
**JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS)
POLICY COMMITTEE**

**FOR FURTHER INFORMATION
CONTACT:**

**Steven Duke, Executive Director
Region 2 Planning Commission
(517) 788-4426**

DATE: January 17, 2019

TIME: 8:00 A.M.

**PLACE: Jackson Co. Tower Bldg.
120 W. Michigan Ave., - 5th Floor
Jackson, MI 49201**

A G E N D A

Comments will be solicited on each item following discussion and prior to any final action.

1. Call to Order
2. Public Comment
3. Approve Minutes of the Policy Committee Meeting of December 20, 2018 and Receive the Minutes of the Technical Advisory Committee Meeting of December 19, 2018 (see enclosure) – **ACTION**
4. Agency Status Reports (see enclosures) – **DISCUSSION**
 - City of Jackson (not submitted)
 - Jackson Area Transportation Authority
 - Jackson County Department of Transportation
 - Michigan Department of Transportation
 - Jackson County Airport-Reynolds Field (not submitted)
 - Enterprise Group (<http://www.enterprisegroup.org>)
5. Approval of Amendments to the JACTS FY 2017–2020 Transportation Improvement Program (TIP) (see enclosure) – **ACTION**
 - Michigan Department of Transportation (MDOT)
6. Approval of the Resolution Supporting MDOT's Safety Performance Target Measures for 2019 (see enclosures) – **ACTION**
7. JACTS FY 2020-2023 Transportation Improvement Program (TIP) Update – **DISCUSSION**
8. Joint City of Jackson / Jackson County Non-Motorized Plan Update – **DISCUSSION**
9. West Avenue / I-94 Interchange Alternate Design Options Update – **DISCUSSION**
10. Other Business
11. Public Comment
12. Adjournment

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

MINUTES

JACTS POLICY COMMITTEE

Jackson County Tower Building
120 W. Michigan Avenue – 5th Floor
Jackson, Michigan

Thursday, December 20, 2018

Members Present: David Herlein, Spring Arbor Township
Phil Moilanen, Jackson Area Transportation Authority
Jon Dowling, JACTS Technical Advisory Committee Chair
Eric Mullen, MDOT
Bob Welsh, Region 2 Planning Commission
Mike Trudell, Summit Township
Dan Wymer, Napoleon Township
Keith Acker, Sandstone Charter Township
Steve Shotwell, Chair, Jackson County Board of Commissioners
John Feldvary, Jackson County Airport-Reynolds Field
Pete Jancek, Vice-Chair, Blackman Charter Township
Mike Overton, Jackson County Department of Transportation

Members Absent: Derek Dobies, Mayor, City of Jackson
Howard Linnabary, Leoni Township
Patrick Burtch, City of Jackson

Others Present: Steve Duke, Region 2 Planning Commission
Tanya DeOliveira, Region 2 Planning Commission
Mike Davis, Jr., MDOT – University Region
Kelby Wallace, MDOT – Jackson TSC
Corey Clevenger, JCDOT
Bret Taylor, JCDOT
Mike Brown, JATA
Christopher Bolt, Jackson County Department of Transportation

ITEM 1 CALL TO ORDER

Chair Shotwell called the meeting to order at 8:05 AM.

ITEM 2 PUBLIC COMMENT

No public comments were received.

JACTS POLICY COMMITTEE MINUTES

December 20, 2018

Page 2

ITEM 3 **APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF NOVEMBER 15, 2018 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MINUTES OF NOVEMBER 14, 2018**

A motion was made by Mr. Moilanen, and supported by Vice-Chair Jancek, to approve the Policy Committee meeting minutes of November 15, 2018 and receive the Technical Advisory Committee meeting minutes of November 14, 2018 as presented. The motion passed unanimously.

ITEM 4 **AGENCY STATUS REPORTS**

Project status updates were presented by the City of Jackson, Jackson County Department of Transportation (JCDOT), Jackson Area Transportation Authority (JATA), the Michigan Department of Transportation (MDOT), and the Jackson County Airport. The City of Jackson reported that all construction projects are closed for the winter. There will be lights put around the roundabout on Fourth Street this winter. JCDOT reported that tree work on the Norvell Road project is complete. The Moon Lake Bridge project has been let and the award went to ET Mackenzie Company. JATA will have radios for their fleet that are compatible with the local 911 system. MDOT reported that work on the bridge over the Grand River on I-94 is active. The Jackson County Airport reported that in 2019 a \$3.2M project will begin to reconstruct an apron and associated taxi-ways.

ITEM 5 **APPROVAL OF AMENDMENTS TO THE JACTS FY 2017 – 2020 TIP**

Mr. Davis requested the following amendments to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed amendments are:

FY	Job Number	Project Name	Limits	Project Description	Phase	Federal Cost	Fed Fund Source	State Cost	Total Phase Cost	Amendment Type
2019	127537	M-60 E	EB & WB over I94	Bridge Replacement	Utility	\$225,000	IM	\$25,000	\$250,000	Phase Add
2020	127537	M-60 E	EB & WB over I94	Bridge Replacement	CON	\$9,055,800	IM	\$1,006,200	\$10,062,000	Cost Change from \$14,287,073
2020	202571	M-50	M-99 & M-52 & M-124 btwn M-50 & US-12	Non-freeway signing upgrade	CON	\$613,107	STG	\$0	\$613,107	Length Change from 66.128 to 48.865

A motion was made by Mr. Moilanen, supported by Mr. Feldvary, to approve the proposed MDOT amendments as presented. The motion carried unanimously.

ITEM 6 **REVIEW ALTERNATIVE DESIGN CONCEPTS FOR THE WEST AVENUE (US-127) / I-94 INTERCHANGE**

Mr. Wallace gave a presentation on the options that MDOT is considering in the study of the West Avenue/US-127/I-94 Interchange. This project has been studied since 2000. MDOT is identifying additional interchange options that will be needed as part of a future environmental re-evaluation process. The study goals include evaluating innovative interchange treatments to minimize the right-of-way impact, improve safety, enhance non-motorized connections, and update costs and traffic analysis. Questions regarding the various alternatives were discussed. Concerns were raised about wildlife, pedestrians, and traffic flow within the interchange in the project area. A public meeting to review this information will be held in the community in February 2019.

JACTS POLICY COMMITTEE MINUTES

December 20, 2018

Page 3

ITEM 7 **REVIEW DRAFT JACTS FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROPOSED PROJECTS**

Mr. Duke reported that projects had been solicited from Act 51 Agencies. There were more projects than revenue. Projects were prioritized by local match funds, safety, PASER ratings, crashes, and priority projects within the JACTS area. No JATA projects have been selected at this time.

ITEM 8 **JACTS FY 2018 LIST OF FEDERALLY OBLIGATED PROJECTS**

Mr. Duke stated that the Region 2 Planning Commission has made the JACTS FY 2018 List of Federal Obligated Projects report available. This is a FHWA requirement showing projects that use federal funds. The report is also available on the R2PC website.

ITEM 9 **JOINT CITY / COUNTY NON-MOTORIZED PLAN UPDATE**

Ms. DeOliveira reported that the Greenway Collaborative had been selected as the firm who will be working on the plan. Contract negotiations are underway. Work on the project will begin once the contract has been signed by the consultants and the Region 2 Planning Commission, which is expected in early 2019. Vice-Chair Jancek noted that Greenway Collaborative completed the MDOT non-motorized plan for the region, and has done great work in the past.

ITEM 10 **OTHER BUSINESS**

There was no other business to report.

ITEM 11 **PUBLIC COMMENT**

No public comments were received.

ITEM 12 **ADJOURNMENT**

Vice-Chair Jancek adjourned the meeting at 9:20 AM.

Tanya DeOliveira, AICP
Principal Transportation Planner

MINUTES

JACTS TECHNICAL ADVISORY COMMITTEE

Jackson City Hall
161 W. Michigan Ave. – 10th Floor
Jackson, MI 49201

Wednesday, December 19, 2018

Members Present: Jeff Franklin, MDOT- Lansing
Mike Davis (Alt.), MDOT-University Region
Jon Dowling, Chair, City of Jackson – Engineering
Angela Kline, Vice-Chair, Jackson County Dept. of Transportation
Corey Clevenger (Alt.), Jackson County Dept. of Transportation
Jeff Wickman, Jackson Area Transportation Authority
Tanya DeOliveira (Alt.), Region 2 Planning Commission

Members Absent: Andy Pickard, FHWA (Ex-officio)
Juan Zapata, Jackson County Airport – Reynolds Field
Jonathon Green, City of Jackson Public Works
Amy Torres, The Enterprise Group
Troy White, City of Jackson-Engineering
Jack Ripstra, Blackman Charter Township

Others Present: Tyler Kent, MDOT
Ryan Gladding, MDOT
Kelby Wallace, MDOT– Jackson TSC

ITEM 1 CALL TO ORDER

Chair Dowling called the meeting to order at 9:40 AM.

ITEM 2 PUBLIC COMMENT

No public comments were received.

ITEM 3 APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF NOVEMBER 14, 2018 AND RECEIVE THE POLICY COMMITTEE MINUTES OF NOVEMBER 15, 2018

A motion was made by Mr. Franklin, supported by Vice-Chair Kline, to approve the Technical Advisory Committee meeting minutes of November 14, 2018 and receive the Policy Committee meeting minutes of November 15, 2018 as presented. The motion passed unanimously.

ITEM 4 AGENCY STATUS REPORTS

Project status updates were presented by the City of Jackson, Jackson County Department of Transportation (JC DOT), Jackson Area Transportation Authority (JATA), and the Michigan Department of Transportation (MDOT). The City of Jackson reported that all construction projects are closed for the winter. JC DOT reported that the Moon

Lake Bridge project has been let and the award went to ET Mackenzie Company. JATA is ordering a utility truck, and it won't arrive until February 2019. MDOT reported that there is some winter bridge work on I-94.

ITEM 5 **APPROVAL OF AMENDMENTS TO THE JACTS FY 2017 – 2020
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Mr. Davis reported that MDOT was requesting the following amendments to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP):

FY	Job Number	Project Name	Limits	Project Description	Phase	Federal Cost	Fed Fund Source	State Cost	Total Phase Cost	Amendment Type
2019	127537	M-60 E	EB & WB over I94	Bridge Replacement	Utility	\$225,000	IM	\$25,000	\$250,000	Phase Add
2020	127537	M-60 E	EB & WB over I94	Bridge Replacement	CON	\$9,055,800	IM	\$1,006,200	\$10,062,000	Cost Change from \$14,287,073
2020	202571	M-50	M-99 & M-52 & M-124 btwn M-50 & US-12	Non-freeway signing upgrade	CON	\$613,107	STG	\$0	\$613,107	Length Change from 66.128 to 48.865

A motion was made by Vice-Chair Kline, supported by Ms. Clevenger, to approve the proposed MDOT amendments as presented. The motion carried unanimously.

ITEM 6 **REVIEW ALTERNATIVE DESIGN CONCEPTS FOR THE WEST AVENUE (US-127) / I-94 INTERCHANGE**

Mr. Wallace gave a presentation on the options that MDOT is considering in the study of the West Avenue/US-127/I-94 Interchange. MDOT is identifying additional interchange options that will be needed as part of a future environmental re-evaluation process. The study goals include evaluating innovative interchange treatments to minimize the right-of-way impact, improve safety, enhance non-motorized connections, and update costs and traffic analysis. Chair Dowling asked what is the preferred option that MDOT is considering. Mr. Wallace reported that there is no preferred option at this time. A public meeting to review this information will be held in the community in February 2019.

ITEM 7 **REVIEW DRAFT JACTS FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROPOSED PROJECTS**

Ms. DeOliveira presented a preliminary list of the JACTS FY 2020 – 2023 Transportation Improvement Program (TIP) projects list. The projects have been approved by the Jackson City Council and the Jackson County Board of Commissioners. This draft list will eventually be used to form the official FY 2020 – 2023 TIP.

Mr. Franklin reported that the Highway Infrastructure Program as a part of the FHWA has given a one-time apportionment for bridges, highways, and tunnels to JACTS. The funds must be used for construction projects only (no planning, design, or transit projects). The amount of \$106,284 has to be obligated by September, 30 2021. MDOT is recommending that the funds be programmed by FY 2020.

ITEM 8 **JACTS FY 2018 LIST OF FEDERALLY OBLIGATED PROJECTS**

Ms. DeOliveira reported that the Region 2 Planning Commission has made the JACTS FY 2018 List of Federal Obligated Projects report available. The report was included in the meeting agenda packet. The report fulfills a federal requirement for all metropolitan planning organizations.

ITEM 9 **JOINT CITY / COUNTY NON-MOTORIZED PLAN UPDATE**

Ms. DeOliveira reported that the Greenway Collaborative had been selected as the firm who will be working on the plan. Contract negotiations are underway. Work on the project will begin once the contract has been signed by the consultants and the Region 2 Planning Commission, which is expected in early 2019.

ITEM 10 **OTHER BUSINESS**

No other business was reported.

ITEM 11 **PUBLIC COMMENT**

No public comments were received.

ITEM 12 **ADJOURNMENT**

There being no further business, Chair Dowling adjourned the meeting at 10:55 AM.

Tanya DeOliveira
Principal Transportation Planner

PROJECT REPORT
2017-2020 TIP

January 2019

FY2018

1. Vehicle Procurements
 - a. (1) Utility Work Truck – Vehicle has been ordered and is expected to arrive within the next 8-10 weeks.
2. Facility Upgrades
 - a. Replace HVAC system at main office – MDOT has approved a new/improved solicitation and is set to be released in the next week.

FY2019

1. Vehicle Procurements
 - a. (4) Medium duty vans – First two vans are being ordered this week. We would expect them to be delivered by sometime in March 2019.
 - b. (1) Gillig Bus Replacement – This bus is ordered and is expected to be delivered either Dec. 2019 or Jan. 2020.
2. Bus & Bus Components
 - a. Replace radio system and bus radios –Project will begin sometime Spring 2019.
3. Facility Upgrades
 - a. Admin office rehab and update – Project will begin in 2019.
 - b. Surveillance upgrades (cameras, gates, etc..) – Project will begin in 2019.



Jackson County

Department of Transportation



Christopher J. Bolt, MPA, PE
Managing Director

Angela N. Kline, PE
Director of Engineering
Deputy Managing Director

Robert D. Griffis
Director of Operations
Deputy Managing Director

Keeping Our Community Safely in Motion...

JACTS Update

January 2019

2018 PROJECTS

- **BERRY ROAD (RIVES EATON ROAD TO LANSING AVE)), RIVES EATON ROAD (PERRINE ROAD TO BERRY ROAD) and WEST MICHIGAN AVE (GLASGOW ROAD THROUGH PARMA VILLAGE)**
 - Work is complete
- **AIRPORT ROAD AND COUNTY FARM ROAD INTERSECTION**
 - Work is complete.
- **ANN ARBOR ROAD PATHWAY**
 - Work is complete.
- **KING ROAD**
 - Waiting to hear what letting this will be in.
- **MOON LAKE ROAD BRIDGE**
 - This project began on January 7, 2019.
- **NORVELL ROAD**
 - This project is shut down for the winter and will begin in the spring.
- **RIVES JUNCTION ROAD PATHWAY**
 - This project will be finished in the spring.
- **WEST MICHIGAN AVE FROM M-60 TO GLASGOW**
 - This project will be finished in the spring.

- **MICHIGAN AVE BRIDGE**
 - We are submitting the final plans to MDOT for a letting the beginning of 2019.
- **PREVENTATIVE MAINTENANCE**
 - The project will begin in the spring.
 - Preventative Maintenance work is planned for the following roads:
 - Napoleon Road (M-50 to Lee)
 - Berry Road (Lansing to M-106)
 - Callahan Road (W. Michigan to Devereaux)
 - Bowerman Road (Fowler to Cochran)
 - Fowler Road (Rountree to Bowerman)
 - Roundtree Road (County line to Fowler)
 - Pink Street (County line to M-124)
 - Territorial Road (M-106 to M-52)

2019 PROJECTS

- **LAURENCE ROAD**
 - We are working on the project submittals.
- **W. MICHIGAN AVE**
 - This was presented at the RTF as a change and will be approved at the full RTF meeting on January 9, 2019.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
JACKSON TRANSPORTATION SERVICE CENTER

PAUL AJEGBA
DIRECTOR

January 16, 2019

FY 2019

Construction:

I-94 (M-60 to Sargent) Work on mainline I-94 is done until 2019. Work will continue on the new EB I-94 bridge through the winter.

I-94 (Over Conrail and the Grand River) – Bridge Replacement

I-94 (M-60 to Sargent Rd) – Reconstruction and rehabilitation

I-94 (M-106 NB & SB (Cooper St)) – Bridge Replacement

M-106 (Ganson to Porter) - CPM resurfacing

Public meeting to discuss 2019 construction on I-94 and future construction on February 25th at Blackman Township Hall from 1:30 pm until 7 pm, presentations at 2 pm and 6 pm.

M-106 (Lakelands Trail Expansion Phase 1 & 2) – Non-Motorized Trail.

I-94 at Grass Lake Weigh Station Install additional parking. Construction in 2019.

M-124 (US-12 to M-50) is a single course mill & resurface CPM project with TAP funds to pave the gravel shoulder.

M-60 (Chapel to Emerson Rd) – Resurfacing and widening for center left turn lane. The letting date for this project is February 2019 and construction will begin in Spring 2019. Continuing to evaluate drainage options and evaluate Right-of-Way for the project.

US-127 (Ayers to I-94) – CPM project including microsurfacing from Ayers to Floyd and concrete pavement repairs from Floyd to I-94. May be constructed in 2020 to avoid conflicts with I-94 project.

Various traffic signal replacement – Signal modernization project that includes signals at US-127/Jefferson, West Ave (127BR)/Boardman, and EB I-94 exit ramp at West Ave (127BR).

Various routes – pavement markings

Various routes – crack sealing

Design:

M-60 over I-94 - Bridge replacement (2020 construction)

US-127 (I-94 to Parnall) – state funds only, major resurfacing (2020 construction)

M-50 (Brooklyn village limits) – Preventative maintenance resurfacing and ADA ramps (2020 construction)

M-106 and I-94BL – Non-freeway signing upgrade (2020 construction)

I-94 (countywide) – ITS devices (2020 construction)

US-127 (Henry to near Ingham Co Line) – state funds only, major resurfacing (2021 construction)

December 6th, 2018

Mr. Steve Duke,
Executive Director
Region 2 Planning Commission
Jackson County Tower Building
120 W. Michigan Avenue, 9th Floor
Jackson, Michigan 49201

Dear Mr. Duke:

This letter is sent by the Michigan Department of Transportation (MDOT) to inform the Jackson Area Comprehensive Transportation Study committees of three TIP amendments to the FY 2017-2020 Transportation Improvement Plan (TIP).

FY	Job no.	Project Name	Limits	Project Description	Phase	Length	Federal Budget	Federal Fund Source	State Budget	Total Phase Cost	Amendment Type
2019	127537	M-60 E	EB and WB over I-94	Bridge Replacement	Utility	1.564	\$225,000	IM	\$25,000	\$2,500	Phase Add
2020	127537	M-60 E	EB and WB over I-94	Bridge Replacement	CON	1.564	\$9,055,800	IM	\$1,006,200	\$10,062,000	Cost Change From \$14,287,073
2020	202571	M-50	M-99 and M-52 & M-124 btwn M-50 and US-12	Non-freeway signing upgrade	CON	54.98	\$613,107	STG	\$0	\$613,107	Length Change From 66.128 To 54.981

Thank you for your attention to this request. If you have any questions or need additional information, please contact Mike at 517-750-0405.

Sincerely,
Mike Davis, Transportation Planner
Jeff Franklin, Transportation Planner

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

To: JACTS Technical, JACTS Policy and Region 2 Planning Commission committee members

From: Tanya DeOliveira, Principal Transportation Planner

Date: January 4, 2019

Subject: Briefing on Michigan Department of Transportation State Targets for Safety Performance Measures – Resolution Adoption

The Federal Highway Administration (FHWA) is requiring that States, MPOs, and operators of public transportation establish targets in specific national performance areas. MPOs may support the state targets for one or more individual performance measures and/or establish specific numeric targets for the other performance measures. MPOs will not be penalized if MDOT does not meet any of their performance measure targets.

MDOT has been working with MPOs across the state to share information as they develop the targets and timelines. The 2019 safety performance measures are due to MDOT by February 28, 2019. Upon review of the materials from FHWA and MDOT, the Region 2 Planning Commission staff recommends that the Region 2 Planning Commission, acting as the MPO, agrees to support MDOT's Safety Performance Measure Targets for Calendar Year 2019 by passing the attached resolution.

MDOT has provided the following information regarding the Safety Performance Measure:

To meet the safety goal of reducing fatalities and serious injuries on the state trunkline system, MDOT's Safety Program's focus is to select cost-effective safety improvements, as identified in Michigan's Strategic Highway Safety Plan (SHSP), and to address trunkline locations with correctable fatality and serious injury crashes. All proposed safety funded improvements must be supported by the MDOT Region's Toward Zero Deaths (TZD) Implementation Plan to mitigate crashes within the region. Priority is given to the projects within each Region that align with SHSP focus area improvements that have the lowest cost/benefit analysis or are a proven low-cost safety improvement to address the correctable crash pattern. On the local road system, MDOT administers federal safety funds for safety improvements supported by a Local Road Safety Plan or addressed by means of a low-cost safety project. High Risk Rural Roads is one program used to address rural roadways where fatalities and serious injuries exceed the statewide average for that class of roadway.



Region 2 Planning Commission Resolution to Support Michigan Department of Transportation State Targets for Safety Performance Measures

WHEREAS, the Region 2 Planning Commission has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for Jackson County; and

WHEREAS, the Highway Safety Improvement Program final rule (23 CRF Part 490) requires States to set targets for five safety performance measures by August 31, 2018; and

WHEREAS, the Michigan Department of Transportation (MDOT) has established targets for five performance measures based on five year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, the MDOT coordinated the establishment of safety target with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the monthly Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, the MDOT has officially adopted the state safety targets in the Highway Improvement Program annual report dated August 31, 2018, and

WHEREAS, the Region 2 Planning Commission may, within 180 days of the State establishing and reporting its safety targets, establish safety targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state safety targets, or committing to a quantifiable target for each safety performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Region 2 Planning Commission has agreed to support the MDOT's state safety targets for calendar year 2019, and

Region 2 Planning Commission



BE IT FURTHER RESOLVED, that the Region 2 Planning Commission will plan and program projects that contribute to the accomplishment of state safety targets.

Michigan State Safety Targets for Calendar Year 2019

Safety Performance Measure	Baseline Condition (2013 – 2017)	Calendar Year 2019 State Safety Target
Fatalities	981.4	1,023.2
Fatality Rate	1.00	1.02
Serious Injuries	5,355	5,406.8
Serious Injury Rate	5.47	5.41
Non-motorized Fatalities & Serious Injuries	743.6	759.8

PASSED, ADOPTED, and APPROVED this fourteenth day of February 2019.

By:

Ralph Tillotson, Chairperson
Region 2 Planning Commission

Steven M. Duke, Executive Director
Region 2 Planning Commission

Assessing Safety Performance

Highway Safety Improvement Program

2019 Targets

Target Summary

Measure (5-year rolling average)	Baseline Condition (2013-2017)	2019 Targets (2015-2019)
Number of Fatalities	981.4	1,023.2
Rate of Fatalities per 100 million VMT	1.00	1.02
Number of Serious Injuries	5,355.0	5,406.8
Rate of Serious Injuries per 100 million VMT	5.47	5.41
Number of Non-motorized (Pedestrian and Bicycle) Fatalities and Serious Injuries	743.6	759.8

Vehicle Miles Traveled (VMT)

Performance Measure Description

Five performance measures were established for the purpose of carrying out the Highway Safety Improvement Program (HSIP), as noted in the Target Summary, and are based on a 5-year rolling average. The measures will be used to assess traffic fatalities and serious injuries on all public roads regardless of jurisdiction. The intent is to improve national safety data by providing greater consistency in reporting, improve transparency through use of a public reporting system, and enable targets and progress to be aggregated at the national level. The regulation will provide the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) the ability to better communicate a national safety performance story.

Establishing targets is a coordinated effort between the Michigan Department of Transportation (MDOT), the Michigan State Police Office of Highway Safety Planning (MSP-OHSP), and Michigan Metropolitan Planning Organizations (MPOs). Targets for three of the five measures must be reported to both FHWA and NHTSA, by MDOT and MSP-OHSP respectively, and must be identical. The three measures are: The number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), and number of serious injuries.

MSP-OHSP annually reports the baseline and targets for the subsequent year to NHTSA by July 1 in the Highway Safety Program, thus significant effort must be made to reconcile crash data by May 1 to meet the deadline. The program focuses on reducing fatalities, injuries, and economic losses result from vehicle crashes through behavioral traffic safety programs. MDOT reports the baseline condition and targets to FHWA by August 31, 2018, as part of the HSIP report, and the MPOs have an additional 180 days to report their respective targets to MDOT. The HSIP focuses on reducing fatalities and injuries on all public roads through infrastructure programs and projects to improve safety.

Assessing Safety Performance

Highway Safety Improvement Program

2019 Targets

Methodology

Existing Trend

Each performance measure is based on a five-year rolling average. The calculation is the sum of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place for each measure. The data is obtained from either the Fatalities Analysis Reporting System (FARS) or the State of Michigan Crash Database. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT for the most recent five consecutive years, divide by five, and round to the tenth decimal place.

External/Exogenous Factors and Risk Assessment

The respective parties agreed to utilize two models developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI models rely on results of a recently completed research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67. The models, predicting counts and the change in counts of fatalities, rely on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. For both models, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent.

Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use a model created by UMTRI that is similar to that used for establishing CY 2018 targets in 2017. The change model created by UMTRI predicts 1,029 fatalities in CY 2018, and 1,028 in 2019. While serious injuries have increased over the past two years, the linear relationship of the ratio of serious injuries and fatalities (A/K) is still evident. The model predicts 5,299 serious injuries in CY 2018, and 5,152 in 2019.

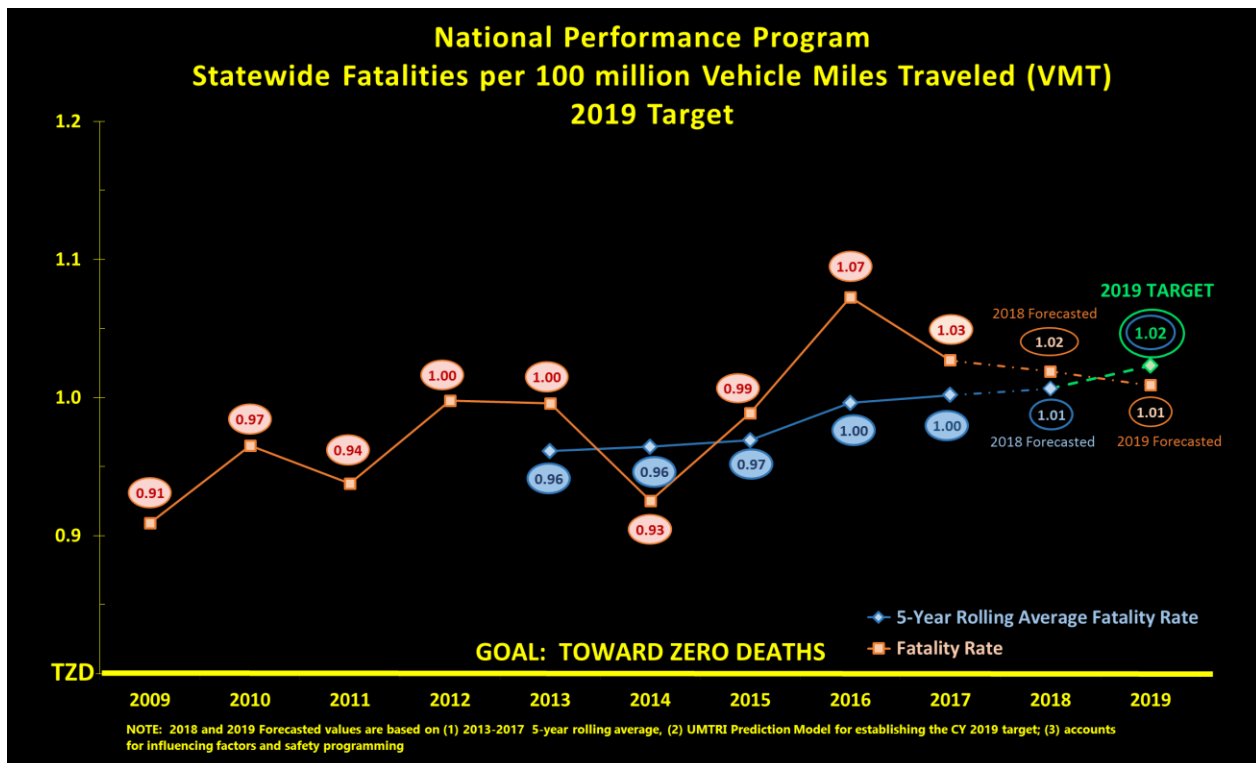
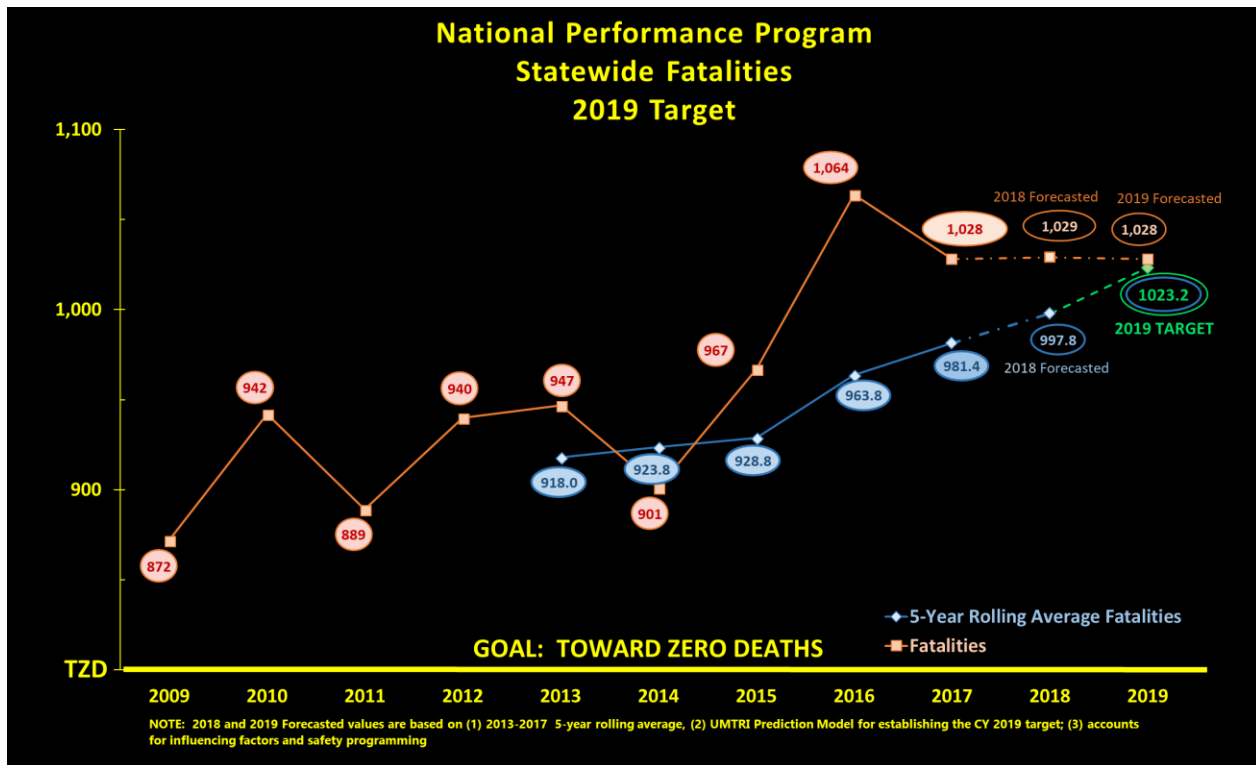
VMT values have been predicted for CYs 2017, 2018 and 2019. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.02 for CY 2018, and 1.01 for CY 2019, and annual serious injury rates of 5.25 for CY 2018, and 5.06 for CY 2019. Results from the UMTRI model (the fatality and serious injury relationship) were also used to generate non-motorized forecasted annual values of 760 for CY 2018, and 751 for CY 2019.

The above annual values for CY 2018 and CY 2019 we used along with values from CY 2015 to 2017 to determine the 2019 Targets (five-year rolling average) as shown in the table.

Assessing Safety Performance

Highway Safety Improvement Program

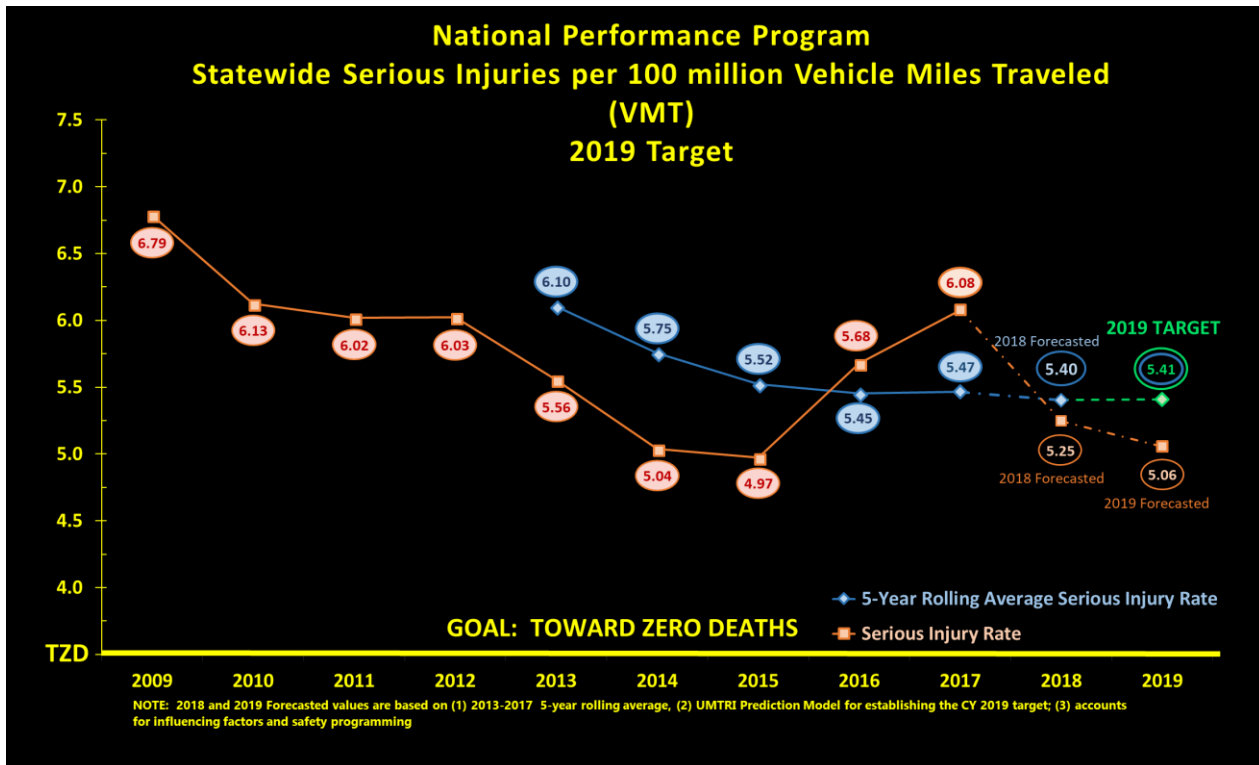
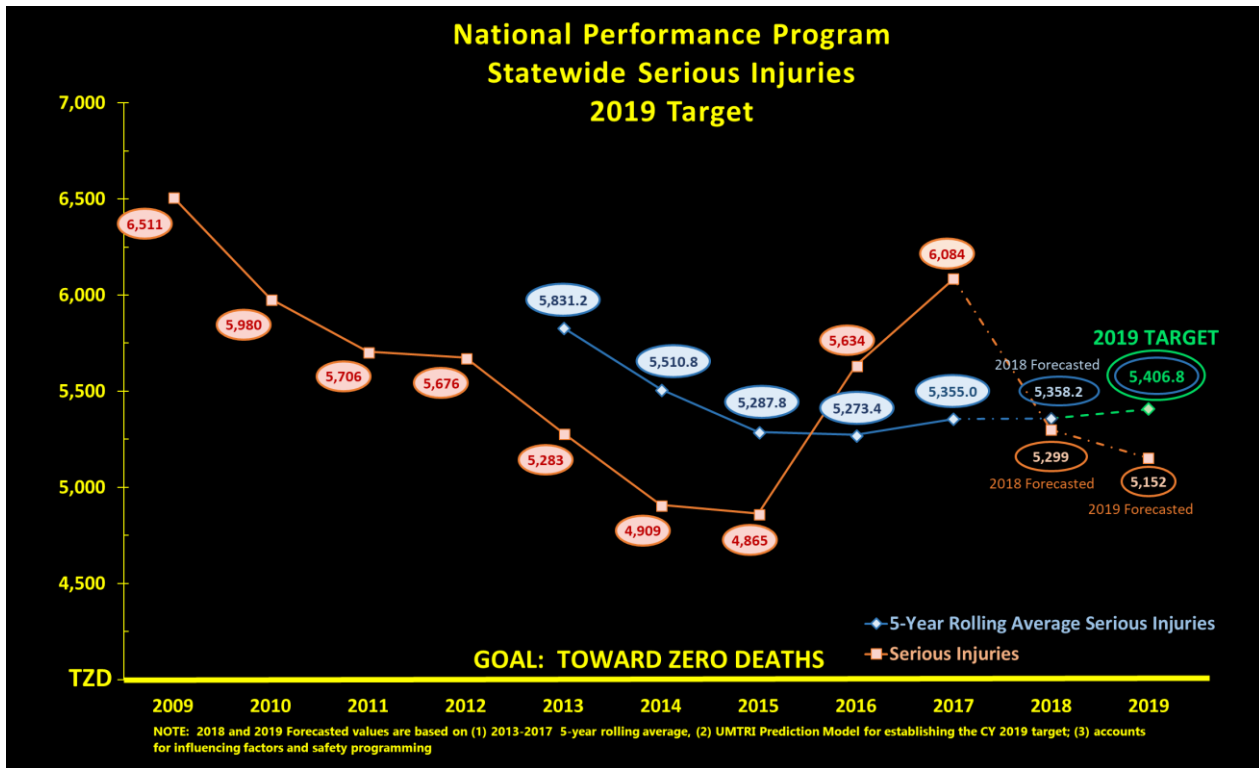
2019 Targets



Assessing Safety Performance

Highway Safety Improvement Program

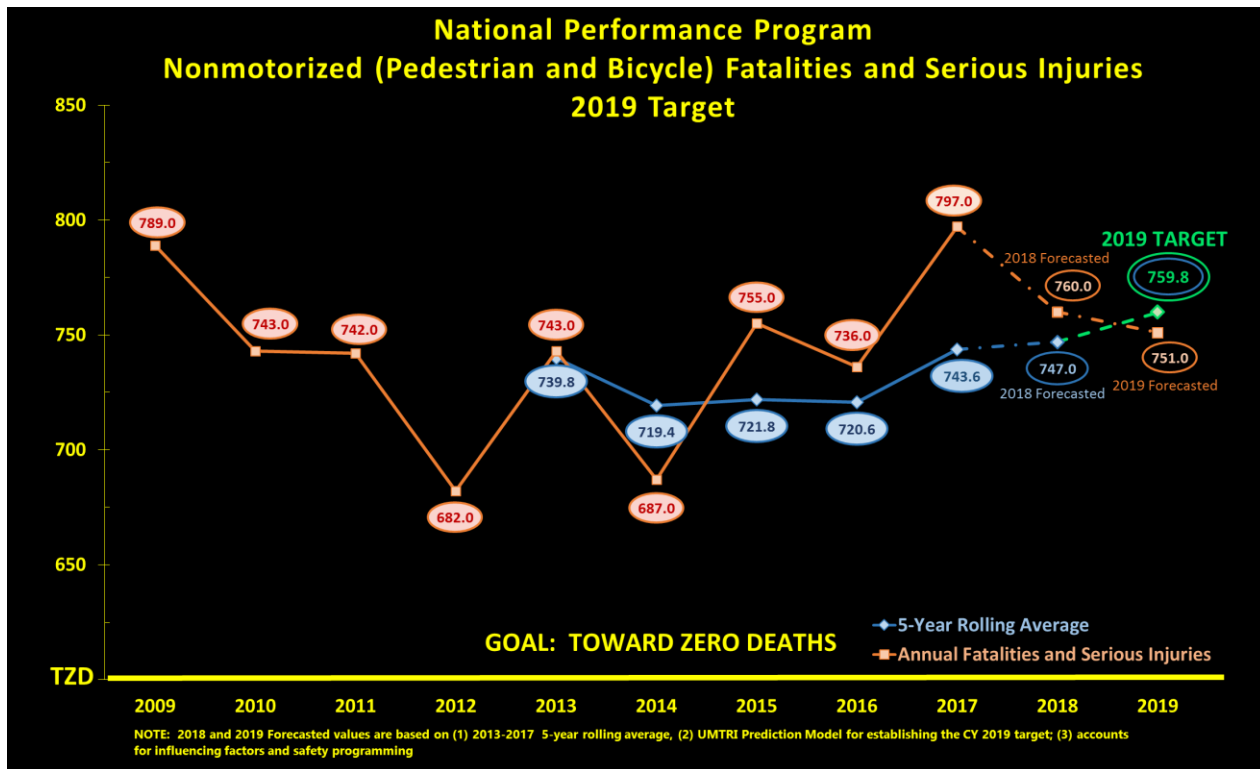
2019 Targets



Assessing Safety Performance

Highway Safety Improvement Program

2019 Targets



State Safety Target Data – Calendar Year 2019 Targets in Red

Year	Fatality	Serious Injuries	5yr Moving Average		VMT*	Fatality Rate	Serious Injury Rate	5yr Moving Average		Bike Ped Fatality/Serious Injuries	Bike Ped Fatality/Serious Injuries 5yr MA
			Fatality	Serious Injuries				Fatality Rate	Serious Injury Rate		
2009	872	6,511			959	0.91	6.79			789	
2010	942	5,980			976	0.97	6.13			743	
2011	889	5,706			948	0.94	6.02			742	
2012	940	5,676			942	1.00	6.03			682	
2013	947	5,283	918.0	5,831.2	951	1.00	5.56	0.96	6.10	743	739.8
2014	901	4,909	923.8	5,510.8	974	0.93	5.04	0.96	5.75	687	719.4
2015	967	4,865	928.8	5,287.8	978	0.99	4.97	0.97	5.52	755	721.8
2016	1,064	5,634	963.8	5,273.4	992	1.07	5.68	1.00	5.45	736	720.6
2017	1,028	6,084	981.4	5,355.0	1001	1.03	6.08	1.00	5.47	797	743.6
2018	1,029	5,299	997.8	5,358.2	1010	1.02	5.25	1.01	5.40	760	747.0
2019	1,028	5,152	1,023.2	5,406.8	1019	1.01	5.06	1.02	5.41	751	759.8

*Vehicle Miles Traveled (VMT) are shown in 100 million miles traveled. Calendar year 2016 to 2018 values were estimated were made by determining the percent change in VMT for prior years of actual data and estimating future years by applying the percent change.

SAFETY FACT SHEET



Together, We Are Moving Michigan

What is Toward Zero Deaths?

Toward Zero Deaths (TZD) is a statewide safety campaign based on the national strategy on highway safety intended to influence driver behavior and improve safety. With more than 35,000 fatalities occurring on U.S. highways each year, roadway safety remains one of the most challenging issues facing Michigan, and the nation.

In 2016, one person was killed in a crash every 8 hours and 15 minutes.

Most fatal crashes occurred on dry roadways (78.3 percent) and in clear weather conditions (62.1 percent).

In 2016, one person was killed in an alcohol involved crash every 1 day 8 hours 25 minutes.

In 2016, one driver under age 21 was in a fatal crash every 2 days 14 hours 18 minutes.

69.7 percent of pedestrians killed in 2016 were male, most pedestrian crashes occur between 5 and 6 p.m., and Friday is the deadliest day of the week for pedestrians.

In 2016, pedestrians crossing not at an intersection accounted for 40.6% of pedestrian fatalities.

In 2016, 73 percent of drinking drivers involved in crashes were male, most fatal had been drinking (HBD) crashes occur between 12 and 3 a.m., and Saturday has the highest number of HBD fatal crashes.

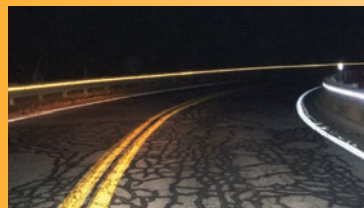
Single-lane roundabouts in Michigan not only reduce fatal and incapacitating crashes by 88 percent, but they also provide an economic benefit of almost \$600,000 per year per roundabout, based on crash reduction and user cost delay.



Crashes on curved roadways account for more than 27 percent of all traffic deaths every year. In an effort to reduce crashes on curved roadways, road agencies install a variety of countermeasures to keep your vehicle on the road.



Centerline Rumble Strips
55 percent reduction in lane departure



Curve Delineation
Reduction in crashes by 20 percent



Speed Warning Systems
Almost 50 percent reduction in crashes



High-Friction Surfaces
35 percent fewer wet roadway crashes



Pedestrians

- Whenever possible, cross at a signal
- Make eye contact with the driver whenever possible
- Walk on the sidewalk whenever possible, and against traffic if a sidewalk is not available



Motorcyclists

- Wear protective high-visibility gear, including a helmet
- Get endorsed
- Take a safety training class
- Don't drink and ride



Drivers

- Check all seats for kids when exiting a vehicle
- Put your phone out of reach and turn the sound off
- Don't drink and drive
- Always wear your seatbelt
- Don't drive in a semi's blind spots
- Watch for pedestrians, bicyclists, and motorcyclists



Bicyclists

- Wear your helmet and bright clothing
- Ride with traffic
- Don't drink and ride
- Use hand signals

A 2017 observational seatbelt survey estimates statewide belt use at 94 percent.

A 2017 observational survey estimated statewide helmet use at 71.4 percent and high-visibility gear at 3.6 percent.

Be a champion in supporting TZD and the safety culture in Michigan.

Go to: www.towardzerodeaths.org to become a TZD participant

To learn more about Michigan's efforts, go to:

www.michigan.gov/zerodeaths

Together we are
Moving Michigan



Toward Zero Deaths™
National Strategy on Highway Safety