

OARC SAFETY SUBCOMMITTEE UPDATES

OARC Transportation Directors Meeting
Lauren Cardoni, MORPC



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

OARC TRANSPORTATION SAFETY SUBCOMMITTEE

- UPCOMING MEETINGS:

- ~~Thursday, June 13 at 10 AM (virtual)~~
- ~~Thursday, September 12 at 10 AM (virtual)~~
- Thursday, December 5 at 10 AM (virtual)



MORPC

Transforming Traffic Safety: Improving Report Accuracy and Fatality Data Management

Angela L. Harden

Injury Biomechanics Research Center, OSU



INJURY BIOMECHANICS
RESEARCH CENTER



THE OHIO STATE UNIVERSITY

Traffic Crash Report Data Integrity and Accuracy Initiative

- Objectives
 - Identify accuracy rates in core categories of the Traffic Crash Report
 - Identify where/how the inaccuracies are occurring
 - Propose improvements to data integrity and accuracy
 - Validations
 - Trainings
 - Automated Entry
 - Strategies



Baseline Accuracy Rates

Core Category	Traffic Crash Report Variable	Baseline Accuracy Rate	Count of Incorrect Data
Crash	Unit Number	99%	31,127
	VIN	79%	601,214
Unit	Vehicle Year	78%	641,159
	Vehicle Type	60%	1,166,642
	Vehicle Make	76%	693,545
	Vehicle Model	61%	1,137,608
Person	Seating Position	85%	612,332
	Motorist vs Non-Motorist	99%	2,602



Fatal Crash and Injury Database

- Objectives
 - Develop a secure, searchable database that integrates
 - Traffic Crash Report
 - Autopsy Report
 - Improve integration and accuracy by linking
 - FARS key data elements
 - Autopsy data
 - Injury data
 - Fatal crash data



FHWA SAFETY UPDATES

NEW PUBLICATION: Separated Bike Lanes on Higher Speed Roadways

This guide synthesizes existing research on separated bicycle lanes, including research on potential benefits and obstacles, as well as on existing design and planning guidance. Using information from the limited case studies available and from stakeholders, this research aims to identify key obstacles, considerations, and experiences of those who have designed, implemented, and maintained **separated bike lanes on higher speed roadways (35MPH+ posted speeds)**.

The findings of this guide can *inform local jurisdictions that have higher speed arterials with bicycle lanes how to plan, design, and maintain buffers and vertical separations for those lanes*. This guide is *not intended to be a detailed design guide* covering all aspects of roadway design in all contexts.

Additionally, following the measures described in this guide alone cannot promise to deliver a more comfortable experience in higher speed arterial contexts sufficient to induce greater rates of participation in bicycling. The decision to ride a bicycle is a complex one, involving safety, perception of safety, land uses, connectivity of the network, and many other determinants of ridership.

www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bike_lanes/index.cfm

FHWA SAFETY UPDATES

DOT PROWAG (Public Right-of-Way Accessibility Guidelines) Adoption & Notice of Proposed Rulemaking (NPRM)

On August 22, 2024, the United States Department of Transportation (DOT or “the Department”) published a [Notice of Proposed Rulemaking on Adoption of Accessibility Standards for Pedestrian Facilities in the Public Right-of-Way \(NPRM\)](#) *proposing to amend its rules implementing the transportation provisions under the Americans with Disabilities Act (ADA)*. This notice proposes the adoption as regulatory accessibility standards the [Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way \(PROWAG\)](#) issued by the Architectural and Transportation Barriers Compliance Board (Access Board) on August 8, 2023. ***Once adopted, DOT's public right-of-way ADA standards would apply only to new construction and alterations of transit stops in the public right-of-way because DOT only has independent authority under the ADA over such facilities.***

Comments are being accepted on this NPRM through September 23, 2024 via [Regulations.gov](https://www.regulations.gov) (Docket No. DOT-OST-2024-0090).

STATEWIDE SAFETY UPDATES

HSIP Application Deadlines



[*Fact sheets and associated materials available on the web site](#)

STATEWIDE SAFETY UPDATES

Ohio Strategic Highway Safety Plan Update

- Update to be published November 2025. This plan update will:
 - Integrate the Safe System Approach
 - Update data analysis and strategies by emphasis area
 - Develop implementation tracking tools
- Next Steps
 - Kicking off October 28th with Steering Committee Meeting
 - Early 2025: Regional stakeholder meetings to provide input on new strategies and action items *****Get involved!*****

The SHSP will guide ODOT's safety investments for 2026-2030



ODOT SPECIAL ACTIVE TRANSPORTATION FUNDING

Beginning in October [2024], ODOT is offering a special solicitation for a variety of pedestrian or bicycle related projects, with an emphasis on projects that can be completed in the short term.

- **Who is Eligible?**

- Any political subdivision, regardless of location inside or outside of an MPO.

- **Funding Details**

- Funding will be available in FY 2025 and beyond.
- Applications can be submitted at any time, to be reviewed Quarterly (Jan 1, April 1, July 1, Oct 1).
- Most funding available at 100% (no local match)
 - Municipalities with >100,000 people must provide 20% match for infrastructure projects.
- **This special solicitation is primarily offering reimbursement funding.** Consultant assistance for planning or design are extremely limited.

- **What Types of Projects are Eligible?**

- Non-infrastructures projects, such as:
 - Education and promotion projects, temporary demonstration projects
 - Data collection
 - Plans or studies like School Travel Plans or feasibility studies
- Infrastructure projects that can be built quickly (fully in the ROW, etc.):
 - Sidewalk replacement or trail resurfacing
 - Pavement markings
 - Median islands or raised crosswalks
- Traditional infrastructure projects of statewide significance, like:
 - Projects that improve the Level of Traffic Stress (LTS) of [Ohio's State and US Bike Route System](#).

For more details and to apply, please visit: [Pedestrian & Bicycle Special Solicitation | Ohio Department of Transportation](#)

THANK YOU!

LAUREN CARDONI, RSP1

Active Transportation and Safety Program Manager

T: 614.233.4128

lcardoni@morpc.org

