



MIAMI VALLEY

Regional Planning Commission

10 North Ludlow St., Suite 700
Dayton, Ohio 45402

t: 937.223.6323
f: 937.223.9750
TTY/TDD: 800.750.0750
mvrpc.org

MEMORANDUM

To: Interested Parties in the Safe Streets for All Safety Action Plan RFP
From: MVRPC Staff
Date: September 9, 2024
Subject: RFP Received Questions and Answers

As indicated in the Request for Proposals announcement for the Safe Streets for All (SS4A) Safety Action Plan project, the period from August 26, 2024 to September 6, 2024 provided an opportunity for potential bidding firms to ask questions of MVRPC staff. This document compiles the questions received with their answers.

1. Would it be possible for the MVRPC to release a copy of the grant application for review by potential respondents prior to the proposal deadline?

Response: The narrative portion of MVRPC's SS4A grant application is attached to this memo. For information related to MVRPC's grant award, please visit:
<https://www.transportation.gov/grants/ss4a/2023-awards>

2. Could you please expand upon MVRPC's priorities and expectations for the draft plan due on 3/31/2025? Is there any flexibility in the draft plan deadline if the final plan completion date remains on schedule?

Response: The completion schedule outlined in the RFP reflects the estimated project schedule included in MVRPC's grant agreement with U.S. DOT. This schedule was established with the assumption that the consultant procurement process would begin in July 2024. Due to unforeseen circumstances, the procurement process was initiated later than expected and will impact the project schedule to some degree. MVRPC can offer flexibility with regard to the draft plan deadline as long as the final plan completion date of 10/23/2025 is maintained. It is our desire that meaningful progress be made on the tasks that will make up the safety action plan by 3/31/2025.

Attachment

Celebrating 60 Years | 1964-2024

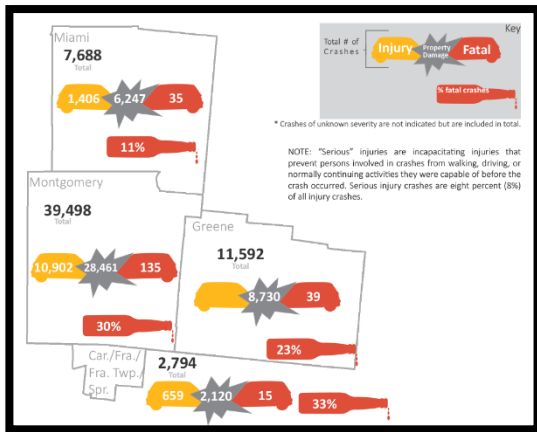
Shaping Our Region's Future Together

Developing a Miami Valley Toward Zero Action Plan

As MPO, MVRPC analyzes crash data that are available through the Ohio Department of Public Safety. In order to reduce crashes, we then go the next step by educating motorists by using marketing techniques on safe driving to remind them of basic safe driving behaviors to put into practice. The action plan development process will help us to include greater community outreach and input into making investment decisions for stronger and persistent messaging and safety projects across the region.

Safety Impact: 383 Fatalities and 9.13 Fatalities per 100,000 Persons (FARS 2017 - 2021)

The Miami Valley Regional Planning Commission (MVRPC) analyzes crash data from the Ohio Department of Transportation and the Ohio Department of Public Safety every three years. Our latest report examines the trends found in the crash data from the years 2017 through 2019 for the Miami Valley Region (Montgomery, Miami, and Greene Counties, plus four jurisdictions in northern Warren County).



A total of 61,572 reported crashes occurred from 2017 to 2019. These crashes include only those costing \$1,000 or greater in property damage, injury-causing, or fatal. Of that total, 224 crashes were fatal, and 15,790 crashes led to injuries where 1,134 of injury crashes led to serious injuries. Alcohol was reported to be involved in 26% of all fatal crashes. On average, a crash occurred in the Region every 26 minutes.

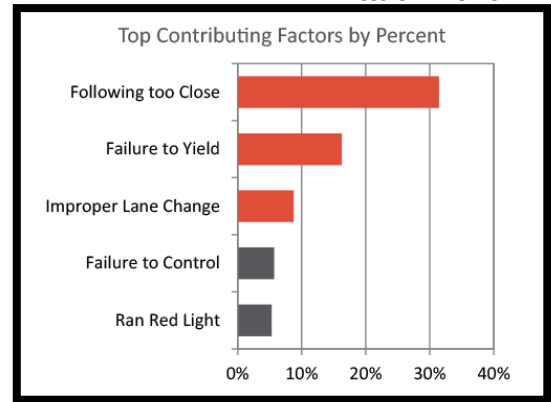
The total crash rate in the Miami Valley has been above the National rate but below Ohio's rate which is also higher than the national average. From 2015 to 2019, the average crash rate was 2.1 per million vehicle miles traveled (MVMT) nationally, 2.4 per MVMT in the Miami Valley, and 2.6 per MVMT statewide.

Regional Road Network Crashes: To further analyze regional road safety, focus was placed on the regional road network, primarily the Region's collectors, arterials, and freeways from 2017 to 2019. Only crashes that occurred on those roads were selected and examined so crashes on local roads were omitted. Road construction or animal crashes were also omitted. From 2017 to 2019, a total of 47,653 crashes were reported on the regional road network. Serious crashes led to an incapacitating injury or loss of life. Although, serious crashes represented a small percent of total crashes (3%), a total of 1,134 serious injury crashes and 194 fatal crashes occurred. Twenty-eight percent (28%) of serious crashes were fixed object crashes, and 18% were angle crashes. These crashes varied by age group of drivers involved. Twenty-six percent (26%) of fixed-object crashes involved youth, ages 16 to 25. Similarly, 24% of angle crashes involved seniors, ages 66 and above.

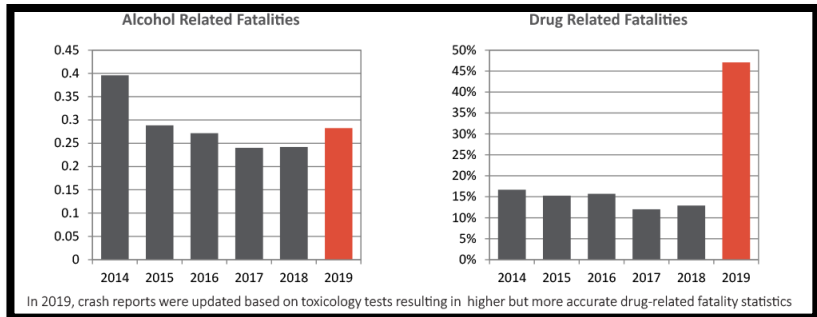
Road Network Crashes by County		2017				2018				2019				County Total
		Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	
County	Greene	12	831	2,053	2,896	3	809	2,110	2,922	17	822	2,114	2,953	8,771
	Miami	11	386	1,220	1,617	10	359	1,298	1,667	9	396	1,365	1,770	5,054
	Montgomery	40	3,365	7,626	11,031	43	3,052	7,310	10,405	37	3,123	7,136	10,296	31,732
	Warren (MPO Area)	5	200	580	785	3	160	446	609	4	182	516	702	2,096
Region Total		68	4,782	11,479	16,329	59	4,380	11,164	15,603	67	4,523	11,131	15,721	47,653

PDO - Property Damage Only crashes

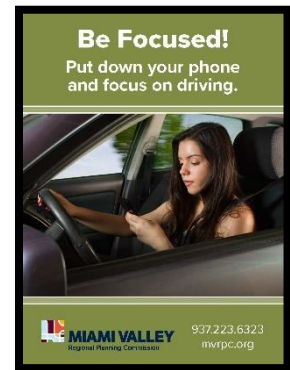
Contributing Factors: Contributing factors are the driver or non-motorist's actions that may have contributed to the crash, as reported by the law enforcement officer. The most common contributing factors were following too close (31% of all crashes), failure to yield (16%), and improper lane change (9%). The factors that had the highest severity were running stop light/sign and veering left of center. Fifty eight percent (58%) of crashes caused by running a stop sign or red light led to injuries or fatalities.



Alcohol and Drug Related Fatalities: The crash data indicates the dangerous implications of driving while under the influence of alcohol or drugs. A total of 87 fatalities involved alcohol and/or drug related fatal crashes. Compared to the previously analyzed period, alcohol use decreased from 31 to 26 percent while drug use increased from 15 to 24 percent in fatal crashes.

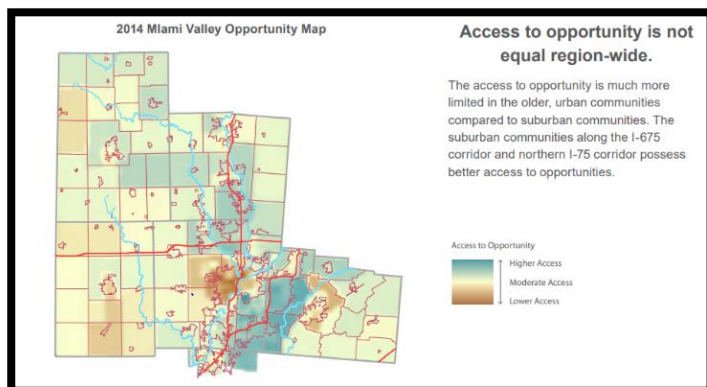


Safety Campaigns: MVRPC continues to promote safety messages across the Region. The campaign's messages are in response to a statewide increase in injuries or deaths related to the reduced use of seat belt and increase of distracted driving and pedestrians and cyclists should wear brightly-colored or reflective clothing to increase visibility to motorists. The safety campaigns have expanded to target distracted driving messages to young drivers (16-21) delivered on digital platforms like Pandora, YouTube, Spotify, Facebook and Instagram to the specific age group. These advertisements have been placed on newspaper, billboards, and bus ads as reminders for all.



Equity – 40% of Population Reside in Disadvantaged Census Tracts

The equity analysis tool results look very similar to our equity profile results that identified parts of the region by their access to opportunity. Both results indicate that disadvantaged populations are a very large minority and are located all across our Miami Valley Region but especially where there has been a lack of investment in infrastructure, employment centers, housing, healthcare, and retail.



USDOT Equitable Transportation Community (ETC) Explorer

ETC Explorer - Homepage

ETC Explorer - National Results

ETC Explorer - State Results

ETC Explorer- Add Your Data (National and State Results)

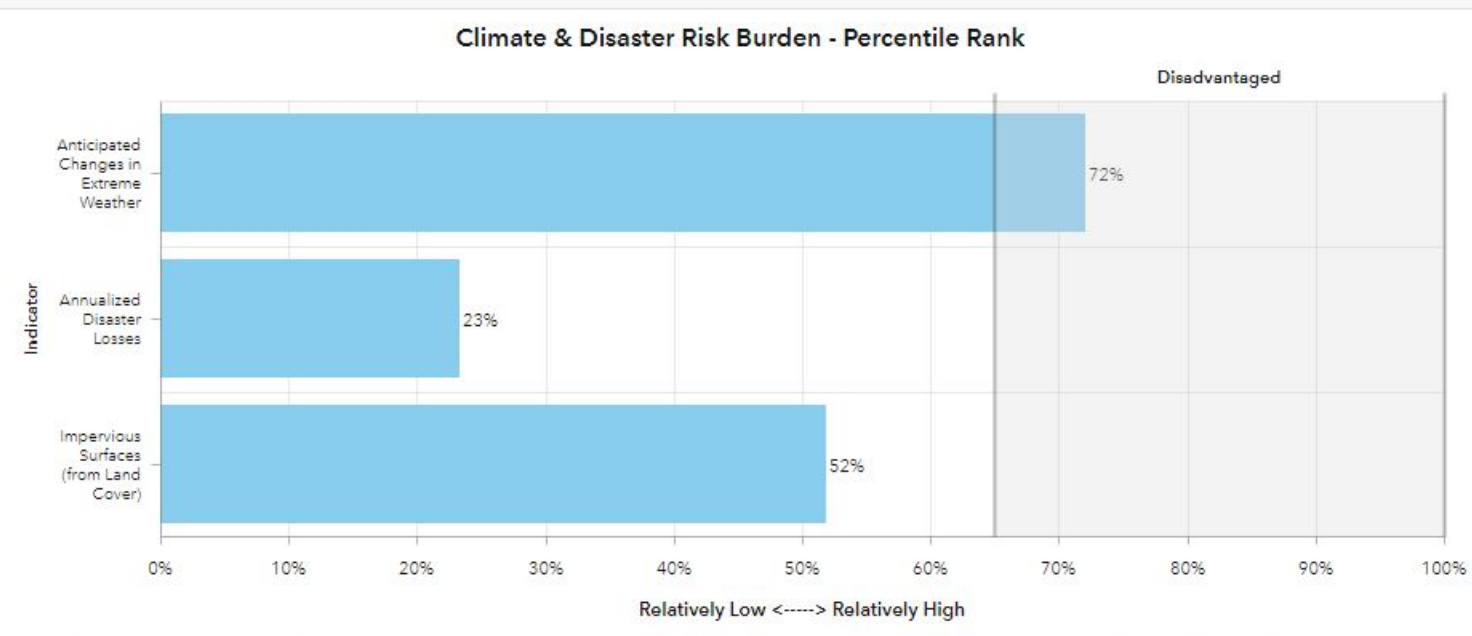
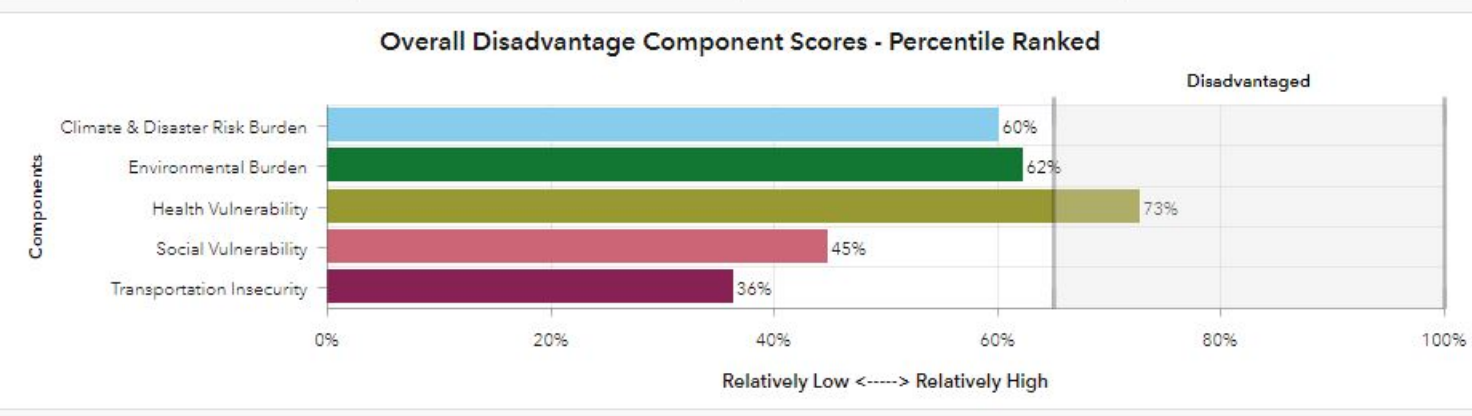
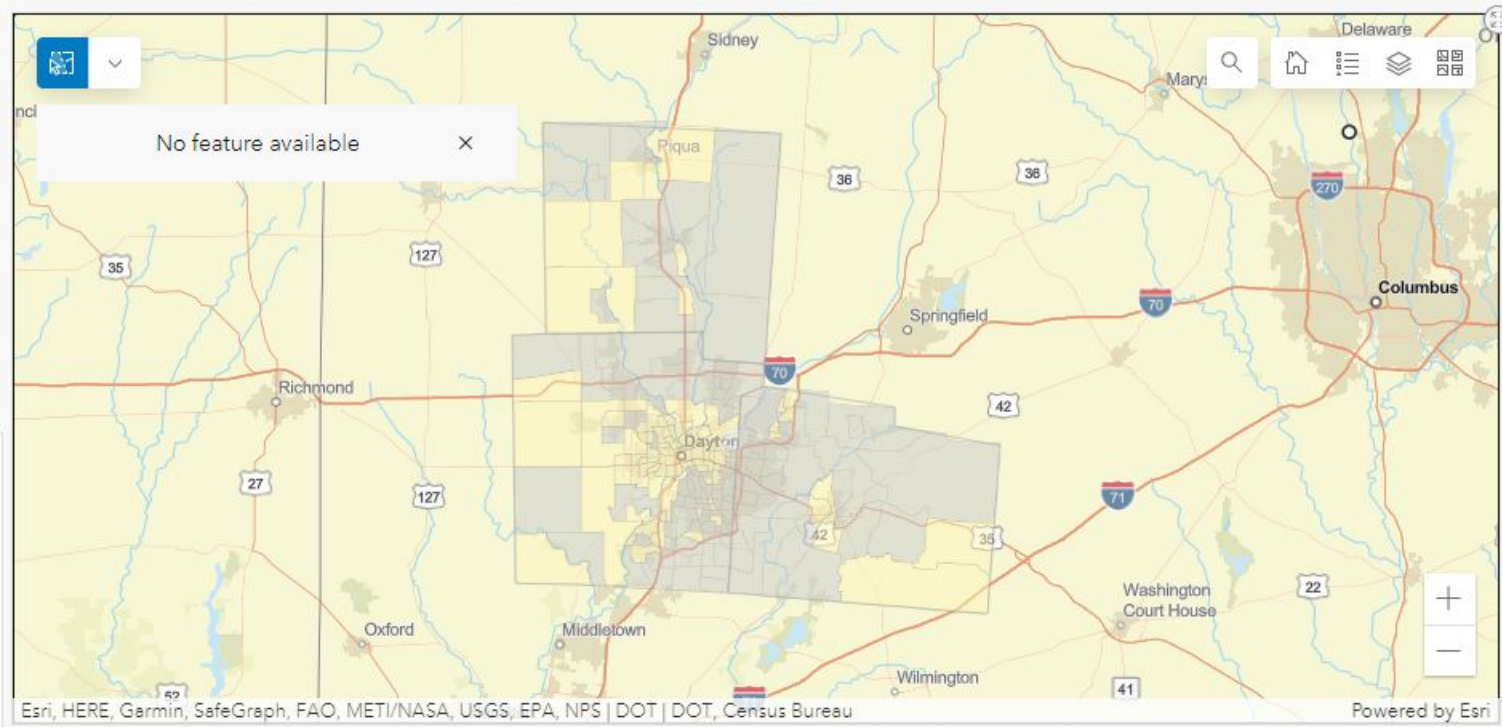
Transportation Insecurity Analysis Tool

Attachment
Understanding the Data

For Instructions:

Click the arrow on the left of the page for instructions on how to find your location, select your area of interest, view metrics, and reset your selection.

State Selector
Ohio
County Selector
Greene County, Ohio... 3
Community Selector
All Communities
MPO Selector
All MPOs



Total Population Living in the Selected Project Area

805.9k

Total Population Living in Disadvantaged Census Tracts in the Selected Project Area

292.5k

% of Disadvantaged Census Tracts in the Selected Project Area

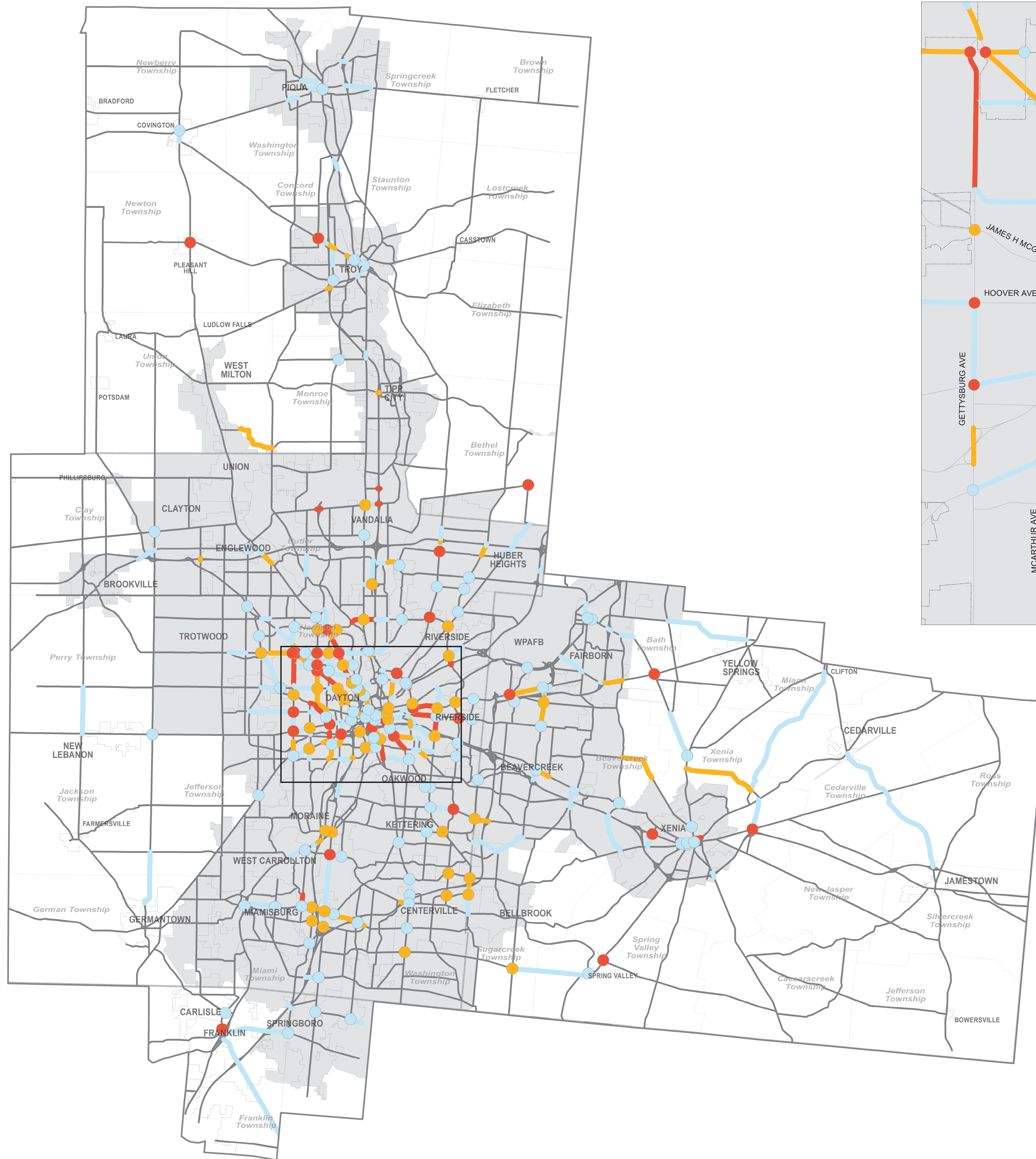
40%

- Component Scores are distinct from Indicator Scores. For more information please see - Understanding the Data.
- Index scores for Alaska, Hawaii and the territories are calculated separately due to unavailable data for certain indicators. The Explorer visualizes unavailable

Climate & Disaster
Environmental
Health Vulnerability
Social Vulnerability
Transportation Insecurity

Priority High-Crash Locations

SFY21 Crash Analysis (2017 to 2019 Crash Data)



Priority Rank

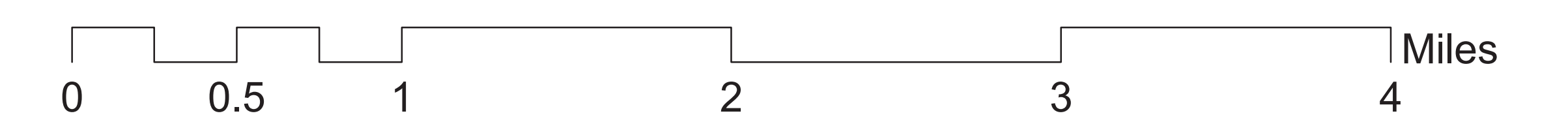
Intersections

- High
- Medium
- Low

Segments

- High
- Medium
- Low

- Roads
- Urbanized Areas



March 2021

Sources: ODOT, ODPS, MVRPC