



## Technical Memo B.1 - Stakeholder Engagement

This **Stakeholder Engagement** memo describes how stakeholders were engaged during the Action Plan process, primarily summarizing the stakeholder workshops.

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# 1 Stakeholder Engagement

## 1.1 Stakeholder Committee & Other Participants

The stakeholder committee for the CORPO Safety Action Plan was comprised of local government officials, transportation safety advocates, and interested residents in the CORPO area. **Table B.1.1** below lists all who were involved in the stakeholder committee.

*Table B.1.1 Members of the CORPO Safety Action Plan Stakeholder Committee*

Name	Organization / Title
Eric McCrady	<i>Fairfield County Engineer</i>
Bethany Carson	<i>Fairfield County Health Department</i>
Ira Weiss	<i>Fairfield County Regional Planning Commission</i>
Josh Hillberry	<i>Fairfield County Regional Planning Commission</i>
Lynda Berge Disser	<i>City of Lancaster</i>
Phyllicia Campbell	<i>City of Lancaster</i>
Jeff Baird	<i>City of Lancaster</i>
Jeff Schmelzer	<i>Fairfield County 211</i>
Cameron Keaton	<i>Knox County Engineer</i>
Brian Ball	<i>City of Mount Vernon</i>
Tami Ruhl	<i>Knox County Health Department</i>
Terri Wise	<i>Village of Centerburg Administrator</i>
Mark McCann	<i>Village of Centerburg Joint Fire District Chief</i>
Chris Farmer	<i>Central Ohio Joint Fire District (Knox and Morrow Counties)</i>
RC Wise	<i>Village of Gambier Administrator</i>
Joe Porter	<i>Knox County Mobility Management</i>
Suzanne Dapprich	<i>Knox County Safe Communities</i>
Bryan Dhume	<i>Madison County Engineer</i>
James Walker	<i>Marion County Regional Planning Commission</i>
Evelyn Warr-Omness	<i>Marion County Regional Planning Commission</i>
Scott Bishop	<i>City of Marion Assistant Engineer</i>
Erin Creedon	<i>Marion Public Health, Active Transportation Committee</i>
Michelle Lang	<i>Marion Public Health, Active Transportation Committee</i>
Rich Fender	<i>Marion Regional Planning Commission &amp; Engineer</i>
Charlie Walker	<i>Marion Regional Planning Commission &amp; Engineer</i>
Maria Hardy	<i>Marion Regional Planning Commission &amp; Engineer</i>
Michael Bodine II	<i>RNDR Design, Consultant for Marion City / County</i>
Dan Sheridan	<i>Marion County Parks Department</i>



Erica Hart	<i>United Way of North Central Ohio (Marion County)</i>
Jamie Brucker	<i>Morrow County Operations Manager</i>
Jim Oliver	<i>Great Lakes Community Action Partnership (Morrow County)</i>
Adam McCombs	<i>Morrow County Area Transit Director</i>
Chris Mullins	<i>Pickaway County Engineer</i>
Anthony Neff	<i>Pickaway County Assistant Engineer</i>
Betsy McGraw	<i>Pickaway County Safe Communities Coalition</i>
Joe Allan	<i>Village of South Bloomfield Administrator</i>
Brian Frost	<i>City of Circleville, Utility Operations Manager</i>
Kris Ruggles	<i>Strand (consultant for Circleville)</i>
Scott Green	<i>Strand (consultant for Circleville)</i>
Alex Schuler	<i>Strand (consultant for Circleville)</i>
Alan Goldhardt	<i>Village of Commercial Point Mayor</i>
Susan Derwacter	<i>Environmental Design Group (Consultant for Commercial Point)</i>
Jeff Stauch	<i>Union County Engineer</i>
Bill Narducci	<i>Union County Administrator</i>
Tamisha Matus	<i>Union County Health Department</i>
Kyle Hyong	<i>City of Marysville Engineer</i>
Jeremy Thompson	<i>ODOT Highway Safety Program</i>
Josh Otworth	<i>ODOT District 5</i>
Ben Boyer	<i>ODOT District 5</i>
Drew Hurst	<i>ODOT District 6</i>
Eric Petee	<i>ODOT District 6</i>
Kelsey Vandia	<i>ODOT District 6</i>
Isaac Saunders	<i>Ohio State Highway Patrol, Lieutenant</i>
Mark Donnelly	<i>FHWA Ohio Division</i>
Alaina Parrish	<i>Ohio Department of Health</i>
Dr. Brittany Shoots-Reinhard	<i>The Ohio State University, Department of Psychology</i>
John Bolte	<i>The Ohio State University, Injury &amp; Biomechanics Research Center</i>
Ginger Yang	<i>Nationwide Children's Hospital</i>
Ron Burton	<i>Transportation Research Center (TRC)</i>
Jennifer Ritcher-Dunn	<i>Transportation Research Center (TRC)</i>

## 1.2 Process & Overview

The stakeholder engagement component of the CORPO Safety Action Plan consisted of five (5) virtual workshops. **Figure B.1.1** below provides an overview of the meeting schedule and the key topics covered in each.

*Figure B.1.1 Stakeholder Meeting Schedule and Topics*





### 1.3 Kick-Off Meeting

The kick-off meeting for the CORPO Safety Action Plan was held in person at MORPC on November 6, 2023. Following initial introductions, an overview of the Safe Streets and Roads for All (SS4A) federal discretionary grant program was provided, including a summary of the award that CORPO received in FY 2022, the priorities and details of the grant, and the role of the National Roadway Safety Strategy (NRSS) in its adoption of the Safe System Approach as the guiding vision behind SS4A. For more information on the NRSS and Safe System Approach, please refer to Section 1.3 of the Introduction.

Next, Poll Everywhere, an online real-time polling software, was utilized to ask the initial stakeholder group who else should be engaged to help develop the Action Plan. The results of the poll are shown in **Table B.1.2** below.

**Table B.1.2 Stakeholder Responses to: “Who Is Missing From the Stakeholder Group?”**

Response	Upvotes
State Highway Patrol	10
Local Cycling, Running, Walking Groups	9
some Villages are missing.	7
Elected officials	6
Hospital/ PD/ FD	6
Local law enforcement	5
EMS representative	5
State legislators (They decide funding; form follows finance)	4
Public transportation authorities	3
Amish (population)	3
Morrow County	3
law enforcement	3
Schools	2
Vehicle manufacturer representatives	2
Marion County Engineer	2
Elected officials	0
Mobility Management	0



Following the polling questions, the planning team provided an overview of the scope and timeline for the Safety Action Plan, including stakeholder engagement, existing conditions analysis, and plan development. Next, the group went over the required components of an SS4A-eligible Safety Action Plan, which are summarized in Section 1.4 of the Introduction. After reviewing each of the components, stakeholders were again polled using Poll Everywhere, this time to rank each of the components in terms of their relative importance or priority level. The poll's responses are summarized in **Table B.1.3** below.

**Table B.1.3 Stakeholder Responses to: “How Would You Prioritize the Plan Components?”**

Plan Component	Rank
Leadership Commitment and Goal Setting	1
Engagement and Collaboration	2
Planning Structure	3
Policy and Process Changes	4
Equity Considerations	5
Progress and Transparency	6

Finally, the planning team provided an overview of high-level trends in the crash history across the CORPO counties for the years 2018 to 2022. The group discussed the biggest traffic safety challenges they see in their communities, some positive aspects related to traffic safety they see in their communities, and any related initiatives they or their organizations had been pursuing. The following are some highlights from that discussion:

- Capturing near-misses is a challenge. Input from stakeholders and the public, as well as making extrapolations about roadways that have features that are known to contribute to more crashes, could be used to fill or address this information gap.
- County engineers in the CORPO area are already engaged with their communities and local stakeholders interested in transportation safety, so CORPO can provide materials and information to enhance these existing meetings rather than add new ones.
- Union and Knox Counties both mentioned having Safe Communities Coalition grants that fund, in part, fatal crash reviews. Union County's, which lives within their health department, generally focuses on programming or education in its responses. It was also mentioned that ODOT districts do monthly fatal crash reviews that analyze trends, identify any engineering issues, and seek opportunities to implement countermeasures; however, these usually only involve ODOT-maintained facilities.

## 1.4 Stakeholder Workshop #2

The second stakeholder workshop was hosted via Microsoft Teams on Tuesday, December 12, 2023. The planning team kicked things off with a deeper discussion of the Safe System approach, including the role of engineering countermeasures in preventing inevitable human error from transferring into crashes and especially severe crashes.

The concept of the “Safe Systems Pyramid,” was also introduced, which is a public health framework that places potential transportation safety approaches on inverse dimensions of “Individual Effort” and “Population Health Impact.” In other words, where the “Individual Effort” required from a given approach is highest, the “Population Health Impact” is lowest; inversely, where the “Population Health Impact” of an approach is highest, the “Individual Effort” it requires is the lowest.

Next, the group dove into more detail on existing conditions and crash history in each of the CORPO counties. The performance measures for the CORPO area compared to those of the MORPC MPO area for the years 2018-2022 were shown, followed by the performance measures for each county, highlighting where certain measures are failing to meet safety targets. More information on these performance measures can be found in Section 2.1 of the Current Conditions. The proportions of severe crashes by maintenance authority, roadway functional classification, posted speed limits, ages and genders of those involved, and seatbelt-use were then reviewed.

Finally, the group revisited the discussion from the kick-off meeting regarding traffic safety challenges, positives aspects of local traffic safety, and any related initiatives they had been currently pursuing. Miro Board, an online “post-it” board for providing comments in real-time, was utilized as a space for stakeholders to record their thoughts. **Figure B.1.2** below shows a screenshot of the discussion board, and **Table B.1.4** on the following pages summarizes stakeholders’ responses.

**Figure B.1.2 Screenshot of the Miro Board Used to Record Stakeholder Responses**

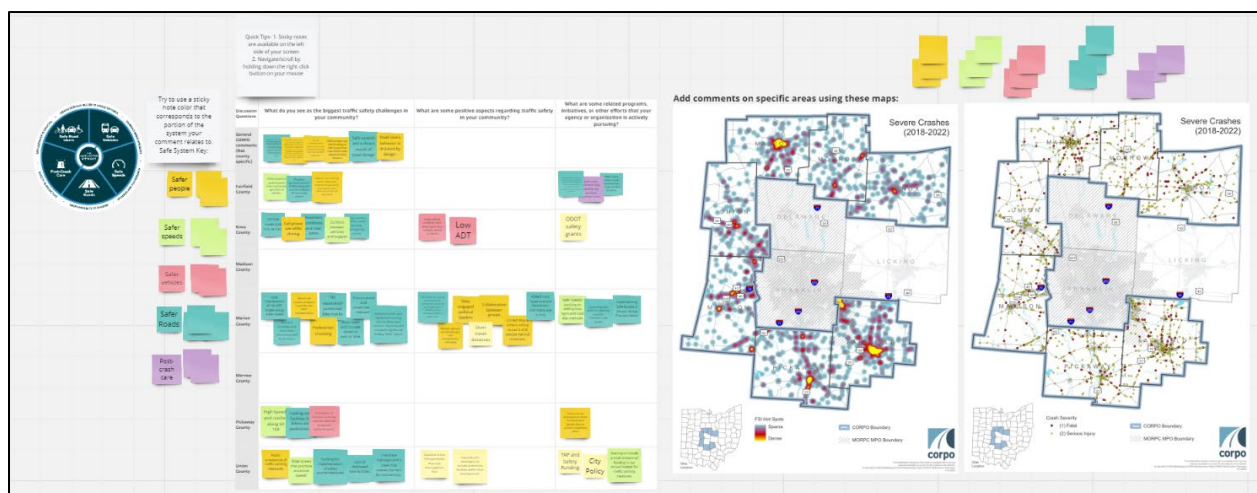




Table B.1.4 Stakeholder Responses to Miro Board Discussion Questions

Discussion Questions	What do see as the biggest traffic safety challenges in your community?	What are some positive aspects regarding traffic safety in your community?	What are some related programs, initiatives, or other efforts that your agency or organization is actively pursuing?
<p><b>General CORPO Comments</b></p>	<ul style="list-style-type: none"> <li>- In marrying land use and transportation, ODOT needs to guard their roads from commercial strip-style development. Most townships will zone the areas along state routes as "Commercial" or "Business" because then they don't have to pay for the road. ODOT will fund widening, etc. This leads to unsafe 5- or 7-lane roads that are near impossible and force local and express traffic together.</li> <li>- We have to have a culture that prioritizes the comfort and safety of people OUTSIDE of cars AT LEAST as much as the safety and comfort of people inside cars. Right now, many projects get nixed or watered down because of prioritizing vehicle flow, turning radii, lane width for drivers, turn lanes, right-on-red, etc.</li> <li>- Active transportation needs to fall under Transportation/Engineering and NOT parks/rec.</li> <li>- Older people may not be willing or able to purchase new vehicles with advanced safety features.</li> <li>- Safe speeds are a direct result of road design</li> <li>- Road users behavior is dictated by design.</li> </ul>		
<p><b>Fairfield</b></p>	<ul style="list-style-type: none"> <li>- Enforcement of posted speed limits and unsafe operation of vehicles.</li> <li>- Roadway geometrics (curves &amp; hills) along with narrow roadways for increasing volume</li> <li>- Fatalities not involving autos. Many with motorcycles and ATV's. Also lack of use in safety equipment (i.e., seat belts)</li> </ul>		<ul style="list-style-type: none"> <li>- Roadway safety audits by crews to identify potential hazards in the R/W and Clear Zone that are manmade and could potentially be eliminated or protected.</li> <li>- Post-crash review to help identify any potential roadway issues.</li> <li>- ODOT safety funds to make improvements to high accident locations.</li> </ul>

Response Color Key: *Safer People* | *Safer Speeds* | *Safer Vehicles* | *Safer Roads* | *Post-Crash Care*



<b>Knox</b>	<ul style="list-style-type: none"> <li>- narrow roads and hilly terrain</li> <li>- Cell phone use while driving</li> <li>- Pavement conditions and clear zones</li> <li>- Conflicts between vehicles and buggies</li> <li>- Large number of state routes passing through the county</li> </ul>	<ul style="list-style-type: none"> <li>- Single vehicle accidents most likely higher than multiple vehicle accidents</li> <li>- Low ADT</li> </ul>	<ul style="list-style-type: none"> <li>- ODOT safety grants</li> </ul>
<b>Madison</b>			
<b>Marion</b>	<ul style="list-style-type: none"> <li>- Rural intersections at non-90 degree angles along state routes</li> <li>- Railroad crossings and state routes intersecting with local streets</li> <li>- Speed and comfort of drivers is priority over other considerations</li> <li>- Pedestrian crossing</li> <li>- No separated/protected bike tracks</li> <li>- Busy roads with no safe places to walk or bike</li> <li>- Disconnected and unserviceable sidewalks</li> <li>- Walk/don't walk signs highly limit crossing time to allow more vehicles. Need smarter crosswalk signals and leading "walk" signals</li> </ul>	<ul style="list-style-type: none"> <li>- City of Marion is going street-by-street, completely remaking all infrastructure: streets, curbs, sidewalks, gutters, sewers, etc.</li> <li>- Multiple agencies are interested in safe transportation and equity</li> <li>- New, engaged political leaders</li> <li>- Short travel distances</li> <li>- Collaboration between groups</li> <li>- United Way and others willing to put money and people behind initiatives</li> <li>- Added truck route to avoid downtown (not many use it though)</li> </ul>	<ul style="list-style-type: none"> <li>- Safer speeds; working on adding stop signs and road diet methods</li> <li>- Connecting bike paths to adjoining counties, Delaware and Hardin</li> <li>- Implement Safe Routes 2 School, Active Transportation</li> </ul>
<b>Morrow</b>			
<b>Pickaway</b>	<ul style="list-style-type: none"> <li>- High speeds and crashes along SR 104</li> <li>- Lacking safe facilities for bikers and pedestrians</li> <li>- Anticipate an increase in heavy vehicles with the proposed industrial parks</li> </ul>		<ul style="list-style-type: none"> <li>- Commercial Point has developed an Active Transportation Master Plan to connect residential areas</li> </ul>
<b>Union</b>	<ul style="list-style-type: none"> <li>- Public acceptance of traffic calming measures</li> <li>- Wide streets that promote excessive speeds</li> <li>- Funding for implementation of safety countermeasures</li> <li>- Lack of dedicated bike facilities</li> <li>- Interstate highways and a creek that creates barriers for connectivity</li> </ul>	<ul style="list-style-type: none"> <li>- Updated Active Transportation Plan and Thoroughfare Plan</li> <li>- City policy for developers to include pedestrian facilities within their developments</li> </ul>	<ul style="list-style-type: none"> <li>- TAP and Safety Funding</li> <li>- City policy</li> <li>- Starting to include a small amount of funding in our annual budget for traffic calming measures</li> </ul>

Response Color Key: Safer People | Safer Speeds | Safer Vehicles | Safer Roads | Post-Crash Care



### 1.5 Stakeholder Workshop #3

The third CORPO Safety Action Plan stakeholder workshop was hosted virtually via Microsoft Teams on Thursday, January 25, 2024. After revisiting the Safe System approach and the project scope and timeline, the group engaged in a discussion around target-setting for reducing traffic fatalities and serious injuries. It was mentioned that MORPC adopted ODOT's target of a 2% annual reduction, which is considered relatively aggressive.

Some stakeholders questioned whether the targets would apply to raw numbers of fatalities and serious injuries, or to fatalities and serious injuries per population to account for the expected increases in population in the CORPO area. In response, it was mentioned that the targets apply to reductions in numbers of *people* killed and seriously injured in traffic crashes, reflecting the over-arching mission of achieving a transportation system where those numbers eventually reach zero.

Using Poll Everywhere, stakeholders were then polled regarding which reduction target they felt is most appropriate for the CORPO region: 2% annually, 5% annually, 10% annually, or zero fatalities and serious injuries by 2050. The results are shown in **Table B.1.5** below.

**Table B.1.5 Stakeholder Rankings of Annual Reduction Targets**

Reduction Target	Rank	1 <sup>st</sup> Place Votes	2 <sup>nd</sup> Place Votes	3 <sup>rd</sup> Place Votes
<b>2% annual reduction</b>	1	9	4	0
Zero fatalities and serious injuries by 2050	2	4	3	2
5% annual reduction	3	3	7	4
Other	4	1	1	3
10% annual reduction	5	0	2	8

The group then discussed additional engagement strategies that would be utilized in the plan's development, including a public survey, and after its adoption, when an Action Plan website may be available to make the plan available and digestible to the public. Stakeholders were asked to actively promote the public survey to maximize its responses.



Next, the planning team provided another overview of the safety analysis, this time focusing on collector and arterial roads, which both comprise a relatively low proportion of the total road miles in the CORPO area yet see disproportionately high proportions of the traffic crashes, fatalities, serious injuries, and non-motorized crashes that occurred in CORPO counties from 2018-2022. Types of crashes that are higher severity relative to their rate of occurrence, including fixed object or roadway departure, angle, head-on, and pedestrian-involved crashes, were also discussed as particular concerns requiring targeted safety interventions. More information on these safety analyses can be found in Section 2.1 of the Current Conditions.

Following the safety analysis overview, the planning team unveiled a web-map that was created using Esri's ArcGIS Online platform. The web-map features various layers, including crash history, high-injury networks, and ODOT's Systemic Safety Priorities, that viewers can toggle on and off to get a visual and geographic understanding of recent safety trends and priorities across the CORPO area. The web-map was developed for the Safety Action Plan, but it will continue to be available for other uses, such as for reference in safety funding applications.

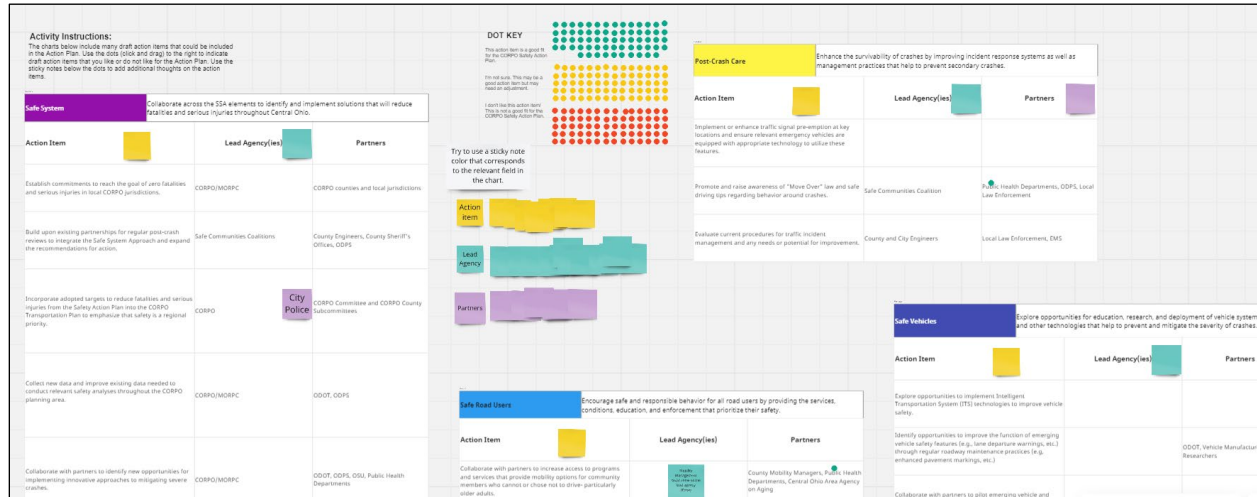
Finally, the group discussed the Action Items and identification of projects to be prioritized in the plan. Regarding an action item that asks local agencies to adopt Vision Zero, a stakeholder questioned how localities may be able to achieve that goal if there are fatalities and serious injuries within their jurisdiction that are occurring on ODOT-maintained roadways. In response, it was noted that local Vision Zero resolutions would only apply to their locally maintained roadways. Furthermore, an ODOT representative mentioned that they have committed zero fatalities and serious injuries on the roadways they maintain and that they hope for local governments to partner and work with them in that cause.

## **1.6 Stakeholder Workshop #4**

The fourth CORPO Safety Action Plan stakeholder workshop was hosted via Microsoft Teams on Wednesday, February 21, 2024. The planning team first made the group aware that the Notice of Funding Opportunity (NOFO) for the FY 2024 SS4A application had recently been made available and informed them of the three (3) deadlines for the 2024 program. The planning team then gave the stakeholders an overview of the public survey results, which can be reviewed in detail in Technical Memo B.2 - Public Survey.

The remainder and majority of the meeting was spent discussing the development of the Action Plan and its content. Based on the results of the reduction targets poll, the planning team and stakeholder committee proceeded with the target of a 2% annual reduction in traffic fatalities and serious injuries, and a resolution for County Commissioners to adopt the plan and its targets was brought forward as an additional action item to include. The group then reviewed and discussed the six (6) draft Action Plan strategies as well as a sample action item within one of the strategies. Stakeholders were then asked to utilize the project's Miro Board to provide comments and feedback on the draft strategies and action items.

**Figure B.1.3 Screenshot of the Miro Board for Stakeholder Feedback on Action Items**



Finally, a Poll Everywhere was utilized to ask stakeholders about their preferences regarding the format of deliverables for the Safety Action Plan. Many responses indicated a preference for both a static, PDF deliverable as well as an online webpage or platform.

## 1.7 Stakeholder Workshop #5

The fifth CORPO Safety Action Plan stakeholder workshop was an optional workshop hosted via Microsoft Teams on Wednesday, April 17, 2024. The intent of this workshop was to provide an update on any feedback received on the draft plan and to provide a tutorial of how to use the plan document in identifying and implementing transportation safety projects and in applying for funding. During the workshop, an overview of the plan document was provided and then an in-depth overview of the project identification process was reviewed. Using the City of Marion as an example, a tutorial on project development, including using the interactive online map, was provided to help stakeholders better understand bringing the plan to fruition through project implementation. Key information about the SS4A program NOFO was also provided.

## 1.8 Continuing Engagement

The group of stakeholders that were engaged in the creation of the Safety Action Plan will continue to be engaged in the implementation and monitoring of the Action Plan. Stakeholders will continue to be engaged through the Safety Action Plan webpage, updates in quarterly CORPO newsletters, and updates provided at CORPO Committee and Subcommittee meetings.



The CORPO Safety Action Plan website is being developed as a hub that will provide stakeholders with continued access to the online interactive map of crash data in the region and other data and information from the plan. To assist with monitoring outcomes and tracking implementation and as a resource for stakeholders, the website will be updated annually with new data, progress toward targets, and safety projects completed in the region.