

# WHAT IS A HIGH INJURY NETWORK?

The High Injury Network (HIN) identifies segments of roadways in Columbus with the highest rates of **crashes resulting in fatal or serious injuries**.

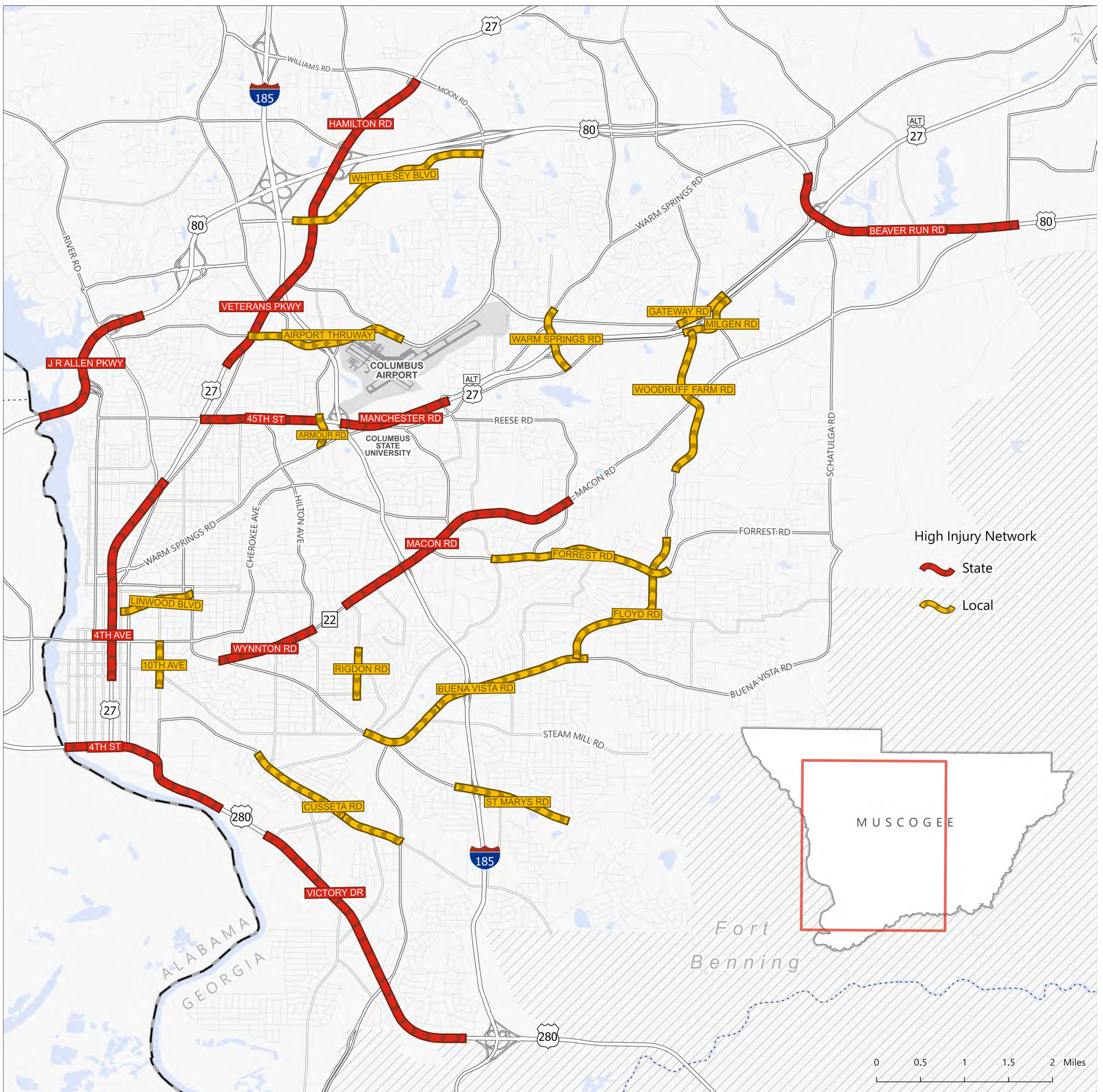
**45% of Fatal and Serious Injury Crashes in Columbus** happen on the State and Local road segments mapped below. **These segments make up only 4%** of all the roads in Columbus.

The Columbus **Safe Streets for All Plan** will recommend ways to make the HIN and other high-risk areas identified during the planning process safer for everyone.

## Help Us Refine the HIN!

Do you have safety concerns outside of segments highlighted on the map below?

Place a dot on the locations you would like to see safety improvements.



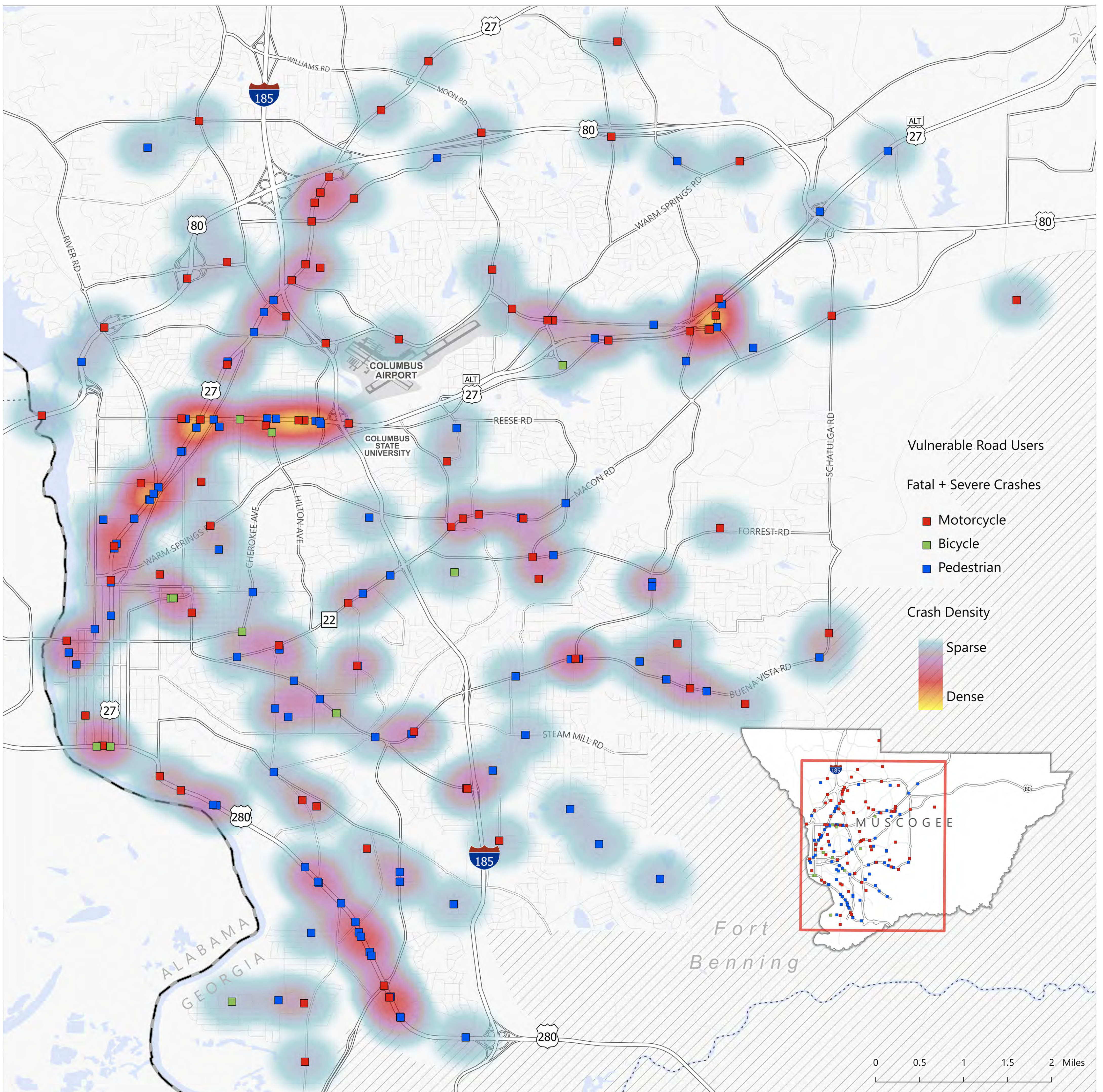
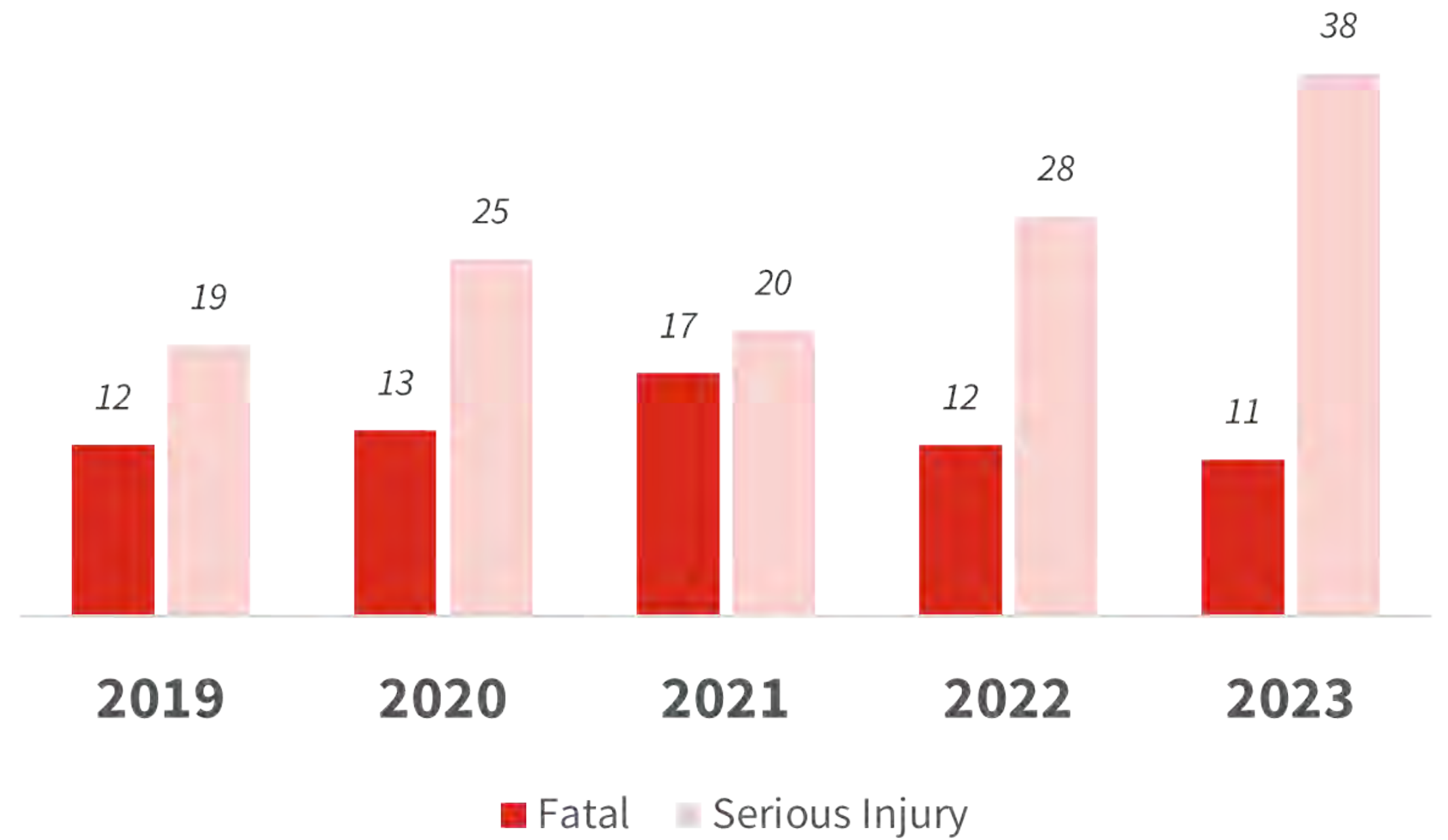
# VULNERABLE ROAD USERS

**Vulnerable Road Users (VRU'S)** are people who are more at risk due to their lack of physical protection and increased exposure. This includes people walking, biking, using wheelchairs, riding motorcycles, etc.

In Columbus, just **1% of automobile crashes result in a Fatal or Serious Injury (F/SI)**. For VRU's the percentage of crashes with these outcomes is much higher:

- **30% of pedestrian crashes**
- **11% of bicyclist crashes**
- **22% of motorcycle crashes**

**VRU Fatal and Serious Injury Crashes (2019-2023)**



# CRASH CONTRIBUTING FACTORS

## CRASH TYPES

### Pedestrian and Bicycle



33% of Fatal crashes involved pedestrians or bicyclists

### Roadway Departure/ Run-Off Road



32% of Fatal and Serious Injury crashes were roadway departure or head-on collisions

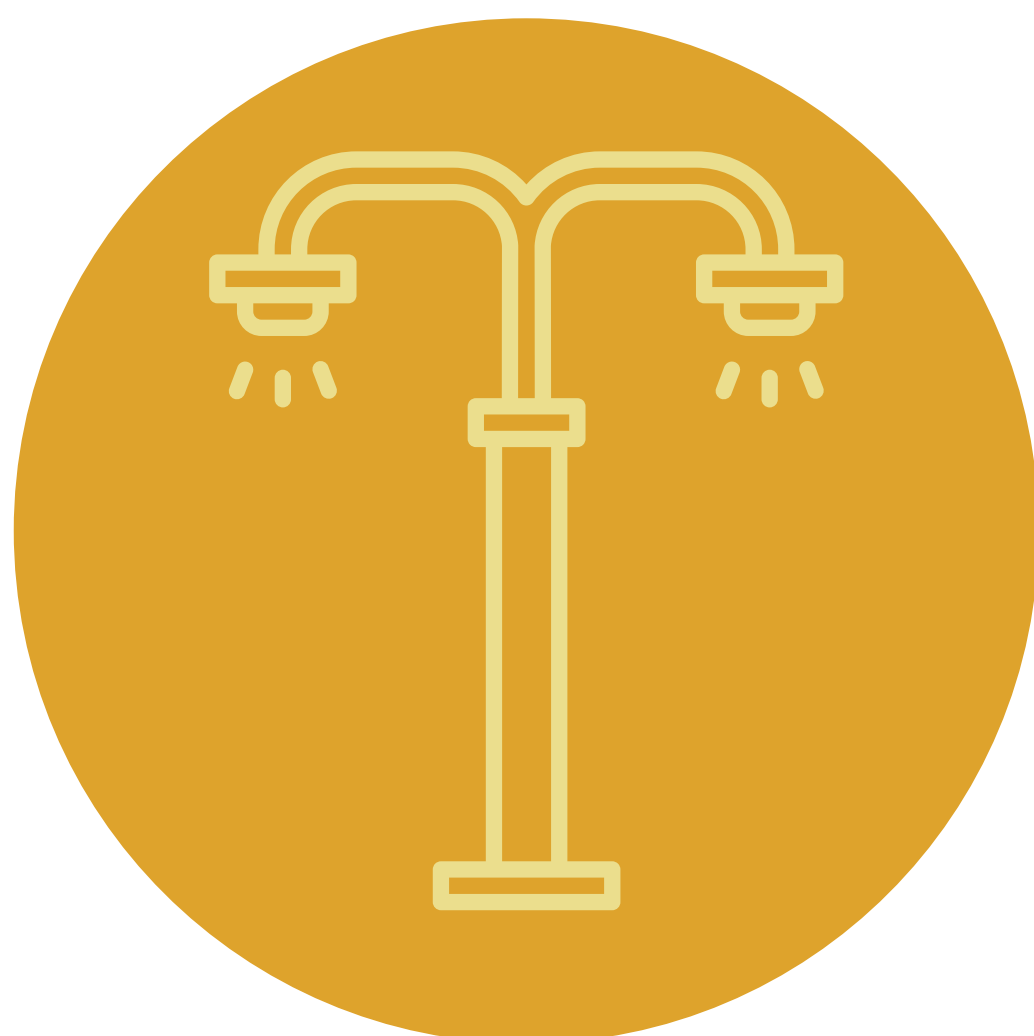
### Angle Crashes



32% of Fatal and Serious Injury crashes were from angle or "T-bone" collisions

## ROADWAY FACTORS

### Lighting/ Dark Conditions



50% of Fatal and Serious Injury crashes happen at night, 20% in unlit conditions

### Speed



1 in 5 crashes were speed related and 55% of Fatal crashes occurred on roadways with speed limits 45 mph and higher

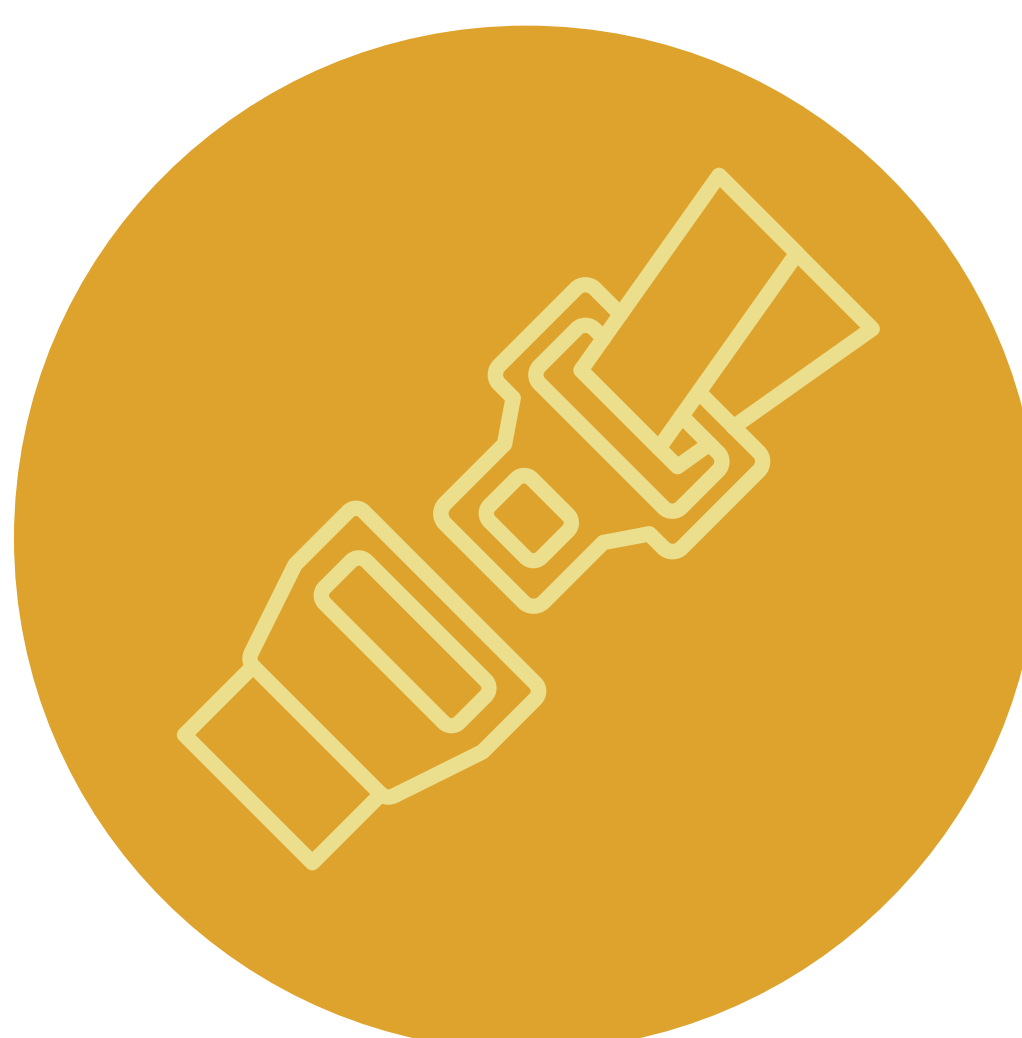
## BEHAVIORAL FACTORS

### Impairment



1 in 5 crashes involved suspected impairment

### Occupant Protection



34% of Fatal and Serious Injury crashes were related to improper occupant protection (e.g. seatbelt use)

### Speeding & Aggressive Driving



22% of Fatal and Serious Injury crashes involved speeding or aggressive driving

# COLUMBUS CRASH STATISTICS

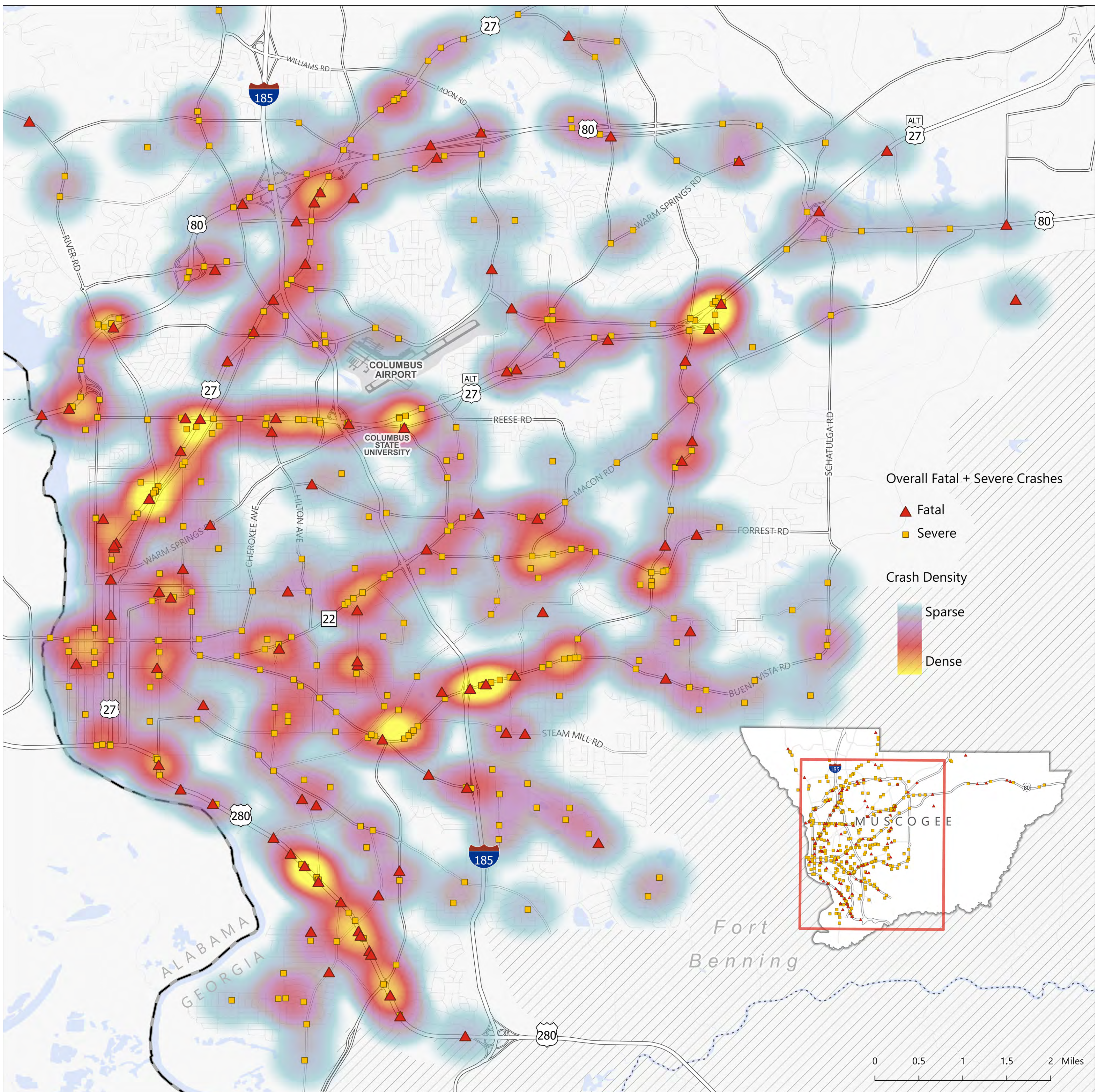
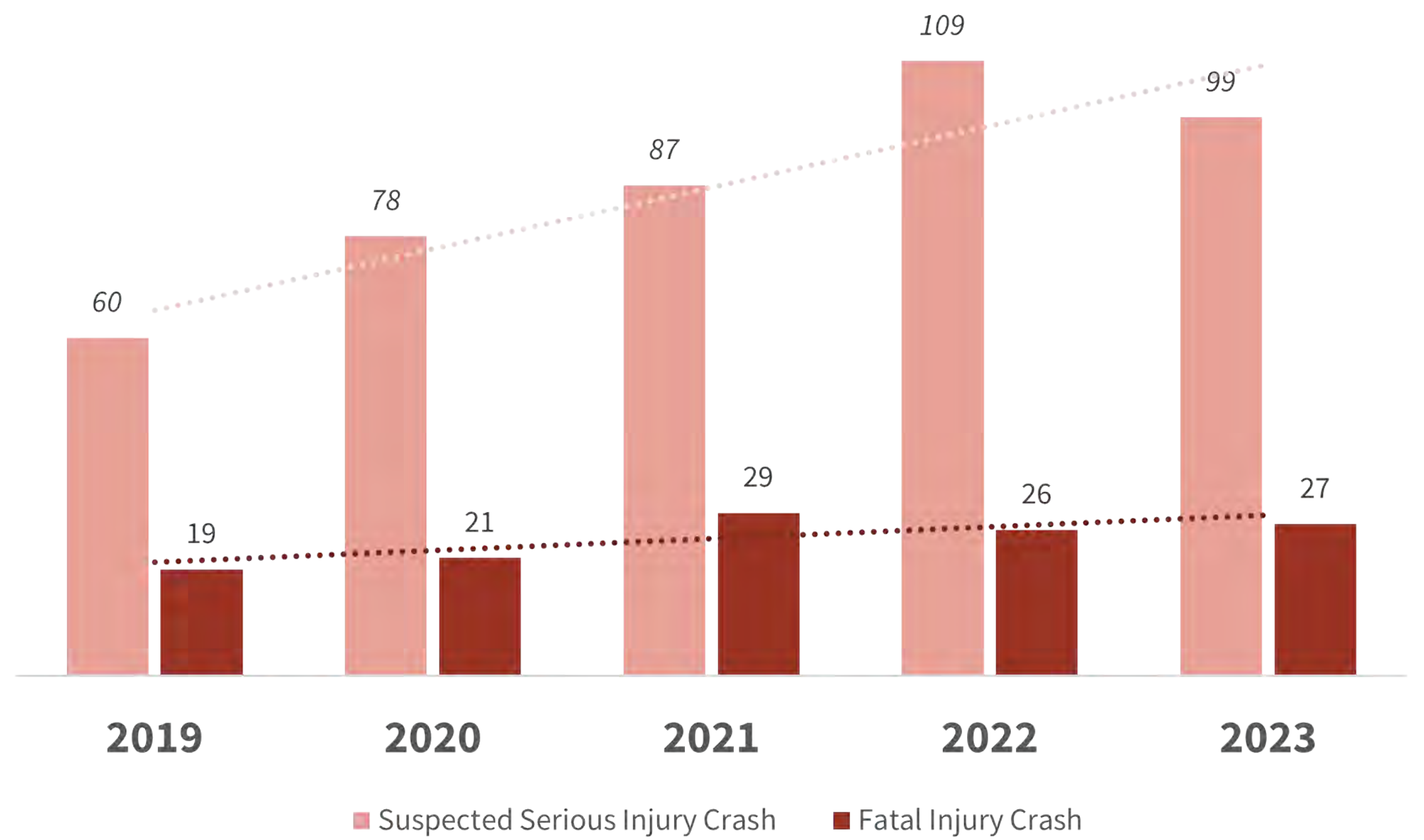
The **Safe System Approach** prioritizes the elimination of Fatal and Serious Injury crashes.

Serious Injury crashes involve major, often life altering injuries. From 2019 to 2023, Columbus has experienced:

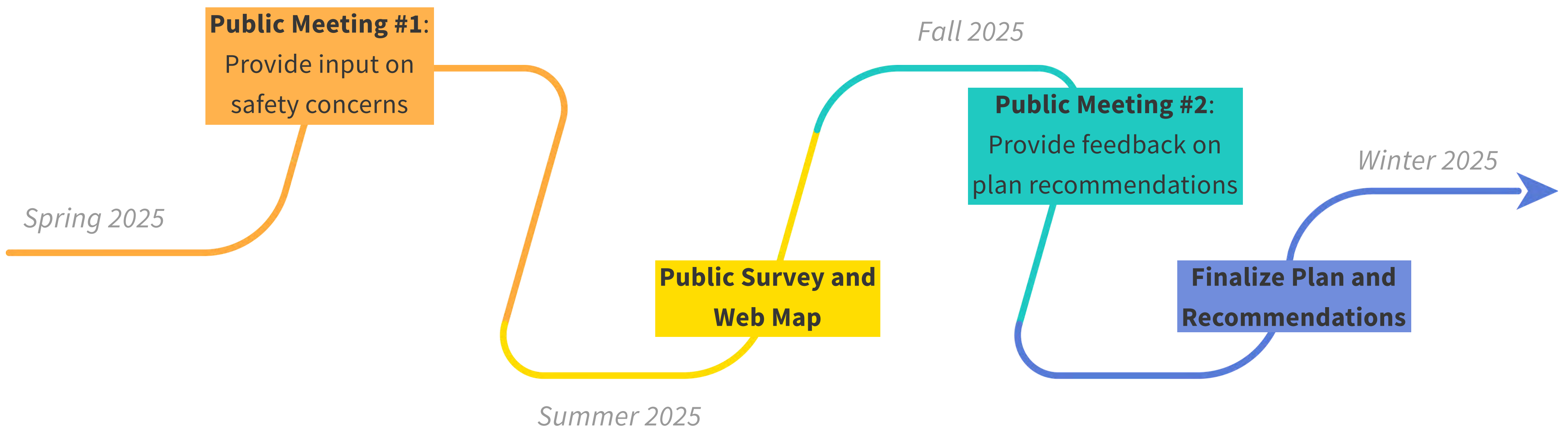
**123**  
Fatalities

**498**  
Serious Injuries

**Fatal and Serious Injury Crashes in Columbus (2019-2023)**



# YOUR VOICE, YOUR STREETS



**YOUR INPUT HELPS  
US CREATE SAFER,  
MORE CONNECTED  
STREETS!**

Visit the project website at:  
[safestreetscolumbus.com](https://safestreetscolumbus.com) for updates on engagement opportunities and the project.

Also be sure to participate in the online survey and interactive mapping exercises at the links below.

## SURVEY:



Scan this QR code to visit an online survey about our project and share your input on safety in Columbus.

## INTERACTIVE WEB-MAP:



Scan this QR code to visit our interactive web-map to mark locations and share your safety input.

# COLUMBUS SAFETY ACTION PLAN

## WHAT IS A SAFETY ACTION PLAN?

The Columbus Safety Action Plan is funded by the federal Safe Streets and Roads for All (SS4A) program, which helps cities like Columbus take big steps towards eliminating serious injuries and traffic deaths on our roads.

At the heart of this effort is a **Safety Action Plan**— a detailed, community-wide roadmap for making our streets safer for everyone, whether you walk, bike, drive, or ride transit.

## THE ACTION PLAN WILL:

Use data and community feedback to identify the most dangerous roads in Columbus.

Develop recommendations for safety improvements on priority roadways.

Analyze existing policies and programs for opportunities to prioritize traffic safety and promote safe behaviors.

Establish a process to track the implementation of the study's recommendation in a way that is publicly accessible and transparent.

## WHAT IS THE SAFE SYSTEM APPROACH?

The SS4A program aligns with the United States Department of Transportation's National Roadway Safety Strategy, which promotes the prevention of roadway fatalities and serious injuries on public roadways through a **Safe System Approach**.

This Safety Action Plan will develop strategies to eliminate traffic fatalities and serious injuries consistent with the Safe System Approach which relies on the following core principals:

### Death and Serious Injuries are Unacceptable:

*Elimination of these crashes are a priority*

### Humans Make Mistakes:

*Mistakes should not be deadly*

### Humans are Vulnerable:

*Design to accommodate physical vulnerabilities*

### Responsibility is Shared:

*We all have a role in promoting a safe system*

### Safety is Proactive:

*Address safety risk proactively rather than reacting to crashes alone*

### Redundancy is Crucial

*Strengthen all parts of the transportation system, so if one part fails the others still work*





# COLUMBUS SAFETY ACTION PLAN

**If you could do one thing to improve road safety in Columbus, what would it be?**

*Write your idea on a sticky note and place it in the space below! Your ideas will help the project team identify and prioritize traffic safety solutions.*

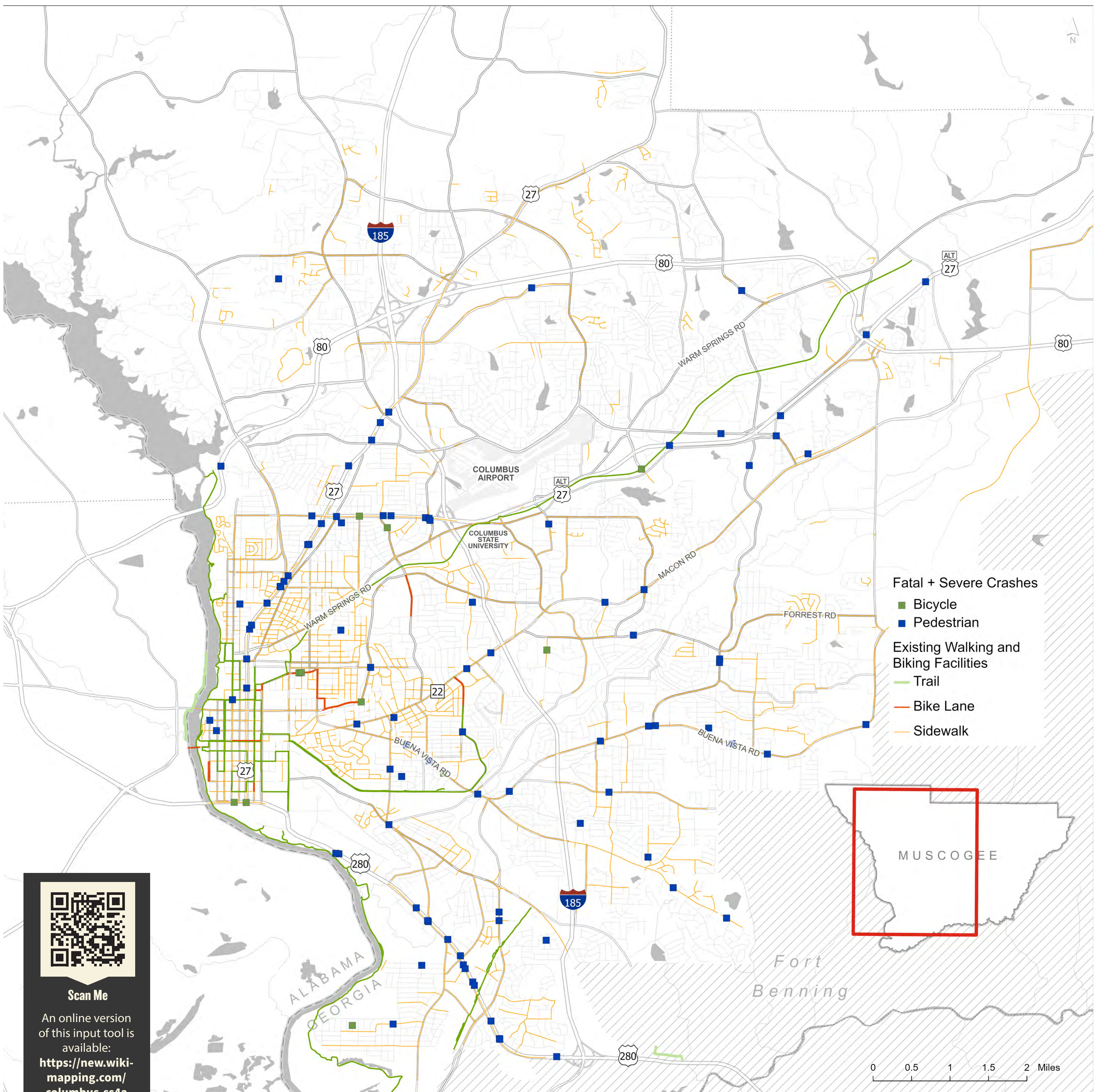
# WALKING AND BIKING SAFETY

The USDOT Safe Streets and Roads for All program emphasizes the vitality of multimodal transportation infrastructure, especially pertaining to walking and biking. Active transportation facilities for pedestrian and bicyclists, such as trails and sidewalks, are a growing component of Columbus's mobility network. These dedicated facilities provide safe options for accessing destinations, as well as opportunities for recreation.

## Where would YOU prioritize safety improvements for walking and biking?

Please use the pins and notecards to mark locations for:

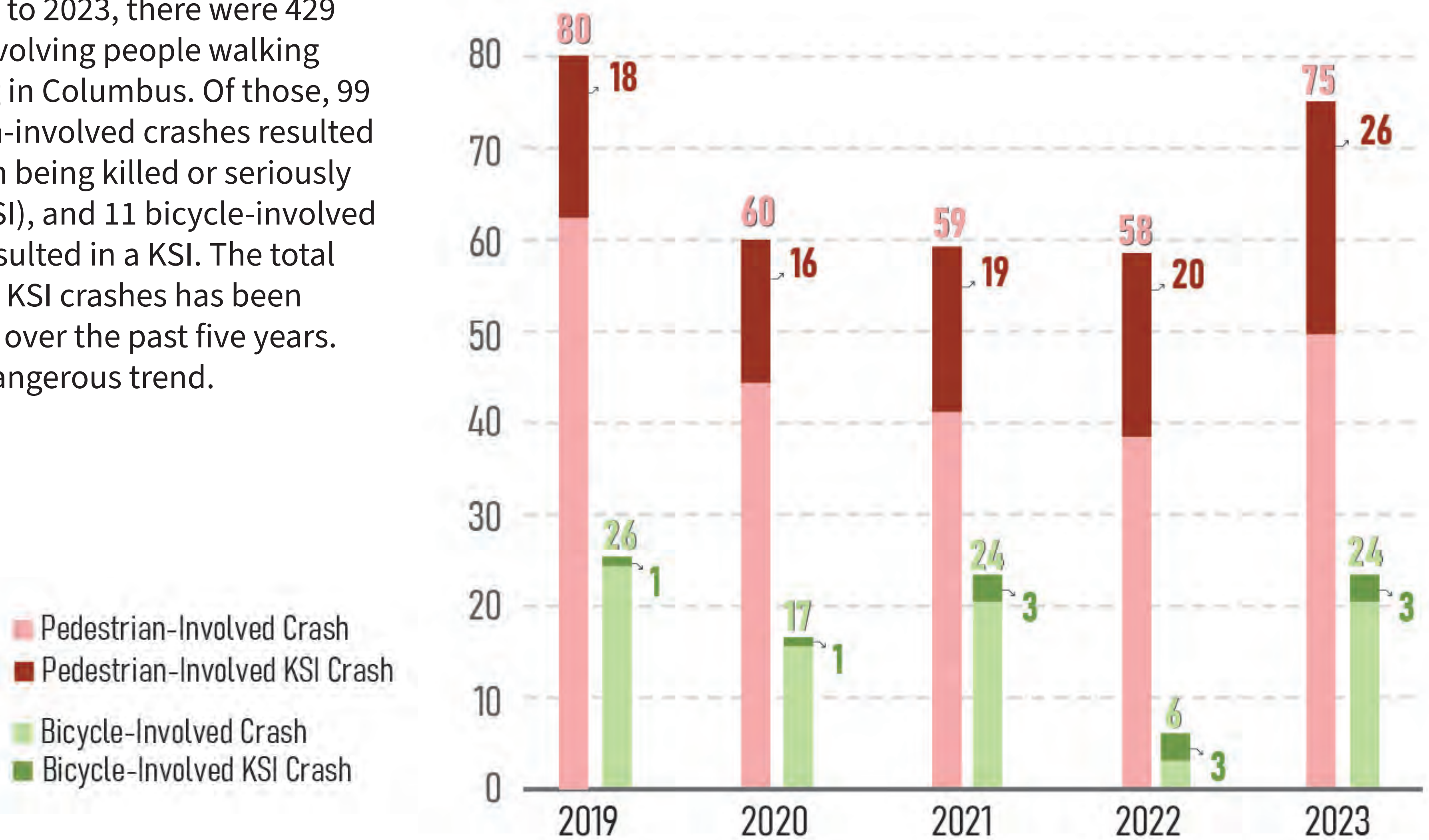
- Missing or poor sidewalk conditions
- Difficult crossing locations
- Bicycle lane needs
- Awkward bikeway transitions
- Locations with frequent conflicts between people walking, biking, and other roadway users
- Inadequate Lighting
- Speeding/Aggressive Driving
- Your ideas for improving walking & biking safety



# WALKING AND BIKING SAFETY

## Walking and Biking Crashes by Severity

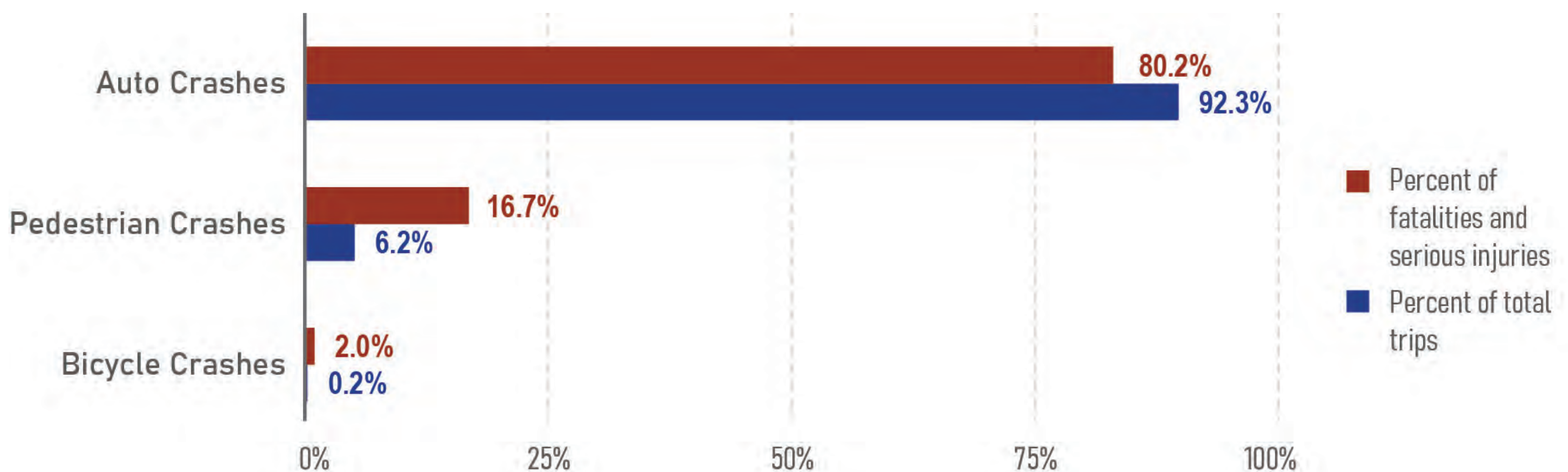
From 2019 to 2023, there were 429 crashes involving people walking and biking in Columbus. Of those, 99 pedestrian-involved crashes resulted in a person being killed or seriously injured (KSI), and 11 bicycle-involved crashes resulted in a KSI. The total number of KSI crashes has been increasing over the past five years. This is a dangerous trend.



## Severe Outcomes vs. Modeshare

The chart below compares each mode's share of total trips with its share of fatalities and serious injuries. This comparison highlights the disproportionate impact on those walking and biking in Columbus, who—despite making up a smaller portion of overall trips—face a significantly higher risk of severe or fatal outcomes.

Walking trips make up only 6.2% of total trips, but 16.7% of fatalities and serious injuries. Similarly, biking trips make up a very small portion of trips - only 0.2% - but 2% of fatalities and serious injuries. This demonstrates why pedestrians and bicyclists are prioritized for safety improvements, even though they make up a relatively small portion of trips



# SAFE ROUTES TO SCHOOL (SRTS)

## What is Safe Routes to School (SRTS)?

Safe Routes to School (SRTS) is a national program aimed at improving safety and accessibility for students who walk or bike to school. Schools are key areas of concern for traffic safety, as children are especially vulnerable to crashes and injuries—particularly during busy drop-off and pick-up times in high-traffic areas

The map below highlights crash density across Columbus from 2019 to 2023 in relation to public school locations.



Source: Safe Routes Partnership

## Where would YOU prioritize SRTS improvements?

As part of this process, we're identifying the highest priority school areas for safety improvements. Please use the pins to identify the top three school areas you would prioritize for SRTS improvements.

