



Local Road Safety Plan

Franklin County Engineer's Office – Mobility Department
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FRANKLIN COUNTY LOCAL ROAD SAFETY PLAN

Introduction

The Franklin County Engineer's Office (FCEO) continues to work on reducing crashes on Franklin County roadways and bridges. This Local Road Safety Plan describes our agency's process to document crashes and prioritize locations for safety improvements.

Goal

The Franklin County Engineer's Office (FCEO) is committed to reducing roadway fatalities and serious injury crashes. Our goal is to reduce fatal and serious injury crashes by 3% annually to reach an overall reduction of 80% by the year 2050.

Mission Statement of the Mobility Department

The Mobility Department is committed to providing safe and accommodating mobility options for the residents of Franklin County utilizing all modes of transportation. We assure that roadway signage, traffic signals, and pavement markings are kept in excellent condition. We strive to preserve system capacity by adapting to changes in traffic patterns and partnering with area developments on infrastructure improvements. We take a Vision Zero approach to crashes, applying site specific and systemic enhancements to County facilities and ensure the protection of vulnerable road users by utilizing complete streets principles.

Safety Partners

FCEO works for every resident of Franklin County. Our safety partners in efforts related to the Local Road Safety Plan are the local law enforcement agencies, municipalities, townships, the Ohio Department of Public Safety, and the Ohio Department of Transportation.

Process

Crash records are collected throughout the year from the law enforcement community. Reports are filtered for location, keeping only the crashes that fall within the FCEO's jurisdiction. After filtering, each crash is processed and digitally filed into a database. Database information taken from the crash report includes location, date, severity, road and light condition, crash type, type of location (intersection or segment), and traffic control. After all crashes are processed for a given calendar year, we compare the FCEO's records to the Ohio Department of Public Safety's data for a secondary check.

Once the comparison is complete, signalized and unsignalized intersections are ranked. The rankings are based on the severity of crashes as well as the overall crash rate and the Average Daily Traffic (ADT) at each intersection. Additionally, crashes are compared over a three-year period in order to prioritize locations where crashes are trending upward. Intersections are scored using a combination of number of crashes, severity rate, and proximity to underserved communities. The highest ranked signalized and unsignalized intersections are given further examination. Collision diagrams are created, and a presentation is developed to document additional intersection information including recent improvements, past rankings, and crash trends. The high crash priority intersections are presented to the **Mobility Safety Action Team**, which includes road maintenance personnel, enforcement staff, and engineering professionals.

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Evaluation & Implementation

Both traditional and non-traditional low-cost proven safety countermeasures are discussed during the presentations. Work Orders are written for low-cost installations that can be done in-house including signage and striping installations and adjustments to traffic signal operation and timing.

Locations where low-cost improvements have not resulted in crash reductions are studied for more comprehensive improvements. Further investigation includes conducting safety studies, turn lane and signal warrants, feasibility studies and completing grant applications.

Crash rates are compiled and reported each year along with a summary of the countermeasures installed to address the previous year's highest ranked locations. This information is included in Appendices A and B.

The Local Road Safety Plan is considered when scoping Capital Improvement Program (CIP) projects, reviewing new developments when applying the Franklin County Access Management Regulations, and creating the Franklin County Engineer's Office 10-year CIP list.

As the FCEO Vision Statement states, "The Franklin County Engineer's Office is determined to better the community and is accountable to our role in that betterment." The Mobility Department plays an important role in this statement by continually improving the safety of our local roads.

APPENDIX A

2022 HIGH CRASH PRIORITY INTERSECTIONS SIGNALIZED

2022 High Crash Priority Intersections – Signalized

Alum Creek Drive at Rohr Road (Ranking 2022/2021/2020 – 1/NA/4)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 37, Injury: 19, Fatal: 0, Severity Index: 0.34

Crash Observations:

- High amount of SBLT conflicts
- Rear ends NB and SB

Identified Countermeasures:

- Intersection was reconstructed adding an additional WB through lane, converting a protected/permissive SBLT to a dual SBLT, upgrades to the traffic signal **Completed Fall 2021**
- Monitor NB and SB queues to see if congestion can be mitigated by timing improvements **Pending**

Fisher Road at Hague Ave (2/1/1)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 27, Injury: 16, Fatal: 0, Severity Index: 0.37

Crash Observations:

- SBLT crashes conflicting with NB through
- Rear ends in the NBRT slip lane

Identified Countermeasures:

- FCEO 2019 Resurfacing constructed improvements to NB/SB LT alignment **Completed 2019**
- Lock SBLT detector for 1st car detection **Completed 8/15/2022**
- Adjust SBLT timing **Pending**
- Analyze converting phasing to a protected only movement for SB/NB LTs **Pending**
- Analyze SWISS for the addition of backplates for all approaches **Pending**
- Intersection included in the Etalyc video analytic safety analysis project **Ongoing**

Winchester Pike at Ebright Road/Shannon Road (3/7/12)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 12, Injury: 12, Fatal: 0, Severity Index: 0.50

Crash Observations:

- NBLT conflicting with SB through
- EBLT conflicting with WB through
- SBRT rear ends

Identified Countermeasures:

- Adjust NBLT and EBLT timing to reduce congestion **Pending**
- Lock EBLT detector for 1st car detection **Completed 8/15/2022**
- Analyze No Turn on Red blank-out sign for SBRTs, to be used during NBLT phase **Pending**
- Monitor PTZ to verify driver compliance for issue with SBRT **Pending**

2022 High Crash Priority Intersections – Signalized (Cont.)

Cleveland Avenue at Innis Road (4/2/2)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 32, Injury: 10, Fatal: 0, Severity Index: 0.24

Crash Observations:

- SBLT crashes conflicting with NB through
- NB and WB rear ends

Identified Countermeasures:

- Consider turning movement restrictions for WB (shopping center) approach **Pending**
- Analyze split phase timing for WB (shopping center) approach **Pending**
- Adjust SBLT timing and lock detector for 1st car detection **Completed 8/15/2022**
- Upgrade Autoscope detection system **Pending**
- Check NB and WB queues to see if congestion can be mitigated by timing improvements **Pending**
- FCEO CIP on Cleveland Ave from Huy Rd to Cooke Rd/Pegg Rd. Includes pedestrian enhancements, lighting and access management improvements. Project received HSIP funds and is planned for 2024 construction. **Ongoing**
- Innis Rd Road Diet, converts Innis Rd from Cleveland Ave to Westerville Rd from 4 lanes to 3 lanes with bike lanes. Also includes filling gaps in the sidewalk network and a RRFB at a mid-block crossing near COTA bus stops. Received HSIP Systemic funding, construction planned for 2025 **Pending**

Cleveland Avenue at Huy Road (5/10/13)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 16, Injury: 12, Fatal: 0, Severity Index: 0.43

Crash Observations:

- Pedestrian conflicts
- NBLT crashes conflicting with SB through

Identified Countermeasures:

- FCEO CIP on Cleveland Ave from Huy Rd to Cooke Rd/Pegg Rd. Includes pedestrian enhancements, lighting, and access management improvements. Project received HSIP funds and is planned for 2024. **Ongoing**
- Adjust NBLT timing and configure detector to allow for 1st car detection **Pending**

Georgesville Road at Shopper's Lane South (6/4/7)

Historically Disadvantage Community: Yes

Crash Statistics (2019-20201): Property Damage Only: 7, Injury: 10, Fatal: 0, Severity Index: 0.59

Crash Observations:

- SBLT conflicting with NB through, currently SBLT is dual protected left phasing
- One pedestrian crash

Identified Countermeasures:

- Striping and signing modifications planned for Georgesville Rd for the SB approaches at Shoppers Ln S and Lincoln Park Ct. Project will reduce existing SB dual left turn lanes to a single left and convert phasing to protective/permissive. Implementation is planned for 2022. **Ongoing**

2022 High Crash Priority Intersections – Signalized (Cont.)

Hayden Run Road at Avery Road (7/3/3)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 13, Injury: 9, Fatal: 0, Severity Index: 0.41

Crash Observations:

- WBLT crashes conflicting with EB through
- WB rear ends
- EB and WB angle crashes conflicting with SB traffic

Identified Countermeasures:

- Adjust WBLT timing and configure detector to allow for 1st car detection **Pending**
- Monitor WB queues to see if congestion can be mitigated by timing improvements **Pending**
- Columbus CIP on Avery Rd north of Hayden Run Rd. Includes an additional SB through lane (convert existing SBRT lane to SB thru/right). Project will provide additional storage for SB approach. Columbus has this project scheduled for 2027. **Ongoing**
- Intersection included in the Etalyc video analytic safety analysis project **Ongoing**

Dublin Road at Fishinger Road (8/5/24)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 17, Injury: 11, Fatal: 0, Severity Index: 0.39

Crash Observations:

- WBLT crashes conflicting with EB through
- EB rear ends

Identified Countermeasures:

- Increased WBLT timing **Completed, December 2021**
- Increased red clear time from 0.5 to 1.0 s for EBLT and WBLT **Completed 8/15/2022**
- Adjust WBLT timing and configure detector for 1st car detection **Completed 8/15/2022**
- Monitor EB queues to see if congestion can be mitigated by timing improvements **Pending**

Havens Corners Road at Reynoldsburg-New Albany Road (9/8/14)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 20, Injury: 8, Fatal: 0, Severity Index: 0.29

Crash Observations:

- WB rear ends, congestion related

Identified Countermeasures:

- Set 1.0 s all red clearance for all phases **Completed, October 2021**
- Install supplemental signal head for EB approach for better visibility around curve **Completed 4/6/2022**
- Add backplates pending SWISS review **Ongoing**
- Monitor congestion with Pan/Tilt/Zoom **Pending**
- Intersection included in the Etalyc video analytic safety analysis project **Ongoing**

2022 High Crash Priority Intersections – Signalized (Cont.)

Alum Creek Drive at Toy Road/Creekside Parkway (10/16/9)

Historically Disadvantage Community: No

Crash Statistics (2019-2021):

Property Damage Only: 21, Injury: 7, Fatal: 0, Severity Index: 0.25

Crash Observations:

- SB rear ends

Identified Countermeasures:

- Monitor SB queues to see if congestion can be mitigated by timing improvements **Pending**

APPENDIX B

2022 HIGH CRASH PRIORITY INTERSECTIONS UNSIGNALIZED

2022 High Crash Priority Intersections – Unsignalized

Hayes Road at Richardson Road (Ranking 2022/2021/2020 - 1/8/20)

Historically Disadvantage Community: No

Crash Statistics (2019-2021):

Property Damage Only: 9, Injury: 3, Fatal: 0, Severity Index: 0.25

Crash Observations:

- Failure to yield by EB and WB traffic
- Sight distance concerns on SW corner

Identified Countermeasures:

- Flashing stop signs **Completed May 2022**
- Trees to be trimmed/removed to improve sight distance **Completed February and May 2022.**
- Perform Feasibility Study, HNTB under contract to be completed February 2023 **Ongoing**

Hilliard & Rome Road at Beacon Hill Road & Hillbrook Drive (2/1/6)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 10, Injury: 10, Fatal: 0, Severity Index: 0.50

Crash Observations:

- Failure to yield by EB and WB traffic
- Sight distance concerns from WB looking south, tree is close to road

Identified Countermeasures:

- FCEO CIP at Hilliard & Rome Rd and Beacon Hill Rd. Includes installing a traffic signal and pedestrian/ADA improvements. Planned for construction in 2022/2023. Contract to be awarded to Miller Cable in September. **Ongoing**

Johnstown Road at 17th Avenue & 670 EB Off-Ramp (3/3/2)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 7, Injury: 9, Fatal: 0, Severity Index: 0.56

Crash Observations:

- High volume from IR 670 off-ramp controlled by stop sign
- Failure to yield from IR 670 EB off-ramp traffic
- Geometric concerns, off-ramp does not line up with WB approach
- FCEO has received concerns regarding ramp traffic not yielding to EB/WB bicyclists

Identified Countermeasures:

- ODOT cleared vegetation and added "Cross Traffic Does Not Stop" signs on the IR 670 ramp **Completed April 2021**
- Added advanced intersection signs and lane use signs for EB/WB Johnstown Rd **Completed April 2021**
- Added a right turn arrow pavement parking for the EB approach **Completed April 2021**
- Performed a 13-hour turning movement count and performed a signal warrant analysis (signal is not warranted) **Completed September 2021**
- Install a roundabout at the intersection. Working with ODOT to submit a formal HSIP Grant application for 2022 **Ongoing**

2022 High Crash Priority Intersections – Unsignalized (Cont.)

Babbitt Road at Morse Road (4/NA/1)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 11, Injury: 6, Fatal: 0, Severity Index: 0.35

Crash Observations:

- Failure to yield from NB and SB traffic

Identified Countermeasures:

- Roundabout under construction, planned to open November 2022 **Ongoing**

Genessee Avenue at Parkwood Avenue (5/4/10)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 5, Injury: 5, Fatal: 0, Severity Index: 0.50

Crash Observations:

- Failure to yield from EB and WB traffic to southbound vehicles
- Sight distance issue EB looking south, Columbus sign obstructing view
- Sight distance issue WB looking north, tree obstructing view

Identified Countermeasures:

- Add “Cross Traffic Does Not Stop” signs and stop ahead warning signs for EB and WB approaches **Pending**
- Replace stop bar on west leg **Pending**
- Trim tree limbs for WB approach looking north **Pending**

Bowen Road at Wright Road (6/unranked/unranked)

Historically Disadvantage Community: No

Crash Statistics (2019-20201): Property Damage Only: 0, Injury: 5, Fatal: 0, Severity Index: 1.00

Crash Observations:

- No obvious trend, all crashes are different
- 100% injury rate

Identified Countermeasures:

- Pickerington Ponds park ranger requested signs. FCEO signs replaced June 2022. Columbus sign replacement pending. **Ongoing**
- Look into feasibility of lighting at intersection **Pending**

2022 High Crash Priority Intersections – Unsignalized (Cont.)

Cleveland Avenue at Dunbar Drive & Piedmont Road (7/13/19)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 9, Injury: 8, Fatal: 0, Severity Index: 0.47

Crash Observations:

- 4 Pedestrian Crashes
- NB/SB left turn crashes
- Failure to yield from EB and WB traffic

Identified Countermeasures:

- Pedestrian enhancements including RRFB and refuge island, restrict NBLT at the intersection to provide room for island **Pending**

Cooke Road and Walford Street (8/11/12)

Historically Disadvantage Community: Yes

Crash Statistics (2019-2021): Property Damage Only: 11, Injury: 4, Fatal: 0, Severity Index: 0.27

Crash Observations:

- All angle crashes caused by failure to yield to all-way stop

Identified Countermeasures:

- Intersection is included in the Cooke Rd Corridor project currently in design, look at feasibility of mini-roundabout for this intersection **Ongoing**
- Remove dedicated NBLT and SBLT lanes **Pending**
- Consider curb extensions using striping and delineators to calm traffic **Pending**

Clark State Road and Waggoner Road (9/10/13)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 7, Injury: 6, Fatal: 0, Severity Index: 0.46

Crash Observations:

- Conflicts with EB approach
- Multiple run-off-the-road NB crashes
- Existing NB capacity issue, queue backs up to 40+ vehicles at peak hours

Identified Countermeasures:

- Perform Feasibility Study, Gannett Fleming under contract to be completed February 2023, preliminary plan is to signalize with “Green T” configuration **Ongoing**
- Perform 13-hour turning movement count and complete signal warrant analysis (met 4 hour) **Completed September 2021**

2022 High Crash Priority Intersections – Unsignalized (Cont.)

Williams Road at Spangler Road (10/6/8)

Historically Disadvantage Community: No

Crash Statistics (2019-2021): Property Damage Only: 10, Injury: 4, Fatal: 0, Severity Index: 0.29

Crash Observations:

- Turning movement crashes in all directions
- Sight distance issue, SB looking east
- Existing capacity issue for SB approach
- Ongoing construction traffic on Williams Rd may be affecting crash statistics

Identified Countermeasures:

- Perform 13-hour turning movement count and complete signal warrant analysis (met 1-A and 1-B at 80%) **Completed September 2021**
- Consider installing traffic signal including turn lanes (SBRT, EBLT), funding may come from OPWC if not locally funded 100% **Pending**