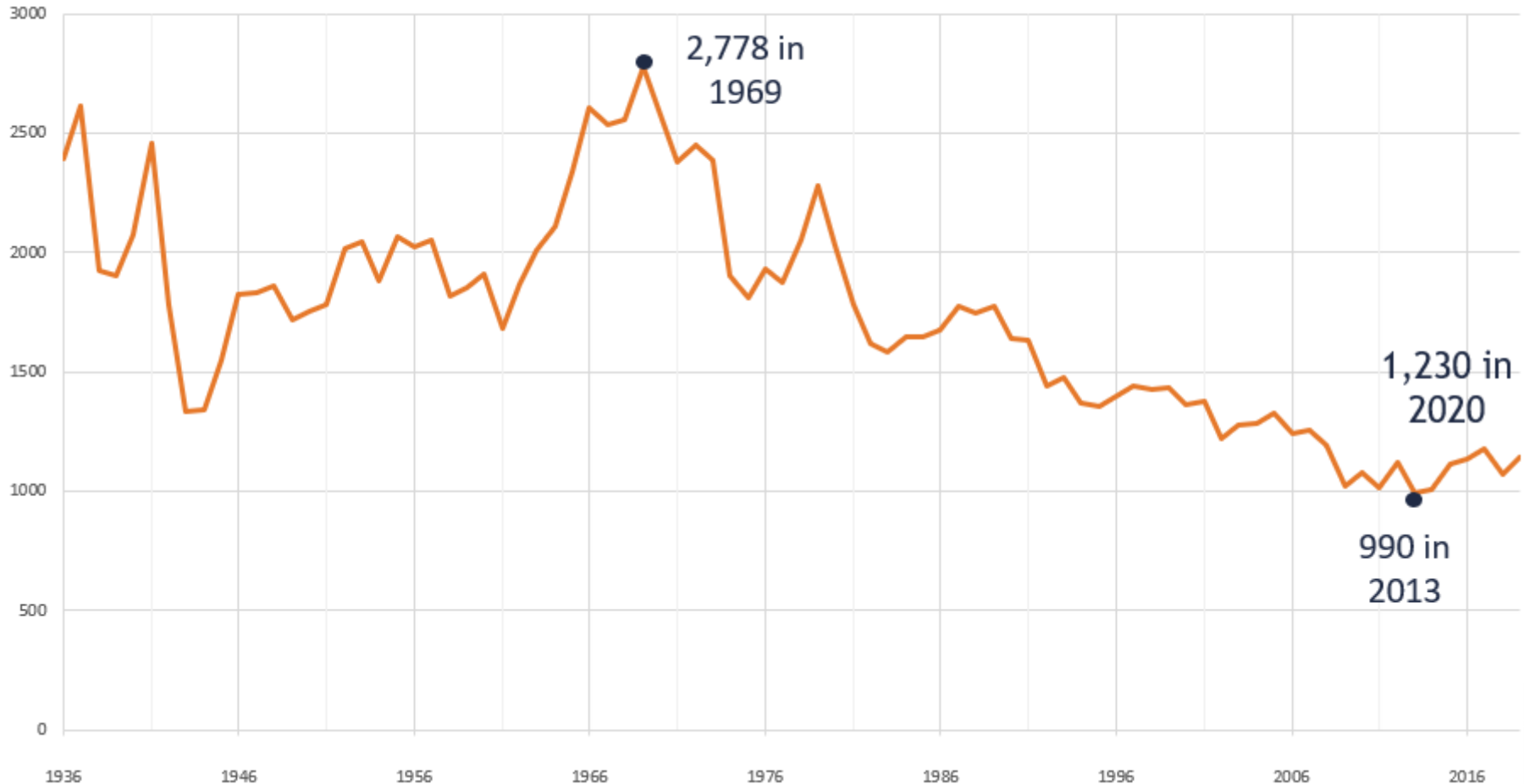
A photograph of a business meeting with several people standing around a table covered with various charts and documents. The image is overlaid with a green tint. A dark blue rectangular frame is centered on the image, containing the text 'Why change?'.

**Why
change?**

Ohio

Traffic Deaths Rising

1936-2020



Safety Performance Measures



Ohio has missed its federal targets 2 years in a row.

- **Fatalities**

Fatality Rate

Non-motorized serious injuries

Highway Safety
Improvement Program

2021 Implementation Plan

June 2021

Prepared by
Ohio Department of Transportation



SFY '22

87%

Intersection

HSIP Projects

13%

Other

HSIP Projects

ODOT

Budget Projections



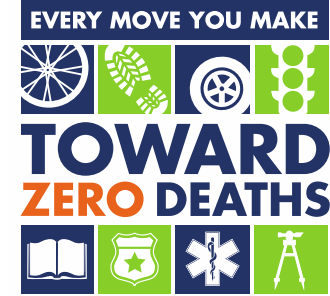
Good News!

Record Investments

Bad News.

Rising deficits

Safe System Approach



Safe System is a paradigm shift from eliminating crashes to eliminating fatal and serious injuries.



A group of people are gathered around a large wooden table, looking at various business charts and documents. The scene is overlaid with a semi-transparent green filter. The charts include bar graphs, pie charts, and line graphs. One person's hand is visible, pointing at a document. The overall atmosphere is professional and collaborative.

**What's
changing?**

Competitive Applications



PROJECT SPONSORS:

- District Offices
- Local Agency
- Other State Agencies

ABBREVIATED APPLICATION PROCESS:

- Applications reviewed quarterly
- \$250K Max application
- Low-cost, low-risk projects with high crash severity

FORMAL APPLICATION PROCESS:

- Annual application cycle
- \$5M Max application
- High-Cost, Complex Projects with high crash severity

SYSTEMIC APPLICATION PROCESS:

- Annual application cycle
- Focused on Roadway Departure and Pedestrian Countermeasures
- Eligible Locations Identified

Quarterly - \$2M

August 31 - \$30M

January 31 - \$30M

Fact sheets and associated materials on the web site

Fact Sheets Available



ODOT's Safety Program: "Under Construction"

The Ohio Department of Transportation is making major changes to its Highway Safety Improvement Program to focus limited funding on creating a new program to encourage systemic high-severity crash types.

We're making these changes because traffic deaths in Ohio have risen six of the past seven years. Focusing on severity and specific crash types and safety improvements will help us better target these crashes and align our investments with federal safety requirements focused on reducing fatalities and serious injuries.

These changes are also part of a national movement to adopt a Safe System approach. Safe System is a paradigm shift from eliminating crashes to eliminating fatal and serious injuries.

It acknowledges that people make mistakes and engineers have a responsibility to reduce crash severity by being more aggressive in using roadway design and operational changes instead of relying on drivers to change their behavior. Safe System also strives for a greater transportation balance that serves the needs of all road users, not just motorists.

For more information on Safe System: [FHWA Safe System Safe Systems - Institute of Transportation Engineers \(ITE\)](#)

Program Manager: Michelle May 614-644.8309 [Michelle.May@dot.ohio.gov](#)



ODOT's Abbreviated Safety Application Process

What is the Abbreviated Application Process?

The purpose of the abbreviated application process is to quickly implement safety improvements at locations with a crash pattern and safety concern. This process has been simplified to help us review and potentially fund less expensive, less complex safety improvements quickly.

What is Eligible?

- Non-Complex, Simple Projects
- Under \$250,000
- Must be constructed within two years
- Funding for Construction only
- Proven Safety Countermeasures
- Location has 3 crashes per year
- Special Consideration given to:
 - Locations with high injury severity
 - Pedestrian safety improvements

Examples of Eligible Projects

- Backplates only
- Safety signage (Intersections, Corridors, Curves)
- Edge line or Center line rumble strips
- Roadside fixed object treatments/removals
- Crosswalk Improvements (PHB, RFB, High Visibility Striping)
- Pedestrian Crossing Equipment

What is Not Eligible?

- Request to supplement funding shortfalls
- Projects requiring Right of Way
- Maintenance-related projects (Note: adding edge line or centerline rumble strips and stripes to a resurfacing project are eligible expenses.)

Priority Lists

Projects submitted should be listed on one of the priority lists below. If it does not fall on one of these lists, please state in the description why this location is a priority and should be considered.

1. [Safety Integrated Project Maps \(SIP\)](#)
2. [SIP Priority Lists](#)
3. [County Road High Crash Location Maps](#)
4. [MPO/RTPO Regional Priority List](#)

Projects should also address at least one of the Emphasis Areas listed in the [Strategic Highway Safety Plan](#).

Application Process

Applications are due for review 4 times per year:

- December 31st
- March 31st
- June 30th
- September 30th

Applications can be submitted any time after the last submission round ended and before the next deadline.



ODOT's Formal Safety Application Process

The Ohio Department of Transportation is making major changes to its Highway Safety Improvement Program – both its safety application and scoring process. These changes are needed to streamline our process, and address Ohio crash trends.

1. Application deadline will be shifted to August 31st to align selection process and deadlines. Only one application cycle per year. This will allow project sponsors to seamlessly transition consultant selection if necessary.
2. The minimum threshold for submitting a safety application year with 30% of the crashes involving a fatality or injury.
3. Scoring criteria has been modified to give higher priority crash severity. Projects addressing crash frequency and cost will receive fewer points in the scoring process.
4. ODOT will set target amounts for funding awarded each amount will be announced in advance of each round and based on ODOT currently has about \$125M it can award through 2025.
5. Projects in communities with higher levels of poverty will up to 10% toward the total project score. Equity scoring will be used.
6. Communities in economic distress may be eligible for a Determinations will be made based on available funds, census data.
7. Benefit cost ratio has been eliminated from the scoring. benefit to cost ratio less than 1.0 will receive lower priority for funding unless they provide reasonable justification for the

Program Manager: Michelle May 614-644.8309 [Michelle.May@dot.ohio.gov](#)
Scoring and Analysis Contact: Derek Troyer 614.387.5164 [Derek.Troyer@dot.ohio.gov](#)



ODOT's Systemic Safety Application Process

Overview

In January 2022, ODOT's Highway Safety Program will begin to accept project applications that focus on preventing injuries resulting from pedestrian and roadway departure crashes through systemic infrastructure improvements. Systemic improvements are meant to be proactive and widely implemented based on roadway features that have been associated with specific crash types. FHWA has identified a range of proven countermeasures that prevent pedestrian and roadway departure crashes, and ODOT wants to encourage project applications that focus on the implementation of these improvements. Applications will be due January 31, 2022 and project sponsors will be notified of award in March 2022.



Funding

Project sponsors can request up to \$2 million for pedestrian and \$5 million for roadway departure safety improvements for all project phases. A 10% local match will be required. This match may be reduced/removed if the project sponsor meets certain financial distress criteria. Maintenance-related projects will not be accepted through this program.

A background image showing a group of people in a business meeting, standing around a table covered with various charts and documents. The image is overlaid with a semi-transparent green filter. A dark blue rectangular frame is centered over the text.

Abbreviated Application



Highlights

Abbreviated Application

Quick-hit, simple safety improvements under \$250,000.

Minimum 3 crashes per year – weighted to severity

Construction only – 2 years to complete

Quarterly awards – \$2M per round

Abbreviated Safety Application



Reviewed quarterly (May be submitted at any time)

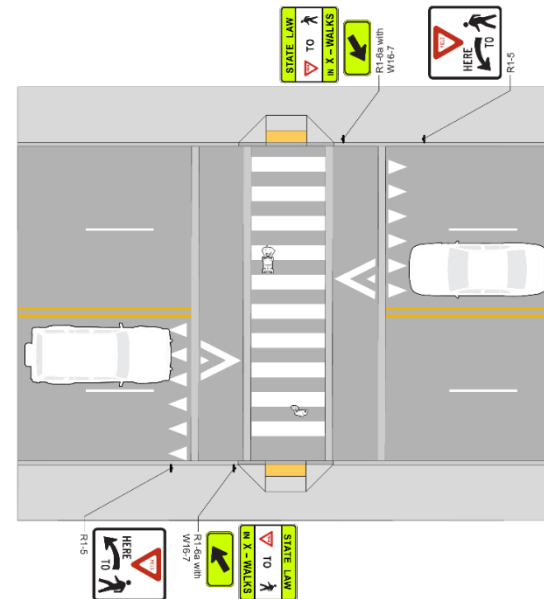
- **Open to projects on all public roadways**
- **90% Federal – Requires 10% match (typically)**
 - Signs, signals, pavement markings and guardrail eligible at 100%
- **Encourage use of purchasing contracts**
- **Typically, construction or work/purchase-order only**
 - Require no design or extremely limited design
 - No maintenance activity
 - No right of way required
 - No Complex project

Abbreviated Safety Application



Reviewed quarterly (May be submitted at any time)

- Improvements limited to \$250k or less.
- Example Projects
 - Pavement marking/sign upgrades
 - Localized pedestrian improvements
 - RRFB, High Visibility Crosswalks
 - Simple signal improvements (no rebuilds)
 - Rumble stripes
 - Fixed object removal



Abbreviated Safety Application



Reviewed quarterly (May be submitted at any time)

- **What Information Do I Need?**
 - Abbreviated safety study and/or summary that links the crash pattern with the project request.
 - How will the project solve the crash problem?
 - Is the funding request in line with the safety need?

Application Requirements:

- Application Form
- Crash Summary
- Cost Estimate
- CAM Tool
- Safety Key Metrics
- SHSP Emphasis Area



Formal Application



Highlights

Formal Application

Complex safety projects - \$5M max

**Minimum - 3 crashes per year AND
30% fatality or injury**

**Reduced local match for economically
distressed communities**

Sept 30, 2021 deadline - \$30M

Formal Safety Application



Due September 30th with presentations in October (moving to August 31st in 2022)

- **Open to projects on all public roadways**
- **90% Federal – Requires 10% match (typically)**
 - Signs, signals, pavement markings and guardrail eligible at 100%
- **Can fund all phases of project development**
 - Planning, design, ROW, construction
- **Targeting projects FY25 and beyond**

Formal Safety Application



Due September 30th with presentations in October (moving to August 31st in 2022)

- **Projects can be funded up to \$5M or less.**

- **Example Projects**

- Roundabouts
- Turn lanes
- Sight distance improvements
- Bicycle facilities
- Pedestrian improvement over systemic threshold



Formal Safety Application



Due September 30th with presentations in October (moving to August 31st in 2022)

- **Threshold**
 - 3+ crashes per year over a 3-to-5-year period AND at least 30% fatal or injury crashes
- **Scoring Criteria**
 - Ratio of Observed Fatal and Serious Injuries to Observed Total Crashes (30 pts)
 - Percentage of the Potential for Safety Improvement to Total Expected Crashes (20 pts)
 - Relative Severity Index (20 pts)
 - Equivalent Property Damage Only Index (20 pts)
 - Location Equity Measure (10 pts)

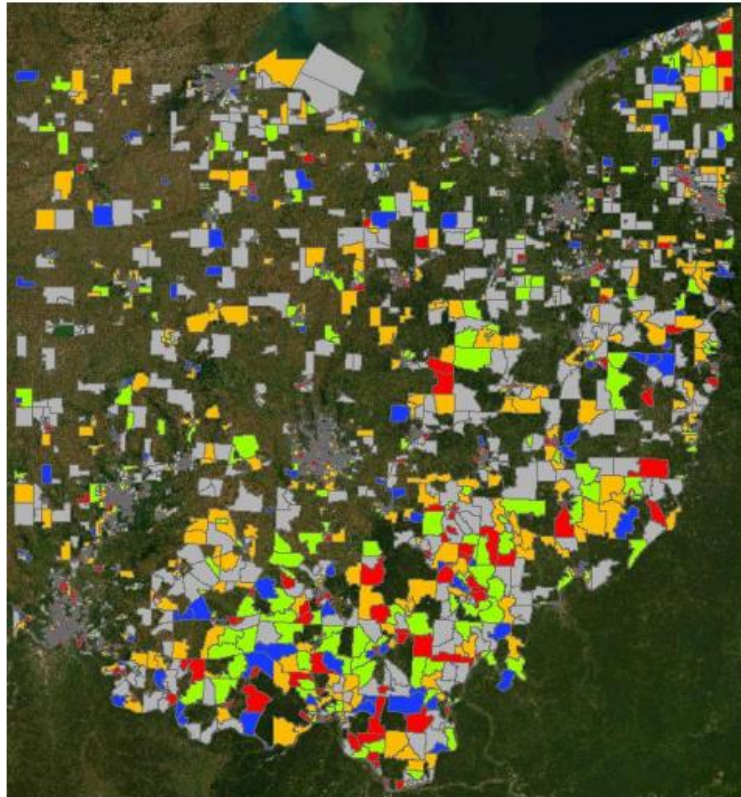
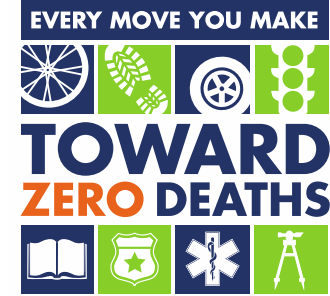
Formal Safety Application



Due September 30th with presentations in October (moving to August 31st in 2022)

- **Threshold**
 - 3+ crashes per year over a 3-to-5-year period AND at least 30% fatal or injury crashes
- **Scoring Criteria**
 - Ratio of Observed Fatal and Serious Injuries to Observed Total Crashes (30 pts)
 - Percentage of the Potential for Safety Improvement to Total Expected Crashes (20 pts)
 - Relative Severity Index (20 pts)
 - Equivalent Property Damage Only Index (20 pts)
 - Location Equity Measure (10 pts)

Formal Safety Application



Percent in Poverty	Score
10%-15%	2
15%-20%	4
20%-25%	6
25%-30%	8
30% +	10

Formal Safety Application

Equity Score

Projects in communities with higher levels of poverty will receive more points – up to 10% toward the total project score.

Points assigned in increments of 2 (up to 10) for each block group with a poverty level above 10%. (U.S. Census Data)

Formal Safety Application



- **Communities in economic distress may be eligible for 100% safety funds.**
- **Determinations based on available funds, census and fiscal distress data (State Auditor).**

The screenshot shows the website of the Ohio Auditor of State, Keith Faber. The navigation bar includes links for AUDITS, LOCAL GOVERNMENT, OPEN GOVERNMENT, RESOURCES, CONTACT US, and a Quick Links dropdown. A site search bar is also present. Below the navigation bar, a secondary menu lists LOCAL GOVERNMENT, Reference Materials, Fiscal Distress, Trainings & Conferences, UAN, and Financial Reporting. The main content area is titled "Local Governments & Fiscal Distress" and contains a paragraph explaining the process for determining fiscal caution, watch, or emergency. A blue button labeled "Local Governments in Fiscal Distress" is positioned to the right of the text. At the bottom of the page, three blue buttons are displayed: "Fiscal Caution", "Fiscal Watch", and "Fiscal Emergency".

Formal Safety Application




Due September 30th with presentations in October (moving to August 31st in 2022)

- **Information Needed**

- Safety Study that links the crash pattern with the project request
- Statement/summary on how the project will reduce crashes or severity
- Verifying that the funding request is in line with the safety need

Application Requirements:

- | | | |
|----------------------------|-----------------|--------------------------|
| • Application Form | • Cost estimate | • Safety Key Metrics |
| • One page project summary | • CAM Tool | • Other relevant studies |
| • Safety study | • ECAT | |



Systemic Application

NEW!

Systemic Safety Application



**Proactive safety treatments
applied to roadway features
associated with specific crash
types.**

**Focus on proven safety
countermeasures.**

NEW!

Systemic Safety Application



Due January 31st with presentations in February

- **Open to projects on all public roadways**
- **90% Federal – Requires 10% match (typically)**
 - Signs, signals, pavement markings and guardrail eligible at 100%
- **Targeting Roadway Departure and Pedestrian Safety Projects**
- **Projects are provided new/upgraded infrastructure**
 - Not to be used as a maintenance program
 - May be additions to already-programmed projects
 - Ex.) Adding a road diet to a resurfacing project

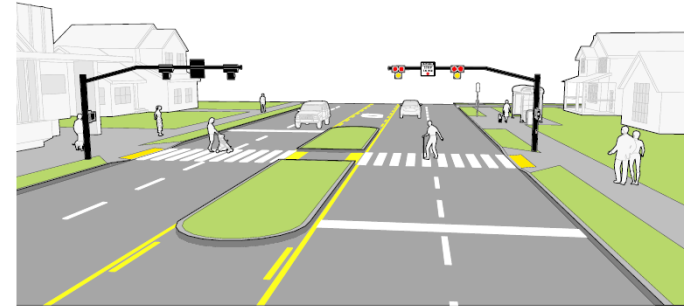
NEW!

Systemic Safety Application



Due January 31st with presentations in February

- **Roadway departure projects can be funded up to \$5M and pedestrian projects can be funded up to \$2M.**
- **Example Projects Pedestrian**
 - City/County/Region-wide pedestrian crossing upgrades
 - Sidewalk projects
- **Example Projects – Roadway Departure**
 - Shoulder widening
 - Rumble strips/stripes
 - Clear-zone clearing



NEW!

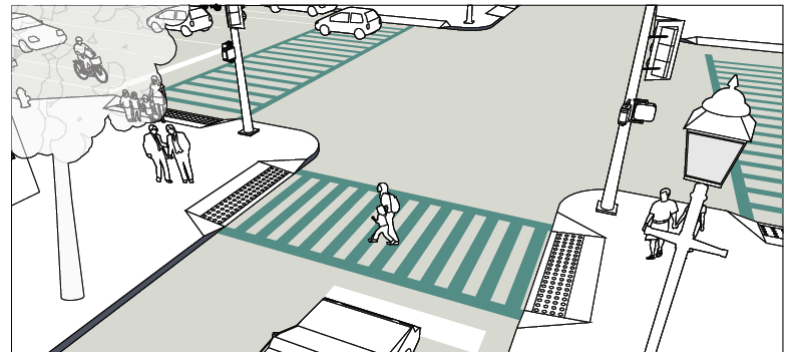
Systemic Safety Application



Must be on an 'eligible' roadway

- **Pedestrian**

- Principal/Minor arterials, major collectors
- Speed limit 25 mph to 45 mph
- Active Transportation Need + Demand scores greater than 5



- **Roadway Departure**

- Principal/Minor arterials, major collectors
- Speed Limit
 - 35 + mph in urban/suburban settings
 - 45 + mph in rural settings



NEW!

Systemic Safety Application



Promote the use of Proven Safety Countermeasures

Pedestrian

- Pavement Markings
 - High-visibility crosswalks
 - Advance yield markings
- Signage
 - Standard crosswalk signs (post-mounted or overhead)
 - RRFBs
 - Overhead signs
- Geometric Changes
 - Curb ramps
 - Raised crosswalks
 - Curb extensions
 - Reduced curb radii
 - Refuge islands
 - Sidewalk
 - Road Diets
- Signals
 - Pedestrian Hybrid Beacons
 - Accessible pedestrian signals
 - Pedestrian countdown signals
 - Leading pedestrian intervals
- Lighting

Roadway Departure

- Increasing pavement width to accommodate centerline and/or edge line rumble strips or stripes
- Wider shoulders for bicycles and/or buggies
- Improving roadside safety
- Rural context
 - Flattening end condition slopes
 - Modifying ditches
 - Removing Type-A guardrail
 - Removing/relocating fixed objects (trees, utility poles, etc.)
- Urban/suburban context
 - Removing Type-A guardrail
 - Removing/relocating fixed objects (trees, utility poles, etc.)
 - Road Diets

Systemic Safety Application



Due January 31st with presentations in February

- **Information Needed**

- Prioritized list of locations with desired countermeasures
- Statement/summary on the project
- Verifying that the funding request is in line with the safety need

Application Requirements:

- Application Form
- CAM Tool/CAPE Tool
- Priority list
- Safety Key Metrics
- Cost Estimate

A green-tinted photograph of a business meeting. Several people are gathered around a large wooden table, looking at and pointing to various documents and charts. The charts include bar graphs, pie charts, and line graphs. A central text box with a dark blue border contains the word 'Questions?' in a bold, dark blue font, with a horizontal line underneath it.

Questions?



Michelle May

Michelle.May@dot.ohio.gov

Jonathan Young

Jonathan.Young@dot.ohio.gov

Derek Troyer

Derek.Troyer@dot.ohio.gov

Jeremy Thompson

Jeremy.Thompson@dot.ohio.gov

