Appendix D – County Focus Areas

This *County Focus Areas* memo presents a profile of stakeholder, public, and crash data analysis results for each CORPO county. The CORPO region spans a seven-county area and in developing the Safety Action Plan, crash data and analysis was conducted, and stakeholder and public input was received from all seven counties in the region. This section describes key challenges and opportunities that were identified specifically for each county through that process. In addition to the static data and maps presented in this memo, this memo also addresses the CORPO Safety Action Plan Hubsite.
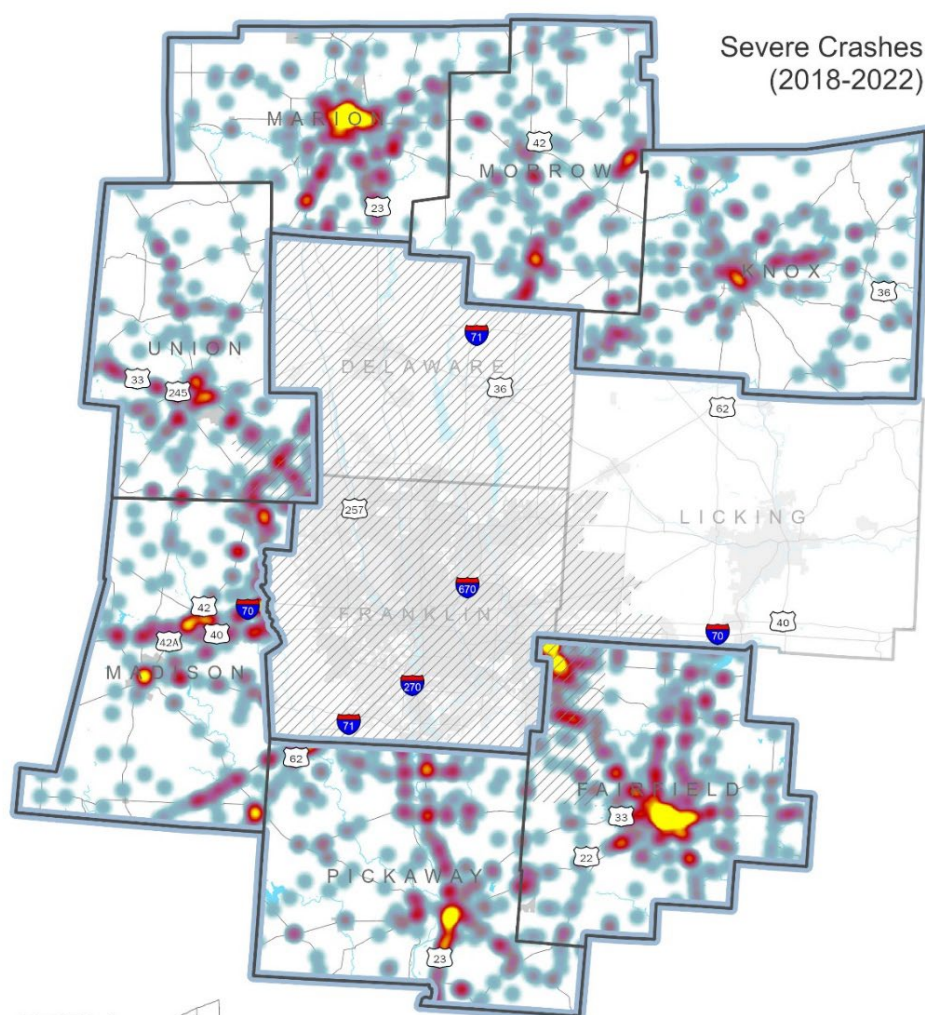
Memo Contents

The map in **Figure D.1** highlights locations throughout the region that had high concentrations of fatal and serious injury (FSI) crashes. These locations are listed by county on the following pages, along with the primary challenges identified through stakeholder and public feedback.

FATAL AND SERIOUS INJURY CRASH DENSITY (2018-2022)

Figure D.1

1.1 CORPO Safety Action Plan Hubsite

The CORPO Safety Action Plan Hubsite was developed following the creation of the Safety Action Plan and is available at the following URL: https://corpo-safety-action-plan-1-morpc.hub.arcgis.com/pages/crash-dashboard. This powerful tool presents a crash dashboard with interactive and filterable crash data for all seven counties, the interactive web map developed as part of the Plan, the Plan document, and funding resources. The dashboard will be updated annually by MORPC with the most recent five-year period of ODOT crash data. The goal for the dashboard is to be a tool that counties can use to target safety interventions and develop funding applications. The crash dashboard is pictured in **Figure D.2** below.

INTERACTIVE CRASH DASHBOARD

Figure D.2
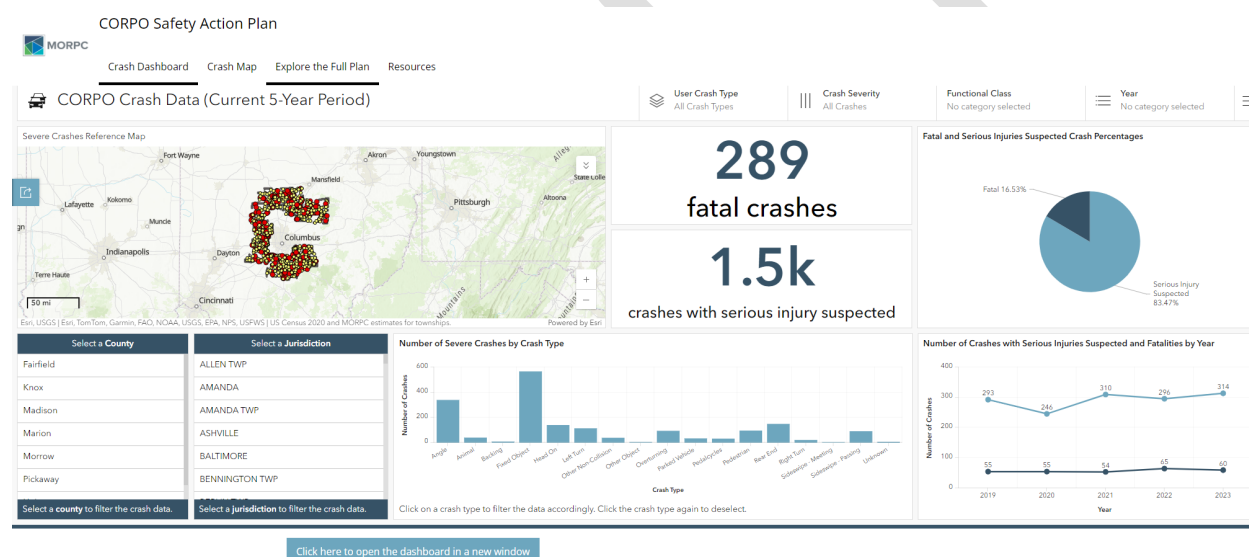
1.2 County Summaries

The following subsections provide an overview of the stakeholder and public input received for each individual CORPO county, as well as highlights of the most severe crash hotspots based on the crash data analyzed from the 2018 – 2022 period.

1.2.1 Fairfield County

During stakeholder outreach in the plan development process, Fairfield County stakeholders identified several of the biggest traffic safety challenges in their county, which included:

- Speed limit enforcement and aggressive/unsafe driving

- Roadway geometries

- Lack of use of safety equipment, e.g. seatbelts

- Fatalities not involving automobiles, e.g. severe crashes involving motorcycles

- The need to expand multimodal network, especially the sidewalk network within the City of Lancaster

Fairfield County residents who participated in the public survey left 11 comments. These primarily addressed the following themes:

- Pedestrian and Bicycle Infrastructure

    o *"We need paths and sidewalks to connect communities in the Pickerington and Violet Township area."*

    o *"I think more people would be willing to commute by bike/walk if there were more infrastructure. I used to bike commute daily, year-round (5 miles each way) before moving to Lancaster. Now I do not feel safe. Also, not a lot of sidewalks."*

- Traffic Safety Enforcement

    o *"Better enforcement of existing laws. More visibility of police in communities"*

    o *"Constant roadway law enforcement is key to reducing excessive speeds and blatantly dangerous driving. Many drivers are driving any way they feel, endangering the lives of others."*

- Driver Behavior

    o *"…There is a lot of road rage, and excessive speeding in our town. We live in the country on what used to be a quiet road. It's now become a cut through for speeders and is not safe to walk or run on. I fear for my boys in this new normal."*

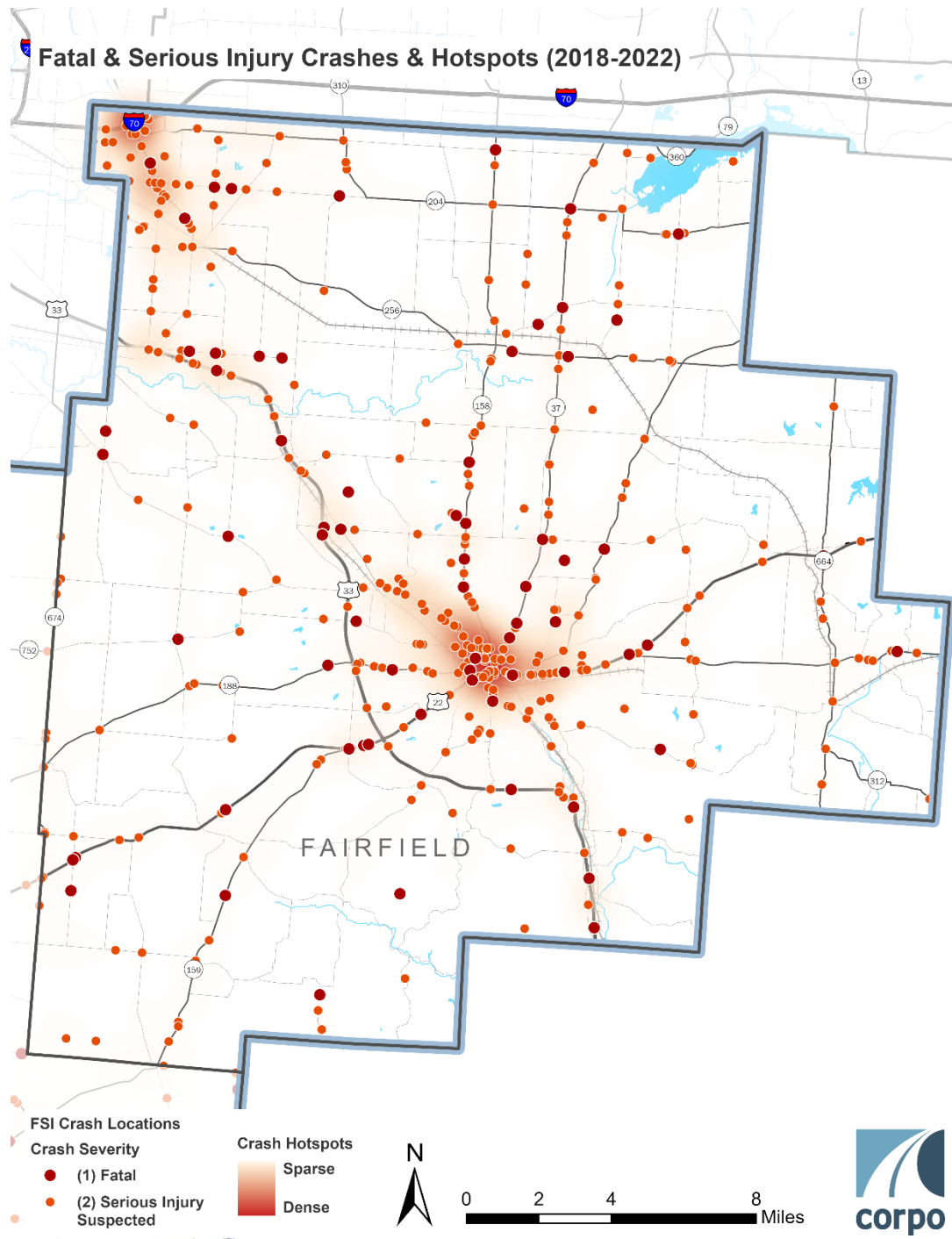The following locations in Fairfield County emerged as severe crash hotspots based on 2018-2022 crash data:

- The City of Lancaster

- The City of Pickerington

- US Route 33

- State Route 158

- North Memoria Drive/Columbus-Lancaster Road NW

For additional context, **Figure D.3** provides both a point map of FSI crashes and a hotspot map of all crashes across Fairfield County from 2018 through 2022.

FAIRFIELD COUNTY FSI CRASH LOCATION AND CRASH HOTSPOT MAP

Figure D.3

Fatal & Serious Injury Crashes & Hotspots (2018-2022)

FSI Crash Locations
Crash Severity
- (1) Fatal
- (2) Serious Injury Suspected

Crash Hotspots
Sparse
Dense

N

0 2 4 8 Miles

1.2.2 Pickaway County

During stakeholder outreach in the plan development process, Pickaway County stakeholders identified several of the biggest traffic safety challenges in their county including:

- High speeds and crashes along State Route 104
- Lack of safe facilities for bicycles and pedestrians
- Anticipation of increased heavy vehicles with proposed industrial parks

Pickaway County residents who participated in the public survey left 17 comments. These primarily addressed the following themes:

- Over 40% of the Pickaway County respondents to the public survey ranked reducing vehicle speeds in their top three priorities for improving roadway safety and over 80% of respondents ranked increasing enforcement in their top three priorities
- Intersection and Roadway Safety
  - *"The intersections at Ashville Pike and Duvall, 762 and 23, 752 and 23 are Awful really Every intersection along 23 is terrible… Lighting is also terrible along roadways here in Pickaway County. I often see tractor trailer drivers not knowing where they are going and being distracted by using their phones. This has caused several crashes in just 2023 that we have personally witnessed. They often turn too fast and wide to negotiate turns at intersections throughout the county as well."*
  - *"Turn lanes from roads going across 23 are needed. Many people go around those trying to turn left across traffic which has caused many close calls and results in traffic being backed up even more. Example of this is 752 and 762."*
- Pedestrian and Bicycle Infrastructure
  - *"As a walker in Circleville, the in-town intersections are extremely dangerous for me as I am required to run in order to not block traffic waiting to turn right."*
- Traffic Safety Enforcement
  - *"I live off of SR 316W in Pickaway County. People are ALWAYS speeding, with more crashes occurring in the past few years. Speed limits need to be lowered and enforced. Our roadways cannot handle the suburbs developers keep shoving down our throats in this area."*
- Infrastructure and Development
  - *"Pickaway County has seen so much increased traffic in the past several years, but we don't have the road development/infrastructure to accommodate the increased traffic."*

> o *"Route 23 between Columbus and Circleville, both northbound and southbound, is not engineered to accommodate the current capacity of travelers during morning and evening commutes. At least weekly there is a major accident. I witness multiple road rage behaviors daily. NO ONE does the speed limit on this route. It is honestly dangerous!"*
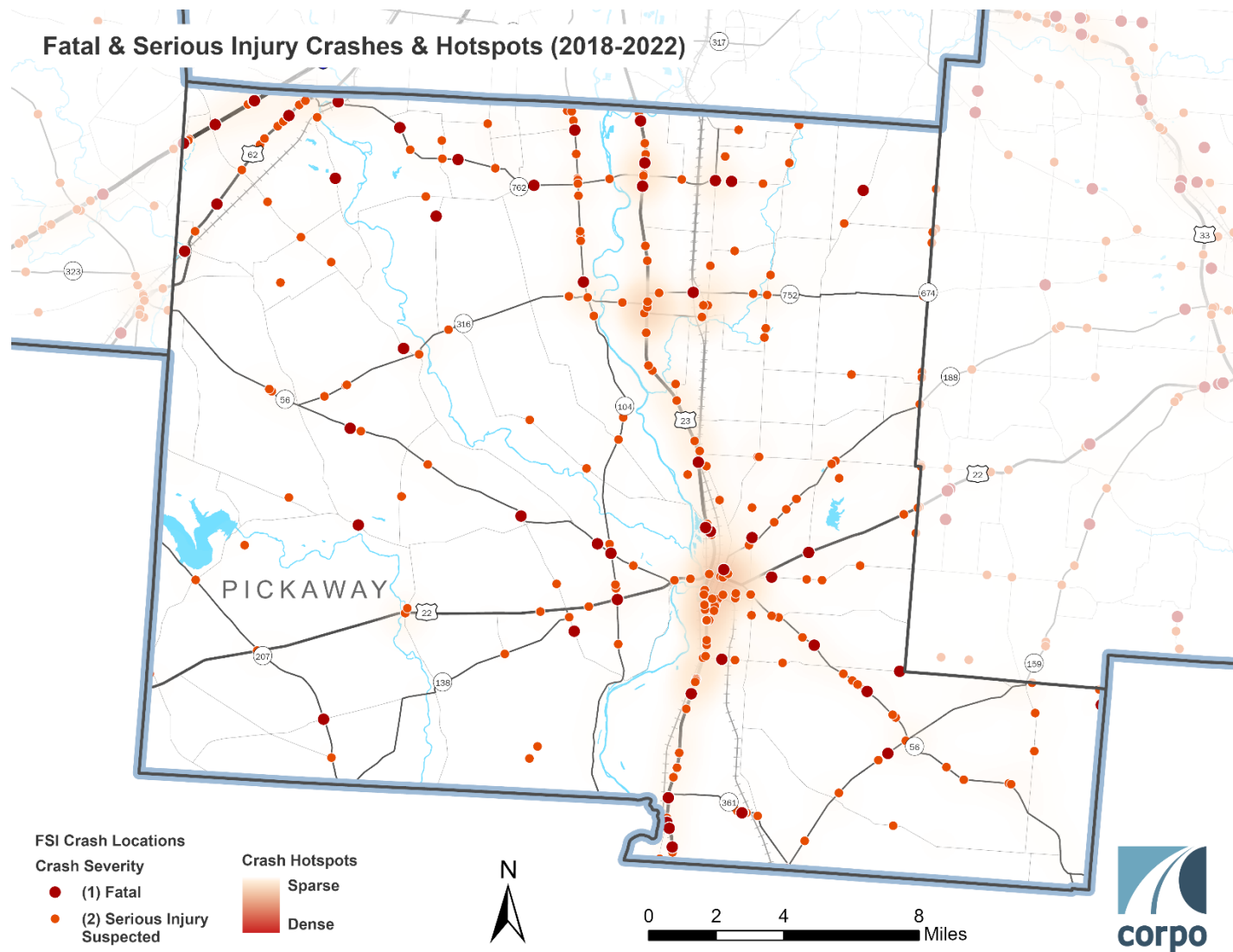
The following locations in Pickaway County emerged as severe crash hotspots based on 2018-2022 crash data:

- The City of Circleville

- US Route 23 and 62

- State Route 56

For additional context, **Figure D.4** below provides both a point map of FSI crashes and a hotspot map of all crashes across Pickaway County from 2018 through 2022.

Figure D.4

Fatal & Serious Injury Crashes & Hotspots (2018-2022)

FSI Crash Locations
Crash Severity
- ● (1) Fatal
- ● (2) Serious Injury Suspected

Crash Hotspots
Sparse
Dense

1.2.3 Madison County

Madison County residents who participated in the public survey left 6 comments. These primarily addressed the following themes:

- Railroad Crossings

  - *"Railroad crossing #513306x at Kileville is extremely dangerous due to needing the road repaired and the issue being ignored by CSX and ODOT."*

  - *"Please check the railroad crossing going from Plain City into Dublin on SR 161. It is damaging cars and nobody has done anything about it for the past year. Cars have to go 1 MPH over it and drive off the road to avoid serious potholes.":*

- Commercial Vehicles

  - *"On state routes there has been a large increase of truck traffic with all the new warehouses. The trucks are using the 2 lane state routes to get to the larger freeways or to bypass Columbus… Then with the increase housing is adding more vehicles to those roadways. The local communities need to have more power from ODOT to design and control the road in their towns."*

  - *"Prohibit trucks, especially hazardous contents, extremely heavy dump trucks, and cement trucks from traveling through residential streets and small towns by providing adequate bypass and allowing those vehicles onto designated lanes on the highways. Not only are they dangerous, but they are loud and cause costly harm to local infrastructure."*

The following locations in Madison County emerged as severe crash hotspots based on 2018-2022 crash data:

- The City of London

- The Village of West Jefferson

- Interstates 70 and 71

- State Route 142

For additional context, **Figure D.5** below provides both a point map of FSI crashes and a hotspot map of all crashes across Pickaway County from 2018 through 2022.

Fatal & Serious Injury Crashes & Hotspots (2018-2022)
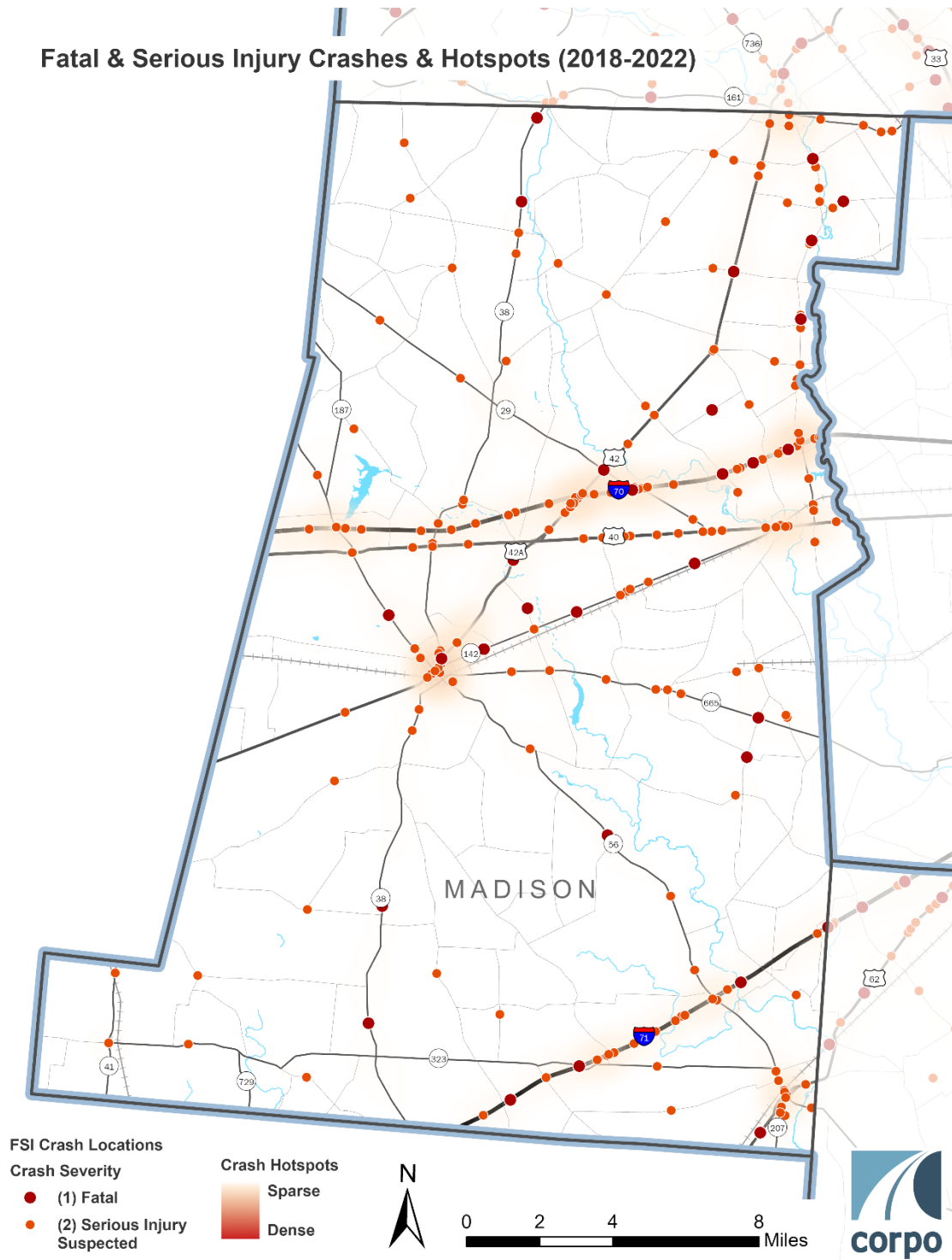
1.2.4   Union County

During stakeholder outreach in the plan development process, Union County stakeholders identified several of the biggest traffic safety challenges in their county including-

- Perspectives of the public surrounding traffic calming measures

- Wide streets that promote excessive speeds

- Lack of funding for implementation of safety countermeasures

- Lack of dedicated bicycle facilities

- Barriers, such as interstate highways and creeks, that disrupt network connectivity

Union County residents who participated in the public survey left 21 comments. These primarily addressed the following themes:

- Almost 50% of Union County respondents to the public survey ranked improving the design of roadways and intersections as their number one priority for improving roadway safety. Additionally, *over 50% of Union County public survey respondents ranked building more infrastructure for walking and bicycling in their top three priorities for improving roadway safety.*

- Pedestrian and Bicycle Infrastructure

    o *"Focus should go to rural areas immediately surrounding the city (i.e. rural neighborhoods around Marysville that will soon likely become part of the city as it grows) as those areas are increasing in traffic and residents but the roads are still only partially paved, narrow, and lack any kind of safety for pedestrians."*

    o *"Add more bicycle trails on abandoned railroads, link up to Existing bike trails like Hilliard, add pedestrian bridge over the Darby on 161 east of Plain City"*

- Infrastructure and Development

    o *"As out of control development continues, build the infrastructure to match the expected growth not a Band-Aid to allow the developers to evade responsibility for the chaos created."*

    o *"Painting sidelines on state highways going into Marysville is a high priority. They are faded and when wet with rain /snow they aren't visible at all. Some country roads need stripes as well. A light or forbid a round-a-bout at the intersection of St. Rt. 4 and St. Rt. 347 is needed badly. People get impatient and speed out in front of the north and south drivers."*

- Driver Behavior

    o *"Marysville poor planning in the form of overdevelopment in the past 4 years has created traffic bottlenecks, thus angering drivers who then speed and have road rage as a result."*

- Commercial Vehicles
  - *"Commercial trucks continue to get larger. 80,000 pounds is a formidable mass if involved in accidents with other trucks or consumer vehicles. Many of these vehicles are without adequate oversight / enforcement. No mud flaps, bald tires, drivers distracted by electronic in-cab devices all pose significant dangers to the motoring public."*

The following locations in Union County emerged as severe crash hotspots based on 2018-2022 crash data:
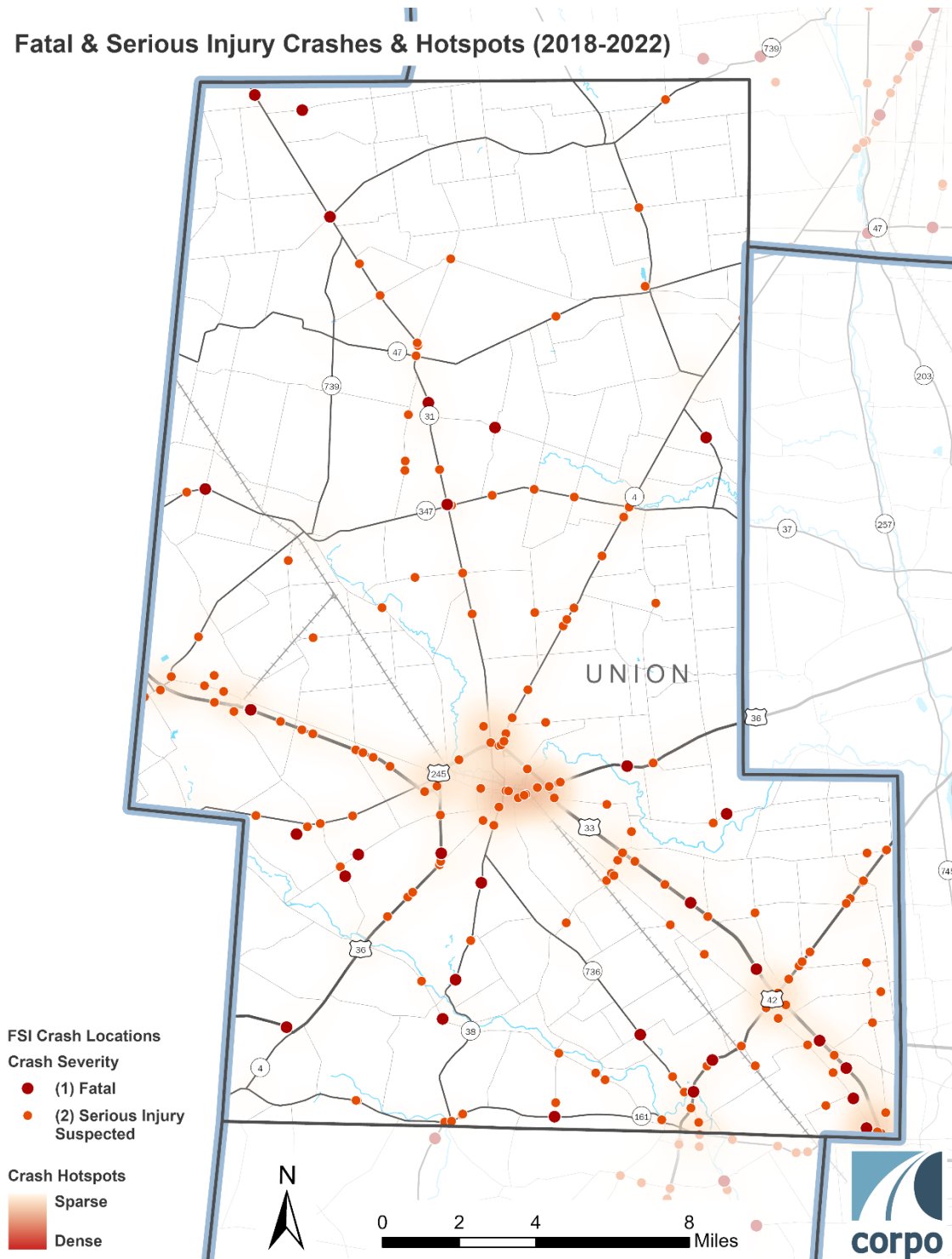
- The City of Marysville
- US Routes 33 and 42

For additional context, **Figure D.6** below provides both a point map of FSI crashes and a hotspot map of all crashes across Union County from 2018 through 2022.

Fatal & Serious Injury Crashes & Hotspots (2018-2022)

FSI Crash Locations
Crash Severity
● (1) Fatal
● (2) Serious Injury Suspected

Crash Hotspots
Sparse
Dense

1.2.5 Marion County

During stakeholder outreach in the plan development process, Marion County stakeholders identified several of the biggest traffic safety challenges in their county including-

- Vulnerable road users

- Unsafe of insufficient intersection geometry, specifically where rural/local roads intersect state routes

- Lack of pedestrian and bicycle facilities, especially separated facilities
    - Poor maintenance of existing facilities
    - Lack of network connectivity for existing facilities

- Poor or lack of pedestrian crossings, needed crosswalk improvements

Marion County residents who participated in the public survey left 9 comments. These primarily addressed the following themes:

- Intersection and Roadway Safety

    - *"There are several obstructed view intersections throughout Marion County that need to be addressed"*

    - *"More lighting at the intersections and roads"*

- Pedestrian and Bicycle Infrastructure

    - *"1) SR 423 has no cycling infrastructure at all, and no pedestrian infrastructure from Community Drive south within Marion. 2) Barks Road badly needs safe walking and cycling infrastructure, especially since the YMCA, Kroger, mall, and post office are located there. 3) The intersection of SR 95, SR 309, and Davids Street on the northwest side of Marion is a pedestrian nightmare, but is probably the location in Marion where I see the most pedestrians. There are at least 2 signs at the intersection that ban pedestrians. People in the neighborhood often walk to the MotoMart and the attached Subway restaurant. 4) It would be nice to bring the Tallgrass Trail on into Marion."*

The following locations in Marion County emerged as severe crash hotspots based on 2018-2022 crash data:
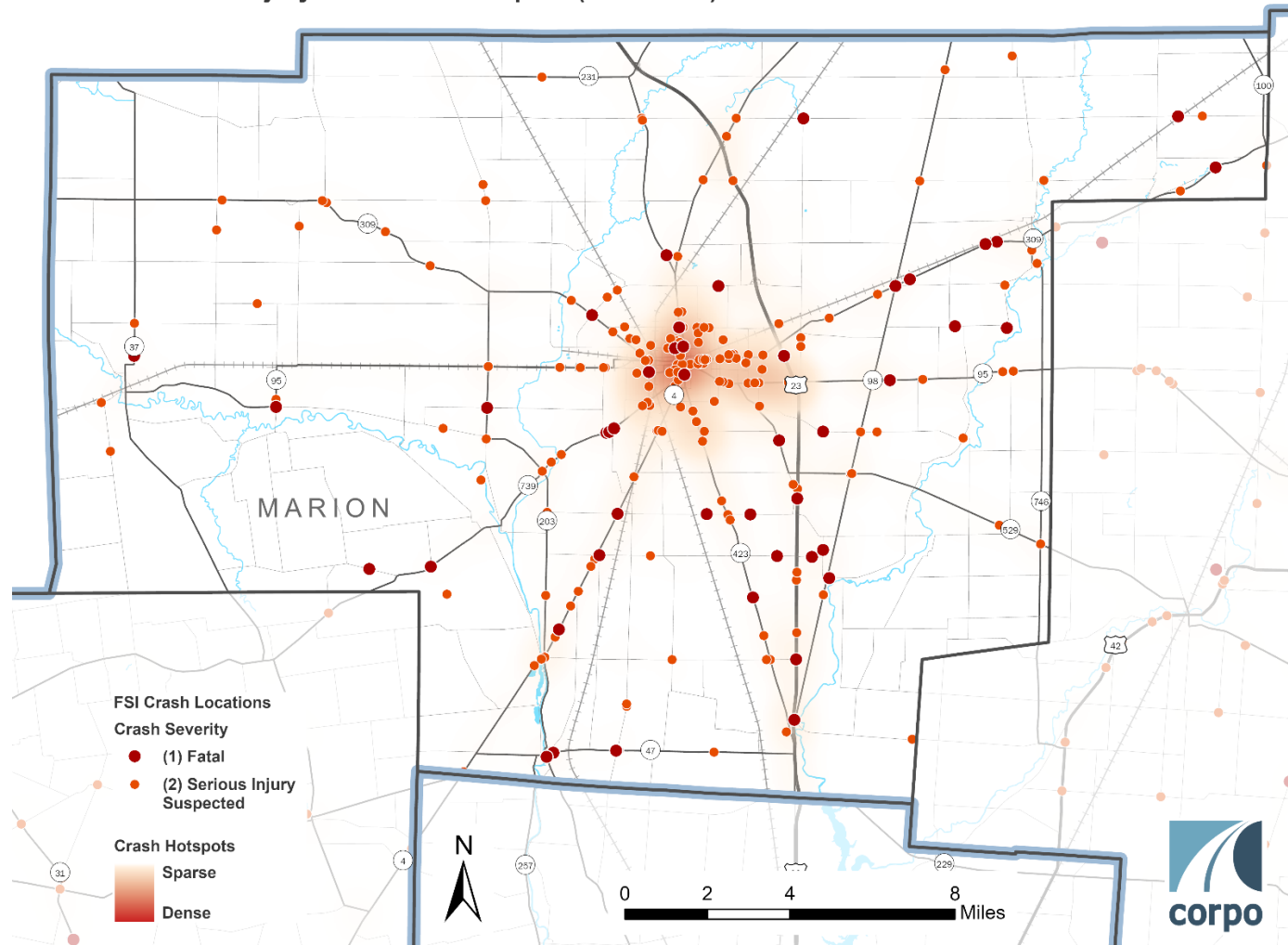
- The City of Marion

- State Routes 4 and 423

For additional context, **Figure D.7** below provides both a point map of FSI crashes and a hotspot map of all crashes across Marion County from 2018 through 2022.

Figure D.7

Fatal & Serious Injury Crashes & Hotspots (2018-2022)

1.2.6 Morrow County

Morrow County residents who participated in the public survey left 1 comment. It addressed the following theme:

- Pedestrian and Bicycle Infrastructure

  - *"There are no walking/biking trails in the county where I live. Access to the state park in Mt. Gilead should be a priority."*

The following locations in Morrow County emerged as severe crash hotspots based on 2018-2022 crash data:
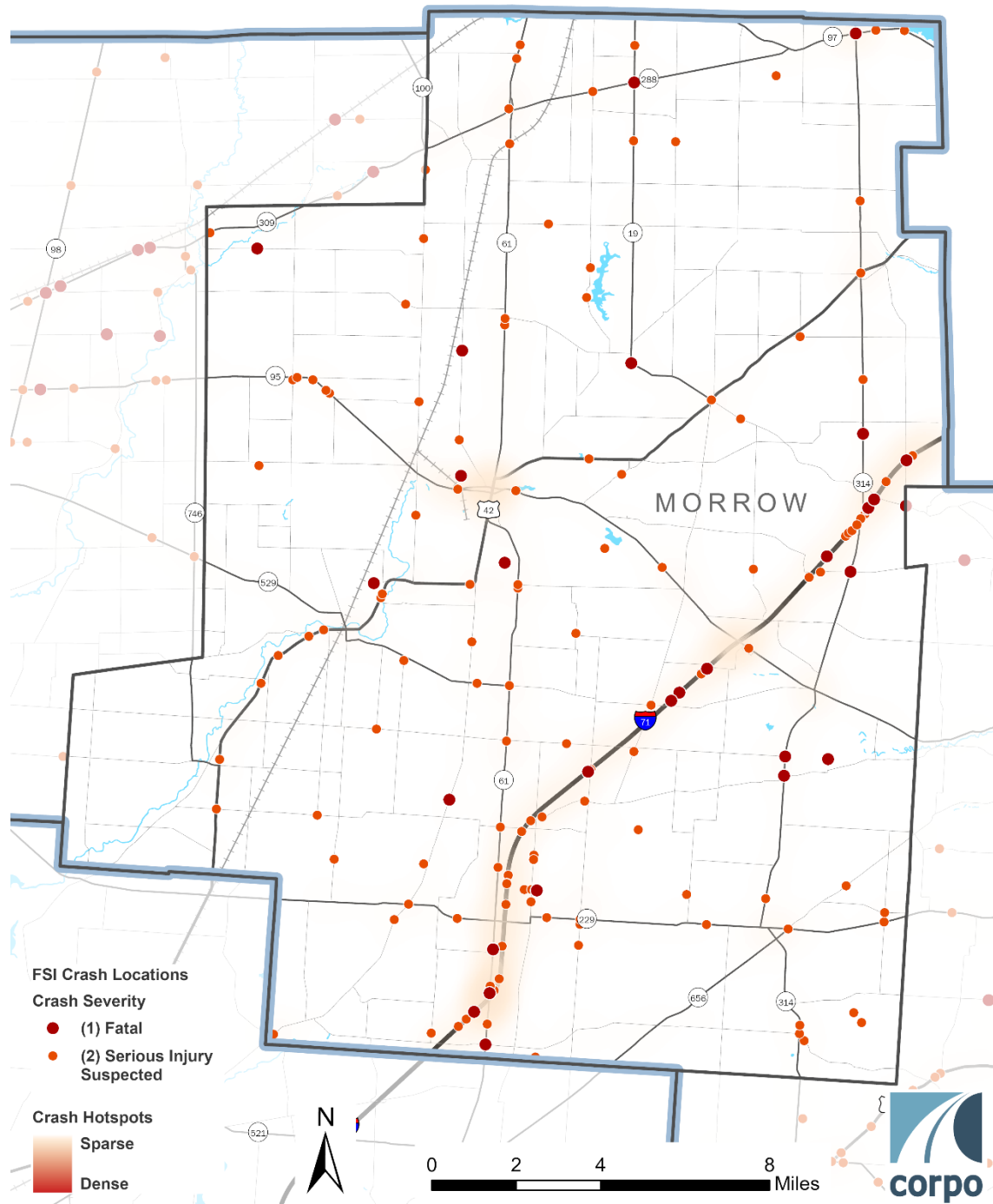
- Interstate 71
- State Route 229

For additional context, **Figure D.8** below provides both a point map of FSI crashes and a hotspot map of all crashes across Morrow County from 2018 through 2022.

Fatal & Serious Injury Crashes & Hotspots (2018-2022)

FSI Crash Locations
Crash Severity
- (1) Fatal
- (2) Serious Injury Suspected

Crash Hotspots
- Sparse
- Dense

1.2.7 Knox County

During stakeholder outreach in the plan development process, Knox County stakeholders identified several of the biggest traffic safety challenges in their county including-

- Hilly terrain and narrow local roadways

- Distracted driving

- Poor pavement conditions and insufficient clear zones

- Conflicts between automobiles and slow-moving vehicles such as buggies

- A high number of state routes that pass through the County

- Lack of connectivity between travel destinations

Morrow County residents who participated in the public survey left 48 comments. These primarily addressed the following themes:

- Over 70% of Knox County respondents to the public survey ranked increasing enforcement in their top three priorities for improving roadway safety.

- Intersection and Roadway Safety

    o *"The intersection at St Rt 657 and Johnstown Rd is VERY dangerous!!! Many horrific crashes there!!!!"*

    o *"Lane markings in the city of Mount Vernon are not maintained and are not reflective after dark. Lane marking and all other traffic paint markings need to be highly reflective at nighttime and especially when roadways are wet."*

    o *"Better traffic light coordination to allow smooth traffic flow in town."*

- Pedestrian and Bicycle Infrastructure

    o *"In my city (Mount Vernon), city administration has done a good job of providing better walking infrastructure. But there are still many areas within what should be a walkable area (CBD, neighborhoods) in which the roads prioritize turning lanes, wide turning radii, right turns on red, and long light cycles that make walking difficult--especially for people with mobility issues."*

    o *"Need more sidewalks. Current sidewalks are in poor shape in most areas. Roadways are in poor shape. Not all roadways have lines painted. Need bike lanes, trails, and public transportation. Need sidewalks all the way through town and around major streets."*

- Driver Behavior

  - *"Aggressive driving and lack of emotional regulation is a regular problem. Knox County roads are well-maintained and can be utilized appropriately if people are willing to follow rules. Much too often, people ignore safety rules and then get upset when crashes happen."*

  - *"More speeding tickets need to be issued. Also tailgating is rampant and dangerous"*

The following locations in Knox County emerged as severe crash hotspots based on 2018-2022 crash data:

- The City of Mount Vernon

- US Route 36

- State Route 3, 13, and 229

For additional context, **Figure D.9** below provides both a point map of FSI crashes and a hotspot map of all crashes across Knox County from 2018 through 2022.

KNOX COUNTY FSI CRASH LOCATION AND CRASH HOTSPOT MAP

Figure D.9

Fatal & Serious Injury Crashes & Hotspots (2018-2022)

FSI Crash Locations
Crash Severity

● (1) Fatal
● (2) Serious Injury Suspected

Crash Hotspots
Sparse
Dense

KNOX

N

0 2 4 8 Miles

corpo