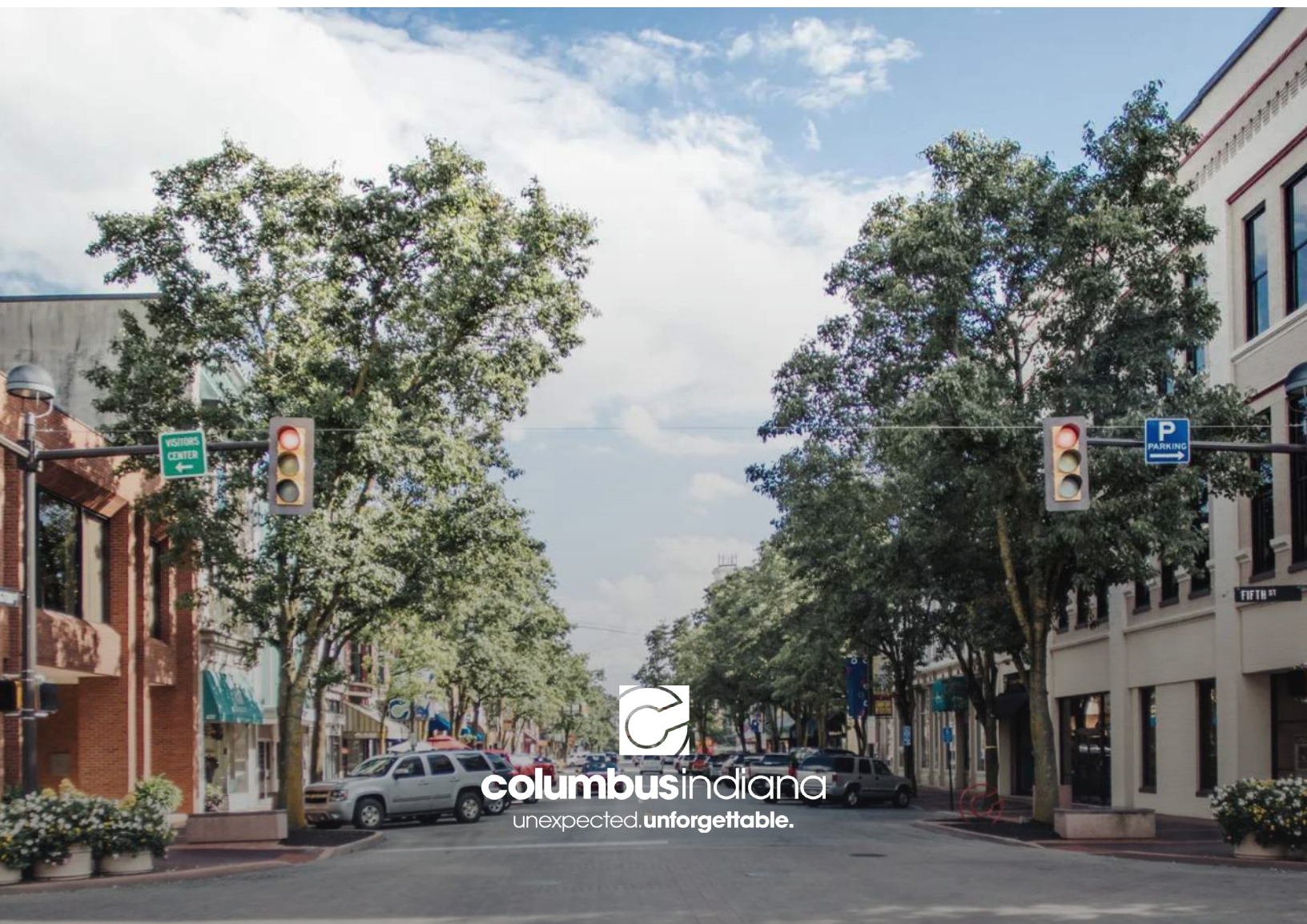


CITY OF COLUMBUS, INDIANA

SAFE STREETS AND ROADS FOR ALL (SS4A) COMPREHENSIVE SAFETY ACTION PLAN

DRAFT REPORT: DECEMBER 15, 2025

DATE ADOPTED: MAY 6, 2026



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ACKNOWLEDGMENTS

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- Matt Martindale, Deputy Chief of Police, Columbus
- Chris Lane, Sheriff, Bartholomew County
- Neti Redelman, Paramedic, Columbus Regional Health (CRH)
- Ashley Beckort, MPO Manager, Columbus Area Metropolitan Planning Organization (CAMPO)
- Jessie Boshell, Senior Planner (Bike/Ped Coordinator), Columbus
- Damon Brown, Traffic Engineer, INDOT Seymour District
- Brett Boezeman, Assistant Superintendent for Finance & Operations, Bartholomew County School Corporation (BCSC)
- Kelli Thompson, Director of Health Services, BCSC
- Matt Dudukovich, Director of Transportation, ColumBUS
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PREPARED BY



AMERICAN
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INC.

City of Columbus - Safe Streets and Roads for All (SS4A)

Comprehensive Safety Action Plan Adoption

Board of Public Works Signature Page

Signed and accepted by the City of Columbus Board of Public Works and Safety this 6th

day of May , 2026 .

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Eric A. Frey, II, Member

Brenda Sullivan
Brenda Sullivan, Member

John C. Pickett, Member

Melanie V. Henderson
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ATTEST:

Luann Welmer
Luann Welmer, Clerk of the City of Columbus, Indiana

SEAL

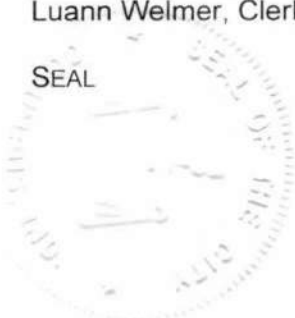


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1. EXECUTIVE SUMMARY



1. EXECUTIVE SUMMARY

The City of Columbus, Indiana, marks its devotion to eliminating traffic fatalities and severe injuries by enacting a Safe Streets and Roads for All Comprehensive Safety Action Plan (CSAP). This plan has been prepared with a focus on data analysis and community engagement and prioritizing projects with a high impact on safety for all road users.

This CSAP is aligned with the City of Columbus's Vision Zero goal of eliminating all fatal and serious injury crashes by 2040.

The City of Columbus embraces the Safe System approach and recognizes that severe crashes are intolerable and preventable, acknowledging that although mistakes are inevitable, traffic fatalities do not have to be. Furthermore, the City affirms that it possesses the tools and knowledge to be proactive in averting tragedies, and it shares responsibility with the public and other stakeholders to ensure that when crashes do occur, they do not result in devastating outcomes. This CSAP emerges as a response to a strong and clear call to action from Columbus residents and establishes a commitment to guaranteeing a transportation system that prioritizes safety for all.

Through the diligent implementation of this CSAP, the City of Columbus will steadily advance toward its safety objectives while simultaneously nurturing a transportation network that is safe and accessible for all residents, particularly for those most vulnerable. By placing safety and collaboration at the forefront, Columbus is poised to create enduring positive change within its community and safeguard the well-being of all road users.

The City of Columbus CSAP encompasses a structured approach, beginning with the creation of a **Steering Committee** responsible for overseeing the action plan's development and guiding its future implementation. This is followed by reviewing and summarizing existing crash data, establishing a **High-Injury Network (HIN)**, and identifying **hotspot intersections**, thus laying the groundwork for targeted interventions. **Public outreach** efforts are detailed, outlining the relevance of public input to the planning process.

Furthermore, the plan demonstrates Columbus's **commitment to community inclusion** by analyzing underserved populations and their relationship to severe crashes. Evaluations of the City's current plans and policies identify opportunities for improvement in roadway safety. The plan establishes a framework for identifying and prioritizing safety projects, considering historic crash data, community needs analysis, and public feedback. Additionally, non-project **strategic improvements** are recommended, and stakeholders responsible for implementation are identified.

Lastly, the plan details future updates, how the City's effectiveness will be measured, and how these efforts will be communicated to the public and stakeholders, ensuring **transparency** and accountability in achieving safety goals.

As Columbus embarks on this journey, the City remains dedicated to engaging with its community, leveraging data-driven insights, and continually refining strategies to ensure that Columbus remains at the forefront of innovation and progress in traffic safety. Together, Columbus and its citizens can build a future where every journey is a safe one.

2. INTRODUCTION

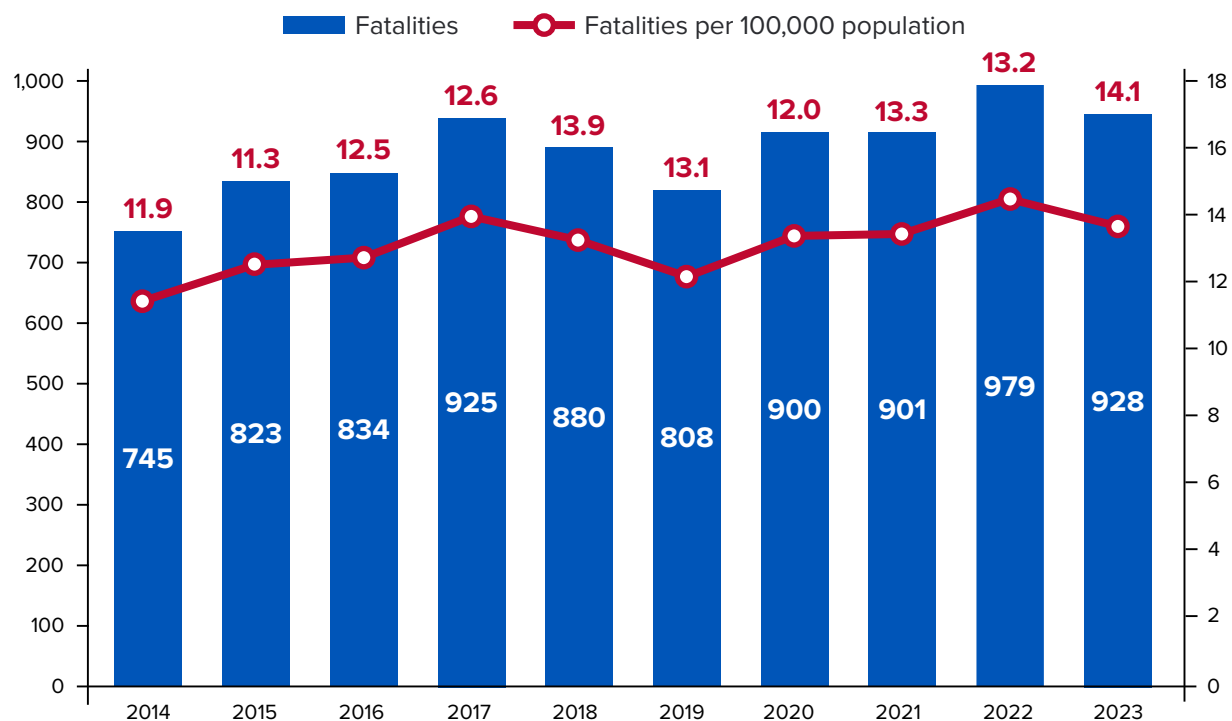


2. INTRODUCTION

According to the Indiana University Public Policy Institute, in partnership with the Indiana Criminal Justice Institute, Indiana has witnessed an alarming rise in traffic fatality rates over the past decade. As shown in **Figure 1**, the number of fatalities for the State of Indiana increased from 901 in 2021 to 979 in 2022, before slightly decreasing to 928 in 2023. Fatality rates have followed a similar pattern, climbing from a recent low of 12.0 per 100,000 population in 2019 to a peak of 14.3 in 2022, with a slight drop to 13.5 in 2023.¹

Overall, the past several years reflect a concerning general upward trend in both the number of lives lost and the fatality rate statewide.

Figure 1: Total Fatalities and Fatality Rate in Indiana, 2013-2022

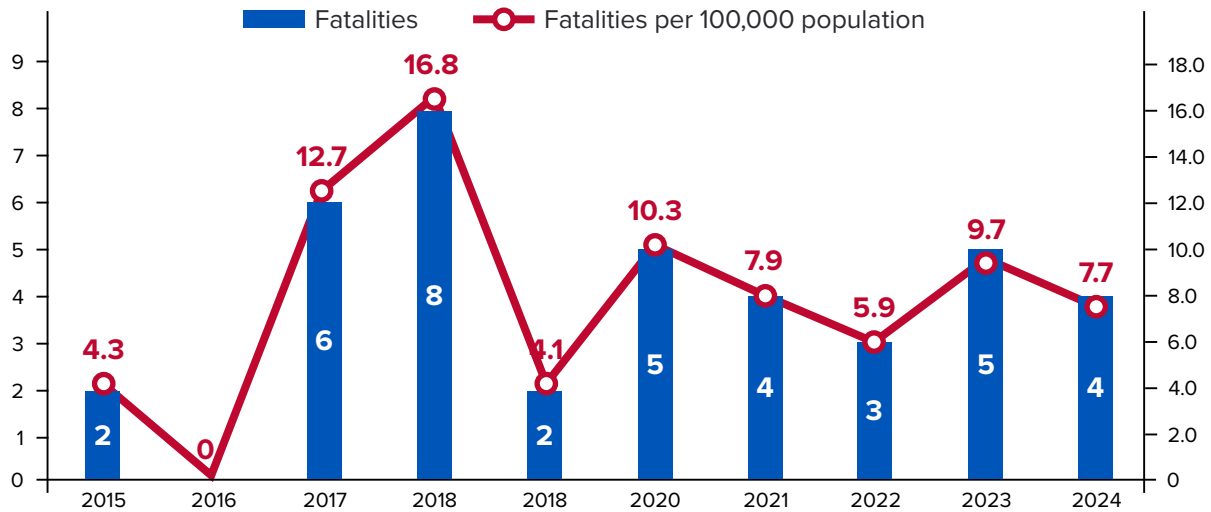


Sources: Analysis provided by the Indiana University Public Policy Institute using data from the Indiana State Police Automated, Reporting Information Exchange System (ARIES), downloaded April 12, 2024; and US Census Bureau, 2023 county population estimates, downloaded March 14, 2024.

¹ Source: [2022 Indiana Crash Fact Book](#)

The fatality statistics in the City of Columbus, Indiana between 2015 and 2024 are shown in **Figure 2**. While these numbers may be lower than the rest of the state, the trend shows that traffic fatalities are not likely to decrease in the City of Columbus without intervention, indicating that action is necessary.

Figure 2: Total Fatalities and Fatality Rate in Columbus, Indiana, 2015-2024



Carefully selected, evidence-based practices and policies can help reverse the course. Achieving this will require a comprehensive examination and improvement of street design, social factors, the built environment, vehicle standards, and emerging technologies that are contributing to the decline in traffic safety across the state and the City of Columbus.

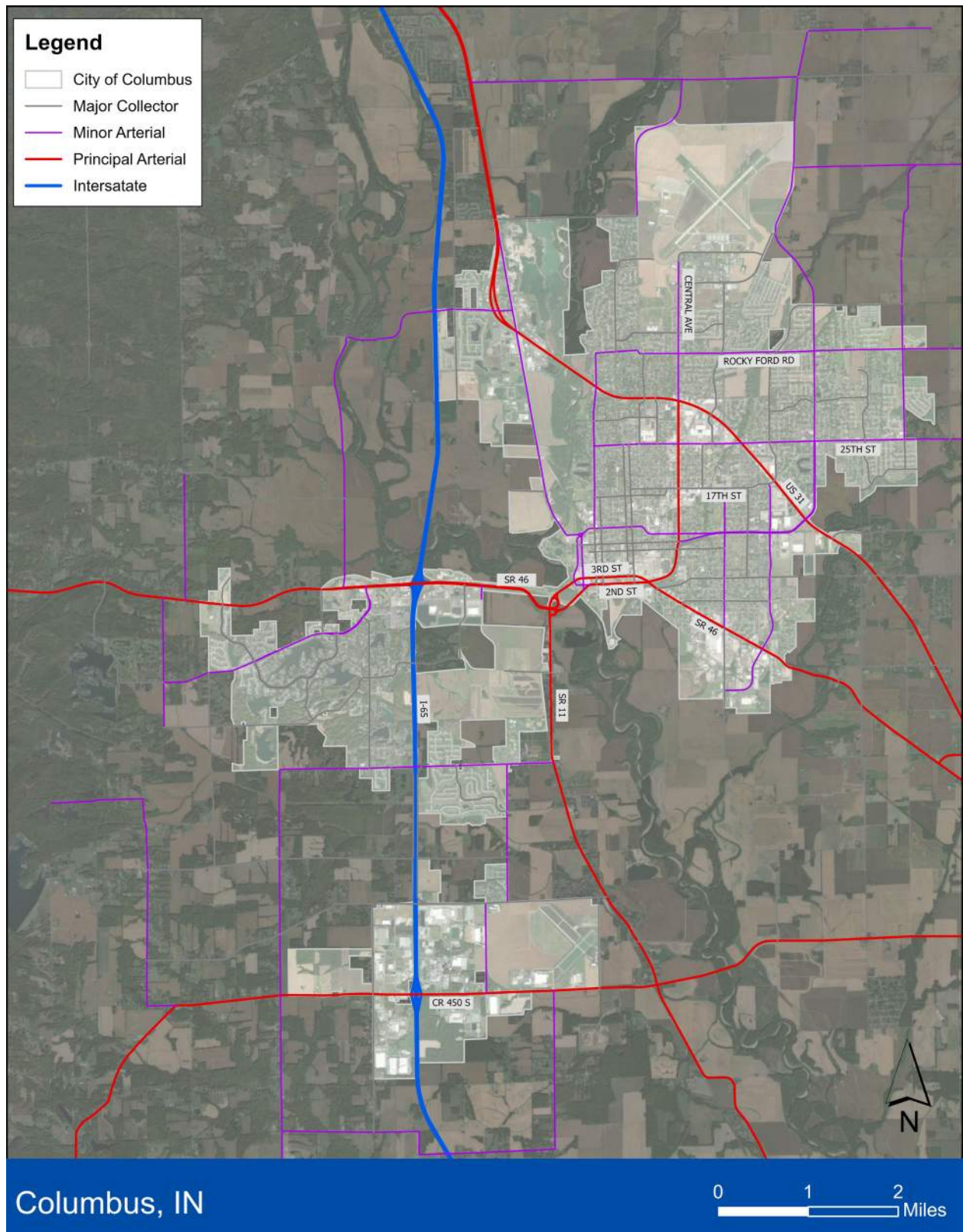
2.1 ABOUT THE CITY OF COLUMBUS

Columbus, located in Bartholomew County, Indiana, is a vibrant community with a population of 50,474 as of the 2020 census. Situated about 40 miles south of Indianapolis along Interstate 65, Columbus is easily accessible by major highways, providing strong regional connectivity. The City is well-known for its modern architecture, with numerous buildings designed by internationally recognized architects, giving Columbus a distinctive cultural and aesthetic character.

Columbus is served by a well-connected transportation network, including roadways, public transit, and nearby air travel options. The Columbus Municipal Airport provides regional air service, while Indianapolis International Airport is within a short drive for broader domestic and international flights. Local transit is supported by the Columbus system, which offers bus routes serving the community and major local destinations, including downtown, educational institutions, and commercial areas.

The City's combination of accessible transportation, thoughtful urban design, and cultural amenities makes Columbus an attractive hub for residents, businesses, and visitors alike. Recreational trails, parks, and pedestrian-friendly streets further enhance the city's livability and connectivity.

Figure 3: City of Columbus Boundary



2.2 SAFE STREETS AND ROADS FOR ALL AND VISION ZERO

When the federal government passed the [*Infrastructure Investment and Jobs Act \(IIJA\) – H.R. 3684*](#) in late 2021, one of the most notable new programs was Safe Streets and Roads for All – commonly abbreviated as “SS4A.” SS4A commits large amounts of federal funding toward transforming the safety of corridors, municipalities, and regions through a series of planning and implementation grants. A fundamental component of SS4A is its alignment with a Vision Zero approach to safety. Vision Zero is based on the principle that it is not acceptable that people are killed or seriously injured when moving throughout the transportation network. Simply put, Vision Zero is a commitment to move toward zero deaths. This initiative recognizes that the responsibility for a safe transportation network is shared between users and transportation system designers and that behavioral and design issues are both important to understand and address. The City of Columbus strongly supports a Vision Zero approach to safety.

Communities seeking SS4A funding must have a compliant Safety Action Plan. A significant portion of the overall SS4A program is devoted to funding Action Plans. The City of Columbus was awarded the FY 24 SS4A Planning Grant to create a comprehensive safety action plan. The City engaged American Structurepoint Inc. to create an action plan following all required and suggested SS4A Action Plan components.

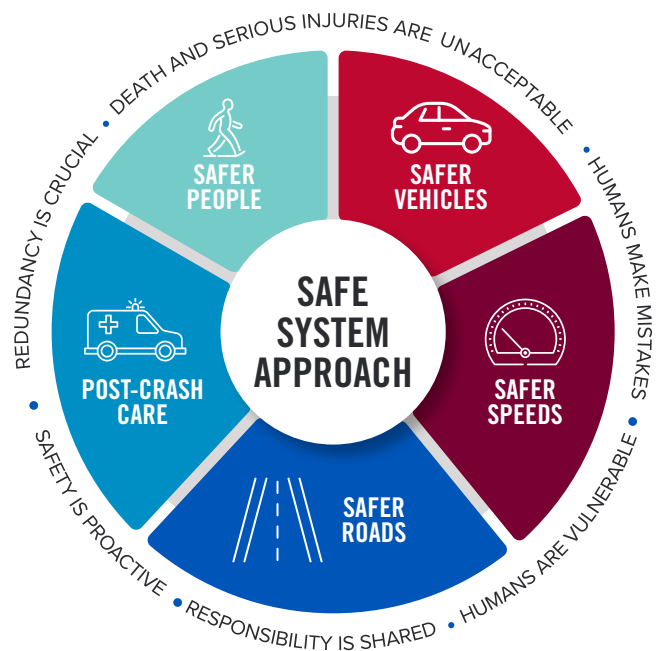
With the adoption of this plan by the Council, Columbus can pursue SS4A Demonstration and Implementation Grants. This grant can fund various safety projects and strategies identified in this Action Plan that address roadway safety problems. This plan will also identify the tools and policy changes needed to achieve the vision zero goal.

2.2.1 THE SAFE SYSTEM APPROACH

Columbus’s response to address traffic safety concerns will incorporate the Safe System approach embraced by the US Department of Transportation (DOT). The Safe System Approach focuses on human mistakes and vulnerability, incorporating redundancies to prevent crashes and minimize harm. The US DOT’s National Roadway Safety Strategy and ongoing safety programs are aligned with the goal of achieving zero roadway fatalities and serious injuries. These programs target various aspects, including infrastructure, human behavior, responsible vehicle and transportation industry oversight, and emergency response, to create a comprehensive framework for making roadways safer.

The principles and elements of a safe system, presented in **Figure 4**, summarize the City’s approach to creating safe streets for all moving forward.

Figure 4: Safe System Principles and Elements



2.3 A COMPREHENSIVE SAFETY PLAN

The key components of the Comprehensive Safety Action Plan as outlined in the SS4A Notice of Funding Opportunity (NOFO) are detailed in the following sections.

- **Section 3:** Provides the composition of the project team and task force/steering committee overseeing the action plan development and guiding future implementation.
- **Section 4:** Review and summarize existing crash data, where fatality crashes occur, the population involved, and behavioral characteristics of crashes. Additionally, establishes a High-Injury Network (HIN) and Hotspot locations methodology that evaluates the City's roadway segments and intersections with a higher number of severe crashes.
- **Section 5:** Summarizes the results of public outreach efforts and the relevance of public input to the planning process.
- **Section 6:** Demonstrates the safety action plan's efforts to consider the needs of all community members as part of the planning process by analyzing the underserved populations and understanding the relationship between severe crashes and underserved population communities.
- **Section 7:** Documents the City's current plans and policies that were reviewed to identify opportunities for improvements concerning safety.
- **Section 8:** Establishes a framework to recommend and prioritize a list of potential safety projects by considering the existing HIN/Hotspot intersections, disadvantaged community considerations, and public feedback. Additionally, this section recommends a variety of other non-project strategic improvements that improve safety by changing and identifying the stakeholders responsible for implementing these efforts.
- **Section 9:** Details how the plan will be updated in the future, how the City's effectiveness at implementing the plan will be measured, and how these efforts will be demonstrated to the public and stakeholders.

2.4 COLUMBUS'S COMMITMENT TO SAFE STREETS AND ROADS FOR ALL (SS4A) AND VISION ZERO

The CSAP serves as a detailed roadmap outlining specific strategies, actions, and projects that the City of Columbus will implement in the coming years and beyond to enhance roadway safety across the community. In August 2024, the City of Columbus adopted a Vision Zero resolution, aiming to achieve a **complete elimination** of fatal and serious injury crashes by 2040. This resolution underscores the City's dedication to prioritizing safety as a fundamental aspect of urban planning and development. The resolution is included in **Appendix A** of this report.

With this plan, Columbus is taking its first step towards addressing current safety concerns and laying the foundation for a safer future. By implementing targeted strategies and initiatives, the City aims to create a transportation system that is safe and accessible for all residents, visitors, and road users.

3. PROJECT TEAM AND STEERING COMMITTEE



3. PROJECT TEAM AND STEERING COMMITTEE

A dynamic and dedicated task force was formed in response to the pressing need for effective oversight of the development, implementation, and monitoring of the City of Columbus Safety Action Plan. The committee was comprised of diverse stakeholders and community leaders, and this task force will serve as the guiding force behind realizing the collective vision for a safer, more vibrant, and inclusive City of Columbus.

3.1 PROJECT TEAM

The project team, consisting of dedicated City officials and the consultant staff, played a pivotal role in guiding and refining the action plan at every stage of its development. Their valuable input and feedback were essential in shaping the direction and effectiveness of the plan. This collaborative effort involved multiple interactions with the steering committee and the consultant, ensuring comprehensive engagement and alignment of goals throughout the planning process. **Table 1** provides a list of project team members.

Table 1: City of Columbus CSAP, Project Team Members

NAME	TITLE
City of Columbus	
Andrew Beckort	City Engineer
American Structurepoint, Inc.	
Shashad Gujran	Project Manager
Aishwarya Iyer	Safety Analyst/Engineer
Alex Crandall	Safety Analyst/Engineer
Abhishek Nakire Kommula	Safety Analyst/Engineer
Philip Roth	Senior Planner
Patricia Salgado	Planner

3.2 STEERING COMMITTEE

A multi-disciplinary steering committee team comprising community members was established to oversee the development of this Safety Action Plan and project implementation and monitor the progress towards achieving the Vision Zero goal. The Steering Committee’s input is critical when creating a Comprehensive Safety Action Plan. The committee helped the project team identify unsafe intersections/roadways within the City of Columbus during the process. Additionally, the committee helped identify future infrastructure projects for the City’s future.

Throughout the project, multiple steering committee meetings were held to discuss the project’s process and to review and present draft materials. Meeting minutes are shown in **Appendix B** for a more detailed explanation of what each steering committee meeting captured. **Table 2** provides a list of Steering Committee members.

Table 2: City of Columbus CSAP, Steering Committee Members

ID	NAME	TITLE
1	Andy Lay	Fire Chief, Columbus
2	Steve Norman	Chief of Police, Columbus
3	Matt Martindale	Deputy Chief of Police, Columbus
4	Chris Lane	Sheriff, Bartholomew County
5	Neti Redelman	Paramedic, CRH
6	Ashley Beckort	MPO Manager, CAMPO
7	Jessie Boshell	Senior Planner (Bike/Ped Coordinator), Columbus
8	Damon Brown	Traffic Engineer, INDOT Seymour District
9	Brett Boezeman	Assistant Superintendent for Finance & Operations, BCSC
10	Kelli Thompson	Director of Health Services, BCSC
11	Matt Dudukovich	Director of Transportation, Columbus
12	Amber Porter	Assistant City Engineer, Columbus
13	Cheryl Wright	Action Team Coordinator, CRH
14	Tom Dell	Councilman, City Council
15	Laura Garrett	Director of Community Impact, BCHF

CRH – Columbus Regional Health; CAMPO – Columbus Area Metropolitan Planning Organization;
 BCSC – Bartholomew Consolidated School Corporation; BCHF – Bartholomew County Heritage Fund

4. SAFETY ANALYSIS



4. SAFETY ANALYSIS

To identify the factors contributing to an increased likelihood of fatal and severe injury crashes in the area, an analysis was conducted of crashes reported in the Indiana State Police Automated Reporting Information Exchange System (ARIES) spanning from the year 2020 to 2024. These factors included aspects such as road geometry, traffic flow, driver behavior, and environmental conditions.

Following the Safe System Approach, our methodology integrated safety analysis findings with proactive assessments to identify the roadway features linked to an elevated risk of severe crashes. By combining these analytical strategies, the City has identified key areas where it can strategically prioritize its efforts in the forthcoming years to address the predominant types of severe crashes and employ evidence-based countermeasures.

4.1 HIGH-LEVEL TRENDS

The crash analysis focused on crashes specifically within the City of Columbus’s jurisdiction. From 2020 to 2024, Columbus recorded an average of **607** crashes per year, with **15.2%** classified as fatal or incapacitating injury crashes. The crash data shows a steady increase in total crashes from 2020 through 2023, reflecting the continued rebound in travel activity after the pandemic. Total crashes rose each year, with the most notable increase occurring in 2023, when crashes reached their five-year peak. In contrast, fatal and severe injury crashes fluctuated over the last five years. The variations suggest that while overall traffic activity increased consistently, the frequency of the most severe crash types did not follow the same pattern and may have been influenced by factors such as changing travel behavior, enforcement levels, or crash reporting practices. Specifically, the decline observed in 2024 is likely attributed to the implementation of ARIES Version 6, which redefined the classification of serious injuries, resulting in fewer crashes being categorized as severe. The annual crash frequency and the corresponding percentage changes are summarized in **Table 3**.

Table 3: City of Columbus Crash Frequency, 2020-2024

YEAR	TOTAL CRASHES	CHANGE (%)	INJURY AND FATALITY CRASHES	CHANGE (%)
2020	507	-	110	-
2021	572	13%	94	-15%
2022	577	1%	108	15%
2023	659	14%	103	-5%
2024	720	9%	47	-54%
Total	3035	-	462	-
5-year Avg.	607	-	92	-

The crash data was further analyzed to determine the crash frequency based on the following categories:

- Month and Day of the Week
- Crash Type
- Light Conditions
- Roadway Surface Conditions

CRASH DISTRIBUTION BY MONTH AND DAY OF THE WEEK

Crash patterns vary throughout the year, with total crash frequencies generally high between July and November. This increase may be associated with the start of the school year, when traffic volumes are expected to rise and become more concentrated along major corridors. Serious crashes tend to be high from spring to late summer, peaking in August. This period aligns with continued seasonal travel, higher traffic volumes associated with school-related activities, and greater numbers of people walking or biking, resulting in more vulnerable road users on the network.

A review of crashes by day of the week shows that serious injury crashes occur most frequently between Tuesday and Thursday. These midweek days typically experience the highest commuting activity, which increases roadway exposure and elevates the likelihood of severe crash outcomes. These temporal patterns help contextualize when safety risks are greatest and can support targeted mitigation strategies. The crash patterns by month of the year and day of the week are shown in **Figure 5** and **Figure 6**, respectively.

Figure 5: City of Columbus, Crashes by Month, 2020-2024

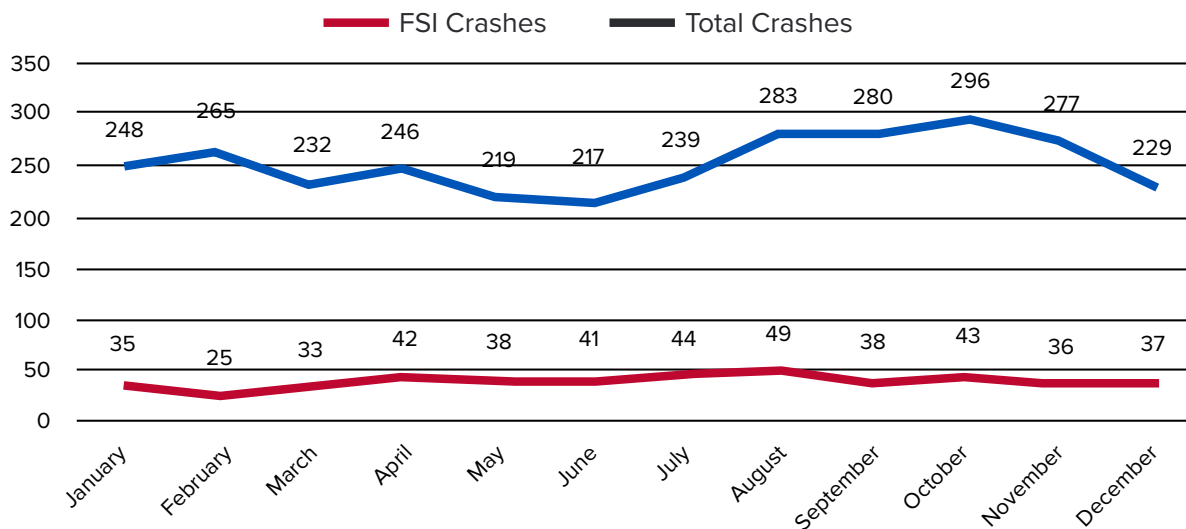
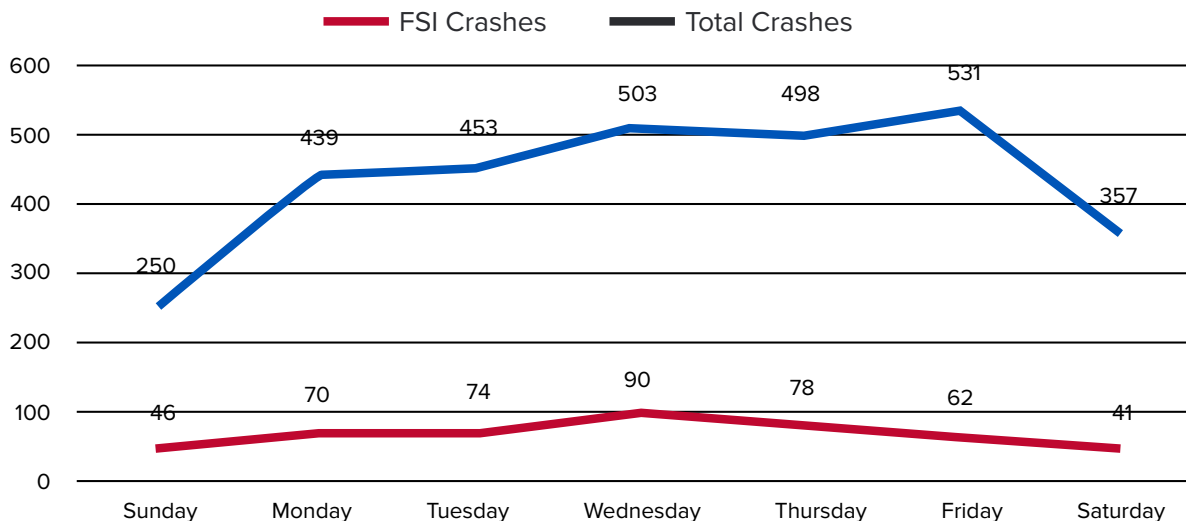


Figure 6: 2020-2024 City of Columbus, Crashes by Day of the Week



CRASH DISTRIBUTION BY CRASH TYPE

The crash data analysis indicates that right-angle collisions were the most common crash type in the City of Columbus, accounting for approximately 27% of all reported crashes. This was followed by rear-end collisions, left-turn collisions and ran-off road crashes. Collectively, rear-end, right-angle, left/right-turn, and run-off-road crashes comprised approximately 75% of all fatal and severe-injury crashes reported between 2020 and 2024.

In addition to the frequency of crashes, a severity ratio was calculated for all manners of collision to highlight the crash types disproportionately associated with severe outcomes. The severity ratio is defined as the ratio of a crash type's share of severe crashes to its share of total crashes. This helps in identifying patterns that might otherwise be masked by high or low totals. For example, a crash type that represents 5% of severe crashes and 10% of all crashes would have a severity ratio of 0.5. A severity ratio greater than 1 indicates that a crash type was overrepresented among citywide severe crashes. Because the severity ratio is calculated with percentages, they are relative and are not comparable between different crash types.

In Columbus, right-angle and run-off-road crashes have severity ratios greater than 1, indicating they are disproportionately represented in severe crashes. Although rear-end and left turn crashes account for a substantial number of severe crashes, their severity ratios of 0.83 and 0.96 indicate that these crash types are slightly underrepresented relative to how frequently they occur overall. In other words, while they do not exhibit a disproportionately high severity risk, they are also not significantly safer than typical crash types. Additionally, even though head-on crashes and collisions with fixed objects do not occur frequently, their severity ratios of 2.31 and 1.44 indicate that they are significantly overrepresented among severe crashes relative to their share of total crashes. This indicates that when these crash types do occur, they are far more likely to result in fatal or incapacitating injuries compared to the average crash.

The crash frequency and severity ratios for all manners of collision are highlighted in **Table 4**.

Table 4: City of Columbus, Manner of Collision, 2020-2024

CRASH TYPE	TOTAL CRASHES	% OF TOTAL CRASHES	FATAL & SEVERE INJURY (FSI) CRASHES	% OF FSI CRASHES	SEVERITY RATIO
Head-On	91	3.00%	32	6.90%	2.31
Collision with Object	32	1.10%	7	1.50%	1.44
Other	241	7.9%	46	10.0%	1.25
Ran Off Road	322	10.6%	59	12.8%	1.20
Right Angle	811	26.70%	141	30.50%	1.14
Left/Right Turn	412	13.6%	60	13.0%	0.96
Opposite Direction Sideswipe	45	1.5%	6	1.3%	0.88
Rear End	700	23.10%	88	19.00%	0.83
Same Direction Sideswipe	214	7.1%	17	3.7%	0.52
Collision with Animal	36	1.20%	2	0.40%	0.36
Backing Crash	131	4.3%	4	0.9%	0.20
Total	3,035	100%	462	100%	-

When implementing safety countermeasures to address specific crash types, it is essential to consider the locations where these crashes most frequently occur. In the City of Columbus, right-angle collisions rear-end crashes and run-off road crashes accounted for the highest frequency of severe crashes.

Analysis of crash patterns within the City's jurisdiction indicates that the majority of severe right-angle collisions predominantly took place at four-way intersections. In contrast, severe rear-end and run-off road crashes occurred along roadway segments without intersection involvement. **Figure 7** through **Figure 9** present crash trees that illustrate the distribution of severe right-angle and rear-end crashes by location type, highlighting the areas with the highest concentrations of these crash types.

Figure 7: Severe Right Angle Crash Tree

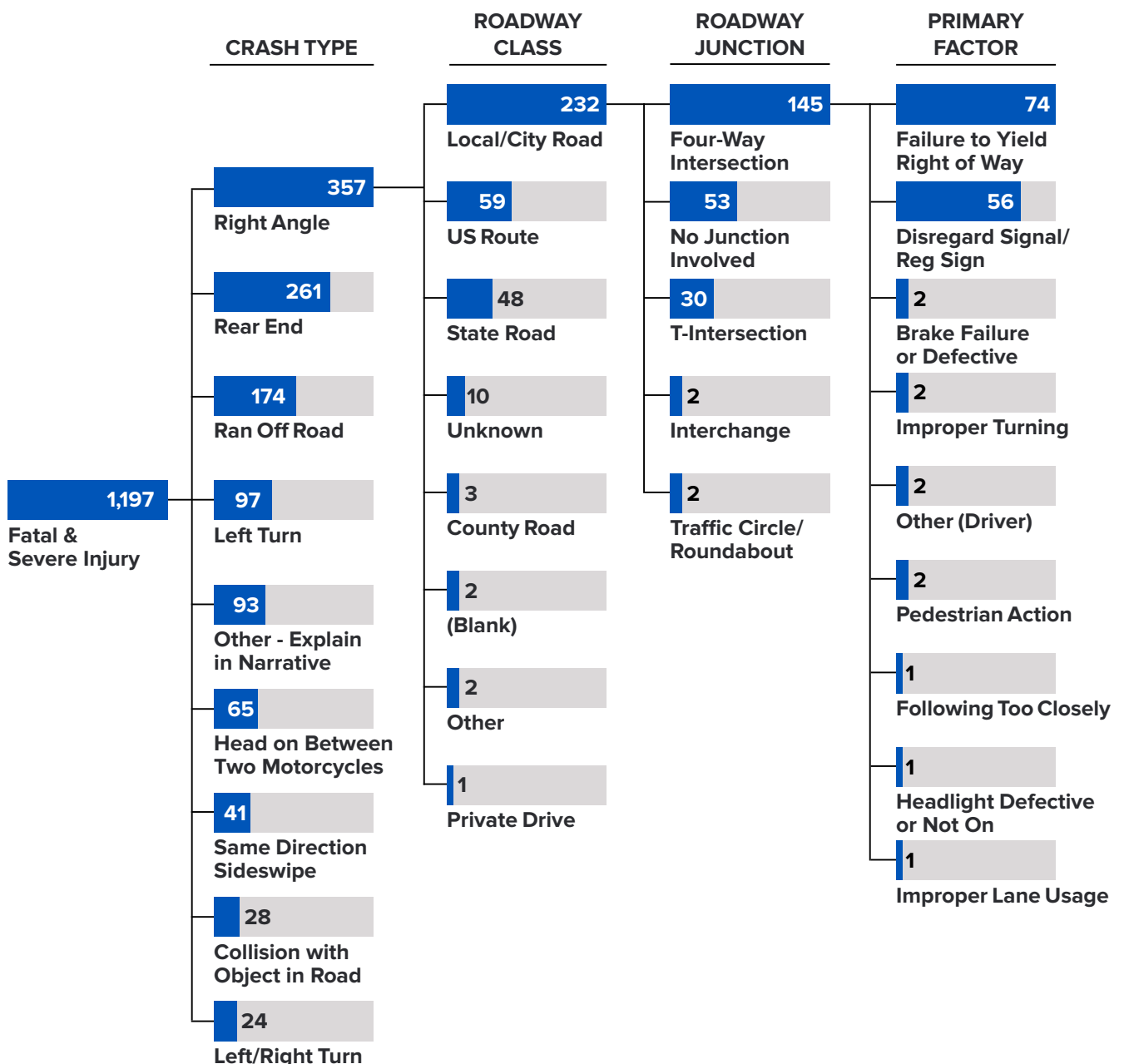


Figure 8: Severe Rear End Crash Tree

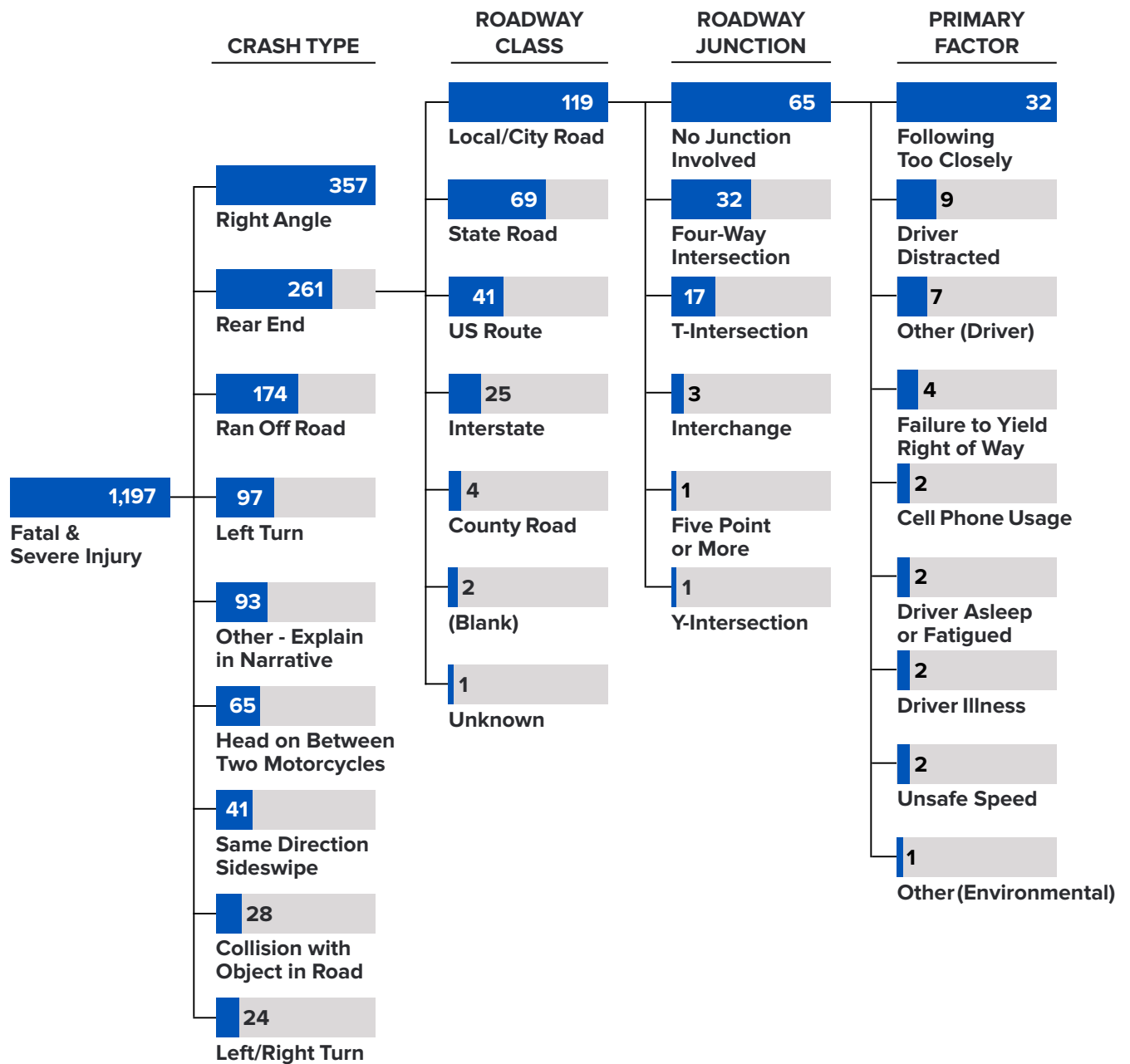
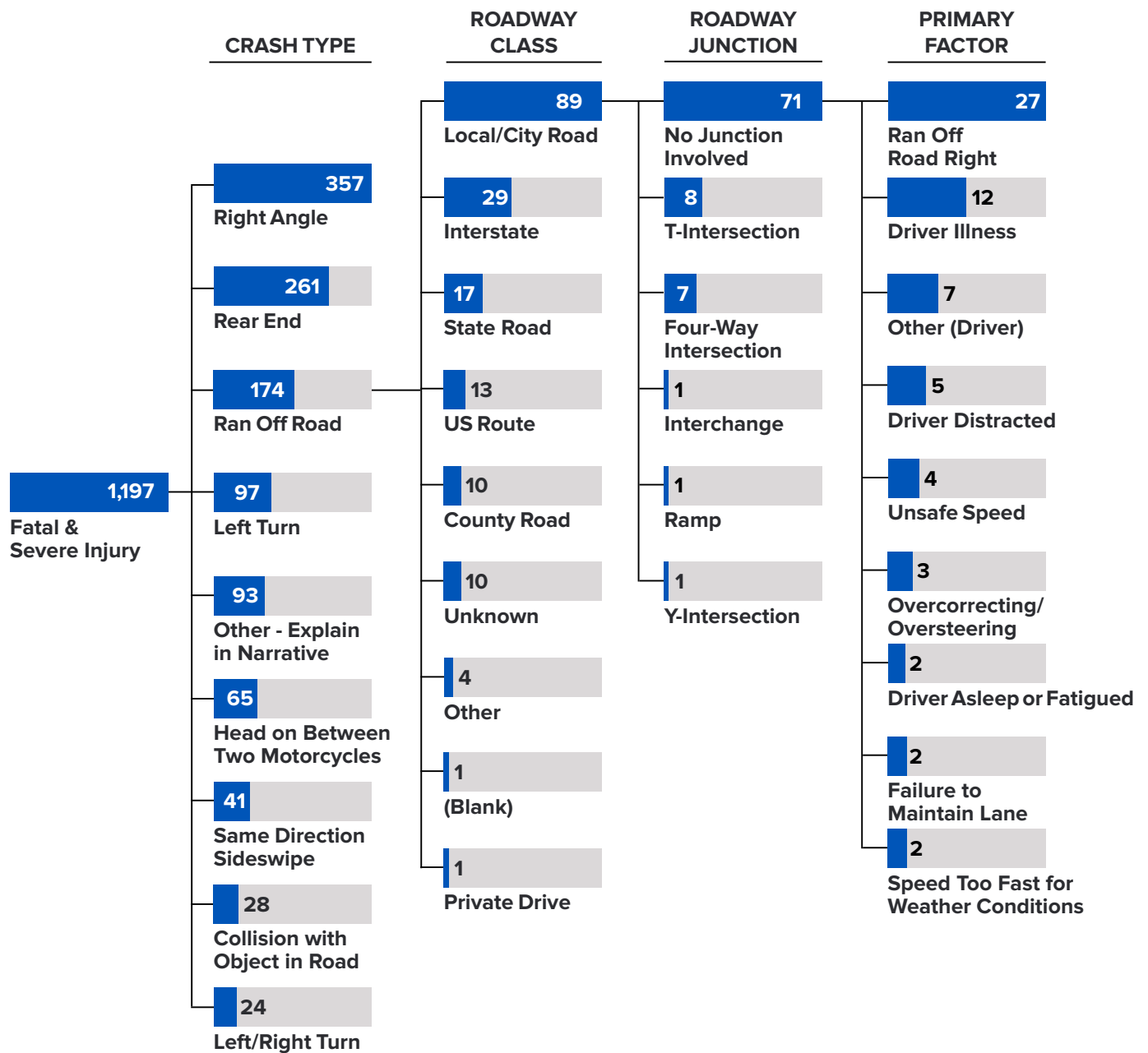


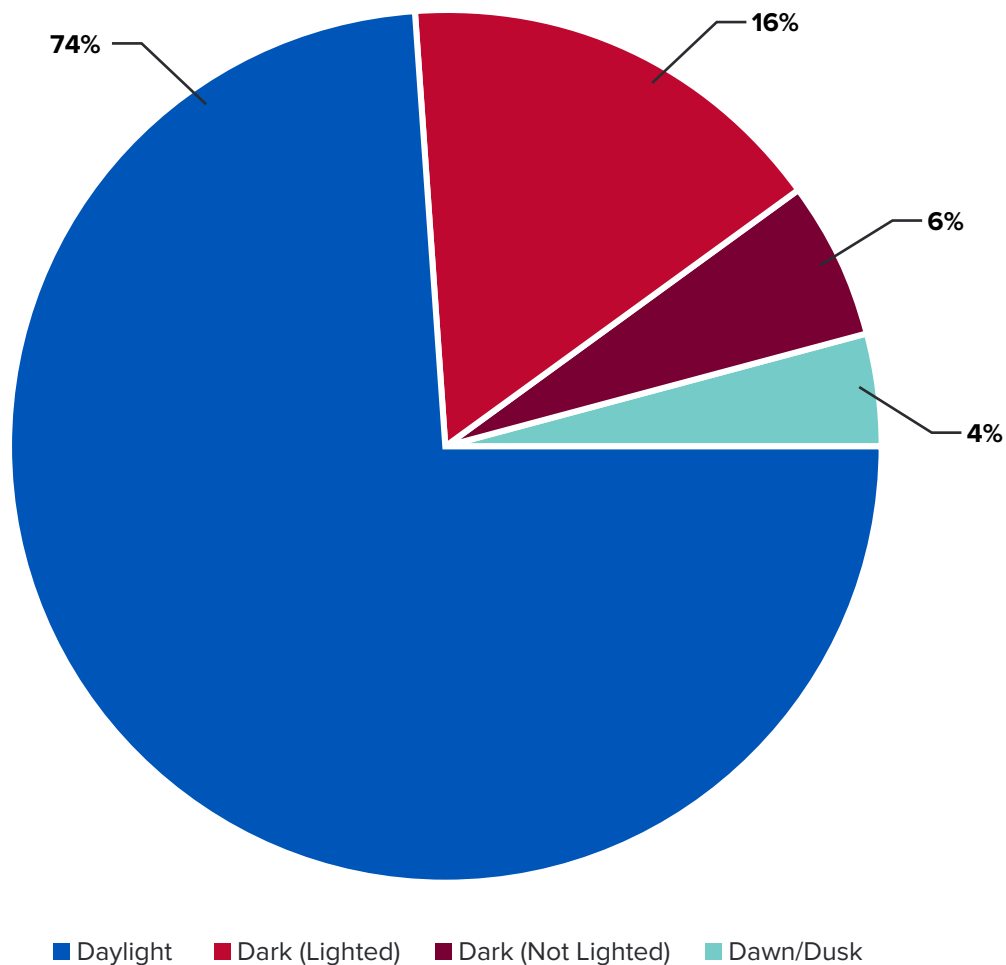
Figure 9: Severe Run-Off Road Crash Tree



CRASH DISTRIBUTION BY LIGHT CONDITIONS

The crash analysis results indicate that most crashes, approximately 74%, occur during daylight hours while crashes under dark conditions with lighting account for approximately 16% of the total crashes. Dark conditions without lighting as well as dawn and dusk conditions contribute to roughly 10% of the total crashes. This distribution highlights that while most crashes happen in well-lit conditions during the day, a significant portion still occurs during low-light or night-time conditions, emphasizing the importance of considering lighting in safety analyses and interventions. A summary of crash distribution by light conditions in Columbus is shown in **Figure 10**.

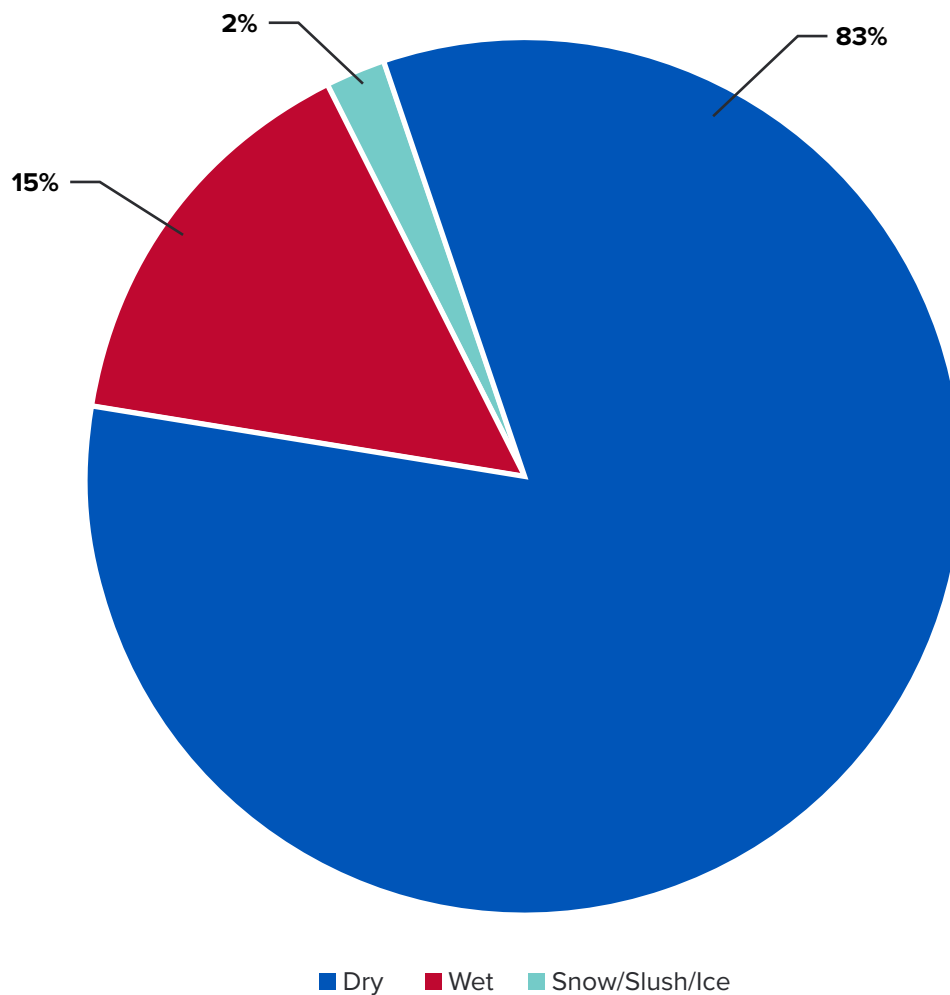
Figure 10: City of Columbus, Total Crashes by Light Condition, 2020-2024



CRASH DISTRIBUTION BY ROADWAY SURFACE CONDITIONS

The crash analysis results indicate that most crashes occurred on the roadway during dry conditions, comprising approximately 83% of the total crashes. Crashes on wet surfaces account for about 15% while crashes involving snow, slush, or ice conditions are the least frequent, making up roughly 2% of all crashes. The crash distribution by roadway surface conditions in Columbus is summarized in *Figure 11*.

Figure 11: City of Columbus, Total Crashes by Roadway Surface Conditions, 2020-2024

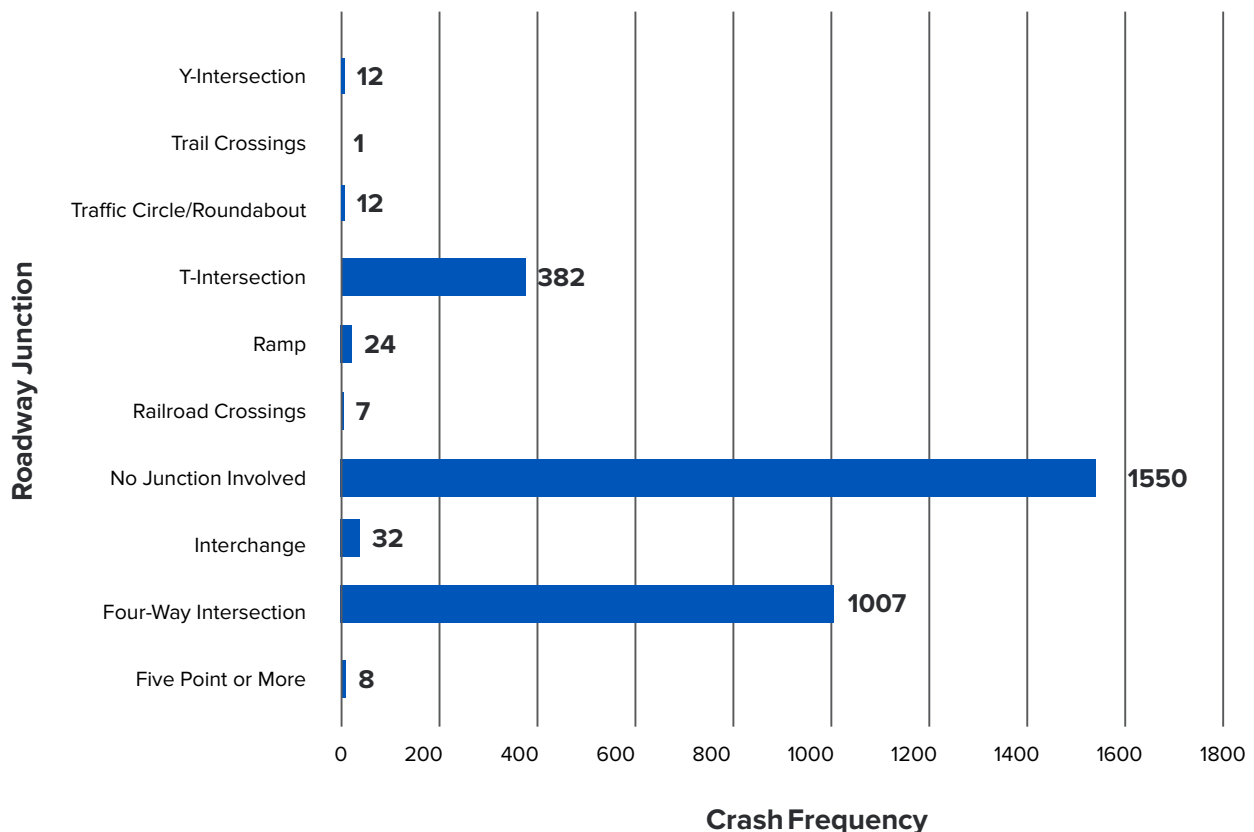


CRASH DISTRIBUTION BY ROADWAY JUNCTION

The crash analysis shows that more than half of all reported crashes—approximately **51%**—occurred along roadway segments where no junction was involved, indicating that mid-block locations represent the largest share of crash activity. The next most common crash location type is four-way intersections, which account for roughly **33%** of all crashes. The distribution of crashes by junction type is shown graphically in **Figure 12**.

Four-way intersections are especially important from a safety perspective because they typically have many potential conflict points. A typical four-legged intersection has 32 vehicle-to-vehicle conflict points and 24 vehicle-to-pedestrian conflict points. These conflict points can include areas where vehicles are turning left, turning right, or proceeding straight through the intersection, as well as points where lanes merge or diverge. Given the concentration of crashes at four-way intersections and the severe crash patterns commonly associated with them, strategies aimed at reducing conflict points system-wide could substantially improve safety across the city. Treatments such as installing roundabout intersections or limiting turning movements through access management, would likely have a high impact on safety throughout Columbus. These types of improvements have the potential to significantly lower both the frequency and severity of crashes in areas where intersection-related collisions are most prevalent.

Figure 12: City of Columbus, Crash Distribution by Roadway Junction Type, 2020-2024



4.2 SYSTEMIC SAFETY IMPROVEMENTS

Systemic safety improvements represent a proactive approach to addressing safety concerns on roadways by identifying and implementing measures that target common crash patterns and contributing factors. Unlike traditional spot safety improvements (discussed in Section 7), which focus on specific locations with a history of crashes, systemic safety improvements are applied across a broader network based on systemic risk factors. This approach helps proactively address safety issues comprehensively and efficiently, reducing the overall frequency and severity of crashes. Additionally, public and stakeholder input was considered to identify safety concerns that were not necessarily represented in the crash data, particularly raising concerns about pedestrian and trail crossings, sidewalk interconnectivity, and bicycle facilities.

Based on the crash data trends, three major crash categories were selected as ideal targets for systemic countermeasures:

- Right Angle/Left Turn/Right Turn (Failure to Yield)
- Pedestrian/Bicycle Crashes
- Rear Ends, High Speeds

Based on the review of national and international best practices, including [FHWA's Proven Safety Countermeasures](#), and research collected through the [Crash Modification Factors Clearing House](#), the following safety countermeasures were suggested as options to address these three severe crash types. Images have been sourced from the FHWA website.



ROUNDAABOUTS

Modern roundabouts are a circular intersection configuration that safely and efficiently moves traffic around a central island. Compared to a traditional four-legged intersection, roundabouts have less conflict points, reducing opportunities for right angle or turning collisions to occur. The curved nature of roundabouts has the added benefit of reducing the speeds of vehicles entering the intersection, ensuring that when collisions do happen, they will likely be less severe. Converting a stop-controlled intersection to a roundabout can reduce fatal and injury crashes by up to **82%** (CMF ID: 211) and converting a signalized intersection to a roundabout can reduce fatal and injury crashes by up to **78%** (CMF ID: 226).



DYNAMIC SPEED FEEDBACK SIGNS

Speed feedback signs are an effective systemic countermeasure that enhance roadway safety by encouraging drivers to reduce their speed through real-time visual feedback. These signs detect vehicle speeds and display them to drivers, increasing awareness and promoting voluntary compliance with speed limits. By moderating speeds, these signs particularly help reduce crashes in areas with frequent speeding issues. Installing speed feedback signs has been shown to reduce overall crashes by up to **7%** (CMF ID: 6866), making them a cost-effective tool for improving safety.



RAISED MEDIANS OR PEDESTRIAN REFUGE ISLANDS

A median in the center of the roadway separates opposite directions of travel, preventing vehicles from driving left of center and causing head-on collisions. They also control where vehicles are allowed to turn, which can help prevent right angle and turning crashes typically associated with higher injury severity. A pedestrian refuge island (or crossing area) is a type of median that includes a protected waiting area for pedestrians, allowing them to cross one direction of traffic at a time and improving pedestrian safety. Installing a median or pedestrian refuge island can help improve safety by limiting risky vehicle maneuvers and reducing the distance and time pedestrians are exposed to traffic while crossing. Installing a raised median on an urban street can reduce right angle crashes by up to **55.4%** (CMF ID: 2220) whereas installing a pedestrian refuge island in urban areas can reduce vehicle-pedestrian crashes by up to **14%** (CMF ID: 9120).



RETROREFLECTIVE SIGNAL BACKPLATES

Adding retroreflective tape borders to signal head backplates reflects the headlights of vehicles, making them more visible to drivers, especially in dark conditions. This countermeasure is relatively low-cost and easy to implement, making it a very cost-effective improvement to implement in Columbus. When implemented at a signalized intersection, retroreflective signal backplates can reduce all crashes by up to **15%** (CMF ID: 1410).



HAWK SIGNALS

High-Intensity Activated Crosswalk (HAWK) signals are a type of signal that are activated by pedestrians pressing a call button. They are also sometimes referred to as Pedestrian Hybrid Beacons (PHB). They are best implemented at midblock crossings and uncontrolled crossings or intersections, where vehicle speeds and a lack of gaps in traffic make crossing the road unsafe. These signals slow and stop vehicles when people wish to cross the road to give pedestrians the right of way to cross the road. When implemented, HAWKs can reduce pedestrian crashes by **55%** (CMF ID: 9020).



YELLOW CHANGE INTERVALS

Appropriately timed yellow change intervals at signalized intersections are an effective systemic countermeasure for improving intersection safety and reducing red-light running. The yellow signal indicates that the green phase is ending, and a red phase is imminent, giving drivers time to stop safely. Properly calculated yellow intervals can reduce both intentional and unintentional red-light running, which is a leading contributor to severe and fatal crashes at signalized intersections. When implemented correctly, this mitigation can help reduce crashes by up to **14%** (CMF ID: 380, 384).



RECTANGULAR RAPID FLASHING BEACONS (RRFB)

These pedestrian actuated beacons are placed below pedestrian crossing signs on both sides of a marked crosswalk. They flash at high frequency to alert drivers to yield to crossing pedestrians. They are also applicable at trail crossings, school crossings, or at the entrance/exit of roundabouts. RRFBs can reduce pedestrian related crashes by up to **47%** (CMF ID: 9024).



SEPARATED BIKE LANES

Installing separated bicycle lanes is the best way to protect the growing number of bicyclists in Columbus. Creating a safe network of bicycle facilities not only protects the lives of vulnerable road users, but promotes an alternative mode of transportation, which can alleviate vehicular traffic on busy roads. Barriers such as flexible posts, curbs, or tree lawns are effective means of separating bike traffic from motor vehicle traffic and reduce the chance for collisions. In places where the right of way limits the space available for bike lane separation, reallocation of the roadway lane space, such as through road diets, can make the bike lane installation more feasible. A separated bicycle lane can reduce overall crashes by **44.8%** (CMF ID: 11552).



SIDEWALK CONNECTIVITY AND ACCESSIBILITY

The public of Columbus have identified a lack of sidewalk accessibility as a major safety concern within the City. By installing sidewalks or multi-use paths where they do not exist and improving them to comply with the Americans with Disabilities Act (ADA) standards where they already exist, Columbus can protect pedestrians and promote transportation accessibility for those who do not travel via motor vehicles. Existing curb ramps that do not meet ADA standards should be redesigned as part of this process, and sidewalks should be maintained and repaired to keep them safe and accessible.



LEADING PEDESTRIAN INTERVALS

Leading pedestrian intervals (LPI) are a signal timing strategy that gives pedestrians extra time to begin crossing the road before vehicles receive a green light. These extra seconds allow pedestrians to establish their presence in the intersection to turning vehicles, making them less likely to be hit. When implemented, LPIs can reduce pedestrian crashes at signalized intersections by up to **13%** (CMF ID: 9918).



ENHANCED CROSSWALK VISIBILITY AND INTERSECTION LIGHTING

Roadway lighting improves visibility and safety for drivers and pedestrians alike. To ensure the safety of pedestrians attempting to cross Columbus roads, it is crucial to make drivers aware of crosswalks and trail crossings. This can be achieved with enhanced signage, improved lighting, highly visible pavement markings, and PHBs or RRFBs where appropriate. Many intersections and corridors can benefit from installing or improving existing lighting, and it is one of the simplest ways to combat nighttime crashes. Installing high-visibility crosswalks in an urban setting can reduce pedestrian crashes by up to **40%** (CMF ID: 4123) while adding lighting can reduce nighttime crashes at intersections by up to **38%** (CMF ID: 433).



LOW-COST SIGNING AND MARKING IMPROVEMENTS

According to the FHWA, this includes adding double-up signage, advanced warning signage, and enhanced striping at stop-controlled intersections. Because these countermeasures are relatively low-cost, applying them systematically where appropriate has a high benefit-to-cost ratio, and can prevent crashes such as rear ends from occurring at these intersections. The added visibility at these intersections also has the benefit of reducing crashes that occur in the dark.

Similar strategies can also be implemented at railroad crossings. There are several railroad crossings on Columbus's roads, and improving the signage and pavement markings at these crossings will alert drivers to their presence. Flashing advance warning signs are also an effective strategy for reducing crashes at railroad crossings.

4.3 HOTSPOT INTERSECTIONS AND HIGH INJURY NETWORK (HIN)

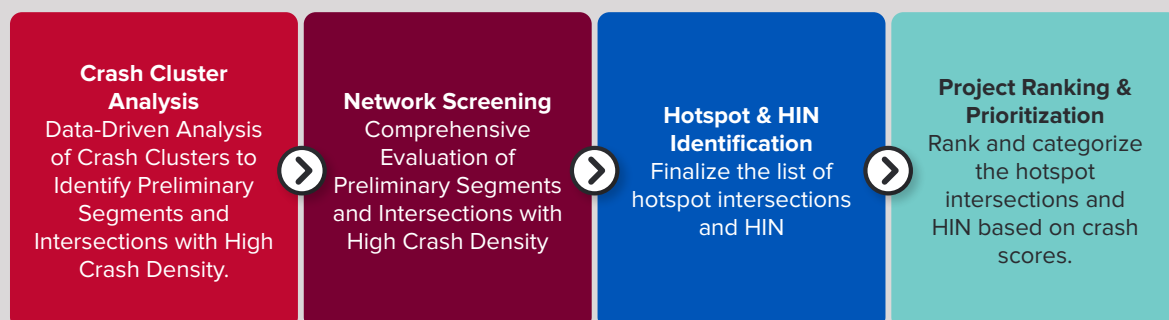
Identifying hotspot intersections and high-injury networks plays a critical role in understanding and addressing areas with a high frequency of crashes and severe injuries, ultimately leading to the implementation of effective safety measures to reduce traffic-related fatalities and injuries. By utilizing crash data and statistical analyses, we can identify trends and contributing factors associated with crashes and injuries at specific locations. This evidence-based approach identifies underlying issues and solutions tailored to address the unique safety challenges of each intersection or corridor within the high-injury network.

METHODOLOGY

Identifying the hotspot intersections and HIN was a four-step process, as shown **Figure 13**. It involved a systematic approach that leveraged data-driven analysis and comprehensive evaluation to prioritize safety improvements.

- **Data-Driven Analysis of Crash Clusters to Identify Preliminary Segments and Intersections:** This initial step involved analyzing crash data to identify clusters of crashes occurring at intersections and segments of roadways. By examining the spatial distribution of crashes, we identified areas with a high frequency of crashes, indicating potential hotspot intersections and segments within the road network.
- **Comprehensive Evaluation of Preliminary Segments and Intersections:** In this step, the comprehensive evaluation of the identified preliminary segments and intersections was performed to determine crash statistics, with a focus on the percentage of severe crashes.
- **Finalize the List of Hotspot Intersections and High-Injury Network Segments:** Building upon the comprehensive evaluation, the list of hotspot intersections and high-injury networks was finalized based on predefined criteria, ensuring that priority is given to intersections and segments with a significant concentration of severe crashes.
- **Rank the Hotspot Intersections and High-Injury Networks Based on Crash Scores:** Finally, the identified hotspot intersections and high-injury networks are ranked based on crash scores which were computed for total and vulnerable road user crashes. The crash score was computed based on assigning weights for various injury levels and then normalized based on duration and for the length of roadway segment for HIN.

Figure 13: Methodology for Hotspot Intersections and HIN Identification

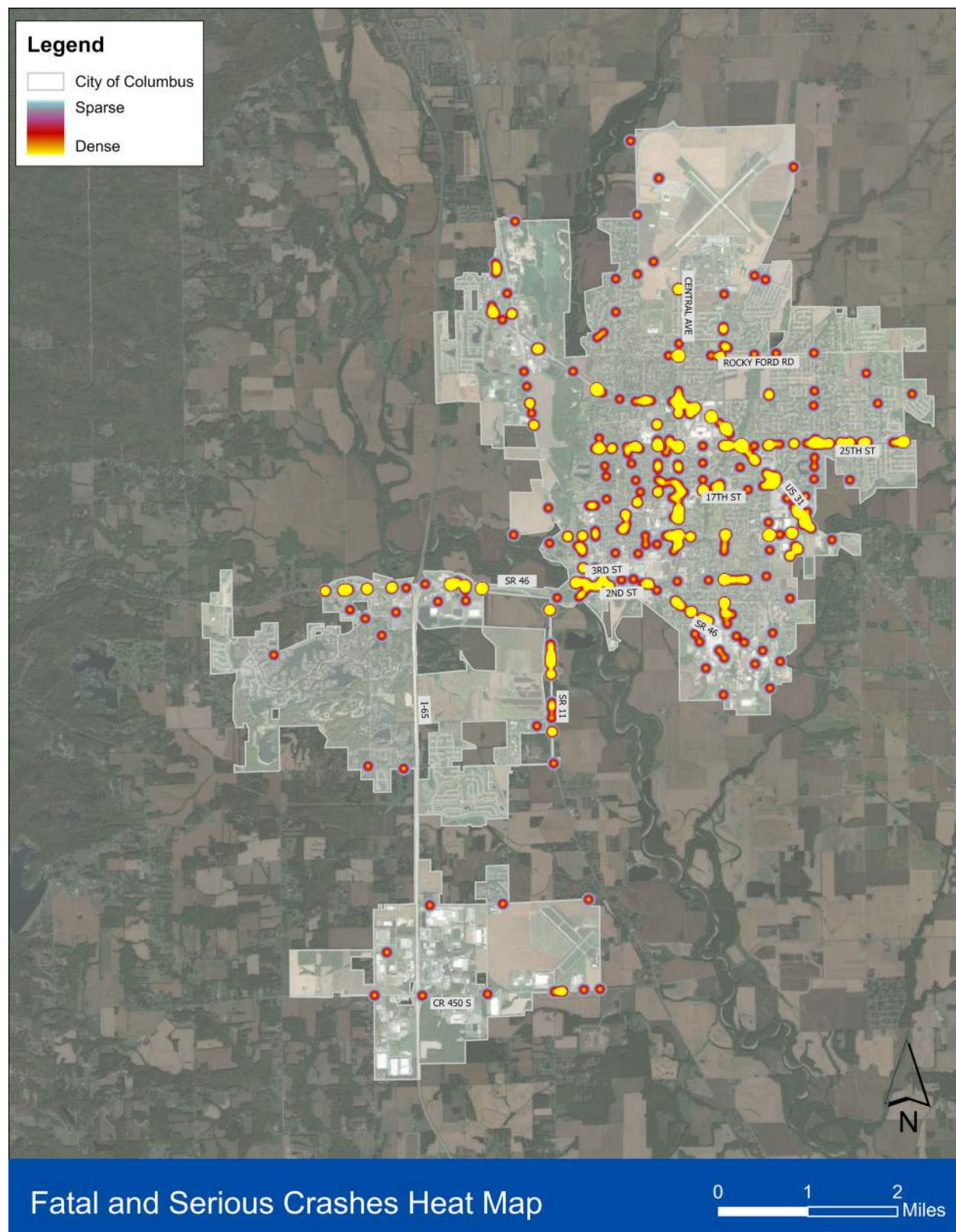


4.3.1 IDENTIFICATION OF PRELIMINARY SEGMENTS AND INTERSECTIONS

ArcGIS Pro software was utilized as the primary tool for spatial analysis and visualization of crash data. This GIS platform provided the capability to create a detailed heat map which served as an effective visualization tool for identifying clusters and patterns of crashes within the City. The resulting heat map depicted areas with varying levels of crash density, with hotter colors indicating higher densities and cooler colors representing lower densities. The roadway segments and intersections with high crash densities served as the initial focus for further evaluation and assessment to determine their suitability for inclusion in the final list of hotspot intersections and high-injury networks. **Figure 11** shows the injury and fatality crash data map that was utilized to identify preliminary segments and intersections.

The analysis of the heat maps revealed notable clusters of crashes along specific roads within the City boundaries, including National Road (US 31), Central Avenue, 25th Street, Jonathan Moore Pike (SR 46/2nd Street), and Jonesville Road (SR 11). Intersections along these streets frequently experienced high numbers of crashes.

Figure 14: Columbus, Fatal and Serious Injury Crashes Heat Map, 2020-2024



4.3.2 COMPREHENSIVE EVALUATION

Crash trends at each of the preliminary segments and intersections were assessed. A summary of the analysis is provided in **Table 5** and **Table 6**, respectively.

Table 5: Crash Trend for Preliminary HIN Segments, 2020-2024

SEGMENT NAME	TOTAL CRASHES	PDO	NON-INCAP. INJURY CRASHES	INCAP. CRASHES	FATAL CRASHES	% OF INJURY/FATALITY CRASHES	MAJOR CRASH TYPES
11th St - Carl Miske Dr to Washington St	27	18	4	5	0	33	Sideswipe, Ran Off Road, Rear End, Right Angle
SR 11/Jonesville Rd - Kinmill St to Spears St	20	11	5	4	1	50	Rear End, Ran Off Road, Right Angle
Brown St - 11th St to 2nd St	45	27	12	6	1	42	Rear End, Right Angle, Sideswipe
17th St - Union St to Hawcreek Ave	47	27	12	8	0	43	Rear End, Right Angle, Left Turn
10th St - Hutchins Ave to Iowa St	30	17	5	8	0	43	Right Angle, Rear End
Mckinley Ave - Cherry St to McClure Rd	26	12	5	9	0	54	Right Angle, Rear End, Left Turn, Sideswipe
SR 11/Jonesville Rd - HK Auto Repair to Garden St	37	19	9	9	0	49	Rear End, Right Angle
US 31 - CR 400 to Market St/ Long Rd	61	34	19	8	1	46	Ran Off Road, Rear End, Right Angle
17th St - Lee St to Jolinda Dr	76	48	18	10	0	37	Right Angle, Rear End, Left Turn, Sideswipe
SR 46 - Dahn St to Cherry St	40	20	10	10	0	50	Right Angle, Rear End, Ran Off Road
Central Ave - Laurel Dr to National Rd	47	26	8	13	0	45	Rear End, Right Angle, Sideswipe
SR 46 - CR 350 to Carrie Ln	90	53	23	14	1	42	Right Angle, Rear End, Left Turn, Sideswipe
SR 46 - Johnson Blvd to Morgan Willow Trce	81	52	14	15	0	36	Rear End, Right Angle, Left Turn, Sideswipe
10th St - Marr Rd to US 31	67	37	15	15	1	46	Rear End, Right Angle, Left Turn
Central Ave - 25th St to 13th St	110	59	34	17	0	46	Right Angle, Rear End, Left Turn, Sideswipe
25th St - Washington St to Central Ave	124	68	38	18	1	46	Right Angle, Rear End, Left Turn
25th St - Hawcreek Blvd to N Taylor Rd	213	118	51	44	0	45	Rear End, Right Angle, Left Turn, Sideswipe
US 31 - Central Ave to Hawcreek Blvd	127	71	27	29	1	45	Rear End, Right Angle, Left Turn, Sideswipe
US 31 - 25th St to 10th St/ Taylor Rd	222	129	56	37	1	42	Rear End, Right Angle, Left Turn, Sideswipe
Middle Rd - Rocky Ford Rd to Poshard Dr	11	5	0	6	0	55	Rear End, Right Angle, Ran Off Road, Head On
2nd St/SR 46 - Brown St to Lafayette Ave	52	33	12	7	0	37	Rear End, Left Turn, Sideswipe, Right Angle
CR 450 - CR 100 to CR 50	11	2	5	4	1	91	Rear End, Left Turn

4. SAFETY ANALYSIS

Table 6: Crash Trend for Preliminary Hotspot Intersections, 2020-2024

SEGMENT NAME	TOTAL CRASHES	PDO	NON-INCAP. INJURY CRASHES	INCAP. CRASHES	FATAL CRASHES	% OF INJURY/FATALITY CRASHES	MAJOR CRASH TYPES
US 31 & Central Ave	48	27	7	14	0	44	Rear End, Right Angle, Sideswipe
US 31 & 25th St	59	31	15	13	0	47	Rear End, Right Angle, Left Turn
US 31 & 17th St/Marr Rd	65	42	15	8	0	35	Rear End, Right Angle, Left Turn, Sideswipe
Central Ave & Rocky Ford Rd	20	9	4	7	0	55	Right Angle, Left Turn
US 31 & Washington St	31	17	7	7	0	45	Rear End, Right Angle
SR 46 & CR 325/ Westwood Blvd	14	3	5	6	0	79	Rear End, Right Angle
US 31 & Hawcreek Blvd	13	4	4	5	1	77	Right Angle, Rear End
10th St & Marr Rd	18	7	5	6	0	61	Right Angle, Rear End, Head-On
US 31 & Middle Rd/Herman Dariage Dr	49	27	16	6	0	45	Left Turn, Rear End, Right Angle
SR 46 & Morgan Willow Trce	28	19	3	6	0	32	Rear End, Right Angle, Ran Off Road, Sideswipe
US 31 & 10th St/Taylor Rd	39	23	10	6	0	41	Rear End, Right Angle, Ran Off Road
25th St & Talley Rd	8	1	2	5	0	88	Right Angle
Central Ave & 25th St	38	21	12	5	0	45	Right Angle, Rear End, Left Turn
SR 46 & Johnson Blvd	26	15	6	5	0	42	Right Angle, Rear End, Left Turn, Sideswipe
25th St & Taylor Rd	39	26	8	5	0	33	Rear End, Right Angle, Left Turn, Sideswipe
10th St & Whitfield Dr	18	11	4	3	1	44	Rear End, Right Angle, Left Turn
25th St & Franklin St	7	1	4	2	1	100	Right Angle, Rear End
Central Ave & 14th St	10	2	5	3	0	80	Rear End, Right Angle
25th St & Maple St	9	4	2	3	0	56	Right Angle, Rear End, Left Turn
Central Ave & 13th St	8	4	1	3	0	50	Rear End, Right Angle
10th St & Gladstone Ave	13	8	3	2	0	38	Right Angle, Rear End, Left Turn
25th St & Flintwood Dr/ Lockerbie Dr	17	10	4	3	0	41	Rear End, Right Angle, Left Turn
25th St & Marr Rd	23	14	6	3	0	39	Rear End, Right Angle, Left Turn
Central Ave & 10th St	22	14	5	3	0	36	Right Angle, Rear End
SR 46/3rd St & Lindsay St	20	14	3	3	0	30	Right Angle, Rear End, Sideswipe
25th St & Timbercrest Dr/Fox Trail Ln	9	5	2	2	0	44	Rear End, Right Angle, Ran Off Road, Sideswipe
SR 11/Jonesville Rd & Garden St	14	9	3	2	0	36	Rear End, Right Angle
Central Ave & 17th St	19	12	6	1	0	37	Right Angle, Rear End, Left Turn
US 31 & Home Ave/ Westenedge Dr	23	9	10	4	0	61	Rear End, Right Angle, Left Turn
Central Ave & Poshard Dr	8	4	1	3	0	50	Right Angle, Left Turn

4.3.3 RANKING HIN AND HOTSPOT INTERSECTIONS

Once descriptive crash analysis was performed, the identified HIN segments and hotspot intersections were assigned an injury/fatality crash score and vulnerable road user (pedestrian and bicyclist) crash score, which was weighted based on the severity of each crash. These scores were later used in the scoring matrix for prioritizing projects for implementation. All HIN segments and hotspot intersections are ranked by those scores in **Table 7 - Table 10**.

Table 7: HIN Ranking by Injury/Fatality Crash Score, 2020-2024

SEGMENT	TOTAL CRASHES	PDO	NON-INCAP. INJURY CRASHES	INCAP. CRASHES	FATAL CRASHES	LENGTH OF ROADWAY SEGMENT (IN MILES)	TOTAL CRASH SCORES/ MILE/YEAR	RANK
17th St - Lee St to Jolinda Dr	76	48	18	10	0	0.24	40.00	1
US 31 - Central Ave to Hawcreek Blvd	128	71	27	29	1	0.79	29.87	2
Central Ave - Laurel Dr to National Rd	47	26	8	13	0	0.34	27.65	3
US 31 - 25th St to 10th St/Taylor Rd	223	129	56	37	1	1.36	25.15	4
SR 46 - Johnson Blvd to Morgan Willow Trce	81	52	14	15	0	0.54	21.85	5
10th St - Marr Rd to US 31	68	37	15	15	1	0.60	21.33	6
Central Ave - 25th St to 13th St	110	59	34	17	0	0.86	19.77	7
25th St - Washington St to Central Ave	125	68	38	18	1	1.01	19.01	8
25th St - Hawcreek Blvd to N Taylor Rd	213	118	51	44	0	2.00	18.30	9
10th St - Hurchins Ave to Iowa St	30	17	5	8	0	0.35	16.57	10
2nd St/SR 46 - Brown St to Lafayette Ave	52	33	12	7	0	0.40	16.50	11
SR 46 - Dahn St to Cherry St	40	20	10	10	0	0.52	15.38	12
SR 46 - CR 350 to Carrie Ln	91	53	23	14	1	0.96	14.38	13
SR 11/Jonesville Rd - HK Auto Repair to Garden St	37	19	9	9	0	0.52	13.85	14
McKinley Ave - Cherry St to McClure Rd	26	12	5	9	0	0.48	13.33	15
Brown St - 11th St to 2nd St	46	27	12	6	1	0.61	11.15	16
11th St - Carl Miske Dr to Washington St	27	18	4	5	0	0.37	10.27	17
17th St - Union St to Hawcreek Ave	47	27	12	8	0	0.76	9.47	18
SR 11/Jonesville Rd - Kenmill St to Spears St	21	11	5	4	1	0.49	8.57	19
CR 450 - CR 100 to CR 50	12	2	5	4	1	0.59	7.12	20
US 31 - CR 400 to Market St/Long Rd	62	34	19	8	1	1.78	5.28	21
Middle Rd - Rocky Ford Rd to Poshard Dr	11	5	0	6	0	0.87	4.14	22

Table 8: HIN Ranking by Vulnerable Road User Crash Score, 2020-2024

SEGMENT	PDO	NON-INCAP. INJURY CRASHES	INCAP. CRASHES	FATAL CRASHES	LENGTH OF ROADWAY SEGMENT (IN MILES)	PED/BIKE CRASH SCORES/MILE/ YEAR	RANK
Central Ave - 25th St to 13th St	1	2	5	0	0.86	9.30	1
US 31 - Central Ave to Hawcreek Blvd	0	1	4	1	0.79	9.11	2
Central Ave - Laurel Dr to National Rd	0	0	2	0	0.34	7.06	3
25th St - Washington St to Central Ave	1	1	4	0	1.01	5.94	4
SR 46 - CR 350 to Carrie Lane	0	5	0	1	0.96	5.83	5
10th St - Marr Rd to US 31	0	2	1	0	0.60	4.67	6
SR 46 - Dahn St to Cherry St	1	1	1	0	0.52	4.44	7
SR 46 - Johnson Blvd to Morgan Willow Trce	0	0	2	0	0.54	4.12	8
US 31 - 25th St to 10th St/Taylor Rd	0	5	0	1	1.36	3.43	9
10th St - Hutchins Ave to Iowa St	0	0	1	0	0.35	3.33	10
17th St - Lee St to Jolinda Dr	0	1	0	0	0.24	2.80	11
25th St - Hawcreek Blvd to N Taylor Rd	0	4	2	0	2.00	2.76	12
Middle Rd - Rocky Ford Rd to Poshard Dr	0	0	2	0	0.87	2.63	13
17th St - Union St to Hawcreek Ave	0	1	1	0	0.76	2.50	14
McKinley Ave - Cherry St to McClure Rd	0	0	1	0	0.48	2.31	15
SR 11/Jonesville Rd - HK Auto Repair to Garden St	0	0	1	0	0.52	0.90	16
US 31 - CR 400 to Market St/Long Rd	0	0	0	1	1.78	0.00	17
2nd St/SR 46 - Brown St to Lafayette Ave	0	0	0	0	0.40	0.00	18
Brown St - 11th St to 2nd St	0	0	0	0	0.61	0.00	18
11th St - Carl Miske Dr to Washington St	0	0	0	0	0.37	0.00	18
SR 11/Jonesville Rd - Kenmill St to Spears St	0	0	0	0	0.49	0.00	18
CR 450 - CR 100 to CR 50	0	0	0	0	0.59	0.00	18

Table 9: Hotspot Intersections Ranking by Injury/Fatality Crash Score, 2020-2024

SEGMENT	TOTAL CRASHES	PDO	NON-INCAP. INJURY CRASHES	INCAP. CRASHES	FATAL CRASHES	TOTAL CRASHES SCORES/YEAR	RANK
US 31 & 25th St	59	31	15	13	0	10.80	1
US 31 & Central Ave	48	27	7	14	0	9.80	2
US 31 & 17th St/Marr Rd	65	42	15	8	0	7.80	3
US 31 & Middle Rd/Herman Dariage Dr	49	27	16	6	0	6.80	4
US 31 & Washington St	31	17	7	7	0	5.60	5
US 31 & 10th St/Taylor Rd	39	23	10	6	0	5.60	5
Central Ave & 25th St	38	21	12	5	0	5.40	7
Central Ave & Rocky Ford Rd	20	9	4	7	0	5.00	8
SR 46 & CR 325/Westwood Blvd	14	3	5	6	0	4.60	9
US 31 & Hawcreek Blvd	14	4	4	5	1	4.60	9
10th St & Marr Rd	18	7	5	6	0	4.60	9
25th St & Taylor Rd	39	26	8	5	0	4.60	9
US 31 & Home Ave/Westenedge Dr	23	9	10	4	0	4.40	13
SR 46 & Morgan Willow Trce	28	19	3	6	0	4.20	14
SR 46 & Johnson Blvd	26	15	6	5	0	4.20	14
25th St & Talley Rd	8	1	2	5	0	3.40	16
10th St & Whitfield Dr	19	11	4	3	1	3.40	16
25th St & Marr Rd	23	14	6	3	0	3.00	18
25th St & Franklin St	7	0	4	2	1	2.80	19
Central Ave & 14th St	10	2	5	3	0	2.80	19
Central Ave & 10th St	22	14	5	3	0	2.80	19
25th St & Flintwood Dr/Lockerbie Dr	17	10	4	3	0	2.60	22
SR 46/3rd St & Lindsay St	20	14	3	3	0	2.40	23
25th St & Maple St	9	4	2	3	0	2.20	24
Central Ave & 13th St	8	4	1	3	0	2.00	25
Central Ave & Poshard Dr	8	4	1	3	0	2.00	25
10th St & Gladstone Ave	13	8	3	2	0	1.80	27
SR 11/Jonesville Rd & Garden St	14	9	3	2	0	1.80	27
Central Ave & 17th St	19	12	6	1	0	1.80	27
25th St & Timbercrest Dr/Fox Trail Ln	9	5	2	2	0	1.60	30

Table 10: Hotspot Intersections Ranking by Vulnerable Road User Crash Score, 2020-2024

INTERSECTION NAME	PDO	NON-INCAP. INJURY CRASHES	INCAP. CRASHES	FATAL CRASHES	PED/BIKE CRASH SCORES/MILE/ YEAR	RANK
25th & Talley Rd	0	0	0	0	4.00	1
SR 46 & Johnson Blvd	0	0	2	0	2.40	2
25th St & Taylor Rd	0	0	1	0	2.40	2
Central Ave & 14th St	0	0	1	0	2.40	2
SR 46 & Morgan Willow Trce	0	0	0	0	2.40	2
25th St & Franklin St	0	0	2	0	2.40	2
10th St & Marr Rd	0	0	1	0	2.00	7
SR 46/3rd St & Lindsay St	0	0	0	0	2.00	7
US 31 & 17th St/Marr Rd	0	1	0	0	1.20	9
Central Ave & 13th St	0	0	2	0	1.20	9
US 31 & Hawcreek Blvd	0	0	2	1	1.20	9
25th St & Flintwood Dr/Lockerbie Dr	0	1	1	0	1.20	9
25th St & Maple St	0	0	0	0	0.80	13
US 31 & Central Ave	0	0	2	0	0.80	13
US 31 & 10th St/Taylor Rd	0	1	0	0	0.80	13
Central Ave & 17th St	0	1	0	0	0.80	13
US 31 & 25th St	0	1	0	0	0.80	13
25th St & Marr Rd	0	1	0	0	0.80	13
10th St & Whitfield Dr	0	0	0	0	0.00	19
Central Ave & Poshard Dr	0	0	0	0	0.00	19
25th St & Timbercrest Dr/Fox Trail Ln	0	0	0	0	0.00	19
US 31 & Washington St	0	0	0	0	0.00	19
SR 46 & CR 325/Westwood Blvd	0	0	0	0	0.00	19
10th St & Galdstone Ave	0	0	0	0	0.00	19
US 31 & Home Ave/Westenedge Dr	0	1	0	0	0.00	19
Central Ave & 10th St	0	0	1	0	0.00	19
US 31 & Middle Rd/Herman Dariage Dr	0	1	1	0	0.00	19
SR 11/Jonesville Rd & Garden St	0	0	1	0	0.00	19
Central Ave & 25th St	1	1	1	0	0.00	19
Central Ave & Rocky Ford Rd	0	0	0	0	0.00	19

Figure 15: High Injury Network – Injury/Fatality Crash Score, 2020-2024

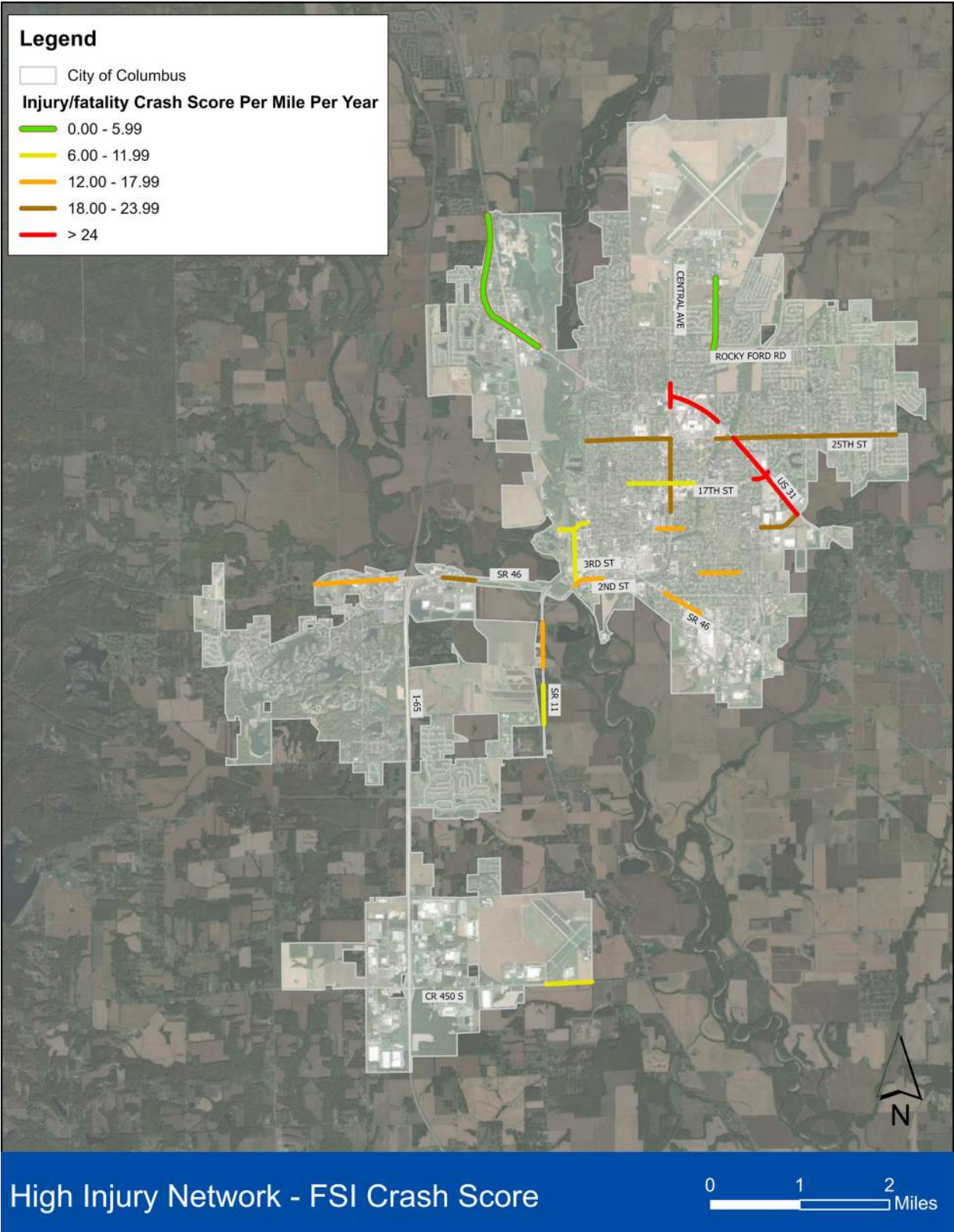


Figure 16: High Injury Network - Vulnerable Road Users (VRU) Crash Score, 2020-2024

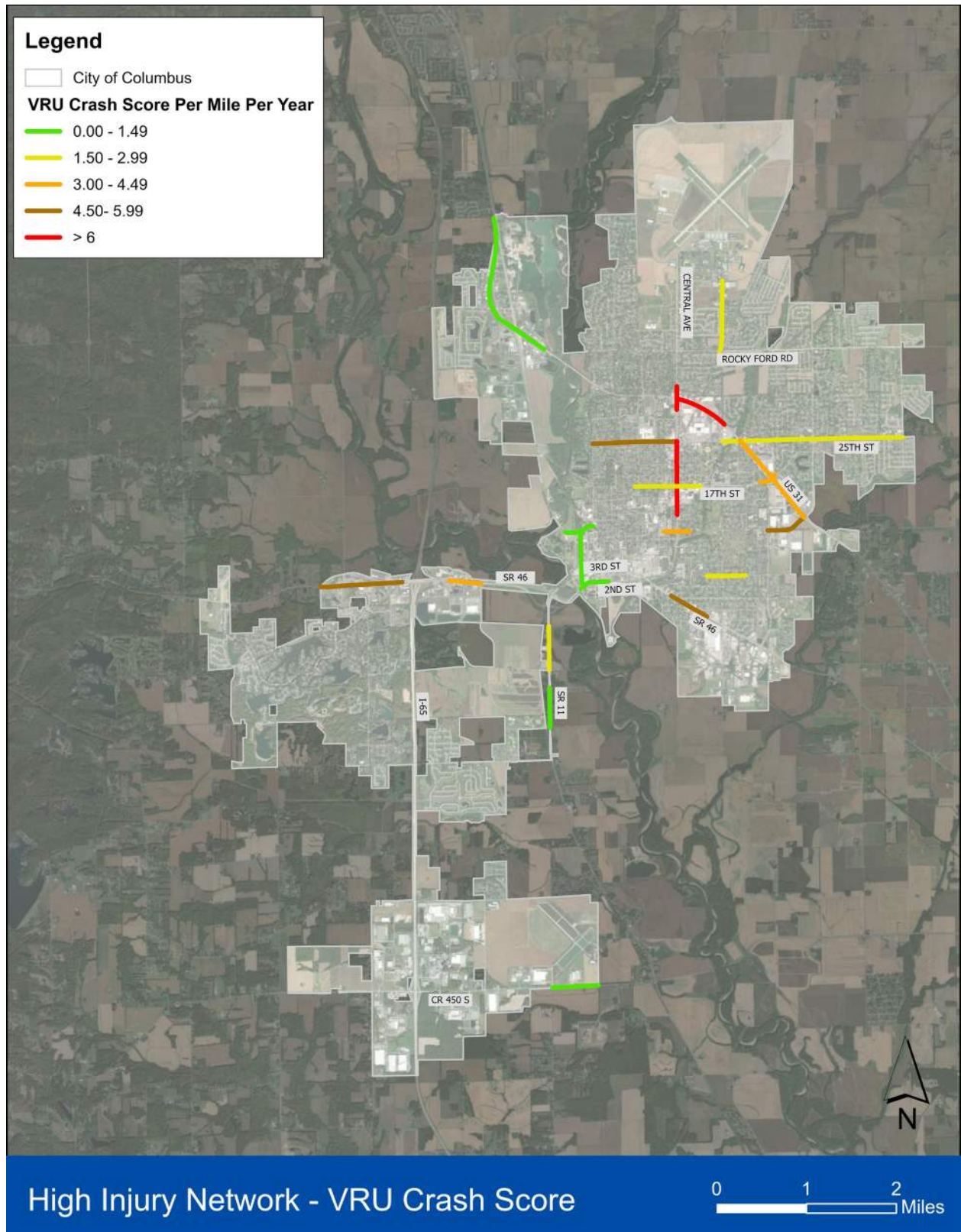


Figure 17: Hotspot Intersections – Injury/Fatality Crash Score, 2020-2024

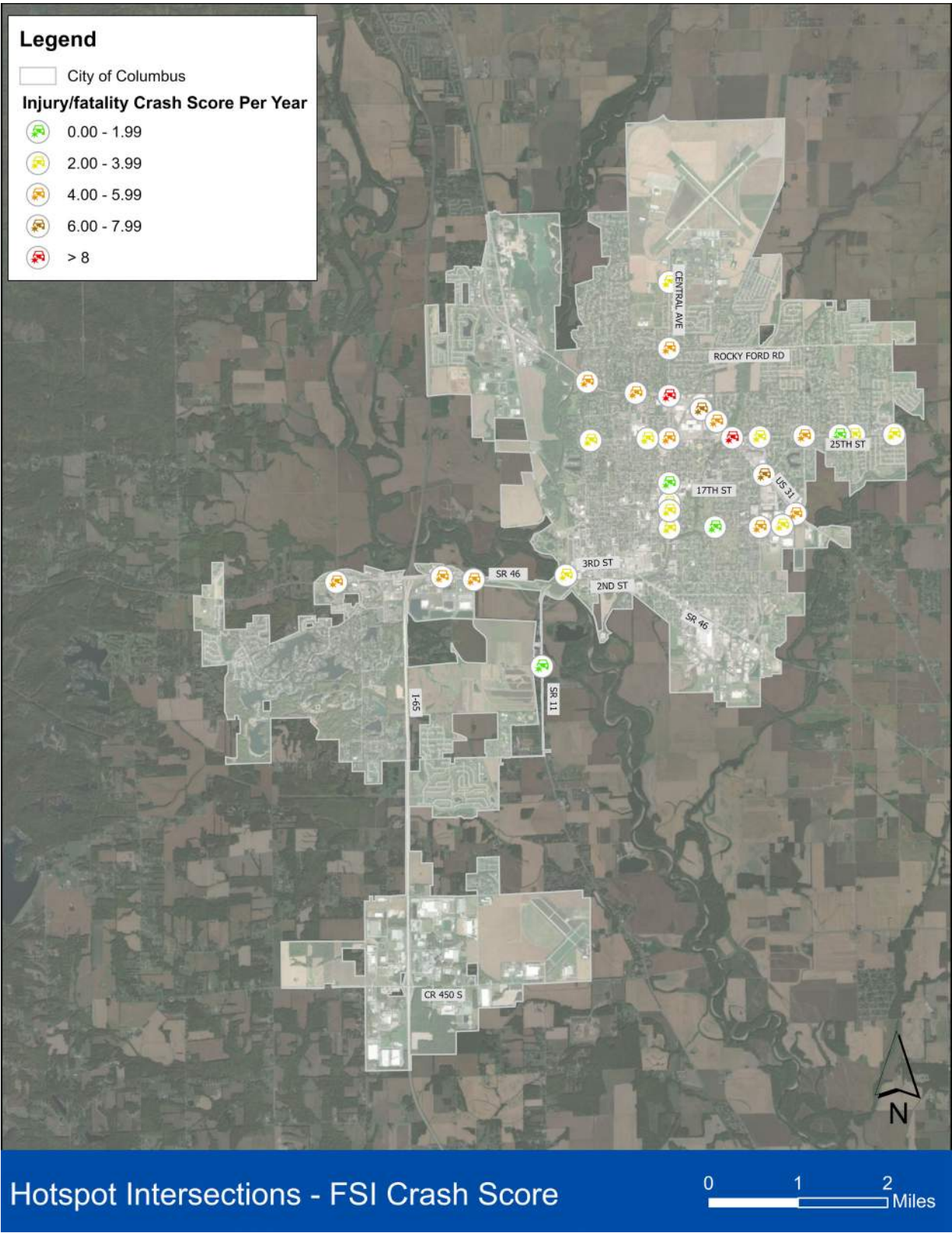
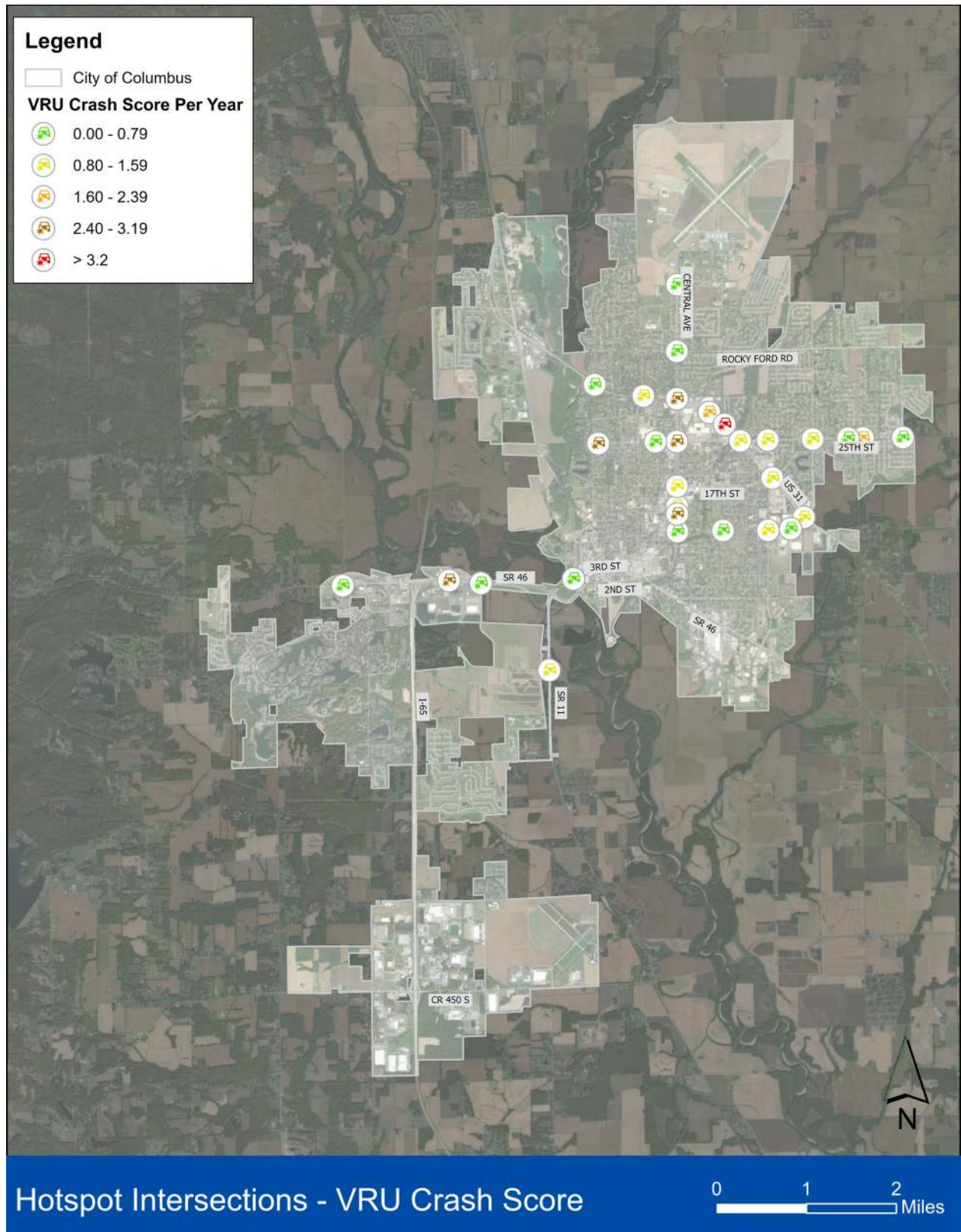


Figure 18: Hotspot Intersections - Vulnerable Road Users (VRU) Crash Score, 2020-2024



5. ENGAGEMENT AND COLLABORATION



5. ENGAGEMENT AND COLLABORATION

Engaging with and collaborating among residents, stakeholders, and partner organizations in the City of Columbus was a critical component in shaping the City's Comprehensive Safety Action Plan. The success of the Safe Streets and Roads for All (SS4A) initiative depends on a shared understanding of transportation safety challenges and a collective vision for addressing these challenges. Incorporating input from community members ensures that the plan is inclusive, data-driven, and reflective of local priorities and lived experiences.

Public input is essential in raising awareness about transportation issues and directly empowering residents to participate in conversations about safety concerns, necessary infrastructure upgrades, and transportation priorities. Community engagement fosters transparency in the planning process and promotes a collective responsibility for enhancing the efficiency and safety of the transportation network.

5.1 METHODS OF ENGAGEMENT

Between July and late October, the City of Columbus conducted a series of public engagement activities aimed at capturing a wide range of perspectives on roadway safety. The Columbus SS4A project team, in partnership with City staff, used both in-person and online methods to reach residents, businesses, and local organizations. Public engagement opportunities for the Comprehensive Safety Action Plan included the following components:

- **In-Person Engagement:** The SS4A project team conducted in-person outreach to gather input from residents and visitors at community events, including engagement activities at the City of Columbus Farmer's Market.
- **Online Survey:** A survey was created on the SurveyMonkey platform to collect information from the general public about the safety of roads and intersections in the City of Columbus.
- **Stakeholder Coordination:** The project manager conducted a series of meetings with key City staff and community leaders to understand existing policies, infrastructure conditions, and safety initiatives. These conversations helped identify coordination opportunities among City departments and informed the prioritization of safety strategies.



**PUBLIC EVENTS AND
PRESENTATIONS**



**827 TOTAL PUBLIC
SURVEY RESPONSES**



**60+ PUBLIC ENGAGEMENT
PARTICIPANTS**

5.1.1 SURVEY

An online survey was created to engage residents and gather local insights into safety issues across Columbus's transportation network. Before its release, the survey was reviewed and approved by City officials to ensure clarity and alignment with project goals. The survey was launched in June and remained open through October, providing ample time for community participation.

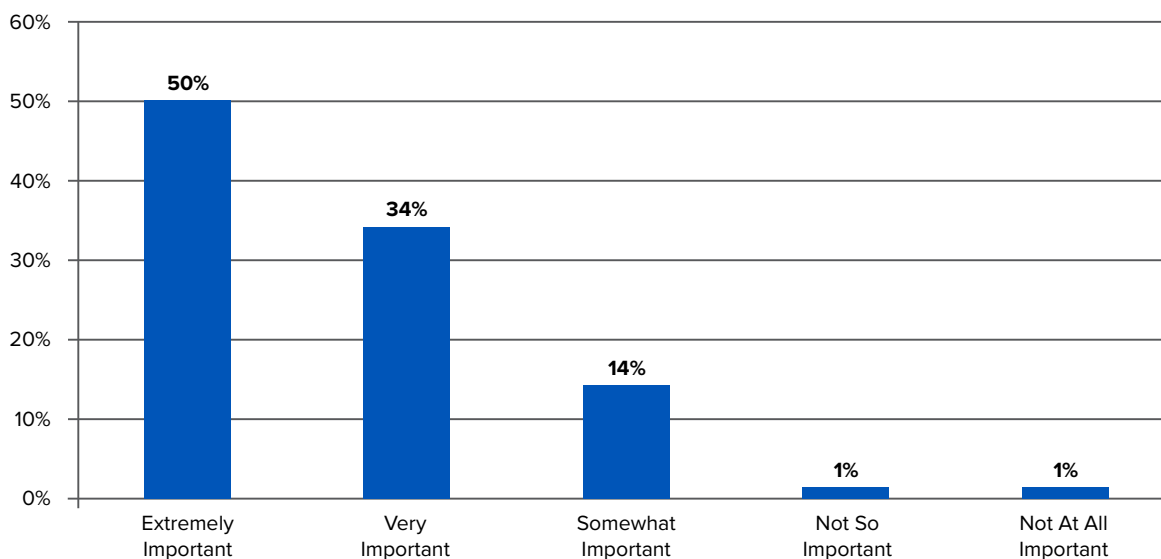
To maximize outreach, the Columbus SS4A project team created a Facebook advertisement to inform the community about the project. The Facebook advertisement briefly introduced the project and distributed the survey link. The Columbus SS4A project team utilized Facebook's paid advertising service to ensure the link was placed in the timelines of Columbus residents. Facebook permits these ads to be "geo-fenced", meaning they are only seen by Facebook users who live in the City. This advertisement was created and distributed on the City of Columbus's Facebook page. Additionally, to improve engagement, the steering committee members assisted by sending out the survey link to their respective mailing lists.

In total, the online survey received 827 responses from residents and stakeholders. The feedback provided critical insights into community perceptions of roadway safety and helped identify locations that felt unsafe for drivers, bicyclists, pedestrians, and transit users.

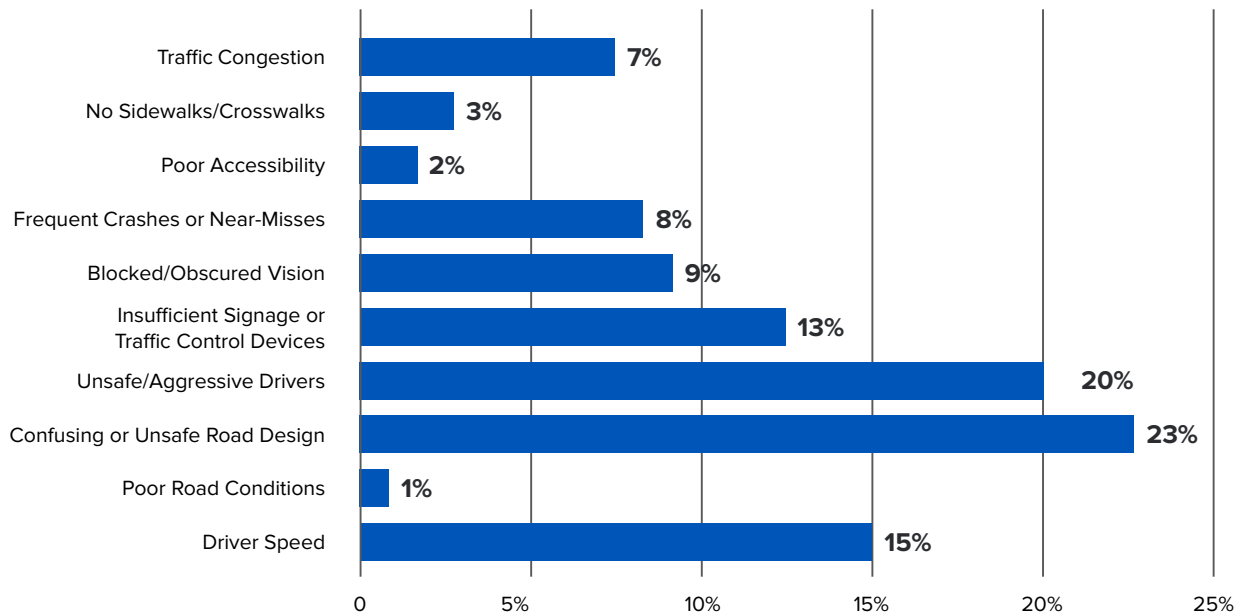
Key findings from the survey include:

- Many residents oppose the addition of roundabouts, especially the small ones on Taylor Road, which are widely described as too tight, unsafe, and confusing. However, other residents appreciate roundabouts for improving traffic flow and reducing stops, suggesting they should be larger and better designed.
- Residents also emphasized the importance of improving crosswalks, lighting, ADA-accessible sidewalks, and maintaining existing paths.
- Residents point out the existing trails, such as the People Trail, and would like to see better connectivity between key destinations (schools, parks, downtown, and shopping areas).
- There is a clear desire for balanced improvements, projects that enhance safety without sacrificing efficiency or creating unnecessary complexity.

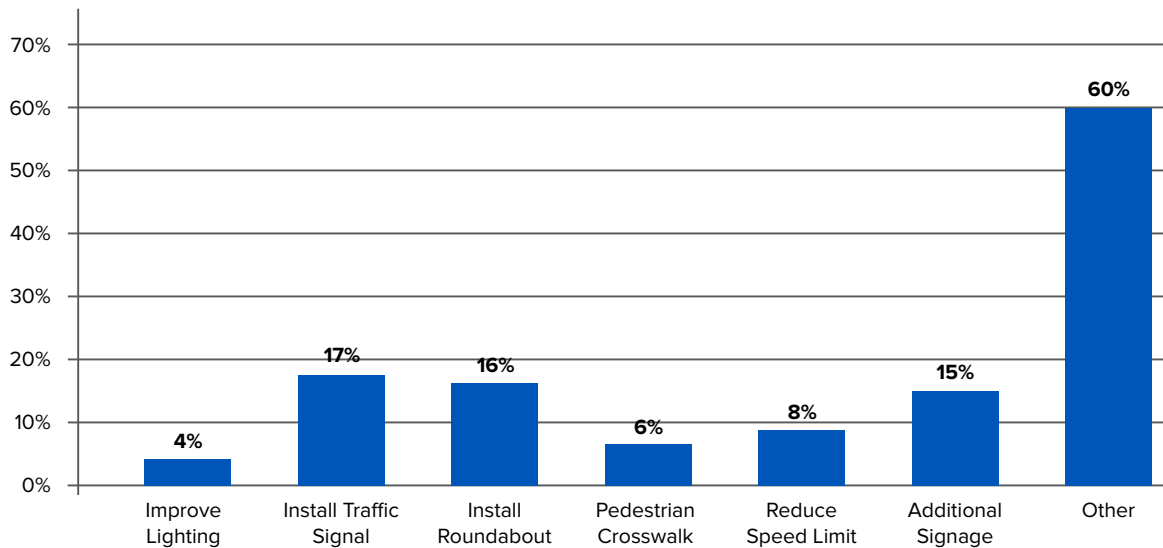
How important is it for the roads and trails in our community to be accessible for individuals with disabilities?



What do you consider the primary cause of the safety risk of this intersection/roadway? If more than one, choose the primary cause and type other causes.



What improvements do you suggest for this intersection/roadway segment?



5.1.1.1 SURVEY – MAPPING RESULTS

The results from the survey were mapped to identify locations in the City of Columbus that are perceived as unsafe by road users. Responses from motorists as well as bicyclists and pedestrians were compiled and plotted on the map to illustrate areas where safety concerns were most frequently reported. The resulting maps are shown in **Figure 16** through **Figure 19**.

Figure 19: Unsafe Intersections Perceived by Motorist Users in the City of Columbus

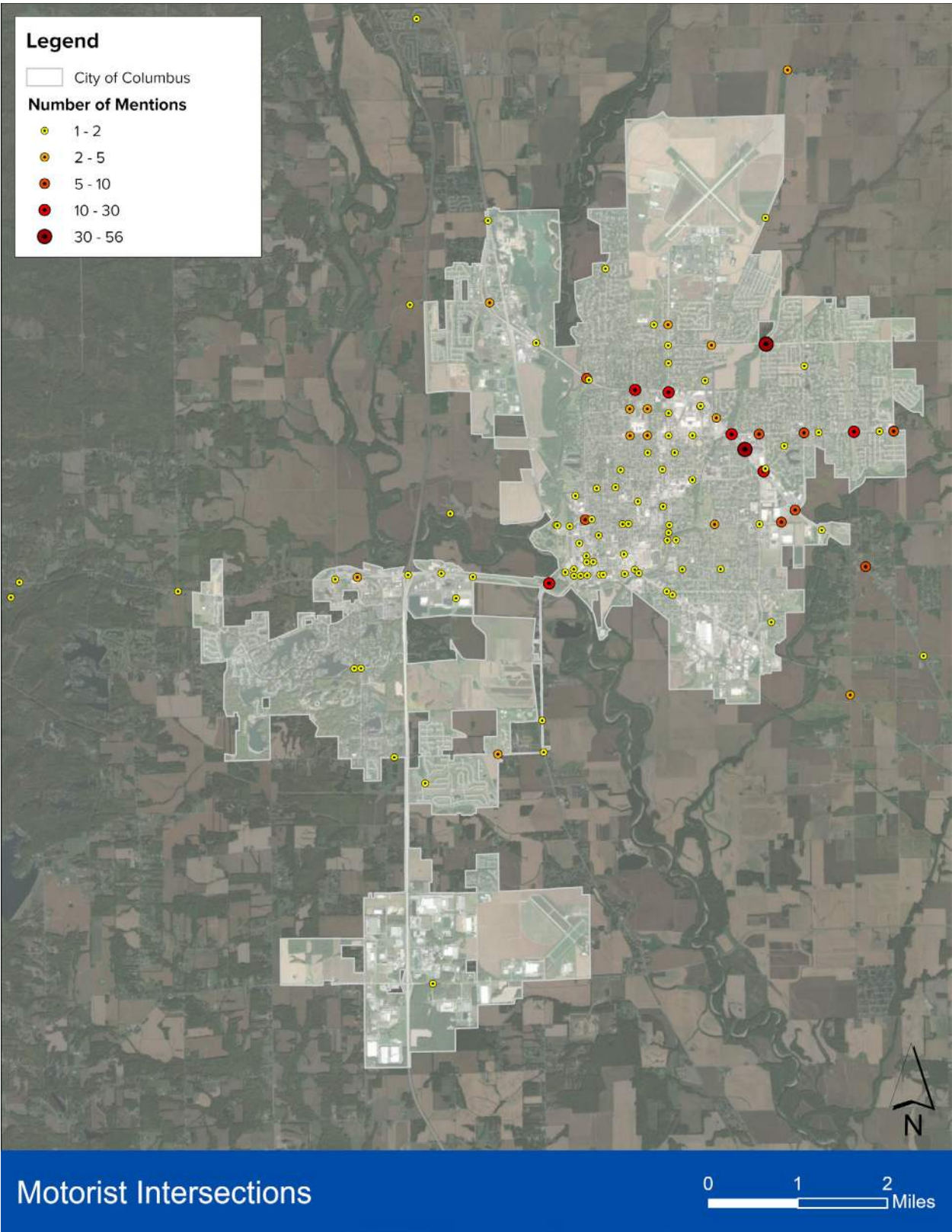


Figure 20: Unsafe Roadways Perceived by Motorist Users in the City of Columbus

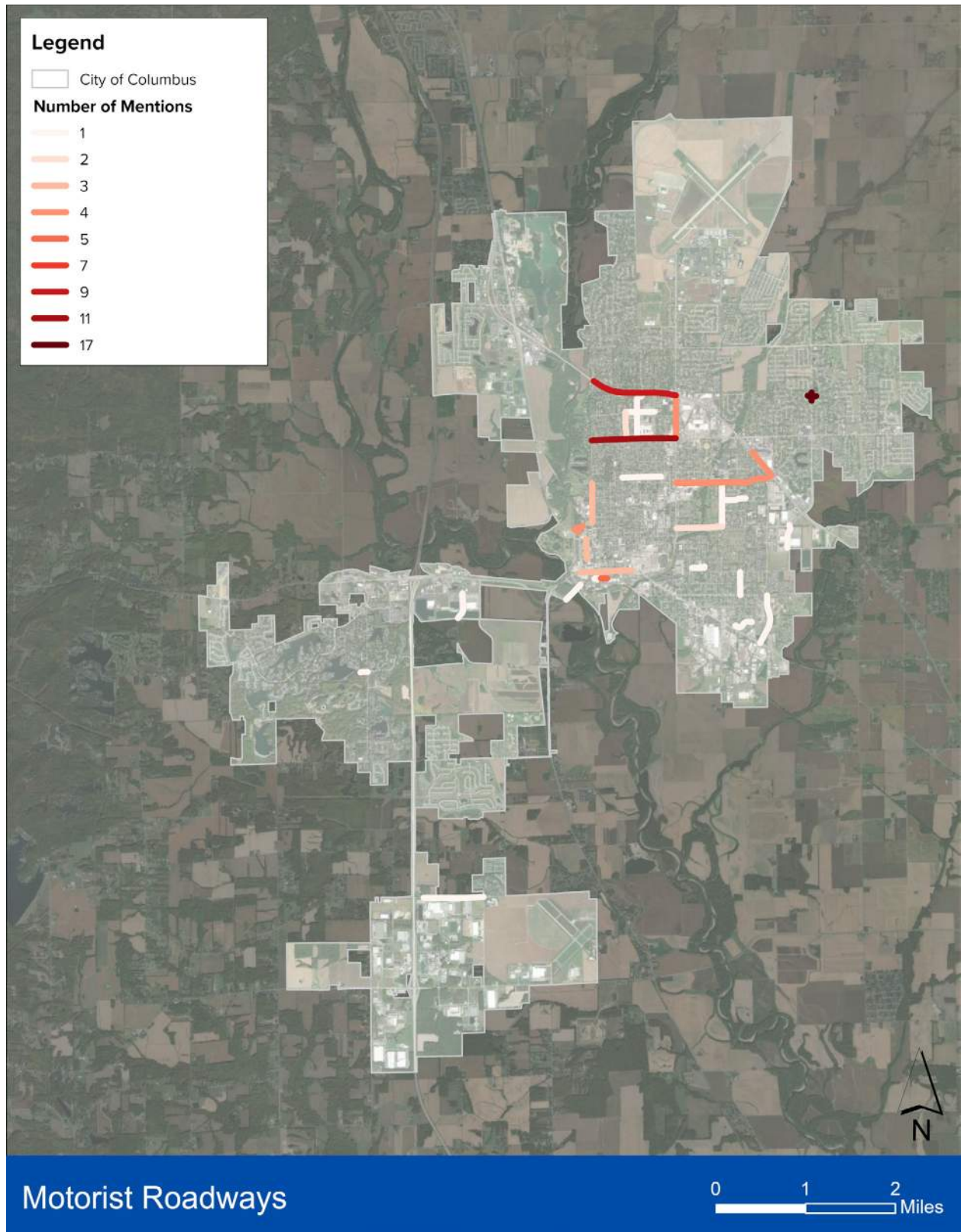


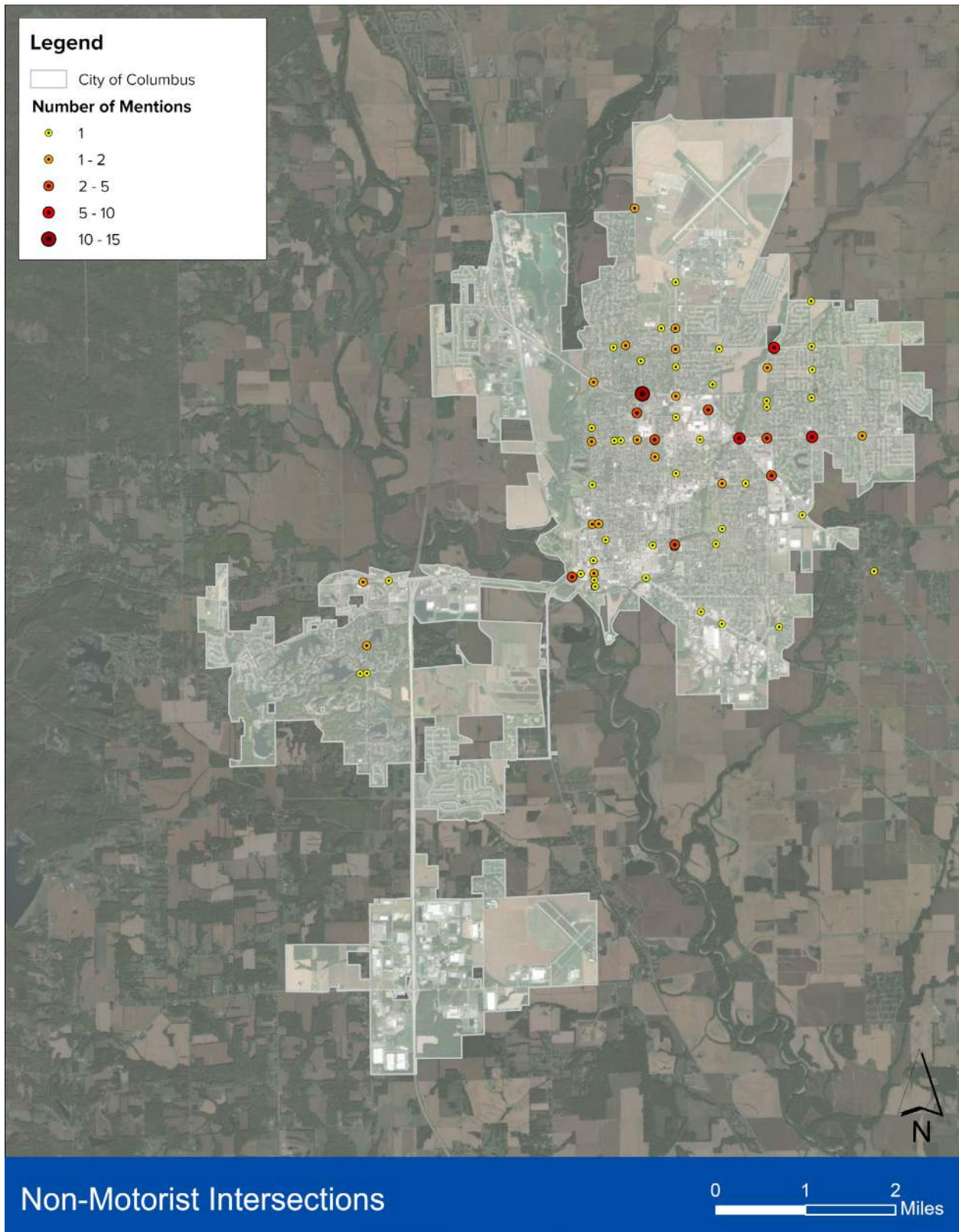
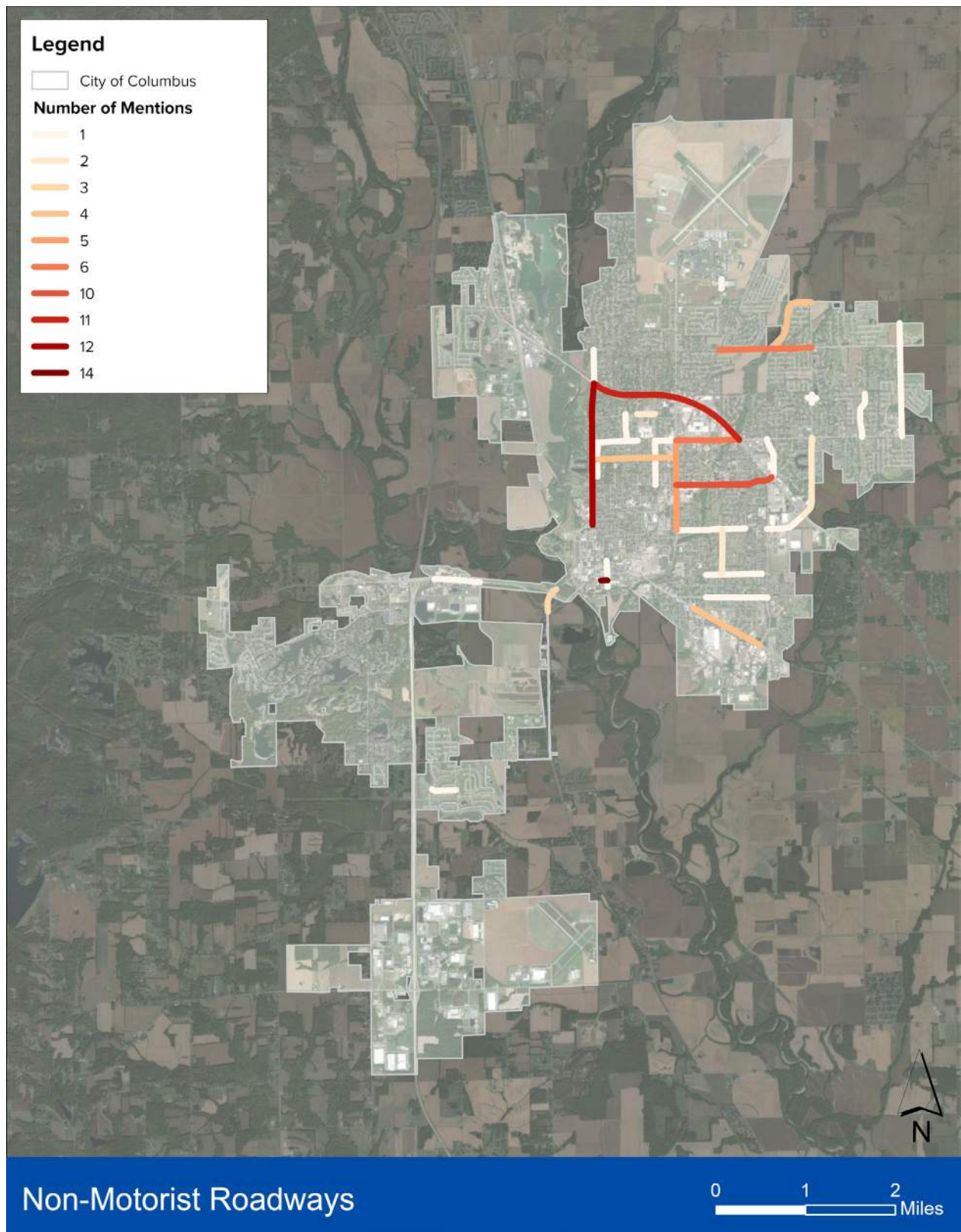
Figure 21: Unsafe Intersections Perceived by Bicyclist/Pedestrian in the City of Columbus

Figure 22: Unsafe Roadways Perceived by Bicyclist/Pedestrian in the City of Columbus



5.1.2 PUBLIC EVENTS

The Columbus SS4A project team attended the Columbus Farmer's Market on August 9, 2025, from 9:00 AM to 12:30 PM, as part of the City's engagement effort. The Farmer's Market, which operates from May through September, provided an ideal setting to reach a broad cross-section of residents in an informal and accessible environment.

At the event, the team hosted an interactive booth featuring large display boards where participants could identify unsafe intersections, comment on mobility challenges, and share suggestions for improvements. Also, at the booth, business cards with a QR code linking to the survey were distributed. Residents who stopped by expressed their support for the City's efforts to improve safety for drivers and pedestrians.



5.1.2.1 UNSAFE INTERSECTIONS FOR MOTORISTS

The following is a list of unsafe intersections for motorists as per the feedback received during the in-person events:

- 3rd Street and Lindsey Street
- Rocky Ford Road and River Road
- Central Avenue and Kroger Exit
- National Road and Middle Road

5.1.2.2 UNSAFE INTERSECTIONS FOR PEDESTRIAN/BICYCLIST/TRANSIT USERS

The following is a list of unsafe intersections for pedestrians/bicyclists/transit users as per feedback received during the event:

- Westenedge Drive and Rocky Ford
- Westenedge Drive and National Road
- North Marr Road and Rocky Ford
- Central Avenue and 8th Street
- Rocky Ford Road and Taylor Road
- North Talley Road and 25th Street

5.1.3 STAKEHOLDER ENGAGEMENT

To ensure that the concerns of all stakeholders were sufficiently addressed, the City of Columbus held additional meetings with various organizations and individuals to discuss the CSAP and its findings as well as to identify specific safety concerns in the City. These meetings were held with the Fire and Police Departments, CAMPO, and the City of Columbus. These meetings provided insight into planned studies and safety projects in progress, as well as specific and systemic safety concerns from the perspective of Columbus citizens. Many of these stakeholders identified trail crossing, pedestrian crossing, speeding, and sidewalk interconnectivity as areas of concern that they wished to see addressed. Findings from the stakeholder meetings were incorporated while evaluating countermeasures for high-injury network segments and hotspot intersections.

5.2 TYPES OF SAFETY IMPROVEMENTS FROM ENGAGEMENT OPPORTUNITIES

Across all engagement activities, several consistent themes emerged:

- A desire for safer intersections and better-designed roundabouts.
- Requests for enhanced pedestrian and bicycle facilities, particularly near schools, parks, and downtown.
- Concerns regarding lighting, signage, and visibility at key crossings.
- Support for balanced, data-driven improvements that maintain traffic efficiency while improving safety.
- A strong community interest in collaboration and accountability, ensuring that safety improvements are in the best interest of all citizens.

5.3 HOW WAS PUBLIC INFORMATION USED?

Public engagement played a vital role in identifying, prioritizing, and refining the projects and strategies included in the Safe Streets for All Action Plan. The input gathered helped the project team:

- Identify specific high-risk intersections and corridors needing further study.
- Develop data-informed safety countermeasures that align with community concerns and priorities.
- Prioritize projects based on public need, feasibility, and safety impact.
- Strengthen coordination between City departments, advocacy groups, and residents to ensure ongoing collaboration during implementation.

By integrating public perspectives with technical analysis, the City of Columbus's Comprehensive Safety Action Plan reflects a shared vision for safer, more connected streets, designed for everyone who lives, works, and travels through the community.

6. DISADVANTAGED COMMUNITIES CONSIDERATIONS



6. DISADVANTAGED COMMUNITIES CONSIDERATIONS

6.1 USDOT DISADVANTAGED CENSUS TRACTS

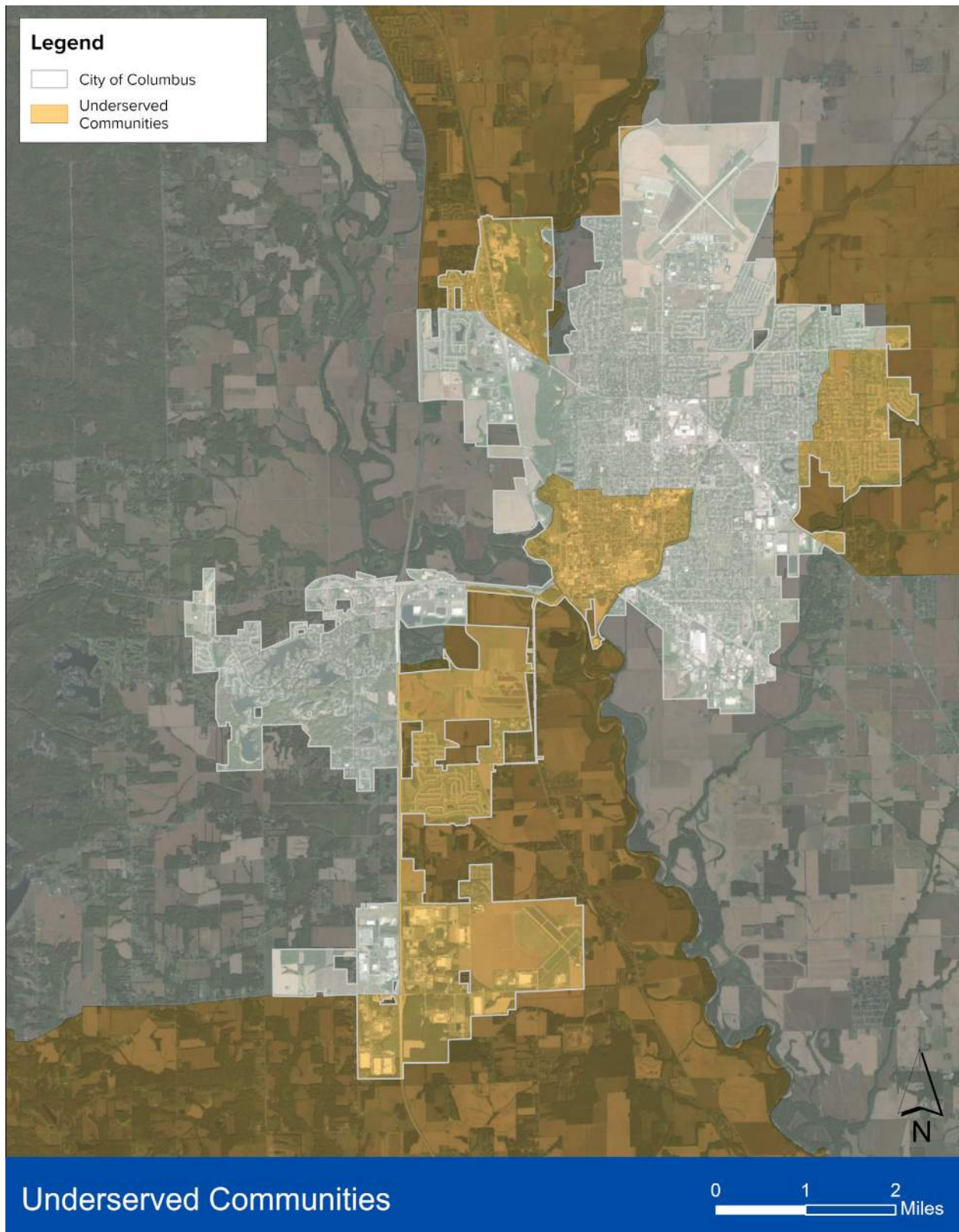
According to USDOT's Underserved Communities Tool ([link](#)), large portions of Bartholomew County—and the City of Columbus in particular—are designated as underserved based on multiple indicators tied to transportation safety, accessibility, and socioeconomic vulnerability, as shown in the map below. Within the City of Columbus, Census Tracts 101, 106, 111.01, 111.02, 113, and 115 meet federal thresholds for disadvantage. While the federal tool highlights these tracts spatially rather than narratively, their designation is driven by a combination of characteristics that limit residents' ability to safely and reliably access jobs, schools, healthcare, and daily needs.

These Census Tracts demonstrate elevated socioeconomic disadvantages, including higher rates of low-income households, cost-burdened renters, and limited vehicle access compared to countywide and statewide averages. These conditions increase reliance on walking, bicycling, and transit—modes that are disproportionately exposed to serious-injury and fatal crashes in Columbus' high-speed roadway environment. Several of the designated tracts also coincide with older housing stock, industrial adjacency, and arterial corridors with constrained pedestrian infrastructure, creating a disproportionate concentration of systemic safety risk.

In addition, the USDOT tool flags these areas due to transportation access disadvantages, including longer average travel times to essential services and fewer multimodal connections. Gaps in sidewalk networks, inconsistent curb ramps, discontinuous trail connections, and limited safe crossings contribute to lower mobility for residents with disabilities, older adults, and youth. These same neighborhoods also experience historic underinvestment in transportation safety improvements, including outdated corridor designs that do not reflect modern Complete Streets standards.

Because these underserved communities experience a combination of higher exposure to unsafe roadway conditions and lower access to safe, affordable transportation options, they face disproportionate barriers to opportunity—and thus qualify for federal SS4A prioritization. The City of Columbus' SS4A initiative directly addresses these disadvantages by focusing proposed safety interventions within or adjacent to these designated tracts, ensuring that systemic safety benefits accrue first to residents who have historically borne the greatest transportation-related risk.

Figure 23: Underserved Communities Map



7. LITERATURE REVIEW



7. LITERATURE REVIEW

The Literature Review section provides a comprehensive summary and analysis of relevant plans, policies, and documents that will inform the City of Columbus Comprehensive Safety Action Plan (CSAP). This review critically assesses various materials that have shaped transportation policy, street design, and the overall management of the transportation system within the City. By incorporating existing practices, this section aims to establish a foundation for developing effective safety strategies tailored to the unique context of the City of Columbus.

JURISDICTION	DOCUMENT TYPE	POLICY/PLAN NAME	YEAR PUBLISHED
City of Columbus	Road Safety	BCSC Safe Routes to School Plan	2012
City of Columbus	Downtown Strategic Development Plan	Envision Columbus Downtown Strategic Development Plan Update	2019
City of Columbus	Corridor Plan	State Street Corridor Plan	2014
City of Columbus	Bicycle and Pedestrian Plan	Bicycle and Pedestrian Plan	2022
City of Columbus	Corridor Plan	Central Avenue Corridor Plan	2011
City of Columbus	Thoroughfare Plan	Columbus Thoroughfare Plan	2023
City of Columbus	Neighborhood Plan	Columbus Central Neighborhood Plan	2018
City of Columbus	Comprehensive Plan	Comprehensive Plan - Goals and Policies	1999
City of Columbus	Comprehensive Plan	Comprehensive Plan - Land Use Section	2002
City of Columbus	Intersection Study	Plan4Health Initiative	2016
City of Columbus	Comprehensive Plan	The City of Columbus Comprehensive Plan - City View District Element	2023

7.1 BARTHOLOMEW CONSOLIDATED SCHOOL CORPORATION SAFE ROUTES TO SCHOOL PLAN (2012)²

The Bartholomew Consolidated School Corporation's Safe Routes to School Plan outlines a comprehensive approach to ensuring safe routes for children in Bartholomew County. It includes assessments of local and national pedestrian and cyclist safety trends, community-specific school recommendations, and strategies emphasizing the "5 E's"—Engineering, Enforcement, Education, Encouragement, and Evaluation. Action plans for various schools provide tailored solutions to improve infrastructure, enhance safety measures, and encourage active transportation.

RELEVANCE: The focus on improving pedestrian and cyclist infrastructure around schools directly supports the objectives of creating safe streets for all. The "5 E's" strategies provide a replicable framework for broader community safety initiatives, emphasizing systemic improvements, community education, and enforcement that enhance overall transportation safety.

RELATED PLAN GOALS:

- Prioritize transportation infrastructure construction projects that enable more children to walk to school.
- Educate parents and students about road rules for pedestrians, bicyclists, and motorists, especially in school zones.
- Increase community-wide awareness of the school zone environment, including congestion, pollution, safety concerns, and safe driving practices.
- Improve arrival/dismissal procedures and school locations to reduce congestion and increase safety conditions for children walking and biking to school.

KEY POLICIES/INITIATIVES:

- Implementation of crossing improvements, traffic calming measures, and enhanced signage.
- Regular evaluation of school-specific transportation issues using the "5 E's" framework

² Source: [8.3112 Adopted BCSC Safe Routes to School Plan.pdf](#)

7.2 ENVISION COLUMBUS DOWNTOWN STRATEGIC DEVELOPMENT PLAN UPDATE (2019)³

The Envision Columbus Downtown Strategic Development Plan Update emphasizes revitalization strategies for Downtown Columbus, focusing on economic growth, enhanced connectivity, and quality of life improvements. The plan identifies catalytic projects, such as an urban grocer and a conference hotel, while emphasizing the importance of public spaces, pedestrian pathways, and green infrastructure in creating a vibrant downtown core.

RELEVANCE: The connectivity strategies and emphasis on pedestrian-friendly infrastructure align with the goals of the Safety Streets for All plan. By prioritizing safe, attractive, and accessible urban spaces, the downtown framework offers actionable insights into integrating safety improvements within broader urban development strategies.

RELATED PLAN GOALS:

- Increase pedestrian connectivity within the downtown core.
- Develop walkable streetscapes to support urban vibrancy and safety.
- Integrate green infrastructure to create sustainable and safe pedestrian zones.

KEY POLICIES/INITIATIVES:

- Investment in public spaces and pedestrian pathways.
- Coordination of pedestrian safety with broader economic development goals.

7.3 STATE STREET CORRIDOR PLAN (2014)⁴

This plan revitalizes the State Street Corridor in Columbus, Indiana, through enhanced land use planning, transportation systems, and streetscape design. It outlines strategies to enhance roadway safety, improve pedestrian and cyclist access, and promote economic development while creating a visually appealing and functional corridor.

RELEVANCE: This plan contributes to safety and mobility goals by addressing multi-modal transportation and streetscape improvements along a high-traffic corridor. Its emphasis on integrating land use and transportation planning can serve as a model for ensuring that all modes of transportation are accommodated safely and effectively in urban design.

RELATED PLAN GOALS:

- Create a pedestrian-friendly environment along the corridor.
- Integrate multi-modal transportation with land use planning.
- Improve safety and mobility for all road users.

KEY POLICIES/INITIATIVES:

- Introduction of complete street designs, including bike lanes and pedestrian crosswalks.
- Enhanced streetscapes with better lighting and visibility measures.

³ Source: [2019-Downtown-Plan-Update.pdf](#)

⁴ Source: [Adopted-State-Street-Corridor-Plan-reduced.pdf](#)

7.4 BICYCLE AND PEDESTRIAN PLAN (2022)⁵

The Bicycle and Pedestrian Plan aims to enhance the bicycle and pedestrian network in Columbus, Indiana, with recommendations for infrastructure improvements, policy updates, and maintenance strategies. It emphasizes safety, accessibility, and connectivity for users of all ages and abilities, including pedestrians and cyclists.

RELEVANCE: The focus on creating low-stress, connected networks aligns with the vision of safe streets for all. The plan's data-driven approach and public engagement methods provide a robust foundation for identifying and prioritizing safety improvements across transportation modes.

RELATED PLAN GOALS:

- Expand the bicycle and pedestrian network to ensure safety and connectivity.
- Prioritize low-stress routes for users of all ages and abilities.
- Incorporate public feedback into the design of infrastructure improvements.

KEY POLICIES/INITIATIVES:

- Maintenance of existing pathways and sidewalks.
- Implementation of new connections to schools, parks, and employment centers.
- Utilization of safety measures, such as pedestrian hybrid beacons and traffic-calming infrastructure.

7.5 CENTRAL AVENUE CORRIDOR PLAN (2011)⁶

This corridor plan provides a vision for the redevelopment of Central Avenue, including recommendations for land use, transportation, and streetscape enhancements. It highlights strategies to enhance traffic flow, improve pedestrian safety, and enhance the aesthetic quality of the corridor while accommodating multiple transportation modes.

RELEVANCE: The comprehensive approach to corridor planning aligns with the Safe Streets initiative by promoting integrated transportation solutions that prioritize safety, accessibility, and community well-being.

RELATED PLAN GOALS:

- Improve traffic safety and efficiency along the corridor.
- Balance residential, commercial, and transportation needs.
- Encourage pedestrian and cyclist access through thoughtful streetscape designs.

KEY POLICIES/INITIATIVES:

- Installation of sidewalks, bicycle lanes, and designated pedestrian crossings.
- Development of access management policies to minimize conflict points.

⁵ Source: [Bicycle-and-Pedestrian-Plan-Complete-Doc_Reduced.pdf](#)

⁶ Source: [Central-Avenue-Plan-Digital-Reduced-Size.pdf](#)

7.6 COLUMBUS THOROUGHFARE PLAN (2023 UPDATE)⁷

As an integral component of the Columbus Comprehensive Plan, this document guides the development of the City's transportation network. It includes policies for road design, new connections, and multi-modal integration, emphasizing the importance of aligning transportation infrastructure with land use and community needs.

RELEVANCE: The Thoroughfare Plan's emphasis on multi-modal design and context-sensitive street features directly supports the creation of streets that are safe and accessible for all users. Its guiding principles and policies are invaluable for aligning transportation projects with broader safety goals.

RELATED PLAN GOALS:

- Provide a multi-modal transportation network tailored to local contexts (urban, suburban, rural).
- Support connectivity and safety through coordinated development and land use planning.
- Integrate thoroughfare improvements with community safety goals.

KEY POLICIES/INITIATIVES:

- Adoption of complete street policies to accommodate all users.
- Implementation of priority street projects for safe, accessible routes.

7.7 COLUMBUS CENTRAL NEIGHBORHOOD PLAN (2018)⁸

The Columbus Central Neighborhood Plan revitalizes an industrial neighborhood that is transitioning into a mixed-use community. It addresses land-use compatibility, accessibility, and transportation challenges while highlighting strategies for neighborhood improvement, such as enhancing walkable and bikeable areas, creating identifiable centers with mixed uses, and fostering compact development.

RELEVANCE: This plan emphasizes the importance of integrating land use and transportation systems to ensure safe and accessible streets for diverse users. Its emphasis on walkability and reducing automobile dependency aligns with the principles of safe streets, ensuring accessibility and safety for pedestrians and cyclists.

RELATED PLAN GOALS:

- Improve bicycle and pedestrian safety at key intersections within the Columbus People Trail system.
- Ensure accessibility and connectivity to parks, schools, and neighborhoods.

KEY POLICIES/INITIATIVES:

- **Intersection Redesigns:** Incorporate treatments like HAWK signals, refuge medians, and enhanced crosswalks.
- **Public Engagement:** Gather community feedback to shape intersection safety priorities and preferences.

⁷ Source: [Final_Adopted-Document.pdf](#)

⁸ Source: [Final-CCNP-Document-reduced.pdf](#)

7.8 COMPREHENSIVE PLAN - GOALS AND POLICIES (1999)⁹

The 1999 Comprehensive Plan document establishes community goals and policies focusing on maintaining a small-city atmosphere, enhancing environmental quality, improving accessibility, and developing a safe transportation network. It emphasizes multi-modal transport, pedestrian-friendly environments, and integrating alternative transportation methods.

RELEVANCE: The outlined goals provide a foundational framework for safe streets by prioritizing pedestrian safety, multi-modal connectivity, and sustainable urban growth. The policies advocate for a transportation network that accommodates all users, fostering inclusive and accessible public spaces.

RELATED PLAN GOALS:

- Develop a safe and efficient network of streets for vehicles and pedestrians.
- Enhance pedestrian-friendly neighborhood environments and integrate alternative transportation systems.

KEY POLICIES/INITIATIVES:

- **Traffic Calming:** Implement medians, traffic circles, and reduced pavement widths to slow down traffic in residential areas.
- **Pedestrian Facilities:** Ensure new street projects include sidewalks and trails, making them accessible and attractive.
- **Lighting and Landscaping:** Promote proper street lighting and safety-focused landscaping.

7.9 COMPREHENSIVE PLAN - LAND USE SECTION (2002)¹⁰

The 2002 Comprehensive Plan land use section outlines principles for future development, emphasizing mixed-use developments, compact urban growth, and the integration of green spaces. It advocates for neighborhood connectivity and the preservation of sensitive environmental areas.

RELEVANCE: The land use section promotes mixed-use and compact neighborhoods, supporting the creation of safe streets through reduced vehicle dependence and increased walkability. Its focus on integrating green spaces enhances the safety and aesthetic appeal of streets, encouraging active transportation.

RELATED PLAN GOALS:

- Encourage mixed-use developments to reduce dependence on vehicles and increase pedestrian activity.
- Preserve and incorporate green spaces into urban development for improved walkability and community safety.

KEY POLICIES/INITIATIVES:

- Design neighborhoods with multiple connections and minimal cul-de-sacs.
- Integrate environmentally sensitive areas into developments to enhance neighborhood safety and aesthetic value.

⁹ Source: [Microsoft Word - Goals & Policies Element Final.docx](#)

¹⁰ Source: [Microsoft Word - Columbus LUP 4-04-02.doc](#)

7.10 PLAN4HEALTH INITIATIVE (2016)¹¹

The Plan4Health Initiative addresses physical activity through urban design, focusing on improvements to bicycle and pedestrian infrastructure in Columbus neighborhoods. It includes policy reviews, community engagement, and conceptual designs for safer intersections and trails.

RELEVANCE: Plan4Health directly contributes to safe streets by providing actionable strategies for improving bicycle and pedestrian infrastructure. Its emphasis on community health and active transportation aligns closely with the goals of creating safe and inclusive urban environments.

RELATED PLAN GOALS:

- Promote Complete Streets that balance transportation systems for safe, accessible, and efficient travel for all users.
- Encourage non-motorized transportation and transit to reduce crash rates, improve public health, and bolster economic growth.

KEY POLICIES/INITIATIVES:

- **Infrastructure Improvements:** Develop pedestrian and bicycle facilities such as sidewalks, bike lanes, crosswalks, and traffic-calming measures.
- **Design Guidelines:** Emphasize ADA compliance and context-sensitive designs for urban and rural areas.
- **Implementation Approach:** Include Complete Streets considerations early in project development, focusing on coordination across jurisdictions.

7.11 THE CITY OF COLUMBUS COMPREHENSIVE PLAN - CITY VIEW DISTRICT ELEMENT (2023)¹²

The 2023 Comprehensive Plan element emphasizes environmental resilience, sustainable infrastructure, and health-oriented community design. It promotes pedestrian-friendly neighborhoods, enhanced green connections, and integrated mobility networks.

Relevance: The element's vision is instrumental in advocating for safe streets through its focus on health, sustainability, and connectivity. It is a model for integrating safety into urban development by prioritizing pedestrian access and reducing vehicular dominance.

RELATED PLAN GOALS:

- Create pedestrian-friendly neighborhoods connected through bike lanes, sidewalks, and transit-friendly designs.
- Promote environmental resilience through sustainable stormwater infrastructure on the streets.

KEY POLICIES/INITIATIVES:

- **Green Infrastructure:** Incorporate bioswales, permeable pavers, and stormwater management into street designs.
- **Integrated Mobility Networks:** Develop seamless connections for walking, cycling, and transit access within urban and residential areas.

¹¹ Source: [Plan4Health Final Document_reduced\(1\).pdf](#)

¹² Source: [Plan-Final-Adopted_Reduced.pdf](#)

7.12 COLUMBUS DOWNTOWN STUDY – (2030)¹³

The Columbus Downtown 2030 Plan builds on the Envision Columbus framework to guide strategic development, programming, and infrastructure improvements in the City’s downtown core. The study identified key opportunities for growth in residential, hotel, office, and retail sectors, while outlining priority development objectives such as enhancing the 4th Street entertainment district, activating Washington Street, and creating an Avenue of the Architects along 5th Street. A major focus of the plan is on urban infill, activating ground-floor uses along key corridors, strengthening connections to Mill Race Park, and enhancing the public realm for pedestrians. Implementation is designed as a community-led initiative, organized into three focus areas: real estate and economic development, public realm and infrastructure, and programming and activation.

RELEVANCE: The Columbus Downtown 2030 Plan is highly relevant to the Safety Streets for All Action Plan because it prioritizes walkability, connectivity, and public enhancements that directly contribute to safe and accessible streets. Its emphasis on creating comfortable pedestrian environments, linking downtown corridors to Mill Race Park, and activating public spaces aligns with the broader vision of building safe, inclusive, and vibrant streets for all users. This plan ensures that downtown Columbus continues to grow economically and supports multi-modal mobility, as well as safety and accessibility for residents and visitors alike.

RELATED PLAN GOALS:

- Develop and redevelop sites throughout the downtown with an emphasis on housing and mixed-use infill.
- Concentrate active ground-floor uses on Washington Street, 4th Street, and 5th Street.
- Forge stronger, safer connections between 4th and 5th Streets and Mill Race Park.
- Create new destinations along focus corridors and within Mill Race Park.
- Connect and enhance elements of the public realm with a focus on a comfortable pedestrian experience.

KEY POLICIES/INITIATIVES:

- Implement “complete streets” elements in downtown redevelopment projects.
- Improve crosswalks and intersections to ensure safe access between activity centers and parks.
- Enhance the public realm with safety-driven infrastructure, including pedestrian-scale lighting and wayfinding.
- Integrate traffic-calming measures in high-activity corridors to slow vehicles and prioritize pedestrian safety.
- Activate public spaces and streets through programming, ensuring safe and welcoming environments day and night.

¹³ Source: [Columbus Downtown 2030 Plan – Redevelopment](#)

7.13 COLUMBUS ROUTE STUDY – (2024)¹⁴

The ColumBUS Route Study comprehensively evaluates the City’s public transit system, focusing on route efficiency, service coverage, and rider experience. It identifies opportunities to improve connectivity across the City by redesigning routes, enhancing service frequency, and integrating transit stops with pedestrian and bicycle infrastructure. The study also highlights the importance of improving bus stop amenities, accessibility, and reliability to make transit a more attractive and practical option for residents. The report positions transit as a critical element in building a more connected transportation system in Columbus.

RELEVANCE: The findings of the ColumBUS Route Study are directly relevant to the Safety Streets for All Action Plan because safe streets must support all modes of transportation, including transit. Recommendations for improving stop accessibility, ensuring safe pedestrian connections, and integrating transit with bicycle networks align with multi-modal safety principles. By prioritizing safe, reliable, and accessible public transit, the plan addresses traffic safety. It expands mobility options for vulnerable populations, such as seniors, youth, and individuals without access to a car, helping to create a more inclusive and safer transportation system for all.

RELATED PLAN GOALS:

- Improve route efficiency and coverage to ensure reliable access to key destinations (schools, jobs, healthcare, shopping).
- Enhance pedestrian and bicycle connections to bus stops to support multi-modal travel.
- Increase accessibility for all users, including seniors, youth, and people with disabilities.
- Boost service quality with more frequent and dependable routes.
- Strengthen the role of transit in reducing reliance on personal vehicles, thereby improving overall roadway safety.

KEY POLICIES/INITIATIVES:

- Install and upgrade bus stop amenities (benches, shelters, lighting, ADA-accessible boarding areas).
- Prioritize safe pedestrian crossings and sidewalk connectivity around bus stops.
- Integrate bike racks and connections to bicycle networks at key stops and transfer points.
- Adopt policies to expand service hours and coverage to underserved neighborhoods.
- Coordinate transit planning with complete streets policies to ensure safe, multi-modal corridors that serve transit riders effectively.

¹⁴ Source: [Columbus Route Study Report](#)

7.14 CAMPO MTP UPDATE¹⁵

The CAMPO 2045 Metropolitan Transportation Plan is a long-range strategy that guides transportation investments in the Columbus Area Metropolitan Planning Area through 2045. It emphasizes creating a safe, efficient, and multi-modal system that responds to projected population growth, land-use changes, and economic shifts. The plan comprehensively analyzes demographics, commuting patterns, roadway networks, freight systems, public transit, and non-motorized infrastructure. It identifies key safety challenges, such as high-crash corridors, bicycle and pedestrian safety risks, and gaps in sidewalk connectivity, and sets forth goals related to safety, accessibility, system preservation, and multi-modal connectivity. The MTP is also performance-based, linking data-driven analysis with prioritized projects and policies to ensure fiscally responsible decision-making.

RELEVANCE: CAMPO 2045 MTP is relevant to the Safety Streets for All Action Plan because it provides the regional framework for safe, multi-modal transportation planning. Its explicit goals, such as improving safety for all users, increasing accessibility, and promoting transportation choices, aligning directly with the principles of Complete Streets and Vision Zero. The plan's emphasis on filling sidewalk gaps, expanding the People Trail system, enhancing bike-pedestrian connections, and integrating transit access addresses many of the systemic barriers to safe mobility. Furthermore, its crash analysis and performance targets offer a data-driven foundation for prioritizing safety interventions. By incorporating these strategies, the Safety Streets for All Action Plan can align local initiatives with regional priorities, ensuring that investments in safer streets are coordinated and effective.

RELATED PLAN GOALS:

- Improve safety for all users by reducing the number and severity of crashes, with a focus on high-crash corridors and intersections.
- Expand multi-modal access by filling gaps in the sidewalk network, expanding the People Trail system, and improving bicycle connections.
- Support accessibility by prioritizing investments in underserved neighborhoods and ensuring ADA compliance in all projects.
- Encourage transportation choices through better integration of walking, biking, and public transit options.
- Preserve and maintain infrastructure to ensure existing facilities remain safe and functional over the long term.
- Promote sustainability by coordinating land use and transportation planning to support active transportation and reduce reliance on single-occupancy vehicles.

KEY POLICIES/INITIATIVES:

- Implement complete streets principles across new and reconstructed roadways to ensure safe access for pedestrians, bicyclists, transit riders, and motorists.
- Prioritize sidewalk infill projects and ADA retrofits to eliminate barriers to pedestrian mobility.
- Invest in People Trail extensions and connections to schools, parks, and employment centers.
- Design and construct low-stress bicycle facilities that serve users of all ages and abilities.
- Enhance transit access through improved bus stop amenities, safe crossings, and first/last-mile connectivity.
- Use crash data analysis to guide project prioritization and direct funding to the highest-need safety improvements.

¹⁵ Source: [CAMPO-MTP-2021-revised-5.3.22-map-corrections.pdf](#)

7.15 OPPORTUNITIES FOR IMPROVEMENT

Based on the review of existing plans and identified gaps, the following policies and strategies can be developed to address unmet needs and enhance the City's efforts toward safer, more connected streets. These improvements can further support Columbus's vision of a connected, multi-modal, and pedestrian-friendly City while addressing emerging safety needs.

ENHANCED PUBLIC TRANSPORTATION INTEGRATION

- **Policy:** Expand coordination between pedestrian, bicycle, and public transit systems to improve last-mile connectivity and encourage transit use.
- **Implementation:** Develop dedicated transit corridors with enhanced pedestrian crossings and bike parking near transit stops.

VISION ZERO COMMITMENT

- **Policy:** Adopt a Vision Zero framework to eliminate traffic fatalities and serious injuries. Vision Zero will be adopted as part of the Comprehensive Safety Action Plan.
- **Implementation:** Incorporate data-driven decision-making, focusing on high-risk areas with a history of crashes.

DISADVANTAGES OF TRANSPORTATION

- **Policy:** Ensure all neighborhoods, especially underserved areas, receive pedestrian and bicycle infrastructure investment.
- **Implementation:** Establish a task force to evaluate and prioritize funding allocation.

SMART MOBILITY AND TECHNOLOGY INTEGRATION

- **Policy:** Utilize innovative technology such as adaptive traffic signals, pedestrian countdown timers, and real-time data collection for improved safety.
- **Implementation:** Pilot smart intersections with advanced detection for pedestrians and cyclists.

TRAFFIC CALMING ZONES

- **Policy:** Implement traffic-calming infrastructure, such as raised intersections, speed cushions, and shared streets in high-pedestrian areas.
- **Implementation:** Conduct speed studies and community engagement to identify target zones.

NETWORK GAPS AND CONTINUITY

- **Policy:** Address missing connections in pedestrian and bicycle networks to ensure seamless travel.
- **Implementation:** Create a prioritized plan for filling gaps, including bridging underserved neighborhoods to key destinations.

UNIVERSAL DESIGN STANDARDS

- **Policy:** Apply universal design principles to ensure all public infrastructure accommodates users of all abilities.
- **Implementation:** Update city design guidelines to include audible signals, tactile paving, and appropriately timed crossings.

BIKE AND PEDESTRIAN SAFETY ZONES

- **Policy:** Establish designated safety zones around key areas, such as downtown, schools, and parks, with reduced speed limits and enhanced signage.
- **Implementation:** Collaborate with local enforcement agencies to monitor and maintain compliance.

SAFE MOBILITY EDUCATION CAMPAIGNS

- **Policy:** Develop city-wide campaigns to promote safe walking, cycling, and driving behaviors.
- **Implementation:** Partner with schools, local organizations, and businesses for workshops and events.

COMMUNITY CO-DESIGN WORKSHOPS

- **Policy:** Include residents in planning street improvements to ensure local needs and preferences are met.
- **Implementation:** Host interactive design sessions to gather feedback and co-create solutions.

ANNUAL SAFETY AUDITS

- **Policy:** Conduct annual pedestrian and bicycle safety audits to identify and address emerging issues.
- **Implementation:** Use community feedback, crash data, and field observations for evaluation.

8. PROJECTS AND STRATEGIES



8. PROJECTS AND STRATEGIES

The SS4A CSAP contains effective strategies and project recommendations to guide Columbus towards achieving Vision Zero. Investments in engagement, education, and infrastructure all play a critical role in reducing fatal and serious injury crashes. Extensive analysis of the data, stakeholder input, and literature in the previous sections culminated in the following project and strategy recommendations.

A list of potential projects has been compiled from roadways and intersections identified in the safety analysis portion of the Columbus CSAP. These projects were ranked for potential SS4A proposal based on a scoring matrix that incorporated safety analysis data, stakeholder and community input, and disadvantaged community considerations. The methodology for creating and using this priority matrix is outlined in the following section. The resulting project list serves as a roadmap for selecting projects for SS4A funding proposals and for executing safety projects aimed at achieving Vision Zero in Columbus.

8.1 PROJECT IDENTIFICATION METHODOLOGY AND SCORING CRITERIA

A list of potential projects has been compiled in the development of Columbus's safety action plan, combining safety data, analysis, equity considerations, stakeholder and community input, and proven safety countermeasures. The resulting project list serves as a roadmap for prioritizing and executing safety projects aimed at achieving Vision Zero within the Town.

PROJECT IDENTIFICATION METHODOLOGY

Roadway segments and intersections identified within the High Injury Network (HIN) automatically qualified for inclusion in the project list. This strategic approach targeted areas with a history of recurring safety issues, as identified by crash data analysis. Pinpointing locations with the highest fatal and injury crash frequencies formed a solid foundation for identifying and prioritizing areas most in need of safety enhancements.

The project list incorporates locations where safety projects are recently completed, ongoing or are planned for the near future. Some of these projects align with areas identified through safety analysis as high-crash locations, demonstrating proactive safety improvement efforts by transportation agencies. Additionally, some locations are under state jurisdiction and would require coordination with INDOT to become projects. The project list includes all these locations to provide an entire picture of where safety issues lie within Columbus. A list of potential countermeasures was provided for each project location based on the recommended countermeasures outlined previously in the CSAP and based on input from the steering committee, leveraging their extensive knowledge of transportation safety needs in Columbus.

Each location on the preliminary project list underwent evaluation across four emphasis areas outlined in the plan:

- Injury/Fatality Crash Score
- Vulnerable Road User Crash Score
- Disadvantaged Communities
- Public Input

While all four elements are considered vital to the development of the Columbus Safety Action Plan, discussion among the steering committee defined the weight of each element in the project scoring criteria to be used. The resulting scoring system placed greater emphasis on elements that the steering committee deemed to be of greater importance in shaping its plan.

Furthermore, a specific scale was applied to evaluate each element, considering the range of values within each category. A points system was then devised to score the projects, assigning a maximum total number of points in each category based on their relative importance in the scoring system.

The weighted scoring system used to evaluate potential projects is depicted in **Table 11**.

Table 11: Scoring Criteria for SS4A Project Proposals

INJURY/FATALITY CRASH SCORE

Acting toward Vision Zero requires addressing locations with a recurring crash history. Implementing safety countermeasure projects at those locations has the highest potential for safety improvement.

Criteria: Projects were scored based on the annual frequency of injury or fatal crashes, with a higher weight assigned to more severe crashes.

30% weightage

VULNERABLE ROAD USER CRASH SCORE

The SS4A program targets improving safety and mobility for all users. Analysis of the City's roadway network was employed to identify locations with significant crash recurrence.

Criteria: Projects were scored based on the annual frequency of all pedestrian or bike crashes, with a higher weight assigned to more severe crashes.

30% weightage

DISADVANTAGED COMMUNITIES

The SS4A program prioritizes transportation access and safety for all community members.

Criteria: Projects were scored based on whether the individual site was located within or immediately adjacent to a disadvantaged community area.

20% weightage

PUBLIC INPUT

The project list incorporates community input due to their unique knowledge and experience with transportation issues within Columbus.

Criteria: Projects were scored on the number of mentions the location received in the public engagement survey.

20% weightage

8.2 PROJECT OVERVIEW

The compiled projects list was scored in accordance with the criteria presented in the previous section. The weighted total score of the project defined priority for SS4A proposal and implementation. A 3-tier system was assigned for projects based on the range of scores to give the highest priority to projects that obtained the greater total weighted scores. Therefore, projects that were determined to have the highest need for improvement will be expected to have the highest priority for funding and implementation.

The tier system to correspond with a tentative implementation time frame is defined as follows:

- **Tier 1:** Scores ≥ 32 , Implementation 2025 – 2030 (Short-term/Highest priority)
- **Tier 2:** Scores ≥ 28 to < 32 , Implementation 2030 – 2035 (Interim/Medium priority)
- **Tier 3:** Scores < 28 , Implementation 2035+ (Long-term/Lower priority)

Table 12: SS4A Ranked Project List – Road Segments (1 of 4)

PROJECT LOCATION	SEGMENT LENGTH	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
1. US 31* From Central Ave to Hawcreek Blvd	0.8 mi	38	Tier 1	ST: Refresh all signing and pavement markings, replace existing 5-section signals with 4-section flashing yellow arrow signals, improve roadway lighting, update yellow change intervals, implement leading pedestrian intervals LT: Install pedestrian refuge islands, install roundabout intersections
2. Central Ave From Laurel Dr to National Rd	0.3 mi	36	Tier 1	ST: Refresh all signing and pavement markings, improve roadway lighting, update yellow change intervals, implement leading pedestrian intervals LT: Implement access management, install pedestrian refuge islands
3. 10th St From Maple St to Iowa St	0.4 mi	34	Tier 1	ST: Systemic application of multiple low-cost countermeasures at stop-controlled intersections including advance signal warning sign, install retroreflective signal backplates on signal heads, install speed feedback signs, provide crosswalk visibility enhancements, install new raised crosswalks, refresh all signing and pavement markings, install flashing yellow arrow signals, update yellow change intervals, implement leading pedestrian intervals, install RRFBs at the crosswalk on 10th Street near Maple Street LT: Improve sidewalk connectivity, install roundabout intersections
4. 25th St From Washington St to Central Ave	1.0 mi	34	Tier 1	ST: Install speed feedback signs, provide crosswalk visibility enhancements including raised crosswalks as well as a high visibility crosswalk with RRFBs at Sycamore Street, improve ADA crosswalk compliance, systemic application of multiple low-cost countermeasures at stop-controlled intersections including removal of vegetation inhibiting visibility, establish a school zone near Home Avenue and Maple Street, refresh all signing and pavement markings, install flashing yellow arrow signals, update yellow change intervals LT: Install speed tables, implement access management, install pedestrian refuge islands, install roundabout intersections, implement road diet converting the existing 4-lane section to a 3-lane section with TWLTL and shoulders*, install HAWK or PHB, improve sidewalk connectivity *On-going project

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

*Roads maintained by INDOT

Table 12: SS4A Ranked Project List – Road Segments (2 of 4)

PROJECT LOCATION	SEGMENT LENGTH	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
5. Central Ave From 25th St to 13th St	0.9 mi	33	Tier 1	ST: Install retroreflective signal backplates on signal heads, install speed feedback signs, provide crosswalk visibility enhancements, improve ADA crosswalk compliance, refresh all signing and pavement markings, install flashing yellow arrow signals, update yellow change intervals, implement leading pedestrian intervals LT: Implement access management, install medians, improve sidewalk connectivity, install pedestrian refuge islands, install roundabout intersections, install separated bike lanes, implement road diet to convert the existing 4-lane section to a 3-lane section with TWLTL and shoulders On-going project: HAWK signal being planned at the intersection of Central Ave & 19th St
6. 25th St From Hawcreek Blvd to N Taylor Rd	2.0 mi	32	Tier 1	ST: Install speed feedback signs, provide crosswalk visibility enhancements, refresh all signing and pavement markings, install flashing yellow arrow signals, improve roadway lighting, update yellow change intervals, implement leading pedestrian intervals LT: Implement access management, install pedestrian refuge islands, install roundabout intersections, improve sidewalk connectivity Completed project: Leading pedestrian intervals were implemented at the intersection of 25th Street & Hawcreek Ave
7. 2nd St/SR 46* From Brown St to Lafayette Ave	0.4 mi	32	Tier 1	ST: Install retroreflective signal backplate on signal heads, install speed feedback signs, provide RRFBs at the midblock crossing near Bartholomew County Jail, refresh all signing and pavement markings*, improve roadway lighting, update yellow change intervals, implement leading pedestrian intervals LT: Install speed tables, install HAWK or PHB *On-going project: Lane width reduction on 2nd Street, along with bump outs, street parking and high visibility pavement markings
8. SR 46/ Jonathan Moore Pike* From Johnson Blvd to Morgan Willow Trace	0.5 mi	31	Tier 2	ST: Install speed feedback signs, provide crosswalk visibility enhancements, refresh all signing and pavement markings, update yellow change intervals, implement leading pedestrian intervals, maintain appropriate speed limit for all road users LT: Install pedestrian refuge islands, install a traffic signal at the intersection of SR 46 & Morgan Willow Trace, improve access management

ST = Short-term Countermeasures LT = Long-term Countermeasures

*Denotes projects within joint jurisdiction (Town and INDOT)

Table 12: SS4A Ranked Project List – Road Segments (3 of 4)

PROJECT LOCATION	SEGMENT LENGTH	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
9. 17th St From Lee St to Jolinda Dr	0.2 mi	30	Tier 2	ST: Systemic application of multiple low-cost countermeasures at stop-controlled intersections including advance intersection warning signs and a supplemental signal head, provide crosswalk visibility enhancements, refresh all signing and pavement markings, replace existing 5-section signals with 4-section flashing yellow arrow signals, update yellow change intervals, implement leading pedestrian intervals, conduct a road safety audit LT: Implement access management, improve sidewalk connectivity
10. US 31* From 25th St to 10th St/Taylor Rd	1.4 mi	30	Tier 2	ST: Install speed feedback signs, refresh all signing and pavement markings, replace existing 5-section signals with 4-section flashing yellow arrow signals, improve roadway lighting, update yellow change intervals, implement leading pedestrian intervals LT: Implement access management, install pedestrian refuge islands, install roundabout intersections, identify midblock crossings along the corridor, install HAWK or PHB at midblock crossings
11. 17th St From Union St to Hawcreek Ave	0.8 mi	28	Tier 2	ST: Systemic application of multiple low-cost countermeasures at stop-controlled intersections, install retroreflective signal backplates on signal heads, provide crosswalk visibility enhancements, refresh all signing and pavement markings, install flashing yellow arrow signals, update yellow change intervals, implement leading pedestrian intervals LT: Improve sidewalk connectivity, install pedestrian refuge islands, install roundabout intersections, identify midblock crossings along the corridor; install HAWK or PHB at mid-block crossings
12. 10th St From Marr Rd to US 31	0.6 mi	28	Tier 2	ST: Provide crosswalk visibility enhancements, refresh all signing and pavement markings, install flashing yellow arrow signals*, provide roadway lighting, update yellow change intervals, implement leading pedestrian intervals LT: Install pedestrian refuge islands, install roundabout intersections, extend multi-use path# or provide crosswalk (with HAWK or PHB) *On-going project: Signal project at 10th St & Whitfield Dr intersection expected to change 5-section signal heads to 4-section heads #On-going project: Shared use path expected to be extended from Marr Rd to Lowes Path, north of 10th St

ST = Short-term Countermeasures LT = Long-term Countermeasures

*Roads maintained by INDOT

Table 12: SS4A Ranked Project List – Road Segments (4 of 4)

PROJECT LOCATION	SEGMENT LENGTH	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
13. SR 46/ State St* From Dahn St to Cherry St	0.5 mi	27	Tier 3	ST: Install speed feedback signs, provide crosswalk visibility enhancements, refresh all signing and pavement markings, install flashing yellow arrow signals, improve roadway lighting, update yellow change intervals, implement leading pedestrian intervals LT: Implement access management (including a cul-de-sac at Indiana Ave), install pedestrian refuge islands, install roundabout intersections
14. 11th St From Carl Miske Dr to Washington St	0.4 mi	25	Tier 3	ST: Install retroreflective backplates on signal heads, provide crosswalk visibility enhancements, refresh all signing and pavement markings, install flashing yellow arrow signal, improve roadway lighting, improve EB turn-lane delineation, remove posted speed limit of 35 mph after the roundabout sign with 20 mph speed on the westbound approach, remove dual yield signs on the westbound approach at the roundabout, conduct a road safety audit LT: Add crosswalks on the east and south leg of the roundabout On-going project: Potential roundabouts planned at Jackson St and Washington St intersections
15. SR 11/ Jonesville Rd* From HK Auto Repair to Garden St	0.5 mi	25	Tier 3	ST: Systemic application of multiple low-cost countermeasures at stop-controlled intersections, refresh all signing and pavement markings, improve roadway lighting, provide wider edge lines, convert the segment into a no-passing zone by replacing the existing dashed yellow center lines to solid yellow center lines LT: Install passing blister On-going project: New north/south roadway planned to be constructed from Morgan Willow Trace to CR 200 S

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

*Denotes projects within joint jurisdiction (Town and INDOT)

Table 13: SS4A Ranked Project List - Intersections (1 of 2)

PROJECT LOCATION	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
1. US 31 & Central Ave	37	Tier 1	ST: Optimize signal timing and clearance intervals, refresh all signing and pavement markings, implement leading pedestrian interval LT: Install roundabout, install pedestrian refuge islands
2. 25th St & Flintwood Dr/ Lockerbie Dr	35	Tier 1	ST: Optimize signal timing and clearance intervals, provide crosswalk visibility enhancements, refresh all signing and pavement markings, implement leading pedestrian interval, install protected left turn or flashing yellow arrow signal, improve intersection lighting, push the stop bar on Lockerbie Drive further behind to accommodate a high visibility crosswalk, install sharrows on 25th Street LT: Install roundabout, install dedicated turn lanes
3. US 31 & 25th St	31	Tier 2	ST: Optimize signal timing and clearance intervals, refresh all signing and pavement markings, implement leading pedestrian interval, replace 5-section signals with 4-section flashing yellow arrow signals, improve intersection lighting LT: Implement access management, install pedestrian refuge islands, install a roundabout
4. 25th St & Taylor Rd	31	Tier 2	ST: Optimize signal timing and clearance intervals, provide crosswalk visibility enhancements, refresh all signing and pavement markings, implement leading pedestrian interval, replace 5-section signals with 4-section flashing yellow arrow signals, improve intersection lighting LT: Implement access management, install pedestrian refuge islands
5. US 31 & Hawcreek Blvd	30	Tier 2	ST: Optimize signal timing and clearance intervals, provide crosswalk visibility enhancements, refresh all signing and pavement markings, install 4-section flashing yellow arrow signals, install advanced intersection warning signage, provide intersection lighting LT: Implement access management, install roundabout
6. US 31 & 10th St/Taylor Rd	29	Tier 2	ST: Optimize signal timing and clearance intervals, provide crosswalk visibility enhancements, refresh all signing and pavement markings, implement leading pedestrian interval, improve intersection lighting, provide an advance intersection warning sign on the south leg LT: Evaluate alternative intersection controls, install pedestrian refuge islands
7. US 31 & 17th St/Marr Rd	28	Tier 2	ST: Optimize signal timing and clearance intervals, refresh all signing and pavement markings, conduct a road safety audit LT: Implement access management, install roundabout
8. Central Ave & 13th St	28	Tier 2	ST: Systemic application of multiple low-cost countermeasures at stop-controlled Intersections, provide crosswalk visibility enhancements, refresh all signing and pavement markings, install advanced intersection warning signage, improve intersection lighting, install sharrows, install a crosswalk with HAWK or PHB in the vicinity LT: Install roundabout or signal

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

Table 13: SS4A Ranked Project List - Intersections (2 of 2)

PROJECT LOCATION	WTD. TOTAL SCORE	TIER	PROPOSED COUNTERMEASURES
9. 25th St & Talley Rd	27	Tier 3	ST: Systemic application of multiple low-cost countermeasures at stop-controlled intersections, provide crosswalk visibility enhancements including a high visibility crosswalk with RRFBS on 25th Street, refresh all signing and pavement markings, install advanced intersection warning signage on the east leg, install speed feedback signs on the east leg LT: Install roundabout or signal
10. US 31 & Middle Rd/ Herman Darlage Dr	27	Tier 3	ST: Optimize signal timing and clearance intervals, refresh all signing and pavement markings, implement leading pedestrian interval, replace existing 5-section signals with 4-section flashing yellow arrow signals, improve intersection lighting*, install a supplemental signal head for the northbound approach on Herman Darlage Drive LT: Implement access management (Wendy's), install pedestrian refuge islands, install roundabout *On-going project: Street lights to be installed at the intersection soon
11. SR 46/3rd St & Lindsay St	25	Tier 3	ST: Optimize signal timing and clearance intervals, provide crosswalk visibility enhancements, refresh all signing and pavement markings, implement leading pedestrian interval, improve intersection lighting, provide railroad crossing enhancements, provide advance warning signs on the west and south legs, conduct a road safety audit LT: None identified
12. US 31 & Home Ave/ Westenedge Dr	25	Tier 3	ST: Optimize signal timing and clearance intervals, provide crosswalk visibility enhancements, refresh all signing and pavement markings, implement leading pedestrian interval, install flashing yellow arrow signals, improve intersection lighting, install a 'no turn on red' sign for the northbound approach LT: Install roundabout, install pedestrian refuge islands
13. Central Ave & 25th St	25	Tier 3	ST: Optimize signal timing and clearance intervals, provide crosswalk visibility enhancements, refresh all signing and pavement markings, implement leading pedestrian interval, replace existing 5-section signals with 4-section flashing yellow arrow signals, improve intersection lighting LT: Install roundabout, improve access management
14. SR 46/ Jonathan Moore Pike & Johnson Blvd	25	Tier 3	ST: Optimize signal timing and clearance intervals, refresh all signing and pavement markings, implement leading pedestrian interval, improve intersection lighting LT: Improve access management, install pedestrian refuge islands
15. SR 46/ Jonathan Moore Pike & Morgan Willow Trace	22	Tier 3	ST: Systemic application of multiple low-cost countermeasures at stop-controlled intersections including advance intersection warning signs, refresh all signing and pavement markings LT: Implement access management (no left turns from minor street), improve delineation of WB left turn lane, install a traffic signal
16. Central Ave & 14th St	22	Tier 3	ST: Systemic application of multiple low-cost countermeasures at stop-controlled intersections, provide crosswalk visibility enhancements, refresh all signing and pavement markings, improve intersection lighting, install sharrows, install a crosswalk with PHB or HAWK in the vicinity LT: Install roundabout or signal

Note: HAWK = High-Intensity Activated Crosswalk; PHB = Pedestrian Hybrid Beacon; TWLTL = Two-Way Left-Turn Lane; RRFBS = Rectangular Rapid Flashing Beacons

ST = Short-term Countermeasures **LT** = Long-term Countermeasures

8.3 STRATEGY RECOMMENDATIONS

While infrastructure plays an important role in achieving Columbus’s Vision Zero goal, enforcement, education, and engagement are just as critical to creating a holistic multi-disciplinary approach to safety. The following section details non-infrastructure strategies for the SS4A Action Plan based on a review of historical crash data records, public feedback, and state and federal resources.

The initial twelve strategies, categorized by the Safe System Element they address, are summarized in **Table 14**. Each strategy comprises various components aimed at furthering its objectives. For a more comprehensive understanding of the proposed actions, anticipated implementation timelines, and the departments accountable for execution – as well as supporting departments where applicable—please refer to the subsequent sections. It’s worth noting that the Steering and Implementation Committee reserves the right to amend or refine these strategies based on evolving information, community input, considerations of community impacts, and insights gleaned from ongoing evaluations.

Table 14: Columbus CSAP Comprehensive Safety Strategies

NO.	STRATEGY	SAFE SYSTEM ELEMENT ADDRESSED				
		SAFE USERS	SAFE VEHICLES	SAFE SPEEDS	SAFE STREETS	POST-CRASH CARE
1	Launch a Comprehensive Safety Campaign	✓	✓			
2	Implement Measures to Reduce Speeding Citywide	✓	✓	✓		
3	Foster a Culture of Shared Responsibility within the City	✓	✓	✓		
4	Target High Injury Areas to Reduce Severe Crashes and Speeds	✓	✓			
5	Transform Residential Streets into Safe, Low-Speed, Low-Stress Environments	✓			✓	
6	Develop Commercial Streetscapes Promoting Safe Speeds and Crossings	✓			✓	
7	Implement Systemic Improvements at High-Risk Locations	✓	✓	✓		
8	Establish Safe, Accessible Networks for Pedestrians, Cyclists, and Assistive Device Users	✓			✓	
9	Ensure Equal Access to Safe Vehicles	✓	✓			
10	Rapid Response to Fatal Crashes	✓	✓	✓	✓	✓
11	Utilize Data and Technology to Understand High-Risk Behaviors and Streets	✓	✓	✓	✓	
12	Monitor Progress towards Safety Goals	✓	✓	✓	✓	✓

STRATEGY 1: LAUNCH A COMPREHENSIVE SAFETY CAMPAIGN

Establishing a comprehensive safety culture throughout Columbus that is embraced by all sectors, including the public, initiates raising awareness about the City's significant crash challenges, their impact, causative factors, and preventive measures. Campaign messages, disseminated across diverse platforms, must center on severe crashes and emphasize the detrimental impact of speed on crash severity. Messaging strategy should be designed to inspire the behavioral shifts essential for mitigating and eradicating severe crashes.

Table 15: Strategy 1 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Create a culturally relevant traffic safety campaign aimed at reducing severe injuries and fatalities by addressing speeding and dangerous driving behaviors such as running red lights and failing to yield to pedestrians.	Within the next 5 years	City of Columbus (Engineering Department), Media Services, Columbus Police Department
Prioritize driver education and awareness through civilian staff warnings and diversion programs before enforcing fines at high-crash locations and areas with heightened dangerous driving behaviors.	Within the next 5 years	Columbus Police Department, Bartholomew County School Corporation, Columbus Area Chamber of Commerce
Communicate information about speed limits and any future changes to speed limits through social media and other channels available.	Within the next 5 years	City of Columbus (Engineering Department), Media Services, Columbus Police Department
Expand the Safe Routes to School in-class education program to high schools, focusing on safe driving behaviors and alternatives to driving.	Within the next 5 years	Bartholomew County School Corporation, Local Hospitals

STRATEGY 2: IMPLEMENT MEASURES TO REDUCE SPEEDING CITYWIDE

Columbus recognizes that solely relying on messaging won't ensure all drivers slow down. Therefore, the City is committed to designing our streets to encourage safe speeds for pedestrians, cyclists, and those using assistive devices. This includes adjusting posted speed limits to align with desired target speeds for safer streets. Additionally, Columbus will explore alternative enforcement approaches to encourage safer driving behaviors.

Table 16: Strategy 2 Action Items Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Ensure that adequate signage is placed on major streets to alert drivers of the designated speed limit.	Within the next 5 years	City of Columbus (Engineering Department), Columbus Department of Public Works
Establish zones with reduced speed limits by implementing changes to speed regulations and implementing road designs that naturally encourage compliance, particularly in areas with a high concentration of vulnerable road users such as schools, parks, community centers, and housing facilities for seniors and transitional residents.	Within the next 5-10 years	City of Columbus (Engineering Department), City of Columbus City Council, Columbus Police Department
Evaluate the fairness, uniformity, effectiveness, and disadvantaged community considerations of existing traffic enforcement methods, fines, and legal procedures.	Within the next 5-10 years	City of Columbus City Council, Columbus Police Department

STRATEGY 3: FOSTER A CULTURE OF SHARED RESPONSIBILITY WITHIN THE CITY

The Safe System Approach underscores the shared responsibility in reducing severe crashes, emphasizing that everyone has a role to play. Columbus has an opportunity to take the lead by fully embracing the goal of eliminating severe crashes and integrating the Safe System approach into all City services and operations. The role of City employees in setting an example through their behaviors is equally crucial. Since Columbus is committed to achieving the goal of eliminating traffic crashes citywide, it is imperative that the City holds itself accountable and refuses to tolerate unsafe driving practices among City employees.

Table 17: Strategy 3 Action Items Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Train and educate staff, contractors, and government partners on Safe System concepts and practices to raise awareness.	Within the next 5 years	City of Columbus (Department of Security and Risk), City of Columbus (Human Resources)
Create and execute a driver training program for employees who operate vehicles during work duties, focusing on safe driving practices, particularly regarding speed and interactions with pedestrians, cyclists, scooter riders, and individuals using assistive devices.	Within the next 5-10 years	City of Columbus (Department of Security & Risk, Human Resources), State or Local Law Enforcement Agencies

STRATEGY 4: TARGET HIGH INJURY AREAS TO REDUCE SEVERE CRASHES AND SPEEDS

For a long time, severe crashes have been seen as an unavoidable part of operating. However, by investing in the HIN and hotspot intersections identified in this CSAP, Columbus can significantly reduce severe crashes and prove that eliminating roadway fatalities and serious injuries is achievable. Progress on improving the HIN must be monitored and priorities must be adjusted as needed to ensure focus remains on the most impactful safety investments.

Table 18: Strategy 4 Action Items Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
The City shall continue to integrate the High Injury Network (HIN) into its annual major street resurfacing program and consistently implement and maintain safety enhancements as part of all resurfacing efforts.	Within the next 5 years	City of Columbus (Engineering Department)
Review all High Injury Network (HIN) corridors for safety enhancements and execute a minimum of one corridor safety project annually. These projects will utilize a blend of quick-delivery enhancements like striping and signal adjustments alongside capital investments such as RRFBs, curb extensions, and refuge islands.	Within the next 5 years	City of Columbus (Engineering Department)
Regularly update the High Injury Network (HIN) every 3 to 5 years using current crash data to pinpoint new areas for enhancement and showcase successful declines in severe and fatal crashes.	Within the next 5 years	City of Columbus (Engineering Department)

STRATEGY 5: TRANSFORM RESIDENTIAL STREETS INTO SAFE, LOW-SPEED, LOW-STRESS ENVIRONMENTS

Although most severe crashes happen on busy arterial and collector streets, the City must also consider safety on low-traffic residential streets, which serve as essential pathways for pedestrians and cyclists to access neighborhood amenities like parks and schools in Columbus.

Table 19: Strategy 5 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Continue seeking federal and state Safe Routes to School (SRTS) grants for safety enhancements around local schools and explore collaborations with other city departments to implement broader safety measures in upcoming years.	Ongoing	City of Columbus (Engineering, Planning), Bartholomew County School Corporation
Assess the influence of freight and heavy trucks on traffic safety, especially in residential areas, and create measures and standards to address unsafe conditions.	Within the next 5 years	City of Columbus (Engineering), Columbus Area Chamber of Commerce
Implement a trial Slow Street Network initiative and assess its effectiveness using safety data and feedback from residents	Within the next 5-10 years	City of Columbus (Engineering)

STRATEGY 6: DEVELOP COMMERCIAL STREETSCAPES PROMOTING SAFE SPEEDS AND CROSSINGS

It is crucial to create inviting environments that cater to all individuals, where economic vitality, social interaction, and community development thrive without being compromised by hazardous street conditions to maximize the benefits of the commercial streetscapes in Columbus.

Table 20: Strategy 6 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Include speed reduction measures in all streetscape initiatives and adjust speed limits to align with target speeds whenever possible.	Within the next 5 years	City of Columbus (Engineering, Planning)
Broaden the criteria for selecting streetscape projects to encompass areas with elevated severe crash rates and risky roadway characteristics.	Within the next 5 years	City of Columbus (Engineering Department)

STRATEGY 7: IMPLEMENT SYSTEMIC IMPROVEMENTS AT HIGH-RISK LOCATIONS

The review of severe crashes, vulnerable road users, and high-risk road attributes reveals opportunities for significant investments in preemptive measures to prevent severe crashes. By acting quickly, the City can implement and evaluate new countermeasures while refining internal procedures to enhance safety.

Table 21: Strategy 7 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Deploy and evaluate rapid implementation of countermeasures matched for crash types identified in the CSAP.	Within the next 5-10 years	City of Columbus (Engineering Department)
Expedite systemic safety improvements through the right-of-way permitting process.	Within the next 5-10 years	City of Columbus (Engineering Department)

STRATEGY 8: ESTABLISH SAFE, ACCESSIBLE NETWORKS FOR PEDESTRIANS, CYCLISTS, AND ASSISTIVE DEVICE USERS

Through the adopted resolution, the City has pledged to guarantee safe and convenient mobility for all residents of Columbus, regardless of their mode of transportation. Recognizing the increased vulnerability of pedestrians, cyclists, and individuals using assistive devices, Columbus must intentionally design its streets to facilitate their safe movement to desired destinations.

Table 22: Strategy 8 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Improve lighting at pedestrian crossings	Within the next 5-10 years	City of Columbus (Engineering Department)
Enhance safety at intersection pedestrian crossings with proven measures like curb extensions, refuge islands, high-visibility crosswalk markings, signage, signals, and beacons.	Within the next 5-10 years	City of Columbus (Engineering Department)
Evaluate the need for mid-block crossings between major pedestrian areas where crossing distances between existing signals or enhanced crossings are impractical, and implement where warranted and feasible.	Within the next 5-10 years	City of Columbus (Engineering Department)

STRATEGY 9: ENSURE EQUAL ACCESS TO SAFE VEHICLES

Columbus will explore avenues to enhance the safety of the existing vehicle fleet, ensuring that all residents (including those who cannot afford new vehicles or choose not to drive) are accounted for in our safety initiatives.

Table 23: Strategy 9 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Create concise policies regarding the deployment and usage of micromobility devices.	Within the next 5-10 years	City of Columbus (Engineering, City Council)
Promote accessible and attractive alternatives to owning personal vehicles, such as shared mobility, public transit, walking, and cycling, through investments, pilot initiatives, subsidies for low-income individuals, and incentives.	Within the next 5-10 years	City of Columbus (Planning, Engineering, Community Development), ColumBUS Transit

STRATEGY 10: RAPID RESPONSE TO FATAL CRASHES

As the City enacts the safety plan and fosters collaborations and a collective safety mindset among various sectors and the community, it recognizes that unfortunate crashes may still happen. It is crucial to not only react to severe crashes but also to increase the understanding of their causes and effects.

Table 24: Strategy 10 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Regularly provide the public and decision-makers with access to statistics regarding fatal crashes.	Within the next 5 years	City of Columbus (Engineering), Media Services, Columbus Police Department
Implement safety enhancements at locations where fatal crashes have occurred.	Within the next 5-10 years	City of Columbus (Engineering)
Work with medical experts to merge hospital and crash data, enhancing the understanding of severe crash demographics, enhancing behavioral intervention effectiveness, and accessing additional funding streams.	Within the next 5 years	City of Columbus (Engineering), Local Health Partners, Columbus Police Department, Columbus Fire Department

STRATEGY 11: UTILIZE DATA AND TECHNOLOGY TO UNDERSTAND HIGH-RISK BEHAVIORS AND STREETS

Columbus relies on police reports to gauge severe and fatal crashes' severity, location, and nature. However, this data source offers only a partial view of high-risk behaviors and may overlook crucial opportunities for intervention. To comprehensively evaluate and address these areas, Columbus must access additional relevant data from various existing and emerging sources to enhance safety planning, evaluation, and monitoring efforts.

Table 25: Strategy 11 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Gather and centralize data on severe crashes, speeds, and risky driving behaviors to gain deeper insights into current and potential locations of severe crashes and their impact on road users.	Within the next 3-5 years	City of Columbus (Engineering), Columbus Police Department, Columbus Fire Department, Bartholomew County Sheriff's Office, Indiana State Police
Enhance data collection and analysis techniques to assess the impact of countermeasures efficiently through customized, streamlined, and automated tools and dashboards.	Within the next 3-5 years	City of Columbus (Engineering Department)
Consider subscriptions to big data analytics companies to determine where and when speeding occurs throughout Columbus.	Within the next 3-5 years	City of Columbus (Engineering Department)

STRATEGY 12: MONITOR PROGRESS TOWARDS SAFETY GOALS

Enhancing road safety in Columbus relies on the City's ability to learn from its initiatives and enhance its procedures continually. Evaluation serves as a means of accountability. Further details on the evaluation methods, progress tracking, and coordination of implementation are outlined in the following progress and transparency section.

Table 26: Strategy 12 Action Items, Implementation Timeframe, and Responsible Department(s)

ACTION ITEM	TIMEFRAME	RESPONSIBLE DEPARTMENT(S)
Annually review the progress of the Comprehensive Safety Action Plan (CSAP) strategies, presenting the findings to the Steering & Implementation Committee. Assess the need for updates to the CSAP based on the evaluation results.	Within the next 3-5 years	City of Columbus (Engineering Department)
Annually assess the effectiveness of two corridor safety projects by analyzing crash data, gathering resident feedback, and utilizing other relevant data sources. Identify any necessary further improvements based on the evaluation results.	Within the next 3-5 years	City of Columbus (Engineering Department)

9. PROGRESS AND TRANSPARENCY



9. PROGRESS AND TRANSPARENCY

This CSAP serves as a detailed plan to achieve the goal of eliminating fatal and serious injury crashes in the City of Columbus by the year 2040. There will be considerable effort required to implement the systematic changes required to achieve this goal.

Many strategies outlined in the CSAP can be executed within a shorter timeframe, while others may require longer-term or ongoing efforts. It's important to recognize that while completing all strategies within specific timeframes may not always be possible, that focus should be on continuous adaptation and evaluation for the sake of accountability and progress.

The CSAP aims to establish a comprehensive safety program with a strong framework for monitoring and evaluation to demonstrate incremental progress each year. It also emphasizes the importance of adjusting strategies as needed based on feedback from Columbus residents.

SS4A ACTION PLAN PROGRESS MEASURES

The SS4A Action Plan for Columbus is designed to evolve over time, reflecting ongoing efforts and progress toward achieving Vision Zero for the City. As milestones are reached, the impact of these achievements on the overall safety goals will be regularly assessed.

The City will publish an annual report on the progress of the SS4A Action Plan each July. This report will feature the following:

- Updated crash statistics, focusing on fatal and serious injury incidents as well as bicycle and pedestrian-related crashes.
- Graphical representations of crash trends over the past five years
- Updated status of projects recommended by the SS4A Action Plan.
- Update the City's CSAP dashboard, HIN, and hotspot intersections every three years to ensure the roadway network accurately reflects the current citywide safety landscape.

TRANSPARENCY

The City of Columbus has developed the SS4A Action Plan with the goal of full transparency. As part of the engagement process, the City created a diverse steering committee, conducted a citywide survey, and engaged consultants to allow as many voices as possible into the development of the plan. The SS4A Action Plan will be posted in final form on the City's SS4A Action Plan/Vision Zero webpage (www.columbus.in.gov/engineering/safe-streets-for-all/). Interim documents like the annual report and updated HIN will also be posted on the webpage.

10. APPENDICES

Appendix A: Vision Zero Resolution

Appendix B: Safety Analysis

Appendix C: Public Engagement

Appendix D: Steering Committee Meeting Minutes

Appendix E: Comprehensive Safety Action Plan Projects

APPENDIX A: VISION ZERO RESOLUTION

RESOLUTION NO. 9, 2025

A RESOLUTION OF THE BOARD OF PUBLIC WORKS AND SAFETY ADOPTING A VISION ZERO POLICY

WHEREAS, the life and health of all persons living and traveling within the City of Columbus, Indiana ("City") are the Board of Public Works and Safety's ("Board") utmost priority, and no one should die or be seriously injured while traveling on City streets;

WHEREAS, Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable;

WHEREAS, Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all roadway users while increasing safe, healthy, equitable mobility for all;

WHEREAS, streets and transportation systems have traditionally been designed primarily to move motorists efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, and motorcyclists, as well as drivers and passengers of motor vehicles;

WHEREAS, Vision Zero recognizes that people will sometimes make mistakes, so the roadway system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers, and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes;

WHEREAS, making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution;

WHEREAS, successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans;

WHEREAS, Vision Zero resolutions have been adopted by many jurisdictions across the United States; and

WHEREAS, this 2025 Vision Zero Resolution is a required component of the Safe Streets and Roads for All Action Plan; and

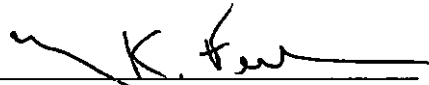
WHEREAS, this Vision Zero Resolution sets forth the City's goal of reducing serious injuries and fatal crashes to zero by the year 2040;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Public Works and Safety approve this resolution as follows:

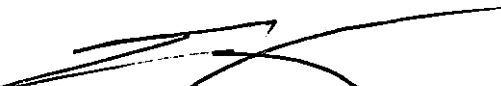
1. The above recitals are incorporated herein by reference.
2. The City of Columbus ("City") hereby commits to a goal of achieving zero roadway fatalities and serious injuries by 2040 on the streets within the jurisdiction of the City ("Vision Zero Goal").

3. The City shall adopt a comprehensive safety action plan to develop a holistic, well-defined strategy to achieve the City's Vision Zero Goal.
4. This Resolution shall be in effect from and after its passage.

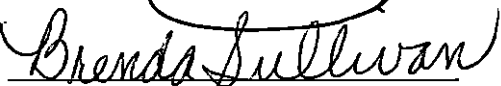
ADOPTED BY THE BOARD OF PUBLIC WORKS AND SAFETY OF THE CITY OF COLUMBUS, INDIANA, AND EFFECTIVE AUGUST 5, 2025.



Mary K. Ferdon, Mayor



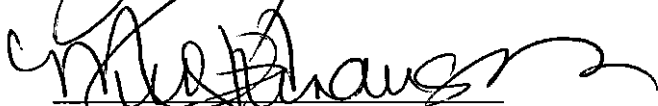
Eric A. Frey, II, Member



Brenda Sullivan, Member

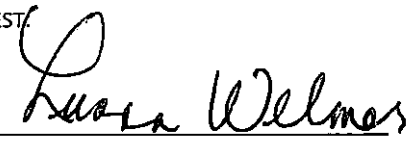


John C. Pickett, Member



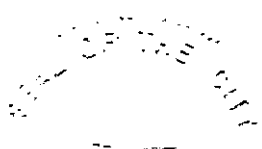
Melanie V. Henderson, Member

ATTEST:

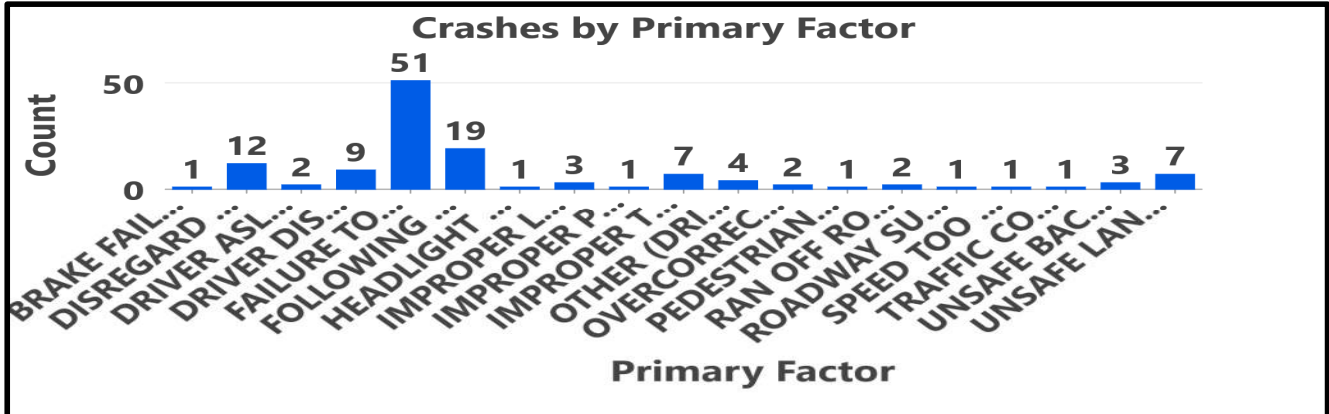
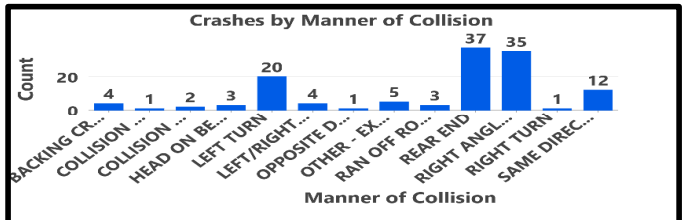
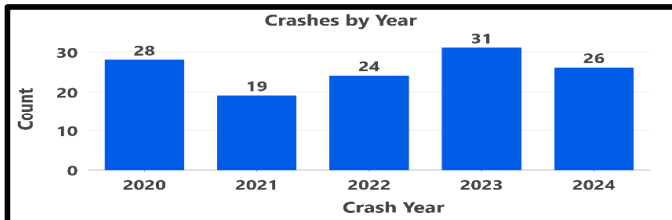
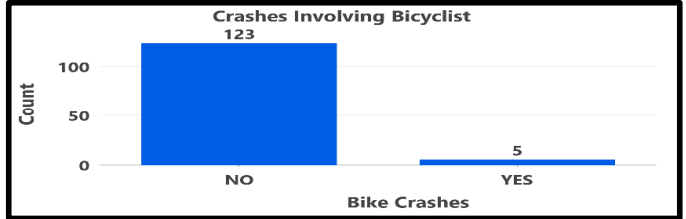
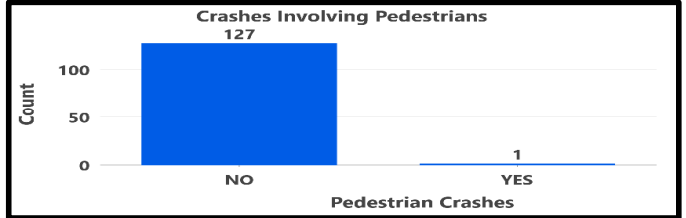
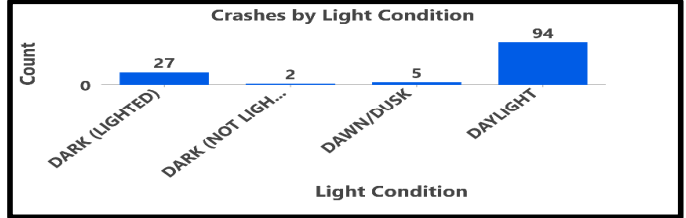
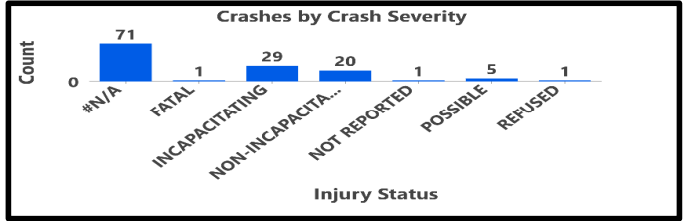
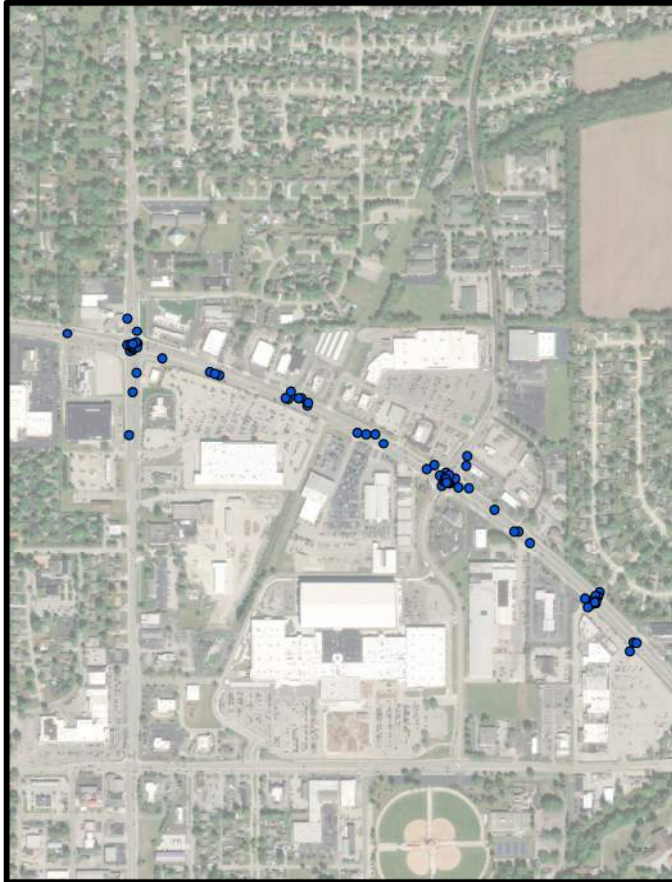


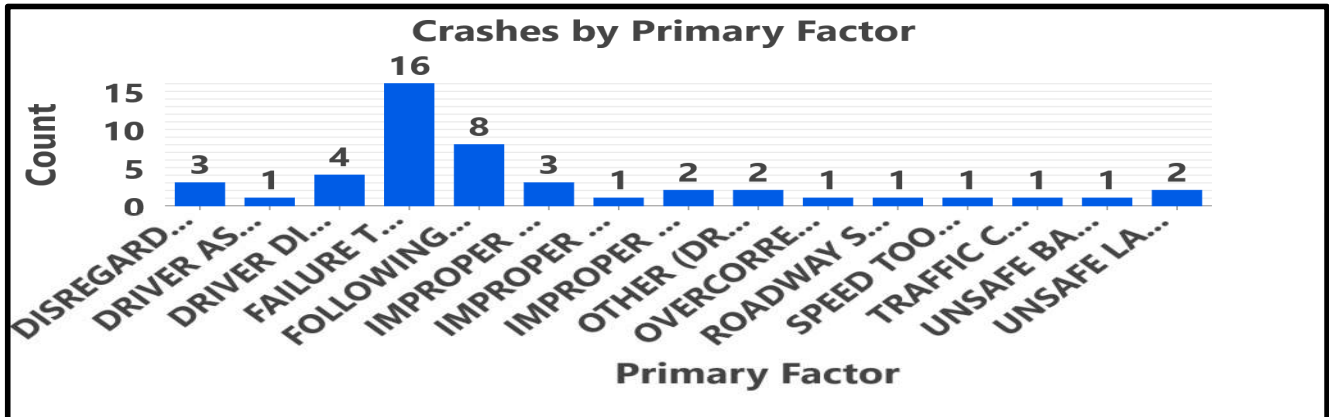
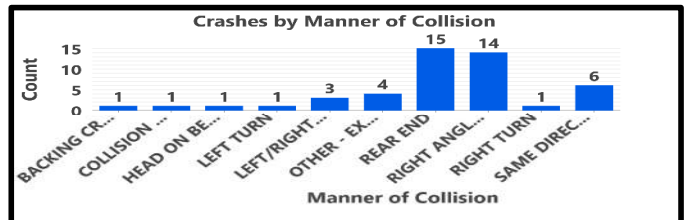
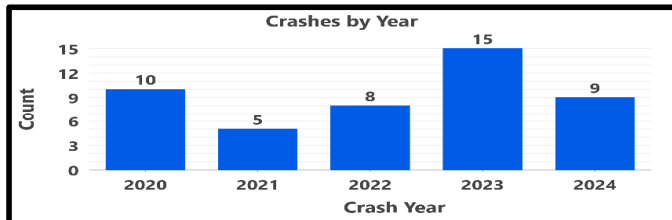
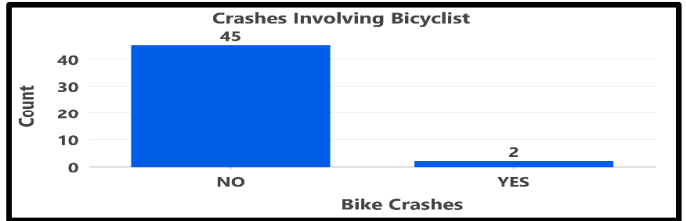
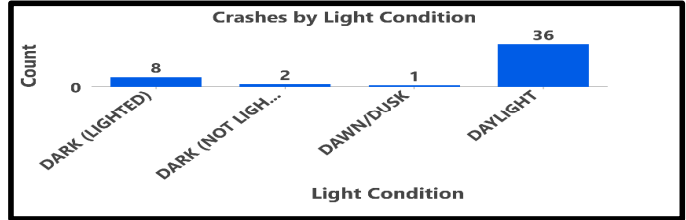
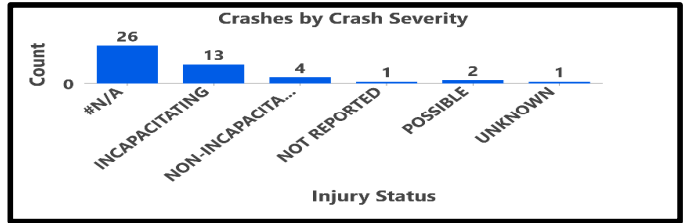
Luann Welmer, Clerk of the City of Columbus, Indiana

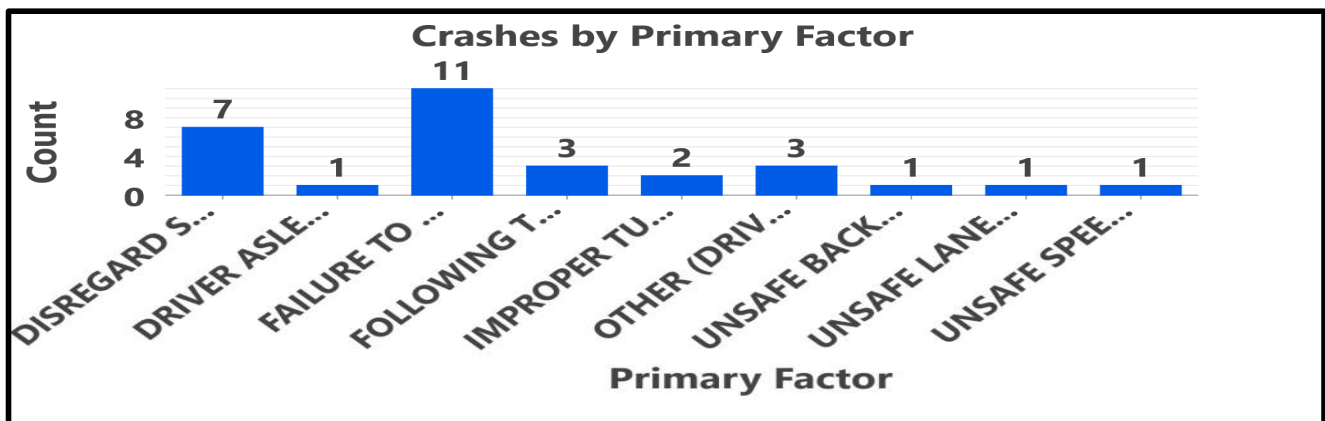
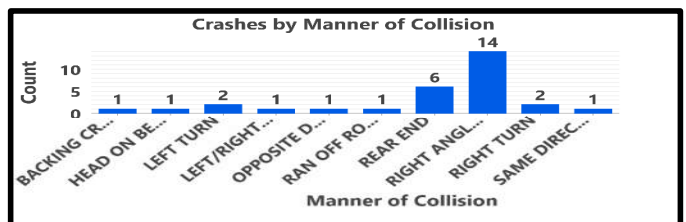
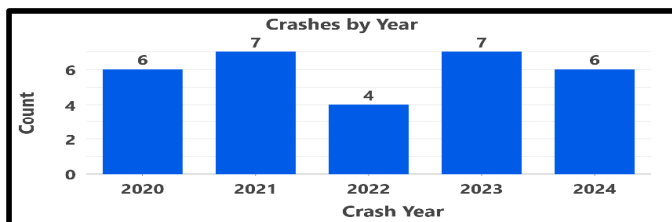
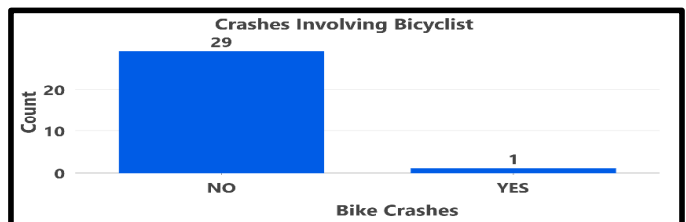
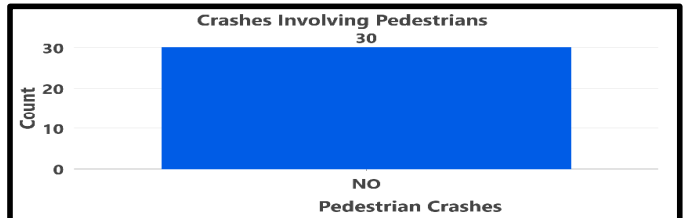
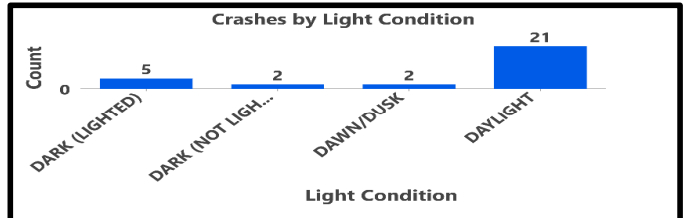
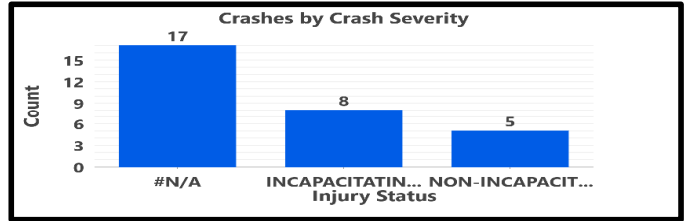
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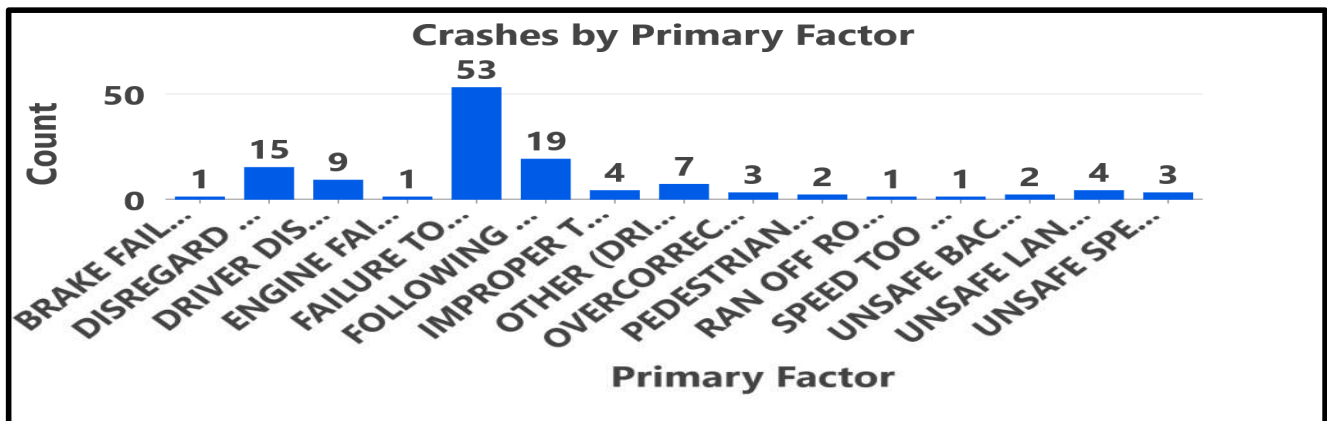
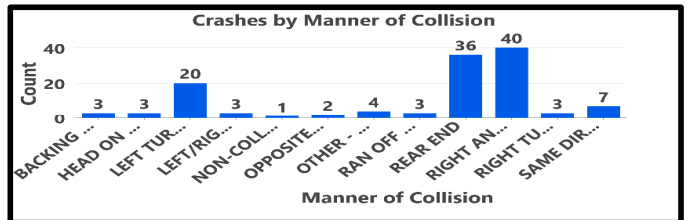
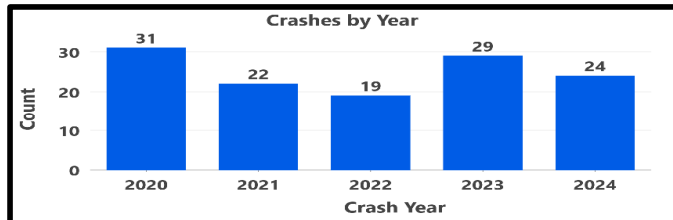
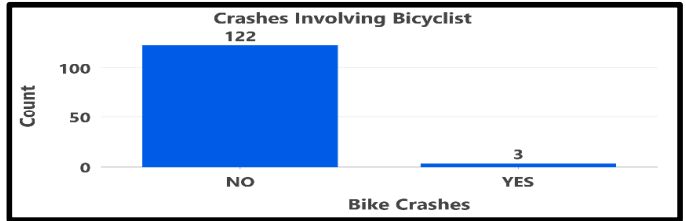
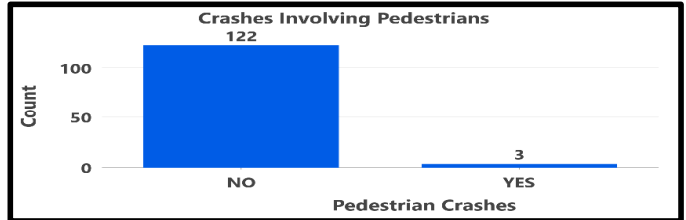
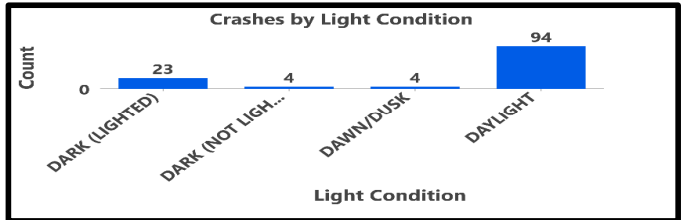
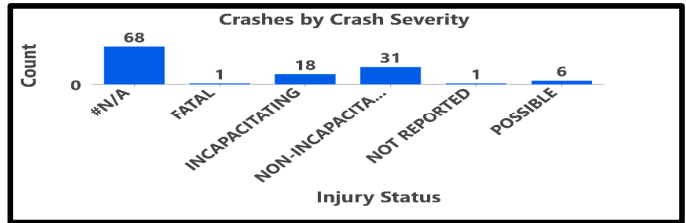
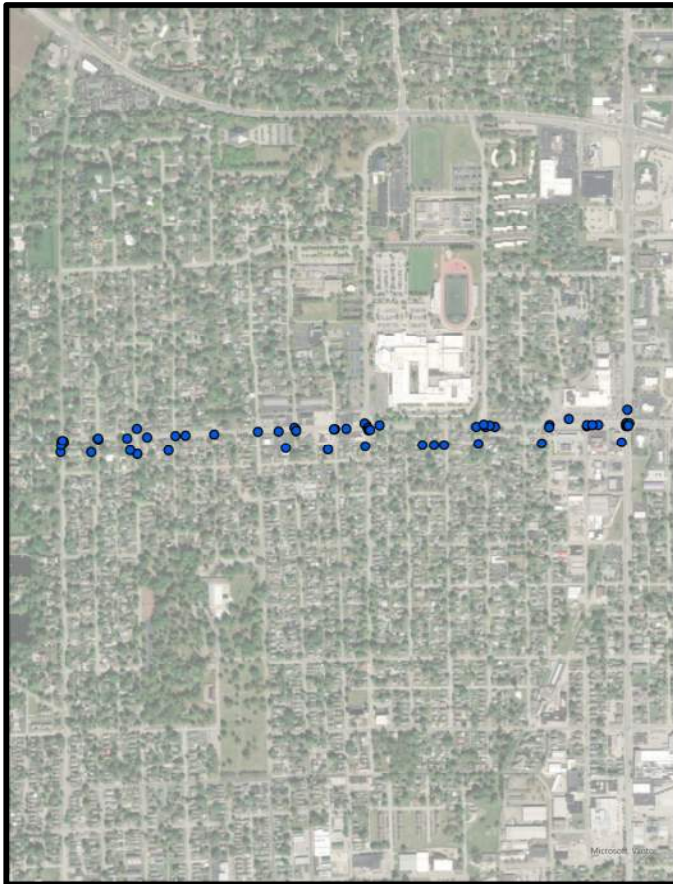


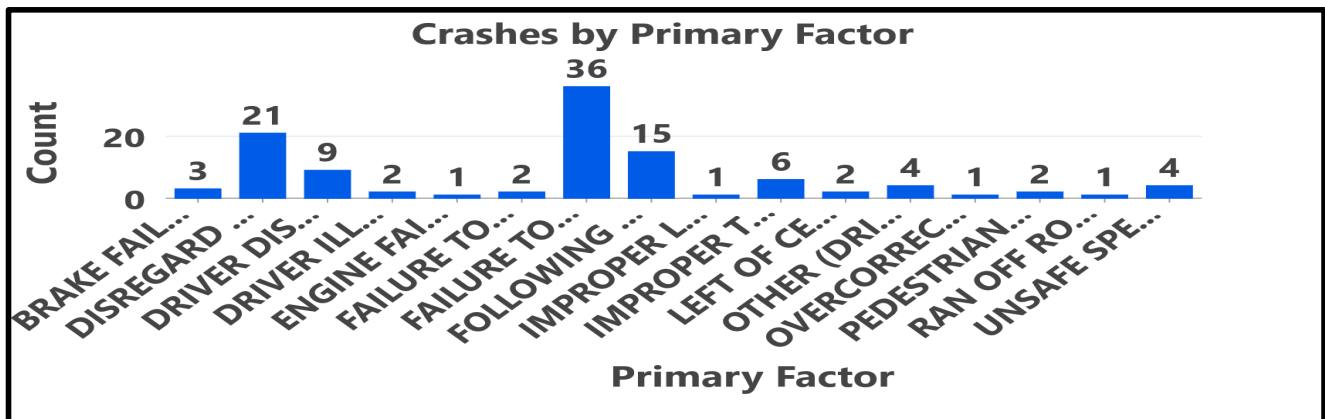
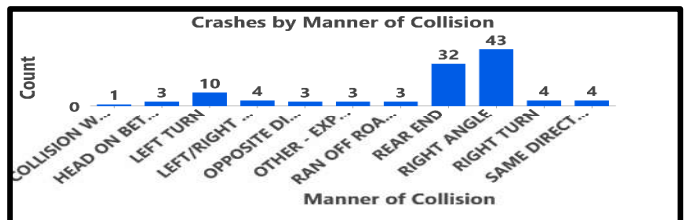
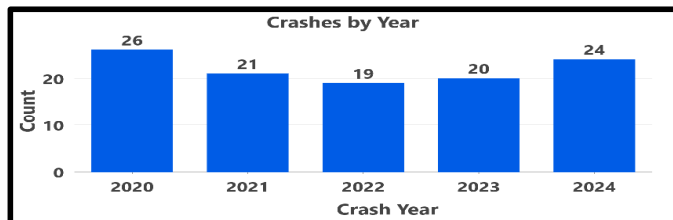
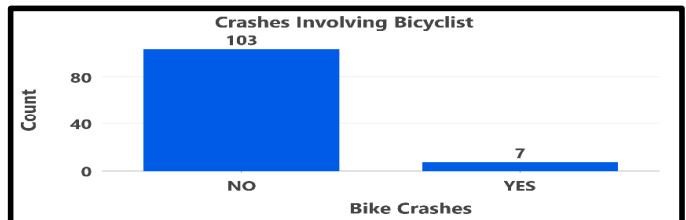
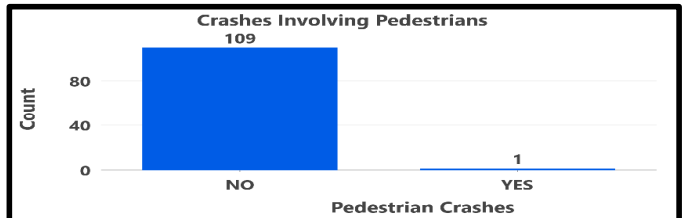
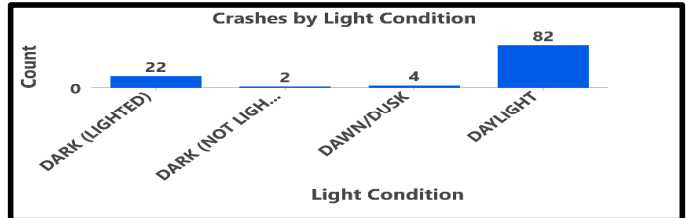
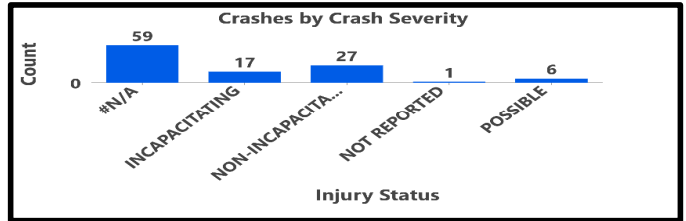
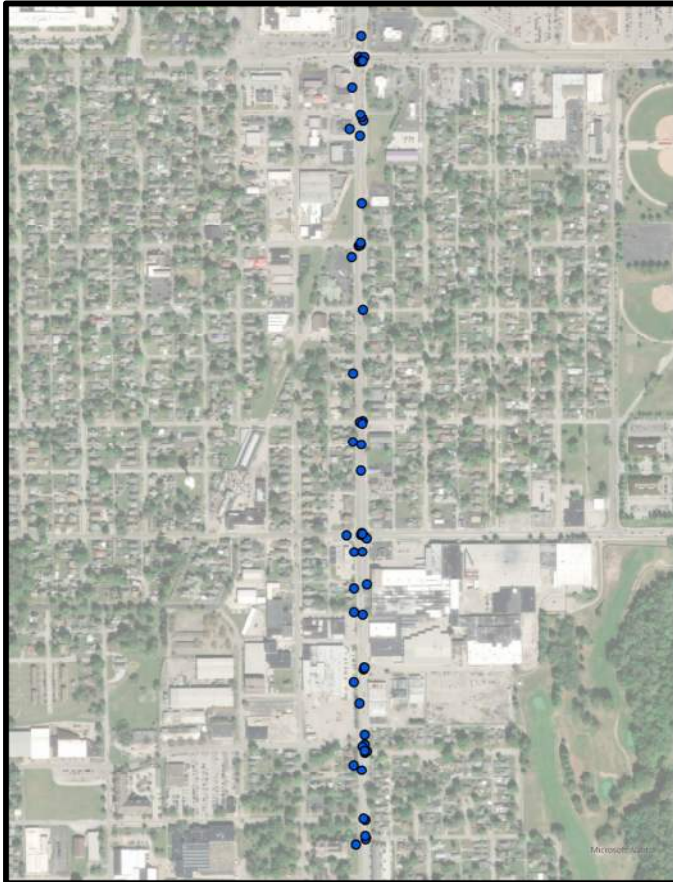
APPENDIX B: SAFETY ANALYSIS

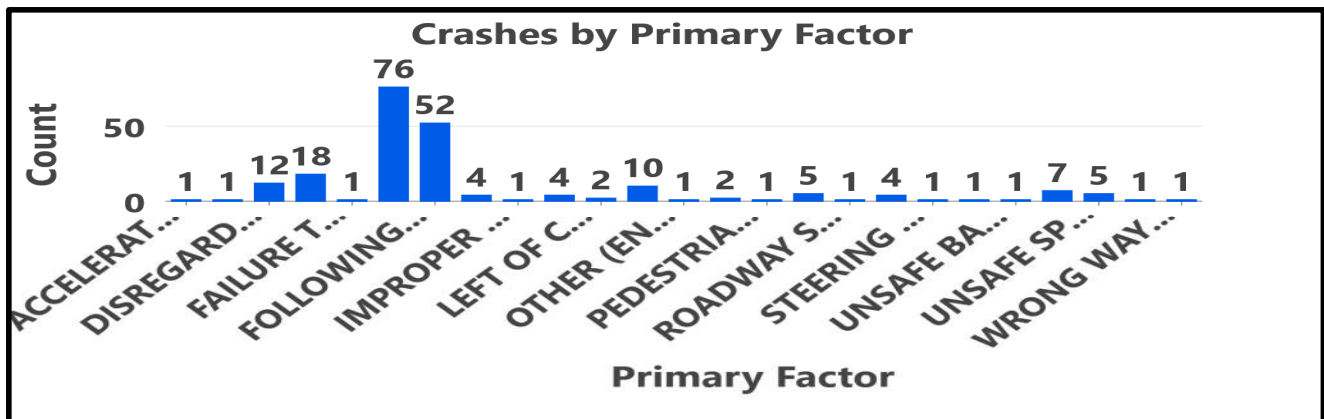
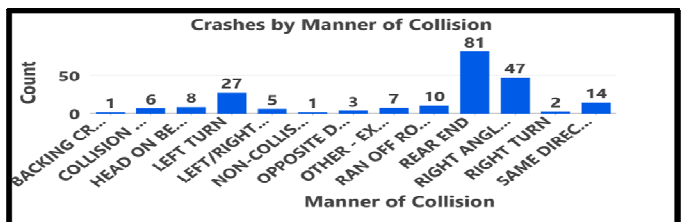
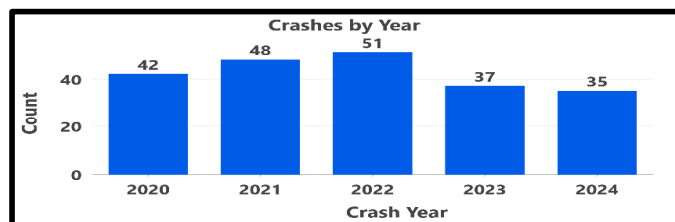
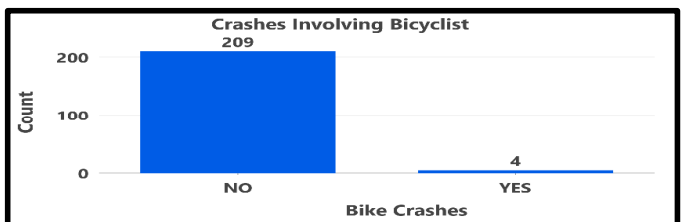
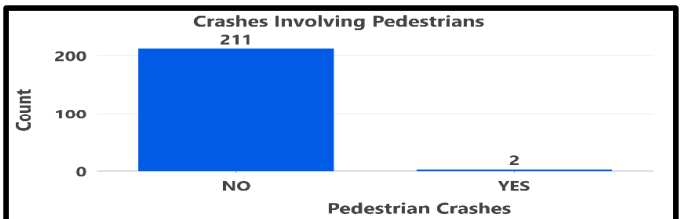
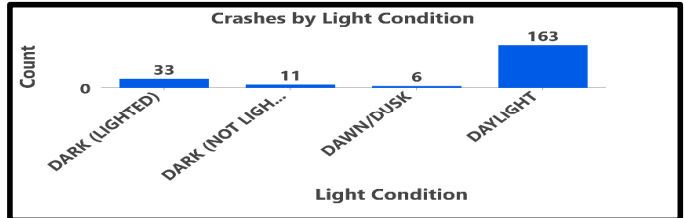
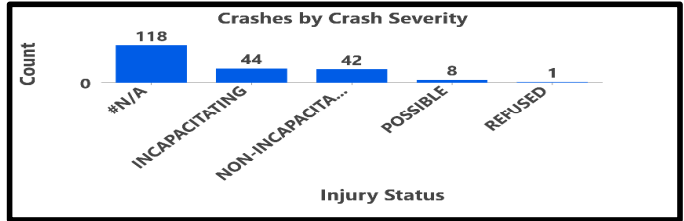
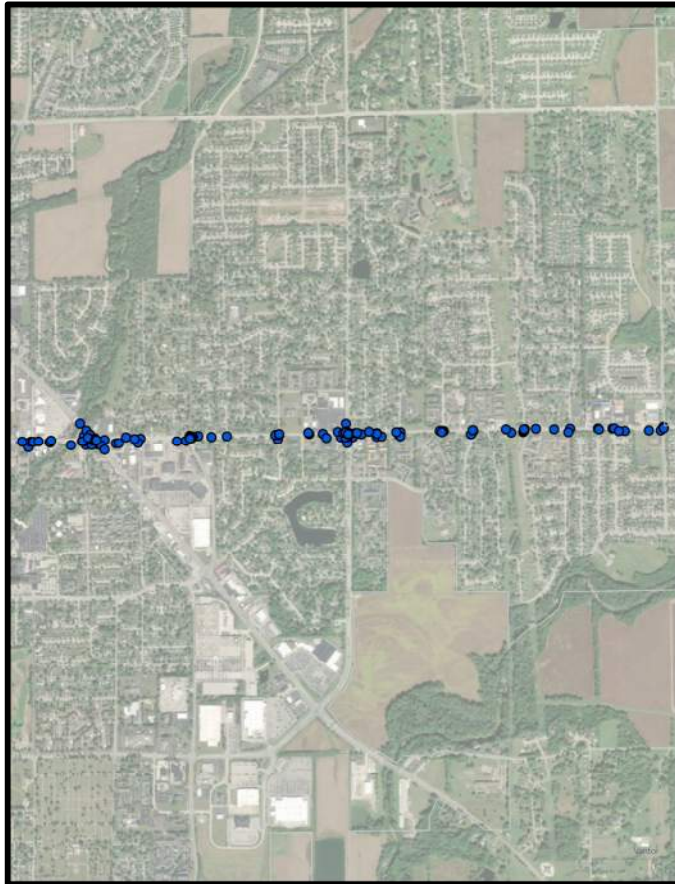


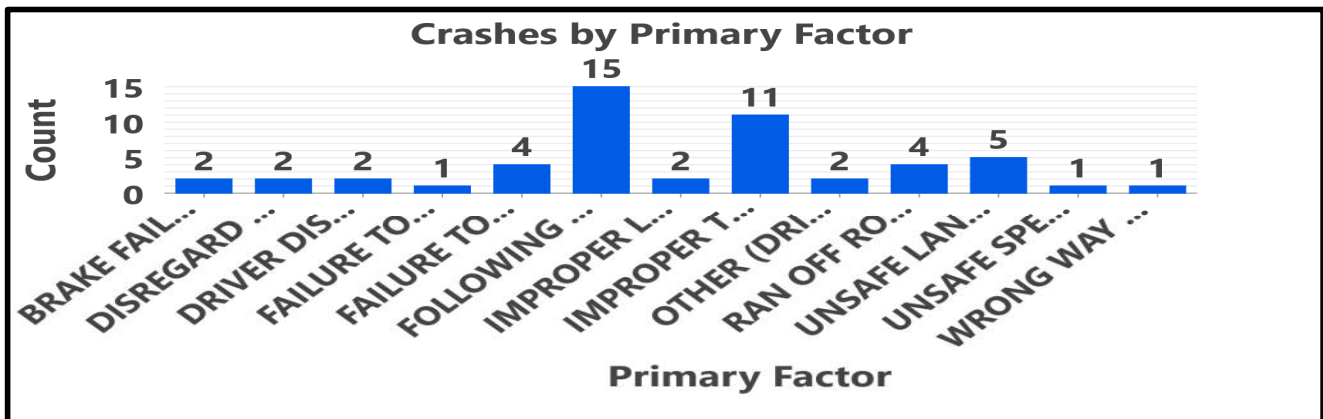
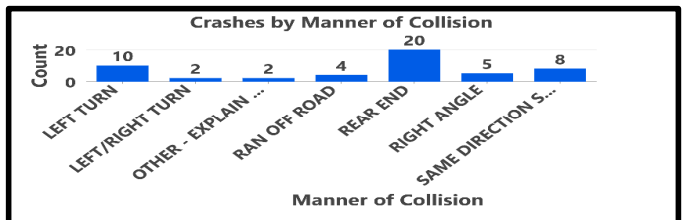
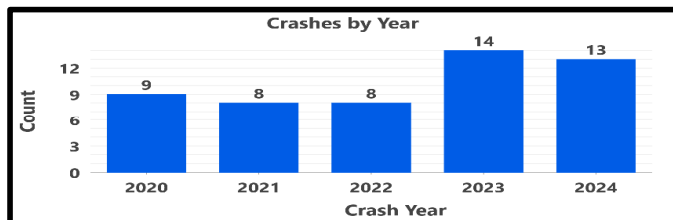
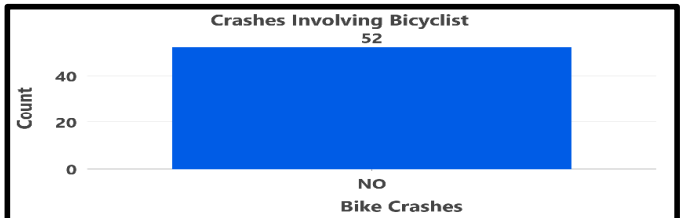
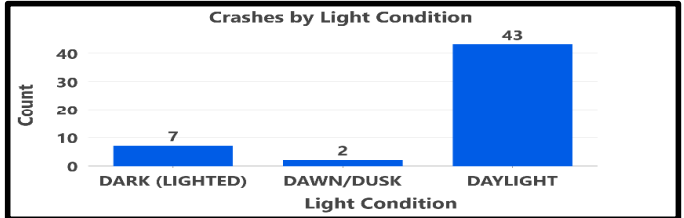
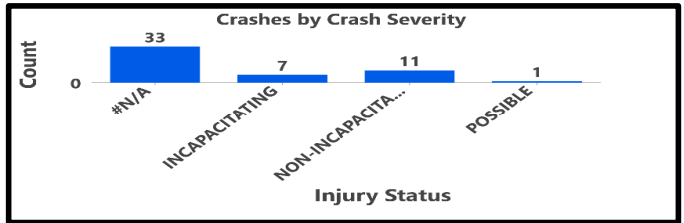
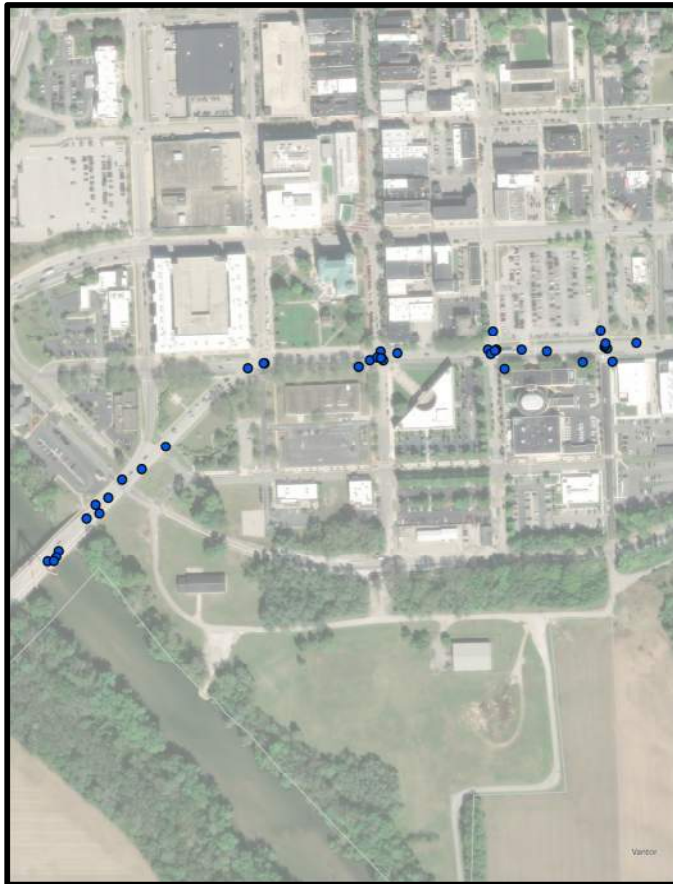


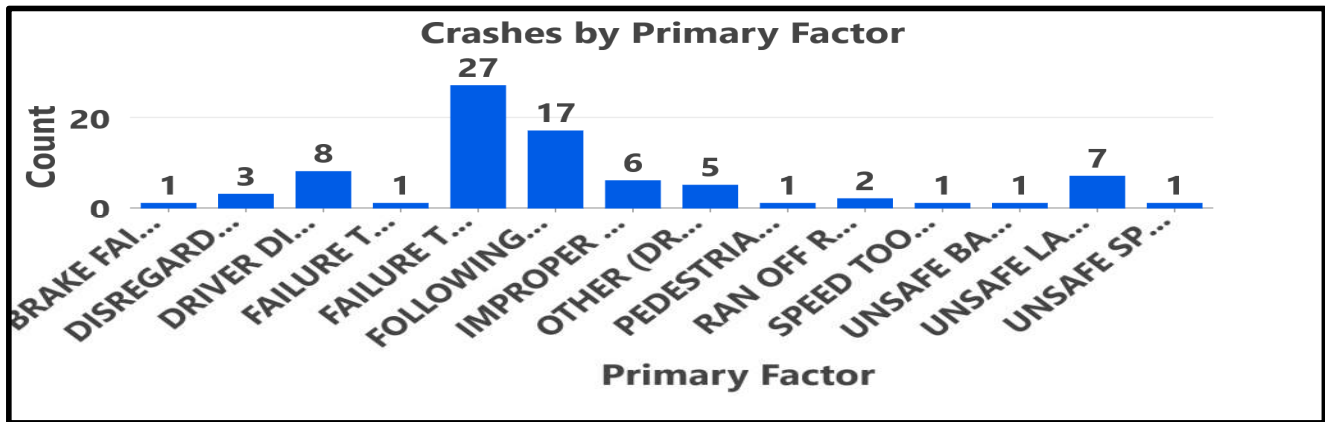
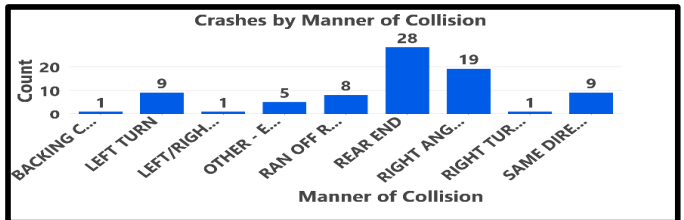
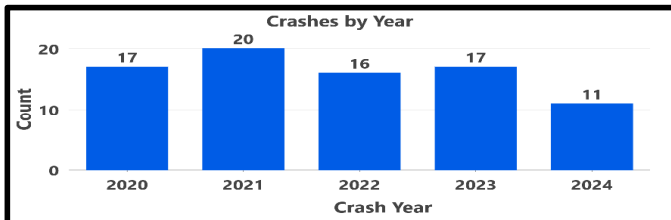
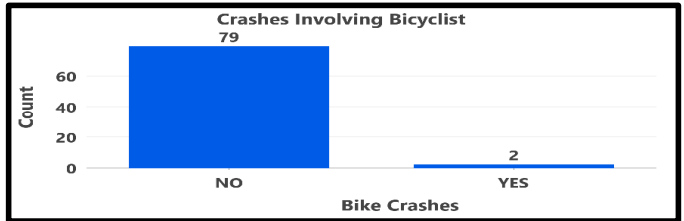
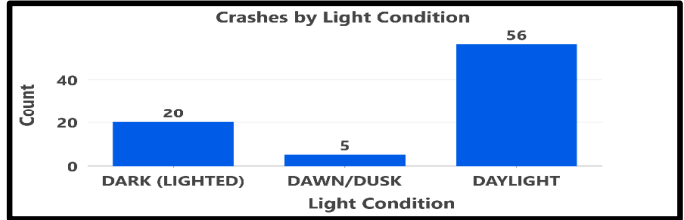
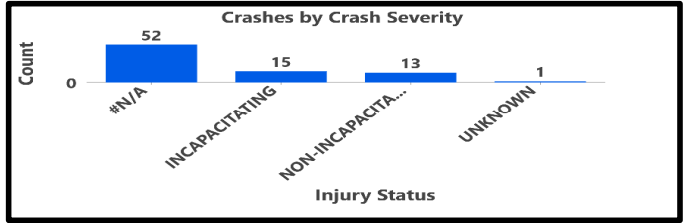


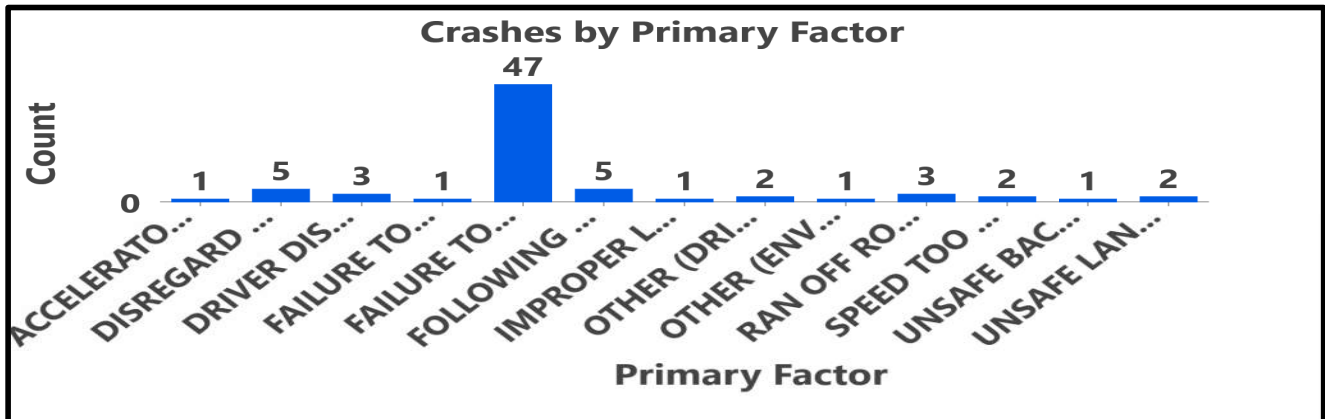
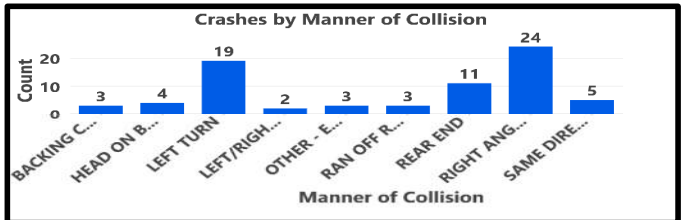
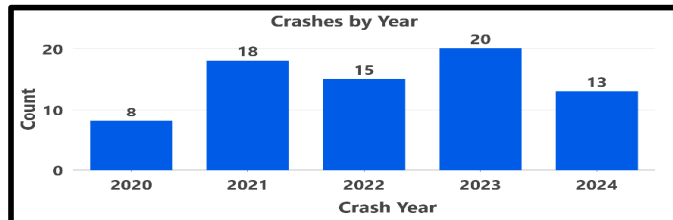
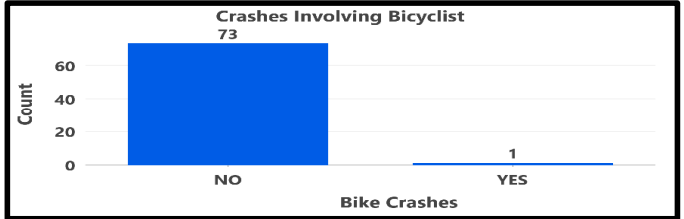
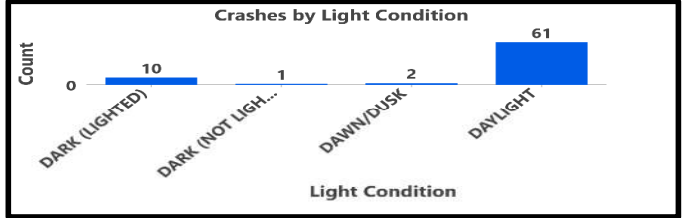
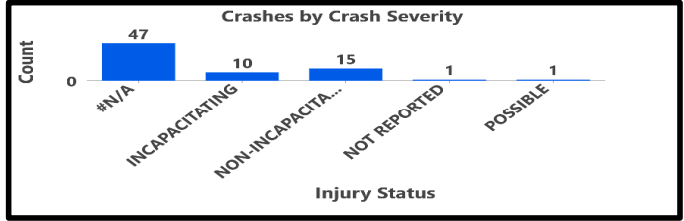


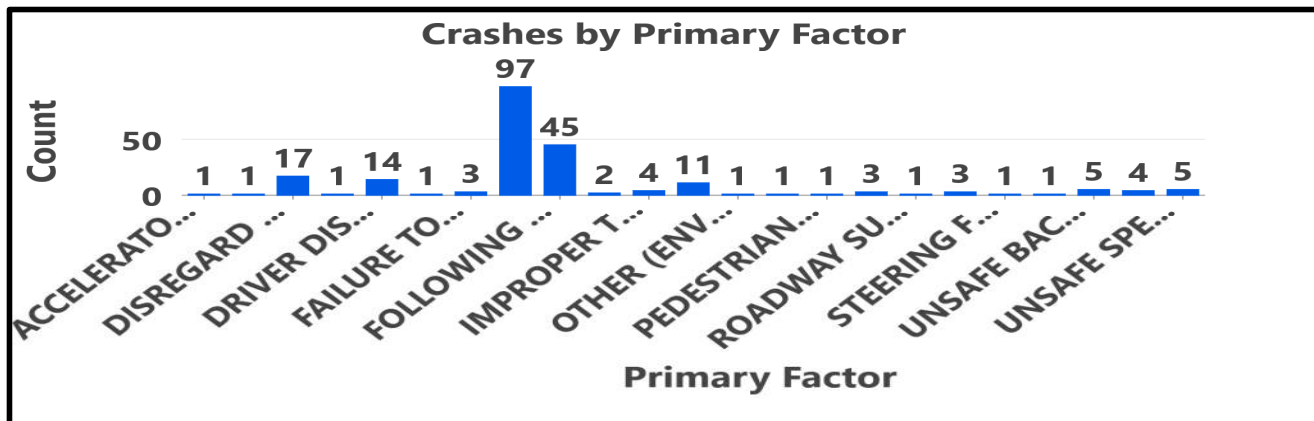
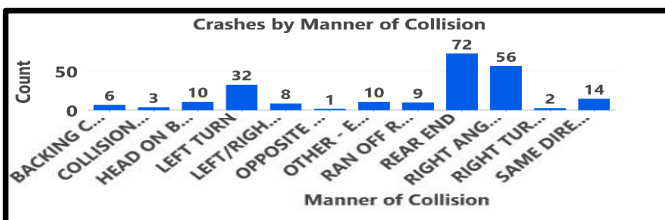
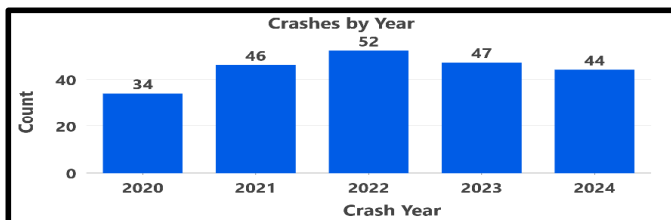
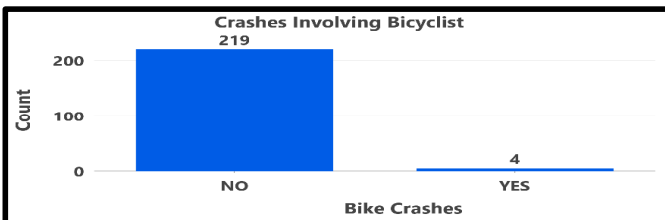
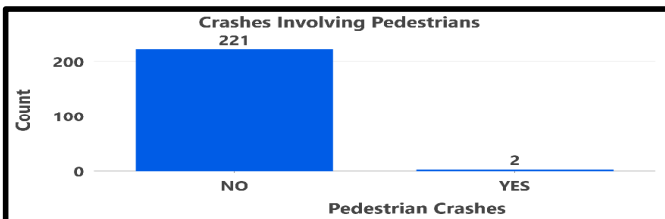
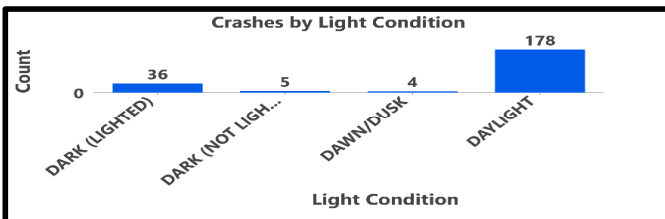
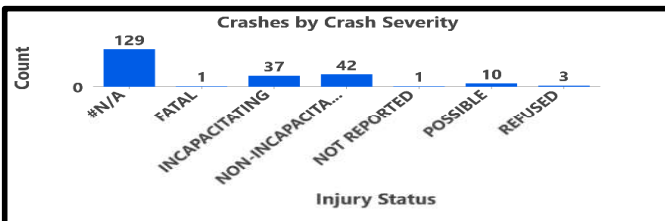
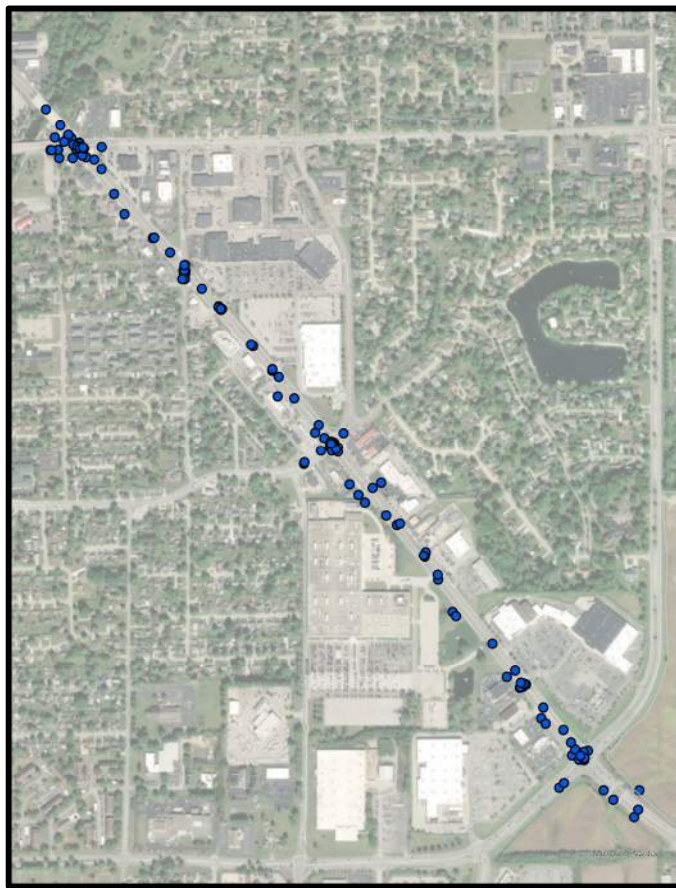


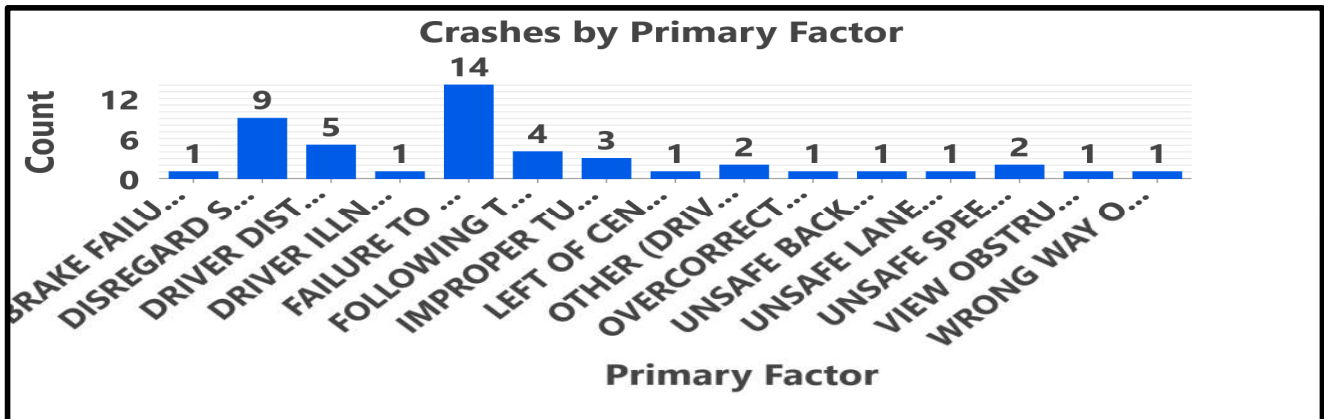
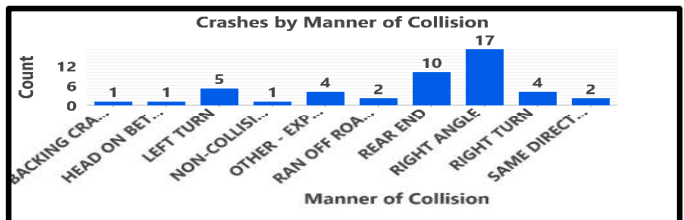
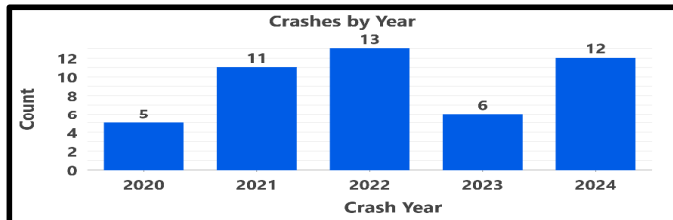
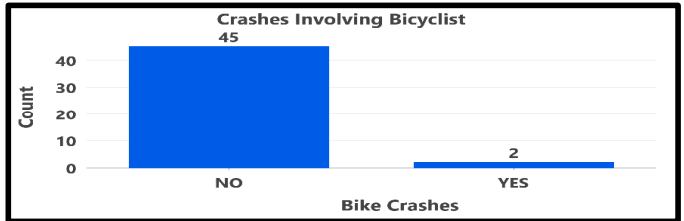
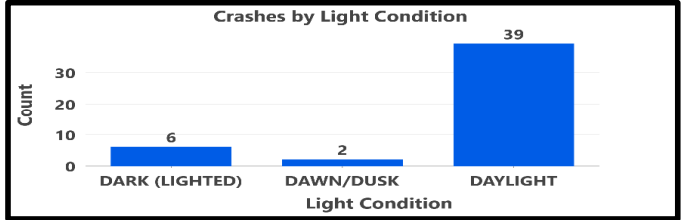
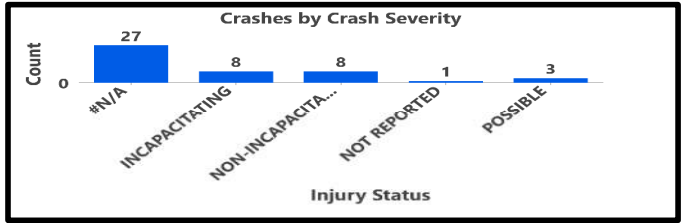
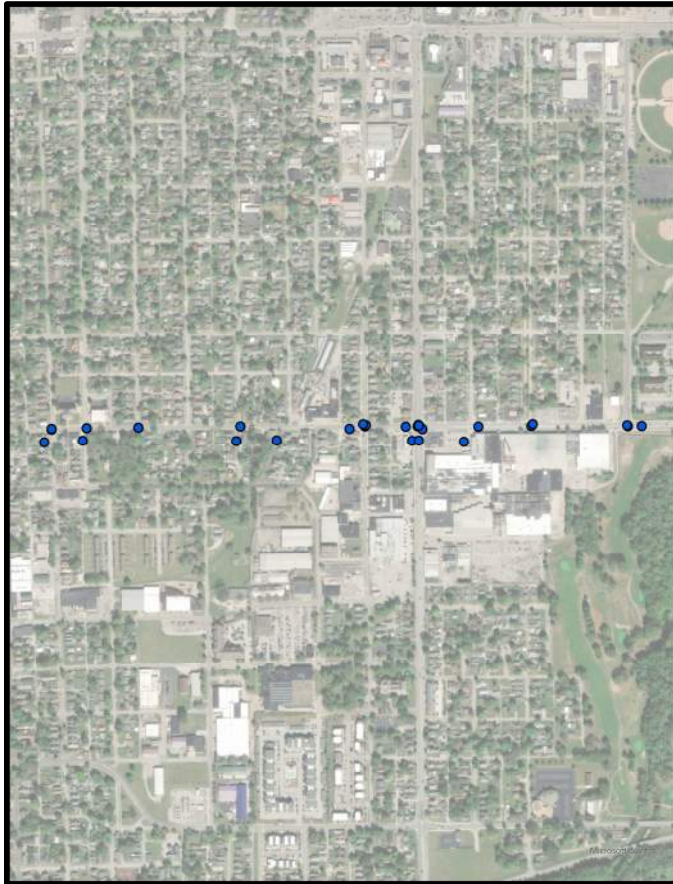


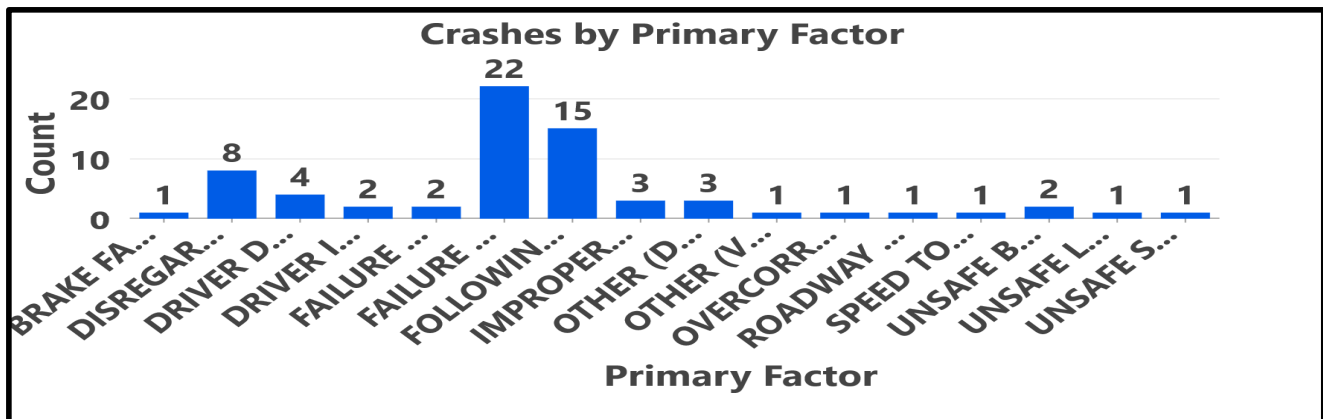
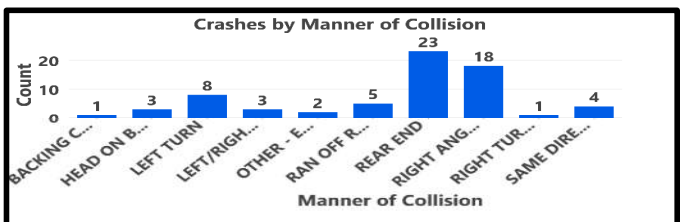
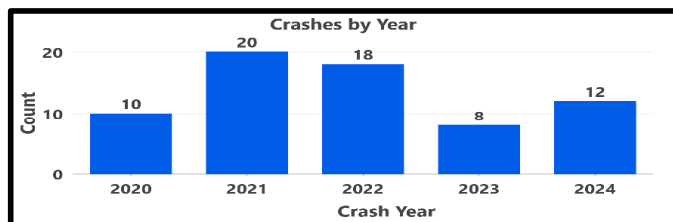
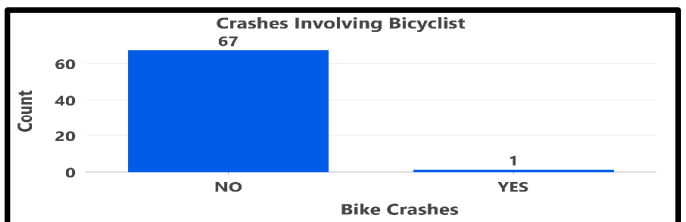
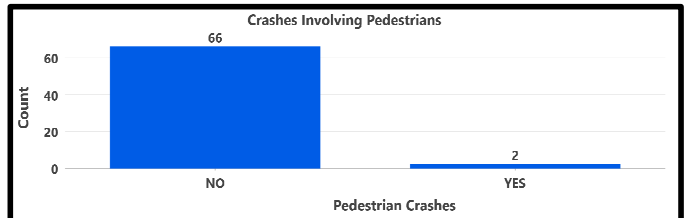
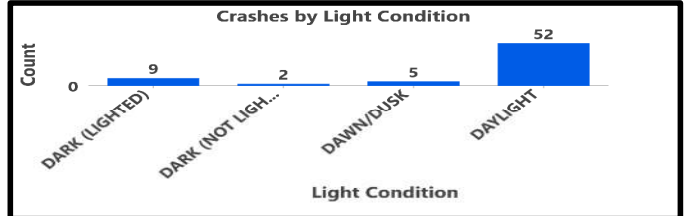
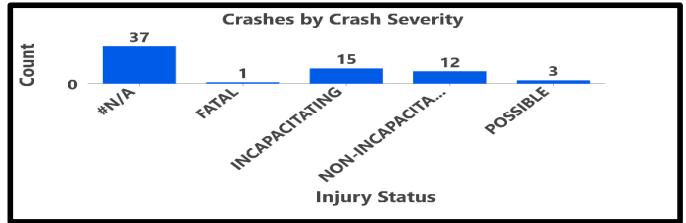


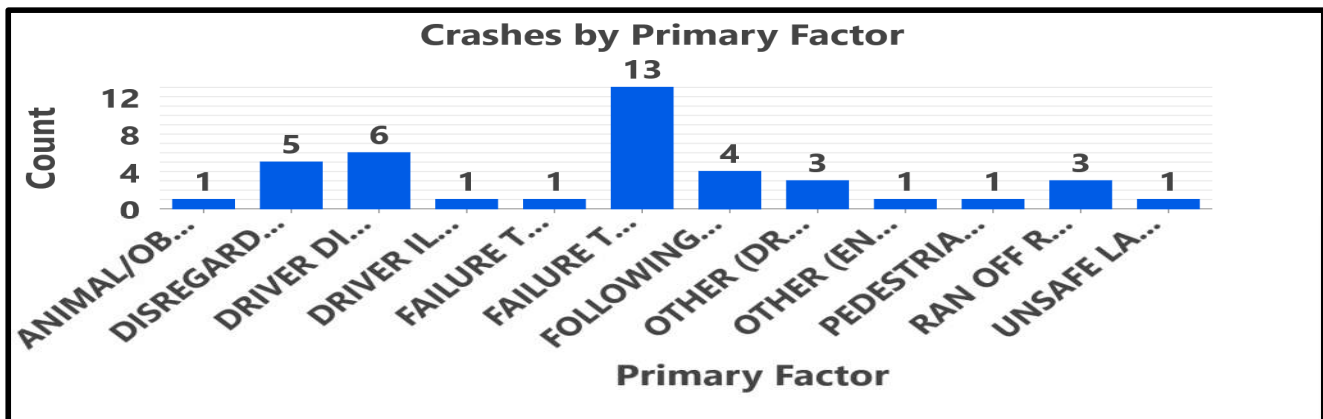
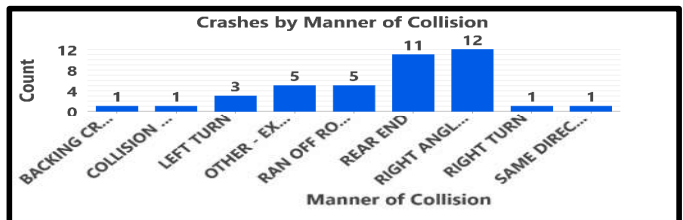
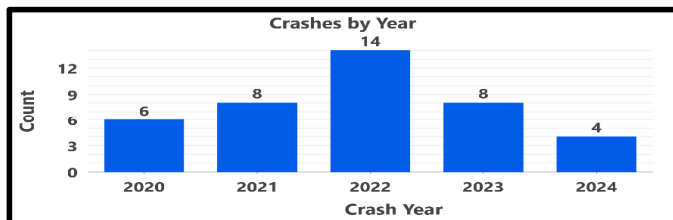
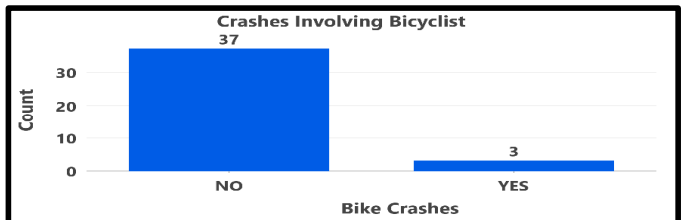
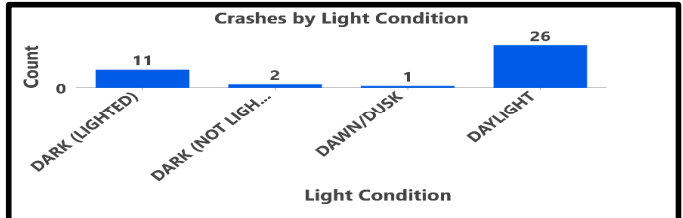
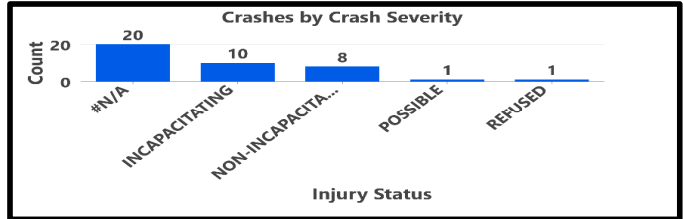
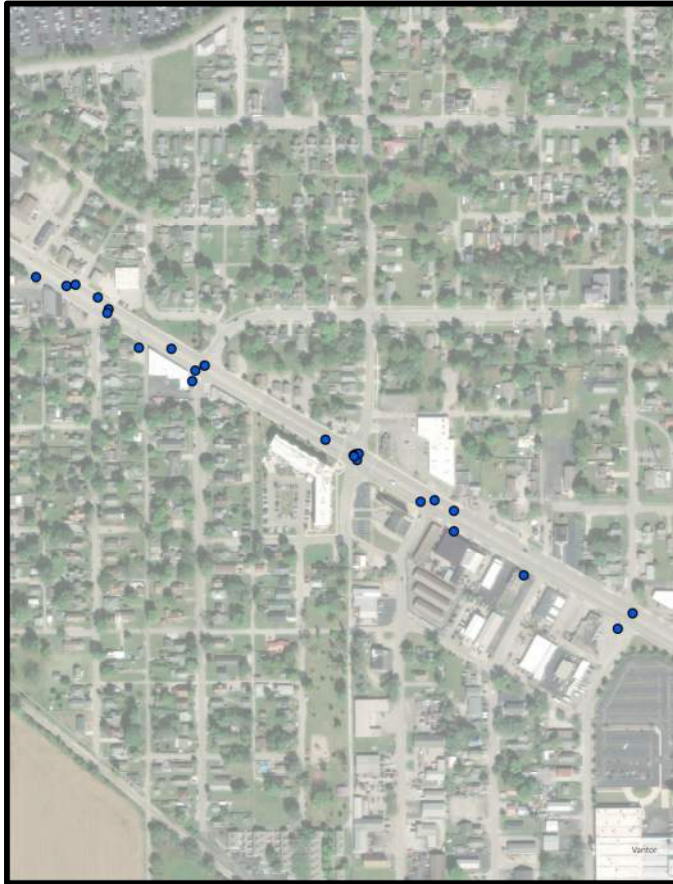


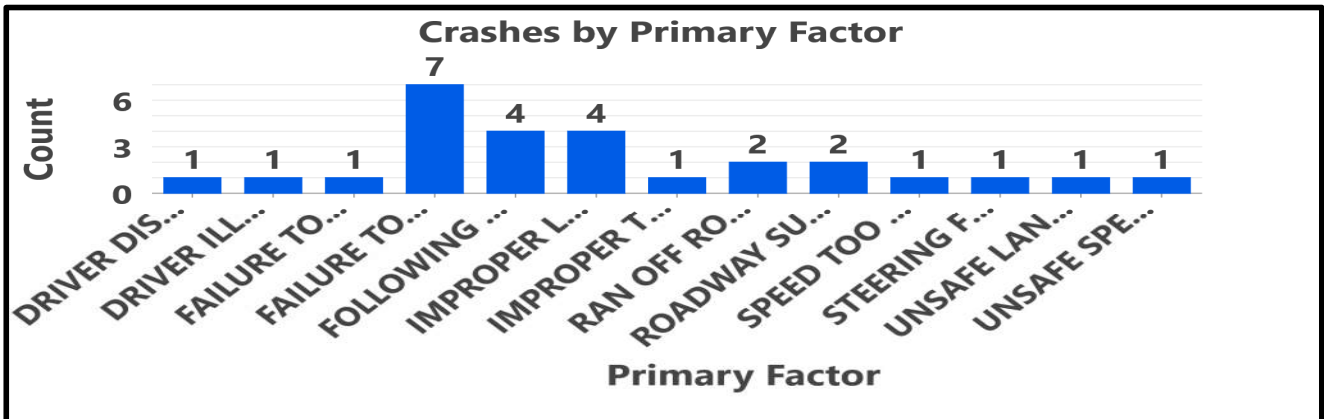
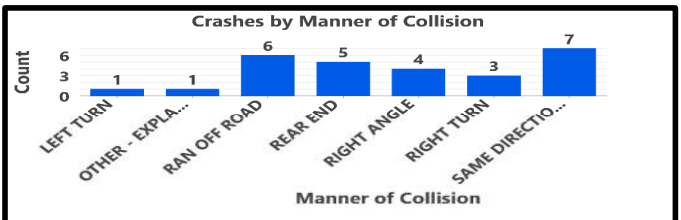
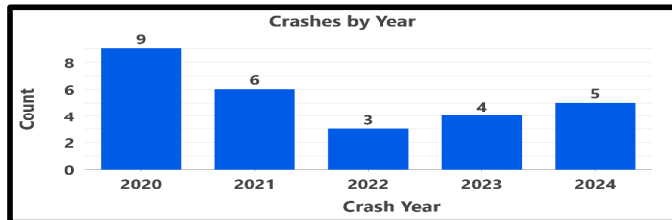
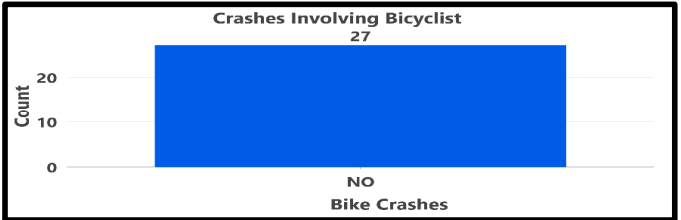
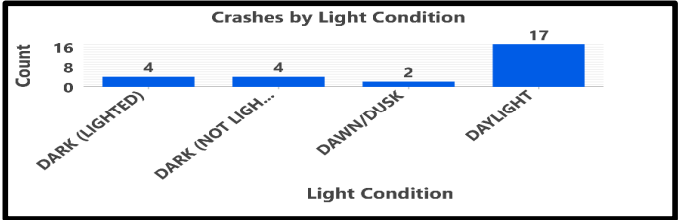
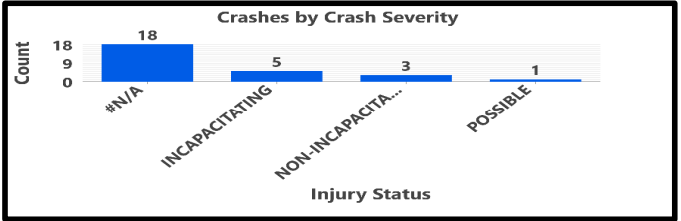
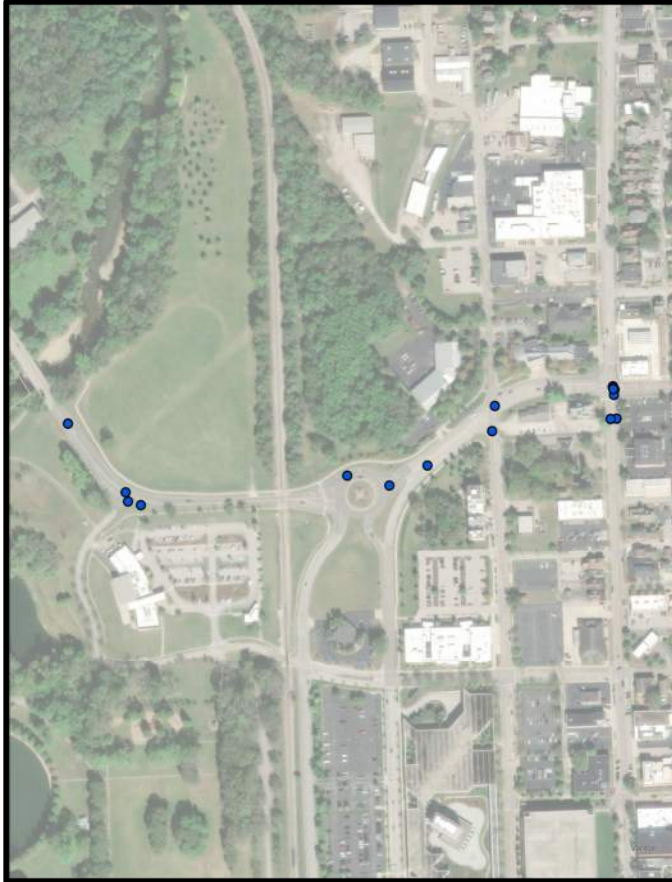


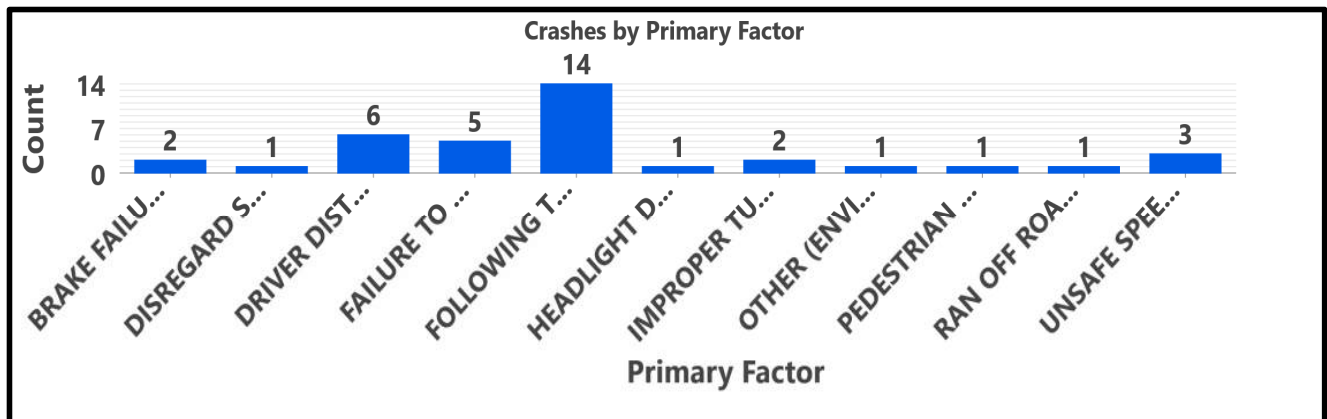
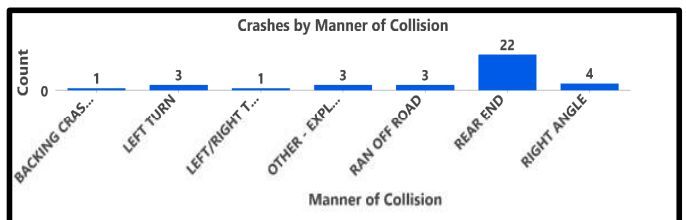
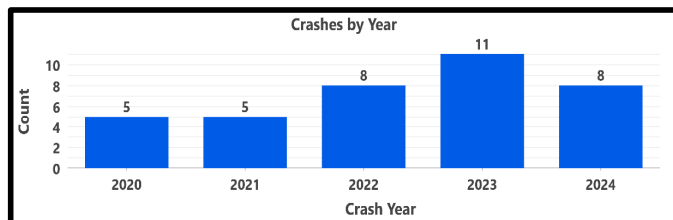
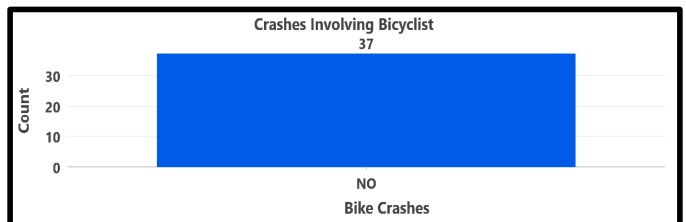
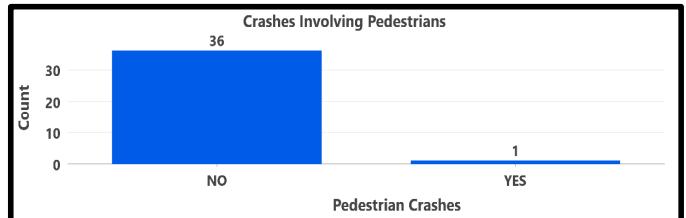
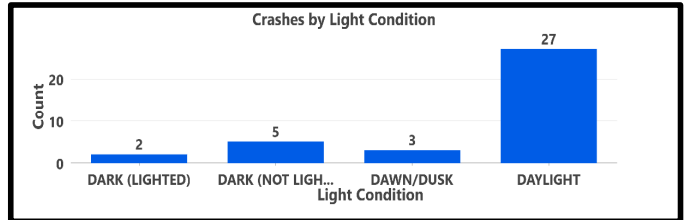
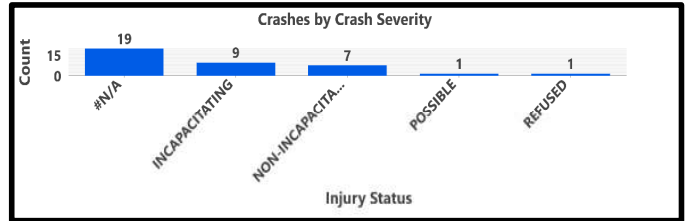


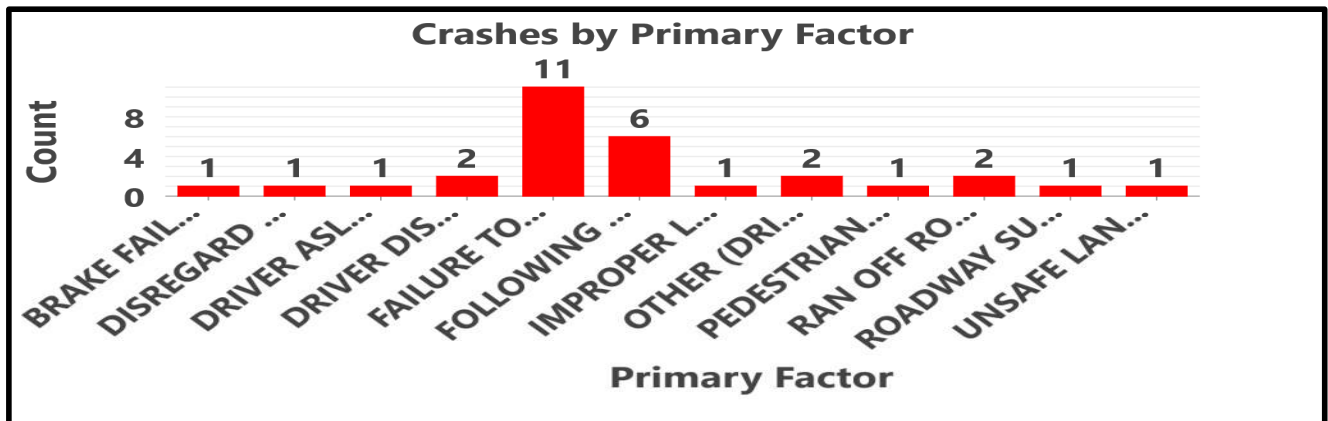
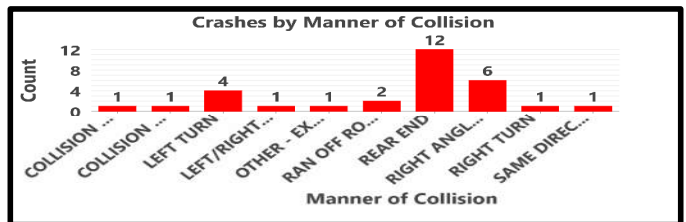
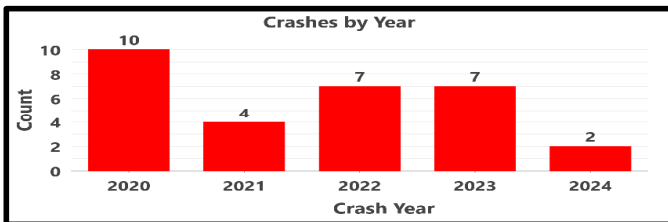
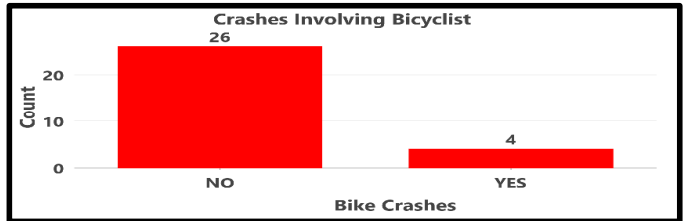
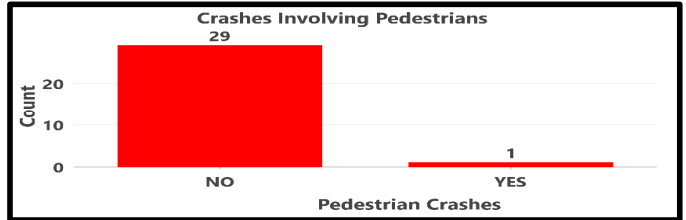
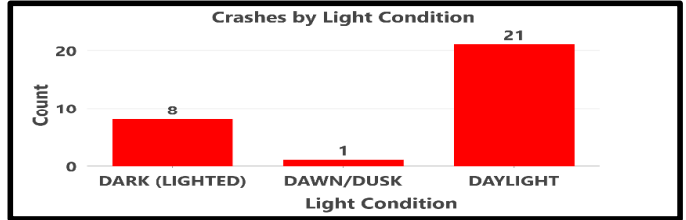
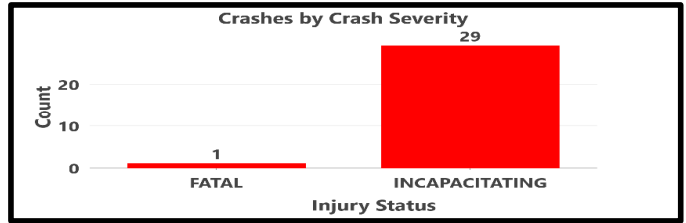


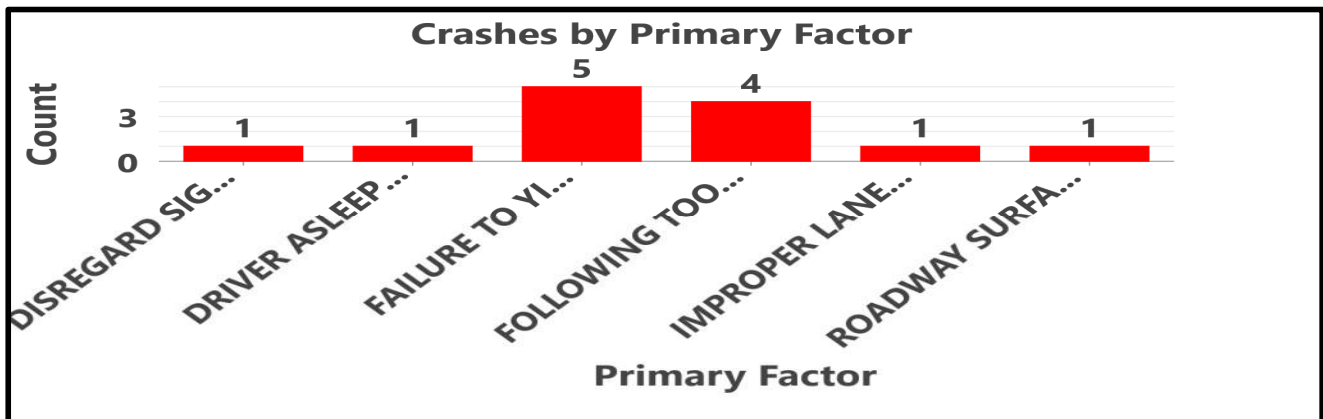
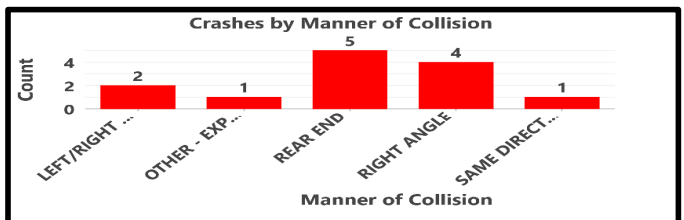
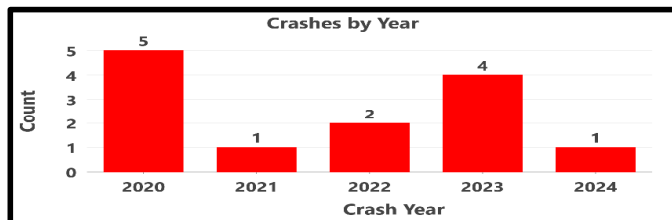
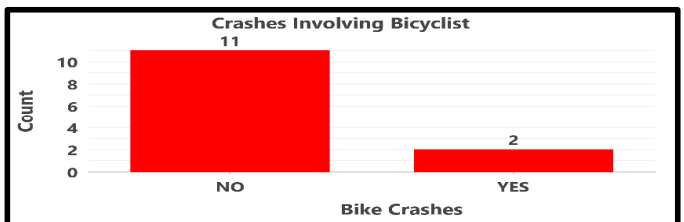
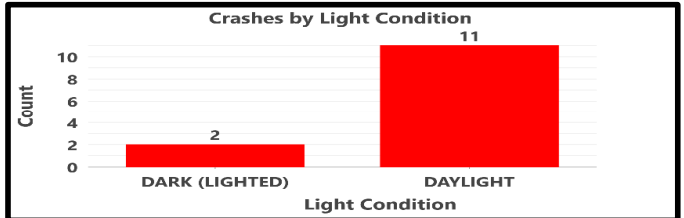
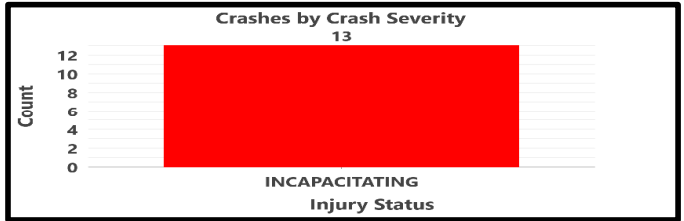


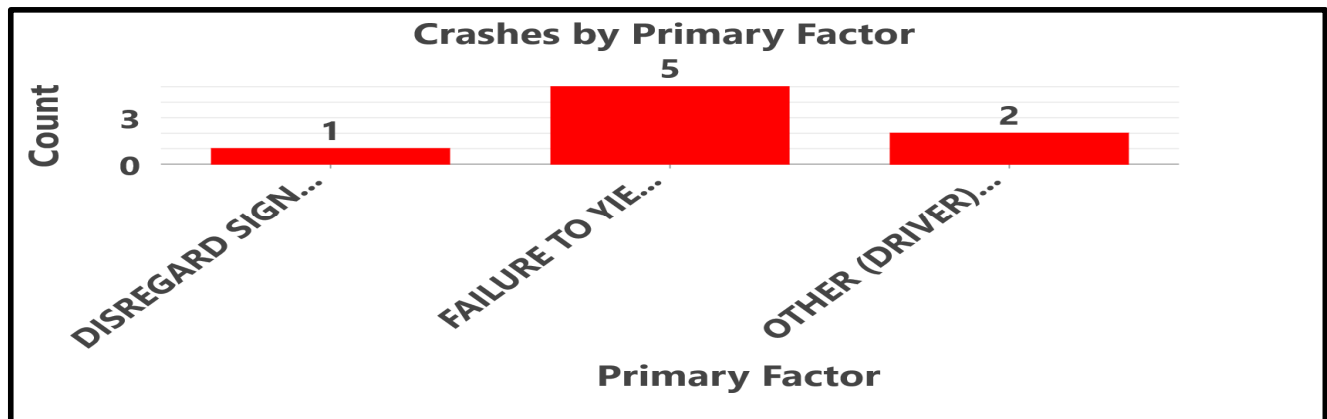
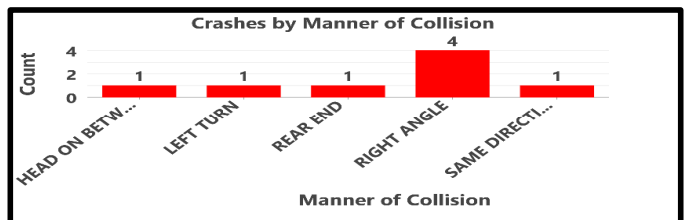
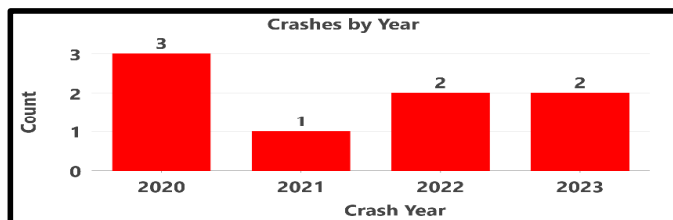
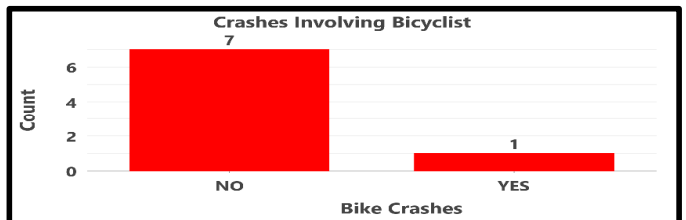
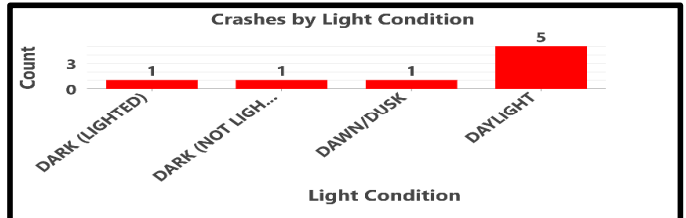
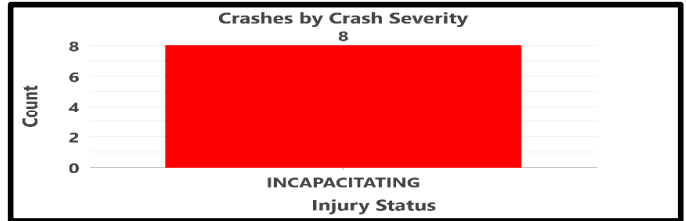


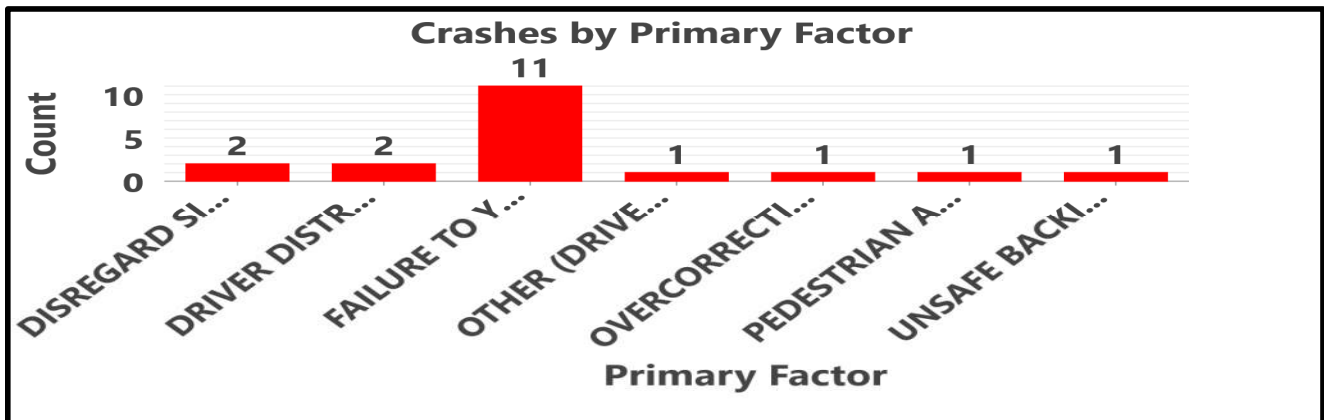
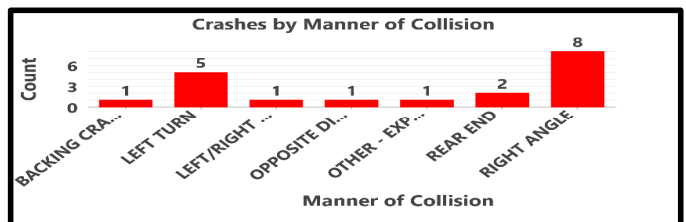
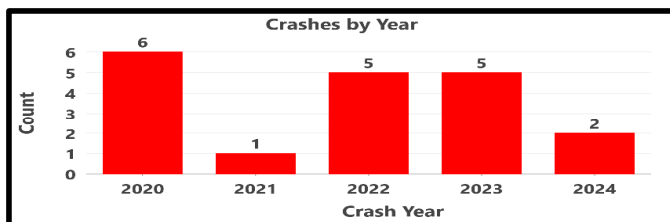
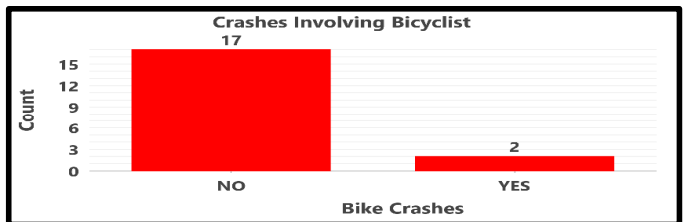
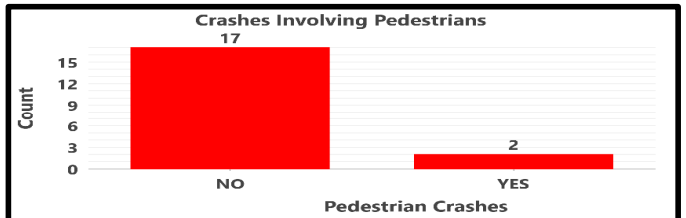
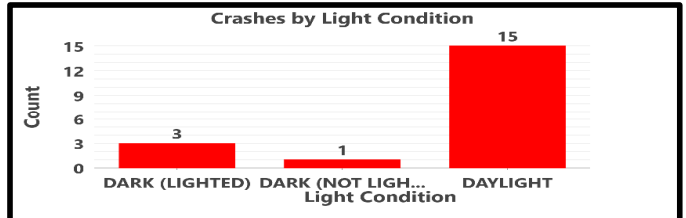
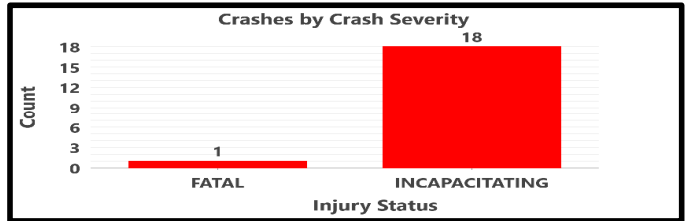


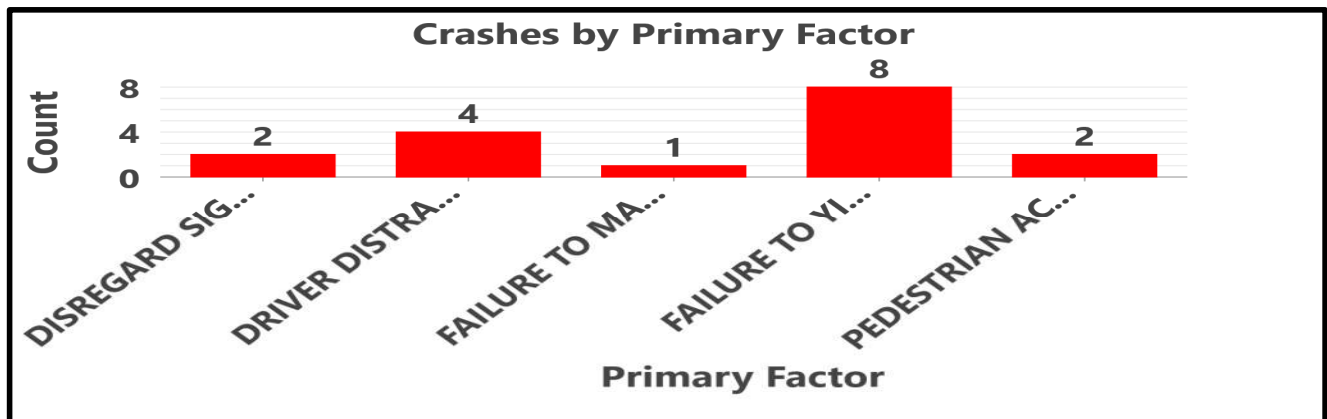
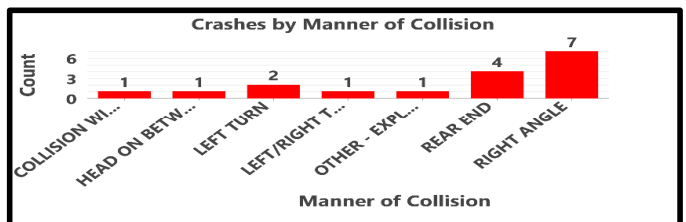
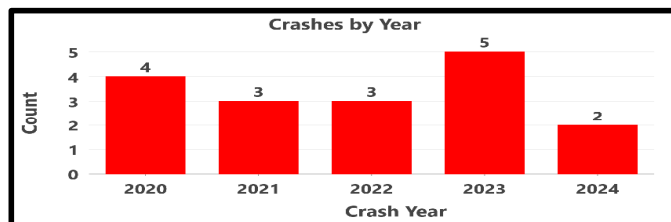
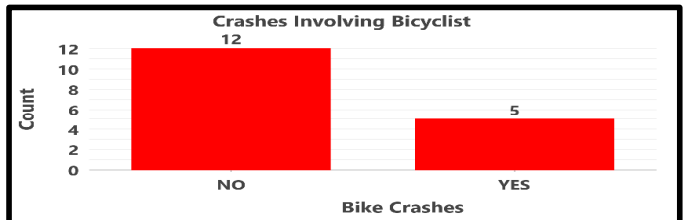
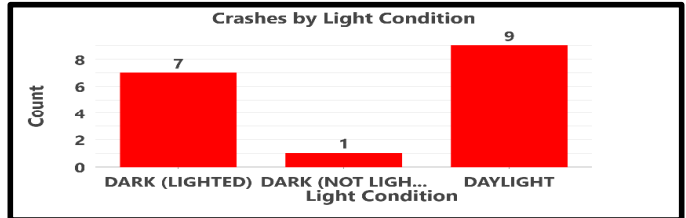
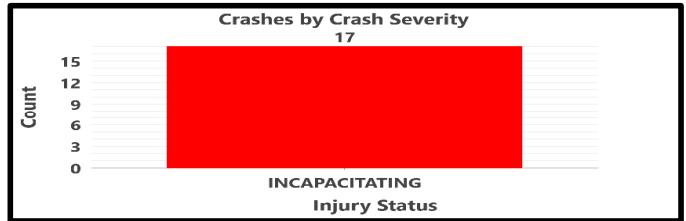


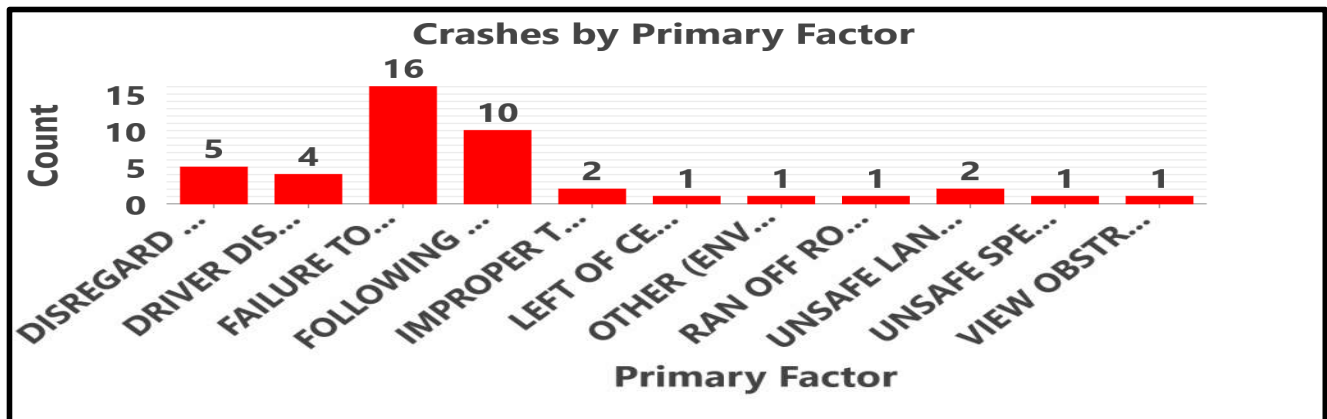
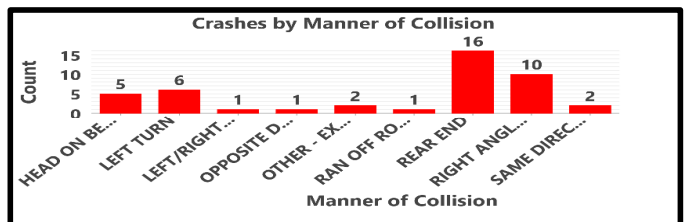
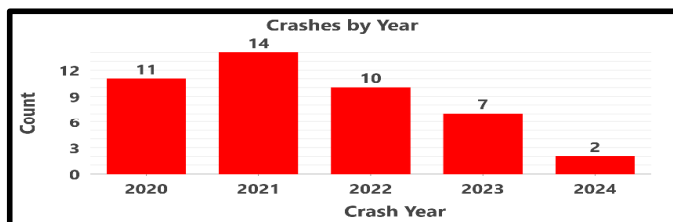
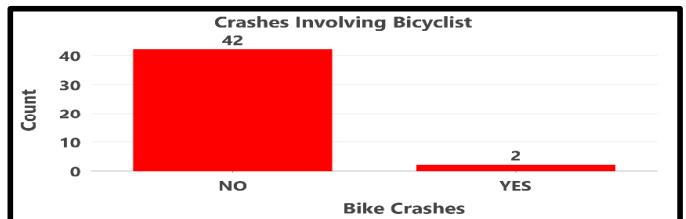
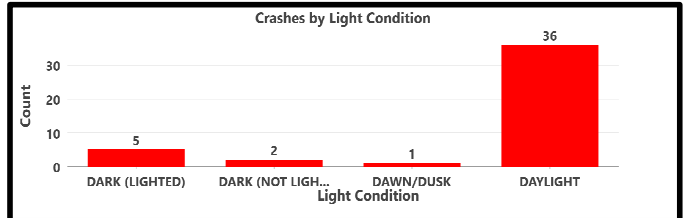
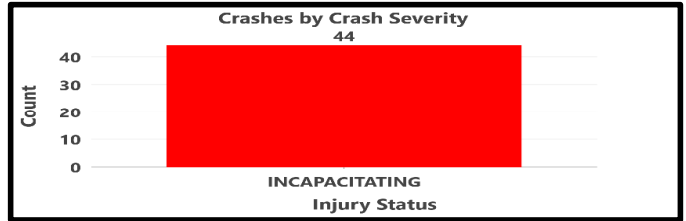
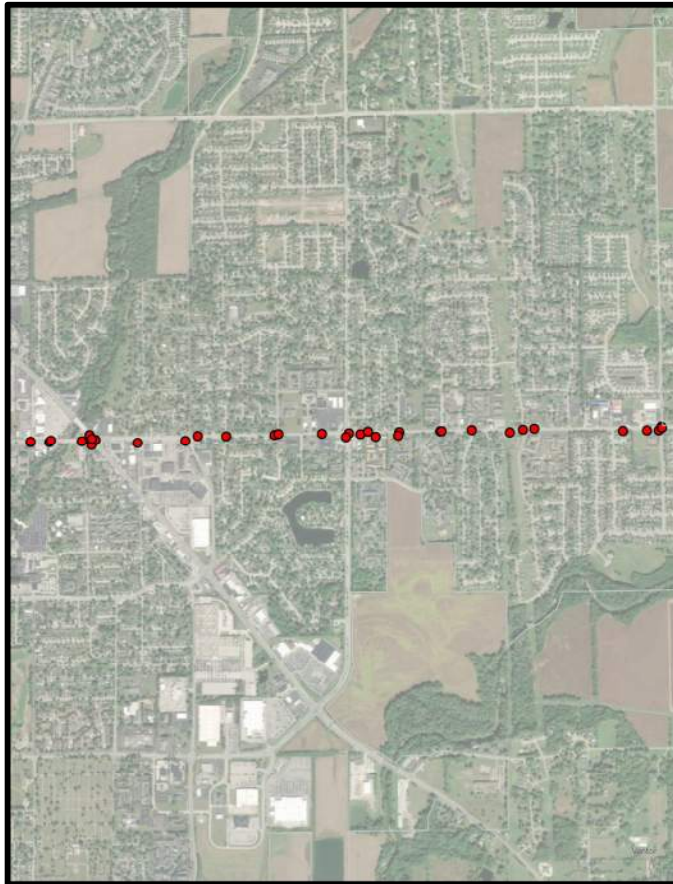


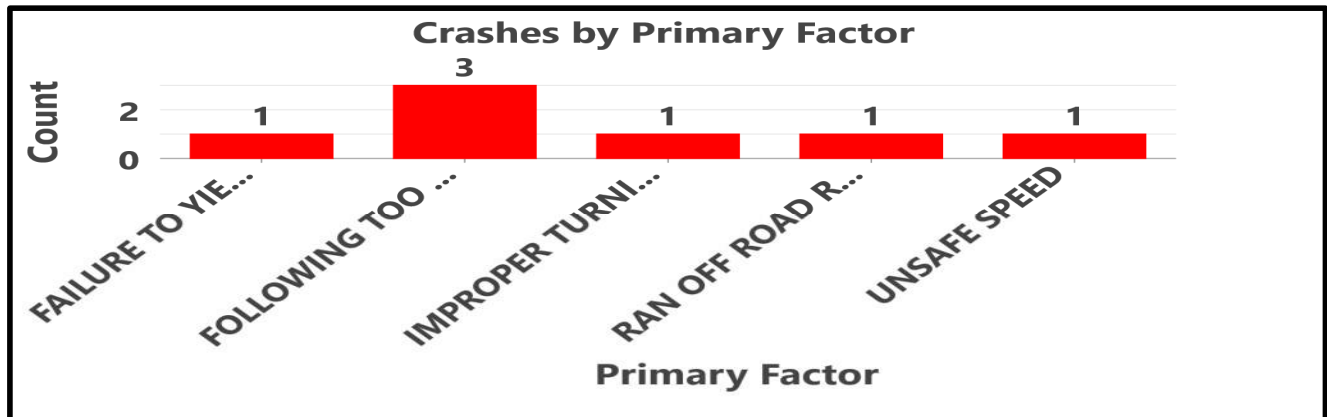
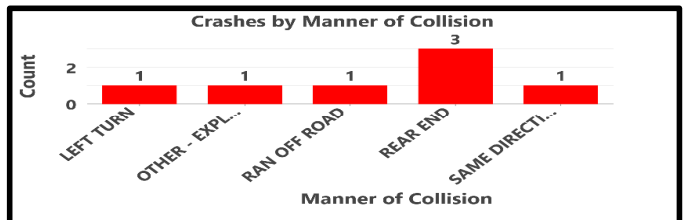
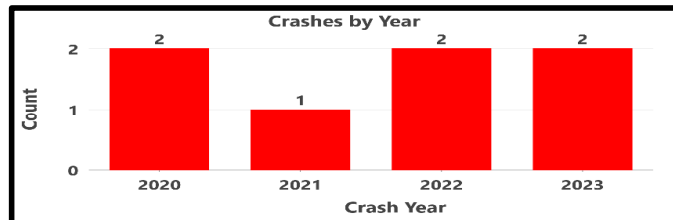
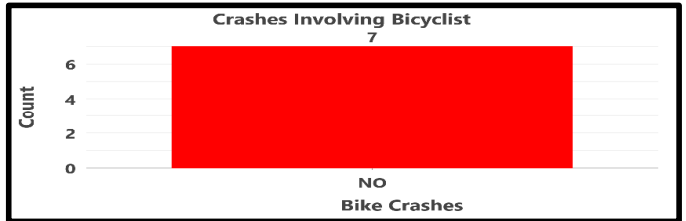
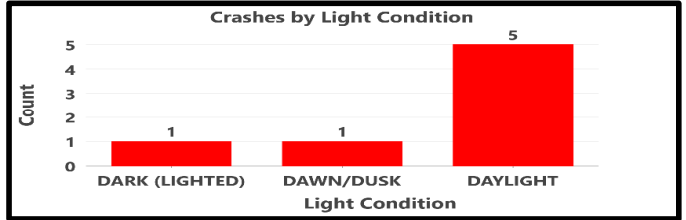
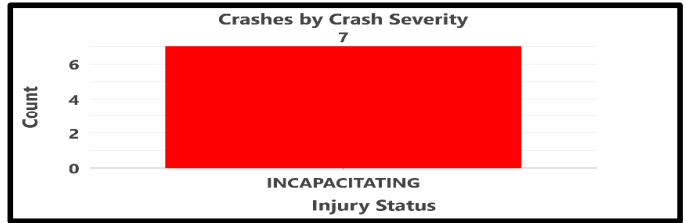


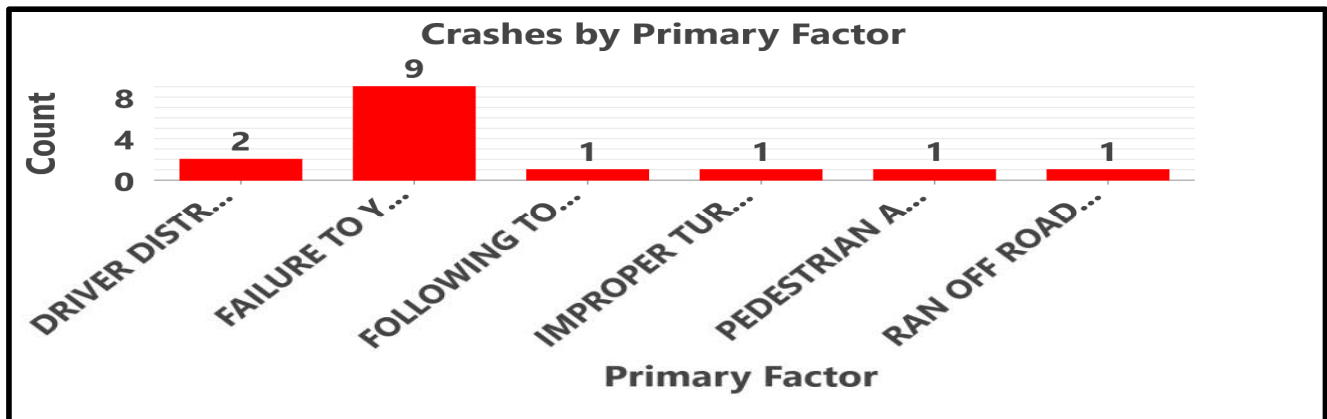
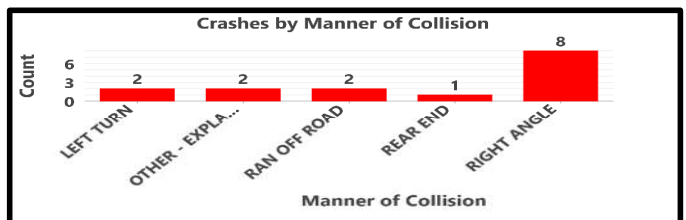
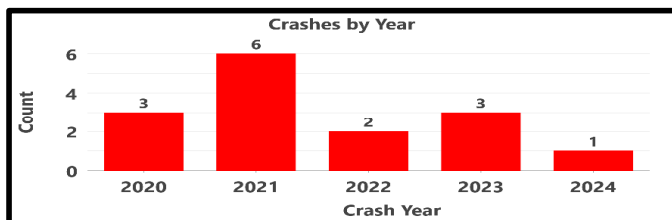
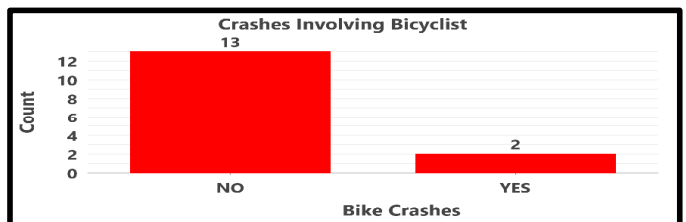
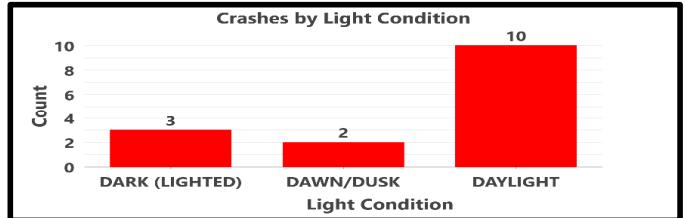
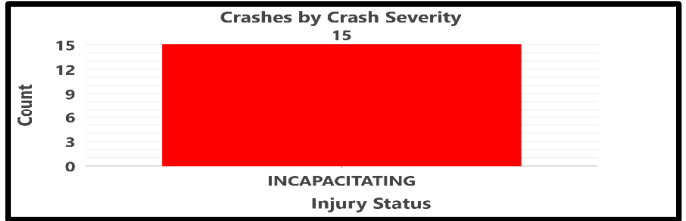


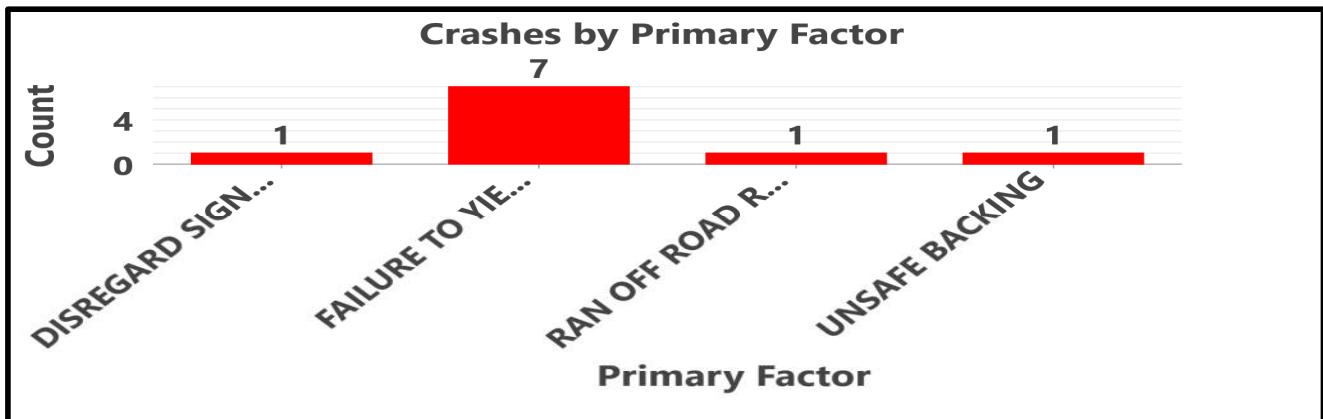
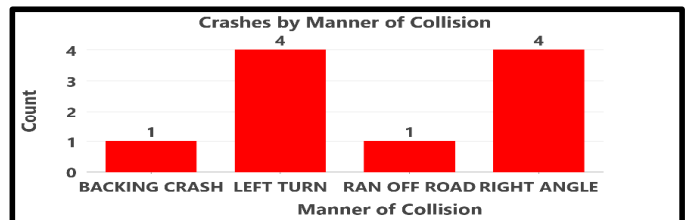
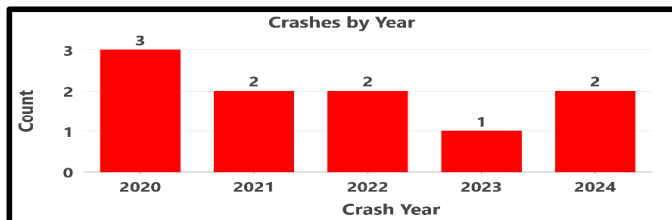
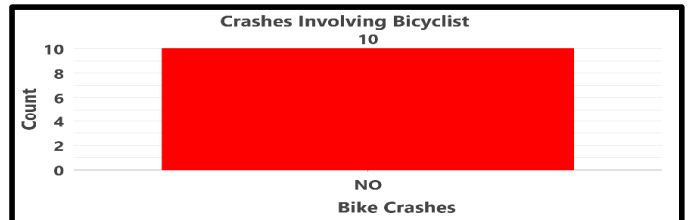
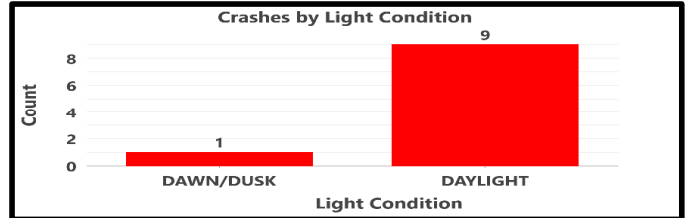
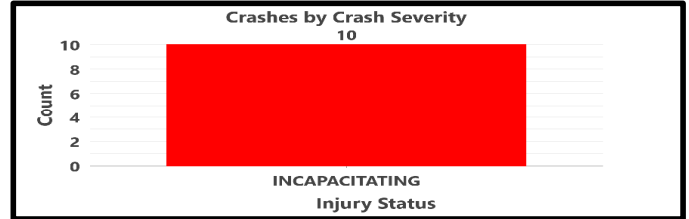


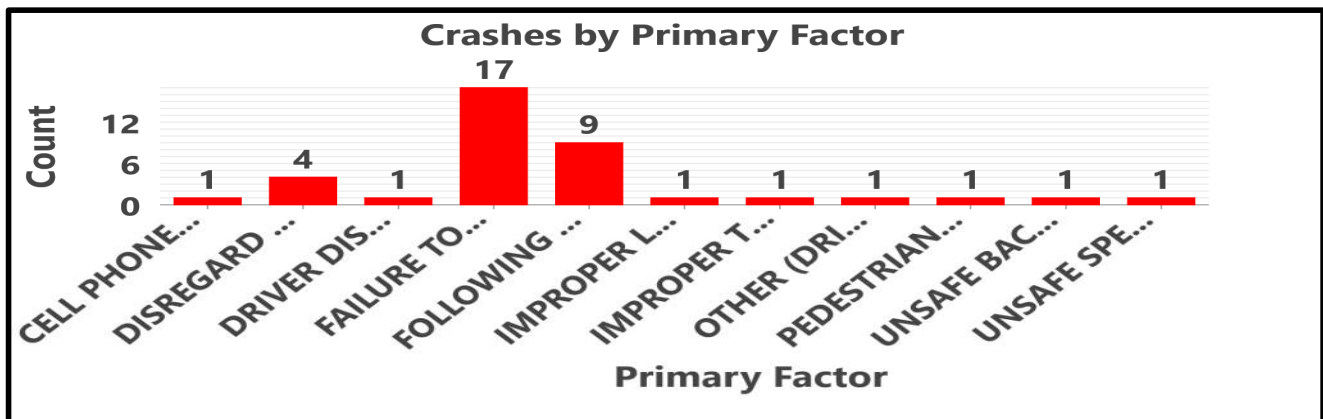
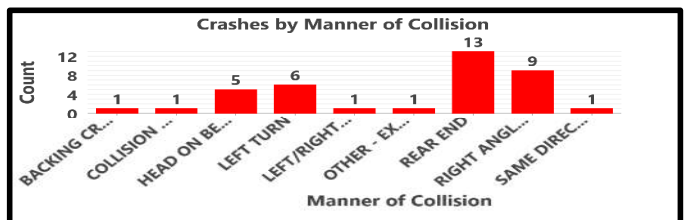
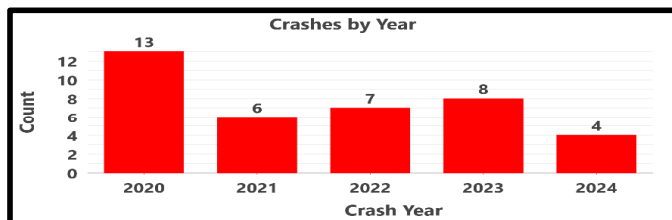
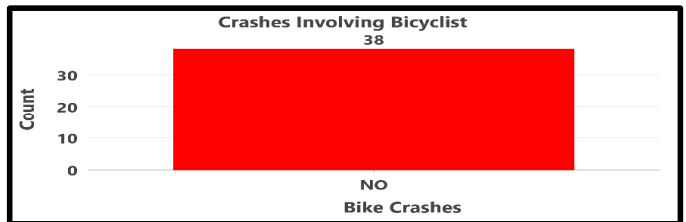
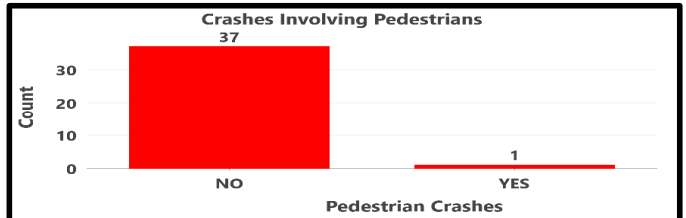
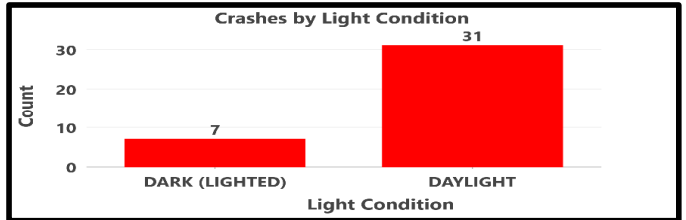
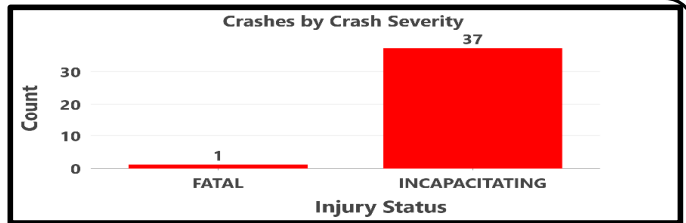


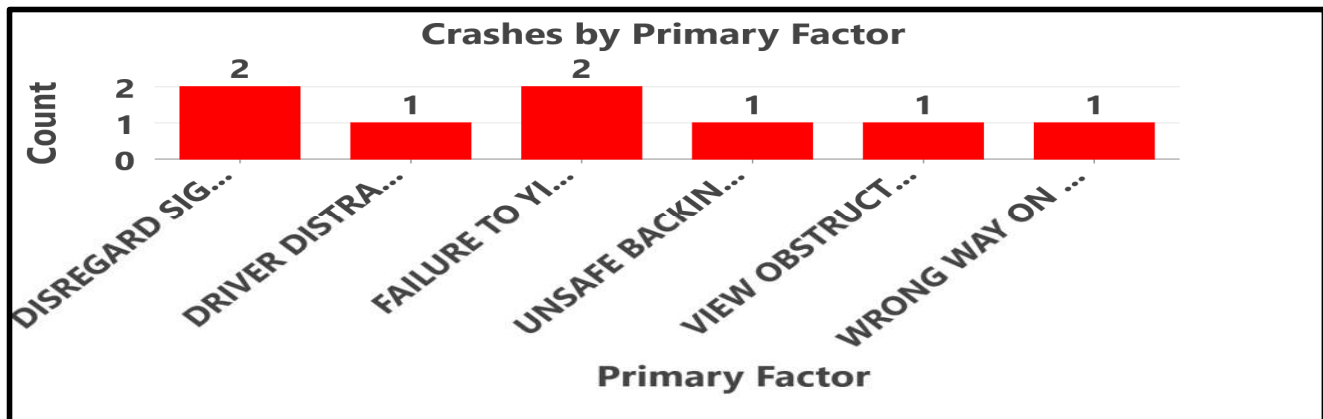
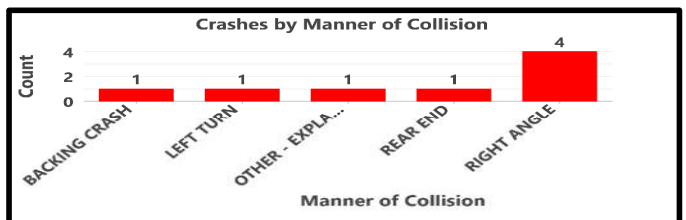
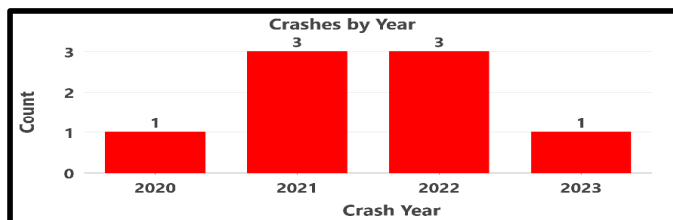
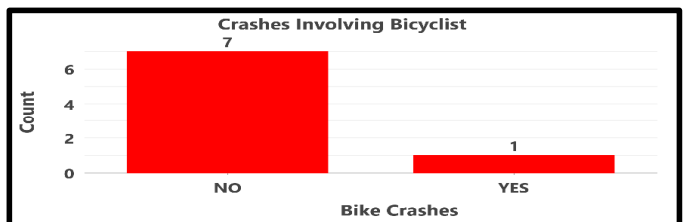
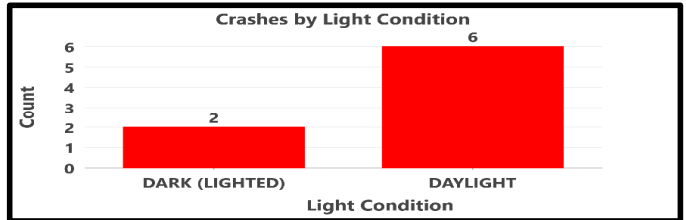
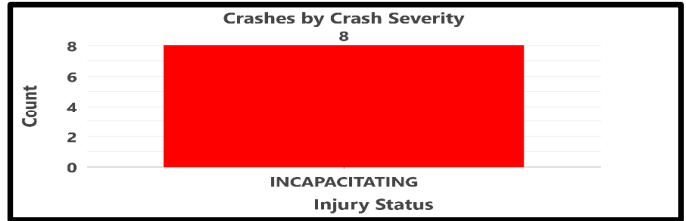


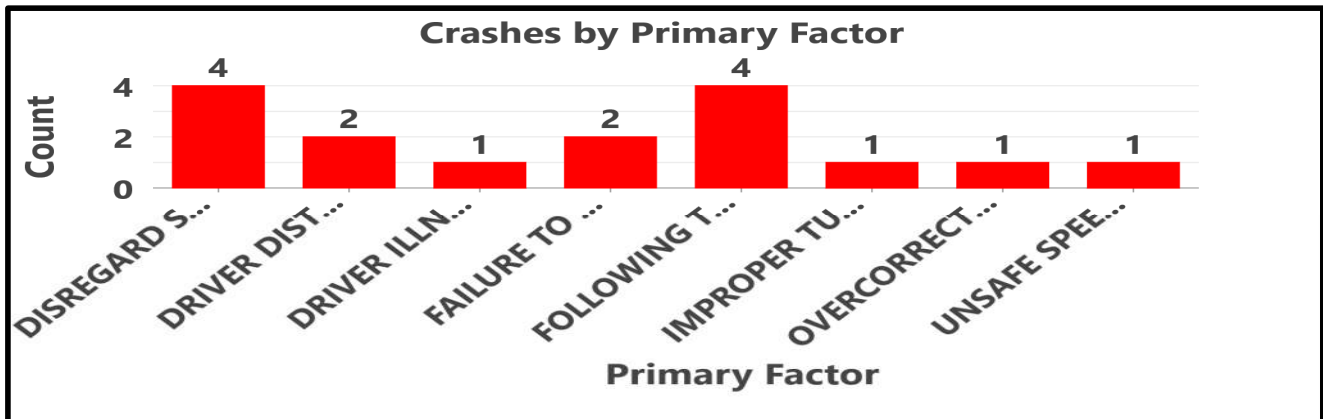
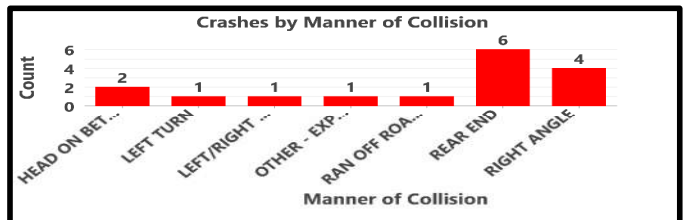
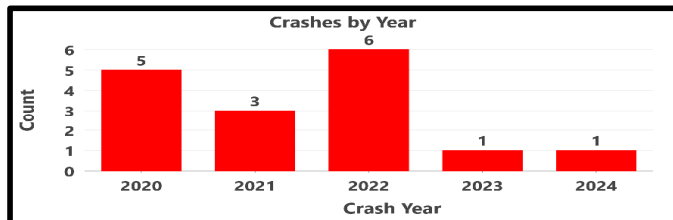
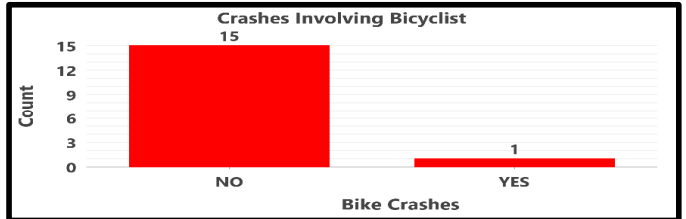
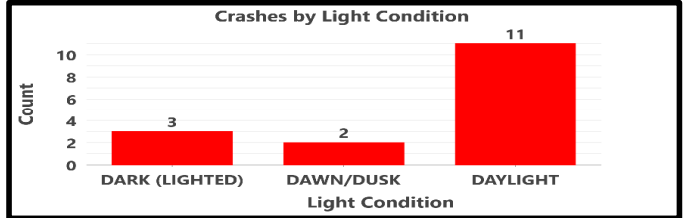
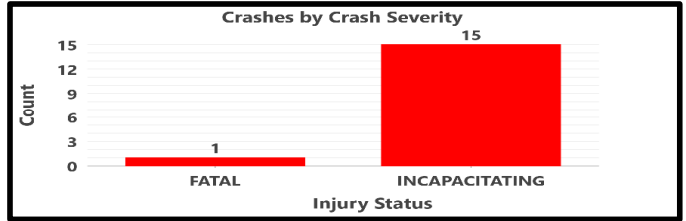


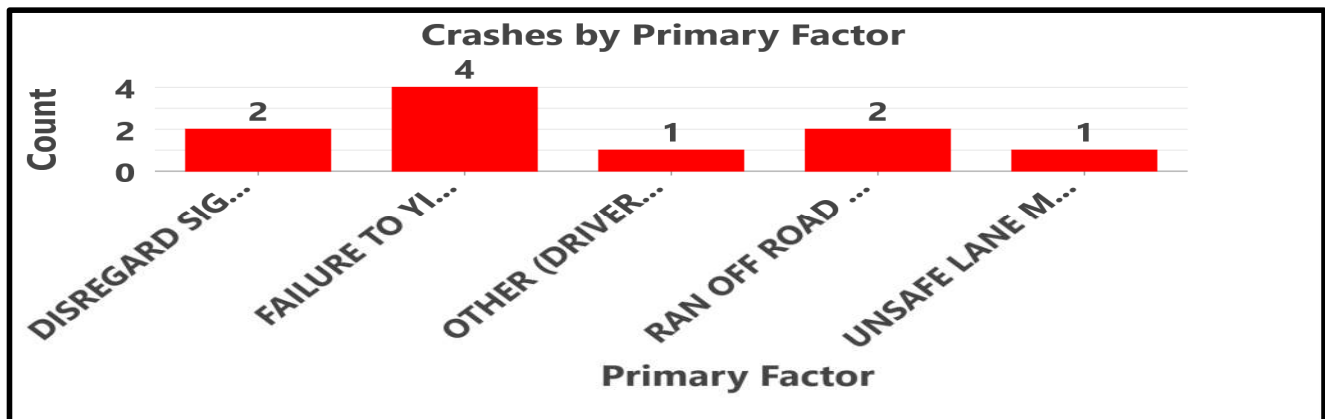
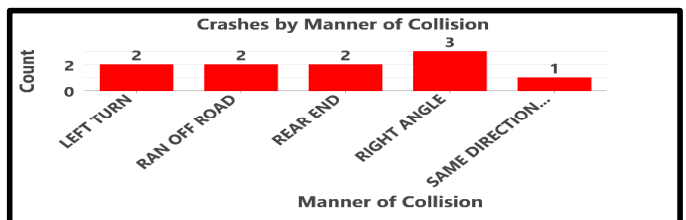
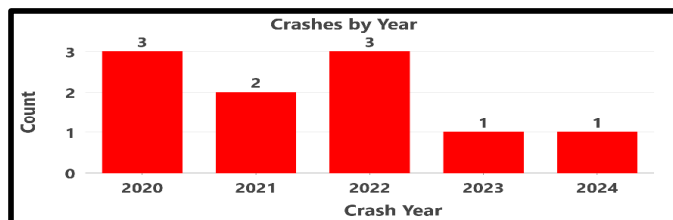
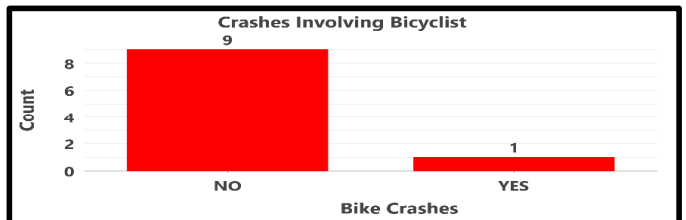
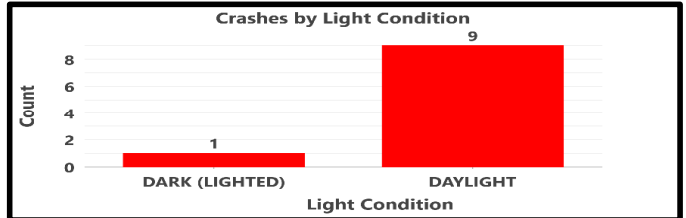
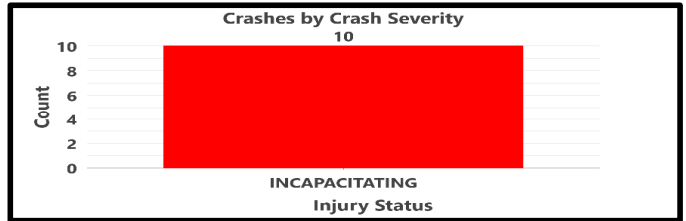


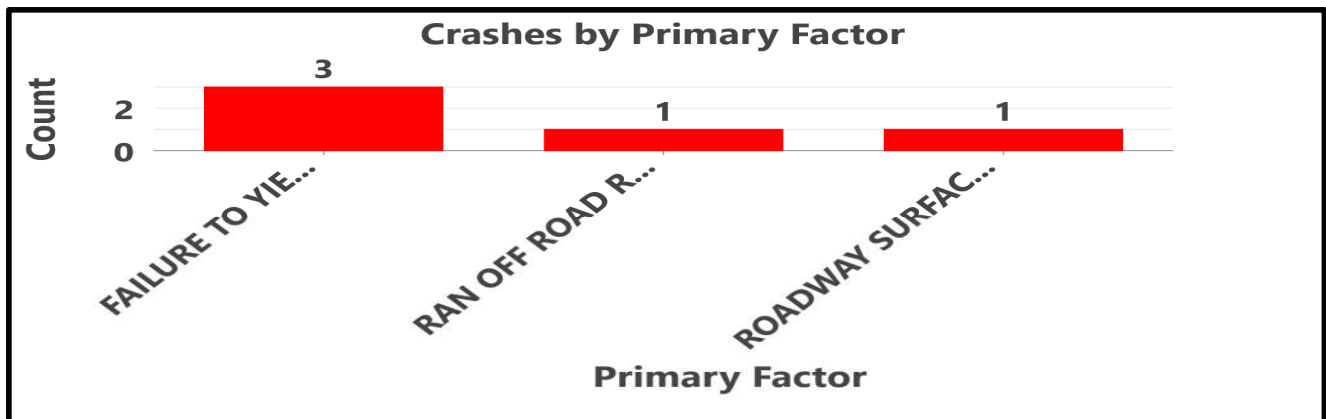
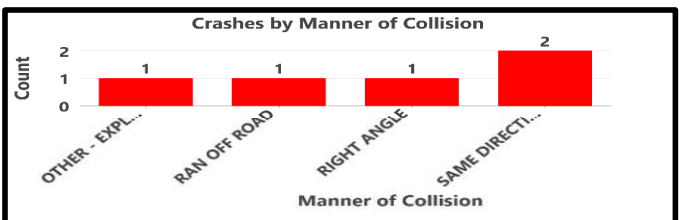
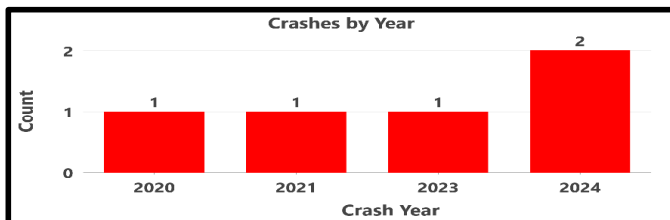
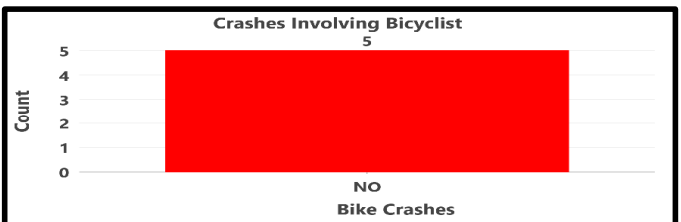
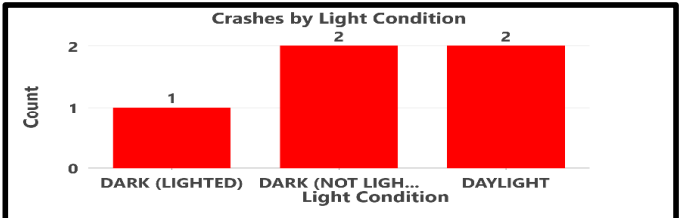
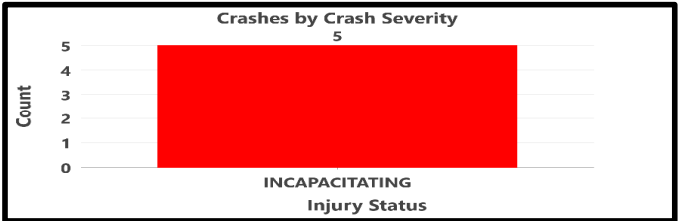


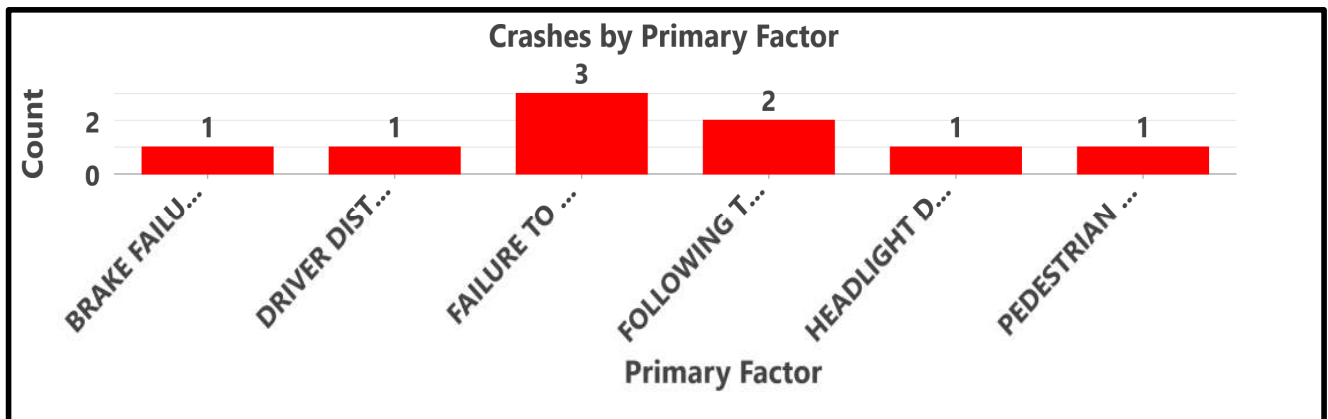
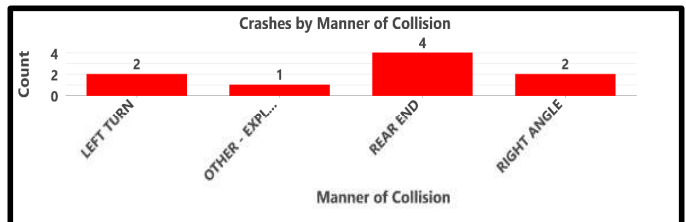
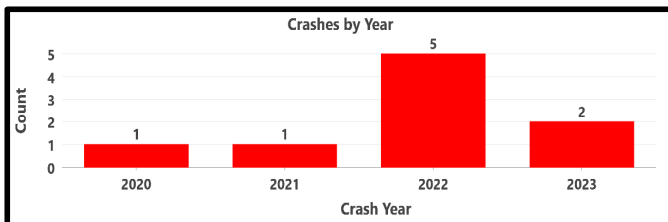
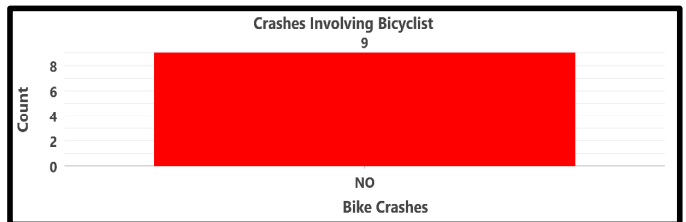
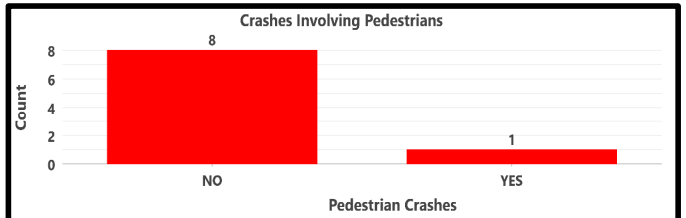
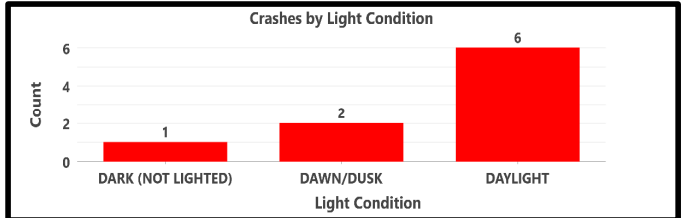
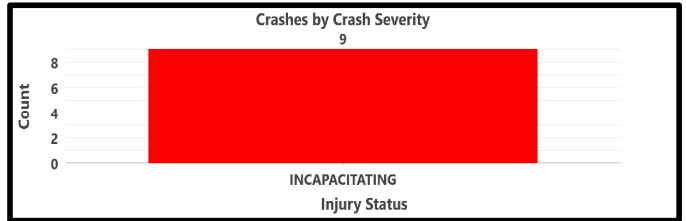


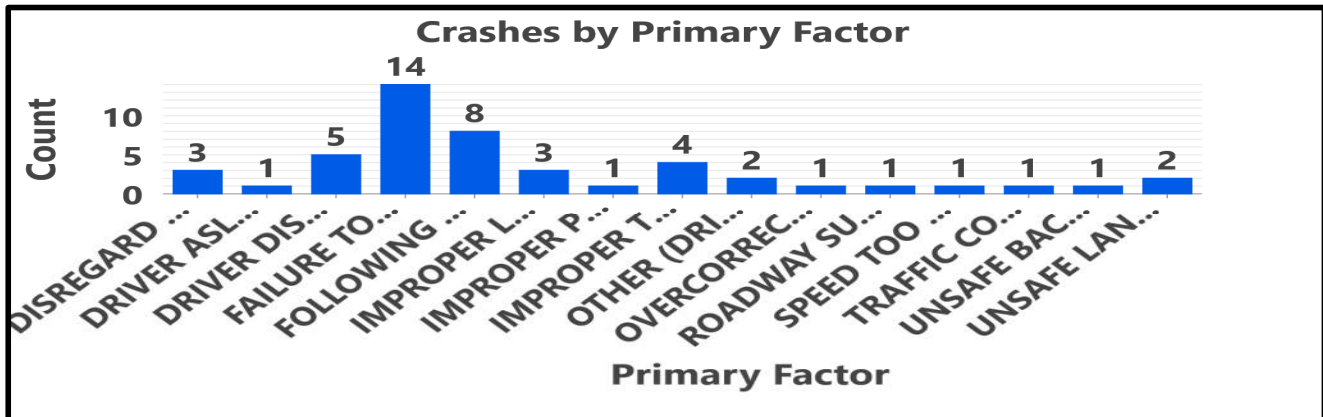
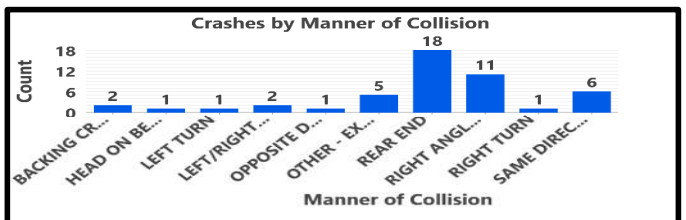
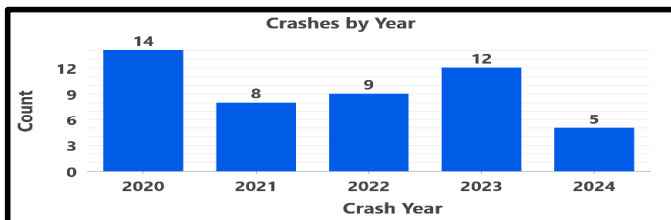
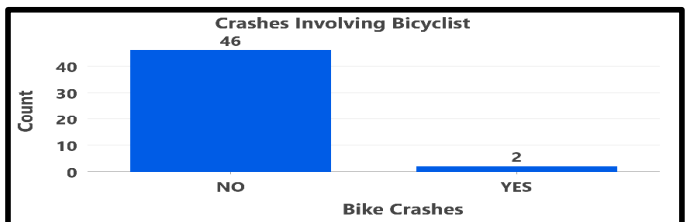
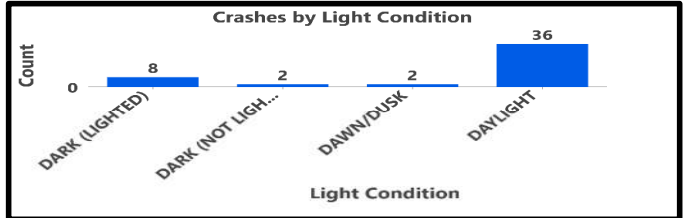
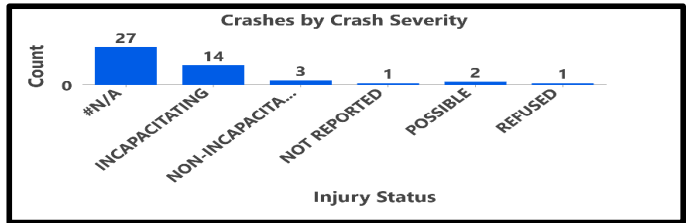


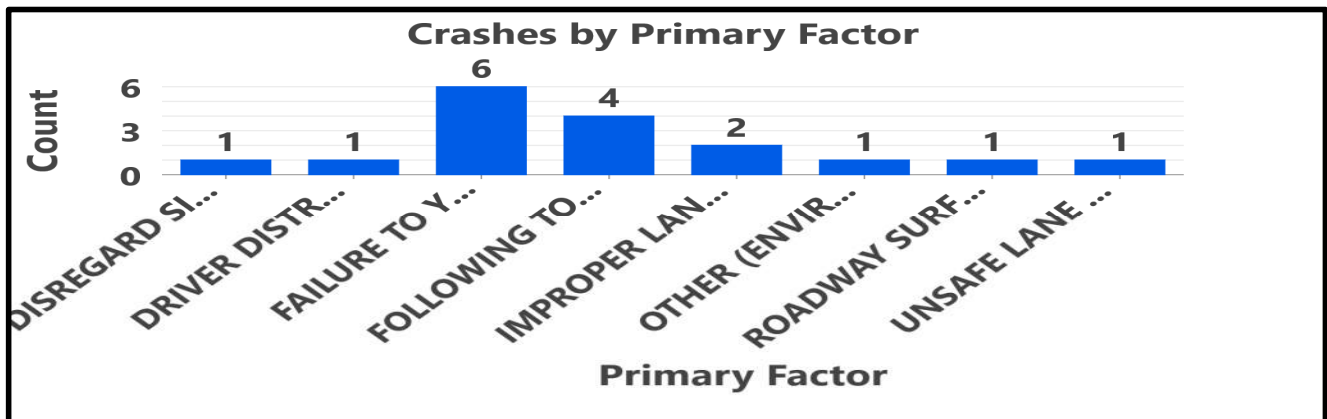
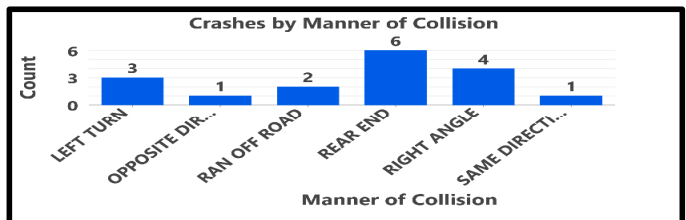
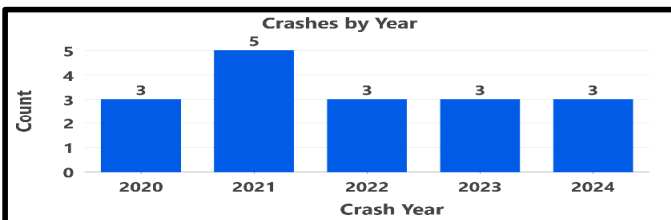
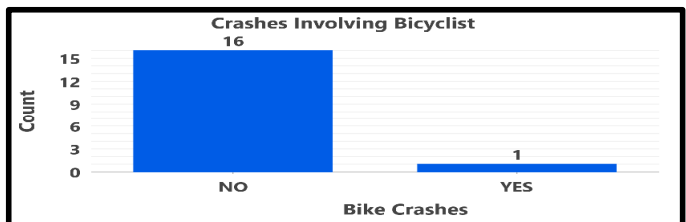
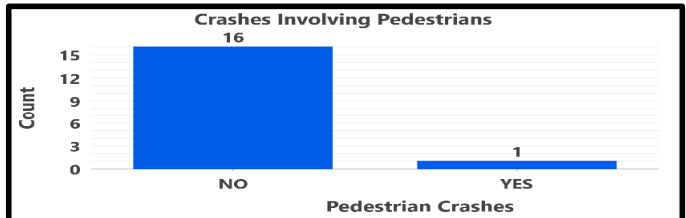
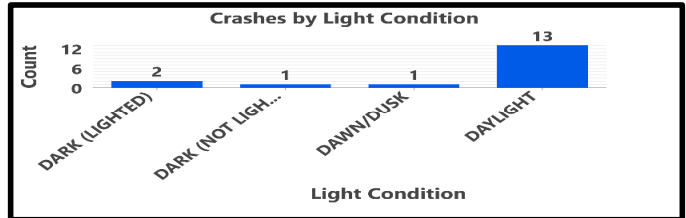
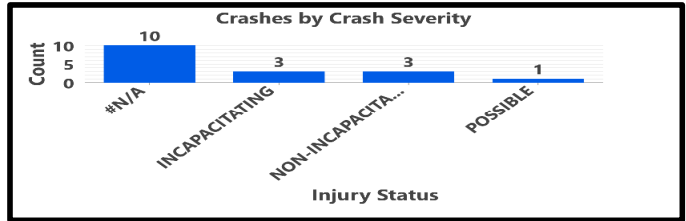
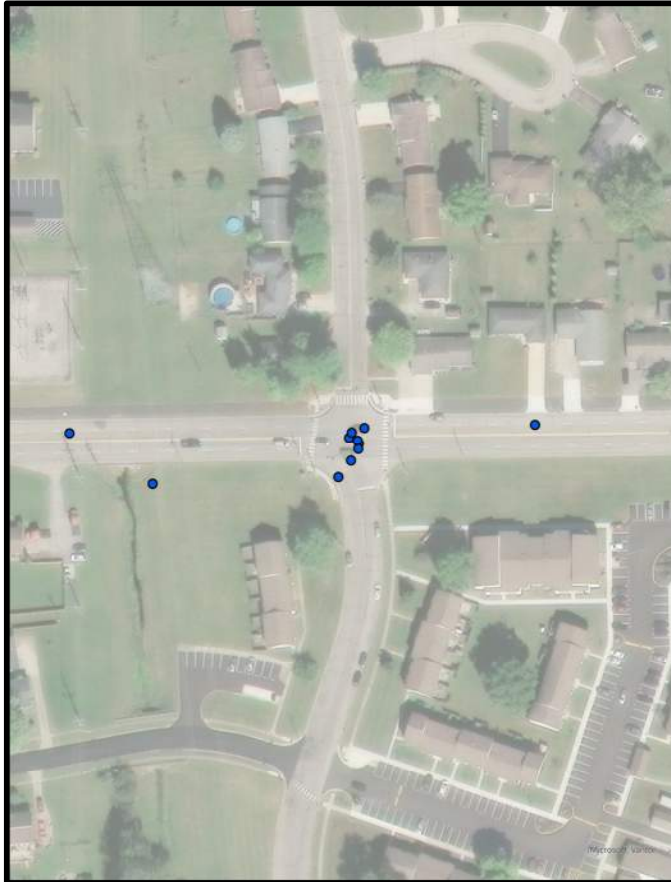


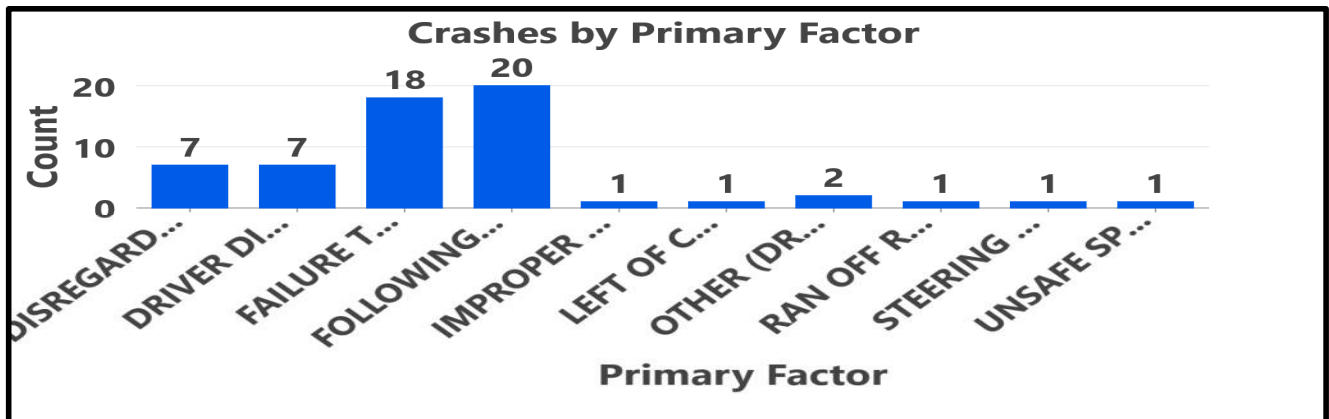
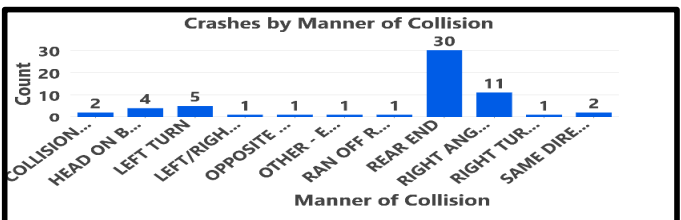
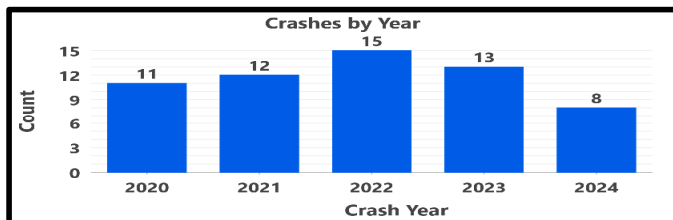
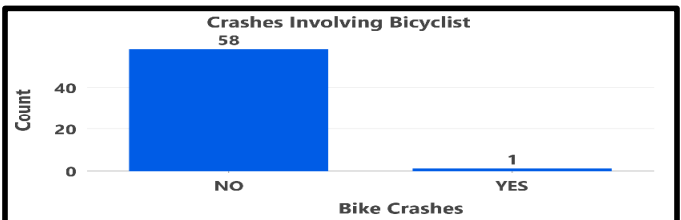
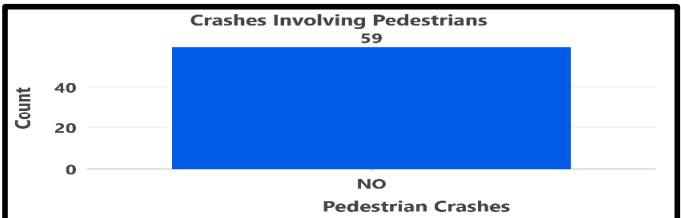
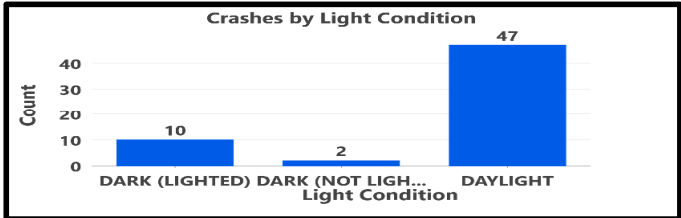
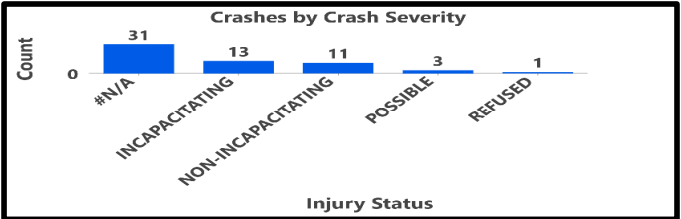


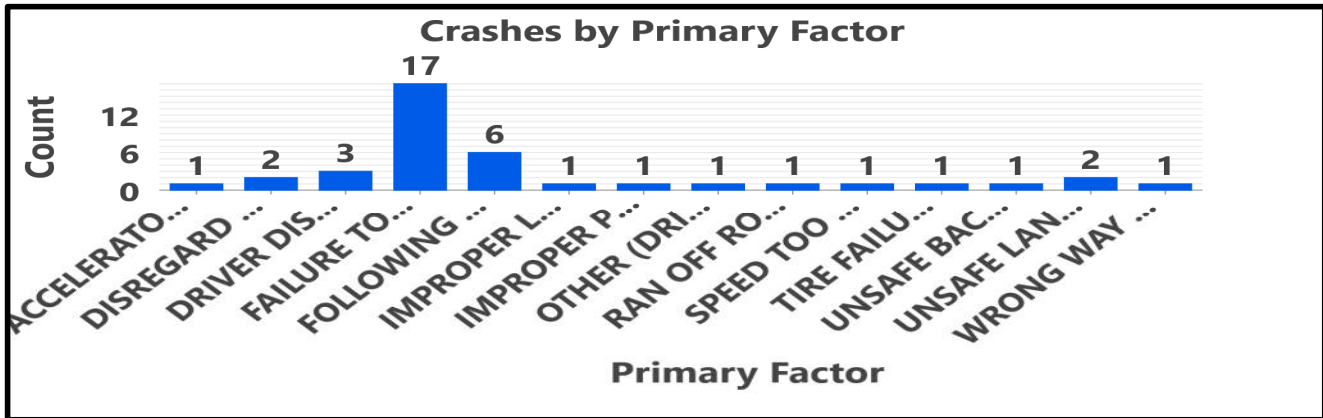
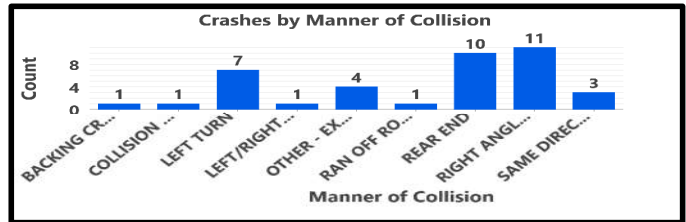
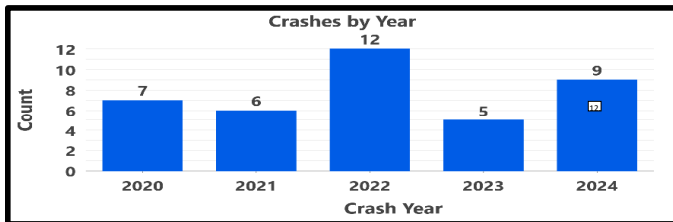
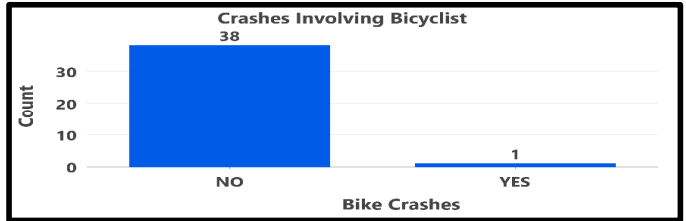
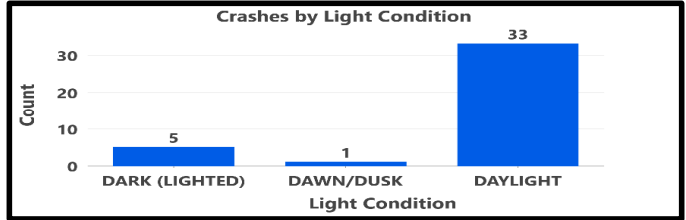
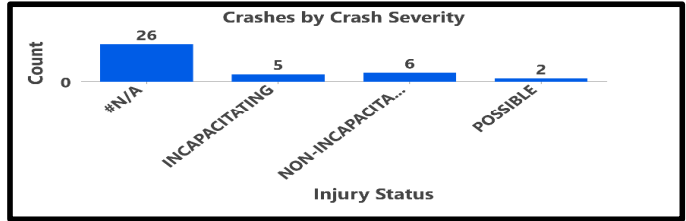


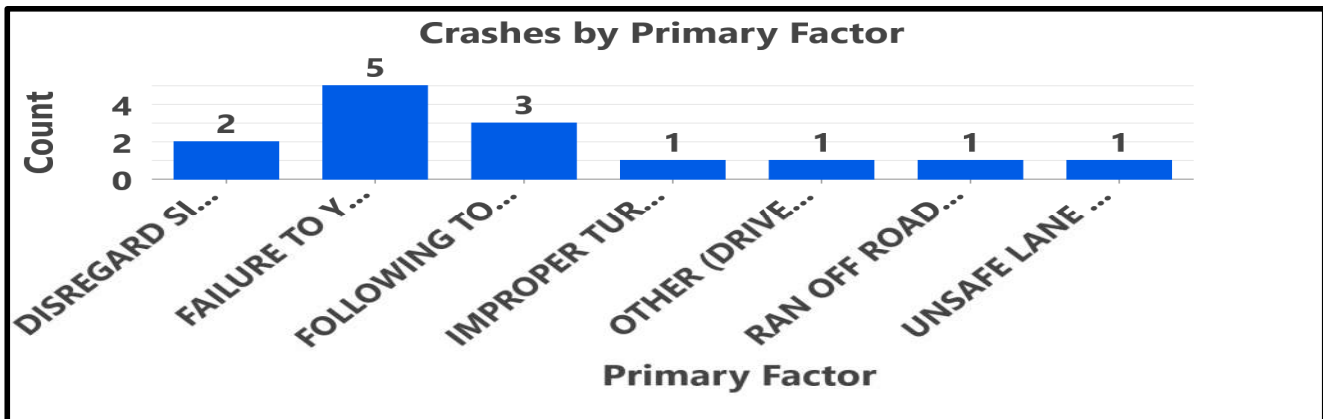
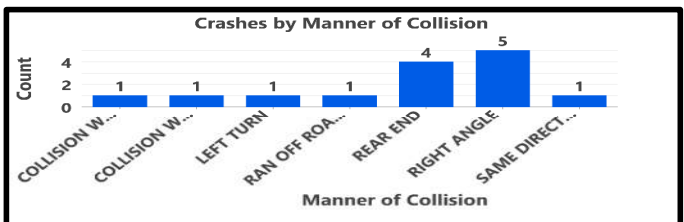
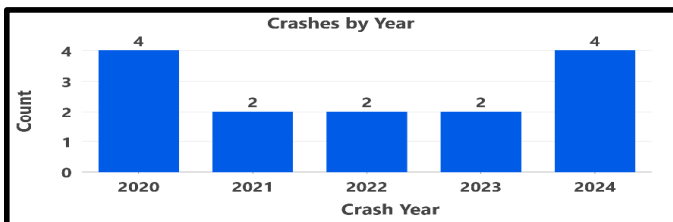
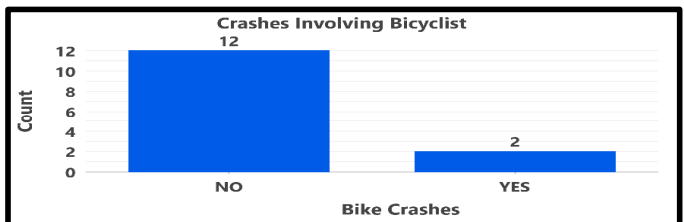
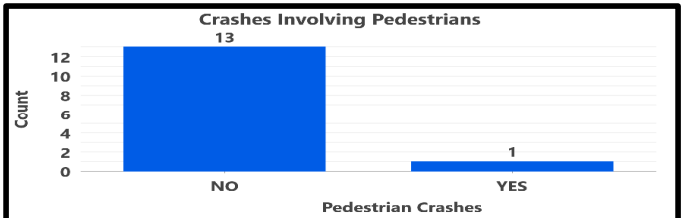
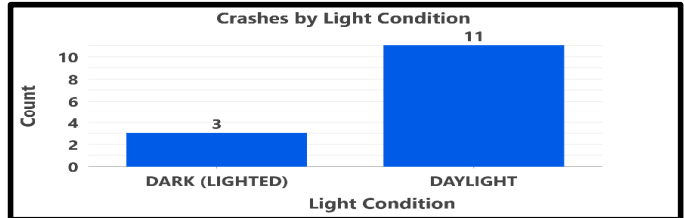
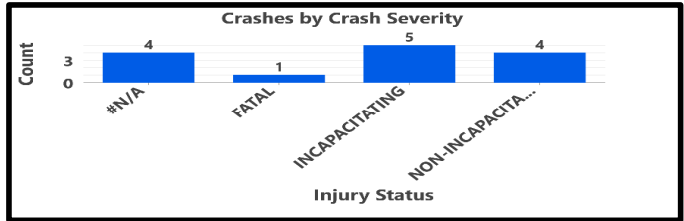


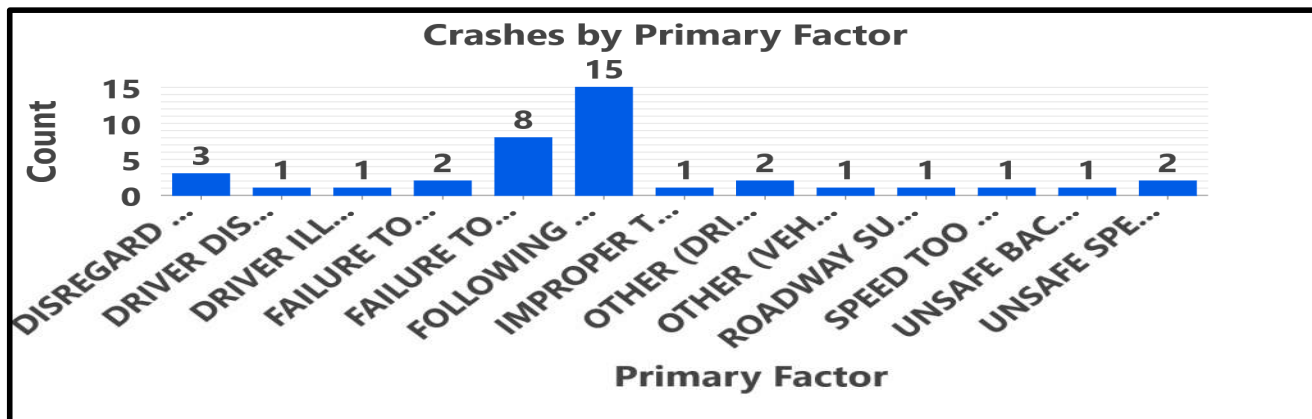
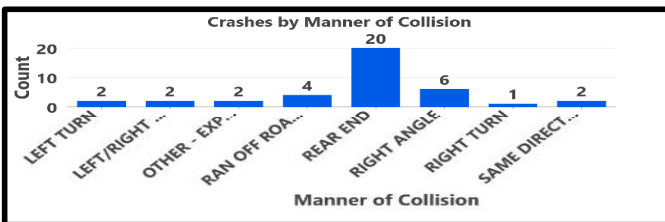
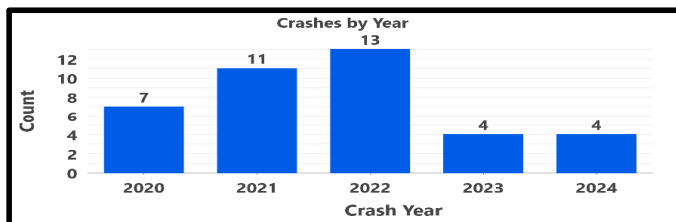
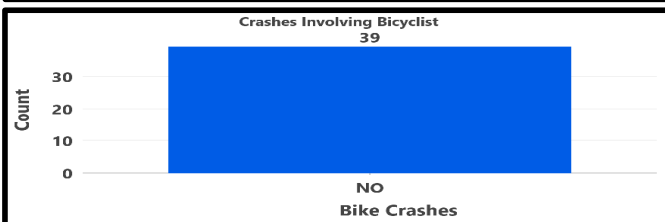
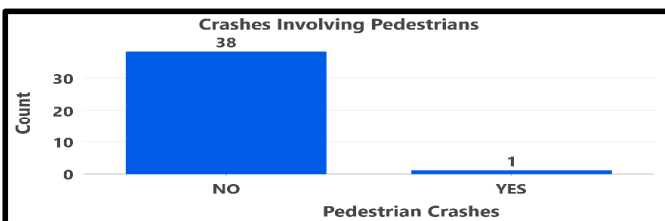
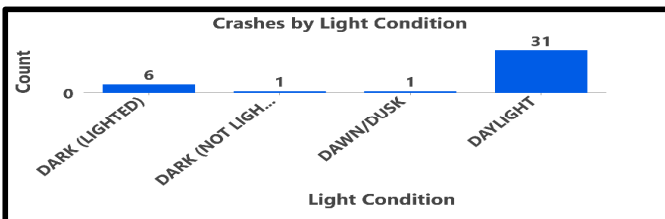
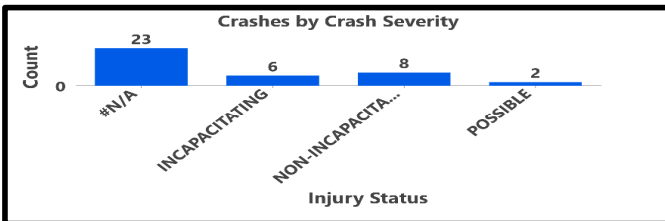


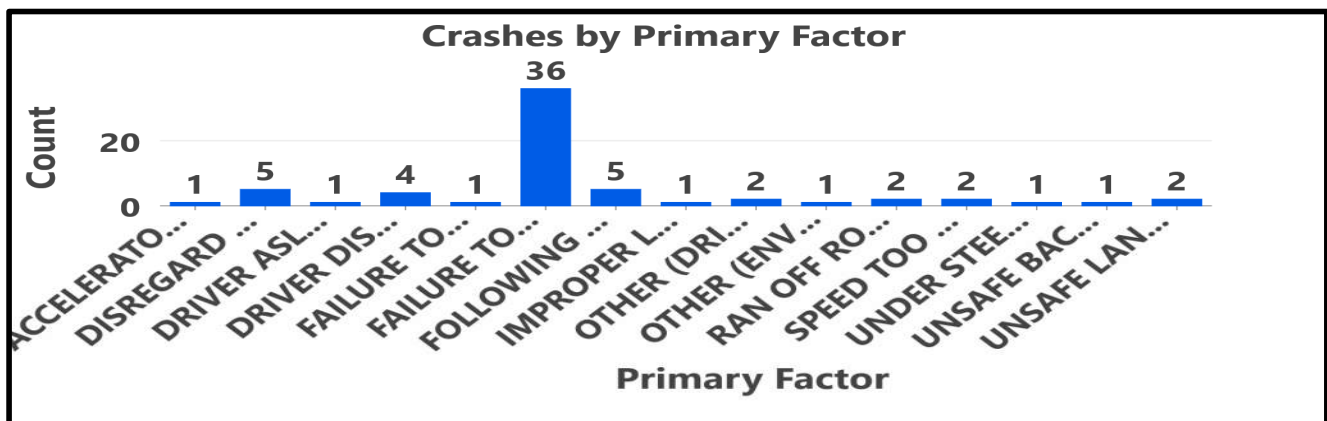
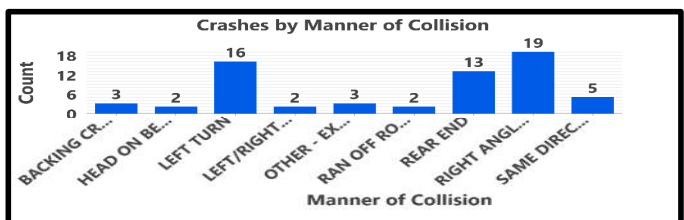
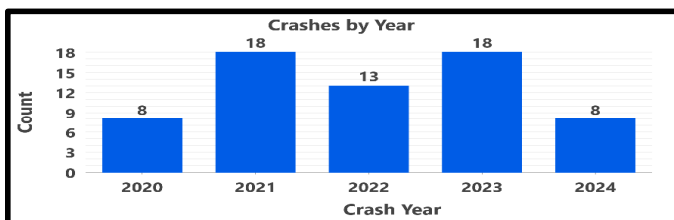
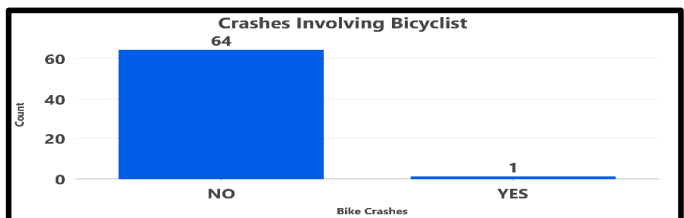
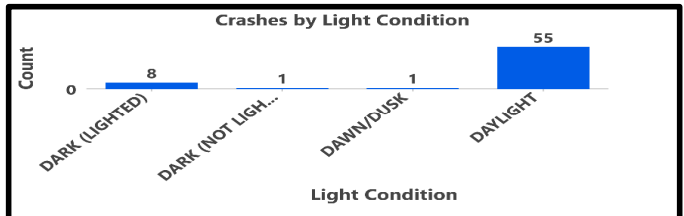
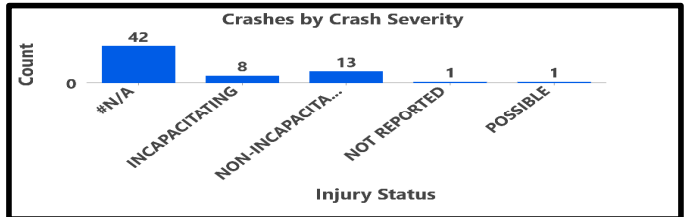
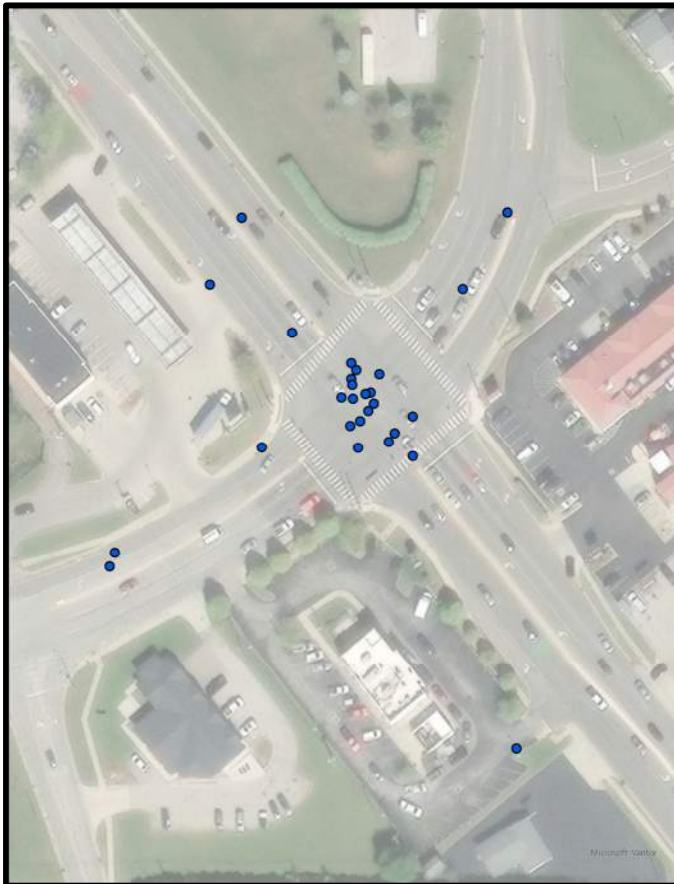


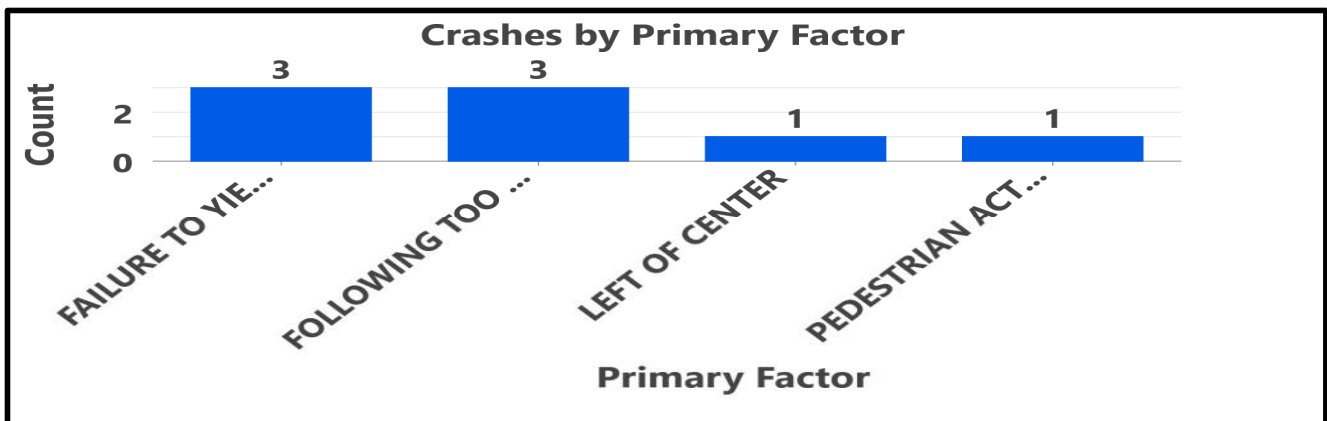
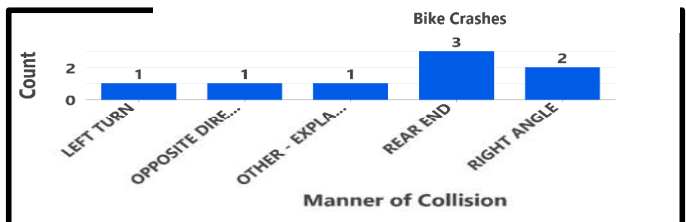
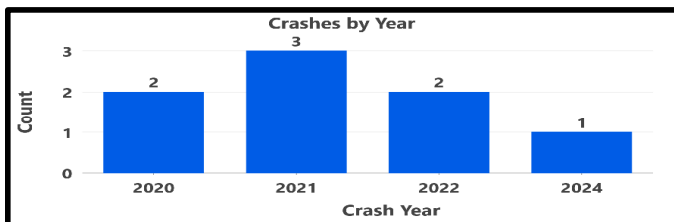
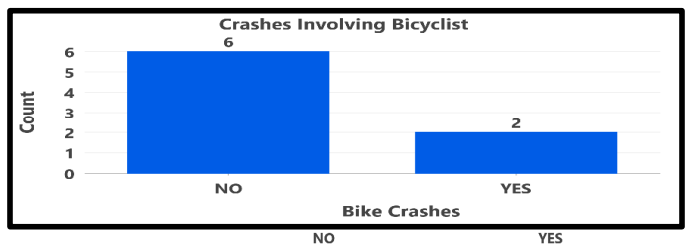
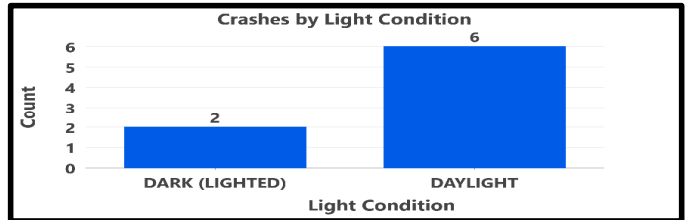
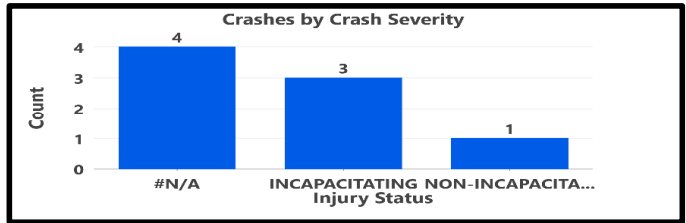


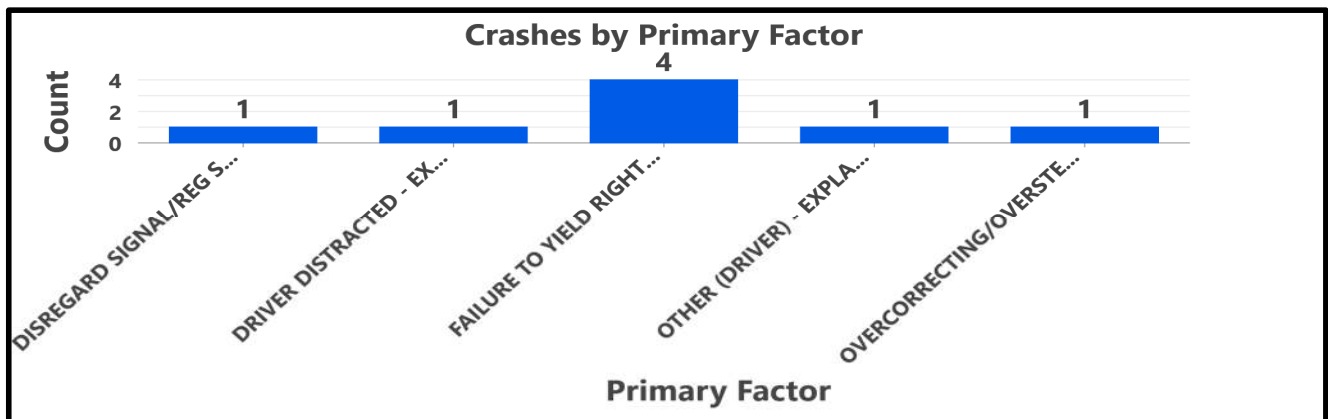
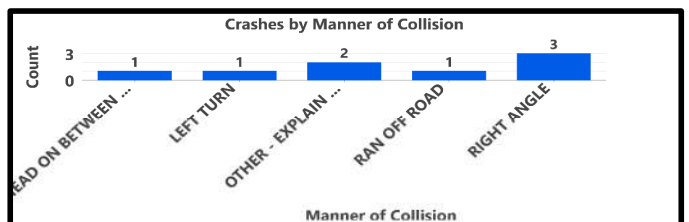
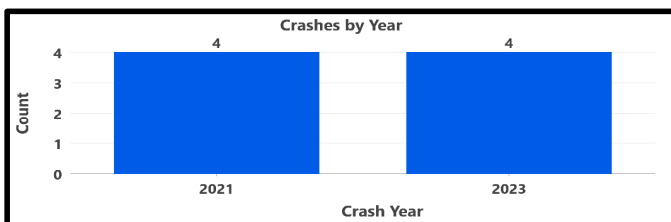
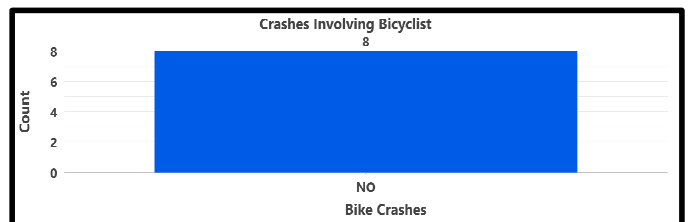
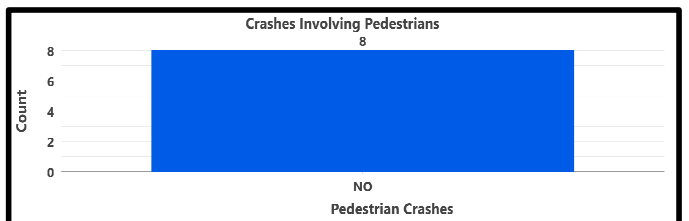
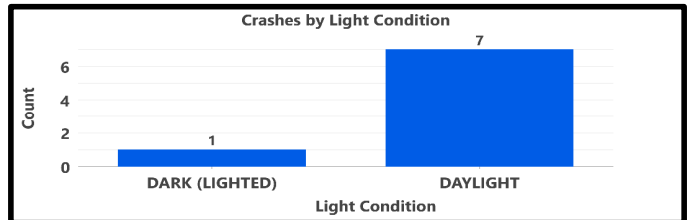
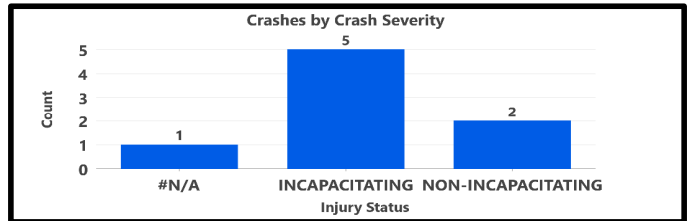
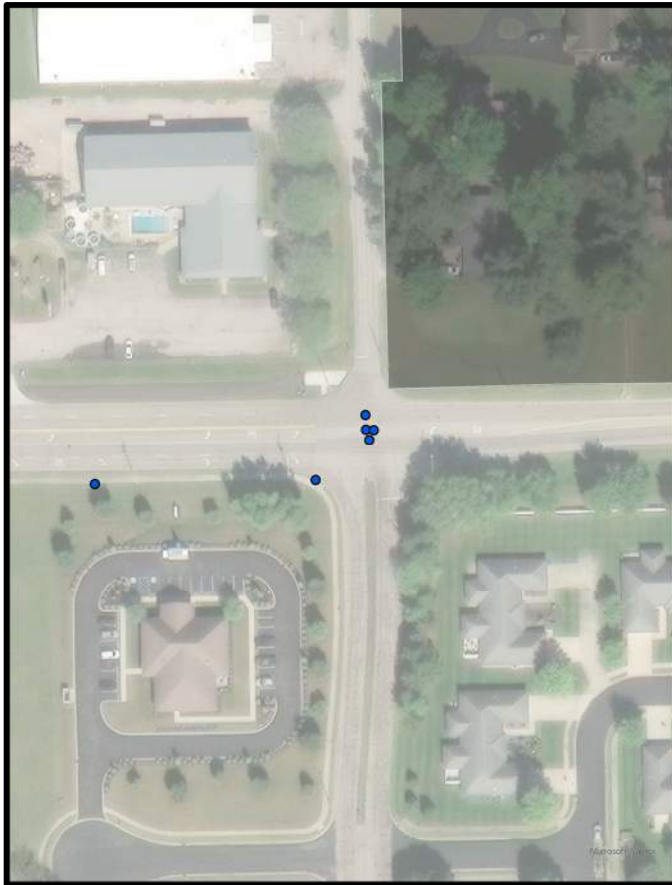


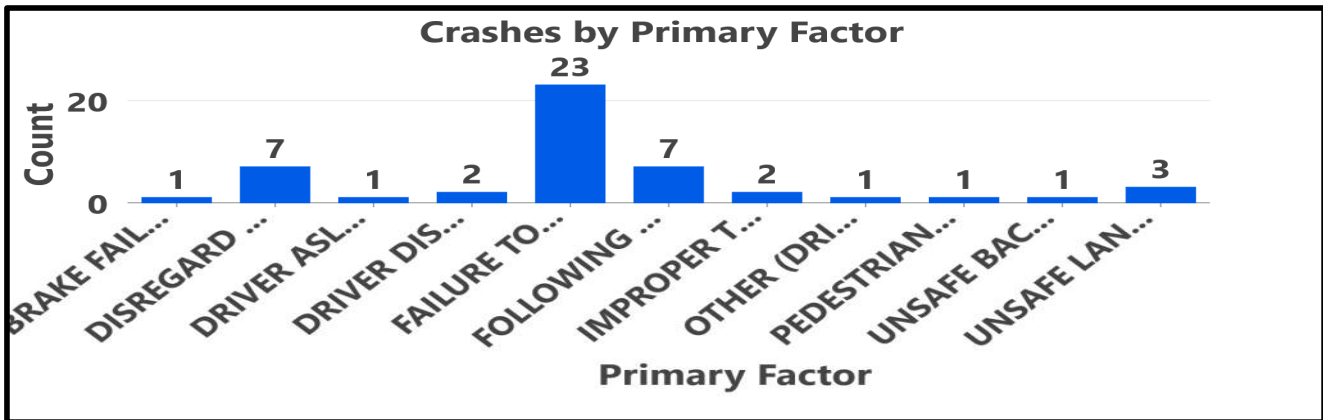
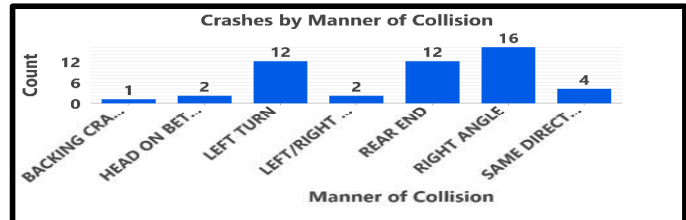
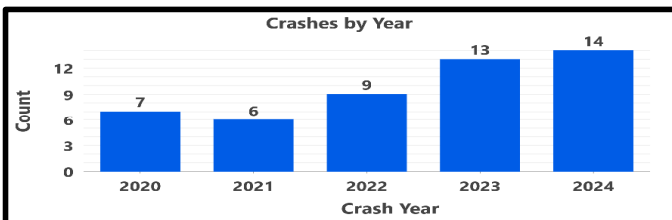
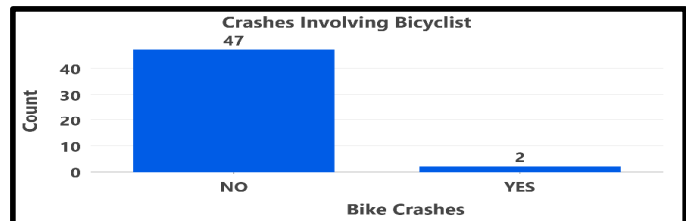
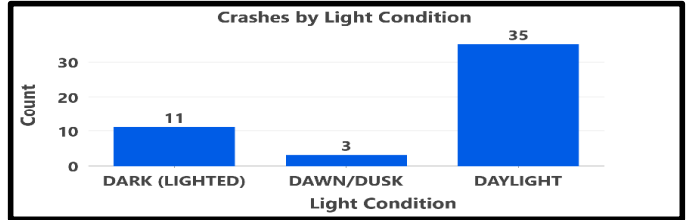
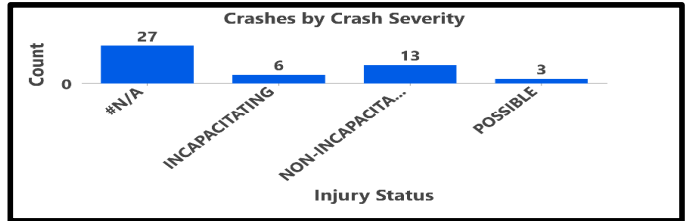
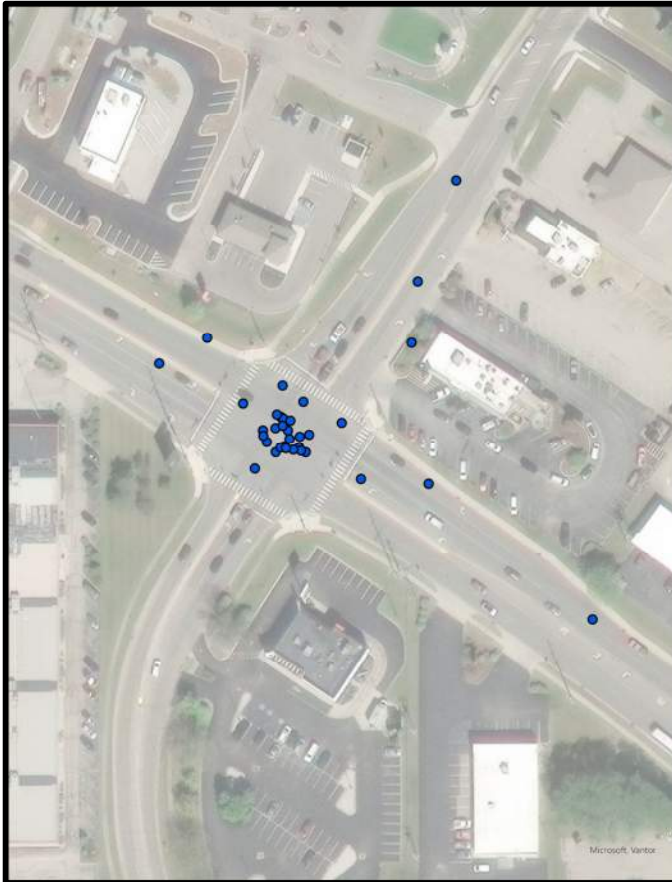


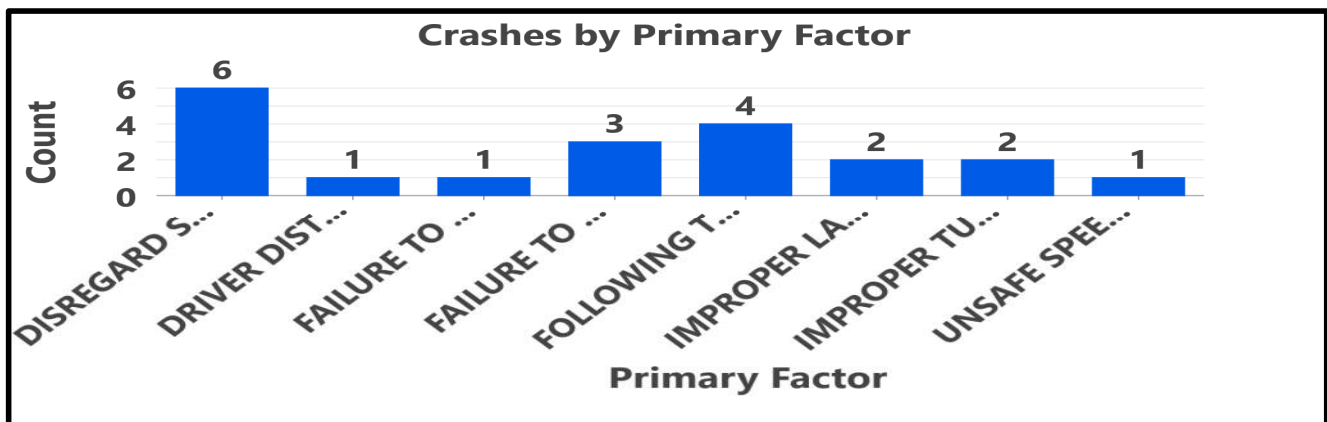
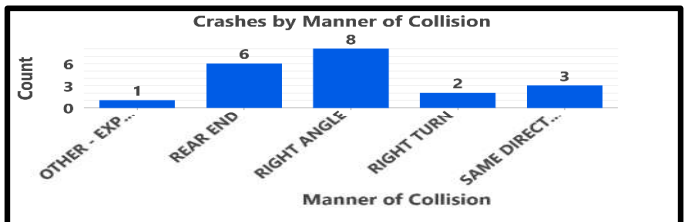
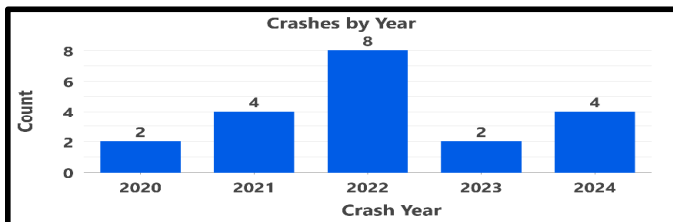
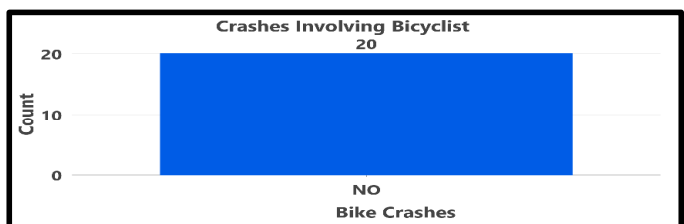
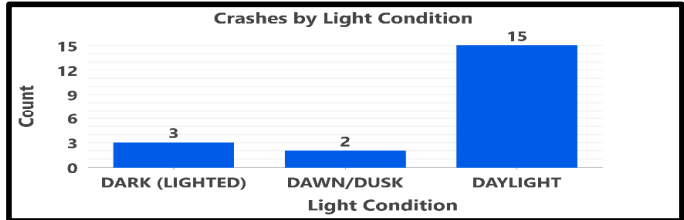
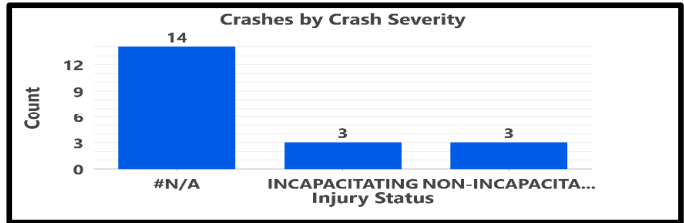
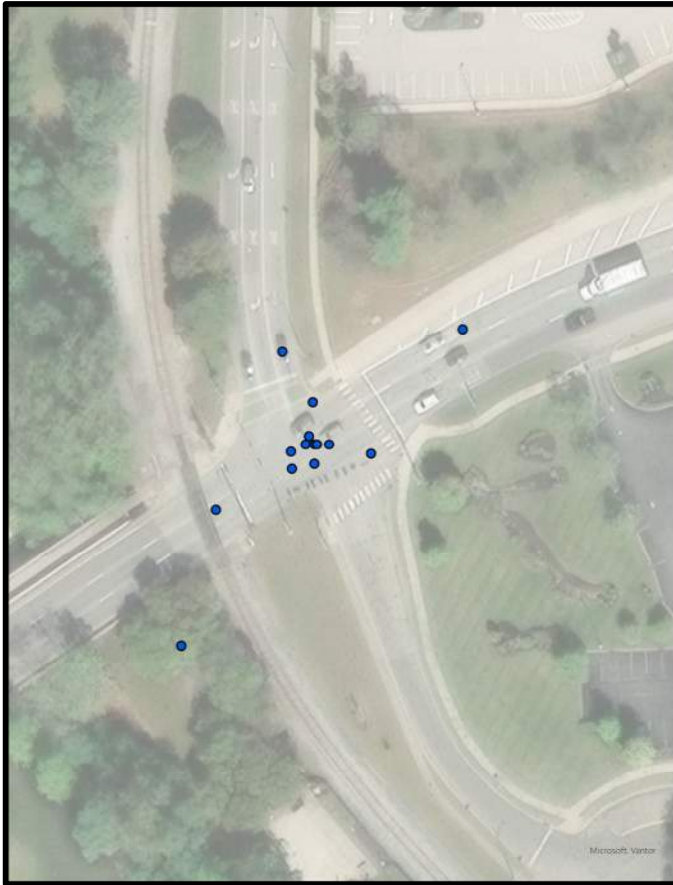


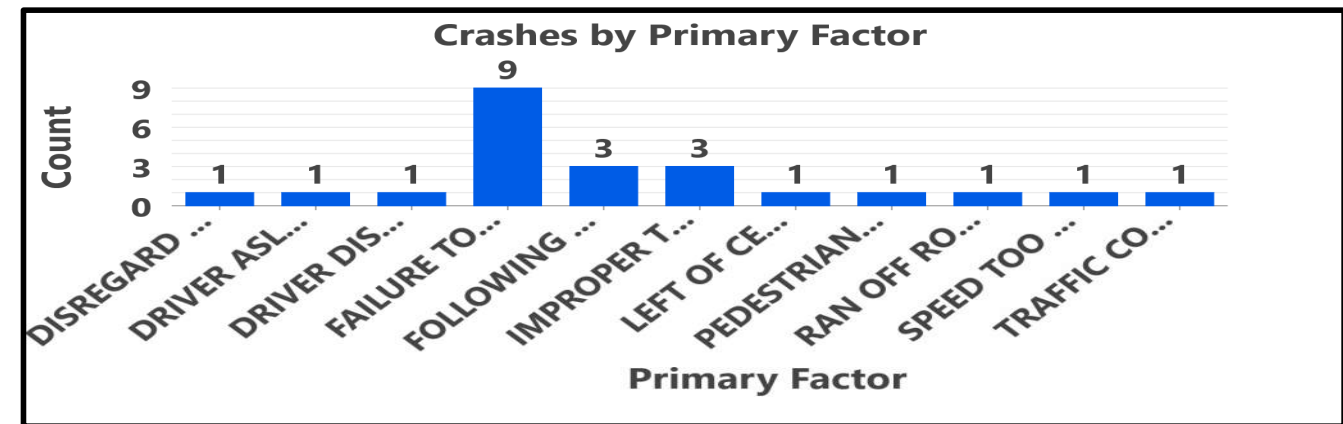
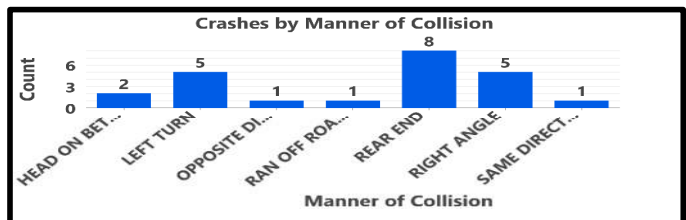
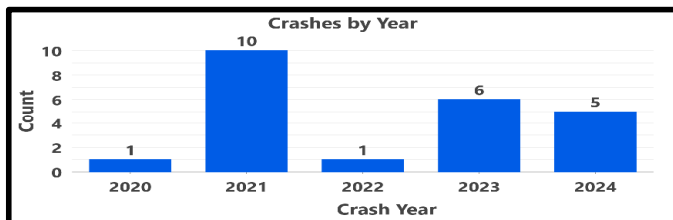
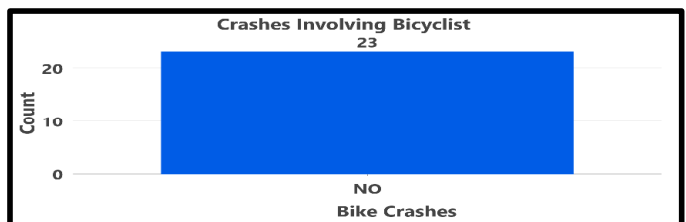
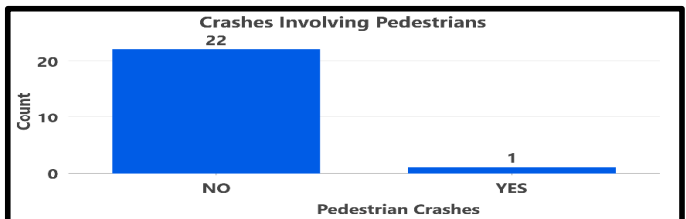
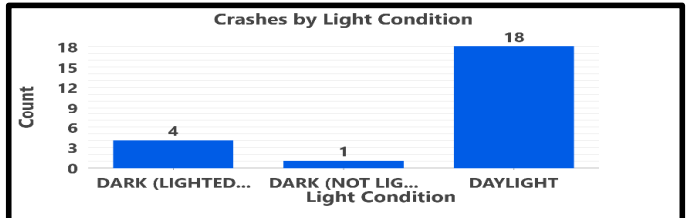
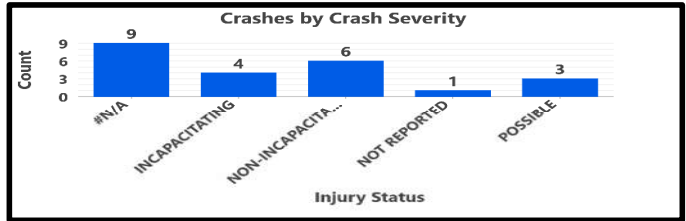


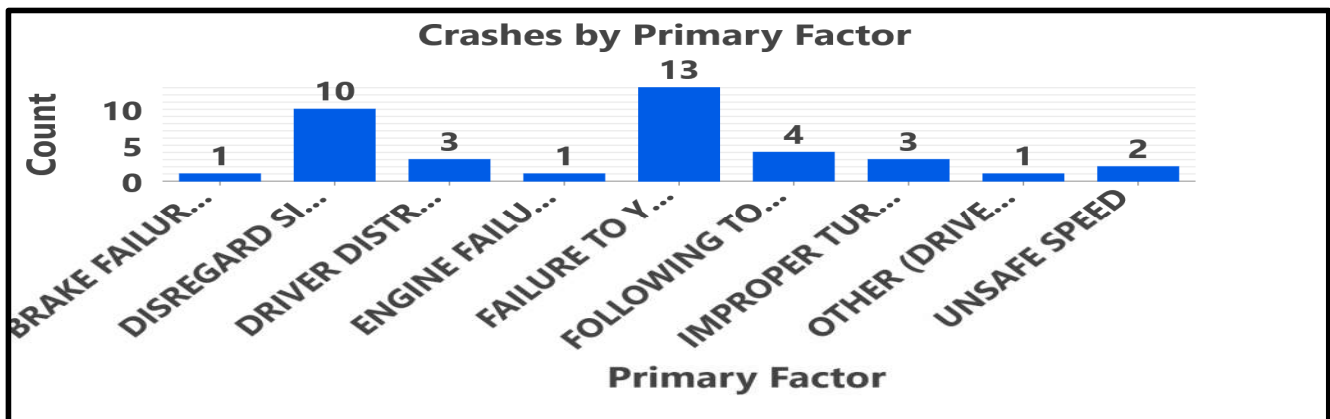
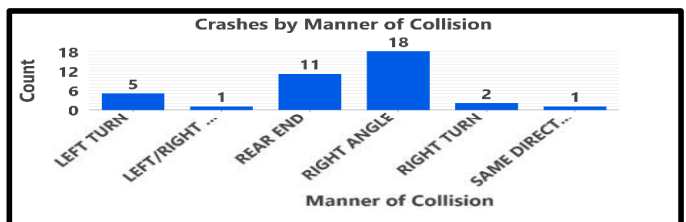
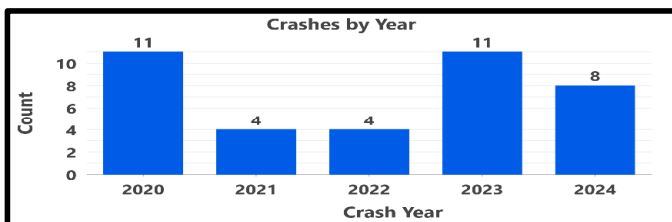
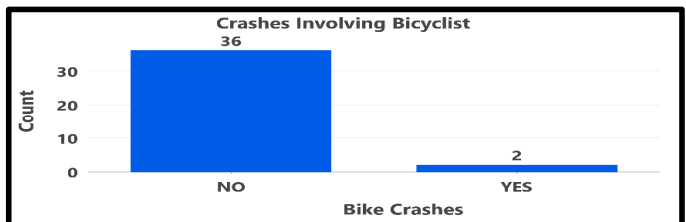
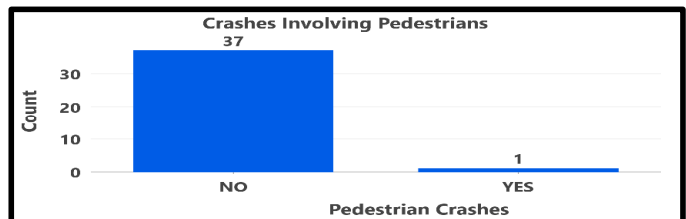
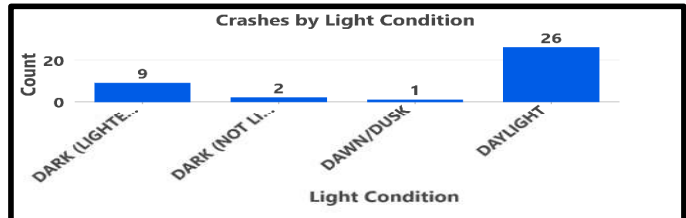
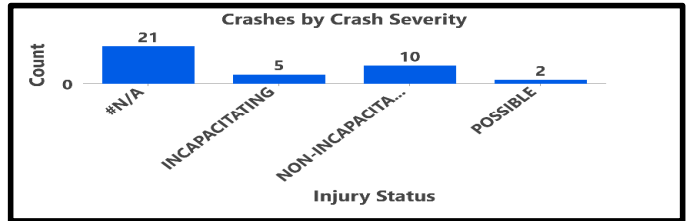
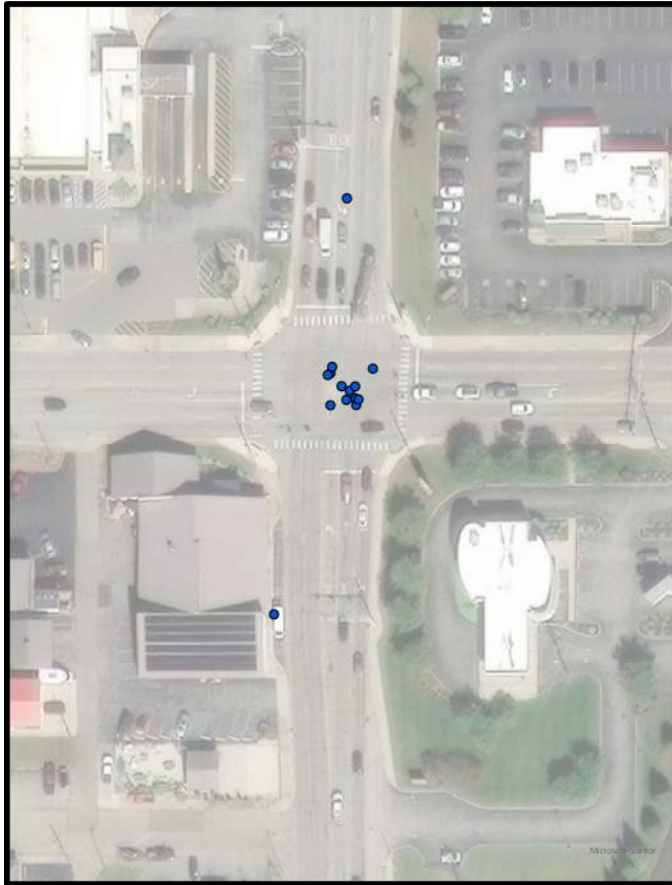


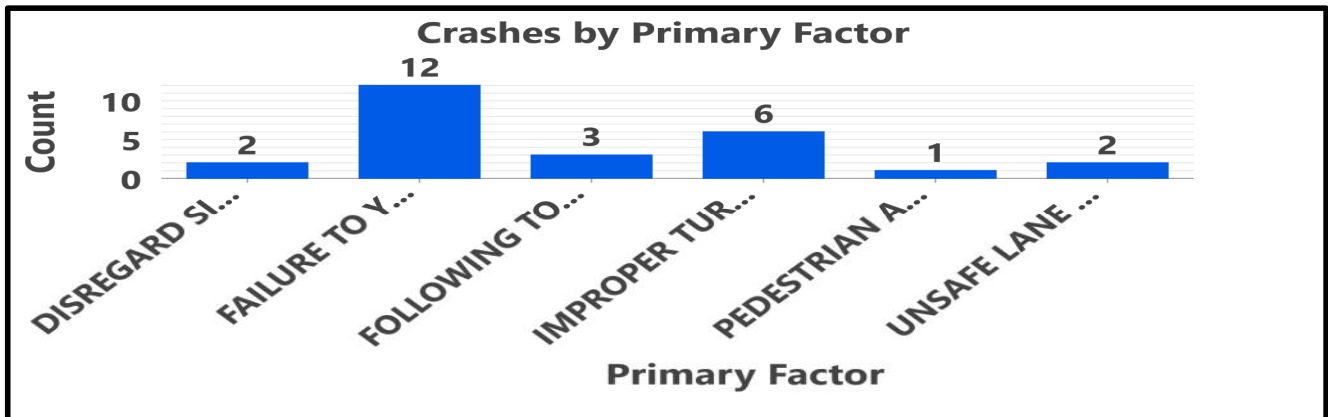
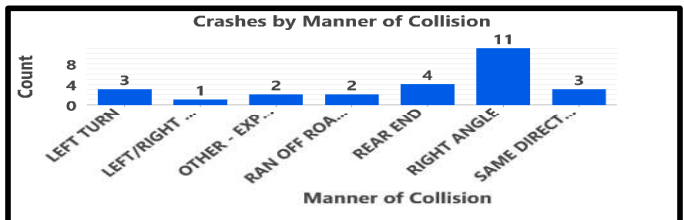
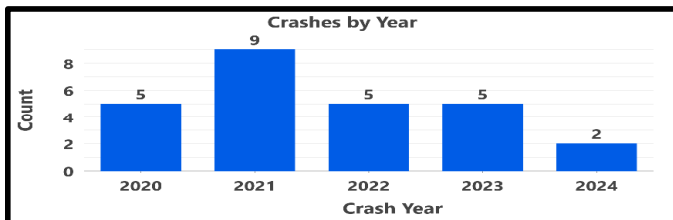
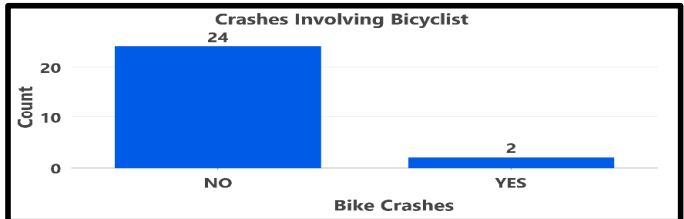
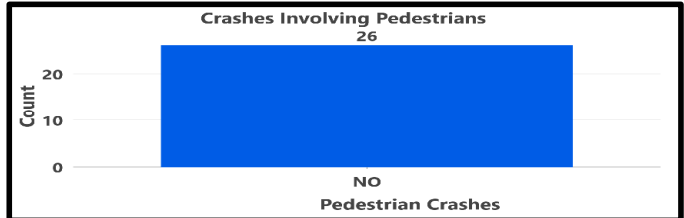
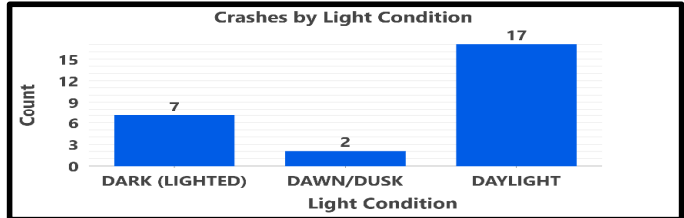
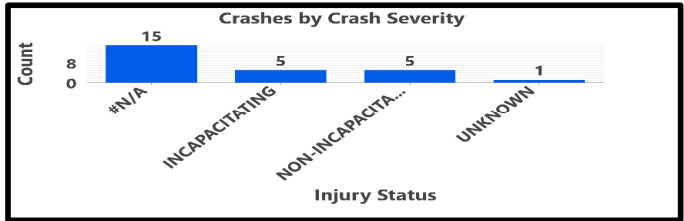


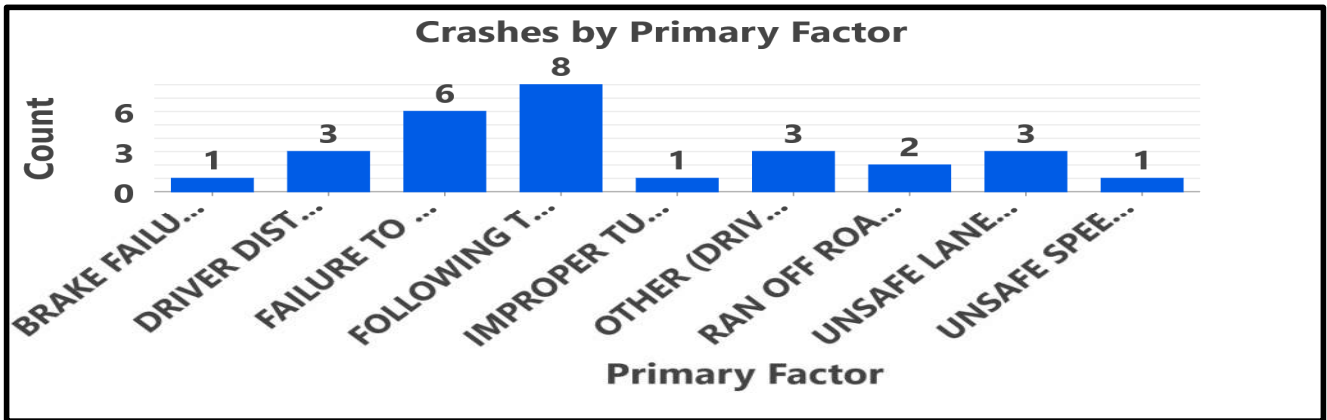
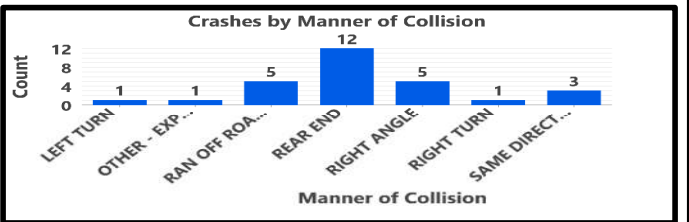
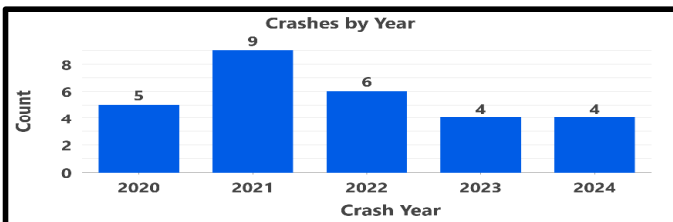
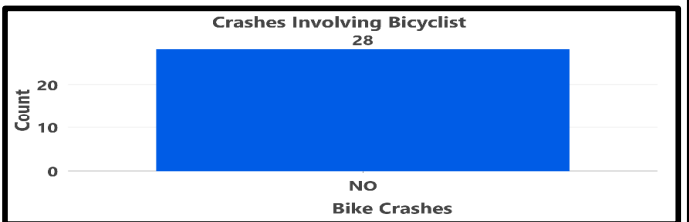
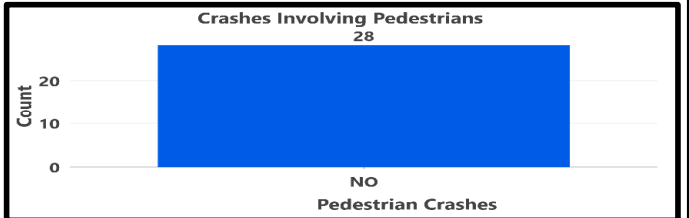
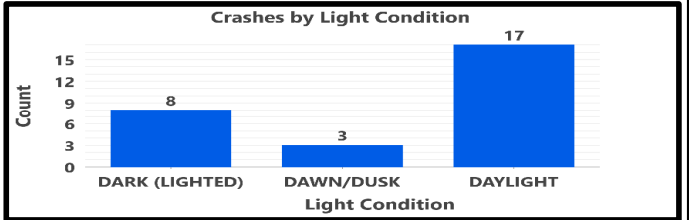
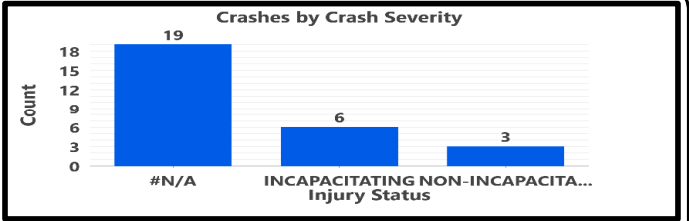


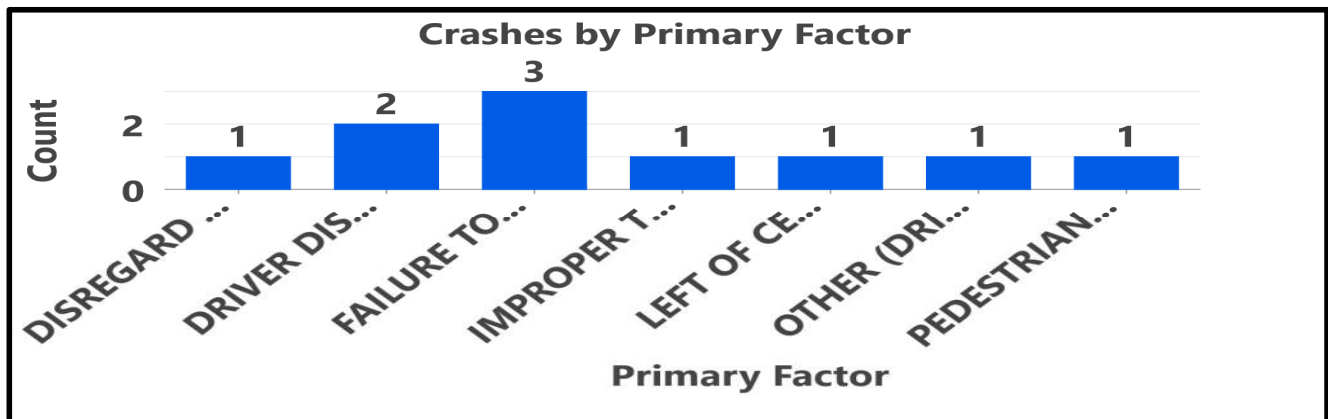
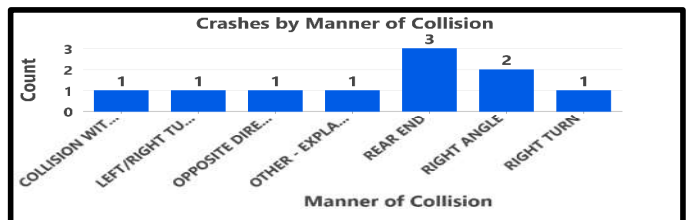
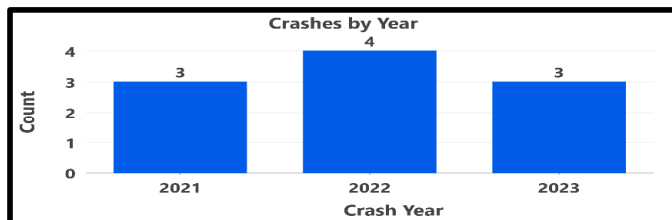
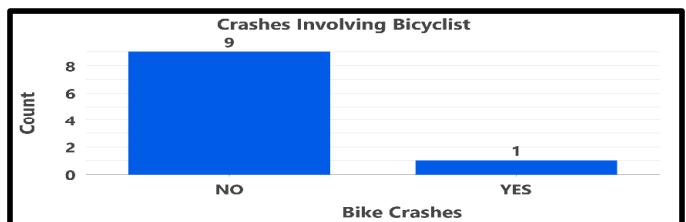
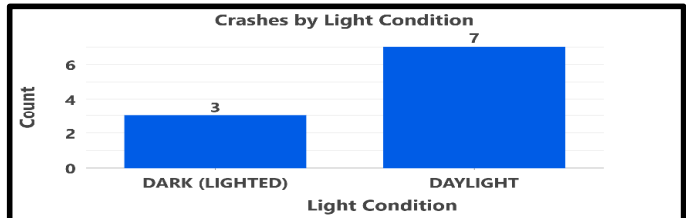
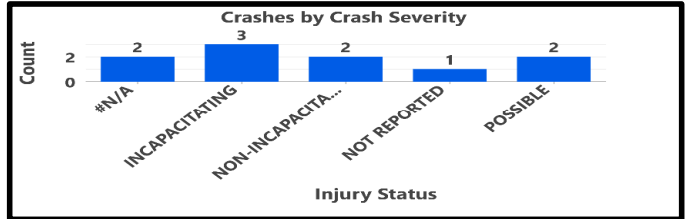


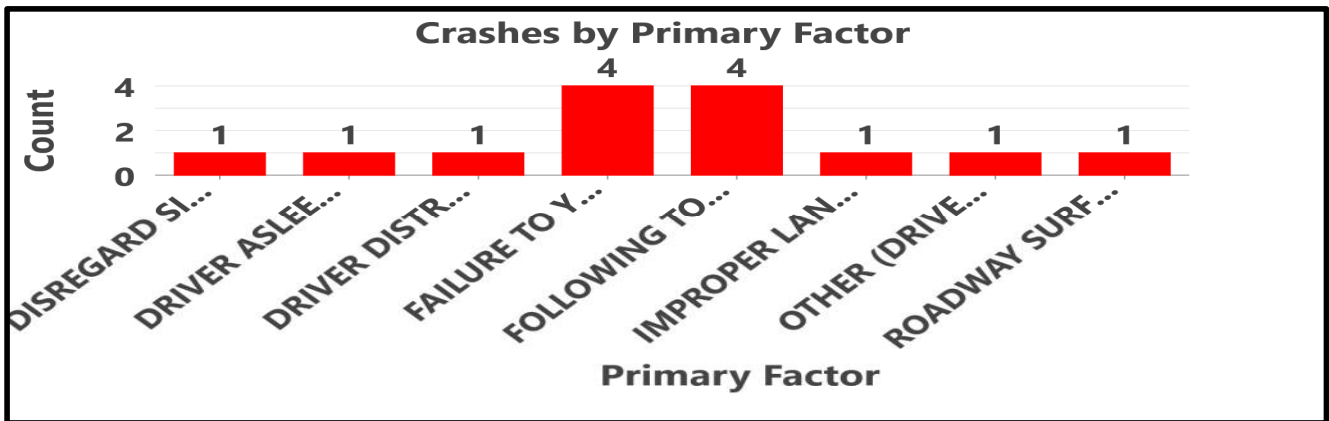
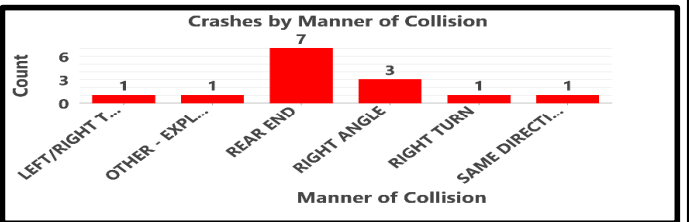
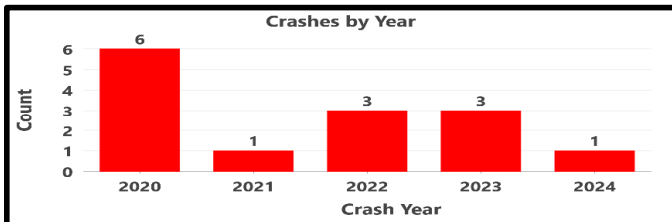
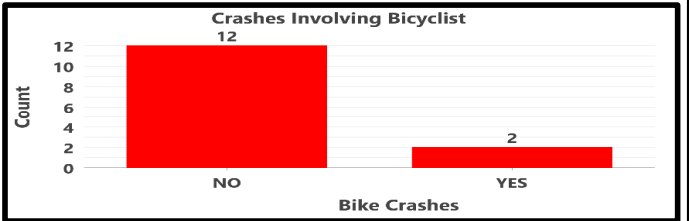
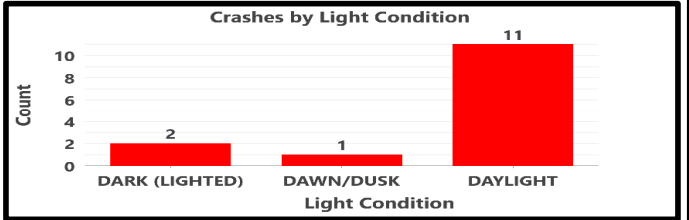


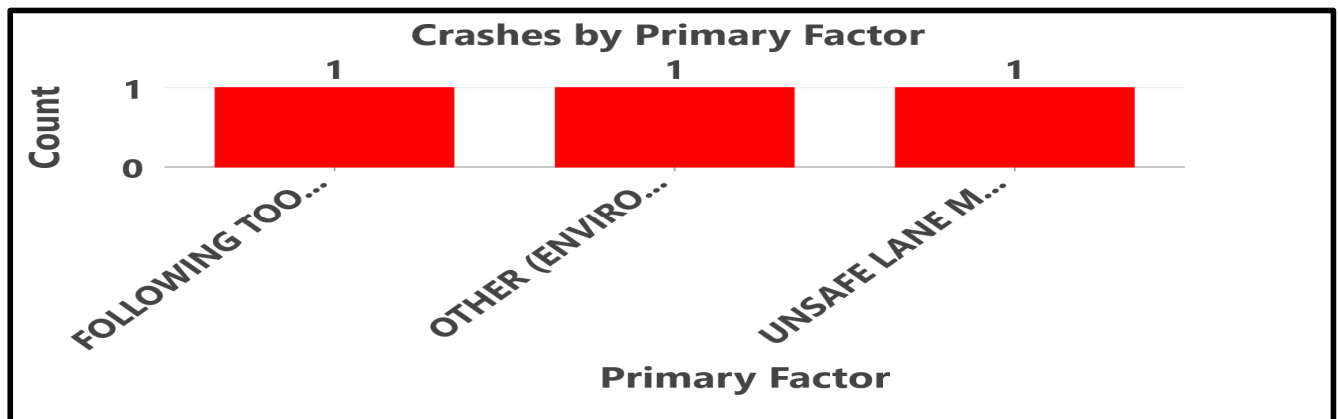
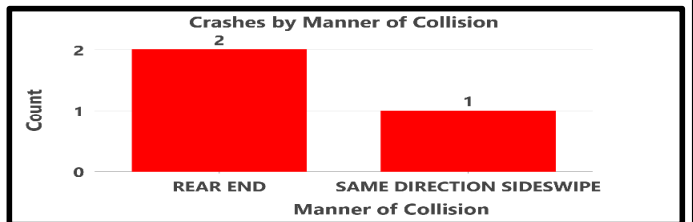
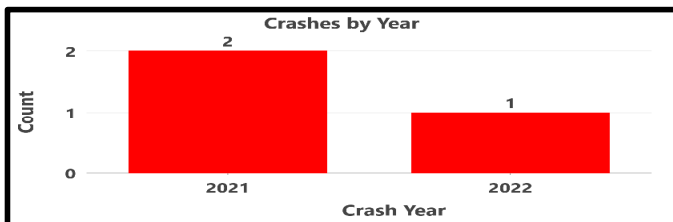
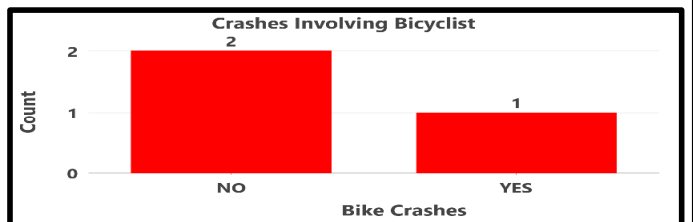
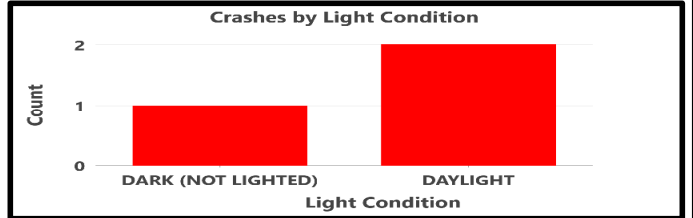
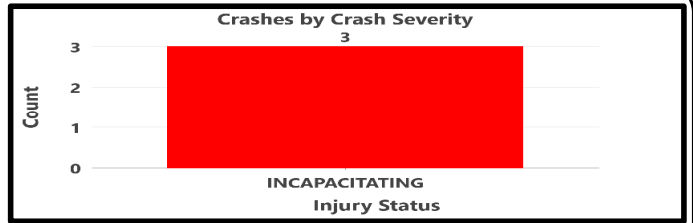
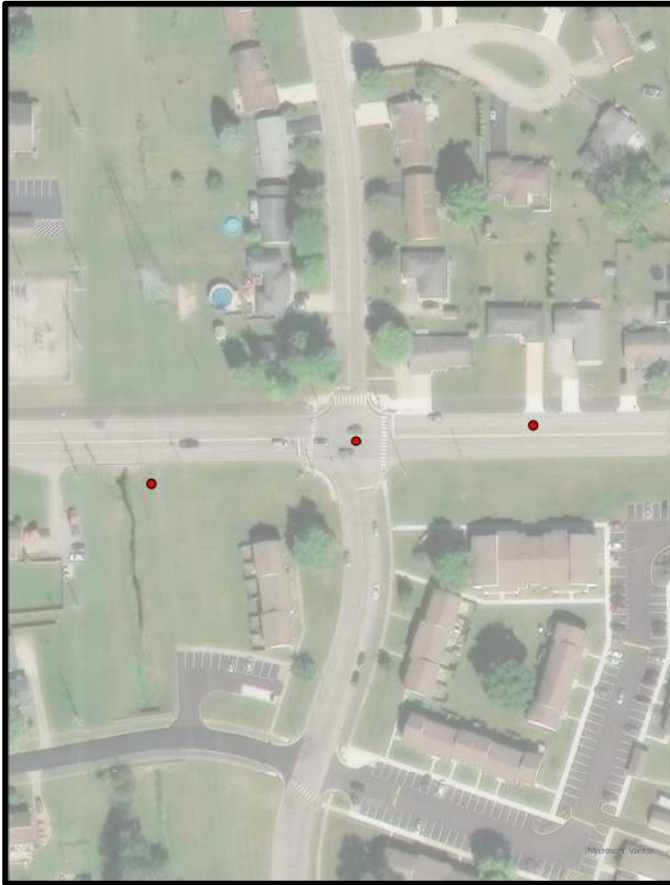


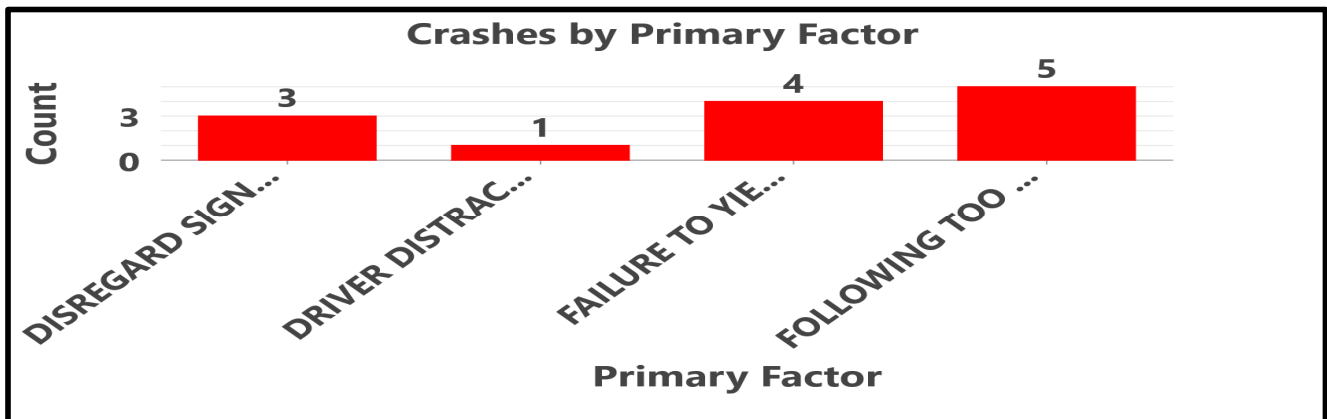
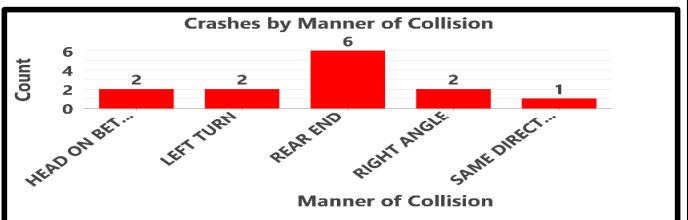
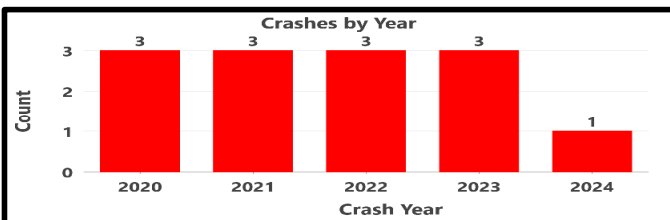
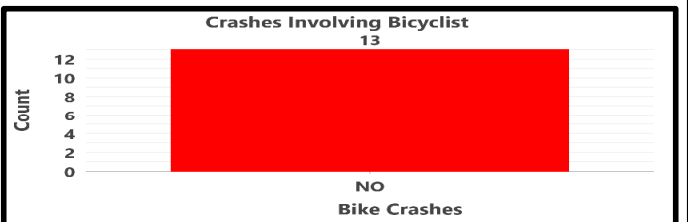
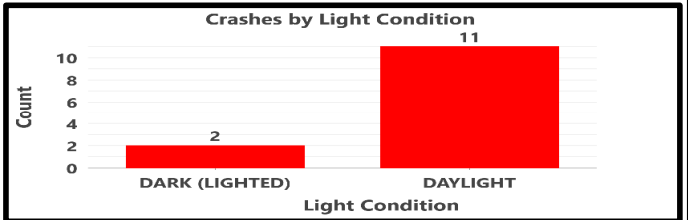
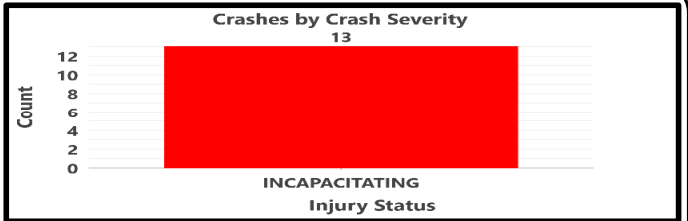


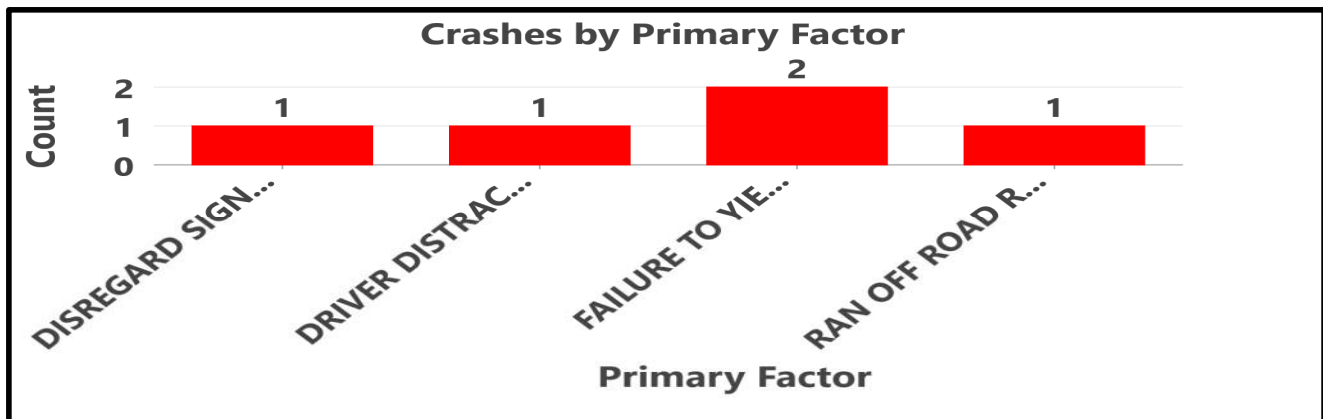
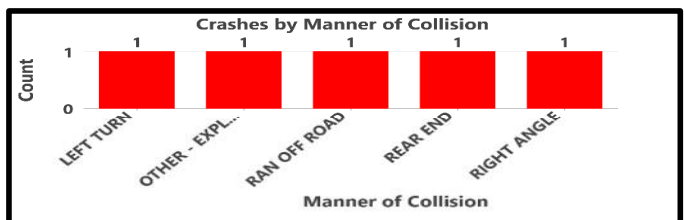
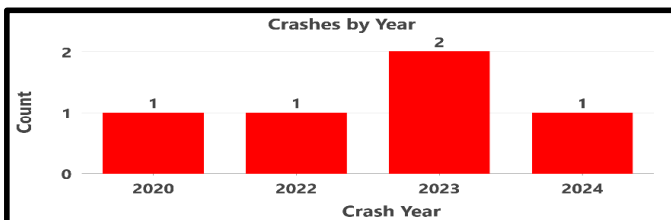
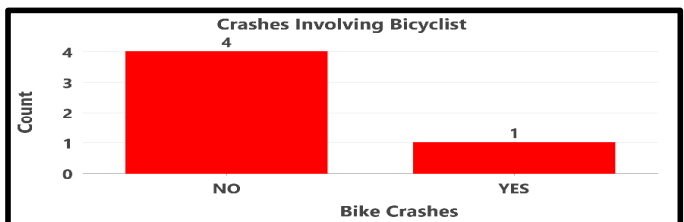
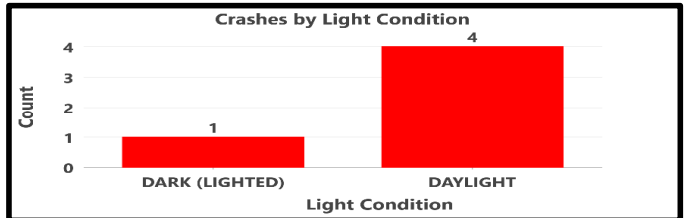
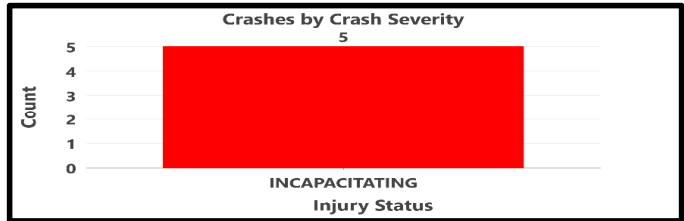


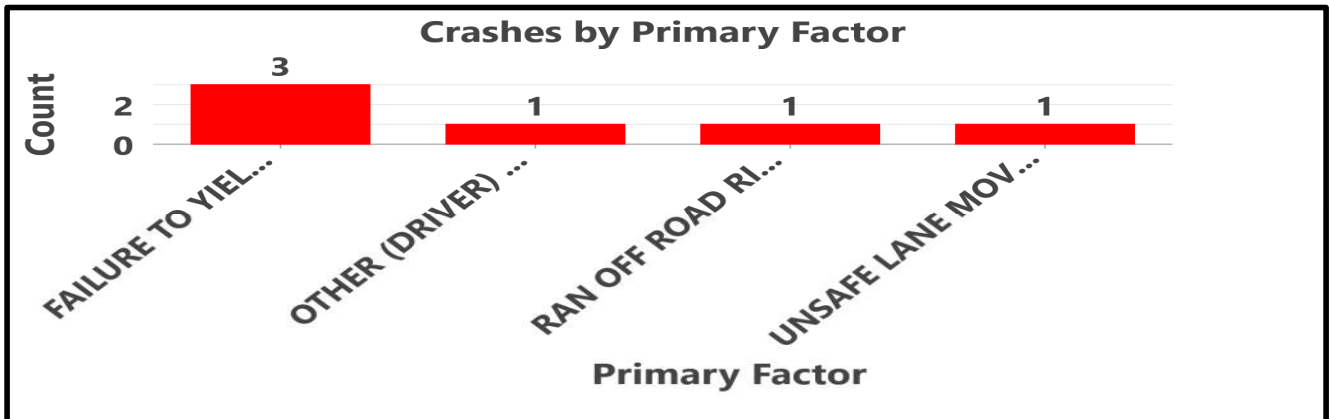
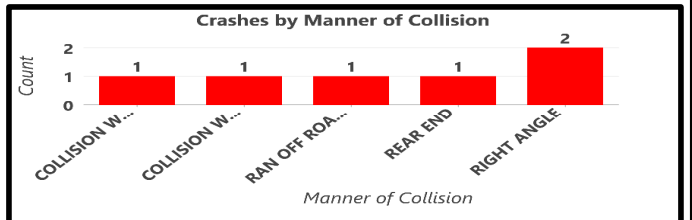
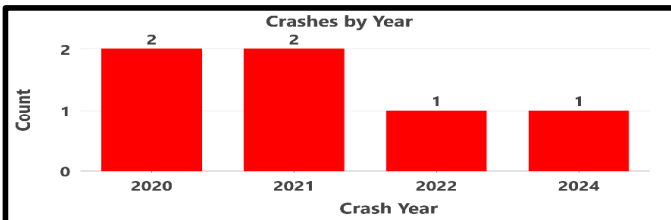
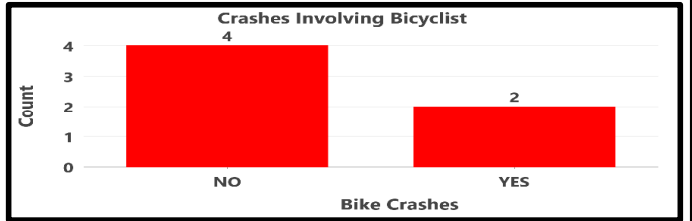
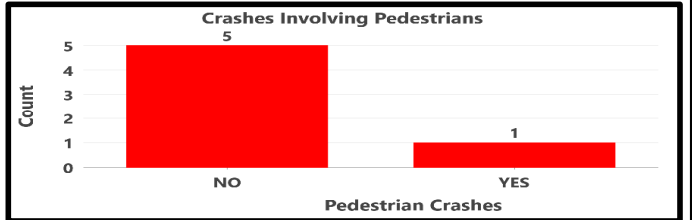
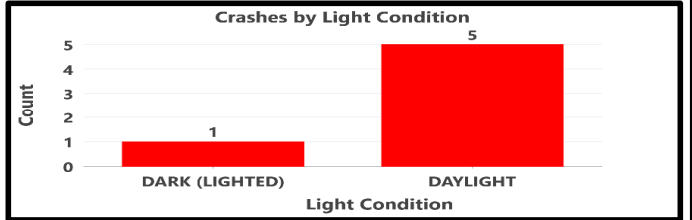
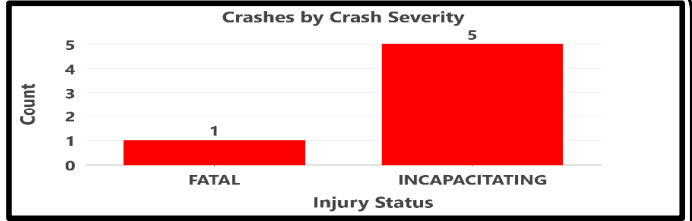
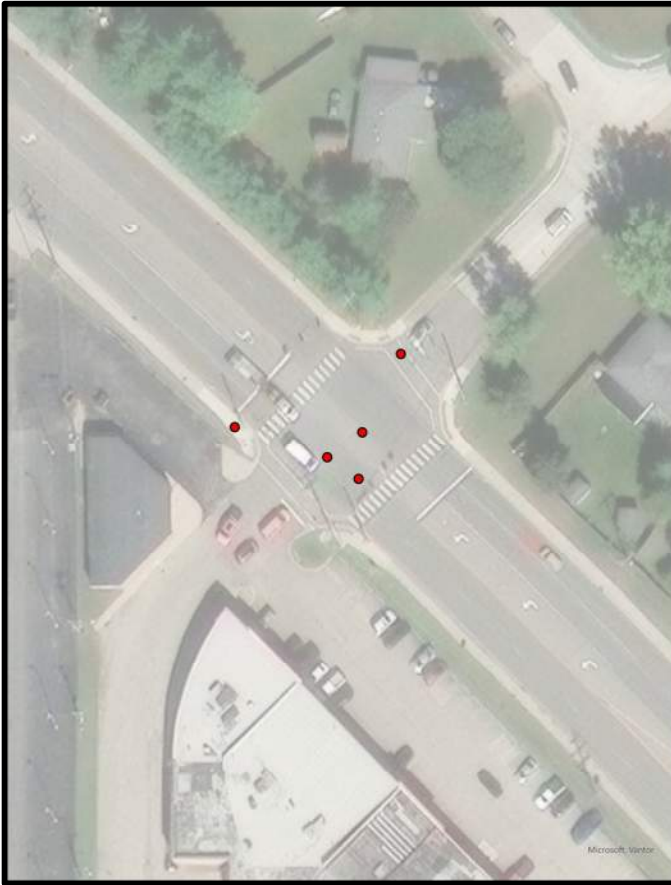


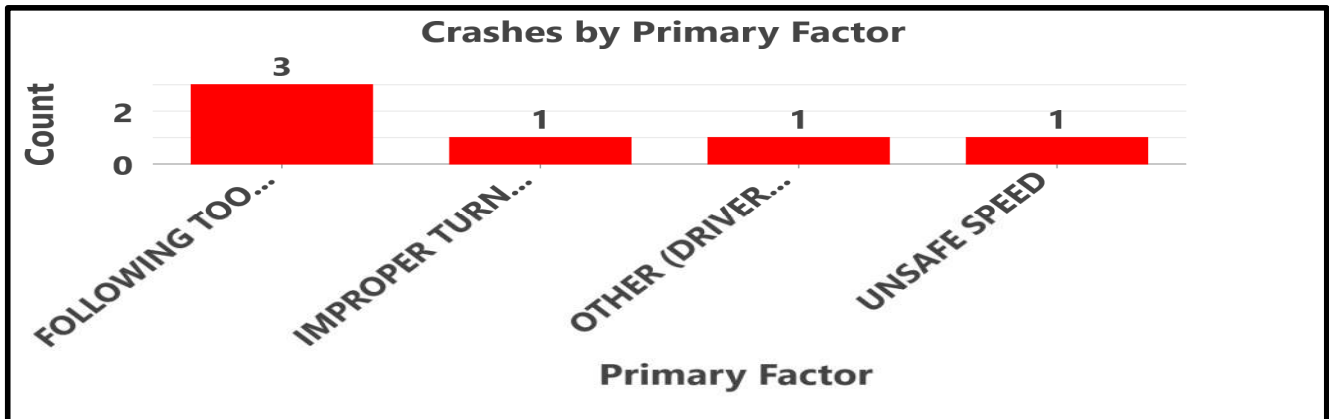
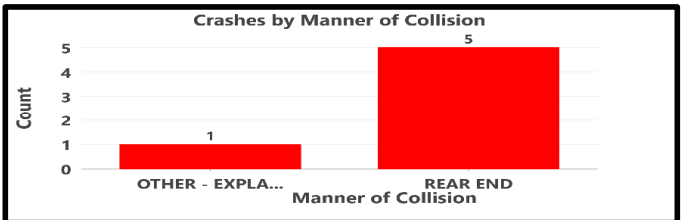
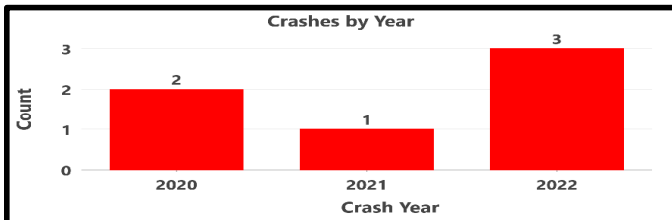
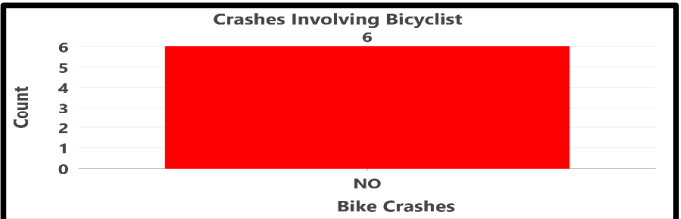
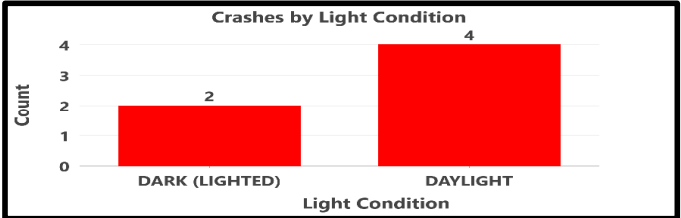
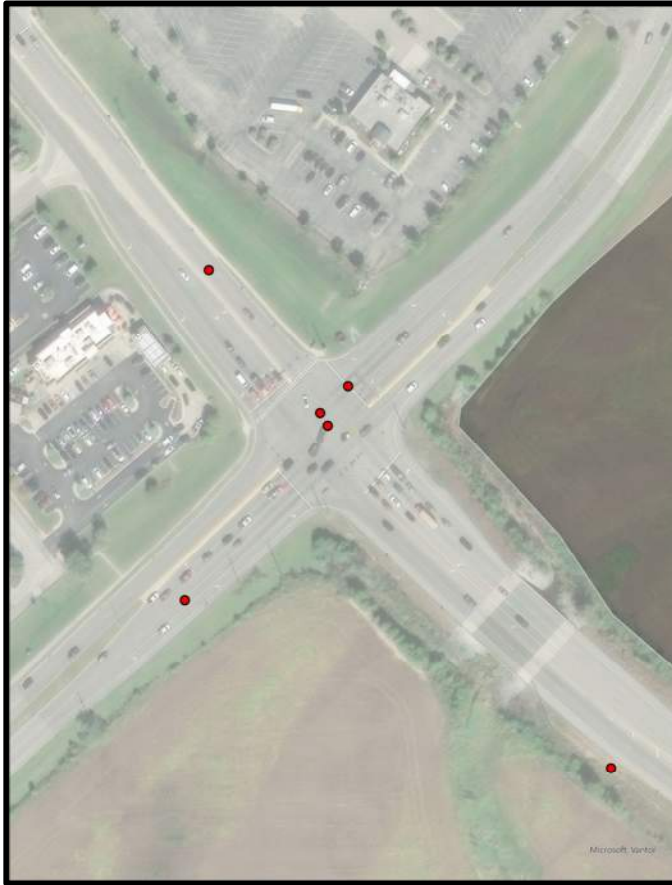


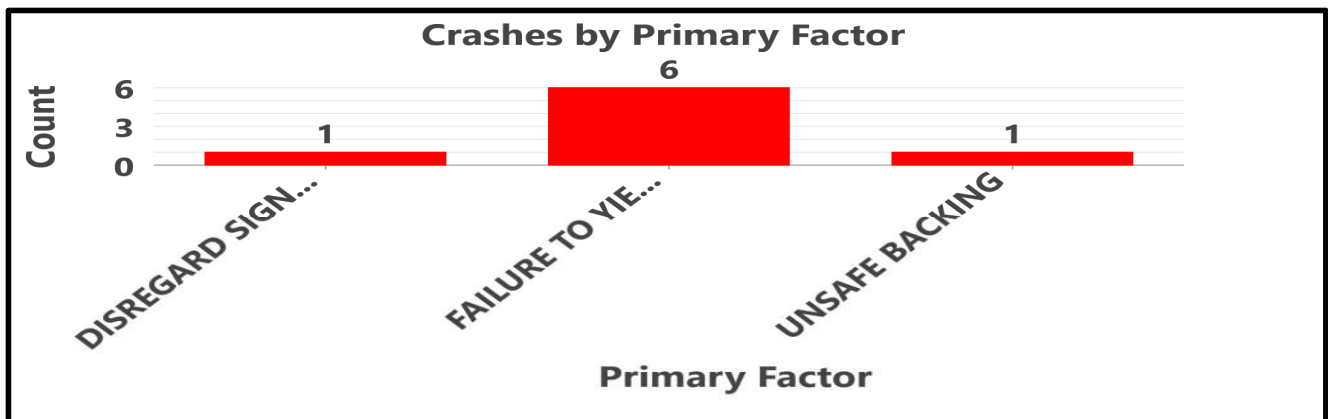
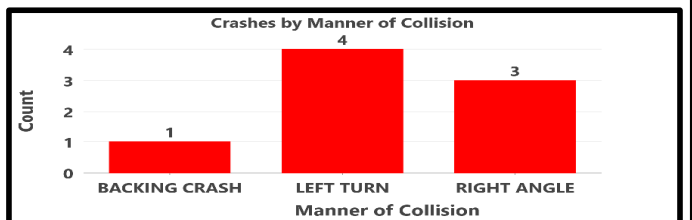
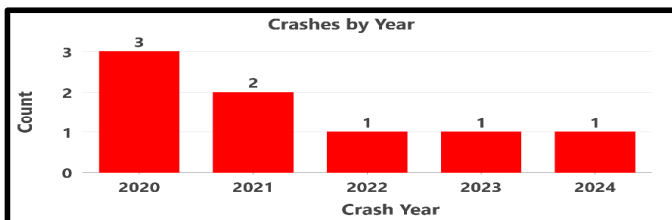
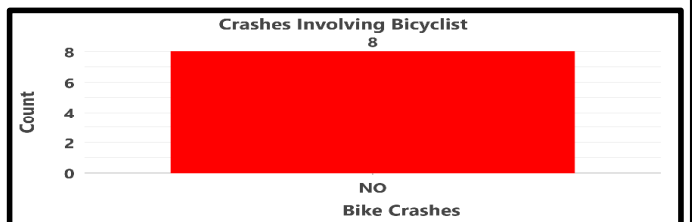
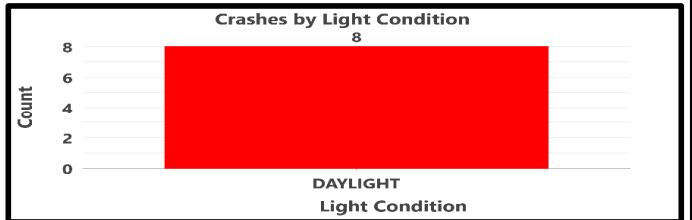
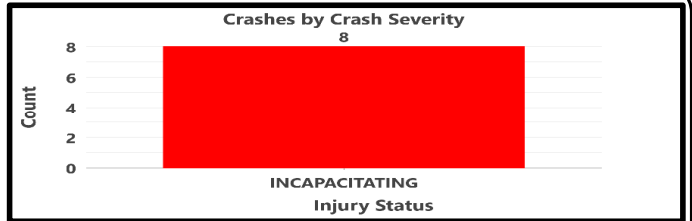
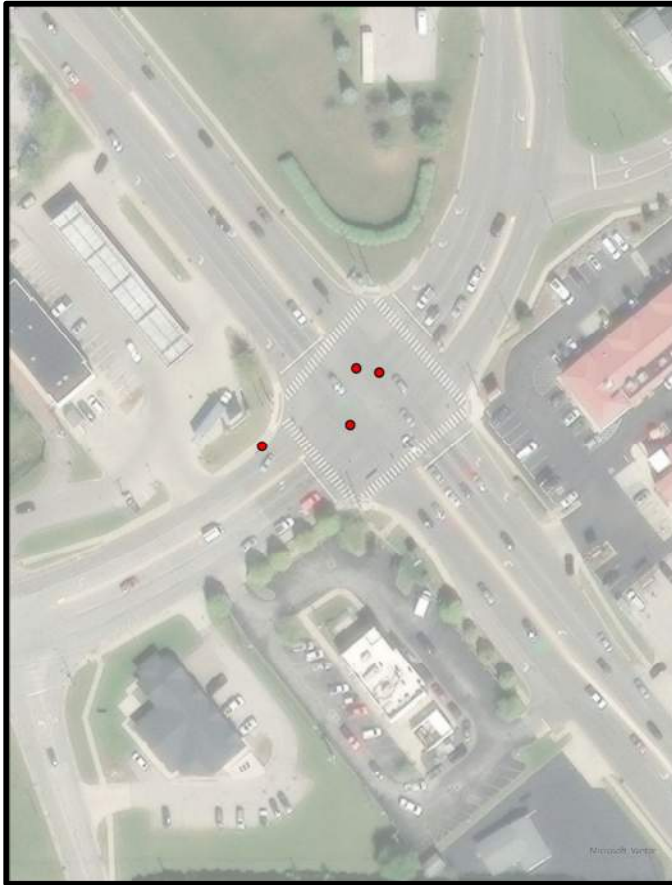


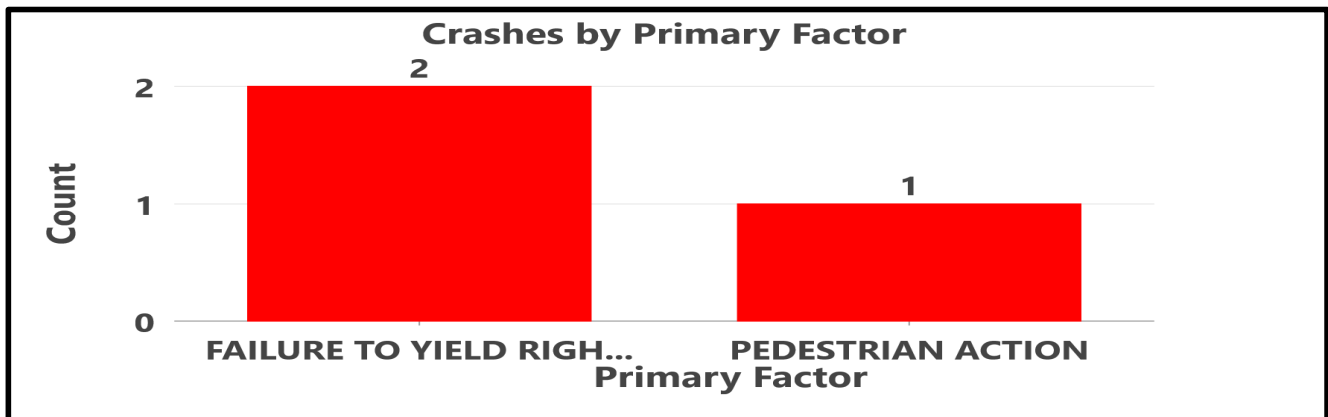
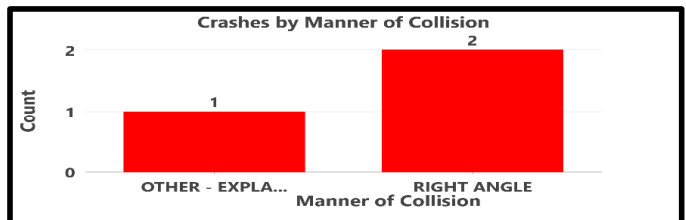
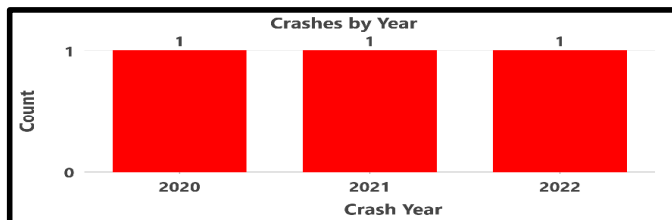
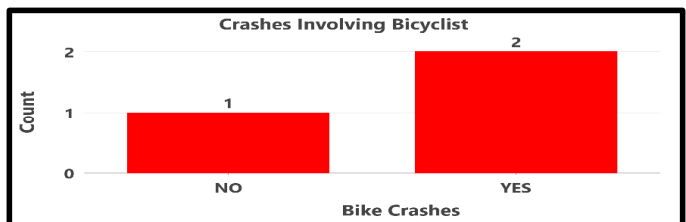
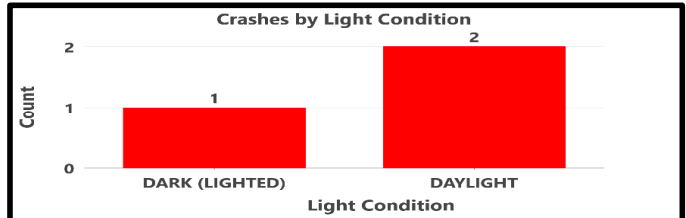
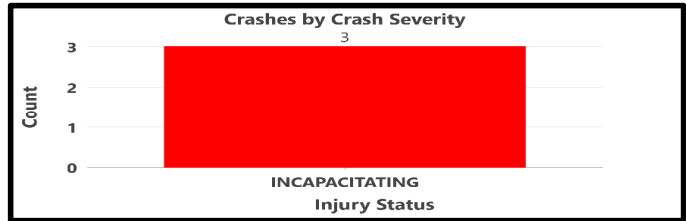


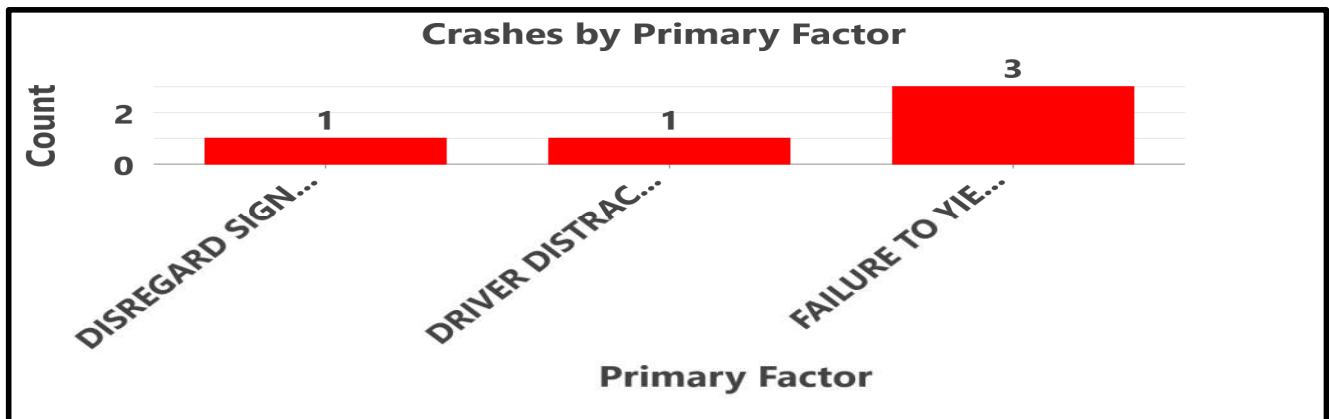
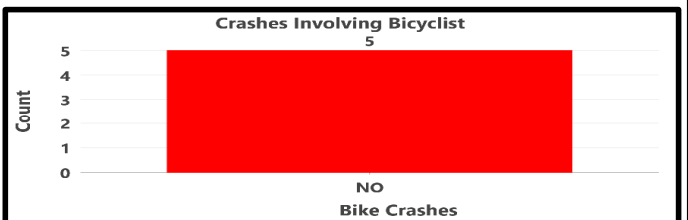
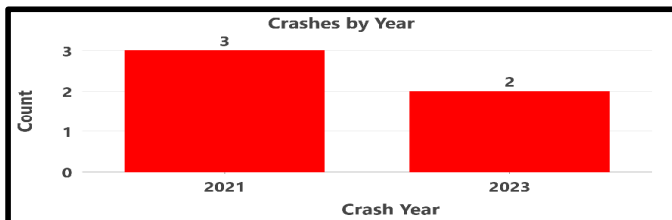
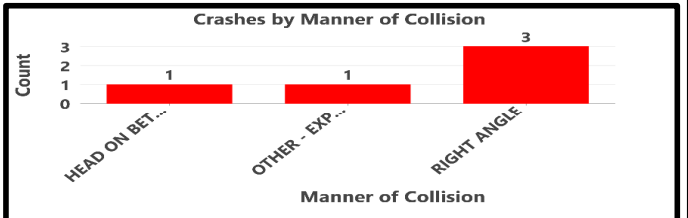
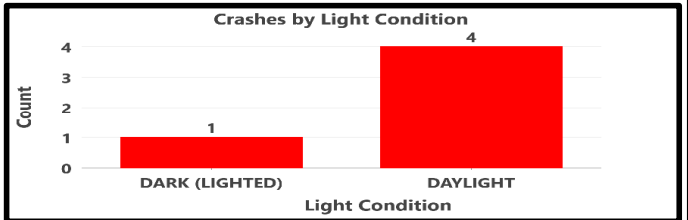
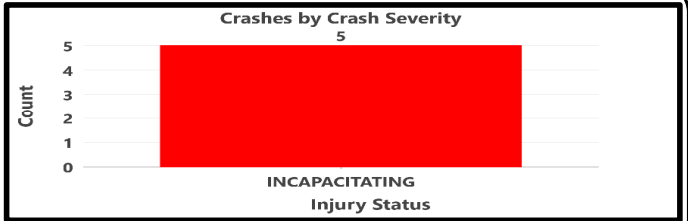
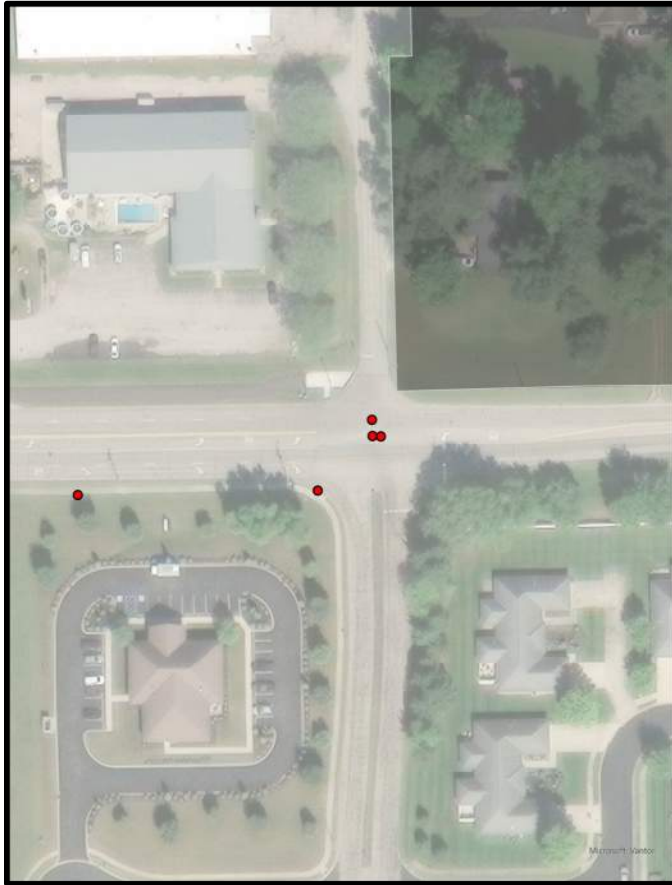


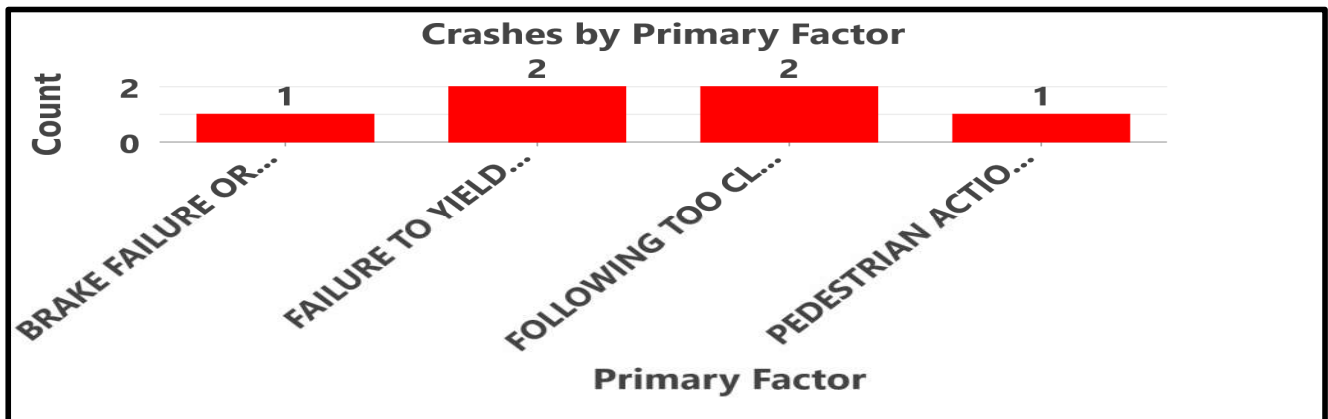
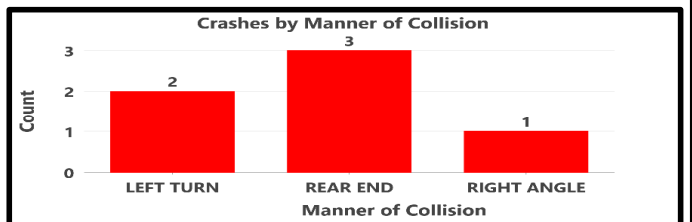
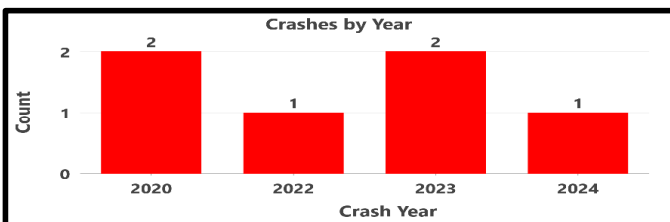
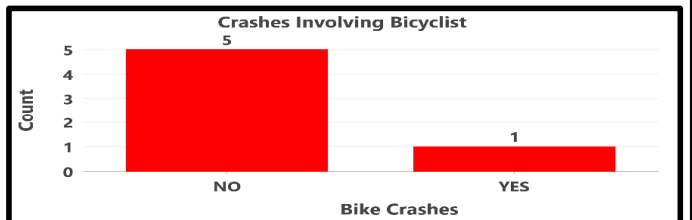
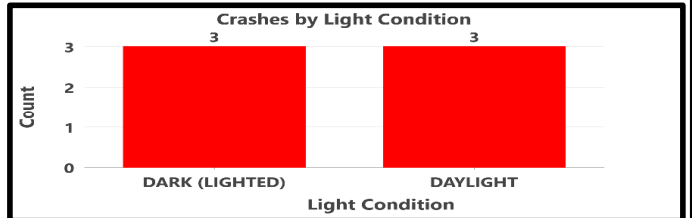
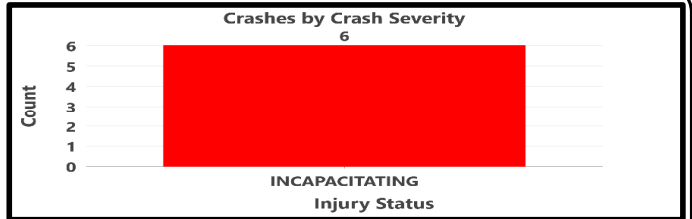
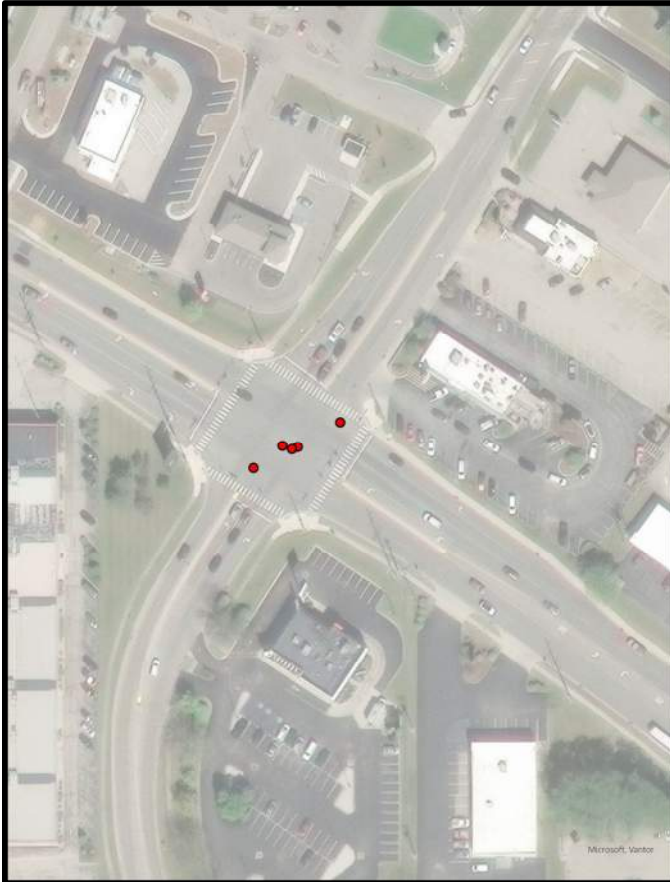


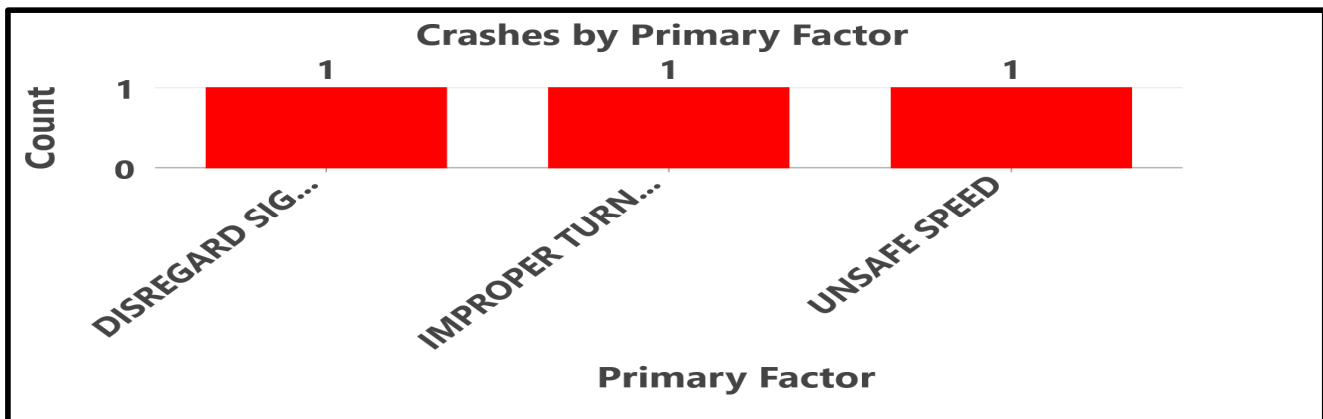
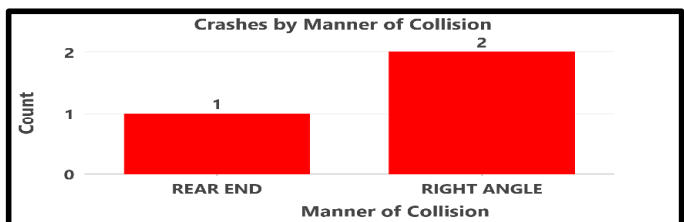
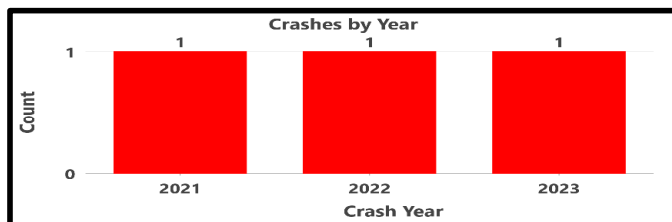
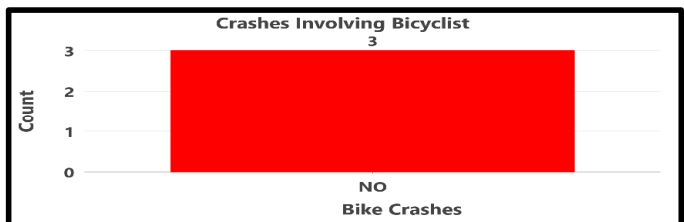
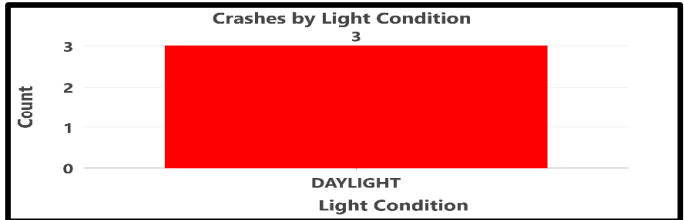
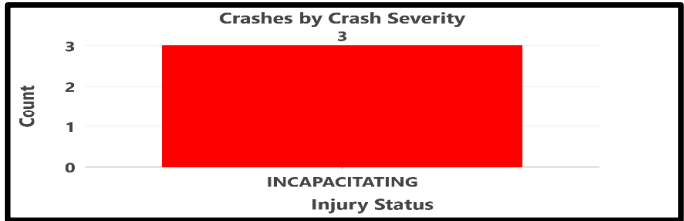


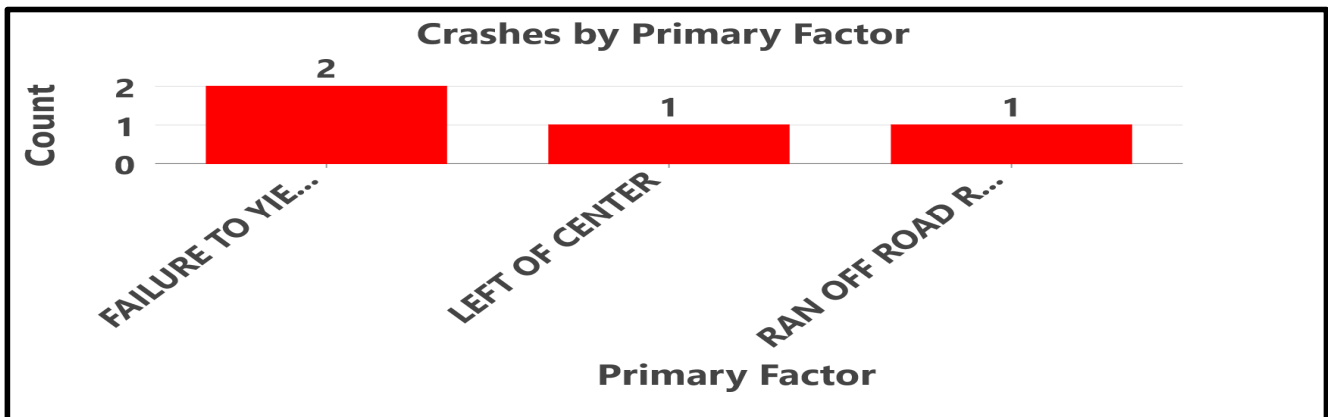
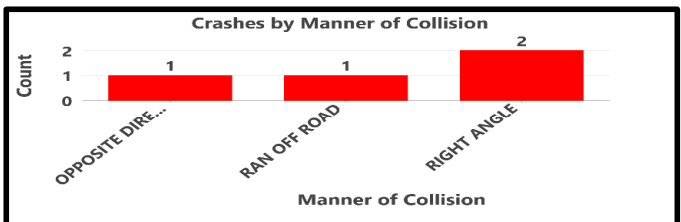
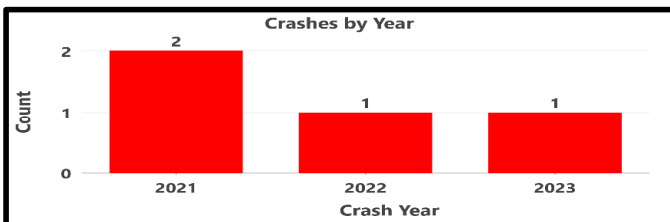
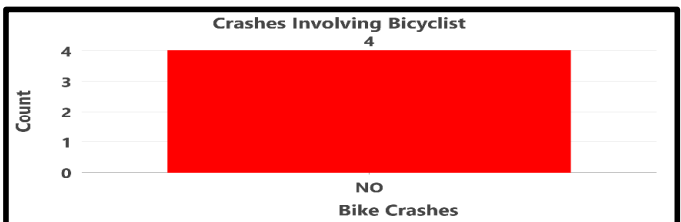
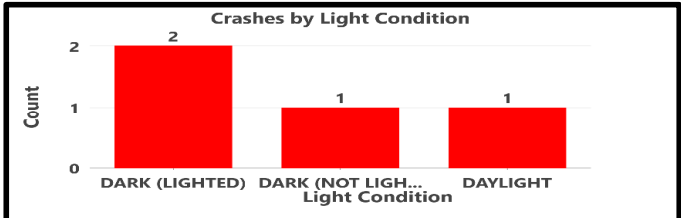
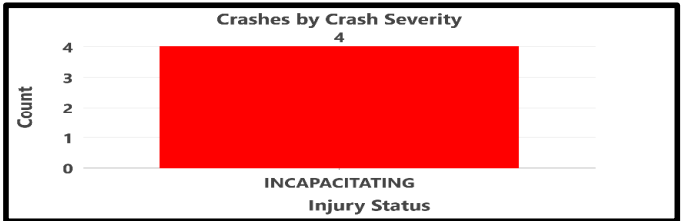


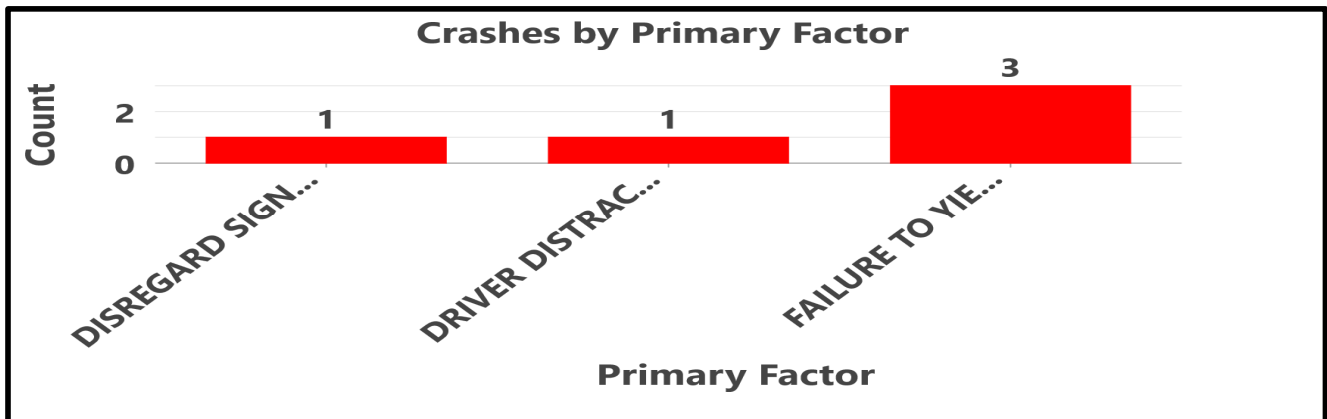
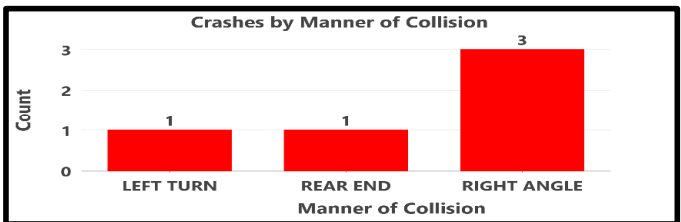
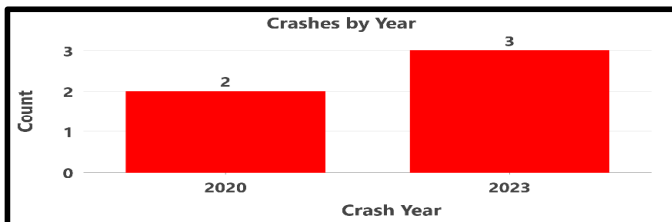
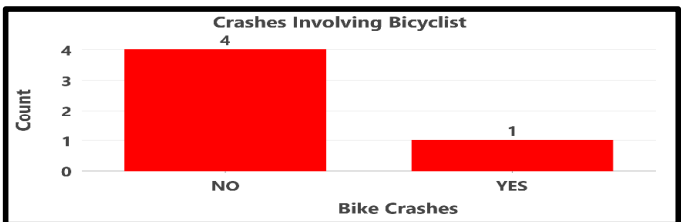
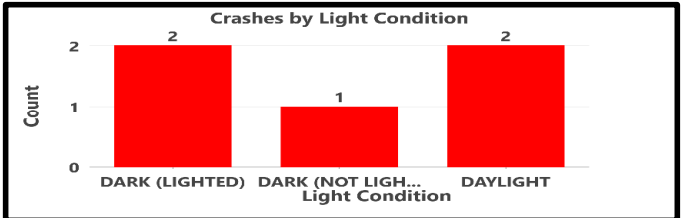
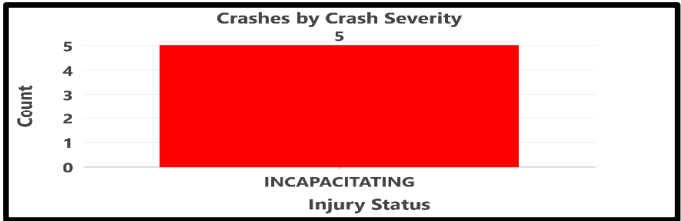
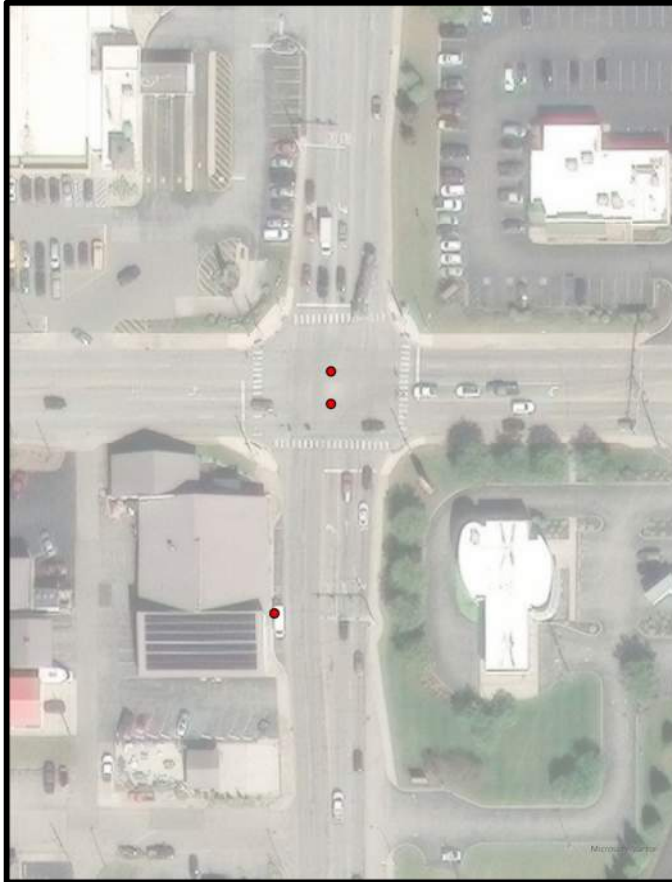


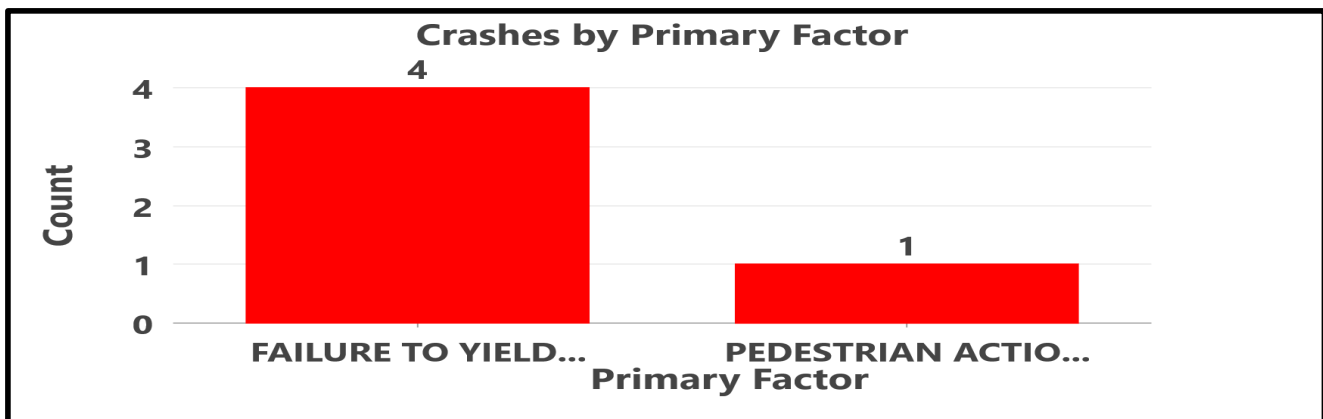
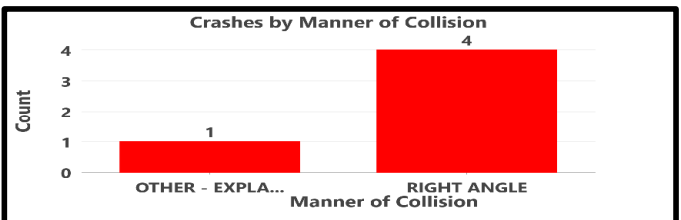
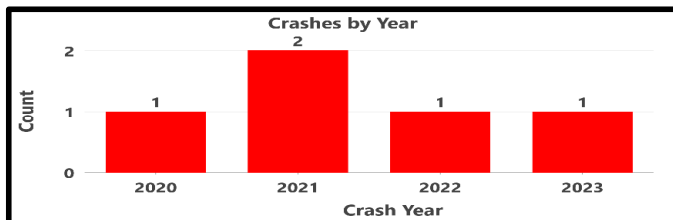
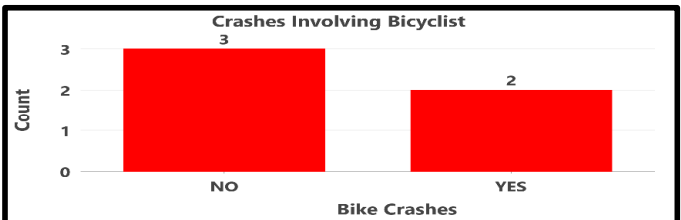
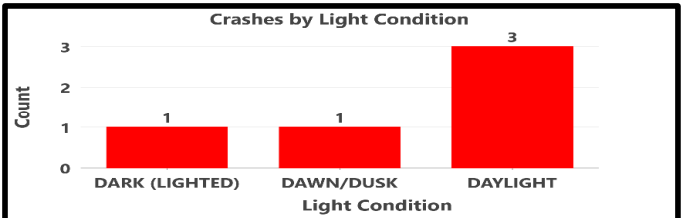
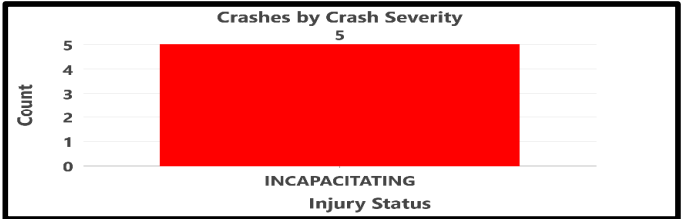


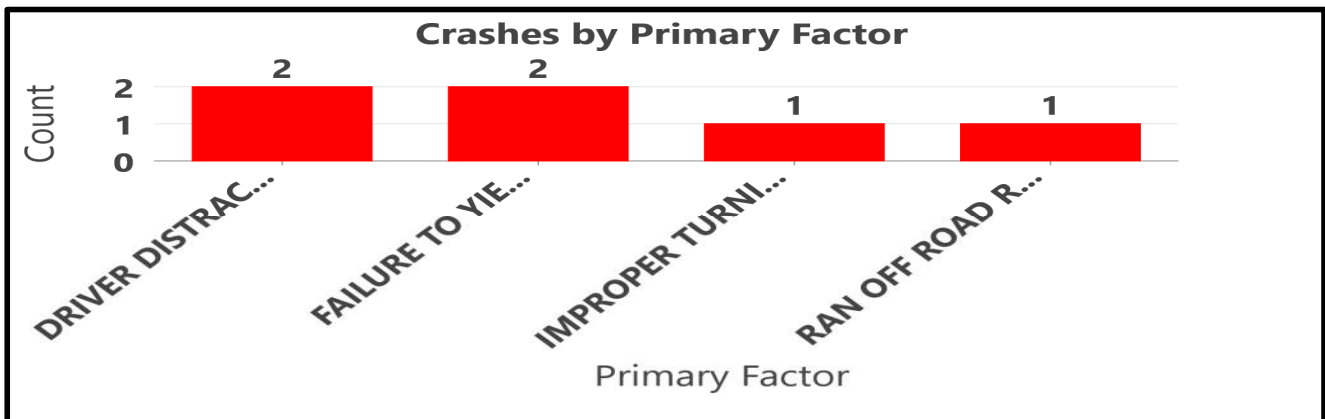
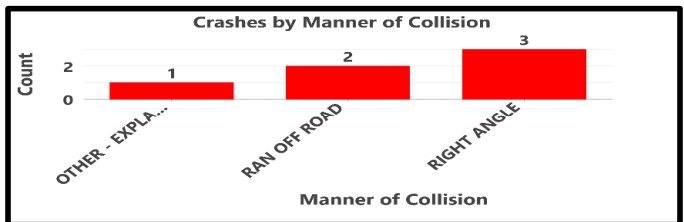
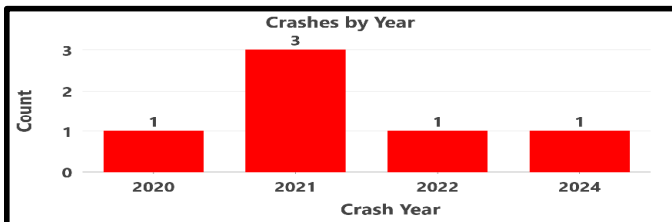
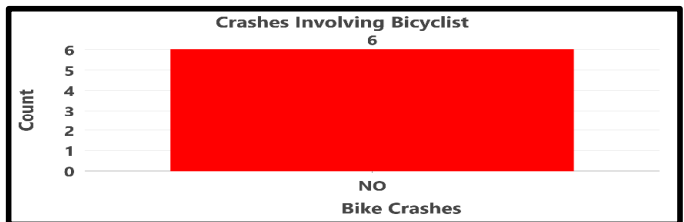
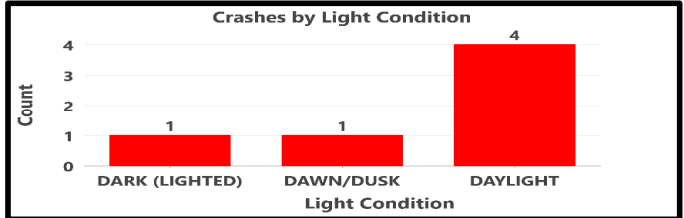
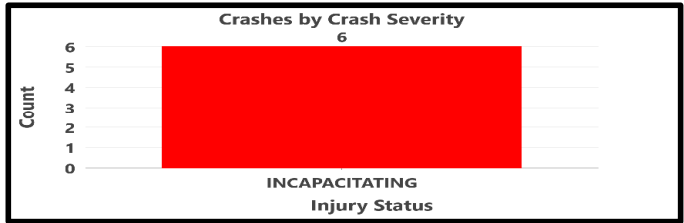


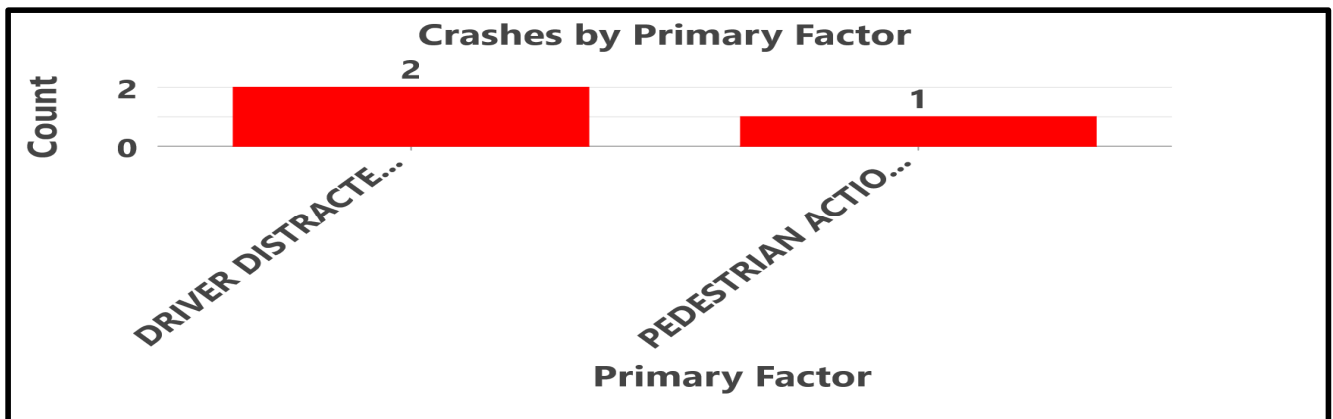
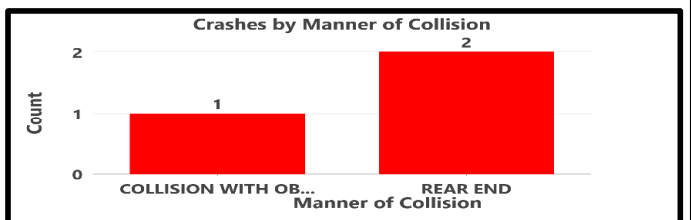
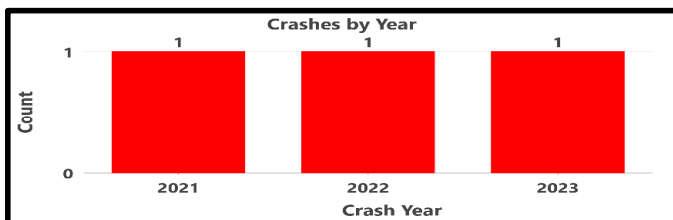
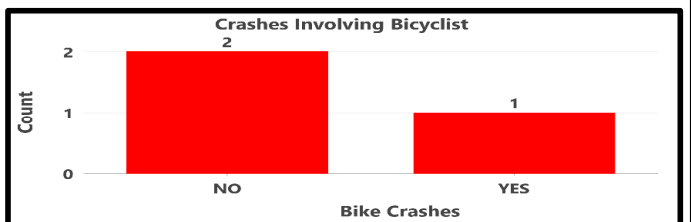
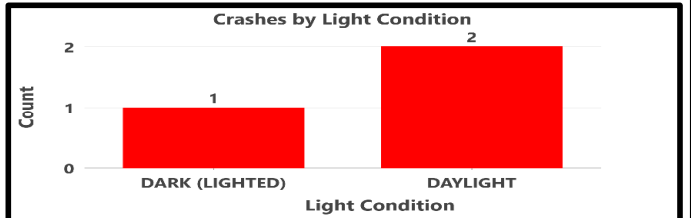
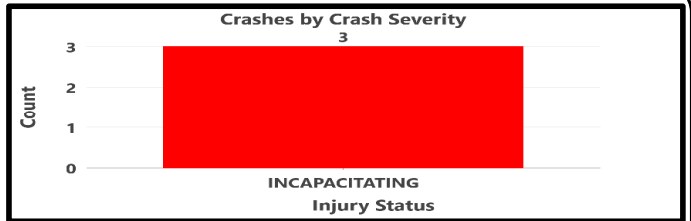
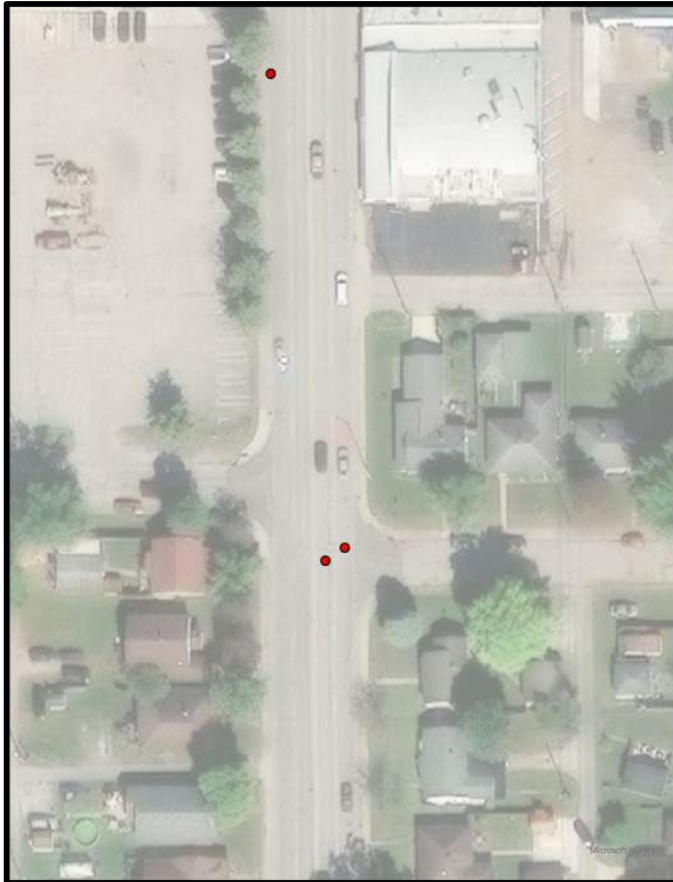






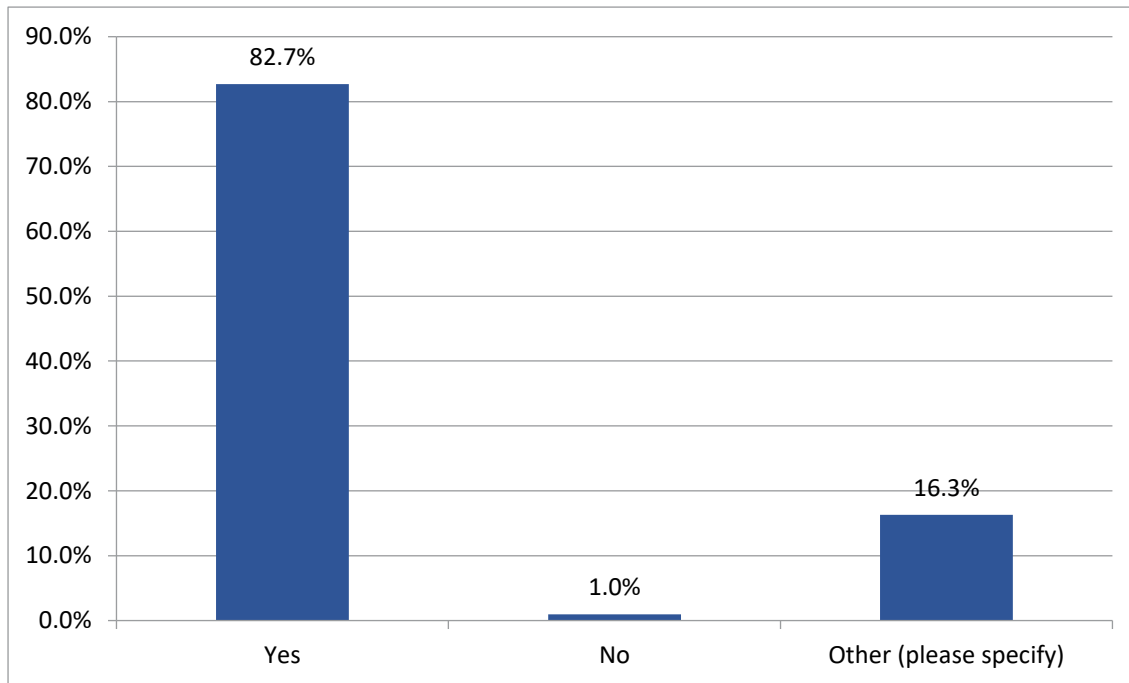






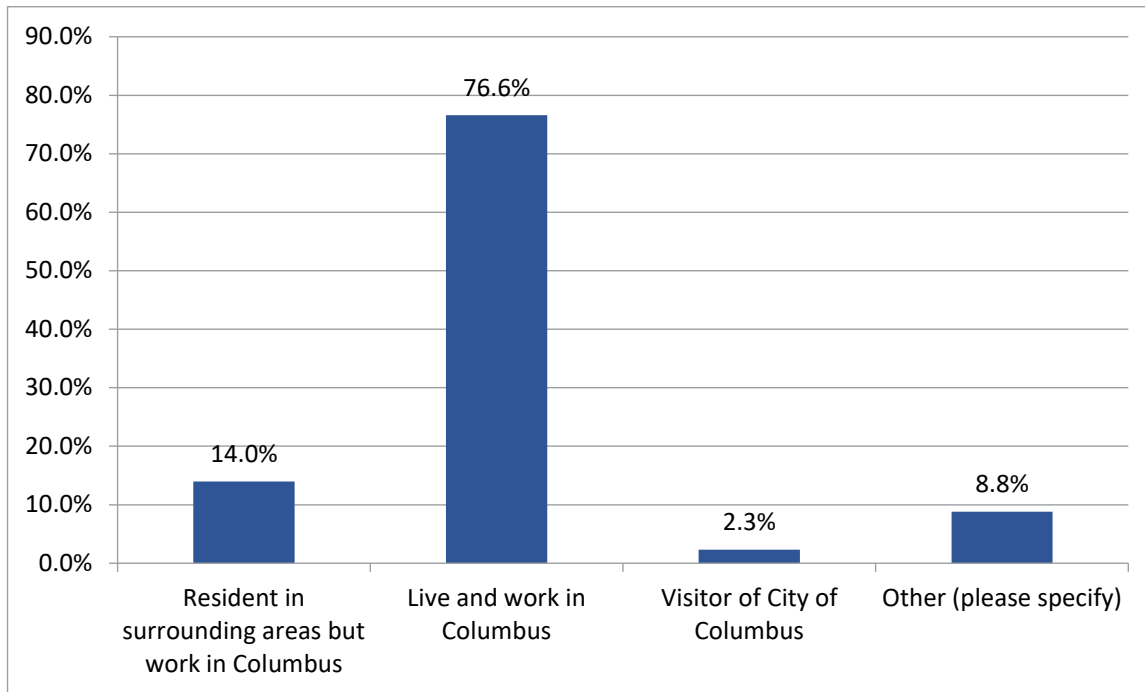
APPENDIX C: PUBLIC ENGAGEMENT

1. Are you a resident of the City of Columbus? If not, choose “Other” and tell us where you live.

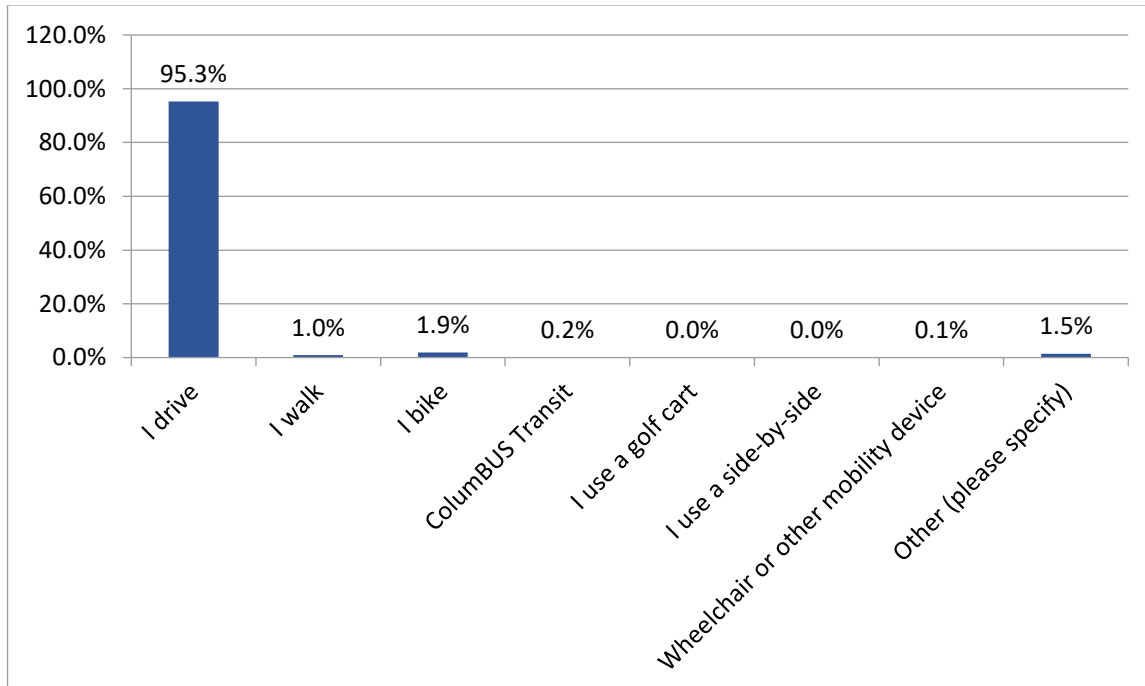


2. What is your connection with the City of Columbus?

2. What is your connection with the City of Columbus?



3. In a typical week, how do you usually travel to or around the City of Columbus?



4. What is your destination if you walk and/or bike along or across streets within the City of Columbus? Open-Ended - (Summary)

Key Themes

1. Recreation & Exercise (Most Common)

- The majority of respondents walk or bike for exercise, leisure, or no specific destination.
- Frequent mentions:
 - “just walking for exercise.”
 - “no destination.”
 - “leisure,” “running,” “walking the dog.”
- Many routes are loops around neighborhoods or trails rather than point-to-point trips.

2. Parks & Trails as Major Destinations

- Strong use of:
 - People Trail system
 - Mill Race Park, Donner Park, Nexus Park, Lincoln Park
- These are among the most consistently named destinations, reinforcing the importance of recreational infrastructure.

3. Downtown as a Central Hub

- One of the most common specific destinations:
 - Restaurants, shops, coffee, library, courthouse, events
- Downtown is used for both:
 - Leisure (dining, events, browsing)
 - Practical trips (work, errands)

4. Everyday Errands & Services

- A significant portion walks/bikes to:
 - Grocery stores (Kroger, Walmart, Aldi)
 - Restaurants and coffee shops
 - Gas stations, banks, post office
 - Medical appointments, gyms
- Indicates some level of utilitarian walking/biking, though less dominant than recreation.

5. Work & School Trips

- Many respondents commute by walking/biking to:
 - Workplaces (including downtown and major employers)
 - Schools (North High School, Parkside, CSA Lincoln, etc.)
- However, this is secondary to recreation in frequency.

6. Neighborhood-Based Activity

- Many respondents stay within their immediate neighborhood:
 - Walking loops
 - Visiting neighbors/family

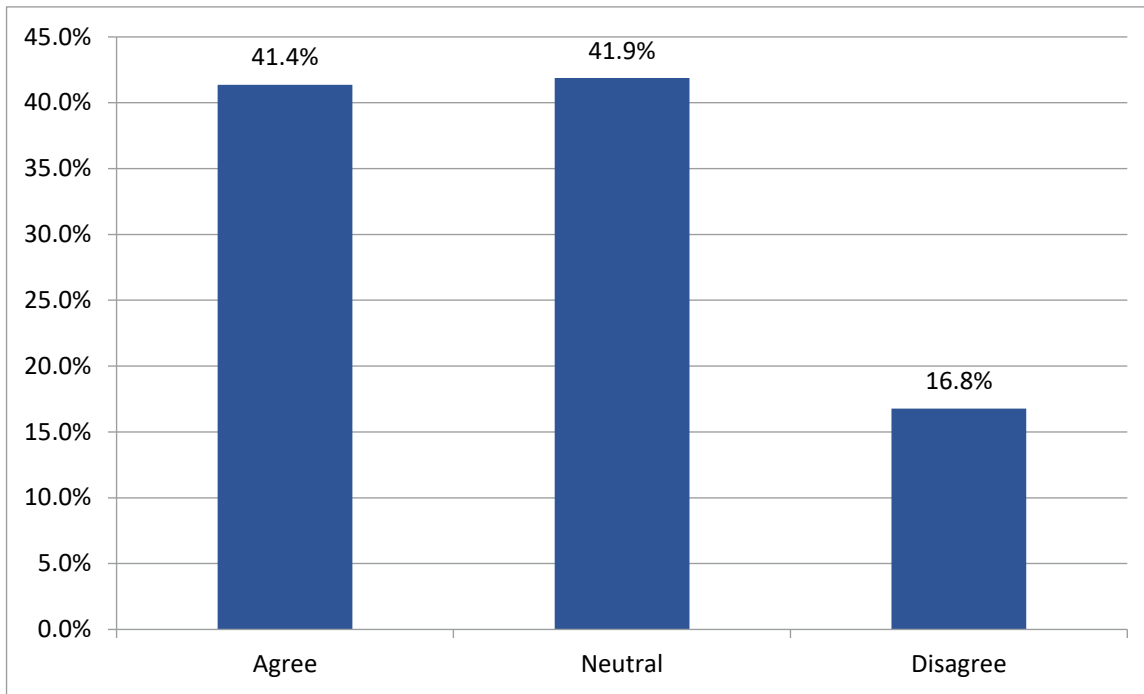
5. What is your destination if you drive along or across streets within the City of Columbus? Open-Ended - (Summary)

Key Themes

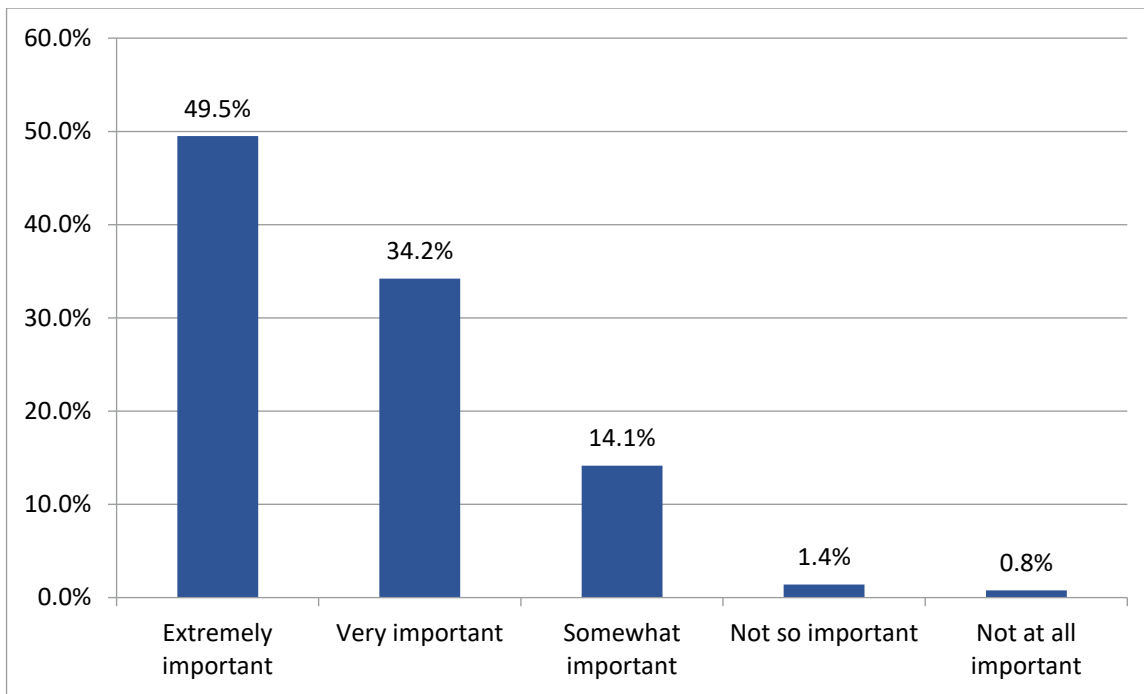
1. Work & Daily Commute (Most Dominant)

- The most frequent response by far is driving to work.
- Many responses are simple and direct:
 - “Work”
 - “Work and home”
 - “Work and errands”
- Includes travel to:

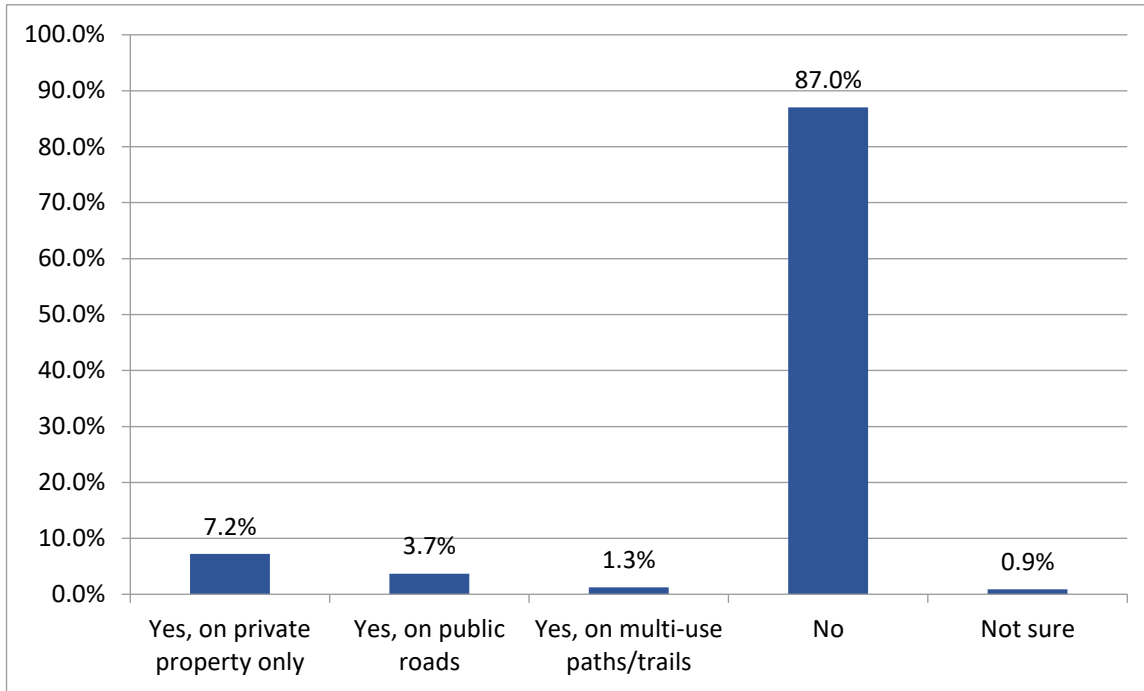
- Major employers (e.g., hospital, Cummins facilities)
 - Offices across all parts of the city
2. Shopping & Errands (Highly Common)
- A major share of trips are for:
 - Grocery stores (Kroger, Walmart, Aldi, Sam's Club)
 - Retail (Target, Lowe's, Menards, etc.)
 - Pharmacies, banks, post office
 - Often grouped as:
 - "Errands"
 - "Shopping and dining"
3. School & Child-Related Trips
- Frequent driving to:
 - Schools (North HS, East HS, elementary schools)
 - Daycares and childcare
 - Sports practices and activities
4. Dining, Social, and Leisure Activities
- Common destinations include:
 - Restaurants, coffee shops, bars
 - Visiting friends and family
 - Events and entertainment
5. "Everywhere" / Citywide Travel
- Many respondents used broad answers:
 - "Everywhere"
 - "All over town"
 - "Anywhere"
 - Travel spans:
 - East, west, north, south sides
 - Major corridors (e.g., National Rd, SR 46, US 31)
6. Healthcare, Services & Appointments
- Frequent trips to:
 - Hospitals and medical offices
 - Fitness centers, banks, government services
- 6. Thinking of your experience traveling on streets within your community, how strongly would you agree that the streets of the City of Columbus are safe?**



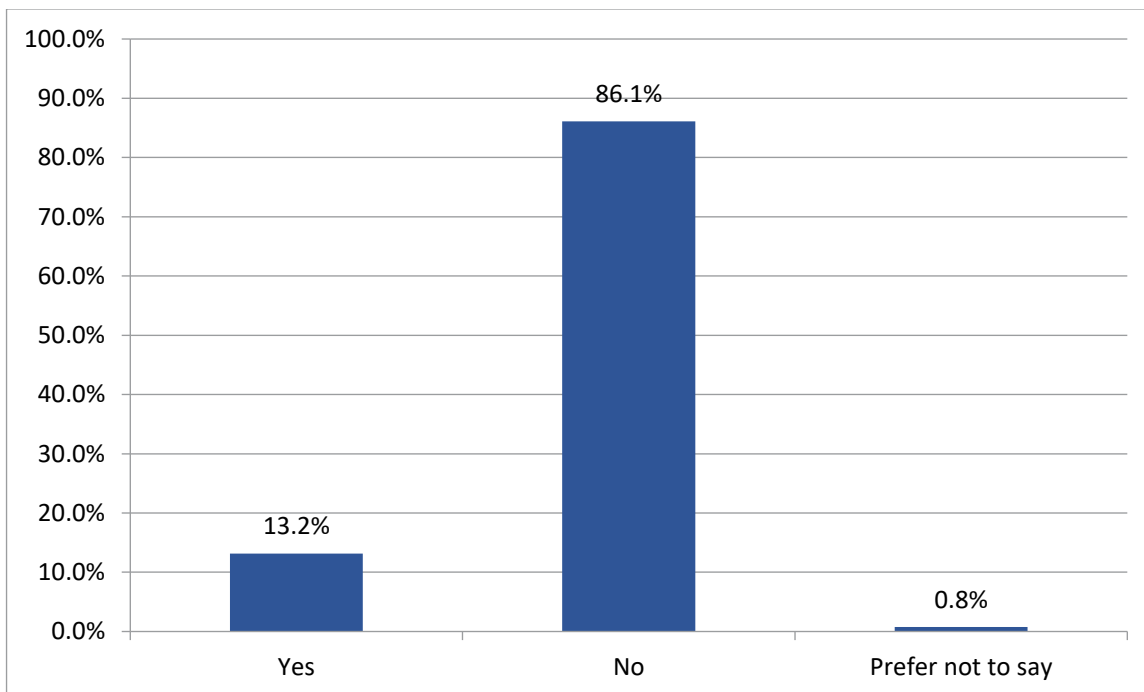
7. How important is it for the roads and trails in our community to be accessible for individuals with disabilities?



8. Do you or members of your household use a golf cart or side-by-side (UTV) for transportation or recreation? (Select all that apply)



9. Have you or someone you know experienced a near-miss or crash involving a golf cart or side-by-side on a public road or path?



10. Name an intersection or roadway that feels unsafe as a driver (on the next question tell us why). Open-Ended - (Summary)

Intersection Name	Number of Mentions
Marr & rocky ford, Columbus, IN	56
us 31 & Beam, Columbus, IN	32

us 31 & 25th, Columbus, IN	24
us 31 & Home Ave, Columbus, IN	16
marr & 17th, Columbus, IN	14
sr 11 & sr 46, Columbus, IN	13
25th & Flintwood, Columbus, IN	13
us 31 & central, Columbus, IN	11
us 31 & base, Columbus, IN	10
us 31 & Taylor, Columbus, IN	9
11th & Washington, Columbus, IN	8
25th & Taylor, Columbus, IN	7
25th & Talley, Columbus, IN	7
us 31 & Washington St, Columbus, IN	7
Whitfield & 10th, Columbus, IN	6
25th & Marr, Columbus, IN	6
Central Ave & Parkside, Columbus, IN	5
sr 46 & 250, Columbus, IN	5
us 31 & Lowell Rd, Columbus, IN	5
Goeller & sr 46, Columbus, IN	4
150 & 200, Columbus, IN	4
25th & Maple, Columbus, IN	4
10th & Gladstone, Columbus, IN	4
550 north & Marr, Columbus, IN	4
Middle & Rocky Ford, Columbus, IN	4
27th & home, Columbus, IN	3
25th & home, Columbus, IN	3
maple & 27th st, Columbus, IN	3
us 31 & hawcreek, Columbus, IN	3
us 31 & 10th, Columbus, IN	3
us 31 & 7th, Columbus, IN	3
carr hill & terrace lake, Columbus, IN	2
sr 46 & johnson blvd, Columbus, IN	2
Jonathan Moore, Pike & morgan willow, Columbus, IN	2
us 31 & Long, Columbus, IN	2
3rd & Lindsey, Columbus, IN	2
3rd & brown, Columbus, IN	2
2nd & Washington, Columbus, IN	2
2nd & Lafayette, Columbus, IN	2
Peregrine Drive & River, Columbus, IN	2
sr 46 & Central Ave, Columbus, IN	2
22nd & Maple, Columbus, IN	2
Parkside & Arlington, Columbus, IN	2

25th & Central, Columbus, IN	2
McKinley & Mapleton, Columbus, IN	2
N National Rd & Herman Dariage, Columbus, IN	2
Marr & Poshard, Columbus, IN	2
Jolanda & Marr, Columbus, IN	2
Waycross Dr. & Jolinda Drive, Columbus, IN	2
sr 46 & Indiana, Columbus, IN	2
rocky ford & central, Columbus, IN	2
us 31 & West County Rd, Columbus, IN	1
sr 46 & wolfcreek, Columbus, IN	1
sr 46 & 675, Columbus, IN	1
sr 46 & 500, Columbus, IN	1
Jonathan Moore, Pike & Westwood Blvd, Columbus, IN	1
Carr hill & Coles drive, Columbus, IN	1
sr 46 & i65, Columbus, IN	1
beam & Lowell, Columbus, IN	1
Henry Lks Blvd & Andrew Dr, Columbus, IN	1
middle view drive & Parkview drive, Columbus, IN	1
450 & Old Lane Dr, Columbus, IN	1
200 S & Tellman Rd, Columbus, IN	1
merchants mile & Carr hill, Columbus, IN	1
us 31 & 27th, Columbus, IN	1
sr 11 & spears, Columbus, IN	1
sr 11 & 200, Columbus, IN	1
sr 46 & Indianapolis, Columbus, IN	1
11th & Lindsey, Columbus, IN	1
2nd & brown, Columbus, IN	1
us 31 & 15th st, Columbus, IN	1
Jackson & 7th street, Columbus, IN	1
sr 46 & 2nd, Columbus, IN	1
5th & Washington, Columbus, IN	1
4th & Washington, Columbus, IN	1
franklin & 11th street, Columbus, IN	1
4th & Franklin, Columbus, IN	1
16th & Lafayette Avenue, Columbus, IN	1
Lafayette Avenue & 8th street, Columbus, IN	1
2nd & third st, Columbus, IN	1
16th & Chestnut, Columbus, IN	1
California & 10th, Columbus, IN	1
5th & California, Columbus, IN	1
California & 2nd, Columbus, IN	1

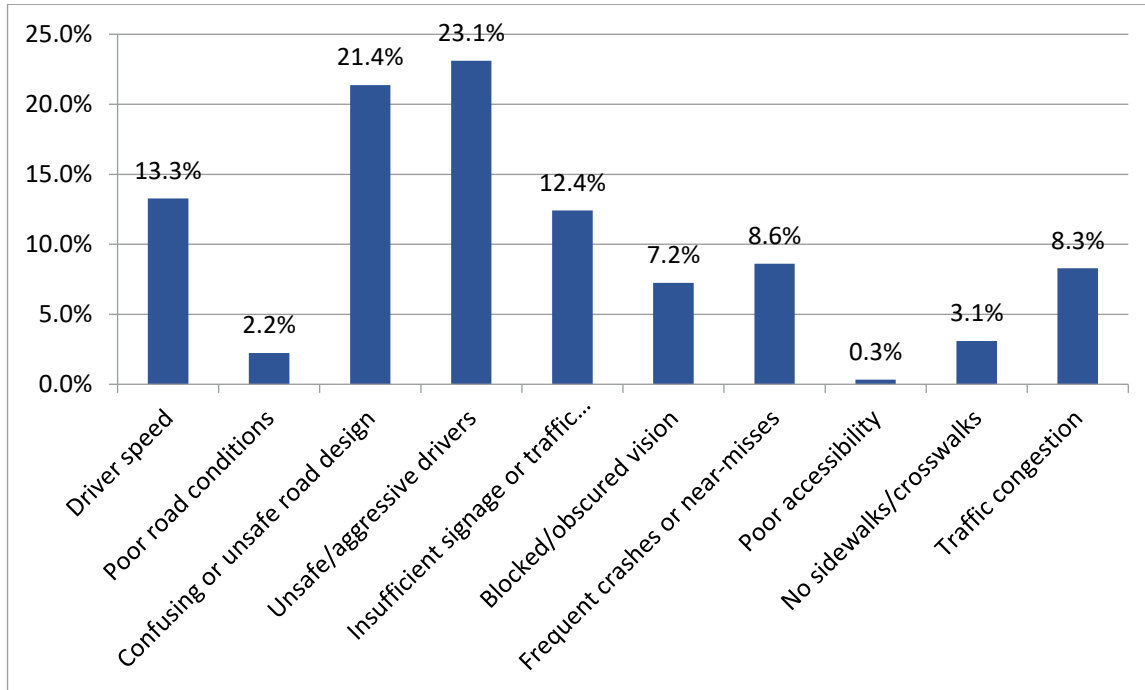
14th street & central, Columbus, IN	1
sr 46 & haw creek, Columbus, IN	1
Cottage Ave & 19th, Columbus, IN	1
cottage & 13th, Columbus, IN	1
central & 7th street, Columbus, IN	1
Broadmoor & central, Columbus, IN	1
27th & Central, Columbus, IN	1
8th & Central Ave, Columbus, IN	1
10th & Central, Columbus, IN	1
sr 46 & Hegge, Columbus, IN	1
Pennsylvania & 22nd, Columbus, IN	1
7th & Pleasant Grove, Columbus, IN	1
25th & Hawceek, Columbus, IN	1
17th between Hawcreek & 22nd, Columbus, IN	1
middle rd & north park rd, Columbus, IN	1
maple & McKinley, Columbus, IN	1
Marr & 10th, Columbus, IN	1
17th & Marr, Columbus, IN	1
Fairview & Hollowell st, Columbus, IN	1
Fairlawn & Taylor, Columbus, IN	1
Fairlawn & 25th, Columbus, IN	1
25th & Cameron Dr, Columbus, IN	1
us 31 & 100, Columbus, IN	1
us 31 & sr 46, Columbus, IN	1
sr 46 & maple, Columbus, IN	1
200 & Woodland Farms Dr, Columbus, IN	1
11th & Indianapolis Rd, Columbus, IN	1
us 31 & Rocky Ford, Columbus, IN	1
19th & California, Columbus, IN	1
10th & Union, Columbus, IN	1
us 31 & middle, Columbus, IN	1
us 31 & 50, Columbus, IN	1

Roadway Name	Number of Mentions
Roundabouts on Taylor Road, Columbus, IN	17
25 between Washington & Central	11
us 31 between Central & Washington	9
25th Street around North High School, Columbus, IN	7
2nd St. in front of CPD or the jail, Columbus, IN	5
11th Street roundabout, Columbus, IN	4
Stoplight by Target, Columbus, IN	4

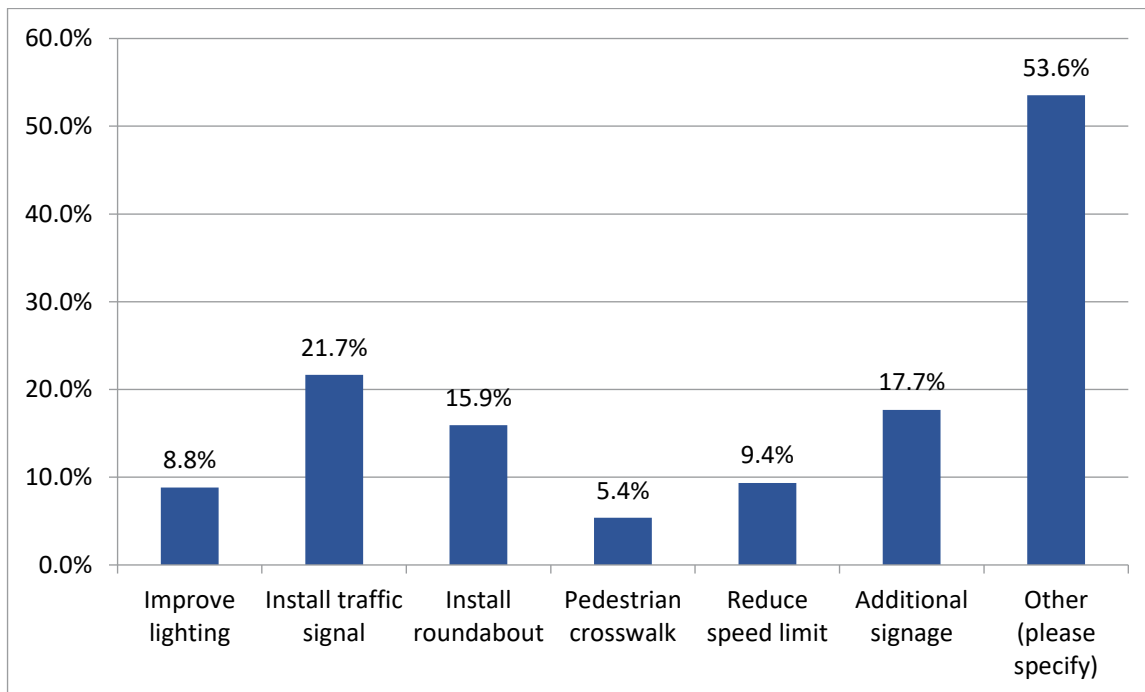
Pulling out of Kroger, heading towards 25th street, Columbus, IN	4
Pulling out of Kroger, heading towards 25th street, Columbus, IN	4
17 between Central & us 31	4
In front of Cummins along the river., Columbus, IN	3
Washington St, Columbus, IN	3
3rd St	3
10th Street east of Central Ave., Columbus, IN	2
17th Street by CRH, Columbus, IN	2
California Street, Columbus, IN	2
Marr & By East High School, Columbus, IN	1
In front of Toyota on Deaver Road, Columbus, IN	1
Carr Hill Road behind Menards, Columbus, IN	1
Coming into downtown by the red bridge, Columbus, IN	1
between Kohl's & Walmart gas station, Columbus, IN	1
Brooks Street, Columbus, IN	1
McClure, Columbus, IN	1
N Gladstone Ave, Columbus, IN	1
Thompson Drive, Columbus, IN	1
w carrhill between Lake & Coles	1
home between 25 & 31	1
14th between Gladstone & McClure	1
2nd between Washington & Franklin	1
18th	1
27th	1

11. What do you consider the primary cause of the safety risk of this intersection/roadway? If more than one, choose the primary cause and type other causes.

11. What do you consider the primary cause of the safety risk of this intersection/roadway? If more than one, choose the primary cause and type other causes.



12. What improvements do you suggest for this intersection/roadway segment?



13. Name an intersection/roadway that feels unsafe as a bicyclist/pedestrian/bus rider. Open-Ended - (Summary)

Intersection Name	Number of Mentions
US 31 & Westenberg, Columbus, IN	15
25th & us 31, Columbus, IN	8
Marr & Rocky Ford, Columbus, IN	7

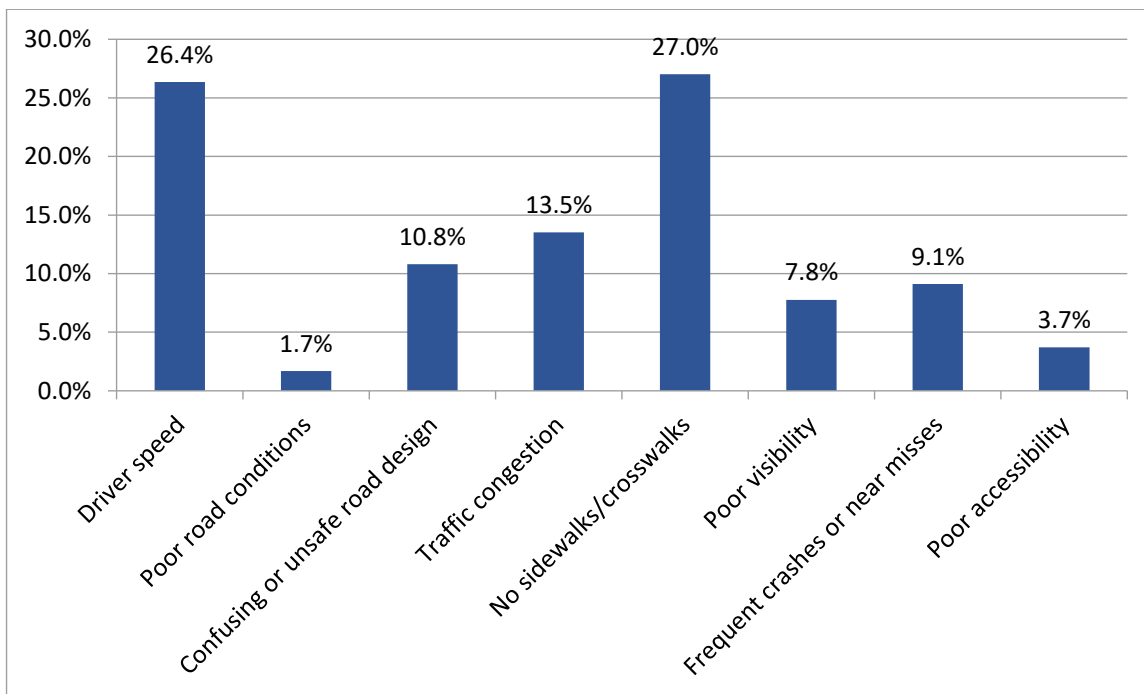
Taylor road & 25th, Columbus, IN	7
us 31 & 17th, Columbus, IN	5
central & 7th, Columbus, IN	4
3rd & Lindsey Street, Columbus, IN	3
27th & home, Columbus, IN	3
25th & Maple, Columbus, IN	3
Marr & 25th st, Columbus, IN	3
middle rd & us 31, Columbus, IN	3
46 & Goeller Blvd, Columbus, IN	2
Terrace Lake Rd & Terrace Lake Dr, Columbus, IN	2
25th & Washington, Columbus, IN	2
11th & Washington, Columbus, IN	2
46 & Washington, Columbus, IN	2
11th & Franklin, Columbus, IN	2
Central & Rockyford, Columbus, IN	2
Cunningham & River Road, Columbus, IN	2
25th & home, Columbus, IN	2
22nd & Maple, Columbus, IN	2
Central Ave & Cunningham Drive, Columbus, IN	2
Central Ave & Parkside Dr, Columbus, IN	2
Central Ave & Rockyford, Columbus, IN	2
us 31 & central, Columbus, IN	2
17th & Gladstone, Columbus, IN	2
Marr & Kensington, Columbus, IN	2
25th & Flintwood/Lockerbie, Columbus, IN	2
Washington & us 31, Columbus, IN	2
Coles & Carr Hill, Columbus, IN	1
Carr hill & terrace lake, Columbus, IN	1
Two Mile Road & 46, Columbus, IN	1
Brown St. & 3rd street, Columbus, IN	1
Washington st & 26th st., Columbus, IN	1
17th & Washington, Columbus, IN	1
Washington & 5th st, Columbus, IN	1
Washington & 2nd, Columbus, IN	1
Washington & 1st, Columbus, IN	1
8th & Lafayette, Columbus, IN	1
river road & rocky ford, Columbus, IN	1
25th & Sycamore Street, Columbus, IN	1
25th & Chestnut Street, Columbus, IN	1
25th & Westenberg, Columbus, IN	1
Second St. & 46, Columbus, IN	1

7th st and Central, Columbus, IN	1
Parkside & Arlington, Columbus, IN	1
central & Poshard, Columbus, IN	1
Broadmoor & central, Columbus, IN	1
27th st & Central Ave, Columbus, IN	1
19th & Central, Columbus, IN	1
25th & Hawcreek, Columbus, IN	1
central & state street, Columbus, IN	1
middle rd & north park, Columbus, IN	1
7th & Cleveland St, Columbus, IN	1
middle road & rocky ford, Columbus, IN	1
Gladstone & State Street, Columbus, IN	1
Gladstone & 10th Street, Columbus, IN	1
McClure & 17th, Columbus, IN	1
Marr & 31st, Columbus, IN	1
30th & Marr, Columbus, IN	1
17th & Marr, Columbus, IN	1
Hollowell & Fairview, Columbus, IN	1
Marr & Taylor, Columbus, IN	1
31st & Taylor, Columbus, IN	1
Taylor & Rocky Ford, Columbus, IN	1
Taylor rd & Fairlawn dr, Columbus, IN	1
Home Ave & Maple St, Columbus, IN	1
central & posar, Columbus, IN	1
1st street & Millrace Park, Columbus, IN	1
10th & us 31, Columbus, IN	1
us 31 & base rd, Columbus, IN	1

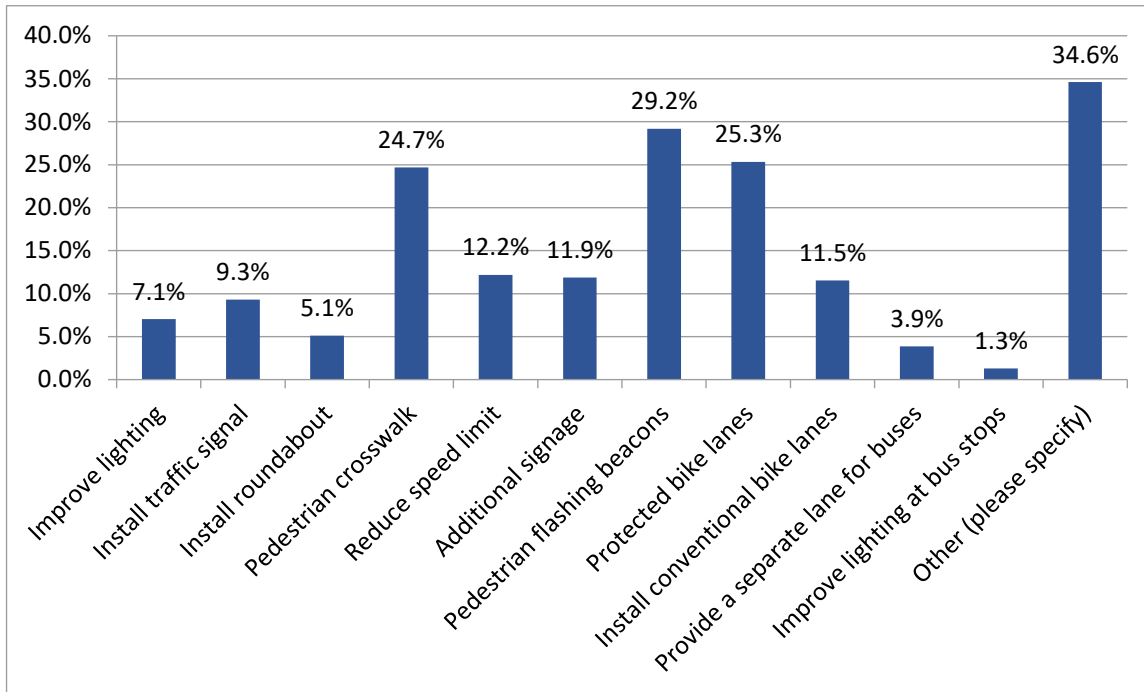
Roadway Name	Number of Mentions
2nd st between Franklin st & Lafayette, Columbus, IN	14
Washington St between US 31 & downtown, Columbus, IN	12
US 31 between 10th st & Washington St., Columbus, IN	11
17th st between central & us 31, Columbus, IN	10
Rocky Ford Rd, Columbus, IN	6
25th st between central & us 31, Columbus, IN	6
Central Ave, Columbus, IN	5
State St, Columbus, IN	4
Marr Rd between Taylor rd & Central Ave, Columbus, IN	4
22nd st, Columbus, IN	4
St Rd 11, Columbus, IN	3
27th between Maple st & Home Ave, Columbus, IN	2

Taylor, Columbus, IN	2
Gladstone av, Columbus, IN	2
10th st between Marr & us 31, Columbus, IN	1
Middle rd between Poshard & Cessna Dr, Columbus, IN	1
25th st between Washington & home, Columbus, IN	1
franklin between 19th & 25th, Columbus, IN	1
31st and Taylor, Columbus, IN	1
25th st between Central Ave & Maple st, Columbus, IN	1
Tally rd, Columbus, IN	1
Middle View Drive, Columbus, IN	1
McKinley rd, Columbus, IN	1
Maple st, Columbus, IN	1
Flintwood Drive, Columbus, IN	1
Indiana ave, Columbus, IN	1
Jonathan Moore Pike, Columbus, IN	1
Talley rd between rocky ford & 25th, Columbus, IN	1
Marr rd between Windsor & us 31, Columbus, IN	1
California St. between 25th & 27th, Columbus, IN	1
10th st between central & McClure, Columbus, IN	1
Washington st between rocky ford rd & 19th st, Columbus, IN	1
Lafayette st, Columbus, IN	1

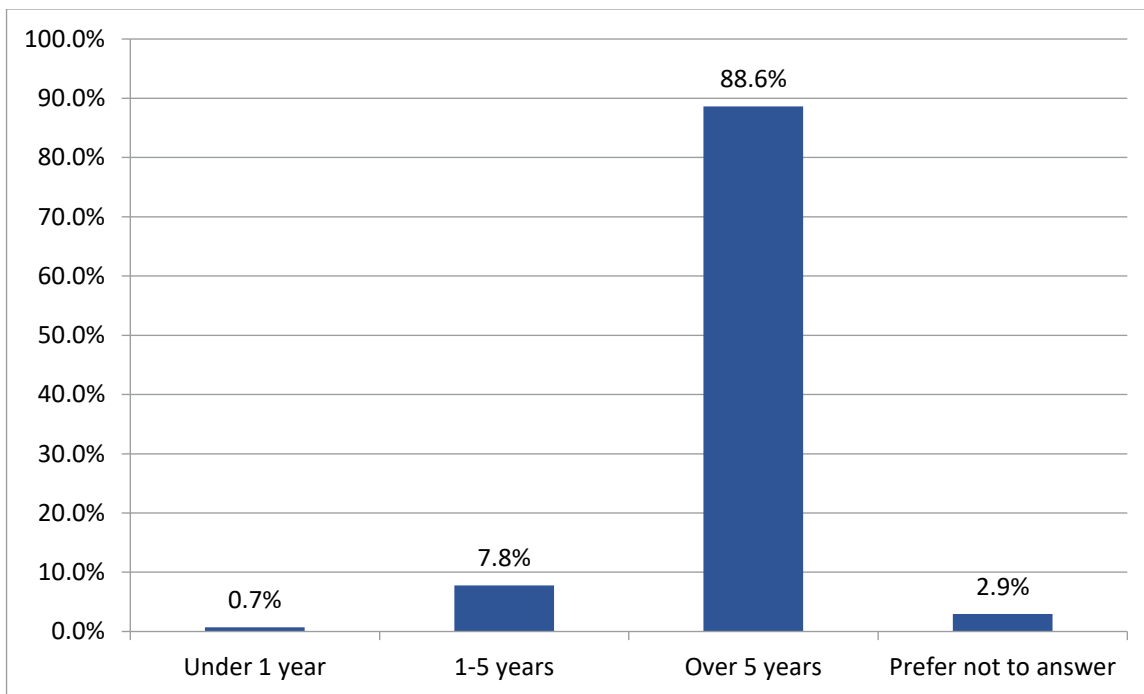
14. What would the primary cause to deter your use of the intersection/roadway as a bicyclist/pedestrian/bus rider? Select up to five. If more than one, choose the primary cause and type other causes.



15. What improvements do you suggest for this intersection/roadway segment?

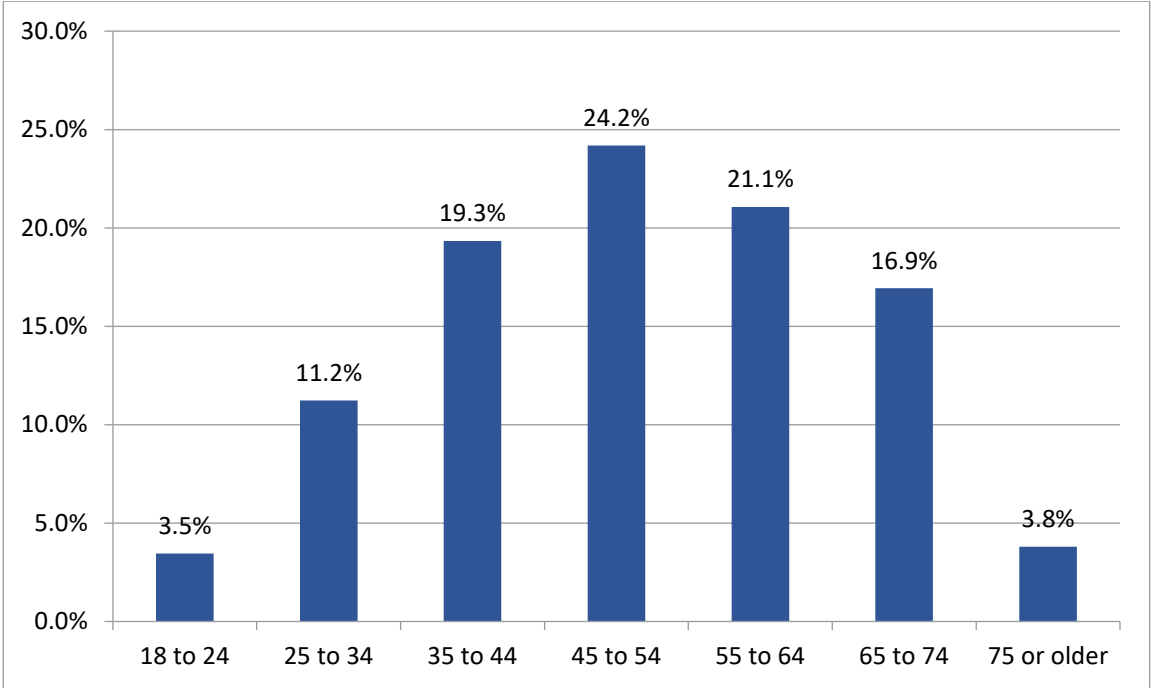


16. How long have you lived in Columbus?



17. What is your age?

17. What is your age?



APPENDIX D: STEERING COMMITTEE MEETING MINUTES

Columbus Safe Streets & Roads for All (SS4A)

Comprehensive Safety Action Plan (CSAP)

Steering Committee Meeting #1

July 24, 2025



Outline

- **Introductions**
- **Crash Trends for Indiana & City of Columbus**
- **About the SS4A Program**
- **Safe System Approach**
- **SS4A Components**
- **Next Steps & Anticipated Schedule**
- **Questions**



Why are we here?

- Traffic fatalities are a public health crisis affecting all road users.
- One life lost is one too many.

1.3M

Lives lost globally each year from traffic crashes

Source: UN [Decade of Action for Road Safety 2021-2030](#)

40,990

Lives lost on US roads in 2023

Source: [NHTSA Early Estimate of Motor Vehicle Traffic Fatalities in 2023](#)

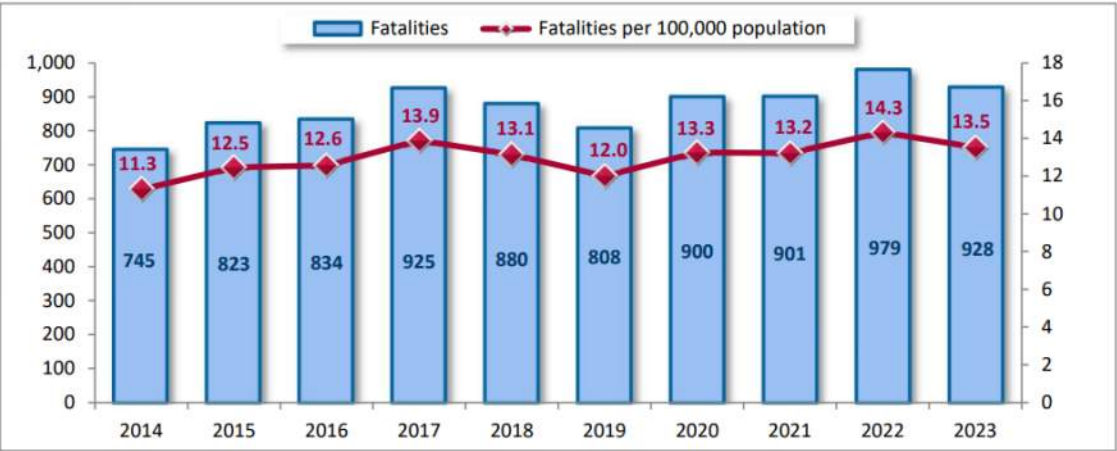
↑7,500+

Pedestrians killed on roads in 2022. The most since 1981.

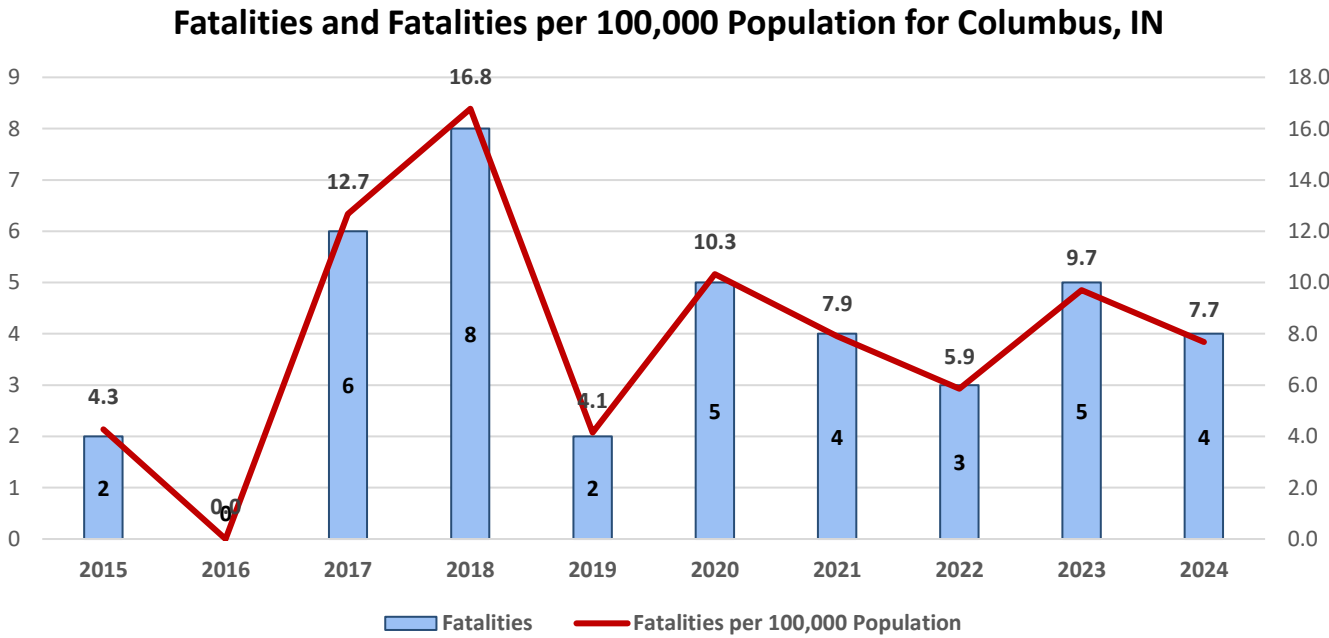
Source: [GHSA Pedestrian Traffic Fatalities by State: 2022 Preliminary Data](#)



Indiana and City of Columbus - Fatality Rates & Crash Trends

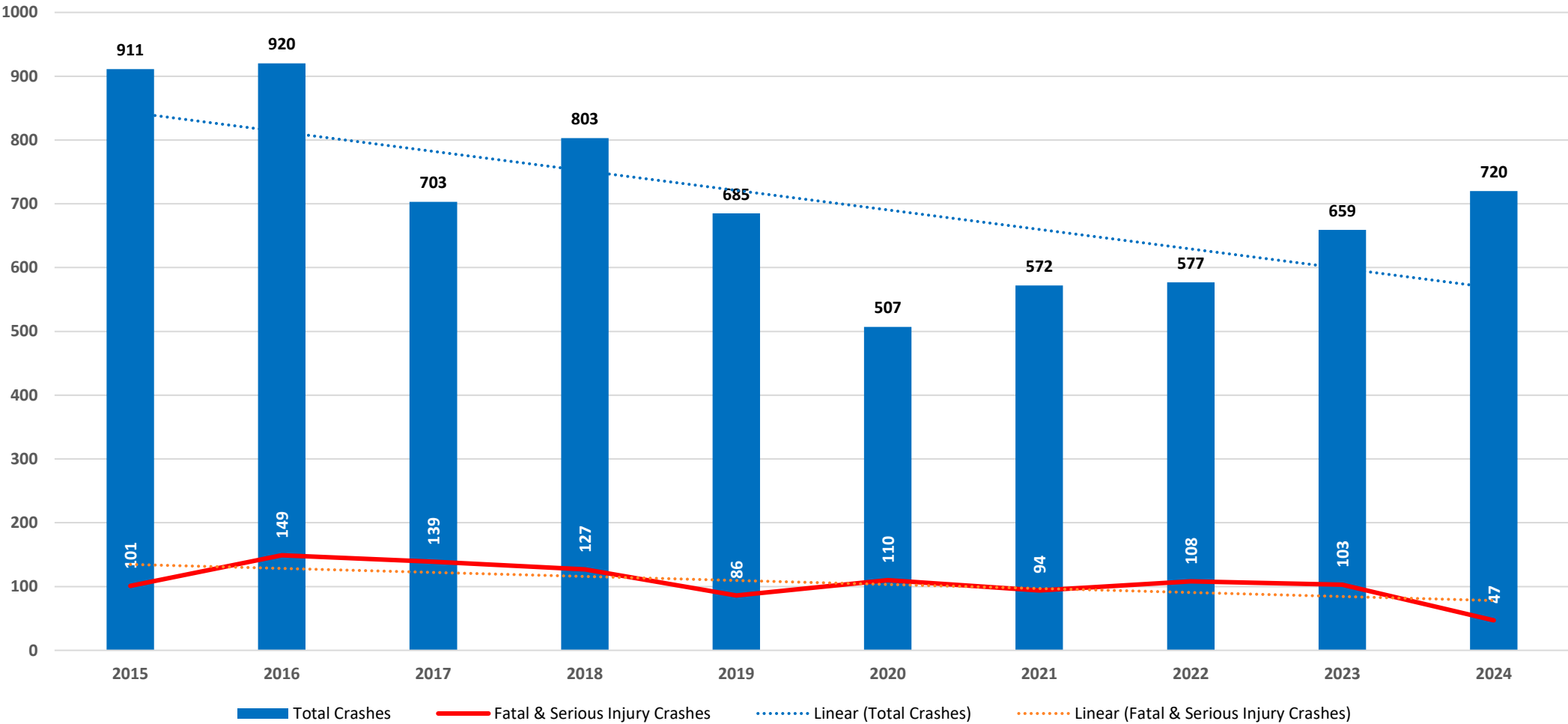


Source: Indiana University Public Policy Institute, Indiana Crash Facts 2023



City of Columbus – Crash Trends

Crash Trends 2015-2024



Safe Streets and Road for All (SS4A) Program

SS4A Program provides Federal funding for safety projects:

- Planning Grants – Funds Comprehensive Safety Action Plans (CSAP)
- Supplemental Planning & Demonstration
- Implementation Grants (\$5M - \$25M) – Funds projects or strategies that the applicant has identifies as part of the CSAP; the applicant should have an adopted CSAP to apply for implementation grant.

A ***Vision Zero*** approach to safety

- Traffic deaths and serious injuries are unacceptable
- Commitment to move toward zero deaths
- Safe System Approach



What is a Safe System Approach?



- Holistic strategy for road safety that focuses on minimizing the likelihood and severity of crashes and injuries by addressing the interconnectedness of various elements within the transportation system
- Comprises of:
 - Six Principles
 - Five Elements

🔗 [Safe System Approach](#)

CSAP Components

Action Plan Component	Milestone
Leadership Commitment and Goal Setting	Vision Zero Resolution established by the City leadership
Planning Structure	Forming a Steering Committee
Safety Analysis	Geo-spatial identification of high-risk locations (High Injury Network and Hotspot Locations)
Engagement and Collaboration	Robust engagement with public and relevant stakeholders
Underserved Communities	Identify census tracts within the city that fall in areas of persistent poverty
Policy and Process Changes	Assess current policies, plans, guidelines and suggest some revisions , as appropriate
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies
Progress and Transparency	Creating a mechanism to measure progress after the action plan adoption; Vision Zero page on the City's website



Leadership Commitment

Official Vision Zero Commitment from City Leadership

- Zero traffic deaths or serious injuries by the target date
- OR -
- Ambitious % reduction in fatalities and serious injuries within X years, with the eventual goal of 100% reduction



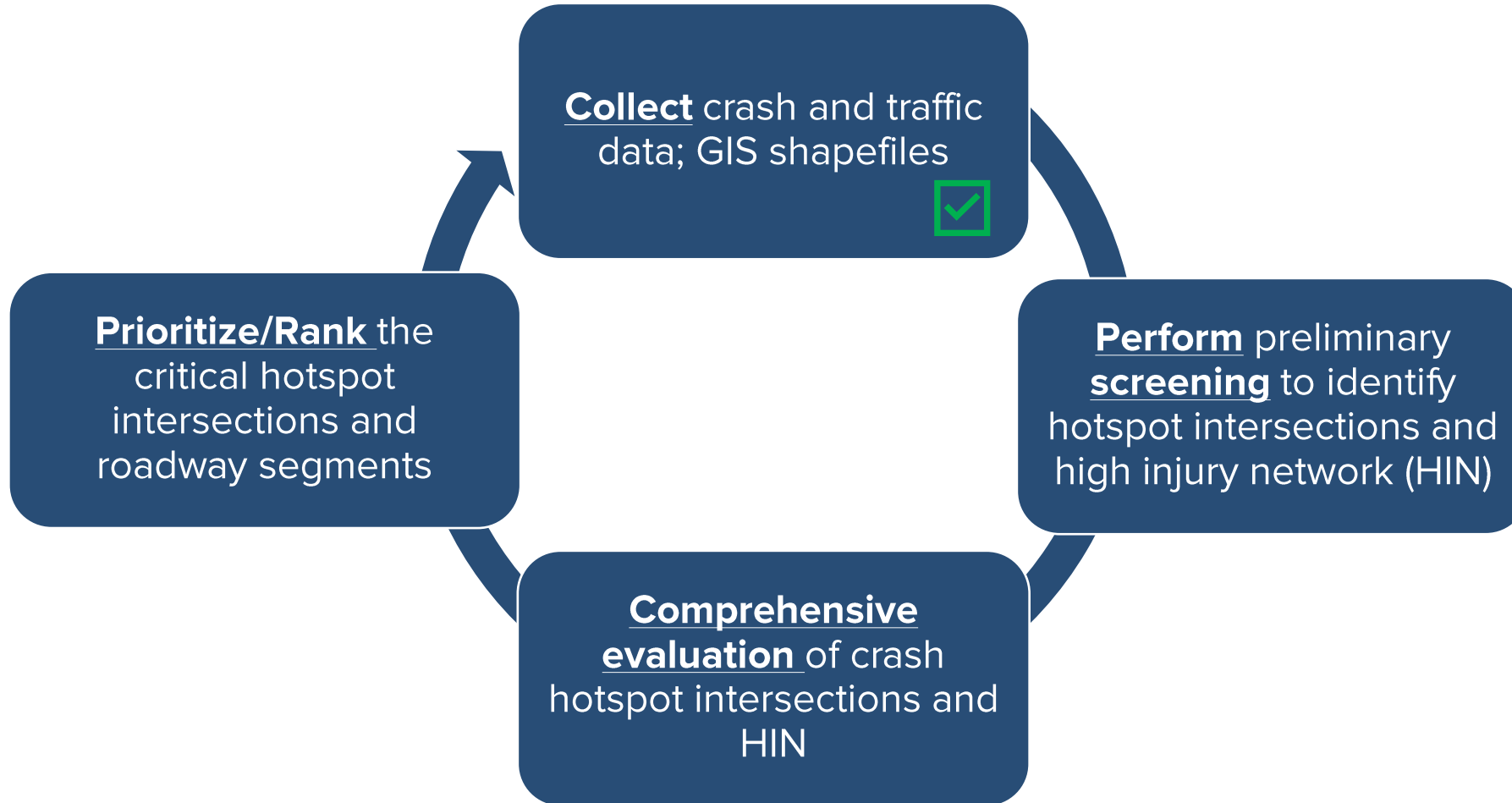
Planning Structure

Steering Committee responsibilities:

- Oversight of Action Plan development
- Providing inputs on roadway safety from a local perspective
- Reviewing Action Plan
- Monitoring progress and implementation



Safety Analysis



Engagement and Collaboration

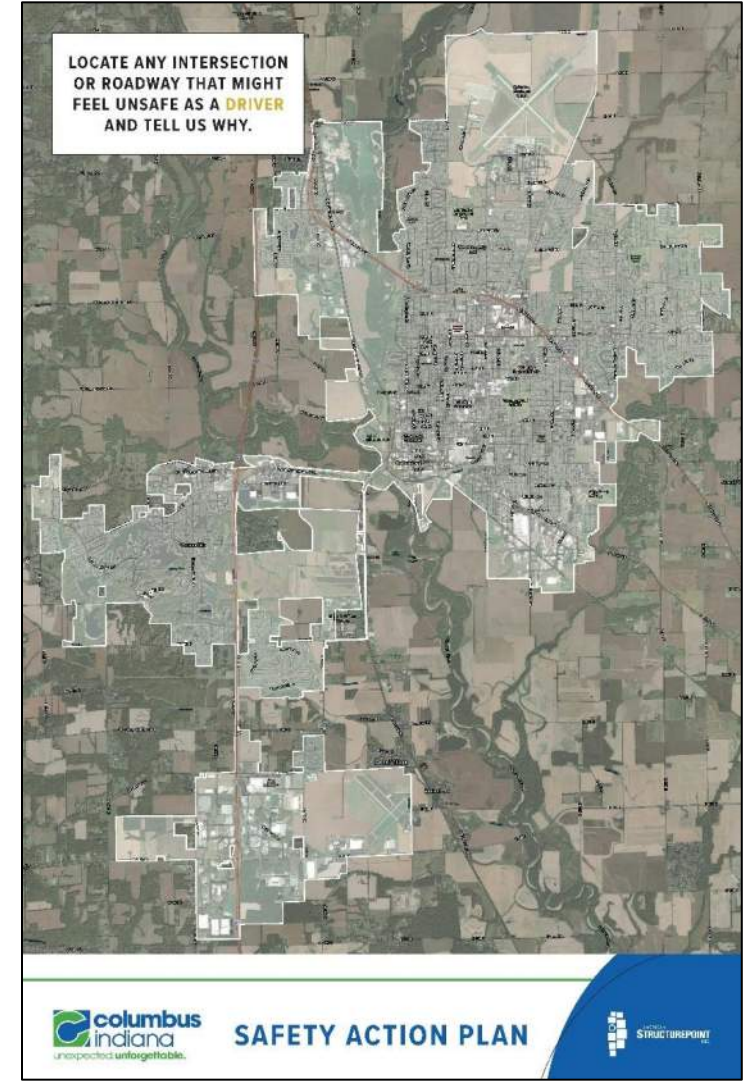
Robust engagement with public and relevant stakeholders

- Online survey
- In-Person Events
- Document safety concerns and unsafe locations



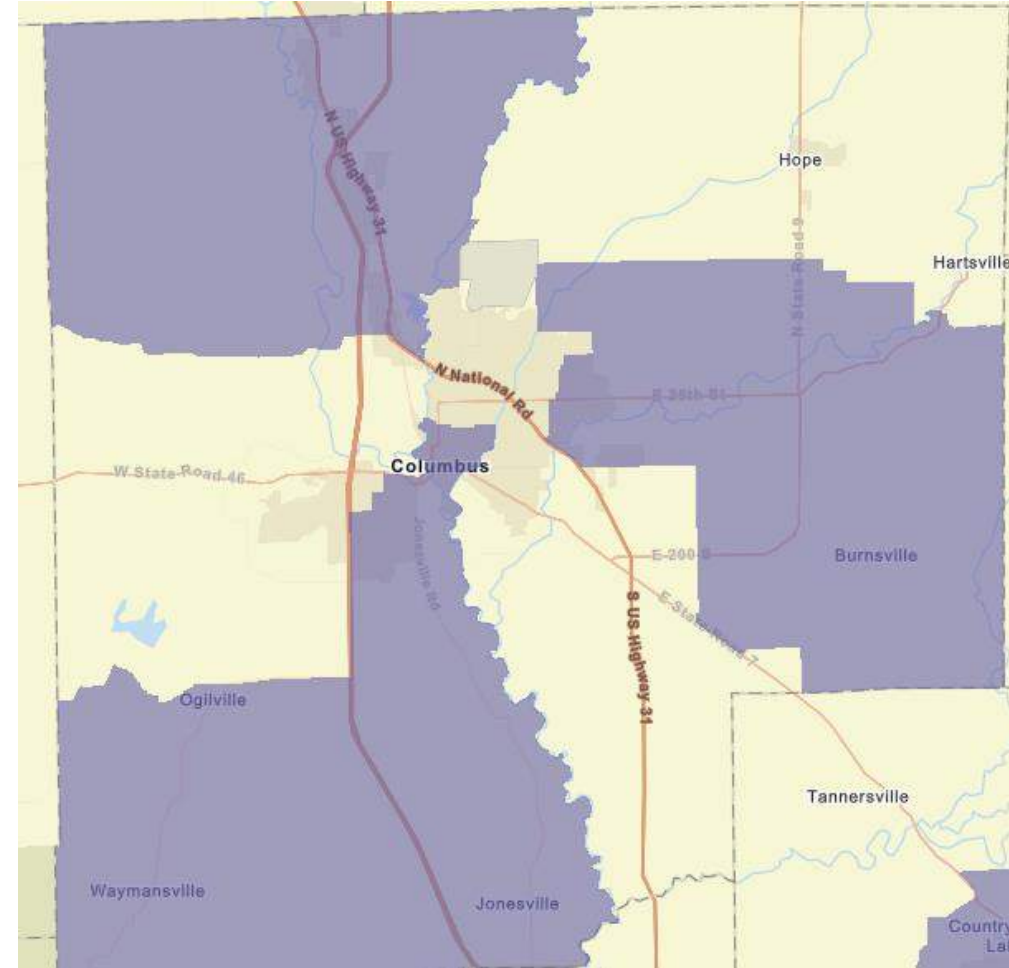
In-Person Events Confirmed

- Columbus Farmers Market – August 9



Underserved Communities

- Replaces “equity” in SS4A
- Underserved communities tool provided by USDOT
- 20 percent or more of population living in poverty for past 30 years



Policy and Process Changes

Assess current policies, plans, guidelines, and standards

- Identify opportunities to prioritize transportation safety
- Recommend new or revised policies to achieve safety goals



Policy Review Documents

Name of Document	Date/Year
Comprehensive Plan: Goals and Strategies	1999
Comprehensive Plan: Land Use Plan and Map	2002
Thoroughfare Plan	2023
Bike and Pedestrian Plan	2022
Downtown Strategic Development Plan	2019
Central Avenue Corridor Plan	2011
State Street Corridor Plan	2014
Columbus Central Neighborhood Plan	2018
Comprehensive Plan: City View District Plan Element	2023
BCSC Safe Routes to School Plan	2012
Intersection Study	2014



Strategy and Project Selection

Identify projects and strategies using crash data and public & stakeholder inputs

- Projects
 - **Systematic** improvements (select locations)
 - **Systemic** improvements based on high-level analysis
 - Rank projects to prioritize high-impact locations
- Strategies



Progress and Transparency

Measure progress over time after the Action Plan is developed

- Ensure ongoing transparency with stakeholders
- Annual public reporting on Vision Zero progress
- Make the Action Plan available online



Next Steps

- 2nd Steering Committee – August 2025
 - Crash Analysis findings including Preliminary HIN and Hotspot Intersections
 - Preliminary Public Input findings
 - Policy & Process Changes
- 3rd Steering Committee – September 2025
 - Countermeasure Identification
 - List of Projects & Strategies
- Draft Report – Mid-October 2025
- Final Report – Early November 2025



Schedule

Milestone	Target Completion
Contract Execution	January 2025
Safety Analysis	Ongoing
Underserved Communities	Ongoing
Stakeholder and Public Engagement	Ongoing
Strategy and Project Selections	Ongoing
Draft Action Plan	October 2025
Final Action Plan	November 2025



Questions?

Andrew Beckort, PE, CPM
City Engineer, City of Columbus
E-mail: abeckort@columbus.in.gov

Shashad Gujuran, PE, PTOE, RSP1
Project Manager (Traffic)
E-mail: sgujuran@structurepoint.com

Philip Roth, AICP
Project Manager (Planning)
E-mail: proth@structurepoint.com

Columbus Safe Streets & Roads for All (SS4A)

Comprehensive Safety Action Plan (CSAP)

Steering Committee Meeting #2

September 15, 2025



Outline

- **Community Engagement Findings – Philp & Patty**
 - In-Person Public Engagement
 - Preliminary Survey Results
- **Safety Analysis - Aishwarya**
 - Historical Trends
 - Crash Types and Factors
- **Priority Safety Locations - Aishwarya**
 - High Injury Network (HIN)
 - Hotspot Intersections
- **Schedule & Next Steps - Shashad**



Community Engagement



AUGUST 9, 2025

COLUMBUS FARMERS MARKET

FACEBOOK ADVERTISEMENT

360 SURVEY RESPONSES

Columbus Farmers Market – August 9

Intersections Mentioned

Drivers
3 rd Street and Lindsey Street
Rocky Ford Road and River Road
Central Avenue and Kroger Exit
National Road and Middle Road

Pedestrian and Bicyclist
Westenedge Drive and Rocky Ford
Westenedge Drive and National Road
North Marr Road and Rocky Ford
Central Avenue and 8 th Street
Rocky Ford Road and Taylor Road
North Talley Road and 25 th Street

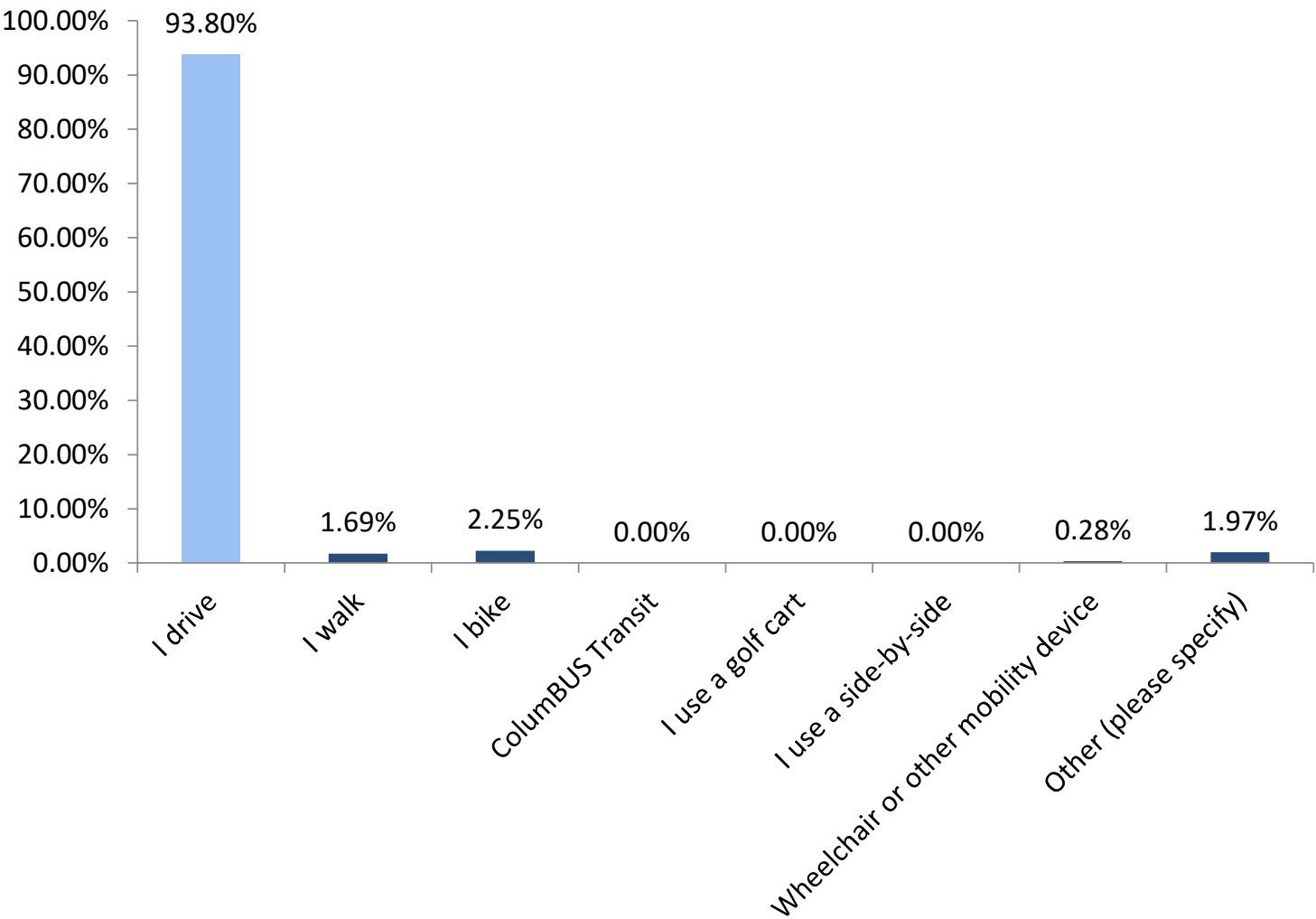
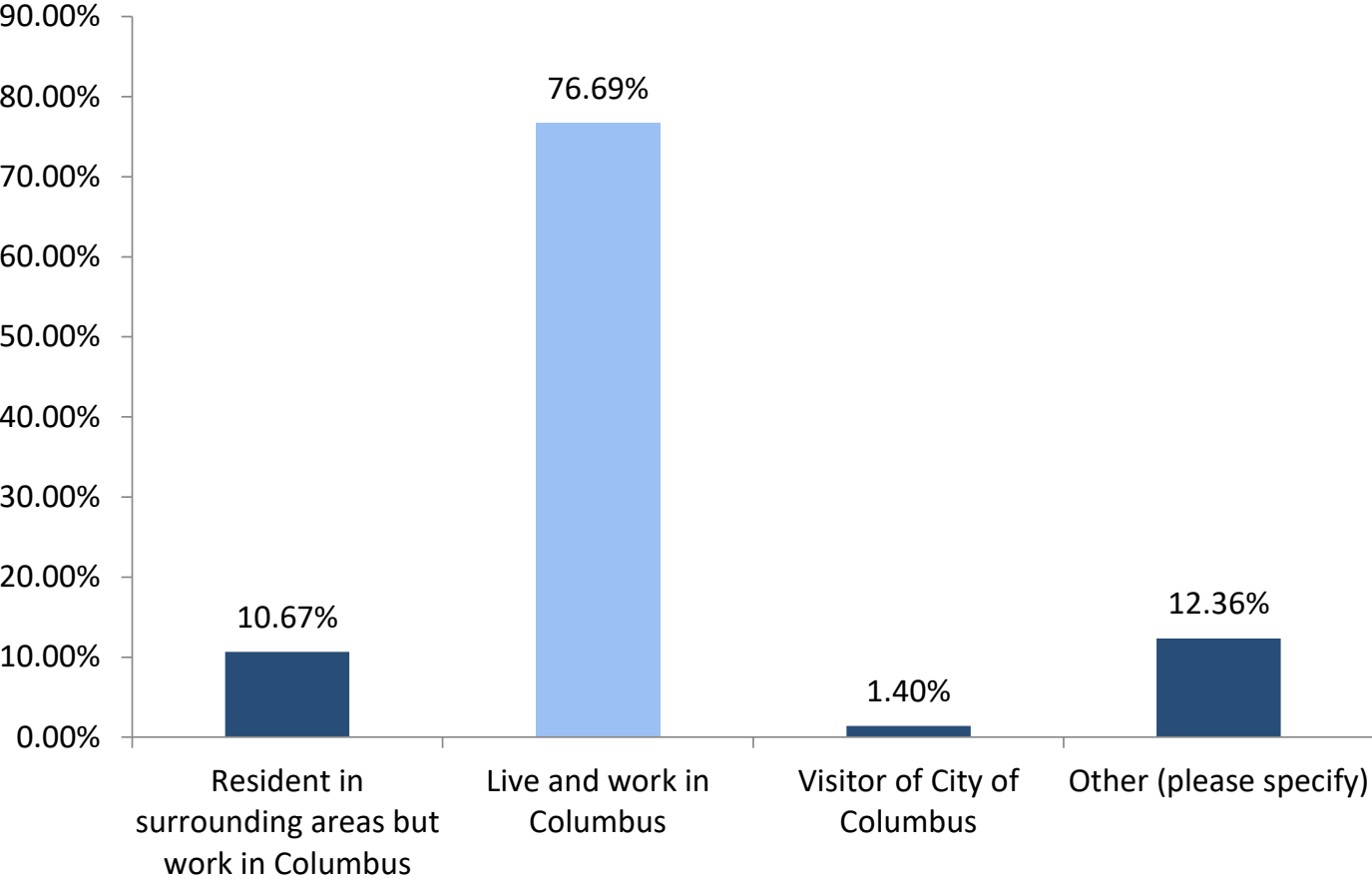
Improvements	
Reduce Speed Limits	1
Pedestrian Crosswalks	2
Median and Pedestrian Island	3
Improve Street Lighting	1
Roundabouts	5
Dedicated Left and Right Turn Lanes at Intersections	1
Multi-Use Paths	3
Other	
Enforcement of red lights/stop signs	
Accessible transit stops	
Clear sweep bike paths	
Roundabouts at Marr/Rocky Ford	
Trail and bike lane - Western Edge between US 31/Rocky Ford	
Get motor bikes off trails	



Survey – Demographics

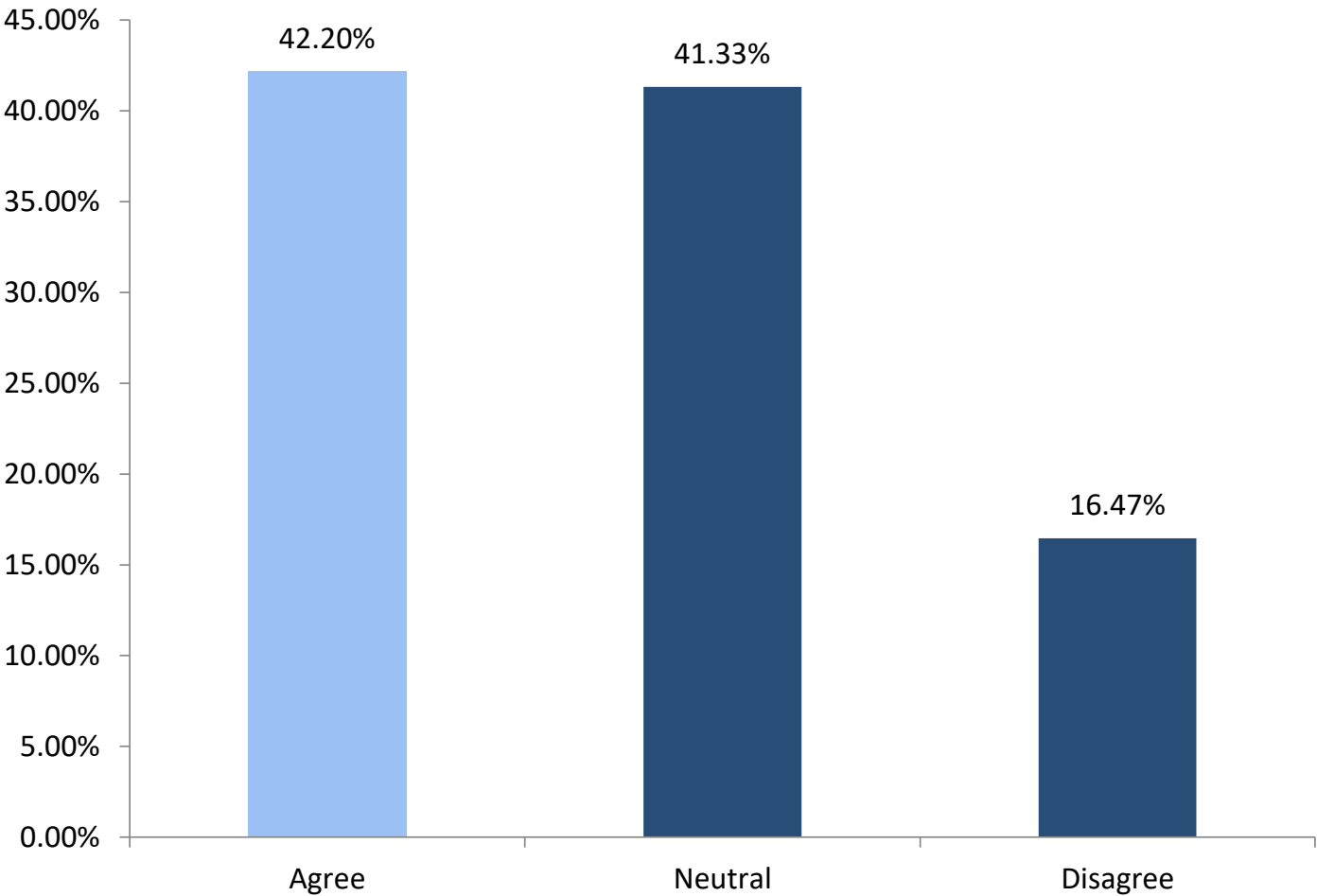
In a typical week, how do you usually travel to or around the City of Columbus?

What is your connection with the City of Columbus?

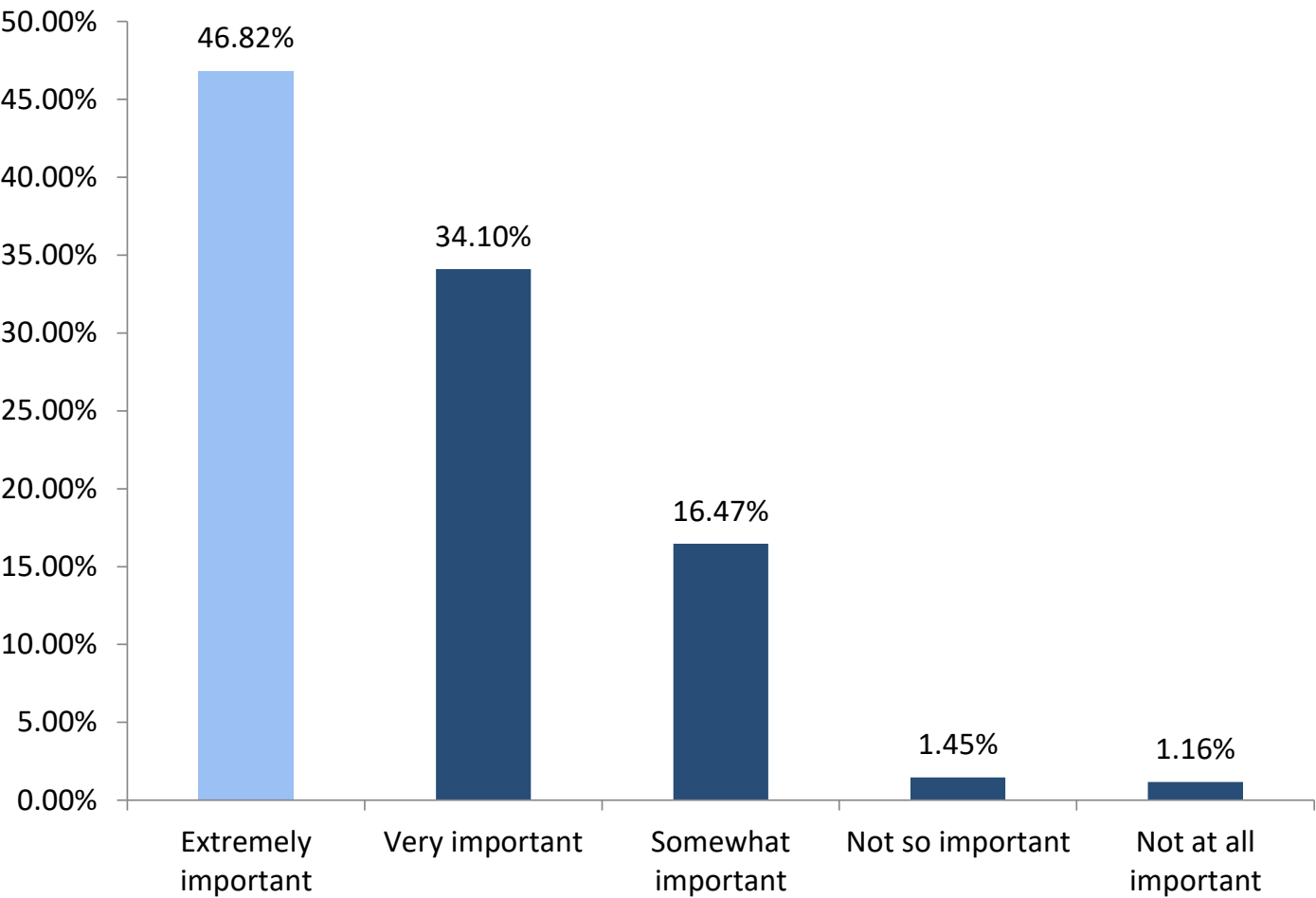


Survey – Safety and Accessibility

Thinking of your experience traveling on streets within your community, how strongly would you agree that the streets of the City of Columbus are safe?

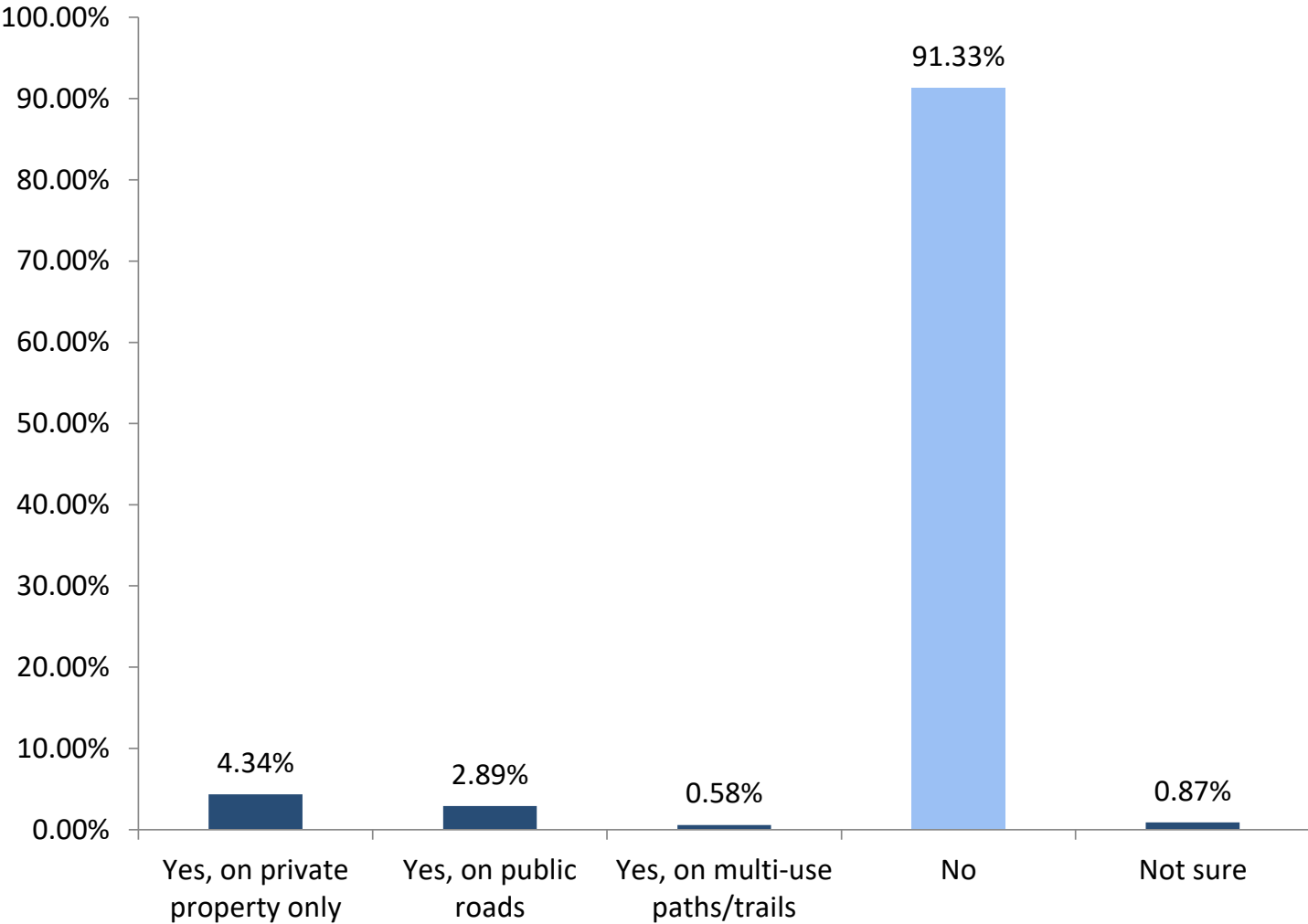


How important is it for the roads and trails in our community to be accessible for individuals with disabilities?

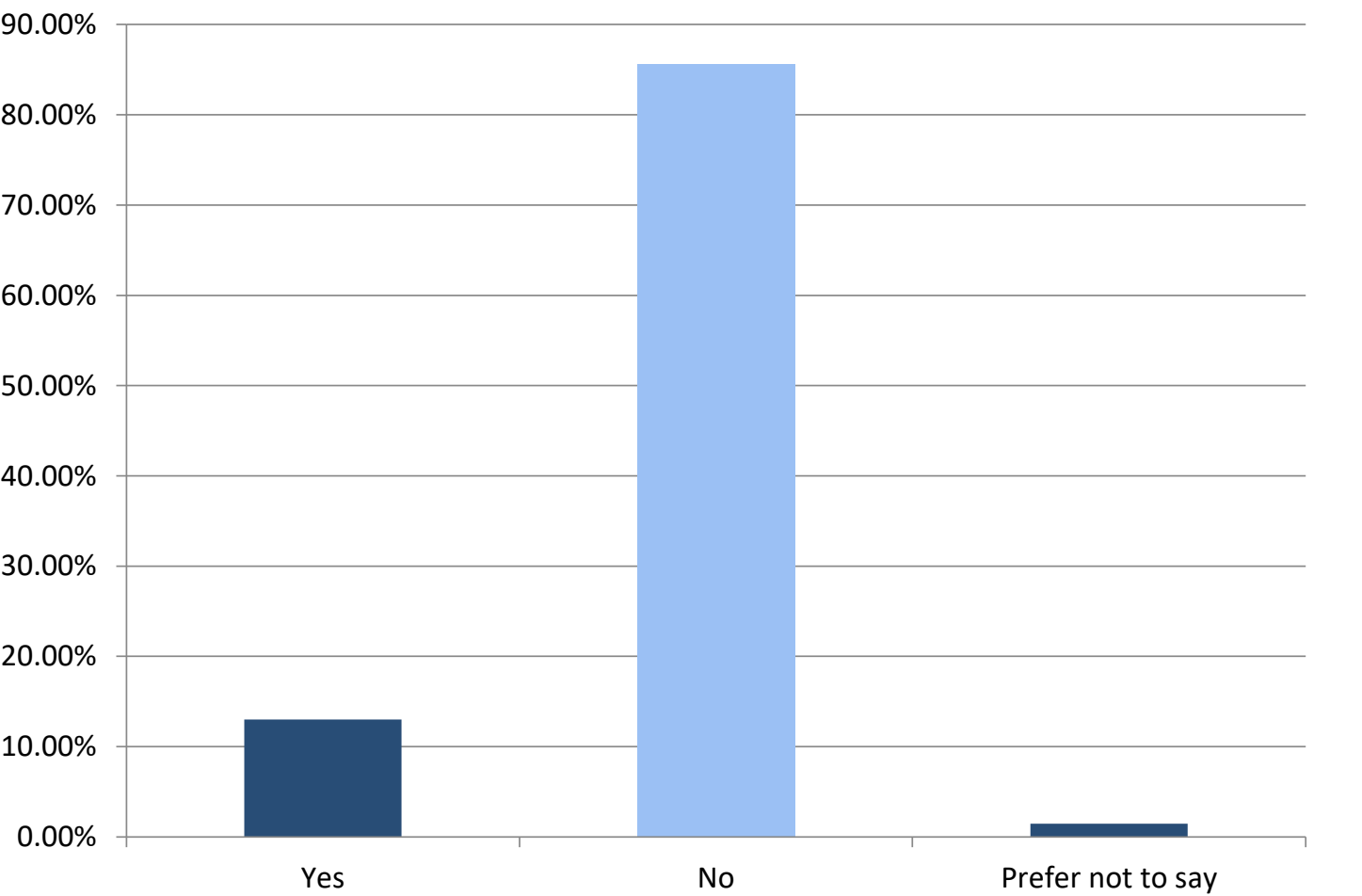


Survey – Golf Cart

Do you or members of your household use a golf cart or side-by-side (UTV) for transportation or recreation? (Select all that apply)



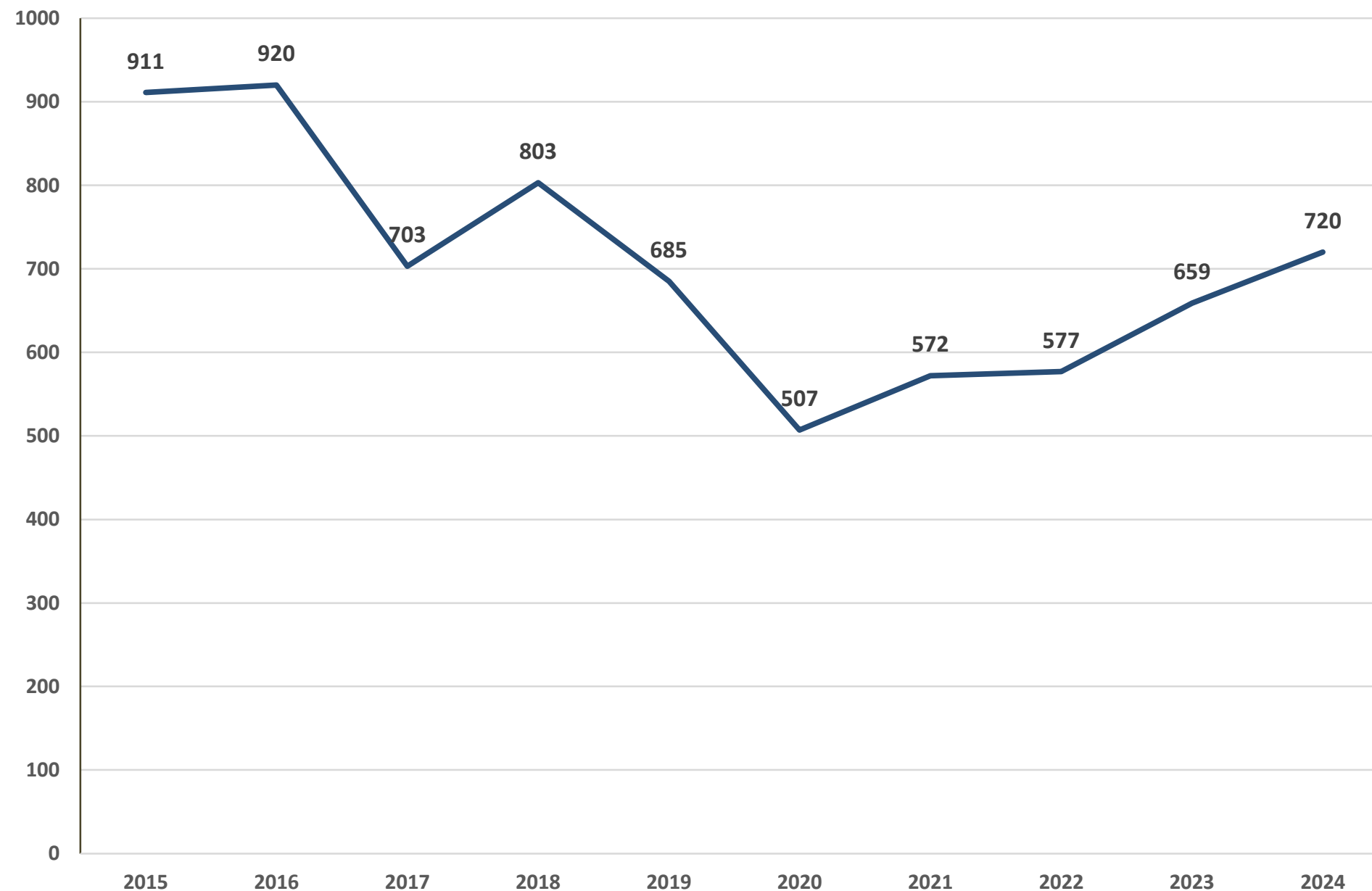
Have you or someone you know experienced a near-miss or crash involving a golf cart or side-by-side on a public road or path?



Safety Analysis

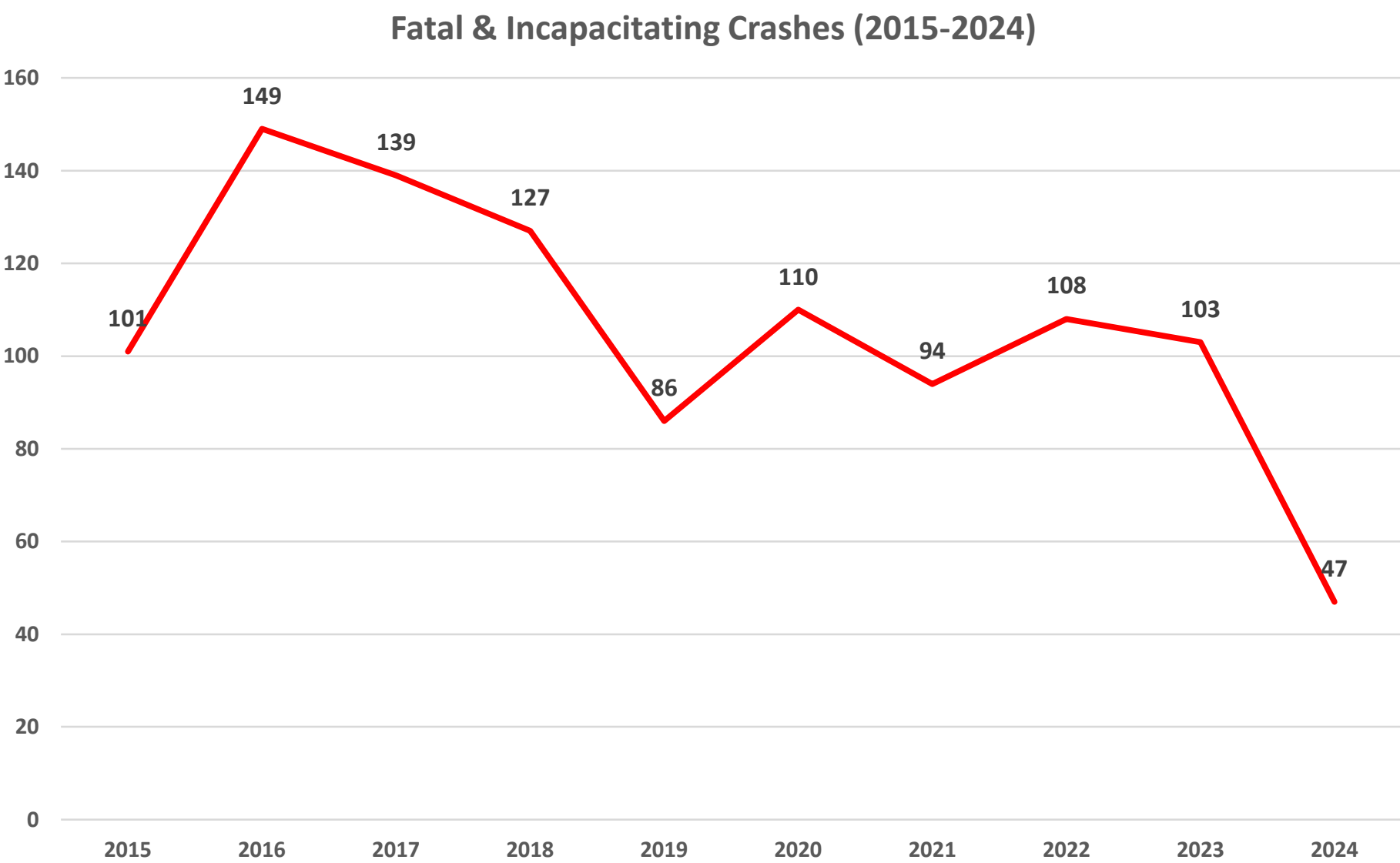
Historical Crash Trends (2015-2024)

Total Crashes (2015-2024)



- Approximately **7,050** total crashes recorded from 2015 to 2024
- 2020 had the lowest number of crashes, likely due to reduced traffic during COVID-19
- 21% net crash reduction observed (2015-2024)
- Crash reduction likely impacted by safer vehicles, pandemic effects, infrastructure improvements, and changing travel patterns

Historical Crash Trends (2015-2024)

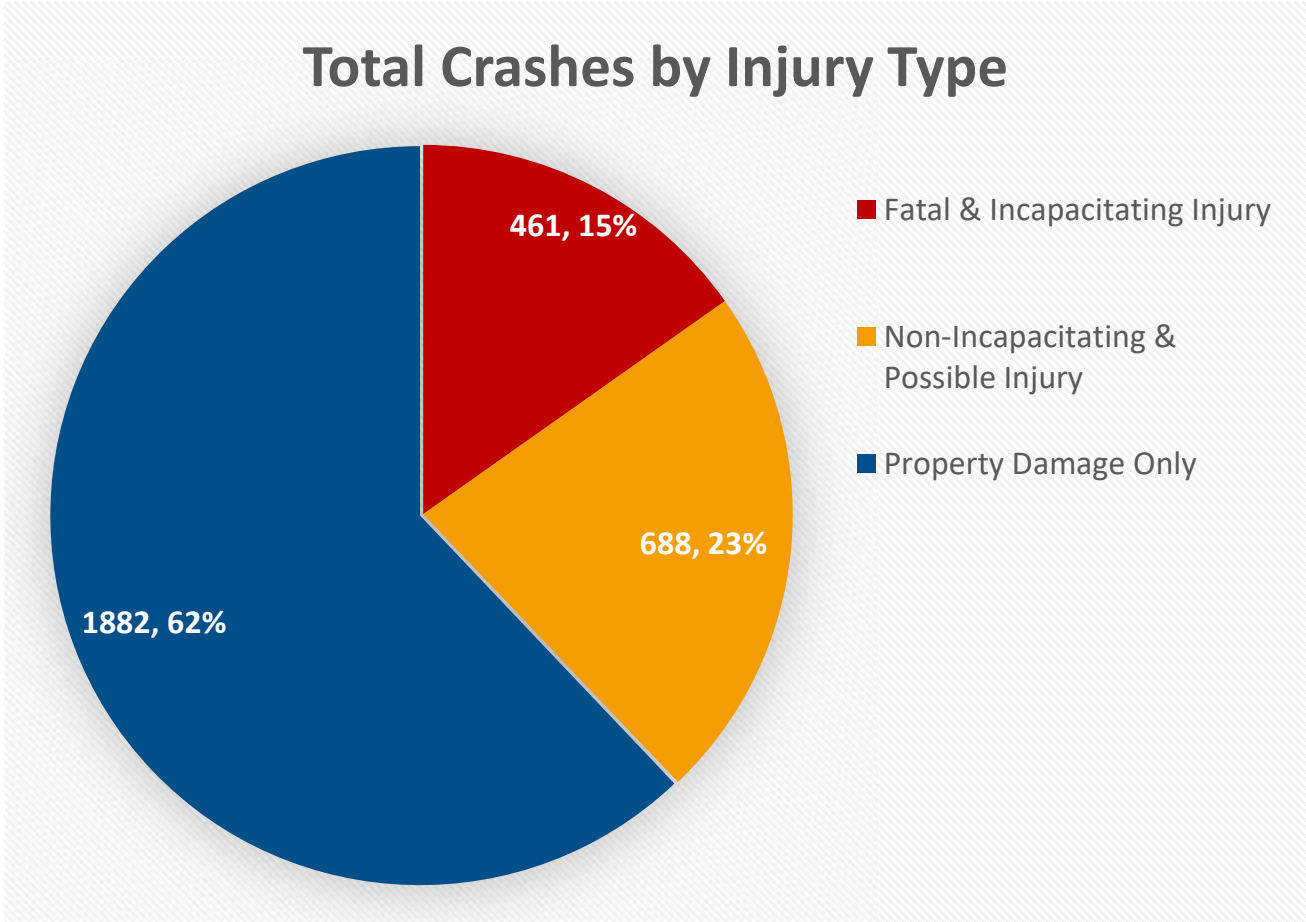


Fatal & Incapacitating Crashes (2015-2024) ~ 1,060

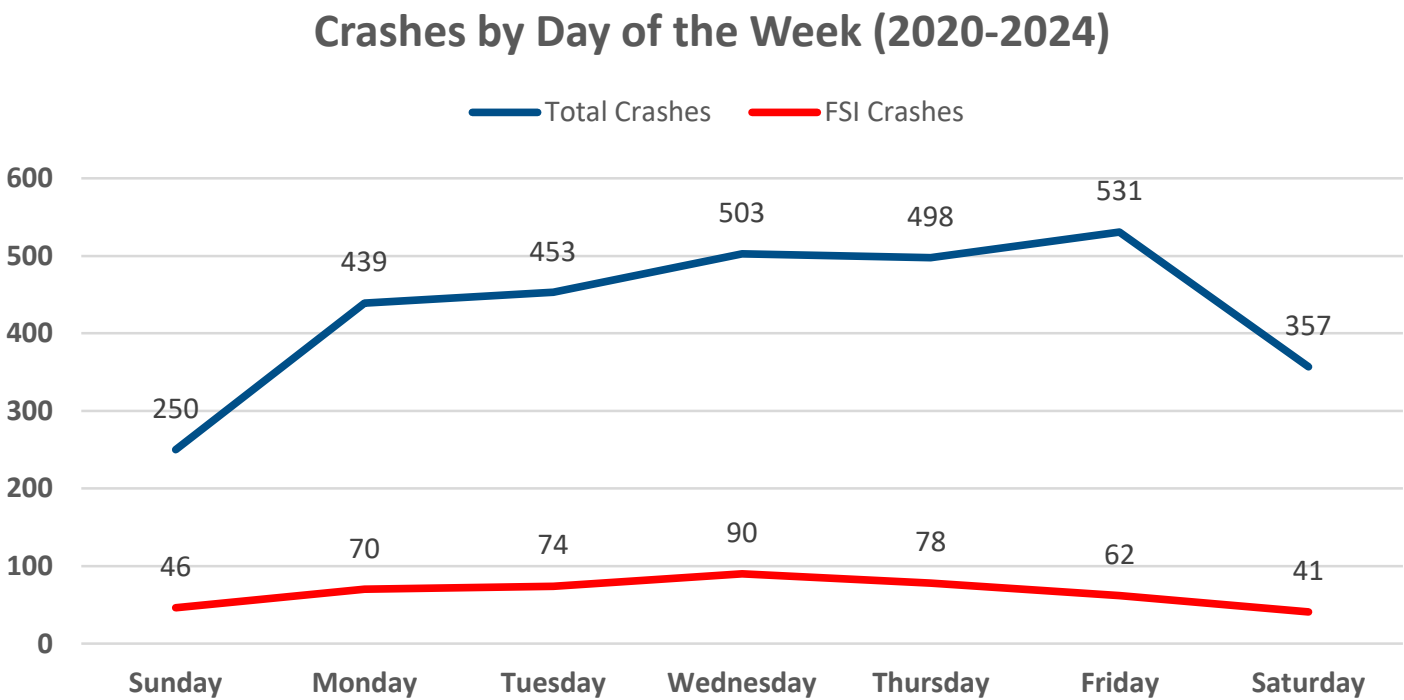
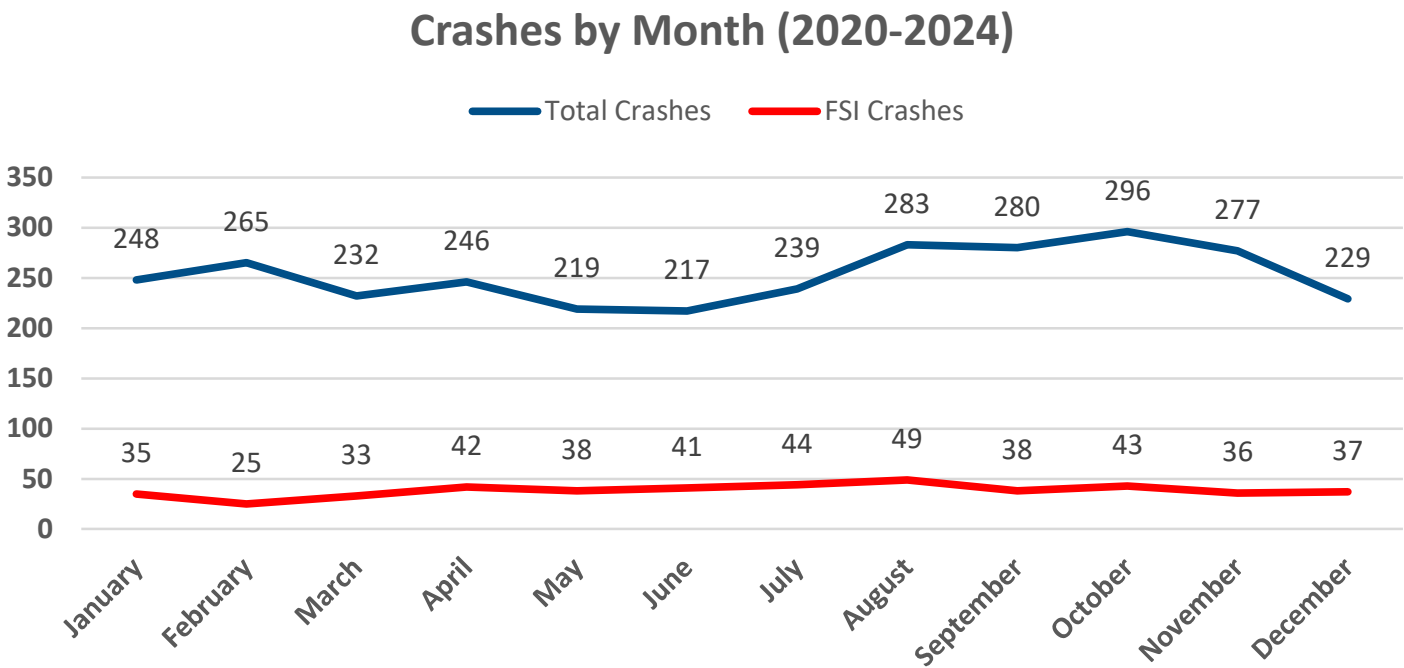
Injury Code	Definition
K – Fatal Injury	Injury that results in death within 30 days after the crash
A – Incapacitating Injury	Non-fatal injury that prevents the injured person from getting back to normal life after the crash. Typically requires hospitalization
B – Non-Incapacitating Injury	An injury, other than a fatal or incapacitating injury, which is evident to the officer at the scene of the crash and may require medical treatment.
C – Possible Injury	Any injury reported or claimed which is not visible.
O / U – Not Reported, Unknown, Refused	

Source: Federal Highway Administration (FHWA)

5-Year Crash Profile (2020-2024)

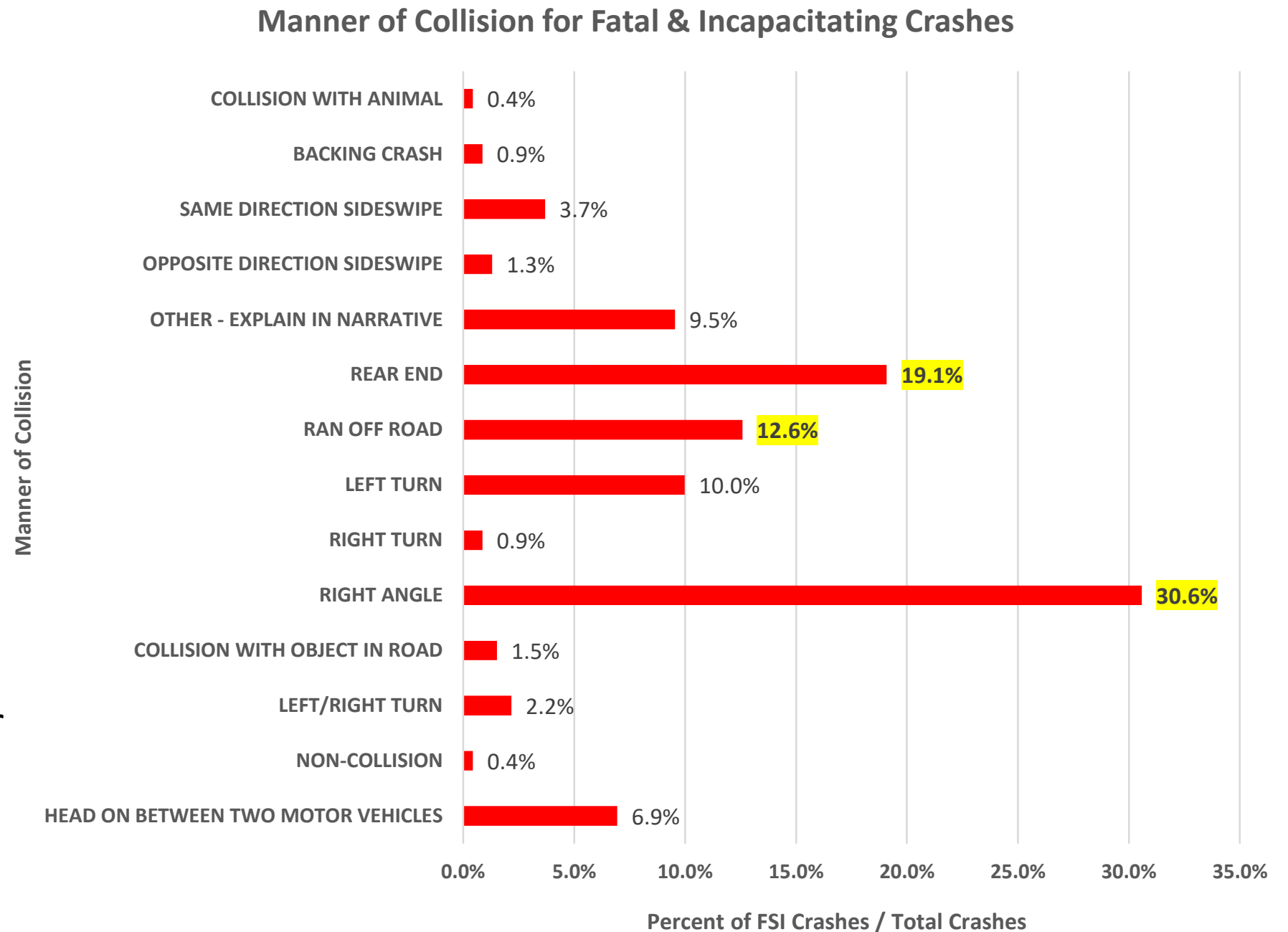


- Approximately **3030** total crashes recorded from 2020 to 2024.
- Approximately 40% of crashes resulted in injuries, with **15%** involving fatalities or serious (incapacitating) injuries.

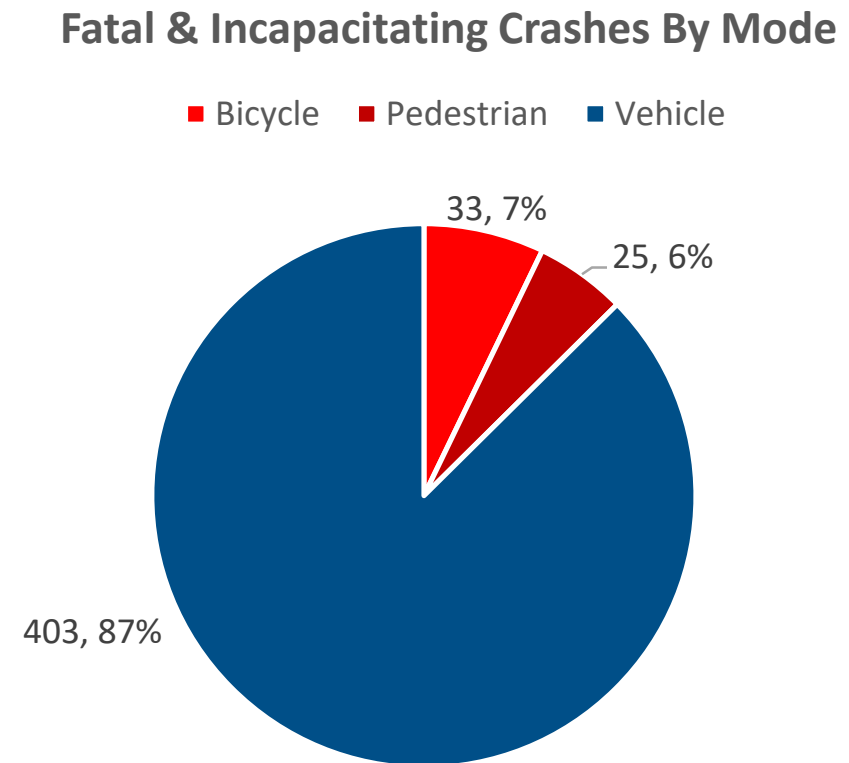
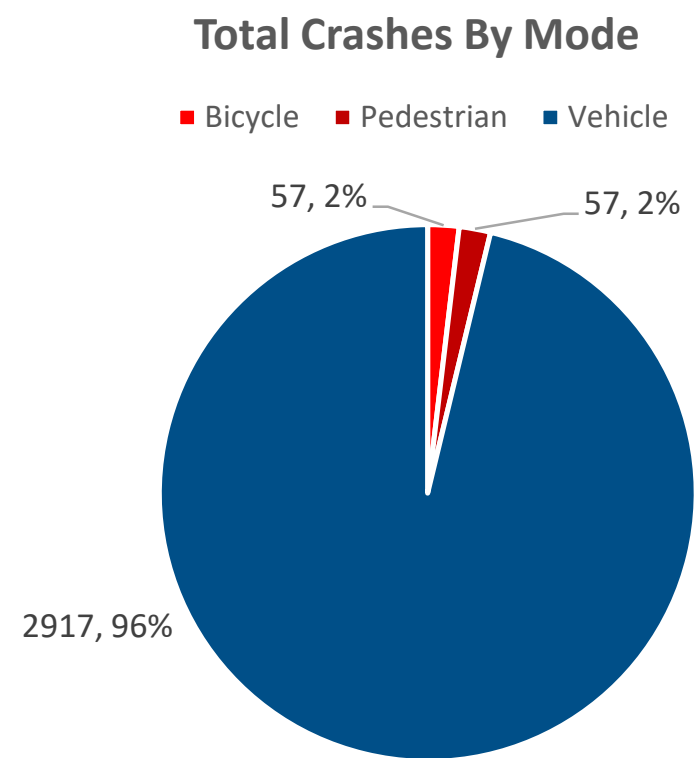


Manner of Collision & Primary Factors

- Approximately **65%** of fatal and incapacitating injury crashes involved either right-angle collisions, rear-end impacts, or roadway departure (run-off-road) events.
- Primary Crash Factors:
 - Failure to Yield Right of Way – 32%
 - Following Too Closely – 13%
 - Disregard Signal/Reg. Sign – 8%
 - Distracted Driver – 6%
- Speed management strategies, roadway departure mitigation, signal timing adjustments, access management, and driver awareness enhancements are key strategies to address the identified crash types



Crashes By Mode

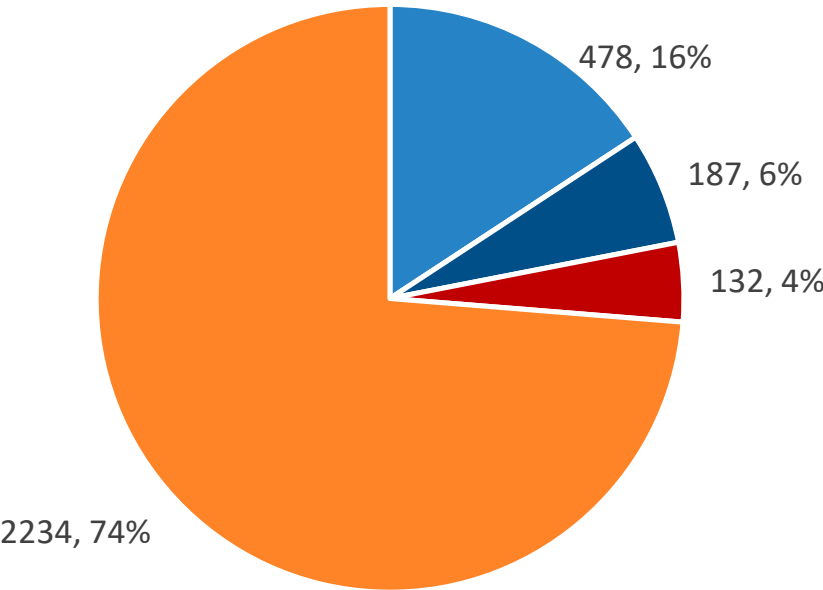


- Only **4%** of total crashes involved pedestrian or bike crashes.
- However, **13%** of fatal and serious injury crashes involved people walking or biking.

Crashes By Lighting Condition

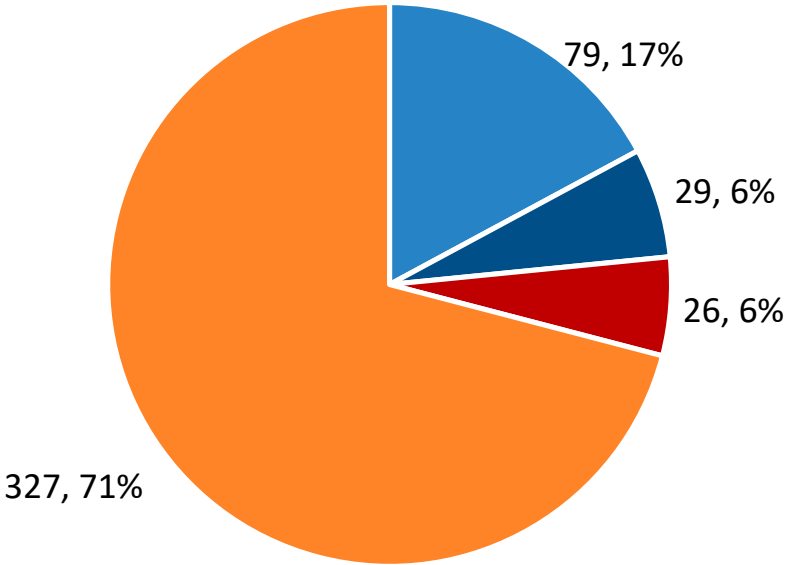
Total Crashes by Light Condition

■ Dark (Lighted) ■ Dark (Not Lighted) ■ Dawn/Dusk ■ Daylight



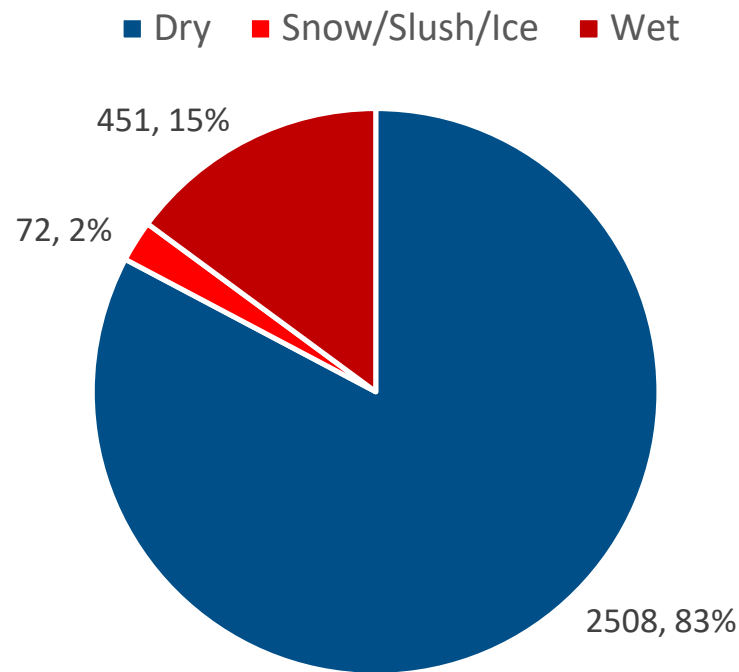
Fatal & Incapacitating Crashes by Light Condition

■ Dark (Lighted) ■ Dark (Not Lighted) ■ Dawn/Dusk ■ Daylight

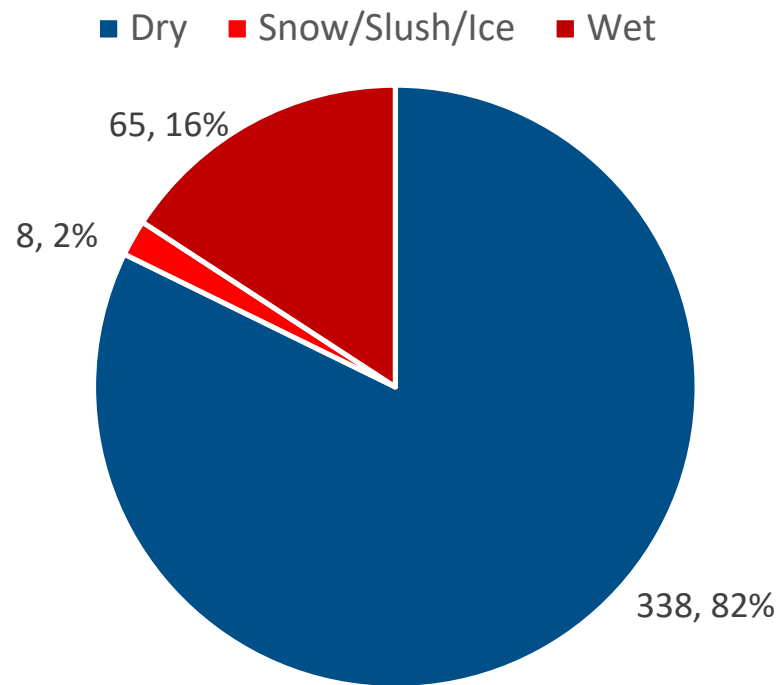


Crashes By Surface Condition

Total Crashes by Surface Condition



Fatal & Incapacitating Crashes by Surface Condition



Safety Analysis Summary (2020-2024)

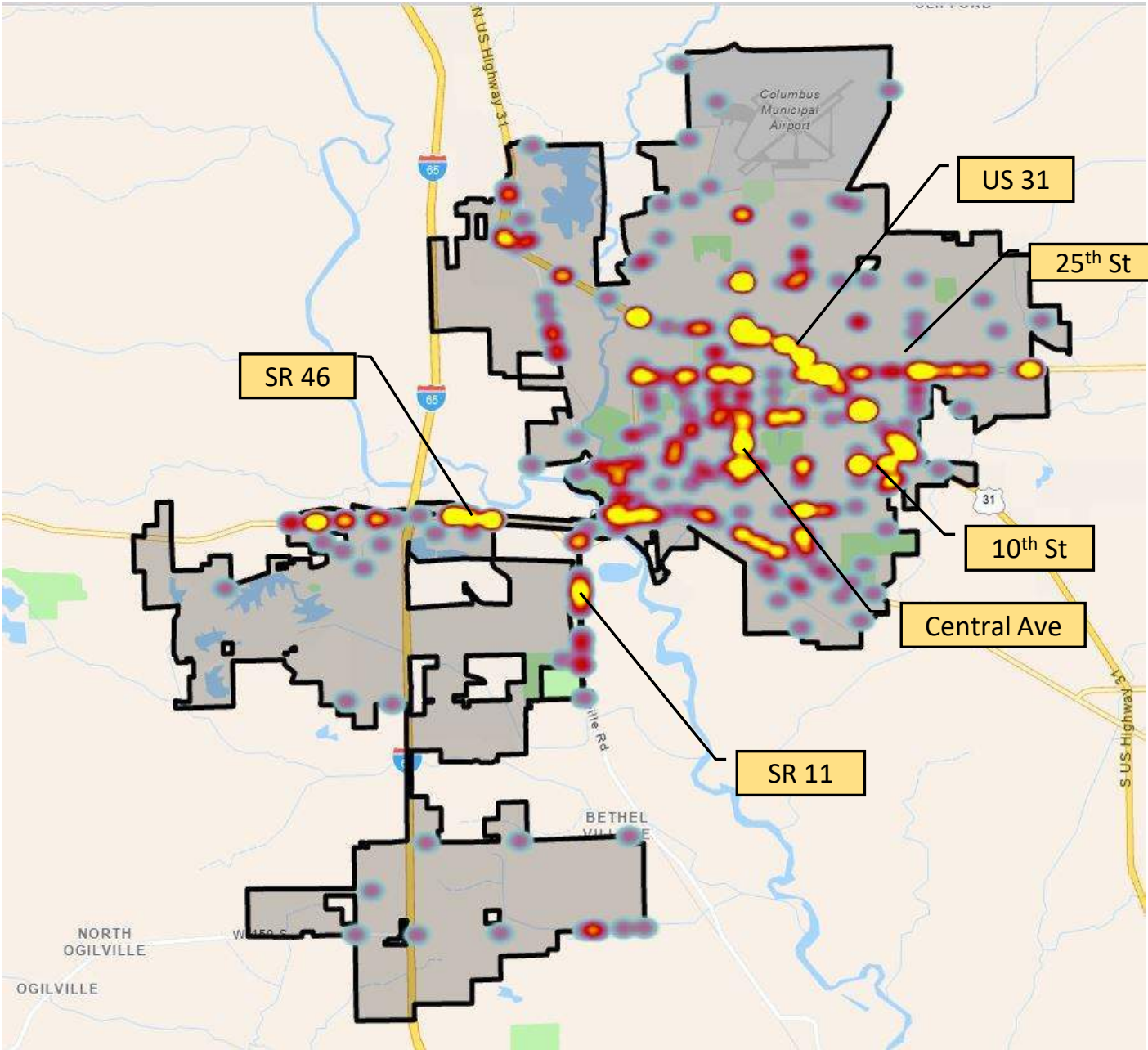
- A total of approximately **3,030** crashes were recorded, with **15%** (461) involving fatalities or incapacitating injuries.
- These included 403 vehicle-only crashes, **33** involving bicycles, and **25** involving pedestrians.
- Right-angle, rear-end, and run-off-road crashes were the most common among fatalities or incapacitating crashes.
 - Right angle crashes are typically associated with red light running and driver inattentiveness.
 - Rear end crashes are associated with high vehicle speeds and driver inattentiveness.
- About 60% of fatalities and incapacitating crashes involved driver-related factors such as failure to yield, following too closely, signal violations, or distraction.
- **Potential countermeasures include:**
 - Speed management
 - Roadway departure treatments
 - Access management, and
 - Improved driver awareness

High Injury Network (HIN) & Hotspot locations

Preliminary High Injury Network (HIN)

Segment	Roadway
1	US 31 - 25th St to 17th St/Marr Rd
2	25th St - Hawcreek Blvd to Beam Rd
3	Central Ave - 25th St to 13th St
4	10th St - Marr Rd to US 31
5	25th St - Taylor Rd to Flintwood Dr
6	US 31 - Central Ave to Fazoli's Dr
7	SR 46 - CR 350 to Carrie Ln
8	SR 46 - Johnson Blvd to Morgan Willow Trce
9	US 31 - Middle Dr to Eastbrook Plz
10	Central Ave - Laurel Dr to National Rd
11	17th St - Lee St to Jolinda Dr
12	US 31 - Best Buy Dr to 10th St/Taylor Rd
13	SR 46 - Dahn St to Cherry St
14	25th St - Washington St to Union St
15	SR 11/Jonesville Rd - HK Auto Repair to Garden St

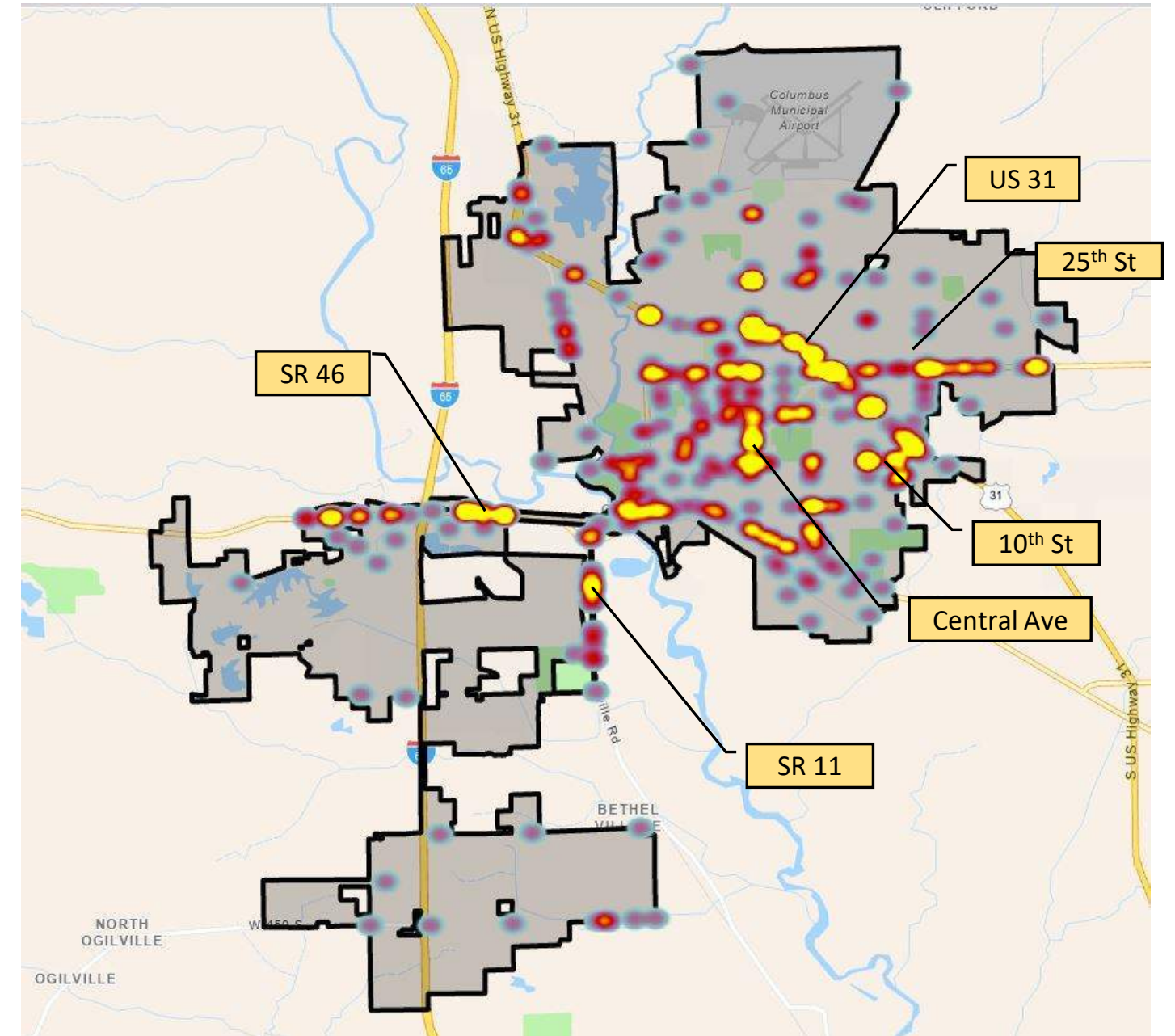
Heat Map - Fatal & Incapacitating Crashes



Preliminary Hotspot Locations (1 of 2)

Intersection #	Intersection
1	US 31 & Central Ave
2	US 31 & 25th St
3	US 31 & 17th St/Marr Rd
4	Central Ave & Rocky Ford Rd
5	US 31 & Washington St
6	SR 46 & CR 325/Westwood Blvd
7	US 31 & Hawcreek Blvd
8	10th St & Marr Rd
9	US 31 & Middle Rd/Herman Dariage Dr
10	SR 46 & Morgan Willow Trce

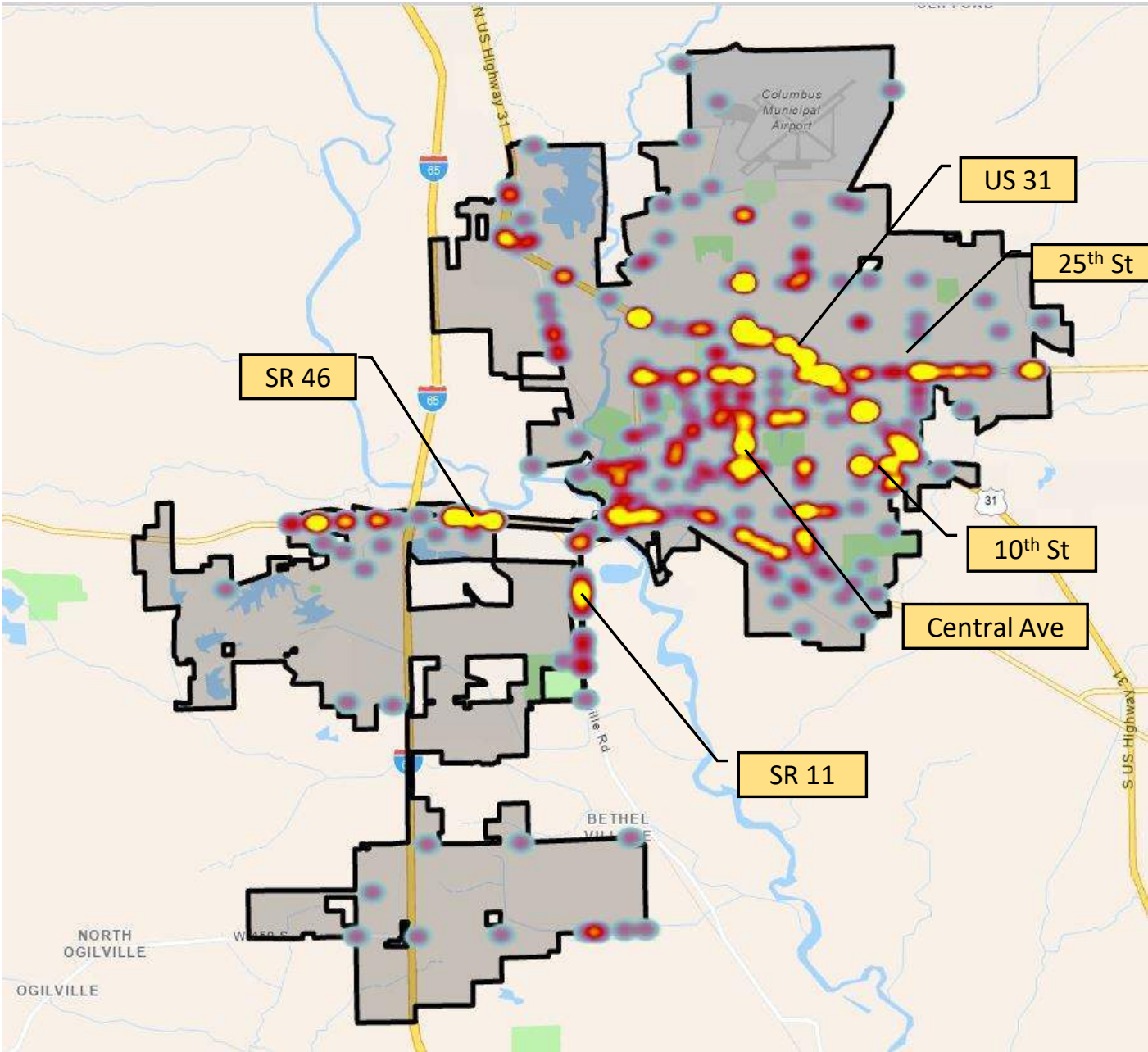
Heat Map - Fatal & Incapacitating Crashes



Preliminary Hotspot Locations (2 of 2)

Intersection #	Intersection
11	US 31 & 10th St/Taylor Rd
12	25th St & Talley Rd
13	Central Ave & 25th St
14	SR 46 & Johnson Blvd
15	25th St & Taylor Rd
16	10th St & Whitfield Dr
17	25th St & Franklin St
18	Central Ave & 14th St
19	25th St & Maple St
20	Central Ave & 13th St

Heat Map - Fatal & Incapacitating Crashes



Next Steps

- 3rd Steering Committee – Mid-October 2025
 - Countermeasure Identification
 - Final HIN and Hotspot Intersections
 - List of Projects & Strategies
- 1:1 Stakeholder Meetings – Late September to Mid-October
- Draft Action Plan – October 2025
- Steering Committee to review Draft Action Plan – November 2025
- Final Action Plan – December 2025



Questions?

Andrew Beckort, PE, CPM
City Engineer, City of Columbus
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Shashad Gujuran, PE, PTOE, RSP1
Project Manager (Traffic)
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Philip Roth, AICP
Project Manager (Planning)
E-mail: proth@structurepoint.com

Columbus Safe Streets & Roads for All (SS4A)

Comprehensive Safety Action Plan (CSAP)
Steering Committee Meeting #3
October 21, 2025



Outline

- **CSAP Components & Project Status**
- **Survey Results**
- **Safety Analysis**
 - High-Injury Network
 - Hotspots
- **Systemic Countermeasures**
- **Site-Specific Countermeasures**
 - Short-Term
 - Long-Term
- **Project Selection and Prioritization**
- **Schedule & Next Steps**



CSAP Components & Project Status

Action Plan Component	Milestone	Status
Leadership Commitment and Goal Setting	Vision Zero Resolution established by the City leadership	Complete
Planning Structure	Set-up a Steering Committee	Complete
Safety Analysis	Geo-spatial identification of high-risk locations (High Injury Network and Hotspot Locations)	75% Complete
Engagement and Collaboration	Robust engagement with public and relevant stakeholders	75% Complete
Underserved Communities	Identify census tracks within the City that are underserved	On-going
Policy and Process Changes	Assess current policies, plans, guidelines and suggest some revisions, as appropriate	Complete
Strategy and Project Selections	Identification of a comprehensive set of projects and strategies	On-going
Progress and Transparency	Method to measure progress over time after Action Plan is developed	Future



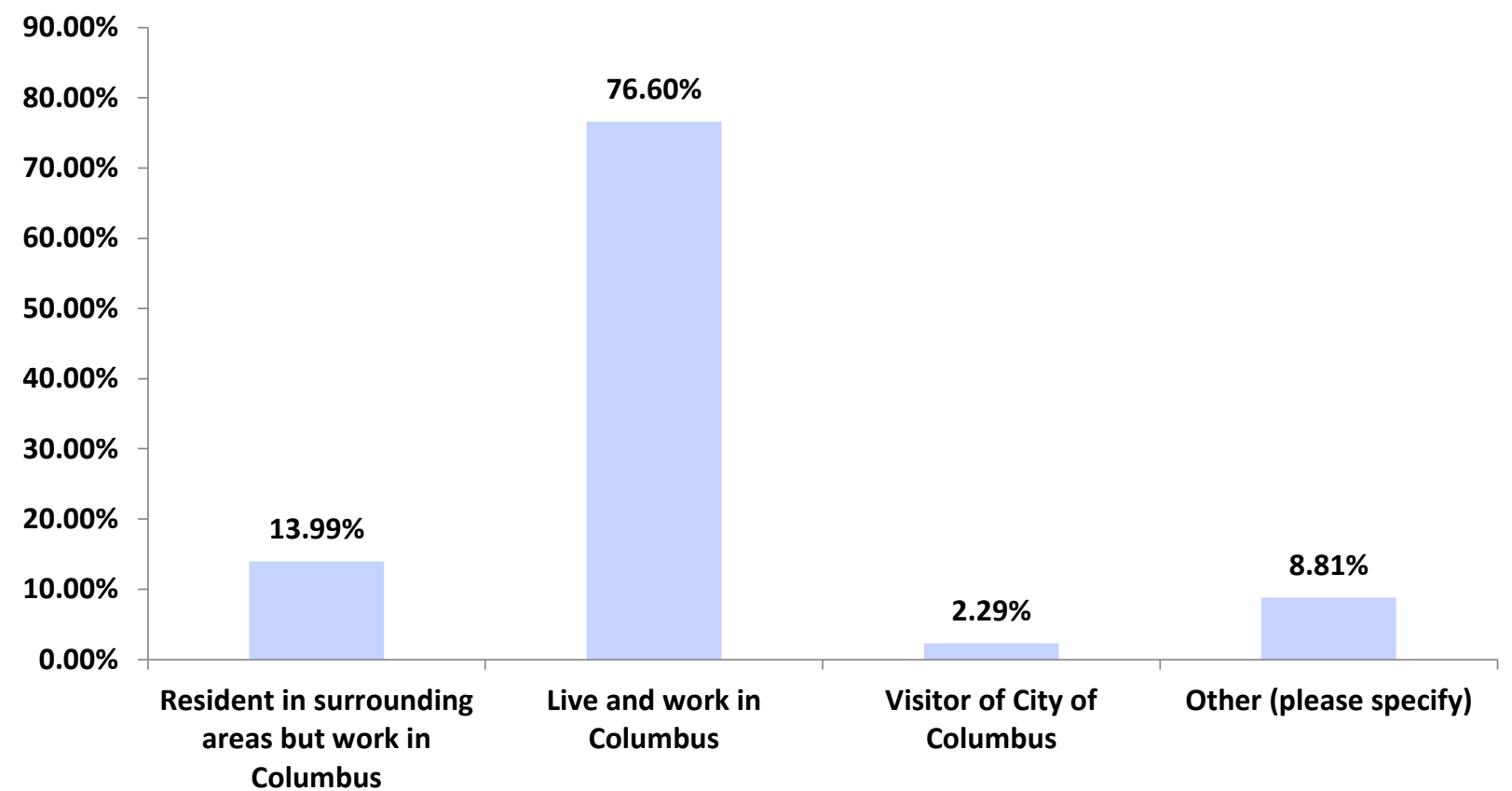
Survey & Public Engagement Results

Survey Summary

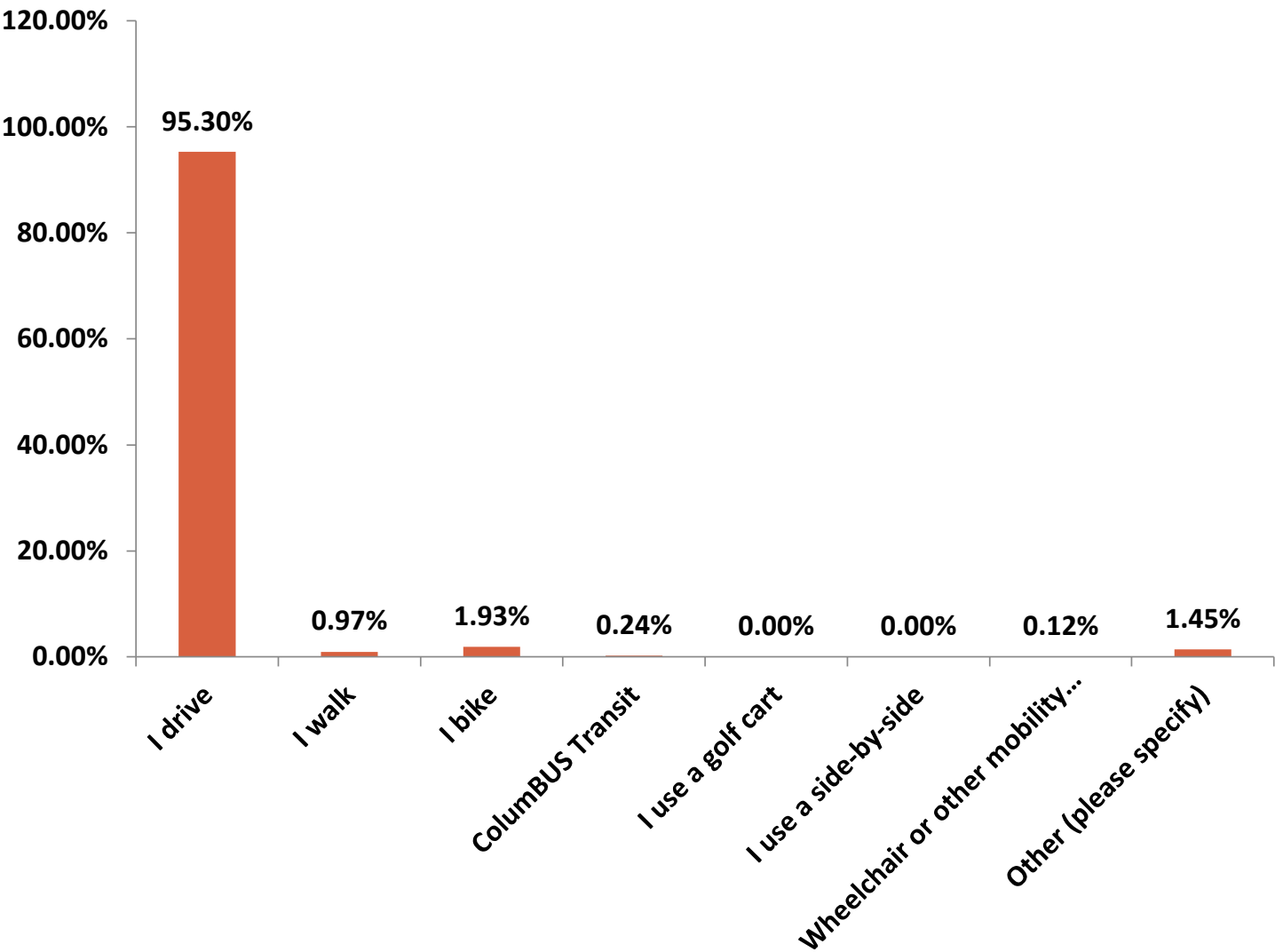


- 835 Survey Responses

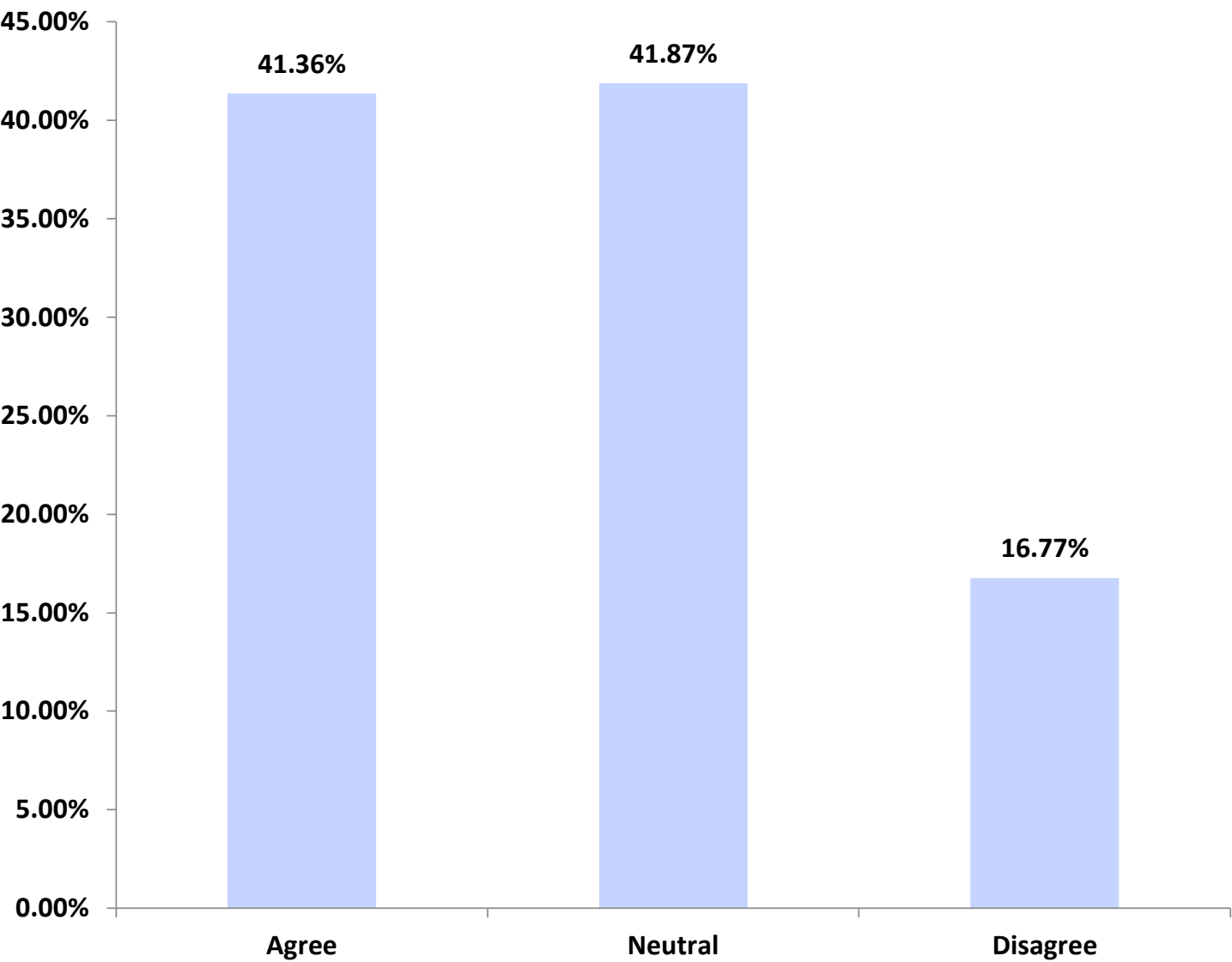
Who Responded?



“In a typical week, how do you usually travel to or around the City of Columbus?”



“Thinking of your experience traveling on streets within your community, how strongly would you agree that the streets of the City of Columbus are safe?”



“What is your destination if you drive along or across streets within the City of Columbus?”

- 1. Work / Employment – (Extremely Frequent)**
 - Many referenced Cummins, Columbus Regional Hospital (CRH), schools, or other local employers.
- 2. Shopping & Retail – (Very Frequent)**
 - Driving to *shopping centers and big box stores* was one of the top reasons for vehicle travel.
- 3. Restaurants, Dining, and Entertainment – (Very Frequent)**
 - Downtown Columbus (restaurants, ice cream shops, bars).



“What is your destination if you walk and/or bike along or across streets within the City of Columbus?”

1. Downtown Columbus

- Restaurants, coffee shops, and local businesses.

2. Parks and Recreation Areas

- Donner Park (most frequently mentioned park).

3. Trails

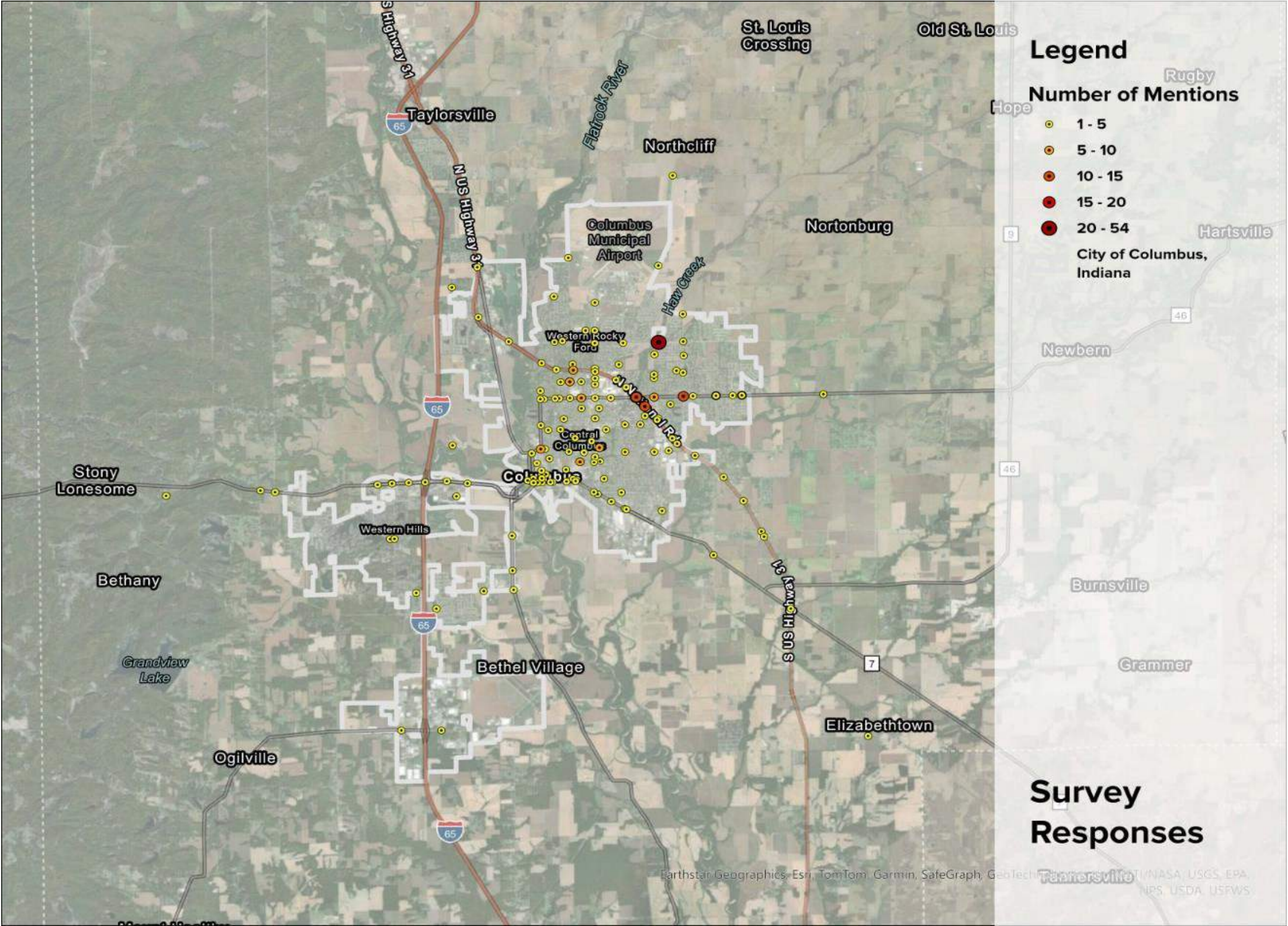
- The People Trail network is one of the most common destinations and routes.

4. Work, School, and Errands

- Workplaces (especially downtown or Columbus Regional Hospital)
- Schools (CSA Lincoln, Parkside, Northside, Schmitt, North High, St. Peter's, etc.).
- Shopping centers, grocery stores (Kroger, Walmart, Target, Hobby Lobby), and gas stations.

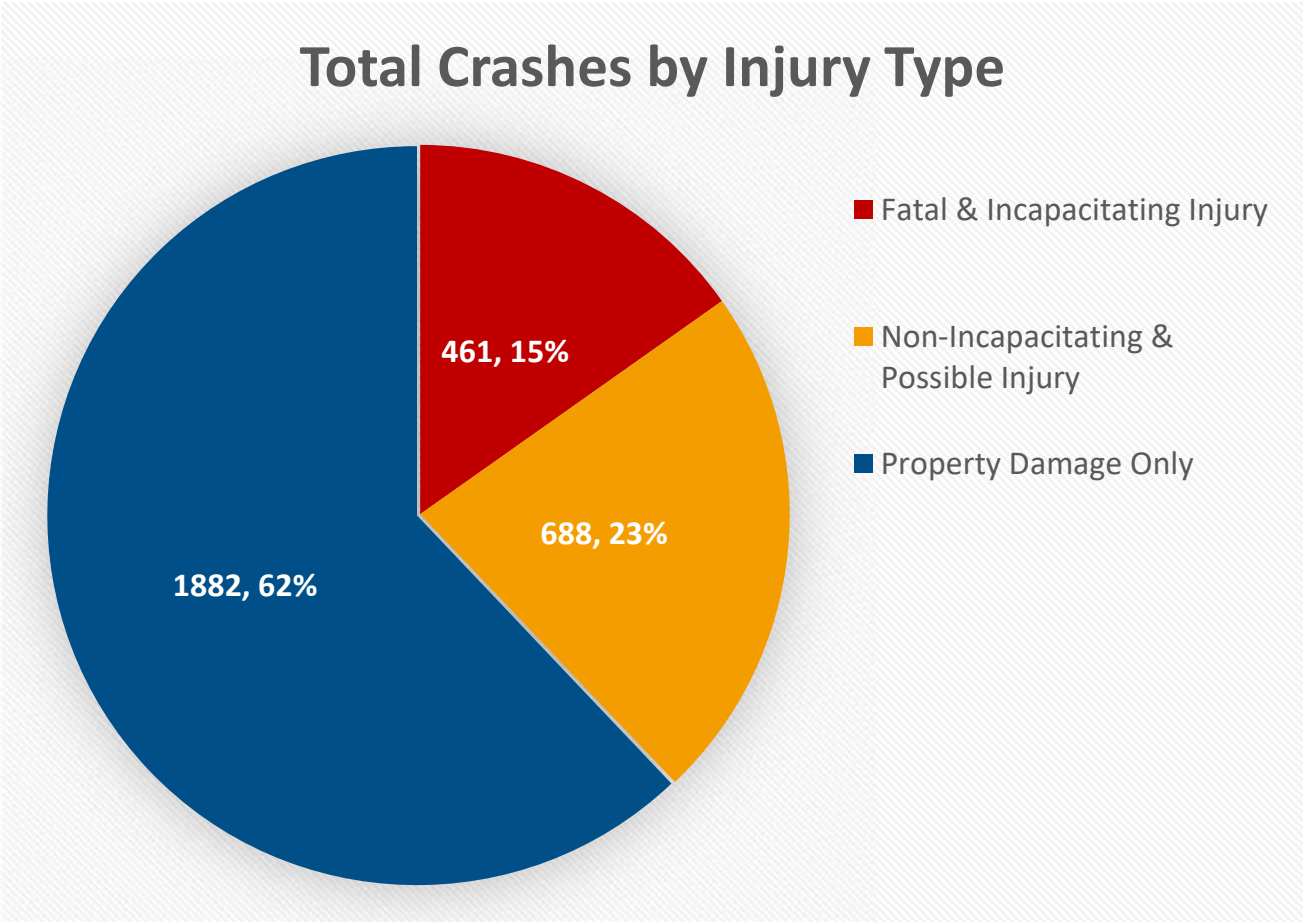


Mapped Survey Responses

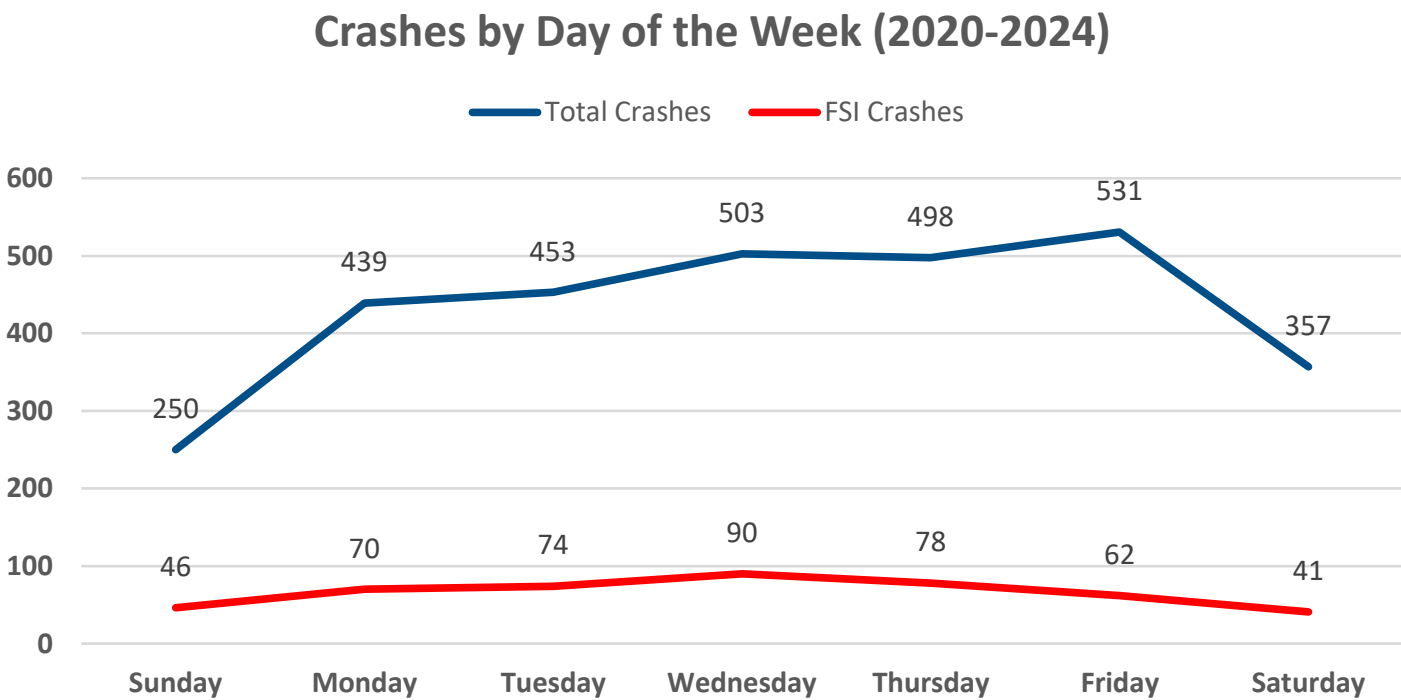
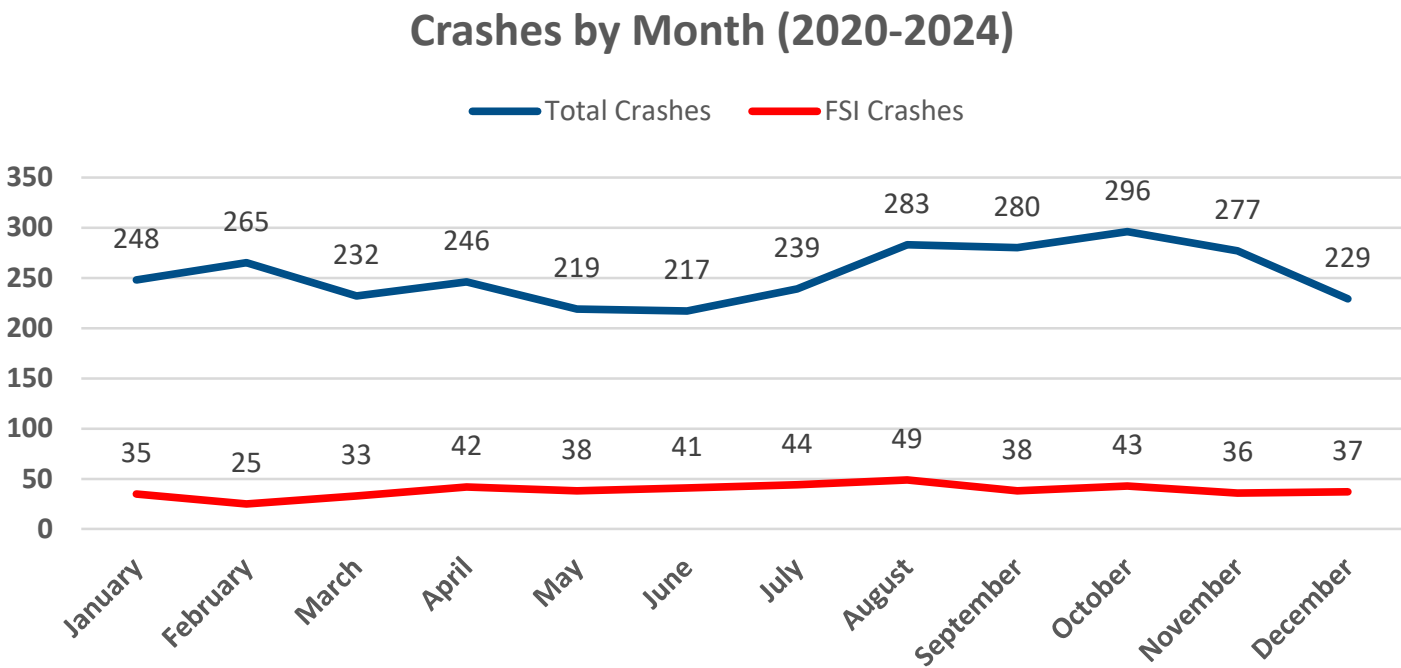


Safety Analysis

5-Year Crash Profile (2020-2024)



- Approximately **3030** total crashes recorded from 2020 to 2024.
- Approximately 40% of crashes resulted in injuries, with **15%** involving fatalities or serious (incapacitating) injuries.



Crash Analysis Insights (2020-2024)

- A total of approximately **3,030** crashes were recorded, with **15%** (461) involving fatalities or incapacitating injuries.
- These included 403 vehicle-only crashes, **33** involving bicycles, and **25** involving pedestrians. (FI Crashes)
- Right Angle, Rear End, Run-off Road, and Left-turn crashes were the most common among fatalities or incapacitating crashes.
 - Right angle crashes are typically associated with red light running and driver inattentiveness.
 - Rear end and run-off road crashes are associated with high vehicle speeds and driver inattentiveness.
 - Left-turn crashes are associated with failure to yield and driver inattentiveness.
- About 60% of fatalities and incapacitating crashes involved driver-related factors such as failure to yield, following too closely, signal violations, or distraction.
- **Potential countermeasures include:**
 - Speed management
 - Roadway departure treatments
 - Access management, and
 - Improved driver awareness

Systemic Countermeasures

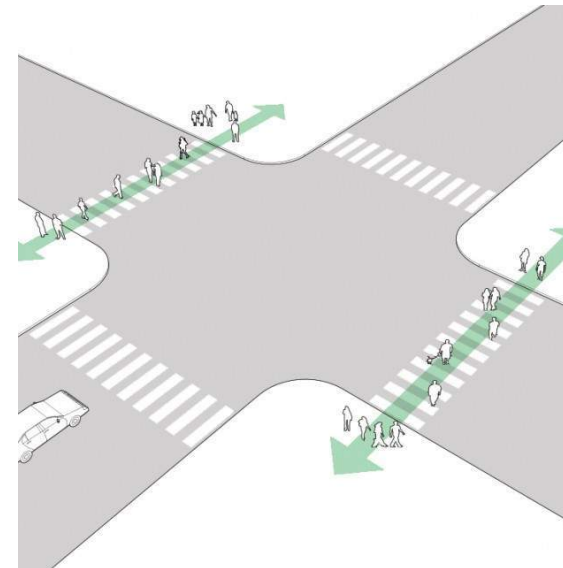
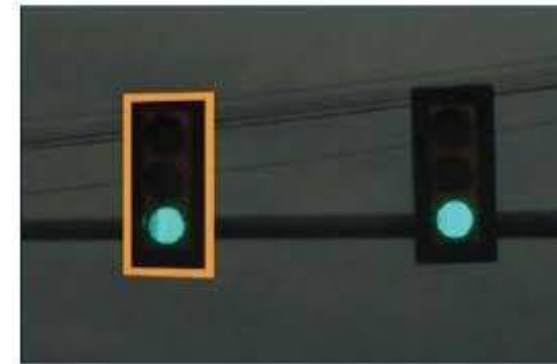
Generally applicable countermeasures to address
citywide crash trends and safety risks

Systemic Safety Countermeasures

Examples of Systemic Safety Countermeasures include:

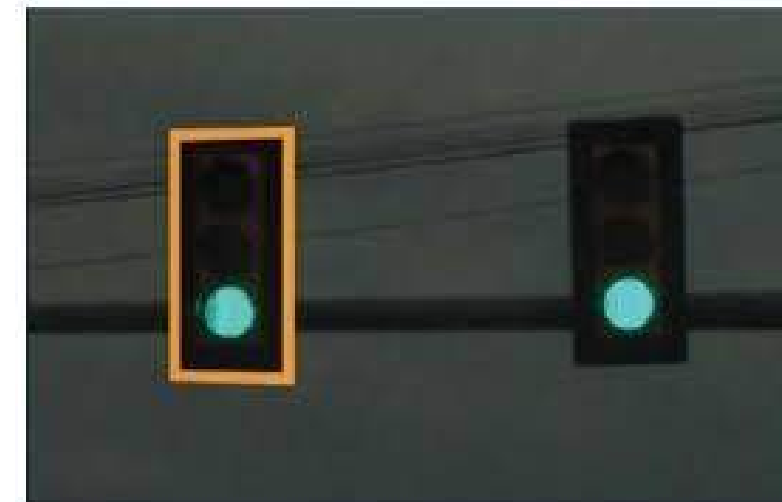
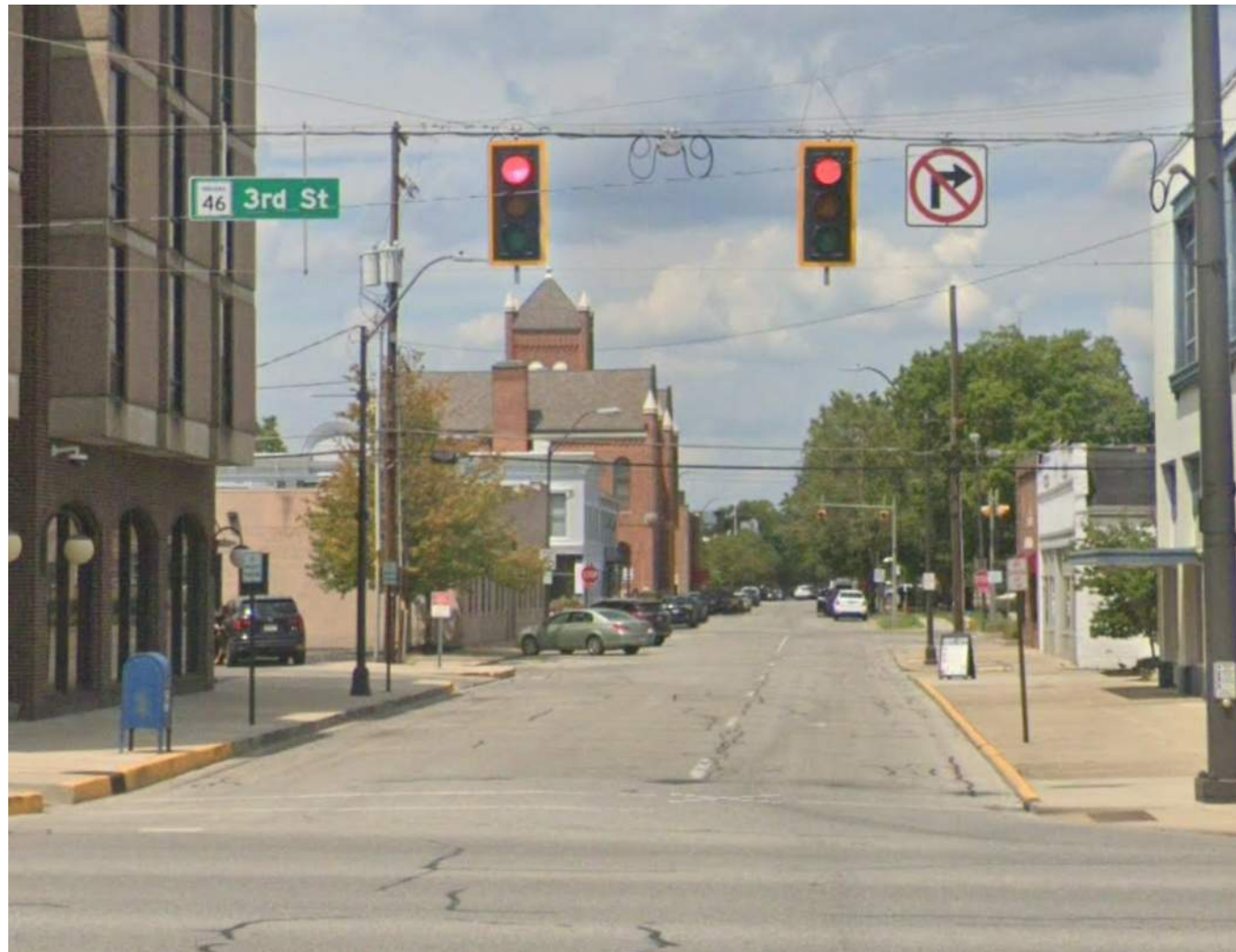
1. Install Retroreflective Backplates on Signal Heads
2. Implementing Leading Pedestrian Interval at Signalized Intersections
3. Appropriate Speed Limits for All Road Users
4. Improve Visibility at Trail Crossings
5. Crosswalk Visibility Enhancements
6. Yellow Change Interval and Signal Timing Optimization
7. Flashing Yellow Arrow Signals
8. Ensuring ADA compliance for Curb Ramps

<https://highways.dot.gov/safety/proven-safety-countermeasures>



Systemic Safety Treatments and Countermeasures

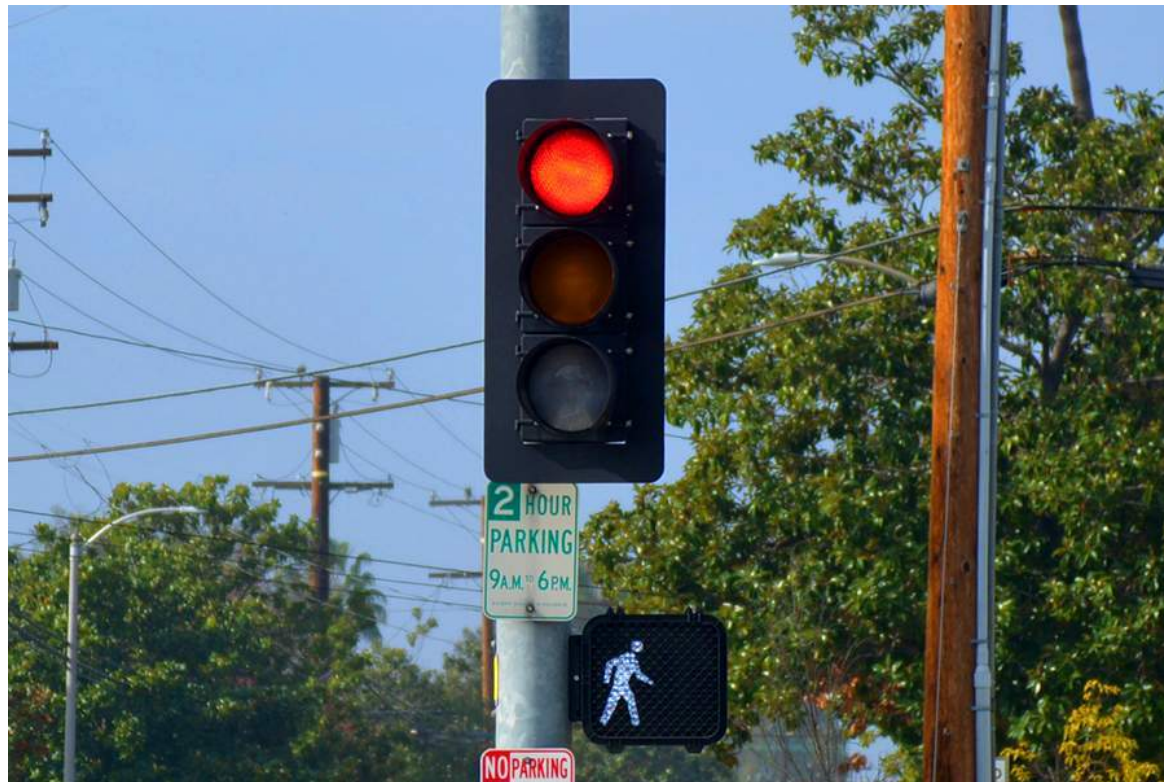
1. Install Retroreflective Backplates on Signal Heads



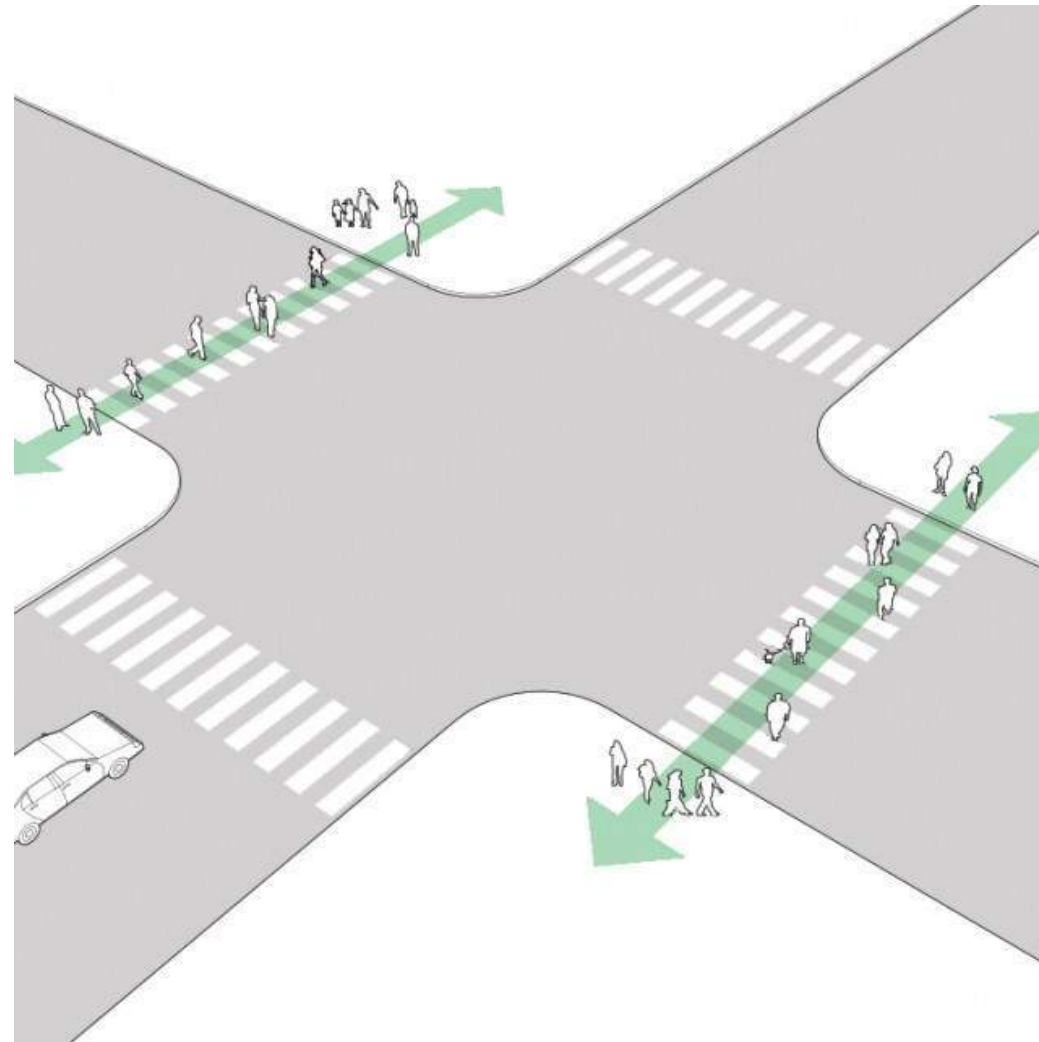
- **Backplates: 15% reduction in total crashes (CMF ID: 1410)**

Systemic Safety Treatments and Countermeasures

2. Introduce Leading Pedestrian Interval (LPI) for Pedestrian Phase



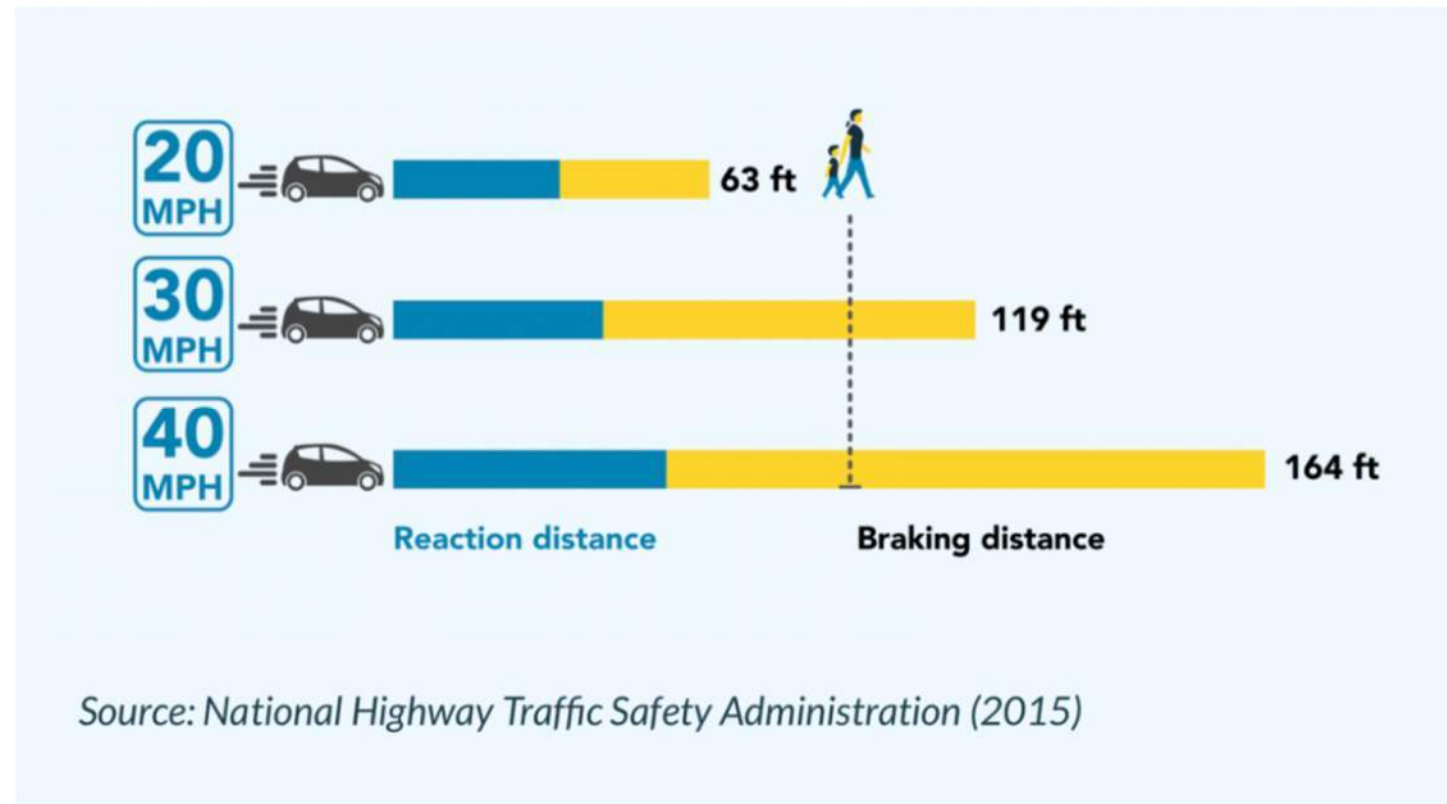
- **13% reduction in vehicle/pedestrian crashes at intersections. (CMF ID: 9918)**



- **Ped Phase leads Concurrent Vehicle Phase by 3 – 7 seconds**

Systemic Safety Treatments and Countermeasures

3. Set Appropriate Speed Limits for All Road Users



Speed Limit Pavement Legend



Contrast Border Speed Limit Sign



Speed Feedback Sign

Systemic Safety Treatments and Countermeasures

4. Improve Visibility at Trail Crossings



Trail Crossing Signs with RRFBs



High Visibility Pavement Markings



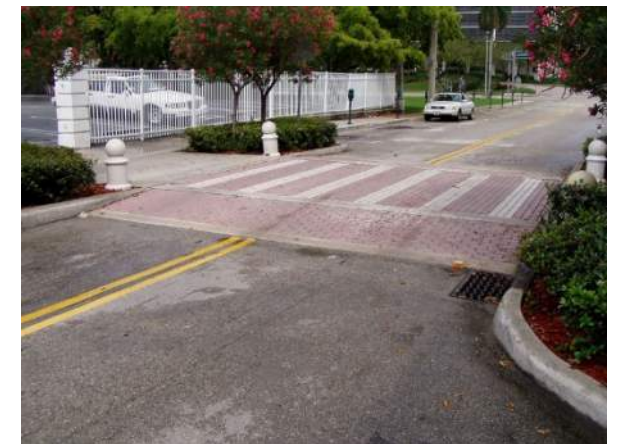
Overhead Signs and
Flashing Beacons

Systemic Safety Treatments and Countermeasures

5. Crosswalk Visibility Enhancements



- 40% reduction in pedestrian injury crashes
- RRFB's increase motorist yielding rates by up to 98% (varies by speed limit, # of lanes, crossing distance, and time of day)



**Option: Raised Crosswalk
(Reduces driver speeds)**

Systemic Safety Treatments and Countermeasures

6. Yellow Change Interval and Signal Timing Optimization



- Appropriately timed yellow change intervals can reduce red-light running and improve overall intersection safety.



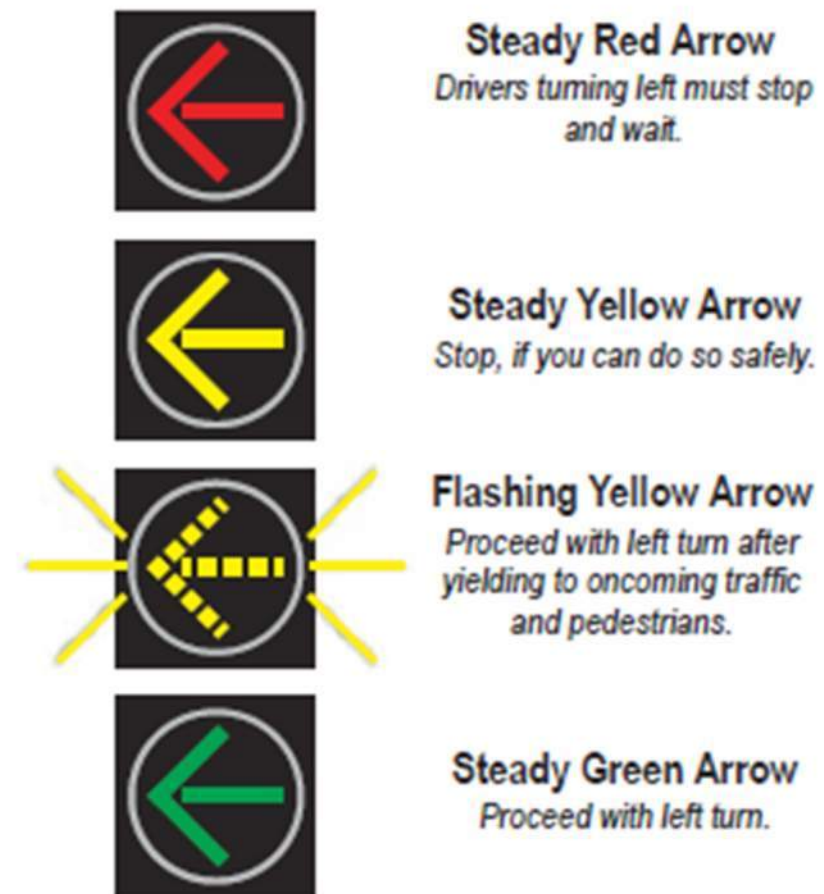
- 36-50% reduction in red-light running
- 8-14% reduction in total crashes
- 12% reduction in injury crashes

Systemic Safety Treatments and Countermeasures

7. Flashing Yellow Arrow Signals

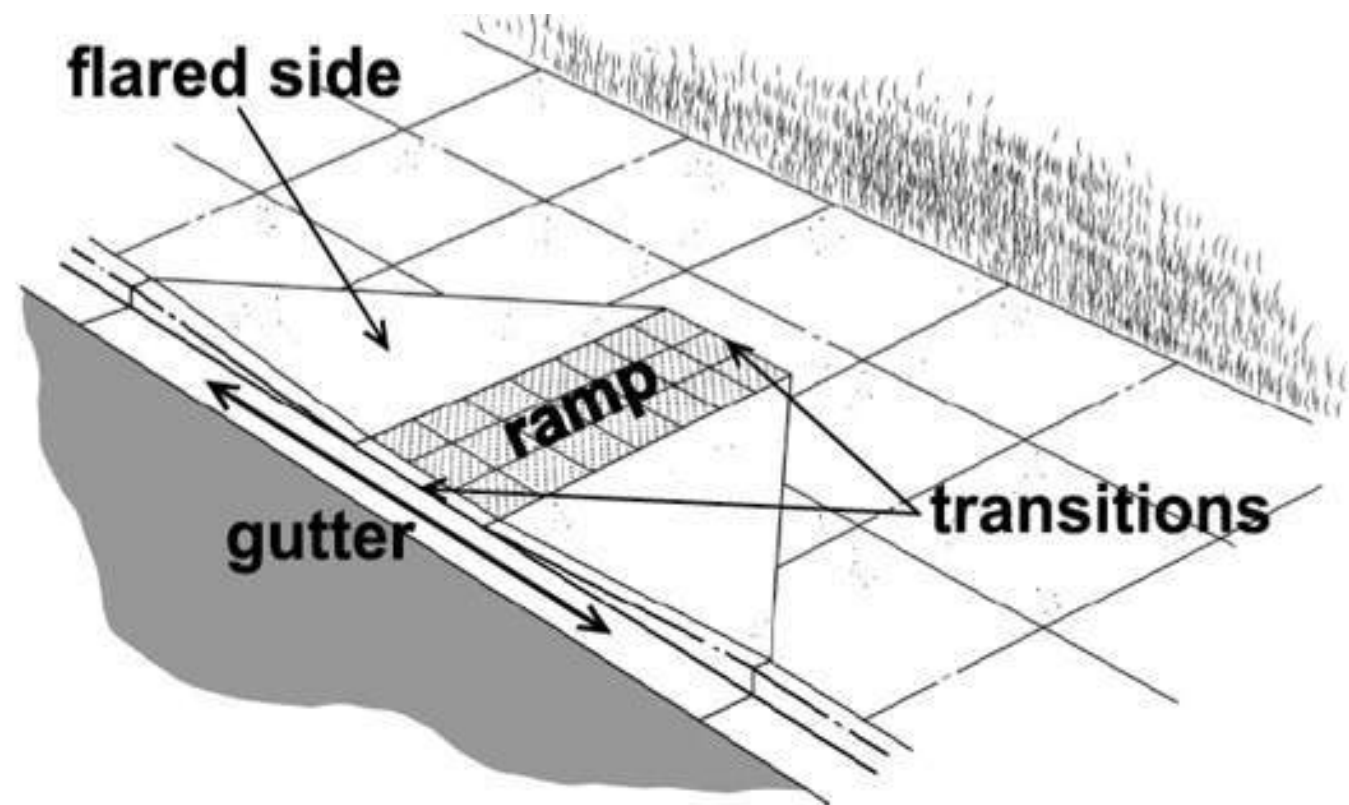


- FYA improves intersection safety by providing clearer indication to left-turning drivers to yield to oncoming traffic.
- Reduces left-turn crashes by ~15% (CMF ID: 11325)



Systemic Safety Treatments and Countermeasures

8. ADA Compliance for Curb Ramps



Site-Specific Countermeasures

Short-Term

Site Specific Countermeasures – Short Term

Some of the examples of Site-Specific Safety Countermeasures include:

1. Speed Feedback Signs
2. RRFB's and PHB's at Ped Crossings
3. Raised Crosswalks
4. Median and pedestrian refuge islands at intersections where peds/bike cross multiple lanes.
5. Roadway Illumination / Lighting
6. Improve delineation using signs, raised pavement markers, or rumble strips
7. Enhance visibility using wider edge lines



Short Term Safety Treatments and Countermeasures

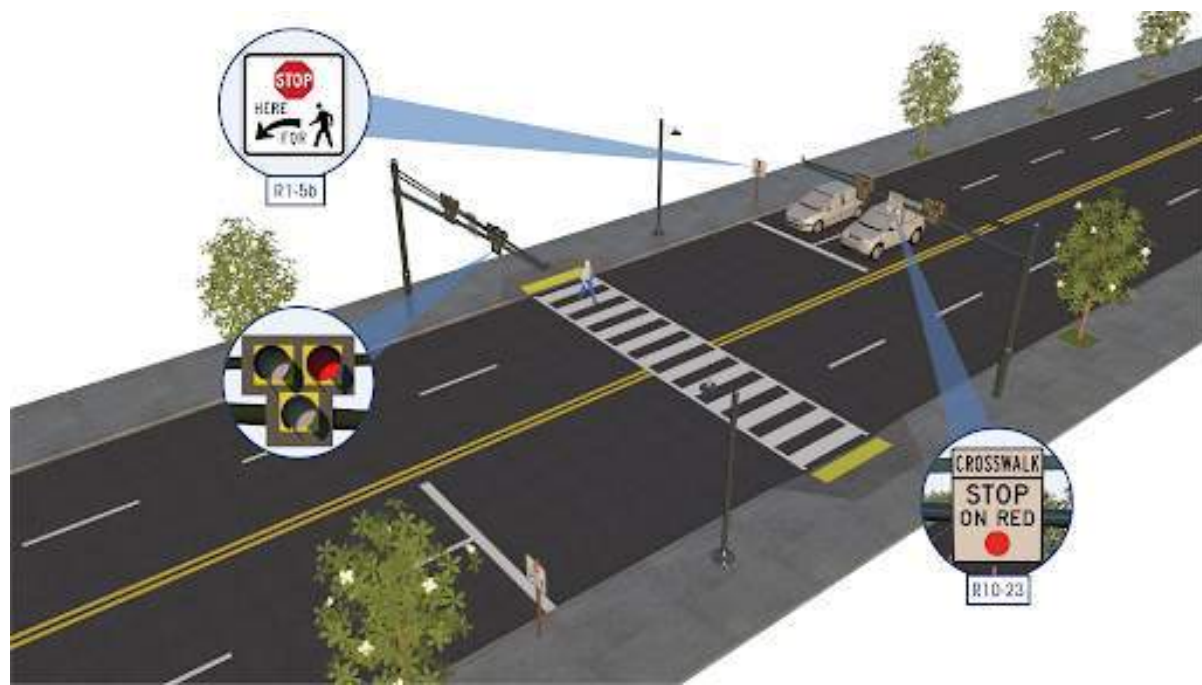
1. Speed Feedback Signs



- Speed Feedback Signs could help reduce speeding issues.
- Useful at locations where speed limits change to improve driver attention.
- Without visible speed enforcement, compliance might reduce with time.
- Ensure that the Speed Feedback Signs being used are MUTCD-compliant

Short Term Safety Treatments and Countermeasures

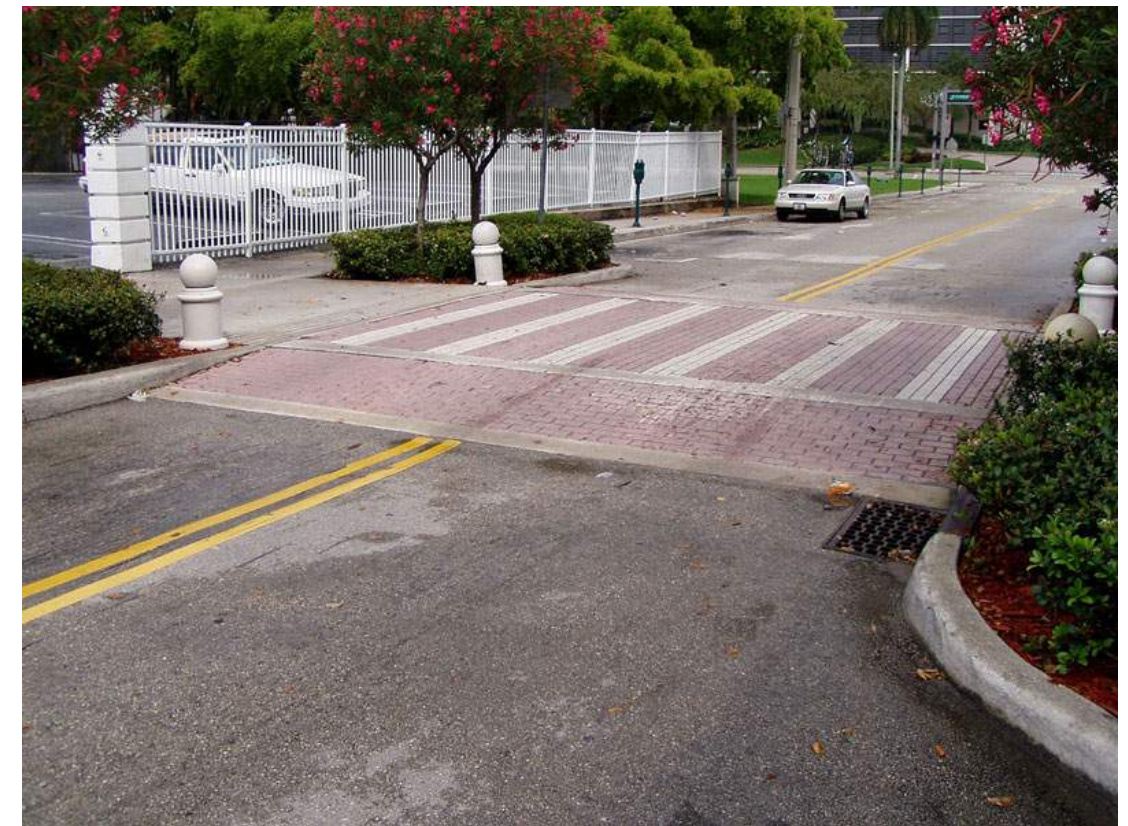
2. RRFB and Pedestrian Hybrid Beacon (PHB / HAWK Signal)



- **PHB / HAWK Signals:**
 - 55% reduction in ped crashes
 - 29% reduction in total crashes
 - 15% reduction in crashes
- RRFB's can reduce ped crashes up to 47%
- RRFB's increase motorist yielding rates by up to 98% (varies by speed limit, # of lanes, crossing distance, and time of day)

Short Term Safety Treatments and Countermeasures

3. Raised Crosswalks



Short Term Safety Treatments and Countermeasures

4. Install Median or Pedestrian Refuge Island



- Median with Marked Crosswalk: 46% reduction in pedestrian crashes
- Pedestrian Refuge Island: 56% reduction in pedestrian crashes

Short Term Safety Treatments and Countermeasures

5. Roadway Illumination/Lighting



- 42% reduction in pedestrian crashes
- 28% reduction in night injury crashes



NOTE: Ensure positive contrast (bottom) exists at pedestrian crossings

- Illuminates pedestrians without creating silhouettes
- Important for lighting at roundabouts

Short Term Safety Treatments and Countermeasures

6. Raised Pavement Markers and Rumble Strips

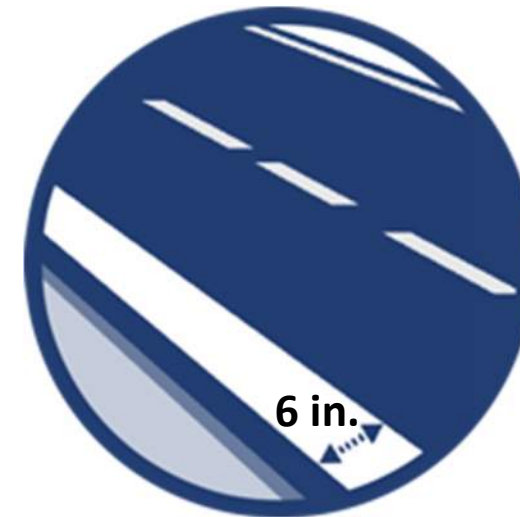


Short Term Safety Treatments and Countermeasures

7. Install Wider Edge Lines



- Enhances visibility of travel lane boundaries compared to traditional edge lines
- 37% reduction in fatal & injury crashes on 2-lane roads



Site-Specific Countermeasures

Long-Term

Site Specific Countermeasures – Long Term

Some of the examples of Site-Specific Safety Countermeasures include:

1. Improve sidewalk connectivity
2. Separate bicycles and vehicles where feasible by adding bike lanes
3. Add turn-lanes
4. Widen Shoulders and Provide Clear Zone at curves
5. Modern Roundabouts
6. Raised Intersections
7. Corridor Access Management



Long Term Safety Treatments and Countermeasures

1. Improve Sidewalk Connectivity



Long Term Safety Treatments and Countermeasures

2. Protected Bicycle Lanes



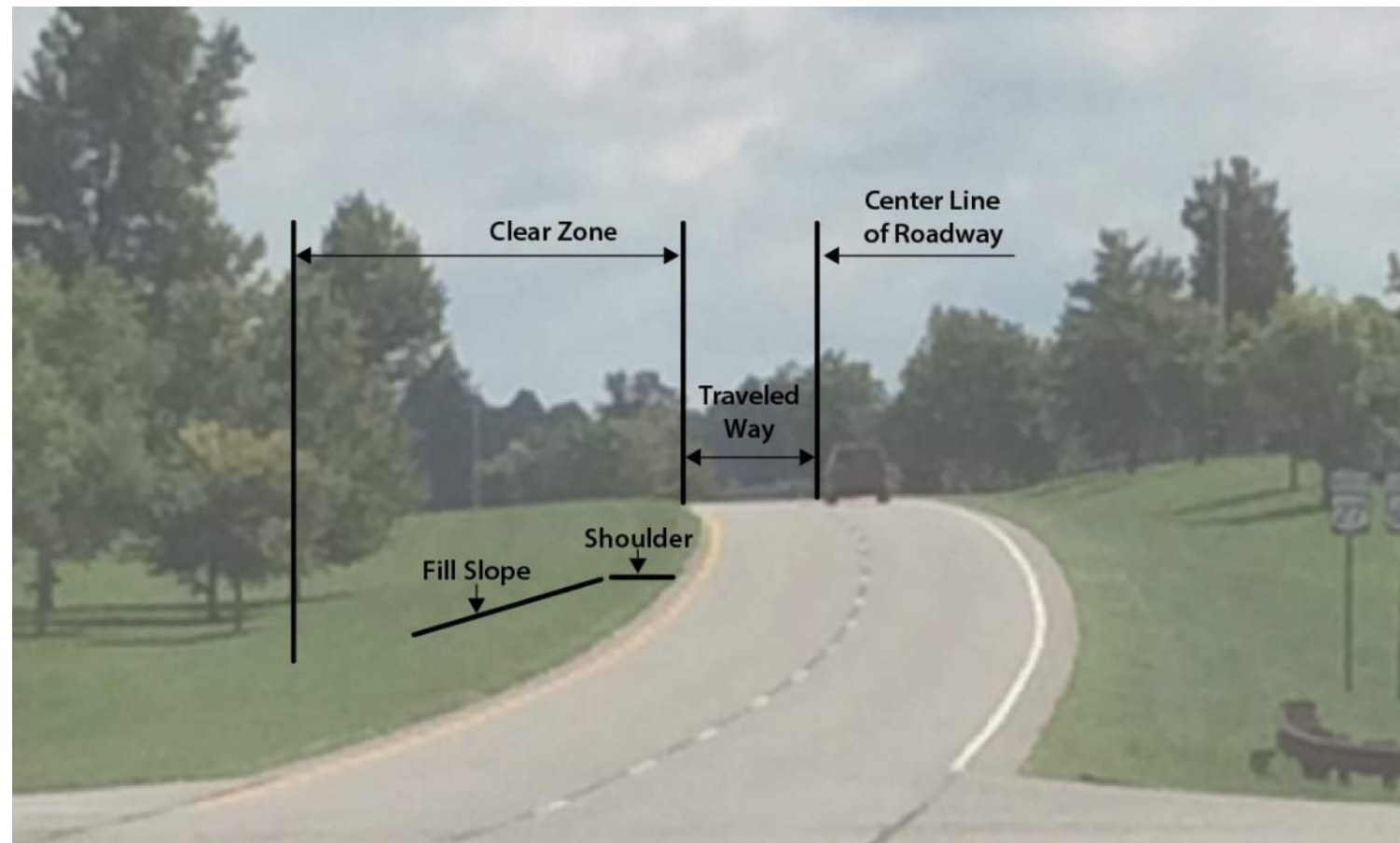
Long Term Safety Treatments and Countermeasures

3. Dedicated Turn Lanes at Intersections

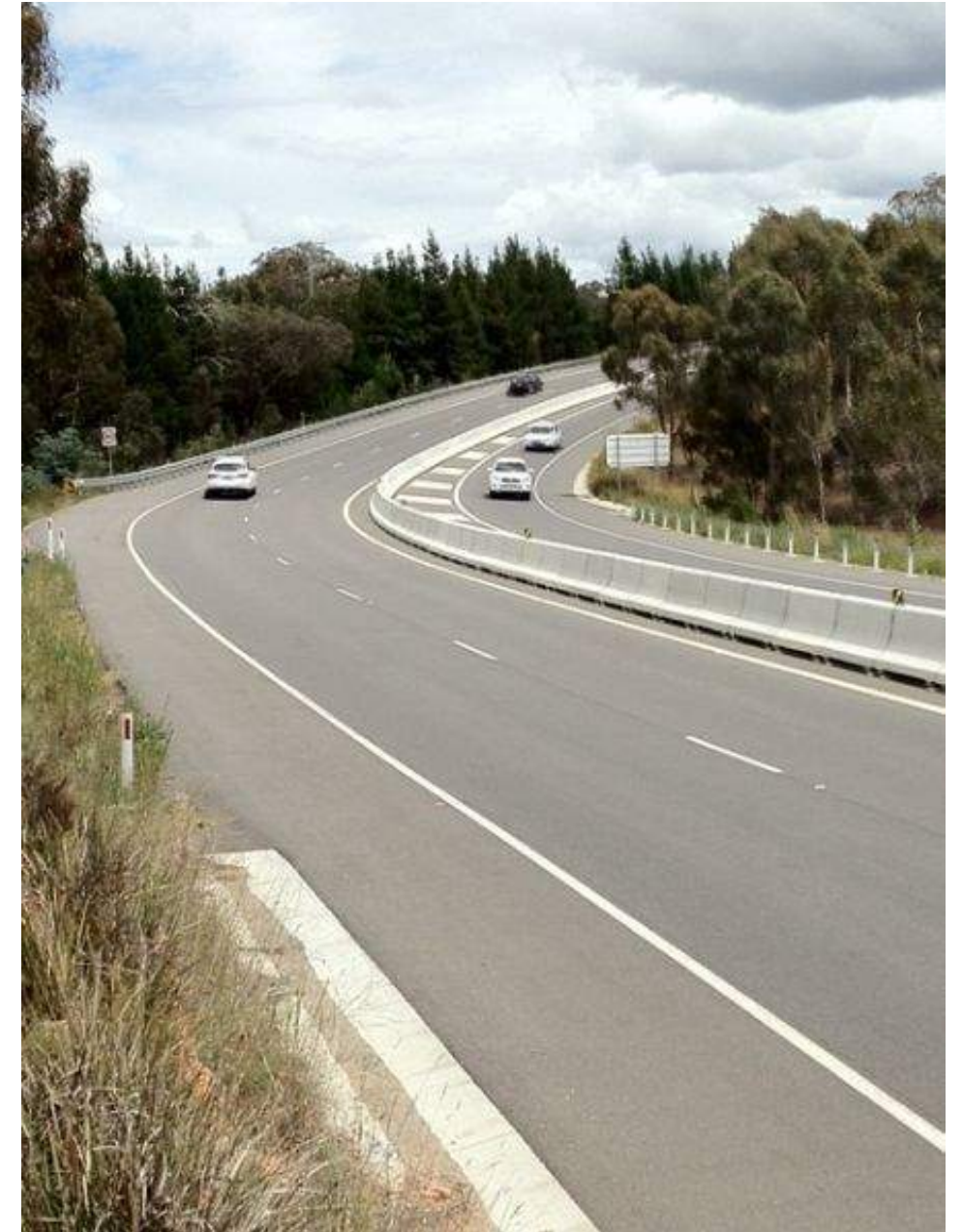


Long Term Safety Treatments and Countermeasures

4. Widen Shoulders and Provide Clear Zone at Curves

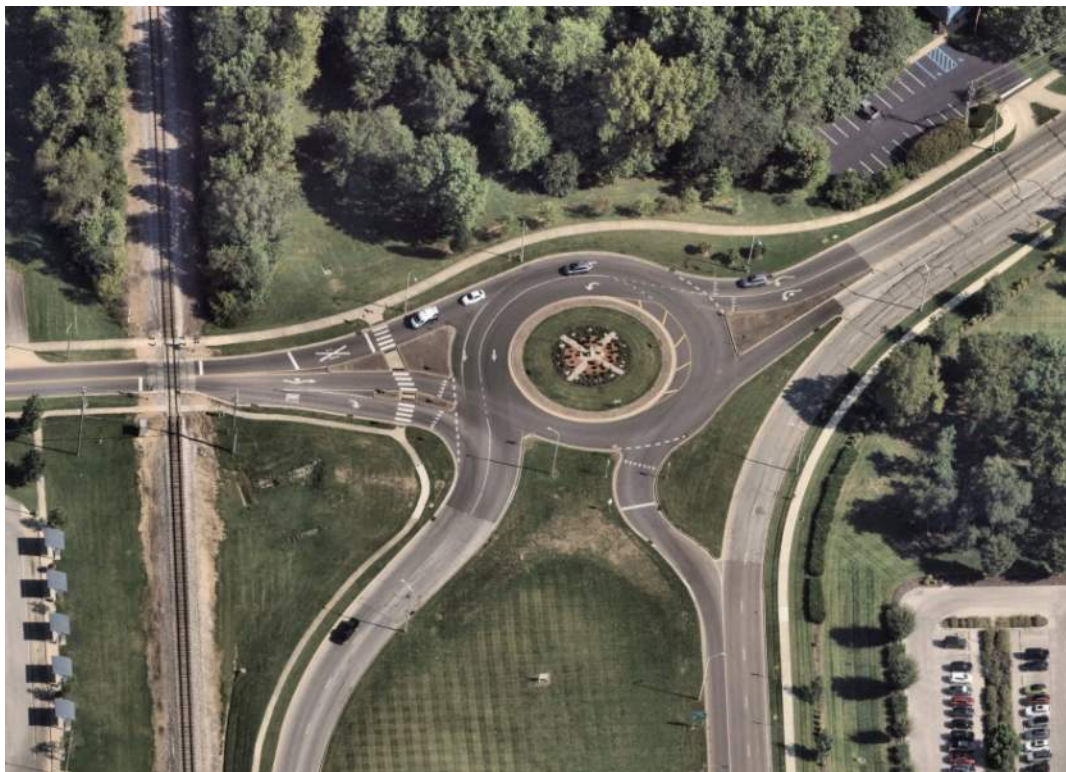


- Provides more recovery area for drivers to regain control in the event of a roadway departure



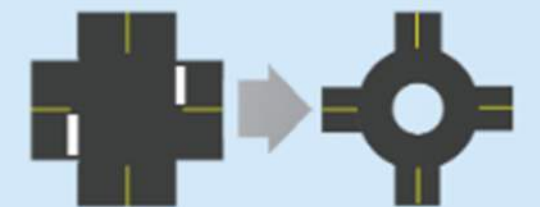
Long Term Safety Treatments and Countermeasures

5. Modern Roundabouts



Safety Benefits:

Two-Way Stop-
Controlled
Intersection to a
Roundabout



82%

Reduction in fatal and injury
crashes¹

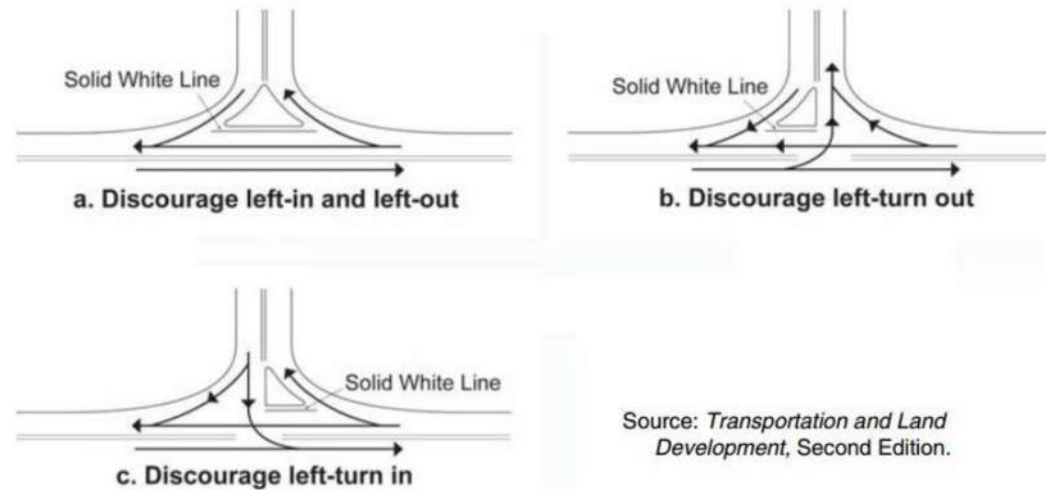
Long Term Safety Treatments and Countermeasures

6. Raised Intersections



Long Term Safety Treatments and Countermeasures

7. Corridor Access Management

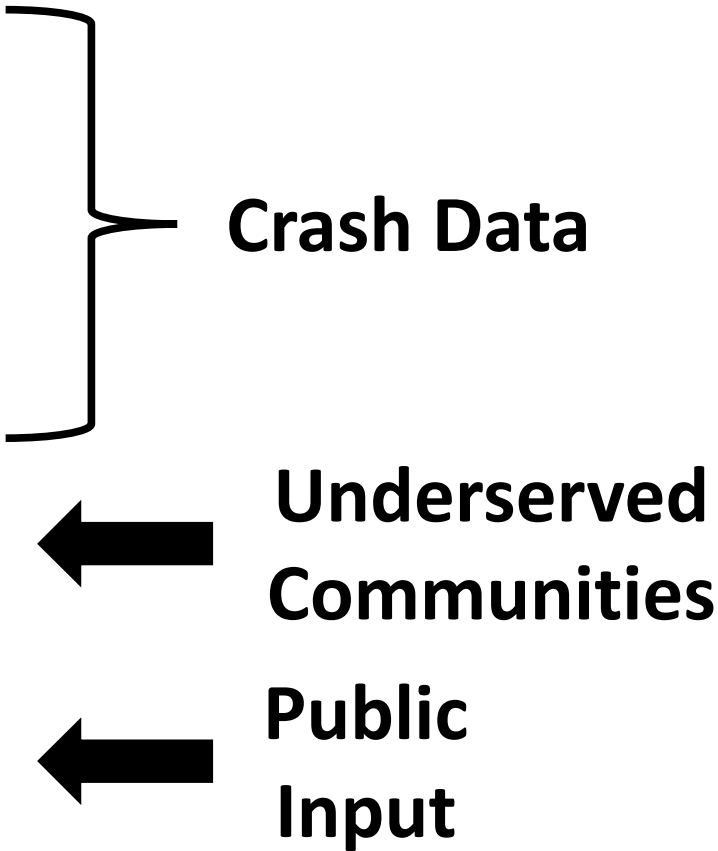


Project Selection and Prioritization

Project Selection and Prioritization



Criteria	Assigned Weightage
Total Crash Rate (All Crash Types)	30%
Fatality and Injury (F&I) Crash Rate	30%
Underserved Communities Analysis	20%
Public Engagement	20%



Next Steps

1. Identify, Score, and Rank Projects
2. Submit Draft Report for feedback
 - *First Draft Report* will be sent to the Steering Committee on 11/25/2025.
 - The Steering Committee will have time to comment on the *First Draft Report* from 11/26/2025 to 12/17/2025 (Review time of 3 weeks).
 - Any comments received will be addressed and a *FINAL Draft* will be submitted to the City by 12/31/2025 (Review time of 2 weeks). Any comments received on the *FINAL Draft* by 01/14/2026 will be addressed and a *FINAL ACTION PLAN* will be submitted by 01/30/2026.
3. Final Action Plan will need to be adopted by Board of Public Works & Safety and made public on the City's Vision Zero webpage.
4. Develop Crash Data Dashboard to be hosted on the City's Vision Zero webpage

Open Discussion

1. Andrew B indicated that the City has explored implementing LPI's at certain locations but has not yet implemented them anywhere.
2. Tom D. inquired if the Action Plan will identify countermeasures for hotspots and HIN's locations, and Shashad G responded affirmatively.
3. Ashley B inquired if the plan would include a rough estimate of costs for each of the countermeasures so that the City can engage with private developers and encourage them to adopt these countermeasures to improve safety along the City roads. Shashad B responded that while high-level costs can be provided for certain countermeasures, but most of the costs for long-term countermeasures are very subjective. Shashad G mentioned that a comparison could certainly be provided for the different countermeasures.
4. Ashley B also indicated that the MPO is working on a MTP for the County and is looking for ways to prioritize projects. Some additional criteria to be considered for grading projects would be locations with respect to existing or proposed transit routes, trails, schools, public buildings, etc.
5. Ashley B also requested if the survey results could be shared in some form with CAMPO for inclusion in the MTP update that is currently ongoing. Philip R will coordinate with Ashley B to provide this information.

Questions?

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City Engineer, City of Columbus
E-mail: abeckort@columbus.in.gov

Shashad Gujuran, PE, PTOE, RSP1
Project Manager (Traffic)
E-mail: sgujuran@structurepoint.com

Philip Roth, AICP
Project Manager (Planning)
E-mail: proth@structurepoint.com

APPENDIX E: COMPREHENSIVE SAFETY ACTION PLAN PROJECTS

Scoring Criteria, Points and Weightage									
Total Crashes Scores (30% Weight)		Points	Underserved Communities (20% Weight)	Points	Ped/Bike Crash Scores (30% Weight)		Points	Stakeholder and Public Input Criteria (20% Weight)	Points
HIN Segment	Hotspot Intersections				HIN Segment	Hotspot Intersections			
< 6	< 2	1	None	0	< 1.5	< 0.8	1	0	0
6 - 12	2 - 4	2	Partial	3	1.5 - 3	0.8 - 1.6	2	1-2	2
12 - 18	4 - 6	3	Complete	5	3 - 4.5	1.6 - 2.4	3	3-5	3
18 - 24	6 - 8	4	-	-	4.5 - 6	2.4 - 3.2	4	6-11	4
> 24	> 8	5	-	-	> 6	> 3.2	5	>11	5

Segment	Criteria 1: Total Crash Scores/Mile/Year	C1 Points	Criteria 2: Underserved Communities	C2 Points	Criteria 3: Ped/Bike Crash Scores/Mile/Year	C3 Points	Criteria 4: Public Input	C4 Points	Weighted Score	Preliminary Rank (Higher Priority First)
US 31 - Central Ave to Hawcreek Blvd	29.87	5	None	0	9.1	5	11	4	38	1
Central Ave - Laurel Dr to National Rd	27.65	5	None	0	7.1	5	4	3	36	2
10th St - Hutchins Ave to Iowa St	16.57	3	Complete	5	3.4	3	3	3	34	3
25th St - Washington St to Central Ave	19.01	4	None	0	5.9	4	13	5	34	3
Central Ave - 25th St to 13th St	19.77	4	None	0	9.3	5	5	3	33	5
25th St - Hawcreek Blvd to N Taylor Rd	18.30	4	Partial	3	2.8	2	6	4	32	6
2nd St/SR 46 - Brown St to Lafayette Ave	16.50	3	Complete	5	0.0	1	21	5	32	6
SR 46 - Johnson Blvd to Morgan Willow Trce	21.85	4	Partial	3	4.4	3	1	2	31	8
17th St - Lee St to Jolinda Dr	40.00	5	None	0	3.3	3	5	3	30	9
US 31 - 25th St to 10th St/Taylor Rd	25.15	5	None	0	4.1	3	4	3	30	9
17th St - Union St to Hawcreek Ave	9.47	2	Partial	3	2.6	2	14	5	28	11
10th St - Mair Rd to US 31	21.33	4	None	0	4.7	4	1	2	28	11
SR 46 - Dahn St to Cherry St	15.38	3	None	0	4.6	4	4	3	27	13
11th St - Carl Miske Dr to Washington St	10.27	2	Complete	5	0.0	1	4	3	25	14
SR 11/Jonesville Rd - HK Auto Repair to Garden St	13.85	3	Complete	5	2.3	2	0	0	25	14
SR 46 - CR 350 to Carrie Ln	14.38	3	None	0	5.8	4	0	0	21	16
McKinley Ave - Cherry St to McClure Rd	13.33	3	None	0	2.5	2	1	2	19	17
SR 11/Jonesville Rd - Kenmill St to Spears St	8.57	2	Complete	5	0.0	1	0	0	19	17
Brown St - 11th St to 2nd St	11.15	2	Complete	5	0.0	1	0	0	19	17
CR 450 - CR 100 to CR 50	7.12	2	Complete	5	0.0	1	0	0	19	17
Middle Rd - Rocky Ford Rd to Poshard Dr	4.14	1	None	0	2.8	2	1	2	13	21
US 31 - CR 400 to Market St/Long Rd	5.28	1	Partial	3	0.9	1	0	0	12	22

Intersection	Criteria 1: Total Crashes Scores / Year	C1 Points	Criteria 2: Underserved Communities	C2 Points	Criteria 3: Ped/Bike Crashes Scores/Year	C3 Points	Criteria 4: Public Input	C4 Points	Weighted Score	Preliminary Rank (Higher Priority First)
US 31 & Central Ave	9.80	5	None	0	2.40	4	13	5	37	1
25th St & Flintwood Dr/Lockerbie Dr	2.60	2	Complete	5	2.00	3	15	5	35	2
US 31 & 25th St	10.80	5	None	0	0.80	2	32	5	31	3
25th St & Taylor Rd	4.60	3	Partial	3	1.20	2	14	5	31	3
US 31 & Hawcreek Blvd	4.60	3	None	0	4.00	5	3	3	30	5
US 31 & 10th St/Taylor Rd	5.60	3	Partial	3	0.80	2	10	4	29	6
US 31 & 17th St/Marr Rd	7.80	4	None	0	0.80	2	21	5	28	7
Central Ave & 13th St	2.00	2	Complete	5	2.40	4	0	0	28	7
25th St & Talley Rd	3.40	2	Complete	5	0.00	1	7	4	27	9
US 31 & Middle Rd/Herman Dargatzis Dr	6.80	4	None	0	2.00	3	5	3	27	9
SR 46/3rd St & Lindsay St	2.40	2	Complete	5	0.00	1	5	3	25	11
US 31 & Home Ave/Westernedge Dr	4.40	3	None	0	0.80	2	31	5	25	11
Central Ave & 25th St	5.40	3	None	0	2.40	4	2	2	25	11
SR 46 & Johnson Blvd	4.20	3	None	0	2.40	4	2	2	25	11
SR 46 & Morgan Willow Tree	4.20	3	Partial	3	0.00	1	2	2	22	15
Central Ave & 14th St	2.80	2	Complete	5	1.20	2	0	0	22	15
25th St & Marr Rd	3.00	2	None	0	0.80	2	9	4	20	17
US 31 & Washington St	5.60	3	None	0	0.00	1	9	4	20	17
10th St & Marr Rd	4.60	3	None	0	1.20	2	1	2	19	19
SR 11/Jonesville Rd & Garden St	1.80	1	Complete	5	1.20	2	0	0	19	19
Central Ave & Rocky Ford Rd	5.00	3	None	0	0.00	1	4	3	18	21
25th St & Franklin St	2.80	2	None	0	2.40	4	0	0	18	21
25th St & Maple St	2.20	2	None	0	0.00	1	7	4	17	23
10th St & Whitfield Dr	3.40	2	None	0	0.00	1	6	4	17	23
SR 46 & CR 325/Westwood Blvd	4.60	3	None	0	0.00	1	2	2	16	25
25th St & Timbercrest Dr/Fox Trail Ln	1.60	1	Complete	5	0.00	1	0	0	16	25
Central Ave & 17th St	1.80	1	Partial	3	0.80	2	0	0	15	27
Central Ave & 10th St	2.80	2	None	0	0.00	1	1	2	13	28
Central Ave & Poshard Dr	2.00	2	None	0	0.00	1	1	2	13	28
10th St & Gladstone Ave	1.80	1	None	0	0.00	1	5	3	12	30



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