

Eastgate Regional COG



Regional Safety Plan – Stakeholder Meeting 2



MEETING SUMMARY

On July 23rd, 2019, regional and local stakeholders met to discuss the Eastgate Regional 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, from the Eastgate Regional Council of Governments (Eastgate), 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. This plan will also identify all types of solutions (behavioral and infrastructure) to address the most challenging safety issues. Participants introduced themselves – an attendee list can be found in Appendix B.

RECAP OF STAKEHOLDER MEETING #1

Nicole Waldheim, Cambridge Systematics, reiterated that Ohio has 121,000 miles of road and 83 percent are considered local, or not maintained by the Ohio Department of Transportation (ODOT). Because over half of the fatalities and serious injuries in the state occur on these roads, funding is available for local and regional planning agencies to develop safety plans. Eastgate is underway with a safety plan, which will ultimately frame the key safety issues for all roads in the region and identify infrastructure and behavioral solutions. To get to a final plan, two stakeholder meetings are being utilized to solicit feedback on the safety challenges and opportunities in the region. At stakeholder meeting #1, the following was accomplished:



- Crash trends were reviewed to provide context on prior and future year's safety performance.
- A safety vision, goal, and objectives were developed to establish a framework for program, project, and policy priorities over the next five years.
- The factors contributing to crashes were reviewed and stakeholders identified the most serious ones to address in the Plan. This includes Intersections, Impaired Driving, Speeding, and Distracted Driving.
- Intersection and segment locations with the potential for safety improvements were reviewed to see if stakeholders agreed with the priorities or if any were missing.

The purpose of stakeholder meeting #2 was to continue building upon these activities and:



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- Finalize the safety vision, goal, and objectives.
- Review the factors causing intersection, impaired driving, speeding and distracted driving crashes and identify solutions to lower fatalities and serious injuries in these areas.

SAFETY VISION, GOAL, AND OBJECTIVES

At stakeholder meeting #1, participants were asked to develop ideas on a realistic vision, goal, and objectives for the safety plan. These elements are critical to the plan because they describe where the region aspires to be and specific statements on how that can be achieved. The final statements are shown below.

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

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

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

STRATEGY AND ACTION DEVELOPMENT

A major component of the final Eastgate Safety Plan will be a set of multidisciplinary solutions to lower fatalities and serious injuries in each emphasis area. Participants broke into four groups, by emphasis areas to accomplish the following:

- Review the draft action plans. Information on current safety programs and projects occurring in the region, identified during Stakeholder Meeting #1, were reviewed to concur that the information was accurate and determine if any activities were missing.
- Review the emphasis areas crash analysis to understand the specifics of each challenge and brainstorm countermeasure solutions, based on what has been successful in Ohio or nationally.
- Review the emphasis area crash maps to visualize problematic locations, discuss the accuracy of those locations and whether any were missing, and determine what was causing crashes at those locations to identify solutions.

The below input will be further developed into an action plan that outlines overarching strategies, specific actions, action owners, and the timeline for implementation.

Intersections

- Opportunities to directly advance access management within the region to address intersection related crashes occurring along arterial roadways
 - Look at “Traffic Impact Study” requirements and ensure site developers are addressing access management concerns proactively as projects are being developed
 - Implement specific countermeasures to restrict movements along corridors with high density of commercial driveways:
 - Bollards/Medians/channelizing islands/restricted turns/etc..
- There are opportunities to improve safety at rural intersections through the implementation of systematic improvements.
 - Potential desire to conduct a study to identify rural intersections with high-risk
 - LED enhanced stop signs, duel signs, etc..

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- Opportunities to implement road diets to address crashes along specific corridors
 - Population/traffic are on the decline within the region.
 - Identifying roads that are overbuilt (i.e. access capacity) and implementing road diets
- Sight lines may be an issue with intersection crashes. Ensuring that routine maintenance is occurring to cutback overgrown vegetation.
- Implementation of advance technology may help improve function and decrease delay. May reduce the occurrence of red-light running. Technology includes:
 - Video detection
 - Signal optimization
 - Signal coordination along high crash corridors
- Bike facility development was brought up as an area of concern from the group. Making sure best practices are followed in facility development.
- There is lack of education on innovative/new intersection/interchange designs. Developing public facing resources to help spread awareness/understanding of these features will help with implementation and use.
 - Roundabouts
 - Diverging Diamond interchanges
- Alcohol/Impairment is a major contributing factor to intersection related crashes. Continuing to support and participate in safe communities and OVI taskforce work within the region is critical.
- Group mentioned need for additional technical assistance for safety project identification and development
 - ODOT can do a better job educating stakeholders on the TA resources available to local agencies through the Local Safety Assistance Program
 - Local governments should utilize TA through ODOT's Local Safety Assistance Program to conduct spot safety studies (road safety audits and safety studies) and conduct other systemwide studies to identify opportunities to address priority emphasis areas and crash types.
- Work to perform additional evaluation on high-crash locations to identify intersections that would make good candidates for ODOT's highway safety program funding.

Speeding

- The majority of speed-related crashes resulted in a fixed object (roadway departure) collisions with nearly three-quarters of the at-fault drivers being male.
- Nearly one third of the at-fault drivers were between the ages of 16 and 25.
- Several strategies were identified to reduce speed-related crashes:
 - When vehicles are pulled over (or ticketed through cameras) for speeding, include an informational flyer that details the number of speed-related crash deaths and serious injuries in the area in the previous year.
 - There is a lot of controversy regarding the use of cameras to monitor speeds and issue speeding tickets. Public officials have removed such cameras because they are viewed as "money making schemes". Educating public officials on the importance of reducing speeds and the impact of speed for fatalities and serious injuries could help convince officials to allow the cameras. Additional education on the dangers of law enforcement officers pulling over vehicles (officers being struck by passing cars, etc.) could also help in the persuading.

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- Identify and study specific corridors or intersections with a high number of speed-related crashes to determine the potential for traffic calming or other infrastructure improvements.
- Use dynamic speed display signs on trailers on routes with speed-related crashes to alert drivers to their speed. Vehicles today are quieter and smoother than ever, and it can be surprising to know the actual travel speed.
- Similar to drunk driving education (showing a crashed car, simulators, etc.), educate high schoolers on the dangers of speeding. Speeding is not just an infraction on a driving record or a higher insurance costs.
- While the crash data in Ohio is readily available, ensure that all local agencies understand how to access and use the data to make informed decisions regarding speed-related crashes.

Impaired Drivers

- Better understanding/deeper dive on the data
 - Alcohol v drugs v alcohol + drugs
 - Number of drivers with repeat Operating Vehicle under Influence (OVI), Driving Under Suspension (DUS), and Administrative License Suspensions
 - Number of impaired driving related urine tests showing drug use
- Increase number of officers who have completed Advanced Roadside Impaired Driving Enforcement (ARIDE) training
- Increase number of Drug Recognition Experts (DREs) and awareness of DREs among local law enforcement agencies¹
- Better/more testing of drug impairment at traffic stops
- Improve communication between, and within, agencies participating on Drug Task Force (task force is not focused on traffic enforcement) to increase multijurisdictional data sharing and awareness)
- Seek limits on the number of diversions and plea agreements in impaired driving cases
- Implement low-cost roadway improvements such as pavement striping/markings and post delineation techniques to minimize impaired driving related roadway departure and hitting fixed object crashes
- Identify a mechanism and funders to provide discounts for ridesharing services in the two counties (which are not prevalent) to increase their use by impaired drivers

Distracted Drivers

- The major challenges, identified through conversation, that are contributing to young driver crashes in the area include:
 - Drivers are over-confident and believe they have the skills to multi-task while driving.
 - Distracted driving is an issue for all drivers, not just young drivers, and current safety programs don't typically target everyone.
 - There an overall acceptance of texting and driving.

¹ NOTE: Presently only 2 DREs in each county and they're in the OSHP. ARIDE is a prerequisite to DRE training.

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- At a number of the identified higher crash locations, there are a number of things occurring (merges, number of lanes, crossing over lanes) which can create distraction.
 - Distracted driving is currently a secondary offense and hard to enforce.
- Identify opportunities to support the conversations occurring at the statewide level about making distracted driving a primary offense.
- Safety corridors (which focus on a combination of speed and distracted driving enforcement) have been successful in the region and could be considered at other locations.
- There are two distracted driving simulators in the region and could be utilized more widely at school, special events, fairs, etc.
- Distracted driving education for the whole family is available in the region through community health fairs, the SAVE program, the YES! Fest, which should continue to be promoted.
- Identifying a distracted driving agency champion (in the same way MADD championed impaired driving) could help change the culture in the region.
- Zoning changes to limit the amount of signage around business has been successful in St. George and could possibly be replicated in other locations throughout the region.
- Opportunity to review the intersections and segments where distracted driving crashes are over-represented to determine what is occurring there, what is making them challenging to navigate, and the infrastructure-related solutions.
 - Signage
 - Road diets
 - Build in redundancies to simplify decision-making
 - Rumble strips
- More information or updates on the statewide Distracted Driving Task Force to understand what is happening on this topic would be beneficial.
- Look for opportunities to integrate distracted driving education into the programs that already exist (drivers education, health classes in high schools, etc.).
- Promote/share information about the availability of phone disabling applications that can curb distracted driving behaviors.

NEXT STEPS

Utilizing the results of the crash analyses and input from stakeholder meeting #1 and #2, the following will be completed:

- Develop an action plan, outlining implementation priorities (August)
- Develop a final Eastgate COG Safety Plan (September/October)

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ATTACHMENT A – MEETING AGENDA

10:00 – 10:05, WELCOME AND INTRODUCTIONS

Grant Taylor, Eastgate Regional Council of Governments

Handout #1 – Agenda

10:05 – 10:10, RECAP OF STAKEHOLDER MEETING #1

Nicole Waldheim, Cambridge Systematics

- Overview of key outcomes
- Eastgate Regional Safety Plan remaining tasks and timeline

10:10 – 11:20, STRATEGY AND ACTION DEVELOPMENT

Nicole Waldheim, Cambridge Systematics; Lorrie Laing, Cambridge Systematics; Kendra Schenk, Burgess & Niple; Jordan Whisler, ODOT

Handout #2 – Emphasis area crash data

Handout #3 – Emphasis area heat maps

Handout #4 – Draft emphasis area action plans

Handout #5 – Proven countermeasure strategy sheets

- *Breakout Group Activity:* Stakeholders will be assigned to one emphasis area breakout group (Impaired, Distraction, Intersections, or Speed). Each group will:
 - Review detailed crash analysis and maps
 - Discuss and review current safety programs and projects in the region to determine effectiveness
 - Identify other proven countermeasures to implement in the region

11:20 – 11:55, EMPHASIS AREA SOLUTIONS

Nicole Waldheim, Cambridge Systematics; Lorrie Laing, Cambridge Systematics; Kendra Schenk, Burgess & Niple; Jordan Whisler, ODOT

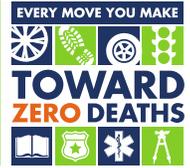
- Report out on key strategies and actions identified for each emphasis area

11:55 – 12:00, NEXT STEPS

Nicole Waldheim, Cambridge Systematics

- Action item review
- Final Plan development and implementation

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ATTACHMENT B – MEETING ATTENDEES

John Baryak, Council Newton Falls
Greg Cizmar, Liberty Township
Arnie Clebone, Liberty Township
Ed Davis, Eastgate COG
Bob Durbin, MCE
Jack Fleming, OTSO
Dave Griffith, ODOT Dept. of Health
Marilyn Kenner, Boardman Township
Jim Kinnick, Eastgate COG
Frank Krygowsk, OSW Bicycle Club
Amanda Lencyk, Mercy Health Youngstown
Paul Makosky, City of Warren
Kim Masconelle, Howland Township
Toby Meloro, Liberty Township
Kendra Schenk, Burgess & Niple
Gary Shaffer, Trumbull County Engineers
George Snyder, Burghill Vernon Fire Department
Darlene St. George, Howland Township
Ken Sympson, Eastgate COG
Grant Taylor, Eastgate COG
Nicole Waldheim, Cambridge Systematics
Jordan Whisler, Ohio DOT
Nora Wisor, WSP

