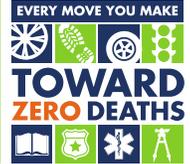


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Regional Safety Plan – Stakeholder Meeting #1



MEETING SUMMARY

On May 8th, 2019, regional and local stakeholders met to discuss the Eastgate Regional Road Safety Plan. Upon completion, the plan will provide a framework to address and prevent crashes in the region. This document summarizes meeting highlights and next steps. A copy of the agenda can be found in Appendix A and the master PowerPoint can be found on the [file share site](#).

WELCOME

Grant Taylor, Eastgate Regional COG, welcomed everyone to the meeting. He reiterated that this safety plan is intended to be a framework to reduce fatalities and serious injuries on all roads in the region. Participants introduced themselves – an attendee list can be found in Appendix B.

IMPORTANCE OF SAVING LIVES

Nicole Waldheim, CS discussed the importance of safety planning and the efforts the Ohio Department of Transportation (ODOT) is taking to implement solutions on the local system. Nationally, over 30,000 persons are killed in motor vehicle crashes annually and in Ohio, this number averages 1,000 per year. To reduce these statistics and work toward zero deaths, ODOT is partnering with local agencies, like the Eastgate COG, to develop safety plans. A large proportion of the fatalities and serious injuries in Ohio occur on the local system, so ODOT is investing Highway Safety Improvement Program (HSIP) funds and partnering with local stakeholders on solutions. The plans will be similar in nature to the Ohio Strategic Highway Safety Plan (SHSP) as they will identify strategies and actions to address the critical factors contributing to crashes.



The specific elements that will be conducted as part of the safety plan were highlighted in the work plan handout and can be found on the [file share site](#). The major elements, that will occur over the next eight months include:

- Project Management (ongoing)
- Safety Marketing (April)
- Crash Analysis (April -June)
- Stakeholder Engagement (Meeting 1 – May; Meeting 2 – July)
- Action Plan Development (August)
- Plan Development (September)
- Final Plan (October)



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At Stakeholder Meeting #2, additional data will be presented in each of these emphasis areas and stakeholders will develop strategies and actions they can undertake in the region to address these safety needs. Strategies will be informed by examples of programs and projects that have been proven successful either in Ohio or nationally. They will also be multidisciplinary and address safety needs from the perspective of enforcement, education, emergency response, and/or engineering.

Strategies, already occurring in the region, will also be reflected in the plan and include:

Intersections

- Crosswalks improvements (pedestrian crossing signals, bicycle detectors, high-visibility enhancements, stop bars repainted)
- Safety studies at high priority intersections
- Turn arrows for left hand turns
- Intersection maintenance
- Removal of unwarranted stop lights
- Traffic incident management
- Enforcement at high crash intersections
- Roundabouts
- Lighting
- Signals

Impairment

- Defensive driver courses for offenders (NSCOH)
- Community events
- Outreach
- Advertising taxi/ride share services
- Social media campaigns (Facebook/Twitter)
- Operating a Vehicle Impaired (OVI) checkpoints (2 per year)
- Partner with State Ohio patrol for DUI checkpoints
- Saturation patrols (4 per year)
- OVI task force
- Education – “Drive sober or get pulled over” campaign

Distraction

- Defensive driver courses for offenders (NSCOH)
- Educate through enforcement: goal of issuing tickets to have drivers watch video over paying fine
- Distracted driver corridor (I-80)
- No texting and driving – ORC makes it secondary offense
- Primary offense – distracted driving

Speed

- High visibility enforcement
- Speed cameras
- Educating the public
- Advanced driver training – especially behavioral

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- Speed display signs
- Performing speed studies/posting reduced speed limits
- Defensive driver courses for offenders (NSCOH)

MOVING THE SAFETY NEEDLE

In identifying the most prominent safety challenges and solutions, the goal is ensure the fatality and serious injury trends move downward. Data were presented showing previous years' crash trends and what it would look like over the next five and twenty years if nothing were done to address safety as well as what it would look like if safety programs, policies, and projects continued to be implemented. This information can be found in slides 37-43 of the master PowerPoint.

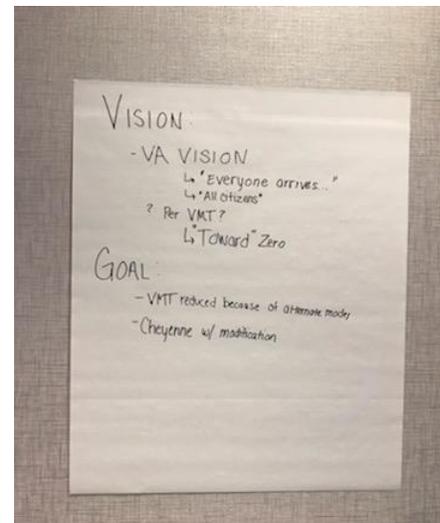
The safety plan will present a framework, including a vision, goal, and measurable objectives to focus stakeholders and help them achieve reductions. Based on the results of a group discussion, the following recommendations were made:

Eastgate Safety Plan Vision: Toward Zero Deaths. All transportation users should arrive safely at their destinations.

Eastgate Safety Plan Goal: Reduce fatal and injury crashes involving all road users through implementation of effective countermeasures.

Eastgate Safety Plan Objective: Reduce fatalities and serious injuries by 1% per year.

Each of above elements are critical to include in a plan because they describe where the region aspires to be and specific statements on how that can be achieved. At stakeholder meeting #2, this framework will be reviewed again and finalized.



PRIORITY SAFETY LOCATIONS IN THE REGION

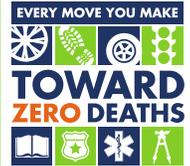
A number of intersections and segments on the state and local roads in the Eastgate region have been identified as locations with the potential for safety improvements. Locations on the state system were determined using Safety Analyst, which identifies locations with the potential for safety improvements and compares performance to similar locations. Locations on the local system were chosen based on three factors including: crash frequency (the number of crashes at locations); crash rate (the number of crashes per million miles of vehicle travel); and relative severity index of the crashes (ranks crashes based on their societal costs). A handout was provided to participants, which can also be found on the [file share site](#), that ranks the top intersections and segments in the region. Attendees were asked to review the sheet and look at the maps, identifying the locations to see if they 1) agreed with the priority locations and 2) had any other ideas about other priority locations.

The following comments were made:

- State route 224 should be reviewed, in its entirety, for safety improvements (including center islands for traffic calming) and potentially prioritized for sidewalks throughout or at specific locations.
- There is traffic calming study going on along Southern Boulevard south of SR 625.

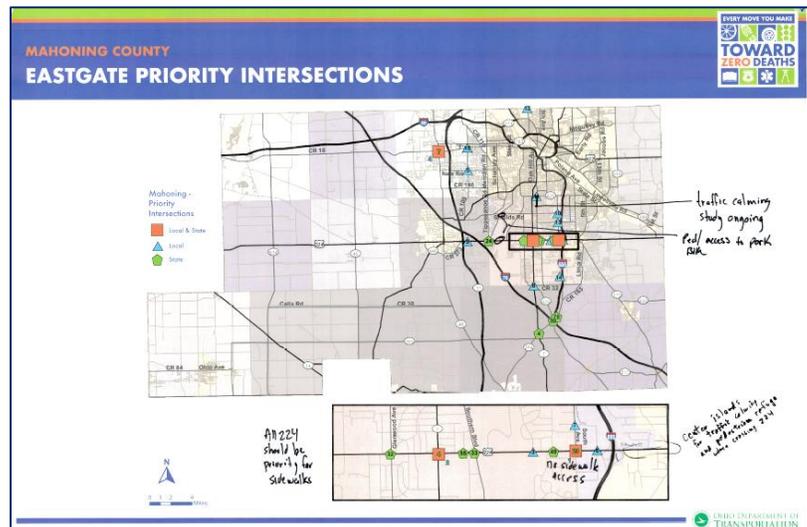


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- Bike and Pedestrian access should be considered from US 224 and Shields Road, into the park.
- There is a blind hill along US 224 just east of Southern Boulevard.
- There are blind intersections along SR 5 intersecting with SR 88 (two separate intersections).
- Elm Road (SR 5 outside of SR 82) from S Street to north of Warren Meadville Road was labeled as a priority corridor.
- SR 46 from CR 329 to River Road and River Road from North Road to SR 46 were labeled as priority corridors.
- Right turn lanes are being added at the intersection of East Market Street and North Road SE.
- A study through Eastgate is currently underway for SR 46 from CR 142 to US 422.
- CR 142 between CR 54 and SR 46 was labeled as a priority corridor.
- A project to improve the intersection of Elm Road and CR 142 is on the horizon (estimated 4 years out).
- Enhanced pedestrian crossings are desired along SR 193 at I-80.



At Stakeholder Meeting #2, the above questions/concerns will be addressed. In addition, the top priority locations will be reviewed and participants will be asked to determine effective multidisciplinary solutions.

NEXT STEPS

Stakeholder Meeting #2 will be held in the July timeframe. The goals for that meeting will be:

- Finalize the vision, goal, and objectives.
- Review additional data contributing to impaired, intersections, speed, and distracted driver crashes.
- Identify effective strategies, that can be realistically implemented in the Eastgate region, to address impaired, intersection, speed, and distracted driver crashes.
- Revisit a handful of the priority locations to identify multidisciplinary solutions.

Upon completion of this meeting, all input will be developed into an action plan. This document will prioritize the identified strategies, determine who is implementing/leading them, establish the timeframe for implementation, and resources needed. This action plan, as well as the results of the data analysis will be combined into a final plan for use by all transportation and safety stakeholders in the Eastgate region to reduce fatalities and serious injuries.



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ATTACHMENT A – MEETING AGENDA

10:00 – 10:05, WELCOME AND INTRODUCTIONS

Grant Taylor, Eastgate Regional COG

Handout #1 – Agenda

Handout #2 – PowerPoint

10:05 – 10:15, SAVING LIVES ON THE TRANSPORTATION NETWORK

Nicole Waldheim, Cambridge Systematics

Handout #3 – Eastgate Regional Road Safety Plan work plan

- Introduction of Toward Zero Deaths and Ohio's safety planning efforts
- Ohio's local road safety planning initiative
- Eastgate Regional Safety Plan tasks and timeline

10:15 – 10:30, REGIONAL CONTEXT AND CRASH TRENDS

Kendra Schenk, Burgess & Niple

- Eastgate Regional COG transportation network
- Regional crash trends and contributing factors to crashes

10:30 – 11:00, EMPHASIS AREAS AND CURRENT SAFETY ACTIVITIES

Nicole Waldheim, Cambridge Systematics

- *Activity:* Prioritize emphasis areas for the region
- *Activity:* Document previous/ongoing safety activities in Eastgate region

11:00 – 11:30, MOVING THE SAFETY NEEDLE

Kendra Schenk, Burgess & Niple, Nicole Waldheim, Cambridge Systematics, and Jordan Whisler, ODOT

Handout #4 – Sample vision, goals, and objectives

- Safety performance – historic and forward looking trends
- *Activity:* Draft safety vision, goal, and objectives



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11:30 – 11:55, SAFETY LOCATIONS IN THE REGION

Kendra Schenk, Burgess & Niple & Nicole Waldheim, Cambridge Systematics

Handout #5: Priority Locations ranking table

- Review locations with an identified safety need
- *Discussion:* Input on identified or other locations

11:55 – 12:00, NEXT STEPS

Nicole Waldheim, Cambridge Systematics

- Action item review
- Goals for Stakeholder Meeting #2



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ATTACHMENT B – MEETING ATTENDEES

John Baryak, Council Newton Falls
Krista Beniston, Boardman
Brad Bucey, Highway Patrol
Greg Cizmar, Liberty Township
Arnie Clebone, Liberty Township
Ed Davis, Eastgate COG
Dave Griffith, ODOT Dept. of Health
Dean Harris, WRTA
Jordan Karim, City of Youngstown
Larry Kingston, NSC OH Chapter
Jim Kinnick, Eastgate COG
Frank Krygowsk, OSW Bicycle Club
Paul Makosky, City of Warren
Kim Masconelle, Howland
Charlie Nefar, WRTA
Mike Salamone, Trumbull County Transit
Kendra Schenk, Burgess & Niple
Gary Shaffer, Trumbull County Engineers
George Snyder, Burghill Vernon Fire Department
Darlene St. George, Howland
Ken Sympson, Eastgate COG
Grant Taylor, Eastgate COG
Nicole Waldheim, Cambridge Systematics
Jordan Whisler, Ohio DOT
Don Wittman, City of Cortland

