OKI
Ohio · Kentucky · Indiana
Regional Council of Governments

Prioritization Process Proposed Changes

Presented by: Robert W. Koehler, Deputy Executive Director

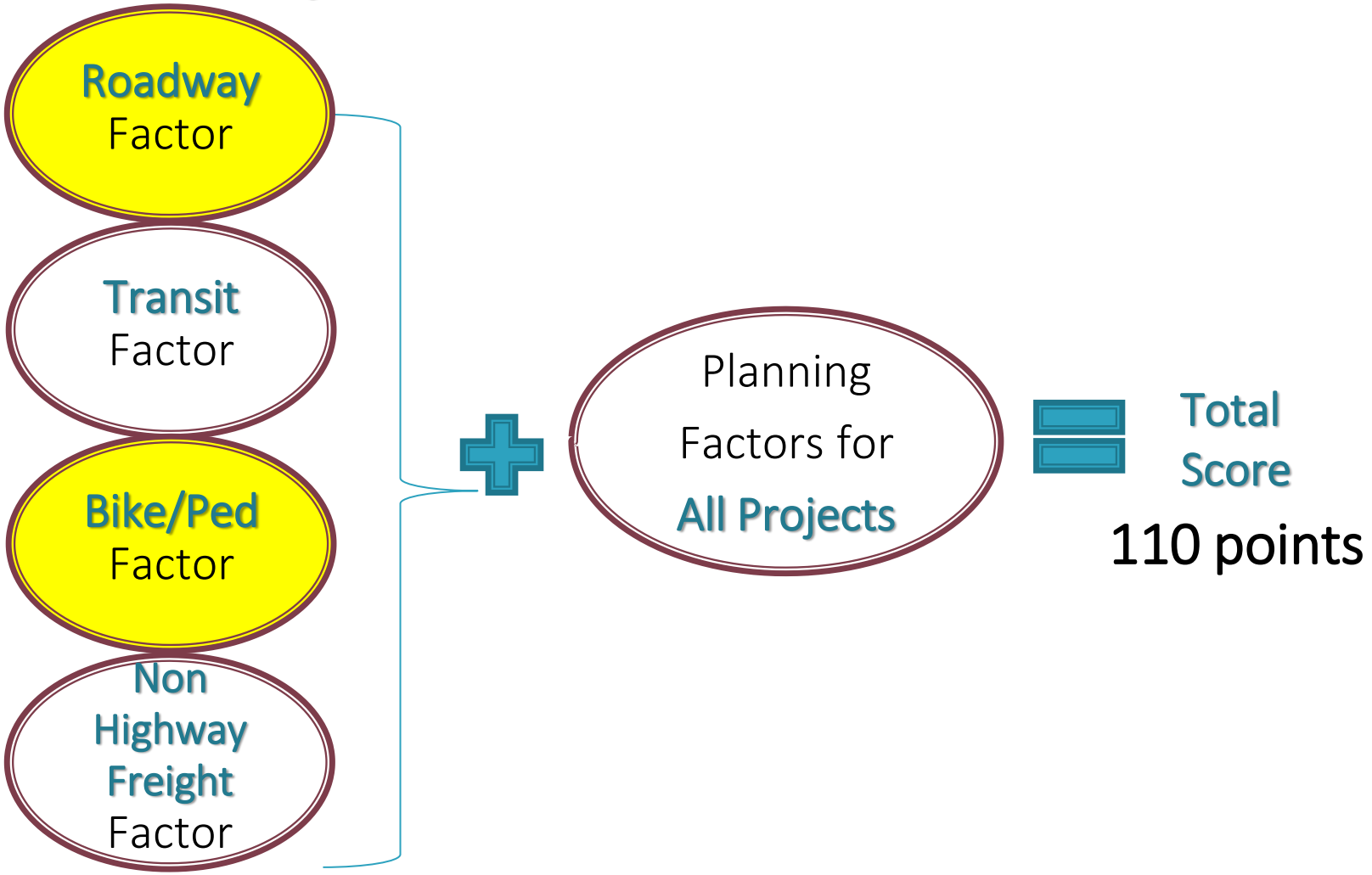
OKI Prioritization Process for 2023

Surface Transportation Block Grants (STBG)

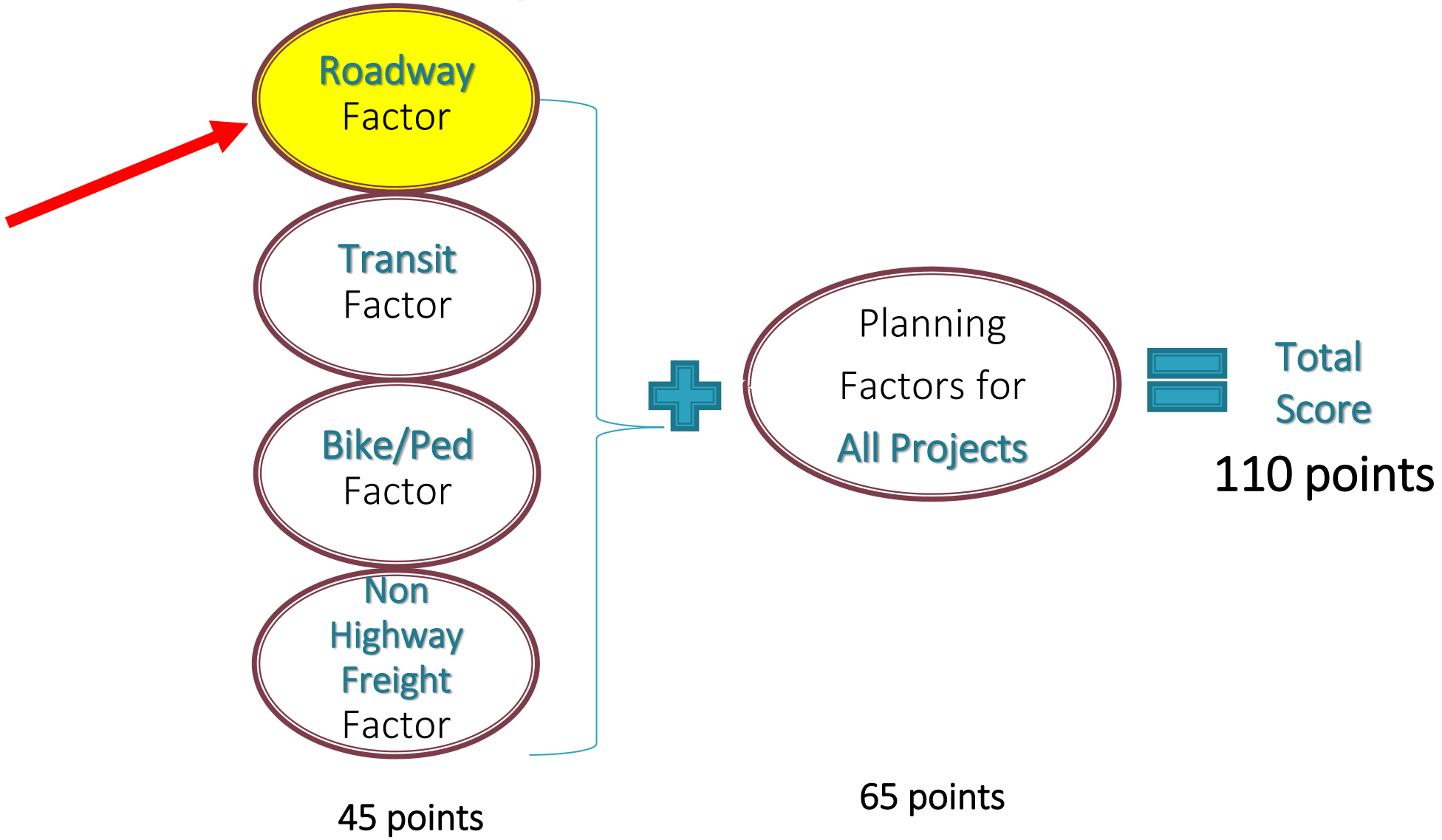
Ohio Congestion Mitigation & Air Quality (CMAQ)

Transportation Alternatives (TA)

STBG/SNK Prioritization Process



STBG/SNK Prioritization Process



Roadway Factors Changes

1. Safety
2. Impact on Safety
3. Compete Streets

Safety - Current Scoring Method

1. Compute crash rates for road segments.
2. Ranges of crash rates correspond to 0-5 points in prioritization.
3. For a project the *highest* point value of any road segment is used as the safety ranking.

Concerns

1. Crash rates are highly susceptible to segment length.
2. HSM recommends other options for assessing roadway safety.
3. Assigning a project the highest point value among all segments does not necessarily give an accurate representation of safety issues.

Safety - New Scoring Method

1. Develop SPFs based on local data
2. Use observed crashes and expected crashes to determine locations that have excessive crashes
3. Incorporate a cost factor to understand potential benefits

Benefits

1. Crash rates are less susceptible to segment length.
2. Using HSM methods
3. Easier to identify real problem areas

Safety Performance Functions

Introduced for jurisdictions to use in HSM 2010.

- Use functions created on national data sets and calibrate to local conditions.
- Create functions on local data directly.
- ✓We created safety performance functions on crash data from the OKI region for 2016-2020.

Functions rely on roadway geometry and traffic volume.

Only road segments and intersections involving functionally classified roads were considered in the analysis.

Existing Scoring for Roadway Segments

Observed Crash Rate per HMVM	
Score	Range
5	More than 1000
4	750 to 1000
3	500 to 750
2	250 to 500
1	100 to 250
0	Less than 100

Proposed Scoring for Roadway Segments

Rural Segment Ranking	
Score	Excess Expected Crash (Cost per mi)
0	$0
1	$1 - $15,000
2	$15,001 - $40,000
3	$40,001 - $80,000
4	$80,001 - $200,000
5	> $200,000

Urban Segment Ranking	
Score	Excess Expected Crash (Cost per mi)
0	$0
1	$1 - $120,000
2	$120,001 - $275,000
3	$275,001 - $650,000
4	$650,001 - $1,500,000
5	> $1,500,000

Proposed Scoring for Roadway Intersections

Rural Intersection Ranking	
Score	Range
0	$0
1	$1 - $2,000
2	$2,001 - $5,000
3	$5,001 - $11,000
4	$11,001 - $20,000
5	> $20,000

Urban Intersection Ranking	
Score	Range
0	$0
1	$1 - $5,000
2	$5,001 - $13,000
3	$13,001 - $25,000
4	$25,001 - $60,000
5	> $60,000

Impact on Safety

Based on Project Type, Uses CRF from national studies. *Updates for 2023*:

Project type	Point value
Add medians	Increase from 3 to 4
Improve intersection incl. add turn lanes and roundabouts	Increase from 3 to 4
Improve interchange	Increase from 1 to 3
Add lane to access controlled facility	Increase from 1 to 3
Add closed loop signal system	increase from 1 to 2
Adjust the ITS category to include ramp meters & queue detection	2

Complete Streets

- Complete Streets is a planning approach that requires OKI and applicants using OKI federal funds to consider the needs of all potential users of transportation facilities.
- Complete Streets is context sensitive
- OKI Complete Streets Policy adopted 11/2022

Applicants Must Consider Options

- We expect that applicants will evaluate legitimate opportunities for including potential users in all cases.
- We will not require that all projects include elements where they are not feasible or warranted.

Potential users

- pedestrians
- bicyclists
- transit
- school bus riders
- people with disabilities
- motorists
- freight haulers
- service personnel
- emergency responders

Context Sensitive

Context sensitive means considering the intended use for the street or road. Example, the street serves as frontage for small businesses then we would expect pedestrians and delivery vehicles to be accommodated.

If it's a limited access freeway we would not expect pedestrians or cyclists to be present, rather planning for autos, trucks and buses is expected.

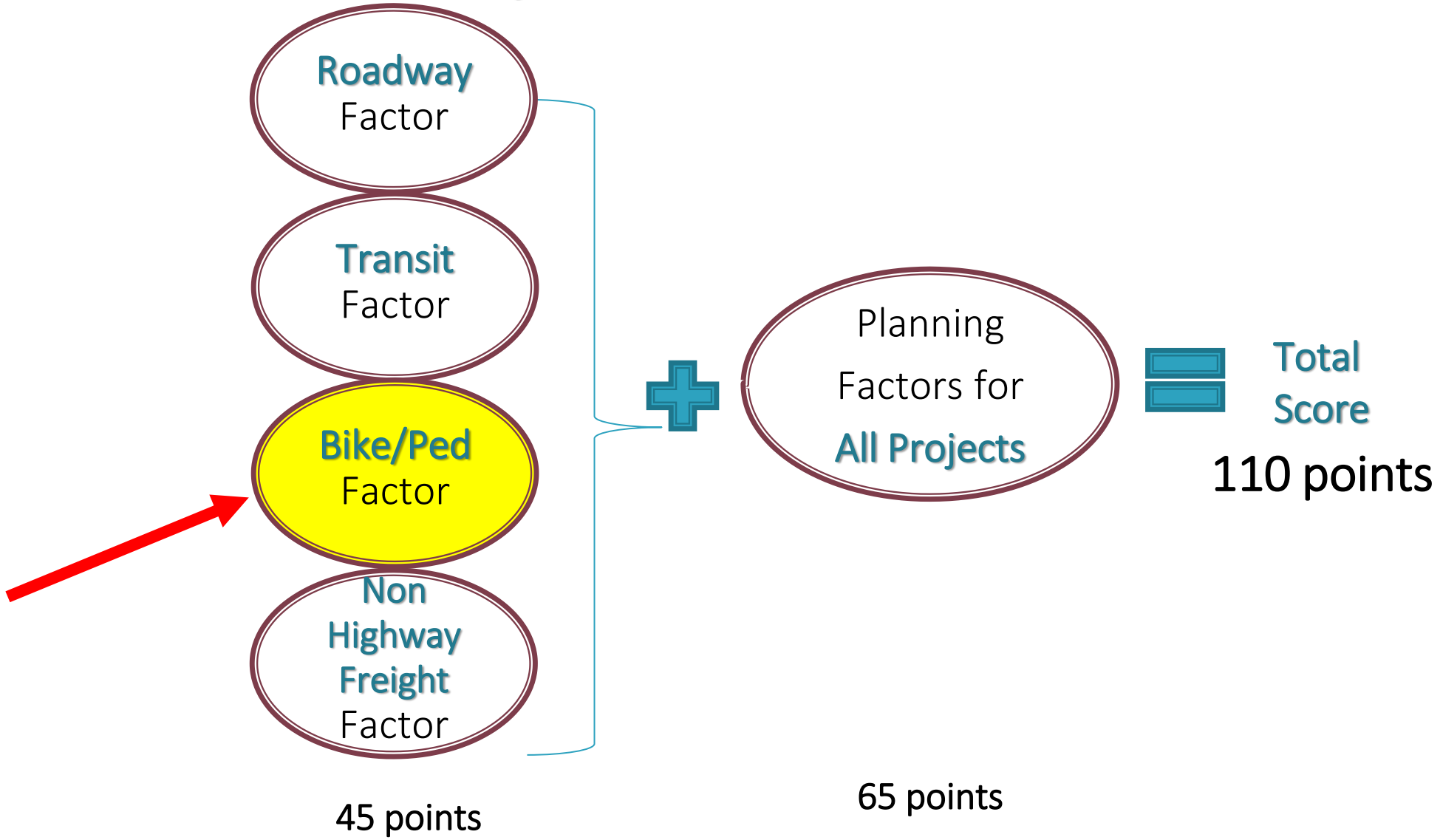
Complete Streets Scoring

- Street is complete. All users accommodated (5 points)
- Street is complete – with exceptions. (1-4) points). Points for design elements that add new or improve existing modes: motor vehicle, fixed route transit, bike, pedestrian, traffic calming.
- Street is NOT complete - and no exceptions apply (-5 points)

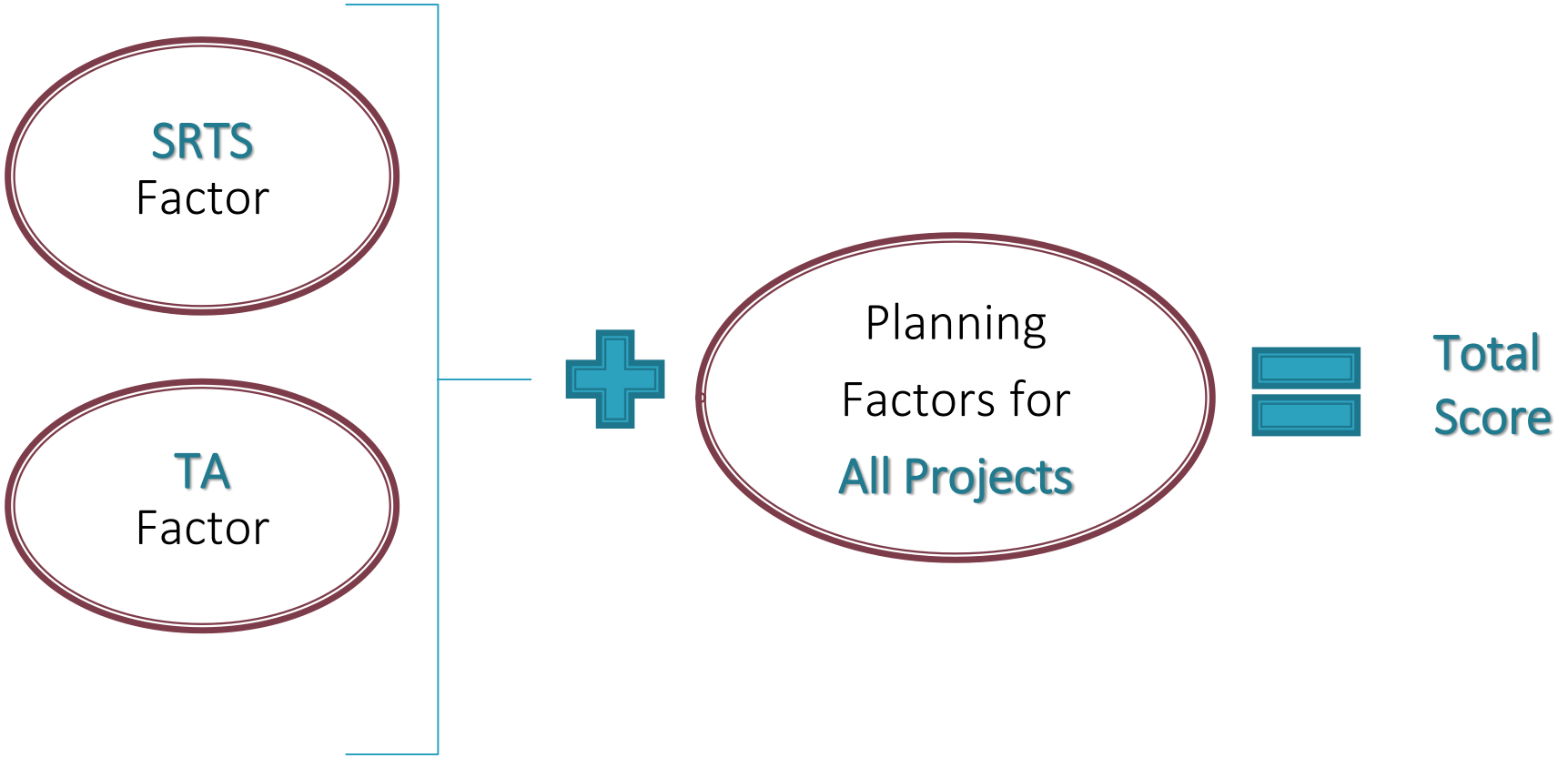
Complete Streets - Exceptions

1. Limited access highway where Bike/Ped are prohibited
2. Cost is excessively disproportionate to need (>20%)
3. Maintenance, repair or resurfacing of an existing cross-section only
4. Project is primarily the installation of traffic control or safety devices
5. Low volume road (ADT less than 1,000 vehicles)
6. Scarcity of population or other factors indicate an absence of need
7. Roadway standards or bicycle and pedestrian standards cannot be met

STBG/SNK Prioritization Process



Prioritization Process for TA Projects



Motion to concur with staff recommendations

2023 Call for Projects

- Ohio STBG: FY27
- Ohio CMAQ FY27/28
- Ohio TA: FY27

- Kentucky SNK: FY27
- Kentucky TA: FY27

- Indiana: no formal call - contact Andy Reser areser@oki.org/ 513-619-7688

OKI Project Prioritization Workshop

March 7, 2023

Following ICC

OKI Board Room

Thank you

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