2 Current Conditions and Related Efforts

2.1 Crash Data Overview

Between 2018 and 2022, 49,672 total traffic crashes were reported in the seven-county CORPO planning area. More than 106,000 people were involved in these crashes, of which 1,904 experienced serious injuries as a result, and another 324 were killed. The map in Figure 2.2 on the following page illustrates the locations of each individual fatal and serious injury crash across the seven-county CORPO area. This chapter provides an overview of key information gathered through analysis of this crash data.

Current Five-Year Trends

The total number of crashes reported each year over this five-year period between 2018-2022, initially over 10,000 per year, dropped by approximately 15% from 2019 to 2020 due to the shutdowns associated with the COVID-19 pandemic. However, it is worth noting that a similar reduction in resulting fatalities and serious injuries did *not* occur – these numbers held fairly constant. Figure 2.1 below illustrates this dip in overall crashes in contrast to the fatal and serious injury crash *rates* per 1,000 crashes over the 2018-2022 period. As can be seen in the figure, in 2021 the total number of crashes returned to nearly 10,000, while **the serious injury rate peaked at more than 32 serious injury crashes per 1,000 total crashes.** This rate was significantly higher than what was experienced within the more urban Metropolitan Planning Organization (MPO) area, which also peaked in 2021 around 26 serious injury crashes per 1,000 total crashes – it is more typically around 17 serious injury crashes per 1,000 crashes. **The fatal crash rate for the CORPO area peaked in 2022 at more than 6 fatal crashes per 1,000 total crashes**.

FIGURE 2.1 - CHANGE IN OVERALL CRASH RATES BY CRASH SEVERITY (2018-2022)

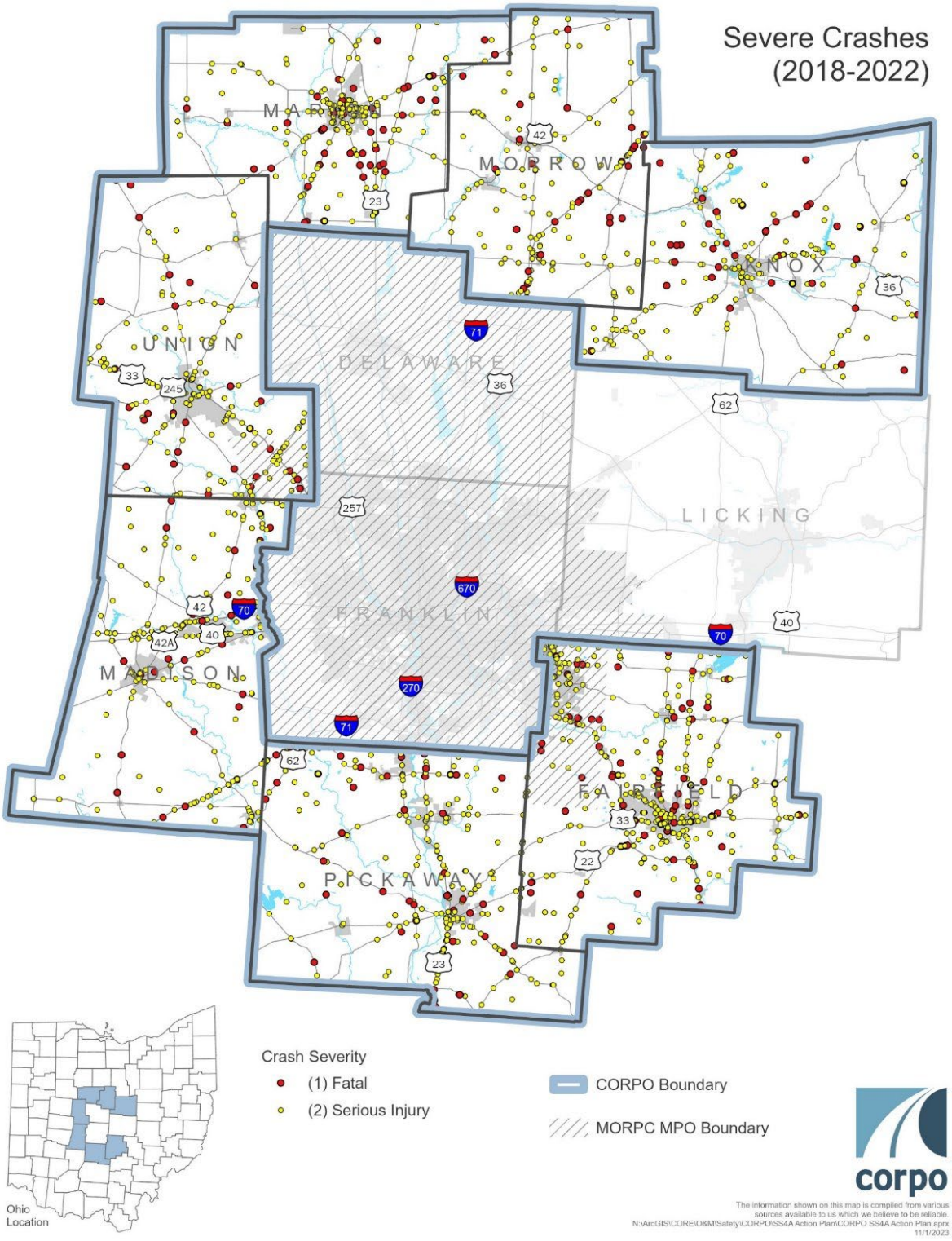

FIGURE 2.2 - LOCATIONS OF INDIVIDUAL FATAL AND SERIOUS INJURY CRASHES (2018-2022)

Types of Crashes

Many different types of crashes occurred throughout the CORPO area during the 2018-2022 period. Certain crash types were generally more frequent in occurrence, while other crash types occurred less frequently overall, but resulted in serious and fatal injury more often. Figure 2.3 below provides additional insight on the frequency and severity of each crash type by displaying the percentage of total crashes, as well as the percentage of FSI crashes categorized by the type of crash. A few key highlights from this data are listed below.

- **Fixed object and rear end crashes** were the two most frequent crash types reported during this period. However, fixed object crashes accounted for the greatest total number of FSI crashes, by far, comprising nearly a third of all FSI crashes.
- **Fixed object and angle crashes** accounted for more than half of all FSI crashes (52.1%), while comprising only around 35% of overall crashes.
- **Pedestrian crashes** comprised only about 0.6% of all reported crashes but accounted for more than 5% of FSI crashes.

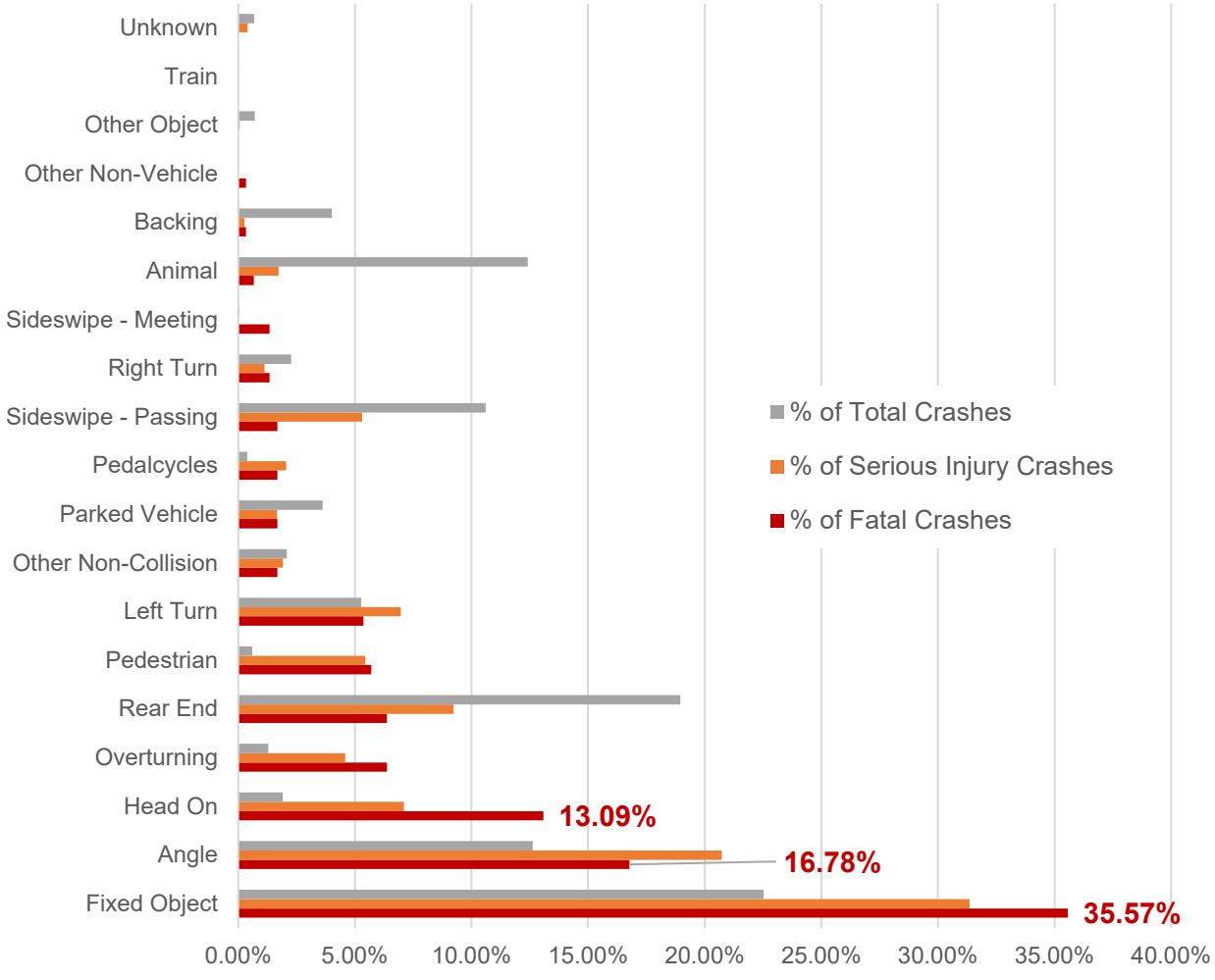

FIGURE 2.3 - PERCENTAGE OF CRASHES BY CRASH TYPE & SEVERITY (2018-2022)

Roadway Maintenance Authority

Throughout the CORPO planning area, there are several different *types* of agencies responsible for maintaining the roadways. This means that the agency responsible for implementing safety improvements on any particular roadway may vary, even within the same county. The types of agencies are categorized by the following: the Ohio Department of Transportation (ODOT), County Highway Agencies (or the relevant County Engineer's Office), Municipal Agencies (the local municipality), or Township Agencies. Table 2.1 below summarizes the FSI crashes that occurred in the CORPO region in the 2018-2022 timeframe by the type of crash and the agency responsible for maintenance of the roadways on which the crashes occurred.

This data illustrates the type of FSI crashes that occur more frequently on roadways maintained by each agency type. This information can provide insight as to how an agency may need to focus efforts to address a specific crash type that commonly results in more severe injuries on their facilities. Additional highlights from the data in Table 2.1 are listed on the following page. These highlights indicate priority crash types that each agency type should focus on addressing within the CORPO area.

	ODOT Maintained	County Highway Agency	Municipal Agency	Township Agency
Angle	51.7%	18.5%	22.9%	6.4%
Animal	50.0%	25.0%	3.6%	**21.4%**
Fixed Object	44.6%	**31.5%**	12.1%	10.4%
Head On	**61.0%**	15.8%	19.9%	3.4%
Left Turn	50.4%	10.7%	33.1%	5.8%
Other non-Collision	23.5%	17.6%	44.1%	11.8%
Overturning	51.1%	**34.1%**	6.8%	6.8%
Parked Vehicle	36.7%	10.0%	**46.7%**	6.7%
Pedal cycles	13.9%	13.9%	**66.7%**	5.6%
Pedestrian	33.3%	10.1%	**54.5%**	1.0%
Rear End	**70.3%**	9.5%	19.0%	0.6%
Right Turn	52.4%	**38.1%**	9.5%	0.0%
Sideswipe - Passing	**61.2%**	16.5%	20.0%	1.2%
Grand Total	**49.5%**	**21.5%**	**21.6%**	**6.6%**

TABLE 2.1 - PERCENTAGE OF FSI CRASHES BY ROADWAY MAINTENANCE AUTHORITY

ODOT-MAINTAINED ROADWAYS

ODOT-maintained facilities or roadways typically include freeways and interstates as well as state and U.S. routes. However, when state and U.S. routes enter a municipality, they typically become the responsibility of that local agency. **Approximately half of all FSI crashes reported during this five-year period occurred on roadways that are ODOT-maintained**. This highlights that ODOT will have a key role to play in mitigating fatalities and serious injuries on roadways throughout the CORPO area. The *most* frequent FSI crash types that occurred on ODOT-maintained facilities included the following:

- Rear end crashes: 70.3% of FSI crashes involving rear-ends
- Sideswipe-passing crashes: 61.2% of FSI crashes that involved sideswipe-passing
- Head on crashes: 61% of FSI crashes that were head-on

COUNTY HIGHWAY AGENCY ROADWAYS

County Highway Agencies, or County Engineer's Offices, are typically responsible for roadways outside of municipal boundaries that are not classified as freeways, interstates, state or U.S. routes. In some cases, County Highway Agencies will help to maintain local roads within a Township as well. FSI crash types that occurred more frequently on County-maintained roadways and should be of higher concern for County Highway Agencies to address include:

- Right-turn crashes: 38.1% of right-turn FSI crashes
- Overturning crashes: 34.1% of overturning FSI crashes
- Fixed object crashes: 31.5% of fixed object FSI crashes

MUNICIPAL AGENCY ROADWAYS

Local Governments or Municipal Agencies are typically responsible for maintaining roadways that are within their jurisdictional boundaries, generally also including state and U.S. routes. FSI crashes that typically occur in more urban or developed contexts were reported more frequently on roadways maintained by Municipal Agencies, including the following:

- Pedal cycle crashes: 66.7% of FSI crashes involving bicyclists (pedal cycles)
- Pedestrian crashes: 54.5% of FSI crashes involving pedestrians
- Parked vehicle crashes: 46.7% of FSI crashes involving parked vehicles

This information can be used to guide each agency type as they prioritize roadway safety investments on roadways under their jurisdiction or responsibility within the CORPO area.

Roadway Characteristics

There are more than 8,000 miles of roadways across the seven-county CORPO planning area. With all this ground to cover, transportation safety professionals and decision-makers must focus their efforts on key subsets or characteristics of the roadway network where the highest proportions of severe crashes are occurring. The following section summarizes an evaluation of FSI crashes across functional classifications and posted speed limits.

FUNCTIONAL CLASSIFICATIONS

Figure 2.4 illustrates the percentage of total crashes, FSI-only crashes, as well as total non-motorized crashes that occurred on each roadway functional classification throughout the CORPO area. The chart also compares these percentages to the percentage of total roadway miles in the overall network that each functional classification represents. Evaluating these data points is important because many of our roadway design standards are tied to the functional class of the roadway. Physical characteristics of the roadway will vary based on the functional class, including but not limited to number of vehicular travel lanes, travel lane widths, presence of a shoulder and shoulder widths, curve radii, posted speed limit, etc. Understanding if and where a higher percentage of FSI crashes occurred on certain functional classifications could provide insight into specific roadway design factors that might be contributing to more crashes, more severe crashes, and/or more non-motorized crashes.

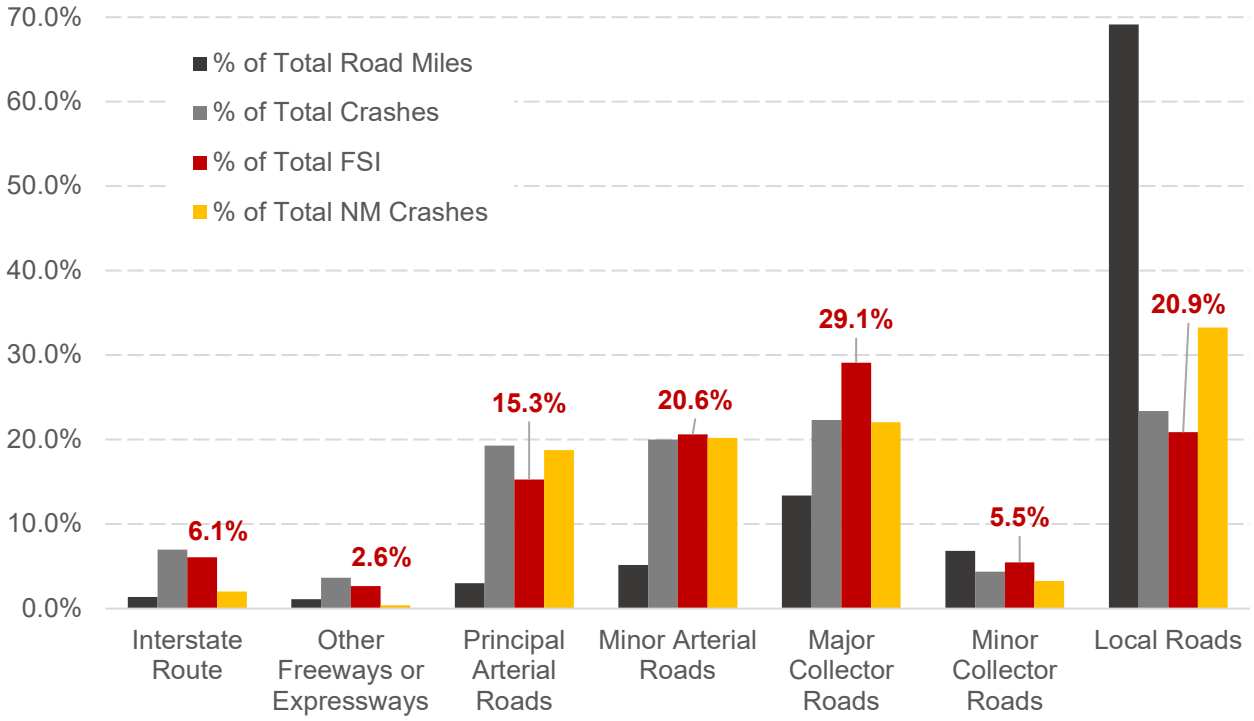

FIGURE 2.4 - PERCENTAGE OF CRASHES & ROAD MILES BY FUNCTIONAL CLASSIFICATION

A few key insights from this data are listed below.

- **Principal arterial, minor arterial, and major collector roads experienced disproportionately high proportions of FSI crashes** relative to their proportions of total roadway miles in the CORPO area. While these roadway types comprise less than a quarter of the total roadway miles in the CORPO area, they accounted for 65% of all FSI crashes over the 2018-2022 period.
- Major Collectors experienced the greatest percentage of FSI crashes at nearly 30%, while only comprising about 13% of total road miles in the CORPO network. Additionally, this functional class experienced the highest *rate* of fatal and serious injury, with a greater percentage of overall crashes resulting in a fatality or serious injury.
- Local Roads accounted for over 30% of NM crashes and over 20% of FSI crashes, but also comprise nearly 70% of the road miles in the CORPO area.

POSTED SPEED LIMITS

Actual reliable travel speed data for roadways throughout a region as large as the CORPO area is difficult to obtain, so an assessment was completed of crashes reported during the 2018-2022 period based on the posted speed limit of the roadways on which the crashes occurred. This is summarized from information provided within each crash report. The chart in Figure 2.5 below illustrates the percentage of FSI crashes by functional classification as well as the posted speed limit of the roadway on which the crashes occurred. This provides additional insight as to what role vehicle speeds, and related statutory speed limits, play in FSI crashes.

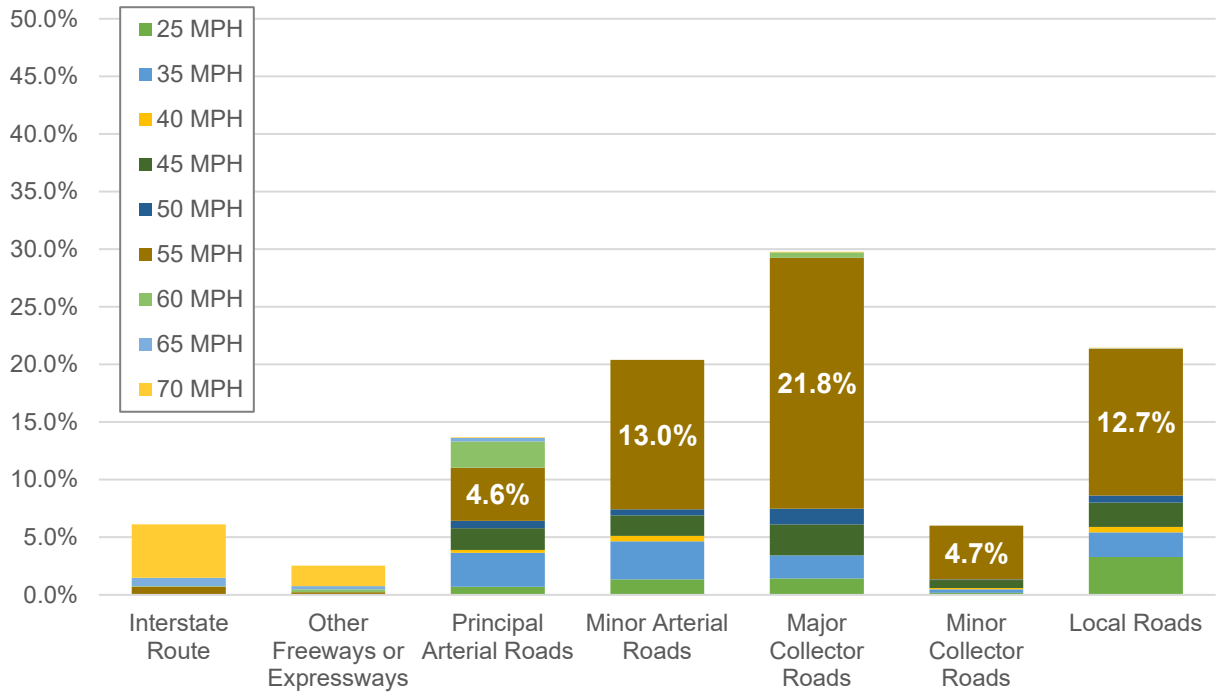

FIGURE 2.5 - PERCENTAGE OF FSI CRASHES BY FUNCTIONAL CLASS & POSTED SPEED LIMIT

A few key takeaways from this data are noted below.

- Roadways with a statutory speed limit of 55 MPH comprise only around a third of all roadway miles in the CORPO area, but they accounted for *more than half* of all FSI crashes over the 2018-2022 period. As a point of comparison, only about a third of overall crashes in the CORPO area occurred on roadways with a 55 MPH speed limit. However, roadways with a 55 MPH speed limit did account for the greatest total number of overall crashes.
- Major Collector roadways with posted speed limits of 55 MPH experienced the greatest total number of overall crashes as well as the greatest total number of FSI crashes, compared to any other functional class and posted speed limit combination.
- In the state of Ohio, 55 MPH is a statutory speed limit for most county roadways, regardless of context or functional classification. This has a significant impact on the safety of these roadways.

This information can be used to guide decision-makers as they look to prioritize limited resources for safety improvements throughout the region.

Vulnerable Road Users

While much of the CORPO area is rural in context, there are numerous cities, villages, and towns where people are walking and bicycling as a mode of transportation today. There are even many roadways in rural contexts that see walking and bicycling activity as well. Many of the roadways on which these users travel do not have designated facilities for walking and bicycling, and as noted previously, the posted speed limits are generally not compatible for these users to share the road with motor vehicles. As a result, over the 2018-2022 period, a total of nearly 500 crashes occurred involving people walking and bicycling in the CORPO area. More than 100 of those crashes resulted in a fatality or serious injury for the person walking or bicycling. This indicates that nearly 1 in 5 crashes involving a person walking or bicycling resulted in either a fatality or serious injury. This is a rate of fatality and serious injury significantly higher than what a person in a motor vehicle experienced during the same period.

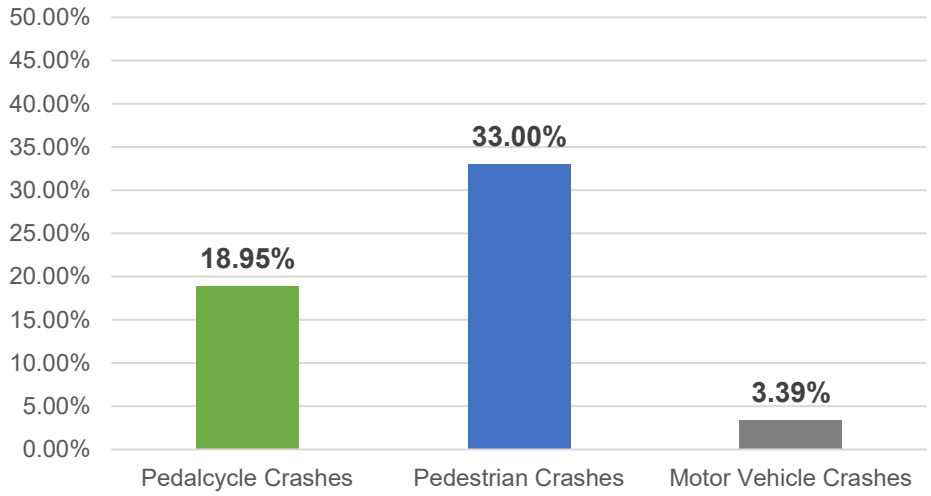

FIGURE 2.6 – PERCENTAGE OF CRASHES RESULTING IN FSI BY USER TYPE (OR FSI RATE)

The chart in Figure 2.6 illustrates this disparity across the three user types by displaying the percentage of total crashes that resulted in fatality or serious injury for each user type (or the rate of fatality and serious injury). Pedestrians experienced the highest rate by far, with a third of all crashes (or 1 in 3) resulting in fatality or serious injury. This increased risk, or vulnerability, for people walking and bicycling on our roadways is why they are referred to as vulnerable road users. They do not have the protection of a large vehicle to mitigate the impacts of a crash, when one occurs. The charts in Figure 2.6 below illustrate how people walking and bicycling comprised less than 1% of all crashes that occurred, but more than 7% of all FSI crashes.

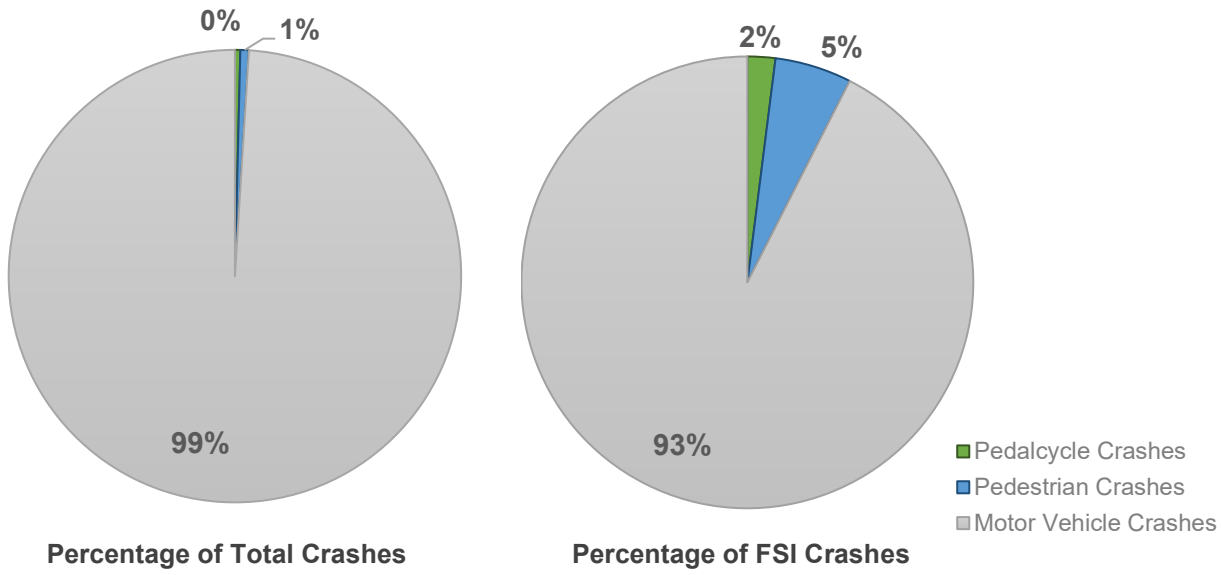

FIGURE 0.7 - PERCENTAGE OF CRASHES BY USER TYPE (MOTORIZED VS. NON-MOTORIZED)

As system designers and decision-makers work to improve safety throughout the region, incorporating features to ensure safety for these most vulnerable road users will be an important aspect of those endeavors.

Contributing Factors

A key principle of the Safe System Approach is that responsibility for a safe system is shared. This includes responsibility for people using the system to behave in a safe manner. Not only should system designers create a safe system, but people using that system should operate within its limits. Law enforcement can contribute to this by ensuring certain behaviors are discouraged and mitigated across the system. The following section assesses the crash data for the 2018-2022 period based on specific system user factors that may have contributed to the crashes that occurred. This information can be used to further target specific safety interventions and activities to mitigate FSI crashes throughout the CORPO area.

ROAD USER AGE

The age of victims in a crash can be a helpful piece of information for better educating community members on specific safety issues related to their age group. Figure 2.8 illustrates the number of people *injured* in crashes over the 2018-2022 period throughout the CORPO area, categorized by their age and severity injury as a result of the crash.

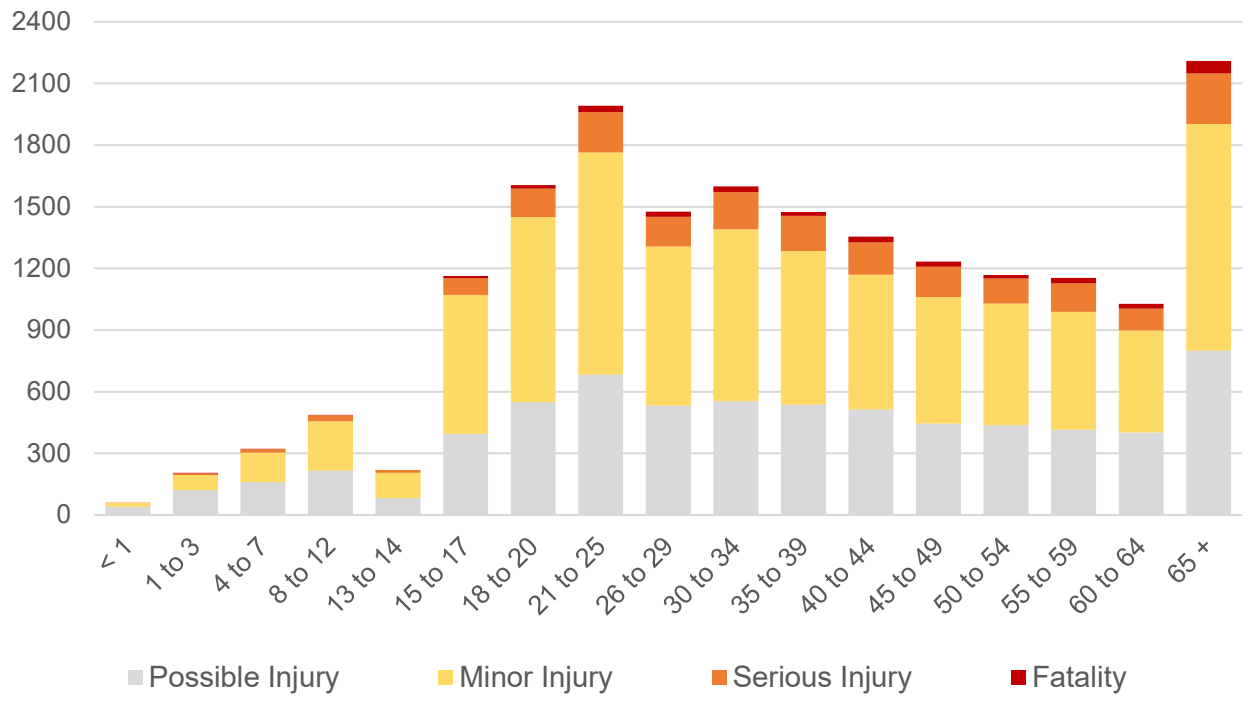

FIGURE 2.8 - TOTAL NUMBER OF INJURIES BY SEVERITY & AGE GROUP (2018-2022)

A few takeaways from this data are noted below. Though, it is worth noting that this data has not been compared to total population for each age group.

- The total number of people injured in crashes increases significantly for those above the age of 14, likely because of additional restraints and restrictions in place for children under 14 years of age[1].
- People over age 65 experienced the highest number of injuries and fatalities resulting from crashes. As we age, our bodies become more fragile and less capable of withstanding the forces associated with crashes.
- People ages 21-25 account for the second most total injury crashes.

This information simply helps to understand which age groups are most impacted by crashes on our regional roadway network.

[1] Car Seats and Booster Seats, National Highway Traffic Safety Administration

ROAD USER BEHAVIOR

Responsible road user behavior includes using a seatbelt or other designated restraint when traveling inside of a motor vehicle, driving sober (or not under the influence of alcohol or drugs), traveling an appropriate speed for the conditions, focusing on driving when behind the wheel, and other related criteria. This section documents the data as it relates to these important factors. The chart in Figure 2.9 below illustrates how each of these criteria factored into the percentage of overall fatalities and serious injuries reported throughout the CORPO area during the 2018-2022 period. Additionally, the chart compares those factors to the percentage of fatalities and serious injuries which occurred as a result of a crash involving a young driver (age 15-25) or an older driver (age 65 or older). It is important to note that these percentages are *not* mutually exclusive – for example, a young driver could have also been impaired and speeding leading up to a crash, or a young driver and an older driver could have been involved in the same crash, so all of those factors would have been marked on the crash report, and ultimately included in the chart below.

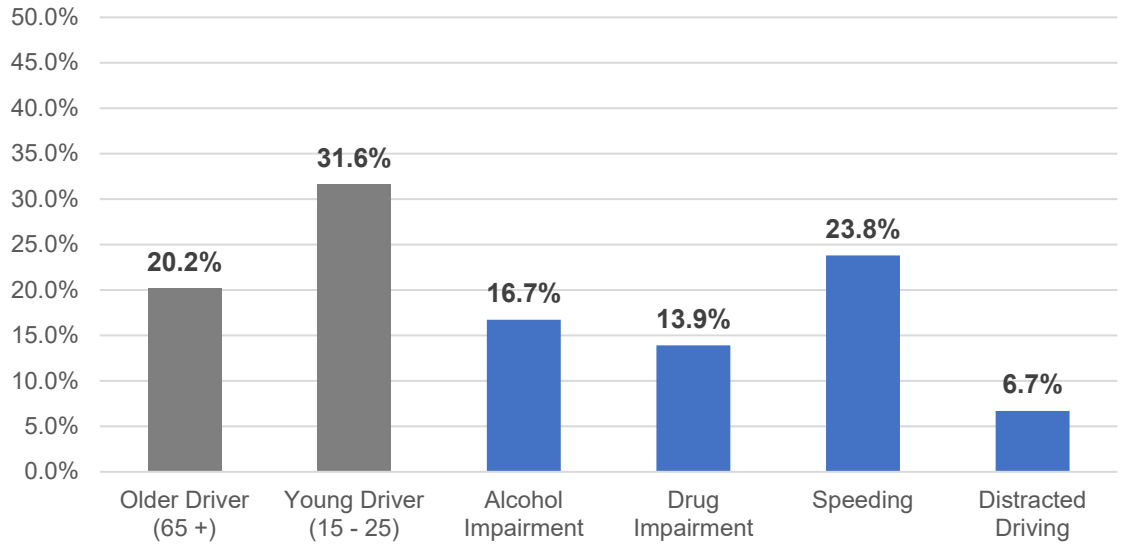

FIGURE 2.9 - PERCENTAGE OF FATALITIES & SERIOUS INJURIES BY CONTRIBUTING FACTOR

It is also important to note that all of the road user behavior factors are data that is based on a reporting officer marking on a crash report that a specific factor was identified as contributory to the crash. In many cases, the reporting officer is unable to make a determination on some of these factors, such as whether or not speeding or distracted driving contributed to the crash. As a result, it is understood that this data, particularly for those two factors, is grossly underestimated. However, as illustrated by the chart in Figure 2.9 above, it is still well documented that speeding is a primary contributing factor; nearly a quarter of all fatalities and serious injuries were reported with speeding documented as a contributing factor to the crash. This is speeding above and beyond the posted speed limits, which as discussed previously, may already be a contributing factor in the severity of crashes when they occur.

Some additional key information for consideration includes restraint use and gender of the crash victims. This data specifically only includes fatalities. Figure 2.10 below shows the percentage of crash fatalities based on whether the crash report indicated a restraint was used by the victim. This data indicated that **no restraint was used in more than 60% of crash fatalities** reported in the CORPO area between 2018-2022.

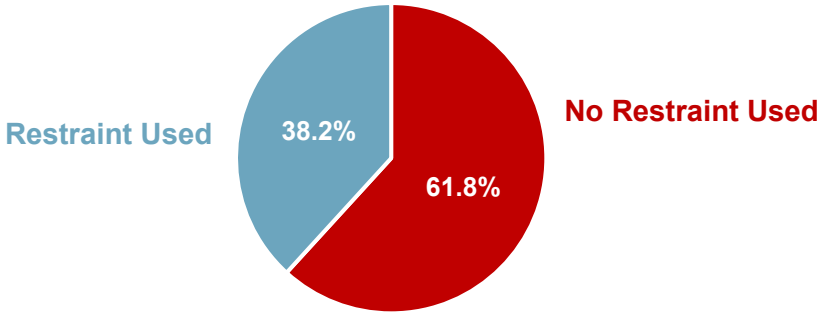

FIGURE 2.10 - PERCENTAGE OF FATALITIES BY RESTRAINT USE

Considering road user behavior by gender may also provide insight into where and how to target educational programming, or other related efforts. As seen in Figure 2.11, the data indicate that **nearly 70% of those who died in crashes in the CORPO area during the 2018-2022 were identified as male.**

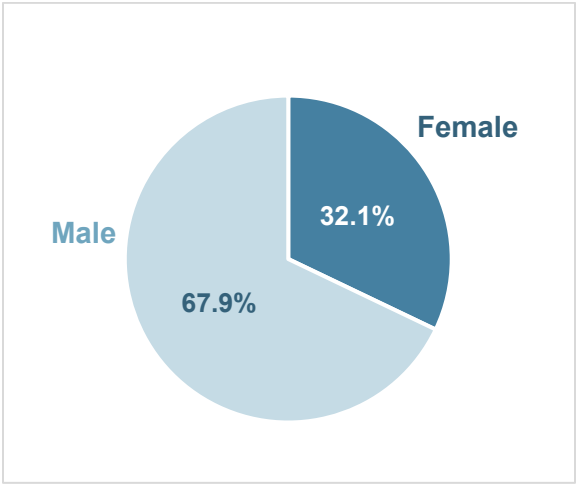

FIGURE 2.11 - PERCENTAGE OF FATALITIES BY GENDER

Crash Data Overview by County

Details regarding the number of fatal and serious injury (FSI) crashes in each county between 2018 and 2022, as well as recent population estimates for each county, are summarized in Table 2. 2. This data provides insight as to how many people were affected by FSI crashes in these seven counties over the five-year period. The red highlights in each row of the chart represent the highest rate or number for each metric. Key takeaways from the table include:

- On average, the CORPO region experienced a fatality rate of around 14 per 100,000 people, and a serious injury rate of around 84 per 100,000 people.
- Four of the seven CORPO counties experienced fatality rates that were higher than the regional average of 14 per 100,000 people.
    - Pickaway County had the highest fatality rate, at 18.20 per 100,000 people.
    - Madison County, Morrow County, and Marion County each followed Pickaway in descending order with high fatality rates per 100,000 people.
- Three of the seven CORPO counties experienced serious injury rates that were higher than the regional average of 84 per 100,000 people:
    - Madison County had the highest serious injury rate, at 120 per 100,000 people – 1.5x the regional average.
    - Pickaway County and Morrow County each followed Madison County with higher-than-average serious injury rates.
- Fairfield County has the largest population of any CORPO county, and thus had the highest total number of FSI crashes during the 2018-2022 period. However, Fairfield County experienced among the lowest average rates of fatality and serious injury per 100,000 people.

Metric	Fairfield	Knox	Madison	Marion	Morrow	Pickaway	Union	CORPO
Total Population (*2021, estimated)*	**161,064**	62,897	44,386	65,291	35,151	59,333	64,971	**493,093**
Total Fatalities (2018-2022)	**80**	41	37	50	29	54	33	**324**
Average Fatality Rate per 100k Pop	9.93	13.04	16.67	15.32	16.50	**18.20**	10.16	**14.26**
Total Serious Injuries (2018-2022)	**507**	190	267	237	173	315	215	**1904**
Average Serious Injury Rate per 100k Pop	62.96	60.42	**120.31**	72.60	98.43	106.18	66.18	**83.87**

TABLE 2.2 - FATALITIES & SERIOUS INJURIES DATA BY COUNTY AND POPULATION

PERFORMANCE MEASURES BY COUNTY

Though the safety performance measures will be tracked for the CORPO region as a whole, Table 2.3 documents these measures at the county level to understand how each county contributes to and compares to the measures for the region as a whole. It is important to note that four of the seven CORPO counties experienced fatality rates per 100 MVMT that were higher than the regional average during this period: Fairfield County, Knox County, Marion County, and Pickaway County. The same four counties also experienced higher serious injury rates than the regional average.

Metric	Fairfield	Knox	Madison	Marion	Morrow	Pickaway	Union	CORPO
Fatality Rate (Fatalities per 100 MVMT)	1.40	**1.87**	0.92	1.77	0.83	1.55	0.78	**1.25**
Serious Injury Rate (Serious Injuries per 100 MVMT)	8.87	8.72	6.60	8.38	4.97	**9.08**	4.98	**7.32**
Total Fatalities	**16**	8	7	10	6	11	7	**65**
Total Serious Injuries	**101**	38	53	47	35	63	43	**381**
Total Non-Motorized Fatalities & Serious Injuries	**10**	1	4	5	3	3	2	**29**

TABLE 2.3 - PERFORMANCE MEASURES BY COUNTY
**All performance measures are calculated using a 5-year rolling average*

Further detail on each individual county's relevant statistics will be included in a technical appendix to the Safety Action Plan for reference.

2.2 Related Planning Efforts

In developing the Safety Action Plan, the project team reviewed several other plans and initiatives throughout the region that align with the efforts of the Safety Action Plan. These resources included the CORPO 2023-2050 Transportation Plan, the Central Ohio Greenways Vision, many local and county active transportation plans, and coordination with another Safety Action Plan being developed in the CORPO community of Circleville, Ohio.

The CORPO Safety Action Plan establishes regional safety strategies and priorities and provides a roadmap for accomplishing them. This framework should be incorporated into the regional and local planning process and reflected in future plans, including the CORPO Transportation Plan (CTP), CORPO Transportation Improvement Plan (TIP), standalone regional and mode-specific plans. This plan provides the opportunity to further incorporate effective safety planning into transportation plans, programs, and project development.

While the CORPO Safety Action Plan advances safety in the CORPO region, there may be challenges in project planning, development, and implementation processes. Where possible, effort should be made to evaluate planned projects and prioritize projects based on the Safey Action plan to realize the benefits set forward in this document. In the near-term, opportunities described in the Safety Action Plan should be embraced and implemented as part of existing processes and project reviews. In the long-term, the Safe System principles and elements should be institutionalized to create a proactive approach to safety through future CTPs, TIPs, and other standalone planning efforts.

A high-level overview of how initiatives in the CORPO region currently align and can be developed to better align with the efforts of the Safety Action Plan is provided in this section.

CORPO 2023-2050 Transportation Plan (CTP)

The update to the long-range transportation plan for the CORPO region was adopted in November 2023 and included six regional goals. The six regional goals included the following emphasis areas-

- Preserve and maintain the existing transportation system in good repair.
- **A safe transportation system for all users.**
- Accessibility and mobility options for all users.
- An integrated, connected, coordinated transportation system.
- A transportation system that supports a collaborative and focused approach to achieve economic vitality.
- Preserve and enhance environmental resources and sustainability through the transportation system.

The safety emphasis area, bolded in the bulleted list above, directly aligns with this effort as the Safety Action Plan provides a framework and actions to support this long-term safety goal.

Additionally, the CTP includes the safety performance measures also included in the Safety Action Plan. Although Ohio RTPOs are not yet required to develop performance measures, CORPO proactively developed measures to be prepared and align with state procedures.

Finally, the 2023-2050 CTP includes a list of all regional transportation project needs to the 2050 horizon. Many of these projects include, or may include, elements intended to improve the safety of the transportation system for all road users. The Safety Action Plan is intended to be used in conjunction with the long-range transportation plan and provide guidance for scoping, developing, and implementing the projects included in the long-range transportation plan.

Local Active Transportation, Safe Routes to School, and Safety Action Plans

Many local plans and policies throughout the region identify policies and projects that align with the strategies and actions items of the Safety Action Plan.

Several CORPO counties and communities have local or countywide active transportation plans. These active transportation plans include policies and projects that are intended to increase active transportation options and, in many cases, improve safety for all road users. This Safety Action Plan can be a resource to jurisdictions as they update and implement active transportation plans, providing guidance on project development, selecting proven safety countermeasures that can be incorporated with projects, and prioritizing projects to improve safety for all modes at the local level. Below is an inventory of local active transportation plans in the CORPO region referenced in developing this Safety Action Plan.

- Fairfield County Active Transportation Plan
- Knox County Active Transportation Plan
- Marion County and the City of Marion Memo and Active Transportation Concepts Map
- Union County MOVES Coalition North Union County Active Transportation Plan (*currently in development)*

The Ohio Safe Routes to School (SRTS) Program supports projects and programs that improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. SRTS programs examine conditions around schools and conduct projects and activities that work to improve safety and accessibility within the vicinity of schools. Below is the current inventory of ODOT-approved SRTS School Travel Plans in CORPO communities.

- Village of Plain City (2010)
- City of Lancaster (2009)
- City of London (2010)
- City of Marion (2009)
- City of Marysville (2010)
- City of Mount Vernon (2013)
- North Union Local Schools (2015)

THE CITY OF CIRCLEVILLE SAFETY ACTION PLAN

The City of Circleville, a CORPO community in Pickaway County, received a Safe Streets and Roads for All grant in FY23 to complete a Safety Action Plan. Stakeholders from the City of Circleville participated in the development of the CORPO Safety Action Plan to ensure alignment between the two plans. Additionally, data and information from this plan will be shared with the City of Circleville team as they work to develop their Safety Action Plan.

Central Ohio Greenways Vision

The Central Ohio Greenways (COG) are a network of over 230 miles of trails that connects the Central Ohio region. These COG trails offer a variety of opportunities for recreation and transportation, including biking, running, walking, scootering, and roller blading. COG trails also connect parks, neighborhoods, rivers, businesses, and cultural attractions, making them a great way to explore one of the nation's greatest places to live, work, and play. Established in 2015, the COG Board's mission addresses the demand to expand the number of trail miles, increase access to trails, and encourage the use of trails for everyone. In 2018, COG developed a Regional Trail Vision to add more than 500 miles of trails to its existing 230-mile network across seven counties. These proposed miles extend existing trails, fill gaps in trail corridors, connect neighborhoods to job centers, and create a truly interconnected network serving as the backbone of the region's active transportation and outdoor recreation network. As Central Ohio's population is projected to reach 3.1 million by 2050, trails will play an increasingly critical role in providing transportation alternatives, access to nature, and a sense of communal connection.

The "Central Ohio Greenways Regional Vision Map" presents a comprehensive overview of the region's existing trails and those envisioned for the future. This regionally supported vision guides the region's trail and active transportation development efforts. Updates to the Vision Map are considered annually to ensure it reflects the most current understandings of feasibility, funding, and community desires. Outreach is currently being conducted to CORPO communities to ensure they are connected into this larger regional vision.