



Real People. Real Possibilities.

# Safe Streets for Hilliard

August 31st, 2022

Adopted: September 12th, 2022





**ADOPTING THE SAFE STREETS FOR HILLIARD PLAN.**

**WHEREAS**, the City of Hilliard has shown a commitment to roadway safety through targeted infrastructure investments using proven safety countermeasures such as roundabouts, enhanced crosswalks, medians, backplates at traffic signals, street lighting, separated pedestrian and bicycle facilities, and narrower vehicle lanes to improve safety for all road users; and

**WHEREAS**, by passage of Resolution No. 12-R-14, the City of Hilliard was the first central Ohio community to adopt a Complete Streets Policy, which requires the safe accommodation of all road users within the public right-of-way; and

**WHEREAS**, in 2022 the City of Hilliard, with input from the community and public and private stakeholders, developed a Vision Zero Action Plan, known as the Safe Streets for Hilliard Plan, which identifies projects, policies, and programs to be implemented over the next twenty years with the goal to eliminate severe injury and fatal crashes on city streets; and

**WHEREAS**, based on collection of safety data and input from the community, the Safe Streets for Hilliard Plan focuses on the following emphasis areas: intersections, young drivers, speed, and vulnerable road users; and

**WHEREAS**, the Safe Streets for Hilliard Plan aligns with the 2019 Central Ohio Regional Safety Plan developed by the Mid-Ohio Regional Planning Commission and the 2021 Vision Zero Columbus Plan; and

**WHEREAS**, death and serious injury on our streets are unacceptable and preventable, and the City of Hilliard commits to a proactive Safe System Approach using proven safety countermeasures in planning, design, construction, and maintenance of infrastructure to encourage slower vehicle speeds, foster a comfortable streetside environment for all users, and improve quality of life for its citizens.

**NOW, THEREFORE, BE IT RESOLVED**, by the Council of the City of Hilliard, Ohio that:

**SECTION 1.** City Council hereby adopts the Safe Streets for Hilliard Plan.

**SECTION 2.** City Council hereby commits to a goal of zero roadway fatalities and severe injuries by 2042.

**SECTION 3.** This Resolution is effective upon its adoption.



ATTEST:

SIGNED:

*Diane Hicks for*  
Diane C. Werbrich, MMC  
Clerk of Council

*[Signature]*  
President of Council

APPROVED AS TO FORM:

*[Signature]*  
Philip K. Hartmann  
Director of Law

✓ Vote Record - Resolution 22-R-71						
		Yes/Aye	No/Nay	Abstain	Absent	
<input checked="" type="checkbox"/> Adopted						
<input type="checkbox"/> Adopted as Amended						
<input type="checkbox"/> Defeated						
<input type="checkbox"/> Tabled						
<input type="checkbox"/> Held Over						
<input type="checkbox"/> Withdrawn						
<input type="checkbox"/> Positive Recommendation						
<input type="checkbox"/> No Recommendation						
<input type="checkbox"/> Referred Back To Committee						
	Andy Teater	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Omar Tarazi	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Les Carrier	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Tina Cottone	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Peggy Hale	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Pete Marsh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Cynthia Vermillion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**CERTIFICATE OF THE CLERK**

I, Diane C. Werbrich, Clerk of Council for the City of Hilliard, Ohio, do hereby certify that the foregoing Resolution is a true and correct copy of Resolution No. **22-R-71** passed by the Hilliard City Council on the 12th day of September 2022.

IN TESTIMONY WHEREOF, witness my hand and official seal this 12th day of September 2022.

*Diane Hicks for*  
Diane C. Werbrich, MMC

## Table of Contents

Introduction .....	3
Creating a Safe System.....	3
Vision, Goals and Targets .....	4
Current Safety Program.....	8
Planning Process .....	9
Existing Conditions .....	12
Planning Area.....	12
Data Analysis .....	13
Demographic and Equity Considerations.....	23
Alignment with Regional Goals.....	28
Public and Stakeholder Engagement .....	30
Public Engagement .....	30
Stakeholder Meeting.....	34
Emphasis Areas.....	36
Speed.....	36
Young Drivers.....	41
Intersections .....	45
Action Plan.....	48
Next Steps: Progress and Transparency.....	58
Summary/Conclusion.....	59

## Table of Figures

Figure 1: Fatality Objectives.....	5
Figure 2: Serious Injury Objectives.....	6
Figure 3: Non-Motorized Objectives .....	7
Figure 4: Crash Statistics, 2017-2021 .....	13
Figure 5: Occupant Statistics, 2017-2021.....	14
Figure 6: Equivalent Property Damage Only for Crash Types, 2017-2021 .....	15
Figure 7: Fatal and Serious Crashes by Emphasis Area, 2017-2021 .....	16
Figure 8: Survey Results - Current Attitudes Toward Transportation Safety.....	30
Figure 9: Survey Results - Transportation Safety Investments (3 responses per person):.....	31
Figure 10: Survey Results - Motorists in Hilliard Drive Safely and Courteously .....	31
Figure 11: Survey Results - Hilliard's Streets and intersections Feel Safe.....	31
Figure 12: Survey Results -I feel Safe Walking Around Hilliard .....	32
Figure 13: Survey Results -I feel Safe Biking around Hilliard.....	32
Figure 14: Speed-Related Crashes by Severity, 2017-2021.....	36





Figure 15: Speed-Related Fatal and Serious Injury Crashes Overlaps, 2017-2021 .....37

Figure 16: Speed-Related Fatal and Injury Crashes by Type, 2017-2021 .....38

Figure 17: Young Driver-Related Crashes by Severity, 2017-2021 .....41

Figure 18: Young Driver-Related Fatal and Serious Injury Crashes Overlaps, 2017-2021 .....42

Figure 19: Young Driver-Related Fatal and Serious Injury Crashes by Age, 2017-2021.....43

Figure 20: Young Driver-Related Fatal and Injury Crashes by Type, 2017-2022 .....44

Figure 21: Intersection-Related Crashes by Severity.....45

Figure 22: Intersection-Related Fatal and Serious Injury Crashes Overlaps, 2017-2021.....46

Figure 23: Intersection-Related Fatal and Serious Injury Crashes by Type, 2017-2021 .....47

## Table of Exhibits

Exhibit 1: Safe System Approach (FHWA) .....3

Exhibit 2: Safe Streets for Hilliard Planning Area.....12

Exhibit 3: All Crashes, 2017-2021 .....18

Exhibit 4: All Injury Crashes, 2017-2021.....19

Exhibit 5: Fatal or Serious Injury Crashes, 2017-2021.....20

Exhibit 6: Non-Motorized Crashes, 2017-2021 .....21

Exhibit 7: Top Injury Locations (From Hilliard Comprehensive Plan) .....22

Exhibit 8: Percentage of Individuals Aged 65 or Older.....24

Exhibit 9: Percentage of Individuals with a Disability .....25

Exhibit 10: Percentage of Households with Access to One Personal Vehicle .....26

Exhibit 11: Percentage of Households with No Access to a Personal Vehicle .....27

Exhibit 12: Survey Comment Map.....33

Exhibit 13: Stakeholder Meeting Comment Map.....35

Exhibit 14: Streetlight Data.....39

## Table of Tables

Table 1: Safe Streets for Hilliard Planning Process .....11

Table 2: Contributing Factors, 2017-2021 .....16

Table 3: Action Plan Strategy 1 .....49

Table 4: Action Plan Strategy 2.....52

Table 5: Action Plan Strategy 3.....56

## Introduction

The streets and sidewalks in the City of Hilliard are essential resources– they enable people to travel freely to their destinations and back home. A priority for the city is to make sure friends, family members, visitors, and other essential users can use this network without the risk of a severe crash.

The City of Hilliard, in coordination with several stakeholders, developed the **Safe Streets for Hilliard Plan**. This document establishes near and long-term strategies to reduce, and one day eliminate, fatalities and serious injuries from occurring. Between 2017-2021, 38 people in Hilliard had their lives altered and three families suddenly and unexpectedly lost a loved one.



To prevent future tragedies, this plan looks at the critical issues causing crashes. The plan also lays out policy, program, and project ideas to ensure roads are designed with safety as the number one priority, road users are educated, laws are enforced, speeds are appropriate to the road context, and emergency responders can be as efficient and effective as possible.

## Creating a Safe System

In January 2022, the US Department of Transportation (USDOT) released their National Roadway Safety Strategy. It emphasizes the importance of safety by:

- 1) Endorsing zero fatalities as the national goal, and
- 2) Supporting the Safe System Approach (SSA) as the method or process to get to zero.

To move closer to this goal, additional resources are being allocated to safety improvements. Traditional funding programs, like the Highway Safety Improvement Program, are seeing financial boosts and new sources, like the Safe Streets for All (SS4A) discretionary grants, are now available.

To capitalize on these resources, the Safe Streets for Hilliard Plan was developed using the SSA. Transportation and safety stakeholders in the city and region already implement important safety programs and projects. The SSA does not eliminate or drastically change those efforts. Instead, it was used as a tool to frame stakeholder conversations and data analysis to identify solutions that more intentionally address safe roads, safe road users, safe speeds, post-crash



Exhibit 1: Safe System Approach (FHWA)



care, and safe vehicles. The five elements (inner ring) and six principles (outer ring) of the SSA were considered throughout the development of this plan (Exhibit 1).

The Action Plan describes solutions for the issues most relevant in the City of Hilliard to include:

**Safer Roads:** Improving roads through planning, engineering, and design to facilitate safe travel for all road users.

**Safer Road Users:** Encouraging road users to execute safe driving behaviors and enforcing traffic laws.

**Safe Speeds:** Considering speeds in coordination with the surrounding environments and contexts.

## Vision, Goals and Targets

The safety policies, programs and projects identified in the Action Plan were prioritized based on their potential to achieve the safety vision, goals, and objectives for the City of Hilliard. Stakeholders reviewed crash data and discussed what a successful safety program looks like over the next several years.

The following **vision** expresses the ideal safety conditions for the City: *Create safe spaces and streets for all road users in our community to prevent severe crashes.*

The **goals** emphasize where investments and resources will be directed to achieve the vision. The goal for this plan is to reduce severe crashes with a focus on:

- Intersections
- Young Drivers
- Speed

An underlying goal is to address vulnerable road users at intersections and when considering speed-related interventions.

The **objectives** measure success and state specifically how the goals and vision will be met. By following the actions in this plan, the city intends to reduce the amount and severity of crashes and continue to **work toward zero** over the years. Figures 1-3 show how this will be accomplished for fatalities, serious injuries, and non-motorized fatal and serious injury crashes.



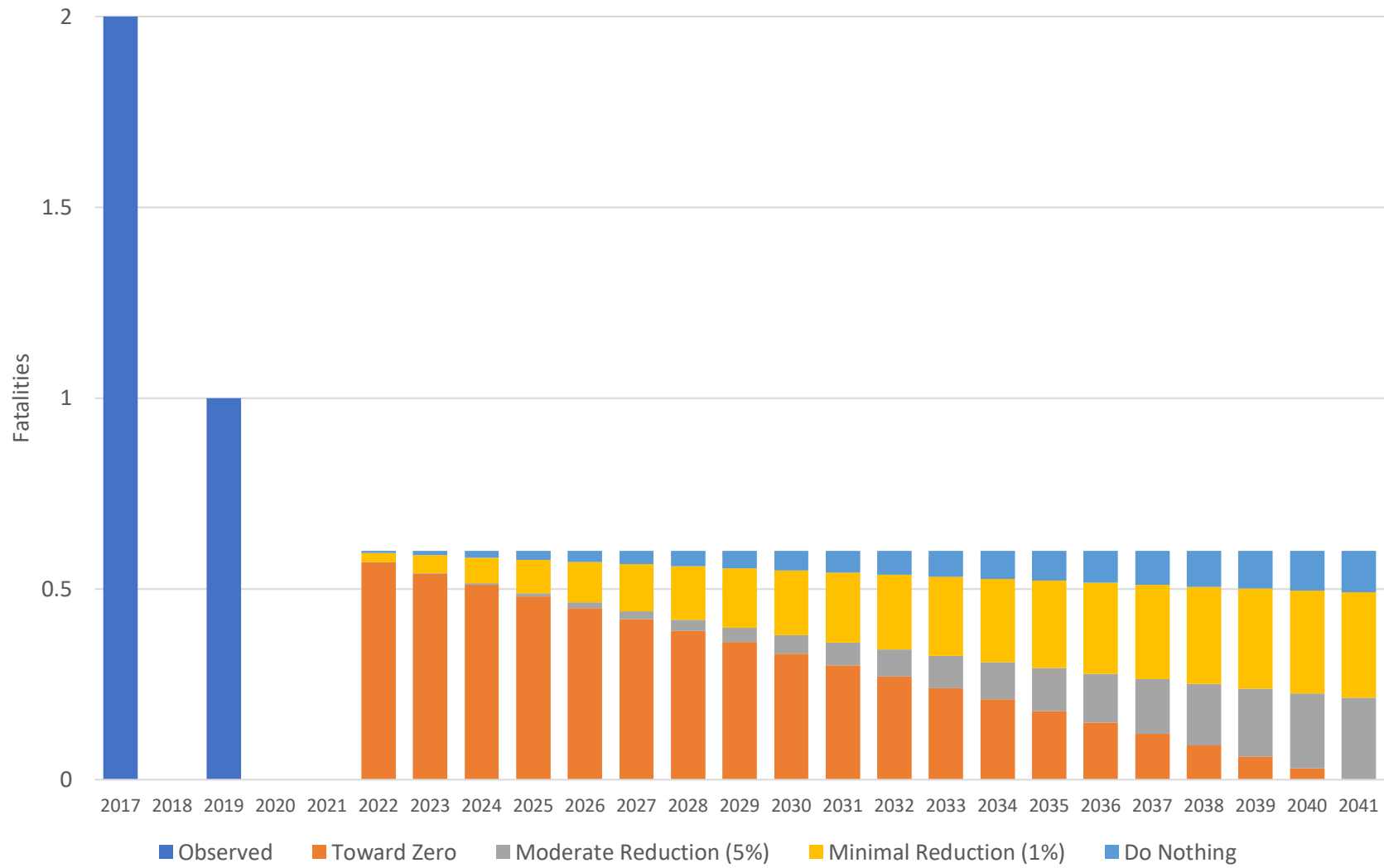


Figure 1: Fatality Objectives

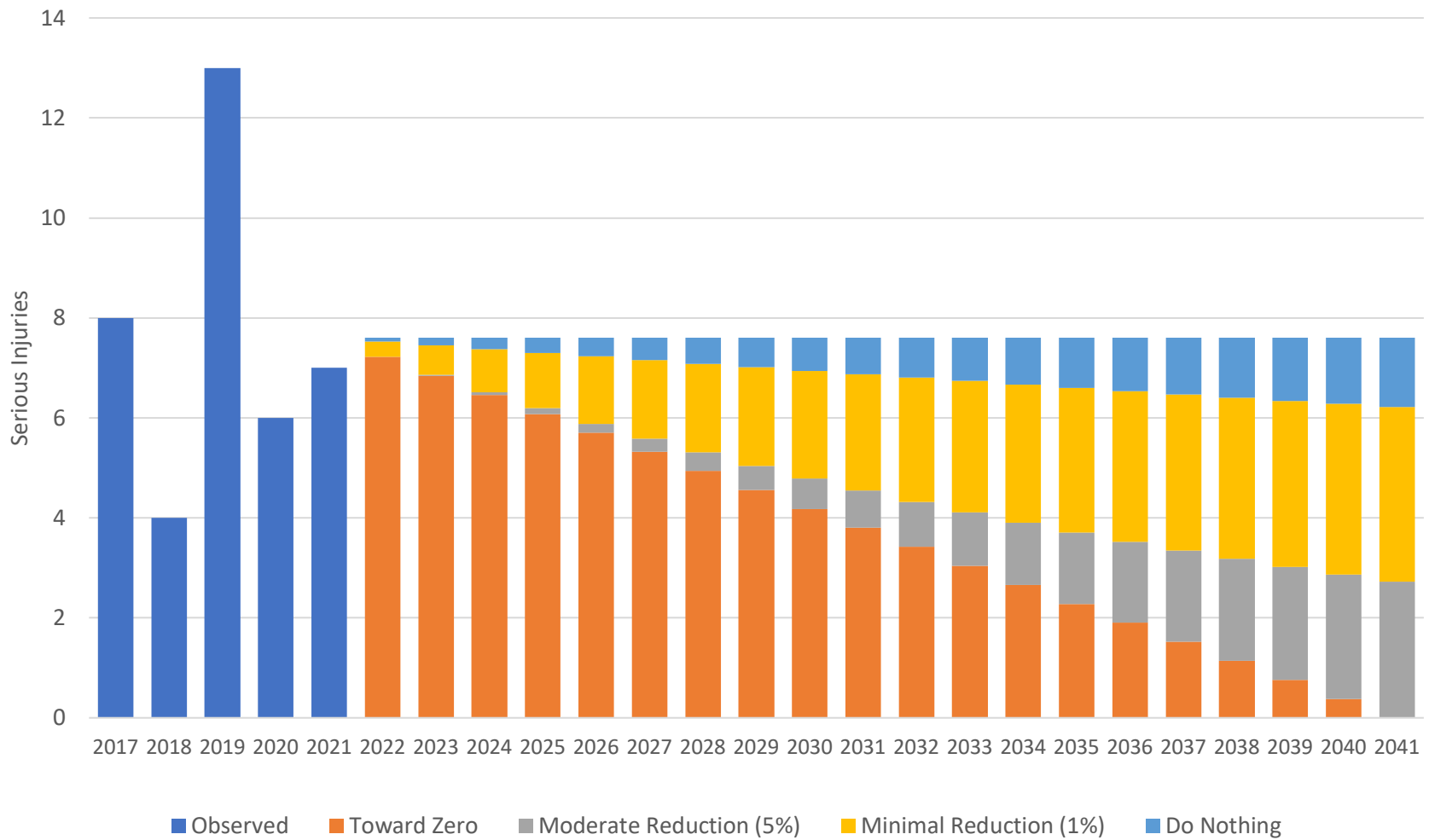


Figure 2: Serious Injury Objectives

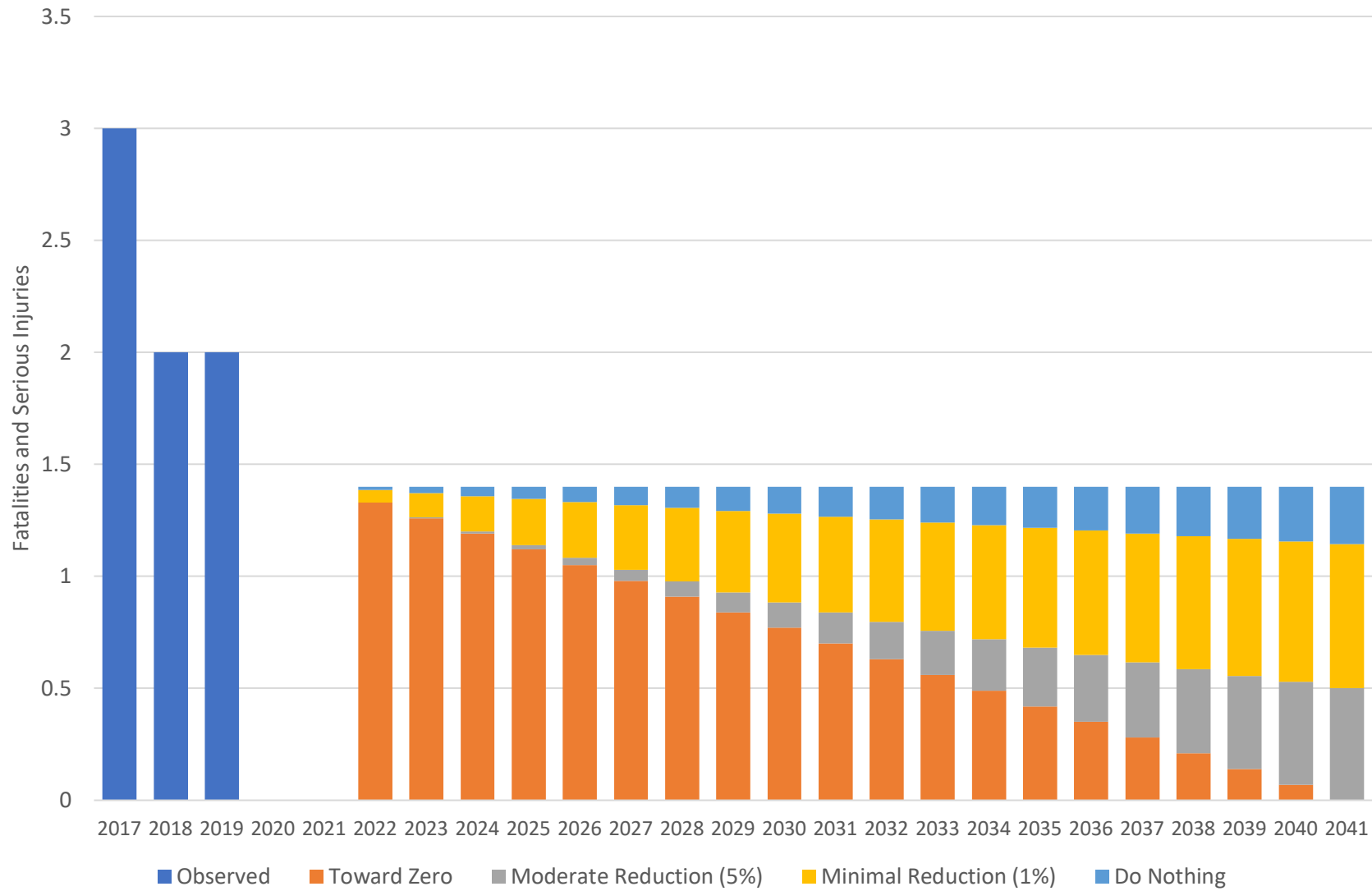


Figure 3: Non-Motorized Objectives



## Current Safety Program

The transportation safety program in the City of Hilliard and the region, through the Mid-Ohio Regional Planning Commission (MORPC) and Franklin County Safe Communities Program, has been active for years. Safety policies; data analysis; planning and engineering; education and enforcement; and emergency response are in place to keep fatality and serious injury trends from seeing sharp increases. These efforts are ongoing and evident in the strategies of this plan. The following shows the current portfolio of local and regional safety work to be built upon.

### City of Hilliard:

- Implement and Modify Roundabouts (15 in place with more planned)
- #RoundaboutRules campaign to teach and reinforce the key rules to navigate multi-lane roundabouts
- Targeted crosswalk improvements on arterials
- Hilliard police department targeted enforcement and outreach campaigns
- Elementary school pedestrian safety program
- Safety town education program for preschool age children
- Transportation safety education class to English as a second language students

### MORPC:

- Developed **2019 Central Ohio Transportation Safety Plan**, which includes an Action Plan with strategy solutions related to Serious Crash Types, Vulnerable Road Users, Driver Safety, and Emerging Technologies. Applicable strategies were incorporated in the **Safe Streets for Hilliard Plan**.
- Provides technical assistance to local agencies to apply to ODOT for funding for systemic improvements, road safety audits, and safety studies.
- Developed sample ordinances, policies, and resolutions primarily related to Distracted Driving.

### Franklin County Safe Communities:

- Deliver proven teen driver safety education using the Think Fast and Impact Teen Driver programs
- Provide driver education trainings and/or materials related to vulnerable road users, vehicle maintenance, unbelted drivers, impaired driving, and distracted driving (materials can be translated into any language)
- Conduct community outreach on transportation safety topics at events around the County
- Coordinate the Sheriffs Telling our Parents (STOP) program which provides educational materials to parents when their young drivers are warned or cited for a traffic violation
- Sustain partnerships with transportation safety professionals bi-monthly through coordination calls
- Organize and support seatbelt checks and competitions at high schools across the County

## Planning Process

The process to inform the **Safe Streets for Hilliard Plan** followed the format for a Comprehensive Safety Action Plan, specified by the Safe Streets for All grant Notice of Funding Opportunity (NOFO). Table 1 describes the planning process and how the criteria for a Safety Action Plan were met.

	<b>Comprehensive Safety Action Plan Element</b>	<b>How Achieved for Hilliard</b>
1	Governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries	Hilliard City Council reviewed and approved the Plan
	Set targets to achieve significant declines in roadway fatalities and serious injuries	The Plan commits to work toward zero deaths and includes targets for fatalities, serious injuries, and non-motorized severe crashes to show how this will be achieved over the next 20 years. The stakeholder group agreed to the toward zero deaths commitment.
2	To develop the Action Plan, a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring	A stakeholder/implementation group was convened for plan development and will implement the strategies and actions within. Stakeholders included: <ul style="list-style-type: none"> <li>• City of Hilliard</li> <li>• Hilliard Police</li> <li>• Franklin County Health Department</li> <li>• Hilliard Schools</li> <li>• Mid-Ohio Regional Planning Commission <ul style="list-style-type: none"> <li>• FESTA</li> </ul> </li> <li>• Safe Communities</li> </ul>
3	Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region	Documented in Existing Conditions section of Plan
	Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types	Documented in Existing Conditions and Emphasis Area sections of Plan

	<b>Comprehensive Safety Action Plan Element</b>	<b>How Achieved for Hilliard</b>
	Analysis of systemic and specific safety needs is also performed, as needed (e.g., high risk road features, specific safety needs of relevant road users)	Documented in Existing Conditions and Emphasis Area sections of Plan
	A geospatial identification (geographic or locational data using maps) of higher risk locations	Documented in Existing Conditions and Emphasis Area sections of Plan
<b>4</b>	Engagement with the public and relevant stakeholders, including the private sector and community groups	Documented in Public and Stakeholder Engagement section of Plan
	Incorporation of information received from the engagement and collaboration into the plan	The Action Plan strategies and activities are a direct result of the stakeholder/public input survey and stakeholder engagement meeting
	Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate	Hilliard coordinated with Franklin County Public Health and MORPC as part of this planning process.
<b>5</b>	Considerations of equity using inclusive and representative processes	Festa and Franklin County Public Health were key stakeholders in this process, with both groups representing communities including low-income families, the elderly, and minorities.
	The identification of underserved communities through data	Documented in Demographic and Equity Considerations sub-section of the plan
	Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristic	Documented in Demographic and Equity Considerations sub-section of the plan
<b>6</b>	The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety	The stakeholder group included a cross-section of agencies implementing safety programs. The effectiveness of those programs was discussed, and relevant activities included in the Action Plan. In addition, strategies from the MORPC Action Plan were discussed and relevant ones reflected in this plan.

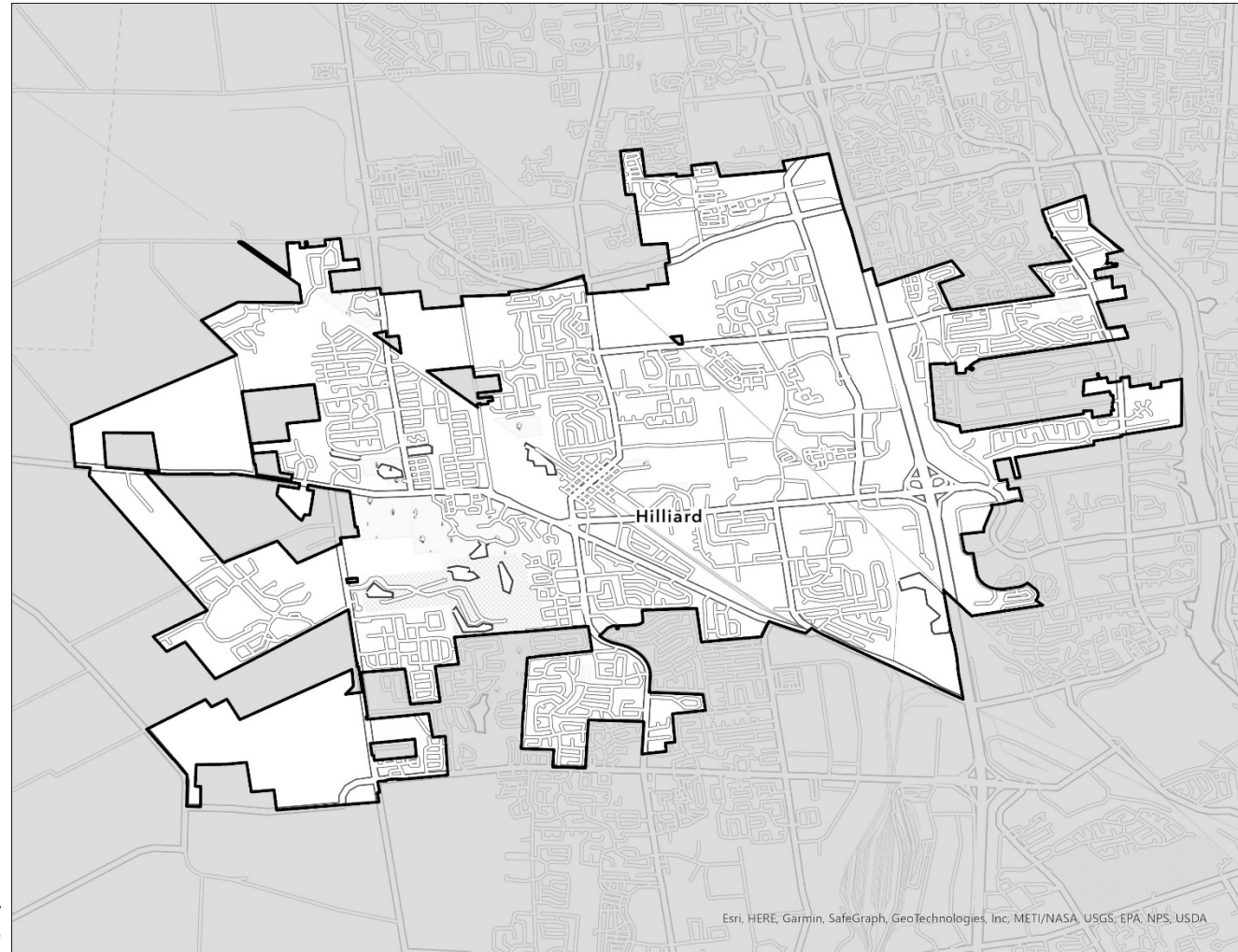


	<b>Comprehensive Safety Action Plan Element</b>	<b>How Achieved for Hilliard</b>
	The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.	Both existing and new safety programs/projects were identified through the planning process. The implementation of these efforts is documented in the Action Plan and each action is assigned a “lead agency.”
<b>7</b>	The plan identifies a comprehensive set of projects and strategies to address the safety problems in the Action Plan, time ranges when projects and strategies will be deployed, and explain project prioritization criteria	The results of the crash data analysis and stakeholder/public input helped identify locations and strategies to address Hilliard’s top safety needs. The pre-amble to the Action Plan describes how projects and strategies were prioritized and the timeline for implementation.
<b>8</b>	A description of how progress will be measured over time that includes, at a minimum, outcome data.	Documented in Next Steps: Progress and Transparency section of Plan
	The plan is posted publicly online	The Final Plan is posted on the City of Hilliard website
<b>9</b>	The plan was finalized and/or last updated between 2017 and 2022	August 2022

Table 1: Safe Streets for Hilliard Planning Process

## Existing Conditions Planning Area

The area being considered for this plan is the City of Hilliard's corporate limits as of August 2022 (Exhibit 2).



*Exhibit 2: Safe Streets for Hilliard Planning Area*

## Data Analysis

For this **Safe Streets for Hilliard Plan**, crash data from 2017-2021 was gathered from Ohio Department of Transportation’s (ODOT) GIS Crash Analysis Tool (GCAT) and analyzed using ODOT’s Crash Analysis and Planning Evaluation (CAPE) Tool. All the crash trend, crash type, and contributing factors analysis used this data. However, the high injury network for this plan was completed during the update to the **2022 Hilliard Thoroughfare Plan**. The analysis is still relevant and includes data from 2015-2019.

Both analyses were shared with the project management team and stakeholder group to provide context on crash trends and locations. This information was used to inform and prioritize the actions resulting from this planning process.

Crashes resulting in injury have seen a downward trend in recent years and fortunately the City of Hilliard has not seen a fatal crash since 2019. However, there were two fatal crashes in 2017 and Hilliard averages 160.2 injury crashes from 2017-2021 (Figure 4).

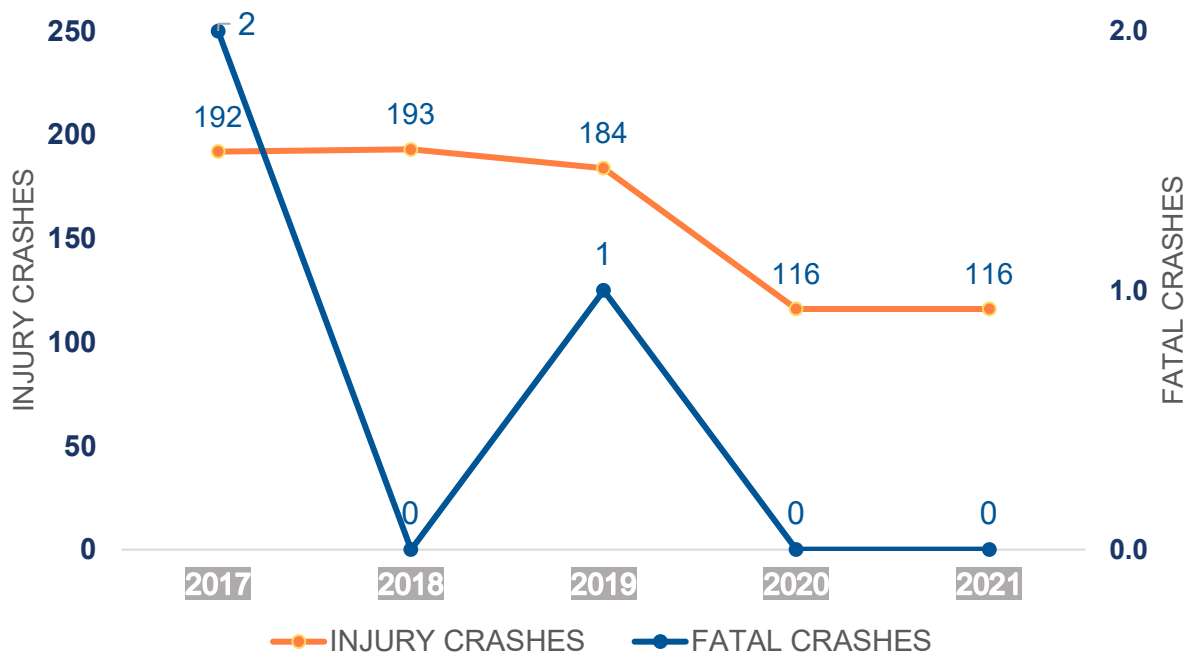


Figure 4: Crash Statistics, 2017-2021

When doing analysis, it is important to differentiate crash statistics and occupant statistics as many crashes can affect more than one person. Figure 5 shows the number of people involved in crashes in Hilliard over the 5-year period.



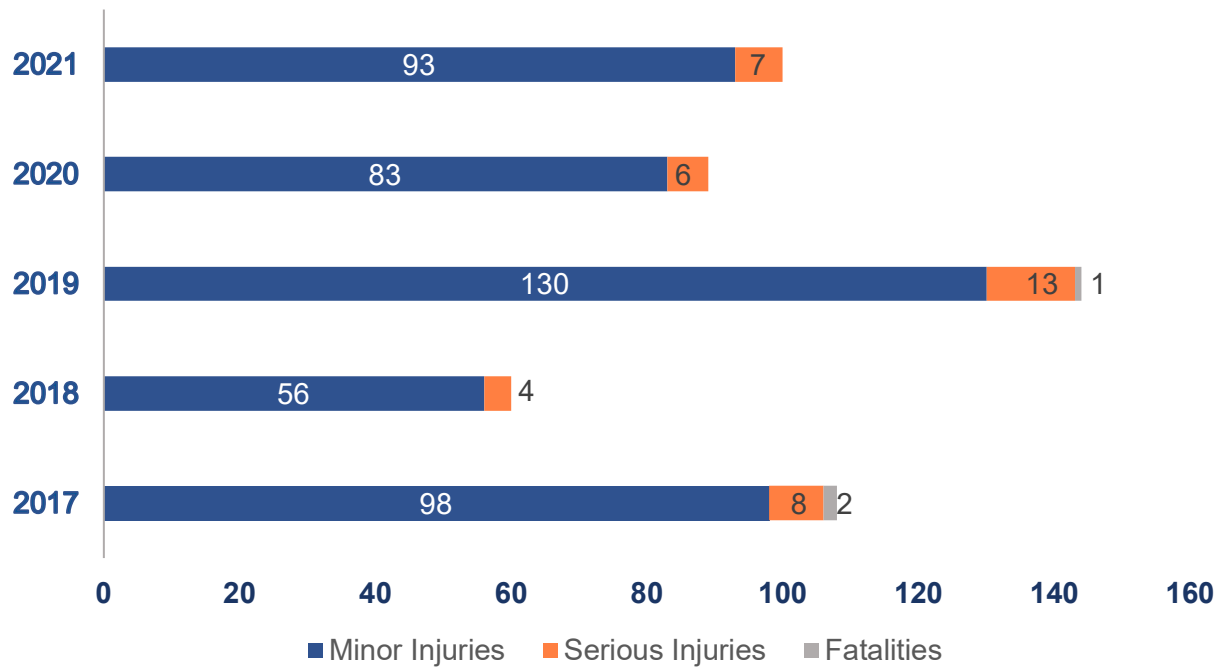


Figure 5: Occupant Statistics, 2017-2021

Equivalent Property Damage Only (EPDO) is a Federal Highway Administration (FHWA) methodology of normalizing the crash severity types to show the relative impact the crash types. To obtain the EPDO, the weighting factors related to the societal costs of fatal, injury, and property damage only crashes are assessed to crashes by severity. The data for Hilliard shows outsized EPDO for vulnerable road users such as pedestrians and cyclists (Figure 6).

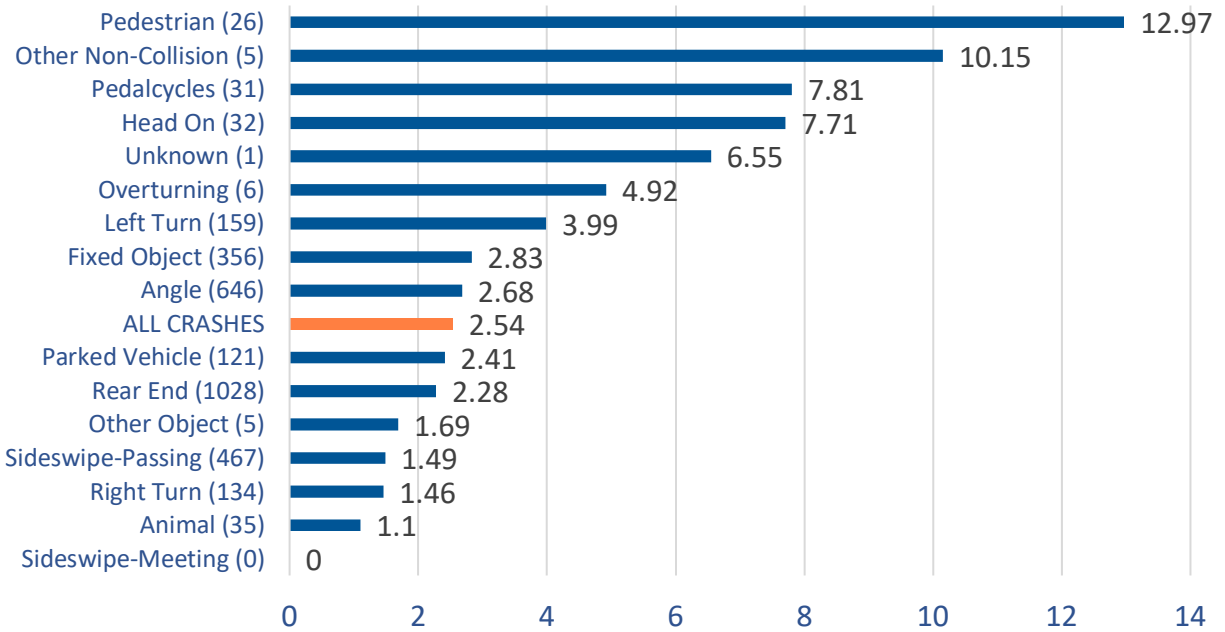


Figure 6: Equivalent Property Damage Only for Crash Types, 2017-2021

Figure 7 shows the fatal and serious crashes by emphasis areas. Compared to the rest of the state of Ohio, Hilliard sees a larger portion of crashes involving intersections, young drivers, speed, alcohol, pedestrians, bicycles, and distracted drivers. Hilliard sees a lower percentage of crashes related to roadway departure, restraints not used, older drivers, motorcycles, and drugs (Table 2).

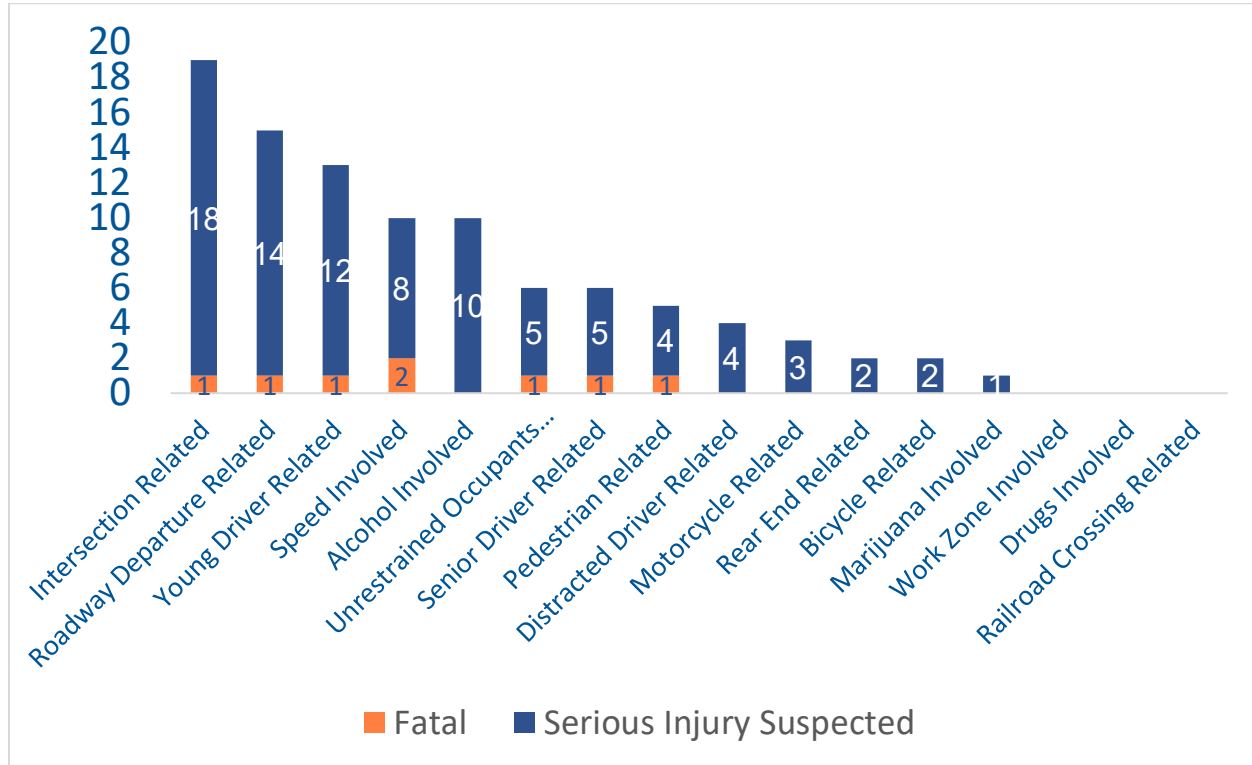


Figure 7: Fatal and Serious Crashes by Emphasis Area, 2017-2021

Table 2: Contributing Factors, 2017-2021

EMPHASIS AREA	STATEWIDE	HILLIARD ROADS
ROADWAY DEPARTURE	43.0%	41.7%
YOUNG DRIVER INVOLVEMENT (15-25)	35.0%	36.1%
INTERSECTION	39.0%	52.8%
SPEED RELATED INVOLVEMENT	24.3%	27.8%
RESTRAINTS NOT USED DRIVER/OCCUPANTS	19.0%	16.7%
OLDER DRIVER INVOLVEMENT (65+)	19.1%	16.7%
ALCOHOL RELATED INVOLVEMENT	16.4%	27.8%
MOTORCYCLE DRIVER/PASSENGER	11.5%	8.3%
DRUG RELATED INVOLVEMENT	9.3%	0.0%
PEDESTRIAN INVOLVEMENT	7.0%	13.9%
DISTRACTED DRIVERS	7.9%	11.1%
BICYCLE INVOLVEMENT	1.8%	5.6%
<b>ABOVE STATEWIDE AVERAGE</b>	<b>BELOW STATEWIDE AVERAGE</b>	



All crashes, injury crashes, serious injury crashes, and pedestrian and bicycle crashes are largely concentrated along the main roads in Hilliard, including Cemetery Road, Main Street, Leap Road, Davidson Road, Scioto Darby Road, Hayden Run Road and Britton Parkway (Exhibits 3-6). It should be noted each of these exhibits visualizes total crashes which are not normalized by average annual daily traffic. The High Injury Network shows the rankings for the top 20 injury locations. This ranking is based on the number and percentage of injury crashes and was performed as part of the Hilliard Comprehensive Plan. Half of the top 20 injury locations are located along the Cemetery Road, Main Street/Hilliard Rome Road, and Scioto Darby Road corridors (Exhibit 7).

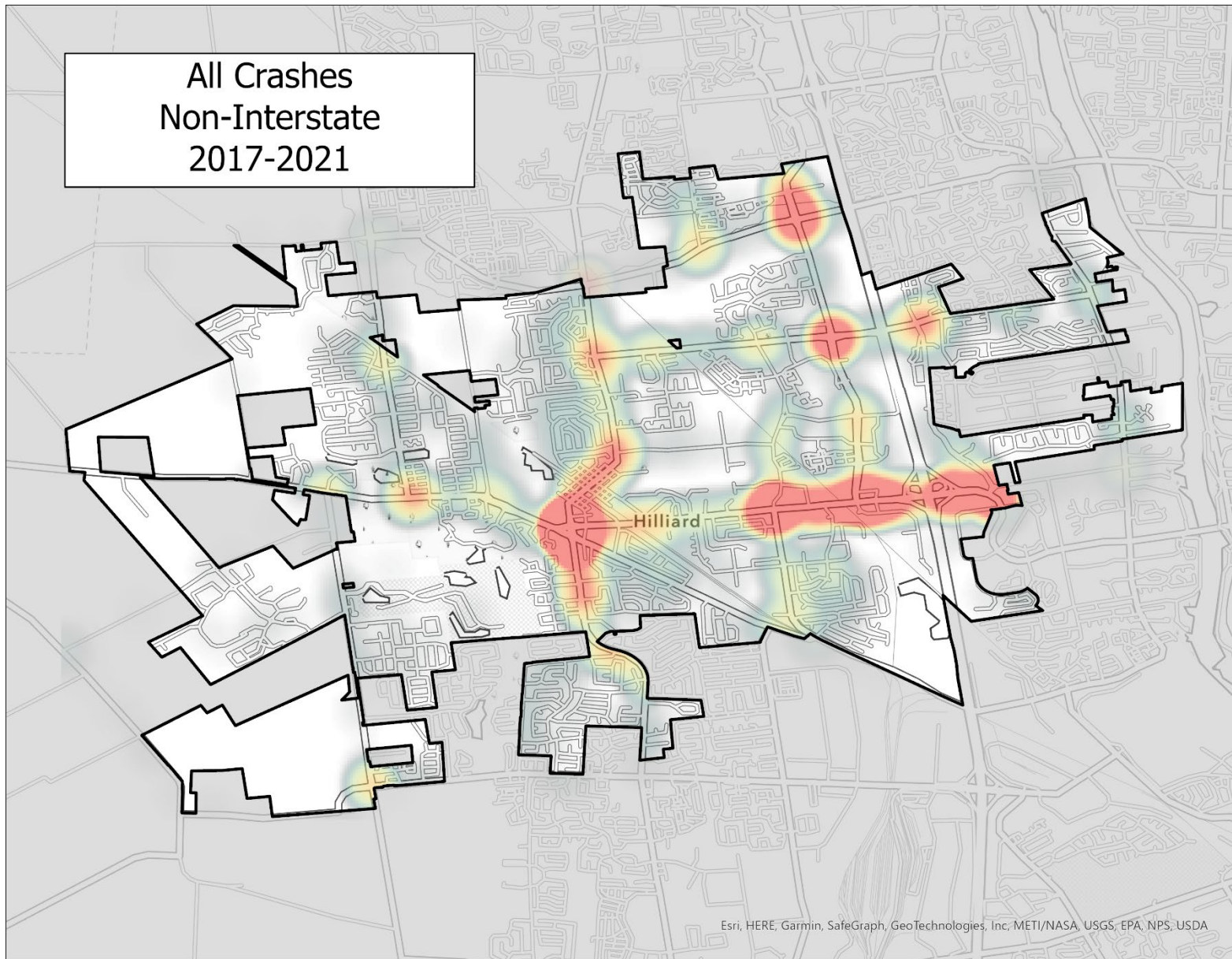


Exhibit 3: All  
Crashes, 2017-  
2021



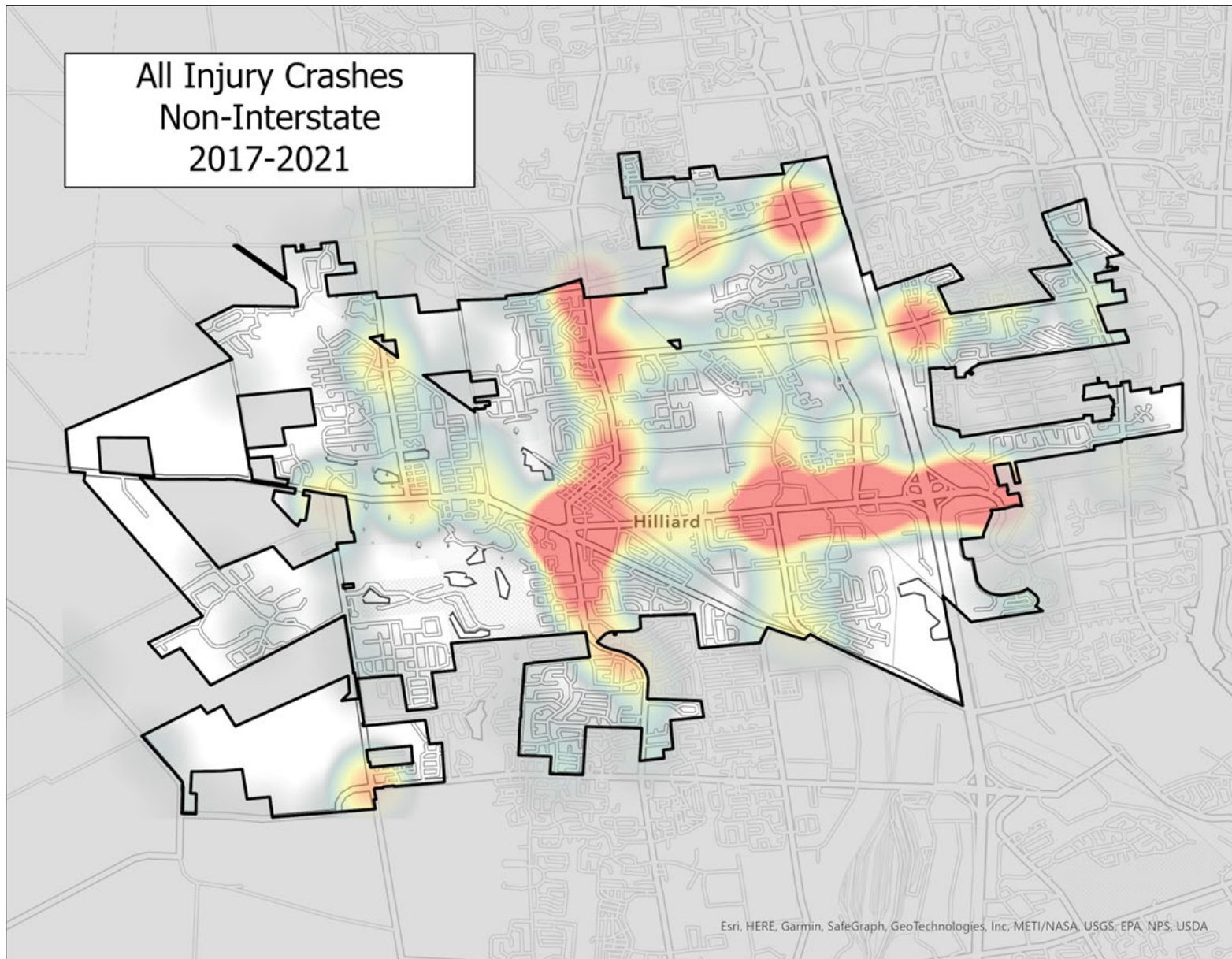
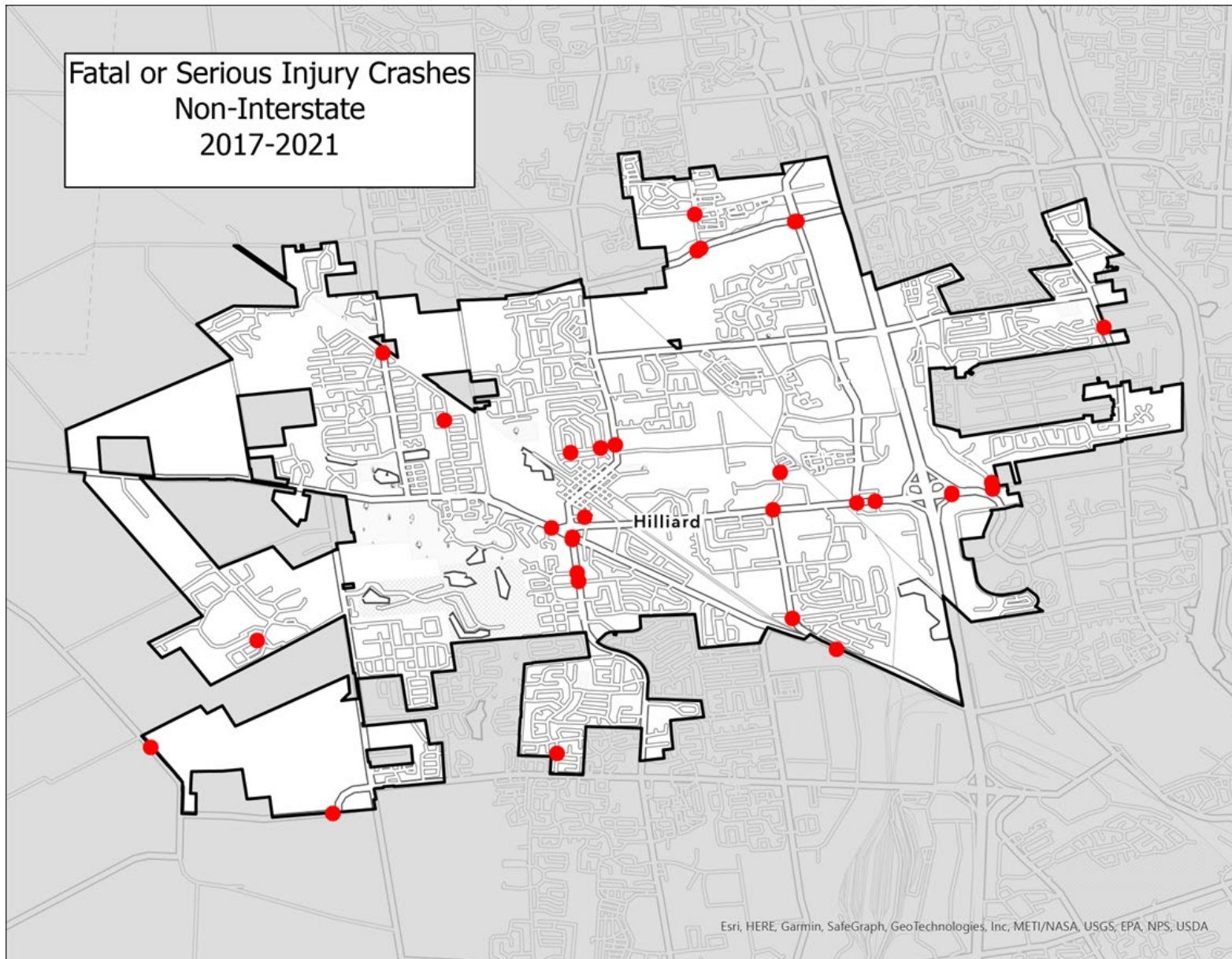
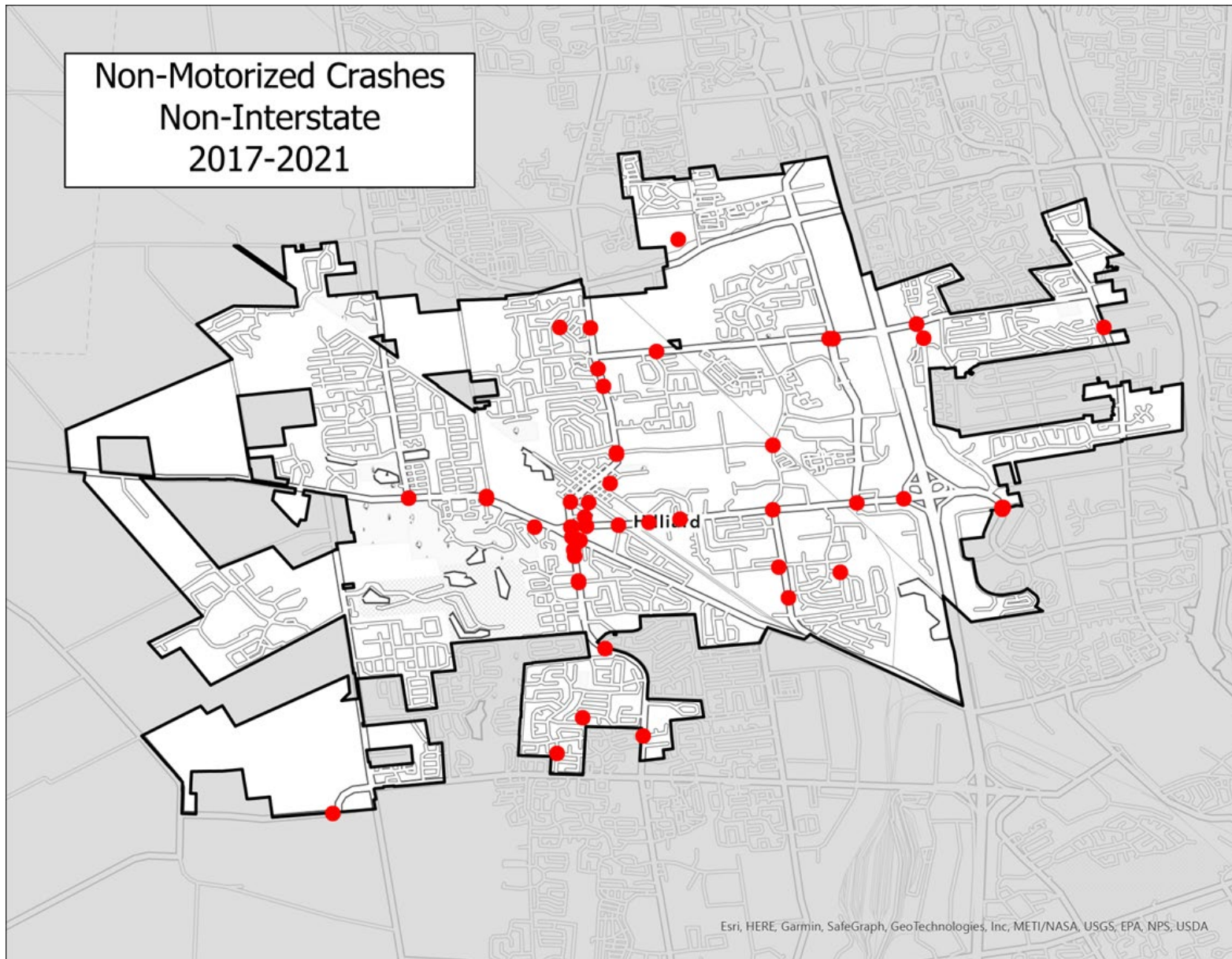


Exhibit 4: All Injury Crashes, 2017-2021





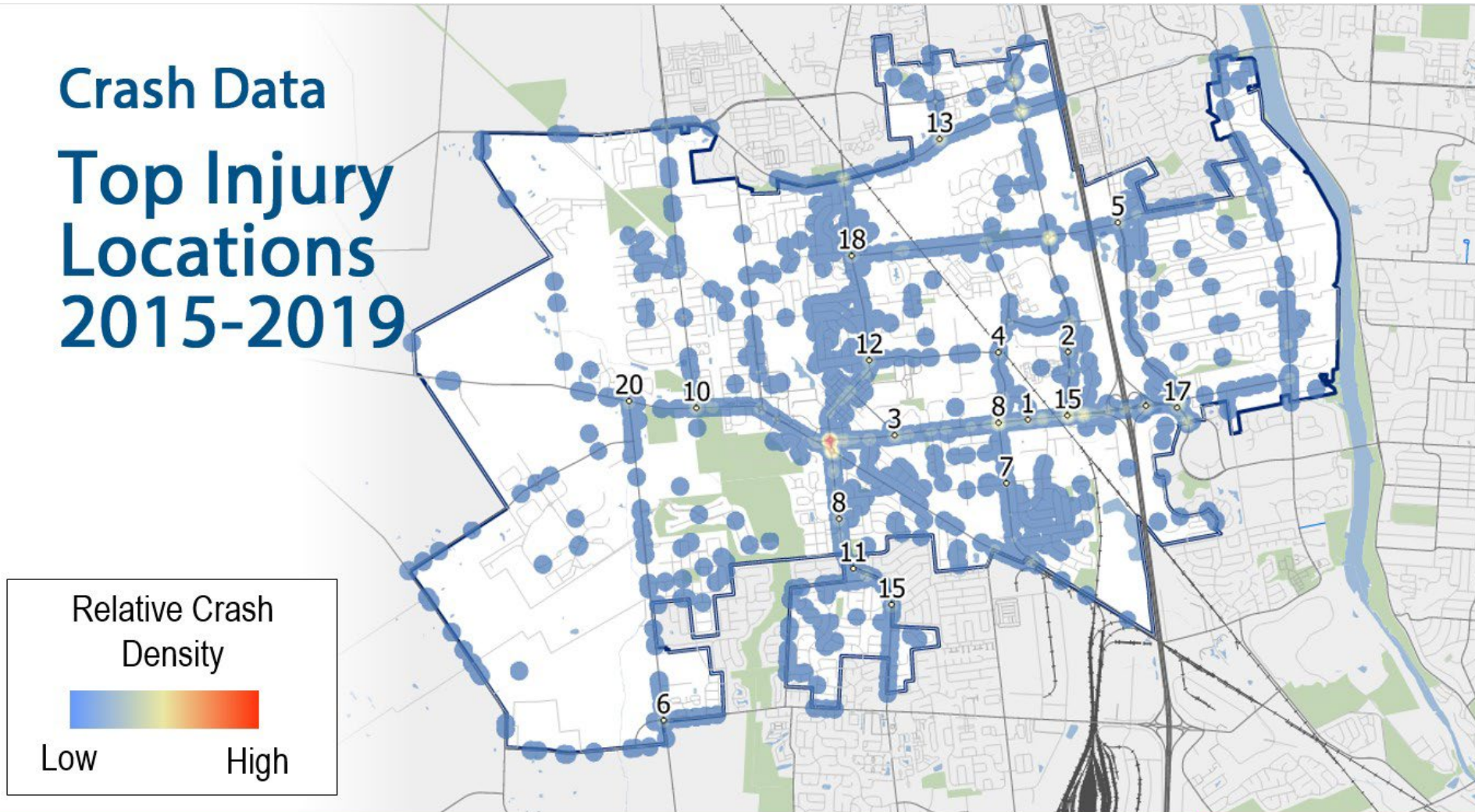
*Exhibit 5: Fatal or Serious Injury Crashes, 2017-2021*



*Exhibit 6: Non-Motorized Crashes, 2017-2021*



# Crash Data Top Injury Locations 2015-2019



City of Hilliard

planning NEXT

Exhibit 7: Top Injury Locations (From Hilliard Comprehensive Plan)

## Demographic and Equity Considerations

As part of this planning process, the City of Hilliard and the project team considered the demographic makeup of different parts of the City, particularly focusing on populations that are more likely to be mobility-limited, such as those individuals with an income below the poverty line, individuals aged 65 and older, and households with access to only one car or no cars. All data was attained from the 2021 5-Year American Community Survey using census tracts.

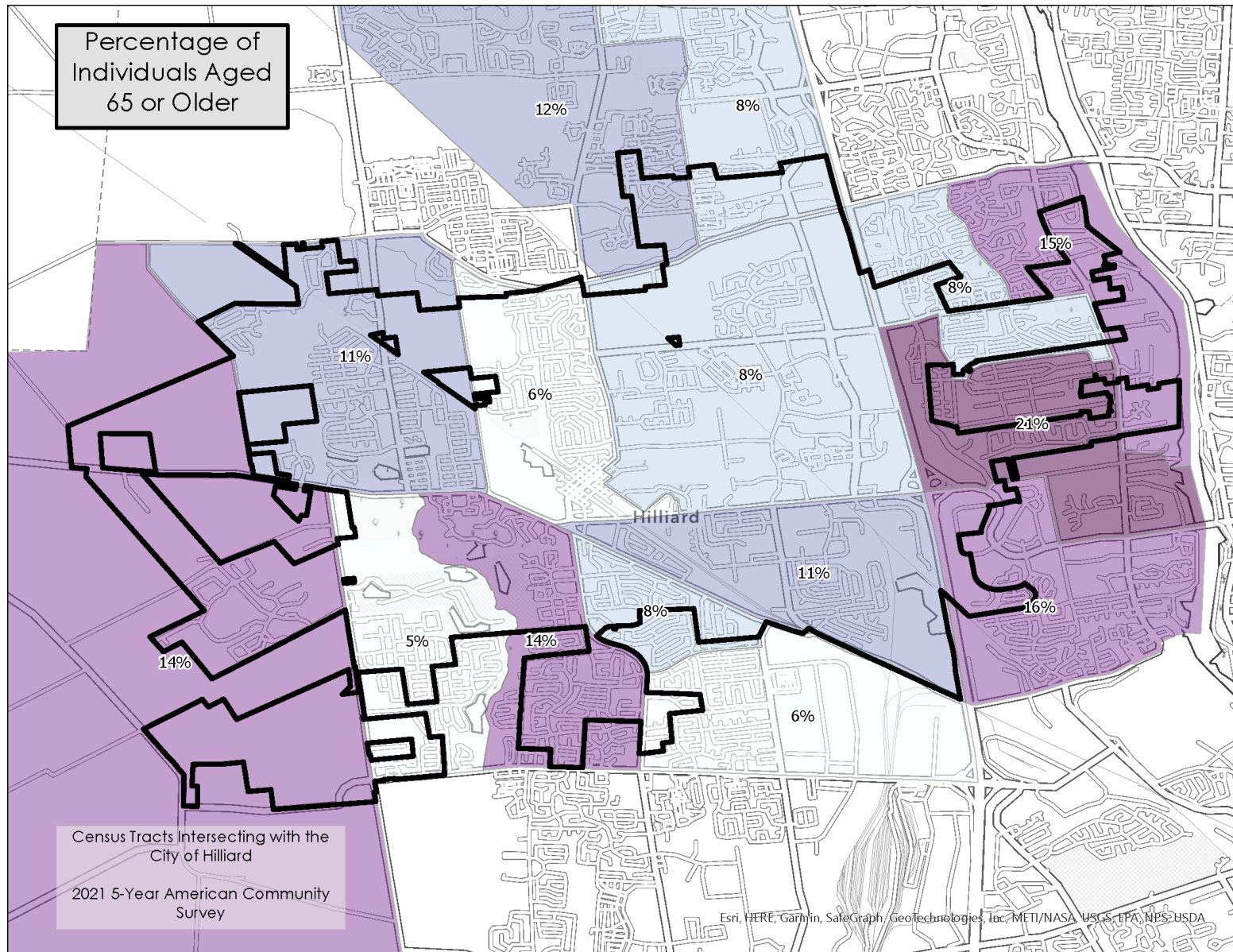
Some census tracts do not fit within the City boundaries completely therefore the information for these tracts cannot be reliably be fitted to the portions of Hilliard they cover, but they can provide limited insight to what the demographic data generally could be. Additionally, it is likely that many of the populations that live in the selected census tracts but outside the City of Hilliard still use the transportation network in Hilliard on a regular basis and, therefore, are susceptible to injuries and fatalities as a result of crashes within the City.

Exhibit 8 shows that census tracts that interacted with the City of Hilliard had older population tracts ranging from 5% of the population to 24% of the population, with most of the older population census tracts existing east of the interstate and in the southwestern portion of the City.

Exhibit 9 shows the percentage of the population in census tracts with a disability. The highest percentage of individuals with a disability is shown to be 14% in a census tract that wholly overlaps with the City of Hilliard's boundaries in the southeast corner of the City and the census tracts with the lowest percentage of individuals with a disability that intersects with the City are at 4%, sitting in the northeastern and southwestern corners portions of the City respectively.

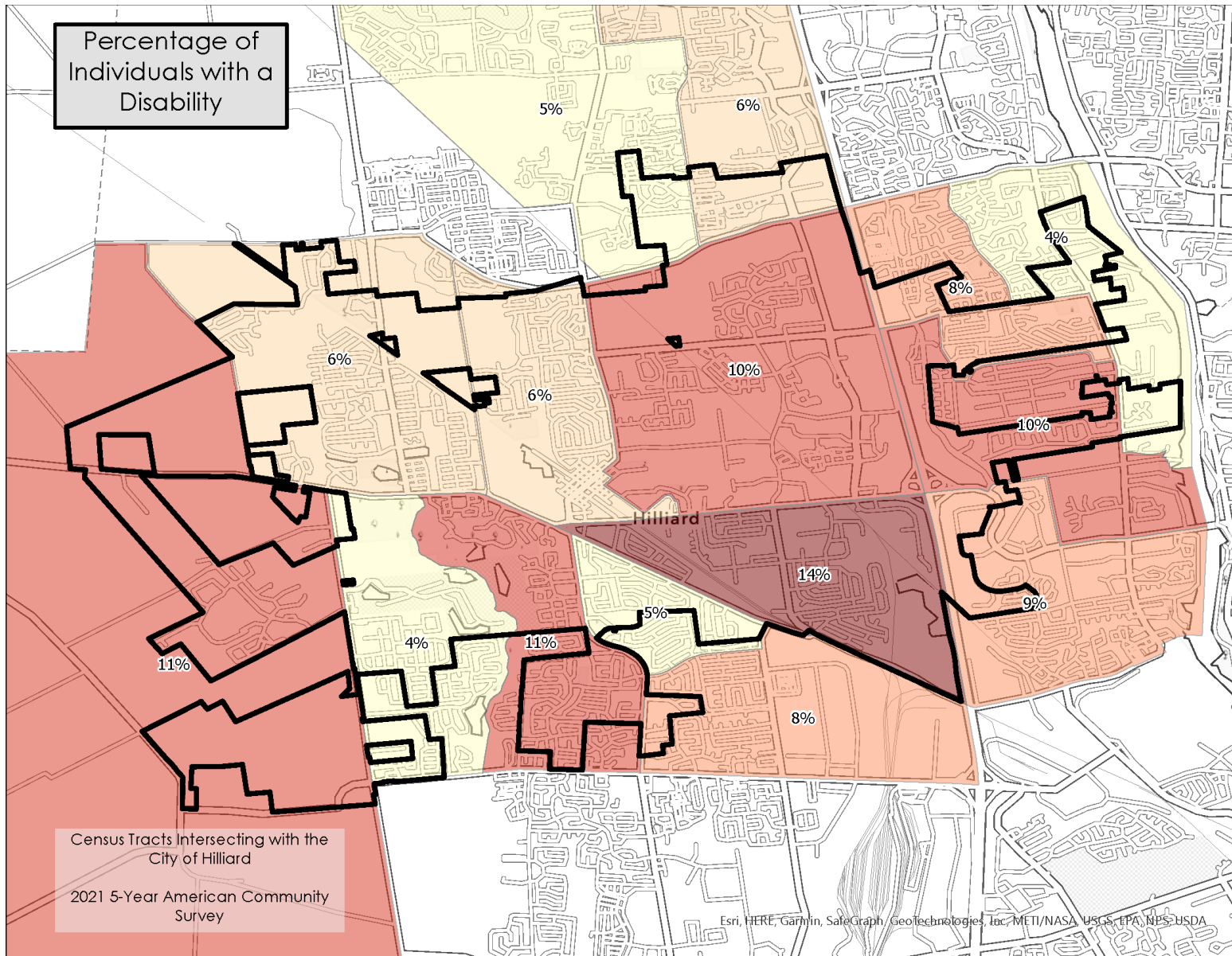
Exhibit 10 portrays the households with access to only one vehicle. It is important to note that this data is referring to households and no information is provided on how many individuals are in each household with the ability or necessity to drive on a regular basis. This means that while a household may have access to one vehicle, there are potentially several individuals within that household that regularly require access to a vehicle but do not have it. The map shows a wide variation in the proportion of one-car households with some census tracts showing as few as 12% of households as having only one vehicle and on the other end, a census tract where 57% of households

Exhibit 11 similarly shows the households in the census tracts that intersect the City of Hilliard with no access to a vehicle. Based on the map, most of the households in and around Hilliard have access to at least one vehicle, with several census tracts showing no households without access to a vehicle.



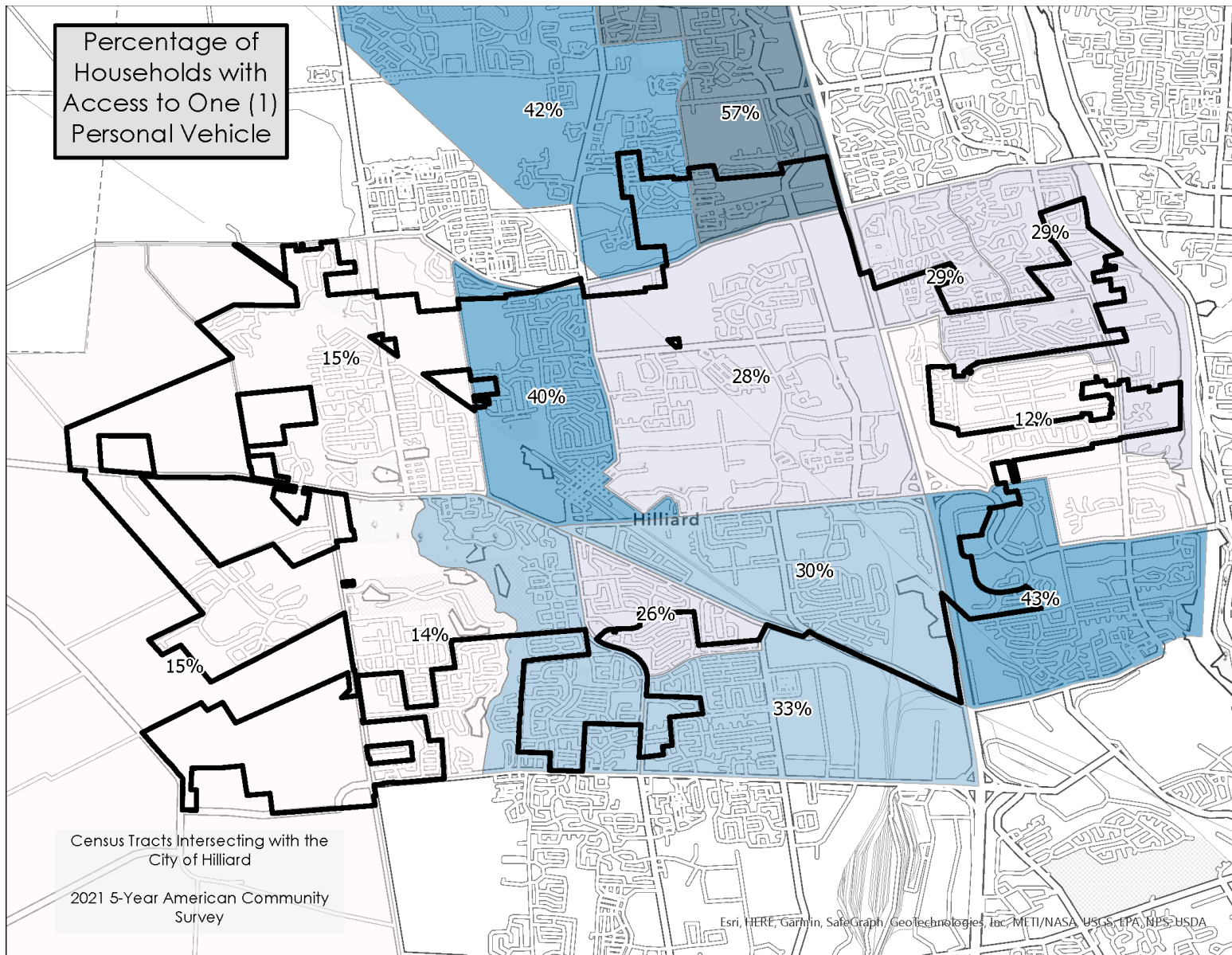
*Exhibit 8:  
 Percentage of  
 Individuals  
 Aged 65 or  
 Older*



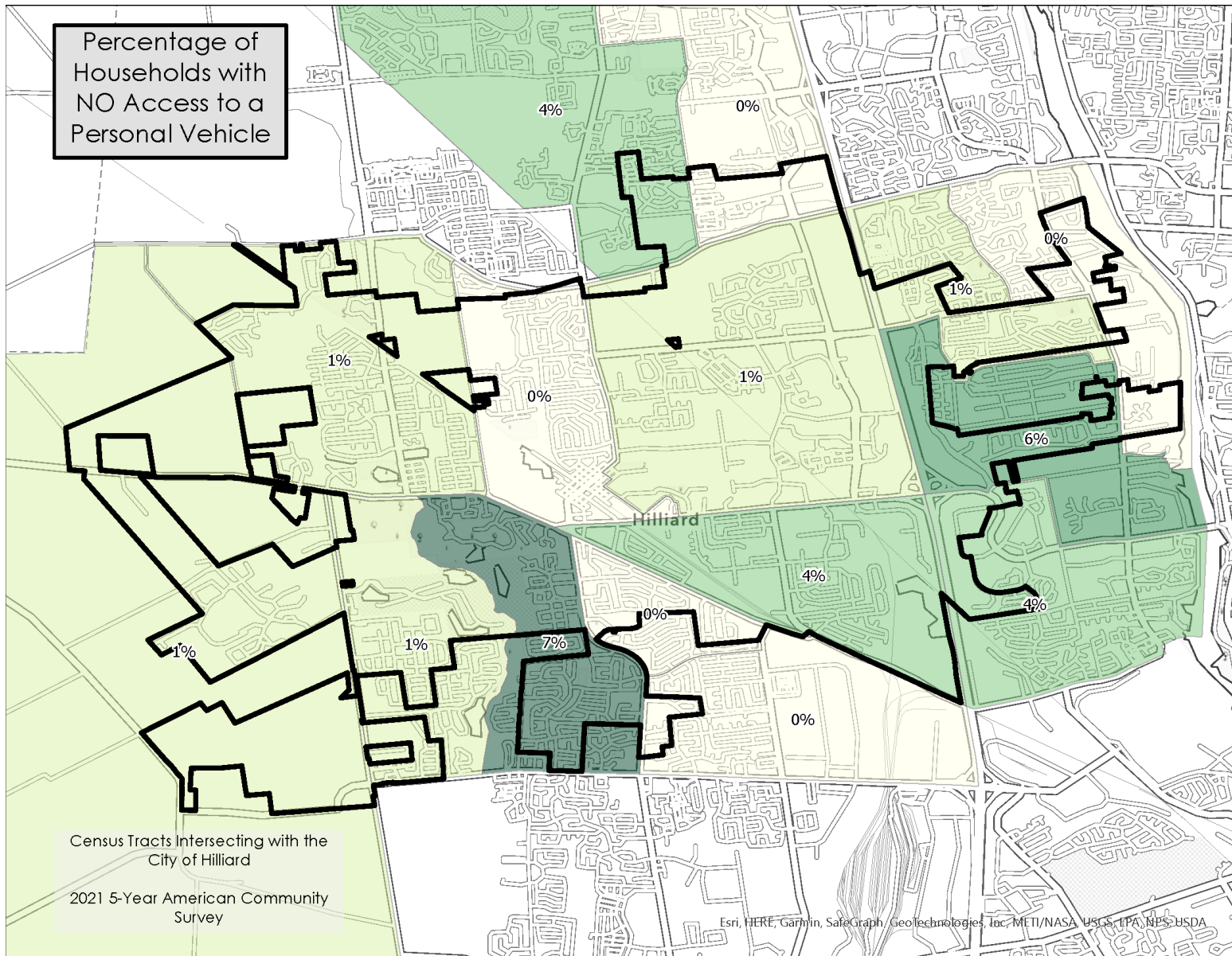


*Exhibit 9:  
 Percentage of  
 Individuals with a  
 Disability*





*Exhibit 10:  
 Percentage of  
 Households  
 with Access to  
 One Personal  
 Vehicle*



*Exhibit 11:  
Percentage of  
Households with  
No Access to a  
Personal Vehicle*

## Alignment with Regional Goals

As mentioned in the introduction, the regional transportation safety program managed by MORPC has been active for years. The City of Hilliard was an active stakeholder in the creation of MORPC's **2019 Central Ohio Transportation Safety Plan**, participating in the regional transportation safety plan working group. The MORPC plan includes a regional-level high injury network (using 2013-2017 data) and Action Plan. Both the map and Action Plan strategies are reflected in this plan.

### High Injury Network

The MORPC plan includes two maps – one showing high injury locations and the other showing high injury segments. Two of the high crash locations and two of the high crash segments are located within the City of Hilliard.

High crash locations:

- Intersection of Cemetery Road and Main Street
- Intersection of Scioto Darby Road and Main Street

High crash segments:

- Hilliard Rome Road/Main Street (5-lane section)
- Cemetery Road

These segments also appear on the City of Hilliard High Injury Network that was completed as part of the 2022 Hilliard Comprehensive Plan update. The two intersections are multi-lane roundabouts. While there has been a high crash frequency at these two locations in the past, very few injury crashes have occurred. Additionally, engineering, education, and enforcement improvements have been made at these intersections between 2019-2021 and crash frequencies have trended downward in recent years. Therefore, these intersections are not on the Hilliard High Injury Network. Hilliard is committed to advance projects and policies to lower the amount and severity of the high-crash locations and to make the high-injury network segments safer.

### Strategies

The MORPC Action plan includes several strategies to address Serious Crash Types, Vulnerable Road Users, Driver Safety, and Emerging Technologies. These were presented to stakeholders during the Safe Streets for Hilliard plan development process to help identify those applicable to the city. The following MORPC strategies were adopted or customized for this plan.

1. Conduct walk and bicycle safety audits on high-priority corridors
2. Implement roundabouts where appropriate
3. Install low-cost safety treatments that reduce pedestrian, bicycle, and scooter crashes
4. Construct infrastructure that prioritizes pedestrian safety and accessibility, including ADA infrastructure, pedestrian curb bump-outs, high-visibility crosswalks, etc.
5. Prioritize construction projects that bridge gaps in the sidewalk networks.
6. Prioritize construction projects that bridge gaps in existing bicycle networks

7. Develop new educational literature to inform the public of new infrastructure, new legislation, and emerging trends
8. Schedule social media posts to share safe driving habits, increasing frequency during holiday seasons and during major events.
9. Study impacts of existing speed limits and explore options for reducing speed limits in priority locations
10. Integrate speed mitigating design concepts such as roundabouts, lane striping, and road diets into current and future infrastructure projects while retaining access for emergency and commercial vehicles.
11. Promote grants awarded to law enforcement agencies to conduct highly visible enforcement activities related to aggressive and speeding drivers.
12. Provide free or discounted transit access for high school and college students and older adults

## Public and Stakeholder Engagement

This planning process solicited input from several sources to better get an idea of the biggest safety needs and concerns in Hilliard. Input was solicited through two methods:

- Public engagement through online surveys and comment maps
- Stakeholder engagement through an in-person workshop

### Public Engagement

The public survey was held online from June 22<sup>nd</sup>, 2022 and the last response was received on July 29<sup>th</sup>, 2022. The survey was promoted via social media and on Hilliard’s website in coordination with the City’s Community Relations Department. In total, 670 respondents answered the survey, with the vast majority of those responses submitted prior to the stakeholder meeting held on July 18<sup>th</sup>, 2022. The survey was comprised of two basic parts- a traditional online survey with one multiple choice and 15 Likert scale questions gauging the attitudes, perceptions, and priorities pertaining to safety in Hilliard. The second part of the survey was a comment map, where respondents were asked to identify locations with issue types and then further comment on the specifics of that issue. The categories for the comment map were bicycle and pedestrian barriers; I feel safe here; I feel unsafe here; speeding issue; and other.

Respondents felt that motorists had a generally unsafe attitude towards safety, whereas cyclists and pedestrians had a somewhat safe attitude toward safety (Figure 8).

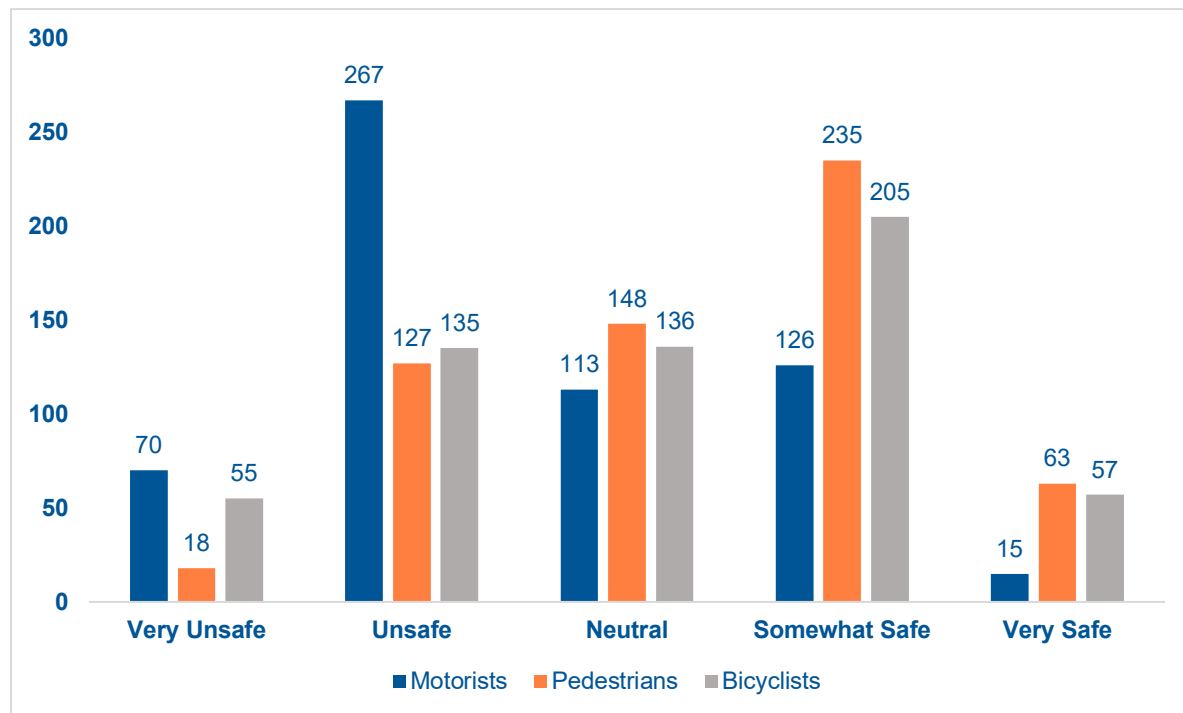


Figure 8: Survey Results - Current Attitudes Toward Transportation Safety



Respondents believed that the top priorities for transportation safety investments in Hilliard should be adding both on- and off-street bicycle and pedestrian infrastructure as well as improving intersections by adding roundabouts and via other improvements (Figure 9).

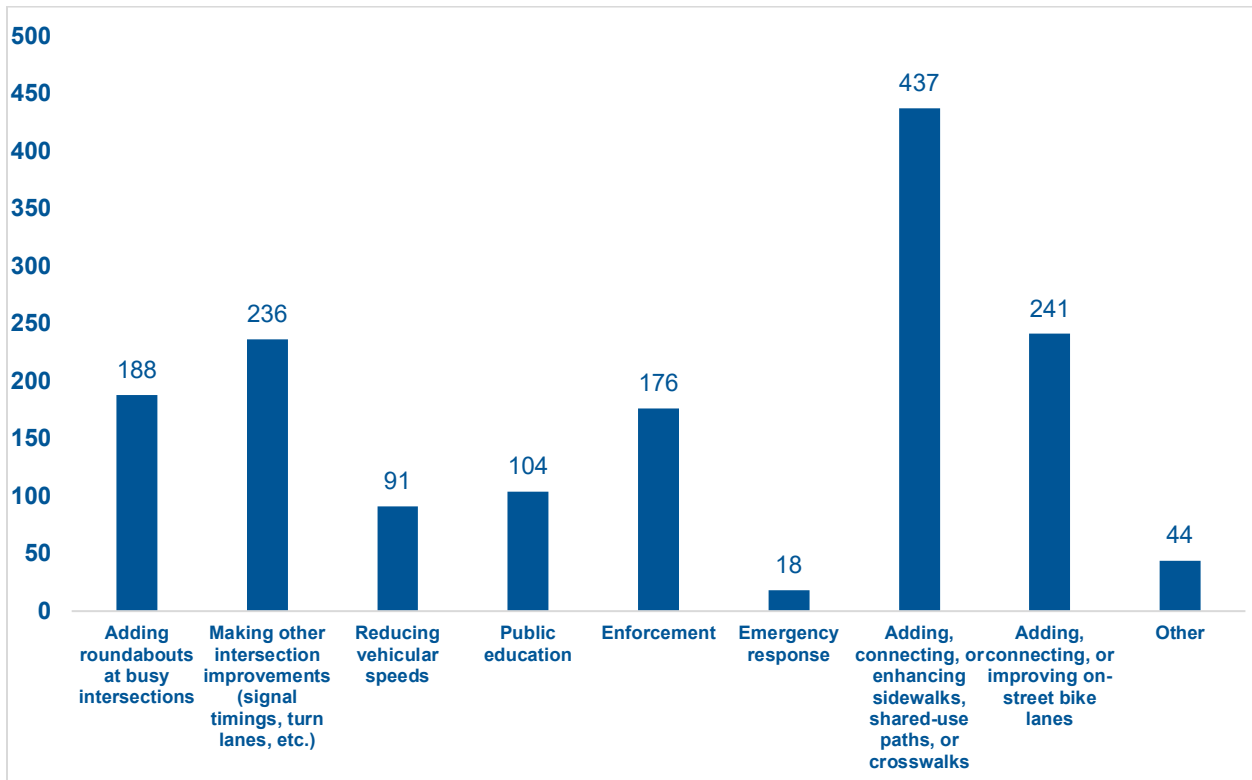


Figure 9: Survey Results - Transportation Safety Investments (3 responses per person):

Motorist respondents believed that Hilliard’s streets and intersections mostly feel safe but believed other motorists in Hilliard do not always drive safe and courteously (Figures 10-11).

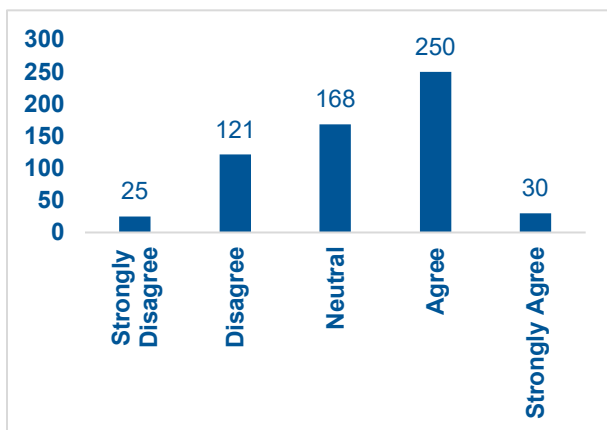


Figure 11: Survey Results - Hilliard's Streets and Intersections Feel Safe

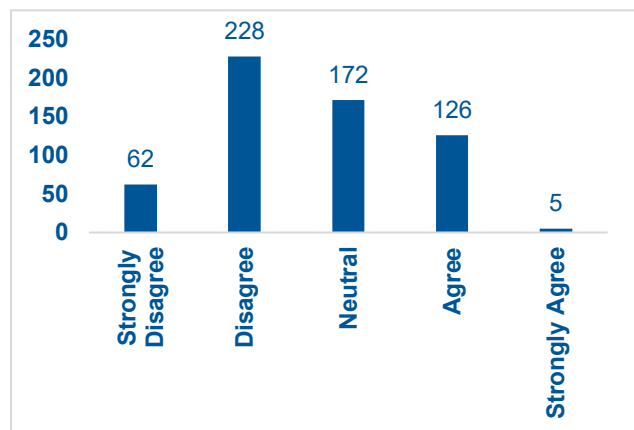


Figure 10: Survey Results - Motorists in Hilliard Drive Safely and Courteously

Respondents reported feeling safe walking around Hilliard (Figure 12) whereas respondents replying overwhelmingly “disagree” or “neutral” to the same prompt when applied to biking (Figure 13).

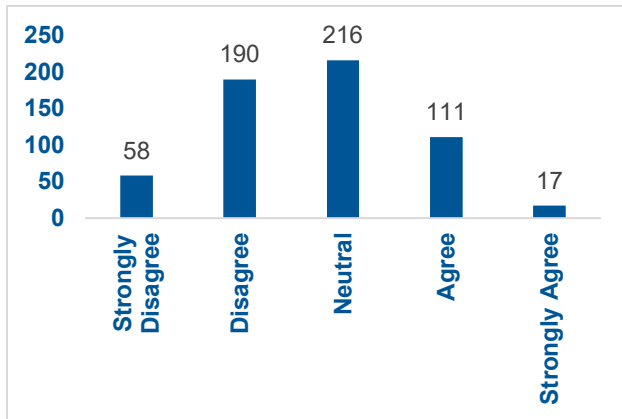


Figure 12: Survey Results -I feel Safe Walking Around Hilliard

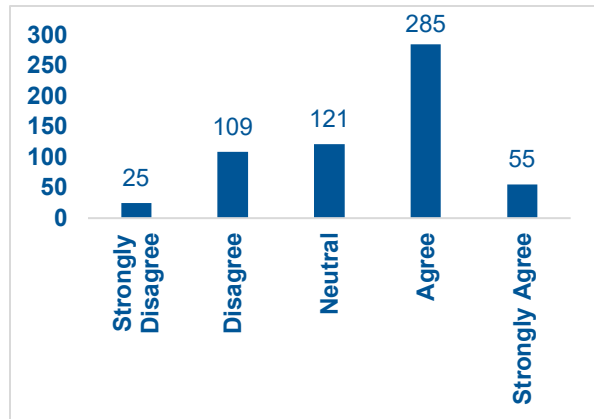


Figure 13: Survey Results -I feel Safe Biking around Hilliard

Respondents marked locations of concern and where they felt safe, with most of the comments having to do with locations where people felt unsafe. Some of the locations that saw a large cluster of comments were Riggins Road, the intersection of Main Street and Norwich Steet, and the intersections of Main Street, Cemetery Road, and Scioto Darby Roads (Exhibit 12).

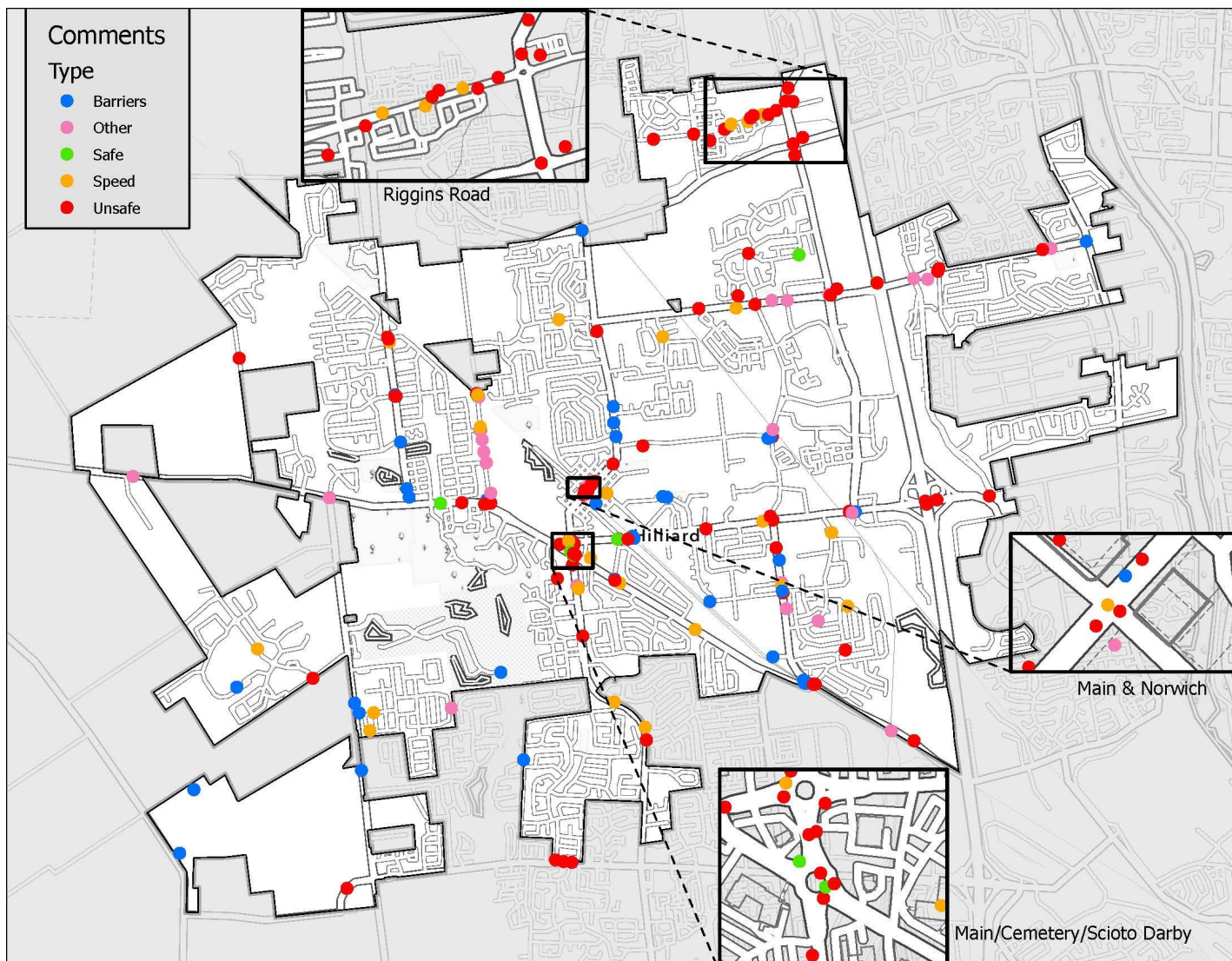


Exhibit 12: Survey Comment Map

## Stakeholder Meeting

A group of relevant stakeholders from the Hilliard area was assembled by the project team for an interactive in-person meeting that was held on July 18<sup>th</sup>, 2022. Participants in this stakeholder group included ten individuals from the following organizations:

- The City of Hilliard
  - Division of Transportation and Mobility
  - Division of Planning
  - Division of Police
  - Department of Recreation and Parks
  - Department of Community Relations
- Franklin County Department of Public Health
- Columbus Public Health, Franklin County Safe Communities
- Hilliard City Schools
- MORPC
- Local non-profit FESTA (Feed, Educate, Serve, Train, Advocate)
- Norwich Township Fire Department

The meeting began with a presentation on the background of the project as well as data analysis and public outreach results to familiarize the stakeholders with the ultimate goal of the plan. Following this was a group discussion on what the vision and goals for the plan should be and breakout discussions on the most pressing safety issues facing Hilliard and what potential solutions might look like.

The breakout discussions were structured around the three safety emphasis areas proposed by the project team and agreed to by the stakeholders- intersections, young drivers, and speed. Each emphasis area included a crash data story to get the conversation started and then focused on what is already working, other known challenges, and what possible safety countermeasures could be deployed to ameliorate the stated issues.

To further support discussion, a map of the City of Hilliard of was presented to stakeholders for them to make location-specific notes. Exhibit 13 is a digitized rendition of the comments drawn on the physical map during the stakeholder meeting.

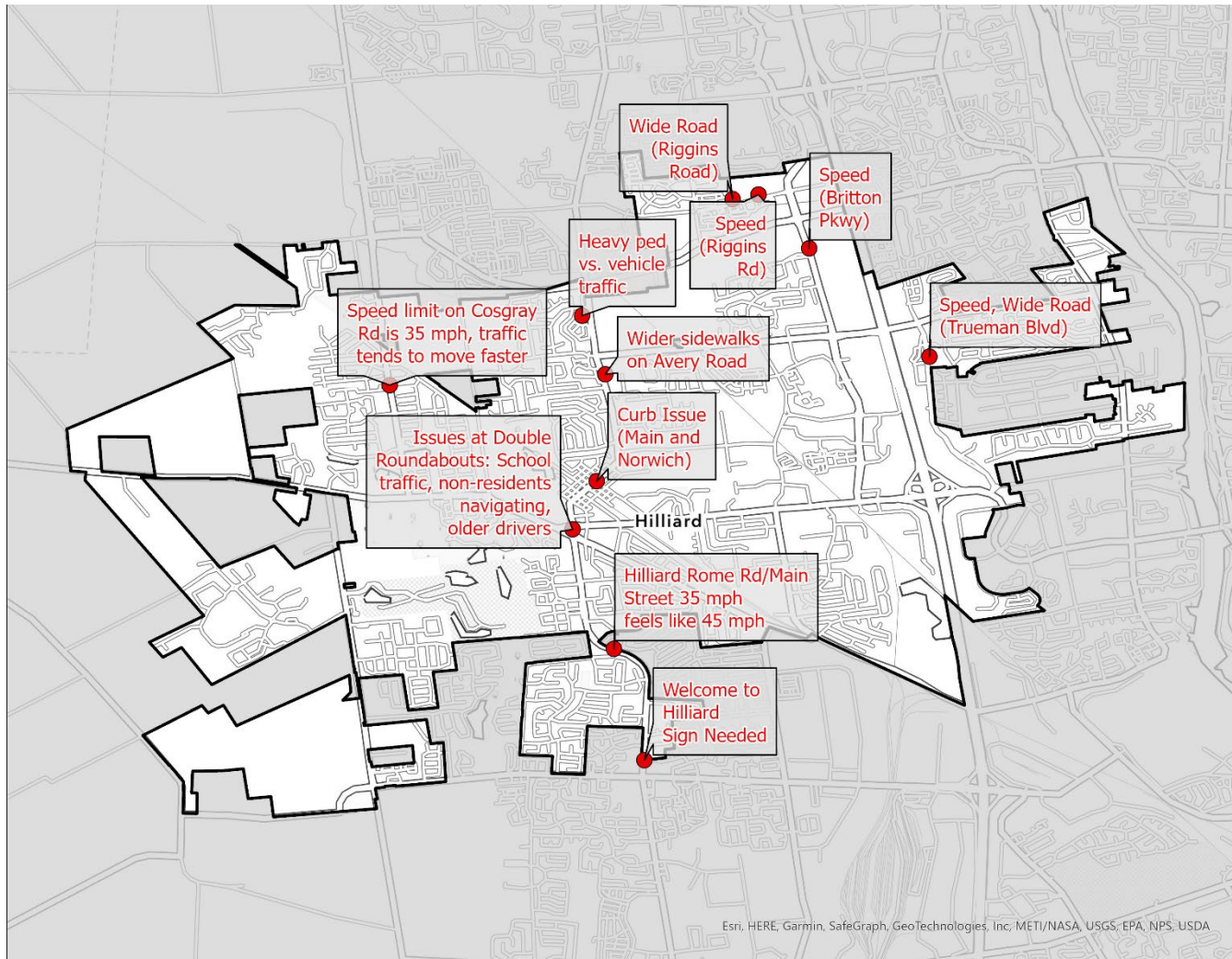


Exhibit 13: Stakeholder Meeting Comment Map



## Emphasis Areas

Based on the data analysis and stakeholder engagement processes, three emphasis areas for this plan became clear- speed, young drivers, and intersections. Solutions and countermeasures addressing each of the emphasis areas will often overlap and be complimentary. Additionally, just because these three emphasis areas have been chosen to be the focus of the plan, that does not mean other potential emphasis areas will not be addressed. For example, since crashes involving vulnerable road users are relatively low but so highly represented in the EPDO, the project team decided to dedicate extra attention to pedestrians and cyclists in the context of each emphasis area as opposed to making bicycle and pedestrian crashes a separate emphasis area.

### Speed

Universally, speed is considered the most major factor in crash frequency and severity- the situation in Hilliard is no different. Speed is a factor in more crashes in Hilliard than the Ohio statewide average and was a contributing factor in eight of the serious injury crashes and two of the fatal crashes in Hilliard from 2017-2021 (Figure 14).

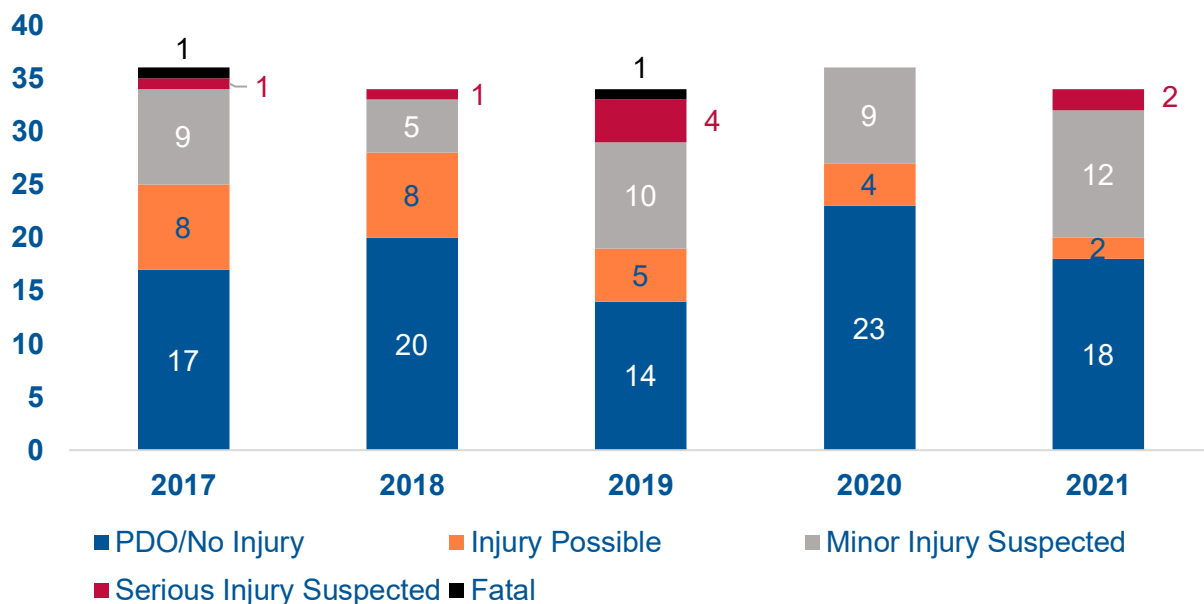


Figure 14: Speed-Related Crashes by Severity, 2017-2021

Speed-related serious injury and fatal crashes also show a significant overlap with the other emphasis areas selected for this plan, young drivers, and intersections, as well as being a factor in 50% of the pedestrian fatalities (Figure 15).

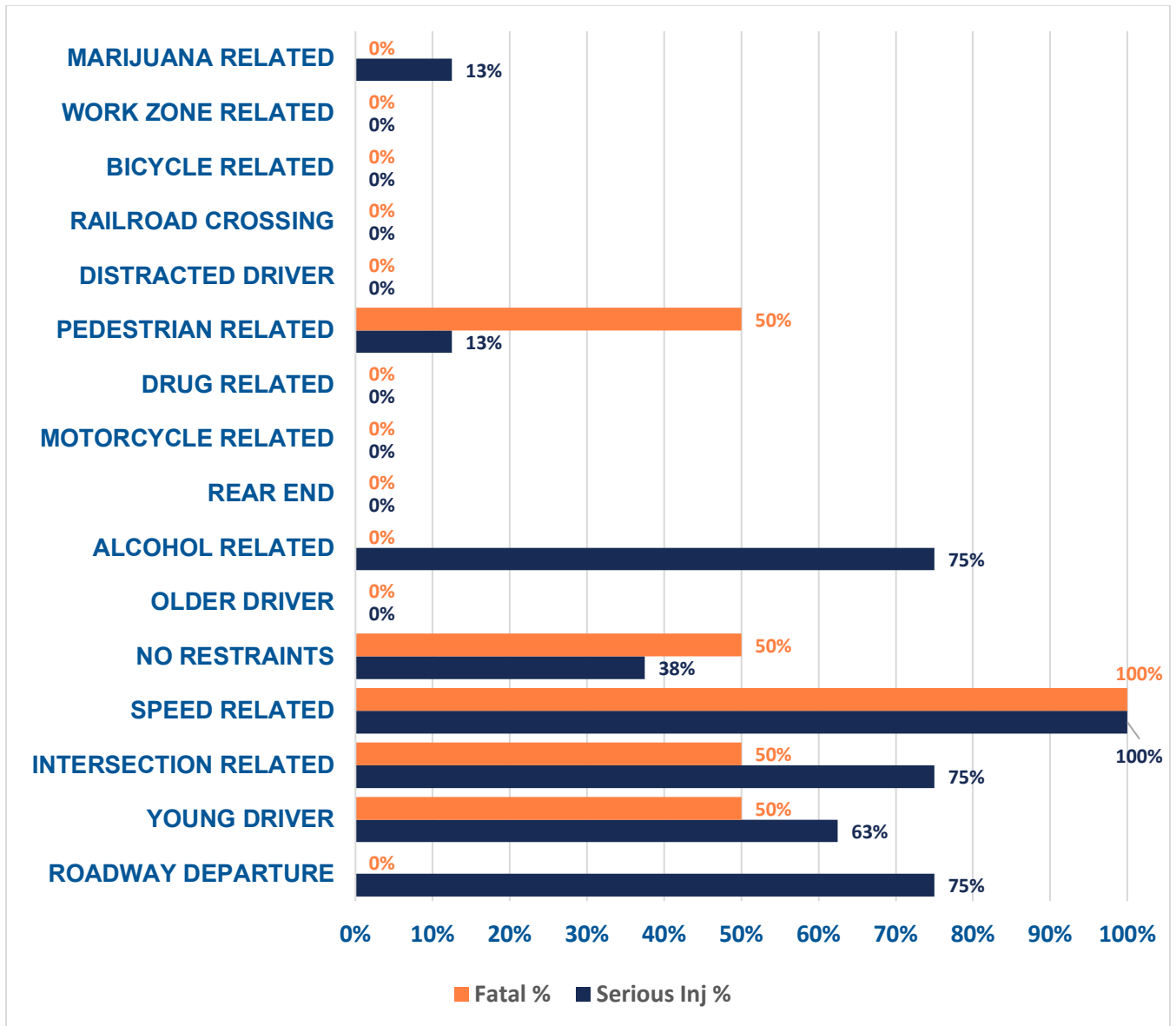


Figure 15: Speed-Related Fatal and Serious Injury Crashes Overlaps, 2017-2021

Speed-related fatal and injury crashes take the form of a variety of types of crashes, with fixed objects collisions happening three times in the 2017-2021 span, and pedestrian and angle crashes happening twice each in that same period (Figure 16).

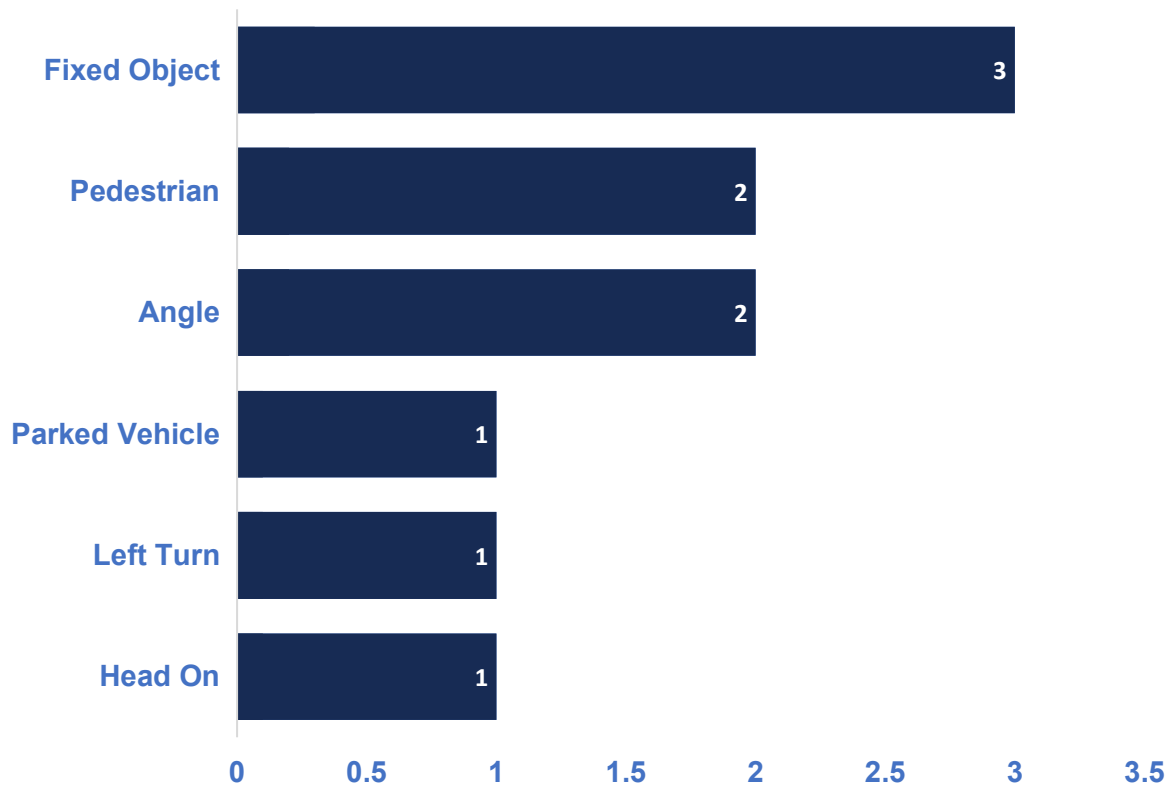
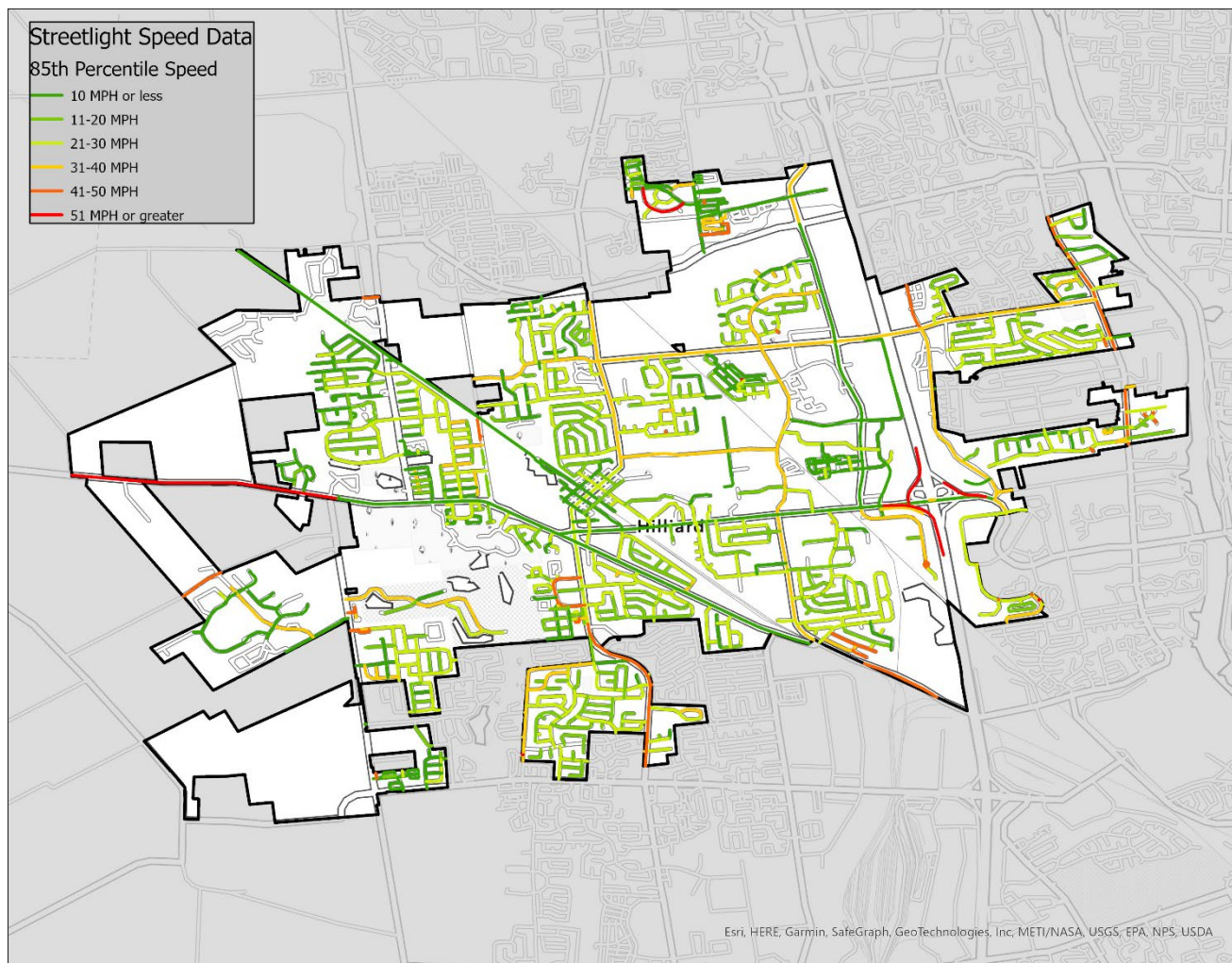


Figure 16: Speed-Related Fatal and Injury Crashes by Type, 2017-2021

Streetlight Data is mobility analytics company that collects large data sets from mobile devices to fuel all manner of transportation analysis. One such piece of information is known as the 85<sup>th</sup> percentile speed, a standard measure of travel speed on a given roadway. 85<sup>th</sup> percentile speed is defined as “the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point”. Streetlight Data is largely reliable but due to the collection methods and size of the data sets, there can be some anomalies- Streetlight Data should be used in combination with knowledge of local conditions. Exhibit 14 shows the output of Streetlight Data’s 85<sup>th</sup> percentile speed data set for available non-interstate roads in the City of Hilliard.



*Exhibit 14: Streetlight Data*

During the stakeholder meeting, the breakout groups reported out their ideas for potential solutions to speeding in Hilliard:

- Create “gateway” into Hilliard at locations where speed limits change as drivers enter Hilliard, specifically along Hillard-Rome Road
- Change footprint/feel of roadway to reduce speeds
- Educate drivers on the dangers of speeding (similar to the roundabout information that was disseminated at traffic stops)
- Evaluate roadways for appropriate speed limits
- Investigate permanent speed feedback signs at key locations



## Young Drivers

Young drivers are less experienced than other drivers and are more prone to poor decision making compared to other cohorts. Young drivers also may not always fully understand the risks and gravity of traffic crashes. Young drivers are defined in this plan as being between the ages of 16-25. Young drivers were selected as an emphasis area for this plan largely due to the high amount of fatal and serious injury crashes associated with the topic compared to other potential emphasis areas, as severe crashes involving young drivers accounted for one fatal crash and 12 serious injury crashes (Figure 17).

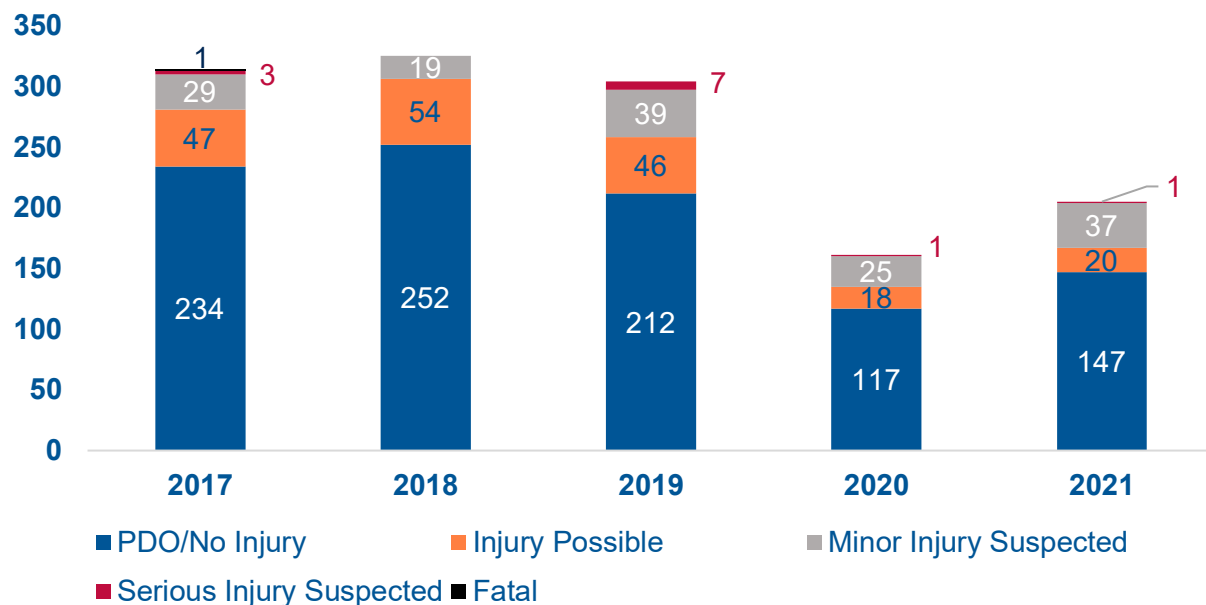


Figure 17: Young Driver-Related Crashes by Severity, 2017-2021

Young driver crashes share an overlap with the other two selected emphasis areas, intersections, and speed, as well as accounting for all the pedestrian-related fatal crashes in Hilliard between 2017 and 2021 (Figure 18).

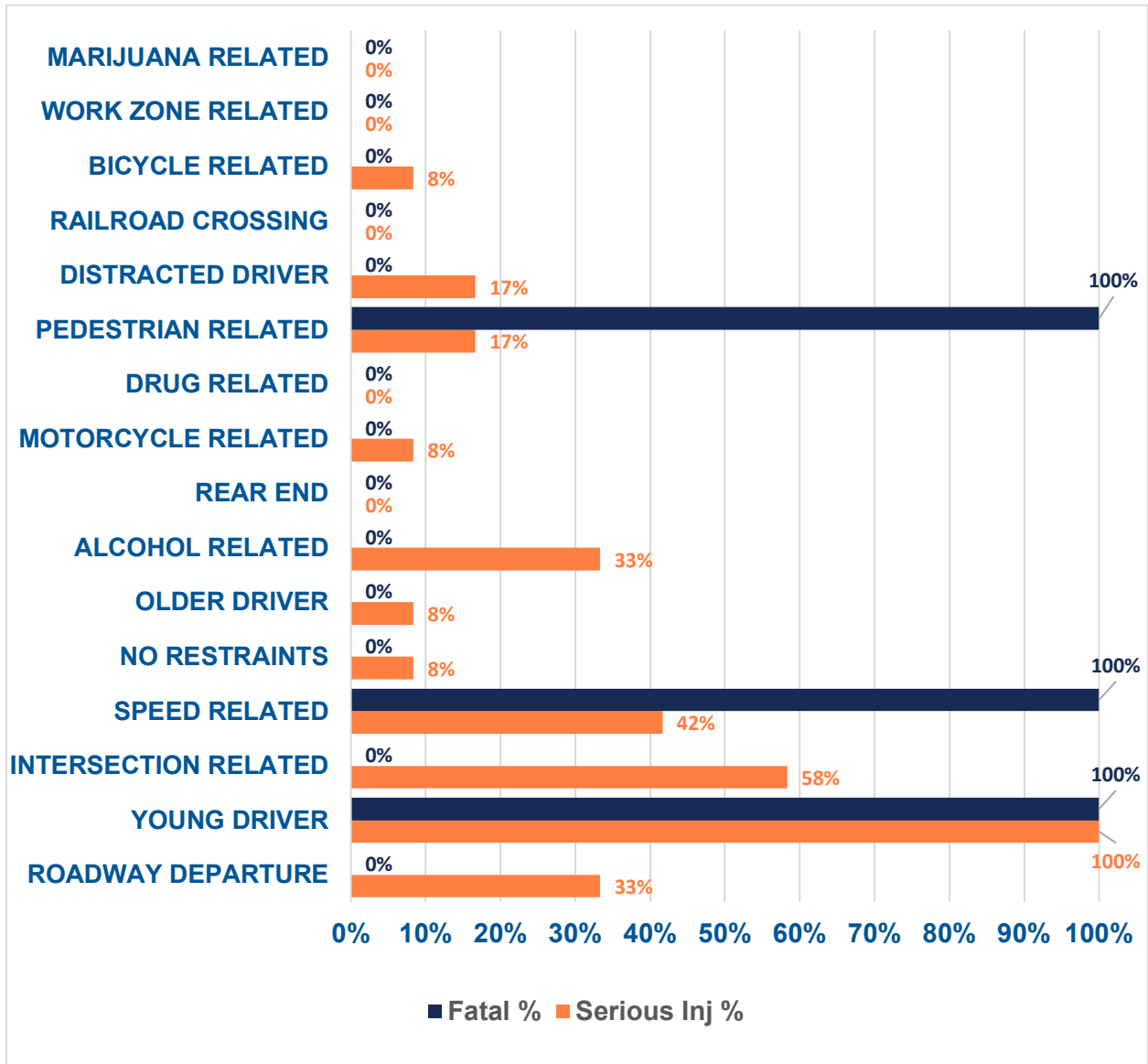


Figure 18: Young Driver-Related Fatal and Serious Injury Crashes Overlaps, 2017-2021

In the young driver cohort, most severe crashes involved drivers that were high-school aged, so even amongst young drivers, the younger drivers within the group are at a higher risk to be involved in a crash that results in a serious injury or a fatality (Figure 19).

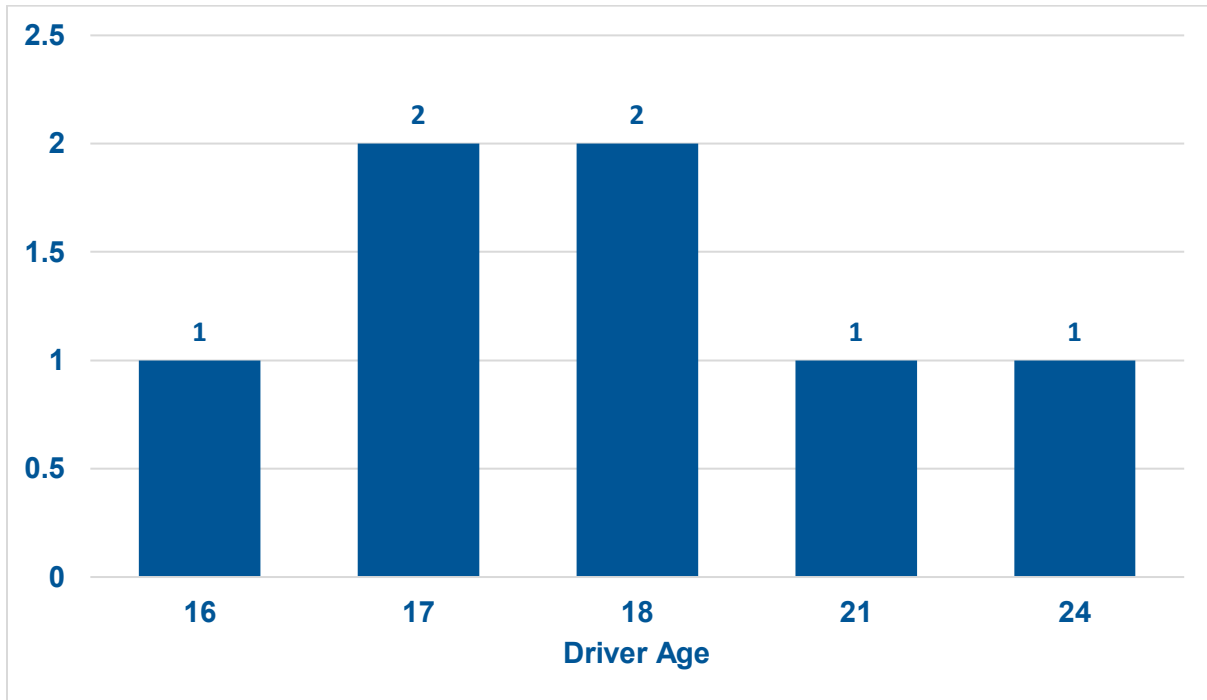


Figure 19: Young Driver-Related Fatal and Serious Injury Crashes by Age, 2017-2021

Young driver-related severe crashes are most often typified as pedestrian and angle crashes with three of each of those categories, and two crashes per fixed object, left turn, and head on (Figure 20).

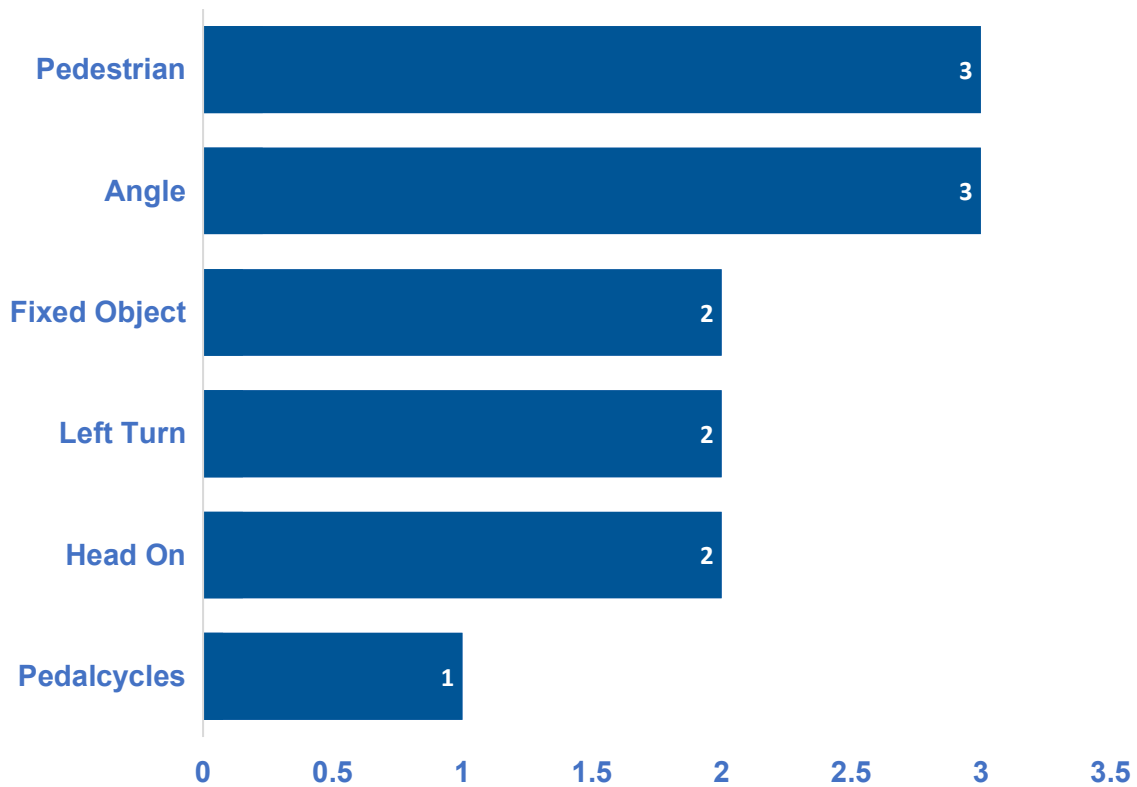


Figure 20: Young Driver-Related Fatal and Injury Crashes by Type, 2017-2022

During the stakeholder meeting, the breakout groups reported out their ideas for potential solutions to young driver crashes in Hilliard:

- Have banners/announcements at sporting or school-sponsored events
- Capitalize on FESTA camps to teach children about traffic safety as pedestrians and drivers
- Insurance-sponsored trainings at high schools
- Partner with adjacent agencies to sponsor motivational speakers for teen driver education
- Create online video with incentive/reward, possibly on a platform like TikTok

## Intersections

At intersections, interactions between motorists are all but guaranteed. Intersections are also places where different modes are most likely to interact as non-motorized travelers will often have to traverse across vehicle travel lanes. Because of the increased interactions that come with intersections, they can be a focal point for crashes. Intersections were selected to be an emphasis area in part because of the frequency of crashes that occurred at intersections, including one fatal crash and 18 severe injury crashes (Figure 21).

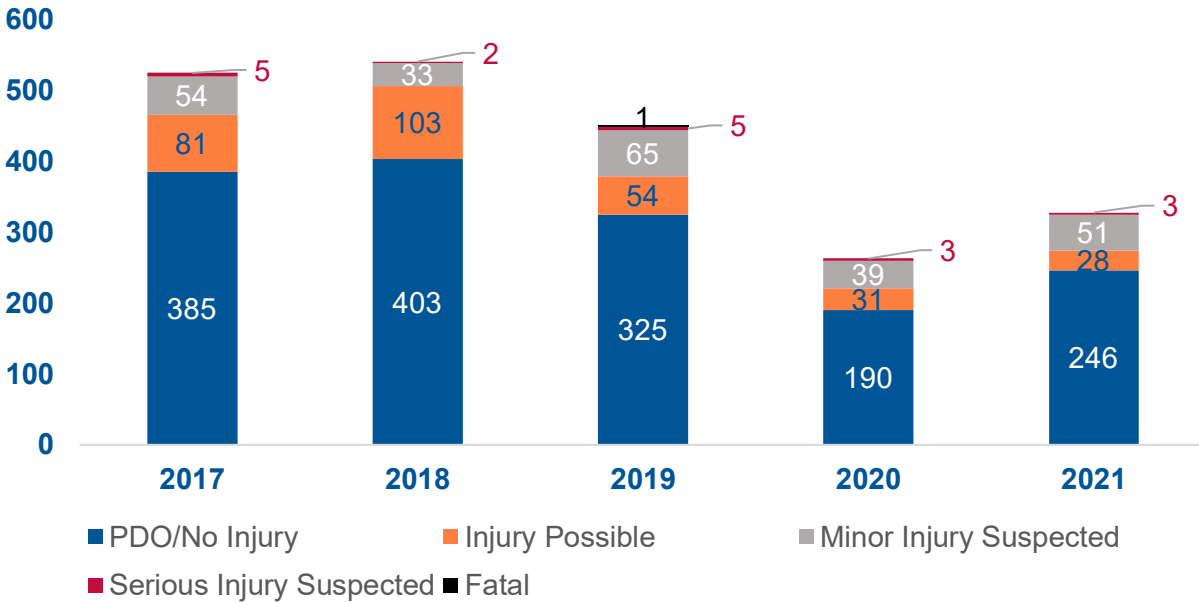


Figure 21: Intersection-Related Crashes by Severity

Similar to the previous two emphasis areas, intersection-related crashes show significant overlap with the other emphasis areas in the plan, along with other areas such as no restraints worn and alcohol-related crashes (Figure 22).



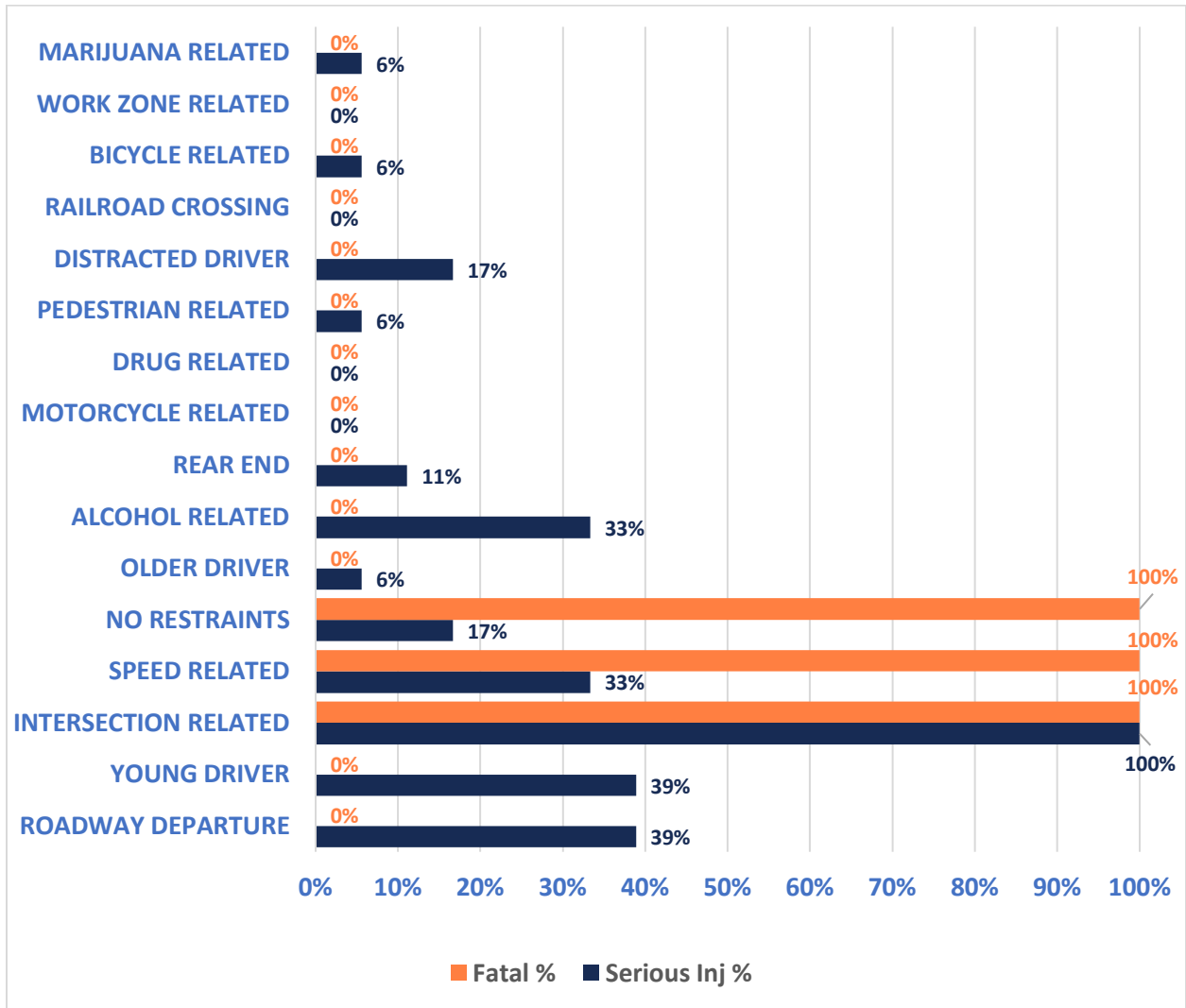


Figure 22: Intersection-Related Fatal and Serious Injury Crashes Overlaps, 2017-2021

Many of the severe crashes at intersections were typified as angle, fixed object, left turn, or rear end crashes (Figure 23). Head-on, pedestrian, sideswipe (passing), and pedal cycles also represented severe crashes at intersections.

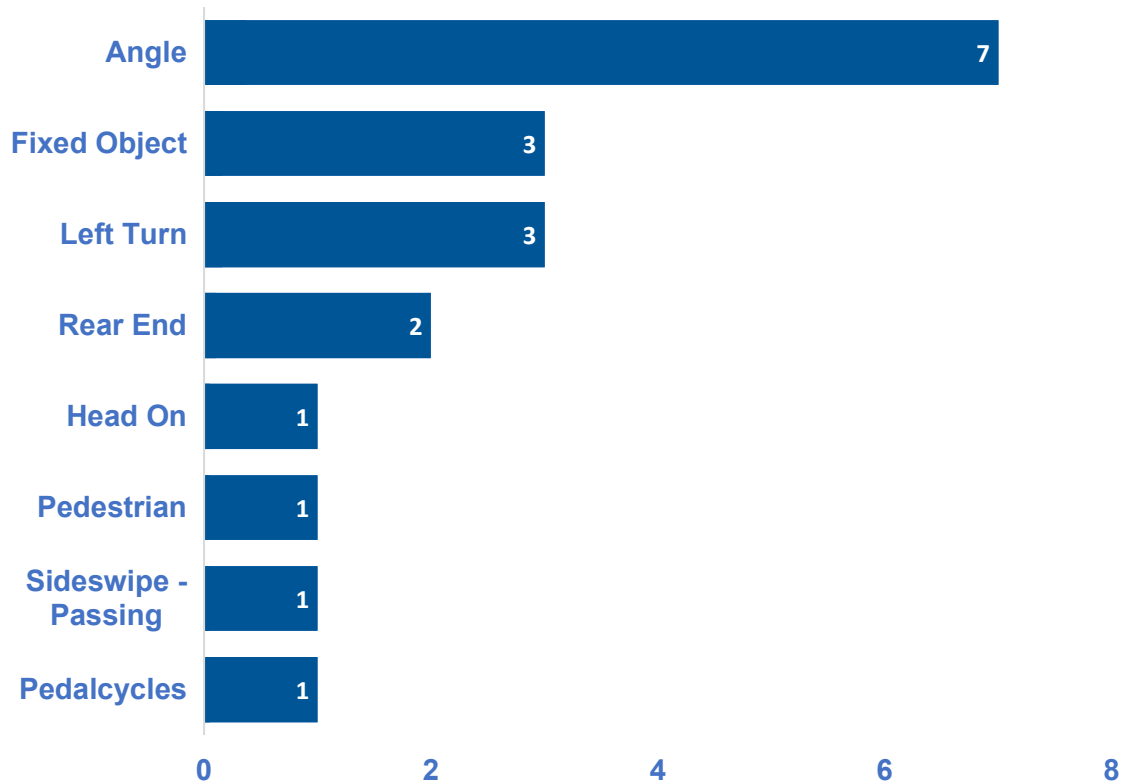


Figure 23: Intersection-Related Fatal and Serious Injury Crashes by Type, 2017-2021

During the stakeholder meeting, the breakout groups reported out their ideas for potential solutions to intersection crashes in Hilliard:

- Sign No Right Turn on Red and/or install “Yield to Pedestrian” signage
- Re-evaluate COTA bus stop locations in proximity to intersections, especially layover stops
- Review left-turn phasing
- Increase signal visibility (backplates, etc.)
- Re-evaluate clearance intervals
- Educate non-English speaking community on intersection safety through Festa
- Create “adult drivers’ education” which could include mailers in the trash bill
- Install high-visibility crosswalks and pedestrian beacons or signals
- Review buffers between sidewalks and roadways

## Action Plan

The Action Plan was developed by stakeholders, using information from other planning efforts, local knowledge, and data analysis. These inputs were the deciding factors to identify the following effective solutions for the City of Hilliard. Implementation of every action will be initiated over the next five years, with some occurring immediately and others later. Outcomes and lead agencies have been identified for every action to ensure someone is responsible for implementation and understands how to measure and evaluate progress or completion. The number of strategies and actions are limited in number and only include priority safety efforts, or the activities, that have the support, resources, and ability to be addressed over the next five years.

The actions are framed around three over-arching strategies:

**Strategy 1: Safe Roads:** Consider how the safety engineering treatments can increase alertness, address speed, and keep drivers on the road.

**Strategy 2: Safer Road Users:** Educate all road users and support enforcement to reduce distracted driving, young driver risk taking, and speeding to keep vehicle on the road.

**Strategy 3: Safe Speeds:** Review average speeds, in coordination with crashes, to identify roadway improvements, educational needs, and/or policies to reduce the severity of this crash type.

For each safety challenges identified - intersections, young drivers, vulnerable road users, and speed – the solutions are cross cutting to address the roads, road users, and speeds.

The goal is to complete or initiate progress on all these, but the highest priorities are to:

- Review current trail and sidewalk network to identify gaps and prioritize future connections, particularly along the High Injury Network within the City
- Apply speed management strategies along multi-lane arterials, particularly in areas where pedestrians and cyclists are present
- Develop a “Roundabouts First” policy

Table 3: Action Plan Strategy 1

**Strategy 1: Retrofit existing streets and intersections to accommodate human mistakes and injury tolerances to reduce the severity of crashes that do occur and prevent future crashes**

			Emphasis Areas Addressed			
Action	Outcome	Lead Agency	Intersections	Young Drivers	Vulnerable Road Users	Speed
1. In school zones and in high pedestrian areas, install no right turn on red and/or yield to pedestrian signage	Identify locations for signage	City of Hilliard – Division of Transportation & Mobility	X		X	
2. Implement proven safety countermeasures at traffic signals and crosswalks to reduce vehicle, bicycle, and pedestrian crashes, especially backplates, countdown pedestrian signal heads, leading pedestrian intervals, rapid flashing beacons, and high visibility crosswalks	Continue systemic and systematic application of countermeasures	City of Hilliard – Division of Transportation & Mobility	X	X	X	
3. Coordinate with COTA to re-evaluate bus layover locations related to mobility and safety concerns close to intersections	Coordination with COTA	City of Hilliard – Division of Transportation & Mobility	X			
4. Review left turn phasing at intersections, prioritizing high crash intersections	Identify locations where existing permissive/protected left turns should be converted to protected only	City of Hilliard – Division of Transportation & Mobility	X			

**Strategy 1: Retrofit existing streets and intersections to accommodate human mistakes and injury tolerances to reduce the severity of crashes that do occur and prevent future crashes**

			Emphasis Areas Addressed			
Action	Outcome	Lead Agency	Intersections	Young Drivers	Vulnerable Road Users	Speed
5. Re-evaluate clearance intervals	Ensure yellow and red clearance intervals meet current OMUTCD guidelines	City of Hilliard – Division of Transportation & Mobility	X			X
6. Prioritize locations for new shared-use paths or wide sidewalks along Thoroughfare Plan streets (versus on-road bicycle lanes) and complete gaps in existing trail network	Review current trail and sidewalk networks to identify gaps and prioritize future connections	City of Hilliard – Division of Transportation & Mobility			X	
7. Conduct walking and bicycle safety audits on high-priority corridors to assess safety and comfort of non-motorized users	Identify locations for audits	City of Hilliard – Division of Transportation & Mobility	X	X	X	X
8. Consider roundabouts any time an intersection is being modified or a new major intersection is being constructed	Develop a “Roundabouts First” Policy that will include specific language on safe pedestrian and bicycle movement through current and future roundabouts	City of Hilliard – Division of Transportation & Mobility	X			X
9. Secure funding for large scale infrastructure that prioritizes pedestrian, bicycle, and other vulnerable road users	Apply for regional (MORPC), federal, or state funds for large scale safety projects (SS4A, HSIP, etc.)	City of Hilliard – Division of Transportation & Mobility			X	X



**Strategy 1: Retrofit existing streets and intersections to accommodate human mistakes and injury tolerances to reduce the severity of crashes that do occur and prevent future crashes**

			Emphasis Areas Addressed			
Action	Outcome	Lead Agency	Intersections	Young Drivers	Vulnerable Road Users	Speed
10. Prioritize locations for safety improvements in the city that align with MORPCs High Injury Network	Identify improvements on these corridors	City of Hilliard – Division of Transportation & Mobility	X		X	X
11. Review buffers between sidewalks and roadways	Conduct an analysis to identify narrow buffers	City of Hilliard – Division of Transportation & Mobility			X	

Table 4: Action Plan Strategy 2

<b>Strategy 2: Address the safety of all road users by providing education and enforcement on the personal responsibility of safe driving</b>						
<b>Action</b>	<b>Outcome</b>	<b>Lead Agency</b>	<b>Emphasis Areas Addressed</b>			
			<b>Intersections</b>	<b>Young Drivers</b>	<b>Vulnerable Road Users</b>	<b>Speed</b>
1. Continue daily enforcement and high visibility enforcement of traffic safety laws	Enforcement of traffic laws	City of Hilliard – Division of Police	X		X	
2. A. Identify existing groups that convene non-English speakers. B. Collate all available traffic safety educational resources into a central clearinghouse and identify existing or potential partners C. Teach ESL traffic safety classes, from either existing (online) classes or newly created curriculum	Work with regional department to establish framework for ESL traffic safety curriculum and program in coordination with partner agencies in Central Ohio	Initiating Agency: City of Hilliard – Division of Police  Implementing Agency: Franklin County Public Health Columbus Public Health MORPC	X	X	X	X
3. Coordinate with existing groups (Superintendents Student Advisory Committee, Student Councils, High School Service Clubs, AARP, Festa) to understand traffic safety education/communication needs and provide materials/information	Set up meetings with applicable groups to identify collaboration opportunities	City of Hilliard – Community Relations Department; Hilliard City School District - Communications	X	X	X	X
4. Create a safety communications calendar and execute activities on safety messaging up to two times a year	Create a calendar	City of Hilliard – Community Relations Department	X	X	X	X

**Strategy 2: Address the safety of all road users by providing education and enforcement on the personal responsibility of safe driving**

Action	Outcome	Lead Agency	Emphasis Areas Addressed			
			Intersections	Young Drivers	Vulnerable Road Users	Speed
5. Partner with agencies to sponsor trainings at high schools, youth education programs, or motivational speakers for teen driver education	Conduct trainings	Hilliard City School District – Communications Franklin County Safe Communities Ohio Department of Public Safety AAA AARP Possible Corporate Sponsors		X		
6. Educate parents about the Graduated Drivers Licensing laws and continue the Sheriffs Telling our Parents (STOP) program	Disseminate educational materials from the State regarding Graduated Drivers Licensing Laws and from the STOP program	Hilliard City School District – Communications Department City of Hilliard – Division of Police		X		
7. Create high impact, short, entertaining safety messages using social media	Identify key messages, create videos, and plan for periodic release on social media	City of Hilliard – Community Relations Department	X	X	X	X

**Strategy 2: Address the safety of all road users by providing education and enforcement on the personal responsibility of safe driving**

Action	Outcome	Lead Agency	Emphasis Areas Addressed			
			Intersections	Young Drivers	Vulnerable Road Users	Speed
8. Partner with agencies to identify training needs for young adults (18 to 22-year-olds) that did not participate in traditional driver's education training targeted at 15 to 17- year-olds due to cost or lack of interest	Identify partnering agencies, needs and resources	Initiating Agency: City of Hilliard – Division of Police  Implementing Agency: Franklin County Public Health Columbus Public Health MORPC		X		
9. Educate drivers on the dangers of speeding	Identify partner agencies to plan and create a regional safety campaign to educate drivers on the dangers of speeding using high impact communication strategies.	Initiating Agency: City of Hilliard – Community Relations Department  Implementing Agency: Franklin County Public Health Columbus Public Health MORPC				X



**Strategy 2: Address the safety of all road users by providing education and enforcement on the personal responsibility of safe driving**

Action	Outcome	Lead Agency	Emphasis Areas Addressed			
			Intersections	Young Drivers	Vulnerable Road Users	Speed
10. Coordinate community events to provide education materials and outreach	Materials distributed and events held	Franklin County Safe Communities City of Hilliard – Community Relations Department City of Hilliard – Division of Police	X	X	X	X

Table 5: Action Plan Strategy 3

<b>Strategy 3: Assess speeds and lower speed limits where needed and consider changes to the roadway or abutting land uses to accommodate human injury tolerance, reduce impact forces, and provide additional time for drivers to stop</b>						
<b>Action</b>	<b>Outcome</b>	<b>Lead Agency</b>	<b>Emphasis Areas Addressed</b>			
			<b>Intersections</b>	<b>Young Drivers</b>	<b>Vulnerable Road Users</b>	<b>Speed</b>
1. Implement self-enforcing speed management techniques, like narrowing lanes, roundabouts, curb bump outs, medians, planting street trees, and others	Apply speed management strategies along multi-lane arterials	City of Hilliard – Division of Transportation & Mobility	X		X	X
2. Re-evaluate speed limits considering ODOTs new guidance on using 50 <sup>th</sup> percentile speeds in locations where there is a significant presence of vulnerable road users or significant land use characteristics supporting the presence of vulnerable road users	Consider this policy during project development, as applicable	City of Hilliard – Division of Transportation & Mobility			X	X
3. Conduct a citywide review of speeds to understand where average speeds are higher than posted speeds to prioritize locations for review	Prioritize locations	City of Hilliard – Division of Transportation & Mobility				X
4. Create a “gateway” (median or other physical roadway change) into Hilliard as a self-enforcing management technique along corridors where the speed limit is higher in neighboring jurisdictions	Identify locations along multi-jurisdictional corridors where speed limits differ and identify opportunities to incorporate gateway elements	City of Hilliard – Division of Transportation & Mobility				X

**Strategy 3: Assess speeds and lower speed limits where needed and consider changes to the roadway or abutting land uses to accommodate human injury tolerance, reduce impact forces, and provide additional time for drivers to stop**

Action	Outcome	Lead Agency	Emphasis Areas Addressed			
			Intersections	Young Drivers	Vulnerable Road Users	Speed
5. Conduct a before and after analysis of permanent speed feedback signs to determine their application at other locations	Deploy speed signs on a wider basis and/or at priority locations	City of Hilliard – Division of Transportation & Mobility				X
6. Continue to utilize the mobile driver feedback signs	Continue to deploy signs at priority locations	City of Hilliard – Division of Transportation & Mobility				X
7. Reduce building setbacks and move parking areas to the back side of commercial buildings along HIN corridors	Zoning changes in commercial or mixed-use areas along Cemetery Road & Main Street/Hilliard Rome Road to change the roadside character and promote slower vehicle speeds	City of Hilliard – Division of Planning				X

## Next Steps: Progress and Transparency

The Safe Streets for Hilliard Plan is a dynamic document, intended to be used by stakeholders and partners to continually advance safety via the strategies and actions listed herein.

**Plan Leadership:** The City of Hilliard Division of Transportation and Mobility assumes leadership of this plan and will support implementation. In this role, they are responsible for identifying engineering improvements on City roads to address safety needs, but also convening stakeholders involved in this plan on a regular basis to discuss all implementation activities.

**Implementation Meetings:** The City of Hilliard will convene stakeholders, either in person or virtually at a minimum of one time a year to discuss progress and associated challenges with implementing the Action Plan. The meeting will focus on the “outcomes” for each action. Upon conclusion of the meeting(s), progress will be documented, and the Action Plan updated, as needed.



**Stakeholders/Champions:** The key stakeholders for this plan reviewed the data, discussed other known challenges, and collectively agreed to the strategies found within. And while they each take responsibility for traffic safety in different ways, crashes occur for a multitude of reasons. So, they committed to implementing the policies, programs, and projects that pertain to them as well as supporting the efforts of others. They will do this by:

- Being champions for safety in job responsibilities and personal lives
- Participating in events and campaigns relevant to this plan
- Sharing information about transportation safety within our agencies and to our peers
- Coming together at least annually to share progress on safety activities

**Annual Evaluation:** When the previous year’s crash data are available, the City of Hilliard will evaluate progress toward the goal of toward zero deaths by assessing city-wide fatalities, serious injuries, and crashes as well as for each of the three emphasis areas.

**Other Planning Efforts:** The City of Hilliard will remain informed of current and new MORPC and ODOT safety programs, policies, plans, guidelines, and/or standards. Based on this information, the City can continue to identify opportunities to build upon the current Action Plan.

**Refreshing the Plan:** From the date of adoption, the **Safe Streets for Hilliard Plan** will be refreshed or fully updated every five years. This will ensure the crash and other data are up to date and solutions are revised to meet evolving implementation of policies, programs, and projects.

## Summary/Conclusion

Like many communities in Central Ohio and around the country, Hilliard experiences severe injuries and fatalities as the result of traffic crashes. This plan provides a framework to address those tragedies and contribute to the overall safety of the region by fixing the potential hazards on Hilliard’s transportation network. Through collaboration with stakeholders, vigilance, and prioritizing safety on the transportation network, Hilliard will continue to *“Create safe spaces and streets for all road users in our community to prevent severe crashes.”*

