

2019 Statewide Amish Travel Study

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OHIO DEPARTMENT OF TRANSPORTATION

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Purpose

The purpose of this study is to identify state routes Amish and Non-Motorized users (i.e. bike and pedestrian) frequent and formulate recommendations to improve safety and pavement preservation along those state roadways. Based on review of Amish and Non-Motorized volumes, crash rates, and known safety concerns, recommendations were categorized (e.g. improved signage, widened shoulder, off-road path) to aid ODOT in making decisions on future capital improvements to state roadways.

The study also examined current Amish community populations and projected future Amish community populations. This study serves as an update to the *Amish Buggy Safety on Ohio's State Roadway System Analysis and Action Plan, 2000*.

Background

Since the Amish Buggy Safety Action Plan was completed in 2000, Amish populations have migrated to areas not included within the previous study limits. This study investigated the limits of where the Amish population has migrated and collected travel data, along with input from local Amish communities regarding travel patterns, to assist in ODOT's decision making to address future roadway improvements.

The study included the counties in Ohio that have known Amish vehicle traffic on the state system. Amish vehicle traffic is currently present in all of ODOT's 12 districts. Counties included within the study area are highlighted in green on the following page.

Though included within this study, Geauga County was not a focal point of public involvement for this study as ODOT recently completed a detailed Amish Travel Study in 2016 defining improvements on all state routes within the county.

As part of the travel data collection effort for this study both Amish buggy and bike/pedestrian crashes within known Amish traveled areas were analyzed. To aid in verifying the limits of current Amish travel throughout the State, population studies along with input from ODOT district staff and County Administrators were utilized. In addition, 417 buggy counts were conducted to aid in verifying travel limits and buggy volumes.

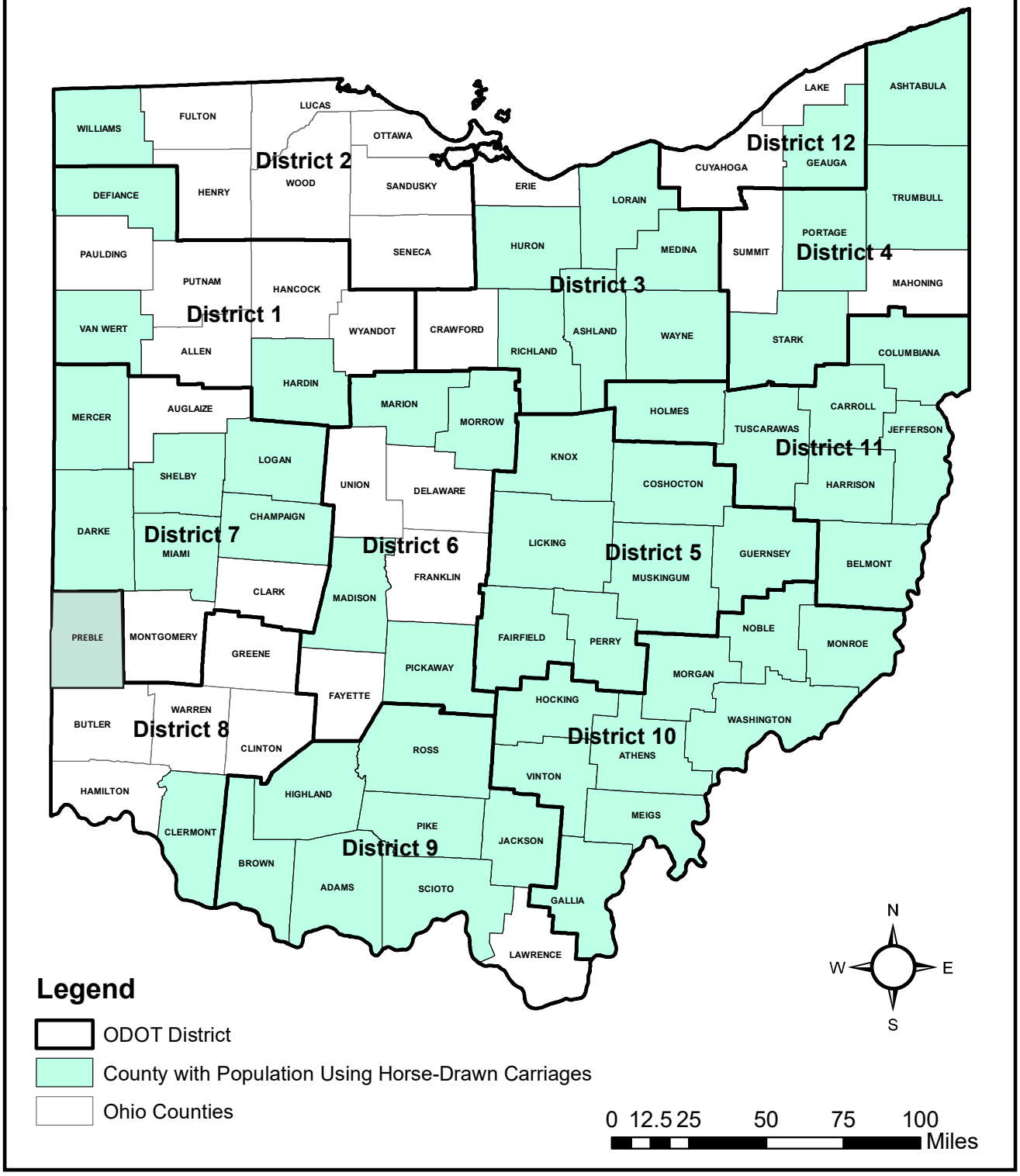
Public involvement was also a critical component of this study. A public survey was distributed across the State and through ODOT staff, Amish Liaisons and distributed through The Budget newspaper. The survey yielded 1,275 responses from 27 counties and provided feedback on travel patterns and safety concerns.

A total of 18 community meetings were conducted within high density Amish population areas across the State. The meetings attracted 505 participants and provided information on local travel patterns, mode choices, safety concerns and improvement desires.

All travel data and public involvement feedback collected were utilized to create a prioritization matrix to determine which state routes were most in need of Amish-related improvements. The matrix was based on ten criteria, each with varying weights corresponding to them based on their level of importance towards Amish safety.

From the results of the matrix, typical countermeasures were recommended for each type of prioritized route. Routes with a low prioritization were assigned more basic countermeasures including improved signage and pavement markings, while high priority routes were assigned more drastic countermeasures including widened shoulders or buggy lane construction.

2018 - 2020
Amish and Non-Motorized Travel Study Area



Last Update: Ohio Dept. of Transportation Office of Statewide Planning and Research (Rev. 07/25/2018)

Previous Studies Summary

Ongoing – Evaluation of Partial Depth Pavement Repairs on Routes Heavily Traveled by Amish Horse and Buggies

This project was initiated by ODOT and the Ohio Research Initiative for Locals (ORIL) to improve the performance and service life of partial depth repairs preformed on Amish buggy routes in Ohio and reduce their life cycle costs. ODOT and local public agencies perform routine repairs on roadways in Ohio to maintain comfortable and safe travel of the public. Roadways in Ohio with heavy Amish buggy traffic see more frequent partial depth repairs as they encounter more damage.

Calks on the horseshoes of Amish buggies are the main cause of pavement damage. The annual cost of repairs on Amish routes exceeds repair costs on Non-Amish routes by four times.

The proposed solution to this problem is two fold: establish stronger asphalt mixes, and design alternative calks on the horseshoes. New asphalt mixes have been designed and are currently being evaluated in the field. Results of these evaluations are still ongoing. Different horseshoes were also evaluated. The study team worked with Amish farriers to develop multiple new horseshoe designs. Lab tests of the new designs indicated that these new horseshoe designs could significantly reduce pavement damage.

Evaluation of Partial Depth Pavement Repairs on Routes Heavily Traveled by Amish Horse and Buggies



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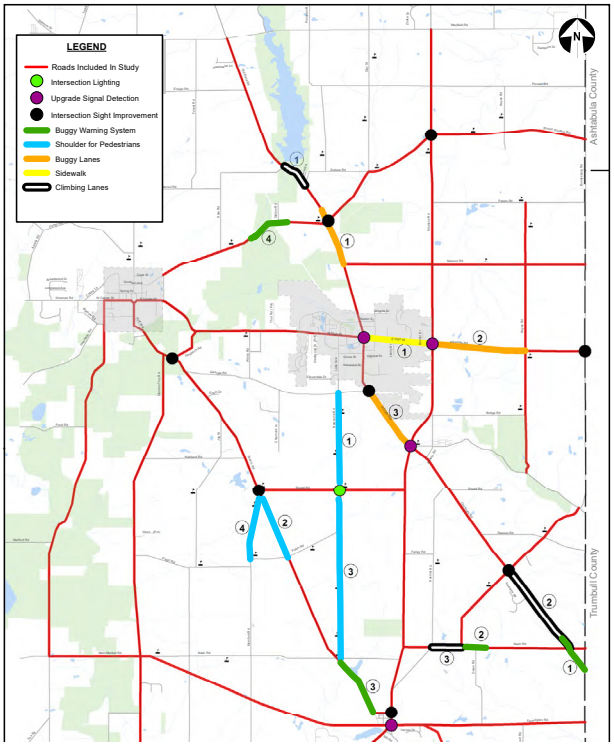
Final Report

2016 Amish Safety Strategic Plan – Geauga County

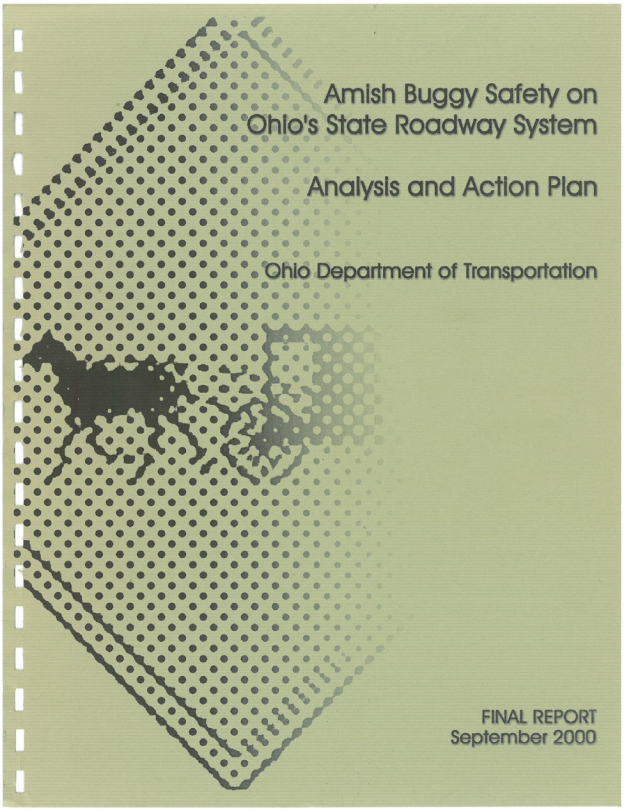
ODOT led a multi-agency strategic plan to improve the safety of Amish road users, including pedestrians in Geauga County. The study developed prioritization criteria based on existing roadway/intersection conditions, vehicle traffic volume, Amish buggy and pedestrian volumes, and Amish population density. The criteria were used to recommend countermeasures on all roadways within the study area ranging from additional signage and lighting to shoulder widenings and buggy lanes. An implementation strategy was created that detailed time frames and preliminary cost estimates for each recommendation on each state route. The summary of prioritizations and recommended improvements are shown on the map to the right. Since the study was completed recently and is more focused than this statewide study, Geauga County was excluded from the scope of this study.

Amish Safety Strategic Plan
Recommended Improvements Map



2000 Statewide Amish Study

ODOT and the Ohio Department of Public Safety (ODPS) have previously completed statewide studies in 2000 to analyze the potential safety issues with Amish buggies and pedestrians sharing roadways with motor vehicles. The ODOT study evaluated the overall safety concerns, and the study recommendations were focused on roadway design and maintenance of roadway facilities. The ODPS study focused on driver education and enforcement initiatives. A public involvement/public opinion survey was also completed as part of the ODOT study.



Literature Review

The Amish Population: County Estimates and Settlement Patterns (2013)

The article presents the findings of a county-based estimate of the Amish population. The results are from work commissioned by the Association of Statisticians of American Religious Bodies for the recently released 2010 U.S. Religion Census, plus research and updates associated with tracking the growth and geographic spread of Amish settlements in North America. County estimates are restricted to Amish church groups who rely on horse-and-buggy for travel.

The findings of the article show a large population increase is occurring within the Amish community across the United States due to growing family sizes and more young adults choosing to stay in Amish society. The overall U.S. Amish population is projected to grow to 346,827 (463 settlements) by 2020, and 917,524 (927 settlements) by 2050. The largest Amish populations are currently found in Ohio, Pennsylvania, and Indiana. Ohio has seen substantial growth over the past 30 years as 34 of Ohio's 54 Amish settlements were founded since 1990.

In the future, the availability of farmable land may influence where populations migrate and expand to. These lands must be located close to a town with services (shopping, hospitals, etc.) so the Amish can complete day-to-day activities.

With the expanding use of technology within certain Amish communities, there will be less of a need for farm workers. This may drive men to occupations such as sawmill workers, furniture makers, and home construction workers and may further disrupt Amish development patterns.

Online Mapping Tools for Geolocating Amish Settlements (2015)

This technical document outlines the use of online mapping to estimate population density of Amish populations in Ohio and Pennsylvania. Aerial imagery and approximate address locations on Google/Bing were used to determine Amish residences within Ohio and Pennsylvania. In total, 1,362 Amish houses (~10% of Amish households) in Ohio and 1,203 in Pennsylvania (~11% of Amish households) were mapped.

Mapping from this technical document was used to define the locations of 18 community meetings for this study.

Transport Practices in Amish Communities (2014)

This study seeks to define and characterize transport practices in Amish communities which have eschewed the car for religious reasons. Specifically, the paper draws on a comprehensive literature and archival review, supplemented with expert interviews, to briefly outline Amish beliefs and traditions, and then relate how these influence people's mobility by mode, journey purpose, community, and stage of life. The study considers mobility by utilizing twelve different mobilities as motivations, along with examples applied across six suggested stages of life. The twelve motivations considered are: migration; business / profession; discovery; medical related; military related; post-employment; trailing travel; travel across modes; travel for service work; tourist travel; visiting friends / relatives; and work / commuting. The six life stages are infancy, preschool, scholars, young people, adults, and old folks. The impacts of Amish transport are then considered with respect to society more broadly but also for each of the life stages.

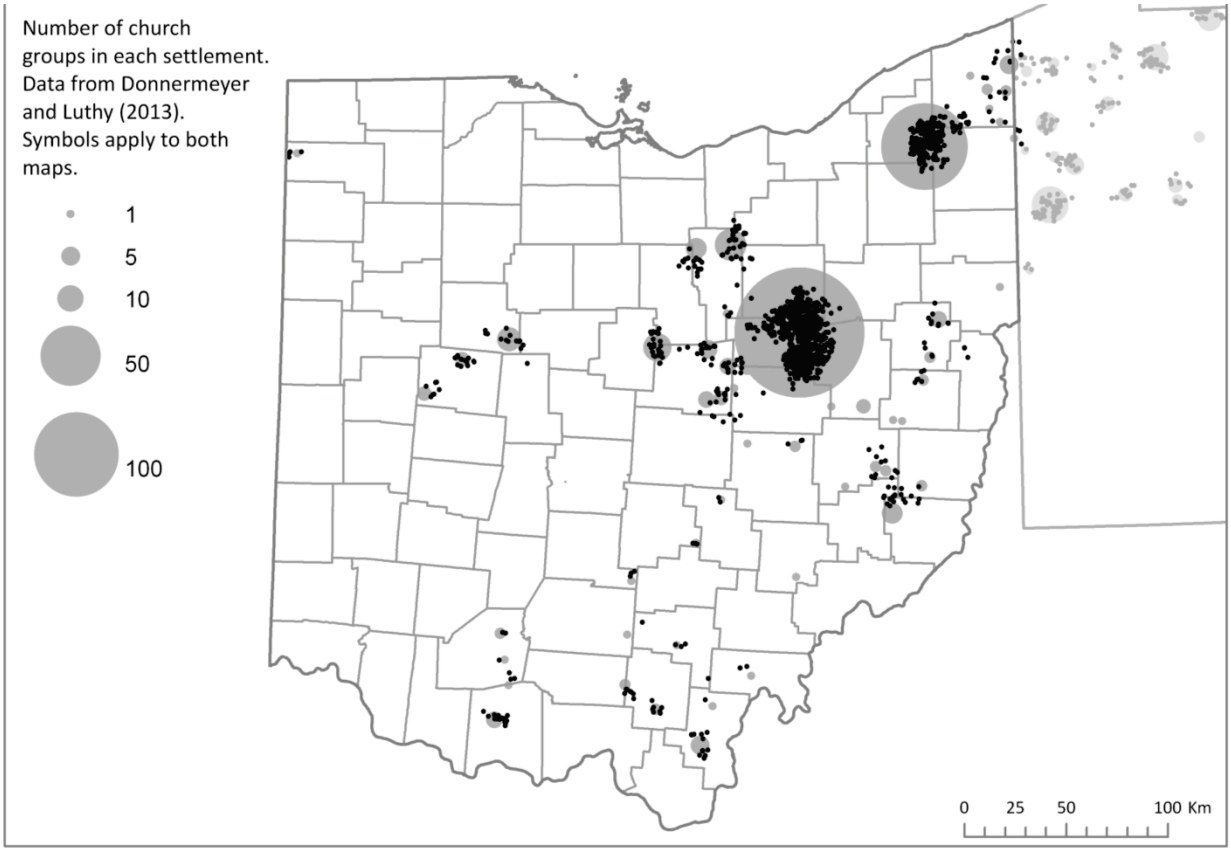
Amish Population Trends

From previous studies and information provided by the Young Center for Anabaptist and Pietist Studies, Elizabethtown College, locations, densities and past growth rates of the Amish population across the State were established. As of 2019, the total Amish population within Ohio is approximately 76,200 people. Ohio is currently the most populous state for Amish populations, recently passing Pennsylvania, and contains the largest settlement of Amish population in Holmes County with over 36,000 residents (the Young Center for Anabaptist and Pietist Studies, Elizabethtown College). Amish populations are present in 57 of Ohio's 88 counties. Most counties contain small settlements of Amish but all evidence suggests that the Amish population both across Ohio and the U.S. is expected to grow rapidly.

Population by Settlement

To gain a sense of where the Amish reside today, a map of known Amish bishop locations and population centers from 2013 are shown in the map below. Though the map is nearly seven years old, the locations and densities of Amish populations shown on this map were verified by both population statistics and community meeting attendance.

Amish populations in general are increasing rapidly and projected to double approximately every 21 years (2013 study). From information provided by Elizabethtown College, 2019 population distribution by settlement is detailed below. The majority of settlements are experiencing at least a gradual increase in population. From this data and information gathered from public meetings with local Amish communities across the State, potential future growth areas were established to aid the Department in anticipating increases in Amish buggy volumes and/or an expansion of



Black dots: Amish ministers – Grey circles: Amish settlements

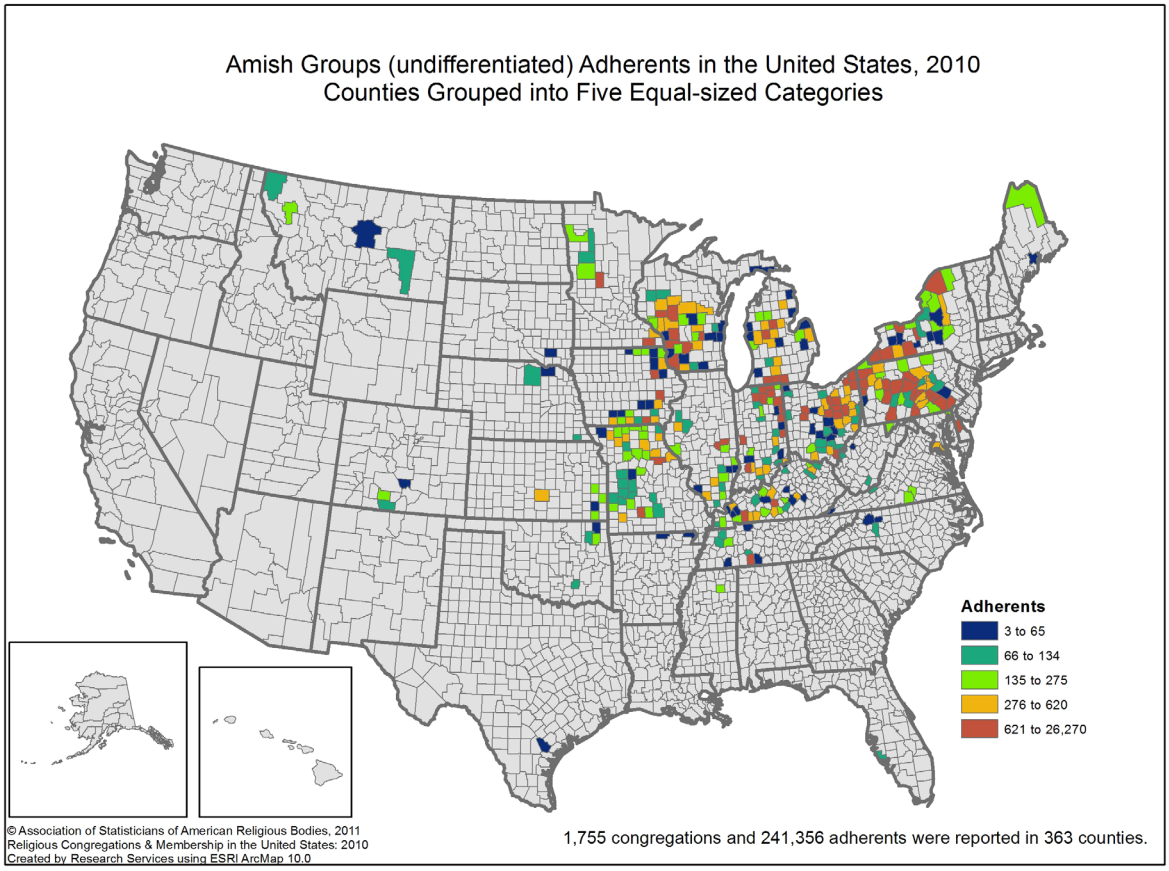
the Amish travel footprint along state routes in the coming years.

Population by County

Amish populations were also analyzed at the county level using Religious Census data created by the Association of Statisticians of American Religious Bodies (ASARB) from 2000 and 2010. Though this data is older than the data provided by Elizabethtown College, the information is still helpful in identifying areas of past Amish population growth. As shown in the statewide maps, almost all counties within the State experienced some growth in their Amish populations between 2000 and 2010. Many counties saw accelerated growth or new Amish populations. This information reinforces other anecdotal evidence that Amish populations across the State are growing rapidly.

The challenge in estimating population growth is determining where exactly the Amish population will expand to. Established Amish population centers, like eastern Holmes County, will continue to expand around the core population and growth to neighboring townships and counties can be anticipated. But as those highly populated areas continue to expand, some Amish families choose to leave the area and start communities of their own. Determining where these new communities will emerge is challenging to predict. In general, the Amish are seeking affordable farm land that is relatively convenient to a small town where they can buy and sell goods (2013 Study).

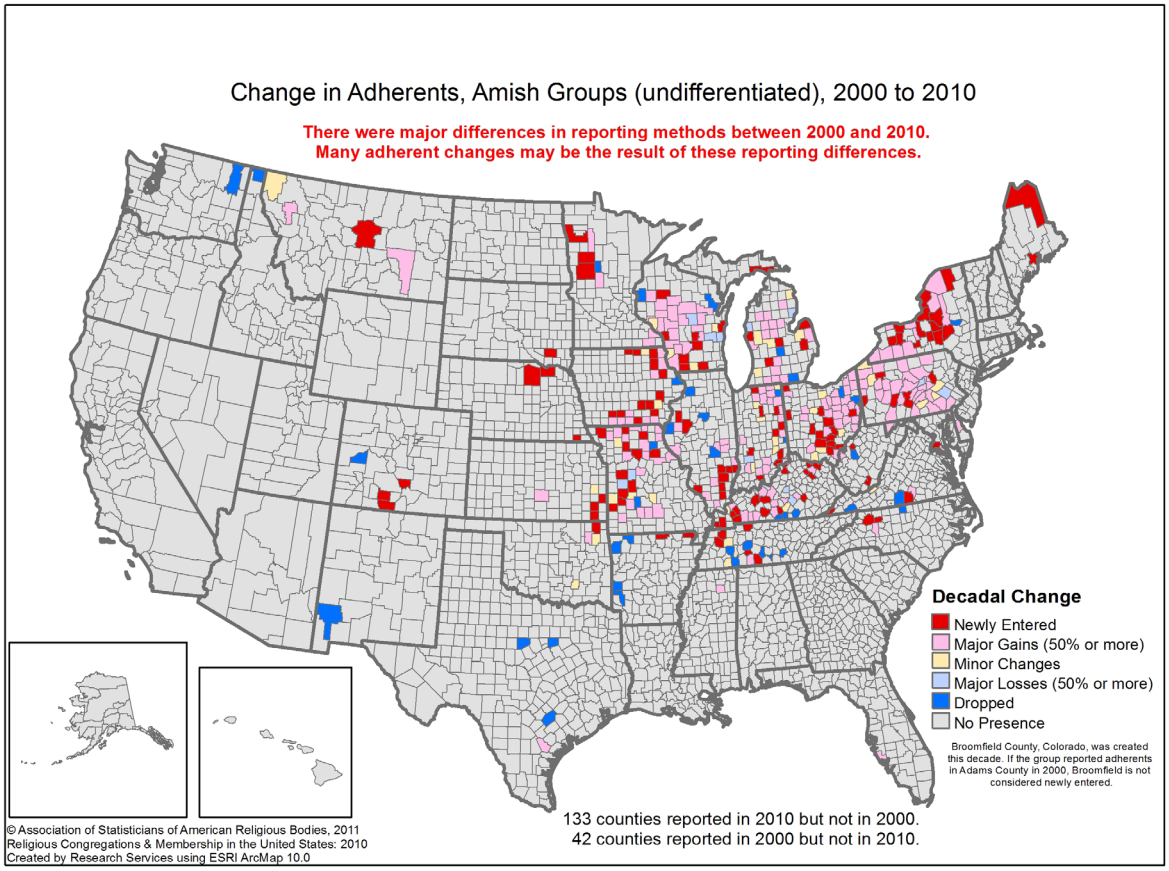
There have been 17 new Amish settlements established within Ohio since 2010. The majority of these new settlements have occurred in Ashtabula County as Amish populations expand from Geauga County and Pennsylvania, within the Knox and Morrow County area, around other established Amish communities, and along the Ohio River. The communities along the Ohio River



within Washington, Adams, Pike, Vinton, and Belmont Counties are transplanted settlements from more heavily populated Amish areas. It is difficult to predict if growth in these new communities will continue or if other settlements will develop around them in the future.

In an effort to help identify locations where Amish populations may expand to over the next 10 to 15 years, a growth area map was created and is shown on the next page. Growth areas identified were established from a combination of demographic research into the Amish culture, anecdotal information gathered at community meetings conducted as part of this study, data of previous Amish growth areas and from discussions with Elizabethtown College about Amish settlement patterns for this study.



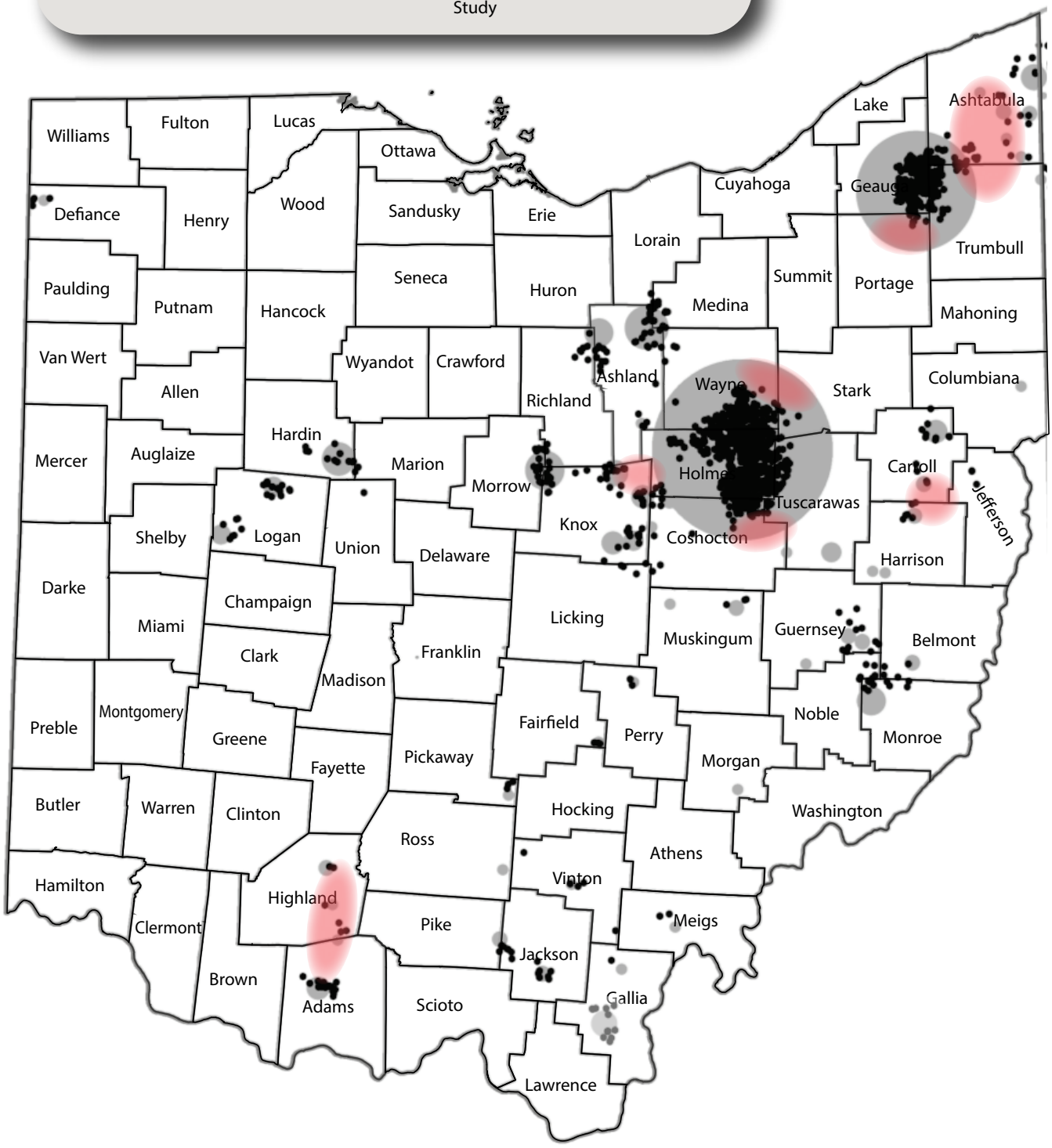


Probable Future Amish Expansion Areas

Legend

- Probable Expansion Areas
- Location of Bishop*
- Amish Settlement Size*

*From 2013 Donnermeyer & Luthy Study



2019 Estimated Amish Population by Settlement*

Ohio County/ies	Local Settlement Name	Year Started	Church Districts	Estimated Population
Holmes / Tuscarawas / Coshocton / Wayne / Stark	Holmes County	1808	288	36,755
Geauga / Trumbull / Ashtabula / Portage	Geauga	1886	131	18,325
Medina / Ashland / Wayne	Lodi/Homerville	1952	17	2,085
Morrow / Knox	Fredericktown	1973	14	1,935
Hardin / Marion	Kenton / Mt. Victory	1953	9	1,260
Ashland	Ashland / Shiloh	1954	6	910
Knox / Licking	Martinsburg / Utica	1987	5	805
Carroll	Carrollton	1982	5	780
Ashtabula	Conneaut / Pierpoint	1994	6	745
Logan	DeGraff	1994	4	735
Gallia	Gallipolis	1993	5	720
Knox	Brinkhaven/Danville	1990	5	675
Monroe / Noble	Lewisville	1987	4	635
Jackson	Oak Hill	2001	4	595
Guernsey	Peoli	1969	3	555
Knox	Danville/Butler	1964	4	530
Knox	Howard / Wahonding	2001	4	500
Adams	West Union	1976		495
Highland	Hillsboro	2006	4	465
Guernsey	Salesville / Quaker City	1991	3	435
Muskingham	Adamsville	1997	4	395
Jackson	Beaver	1994	3	375
Belmont	Barnesville	1993	2	370
Logan	Belle Center	1974	4	360
Carroll	Kilgore	2005	3	335
Harrison	Scio	2001	3	325
Gallia	Vinton	2005	2	200
Knox	Glenmont	1994	2	200
Ashland	Loudonville / McKay	1991	2	200
Ashtabula	Cherry Valley / Dorset	1991	2	190
Highland	Peebles	2006	1	180
Tuscarawas	Newcomerstown / Mechanicstown	2006	2	175
Coshocton	Walhonding / Martinsburg	2000	2	175
Defiance	Hicksville	1914	1	165
Fairfield	Bremen	1989	1	160
Belmont	Piedmont	2011	1	150
Coshocton	Frazeysburg	2007	2	145

Harrison	Freeport	2006	1	145
Vinton	McArthur	2004	1	140
Ashtabula	West Andover	2012	1	130
Guernsey	Middlebourne	1998	2	130
Trumbull / Mercer, PA	Kinsman / Jamestown	1975	2	130
Columbiana	Unity Valley	2015	1	125
Ashtabula	Williamsfield	1998	1	125
Vinton	McArthur 2	2016	1	110
Perry	Mt. Perry	2013	1	110
Ashtabula	Andover	1992	2	110
Vinton	Londonderry	2007	1	100
Morgan	Chesterhill / Stockport	1978	1	100
Noble	Pleasant City	2007	1	80
Pickaway	Laurelville / Kingston	1988	1	80
Knox	Danville	1964	1	75
Knox	Mt Vernon	2017	1	70
Columbiana	Rogers	2013	1	55
Ashtabula	Jefferson	2011	1	55
Highland	Hillsboro / Marshall	2010	1	50
Perry	Bremen / Junction City	2016	1	45
Pike	Pike County	2015	1	35
Meigs	Pomeroy	2006	1	35
Adams	Decatur	2016	1	30
Ashtabula	Windsor	2017	1	25
Washington	Barlow	2016	1	20
Pike	Wayerly	2019	1	15
Preble	Eaton	2019	1	15
Morrow	Chesterville	2012	1	15
Total	**65 settlements**		**588 church districts**	**76,200 people**

***Estimate completed by The Young Center for Anabaptist and Pietist Studies, Elizabethtown College**

Historic Crash Data

Buggy, bicycle and pedestrian crash data was obtained throughout the State for a ten-year period (2009 through 2018) using ODOT's TIMS CAM tool. Crashes for buggy, bicycle and pedestrian uses were mapped and refined to include only crashes within known Amish travel areas. For the ten-year period ending in 2019, there was a total of 723 buggy crashes, 101 bicycle crashes, and 126 pedestrian crashes.

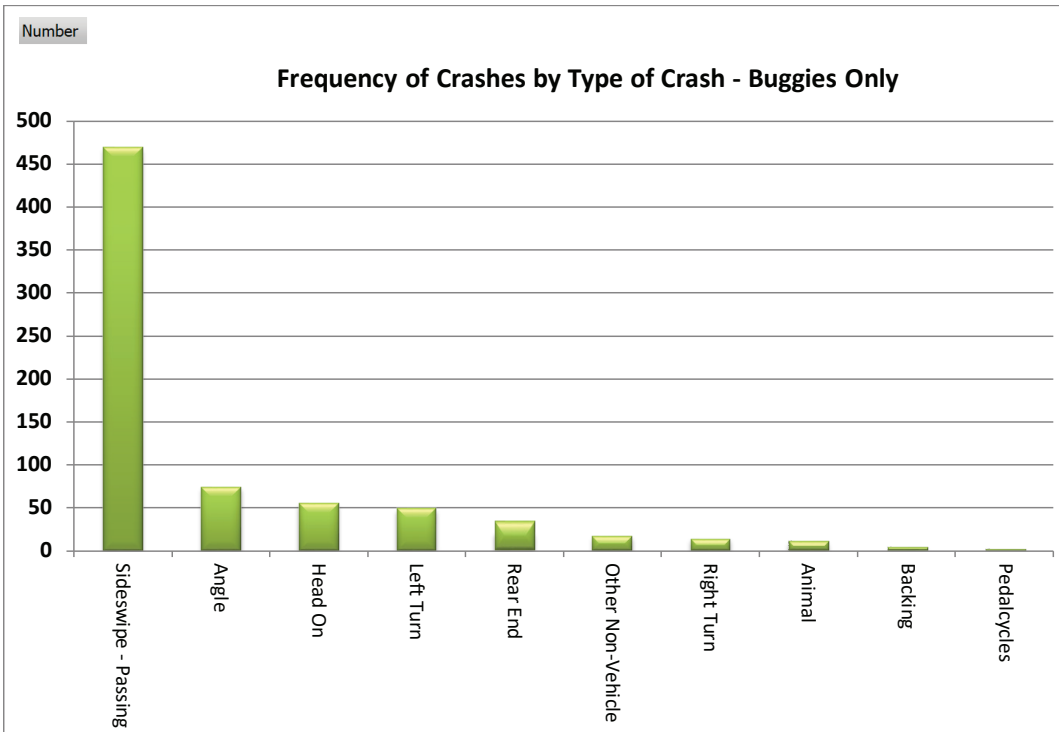
Buggy Crashes

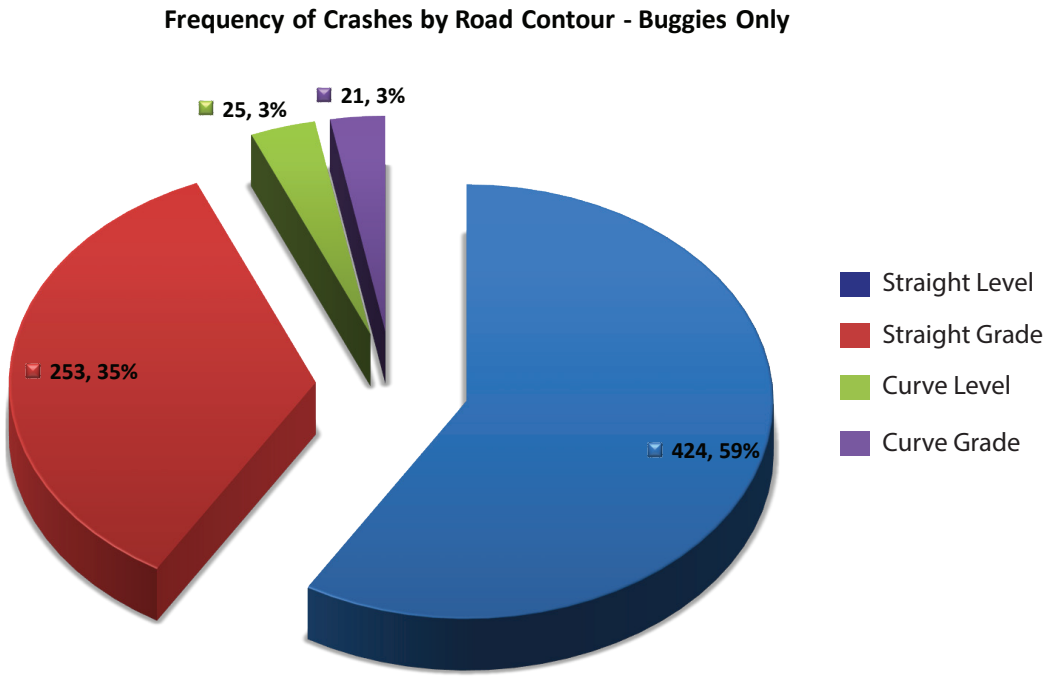
The majority of buggy crashes occur during daylight (59.3%) on clear (60.6%), dry (80.4%) days. The primary type of crash involving a buggy occurs while passing (sideswipe – 64.9%) as shown in the chart below. This data suggests motor vehicles are either misjudging the length needed to pass a buggy, are approaching buggies unexpectedly along roadways due to sight obstructions, or are distracted while driving.

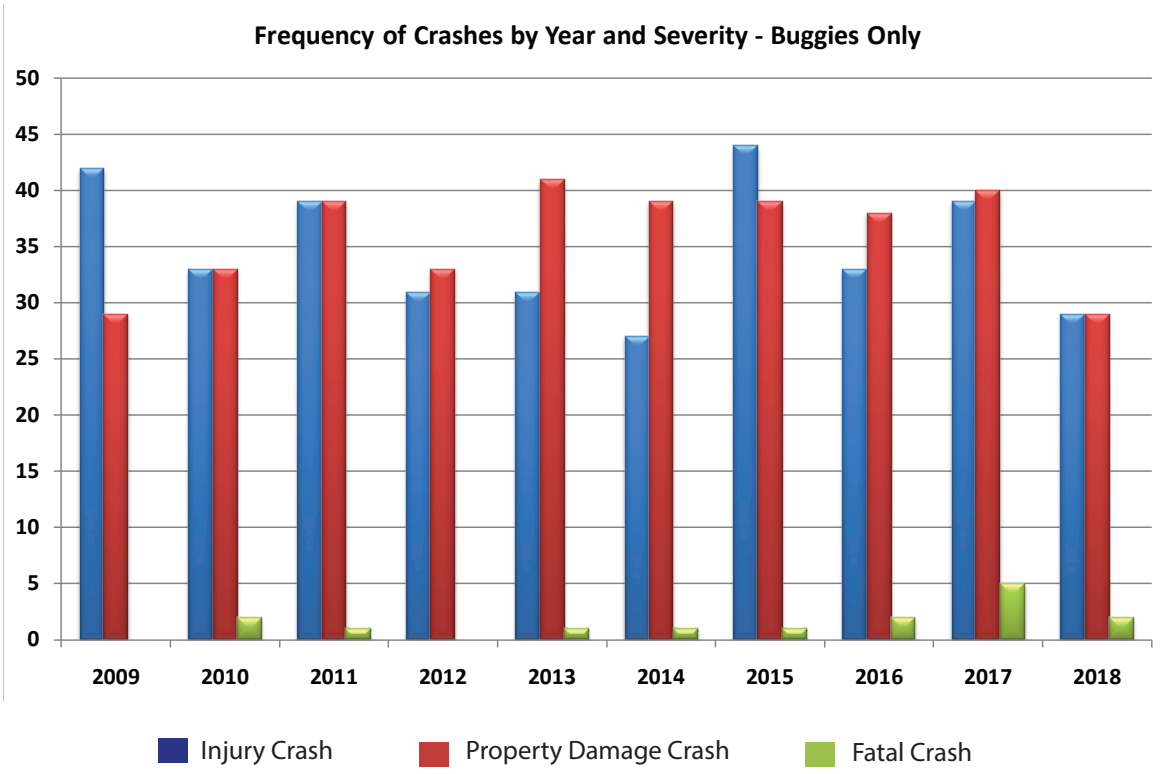
The majority of buggy crashes (over 58%) occur along "straight level grades". The locations of these buggy crashes are consistent with the high volume of sideswipe crashes throughout the State. Feedback from community meetings and the public survey also mimicked these findings as respondents cited "aggressive motor vehicle drivers" as the top reason for feeling unsafe along state routes.

Buggy crashes have remained relatively consistent year to year ranging from 60 to 84 crashes annually. One item of concern is the relative increase in fatal crashes since 2016. From 2009 through 2015, only 6 fatal buggy crashes occurred throughout the State, while 9 fatal buggy crashes have occurred since 2016.

There have been 17 fatalities and 132 incapacitating injuries from buggy crashes over the past ten-year period across the State. Due to the high speed differential and minimal safety protection for the buggy occupants, incapacitating injury and fatal crashes are more common with buggy crashes than typical motor vehicle crashes. From information gathered at public meetings with local Amish communities and confirmed by historic crash data, a few state routes stood out as high crash routes across the State. For a listing of these locations see page 18.




Frequency of Crashes by Road Contour - Buggies Only
25, 3%
21, 3%
253, 35%
424, 59%
Straight Level
Straight Grade
Curve Level
Curve Grade


Frequency of Crashes by Year and Severity - Buggies Only
50
45
40
35
30
25
20
15
10
5
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
Injury Crash
Property Damage Crash
Fatal Crash

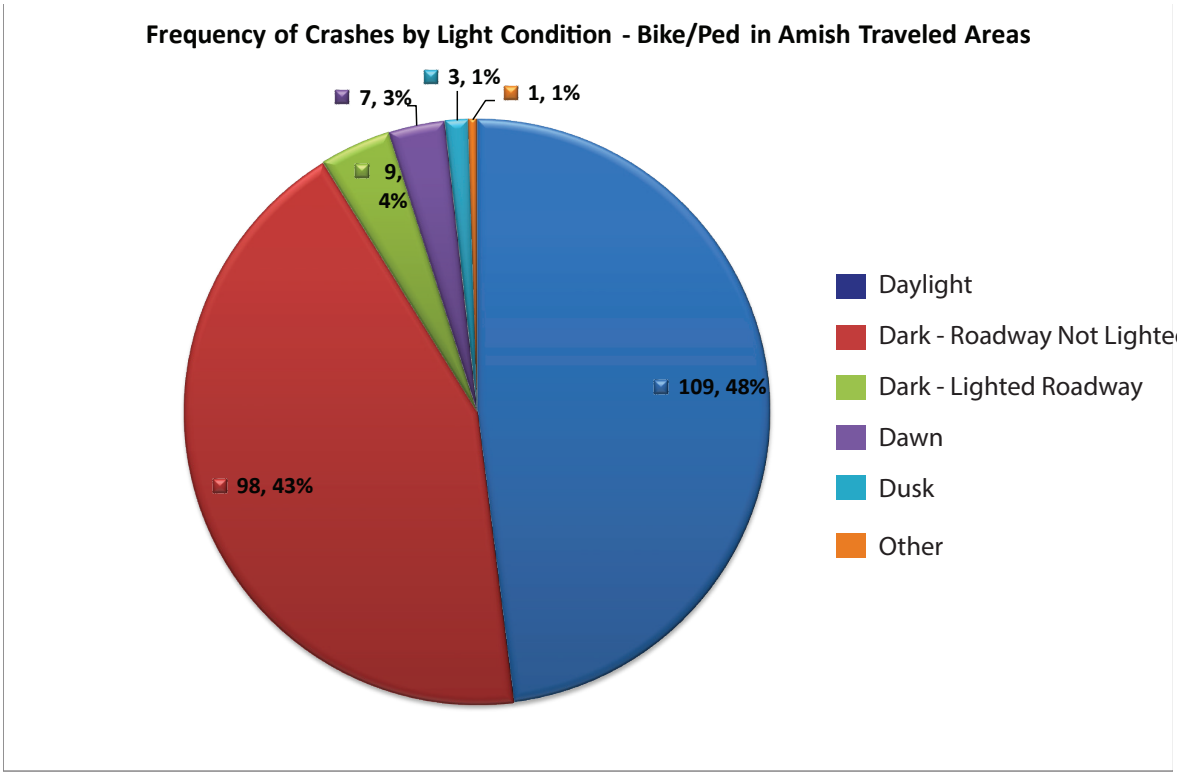
Bicycle and Pedestrian Crashes

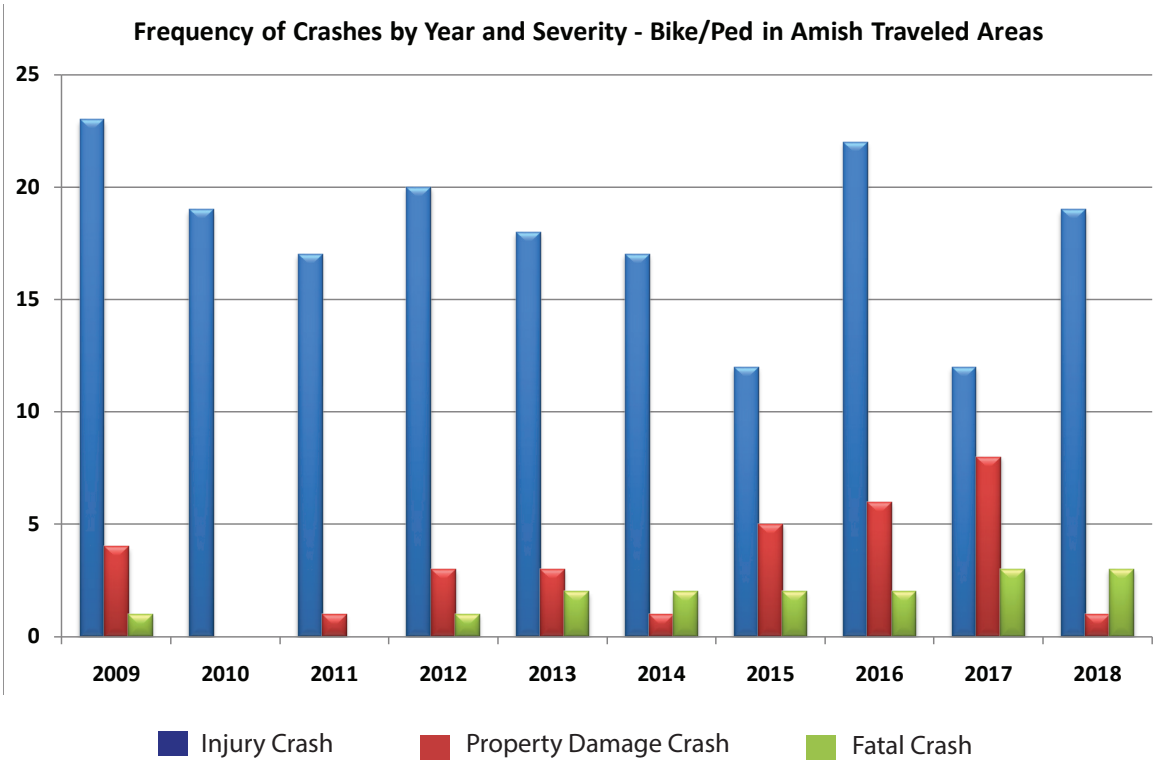
The majority of bicycle and pedestrian crashes occurred along roadway segments (81.5% not at intersection) during clear (58.6%) and dry (83.3%) conditions. Contrary to buggy crashes, a large volume of bicycle and pedestrian crashes occurred at night (47.2%). This data, along with information gathered from public meetings with Amish communities across the State, suggests that cyclists and pedestrians are not wearing reflective gear while traveling at night.

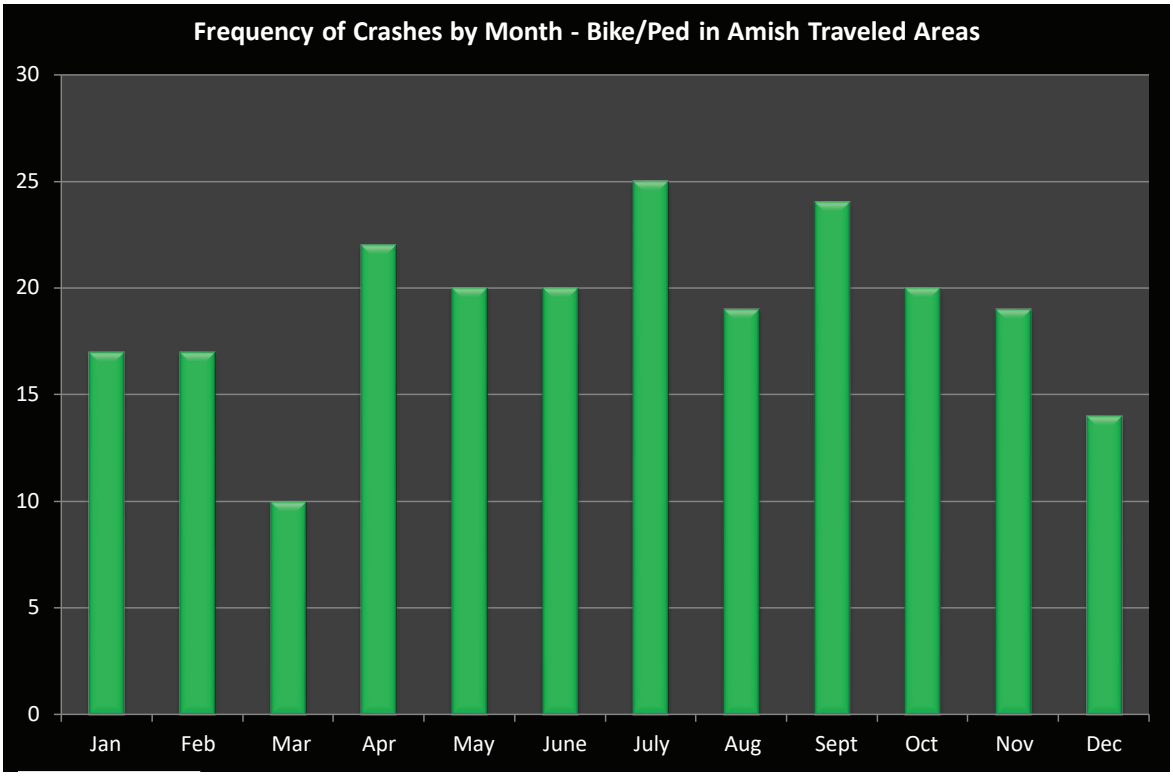
Roughly 90% of all bicycle and pedestrian accidents occur along straight grades or along straight, flat roadway segments. The locations of these crashes are consistent with the high volume of sideswipe crashes throughout the State. Feedback from community meetings and the public survey also mimicked these findings as respondents cited "aggressive motor vehicle drivers" as the top reason for feeling unsafe along state routes.

Similar to buggy crashes, bicycle and pedestrian crashes have remained relatively consistent year to year in Amish traveled areas ranging from 18 to 30 crashes annually. Crashes have also remained fairly steady throughout the calendar year indicating that the Amish are traveling fairly consistently across the seasons by bike or foot for daily activities. March had the lowest amount of bike and pedestrian crashes with ten, while there was a slight increase in crashes within the warmer, summer months with July having the most at 25.

There have been 32 fatalities and 76 incapacitating injuries from crashes over the past ten-year period along known Amish traveled routes across the State. From information gathered at public meetings with local Amish communities and confirmed by historic crash data, a few state routes stood out as high crash routes across the State. See page 19 for a listing of these locations.




Frequency of Crashes by Year and Severity - Bike/Ped in Amish Traveled Areas
25
20
15
10
5
0
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
Injury Crash
Property Damage Crash
Fatal Crash


Frequency of Crashes by Month - Bike/Ped in Amish Traveled Areas
30
25
20
15
10
5
0
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Dec

Top 10 Roadway Segments for Buggy Crashes/Mile/Year (2009 - 2018)

District	County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Crash Rate/ Mile/Year	# of Fatal Crashes
11	HOL	39	28.2	SR 515	29	CR 114	0.875	1
11	HOL	241	9.1	CR 77	11.6	CR 100	0.72	1
3	WAY	301	2.6	SR 604	3.9	IR 71	0.538	0
3	WAY	250	22.1	Mt. Hope Rd	24.3	Kidron Rd	0.455	0
4	TRU	87	0	County Line	2.5	SR 534	0.44	0
11	HOL	241	5.3	CR 507	6.7	CR 201	0.357	0
11	HOL	241	6.7	CR 201	9.1	CR 77	0.333	0
3	WAY	241	2.8	US 250	7.13	County Line	0.323	0
4	STA	241	0	County Line	3.5	SR 93	0.314	1
11	HOL	62	24.79	SR 557	26.4	SR 39	0.311	0

Top Roadway Segments for Buggy Fatal Crashes (2009 - 2018)

District	County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Crash Rate/ Mile/ Year	# of Fatal Crashes
3	ASD	42	14.9	SR 604	19.3	County Line	0.25	2
11	HOL	39	28.2	SR 515	29	CR 114	0.875	1
11	HOL	241	9.1	CR 77	11.6	CR 100	0.72	1
3	WAY	301	3.9	IR 71	6.4	US 42	0.2	1
3	WAY	250	24.3	Kidron Rd	26.9	SR 241	0.269	1
4	STA	241	0	County Line	3.5	SR 93	0.314	1
3	ASD	96	0	County Line	5.5	SR 60	0.127	1
4	ATB	322	22.5	SR 7	25.18	State Line	0.112	1
7	SHE	47	25.14	Baker Rd	27.09	County Line	0.103	1
3	LOR	58	2.5	SR 162	7.2	SR 18	0.043	1

Top 10 Roadway Segments for Bike/Ped Crashes/ Mile/Year within Amish Traveled Areas (2009 - 2018)

District	County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Crash Rate/ Mile/ Year	# of Fatal Crashes
11	HOL	39	24.8	US 62	28.2	SR 515	0.265	1
7	MER	49	19.95	Tama Rd	21.4	SR 707	0.138	0
11	HOL	39	28.2	SR 515	29	CR 114	0.125	0
11	HOL	241	9.1	CR 77	11.6	CR 100	0.12	0
11	HOL	39	29	CR 114	32.49	County Line	0.115	0
11	HOL	93	2.2	SR 643	4.18	County Line	0.101	0
9	HIG	138	25.1	SR 771	26.1	Bectal Rd	0.1	0
11	HOL	241	6.7	CR 201	9.1	CR 77	0.083	0
7	DAR	571	20.8	Gettysburg Pitsburg Rd	22.05	Painter Creek Arcanum Rd	0.08	0
3	HUR	61	0	County Line	2.64	US 224	0.076	1

Top Roadway Segments for Bike/Ped Fatal Crashes within Amish Traveled Areas (2009 - 2018)

District	County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Crash Rate/ Mile/ Year	# of Fatal Crashes
5	COS	643	5.4	CR 190	10.87	County Line	0.037	2
11	HOL	39	24.8	US 62	28.2	SR 515	0.265	1
3	HUR	61	0	County Line	2.64	US 224	0.076	1
7	LOG	638	0	US 68	3.99	SR 273	0.050	1
3	LOR	18	1.7	SR 511	6.4	SR 58	0.043	1
4	TRU	45	18.59	SR 88	23.6	SR 87	0.040	1
3	HUR	224	18.7	SR 13	21.27	County Line	0.039	1
3	WAY	3	4.9	S Elyria Rd	10.8	SR 226	0.034	1
11	HOL	83	14.7	CR 192	17.78	County Line	0.032	1
10	ATH	681	7.07	US 50	10.49	County Line	0.029	1

Buggy Counts

To aid in determining where and how frequently Amish populations travel along state routes, 417 traffic counts were conducted across 11 ODOT Districts as part of this study. Counts were conducted at each location on a single weekday for 12 hours, from morning through evening between the months of November 2018 and August 2019. Counts collected Amish buggy, motor vehicle, and truck traffic at each location. Attached in Appendix D are traffic count location maps. Traffic count data supplemented anecdotal data collected through public surveys, community meetings with local Amish, and ODOT maintenance staff knowledge of Amish traveled routes.

Results

As the counts were limited in their scope (one day for 12 hours), it is difficult to establish with certainty that routes with little or no Amish buggy traffic observed are routes that are not traveled with some frequency by Amish populations. Still, these counts do provide evidence of routes where travel is more frequent. The counts were used to verify information from ODOT officials, feedback from community meetings and the public survey, as well as evidence of Amish populations in certain areas. The counts are one criterion used to determine roadway segment ranking within the prioritization matrix presented later in this study.

An example of a regional buggy count map is illustrated on the next page. Buggy count results were segmented into four categories to help score the buggy volume criteria within the prioritization matrix. The four categories are detailed below.

Icon	Category	Frequency
	None Counted	0
	Lightly Traveled	1 - 5
	Moderately Traveled	6 - 12
	Frequently Traveled	13 & up

The majority of the locations counted across the state returned few or no buggy counts. If these locations were identified by ODOT as an "Amish Traveled Route" based on physical evidence or knowledge of local Amish travel patterns, the route was still considered to have some buggy travel and evaluated within the prioritization matrix. Some counts were placed outside of ODOT identified Amish travel limits to determine if buggy traffic did



exist beyond known limits. If buggy traffic was witnessed, that route segment was added to the prioritization matrix for evaluation. Locations that returned no Amish buggy traffic were not included.



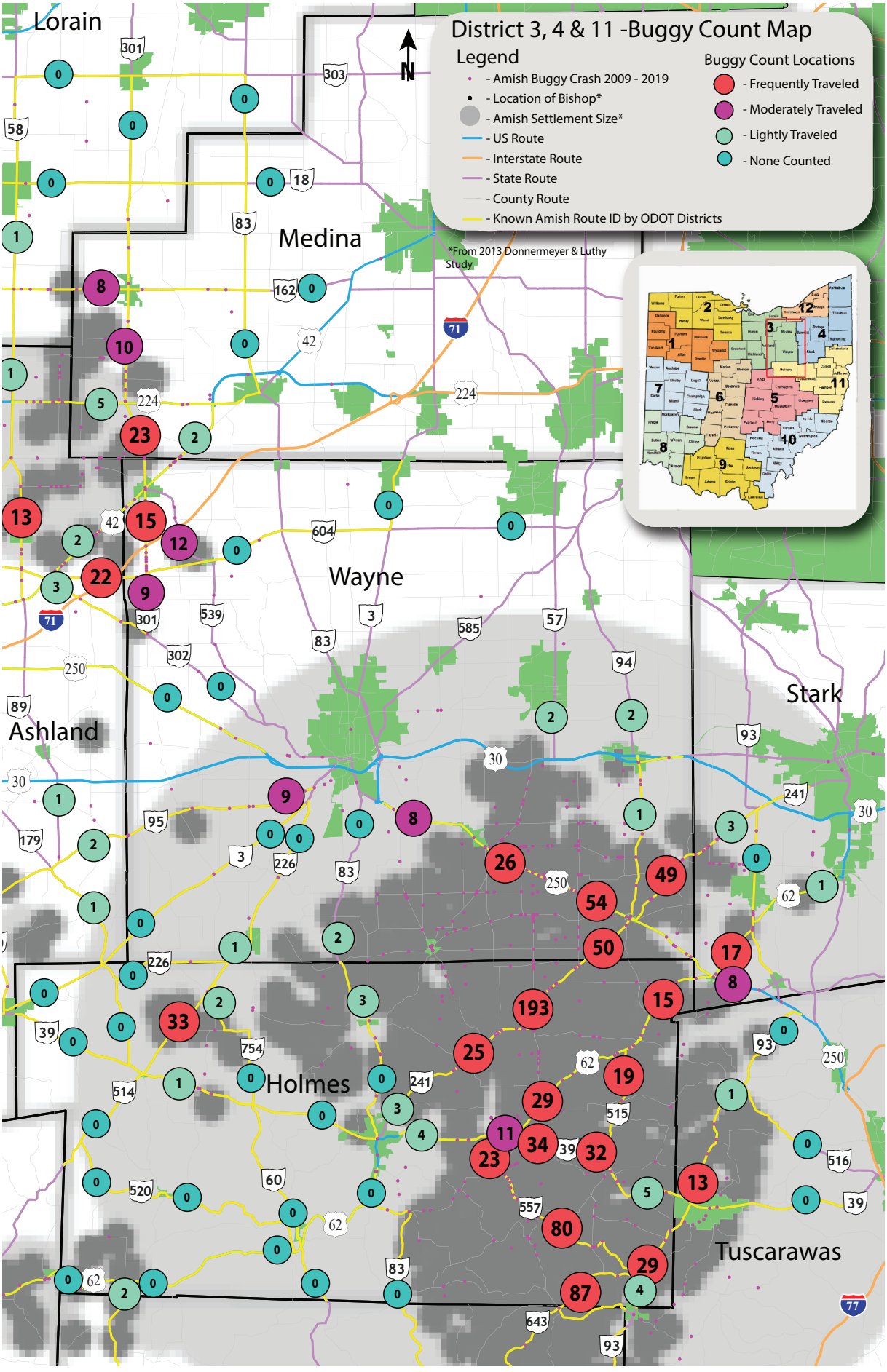
The top ten highest volume locations are detailed below. Most of the "frequently traveled" roadway segments were confined to eastern Holmes and southeastern Wayne Counties. SR 241 is among the busiest Amish traveled route in the State with three segments within Holmes and Wayne Counties within the top ten in buggy volume. Other highly traveled routes in the area included, SR 643, SR 39, SR 557, and US 250.

Outside of the eastern Holmes and southeastern Wayne County areas there were a few notable "frequently traveled" roadway segments as well. Those segments included: SR 301 in Medina County, SR 604 in Ashland County, SR 87 in Trumbull County, SR 377 in Morgan County, SR 229 in Knox County, and SR 87, SR 528, and SR 608 in Geauga County. Please note that buggy count volumes were not taken within Geauga County as part of this study and are not included in the buggy count volume chart below.

Buggy count maps and results for the entire State are included within Appendix D.

Top 10 Buggy Count Volumes Across the State

District	Count #	County	Route	SLM	Buggy Volume per Count
11	116	HOL	241	10	193
11	145	HOL	643	1	87
11	137	HOL	557	5	80
3	101	WAY	250	25	54
3	103	WAY	241	1	50
3	102	WAY	241	6	49
11	130	HOL	39	25	34
11	113	HOL	514	8	33
11	131	HOL	39	28	32
11	122	HOL	62	28	29

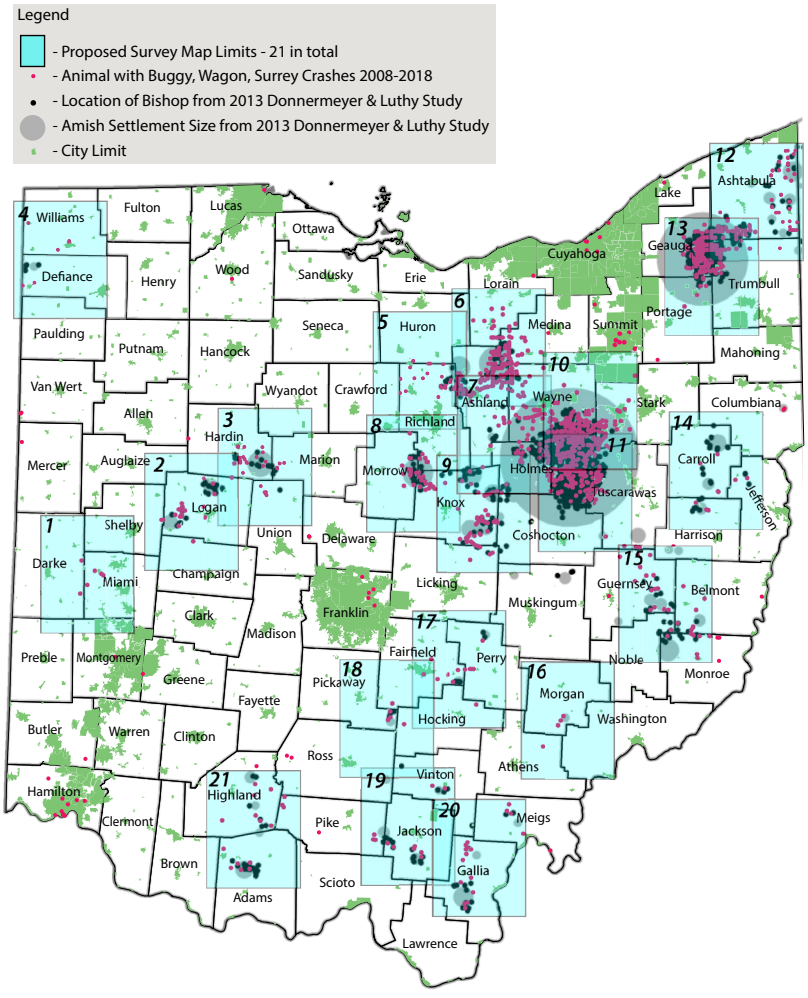

District 3, 4 & 11 -Buggy Count Map
Legend
- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts
Buggy Count Locations
- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted
*From 2013 Donnermeyer & Luthy Study
N
Lorain
Medina
Wayne
Ashland
Holmes
Stark
Tuscarawas

Public Survey

A public survey was developed and distributed across the Amish Community for approximately one year from August 2018 to August 2019. The purpose of the survey was to gather information about how Amish travel (modal choice), where they travel (specific routes), and why they travel (trip purpose) on public roadways. Surveys were distributed to the Amish Community through various methods including the 2018 Thanksgiving issue of The Budget newspaper, ODOT District staff, known Amish community members, and at ODOT-held community meetings.

The survey was distributed in two forms: as a location specific survey with an area map attached, and as a Statewide survey without a area specific map. Area maps were used to gather input on where the local Amish travel most frequently by buggy. The Statewide survey asked that the respondent to list their most frequently traveled buggy routes without the aid of a map. Though both survey forms asked the same questions, different survey forms were used for different distribution methods. The Statewide survey was used when distributed through The Budget Newspaper, while ODOT district staff distributed location specific surveys to the local Amish population. The image below summarizes the 21 areas where location specific survey maps were created.

Non-Motorized Study Survey Map Locations



Results

A total of 1,275 public surveys were completed across 27 counties within the State. The response rate varied across the State with roughly three quarters of responses coming from Holmes, Wayne, Ashland, Knox and Morrow County communities. To gain a better understanding of the response distribution across the State, the map on page 24 illustrates the public survey response rate by county.

Mode of Travel

The Amish use various modes of transportation to complete their daily trips. Some communities allow more modal choices than others including the use of E-Bikes, scooters and golf carts. Even within communities allowing one or more of those additional modes of travel, buggy travel was still the most frequently used mode as 95% of respondents traveled by buggy at least once a week. Walking was also a heavily utilitzed mode choice as 75%

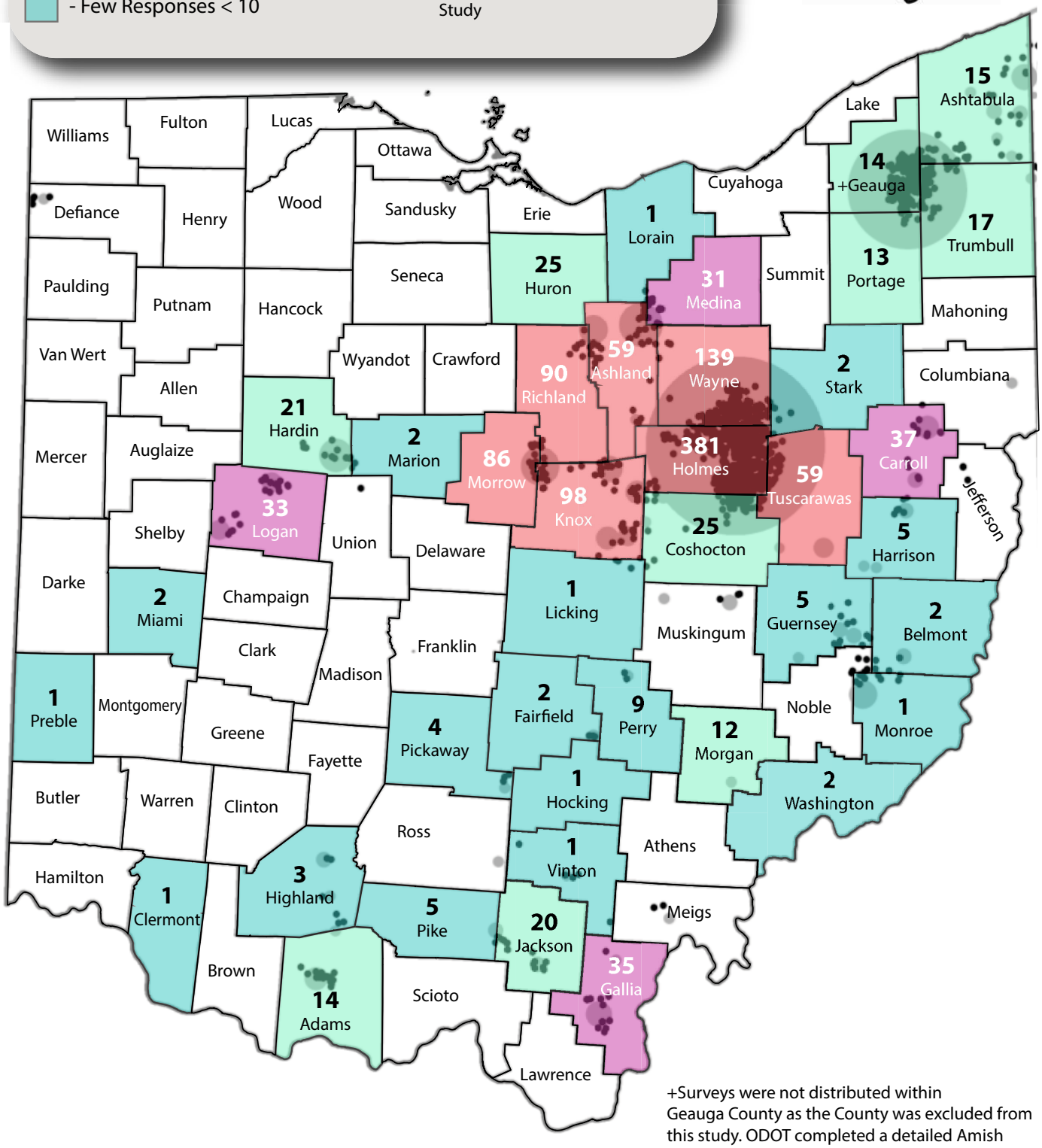
Public Survey Responses by County

Legend

- High Volume: > 51 Responses
- Moderate Volume: 26 to 50 Responses
- Low Volume: 11 to 25 Responses
- Few Responses < 10
- Location of Bishop*
- Amish Settlement Size*

*From 2013 Donnermeyer & Luthy Study

1,275 Total Responses



+Surveys were not distributed within Geauga County as the County was excluded from this study. ODOT completed a detailed Amish Safety Study within Geauga County in 2016.

walked at least once a week along public roadways. Bicycle use was less frequent across the State yet 60% of respondents travel by bicycle at least once a week. Bicycling usage varies wildly by Amish settlement as some communities do not allow the Amish to ride bicycles. Roughly 30% of respondents do not travel by bicycle.

Frequency & Trip Purpose

The reason and frequency the Amish are traveling on public roadways varies depending on the trips purpose. When analyzing travel frequency by week most respondents stated that they travel for church the most at 86%. This result makes sense as church is a weekly trip generator. Travel for work is more frequent with roughly 50% of respondents stating they travel for work at least once a day. Travel to/from school mimics travel for work with 43% of respondents stating they travel to school at least once a day. Travel to shop or sell goods is more of a weekly travel mode with 60% of respondents stating they travel once a week and an additional 27% said they travel to shop at least once a month.

Night Travel & Safety Equipment

Nearly all respondents (94%) travel by buggy, bicycle or foot at night. This reinforces the importance of installing or wearing proper safety equipment to increase visibility while traveling at night.

Though there is some consistency in the survey results regarding buggy safety

Statewide Public Survey Results

How Frequently you use....

95% At Least Once a Week

75% At Least Once a Week

60% At Least Once a Week

Trip Purpose at least once a week....

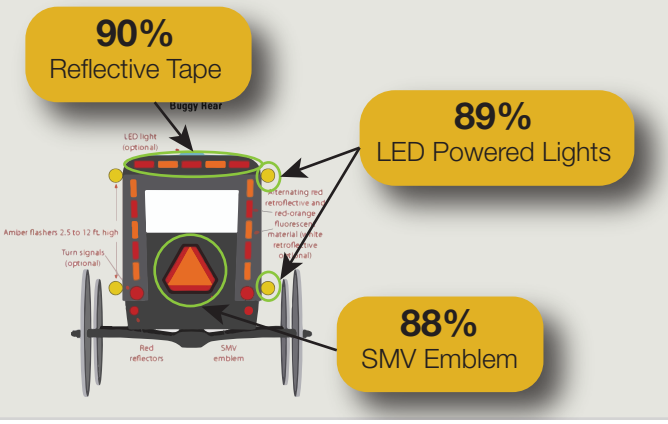
To Church **86%**

To Work **60%**

To Shop **65%**

To School **45%**

Safety Equipment Currently Installed on Buggy....



Biggest Safety Concern....

88% Aggressive Motor Vehicle Drivers

66% Going over Hills or around Curves

38% Truck Traffic

equipment currently installed, discussions with Amish communities across the State revealed buggy safety equipment varied widely by community. One explanation for this discrepancy could be that roughly three quarters of the survey respondents live within the Holmes, Wayne, Ashland, Knox and Morrow Counties area where some Amish communities are more open to using various forms of buggy safety equipment. Smaller Amish communities along the Ohio River or within Hardin and Logan Counties were much more conservative with regards to buggy safety equipment. For area specific survey results refer to the Area Profiles section of this report beginning on page "Area Profiles" on page 31.

The survey results showed that roughly 90% of all respondents stated that they have installed reflective tape (rear of buggy), LED-powered lights/lanterns, and/or Slow Moving Vehicle (SMV) emblem on their buggies. In addition, two thirds of respondents use battery powered turn signals. The color of the LED lights used on the buggies varies throughout the State ranging from white, red, yellow, orange or blue. These survey results were consistent with the results from the 2016 Amish Safety Strategic Plan for Geauga County regarding buggy safety equipment. In that survey, over 85% of respondents installed rear reflective warning tape, a SMV emblem, LED-powered lights and turn signals. These survey results indicate many Amish communities are taking a proactive approach to buggy safety.

The Amish expressed that their biggest safety concern while driving was aggressive motor vehicle drivers (88% of responses). This concern was expressed at community meetings across the State in both heavily traveled and newer, smaller, Amish communities. Nearly two-thirds of all respondents stated that going over hill or around corners was their biggest safety concern. The rest of the results were evenly distributed with roughly one-third of respondents stating that truck traffic, being hit while turning left or being seen after dark are their biggest safety concerns.

Respondents were also asked to provide additional feedback on any other safety concerns while traveling by buggy, bicycle or foot as part of an open-ended question. Examples of the most common responses are summarized below.



"What scares me is people texting and on phone"



"Rough roads where horses could step in potholes and bicycles could hit holes or grooves and cause an accident"



"In a buggy you cannot depend on turning signals. I have been stopped, waiting to turn left out in the right lane, turning signals on, and just ready to turn someone comes out around"



"Locals drive too fast on roads, don't turn out far enough when passing, pass at hill where you can't see"



"Wider roads with shoulders would be nice, and would make it safer for buggy traffic"

Community Meetings

An Amish community's size, method of transportation, preferred safety equipment, and transportation challenges can vary wildly by community. Even separate Amish communities that reside within the same County can be different from one another. There is little consistency with regard to these transportation issues across the State. To gather a perspective on the various Amish communities across the State as well as assess their unique transportation challenges, a total of 18 public meetings were held between March and August 2019. Meeting locations were selected around known Amish population centers while also attempting to represent the cultural diversity of varying Amish communities across the State. Meetings were held after work hours between 5 PM and 8 PM on a Monday, Tuesday, Wednesday or Thursday night and each lasted for one to two hours. The team worked with local Amish liaisons within each community to organize each meeting. Meetings were held at locations where the local Amish felt most comfortable and included produce auctions, Amish Health & Safety Days, township halls, resident's barns or local Amish businesses.

Meetings were promoted within the local Amish community one month ahead of each meeting date. The team produced and printed flyers that the local Amish liaisons distributed throughout the community. The approach was fairly successful as most meetings had 20 to 35 attendees. The average meeting size was 32 attendees. In total, excluding Amish Health & Safety Day participation, 505 attendees participated in the community meetings. A summary and map of each meeting is provided on the following pages.

Meeting Format

Each meeting began with a short presentation from the consultant team that gave an overview of the goals, timeline and purpose of the study and explained the information ODOT was seeking to gather from the local Amish community to help inform the study. After the presentation, the meeting transitioned into an open house format where participants interacted one-on-one with the consultant team, ODOT representatives and at times local safety, county or township officials, to ask questions and gather information about local Amish travel patterns.

Participants were asked to provide feedback on four exercises specific to the local area. The exercises focused on buggy travel, bike/pedestrian travel, locations of roadway safety concerns, and future roadway improvement desires. Participants were presented with maps of the local area and asked to highlight locations on the map where they traveled frequently by buggy, bike or foot, as well as locations where they felt unsafe while traveling. Participants were also presented with six ideas for future improvements to remedy areas of safety concern and asked to circle improvements they felt would be most



beneficial. In addition, participants had the ability to share any additional safety concerns via comments sheets.

Feedback from each community meeting is illustrated within the Area Profiles section of the study, as well as within Appendix C. Data collected at each community meeting was paramount in informing the prioritization matrix detailed later in this document. Buggy travel, bike/pedestrian travel and locations of safety concern are each criterion that directly contributed to a roadway segment's priority level.

Thematic Concerns

Though Amish communities differ from one area of the State to another, there were some common concerns that arose from discussions at community meetings across the State. Below is a summary of some of the most common concerns.

Roadway Maintenance

Two major concerns were raised regarding roadway maintenance: filling potholes and maintaining shoulders. Potholes can cause serious damage to a buggy as it travels and some of the less traveled motor vehicle routes tend to have more potholes making it difficult for the Amish to use those routes. Many Amish complained about shoulder "drop offs" from the edge of the paved shoulder to the gravel alongside the treated shoulder. In many areas there is a large drop off due to erosion during storms or steep grades into roadside ditches which forces the Amish driver to ride closer to the traveled lane. Improved maintenance of the treated shoulder would allow the Amish to ride within the available shoulder width and out of the traveled lane.

Edge Line/Shoulder Rumble Strips

Many Amish, particularly in the southern portion of the State, complained about shoulder rumble strips. The rumble strips "spook" the horses when the buggy wheels run along them and the horse itself cannot run on the rumble strips as the horse could trip and fall. To remedy this issue the buggy driver has to span the rumble strip between the buggy wheels or run in the traveled lane. Many of the shoulders with rumble strips don't have enough width to allow the buggy to travel outside of the rumble strips, away from the traveled lane. The Amish would like to see rumble strips removed on state routes they frequently travel.

Intersection Sight Distance

Many Amish across the State identified restricted sight distance as a major issue while turning onto state routes. Amish drivers are set back from the front of the horse a large distance (approximately 12 feet) as compared with a typical motor vehicle driver. As a result, at intersections where the typical motor vehicle driver may have no sight distance issues, an Amish buggy driver may not be able to see around tall grass or brush. Where possible within the right of way, additional grass and shrub cutting should be considered to improve sight distance for Amish drivers.

Snow Plowing

Amish expressed the need for the shoulders along state routes to be plowed in the winter as they still use the roadways regardless of the weather. They also expressed concern about snow plows approaching the buggies suddenly and plowing around them, which startles the horse and driver. They would like plow drivers to be more courteous while passing.



Community Meetings Summary

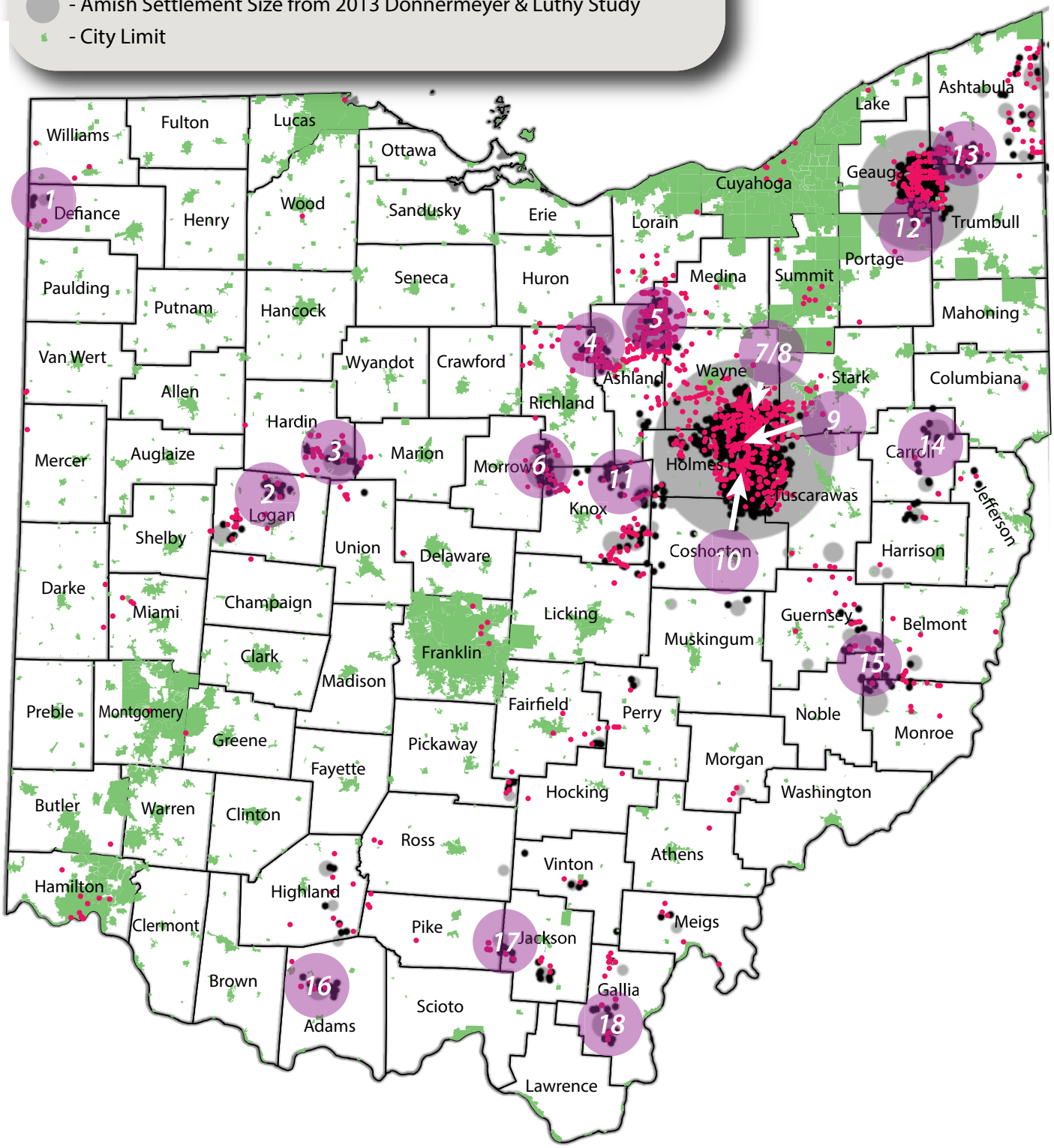
Map ID	Location	Address	County	Date of Meeting	Total Attendees
17	Scioto Township Fire Department Building	4701 State Route 776, Jackson Ohio 45640	Jackson	3/26/2019	30
7	Kidron Community Park Building	4434 Kidron Road, Kidron, Ohio 44636	Wayne	3/27/2019	16
16	Wheat Ridge Community Building	3735 Wheat Ridge Road, West Union, Ohio 45693	Adams	4/9/2019	34
1	Amish Schoolhouse Community Room	07327 Hicksville-Edgerton Road, Hicksville Ohio 43526	Defiance	4/10/2019	39
18	Patriot Metals Building	1588 Gage Road, Patriot, Ohio 45658	Gallia	4/11/2019	33
15	Village of Batesville's Community Park Shelter	56705 Seneca Lake Road, Quaker City, Ohio 43773	Noble	5/28/2019	7
6	Owl Creek Auction	7835 County Rd 22, Fredericktown, Ohio 43019	Morrow	6/5/2019	18
3	Dudley Township Hall	21593 County Road 190, Mt. Victory, Ohio 43340	Hardin	6/6/2019	34
14	Kilgore Fire Hall	7177 Germano Road, Carrollton Ohio 44615	Carroll	6/11/2019	31
5	County Line Produce Auction	11701 Jeffery Road, West Salem, Ohio 44287	Wayne/ Medina	7/3/2019	55
9	Mount Hope Event Center - Dean Beachy Arena	8076 State Route 241, Millersburg, Ohio 44654	Holmes	7/9/2019	85
11	Nunda Ridge Schoolhouse	20330 Nunda Road, Butler, Ohio 44822	Knox	7/10/2019	34
13	Levi Miller's Shop/ Barn	2669 Rice Road, Orwell, Ohio 44076	Ashtabula	7/22/2019	27
2	Daniel Miller's Barn	8148 County Route 49, Belle Center, Ohio 43310	Logan	8/8/2019	21
12	Nelson Township Community House	11642 Windham Parkman Rd Garrettsville, Ohio 44231	Portage	8/12/2019	16
10	Oasis Center	3460 Township Road 159 Baltic, Ohio 43804	Holmes	8/13/2019	1,200*
8	Kidron Community Park Building	4434 Kidron Road, Kidron, Ohio 44636	Wayne	8/14/2019	25
4	Keim Bulk Food	1411 Twp Rd 1106, Ashland, Ohio 44805	Ashland	8/15/2019	600*
				Total	**505**
				Average Attendance	**32**

*** Health and Safety Day Events - Attendance Totals are Estimated. Estimated Totals not Included in Total or Average Attendance Numbers**

Community Meeting Locations

Legend

- - Community Meeting Locations - 18 in total
- - Animal with Buggy, Wagon, Surrey Crashes 2008-2018
- - Location of Bishop from 2013 Donnermeyer & Luthy Study
- - Amish Settlement Size from 2013 Donnermeyer & Luthy Study
- - City Limit



Area Profiles

Large Amish settlements, like Holmes and Geauga, are known by locals and tourist alike. These settlements tend to dominate popular thinking of acceptable Amish cultural from both a roadway/buggy safety and modal choice perspective. But the State of Ohio has over 76,000 Amish residents, in 65 Amish settlements, stretching into 57 counties. Due to Amish settlements being spread across the State, settlements can differ wildly in terms of geography and topography, impacting roadway safety concerns differently. Settlements can also vary wildly in terms of their accepted cultural beliefs. Each settlement's policies on acceptable modes of transportation and roadway safety equipment is governed by local bishops. These policies can vary greatly by settlement even within the same county.

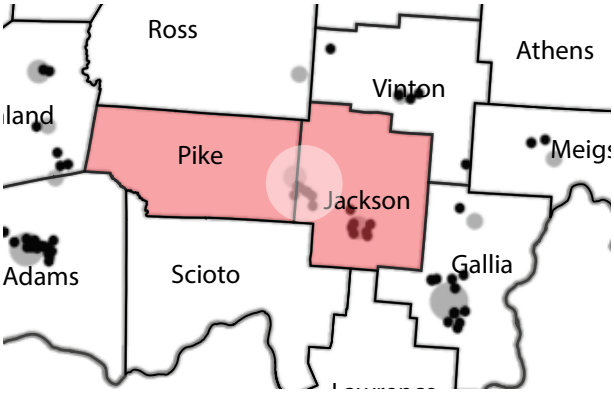
The goal of the area profiles detailed on the following pages is to provide ODOT with specific feedback on roadway safety concerns, Amish travel patterns, and local Amish policies regarding roadway travel and safety for a localized area. The profiles can help inform ODOT of specific needs of an area when determining future improvements. The area profiles are centered around locations where community meetings were conducted. Localized public survey results, community meeting feedback, population data, historic crash data, and buggy count information is summarized within each area profile.

There were 18 community meetings conducted in total as part of this study, which resulted in 16 area profile summaries. Two community meetings were conducted in Kidron and the results of those two meetings were combined into a single area profile. The community meeting conducted in Barnsville, within Noble County had the lowest attendance of any meeting, with only seven Amish community members in attendance. The low turnout, along with limited public survey responses from the area, limited the accuracy of the data. As a result, no area profile was summarized for this location. The chart below summarizes the area profiles detailed on the following pages.

Area Name	County
Beaver	Jackson/Pike
Kidron	Wayne
West Union	Adams
Hicksville	Defiance/Williams
Patriot	Gallia
Fredericktown	Morrow/Knox
Mt. Victory	Hardin
Kilgore	Carroll
Tri-County	Ashland/Medina/Wayne
Mt. Hope	Northern Holmes
Jelloway/Danville	Knox
Orwell	Ashtabula/Trumbull
Belle Center	Logan
Garrettsville	Portage
Charm	Southern Holmes/ Coshocton
Shiloh	Ashland/Richland

Beaver Area

Jackson/Pike County



Public Survey Summary

The settlements within this area are conservative and do not allow bicycle or scooter use. Buggy travel is the primary mode of transportation within this community with walking as a distant second option. All survey respondents said they use buggy transportation at least once a week, with the majority stating they use it daily.

LED lights or any battery-powered lights are rarely used within the community. Roughly 80% of survey respondents said they do travel with a lantern at night. The use of other buggy safety equipment is sparse as only the slow-moving vehicle emblem had a response rate of over 45%. Most other response options had few to no responses.

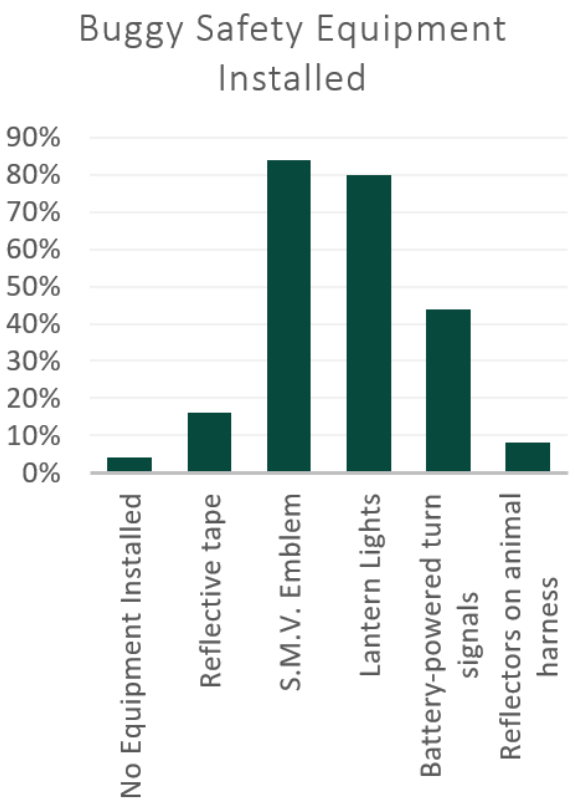
"SR 32 rumble strips - can't ride on them"

375 - *2019 Population (Beaver Settlement)*

25 - *Survey Responses*

30 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

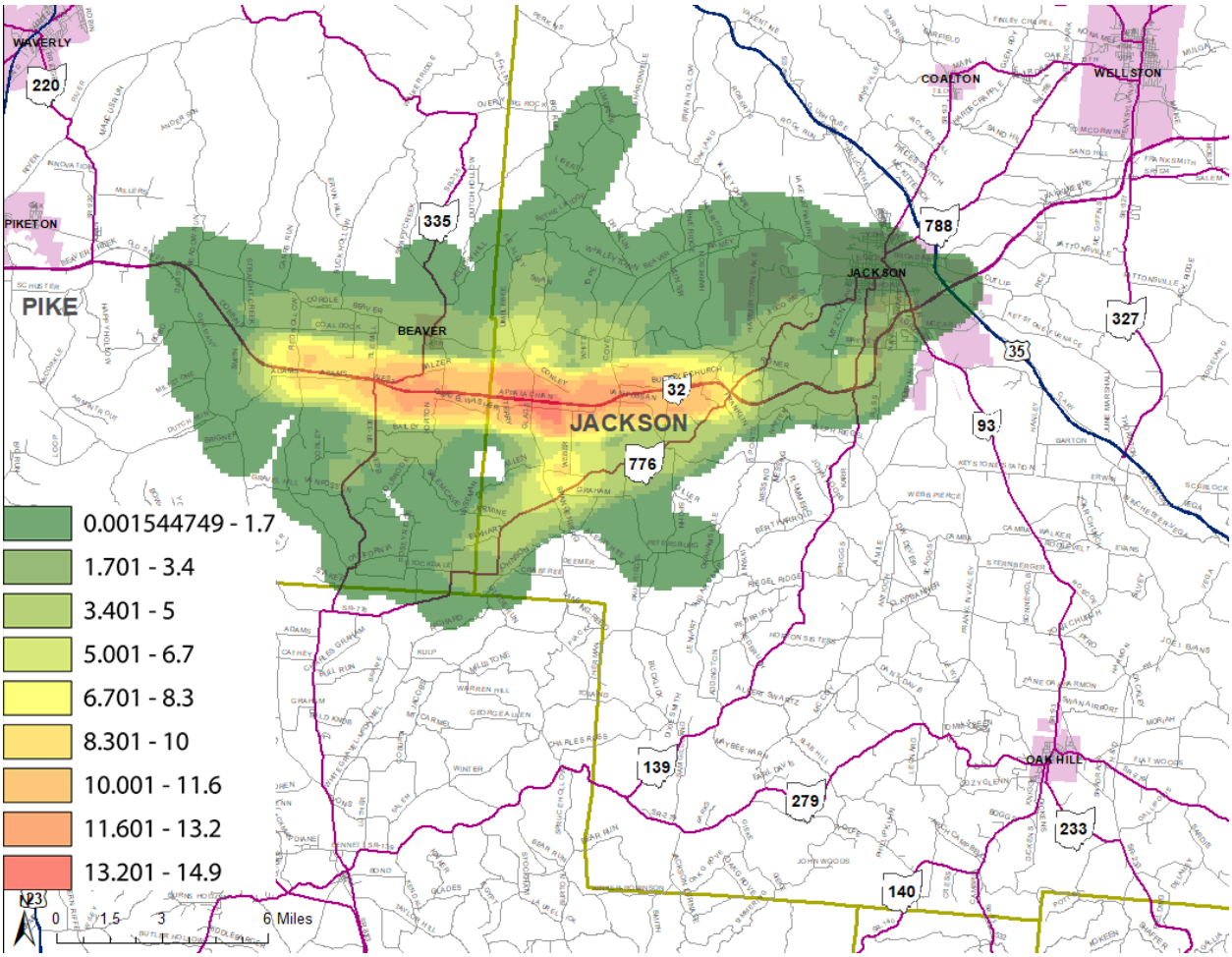


Community Meeting Summary

The local Amish population indicated they try to avoid most state routes in the area, but must frequently travel along SR 32 as there are limited options to travel east/west. They noted that the speed and volume of the trucks along the route combined with the recent installment of shoulder rumble strips make SR 32 difficult to navigate. Many stated that they run their buggy partially within the traveled lane to avoid the rumble strips.

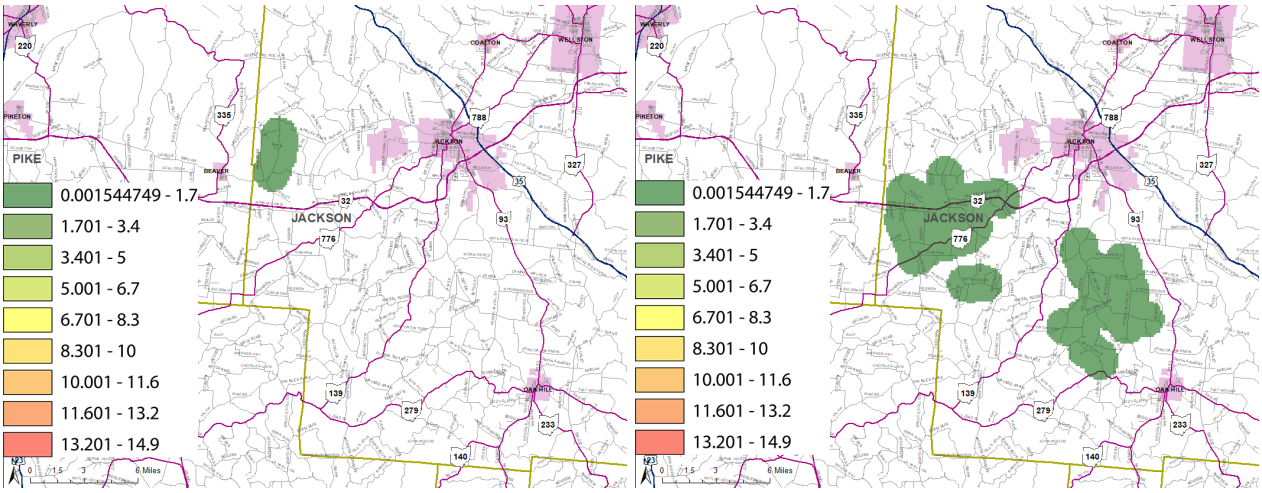
Buggy Travel Exercise

Local Amish noted that they travel most frequently on SR 32, (between the town of Beaver in Pike County and SR 776 just west of the City of Jackson) and SR 776 (from roughly the Pike County line, east to SR 32). This information is consistent with known population data in the area, as many of the Amish in this settlement reside south of SR 32 within the southwestern corner of Jackson County and southeastern corner of Pike County.



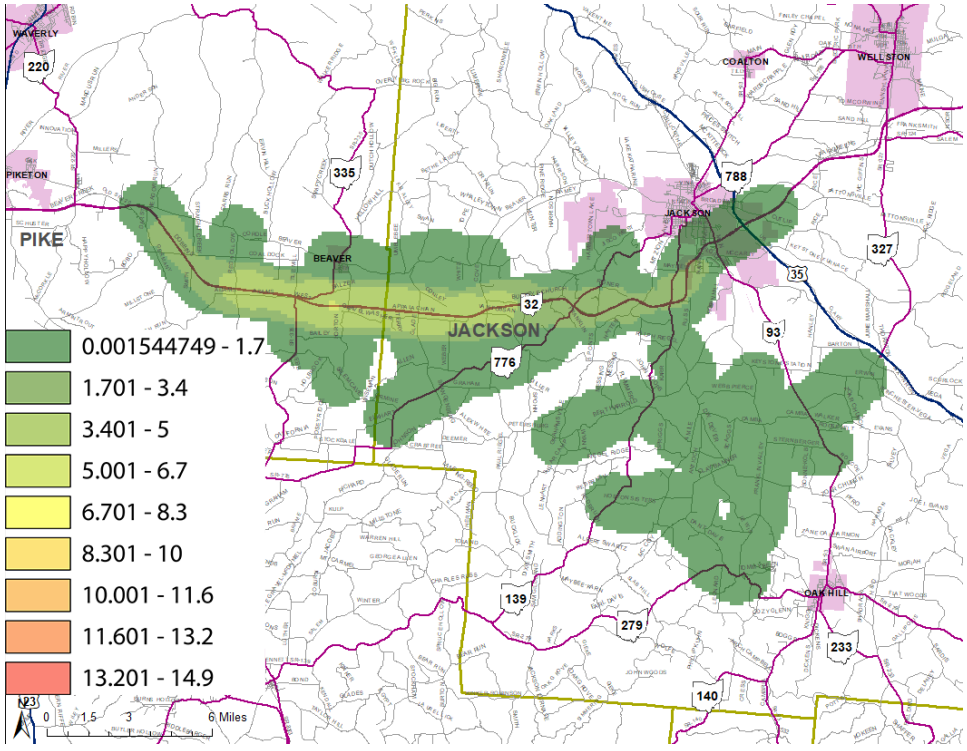
Bike/Ped Exercise

There was a limited response to this exercise as the local Amish in the area are not allowed to ride bikes or scooters for transportation. In addition, the area is very rural with a general rolling terrain, and narrow shoulders so walking to destinations is generally difficult. Only SR 32 and portions of SR 776 were identified as locations people seldom walk (only one response).



Safety Location Exercise

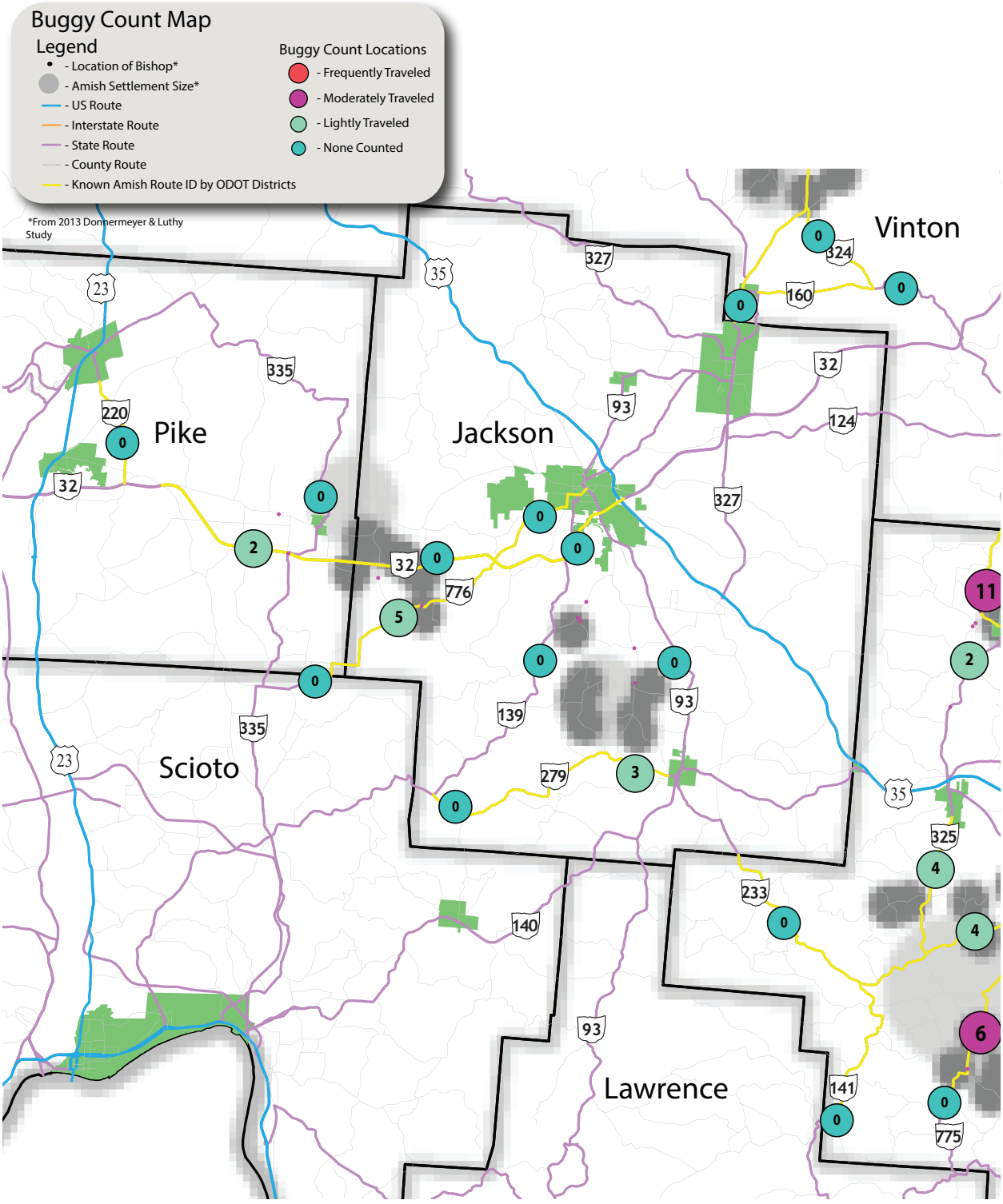
Consistent with other data gathered from the local area, SR 32 roughly between the town of Beaver and SR 776 was cited as the location with the highest safety concern locally. Portions of SR 776 around the Pike/Jackson County line were also cited as areas of concern. Safety concerns expressed ranged from lack a visibility around corners and over hills on SR 776, and vehicle speed and limited shoulder width due to rumble strips along SR 32.



Crash Data/Buggy Counts

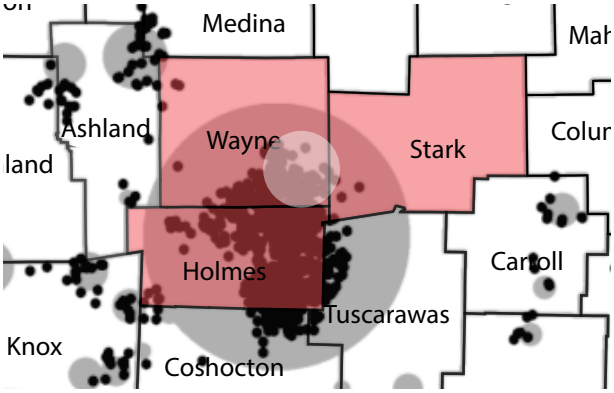
There have been few crashes recorded on state routes within the area over the past 10 years. Buggy crashes along SR 32 in Pike County are most notable as one crash was fatal.

Buggy count results showed light buggy volumes on SR 32 and SR 776. Other buggy count locations in the area witnessed no volumes.



Kidron Area

Wayne County



Public Survey Summary

This community is open to using various modes of transportation to travel locally. Though buggy travel is still the primary means of travel, other modes including bikes, e-bikes, golf carts, scooters and walking are also very prevalent within the community.

Personal safety is taken seriously within this community. The use of battery-powered lights (76% of respondents) and turn signals are prevalent throughout the community. Walkers and bikers were observed wearing fluorescent safety vests at the community meetings and the local Amish expressed that the use of vests were encouraged by community elders.

Typical concerns expressed by the local Amish mimic statewide results regarding aggressive motor vehicle drivers. They also noted that existing buggy lanes and/or widened shoulders in the area could be wider to facilitate safer travel along state routes.

36,755 - *2019 Population (Part of Holmes Settlement)*

110 - *Survey Responses*

41 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Below are a couple of written survey responses from local Amish.

"55 mph drivers do not slow down or turn out far enough for bicycles and buggies"

"The buggy lane on SR 241 is a tad skinny. If it were 12" wider I would feel a whole lot safer."

Local Safety Concerns

Aggressive Drivers	Over Hills /Curves	Truck Traffic	Turning Left	Seen at Dusk	Entering Roadway
90%	66%	32%	32%	29%	8%

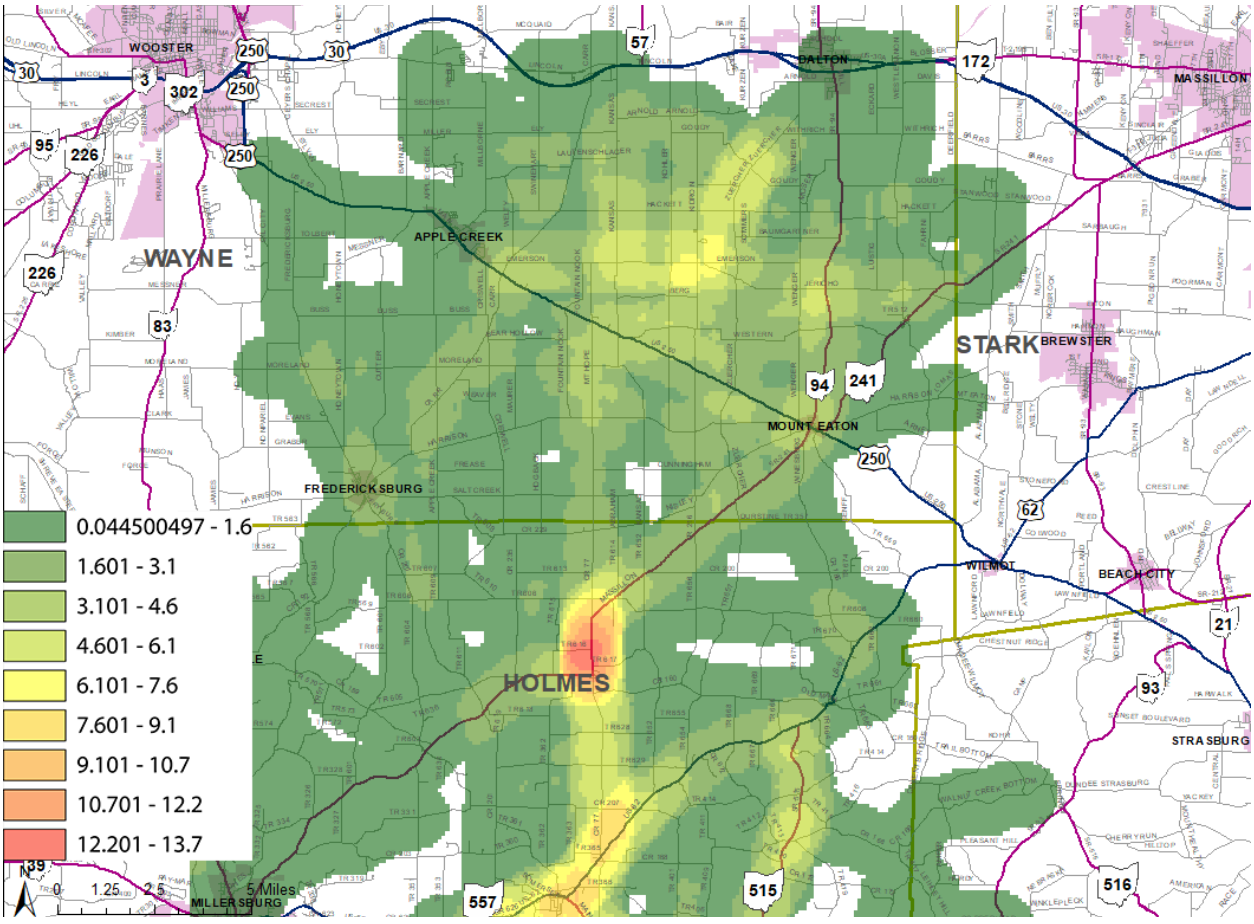
Community Meeting Summary

This location hosted two community meetings at the Kidron Community Center. The first was held on March 27th and the second held on August 14th. Amish attendance at the first meeting was low and local Amish requested a second meeting be held to gather additional feedback as the area is one of the more populated Amish areas in the State. Though there were two community meetings held at this location, neither had a high turnout of Amish. So results for the exercises from this location are limited.

Locals expressed safety concerns regarding bikes, scooters and e-bikes traveling on state routes. Many motor vehicle drivers pass very close and in many cases have trouble judging the speed of e-bikes on the roadway. This has led to many near misses and some bicycle and pedestrian accidents in the area. The area is a local tourist destination and, as such, has a higher number of motor vehicles are on the roadways than other Amish areas of the State. Due to the availability of numerous county and township roads in the area, Amish expressed that they try to avoid state routes when possible. Local Amish have seen the benefits of buggy lanes with some recent installations in the area and expressed the desire to have those facilities constructed in the future, particularly along SR 241.

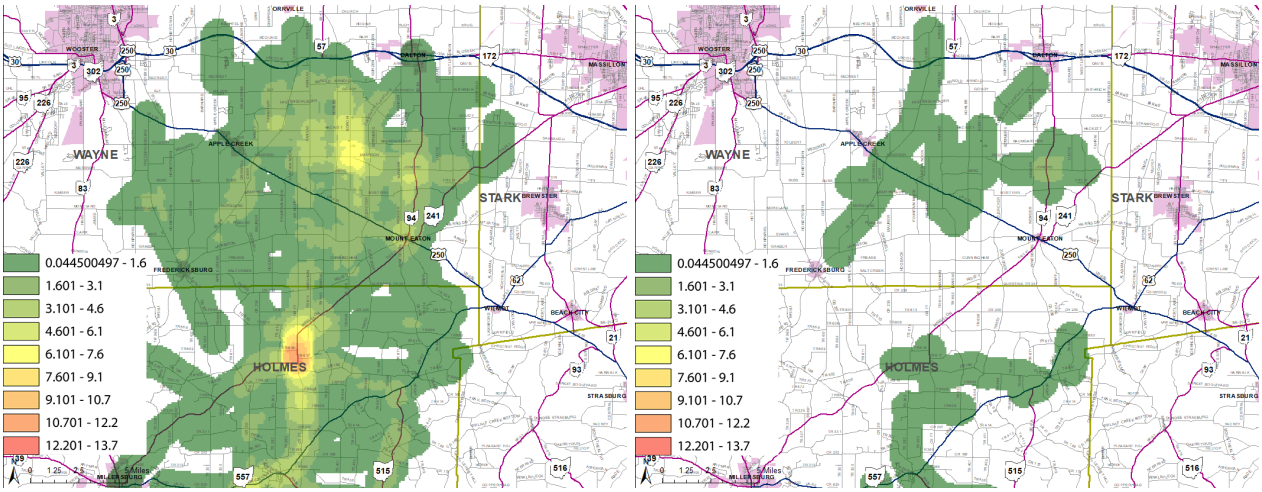
Buggy Travel Exercise

The most frequently traveled locations (four instances each) were along SR 94 (from US 250 to Hackett Road), and along SR 241 (from the Holmes County line, east to SR 93 in Stark County). US 250 east of Wooster through Stark County was also identified by the local population as a frequently traveled buggy route.



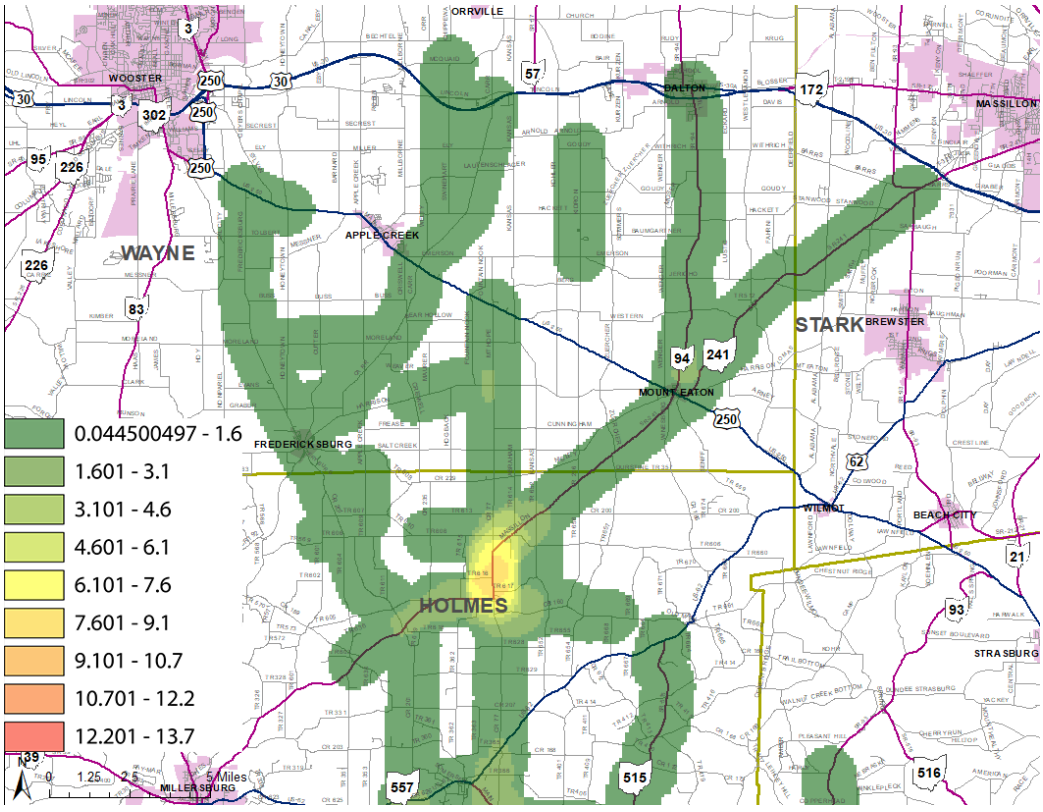
Bike/Ped Exercise

SR 94 from US 250 to roughly Hackett Road was also the most identified state route in the area for bicycle and pedestrian activity. Other state routes in the area saw little or no feedback regarding bicycle and pedestrian usage.



Safety Location Exercise

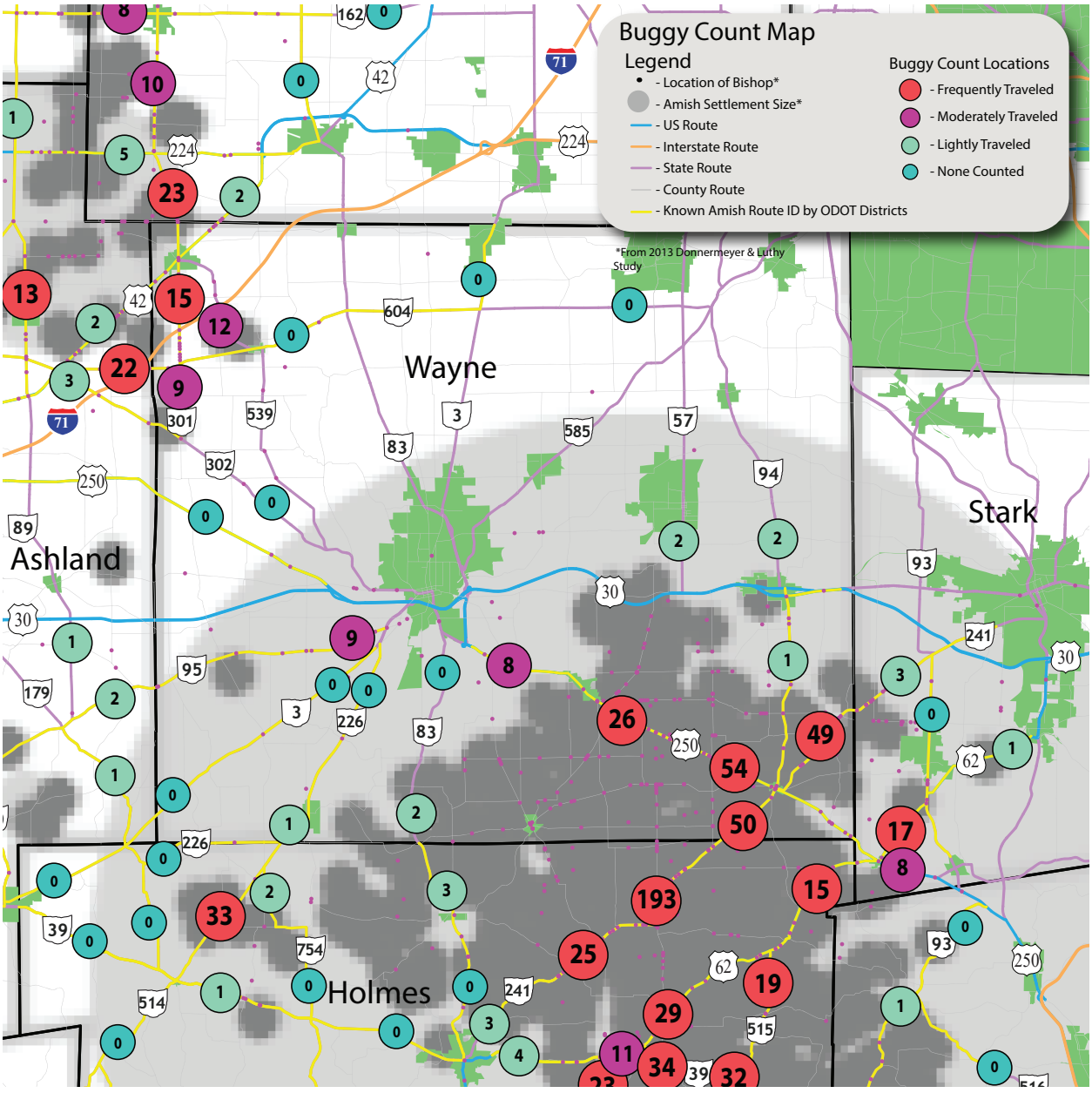
SR 94 from US 250 to roughly Hackett Road was the most identified route for safety concerns in the area (3 instances). This does not correlate with recent crash data in the area which cited both US 250 and SR 241 as the highest crash locations in the area. This might be due to the low response rate from the community meetings. Survey comments also seem to corroborate recent crash data as many expressed concerns about traveling along SR 241.



Crash Data/Buggy Counts

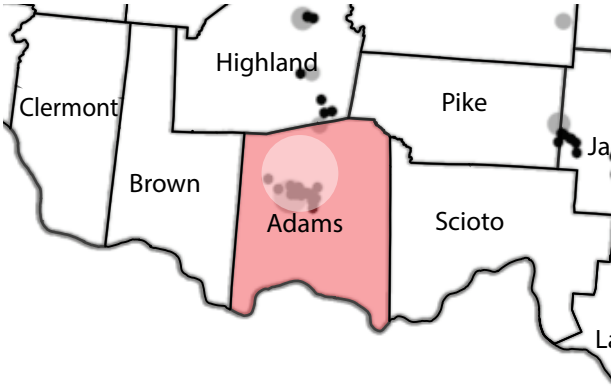
Three roadway segments within this community rank in the top ten for buggy crashes/mile/year within the State from 2009-2019. Roadway segments along US 250 (Mt Hope Road to Kidron Road) and SR 241 (US 250 to SR 93), which spans the Wayne and Stark County border, have crash rates/mile/year that exceed 0.3. These routes have also produced two fatal buggy crashes over the last ten years. US 62 within Stark County is another notable buggy crash location, with a crash rate/mile/year that exceeds 0.25.

The Kidron area returned some of the highest buggy count volumes in the State. SR 241 and US 250 were the most heavily traveled routes from buggy count results with over 50 buggies recorded over a 12-hour period. High volume counts were recorded as far east as Stark County. While the majority of buggy travel seems to be bound by US 30 to the north and SR 83 to the west, a few buggy counts noted small volumes of buggy traffic north of US 30 just south of Orrville and along SR 83 suggesting that local populations could be expanding in those directions.



West Union Area

Adams County



495 - *2019 Population (West Union Settlement)*

15 - *Survey Responses*

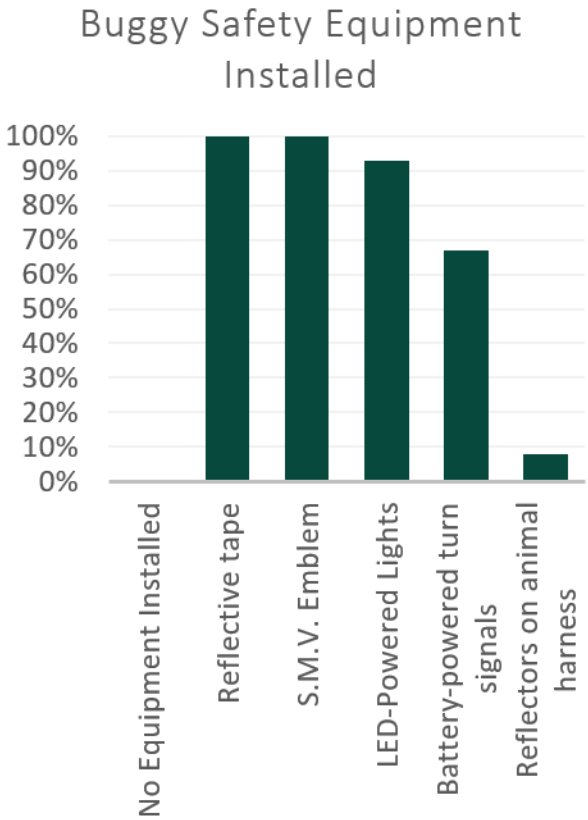
34 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

The West Union Amish community is very progressive when it comes to buggy/bicycle safety equipment. All survey respondents use reflective tape and a SMV emblem, while nearly all respondents use LED-powered lights and two-thirds have battery-powered turn signals. The community does allow cycling and many children bicycle to/from school. Aggressive motor vehicle driving was the most frequent safety concern in the community. Other safety concerns included being seen after dusk/dark and while going over hills and around curves. These concerns regarding visibility may correlate with a general lack of signage and intersection lighting in the area.

"Have nieces and nephews going to school - cycling. Lots of big-rig trucks on the same roadways."

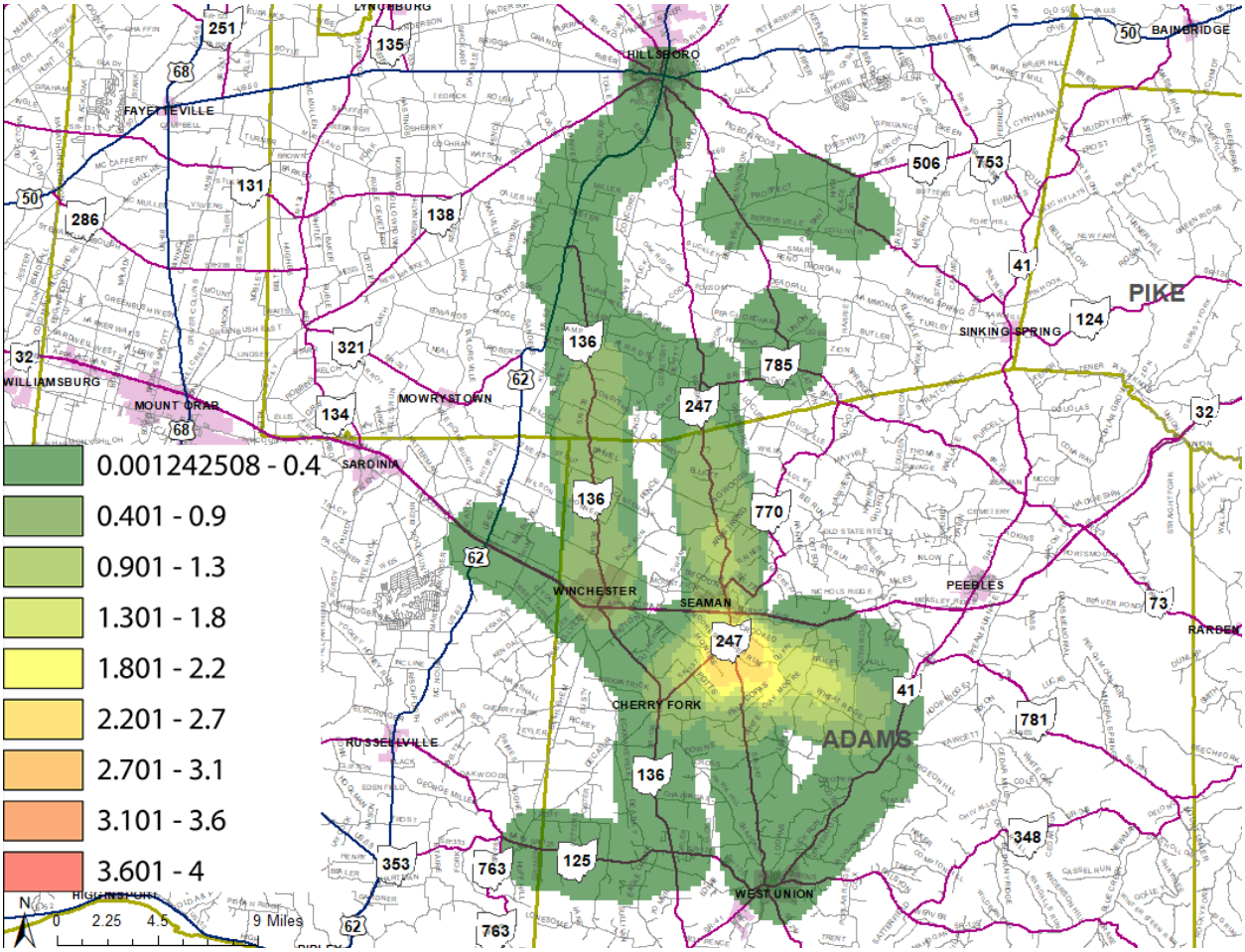


Community Meeting Summary

Local Amish expressed concern with the increased number of tourists in the area. Many are not aware that Amish live within Adams County and are not expecting to encounter a SMV on state routes in the area. A need for additional signage within Amish frequented areas was discussed to better inform tourist of slow moving vehicles. Many roadways in the area have limited shoulder width, many curves and hills with high speed limits. These issues enhance the need for additional signage.

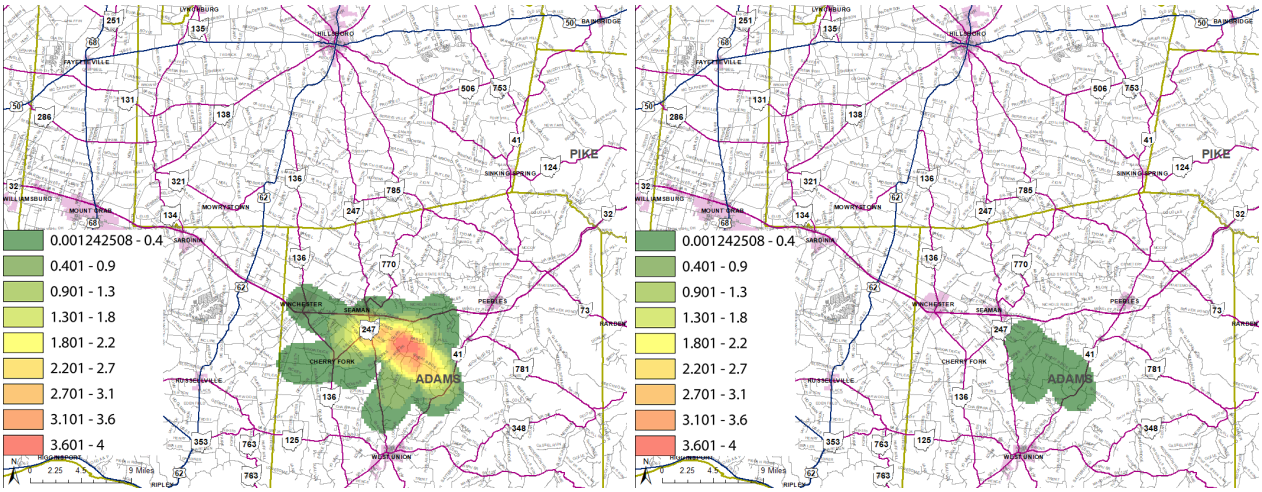
Buggy Travel Exercise

The most frequented routes identified were limited to the northwestern portion of Adams County, north of West Union. SR 247 from just south of the SR 137 intersection, northward through the town of Seaman to the Adams/Highland County line, was the most frequented route. Other frequented Amish buggy routes in the area were SR 137 (between SR 136 and SR 247) and SR 136 (north of SR 137, through Winchester and northward towards Highland County).



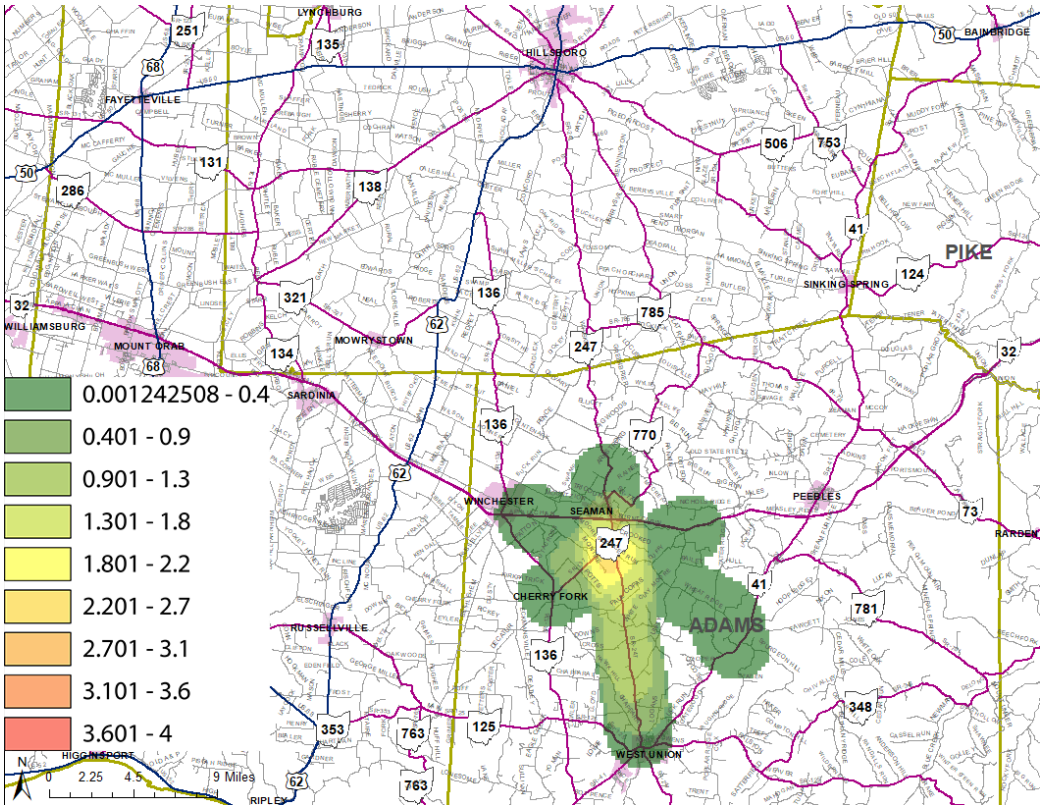
Bike/Ped Exercise

This community does allow bicycle use and identified SR 137 (from SR 136 to SR 247) as the most frequently used route. It was expressed at the community meeting that many school children use this route to travel to/from school.



Safety Location Exercise

SR 247 from north of West Union to the SR 32 intersection was the state route with the highest safety concern in the area. Many locals at the community meeting expressed a difficulty crossing this route due to high truck and traffic volumes along SR 247. SR 137 was also identified by many locals as a safety concern location.

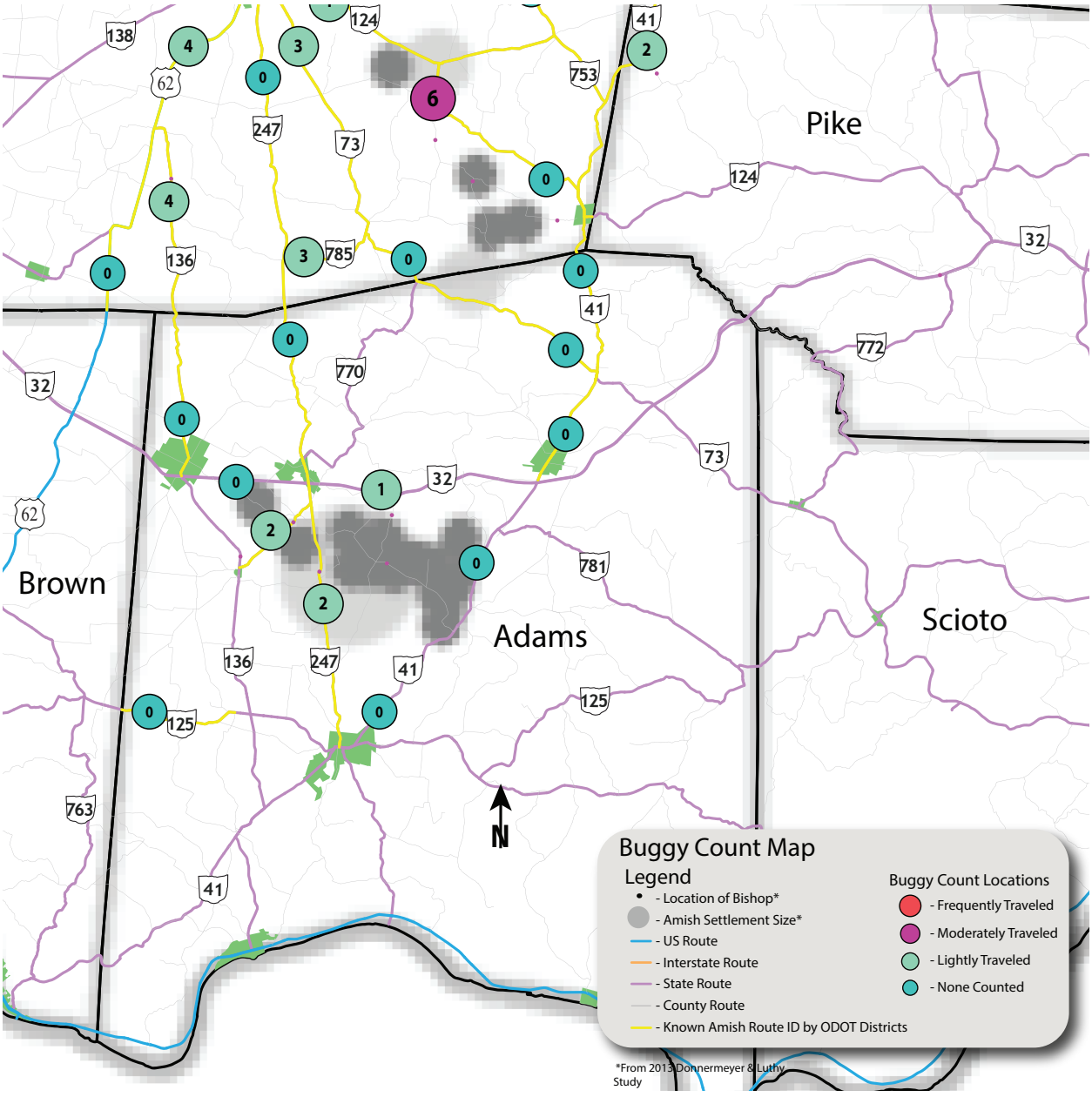


Crash Data/Buggy Counts

Over the last ten years only a few buggy or bike/pedestrian crashes have occurred on state routes in the local area with none significant enough to present a trend. However, to the north in Highland County along SR 138, bicycle and pedestrian crashes ranked seventh highest in the State (0.1 crashes/mile/year) between SR 771 and Bectal Road. This community did not have a community meeting to determine the cause of the relatively high crash rate.

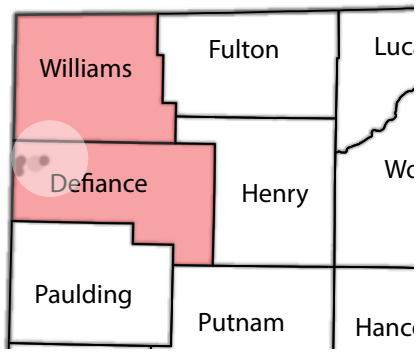
Buggy counts in the area were low, with only two recorded buggies along SR 137 and SR 247 within the West Union community. This is consistent with feedback from the community meeting where local Amish expressed they seek to avoid state routes in the area whenever possible.

Again, to the north within Highland County, moderate buggy travel was noted on both SR 138 and SR 124 (six recorded buggies at each) signaling separate Amish communities in that region.



Hicksville Area

Defiance/Williams County



Public Survey Summary

We received no survey responses from this area.

165 - *2019 Population (Hicksville Settlement)*

0 - *Survey Responses*

39 - *Community Meeting Attendees*

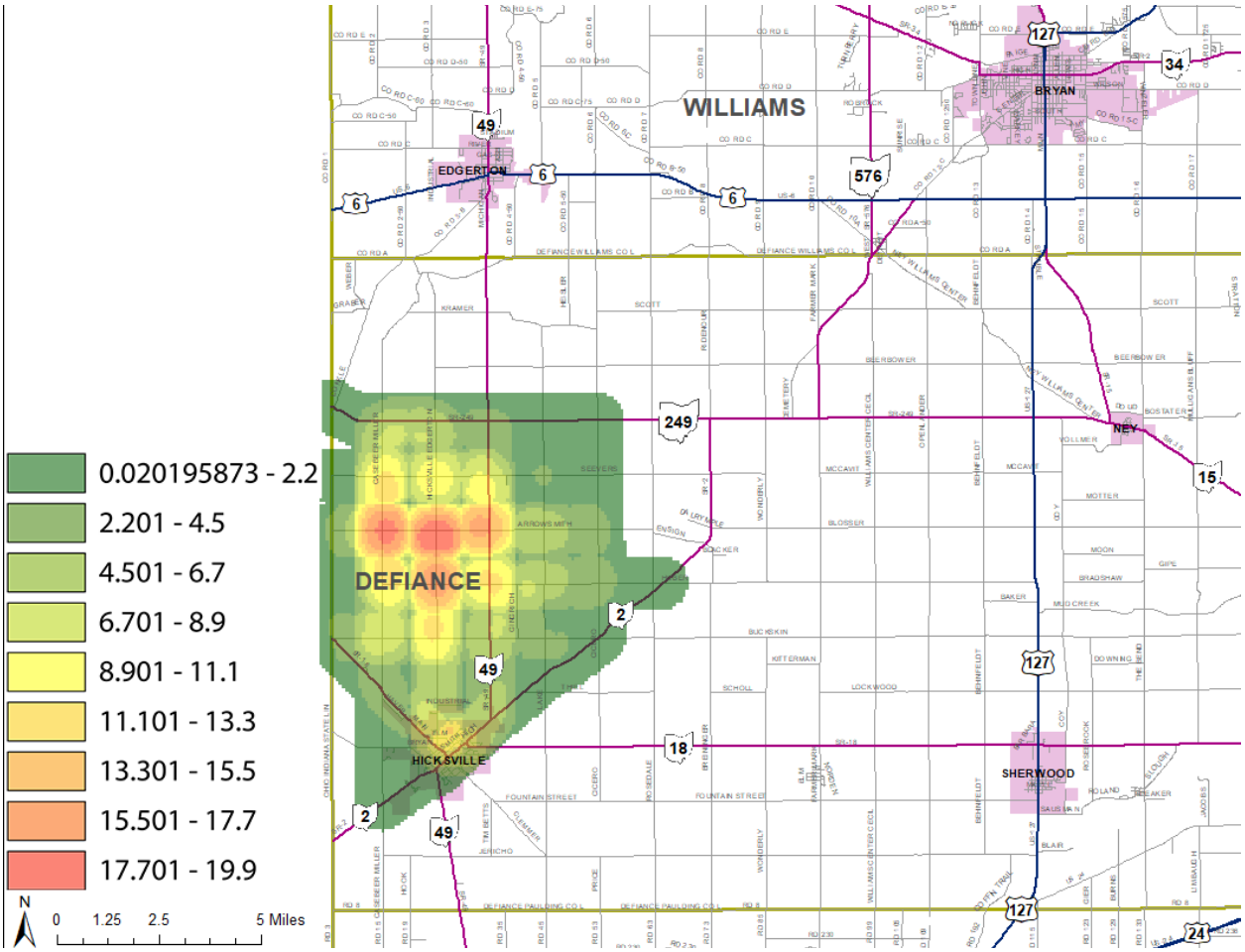
Bicycles/Scooters Allowed?

Community Meeting Summary

Locals expressed concerns with school children walking along and crossing both state and county roadways in that area. They requested additional crosswalk and school speed limit signage be installed as motor-vehicles travel very fast on the straight, flat roadways within the area.

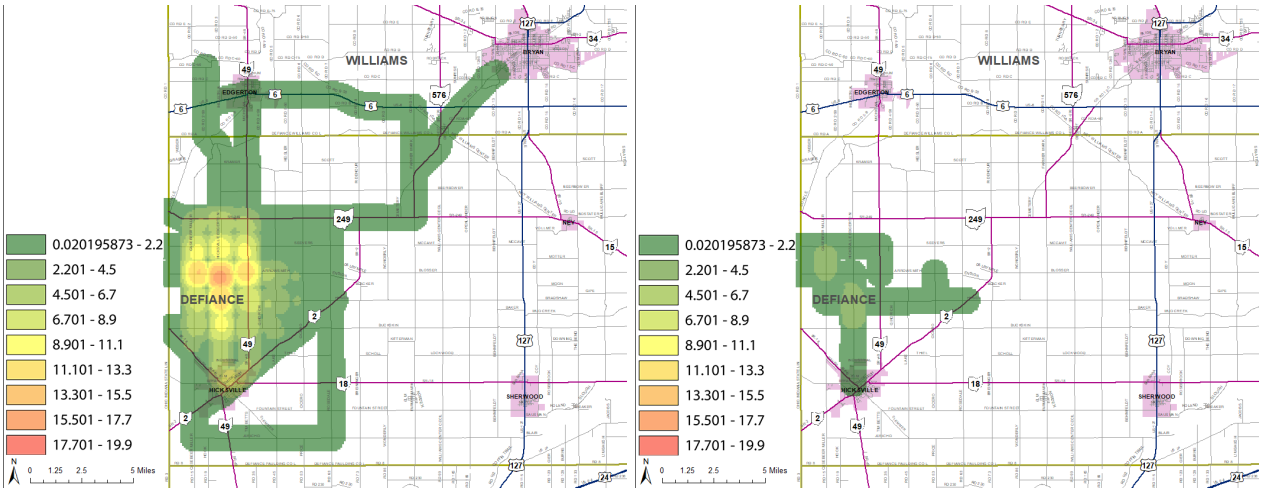
Buggy Travel Exercise

Buggy travel is concentrated north of Hicksville. SR 49 was identified as a highly traveled buggy route from SR 2 to SR 249 with travel frequency peaking just south of SR 249. SR 249 (State Line, east to SR 49) was also identified as a highly traveled route. This settlement is an extension of larger settlements within Northeastern Indiana and thus Amish frequently travel across state lines.



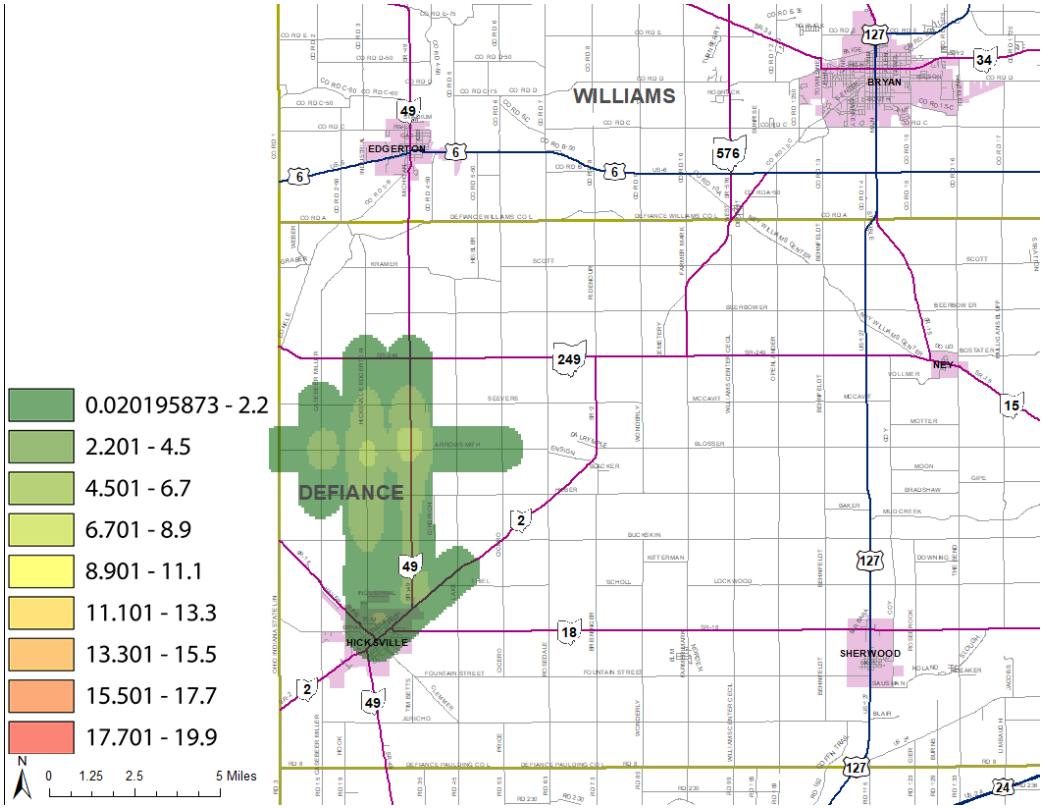
Bike/Ped Exercise

Bicycle and scooter use is allowed within the community. Few Amish walk outside of school children, but many use bicycles as an alternative to buggy travel. SR 49 (SR 2 to SR 249) was identified as the most frequented bicycling route in the area. SR 249 (State Line, east to SR 49) was also identified as a high bicycle location.



Safety Location Exercise

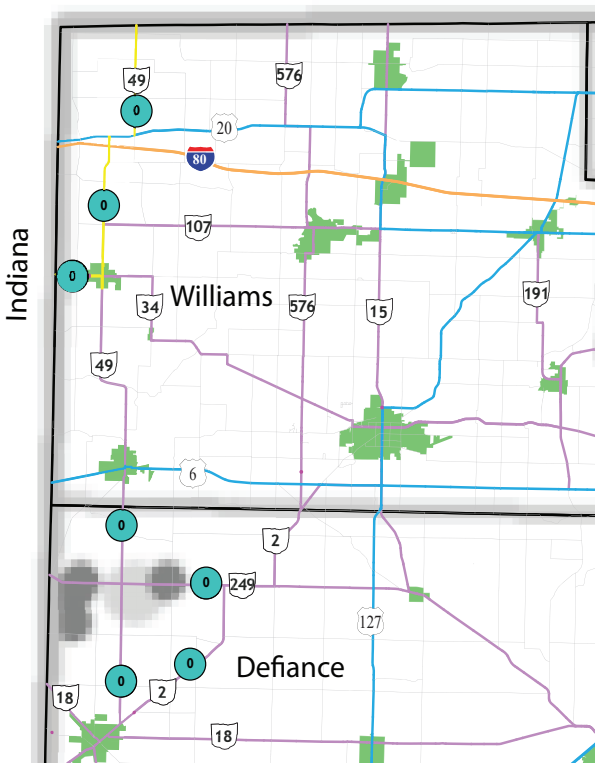
Consistent with other feedback, SR 49 (SR 2 to SR 249) was the only state route in the area identified as a high safety concern location. Locals cited narrow shoulders and high motor-vehicle speeds as the main concerns along this route.



Crash Data/Buggy Counts

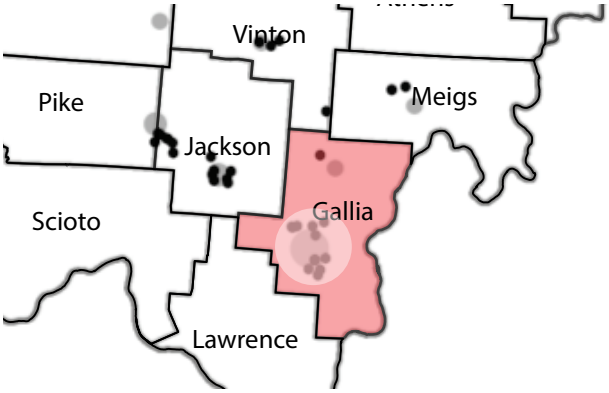
The only buggy or bike/pedestrian related crashes within the last ten years in the area have occurred along SR 2 northeast of Hicksville. There have only been a couple of crashes recorded, thus not enough to warrant further investigation.

Seven buggy counts were conducted in Williams and Defiance County. No counts showed evidence of buggy travel along state routes in the area. Due to the limited scope of the buggy counts (one day, 12-hours), no evidence of buggy travel does not mean the Amish do not use these routes, but they may suggest that these routes are not utilized on a daily basis.



Patriot Area

Gallia County



720 - *2019 Population (Gallipolis Settlement)*

33 - *Survey Responses*

33 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

Local Amish travel primarily by buggy or on foot throughout this community as 95% of respondents travel by buggy at least once a week and nearly 85% walk at least once a week. Bicycle and scooters are not used in the area. Almost 100% of respondents use reflective tape, SMV emblem and LED-Powered lights on their buggies. However, buggy turn signals, were not utilized within this community. While aggressive motor vehicle driving was ranked as the area's top safety concern (77%), going over hills or around curves was the second highest safety concern (74%). This concern was echoed at the community meeting as the area's topography is rolling, with few alternative travel routes outside of state routes.

"Lots of our roads are plenty narrow"

Local Safety Concerns

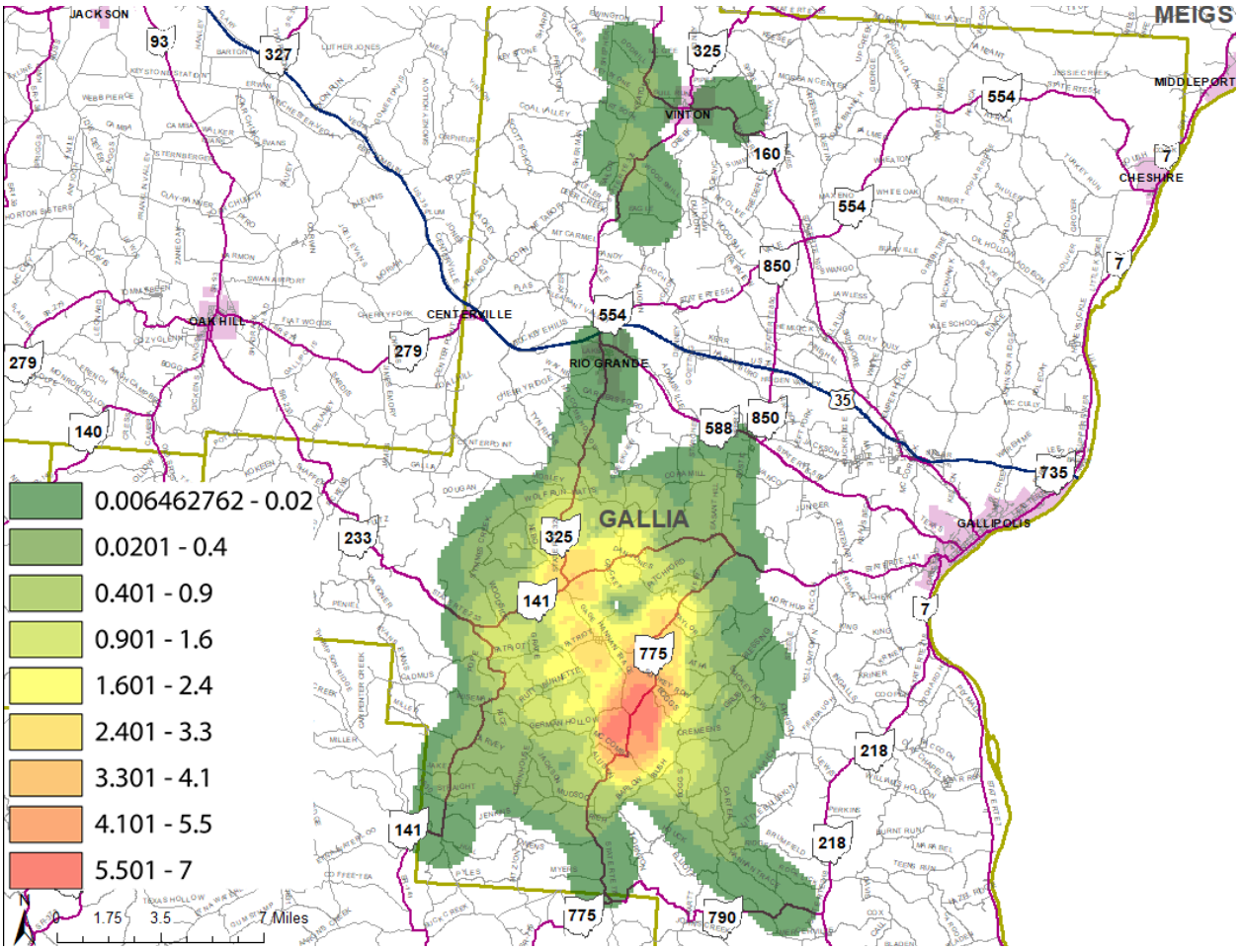
Aggressive Drivers	Over Hills /Curves	Truck Traffic	Seen at Dusk	Turning Left	Entering Roadway
77%	74%	42%	26%	26%	19%

Community Meeting Summary

The community expressed concern over narrow shoulders, lack of signage in some areas, and the interaction between snow plows and buggies during the winter months. Many cited snow plow drivers passing extremely close to the buggy, spraying it with snow and scaring the horse.

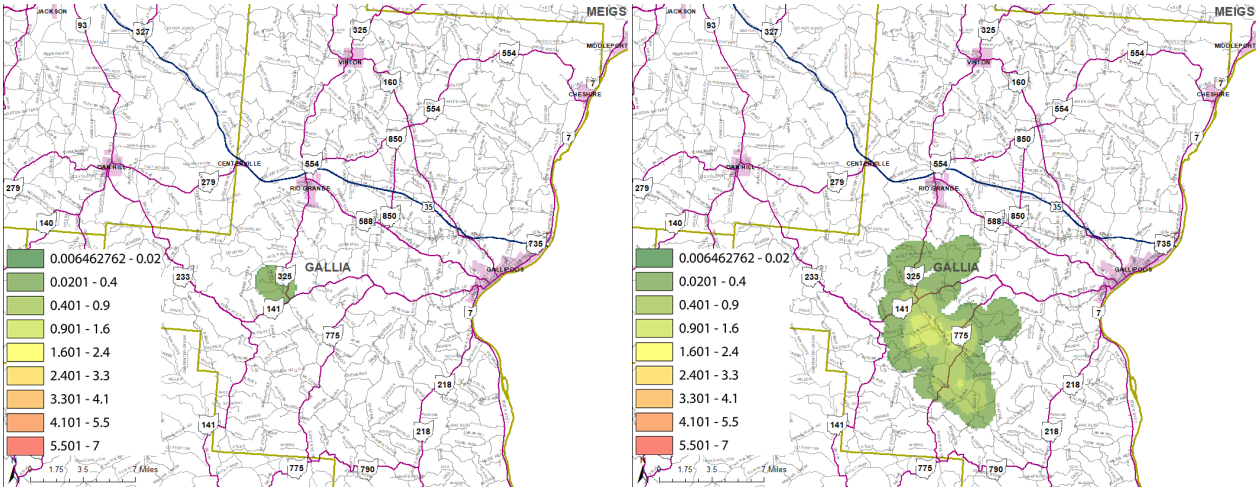
Buggy Travel Exercise

Locals cited SR 775 south of Patriot (Hannan Trace Road and Patriot Road) as the most frequented state route in the area. Other frequently traveled state routes identified were north of the town of Patriot: SR 141 (near SR 325) and SR 325 (north of SR 141).



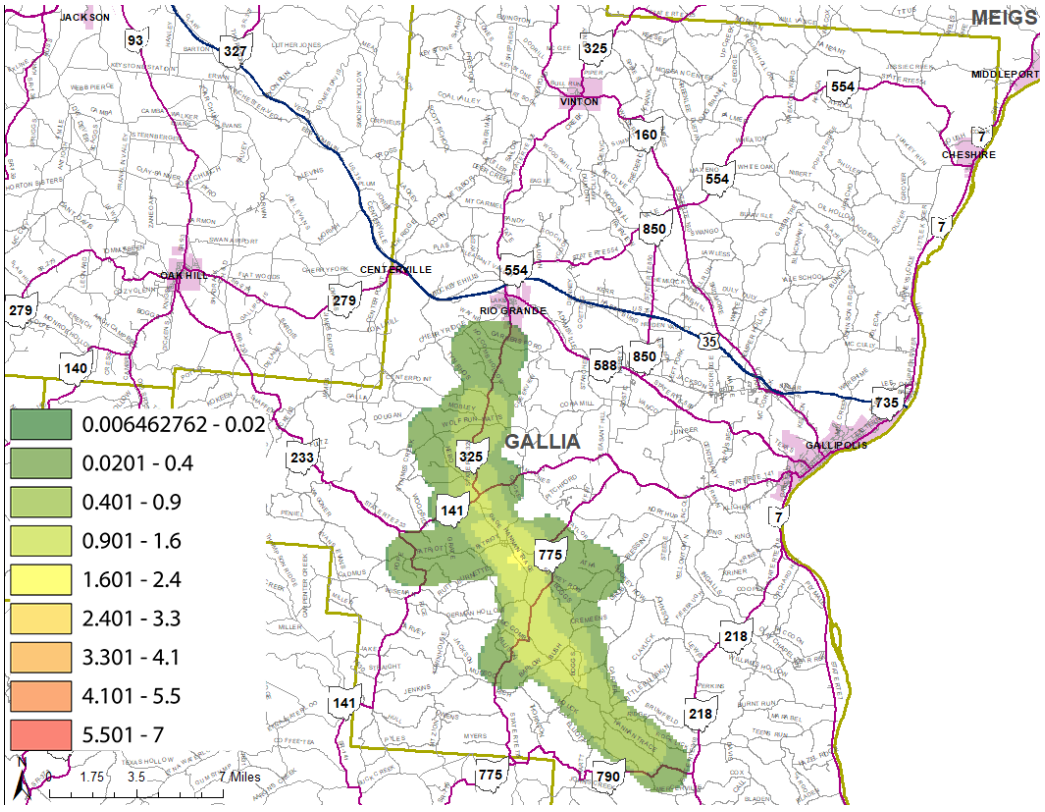
Bike/Ped Exercise

Bicycling or the use of scooters is prohibited within this community. Though many in the survey responses said they walk to destinations regularly at least once a week, few meeting participants responded to this exercise. The most frequent response was along SR 775 just south of Patriot Road with only two responses.



Safety Location Exercise

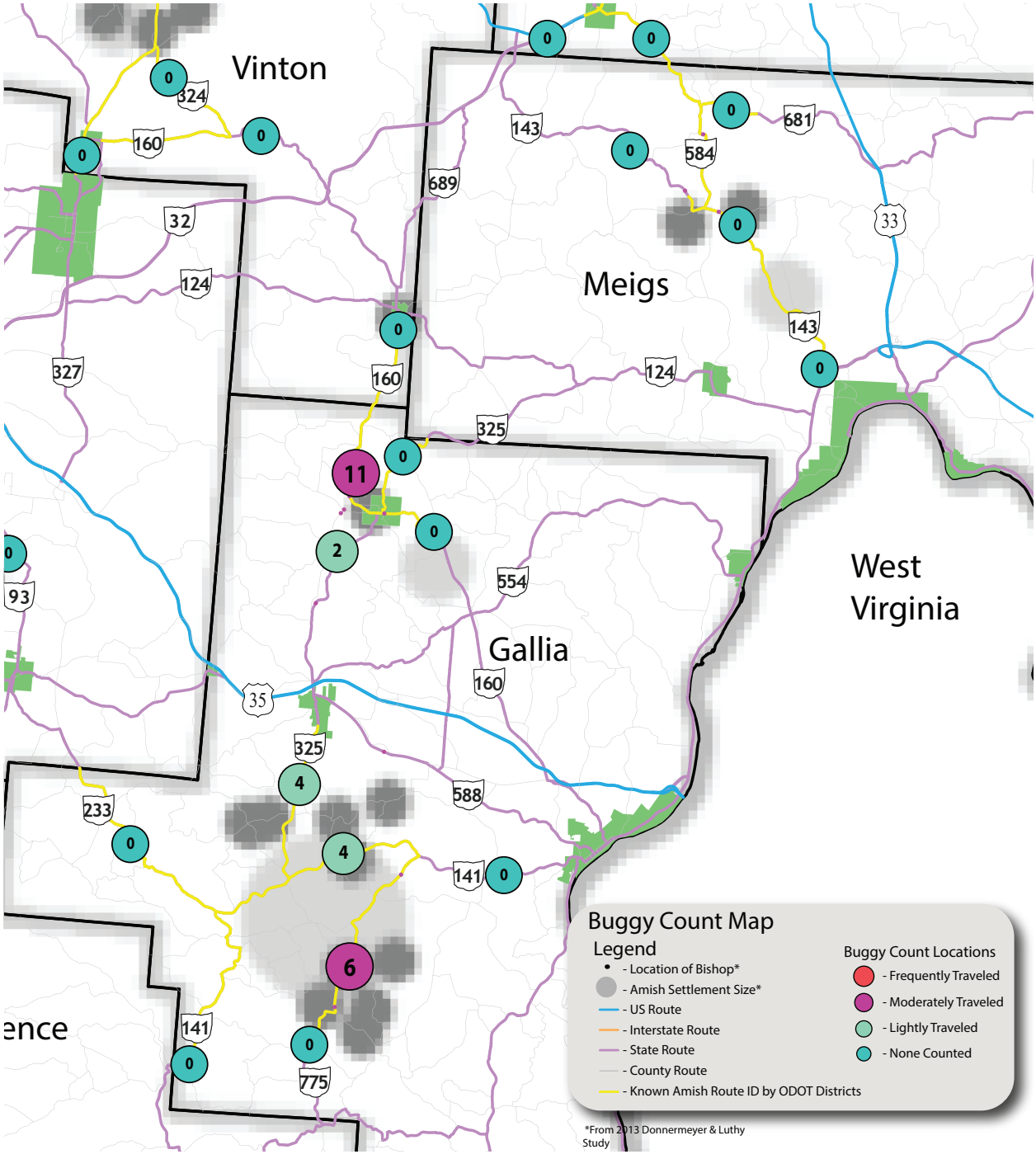
Only SR 325 north of Southwestern Elementary School (SLM 2.1) was cited as a location of safety concern. This area is prone to higher volumes of traffic during school arrival and dismissal. The roadway has both vertical and horizontal curves in this area, coupled with a speed limit reduction at the school. All of these elements make this location challenging for Amish travelers.



Crash Data/Buggy Counts

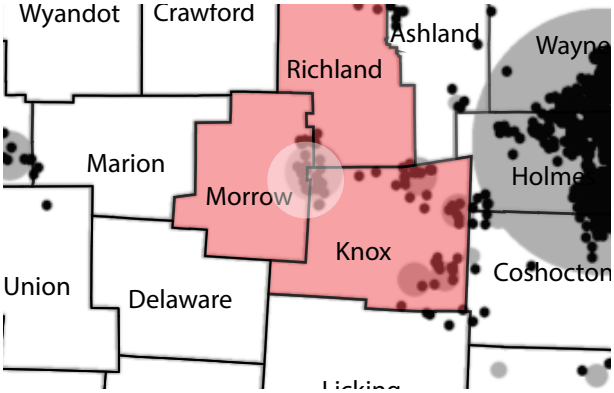
A few buggy crashes have been recorded in the Patriot area over the past ten years on SR 160 and SR 775. Neither route has a crash rate/mile/year over 0.05. No fatalities have occurred as a result of these crashes.

Light to moderate buggy counts were recorded around Patriot along SR 141, SR 325, and SR 775. Locations both east (along the Ohio River) and west (towards Jackson County) recorded no buggy traffic on state routes.



Fredericktown Area

Morrow/Knox County



Public Survey Summary

Buggies are utilized heavily within the community as 100% of respondents use a buggy at least once a week. Local Amish also walk to destinations if not utilizing a buggy as 80% of respondents walk at least once a week. Riding a bike or scooter is not allowed within this community. Buggy safety was a central concern of this community as there have been some fatal accidents in the area on local roadways in the past. Almost all respondents (52 of 55 responses) use reflective tape, a SMV emblem, and LED-powered lights on their buggies. Many write-in comments echoed the need for all buggies to have LED-lights installed for safety. In line with those comments, nearly 60% of respondents stated their biggest safety concern in the area was being visible after dusk/dark.

1,935 - *2019 Population (Fredericktown Settlement)*

55 - *Survey Responses*

18 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

"I think all buggies should have LED lights and flashers"

" There is a big concern going uphill when a lot of motor vehicle drivers pass around and they cannot see what's coming ahead"

Local Safety Concerns

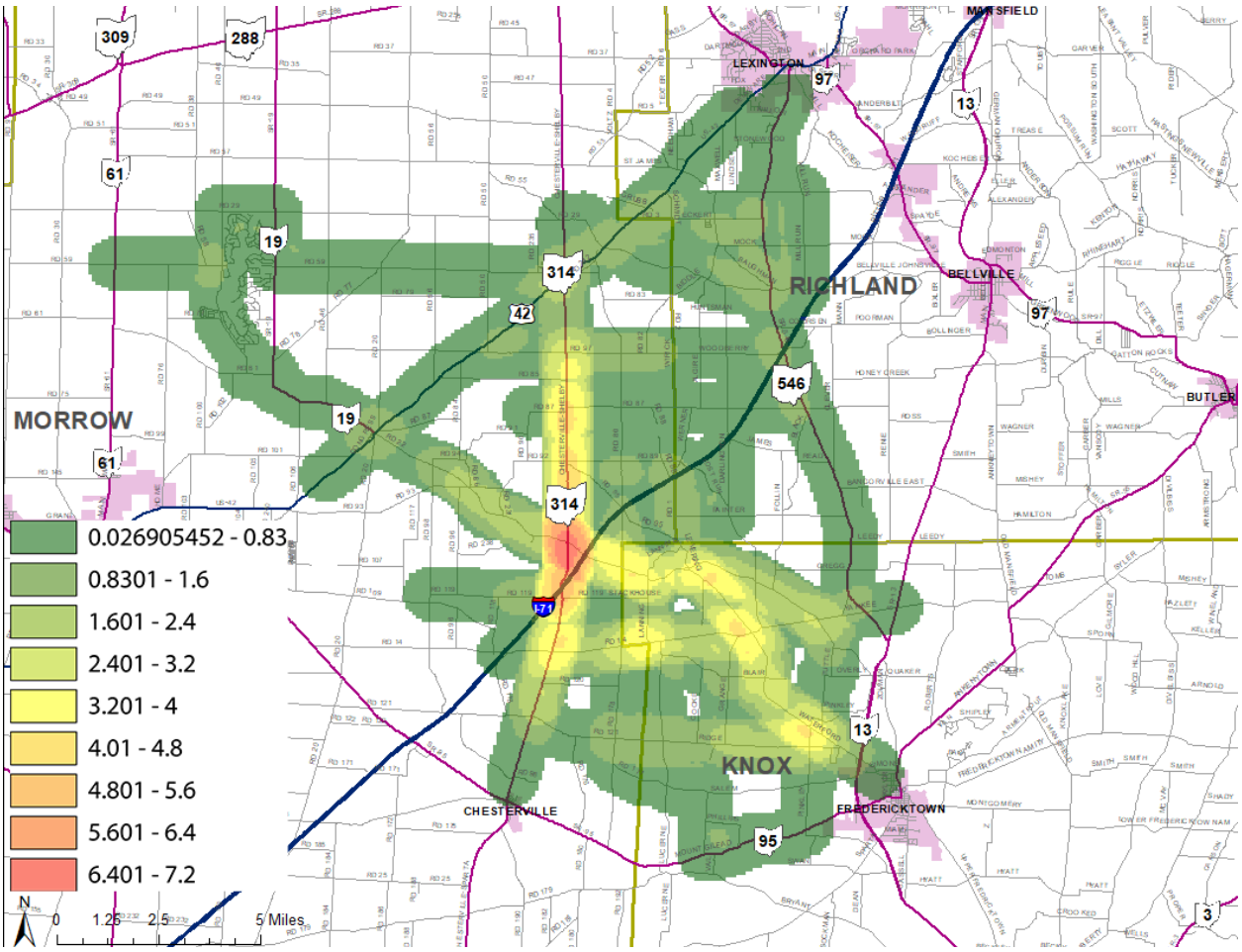
Aggressive Drivers	Over Hills /Curves	Seen at Dusk	Truck Traffic	Turning Left	Entering Roadway
87%	76%	59%	46%	24%	7%

Community Meeting Summary

Many locals at the community meeting were concerned with Amish traveling along SR 314 between US 42 and SR 95. They cited high volumes of truck traffic coming from Mansfield, high motor vehicle speeds, limited shoulder width, and lack of sight distance as major concerns. The Amish expressed that SR 314 is the only passable, direct north-south road in the area so they need to utilize the road frequently. From field observations of the area, many Amish were seen walking and riding buggy along SR 314 both prior to and after the community meeting.

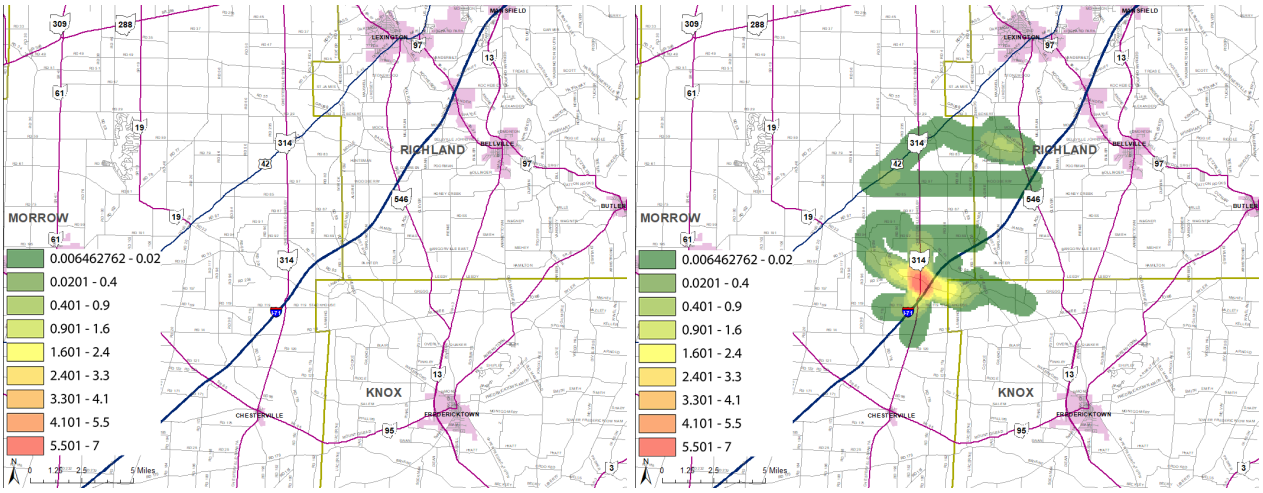
Buggy Travel Exercise

SR 314 between US 42 and IR 71 was the only state route in the area frequently identified for buggy use by the community. The community is densely populated and is able to utilize local roads for all other frequent travel.



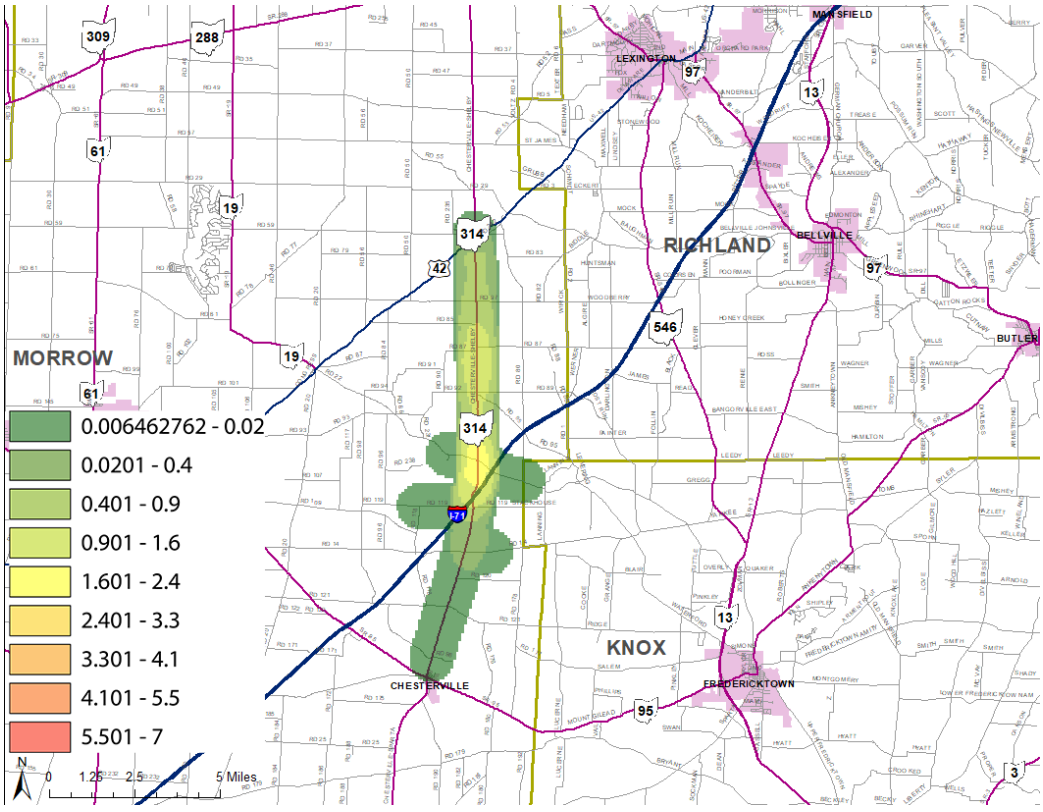
Bike/Ped Exercise

SR 314 between US 42 and SR 71 was also identified as the most frequent walking route utilized by the community. US 42 (near SR 314) was also cited as a walking route by local Amish. Bicycling is not allowed within this community.



Safety Location Exercise

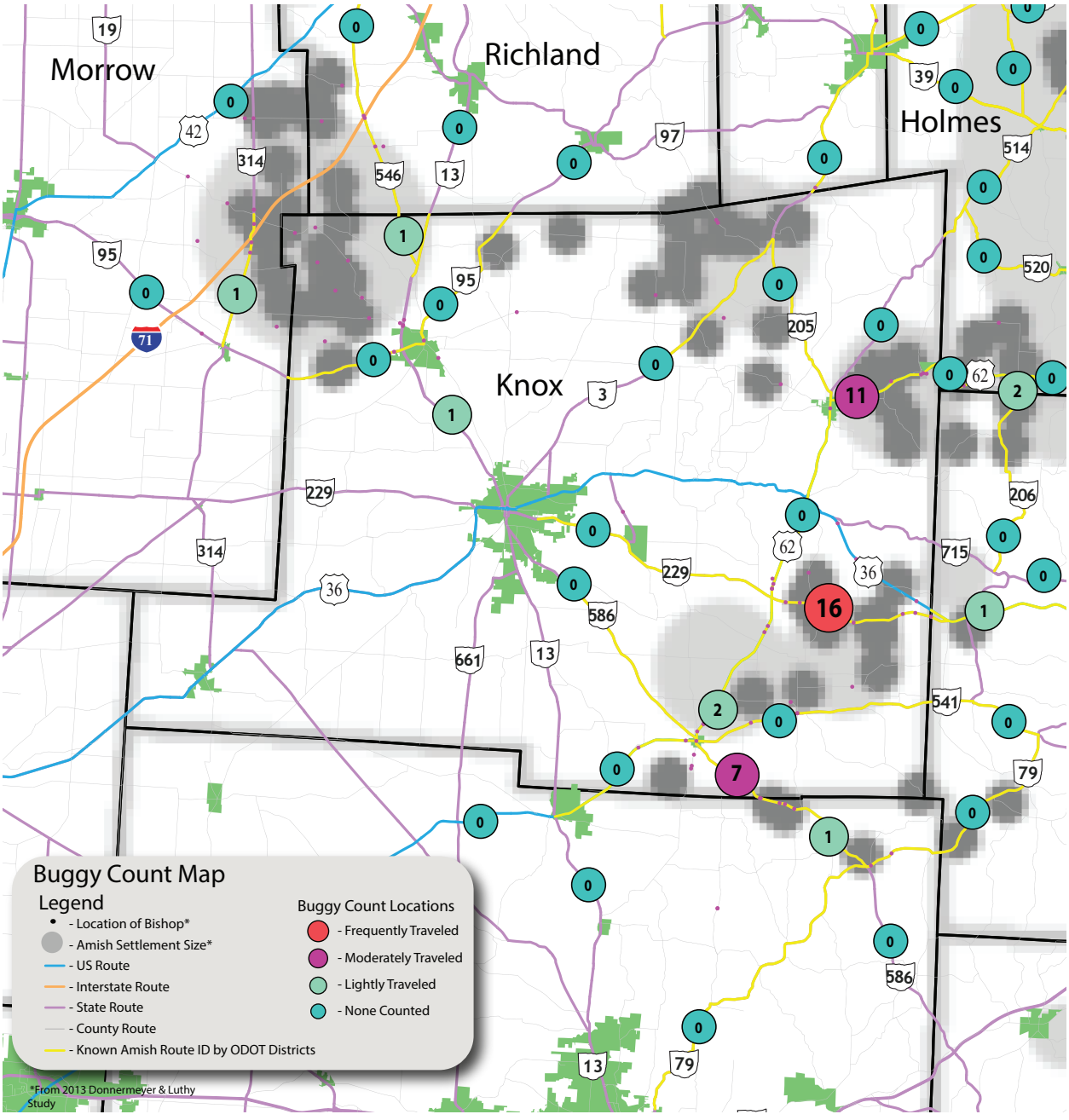
As mentioned above, SR 314 between US 42 and IR 71 was also identified as the area's biggest safety concern along state routes. The roadway is frequently used by the local Amish and has high volumes of truck traffic coming from Mansfield, high motor vehicle speeds, limited shoulder width, and lack of sight distance.



Crash Data/Buggy Counts

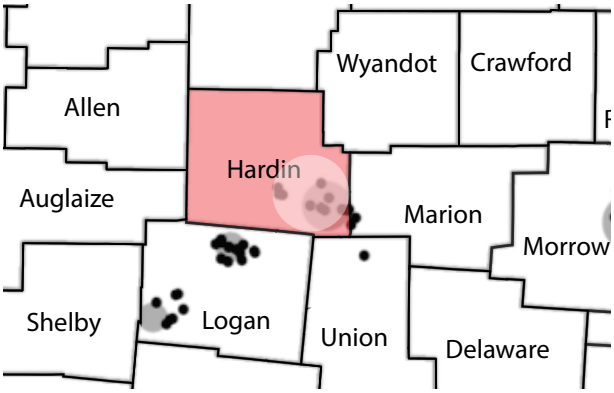
No state routes in the local area returned high crash rates/mile/year. The highest was along SR 95 between the Morrow/Knox County line and SR 13 with a 0.07 crash rate/mile/year. There were no fatal crashes recorded in the area along state routes, though locals cited multiple fatal crashes on local routes in the past.

Of the buggy counts conducted within the local area only two (along SR 314 and SR 546) returned a single buggy at their respective locations. A buggy count was conducted along SR 314 just south of IR 71. No count was conducted to the north of IR 71 along SR 314. This area was cited by locals as a primary route. Public engagement and buggy count collection occurred concurrently during the study. If improvements are considered in this area in the future, additional buggy counts should be considered.



Mt. Victory Area

Hardin County



1,260 - *2019 Population (Kenton/ Mt. Victory Settlement)*

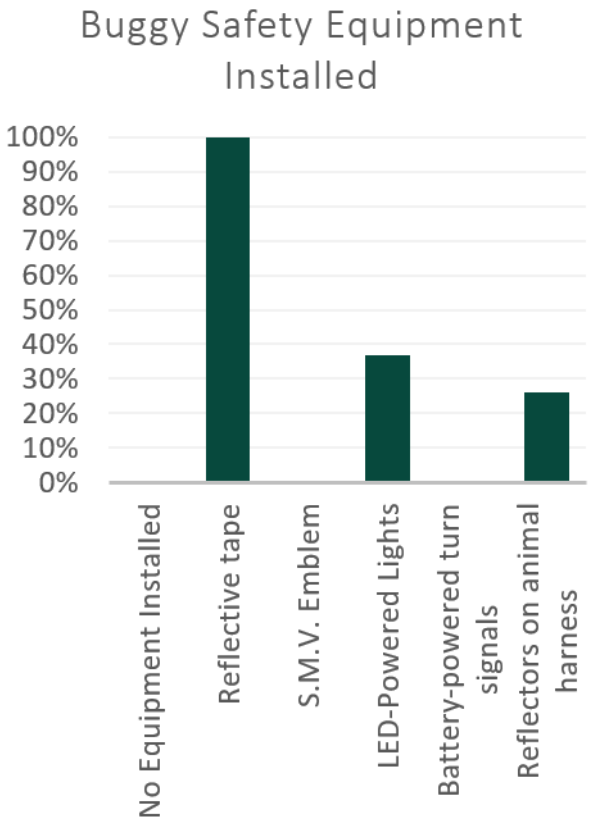
21 - *Survey Responses*

34 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

Local Amish travel primarily by buggy or on foot throughout this community as 95% of respondents travel by buggy at least once a week and nearly 60% walk at least once a week. Bicycle and scooters are not used in the area. This community is one of the more conservative within the State and, as such, uses limited buggy safety equipment. While all respondents (19 in total) use reflective tape on their buggies, no other safety equipment was utilized by more than 40% of respondents. Roughly 36% of respondents use lanterns. From observation, buggies that arrived at the community meeting were generally not equipped with any lights or SMV emblems. Even with the general lack of buggy safety equipment, 64% of respondents were concerned with being seen at dusk/ dark. Other safety concerns cited included aggressive motor vehicle driving (95%) and not being seen by cars going over hills or around corners (68%).

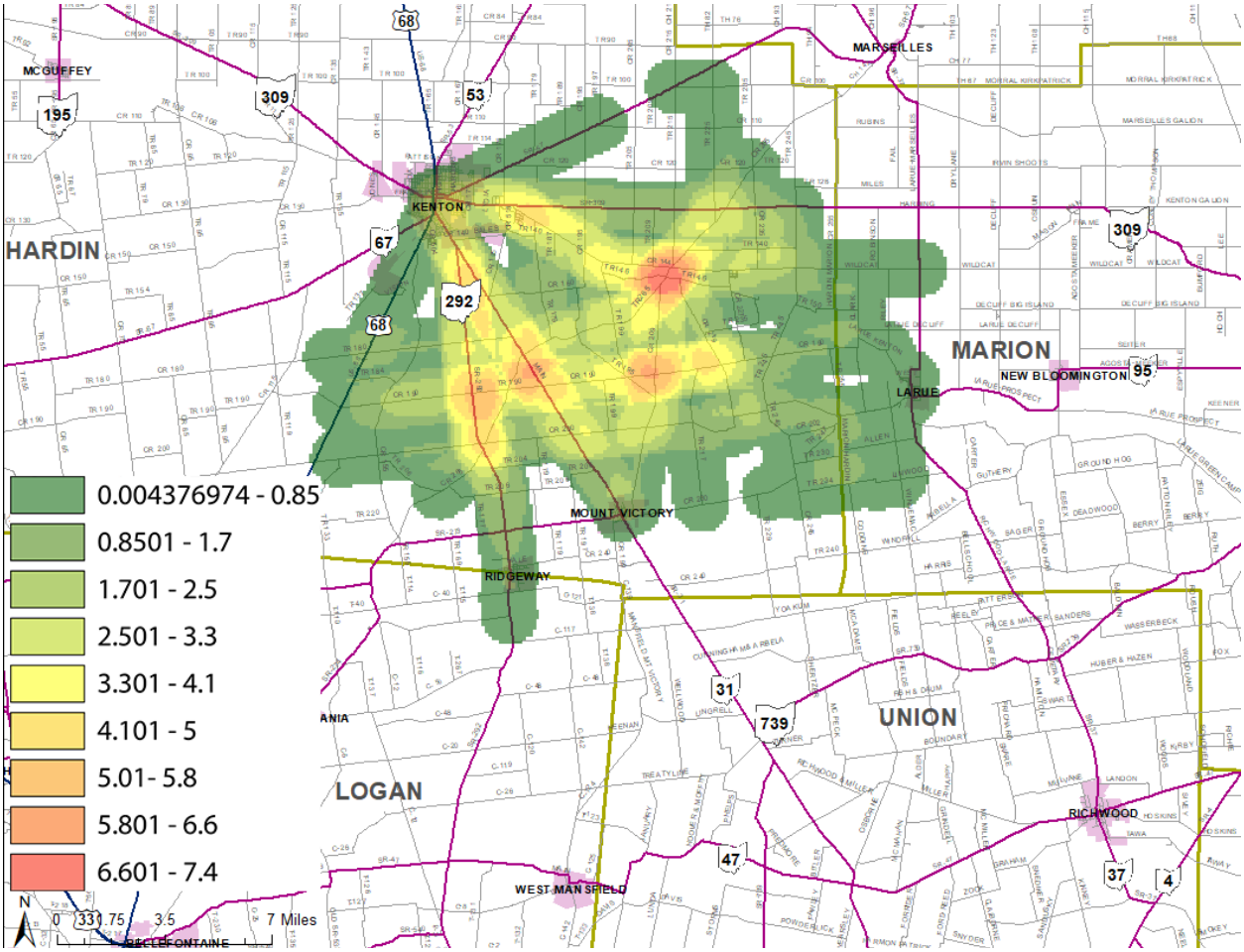


Community Meeting Summary

This was the only meeting where a number of non-Amish local residents attended alongside the local Amish community. There is some tension between the two groups with regards to roadway usage and roadway maintenance. Complaints from the non-Amish centered around young, inexperienced Amish children driving buggies on local roadways, lack of Amish buggy visibility, and the frequency of horse droppings on roadways.

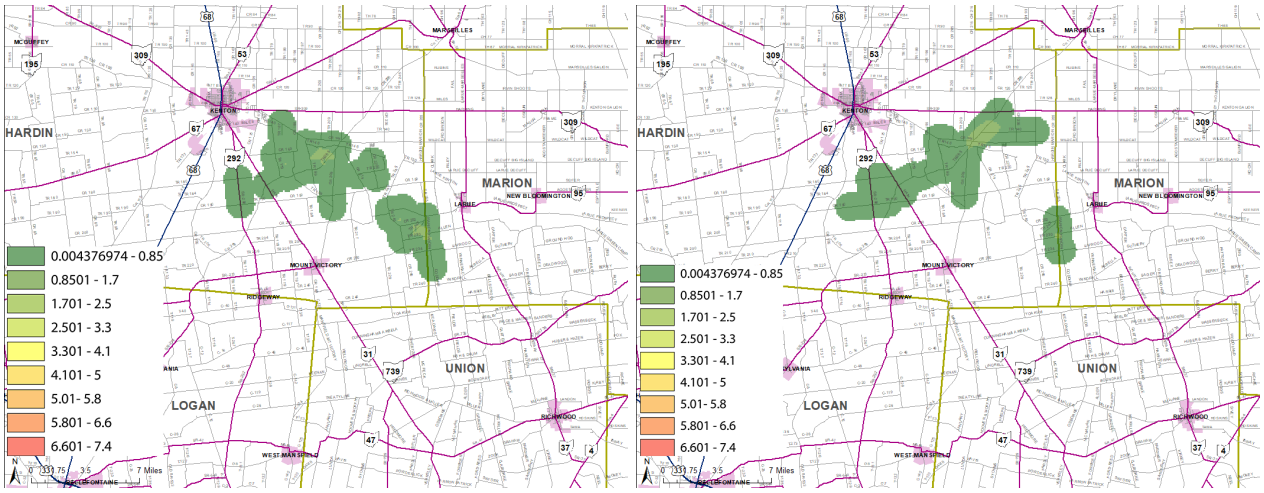
Buggy Travel Exercise

Many state routes are used frequently by the local Amish. SR 292 (CR 265 north to SR 31 just south of Kenton) was the most utilized buggy route. Other frequented buggy routes included SR 31 (Mt. Victory and Kenton) and SR 309 (Kenton, east to CR 195).



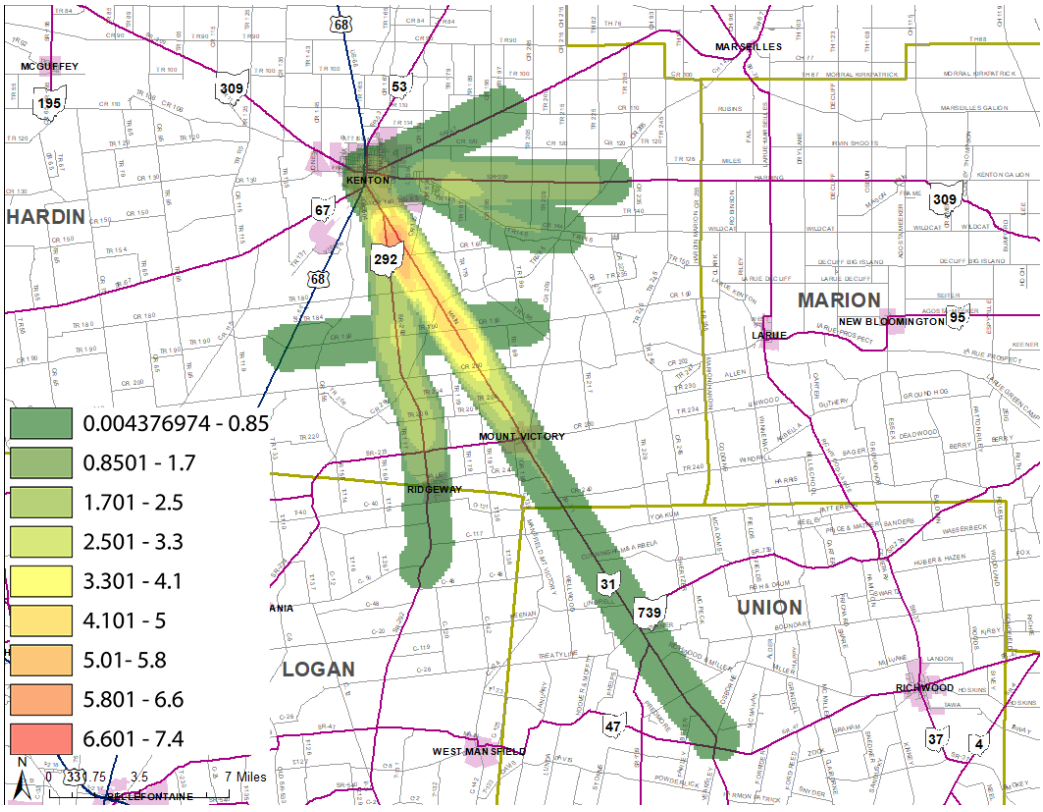
Bike/Ped Exercise

There were limited responses to the bike and pedestrian exercise along state routes with only one instance being recorded by pedestrians on a small portion of SR 31 and SR 292. This community does not utilize bicycles or scooters.



Safety Location Exercise

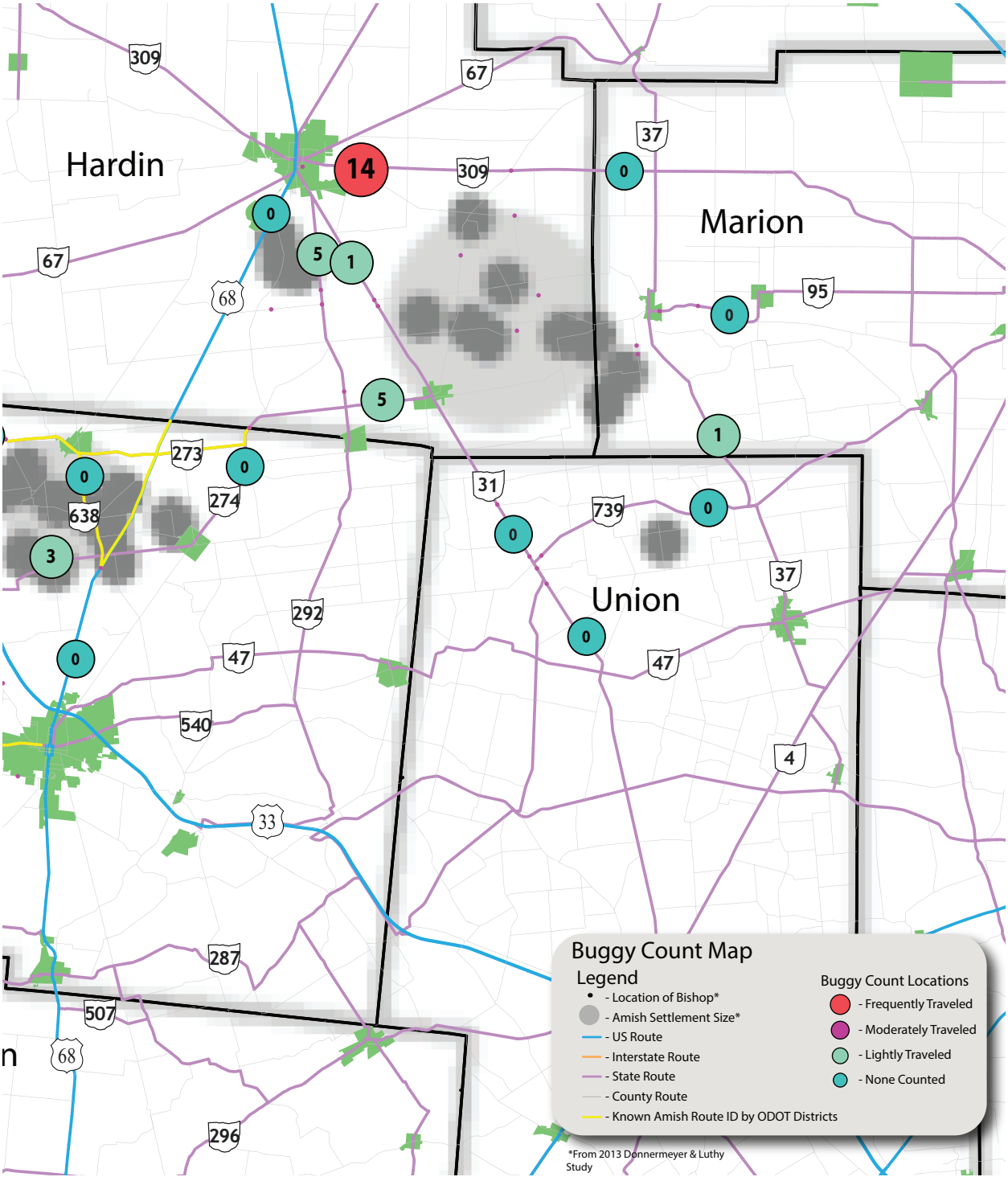
Many local Amish expressed safety concerns with traveling along SR 31 between Mt. Victory and Kenton. They cited truck volume, high speeds, and narrow shoulders as reasons for the concern. Many Amish use this route to deliver goods to Kenton. SR 31 between Mt. Victory and Kenton was ranked the highest safety concern within the area. SR 292 (SR 273 to SR 31) was also cited as a route with elevated safety concerns by the local Amish.



Crash Data/Buggy Counts

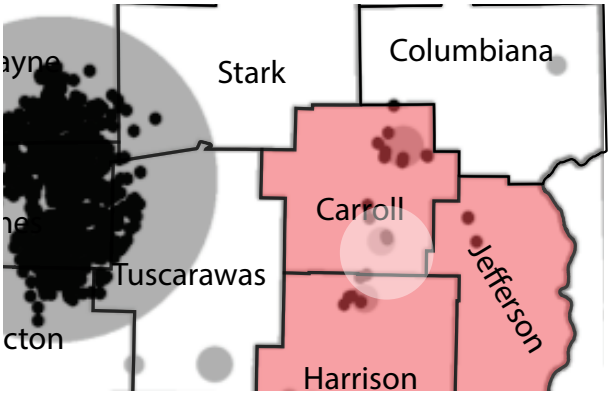
SR 31 just south of Kenton ranked as the highest buggy crash rate/mile/year in the area with a 0.1 crash rate. There were only a few other buggy or pedestrian crashes logged along state routes within the area over the last ten-year period.

The majority of buggy count locations within Hardin County returned at least some buggy volumes. SR 309 just east of Kenton was the segment with the highest volume (14 buggies). SR 31, SR 273 and SR 292 exhibited buggy counts between one and five.



Kilgore Area

Carroll County



780 - *2019 Population (Carrollton Settlement)*

27 - *Survey Responses*

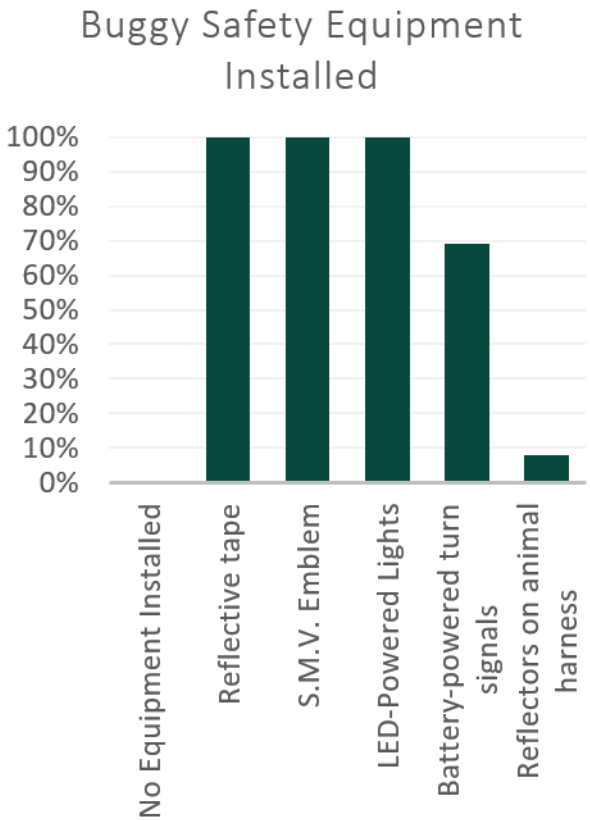
31 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

Local Amish in the area are very progressive with regards to buggy safety equipment and acceptance of bicycle and scooter use. Three quarters of respondents use a bicycle or scooter at least once a month. All respondents (26 in total) use reflective tape, a SMV emblem, and LED-powered lights on their buggies. In addition, nearly 70% of respondents have battery-powered turn signals installed on their buggies as well. While aggressive motor vehicle driving (81%) was the top local safety concern, truck traffic was ranked second with 65% of respondents (17 in total), followed closely by going over hill or around curves (60% of respondents).

"County roads are rough"

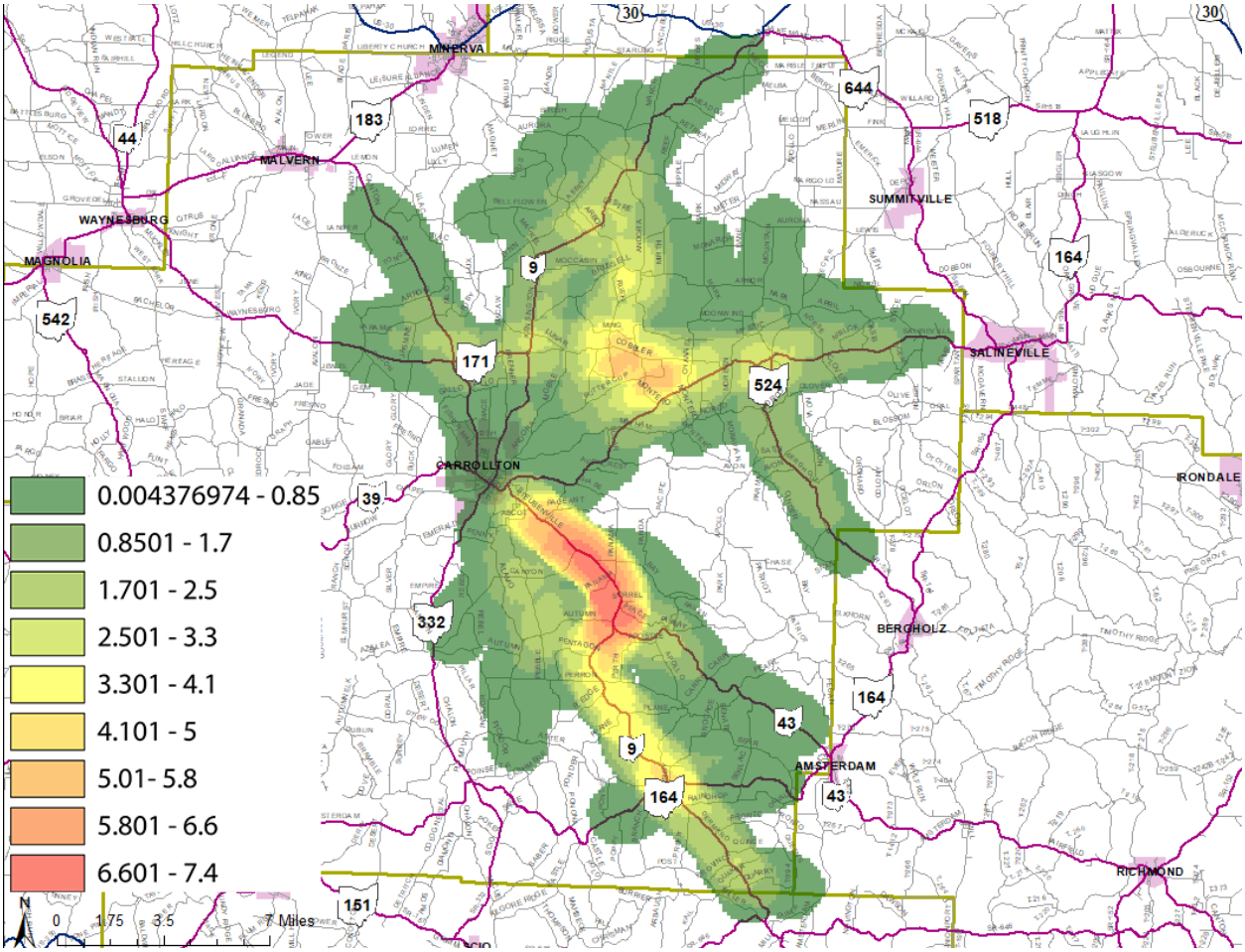


Community Meeting Summary

Amish that attended the community meeting stated that they try to avoid state routes due to the amount of truck traffic in the area. Some of this traffic can be attributed to recent natural gas pipeline construction in the area. Additionally, many Amish complained about the maintenance of the local road system in the area, particularly the county-maintained roads. Many of these roads are in extremely bad condition, which forces many Amish to ride on heavily traveled state routes in the area.

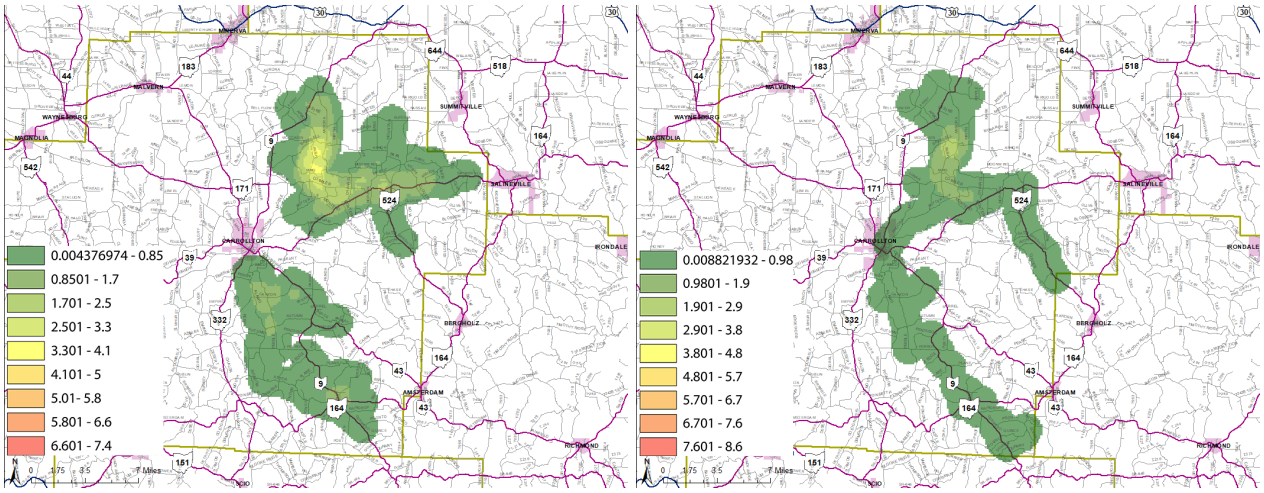
Buggy Travel Exercise

SR 9 from SR 164 to Carrollton was cited as the most frequently used state route in the area. Other state routes cited for frequent use included SR 43 (south of SR 9), SR 39 (west of Mechanicstown) and SR 524 (south of Mechanicstown).



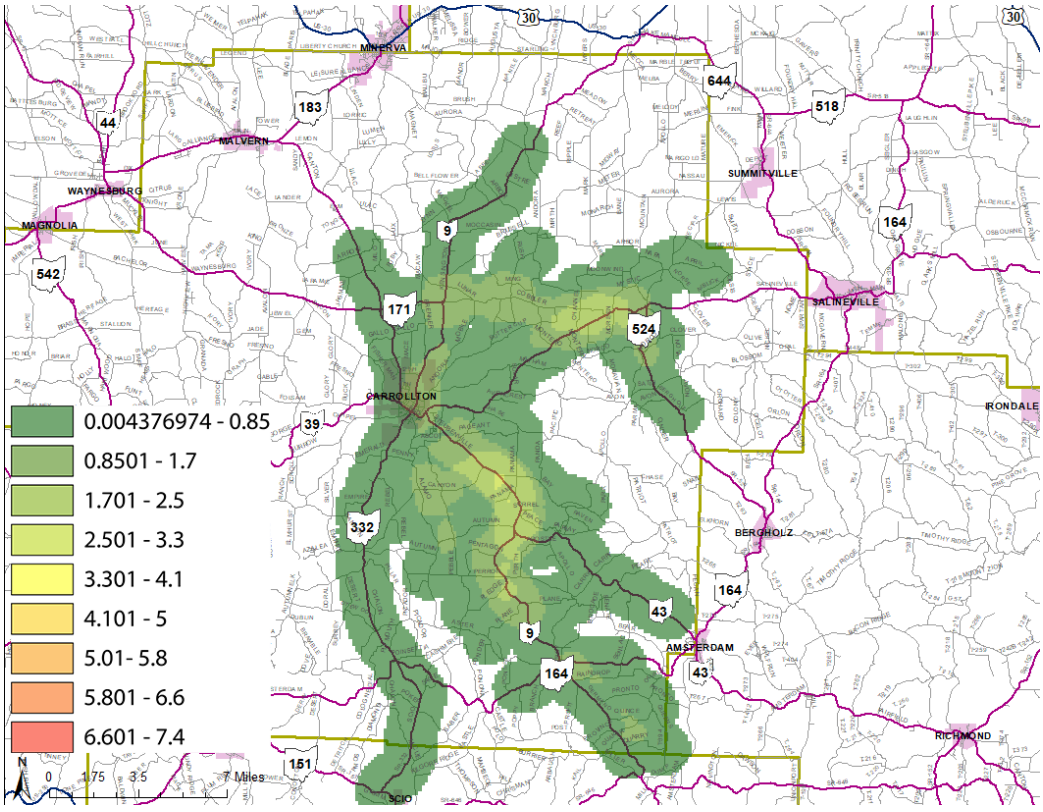
Bike/Ped Exercise

SR 39 and SR 524 near Mechanicstown were cited as the most frequently state routes to bike and/or walk on (four and three instances respectively). Though there is a general acceptance of bicycles within the area, few cited state routes where they travel by bicycle.



Safety Location Exercise

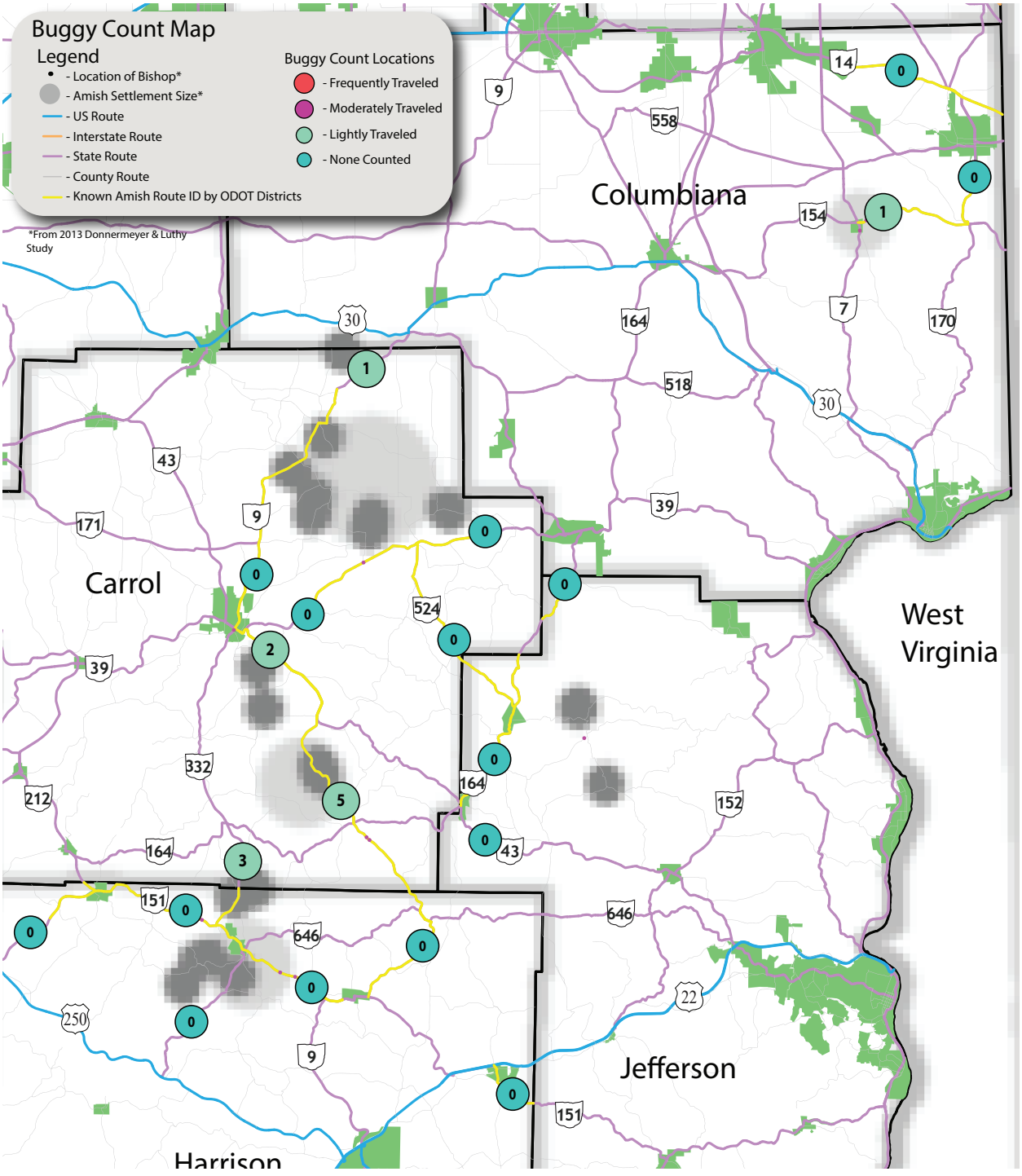
Both SR 9 (south of SR 43) and SR 39 (west of Mechanistown) were cited as the areas of highest safety concern along state routes in the area. Conversations with local Amish at the community meeting revealed concerns over lack of adequate buggy signage and high volumes of truck traffic along these routes.



Crash Data/Buggy Counts

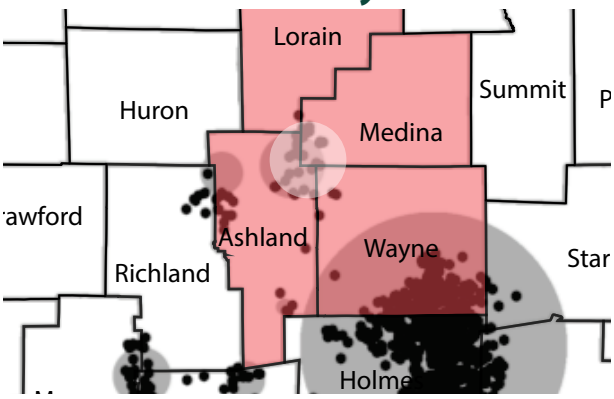
There were few buggy or bike/pedestrian crashes observed in the area over the last ten-year period. The highest location for buggy crashes was along SR 9 from the Carroll/Harrison County line to the SR 164 intersection with a 0.06 crash rate/mile/year.

The Amish population is this area is scattered within the eastern portion of Carrolton County and Northern Harrison County. Buggies were recorded traveling along SR 9 at both the northern and southern ends of Carrollton County as well as along SR 332 by the Carrollton/ Harrison County border.



Tri-County Area

Ashland/Medina/Wayne County



2,085 - *2019 Population (Lodi/ Homerville Settlement)*

65 - *Survey Responses*

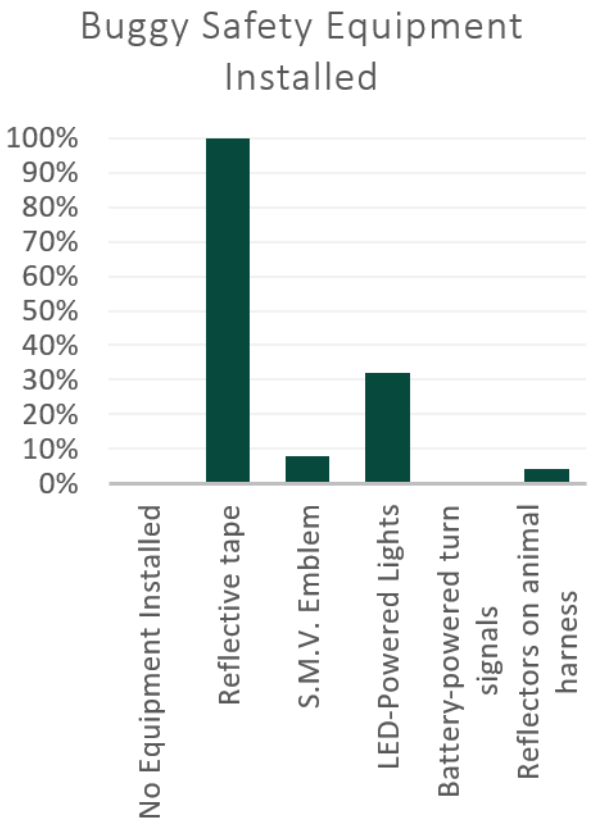
55 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

This Amish community relies heavily on travel by both buggy and by foot. Nearly 100% of respondents use a buggy for travel at least once a week, while over 90% of respondents walk to destinations at least once a week. This community does not use bicycles or scooters. The local Amish do not equip their buggies with much safety equipment as only reflective tape was cited as being used by 100% of respondents (53 in total). No other safety equipment was utilized by more than 33% of respondents. This community is well known for being very conservative with regards to buggy safety equipment. Roads in the area are generally straight and flat, but still high crash volumes and some fatal crashes prevail. The local Amish cited aggressive motor vehicle driving (90% response rate) as their biggest safety concern while traveling. These sentiments were also prevalent within the write-in questions of the survey. A sample is illustrated below.

"Honestly, I would have to say I have the biggest concern while I am driving in broad daylight on a straight flat road"



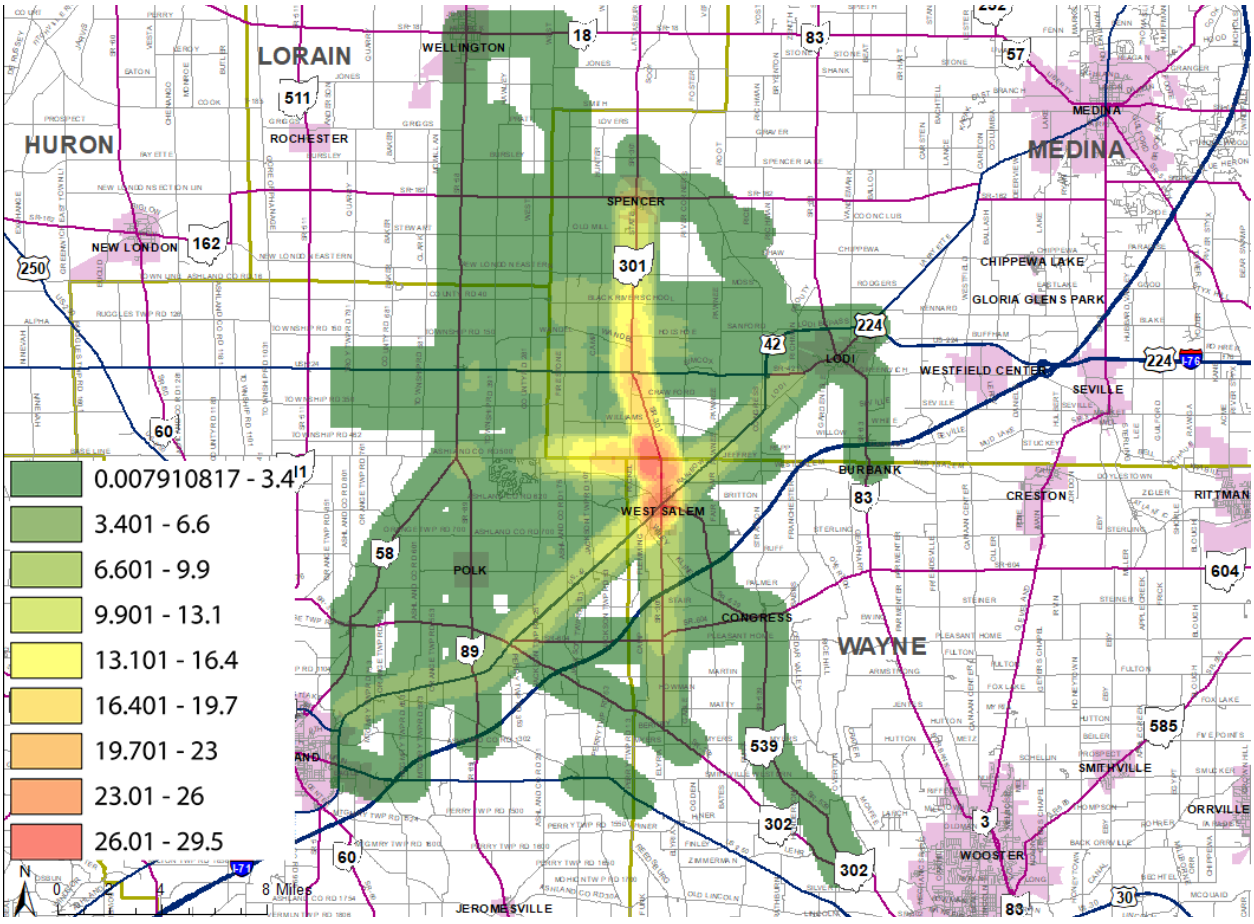
Community Meeting Summary

During the meeting there were two major routes, US 42 and SR 301, that local Amish identified as areas of roadway safety concern. US 42 between SR 604 and the Ashland/Wayne County line is the only state route segment within the state with multiple fatal crashes over the last ten years. That segment also has an elevated crash rate/mile/year of 0.25. From the Amish's perspective, the most troubling aspect is that the majority of these crashes occur during the day on straight, flat portions of the roadway. In addition, this section of US 42 is a divided four lane highway with relatively low traffic volumes. The Amish attributed crashes along US 42 to distracted drivers and high motor vehicle speeds.

SR 301 is another highly traveled route by the local Amish. The community meeting was held at the County Line Produce Auction at the Medina/Wayne County line along SR 301, which is a major center of local Amish commerce. The Amish expressed that they were concerned with the high volumes and speeds of trucks in the area. Many of these trucks are transporting vehicles and goods to the nearby Dragway. Most of SR 301 also has narrow shoulders which contribute to the safety concerns.

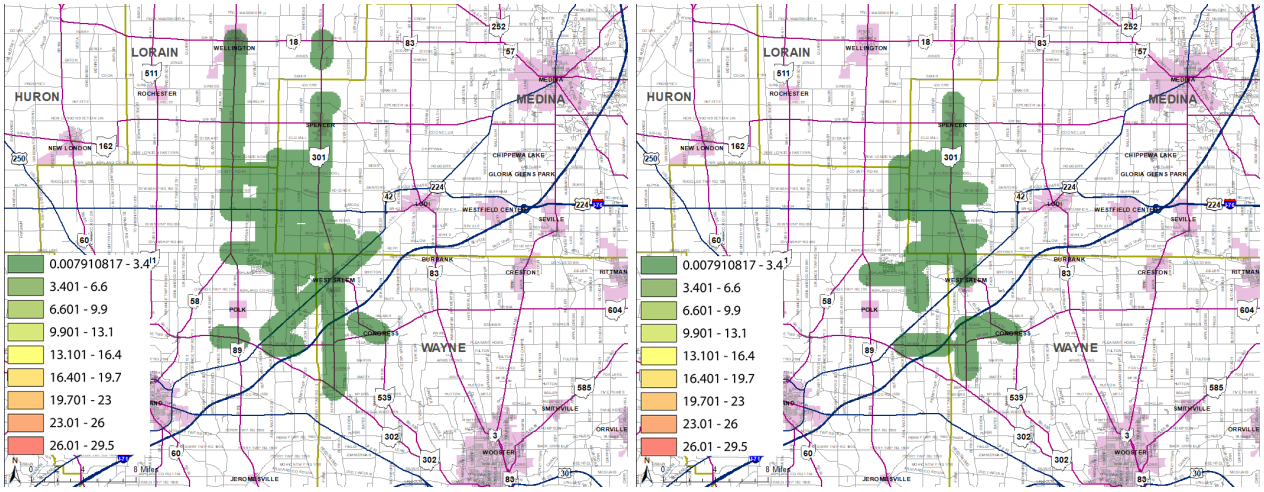
Buggy Travel Exercise

Overwhelming, both US 42 and SR 301 were identified as the most frequented buggy routes by local Amish. US 42 between SR 604 and Lodi, spanning portions of Ashland, Wayne and Medina Counties was identified as most frequented. SR 301 from IR 71, north to the Village of Spencer, spanning the Wayne/Medina County line was identified as the second most frequented route in the area. Few other routes were identified in the local area by meeting attendees.



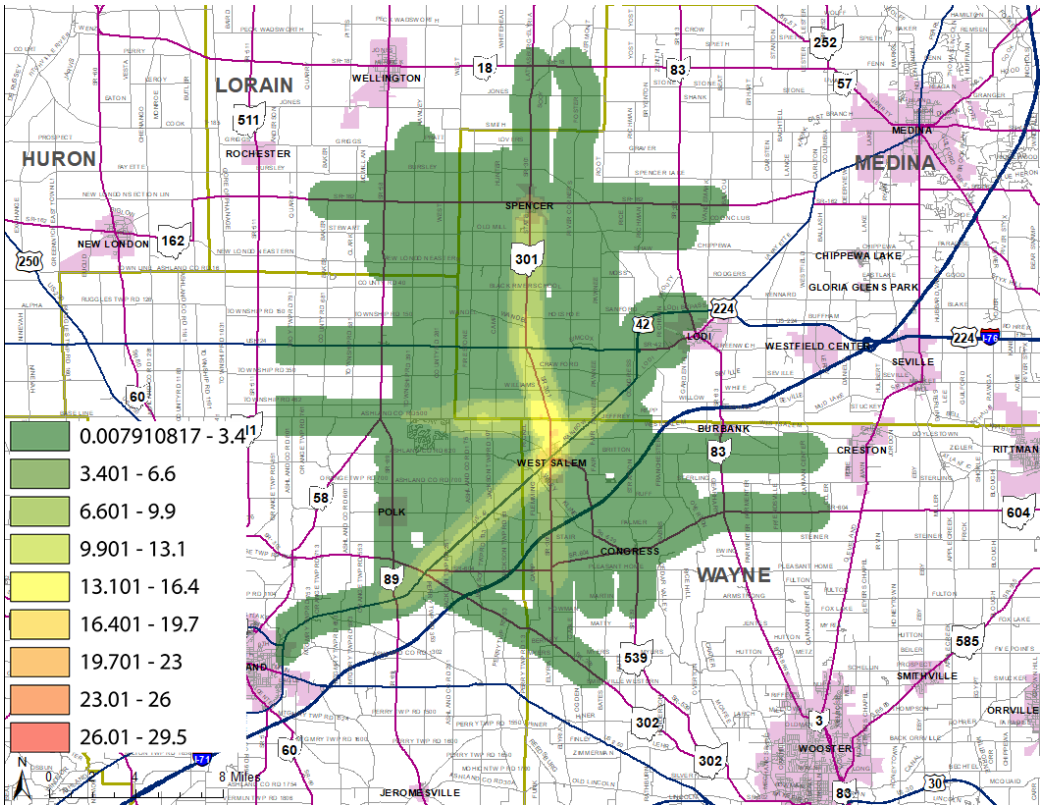
Bike/Ped Exercise

Though the community generally does not use bicycles, a few respondents stated they bike along SR 301 between West Salem and Homerville (six instances). No route was highly identified by the local Amish as a route frequently used for walking. Many cited that the state routes in the area are too dangerous to walk along.



Safety Location Exercise

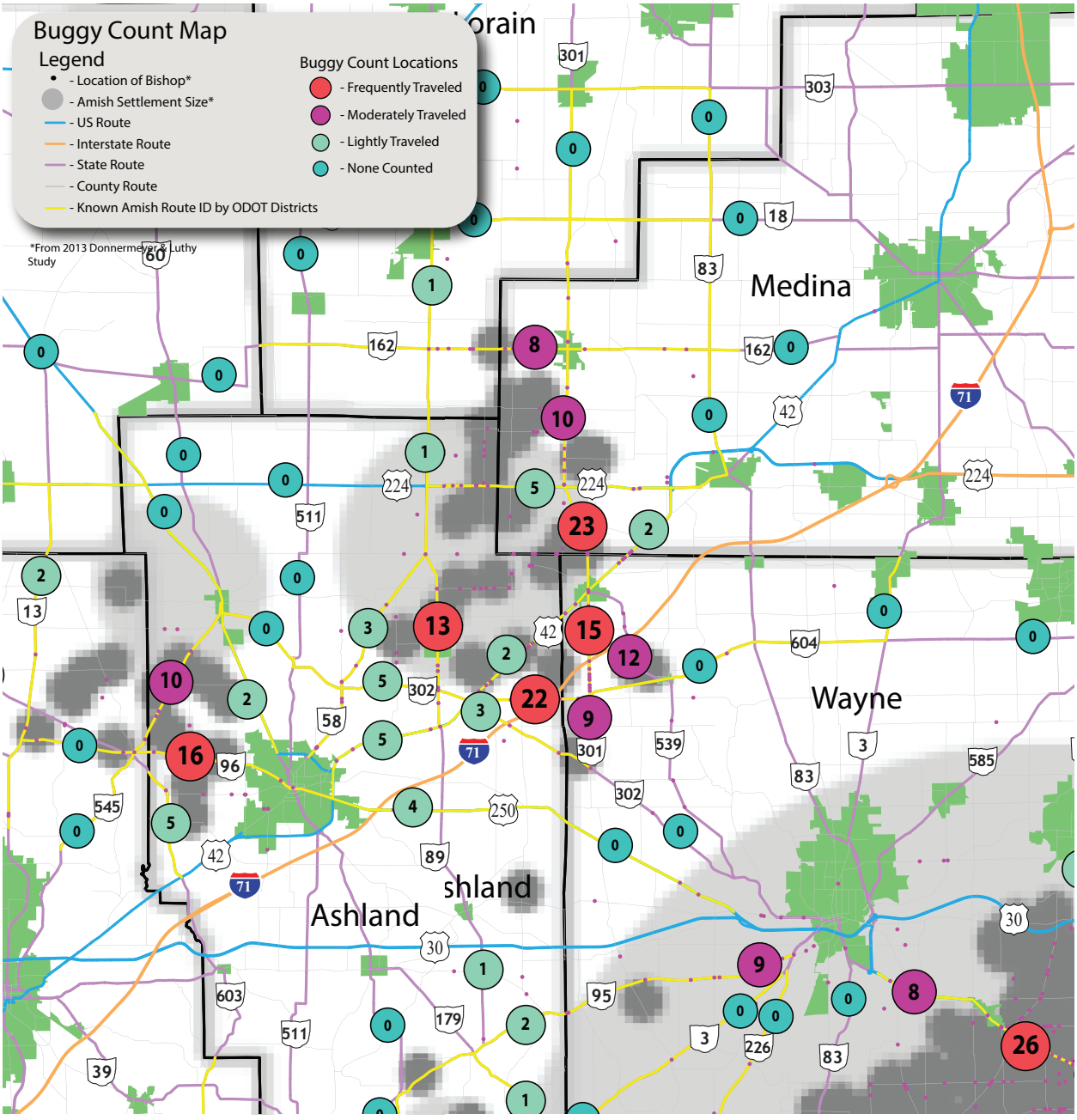
Consistent with other feedback from the community meeting, both SR 301 and US 42 were identified as locations with the highest safety concern. SR 301 just north of West Salem was ranked as the most concerning safety segment in the area. Other portions of SR 301 were also identified from IR 71 to Spencer. US 42 from SR 604 to Lodi was also highly identified as a safety concern by local Amish.



Crash Data/Buggy Counts

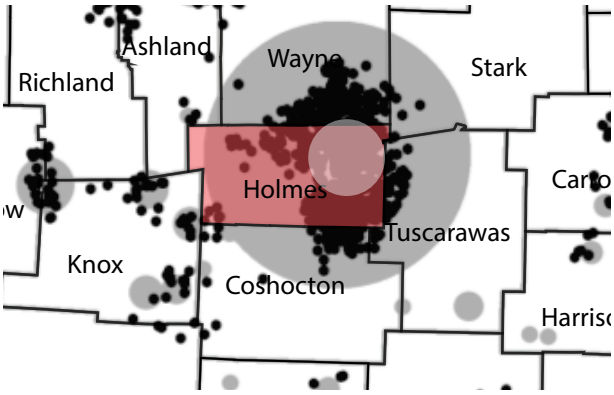
As stated previously, some of the highest buggy crash rates/mile/year occur within this Amish community. SR 301 (SR 604 to IR 71) ranked as the third highest crash rate/mile/year within the State for buggy crashes with a 0.54 crash rate. Both US 42 and SR 301 have experienced fatal buggy crashes within the last ten years. US 42 between SR 604 and the Ashland/Wayne County line is the only segment within the State with multiple fatal buggy crashes with 2. SR 301 between IR 71 and US 42 also has a recorded fatal buggy crash within the last ten years.

Buggy counts did show consistency with anecdotal information from the local Amish. SR 301 recorded the highest buggy volumes in the area with 23 recorded buggies during the 12-hour count period. However, US 42 only recorded 2 buggies between SR 604 and Lodi. Other high buggy volume locations were along SR 604 near the Ashland/Wayne County line and SR 58 north of SR 302.



Mt. Hope Area

Holmes County



36,755 - *2019 Population (Holmes Settlement)*

199 - *Survey Responses*

85 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

Northern Holmes County is very accepting of alternative modes of transportation. Many local Amish use e-bikes, scooters, or golf carts to move around the community. As such, respondents cited frequently using varying modes of transportation to travel throughout the community including by buggy (90% responded at least once a week), bicycle/scooter (75% responded at least once a week), walking (75% responded at least once a week). The area is also very progressive in terms of buggy safety equipment, with over 90% of respondents citing the use of reflective tape, a SMV emblem, LED-powered lights, and battery-powered turn signals on their buggies. The top local safety concerns were (1) aggressive motor-vehicle drivers and (2) traveling over hills or around curves. In addition, 45% were concerned with safety while making a left turn by buggy.

This concern was echoed in the write-in comments shown below.

"Battery powered bicycles have added another dimension (hazard?) to the traffic mix"

"Drivers pay no attention to buggy left turn signal when turning left"

Local Safety Concerns

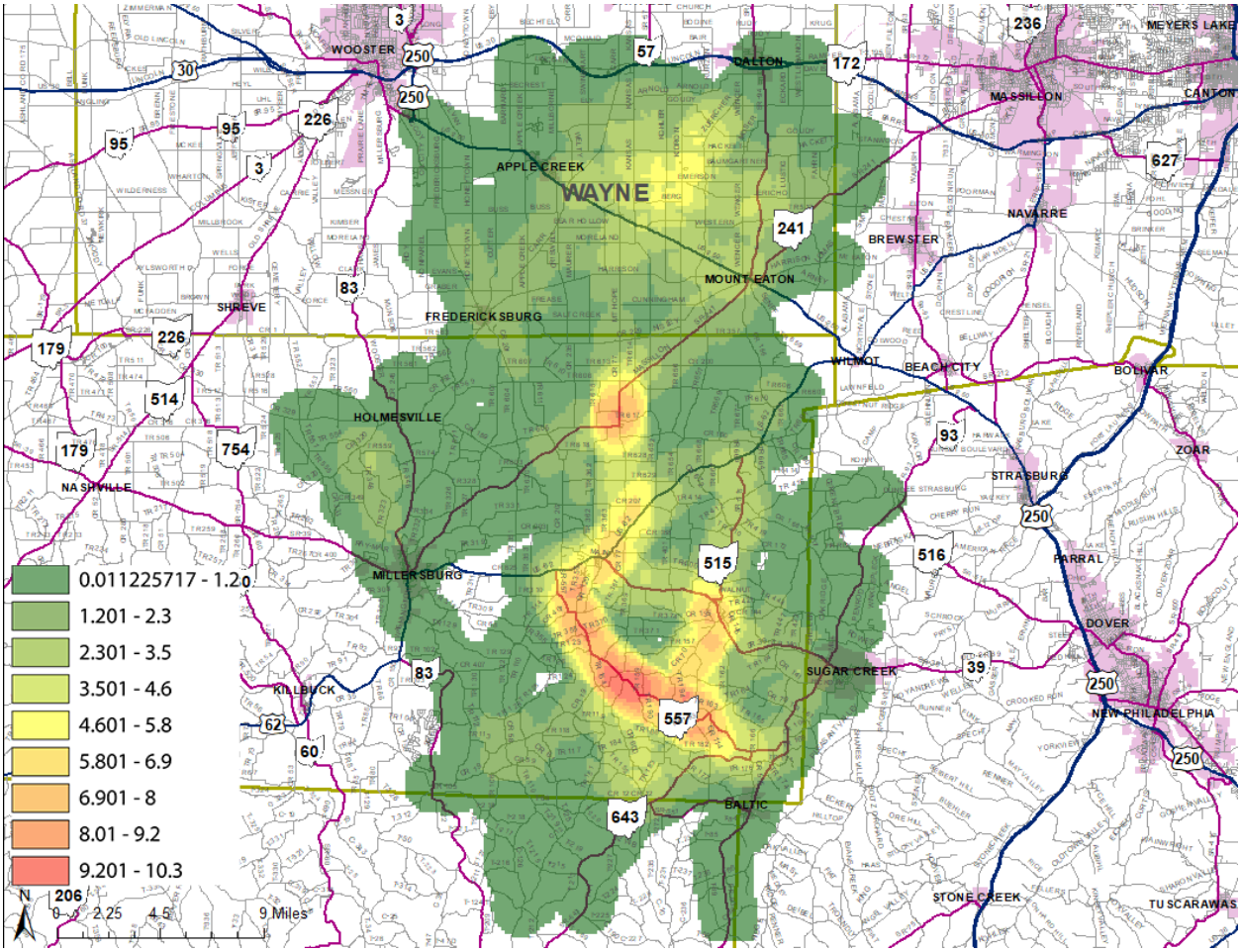
Aggressive Drivers	Over Hills /Curves	Turning Left	Truck Traffic	Seen at Dusk	Entering Roadway
89%	61%	45%	35%	26%	14%

Community Meeting Summary

The local Amish expressed concerns with roadway maintenance in the area, specifically citing SR 241 north of Mt. Hope as one of the most poorly maintained routes. There were also concerns about the growing use of e-bikes within the area and the safety concerns with motor-vehicles passing them. Many Amish cited motor vehicles have trouble judging the required passing distance due to the e-bike's speed. Buggy lanes were also a primary topic of discussion at the meeting. Many Amish utilize existing buggy lanes in the area and would like to see more constructed in the area as buggy/bike traffic is high. This settlement is the largest Amish settlement in the United States with over 36,000 Amish residents.

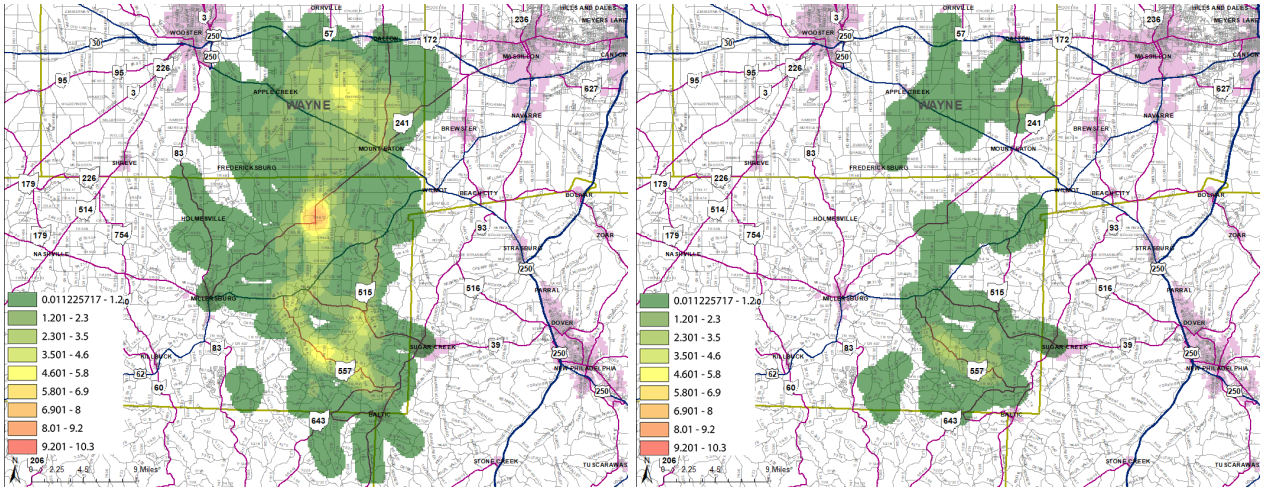
Buggy Travel Exercise

All state routes within Northern Holmes County were identified as frequently traveled by the local Amish. SR 557 between SR 643 and US 62 was cited as the most frequently traveled by buggy, followed by SR 241 near Mt. Hope, and US 62 just west of Berlin.



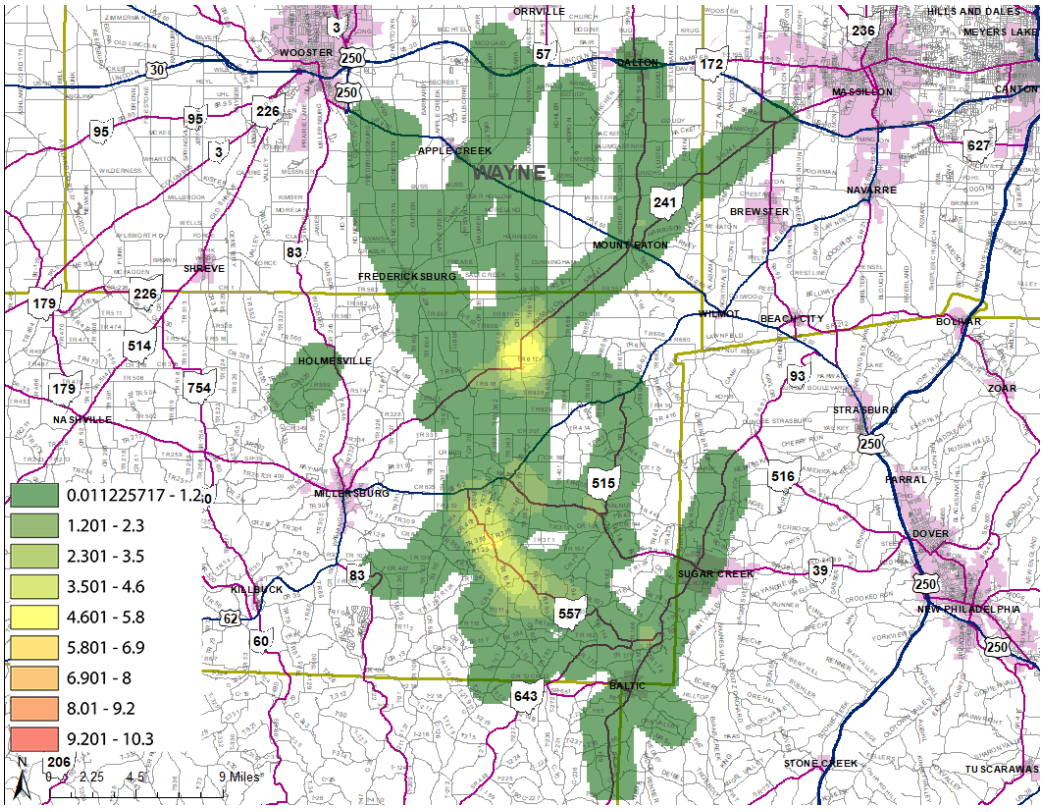
Bike/Ped Exercise

SR 241 both east and west of Mt. Hope was cited as the state route most frequently traveled by bike. SR 557 (SR 643 and US 62) and SR 39 around Walnut Creek were also cited as high-volume bike areas. SR 557 also stood out as the most frequented walking route by local Amish.



Safety Location Exercise

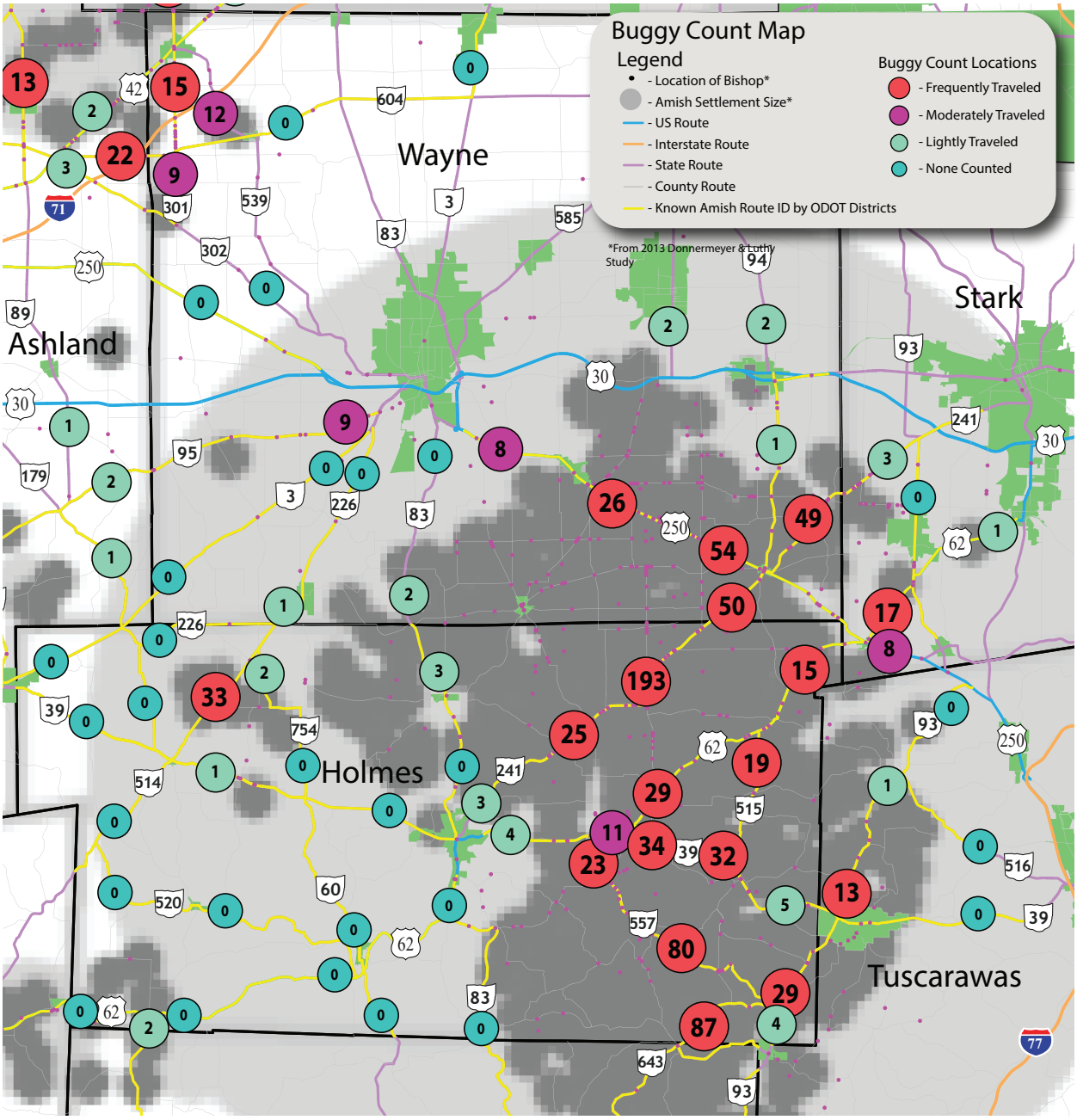
Similar to other community meeting feedback, SR 557 and SR 241 were the top two safety concern locations locally. Roadway maintenance and high buggy/bike volumes along on routes with narrow shoulders were cited as reasons for the concern.



Crash Data/Buggy Counts

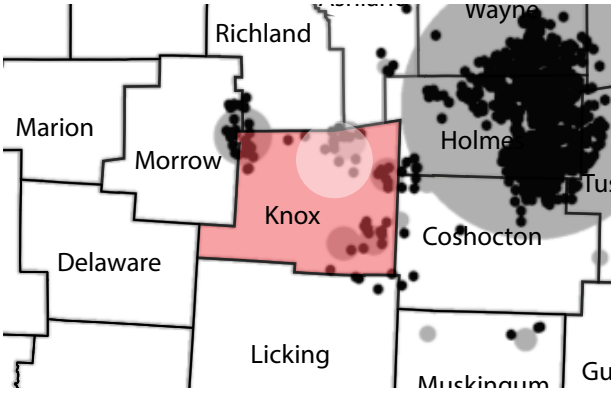
Five of the top ten highest crash rates/mile/year within the State are within Northern Holmes County. SR 39 (SR 515 and CR 114) and SR 241 just north of Mt. Hope (SLM 9.1 to 11.6) rank first and second, respectively, in crash rate with a 0.875 and 0.72. Both locations also have experienced a fatal buggy crash within the last ten years. Other sections of SR 241 to the west of Mt. Hope (SLM 5.3 to 9.1) rank sixth and seventh in the State for crash rate/mile/year. Crash rates in this area are naturally higher than other areas of the State due to the high concentration of Amish buggy, bike and pedestrians navigating all state routes.

As expected, buggy counts recorded in this area returned the highest volumes in the State. SR 241 just north of Mt. Hope witnessed 193 buggies within a 12-hour period. Other segments of SR 241 along with sections of US 62, SR 39, SR 515 and SR 557 all returned high volumes of buggy traffic ranging from 19 to 87 buggies in a 12-hour period.



Jelloway/Danville Area

Knox County



Public Survey Summary

While bicycle and scooter use is allowed within the local Amish community, few use bikes or scooters to travel the area with over 70% of respondents never using a bike/scooter. Locals heavily rely on buggy travel to get to/from destinations with nearly 100% of respondents stating they travel by buggy at least once a week. Unlike most other Amish communities within the State, buggy usage for work commutes was fairly low with only 40% traveling to work by buggy more than once per week. The primary reasons for weekly travel include attending church (75%) and selling goods (65%). Nearly all respondents (70 in total) cited they use reflective tape, a SMV emblem, and LED-powered lights on their buggies. In addition, nearly 60% have battery-powered turn signals installed on their buggies. Unlike other areas of the State where aggressive motor vehicle drivers was cited as the local Amish area's biggest safety concern, the Jelloway/Danville area cited going over hill or around curves (95% of respondents) as the biggest travel safety concern. This sentiment was also echoed within the write-in comments section as illustrated to the right.

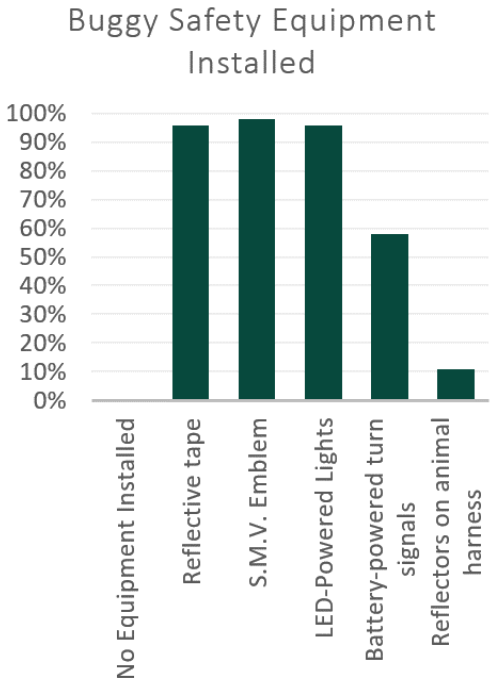
530 - *2019 Population (Danville/Butler Settlement)*

73 - *Survey Responses*

34 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

"SR 205 has poor road berms particularly on hills"

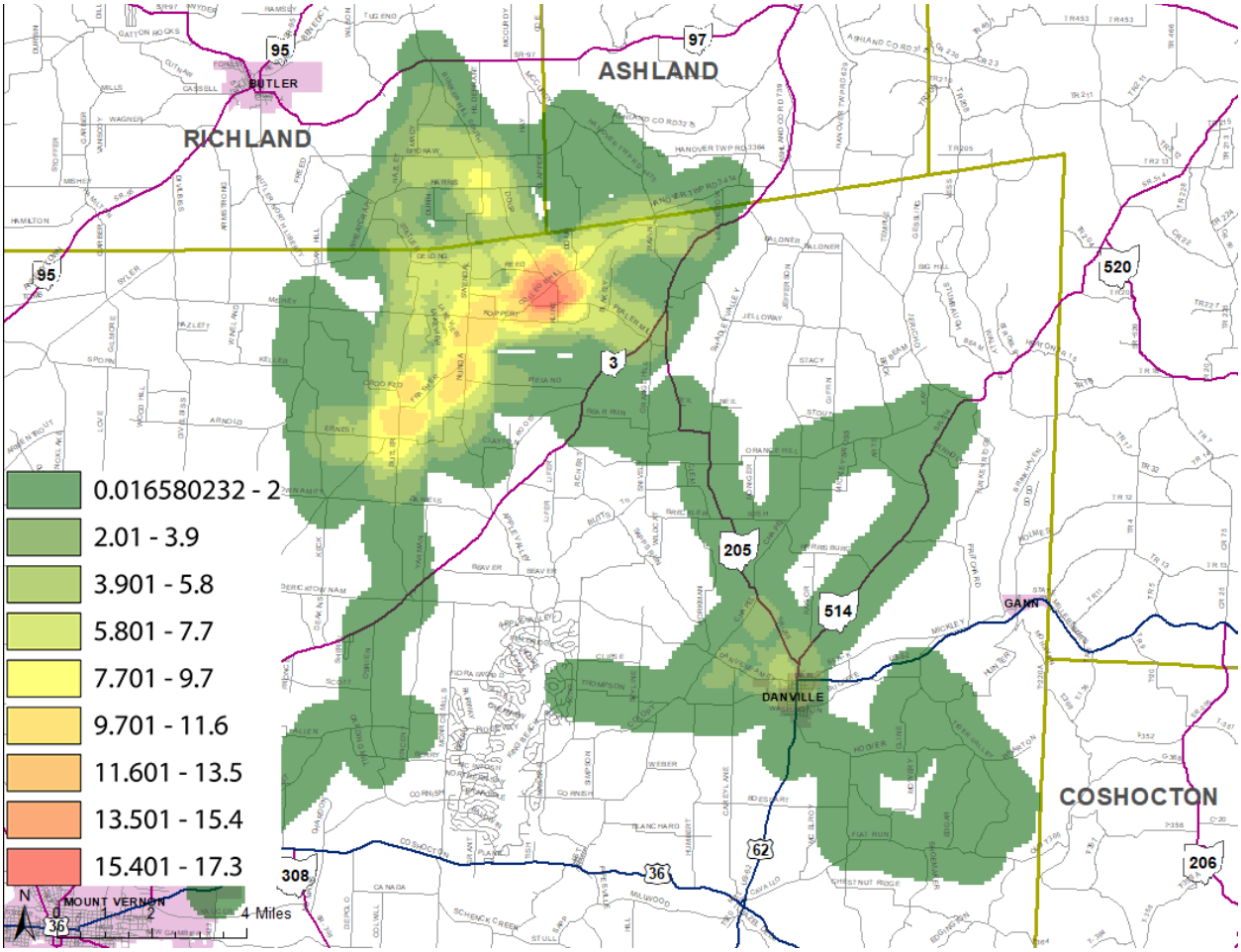


Community Meeting Summary

Though the meeting was held in the Jelloway area, Amish from the Danville area to the east were in attendance. Local roadway maintenance was a topic of concern for the Amish in the area, as many of the local roads are in need of repair. SR 205 (north of Danville) was cited as one of the more heavily-traveled routes in the area. Many Amish suggested installing buggy lanes be considered in that location due to the high volume of Amish buggy and vehicular traffic in the area.

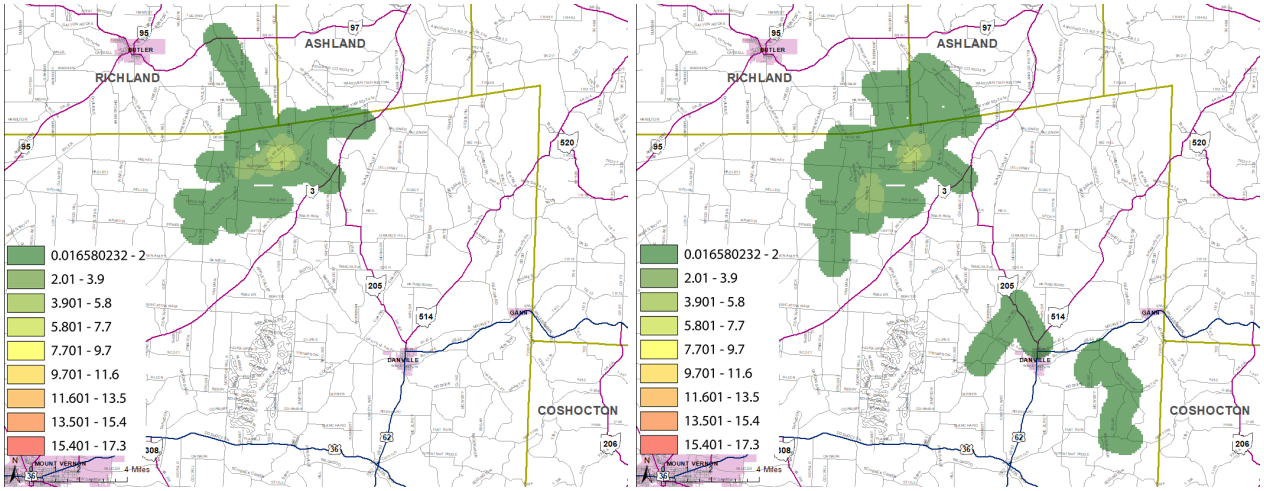
Buggy Travel Exercise

SR 514 north of Danville was cited as the most frequently traveled state route by buggies in the area. SR 3 (south of the SR 205) was also cited as a high buggy volume location. Due to the multiple Amish communities in attendance, results for the exercises were split between each community.



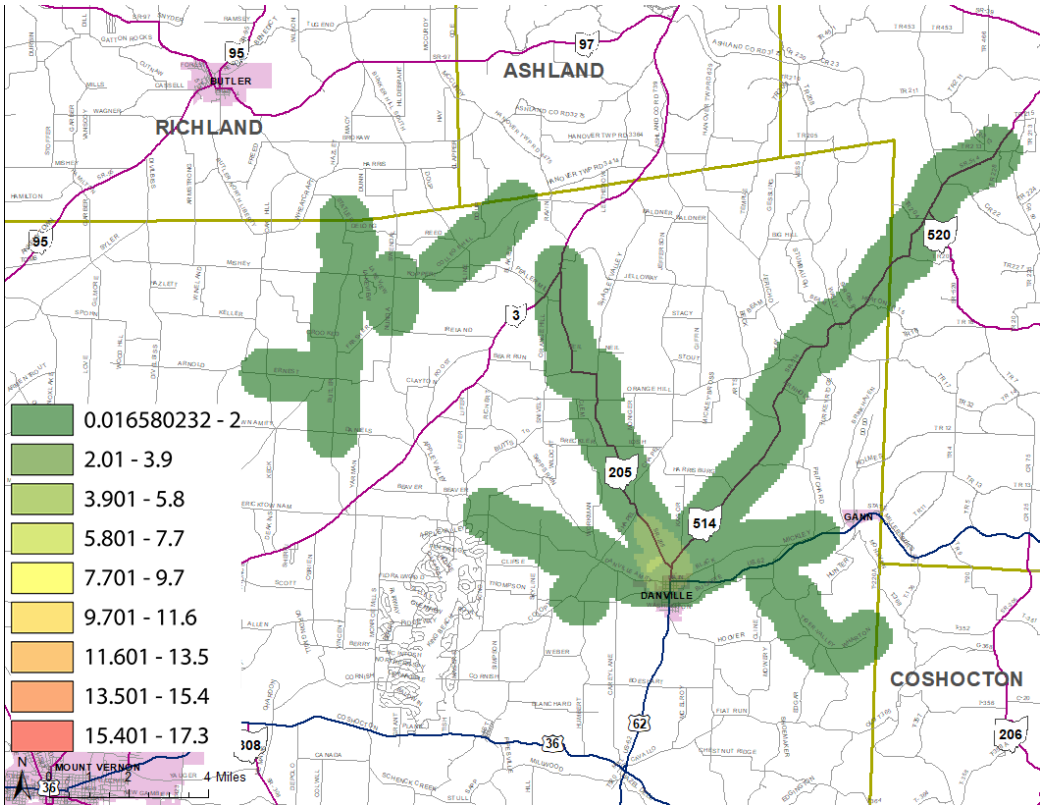
Bike/Ped Exercise

There was very limited feedback regarding biking and walking within the local Amish community along state routes. From survey results and anecdotal information gathered at the community meeting, few Amish in the area bike to destinations.



Safety Location Exercise

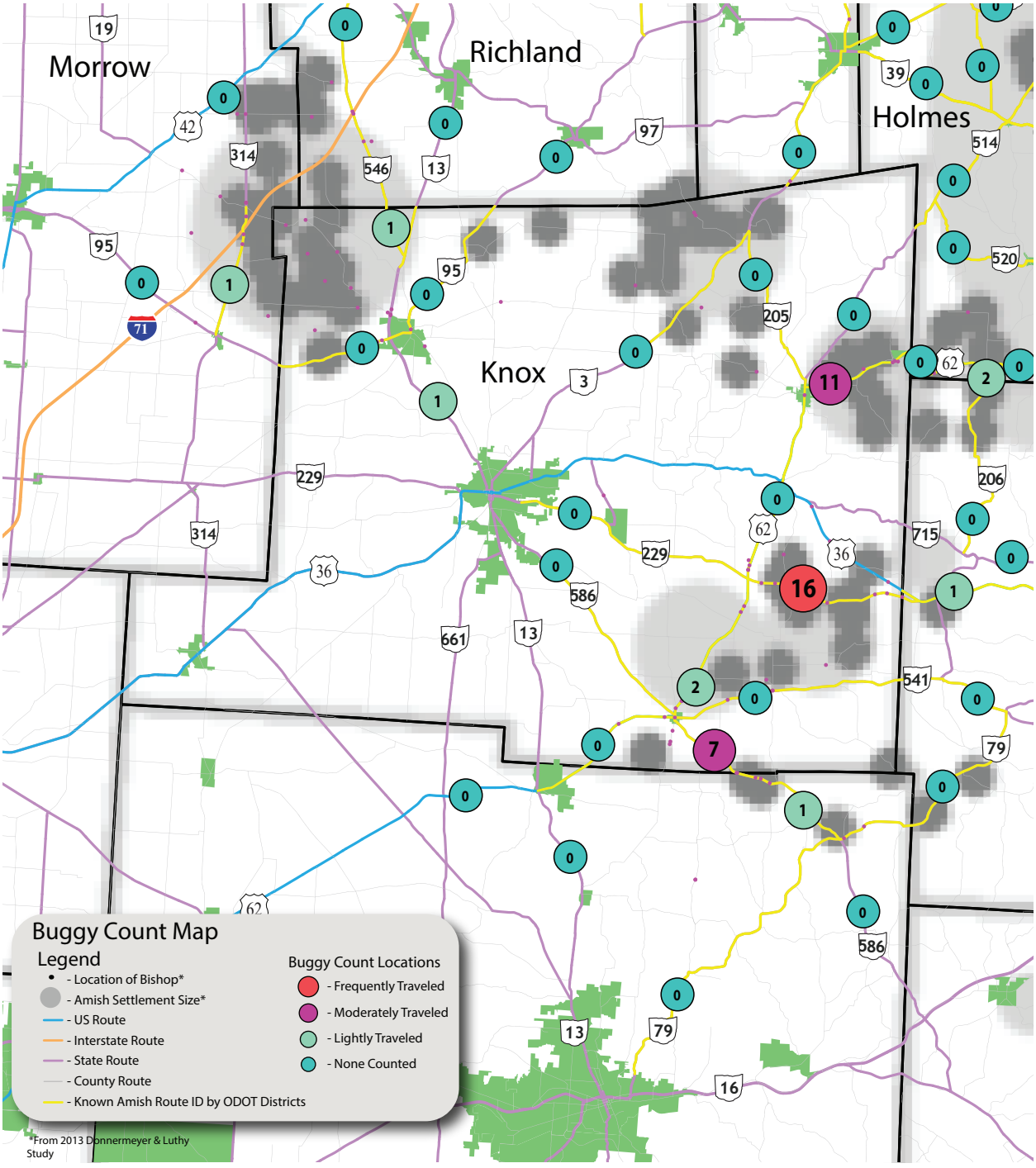
SR 205 north of Danville was cited as the state route with the biggest safety concern locally. SR 514 north of Danville was also cited as a location of high safety concern. Respondents stated high Amish usage, along with narrow shoulders, contribute to the safety concern.



Crash Data/Buggy Counts

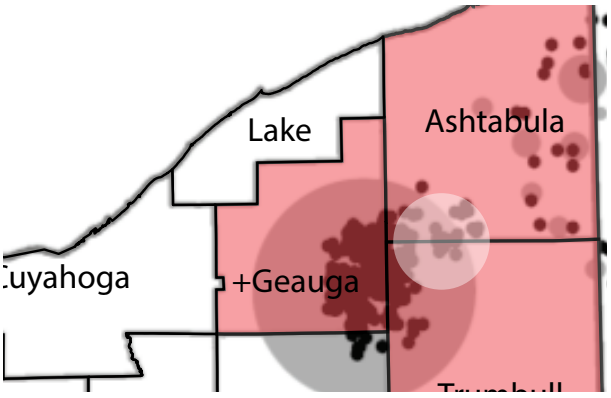
The majority of high crash rates/mile/year within Knox County occur within the Southeastern section of the County within an area where the local Amish population did not want to conduct a community meeting. Within Northern Knox County, only US 62 from Danville to the Knox/ Holmes County line recorded a relatively high buggy crash rate/mile/year of 0.11.

Buggy counts were conducted throughout northern and southern Knox County. The highest buggy volumes recorded were along SR 229 in the southeastern portion of the County. US 62 (east of Danville) and SR 586 (near the Knox/Licking County border) both recorded elevated buggy count volumes. All other locations returned either few or no buggy volumes.



Orwell Area

Ashtabula/Trumbull County



18,325 - *2019 Population (Part of Geauga Settlement)*

38 - *Survey Responses*

27 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

Bicycle and scooter use is permitted within the local Amish community and, in turn, many Amish utilize bicycles and scooters, with over 60% of respondents riding bicycles or scooters at least once a week. Nearly all respondents use a buggy at least once and week and over 75% walk to destinations at least once a week. Amish within this community are very progressive in terms of buggy and bicycle/pedestrian safety while traveling. Nearly all respondents use reflective tape, a SMV emblem and LED-Powered lights on their buggies with over 75% of respondents using battery-powered turn signals as well. Aggressive motor-vehicle drivers were cited as the biggest safety concern while driving. Being hit while turning left was the second biggest Amish travel concern.

This mimics write-in feedback as illustrated below.

"Some corners have signs and bushes in the way to plainly look for traffic when we want to cross or pull onto the other roadway. Horse has to be too far out on the highway in order to see."

Local Safety Concerns

Aggressive Drivers	Turning Left	Truck Traffic	Over Hills /Curves	Seen at Dusk	Entering Roadway
92%	67%	39%	31%	28%	22%

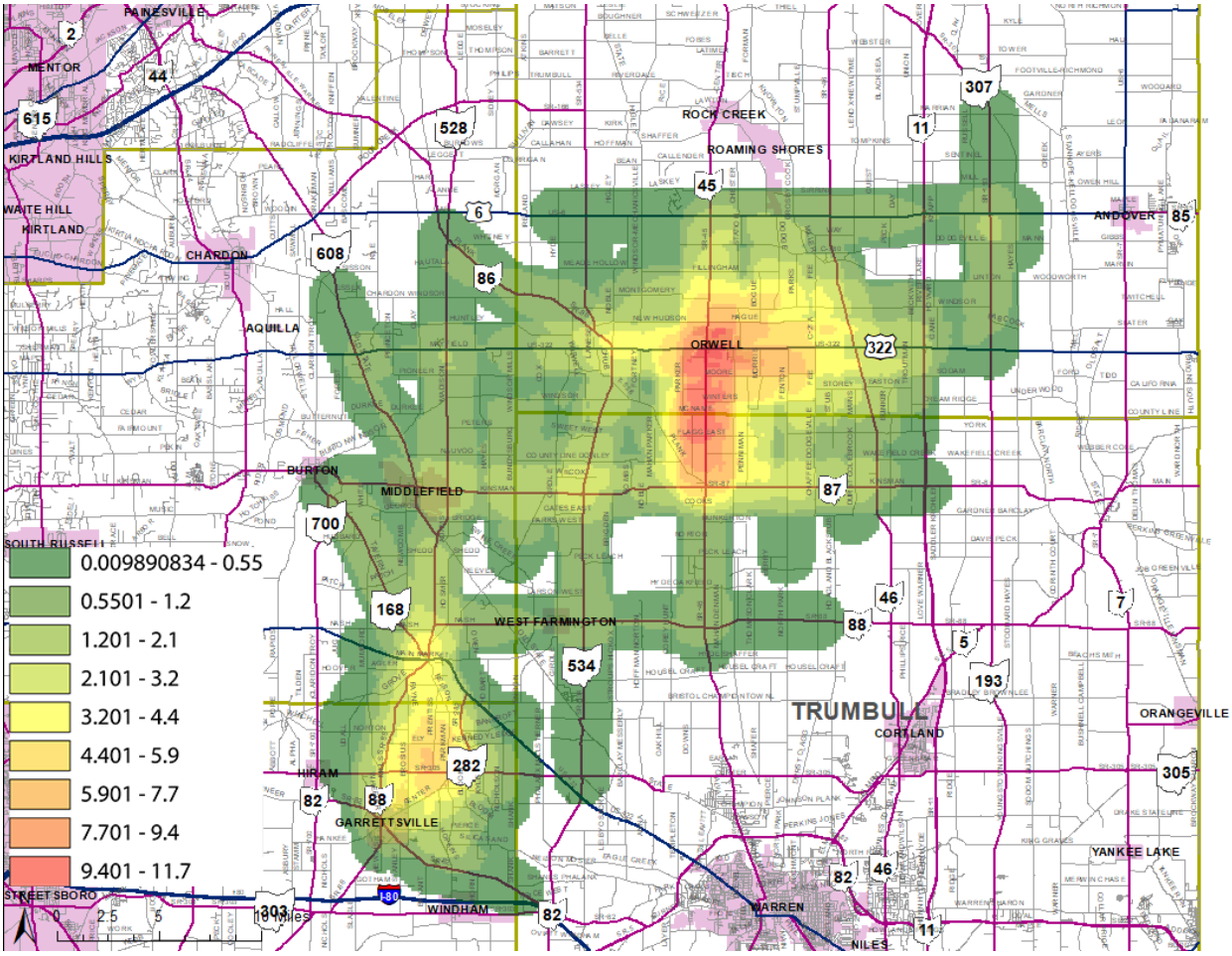
Community Meeting Summary

A consistent theme throughout the community meeting was rapid population growth and an emphasis on buggy and bike/pedestrian safety. The Amish compared Ashtabula and Trumbull Counties to the "sprawl of Middlefield", similar to the sprawl occurring around major non-Amish cities in Ohio. They cited that many Amish have moved away from Middlefield due to over population. The Middlefield settlement within Geauga County is the fourth largest Amish settlement in the United States with over 18,000 Amish. Locals also noted that different Amish communities to the east are growing westward toward Orwell. Where there used to be a large separation geographically between the groups, now almost none exists. Much of the area lacks basic signage alerting motor-vehicle drivers of Amish buggies on the roadways.

Local Amish also noted the importance of highly-visible buggy and bike/pedestrian safety equipment. Many Amish in the area have advanced, battery-powered signals and lights on their buggies and many wear reflective gear while walking or biking on the roadways.

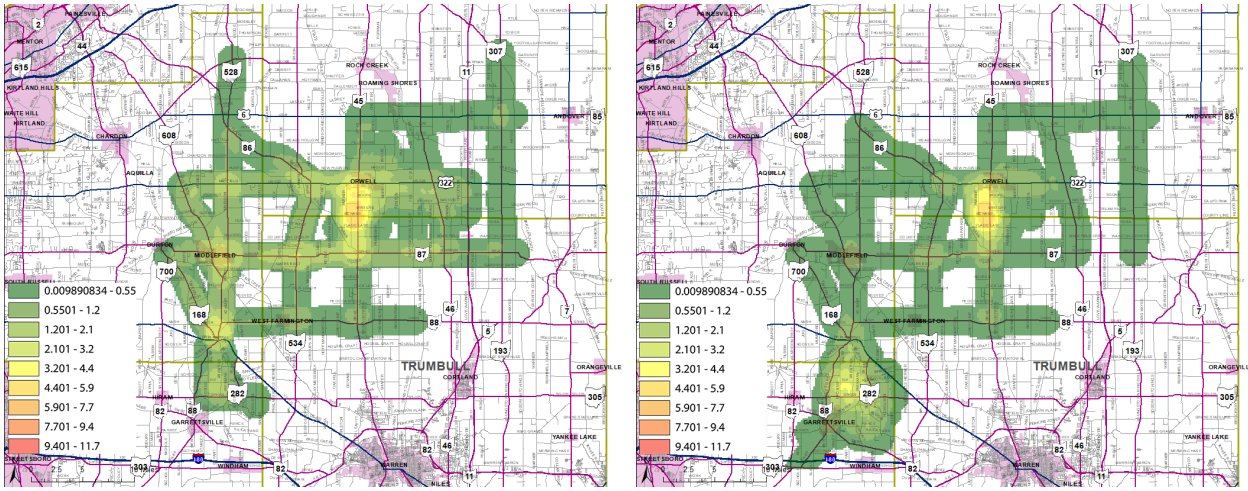
Buggy Travel Exercise

SR 45 between North Bloomfield and Orwell was cited as the most heavily utilized buggy route in the area. High buggy traffic was also noted on US 322 to the east of Orwell. Moderate buggy travel was noted on SR 87 from the Geauga/Trumbull County line to North Bloomfield.



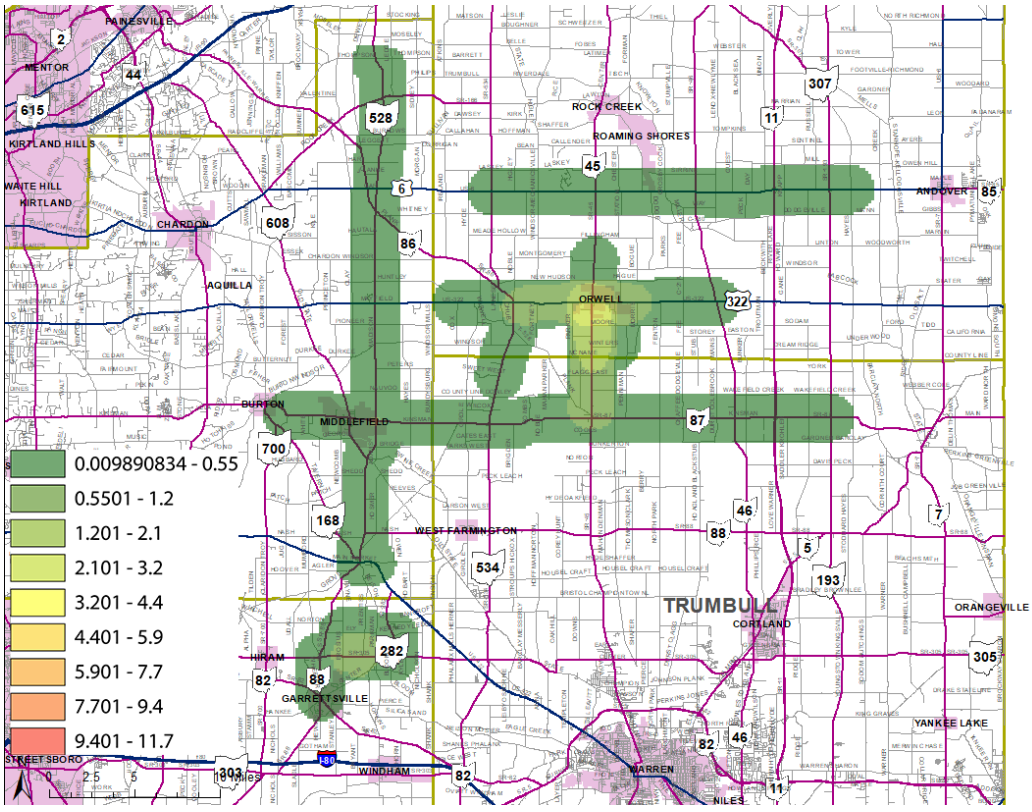
Bike/Ped Exercise

Similar to the buggy travel exercise, local Amish cited SR 45 between North Bloomfield to Orwell as the most frequented bike and pedestrian route in the area. Both US 322 (east and west of Orwell) and SR 87 (Geauga/Trumbull County line to North Bloomfield) were also cited as frequented bike and pedestrian routes.



Safety Location Exercise

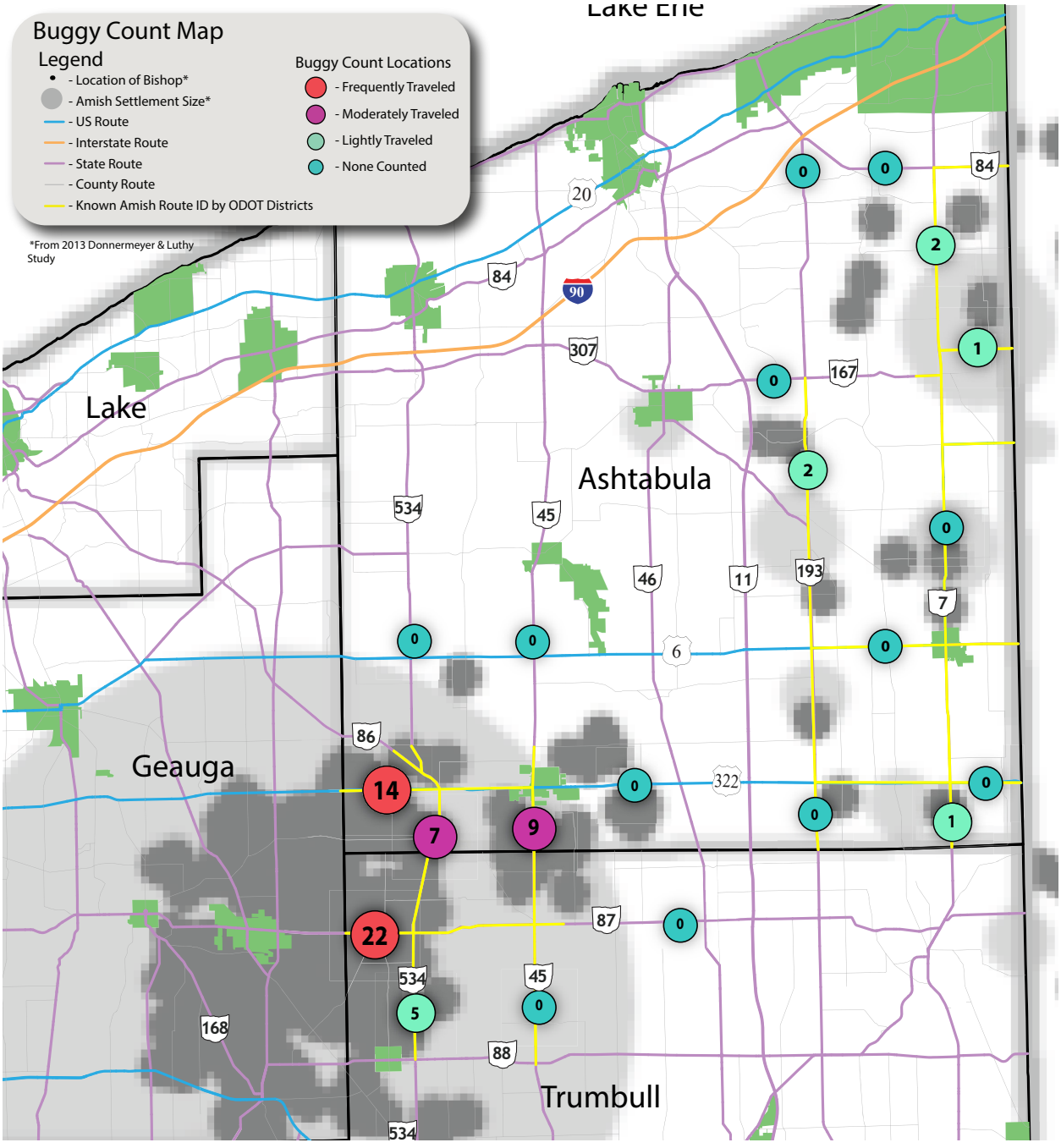
SR 45 from the Ashtabula/Trumbull County line to Orwell was cited as the state route with the highest safety concern for Amish travelers. Locals cited high motor-vehicle speeds and narrow shoulders as contributing factors. US 322 east of Orwell was also ranked as a high safety concern location.



Crash Data/Buggy Counts

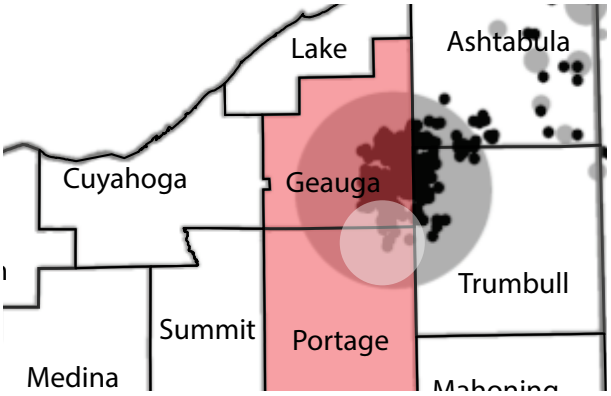
SR 87 in Trumbull County from the Geauga/Trumbull border to SR 534 ranked as the fifth highest buggy crash rate/mile/year location in the State with a 0.44 crash rate. Other high ranking crash rate locations in the area include US 322 from the Geauga/Ashtabula border to SR 534 with a 0.2 crash rate and SR 87 from SR 534 to SR 45 with a 0.15 crash rate. It should be noted that Geauga County was excluded from buggy counts as part of this study as a detailed study was completed within Geauga County by ODOT in 2016. Crash data from that study was integrated into the prioritization matrix and state routes were ranked accordingly.

The highest buggy volumes recorded occurred on SR 87 and US 322 near the Geauga County border. Elevated buggy volumes were also noted along SR 534 and SR 45 between SR 87 and US 322.



Garrettsville Area

Portage County



18,325 - *2019 Population (Part of Geauga Settlement)*

16 - *Survey Responses*

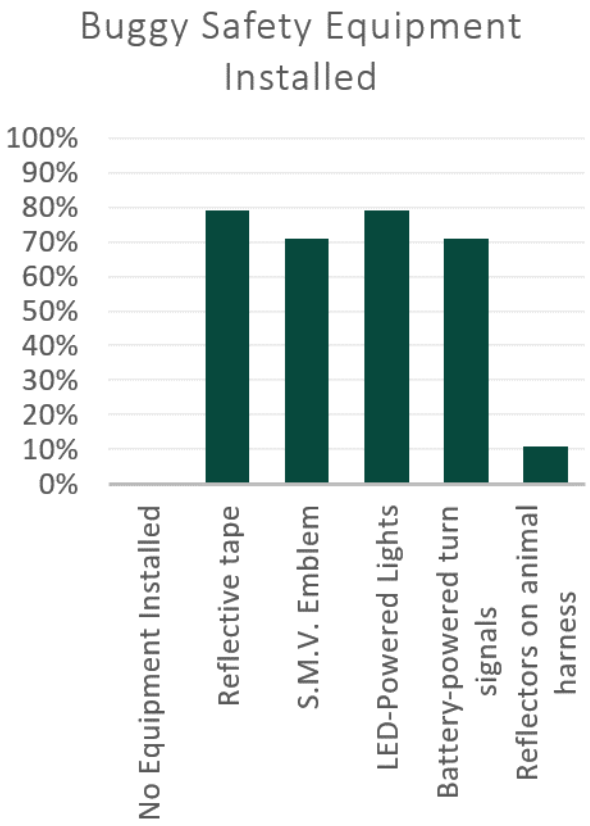
16 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

The local Amish community is very progressive when it comes to buggy/bicycle safety equipment. Over 70% of survey respondents use reflective tape, a SMV emblem, LED-powered lights, and battery-powered turn signals on their buggies. The community does allow cycling and scooter use. While the most respondents stated that aggressive motor-vehicle driving was their biggest concern, 50% cited going over hills and around curves as their second biggest safety concern. This correlates with the general lack of signage and intersection lighting in the area.

"Too many blind areas on SR 305 and SR 282 to see and pass animal drawn vehicles"

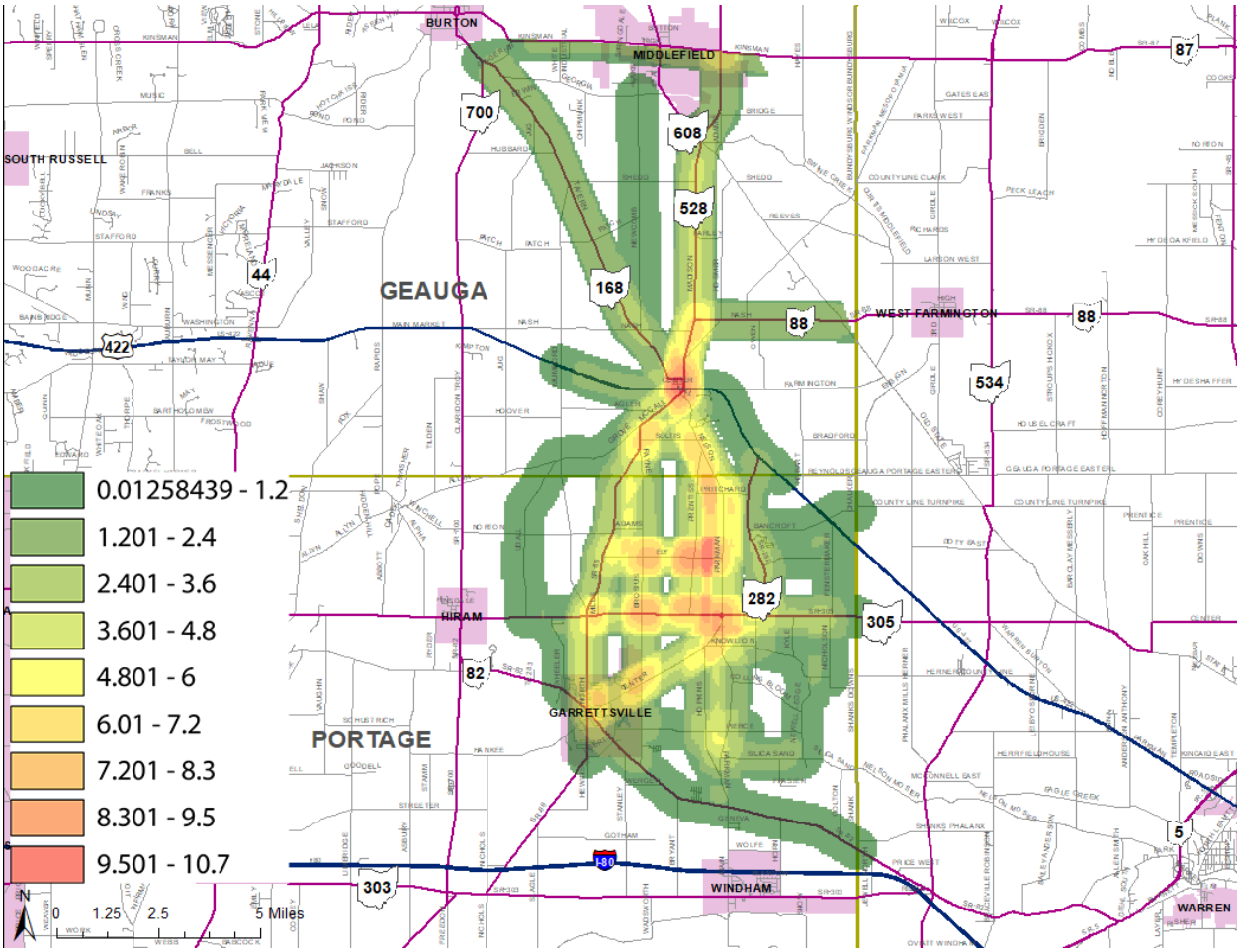


Community Meeting Summary

The local Amish noted rapid population growth, as multiple new Amish schools were recently constructed in the area. Much of the growing Amish population comes from the Geauga County settlement to the north. Sight distance over hills and around curves were cited by many local Amish as a constant safety concern. Some of the routes in the area have tight curves and it is difficult for the locals to see. SR 305 between SR 88 and SR 282 was cited as an example.

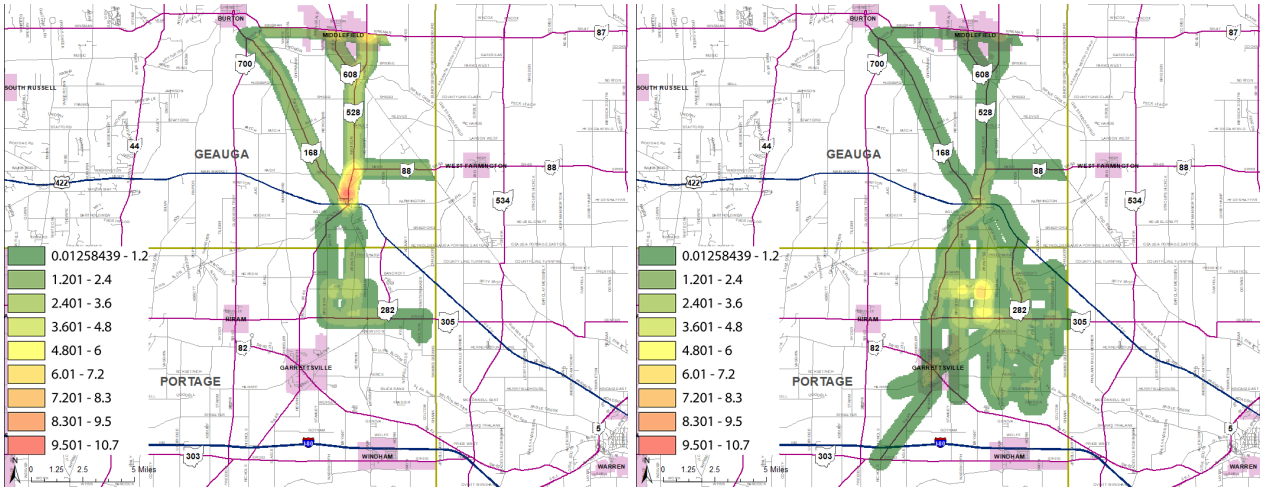
Buggy Travel Exercise

Three state routes were heavily identified as buggy travel routes: SR 305 (SR 88 and SR 282), SR 88 (north of SR 305), and SR 282 (north of SR 305). These routes are consistent with the current extent of the Amish population within Portage County.



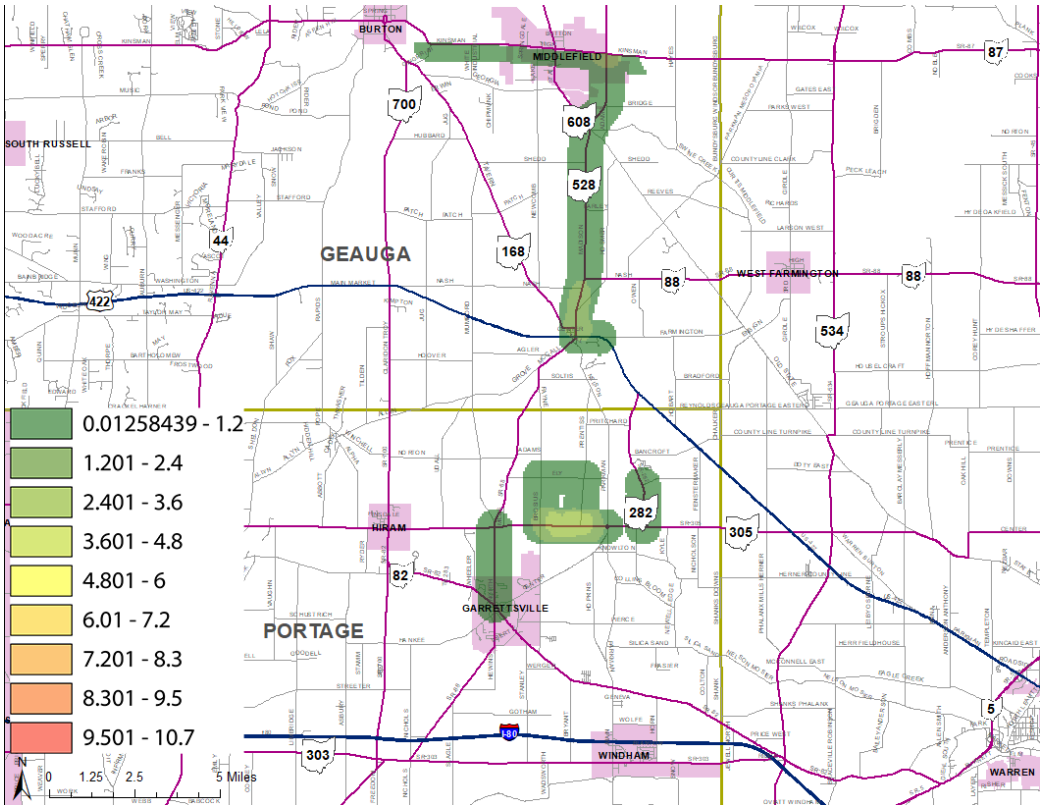
Bike/Ped Exercise

Though bicycling and scooter use is utilized within the community, there were few responses as to where Amish travel by bike/foot along state routes. Only SR 305 around Nelson Township Hall was cited in a couple instances as a route traveled by bike/foot.



Safety Location Exercise

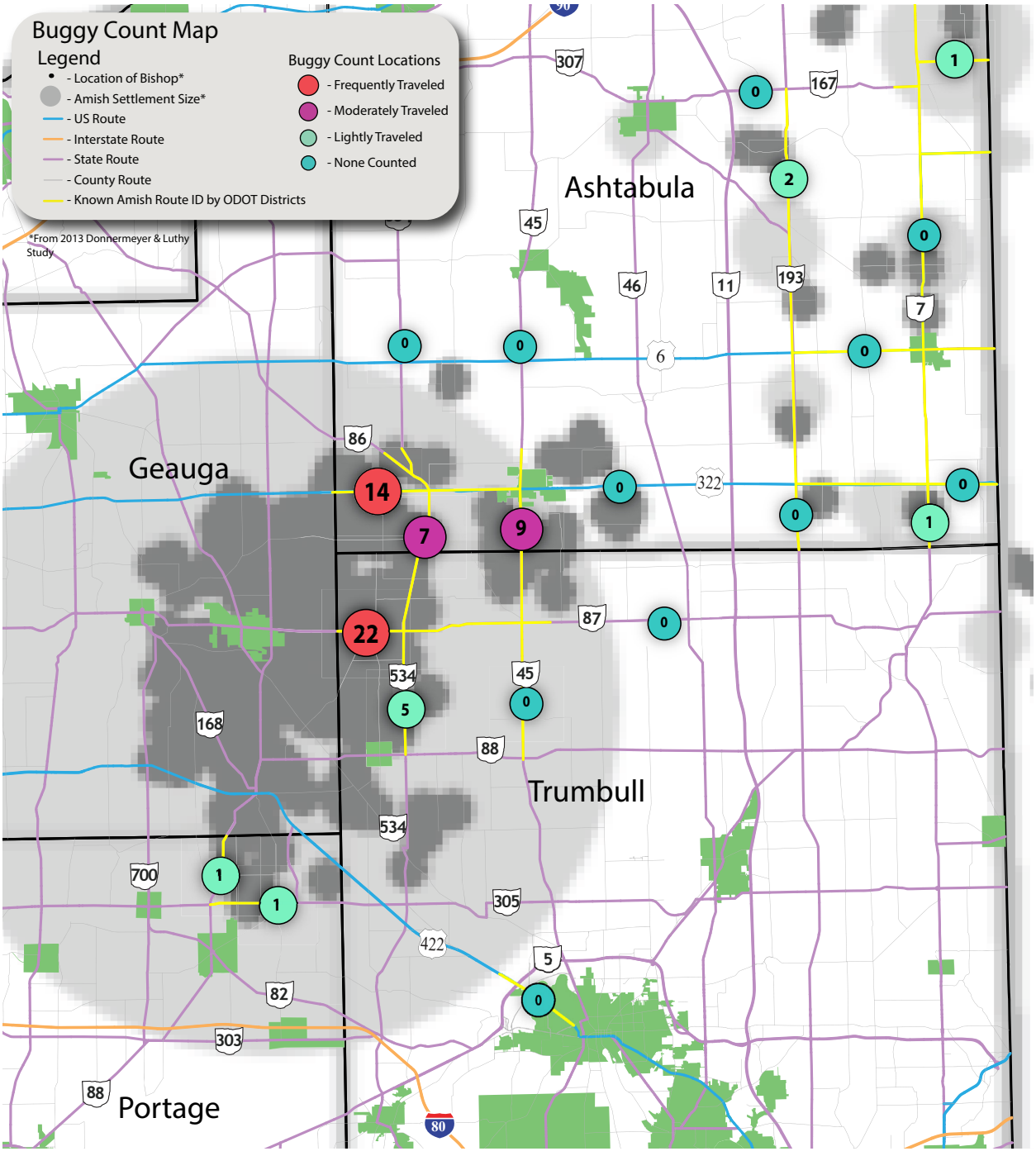
SR 305 between SLM 3.3 and 4.8 was cited as the highest location of safety concern along state routes in the area. No other state route was consistently identified.



Crash Data/Buggy Counts

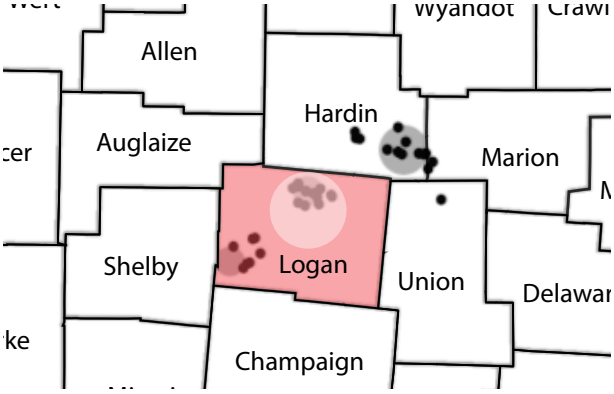
There is a limited history of buggy or bike/pedestrian crashes within Northern Portage County over the last ten years. The few crashes that have occurred do not exhibit a systemic crash problem along any roadway segment.

Only two buggy counts were conducted within Portage County. Each returned a single buggy over the 12-hour period.



Belle Center Area

Logan County



360 - *2019 Population (Belle Center Settlement)*

31 - *Survey Responses*

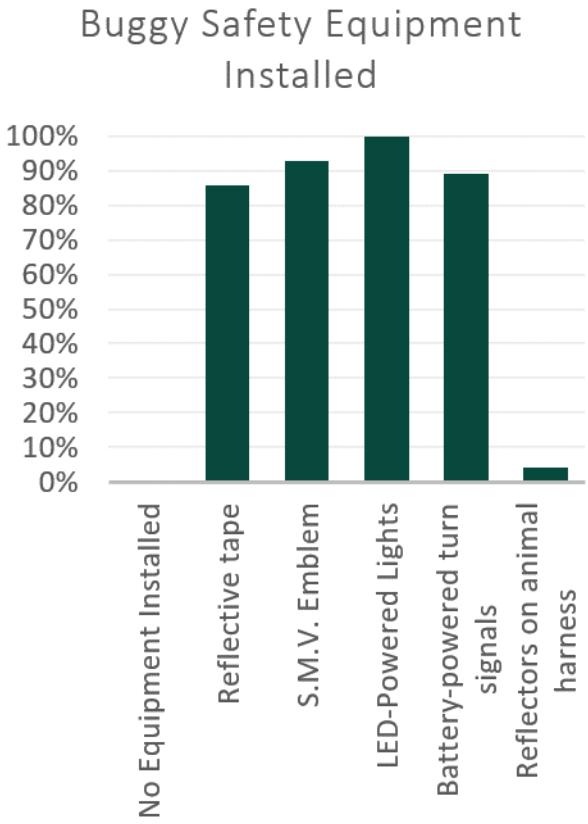
21 - *Community Meeting Attendees*

Bicycles/Scooters Allowed?

Public Survey Summary

Local Amish within this community heavily utilize bicycle and scooter travel, with over 90% of respondents using a bike or scooter at least once a week. Buggy travel was also cited as a heavily utilized form of transportation with over 95% of respondents using a buggy at least once a week. The community is progressive in terms of buggy safety equipment with over 85% of respondents using reflective tape, a SMV emblem, LED-powered light and battery-powered turn signals on their buggies. While aggressive motor vehicle driving was cited as the local Amish's primary safety concern while traveling, being seen after dusk/dark and truck traffic were cited as the next highest concerns.

"Motorists ignore turn signals on horse drawn vehicles"

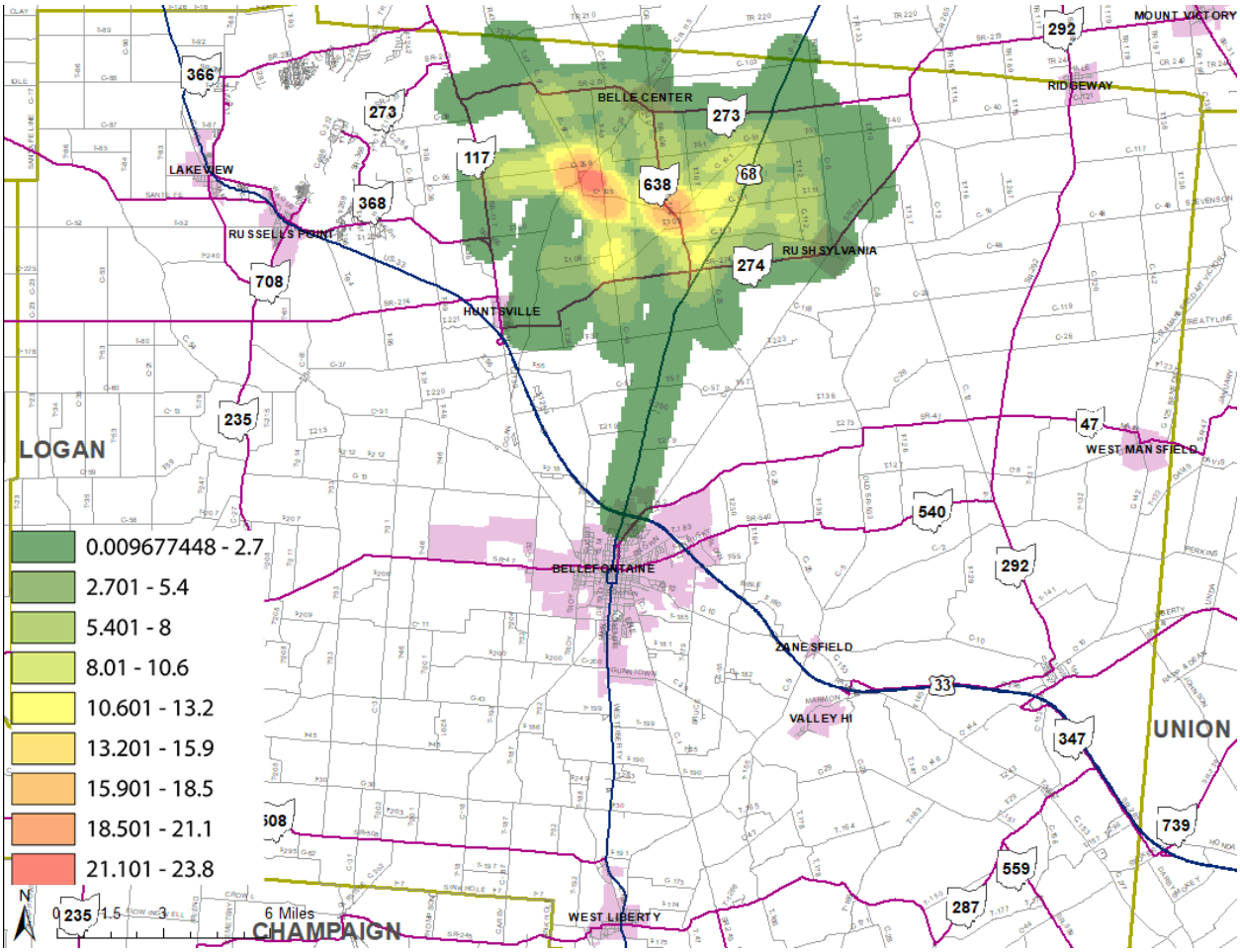


Community Meeting Summary

Results from the public survey were also echoed at the community meeting. Local Amish expressed concerns over the high volumes of truck traffic along US 68 and cited the need for all cyclists to wear reflective gear while traveling. This community relies heavily on bicycle transportation for mobility.

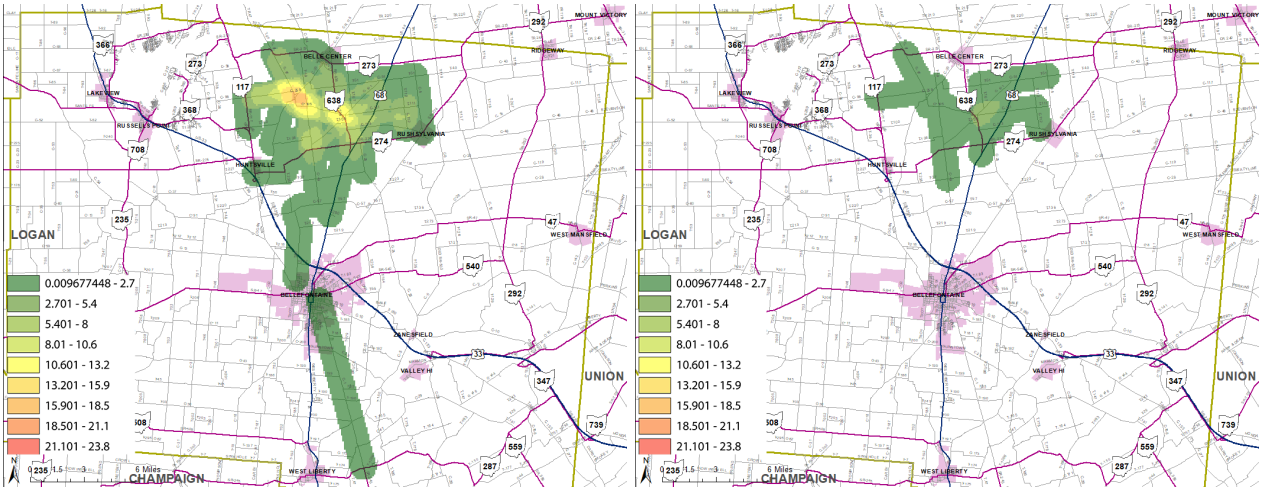
Buggy Travel Exercise

The highest buggy frequency cited centered around Belle Center. SR 638 just south of Belle Center was cited as the most frequented route in the area. Both US 68 (SR 274 to SR 273) and SR 273 (just west of Belle Center), were also heavily identified buggy travel routes in the area.



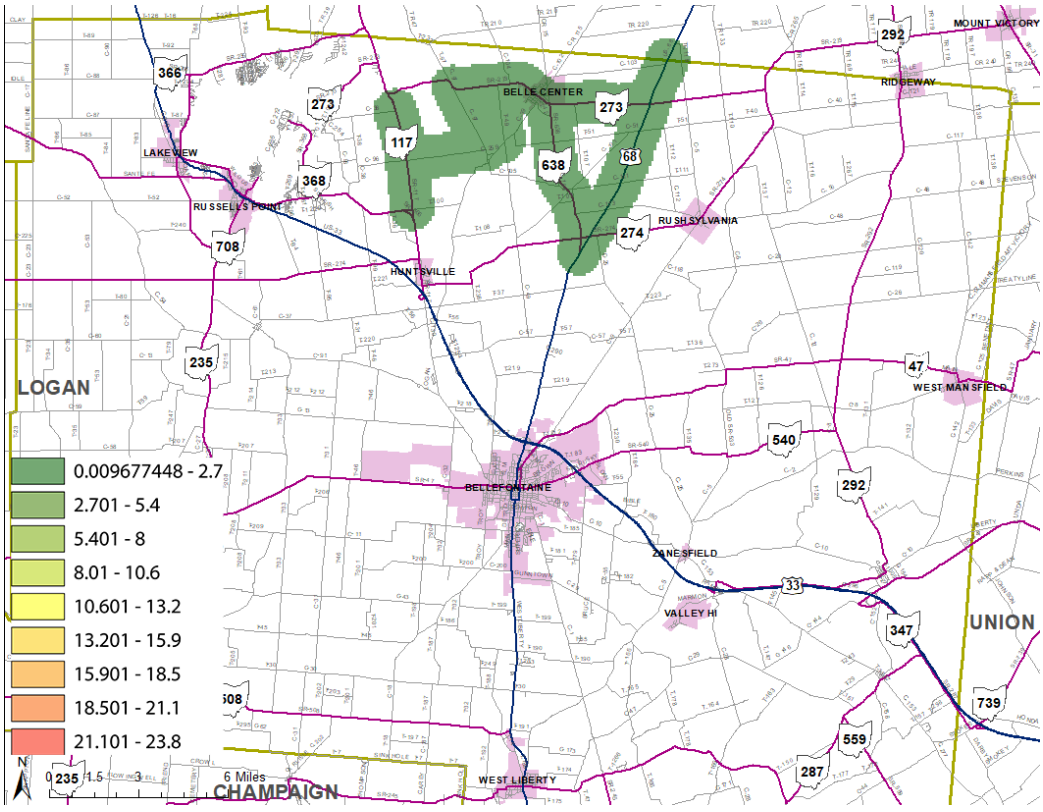
Bike/Ped Exercise

SR 638 between SR 274 and Belle Center was also cited as the most frequented bike and pedestrian route in the area. SR 273 both east and west of Belle Center was also cited highly. Unlike the buggy volume exercise, US 68 was not cited as a highly traveled bike and pedestrian route. This mimics concerns shared at the community meeting by local Amish regarding heavy truck volumes and high motor vehicle speeds along that route.



Safety Location Exercise

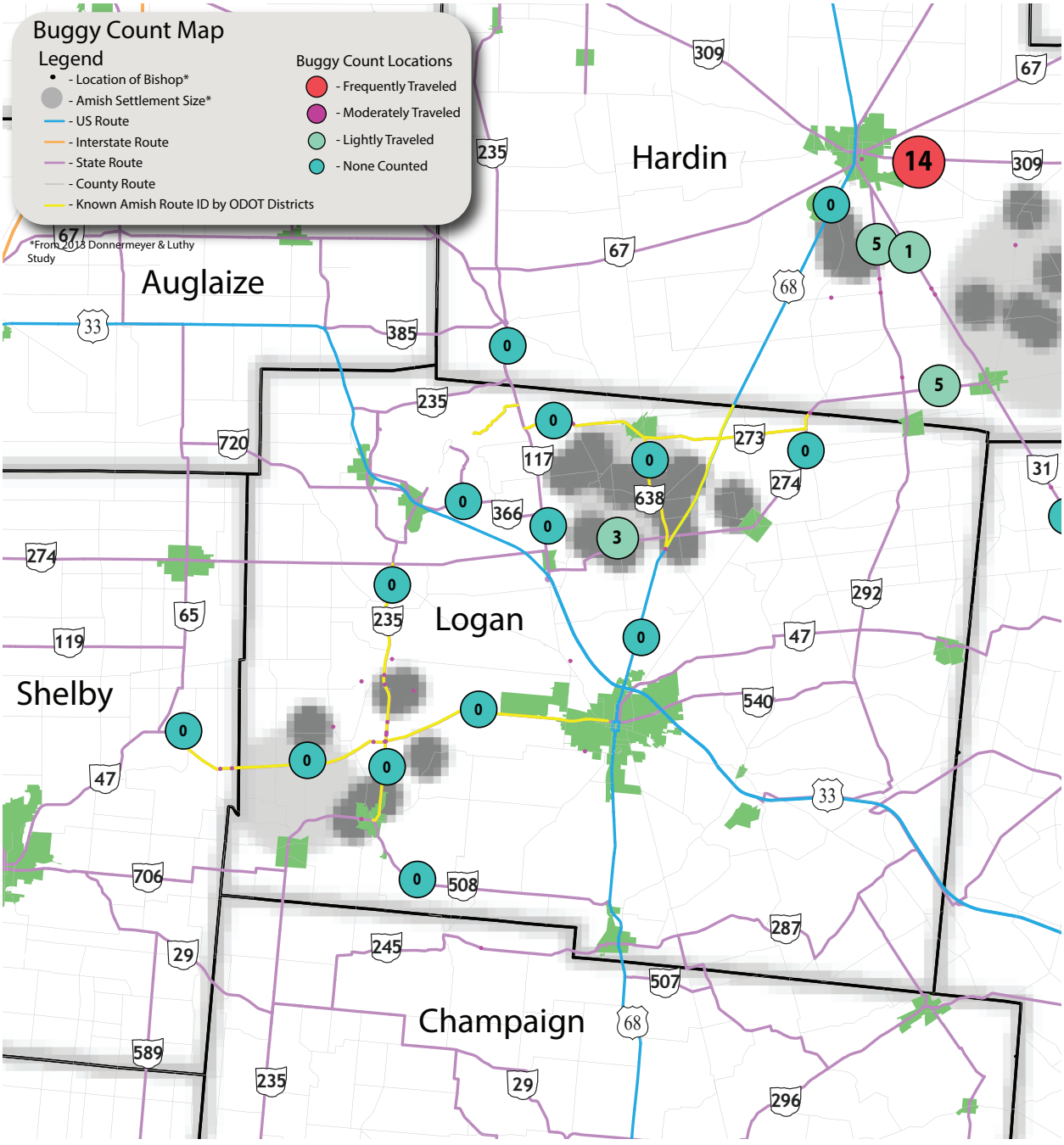
Both US 68 between SR 274 and SR 273, along with SR 638 south of Belle Center, were cited as locations with the highest safety concern while traveling. No other state routes in the area were highly cited.



Crash Data/Buggy Counts

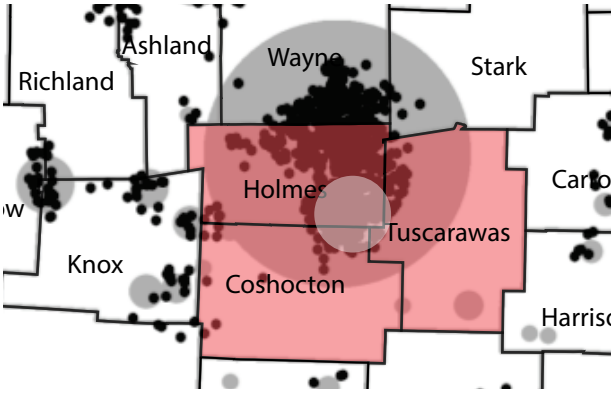
Few buggy crashes have been reported within the Belle Center area over that past ten years. The highest buggy crash segment in the area is along SR 235 (SR 47 and SR 274) with a 0.09 crash rate/mile/year. Bicycle and pedestrian crash rates were also relatively low as compared to other areas of the State. Two locations did document fatal bicycle/pedestrian crashes: one along SR 47 west of SR 235, and the other along SR 638 between US 68 and SR 273.

Only one location within Logan County (SR 274 between SR 117 and SR 638) returned buggy counts. From conversations with the local Amish at the community meeting, other state routes are used by buggies in the area, including US 68, but not frequently as many Amish avoid these routes due to high truck traffic and safety concerns.



Charm Area

Holmes/Coshocton County



36,755 - *2019 Population (Part of Holmes Settlement)*

324 - *Survey Responses*

Community Meeting Held at Holmes County Health & Safety Days

Bicycles/Scooters Allowed?

Public Survey Summary

Respondents from southern Holmes County cited both biking/scooters and walking as primary modes of transportation with both being used by 75% of respondents at least once a week. Nearly all respondents (95%) traveled by buggy at least once a week. Church was the top trip purpose locally with 85% traveling to church at least once a week. Surprisingly, shopping/selling goods (75%) was the second most frequent trip purpose within the area, ahead of work commutes. The local area is very progressive in terms of buggy safety equipment. Over 90% of respondents have reflective tape, a SMV emblem, LED-powered lights and battery-powered turn signals installed on their buggies. In addition, 23% use reflectors on the animal harnesses. Aggressive motor vehicle drivers was cited as the number one local Amish safety concern. Other frequently cited safety concerns included going over hills or around curves (68%), being hit while turning left (48%) and truck traffic (38%). Concerns regarding the volume of truck traffic on state routes and fears of being hit while motor vehicles pass were both concerns shared within the write-in portion of the survey. Below are some common themes from this area.

"Buggy lanes that are already in place are a great comfort for a slow moving vehicle driver."

"E bikes are not safe - they go too fast"

"Not enough roadway space for both slow vehicles and fast vehicles

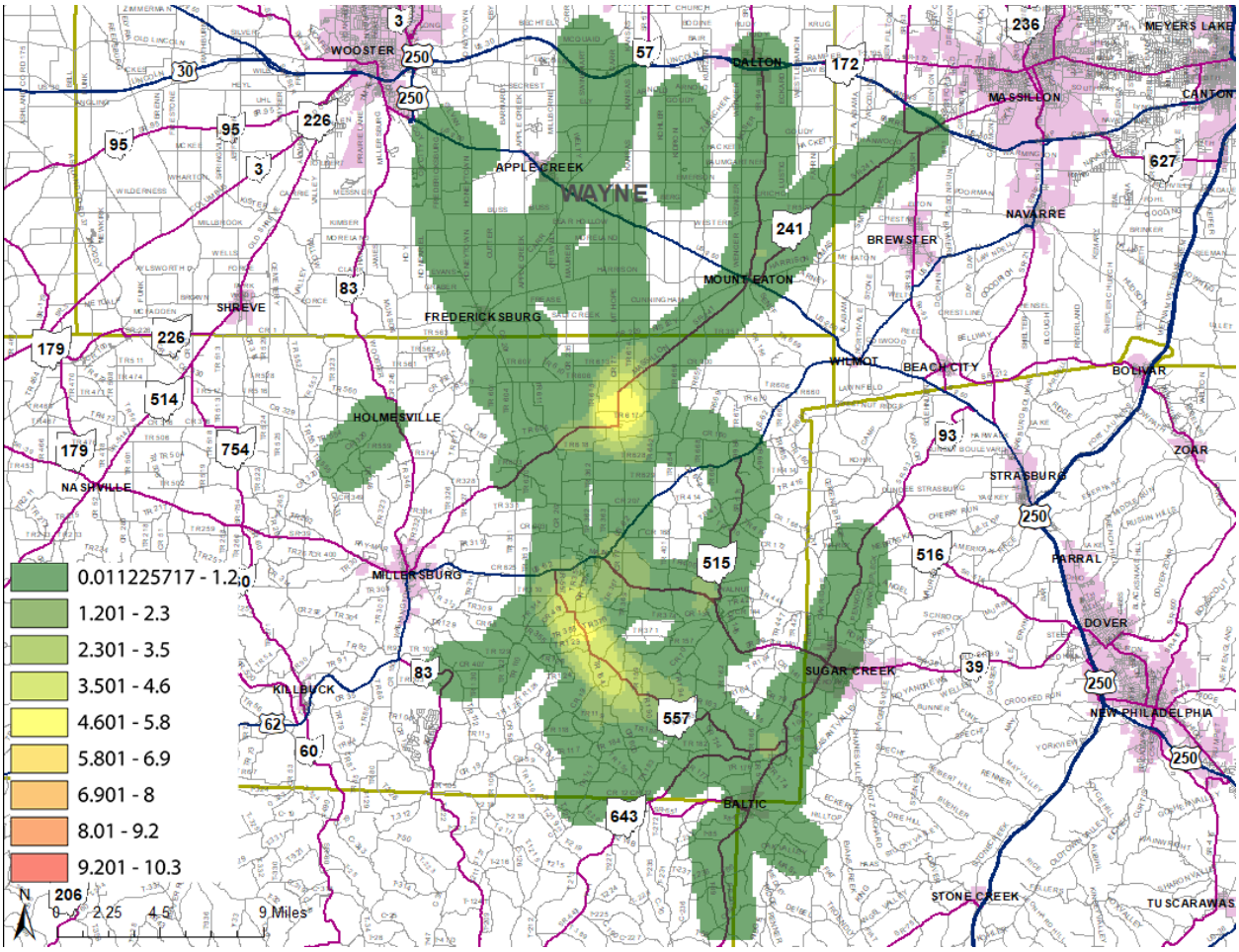
Community Meeting Summary

This meeting was held at the Holmes County Amish Health and Safety Day event in Charm. This event has a trade show format with vendors and public agencies in attendance. Display booths focused on general health or safety information to educate the Amish or for them to use. This Health and Safety Day event typically attracts over 2,000 Amish.

For this study, ODOT set up a booth to gather feedback from local Amish on roadway safety concerns and travel patterns. Due to the fast-paced nature of the event, the project team asked the Amish participants to focus their responses to the safety concerns exercise, instead of trying to complete all four exercises at once. Thus, there are only results in this area for the safety concerns exercise.

Safety Location Exercise

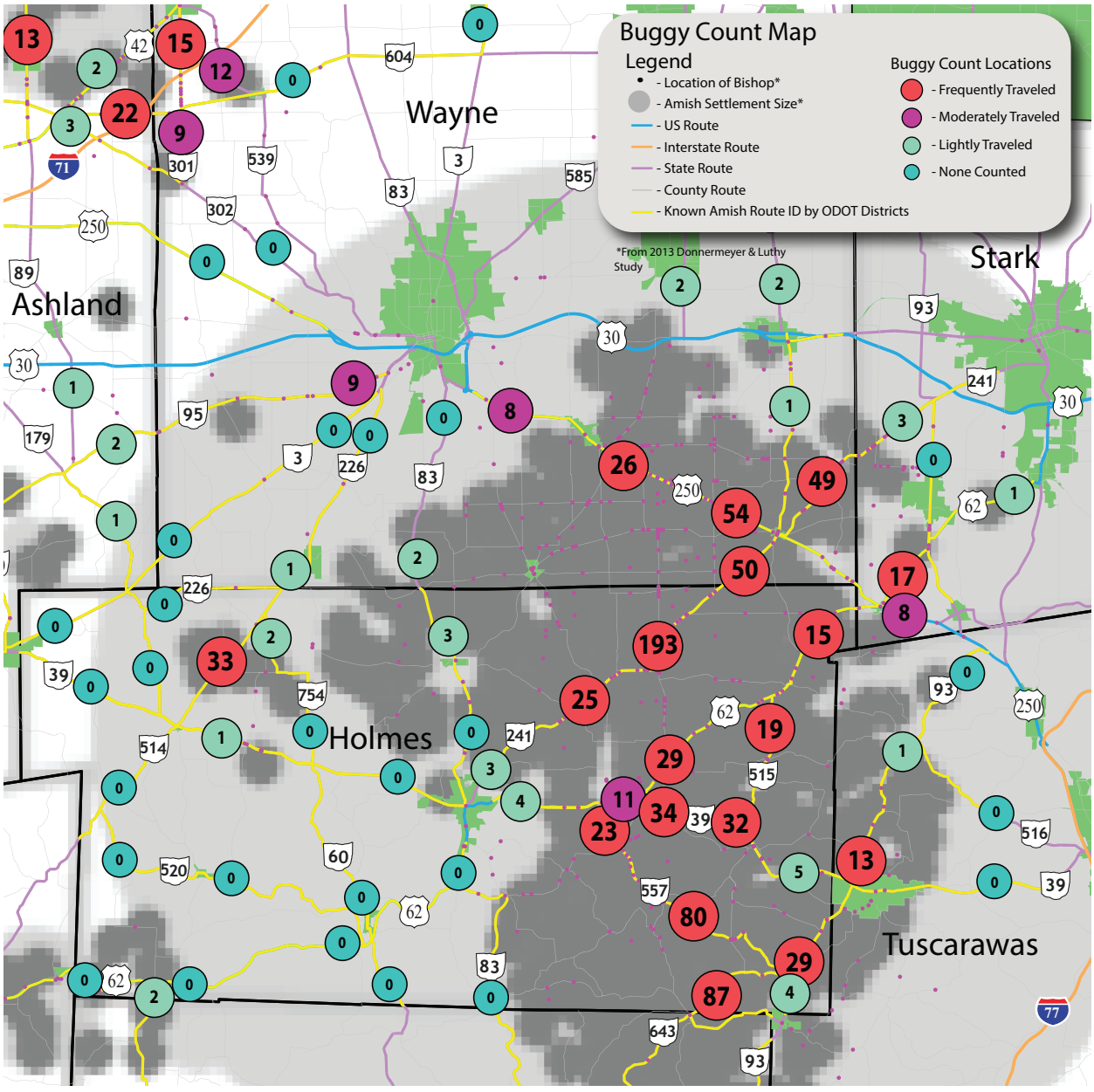
The state route cited as the highest safety concern in the area was SR 557 from SR 643 to US 62. This route is heavily traveled by local Amish. Concerns stated by participants at the Health and Safety Days included narrow shoulders and high volumes of both buggy and motor vehicle traffic on the route. The only other state route in the area cited was SR 39 around Walnut Creek.



Crash Data/Buggy Counts

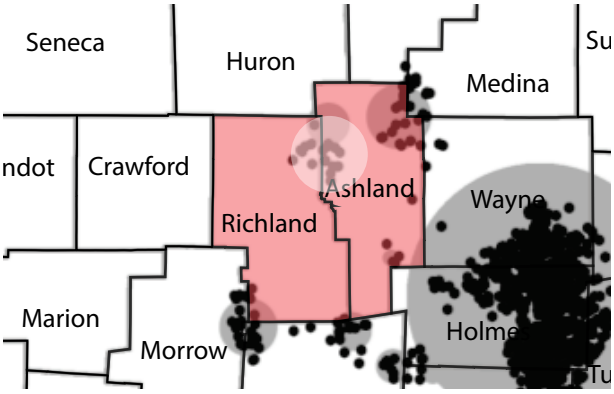
Contrary to the results of the safety concerns exercise, SR 39 (SR 515 and CR 114), just east of Walnut Creek has the highest buggy crash rate/mile/year (0.875) in the State. A fatal crash was also recorded within the last ten years at this location. Multiple segments of SR 39 also ranked high with regards to bicycle and pedestrian crashes. Three of the top five highest bicycle and pedestrian crash locations in the State were documented along SR 39 between US 62 and the Holmes/Tuscarawas County line.

All state routes within southeast Holmes, northern Coshocton and western Tuscarawas Counties documented some volumes of buggy traffic, with most exhibiting high volumes. The highest volumes were documented along SR 643 by the Holmes/Coshocton County line, followed closely by counts conducted along SR 557. SR 83 and routes to the west returned few buggies during the 12-hour count period.



Shiloh Area

Ashland/Richland County



Public Survey Summary

The local Amish community utilizes bicycle/scooters frequently, with nearly 80% of respondents using bicycles/scooters at least once a week. Buggy use was also frequent with all respondents stating they use a buggy to travel at least once a week. Compared to other areas of the State, walking frequency was low as only 40% walk to destinations at least once a week. Some buggy safety equipment is used throughout the area. Over 90% of respondents use a SMV emblem and LED-powered lights on their buggies. In contrast with many of the other communities across the State, reflective tape usage was low, with only 45% of respondents citing its use. Aggressive motor vehicle driving was cited as the number one safety concern while traveling. Truck traffic and going over hills or around curves were cited as the number two and three biggest safety concerns by 53% and 48% of respondents, respectively. Similar concerns were referenced in the write-in responses to the pubic survey. A few frequently represented comments are shown to the right.

910 - *2019 Population (Ashland/Shiloh Settlement)*

101 - *Survey Responses*

Community Meeting Held at Ashland County Health & Safety Days

Bicycles/Scooters Allowed?

"Vehicles passing on hills or at crossroads"

"One of our concerns is the condition of some or most of the roads. There are holes some places that could break a horse's ankle and throw a bicycle rider."

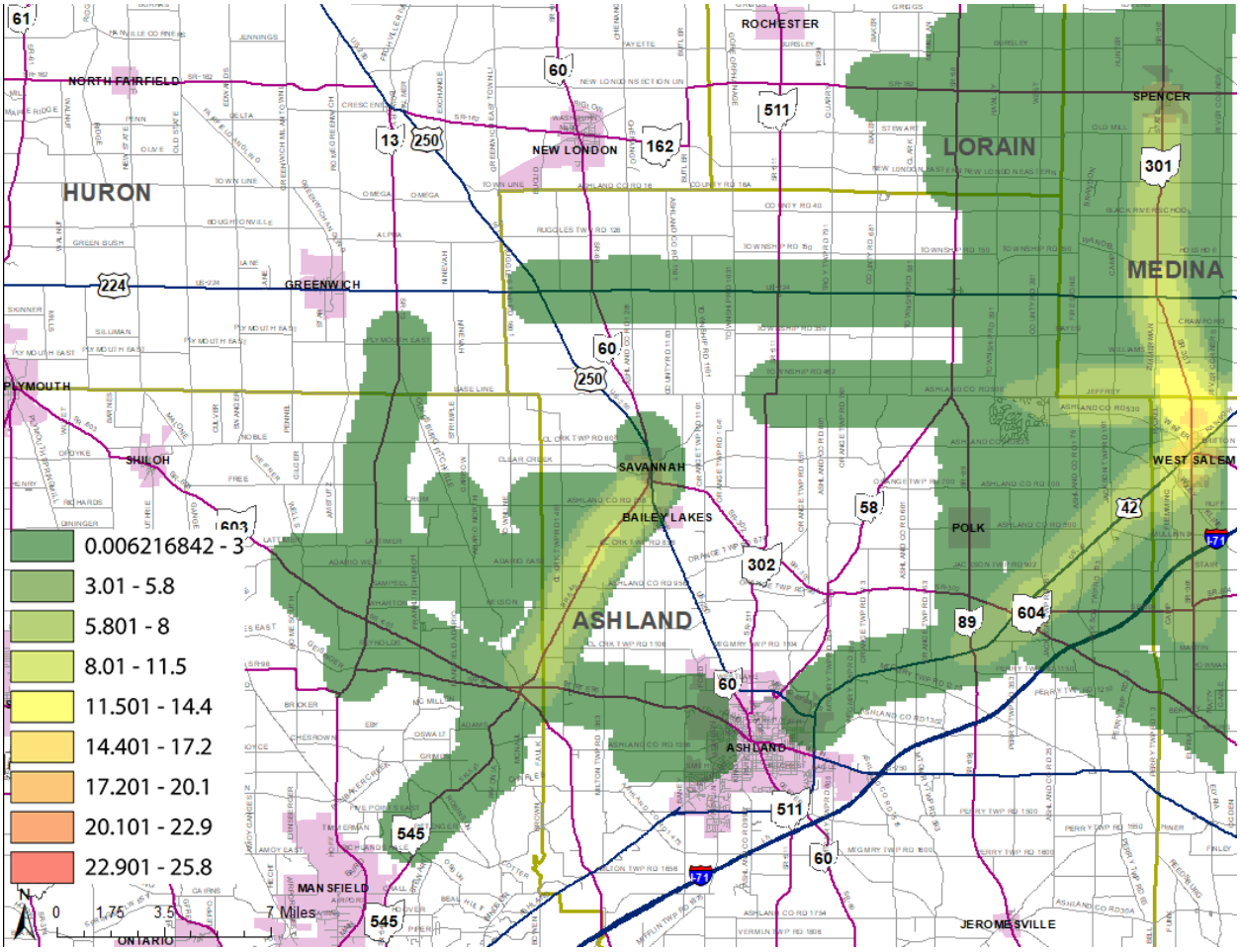
Community Meeting Summary

This meeting was held at the Ashland County Amish Health and Safety Day event near Ashland. This event has a trade show format with vendors and public agencies in attendance. Exhibitors booths contained general health or safety information to educate the Amish or for them to use. This Health and Safety Day event typically attracts over 700 Amish.

For this study, ODOT set up a booth to gather feedback from local Amish on roadway safety concerns and travel patterns. Due to the fast-paced nature of the event, the project team asked the Amish who participated in the exercises to focus their responses to the safety concerns exercise, instead of trying to complete all four exercises at once. Thus, there are only results in this area for the safety concerns exercise.

Safety Location Exercise

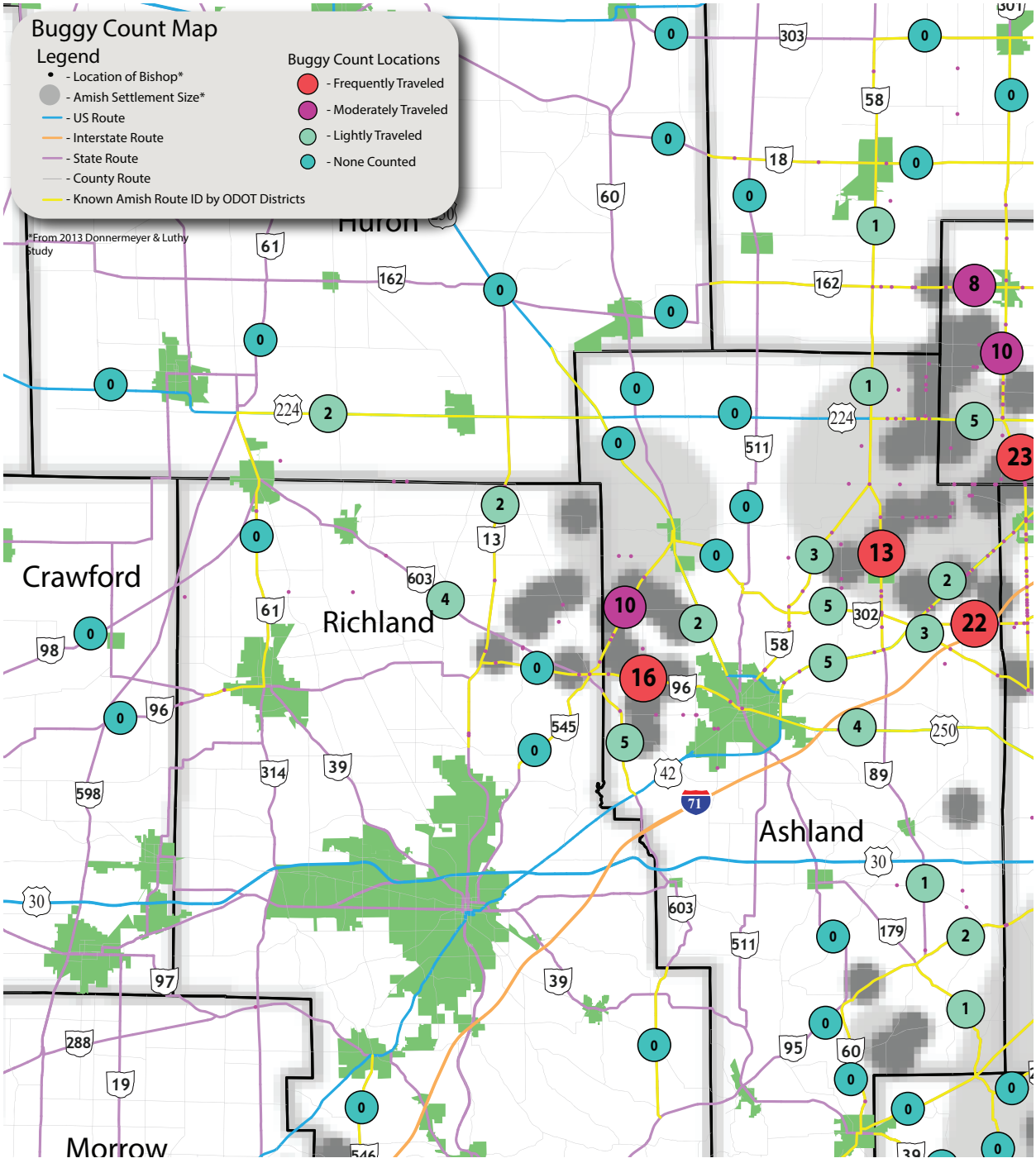
Resoundingly, SR 545 stood out as a common safety concern for almost all of the Amish who participated in the safety concern exercise. The limits of the concern extend from SR 96 in the south to Savannah in the north. Local Amish cited sharp hills with limited sight distance, narrow shoulders, and poor roadway maintenance as major concerns while traveling this route.



Crash Data/Buggy Counts

SR 545 within both Richland and Ashland Counties illustrated an elevated buggy crash rate of with a 0.18 crashes/mile/year. This buggy crash rate was the highest crash rate in the area. SR 96 between the Ashland/Richland County line and SR 60 documented one fatal buggy crash within the past ten years and a moderately elevated crash rate of 0.12.

High buggy volumes were documented on SR 96 between the Ashland/Richland County line and SR 60. Elevated buggy volumes were observed on SR 545 south of Savannah. Other buggy count locations in the area returned either low or no buggy volumes over the 12-hour count period.



Prioritization Criteria

To aid in determining which segments of state routes warrant certain countermeasure improvements a prioritization matrix was produced from utilizing ten sets of weighted criteria. Each criterion will score each segment of ODOT roadway on a 1 to 4 scoring system. A score of one will represent the lowest impact or concern for each specific criteria along a roadway segment. A four is the highest or most concerning score for the criteria. Each criterion has been assigned a different weighting based on the impact each criterion will have on future countermeasure needs. A weighting of 1 represents a lower impact criterion, while a weighting of 4 represent a high impact criterion. Each criterion's rank and weighting will be multiplied together to determine the score of each criterion. Each segment will be scored based on each of the ten criteria detailed on the following pages.

The average score of those ten criteria will determine the segment's overall priority. Average scoring was used as some criteria relies heavily on public survey or community meeting feedback. Some areas of the State were not represented by a community meeting or had limited survey feedback. In these cases, a score of 0 was given to the segment. As it is an average scoring system across all criteria, the criteria that scored a 0 is not included in average score calculation and thus will not penalize a roadway segment for not receiving public feedback. The prioritization criteria scoring diagram on the following page illustrates how a roadway segment is scored and prioritized.

Based on a segment's scoring, a range of typical countermeasures will be recommended to improve safety within each segment. Based on a segment's average score a High, Elevated, Medium or Low priority will be assigned. The average score range that defines those priorities is illustrated to the top right.

Low Priority
Average Score Below 1.5

Moderate Priority
Average Score Between 1.5 and 2.1

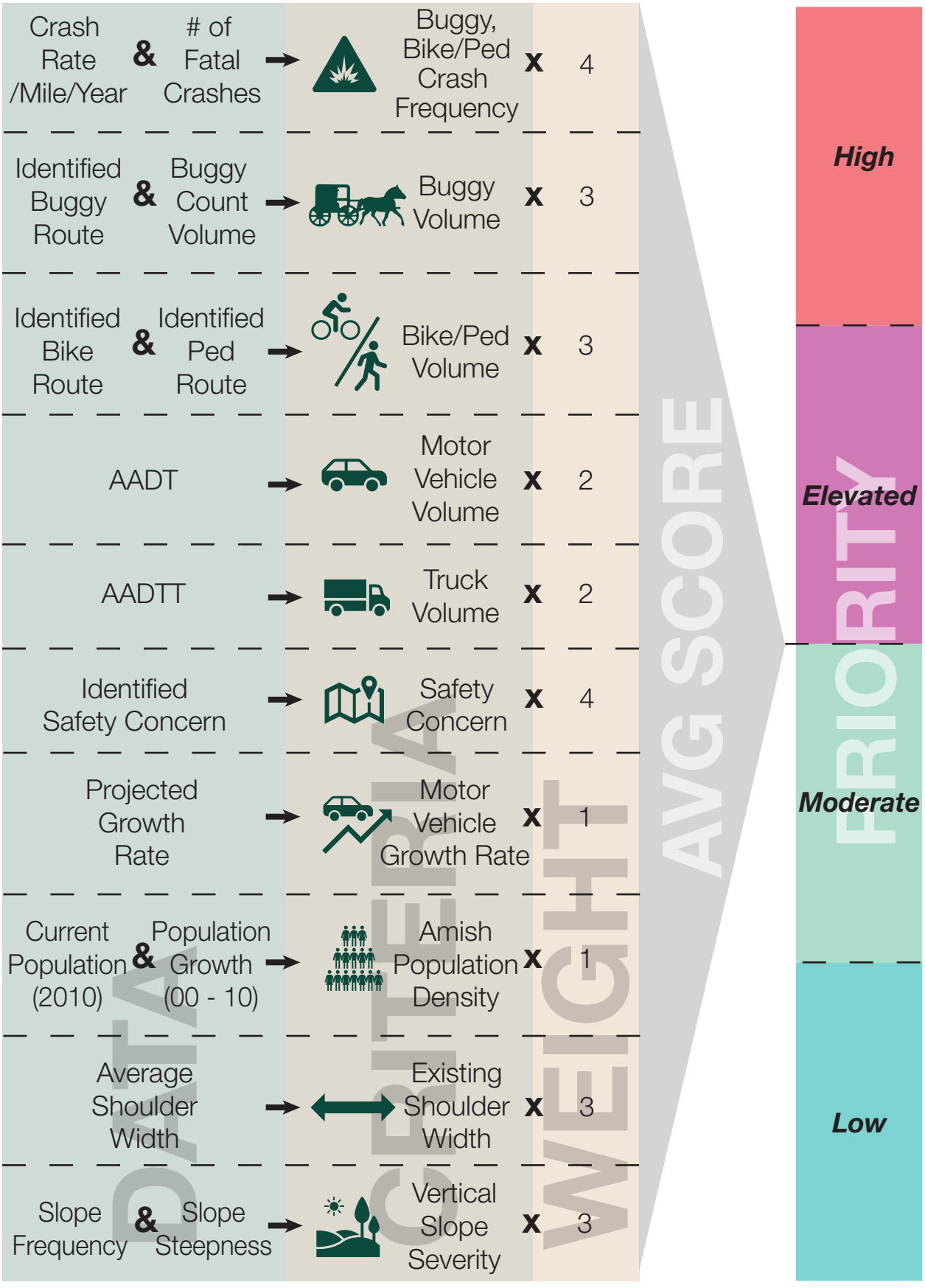
Elevated Priority
Average Score Between 2.1 and 2.6

High Priority
Average Score Above 2.6

Criteria Definitions

The following pages describe each of the ten criteria used to determine a roadway segments priority. The ten criteria include the following: Frequency of Buggy/Pedestrian/Bicycle Crashes, Volume of Buggy Traffic, Volume of Pedestrian/Bicycle Traffic, Volume of Vehicle Traffic, Volume of Truck Traffic, Identified Safety Concern, Projected Vehicle Growth Rates, Projected Amish Population Growth Rates, Existing Shoulder Width, and Vertical Slope Severity.

Prioritization Criteria Scoring Diagram



Frequency of Buggy, Pedestrian or Bicycle Crashes

Weight 4

Prioritization will be based on the ratio of the total number of buggy, pedestrian and bicycle crashes within a roadway segment per mile, per year from 2009 through 2018 utilizing ODOT's historical crash data. Segments with no crashes or a limited number of crashes will score as a lower priority as compared to segments with larger crash per mile, per year ratios. Segments with multiple fatal crashes will be prioritized above locations with similar non-fatal crash statistics. The point scale for crash frequency is shown at the top right of the page.

1 Low Concern
No History of Crashes

2 Moderate Concern
0.1 to 0.5 Crashes/Mile/Year and No Fatal Crash

3 Elevated Concern
0.6 to 1 Crashes/Mile/Year or 1 Fatal Crash

4 High Concern
Exceeds 1 Crash/Mile/Year or Exceeds 1 Fatal Crash



Volume of Buggy Traffic

Weight 3

Prioritization will be determined based on analyzing a variety of different data sources including information collected through the public engagement process (e.g. Amish surveys, community meeting feedback) and from buggy counts collected as part of this study (e.g. ODOT-identified Amish travel routes and traffic counts). Due to the anecdotal nature of some of the information and the limited scope of the traffic counts (one day, 12-hour counts), scoring will be determined by weighing all available data sources together. In areas where a public meeting was not conducted, prioritization will be based on traffic count data and ODOT identified Amish travel routes. Due to the varying size of Amish populations throughout the State, routes identified during the public engagement process as highly traveled buggy routes will be scored against other routes in the local area rather than the entire State. This approach will allow the most heavily used routes in each local area to be identified, rather than only the majority of the routes in a highly populated Amish area. Local Amish areas were defined by county as illustrated in the map on the following page. Below is a listing of the Buggy Volume scoring scale based on the number of responses gathered in local Amish areas divided into quarters.

1 Low Concern
Seldom Identified Route (Lowest Quarter of Responses)/Low Buggy Volumes (ODOT Identified Route with Traffic Count volume = 0)

2 Moderate Concern
Infrequently Identified Route (2nd Lowest Quarter of Responses) /Low Buggy Volumes (ODOT Identified Route with Traffic Count volume = 1 – 5)

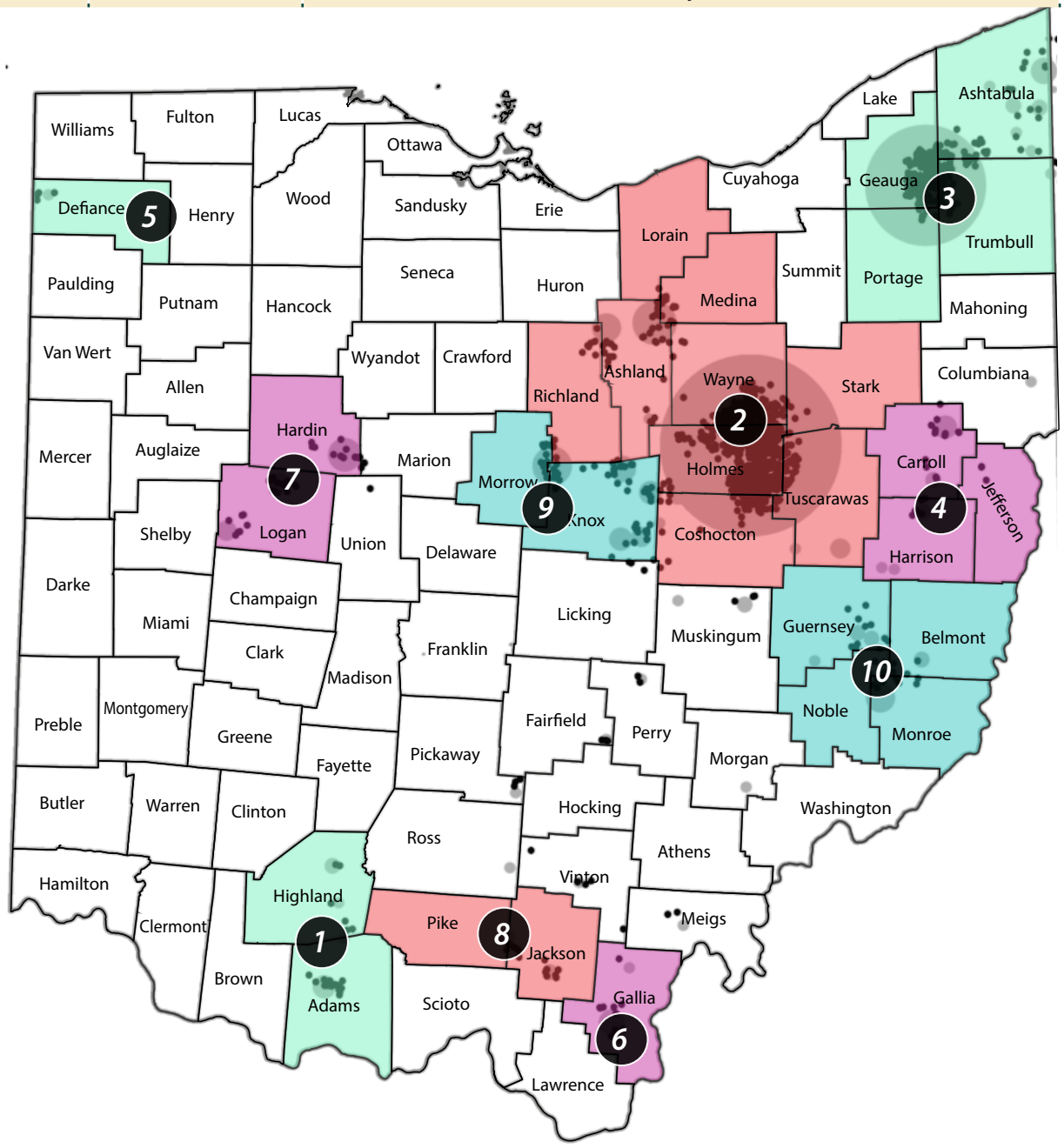
3 Elevated Concern
Commonly Identified Route (2nd Highest Quarter of Responses) /Moderate Buggy Volumes (ODOT Identified Route with Traffic Count volume = 6 to 12)

4 High Concern
Frequently Identified Route (Highest Quarter of Responses) /High Buggy Volumes (ODOT Identified Route with Traffic Count volume > 13)

Buggy Scoring Scale

Meeting Group	Highest Quarter (4 Points)	2nd Highest Quarter (3 Points)	2nd Lowest Quarter (2 Points)	Lowest Quarter (1 Point)
ADA	6	5	3	2
ASD/HOL/WAY	39	29	20	10
ATB/TRU	19	14	10	5
CAR	10	8	5	3
DEF	14	11	7	4
GAL	9	7	5	2
HAR/LOG	7	5	4	2
JAC	11	8	6	3
KNO/MRW	7	5	4	2
NOB	4	3	2	1

	Local Area	Counties Included
1	ADA	Adams, Highland
2	ASD/HOL/WAY	Ashland, Coshocton, Holmes, Lorain, Medina, Richland, Stark, Tuscarawas
3	ATB/TRU	Ashtabula, Geauga, Portage, Trumbull
4	CAR	Carroll, Harrison, Jefferson
5	DEF	Defiance
6	GAL	Gallia
7	HAR/LOG	Hardin, Logan
8	JAC	Jackson, Pike
9	KNO/MRW	Knox, Morrow
10	NOB	Belmont, Guernsey, Monroe, Noble





Volume of Bicycle and Pedestrian Traffic

Weight 3

Prioritization will be determined based on analyzing information collected through the public engagement process (e.g. Amish surveys, public meeting feedback). Due to the varying size of Amish populations throughout the State, routes identified during the public engagement process as highly traveled bicycle or pedestrian routes will be scored against other routes in the local area rather than the entire State. This approach will allow the most heavily used routes in each local area to be identified, rather than only routes in highly populated Amish areas. In areas where a public meeting was not conducted, prioritization will be based on Amish population data and public survey feedback. Below is a listing of the Bicycle and Pedestrian Volume scoring scale based on the number of responses gathered in local Amish areas divided into quarters.

0 — No Points
No Community Meeting in Area and Not identified Route

1 — Low Concern
Seldom Identified Route (Lowest Quarter of Responses) /Community Identified they do not use Bicycles

2 — Moderate Concern
Infrequently Identified Route (2nd Lowest Quarter of Responses) /Some of the Community uses Bicycles

3 — Elevated Concern
Commonly Identified Route (2nd Highest Quarter of Responses) /Community Widely uses Bicycles

4 — High Concern
Frequently Identified Route (Highest Quarter of Responses) /Community Widely uses Bicycles

Combined Bike & Ped Scoring Scale

Meeting Group	Highest Quarter (4 Points)	2nd Highest Quarter (3 Points)	2nd Lowest Quarter (2 Points)	Lowest Quarter (1 Point)
ADA	5	4	3	1
ASD/HOL/WAY	21	16	11	5
ATB/TRU	15	11	8	4
CAR	4	3	2	1
DEF	14	11	7	4
GAL	2	2	1	1
HAR/LOG	10	8	5	3
JAC	1	1	1	0
KNO/MRW	6	5	3	2
NOB	4	3	2	1

Volume of Motor Vehicle Traffic

Weight 2

Prioritization will be determined using Average Annual Daily Traffic (AADT) numbers from ODOT's TIMS data. Where AADT volumes vary along a roadway segment, the maximum AADT volume will be used to score the segment. Detailed to the top right are the point ranges for prioritization.

1. **Low Concern**
   0 to 1,000 AADT
2. **Moderate Concern**
   1,001 to 5,000 AADT
3. **Elevated Concern**
   5,001 to 10,000 AADT
4. **High Concern**
   10,001 and Above

Volume of Truck Traffic

Weight 2

Prioritization will be determined using Average Annual Daily Truck Traffic (AADTT) numbers from ODOT's TIMS data. Where AADTT volumes vary along a roadway segment, the maximum AADTT volume will be used to score the segment. Detailed to the bottom right are the point ranges for prioritization.

1. **Low Concern**
   0 to 500 AADTT
2. **Moderate Concern**
   501 to 1,000 AADTT
3. **Elevated Concern**
   1,001 to 2,500 AADTT
4. **High Concern**
   2,501 and Above

Identified Location of Safety Concern

Weight 4

Prioritization will be based on the frequency of a roadway segment or intersection being identified as a "safety concern" by the local Amish Community from data collected through public surveys and public meetings. Due to the varying size of Amish populations throughout the State, routes identified as safety concerns will be scored against other routes in the local area rather than the entire State. This approach will allow the most unsafe routes in each local area to be identified, rather than only routes in highly populated Amish areas. Below is a listing of the Safety Location scoring scale based on the number of responses gathered in local Amish areas divided into quarters.

0 No Points
Not Identified

1 Low Concern
Seldom Identified (Lowest Quarter of Routes)

2 Moderate Concern
Infrequently Identified (Second Lowest Quarter of Routes)

3 Elevated Concern
Commonly Identified (2nd Highest Quarter of Routes)

4 High Concern
Frequently Identified (Highest Quarter of Routes)

Safety Location Scoring Scale

Meeting Group	Highest Quarter (4 Points)	2nd Highest Quarter (3 Points)	2nd Lowest Quarter (2 Points)	Lowest Quarter (1 Point)
ADA	7	5	4	2
ASD/HOL/WAY	24	18	12	6
ATB/TRU	7	5	4	2
CAR	4	3	2	1
DEF	7	5	4	2
GAL	2	2	1	1
HAR/LOG	10	8	5	3
JAC	4	3	2	1
KNO/MRW	5	4	3	1



Projected Motor Vehicle Volume Growth Rates

Weight 1

Prioritization will be determined using ODOT's TIMS data for projected CMS growth rates (by percentage) of vehicles on State Routes. The higher the projected growth rate, the higher the priority. Where growth rates vary along a roadway segment, the maximum growth rate will be used to score the segment. To the top right is a listing of the growth rate point ranges for prioritization.

1 Low Concern
0 Growth Rate

2 Moderate Concern
0.001 to 1 Growth Rate

3 Elevated Concern
1.001 to 2 Growth Rate

4 High Concern
Above 2.001 Growth Rate



Amish Population Density

Weight 1

Prioritization will be based on county-level data from the 2000 and 2010 U.S. Religion Census completed by the Association of Religion Data Archives (ARDA) and anecdotal information provided by local Amish during public meetings. To the bottom right is a listing of the Amish population density point ranges for prioritization.

0 No Points
County Population had Major Loss from 2000 to 2010

1 Low Concern
Low County Population (less than 134 residents) and a Newly Populated County from 2000 to 2010

2 Moderate Concern
Moderate County Population (between 134 and 275 residents) with Minor Growth from 2000 to 2010

3 Elevated Concern
Growing County Population (between 276 and 620 residents)

4 High Concern
High County Population (over 620 residents) with Major Population Gains from 2000 to 2010

Existing Shoulder Widths

Weight 3

Prioritization will be based off existing shoulder widths taken from ODOT's TIMS data. Segments with little to no shoulders will receive the highest scoring, while wider shouldered areas will receive a low score. In segments where shoulder width varies, the shoulder width that represents the majority of that segment will be used for the entire roadway segment. To the top right is a listing of the shoulder width point ranges for prioritization.

1 Low Concern
Shoulder Width Exceeds 6'

2 Moderate Concern
Shoulder Width is 4' to 6' Wide

3 Elevated Concern
Shoulder Width is 1' to 4' Wide

4 High Concern
Shoulder Width is Less than 1' Wide

Vertical Slope Severity

Weight 3

Prioritization will be based off both the frequency of steep slopes and the steepness of each slope within a segment of Amish traveled roadway. A steep slope along Amish traveled roadway is defined as a slope exceeding a four percent grade (per L&D Figure 203-1 for rural roadways). The steepness of each vertical slope is given a steepness score as defined below. The steepness scores of each steep slope within a given segment are then summed and divided by the segment length to determine a segment's vertical slope severity score. Vertical slope severity scoring is shown to the right.

1 Low Concern
Vertical Slope Severity <= 2

2 Moderate Concern
Vertical Slope Severity <= 4

3 Elevated Concern
Vertical Slope Severity <= 6

4 High Concern
Vertical Slope Severity > 6

Steepness Score	
Vertical Grade	**Score**
4% to 6%	1
7% to 9%	2
10% to 12%	3
> 13%	4

Route Prioritization Matrix

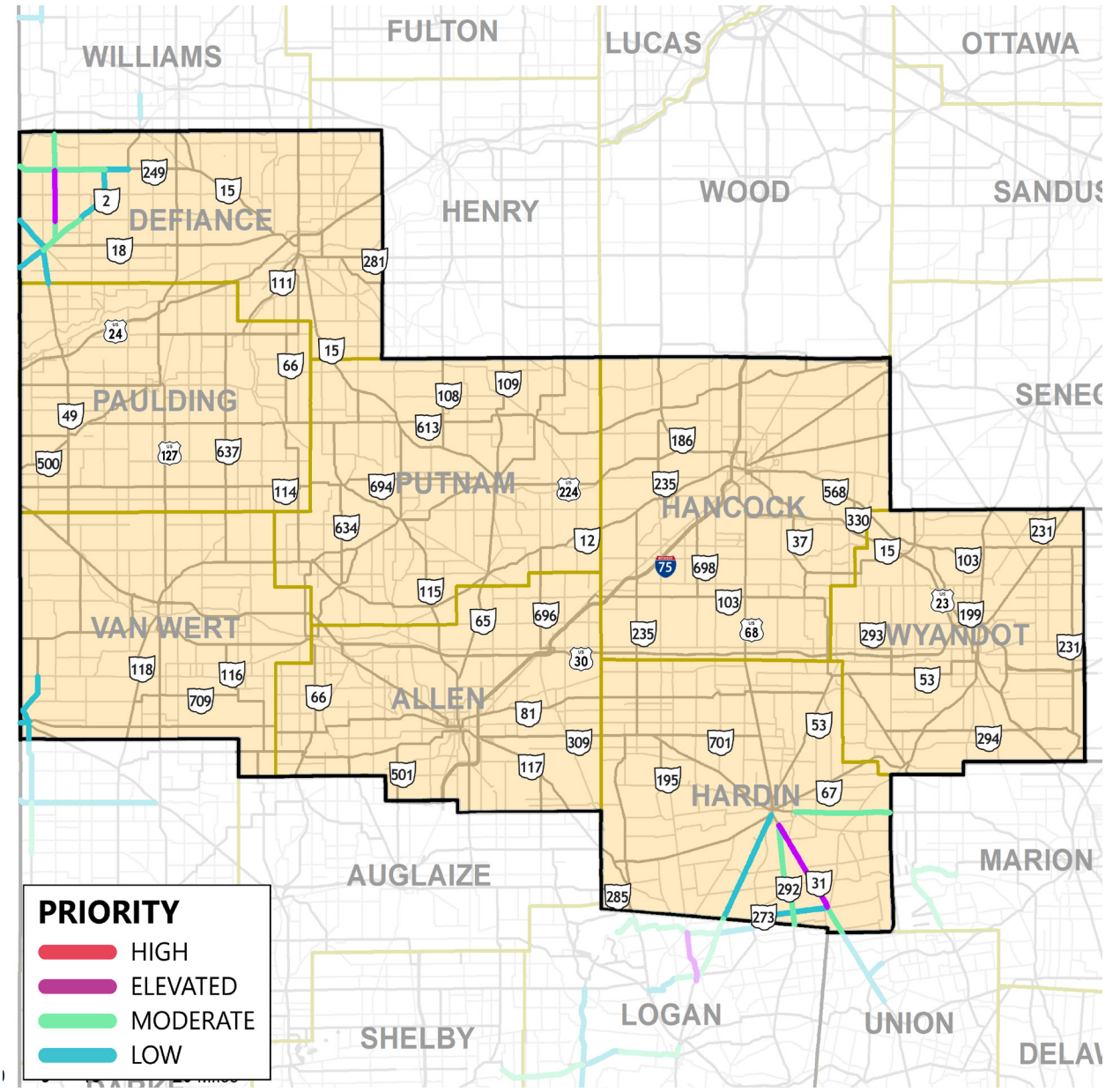


State routes with identified Amish travel along them were broken into segments and scored using the prioritization criteria defined in the previous chapter. State routes were segmented based on major cross streets (typically other state routes or county routes) or intersections with county or state lines. Segments typically range from 1 to 5 miles in length. Routes with the highest average score received high priority rankings. These routes represent locations where larger, more comprehensive improvements or a combination of smaller improvements may be needed to alleviate safety concerns. All Amish traveled state routes were scored and compared both on a State and ODOT District level. The table below illustrates segment priorities broken down on a District level. The following pages detail the top 5 highest priority route segments within each ODOT District, along with maps of the highest priority locations.

Route Prioritization Summary by District

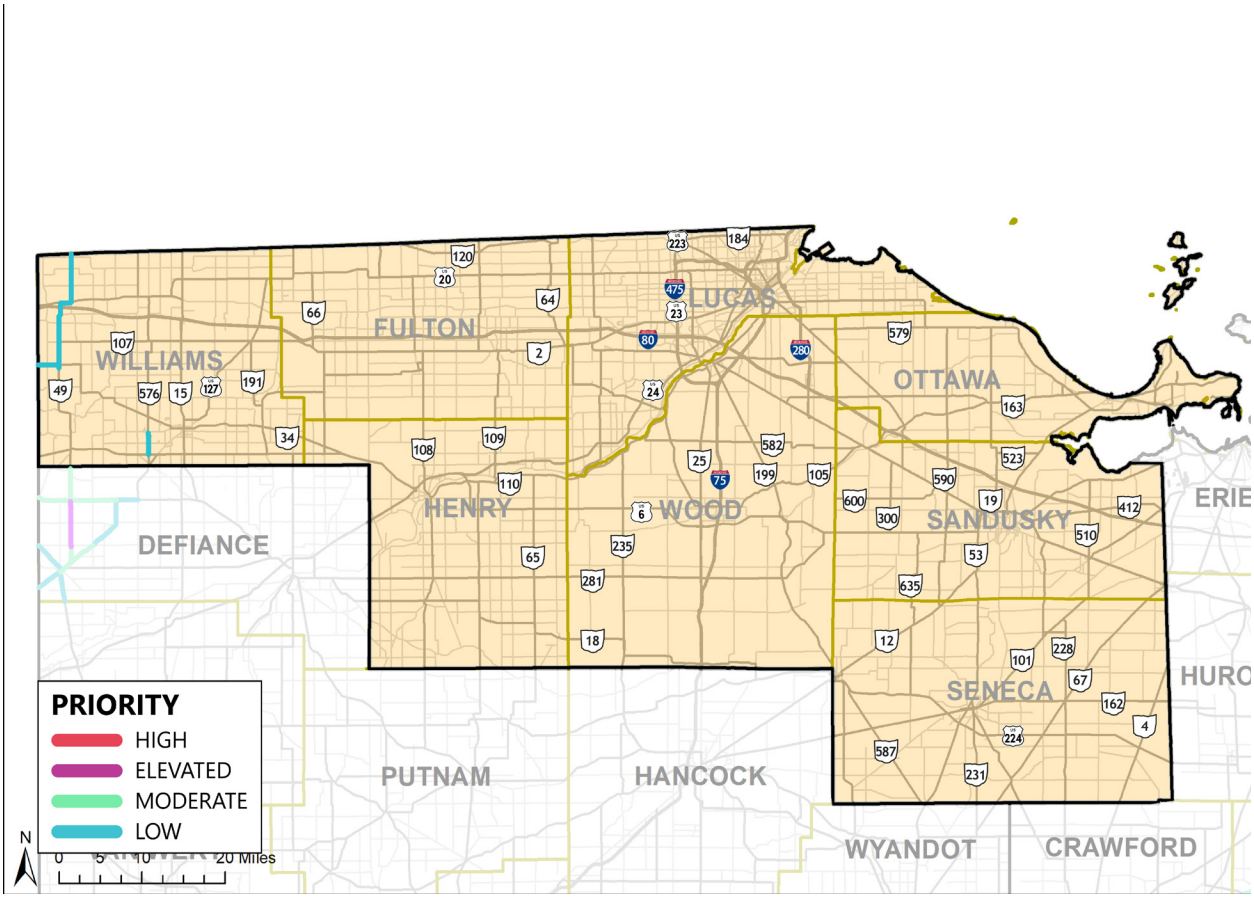
District	High Priority Segments	Elevated Priority Segments	Moderate Priority Segments	Low Priority Segments
1	0	3	10	12
2	0	0	0	4
3	8	18	86	25
4	1	13	34	11
5	0	6	60	10
6	0	2	2	2
7	0	1	18	27
8	0	0	4	2
9	0	4	47	29
10	0	2	54	23
11	12	16	90	19
12	0	9	13	3
Totals	21	74	418	167
% of Segments	3%	11%	62%	24%

District 1



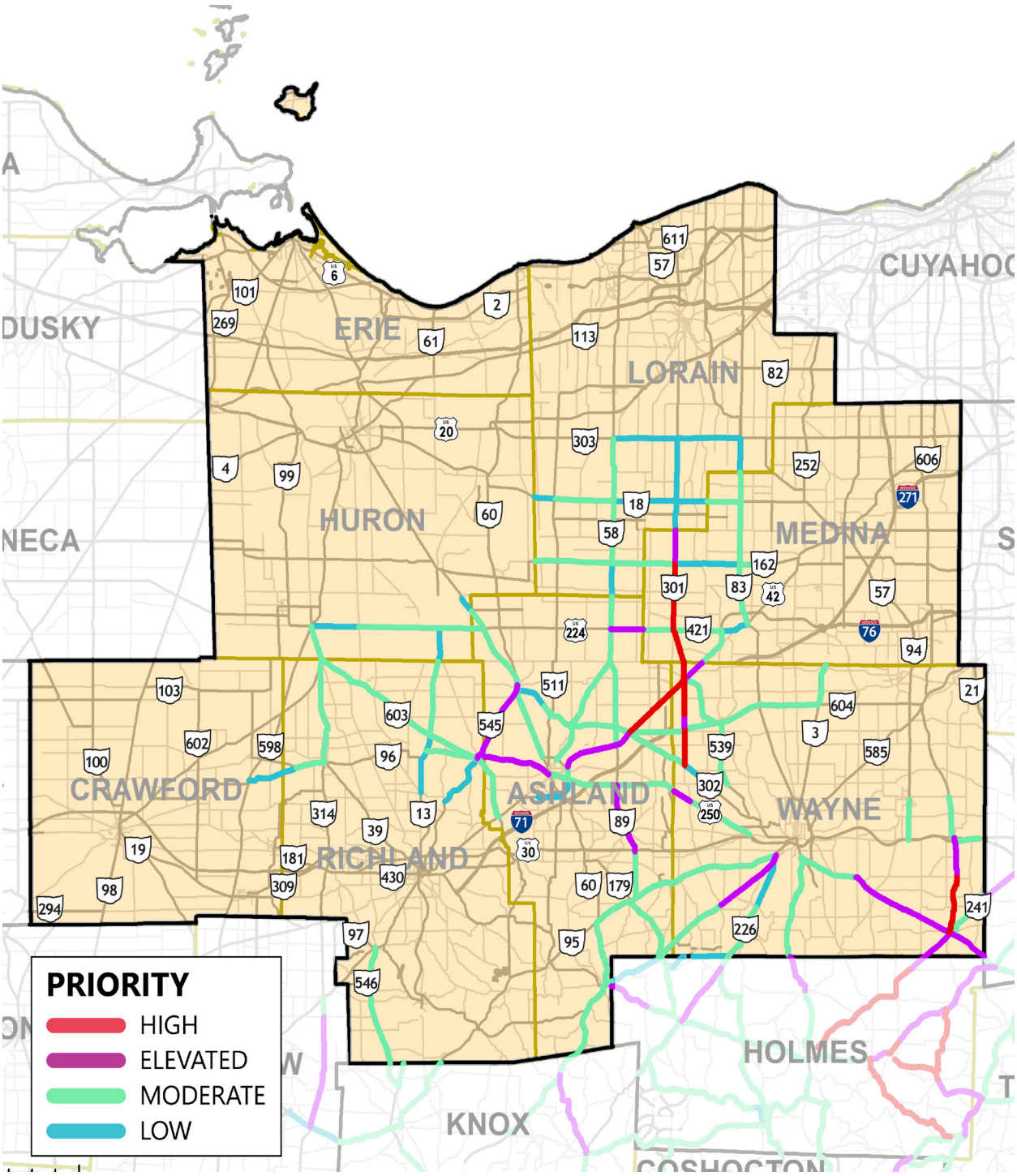
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
DEF	49	5.4	Buckskin Rd	9.4	SR 249	6.20	Elevated
HAR	31	6.1	CR 190	10.1	SR 292	6.20	Elevated
HAR	31	2.4	SR 273	6.1	CR 190	5.80	Elevated
DEF	49	9.4	SR 249	12.3	County Line	5.40	Moderate
DEF	49	2.7	SR 18	5.4	Buckskin Rd	5.30	Moderate

District 2



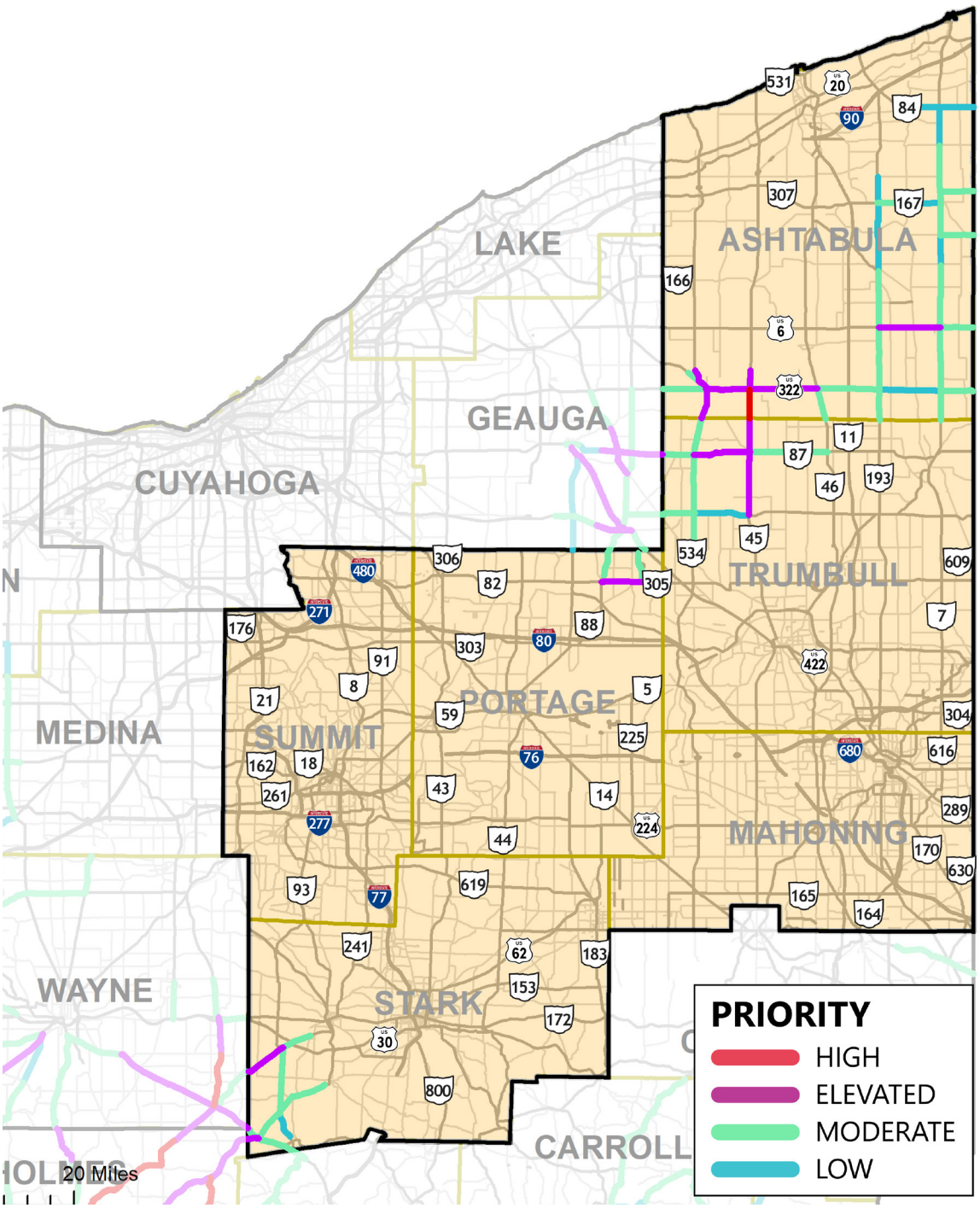
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
WIL	34	0	County Line	1.86	SR 49	3.63	Low
WIL	49	11.8	SR 107	15.3	US 20	3.63	Low
WIL	49	9.49	SR 34	11.8	SR 107	3.50	Low
WIL	49	15.3	US 20	20.54	State Line	3.38	Low
WIL	576	1	US 6	2.9	CR D	3.38	Low

District 3



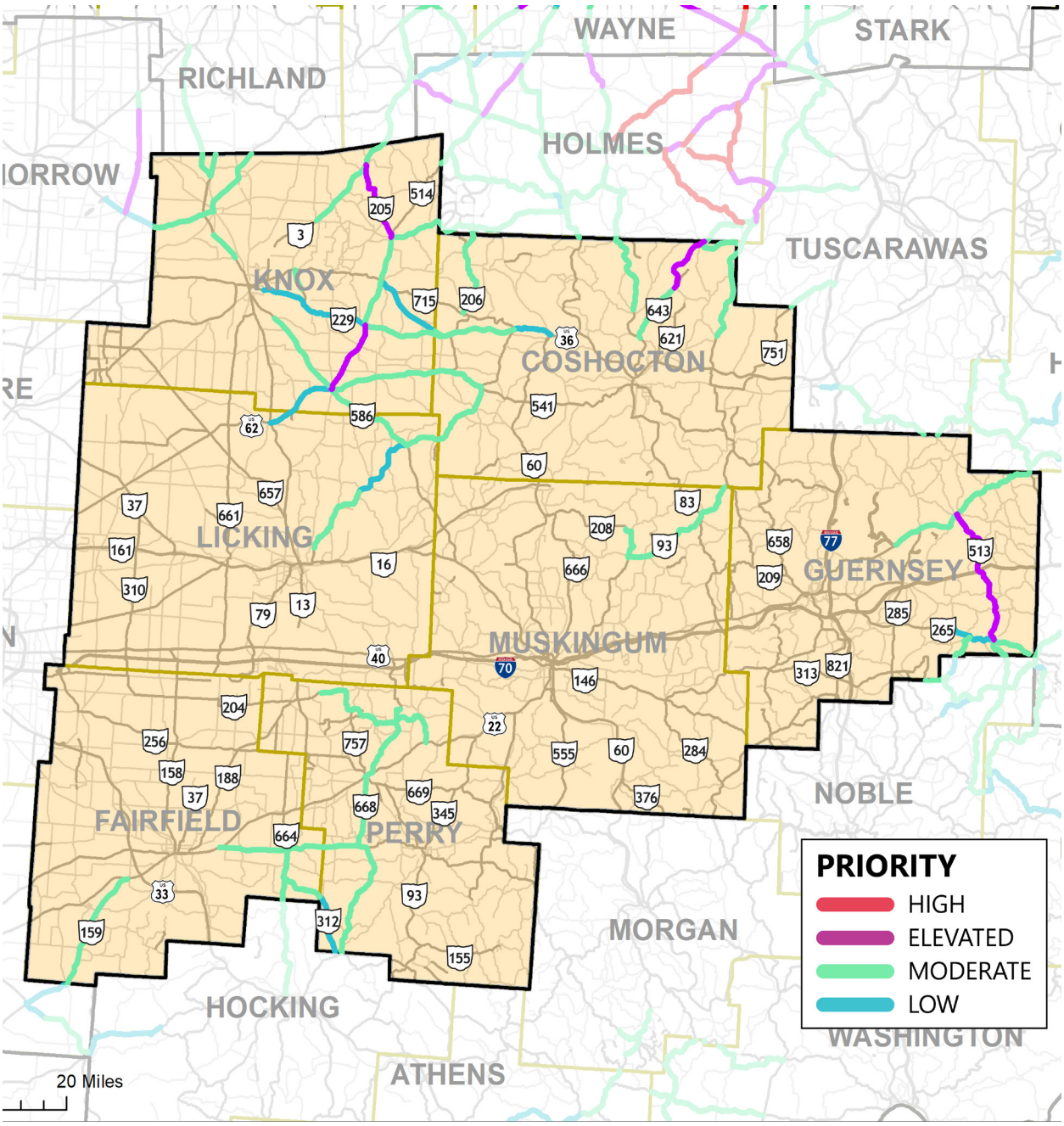
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
ASD	42	14.9	SR 604	19.3	County Line	7.30	High
MED	301	2.5	US 224	7.6	SR 162	7.30	High
WAY	301	3.9	IR 71	6.4	US 42	7.30	High
MED	301	0	County Line	2.5	US 224	7.20	High
WAY	94	0	US 250	4.3	Hackett Rd	7.20	High

District 4



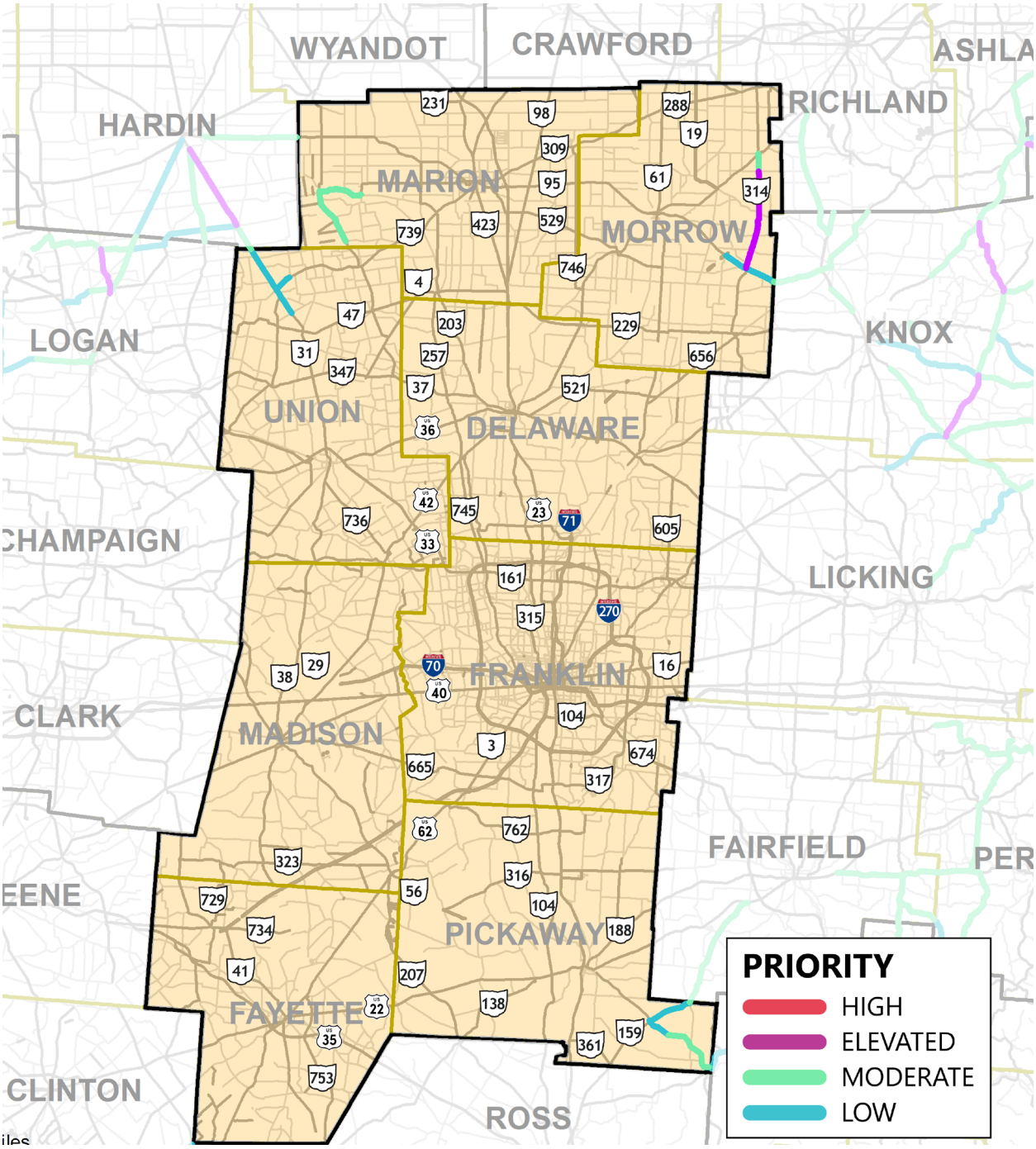
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
ATB	45	0	County Line	2.3	US 322	6.90	High
ATB	45	2.3	US 322	3.86	W Windsor Rd	6.60	Elevated
ATB	322	7	SR 45	12.5	SR 46	6.60	Elevated
POR	305	2.34	SR 88	4.91	Parkman Rd	6.50	Elevated
TRU	45	23.6	SR 87	26.46	County Line	6.30	Elevated

District 5



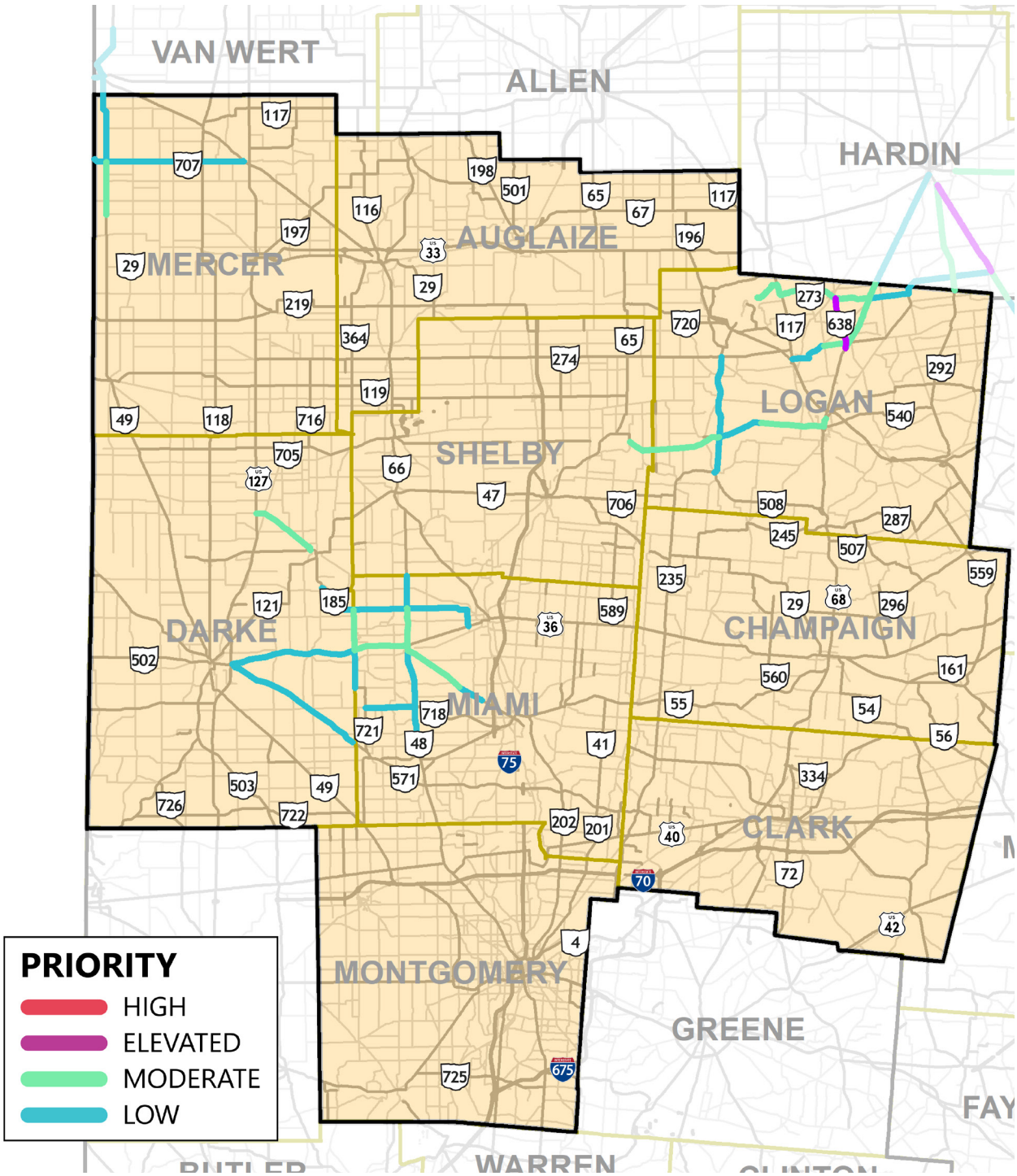
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
COS	643	5.4	CR 190	10.87	County Line	6.70	Elevated
GUE	513	8.7	US 40	14.74	US 22	6.10	Elevated
KNO	205	0	US 62	6.94	SR 3	5.60	Elevated
GUE	513	1.9	SR 265	6.5	Oxford Rd	5.50	Elevated
GUE	513	6.5	Oxford Rd	8.7	US 40	5.50	Elevated

District 6



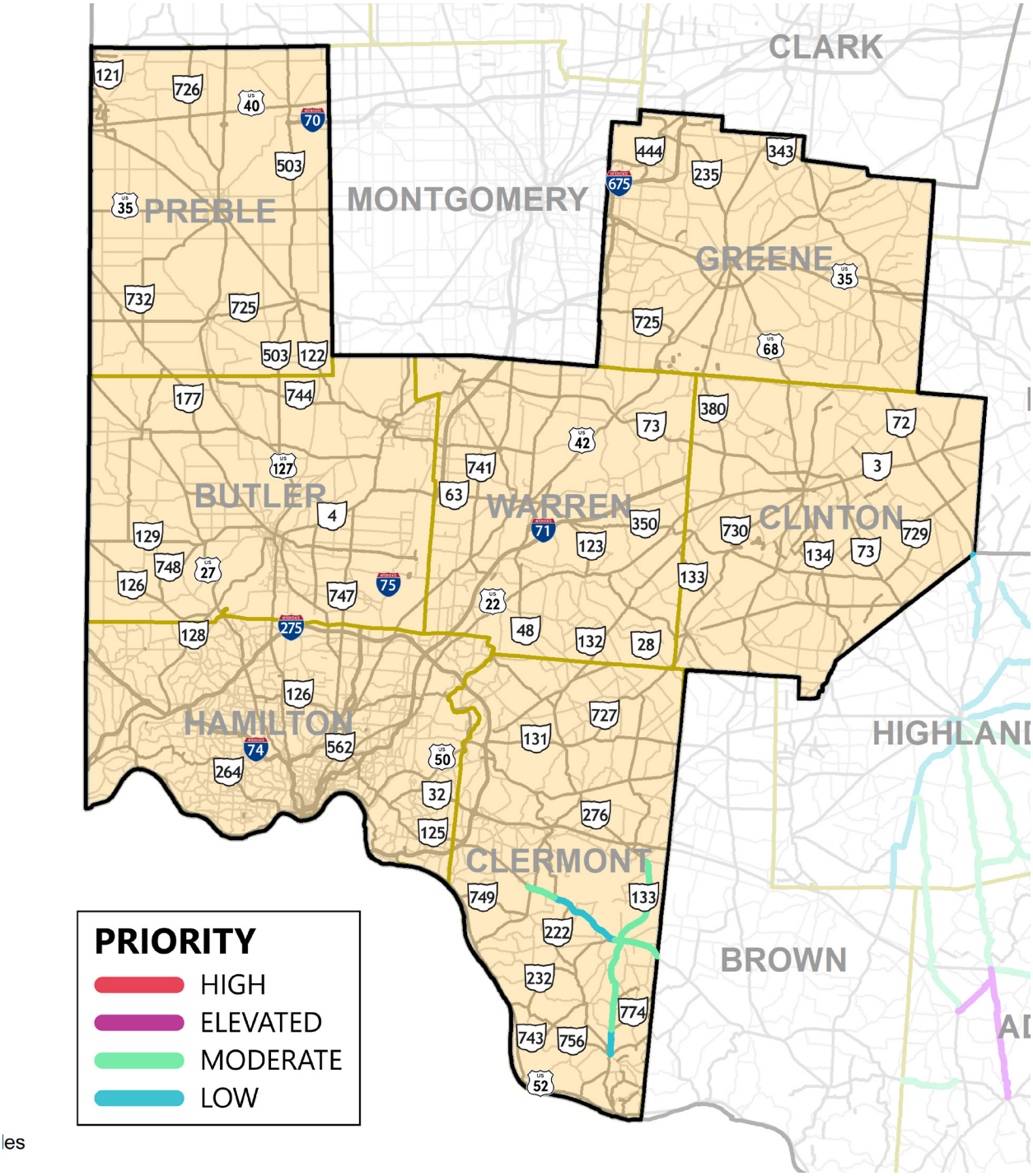
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
MRW	314	9.95	SR 95	14.97	Waterford Rd	6.10	Elevated
MRW	314	14.97	Waterford Rd	18.5	Woodbury Bellville Rd	5.80	Elevated
MAR	37	8.1	SR 95	13.2	Mt Olive Green Camp Rd	4.50	Moderate
MRW	314	18.5	Woodbury Bellville Rd	20	US 42	4.20	Moderate
MAR	95	0	SR 37	3.8	Mt Olive-Agosta Rd	4.13	Moderate

District 7



County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
LOG	638	0	US 68	3.99	SR 273	6.10	Elevated
LOG	68	15.3	SR 274	19	SR 273	5.40	Moderate
SHE	47	25.14	Baker Rd	27.09	County Line	4.75	Moderate
LOG	68	14.81	SR 638	15.3	SR 274	4.60	Moderate
MER	49	19.95	Tama Rd	21.4	SR 707	4.50	Moderate

District 8



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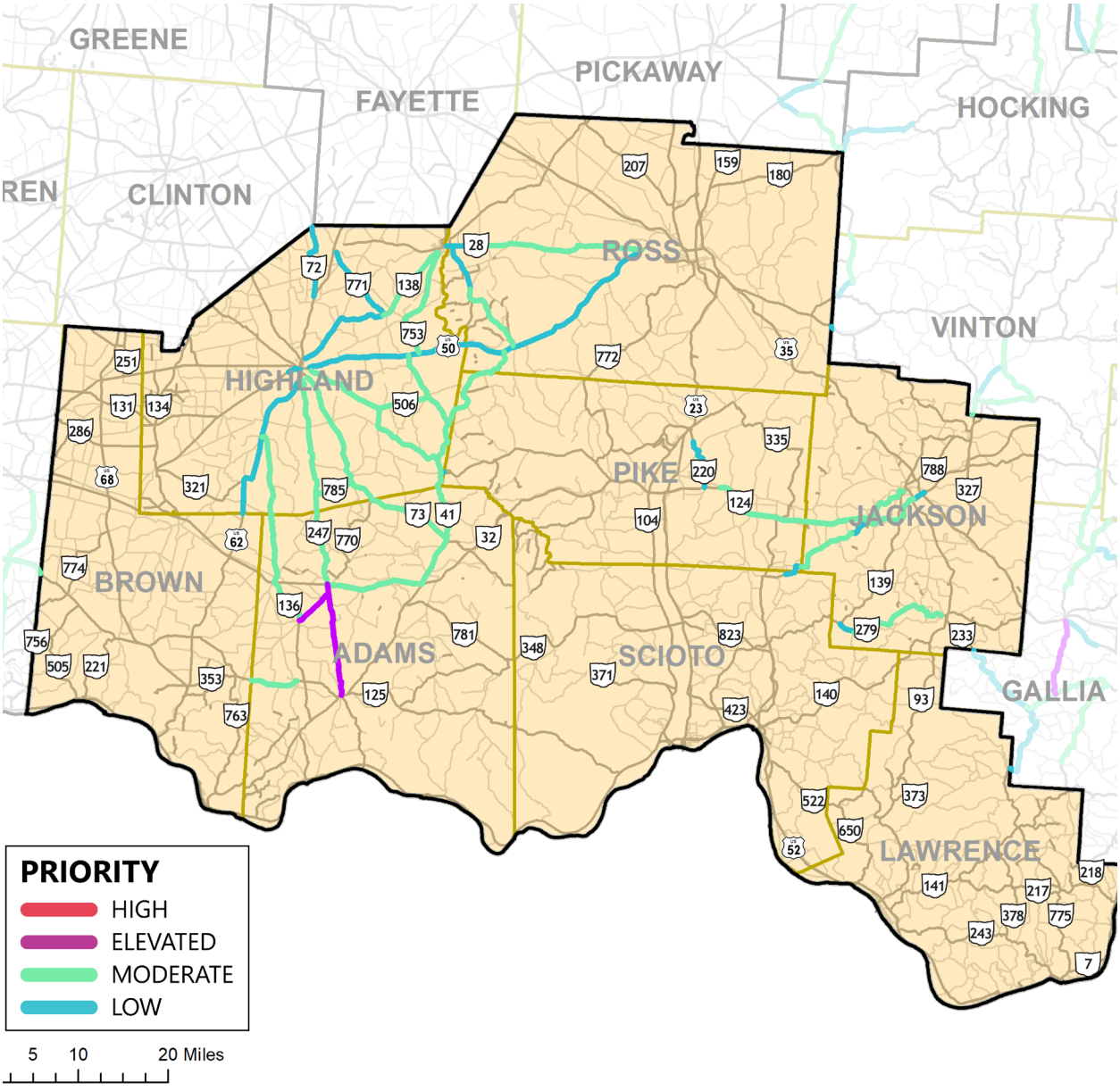
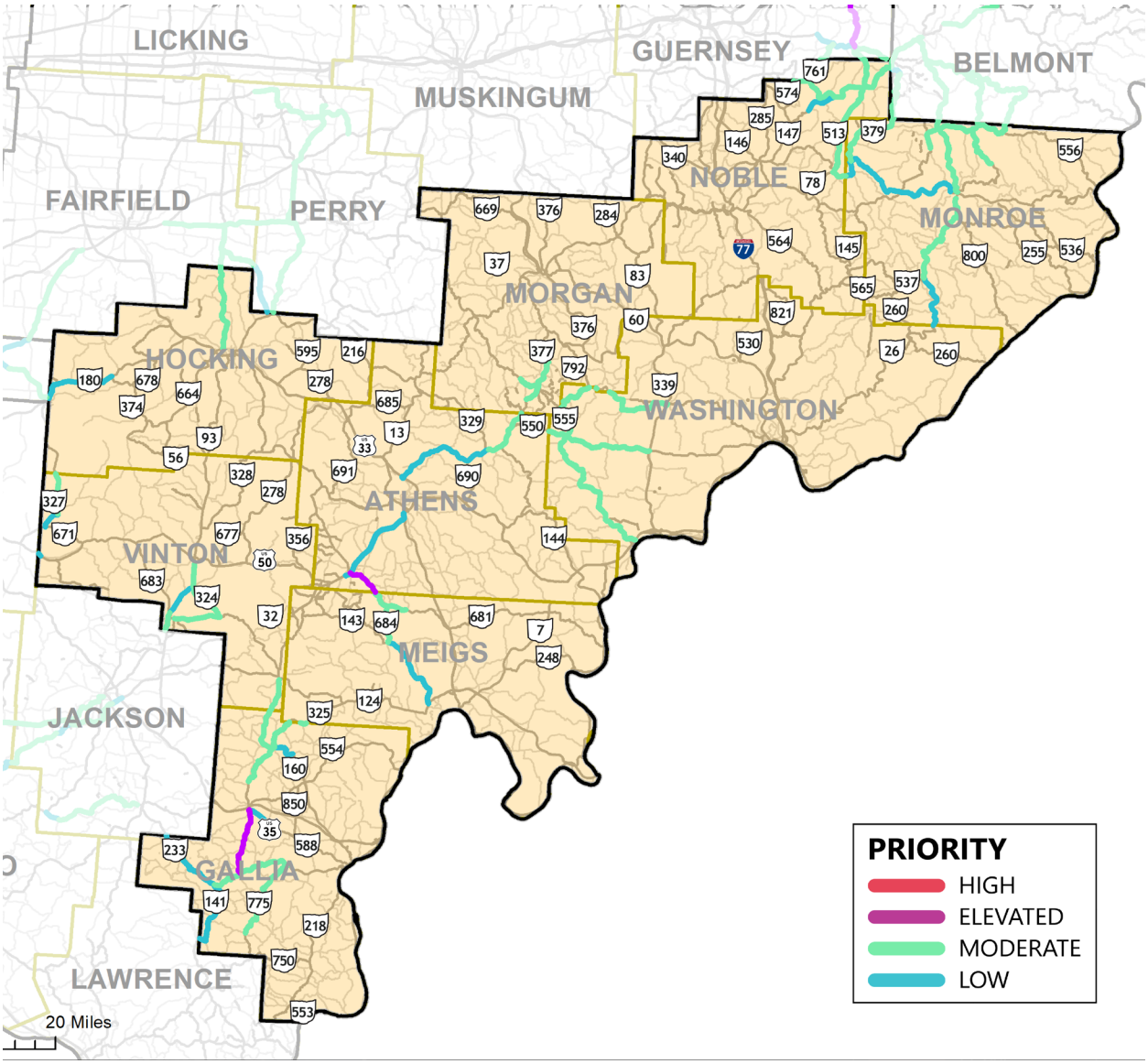
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
CLE	133	13.2	SR 125	20.24	Old SR 32	5.38	Moderate
CLE	133	6.5	SR 774	13.2	SR 125	4.88	Moderate
CLE	125	14.6	SR 232	18.16	County Line	4.63	Moderate
CLE	125	6.76	Amelia Village Border	8.9	SR 222	4.00	Moderate
CLE	125	8.9	SR 222	14.6	SR 232	3.88	Low

District 9



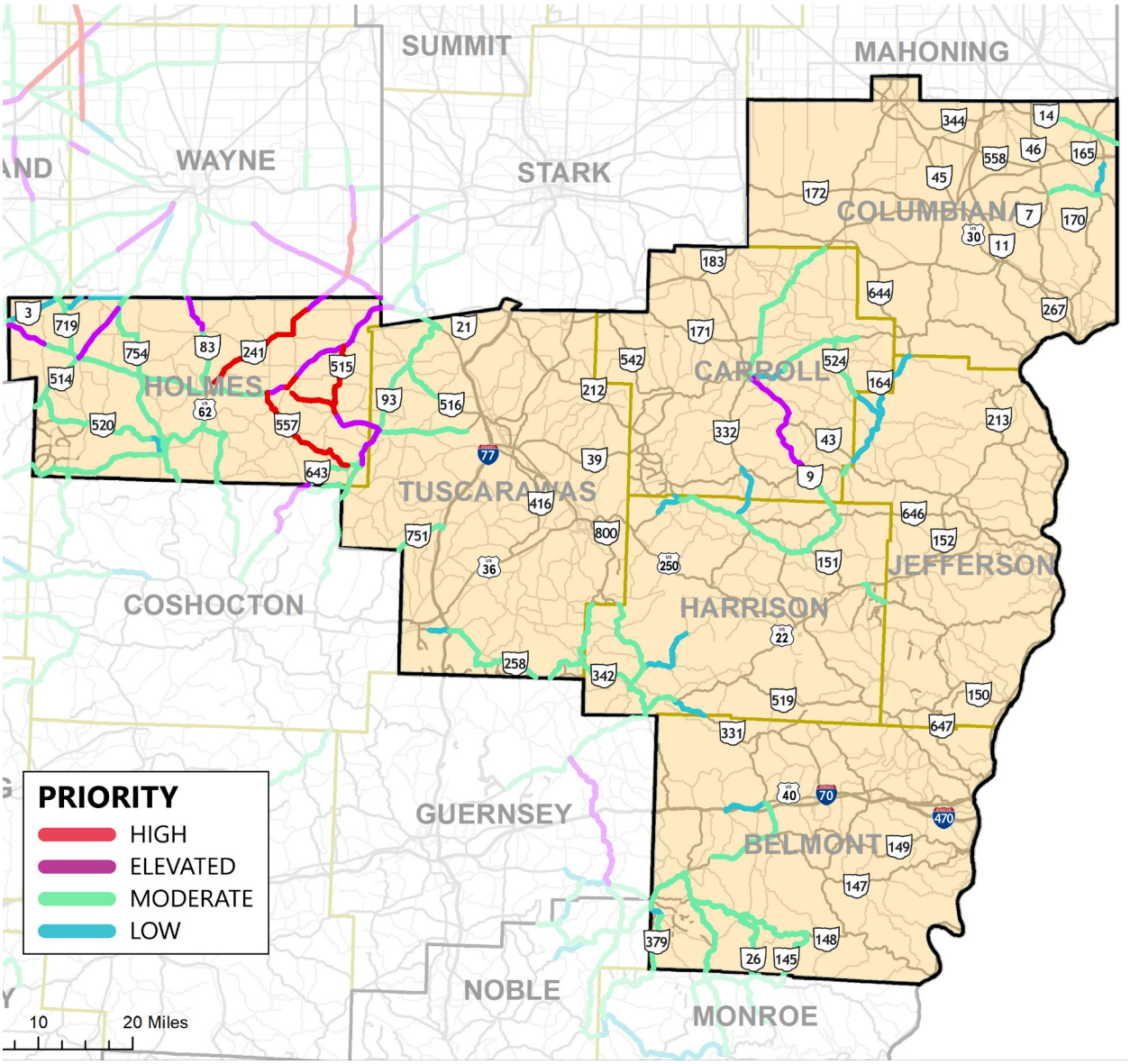
County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
ADA	247	7.4	SR 41	10.4	Unity Rd	6.50	Elevated
ADA	247	10.4	Unity Rd	16.4	SR 137	6.40	Elevated
ADA	137	0	SR 136	3.56	SR 247	5.90	Elevated
ADA	247	16.4	SR 137	17.2	SR 32	5.50	Elevated
ADA	73	2.7	Elmville Rd	7.64	US 41	5.30	Moderate

District 10



County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
ATH	681	7.07	US 50	10.49	County Line	5.63	Elevated
GAL	325	0	Nebo Rd	6.82	SR 588	5.60	Elevated
HOC	664	15.94	Hunter Rd	19.9	Walnut Dowler Rd	5.25	Moderate
MOE	145	17.9	SR 800	21.4	SR 26	5.20	Moderate
NOB	147	17	SR 513	21.04	County Line	5.20	Moderate

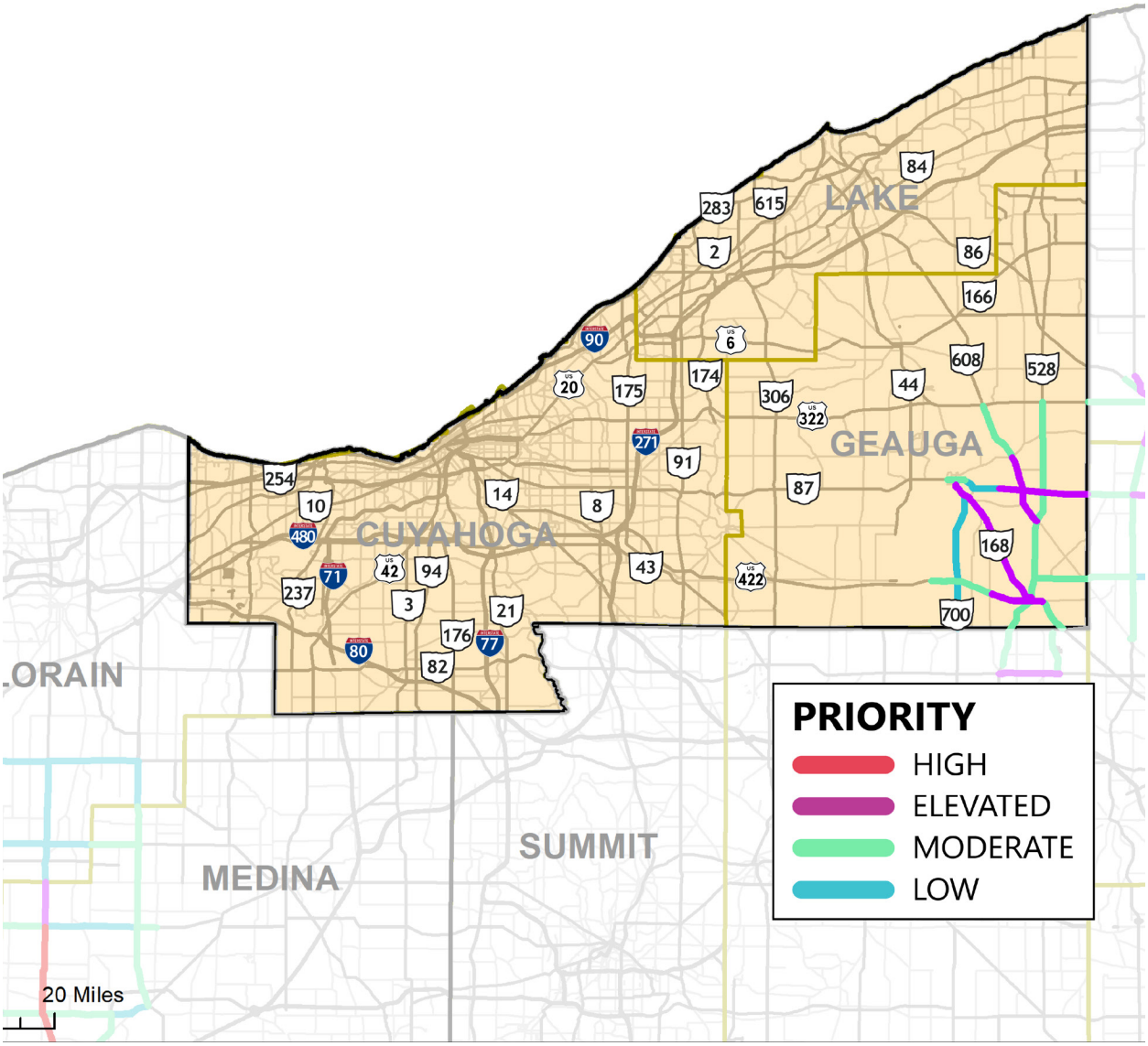
District 11



County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
HOL	241	9.1	CR 77	11.6	CR 100	8.60	High
HOL	557	5.8	CR 70	8.7	CR 407	8.00	High
HOL	241	5.3	CR 507	6.7	CR 201	7.90	High
HOL	557	0	SR 643	2.7	CR 114	7.80	High
HOL	241	1.15	Millersburg Corp Limit	5.3	CR 207	7.60	High

District 12

Note: Routes were prioritized based off of information gathered from ODOT's 2016 Amish Safety Strategic Plan for Geauga County. No public meetings were held in Geauga County as part of this study. The 2016 Amish Safety Strategic Plan for Geauga County can be found in Appendix E.



County	Route	Begin SLM	Begin Cross Route	End SLM	End Cross Route	Average Score	Priority
GEA	422	15.1	Mumford Rd	18	Farmington Rd	6.13	Elevated
GEA	608	2.3	Tare Creek	4	Burton Windsor Rd	6.13	Elevated
GEA	608	0	SR 528	1.1	Georiga Rd	6.00	Elevated
GEA	87	15.7	Thut Rd	17.1	SR 608	5.63	Elevated
GEA	87	17.1	SR 608	18.2	SR 528	5.63	Elevated

Typical Countermeasures

The scope of this study is not to recommend specific improvements for every segment of state roadway traveled by the Amish, but to provide a variety of typical countermeasures that the Department could implement to improve roadway safety across the State in the future.

The following countermeasures are meant to assist the Department with determining which improvements are practical for a particular roadway segment based on the conditions evaluated within the prioritization matrix. A single countermeasure may not improve a segments safety alone, multiple improvements may be needed. The goal of these countermeasures is to provide the Department with various options and to help suggest which countermeasure is best for a segment's needs.

Similar to the prioritization matrix, the countermeasures are separated into Low, Moderate, Elevated and High Priority countermeasures. Typically, improvements included within a particular priority level are appropriate to address the safety concerns within a similar priority roadway segment, though this may not always be the case. Some segments may need various improvements to remedy safety concerns, while other segments may have to differ to other improvements based on physical or monetary constraints. The countermeasure priority levels are meant strictly as a guide and additional study may be needed to determine the exact solution.

Low Priority Countermeasures

Pedestrian Warning signs/Beacons/RRFBs

(Cost Estimate: $9,000/pair)

Provide pedestrian warning signs, or Rectangular Rapid Flashing Beacons (RRFB) at unsignalized intersections or mid-block crossing locations where motorists typically do not expect pedestrians. RRFBs are pedestrian actuated and flash as long as it takes to cross the roadway. Flashing beacons should be installed to warn drivers of pedestrian travel along roadways. Flashing beacons could be activated for limited hours in a day, during which high pedestrian activity is expected, such as the hour leading to school start and the hour following school dismissal times, work schedules, etc. RRFBs or flashing beacons are recommended along all major roadways that connect from residence to school. Solar powered RRFBs or flashing beacons are recommended. RRFBs or flashing beacons could also be moved as the travel patterns change.





Signage to inform/warn motorists

(Cost Estimate: $2,000/section)

A warning sign is a sign that alerts road users of a situation that might not be apparently obvious. Warning signs such as (W11-14) with a symbol of horse and closed buggy should be provided on roadways carrying Amish buggies. These signs should be primarily located where Amish buggies enter traffic, and where vehicular drivers' sight distance is restricted, as well as intermittently on a roadway to remind motorists of Amish buggy presence.

Along with the buggy warning sign, a supplemental 'On Roadway' plaque is recommended



W11-14
Sec. 2C.49



W16-1P
Sec. 2C.60

School Zone Signs for Amish Schools

(Cost Estimate: $11,000/zone)

A change in state law allows school zone signs with 20 mph speed zones to be installed on state highways for Amish schools; however, ODOT is not responsible for installing the signs per state law, but is responsible for maintenance of the signs on State/US routes outside of city corporation limits. Amish school zone signage across the State varies from no signage, to static regulatory and warning signage, signs within flashing beacons, and flashing school ahead signs. The flashing beacons associated with these signs are activated during school start and departure timings and are effective in informing motorists to slow down and watch for school children. A solar-powered option is also available as displayed in the photo to the right.

Many Amish communities across the State expressed the need for more school signage in and around local schools.



***School zone signage only to be used within school zones**

Pavement markings

(Cost Estimate: Varies)

Pavement markings such as edge lines, double yellow solid lines, dashed lines in passing zones etc., need to be restriped frequently. These pavement markings help pedestrians identify the travel lanes and stay away from the vehicular path along a roadway. Amish buggy and motor vehicle drivers also use pavement markings to position themselves on a roadway. Worn out pavement markings pose a safety risk to all users. Recently, ODOT has been installing wider edge lines on rural roadways to improve delineation and reduce roadway departure crashes.



Moderate Priority Countermeasures

Lower speed limits based on speed zone studies

(Cost Estimate: $25,000/section for study and implementation)

A speed zone study is an engineering study that measures vehicle speeds, and identifies the speed that most drivers are comfortable driving in a given section. This study also takes into account crash history, sight distance, roadway characteristics, number of driveways, and cross streets within the study section. Reduced speed limits on rural State highways are based on a speed zone study. On sections with high buggy traffic and higher posted speed limits, a speed zone study is recommended that would consider interaction between motor vehicles and slow-moving Amish buggies. Though ODOT's current speed zone study process does not account for slow moving vehicles such as buggies, bicycles, and tractors, more emphasis should be placed on lowering



speeds where a greater amount of Amish buggies and pedestrians are observed more frequently.

The Amish survey feedback from all communities across the State indicates that aggressive motorists, and driving too fast or carelessly are the biggest safety concerns for buggy drivers. Even if speed limits are reduced, enforcement is a key component to ensure motorists properly observe the posted speed limit as lowering the speed limit alone may not alter driver behavior.

Add intersection lighting

(Cost estimate: $5,000 plus $75/month service fee)

Driving or walking on, or across, a roadway is less safe in darkness than in a lighted area due to the reduced visibility of hazards and pedestrians. Adequate lighting improves safety by reducing night time crashes. The local public agency will be required to request service from the utilities to maintain the installation since ODOT does not typically maintain street lights in rural areas.

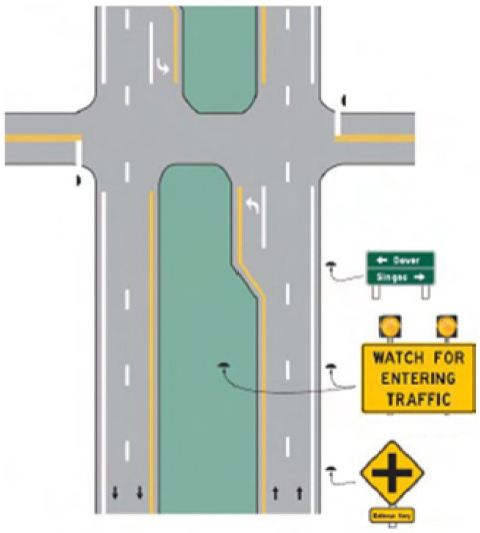


Elevated Priority Countermeasures

Conflict Warning System with Flashing beacons: Standard and actuated beacons

(Cost estimate: $25,000/sign location)

This countermeasure entails installing flashing beacons with intersection warning signs on major street approaches in advance of a two-way STOP sign controlled intersection. The



two types of beacons include continually flashing beacons or vehicle-actuated beacons with a set criterion.

For example, when a buggy completes a turning maneuver onto a major street or has been waiting at a stop sign for a long time to turn, then the flasher is activated on the major street approaches to warn motorists to slow down and to expect a slow-moving vehicle ahead.

A disadvantage of this countermeasure is that power is required for these systems.

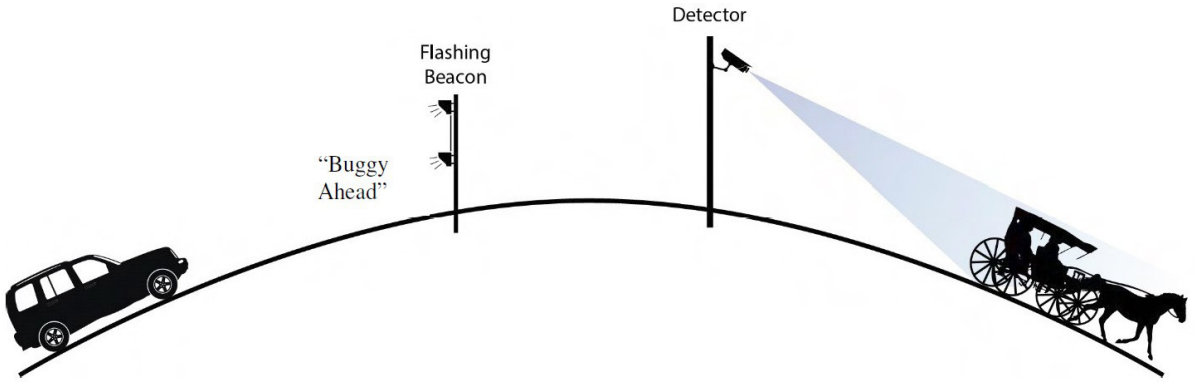


Amish buggy warning detection system

(Cost Estimate: $20,000/sign location)

Most warning signs are static signs, and over time motorists become indifferent to these signs. This condition can be addressed with an enhanced warning sign that is active when a conflict exists, (i.e. a detection system that can identify a slow-moving vehicle such as an Amish buggy), and activate the flashing sign to warn motorists of an Amish buggy presence. Higher brightness and better contrast attract motorists' attention, leading to cautious driving as compared to a conventional static sign. Detection systems such as advanced radar are suggested. These detection systems are recommended for crest vertical curves. When an Amish buggy on the downhill side is detected and a warning sign is activated on the uphill side, drivers approaching the crest are informed of a slow- moving Amish buggy on the downhill side. This will alert motor vehicle drivers to slow down as they travel over the crest. This treatment can also be applied to locations with winding curves.

The Amish survey results show that going over hills or around curves with limited sight distance is most often the second biggest safety concern for horse drawn buggy travel across the State. The actuated warning system will allow motorists to slow down proactively for a downstream slow-moving vehicle, especially at night.



Hill Climbing and Downhill lanes/Buggy Pull-off Lanes

(Cost estimate: $250,000/1,000 feet)



Climbing uphill on steep crest curves against gravity causes horse-drawn Amish buggies to travel slower than on a flat roadway. This delay could result in long queues of vehicles behind buggies and frustrated motorists may try to pass around the Amish buggy even under the reduced visibility conditions.

Also, visibility is reduced when traveling uphill on steep crest curves as the downhill side is visible after you reach the crest. For a motorist climbing uphill that cannot see a slow-moving horse-drawn buggy on the downhill side, there may not be adequate reaction and breaking time to avoid striking the slow-moving buggy.

A hill-climbing lane and a downhill lane is a narrow lane meant for horse-drawn vehicles to use and allow motor vehicles to continue in the travel lane. These lanes must be long enough to account for Amish buggies that gain momentum on the downhill side and need to merge back into the travel lanes safely.

These lanes are less expensive than a standard full-length paved shoulder (buggy lanes).

The Amish survey results show that going over hills or around curves with sight distance issues is most often the second biggest safety concern for travel on a horse-drawn buggy across the State. This countermeasure would address this safety concern.

Motor Vehicle Lane Reduction/Road Diet for Slow Moving Vehicle Lane

(Cost Estimate: Varies)

In some specific locations across the State, state routes have been built to accommodate future vehicle volumes that never were realized or vehicular travel has bypassed a once heavily utilized route. In these locations where an existing four-lane section exists, and Amish buggy travel is high, consideration should be given to reducing the number of motor vehicle lanes and separating slow moving, Amish buggy traffic. The cost of this improvement could be as minimal as restiping and would drastically improve roadway safety.

An example of this situation is along US 42 in Ashland County. The route has low motor-vehicle traffic volumes (AADT 2,196), high Amish buggy usage, and is a high buggy crash rate location.



US 42 - Ashland County

SLM 18.5 AADT 2,196

High Priority Countermeasures

Widen Shoulders to 4' wide

(Cost Estimate: $750,000/mile)

Paved or treated shoulders allow pedestrians to walk safely. A wider shoulder would provide separation between high-speed vehicular traffic and pedestrians for improved safety. Generally this treatment would be implemented by shifting ditches in both directions of known travel paths. A 4' shoulder is preferred over 3'. To save cost and potentially avoid R/W purchases, the Department should consider a 4'-11'-11'-4' section in lieu of 4'-12'-12'-4'. This may require a design exception for state routes.



Sidewalks

(Cost Estimate= $1.3M/mile assuming no curb currently exists)



Sidewalks are dedicated space for pedestrians to walk safely, separated from vehicular traffic.

Generally this treatment would be with curbed pavement and inside corporation limits. Maintenance in winter season is a concern with sidewalks.

Increase shoulder width to 8' for full buggy lane

(Cost Estimate: $2.0M/mile, ROW additional cost)



Paved/treated shoulders of 8' in width can function as buggy lanes, so the slow-moving Amish buggies can be separated from the high speed motor vehicles. Construction costs are higher if right of way must be purchased, steep side slopes exist, or bridge or culvert widening is required for continuous shoulders. The approximate costs for right of way acquisition are $0.5 million per mile that includes administrative costs to follow state/federal acquisition process. Increasing the shoulders to 10' to accommodate shy distance in areas where guardrail or barrier exists at the edge of pavement is recommended for increased buggy safety.

The Amish survey feedback from all communities across the State indicated that aggressive behavior by motorists is the primary safety concern for buggy drivers. This improvement will provide dedicated space for buggies and reduce the crash potential between buggies and motor vehicles.

Conclusion

Ohio has the largest Amish population in the United States and is projected to continue to grow into new areas of the State in the foreseeable future. As Amish populations expand, it is important that ODOT and local governmental agencies continue to assess Amish travel along roadways and consider the application of typical countermeasures detailed within this study as necessary.

A goal of this study was to identify and prioritize travel safety concerns along ODOT maintained routes. While this study did provide a prioritization matrix to rank these routes, it represents locations that are current priorities. This matrix will need to updated periodically as conditions in the Amish community change to reflect new route priorities over time.

Amish settlements are constantly evolving, growing into new locations and accepting new transportation technologies. While some settlements adopt these changes at a faster pace, all are realizing the need for improved roadway safety. Each of the area profiles within this study, provides a unique perspective on various Amish settlements and valuable information for ODOT to consider before recommending detailed improvements within a specific area.

Improving roadway safety is always a focus of ODOT and the information provided within this study will continue to ensure that safety concerns across the State are being properly prioritized and addressed in the future.



Appendices

Appendix A - Complete Route Prioritization Spreadsheet for all Districts

Appendix B - Complete Public Survey Results

Appendix C - Community Meeting Documentation

Appendix D - Buggy Count Maps

Appendix E - 2016 Amish Safety Strategic Plan - Geauga County



Appendix A

Complete Route Prioritization Spreadsheet for all Districts

District 1

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 2

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 3

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 3

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 4

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 5

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 6

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 7

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 8

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 9

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 10

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 11

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 11

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |

District 12

| Amish Traveled Segements | | | | | | | Criteria | | | | | | |



Appendix B

Complete Public Survey Results

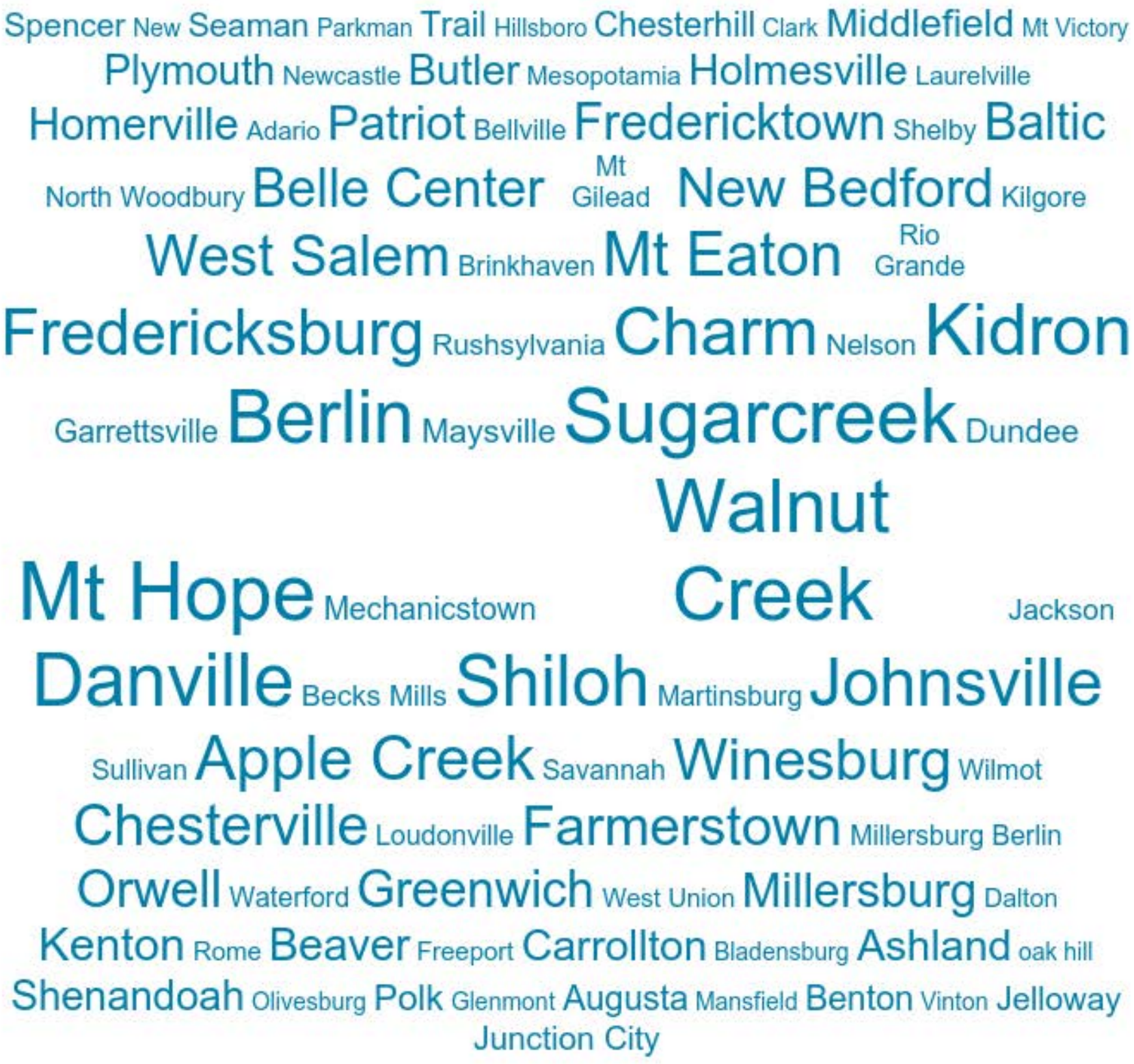
Q1 I live in _____ County?

Answered: 1,274 Skipped: 1



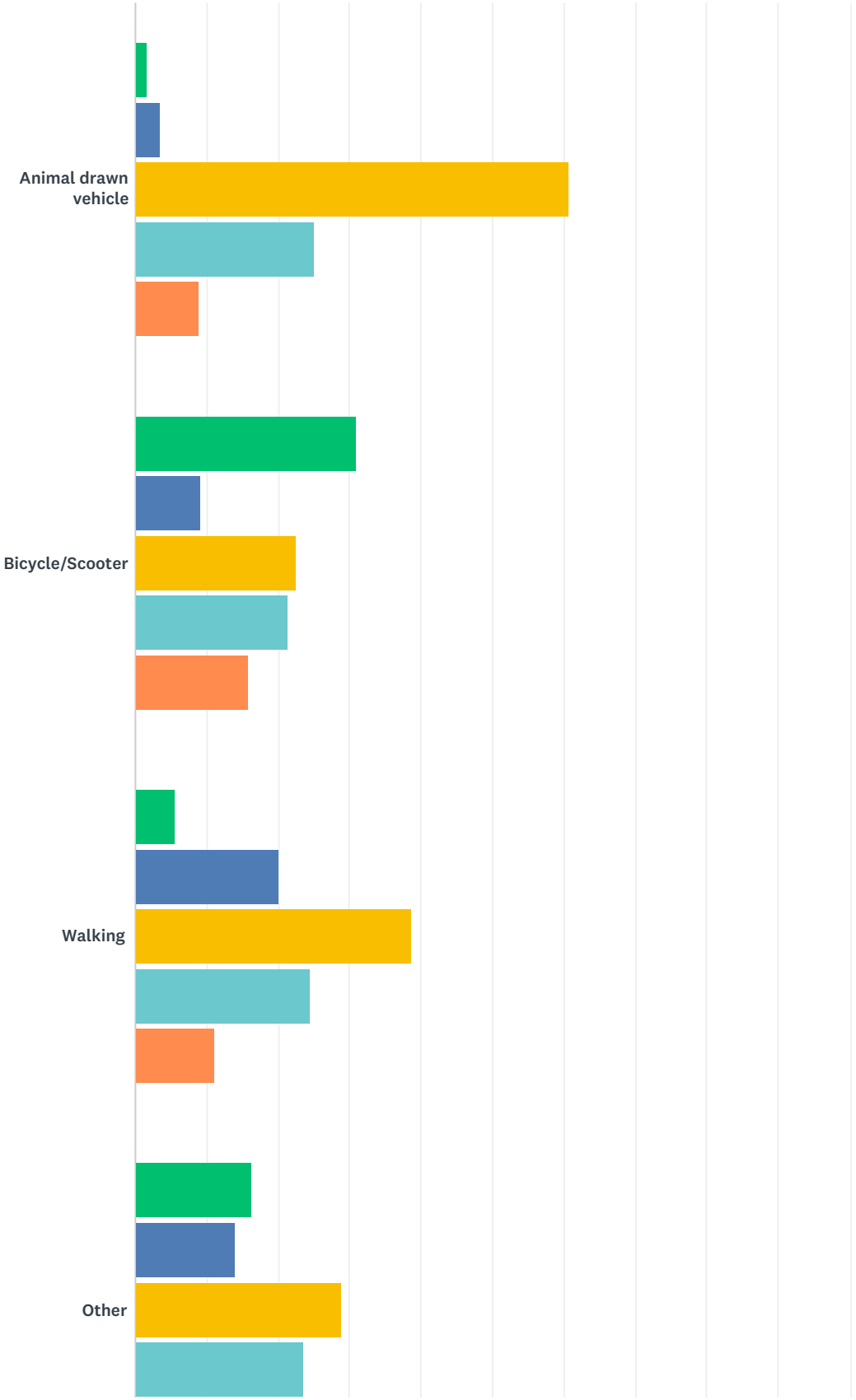
Q2 Nearest to what village/town?

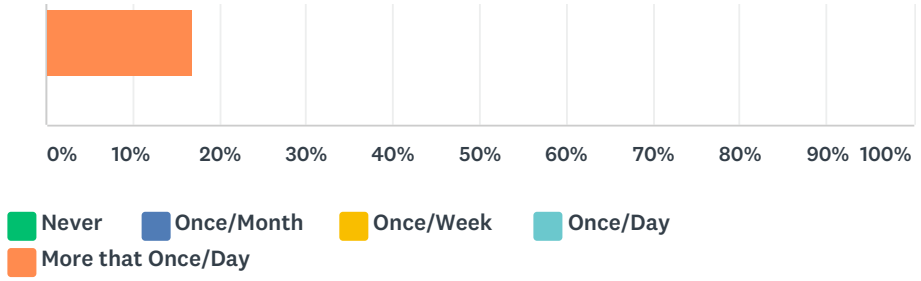
Answered: 1,266 Skipped: 9



Q3 When using public roads, how frequently do you use _____?

Answered: 1,266 Skipped: 9

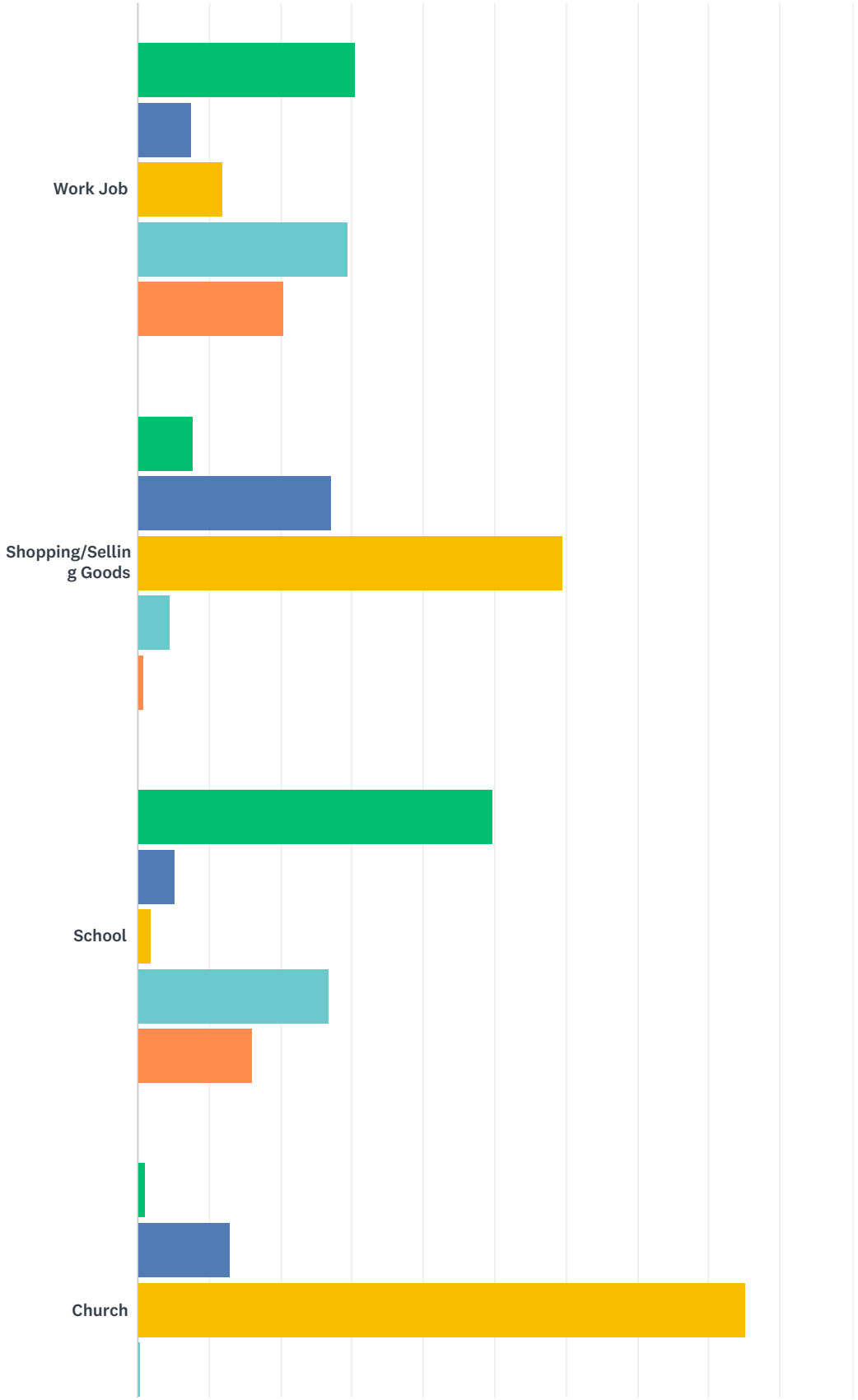


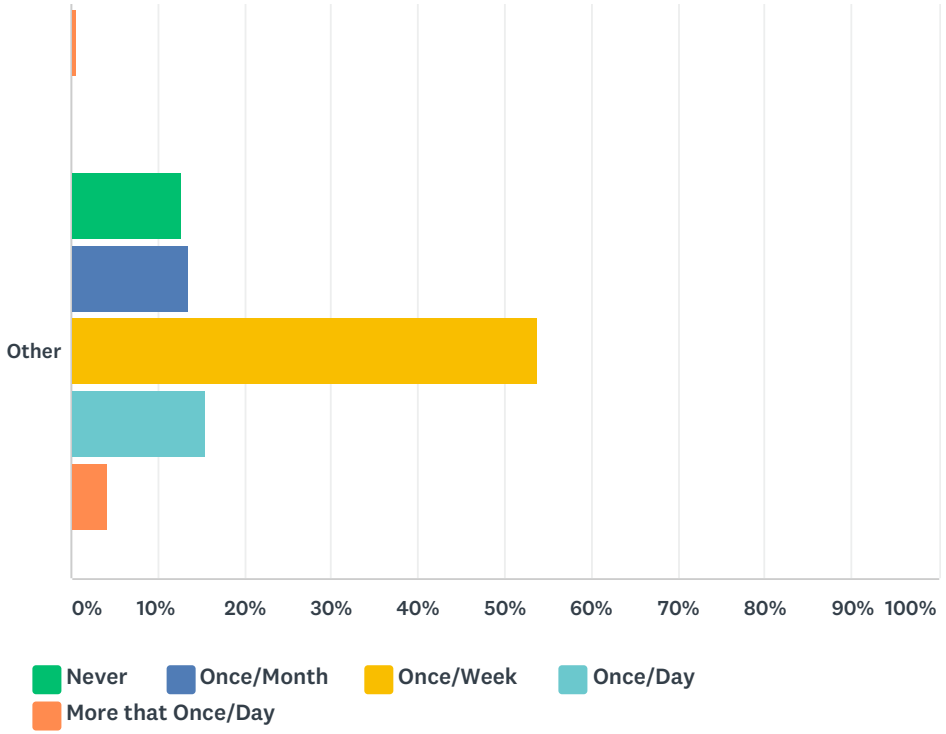


	NEVER	ONCE/MONTH	ONCE/WEEK	ONCE/DAY	MORE THAT ONCE/DAY	TOTAL
Animal drawn vehicle	1.59% 20	3.58% 45	60.73% 764	25.12% 316	8.98% 113	1,258
Bicycle/Scooter	30.96% 339	9.22% 101	22.65% 248	21.37% 234	15.80% 173	1,095
Walking	5.63% 65	20.09% 232	38.79% 448	24.50% 283	11.00% 127	1,155
Other	16.30% 22	14.07% 19	28.89% 39	23.70% 32	17.04% 23	135

Q4 My family travels by animal drawn vehicle, foot or bicycle for:

Answered: 1,252 Skipped: 23

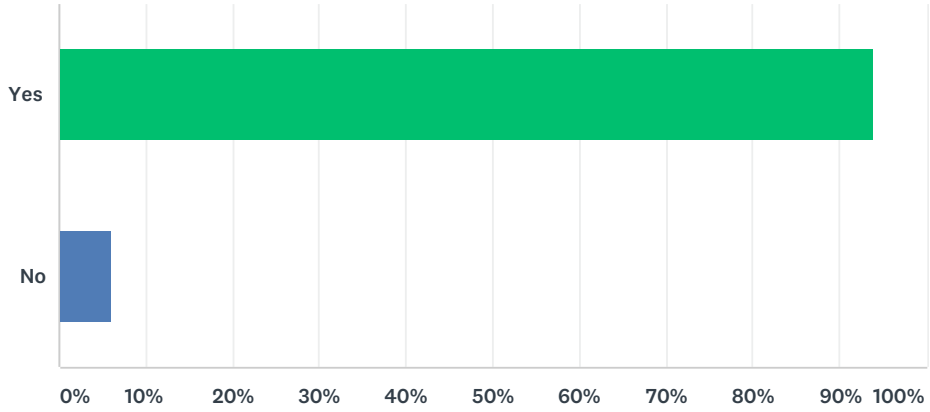




	NEVER	ONCE/MONTH	ONCE/WEEK	ONCE/DAY	MORE THAT ONCE/DAY	TOTAL
Work Job	30.62% 309	7.63% 77	11.89% 120	29.44% 297	20.42% 206	1,009
Shopping/Selling Goods	7.76% 85	27.19% 298	59.58% 653	4.56% 50	0.91% 10	1,096
School	49.84% 471	5.29% 50	1.80% 17	26.88% 254	16.19% 153	945
Church	0.99% 12	12.95% 157	85.07% 1,031	0.33% 4	0.66% 8	1,212
Other	12.82% 15	13.68% 16	53.85% 63	15.38% 18	4.27% 5	117

Q5 My family travels by animal drawn vehicle, foot or bicycle at night or in low light conditions:

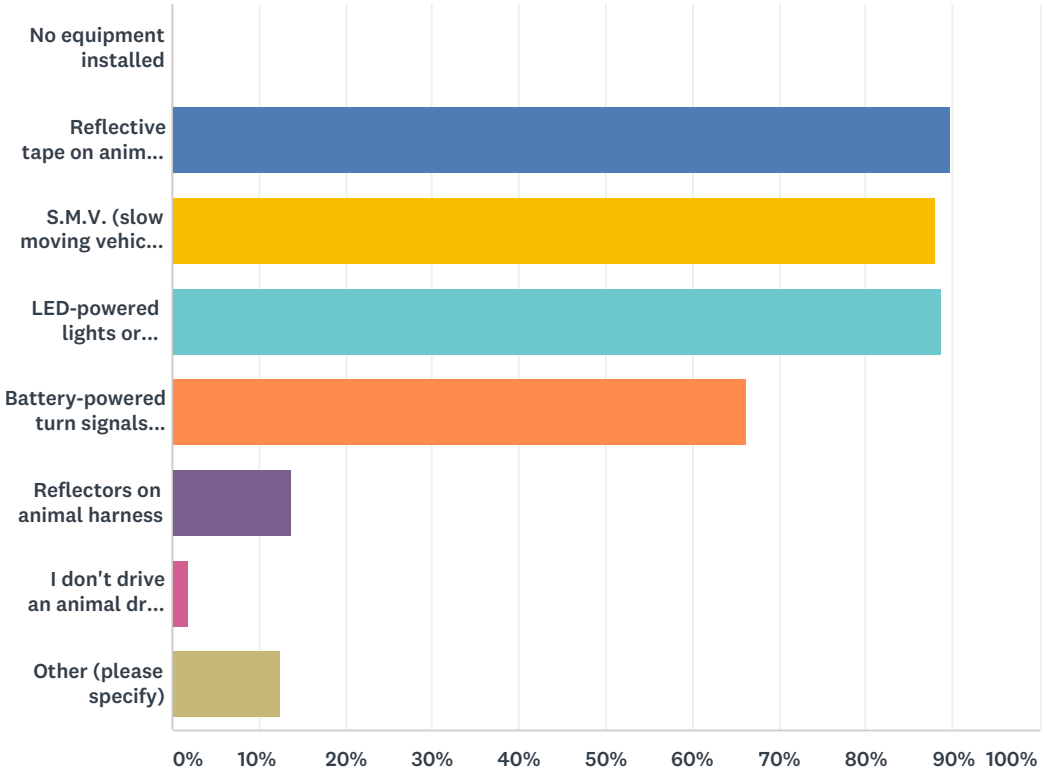
Answered: 1,253 Skipped: 22



ANSWER CHOICES	RESPONSES	
Yes	94.01%	1,178
No	5.99%	75
TOTAL		1,253

Q6 If answer to Question 4 was YES, what safety equipment is currently installed on your animal drawn vehicle (check all that apply)

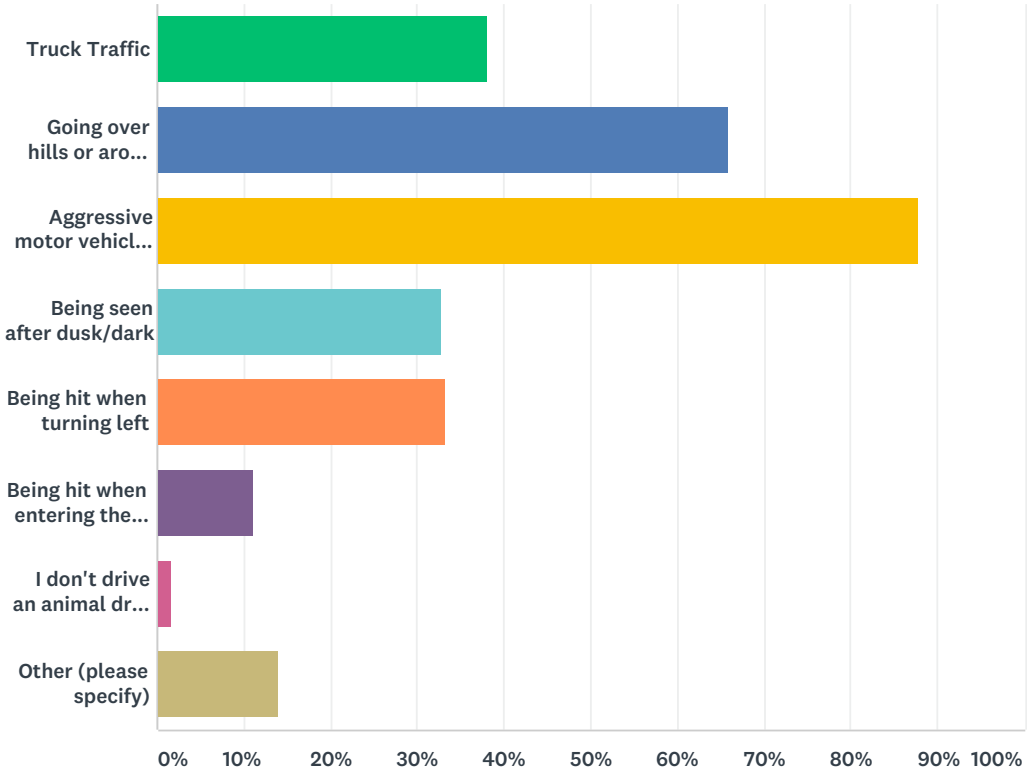
Answered: 1,224 Skipped: 51



ANSWER CHOICES	RESPONSES	
No equipment installed	0.25%	3
Reflective tape on animal drawn vehicle	89.71%	1,098
S.M.V. (slow moving vehicle) emblem	88.07%	1,078
LED-powered lights or lanterns	88.64%	1,085
Battery-powered turn signals on animal drawn vehicle	66.34%	812
Reflectors on animal harness	13.81%	169
I don't drive an animal drawn vehicle	1.80%	22
Other (please specify)	12.50%	153
Total Respondents: 1,224		

Q7 My biggest safey concerns while driving or riding in an animal drawn vehicle are: (Please select top 3 concerns)

Answered: 1,241 Skipped: 34



ANSWER CHOICES	RESPONSES	
Truck Traffic	38.03%	472
Going over hills or around curves (cannot be seen by cars)	65.91%	818
Aggressive motor vehicle drivers - driving too fast or carelessly	87.91%	1,091
Being seen after dusk/dark	32.80%	407
Being hit when turning left	33.36%	414
Being hit when entering the roadway	11.04%	137
I don't drive an animal drawn vehicle	1.61%	20
Other (please specify)	13.94%	173
Total Respondents: 1,241		

Question 8: Please provide additional comments or concerns related to animal drawn vehicle, cycling or pedestrian safety below.

Adams

Answered	**6**
Skipped	**8**

Respondents	Response Date	Responses
1	Feb 11 2019 02:30 PM	Have nieces and nephews going to school; cycling. Lots of big-rig trucks on the same roadways. Need more restrictions concerning school times.
2	Feb 05 2019 10:14 AM	Adequate lighting is very important after dark. The biggest danger on the road is people texting. Thank you for the concern and for reaching out!
3	Feb 05 2019 10:03 AM	County Roads in Adams Co. speed limit is 55 mph. It is too fast. It should be 40 mph
4	Feb 05 2019 09:53 AM	Another big concern is drivers texting or on their cell phone
5	Feb 05 2019 09:49 AM	We do have red blinker lights, safety vest, & bright headlights on our bikes. We occasionally see poorly lighted buggies and bikes.
6	Feb 05 2019 09:45 AM	Fire trucks with sirens on while passing buggy and horse

Ashland

Answered	**24**
Skipped	**35**

Respondents	Response Date	Responses
1	Jul 22 2019 08:33 AM	People going too fast over hills
2	Jul 22 2019 07:35 AM	People going too fast over hills
3	Jul 19 2019 02:49 PM	I was hit from behind on SR 301 north of Homerville in daylight. I would think it would be helpful to put a buggy lane in.
4	Jul 19 2019 02:33 PM	SR 301 and US 42 seems to have the most buggy crashes
5	Jul 19 2019 11:18 AM	Most accidents are during the day on flat roads
6	Jun 07 2019 01:21 PM	When we walk on the roads we try to encourage our people to get off at the road when traffic comes after dark, especially.

7	Jun 07 2019 01:18 PM	Driving too fast compared to animal drawn vehicle, drivers not careful enough. Drivers taking too many chances not patient enough
8	Jun 07 2019 01:12 PM	Truck traffic passing us when we are going uphill. or passing at a high speed, and going around the buggy, very close measured
9	Jun 07 2019 01:08 PM	Keeping potholes fixed is a big plus, horses do not like potholes and tend to swerve out on center of road
10	Jun 07 2019 01:07 PM	My family uses reflective material on wheels of horse drawn vehicle and displays a white rectangle with reflective material on rear of vehicle for better visibility in all light conditions. Obviously there are more horse drawn carriage/motor vehicle crashes in broad daylight then at night - A CONCERN
11	Jun 07 2019 10:40 AM	Passing on hills with poor visibility and hoping no vehicles are coming. Cars passing horse drawn vehicle at crossroads even though horse drawn vehicle does not turn left.
12	Jun 07 2019 10:38 AM	When I am driving on the shoulder, vehicles try to pass between me and oncoming traffic. I encourage law enforcement to communicate with us horse and buggy people. (safety meetings). I think it would do us good to see the motor vehicles point of view. What do you see as dangerous? What do you wish we would change for your and our safety?
13	Apr 09 2019 11:19 AM	It is nice if drivers put on turn signal to pass, that way we know they saw us. Car drivers should not be allowed to use a hand held phone while driving. It takes their attention off of the road and creates a dangerous situation for slow moving vehicles.
14	Apr 09 2019 11:17 AM	What I marked 1st on #6 (distracted drivers - texting) has escalated tremendously in the last couple years. It definitely made it less relaxed driving 12mph on the road when there's so many 60mph vehicles with drivers looking down at their lap much more than is safe.
15	Apr 09 2019 11:14 AM	Wider shoulders on mature roads
16	Feb 11 2019 02:02 PM	Our church does not allow flashing lights. Make it mandatory.
17	Jan 29 2019 02:38 PM	Texting and cellphones are the no. 1 distraction on motor vehicles

18	Jan 29 2019 01:43 PM	I think it is important that I practice safety first. One big concern is that so many cars don't dim their lights while passing a buggy coming from the front. They might not realize how it is, but we need to see too. If it is important to dim them for an onpassing car it is just as important for a buggy. There are also more concerns, some people pass freely on yellow line and at intersections.
19	Jan 29 2019 01:39 PM	We do appreciate the many concerned drivers, and the patience they have and the privilege to use the roads. And we also want to teach our people to be respectful, and also hope we can in a small way be a value to the area as law-abiding citizens
20	Jan 29 2019 12:45 PM	Encourage animal drawn vehicle and cycling traffic to stay as far right on the road as possible. Have ODOT provide more shoulder on SR. Rumble strips on white line are very annoying when trying to stay to the right
21	Jan 28 2019 12:54 PM	Our #1 protection - control - Guardian is the "Lord!" "Trust" . The most dangerous enemy on the road is automobile drivers with cell or smart phone or texting on lap computers - drunken drivers. The bigger of accidents are in broad daylight,
22	Jan 28 2019 12:46 PM	Smart phone in operation: I'm standing next to a big highway and a surprising percentage don't see me. A flat stretch on SR 96. Looking down at what???
23	Jan 28 2019 12:42 PM	Various drivers get upset if they have to pass an animal drawn vehicle. They will pass very close and cut in right in front, sometimes we have to slow down, so as not to hit them. Some even hang on the horns, trying to scare the animal. I see this quite often, when no vehicles are coming from ahead. NO excise to not give more room and be better natured.
24	Jan 28 2019 12:30 PM	It seems more & more accidents occur by just plain not being seen in daylight

Ashtabula

Answered	**4**
Skipped	**11**

Respondents	Response Date	Responses
1	Aug 27 2019 10:33 PM	I use hand signals alot while driving buggy and people say they appriciate it.

2	Jan 29 2019 02:51 PM	I always drive with one side of buggy off road. I just feel safer and keeps me farther away from aggressive drivers
3	Jan 29 2019 02:49 PM	Many people do not heed our turning signals
4	Jan 29 2019 02:47 PM	Another big concern is when cars pass when there's not enough room to pass safely and they just go anyway. Sometimes dodging between the other car and buggy. Also, when they pass buggies on a hill or curve without being able to see if anything is coming over the hill.

Carroll

Answered	**6**
Skipped	**31**

Respondents	Response Date	Responses
1	Jul 19 2019 06:58 AM	County roads are rough
2	Jul 19 2019 06:52 AM	Add large signs explaining buggy traffic that get peoples attention
3	Jul 19 2019 06:46 AM	SR 9 is harly wide enough for pedestrians
4	Feb 05 2019 12:46 PM	County roads need some serious attention like Andora, Arbor, Where is our tax money going, check into this (please)!!
5	Feb 05 2019 12:45 PM	potholes and bumpy roads
6	Feb 05 2019 12:42 PM	We need better roads. Ones without potholes in them.

Coshocton

Answered	**13**
Skipped	**12**

Respondents	Response Date	Responses
1	Feb 11 2019 02:09 PM	Weak lights, too young drivers
2	Jan 31 2019 02:47 PM	An absolute must to have buggy lanes on state roads where buggy traveling is heavy, especially SR 93 from Baltic to Pearl!
3	Jan 31 2019 02:29 PM	On TR 219 off SR 643, should have a sign "NO THRU TRUCKS"
4	Jan 31 2019 02:19 PM	Fast drivers; driving while drinking alcohol

5	Jan 30 2019 03:12 PM	One concern we have is when a motorist drives up too close to a buggy at a stop sign. This gives the horse no room to back up a few feet before starting... Also vehicles passing a buggy around a curve or up hill, and can't see oncoming traffic.
6	Jan 30 2019 02:38 PM	My biggest concern that the roads don't have pot holes for the bicycles
7	Jan 30 2019 02:36 PM	We see a fair amount of drivers not respecting our turn signals and passing us at intersections when we want to make a left turn. Would be great to have a buggy lane on SR 93 for buggy and bicycle traffic.
8	Jan 30 2019 02:34 PM	Horse drawn buggy need more lights at night or early in the morning the bikes are not well lit. Very hard to see them. I wish local sheriffs would not let tractors be used for non farm use by going to store, post office, and letting children and adults ride in trailers with lawnchairs behind tractors. They seem to have different set of rules. It's not religion it's a lifestyle.
9	Jan 30 2019 02:27 PM	Our buggy lanes are almost not wide enough. With a buggy width a little over 5 feet we need to drive our horses within a 6" margin on either side if white line is at around 6 feet. PS. This is concerning SR 651 where we live.
10	Jan 30 2019 10:20 AM	Motor vehicles seemingly have no respect for turning signals (turning left) on a horse drawn vehicles. Motor vehicles give cyclists no room when passing - what's up with the 3 feet clearance rule?? I've had 3 cars passing my buggy from behind after I had the left turning signal on. I know biking 2 abreast is legal - why does this upset people so much? There's not enough room on the side of the road for biking and walking.
11	Jan 30 2019 10:16 AM	We have ATVs traveling the local township roads at high speeds. Very dangerous. Also have weekend vehicles traveling slow and drinking alcohol, summertime is the worst, people on the back of pickups yelling at residents.
12	Jan 30 2019 10:11 AM	Very concerned that county doesn't paint lines on new surface that is 2 years old! How can this be pushed to happen? Also speeding is a big concern with very little patrolling done!

13	Jan 30 2019 10:03 AM	I feel all pony carts or any low riding horse drawn vehicles should have a flag. Would highly encourage all bikers to wear safety/reflective vests as well as pedestrian, especially at night. I do not have a battery operated bike, but have my concerns with the speed these travel. And carrying children on a cart. Maybe a needed license with legal requirements would limit the use of these fast moving bikes. Regular bikes should be exempt from this. With concern for the community people.

Gallia

Answered	**10**
Skipped	**25**

Respondents	Response Date	Responses
1	Jul 18 2019 04:02 PM	Horse dont like, snow plows, sirens, salt trucks, tree trimers
2	Jul 18 2019 03:50 PM	Turn from SR 325 to Holcomb Hollow Road, SR 325 and Wolf Run Intersection
3	Jul 18 2019 03:39 PM	Lack of shoulder along Patriot Road from SR 775 to Patriot
4	Feb 05 2019 11:14 AM	Having a traffic safe horse helps a lot too! The horse can be prepared but safety is of the Lord!
5	Feb 05 2019 10:43 AM	Please advise motorists to pass with care and slow rather than passing a buggy at 55-60 mph!
6	Feb 05 2019 10:41 AM	Most people in vehicles are respectful, I appreciate that
7	Feb 05 2019 10:39 AM	I think it would be very respective for a snow plow driver to stop when seeing an oncoming buggy, as a snow plow, plowing snow can be very spooking to a horse!
8	Feb 05 2019 10:35 AM	Lots of our roads are plenty narrow
9	Feb 05 2019 10:33 AM	People pass us going uphill where it's not safe and can not see because they're too much in a hurry to stay behind a horse
10	Feb 05 2019 10:21 AM	A horse sometimes has a mind of its own, and some will shy, or go left of center against the driver's will, which means automobiles or drivers aren't all aware of and that is a concern

Geauga

Answered	**11**
Skipped	**3**

Respondents	Response Date	Responses
1	Feb 11 2019 01:32 PM	Cars taking chances, not passing with care
2	Feb 11 2019 01:27 PM	All roads within 10 miles radius from Middlefield Village are highly traveled with horse drawn vehicles.
3	Feb 11 2019 01:21 PM	Very concerned about very small ponies with wagons driven by children, usually small, on roads with heavy traffic including trucks. Can there not be a law regarding this? i.e. having a minimum height for pony and/or wagon
4	Feb 11 2019 12:57 PM	Some corners have signs and bushes in the way to plainly look for traffic when we want to cross or pull onto the other roadway. Horse has to be too far out on the highway in order to see.
5	Feb 11 2019 12:55 PM	The big pot holes in our road (Newcomb Rd.). Cars going around us and stopping in front of horse right at the curve
6	Feb 11 2019 12:52 PM	We live on very busy Rt. 528 between Rt. 422 and Rt. 608. We feel it would be better if the speed limit was lower because of all the truck and vehicle traffic. But we very much appreciate the buggy lanes. Thank you!
7	Feb 11 2019 12:50 PM	Safety vests for pedestrians. Adequate lights and flashers on scooters. High speed vehicles
8	Feb 11 2019 12:47 PM	My concern when driving buggy is when road is wide going into Midd. on 608 if we drive on berm cars will pass even when oncoming traffic is coming. And buggy lanes are appreciated very much but are kind of narrow if horses spook they are too close to traffic. Horses can be unpredictable at times
9	Feb 11 2019 12:43 PM	Corner of Hayes & 87 - hard to see traffic coming from the east because of hill just before intersection
10	Feb 11 2019 12:41 PM	Souped up pickup trucks, come up beside my horse and then floor it on purpose to spook my horse. Could cause accident.
11	Feb 11 2019 12:37 PM	Cars and trucks that go over the speed limit. Drivers not alert to all conditions. All buggy paths - some have a lot of cracks for buggy wheels to go into/ and potholes - and buggy paths are not wide enough

Guernsey

Answered	**5**
Skipped	**0**

Respondents	Response Date	Responses
1	Jan 31 2019 02:31 PM	In our church district or community, we are required to move off the road to make room for faster traveling vehicles. Respect for each other goes a long way.
2	Jan 30 2019 03:21 PM	Most concern is drunken drivers or texting. We feel confident with what we got on our buggies.
3	Jan 30 2019 02:40 PM	My husband and I were walking in the gravel beside Old Twenty-One Rd. A truck came around the curve and we had to jump in the ditch to keep from getting hit and the driver never saw us because he was looking down at his phone probably texting.
4	Jan 30 2019 11:32 AM	State highway trucks with snow plow blades or raised truck beds. This is very scary to horses so be careful truck drivers
5	Jan 30 2019 10:32 AM	I really don't have concerns in this area. We are equipped with 2 blinkers in back, battery lights, and kerosene lamps in lantern box

Hardin

Answered	**4**
Skipped	**17**

Respondents	Response Date	Responses
1	Jul 19 2019 06:27 AM	We prefer safety with reflective tape on wheels and on back of buggy
2	Apr 17 2019 11:51 AM	In the future, I would like to see buggy lanes on the state roads of our community
3	Apr 17 2019 11:34 AM	What can we do to help for you and our safety?
4	Jan 28 2019 12:04 PM	Going to Kenton on SR309 has a wide berm to accommodate slow moving vehicles. It would be very helpful if SR31 had that too from Kenton to Mt. Victory

Harrison

Answered	**4**
Skipped	**1**

Respondents	Response Date	Responses
1	Feb 11 2019 02:34 PM	All in all we really can't complain. I try to respect the motorized traffic and pull over to let them pass if it's suitable. Sometimes a little bit means a lot.
2	Feb 07 2019 11:56 AM	Cars and trucks pass when oncoming traffic in front need more State Troopers to patrol roads

3	Feb 05 2019 01:59 PM	Walking the horse uphill with no room to pull off like guardrail too close to white line
4	Feb 05 2019 01:44 PM	Signs along SR 800 to alert drivers of a driveway. Driveway has a business at the location. More law enforcement on drunk & drug drivers.

Highland

Answered	**3**
Skipped	**0**

Respondents	Response Date	Responses
1	Feb 05 2019 10:11 AM	When traveling along SR 138 they use that road and drive at a high speed and also drunk driving, seems you never know when those come along and they are dangerous
2	Feb 05 2019 10:06 AM	I feel pretty safe other than drunks or guys on dope. With our setup, nowadays it is very important to have bright lights - blinkers - tape - emblems and reflectors
3	Feb 05 2019 09:55 AM	Our road is narrow with respectful neighbors. Only strangers drive too fast when passing buggies.

Holmes

Answered	**238**
Skipped	**143**

Respondents	Response Date	Responses
1	Aug 28 2019 09:15 PM	Guard rails installed
2	Aug 28 2019 09:04 PM	Guard Rails too close to roadways, buggy lanes are nice to have
3	Jul 22 2019 07:27 AM	lets add buggy lanes to all routes
4	Jul 22 2019 07:24 AM	Hard to ride bicycle on some roads that are poorly maintained. SR 241 is the worst
5	Jul 22 2019 07:22 AM	Drivers pay no attention to buggy left turn signal when turning left
6	Jul 22 2019 07:20 AM	Drivers pay no attention to buggy left turn signal when turning left
7	Jul 22 2019 07:19 AM	Over the last two years there were two different occurances whree a buggy was turning left off of SR 515 between CR 168 and US 62 and were either hit or almost got hit.
8	Jul 22 2019 07:10 AM	Buggy lanes are great. But if buggy lanes are not maintained we drive in the roadway.

9	Jul 22 2019 06:57 AM	SR 241 buggy lane isnt wide enough from Mt Hope to CR 77.
10	Jul 22 2019 06:55 AM	Not comfortable driving on roadways without buggy lanes
11	Jul 22 2019 06:51 AM	SR 241 buggy lane isnt wide enough
12	Jul 22 2019 06:48 AM	E-bikes spook horses
13	Jul 22 2019 06:45 AM	Proper training for bikes and buggy
14	Jul 22 2019 06:41 AM	Add traffic light at SR 39 and Walnut Creek Cheese intersection
15	Jul 22 2019 06:37 AM	E-bikes are too fast,.kids are too young riding buggy
16	Jul 21 2019 09:53 PM	Battery operated bicycles need speed limit
17	Jul 21 2019 09:47 PM	Cycling safety. Bikes should ride single file
18	Jul 19 2019 03:05 PM	Adding bike signs on SR 515 and SR 39 would make motorists more aware of the bikes traveling
19	Jul 19 2019 03:03 PM	Cars passing bicycles with not enough space
20	Jun 10 2019 12:44 PM	I have an issue with speeding or illegal (???) e-bikes with children in the back cart. Also driving disrespectfully
21	Jun 07 2019 10:26 AM	Cars not dimming lights when meeting a buggy at night. It's very hard to see the roadway
22	Jun 07 2019 10:24 AM	Work traffic on township roads travelling at a fast rate of speed
23	Jun 07 2019 10:22 AM	With our family having been in a car/buggy accident in Sept. 2017, a concern we have is motor vehicle drivers not having enough patience before passing a horse drawn vehicle from behind. What does a couple extra seconds matter to assure all is clear?
24	Jun 07 2019 10:19 AM	Having a clear view at stop signs, especially when entering a State or US road (example: SR 39 or US 62). Sometimes oncoming traffic is obscured by road signs, etc. unless the horse enters the roadway
25	Jun 07 2019 10:16 AM	A light at cross road CR 114 and SR 39. You can hardly cross the road
26	Jun 07 2019 10:13 AM	Buggy lanes make it a lot safer to travel with bike or buggy
27	Apr 15 2019 11:51 AM	People driving too fast and not turning out far enough to pass. Not paying enough attention to turn signals on the buggy, you turn your signal on and they don't even slow down they pass. Thanks for being concerned
28	Apr 15 2019 11:48 AM	Use the rails to trails when possible
29	Feb 11 2019 03:38 PM	It has happened traveling SR 241. 2 buggies and 2 trucks side by side and the buggy lane is not wide enough. At times there's only inches from getting hit. It gets scary at times. I wish people would have more patience.

30	Feb 11 2019 03:35 PM	The rough road in the buggy lane
31	Feb 11 2019 03:29 PM	At common sense speed depending a lot on road conditions
32	Feb 11 2019 03:27 PM	There is so much traffic especially on SR 39 that you can hardly cross with a horse and buggy (e.g. TR 162 and CR 114 and CR 141)
33	Feb 11 2019 03:25 PM	Come up with something like sign in town or intersection for slower passing and more room for bicycles
34	Feb 11 2019 03:15 PM	The buggy lanes are appreciated, and help with safety.
35	Feb 11 2019 03:10 PM	We use buggy lane and is very nice some travel too close by
36	Feb 11 2019 03:09 PM	Concerned about E-bikes - a hazard on roadway
37	Feb 11 2019 03:04 PM	Not allowing 3 ft. clearance when being passed on bike and some trucks are sometimes inside white lines with passenger side wheels. On US 62. Thank You.
38	Feb 11 2019 03:01 PM	We travel 363 TR also 362 on our way to town and 362 is hilly and there are curves. Semi trucks use this road some other trucks and all kinds of traffic - buggies, cars, pickups, etc. including many by bicycles. This issue should be looked at.
39	Feb 11 2019 02:58 PM	Buggy lanes that are already in place are a great comfort for a slow moving vehicle driver. Adding buggy lanes to other state routes would be beneficial.
40	Feb 11 2019 02:56 PM	One area of concern would be the CR 114 and SR 39 intersection. Crossing SR 39 requires patience and caution as the traffic flow is usually high.
41	Feb 11 2019 02:54 PM	Buggy lane on 241 is too narrow.
42	Feb 11 2019 02:52 PM	We are concerned about speed and traveling location of battery bikes (driving further out on road)
43	Feb 11 2019 02:50 PM	Signs or trees/shrubs that obstruct view at intersections
44	Feb 11 2019 02:45 PM	Practice proper left hand turns. Pedestrians walking on left hand side of the road, which can force three lane traffic. Oncoming vehicles have to stop or slow down dramatically. Walking on right side would slow only traffic coming from behind or traffic going same way.
45	Feb 11 2019 02:43 PM	Rough roads - especially SR 241 north of Mt. Hope - this portion of 241 is one of the most traveled roads in Holmes Co. and is very poorly maintained. Rough roads - all drivers - horse drawn vehicles/motor vehicles/bicycles - trying to avoid potholes and large cracks creates a hazard for everyone on the road.

46	Feb 11 2019 02:39 PM	Buggies need good lights. Buggy lanes are not wide enough. Motor vehicles should slow down. If buggy lanes are not cleared off, it's icy or snowy, bikes will be on the main lane. There are people who go to work with bikes. Everyone should be courteous.
47	Feb 11 2019 02:35 PM	Walking along a narrow road with a lot of traffic
48	Feb 11 2019 12:01 PM	A comment on why motorists are so bent out of shape about the many bikes on the road is that for once drivers have to be AWARE of their surroundings and can't speed out around and zoom on. They have to slow down and consider the other person (biker). Yes, we've had a lot of disrespect with bikes going too fast, taking chances in crossing, etc. But let's also consider the disrespect the bikers, horse/buggies, and walkers experience every day. Many times I have been in that buggy that was crowded on the road. I wonder how many times I have had to slow down my horse because a vehicle at a stop sign decided they just had to cross or enter the roadway right then and I had to slow down so I wouldn't hit them.
49	Feb 11 2019 11:52 AM	We live along CR 172 which was repaved in 2018 - first they ground the old blacktop including berm - they resurfaced the road which is super but the berm is still mostly ground blacktop crumbles and breaks off making it very dangerous!
50	Feb 11 2019 11:50 AM	Some buggy lighting is too sparse or too bright
51	Feb 11 2019 11:49 AM	We live by SR 39 and have problems entering because of heavy traffic at intersection 420 and 39 between Sugarcreek and Walnut Creek
52	Feb 11 2019 11:47 AM	I bike to work every day, big trucks driven by local people is what scares me the most. I try to drive between 18" to 24" from the edge. If I ride on the edge they push me off. Some vehicles side swipe it doesn't matter where you drive
53	Feb 11 2019 11:41 AM	When riding a bicycle it is very difficult to see if vehicles do not dim their headlights. Some bicycles - horse drawn vehicles have very bright lights too and should have the ability to dim their lights
54	Feb 11 2019 11:39 AM	SR 241 needs to bypass around Mt. Hope. The shoulder on SR 39 - SR 241 & US 62 is not wide enough to accommodate horse drawn vehicles. CR 77 was greatly improved with the 8 ft. shoulder, now we feel comfortable traveling on CR 77. Thank you
55	Feb 11 2019 11:31 AM	Advertising signs too close to corner and too low you cannot see until you are on the road. Some building may be too close to the road

56	Feb 11 2019 11:29 AM	SR 241 buggy lane is not wide enough!!
57	Feb 11 2019 09:29 AM	People walking after dark to wear reflector taped jacket. Holmes County build a buggy lane along CR 77 is very much appreciated and road resurfaced
58	Feb 11 2019 09:25 AM	Cyclists not wearing reflective
59	Feb 11 2019 09:22 AM	When cycling vehicles should use left lane when passing, not side swiping. Buggy lanes are very nice!
60	Feb 11 2019 09:21 AM	A few vehicle drivers do not respect our turn signals. We can't fully depend on turn signals.
61	Feb 11 2019 09:19 AM	I think it is important to have adequate lighting and reflective tape on horse drawn vehicles
62	Feb 11 2019 09:17 AM	Need more buggy lanes
63	Feb 11 2019 09:12 AM	When going on 83 off 245 a lane was provided for buggies and bikes crossing the bridge is appreciated. Then coming from Holmesville off 83 to 245 is the same. A big thank you!
64	Feb 11 2019 09:09 AM	The buggy lanes/berm are unsafe to travel on SR 241 on both sides of Mt. Hope. There is a water seep on the hill west of Mt. Hope which causes the buggy lane to ice over in the winter. With snow on the road you can't see this ice until you are on it. People are crazy when passing and don't allow any room between their vehicle and the bike/buggy in the buggy lane. Call or email me I would be glad to elaborate. It is downright scary at times!
65	Feb 11 2019 09:06 AM	Most of the county and township roads we travel are in good shape, but SR 241 is hazardous in the Mt. Hope area due to being so rough and full of holes. It could cause a bike to wreck. I really appreciate the buggy lanes.
66	Feb 11 2019 09:04 AM	Traveling by buggy on CR 201 south of SR 241 towards SR 39. Lots of motor vehicles pass you in no passing areas without being able to see oncoming traffic.
67	Feb 11 2019 08:59 AM	I like how the government and the Amish safety committee work closely with each other to address concerns and issues. We live in a great community and communication is the key to keep it that way
68	Feb 11 2019 08:57 AM	Too many buggies driving too close together. Too many buggies and not driving off the road where they can and the cars and trucks go past. I even drive off and let other buggies go if they drive close to my buggies.
69	Feb 11 2019 08:54 AM	Motor vehicles passing our buggy and almost hitting me or the people coming from the front. Multiple times I have had to slow the horse to avoid being hit.

70	Feb 11 2019 08:52 AM	Crossroad at Troyers Cheese 39 & 77 very dangerous intersection. Also where SR 557 comes out to SR 62/39 should have passing lanes or a stop light. SR 39 should have passing lanes. SR 557 should have a buggy lane. Thanks for the buggy lane on CR 77, very nice.
71	Feb 11 2019 08:45 AM	Biking to work everyday with high speed traffic, including large trucks, passing in unsafe conditions. Especially uphill. Have had multiple times where I've been nearly hit.
72	Feb 11 2019 08:41 AM	Having wide roadway shoulders is really nice
73	Feb 11 2019 08:30 AM	I have been crowded off the road (mostly on CR 201) multiple times by cars or trucks while riding with a horse drawn vehicle and bicycle. We always try to wear safety vests while biking, but I see too many people without them.
74	Feb 11 2019 08:28 AM	1- When driving horse drawn carriage a desire to have a way to pull off main highway not only safety, but to get out of the way. 2- Need more stringent rules for batter bikes
75	Feb 11 2019 08:24 AM	Road maintenance - try to ride a bike over a pothole
76	Feb 08 2019 12:46 PM	I believe there needs to be regular education/training for those (buggies/bicycles) who use public roads. Some areas of concern/safety: speed e-bikes are traveling, no hand signals when turning (bike) - we all need to work together with safety in mind. Years ago a buggy safety course was taught in East Holmes Schools - I believe it needs to be reintroduced and updated, but include buggy, bike, farm equipment, etc.
77	Feb 08 2019 12:43 PM	Drivers being in a hurry and honking horn when they have to wait a little or passing horse drawn vehicles when they see an oncoming motorized vehicle coming and barely making it. For the most part it's ok. Vehicles driving up close to buggies at stop signs and not considering that horses don't always stand still.
78	Feb 08 2019 12:39 PM	Suggesting a tunnel, under for buggies and bikes where CR 114 crossing SR 39. This is a very busy intersection with "The Farm" a huge tourist attraction. Makes it hard for buggies to cross.
79	Feb 08 2019 12:33 PM	Roads are too narrow to let motor vehicles or buggies pass without one or the other pulling into ditch
80	Feb 08 2019 12:32 PM	E-bikes
81	Feb 08 2019 12:29 PM	My biggest concern is unsafe passing by motor vehicles when going up a hill. Also people sometimes have more attention on their phone than on the road.
82	Feb 08 2019 12:05 PM	On cycling or pedestrian, very good lights and tape

83	Feb 08 2019 12:02 PM	We really like rails to trails in Millersburg. It keeps buggies off the roads in Millersburg. I think there is a lot of improper passing on Co. roads. Sometimes we in buggies cannot get off the road. So people need to wait until it is safe to pass. We do appreciate all you do to make the roads safe for us and thanks to motor vehicle drivers to share the road with us
84	Feb 08 2019 11:58 AM	The nice wide shoulders on US 62, SR 39, CR 77 was a great idea and without doubt saves many lives. Thank you! Aggressive driving on narrow roads by local drivers is my biggest concern. The nice thing about the mentioned wide shoulders is we can get out of the way of the people that are in a hurry.
85	Feb 08 2019 11:52 AM	I feel most comfortable walking the highways clad with reflecting jacket and reflecting tape, motor drivers respect that, and I appreciate it!
86	Feb 08 2019 11:48 AM	Buggy lanes are not wide enough for safe travel. On state route 62 trucks will often have outside dual tire on white line and buggy wheel is within 10"-12" from truck wheel. State Route 241 buggy lane is barely wide enough to call it a bike lane. Traffic lanes are too narrow therefore a lot of traffic will have their passenger side tires in buggy lane. A big concern for us in the buggy lane.
87	Feb 08 2019 11:38 AM	TR 415 is too small and curvy for buggies and work trucks that go 45-50mph. Walnut Creek Twp. also too small for semis
88	Feb 08 2019 11:35 AM	We need better education in where to drive when making a left turn. I see buggies with the left turn signal on and they are on the right hand berm. This creates a very dangerous situation for all involved. All buggies should be required to have blinking light(s), including the "Swartzen Truber" Amish
89	Feb 08 2019 11:26 AM	Groups of teenagers cycling in groups and not in single line on state roads.
90	Feb 08 2019 11:18 AM	When working on state roads please keep men working signs out of the buggy lane. Here we as horse drawn vehicle drivers have to dodge out into the 55mph vehicle lane to get around those signs. Safety is at stake!
91	Feb 08 2019 11:16 AM	When riding my bicycle to work is vehicles at dangerous places and not passing at 3 ft. distance

92	Feb 08 2019 11:14 AM	Drivers with no respect for bicycles or buggies pass too close or pass when there's no room for oncoming traffic. Passing over hills or curves. Local construction and work route drivers are the worst. Drivers on their cell phones, and not paying attention.
93	Feb 08 2019 11:10 AM	Even when having turn signals on a buggy or giving hand turn signals, drivers disregarding signals. We almost got hit this way in Millersburg and the driver swerved away from the buggy, went close to a building, and almost hit a man on a ladder at a business.
94	Feb 08 2019 11:04 AM	Locals drive too fast on roads, don't turn out far enough when passing, pass at hill where you can't see
95	Feb 08 2019 11:00 AM	Many motor vehicles do not honor our turning signals and pass from behind when we are turning left
96	Feb 08 2019 10:55 AM	4 way stops. When stopping and turning left, vehicles crossing straight in front of you, even though we stopped 1st. In Mt. Hope vehicles speeding and passing at intersections on SR 241
97	Feb 08 2019 10:53 AM	I am writing our concern that too many crossroads are unsafe because of bad open views with big business signs blocking your views. Check area: Mt. Hope
98	Feb 08 2019 10:48 AM	We hate when cars stay back and don't pass when possible, creating a line behind you. We don't want to be in the way or reason for road rage or accident
99	Feb 07 2019 03:49 PM	We should have speed limits for battery bicycles. They are going too fast for safety.
100	Feb 07 2019 03:42 PM	I would wish the traffic would not be allowed to go so fast on a small road.
101	Feb 07 2019 03:39 PM	Releasing jake brakes is very scary to a horse and has caused runaways, especially when passing, or following a horse drawn vehicle. Thank you for your concerns. I will do my best to drive safely.
102	Feb 07 2019 03:33 PM	Our main concern is motorized vehicles not heeding turn signals on horse-drawn vehicles
103	Feb 07 2019 03:28 PM	I was hit by a motor vehicle driver who ignored my hand signals and tried to pass anyway, breaking 4 ribs and totaling my bike. Motor vehicle drivers seem to have a hard time seeing bikes passing in front of them at intersections, regardless of bright bike headlights. E-bikes also need to observe traffic laws! Example: stop signs and red lights!
104	Feb 07 2019 03:18 PM	Bikes should slow down to let cars pass and not go too fast. Buggies should stay to the side when possible. Big trucks have also kept right on coming high speed up over a hill and passing without being able to see oncoming cars.

105	Feb 07 2019 03:16 PM	High speed of E bikes (should be outlawed)
106	Feb 07 2019 03:12 PM	I see so many drivers with phones in their hands
107	Feb 07 2019 03:10 PM	A big concern is tractor and trailer transportation used for taxi service, which is not (animal drawn vehicle). I wish you would consider giving those people fine tickets. Also batter bicycles should not be allowed on any roads at any times. Fine tickets needed.
108	Feb 07 2019 03:07 PM	Fast moving vehicles coming over hill with buggy up ahead, and something coming from other direction. I feel safer after dark with our blinker lights than in the day
109	Feb 07 2019 03:00 PM	Scholars wear reflective vest going to school, a comment on that: I see many bikers going past us to work with very good reflection and lights. An improvement in latter years
110	Feb 07 2019 02:58 PM	Some motor vehicles don't obey the 3' distance for cyclists
111	Feb 07 2019 02:52 PM	Bicycles should have speed limit of 15-20mph
112	Feb 07 2019 02:51 PM	We would appreciate more buggy lanes on SR 241
113	Feb 07 2019 02:49 PM	School buses and semis not giving enough room when passing a bicycle
114	Feb 07 2019 02:45 PM	Not enough roadway space for both slow vehicles (tractors, buggies) and fast vehicles (cars, trucks)
115	Feb 07 2019 02:23 PM	When turning left with turning signals on a car comes and passes just before turning
116	Feb 07 2019 02:21 PM	Motor vehicles passing in unsafe areas. Blind spots like hills and curves.
117	Feb 07 2019 02:19 PM	Big trucks and semis and school buses passing too close along the side. It is very dangerous with a horse and buggy and bike
118	Feb 07 2019 02:18 PM	No respect for turn signals. Assured clear distance, whether at traffic light, or following before passing, cutting it close when passing. Tractors with trailers hauling people. Thank you for providing Amish a privilege of using our horse and buggies. Also our non motorized bikes. Fine speed breaking and law breaking battery bike riders.
119	Feb 07 2019 01:06 PM	Children that are too young on bicycles and on pony carts without adults. They travel way too fast with battery bikes. I would highly recommend a buggy lane for CR 160 especially on the hills - we have lots of Wayne Dalton traffic - speeding
120	Feb 07 2019 01:01 PM	People in cars don't respect turn signals!!
121	Feb 07 2019 01:00 PM	Motor vehicle drivers passing in unsafe conditions

122	Feb 07 2019 12:53 PM	I have commuted to work by bicycle for 25 years. Twice I have been struck by motorists turning right on red without stopping (SR 39 and 515)
123	Feb 07 2019 12:51 PM	Drivers not heeding a buggy turn signal, is fairly common
124	Feb 07 2019 12:46 PM	Passing too close when on bicycle
125	Feb 07 2019 12:44 PM	At times road rage from impatient drivers. Extra loud tail pipes or loud jake or air brakes when passing horse drawn vehicles. Rough roads more noticeable in horse drawn vehicles!!
126	Feb 07 2019 12:38 PM	I am concerned about the safety of battery powered bikes on the road
127	Feb 07 2019 12:34 PM	Too many accidents on SR 39 in Walnut Creek flats with 2 crossroads and business entrance (slow down)
128	Feb 07 2019 12:30 PM	Please traffic lights at Troyers Market SR 39 crossroad. Please traffic lights at TR 414 SR 39 crossroad. Slower traffic on SR 39 front of Walnut Creek Cheese (put in turning lanes)
129	Feb 07 2019 12:27 PM	We need traffic light at intersection SR 39 and CR 77 west of Berlin
130	Feb 07 2019 12:06 PM	We try to pull over and let vehicles, cars, etc. pass, but sometimes fail to see them right away and can't always hear them as buggy wheels are loud on dirt roads. So would much rather have a friendly toot than trying to pass and not having enough room. When biking, please give us some room!
131	Feb 07 2019 12:03 PM	Passing traffic too close to horse drawn vehicle, with little or no respect, tourists are not the problem, but locals who are in a hurry, especially construction work crews
132	Feb 07 2019 12:00 PM	Motor vehicles being more aware of bicycles
133	Feb 07 2019 11:59 AM	Cycling - clearance allowance when passing
134	Feb 07 2019 11:57 AM	I wish we could keep our tractors with trailers with people off the road. The law does a good job in Holmes County
135	Feb 07 2019 11:37 AM	In the winter time when snow plows are out, if they slow down or stop so the horse doesn't go for the ditch
136	Feb 07 2019 11:35 AM	When cars and trucks drive too fast and careless and talk on their cell phone. A buggy needs to be lighted properly - have tape on and blinker lights on the back and emblem
137	Feb 07 2019 11:33 AM	We appreciate your concerns and surveys to work with other, and letting us travel the same roads. May God bless you

138	Feb 07 2019 11:31 AM	When crossing Route 39 it is very dangerous with a horse and buggy with so much traffic. There have been too many fatal accidents at the intersection of 114 and 39!! Simply stated: a traffic light is needed!
139	Feb 07 2019 11:29 AM	SR 515 has such a small area beside the white line for walking or biking. We teach our children to walk inside (& bike) the white line but sometimes it's so dangerous with ruts, etc. For years when they paved the road, they would smooth about a 2 ft. path beside the white line, but only pave 1 ft., fill the rest with gravel, a hard rain comes and washes out gravel. The horse has 1 ft. on gravel and the other on pavement (not good). Pet peeves - seeing tour buses on TR 406 - are they allowed on these small roads? Especially with horses that don't see them every day. Borrow a safe pony cart one day and take a ride on 515 (especially when it's bust! :))
140	Feb 07 2019 11:25 AM	That people realize quite a few buggies have turning signals. Motorized vehicles passing uphill and staying left of center if not necessary. Pulling in front of horse just before the stop sign.
141	Feb 07 2019 11:19 AM	When horses aren't quite dependable or safe
142	Feb 07 2019 11:16 AM	We need a buggy lane on busy SR 93 over those hills
143	Feb 07 2019 11:14 AM	Everyone should have to have some kind of a blinker on the back of animal drawn vehicles. And a brighter light than a lantern, so they can be seen. Blinking safety vests for pedestrians
144	Feb 07 2019 11:09 AM	We just got a brand new buggy lane on the part of CR 77 we travel most. Thank god for a great job well done. Buggy lanes that are too narrow make me nervous because traffic zips by really close
145	Feb 07 2019 11:05 AM	Thank you for being concerned about our safety!
146	Feb 07 2019 10:04 AM	Everyone should remember horses are not motor vehicles and may back up a couple steps when at a stop sign. Also some horses are afraid of roaring, hissing, etc. sounds from cars, trucks, and other motor vehicles. Being animals of flight, their instinct is to run away from whatever is scaring them.
147	Feb 07 2019 10:00 AM	Buggy lane to narrow which makes it impossible to drive on outside of white line and also the holes and breaks in the road and buggy lane a chance of horses hitting the holes and breaking legs. The washouts along the black top are deep enough that it is dangerous and hard to get back on. A big concern for bike riders to hit a hole and cause an accident

148	Feb 07 2019 09:57 AM	The worst thing for us is when a vehicle passes our buggy and revs up their engine or a loud vehicle that scares our horses, and sometimes our daughter can't hold the horse back when it takes off. Please pass quietly
149	Feb 07 2019 09:55 AM	Most people don't drive the speed limit on country and township roads in hilly Holmes County. But if some people do it seems way too fast for hilly winding narrow roads. I ride with a work route every day of the week.
150	Feb 07 2019 09:53 AM	There seems to be very little control of traffic on country roads
151	Feb 07 2019 09:51 AM	People driving motor vehicles while talking on their cell phones
152	Feb 07 2019 09:49 AM	Passing too close, cutting in and ignoring left turn signals; passing on double yellow lines
153	Feb 07 2019 09:47 AM	They are safety meetings with sheriff's department participating. So that helps a lot with these concerns for safety. So everybody is aware if they see a problem.
154	Feb 07 2019 09:43 AM	Vehicles passing too close at high speed. Motorists not heeding turn signals on buggies.
155	Feb 07 2019 09:39 AM	We would highly recommend using asphalt or softer stones in chip-n-seal to create road surfaces. The chip-n-seal used on the roads currently is very slippery for horses during the wintertime!
156	Feb 07 2019 09:36 AM	My concerns in driving horse drawn on the roads that have buggy lanes is the buggy lane is not wide enough
157	Feb 07 2019 09:34 AM	Should have buggy/bike route on all state roads for sure over hills and turns
158	Feb 07 2019 08:53 AM	We have had a couple incidents where we had our signal on 150' before driveway, and hugging the yellow line, and twice the vehicle passed us on left side, if we wouldn't have checked twice, we would have been hit while turning.
159	Feb 07 2019 08:50 AM	Make a left turn
160	Feb 07 2019 08:48 AM	We really like the buggy lane on SR 39
161	Feb 07 2019 08:45 AM	We need traffic to slow down. We need blinker stop light at the intersection of 114 and SR 39. 7 people have been killed here. What does it take to get this? (This is a lot of people's concern)
162	Feb 07 2019 08:42 AM	Too small of a berm on SR 39 and US 62
163	Feb 07 2019 08:40 AM	Our buggy have turn signals, but we can't always trust them as some people don't respect them. Tis also unhandy I know as some buggies don't have them

164	Feb 07 2019 08:34 AM	Drivers going too fast, while going to and from work. Drivers passing while going uphill or around turns when they can't see if somebody is coming in the opposite direction.
165	Feb 06 2019 03:55 PM	SR 241 buggy lane too narrow
166	Feb 06 2019 03:51 PM	I lot of vehicles passed me already when I had my turn signal on w/ buggy. Snow plows are always an issue with horses, but we need the plows out there. The county does a real good job in cleaning roads (keep it up, good job)
167	Feb 06 2019 03:48 PM	The speed battery bicycles travel. Battery bicycles are a motorized vehicle and should be required to have a license to operate.
168	Feb 06 2019 03:46 PM	Wide, well maintained buggy lanes are good. We appreciate the state's efforts to allow horse drawn vehicles on the road
169	Feb 06 2019 03:44 PM	Why do people pass if you have the left blinker on to turn left?
170	Feb 06 2019 03:28 PM	The buggy lane provides a safer place for buggies and bicycles. They are greatly appreciated.
171	Feb 06 2019 03:26 PM	We always feel bad when we cannot get off the road to allow cars to pass. Tourists will often not understand how to pass a buggy and follow 30' - 40' behind for long distances backing up traffic. Most locals have a good understanding how to pass and/or allow others to pass, i.e. when oncoming move to the right allowing someone to pass a buggy
172	Feb 06 2019 03:08 PM	Obey laws, good lights, stay on the side of road if possible. Don't think you have the right to drive out in fast traffic lane. Turn signals but still be careful. Bicycle keep speed down, don't drive out in traffic as if down the road. Our people should just be glad the law lets us use the main roads, use respect.
173	Feb 06 2019 03:03 PM	The buggy lanes on SR 39 and CR 77 are very good for slower traffic
174	Feb 06 2019 03:01 PM	Cars tend to ignore turning signals on buggies
175	Feb 06 2019 02:56 PM	Battery bikes are not safe. Also pulling bike cart behind with children riding in cart.
176	Feb 06 2019 02:50 PM	I would be scared to NOT wear a reflective vest when cycling after dark
177	Feb 06 2019 02:48 PM	I recommend all cyclists would wear reflective/safety vest or have bike equipped with highly visible safety equipment
178	Feb 06 2019 02:46 PM	One concern is over new buggies having too bright headlights, blinding everybody

179	Feb 06 2019 02:39 PM	We use more bikes than buggies. There are more and more bikes on the road. Precautions and respect need to be taken for both the biker and the vehicle drivers. The reason we don't drive much buggies is because of the big semi trucks on the narrow township roads. The roads need widened!
180	Feb 06 2019 02:37 PM	Give plenty of space when passing an animal drawn vehicle and bicycle.
181	Feb 06 2019 02:28 PM	CR 75 where most of our traveling is done, pavement is so broken up. Majority of traffic going both ways travel in center of road. Lot of work trucks, vans, etc. travel middle of road every day, it's the only place you can run 40mph
182	Feb 06 2019 02:24 PM	Buggy and bicycle drivers should be more respectful to motorized vehicle drivers
183	Feb 06 2019 02:22 PM	Motor vehicles passing horse drawn vehicles without a clear view ahead
184	Feb 06 2019 02:17 PM	E bikes are not safe, they go too fast
185	Feb 06 2019 02:16 PM	Safety crossing SR 39 at CR 77 intersection. Safety in crossing SR 39 at CR 114 intersection. A proposed "traffic" light to be installed in 2020 at SR 39 and CR 77 thanks a lot!
186	Feb 06 2019 02:13 PM	Concerned about battery bicycles and trailers with children in the back (NOT safe)
187	Feb 06 2019 02:10 PM	We would like to see the buggy lanes a little wider so the traffic doesn't seem so close to the buggy when passing. But thanks for having buggy lanes
188	Feb 06 2019 02:09 PM	TR 351 and 62 & 39 should be no passing zone at intersection
189	Feb 06 2019 02:07 PM	TR 361 is not safe, cars and trucks drive way too fast. CR 201 should have a buggy or bike lane, not safe for bikes or buggies
190	Feb 06 2019 02:04 PM	Need more buggy lanes on the side of the road
191	Feb 06 2019 01:31 PM	Drivers using cell phones while driving. Drivers have NO respect for buggy or farm machinery turn signals
192	Feb 06 2019 01:12 PM	Vehicles have no respect for turning signals on horse drawn vehicles

193	Feb 06 2019 01:02 PM	Some pass me on my bicycle without turning out very much especially going uphill. While walking to work some will not give me much room along the berm. As of now most ditches are right along the blacktop instead of where they should be. Some ditches right along the roadway are deep enough if a vehicle or buggy would drop off the blacktop it could break a wheel or such. Most berms here in Holmes County are higher than the road, water cannot run in the ditches anymore. I feel if the water could get off or away from the road it would help save our roads.
194	Feb 06 2019 12:59 PM	SR 241 is not safe to travel after dark because of pot holes!
195	Feb 06 2019 12:52 PM	The two biggest concerns we have are rough roads with potholes and cars trying to tear around you when they see another car is already coming
196	Feb 06 2019 12:48 PM	Vehicles passing where oncoming vehicles have to stop to let them pass. Passing on hills where they can't see. Passing too close to horse and buggy. Passing when too close to a stop sign.
197	Feb 06 2019 12:42 PM	Concern is traveling on dirt roads, almost impossible to pass even with a safe horse!
198	Feb 05 2019 03:40 PM	I bike with an ole standard bicycle 2.5 miles 1 way to work. Most people are very cautious with their vehicles and show respect. For the most part. So thank you very much, and can say same thing on the buggy we use at least once a week.
199	Feb 05 2019 03:36 PM	A traffic light at CR 77 and SR 39 and TR 367 is desperately needed
200	Feb 05 2019 03:34 PM	62 in Berlin, people drive way too fast from Burger King through town. Also dangerous traffic at 557/62 intersection with people in cars passing traffic turning left. Thanks!
201	Feb 05 2019 03:33 PM	It is sometimes scary how close a vehicle will pass from behind even if we are in the buggy lane! Please remember our horses are like people. Sometimes something will scare them causing them to unexpectedly bolt sideways. Allow for the unexpected.
202	Feb 05 2019 03:23 PM	Appreciate the buggy lanes that have been added. Horse drawn vehicles should pull off to give when possible if there is a line traffic behind. Create more laws concerning tractors for transportation for passengers. Also battery bikes.
203	Feb 05 2019 03:20 PM	I am very thankful how the public watches out for us.

204	Feb 05 2019 03:17 PM	Vehicle drivers texting while driving. Roads with potholes or cracks along the white line. This is dangerous for bicycles. Chip-n-seal roads are very slippery for horses when it's cold. Trustees should put more gravel on chip-n-seal in Fall
205	Feb 05 2019 03:15 PM	Narrow buggy lane along SR 39 between Berlin and Walnut Creek in heavy traffic but at the present time is hard to make it wider
206	Feb 05 2019 03:08 PM	See handwritten note in PDF
207	Feb 05 2019 02:59 PM	Battery powered bicycles have added another dimension (hazard?) to the traffic mix
208	Feb 05 2019 02:57 PM	Public not obeying hand signals when on bike or turning signals on buggies. Passing bikes from behind when something is approaching from the front, with double yellow lines.
209	Feb 05 2019 02:55 PM	I have a concern with school buses and trucks not giving bikes enough space when passing. I also have a concern that bicyclists and walkers don't wear reflective jackets and use lights like they should. I also think that motorized bikes should be taken off the roads.
210	Feb 05 2019 02:52 PM	Wider shoulders on county roads
211	Feb 05 2019 02:50 PM	Cars and trucks passing too close!!!
212	Feb 05 2019 02:41 PM	electric bikes are a real concern
213	Feb 05 2019 02:39 PM	Local drivers are the worst offenders for unsafe passing (over hills, etc.). They drive aggressively. When tourists pass in unsafe areas (say over a hill behind a buggy) they often follow slowly up the hill behind the buggy, then when about 3/4 up the hill they still can't see safely they slowly pull out completely in the other lane and slooooooowly pass over the crest of the hill. This creates high blood pressure and breathing issues for the buggy driver.
214	Feb 05 2019 02:34 PM	At stop signs some cars come too close, maybe just 2 to 4 ft. behind you, then if the horse steps around you are against them. Some drivers on buggies are not paying attention either, while driving. I feel safe on the road with horse and buggy for 90% of motor vehicles, some drivers are very generous, it is the careless that are the problem. I wish we could keep the e-bikes off the road. To me it is like a small motorcycle. Our children have regular bikes with good lights and safety vests.
215	Feb 05 2019 02:17 PM	When cycling some vehicle drivers pass too close, including cars and trucks, 3 feet, not enough room

216	Feb 05 2019 02:13 PM	Vehicle drivers that try to pass when another vehicle is coming from front
217	Feb 05 2019 02:10 PM	The buggy lane on SR 241 is a tad skinny. If it were 12" wider I would feel a whole lot safer. I was hit by a produce truck last year. I was shoved sideways a little. Nobody hurt. A wider buggy lane on 241 would be a big plus. Thanks
218	Feb 05 2019 02:07 PM	I think we need buggy lanes on county and twp. roads.
219	Feb 05 2019 02:04 PM	I can be stopped to make a left turn at crossroad, close to center line, with turn signal on, waiting on oncoming traffic and still get passed from behind as soon as oncoming traffic clears. Is it not illegal to pass at intersection anyway? Buggy lanes not wide enough, with sharp drop offs 6" to 2' on right edge. Danger of breaking wheel or tipping buggy
220	Feb 05 2019 01:53 PM	When walking in dark need to wear safety vests. Crossing at 606 and 77 is a dangerous intersection, going east from CR 235 approaching CR 77 is an uphill stop and horses are slow to cross with fast approaching traffic going north on CR 77 to Township Road 606 crossing
221	Feb 05 2019 01:50 PM	We live along SR 241 between TR 652 & TR 614; By the edge of the buggy lane there is a wash out of 14 " to 16" deep, it has been like this for 5+ months
222	Feb 05 2019 01:39 PM	E-bikes are a safety hazard to the people riding them, and also to others who don't ride in slow moving vehicles. I am sorry and embarrassed that the Amish use them.
223	Feb 05 2019 01:19 PM	I am more concerned about local traffic driving too fast when I am on bicycle. They give us not enough room on the road.
224	Feb 05 2019 01:18 PM	When passing slow moving vehicle before top of a hill, many times it is very close to causing an accident. Some will pass while oncoming traffic is close where 3 vehicles are side by side. Some berms are very narrow (note: 2 cars - 1 bicycle)
225	Feb 05 2019 01:15 PM	Rough roads make so we need more repairs on bikes/buggies
226	Feb 05 2019 01:13 PM	People walking should wear reflective vests. Bikes should also wear reflective vests.
227	Feb 05 2019 01:04 PM	I think people have respect for horse drawn vehicles. I do not like to have a long string of traffic behind me and cannot pass. Thanks for your help in our community.
228	Feb 05 2019 01:00 PM	E Bikes

229	Feb 05 2019 12:55 PM	When going over hill curve, try to get away from it as quick as we can
230	Feb 05 2019 12:53 PM	Improper passing (close to the top of hills) is very scary. More buggy lanes along well traveled roads are helpful.
231	Feb 05 2019 12:50 PM	Motorists passing while buggy has turning signal on. Truck drivers with mini-barns as a wide load driving too fast, uneven berm lane influencing the horse out towards traffic (stumble hazard for horse). Too much aggregate in chip and seal roads causing horse slippage. Many many thanks for the berm lane (buggy lane) on CR 77
232	Feb 05 2019 11:48 AM	I enjoy using my horse and buggy on the country roads, but what is really scary is if oncoming traffic passes each other and they don't have very much distance between them and me
233	Feb 05 2019 11:42 AM	Local guy (KW Trucking - pickup & flat bed trailer) ran me off the road (cycling) this fall because he was passing a couple buggies (oncoming) there was room to get in between the buggies, but once again one of those people that have to pass and CAN NOT WAIT. I was wearing a safety vest. (8:30 - 9:00am) A lot of disrespectful people, but then there are also those that respect us. I use hand signals when making left turns.
234	Feb 05 2019 11:37 AM	We bike and use horse and buggy a lot on CR 160 between Mt. Hope and Winesburg. The drivers (vehicles) go so fast it's not safe. Lots of school children walk to school. We get "cut off" a lot! Needs slower speed enforced or better option would be a much needed buggy lane - lots of people also bike on this road to work.
235	Feb 05 2019 11:33 AM	Let us all respect one another. Push snow of buggy lanes, thanx
236	Feb 05 2019 11:31 AM	SR 241 starting at Mt. Hope intersection north is very rough when using a bike or buggy. Something needs to be done before winter! Cracks across the road are horrible it's hard on buggy wheels and also bikes. Please take a look at it. Drive a bike through it.

237	Feb 05 2019 11:28 AM	I drive to work with a bike every day from Mt. Hope to Berlin which is also known as Pothole Avenue. I actually broke my bike tire on a pothole just outside of Berlin on US 62 by the Share-n-Care. I have changed my tubes in my tire approximately 10 times this year. We as Amish like our buggy lanes but they are not usable and ruin our bikes and buggies. Please fix properly not with ineffective patching. We pay plenty of taxes to justify this.
238	Feb 05 2019 11:22 AM	Speedy vehicles come in Mt. Hope on CR 77. Please repair SR 241 from CR 235 to Wayne Co. Line. It's so rough and holes and grooves in pavement it's very dangerous for buggies or bicycles to ride on concerning the children going to school on bicycle with accident

Huron

Answered	**15**
Skipped	**10**

Respondents	Response Date	Responses
1	Jun 07 2019 12:52 PM	Install more 'Share the Road' signs and wider berms on the sides of main highways
2	Jun 07 2019 12:50 PM	Passing vehicle use left lane
3	Jun 07 2019 12:48 PM	People passing should give the horse and buggy more room in between and not pass uphill
4	Jun 07 2019 12:46 PM	We appreciate when snowplows stop or slow down when coming from the front
5	Jun 07 2019 11:08 AM	Scary when oncoming traffic goes left of center or when coming from behind slow down real fast as if they didn't see you. Most generally they are talking or texting on their phone
6	Jun 07 2019 11:05 AM	Routes 250 & 224 are dangerous when we try to bike along the shoulders of the roadway, especially trucks passing us only three or four feet away. Route 13 is better partly because of the nice wide shoulders except the landfill trucks
7	Apr 15 2019 11:18 AM	Thanks for opening the lines of communications, please keep it up
8	Apr 09 2019 11:47 AM	Please put speed limit signs on township roads 45 mph. Some motorists drive 70 mph
9	Apr 09 2019 11:42 AM	Motor vehicle drivers do not pay attention to turn signals on animal drawn vehicles

10	Apr 09 2019 11:40 AM	Noble Rd. landfill trucks do not slow down or move over.
11	Apr 09 2019 11:38 AM	Sharing roadways with drivers that are texting - or occupied with their phone, etc. Our school children travel Boughtville Rd. between Edwards Rd. and Old State Rd. They share that road with school parents transporting children to and from South Central school. Concerns - speed, texting, phone use.
12	Apr 09 2019 11:35 AM	I am concerned that people texting or on the phone are not paying attention and will hit a slow moving vehicle or biker
13	Apr 09 2019 11:32 AM	The biking strip ends on Rt 224, intersection - New State Rd. This has been a concern when a driver not paying attention hit Kevin on his bicycle in May of 2005, to this day his badly bruised ankle causes problems... 13 years later it looks more dangerous with our children out there, we try to run blinkers 24/7 on bikes or buggies when on Rt. 224, a bicycle strip would help too!
14	Apr 09 2019 11:29 AM	Crossing state routes with heavy traffic
15	Apr 09 2019 11:28 AM	We would like to see more shoulders along roads to bike on or drive horse, especially along Rt. 224

Jackson

Answered	**1**
Skipped	**19**

Respondents	Response Date	Responses
1	Jul 18 2019 12:17 PM	SR 32 rumble strips cant ride on them

Knox

Answered	**50**
Skipped	**48**

Respondents	Response Date	Responses
1	Jul 22 2019 08:38 AM	College Hill Rd from Pealer Mill cross road need a guard rail along a steep drop off where children walk and drive to school.
2	Jul 22 2019 07:43 AM	people dont honor stop signs at Koppert and College Hill Roads. SR 97 and bunker hill north and south need attention.
3	Jul 22 2019 07:41 AM	All Amish should have LED Orange Flasher on buggy

4	Jul 22 2019 07:39 AM	Add reduced speed limit along Butler Rd
5	Jul 22 2019 07:32 AM	add plenty of reflective lighting to buggys
6	Jul 22 2019 07:29 AM	Speeding vehicals
7	Jun 10 2019 11:41 AM	I wish you would enforce proper lighting on buggies and wagons. If you see someone not properly lit or driving after dark with no lights. Stop them and fine them. It is not fair for the vehicle truck drivers and very dangerous. Thank you.
8	Apr 17 2019 11:29 AM	My biggest concern is impaired (drug and alcohol, cell phone - texting)
9	Apr 17 2019 11:24 AM	Danville-Amity Rd should be widened. Our roads are in dire need of repair. What happens to our church donations for road repair?
10	Apr 17 2019 11:03 AM	The small pony carts with younger children on it. Also a roaring truck or a high speeding vehicle that could scare your horse out of control
11	Apr 17 2019 10:42 AM	Buggy lane on state highway. Fix pot holes and chip-seal
12	Apr 17 2019 10:41 AM	Emergency vehicles not shutting off their sirens after they see a horse and buggy. This should be a big concern to all fire departments, as some horses don't tolerate that noise. Therefore it could cause a bad accident
13	Apr 17 2019 10:32 AM	Would like to see wider maintained roads. State Route 205 is too narrow with low washed out berm. PS. What would it take to fix those big pot holes in these roads, county and township
14	Apr 17 2019 10:12 AM	It would be great to see more buggy lanes
15	Apr 17 2019 09:17 AM	Aggressive motor vehicles passing going uphill we live off SR 62
16	Apr 17 2019 09:15 AM	We about always use SR 62 which is nice and wide and has a shoulder where you can use to get more out of traffic, but in our area people do not use it, stay right out on pavement. We grew up in Ashland Co. and were very taught to do that. SR 205 does not have a shoulder to get off and that really bothers us in those hills where wer can't get off and leave traffic pass. We here are just 2 senior people.
17	Apr 17 2019 09:12 AM	SR 205 has poor road berms particularly on hills
18	Apr 17 2019 09:08 AM	I think buggy lanes beside the main road in dangerous areas would be a good idea. Rear view mirrors on buggies would also improve safety.
19	Apr 15 2019 11:55 AM	Please help people remember who built the road - the horse.

20	Apr 15 2019 11:54 AM	I realize that Swartzentruber Amish don't allow battery lights because of their religion, but a religion should never put yours or somebody else's life in danger. My wife works with Swartzentruber girls and they have all been hit by cars at one time or another. They are endangering everyone on the road, even if others follow the law. The rate of car-buggy accidents in the Martinsburg Ohio area are crazy.
21	Apr 15 2019 11:49 AM	I would like to see buggy lanes on Rt. 205 and SR 62
22	Apr 15 2019 11:43 AM	Thank you for your concern. Common sense and respect go a long way on our roads
23	Apr 15 2019 11:42 AM	I felt safer on hills and curves after dark because they can see the flasher before the actual horse drawn vehicle
24	Feb 19 2019 01:38 PM	Thanks for letting us use the roadways. Thanks to all snow plow drivers for slowing down when passing an animal drawn vehicle. Very much appreciated.
25	Feb 19 2019 01:28 PM	People passing when left turn signal blinking??? Loud trucks passing and spooks horse...??? People passing when going uphill. Potholes and large cracks in road is hard on buggy wheels. People passing too close to buggy.
26	Feb 19 2019 01:25 PM	Well for number one you should get CAVALLO fixed so I don't have to buy new wheels for my buggy because of the cracks in the road. If the cracks in this road would get fixed we wouldn't know how to act when we don't have to dodge all the cracks. So hopefully you get the message that the roads are bad.
27	Feb 19 2019 01:19 PM	I would really like to see buggy lanes put in along state highways SR 205 N. of Danville
28	Feb 19 2019 01:17 PM	Rough road's hard on vehicle
29	Feb 11 2019 02:13 PM	My biggest concern is to keep the drunkards and the people that text off the road
30	Feb 11 2019 02:10 PM	Motor vehicle drivers do not respect our turning signals
31	Jan 31 2019 02:43 PM	We have school buses in our area that do not slow down for buggy traffic. Some horses could jump the wrong way and in front of them. That is my concern. Or do not slow down when going over a hill.
32	Jan 31 2019 02:41 PM	Would be nice to have buggy lanes along SR
33	Jan 31 2019 02:26 PM	The use of cell phones, texting, and drinking, etc. by motorized vehicle drivers
34	Jan 31 2019 02:24 PM	People on cell phones. Not looking where they are driving.
35	Jan 31 2019 02:23 PM	Very important to have SMV reflection tape and good lights

36	Jan 31 2019 08:47 AM	I have big concerns about DUI drivers driving without license that are drunk driving. My nephew got killed by a drunk driver in broad daylight. Note their buggy was well-equipped.
37	Jan 31 2019 08:42 AM	Drunk drivers; our friends have been hit by drunk drivers. I think all Amish should be required to have LED flashers on buggies and SMV signs
38	Jan 30 2019 02:43 PM	Buggy drivers crossing state highways with too slow of a horse. Walking across a highway with a walking horse and no means to make it run is too slow. Trucks passing buggies on double lines with school children walking ahead.
39	Jan 30 2019 02:18 PM	Going west on SR 95 then turning left on Lucerne Rd. is very dangerous. The yellow line is solid til about 150 feet before you get to Lucerne Rd. even with a good turn signal cars will pass. The yellow line should be solid til after Lucerne Rd.
40	Jan 30 2019 02:14 PM	My big concern is impaired drivers (alcohol and/or drugs)
41	Jan 30 2019 11:09 AM	Going around on double yellow lines; going around up hill; drive too fast
42	Jan 30 2019 11:06 AM	Too many vehicles passes on or before top of hills. Many drive way too fast. A lot of sharp knops (?) near cross roads unsafe to cross of Wakatomica Rd. onto 229 out of Esto onto 229 - out of Lepley onto 229 - out of Hazel Dell onto 229
43	Jan 30 2019 11:02 AM	Some cars pass buggies very tightly, the horse could swerve a couple feet as they start passing, it would be safer for cars to go all the way over into other lane to pass. Those are the main concerns, however I want to add that by far the most of motor vehicle drivers are safe and courteous.
44	Jan 30 2019 10:59 AM	To my concern to many drunk drivers or texting while driving. I feel if you could change that, it would be less wrecks on the road, or use cell phones on the road.
45	Jan 30 2019 10:57 AM	Being blinded by oncoming traffic that doesn't dim their lights after dark. Also in town when vehicles pull right up behind your buggy. People don't realize we don't have parking brakes on our horses and they can back up into your car.
46	Jan 30 2019 10:53 AM	Horse's harness in good shape, SMV on buggies, reflective bands on horses legs. Pay attention to your surroundings.
47	Jan 30 2019 10:47 AM	We have big farm equipment traveling our narrow roads. Are they willing and polite to pass our animals at a reasonable speed as to not spook them.

48	Jan 30 2019 10:45 AM	Snow plows and huge farm equipment that take up most of the road and moving too fast. Could spook the horse. Mostly dangerous for young children on women with small children.
49	Jan 30 2019 10:42 AM	In our area most motor vehicle drivers are very respectful of our lifestyle, of horse drawn vehicles. Very thankful!
50	Jan 30 2019 10:38 AM	One of my most concerns is that we all take (to heart) the signs along the road (share the road). If all motor vehicles, and horse drawn vehicle drivers plus cycling or pedestrian would pay attention to this, would be a great help to all, for safe travelling.

Logan

Answered	**15**
Skipped	**18**

Respondents	Response Date	Responses
1	Aug 28 2019 11:30 AM	Alot of blind spots on roadways
2	Aug 28 2019 11:28 AM	White edge lines would be helpful after dark.
3	Aug 28 2019 11:24 AM	Intersection of CR 97 and CR 105 at south end of New Richland traffic from SR 39 and SR 97 dont have stop signs.
4	Aug 28 2019 11:14 AM	Cross road 49 and 105 we see cars cross at great speed without stopping.
5	Aug 28 2019 11:11 AM	Wearing a safety harness while biking is important
6	Aug 28 2019 11:07 AM	We have had at least 3 of lighted bicycles hit by drunk drivers
7	Feb 11 2019 02:27 PM	I am mostly concerned on trying to keep myself and my family safe by reflective vests, but I know people drive while on phone which is beyond my control. However Amish people need to very much to have put lights on our bikes and small moving vehicles. Some of them want to light up their buggies like a Christmas tree and then maybe have 1-tail light on bike. Maybe you should just make stricter laws.
8	Feb 11 2019 02:23 PM	Snow plows and big farm machinery are potential to scare horses and cause accidents. If drivers use caution to slow down and throttle down engines, horses are not as scared and safer.
9	Feb 11 2019 02:21 PM	Some motorized vehicles do not move over far enough when passing

10	Feb 05 2019 09:32 AM	99% of motorists do not respect turn signals on horse drawn vehicles. Not enough space allowed when passing. Some motorists will pull alongside in the left lane at a crossroads stop sign, putting them, the buggy, and anyone wanting to make that turn in danger. Does it take more time to wait/slow down, or cause an accident and have to wait a longer time?
11	Feb 05 2019 09:28 AM	Large trucks and loud vehicles can scare the horse. Also gravel trucks that scatter gravel on Road 113 that makes it hard for cycling
12	Feb 05 2019 09:24 AM	They put rumble strips along US 68 last year just on the outside. A+ :) thank you! Hardin C. put them in the middle also, Hardin C. also has a wider berm, Logan C. doesn't have a wide enough berm to totally get off with a horse drawn vehicle. US 68 has lots of traffic, too many large semi-trucks! Reducing speed limits or better monitoring.
13	Feb 01 2019 09:00 AM	To make sure of lighting and reflectors on back and sides. One can not text - goggle or constantly be on the phone and still be alert of slow moving vehicles.
14	Feb 01 2019 08:26 AM	Motorists ignore turn signals on horse drawn vehicles
15	Feb 01 2019 08:22 AM	We would very much like to have a 8' or 10' berm on the side of SR 235 from Degraff to CR 215 or 274 or SR 47 from Maple Wood to past Bellefontaine to Interstate 33, so the buggies (animal drawn vehicles) could be off of the main road and be out of the fast cars, etc. way and hopefully more safe, as there were a few wrecks already and one young wife got killed recently

Medina

Answered	**4**
Skipped	**27**

Respondents	Response Date	Responses
1	Jul 19 2019 02:47 PM	We have to teach our AMish where to drive and when to turn. Please feel free to contact me,
2	Jul 19 2019 02:12 PM	Drunk Driving and cell phone usage by english users
3	Jun 07 2019 01:27 PM	We have mostly straight roads and not many hills in our area and most of our bad accidents happen in bright daylight. People on their phone and before they know it they're on a buggy.

4	Jun 07 2019 01:24 PM	Honestly, I would have to say I have the biggest concern while I am driving in broad daylight on a straight flat road

Morgan

Answered	**6**
Skipped	**6**

Respondents	Response Date	Responses
1	Sep 04 2019 09:35 AM	SR 377 and Goshen Run Rd in hill areas need wider shoulders.
2	Sep 04 2019 09:34 AM	Some roads need better shoulders to allow passing
3	Sep 04 2019 09:32 AM	Some places I travel, I cannot get off of the road far enough to allow cars to pass
4	Sep 04 2019 09:29 AM	Motor vehicles pass in no passing zones or at curves. Unsafe bc view is blocked
5	Jun 10 2019 12:36 PM	Not very many buggies get hit over the hills and around curves, but on a straight stretch. We need to depend on a higher hand than any man-made light
6	Feb 05 2019 10:28 AM	There is a big concern going uphill when a lot of motor vehicle drivers pass around and they cannot see what's coming ahead

Morrow

Answered	**50**
Skipped	**36**

Respondents	Response Date	Responses
1	Jul 19 2019 06:16 AM	Buggy lane down hill is just as important than up hill
2	Jun 13 2019 10:00 AM	School children going to and from school on a paved county road in rough condition and uneven berm with a well traveled road
3	Jun 13 2019 09:55 AM	I think it would be a good idea for ODOT to insinuate to the "Amish" to have LED powered lights instead of some buggies having the very dim lanterns and some have LED powered lights. My hope would be that ODOT and the Amish would continue to reach an equilibrium on this matter. Thank You
4	Jun 13 2019 09:50 AM	School children crossing and walking on SR 314
5	Jun 13 2019 09:48 AM	To many people on their phones and not paying attention

6	Jun 13 2019 09:35 AM	Hand turning signals are not respected when driving a buggy. Lower speed limited to 45 mph on SR 314 it could help the state make more
7	Jun 13 2019 09:32 AM	Guard rail too close on the road, no room for school children to get off the road. Examples, SR 314 and CR 22 going north 1st 2 miles
8	Jun 13 2019 09:30 AM	Suggestion, put signs up for reduced speed from Johnsville to Chesterville and patrol it and enforce it and also the county roads and township roads are too narrow and vehicles drive too fast
9	Jun 13 2019 09:26 AM	I like to have a buggy road and travel morning and evening things that could happen
10	Jun 13 2019 09:23 AM	Motor vehicle drivers who call/text while driving. Drunken/drugged drivers. Buggies with inadequate lights after dusk/dark.
11	Jun 13 2019 09:21 AM	Buggy lane on SR 314
12	Jun 13 2019 09:16 AM	Top priority = buggy lane on 314
13	Jun 13 2019 09:14 AM	We went over the ditch once last winter when we met a snow plow that didn't stop
14	Jun 13 2019 09:12 AM	Wish there would be more control on some back roads, cars and trucks going too fast (especially TR 80)
15	Jun 13 2019 09:11 AM	There is a lot more traffic today on the road than there was 10 years ago. I think we that have buggies or any horse drawn vehicle on the road today should make ourselves as safe as we can. A set of good flashers and battery lights should be used, it's not like 15-20 years ago. The young generation as far as motor vehicles drive always in a hurry.
16	Jun 13 2019 09:07 AM	I think all buggies should have LED lights and flashers
17	Jun 13 2019 09:06 AM	I am always concerned to make a left turn when we stop on an intersection to make a left turn traffic will at times go on and pass. I think traffic comes up too close to the buggy when we pull up and stop at a crossroad.
18	Jun 13 2019 09:04 AM	Speed limit should be reduced on SR 314. Speed limit should be enforced on 314. Large trucks travel too fast.
19	Jun 13 2019 09:02 AM	Some drive too fast, they go around when not safe, they go around on crossroads
20	Jun 13 2019 09:00 AM	School children walk to end from school on 314 then to the right on CR 22
21	Jun 10 2019 01:53 PM	Animal drawn vehicle going up a hill where horse might be too slow should get off the road to be free traffic if room on the side - traffic behind buggy should not take risk to pass at such unsafe places. Respect either way does a lot.

22	Jun 10 2019 01:49 PM	Driving safe when passing buggies should be taught to students obtaining drivers licenses. Slowing down is important when passing or meeting buggies, also on country roads as those are narrower
23	Jun 10 2019 01:46 PM	We see a lot of vehicles crossing double yellow lines and also passing on hills when passing animal drawn vehicles. Slowing down is important when passing or meeting buggies also on Co. Rds. as those are narrower
24	Jun 10 2019 01:44 PM	Add another lane and patrol a little more
25	Jun 10 2019 01:14 PM	We see a lot of vehicle drivers using their phones. Enforcing the speed limit at 55 mph. Maybe considering doubling the fines in the horse and buggy zones, between Johnsville and Chesterville on SR 314
26	Jun 10 2019 01:12 PM	We see a lot of vehicles crossing double yellow lines and also passing on hills when passing animal drawn vehicles
27	Jun 10 2019 01:10 PM	I see many vehicles passing me at an intersection
28	Jun 10 2019 01:08 PM	Vehicles with high speed intoxicated drivers
29	Jun 10 2019 01:05 PM	Vehicles passing on double yellow lines on hills and curves
30	Jun 10 2019 12:55 PM	The majority of people with cars don't pay any attention to the turn signals, and pass you anyhow.
31	Jun 10 2019 12:05 PM	What scares me is people texting and on phone
32	Jun 10 2019 12:04 PM	Please dim lights. Vehicles: please stay behind buggies while going uphill til they can see
33	Jun 10 2019 12:01 PM	The little scooters should not be allowed on the road for children. I saw where a child got almost hit by a car one time.
34	Jun 10 2019 11:47 AM	I think battery (LED) powered lights and turn signals should be considered very important on a slow moving vehicle!!!
35	Jun 10 2019 11:44 AM	I know that there is a flasher that is too bright as when you come from the back you can't see if it is a buggy or a motorist's vehicle so it blinds you, so bright is not always better
36	Jun 10 2019 11:38 AM	Way too much truck traffic on CR 22 for the condition it is in. Water laying on the road because berm too high. When meeting someone you get splashed from oncoming traffic. Please help get our road in a safer condition.

37	Jun 10 2019 11:35 AM	My concern is that I see a lot of buggies driving out past the white lines toward the ditch (which sometimes makes 3 wide). Maybe a buggy lane would help. Seems like the reason why the Amish drive sometimes almost in the ditch is that they are afraid to be fully on roadway (314)
38	Jun 10 2019 11:32 AM	We drive on SR 314 a lot after dark and before dark and a lot of cars and semis pass in dangerous areas where there is a solid yellow line on our side
39	Jun 10 2019 11:30 AM	We don't have turning signals and I think that makes it very unsafe on state routes. They don't know why your horse is stopping on the road. Young folks do have battery lights, but no blinkers. It makes it hard to see if it is a motor vehicle or a buggy.
40	Jun 10 2019 11:27 AM	I would encourage the speed limit to be reduced by 10mph on SR 314 between 121 and Johnsville! My suggestion would be to have LED lights and blinkers on all horse drawn vehicles. Thank you for your concern!
41	Jun 10 2019 11:24 AM	I was hit by a car, or side swiped. My 2 wheel cart. The driver said he took his eyes off the road for a minute and didn't see me in daylight. I think he was on his phone. We really appreciate you checking into this matter. Maybe flashing signs would help, or buggy lane from CR 13 to Johnsville. Thank you so much.
42	Jun 10 2019 11:21 AM	Having a horse that shies about stuff and jumps in front of a motor vehicle
43	Jun 10 2019 11:18 AM	Concerned about motor vehicles passing buggies with oncoming traffic!
44	Jun 10 2019 11:17 AM	My comment would be to double the amount of the fines when speeding in horse and buggy areas. 2nd comment to give tickets to horse drawn vehicles that are not properly lighted at dusk or in dark.
45	Feb 11 2019 02:17 PM	My hope would be that at some point in the near future it would become mandatory to use 12 volt lighting instead of kerosene lamps for our source of lighting. At this point many of our people would be in favor of this, but still not enough to make it happen
46	Jan 31 2019 03:10 PM	The huge combines and gravity wagons don't have any common sense on how fast they go on small roads
47	Jan 31 2019 03:08 PM	Good lights when walking or driving buggy. Concerned about Ashland and Lodi Amish not having good battery lights or blinkers. We folks here push hard for good lights in dark. Some drunk drivers (cars or trucks)

48	Jan 31 2019 03:00 PM	When driving horse and buggy, we see so many cars with the driver on the phone or texting. That is what scares me.
49	Jan 31 2019 02:58 PM	Motor vehicle drivers should be informed that upon meeting with a horse drawn vehicle, please slow down! Even though we have good control of the horse, the unexpected can happen, like spooking about something in the ditch, etc. Why don't car drivers dim their lights for buggies like they do for cars? It's hard to see where you're going with bright lights in your eyes
50	Jan 31 2019 02:55 PM	Cars and trucks passing us at double yellow lines especially at crossroads - like at County Rd. 97 and SR 314

Perry

Answered	**6**
Skipped	**3**

Respondents	Response Date	Responses
1	Apr 17 2019 10:57 AM	Wider roads with shoulders would be nice, and would make it safer for buggy traffic
2	Apr 17 2019 10:54 AM	Speeding on Marietta Rd. between Bremen and New Lexington, OH is particularly dangerous.
3	Apr 17 2019 10:35 AM	When people pass going uphill, without slowing down to even look to see if there's something coming
4	Apr 17 2019 10:30 AM	Would be nice to have wider roads
5	Apr 17 2019 10:28 AM	My concern would be to have wider roads to pass each other on Hill when we meet each other especially the school bus.
6	Apr 17 2019 10:22 AM	Traffic passing too fast and too close is dangerous, but also I often fear I'll see a bad accident when someone turns way out while passing going up the hill or just before a curve. All roads should be wider and paved. And we need shoulders along the 37, 664, Flagdale, and 668.

Pickaway

Answered	**3**
Skipped	**1**

Respondents	Response Date	Responses

1	Jun 10 2019 01:56 PM	As a father of 7 children, I find it scary to take the family on the public roadways in a slow moving vehicle (buggy). If there is anything I can do to help please let me know.
2	Apr 17 2019 11:31 AM	motor vehicle drivers take too big chances and pass horse drawn vehicles at unsafe places. Example: going up a hill
3	Jan 31 2019 03:05 PM	Too many people drive over speed limit and don't have their vehicle under control

Portage

Answered	**3**
Skipped	**10**

Respondents	Response Date	Responses
1	Aug 28 2019 11:51 AM	Speed limit on SR 305 is too high
2	Aug 28 2019 11:49 AM	too many blind areas on SR 305 and SR 282 to see and pass animal drawn vehicles
3	Aug 28 2019 11:48 AM	Hard to see at night at low light on roads with small hills

Richland

Answered	**51**
Skipped	**39**

Respondents	Response Date	Responses
1	Jun 07 2019 01:31 PM	It is appreciated if approaching a horse drawn vehicle and the motorist has an extra-wide and/or flapping (think of tarps) loads if they slow down to pass. Animals (horses) experience fear and may bolt or jump in the ditch. Also when passing bikes from the rear give them space, especially children
2	Jun 07 2019 01:02 PM	Biggest problem with driving on route 13 is people who pass buggies and horses without slowing down a lot and make oncoming traffic move over and slow down making a three lane road. Would help considerably with a buggy width shoulder along route 13
3	Jun 07 2019 12:44 PM	Motor vehicles passing too closely (less than 5 feet) while bicycling. High beams not dimmed occasionally on approaching vehicles

4	Jun 07 2019 12:41 PM	We appreciate our traditional way of travel allowed by government in a fast-paced world. I'd say a big risk related to horse drawn vehicles is a fresh unbroken young horse not accustomed to heavy traffic
5	Jun 07 2019 12:38 PM	My biggest safety concern is the potholes on Free Rd and the cracks that the narrow wheel go in that can throw you off
6	Jun 07 2019 12:18 PM	Free Road is unsafe because the surface is so bad shape
7	Jun 07 2019 12:14 PM	It's nice to see horse and buggy signs in our area
8	Jun 07 2019 12:13 PM	I feel using adequate lighting (i.e. LED lights, blinkers) and SMV, turn signals greatly improves safety. Rome Greenwich & Free Rd intersection is unsafe due to motorists running the stop sign at full speed. We have lived here nearly 18 years and I've lost count of the accidents. No fatalities that I can recall
9	Jun 07 2019 12:10 PM	I am always concerned about speeding drivers and texting or making calls while driving
10	Jun 07 2019 11:28 AM	Cars often do not respect the turn signals and hand signals of buggies. When the vehicle behind you stops - the vehicle behind the stopped vehicle often passes both at a fast speed. I've seen it happen on SR 13 and SR 96.
11	Jun 07 2019 11:26 AM	All bikers wear safety vests
12	Jun 07 2019 11:21 AM	We would appreciate if the road would be fixed in Adario. Most vehicle drivers are courteous... We appreciate them and try to be courteous and careful drivers too.
13	Jun 07 2019 11:18 AM	SR 603 especially has a number of very deep ditches with no guard rail between Kaster Rd. and Ganges 5 Points Rd
14	Jun 07 2019 11:16 AM	One concern we have is when there is a motor vehicle passing us (an animal drawn vehicle) from behind with oncoming traffic, which make it 3-abreast on the roadway, and puts all 3 of us in a dangerous situation, especially when they are semis, we see this happen mainly on State Highways. When this happens the anxiety goes up :)
15	Jun 07 2019 11:13 AM	Cyclist should be required to wear safety vest. Buggies should always use turn signals. Traffic needs to recognize buggy as legal traffic
16	Apr 12 2019 01:31 PM	I am impressed how some snow plows and siren related vehicles stop their plowing or sirens til they pass the horses. Some don't. I'd prefer not having the rumble strips along side of road, it spooks the horses, and makes them sidestep. The ones on 13.

17	Apr 12 2019 01:27 PM	I have had vehicles quite frequently pass our horse drawn buggy when there is another vehicle coming towards us so that we are three abreast or the oncoming vehicle has to slow way down to avoid a crash. Then the vehicle that is passing cuts us short. Even though we are driving at the edge of the road, sometimes I feel we are better off driving closer to the center of the road but out of respect to the faster vehicles I don't like to.
18	Apr 12 2019 01:23 PM	Some keep on passing as most will not observe a turn signal
19	Apr 12 2019 01:21 PM	It would be nice to have 1-2 ft shoulders on SR 603. This would give more margin for error (if a horse spooks or a motorist swerves)
20	Apr 12 2019 01:14 PM	Rough roads
21	Apr 12 2019 01:13 PM	Motor vehicles could drive slower on secondary roads. Dinginger Rd between Bowman St Rd and Plymouth-Springmill Rd should be redone, also most of Free Rd. Pot holes could be dangerous
22	Apr 12 2019 01:06 PM	In a buggy you cannot depend on turning signals. I have been stopped, waiting to turn left out in the right lane, turning signals on, and just ready to turn someone comes out around
23	Apr 12 2019 01:04 PM	I have a big concern about texting and using the phone while driving. We need to stress on bike and buggy drivers using safety also. Thanks for showing your concerns. We all need to work together.
24	Apr 12 2019 01:01 PM	Equipped with good mirrors as to be aware what is approaching from rear - and pull off to right if possible if rear traffic can't safely pass for courtesy and less back up traffic
25	Apr 12 2019 09:31 AM	Cars passing while going uphill. When traveling on a big highway - cars passing while something is coming in the front.
26	Apr 12 2019 09:29 AM	We see this all the time, cars passing us going uphill, they can't see over the top of the hill. Cell phone distraction, while walking along road driver looks down, we have to jump to side to avoid being hit. Cars passing bikes too close.
27	Apr 12 2019 09:21 AM	Law officers need to be educated on which side of the road cycles need to ride. We own Ever-Green Bicycles LLC, please call Leon @ 419-687-0248
28	Apr 12 2019 09:19 AM	Vehicles pass horse and buggies on 2 lane routes like SR 13 even with oncoming traffic, sometimes making 3 lanes - dangerous. Free Rd is very rough for bicycle traffic.

29	Apr 12 2019 09:15 AM	Vehicles passing on hills or at crossroads
30	Apr 12 2019 09:14 AM	We have some fast moving landfill trucks on Crum Rd
		We appreciate law officials keeping law and order on our roads, keeping the speed limits under control.
31	Apr 12 2019 09:05 AM	Thank you
32	Apr 12 2019 08:57 AM	Crossing SR 603 on Willet Rd
33	Apr 12 2019 08:54 AM	Make hand held devices illegal when driving please!
34	Apr 12 2019 08:50 AM	People passing on a hill
35	Apr 12 2019 08:48 AM	Rough roads, potholes, and cracks not repaired, not safe for cycling. Dinnings Rd and Free Rd are bad.
36	Apr 12 2019 08:45 AM	Buggies with no safety equipment
37	Apr 09 2019 12:45 PM	Most vehicle drivers are courteous, we appreciate this. However we also have our duty to respect traffic laws. Bicycle riders have often been observed to ride more than 2 abreast which we regret that it happens. Maybe highway patrol needs to issue citations - we are no different than anyone else on the road. Also, it seems few vehicle drivers see or understand left turn signals, some even speed up!
38	Apr 09 2019 12:36 PM	Cycling or pedestrian we do much more when weather is warmer.
39	Apr 09 2019 12:34 PM	Free Rd. terrible rough and unsafe. Nasty potholes. Horses can twist an ankle causing lameness and high vet bills.
40	Apr 09 2019 12:32 PM	My biggest concern is distracted driving, texting-DUI-etc. There should be more licenses revoked for this.
41	Apr 09 2019 12:28 PM	Crossing roads at crossroads where there are hills, banks, trees causing poor visibility for oncoming traffic.
42	Apr 09 2019 12:22 PM	Free Rd. is terrible full of potholes. Dangerous when traveling by night. Needs to be repaved ASAP
43	Apr 09 2019 12:19 PM	Some roads are bad with potholes & cracks - rough surfaces including Free Rd., Wells Rd., county roads are worse than Twp Rds.
44	Apr 09 2019 11:08 AM	Thank you for the horse & buggy/bicycle friendly system
45	Apr 09 2019 11:07 AM	Better roads so horse doesn't stumble and bicycle tires don't hit causing drivers to swerve to avoid them.
46	Apr 09 2019 11:01 AM	One of our concerns is the condition of some or most of the roads. There are holes some places that could break a horse's ankle and throw a bicycle rider. Big combines that take up the whole road and tractors with equipment.

47	Feb 11 2019 01:38 PM	There is some serious concern of quite a lot of motor vehicle passing buggies behind hills, with almost 0 vision of oncoming traffic! Also motor vehicle drivers using cell phones, which is very dangerous to slow moving vehicles.
48	Jan 29 2019 02:31 PM	We need buggy lanes along SR 314 because of heavy traffic at times
49	Jan 29 2019 12:09 PM	Going up a hill and around a curve and we can't get off of the road so the traffic can keep on going.
50	Jan 29 2019 08:59 AM	Wearing a reflective safety vest while walking or cycling greatly improves visibility
51	Jan 28 2019 12:57 PM	90% of our area people are respectful to slow down for horse drawn vehicle travelers - and we appreciate it. 10% are not respectful especially the landfill trucks - a no-no - is floppy tarps on trucks and splashing water or slush towards horses from puddles on the road.

Trumbull

Answered	**5**
Skipped	**12**

Respondents	Response Date	Responses
1	Aug 27 2019 10:46 PM	motor vehicles ignore turn signals
2	Aug 27 2019 10:40 PM	Lower speed limits on back roads
3	Jan 29 2019 03:27 PM	My biggest concern is scooters and pedestrians after dark without reflective gear and lighting.
4	Jan 29 2019 03:03 PM	Would want the walkers, bikes, etc. to wear better reflective wear
5	Jan 29 2019 02:59 PM	We feel privileged and honored to be able to travel our roads in horse drawn vehicles in the year 2018. While there are challenges at times, generally the public in this area are well accepting of Amish people, as they have been for many years. Thank you for all your efforts in ensuring safety for everybody!

Tuscarawas

Answered	**33**
Skipped	**26**

Respondents	Response Date	Responses

1	Feb 11 2019 03:41 PM	I don't think the Amish realize how dangerous their modes of transportation are because they have never driven a car. Many still don't use proper lighting/reflective gear, and ride their bikes or walk two abreast. Perhaps paved berms would help.
2	Feb 11 2019 03:31 PM	No license plates - don't get over - no turn signals - driving golf carts again with no license plates (on the road) using tractors and wagons for pleasure again with no license plates - people riding on or in the wagon or trailer. We are not allowed to ride on the back of trucks. No seat belts.
3	Feb 11 2019 03:23 PM	A lot of accidents could be prevented if people would be more patient and wait til they can see well enough to pass. And then give at least three feet or more clearance.
4	Feb 11 2019 03:20 PM	Vehicle drivers passing buggies on a hill or knob or intersection
5	Feb 11 2019 03:19 PM	Drivers honoring turns signals on buggies
6	Feb 11 2019 12:34 PM	Drivers in too much of a hurry and not giving enough clear distance when passing bicycle or buggy
7	Feb 11 2019 12:31 PM	I try staying off state routes
8	Feb 11 2019 12:27 PM	Some roads have wide berms to travel on, thanks a lot!
9	Feb 11 2019 12:25 PM	People passing too close when on bicycle!
10	Feb 11 2019 12:22 PM	Vehicles pass too close to bicycle
11	Feb 11 2019 12:20 PM	At a stop light, people drive/stop close to buggy. If horse would backup buggy could hit vehicle. I think lot of people don't know that danger
12	Feb 11 2019 12:18 PM	Enforce laws on tractor speed and battery bike speed
13	Feb 11 2019 12:15 PM	I drive a car. It is very dangerous when buggies, bikes, and walkers do not stay to the side of the road. Bikers and walkers drive down the road side by side not single file. At night only a small flashlight that is turned on only when they see a car. Young kids under 13 driving a pony cart on the main highway alone without adult supervision. Groups of teenage bike riders fill the whole road who do not get over daring you to hit them.
14	Feb 11 2019 12:10 PM	I ride my bike to work on SR 93 and I have to sometimes just shiver when some semis pass me with just inches between my handlebars and the semi truck. There's not a very wide space between the white line and the edge of the road towards Baltic. Would be very nice to have a bicycle/buggy lane
15	Feb 11 2019 12:06 PM	Would be good if buggy lanes were on SR 93 from Dundee to Sugarcreek and Baltic

16	Feb 11 2019 12:03 PM	We live on Ragersville Rd. TR 46. We have a steep hill going into Baltic. There is no buggy lane and the motor vehicles get very impatient, especially the big trucks that are loaded with feed or logs.
17	Feb 07 2019 11:51 AM	We drive bicycles after with good light
18	Feb 07 2019 11:49 AM	Traffic driving too close to bicycles
19	Feb 07 2019 11:47 AM	We feel some of these hills need buggy lanes. 3 of our children (2 bikers & 1 sulky) were hit on the Jeff Davis Hill. They were traveling south on the Jeff Davis Hill. The hill between Shutt Valley Rd. and Hickory Dr. is hazardous. Motorists pass bikers then stop at the bottom of the road to turn left. Where is the biker to go, or they pull out of Hickory Dr. in front of bikers coming down the hill. One of our boys (on bike) was passed, then the vehicle turned right into driveway. He broke the vehicle's mirror with his head. These were all separate incidents. 3 were not reported.
20	Feb 07 2019 11:42 AM	Buggy lanes on hills
21	Feb 07 2019 09:30 AM	We have a turn signal on our buggy, but it is seldom observed by motorists, which is frustrating and dangerous!
22	Feb 07 2019 09:27 AM	Pedestrian wear safety vest - it makes them very visible
23	Feb 07 2019 09:24 AM	When on the road with horse drawn vehicle I think all should give respect to cars so they can pass - ? If I bear to right to give room to cars to pass and there is a crash is it my fault because I was part way off the road?? I would like to hear your answer
24	Feb 07 2019 09:16 AM	A big concern of bikes bot traveling single style. Motorized vehicle drivers see E bikes as danger. Why? They are hard to pass because of their high speed. Nearly all drivers make negative remarks concerning E bikes.

25	Feb 07 2019 08:59 AM	Motorists passing buggy uphill or top of hills, or on double yellow lines, taking chances then cutting in front of the horse quickly or without enough distance. I feel many motorists misjudge a buggy's speed when passing or turning out of a side road in front of an oncoming buggy. There's been many times when it's been necessary to quickly/fast & hard reel the horse to a halt to avoid getting struck or sideswiped. Tractors are also a nuisance! Horses don't like the roar and blinky lights. Having grown up on SR 651 and realizing the safety and blessing of a buggy lane, I wish all state roads would have a buggy lane. I try to avoid TRs because they are so narrow and dangerous! Most could be widened for safety, cars just coming barreling down the middle.
26	Feb 06 2019 03:15 PM	Some busy roads are not wide enough to ride or walk beside the vehicle traffic with safety because there are a lot of hills and the truck with big loads cannot slow down then they get reckless and pass on a hill where it is not safe. Example: SR 93 north and south out of Sugarcreek
27	Feb 06 2019 03:13 PM	Cars passing me without assured clear distance
28	Feb 06 2019 02:00 PM	I think electric bicycles need a registration and tag regardless of attainable speed. It is a motorized vehicle.
29	Feb 06 2019 01:52 PM	I think it should be a violation to ride bikes side by side. I try to teach my family to ride single-file only
30	Feb 06 2019 01:49 PM	I think lights that blink and numerous lights at various levels are extremely important to outline the object, when only one light is used, a blind spot can cause it to not be visible.
31	Feb 06 2019 01:45 PM	Battery powered motorized bicycles are putting an increased amount of unlicensed and unaware of the rules of the road people out into traffic. These high speed (yes more than 20mph) are much harder to avoid in the regular flow of traffic. They should be required to have some kind of driver registration so they would be knowledgeable of the laws of the roadways.
32	Feb 05 2019 02:48 PM	My biggest concern is being seen when going past an intersection or driveway, etc. as I've been hit once also once where it was only inches also my father-in-law got hit. It seems people are in a hurry and only look for vehicles
33	Feb 05 2019 01:11 PM	I never turn off SR 39 before looking in mirror

Wayne

Answered	**77**
Skipped	**62**

Respondents	Response Date	Responses
1	Aug 28 2019 09:10 PM	I work for the ohio Farm Bureau and I hear members are extremely concerned by the lack of buggy markings in the Homerville area.
2	Aug 28 2019 09:09 PM	E-bikes are too fast, alot of kids are walking around schools
3	Aug 28 2019 09:06 PM	Age restrictions should be enforced for all animal drawn vehicles
4	Jul 21 2019 09:42 PM	Make SR 241 wider
5	Jul 18 2019 01:51 PM	Buggy lanes on SR 94 between Mt Eaton and Dalton
6	Jul 18 2019 01:48 PM	Vehicle drive too close. I was hit on a bike once and now I wear a safety vest.
7	Jul 18 2019 01:45 PM	Feel safer on a state route with a buggy lane than without one
8	Jul 18 2019 01:39 PM	Add flashing caution light on SR 94 northbound before bad hill by Baumgarter Road
9	Jul 18 2019 01:35 PM	Vehicles dont understand the nature of a horse, they sidestep or backup, hitting vehicles
10	Jun 07 2019 12:54 PM	Friday afternoon work traffic is insane in Mt. Eaton. Totally unsafe. I got hit once/within inches countless times
11	Jun 07 2019 12:34 PM	Rough roads where horses could step in potholes and bicycles could hit holes or grooves and cause an accident
12	Jun 07 2019 12:32 PM	A 55 mph drivers do not slow down or turn out far enough for bicycles and buggies
13	Jun 07 2019 12:28 PM	I like when you just touch your horn as you are approaching from behind (on township roads), NOT beside me but 100 ft. behind me. Potholes are a great concern as a horse owner. Because the price of horses is ridiculous I will go left of center on a county or township road rather than have a sprained, or worse yet, broken leg.
14	Jun 07 2019 12:24 PM	I think you are doing a good job. Just keep on doing what you are doing.
15	Jun 07 2019 12:22 PM	There are areas with potholes that are so bad that in trying to dodge them, the horse ends up too close to the center of the roadway
16	Apr 17 2019 09:05 AM	Buggy lanes on SR 94 between Mt. Eaton and Dalton would be great.

17	Apr 17 2019 09:03 AM	Some car drivers see how close they can pass without hitting you. I was hit on Kidron Rd. on bicycle one time ended being a hit skip. I later approached him and he denied it. I made report when accident happened to State Patrol. I started to wear safety vest after accident. Highly recommended.
18	Apr 17 2019 09:01 AM	I feel much safer driving my horse and buggy on a state route with a buggy lane than if there isn't one even with less traffic
19	Apr 17 2019 08:54 AM	I would recommend a flashing caution light on SR 94 Northbound before the crest of what we call Bad Hill. Baumgartner Road turns left over the crest. The last 5 years has been an increase of buggy traffic.
20	Apr 17 2019 08:49 AM	Regarding lack of understanding the nature of a horse, they may tend to back up or sidestep, hitting motor vehicles if too close
21	Feb 11 2019 02:04 PM	We do not like the ripples in the center of the roads. It makes an extra scary noise when passing our vehicle.
22	Feb 11 2019 01:50 PM	Our biggest concern is people passing us when we are biking. So many people pass when there is oncoming traffic, forcing us or the oncoming traffic off the road. There have been many times that cars have passed us with only 12"-18" between us. That's too close!
23	Feb 11 2019 01:47 PM	Any major state route with no buggy lanes we horse and buggy people need to have bright lights, SMV emblem, and arrange blinker in the back. I like the Swartzentruber Amish people, but I have great concerns about their kerosene lanterns, since they use horse and buggies to go to work every day. This is low light condition and dangerous.
24	Feb 11 2019 01:41 PM	Appreciate the buggy lanes
25	Jan 29 2019 02:41 PM	Try to turn left off of SR 250 heading east at S. Carr Rd. Can be interesting. Crossing that same intersection is tough for sure in the mornings and evenings with school and work traffic. Crossing the road into Paws Country Market is hard also. I believe installing a traffic light such as the one by Kidron Road would help a lot.
26	Jan 29 2019 02:29 PM	Vehicles coming behind and passing over a hill on a busy road
27	Jan 29 2019 02:27 PM	Potholes on S. Carr Rd. between E. Moreland Rd & Criswell Rd.

28	Jan 29 2019 02:08 PM	If we use our turn signals and people don't obey them. Our daughter was on the way home from a friends house and wanted to turn in our driveway a car passed between her and the driveway. She was using the turn signal
29	Jan 29 2019 02:06 PM	Aggressive drivers that want to crowd you off the road. Drivers not patient and passing unsafely. Drivers not using caution around horses. But most motorists use respect around horse drawn vehicles.
30	Jan 29 2019 01:57 PM	We need buggy lanes on some mature roads like S. Carr Rd. and Mt. Hope Rd. and Kidron Rd. The buggy lane along CR 77 in Holmes Co and a better view at some crossroads is a nice improvement.
31	Jan 29 2019 01:37 PM	Having an animal drawn vehicle - have turning signal on to turn in our lane and motor vehicle just whiz around passing us from behind - also just at a stop sign (intersection) having surn signal on and car from behind comes up right beside you and turns before we can. Also when at intersection and us having no stop sign and others do and they go ahead and we at times have to stop
32	Jan 29 2019 01:34 PM	To often vehicles ignore turn signals. When making left turns we have to make sure someone doesn't quickly try to pass yet.
33	Jan 29 2019 01:25 PM	Most everybody is very respectful on the roads which is lots to be thankful for.
34	Jan 29 2019 01:22 PM	The vehicles that pass a buggy on a hill where you cannot see if a vehicle would come the way it really scares us. We try to pull off and let them pass if possible, but it's not always possible.
35	Jan 29 2019 01:18 PM	Any moving equipment can scare a horse, you then have little control
36	Jan 29 2019 01:12 PM	Concerns are: being hit by a vehicle passing too close; vehicles passing at or close to an intersection. Sometimes a motor vehicle will not pass an animal drawn vehicle on a double yellow line when it would be safe to pass because of the speed of the animal.
37	Jan 29 2019 01:08 PM	We need a 45 mph zone from Mt. Hope to Mt. Eaton on SR 241. We do not see a state highway patrol. Heavy traffic at 4:30 to 7am - 4 to 6pm

38	Jan 29 2019 01:03 PM	My biggest safety concern is aggressive motor vehicle drivers who pass buggies too closely or pass at the crest of a hill with very little sight distance. I wish to thank the ODOT for implementing a buggy lane on US 250. We appreciate anything that is done to maintain that lane. Let's keep working together for safe roadways.
39	Jan 29 2019 12:59 PM	Large signs or trees obstructing the view at the crossroads blocking the view of oncoming traffic
40	Jan 29 2019 12:55 PM	Sets all work together to get additional funding for our unsafe county roads in SE Wayne County. Like a sales tax increase 3% for the jail, 2% for county roads. This way we would all pay at same level.
41	Jan 29 2019 12:51 PM	Vehicle drivers should not drive over speed limit
42	Jan 29 2019 12:49 PM	Motor vehicles passing on hills
43	Jan 29 2019 12:47 PM	People should wear safety vests when cycling or walking day or night
44	Jan 29 2019 12:40 PM	Everybody should have safety vest when walking or biking, also helmets when biking. Have good LED powered light and blinking light on back of buggy an absolute must have.
45	Jan 29 2019 12:37 PM	Encourage better lighting on all buggies along with educating buggy drivers
46	Jan 29 2019 12:32 PM	Tall grass and corn growing close to intersections obstructing view. Deep ruts at edge of pavement and washed out shoulders, causing extreme wear on buggy wheels. Also being hazardous for bicycles and scooters. Sleek pavement going down hill causing horses to slip. A lot of intersections on SR 250 have obstructions, being able to see only a short distance.
47	Jan 29 2019 12:27 PM	We appreciate when buggies, horses, bikes, and people are well lit in dusk/dark situations! There are people in our household that drive cars/truck in the dark to/from work; they meet people biking and walking that are basically unmarked! Even with a flashlight on them, an oncoming vehicle's lights are bright enough, the walker "disappears." That's scary! Things that are helpful are blinking lights, reflective tape on buggy spokes (so can be seen from the side @ crossroads), reflective footbands on horses and people's legs, reflective armbands, SMV emblems, lights on a headband

48	Jan 29 2019 12:22 PM	Motorized vehicles not paying attention to turning signals on buggies. Buggy lanes are not wide enough!! Motor vehicles passing too close (not turning out far enough) and with oncoming traffic then cutting in sharply in front of the horse or bike.
49	Jan 29 2019 12:17 PM	We have seen both cars and bikes or buggies driving in ways that were not too safe. Maybe more education on Traffic laws?? When on a bike a lot of cars pass way too closely. This is not a good feeling for the person on the bike
50	Jan 29 2019 12:13 PM	Is traffic from rear-driver texting, or otherwise distracted while approaching my buggy (horse drawn)?
51	Jan 29 2019 11:13 AM	We use steel rim wheels and hitting pot holes is nothing but frustrating, hard on carriages. It's dangerous to run horses over top of pot holes because of sprained angles so we have to dodge them - is this dangerous??
52	Jan 29 2019 11:11 AM	Dimly lit buggies and pedestrians
53	Jan 29 2019 11:09 AM	On SR 250 when truck passes my horse and buggy he may drive on rumble strip. My horse goes crazy!
54	Jan 29 2019 11:07 AM	I currently don't have a horse but the above questions also concern me regarding riding a bicycle and walking on foot
55	Jan 29 2019 11:04 AM	Rough roads; drop off along side of road
56	Jan 29 2019 11:03 AM	We've had people pass so close while biking it is so uncomfortable.. Or people turn in front of a bicycle... **We have called in numerous times to have a State Highway Patrol sit at our driveway... 10555 Massillon Rd. Fredburg 44627
57	Jan 29 2019 10:59 AM	Always be careful when passing, especially on hills and at intersections. Haste makes waste!
58	Jan 29 2019 10:56 AM	More room to get off road would be great! Thanks for your concern
59	Jan 29 2019 10:54 AM	Pot holes are a big reason for lame horses and broken buggy wheels. Also chip & seal roads are very slippery in fall and winter which results in unsound horses. Black top is far superior. I bike from Kidron to Charm about once a month. I have had a few close calls from trucks passing too close. Sometimes the road is rutted and not safe to drive at the side and people think I should get over. I'd love to get over if it were maintained.
60	Jan 29 2019 10:48 AM	People not seeing turning signals. Crowding when passing us

61	Jan 29 2019 10:45 AM	Bad roads or bad buggy lanes not safe to drive on. Holes in roads - horses may hurt legs. Also hard on buggy wheels
62	Jan 29 2019 10:36 AM	Horses sometimes like to back up while waiting at stop signs. Good idea to keep other vehicles far enough behind so it doesn't hit them. Horses spooking from big tractors or trucks, or spooking from things beside the road
63	Jan 29 2019 09:58 AM	I am grateful for the buggy lanes along CR 77 and 241 in Holmes County, although I don't travel those roads very often I think it is a great asset for the local community.
64	Jan 29 2019 09:53 AM	motor vehicle drivers on their cell phones. We live by Harrison & Kansas Rd. crossroad and it is unreal how many drivers you see on their cell phones. The condition the Harrison Rd. between Fred. and Mt. Eaton is in.
65	Jan 29 2019 09:47 AM	Cars and trucks passing too close to bikes and buggies. Cars and trucks passing you going up a hill and can't see what is on the other side. We hold our breath and hope nothing comes the other way. Motor traffic at high rates of speed.
66	Jan 29 2019 09:43 AM	Pony carts need to show up. And maybe we have too many too small-young children driving. Battery bicycles should be banned. Their speed does not fit into the other traffic that is on the road and makes it dangerous.
67	Jan 29 2019 09:40 AM	Roads that don't have a buggy lane; people passing even though you have your turn signal on; thanks for the buggy lanes that we have
68	Jan 29 2019 09:28 AM	Harrison Rd. is so bad with potholes and needs repaved. Our neighbor was walking and stepped in a pothole and sprained her ankle, this was between Leaman Rd. and Apple Creek Rd. People have ruined lots of bikes and buggies due to this, plus one horse that we know of broke his leg and had to be put to sleep. Our churches pay for the road maintenance every year for damage caused by horse and buggy traffic, so I feel they should use that money for repairs instead of using it elsewhere.
69	Jan 29 2019 09:24 AM	The speed of traffic. Drunk drivers.
70	Jan 29 2019 09:22 AM	Vehicles passing buggies too close, esp. trucks with trailers and at times going up hill where they can not see ahead far enough
71	Jan 29 2019 09:20 AM	Passing bicycles with not enough space
72	Jan 29 2019 09:14 AM	Most people are too much in a hurry. Passing too close

73	Jan 29 2019 09:11 AM	Would be nice to have a buggy lane along some major roads such as US 250 or SR 301 where a lot of buggies travel
74	Jan 29 2019 09:06 AM	Condition of the roads for bicycle traffic. Our family does a lot of biking and the condition of the roads concern me.
75	Jan 29 2019 09:02 AM	We, as Amish people, greatly appreciate the right to drive our horse vehicles on our public roads. Sorry - about the tractors and golf carts that some drive on the roads
76	Jan 28 2019 12:37 PM	High speed motor vehicles passing animal drawn vehicles over hills where it is impossible to see what's in the front coming your way. Crossing the road with farm machinery with high speed motor vehicles on TR 363 between SR 250 and SR 241. Mt. Hope Rd.
77	Jan 28 2019 12:25 PM	Reckless operators, battery bikes going too fast, and buggy lanes that are too narrow

Question 9: Please list below the routes that people in your household regularly travel using an animal drawn vehicle, riding a bicycle, or walking. Please include major cross streets along each route where you typically begin and end your journey.Example: Along SR 7 between SR 84 and US 322

Adams

Answered	**13**
Skipped	**1**

Respondents	Response Date	Responses
1	Feb 11 2019 02:30 PM	Unity Road and Wheat Ridge Rd. also some on Tater Ridge Rd.; All heavily traveled with big rig trucks
2	Feb 05 2019 10:14 AM	Duffy Rd. between Unity Rd. and Wheat Ridge Rd.; Unity Rd. between SR 32 and SR 247
3	Feb 05 2019 10:03 AM	Wheat Ridge Rd. between SR 41 and Duffy Rd. and Grace's Run Rd. between Duffy Rd. and Cutacross Rd.
4	Feb 05 2019 10:00 AM	Along Wheat Ridge Rd; Sometimes on Rt. 32 between 247 & Rt. 41
5	Feb 05 2019 09:53 AM	Wheat Ridge Road between SR 41 and SR 247
6	Feb 05 2019 09:50 AM	Along Wheat Ridge Rd. to Grace's Run Rd. to US 247 North
7	Feb 05 2019 09:49 AM	Along Unity Rd., Wheat Ridge Rd., Tater Ridge Rd., and SR 32 in Adams Co., Ohio
8	Feb 05 2019 09:46 AM	Duffey Rd. and Wheat Ridge Rd.
9	Feb 05 2019 09:45 AM	Along Unity Rd. & Wheat Ridge Rd.
10	Feb 05 2019 09:43 AM	Coon Hill Rd. Winchester OH; SR 247 between Seaman West Union; Graces Run Road
11	Feb 05 2019 09:41 AM	Along SR 137 and 247 also crossing US 32
12	Feb 05 2019 09:40 AM	SR 247 between West Union, OH and Seaman US 32; Tom Brown Rd. - Unity Rd. - Wheat Ridge Rd.
13	Feb 05 2019 09:38 AM	Along Tater Ridge Road and Wheat Ridge Road and a bit on Murphin Ridge Rd. for work with bike

Ashland

Answered	**40**
Skipped	**19**

Respondents	Response Date	Responses
1	Aug 28 2019 09:31 PM	CR 1008 and SR 545 intersection. limited visibility
2	Aug 28 2019 11:56 AM	Along TR 1008 crossing SR 545
3	Jul 22 2019 08:44 AM	Along SR 179 from Mohicanville and CR 175
4	Jul 22 2019 08:33 AM	TR 2252, SR 95
5	Jul 19 2019 02:49 PM	SR 301, US 42, CR 500, CR 175
6	Jul 19 2019 02:32 PM	US 42 from SR 89 to SR 301, SR 301 from SR 302 to SR 162
7	Jul 19 2019 02:27 PM	CR 281, SR 224, SR 301
8	Jul 19 2019 02:25 PM	SR 89, US 42, SR 302, SR 604
9	Jul 19 2019 02:23 PM	US 224 and SR 301
10	Jul 19 2019 02:18 PM	CR 620 to SR 301, CR 604 from West Salem to Homerville
11	Jul 19 2019 02:17 PM	US 42 from Ashland to Lodi, US 301 from West Salem to Spencer
12	Jul 19 2019 11:25 AM	CR 500 from TR 251 and SR 58
13	Jul 19 2019 11:23 AM	CR 620, CR 500, SR 89
14	Jun 07 2019 01:21 PM	We try to stay on the county and township roads as much as possible, but sometimes we travel on SR 42 - 301 - 58 - 89
15	Jun 07 2019 01:18 PM	SR 89 from 500 to 302; 302 to Nankin; 58 to Ashland
16	Jun 07 2019 01:15 PM	Along 620 between SR 58 and CR 175; Along SR 58 between TR 700 and CR 620
17	Jun 07 2019 01:13 PM	No one works away from home so we don't have any routes that we travel regularly
18	Jun 07 2019 01:12 PM	We do truck patch farming so our work is mostly at home. The little shopping we do is mostly in the West Salem area and further north
19	Jun 07 2019 01:10 PM	Mostly SR 604 and SR 301
20	Jun 07 2019 01:08 PM	Along SR 301 between West Salem and Pleasant Home
21	Jun 07 2019 01:07 PM	School: Along 620 between SR 42 and TR 251. No other regular route
22	Jun 07 2019 10:40 AM	Along TR 1451 between TR 908 and CR 758 west; CR 758 to Olivesburg Fitchville Rd.
23	Jun 07 2019 10:38 AM	Along Plymouth East between SR 250 and Rome Greenwich; Along Townline between Plymouth East and Crum.

24	Apr 09 2019 11:19 AM	Plymouth east road between Ninevah Rd & Rt. 250
25	Apr 09 2019 11:17 AM	see map
26	Apr 09 2019 11:13 AM	see map
27	Apr 09 2019 11:11 AM	545; CR 1008; Olivesburg Fitchville; Nelson Rd.; Crum Rd.
28	Feb 11 2019 02:02 PM	US 250 between CR 956 and CR 620; SR 96 between Ashland and SR 603
29	Jan 29 2019 02:38 PM	Between US 250 - SR 96 - SR 545
30	Jan 29 2019 01:43 PM	We live on a Twp Rd. but wherever we are most times we travel SR 96 or CR 1356 which is also a fairly heavily traveled road.
31	Jan 29 2019 01:39 PM	96 between Ashland and Olivesburg
32	Jan 29 2019 01:16 PM	SR 95; walking along 2402
33	Jan 29 2019 01:14 PM	Any road between SR 96 and SR 545 and SR 250
34	Jan 29 2019 12:45 PM	To work: along SR 95 between SR 179 across SR 60 by bicycle 4x/day; SR 60 from SR 95 through Loudonville to SR 3 to Dollar General with animal drawn vehicle.
35	Jan 28 2019 12:54 PM	SR96 SR545 in Ashland Co. Twp. Roads, County Roads in Clearcreek and Melton Twp. Butler Twp. in Richland Co.
36	Jan 28 2019 12:50 PM	SR95 between 179 & SR 60, SR179 between SR95 and CR 2575, TR 2402, TR457 from 2402 to 2575, CR 2575 SR60 to SR179, SR60 from 95 to 2575
37	Jan 28 2019 12:46 PM	SR 96 between SR 545 and US 250
38	Jan 28 2019 12:44 PM	SR 96 and 1353
39	Jan 28 2019 12:42 PM	We cross SR 89 at 1275(Twp. Rd.) and is a very dangerous intersection. We travel SR 89 N. crossing Rt. 42 & 302. Also periodically drive on Rt. 42, 604, & 302 & US 250 to Ashland. Many dangerous intersections where visibility is poor. South of intersection 1275, crossing SR 89 there is a hill to the south with trees hanging out and blocking the views. Please clear these away. Cross 89 from the east and check it out. It's bad when leaves are on the trees.
40	Jan 28 2019 12:30 PM	School children - On TR 1353 between SR 96 & CR 1356. Out Household - on TRs and CRs W and NW of Ashland, SR 96 & SR 603 W & NW of Ashland

Ashtabula

Answered	**11**
Skipped	**4**

Respondents	Response Date	Responses
1	Aug 27 2019 10:45 PM	US 322, Eastern Ashtabula Group travels SR 7
2	Aug 27 2019 10:42 PM	Along Hage Rd to State Rd to US 322
3	Aug 27 2019 10:39 PM	SR 87, SR 45, US 322
4	Aug 27 2019 10:33 PM	Along Rice to SR 45, US 322 to Parker
5	Aug 27 2019 03:09 PM	US 322 and SR 45
6	Aug 27 2019 03:07 PM	Hauge Road to SR 45 and US 322
7	Feb 11 2019 02:06 PM	US 322 east - intersection SR 534 and US 322; US 322 east to SR 45
8	Jan 29 2019 02:51 PM	Along SR 45, 322, 87
9	Jan 29 2019 02:49 PM	US 322 - SR 45
10	Jan 29 2019 02:47 PM	Along US 322 between SR 534 and SR 46; Along SR 45 between SR 87 and US 322
11	Jan 29 2019 02:45 PM	RT 528 - 608 - 87

Carroll

Answered	**23**
Skipped	**14**

Respondents	Response Date	Responses
1	Jul 19 2019 07:06 AM	SR 43 from Ascot Road and SR 9, SR 9 from SR 43 to Kilgore
2	Jul 19 2019 07:03 AM	SR 9, SR 43 from Carrollton to Kilgore
3	Jul 19 2019 07:01 AM	SR 9
4	Jul 19 2019 07:00 AM	SR 9 and SR 43
5	Jul 19 2019 06:59 AM	SR 9, SR 43, SR 164
6	Jul 19 2019 06:58 AM	Andora Road, SR 9, SR 71 across SR 9 to SR 43
7	Jul 19 2019 06:56 AM	SR 9 and SR 43
8	Jul 19 2019 06:54 AM	SR 39 from Carrollton to Mechanistown
9	Jul 19 2019 06:53 AM	SR 39
10	Jul 19 2019 06:52 AM	CR 71 from SR 9 and SR 39
11	Jul 19 2019 06:50 AM	SR 9, SR 43, Cayon Road, Pebble Road, Ascot Road
12	Jul 19 2019 06:48 AM	SR 9 and SR 43
13	Jul 19 2019 06:47 AM	SR 171
14	Jul 19 2019 06:46 AM	SR 9

15	Jul 19 2019 06:45 AM	SR 39 and all roads surrounding Mechanicstown
16	Jul 19 2019 06:44 AM	SR 9 from SR 30 to SR 71
17	Jul 19 2019 06:43 AM	SR 39 and SR 542
18	Jul 19 2019 06:42 AM	SR 39 and SR 542
19	Feb 05 2019 12:46 PM	see map
20	Feb 05 2019 12:45 PM	see map
21	Feb 05 2019 12:43 PM	see map
22	Feb 05 2019 12:42 PM	see map
23	Feb 05 2019 12:41 PM	see map

Coshocton

Answered	**25**
Skipped	**0**

Respondents	Response Date	Responses
1	Jul 21 2019 09:48 PM	CR 12 entering CR 600
2	Apr 17 2019 10:59 AM	CR 10 between New Bedford and SR 36
3	Feb 11 2019 02:09 PM	CR 12 - SR 65; SR 643 - SR 643 N.; buggy lane on 651 is a big plus, thanks for doing that
4	Jan 31 2019 02:47 PM	Bike riding 5 days a week along SR 93 between CR 108 and CR 236
5	Jan 31 2019 02:39 PM	SR 651 between New Bedford and Baltic; TR 272 to 231 to home; CR 10 to Chili
6	Jan 31 2019 02:29 PM	SR 643 to New Bedford; CR 12 to TR 219; we need a buggy lane from T-227 on west side of SR 643 to top of hill. About 2.5 miles s. of New Bedford.
7	Jan 31 2019 02:19 PM	We live on Cosh. Co. 12; we enter SR 64 and CR 600-557
8	Jan 31 2019 02:17 PM	US 36 to Gambier
9	Jan 31 2019 02:15 PM	US 36 to Gambier
10	Jan 30 2019 03:19 PM	CR 41 and US 36
11	Jan 30 2019 03:17 PM	CR 10 between New Bedford and Fresno. We frequently cross SR 643 and 651 in New Bedford
12	Jan 30 2019 03:12 PM	Along SR 643 to intersection 643/651/CR 12; SR 600 to SR 557; TR 220 to CR 12
13	Jan 30 2019 02:38 PM	CR 12 between New Bedford and 83
14	Jan 30 2019 02:36 PM	Along SR 93 between Fresno and Baltic; Along SR 93 between Baltic and Sugarcreek
15	Jan 30 2019 02:34 PM	SR 93 between SR 36 and SR 39; SR 39 between I77 and SR 62

16	Jan 30 2019 02:27 PM	Along SR 651 and most of surrounding township and county roads
17	Jan 30 2019 10:21 AM	Township roads, county roads
18	Jan 30 2019 10:20 AM	Along SR 93 from Baltic to Sugarcreek - CR 70
19	Jan 30 2019 10:16 AM	TR 272 joins SR 651 turning left short visibility on SR 651; SR 651; CR 10; SR 643
20	Jan 30 2019 10:13 AM	Along TR 219 & CR 12
21	Jan 30 2019 10:11 AM	Along CR 10 mostly 1 mile to New Bedford
22	Jan 30 2019 10:03 AM	TR 213, which is not well-maintained; SR 643 from SR 93 to 10 miles south of New Bedford; some travel on CR 12 but more frequently on SR 643; also travel short distance on SR 93
23	Jan 30 2019 09:55 AM	CR 10; CR 600; SR 93
24	Jan 30 2019 09:54 AM	TR 125 between CR 12 and TR 69; CR 12 to TR 1242 to TR 151
25	Jan 30 2019 09:52 AM	Along CR 10 between SR 93 and SR 643

Gallia

Answered	**25**
Skipped	**10**

Respondents	Response Date	Responses
1	Jul 18 2019 04:01 PM	SR 775 and Smokey Row Road
2	Jul 18 2019 04:00 PM	SR 160 through Vinton
3	Jul 18 2019 03:59 PM	Cora Mill Road between SR 325 and SR 588
4	Jul 18 2019 03:57 PM	SR 160
5	Jul 18 2019 03:56 PM	SR 325 between Cora Miller and SR 141, SR 141 between Cadmus and SR 775
6	Jul 18 2019 03:55 PM	Patriot Road from Gage Road to SR 775
7	Jul 18 2019 03:54 PM	SR 775 and SR 141
8	Jul 18 2019 03:53 PM	SR 775 from Boggs to Hammon Trace Road
9	Jul 18 2019 03:51 PM	Patriot Road from Gage Road to SR 141
10	Jul 18 2019 03:50 PM	SR 325 south from SR 35, south 2 to 5 miles
11	Jul 18 2019 03:48 PM	SR 325 crossing Keystone Road
12	Jul 18 2019 03:45 PM	Patriot Road from Burrnette Road to SR 775, SR 775 from Patriot Road to Taylor Road
13	Jul 18 2019 03:42 PM	Nebo Road between Rio Grande SR 325 and SR 141
14	Jul 18 2019 03:40 PM	SR 775 between Mudsock and Rio Grande
15	Jul 18 2019 03:39 PM	Along SR 775 between Dan Jones Road and Patriot Road, Patriot Road between Patriot and SR 775

16	Jul 18 2019 03:34 PM	Ingleside Camp, Northup, SR 775, Dan Jones, SR 141
17	Feb 05 2019 11:14 AM	Walking to school; Boggs Rd. to SR 775 and 1/2 mile to the left. There are lots of curves and people don't drive with respect. We need school zone signs put up!
18	Feb 05 2019 10:43 AM	Along SR 141 between Maple Grove Rd. & Gage Rd.
19	Feb 05 2019 10:41 AM	Cara Mill Rd. between SR 325 and SR 588
20	Feb 05 2019 10:39 AM	SR 775 between McComb Rd.; SR 141; Also Hannan Trace Rd.
21	Feb 05 2019 10:35 AM	Along SR 141; Along SR 325 between SR 141 & Rio Grande
22	Feb 05 2019 10:33 AM	Patriot Rd. to SR 141 along SR 775 and also travel Hannan Trace Rd. which is hilly and people drive fast in motor vehicles
23	Feb 05 2019 10:24 AM	SR 775; Hannan Trace Rd.; Boggs Rd.
24	Feb 05 2019 10:21 AM	Along SR 775 and 141 SW of Gallipolis and in and around Patriot, OH
25	Feb 05 2019 10:18 AM	Most of our travels are on country roads, at times on SR 141 & SR 775

Geauga

Answered	**13**
Skipped	**1**

Respondents	Response Date	Responses
1	Feb 11 2019 01:32 PM	Rt. 168; Rt. 87; Rt. 528; Rt. 608
2	Feb 11 2019 01:30 PM	Nash Rd. & SR 528 - SR 88 & Hosmer Rd.; Shedd Rd. & Newcomb Rd.; Georgia Rd.; SR 168; SR 608
3	Feb 11 2019 01:29 PM	Newcomb Rd. - Mumford Rd. - Old State Road
4	Feb 11 2019 01:27 PM	Peters between Bundyburg & 528; 528 between Pioneer & Shedd; Hayes Rd. between Peters & Swine; Nauvoo between Bundysburg & 608; Tare Creek between 87 & 608; 608 between Burton Windsor and 528; 87 between Burton & Mesopotamia
5	Feb 11 2019 01:21 PM	Bundysburg Rd., Nauvoo Rd. (whole length) to SR 608, SR 87; SR 528 Burton Windsor Rd./South Windsor Rd. and others
6	Feb 11 2019 12:57 PM	Along SR 87 between Hayes Rd. and Middlefield; Along Nauvoo Rd. between Hayes Rd. and Rt. 608 crossing SR 528

7	Feb 11 2019 12:55 PM	Newcomb to Shed to SR 168 to Gingerich to SR 87; Newcomb to Shed to SR 528
8	Feb 11 2019 12:52 PM	SR 528 between SR 422 and SR 84 cross SR 608; SR 87 between SR 528 and SR 534
9	Feb 11 2019 12:50 PM	Along SR 168 between Parkman and Burton; Along SR 528 between Nash Rd. and 87; Along SR 608 between 528 and 88; Along Patch Rd. between Newcomb and Jug Roads
10	Feb 11 2019 12:47 PM	528 between Parkman 422 and 608; 608 to SR 87; 528 - Farley Rd. - Hosmer Rd.
11	Feb 11 2019 12:43 PM	Hayes Rd. - Route 87 to Middlefield; Hayes Rd. - Route 87 to Bundysburg Rd. - Girdle to Mesopotamia
12	Feb 11 2019 12:41 PM	SR 529 - 87 - Old State Rd "608" and 168 Tavern Rd.; Newcomb (?) Rd. and Georgia Rd. and Shed Rd.
13	Feb 11 2019 12:37 PM	All local roads, all roads in Geauga County

Guernsey

Answered	**5**
Skipped	**0**

Respondents	Response Date	Responses
1	Jan 31 2019 02:31 PM	SR 513; SR 40 = Bridgewater Rd.
2	Jan 30 2019 03:21 PM	SR 513 between US 40 (Bridge Water Rd.) and SR 22. It would mean a lot for more chip and seal roads to keep lights cleaner. We have too many dirt roads.
3	Jan 30 2019 02:40 PM	Old Twenty-One and surrounding gravel roads between Kimbolton and Newcomerstown. Also SR 258 toward Peoli
4	Jan 30 2019 11:32 AM	SR 258; US 22; SR 342
5	Jan 30 2019 10:32 AM	Usually west of SR 513, some SR 513 and dirt roads. We use drivers to go out of Amish community

Hardin

Answered	**13**
Skipped	**8**

Respondents	Response Date	Responses
1	Aug 28 2019 09:23 PM	Along SR 31 between Mt Victory and Kenton

2	Aug 28 2019 09:22 PM	Along SR 309 between CR 144 and Kenton, Along SR 31 between TR 265 and Kenton, Along SR 31 between TR 265 and CR 144
3	Jul 19 2019 06:38 AM	SR 31 from Kenton and MT Victory, TR 265 from SR 31 and CR 144
4	Jul 19 2019 06:35 AM	TR 140
5	Jul 19 2019 06:33 AM	CR 144 to SR 390, CR 265 to CR 200
6	Jul 19 2019 06:32 AM	SR 31 from TR 265 and Kenton, CR 190 from SR 31 and Marion/Hardin Co Line
7	Jul 19 2019 06:31 AM	SR 292, CR 190, CR 200
8	Jul 19 2019 06:29 AM	SR 292 from ridgeway to Kenton, SR 31 from Kenton to Mt Victory
9	Jul 19 2019 06:25 AM	SR 31, SR 199, SR 309
10	Jul 19 2019 06:24 AM	SR 309 and SR 31
11	Jan 28 2019 12:07 PM	We live on TR 180 and need to travel SR31 for 1/2 mile to 265. SR31 doesn't have a slow traffic lane like SR68 has and is traveled a lot more by animal drawn vehicles all the way from Mt. Victory to Kenton
12	Jan 28 2019 12:04 PM	Along Route 31 between TR265 and CR180
13	Jan 28 2019 11:59 AM	CR 155 CR 180 between US-68 & US-31, CR 190 from US-68 East 292 & 31 south of Kenton; Please consider a buggy lane on US-31 from Kenton to Mt. Victory

Harrison

Answered	**5**
Skipped	**0**

Respondents	Response Date	Responses
1	Jun 07 2019 10:10 AM	Along SR 151 between Scio and Havonick Rd
2	Feb 11 2019 02:34 PM	800 between 22 and Tippecanoe; 799 from 800 to 22
3	Feb 07 2019 11:56 AM	SR 151 - 332
4	Feb 05 2019 01:59 PM	SR 800 between Friendly Ridge and SR 799
5	Feb 05 2019 01:44 PM	Along SR 800 between Freeport and Tippecanoe

Highland

Answered	**3**
Skipped	**0**

Respondents	Response Date	Responses
1	Feb 05 2019 10:11 AM	Along SR 138 from Ritten House to Hudson Rd.; Also along SR 50 between Overman Rd. and Worley Mills
2	Feb 05 2019 10:06 AM	SR 771 to SR 138 others are County and Township roads
3	Feb 05 2019 09:55 AM	Along SR 138 between Hillsboro and Greenfield; Along 771 from Leesburg and SR 138

Holmes

Answered	**340**
Skipped	**41**

Respondents	Response Date	Responses
1	Aug 28 2019 09:42 PM	Along SR 241 south to Mt Hope on to CR 77
2	Aug 28 2019 09:41 PM	Along SR 241 between Mt Hope and CR 77
3	Aug 28 2019 09:40 PM	SR 241, CR 77, TR 616, CR 160
4	Aug 28 2019 09:38 PM	SR 241 and CR 77 between SR 250 and US 62
5	Aug 28 2019 09:36 PM	Along CR 168 between TR 401 and CR 77, Along US 62 between Bunker Hill and Berlin
6	Aug 28 2019 09:35 PM	TR 616 to SR 241, SR 241 from Mt Hope to Mt Eaton, CR 77 between Mt Hope and SR 39
7	Aug 28 2019 08:58 PM	CR 349, SR 83, SR 39, Holmes County Trail
8	Jul 22 2019 07:27 AM	SR 241, SR 557, CR 201, CR 200
9	Jul 22 2019 07:24 AM	ride bike on SR 241 from Mt Eaton and Millersburg, SR 39 from Berlin to Millersburg
10	Jul 22 2019 07:20 AM	TR 652, CR 160, CR 77
11	Jul 22 2019 07:19 AM	SR 515, US 62 from Winesburg to Berlin, SR 39 from Walnut Creek to Sugarcreek
12	Jul 22 2019 07:11 AM	SR 241, CR 77
13	Jul 22 2019 07:10 AM	CR 77, TR 629, CR 201, CR 207, SR 241, US 62
14	Jul 22 2019 07:08 AM	SR 241 from CR 77 to US 62, CR 201 from CR 203 to Fryburg
15	Jul 22 2019 07:05 AM	CR 114, SR 557, SR 39
16	Jul 22 2019 07:03 AM	SR 93 from CR 70 and SR 643
17	Jul 22 2019 07:00 AM	CR 168 and SR 515
18	Jul 22 2019 06:59 AM	TR 162 from SR 39 to CR 70, SR 39 from TR 162 to Berlin
19	Jul 22 2019 06:57 AM	SR 241 from Mt Hope to Ashery
20	Jul 22 2019 06:55 AM	CR 77 from Mt Hope to Berlin
21	Jul 22 2019 06:53 AM	SR 39, CR 114

22	Jul 22 2019 06:51 AM	SR 241 from CR 77 to TR 235
23	Jul 22 2019 06:49 AM	Along CR 168 to SR 515, CR 77, US 62 to Berlin
24	Jul 22 2019 06:48 AM	TR 609, TR 606, CR 235, SR 241
25	Jul 22 2019 06:46 AM	TR 113, CR 58
26	Jul 22 2019 06:45 AM	SR 241, CR 77
27	Jul 22 2019 06:43 AM	US 62, SR 515
28	Jul 22 2019 06:42 AM	Along CR 114 crossing SR 39, SR 557
29	Jul 22 2019 06:41 AM	CR 70, CR 114 and SR 39
30	Jul 22 2019 06:38 AM	CR 70, TR 164
31	Jul 22 2019 06:37 AM	CR 114, SR 643, SR 557, TR 183
32	Jul 22 2019 06:35 AM	SR 557 at CR 114
33	Jul 22 2019 06:33 AM	TR 615, TR 616, SR 241, CR 77, CR 160, TR 652
34	Jul 22 2019 06:31 AM	CR 168 crossing SR 515
35	Jul 21 2019 10:03 PM	CR 19, CR 58, TR 154
36	Jul 21 2019 10:01 PM	CR 19, SR 557, CR 58
37	Jul 21 2019 10:00 PM	CR 407 from TR 130 and TR 122
38	Jul 21 2019 09:58 PM	CR 59 and CR 19
39	Jul 21 2019 09:57 PM	SR 557 from US 62 to CR 70
40	Jul 21 2019 09:55 PM	SR 557
41	Jul 21 2019 09:53 PM	SR 557 from Berlin to Charm
42	Jul 21 2019 09:51 PM	SR 557 from SR 93 to SR 39
43	Jul 21 2019 09:50 PM	SR 557 from US 62 and SR 643
44	Jul 21 2019 09:41 PM	Along CR 186 from US 62 and SR 241
45	Jul 21 2019 09:38 PM	TR 606 from CR 77 to SR 241
46	Jul 21 2019 09:37 PM	SR 557 from Charm to Farmerstown
47	Jul 21 2019 09:36 PM	SR 515 and US 62
48	Jul 21 2019 09:34 PM	TR 162 crossing SR 39
49	Jul 19 2019 03:04 PM	TR 362 from SR 241 to SR 39, CR 207 from US 62 to CR 201, CR 77 from SR 39 to CR 229
50	Jul 19 2019 03:03 PM	CR 114, SR 39, SR 557, SR 643, CR 70
51	Jun 10 2019 12:44 PM	We use 241 when we have to but avoid it when we can due to extreme roughness between Kidron Road and Mt. Hope Square. We also use 656 to Saltcreek Rd. As an average Amish family, we use lots of roads one time or another.
52	Jun 07 2019 10:26 AM	CR 70 west of SR 93 (bicycle); TR 164 off of CR 70 (walking); CR 70, SR 93, SR 39; SR 643; SR 557 (buggy)
53	Jun 07 2019 10:22 AM	Along SR 241 from Benton to Mt. Hope, also CR 160 between CR 77 and TR 656

54	Jun 07 2019 10:19 AM	From SR 557 - across US 62 - SR 39 to CR 201; From TR crossing SR 39 to CR 77 at Hiland High School; Crossing SR 83 either at Glen Drive or CR 58; From TR 110 to CR 68 to CR 407 at Saltillo
55	Jun 07 2019 10:16 AM	CR 114 between SR 39 and TR 183; TR 190 and SR 557
56	Jun 07 2019 10:13 AM	TR 310 children bike to school; TR 310 to TR 351 then cross SR 39 daughter to work on bike; TR 310 to TR 351 to SR 39 east about 5 miles I bike to work and sometimes my daughter works too; take buggy all around to Millersburg, Charm, Berlin, New Bedford, Mt. Hope
57	Apr 17 2019 11:25 AM	see map
58	Apr 15 2019 11:51 AM	see map
59	Apr 15 2019 11:48 AM	see map
60	Feb 11 2019 03:38 PM	CR 160 to 77 also 241; Downtown Mt. Hope
61	Feb 11 2019 03:35 PM	CR 77 and SR 241; CR 77 and SR 62 to Berlin
62	Feb 11 2019 03:32 PM	Along CR 229 between Mt. Hope Rd. and Kidron Rd.
63	Feb 11 2019 03:29 PM	Crossing SR 83 and along SR 83
64	Feb 11 2019 03:27 PM	CR 70; SR 93 between SR 39 and Baltic; SR 39 between TR 420 and SR 515
65	Feb 11 2019 03:25 PM	SR 39; SR 83; Millersburg, Sugarcreek, Mt. Eaton, Shreve, Fredericksburg, Clark, Baltic
66	Feb 11 2019 03:13 PM	TR 355; SR 557; CR 120
67	Feb 11 2019 03:12 PM	Biking to work: 3/4 mile on TR 601 to CR 189, 1.5 miles on CR 189 to CR 207, 4.5 miles on CR 207 between SR 241 and CR 77, 1/2 mile on CR 77; Students to school: 1/3 mile on TR 601
68	Feb 11 2019 03:10 PM	39 and 62 - TR 351 south
69	Feb 11 2019 03:09 PM	Along CR 189 between Holmesville and Benton; Along SR 39 between Millersburg and CR 333
70	Feb 11 2019 03:07 PM	Along CR 172 between SR 515 and CR 145
71	Feb 11 2019 03:06 PM	Along TR 371 between SR 39 and SR 557
72	Feb 11 2019 03:05 PM	Along TR 617 crossing SR 241 to CR 77
73	Feb 11 2019 03:04 PM	US 62 between TR 661 to TR 666, Winesburg to Berlin?
74	Feb 11 2019 03:01 PM	Also use CR 77 and US 62 and SR 39
75	Feb 11 2019 02:58 PM	Along SR 643 to CR 114 and on or across SR 557

76	Feb 11 2019 02:56 PM	CR 144; CR 172; TR 444; SR 39 between Walnut Creek Cheese and Chestnut Ridge School
77	Feb 11 2019 02:54 PM	Along 606 between 250 and 62
78	Feb 11 2019 02:52 PM	SR 557 between Charm and Farmerstown by 3-4 bikes daily; CR 114 crossing SR 39 - feels very unsafe with horse - would seem important to have a light
79	Feb 11 2019 02:50 PM	Along CR 160 between US 62 and SR 241
80	Feb 11 2019 02:48 PM	CR 144 and 145 between TR 420 and SR 39; CR 114 and SR 39 intersection; TR 420 and SR 39 intersection
81	Feb 11 2019 02:45 PM	Along CR 114 and CR 70 crossing SR 39; Would suggest a tunnel on either side of CR 114 crossing underneath SR 39 for buggy and bike crossing.
82	Feb 11 2019 02:43 PM	Along CR 77 - SR 57 - CR 600 between Mt. Hope and New Bedford; Along CR 160 between Mt. Hope and Winesburg; Along SR 241 between Mt. Hope and Mt. Eaton; CR 77 and SR 39 intersection - VERY difficult to cross w/ horse and buggy
83	Feb 11 2019 02:39 PM	SR 241 between Mt. Eaton and Mt. Hope; CR 160 between SR 241 and Dundee; Along CR 77 between SR 241 and US 62; US 62 between Berlin and Winesburg
84	Feb 11 2019 02:37 PM	US 62 between TR 654 - CR 160; SR 241 between CR 77 - US 250
85	Feb 11 2019 02:35 PM	CR 77 and US 39 crossroad
86	Feb 11 2019 12:01 PM	Roadways we often use with buggy + bikes are CR 160 to Mt. Hope and Winesburg - US 62 to Winesburg or Berlin
87	Feb 11 2019 11:54 AM	We try to stay on the back small roads when driving horse and buggy
88	Feb 11 2019 11:52 AM	Gerber Valley Road - CR 172 - SR 515; SR 39
89	Feb 11 2019 11:50 AM	TR 444 east of Walnut Creek
90	Feb 11 2019 11:49 AM	Along SR 39 from Sug. to Berlin and CR 114 from Walnut Creek to Charm
91	Feb 11 2019 11:47 AM	SR 754 between SR 39 and SR 226
92	Feb 11 2019 11:45 AM	TR 605 to CR 235 to SR 241 to Mt. Hope; Buggy lanes on SR 241 west of Mt. Hope not wide enough. Then motor vehicle passing too close
93	Feb 11 2019 11:43 AM	Along 201, TR 618, US 241, CR 77, TR 629 (Fryburg crossroad is still dangerous 201-241 crossing)

94	Feb 11 2019 11:41 AM	TR 628 between TR 362 and CR 77; CR 77 between TR 628 and CR 207; TR 362 between TR 629 and SR 241
95	Feb 11 2019 11:39 AM	TR 628 - CR 77 - US 62; CR 77 - SR 39
96	Feb 11 2019 11:31 AM	TR 606; CR 77; SR 241
97	Feb 11 2019 11:29 AM	SR 241 between 606 and Mt. Hope and often 77 to Berlin
98	Feb 11 2019 09:29 AM	CR 77 - SR 241 - CR 235 - Criswell Rd. Fred.
99	Feb 11 2019 09:26 AM	CR 160 between CR 77 and SR 62 in Winesburg
100	Feb 11 2019 09:25 AM	Along CR 77 between SR 39 and SR 250
101	Feb 11 2019 09:23 AM	Along SR 241 between Millersburg and CR 77 Mt. Hope
102	Feb 11 2019 09:22 AM	Along SR 557 and SR 39
103	Feb 11 2019 09:21 AM	CR 245, SR 83 to Holmesville on Trail to Millersburg; thru town to SR 241
104	Feb 11 2019 09:19 AM	Mostly on township roads between SR 241 and SR 83
105	Feb 11 2019 09:17 AM	Along CR 245 off of SR 83; CR 189 going from Holmesville to Benton
106	Feb 11 2019 09:16 AM	CR 329 sometimes crossing SR 83 and sometimes on SR 83; CR 189; Road from Holmesville to Fredericksburg CR ??
107	Feb 11 2019 09:12 AM	SR 83 to Trail to go to 561- 245- Millersburg. Thanks for the trail!
108	Feb 11 2019 09:09 AM	Along TR 605, CR 235, SR 241 between CR 207 and CR 77 to CR 160; between 201 & 235
109	Feb 11 2019 09:06 AM	TR 606 - CR 235 - SR 241; TR 606 - CR 201 - TR 601
110	Feb 11 2019 09:04 AM	Along 201 between Fredericksburg and SR 39; TR 606 between CR 201 and CR 77; SR 241 north and west of Mt. Hope
111	Feb 11 2019 09:02 AM	Along SR 557 between SR 39 and SR 93
112	Feb 11 2019 08:59 AM	CR 70 - the triangle between Sugarcreek, Walnut Creek, and Farmerstown
113	Feb 11 2019 08:57 AM	Along SR 557 between 39 and 643 (cross CR 120. CR 70 in Charm)
114	Feb 11 2019 08:55 AM	On CR 19 between SR 83 - CR 600; On CR 68 between CR 19 - CR 407
115	Feb 11 2019 08:54 AM	Along SR 557 to Charm; Along SR 557 to CR 600 to Charm View School; Along SR 557 to Berlin between our home and Guggisberg Cheese

116	Feb 11 2019 08:52 AM	From our home on TR 371 to Keim Lumber in Charm with bicycle. From our home on TR 371 to JDM Structures with bicycle. The turn at Weiss School is very dangerous
117	Feb 11 2019 08:49 AM	SR 557; CR 120; TR 367; SR 39 from Berlin to Walnut Creek
118	Feb 11 2019 08:48 AM	TR 374; CR 135; TR 371
119	Feb 11 2019 08:47 AM	Along TR 366 walking to work at Share & Care Thrift Store about 1500 ft, traffic going both ways have to step off road for safety!
120	Feb 11 2019 08:45 AM	Work route with bike - along CR 207 west of CR 77 then CR 201 south; To & from work are both in daylight hours, but always wear a safety vest
121	Feb 11 2019 08:41 AM	SR 39 between SR 515 and US 62
122	Feb 11 2019 08:39 AM	Along TR 367 onto CR 120 up to Berlin - cross 39; Also up TR 367 cross SR 39 onto CR 77 to Troyer's Market. Hard to cross 39 to Troyers only yellow blinker lights and not safe, can't see far.
123	Feb 11 2019 08:32 AM	CR 120; SR 63 & 39; CR 77
124	Feb 11 2019 08:30 AM	CR 210 crossing SR 241 - This crossing needs a stop light! We travel CR 201 between TR 629 and TR 606
125	Feb 11 2019 08:28 AM	Rt. 62 Berlin to Millersburg; CR 120 south of Berlin
126	Feb 11 2019 08:25 AM	SR 39 and 62 from SR 83 10 miles east; SR 557 from SR 39 south - we need shoulders on this road so traffic can pass
127	Feb 11 2019 08:24 AM	CR 207 between 241 and CR 77; CR 201 between 207 and SR 39
128	Feb 08 2019 12:43 PM	Along CR 70 between SR 39 and SR 557; Crossing onto CR 114 then crossing SR 39 (a very heavy traveled SR to cross) crossing SR 557
129	Feb 08 2019 12:40 PM	TR 157 between CR 70 and SR 39; P.S. intersection on CR 114 and SR 39 is dangerous to cross with horse and buggy. Would be nice to have a light there
130	Feb 08 2019 12:39 PM	CR 114 crossing SR 39 to get to Walnut Creek Cheese. Would be very nice to have traffic light or tunnel for buggies and bikers
131	Feb 08 2019 12:33 PM	Along 444, 420, crossing 39, along Cherry Ridge Rd.; Along 444, along 39 between Walnut Creek and Chestnut Ridge
132	Feb 08 2019 12:32 PM	SR 39; CR 144; CR 172

133	Feb 08 2019 12:31 PM	I bike on TR 165 - 166 to go to work. Everyday only about 1 mile
134	Feb 08 2019 12:29 PM	Along CR 114 between SR 557 and SR 39; Also SR 515 from SR 39 to CR 168; Along SR 557 between SR 643 and SR 62-39
135	Feb 08 2019 12:09 PM	TR 190 and SR 557 between Charm and Farmerstown; Along TR 190; TR 190 to SR 557 through Charm to TR 355 to TR 356
136	Feb 08 2019 12:07 PM	Along SR 557 everyday off of TR 355; SR 557 to CR 120 to Berlin
137	Feb 08 2019 12:06 PM	Along CR 61 and CR 59 and CR 19
138	Feb 08 2019 12:05 PM	Along TR 184 to CR 600 to TR 183 to SR 557 to TR 164 and CR 70
139	Feb 08 2019 12:02 PM	CR 58 between CR 19 and SR 83; CR 19 between SR 83 and CR 600; SR 557 between Charm and SR 39; In Millersburg SR 83 between Tractor Supply and Glen Dr.
140	Feb 08 2019 11:58 AM	CR 77; US 62; SR 39; CR 168; 4 members of our household go along 168 right on CR 77 cross 62 along CR 77 to work and back every day
141	Feb 08 2019 11:55 AM	CR 168 to 62 and SR 39; CR 168 to CR 77
142	Feb 08 2019 11:52 AM	Start on SR 515, cross US 39 or US 62; CR 77 and CR 114
143	Feb 08 2019 11:50 AM	SR 241 Benton to Mt. Hope; CR 207 Benton to 201; CR 201 to TR 359 to Berlin; CR 201 to TR 361 to Berlin; lots of traffic for a small road
144	Feb 08 2019 11:48 AM	CR 200 to the Ashery and SR 241 to Mt. Hope. I work at Wayne-Dalton in Mt. Hope. Daughter rides to Mt. Eaton on CR 186 and Winesburg Rd. (Wayne County) and SR 241. Aggressive drivers pass us at top of hills where there is no room for passing. (We wear safety vests when on bicycle)
145	Feb 08 2019 11:38 AM	TR 415 to SR 515 or TR 415 to TR 416 to CR 168 to 515
146	Feb 08 2019 11:35 AM	SR 62; SR 515; SR 241; CR 160; CR 168; SR 39, and many other county and township roads
147	Feb 08 2019 11:31 AM	US 62 North of Winesburg
148	Feb 08 2019 11:26 AM	CR 168; SR 515; US 62; SR 39; other local twp roads
149	Feb 08 2019 11:19 AM	Along CR 160; US 62; SR 515
150	Feb 08 2019 11:18 AM	CR 135 to SR 39 to CR 77 to CR 168 to TR 401
151	Feb 08 2019 11:16 AM	SR 241; TR 605; CR 189

152	Feb 08 2019 11:14 AM	CR 120 between SR 39 and SR 557; CR 600 between Charm and New Bedford; SR 39 between Walnut Creek and Millersburg
153	Feb 08 2019 11:12 AM	SR 39; SR 515; TR 403; CR 135; CR 114
154	Feb 08 2019 11:10 AM	We live on HCR 58, a very crooked road the Old Sand Run Hill is very long and crooked. A horse needs to walk to make it. This road here would have room on the right side coming up to widen, pave, maybe move the guardrail back in some places. This road 58 should have buggy lanes; would also help the tractors for transportation. TR (Mechanic) 122 should be widened and blown down tree roots cleared from the roadside.
155	Feb 08 2019 11:04 AM	SR 62 and 39; also SR 557; CR 600 to New Bedford
156	Feb 08 2019 11:00 AM	TR 601; CR 201; CR 189; SR 241; TR 606; TR 604; TR 605; CR 207
157	Feb 08 2019 10:55 AM	Along TR 606 between SR 241 - TR 656; TR 606 between TR 652 - CR 77
158	Feb 08 2019 10:53 AM	SR 241, TR 617 - bad view with business sign; US 62 & US 39; TR 606; TR 656; CR 200; CR 77 & CR 160 - this cross has a business sign interfering your view
159	Feb 08 2019 10:48 AM	CR 70 to TR 162 to SR 39
160	Feb 07 2019 03:49 PM	SR 39; US 62; 515; 557
161	Feb 07 2019 03:46 PM	Along SR 39 between TR 422 and CR 114
162	Feb 07 2019 03:45 PM	SR 515 from Walnut Creek to Winesburg; TR 406 east of 515
163	Feb 07 2019 03:42 PM	Along SR 39 between CR 114 and TR 420; On CR 114 between 39 and TR 157
164	Feb 07 2019 03:39 PM	A dangerous spot is on SR 93 between CR 70 and SR 643. Fast traffic going from Baltic to Sugarcreek. A decline in the road has a blind spot, not seen until you have crested the hill; no buggy lane. If a buggy is going down the hill and traffic is coming south towards you, scary choices - very dangerous. We'd welcome a buggy lane. Thanks!
165	Feb 07 2019 03:36 PM	TR 165 and TR 164 cross CR 557 and SR 93
166	Feb 07 2019 03:35 PM	Along CR 77 between Bunker Hill and Mt. Hope; Along US 62 between Bunker Hill and Winesburg
167	Feb 07 2019 03:33 PM	Along SR 39 from Sugarcreek to Berlin; CR 145 and CR 144; TR 421

168	Feb 07 2019 03:28 PM	Five of us travel SR 39 twice daily from TR 162 to TR 421 and TR 401 for work. One travels CR 70 from TR 162 to TR 164 for school
169	Feb 07 2019 03:18 PM	Along CR 172 and onto SR 515 to Trail Battery daily and from CR 172 onto CR 144 to Walnut Creek Cheese weekly
170	Feb 07 2019 03:16 PM	SR 83 between Millersburg and CR 1; CR 329 between SR 83 and SR 754; CR 189 between SR 83 and SR 241
171	Feb 07 2019 03:14 PM	SR 515 and US 62 and the Winesburg area
172	Feb 07 2019 03:13 PM	Along CR 168 between US 62 and SR 515 and CR 77 between US 62 and SR 241
173	Feb 07 2019 03:12 PM	Along SR 241 between Zuercher Rd. and Mt. Eaton
174	Feb 07 2019 03:10 PM	Along TR 604 intersection of CR 201-TR 606. We and you need to work together on this problem. Let us help you if we can. A concerned Old Order Amish Bishop
175	Feb 07 2019 03:07 PM	CR 201 and TR roads on either side
176	Feb 07 2019 03:05 PM	Along 601 to school
177	Feb 07 2019 03:04 PM	SR 62 and SR 206 at the SR 206 and SR 62 junction and CR 75
178	Feb 07 2019 02:58 PM	TR 462 between CR 70 and SR 39
179	Feb 07 2019 02:56 PM	TR 662-661
180	Feb 07 2019 02:54 PM	SR 515 and CR 168; SR 515 and CR 172; Along TR 419 work, school
181	Feb 07 2019 02:52 PM	TR 604 to CR 201; CR 201 and SR 241 crossing is very bad, difficult
182	Feb 07 2019 02:51 PM	Along SR 241
183	Feb 07 2019 02:49 PM	CR 600 to TR 184 bike; TR 119 to SR 557 horse drawn vehicle
184	Feb 07 2019 02:48 PM	Along TR 366 between SR 39 and 62
185	Feb 07 2019 02:46 PM	SR 39 from Walnut Creek to Berlin; the most difficult intersection is SR 39 and CR 77
186	Feb 07 2019 02:45 PM	CR 114 and SR 39; SR 39 from CR 114 to Milo Dr. (TR 403); walking, CR 145 from CR 144 to SR 515
187	Feb 07 2019 02:23 PM	Traveling 172; 515; 168; 62
188	Feb 07 2019 02:21 PM	We live on TR 369 1 mile south of SR 39 which can be very difficult to cross going to Berlin and Walnut Creek. Very heavy traffic in CR 77 areas and Hiland High School going towards Berlin
189	Feb 07 2019 02:19 PM	CR 160 to Winesburg from Dundee; US 62 from Winesburg to Berlin

		Senff; Durstine; 659; 241; Zuercher; Senff crossing 250; 241 crossing at Zuercher Rd.
190	Feb 07 2019 02:18 PM	Kidron Rd., 241 crossing
191	Feb 07 2019 02:12 PM	Along CR 200 between TR 657 and SR 241
192	Feb 07 2019 01:06 PM	CR 160 from Winesburg to Mt. Hope where CR 77 starts; SR 62 from Wilmot to Berlin; SR 62 onto CR 186 into Wayne County to SR 241
193	Feb 07 2019 01:02 PM	TR 361; CR 201; SR 39
194	Feb 07 2019 01:01 PM	Along SR 39
195	Feb 07 2019 01:00 PM	CR 201 between TR 606 and Fredericksburg, OH
196	Feb 07 2019 12:58 PM	TR 157; CR 114; SR 39; CR 70; intersection of CR 114 and SR 39 is dangerous, because of the high volume of traffic
197	Feb 07 2019 12:53 PM	SR 39 between SR 93 and US 62; CR 77 between SR 39 and SR 241
198	Feb 07 2019 12:51 PM	CR 114; SR 39; SR 93; TR 162; TR 164; TR 165; TR 166; SR 557; CR 70
199	Feb 07 2019 12:47 PM	TR 629; CR 201; SR 241
200	Feb 07 2019 12:46 PM	SR 83 in the Holmesville area
201	Feb 07 2019 12:44 PM	CR 203 and also CR 201 between SR 241 & SR 39
202	Feb 07 2019 12:38 PM	TR 569; TR 601; CR 201; TR 568
203	Feb 07 2019 12:34 PM	SR 557 Charm to Farmerstown; CR 70 east CR 114 east crossing SR 39 very dangerous, needs a light, cut down on speed limit. Thank you for your concern
204	Feb 07 2019 12:30 PM	SR 515; SR 515 and CR 168 intersection; been passed at 414/SR 39 crossroad had my turning signal on
205	Feb 07 2019 12:27 PM	CR 168 to Berlin
206	Feb 07 2019 12:08 PM	TR 118 - TR 151; Crossroad dangerous where TR 151 and TR 119 cross; "Need a new wider bridge!"; TR 151 to CR 19 - CR 600 - SR 557
207	Feb 07 2019 12:06 PM	CR 19 around Becks Mill area; CR 600 and SR 557 through Charm leading north
208	Feb 07 2019 12:03 PM	Along US 62 between US 250 and SR 515; Along SR 515 between US 62 and SR 39
209	Feb 07 2019 12:01 PM	SR 557; CR 120; CR 77
210	Feb 07 2019 12:00 PM	US 62 - cross street CR 77 and SR 39
211	Feb 07 2019 11:59 AM	Along CR 186 and SR 94 between US 62 and US 30
212	Feb 07 2019 11:57 AM	Along CR 59 to 600 to CR 12 - 557
213	Feb 07 2019 11:39 AM	Traveling on SR 557; also on SR 39

214	Feb 07 2019 11:37 AM	Along CR 114 to SR 643 and CR 114 to SR 557
215	Feb 07 2019 11:35 AM	TR 652 cross street 160; SR 62 crossroad 652
216	Feb 07 2019 11:33 AM	Intersection SR 39 and CR 77 is no stop light; CR 120; SR 557
217	Feb 07 2019 11:31 AM	When crossing the intersection at CR 114 and SR 557 and crossing the intersection at CR 114 and SR 39. When turning left on Route 62 onto SR 515, semis and trucks pass way too fast on 62
218	Feb 07 2019 11:29 AM	SR 515 every day (TR 406; children to school) & 515 & 39 for workers.
219	Feb 07 2019 11:25 AM	"Pig Tail Avenue" north out of Berlin from Square on out to CR 201; TR 362, 361, 360; TR 351 between SR 241 and SR 62 - 39; CR 203 between SR 241 and CR 201; Back routes to Berlin off of CR 203 onto CR 201 and off CR 201 past TR 359; SR 241, CR 77 and back roads between there and TR 351; CR 207, CR 189, etc. also CR 329, CR 1, and side roads
220	Feb 07 2019 11:19 AM	US 62 between US 250 and SR 39; riding a bicycle
221	Feb 07 2019 11:16 AM	SR 93; CR 70; SR 557
222	Feb 07 2019 11:14 AM	Along TR 609 between TR 606 and S. Carr Rd.; Along TR 609 to CR 201; CR 77 - SR 241
223	Feb 07 2019 11:10 AM	CR 207 to CR 201 to work; CR 189 to 83 to CR 329 to work
224	Feb 07 2019 11:09 AM	Along CR 77 between Mt. Hope and CR 229
225	Feb 07 2019 11:07 AM	Along SR 39 between 624 and Berlin
226	Feb 07 2019 11:05 AM	We travel around Walnut Creek - many different roads
227	Feb 07 2019 11:02 AM	Along CR 144 and TR 444 and TR 420; Also SR 39 from Walnut Creek to Sugarcreek "possibly one of the nicest sections of a state route to travel with buggy - very adequate buggy lane"; crossing 39 at CR 114 is a concern because of impatience
228	Feb 07 2019 10:04 AM	Along CR 606 between CR 186 and SR 241; Along CR 186 between CR 200 and US 62; Along CR 200 between CR 186 and SR 241
229	Feb 07 2019 10:01 AM	CR 201 to SR 241 to CR 77
230	Feb 07 2019 10:00 AM	Along SR 241 from Mt. Hope to Ashery
231	Feb 07 2019 09:57 AM	TR 609; TR 606; SR 241; CR 201
232	Feb 07 2019 09:55 AM	CR 70 between 93 and Charm
233	Feb 07 2019 09:53 AM	SR 93 between Sugarcreek and Baltic

234	Feb 07 2019 09:51 AM	CR 160; SR 62; TR 656; TR 606; TR 668
235	Feb 07 2019 09:49 AM	SR 515 between SR 39 and US 62
236	Feb 07 2019 09:47 AM	Bicycle on CR 19 and CR 68 no major cross streets; Buggy CR 19 and 557 to Charm is busiest but not bad; Buggy CR 19 and 557 and 120 to Berlin is very bust in Berlin but there are traffic lights so no problems crossing
237	Feb 07 2019 09:43 AM	SR 241; CR 201
238	Feb 07 2019 09:41 AM	Along TR 419 between CR 172 and CR 168
239	Feb 07 2019 09:39 AM	Along SR 39 between TR 351 and TR 353; From SR 39 to the CR 201 intersection and along CR 201 to 241
240	Feb 07 2019 09:36 AM	TR 606 is our starting point. We travel from TR 601 to SR 241 east to Mt. Eaton. We travel north and south of 606 8 miles each way and some other ways to like the trail to Millersburg
241	Feb 07 2019 09:34 AM	Rt. 93 south between Sugarcreek and Baltic
242	Feb 07 2019 08:53 AM	TR 660 to stop sign on US 62; Along US 62 to Winesburg; TR 660 to Chestnut Ridge Rd.
243	Feb 07 2019 08:50 AM	US 62 from Winesburg to Berlin, the buggy lane is not wide enough
244	Feb 07 2019 08:49 AM	Along TR 662 to SR 62 to CR 186 and CR 200
245	Feb 07 2019 08:48 AM	SR 39 between Sugarcreek & TR 405; CR 140 all the way; TR 166; CR 70; SR 93 between Sugarcreek and Baltic
246	Feb 07 2019 08:45 AM	CR 114; SR 39; CR 77 to Mt. Hope; 114 - 643 to New Bedford
247	Feb 07 2019 08:43 AM	Live on TR 401; Travel SR 39 to WC and Berlin
248	Feb 07 2019 08:42 AM	Along SR 39 between SR 515 and CR 77
249	Feb 07 2019 08:40 AM	SR 93 between Baltic Sugarcreek; the curve at Troyer Lumber to Sunrise Market should have a buggy lane
250	Feb 07 2019 08:37 AM	SR 93 between Sugarcreek and Baltic; SR 39 between Sugarcreek and Berlin
251	Feb 07 2019 08:34 AM	Along CR 160 between CR 77 and US 62
252	Feb 06 2019 03:55 PM	TR 606 to CR 77; CR 77 to SR 241
253	Feb 06 2019 03:53 PM	SR 241 between CR 235 and CR 77
254	Feb 06 2019 03:51 PM	TR 123; SR 557; TR 371
255	Feb 06 2019 03:48 PM	Along SR 39 between Sugarcreek & Berlin; Along SR 557
256	Feb 06 2019 03:46 PM	CR 77 - CR 235 between SR 39 and US 250; SR 557; small township roads
257	Feb 06 2019 03:44 PM	TR 367 - CR 120 between Berlin and Charm
258	Feb 06 2019 03:28 PM	Crossroads at TR 351 and TR 553 and SR 39

259	Feb 06 2019 03:26 PM	SR 62 & 39 Berlin to CR 201 north; Somerset Rd. Berling to CR 201; CR 120 from Berlin. Thank you! so much for working with the plain communities.
260	Feb 06 2019 03:08 PM	US 62; TR 662; TR 660
261	Feb 06 2019 03:05 PM	SR 515 to CR 114; TR 406
262	Feb 06 2019 03:03 PM	SR 39 from Sugarcreek to Berlin; TR 444 east of Walnut Creek; TR 419
263	Feb 06 2019 03:01 PM	CR 114 (or Olde Pump Street) and SR 39 - this is the place I am most concerned about - we have dubbed it "the most dangerous intersection in Holmes County"
264	Feb 06 2019 02:56 PM	All of CR 135; CR 114 & 70; SR 39 Sugarcreek to Berlin
265	Feb 06 2019 02:50 PM	CR 70 crossing SR 93; Smokey Lane Road to Sugarcreek mostly back roads. I avoid SR 93. I ride a bike to work
266	Feb 06 2019 02:48 PM	CR 12 from SR 643 TR 125; SR 651 from New Bedford to Baltic; SR 643 between TR 190 and SR 93; CR 600 from New Bedford to Charm; SR 557 between SR 643 and SR 62/39
267	Feb 06 2019 02:46 PM	Along SR 643 between SR 93 and New Bedford; Along SR 557 between CR 114 and Charm
268	Feb 06 2019 02:37 PM	Children biking to school on TR 568 between CR 192 and CR 189
269	Feb 06 2019 02:28 PM	CR 75 between CR 25 and SR 520
270	Feb 06 2019 02:24 PM	SR 557; SR 643; CR 114
271	Feb 06 2019 02:22 PM	SR 557 from Charm to SR 39/62
272	Feb 06 2019 02:17 PM	Along SR 557 between Charm and Wise School
273	Feb 06 2019 02:16 PM	SR 557 between Gugginberg Cheese & Farmerstown; SR 39 between Kline Lumber and Berlin
274	Feb 06 2019 02:13 PM	Along SR 39 between TR 351 east thru Berlin; along US 62 thru Bunker Hill; Along CR 77 to Mt. Hope; OR SR 39 east to CR 201 north to SR 241; OR SR 39 east to SR 557 thru Charm to Farmerstown
275	Feb 06 2019 02:10 PM	SR 39 to Berlin
276	Feb 06 2019 02:09 PM	62 & 39 to Berlin; also 557 to Charm
277	Feb 06 2019 02:07 PM	CR 201 - wish it had a buggy lane; TR 361 - they drive way too fast!; SR 39
278	Feb 06 2019 02:04 PM	SR 93 between SR 651 and SR 39
279	Feb 06 2019 01:36 PM	US 62; CR 200; CR 186; and TWP 660

280	Feb 06 2019 01:31 PM	CR 172; SR 39; US 62; CR 168
281	Feb 06 2019 01:29 PM	TR 444 and SR 39 and SR 515
282	Feb 06 2019 01:13 PM	SR 39 between Sugarcreek and Berlin
283	Feb 06 2019 01:12 PM	Along SR 39 between SR 93 and SR 62
284	Feb 06 2019 01:09 PM	SR 29 between Walnut Creek and Sugarcreek
285	Feb 06 2019 01:02 PM	Along CR 600 from CR 59 to SR 643
286	Feb 06 2019 12:59 PM	CR 77 to Mt. Hope SR 241
287	Feb 06 2019 12:52 PM	CR 189; CR 207; CR 201; SR 241; SR 39; SR 557; Holmes County rails-to-trails; TR 601; CR 501
288	Feb 06 2019 12:48 PM	TR 601 between TR 606 and CR 201; CR 201 between SR 241 and Fredericksburg; TR 606 between TR 601 and CR 235; CR 235 between TR 606 and SR 241
289	Feb 06 2019 12:42 PM	TR 183, TR 190, to 557 thru Charm
290	Feb 05 2019 03:44 PM	TR 366 - CR 77 - CR 168
291	Feb 05 2019 03:40 PM	From CR 207 going west to CR 77 going south toward Bunker Hill, then north towards Berlin on 62. Thanks for all your concerns.
292	Feb 05 2019 03:36 PM	Traveling along SR 39 with bicycle every day
293	Feb 05 2019 03:34 PM	Rt 62 Berlin Main St. from 557 to 39
294	Feb 05 2019 03:33 PM	Daily- along SR 39 between TR 401 and TR 369
295	Feb 05 2019 03:25 PM	CR 19 between CR 407 CR 600 Holmes; CR 19 to SR 557 & 643 SR 93 2 miles south of Baltic
296	Feb 05 2019 03:23 PM	TR 178; SR 651; TR 643; CR 114; SR 557; SR 39; SR 93; major crossing CR 114 & SR 39; SR 39 & TR 367; TR 178 & SR 643
297	Feb 05 2019 03:20 PM	Along SR 643 along CR 114 TR 177
298	Feb 05 2019 03:17 PM	415-515-168-77-39
299	Feb 05 2019 03:15 PM	Along CR 172 to SR 515; CR 172 to CR 144
300	Feb 05 2019 02:59 PM	SR 241 between CR 200 and CR 235 - Desperately needs resurfaced - wider buggy lane; SR 62 between CR 186 and SR 515; CR 186 between SR 241 and CR 200
301	Feb 05 2019 02:58 PM	Along TR 166 and between SR 39 and SR 93
302	Feb 05 2019 02:57 PM	TR 416; SR 515; SR 62; CR 168
303	Feb 05 2019 02:55 PM	SR 557 between US 62 and Charm; TR 367 to CR 77 to CR 168 (intersection of TR 367, CR 77, SR 39 is a very dangerous intersection)
304	Feb 05 2019 02:52 PM	Along CR 160 between TR 666 and 652
305	Feb 05 2019 02:50 PM	515 between 39 and 62; 62 between 250 and 39
306	Feb 05 2019 02:46 PM	Along CR 329

307	Feb 05 2019 02:41 PM	Along TR 348 to CR 349 left to SR 39 East - Holmes County Trail; Also on CR 320 crossing SR 83 and along CR 189
308	Feb 05 2019 02:39 PM	CR 203, TR 351, CR 201, SR 241 to Mt. Hope. CR 207 crossing CR 77 is the worst crossing. TR 629 crossing CR 77 is also bad from the west. The new fence atop the new retaining wall blocks a clear view for a horse drawn vehicle. Keep in mind for a buggy to have a clear sight path, the horse is 8-10 feet in front of the driver, so the horse is almost in the roadway by the time the driver can see
309	Feb 05 2019 02:34 PM	TR 350 to CR 320 to Holmesville then 189 and 192 east. Sometimes SR 83 north to CR 245. Most of the roads between SR 83 and SR 754 then SR 39 and CR 1. We travel a lot on CR 349. Some on SR 241.
310	Feb 05 2019 02:30 PM	Along SR 241 and CR 77; Along CR 160 Kidron Rd. between CR 160 and US 30; Also CR 77 between Mt. Hope and SR 39 sometimes very difficult to cross SR 39 at intersection of CR 77 - SR 39; also travel SR
311	Feb 05 2019 02:17 PM	557 some
312	Feb 05 2019 02:13 PM	Along CR 77 between TR 616 and US 241
313	Feb 05 2019 02:10 PM	SR 241 between Mt. Hope and Mt. Eaton
314	Feb 05 2019 02:08 PM	SR 557; CR 70
315	Feb 05 2019 02:07 PM	TR 369, 371 between SR 39 and SR 557; TR 369, 371 between CR 44 between SR 39, SR 62
316	Feb 05 2019 02:04 PM	TR 605 between CR 189 & CR 235; SR 241 to Mt. Hope; CR 189 between SR 241 & SR 83; TR 604 between CR 189 & CR 201; CR 201 between TR 605 & SR 39
317	Feb 05 2019 02:00 PM	SR 643 between SR 83 and SR 93; SR 557 between SR 39 and SR 93
318	Feb 05 2019 01:56 PM	TR 52 between Rt. 62 and CR 160
319	Feb 05 2019 01:55 PM	Along CR 600 to SR 557 - SR 557 to Charm
320	Feb 05 2019 01:53 PM	Along Holmes CR 229 and CR 77; Along Holmes Salt Creek Township 606 and CR 77
321	Feb 05 2019 01:50 PM	SR 241; TR 614 - TR 652 - TR 606 & more; CR 77; stop sign at SR 241 - TR 614 - vehicles, buggies, and E. bikes don't always stop at this intersection
322	Feb 05 2019 01:45 PM	SR 39 between Walnut Creek thru Sugarcreek; CR 141, TR 420 crossing SR 39

		Along SR 643 between Baltic and New Bedford; From along SR 643 to SR 93 to TR 170 or CR
323	Feb 05 2019 01:39 PM	108; From SR 643 to SR 557
324	Feb 05 2019 01:19 PM	Along SR 39 between TR 420 - SR 515
325	Feb 05 2019 01:18 PM	SR 241; CR 189; CR 207; TR 351; TR 601
326	Feb 05 2019 01:15 PM	see map
327	Feb 05 2019 01:08 PM	TR 112 to CR 58 - to CR 407 - to SR 557 - US 62; US 39 - CR 201 - CR 600 - CR 19 - TR 113
328	Feb 05 2019 01:06 PM	CR 77 crossing SR 39; SR 241 going from Benton thru Mt. Hope to Mt. Eaton. These are routes of concern. Comments: we really appreciate and like the buggy lanes on CR 77
329	Feb 05 2019 01:04 PM	Along SR 557 between US 62 and Charm, OH; Along US 62 between SR 557 and Bunker Hill, OH
330	Feb 05 2019 01:02 PM	CR 320 to SR 83 to CR 189 to SR 241 to CR 207
331	Feb 05 2019 01:00 PM	CR 77 - US 62 - 39
332	Feb 05 2019 12:59 PM	SR 83 crossing at TR 568 and crossing at TR 346 and crossing at TR 333; also on CR 189 crossing in Holmesville at Holmes County Trail these are crossing. We use daily to go to work with bikes, the trail is a big plus to our household :) thanks
333	Feb 05 2019 12:55 PM	CR 19, CR 61, CR 58, CR 59, CR 600, SR 557, CR 120, TR 110, TR 118, TR 128, CR 68, CR 407
334	Feb 05 2019 12:53 PM	Along CR 201 between SR 241 and US 62; Along SR 241 between CR 207 and CR 77; on CR 77 in Mt. Hope area
335	Feb 05 2019 12:50 PM	CR 77 from US 62 to SR 241 intersections TR 628 & 629; CR 207 CR 160/TR 628 from TR 362 to CR 77
336	Feb 05 2019 11:48 AM	TR 655 to TR 652 - to work; CR 160 to school - walking
337	Feb 05 2019 11:42 AM	Random. We really like the buggy lanes. At places they are very narrow (SR 241 is one place). Work: 7482 TR 362 to 628, 652, to 629, to US 62, to CR 672
338	Feb 05 2019 11:37 AM	see map
339	Feb 05 2019 11:33 AM	see map
340	Feb 05 2019 11:28 AM	see map

Huron

Answered **21**

Skipped **4**

Respondents	Response Date	Responses
1	Jun 07 2019 12:52 PM	Alpha Rd and Rome Greenwich Rd and Nineveh Rd; SR 13 and Free Rd
2	Jun 07 2019 12:50 PM	Along SR 61 between 224 and 96; Along SR 224 between 61 and 13; Along SR 603 between 61 and 13
3	Jun 07 2019 12:48 PM	Along SR 224 between New Haven, SR 61 to Greenwich SR 13; Along SR 61 to SR 603 between New Haven to Shiloh
4	Jun 07 2019 12:46 PM	Between 224 and 603 along Edwards, Old State, Baseline, and Noble Roads
5	Jun 07 2019 11:10 AM	Along SR 61 and Plymouth Springmill between Plymouth E and Dinniger
6	Jun 07 2019 11:08 AM	Along SR 224 from Edwards Rd to Greenwich; Along Edwards Rd from SR 224 to school = 1 mile; Only major crossing Edwards Rd and US 224 = very dangerous no matter what your ride is.
7	Jun 07 2019 11:05 AM	From Alpha Rd down Ninevah crossing at a 200ft jog 224 then on down Ninevah. This is the route our four school children (plus 6 more neighbor children) travel every school day. Crossing 224 is a big concern for our children because looking east while crossing 224 north they can't see the traffic coming because of the hill. Could we have a school crossing sign put there???
8	Apr 15 2019 11:18 AM	SR 224 5 miles east and west of Greenwich; SR 13 Fitchville to 96; SR 603 Plymouth to 13
9	Apr 09 2019 11:51 AM	Along Plymouth E Rd.; Old State Road between US 224 & SR 603
10	Apr 09 2019 11:47 AM	US 224 to Rt. 13; 224 to Ninevuh (?)
11	Apr 09 2019 11:45 AM	Between SR 224 and SR 603
12	Apr 09 2019 11:44 AM	Along SR 603 between SR 13 and SR 61; New State Rd between Hwy 224 and Baseline; Bowman Street Rd between SR 603 and SR 96
13	Apr 09 2019 11:42 AM	250 to Townline Rd.; 79 to Noble Rd. to Garrow Rd. to Crum Rd.
14	Apr 09 2019 11:40 AM	SR 13; Baseline Rd.; Noble Rd.
15	Apr 09 2019 11:38 AM	Edwards Rd. south across US 224

16	Apr 09 2019 11:35 AM	Baseline Rd; Bowman Street Rd.; SR 603; Plymouth East Rd.
17	Apr 09 2019 11:32 AM	Along SR 224 between Townline 111 and Old State Rd. You will find the roads highlighted on the map included. We thank you for your efforts and concern.
18	Apr 09 2019 11:28 AM	Along Old State Rd.; along 224; Old State Rd. & Rt. 224
19	Apr 09 2019 11:26 AM	13; 224
20	Apr 09 2019 11:24 AM	Along Old State Rd between US 224 and SR 603
21	Apr 09 2019 11:21 AM	Along Old State Rd between SR 603 and Townline 12

Jackson

Answered **16**
Skipped **4**

Respondents	Response Date	Responses
1	Jul 18 2019 12:17 PM	SR 776, SR 32
2	Jul 18 2019 12:15 PM	SR 776, Weber Road, SR 32, Glade Road
3	Jul 18 2019 12:13 PM	SR 32, Cove Road, Buckeye Church Road
4	Jul 18 2019 12:11 PM	Beaver Pike, Glade Road, Weber Road
5	Jul 18 2019 12:09 PM	SR 93, SR 279, SR 139
6	Jul 18 2019 12:01 PM	SR 776, SR 32, Weber Road, Glade Road, Cove Road, Conley Road
7	Jul 18 2019 11:47 AM	Glade Road, SR 32, SR 776, Beaver Pike
8	Jul 18 2019 11:41 AM	SR 776, Weber Road, SR 32, Glade Road, Foot Road, Cove Road, Beaver Pike
9	Jul 18 2019 11:39 AM	SR 32, Beaver Pike
10	Jul 18 2019 11:33 AM	Bethel Ridge Road, Beaver Pike, Glade Road, SR 32
11	Jul 18 2019 11:24 AM	SR 776, SR 32
12	Jul 18 2019 11:23 AM	SR 776, SR 32
13	Jul 18 2019 11:20 AM	SR 776, SR 32
14	Jul 18 2019 11:08 AM	SR 776, Weber Road, Glade Road, SR 32, Conley Road, Beaver Pike Road
15	Jul 18 2019 11:07 AM	SR 32, SR 776, Glade Road, Conley Road, Van Fossen, Weber Road, Beaver Pike Road
16	Feb 05 2019 10:07 AM	Along Clay Banner between SR 139 and SR 93

Knox

Answered **89**

Skipped **9**

Respondents	Response Date	Responses
1	Jul 22 2019 08:45 AM	Along Nunda Rd where Ireland Rd intersects and .5 miles north
2	Jul 22 2019 08:40 AM	Along Pealer Mill to SR 3 is dangerous, cant see far to the left.
3	Jul 22 2019 08:39 AM	CR 84 or Nunda Road crossing Mishey
4	Jul 22 2019 08:38 AM	Pealer Mill at College Hill Cross Road while going North - Cant see left
5	Jul 22 2019 08:35 AM	Nunda Road from Ireland to Mishy, SR 3 from Ireland to Collage Hill
6	Jul 22 2019 08:32 AM	Butler Road from Crooked Rd to SR 3, Crooked Rd and North Liberty up to Butler
7	Jul 22 2019 08:30 AM	SR 3 from County Line to Butler Road
8	Jul 22 2019 08:26 AM	US 62, SR 205, SR 514
9	Jul 22 2019 08:25 AM	SR 205
10	Jul 22 2019 07:44 AM	Flat Run Rd to TIger Valley, Flat Run to Danville
11	Jul 22 2019 07:43 AM	Nunda Rd to SR 3
12	Jul 22 2019 07:39 AM	Butler Rd from Daniels Rd to Statler
13	Jul 22 2019 07:38 AM	Nunda Rd, Mishey Rd, Sweendal Rd
14	Jul 22 2019 07:36 AM	Butler Road from Earnest to Frasher
15	Jul 22 2019 07:34 AM	Nunda Road from Earnest and Misney
16	Jul 22 2019 07:32 AM	Area between Amity to Jelloway and Bunker Hill to North Liberty
17	Jul 22 2019 07:30 AM	Pealer Mill Road from SR 3 and Butler
18	Jul 22 2019 07:29 AM	SR 3 from CR 14 to College Hill Rd
19	Apr 17 2019 11:29 AM	see map
20	Apr 17 2019 11:24 AM	see map
21	Apr 17 2019 11:03 AM	Along CR 6 or Waterford Rd.; Also along CR 14 and Yankee St.; between SR 13 and SR 314
22	Apr 17 2019 11:01 AM	Along SR 229 between SR 62 and US 36
23	Apr 17 2019 10:55 AM	see map
24	Apr 17 2019 10:52 AM	see map
25	Apr 17 2019 10:46 AM	see map
26	Apr 17 2019 10:42 AM	see map
27	Apr 17 2019 10:41 AM	see map
28	Apr 17 2019 10:33 AM	see map
29	Apr 17 2019 10:32 AM	see map
30	Apr 17 2019 10:12 AM	see map
31	Apr 17 2019 10:10 AM	see map
32	Apr 17 2019 10:09 AM	see map

33	Apr 17 2019 10:07 AM	see map
34	Apr 17 2019 09:18 AM	see map
35	Apr 17 2019 09:17 AM	see map
36	Apr 17 2019 09:15 AM	see map
37	Apr 17 2019 09:13 AM	see map
38	Apr 17 2019 09:10 AM	see map
39	Apr 17 2019 09:08 AM	see map
40	Apr 15 2019 11:56 AM	see map
41	Apr 15 2019 11:55 AM	see map
42	Apr 15 2019 11:54 AM	see map
43	Apr 15 2019 11:49 AM	see map
44	Apr 15 2019 11:46 AM	see map
45	Apr 15 2019 11:45 AM	see map
46	Apr 15 2019 11:43 AM	see map
47	Apr 15 2019 11:42 AM	see map
48	Apr 15 2019 11:40 AM	see map
49	Apr 15 2019 11:36 AM	see map
50	Apr 15 2019 11:34 AM	see map
51	Apr 15 2019 11:32 AM	see map
52	Apr 15 2019 11:28 AM	see map
53	Feb 19 2019 01:40 PM	see map
54	Feb 19 2019 01:38 PM	see map
55	Feb 19 2019 01:35 PM	see map
56	Feb 19 2019 01:28 PM	see map
57	Feb 19 2019 01:25 PM	see map
58	Feb 19 2019 01:19 PM	see map
59	Feb 19 2019 01:17 PM	see map
60	Feb 11 2019 02:13 PM	SR 229 & Billman Rd.
61	Feb 11 2019 02:11 PM	Chapel Rd. to SR 205 to SR 514; Chapel Rd. to Danville Amity Rd. to SR 62
62	Feb 11 2019 02:10 PM	US 36; SR 229
63	Jan 31 2019 02:44 PM	SR 3 between Apple Valley Rd. and Sapps Run Rd.; Crossing SR 3 from Apple Valley to Nunda Rd.; Apple Valley Rd. to Dan Amity Rd. and on towards Danville. We make lefthand turns on several different roads to go to church, etc.
64	Jan 31 2019 02:43 PM	SR 13; SR 314
65	Jan 31 2019 02:41 PM	Along SR 95 between Chesterville and Fredericktown
66	Jan 31 2019 02:34 PM	Along Knox CR 6 between Batemantown and SR 314; CR 47 and CR 6 to Fredericktown and crossing by past SR 13
67	Jan 31 2019 02:26 PM	Along SR 229 between SR 62 and SR 36; on 62 between Martinsburg and Danville

68	Jan 31 2019 02:24 PM	SR 586; SR 62; Henpeck Rd. (?)
69	Jan 31 2019 02:23 PM	SR 62 between Brinkhaven and Danville and also SR 205 would really like to see buggy lanes on SR 205 especially over the hills just north of Danville
70	Jan 31 2019 02:21 PM	Along SR 205 between US 62 and SR 3
71	Jan 31 2019 08:49 AM	Losh Rd. Twp.; US 62; SR 205; Chapel Rd.
72	Jan 31 2019 08:47 AM	My 2 employees travel to my shop every morning with horse and buggy. One is my brother. He travels SR 229 to Woods Church, other employee travels SR 541 to Woods Church Rd. Both employees have their buggies well lit, battery lights
73	Jan 31 2019 08:42 AM	Nunda Rd. & Rt. 3 - Butler Rd. & Earnest which is really bad because of a dip in the road. My brother and family had a wreck last year right there - killed the horse. Also Swendalt & Koppert, plus Doup & Bunkerhill S. Also Butler Rd. & Statler Rd.
74	Jan 30 2019 02:45 PM	SR 62; SR 586; SR 541
75	Jan 30 2019 02:43 PM	Crossing SR 314 on CR 97 in Morrow County, too many signs in the roadside cannot see southbound traffic til horse is too close to road.
76	Jan 30 2019 02:20 PM	Along SR 205 - US 62 - Danville Amity Rd. - Sapps Run Rd.
77	Jan 30 2019 02:18 PM	On SR 95 between Lucerne Rd. and McClelland Rd.
78	Jan 30 2019 02:14 PM	Flat Run Rd., US 62 - SR 205
79	Jan 30 2019 11:09 AM	Between US 62 and US 36 on New Castle Rd. on SR 229; also US 36
80	Jan 30 2019 11:06 AM	Along SR 36 on Brush Run Rd. into Wakatomac Rd of 229; travel on Brush Run cross SR 36 turn on 229 with a lot of morning traffic. Many people involved!
81	Jan 30 2019 11:02 AM	Not always the same but, along 229 between 36 and Hazel Dell; along 36 between 229 an Rutledge
82	Jan 30 2019 10:59 AM	SR 62 = 586 and small Co. roads close to 62 and 586
83	Jan 30 2019 10:57 AM	Along Waterford Rd. from SR 13 to SR 314
84	Jan 30 2019 10:53 AM	Chapel Rd. between Howard-Danville Rd. and SR 205 school children use this route 5 days per week
85	Jan 30 2019 10:51 AM	SR 229 and Wakatomica (?); Flack and 229
86	Jan 30 2019 10:47 AM	Along Nunda Rd. between SR 97 and SR 3

87	Jan 30 2019 10:45 AM	We rarely travel on state highways with a horse drawn vehicle. 2-3-4 times per year
88	Jan 30 2019 10:42 AM	Nunda Rd. - Frasher Rd. - Butler Rd. - Earnest Rd.; Koppert Rd. - Mishey Rd. - (we travel SR 3 maybe 4 times per year). Our main travel roads are county and township roads. Thank you, for the privilege of still traveling by horse and buggy
89	Jan 30 2019 10:38 AM	As a church family a lot travelling is by horse drawn vehicle on SR 229 between SR 36 and Mt. Vernon. On SR 62 between Danville and Utica. And 586 from Mt. Vernon on E. past Henpeck Rd. Further out in each direction there are other horse drawn vehicle church groups.

Logan

Answered	**26**
Skipped	**7**

Respondents	Response Date	Responses
1	Aug 28 2019 11:35 AM	CR 101, CR 49, CR 96, CR 113, CR 111, SR 638, CR 105
2	Aug 28 2019 11:33 AM	Along SR 638, US 68, SR 274
3	Aug 28 2019 11:32 AM	CR 105 betwen CR 49 and CR 39, CR 96 between CR 97 and School
4	Aug 28 2019 11:30 AM	US 68, SR 638, SR 274, SR 273
5	Aug 28 2019 11:28 AM	SR 638 and CR 101, CR 111 and US 68, CR 113 and US 68
6	Aug 28 2019 11:26 AM	Along US 68, SR 638, CR 111, SR 274
7	Aug 28 2019 11:25 AM	Along CR 97 and Along CR 96 and Along CR 105 to Northwood
8	Aug 28 2019 11:24 AM	CR 97, CR 96
9	Aug 28 2019 11:22 AM	CR 96 between SR 117 and New Richland, CR 39 between New Richland and Huntsville
10	Aug 28 2019 11:20 AM	Along CR 112 and CR 111 west crossing SR 68 and 638
11	Aug 28 2019 11:16 AM	Along CR 105 to CR 97, CR 96 between SR 274 and SR 235
12	Aug 28 2019 11:13 AM	CR 96, SR 117, SR 638
13	Aug 28 2019 11:12 AM	CR 96
14	Aug 28 2019 11:11 AM	Along CR 96 between SR 638 and US 68
15	Aug 28 2019 11:09 AM	SR 274, SR 273, SR 68
16	Aug 28 2019 11:07 AM	CR 96, CR 97, CR 105

17	Apr 17 2019 11:56 AM	Along CR 96 - CR 105 - CR 49. Any routes between Belle Center and Rushsylvania OH
18	Feb 11 2019 02:27 PM	Along SR 273; SR 638; CR 97; CR 96; CR 49; CR 105
19	Feb 11 2019 02:23 PM	Along SR 49 north and south of SR 274; Along 638 and SR 68 north of SR 274
20	Feb 11 2019 02:21 PM	see map
21	Feb 05 2019 09:32 AM	US 68 between SR 638 and SR 273; CR 111 between US 68 and SR 638; SR 274 between CR 25 and SR 117; SR 638 between US 68 and SR 273
22	Feb 05 2019 09:28 AM	CR 113 to 638 and crossing US 68 to 112 or Rushsylvania; CR 105 and CR 111
23	Feb 05 2019 09:24 AM	Along US 68 between Twp. 51 and SR 274; crossing US 68 Twp. 51; Along CR 112 between Twp. 51 and CR 113- Crossing CR 111; Along CR 111 between US 68 and CR 112 (school route)
24	Feb 01 2019 09:00 AM	Between SR 117 and US 68
25	Feb 01 2019 08:26 AM	Along US 68 & SR 274
26	Feb 01 2019 08:09 AM	US 68; US 638

Medina

Answered	**13**
Skipped	**18**

Respondents	Response Date	Responses
1	Aug 28 2019 09:29 PM	Along SR 301 between SR 162 and US 42. Intersection of SR 301 and US 224. No stoplights
2	Jul 19 2019 02:48 PM	SR 301, US 42
3	Jul 19 2019 02:47 PM	SR 301, US 42, CR 500, CR 175
4	Jul 19 2019 02:40 PM	SR 301 from Spencer to West Salem
5	Jul 19 2019 02:38 PM	SR 301 from Spencer to SR 302, SR 539 from West Salem to Congress
6	Jul 19 2019 02:38 PM	CR 500 from Zimmerman to Camp Road
7	Jul 19 2019 02:36 PM	SR 301 from Spencer to West Salem
8	Jul 19 2019 02:35 PM	SR 301 from Spencer to Lattusburg - this route is heavily traveled by horse and buggy
9	Jul 19 2019 02:12 PM	From SR 162 to US 42 on SR 301
10	Jul 19 2019 02:08 PM	Willams Road, CR 500, SR 301, Jeffery Road
11	Jul 19 2019 11:23 AM	SR 301 from US 42 to SR 162

12	Jun 07 2019 01:27 PM	Most of our traveling is between these towns: Spencer, Lodi, West Spencer, Polk, Sullivan in that circle
13	Jun 07 2019 01:24 PM	From our house on Old Mill Road to the Countyline Produce Auction, mostly travelling SR 301 on Mon. Wed. Fri. from May through November. SR 301 gets a lot of buggies from Spencer to Lattisburg. School: Corner of Camp and Old Mill during school months

Morgan

Answered **5**
Skipped **7**

Respondents	Response Date	Responses
1	Jun 10 2019 12:38 PM	see map
2	Jun 10 2019 12:36 PM	see map
3	Jun 10 2019 12:31 PM	see map
4	Jun 10 2019 12:25 PM	see map
5	Feb 05 2019 10:28 AM	along SR 377

Morrow

Answered **16**
Skipped **70**

Respondents	Response Date	Responses
1	Jul 19 2019 06:20 AM	SR 314 and CR 22
2	Jul 19 2019 06:19 AM	SR 314
3	Jul 19 2019 06:18 AM	SR 314 and CR 22
4	Jul 19 2019 06:15 AM	CR 80, CR 22, SR 314
5	Jul 19 2019 06:11 AM	SR 314 and CR 22
6	Jun 13 2019 10:00 AM	Walking: on CR 22 between 314 and CR 80 daily morn and eve to and from school. Driving on SR 314 between CR 22 and TR 119 daily morn and eve
7	Jun 13 2019 09:45 AM	Along SR 314 between TR 120 TR 95. Also along CR 14, CR 22, CR 80, Ridge Rd (CR 121), Lucerne Rd, TR 178
8	Jun 10 2019 12:55 PM	SR 95 between I-71 and US 13
9	Feb 11 2019 02:17 PM	SR 314 - CR 97 - TR 87 - CR 22

10	Jan 31 2019 03:11 PM	Along SR 314 between US 42 and Waterford Rd.; Along TR 80 between US 42 and Waterford Rd.
11	Jan 31 2019 03:08 PM	A lot travel SR 314; Waterford Rd. (and our road Yankee St. CR 14). I am located at A t& C Tarp since 1984 and see a big change in amount of traffic, etc.
12	Jan 31 2019 03:00 PM	Along 314 between CR 97 and US 42
13	Jan 31 2019 02:58 PM	SR 314 between SR 42 and 95; lots of trucks and FAST moving vehicles. We need 6 miles of buggy lane from 42 to CR 14; at most areas it wouldn't take much
14	Jan 31 2019 02:56 PM	Along SR 314 and US 42
15	Jan 31 2019 02:55 PM	Along SR 314 between Johnsville and Chesterville and the country roads around the area between SR 314 and SR 546; CR 97 and SR 314 (crossing)
16	Jan 31 2019 02:50 PM	Along SR 314 between SR 95 and SR 42

Perry

Answered	**8**
Skipped	**1**

Respondents	Response Date	Responses
1	Apr 17 2019 10:57 AM	Pen Rd. - Flagdale Rd. - Adcock Rd. - SR 37 - SR 668 - Mainesville Rd. - Heyd Rd. - Marietta Rd. - Jerusalem Rd. - TR 185 & 186 - Purvis Rd.
2	Apr 17 2019 10:54 AM	Flagdale Rd. to SR 37 and 37 into Junction City. Marietta Rd. from Bremen to SR 668. 668 into Junction. Also T 185 north to Mainesville Rd. and Mainesville to 668
3	Apr 17 2019 10:35 AM	Along SR 668 between SR 37 and Turkey Run Rd.; on Mainesville between SR 668 and Jerusalem Rd.
4	Apr 17 2019 10:30 AM	Mainesville N 668
5	Apr 17 2019 10:28 AM	We use 668 from where 333 Rd is south of Junction City to Junction City and all so 186 all the way to 235 out to Marietta. Marietta to Flagsdale 185 Mainesville Rd from Catholic church to Bethal Rd.

6	Apr 17 2019 10:22 AM	To work now: Along Pen Rd. west of Adcock to Purvis, along Purvis to/along Old Rushville Rd. almost to 664. After I move in May: Along Marietta to Jerusalem, long Jerusalem to 37, along 37 to County Line Rd to/along Old Rushville (I have a battery assist bicycle). Other: Along 664 from Old Rushville Rd. to Marietta. Along Marietta from 664 to 668. Along 668 from Marietta to TR 333. Along Flagdale from Marietta to Pen. Along Heyd and Mainsville from Jerusalem to across 668.
7	Apr 17 2019 10:14 AM	Along Pen to Flagdale to Marietta; Along Pen, Adcock, 37 to Kings Grand Central
8	Jan 30 2019 02:47 PM	Along SR 668 and Amish Ridge Rd. between US 22 and SR 204

Pickaway

Answered **2**
Skipped **2**

Respondents	Response Date	Responses
1	Apr 17 2019 11:31 AM	SR 56 - SR 159; (CR) Tarlton Adelphi Rd. between 56 and 159
2	Jan 31 2019 03:05 PM	From Laurelville to Lancaster; from Laurelville to Logan, from Laurelville to Tarlton to Circleville, we have a lot of jobs that we travel with buggy

Pike

Answered **4**
Skipped **1**

Respondents	Response Date	Responses
1	Jul 18 2019 12:04 PM	SR 32, Glade Road
2	Jul 18 2019 11:43 AM	Beaver Pike, Glade Road, SR 32
3	Jul 18 2019 11:37 AM	Glade Road, SR 32, Beaver Pike, Weber Road, SR 776
4	Jun 10 2019 12:14 PM	US 32 between Cove Rd and Coal Dock

Portage

Answered **8**
Skipped **5**

Respondents	Response Date	Responses
1	Aug 28 2019 11:54 AM	SR 305, SR 88
2	Aug 28 2019 11:50 AM	SR 305 to Prentiss
3	Aug 28 2019 11:49 AM	SR 282
4	Aug 28 2019 11:46 AM	Along SR 305 to Nicholson Rd, SR 305 to SR 82, SR 305 from Prentiss Road to Ely Road
5	Aug 28 2019 11:44 AM	Prentiss south to SR 305, Center St to Garrettsville
6	Aug 28 2019 11:43 AM	Parkman Nelson Rd
7	Aug 28 2019 11:41 AM	SR 305
8	Aug 28 2019 11:40 AM	SR 82, SR 305, US 422, SR 88

Richland

Answered	**74**
Skipped	**16**

Respondents	Response Date	Responses
1	Jul 19 2019 06:14 AM	US 546 and SR 314
2	Jun 07 2019 01:31 PM	SR 13 between Noble Rd and Reynolds Rd
3	Jun 07 2019 01:28 PM	SR 13 between 603 and Baseline Rd; SR 603 between SR 13 and Snake Rd
4	Jun 07 2019 01:03 PM	Along Bowman Rd to anywhere we need to go
5	Jun 07 2019 01:02 PM	Along SR 13 at Chesrown Rd and Eby Rd between Ganges Fives Points and SR 603
6	Jun 07 2019 12:44 PM	Daily on Free Rd and SR 603 through Shiloh; Weekly on Free Rd, Planktown Rd, Noble Rd, and SR 603 W
7	Jun 07 2019 12:42 PM	Swanger to Tree (?) Rd or Noble and Baseline
8	Jun 07 2019 12:41 PM	Opdyke Rd the whole stretch; SR 603 between Bowman Rd and Planktown N Rd; Plymouth Springmill between Opdyke and Dininger Rd
9	Jun 07 2019 12:38 PM	603 Free Rd to Noble
10	Jun 07 2019 12:36 PM	Along Franklin Church Rd between Latimer and Eby crossing SR 603 and SR 96 and from Latimer to McQuillen to Crum Rd
11	Jun 07 2019 12:20 PM	Rome Greenwich Rd between 224 and 603 and crossing these Free Rd to SR 13 Crum Rd; Noble Rd and Baseline Crossing SR 13

12	Jun 07 2019 12:18 PM	Planktown Rd between SR 603 and Noble Rd; Free Rd between Planktown and SR 13; Noble Rd between Plantown and SR 603; SR 603 between Plantown and Noble Rd; Bowman Rd between SR 603 and Dinninger Rd
13	Jun 07 2019 12:14 PM	Amstutz to Free to Rt 13; Rome Greenwich to Free to Church
14	Jun 07 2019 12:10 PM	Noble Rd and SR 13 crossroads; SR 13 between Free and Crum Roads
15	Jun 07 2019 11:32 AM	Along SR 96 on SR 13, right on Samsel Rd = school - 1 biker w/ biking vest; Along SR 96, left on Franklin Ch. Rd, right on Latimer, left on McQuillen, right on Crum = church; Along 96, right on 13, left on Geisinger Rd or Rome S, left on Shelby Gang, right on Bowman, left on London E; Along 96, right on 13, left on Geisinger, right on Rome S, left on Shelby Gang, right on Bowman, Left on Richards; Along 96, right on 13, left on Seisinger, right on Rome S, left on Shelby Gang, right on Ganges 5 Points, right on London E, right on Fackler
16	Jun 07 2019 11:26 AM	Along SR 603 between SR 13 and Shiloh and SR 13 between Reynolds Rd and Noble Rd
17	Jun 07 2019 11:24 AM	SR 13 between SR 603 and Noble Rd
18	Jun 07 2019 11:23 AM	Along Olivesburg Fitchville Rd between Adario Rd and Crum Rd; Along Adario W Rd between SR 13 and Rome Greenwich Rd.
19	Jun 07 2019 11:21 AM	Along Rt. 603 between Rt. 545 and 598
20	Jun 07 2019 11:19 AM	Miller Rd to Bowman St Rd to Dininger Rd
21	Jun 07 2019 11:18 AM	Rome South Rd between Ganges East Rd and Free Rd (Rome S becomes Rome Greenwich Rd north of SR 603); Ganges East Rd from Rome S Rd to Ganges 5 Points Rd and Ganges 5 Points Rd to Snake Rd
22	Jun 07 2019 11:16 AM	Our household lives along SR 13 between SR 224 and SR 603
23	Jun 07 2019 11:13 AM	603 & 13; 603 & Rome Greenwich Rd; Free Rd & 603
24	Apr 15 2019 11:25 AM	Along Free Rd between SR 13 and Planktown
25	Apr 12 2019 01:32 PM	Along SR 61 between the City of Plymouth and Shelby
26	Apr 12 2019 01:29 PM	SR 13
27	Apr 12 2019 01:28 PM	Along SR 13 between US 224 and SR 96

28	Apr 12 2019 01:27 PM	Crossing SR 13 daily to go to school between Sampsel and Wharton Rd.; Driving on SR 13 between Wharton and Crum Rd. to go to church
29	Apr 12 2019 01:23 PM	No SR or US Rt just back roads
30	Apr 12 2019 01:19 PM	Along Bowman Rd between US 603 to London East Rd and SR 603 between Rt 224 to Rt 13
31	Apr 12 2019 01:17 PM	Along Noble Rd. between Pennel Rd. and Rt. 13 crossroads; From Noble Rd. to Rome Greenwich and on to US Rt 224
32	Apr 12 2019 01:16 PM	Ganges 5 Pts Rd between SR 13 and 603
33	Apr 12 2019 01:15 PM	Along Free Rd
34	Apr 12 2019 01:14 PM	Between SR 224 and SR 96 north and south; Between SR 61 and SR 545 east and west
35	Apr 12 2019 01:06 PM	Along SR 13 between SR 30 and SR 224; along SR 96 between SR 603 and SR 39; along SR 603 between SR 96 and SR 98
36	Apr 12 2019 01:04 PM	Noble Rd between SR 603 and SR 13; Planktown Rd between SR 603 and Baseline Rd
37	Apr 12 2019 01:01 PM	Along 603 between Bowman Rd and Rt. 13
38	Apr 12 2019 12:59 PM	Along Planktown N Rd between Baseline & Noble
39	Apr 12 2019 09:31 AM	To Church: Rome Greenwich Rd to Free Rd.; School: Rome Greenwich to Lattimer to Amstutz
40	Apr 12 2019 09:29 AM	SR 61 - 603 - 224 - 13
41	Apr 12 2019 09:21 AM	SR 603 Plymouth to Olivesburg
42	Apr 12 2019 09:19 AM	Along Amstutz & Free Rds
43	Apr 12 2019 09:17 AM	Along Planktown Rd - Baseline Rd & Noble Rd; Usually between US 224 and SR 603
44	Apr 12 2019 09:14 AM	Crum Rd between SR 13 & SR 250; SR 13 between SR 603 & SR 224; Latimer Rd between SR 13 & SR 603; Free Rd between SR 13 & SR 603
45	Apr 12 2019 09:11 AM	Crossing Rt 13 along Baseline Rd
46	Apr 12 2019 09:05 AM	Along Free Rd between SR 13 and 603; Also Rome South Rd north of 96 & 96 (?)
47	Apr 12 2019 08:59 AM	Ganges 5 Pt Rd Shiloh; 603; SR 13
48	Apr 12 2019 08:55 AM	SR 603; SR 13
49	Apr 12 2019 08:54 AM	Plymouth Springmill London to Dinninger on Sundays and around Shiloh. PS thank you for caring.
50	Apr 12 2019 08:50 AM	SR 603 to Ganges 5 pts Rd

51	Apr 12 2019 08:48 AM	Dinninger Rd between Plymouth Springhill and Bowman
52	Apr 12 2019 08:47 AM	Malone Rd to Baseline Rd almost every day. Malone Rd to Dininger Rd every Sunday
53	Apr 12 2019 08:45 AM	Along SR 603, Willet, Richards, Plymouth-Springmill, Oininger
54	Apr 12 2019 08:33 AM	Along SR 13 and SR 603 and the intersection of SR 13 and SR 603. and Free Rd and Rome Greenwich Rd.
55	Apr 09 2019 12:45 PM	Daily: Along SR 603 between Kaster Rd and Planktown Rd.; Weekly: Along 603 to Planktown Rd to Free Rd to Gilger Rd.; Occasionally: Along SR 603 between Kaster Rd and Planktown Rd past SR 603 and Bowman St Rd to Plymouth
56	Apr 09 2019 12:40 PM	Lattimer Rd., SR 603, SR 13, Amstutz Rd, Free Rd, Noble Rd, Heifner Rd, Gilger Rd, Swanger Rd, Wells Rd, Planktown N Rd, Baseline Rd, Edwards Rd, Plymouth E Rd, Rome Greenwich Rd
57	Apr 09 2019 12:39 PM	Along Bowman Street Rd across SR 96 (between 96 and 13)
58	Apr 09 2019 12:38 PM	SR 603 and 96 between SR 545 and 13; Bowman St, Olivesburg Fitchville and 13 between 224 and 96
59	Apr 09 2019 12:36 PM	Along 603 between Snake Rd. and town of Plymouth.
60	Apr 09 2019 12:34 PM	SR 603 - Planktown N. - Noble Rd.; SR 603 - Shiloh; Free Rd. between Planktown N & SR 13
61	Apr 09 2019 12:32 PM	Planktown N. Rd. between SR 603 and SR 224; Free Rd between Planktown N Rd and SR 13; SR 603 between Shiloh and SR 13
62	Apr 09 2019 12:29 PM	Along Planktown N between Baseline Rd. and SR 603
63	Apr 09 2019 12:28 PM	Bikes: Swanger Rd. & Edwards Rd. between Noble & Baseline Rd. and Plymouth East Rd. Noble Rd., Heifner Rd. and Free Rd. - horse drawn vehicle
64	Apr 09 2019 12:22 PM	Free Rd; Wells Rd.; 603; Latimer; Kaster; Ganges
65	Apr 09 2019 11:08 AM	Along Baseline Rd. between Ninevah Rd. and Rome Greenwich Rd.
66	Apr 09 2019 11:07 AM	Along Free Rd. to north of US 224 & south of SR 603

67	Apr 09 2019 11:01 AM	SR 603 & Planktown Rd & Ganges Rd. crossing. Planktown to Noble Rd to 603 (if Noble isn't flooded)
68	Feb 11 2019 01:56 PM	Along Painter Rd. between SR 546 and Perry Twp. 1
69	Feb 11 2019 01:38 PM	We travel most roads between Rt. 603 and Noble and US 250 to Rt. 13. There are several roads like Olivesburg, Fitchville, and Adario West and Adario East that are in such poor condition thus causing serious damage to horse drawn vehicles and may also cause other drivers to loose control of vehicles. We wonder is there no money to repair these roads, or what is their problem?
70	Jan 29 2019 12:10 PM	Bellville Johnsonville Rd.; N. Darlington, Algire, Biddle, Wirck
71	Jan 29 2019 12:09 PM	Along SR 96 and in between SR 250 - SR 13 E and W; N and S, would be between SR 603 and Crum Road
72	Jan 29 2019 08:59 AM	Along Brokaw Rd., CR, Bunkerhill S., Hildebrant, Macy, Harris, Delong, Statler, Wheatcraft, and Hazlet
73	Jan 29 2019 08:55 AM	Darlington Rd. to CR 97 across SR 314, Darlington to Painter, Our main travel is between SR 314 and SR 546
74	Jan 28 2019 12:57 PM	Mostly between SR13 & SR250 and from Noble Rd. to SR96

Trumbull

Answered	**13**
Skipped	**4**

Respondents	Response Date	Responses
1	Aug 27 2019 10:40 PM	SR 45, US 322
2	Aug 27 2019 10:38 PM	SR 45 between North Bloomfield & Orwell
3	Aug 27 2019 10:36 PM	US 322 Between SR 534 & SR 45, SR 45 between US 322 & SR 87
4	Aug 27 2019 03:14 PM	US 322 and SR 45 and SR 46
5	Aug 27 2019 03:08 PM	US 322 and SR 45
6	Aug 27 2019 03:06 PM	SR 45 between SR 87 and US 322
7	Aug 27 2019 03:02 PM	Along SR 45 between SR 87 and US 322, Along US 322 between SR 534 & Staley Rd

8	Jan 29 2019 03:27 PM	SR 87 between Girdle Rd. and town of Middlefield; SR 534 between Gates East Rd. and SR 87
9	Jan 29 2019 03:24 PM	On Rt. 87 between Rt. 528 and 534
10	Jan 29 2019 03:18 PM	SR 88 - Old State Road, SR 534; Curtis Middlefield Rd. - Ensign Rd., Girdle Rd.
11	Jan 29 2019 03:03 PM	Along Rt. 87 from Rt. 46 all the way up to the town of Middlefield. Now and then Rt. 528 and also Rt. 608.
12	Jan 29 2019 03:00 PM	Between Routes 87 and 322
13	Jan 29 2019 02:59 PM	We travel on Girdle Rd. between SR 88 and Rt. 608; also on Rt. 88 between Rt. 45 and Rt. 528

Tuscarawas

Answered	**53**
Skipped	**6**

Respondents	Response Date	Responses
1	Jul 22 2019 07:13 AM	SR 93 from Baltic to Sugarcreek
2	Jul 21 2019 09:45 PM	SR 93 from CR 46 to Ragersville Road
3	Feb 11 2019 03:33 PM	Along SR 93 between Baltic and Dundee; Along Pleasant Valley Rd. between Ragersville Rd. and Sugarcreek
4	Feb 11 2019 03:23 PM	SR 93 between SR 516 in Dundee and Pleasant Valley Rd. for a couple miles toward Baltic; Cement Bridge Rd. between SR 93 and US 62 in Winesburg; Gerber Valley Rd. between SR 93 and SR 39
5	Feb 11 2019 03:21 PM	Along Winklepleck Rd. and SR 93
6	Feb 11 2019 03:20 PM	Along SR 93 and Gerber Valley Rd.
7	Feb 11 2019 03:19 PM	Along Evanscreek Rd., Ragersville Road to Baltic or Sugarcreek; Hilltop Road onto Pleasant Valley Road; Evanscreek Rd. left onto Ragersville Rd. left onto Sugarcreek Rd. to IGA
8	Feb 11 2019 03:16 PM	Along SR 93 between Barrs Mills Rd. and Cement Bridge Rd.
9	Feb 11 2019 12:34 PM	To work: CR 160 from Winesburg to Mt. Hope; To school: Cement Bridge Rd. and Chestnut Ridge Rd.
10	Feb 11 2019 12:32 PM	Along SR 93 between CR 70 and SR 39
11	Feb 11 2019 12:31 PM	Mostly county roads - when I have to, SR 93 and SR 39 along Sugarcreek. But I avoid SR 93 whenever convenient

12	Feb 11 2019 12:28 PM	Would love to see a buggy lane along SR 93 from Hickory Drive over to Baltic
13	Feb 11 2019 12:27 PM	Along SR 39 and SR 93
14	Feb 11 2019 12:25 PM	SR 39 and SR 93
15	Feb 11 2019 12:23 PM	SR 93 between Dundee and Sugarcreek; SR 39 between Sugarcreek and Walnut Creek; Gerber Valley Road; Golf Course Road
16	Feb 11 2019 12:22 PM	CR 76; SR 93 & 39
17	Feb 11 2019 12:20 PM	SR 39 Sugarcreek - Walnut Creek area
18	Feb 11 2019 12:18 PM	on SR 93 intersection 39 and 93
19	Feb 11 2019 12:17 PM	SR 93 - between Sugarcreek and Baltic; Intersection SR 93/TR 169 - SR 93/CR 108; school children - bicycles - Pleasant Valley Rd.
20	Feb 11 2019 12:15 PM	[**car**] SR 93 between Sugarcreek and Baltic. I feel they should have both drivers license and license plates on their buggies
21	Feb 11 2019 12:10 PM	SR 93 between Sugarcreek and Baltic
22	Feb 11 2019 12:09 PM	Travel a lot on SR 93 north of Sugarcreek. Biggest concern is traveling to my in-laws crossing SR 39 below Walnut Creek - a dangerous intersection
23	Feb 11 2019 12:06 PM	SR 93 between Dundee and Sugarcreek - animal drawn vehicle and bicycle
24	Feb 11 2019 12:03 PM	1 mile east of Baltic; going over a hill and curve · cars cannot see far. Motor vehicle cannot see far for a long distance.
25	Feb 07 2019 11:53 AM	Along SR 250 between Wilmot and Mt. Eaton; Along US 62 between Wilmot and Winesburg; Along Route 200 between US 62 and Route 241
26	Feb 07 2019 11:51 AM	We travel buggy & bicycle regularly to town - to Sugarcreek - 1 mile - Pleasant Valley Rd.
27	Feb 07 2019 11:49 AM	SR 39; SR 93; CR 46; CR 47; CR 73
28	Feb 07 2019 11:47 AM	Along SR 93 between CR 70 and Shutt Valley Rd. Thank you for your interest in our safety!
29	Feb 07 2019 11:43 AM	Along SR 93 between SR 516 and SR 39
30	Feb 07 2019 11:42 AM	Generally on SR 93; SR 557
31	Feb 07 2019 11:40 AM	Along Hilltop Rd. to CR 46 through Ragersville; Along Hilltop Rd. to SR 93
32	Feb 07 2019 09:30 AM	SR 93 between Sugarcreek and Baltic
33	Feb 07 2019 09:28 AM	Township and country roads between the Gold Course and Sugarcreek
34	Feb 07 2019 09:27 AM	SR 93 between Barrs Mills Rd. and Gerber Valley Rd.

35	Feb 07 2019 09:25 AM	Smokey Lane Rd. to Sugarcreek; SR 93 between Sugarcreek and Baltic
36	Feb 07 2019 09:24 AM	At JCT 39 and 93 south about 3 miles to SR 643 is a stretch off hills and curves (trucks). I see too many black rubber tire marks of vehicle using brakes because of driving too fast
37	Feb 07 2019 09:16 AM	SR 39 between Berlin and Sugarcreek
38	Feb 07 2019 09:11 AM	Pleasant Valley Road (Tuscarawas County); SR 93
39	Feb 07 2019 09:09 AM	US 62 from CR 160 to SR 515 and along SR 515; CR 97 from Cement Bridge Rd. to and along TR 661 to TR 662
40	Feb 07 2019 08:59 AM	From SR 651 through Baltic; back streets to CR 575 to SR 643 or SR 557 to CR 114; Also travel SR 93 a lot. Hate the intersection of CR 114 and SR 557 when coming downhill off of CR 114. The white lines on CR 575 and CR 114 are GREAT!
41	Feb 06 2019 03:15 PM	Starting at SR 93 south our regular route is to SR 39 to Walnut Creek,then left at CR 135
42	Feb 06 2019 03:13 PM	Smokey Lane Rd.; SR 93 between Sugarcreek - Baltic; SR 557
43	Feb 06 2019 03:11 PM	Along Pleasant Valley Rd. thru Baltic and along SR 651
44	Feb 06 2019 02:02 PM	Along SR 93 between Dundee and Gerber Valley Rd.
45	Feb 06 2019 01:58 PM	SR 39 and Factory Street in Sugarcreek Ohio; SR 39 and 114 at Walnut Creek, Ohio
46	Feb 06 2019 01:56 PM	Hickory Drive; SR 93; CR 70; Smokey Lane; Bohler Street
47	Feb 06 2019 01:53 PM	Along SR 93 between SR 557 and SR 39
48	Feb 06 2019 01:52 PM	SR 93 to Sugarcreek and back
49	Feb 06 2019 01:49 PM	Cherry Ridge Drive onto SR 39; SR 39 and SR 93 intersection at the light - shouldn't there be a sign for no turn on red when headed SR 39 east?
50	Feb 06 2019 01:45 PM	Walnut Creek Bottom Rd. thru onto CR 168; Dundee to Berlin; US 62 into Winesburg
51	Feb 05 2019 02:48 PM	Along SR 39 between SR 93 and CR 114
52	Feb 05 2019 01:41 PM	CR 47 from Sugarcreek til Seldenright; SR 39 from Sugarcreek til Walnut Creek; SR 93 from SR 557 til SR 643

53	Feb 05 2019 01:11 PM	Maurer Rd. to Winklepleck to Edelweiss Dr. to SR 39 to Sugarcreek; Maurer Rd. to Winklepleck to SR 93; Maurer Rd. to Winklepleck to Rowe to Skyline Dr. to Shetler Rd.; Also we travel to Sugarcreek to Smokey Lane Rd. cross 93 to 557 to 643

Wayne

Answered	**118**
Skipped	**21**

Respondents	Response Date	Responses
1	Aug 28 2019 09:16 PM	SR 250 between SR 94 and SR 83
2	Aug 28 2019 09:13 PM	CR 501
3	Aug 28 2019 09:12 PM	US 250, SR 94, SR 241
4	Aug 28 2019 09:09 PM	Along SR 250 between Criswell Rd and SR 241, Along Buss Rd between Criswell and Applecreek Rd
5	Aug 28 2019 08:57 PM	Kidron Rd and Western Rd
6	Aug 28 2019 08:56 PM	Kidron Rd between Hackett and US 250
7	Aug 28 2019 08:54 PM	Hackett Rd and Kidron Rd
8	Aug 28 2019 08:53 PM	Jericho Rd between SR 241 and Kidron Rd, SR 94 between US 30 and SR 250, SR 241 between US 30 and Mt. Hope
9	Aug 28 2019 08:51 PM	Jericho Rd between SR 241 and Kidron Rd, SR 94 between Dalton and Mt. Eaton
10	Jul 21 2019 09:42 PM	SR 241 from Wayne County line to Mt Hope
11	Jul 19 2019 02:24 PM	SR 301, US 42, SR 224
12	Jul 19 2019 02:14 PM	SR 301
13	Jul 19 2019 02:09 PM	US 42 and SR 301
14	Jul 19 2019 11:21 AM	SR 301 from lattesburg to West Salem
15	Jul 18 2019 01:51 PM	Jericho Road between SR 241 and Kidron Road, SR 94 between US 250 and Hackett
16	Jul 18 2019 01:48 PM	Hackett Road and Kidron Road
17	Jul 18 2019 01:45 PM	Along US 250 between Kansas Road and Kidron Road
18	Jul 18 2019 01:43 PM	CR 52 to Kidron
19	Jul 18 2019 01:42 PM	Zurcher Road from Hackett to SR 241, Jericho Road from Zuercher Road to Lustig Road, Zuercher to Hackett Kidron
20	Jul 18 2019 01:37 PM	Along Hackett between Carr and Milborne
21	Jul 18 2019 01:35 PM	Along Hackett Between Wlety and US 94
22	Jul 18 2019 01:30 PM	Kidron Road

23	Jun 07 2019 12:55 PM	Bicycle daily on SR 94 between Mt. Eaton and Jericho Rd.; Buggy once a week on SR 94 between Western Rd and Mt. Eaton
24	Jun 07 2019 12:54 PM	SR 250 between the town of Mt Eaton and town of Apple Creek
25	Jun 07 2019 12:34 PM	Kohler Rd, Hackett Rd, Emerson Rd, Kidron Rd, all between 250 and Rt 30
26	Jun 07 2019 12:32 PM	On Kidron Rd from SR 30 to SR 250 North and South
27	Jun 07 2019 12:28 PM	We live in Mt. Eaton and have family in Fryburg, west of Fredericksburg, Maysville, Dalton, Apple Creek, Mt. Hope, and Winesburg, so you will find us anywhere between here and there
28	Jun 07 2019 12:24 PM	Crossing SR 250, Fountain Nook Rd (area)
29	Jun 07 2019 12:22 PM	Kansas Rd to Hackett Rd to Kohler Rd to Emerson Rd to Kidron
30	Apr 17 2019 09:05 AM	Along Jericho Rd. between SR 241 and Kidron Rd.; Along SR 94 between SR 250 and Hackett Rd.
31	Apr 17 2019 09:03 AM	Hackett Rd and Kidron Rd, CR 52
32	Apr 17 2019 09:01 AM	Along US 250 between Kansas Rd. and Kidron Rd.
33	Apr 17 2019 08:59 AM	Mostly on CR 52 to Kidron
34	Apr 17 2019 08:56 AM	Zuercher Road from Hackett to 241; Jericho Road from Zuercher Road to Lustig Road; Zuercher to Hackett to Kidron to Square in Kidron
35	Apr 17 2019 08:51 AM	Along Hackett between Carr and Milborne then along Milborne to Secrest
36	Apr 17 2019 08:49 AM	Along Hackett between Welty and US 94; Along Carr Rd between US 250 and US 30
37	Apr 17 2019 08:41 AM	Kidron Rd to Kidron
38	Feb 11 2019 02:04 PM	Along US 250 between Mt. Eaton and Apple Creek; Kidron Rd. between Kidron and SR 241 - sometimes further; Zuercher Rd. from Hackett Rd. to SR 241
39	Feb 11 2019 01:50 PM	Along Kidron Rd. between SR 241 and US 30
40	Feb 11 2019 01:48 PM	Along SR 241 between Route 30 and Route 250 and Route 93

41	Feb 11 2019 01:47 PM	Along SR 250 between Barnhart Rd. and Kohler Rd.; Along Moreland Rd. between S Kansas Rd. and Criswell Rd.; Along S. Kansas Rd. between SR 241 and Ely Rd.; Along Kidron Rd. between Western Rd. and Hacket Rd.; Along Criswell Rd. between SR 250 and Freeze Rd.
42	Feb 11 2019 01:43 PM	CR 37; SR 241; US 250 Zuercher Rd. crossroad is hard to see when you pull up on 250 from Zuercher Rd.; Along US 250 between Mt. Eaton and Zuercher Rd.
43	Feb 11 2019 01:39 PM	Intersection of Mt. Hope Rd. and Harrison Rd.; Then 3 miles out each ways on both Harrison and Mt. Hope Road
44	Jan 29 2019 02:41 PM	Along Criswell Rd. between SR 250 and S. Carr Rd.; S. Carr Rd. between SR 250 and Criswell Rd.; SR 250 between S. Carr Rd. and Millbourne Rd. in downtown Apple Creek; Criswell Rd. between S. Carr Rd. and Harrison Rd.
45	Jan 29 2019 02:35 PM	We travel on Moreland Rd., Criswell Rd., Carr & Harrison, Fountain Nook Rd., Kansas Rd., Kidron Rd., Emerson Rd., cross 250, and travel on 250 occasionally. Also Mt. Hope Rd. We like the buggy lane on Mt. Hope Rd.
46	Jan 29 2019 02:33 PM	Route 241 between Mt. Eaton and Mt. Hope. 241 and Kidron Rd.
47	Jan 29 2019 02:29 PM	On Saltcreek Rd. and on Kidron Road, on SR 241 crossing to Zeucher Rd. walking on Saltcreek Rd. to the Y of Cunningham Rd. in early mornings on work days, in darkness going to work. Worked out well so far.
48	Jan 29 2019 02:27 PM	US 250; S. Carr Rd; Criswell Rd.; Moreland Rd.; S. Apple Creek Rd.
49	Jan 29 2019 02:25 PM	Mt. Hope Rd. between US 250 and US 241. Trucks need to be slowed down through Maysville, OH; it's 35 mph but seldemly do you see any driving under 50 mph
50	Jan 29 2019 02:23 PM	Criswell Rd. from Buss Rd. to SR 250 to work with bicycle
51	Jan 29 2019 02:09 PM	Saltcreek Rd. between Criswell and S. Kansas; Mt. Hope Rd. between CR 229 and Harrison
52	Jan 29 2019 02:08 PM	Along Swinehart-Ely & Milborne

53	Jan 29 2019 02:06 PM	Entering and exiting US 250 from and to Western Rd.; SR 52; US 250; SR 241; cross streets include: US 250 & SR 52; US 250 & Carr Rd.; US 250 & Mt. Hope Rd.; US 250 & S. Kansas Rd.; Western & SR 52
54	Jan 29 2019 01:58 PM	Along Fountain Nook Rd. between Harrison Rd. and SR 250
55	Jan 29 2019 01:57 PM	Along Criswell Rd. between SR 250 and Holmes Co. Line.
56	Jan 29 2019 01:53 PM	I ride my bike to Mt. Hope - Kidron and Wooster
57	Jan 29 2019 01:52 PM	T-105 - SR 241 between US 30 and US 250; T-105 - CR 80
58	Jan 29 2019 01:47 PM	Moreland Rd. from Harrison to SR 501; Buss Rd.; Criswell Rd.; Fountain Nook Rd.; 94A; other local roads
59	Jan 29 2019 01:37 PM	CR 90 - CR 2 - CR 501
60	Jan 29 2019 01:34 PM	Along Carr Rd. between US 30 and Fredericksburg all of Criswell Rd.; Harrison Rd. from Mt. Eaton and Criswell; kansas from US 250 to Harrison; SR 241 from Mt. Eaton to US 62 - US 250 from Apple Creek to Mt. Eaton. CR 229 and all of CR 235; Moreland Rd. from Kansas Rd. to Cutter Rd. Many of county roads in southern Wayne County and Northern Holmes County.
61	Jan 29 2019 01:29 PM	Harrison Rd. between Hagback Rd. and Kansas Rd.
62	Jan 29 2019 01:25 PM	Rt. 250 between 241 and W Lebanon Rd.; Carr Rd. between Ely Rd. - Rt. 30
63	Jan 29 2019 01:22 PM	Between SR 250 and SR 39, 94A, CR 2, CR 235
64	Jan 29 2019 01:20 PM	SR 241 Massillon Rd. Mt. Eaton to Mt. Hope
65	Jan 29 2019 01:18 PM	Carr Rd. & Apple Creek Rd. intersection; Carr Rd. & Moreland Rd. intersection
66	Jan 29 2019 01:12 PM	Along Harrison Rd. (CR2) east and west of Mt. Eaton. South Mt. Eaton Rd. (SR94) north of Mt. Eaton. All roads leading to Mt. Eaton
67	Jan 29 2019 01:09 PM	Kidron Rd. SR 241
68	Jan 29 2019 01:08 PM	Along SR 241 - US 250 - CR 77 Holmes Co.
69	Jan 29 2019 01:03 PM	Along US 250 between Apple Creek and Mt. Eaton; Along SR 241 between Mt. Eaton and Mt. Hope; the intersection of US 250 and Kansas Rd. is dangerous to cross in a buggy because of limited sight distance to the east. There have been many crashes.

70	Jan 29 2019 12:59 PM	SR 250 between S. Kansas and also between Fountain Nook
71	Jan 29 2019 12:57 PM	Walking to school along Emerson Rd. between Kohler and Mt. Hope Rd.; horse and buggy on Kidron Rd. between Kidron and SR 241
72	Jan 29 2019 12:55 PM	Emerson Rd. between Kidron and Mt. Hope Roads
73	Jan 29 2019 12:51 PM	Harrison Road between 501 and CR 77; Apple Creek Road between 94A and Saltcreek Rd.
74	Jan 29 2019 12:49 PM	Harrison Rd. between Fredericksburg and Mt. Eaton
75	Jan 29 2019 12:47 PM	Along S. Carr Rd. crossing US 250 or driving along US 250; Along CR S. Carr Rd. and driving on CR Criswell
76	Jan 29 2019 12:40 PM	Cunningham Rd. between CR 77 to Kidron Rd.; Saltcreek Rd. between Fredericksburg to Mt. Eaton; Kidron Rd. between 241 to Kidron; Harrison Rd. between Fredericksburg and Mt. Eaton
77	Jan 29 2019 12:37 PM	CR 200 - US 62 to TR 662; CR 186 - this road is unsafe, narrow, and high speed traffic; Senff Rd. and crossing US 250
78	Jan 29 2019 12:35 PM	Cross Carr Rd. to work
79	Jan 29 2019 12:32 PM	Along Carr Road between Lincoln Way and E. Moreland Road; SR 250 between Apple Creek Road and Kidron Road
80	Jan 29 2019 12:29 PM	Between SR 250 and SR 62
81	Jan 29 2019 12:27 PM	Roads around Kidron used @ various times; most heavily used by us are: Hackett, Kohler, Kidron, Zuecher, Sommers, Baumgartner, Emerson
82	Jan 29 2019 12:22 PM	Biking on S. Kohler Rd. between Hackett Rd. and SR 250; Biking on Hackett Rd. between Kohler Rd. and Zuercher Rd.
83	Jan 29 2019 12:18 PM	Kansas Rd. South across Hackett and Emirson
84	Jan 29 2019 12:17 PM	Western Road; Kidron Road; Zuercher Road; SR 250
85	Jan 29 2019 12:14 PM	Along SR 250 between SR 241 and CR 52
86	Jan 29 2019 12:13 PM	CR South Apple Creek Road; TWP Buss Road; TWP Criswell; TWP East Moreland
87	Jan 29 2019 11:13 AM	Salt Creek Rd. to Fredericksburg; Salt Creek Rd. to Mt. Hope and Bunker Hill
88	Jan 29 2019 11:11 AM	S. Kansas Rd. between Harrison Rd. and TR 606 crossing SR 241
89	Jan 29 2019 11:09 AM	SR 250

90	Jan 29 2019 11:07 AM	Winesburg Rd. between Durstine Rd. to Mt. Eaton
91	Jan 29 2019 11:04 AM	SR 241; US 250
92	Jan 29 2019 11:03 AM	We travel SR 241 (Massillon Rd.) regularly! There are NO buggy lanes from Mt. Eaton to Holmes County line. People pass so close. Please check along roadway how many dropoffs there are that a person does NOT want to get their buggy wheels in... (local traffic pass on double yellow lines, crowd buggies off the road)
93	Jan 29 2019 10:59 AM	SR 250 between SR 241 & CR 94A; Kidron Rd. between Emerson Rd. & SR 241; Harrison Rd. between 250 & Apple Creek Rd.; Zuercher Rd. between Western Rd & SR 241; Saltcreek Rd. between S. Kansas & Apple Creek Rd.
94	Jan 29 2019 10:56 AM	SR 94 & Mt. Eaton Rd. S. (Jericho Rd bumpy); very little space to get off pavement when walking, biking - buggy
95	Jan 29 2019 10:54 AM	CR 2 between Kidron Rd. and SR 250; Kidron Rd. between SR 241 and Emerson Rd.; Salt Creek Rd. between Kidron Rd. and SR 241 in Mt. Eaton; Zeurcher Rd. between CR 2 and SR 241
96	Jan 29 2019 10:50 AM	Harrison Rd & Fountain Nook Rd in Maysville; Harrison Rd to Fredericksburg; Mt. Hope Rd. to Mt. Hope
97	Jan 29 2019 10:48 AM	From SR 241 to SR 250 and beyond; east and west from Mt. Eaton to Fredericksburg; SR 94 to SR 501 C_orn Rd.
98	Jan 29 2019 10:45 AM	Along CR Mt. Hope Rd. - CR Harrison; Intersections of said streets
99	Jan 29 2019 10:43 AM	Kohler Rd. - SR 250 - Kidron Rd
100	Jan 29 2019 10:36 AM	I use a horse drawn vehicle along SR 250 between Kansas and Western Rd.
101	Jan 29 2019 09:58 AM	Kohler Rd. between Arnold Rd. and Harrison Rd.; Kansas Rd. between Arnold Rd. and Moreland Rd.; Mt. Hope Rd. between Moreland Rd. and CR 229; Hackett Rd. between Emerson and Milborne
102	Jan 29 2019 09:55 AM	To school along S. Kansas between E. Moreland & Harrison Rd.
103	Jan 29 2019 09:53 AM	Harrison Rd. between Mt. Eaton and Fredericksburg; Mt. Hope Rd. in Maysville to Mt. Hope, also 241; Kidron Rd. between 250-241

104	Jan 29 2019 09:47 AM	Along SR 250 and Kidron Rd; Western Rd. 241; Zuecher Rd. Harrison Rd.
105	Jan 29 2019 09:43 AM	Along S. Kansas Rd. between Rt. 30 and Emerson Rd.; Along Hockott Rd. between Carr Rd. and Zuercher Rd.; Along Emerson Rd. between Carr Rd. and Kidron Rd.; We use a lot of horse and buggy for transportation. Not just these routes but a lot 10 to 12 mile runs.
106	Jan 29 2019 09:40 AM	Kidron Rd. between Harrison and SR 250
107	Jan 29 2019 09:34 AM	Harrison Rd. between SR 83 and Mt. Hope Road; 94A from Fredericksburg to E. Moreland Rd.; Graber Road; CR 245; Reditt Rd.; Hoy Rd.; CR 201
108	Jan 29 2019 09:30 AM	Apple Creek Rd. and Carr Rd. crossroad
109	Jan 29 2019 09:28 AM	S. Apple Creek Rd. Between Harrison Rd. & 606; TR 606 between S. Apple Creek Rd. & TR 652; TR 652 between 606 & CR 160; Harrison Rd. between Leaman & Criswell
110	Jan 29 2019 09:24 AM	Along Harrison CR 2 between Fredericksburg and Mt. Eaton. Fredericksburg Rd. from Graber Rd 346 to Moreland Rd., Carr Rd. from Fredericksburg to SR 250
111	Jan 29 2019 09:22 AM	Along Salt Creek Rd. between CR 77 and Fredericksburg
112	Jan 29 2019 09:20 AM	Harrison Rd. between SR 83 to Kidron Rd., S. Carr Rd. between Fredericksburg and US 250, Graber Rd. between S. Carr and Fredericksburg Rd. (501), Honeytown Rd. between 501 and Buss Rd.
113	Jan 29 2019 09:14 AM	Along Criswell Rd. between US 250 & Harrison Rd.
114	Jan 29 2019 09:11 AM	Along Myers Rd. between Camp Rd. and SR 302, and along TR 1300 between Camp Rd. and CR 175
115	Jan 29 2019 09:09 AM	US 250 Fountain Nook Rd. & US 250, Mt. Hope Rd. & US 250
116	Jan 29 2019 09:06 AM	Along East Moreland Road between Criswell and Fountain Nook Roads
117	Jan 29 2019 09:02 AM	Along 94-A (Carr Rd.) SR 250 to Apple Creek, Emerson Rd. - to Kidron. Along Crisswell Rd., Moreland Rd., Harrison Rd., Buss Rd., Honey Town Rd., Messener Rd., Weaver Rd., & roads into Holmes County

118	Jan 28 2019 12:37 PM	TR 363 between Emerson and SR 241, 77 east/west CR 2 CR 52. Most roads between Wooster and Wilmont. Crossroads SR 250/TR 363, SR250/Kansas Rd., SR 250/Western



Appendix C

Community Meeting Documentation

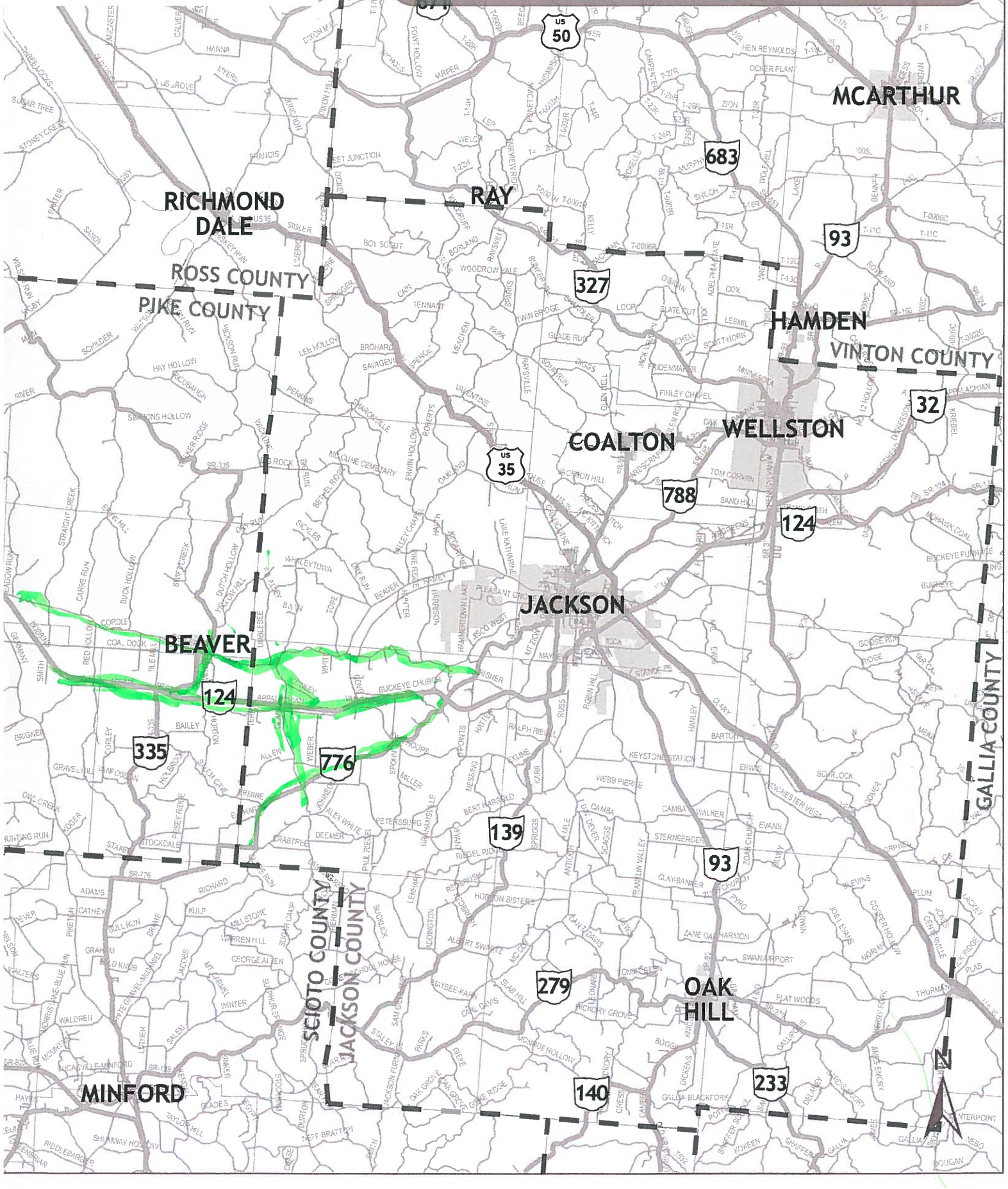
Jackson County Meeting Results

March 26th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:



Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

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Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

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Buggy Safety Exercise



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Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

Walk/Bike Safety Exercise



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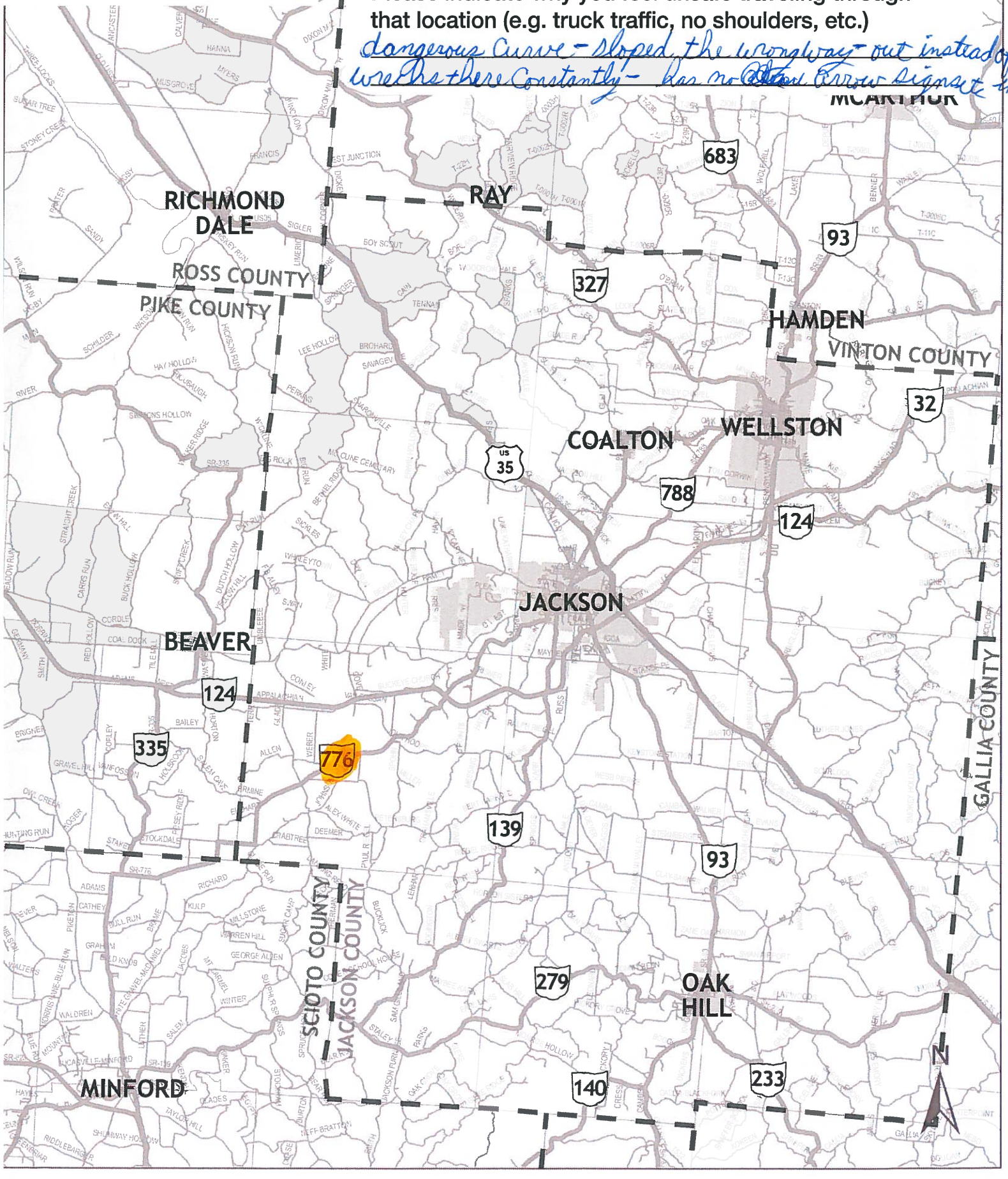
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

dangerous curve - sloped the wrongway - out instead of wrecks there constantly - has no arrow signs etc in



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_____

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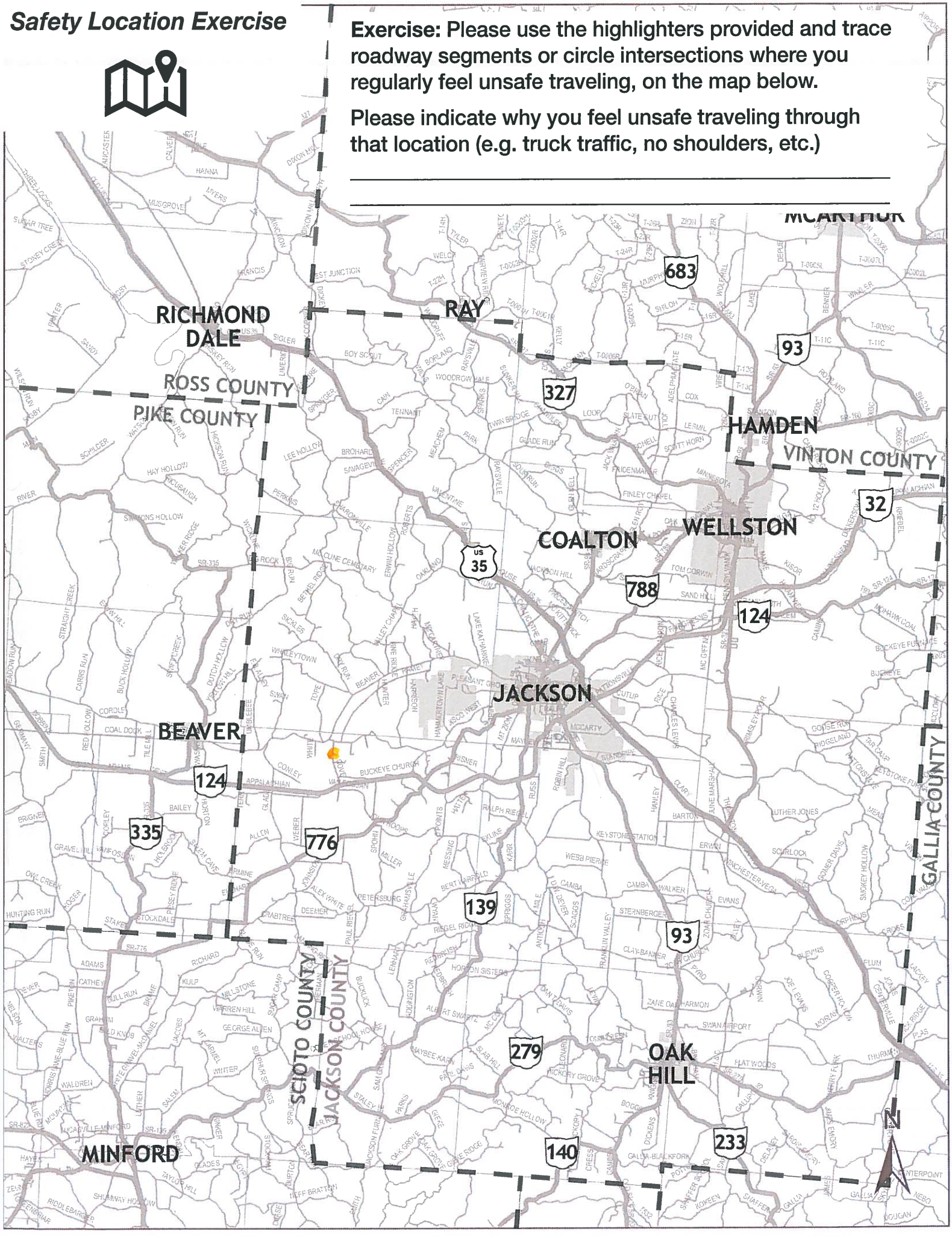

Safety Location Exercise

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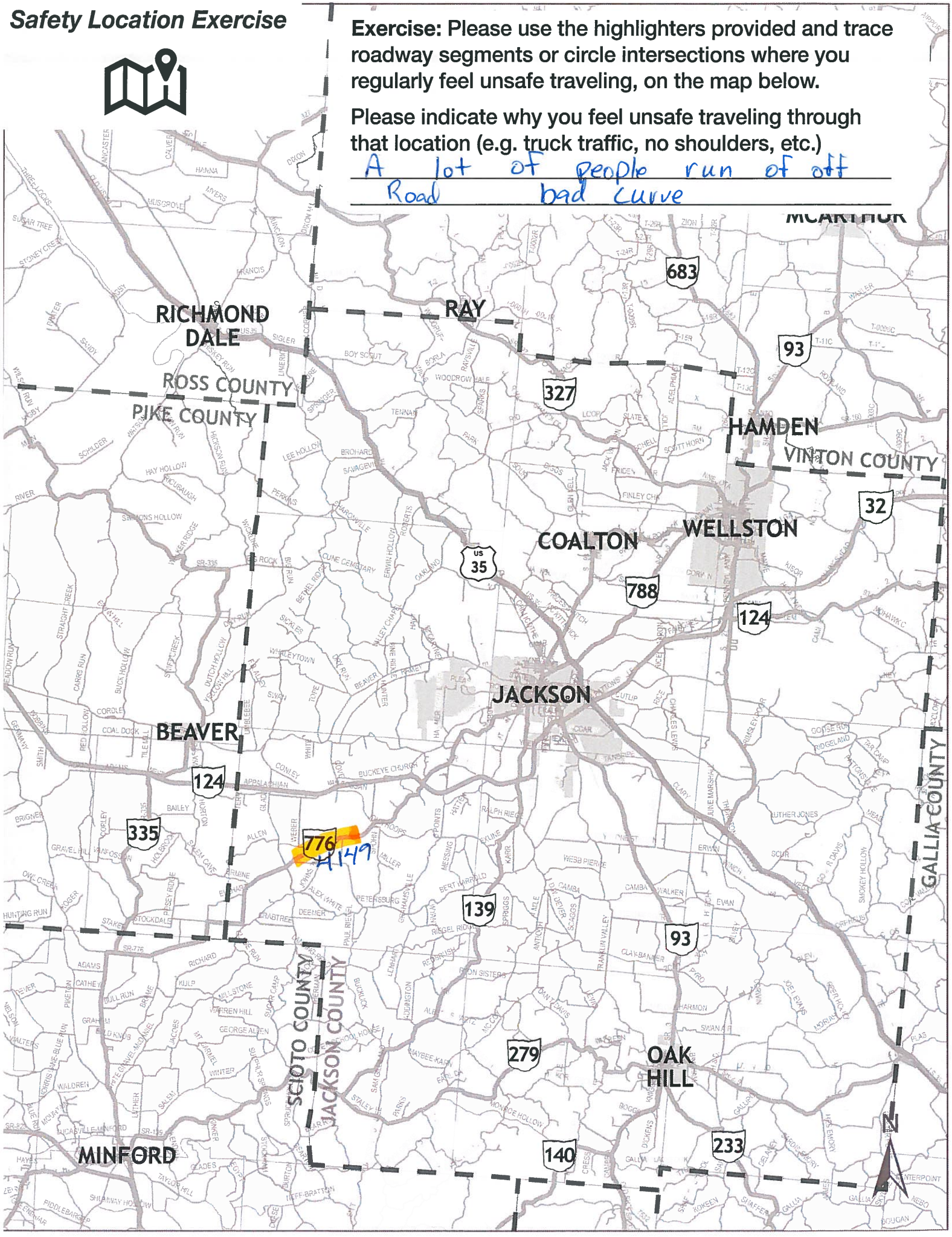
A lot of people run of off Road bad curve



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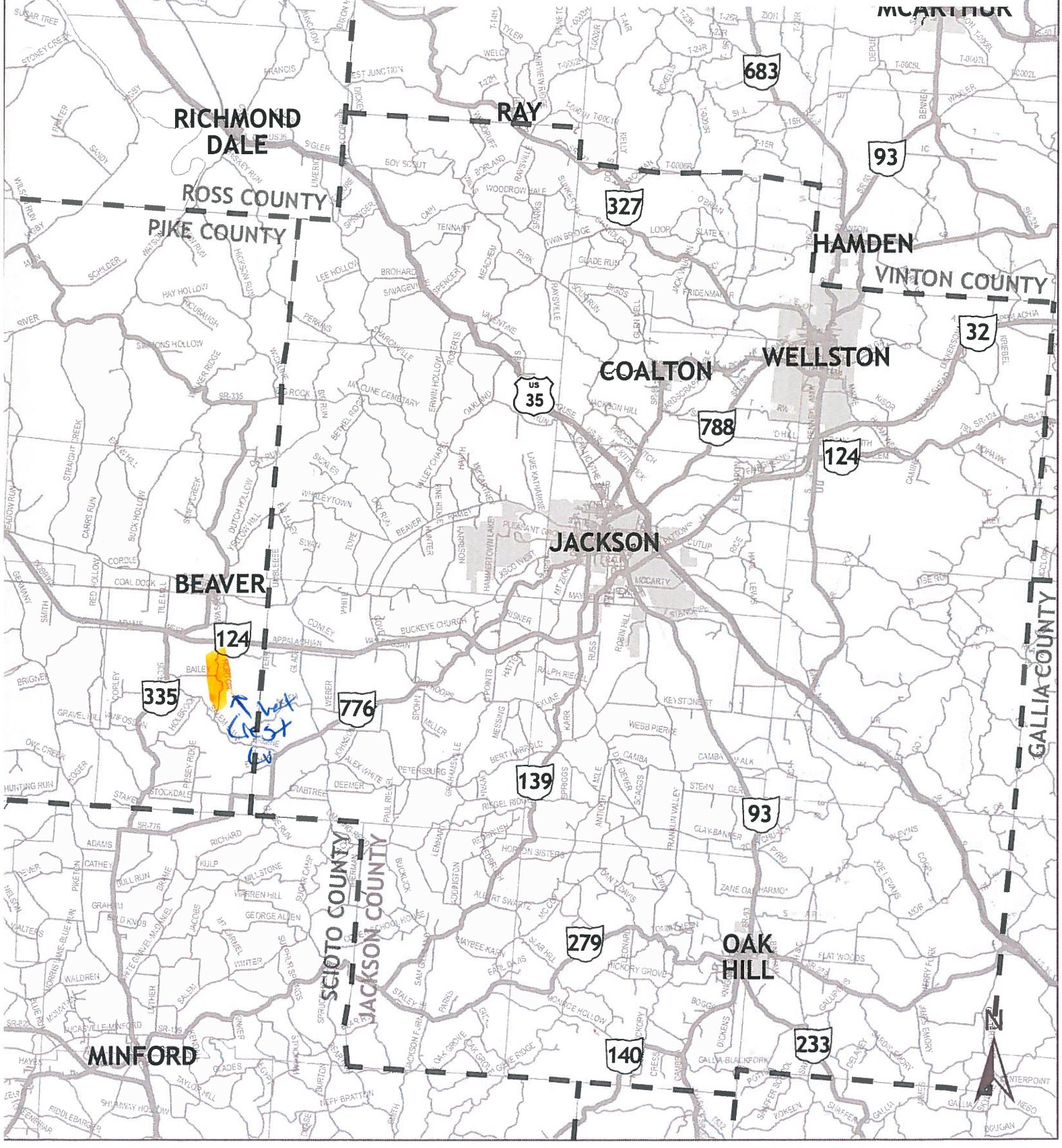

Safety Location Exercise

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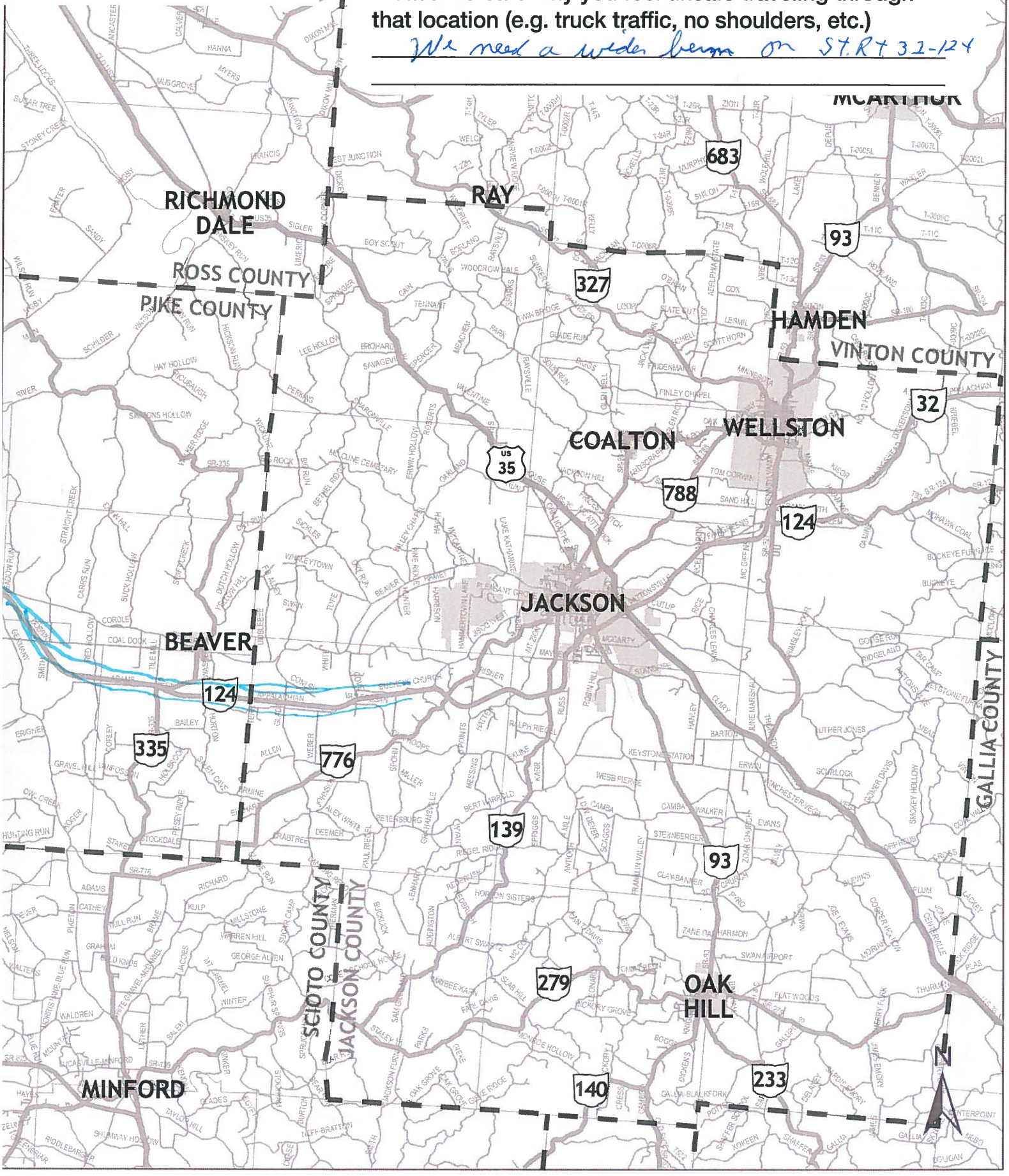
We need a wider berm on ST. RT 32-124



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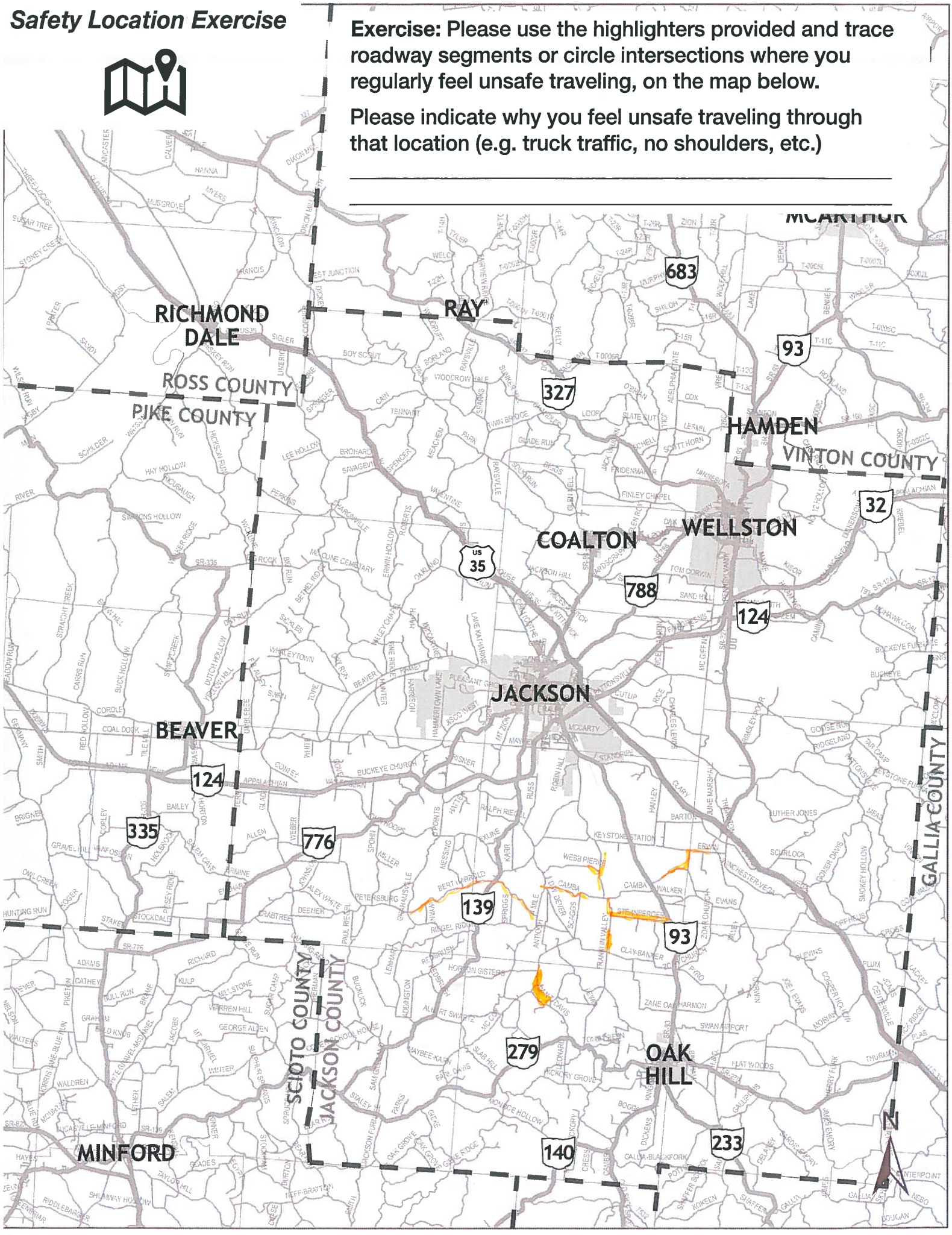

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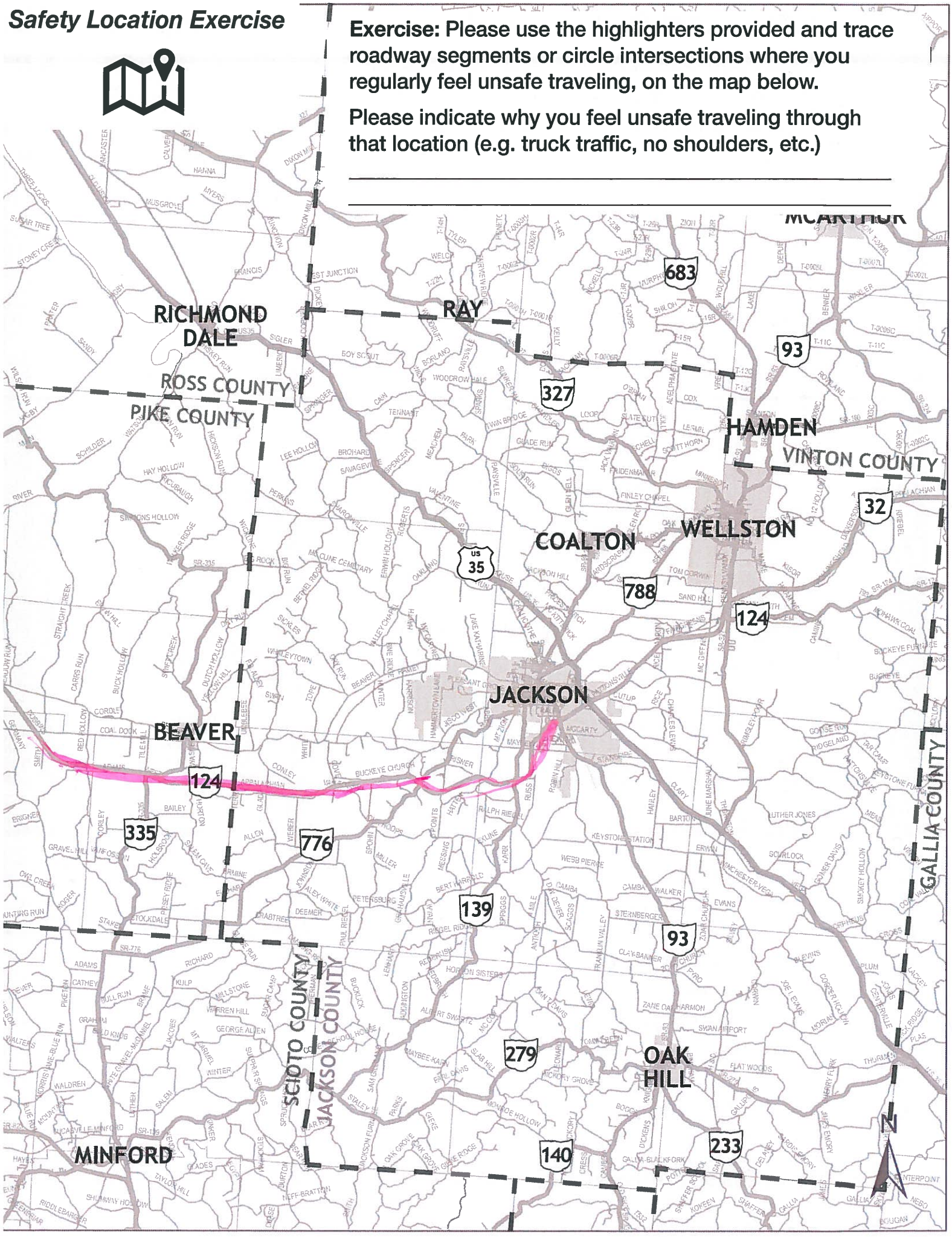

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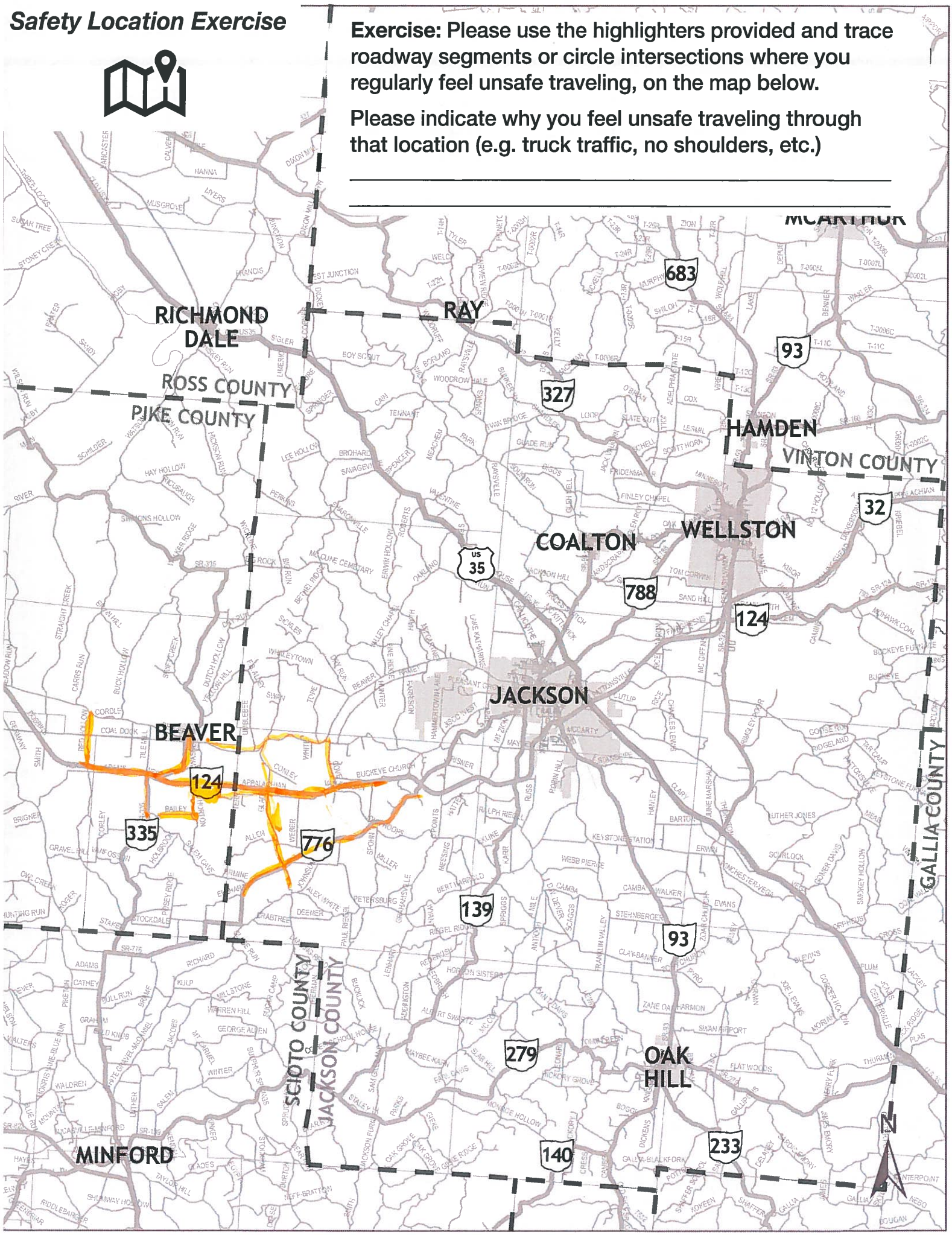

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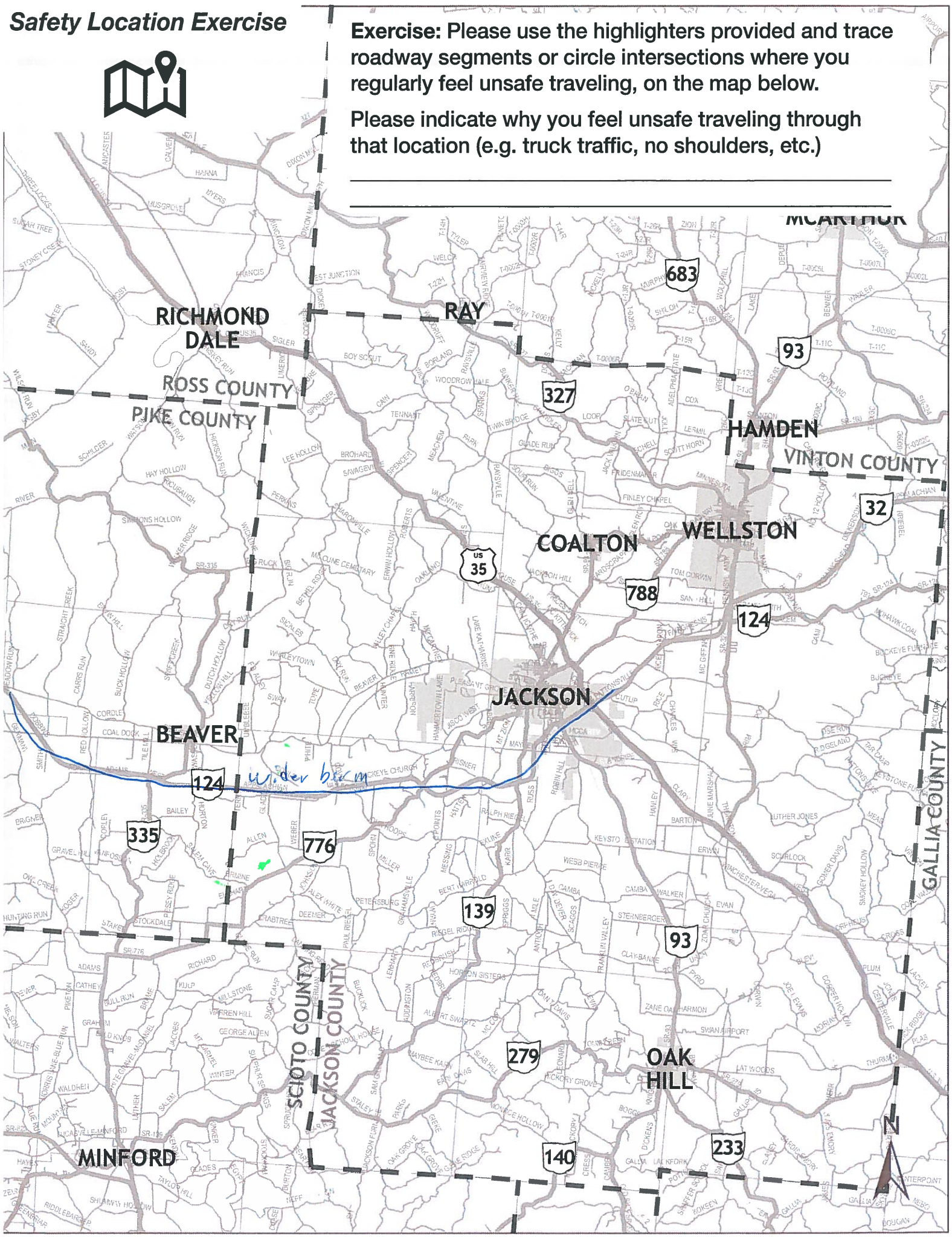

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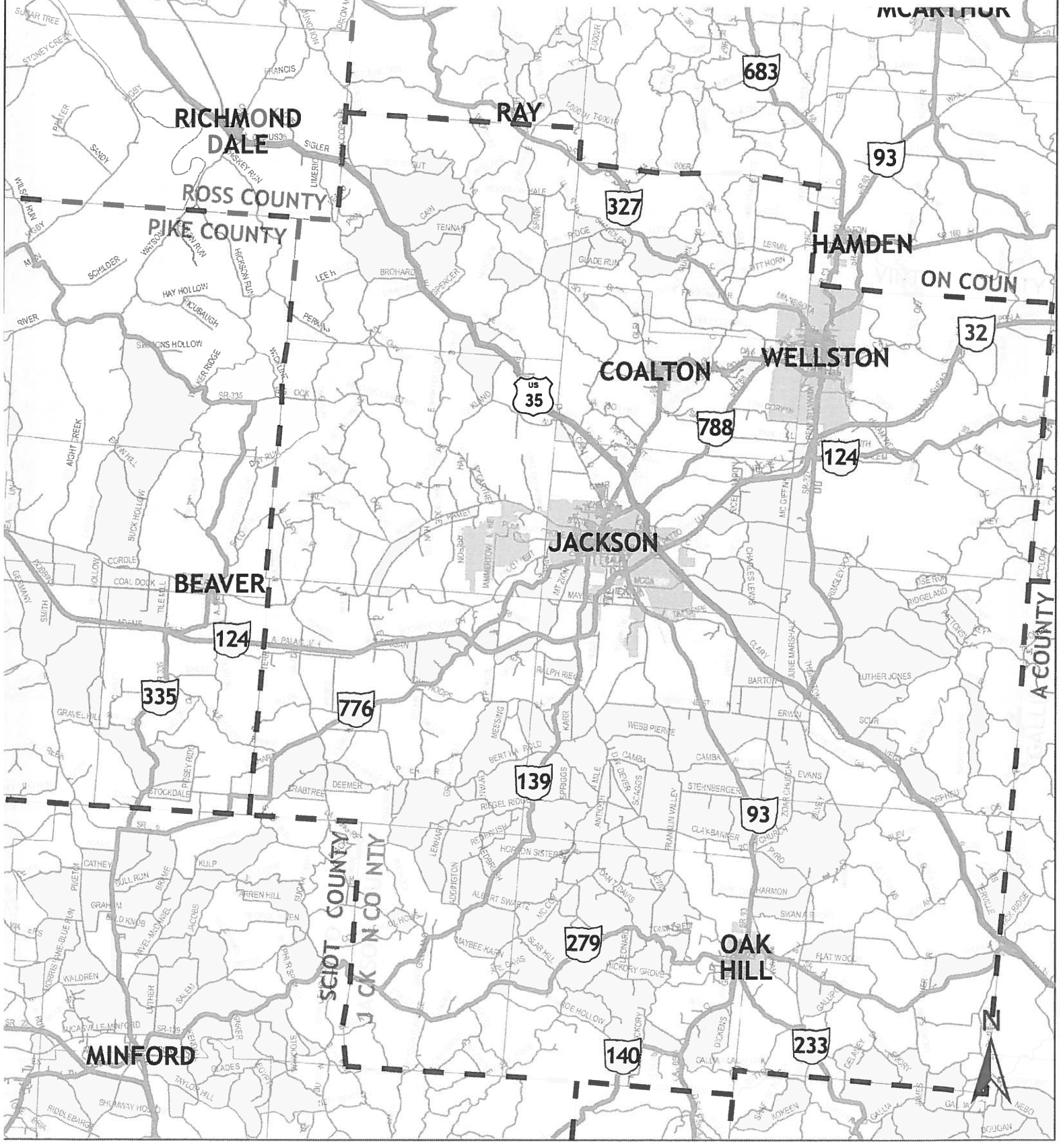

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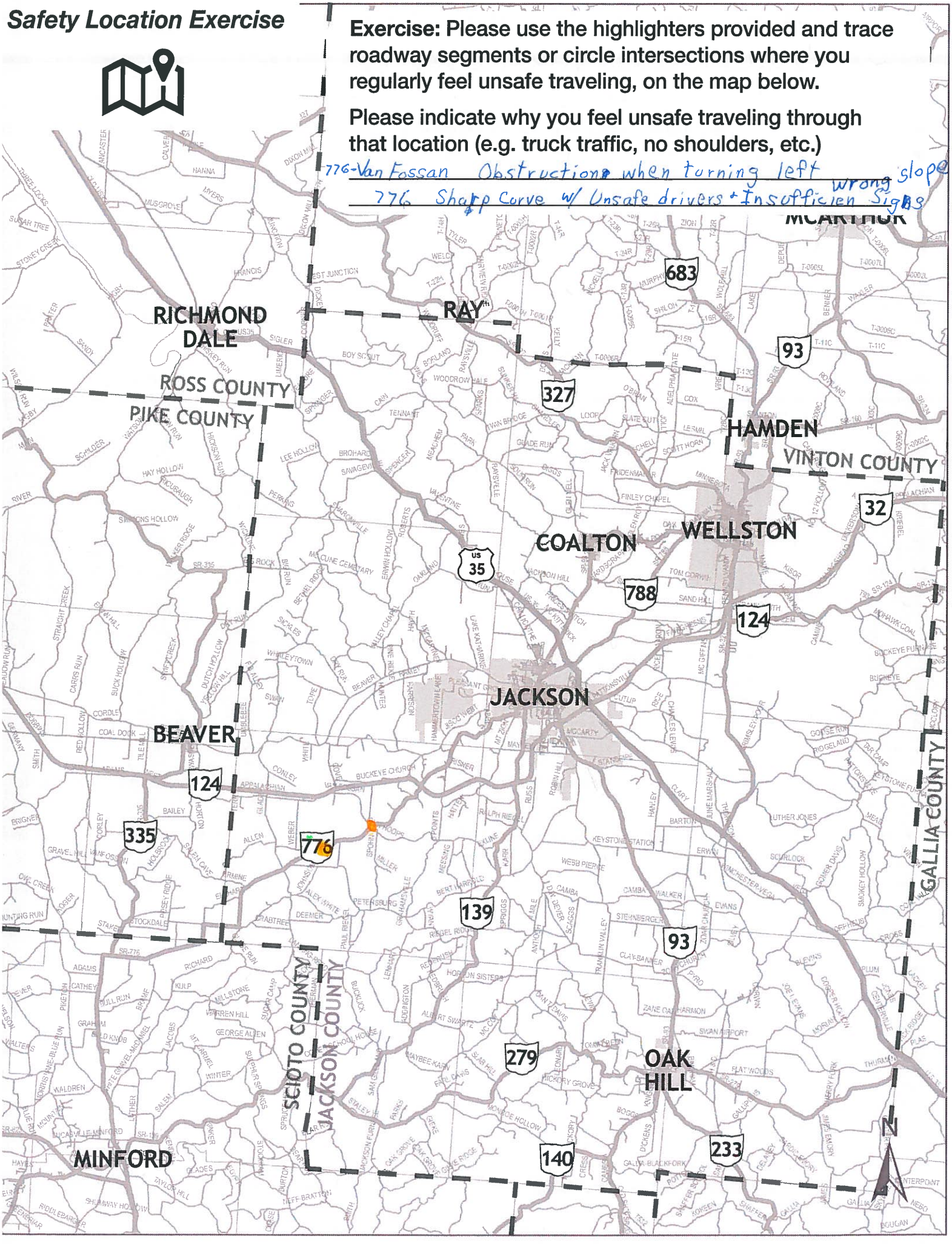
776-Van Fossan Obstructions when turning left wrong slope

776 Sharp Curve w/ Unsafe drivers + Insufficien Signs



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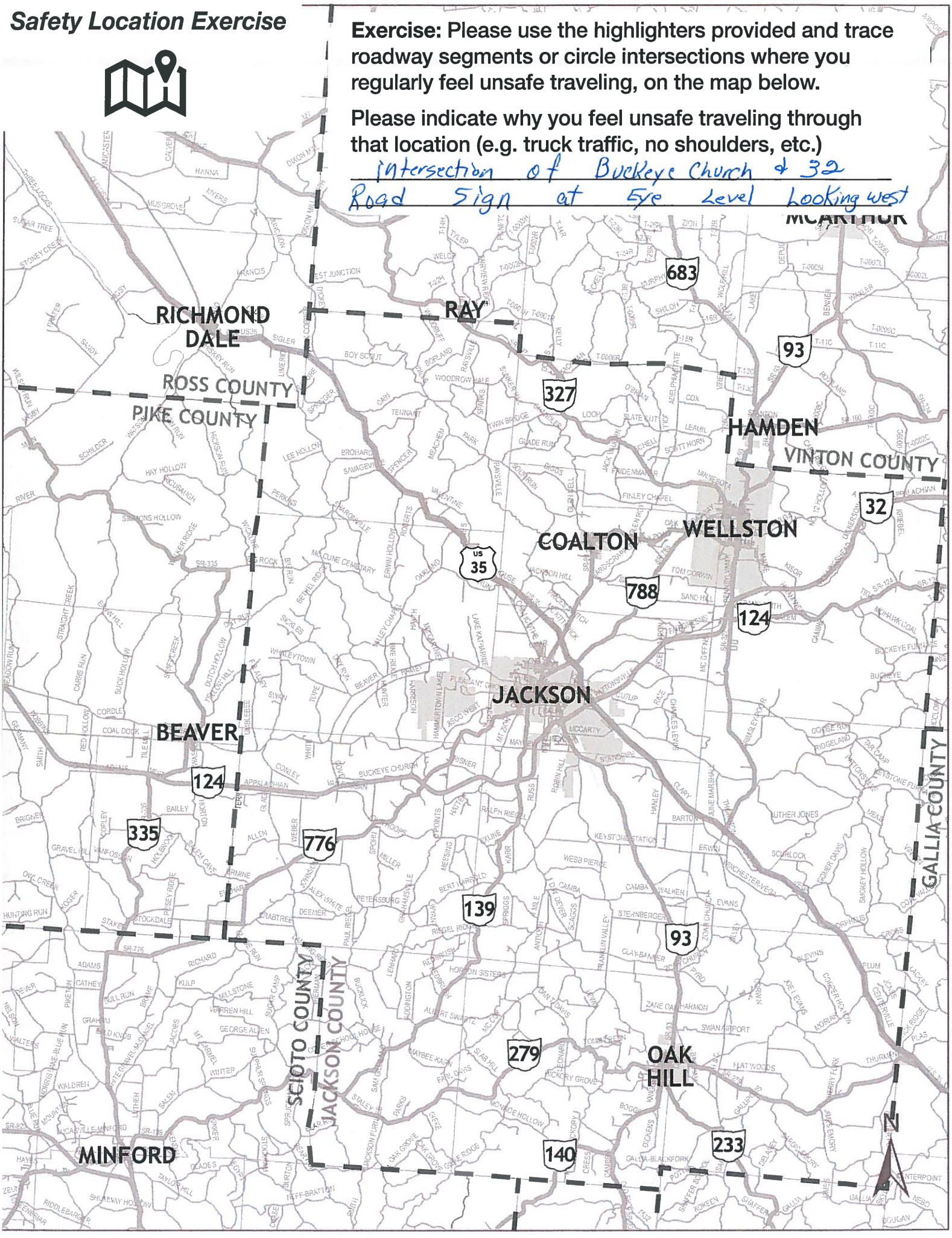
Intersection of Buckeye Church & 32
Road Sign at Eye Level Looking west



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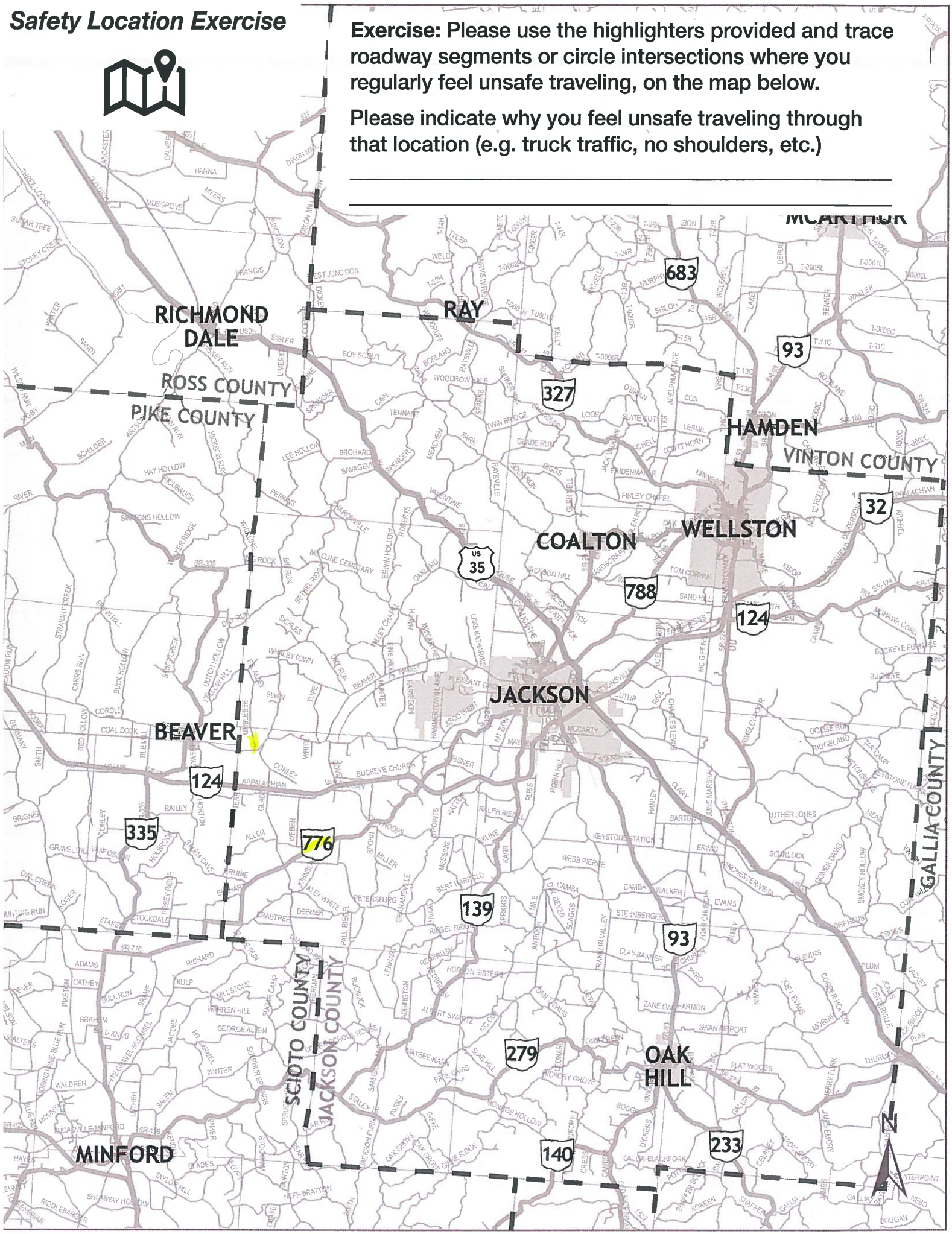

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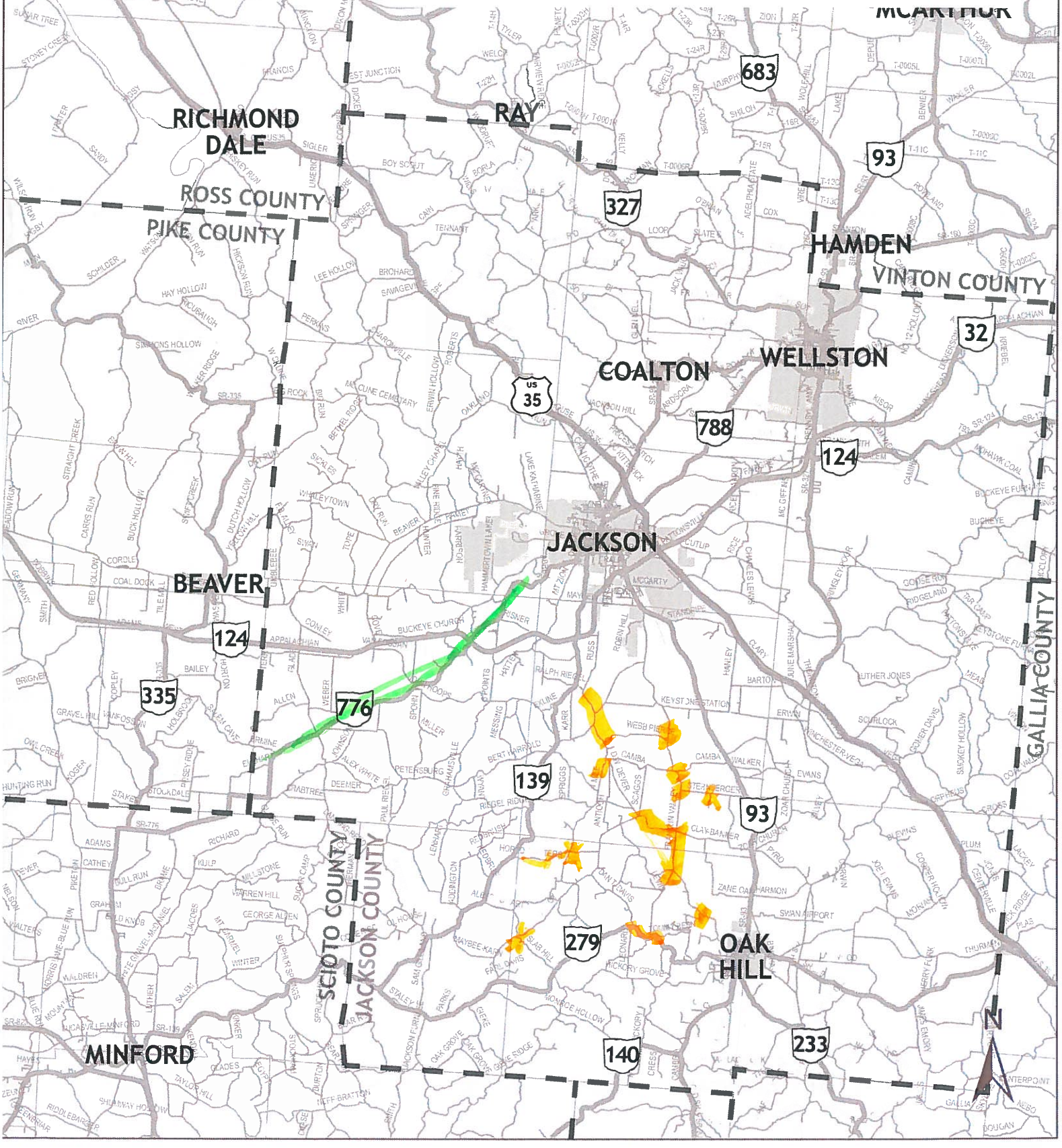

Safety Location Exercise

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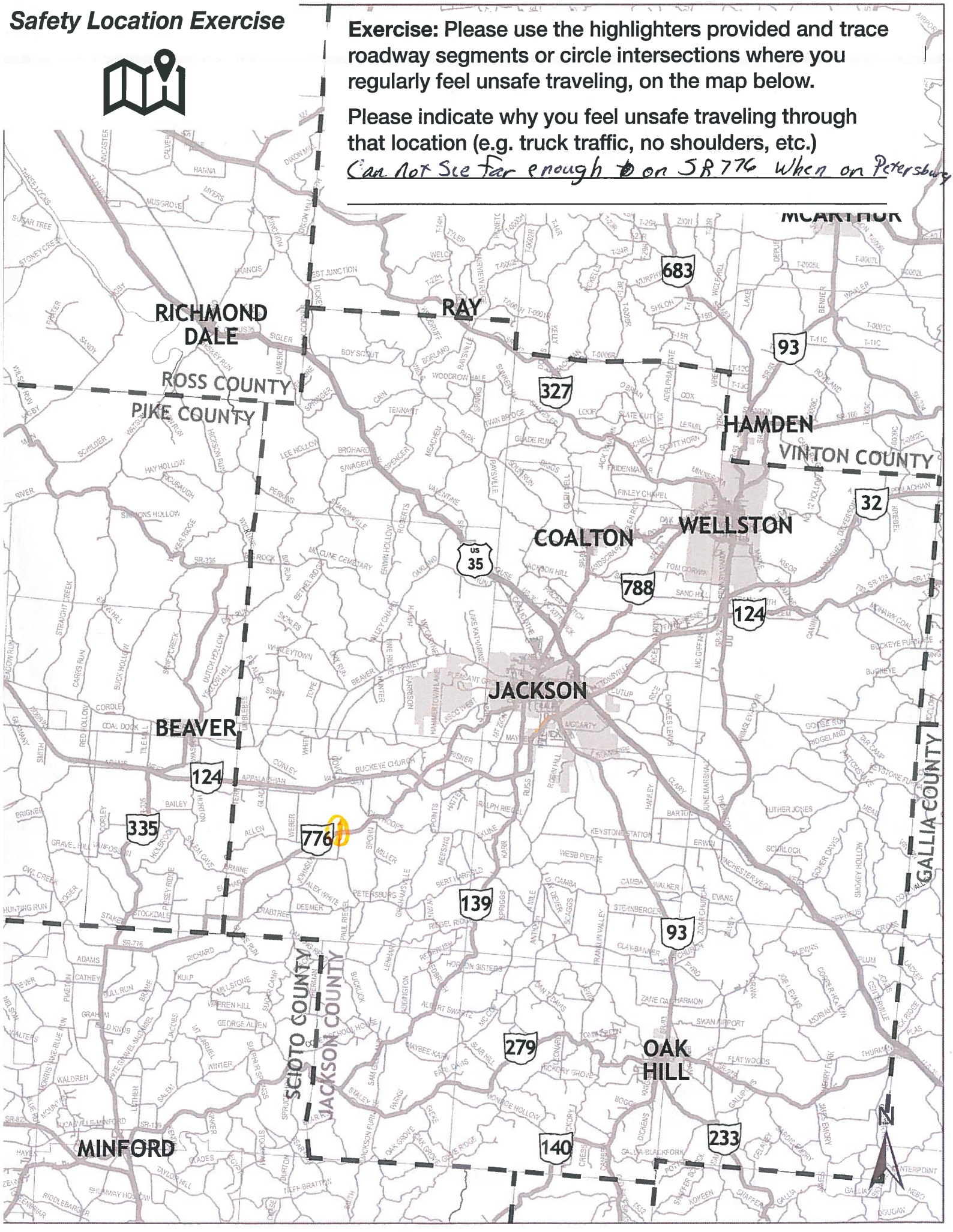
Can not see far enough to on SR 776 when on Petersburg



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

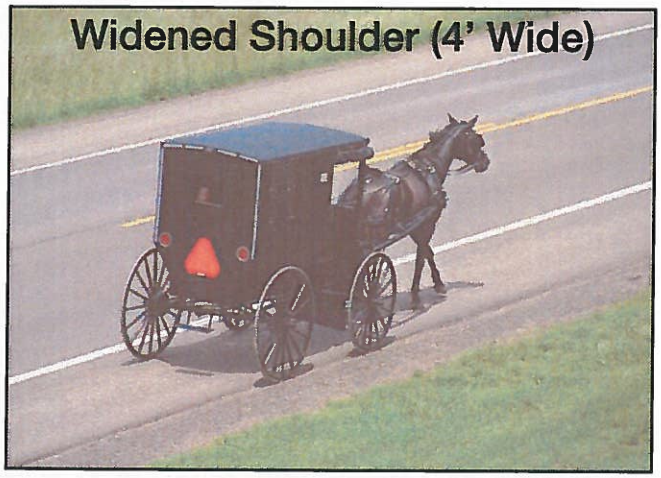




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

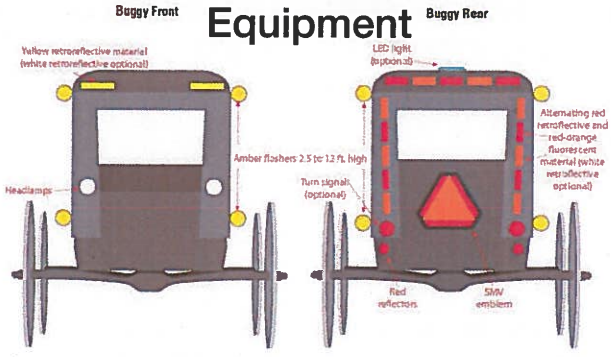


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

S shoulder of Rt 32 needs to be wider and would be a great improvement

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

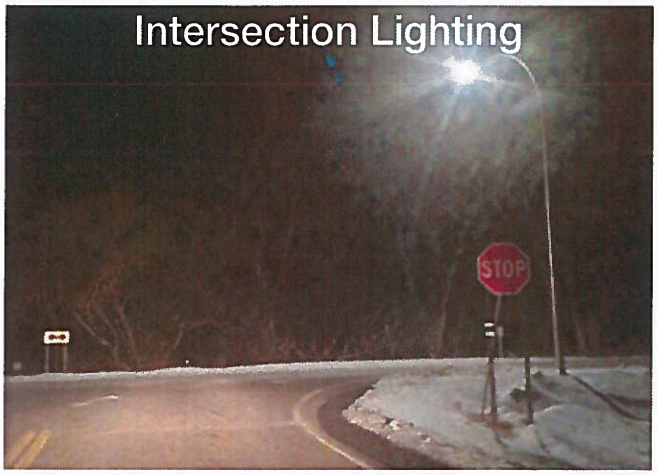
Upgrade Signage

Buggy ***Walk/Bike***

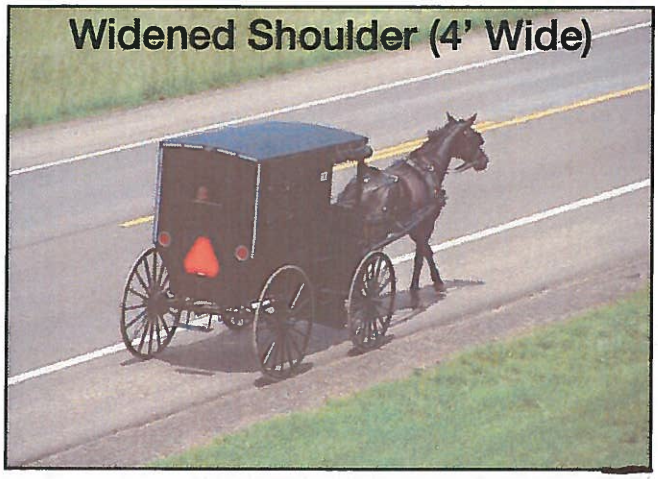




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

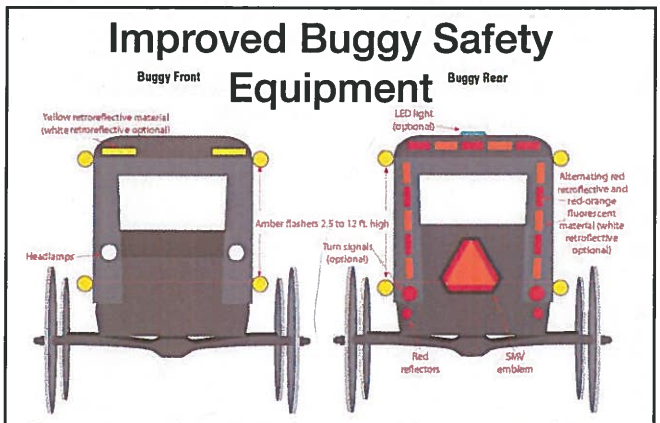


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Wider berm needed on State Highway 32

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

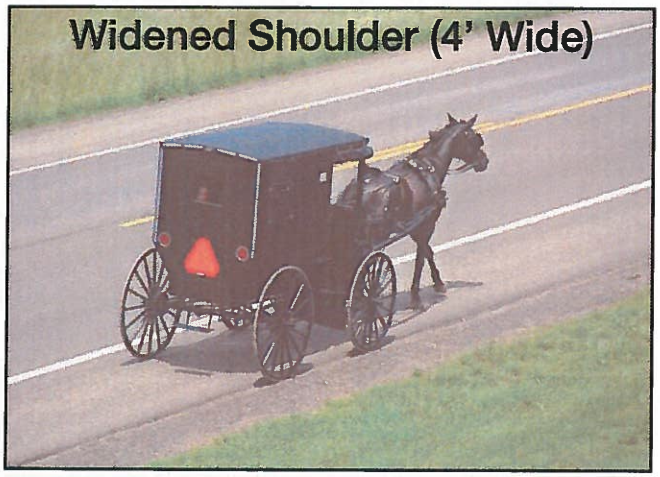




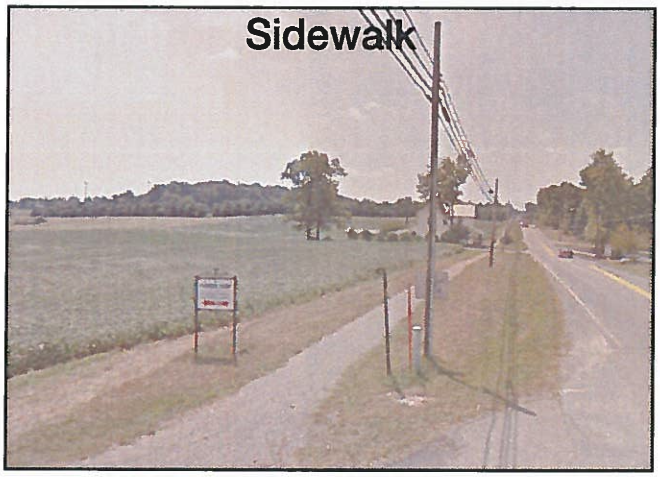
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

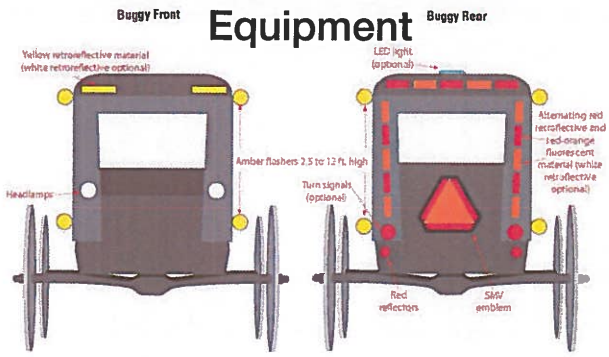


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

A wider berm is needed on Rt 32 thru our area since rumble strips were installed after road repaved

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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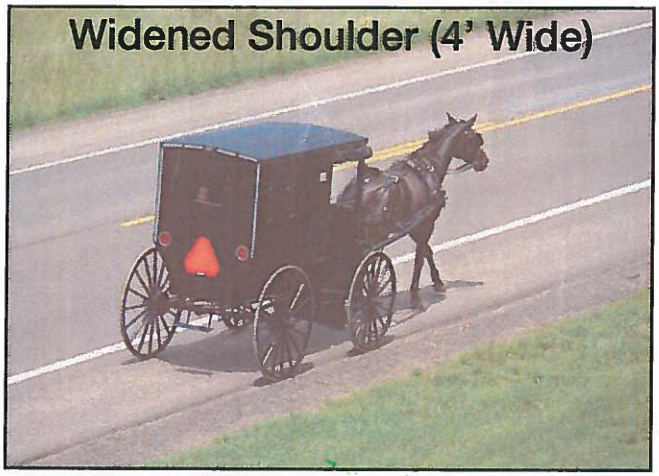

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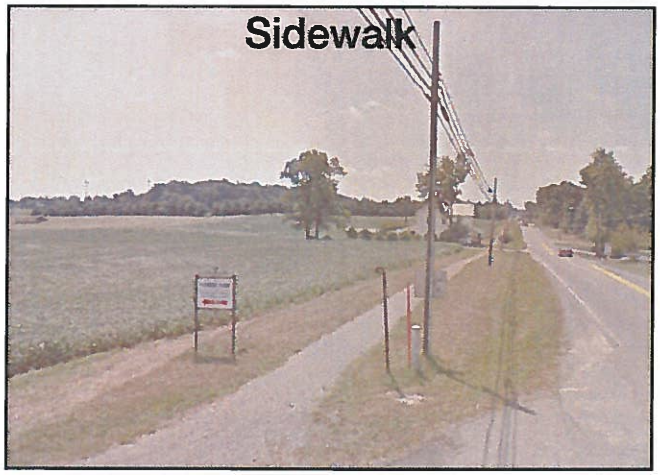

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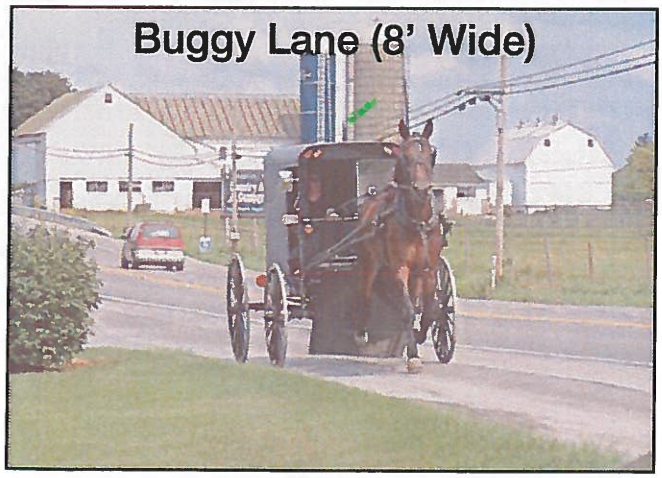


Improved Buggy Safety Equipment

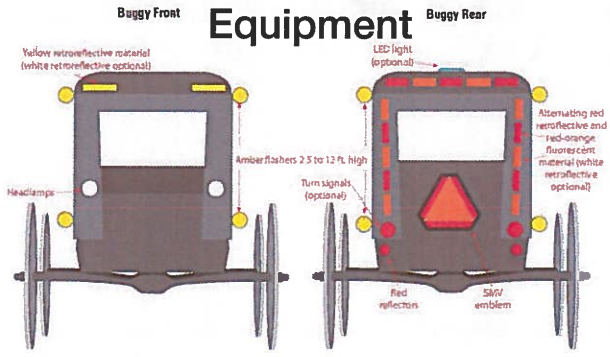


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Would be nice for berm of 32 to be wider along rumble strip.

Could there be rumble strip before the sharp curves on 776?

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

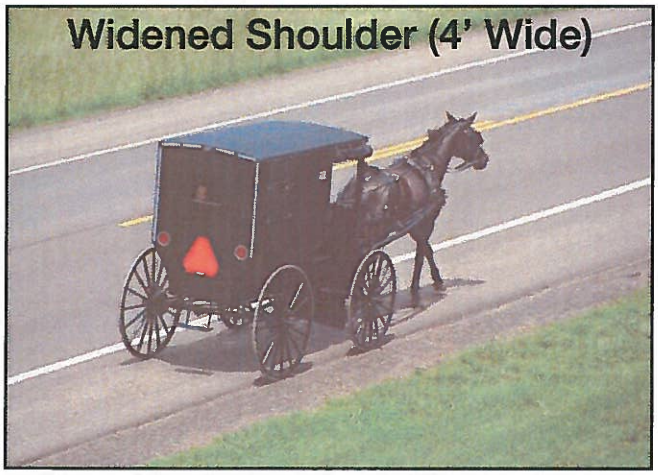




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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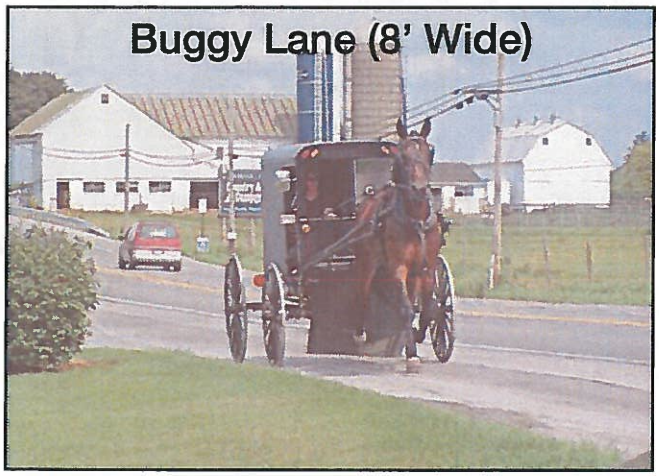

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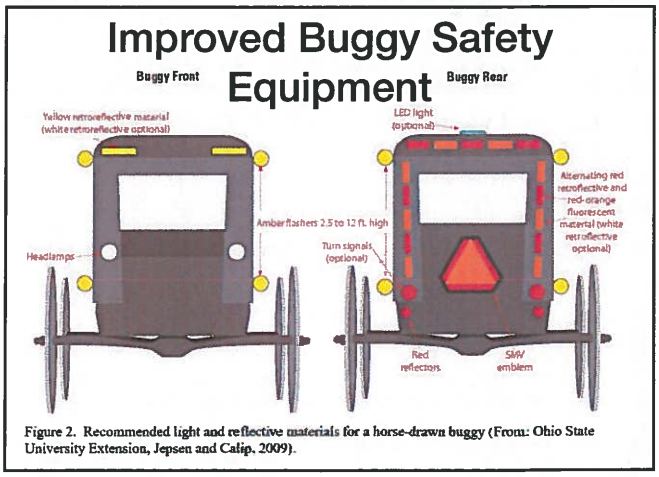


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy Lane 8 Wide From rumblestrips in along 32

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

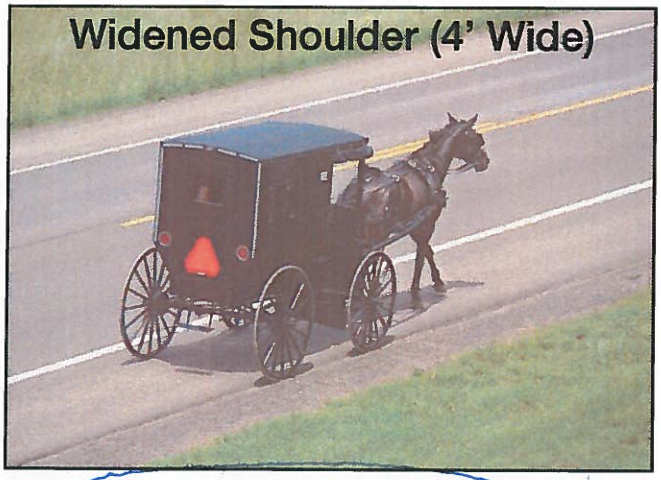




Intersection Lighting



Widened Shoulder (4' Wide)



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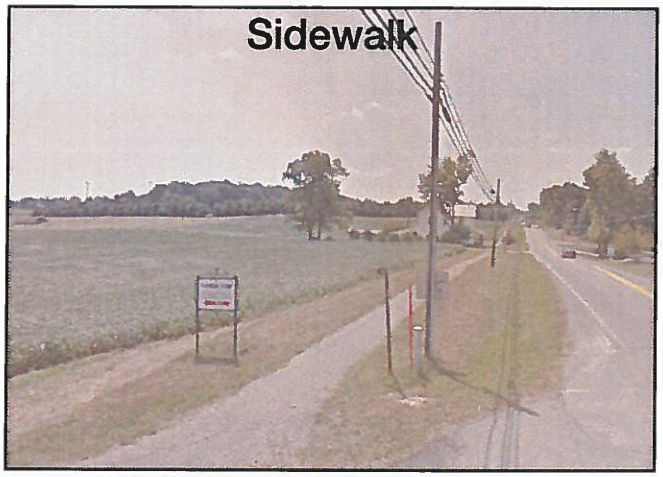


Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

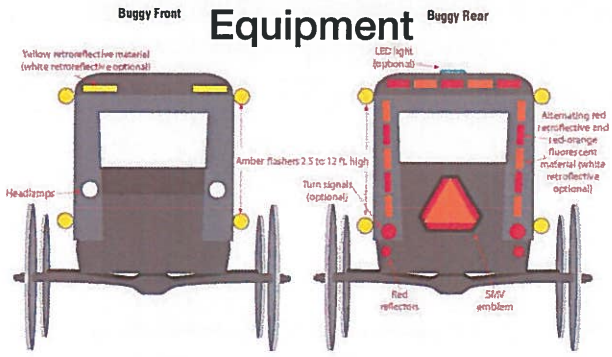


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

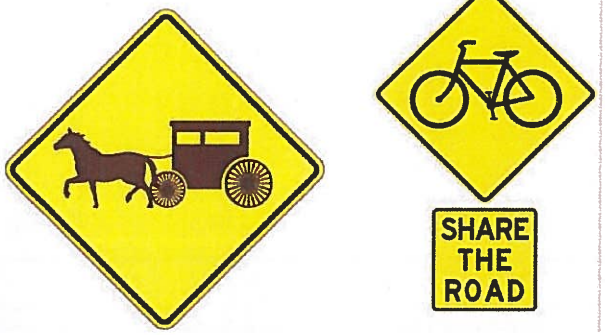
Please Widen Route 32 4 lane access limited to 8 FT excluding the rumble strips as we cannot drive on rumble strips with our buggys

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

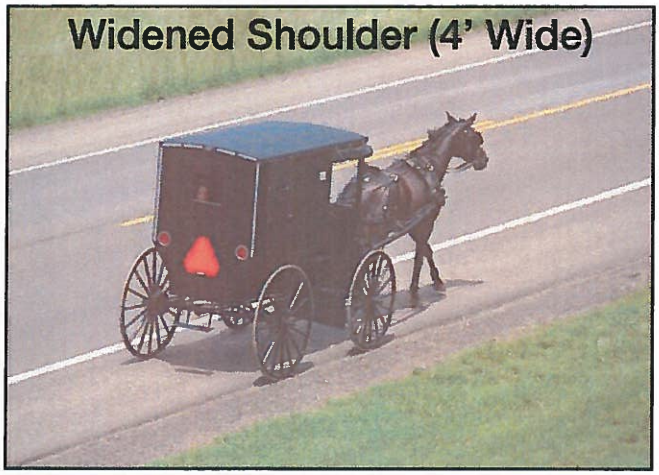
Buggy ***Walk/Bike***



Intersection Lighting



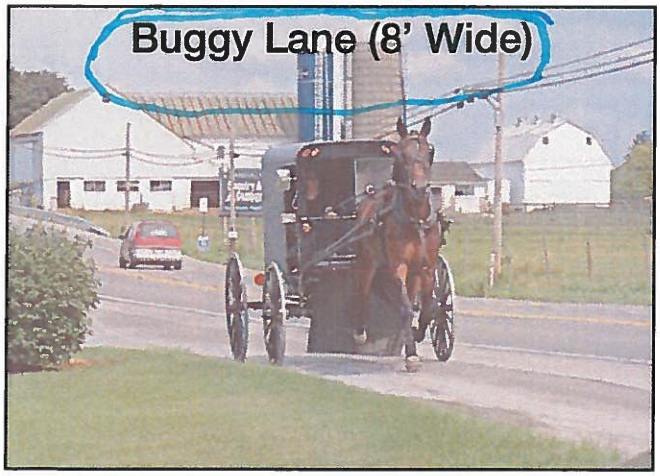
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

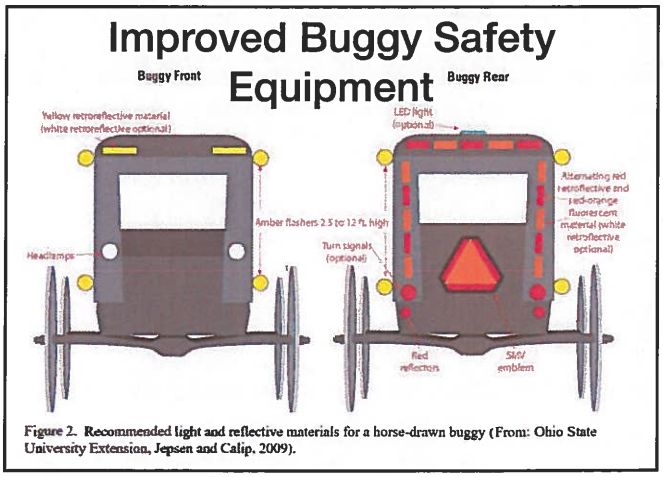


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Wider side lanes on State Rt. 32 would be nice.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

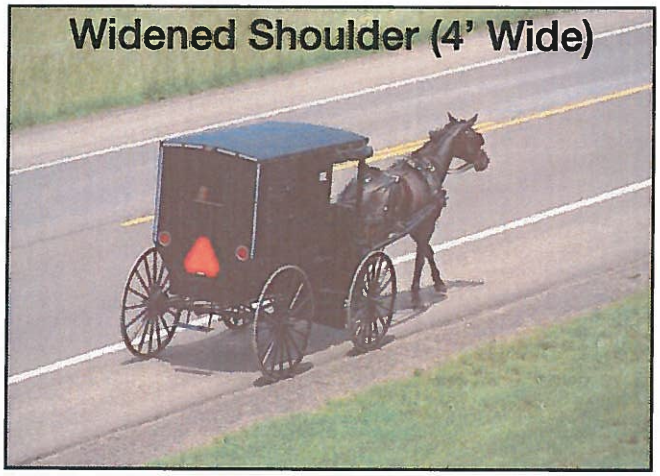




Intersection Lighting



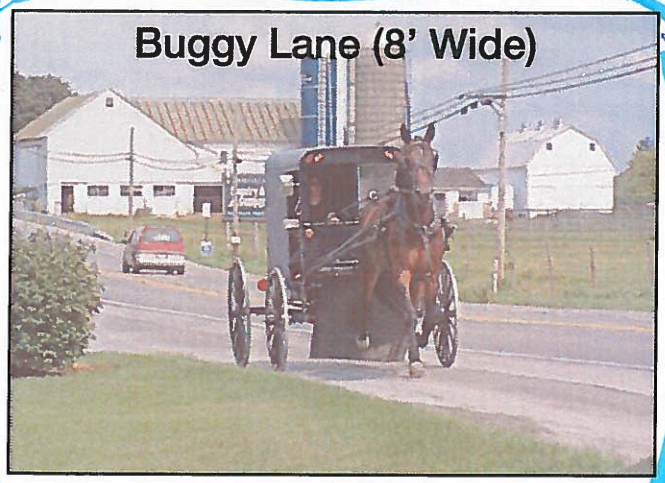
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

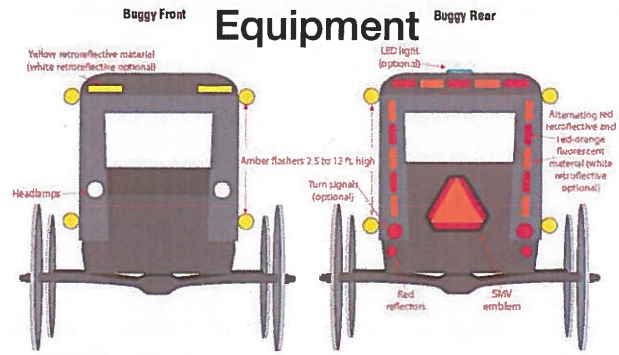


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

It is hard to drive a horse & buggy on St Rt. 32 on the berm because the rumble strips make the berm to narrow.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

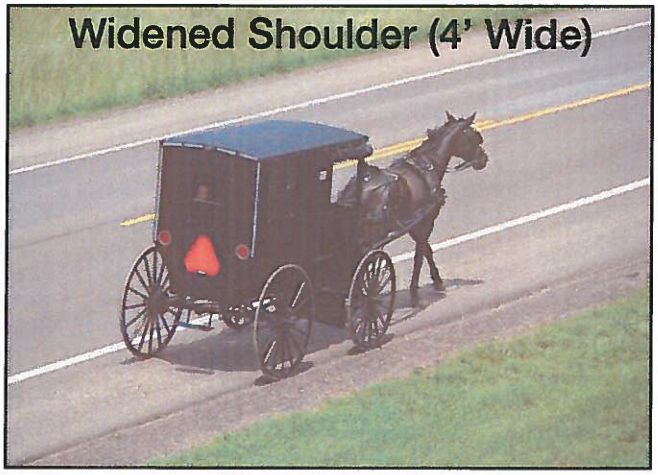




Intersection Lighting



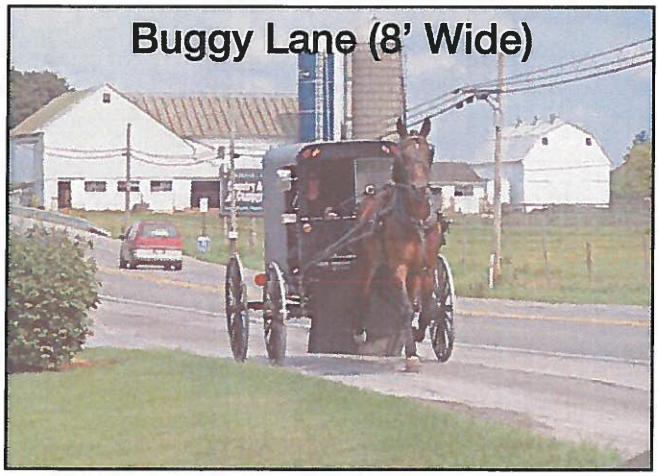
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

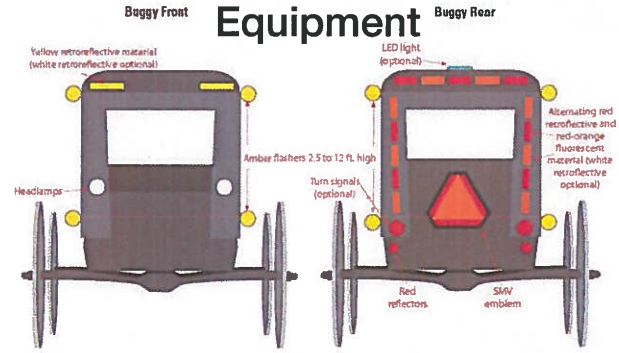


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy lane along ~~32~~ St Rt 32 from Coal Dock Rd east to Jackson

?? Question for you should our buggys be lighted up better

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

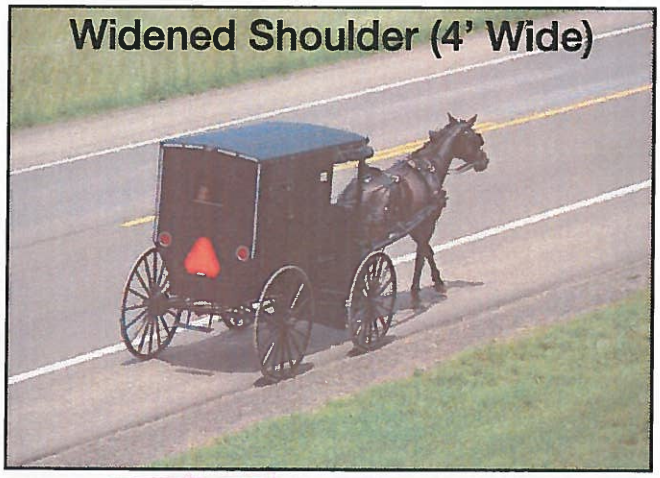




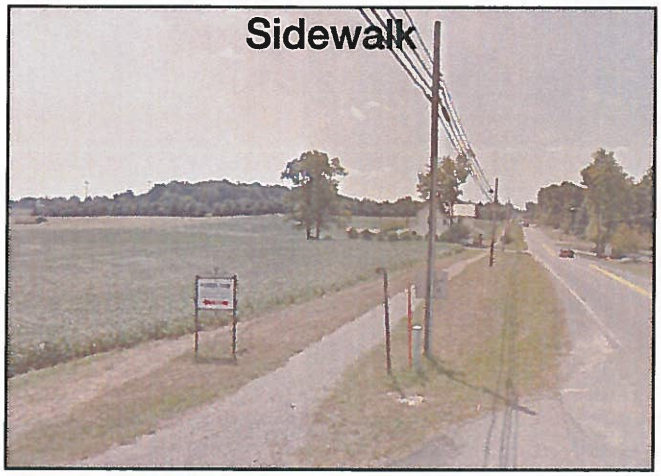
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

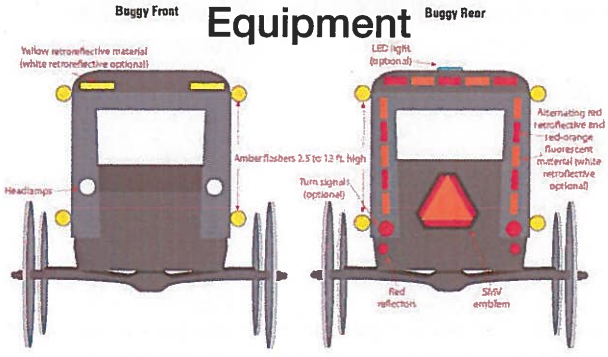


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Route 32 needs buggy lane repaired

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

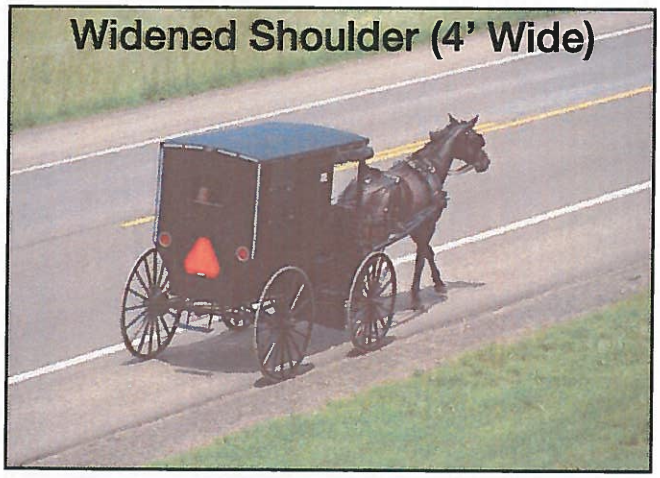




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

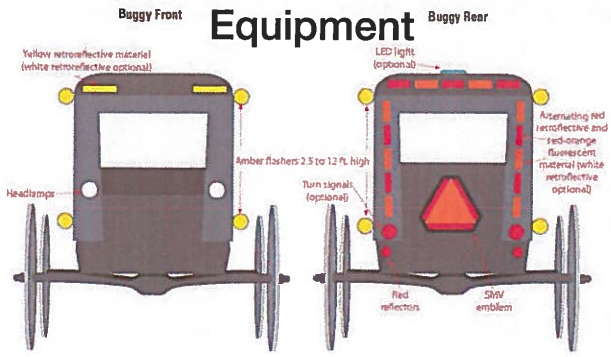


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***



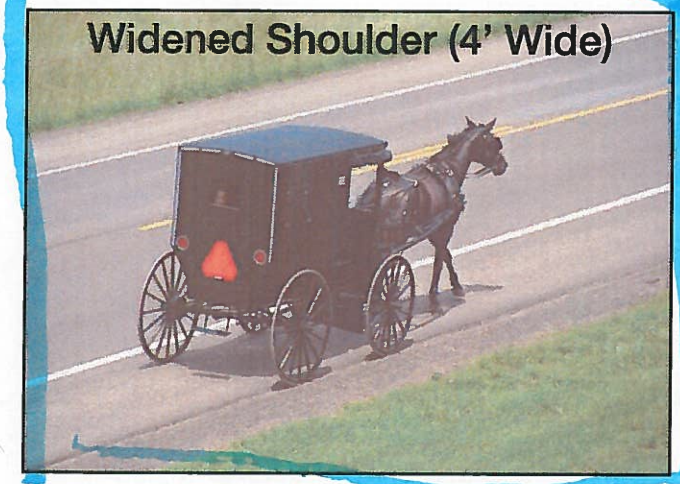


SHARE THE ROAD

Intersection Lighting



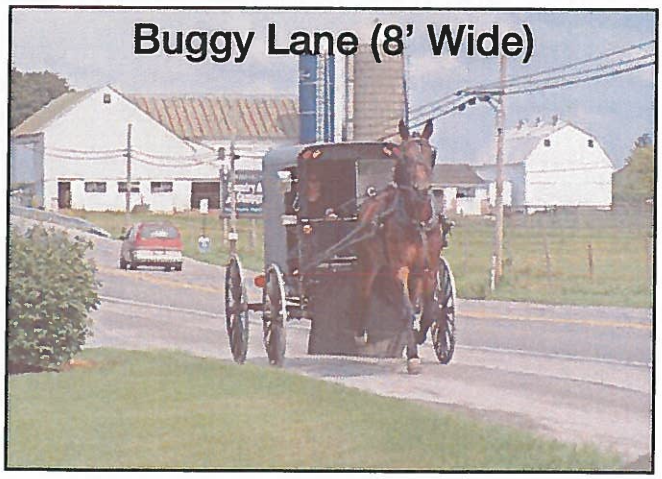
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

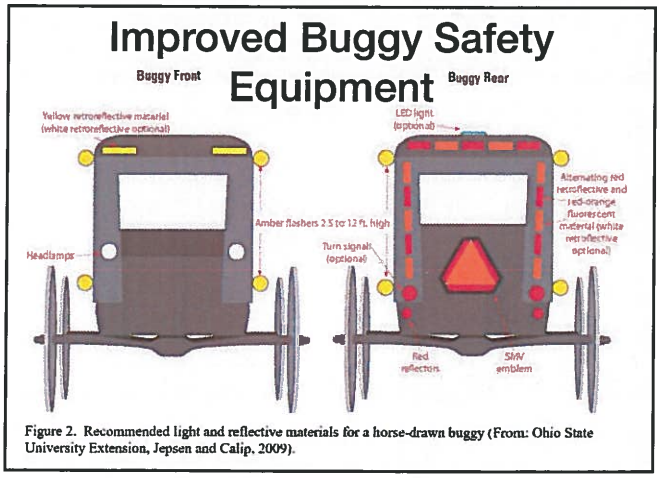


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

More Signage in Area of Schools (Amish) To Alert Drivers
Widen shoulder of Roadway on Open Roadways (straight stretch)

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***



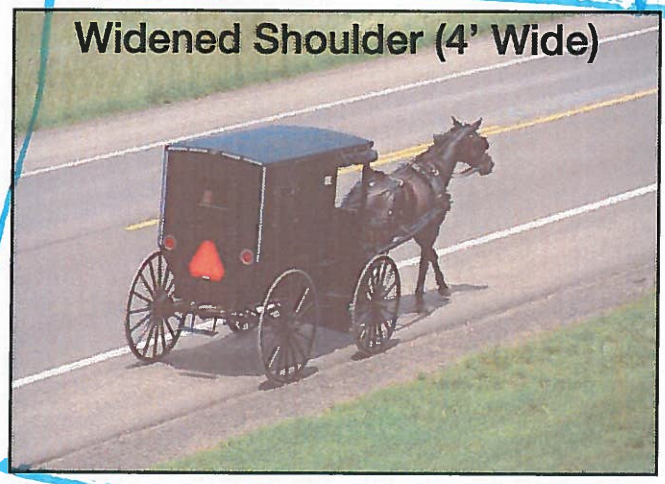




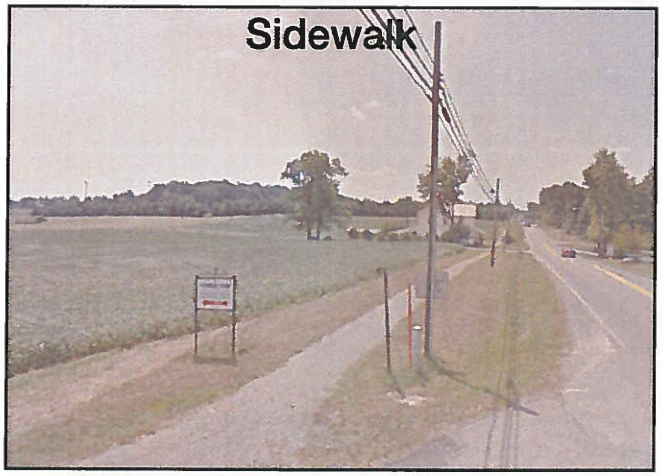
Intersection Lighting



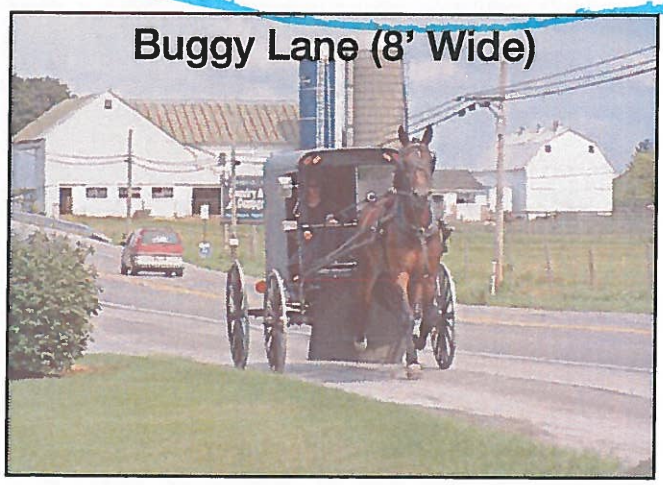
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

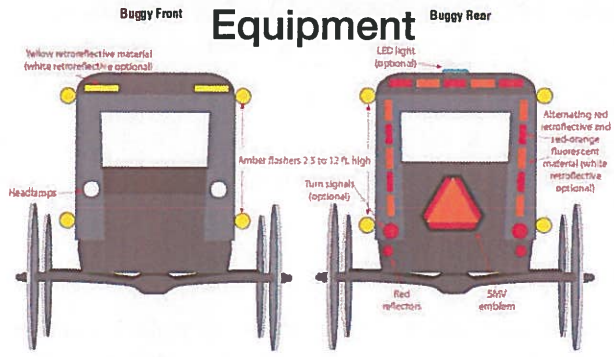


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Oak Hill Area should have School signs! ☺ for Amish Schools.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

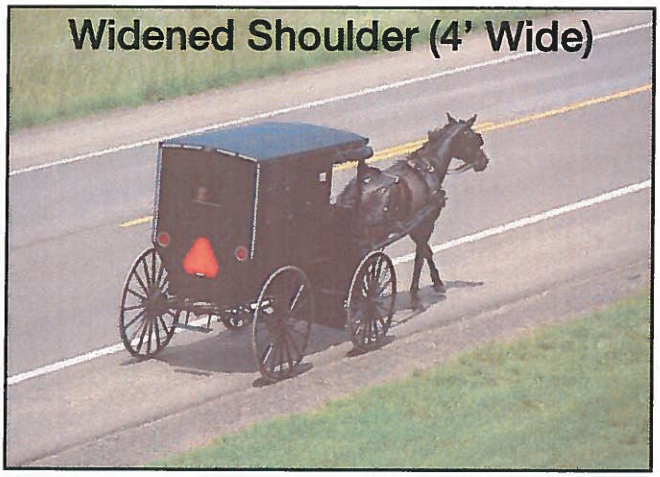
Buggy ***Walk/Bike***



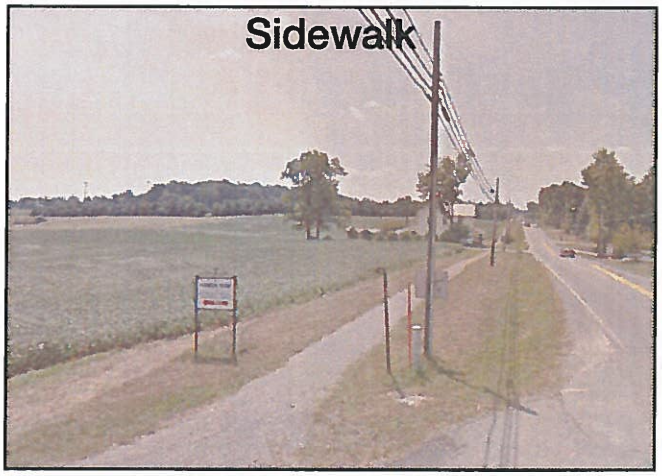
Intersection Lighting



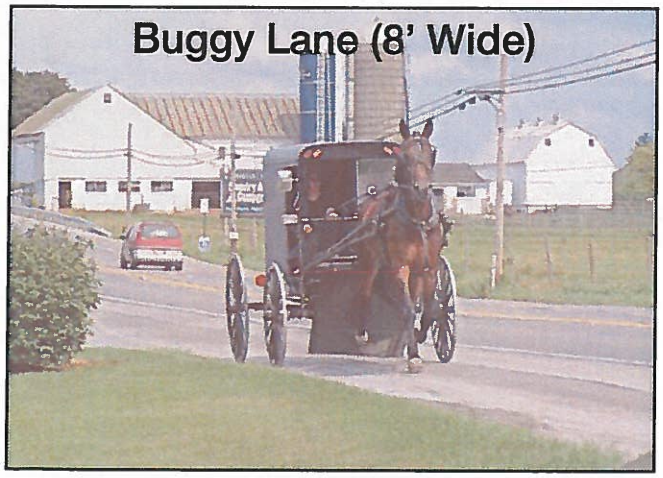
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

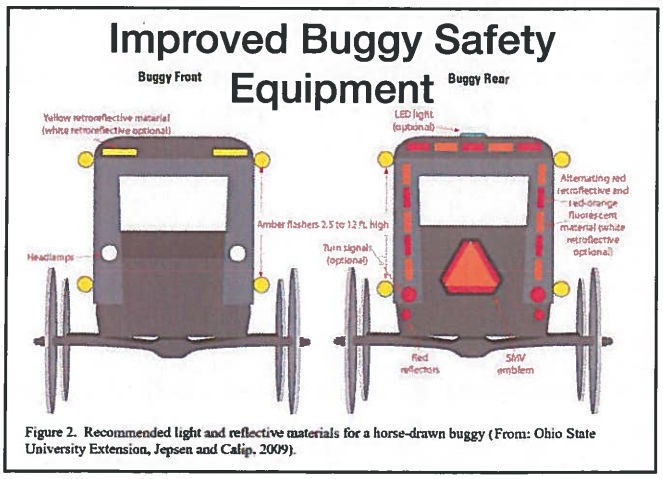


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I recommend using LED blinker signs (day & night) that are installed with a sensor that can pick up Large Animal & Pedestrian traffic. It can be Programmed to blink a specific number of minutes to alert Motorist a buggy/Pedestrian has been recently spotted on the road.

Tom Griffiths

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

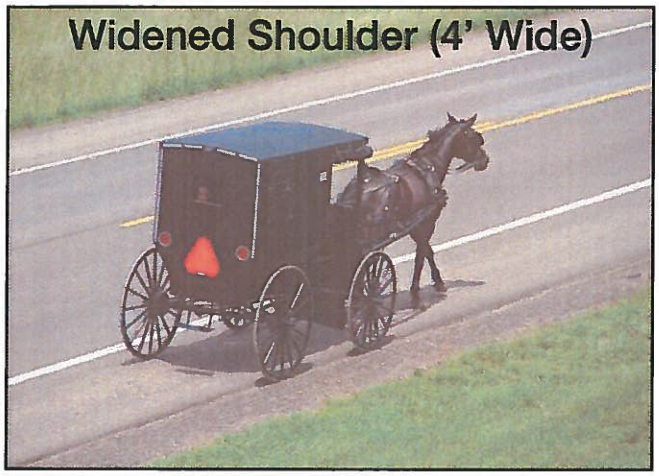
Buggy ***Walk/Bike***



Intersection Lighting



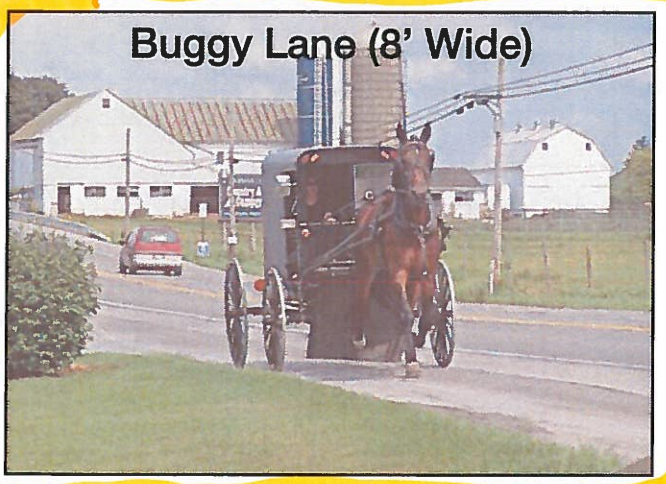
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

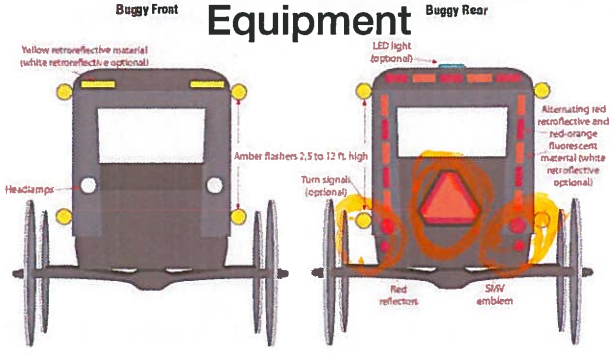


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

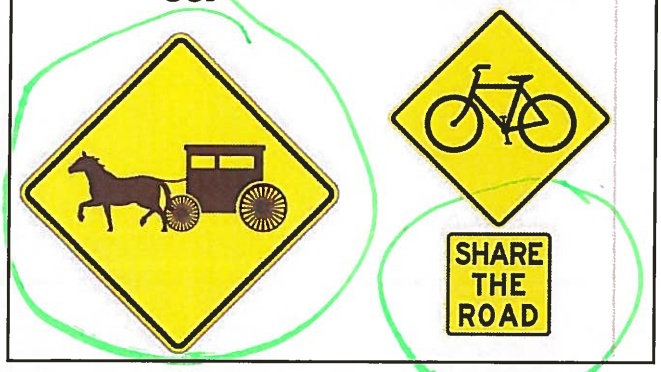
Wider berm on SR 32 for buggy travel

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

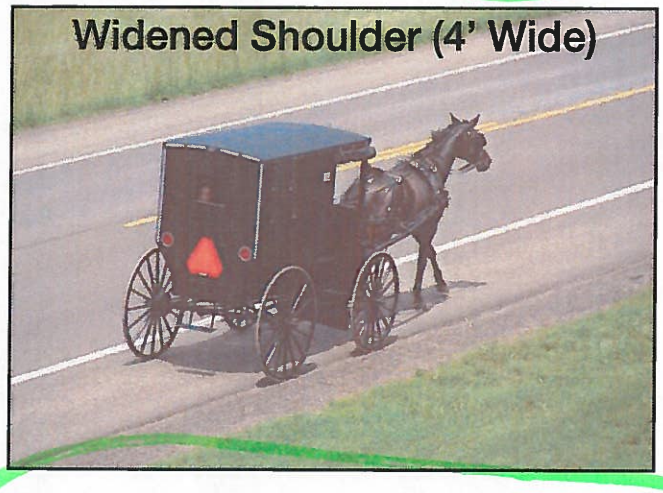
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

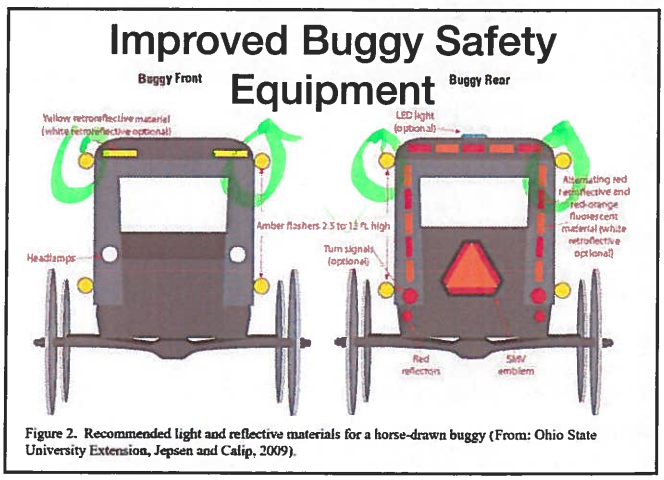


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Wider berm needed on State Highway 32

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

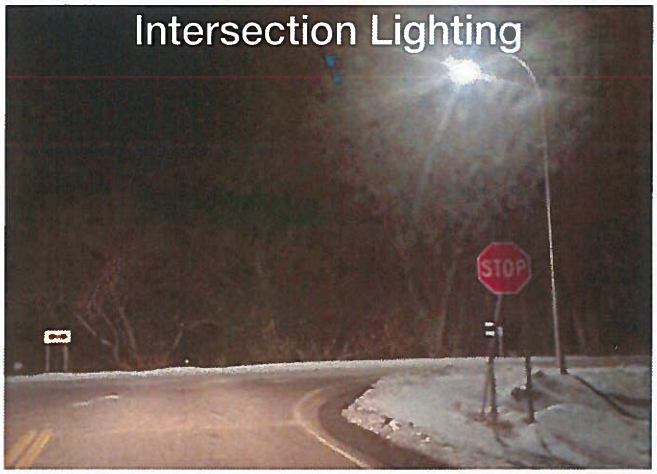
Upgrade Signage

Buggy ***Walk/Bike***

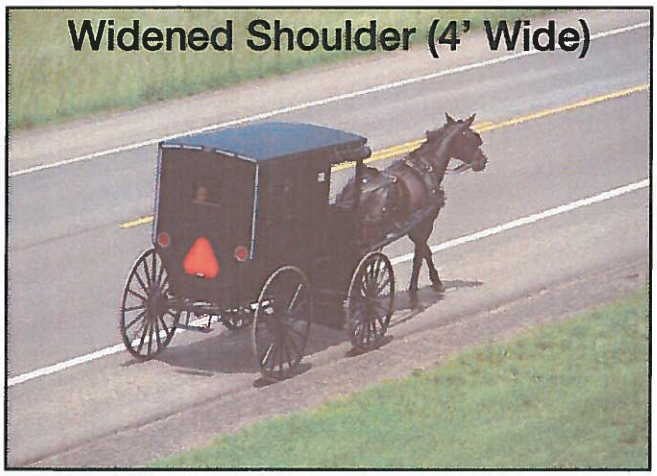




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

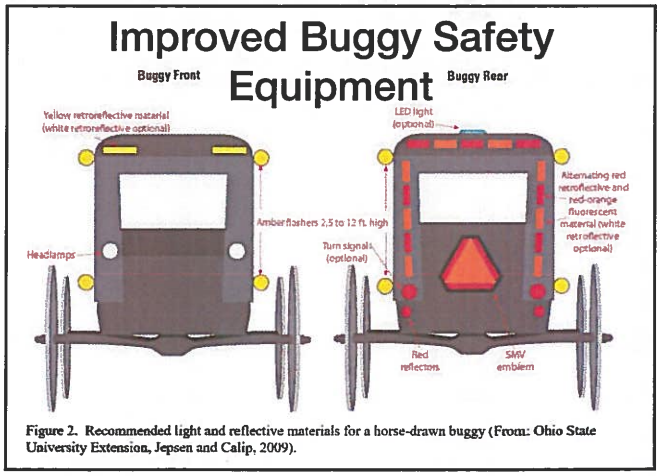


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

32 & 124 needs wider. Turns from 220 to 93 ever since the rumble strip was added it is not wide enough for the buggys a fatal vehicle / buggy accident occured in Dec 2017 because of it.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

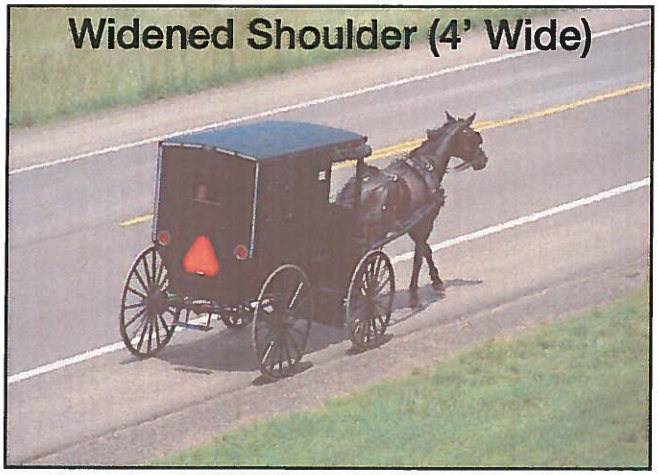




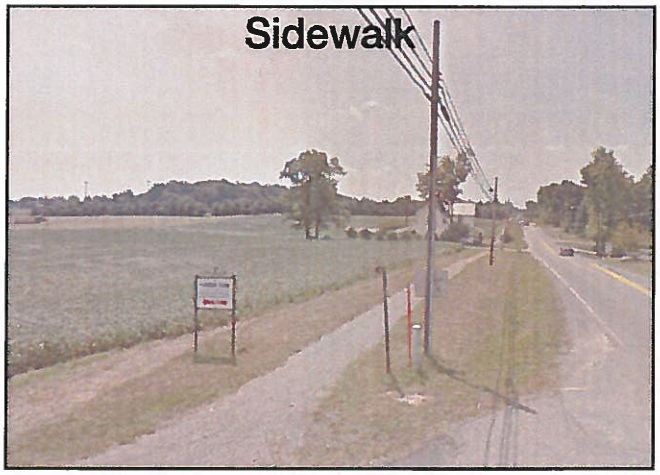
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

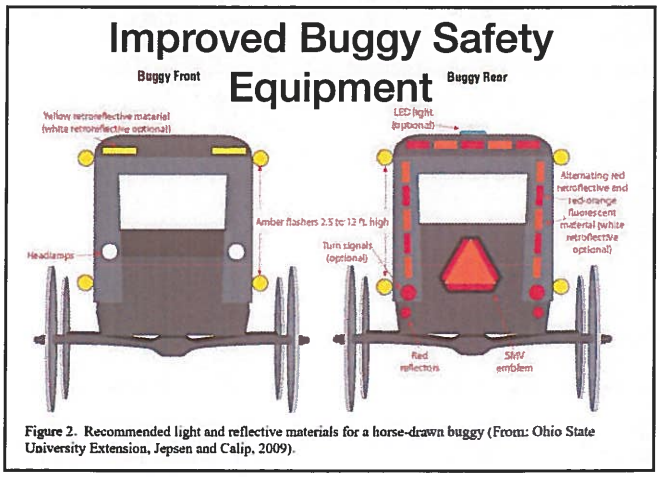


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

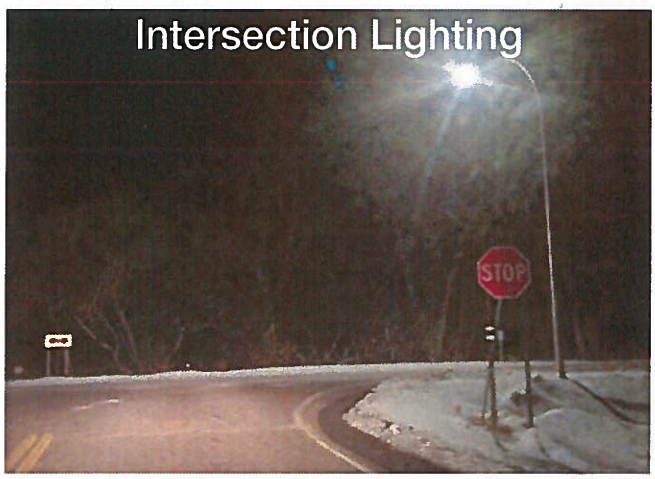
Upgrade Signage

Buggy ***Walk/Bike***

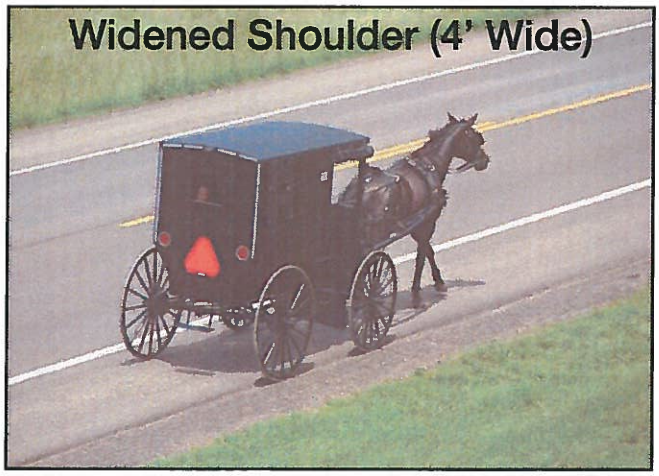




Intersection Lighting



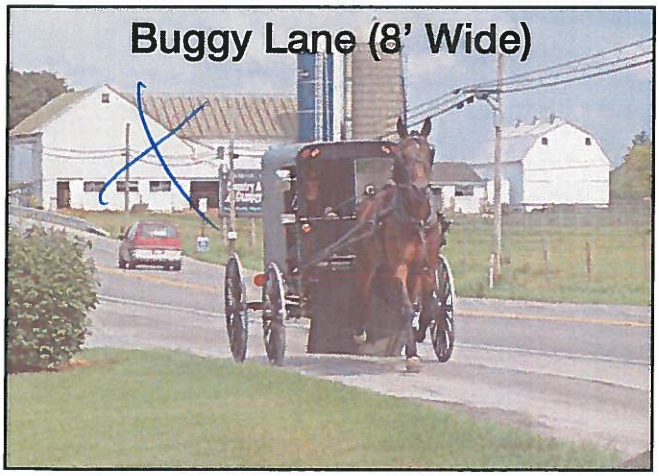
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

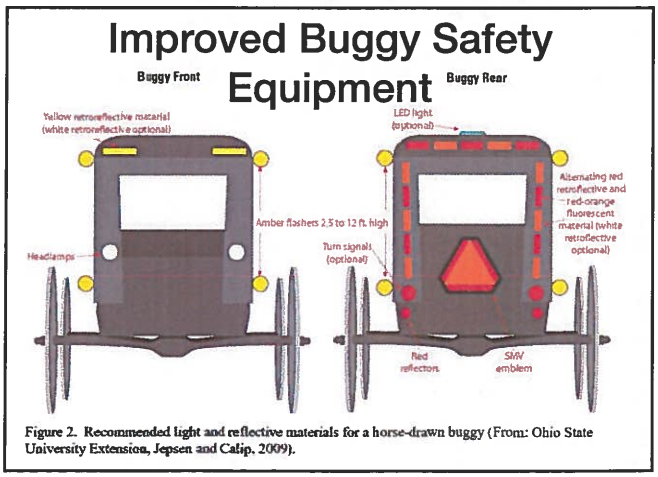


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

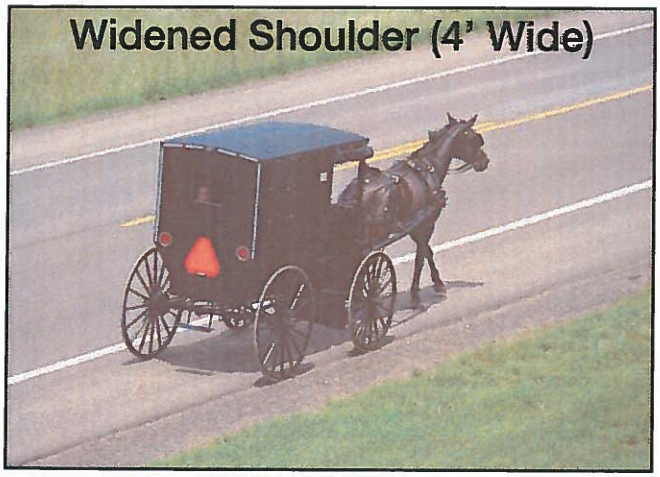




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

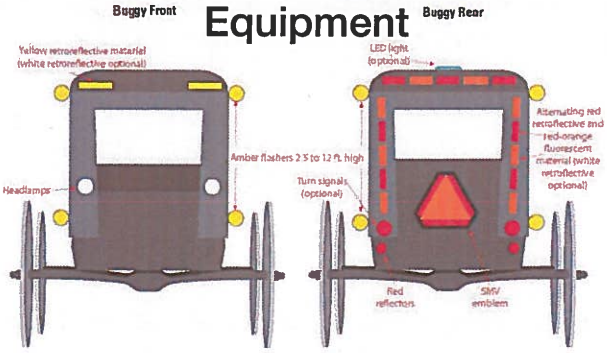


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

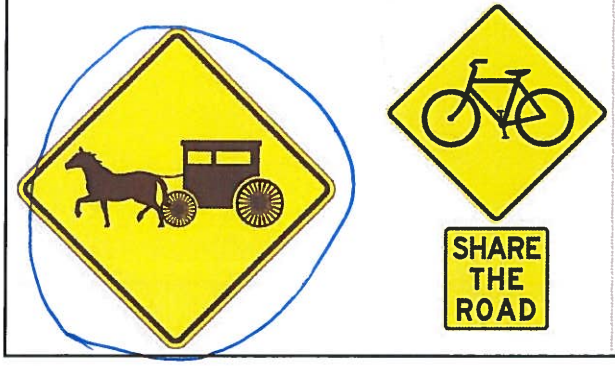
Widened shoulder on 32

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

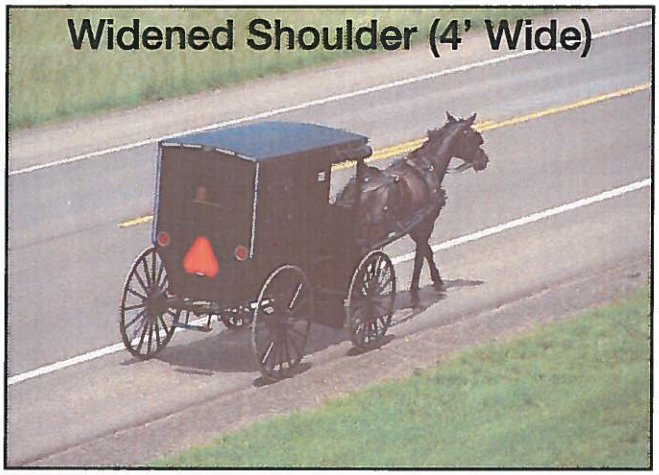
Buggy ***Walk/Bike***



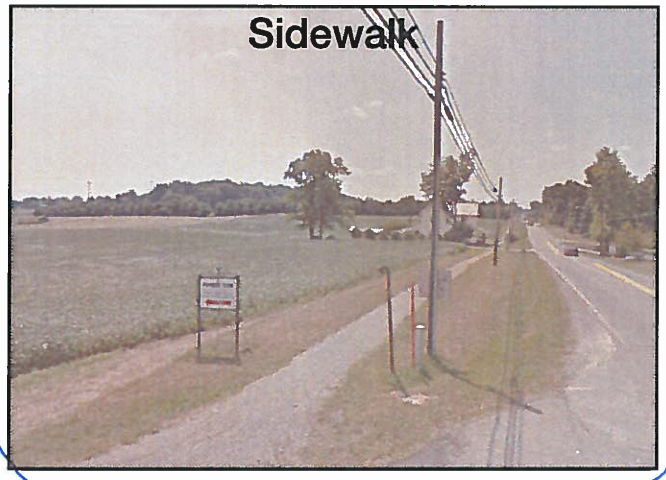
Intersection Lighting



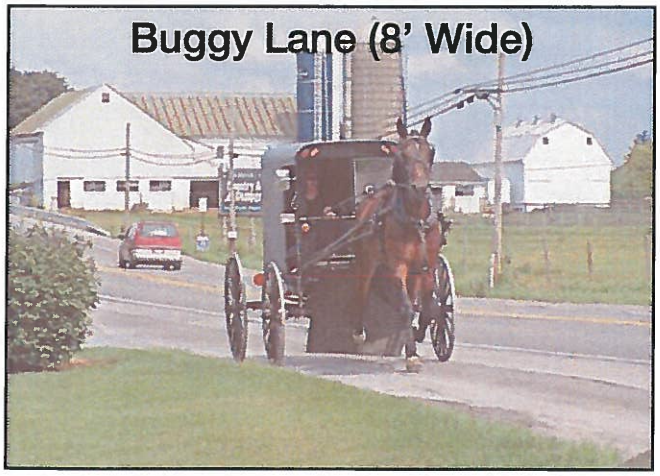
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

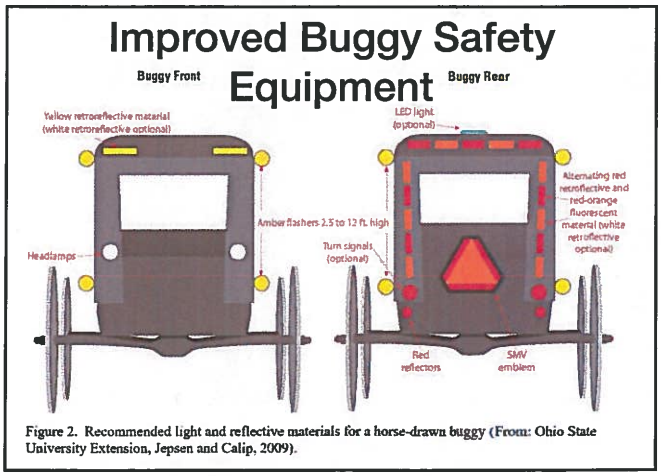


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

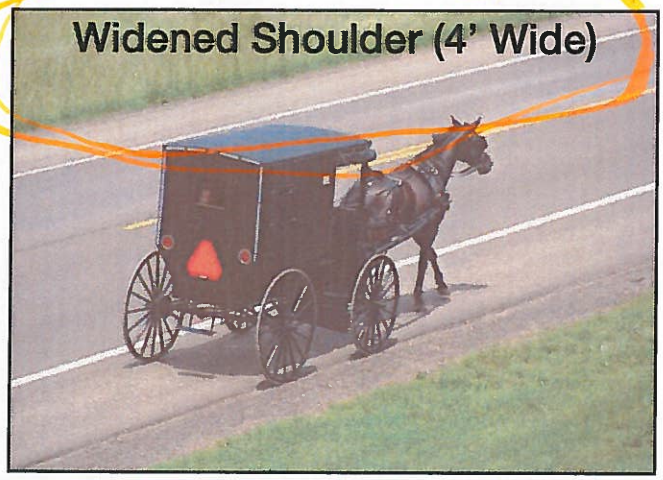
Buggy ***Walk/Bike***



Intersection Lighting



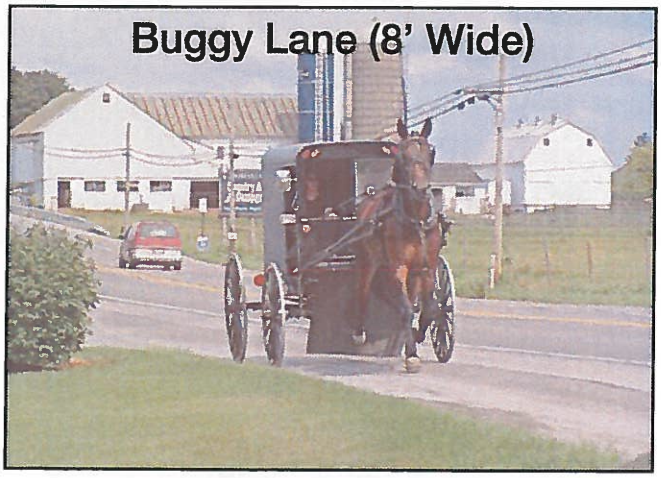
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

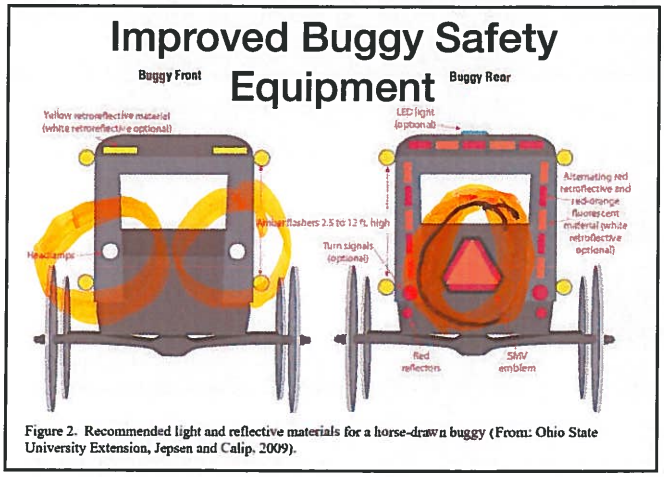


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Keep up the good Job of improving Saftey

Comment Sheet

Amish & Non-Motorized Travel Study

Scioto Township, Jackson County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

SR 32 - 2 killed → Berm not wide enough
↳ Rumble strips make buggys drive on road — Scare horses

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Scioto Township, Jackson County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Wider berm needed on Hwy 32

travel hazardous by buggy

Pot holes in roads are hazardous to horses

Beaver Pi

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Scioto Township, Jackson County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Bailey Rd off of Horton Rd has a very bad hill top that should be removed it is a very hard hill for horse & buggy also if driving with a vehicle you can't see over the top of the fenders as you start down the other side

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Scioto Township, Jackson County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Would appreciate any help on ~~enforcing~~ enforcing

headlight dimming on vehicles coming towards buggys

OHIO DEPARTMENT OF TRANSPORTATION

ENGINEERED-TO-ORDER (ETO)
CUSTOM OPTIONS

Just under $4,000 per sign.

NEED SOMETHING MORE SPECIALIZED?

We realize not every safety enhancement project is the same. That's why we offer engineered-to-order solutions designed for your specific need. You'll work with our innovative engineering staff to outline your safety concern, and we'll customize a solution utilizing a variety of tools to build a system that's tailored to you.

To customize your intelligent warning system, call **(800) 236-0112** or email **blinkersales@tapconet.com** now!











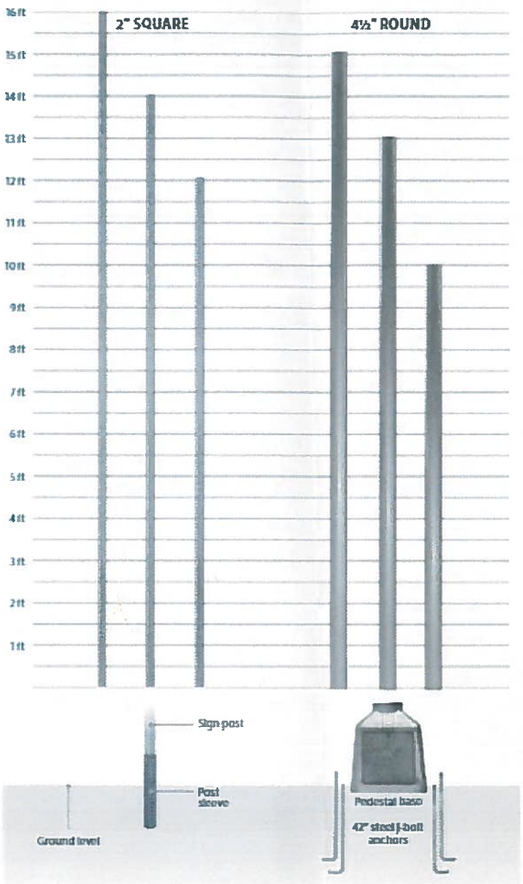




COMMON POLE KITS
POLES & BREAKAWAY ANCHORS

COMMON POLE KITS

Pole configuration plays a crucial role in the design of your Intelligent Warning System. Below are some of our most popular options.



2" x 2" Square Post Kits

- **Include:** post height of choice, sleeve and assembly hardware
- Sign brackets and anchor sold separately

HEIGHT	PART NUMBER
12 ft	114401K
14 ft	138313
16 ft	138314



4½" OD Round Pole Kits

- **Include:** pole height of choice, pedestal base, 42" steel j-bolt anchors and assembly hardware
- Sign brackets sold separately

HEIGHT	PART NUMBER
10 ft	107889
13 ft	101919
15 ft	101920



Additional poles, anchors and mounting options are available dependent upon weight loads, including 2½", 2⅜" and wood posts.

Wayne County Meeting Results

March 27th, 2019 &

August 14th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

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Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

Walk/Bike Safety Exercise



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Walk/Bike Safety Exercise

Golf Cart

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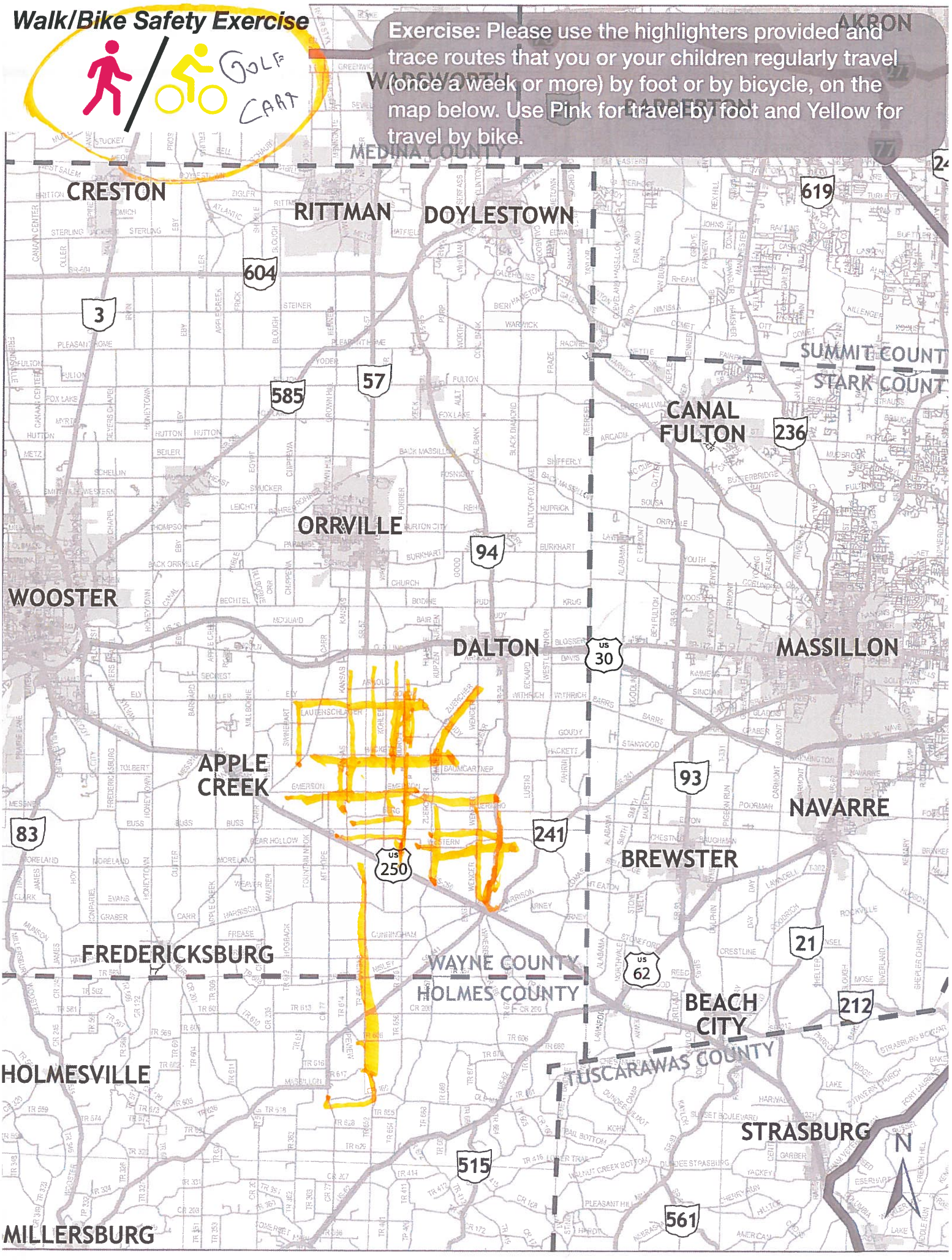

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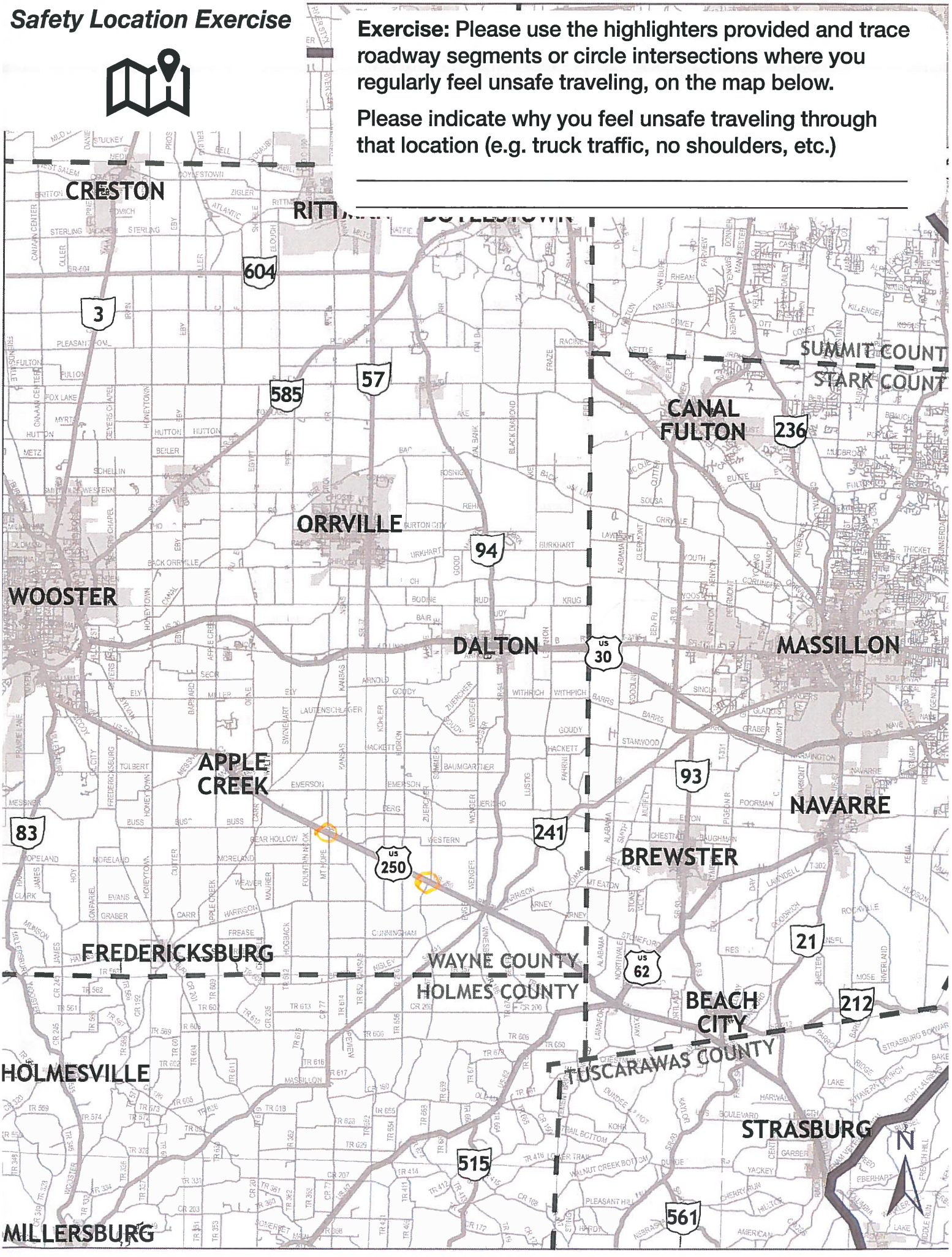
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

_____

_____



Safety Location Exercise

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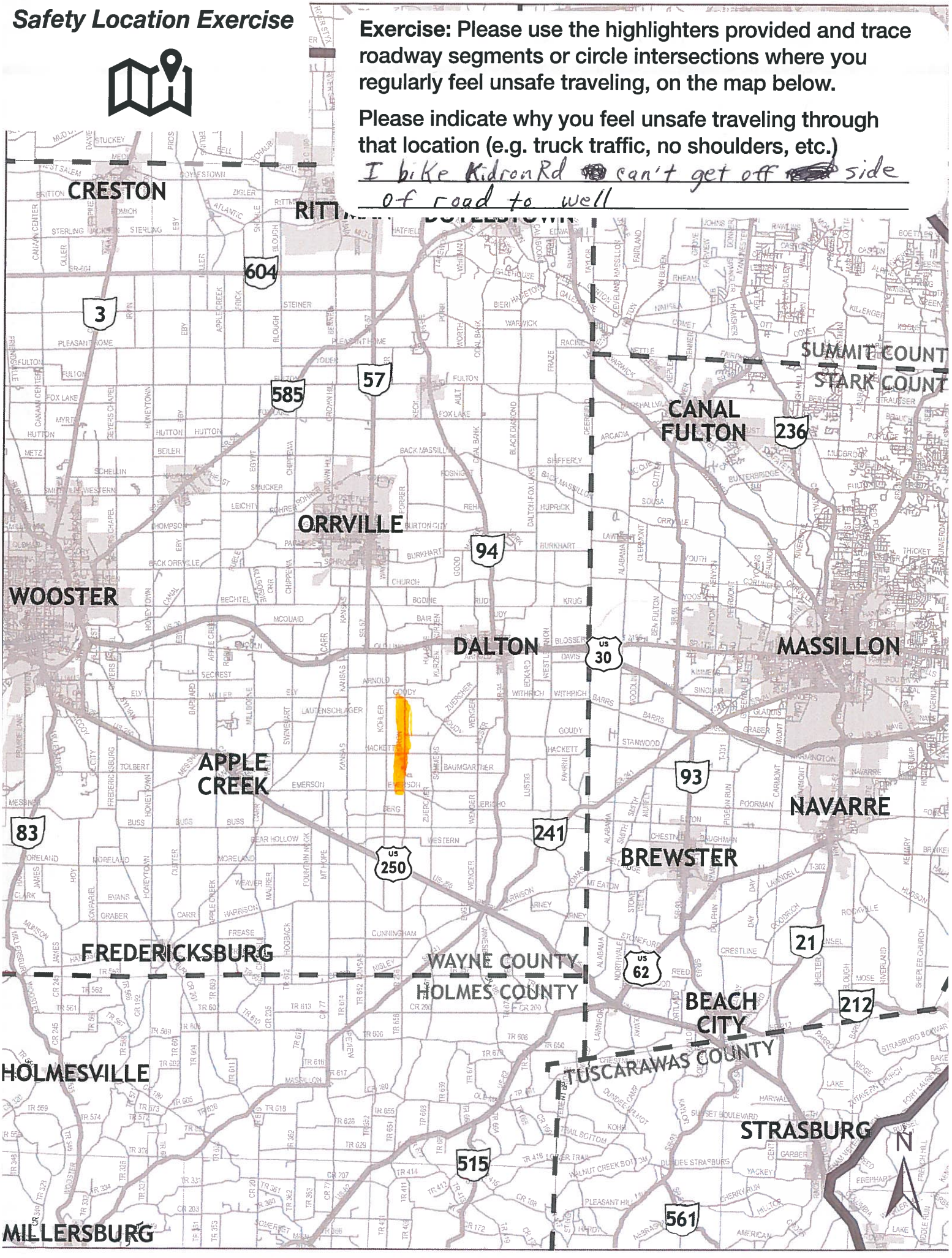
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

I bike Kidron Rd & can't get off side of road to well



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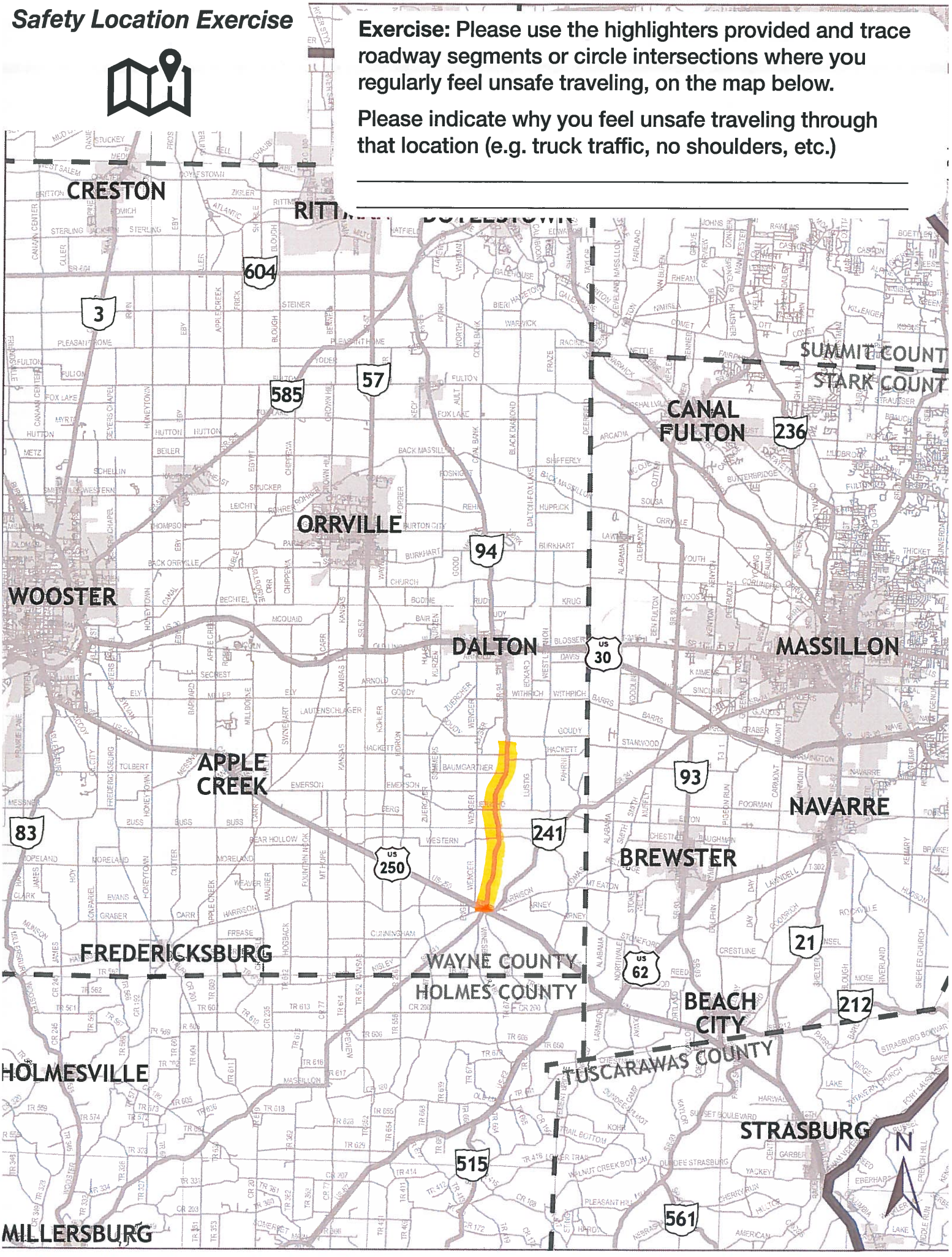

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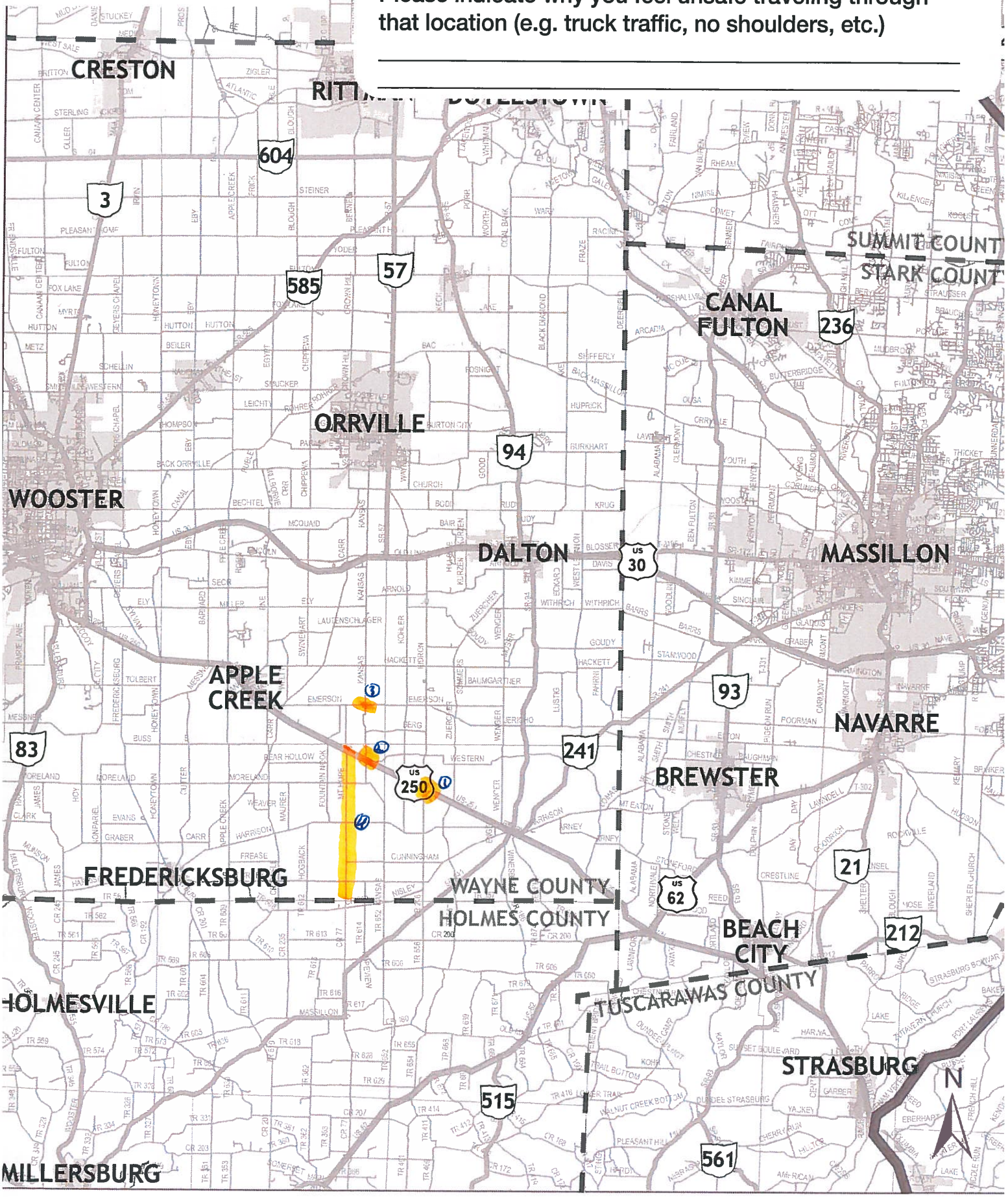

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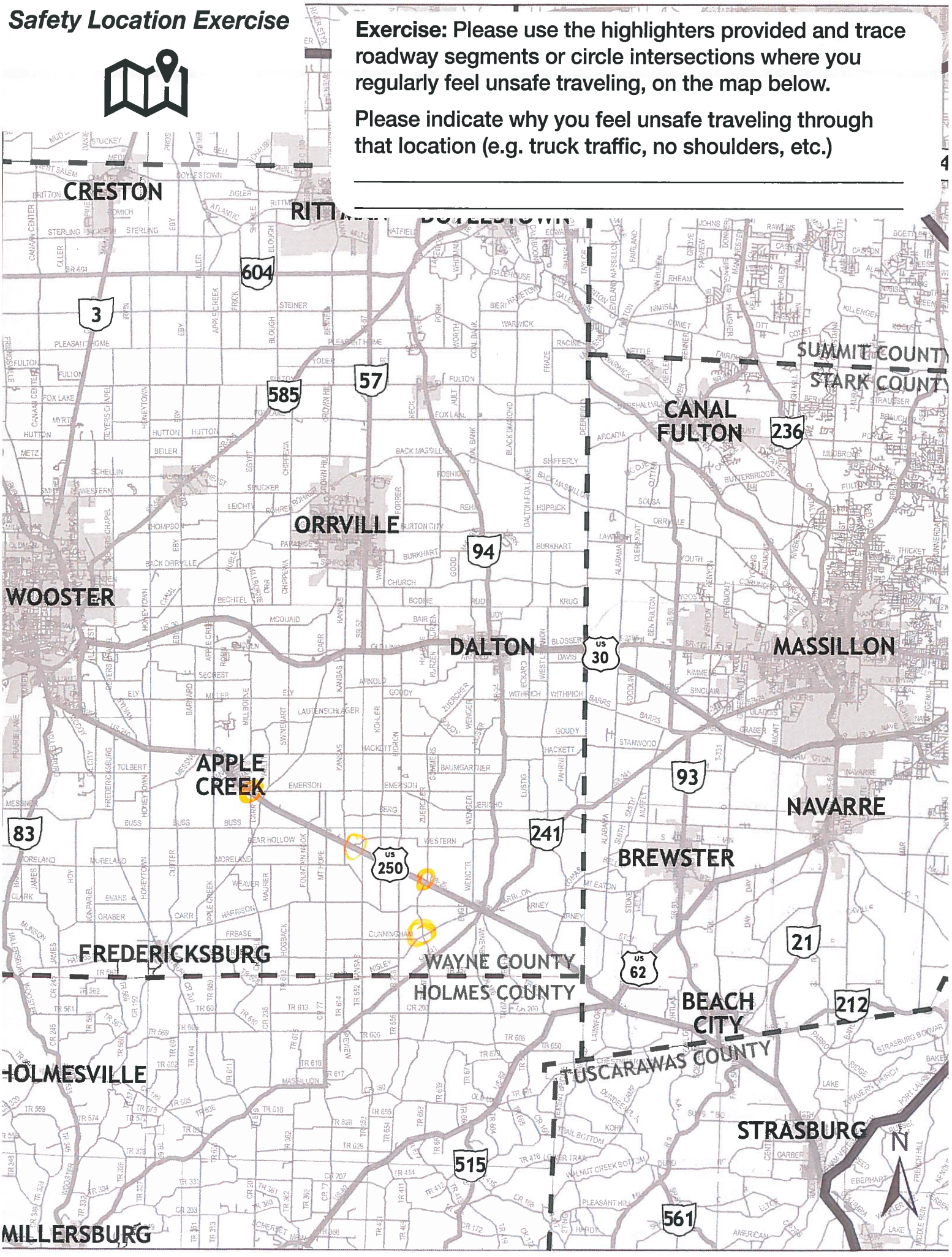

Safety Location Exercise

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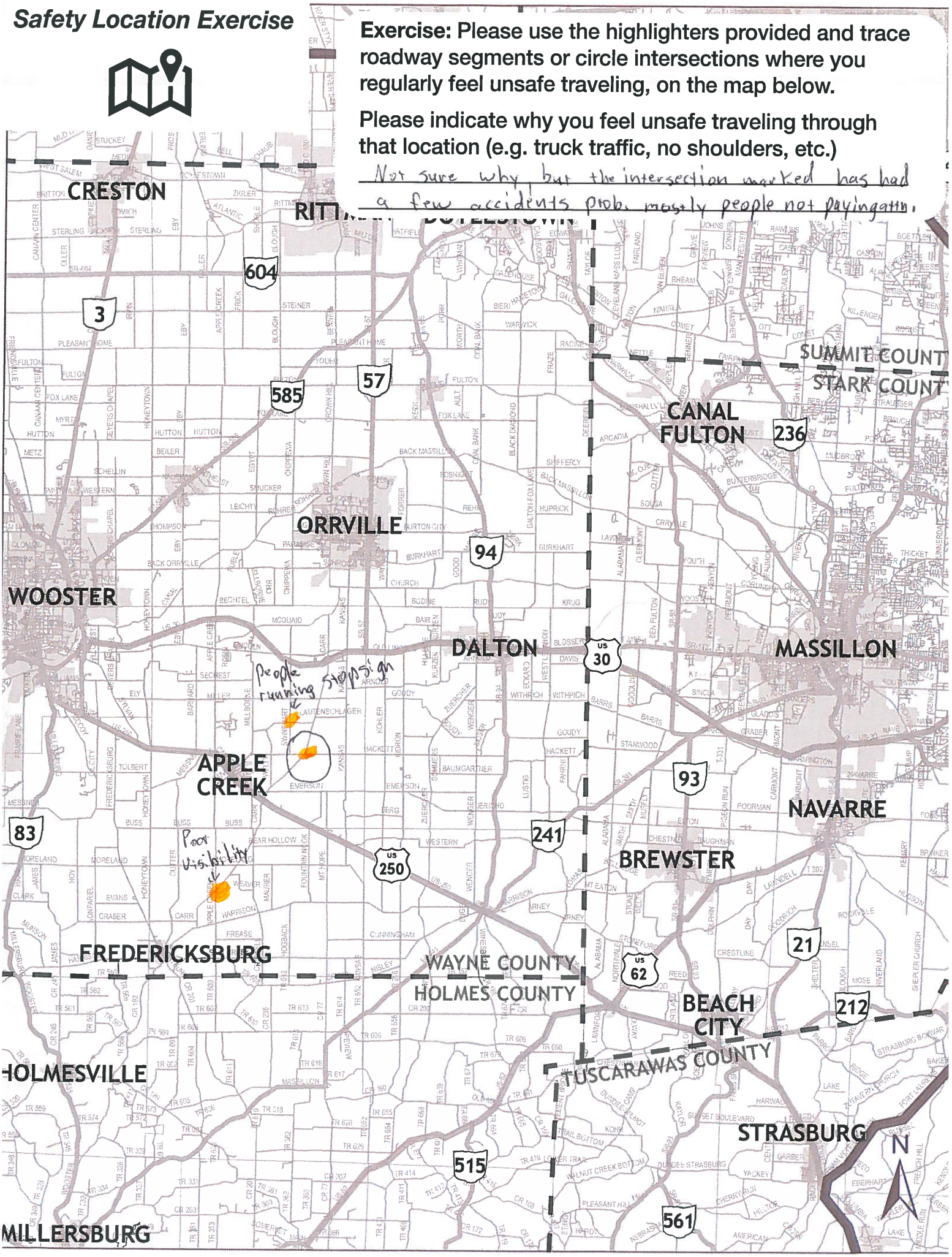
Not sure why, but the intersection marked has had a few accidents prob. mostly people not paying attn.



Safety Location Exercise

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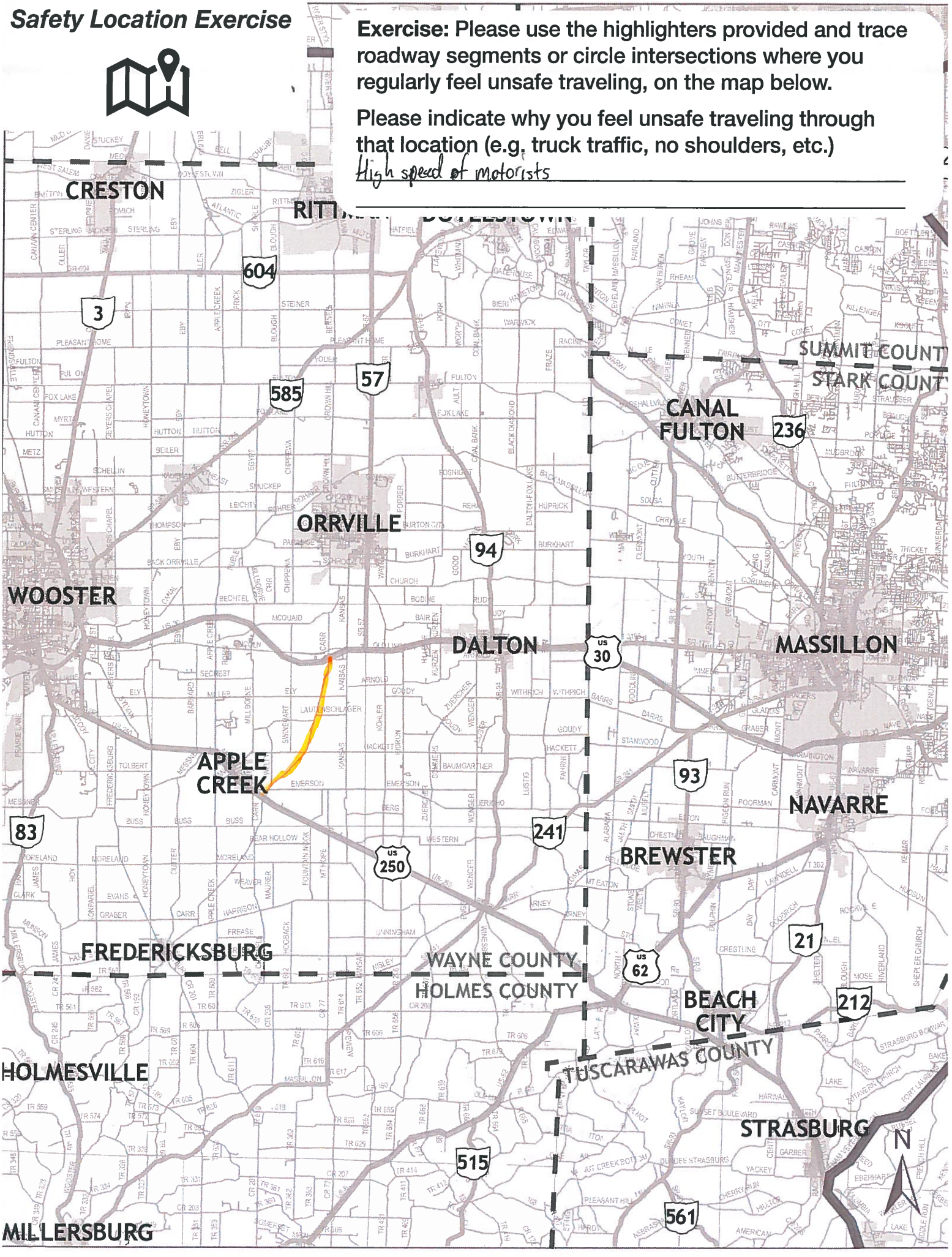
High speed of motorists



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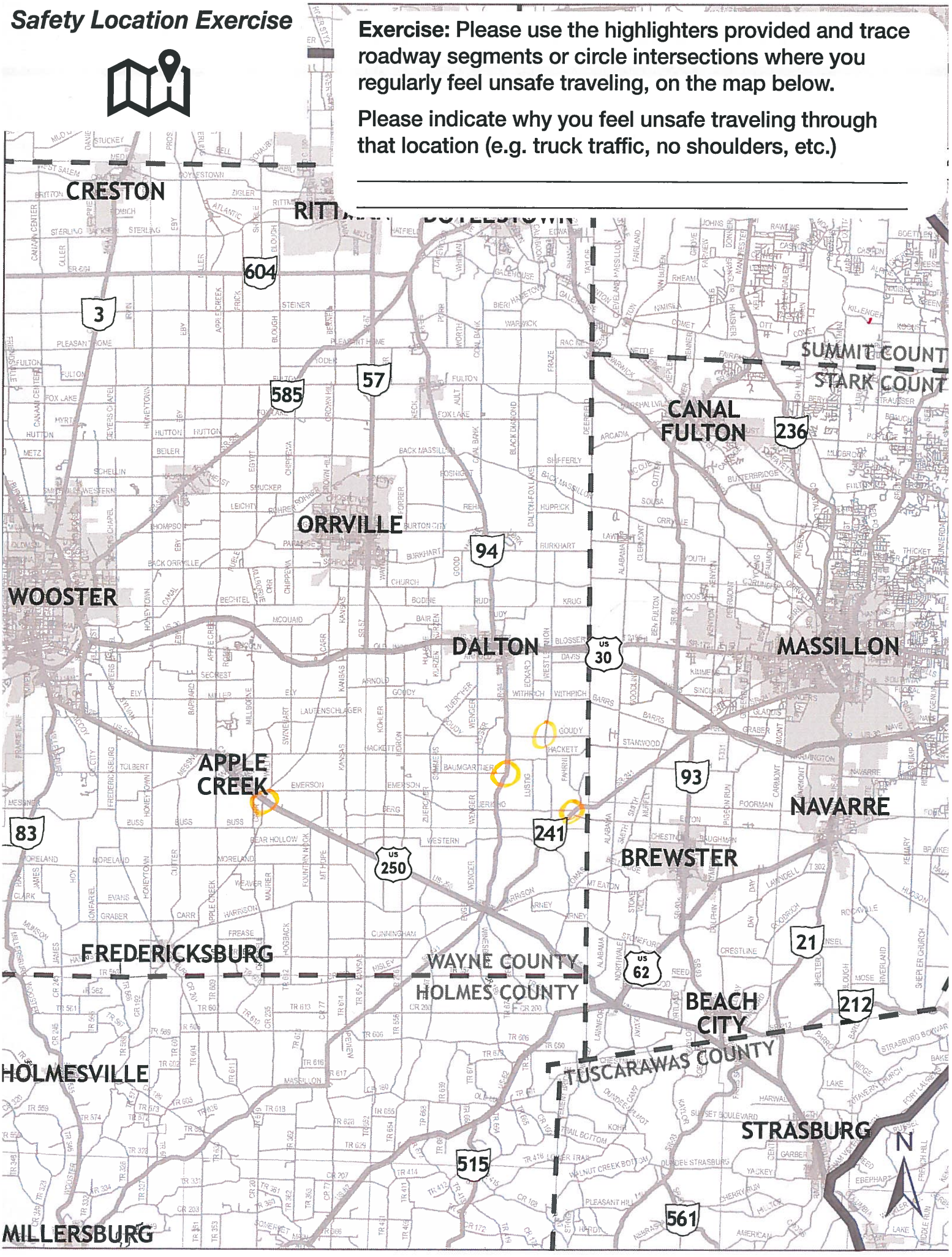

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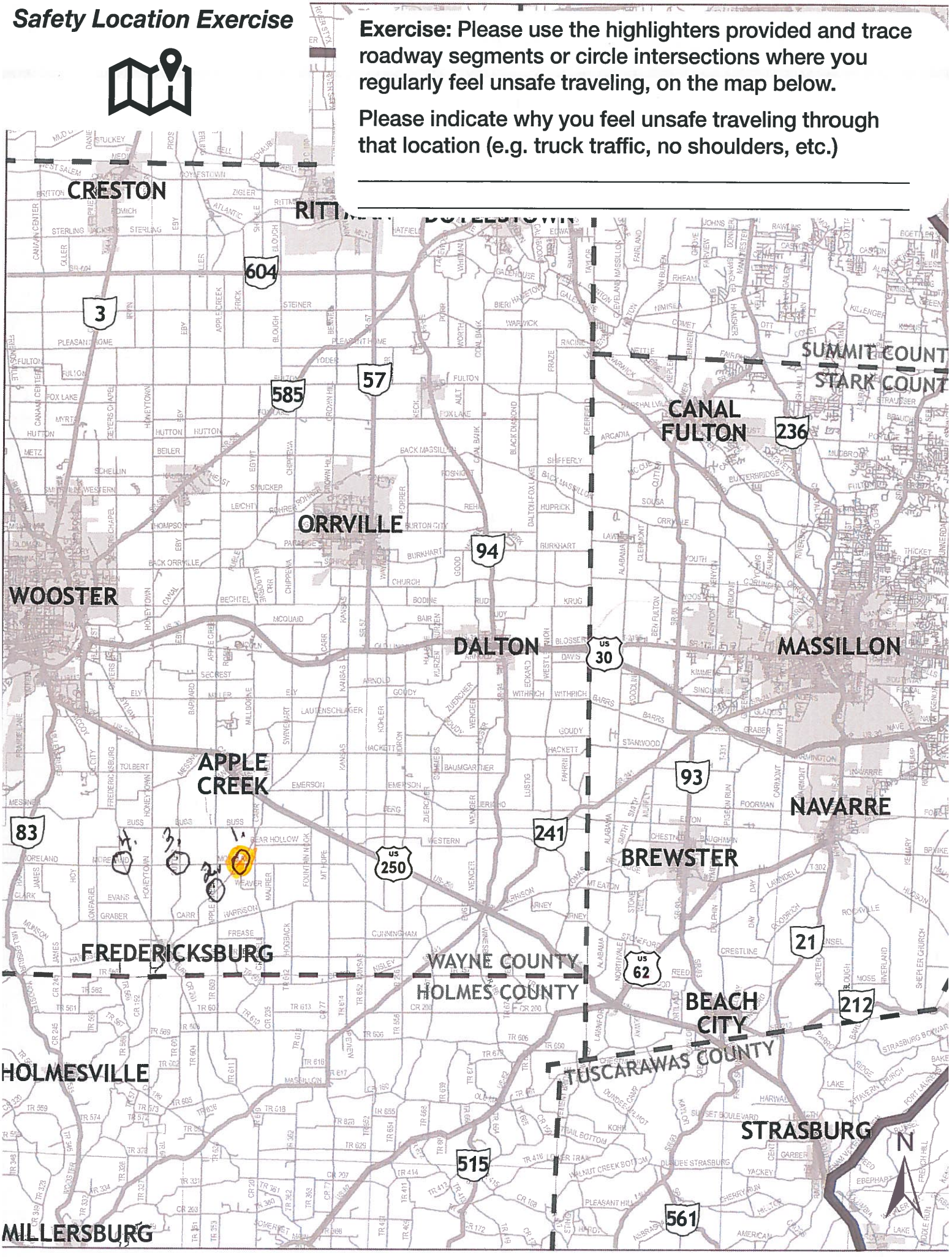
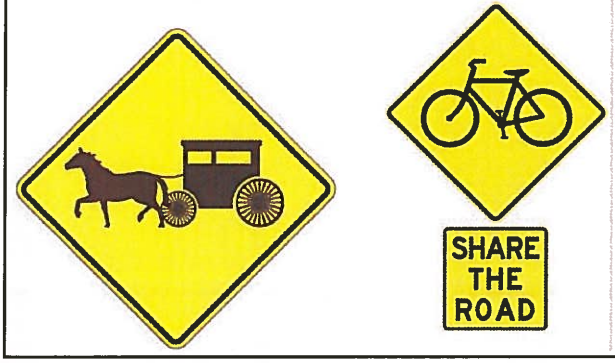


Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

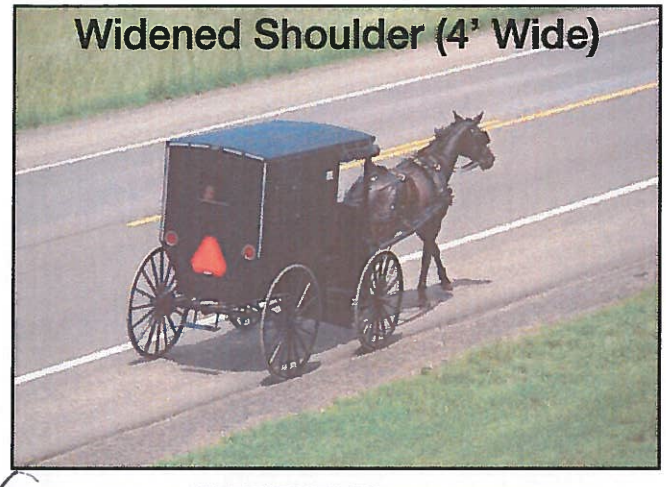
Buggy ***Walk/Bike***



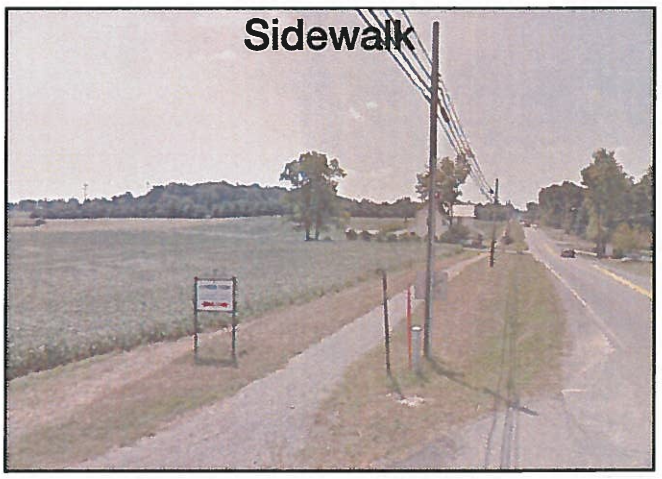
Intersection Lighting



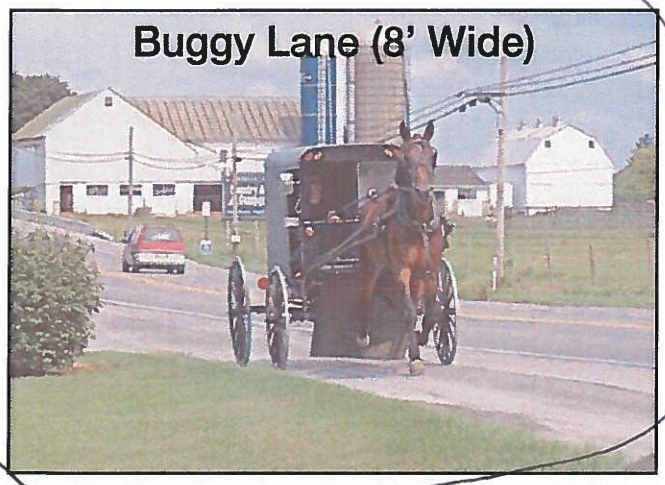
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

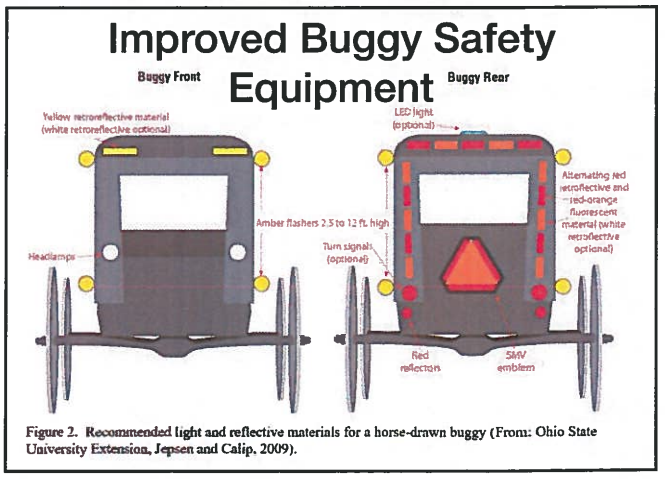


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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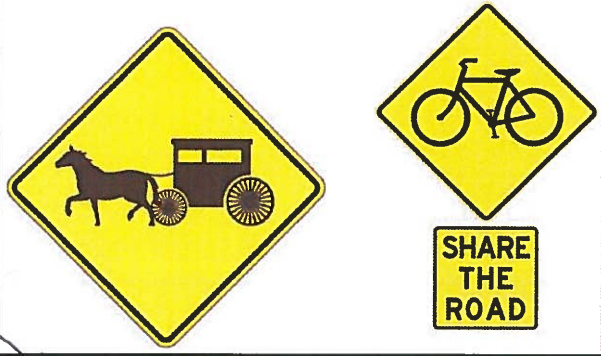
Upgrade Signage

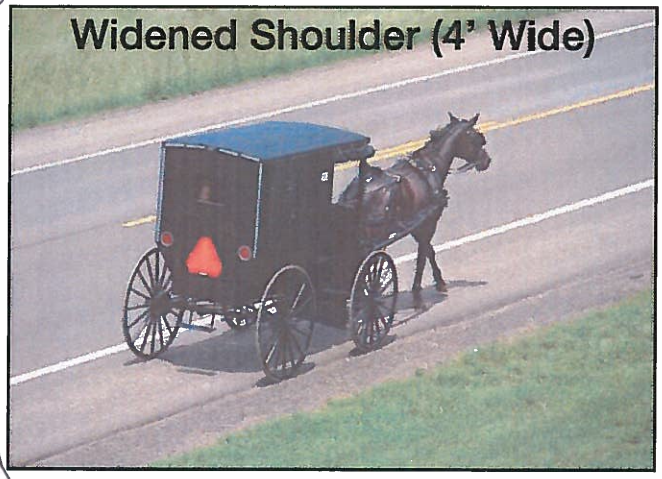
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk

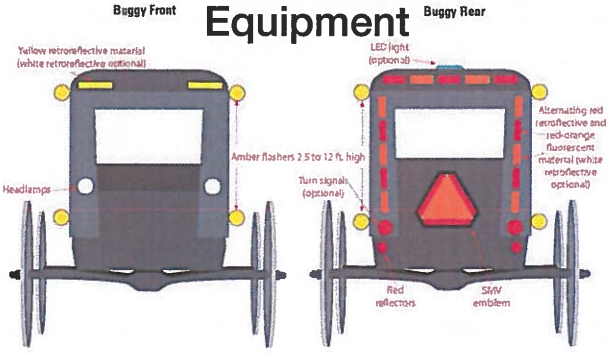


Buggy Lane (8' Wide)

Preferred



Improved Buggy Safety Equipment



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Improvements Exercise

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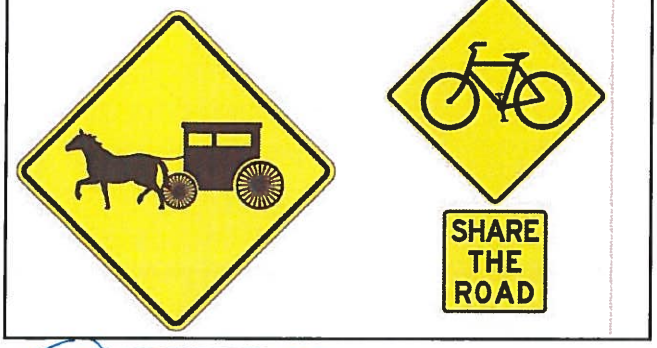
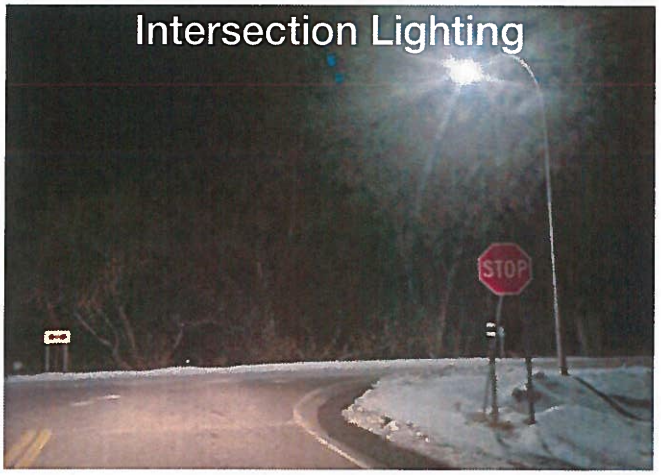
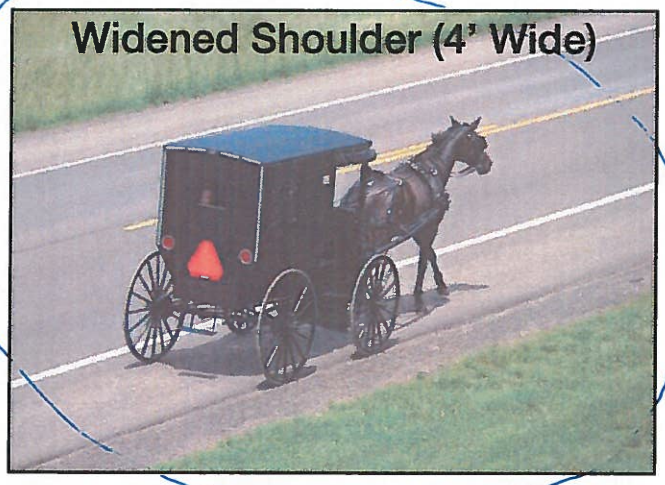


Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

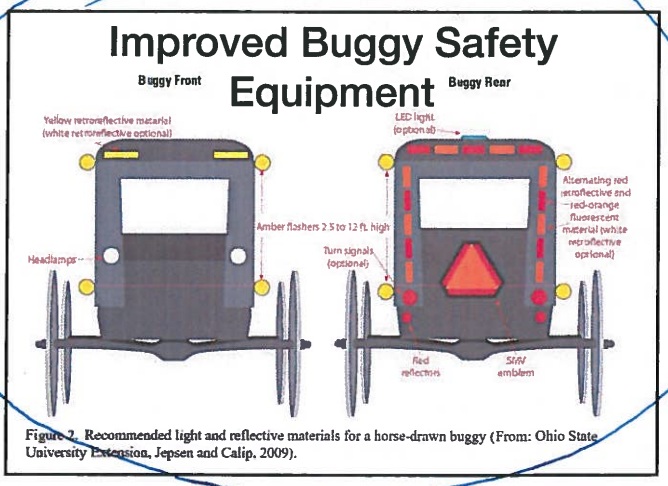


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension. Jepsen and Calip. 2009).

Please share your comments or other improvement ideas below:

I travel US 250, the buggy lane seems plenty wide but on other Roads like SR 241 near Mt. Hope it is too narrow for a buggy to stay inside the white line

Improvements Exercise

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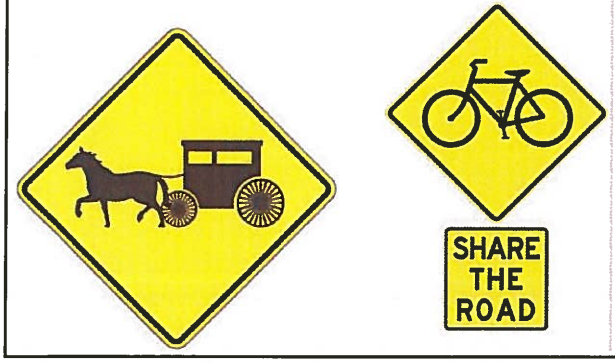
Upgrade Signage

Buggy ***Walk/Bike***



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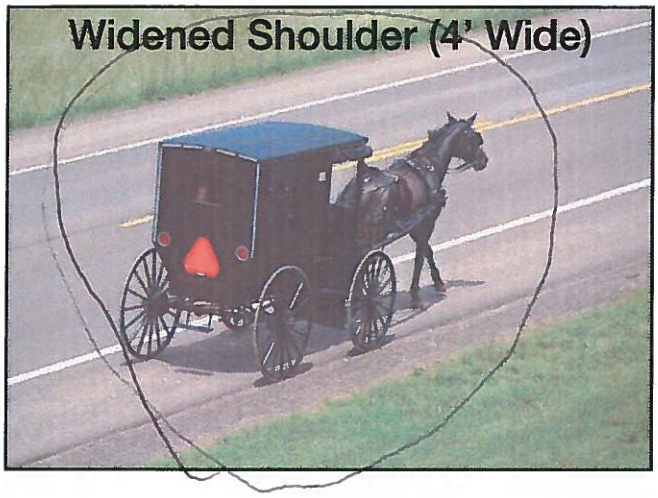


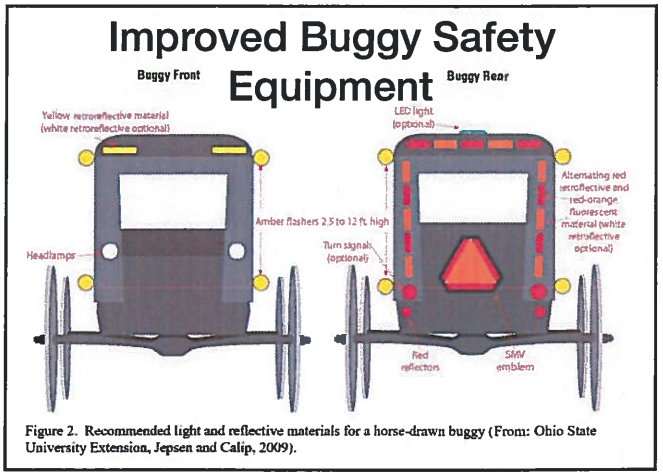
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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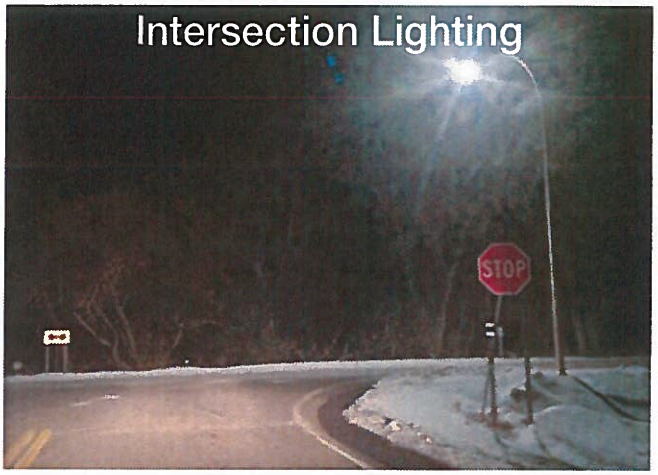
Buggy ***Walk/Bike***

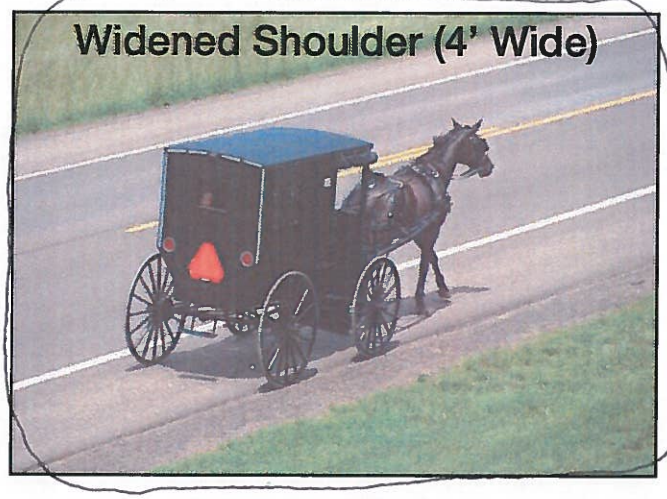




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

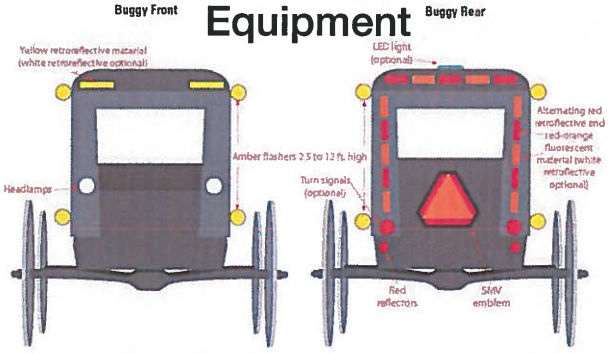


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

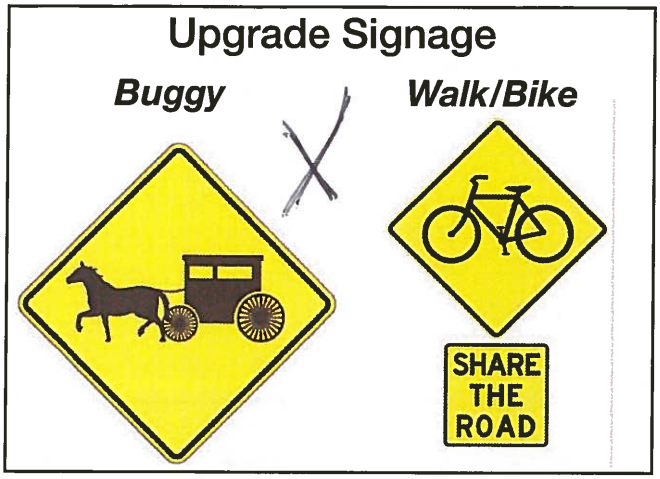
Please share your comments or other improvement ideas below:

Widened Shoulder on SR 94 from Mt. Eaton to Dalton
" " on SR 241

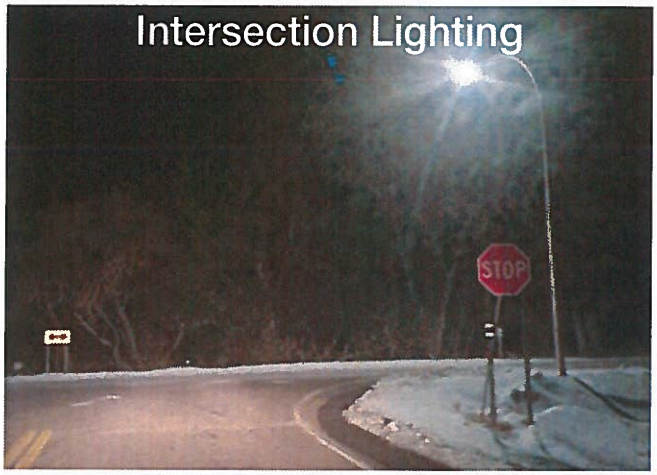
Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

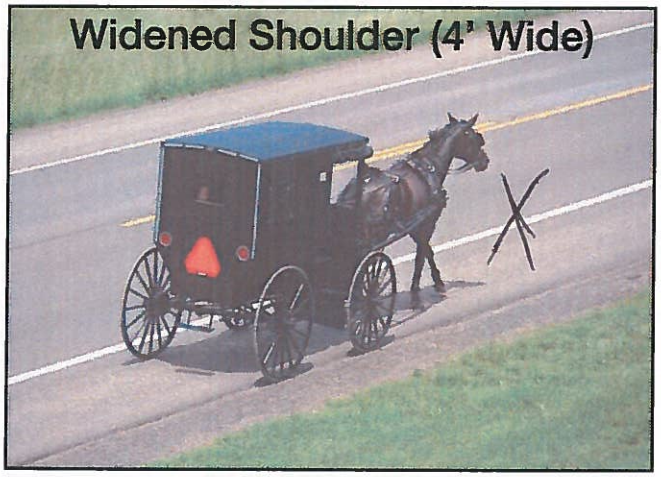
Upgrade Signage



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

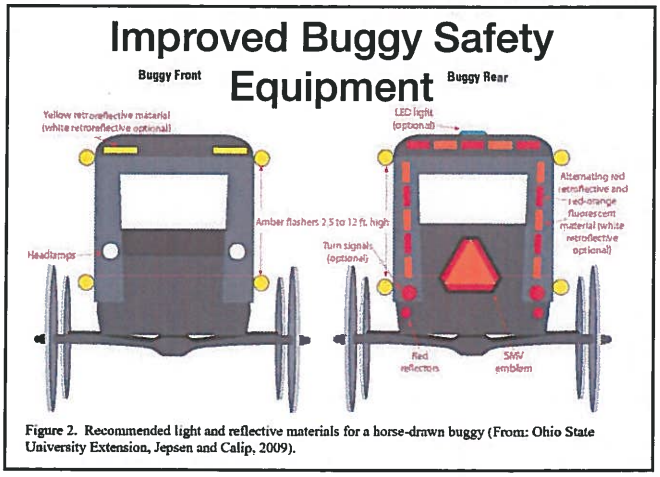


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Signage should alert motorists to be on lookout for SMVs
Widened shoulders sound good, allowing us to get off main road
I think it would be good to continue encouraging the Amish about better lighting

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

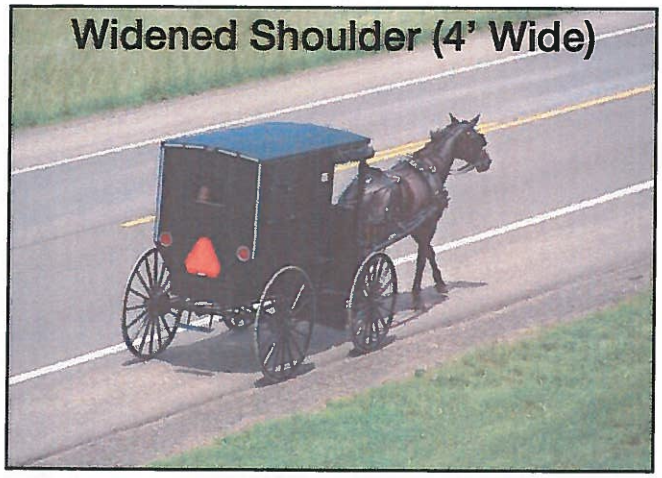
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

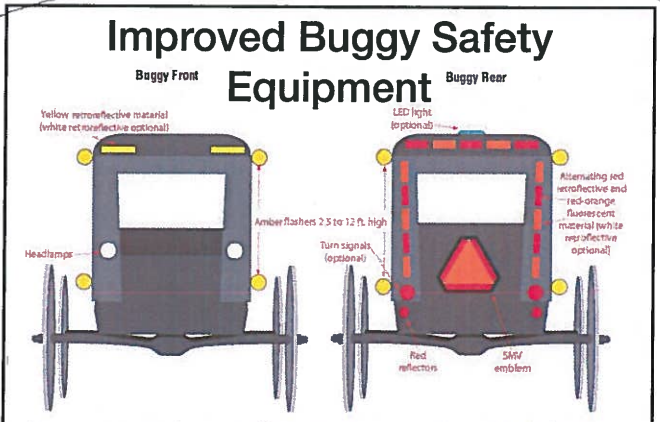


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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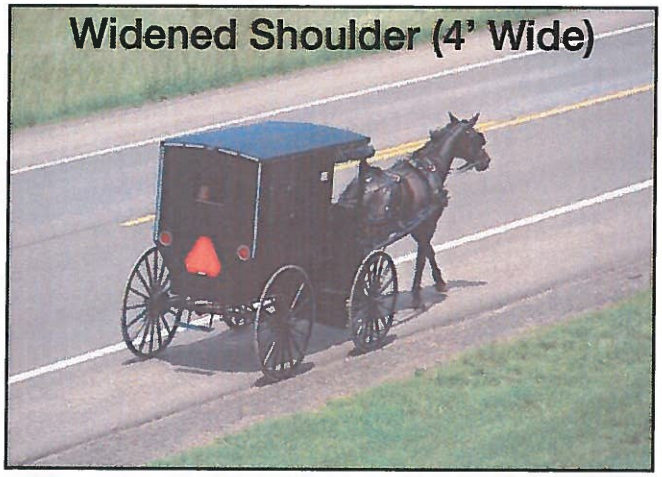
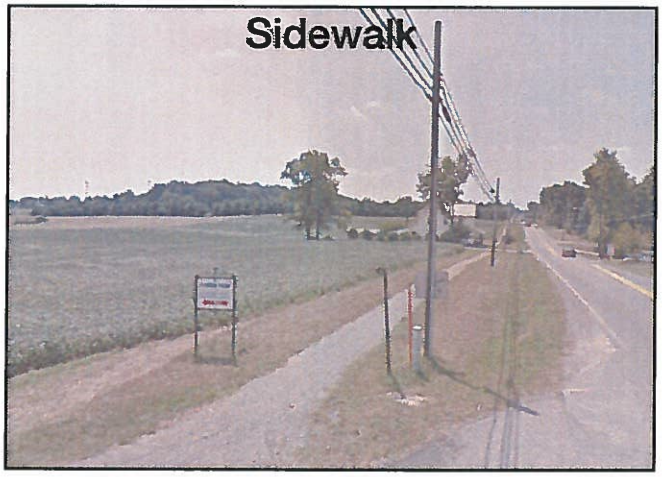


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

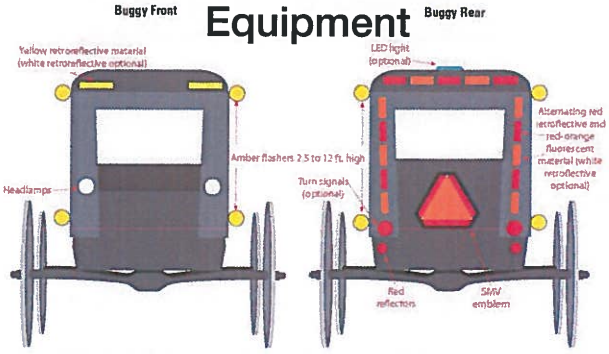


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

SR 94 has lots of truck traffic and other motor vehicles, farm equipment, bikers, pedestrians.

It is narrow, with little on narrow shoulders, hills, and curves.

Buggy lanes would be nice

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

#1 on Map

I travel North on Kidron Rd then West on US 250. A horse & buggy will not trigger the light to change

#2 on Map

Going North on Kansas Rd Crossing us 250 is difficult because the barn obstructs the view to the east at S-curve

#3 on Map

There are signs at the intersection of S. Kansas Rd & Emerson Rd that obstruct the view to the West which makes it dangerous to cross w/ Horse & Buggy

#4 on Map

Mt. Hope road from Holmes/~~Count~~ Wayne County line North to US 250 needs buggy lane. Too much fast moving traffic make it unsafe to travel w/ Horse & Buggy

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We HAVE ROADS that NEED ~~ATTENTION~~ WORK SOONER RATHER then LATER KOHLER RD West OF KIDRON RD
EMERSON Going EAST & West out OF KIDRON

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

to Consider:

- Add lights @ Emerson/250/Criswell.
- Add traffic lights @ SR 77/SR 39.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

SR 94 North of Jericho Rd before intersection of Baumgartner Rd Install flashing caution light before crest of hill (indicating Buggies ahead).

Traveling Jericho Rd east to SR 241 turn right then left on Elton Rd. Traffic is driving 55 MPH on 241 and Buggies are turning left on Elton.

Case Rd - 250 intersection, consider lowering Speed limit on 250. Low visibleurance and 45 to 55 MPH Traffic give buggies a short time to cross 250

To the County
- Resurface Emerson Rd & Jericho Rd

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

1. Moreland Rd + S. Carr Rd short sight distance to the North
2. Apple Creek Rd + S. Carr Rd. Short Sight to distance to the South
3. Moreland Rd. + Cutler Rd. Short sight to the West on moreland
4. Moreland Rd. + Fredricksburg Rd. Short Sight on Fredricksburg Rd to N.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Create a legal distance for a motor vehicle to come to horse/animal drawn vehicle. Motorists sometimes crowd too close to animal drawn vehicle, and if horse backs up, can easily cause collision.

Appreciate all the effort that goes into keeping community safe!

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kidron, Wayne County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

to Consider:

- Buggy lane on Kidron Road from Gourdy Road to SR 241

- Buggy lane on emerson Road to SR250

- Buggy lane on SR250 is very nice and works really well.

- Snow Plows do well to respect Buggy traffic, this means a lot to us as a horse drown carriage Driver.

Thank you for granting us the priveledge to share the road.

OHIO DEPARTMENT OF TRANSPORTATION

Adams County Meeting Results

April 9th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



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Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

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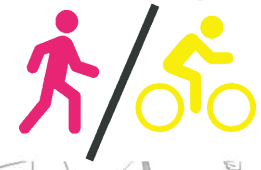

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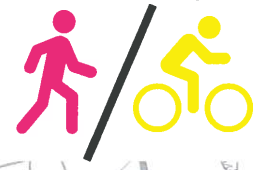
Walk/Bike Safety Exercise



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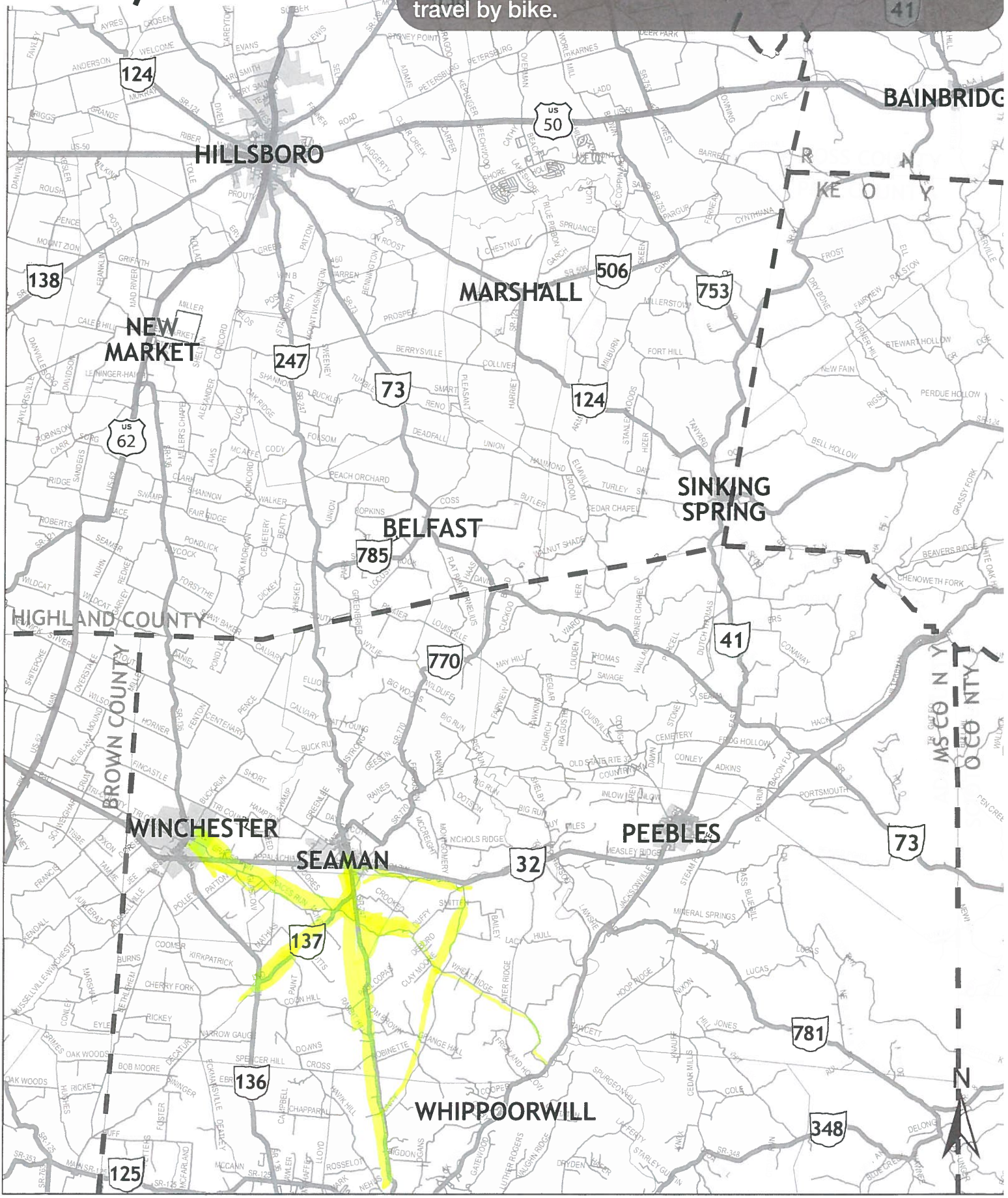

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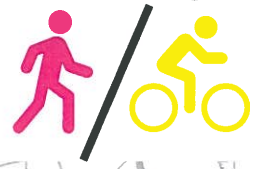

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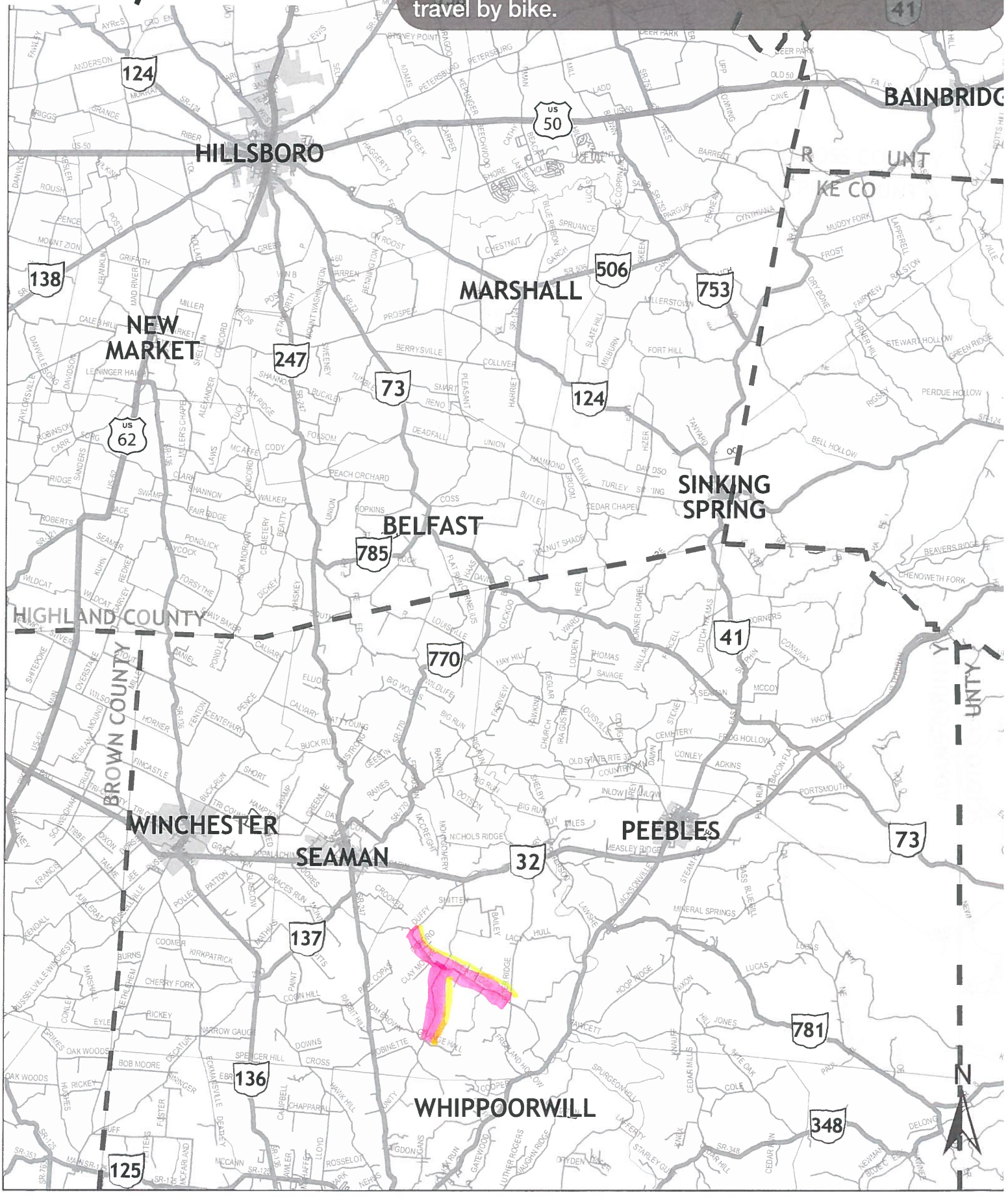
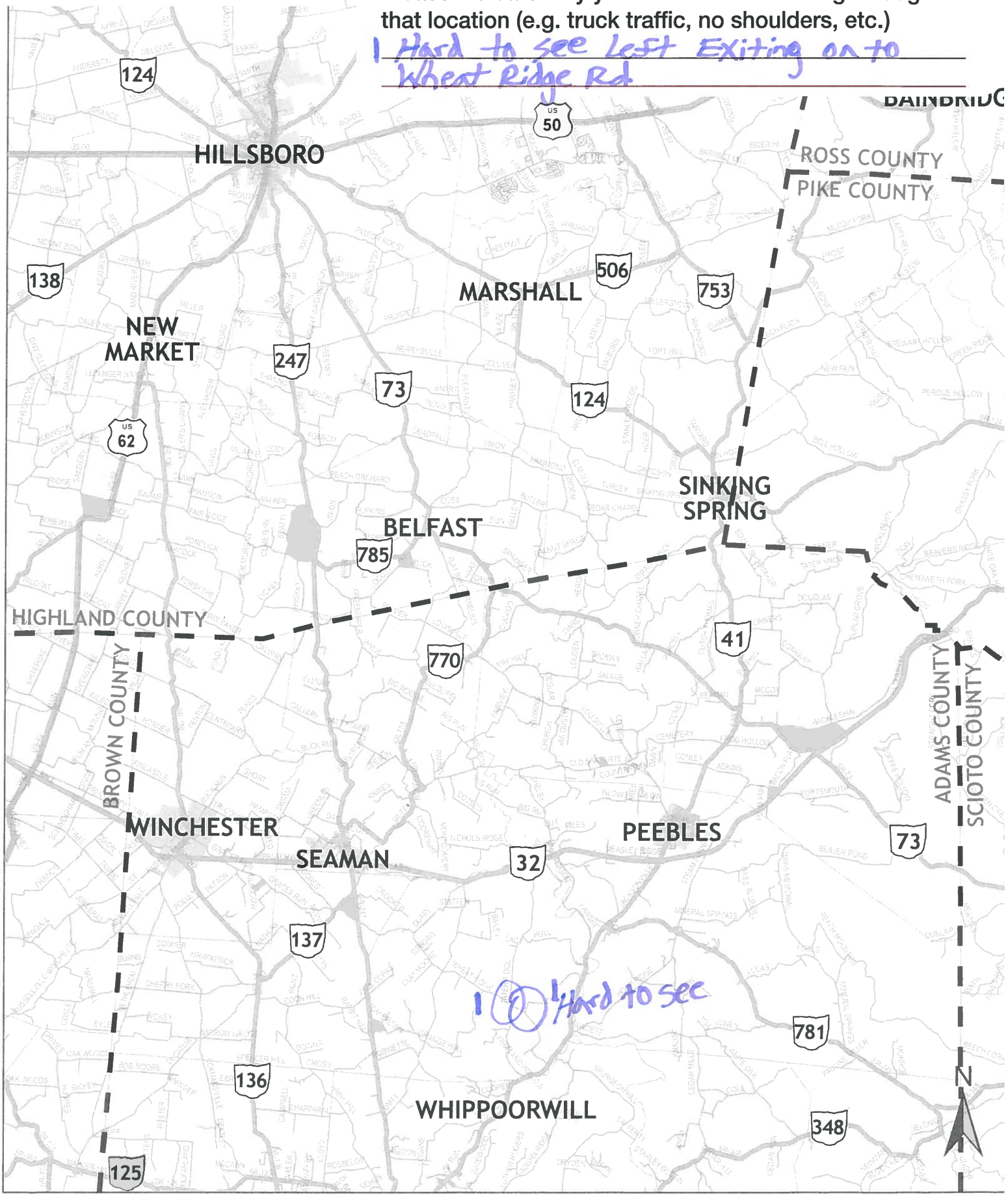


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

1 Hard to see left Exiting on to Wheat Ridge Rd



Safety Location Exercise

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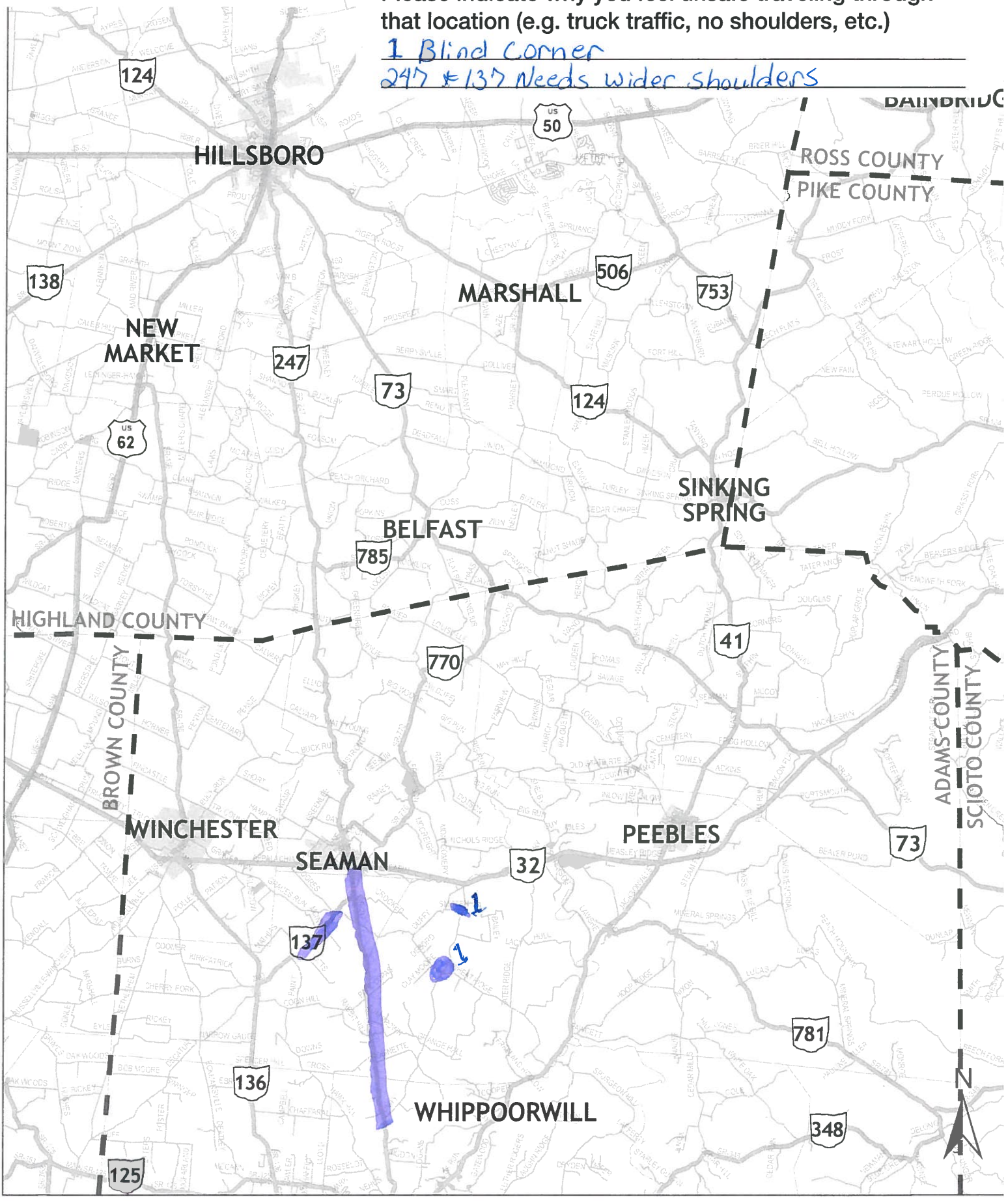
1 Blind Corner

247 & 137 Needs wider shoulders



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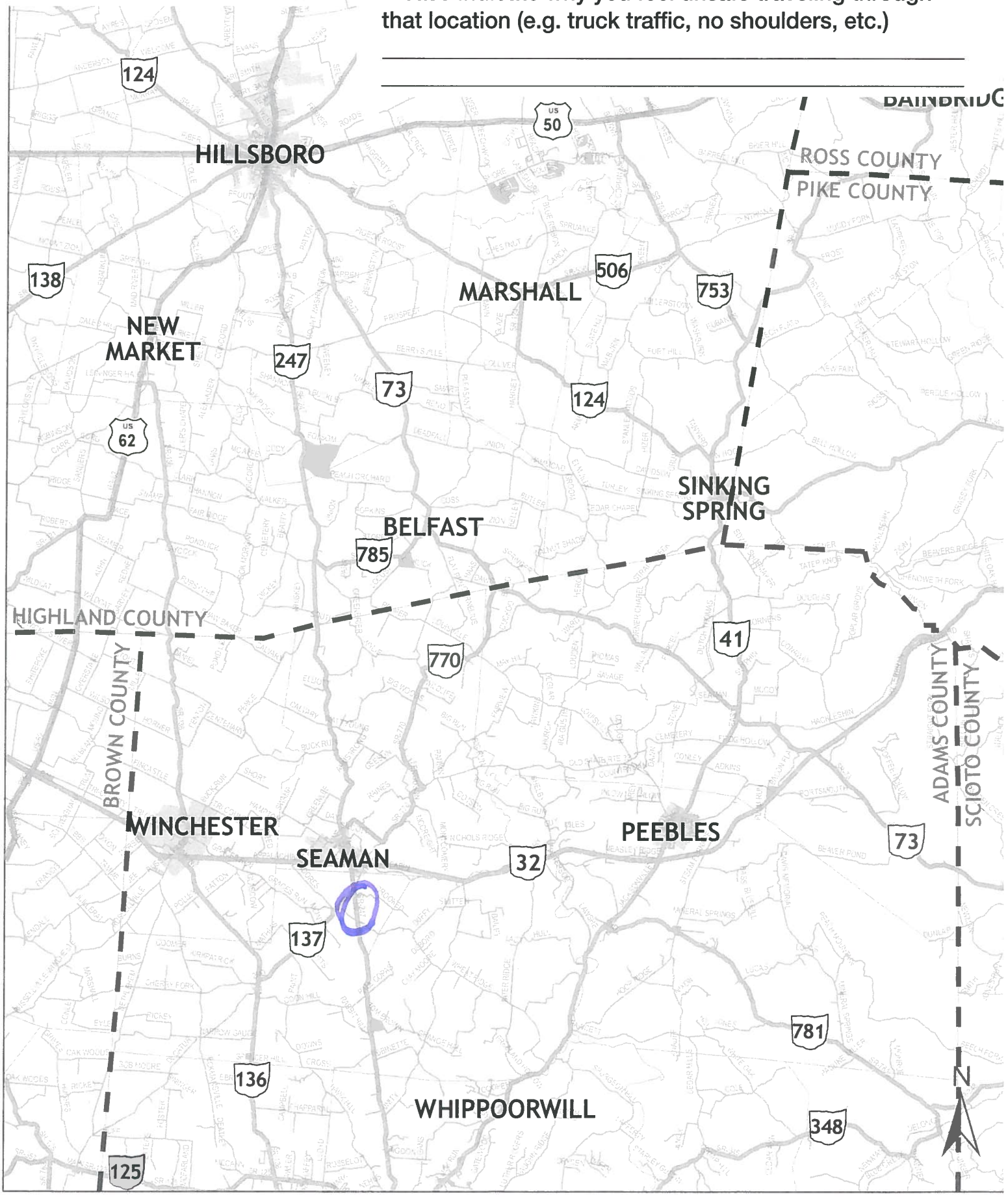

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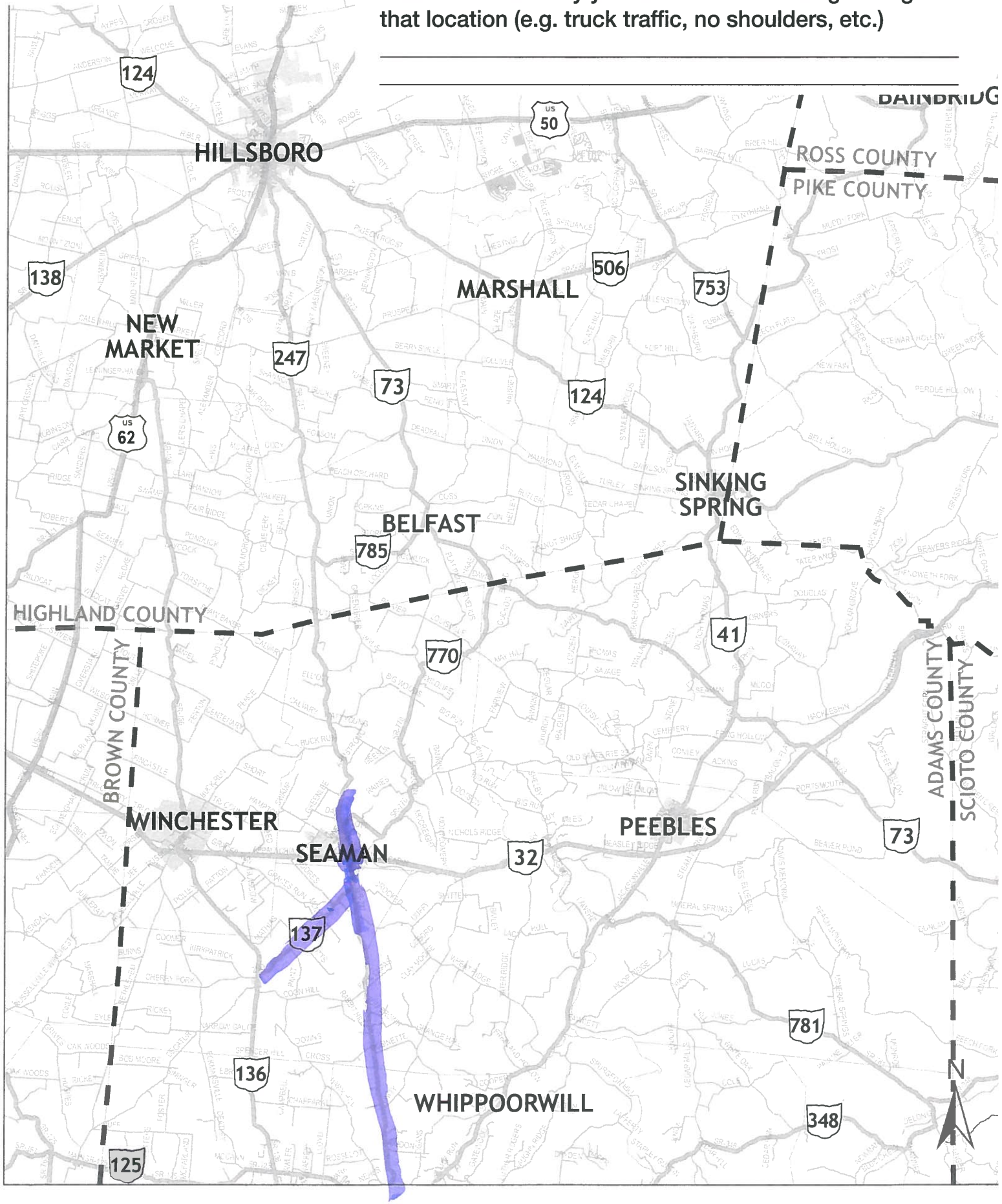

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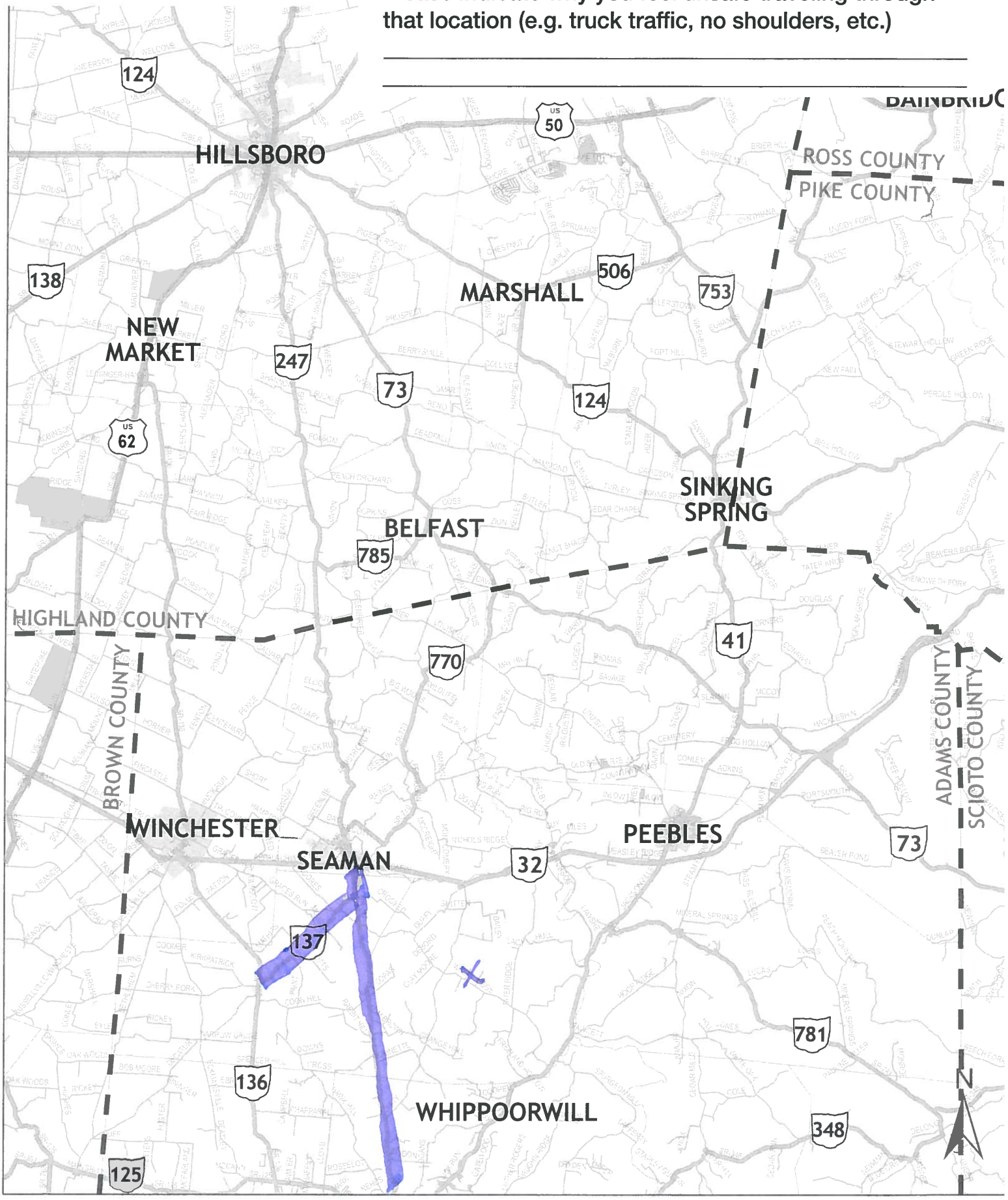

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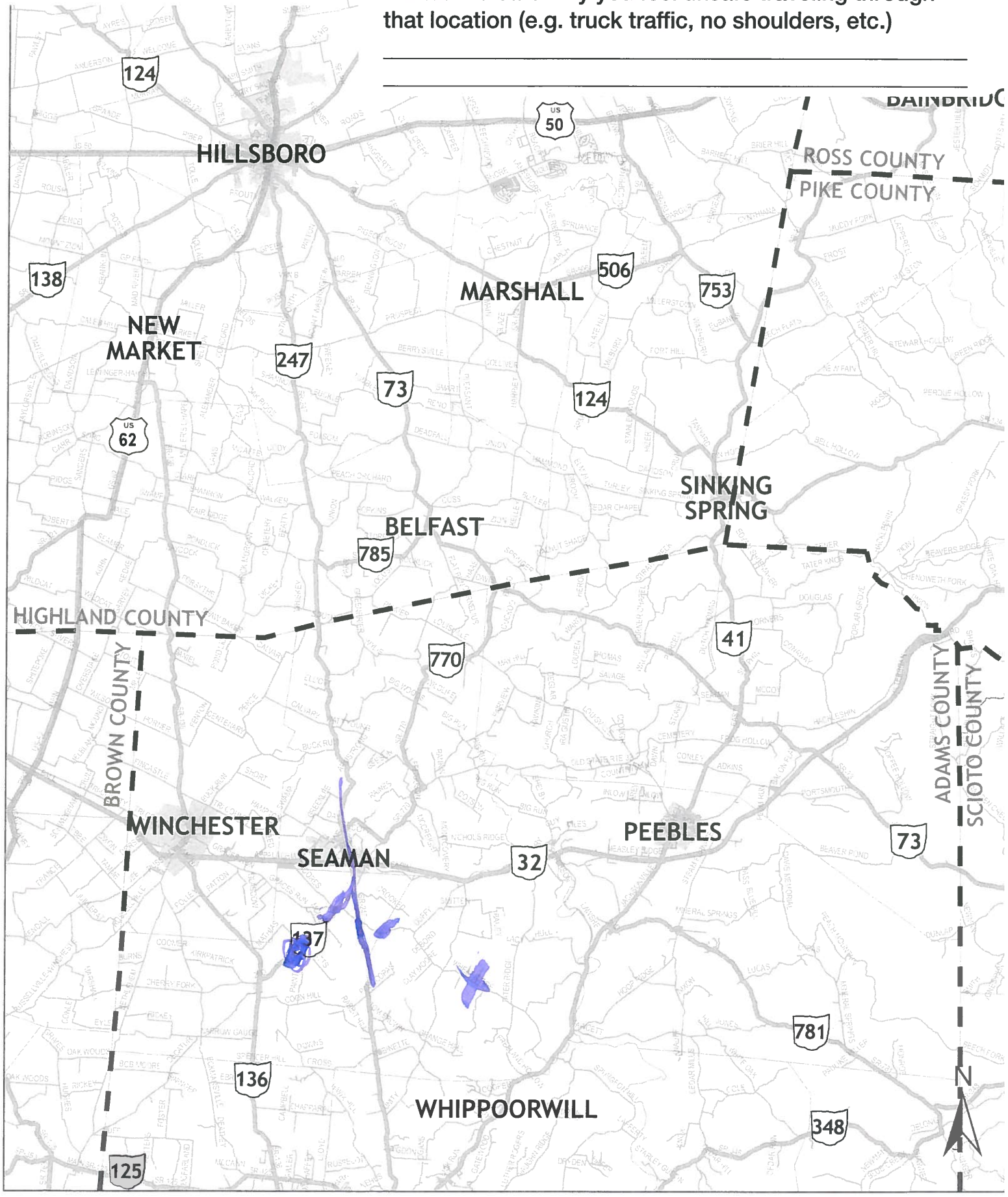

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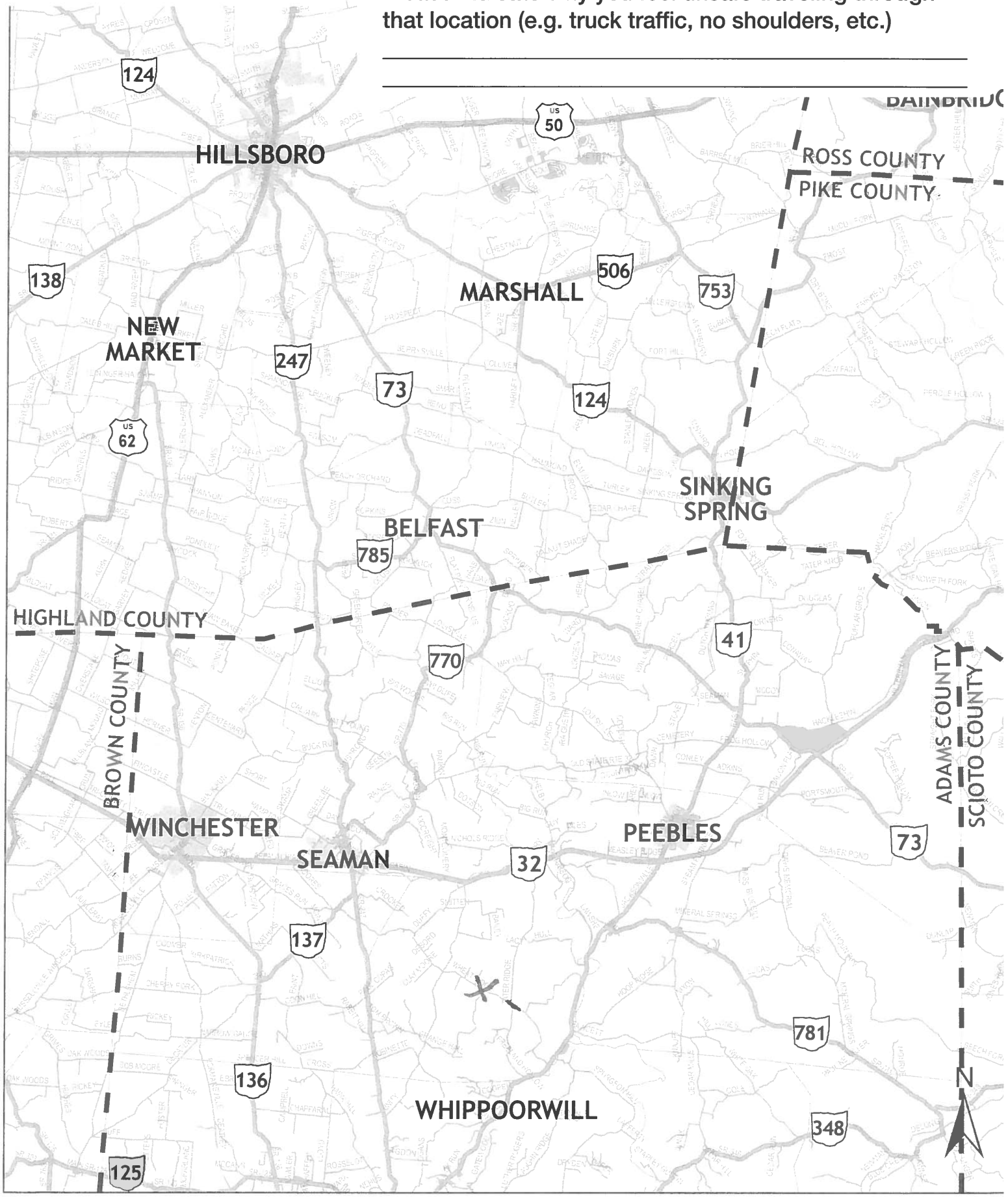

Safety Location Exercise

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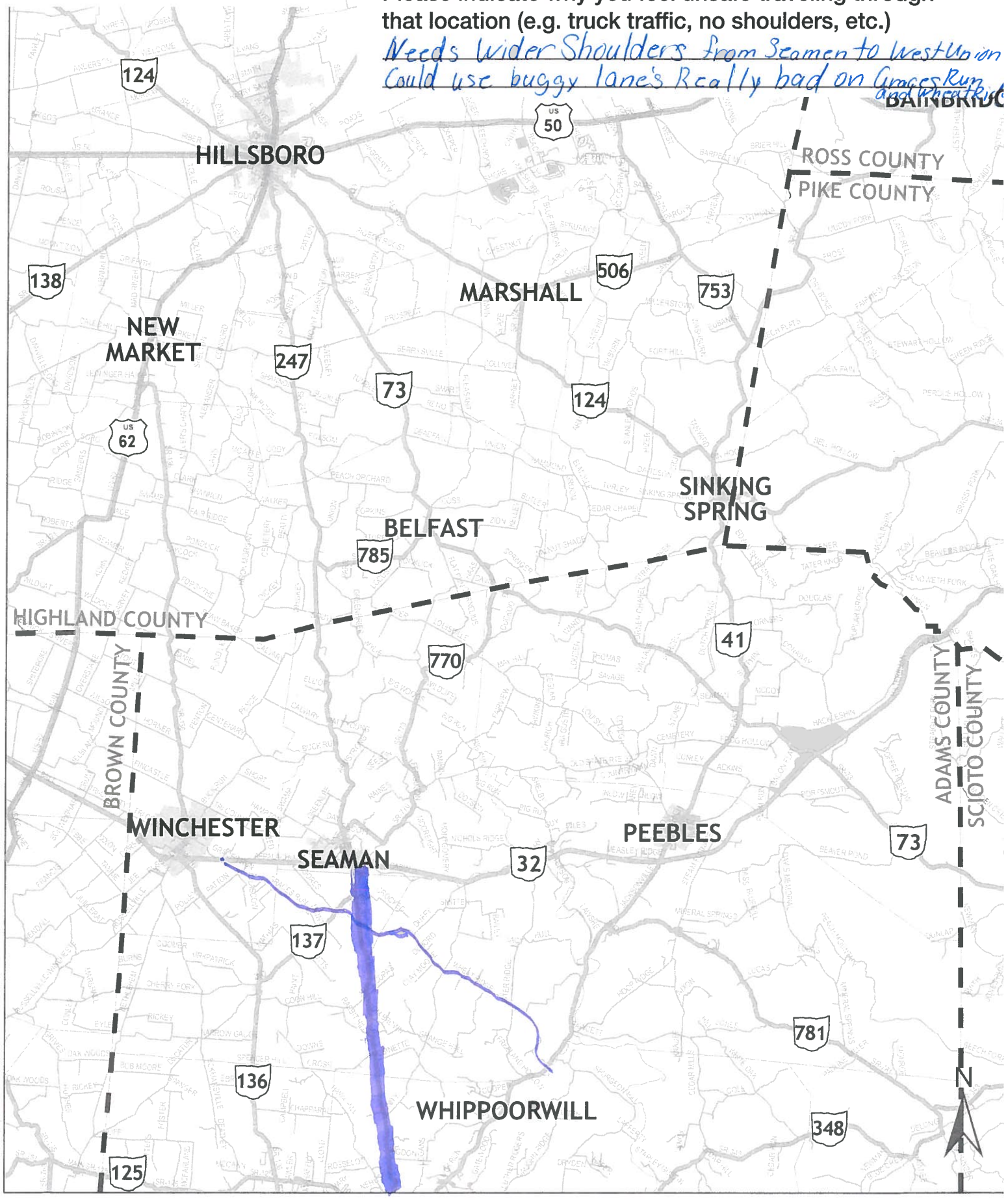
Needs wider Shoulders from Seamen to West Union
Could use buggy lane's Really bad on Grages Run and Wheat Ridge



Safety Location Exercise

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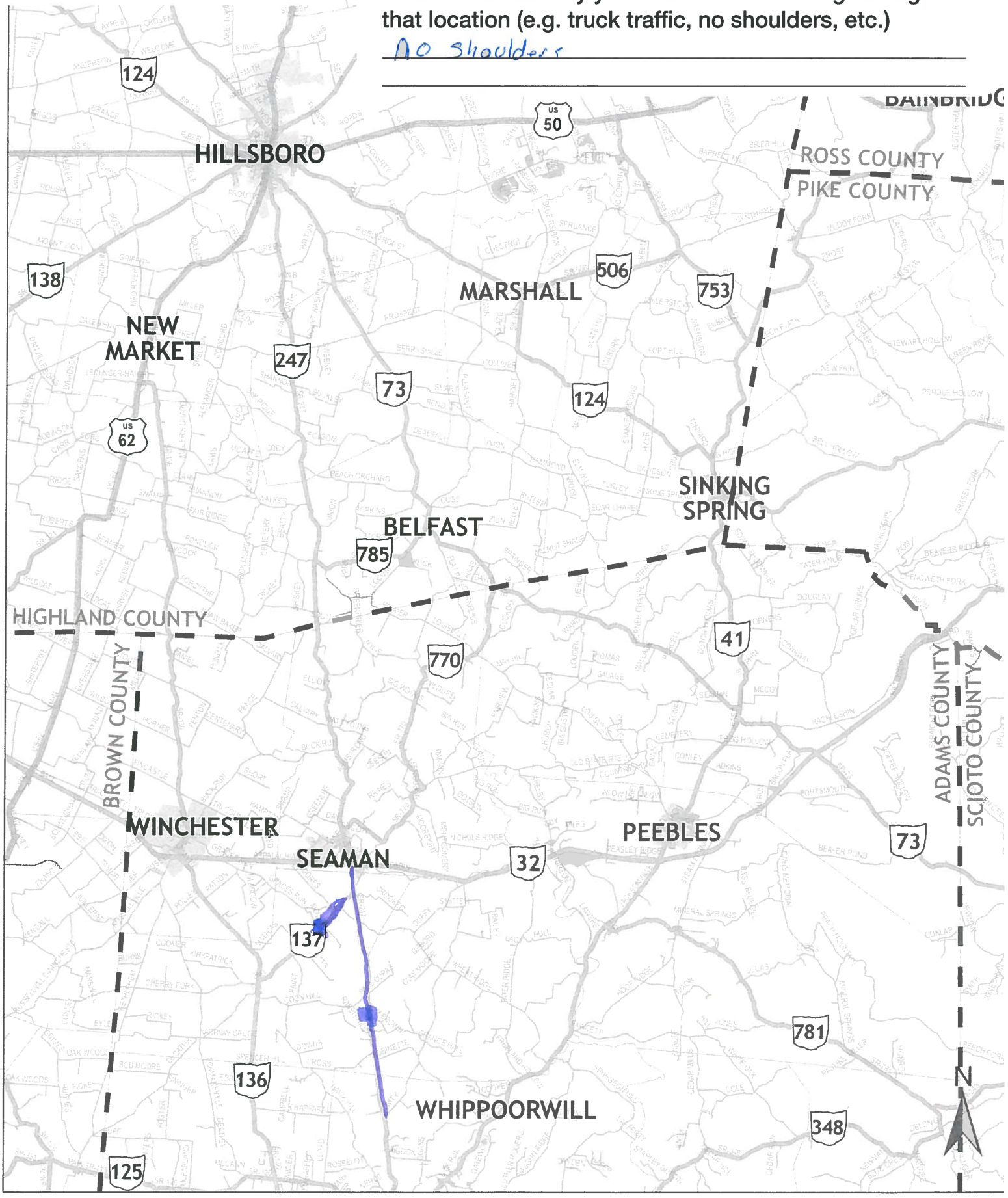
No Shoulders



Safety Location Exercise

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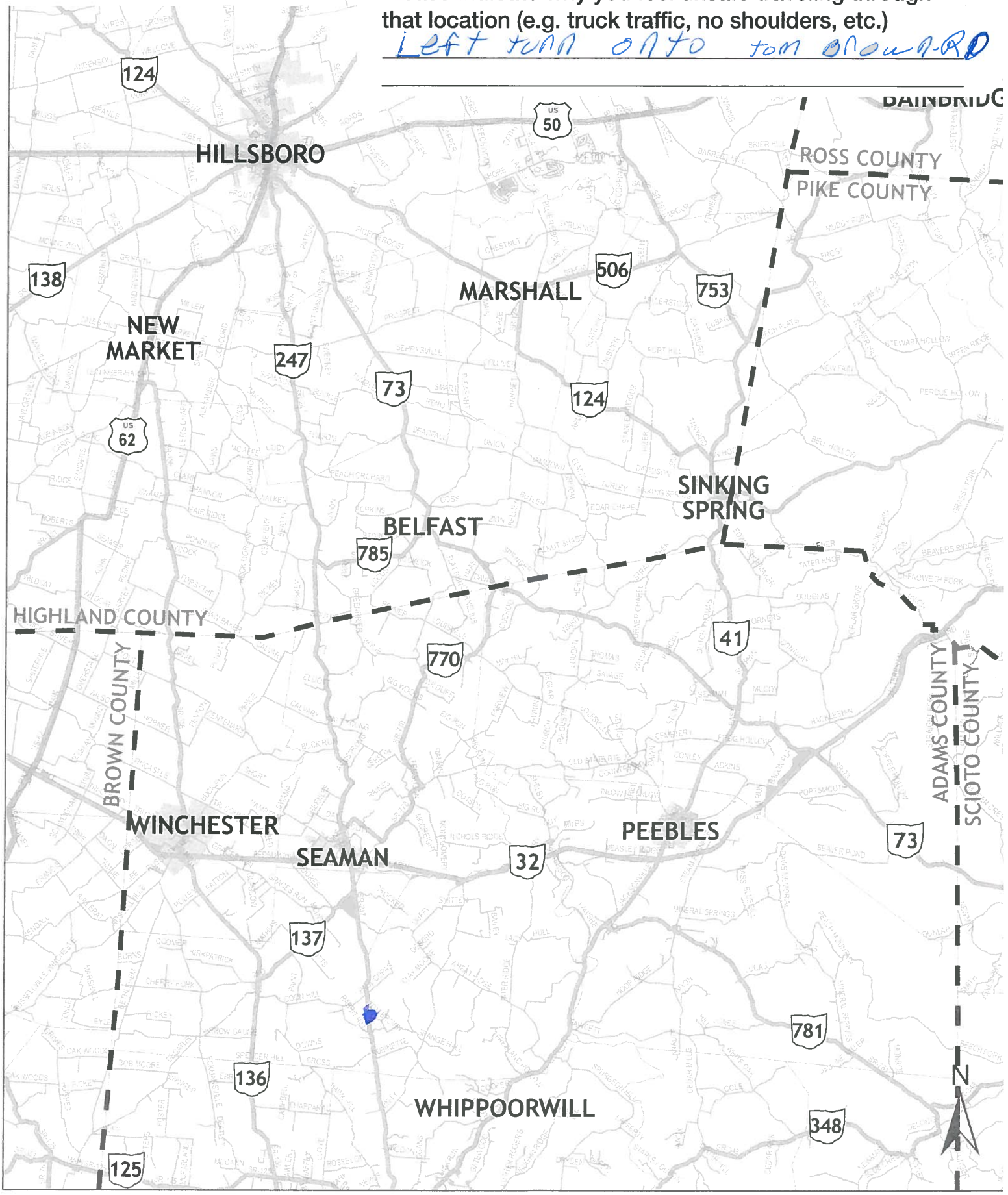
Left turn onto tom Brown Rd



Safety Location Exercise

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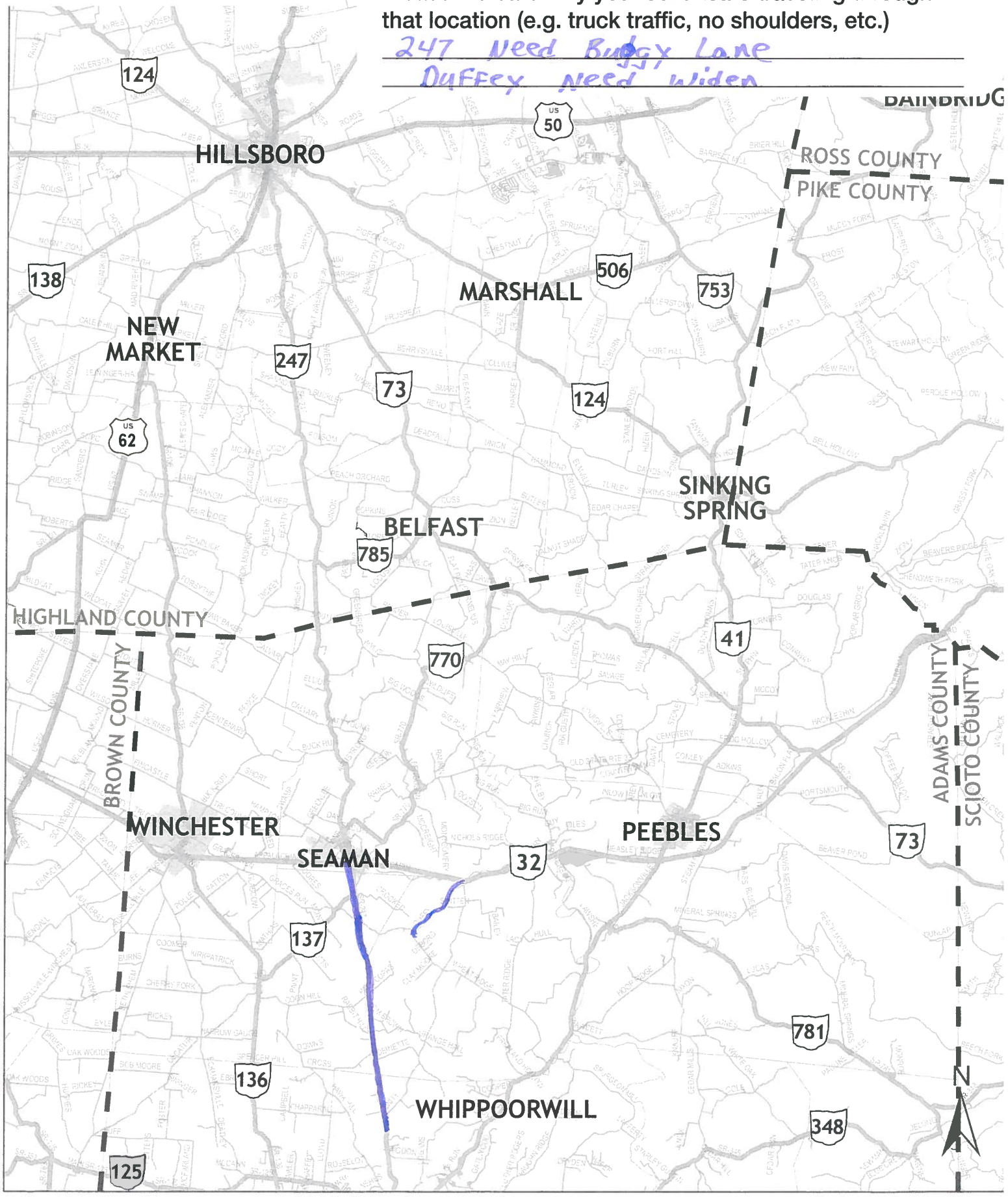
247 Need Buggy Lane

Duffey Need Widen



Improvements Exercise

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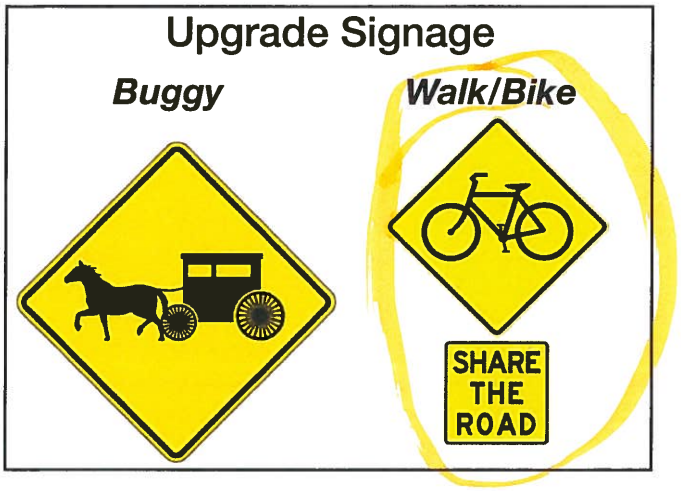
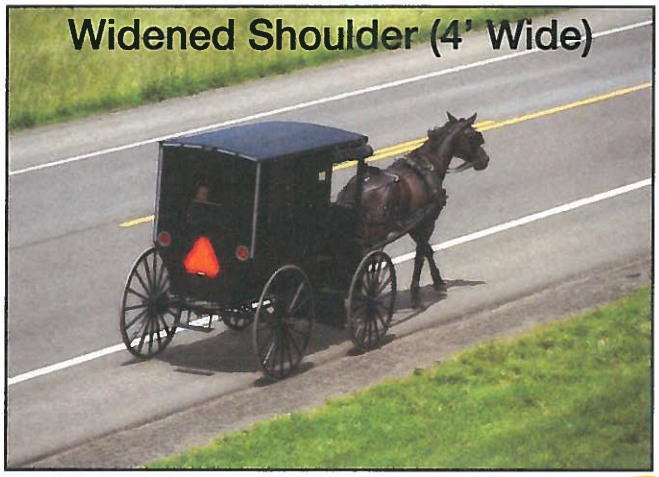
Upgrade Signage



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

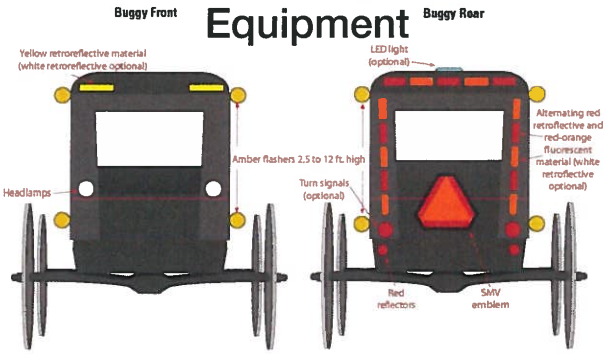


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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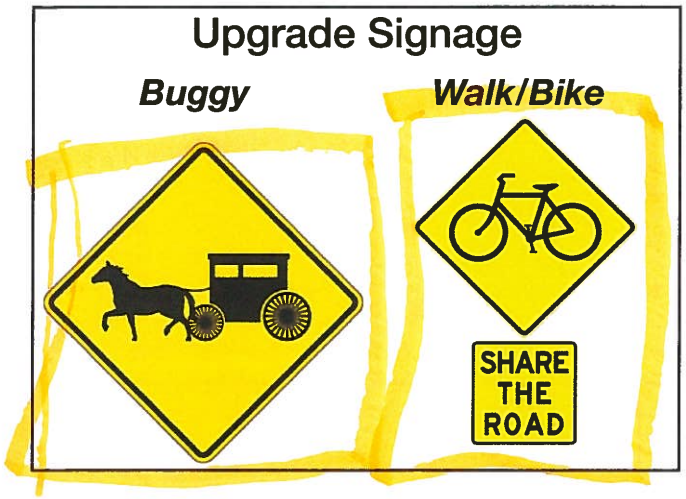
Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

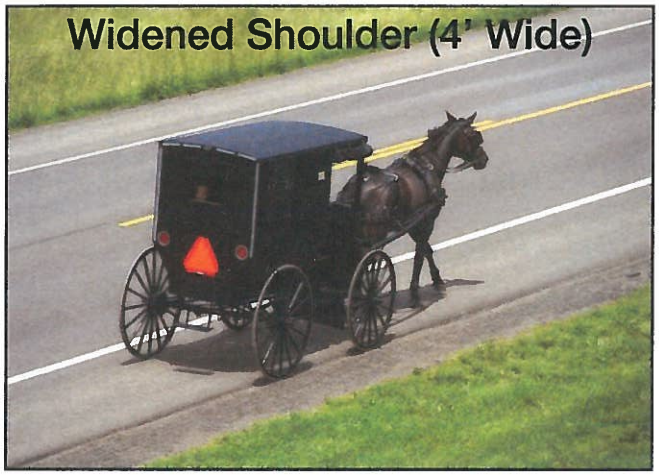
Upgrade Signage



Intersection Lighting



Widened Shoulder (4' Wide)



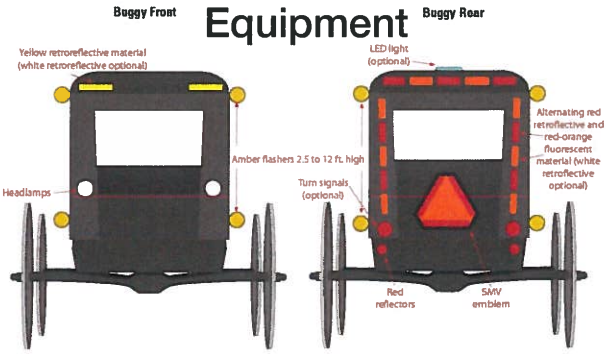
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

_____

_____

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

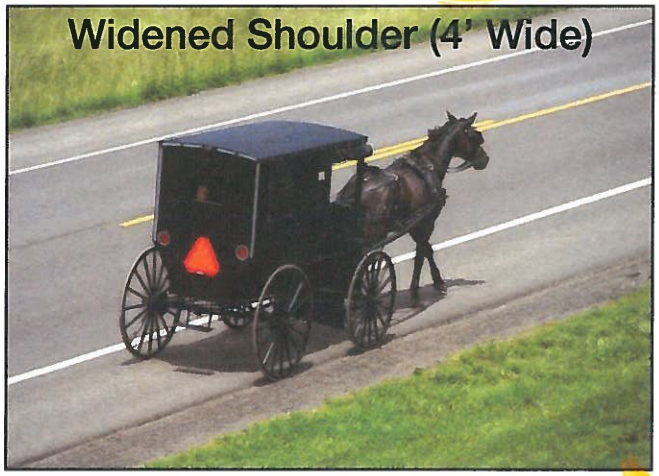




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

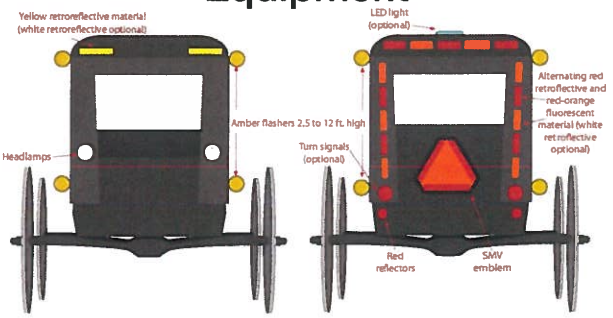


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy



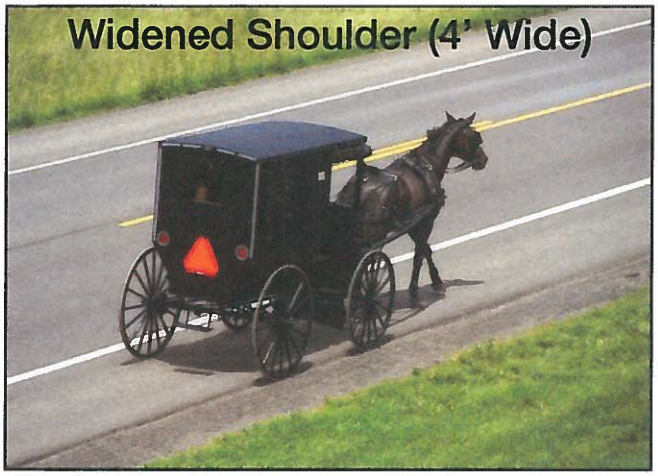
Walk/Bike



Intersection Lighting



Widened Shoulder (4' Wide)



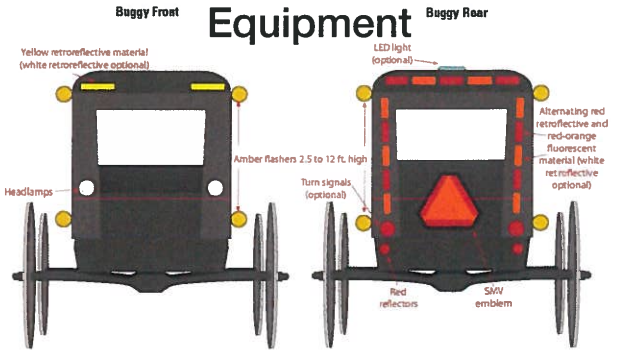
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Improvements Exercise

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Upgrade Signage

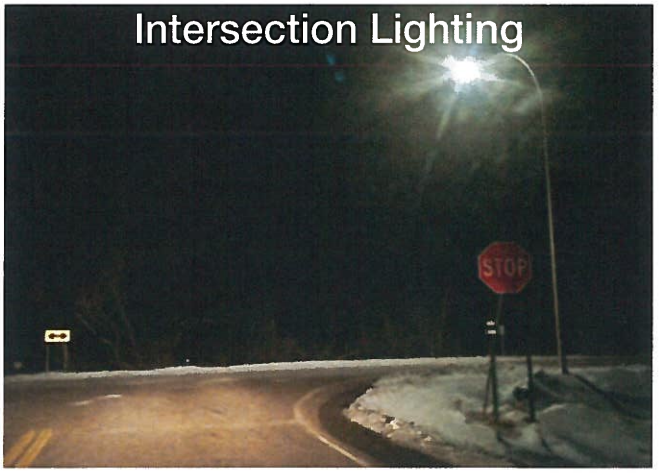
Buggy ***Walk/Bike***



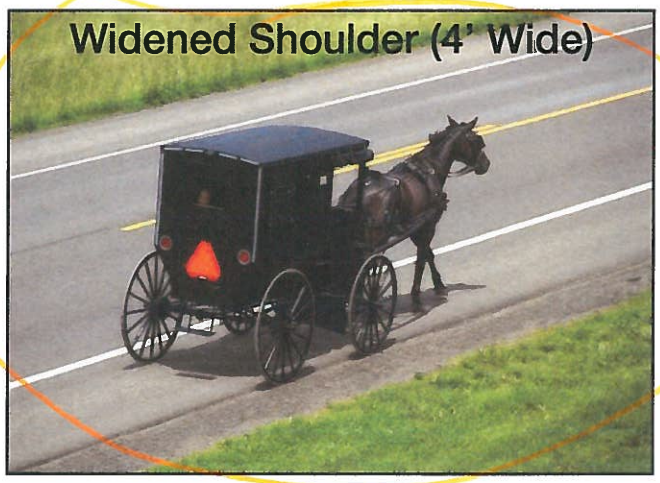




Intersection Lighting



Widened Shoulder (4' Wide)



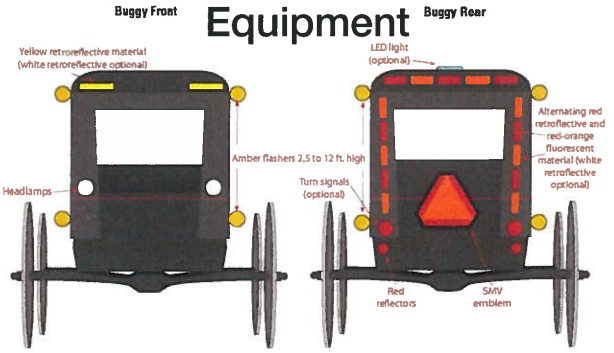
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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_____

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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

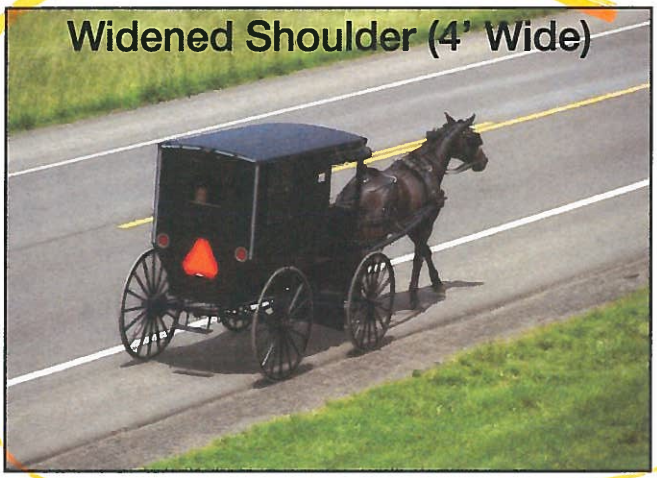




Intersection Lighting



Widened Shoulder (4' Wide)



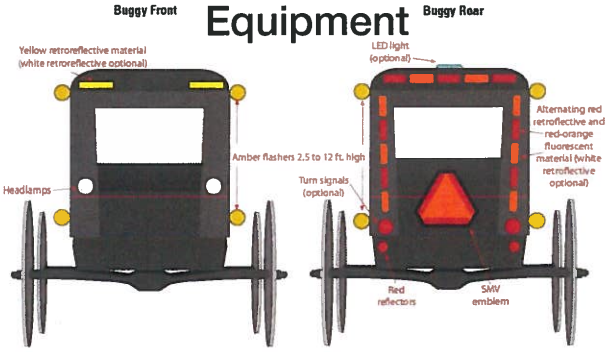
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

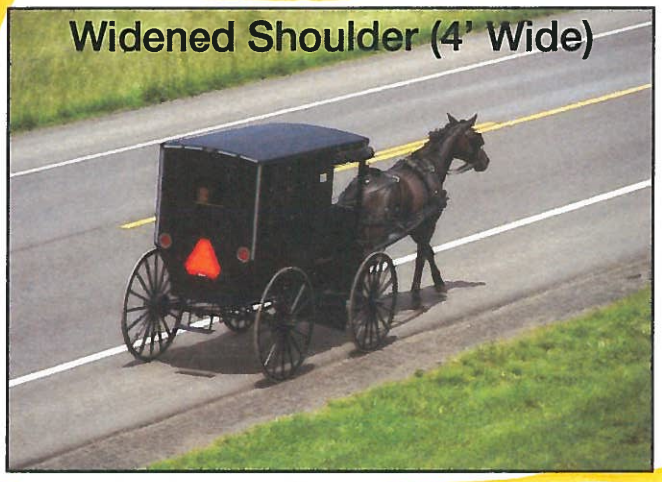




Intersection Lighting



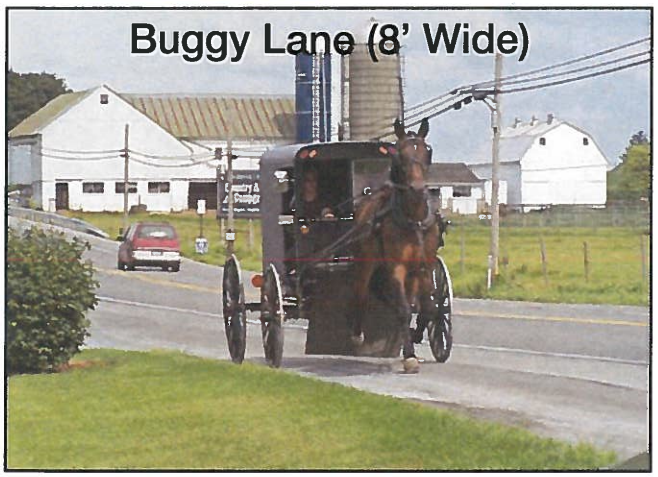
Widened Shoulder (4' Wide)



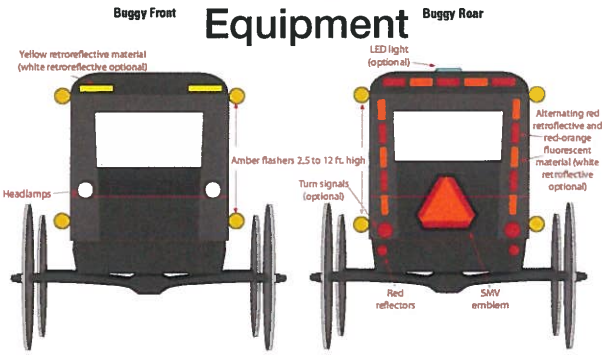
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

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_____

Improvements Exercise

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Upgrade Signage

Buggy



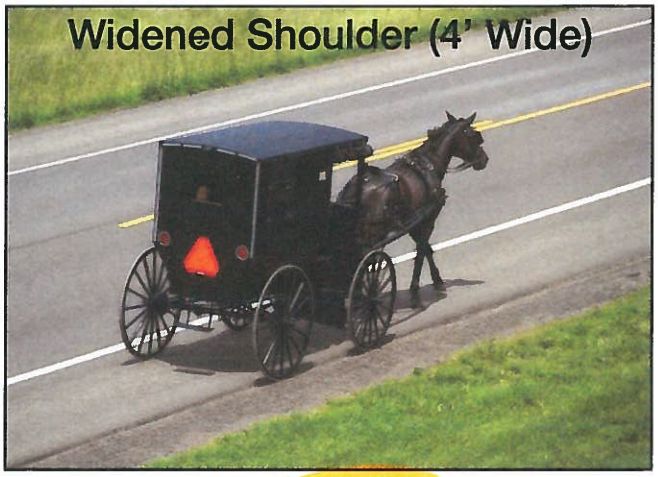
Walk/Bike



Intersection Lighting



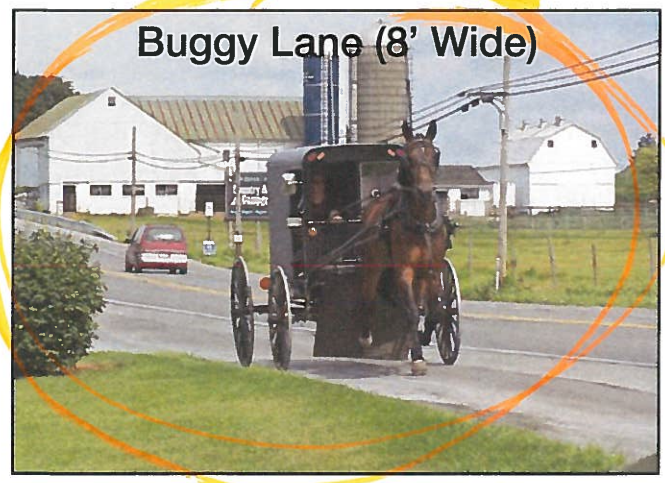
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

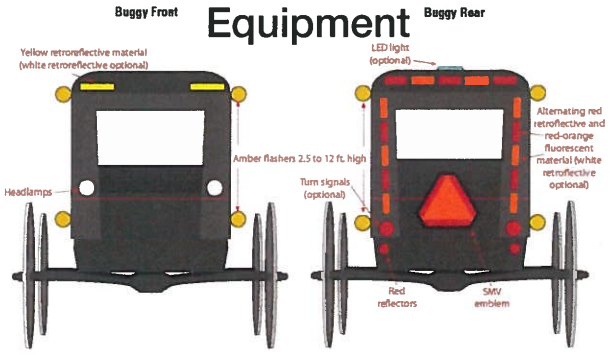


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

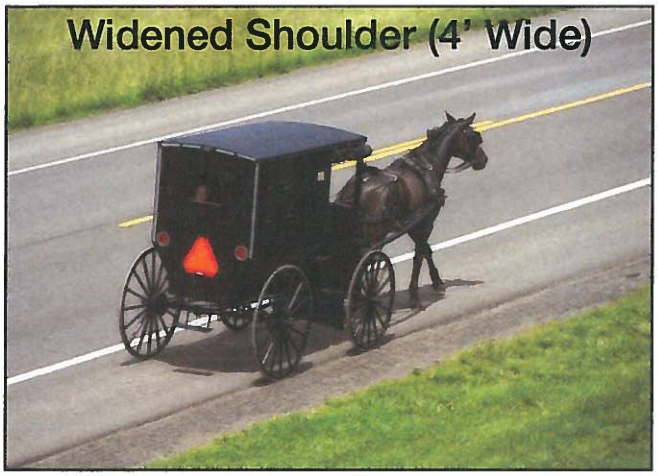
Upgrade Signage



Intersection Lighting



Widened Shoulder (4' Wide)



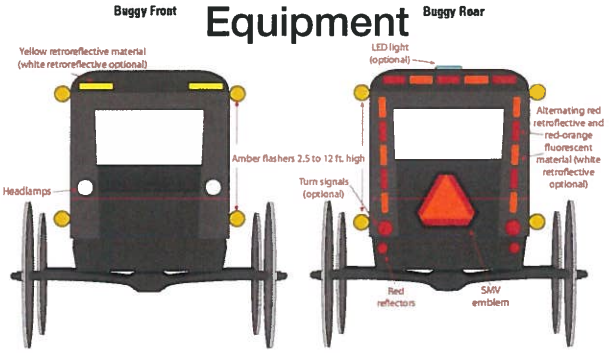
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

If there are dope lighting or sign won't help wide shoulders would be the most benifical

Improvements Exercise

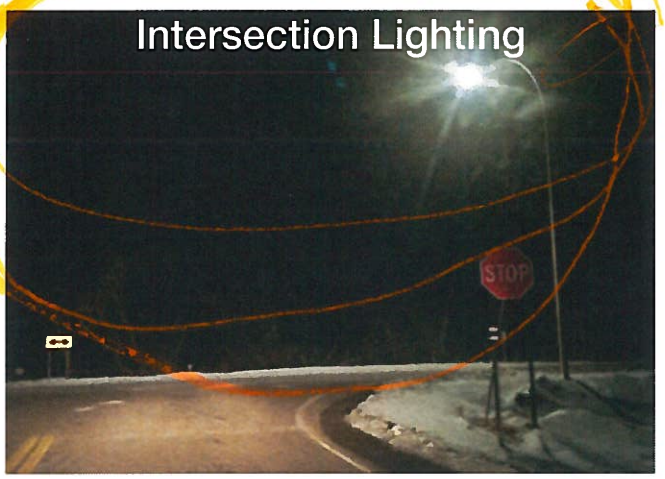
Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

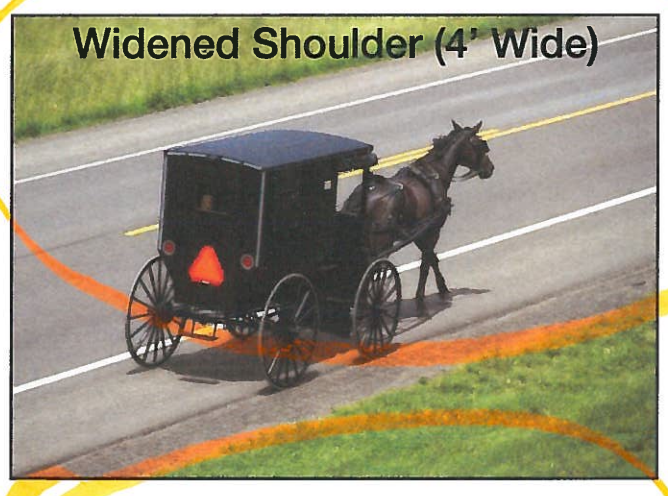
Buggy ***Walk/Bike***



Intersection Lighting



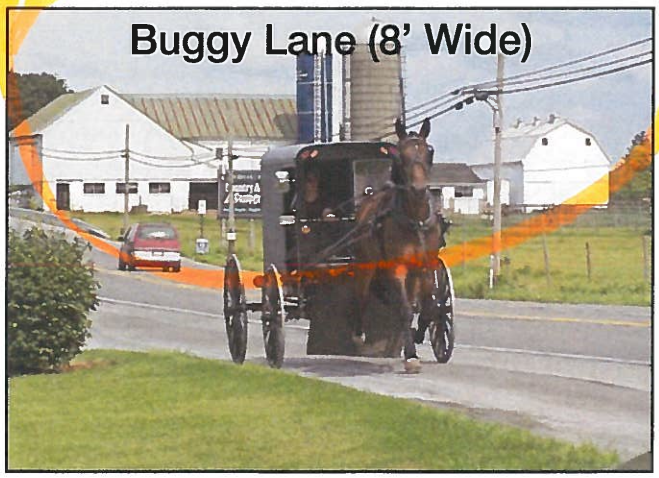
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

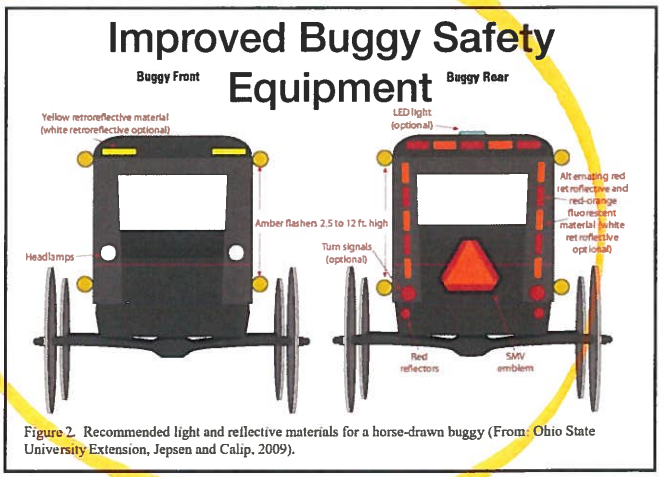


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Wheat Ridge Rd wider

Improvements Exercise

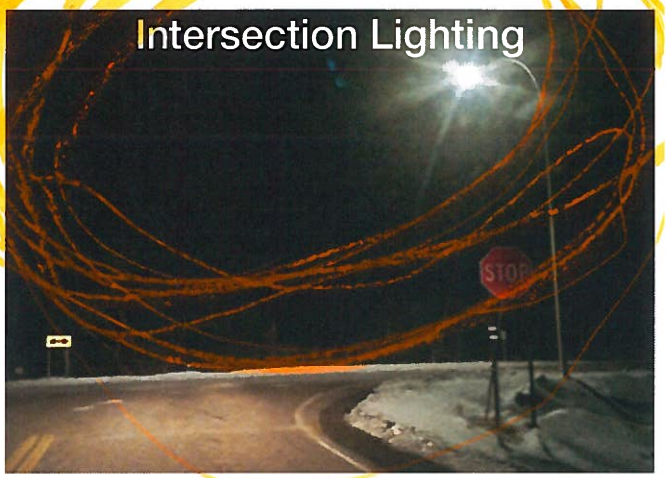
Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

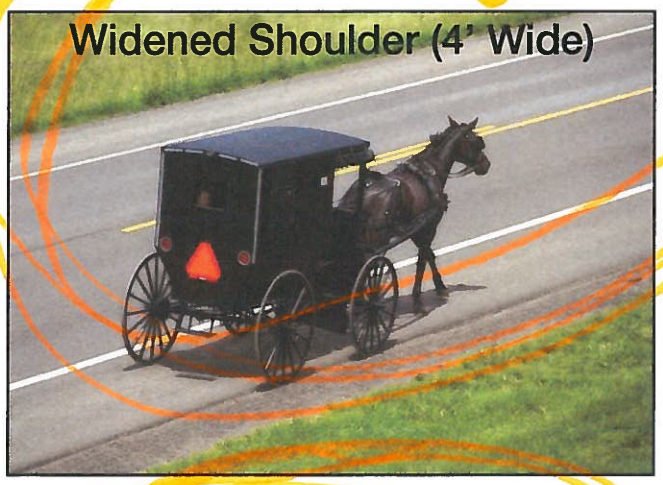
Buggy ***Walk/Bike***



Intersection Lighting



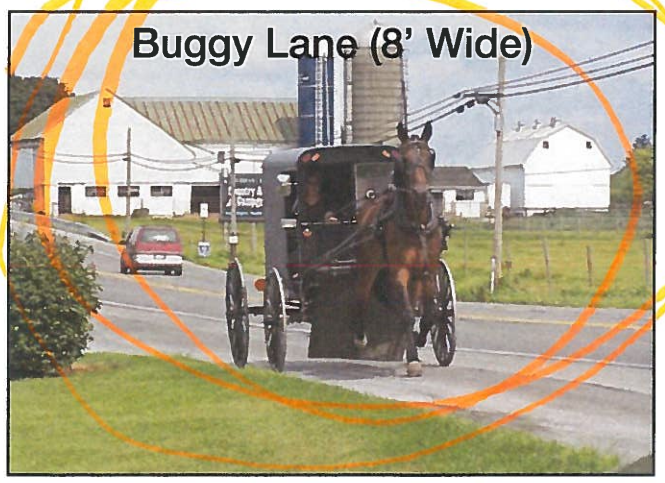
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

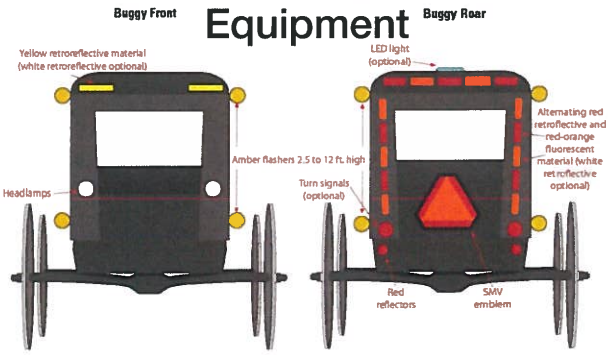


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Bike Lane Wheat Ridge

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

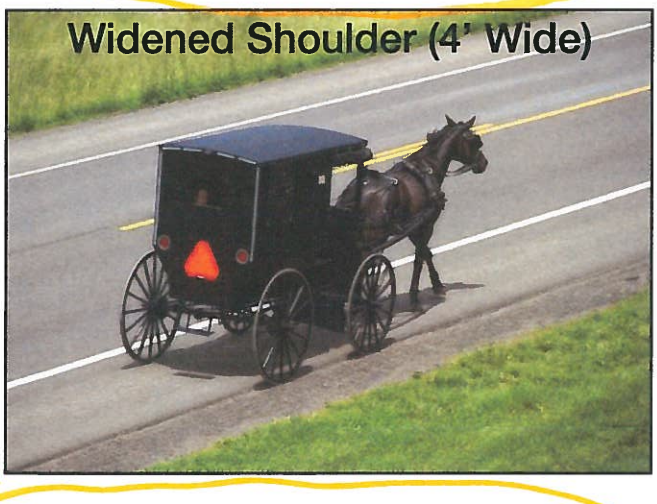




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

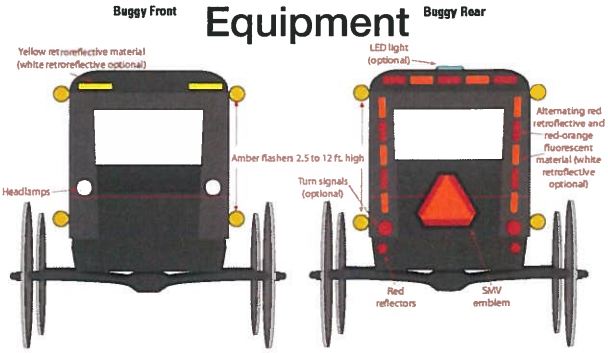


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Bike Lane 137

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

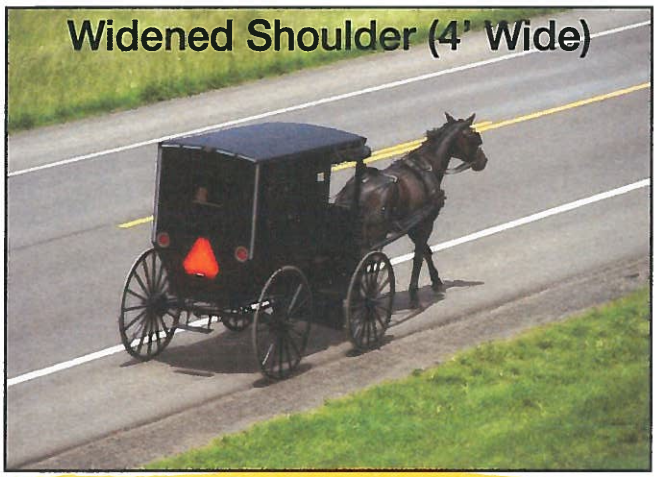




Intersection Lighting



Widened Shoulder (4' Wide)



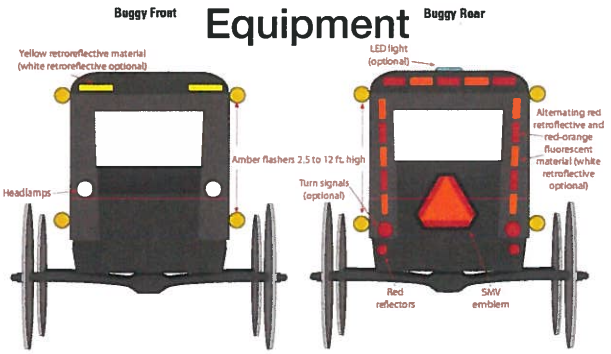
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

~~Eastes~~ Run Bike Lane

Improvements Exercise

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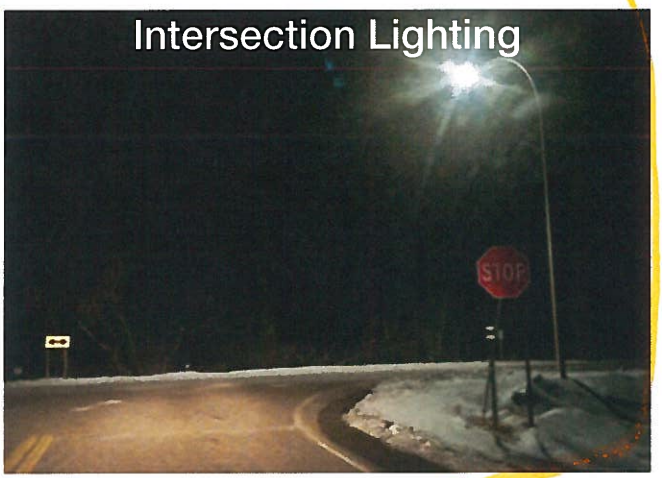
Upgrade Signage

Buggy ***Walk/Bike***

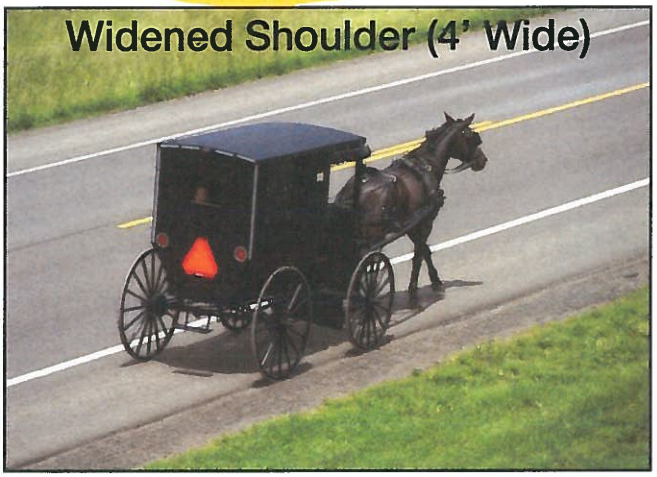




Intersection Lighting



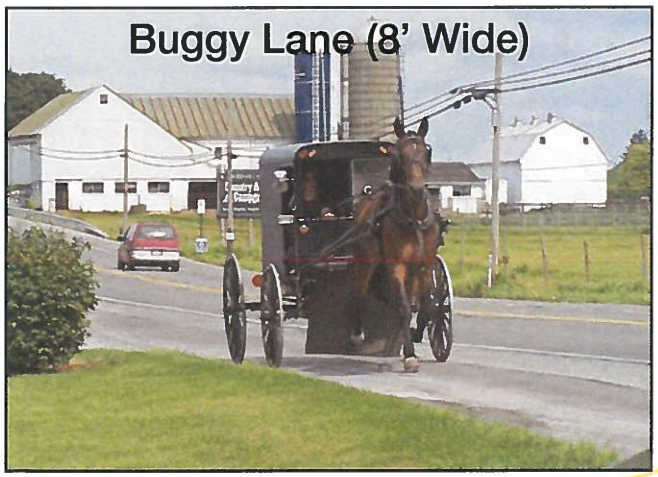
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

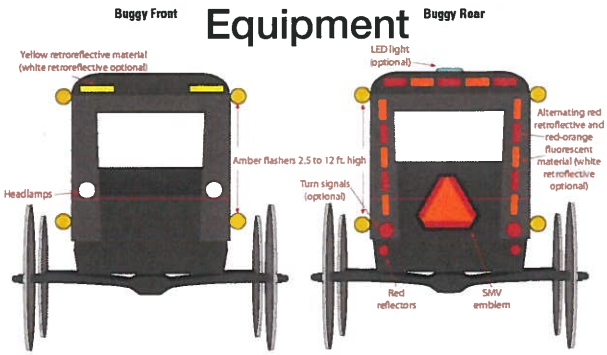


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

137 247 8' wide Buggy Lane Bik Lane graceRun
137,247 Wheat Ridge Intersection Lighting Unity

Improvements Exercise

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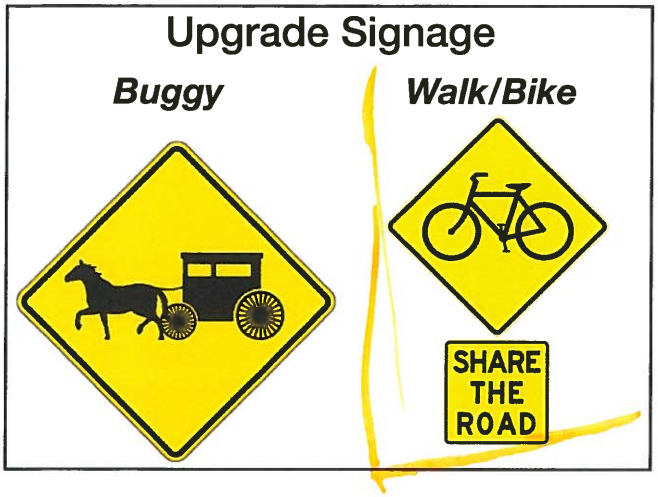
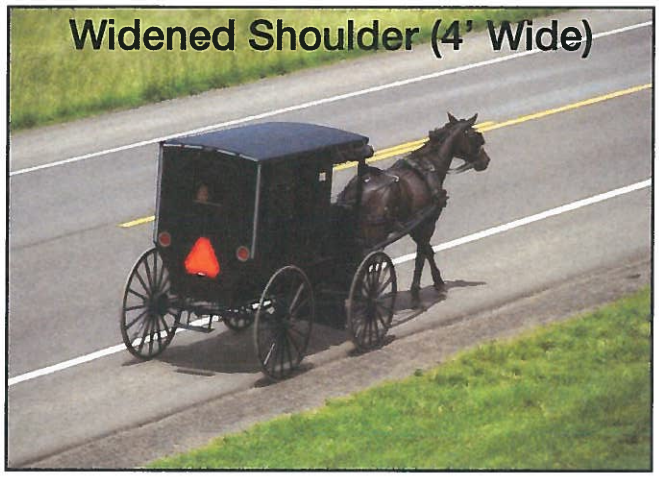
Upgrade Signage



Intersection Lighting



Widened Shoulder (4' Wide)



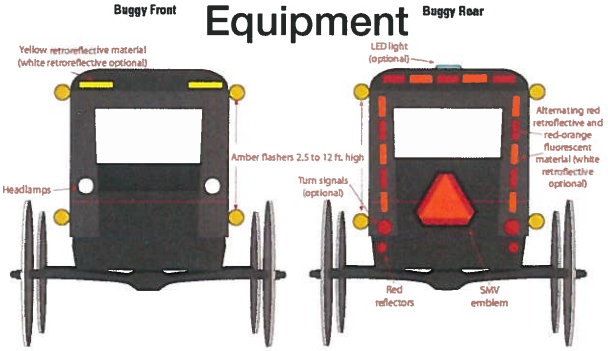
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

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_____

_____

Improvements Exercise

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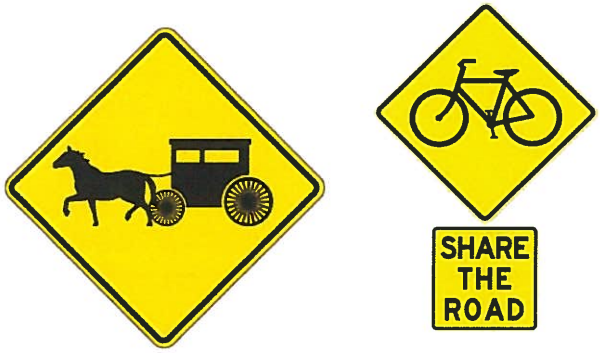
Upgrade Signage

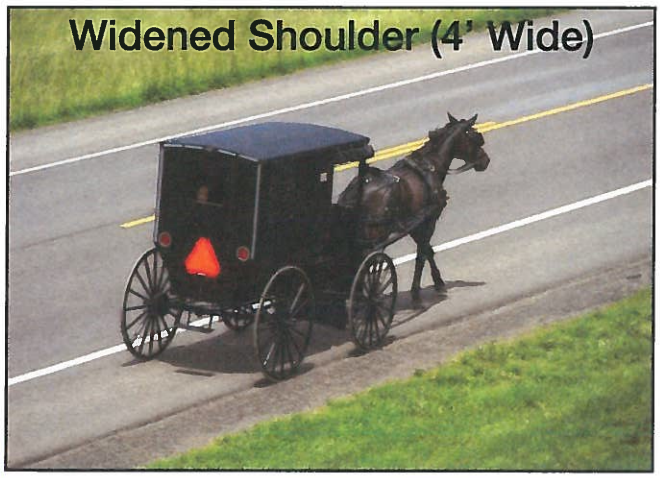
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

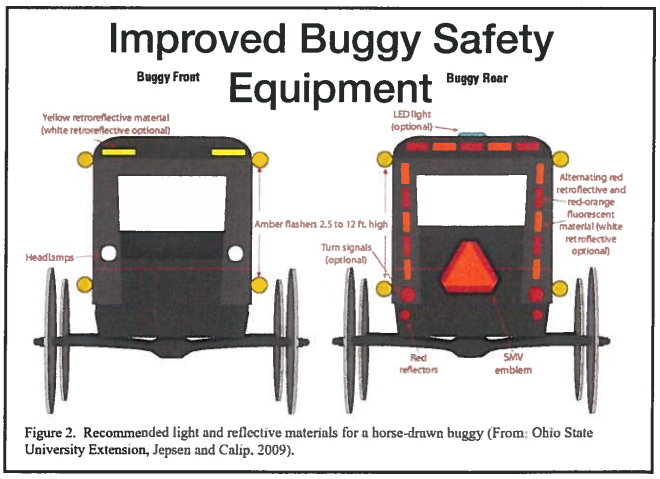


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Defiance County Meeting Results

April 10th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

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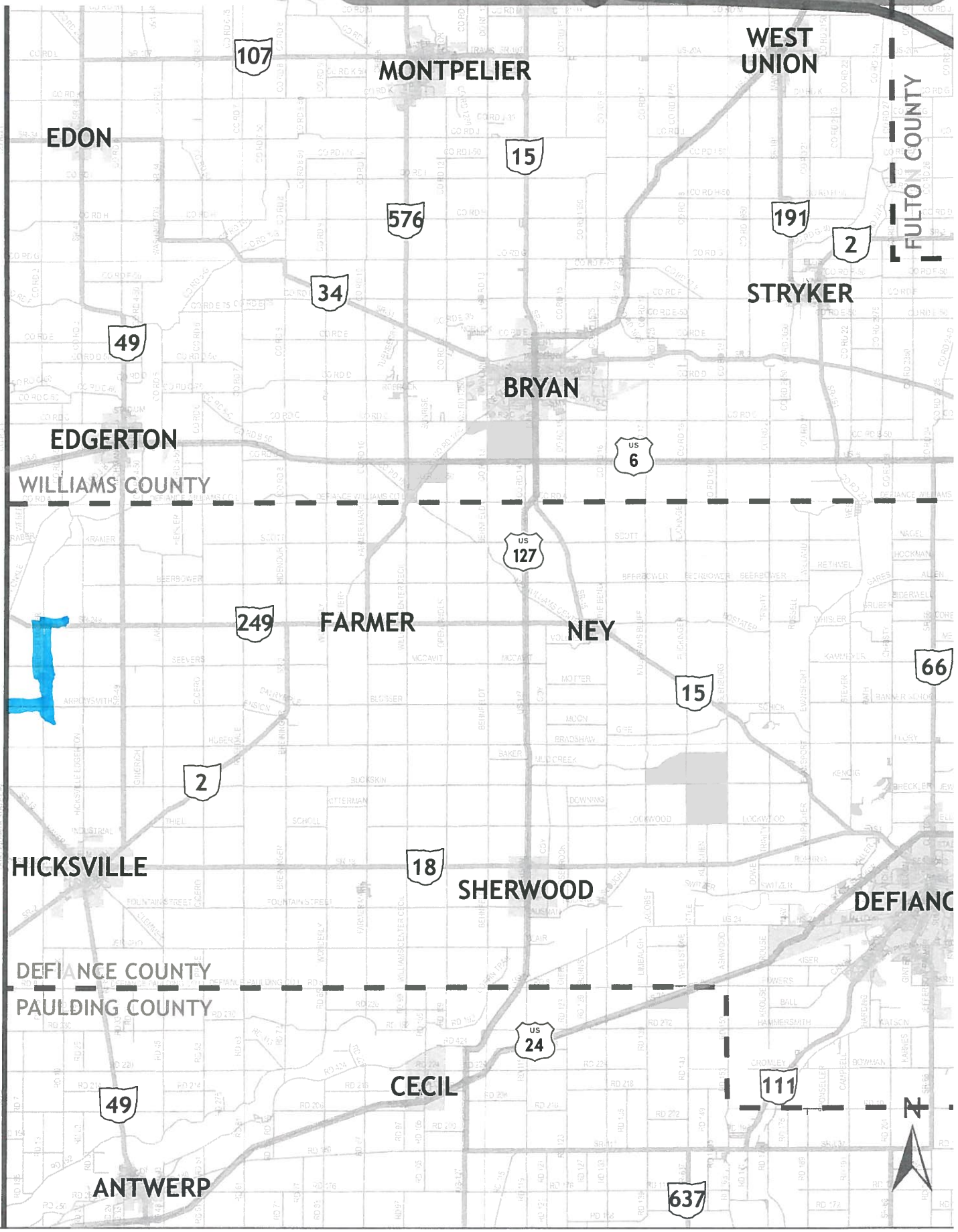

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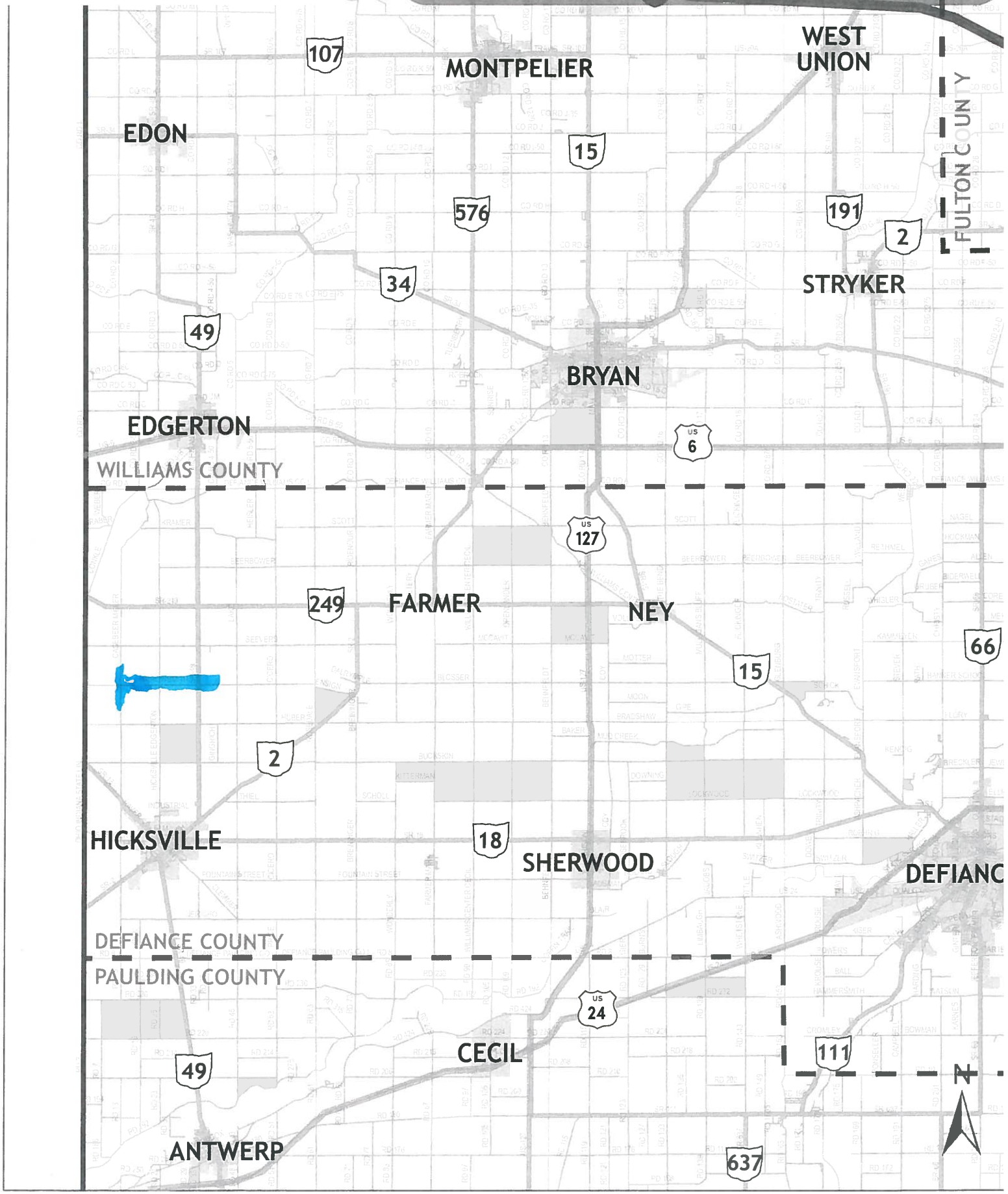

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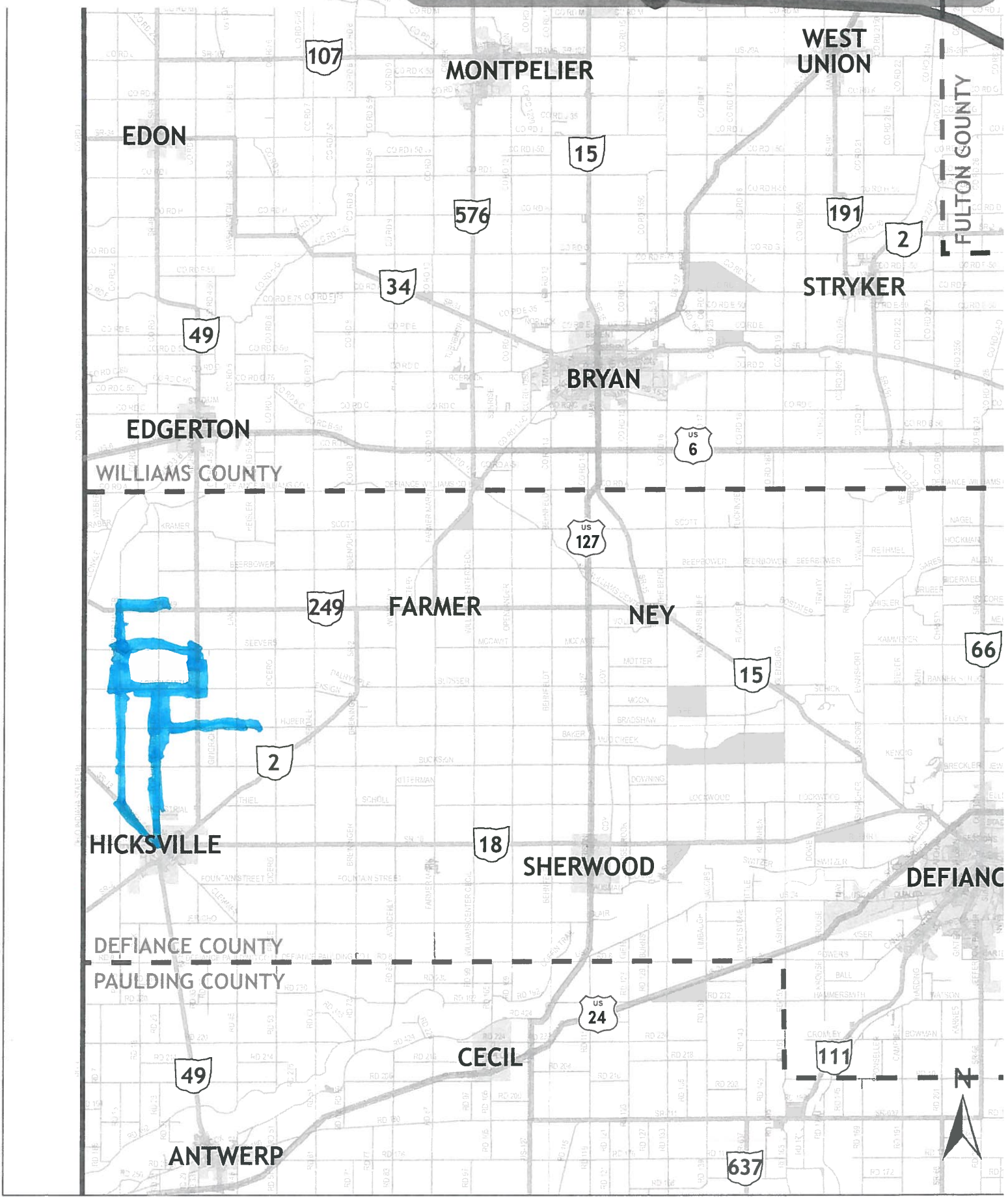

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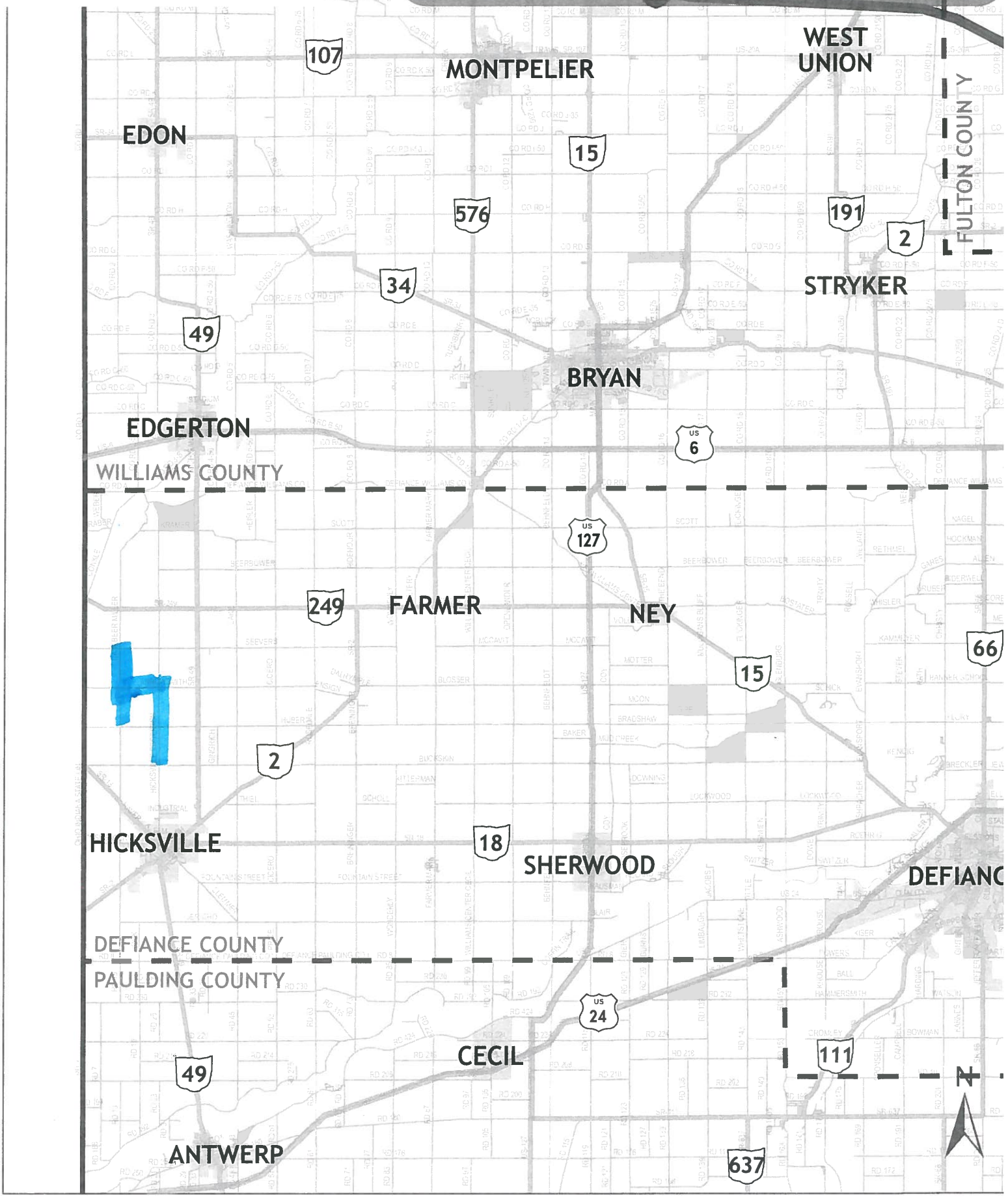

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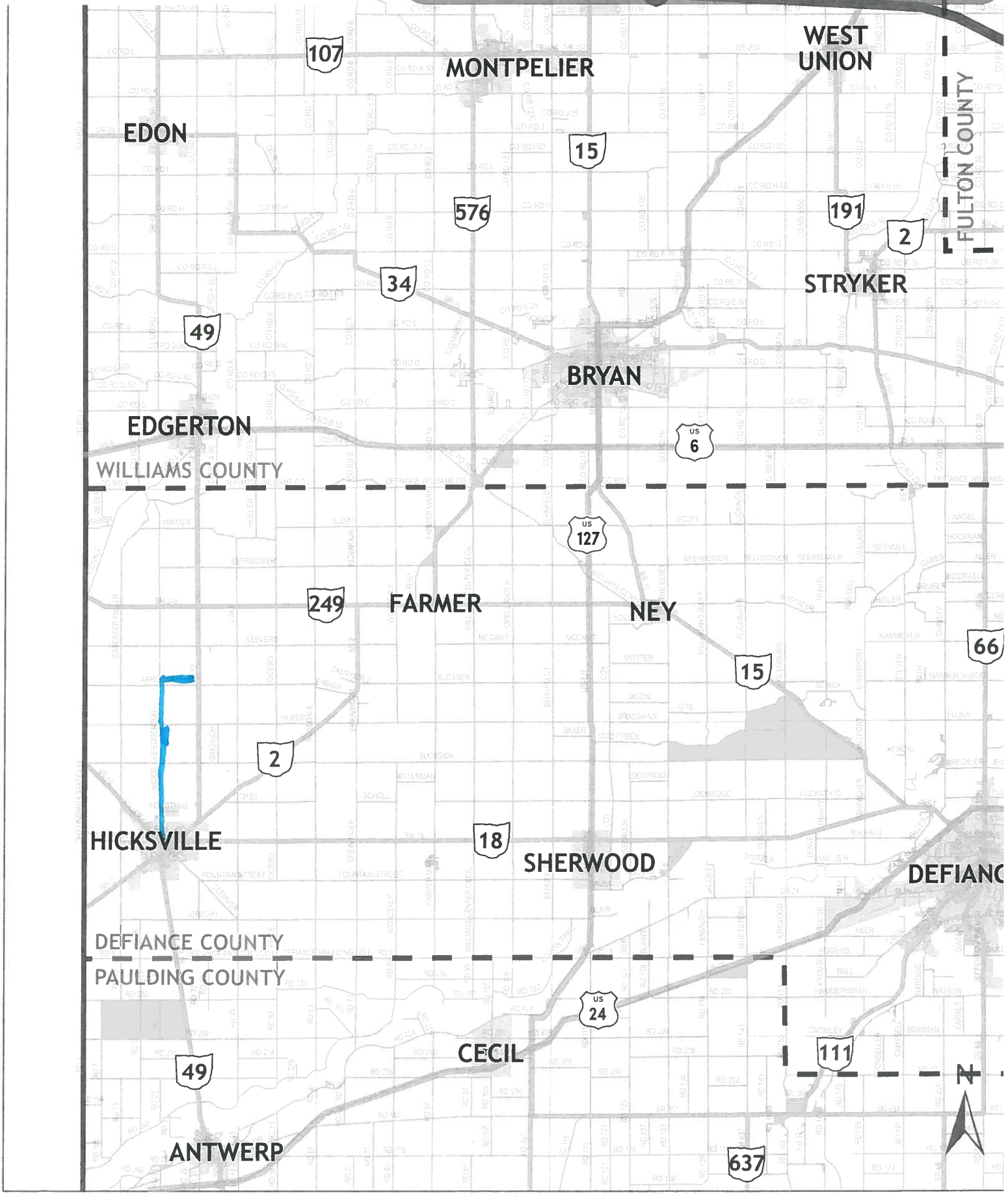

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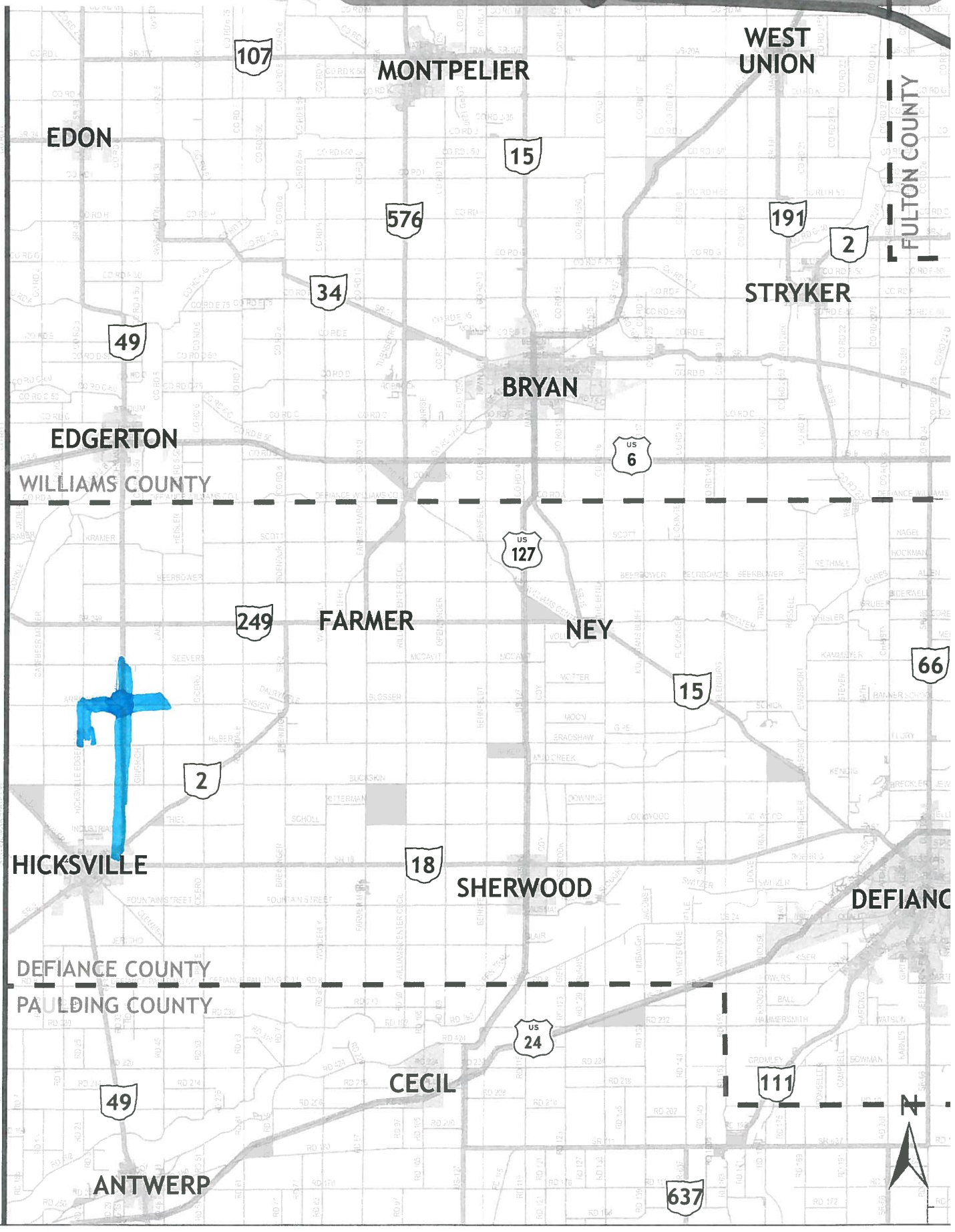

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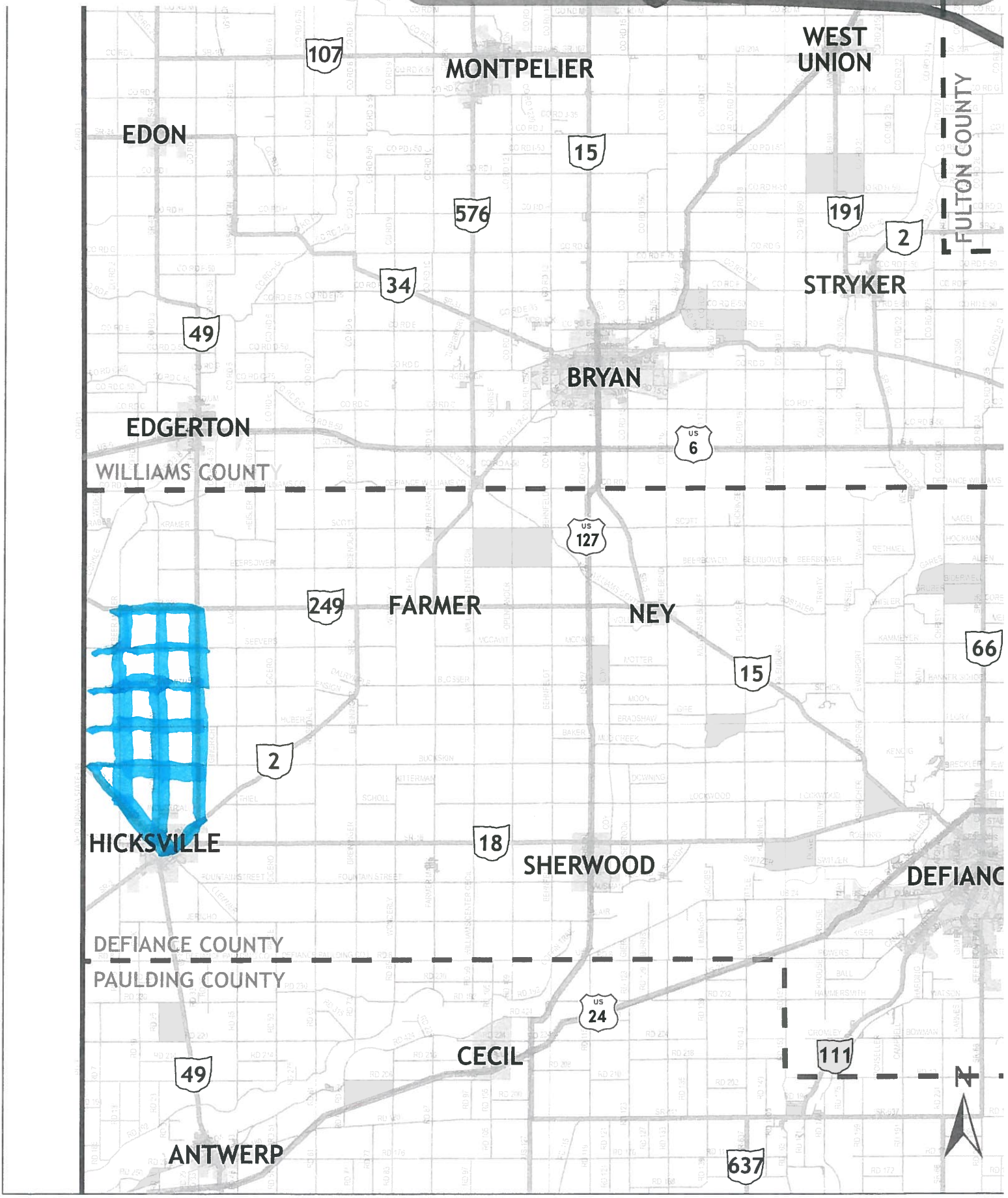

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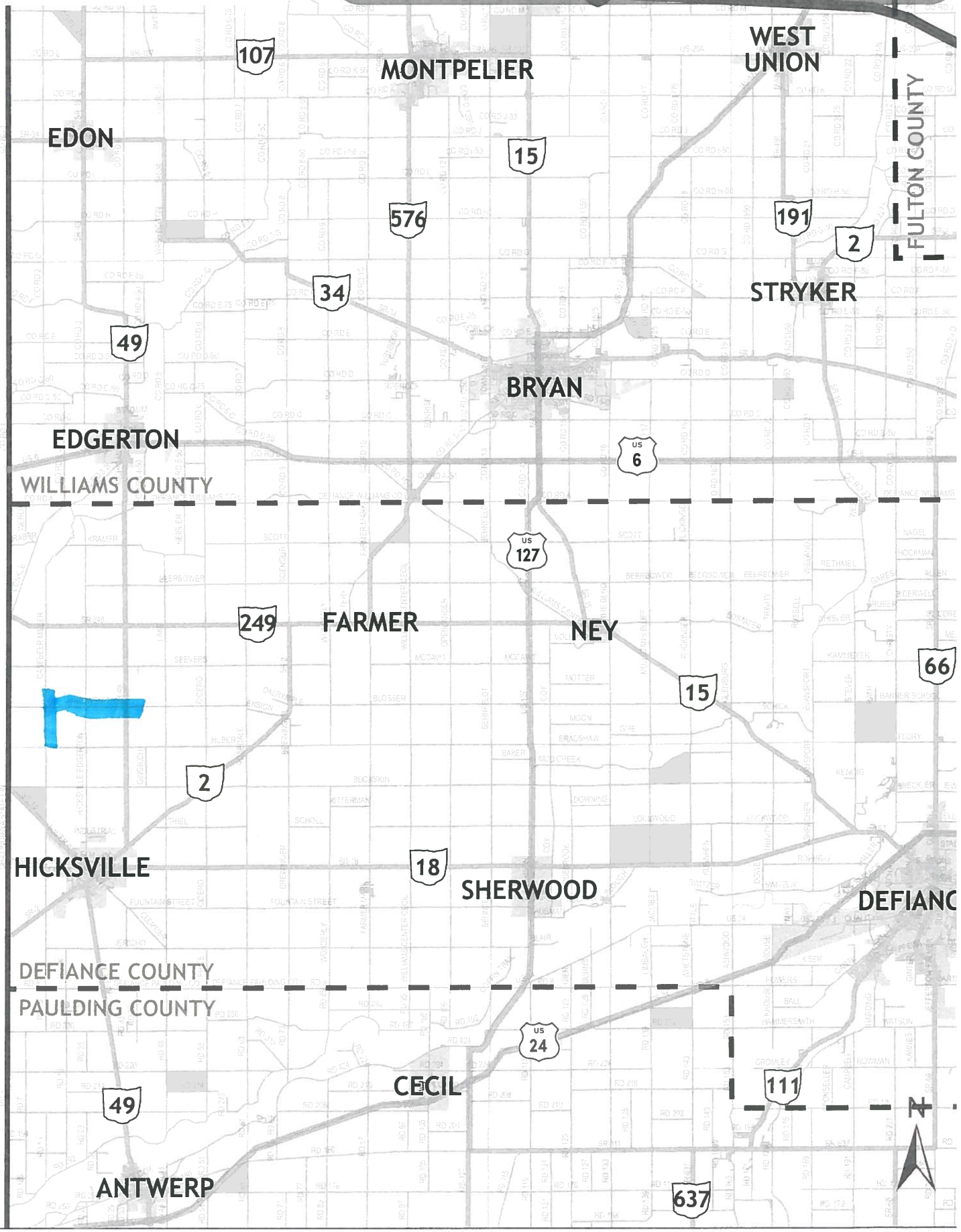

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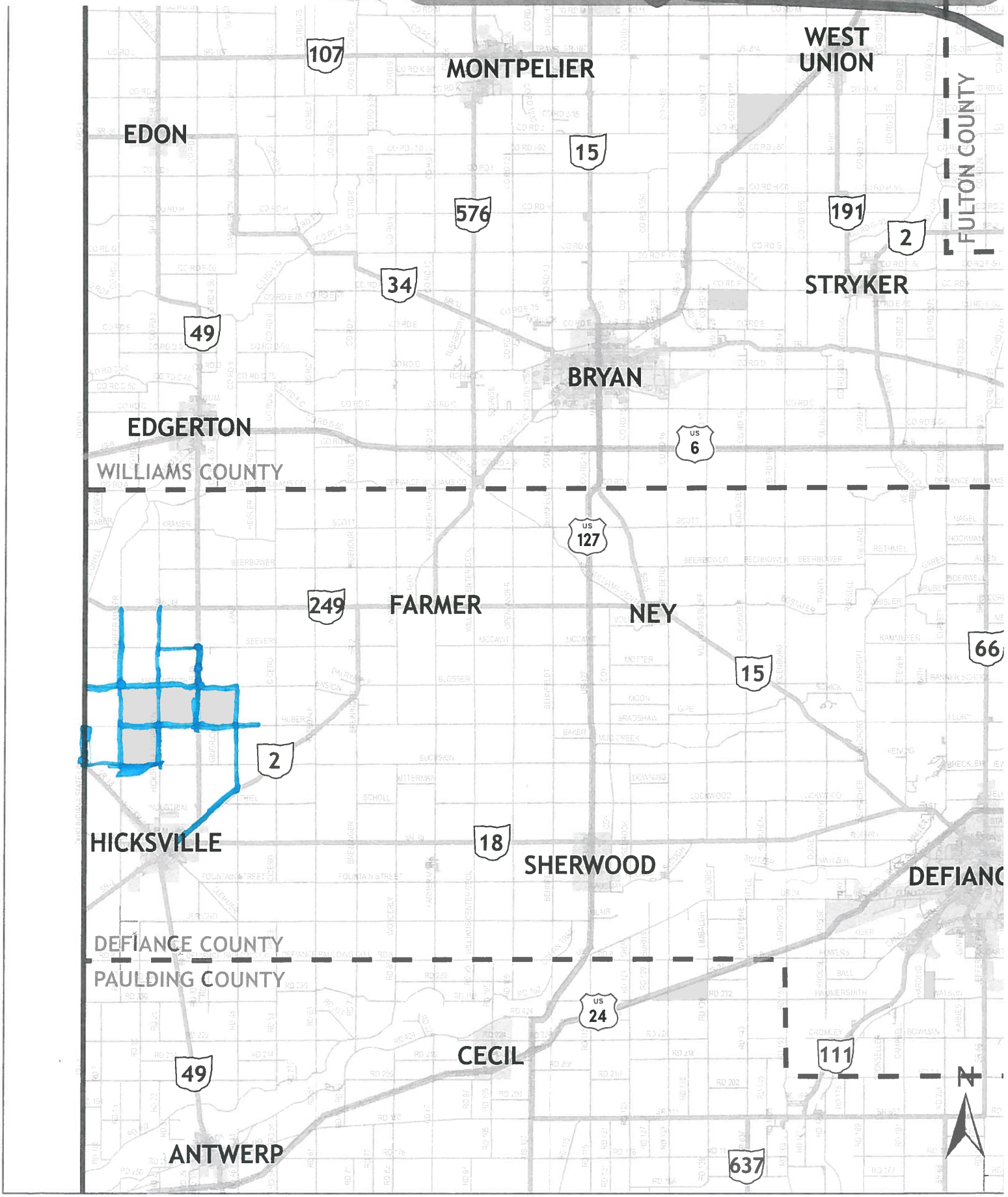

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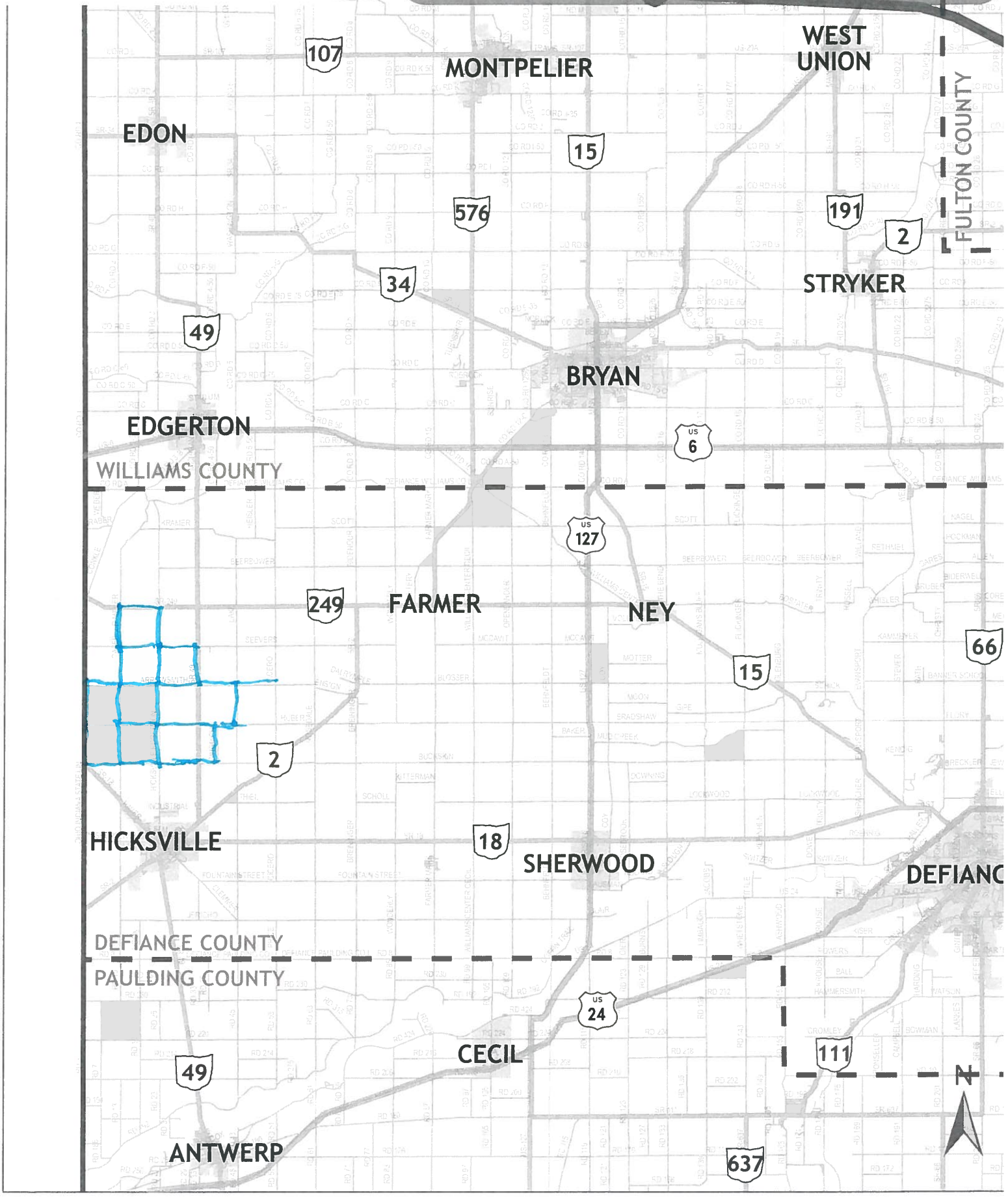

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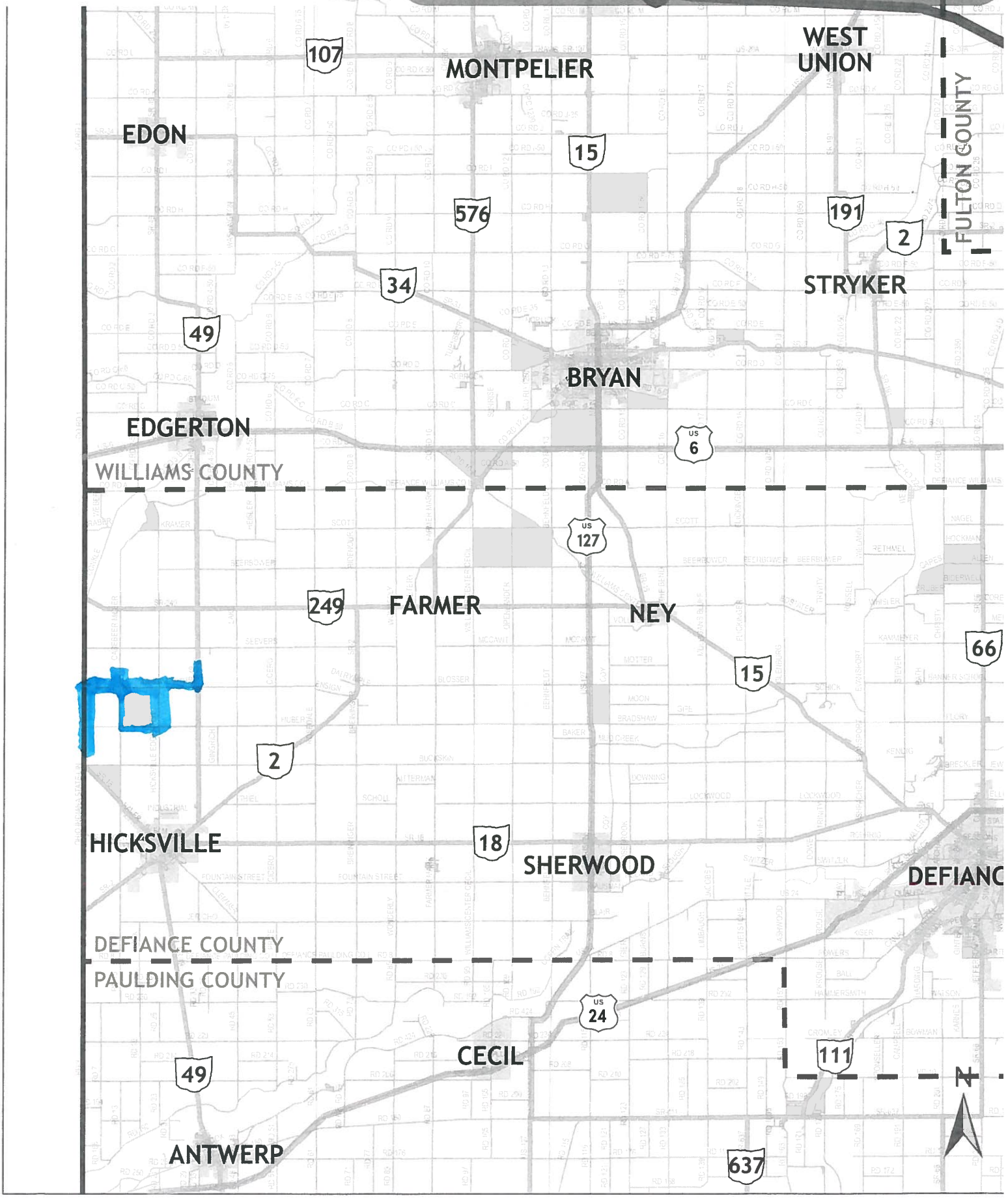

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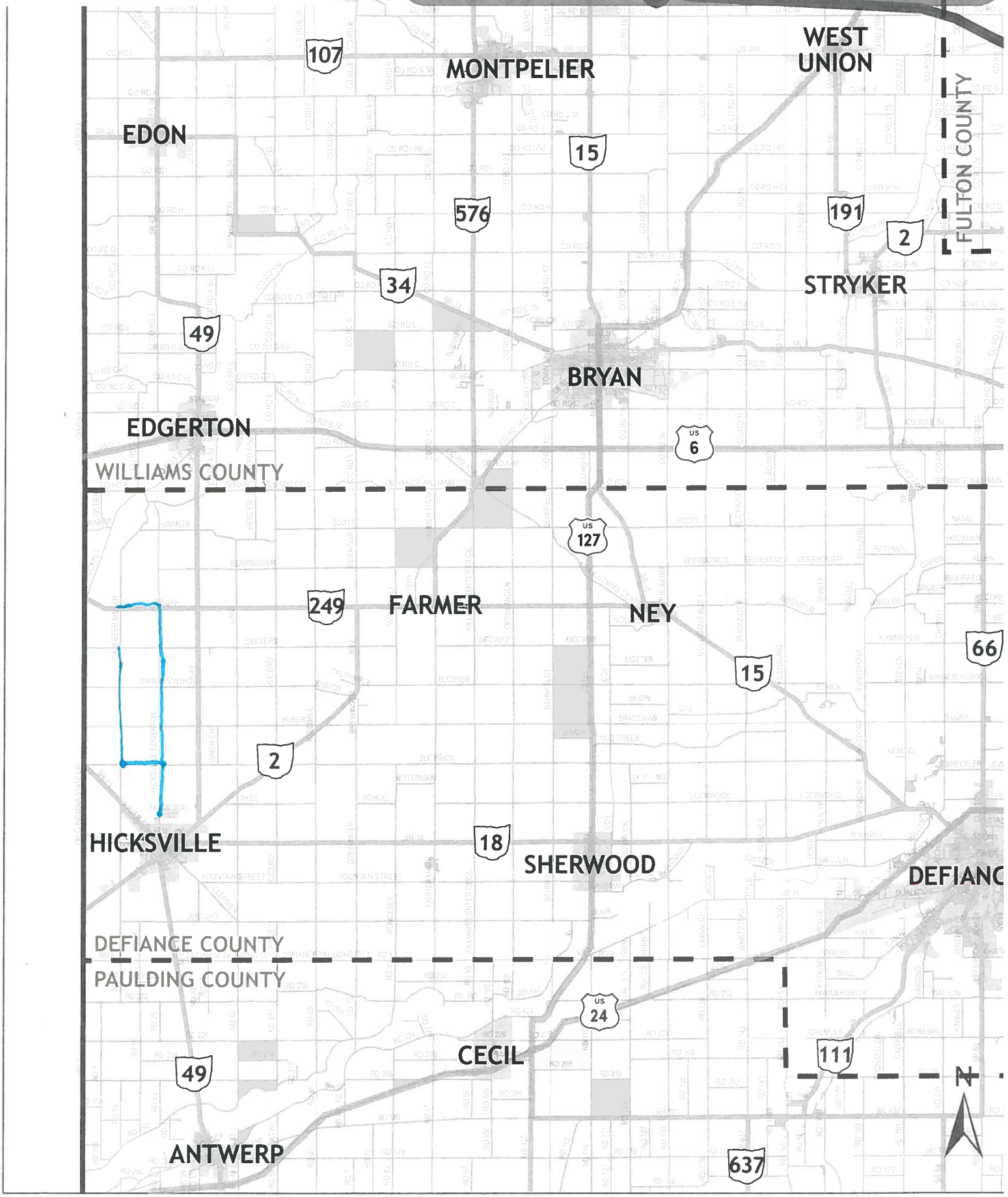

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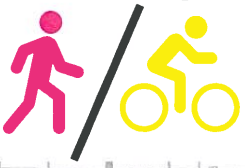

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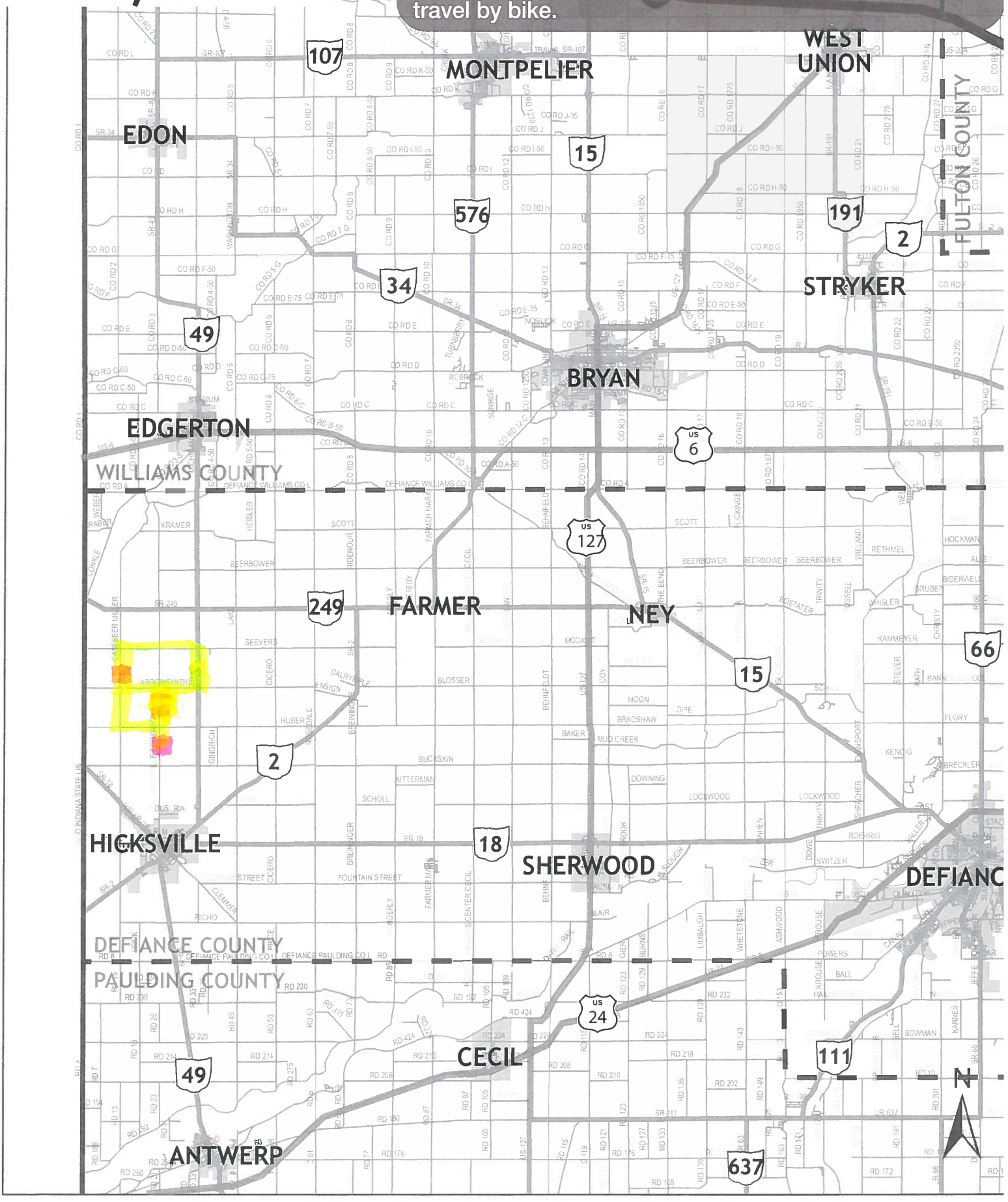

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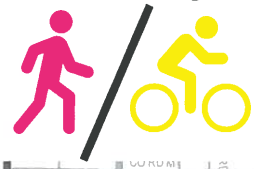

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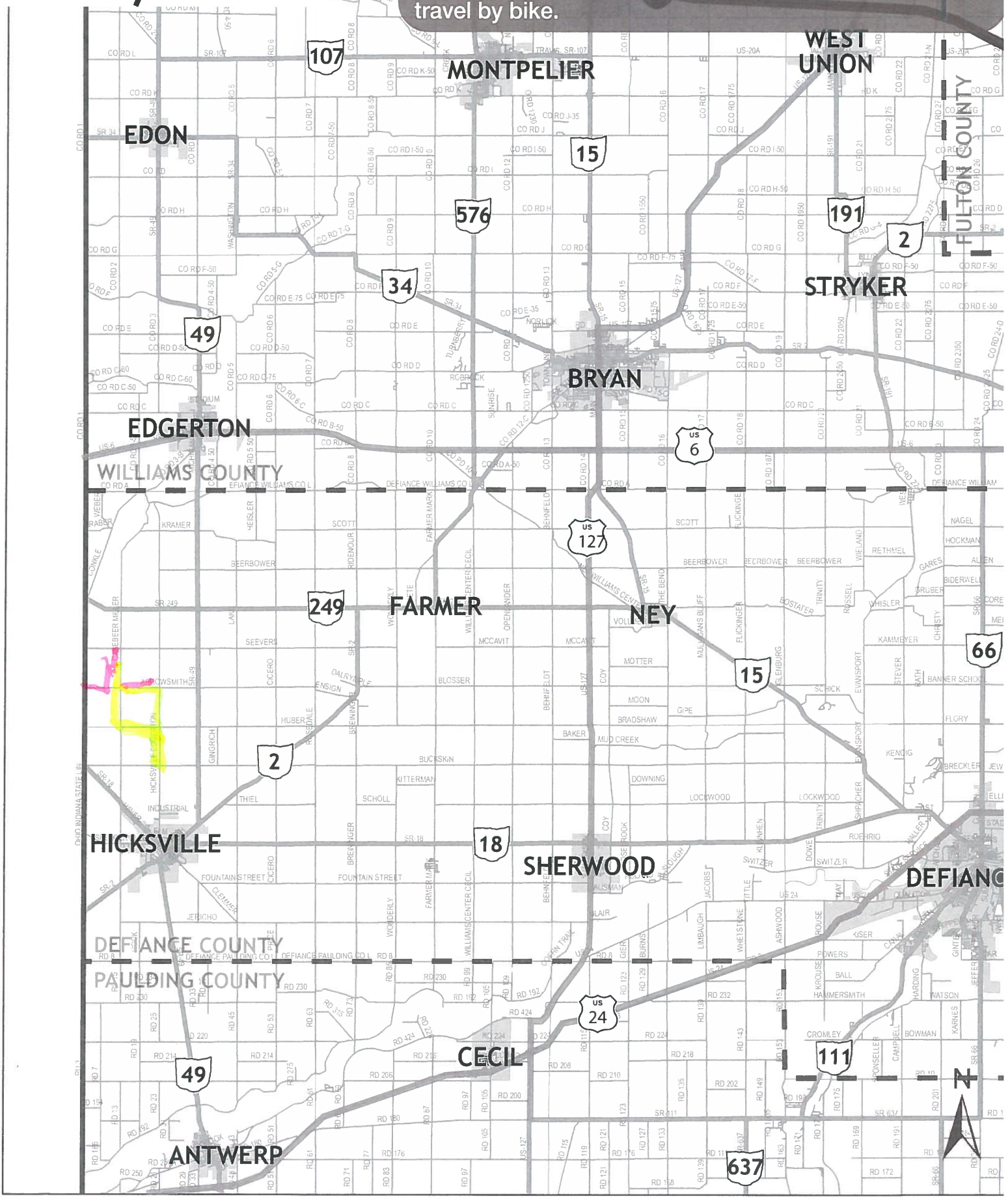

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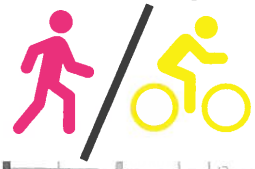

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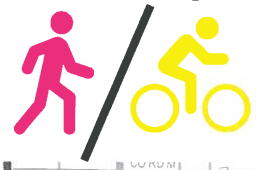

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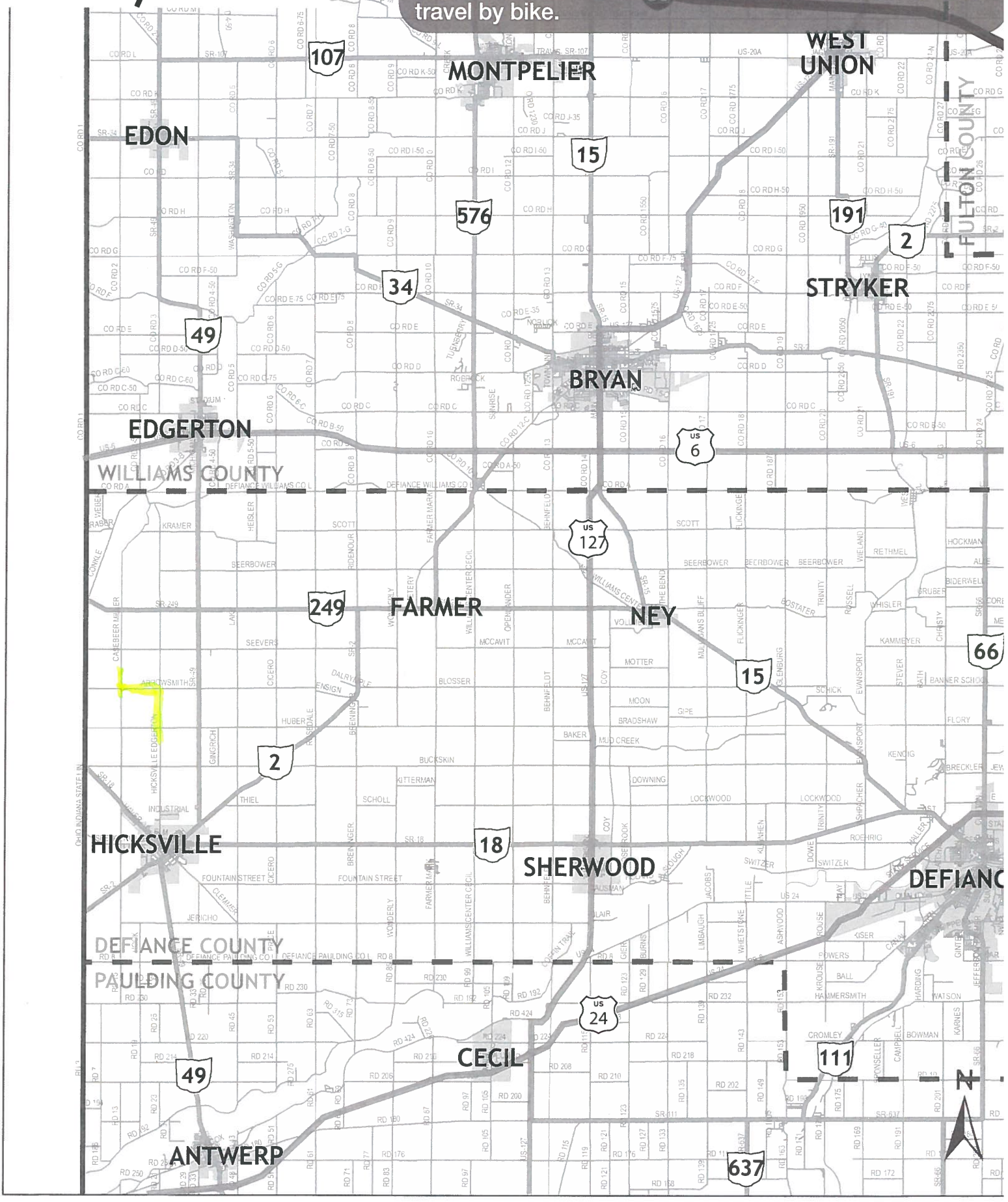

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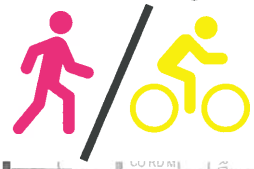

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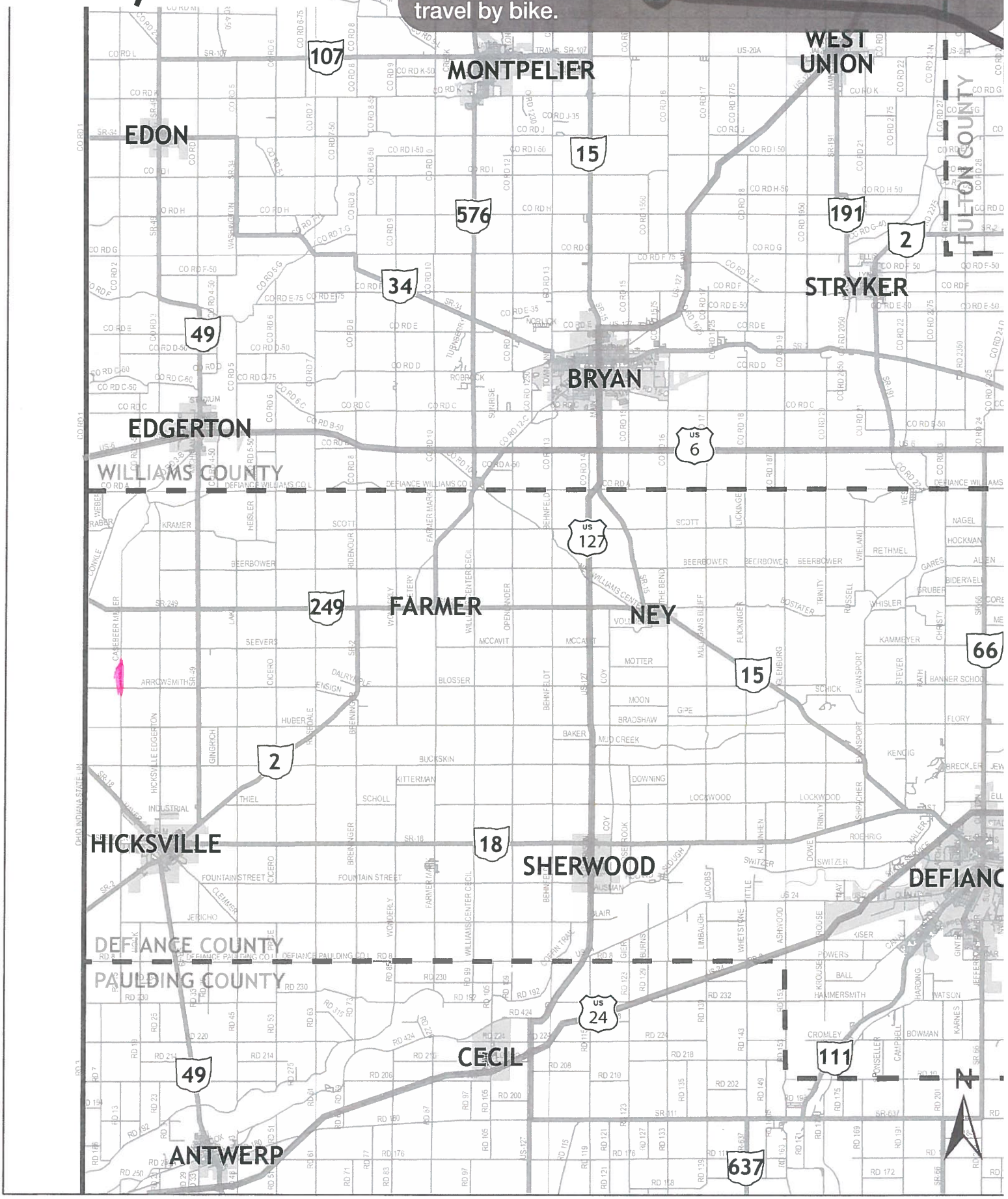

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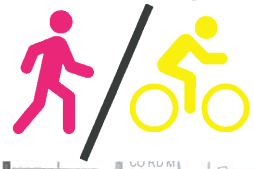

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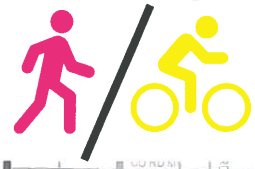

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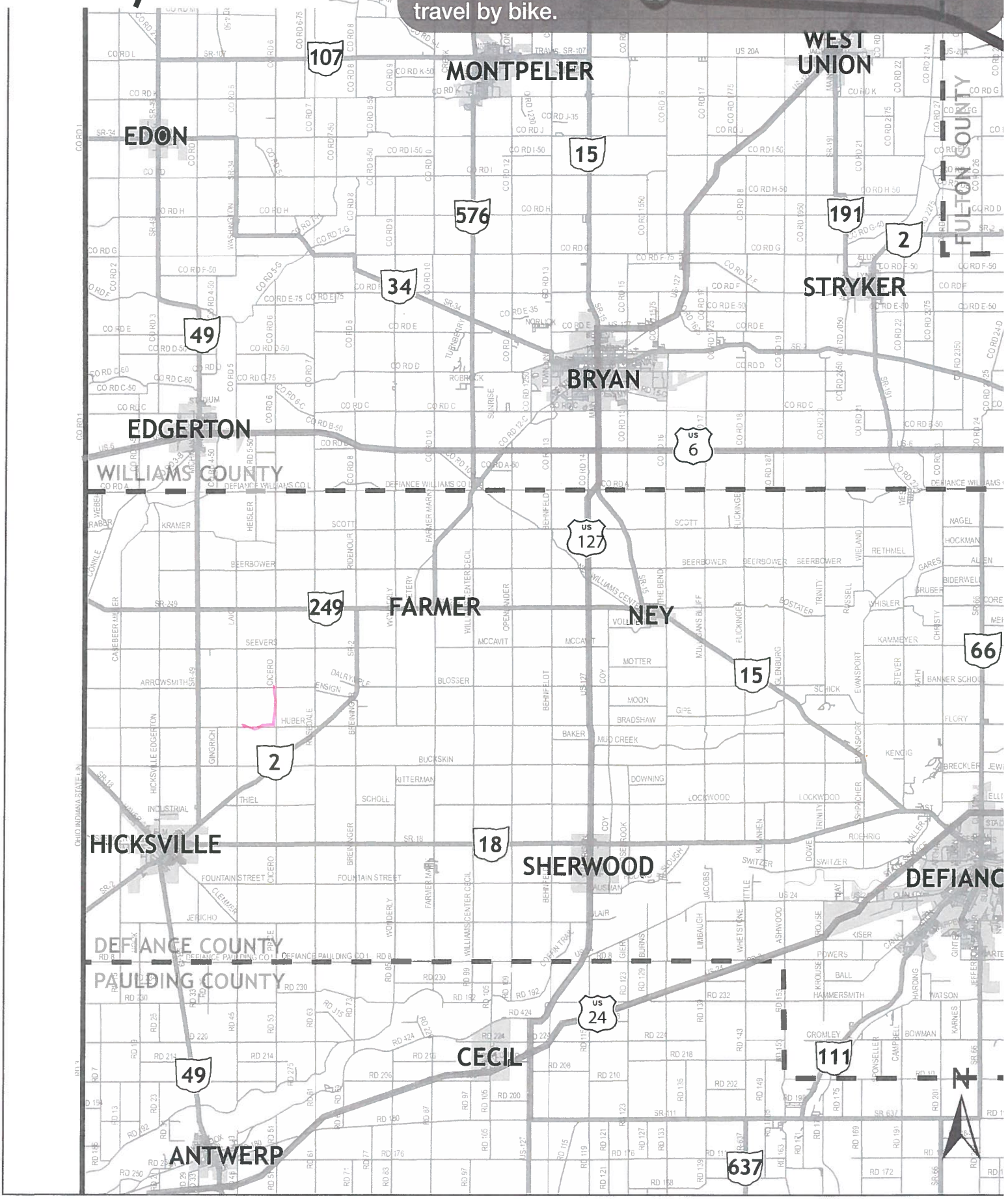

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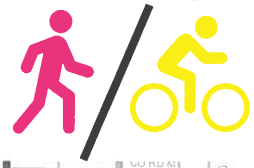

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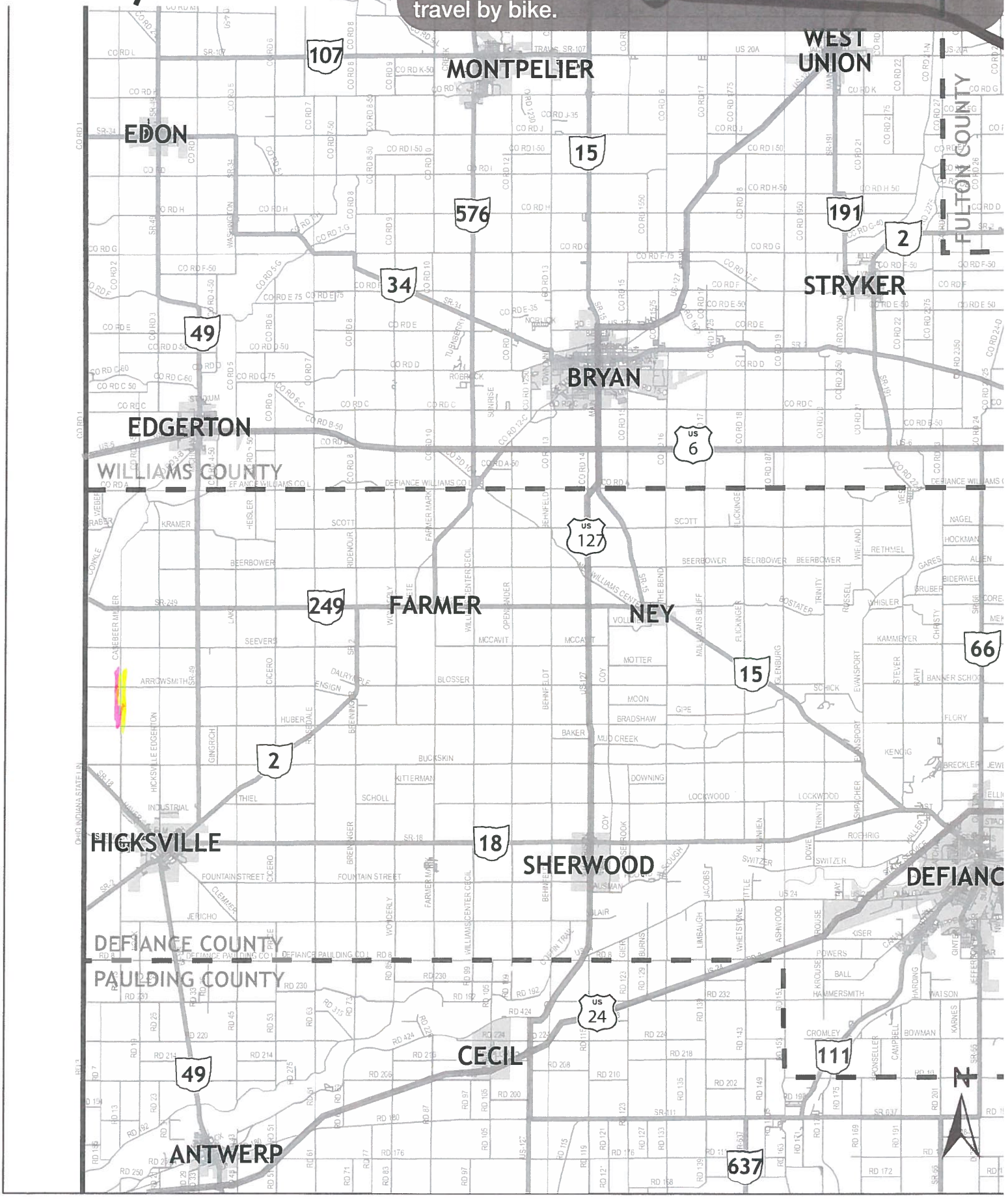

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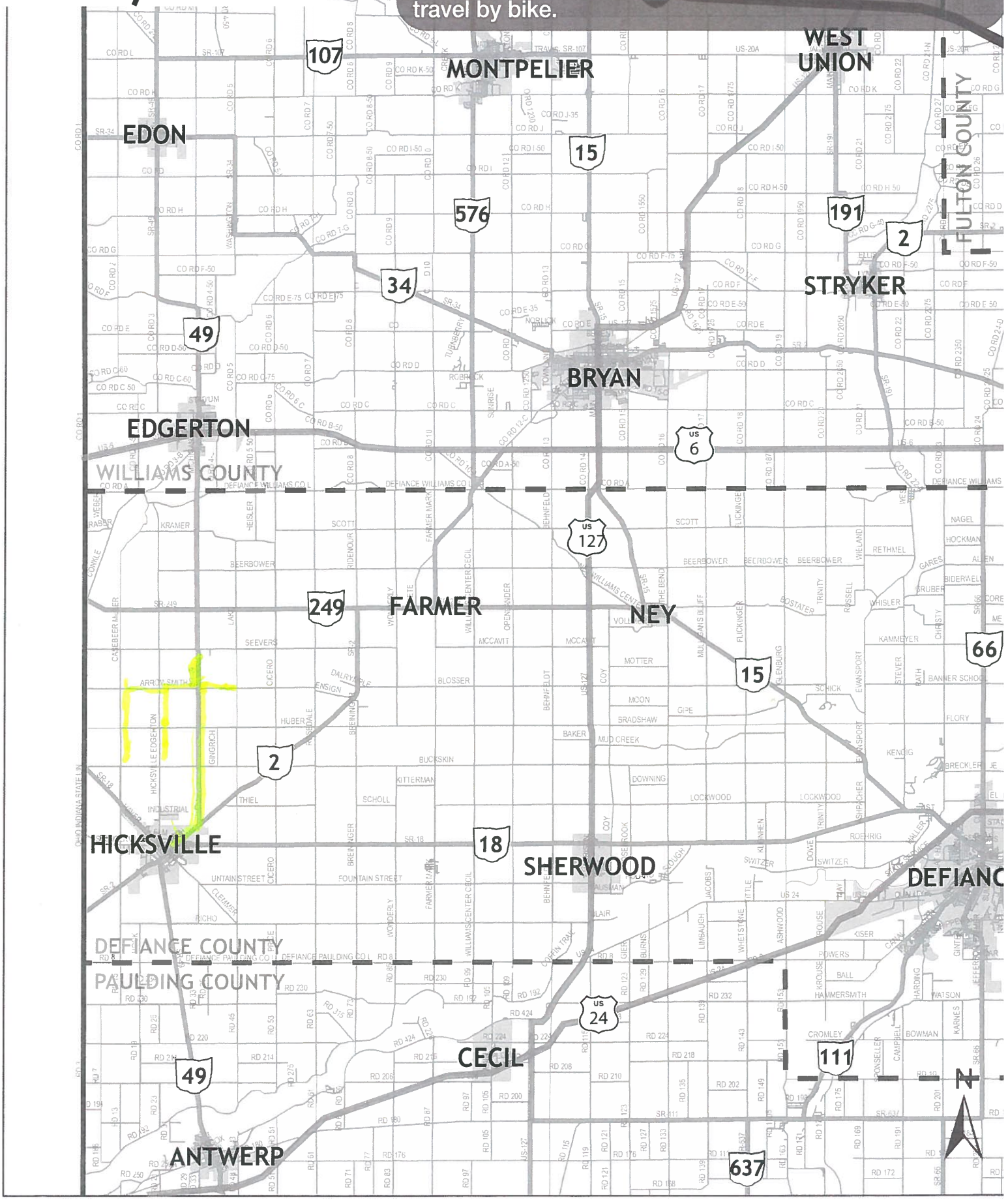

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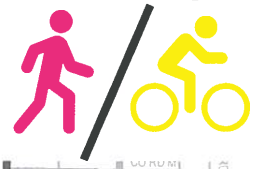

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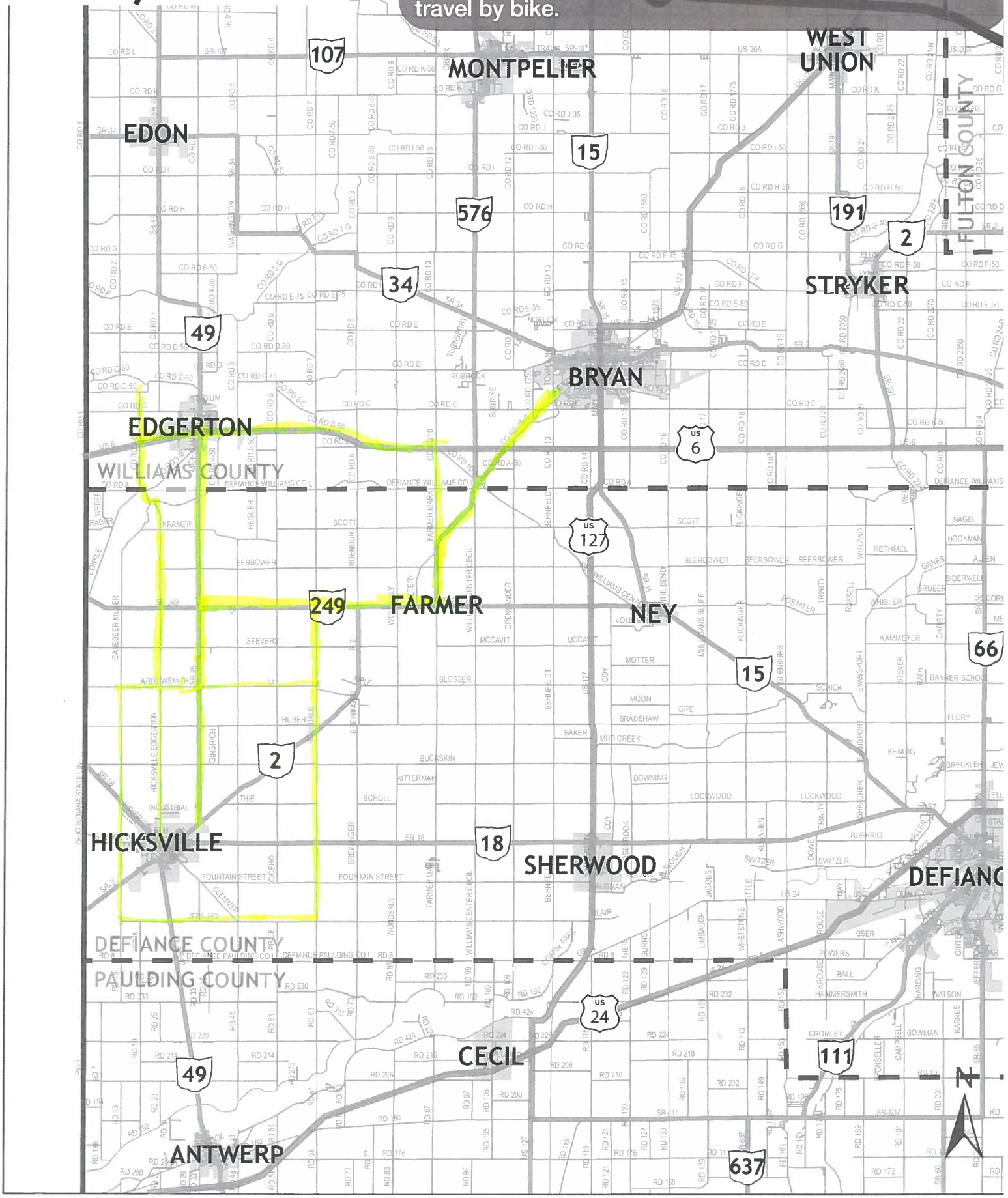

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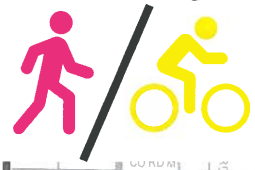

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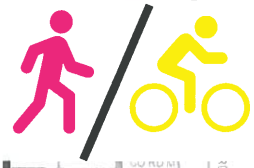

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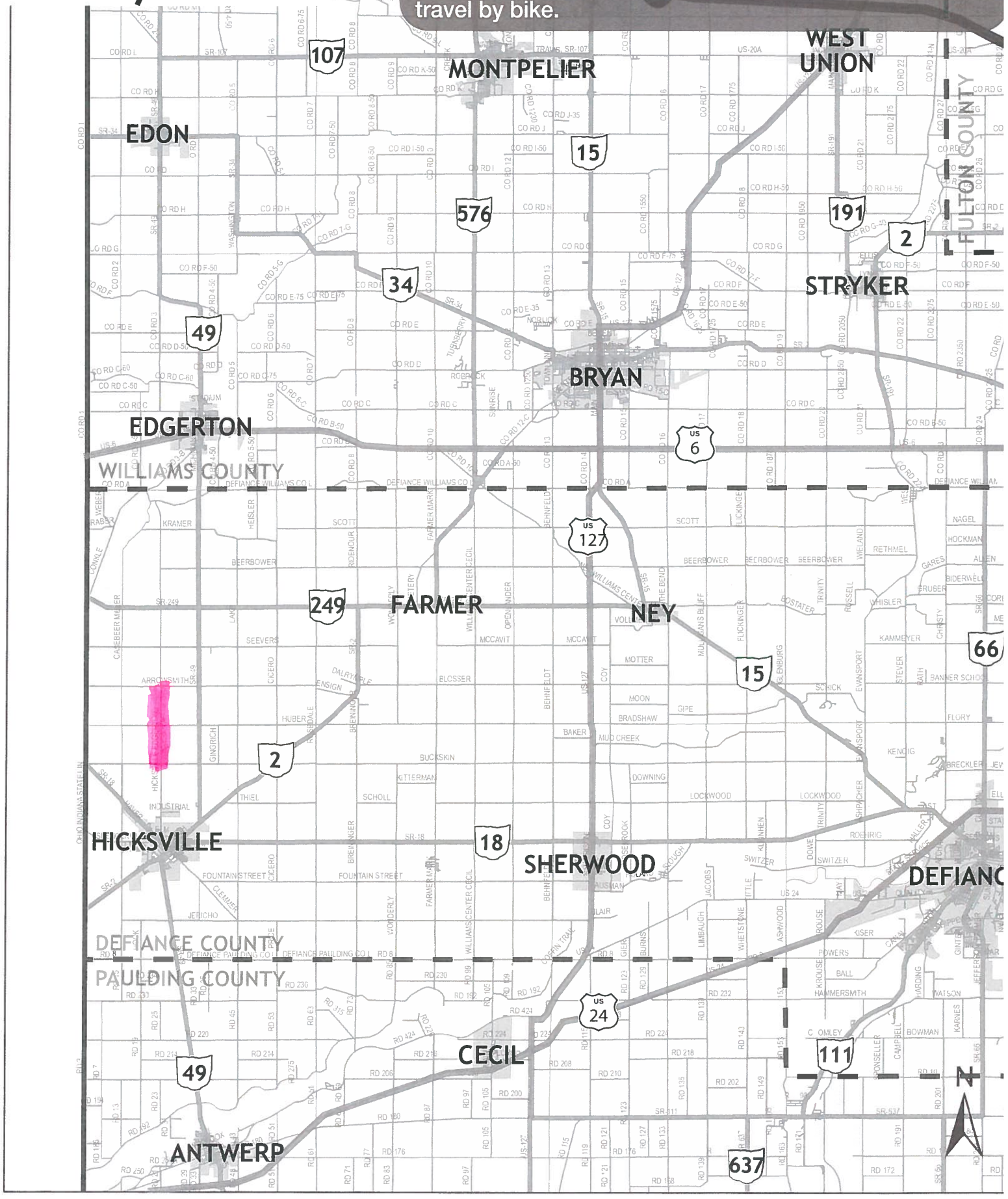

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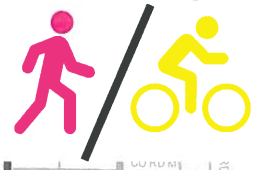

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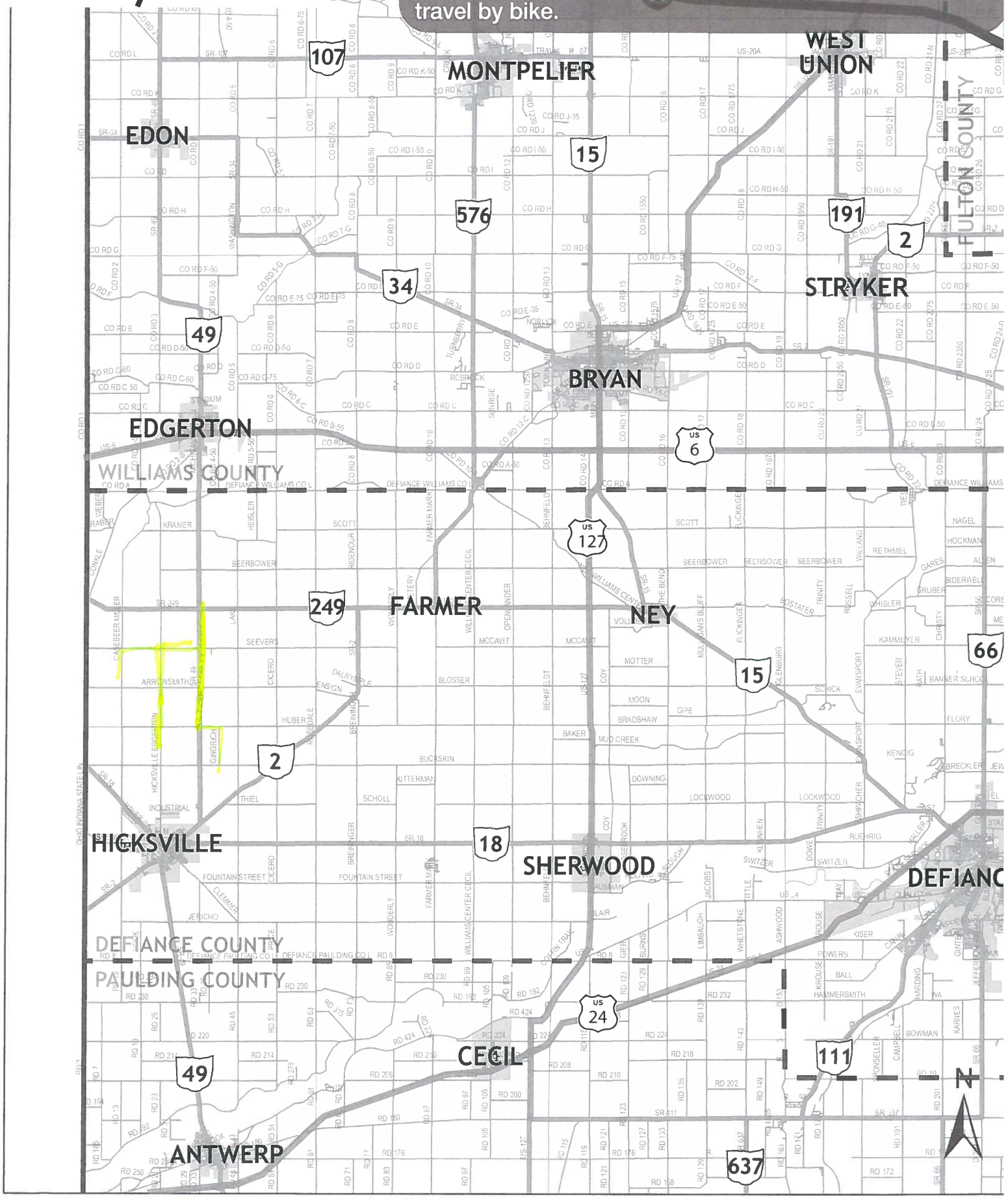

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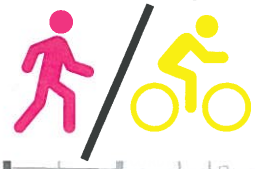

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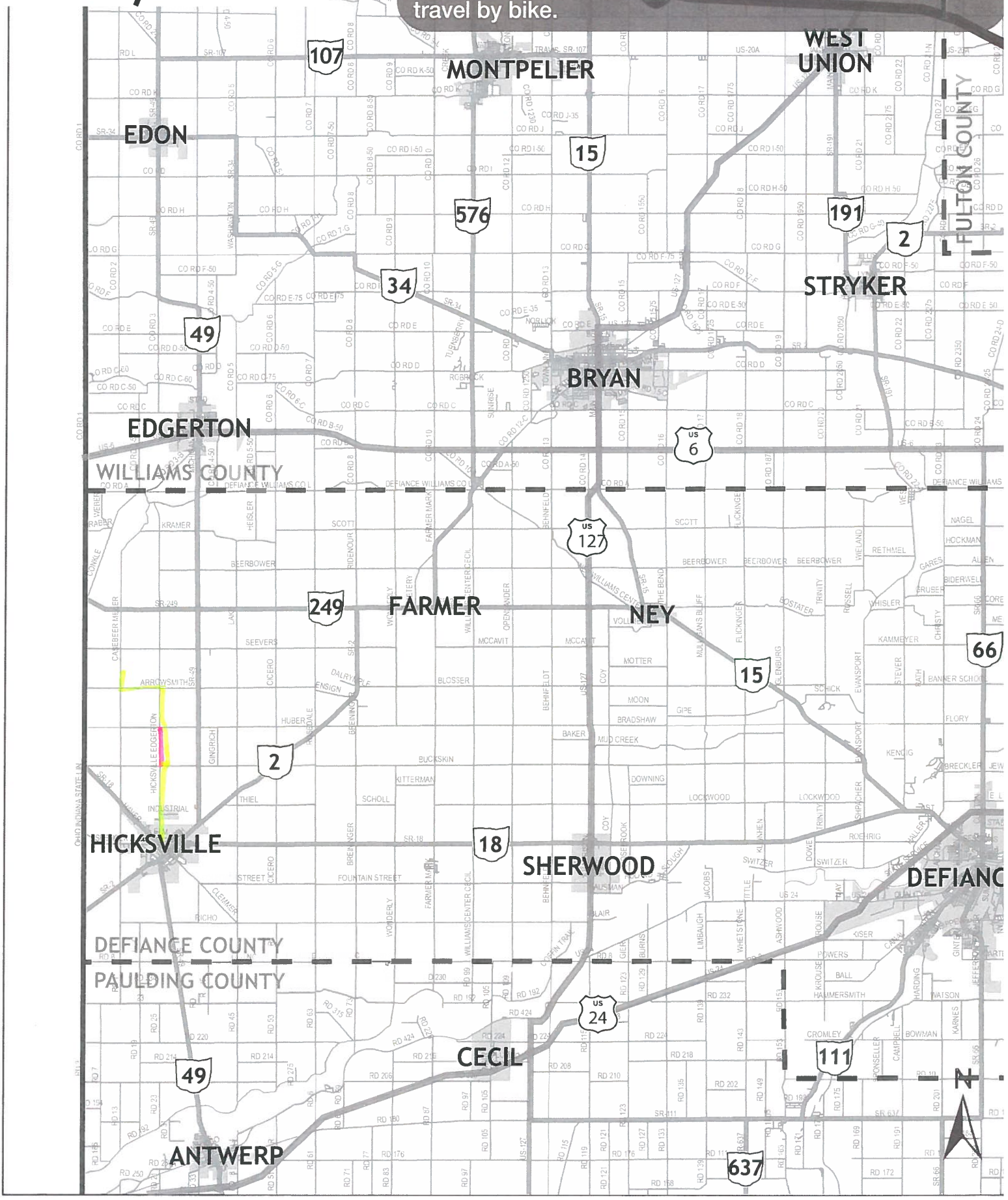

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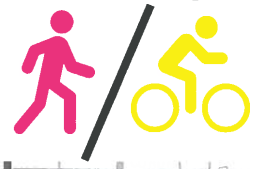

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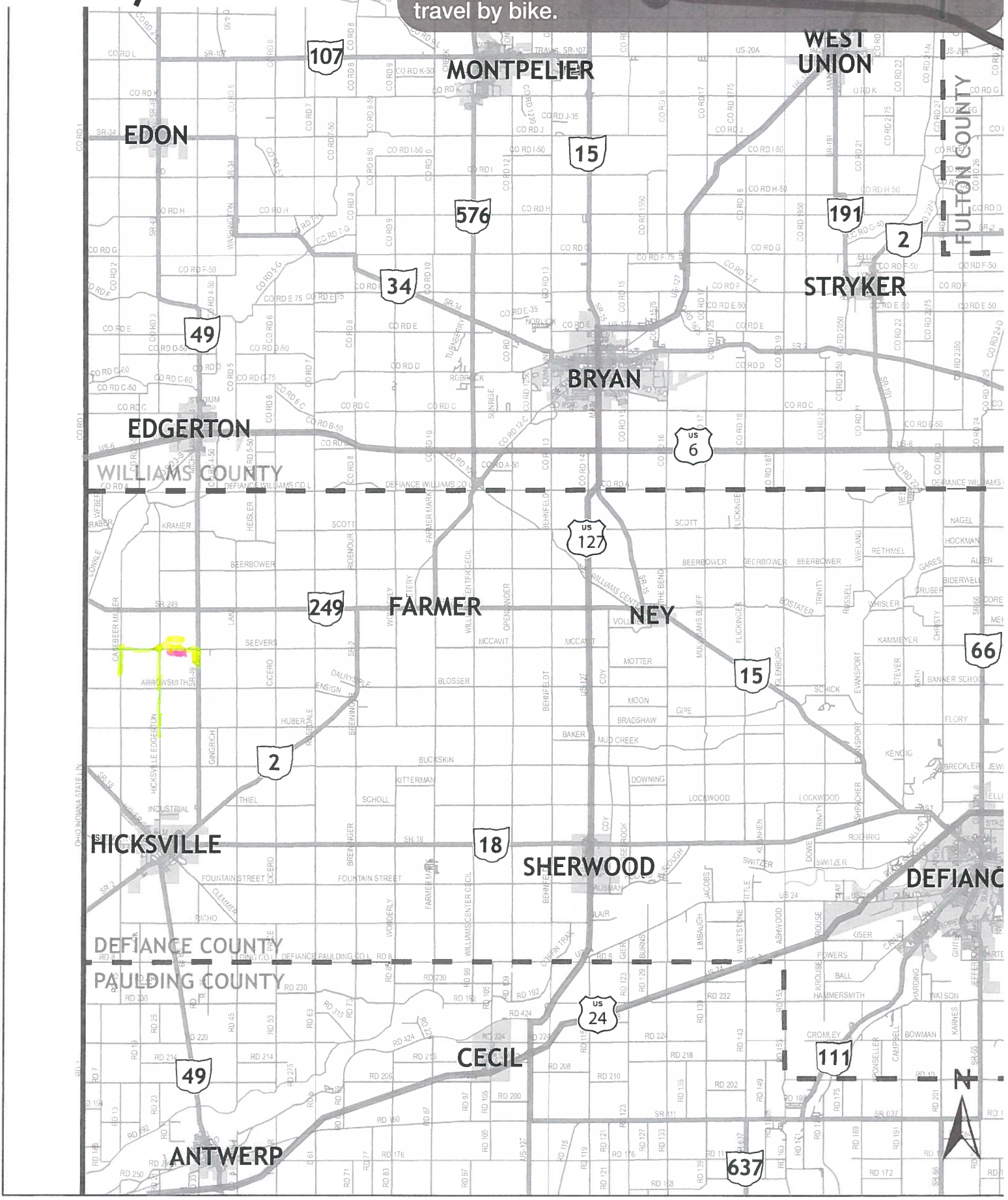

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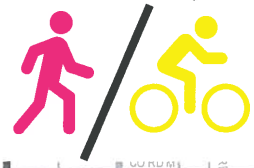

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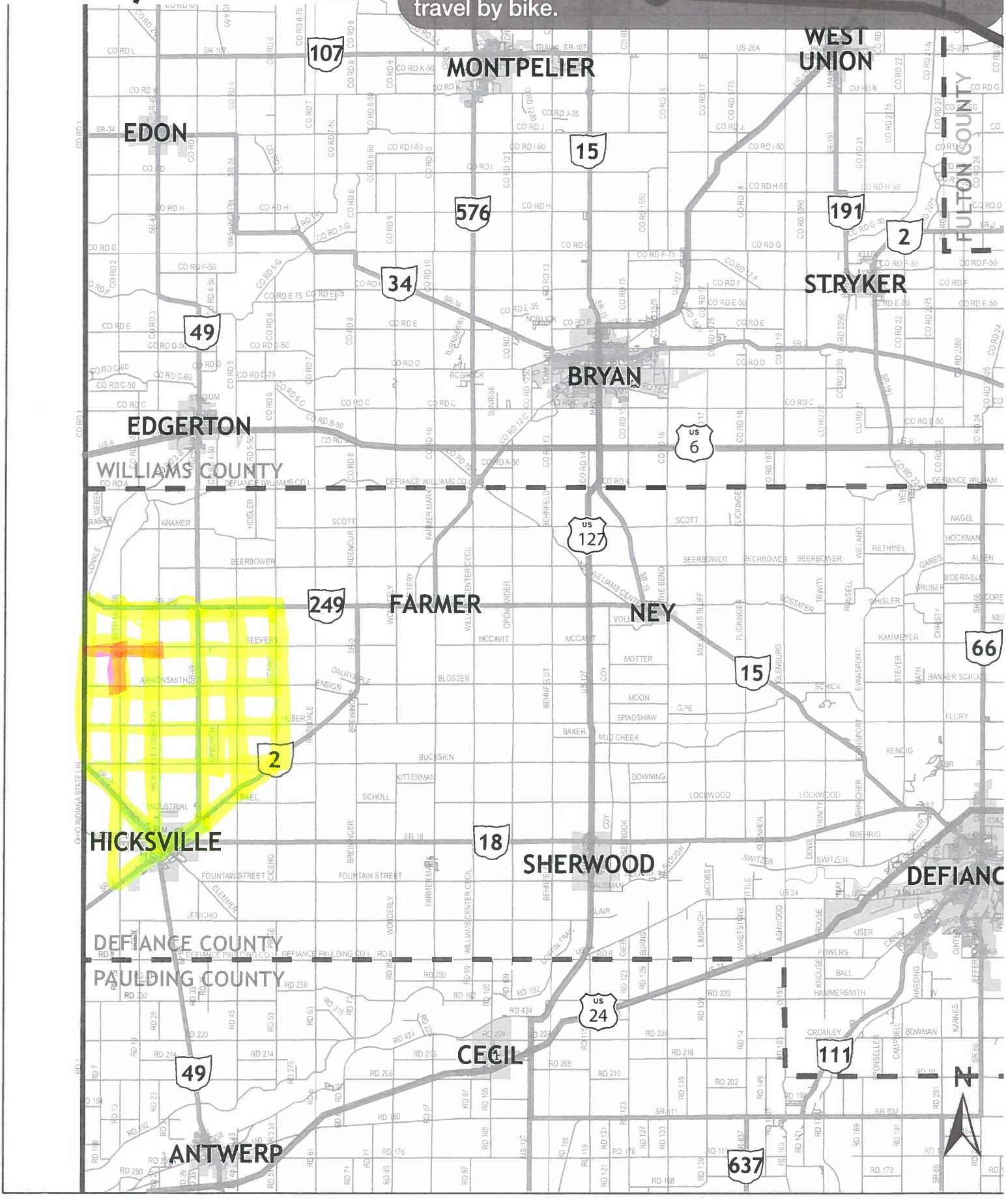
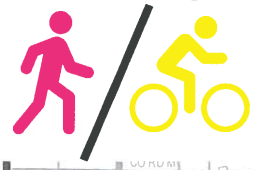


Walk/Bike Safety Exercise



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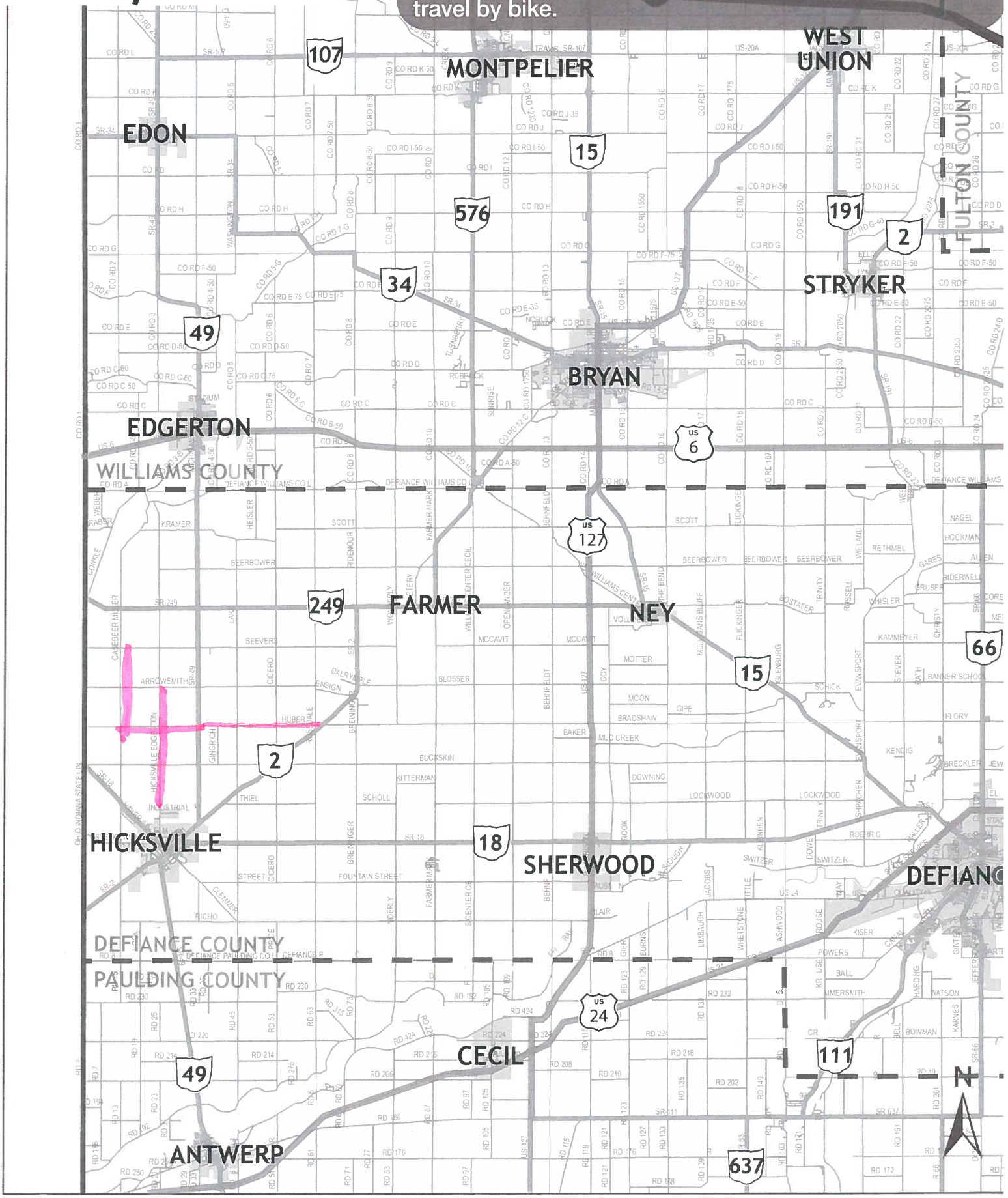

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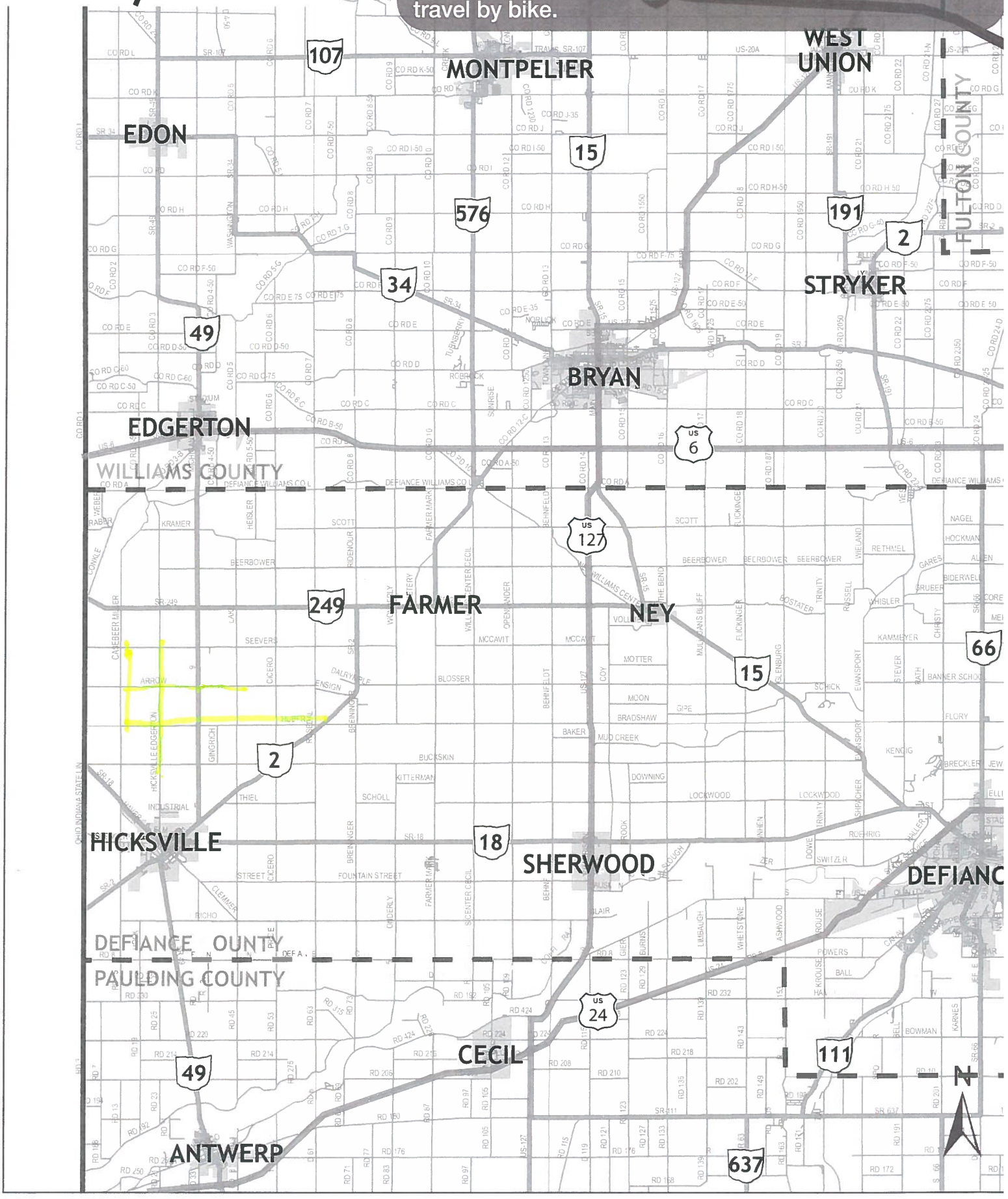

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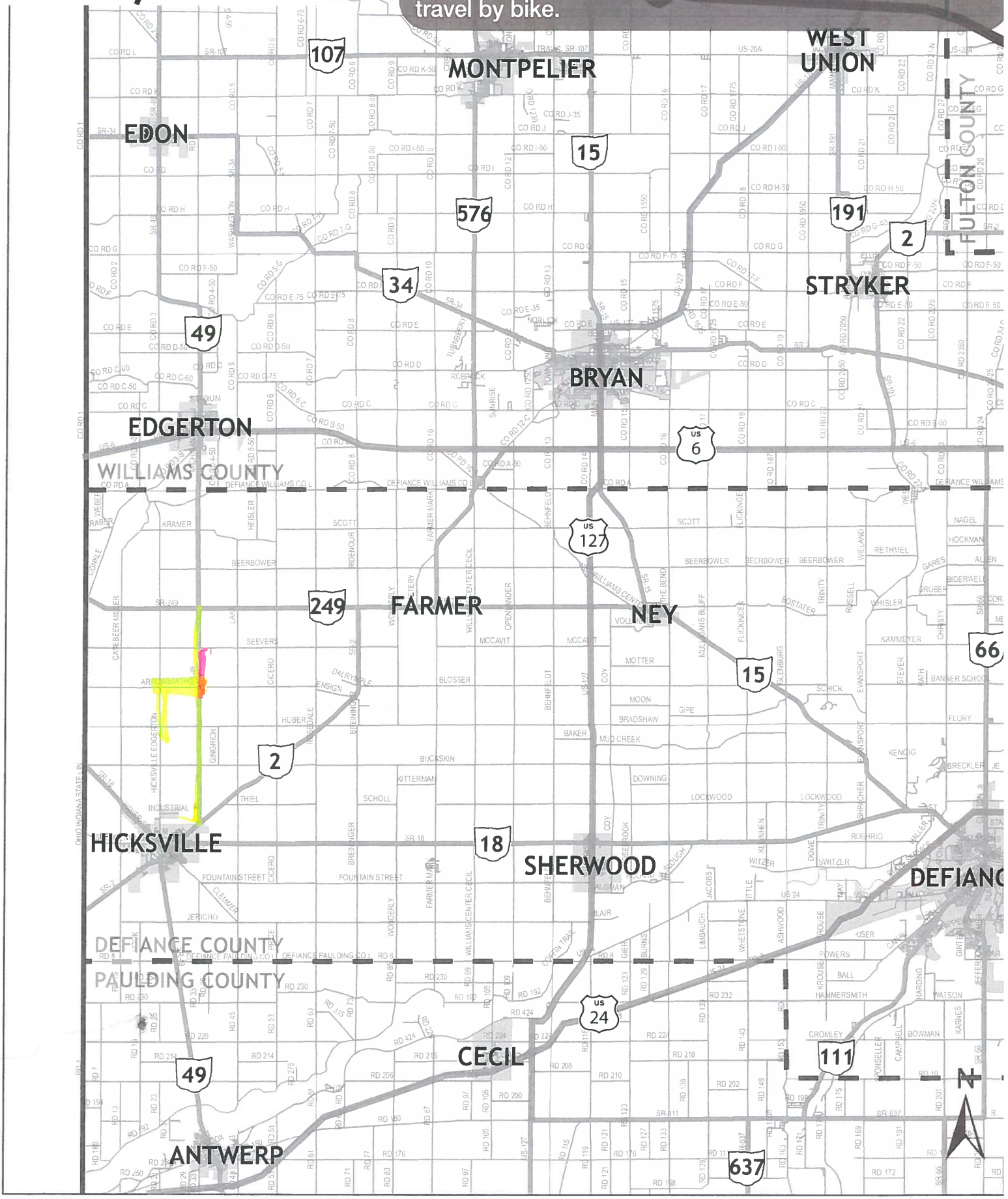

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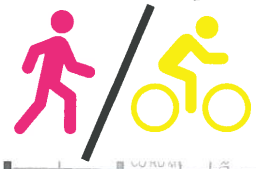

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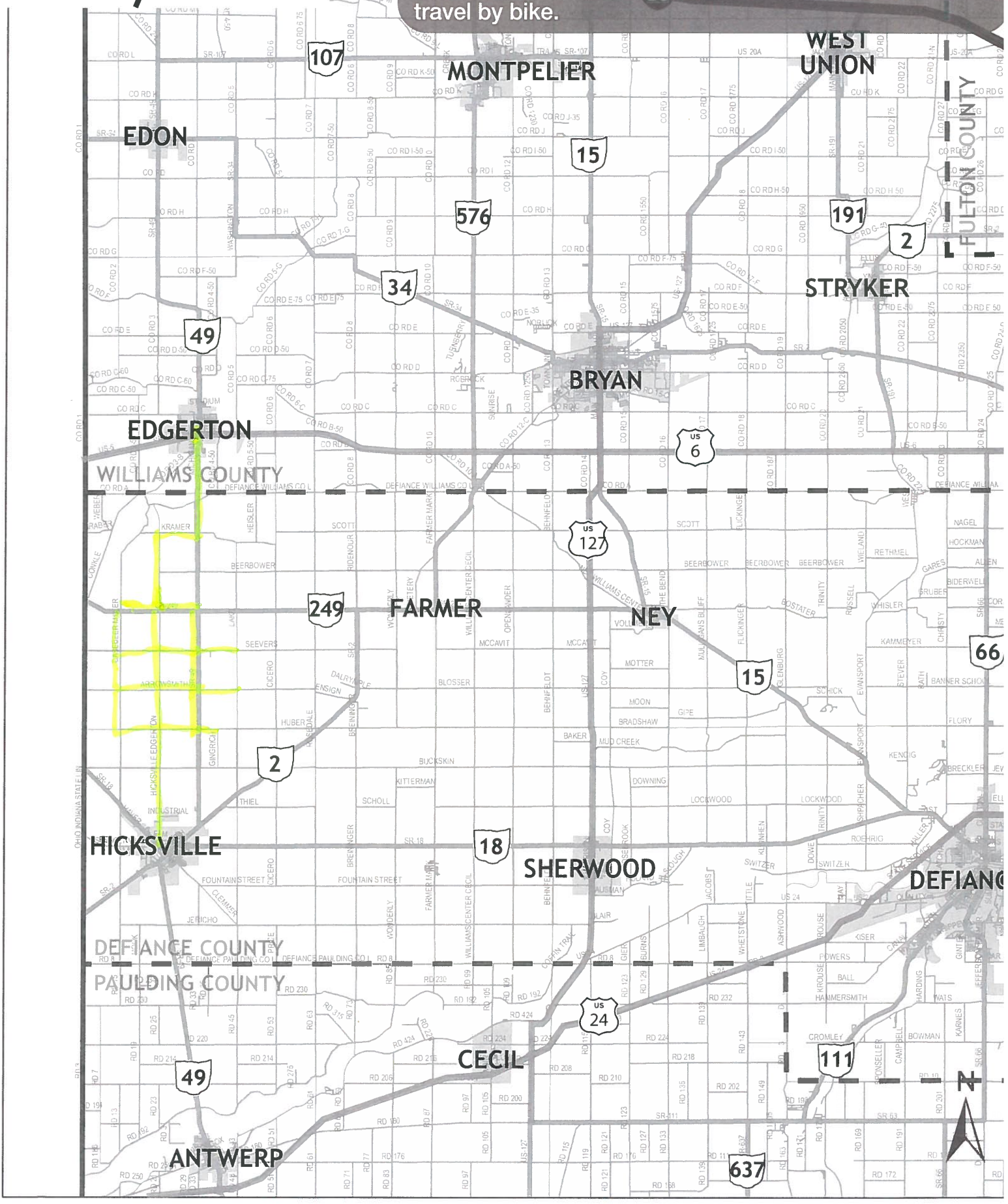

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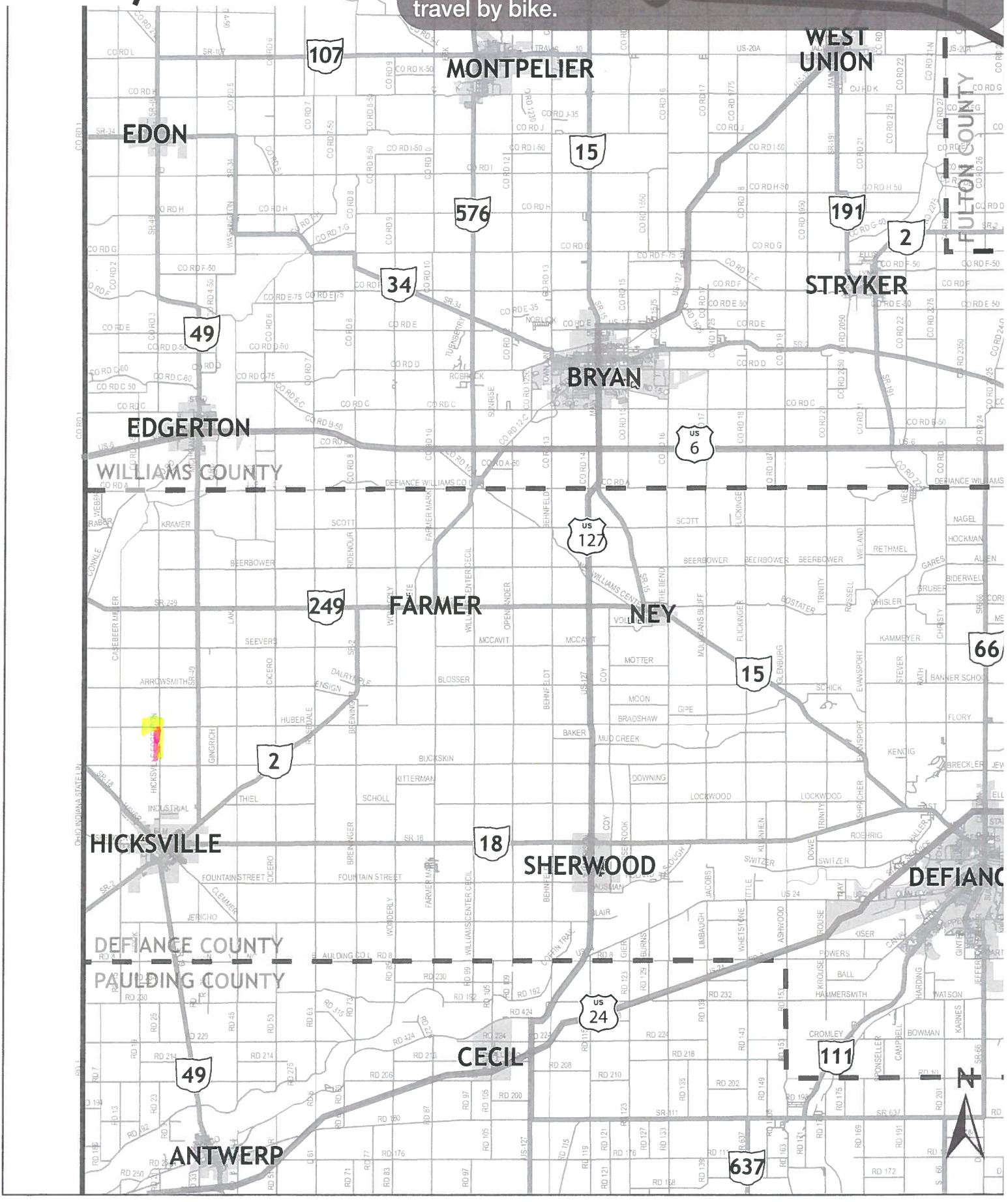

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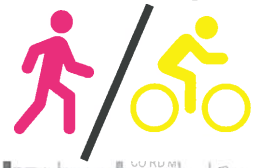

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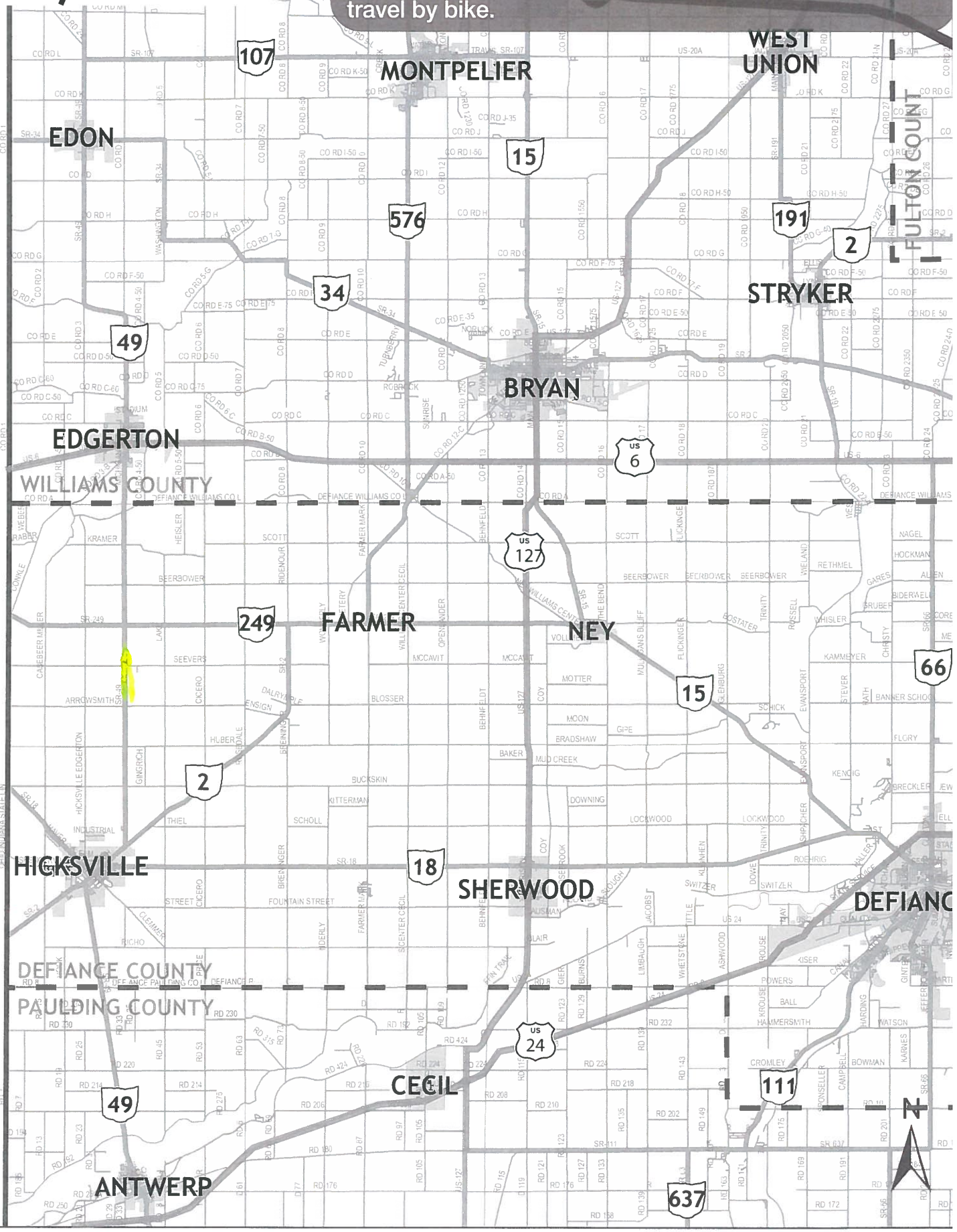

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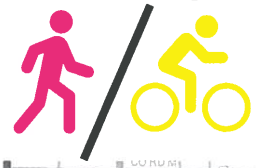

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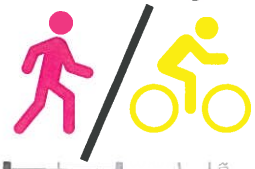

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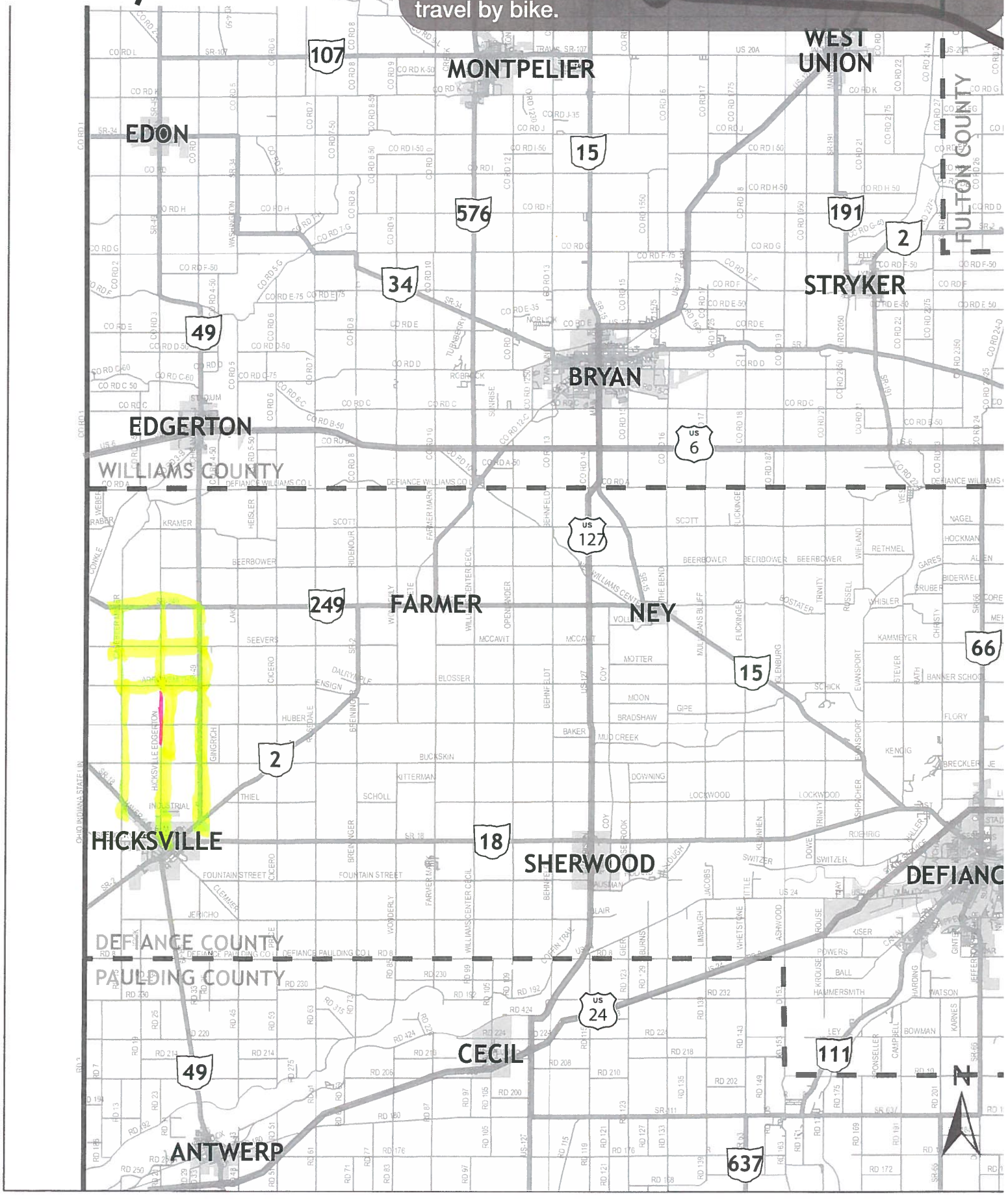

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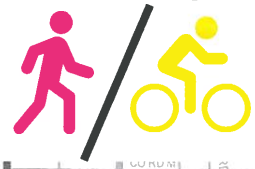

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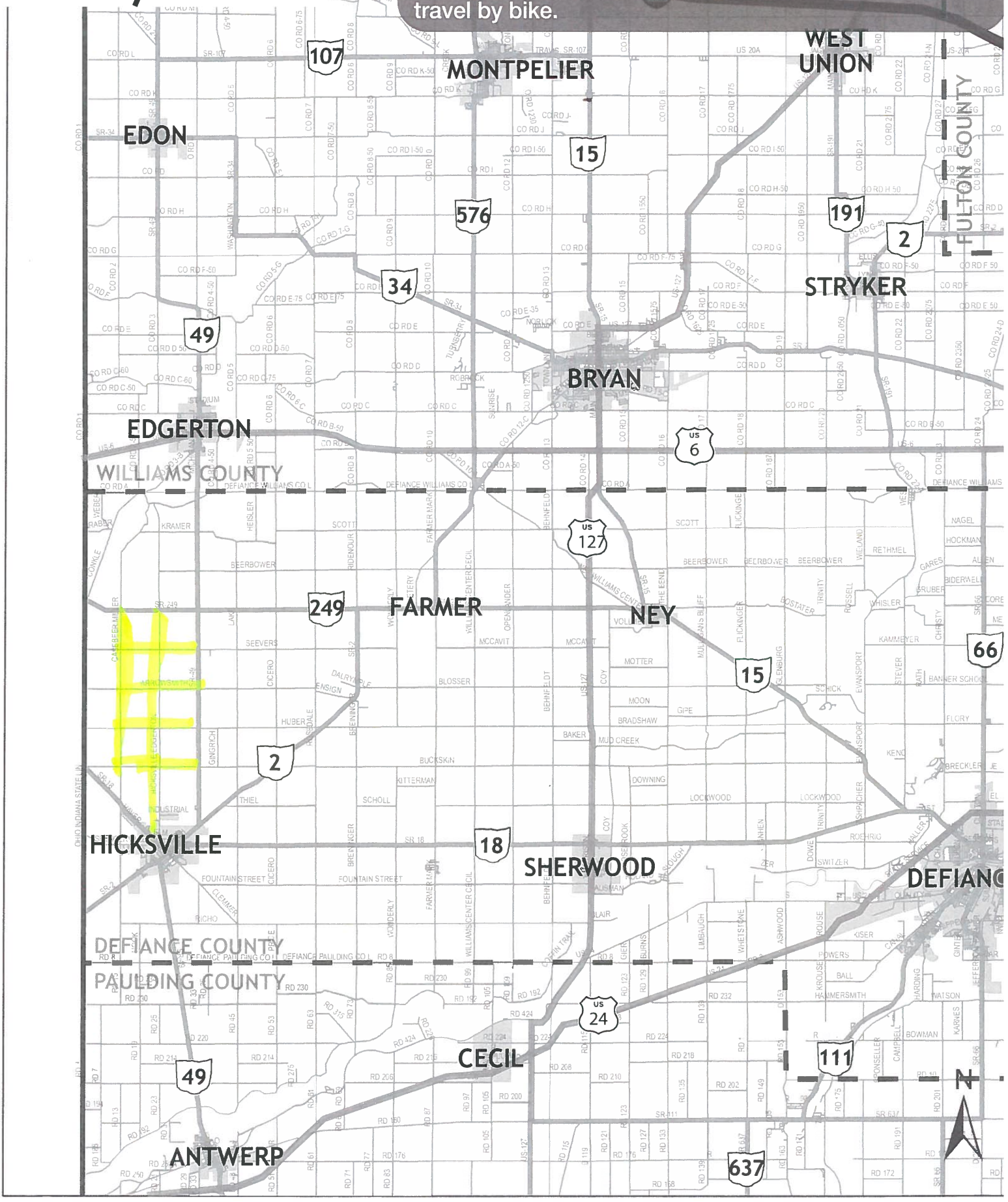
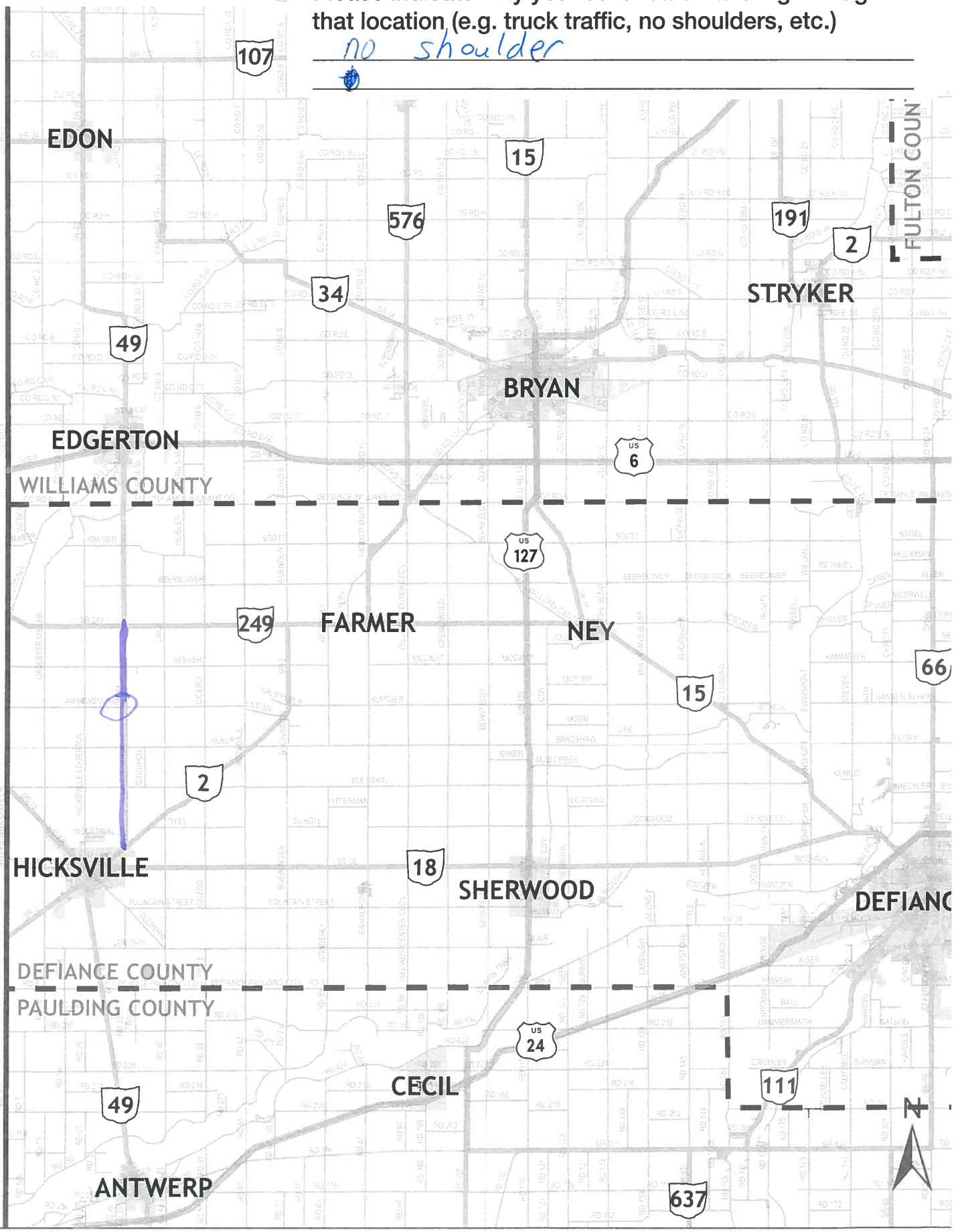


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

no shoulder



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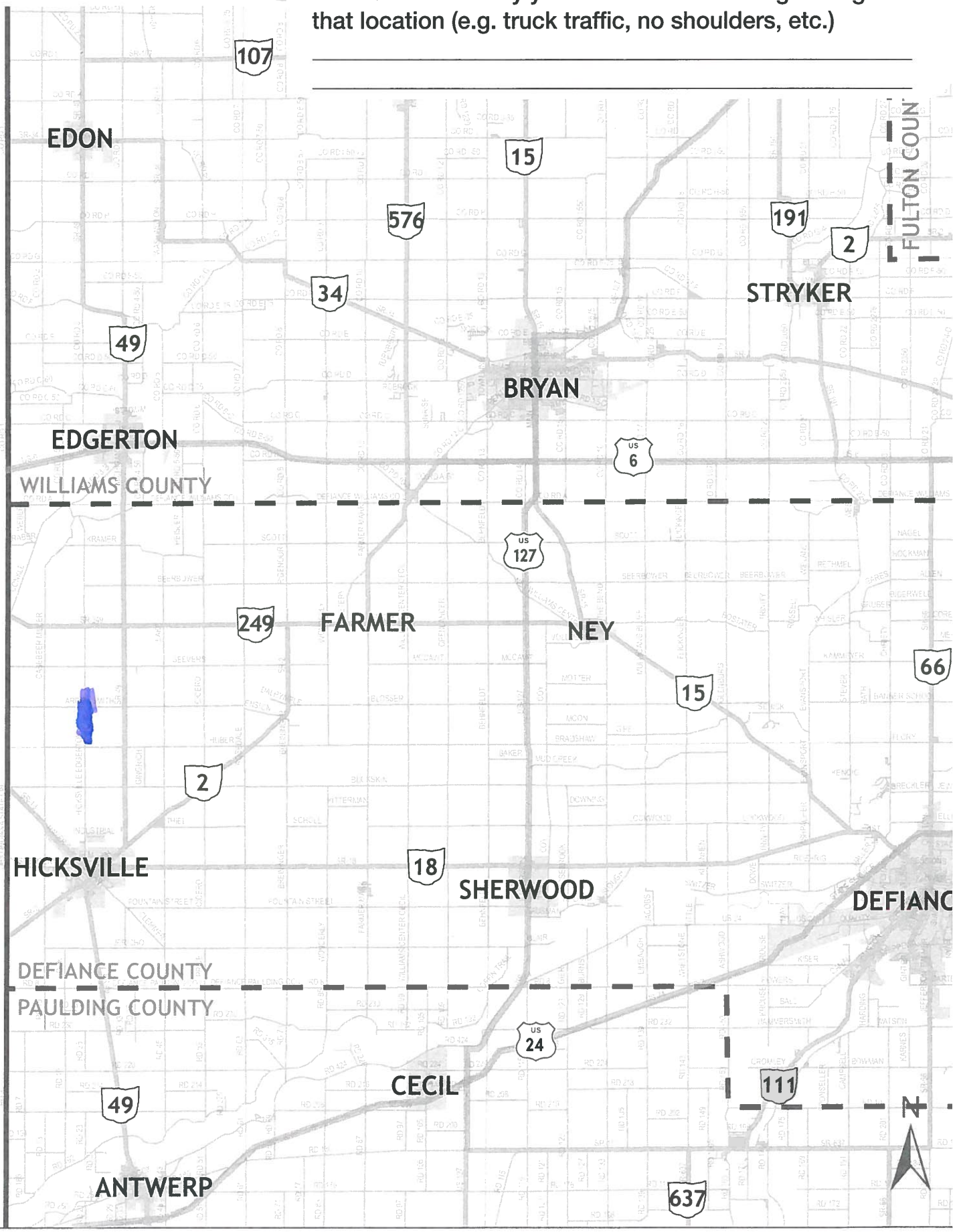

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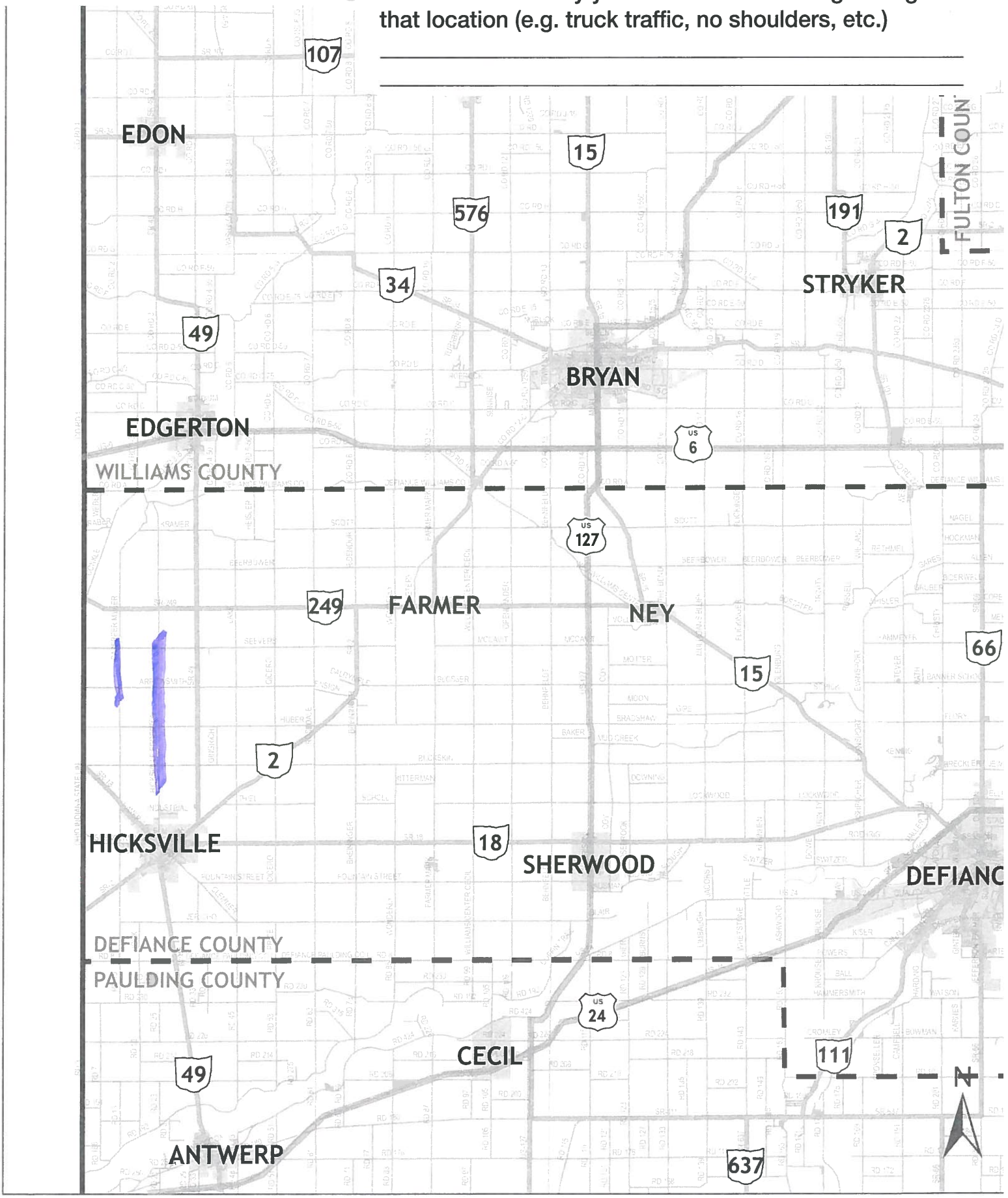

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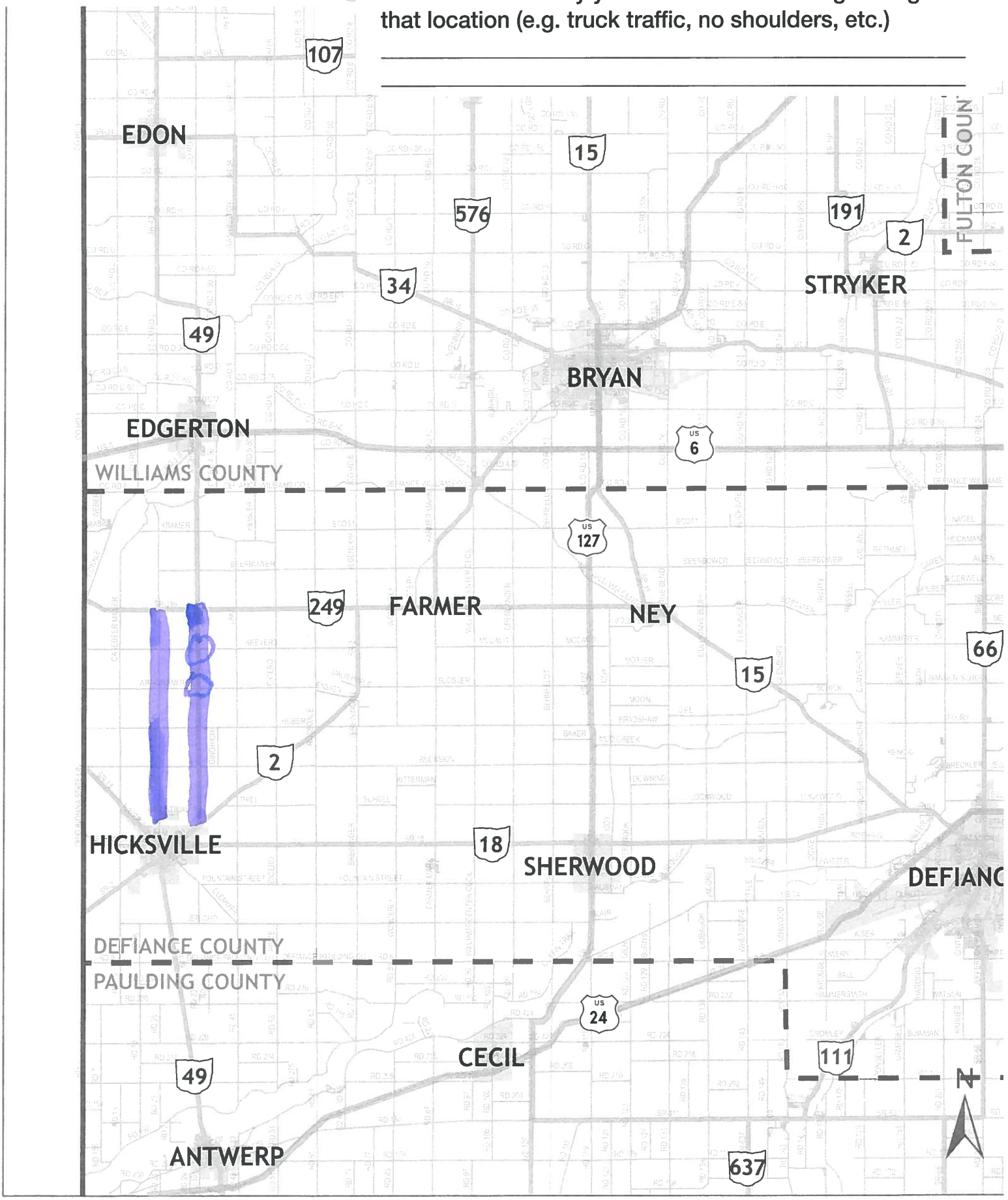

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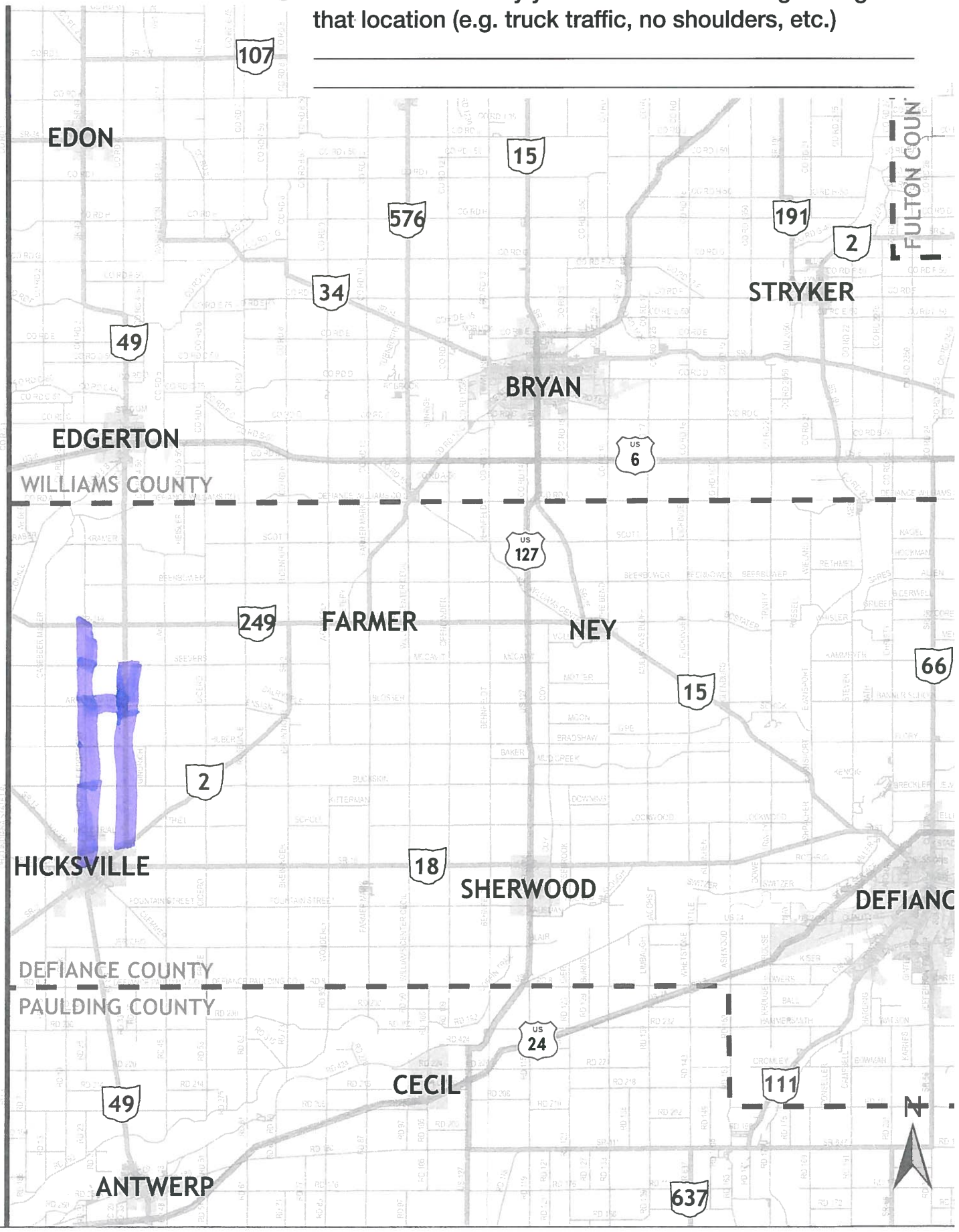

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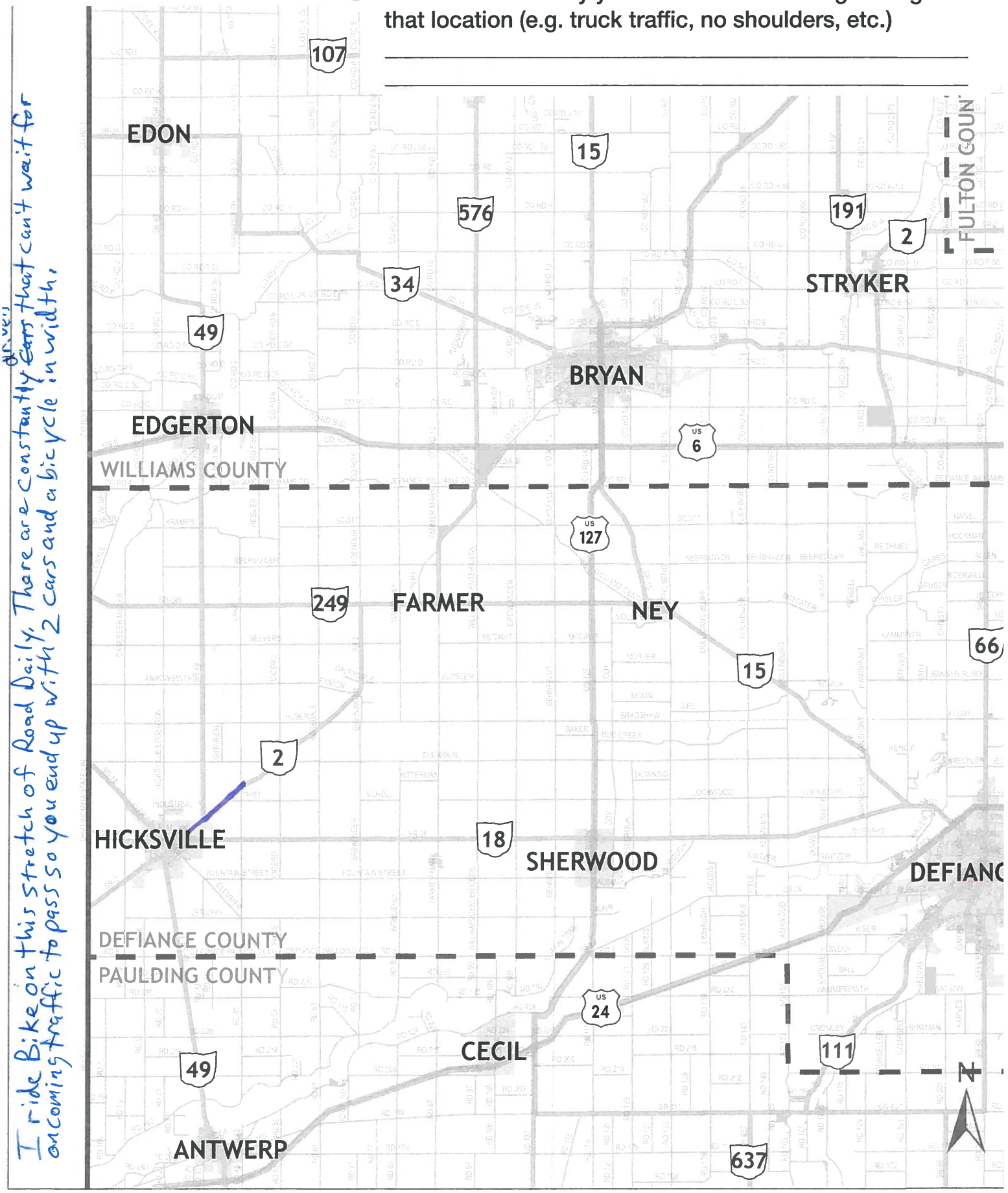


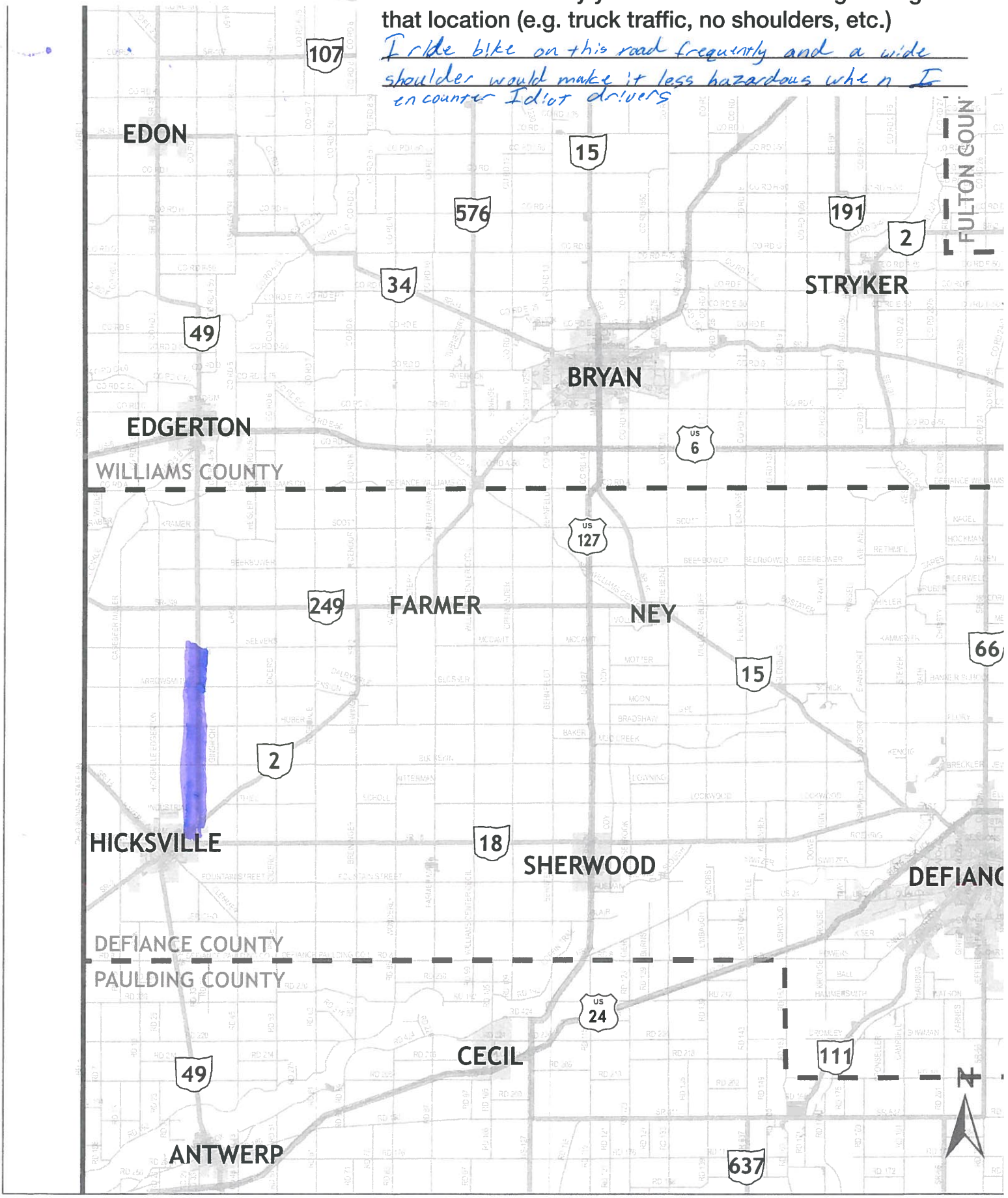
I ride Bike on this stretch of Road Daily. There are constantly cars that can't wait for oncoming traffic to pass so you end up with 2 cars and a bicycle in width.

Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

I ride bike on this road frequently and a wide shoulder would make it less hazardous when I encounter Idiot drivers



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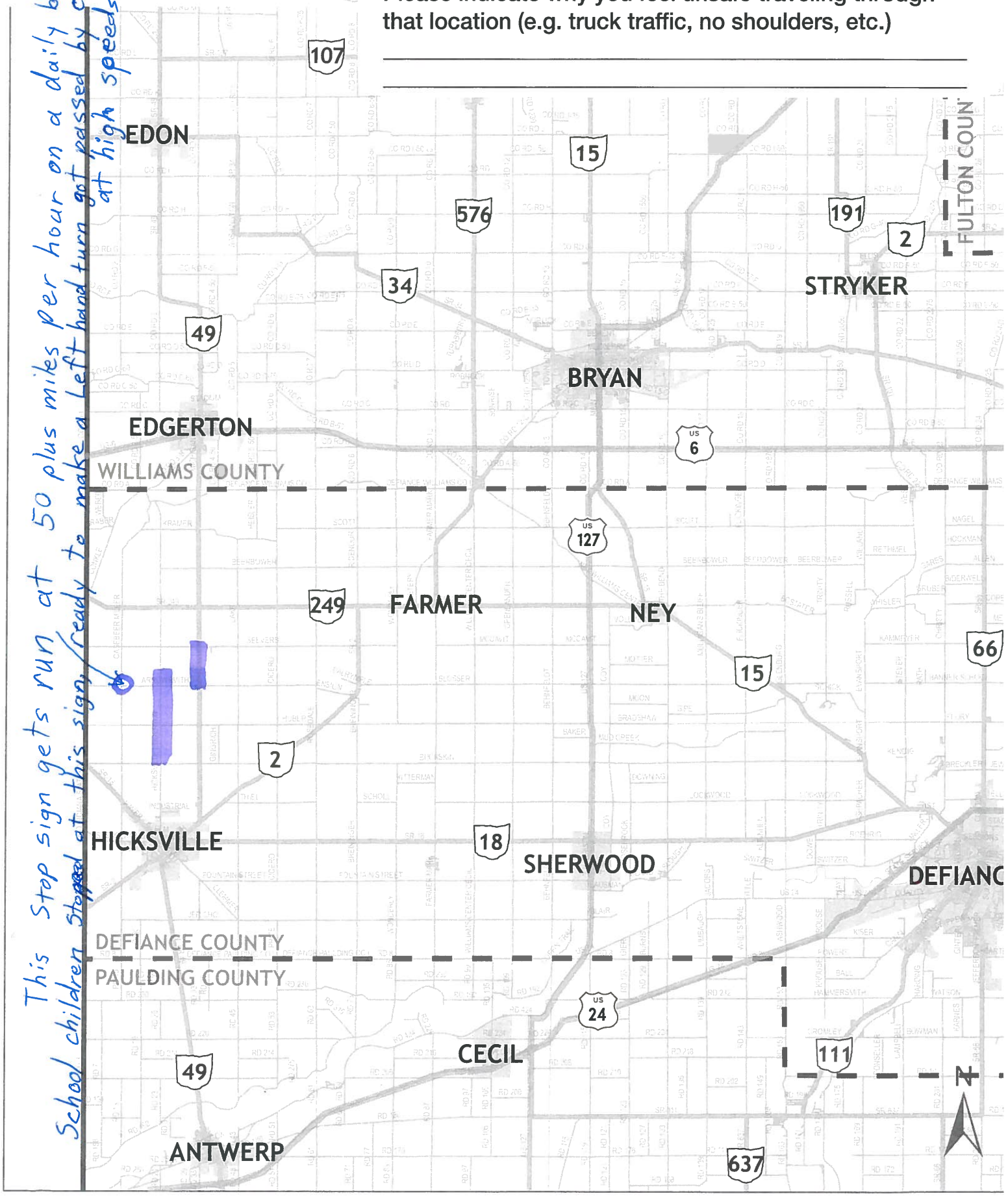

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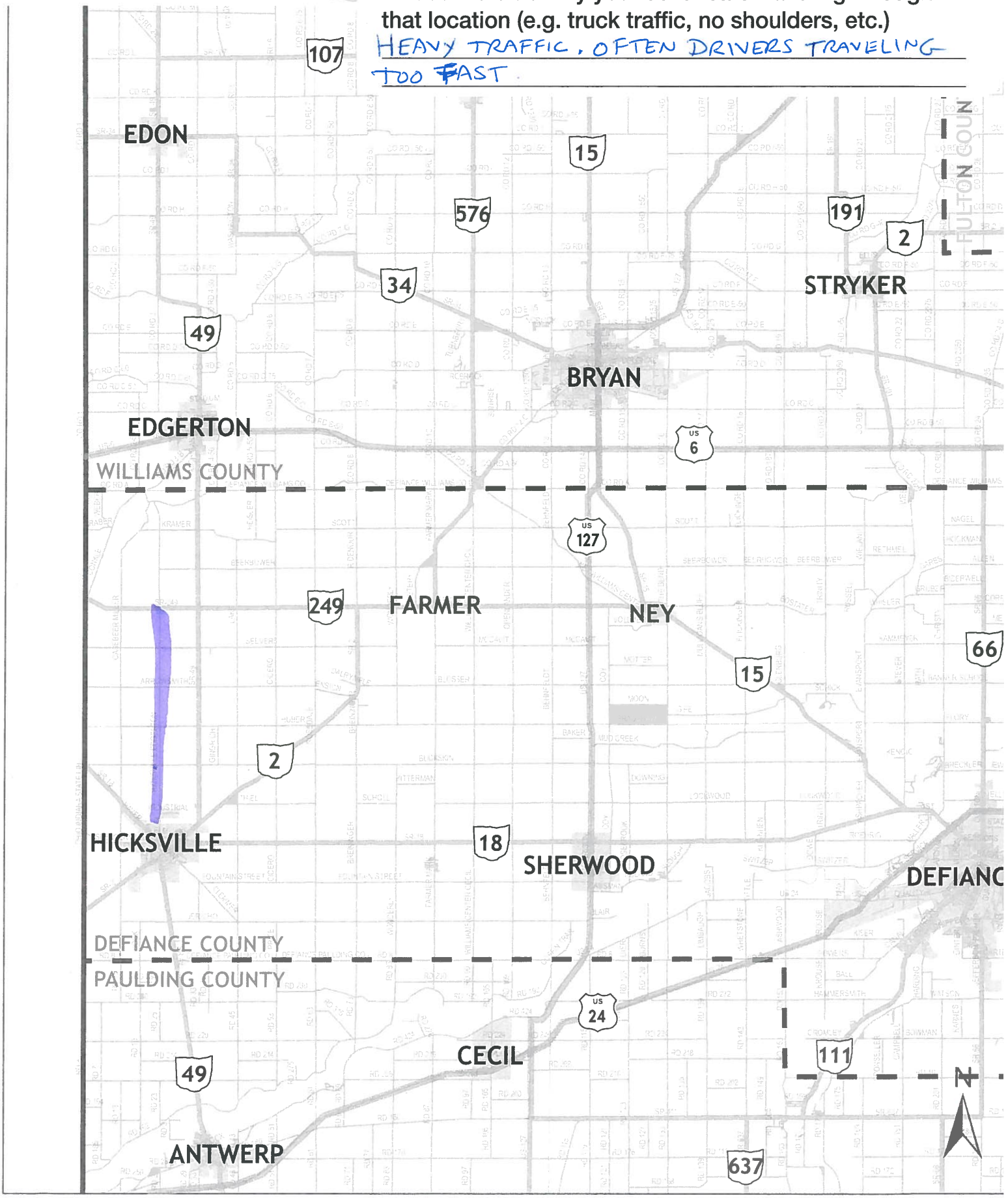
HEAVY TRAFFIC, OFTEN DRIVERS TRAVELING TOO FAST.



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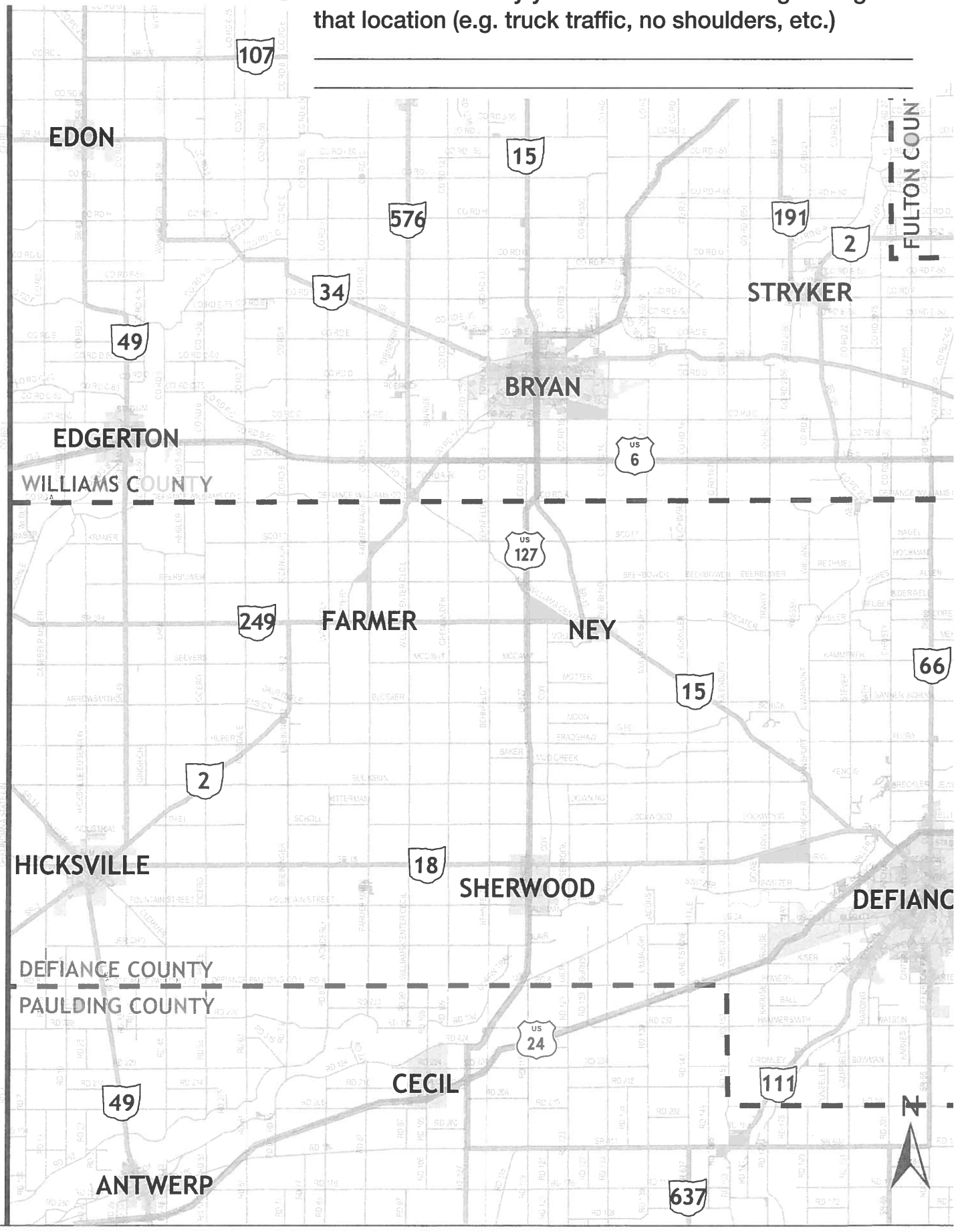

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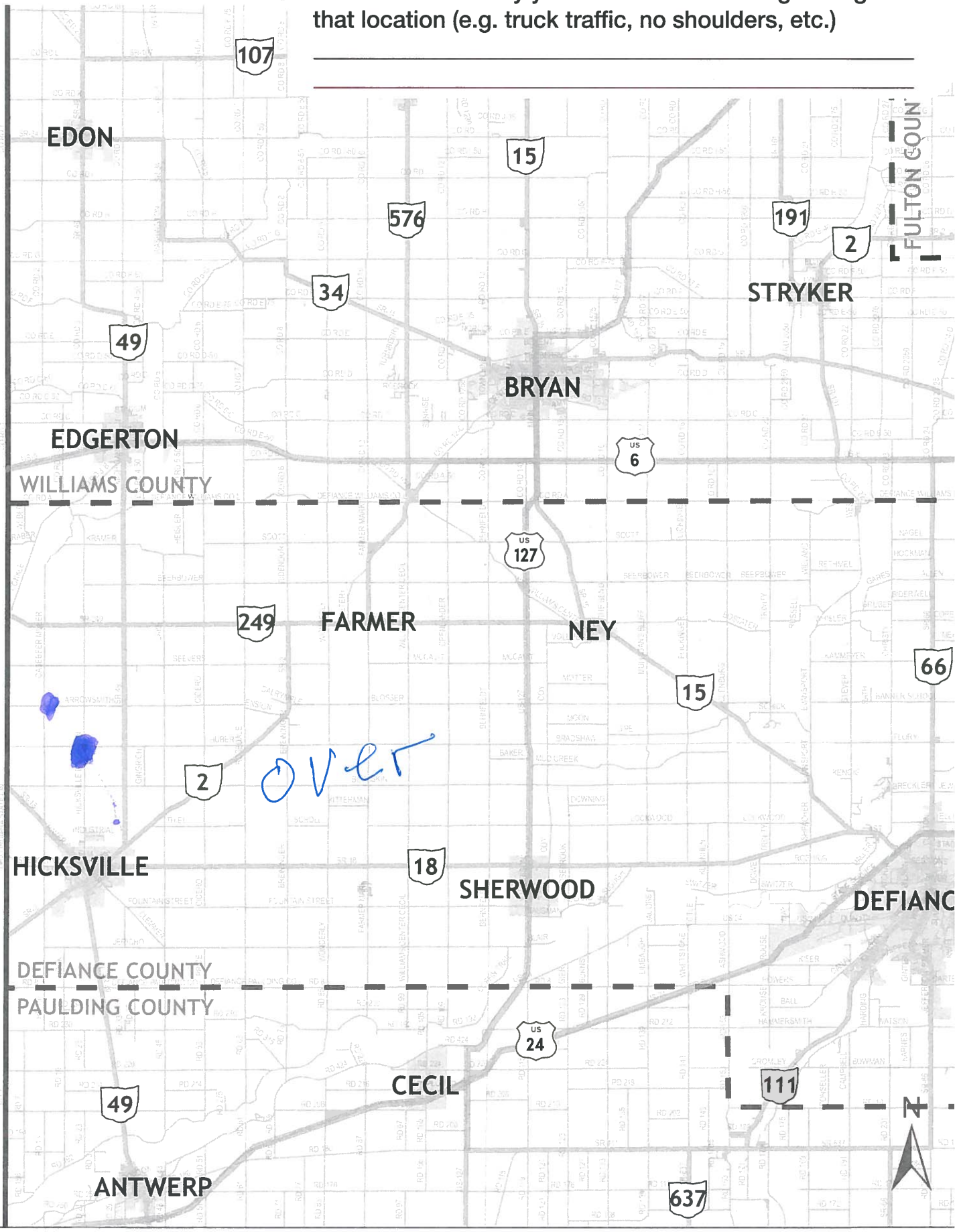

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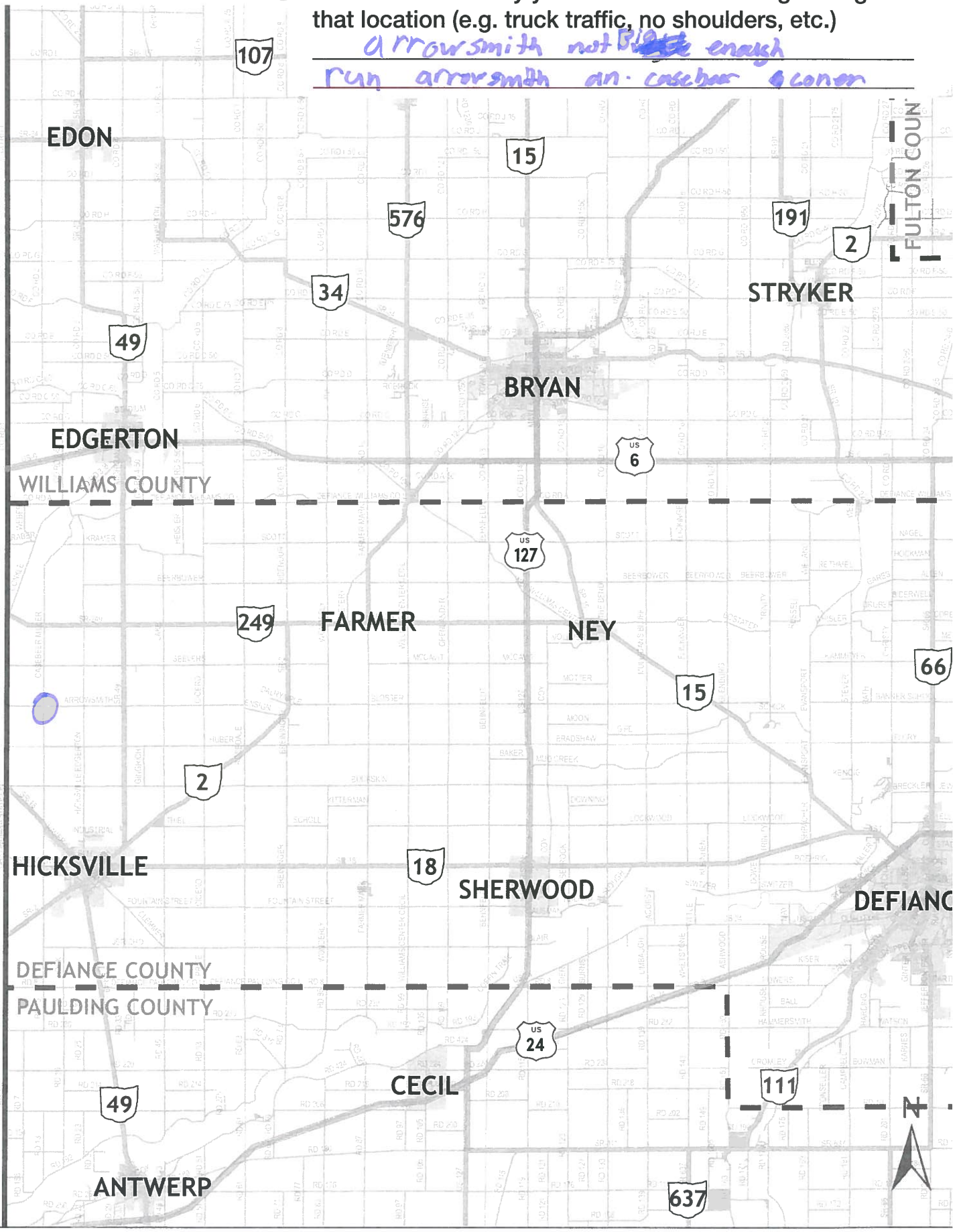
arrowsmith not big enough

run arrowsmith an. casebeer & coner



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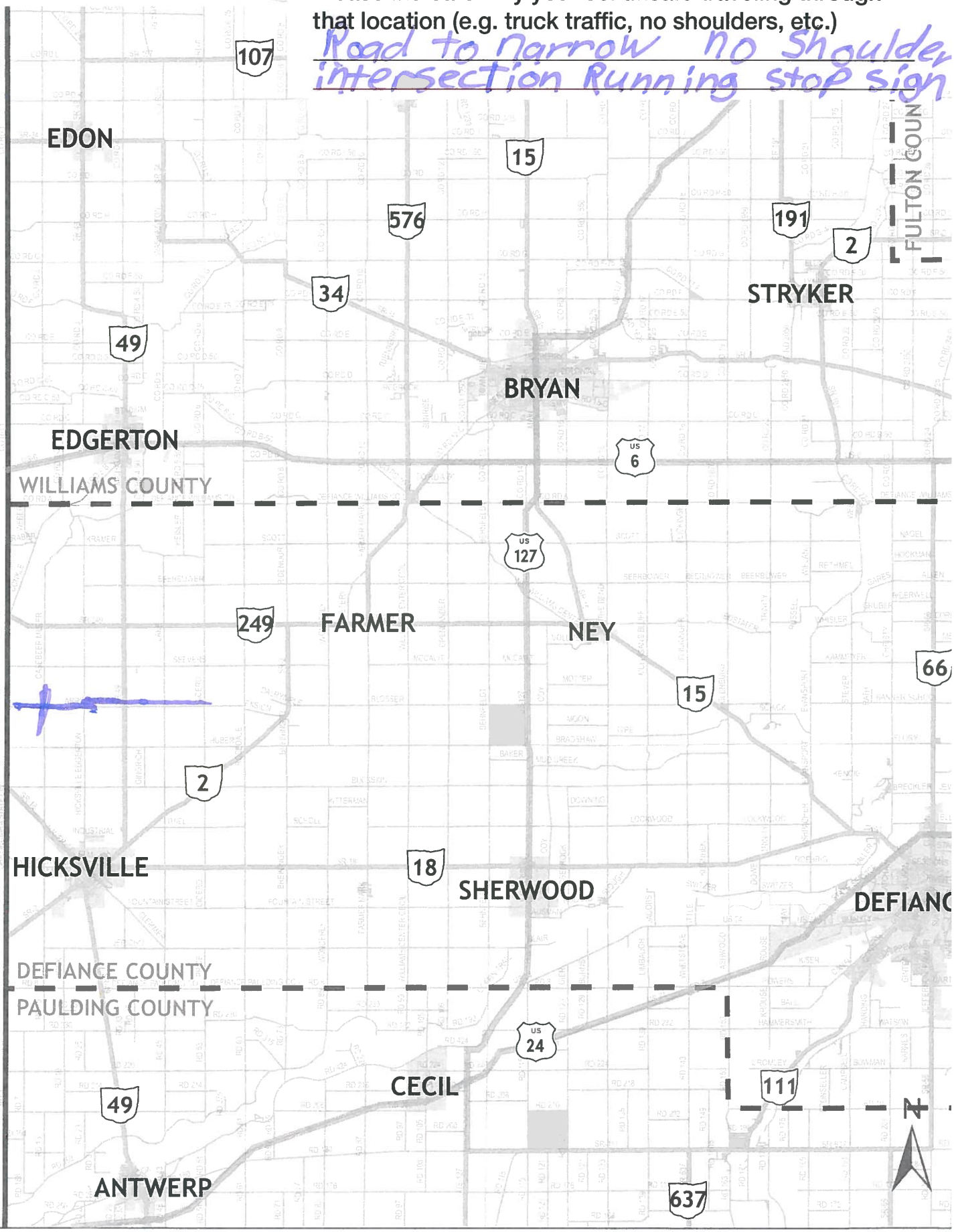
Road to narrow no Shoulder intersection Running stop sign



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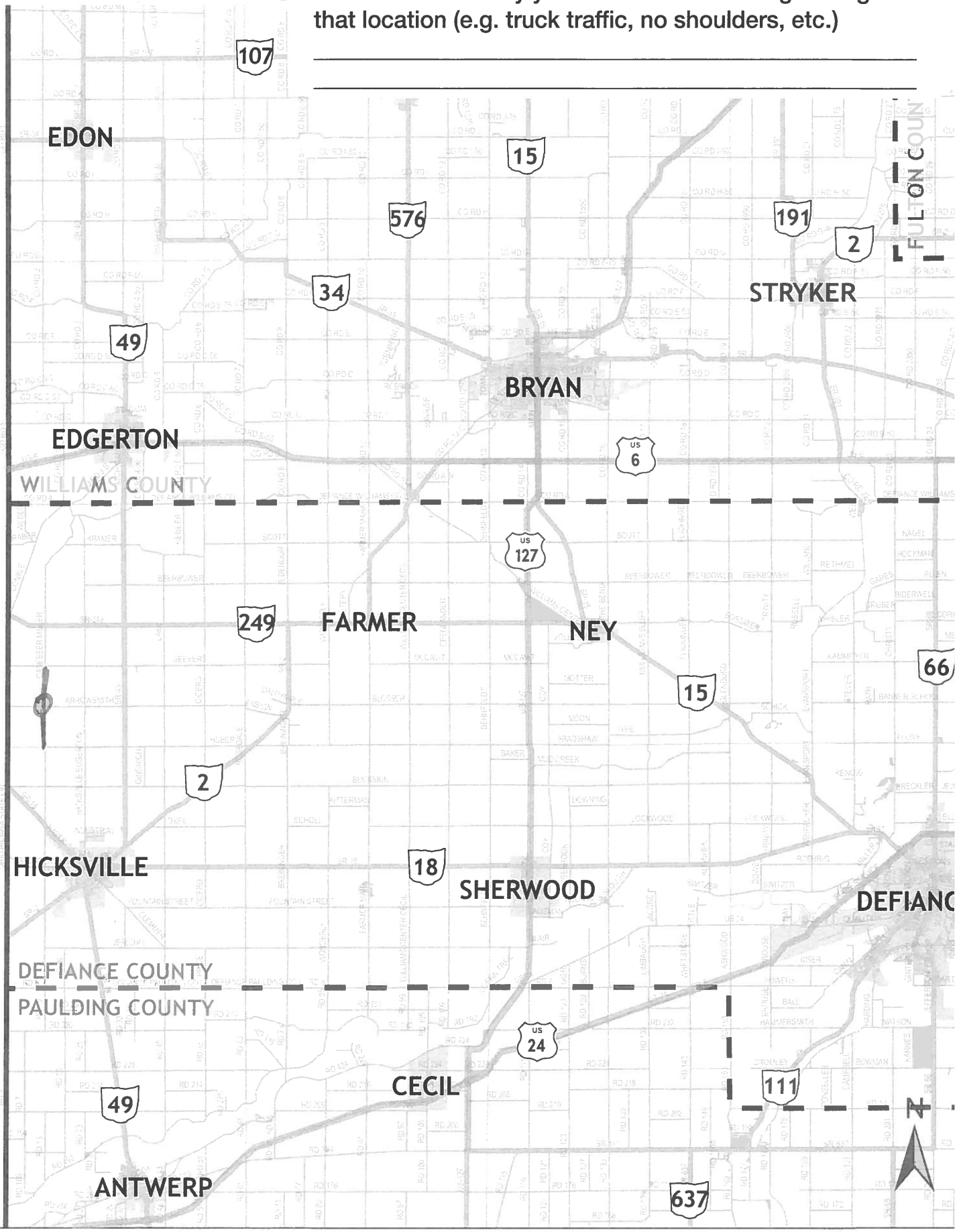

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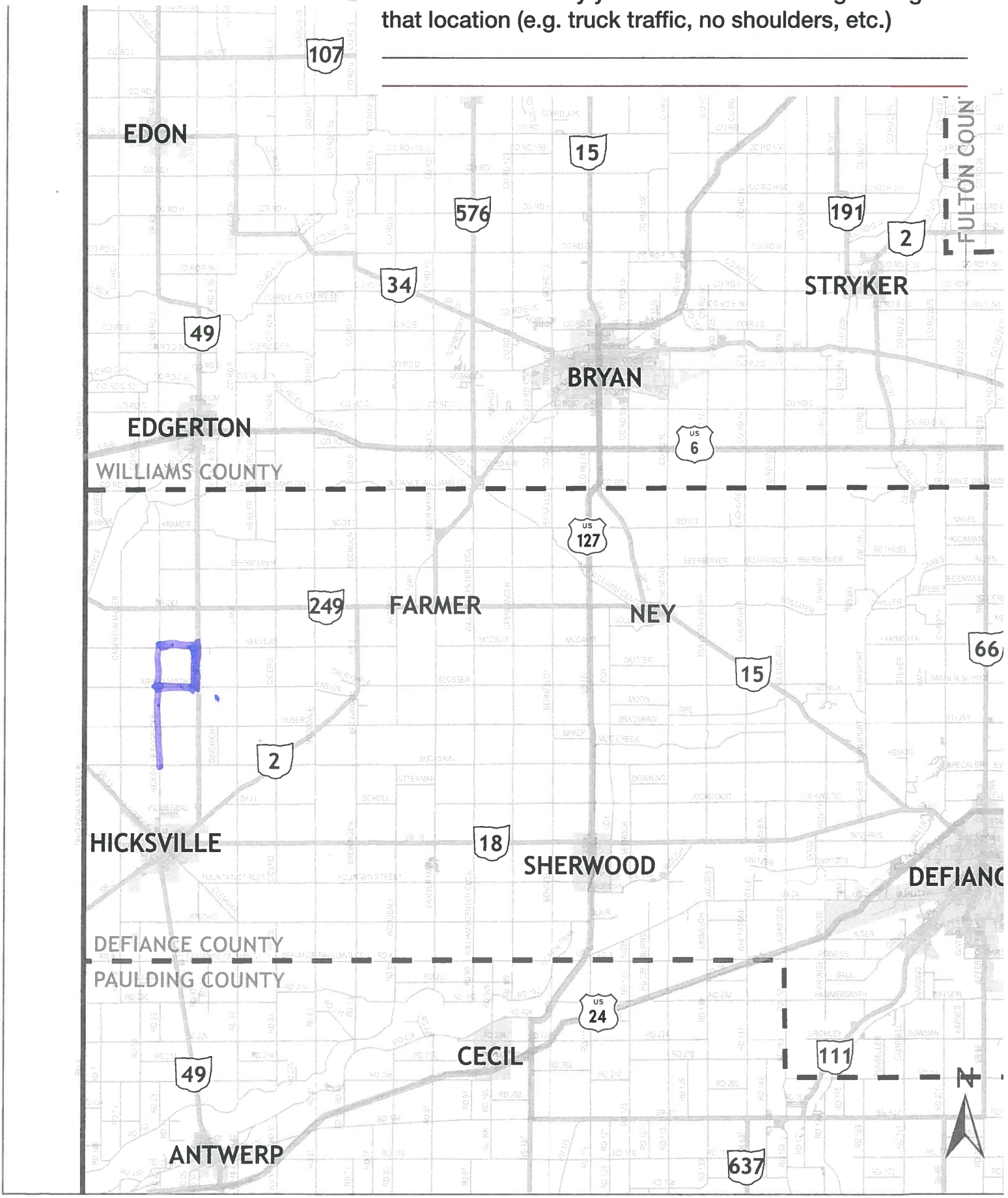

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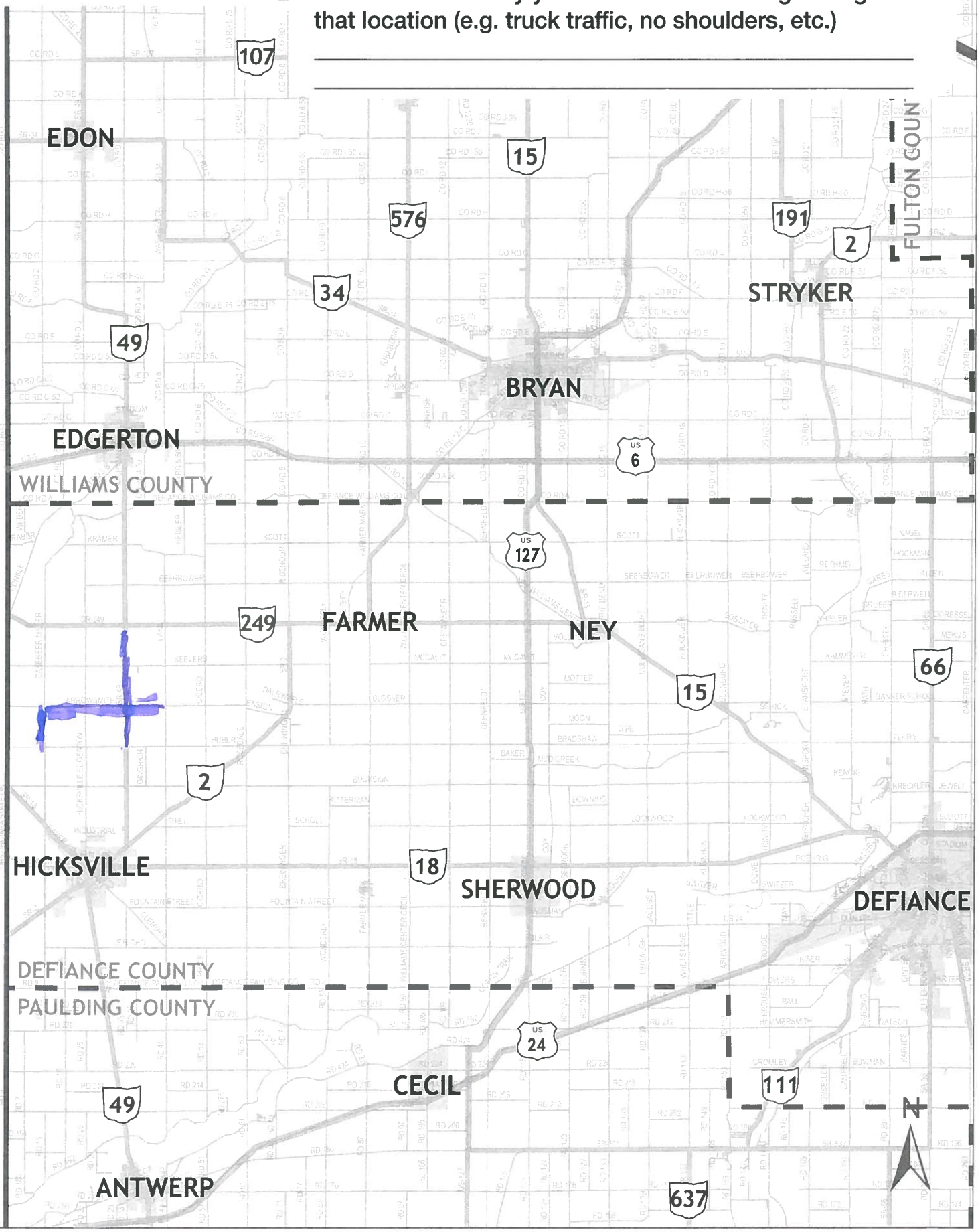


Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

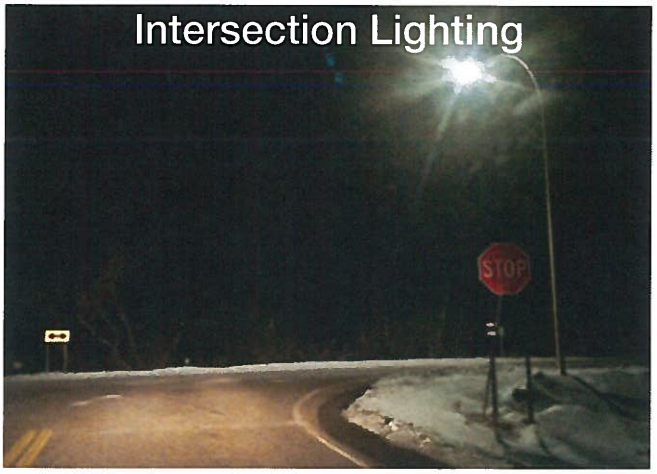
Upgrade Signage

Buggy ***Walk/Bike***

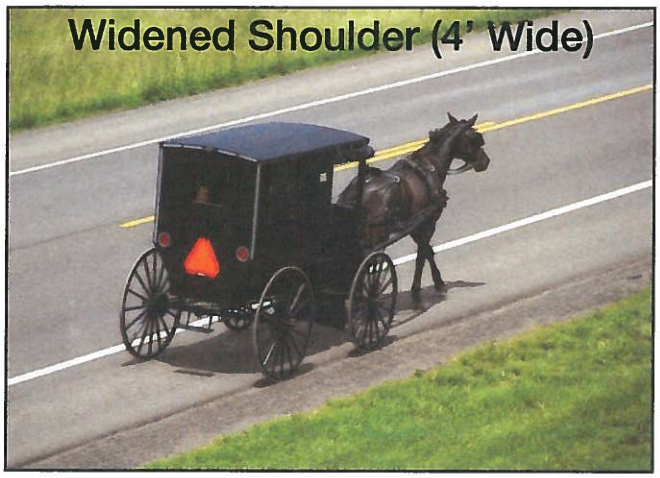




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

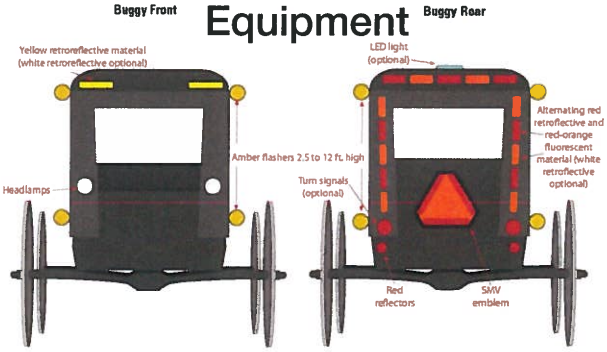


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Casebeer Miller Rd needs widened from Huber to 249
Arrowsmith Rd needs widened from St line to 49

Improvements Exercise

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Upgrade Signage

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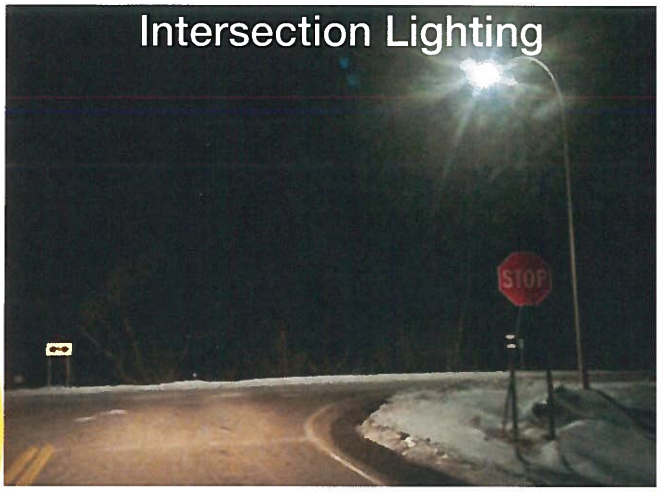

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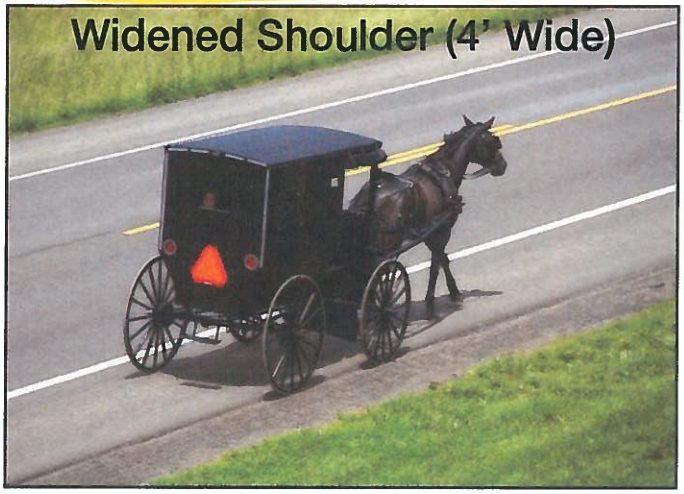

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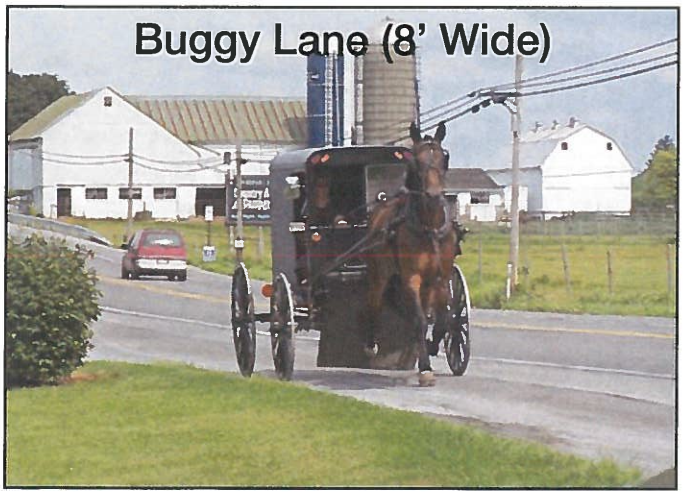

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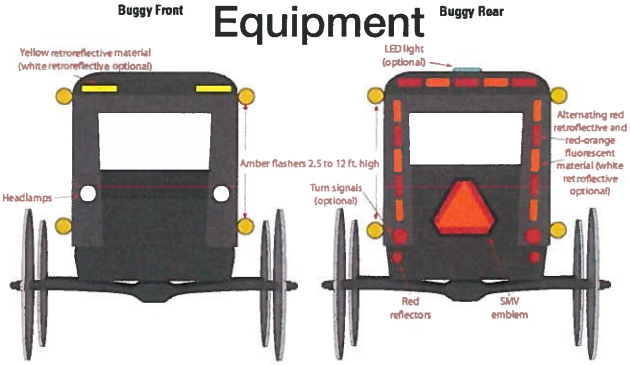

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

A blinking light at Huber Hicksville Edg. would be great along with extra signs + so in the area of the school + Community Building. Widened shoulder on Arrowsmith its extremely narrow.

'mprovements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***







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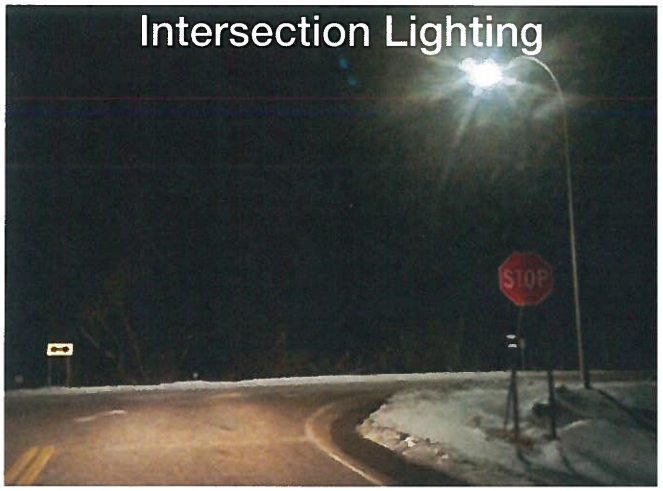
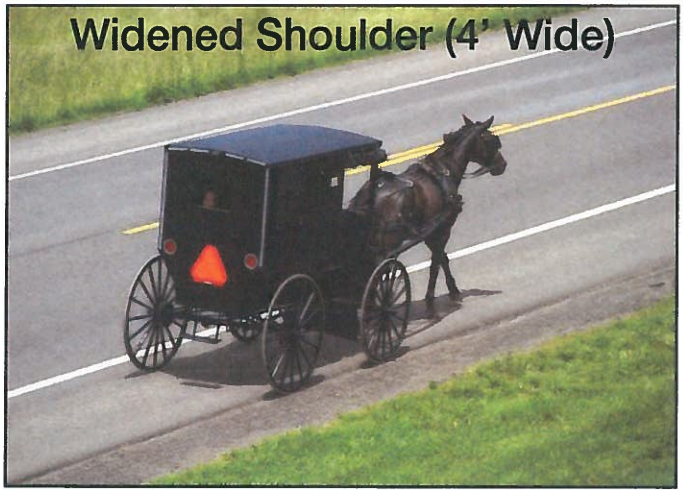


Widened Shoulder (4' Wide)



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Buggy Lane (8' Wide)



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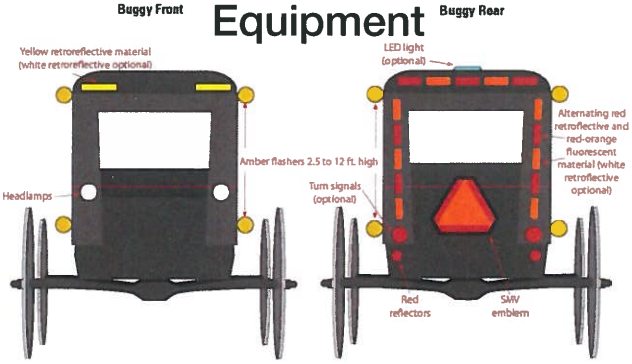

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I don't think we have a big need for Buggy Lanes, however widened Shoulders are bad as it encourages people to "scrape" by with inches to spare when faced with oncoming traffic.

'mprovements Exercise

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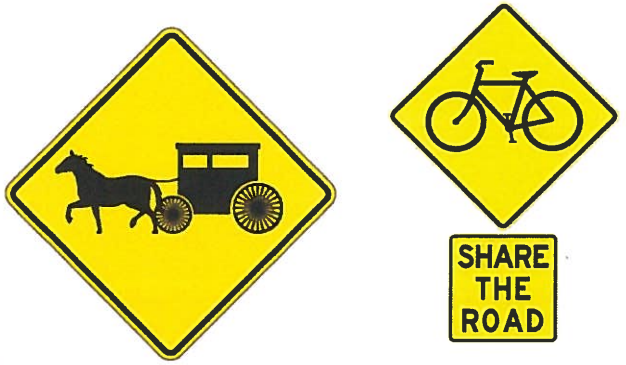
Upgrade Signage

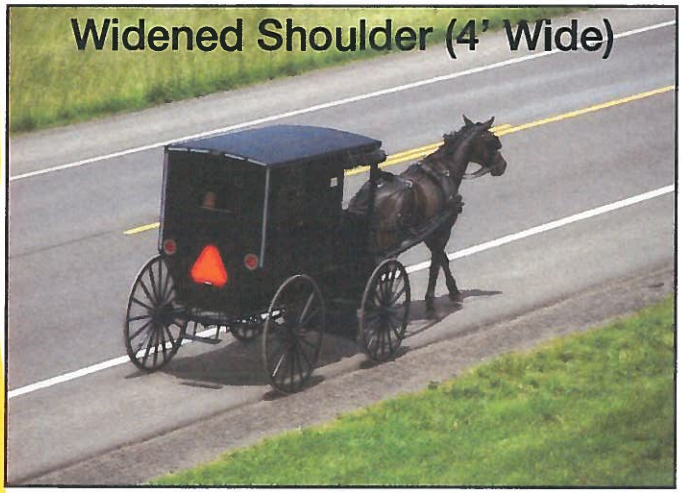
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

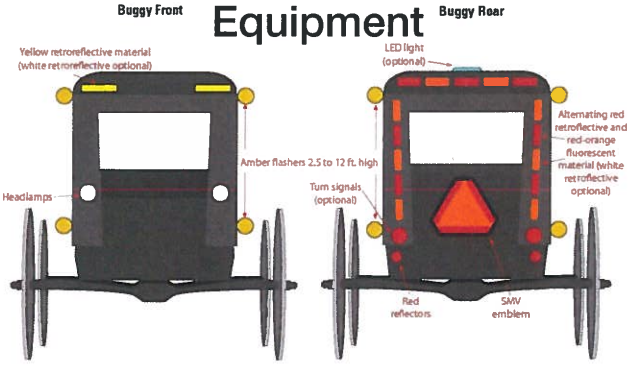


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

St. Rt. 49 should have a widened shoulder / and buggy lane. It is traveled almost every morning and evening / buggies / bikes.

'mprovements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

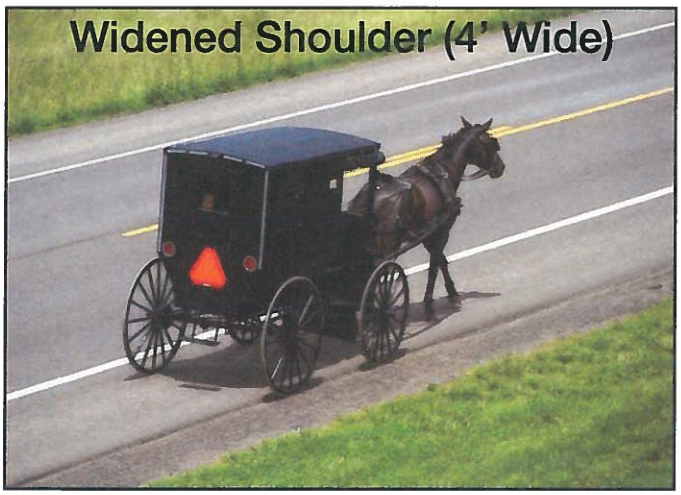
Buggy ***Walk/Bike***



Intersection Lighting



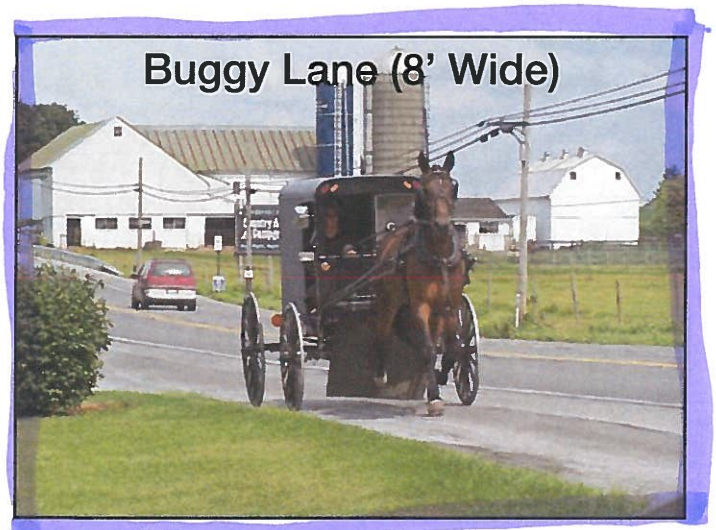
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

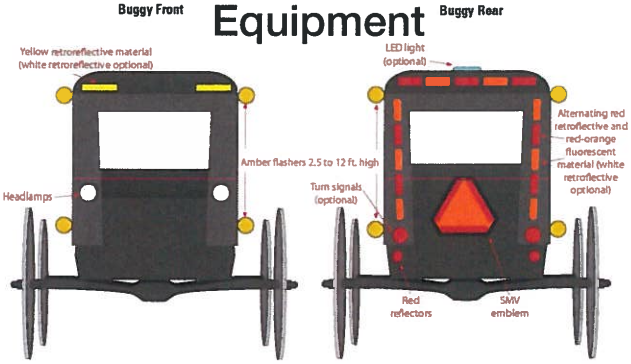


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension. Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

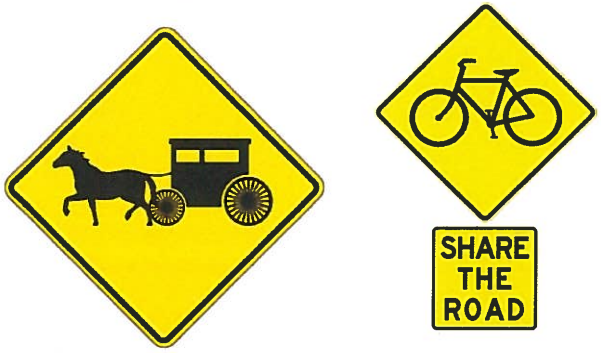
_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

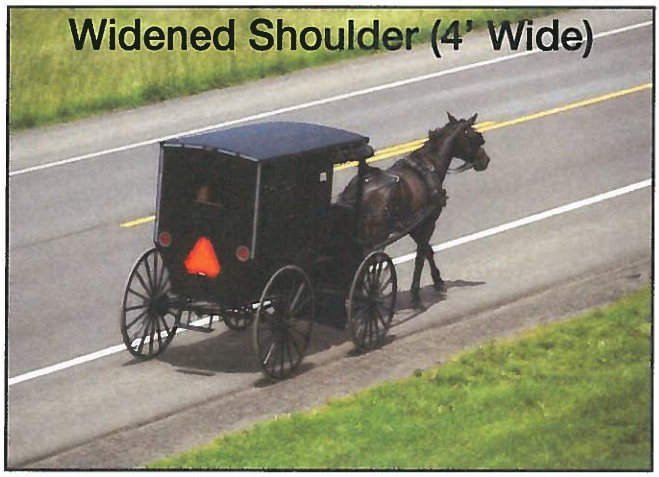
Buggy ***Walk/Bike***



Intersection Lighting



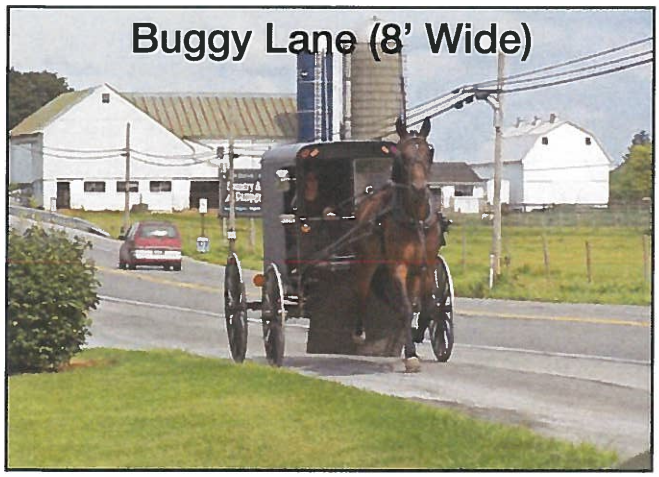
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

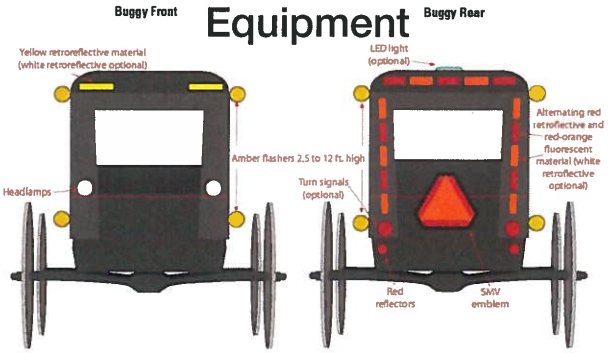


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

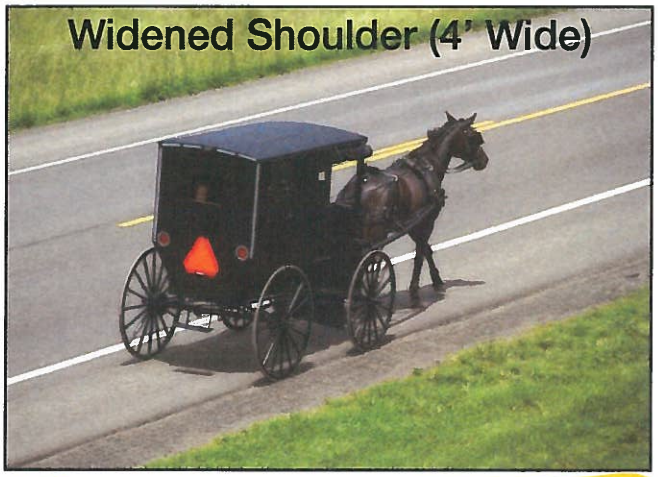




Intersection Lighting



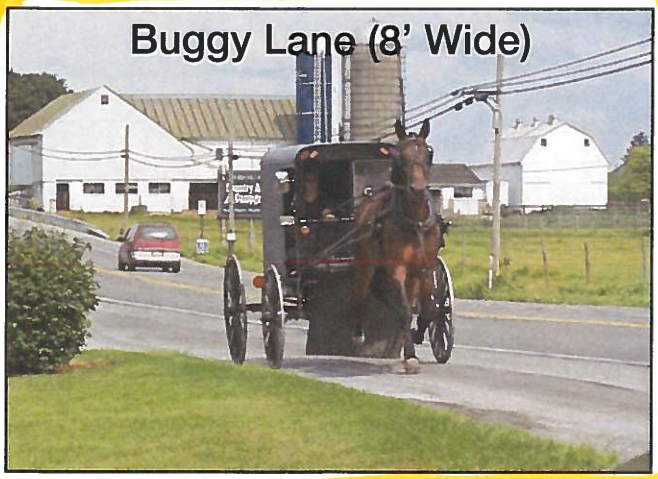
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

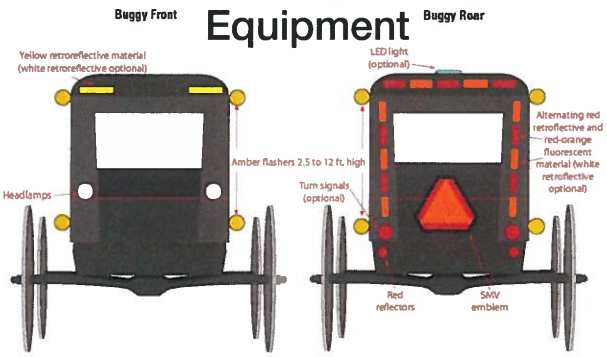


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

4' wide shoulder would be Great for Bike but not a buggy.
I ride Bike every day to Hicksville on Hwy 2. Wide Shoulders would be Great.
I constantly have cars trying to pass with oncoming traffic.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

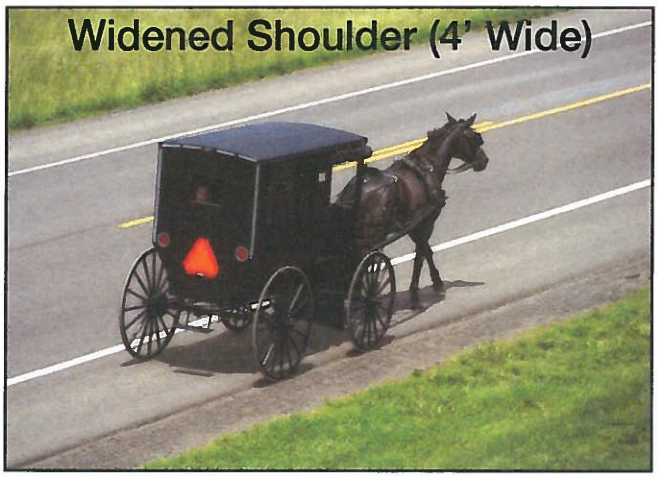
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

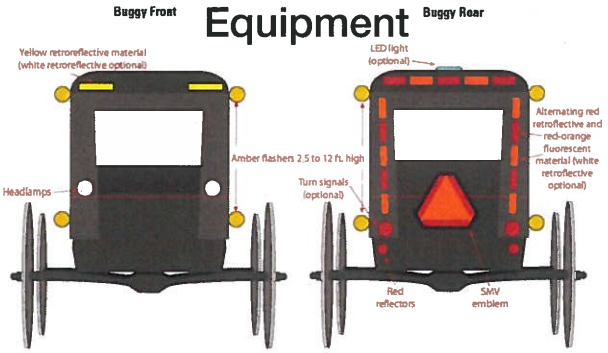


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

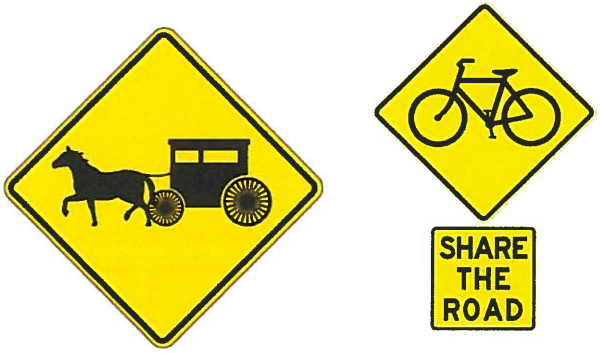
Flashing lights on School Signs
From 8:00 to 8:30 A.M. and 3:00 to 3:30 P.M.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

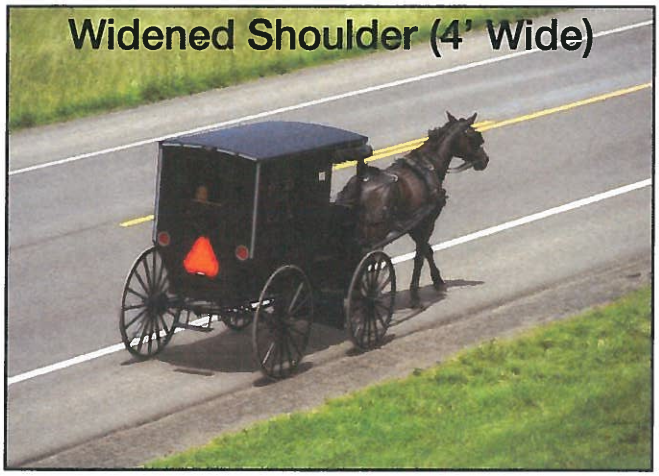
Buggy ***Walk/Bike***



Intersection Lighting



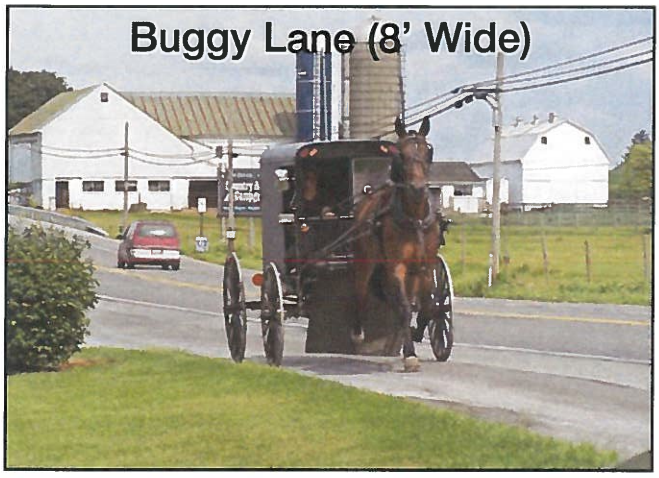
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

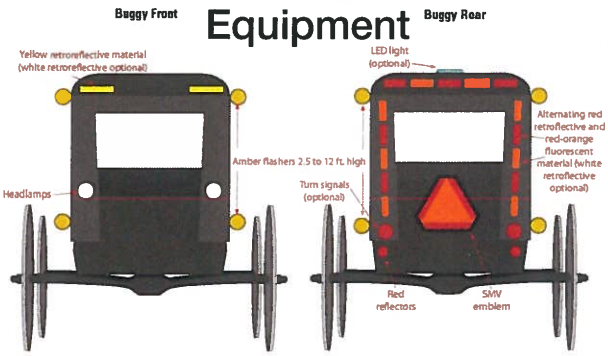


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

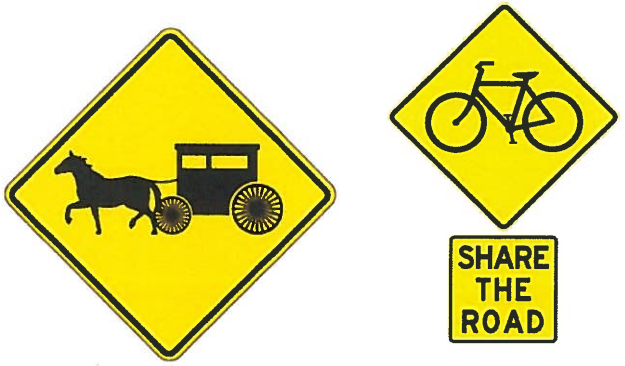
Widen side roads with even berms

'mprovements Exercise

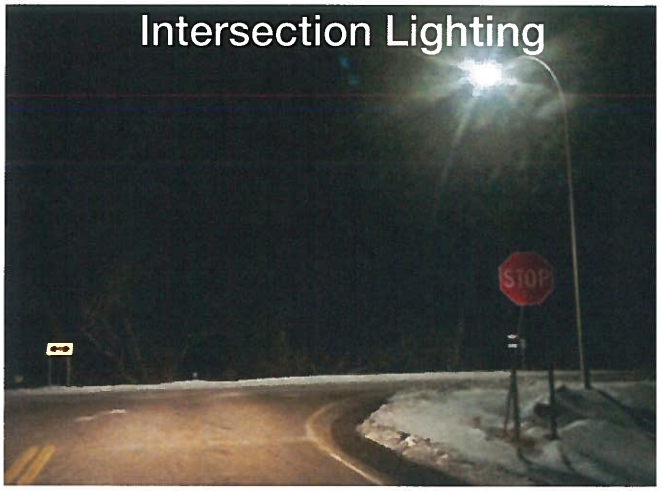
Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

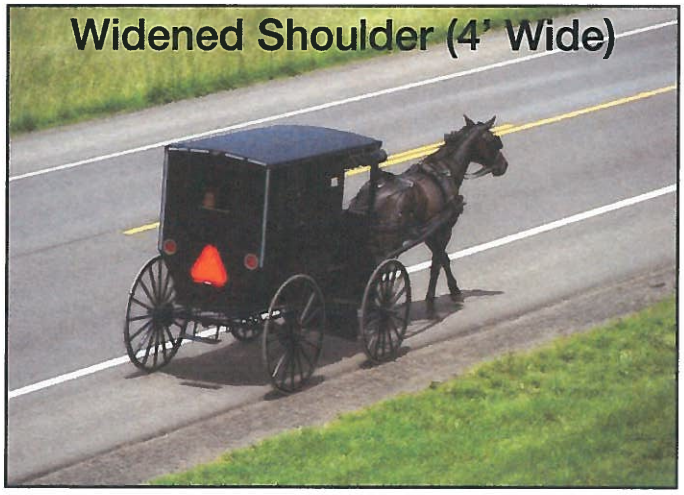
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

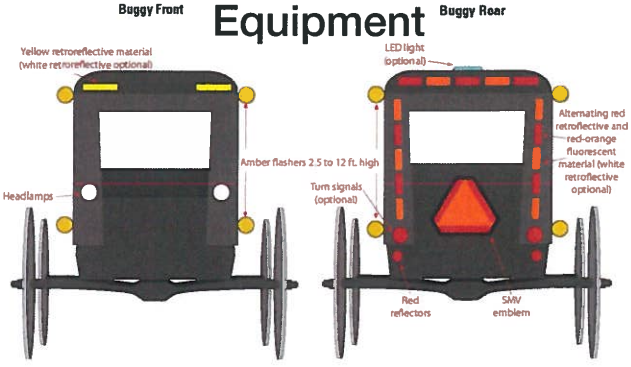


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

STROBE Light

'mprovements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

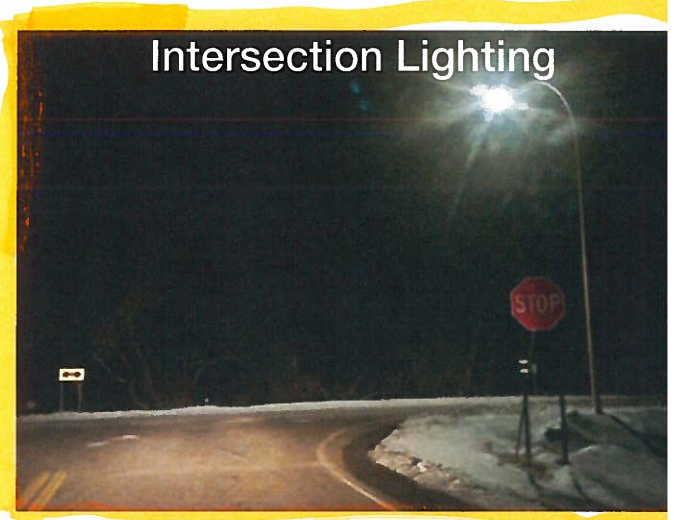
Upgrade Signage

Buggy ***Walk/Bike***

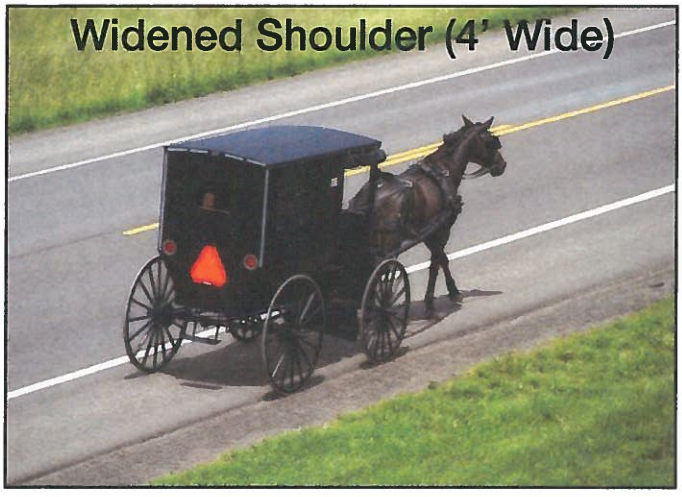




Intersection Lighting



Widened Shoulder (4' Wide)



4' ft for bikes Not buggies

Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension. Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

flashing lights for School Signs

'mprovements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

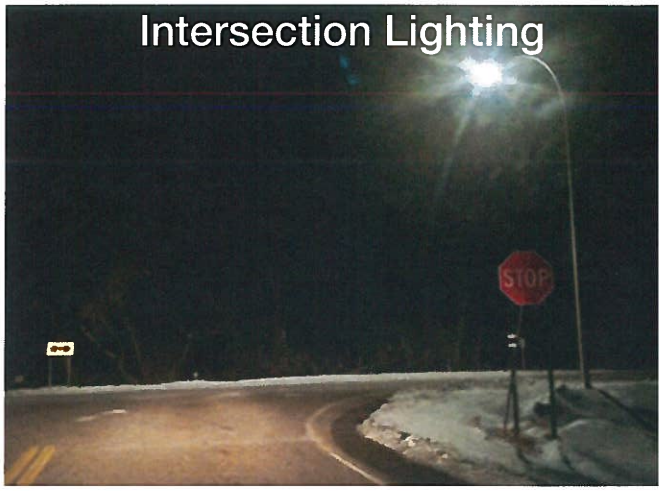
Upgrade Signage

Buggy ***Walk/Bike***

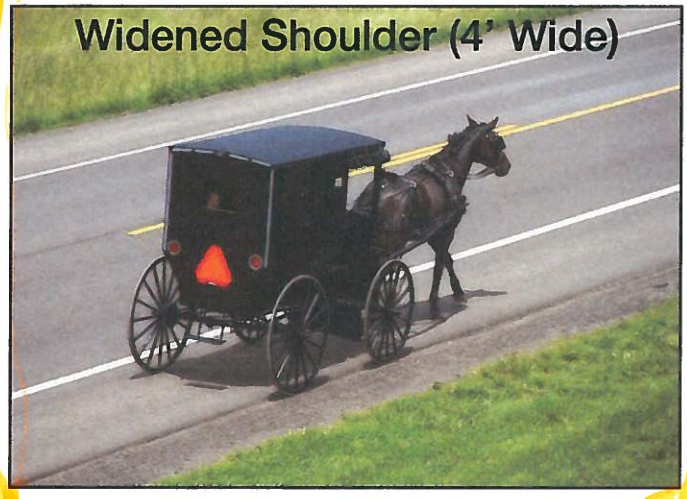




Intersection Lighting



Widened Shoulder (4' Wide)



4' for bikes only

Sidewalk



Buggy Lane (8' Wide)



8' for buggy

Improved Buggy Safety Equipment

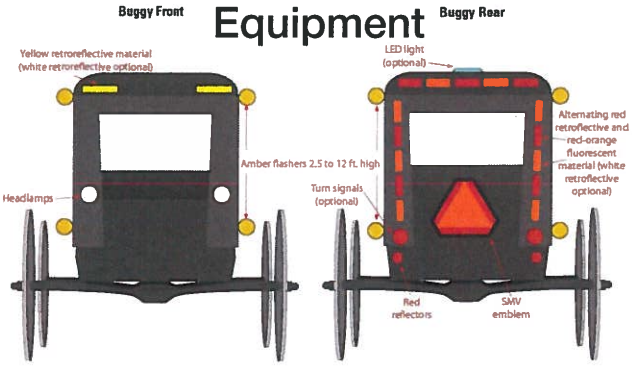


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension. Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Flashing lighted signs for school zones

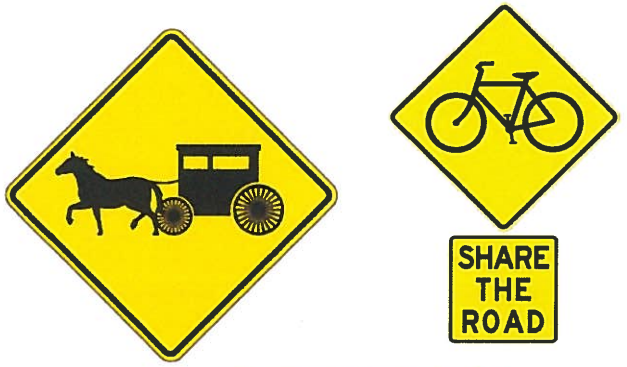
More buggy signs

'mprovements Exercise

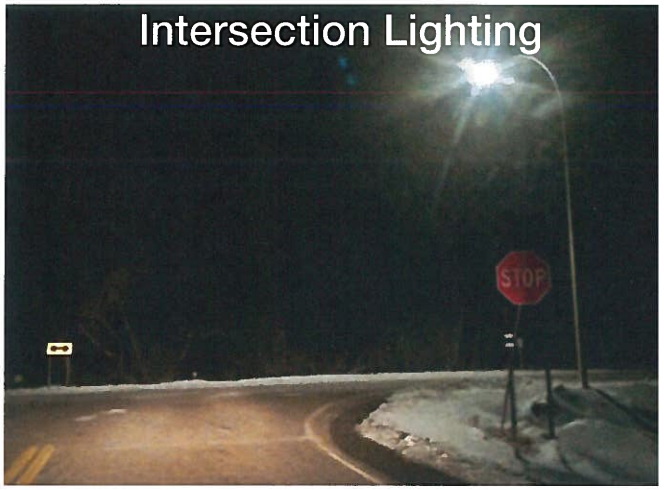
Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

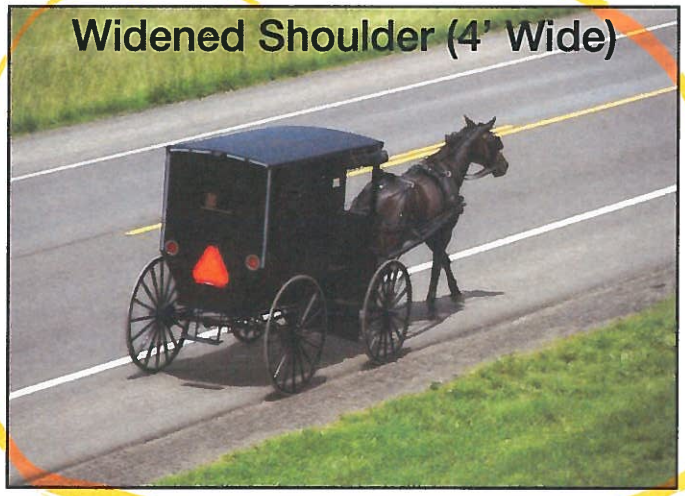
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

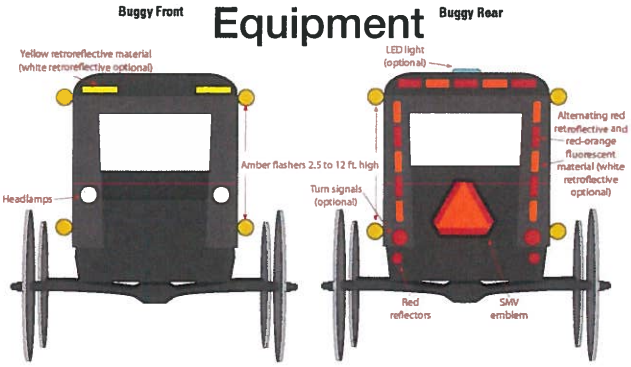


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

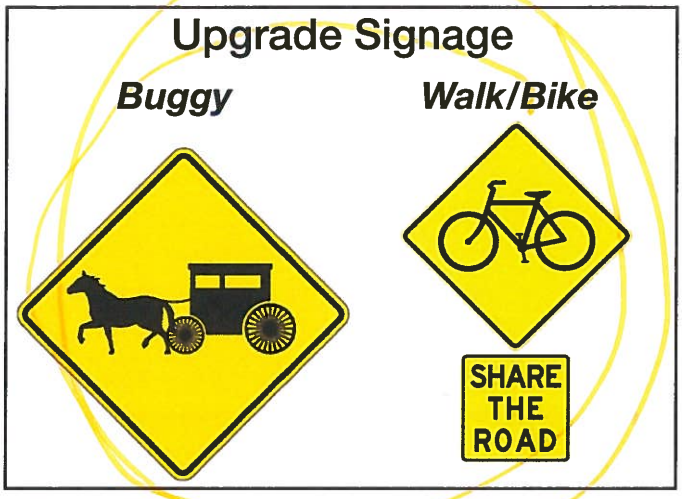
Please share your comments or other improvement ideas below:

We could use a wider shoulder along St Rt 49 between St Rt 249 to Hicksville, (St Rt 2)

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

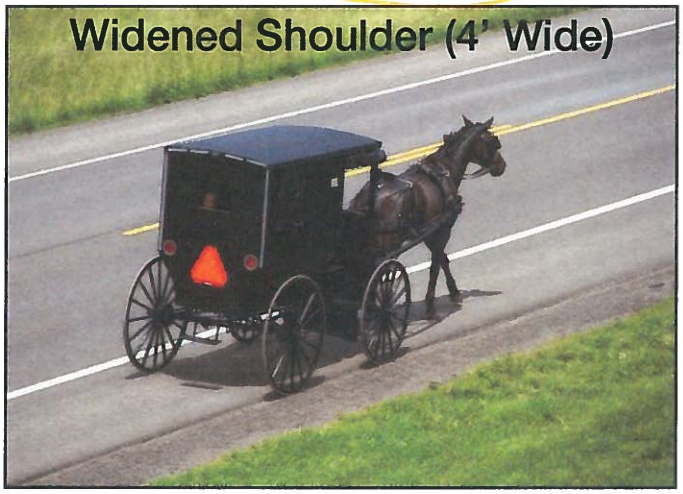
Upgrade Signage



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

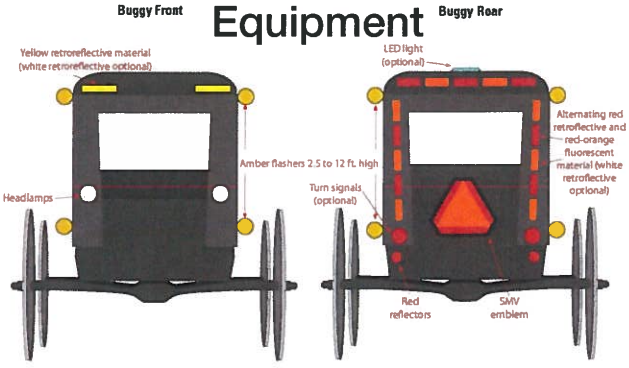


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Comment Sheet

Amish & Non-Motorized Travel Study

Hicksville, Defiance County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Would like to know about the proper lighting on a Buggy
Do you need head light all the time

What is the age to operate a tractor

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Hicksville, Defiance County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

The curve on Hicksville edg. Rd at the Huber intersection could be somewhat straitened or have a blinking yellow light would be great. Some caution flashers in the school zone & by the Community bldng would be great. Thank you for your help. Extra width on Arrowsmith rd & and extra width on SR 49 in the mile between Seever & Arrowsmith.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Hicksville, Defiance County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Please: May we suggest to you - (due to heavy traffic around the school & community buildings) for a flashing advert warning on Hicksville Edgerton Road - "727" -
We see lots of improvement for better traffic courteous serve the Police help - THANK-YOU! Patroling helps.

OHIO DEPARTMENT OF TRANSPORTATION

Gallia County Meeting Results

April 11th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

blind curve at privat drive

SR160 outsi Vinton

N

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

345 → Mobley
Sight distance
is sue
turning left

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Bridge is blinded 8 month out of the year

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



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Buggy Safety Exercise



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Buggy Safety Exercise



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Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

325 and Holcomb Rd

Buggy Safety Exercise



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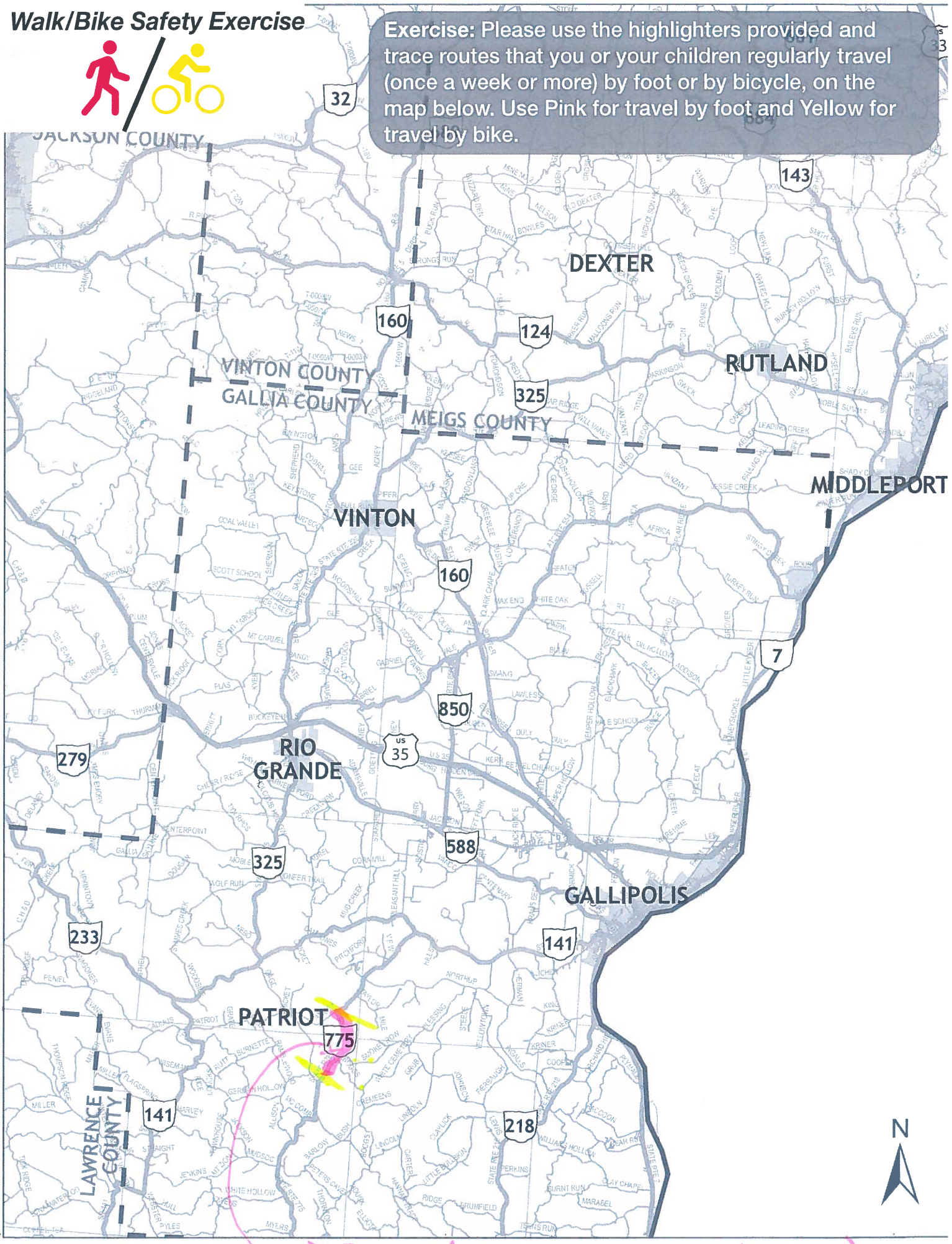
Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Walk/Bike Safety Exercise

Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.



Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

rolling + population school children

Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

Walk/Bike Safety Exercise



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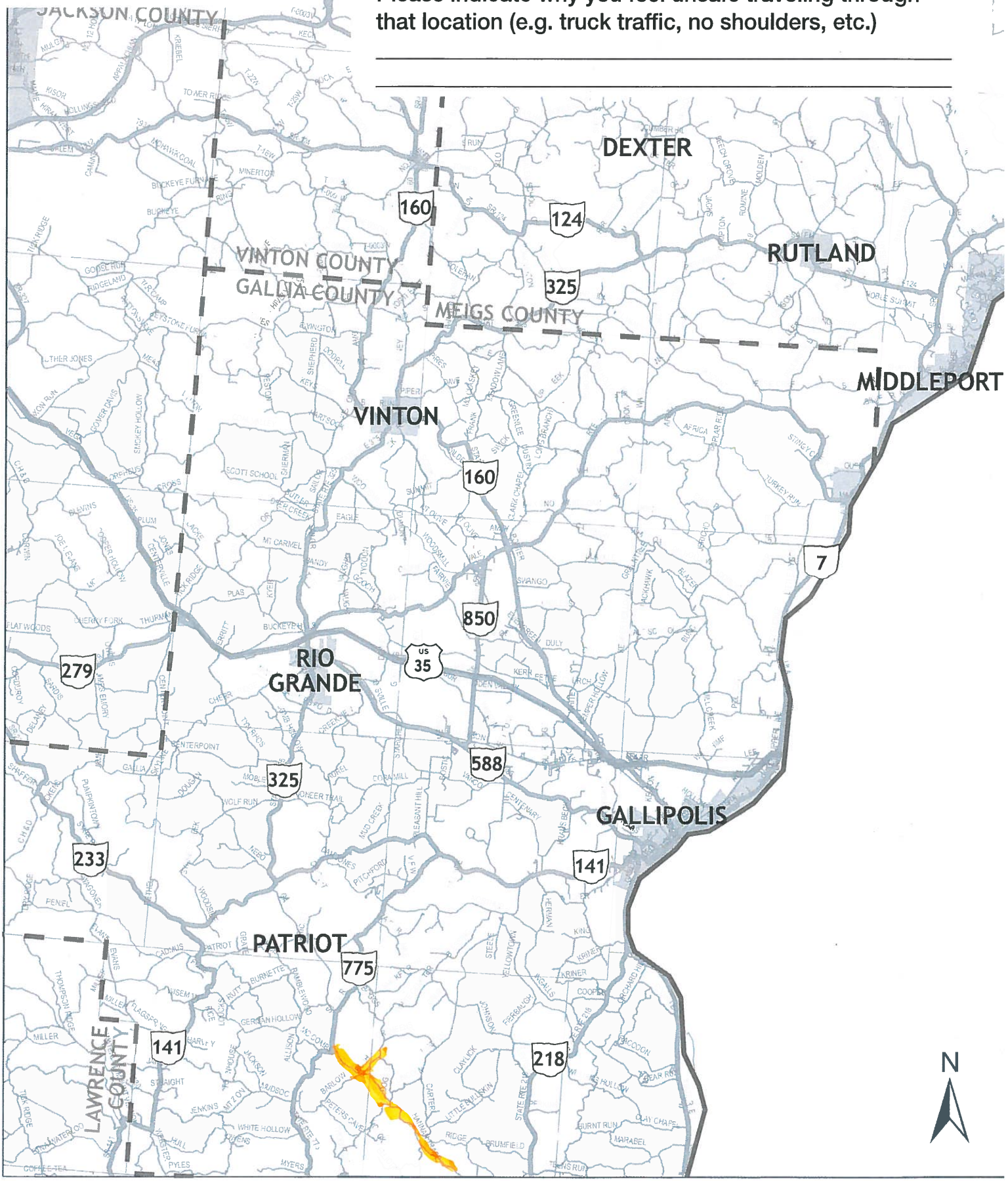
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

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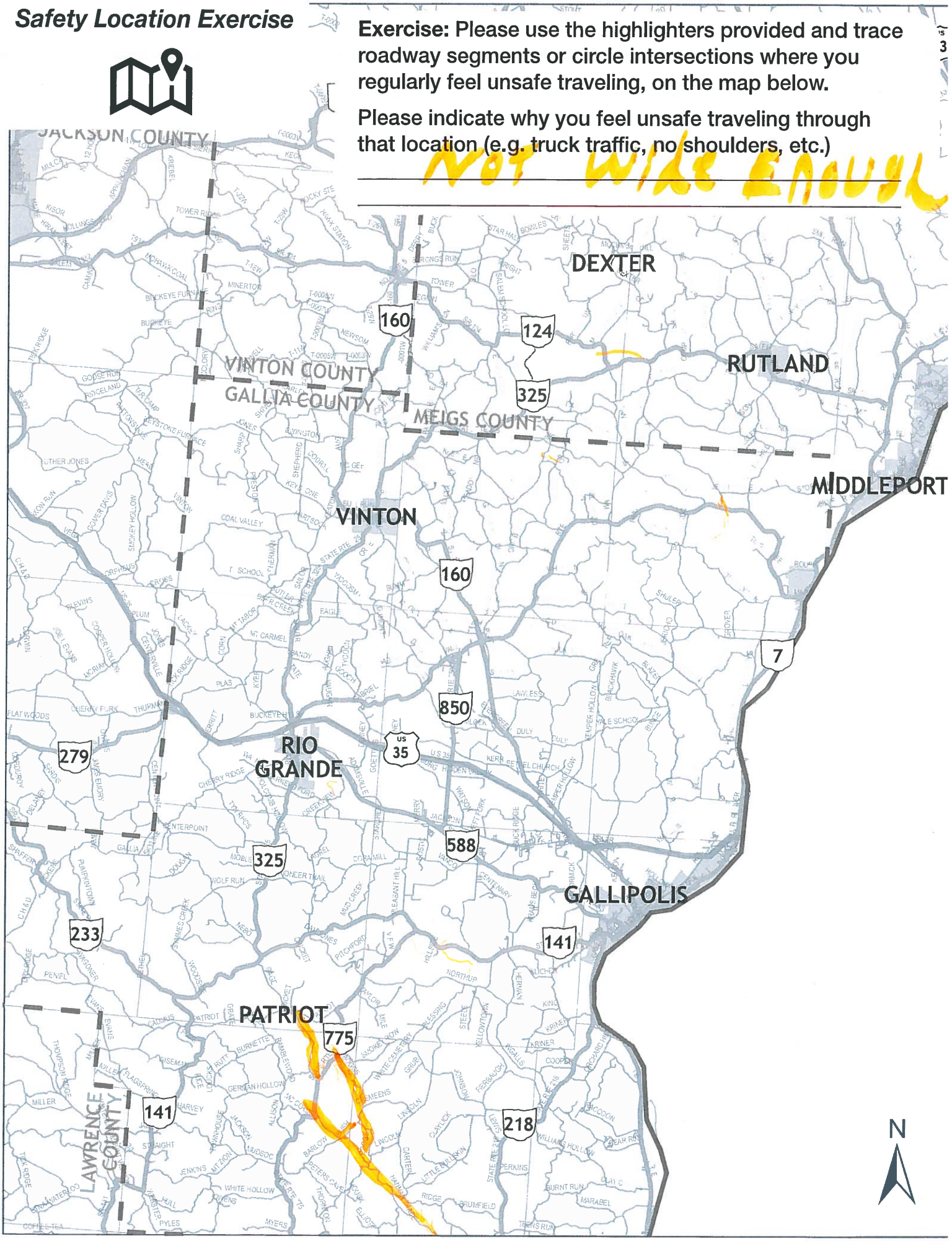
Not Wide Enough



Safety Location Exercise

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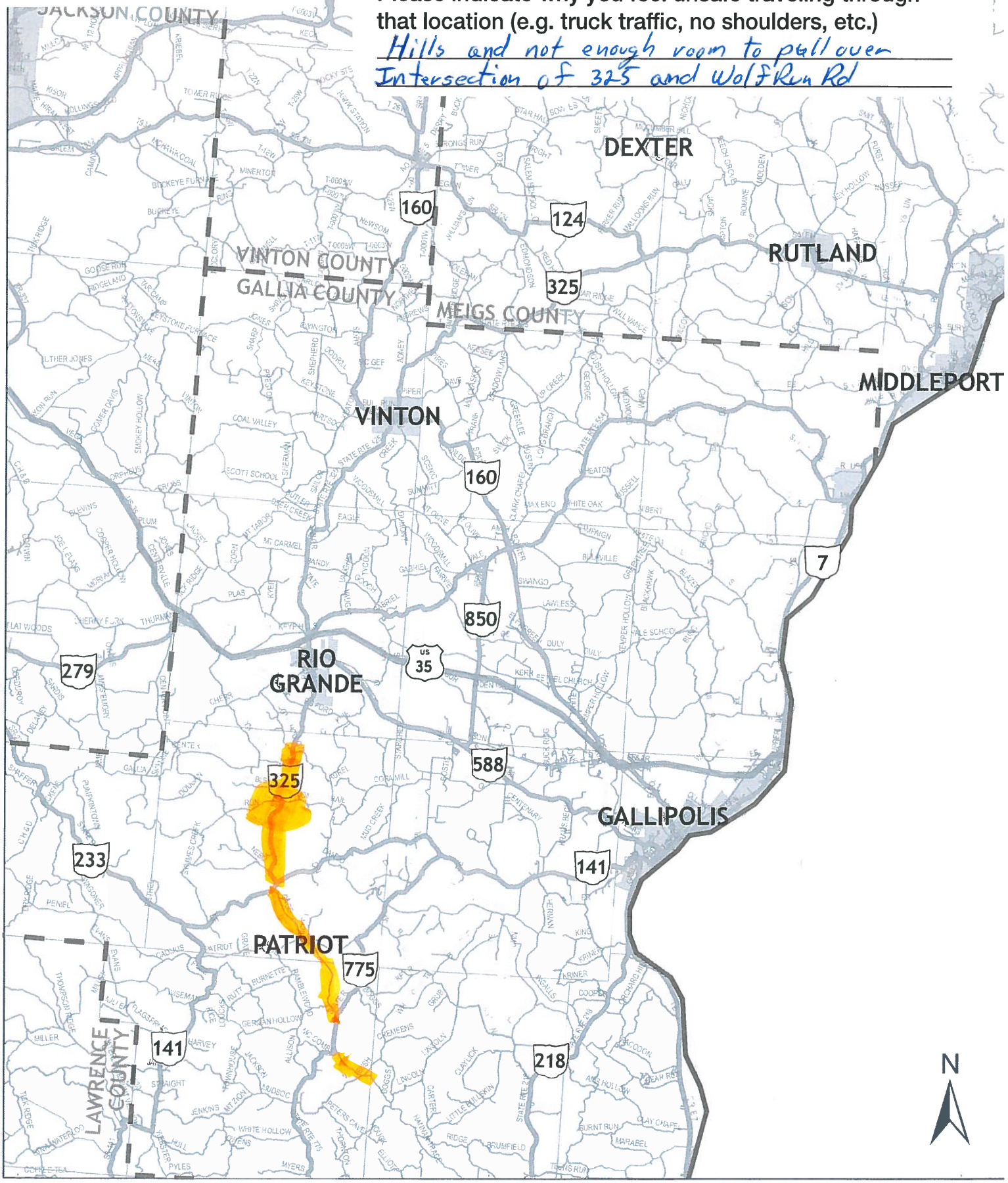
Hills and not enough room to pull over
Intersection of 325 and Wolf Run Rd



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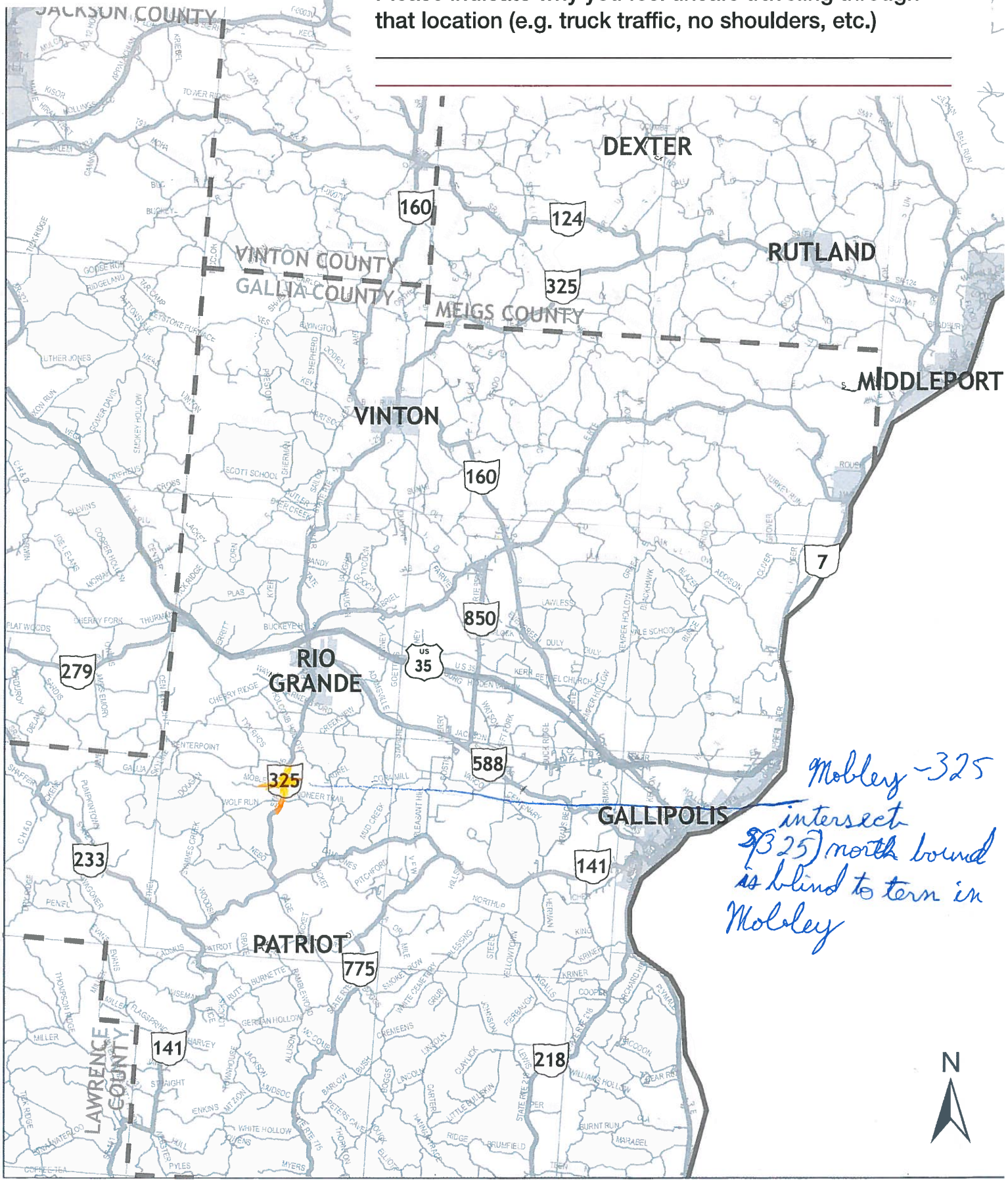


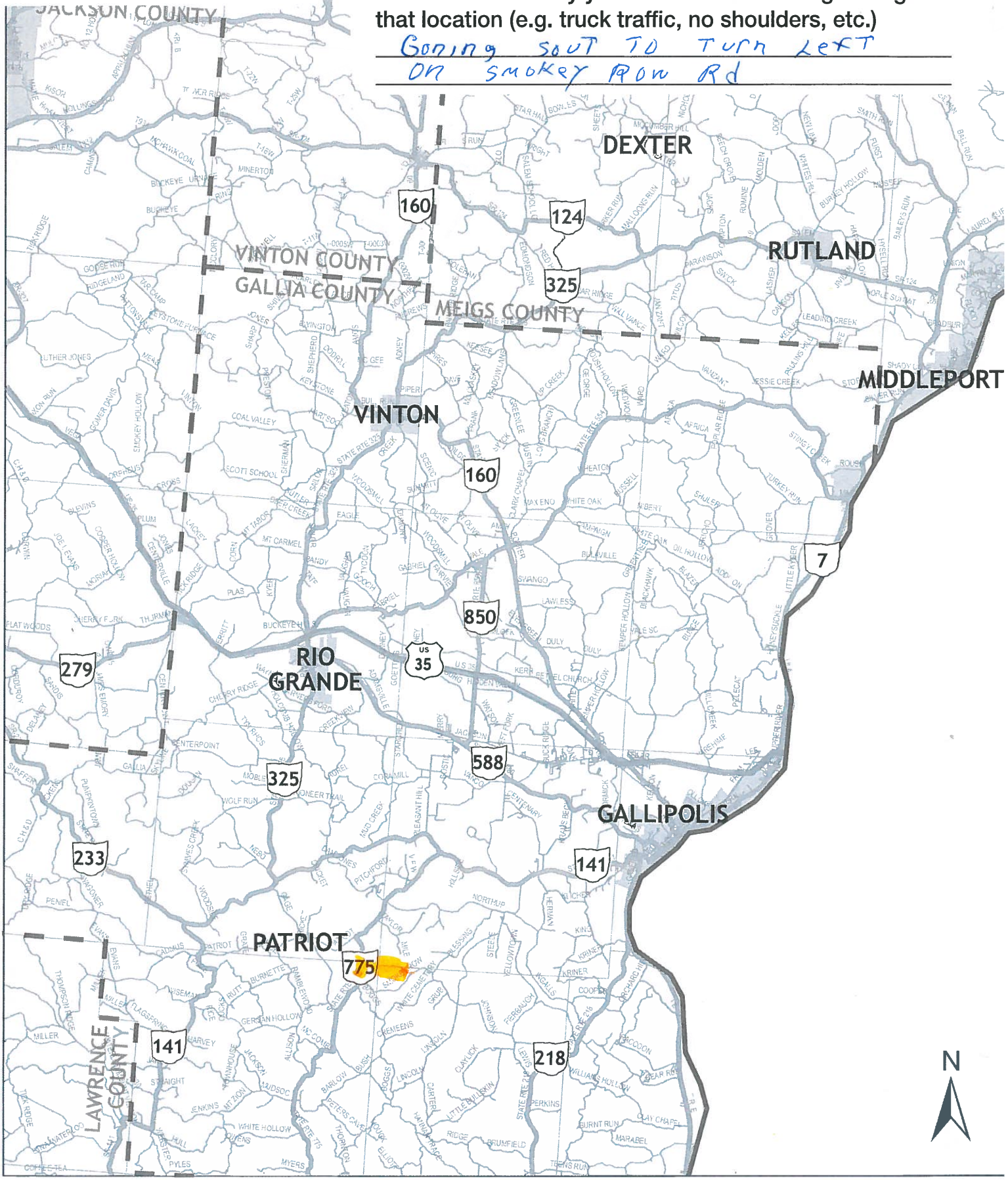
Mobley - 325 intersect (325) north bound is blind to turn in Mobley

Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Going SOUT TO Turn LeFT
ON Smokey Row Rd



Safety Location Exercise

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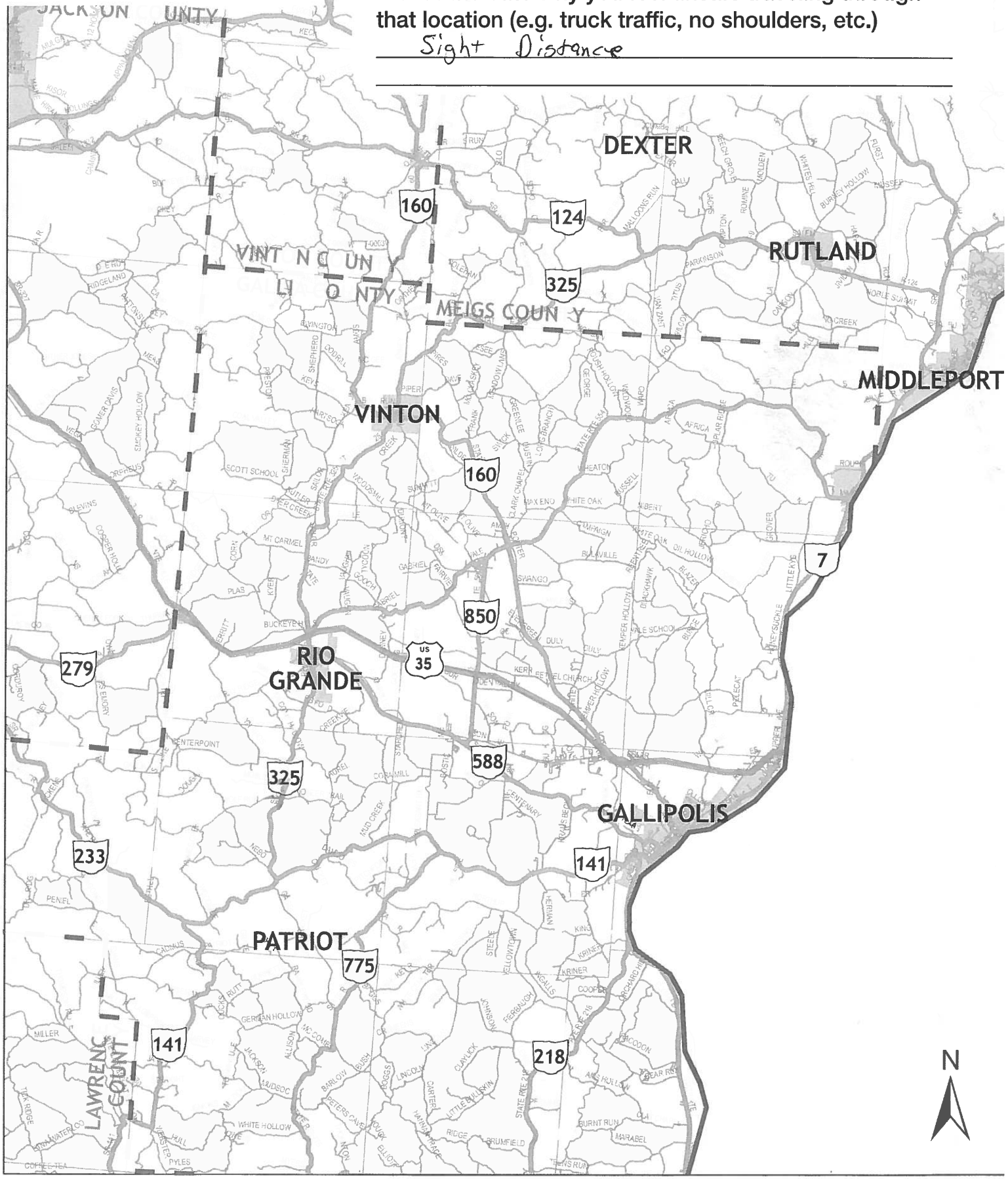
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Sight Distance



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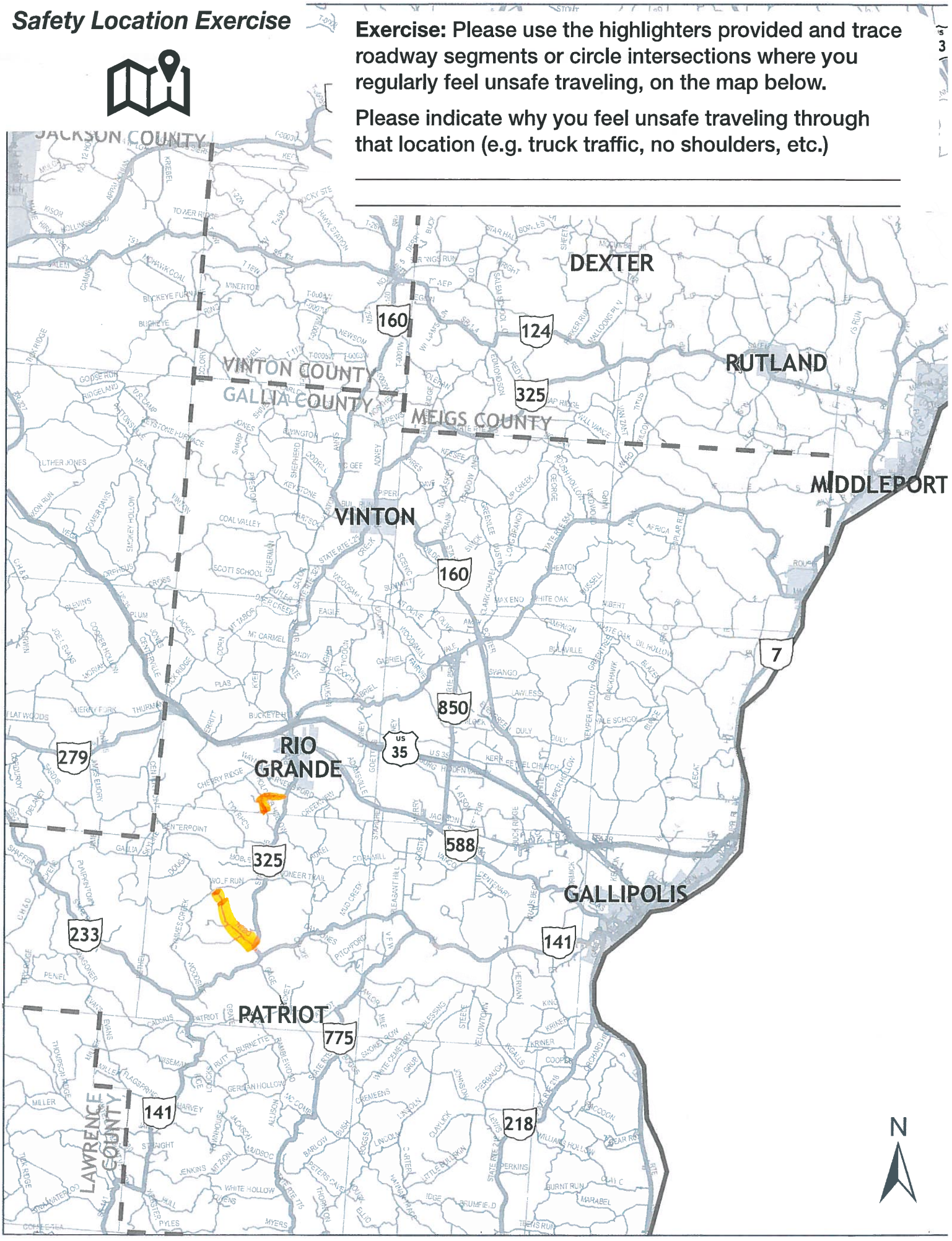
_____

_____



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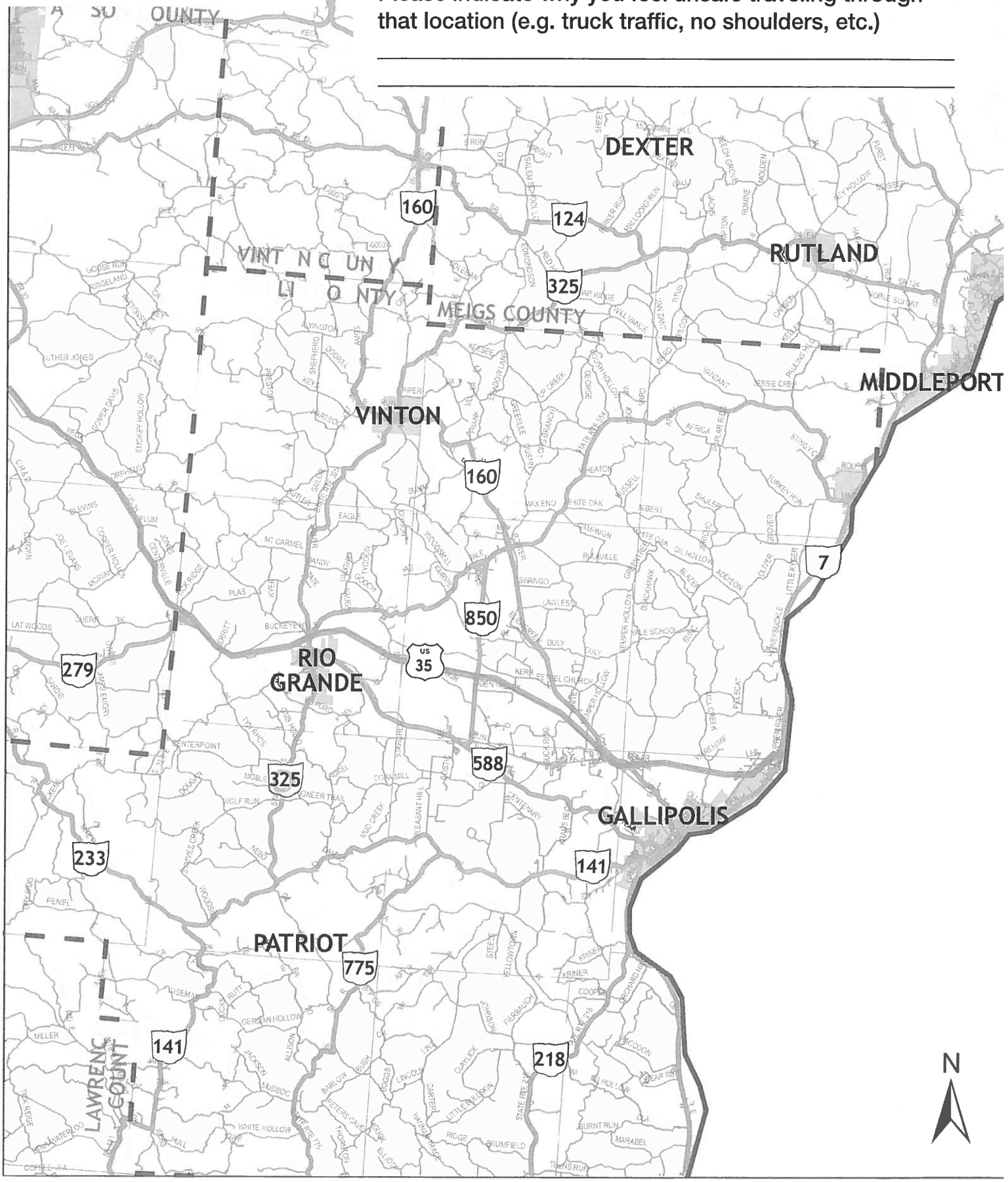

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BLIND – Mobley Rd & 325

Wolf Run & 325 ⟶ Sight Distance / Curve

Crossing Intersection Issue



Safety Location Exercise

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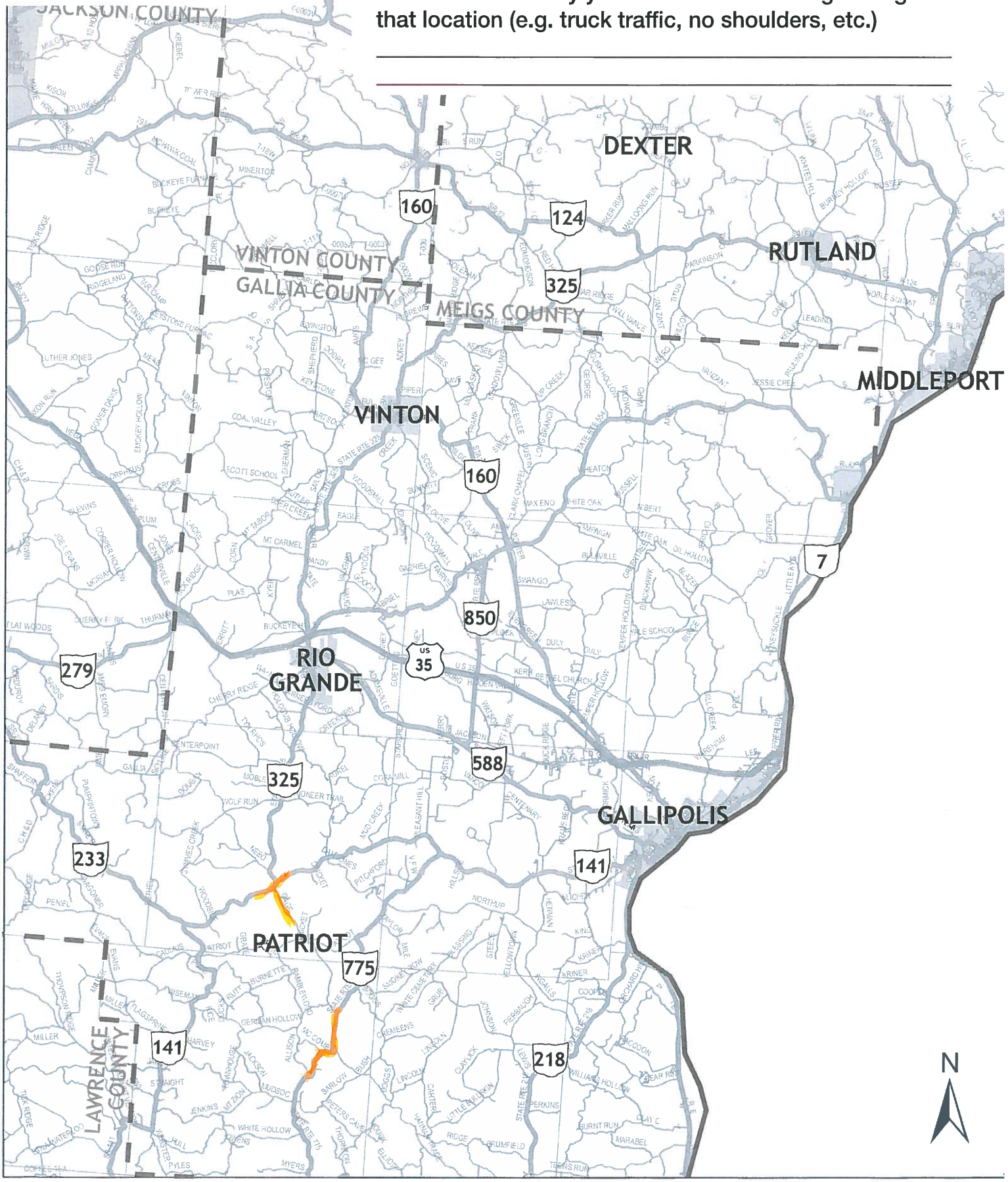

Safety Location Exercise

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Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Narrow (not enuf space)



Safety Location Exercise

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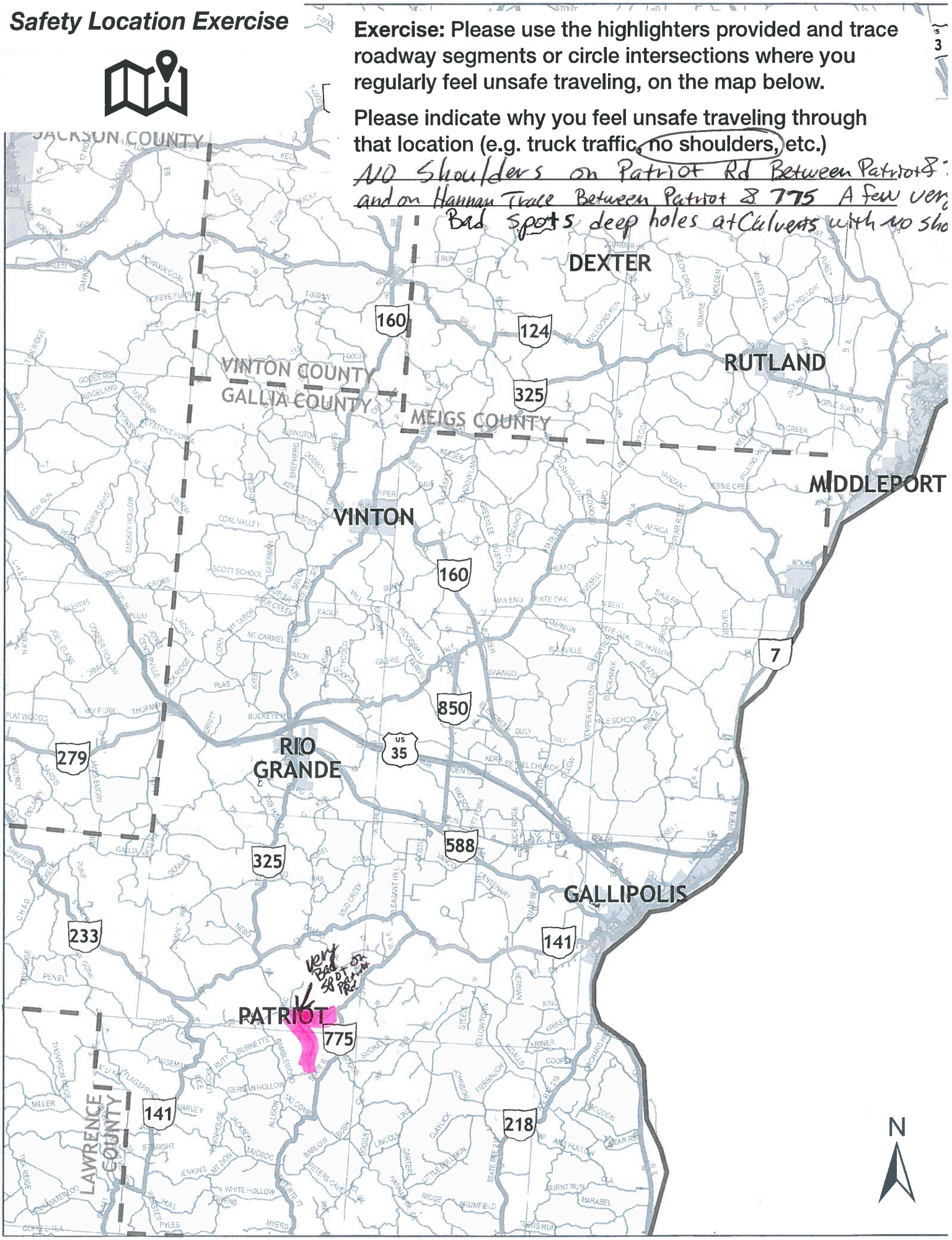
No Shoulders on Patriot Rd Between Patriot & 7
and on Hannan Trace Between Patriot & 775 A few very
Bad spots deep holes at Culverts with no sho



Safety Location Exercise

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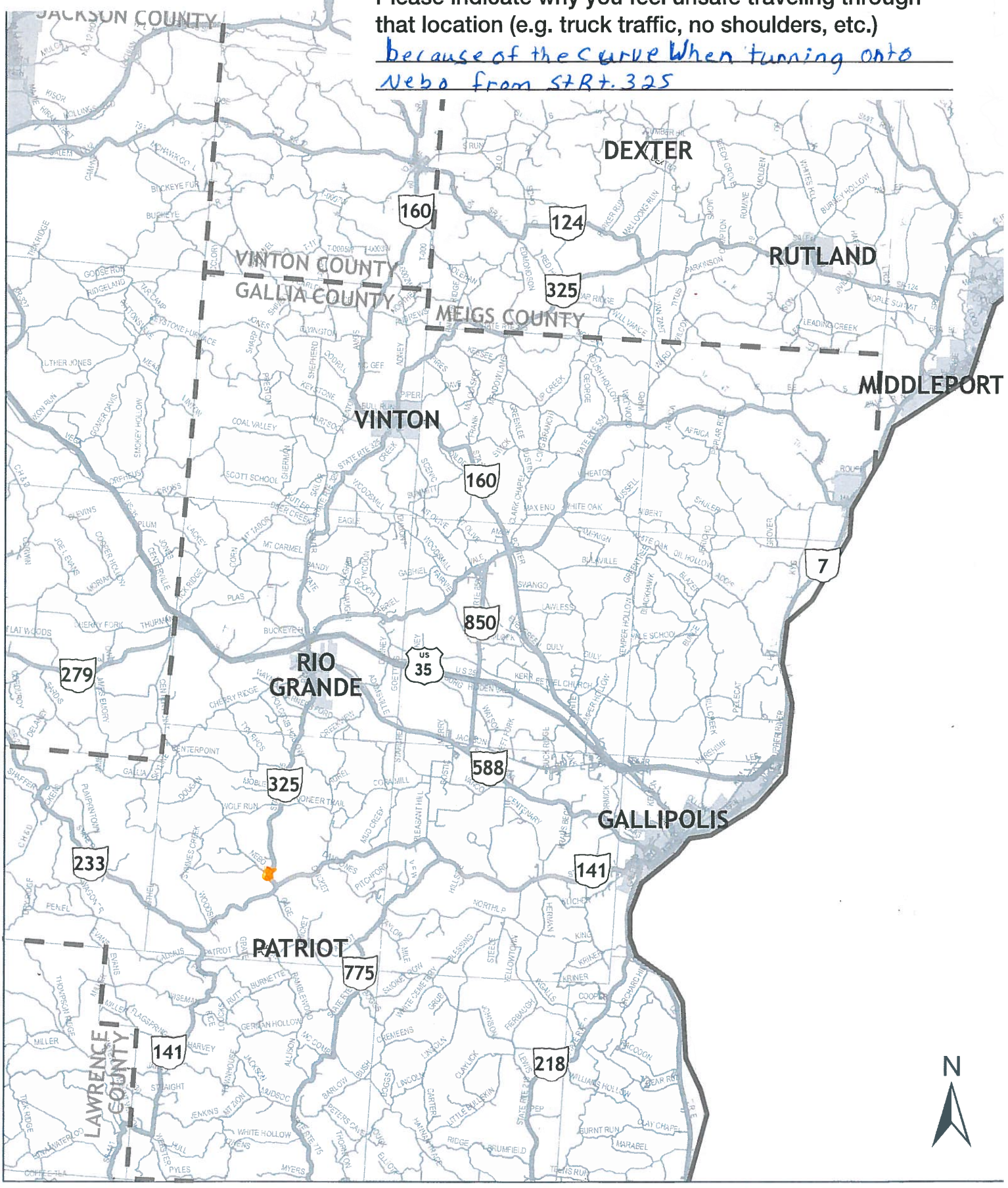
because of the curve When turning onto Nebo from St Rt. 325



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

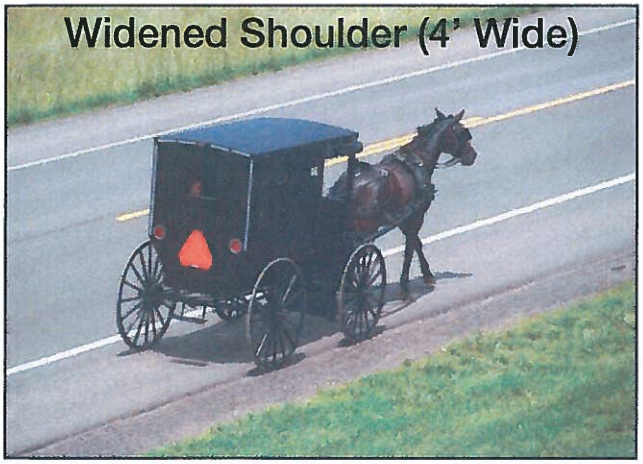




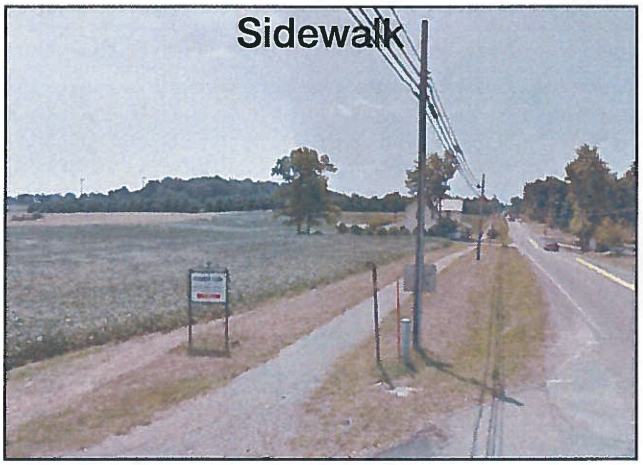
Intersection Lighting



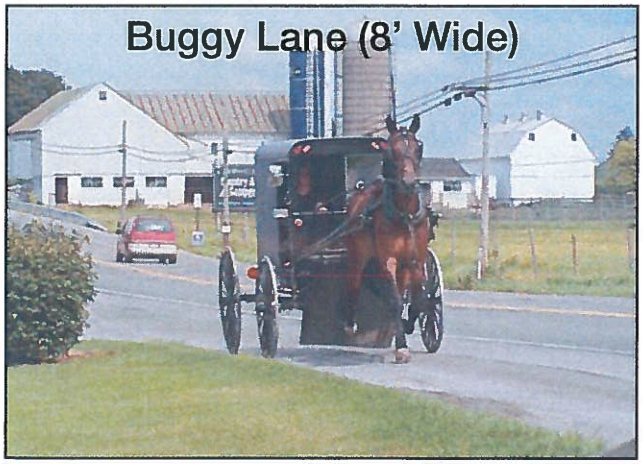
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

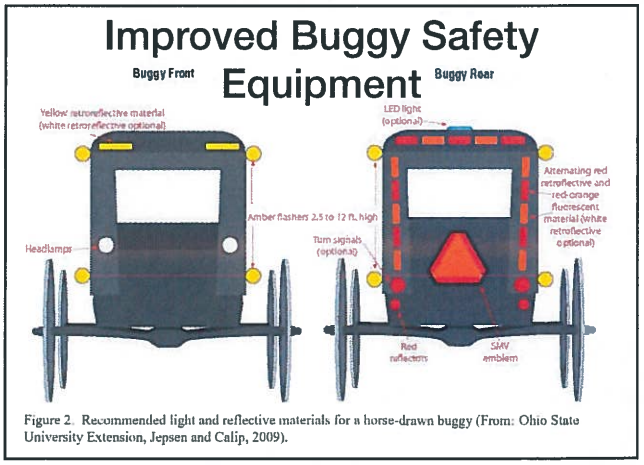


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Wider Sholders help

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

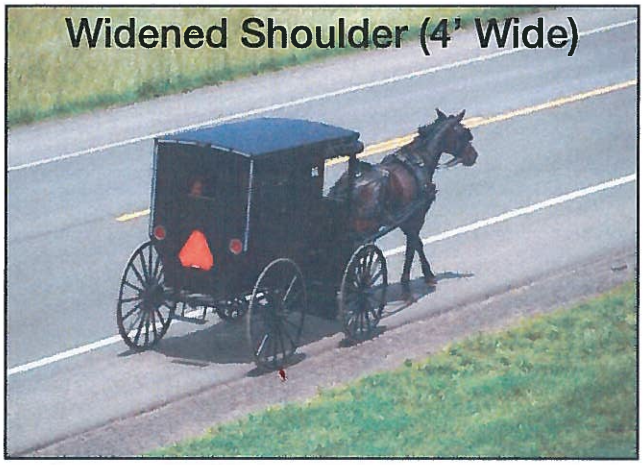




Intersection Lighting



Widened Shoulder (4' Wide)



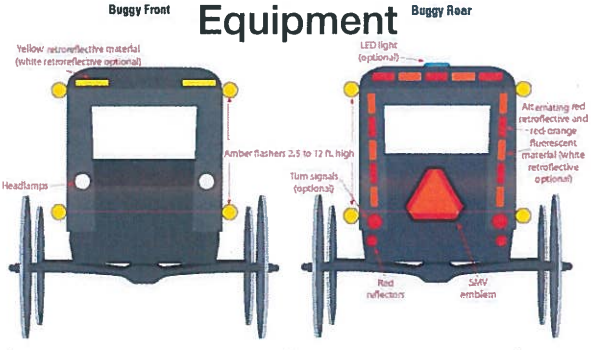
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Wider shoulders

Improvements Exercise

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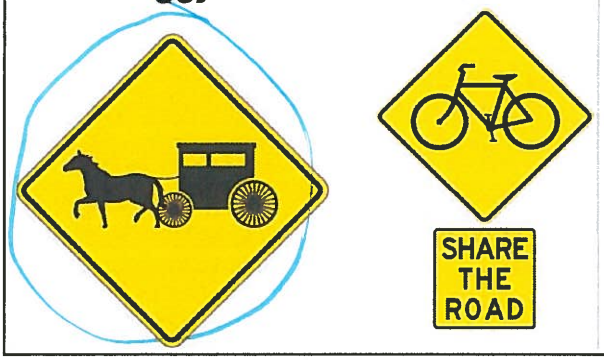
Buggy ***Walk/Bike***



Intersection Lighting



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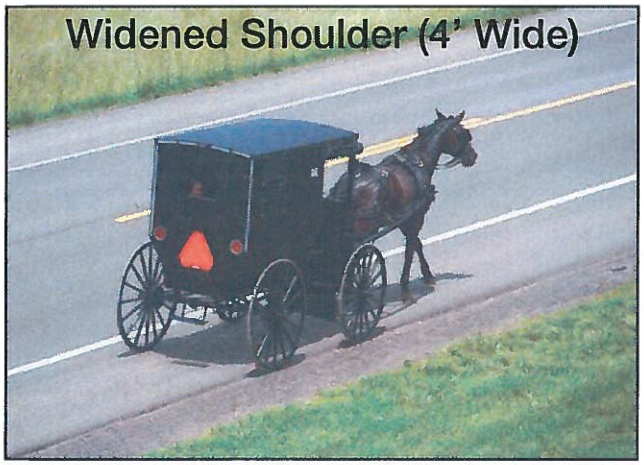

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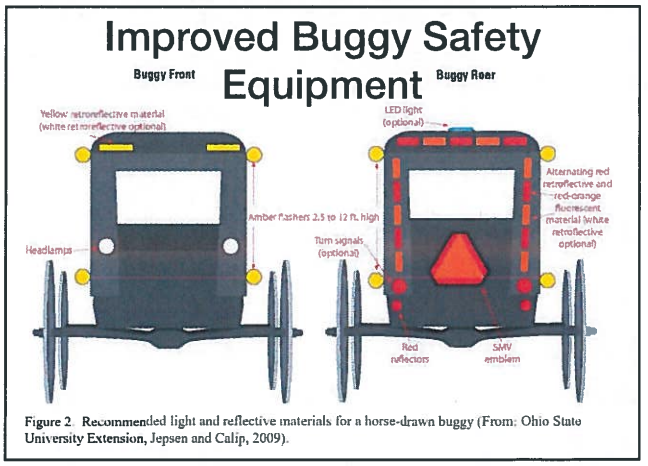
Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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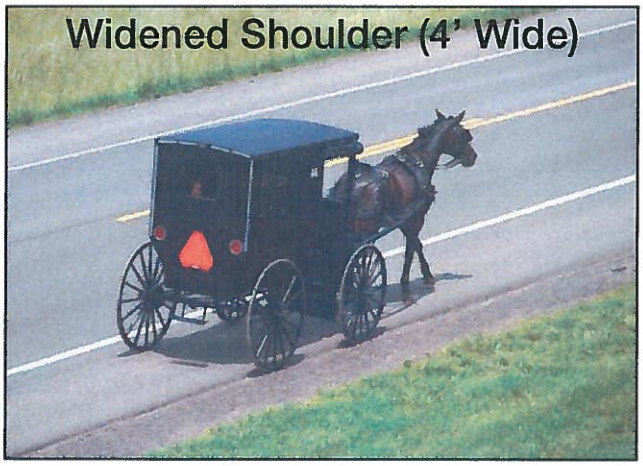

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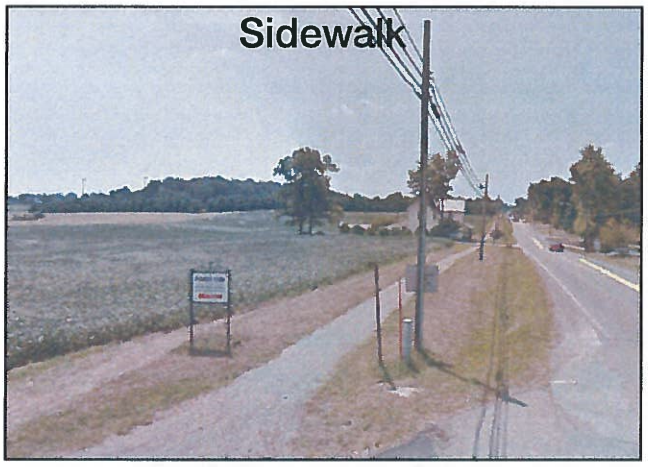
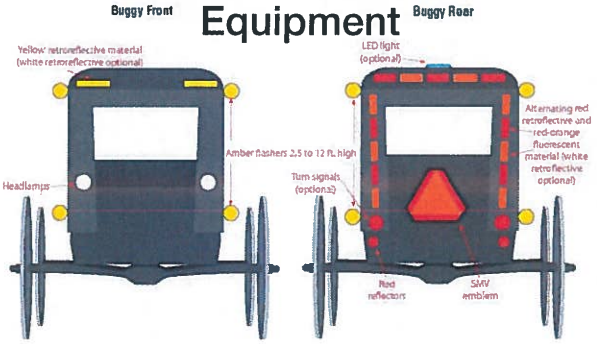


Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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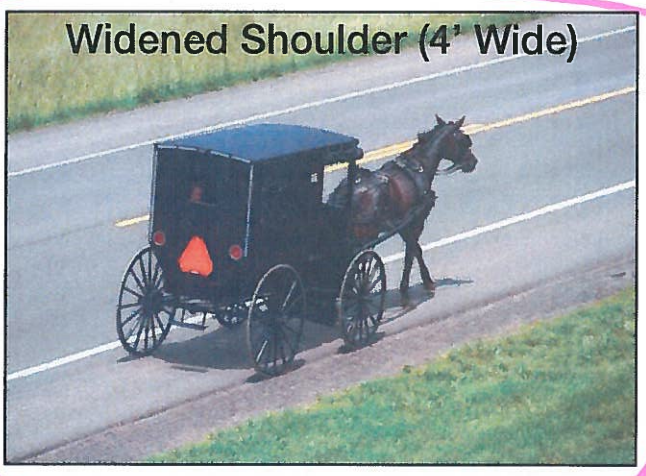

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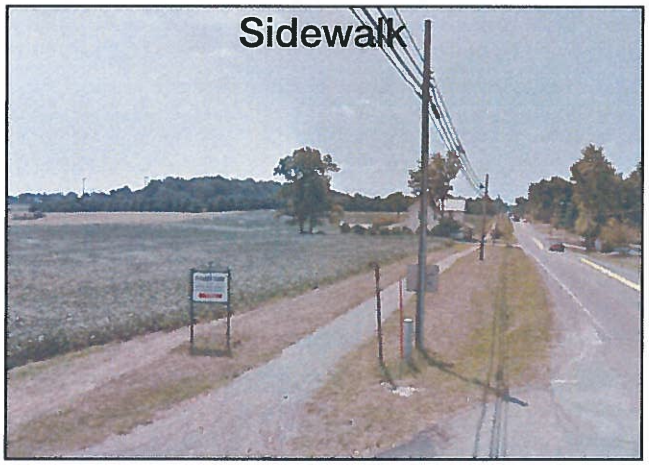

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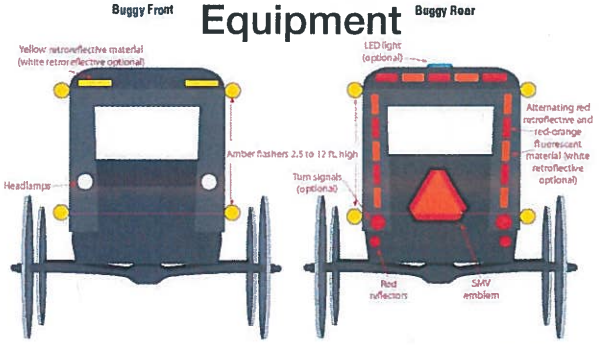

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_____

_____

_____

Comment Sheet

Amish & Non-Motorized Travel Study

Patriot, Gallia County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We travel Dan Jones a lot. Some people avoid it as most of it is gravel and sometimes get pretty rough in winter. Black top would increase usage and keep more buggys off the State Routes or less of. Chip & seal does not work good for Horse & buggy (tractors) if there are steep hills as those get real slick in cold weather

OHIO DEPARTMENT OF TRANSPORTATION

Noble County Meeting Results

May 28th, 2019

Buggy Safety Exercise



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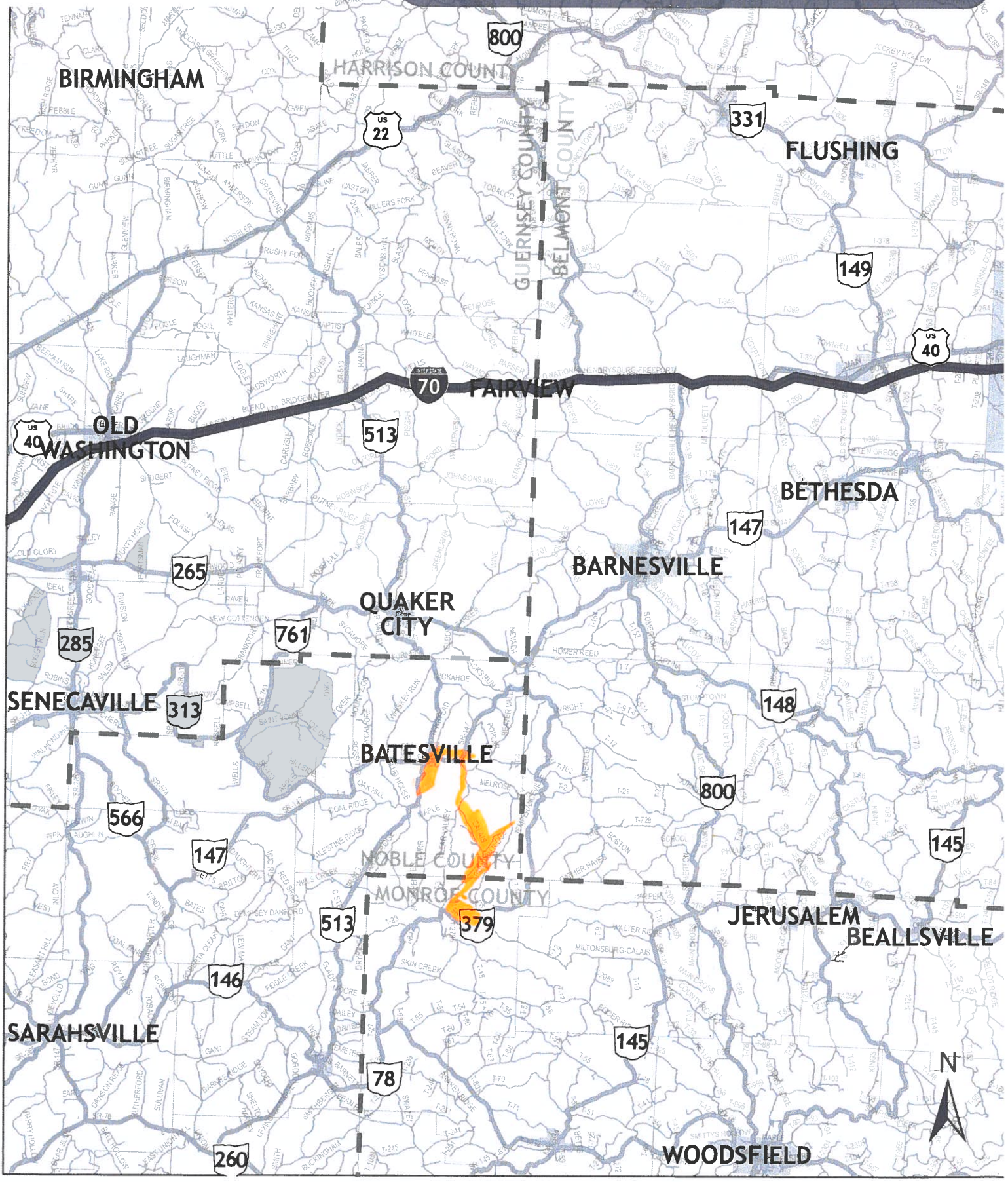

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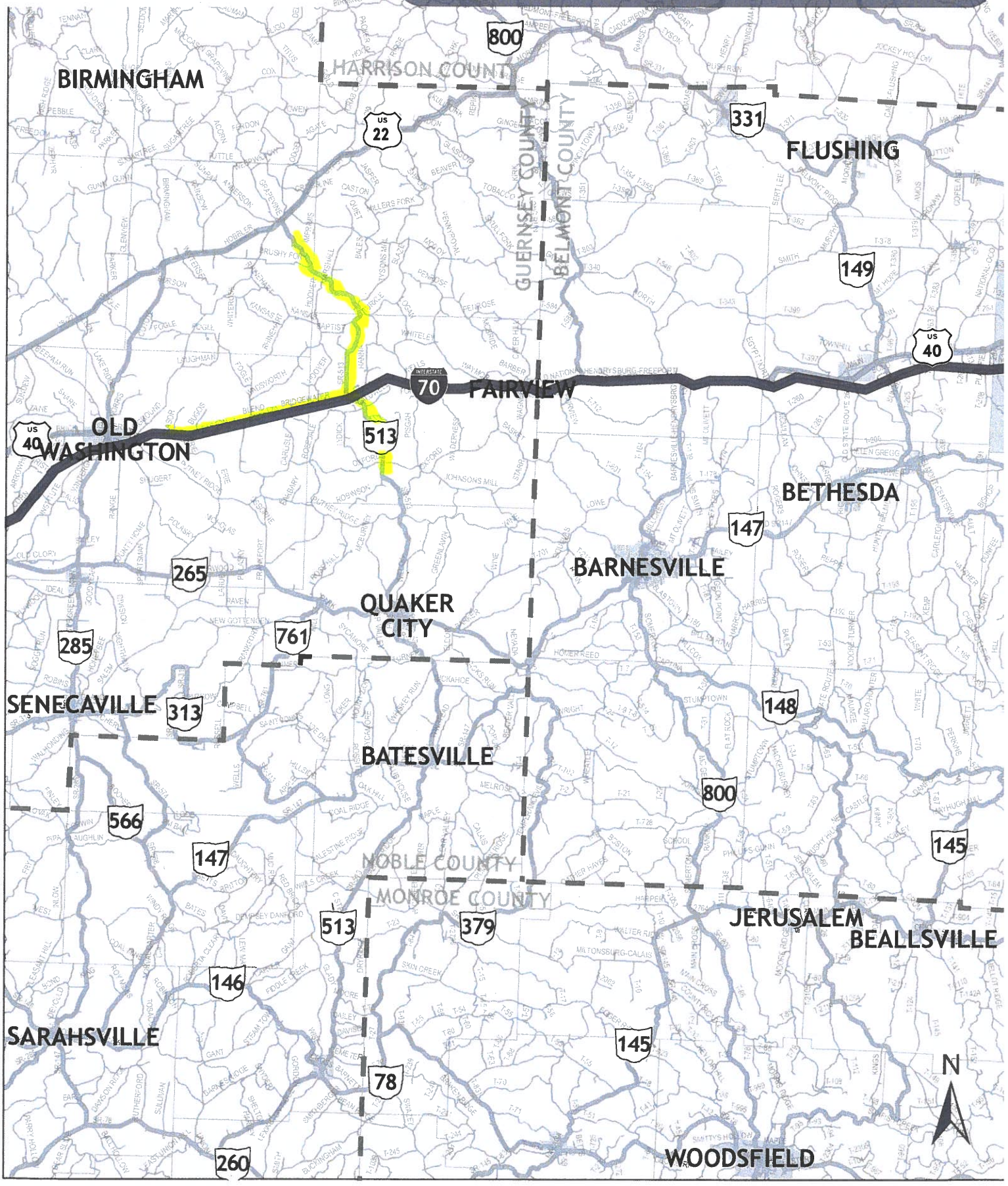

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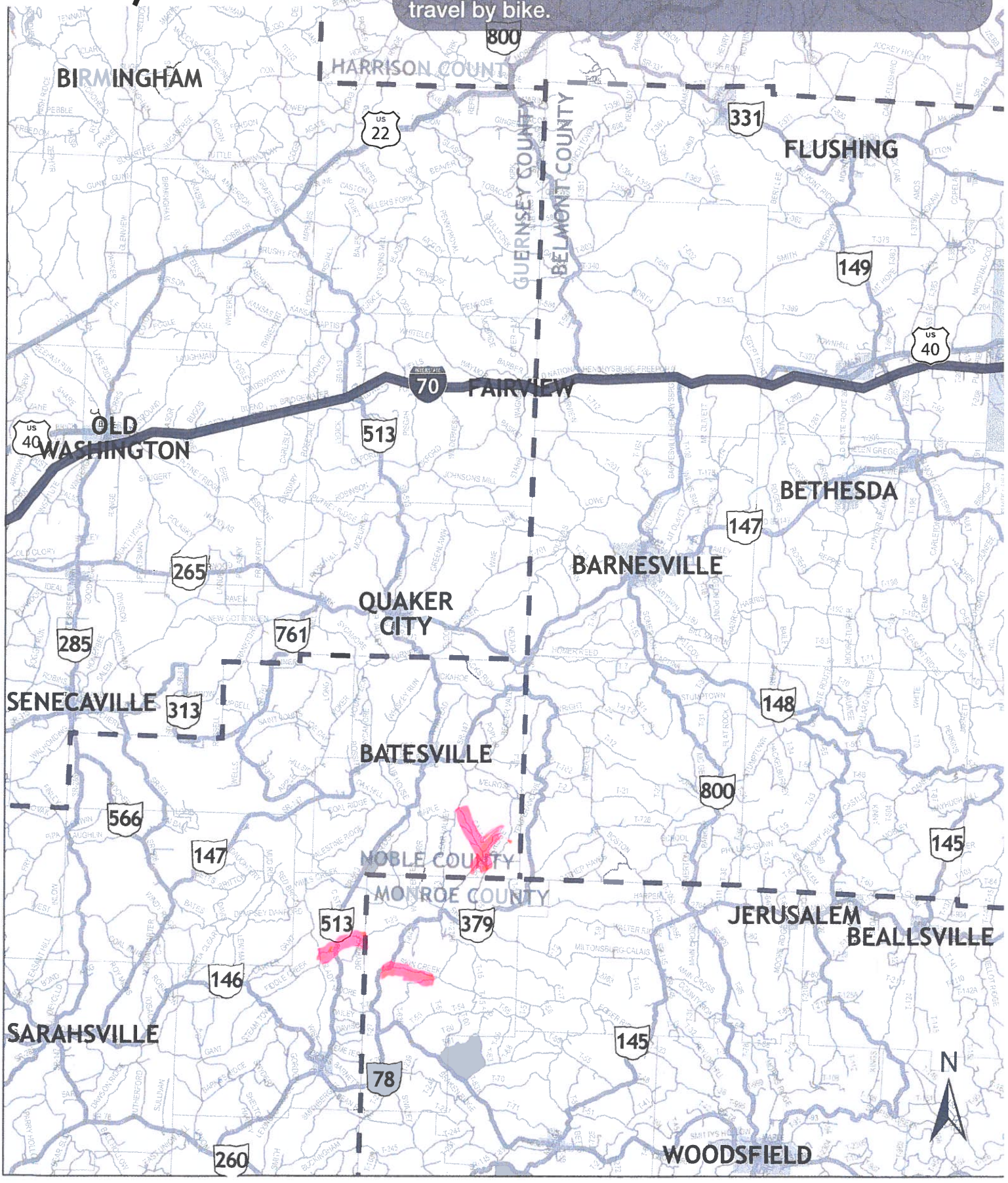

Walk/Bike Safety Exercise



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The X are where the school houses are located. Maybe Signs that children are walking.

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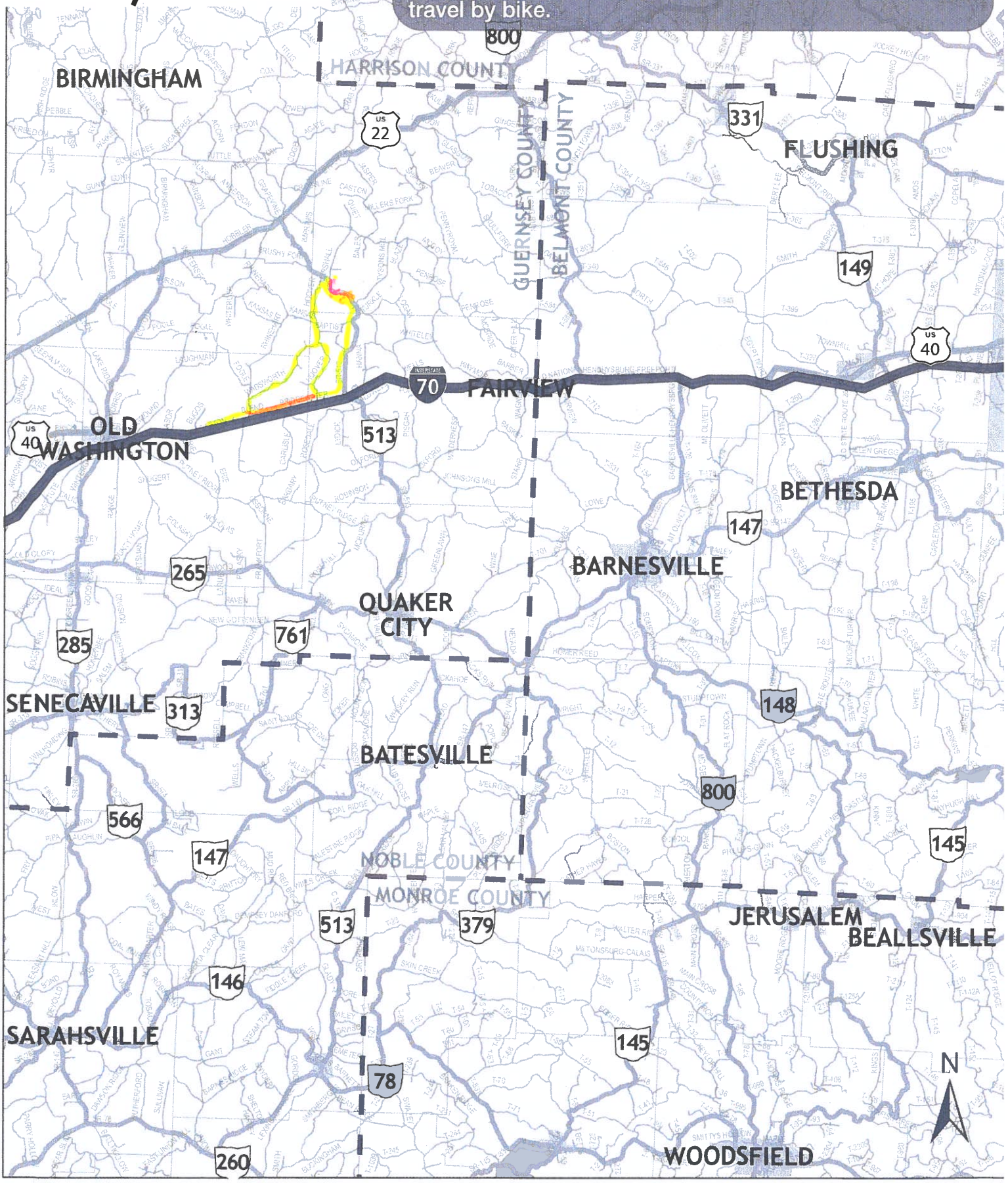


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Sharp TURN to get on Calais Rd.



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Sharp turn on 147 to get on Calais Rd.



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

_____

_____

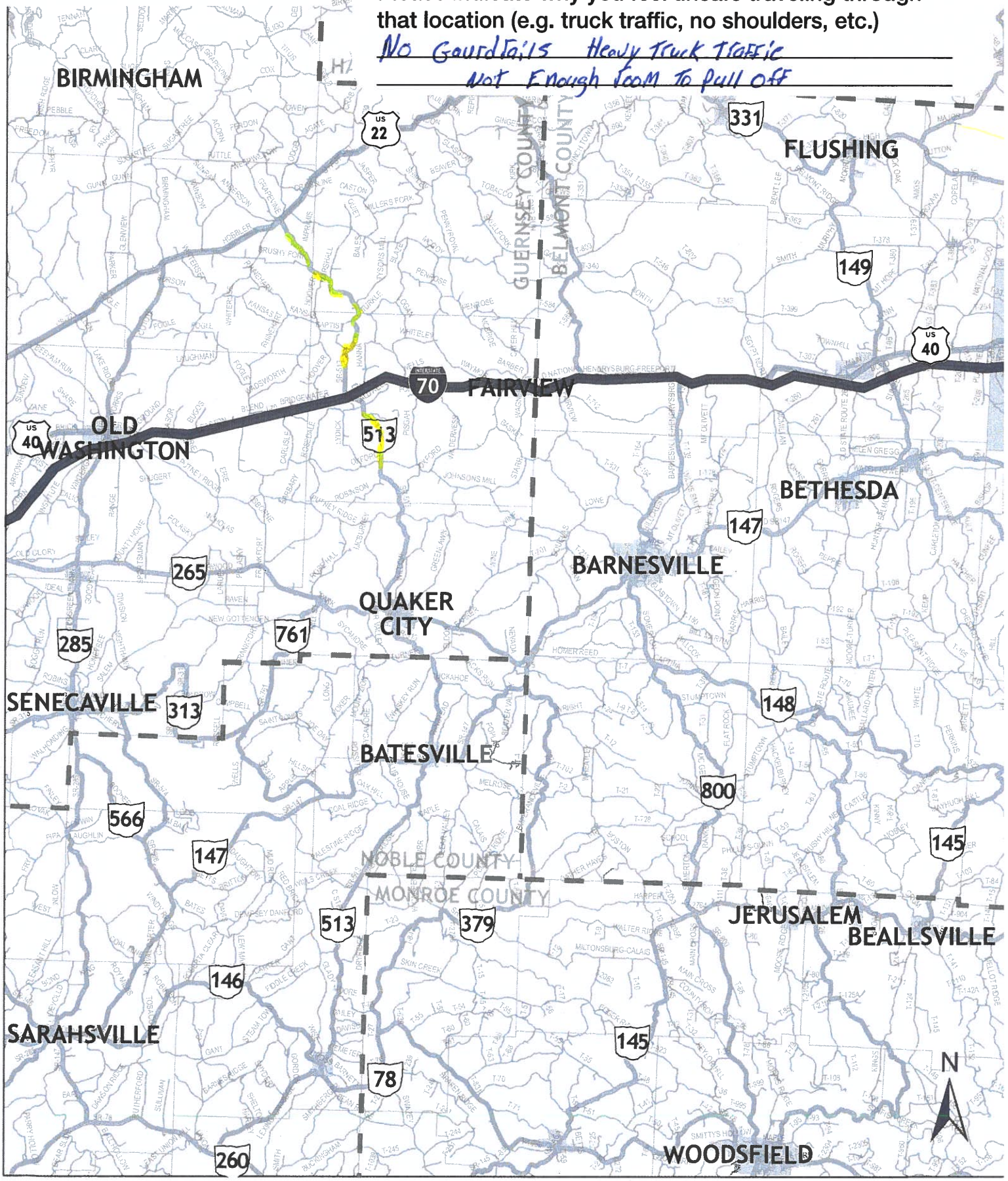


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

No Guardrails Heavy Truck Traffic
Not Enough Room to Pull Off

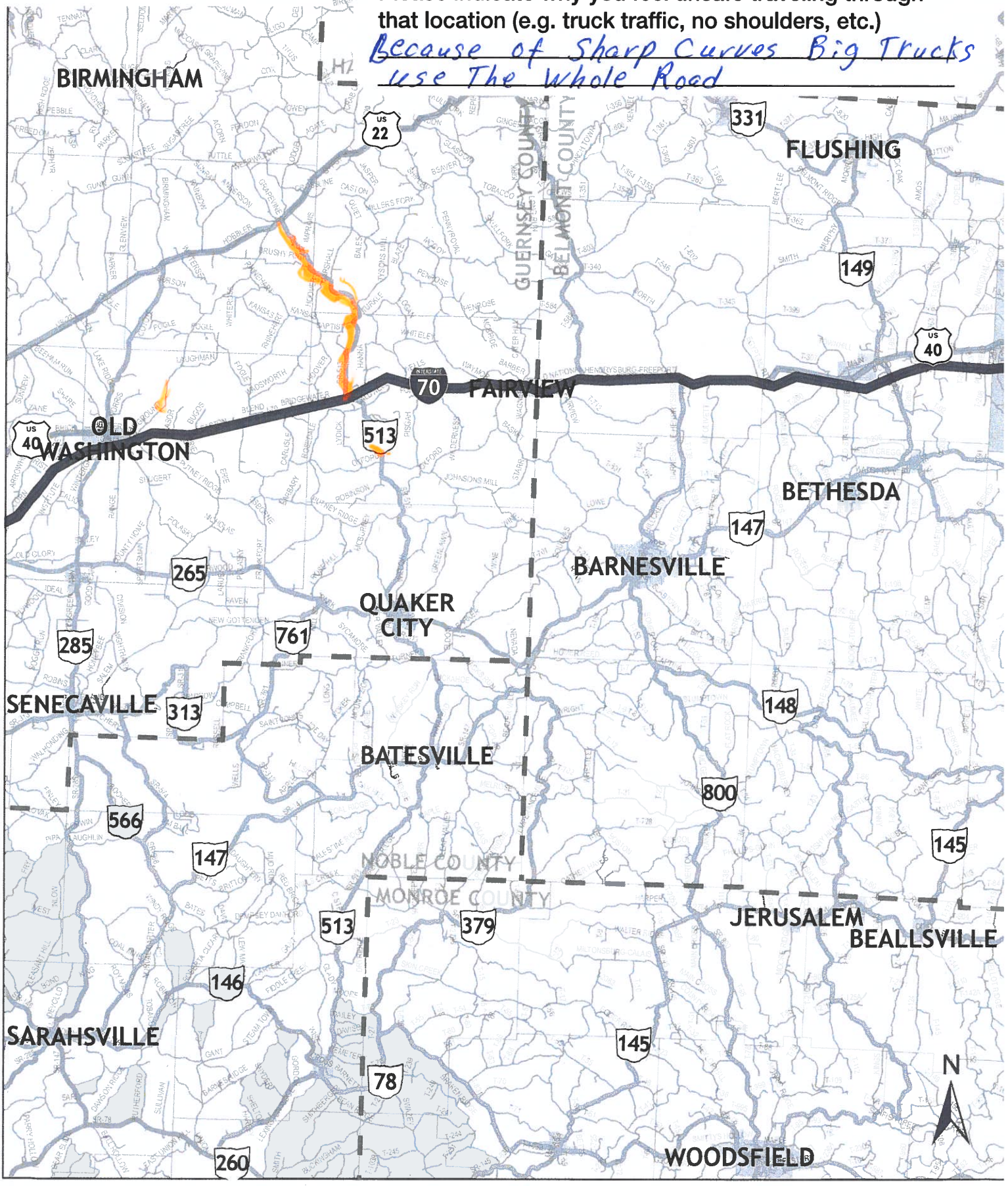


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Because of Sharp Curves Big Trucks use The Whole Road



Comment Sheet

Amish & Non-Motorized Travel Study

Batesville, Noble County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

More caution signs for motorists

yes - Horse & buggy picture sign.

+ A bright colored "caution" sign above it might catch attention better

"See circled picture"

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Batesville, Noble County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Guard rails at drop off along 513

Thanks For The Concern

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Batesville, Noble County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We would like to have guardrails along 513 at some spots
Need more buggy sign's
Would you think it would be possible To reduce speed limit
right in front of your home like 55 mph - 30 mph?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Batesville, Noble County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

What is The distance spoked To be when passing horse drawn vehicle?

We need guard rails.

Teach Drivers To be Respectfull To horse drawn Bu

More safTY Signs Could help.

Some places Shoulders Are Bad. Broke off ETC.

OHIO DEPARTMENT OF TRANSPORTATION

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

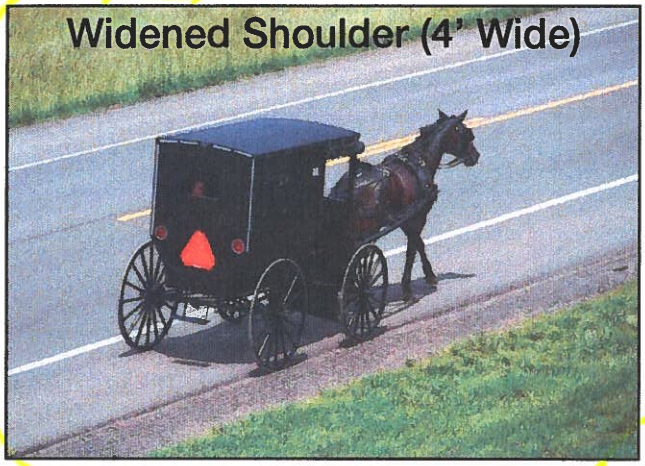
Buggy ***Walk/Bike***



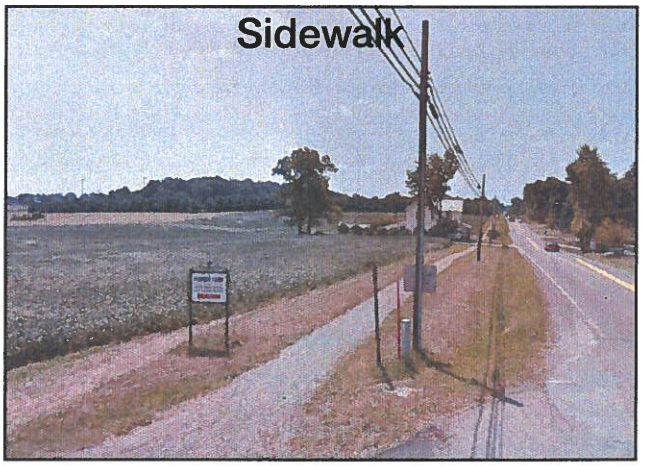
Intersection Lighting



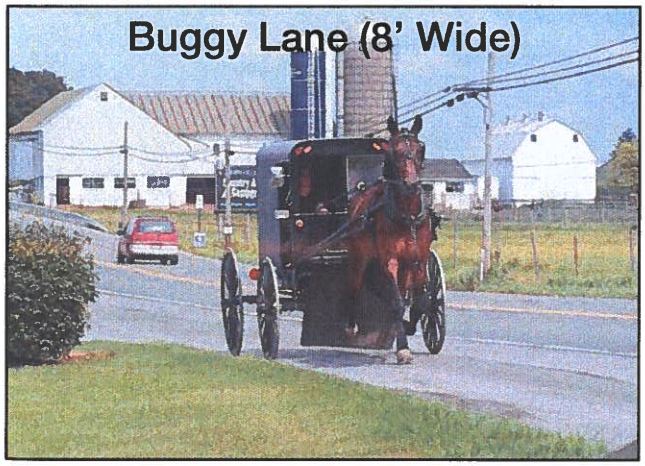
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

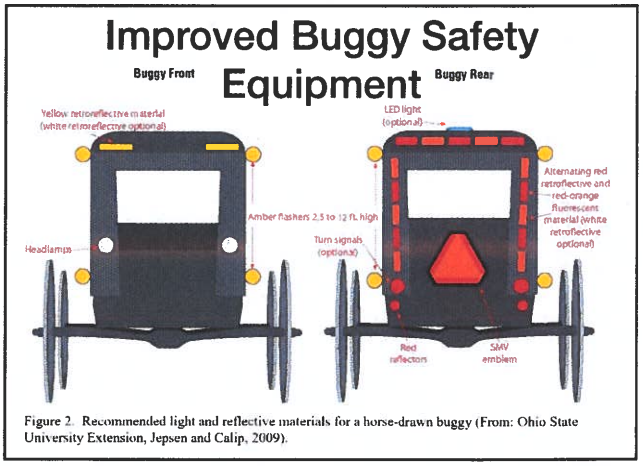


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

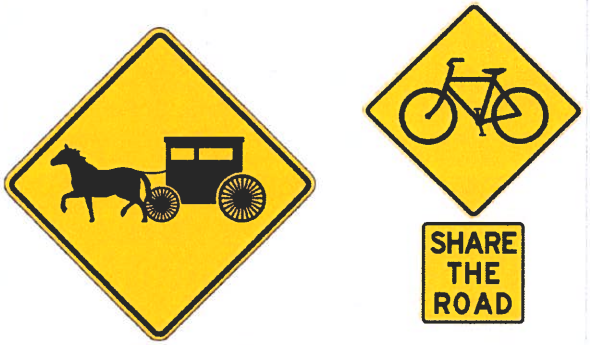
_____

Improvements Exercise

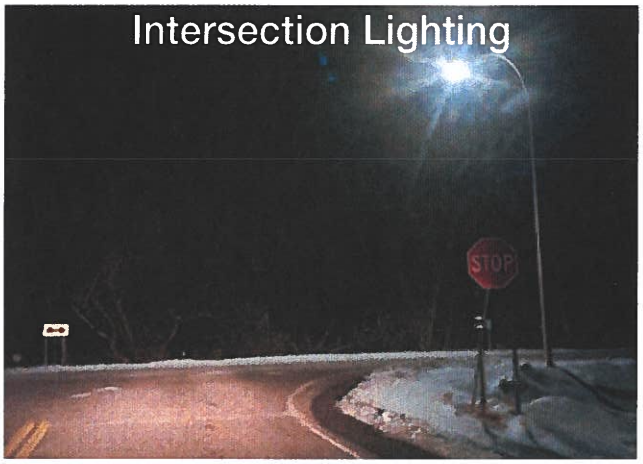
Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

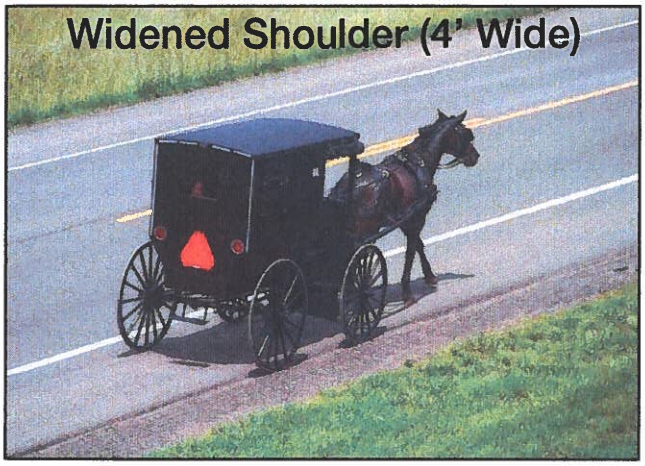
Buggy ***Walk/Bike***



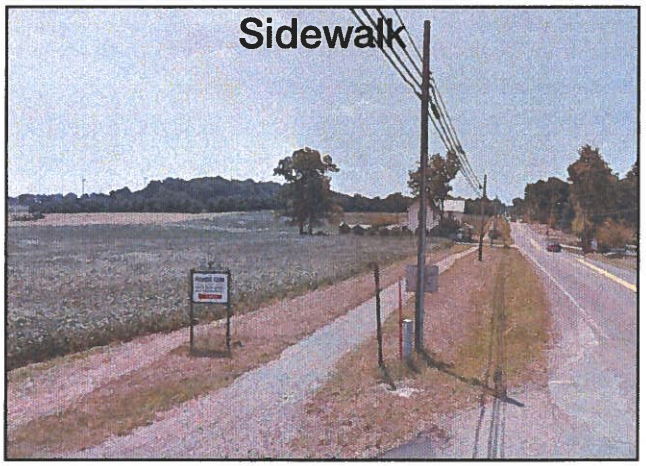
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

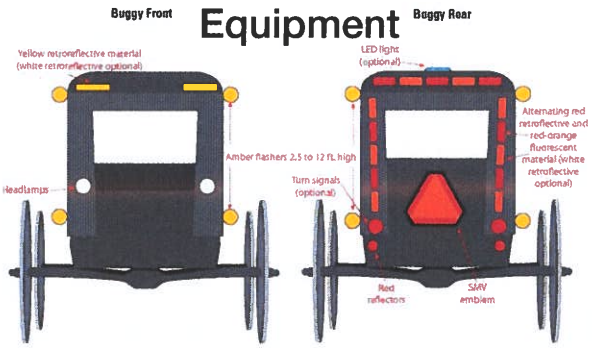


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

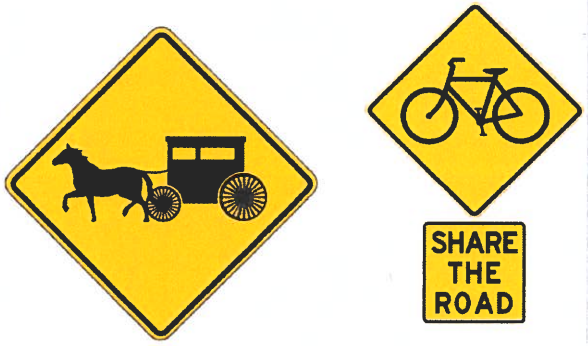
We need more guard rails on Co. Rd. 19 "Calais Rd"

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

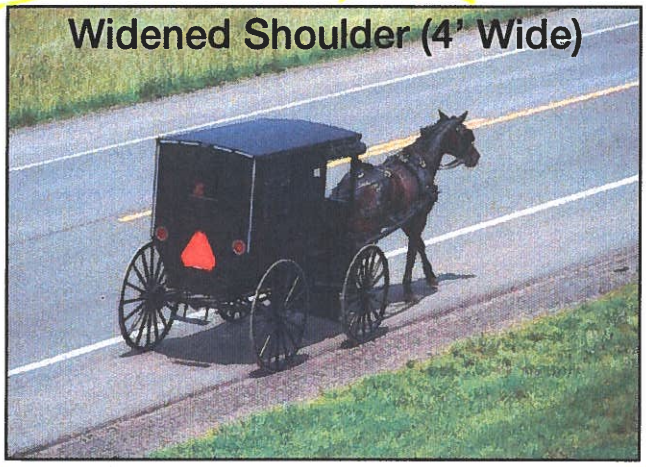
Buggy ***Walk/Bike***



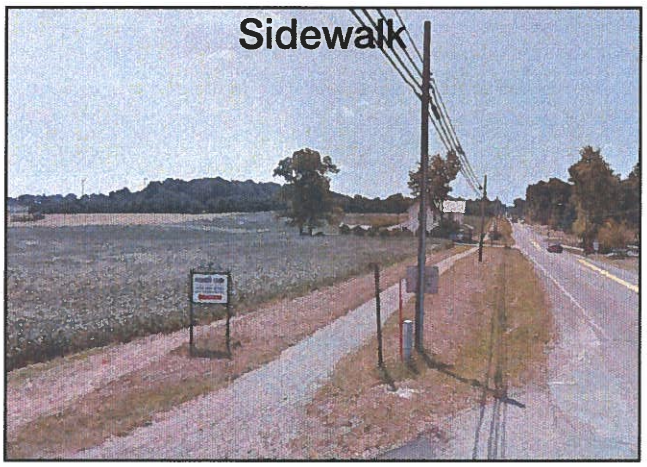
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

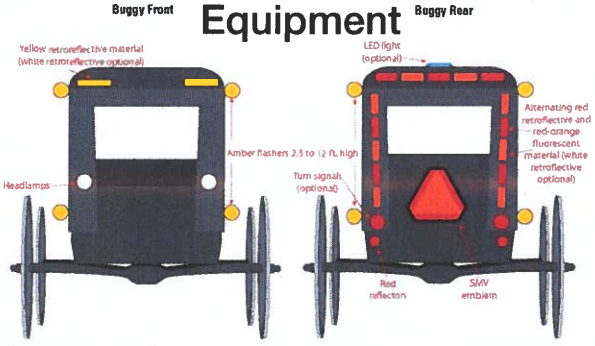


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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Improvements Exercise

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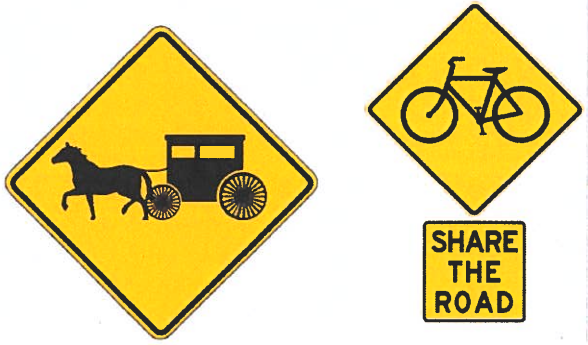

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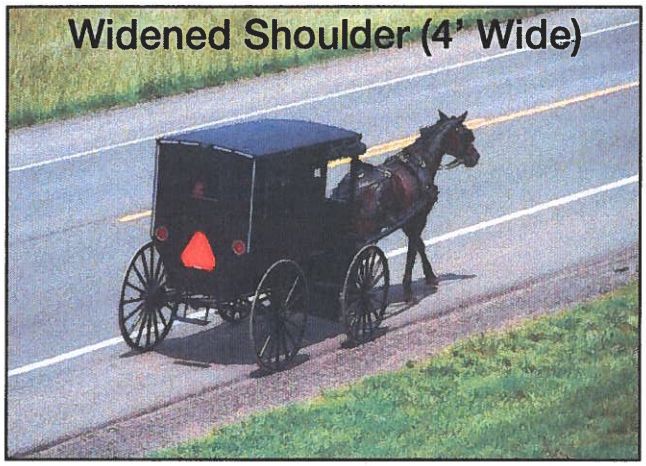
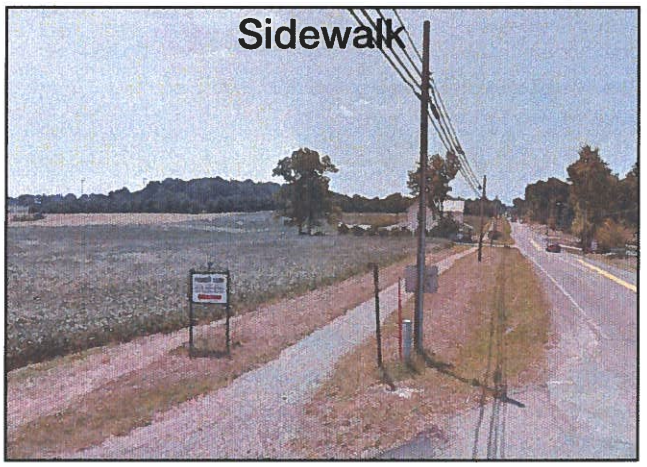


Sidewalk



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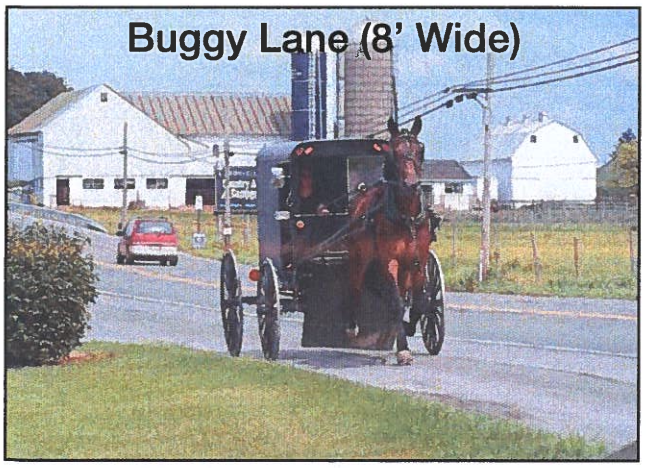

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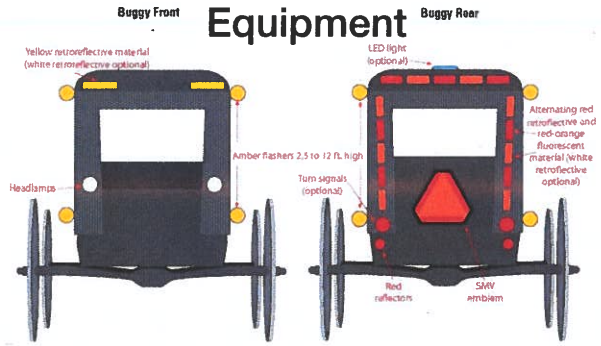

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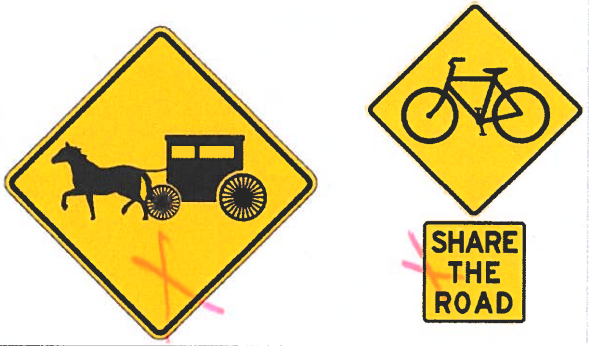
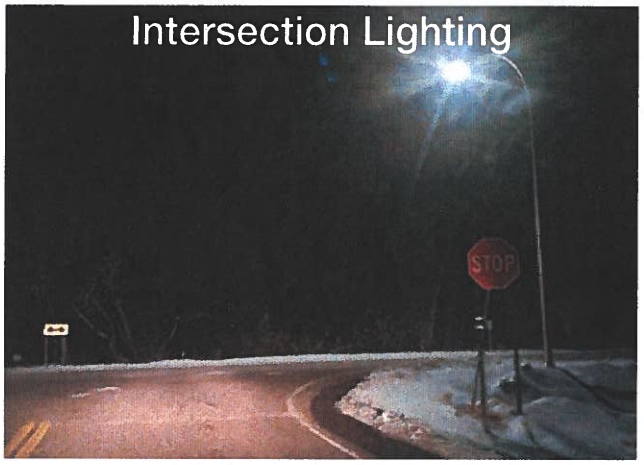
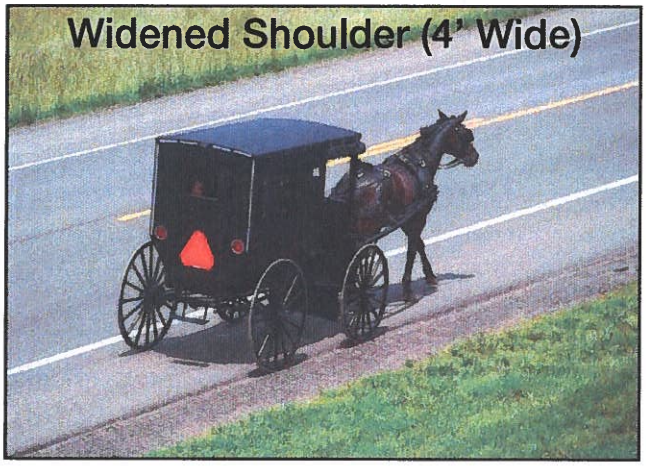
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

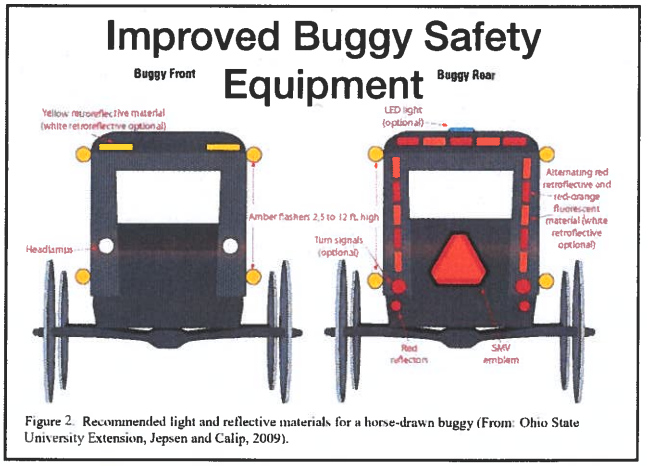


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Guard rails along 513

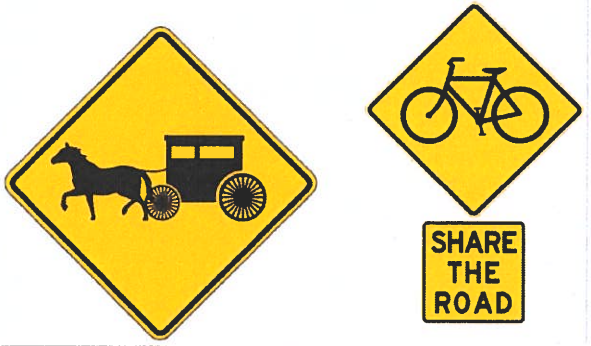
Thanks

Improvements Exercise

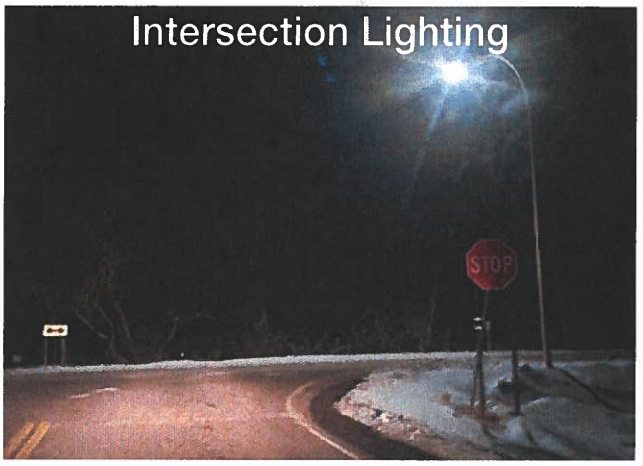
Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***



Intersection Lighting



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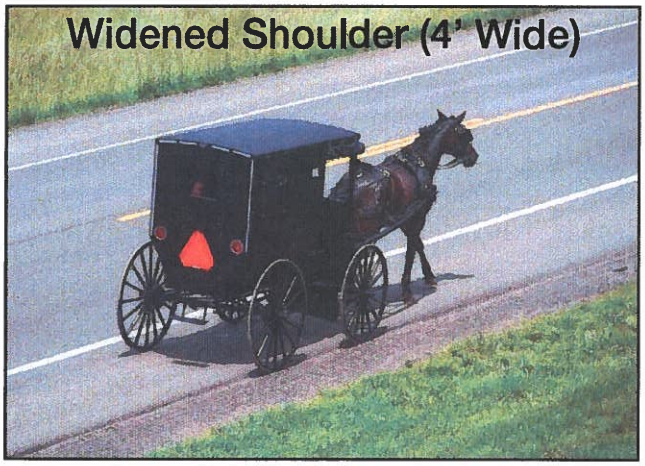
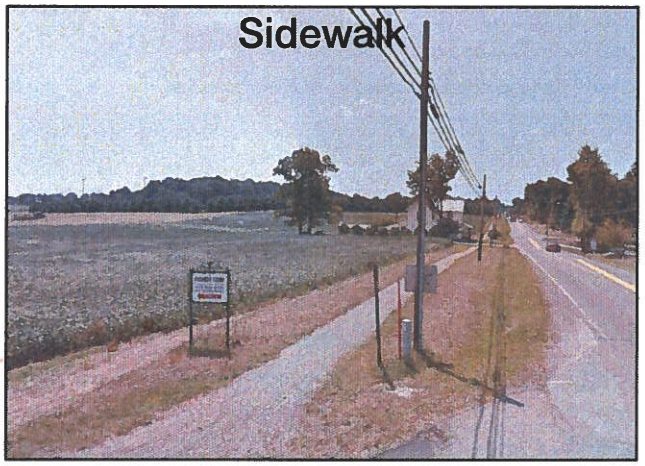


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

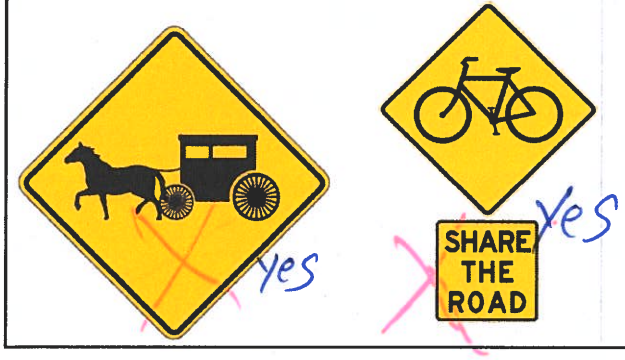
I think it would be safer with wider shoulders on St Route 513

Improvements Exercise

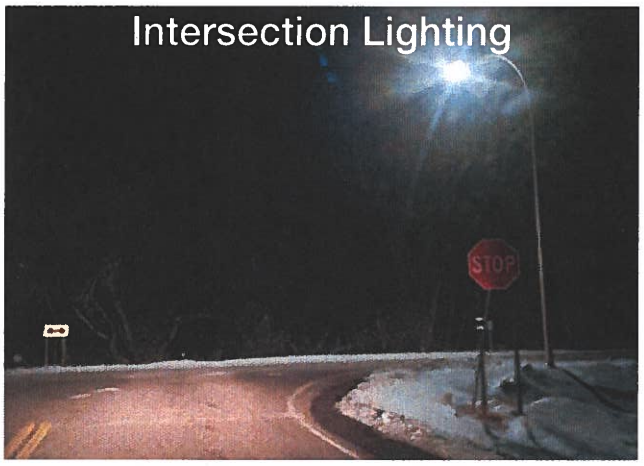
Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

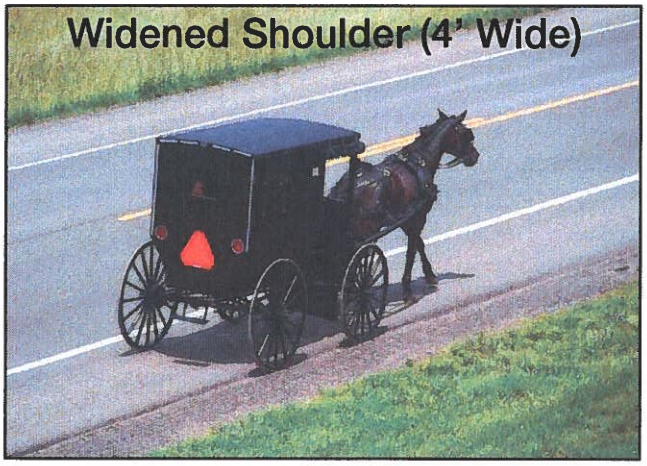
Buggy ***Walk/Bike***



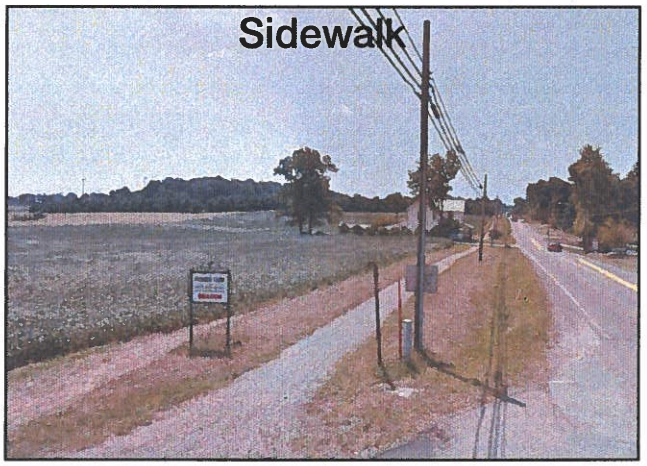
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

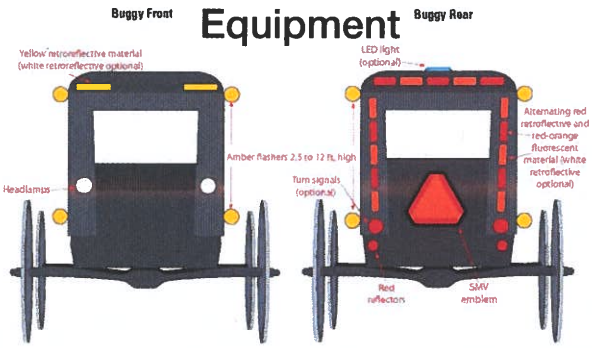


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I see A need for Buggy Lane AT Places. goin up hill. Or some Pull off Places.
We need Guard rails AT places

Morrow County Meeting Results

June 5th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



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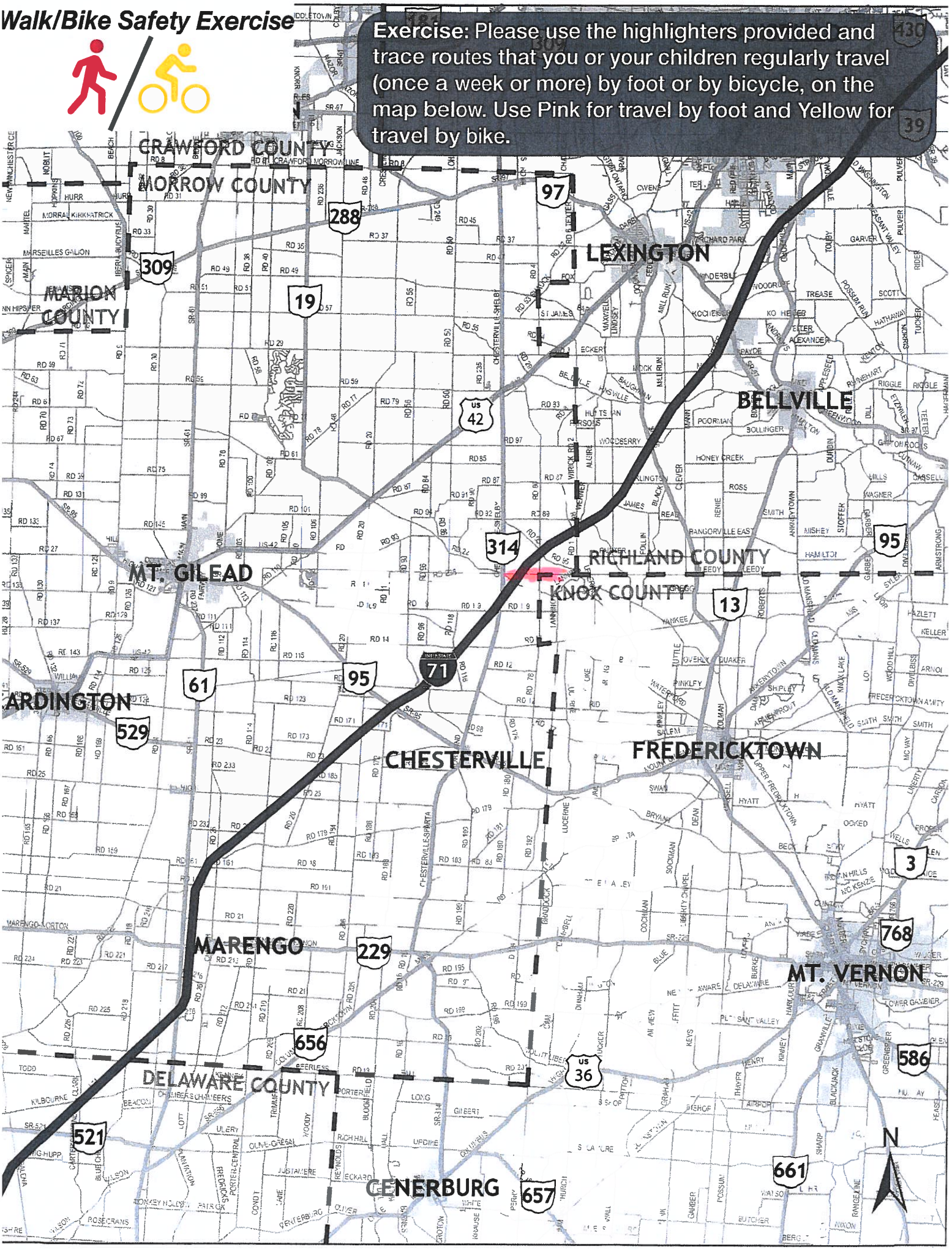
Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Walk/Bike Safety Exercise

Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.



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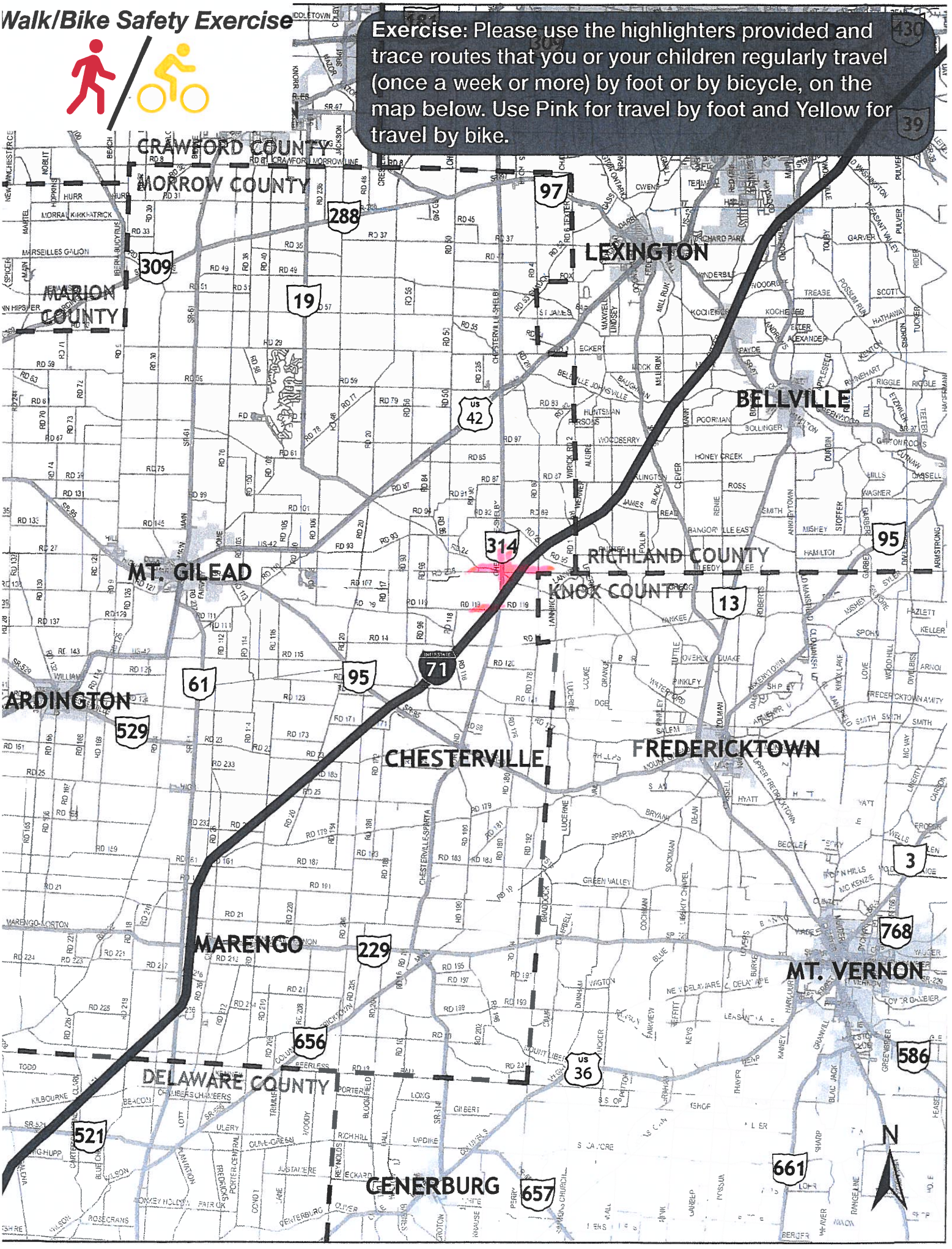

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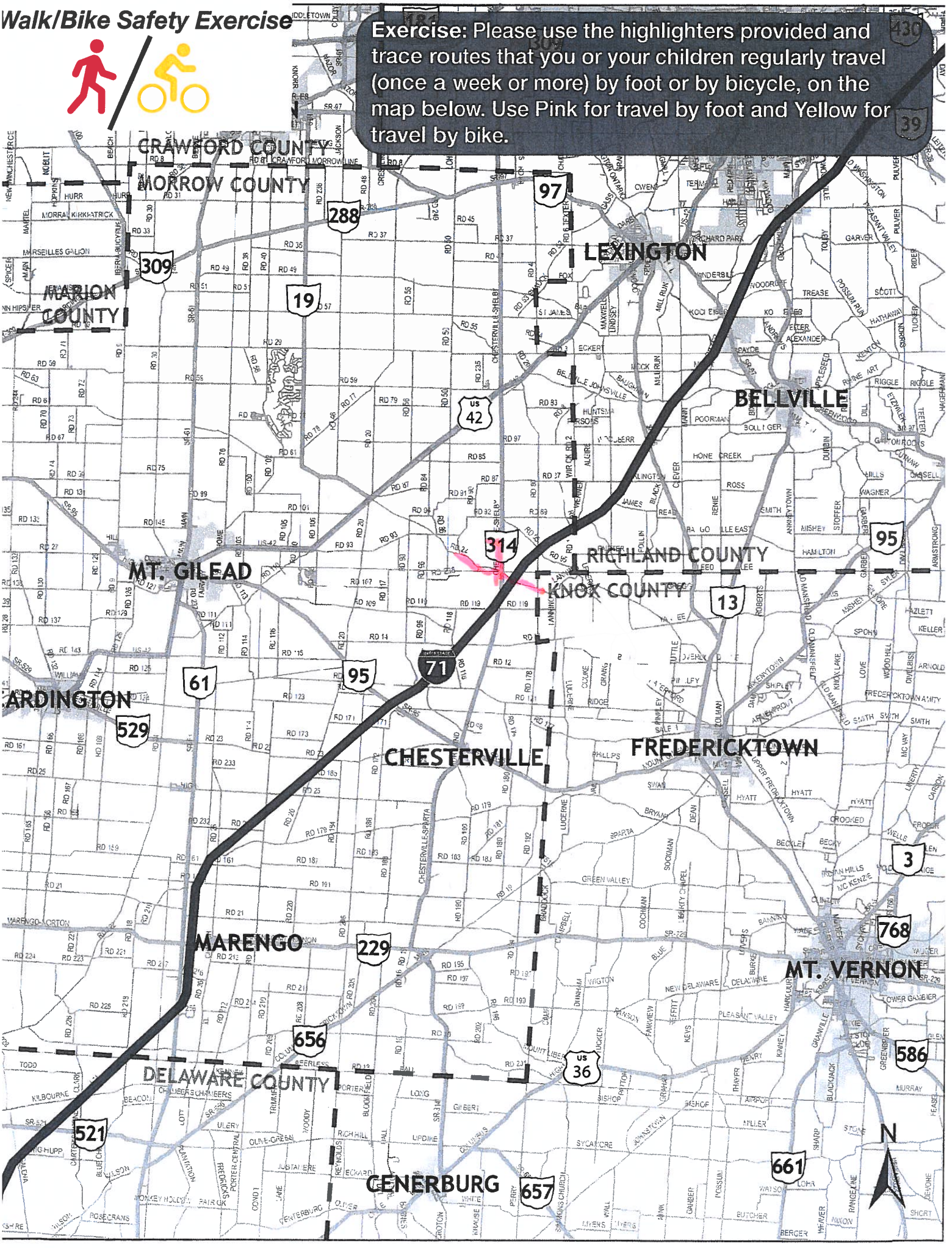

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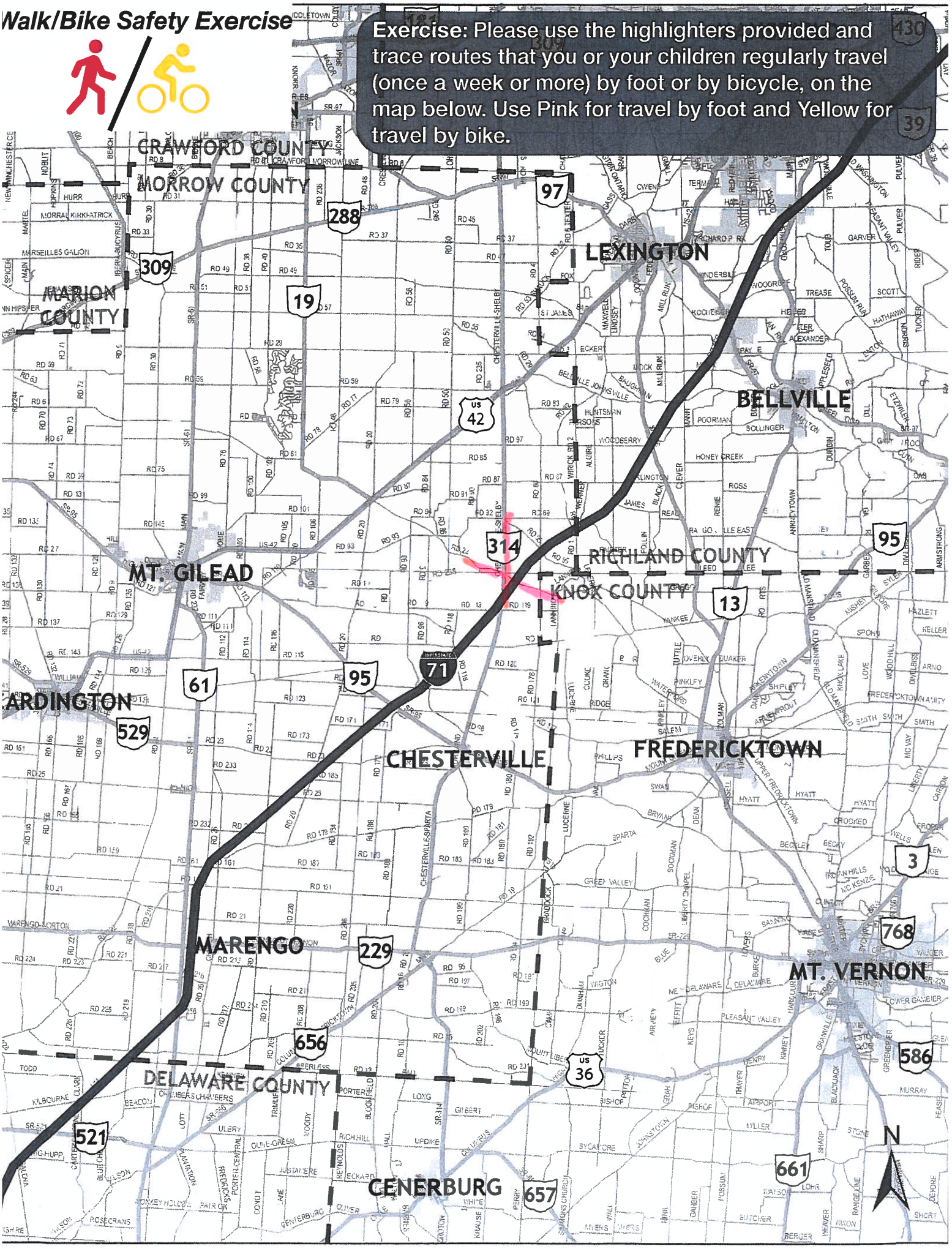

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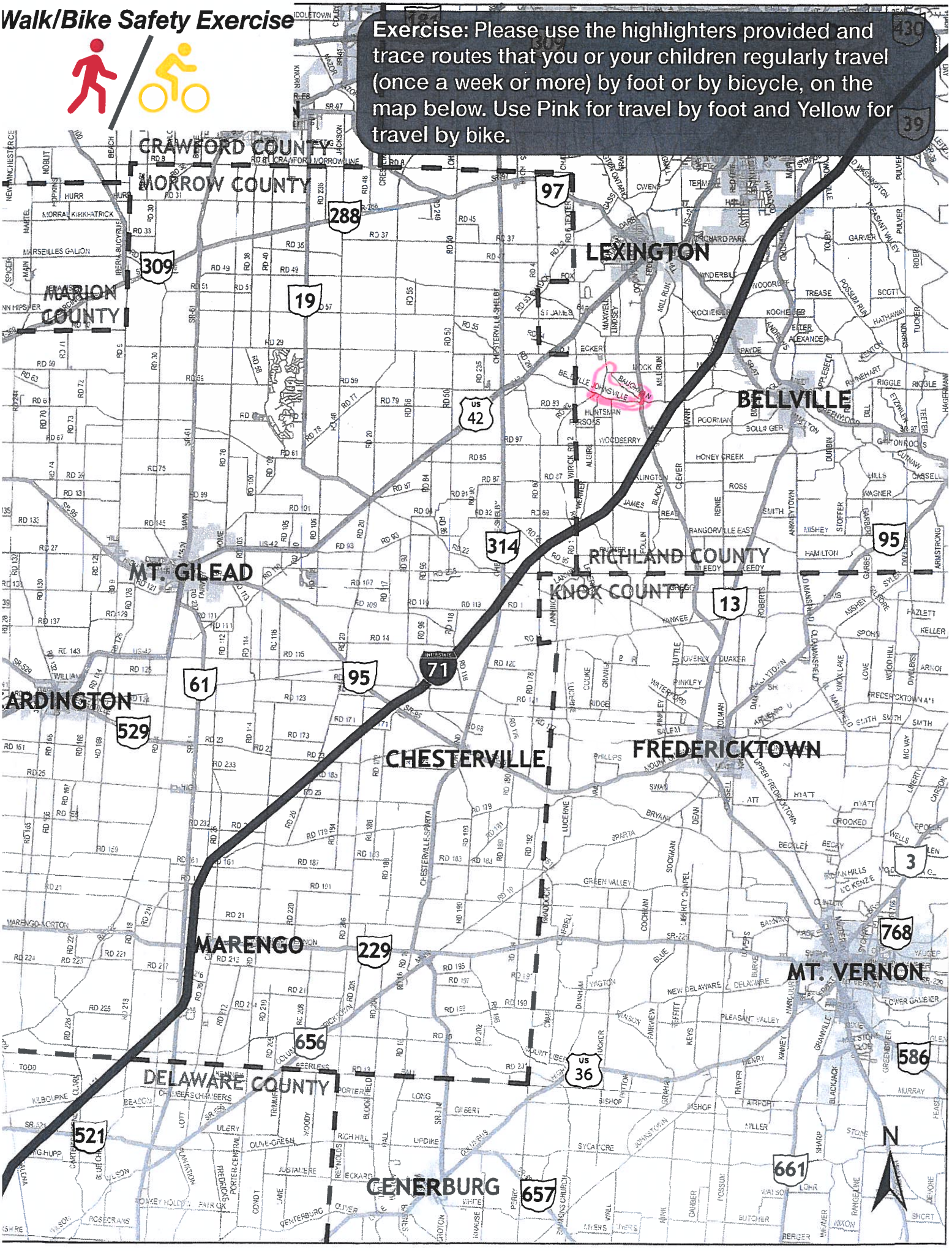
Walk/Bike Safety Exercise

Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.



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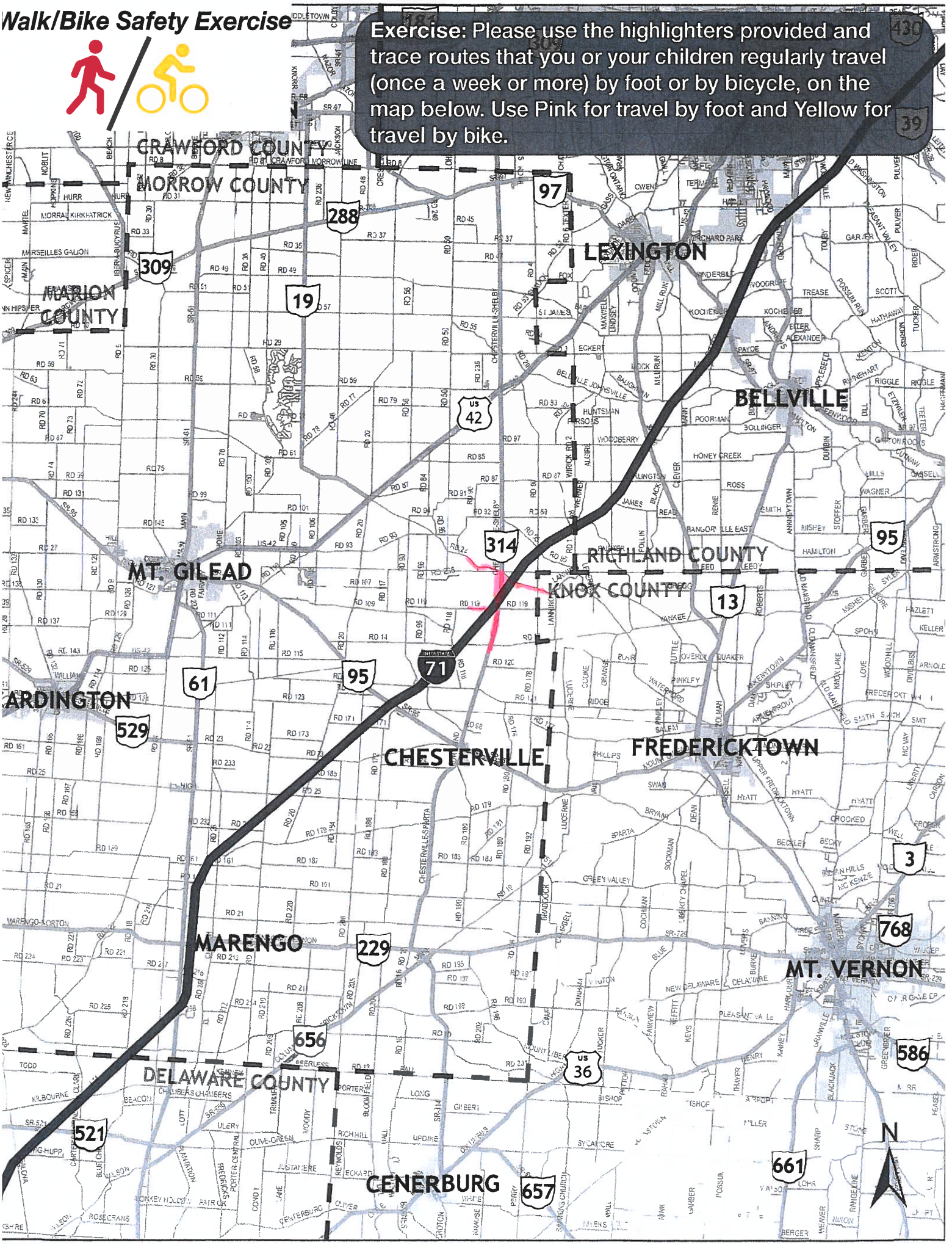
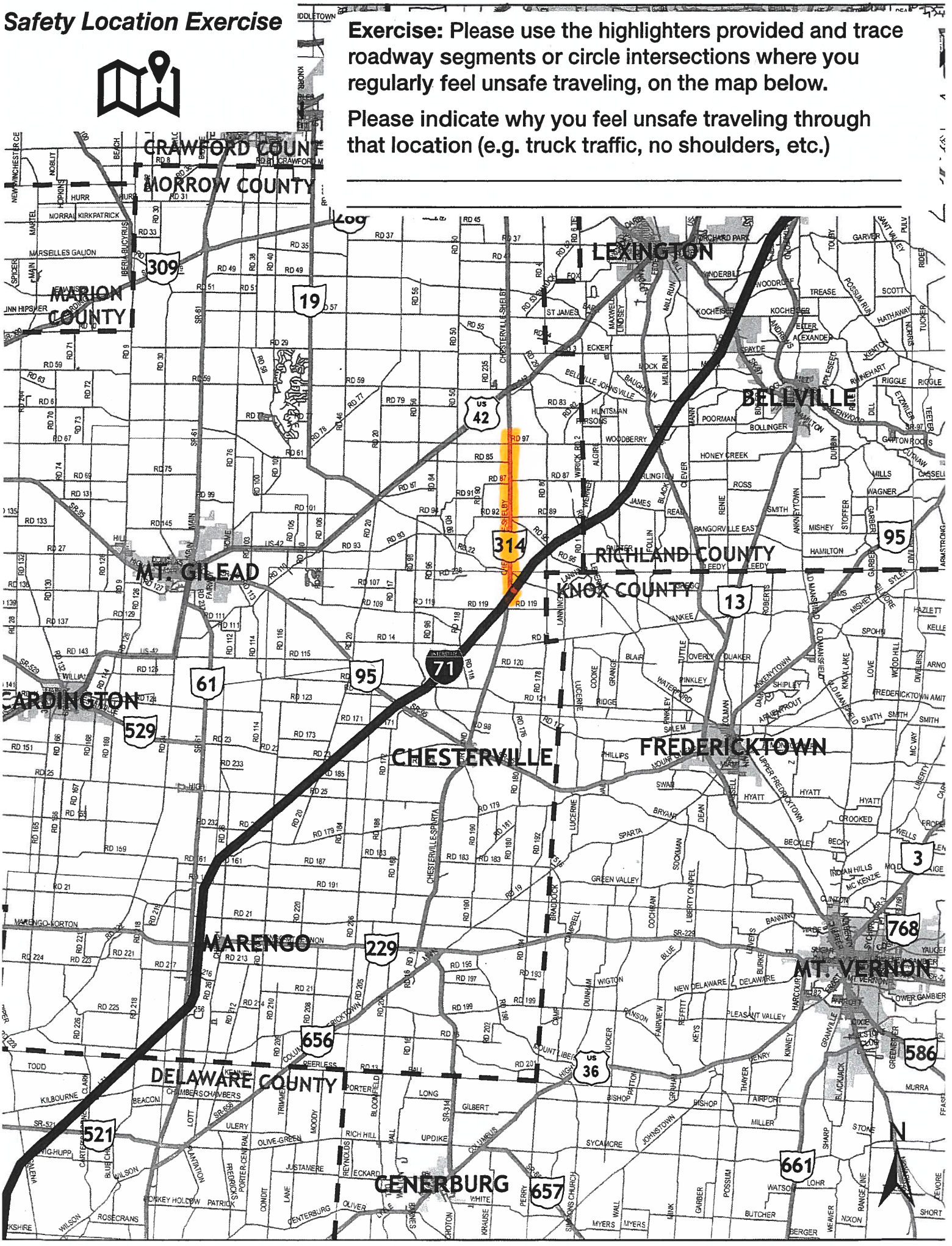


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



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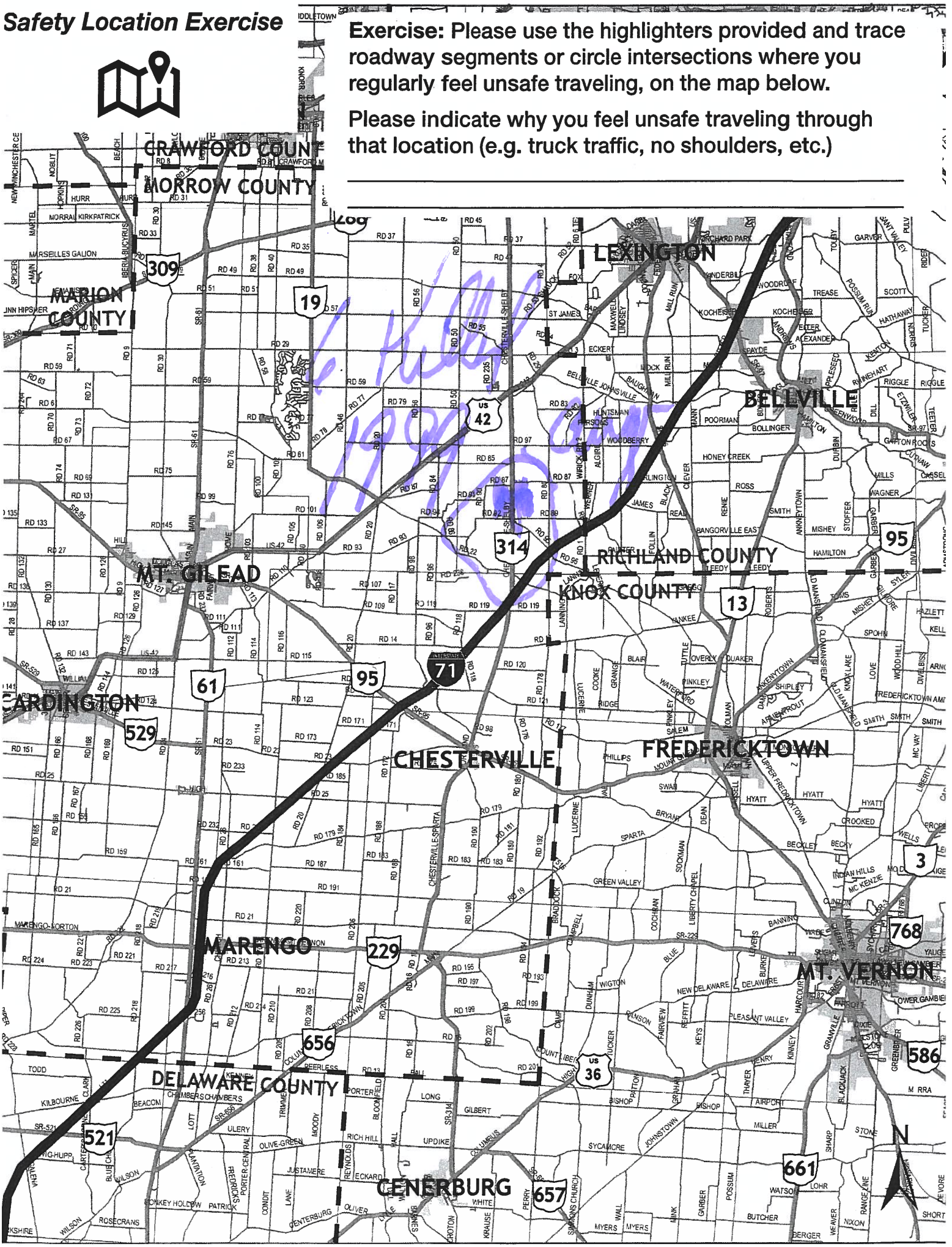

Safety Location Exercise

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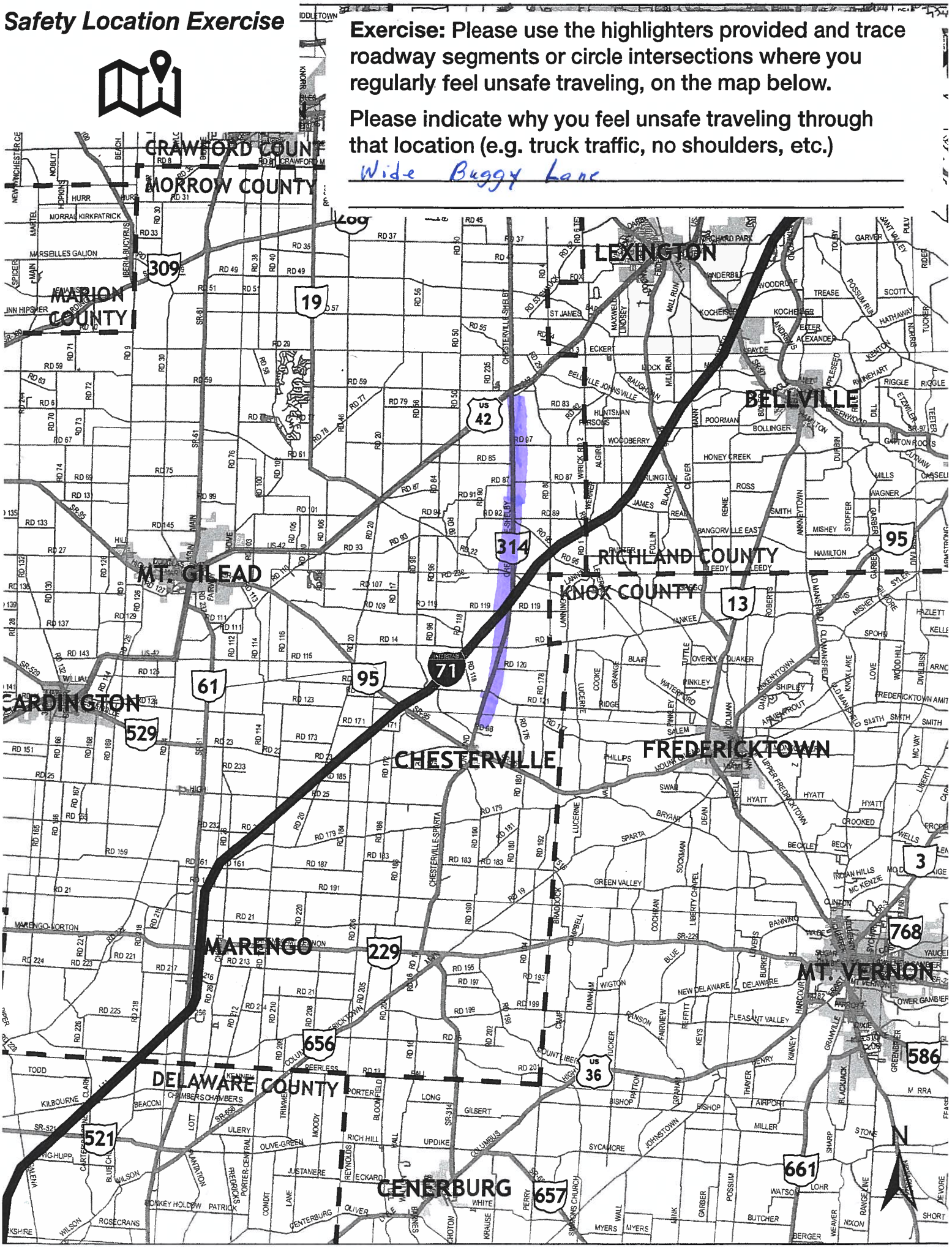
Wide Buggy Lane



Safety Location Exercise

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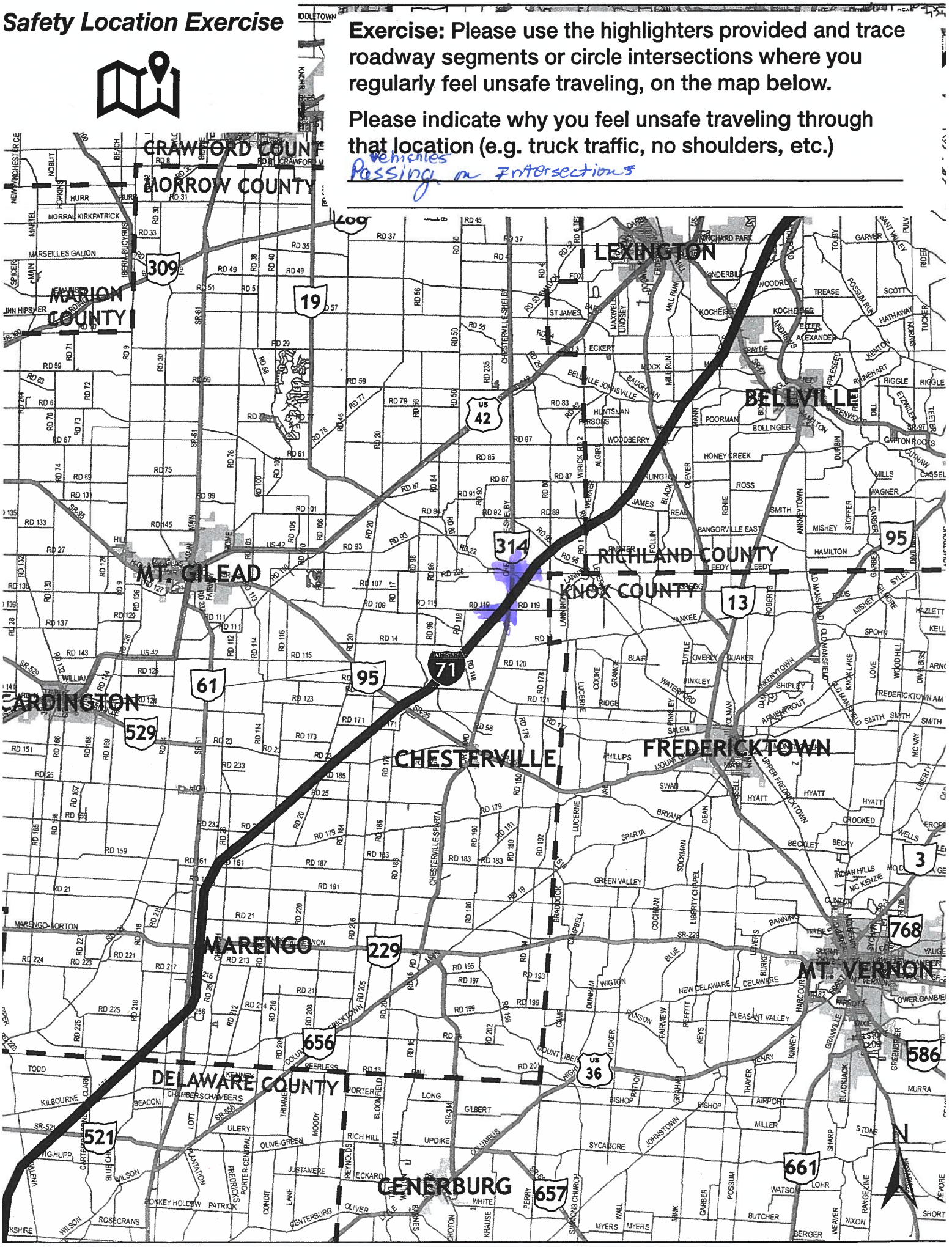
Vehicles Passing on Intersections



Safety Location Exercise

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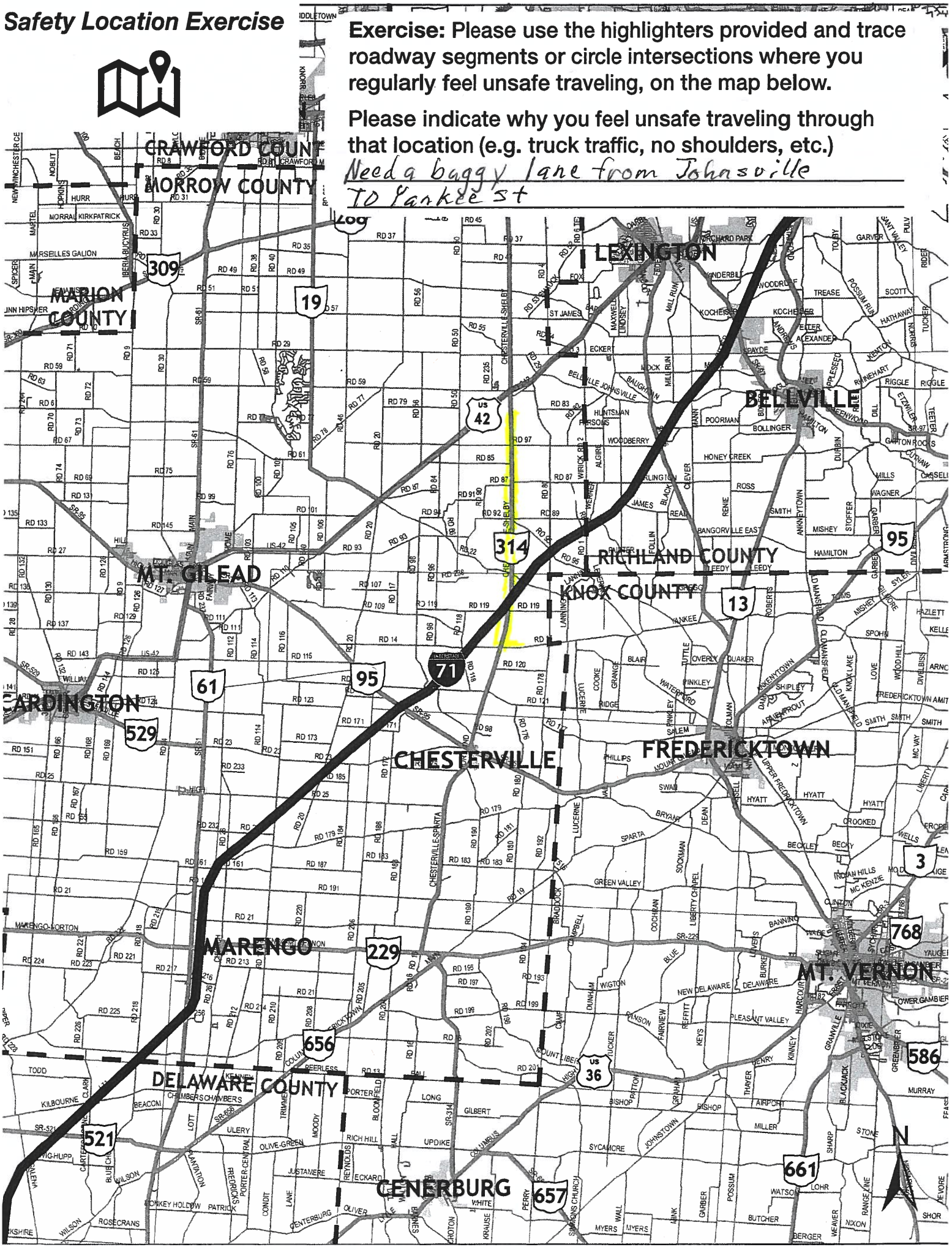
Need a baggy lane from Johnsville
TO Yankee st



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

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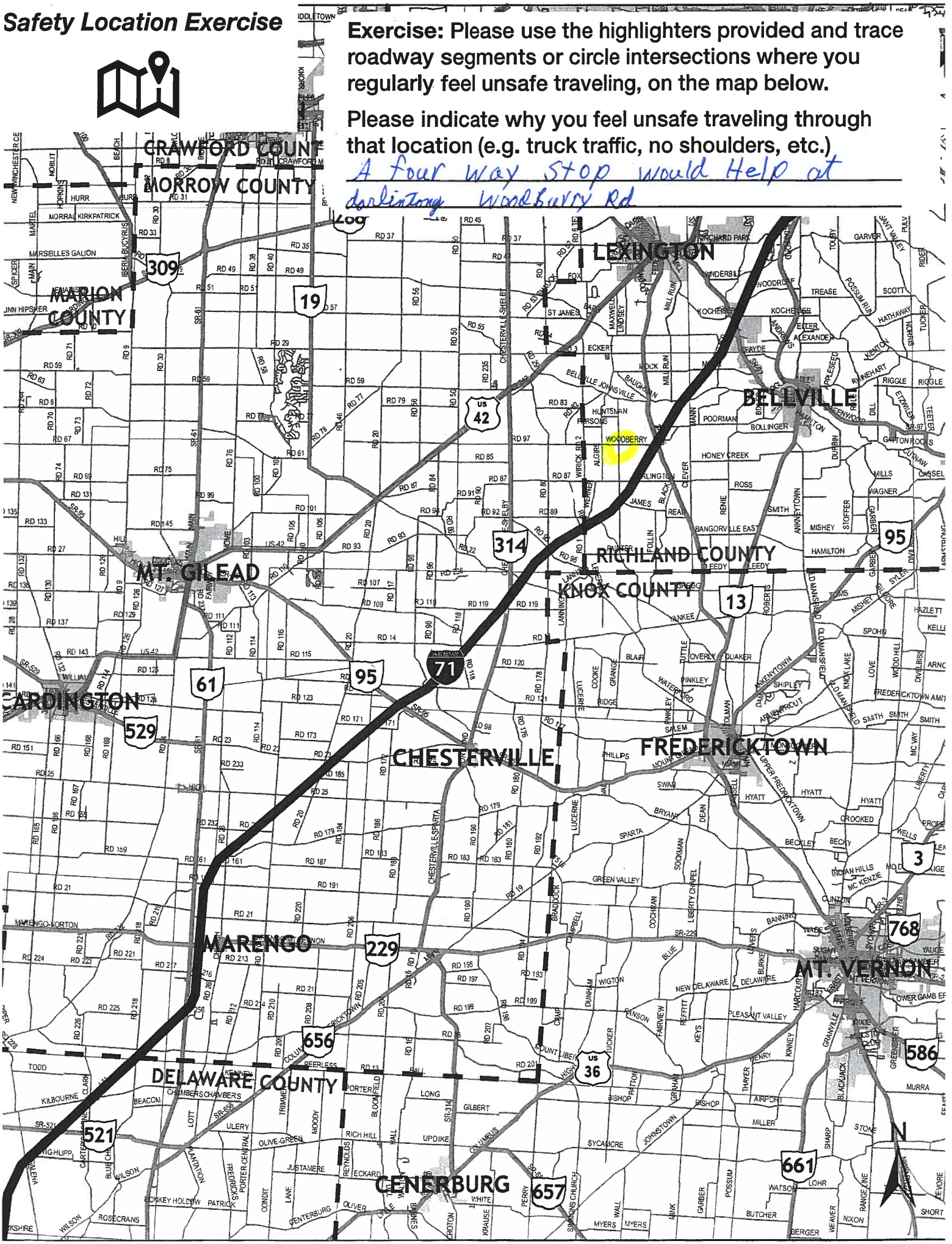
A four way stop would Help at darlington Woodbury Rd



Safety Location Exercise

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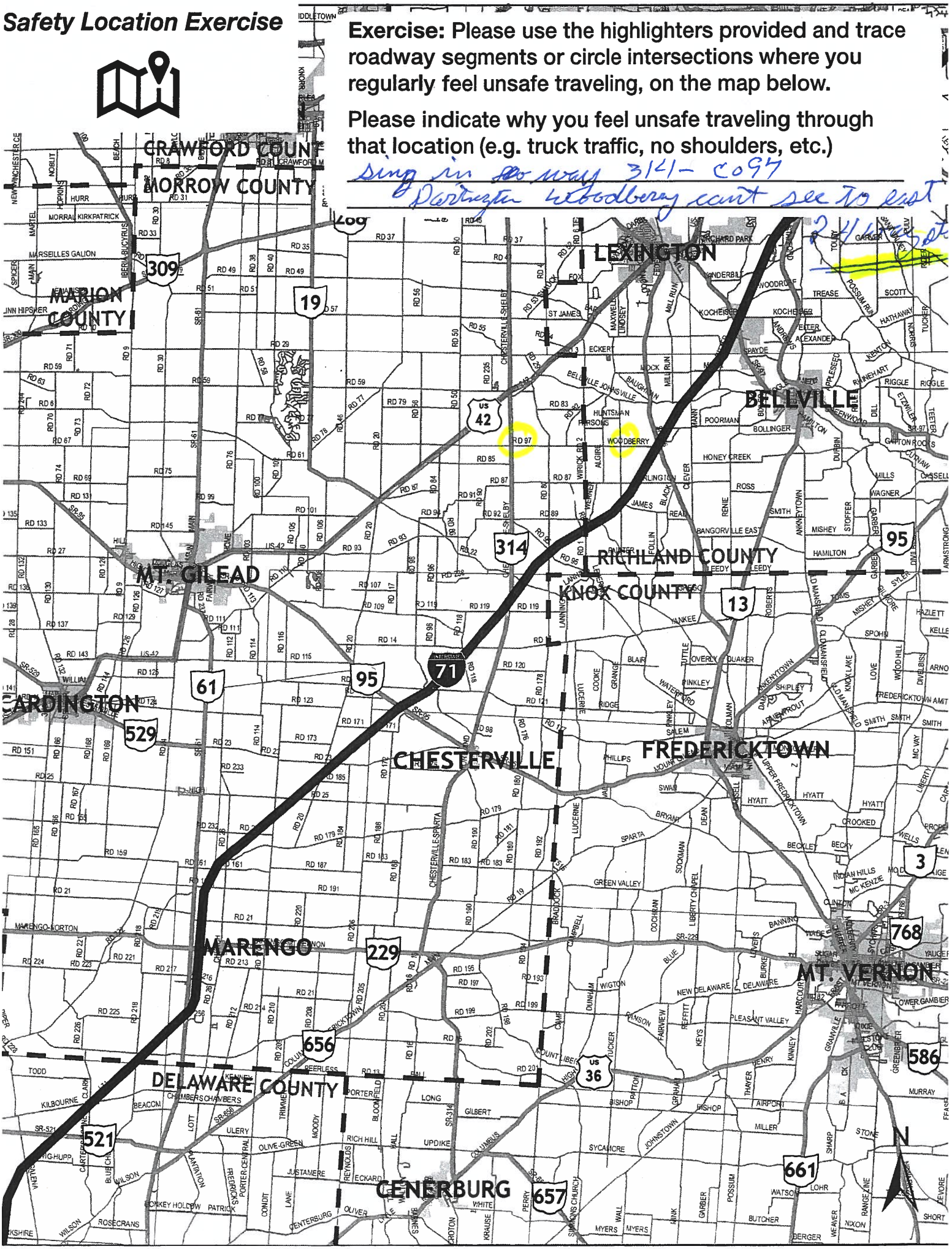
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Sing in ~~so~~ way 314 - C097
Darlington Woodberry can't see to east
24 [illegible]



Safety Location Exercise

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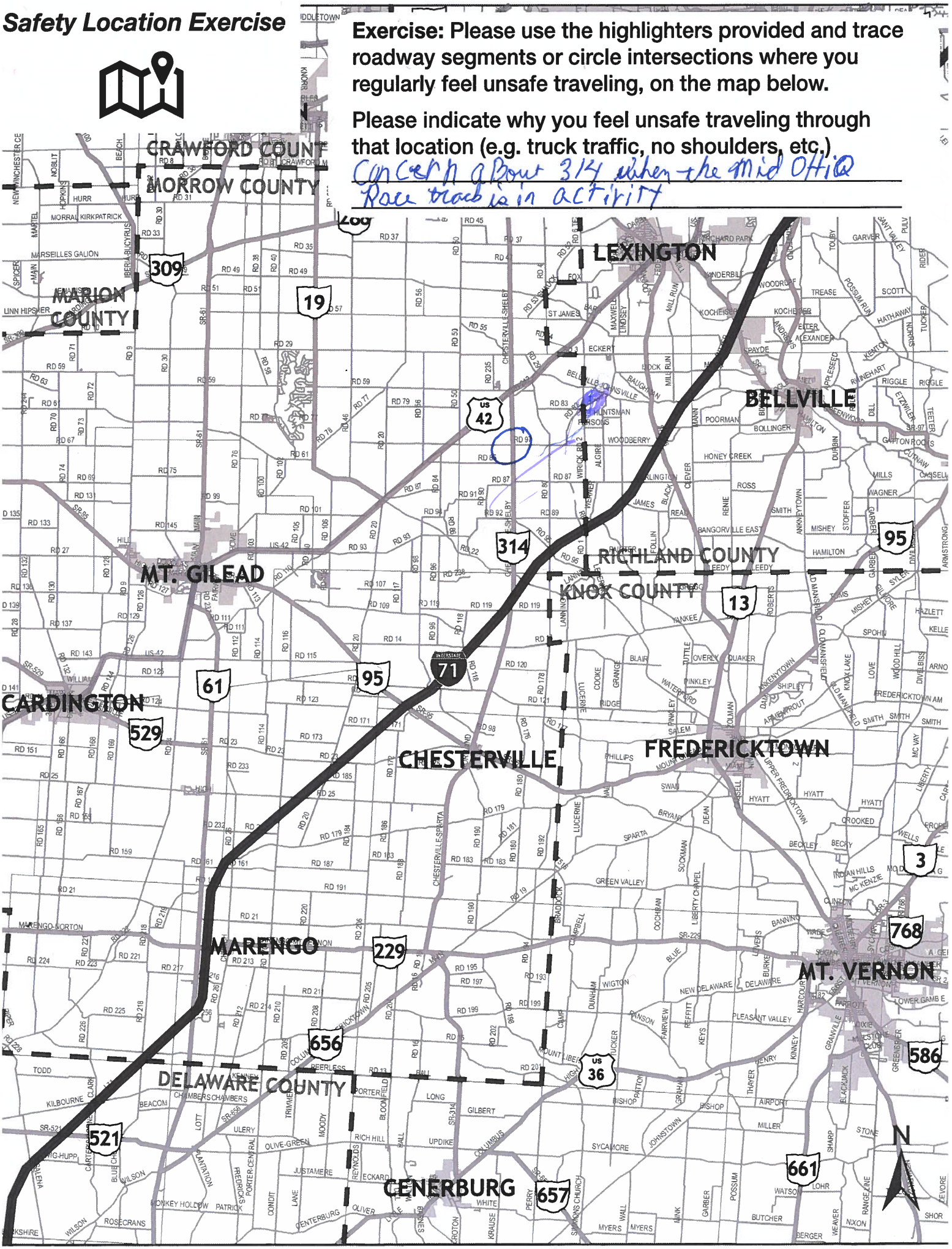
Concern about 314 when the Mid Ohio Race track is in activity



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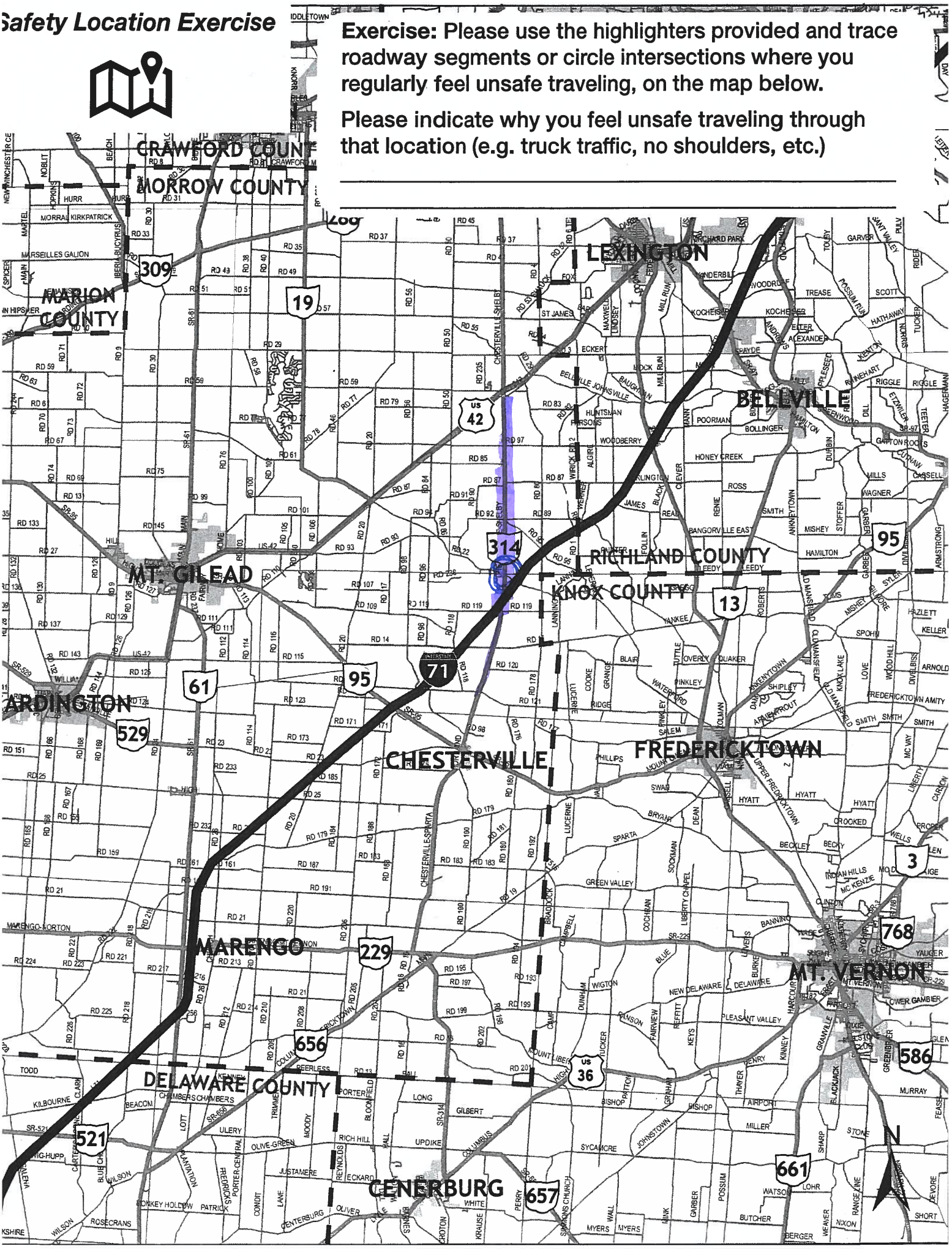

Improvements Exercise

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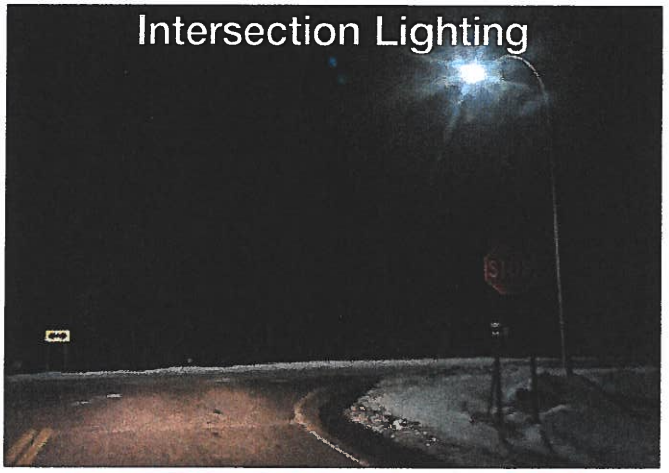
Upgrade Signage

Buggy ***Walk/Bike***

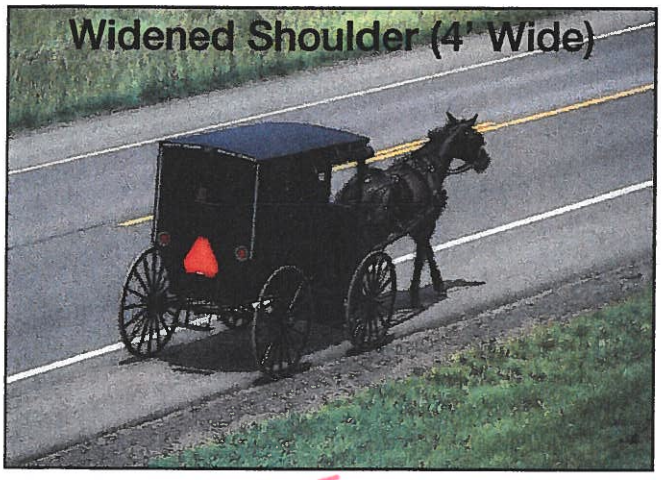




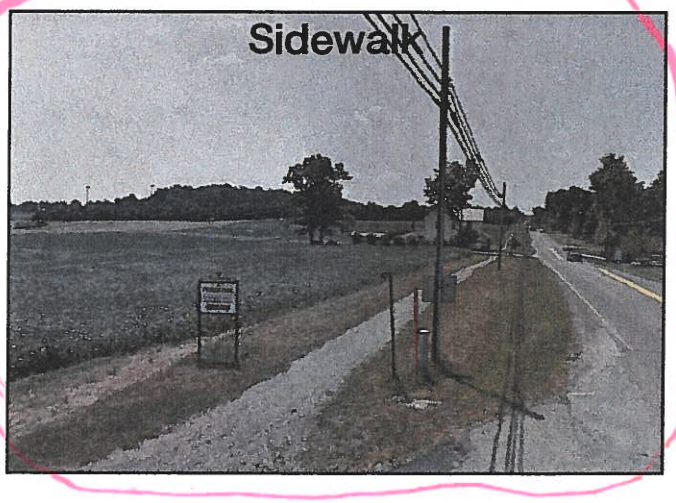
Intersection Lighting



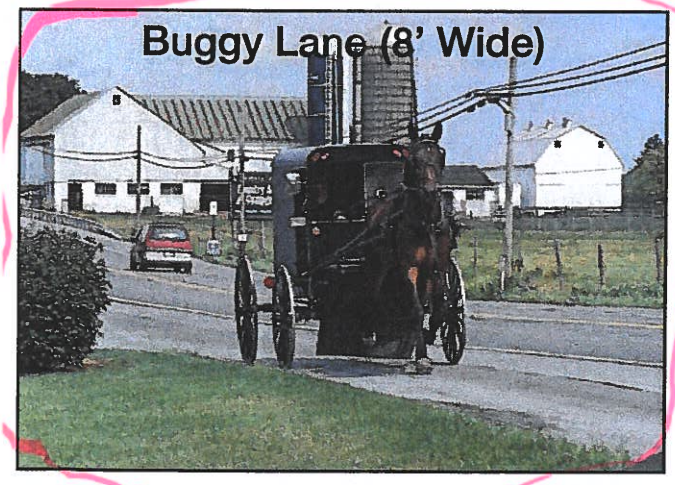
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

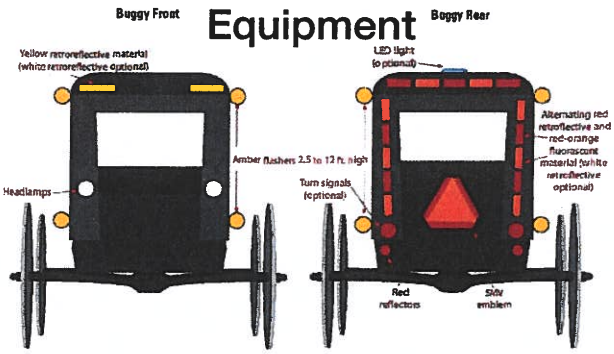


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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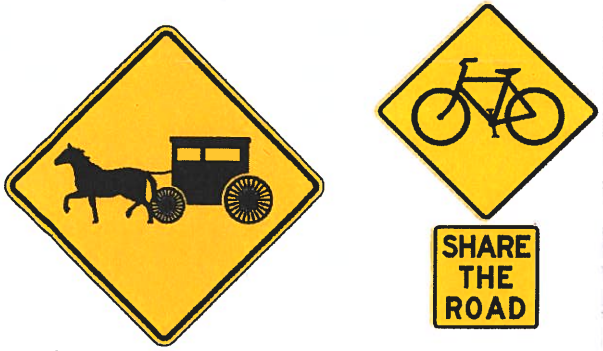
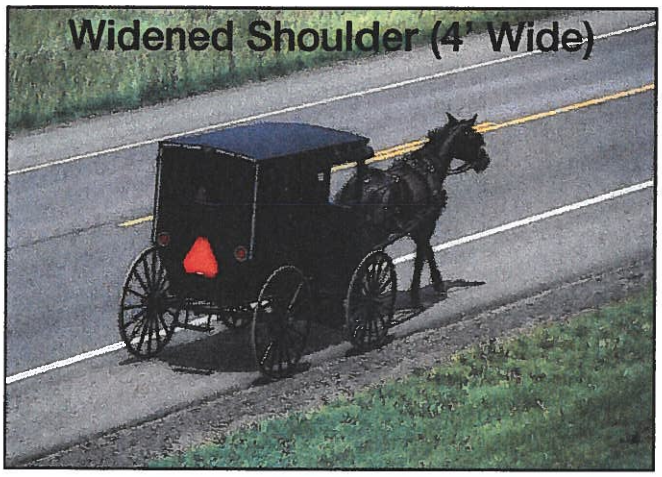


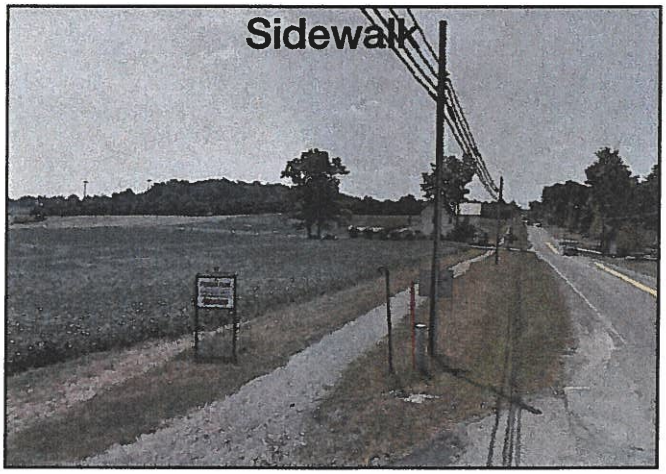
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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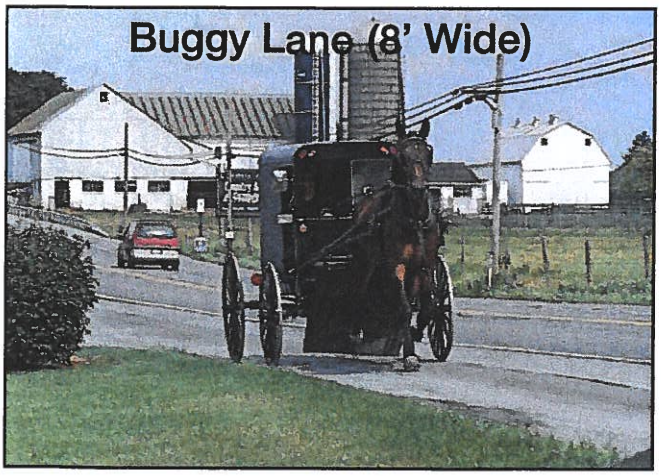

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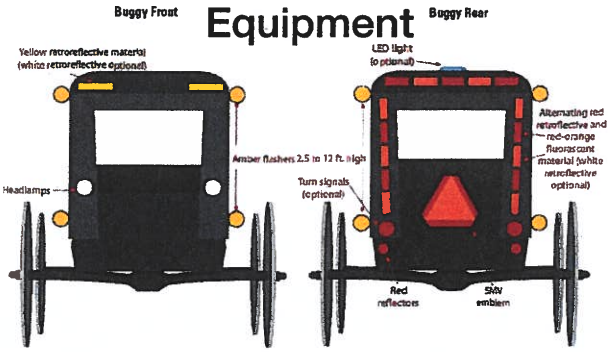

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Lowering the speed limit might be an idea

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

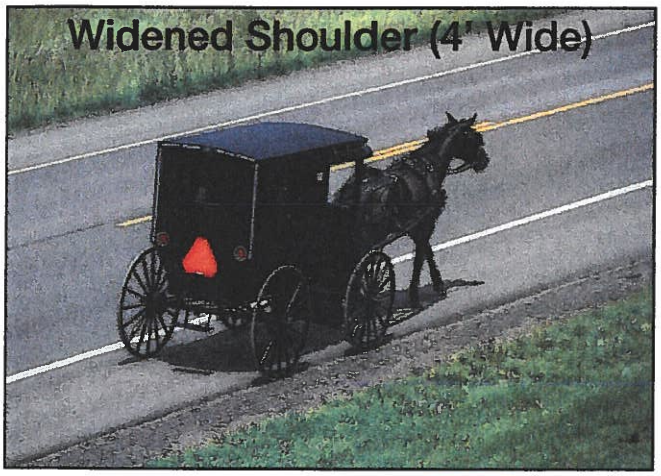




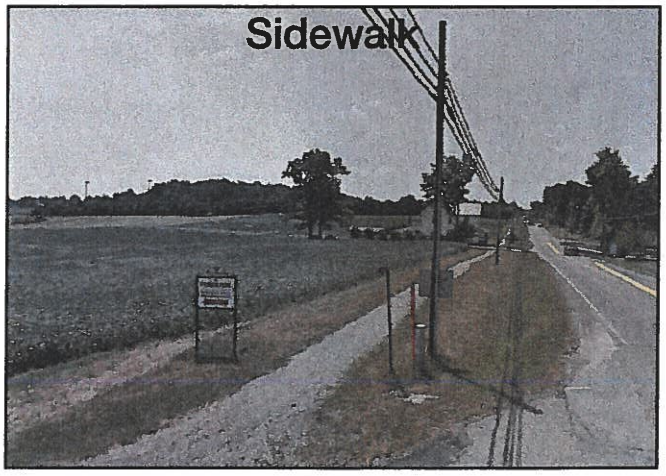
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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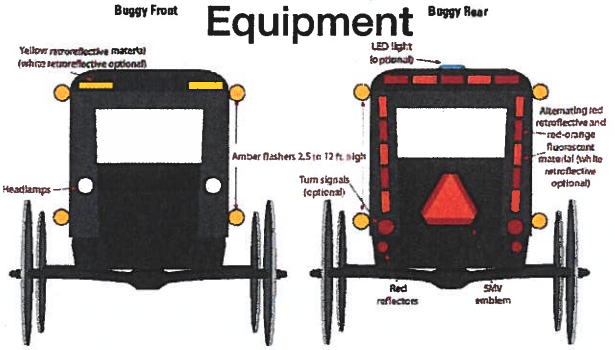

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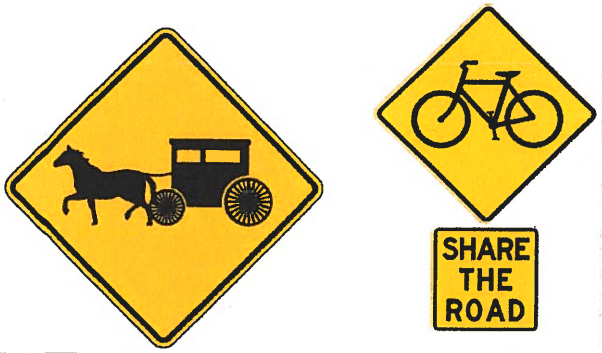

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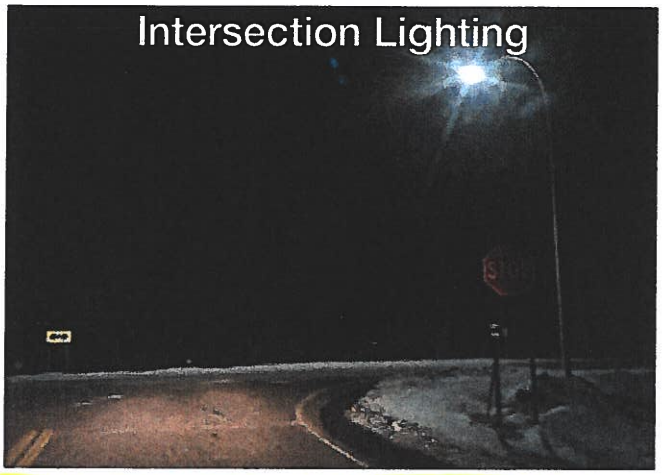

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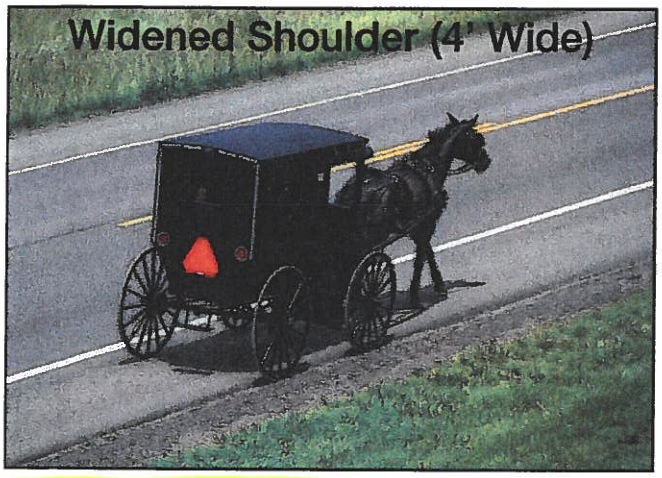

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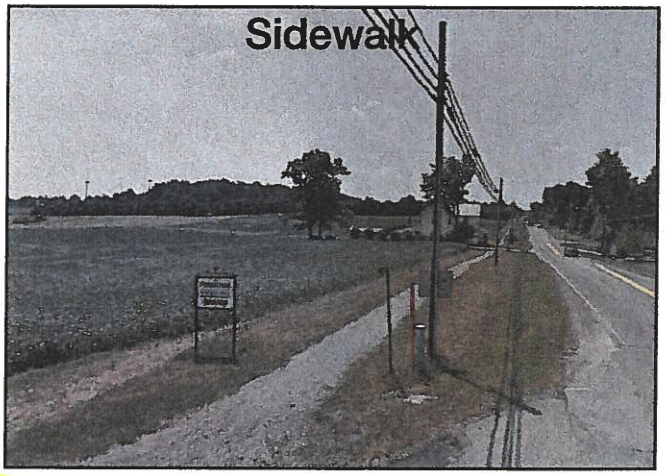

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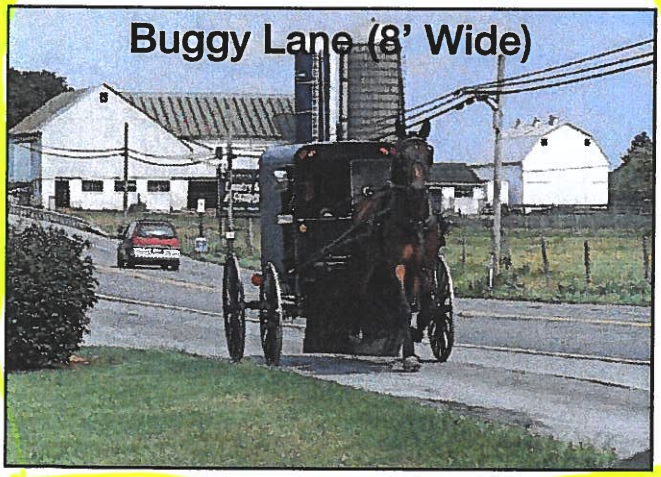

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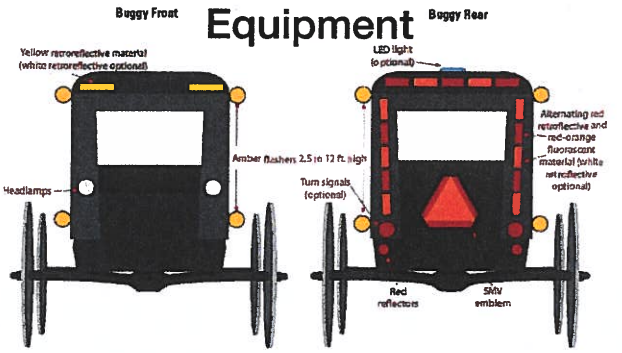

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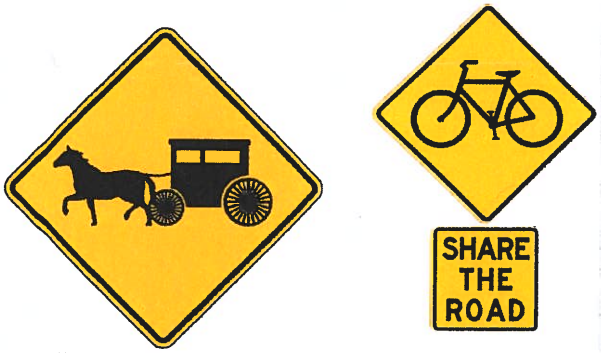
Upgrade Signage

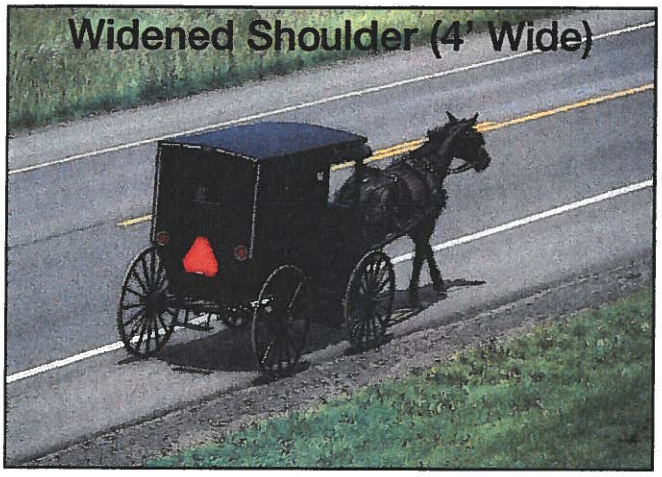
Buggy ***Walk/Bike***



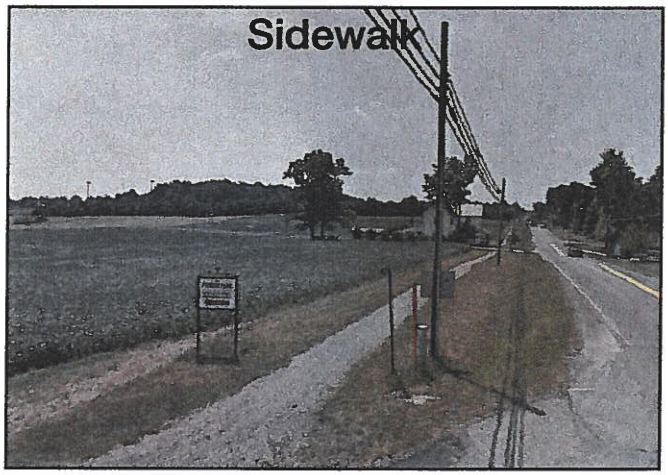
Intersection Lighting



Widened Shoulder (4' Wide)



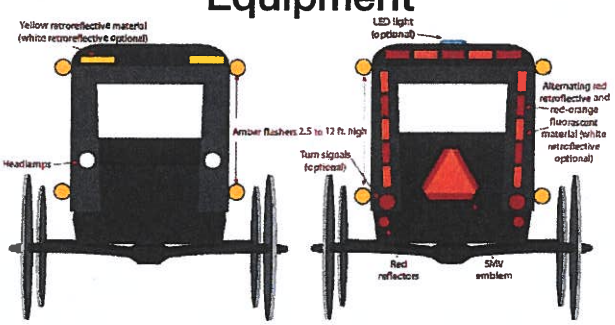
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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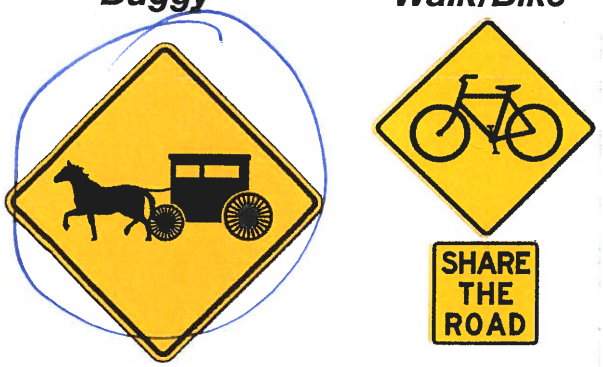
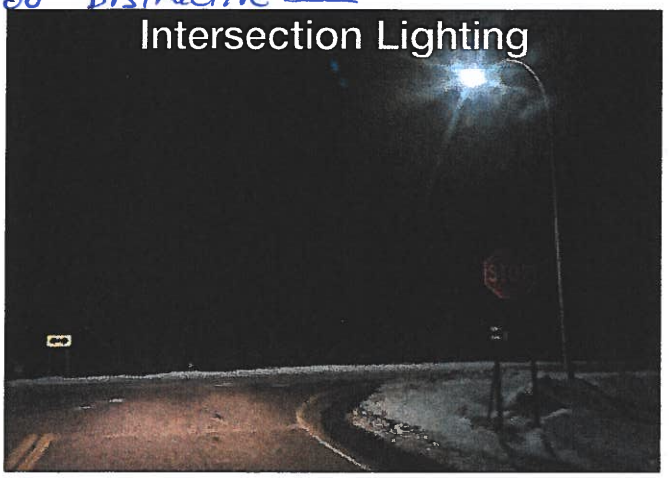
DO Not use Intersection lighti too Distractive

Upgrade Signage

Buggy ***Walk/Bike***



Intersection Lighting



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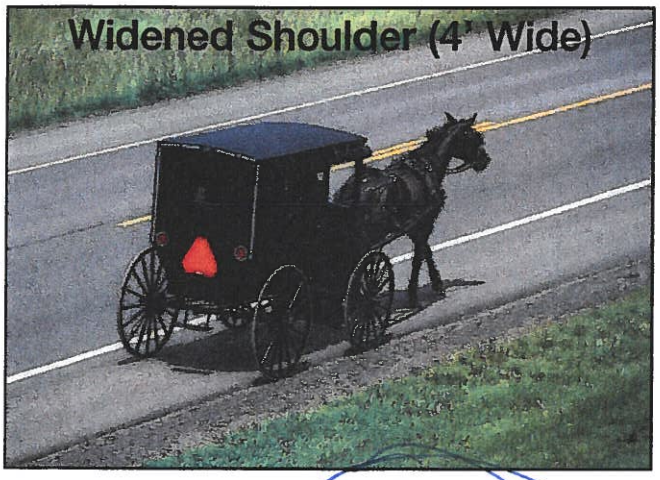
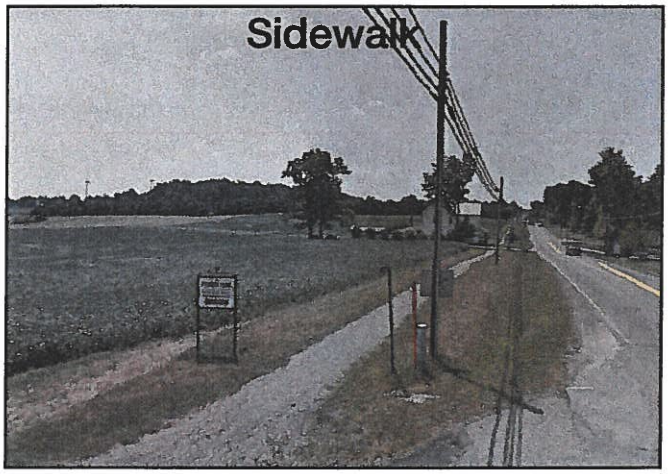


Sidewalk



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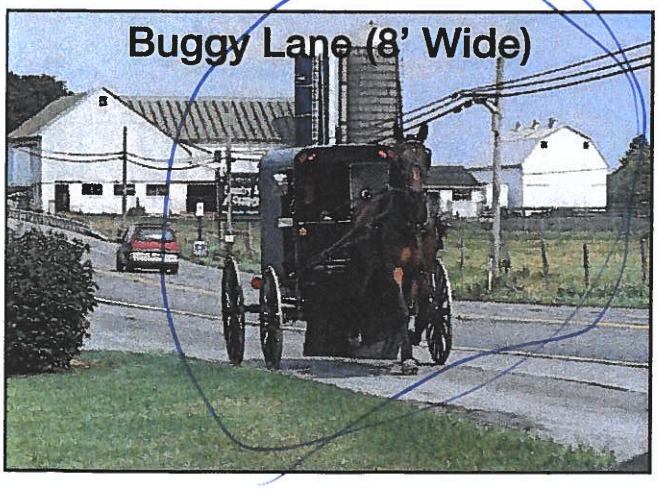
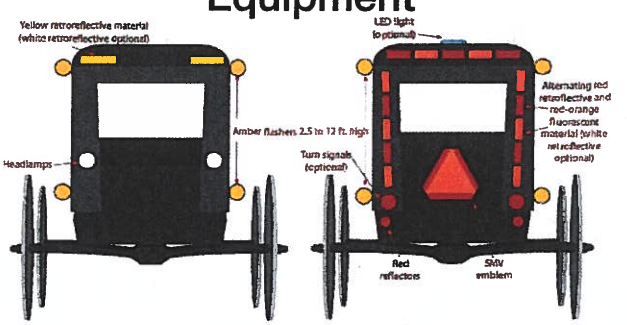


Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

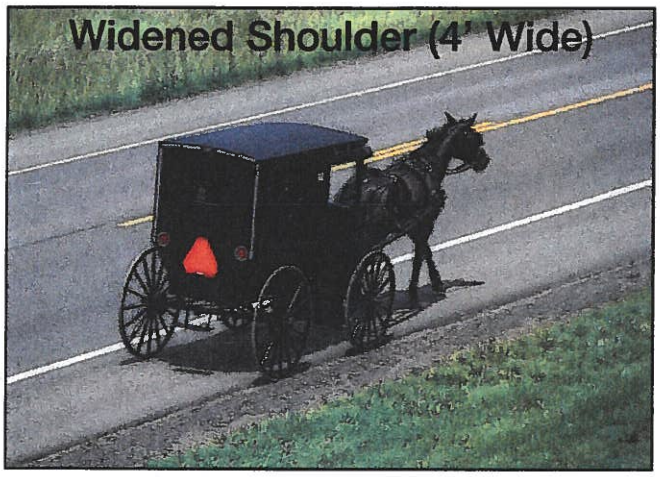




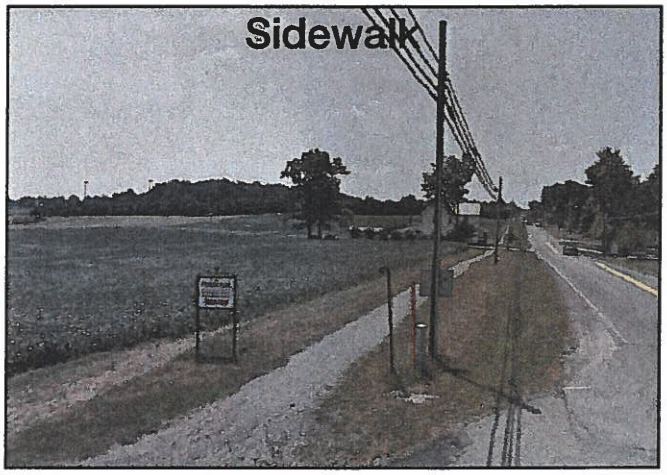
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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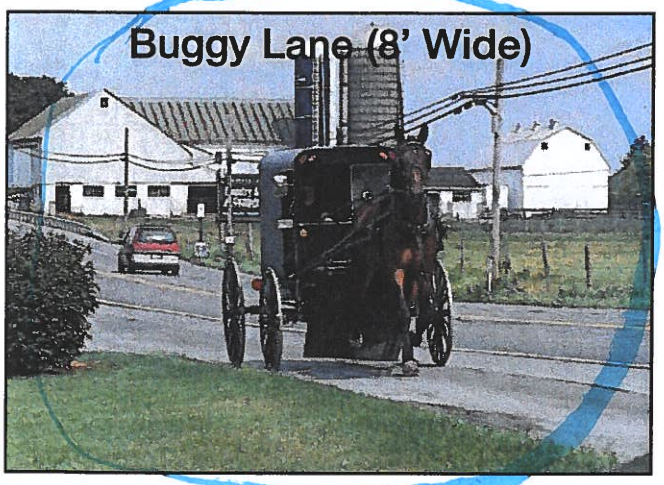

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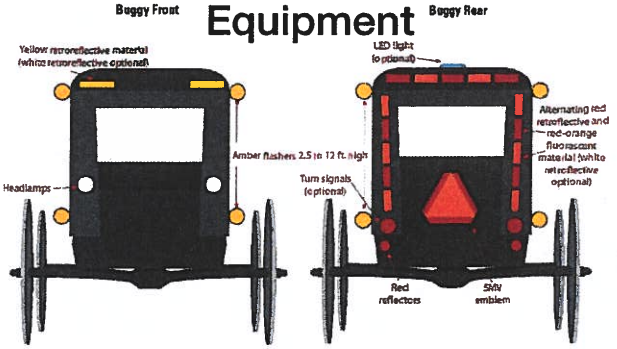

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Please share your comments or other improvement ideas below:

intersections your own light is better
sidewalk o k where heavy walk if possible

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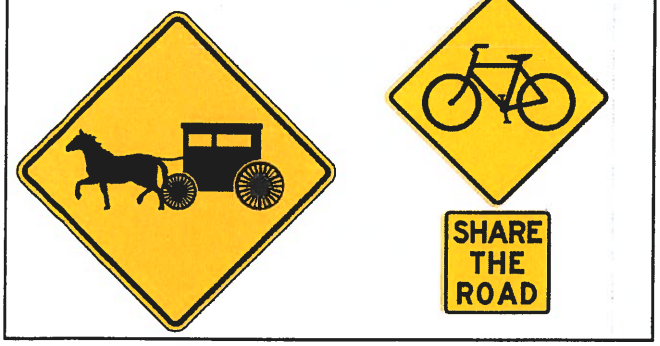
Upgrade Signage

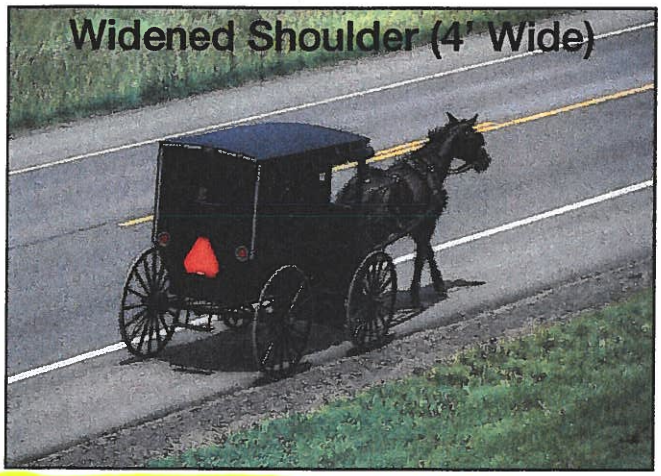
Buggy ***Walk/Bike***



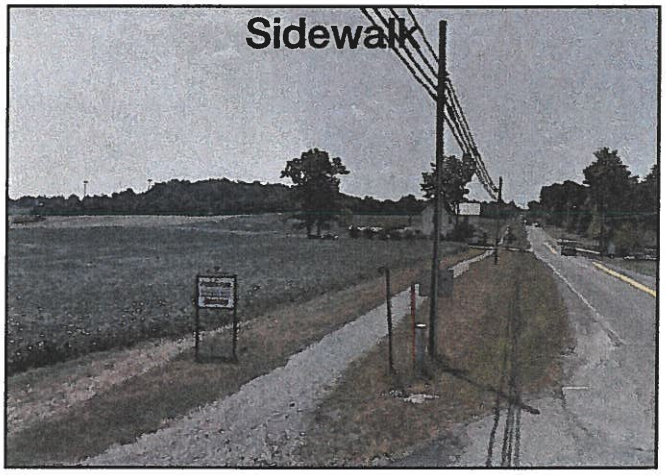
Intersection Lighting



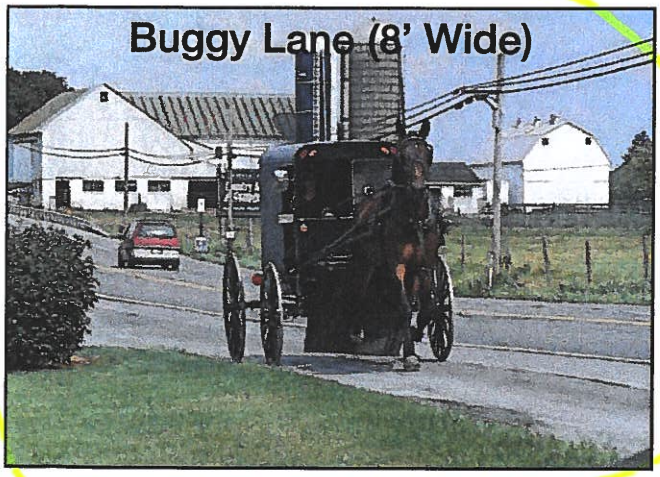
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

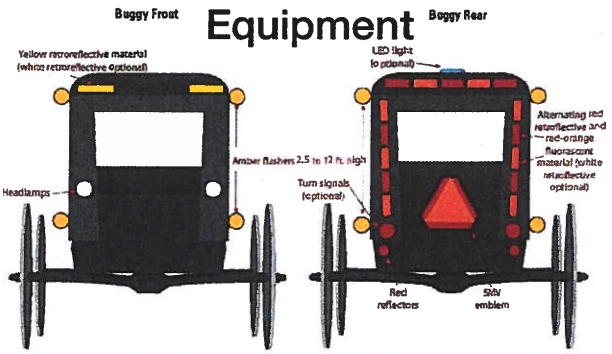


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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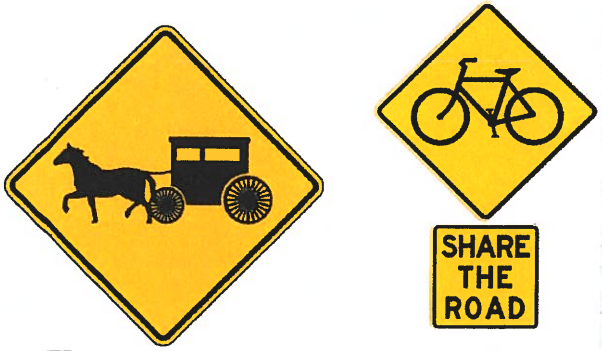
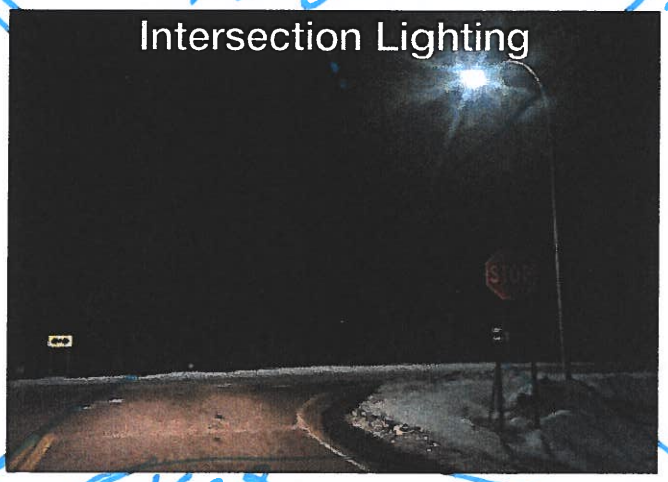
Upgrade Signage

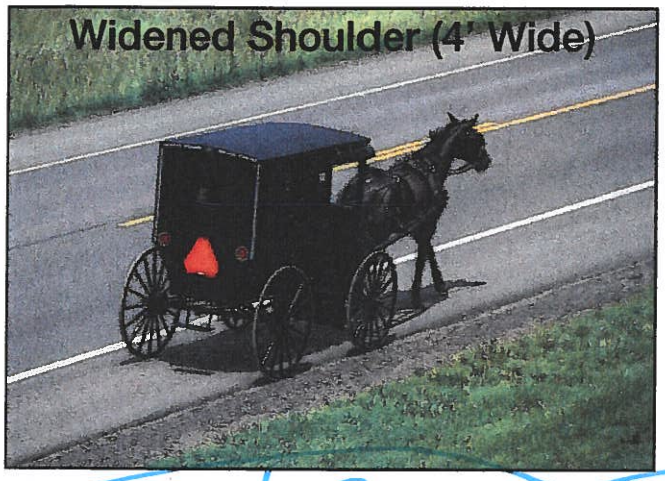
Buggy ***Walk/Bike***



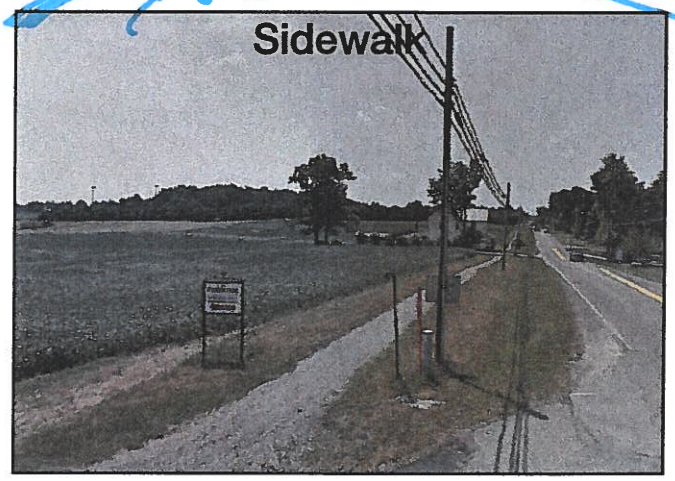
Intersection Lighting



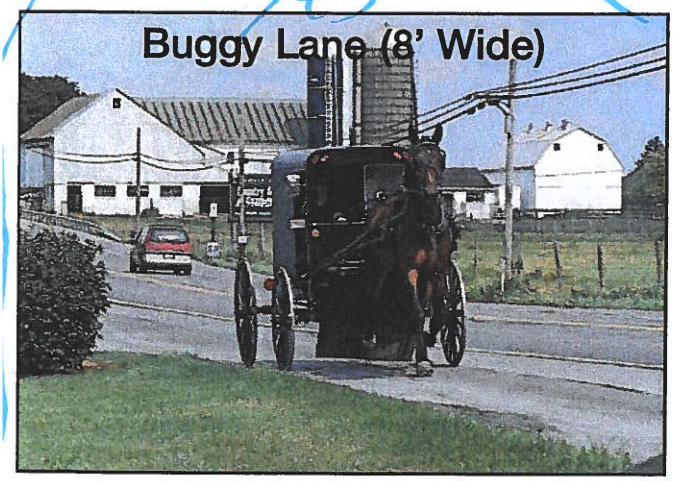
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

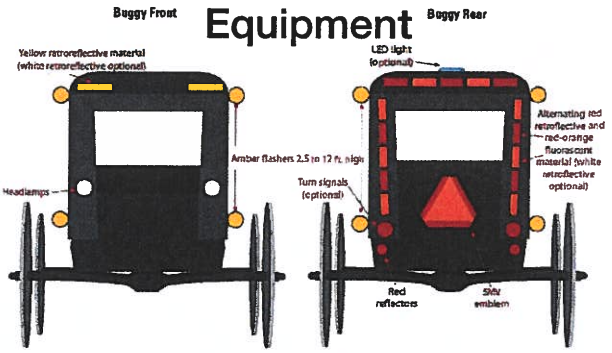


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Keep trucks on ST RT. NOT on Co. Rd.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

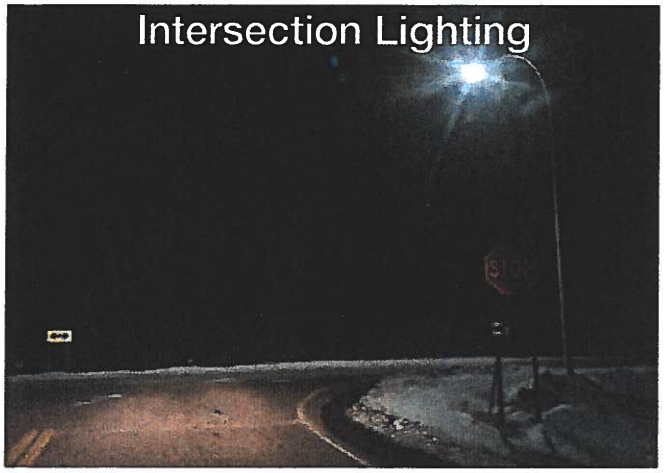
Buggy



Walk/Bike



Intersection Lighting



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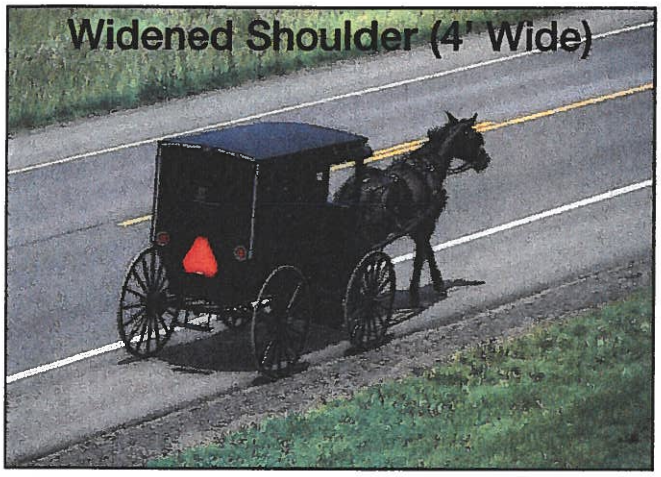
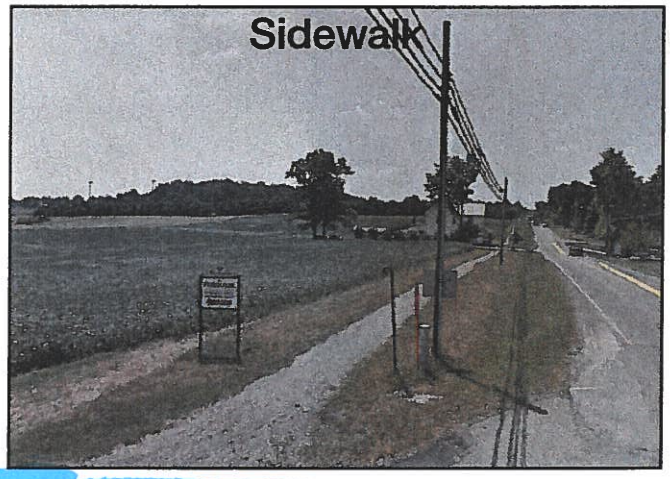


Sidewalk



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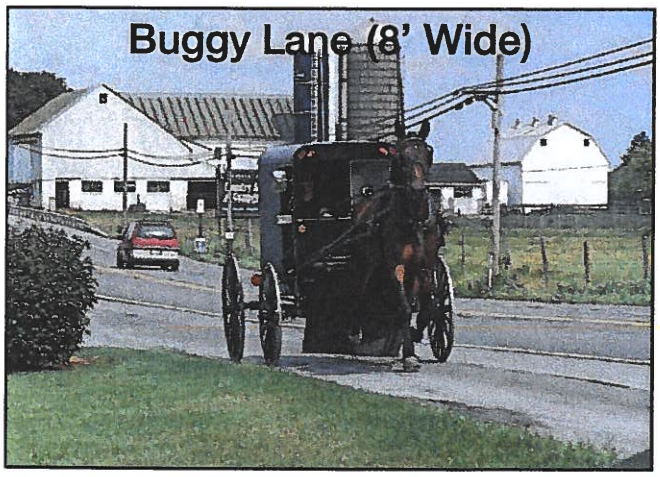

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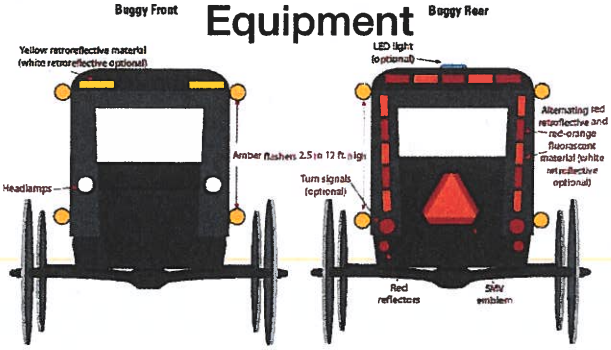

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Improved Buggy Safety Equipment

Improvements Exercise

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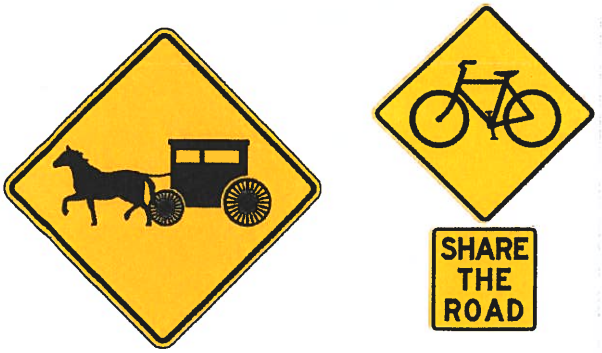
Upgrade Signage

Buggy ***Walk/Bike***



Intersection Lighting



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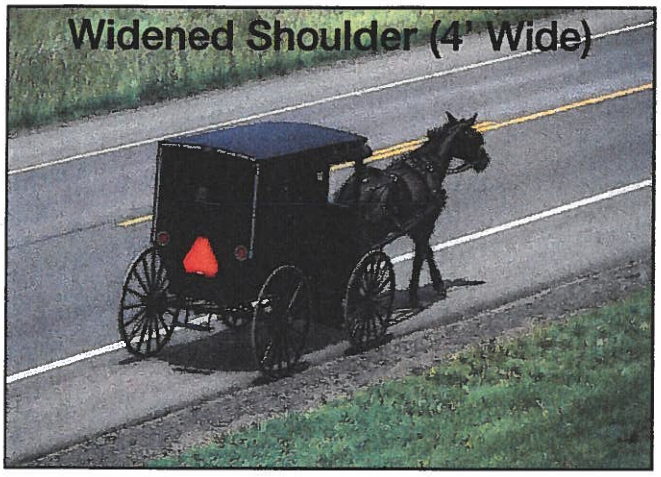
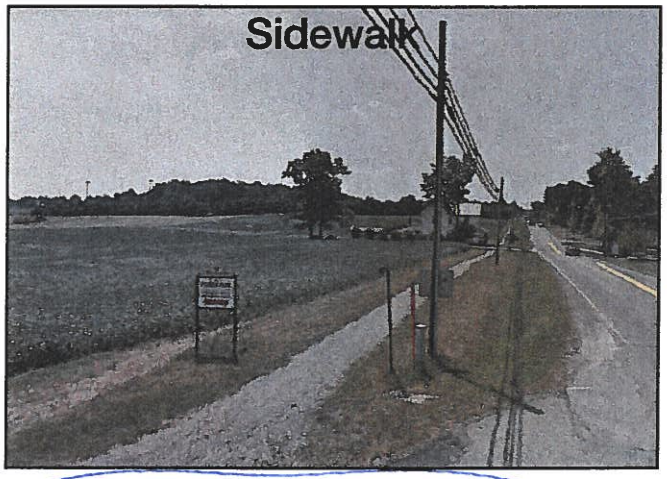


Sidewalk



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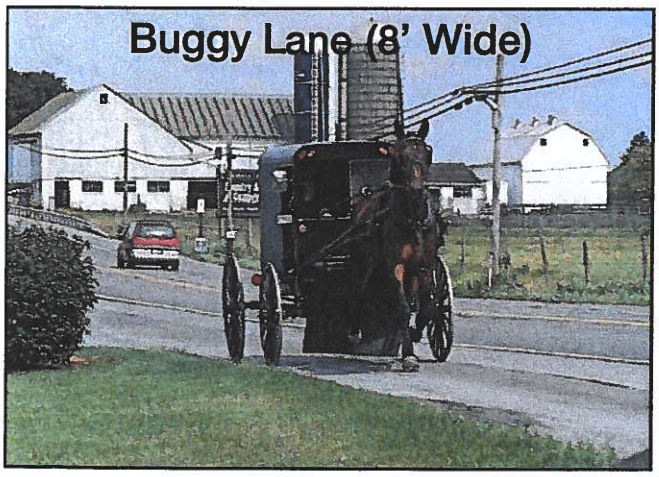

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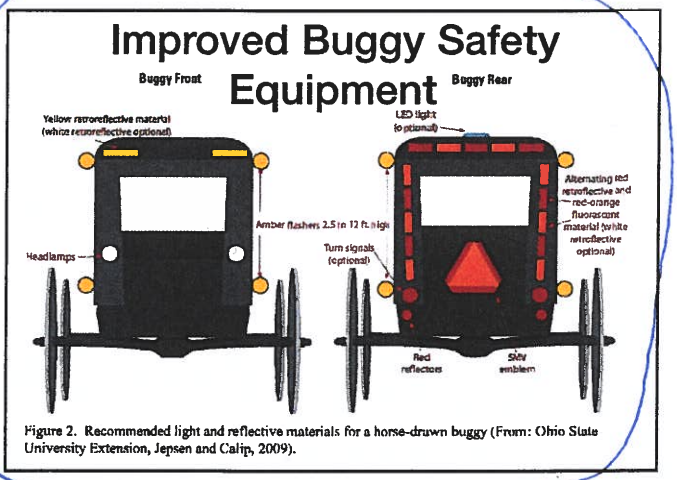

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Buggy ***Walk/Bike***





Intersection Lighting



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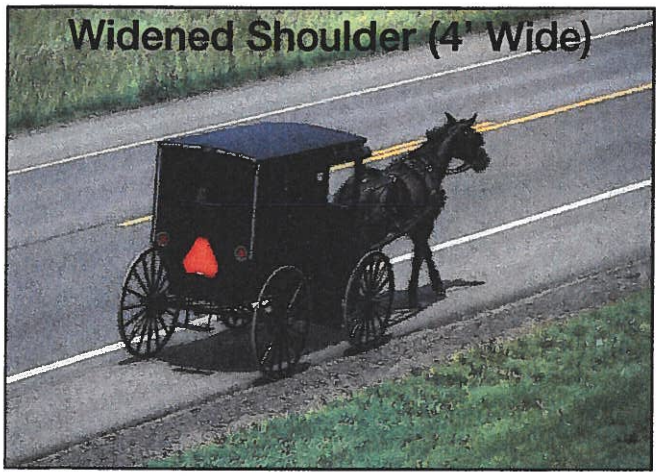

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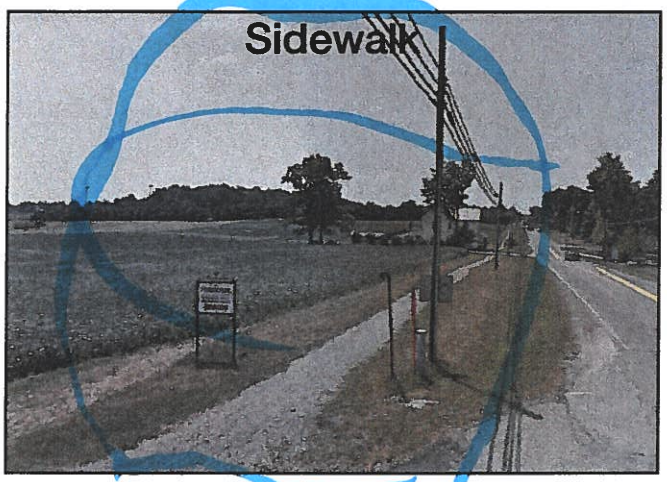

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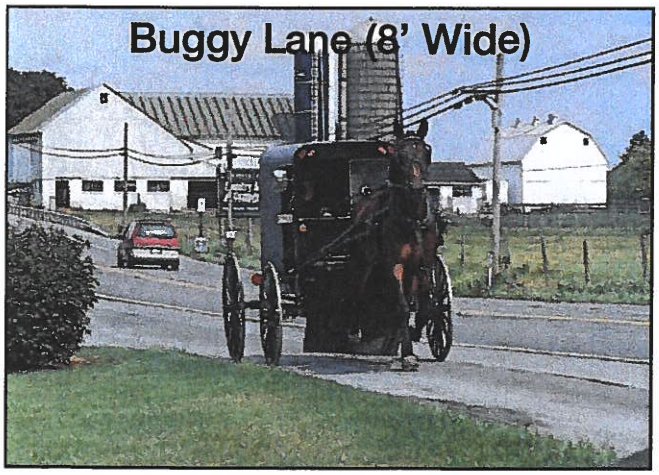

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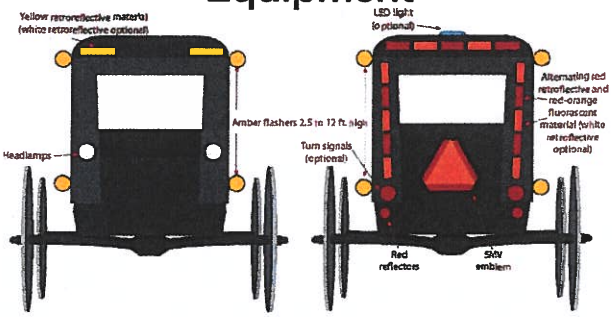

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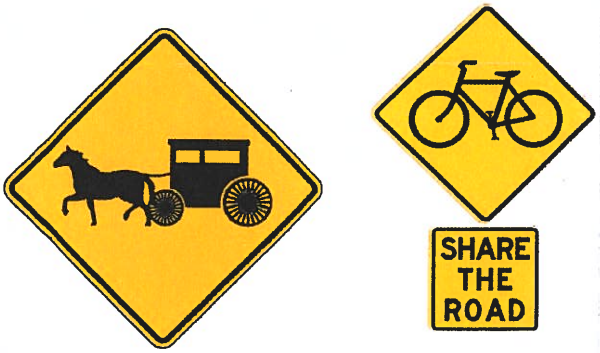

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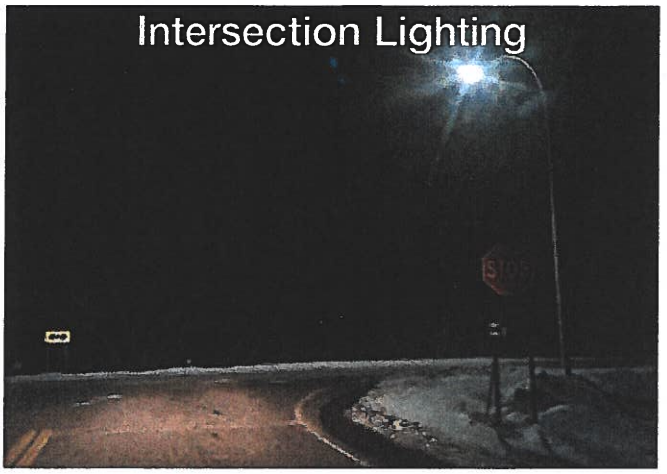

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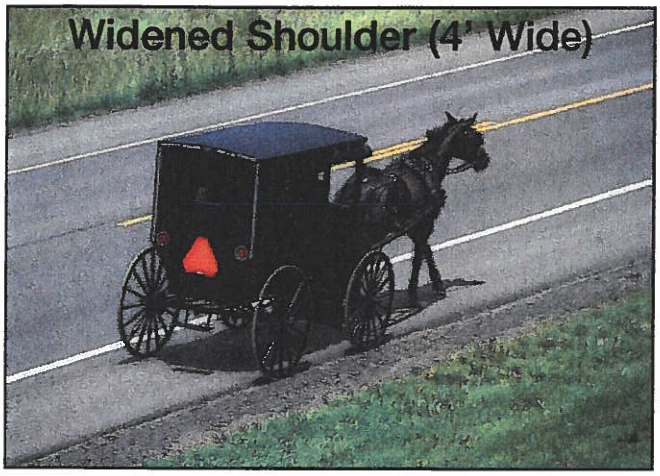
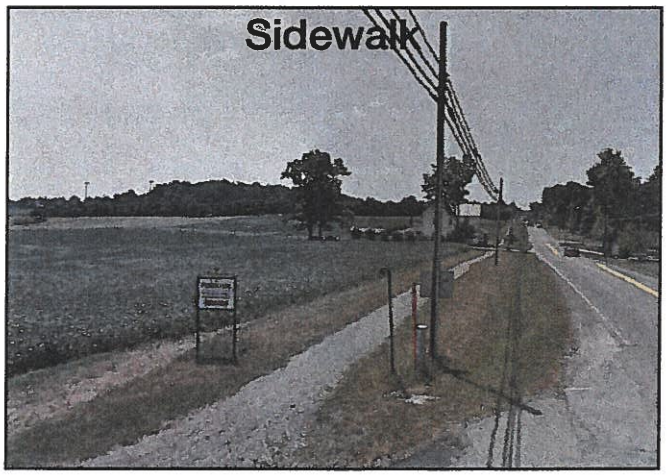


Sidewalk



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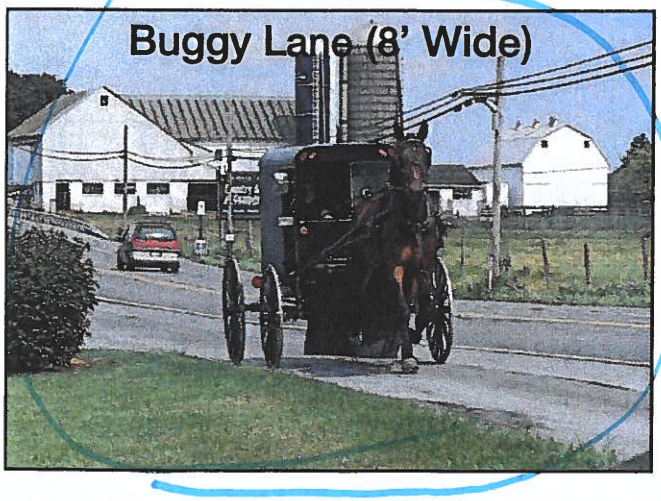

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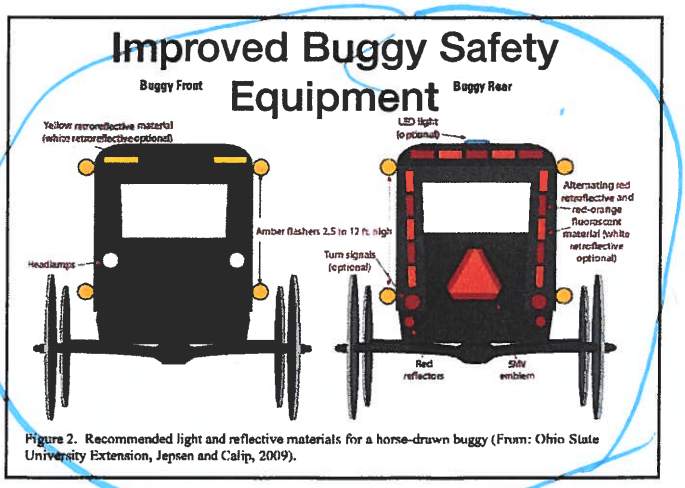

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Comment Sheet

Amish & Non-Motorized Travel Study

Fredericktown, Morrow County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

On Co Road 22 between S.R. 314 & C.R. 80 there is St Rt traffic & school children going & coming with a Very narrow road

OHIO DEPARTMENT OF TRANSPORTATION

Hardin County Meeting Results

June 6th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

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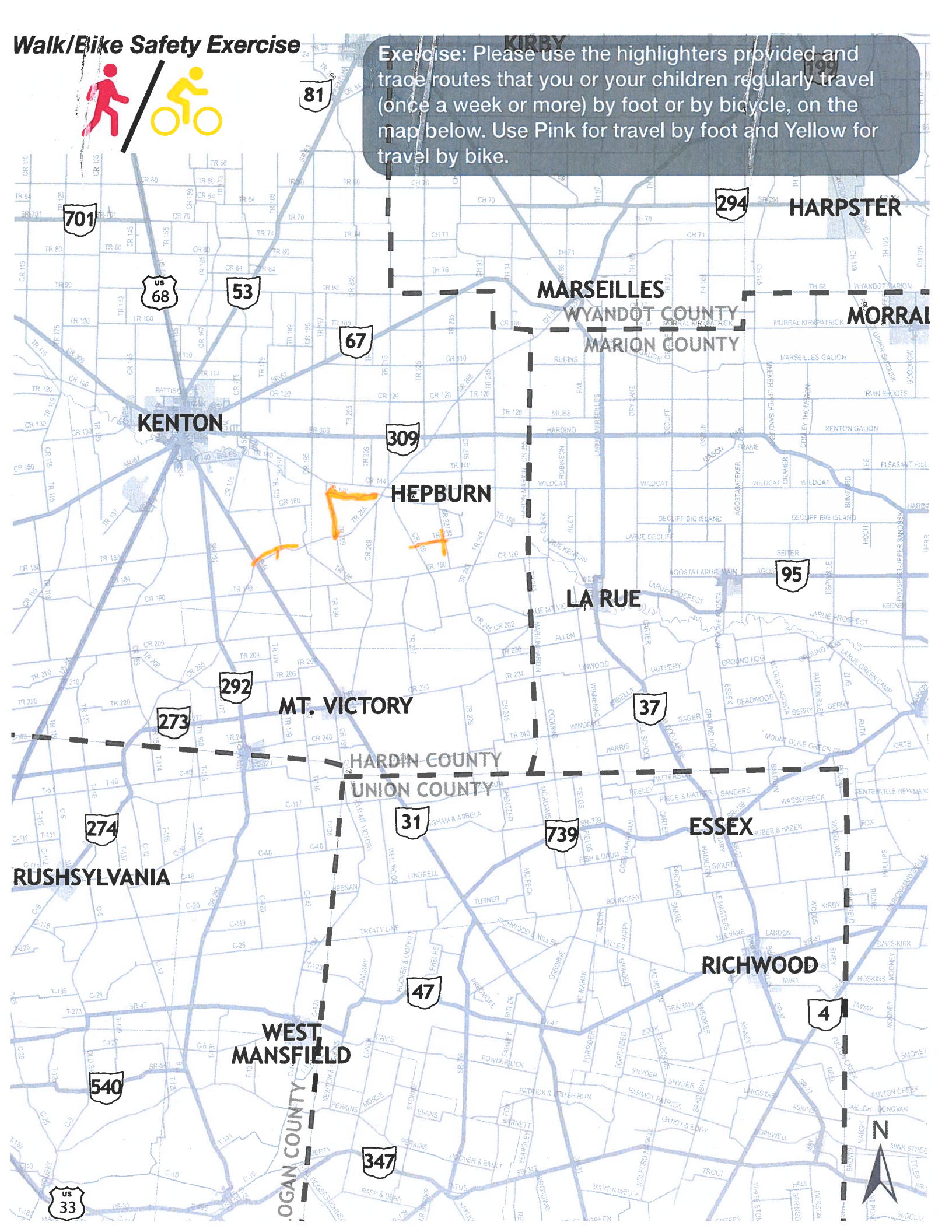
Walk/Bike Safety Exercise
Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.
KIRBY
81
199
701
294
HARPSTER
US 68
53
MARSEILLES
WYANDOT COUNTY
MARION COUNTY
MORRAL
67
KENTON
309
HEPBURN
95
LA RUE
292
MT. VICTORY
273
37
HARDIN COUNTY
UNION COUNTY
274
31
739
ESSEX
RUSHSYLVANIA
RICHWOOD
47
4
WEST MANSFIELD
540
347
US 33
LOGAN COUNTY
N

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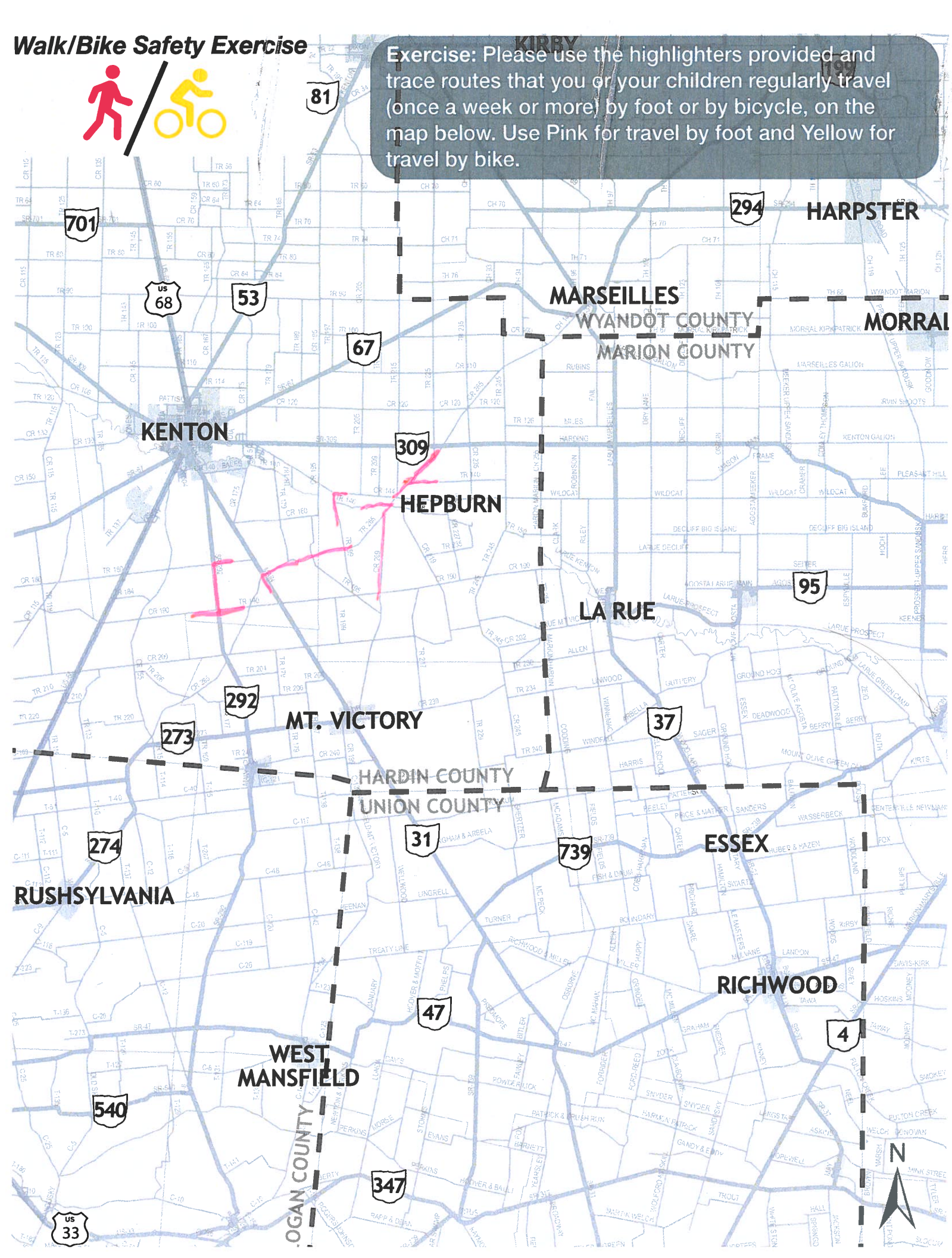

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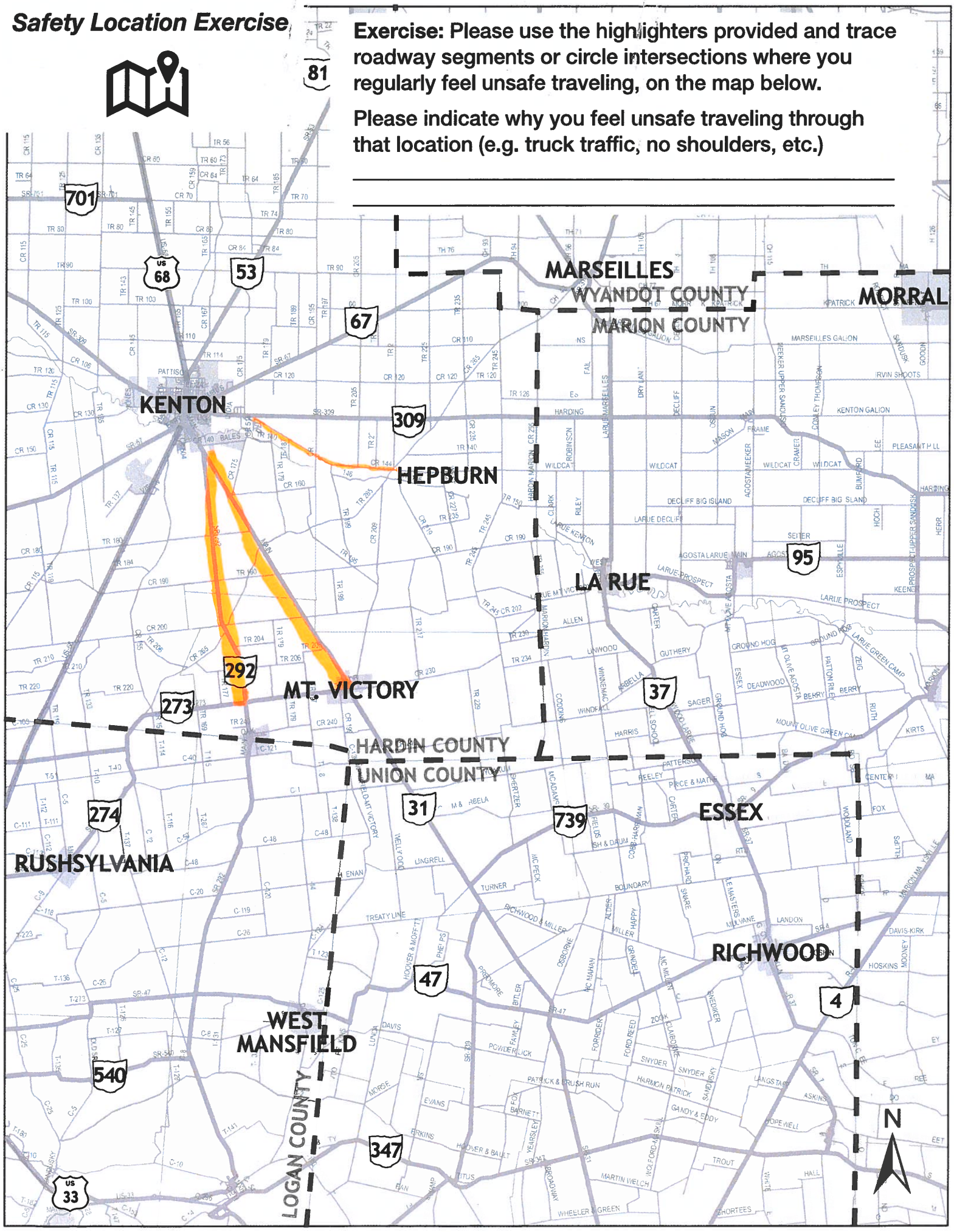
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



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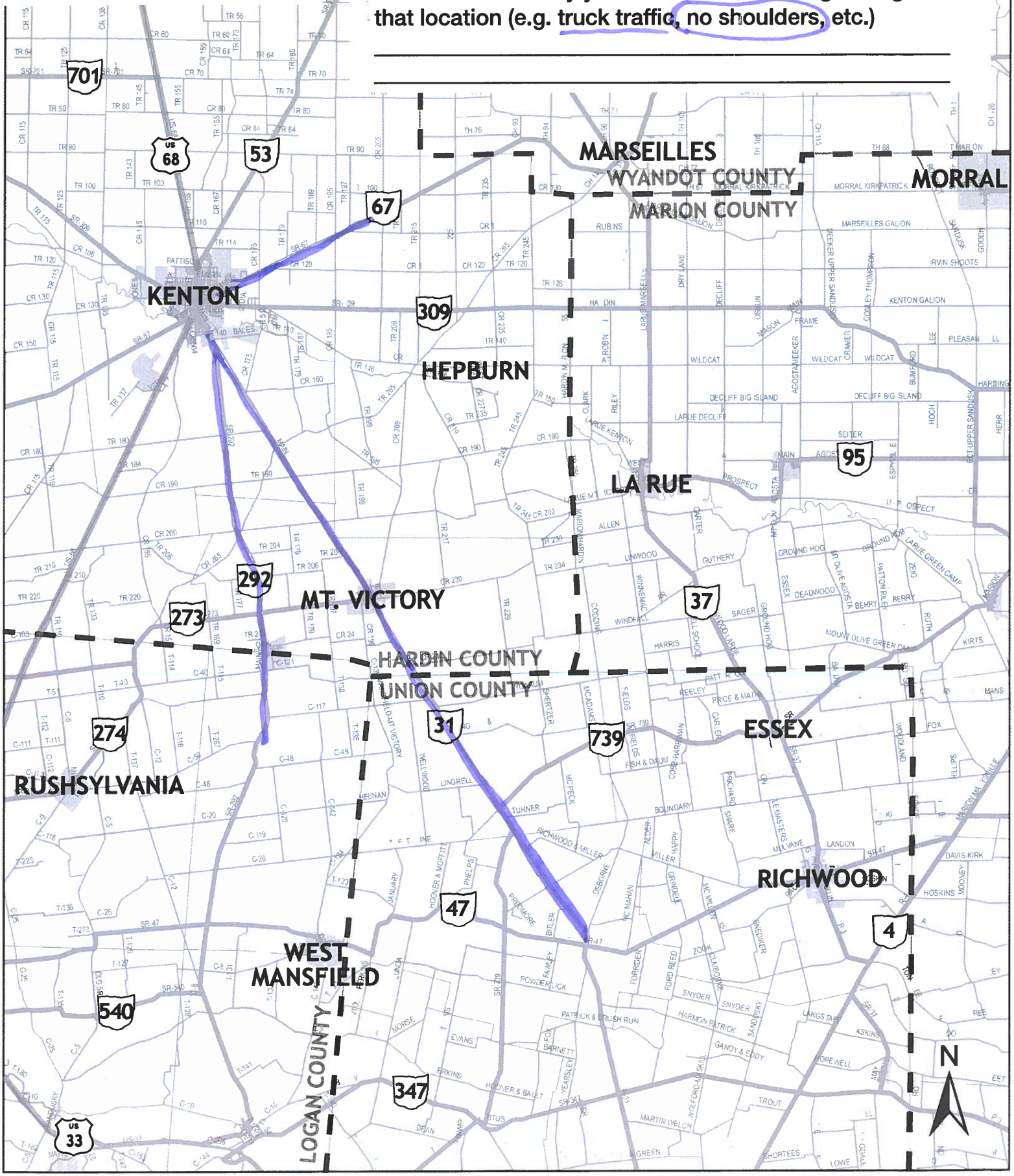

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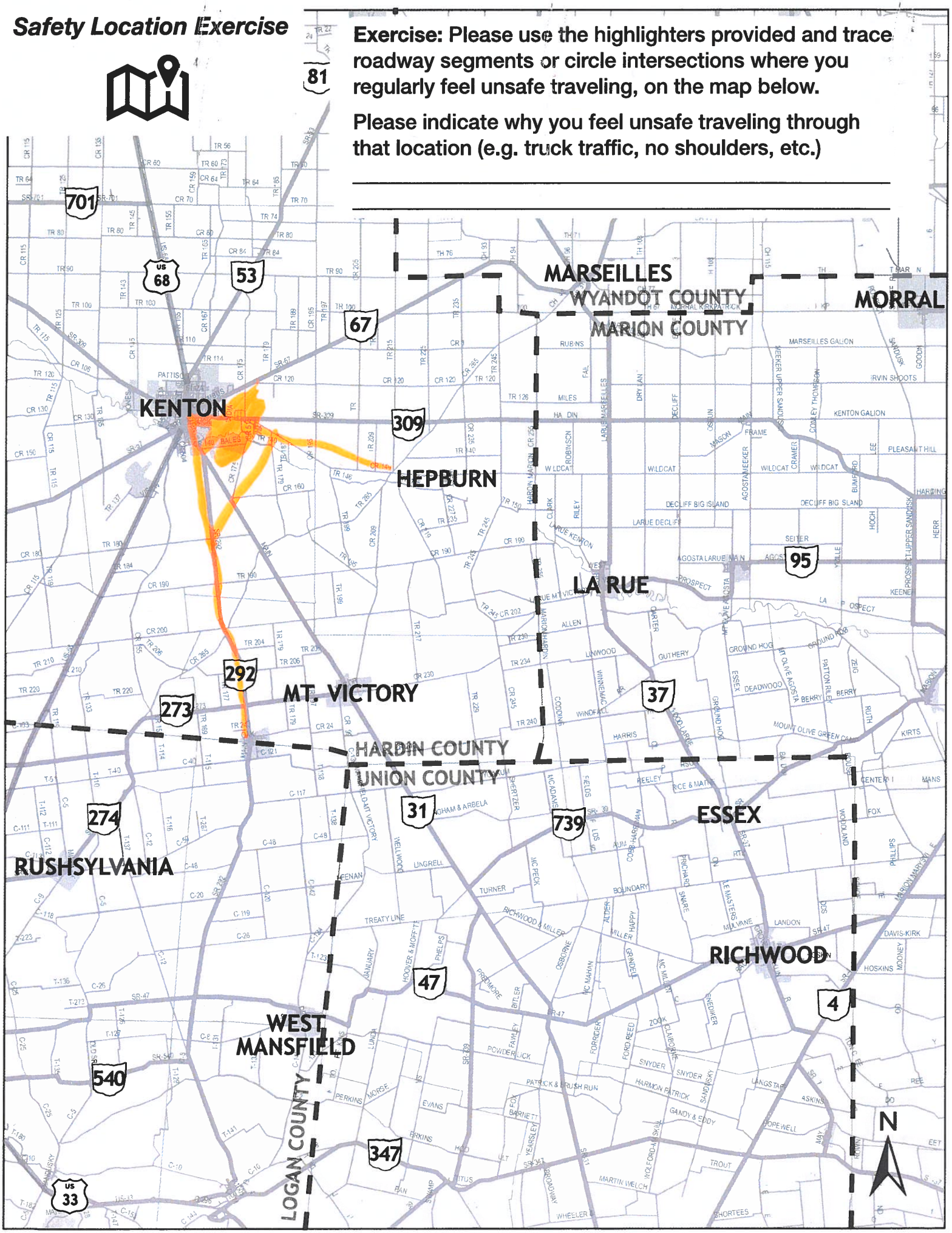

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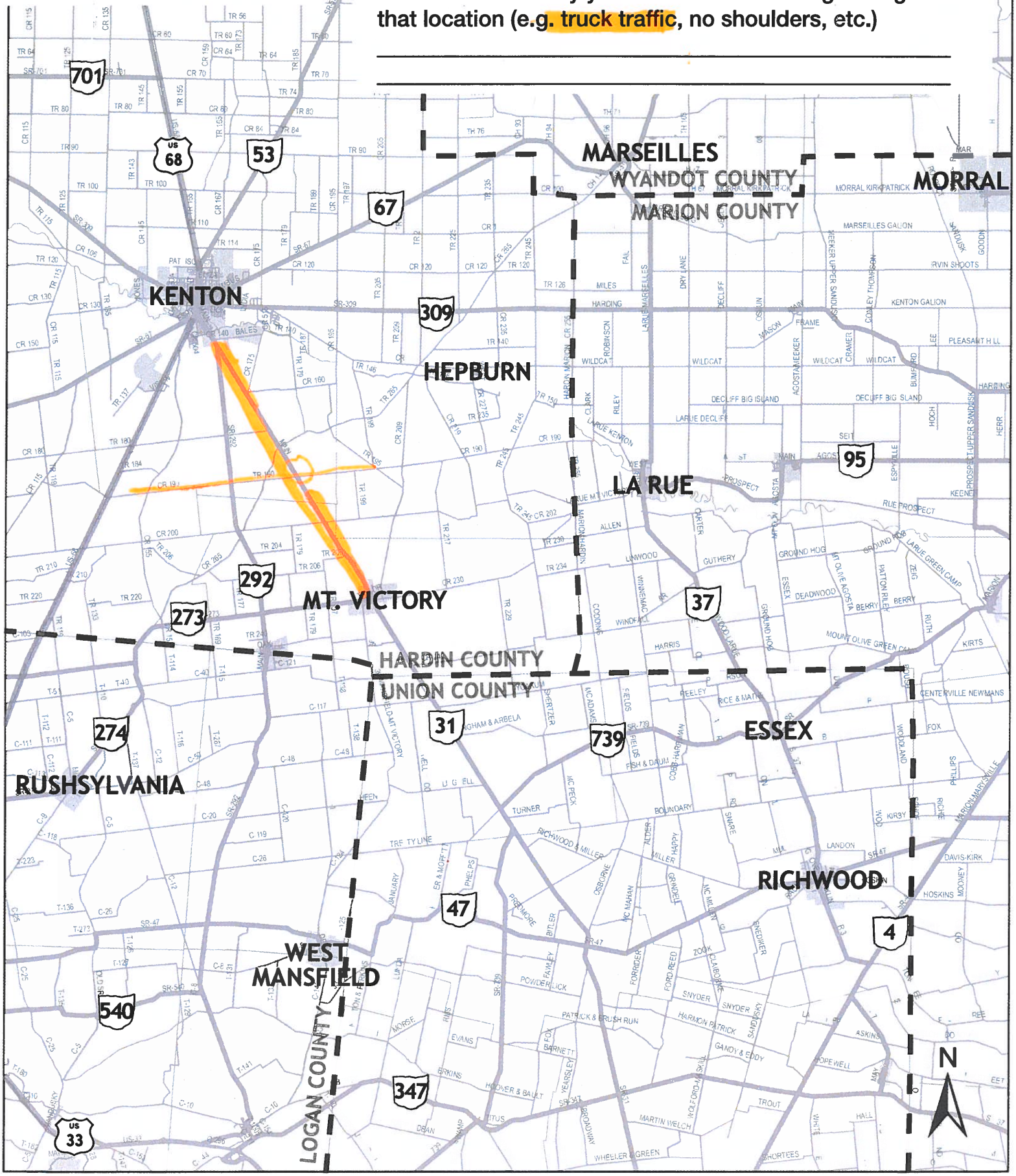

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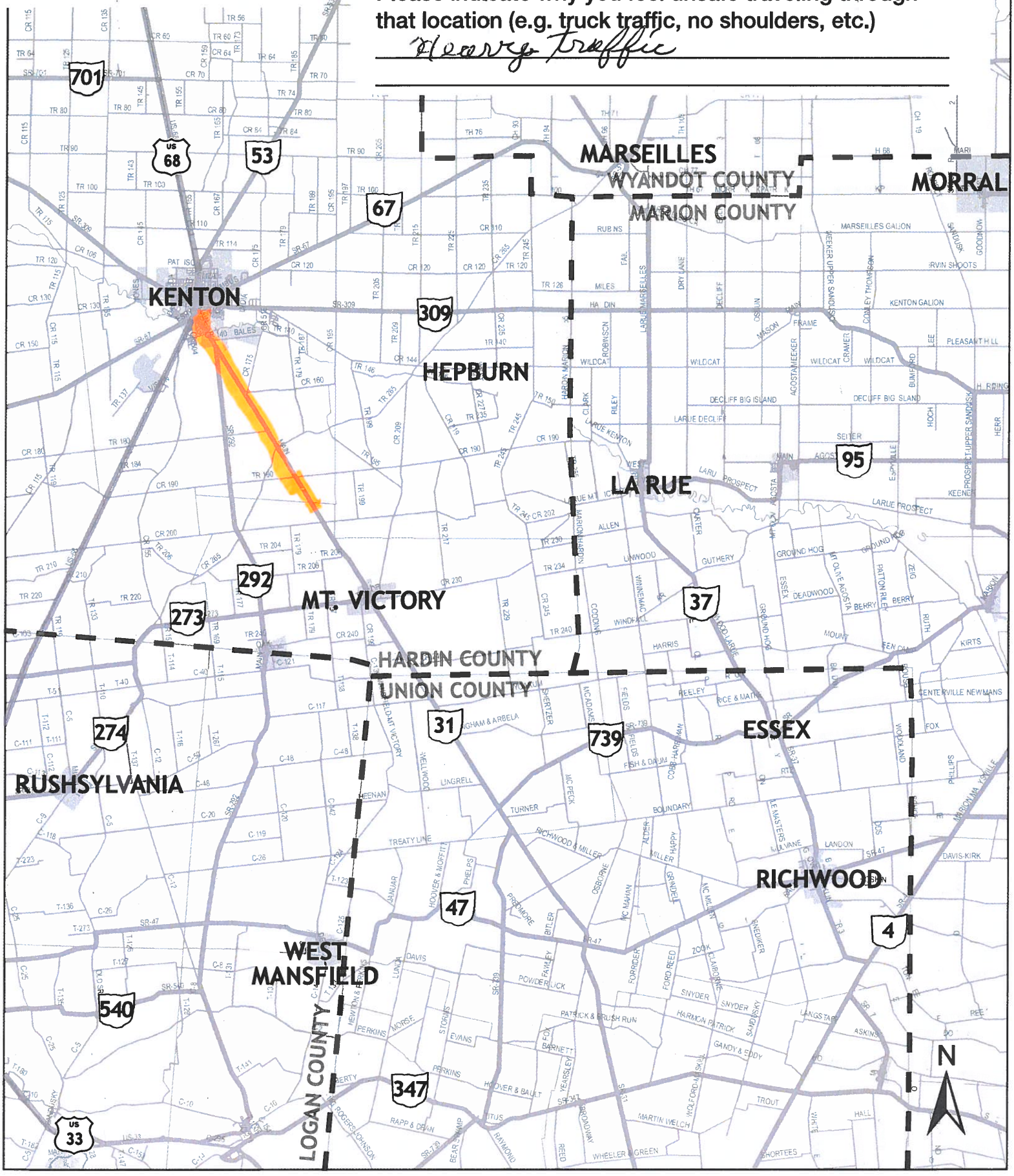
Heavy traffic



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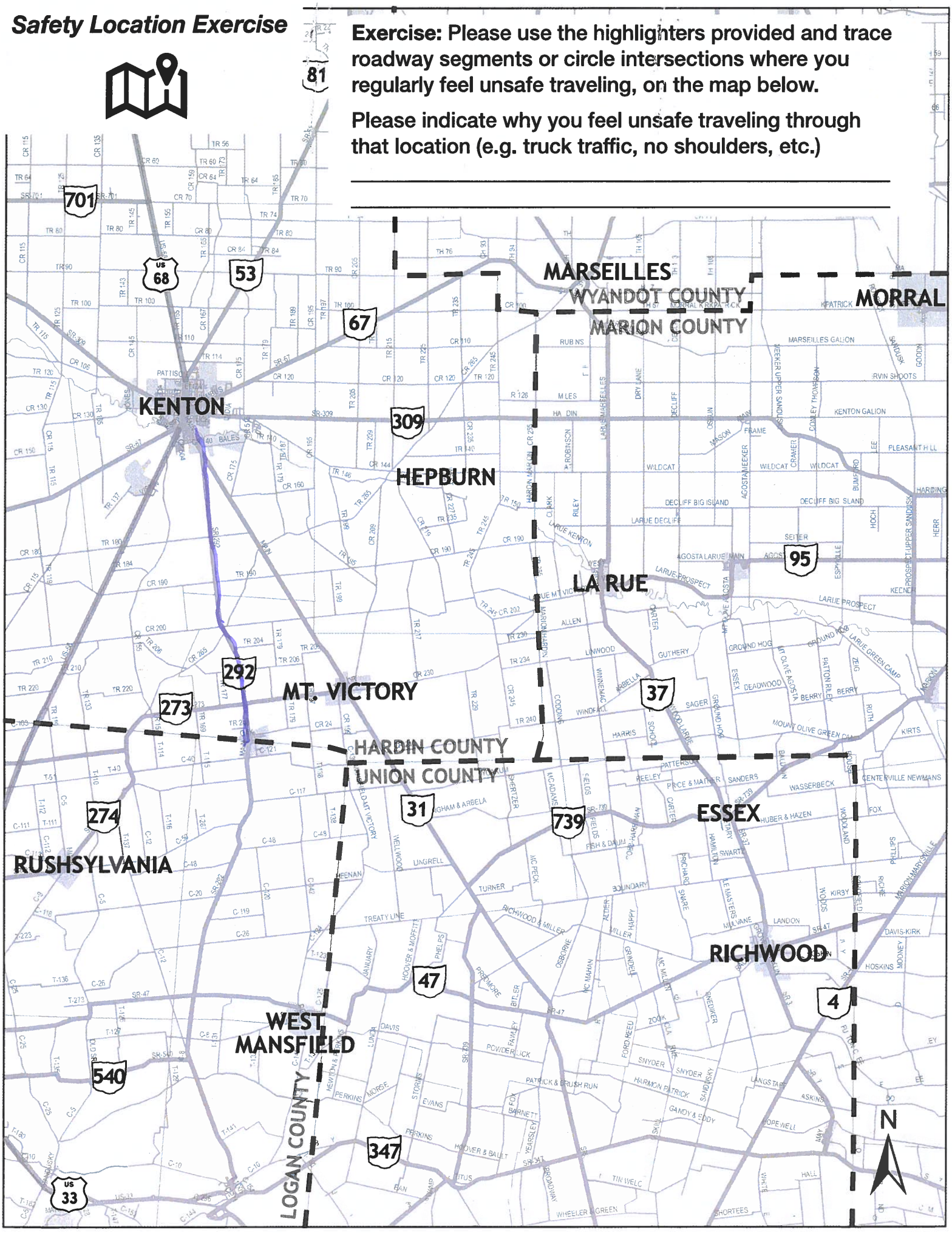
_____

_____

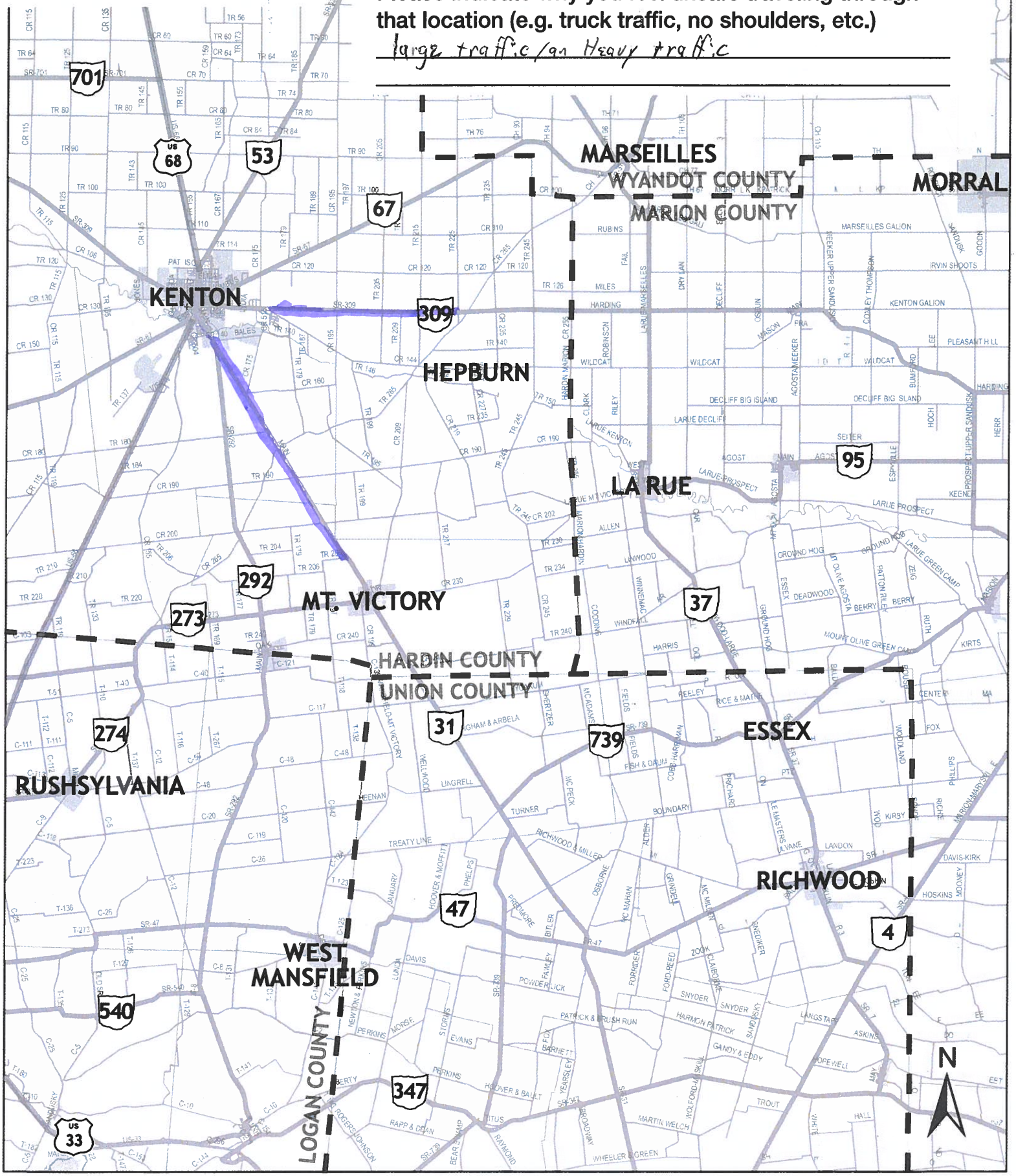


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

large traffic /an Heavy traffic



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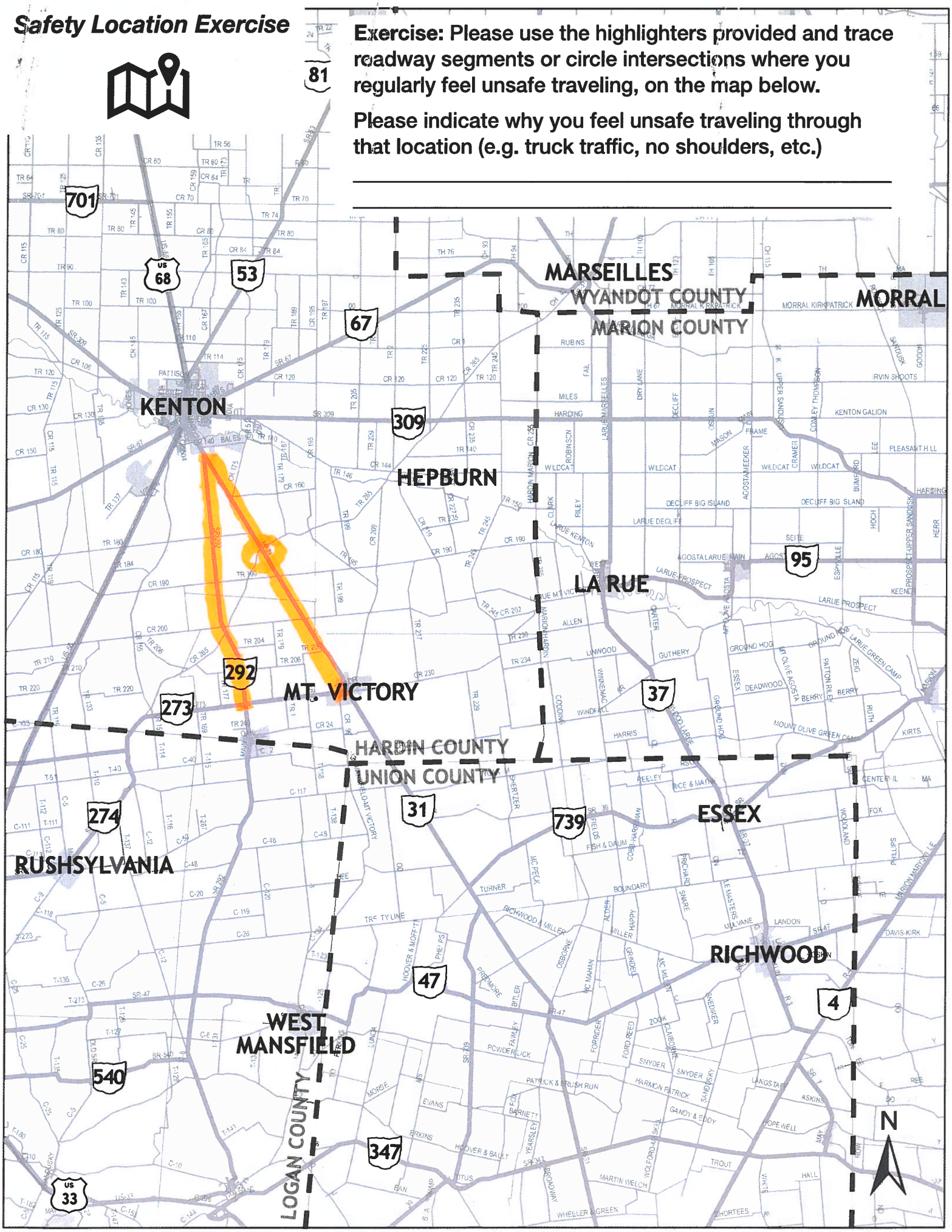

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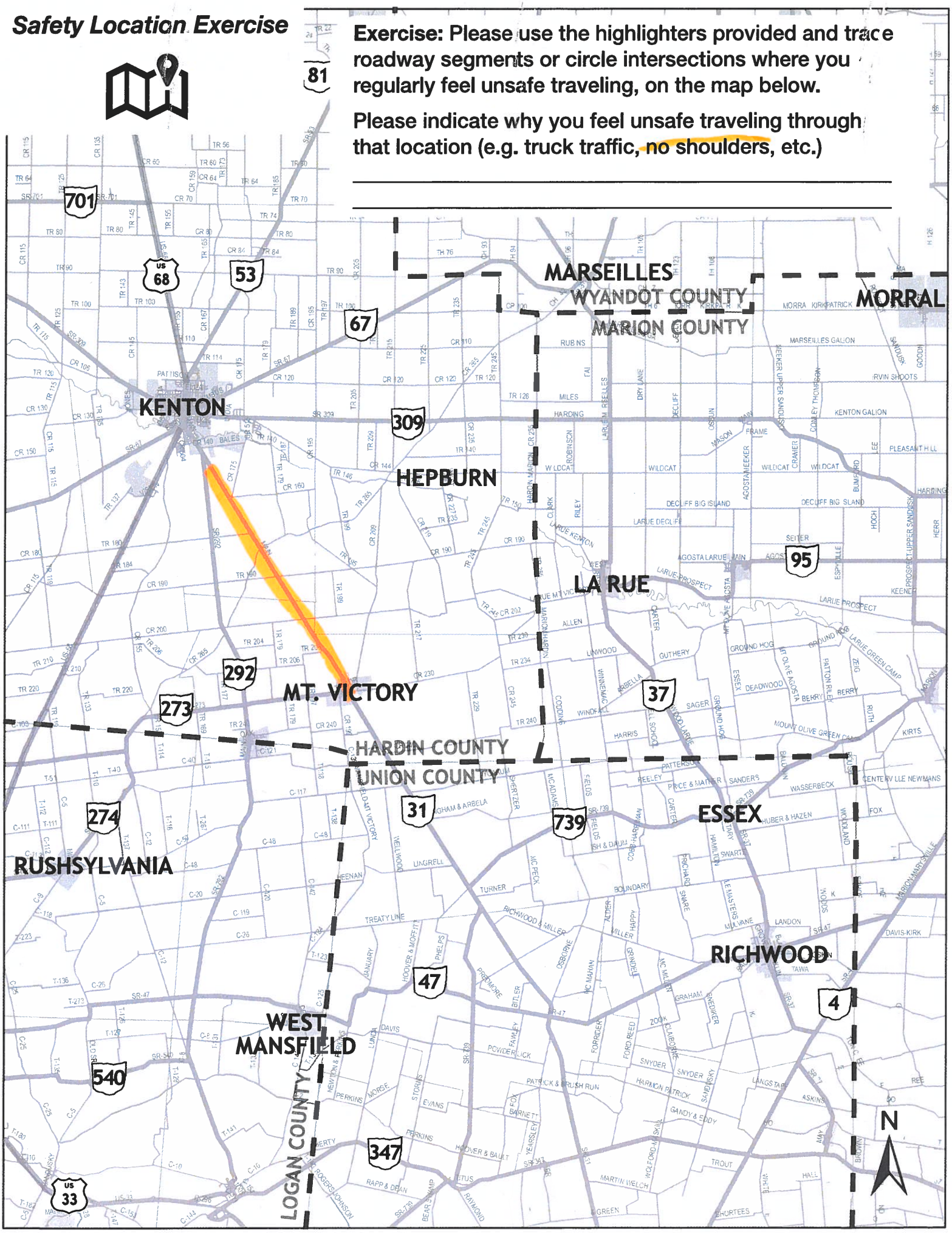

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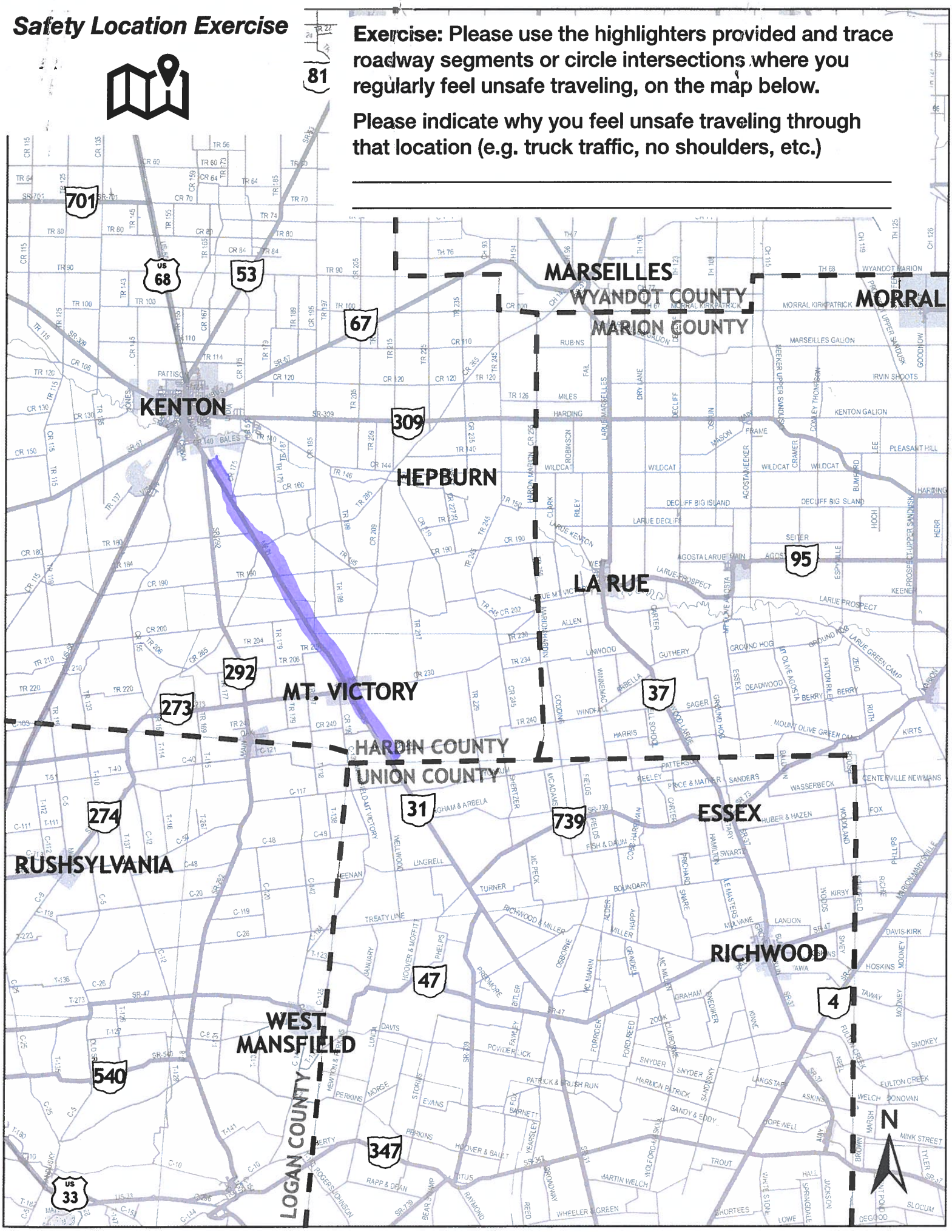


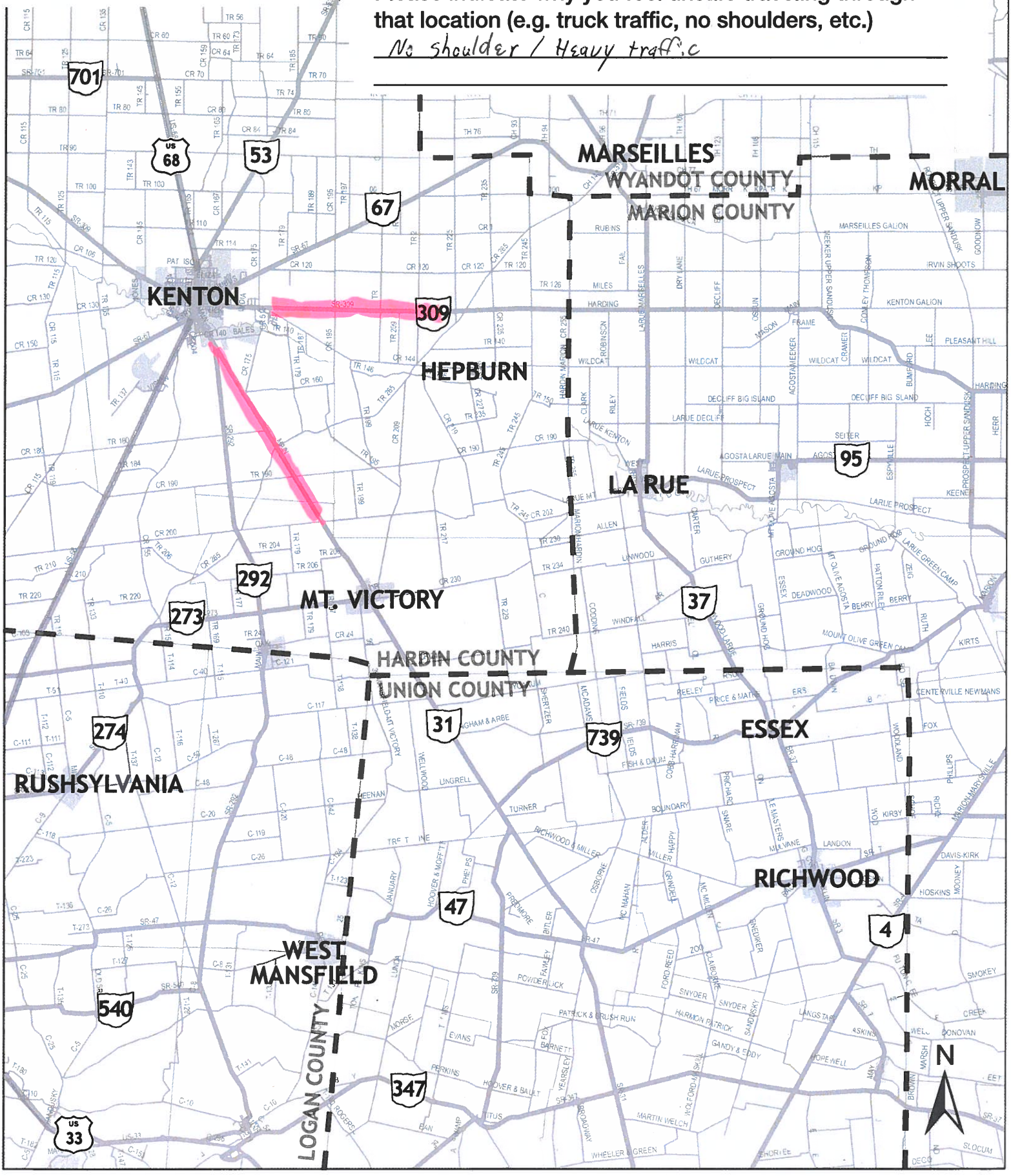
Safety Location Exercise



Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

No shoulder / Heavy traffic



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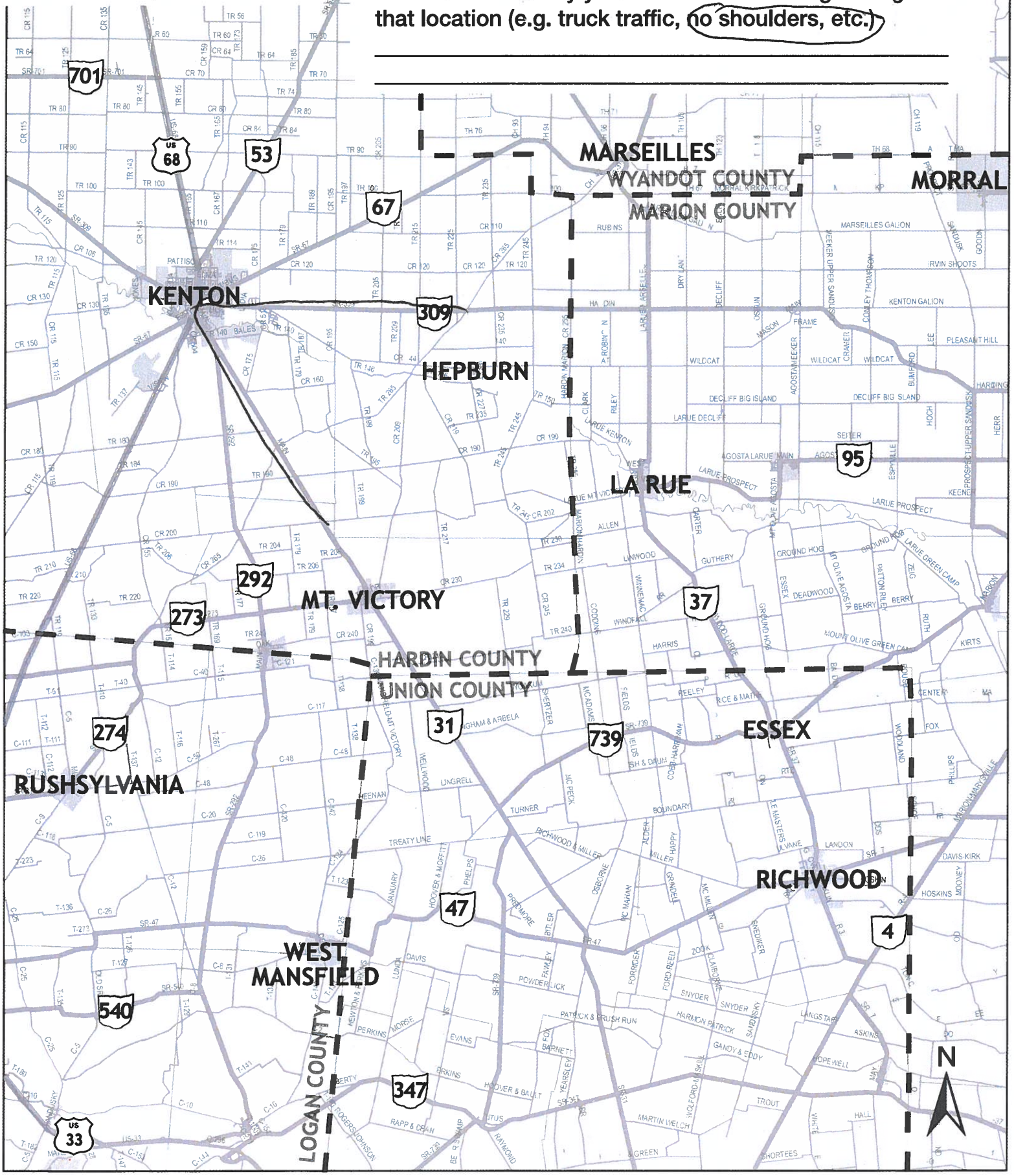


Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

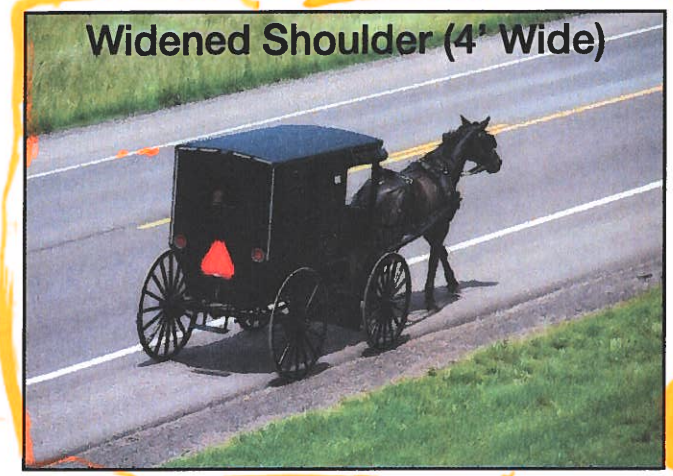
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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Upgrade Signage

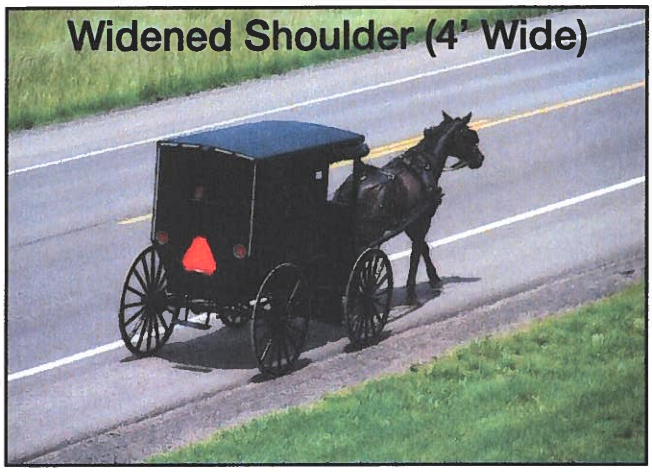
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I be all for side lanes for the slow moving buggys or wagons with a 8 ft. lane

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

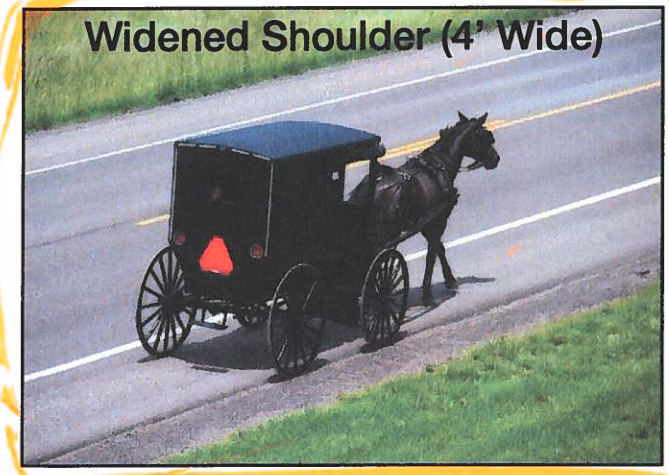
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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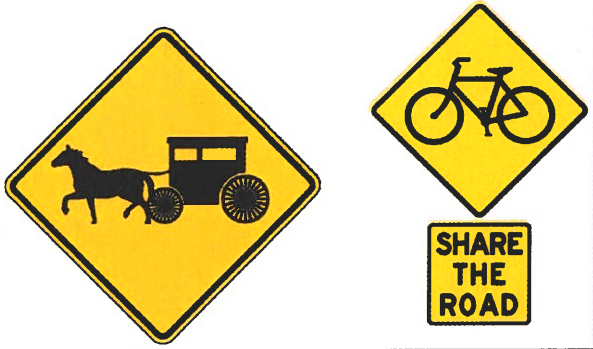
Upgrade Signage

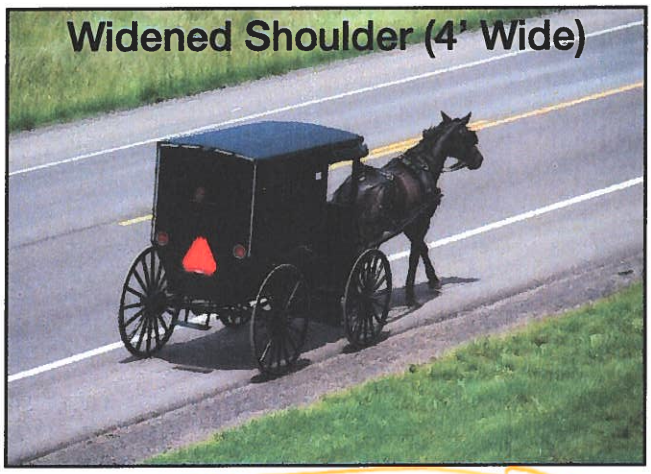
Buggy ***Walk/Bike***



Intersection Lighting



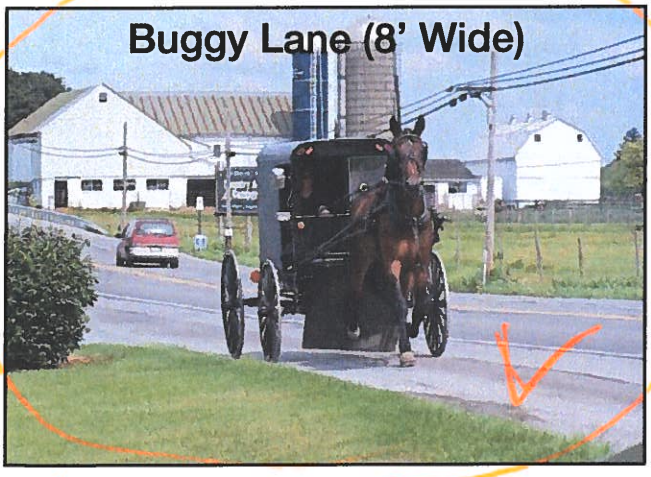
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

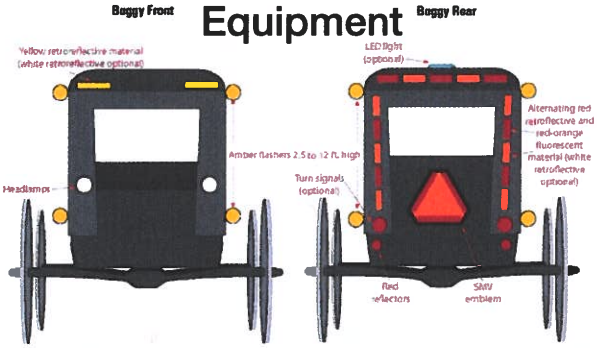


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Upgrade Signage

Buggy ***Walk/Bike***

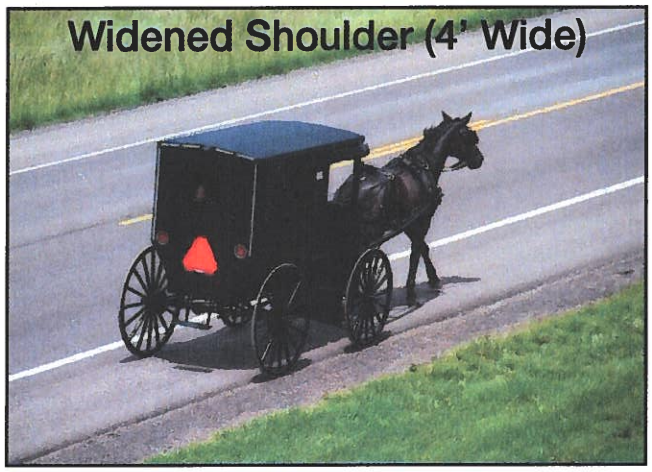




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Intersection Lighting



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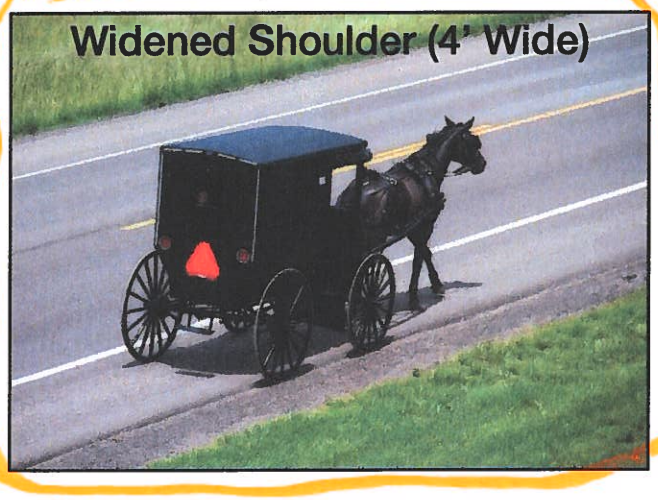
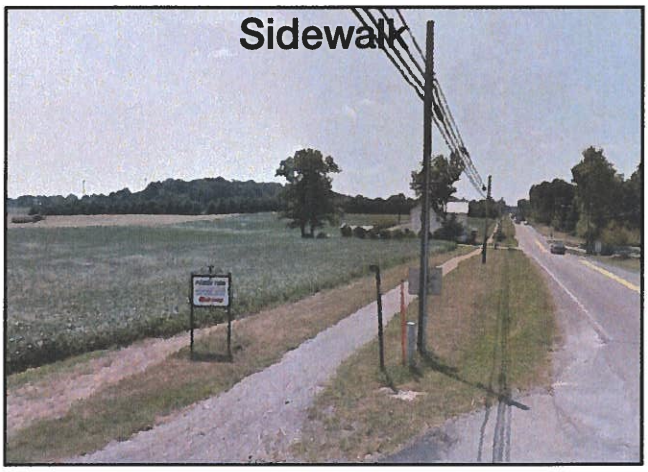


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

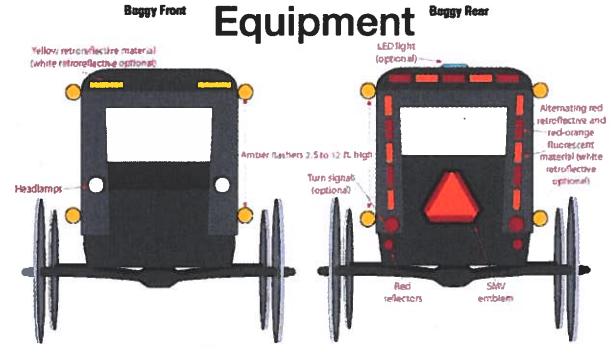


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

We would consider to pay somewhat on every vehicle for horse shoe marks

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

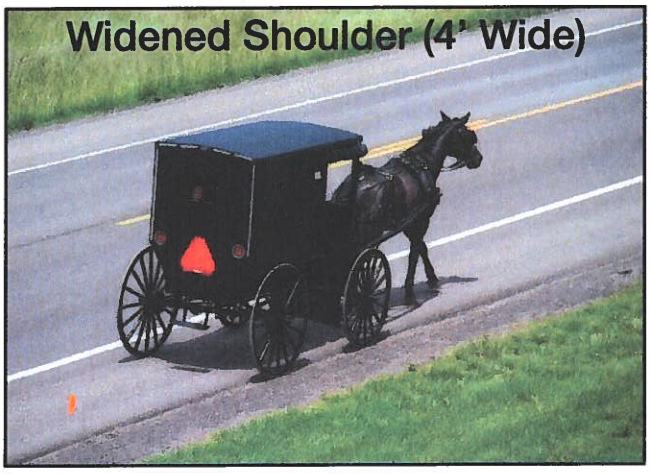
Buggy ***Walk/Bike***



Intersection Lighting



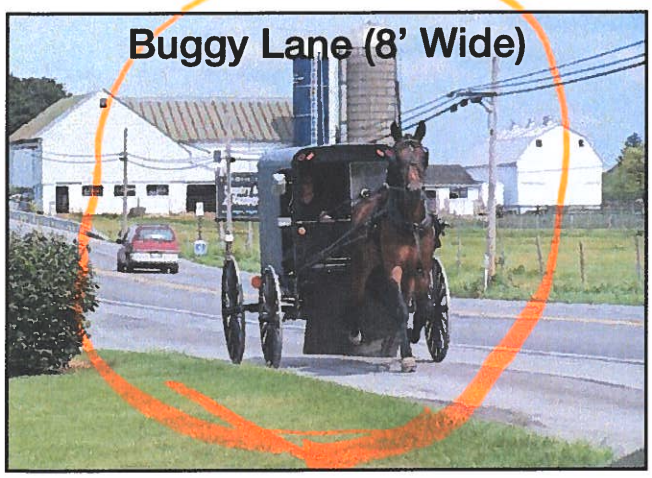
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

As for safety, farmer's big equiptment should be stopped till buggy is passed. Also C.R.160 gets used as a car and truck race track.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

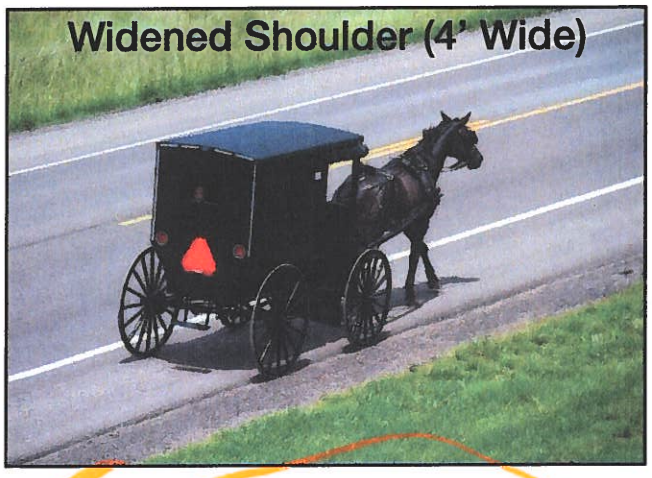
Buggy ***Walk/Bike***



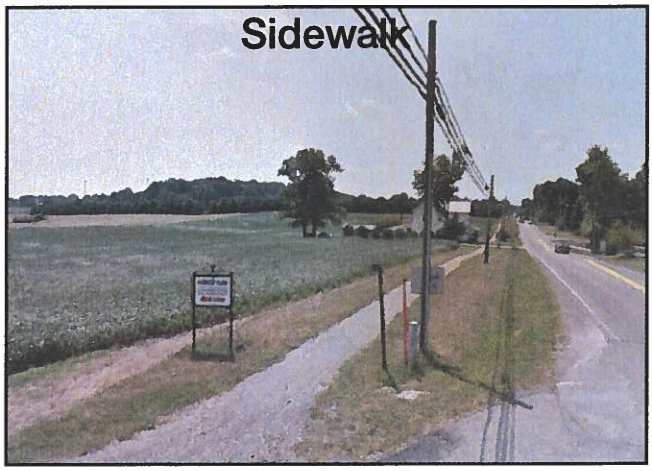
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

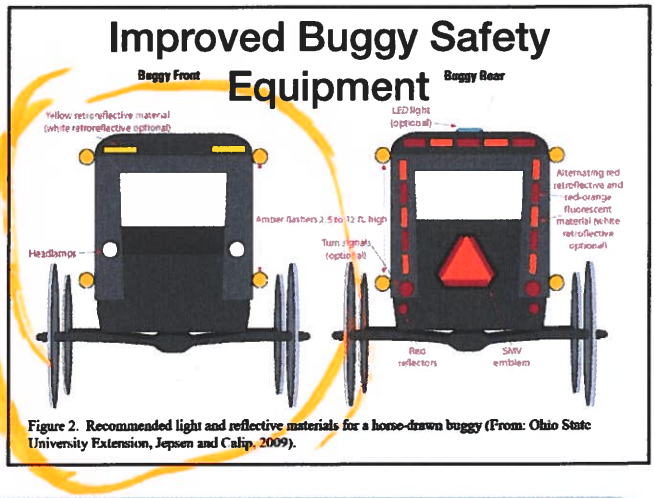


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

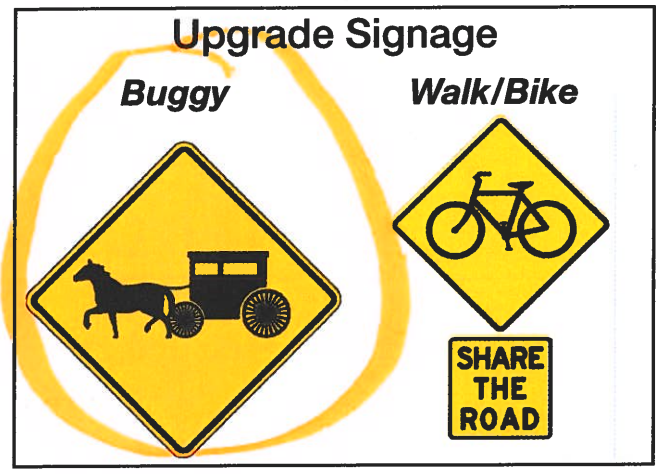
Please share your comments or other improvement ideas below:

I feel a lot accidents are caused by AUTO Drivers useing theis cell phones while drivigg

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

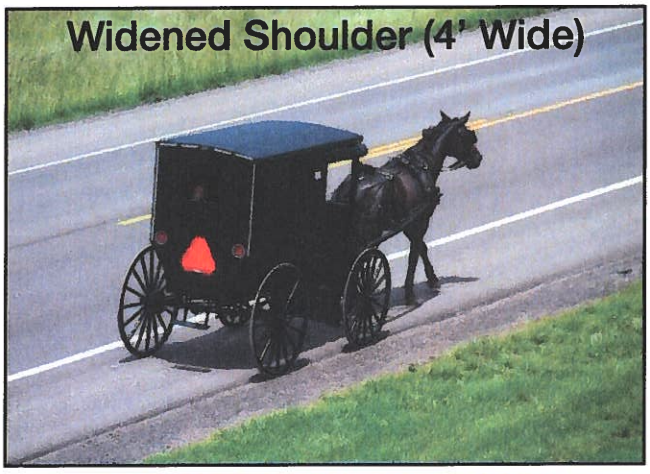
Upgrade Signage



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Everyone needs to be sure and have their lights on after dark and when there is fog in the area.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

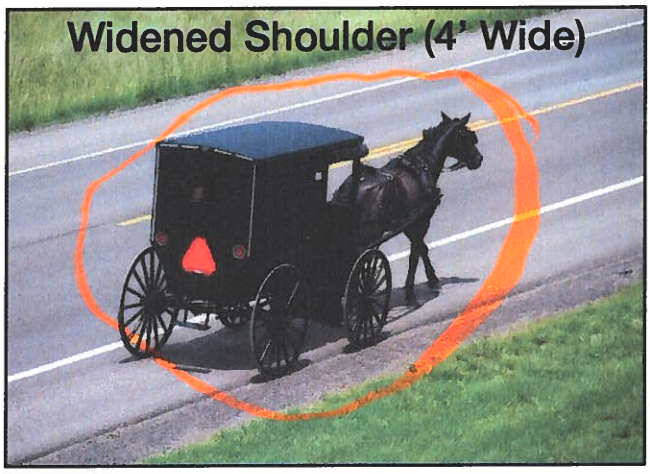
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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_____

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_____

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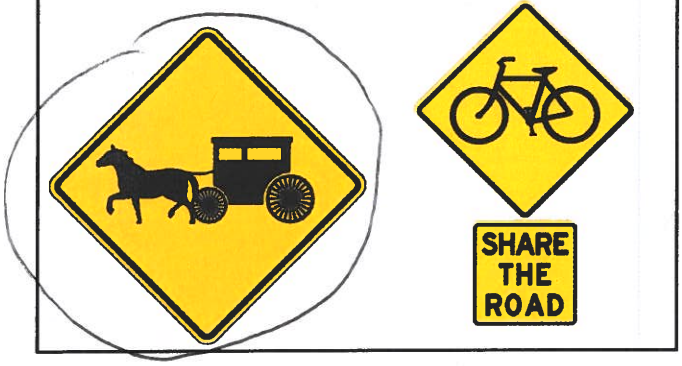
Upgrade Signage

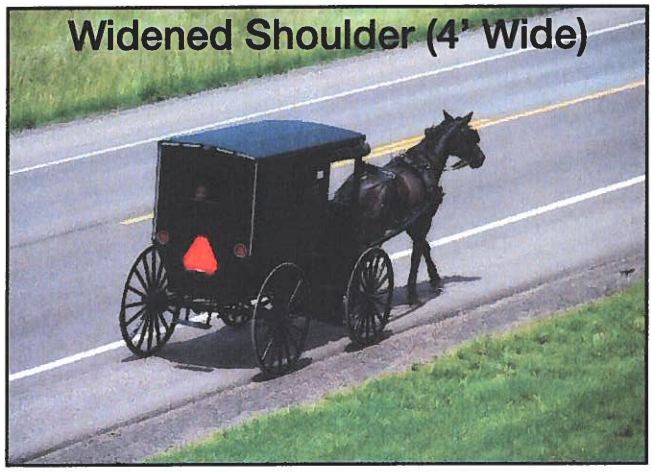
Buggy ***Walk/Bike***



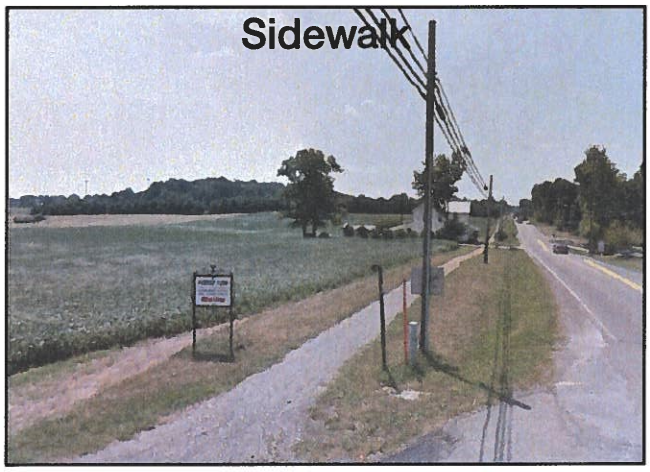
Intersection Lighting



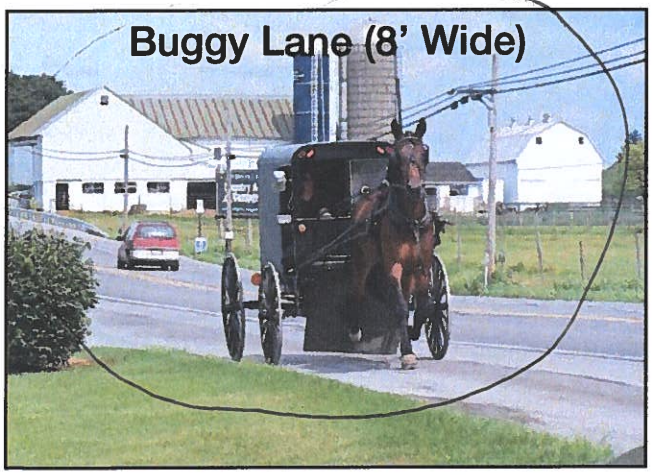
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

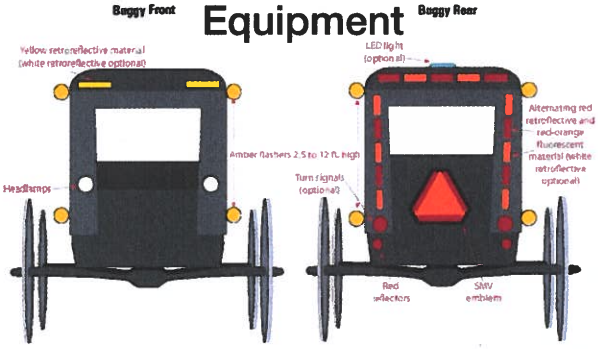


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Victor J Stoltzfus

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

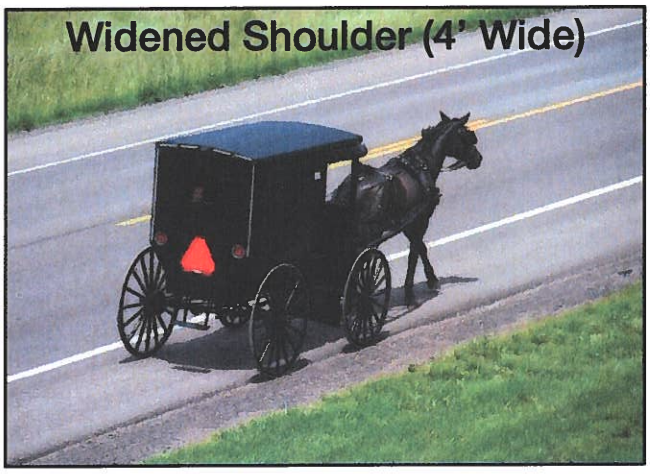




Intersection Lighting



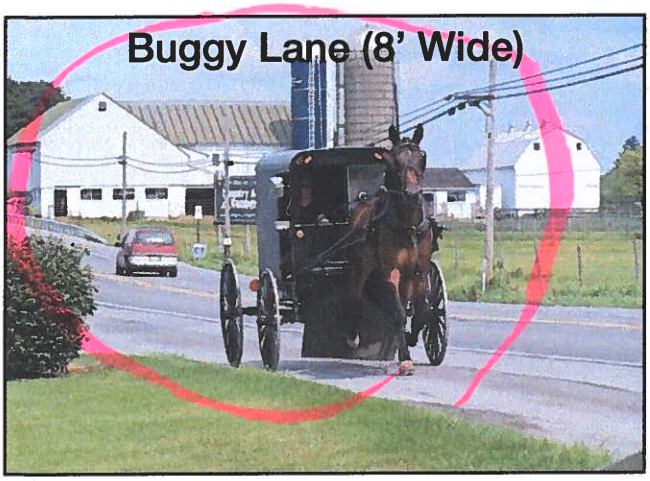
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Drunk drivers & or those that text while driving and talking over cell phones may be hazardous

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

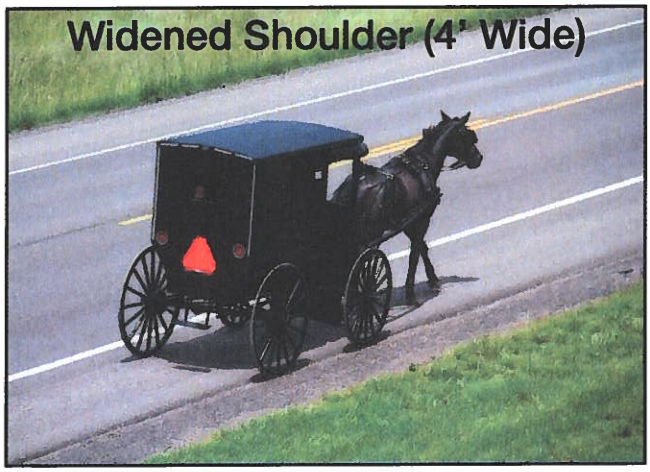




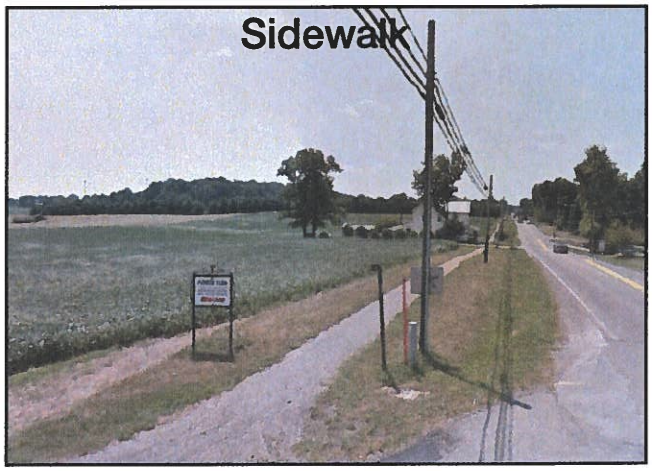
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

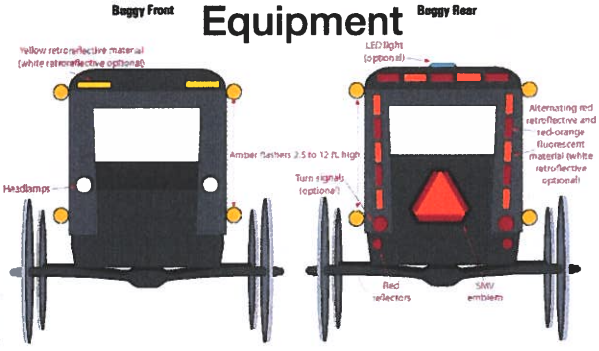


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Dim your lights when coming from ahead to meet a buggy.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

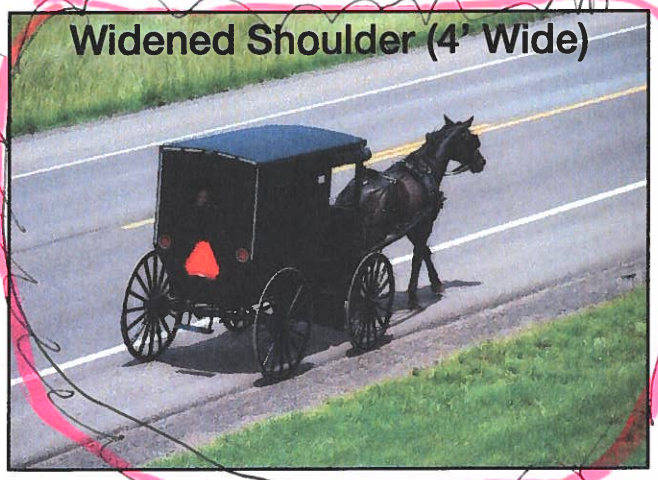
Buggy ***Walk/Bike***



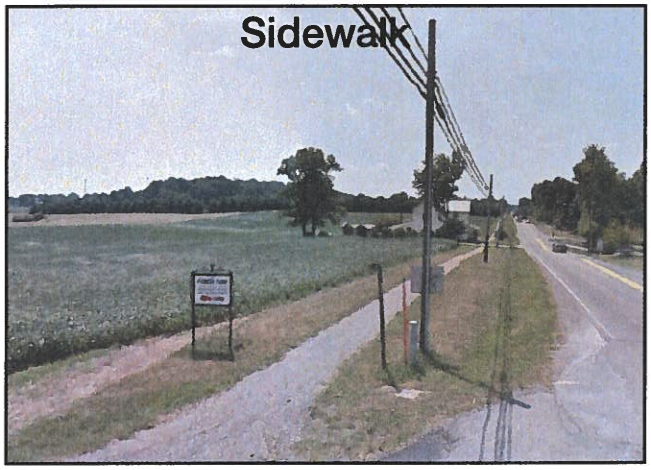
Intersection Lighting



Widened Shoulder (4' Wide)



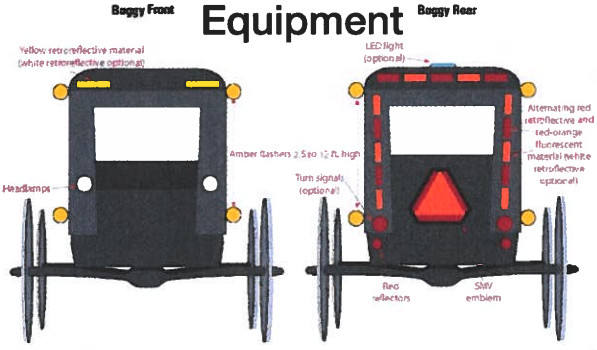
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Improvements Exercise

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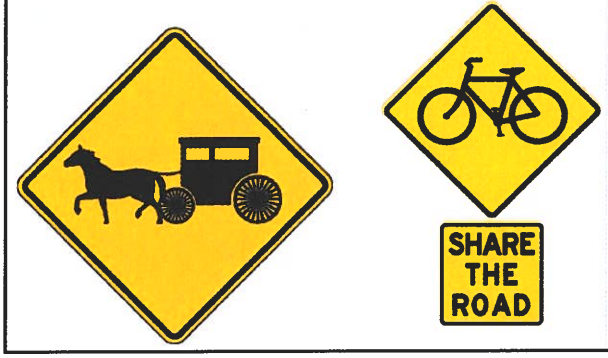
Upgrade Signage

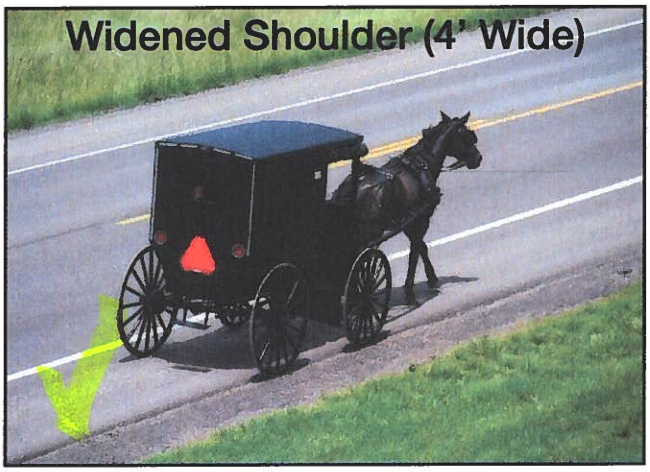
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

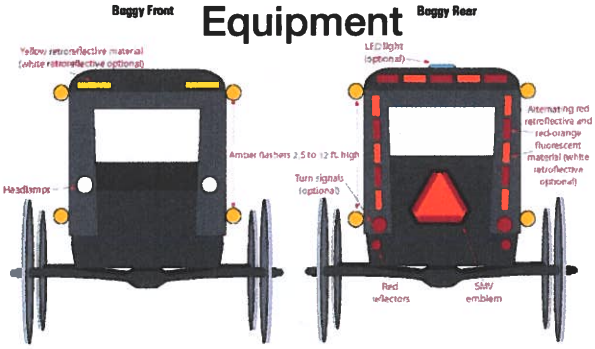


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

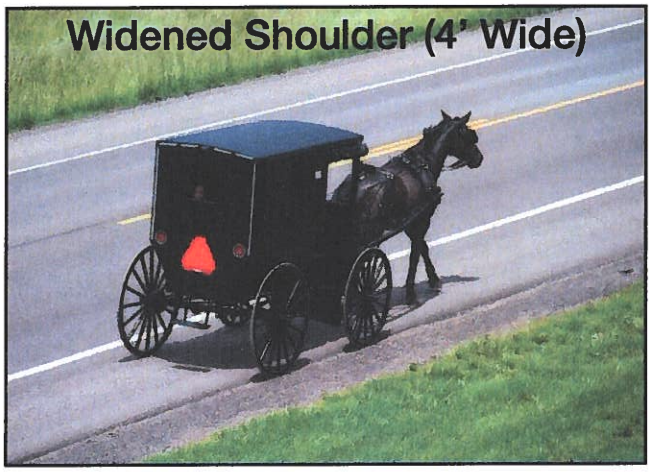




Intersection Lighting



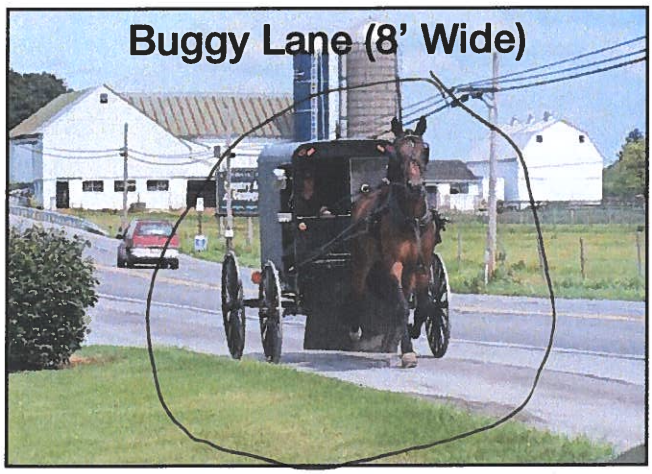
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

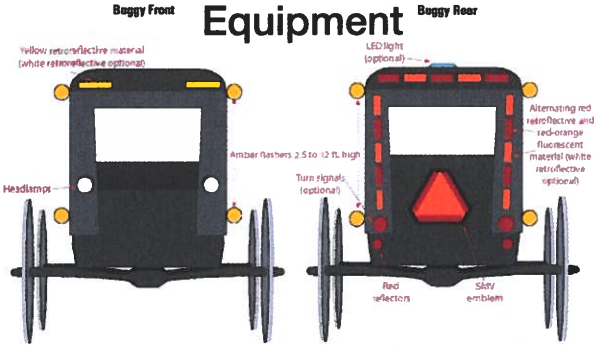


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

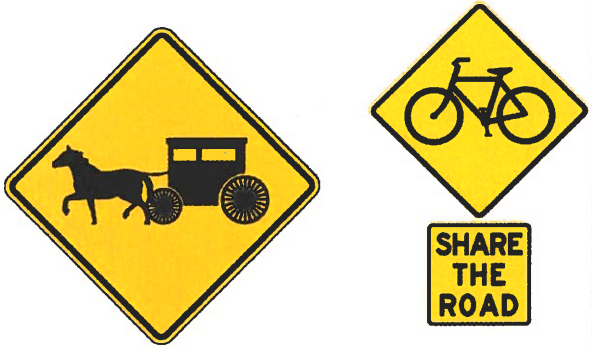
High speed of trucks + passing double yellow line

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

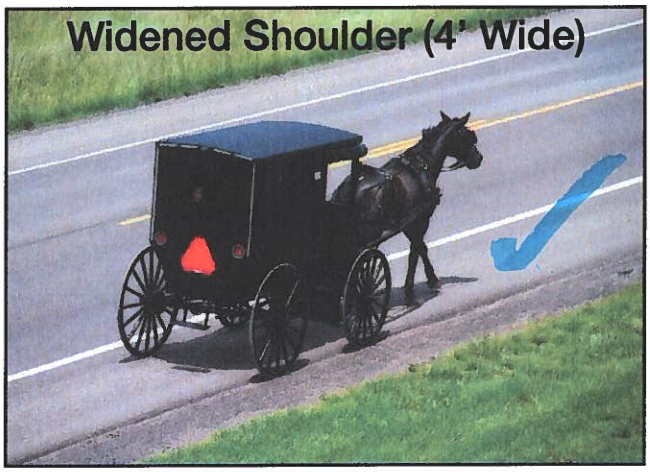
Buggy ***Walk/Bike***



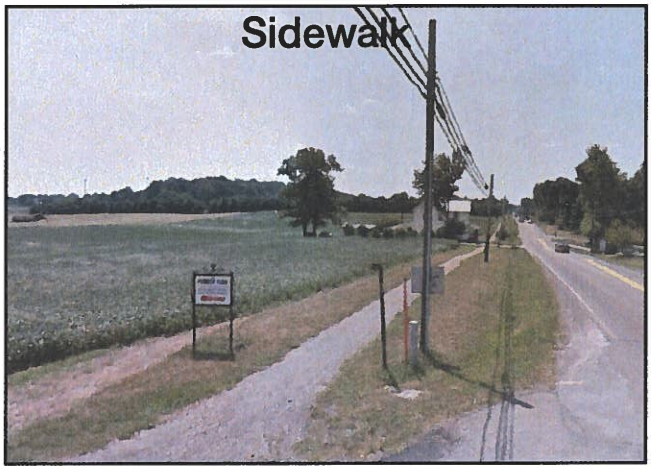
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Wider shoulders would be a lot of help

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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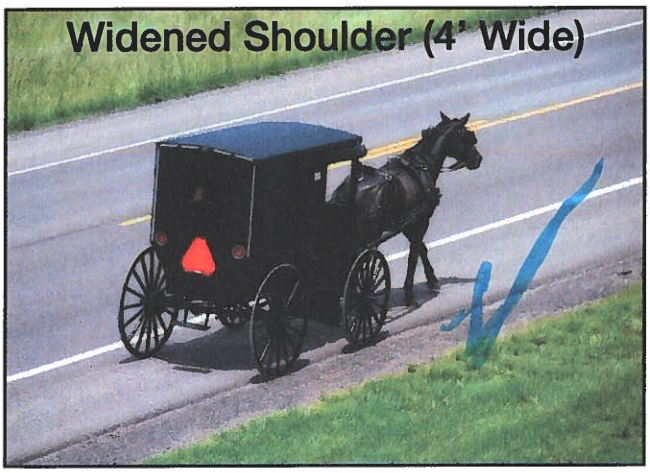

Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

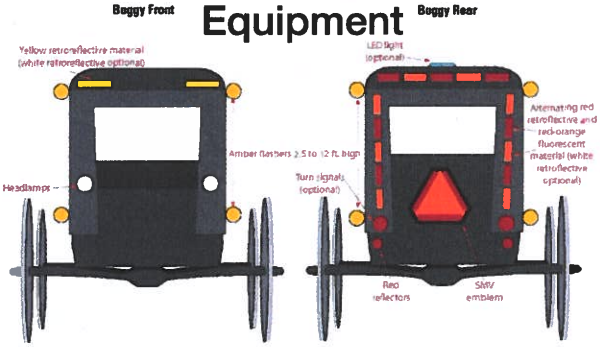

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Put law to text or call while driving

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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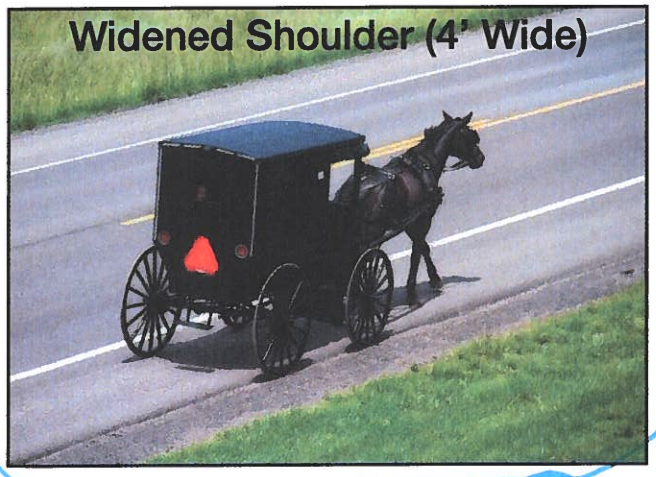

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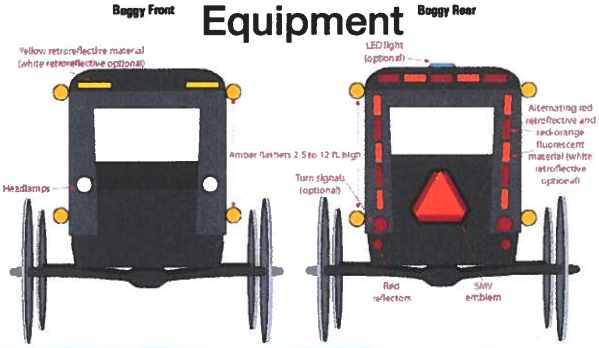

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Have our peopel enforce the lighting rules of our, it think would help.

Comment Sheet

Amish & Non-Motorized Travel Study

Mt. Victory, Hardin County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Horse are always unpredictable especially w/ fast moveing or/loud / large vehicles - so slowing down & driveng safely is appreciate ~ But we have that liability as well ~ Thanks for yor help.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mt. Victory, Hardin County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

As a Amish buggy driver, it is very helpful if Auto driver's dim their lights when coming at you. ~~This~~ Bright lights cause horses to spook and can't see to stay on Road.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mt. Victory, Hardin County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Thanks for your concern on our safty. On the smaller roads I think most drivers are very respectful ~~and~~ but State Routes where a lot of people travel that are not local is the main problem.

OHIO DEPARTMENT OF TRANSPORTATION

Carroll County Meeting Results

June 11th, 2019

Buggy Safety Exercise



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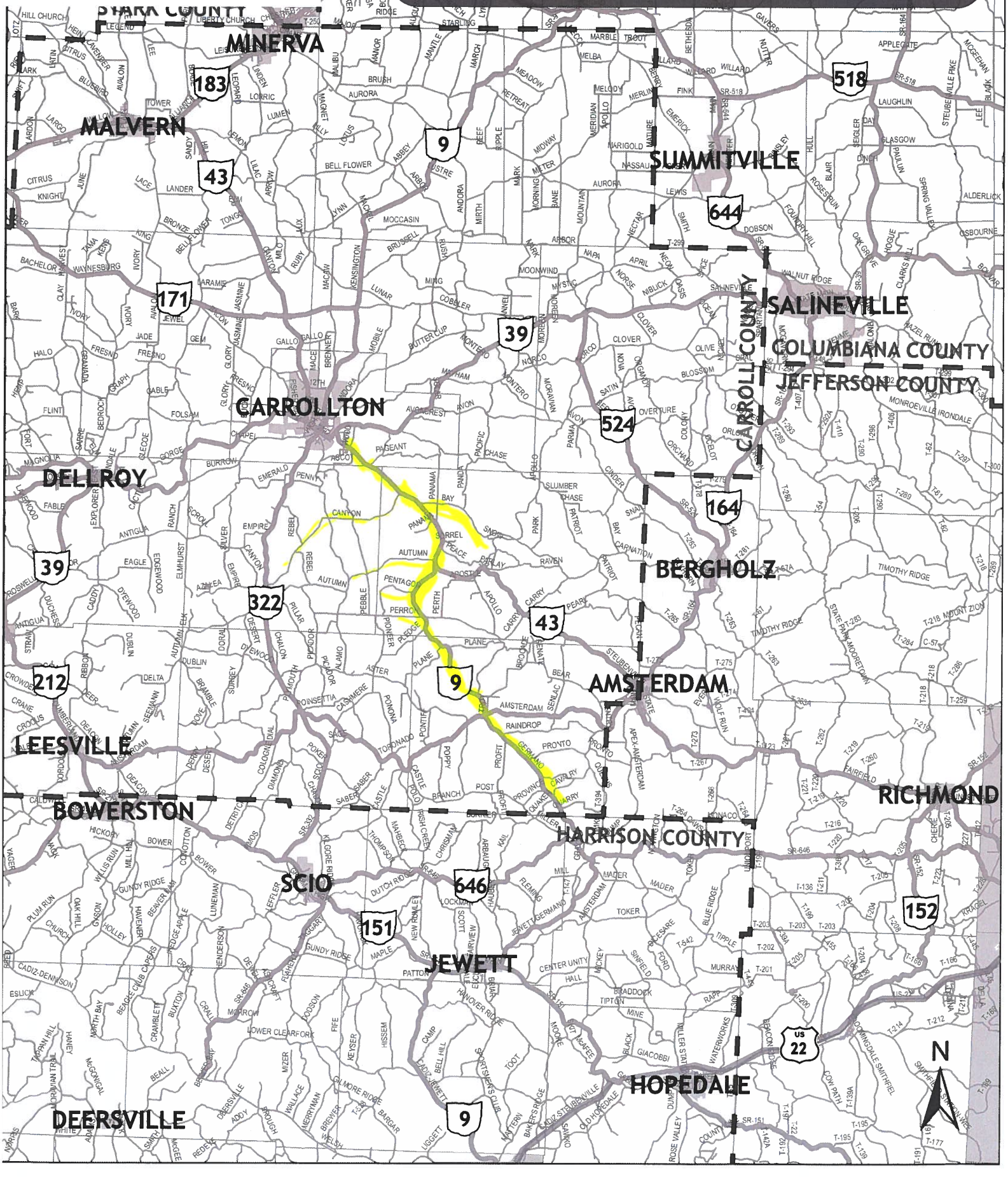

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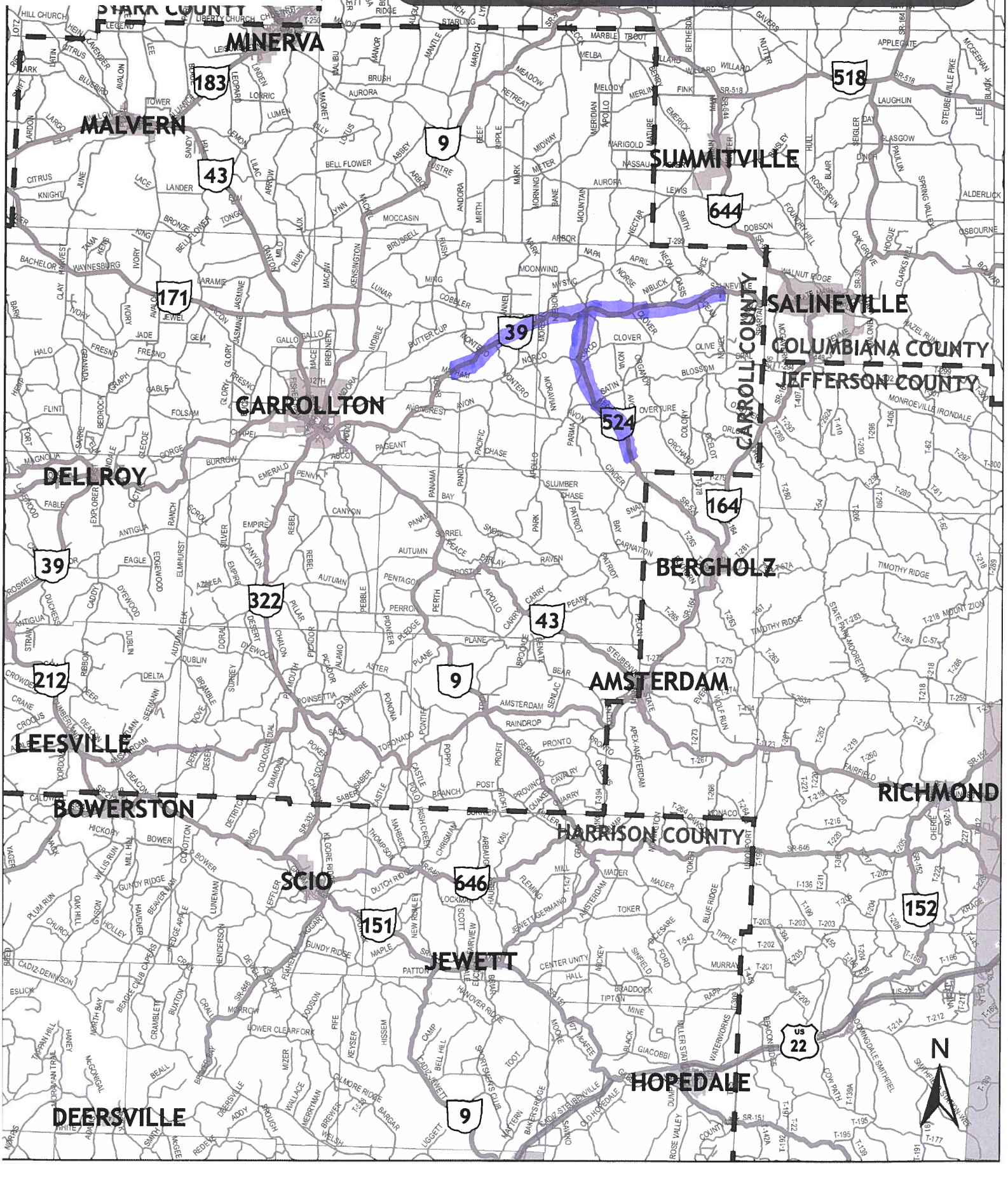

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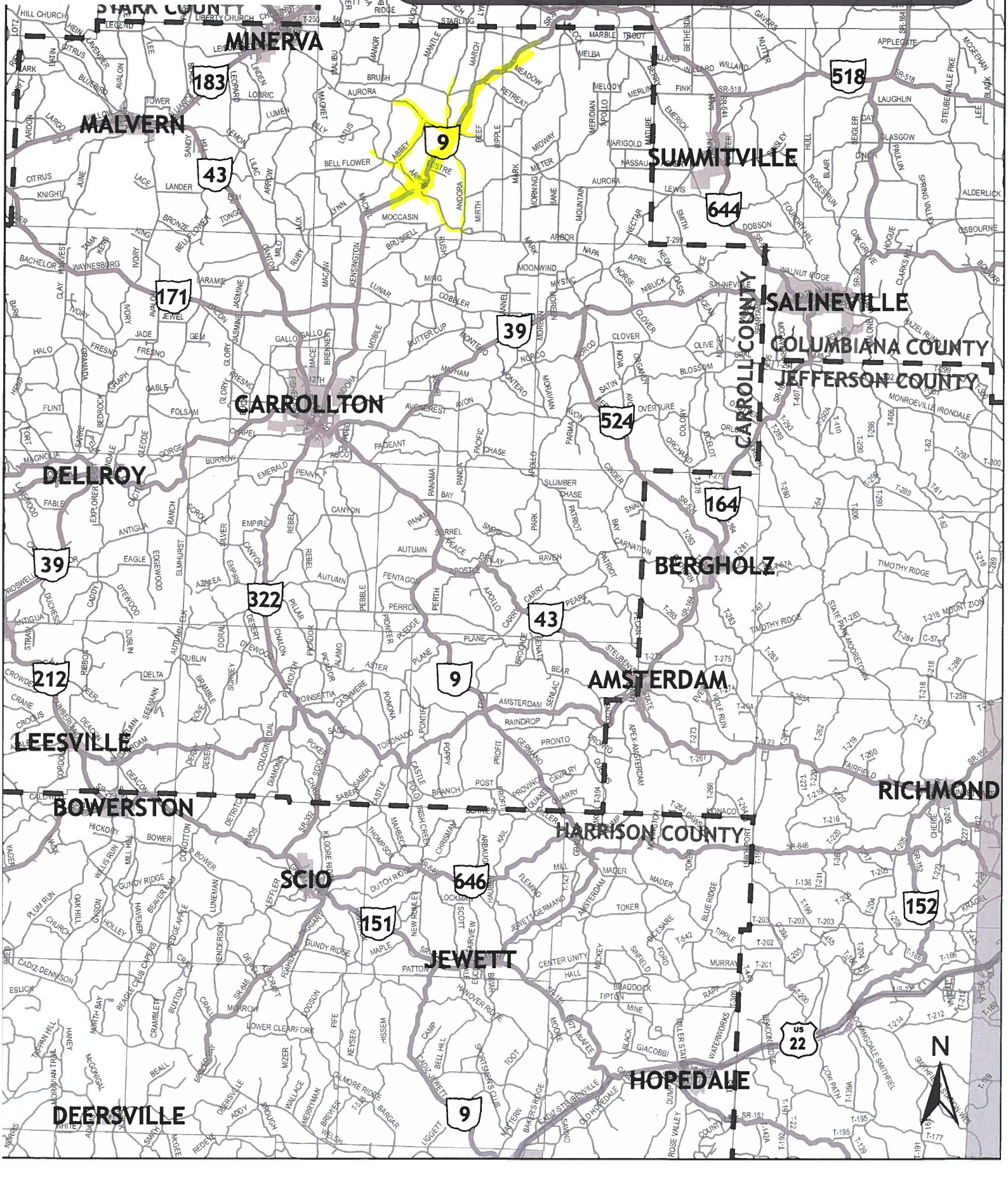

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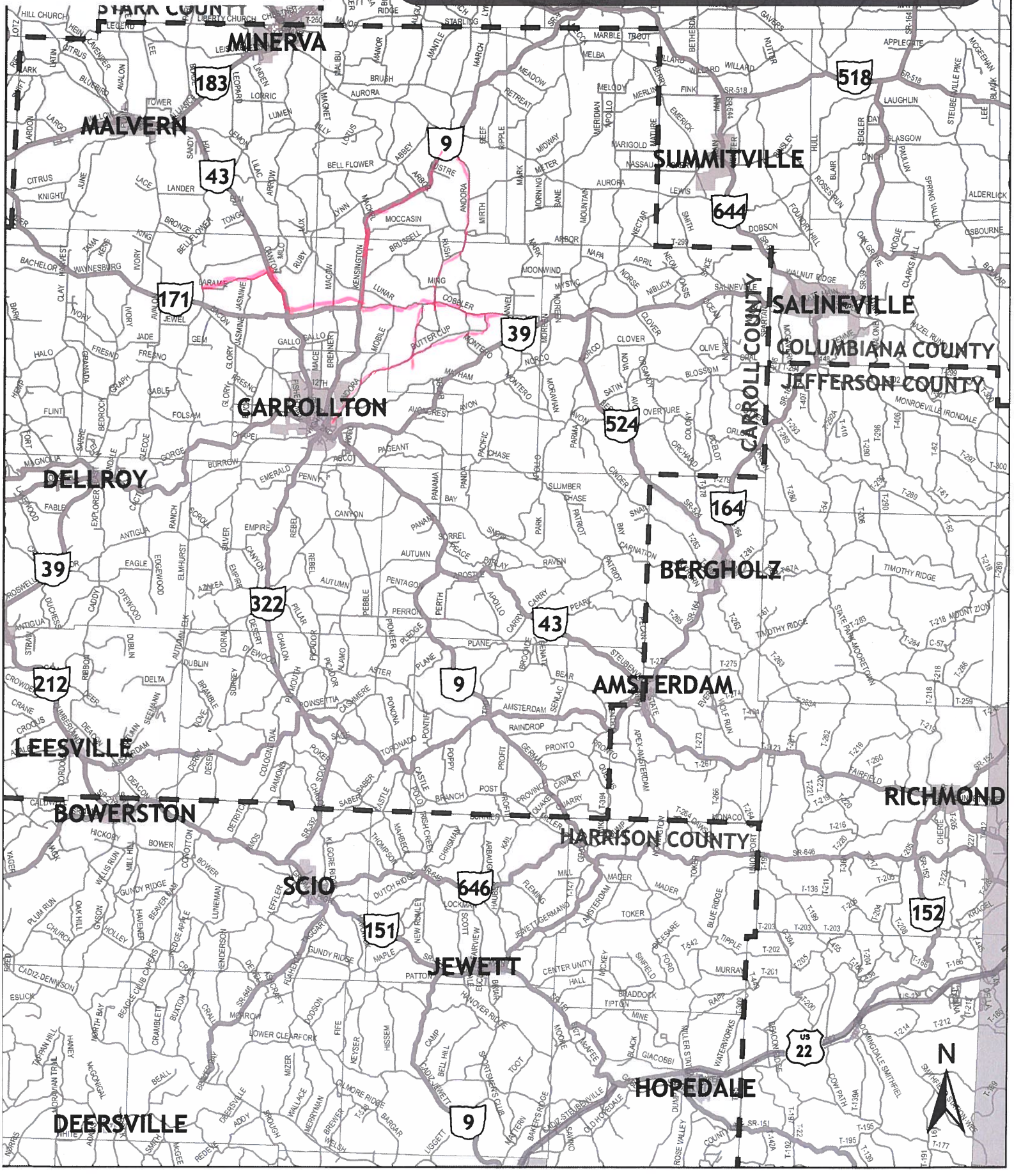

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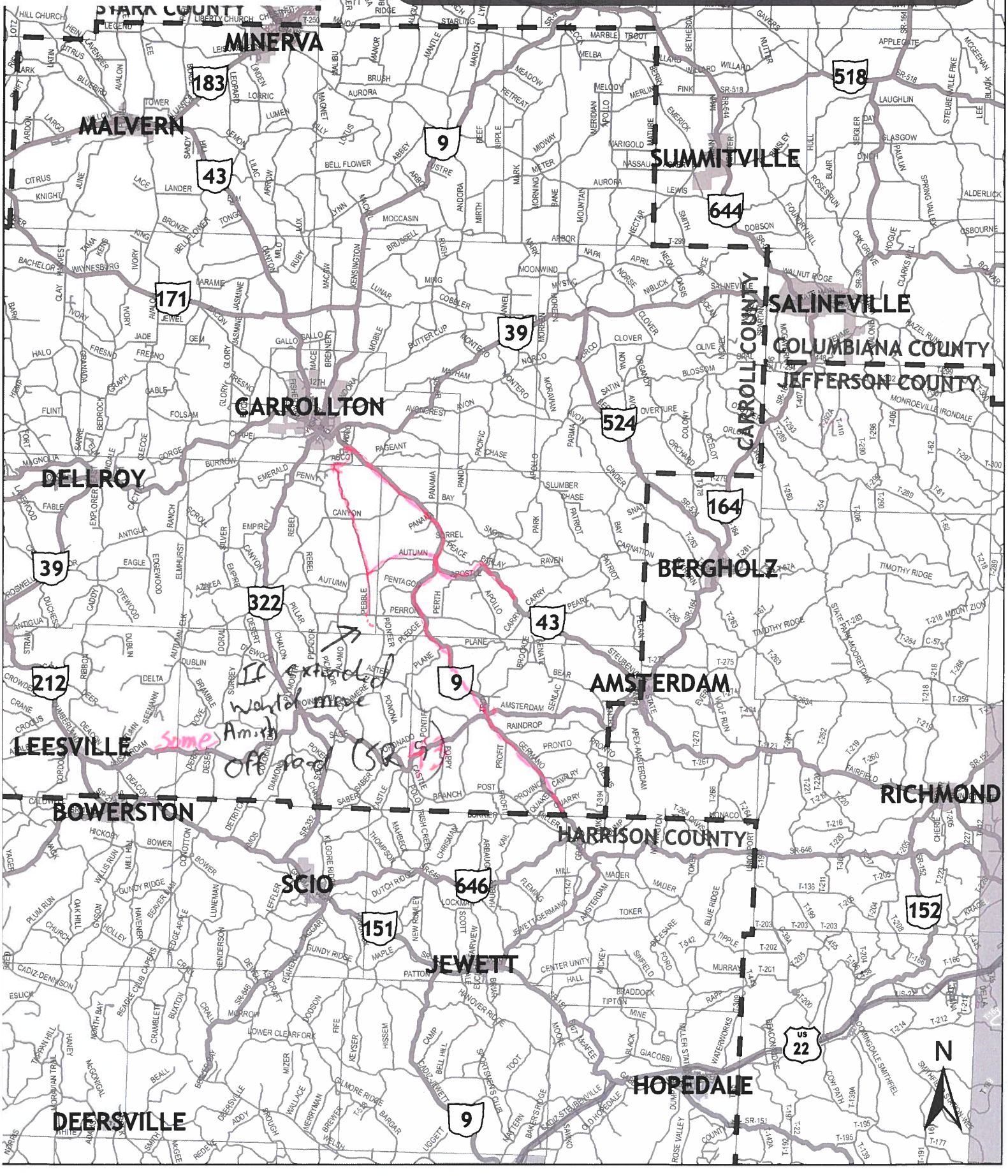

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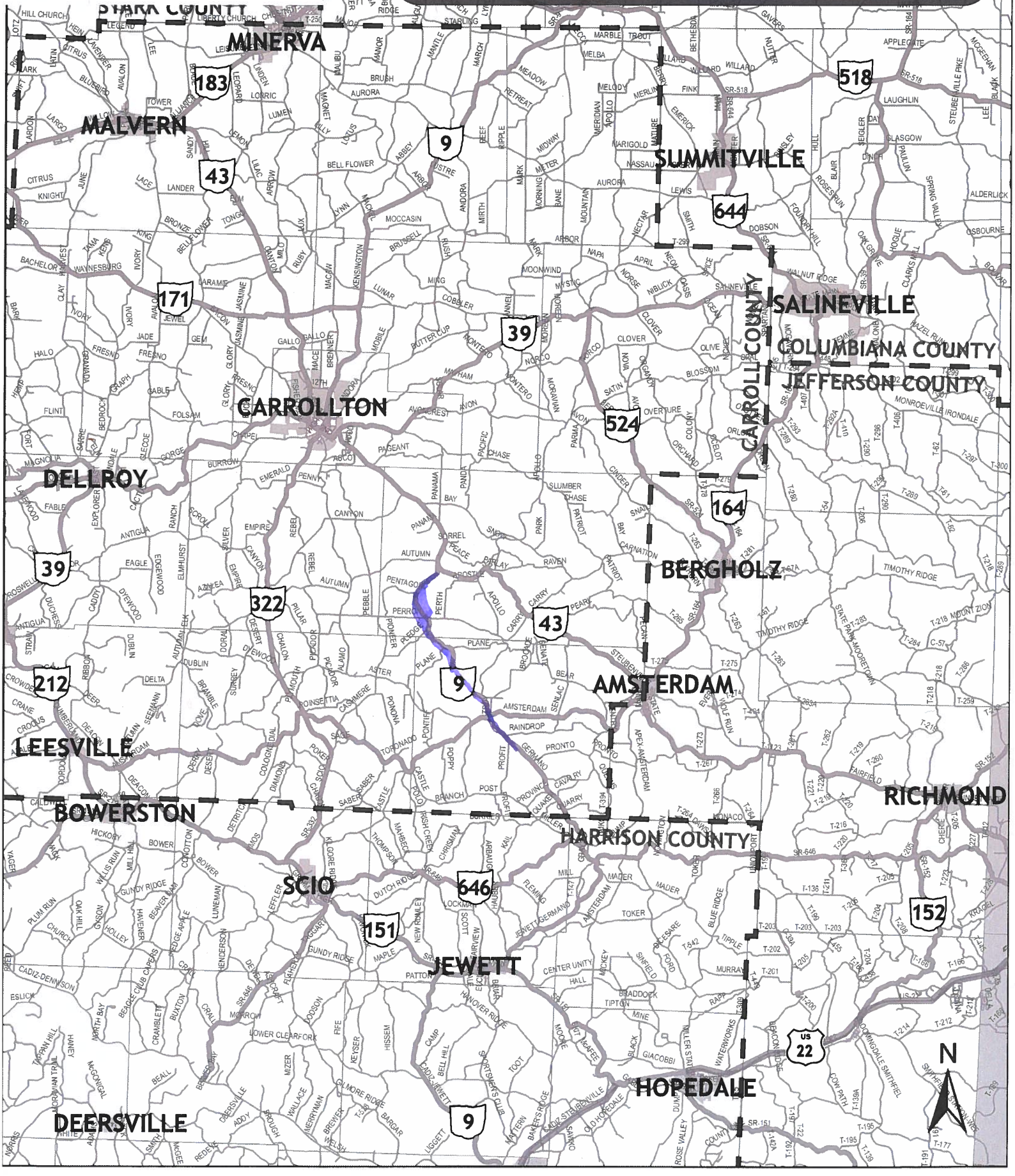

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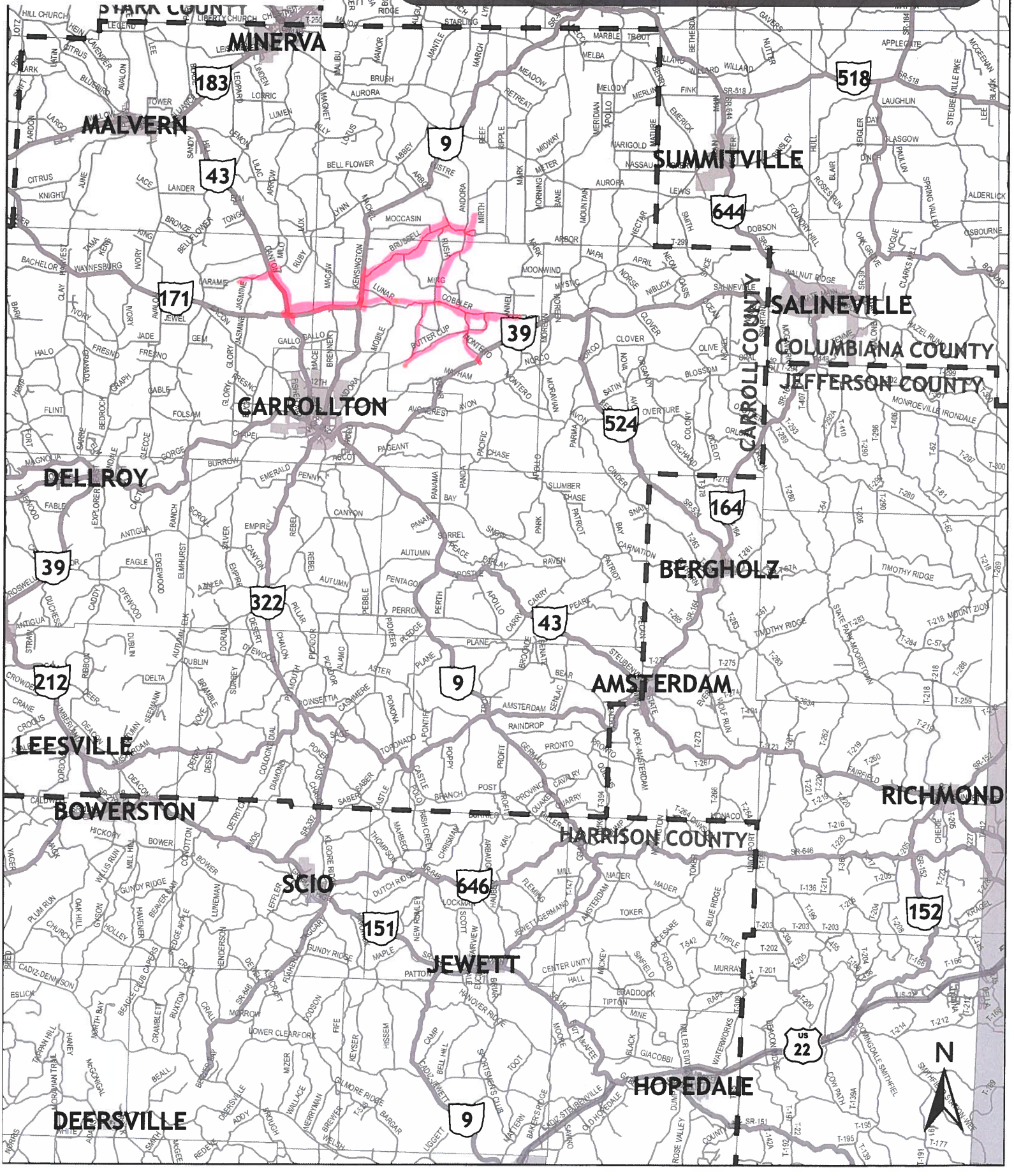

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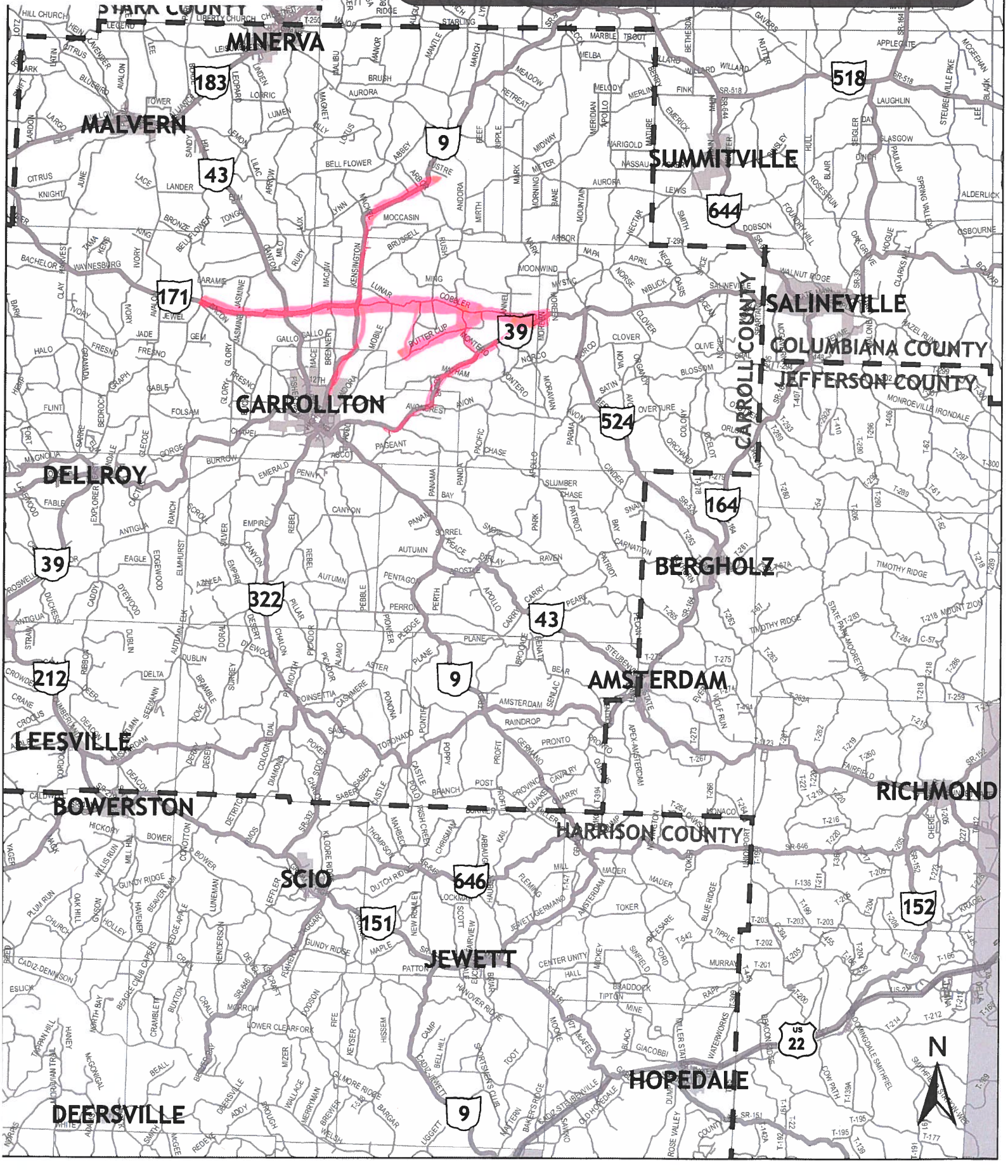

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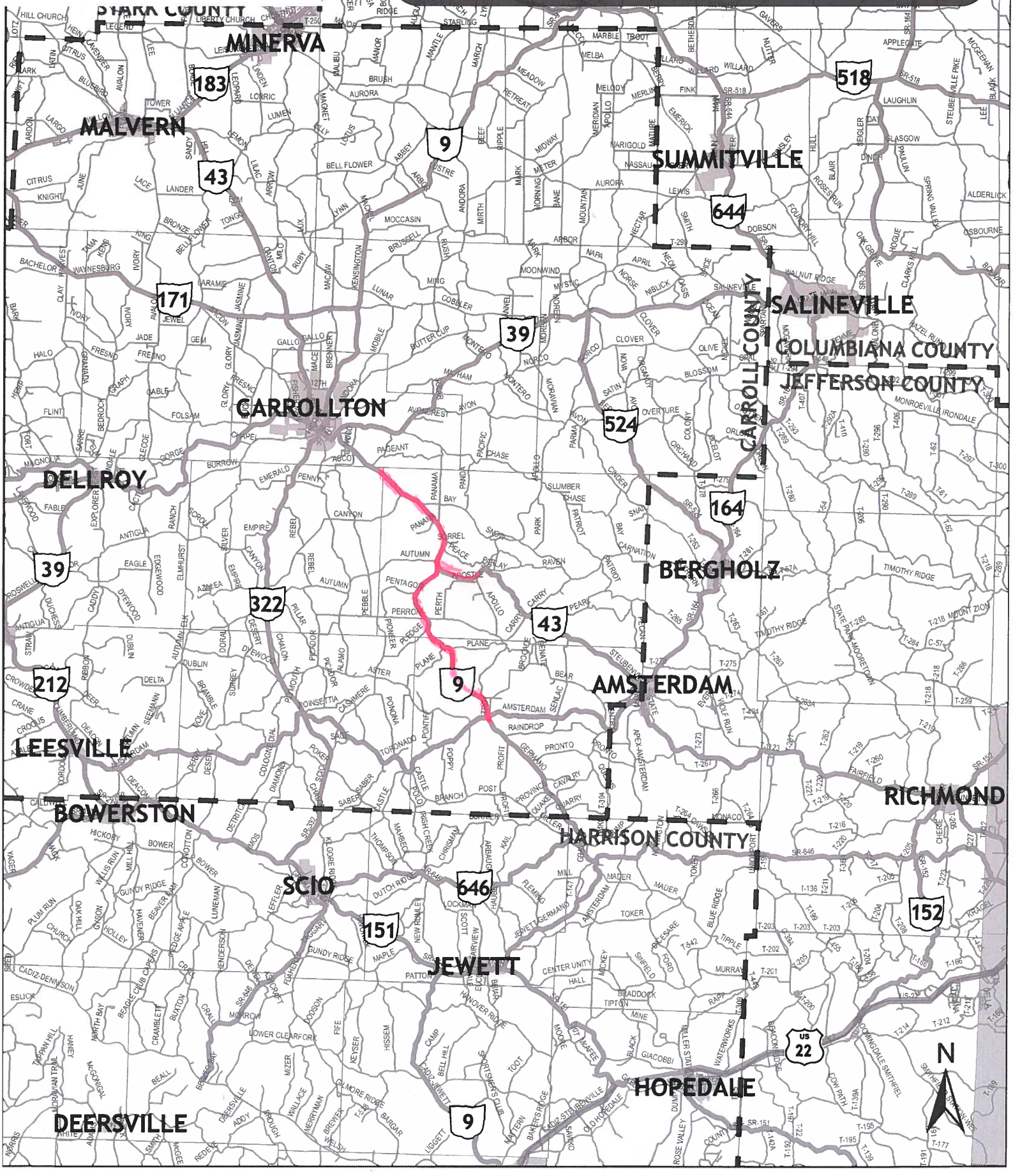

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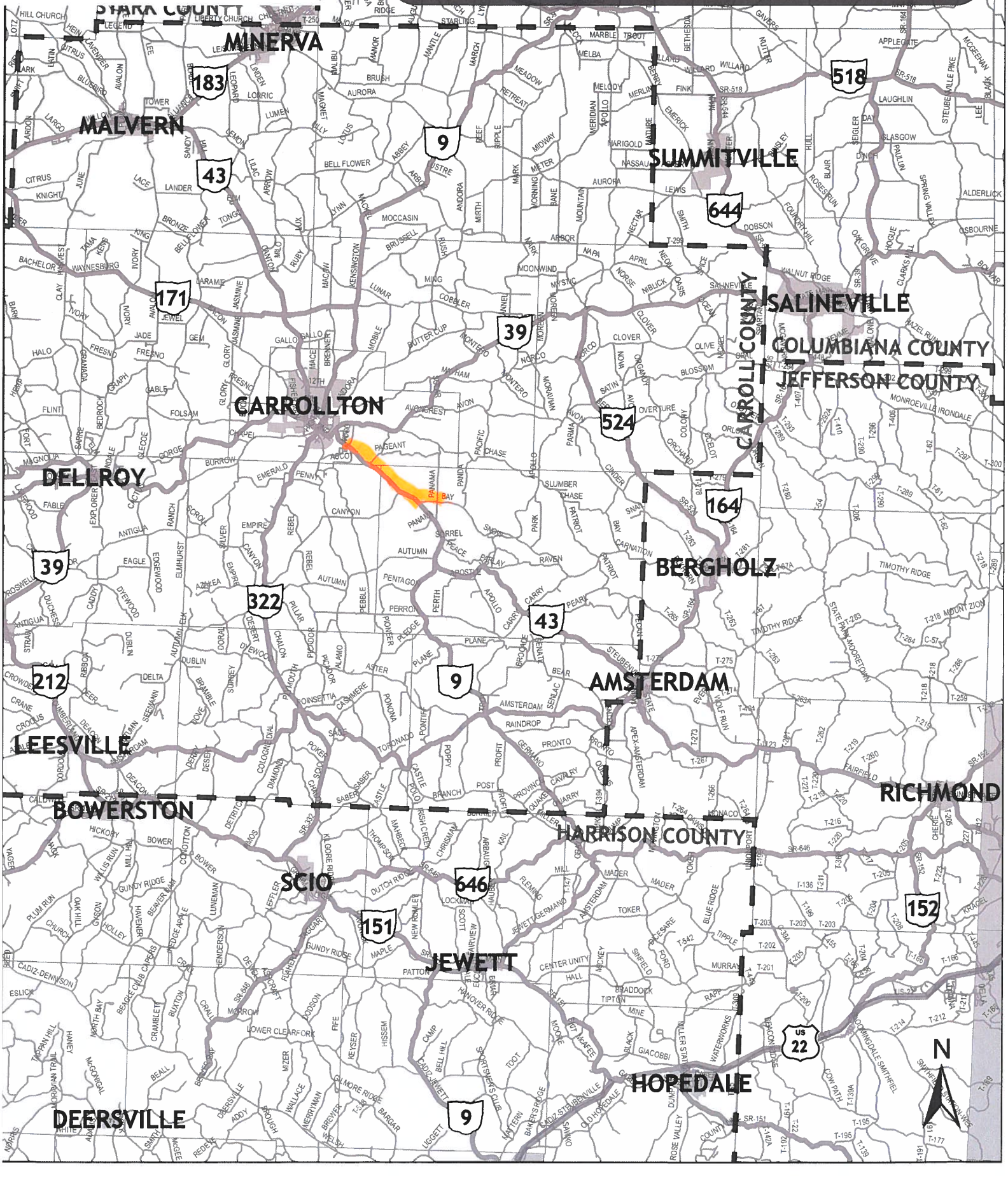

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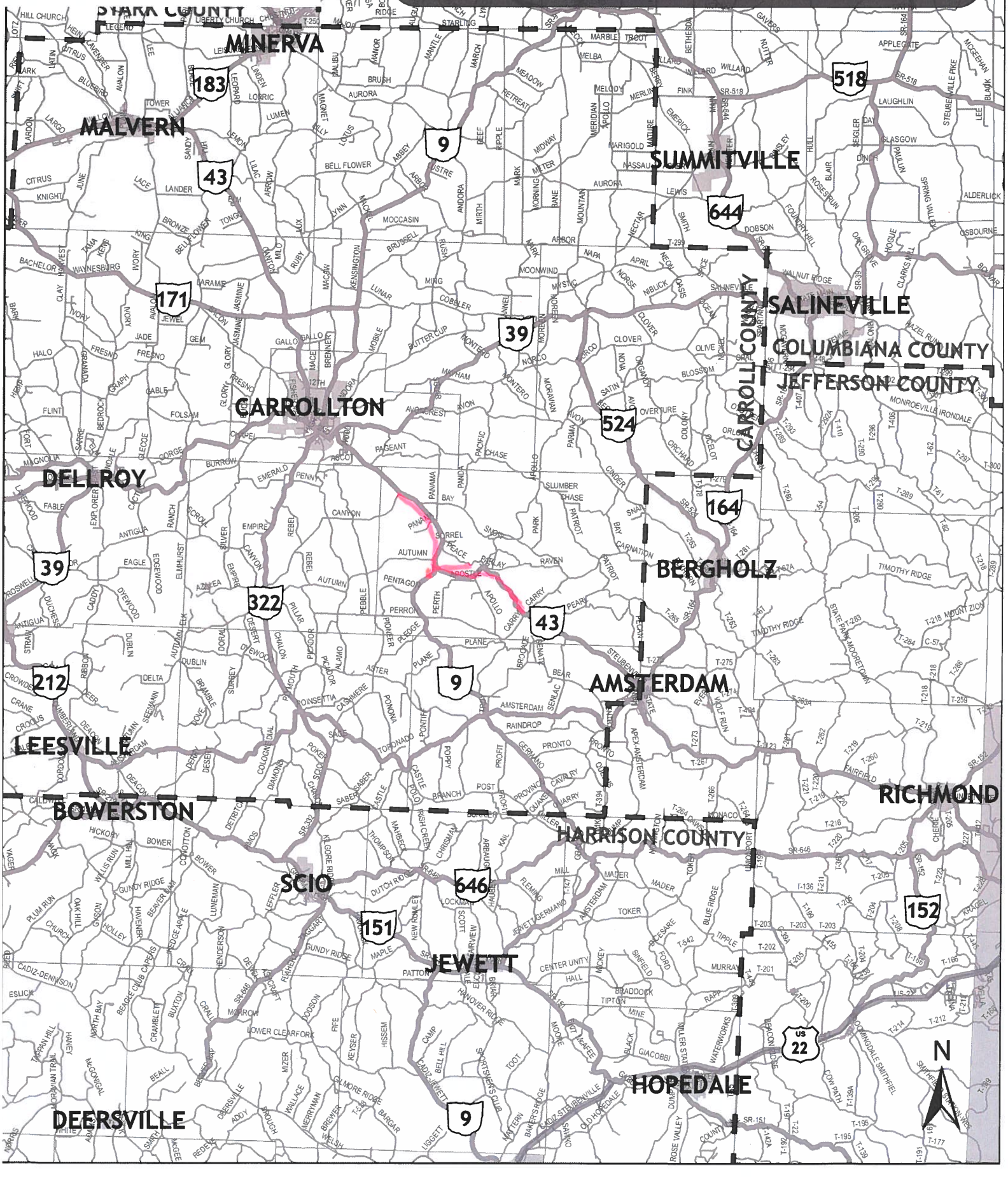

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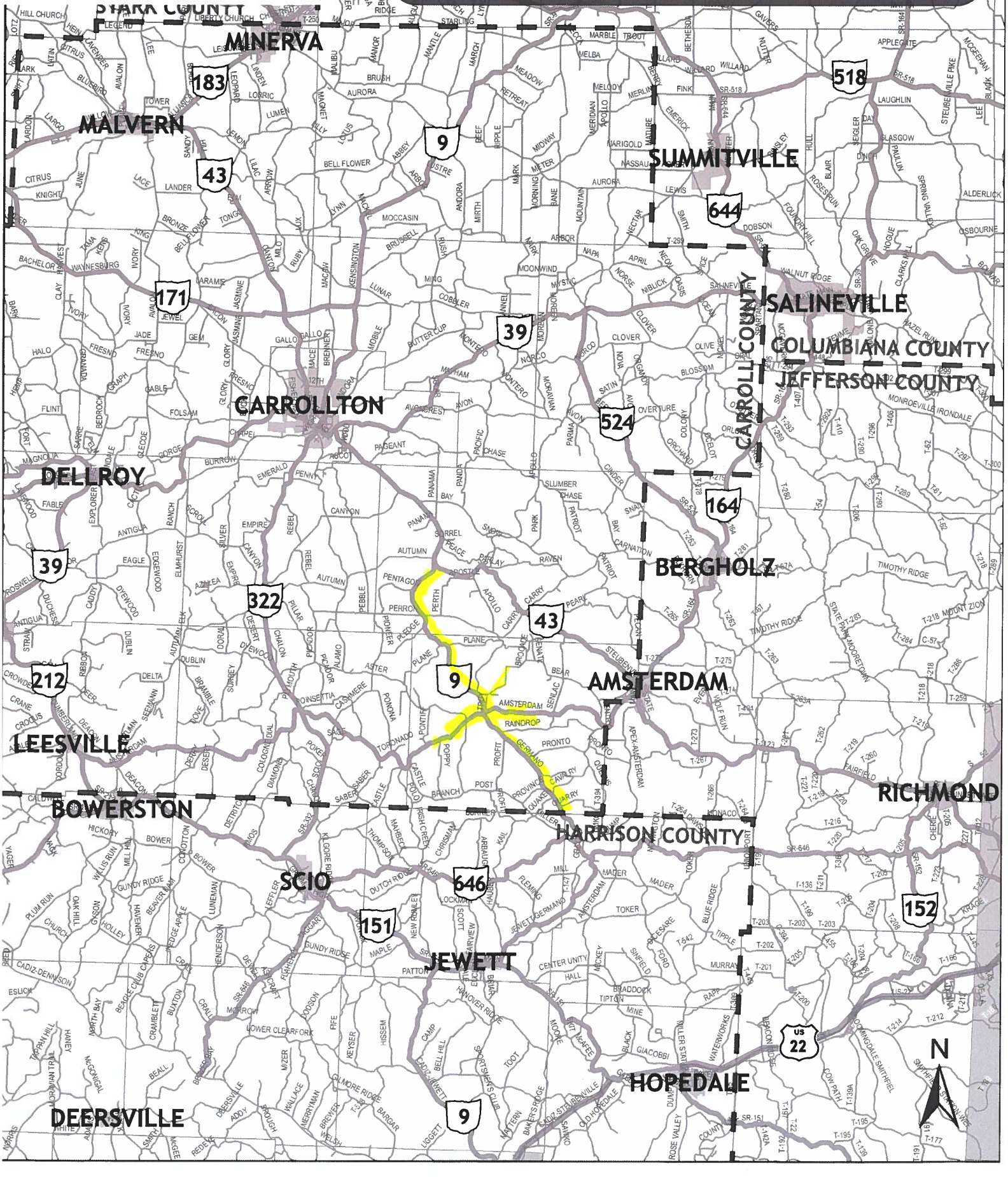

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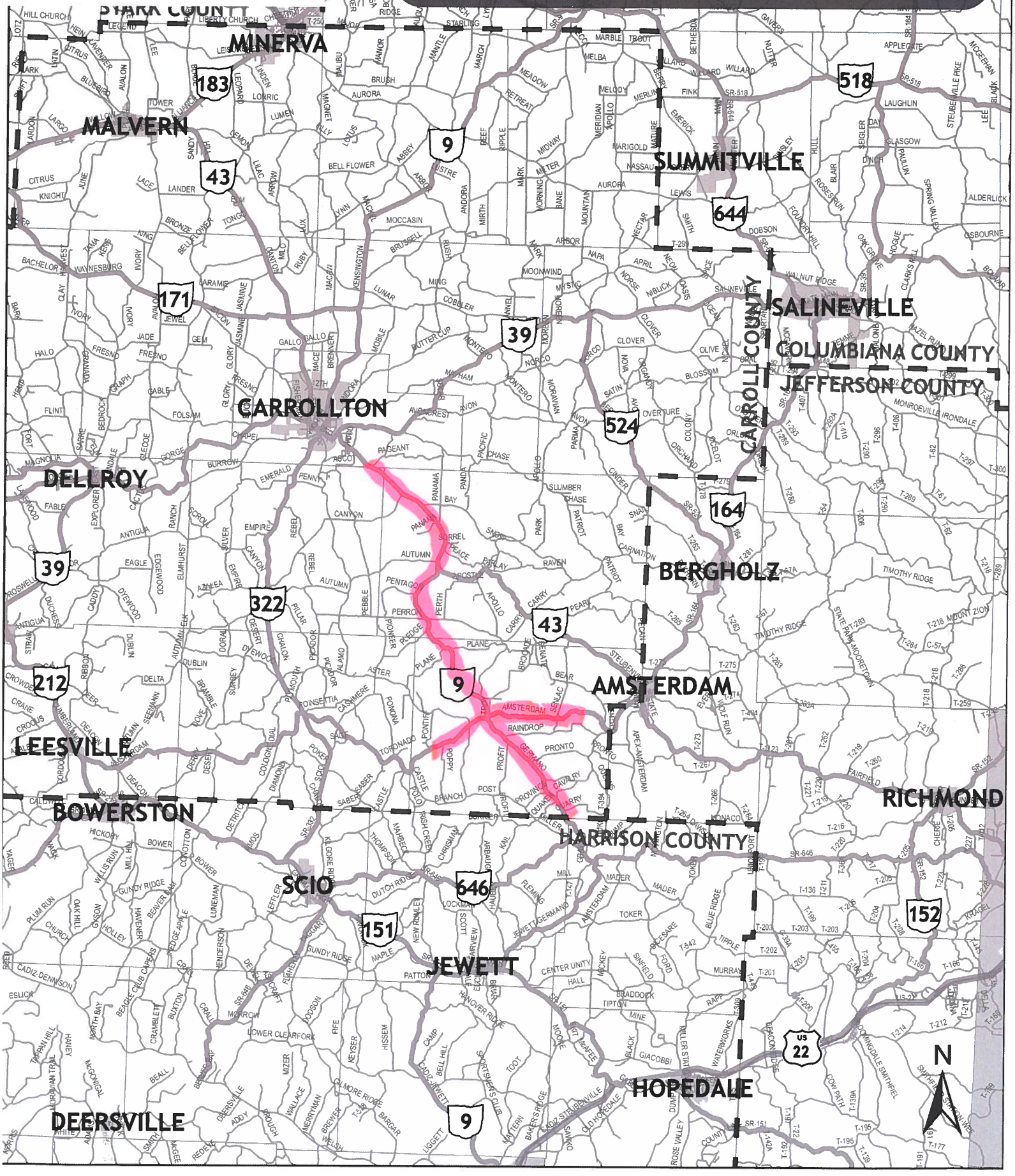

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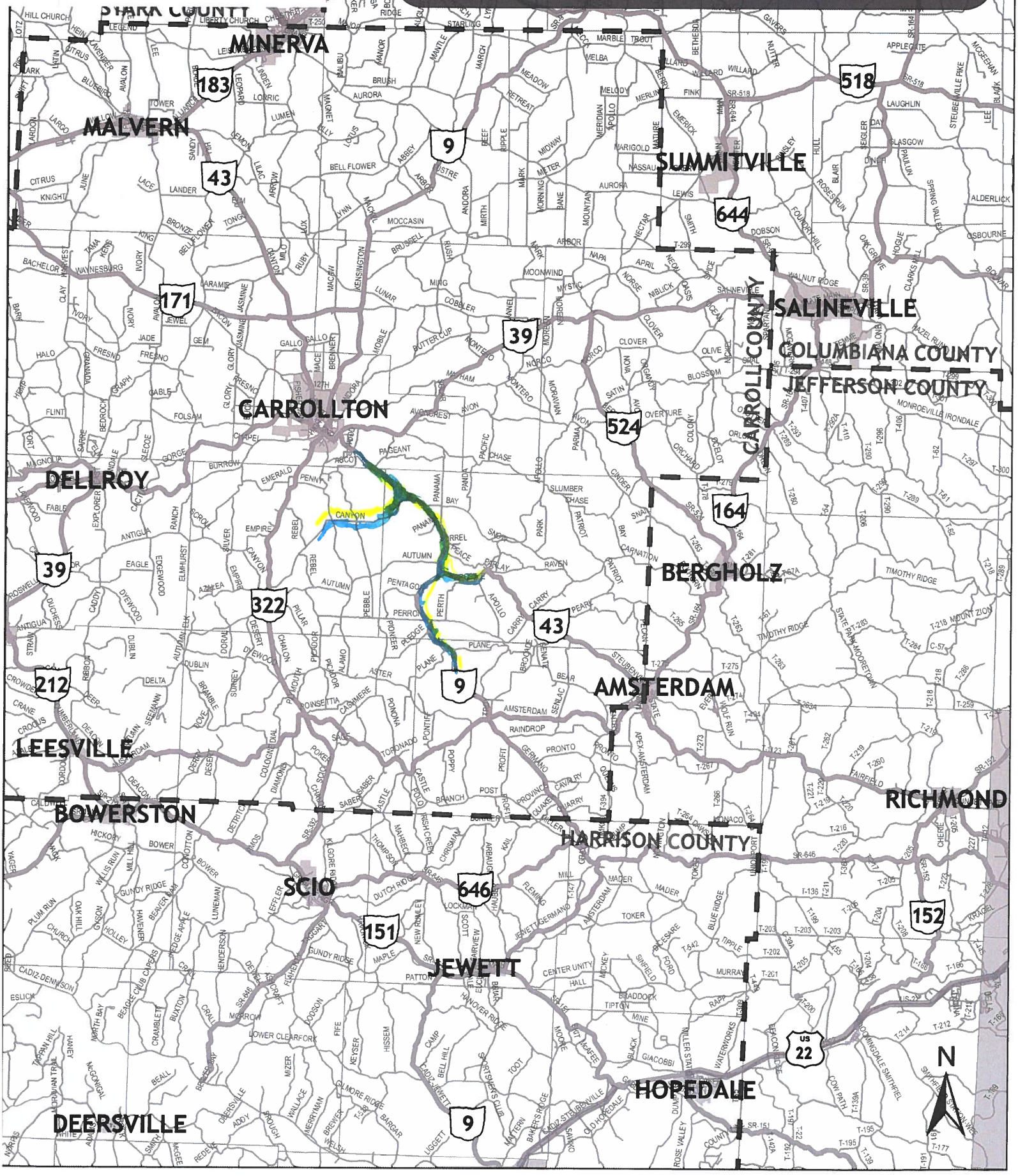

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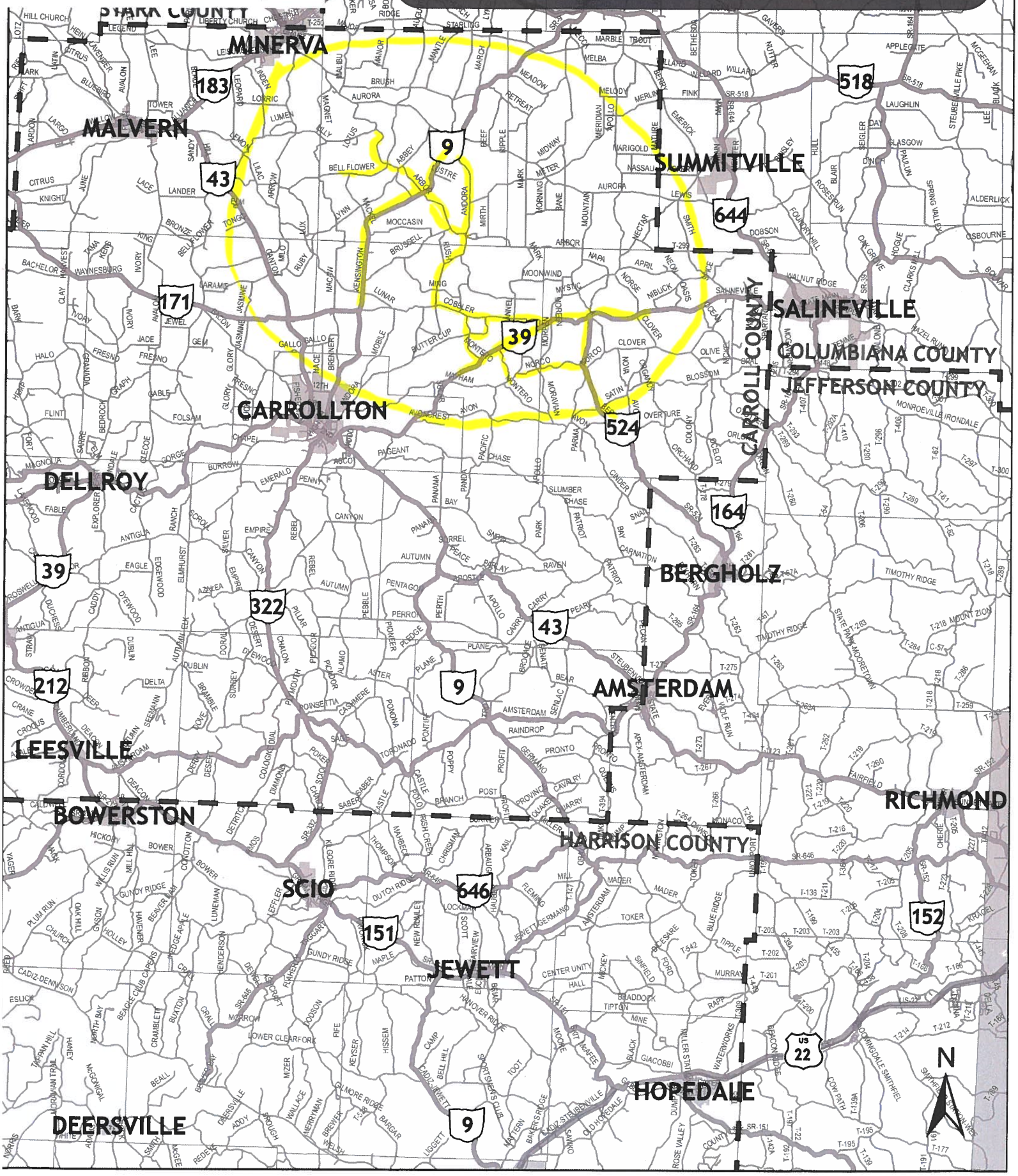

Walk/Bike Safety Exercise



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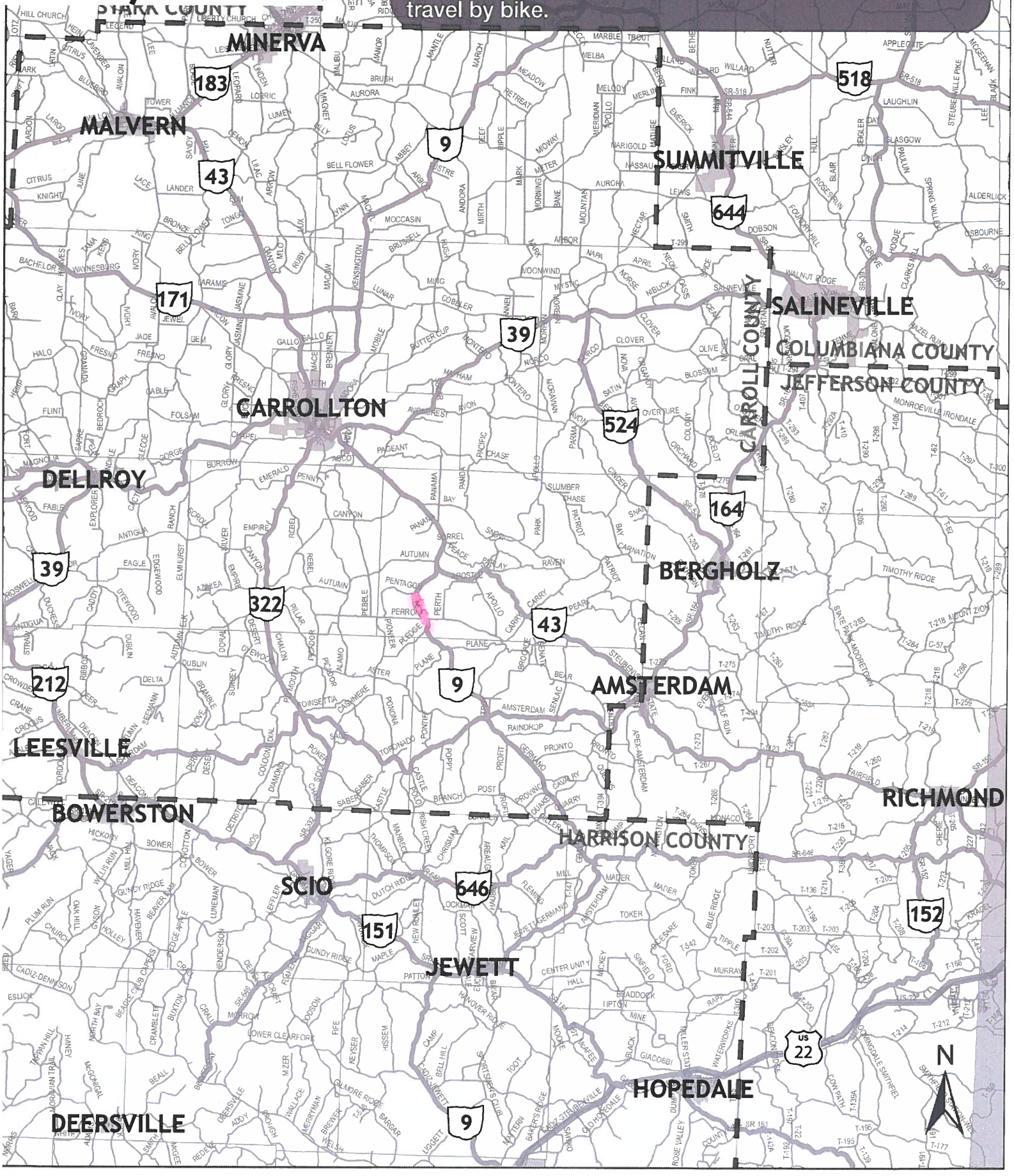

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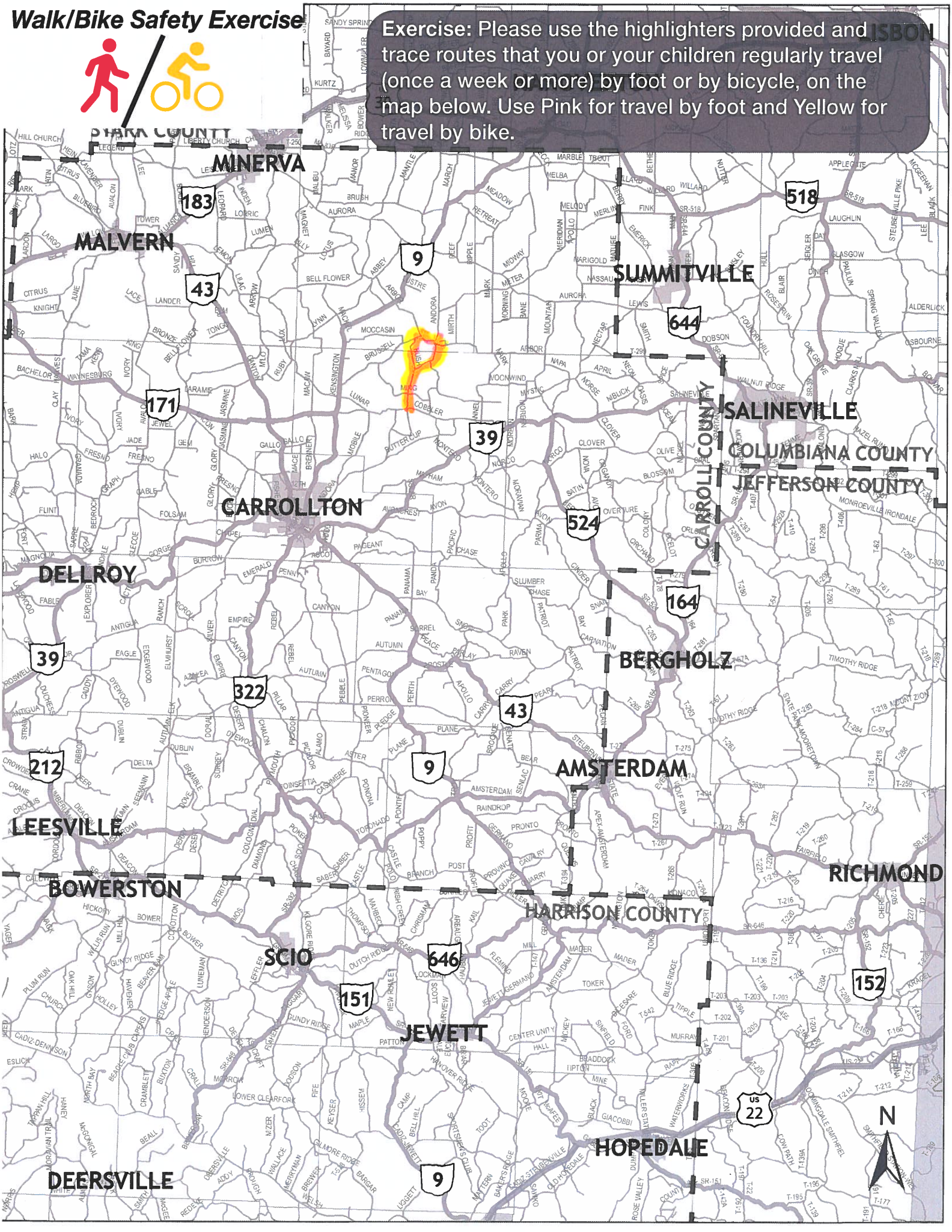

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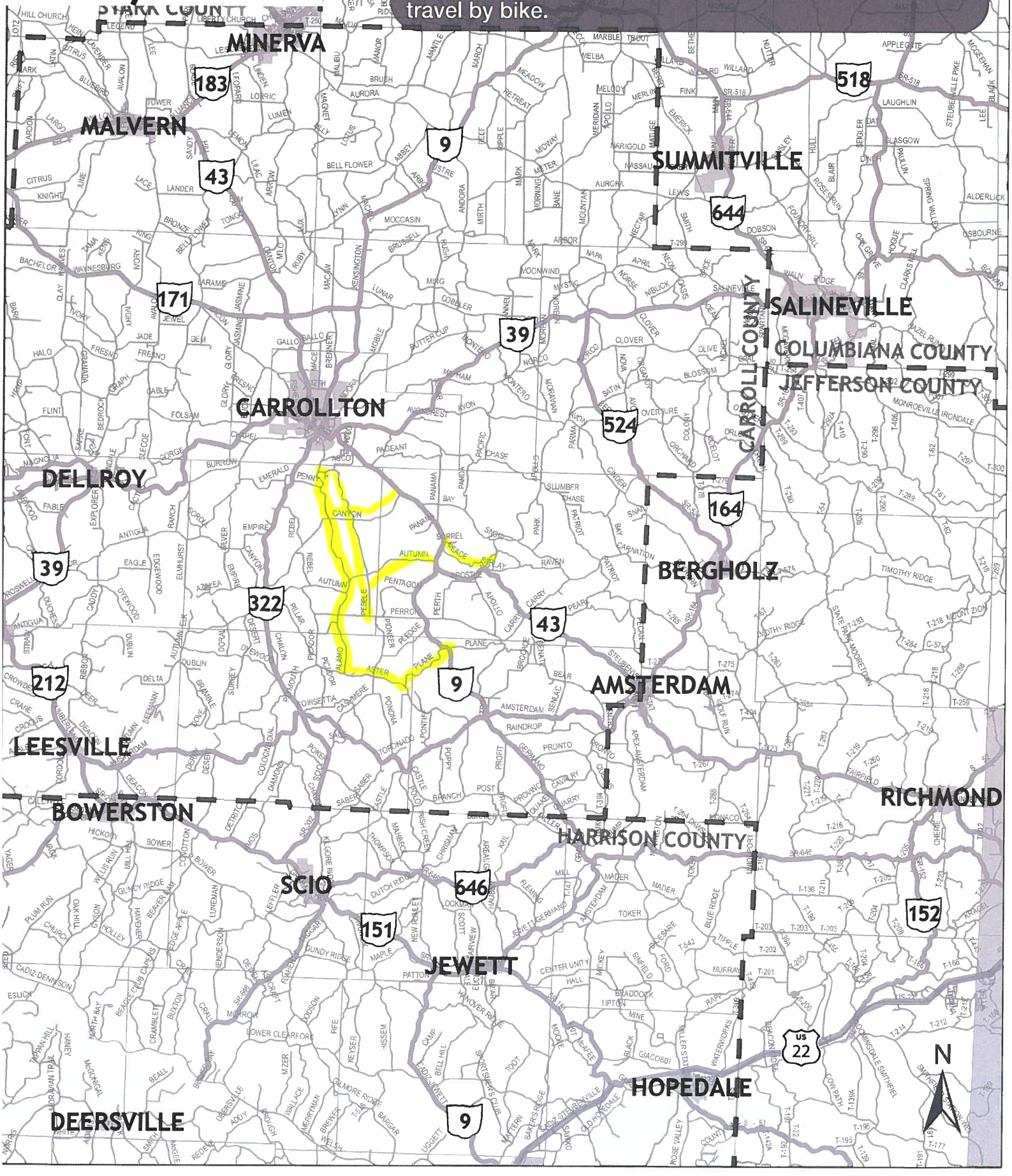

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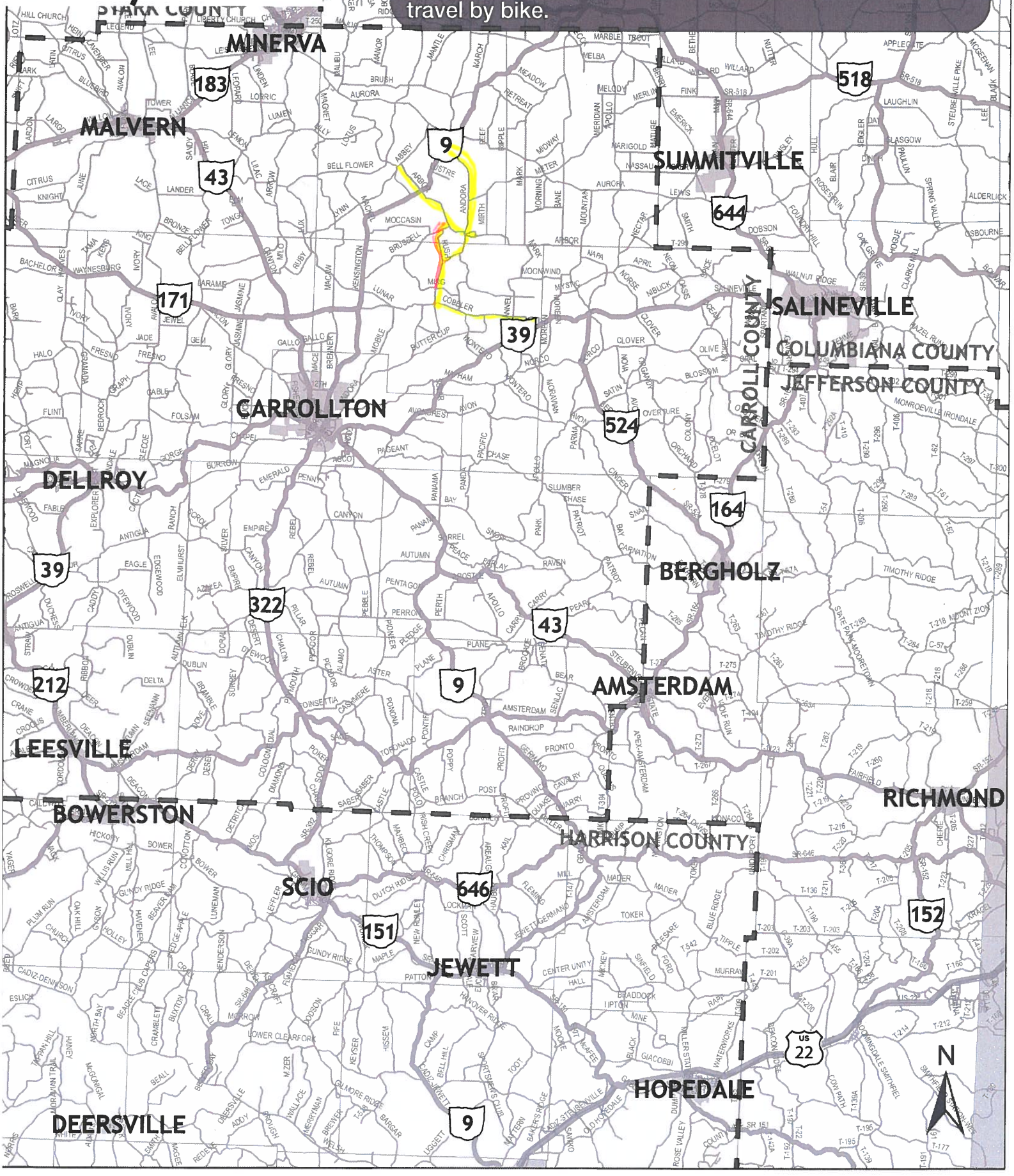

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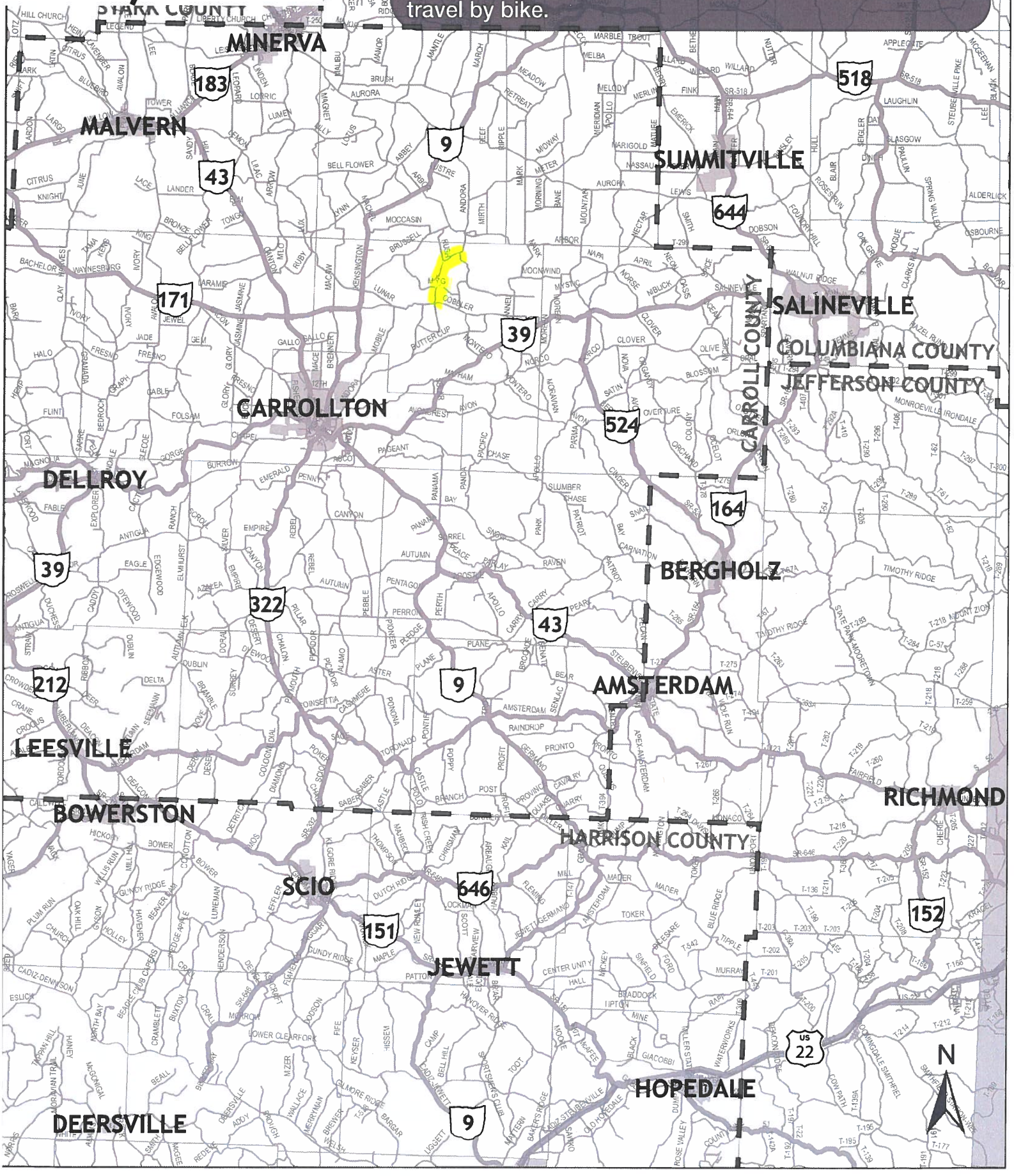

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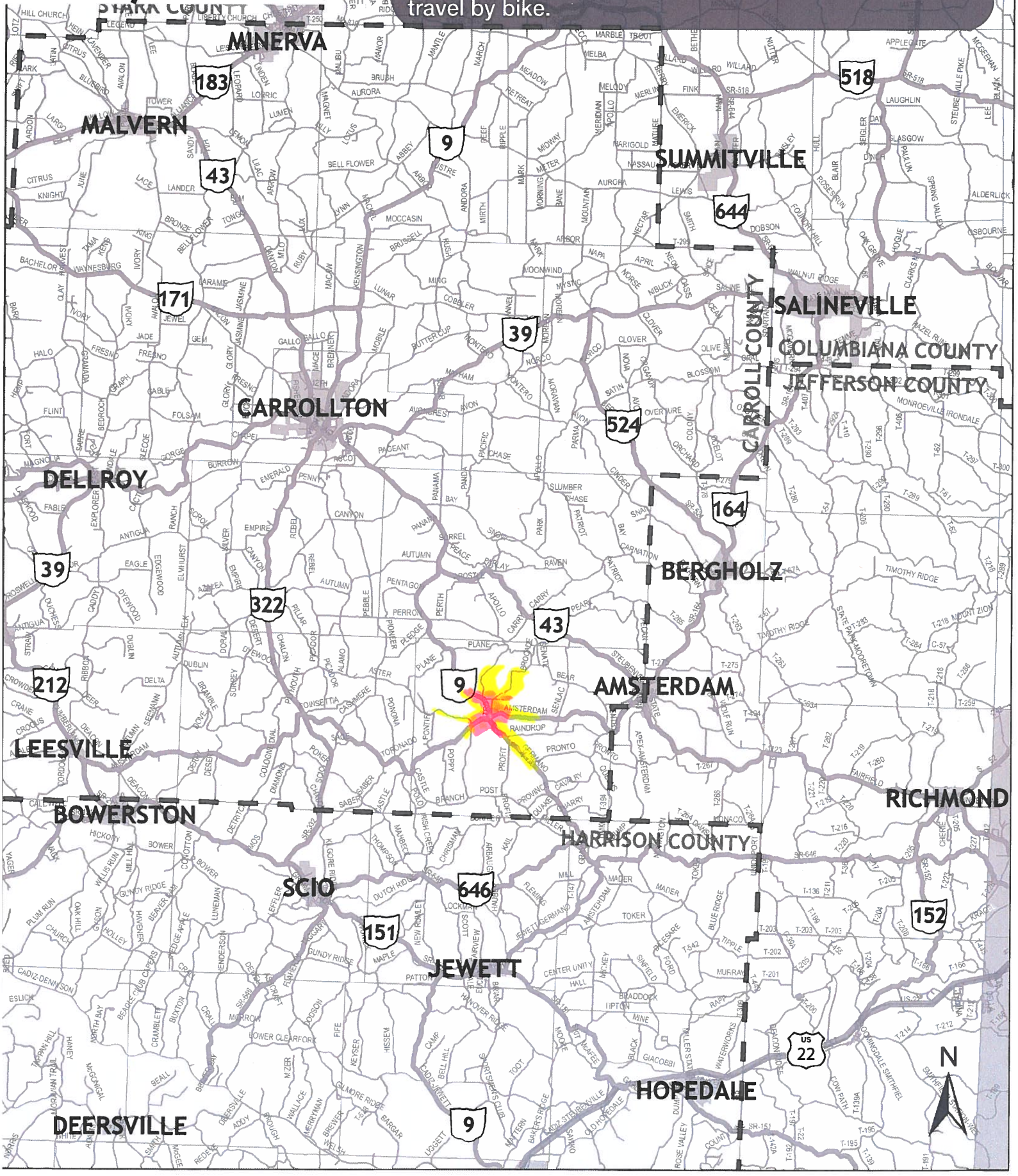

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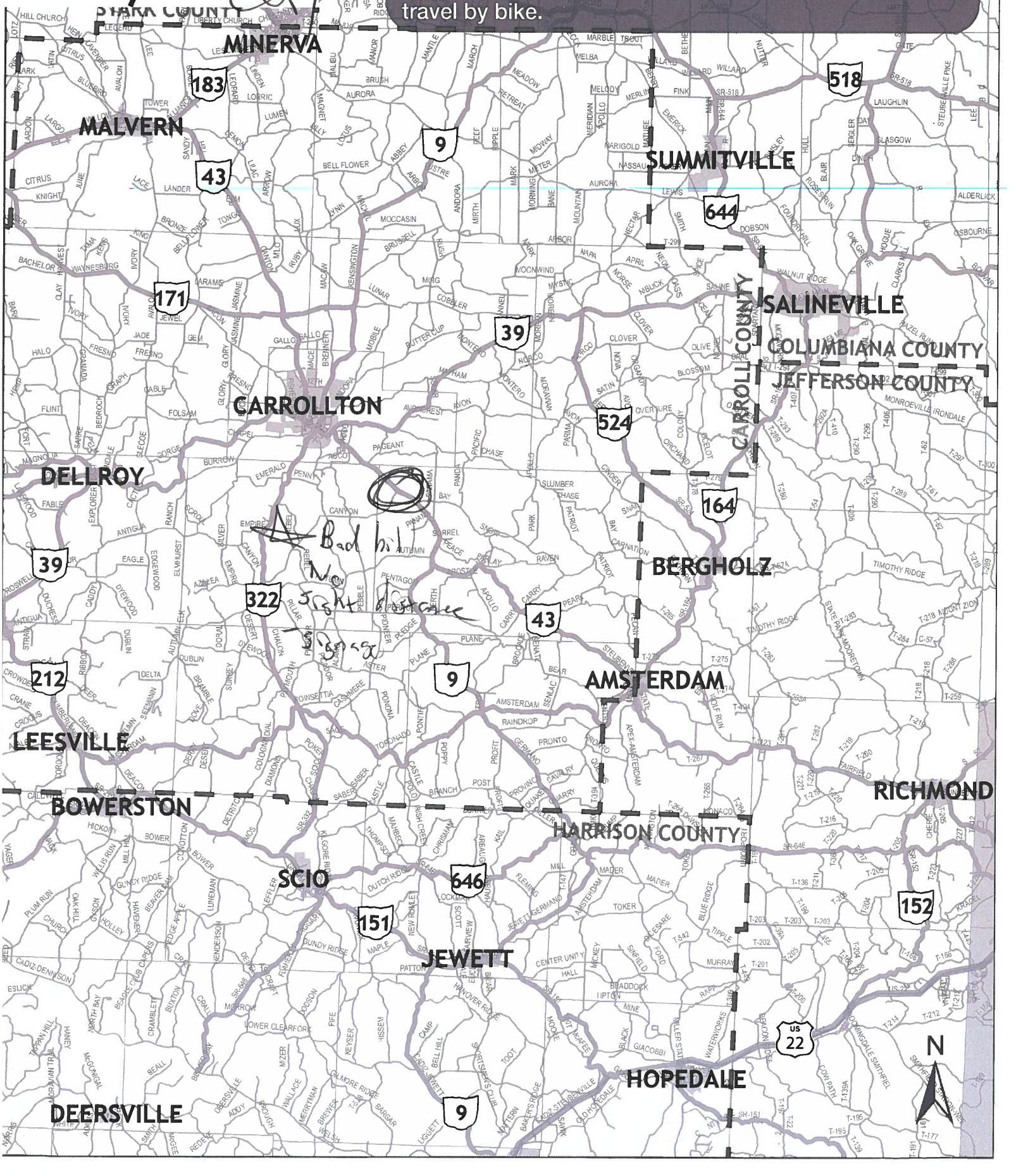

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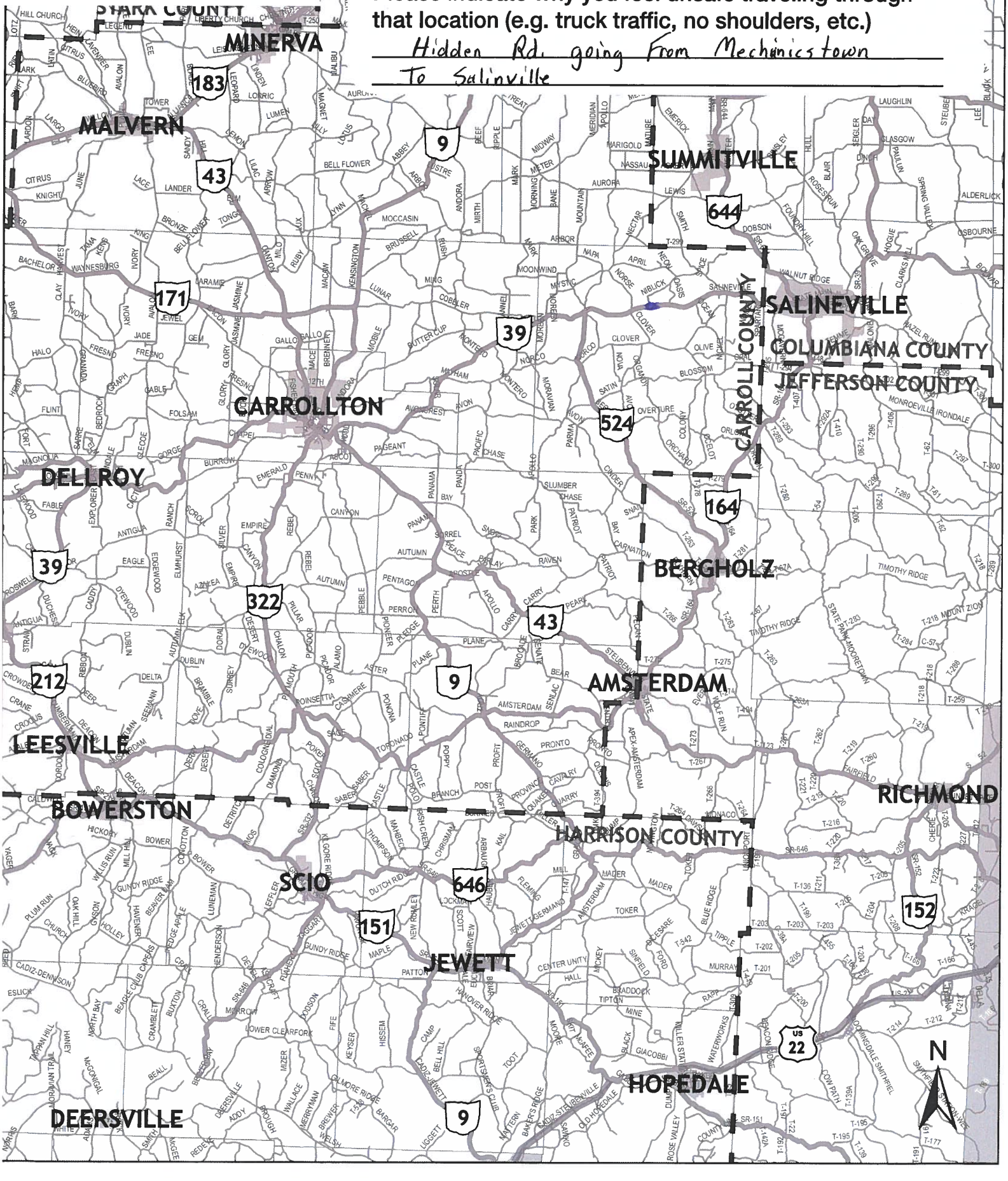
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Hidden Rd. going From Mechanicstown To Salineville



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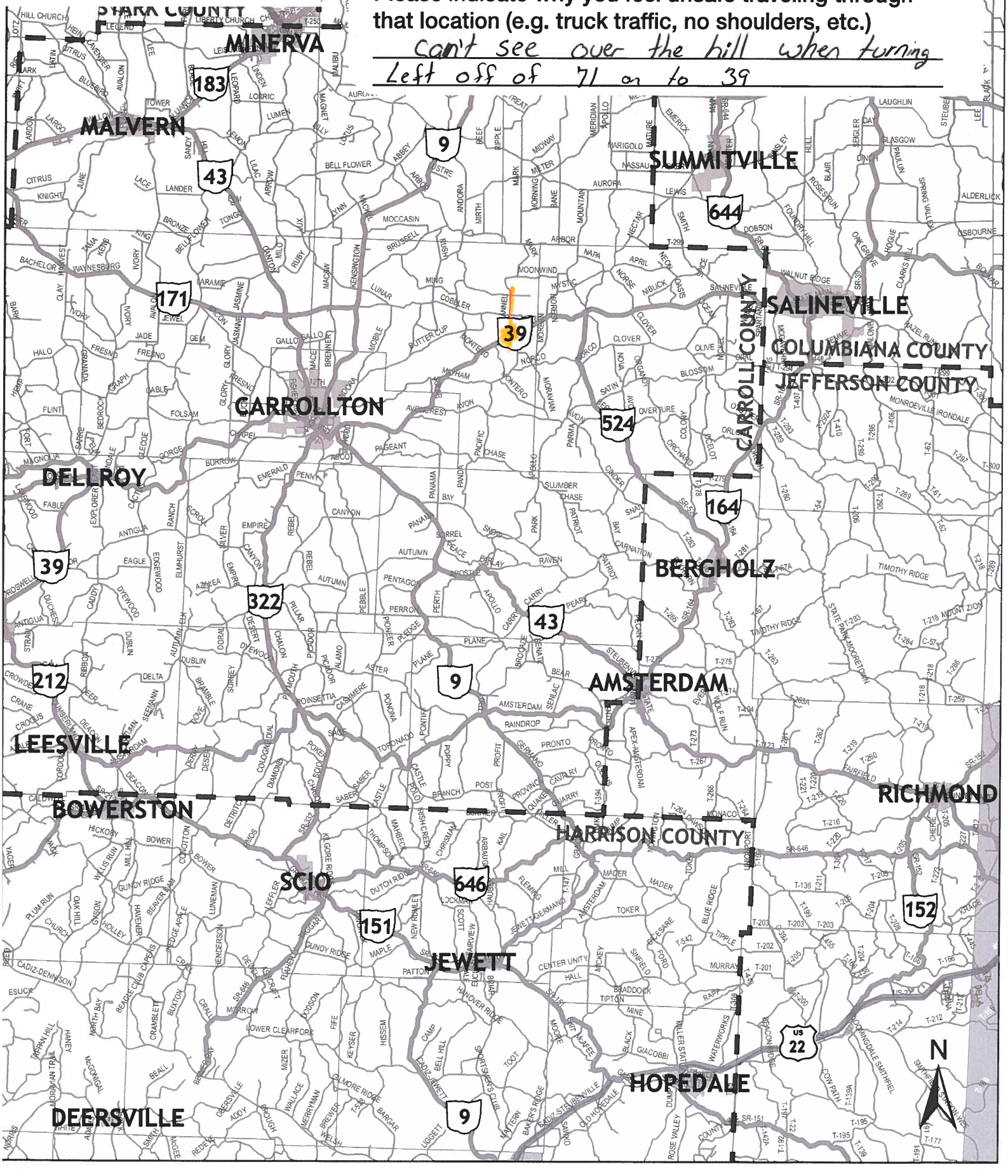
Can't see over the hill when turning Left off of 71 on to 39



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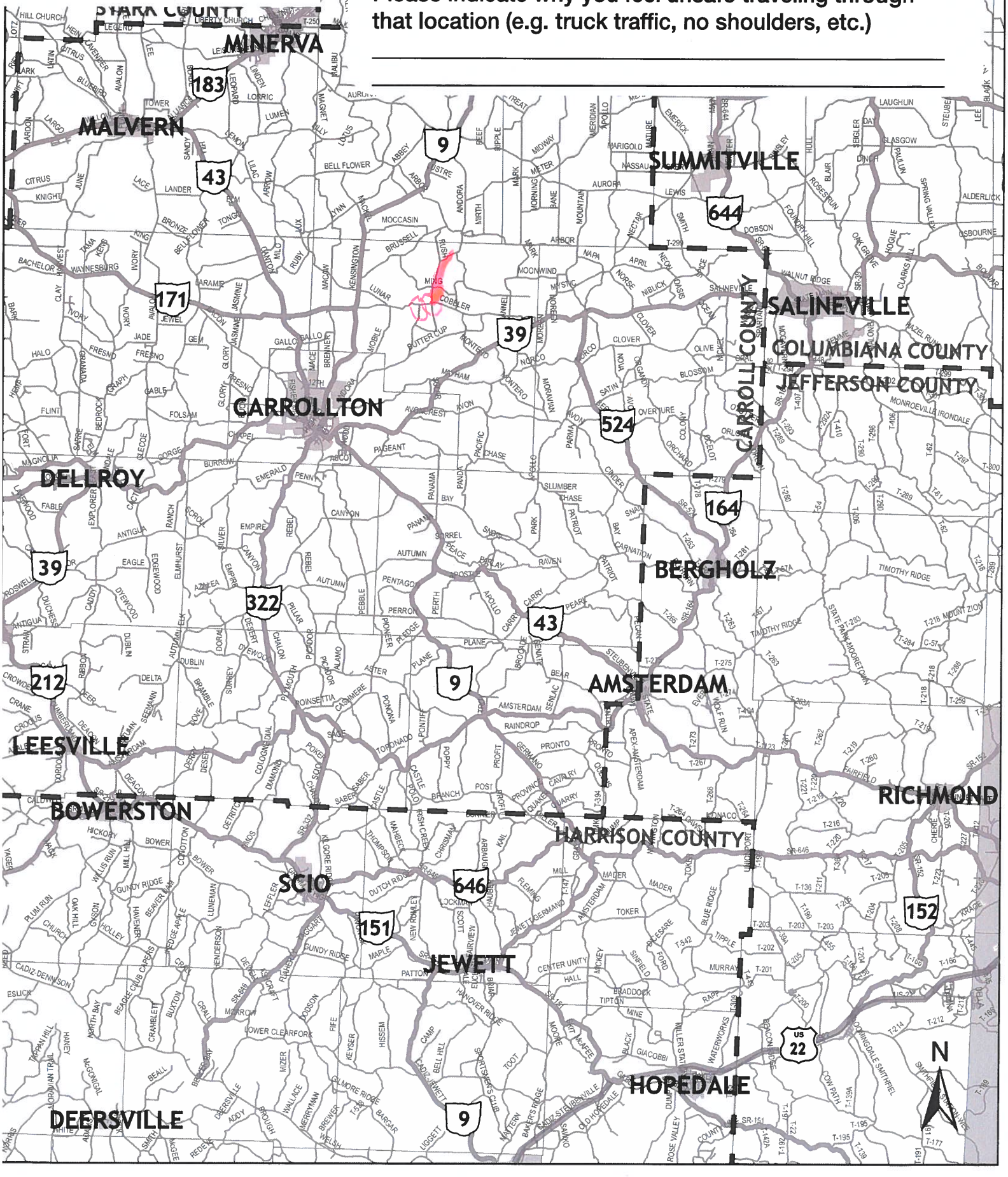

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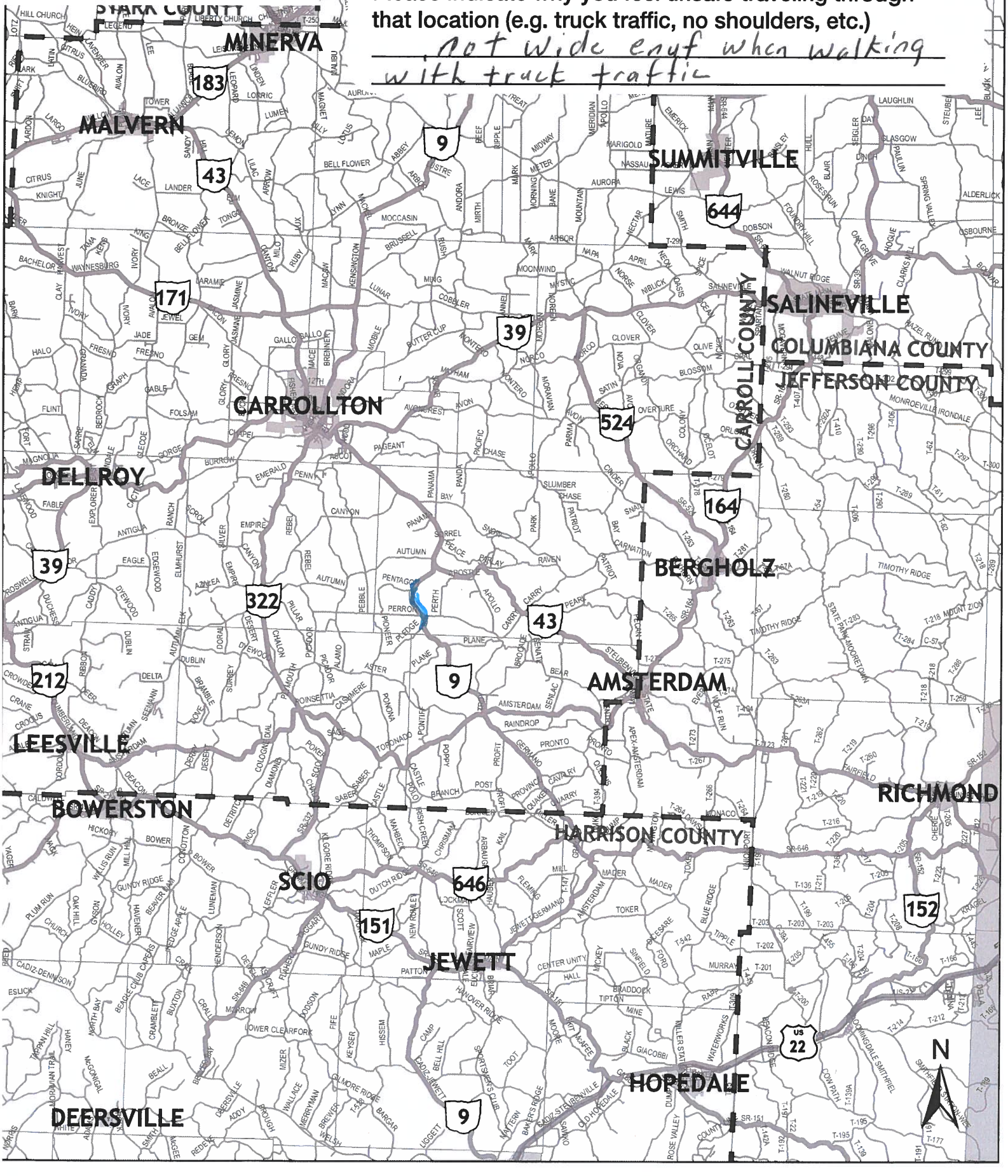
not wide enuf when walking with truck traffic



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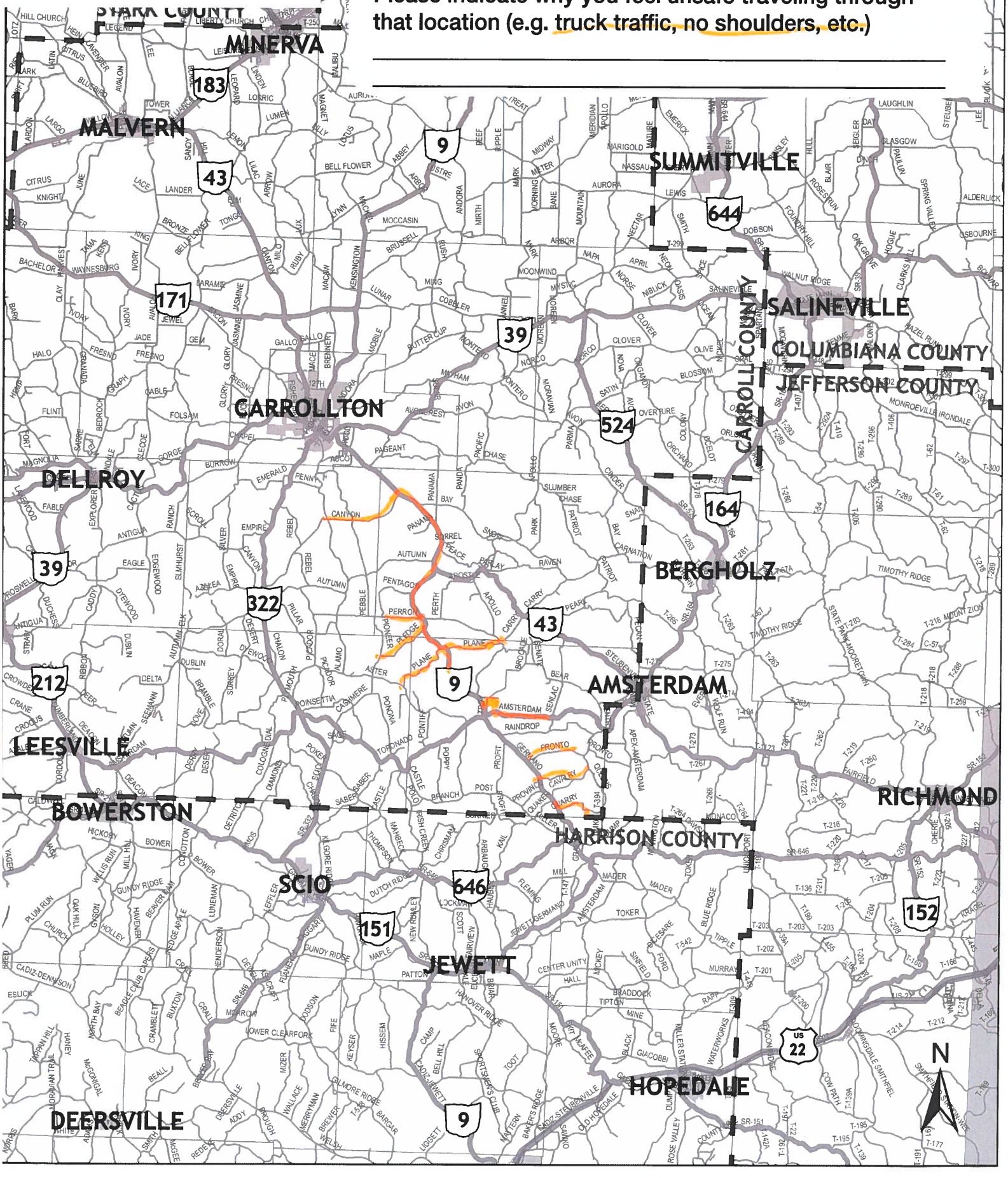

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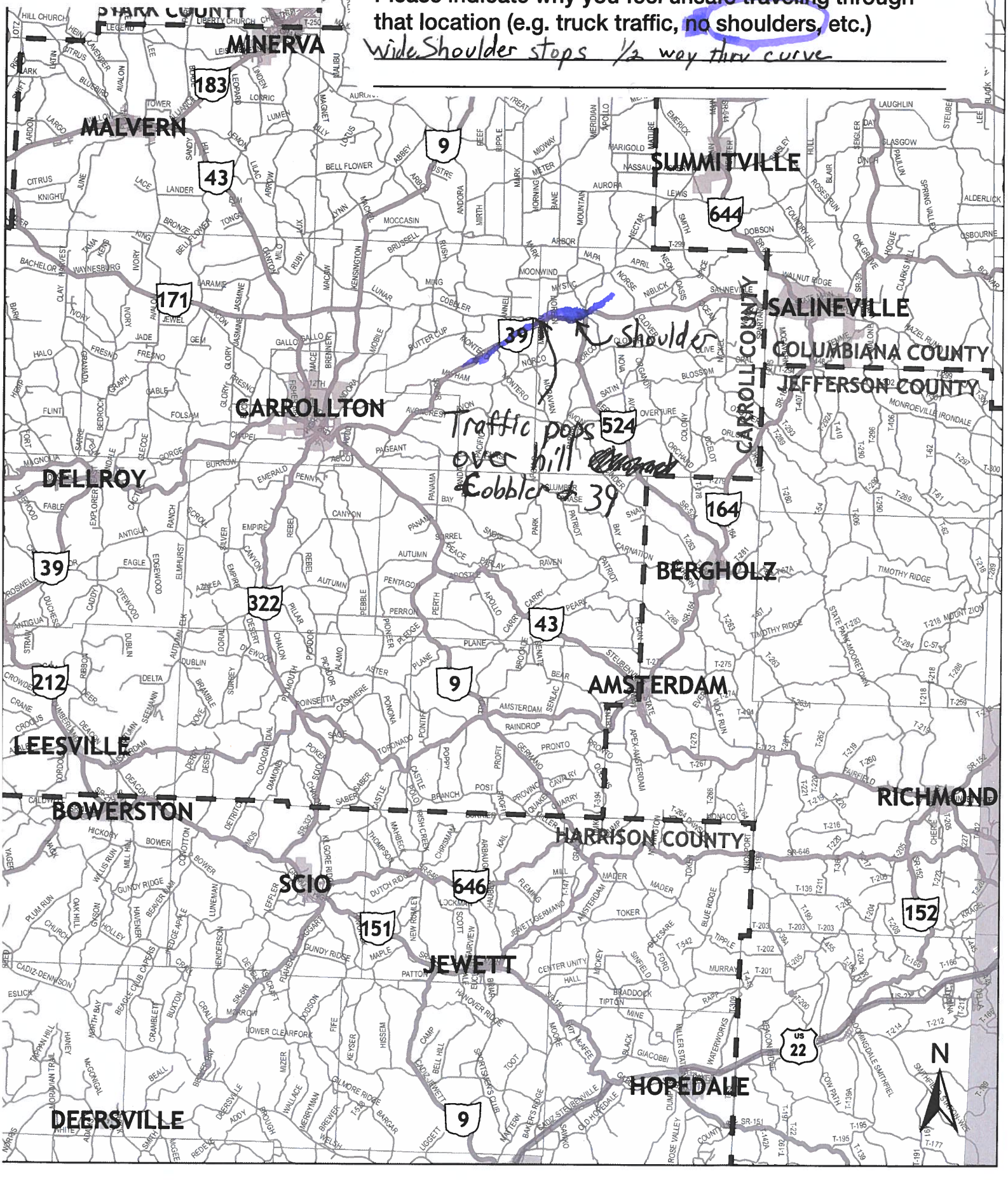
Wide Shoulder stops 1/2 way thru curve



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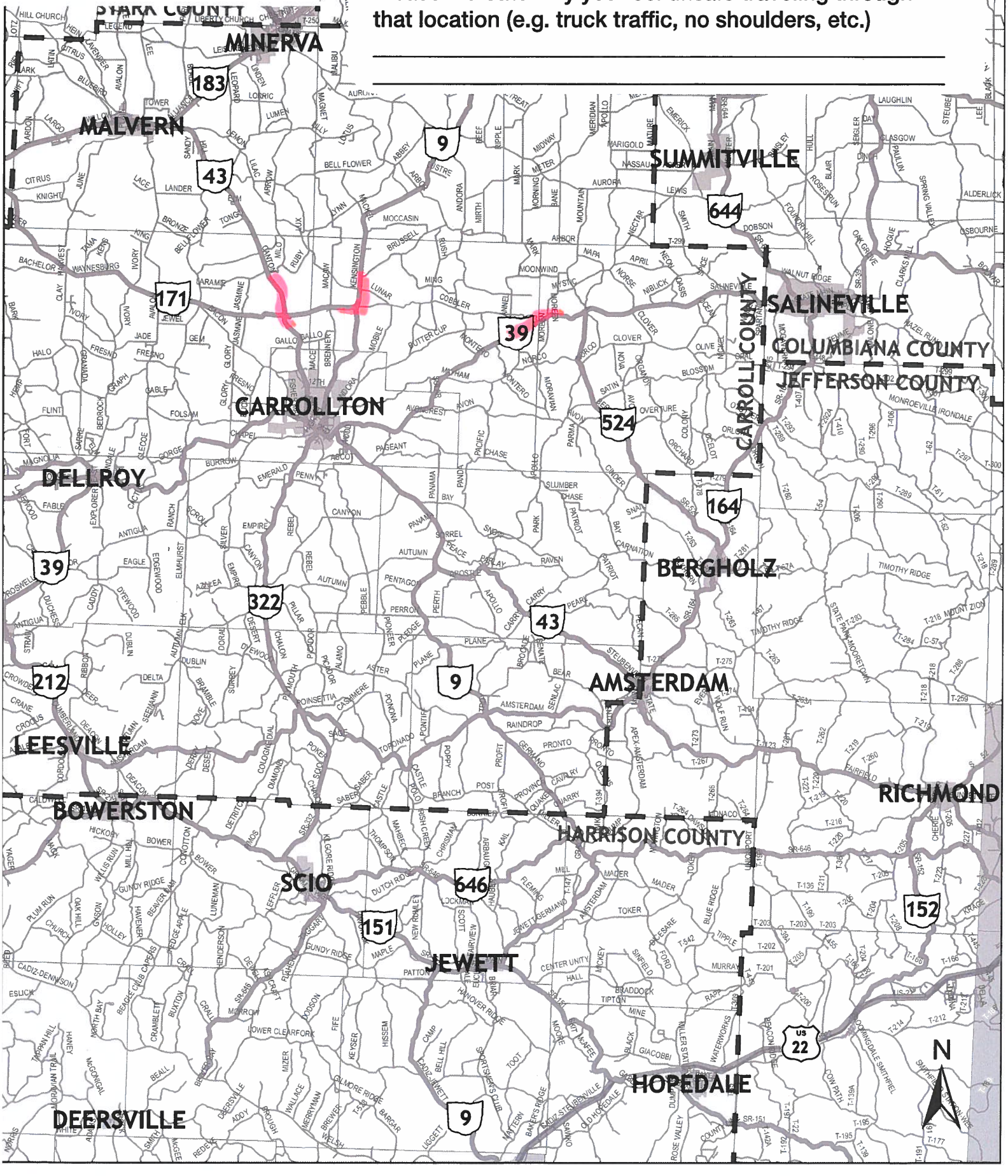

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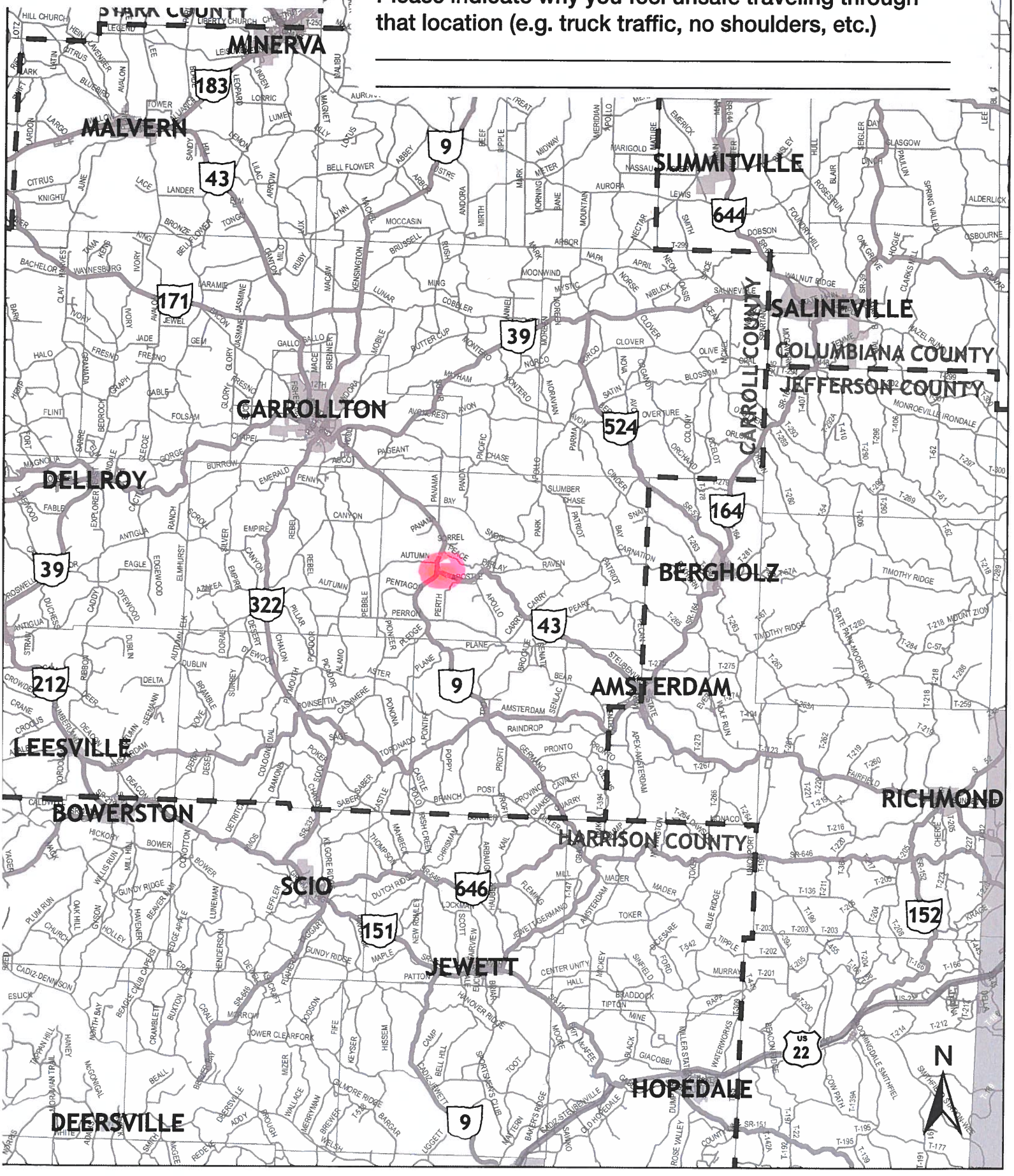

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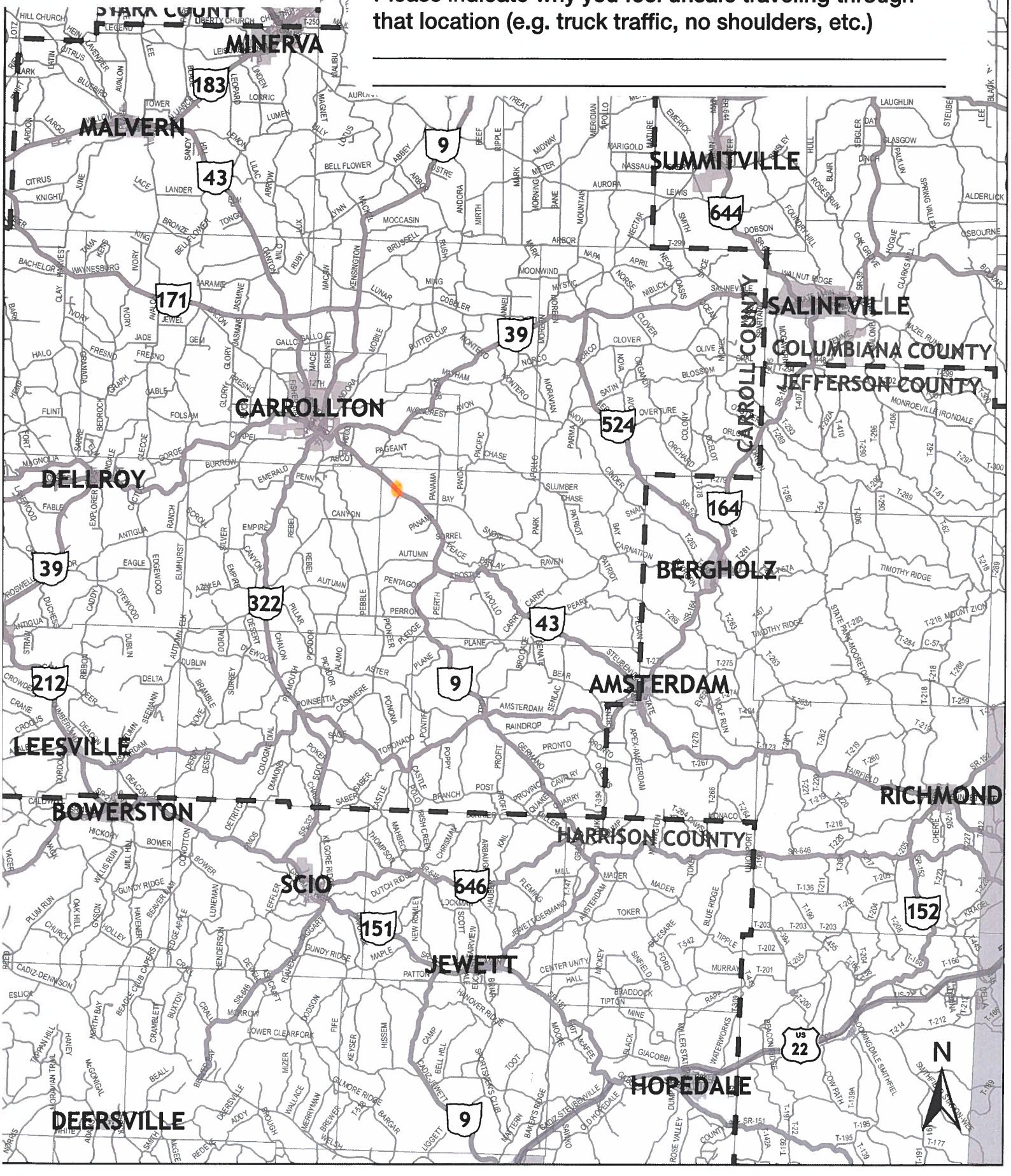

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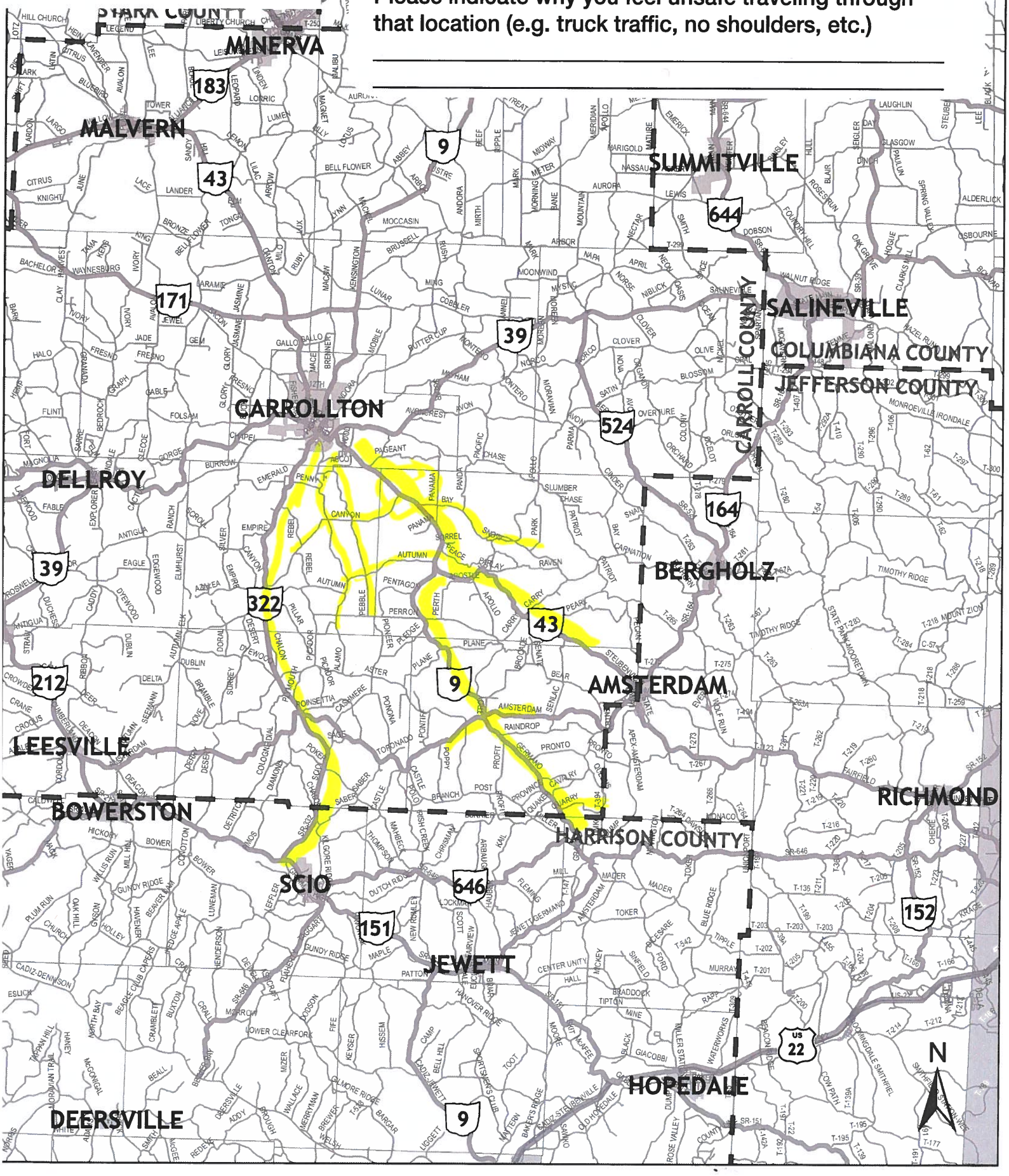

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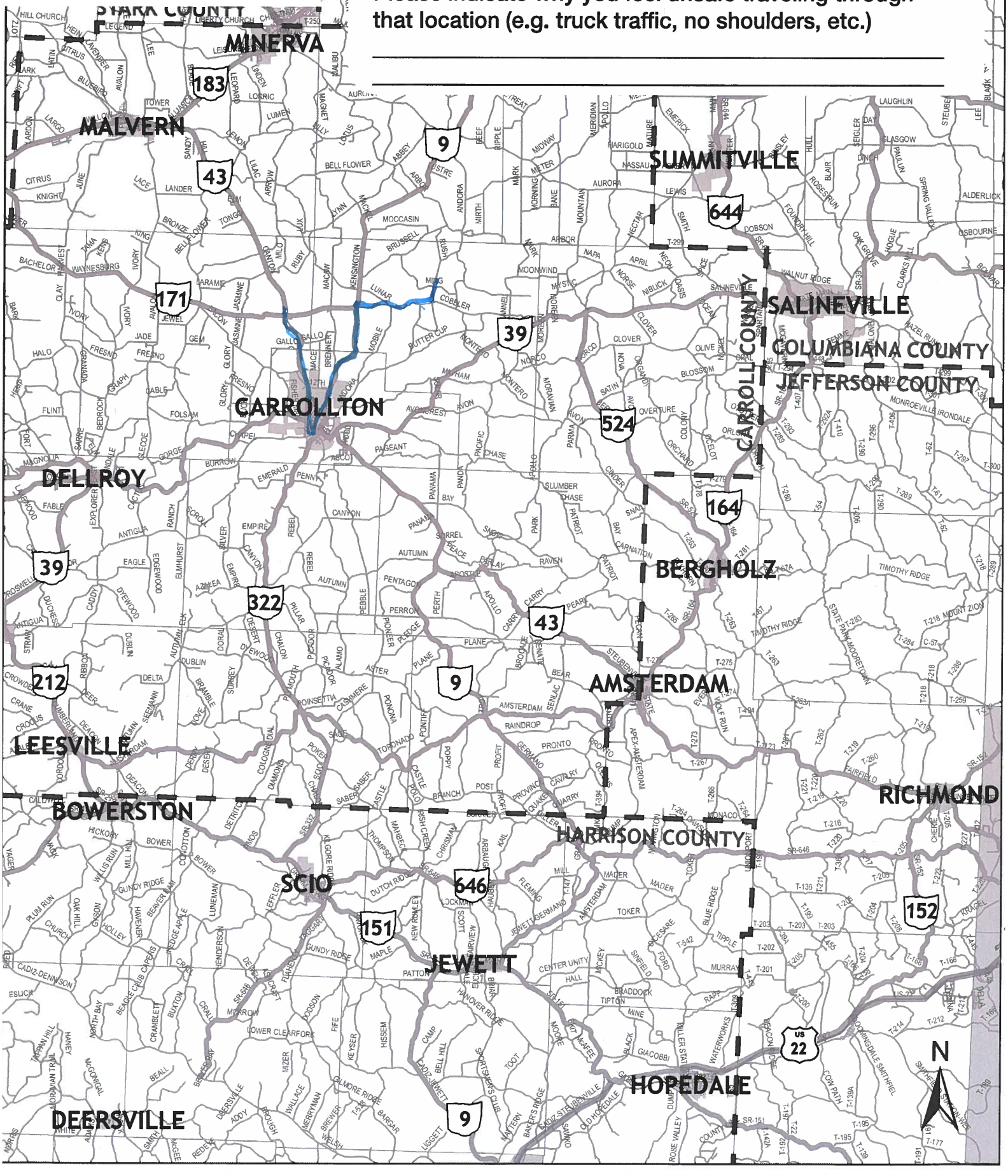

Safety Location Exercise

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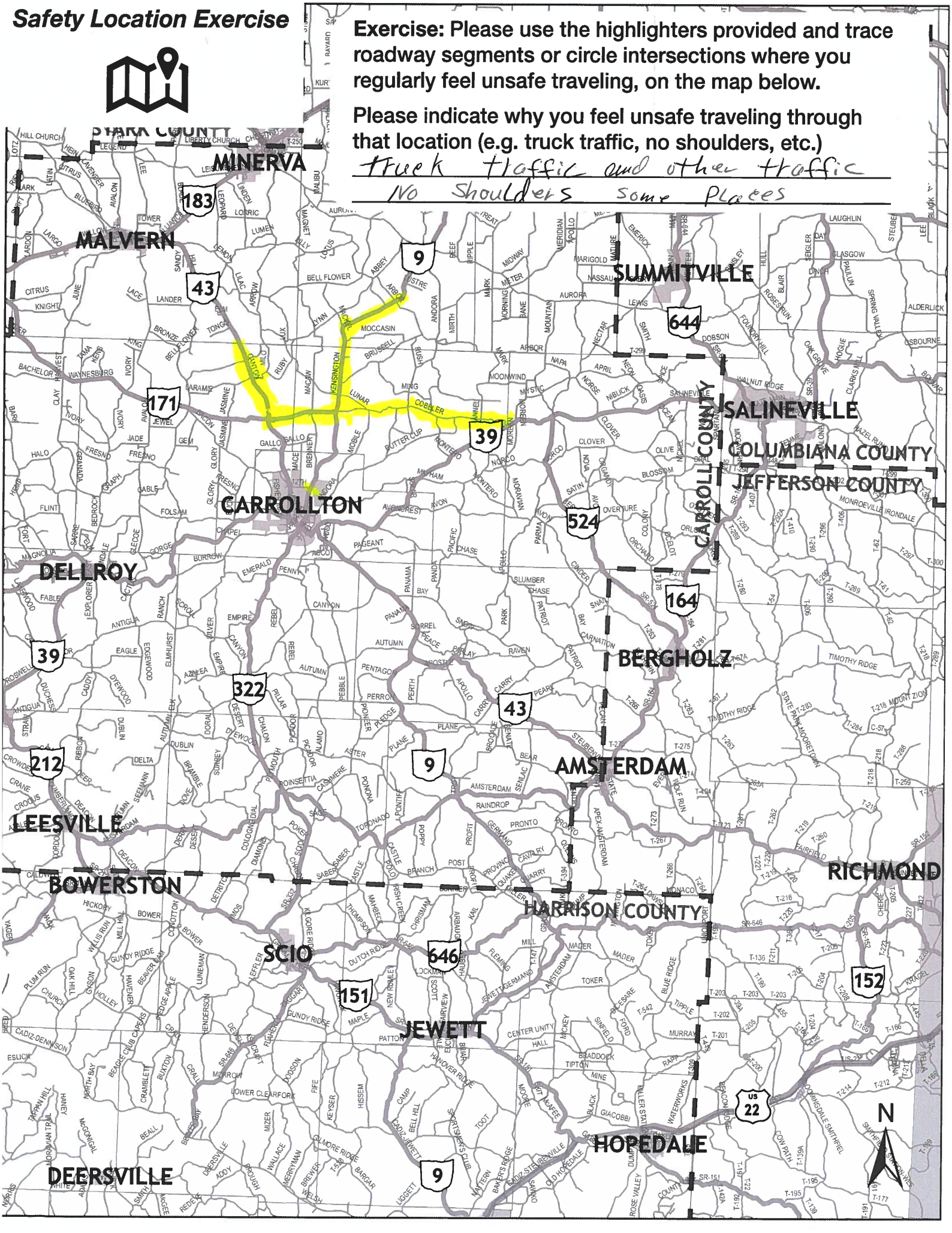
Truck traffic and other traffic
No shoulders some places



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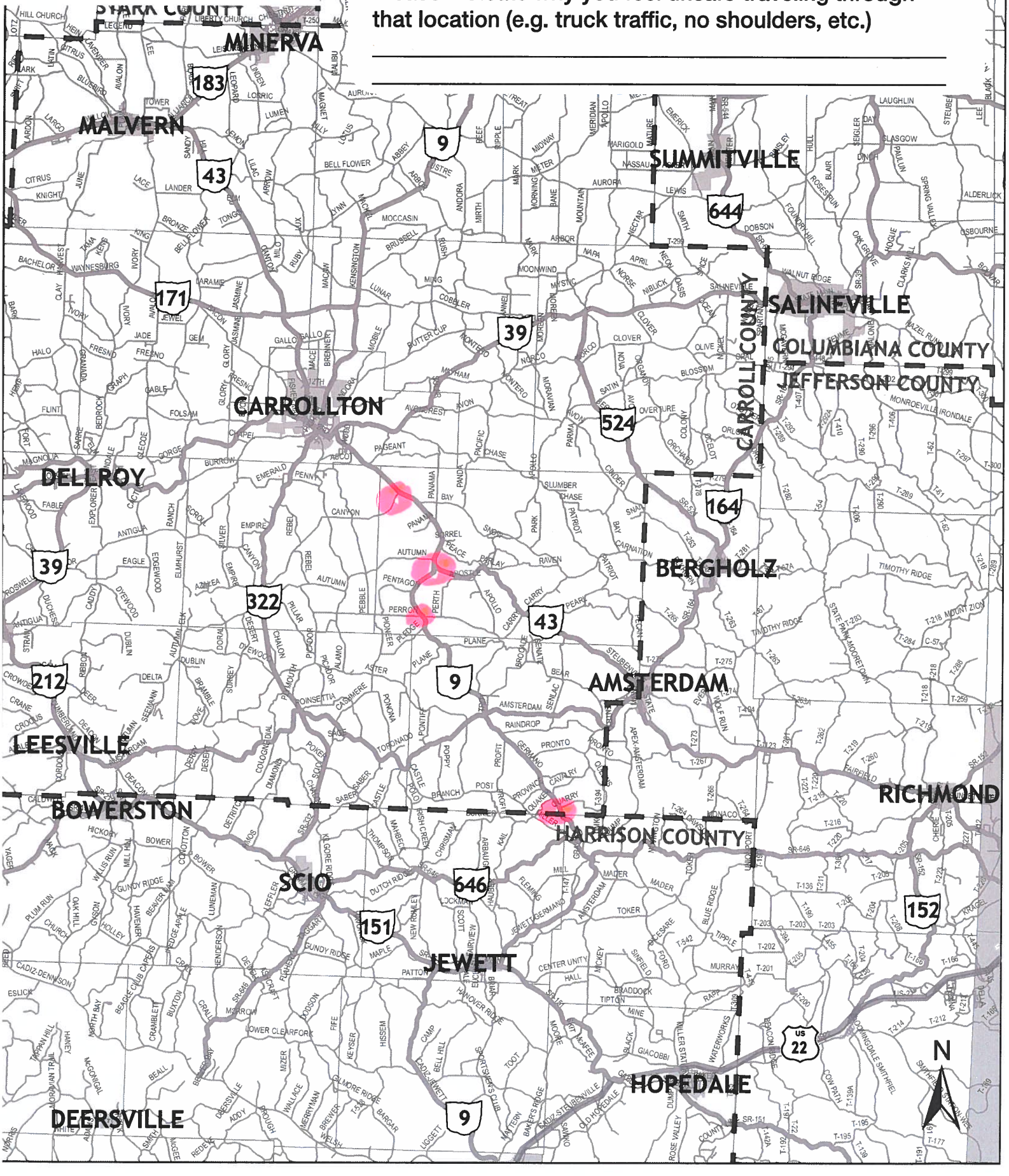

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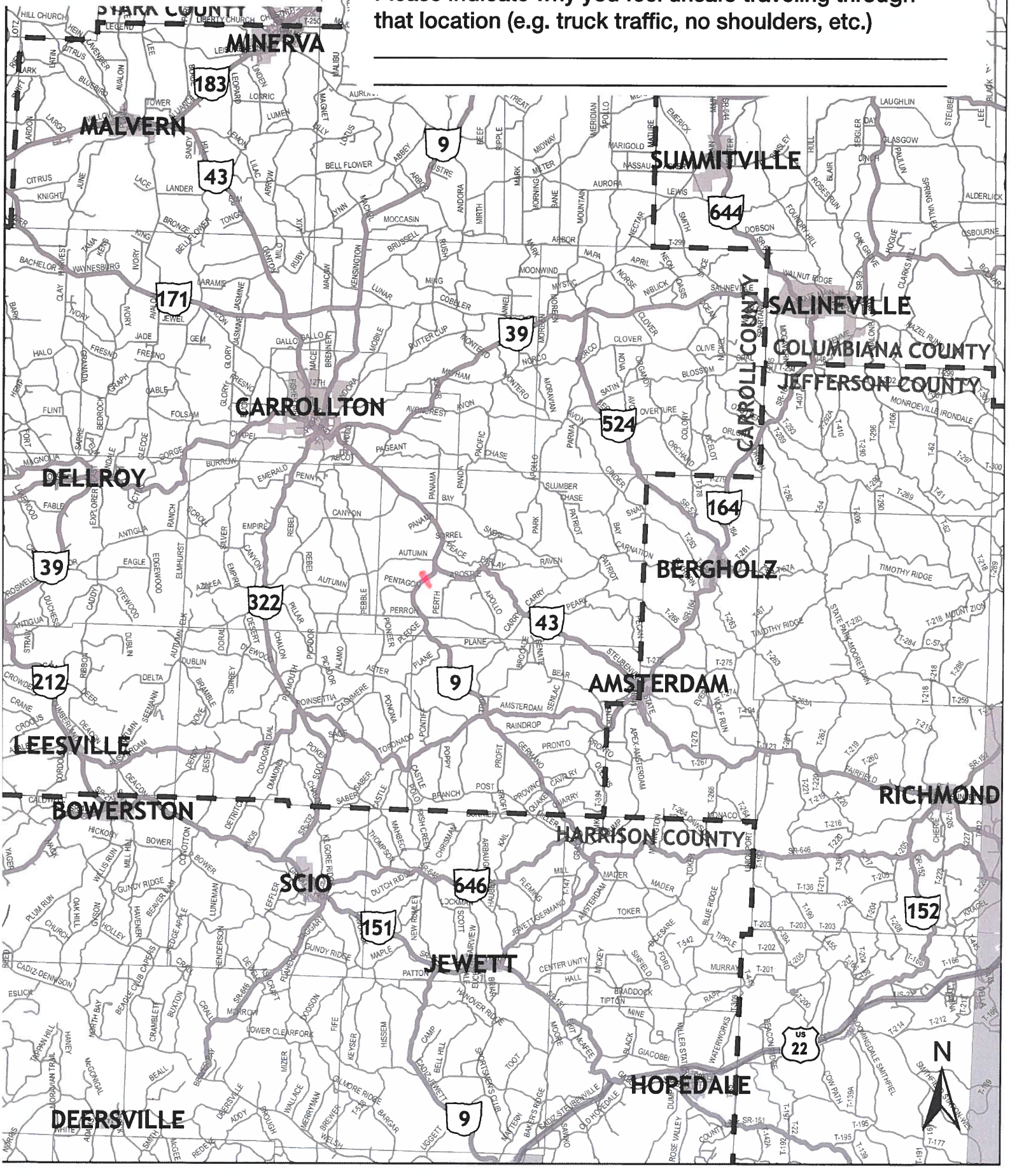

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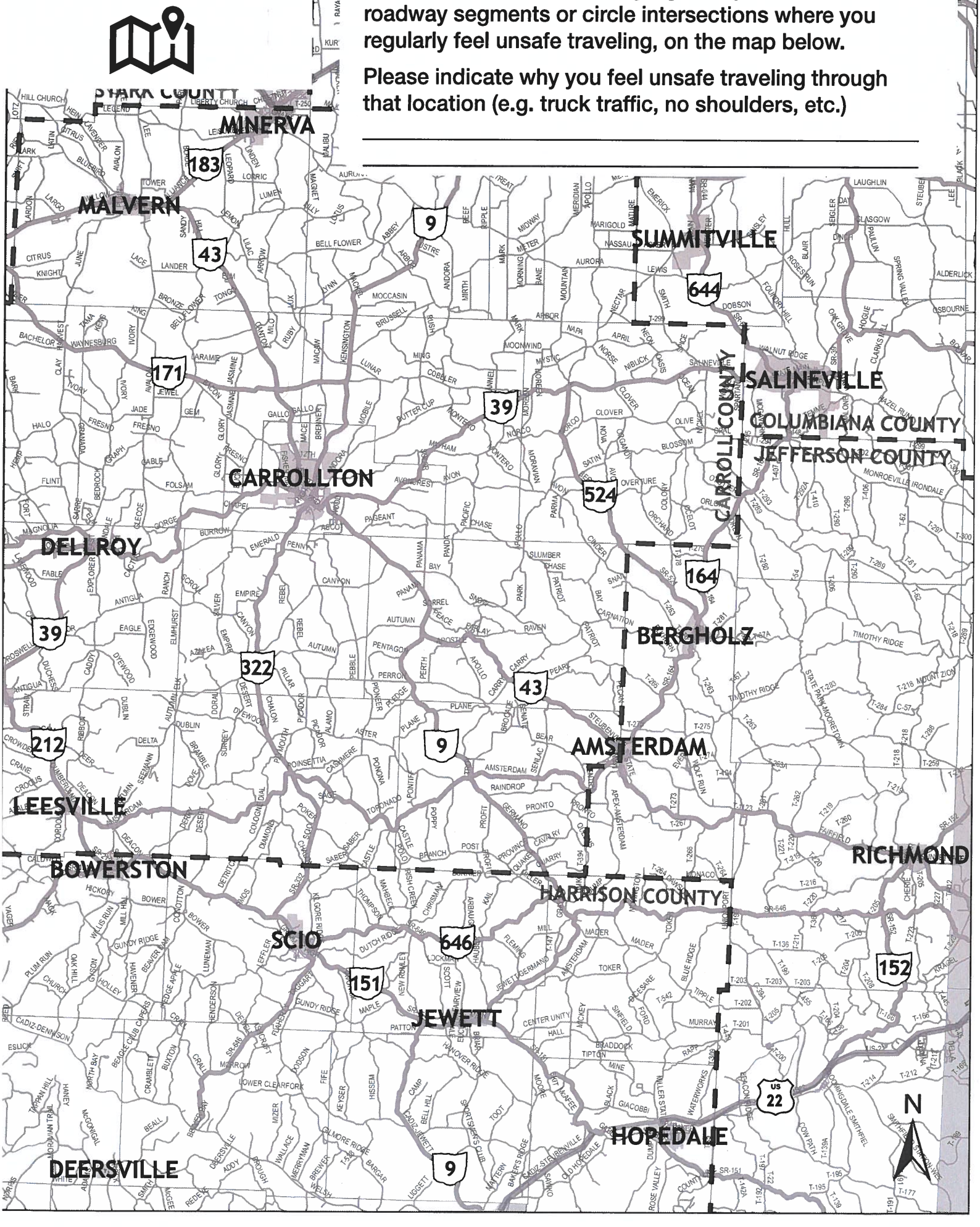

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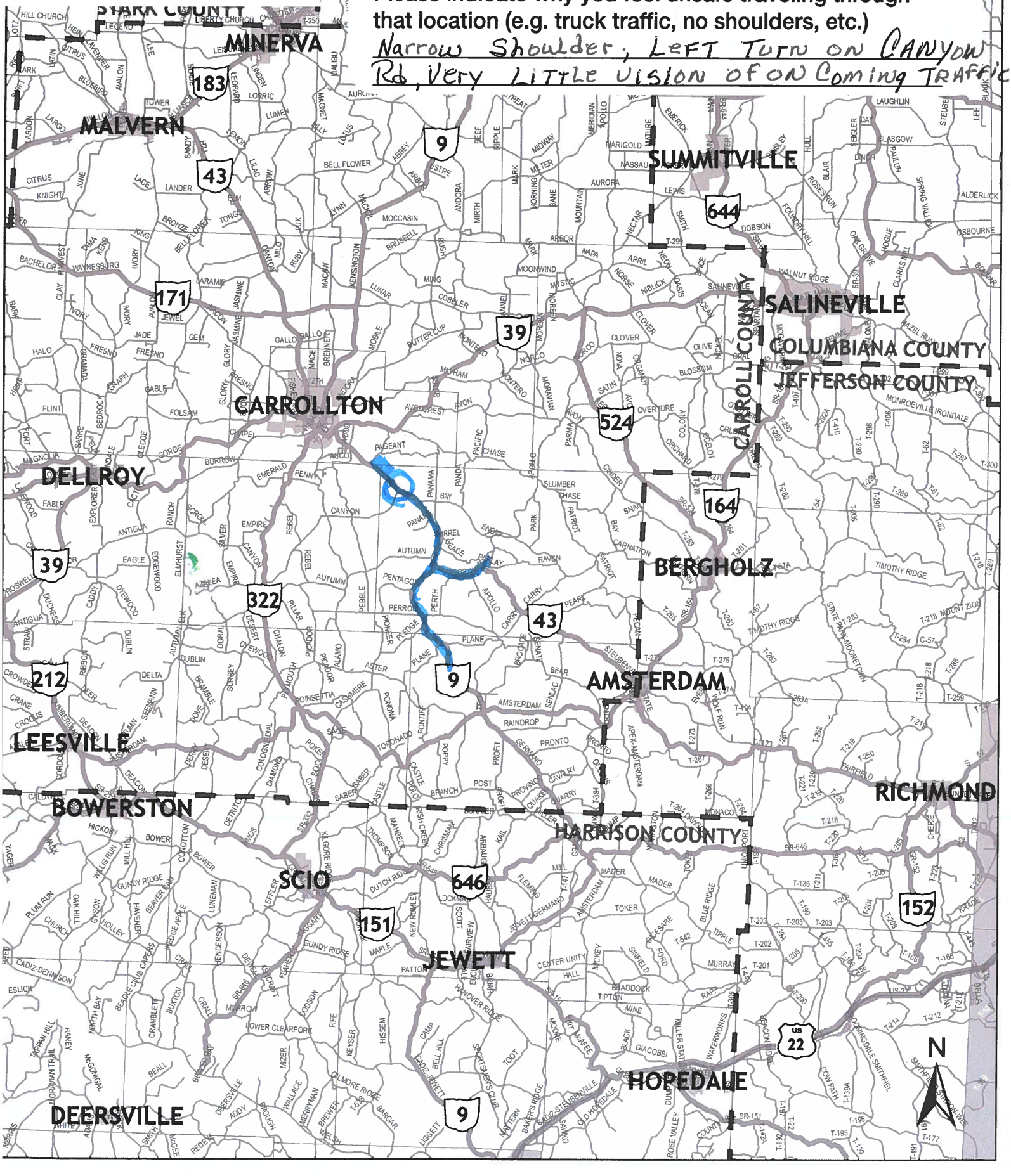
Narrow Shoulder, LEFT Turn on CANYON Rd, Very LITTLE VISION of ON Coming TRAFFIC



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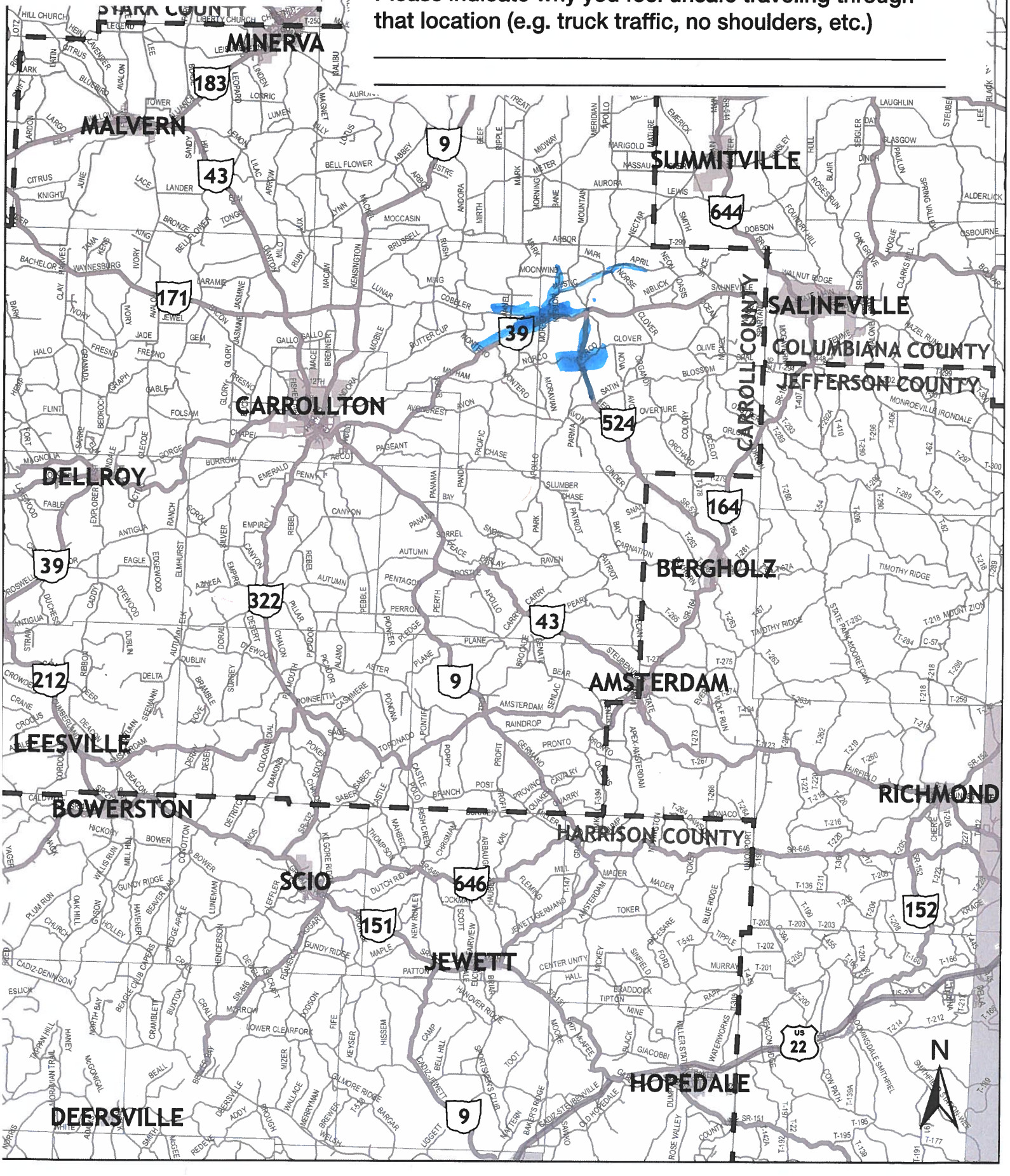

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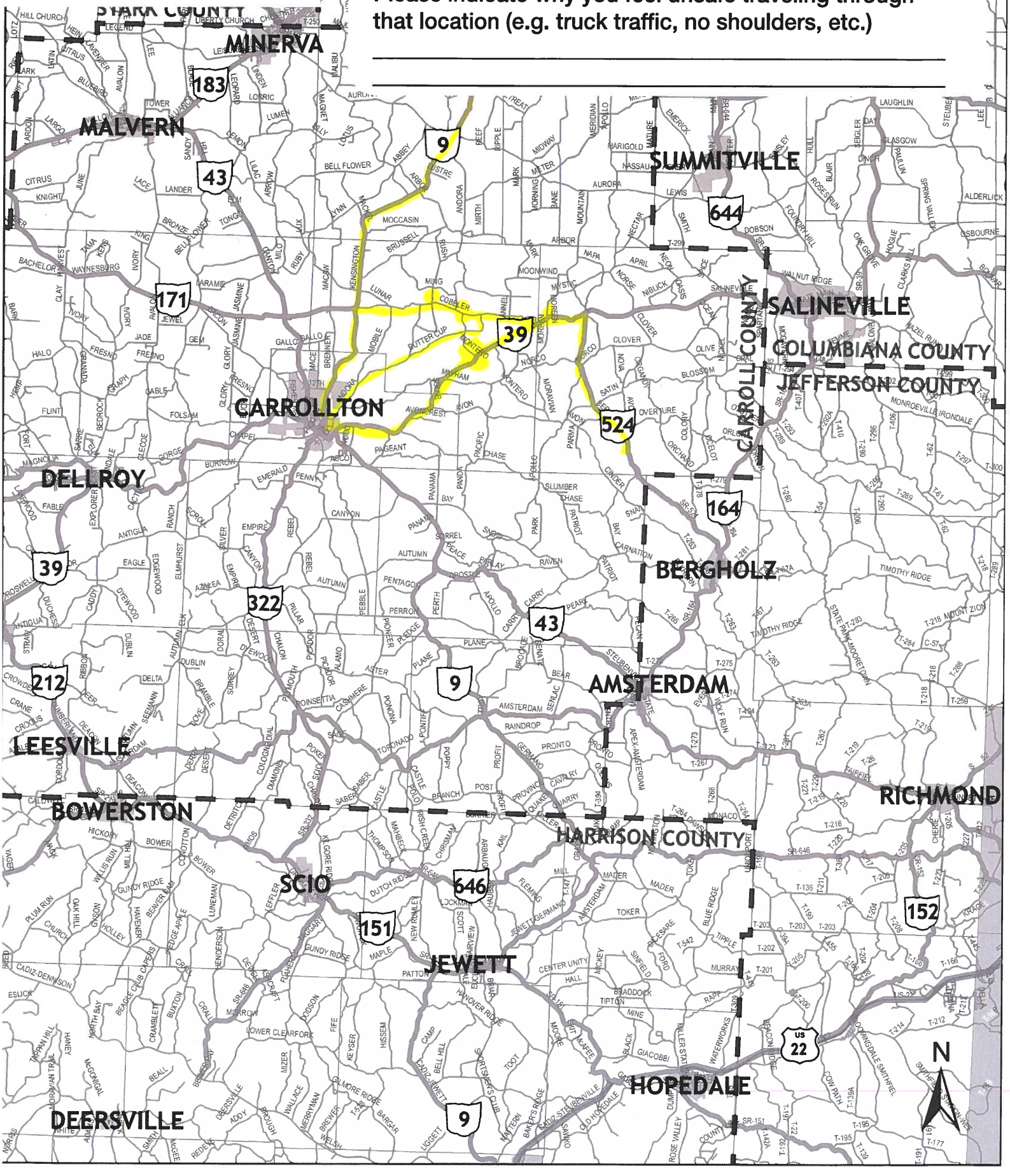

CARROLL

Improvements Exercise

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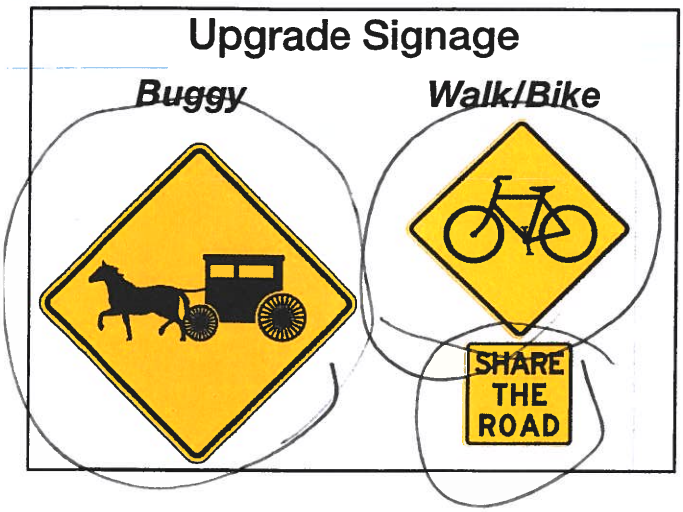
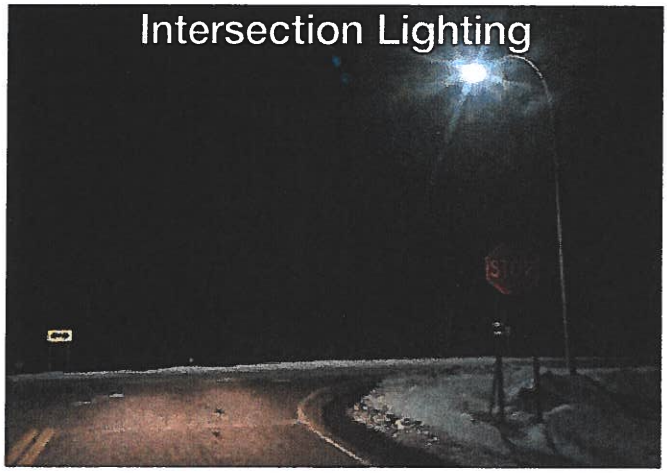
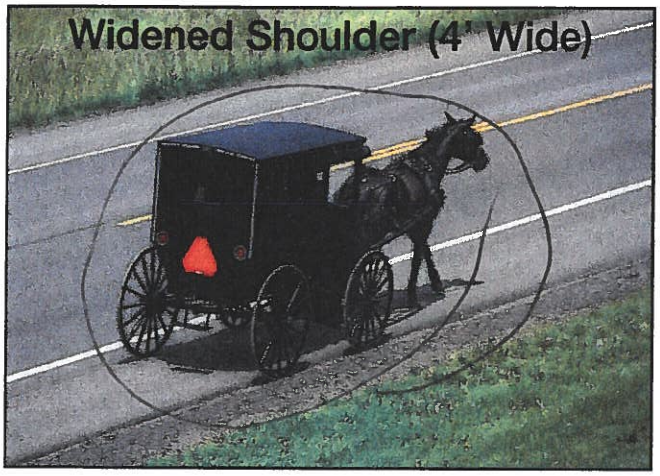
Upgrade Signage



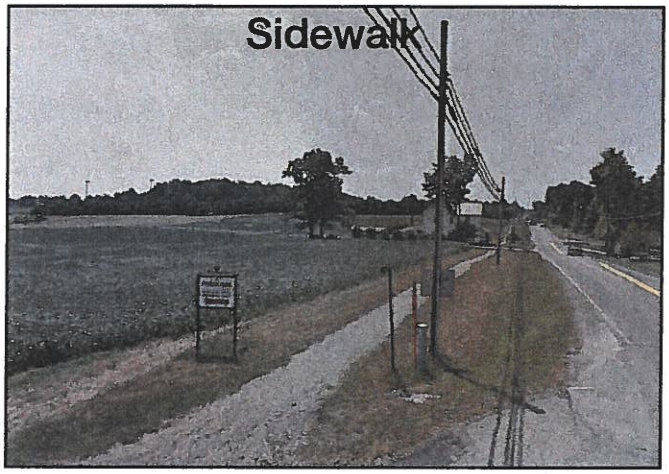
Intersection Lighting



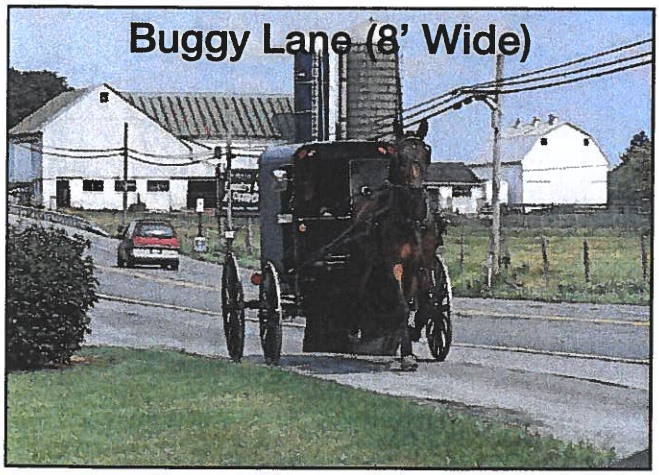
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

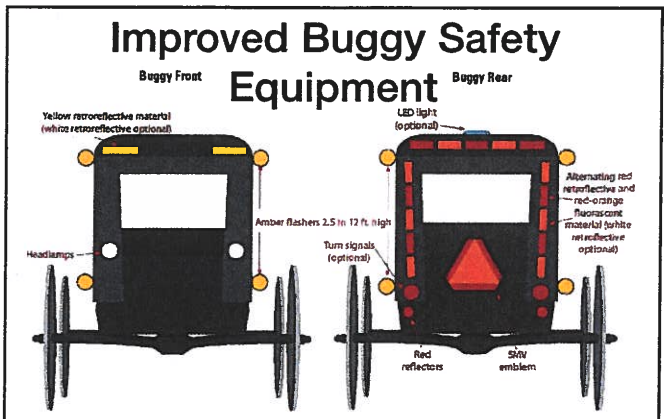


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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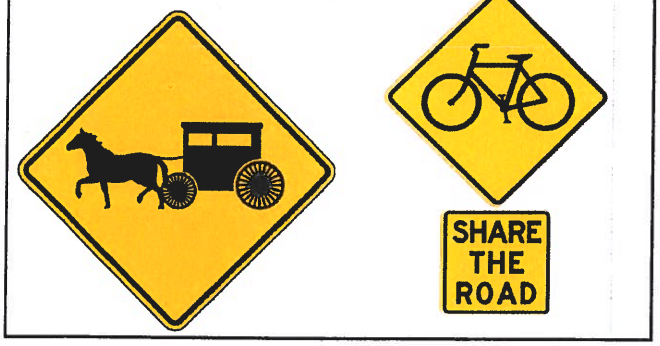
Upgrade Signage

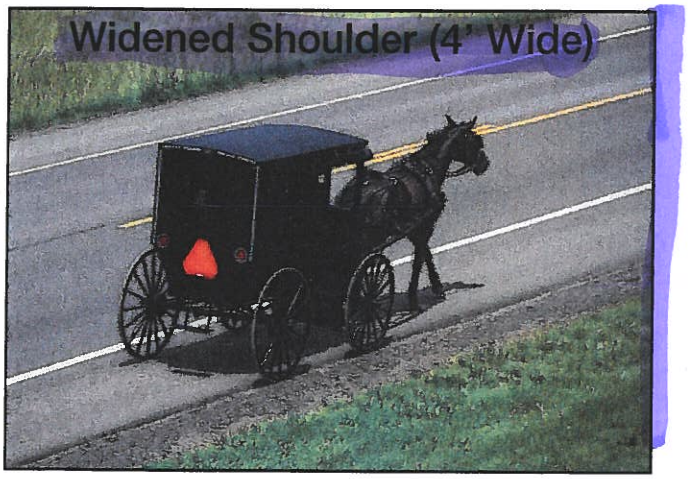
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



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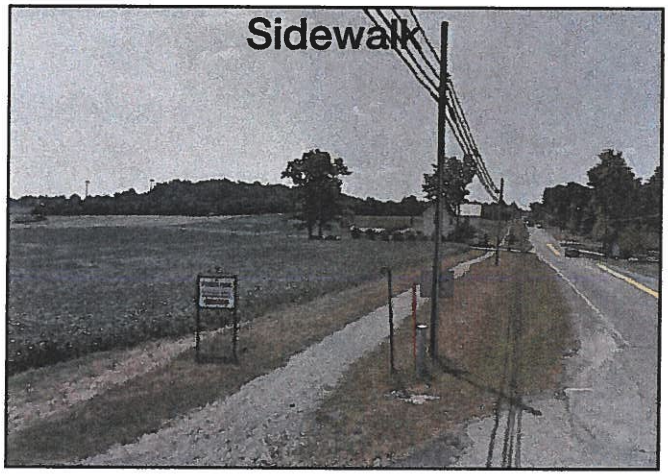
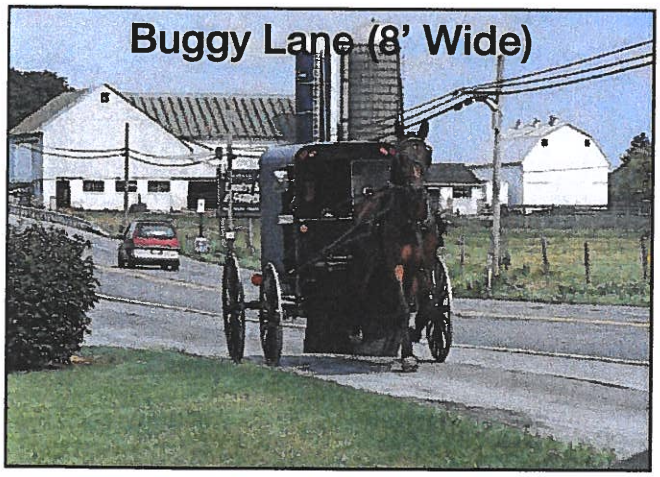


Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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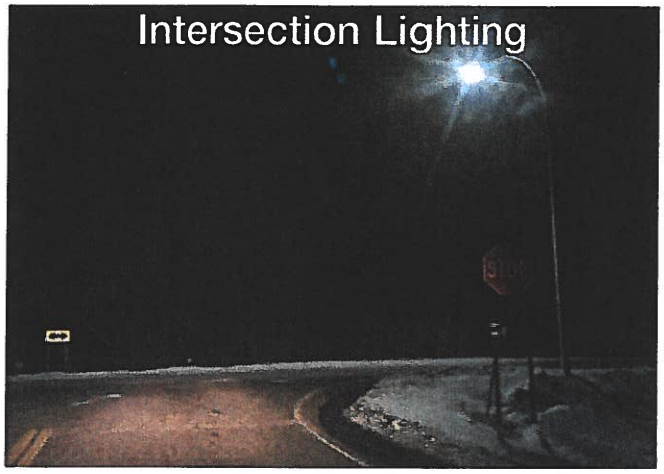
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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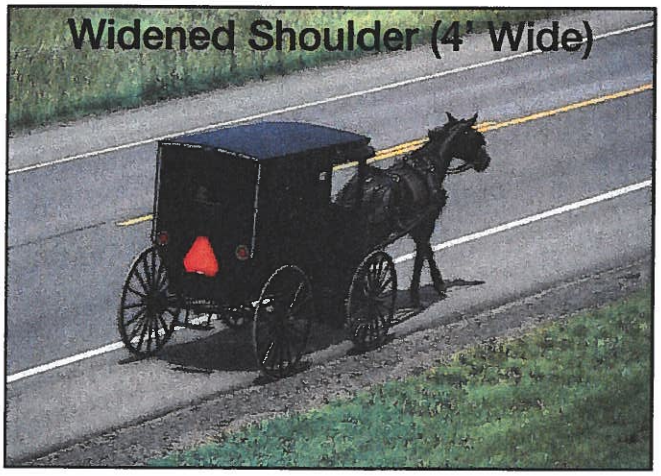

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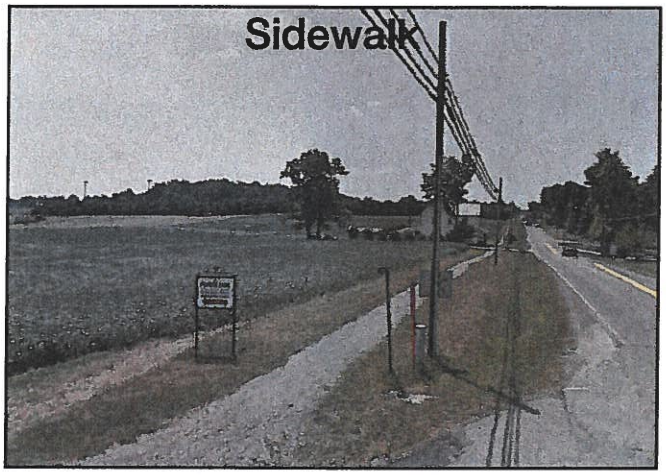

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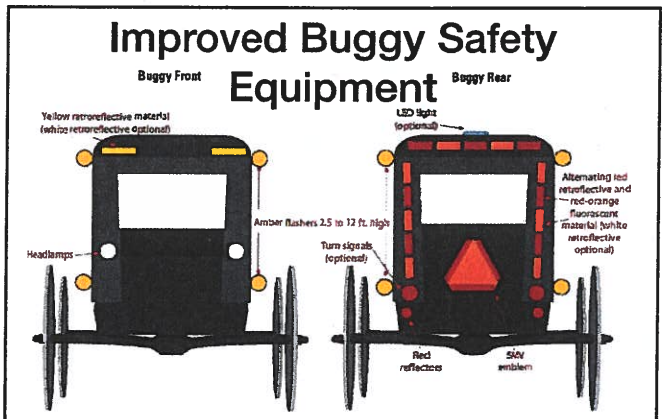
Improved Buggy Safety Equipment



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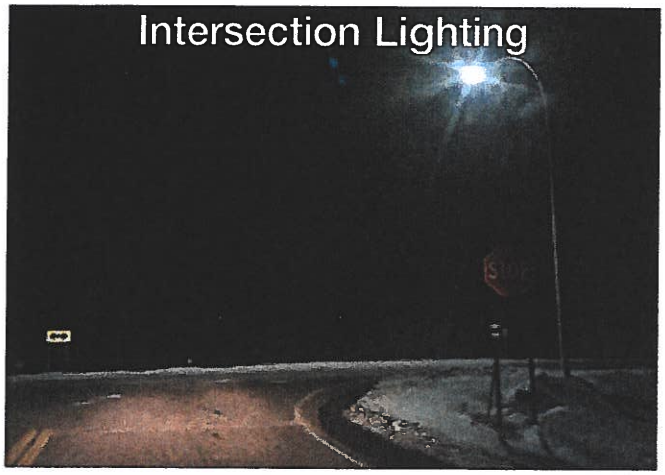
Intersection Lighting



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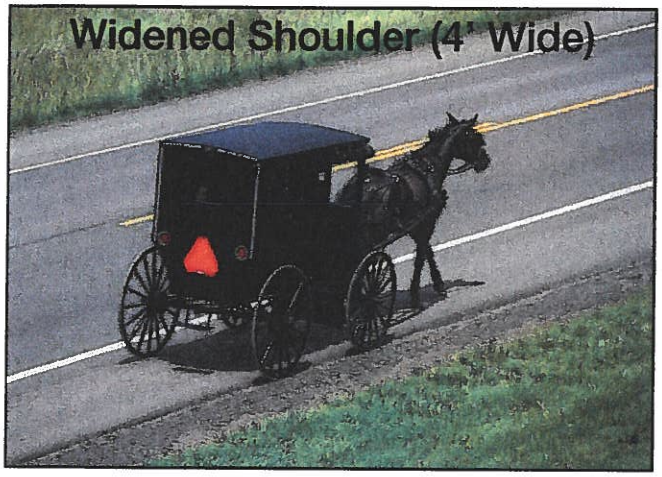

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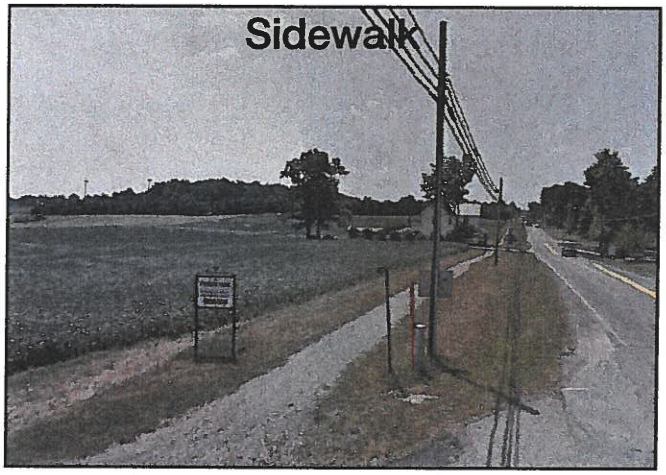

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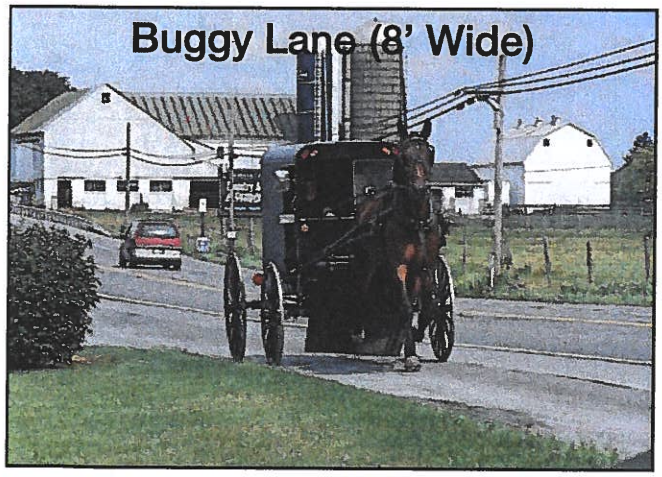

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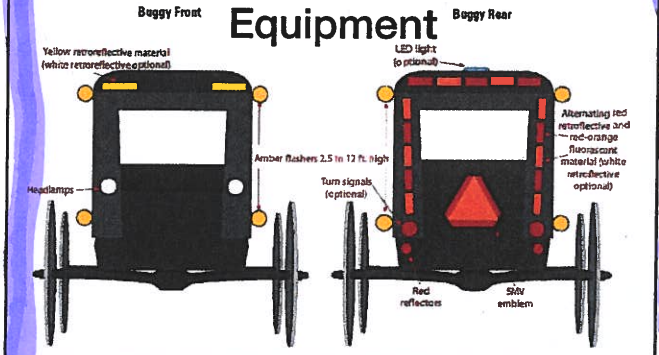

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Buggy ***Walk/Bike***

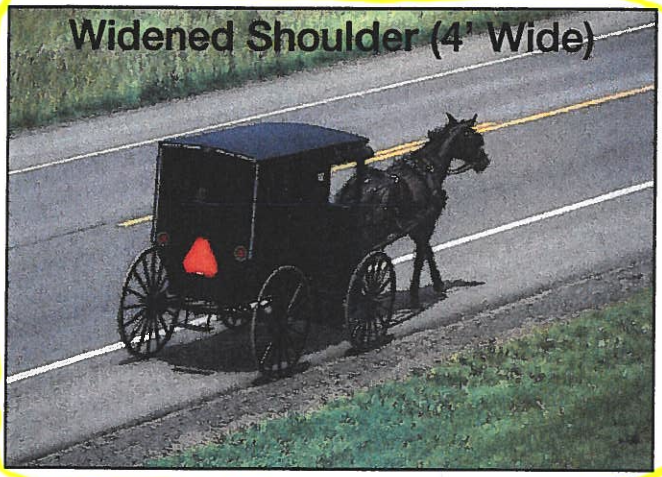




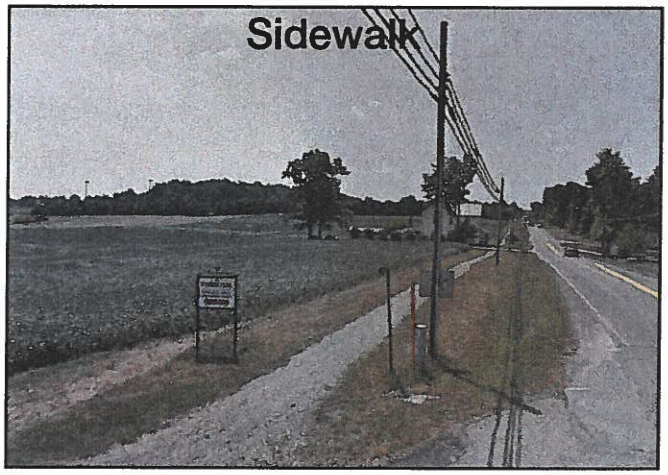
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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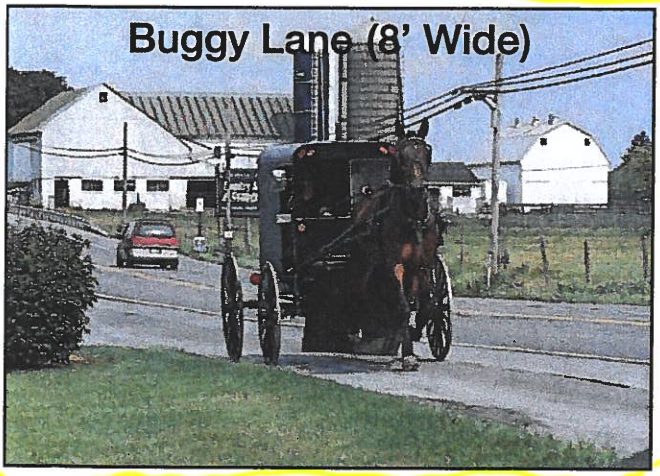

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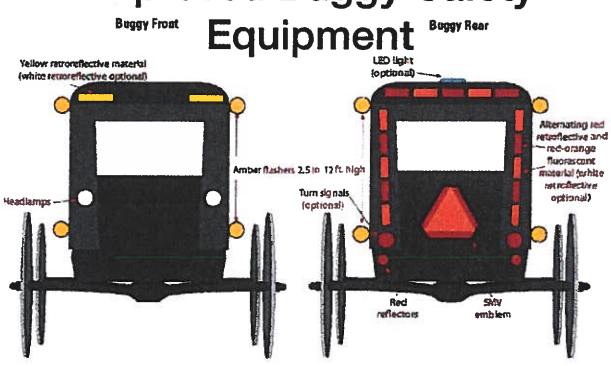

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Buggy ***Walk/Bike***

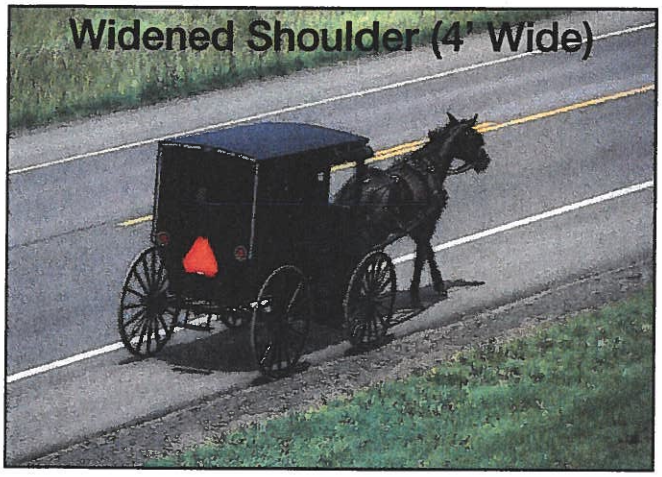




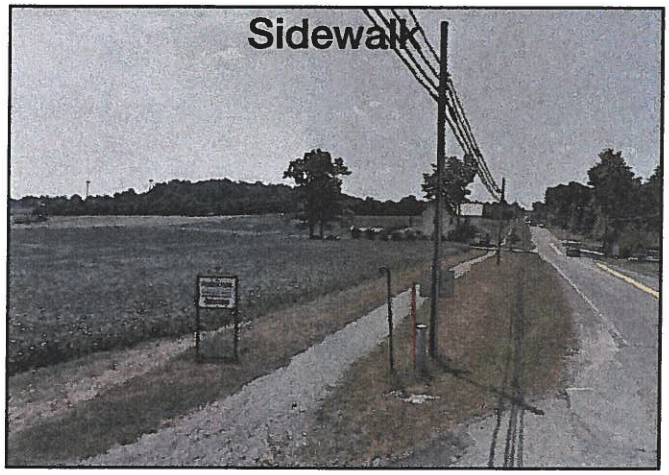
Intersection Lighting



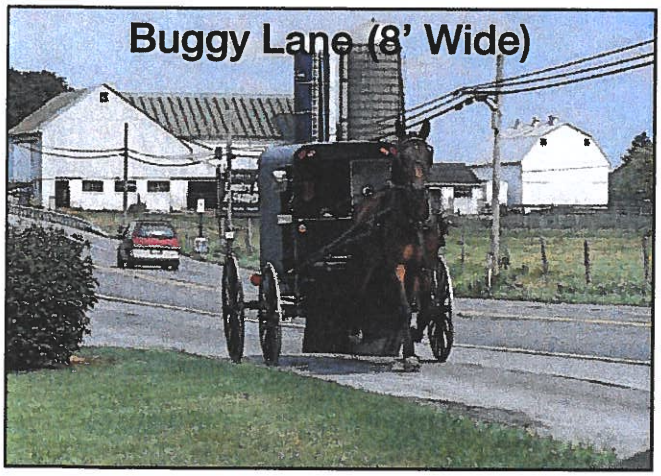
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

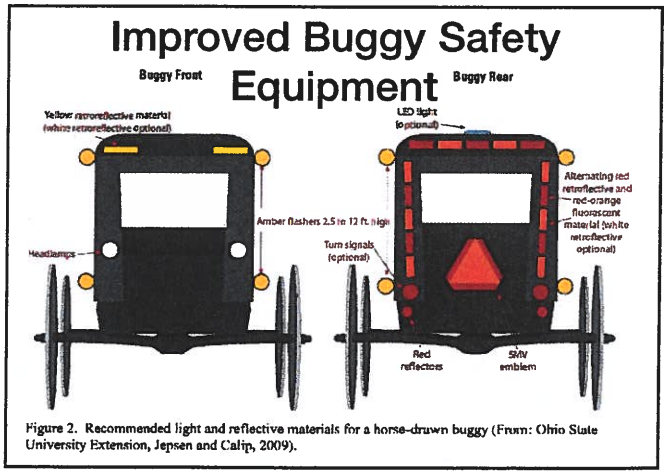


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

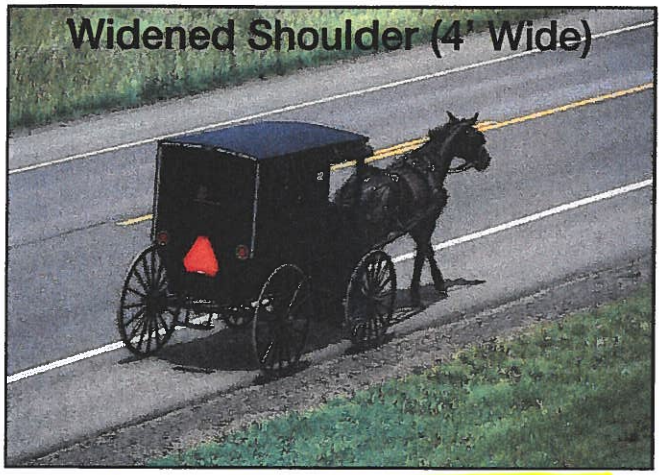




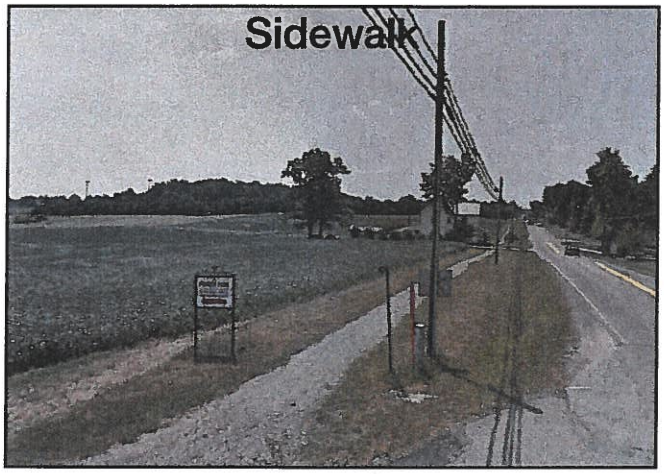
Intersection Lighting



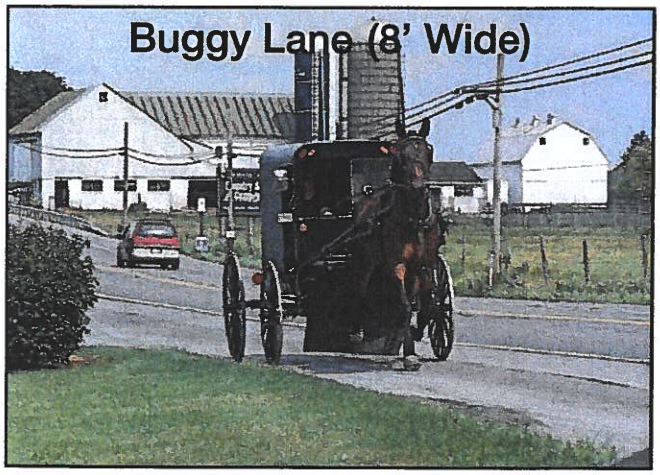
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Improvements Exercise

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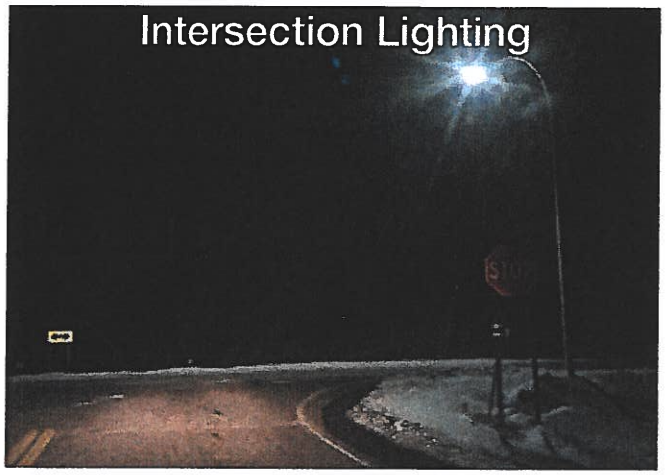
Upgrade Signage

Buggy ***Walk/Bike***

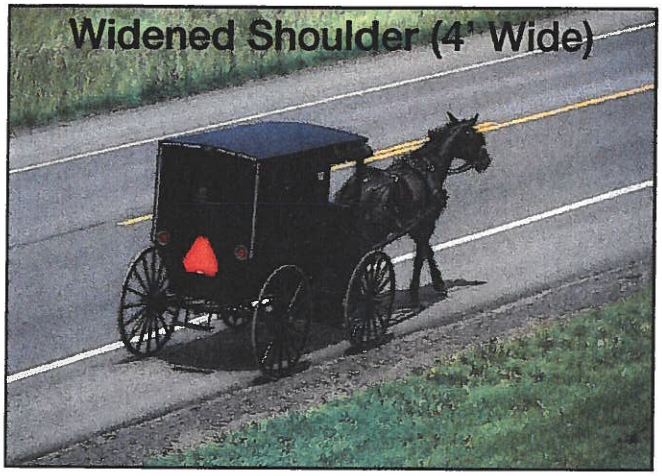




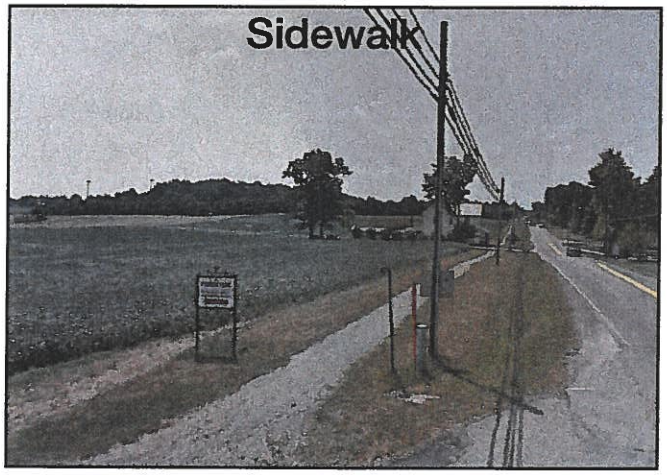
Intersection Lighting



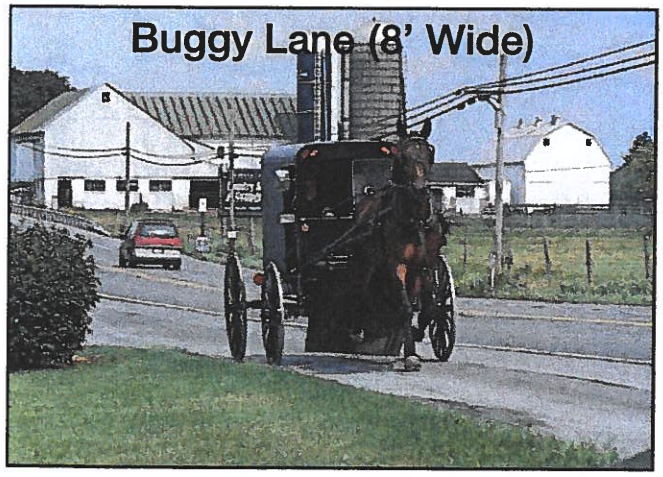
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

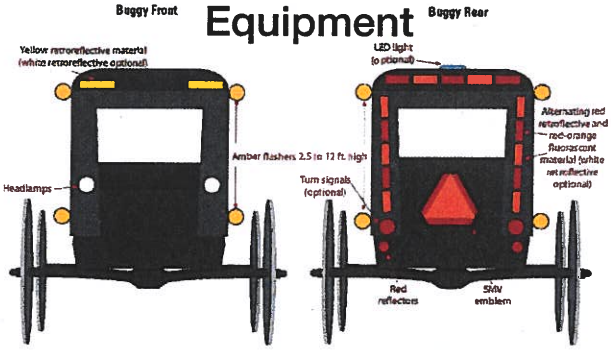


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

More buggy signs on 39 thru Mechanicstown for oilfield Drivers more distinct signs like (Caution Buggy's)

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

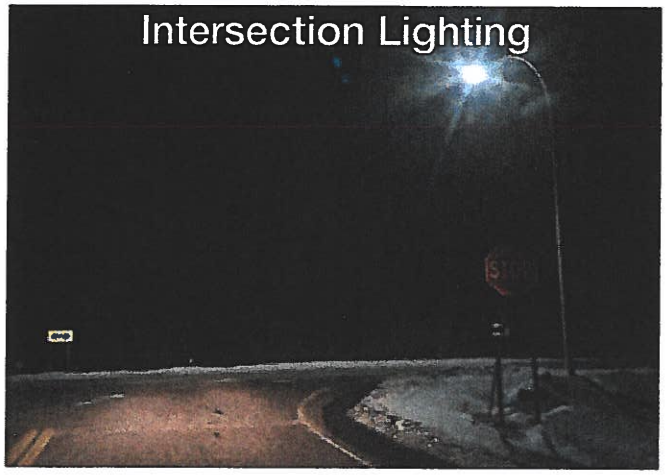
Upgrade Signage

Buggy ***Walk/Bike***

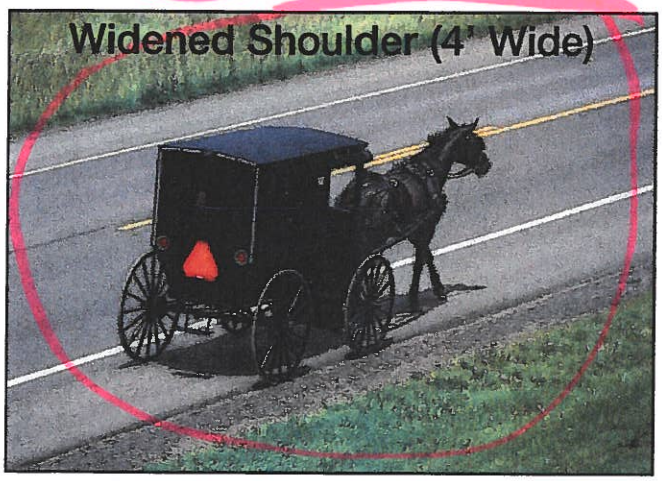




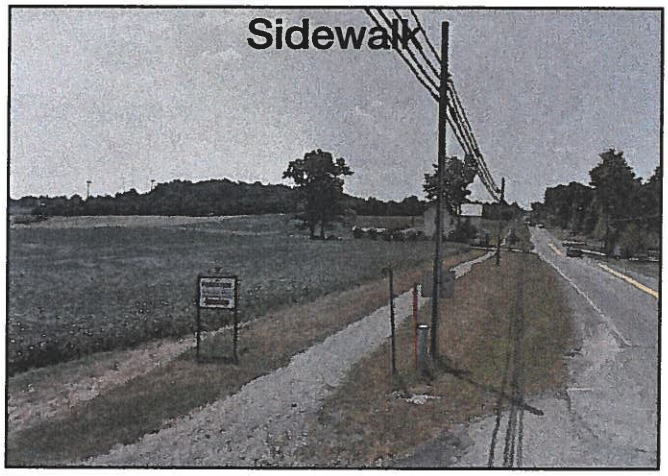
Intersection Lighting



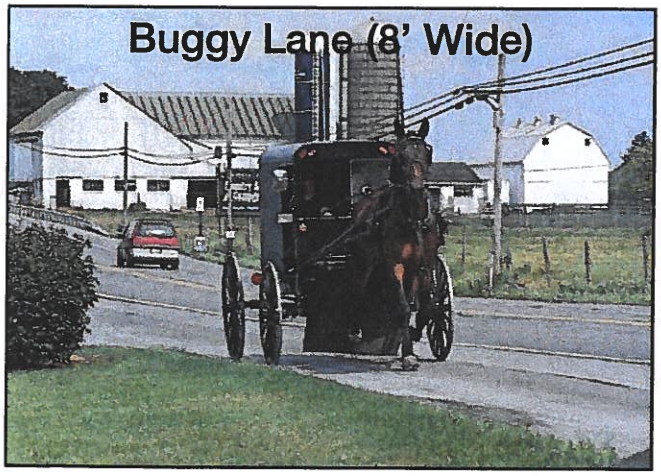
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

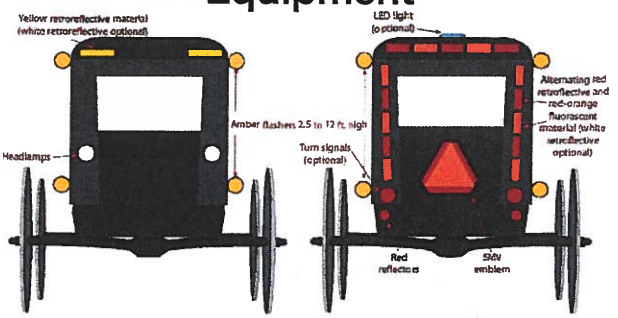


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

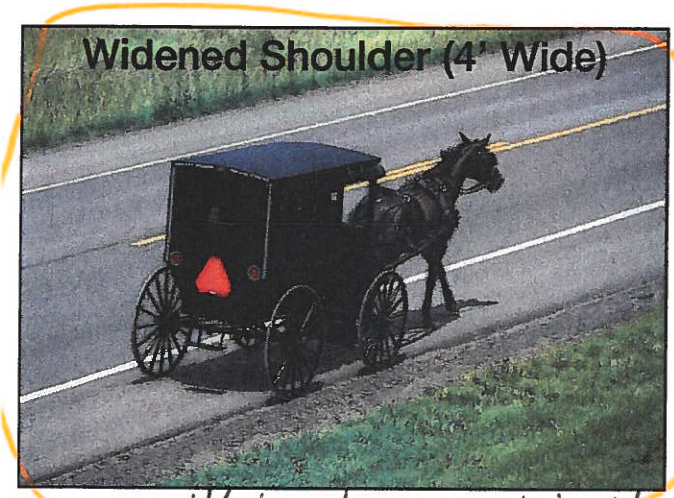




Intersection Lighting

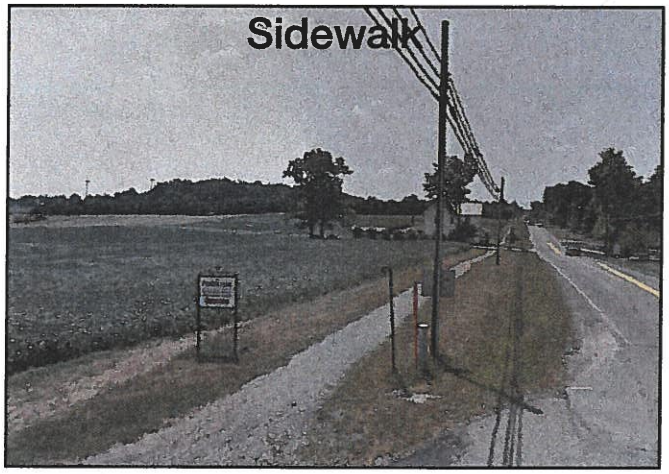


Widened Shoulder (4' Wide)



4' WIDE-would HELP

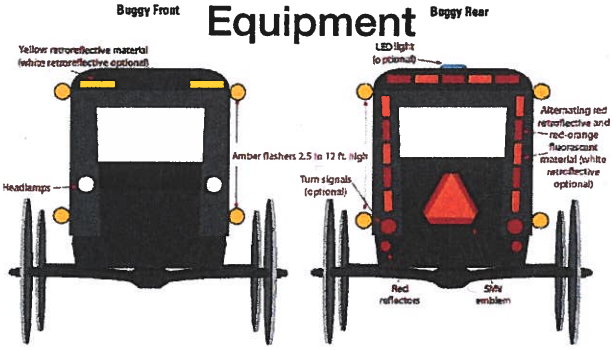
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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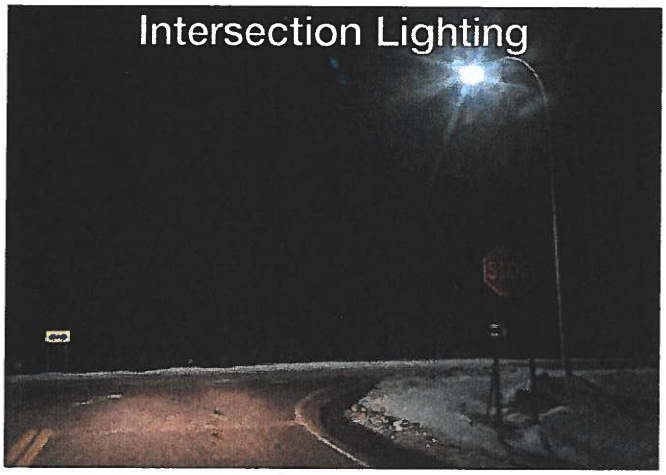
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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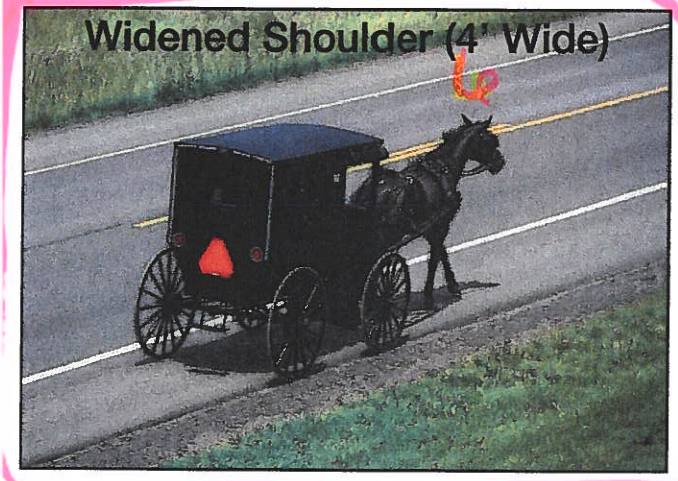
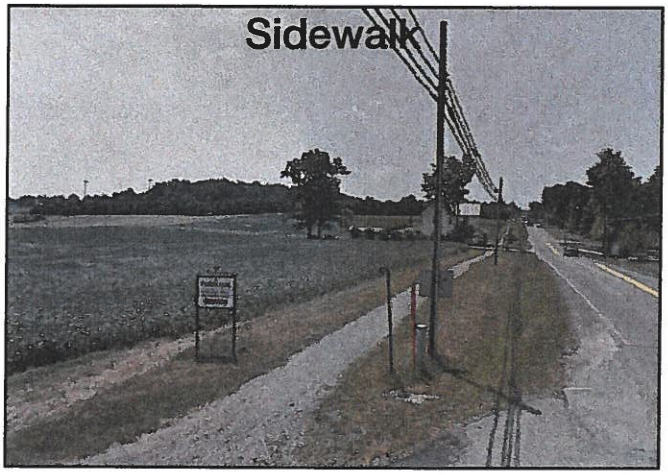
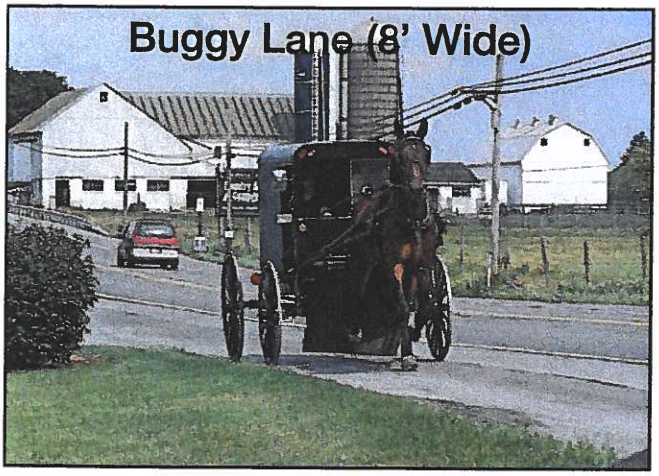


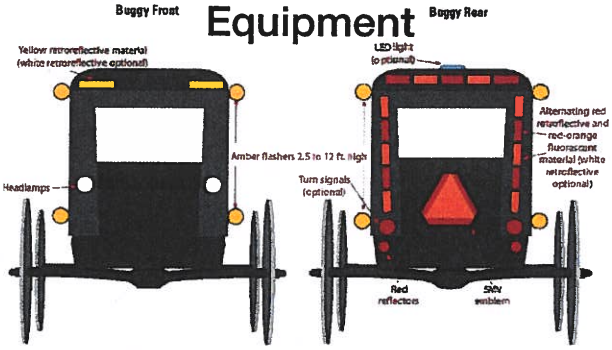
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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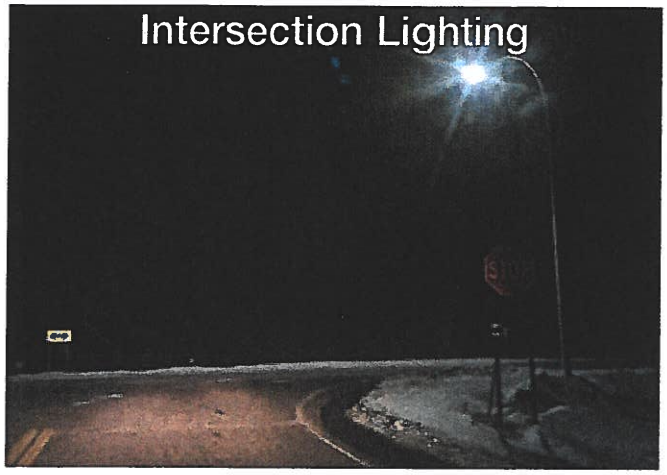
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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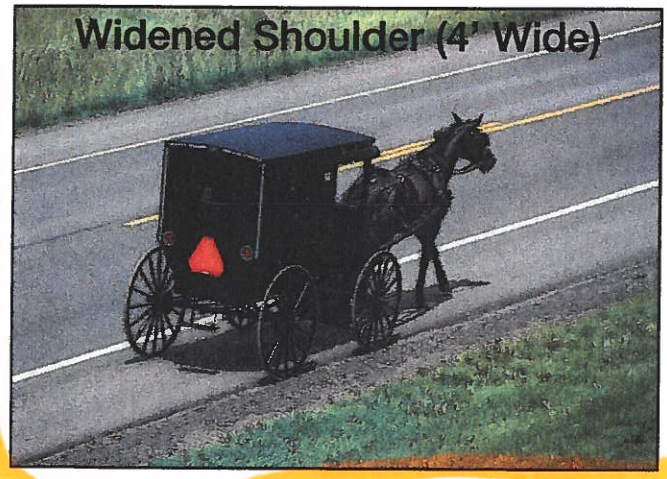
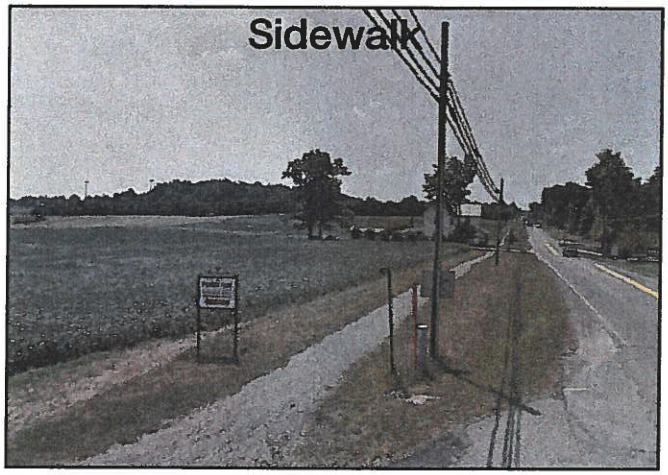
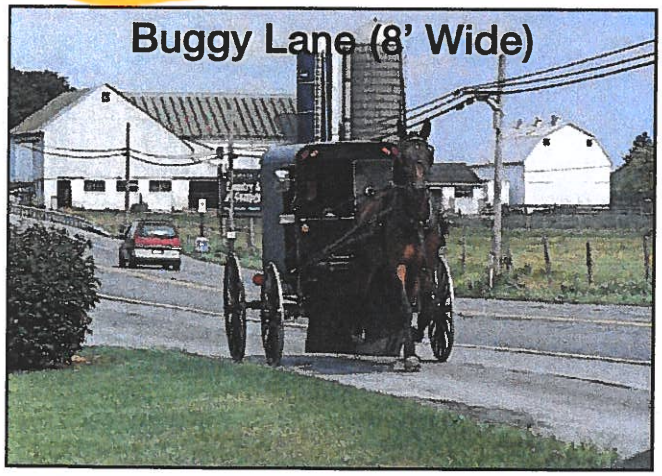


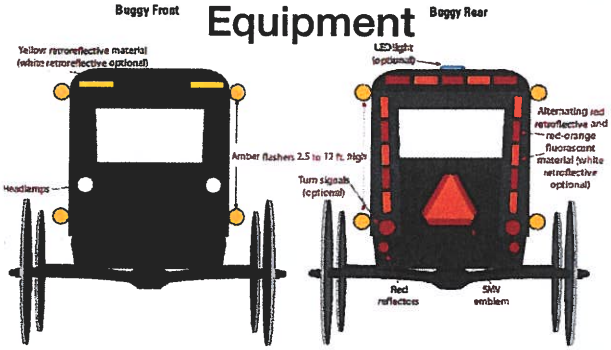
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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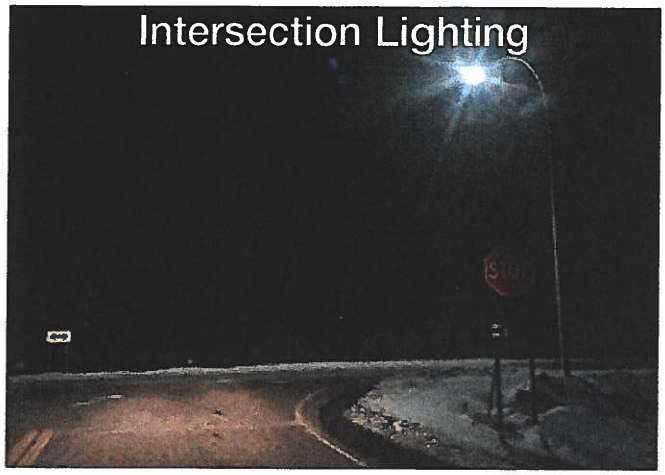
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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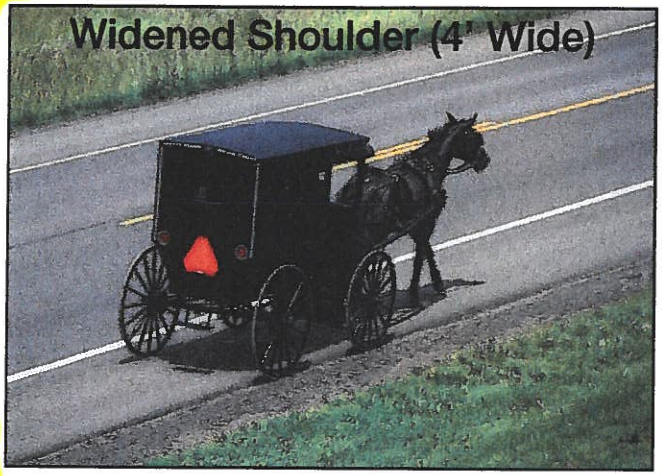
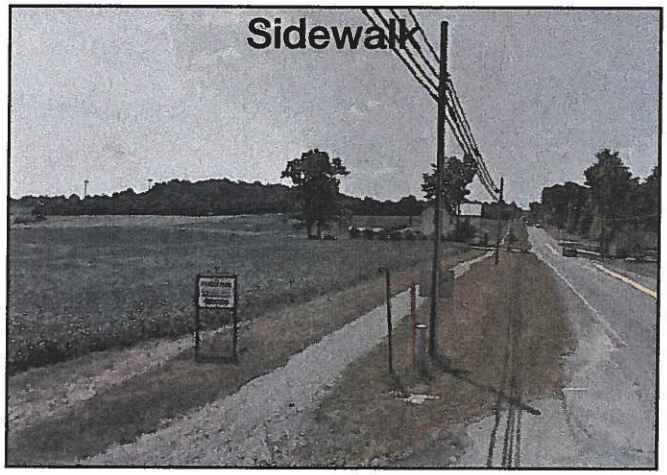
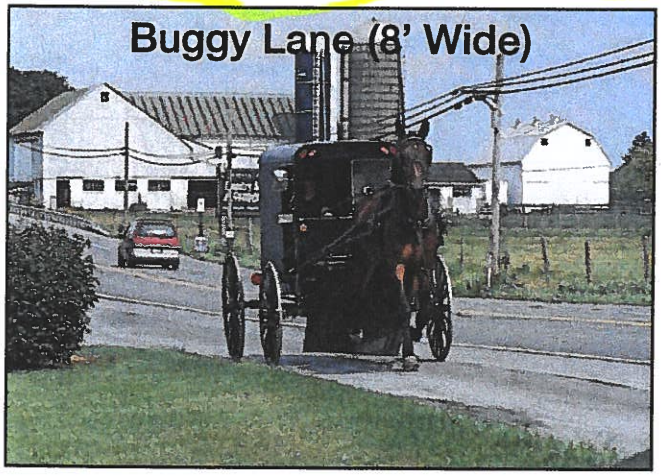


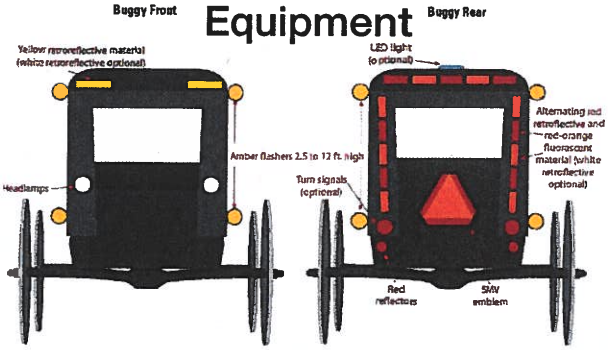
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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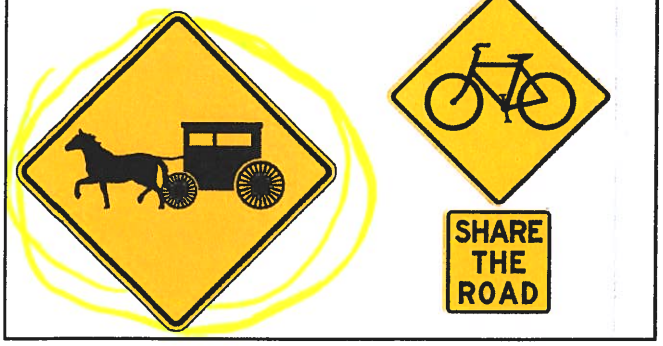
Upgrade Signage

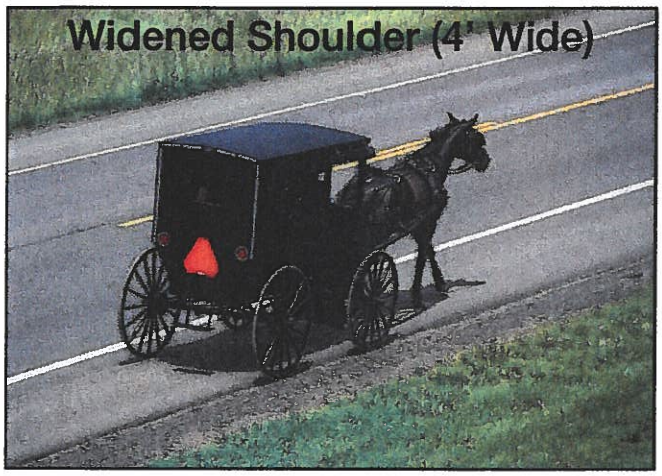
Buggy ***Walk/Bike***



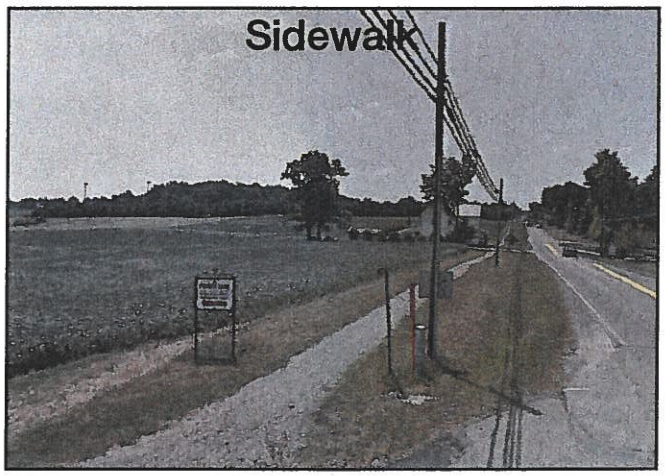
Intersection Lighting



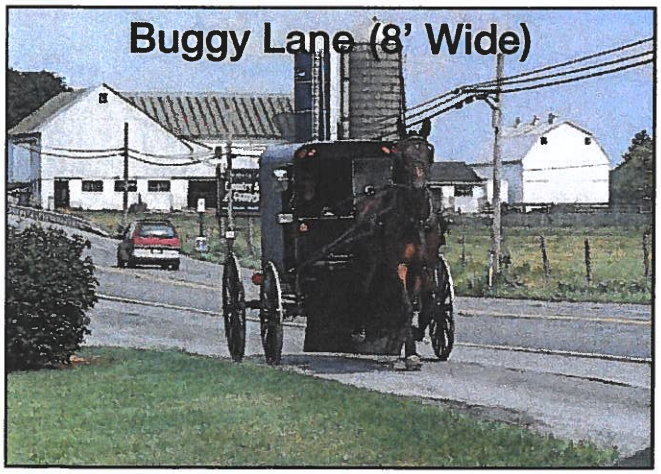
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

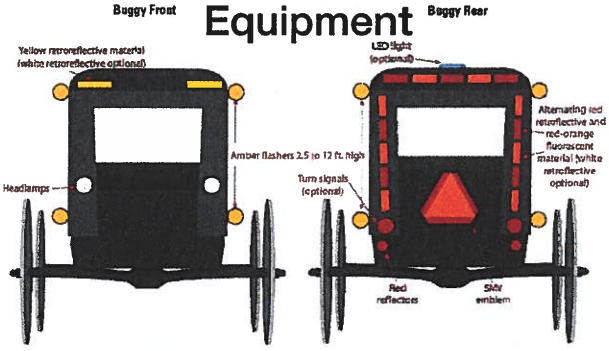


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Improvements Exercise

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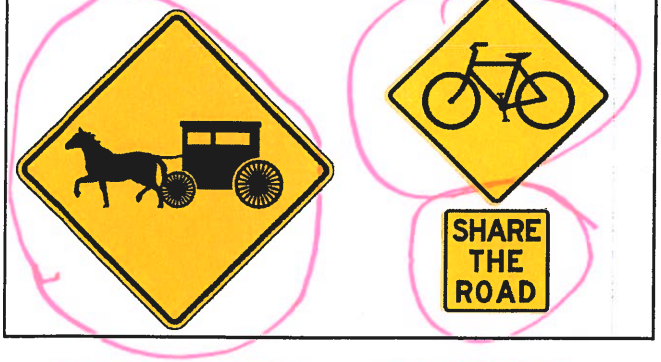
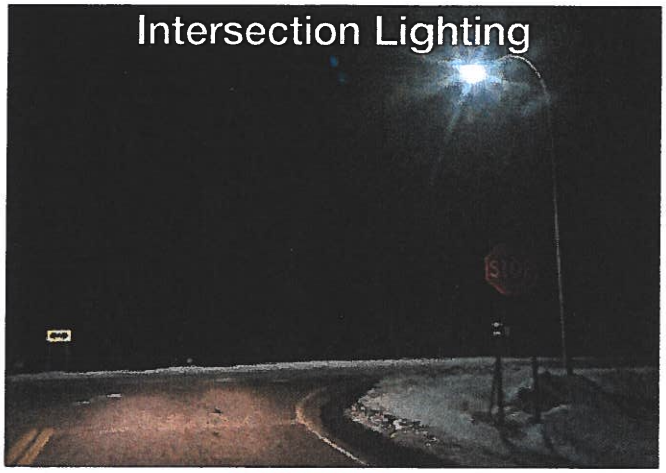
Upgrade Signage

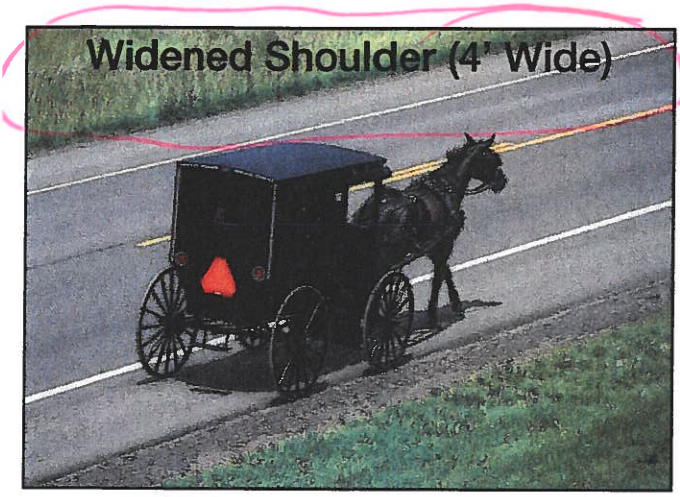
Buggy ***Walk/Bike***



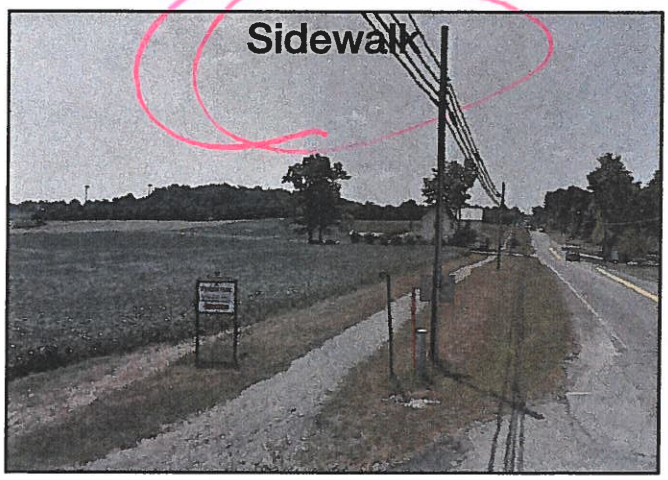
Intersection Lighting



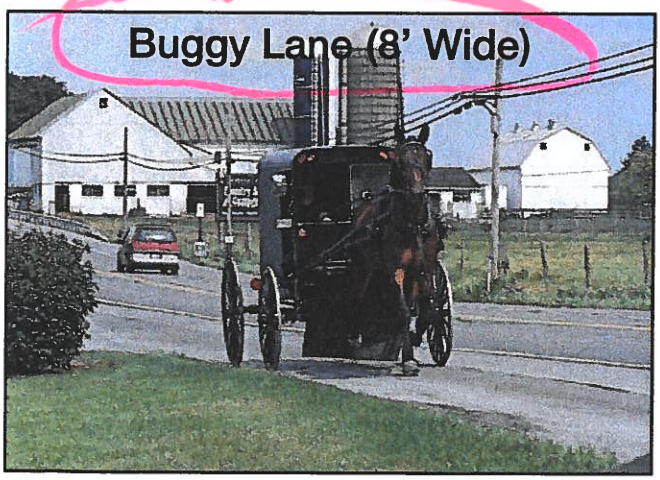
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

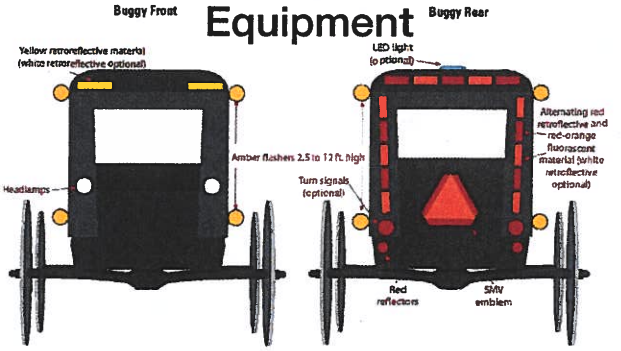


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Signs that catch Peoples Attention

Improvements Exercise

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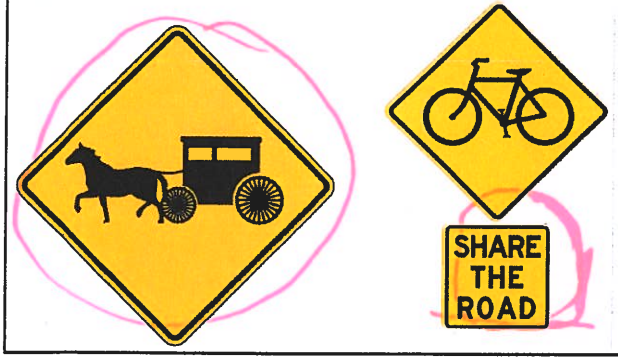
Upgrade Signage

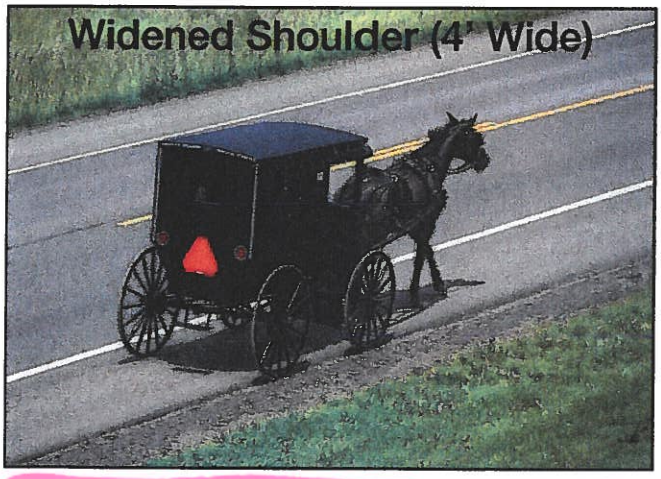
Buggy ***Walk/Bike***



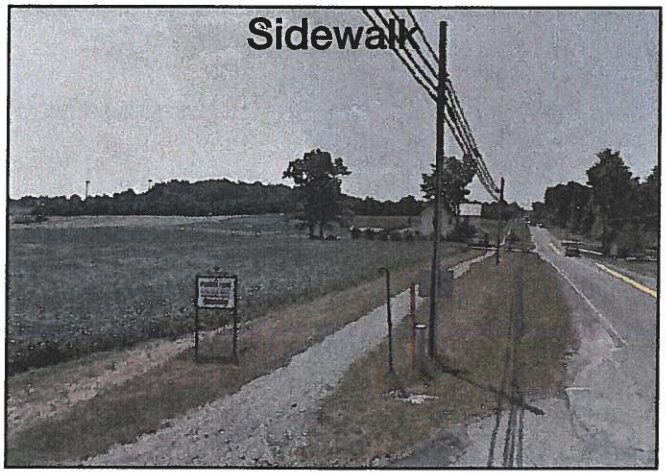
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

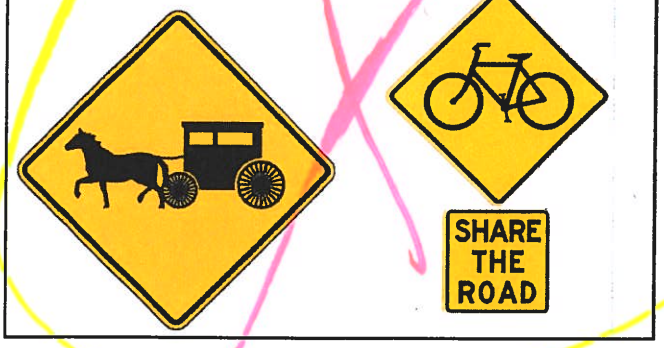
_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***



Intersection Lighting



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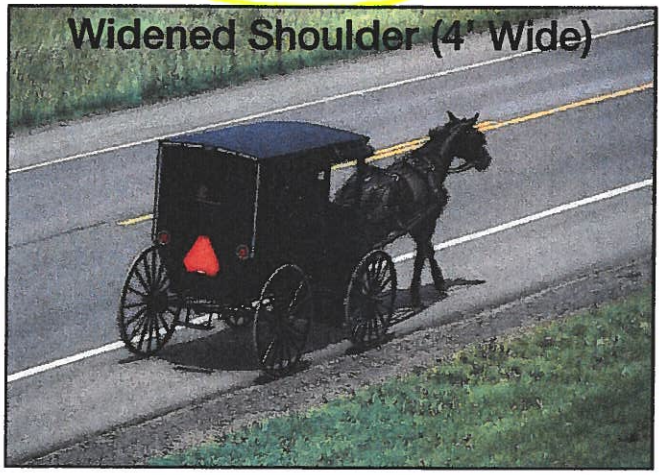
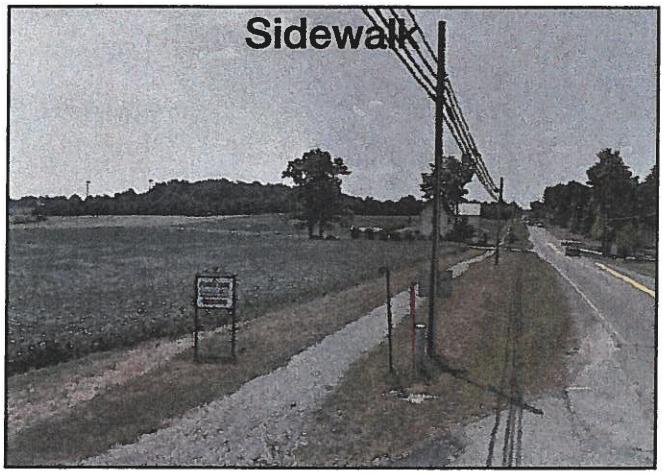
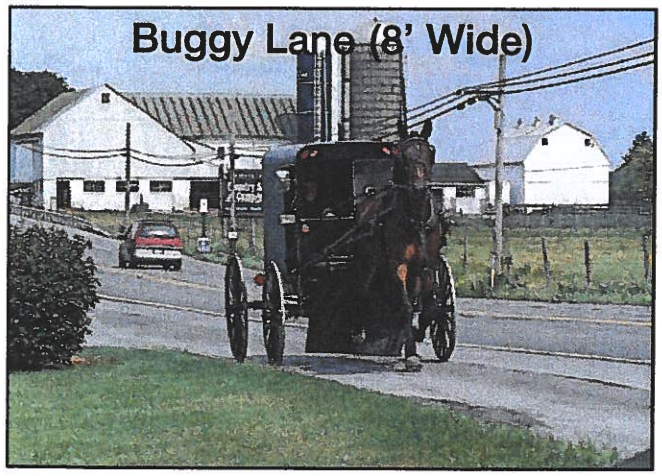


Sidewalk



Buggy Lane (8' Wide)



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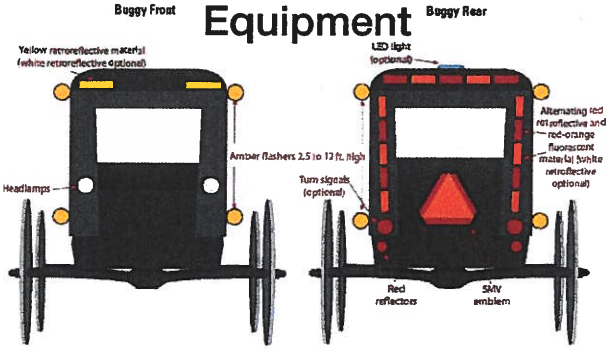

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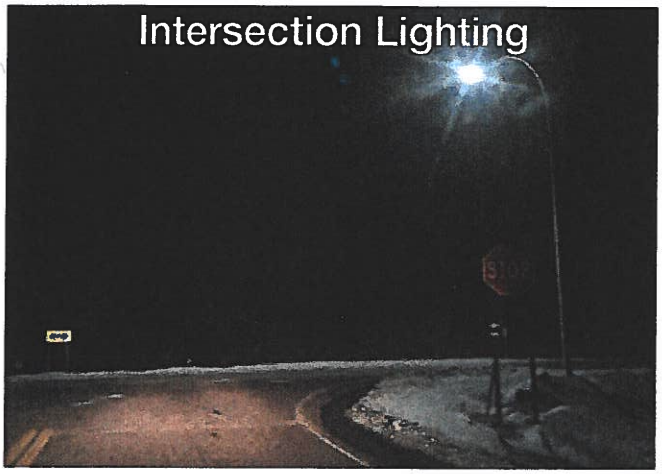
Intersection Lighting



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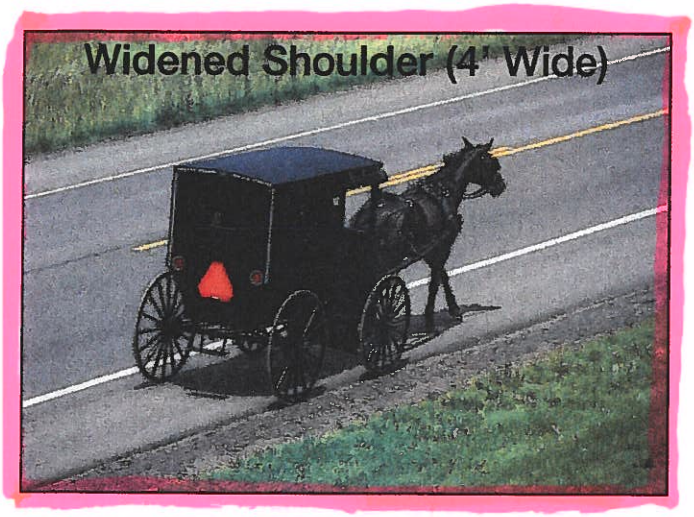

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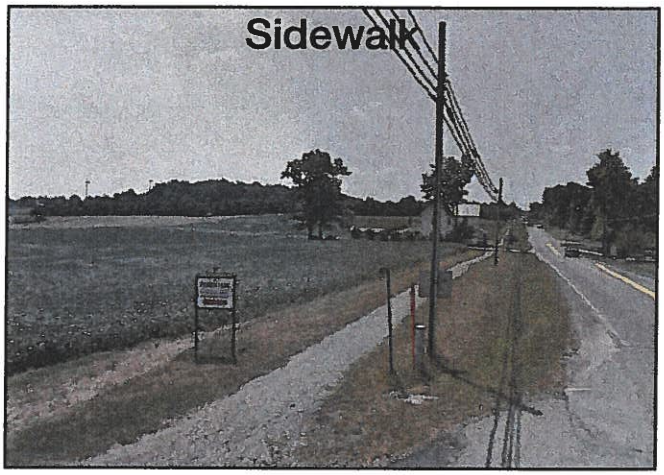

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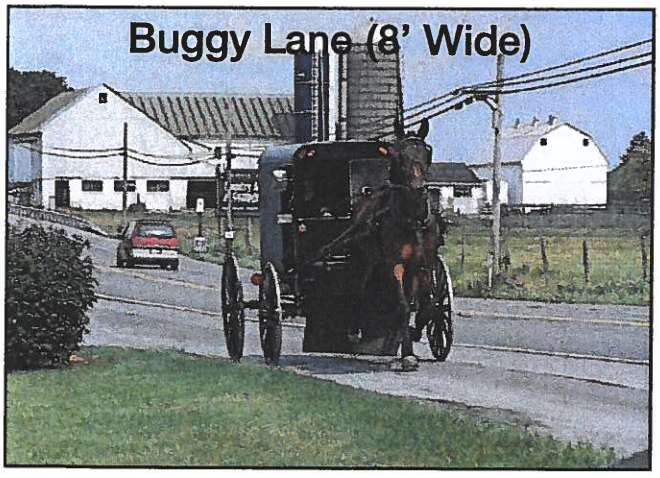

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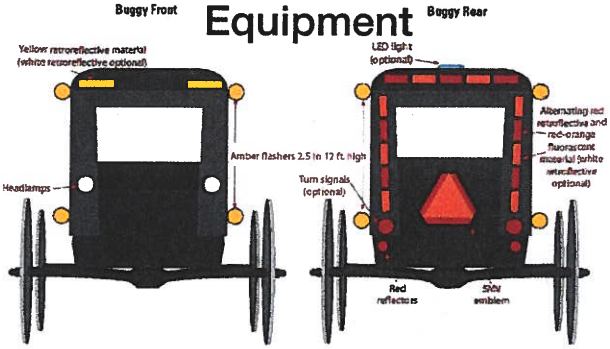

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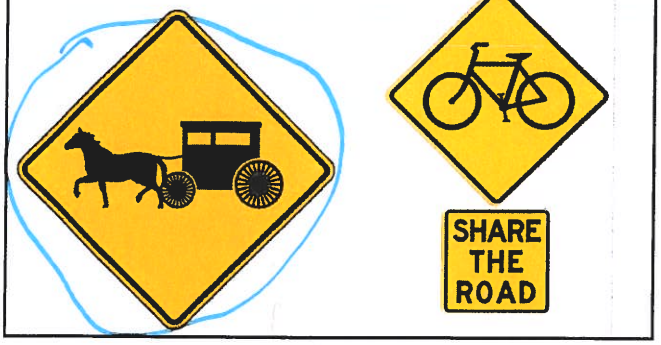

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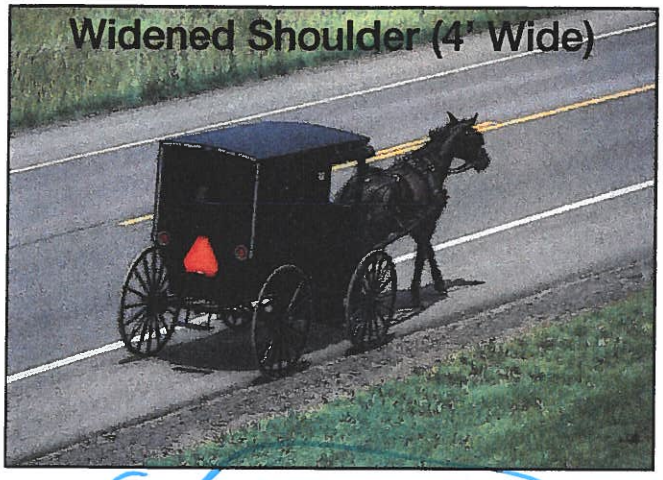

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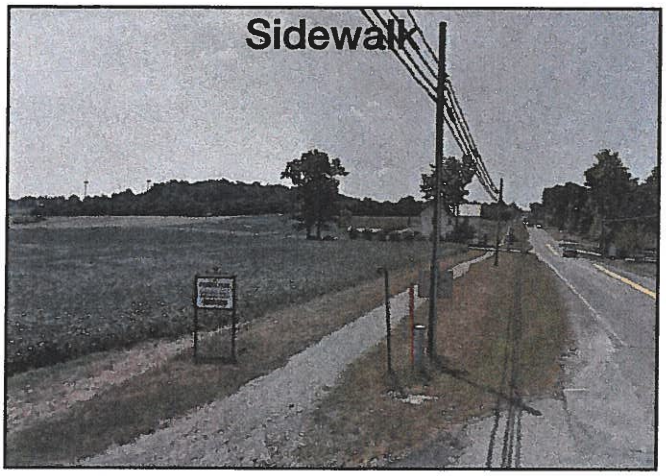

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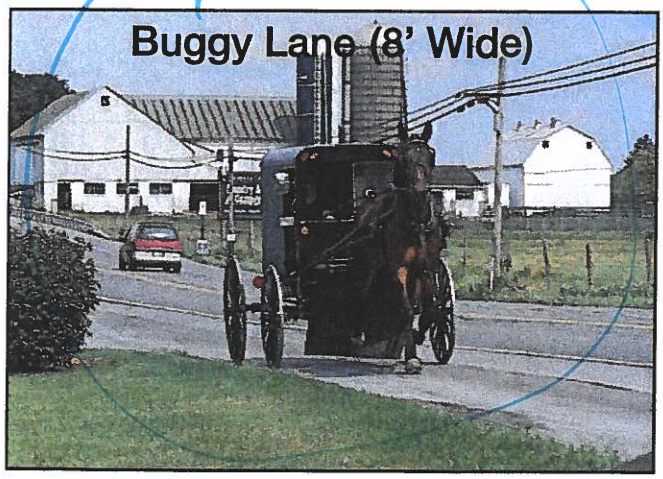

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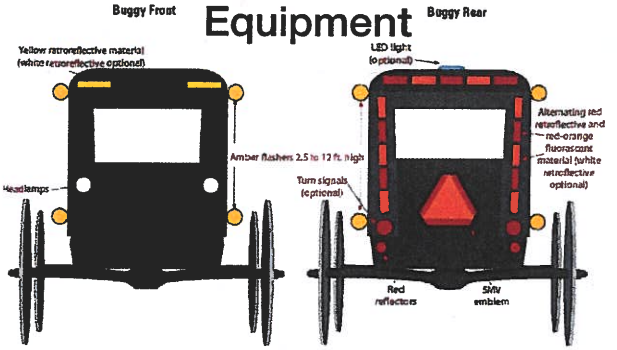

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Comment Sheet

Amish & Non-Motorized Travel Study

Kilgore, Carroll County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Thank You For Your Concern

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kilgore, Carroll County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Provide better signs with (Caution) above the normal buggy sign?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kilgore, Carroll County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

I don't think Road conditions have anything to do with safety. Actually it might slow traffic down

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Kilgore, Carroll County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Just keep up a good honest connection with the plain people. As a rule we try to be respectful and accommodating

OHIO DEPARTMENT OF TRANSPORTATION

Ashland/Medina/Wayne County Meeting Results

July 3rd, 2019

MEDINA

Buggy Safety Exercise



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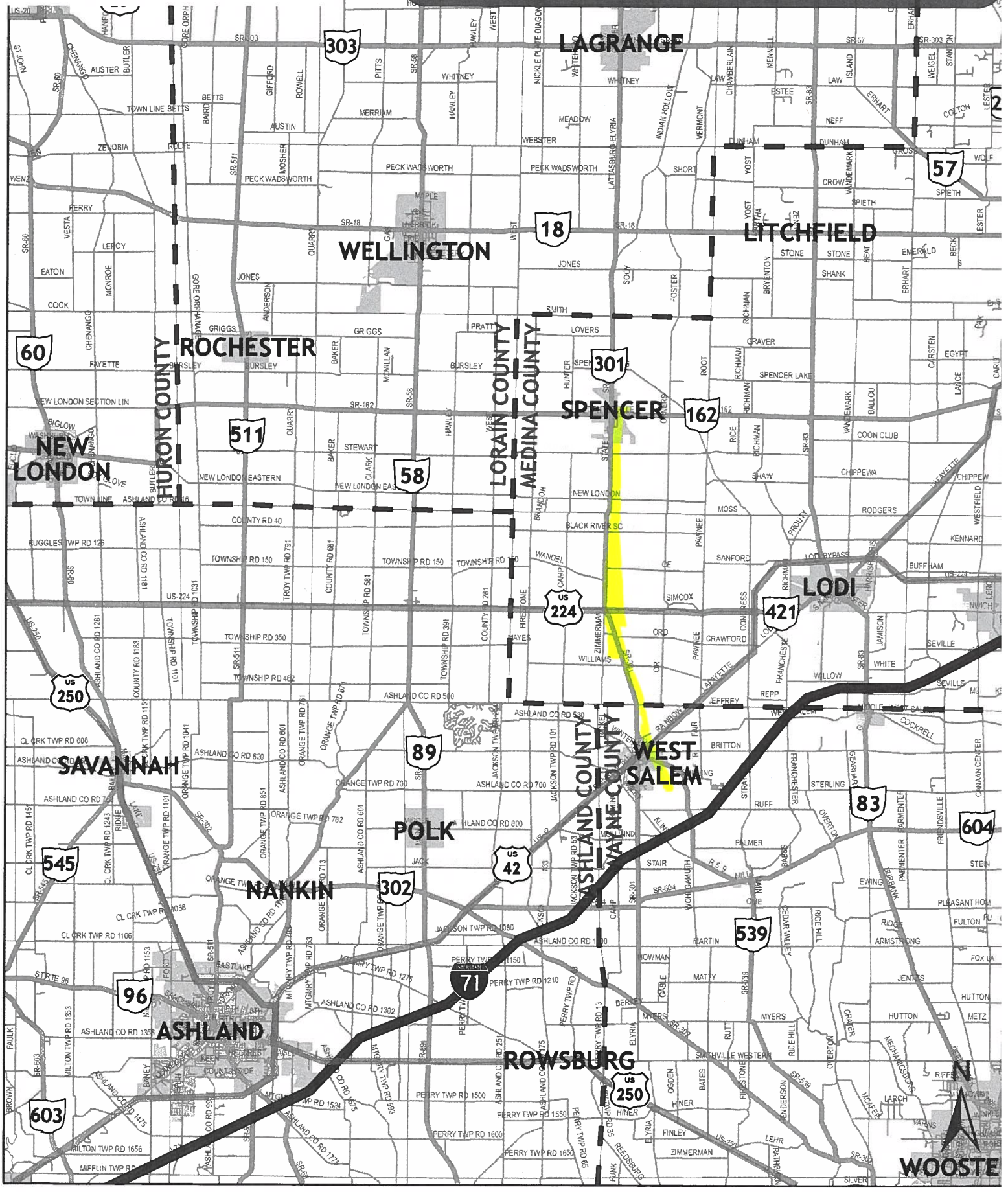

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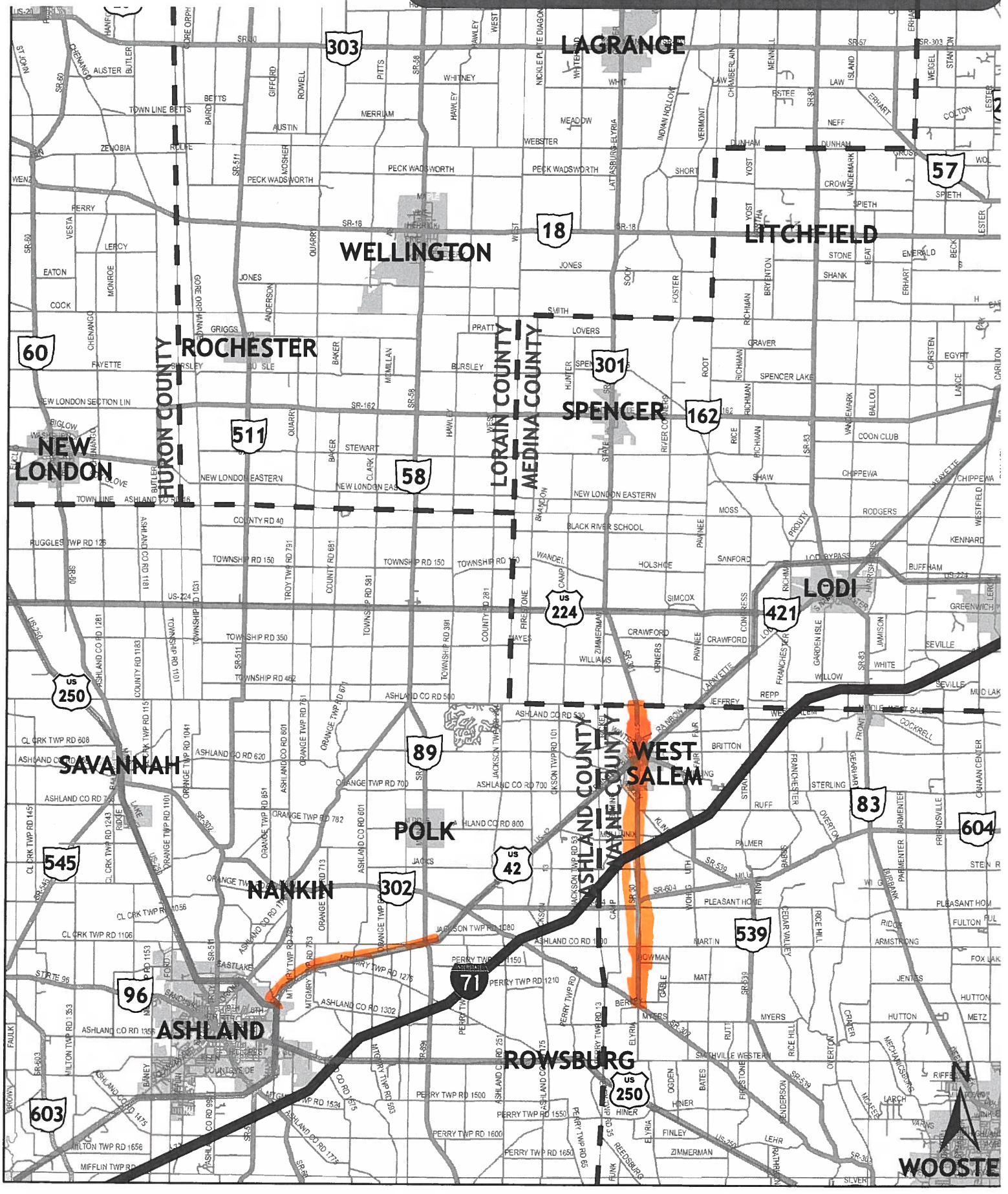

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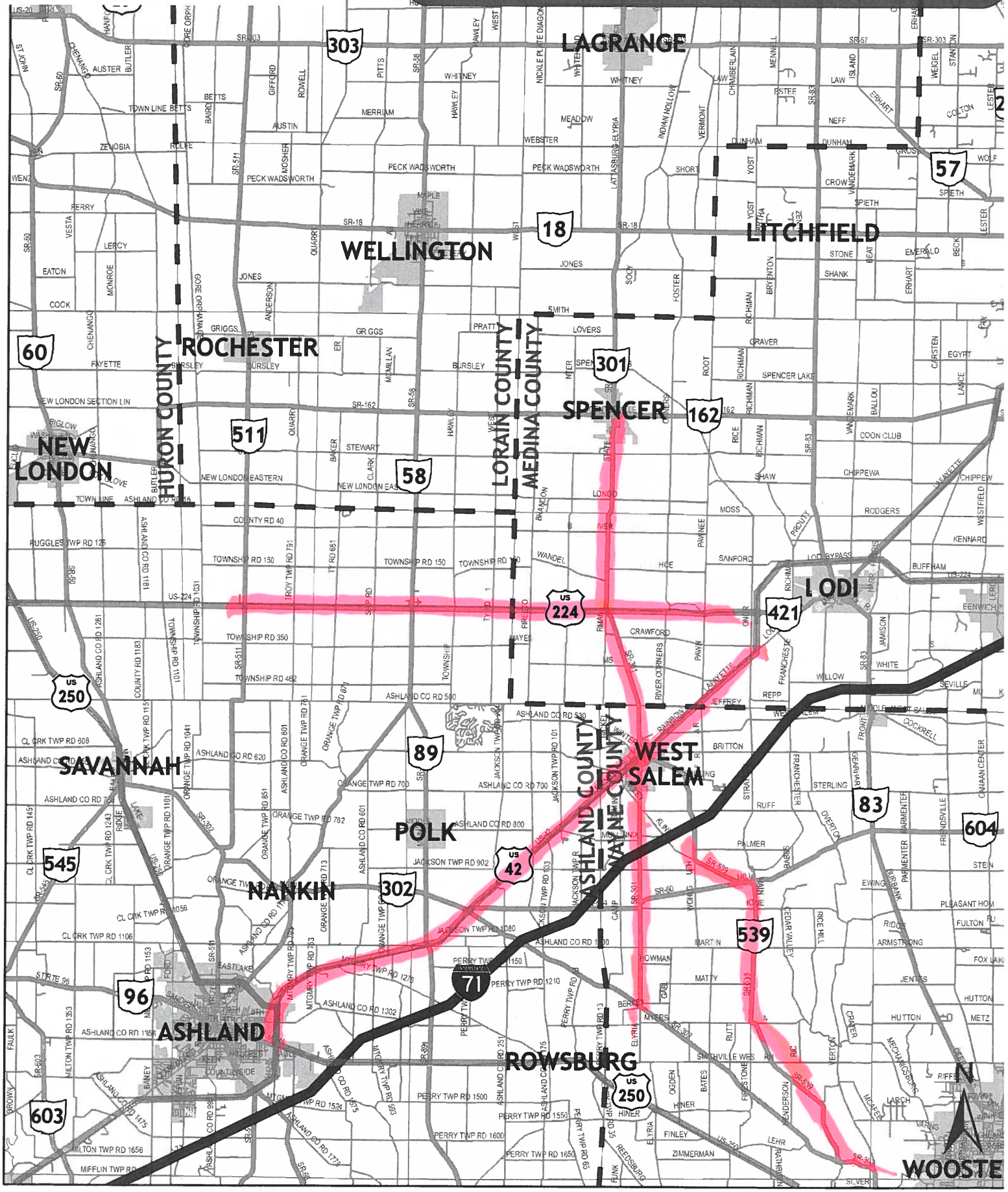

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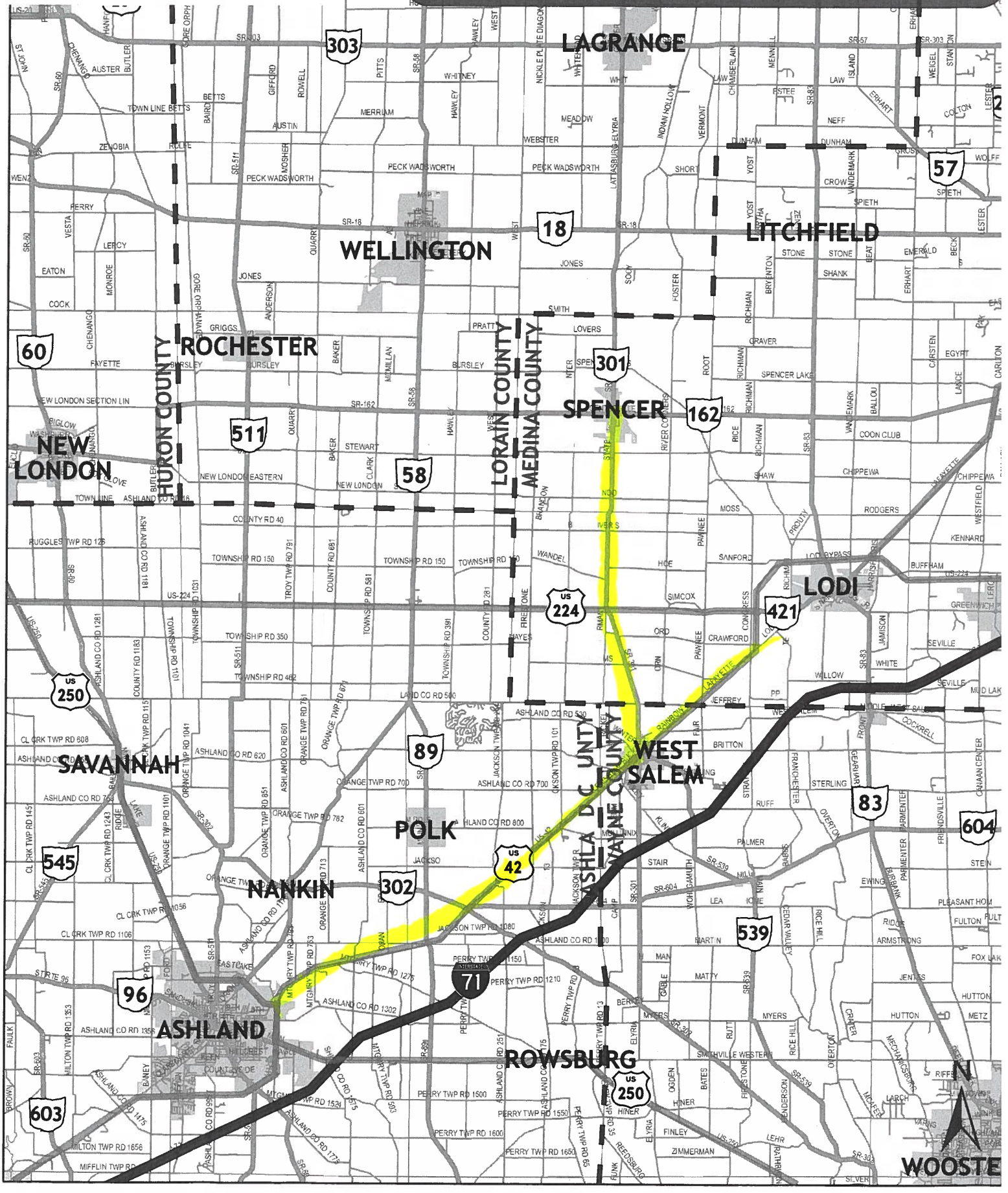

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Walk/Bike Safety Exercise



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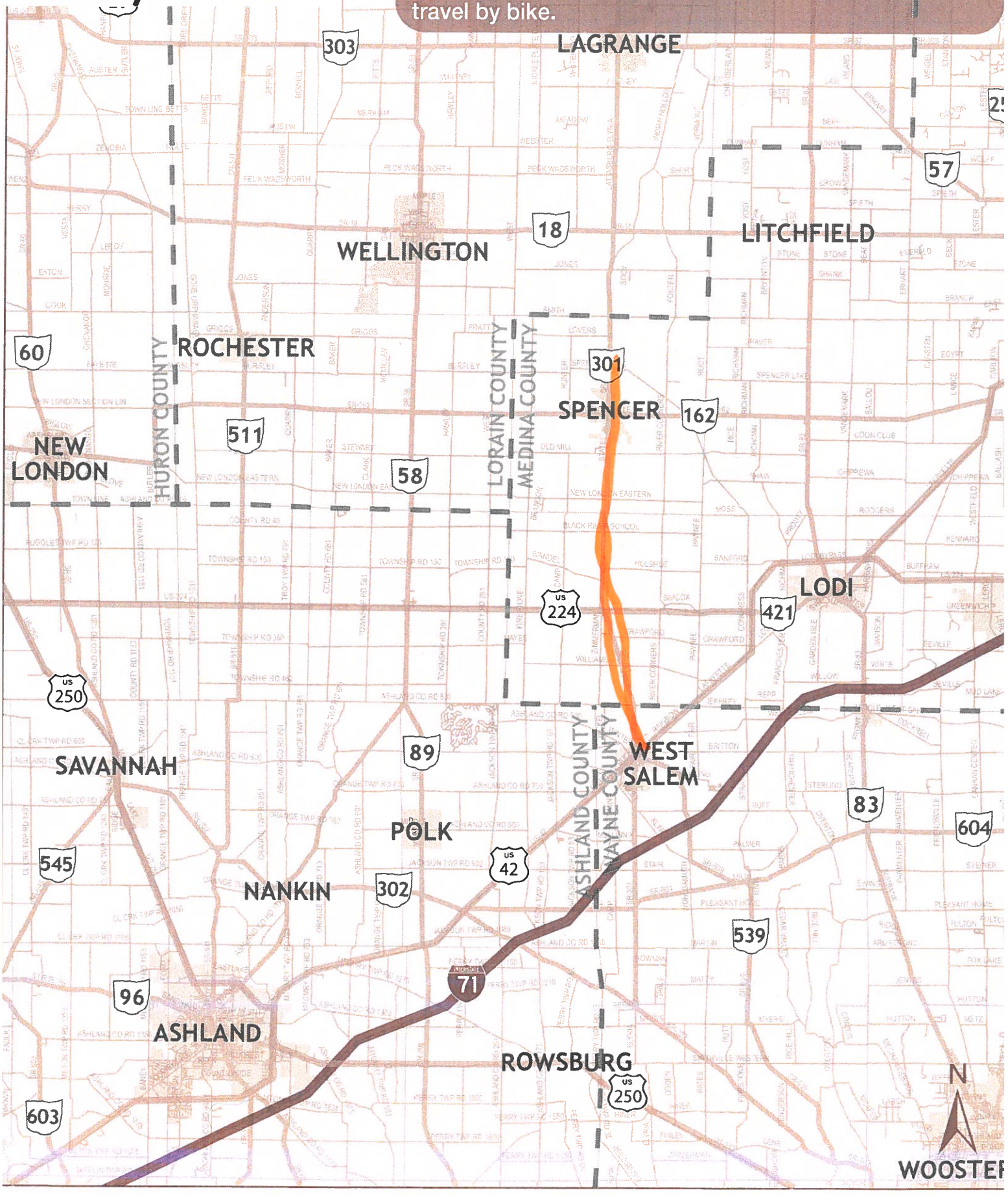

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All are School children walking to School

Walk/Bike Safety Exercise



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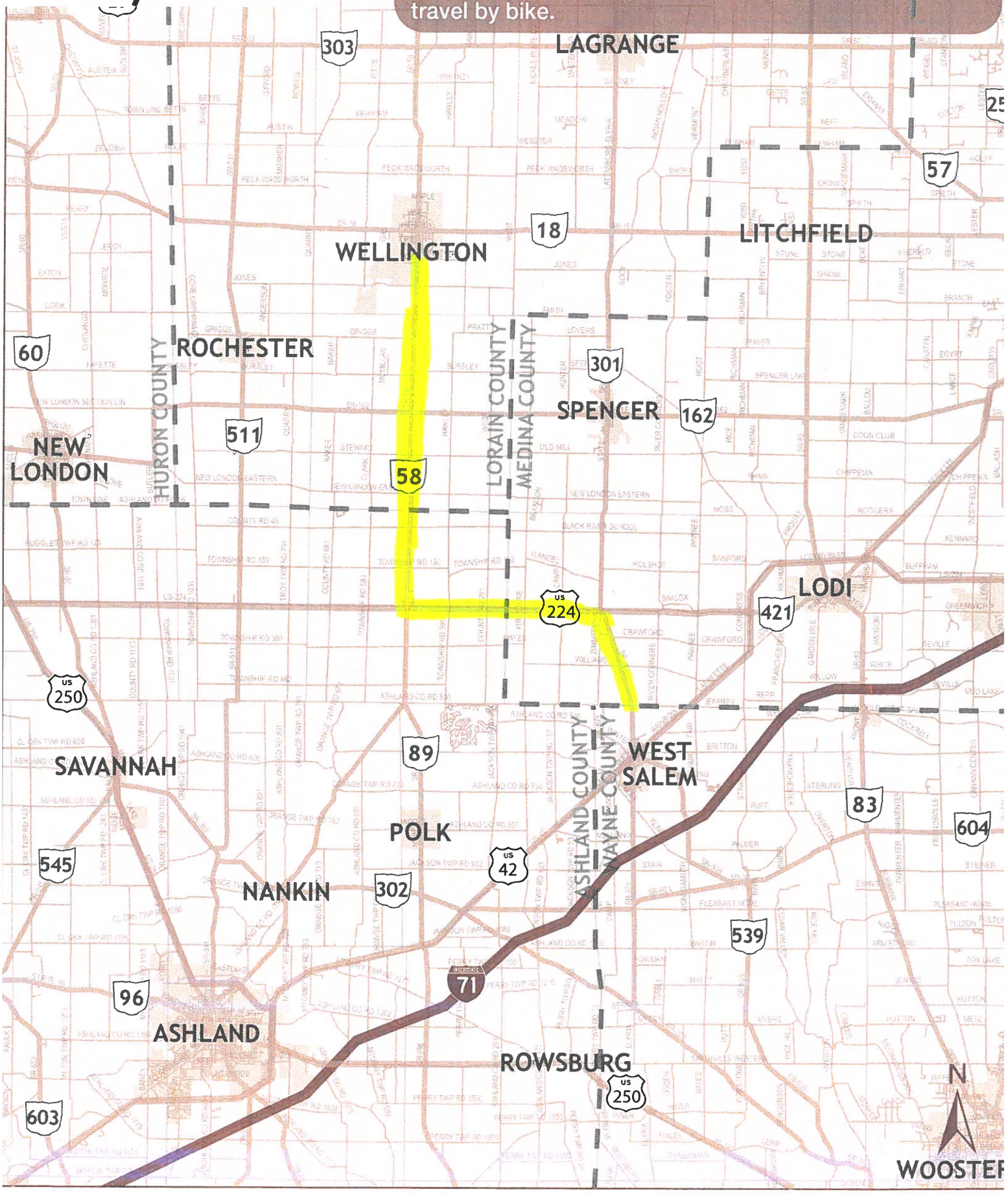

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Walk/Bike Safety Exercise



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Carpenters travel from Lagrange to Rowsburg area
You may need a stiffer Tine on the drivers that hits the bug

Walk/Bike Safety Exercise



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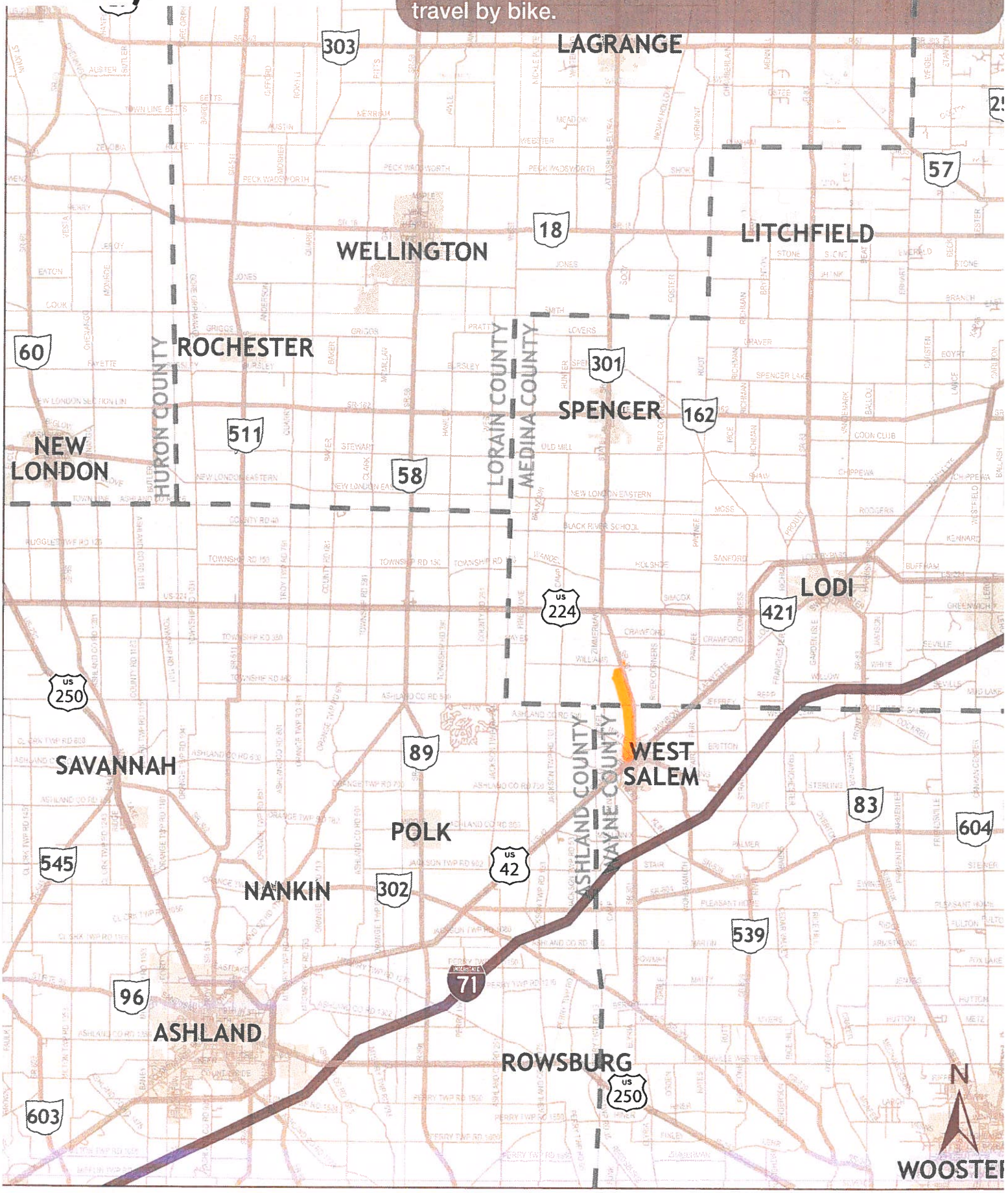

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Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

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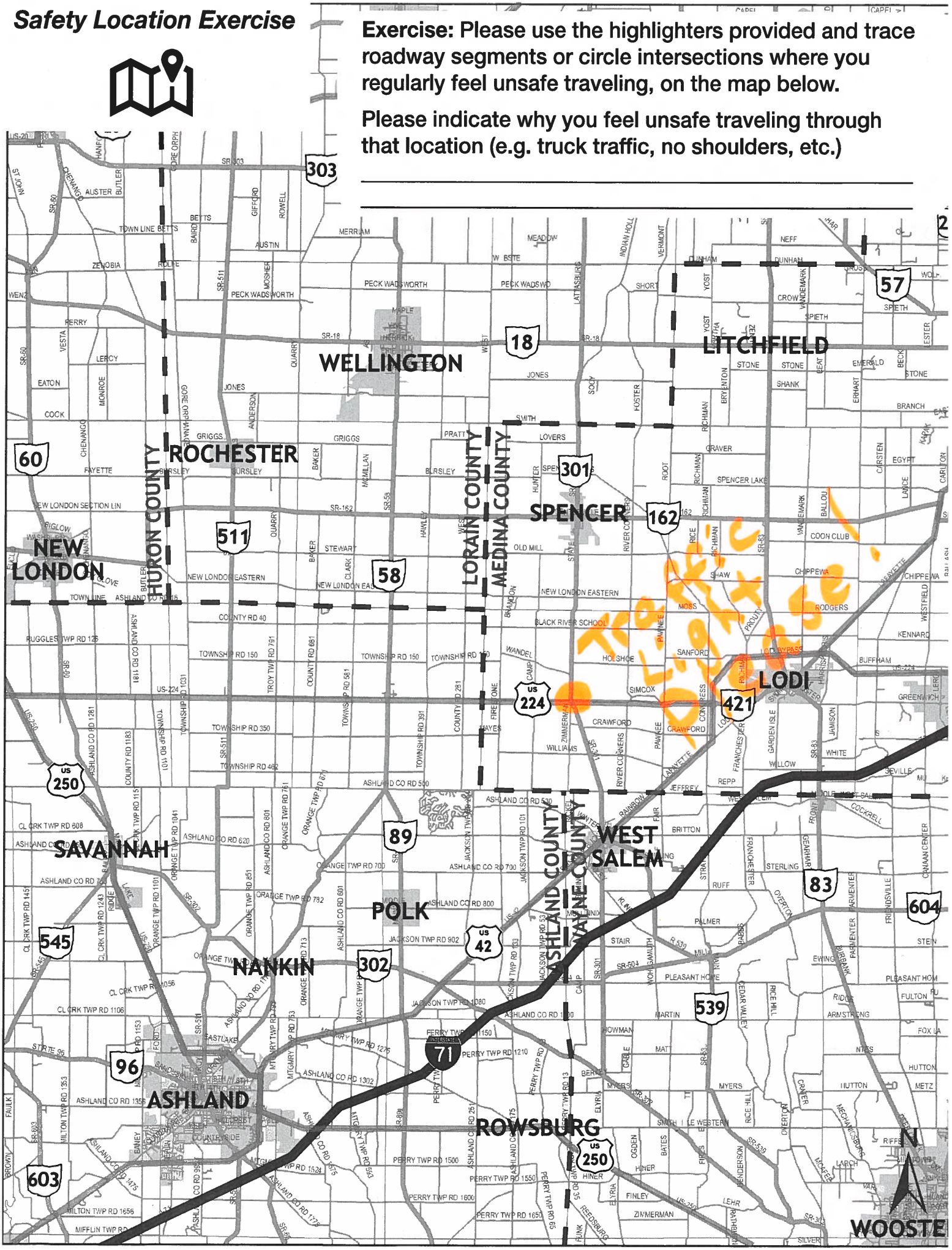

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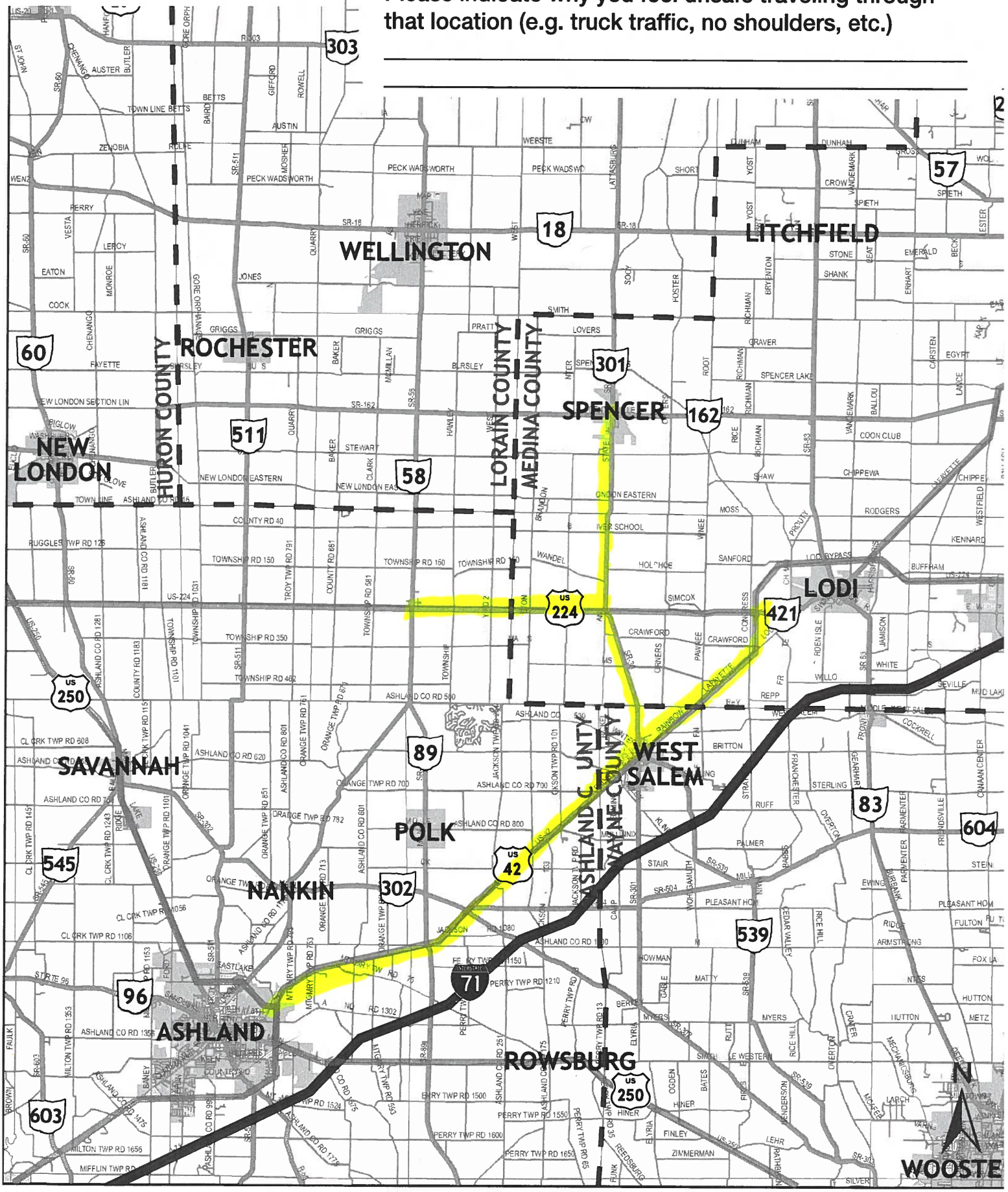

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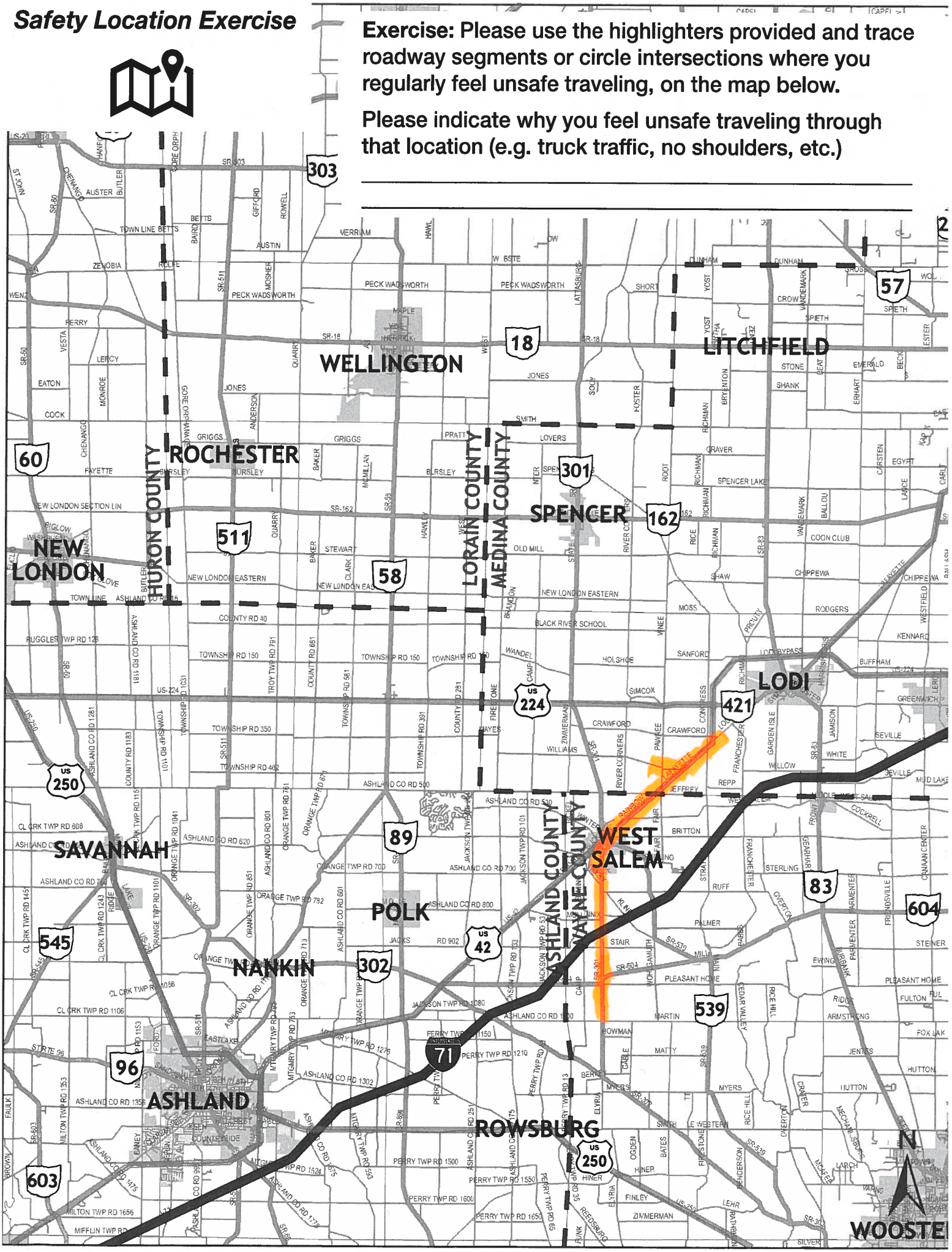

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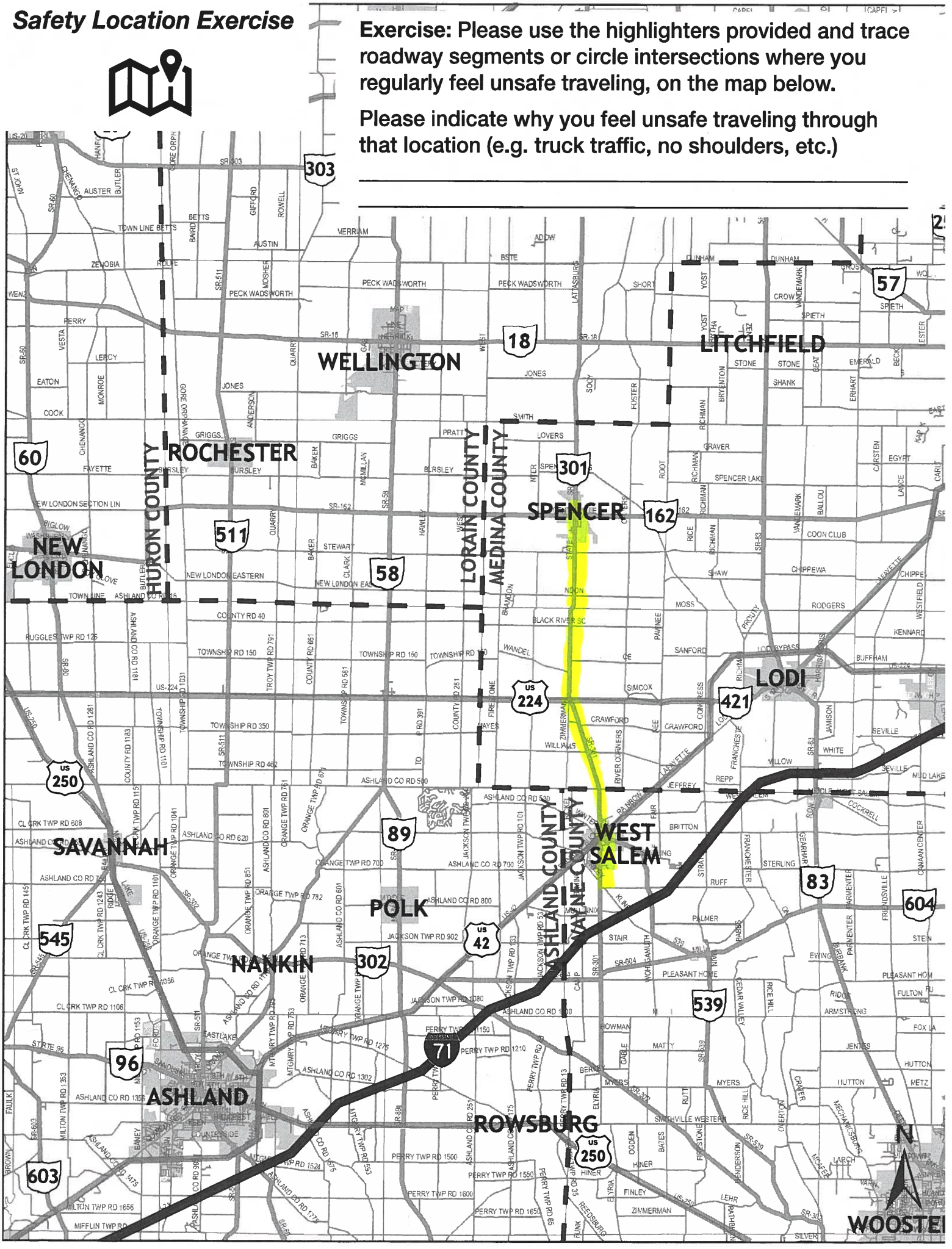

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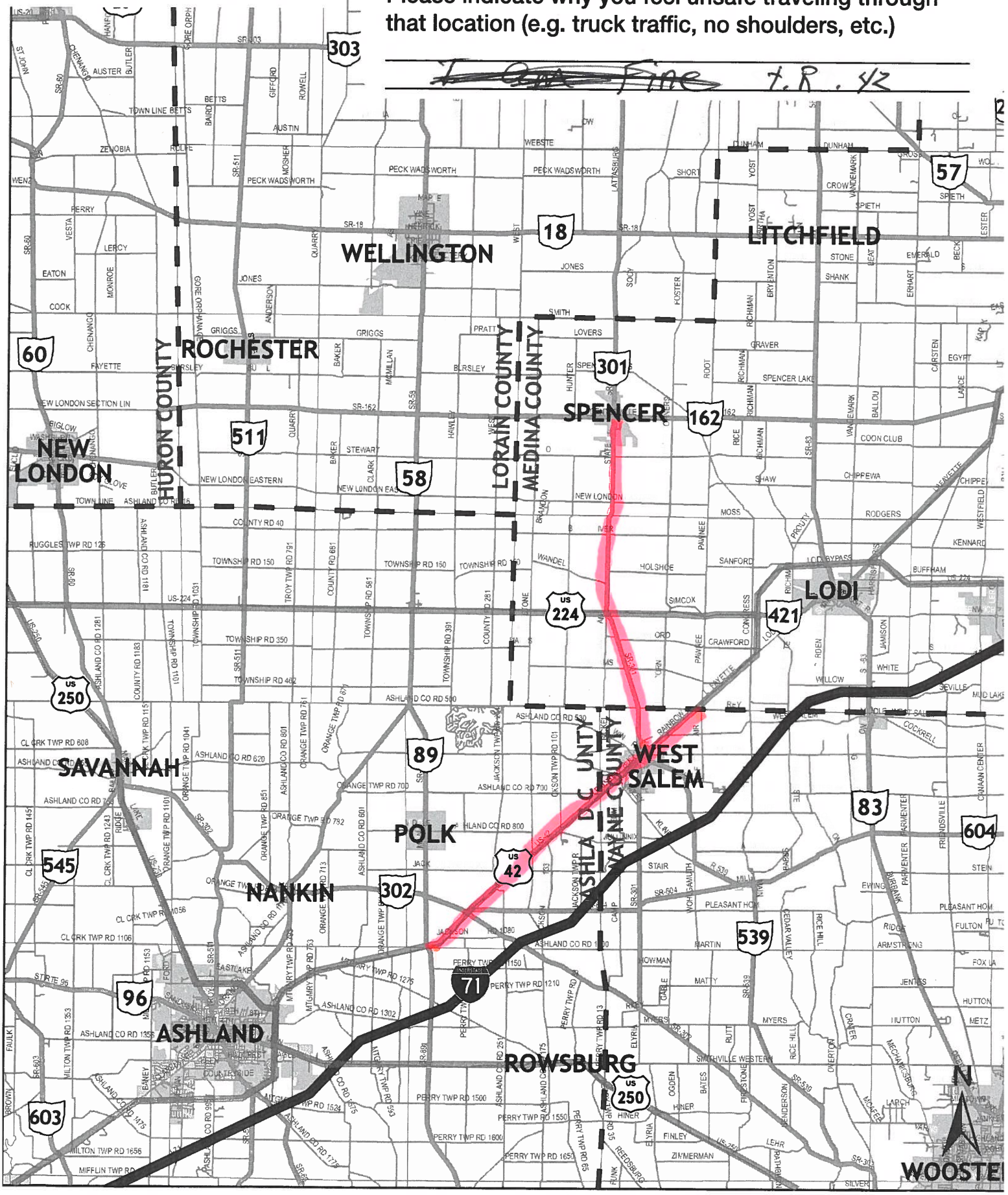
~~I am Fine~~ T.R. 42



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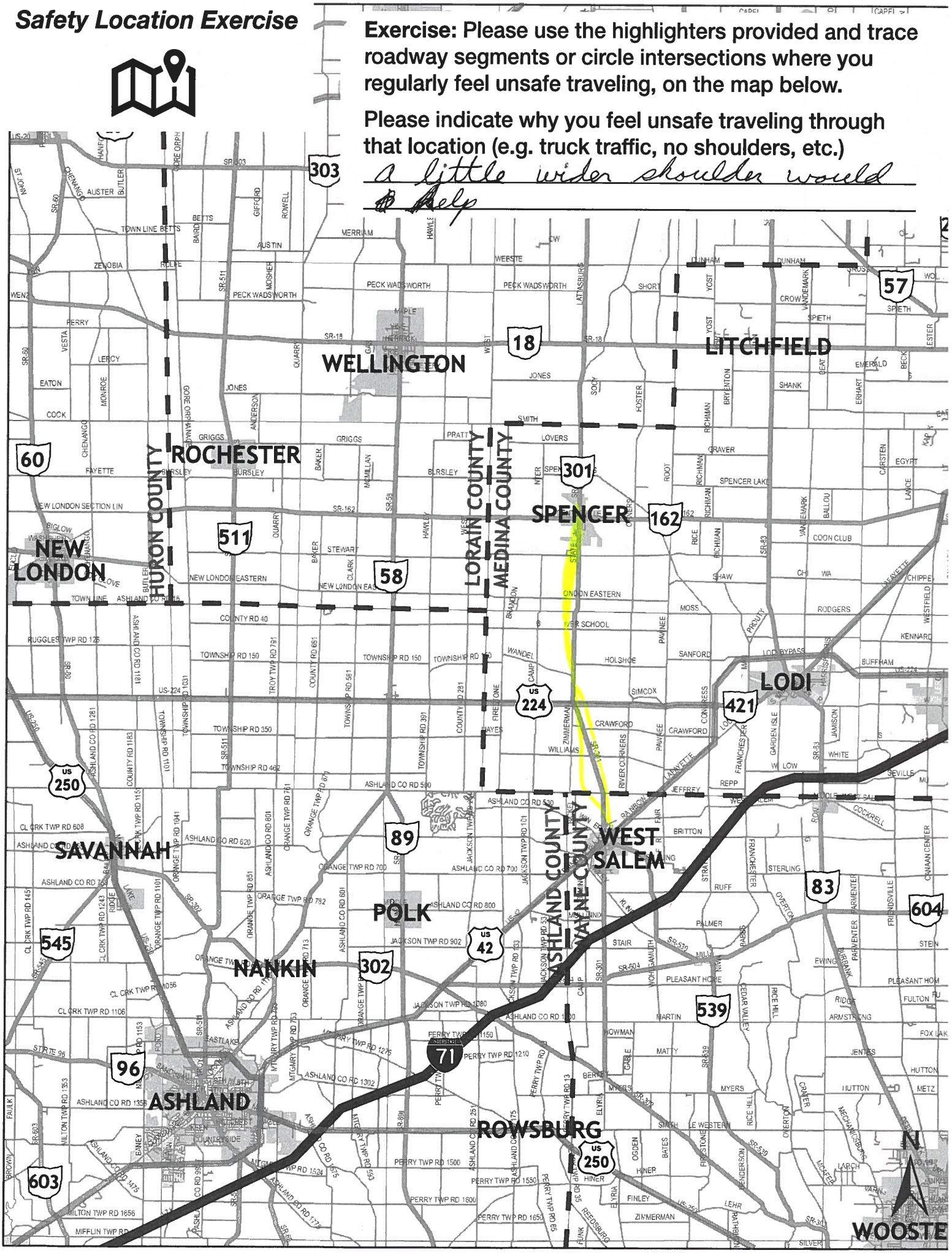
a little wider shoulder would help



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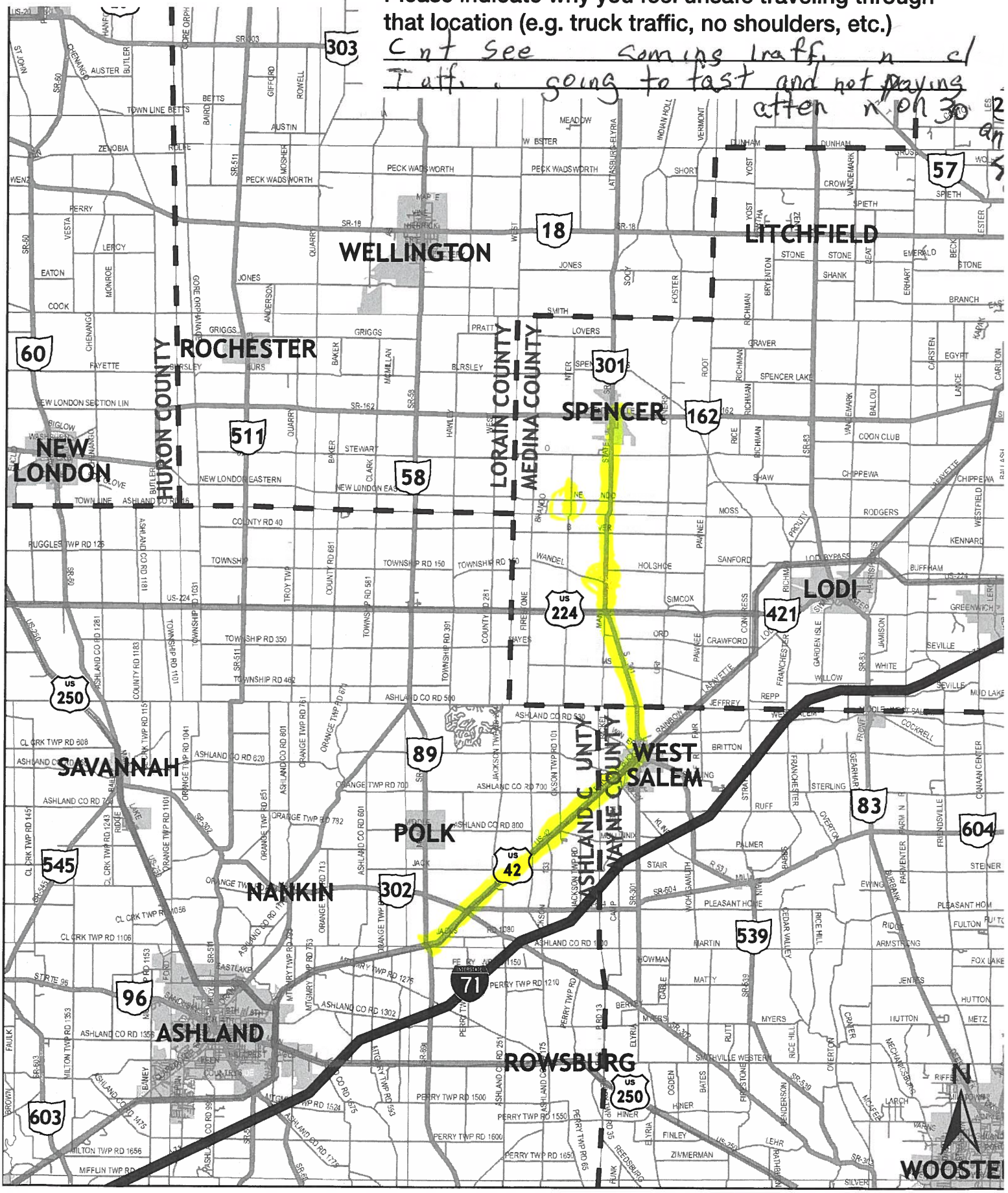
Cnt See Comins Traff. n cl Traff. going to fast and not paying atten n on 30 an



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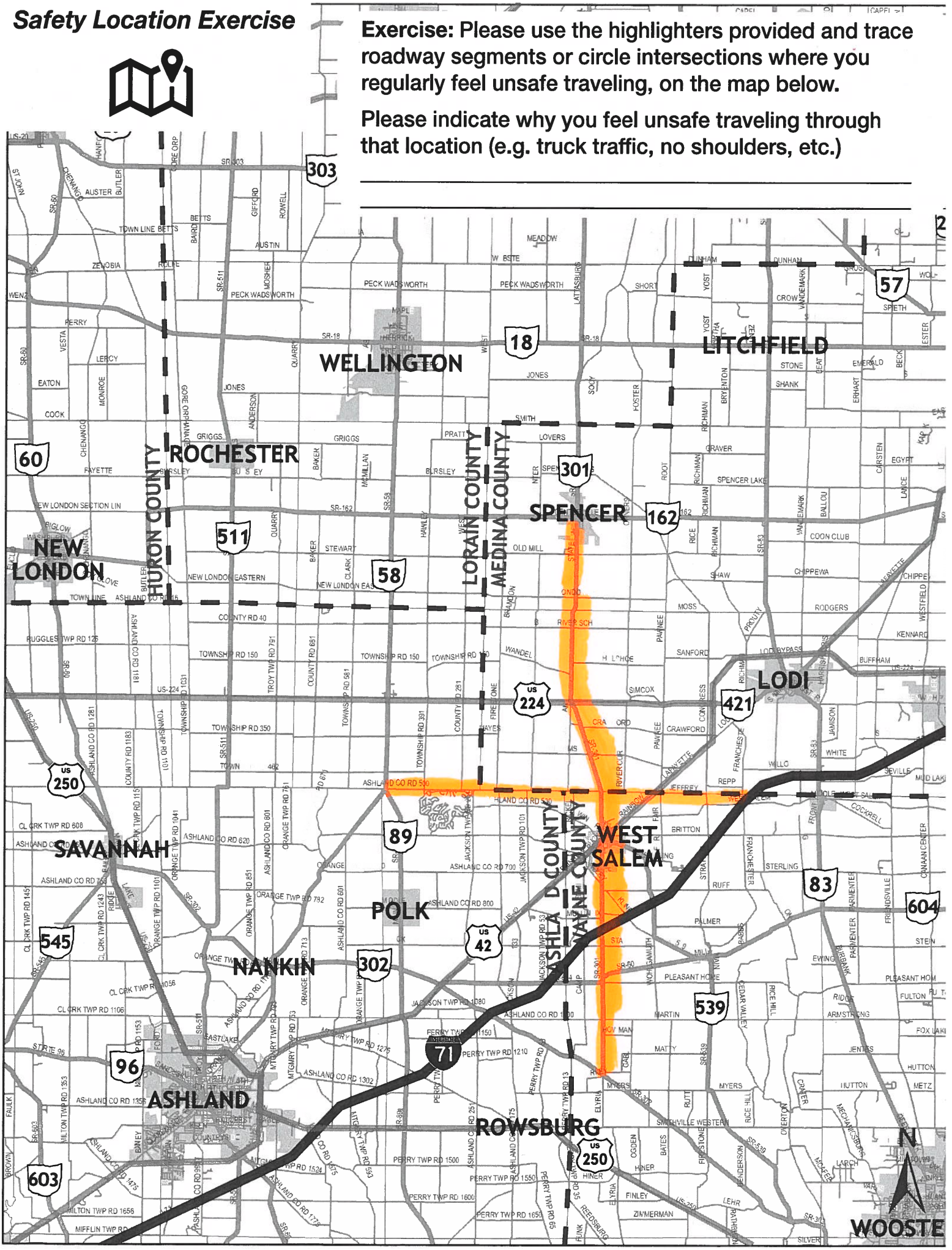

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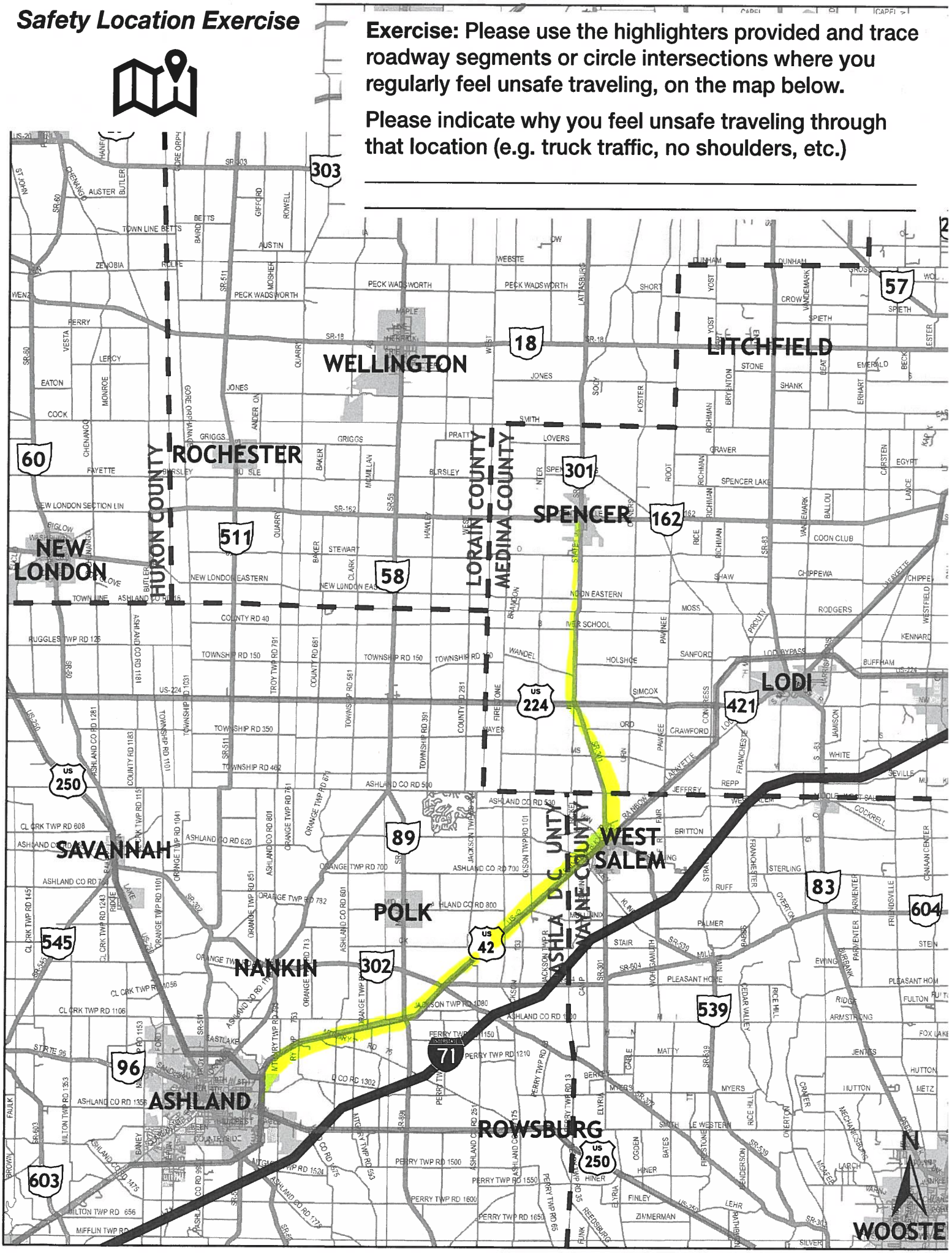

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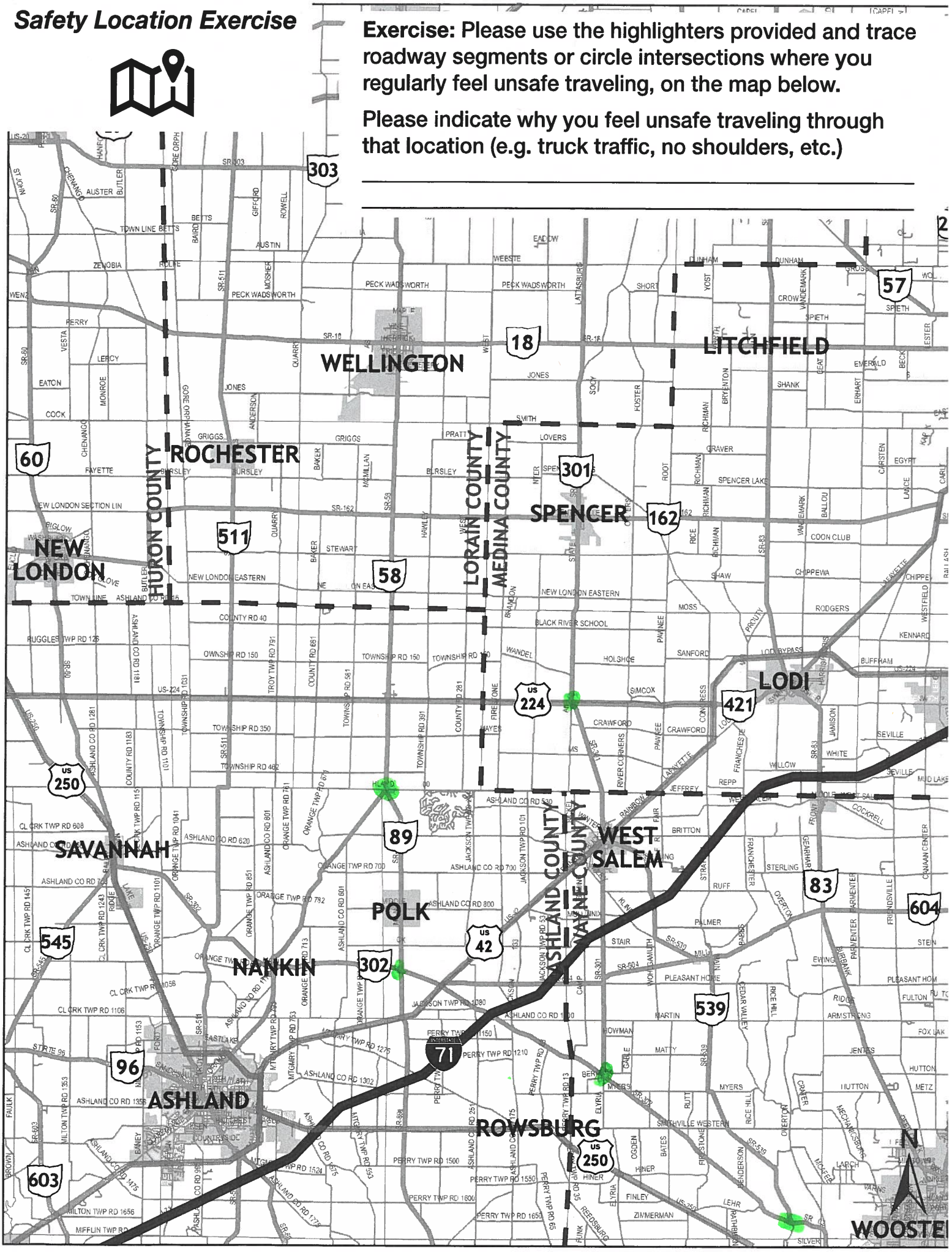

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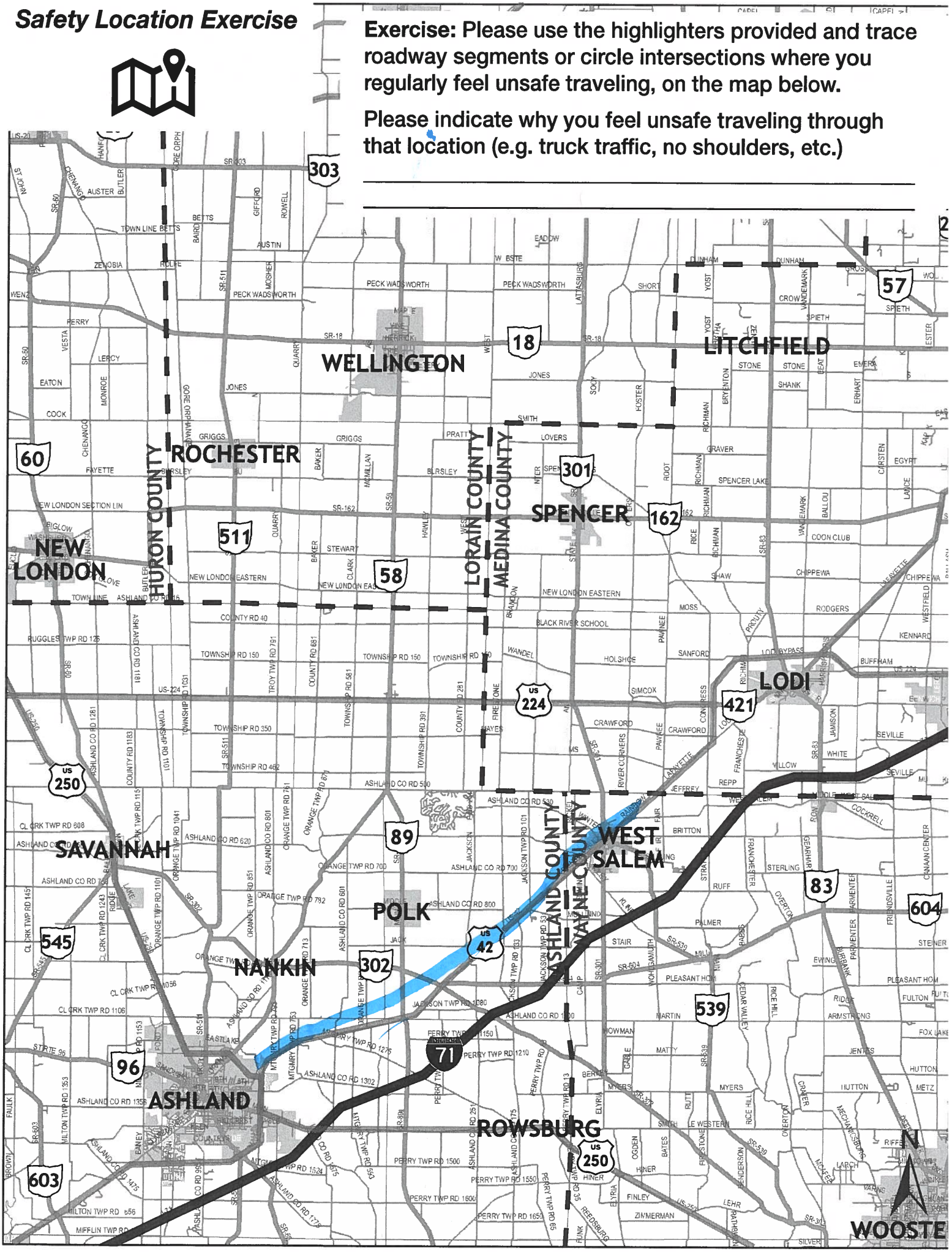

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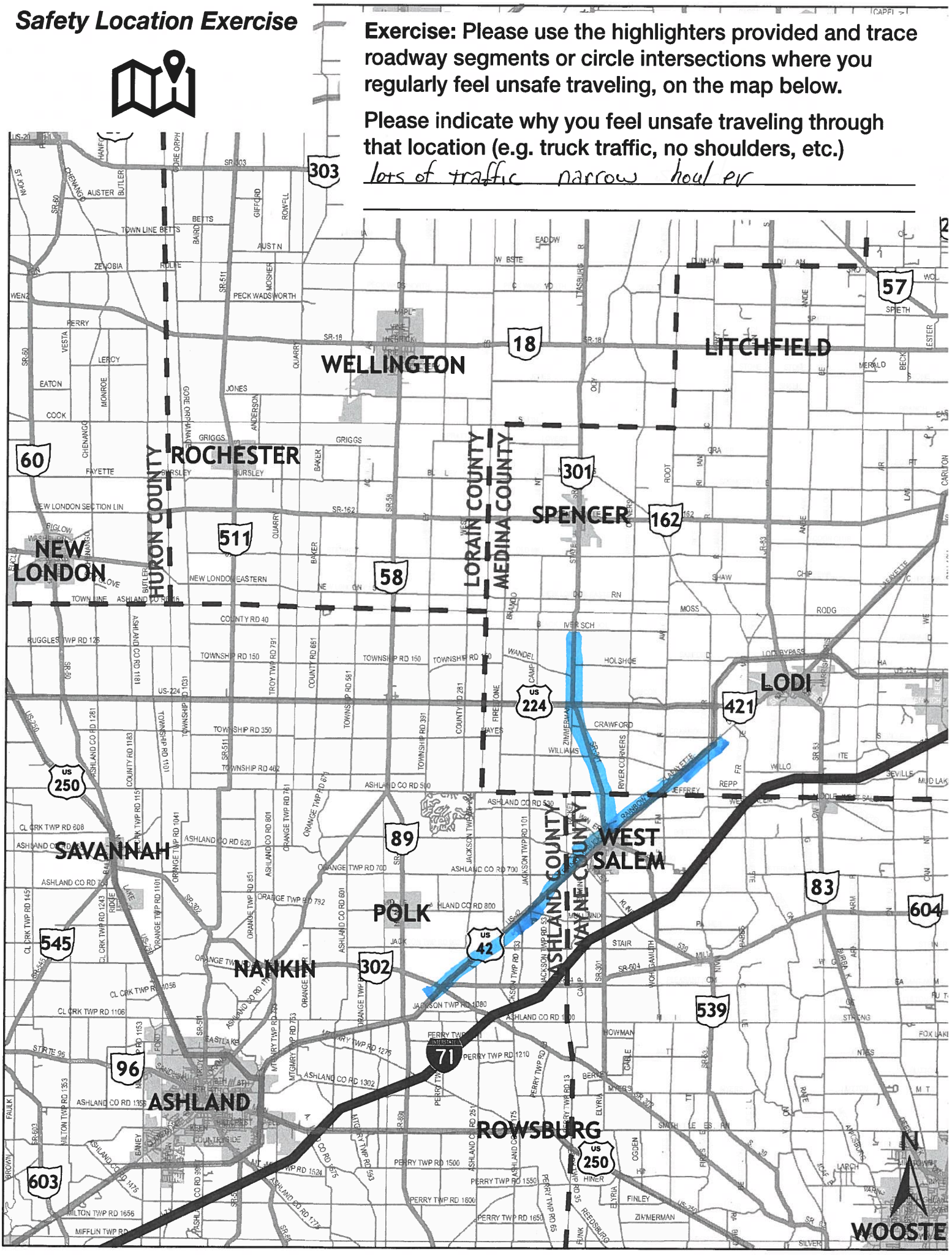
lots of traffic narrow hwy



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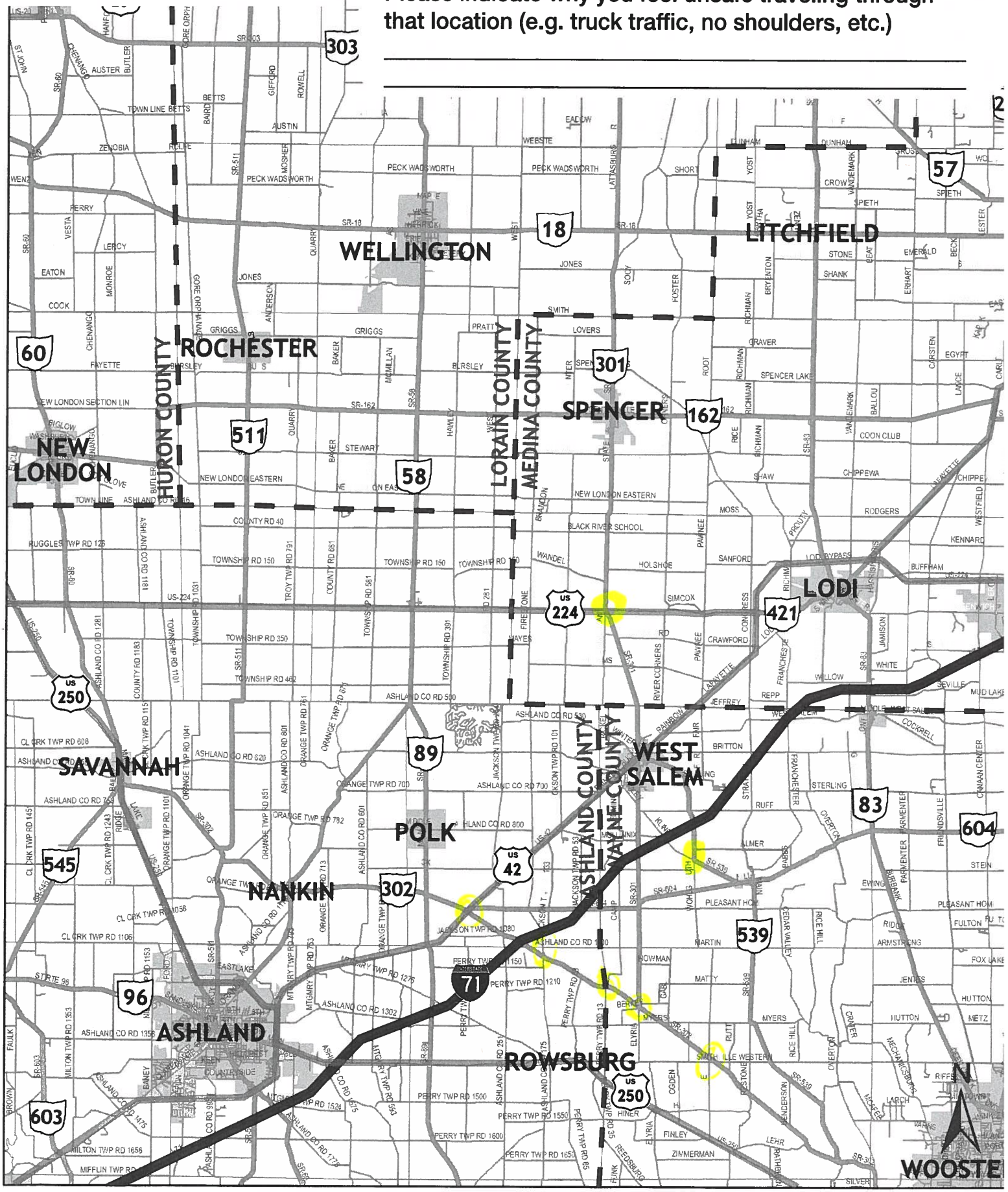

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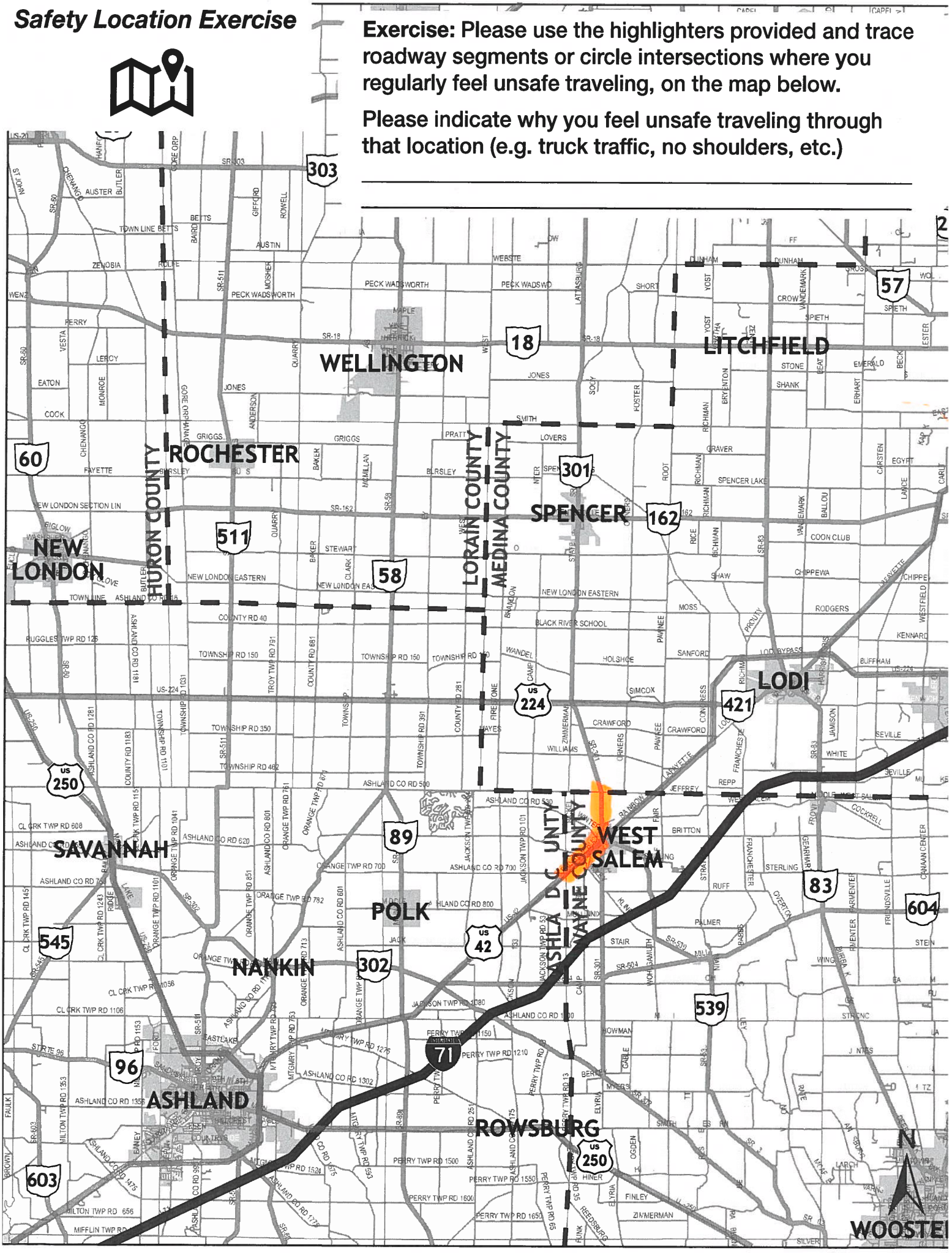

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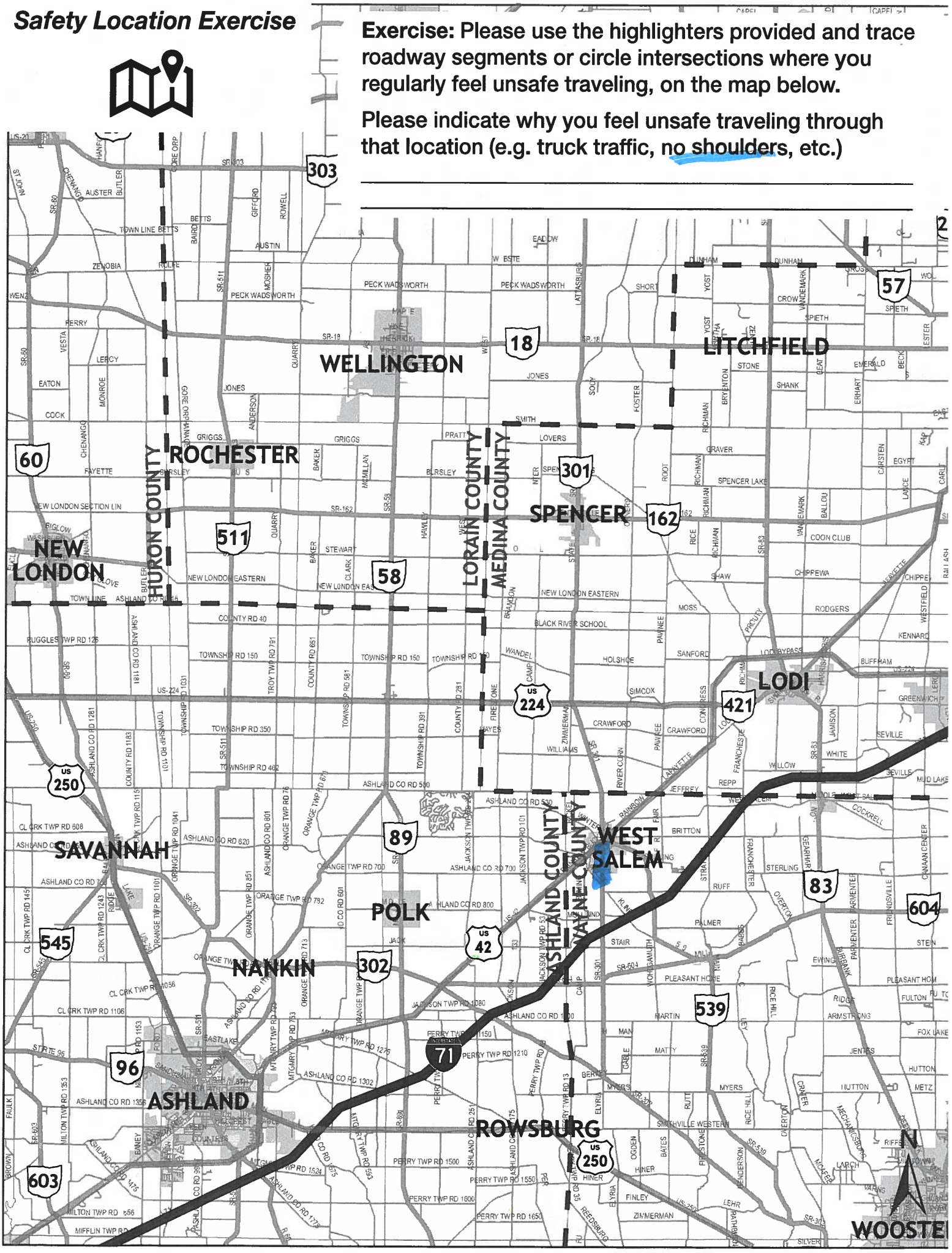

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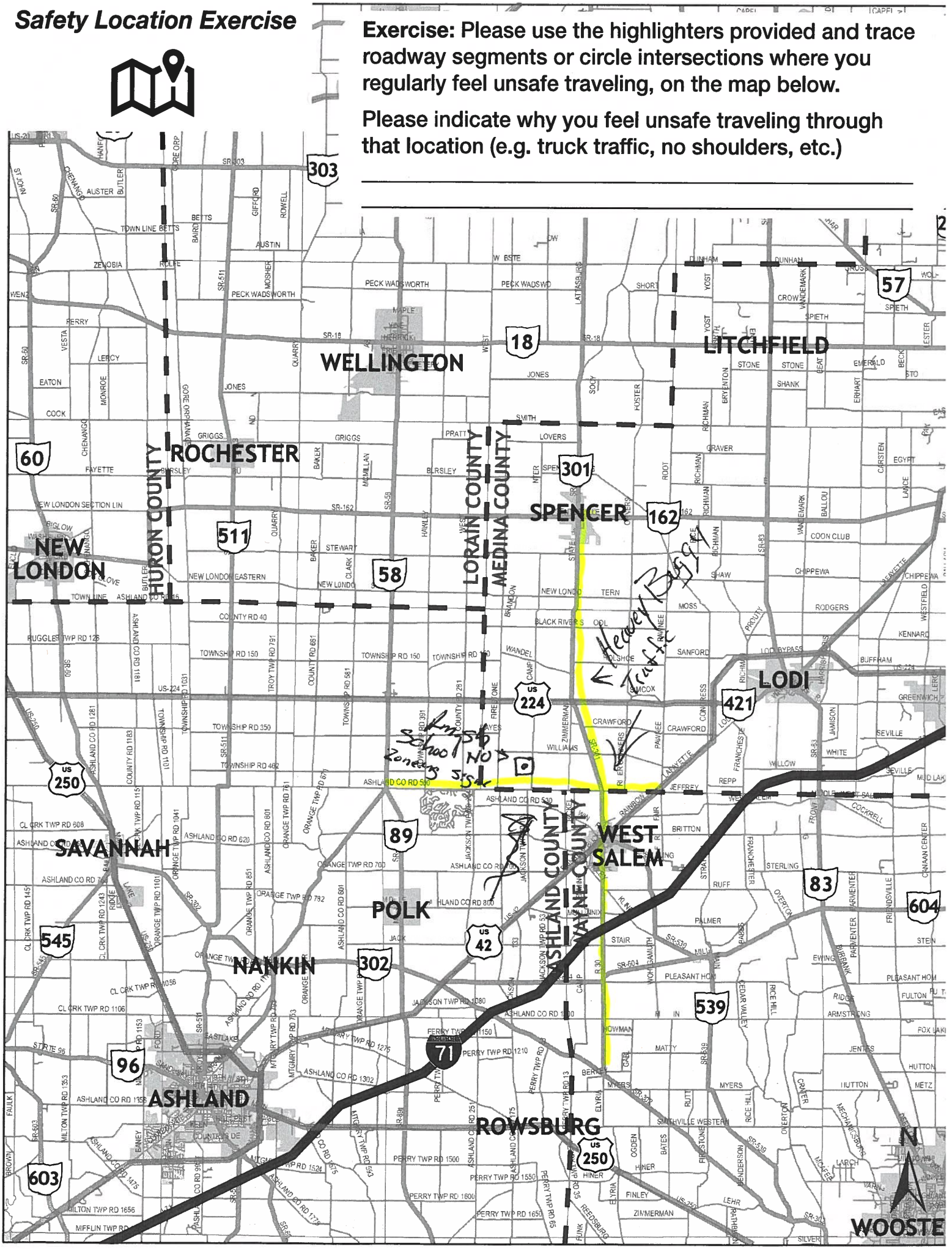

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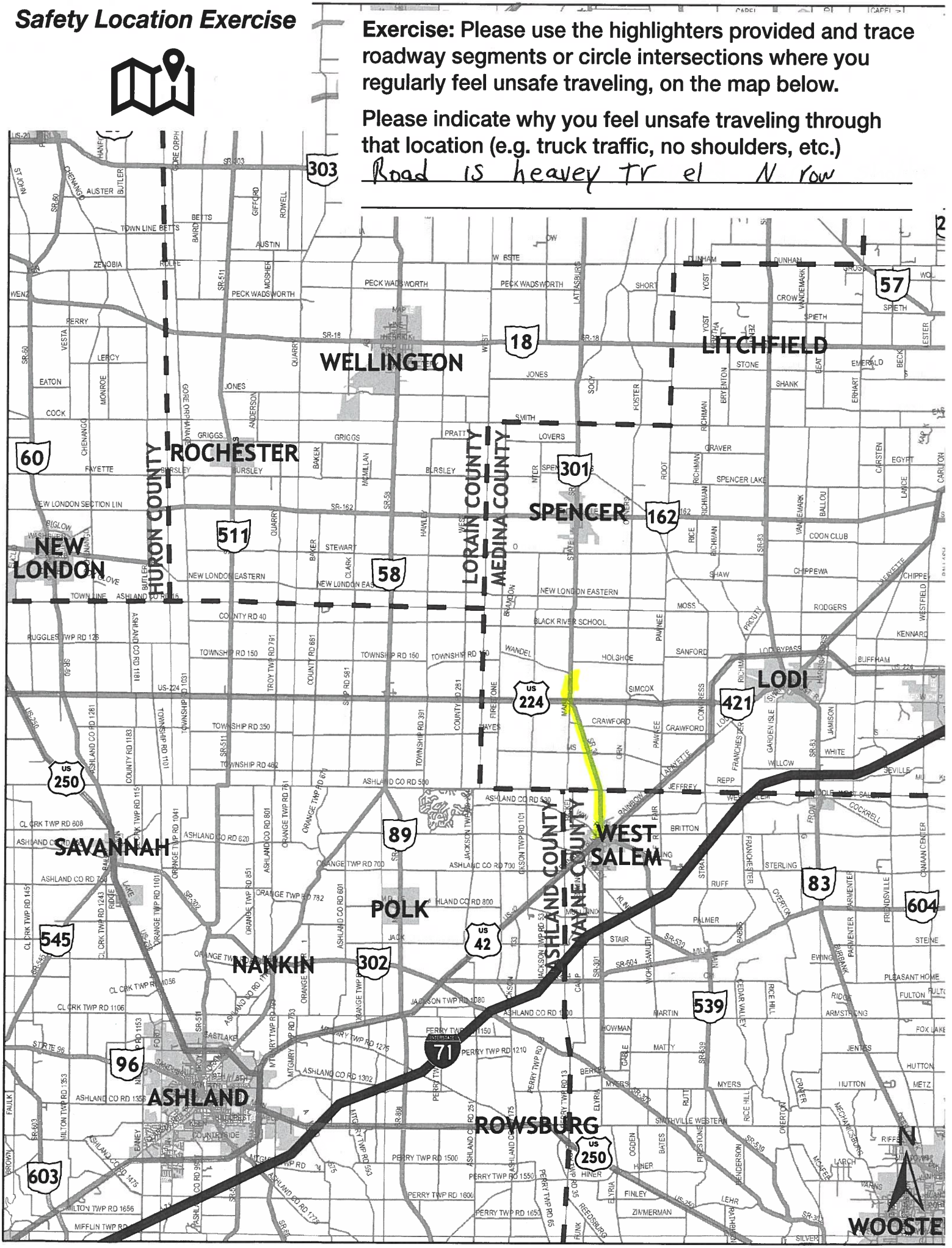
Road is heavey Tr el N row



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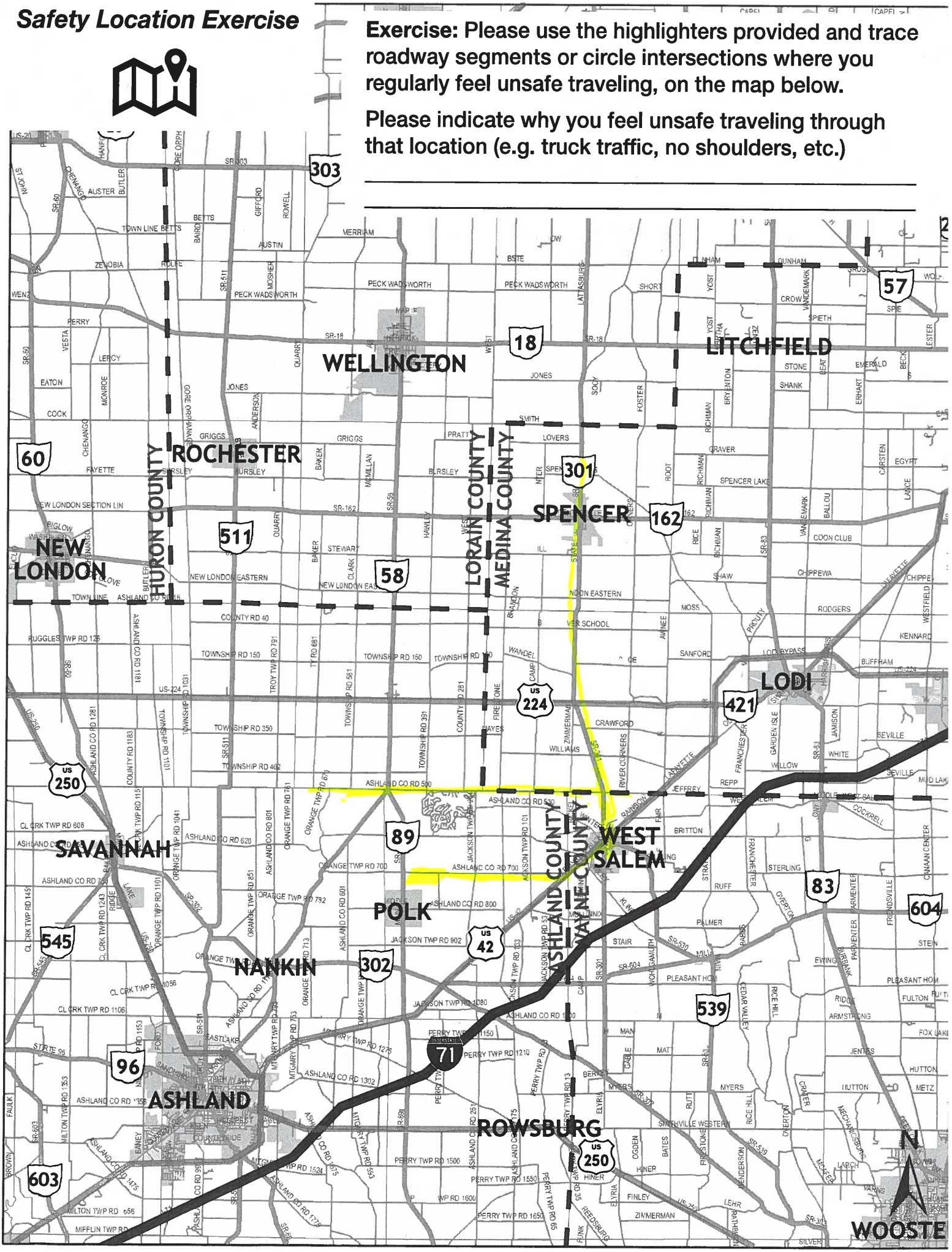

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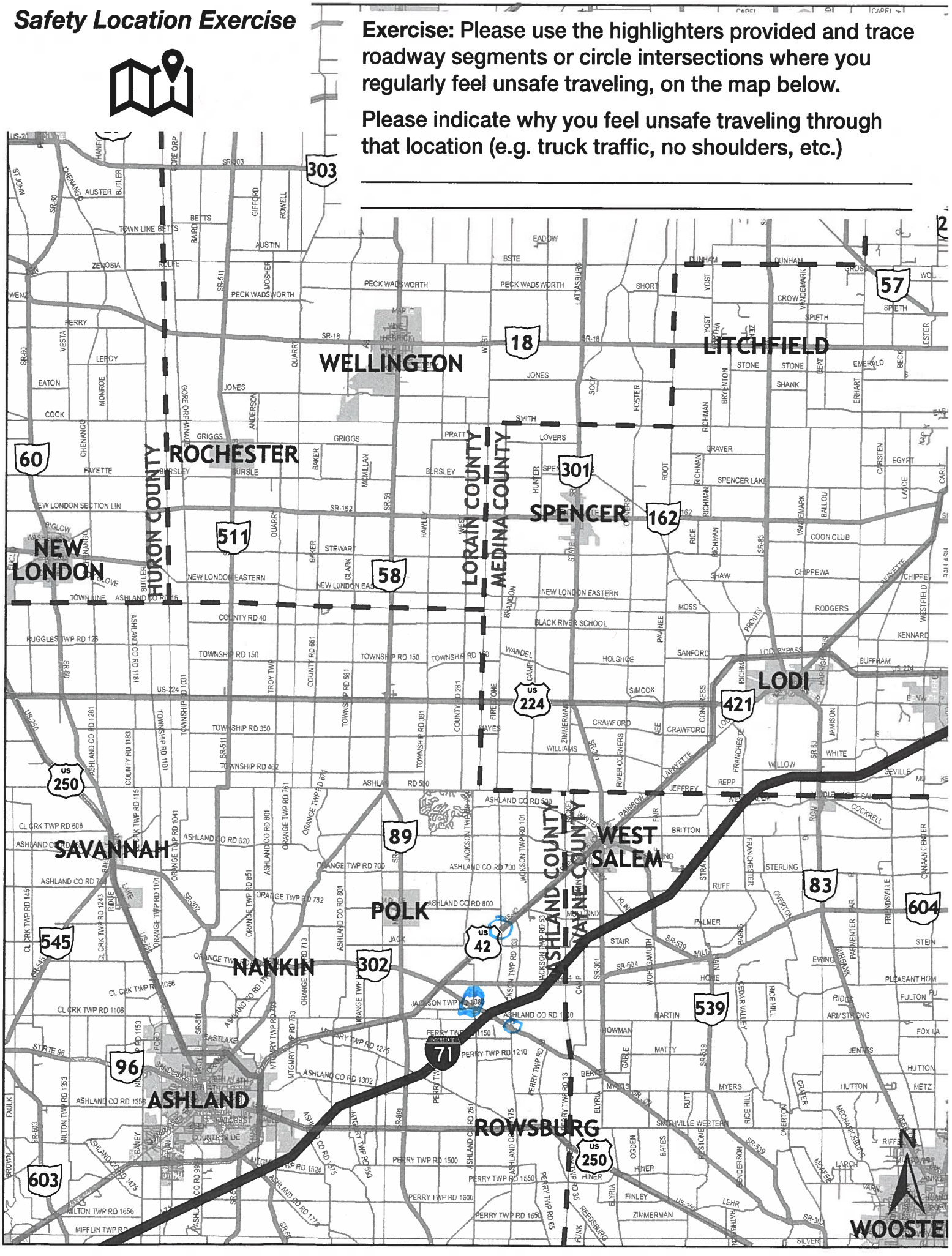

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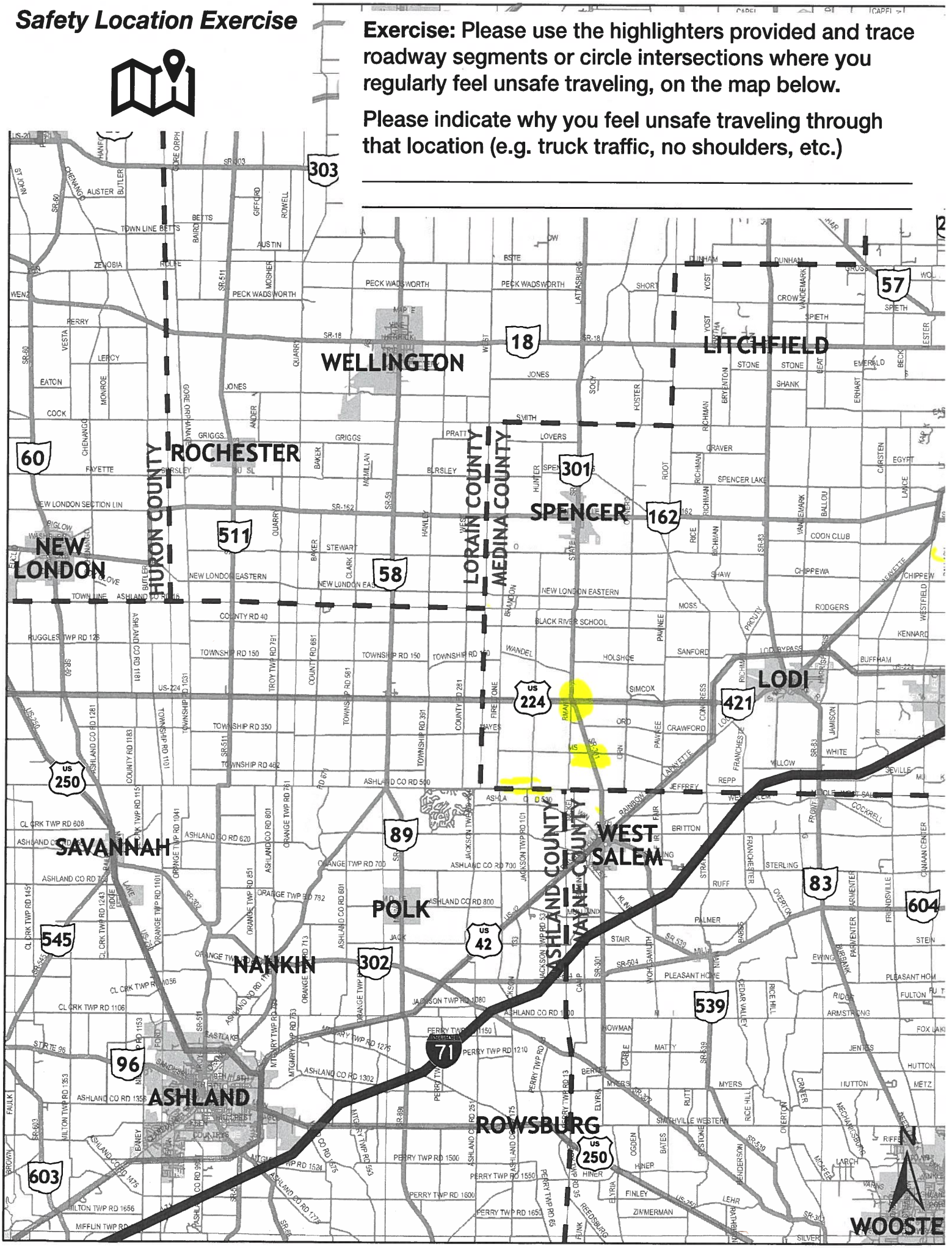

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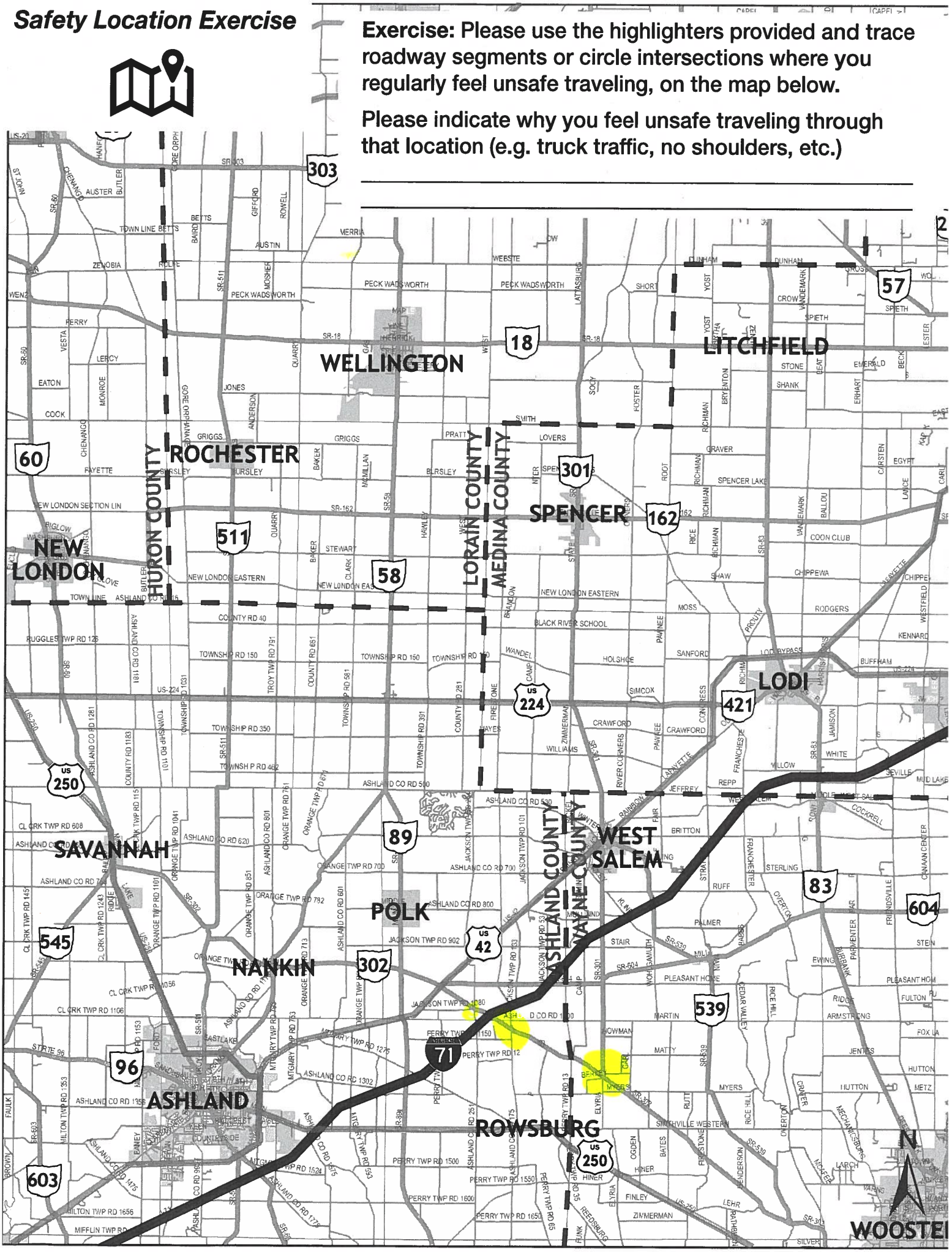

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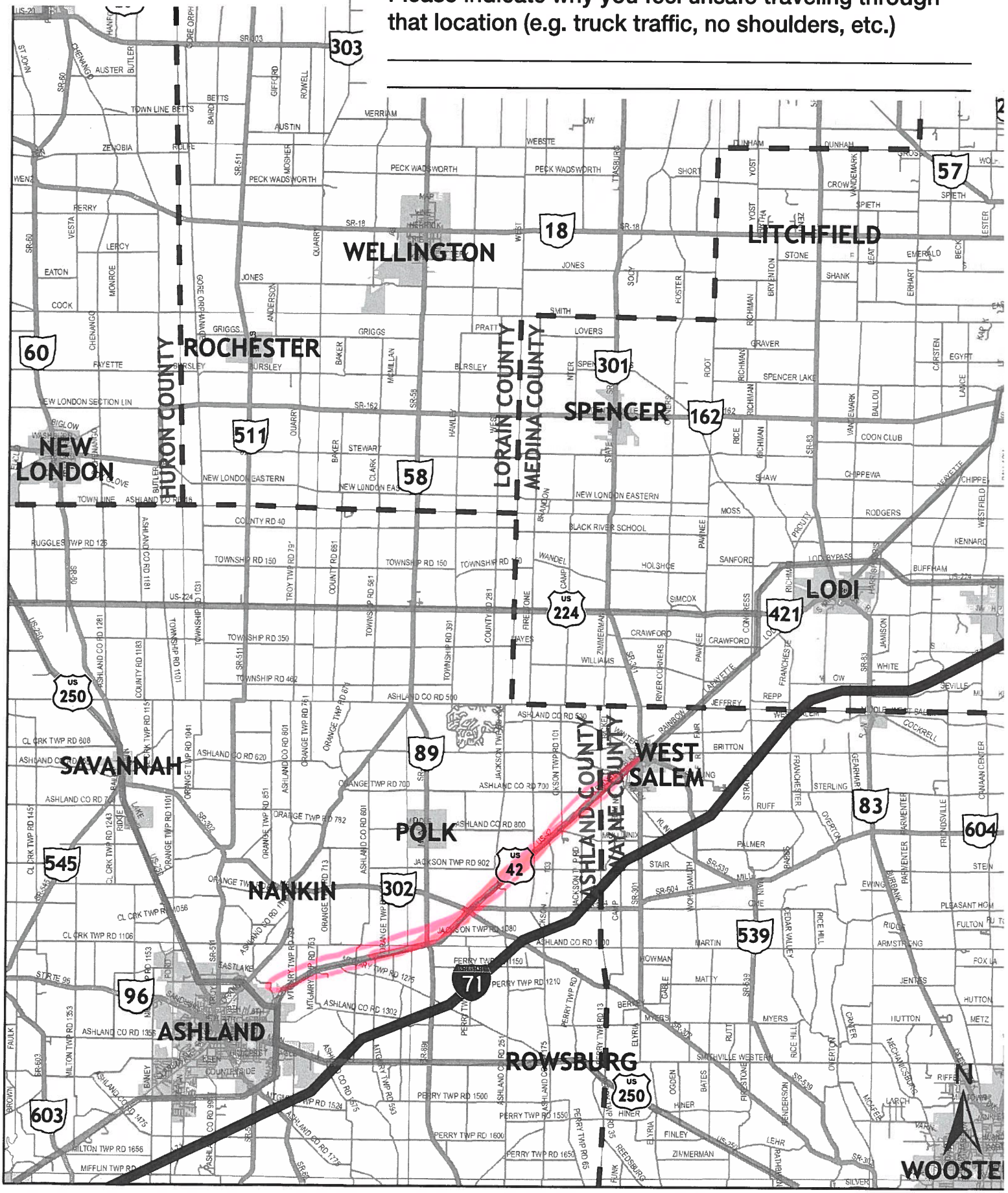

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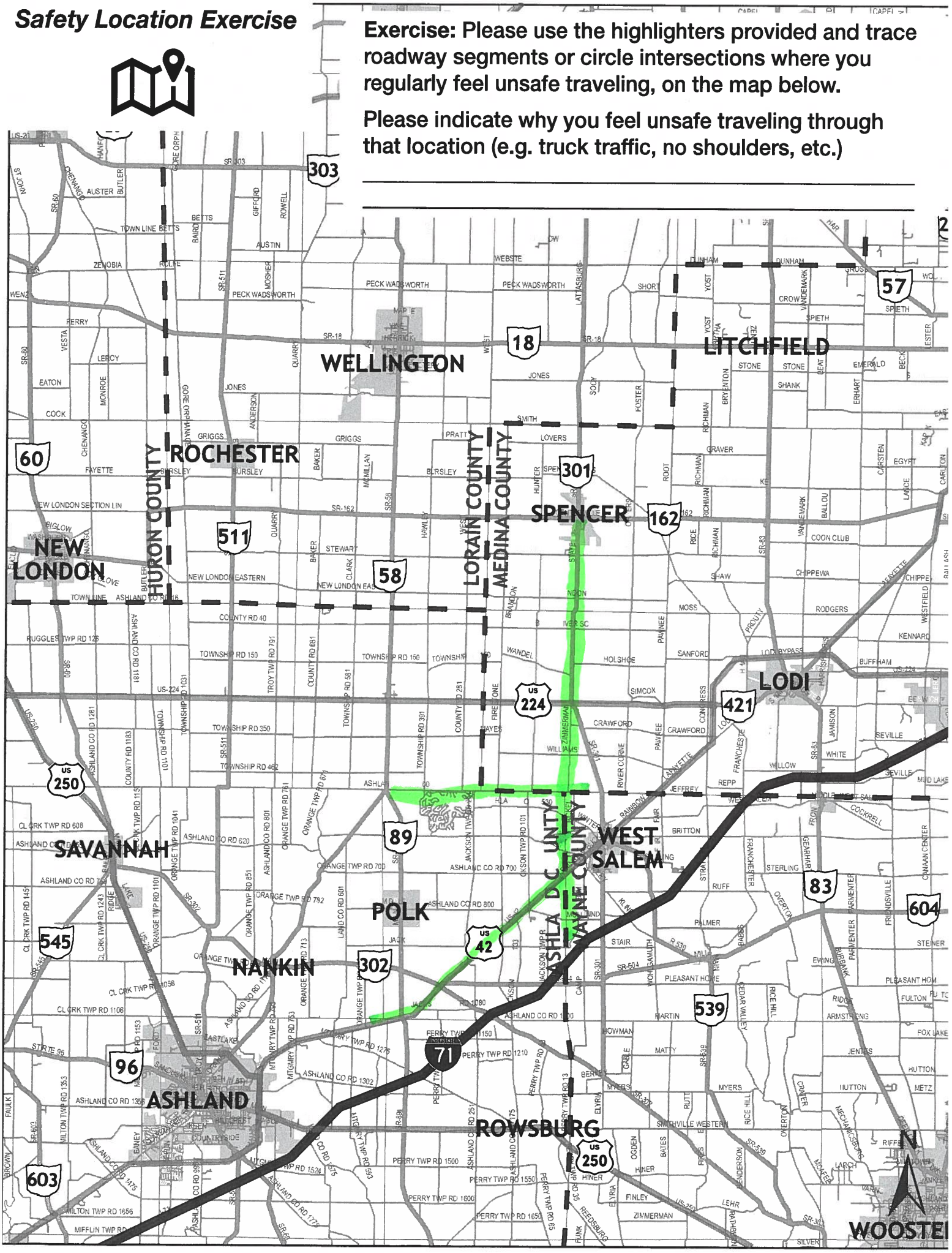

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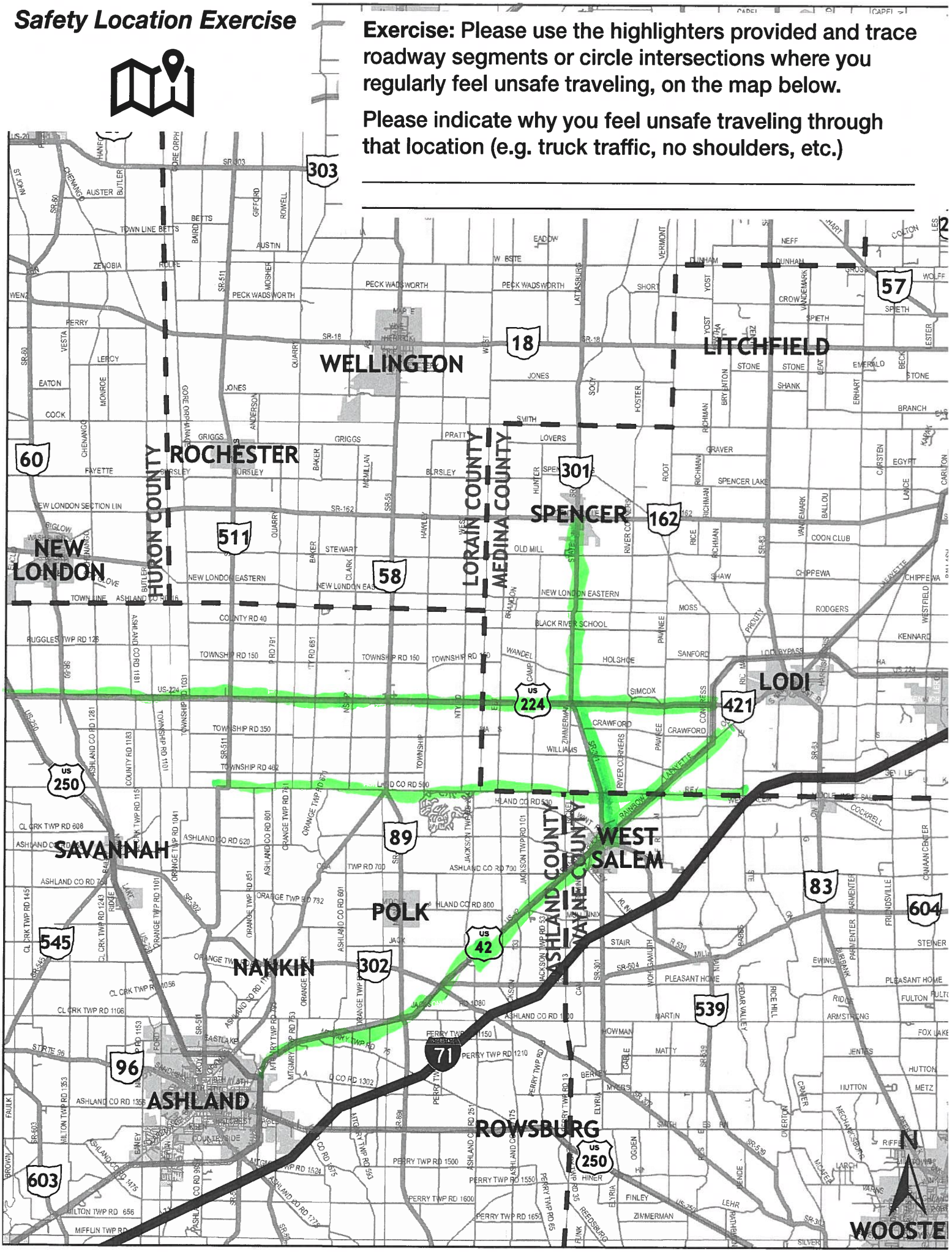

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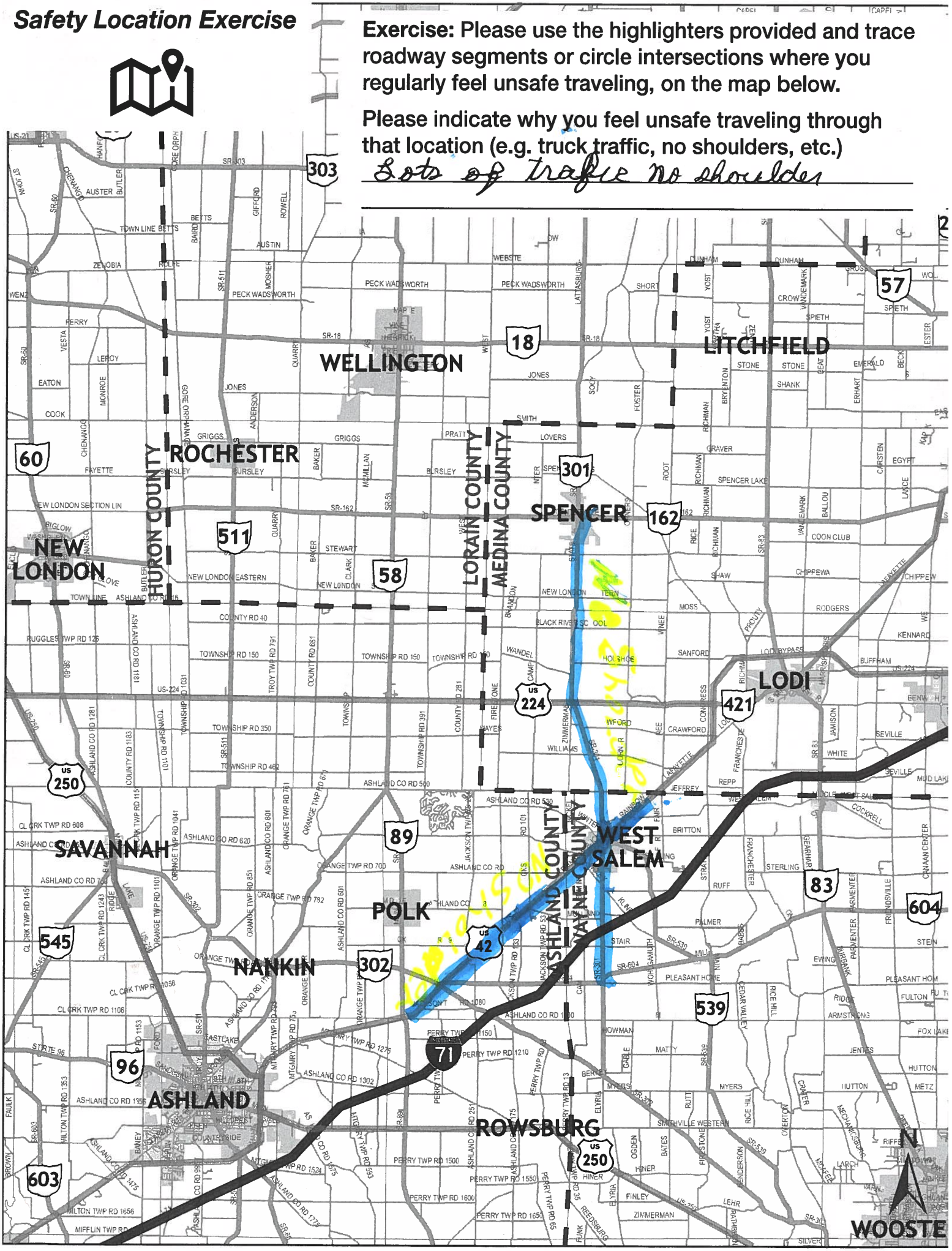
Lots of traffic no shoulders



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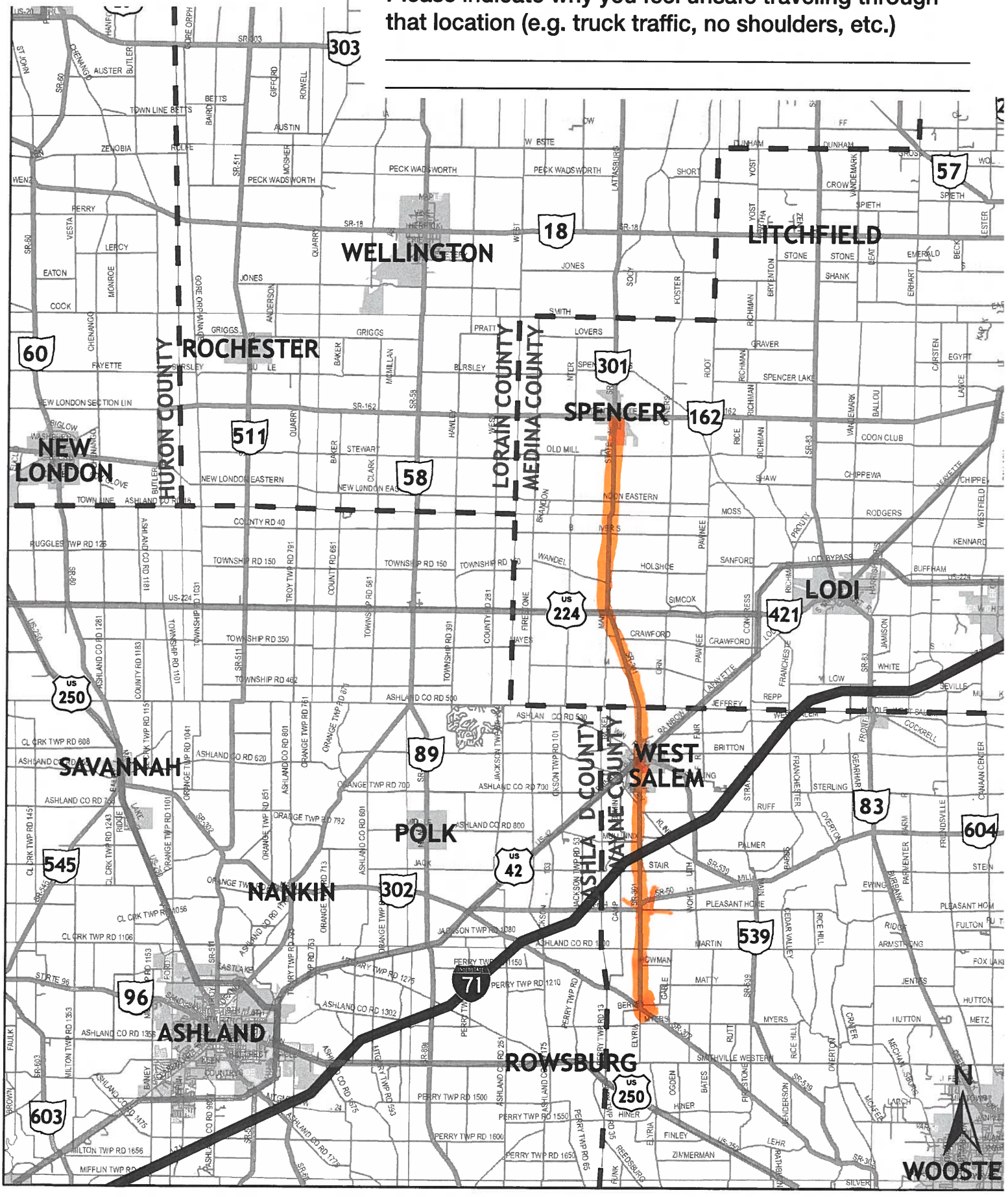

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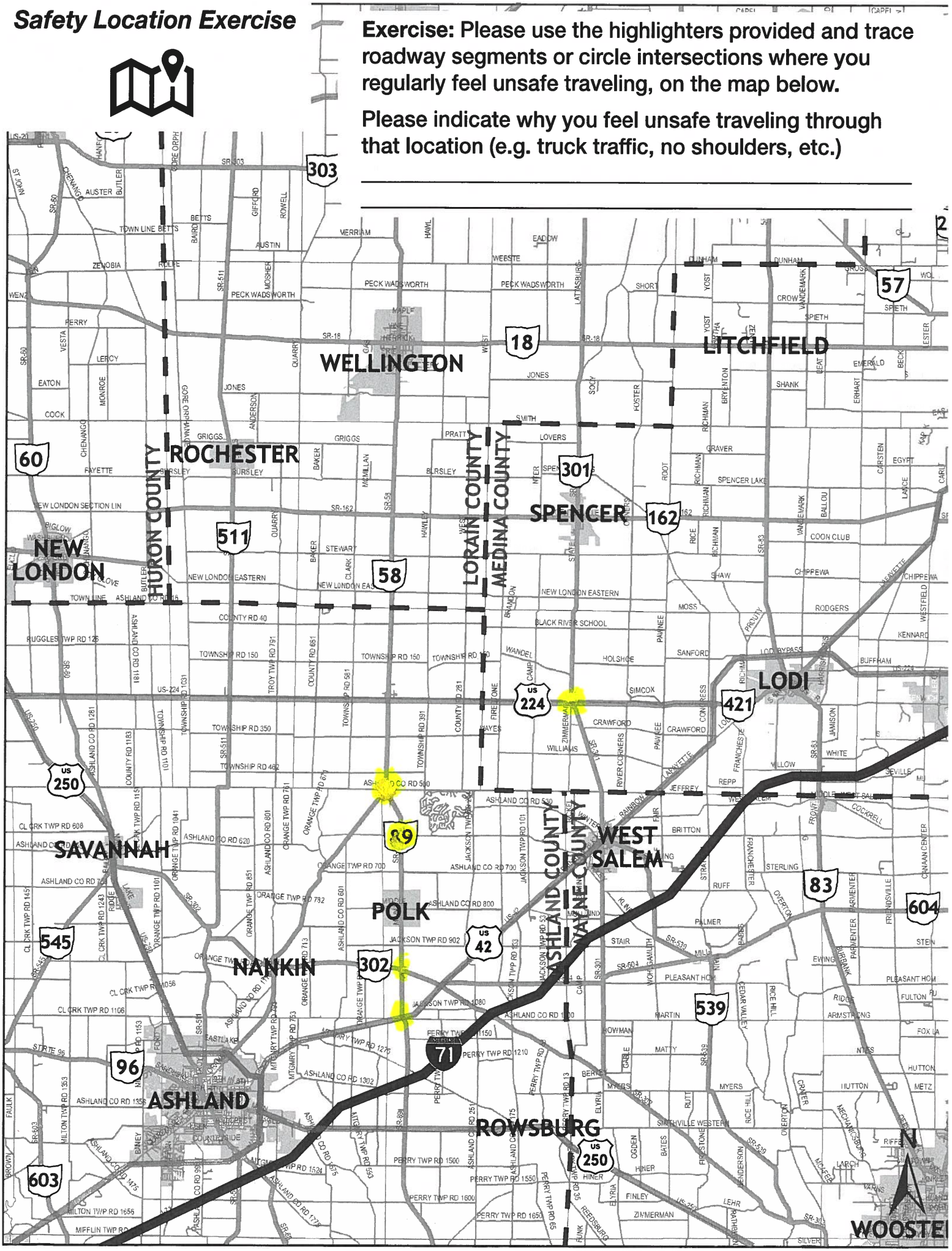

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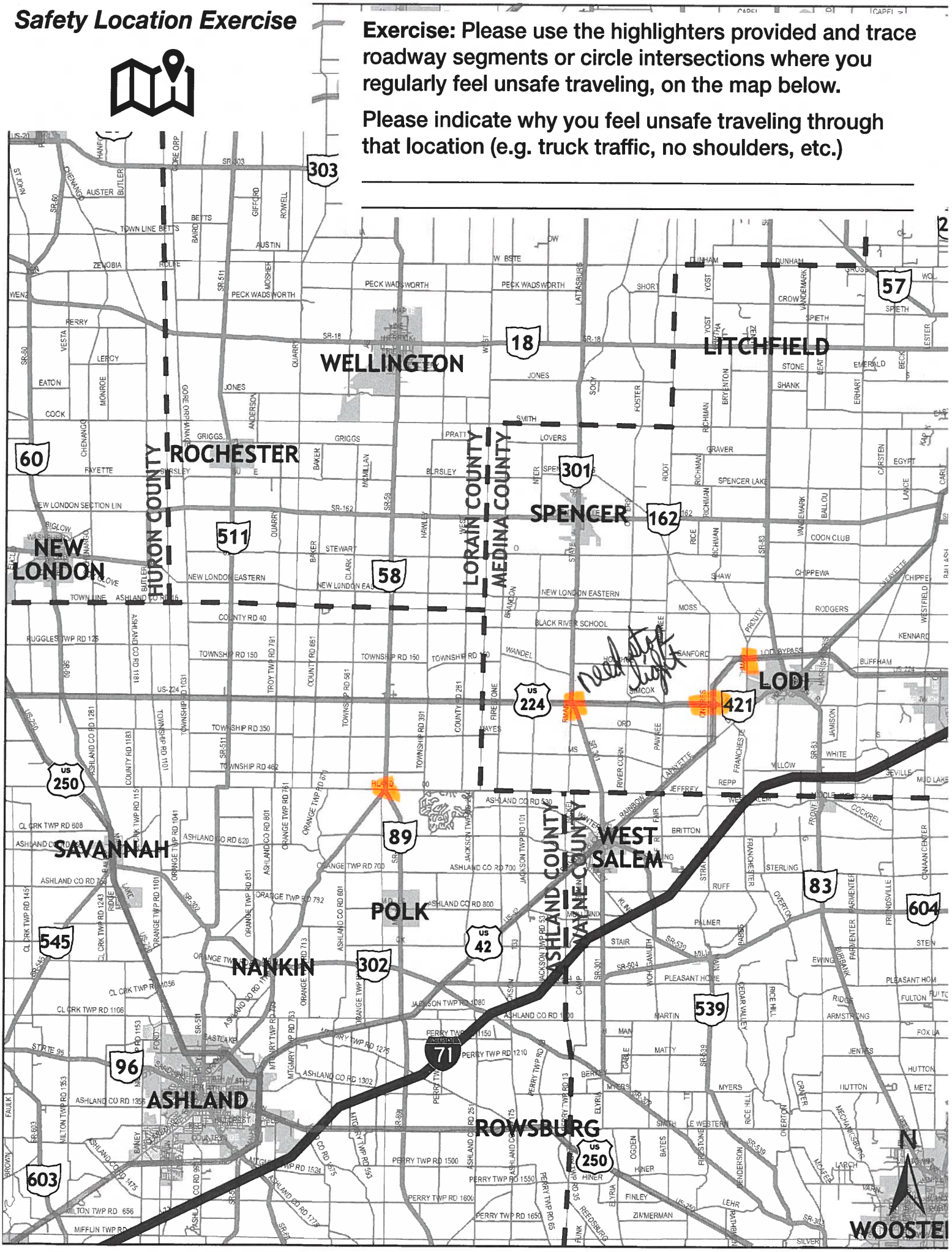

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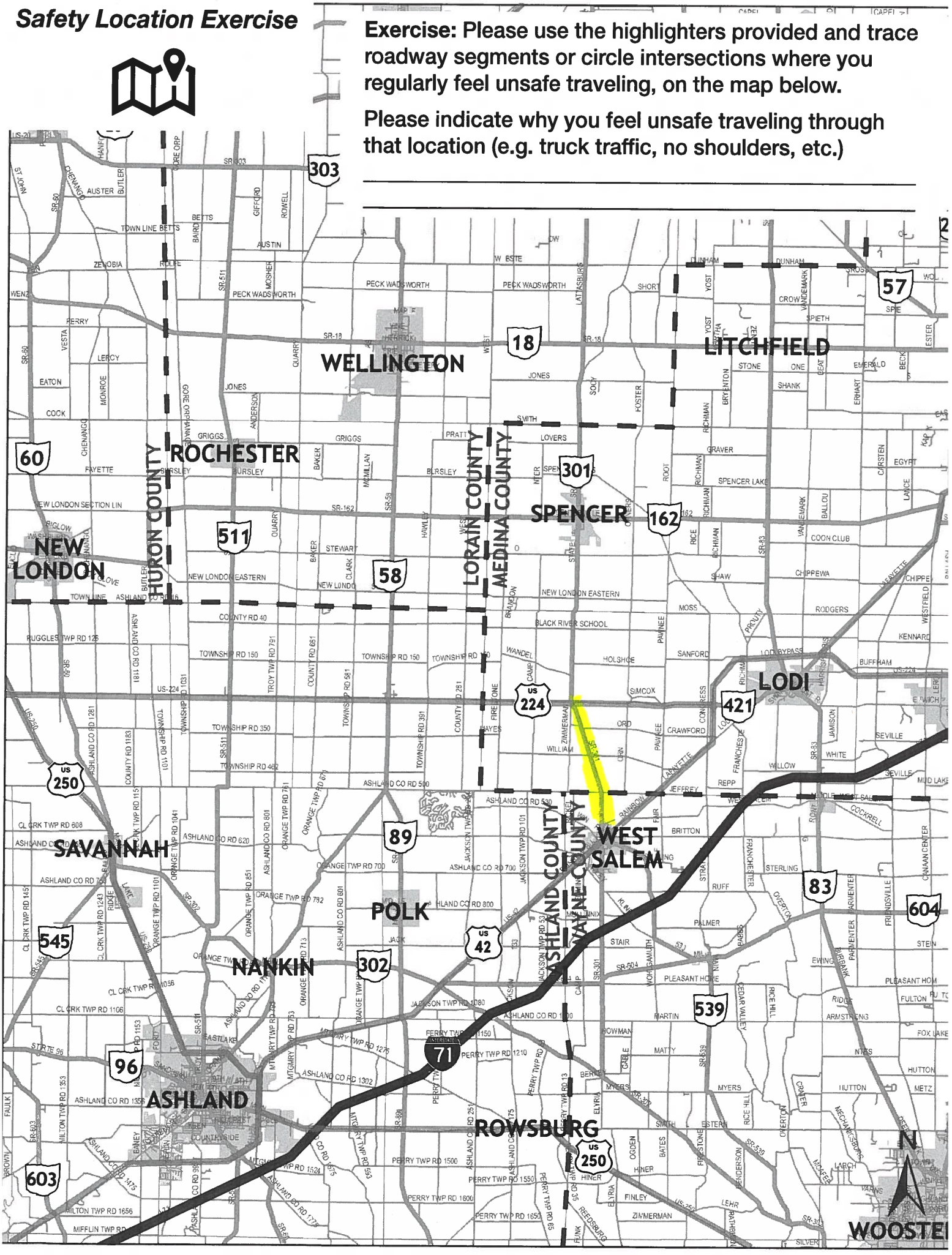

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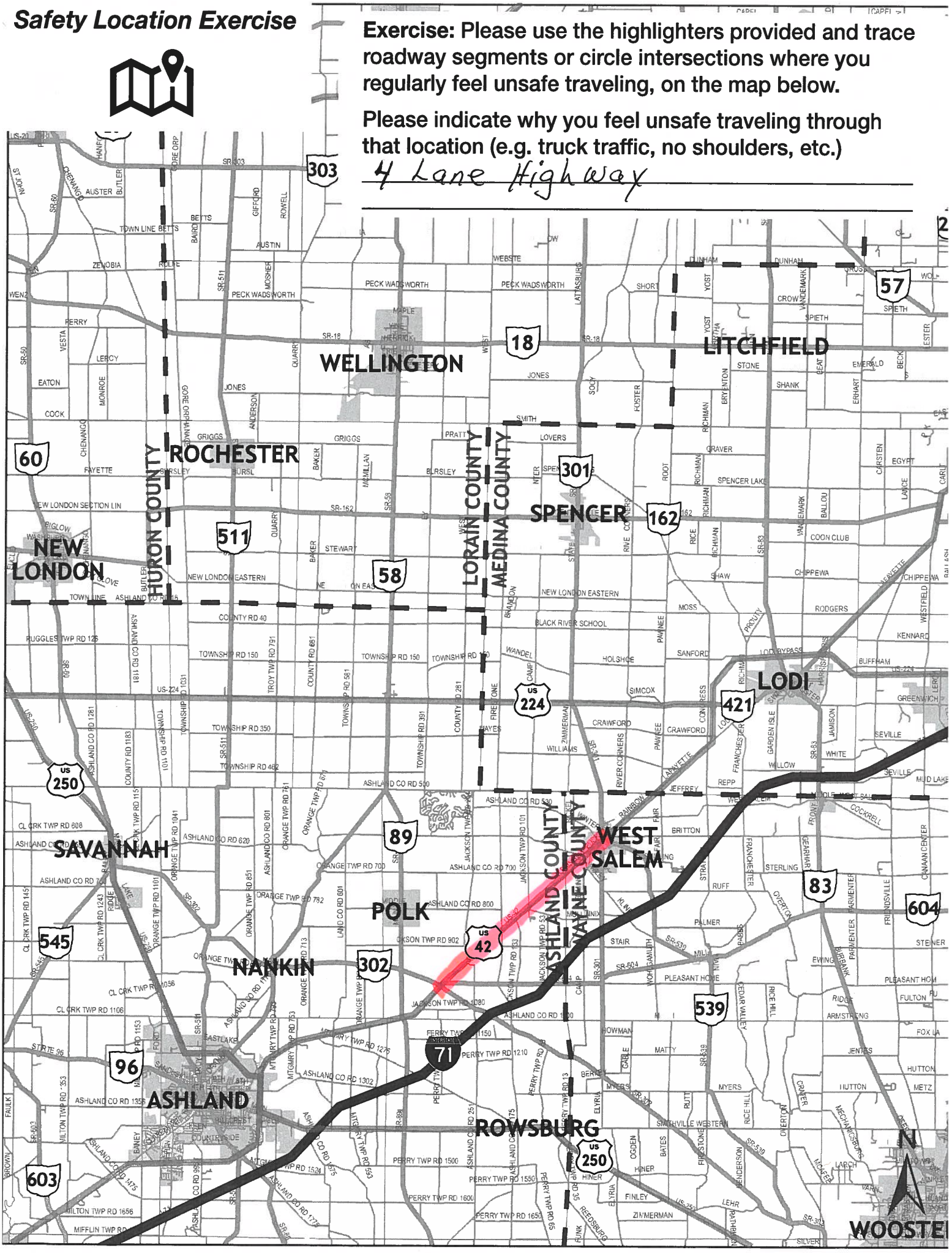
4 Lane Highway



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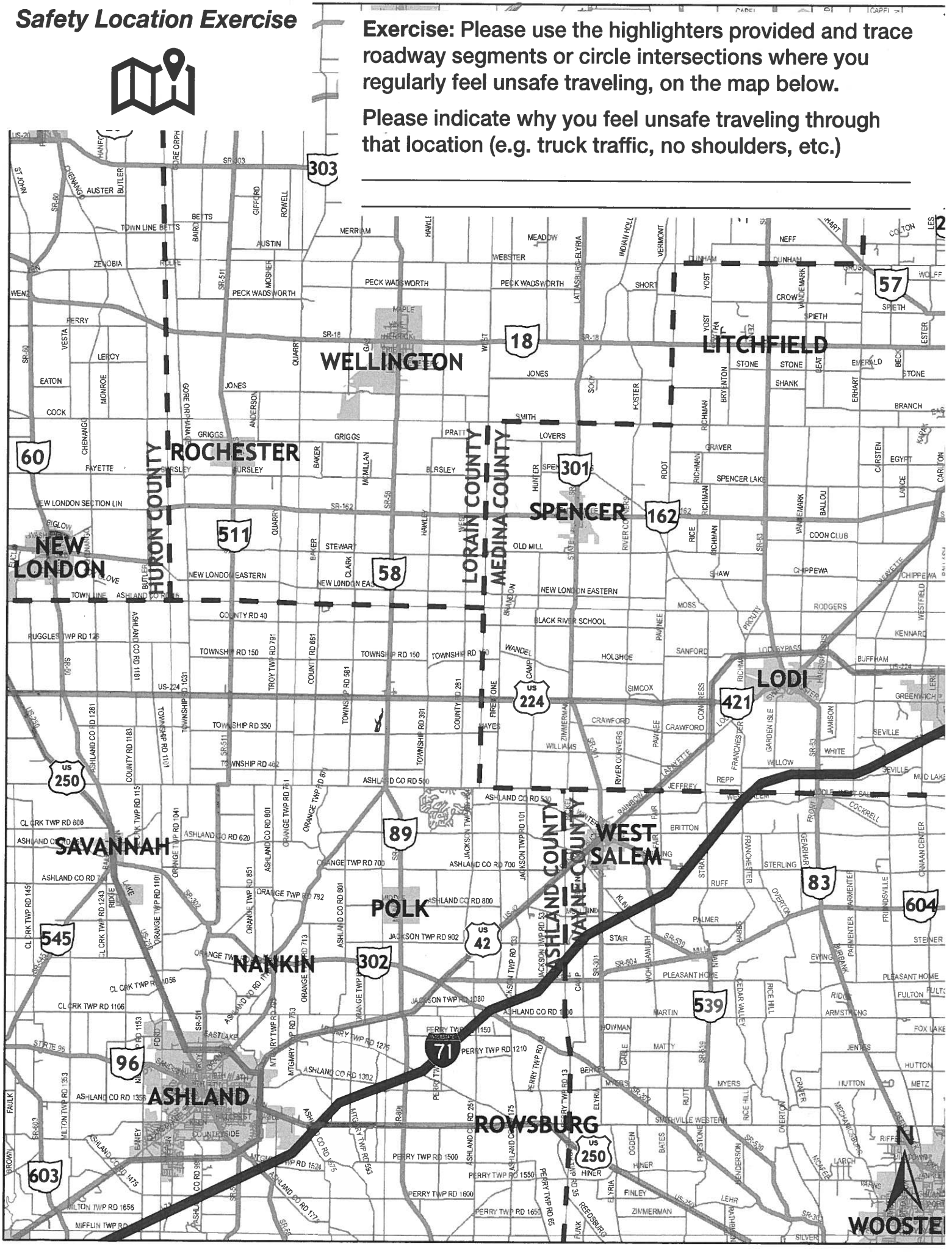

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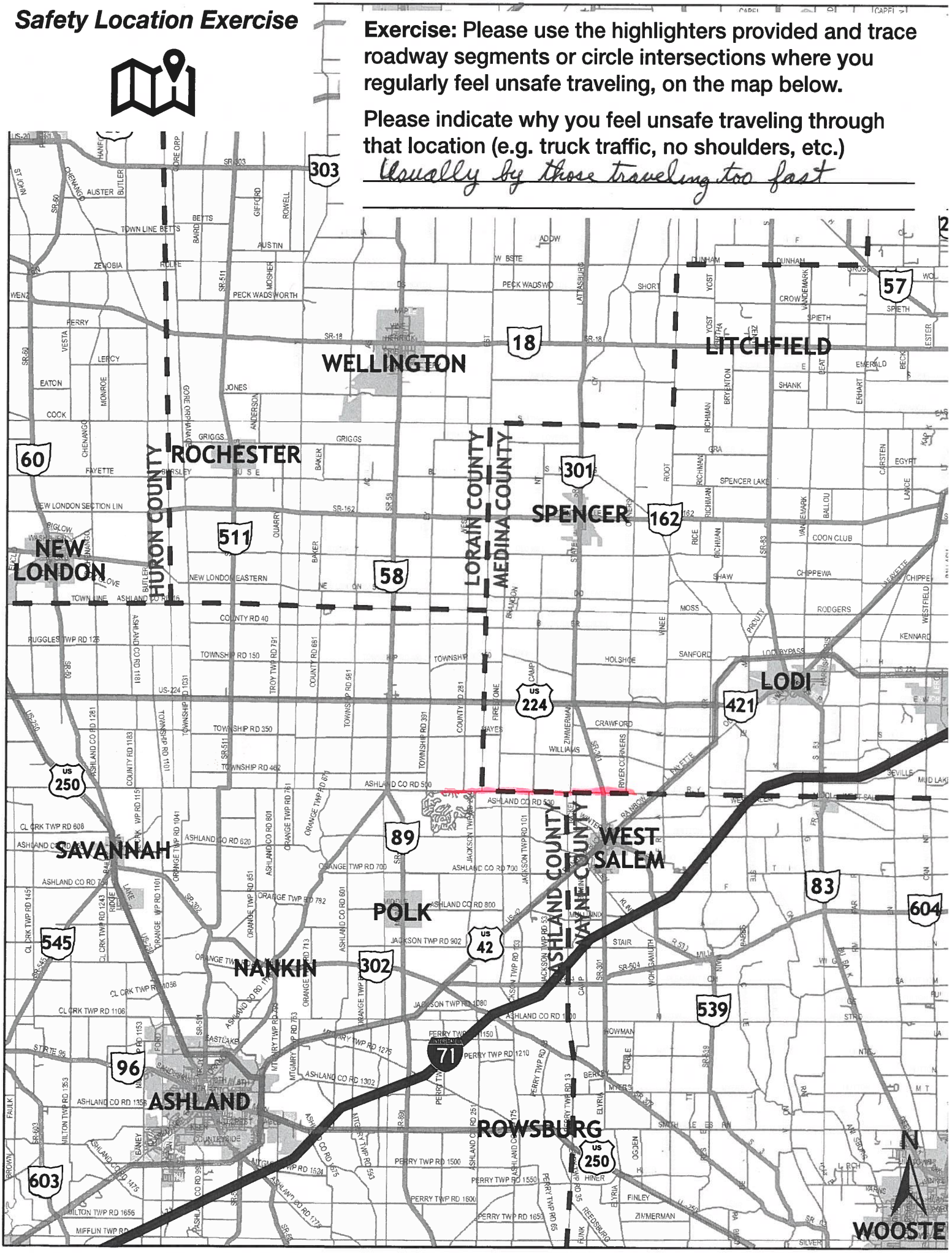
Usually by those traveling too fast



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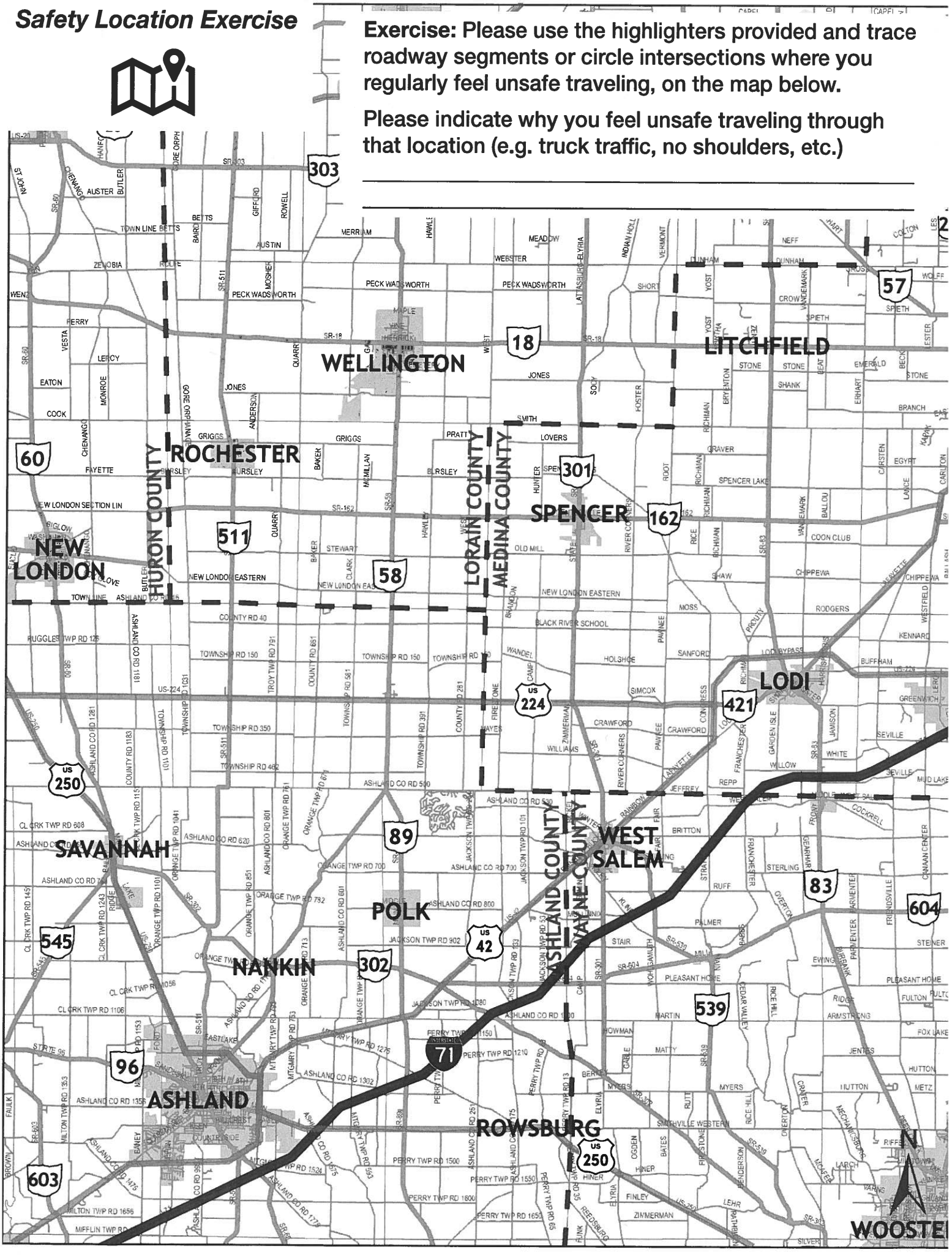

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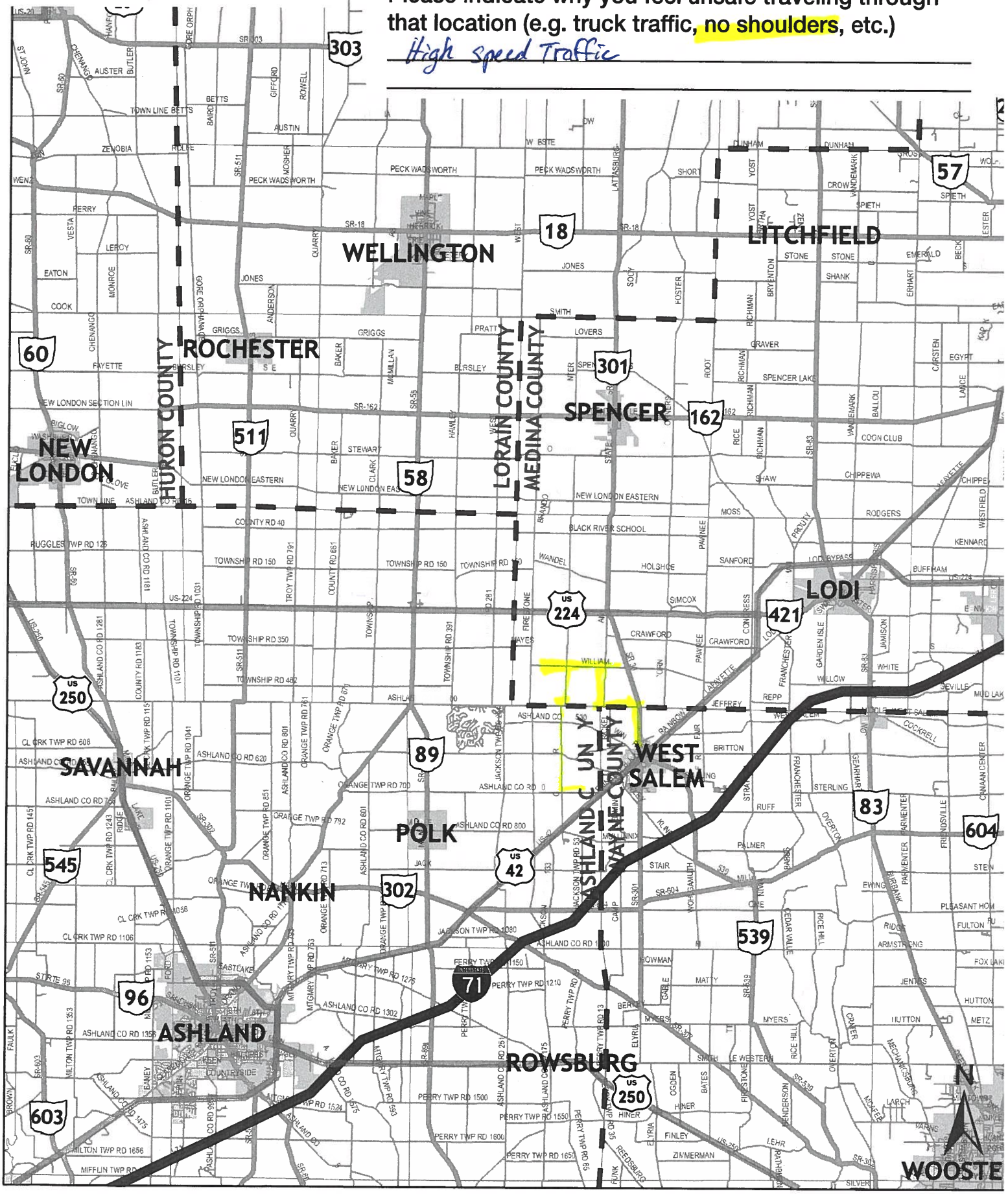
High speed Traffic



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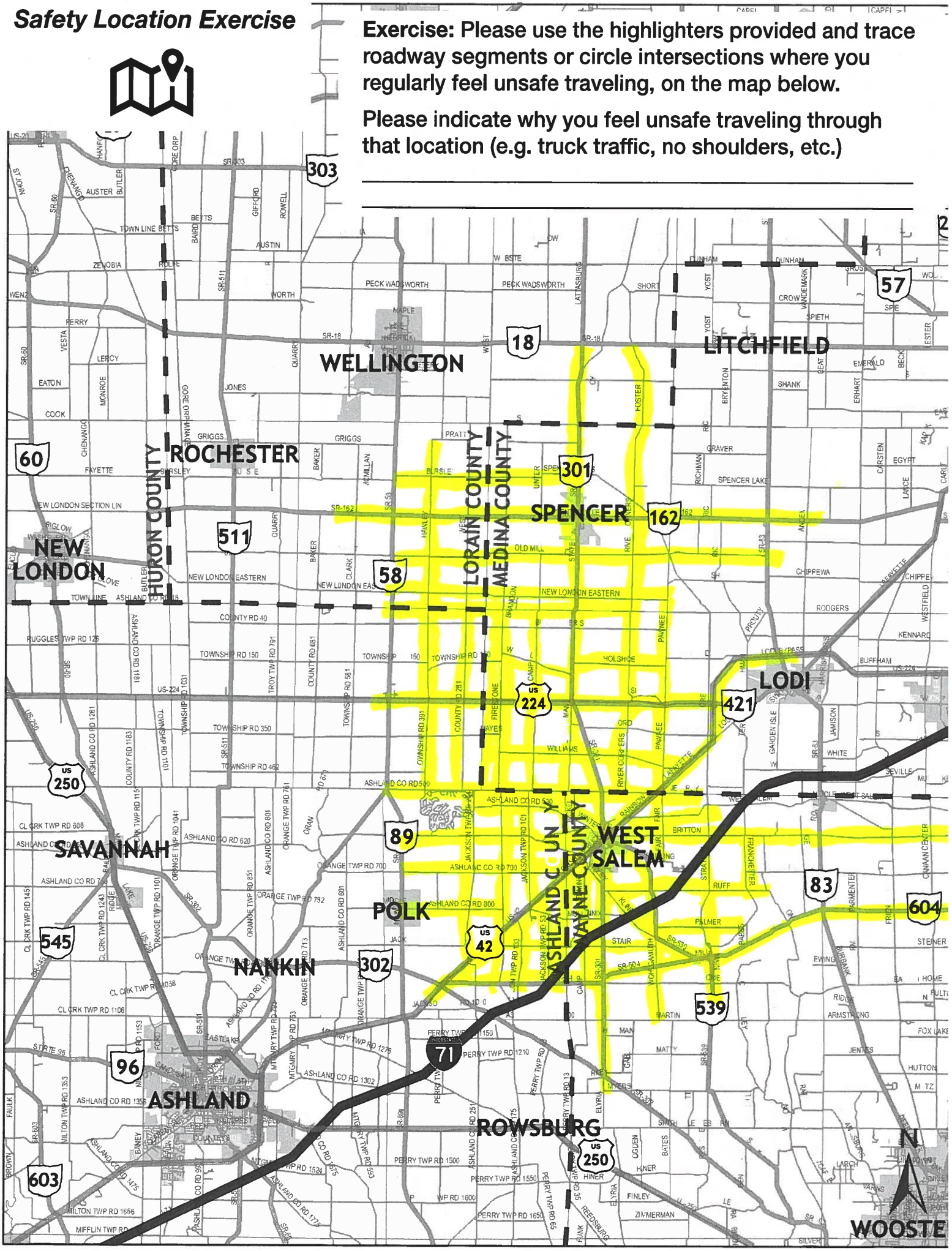

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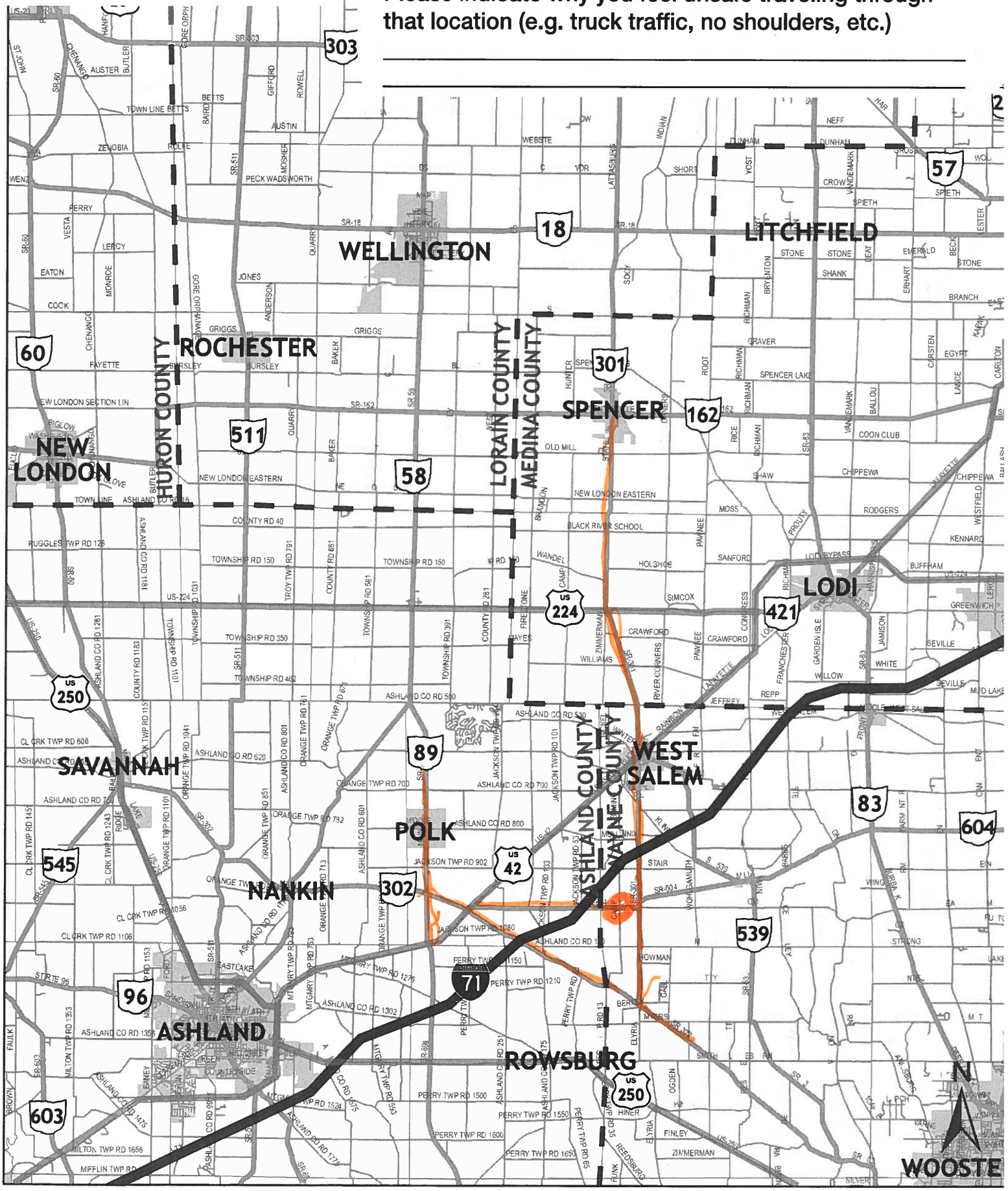

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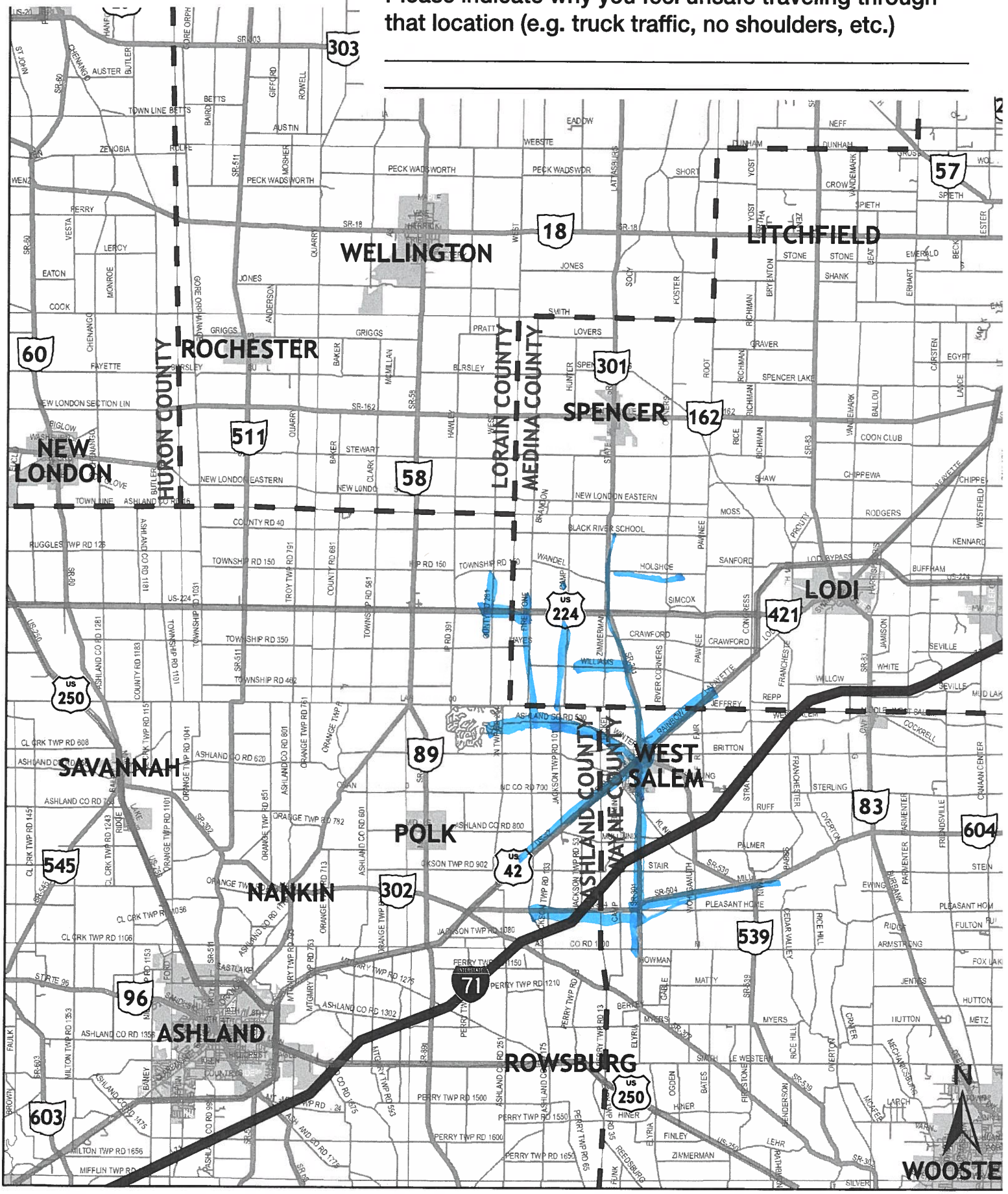
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

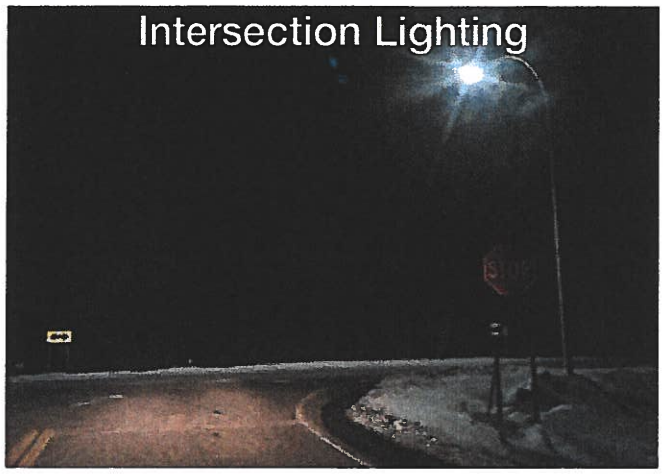
Upgrade Signage

Buggy ***Walk/Bike***

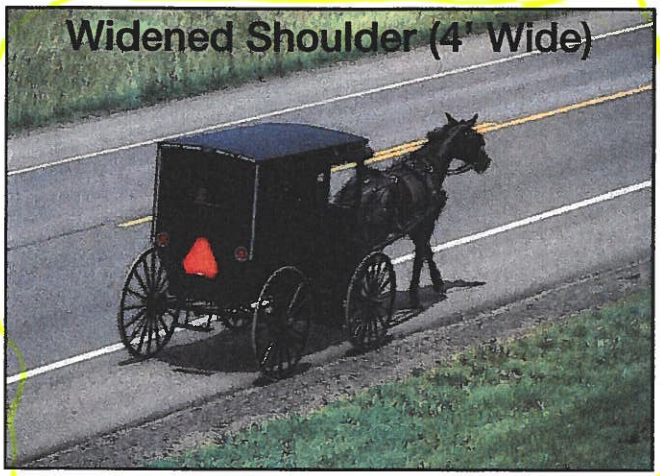




Intersection Lighting



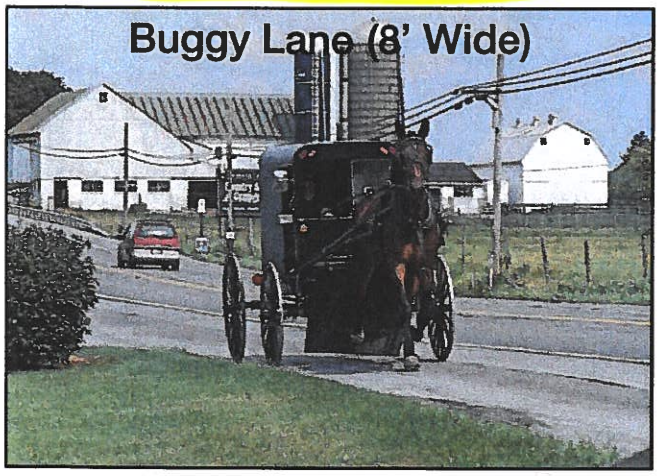
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

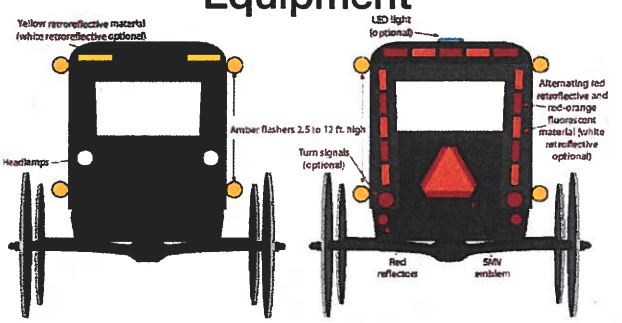


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

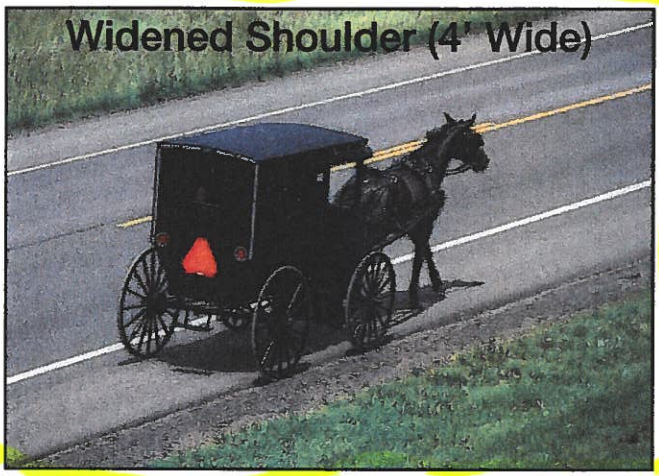




Intersection Lighting



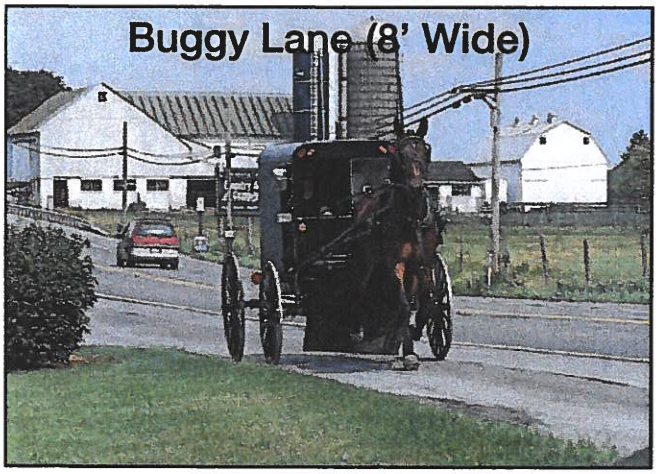
Widened Shoulder (4' Wide)



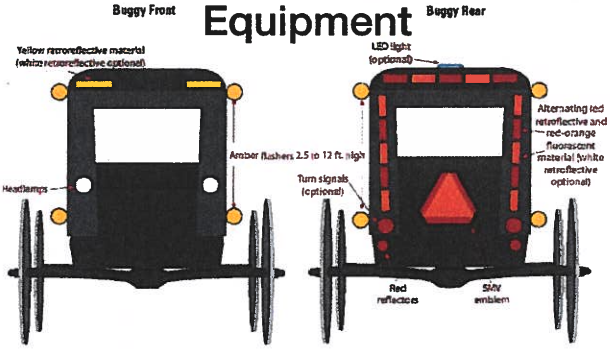
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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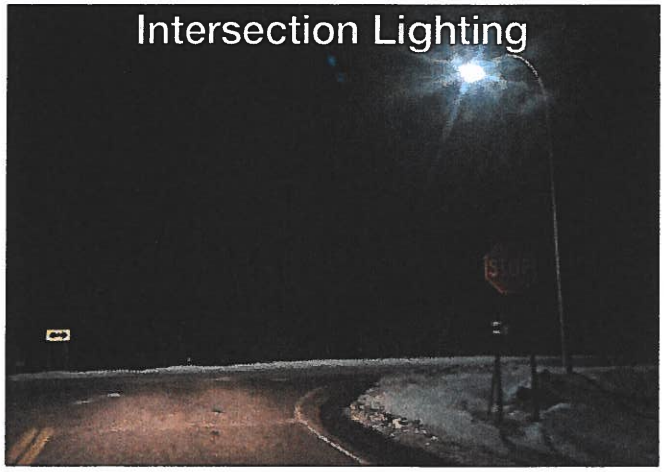
Upgrade Signage

Buggy ***Walk/Bike***

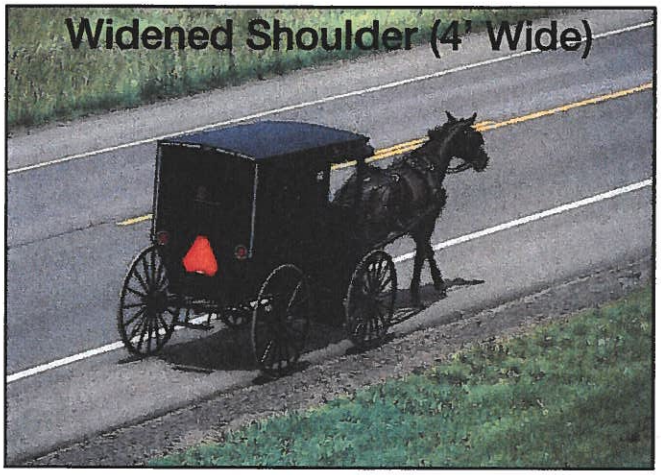




Intersection Lighting



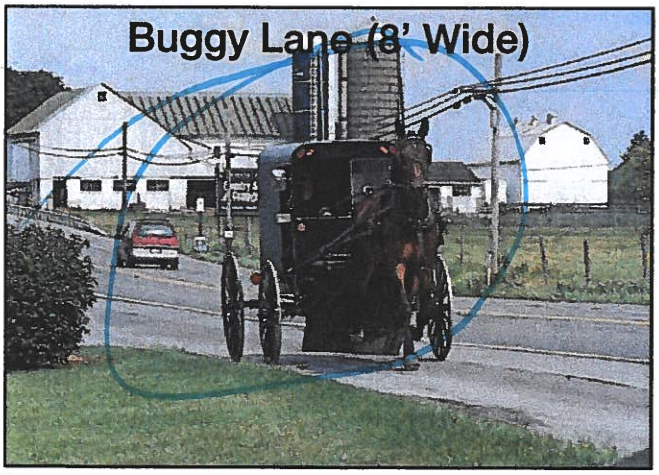
Widened Shoulder (4' Wide)



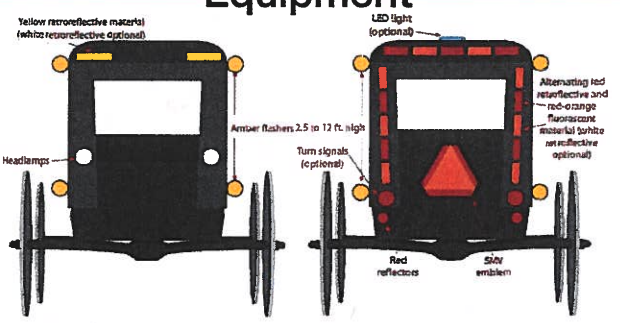
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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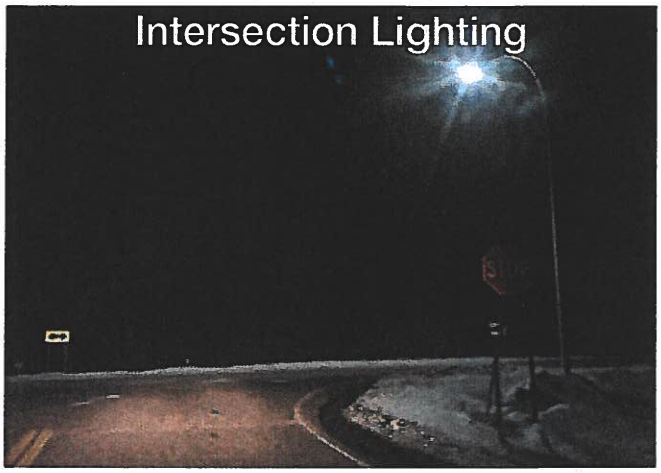
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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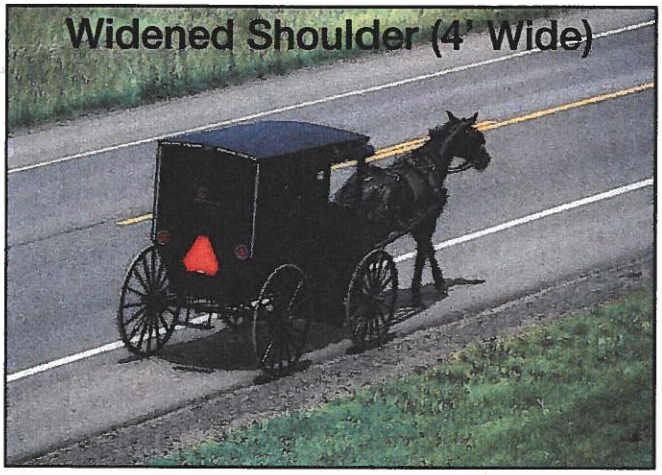
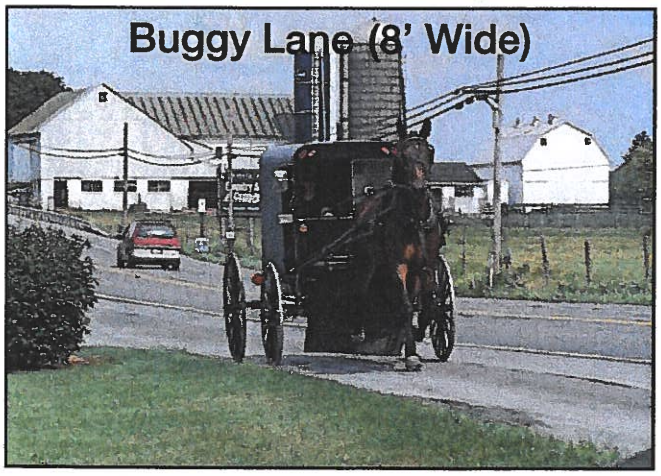


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

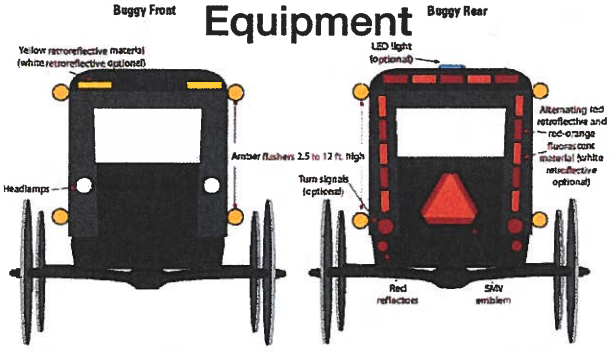


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

We are always Scared When we travel the road and meet a motorize Vehicle and See the drive on the Phone or passing on No passing Zones.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

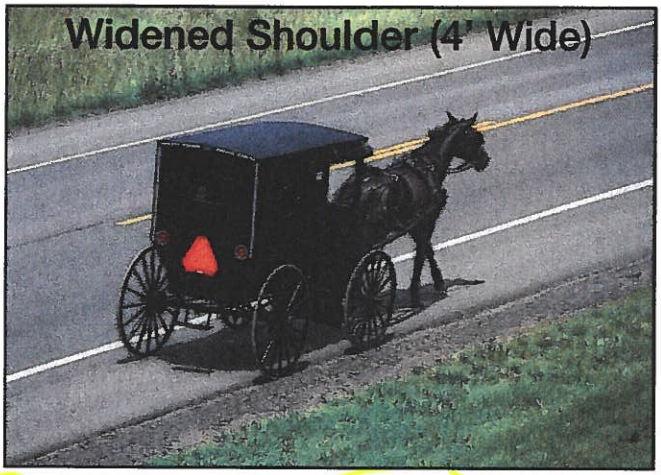




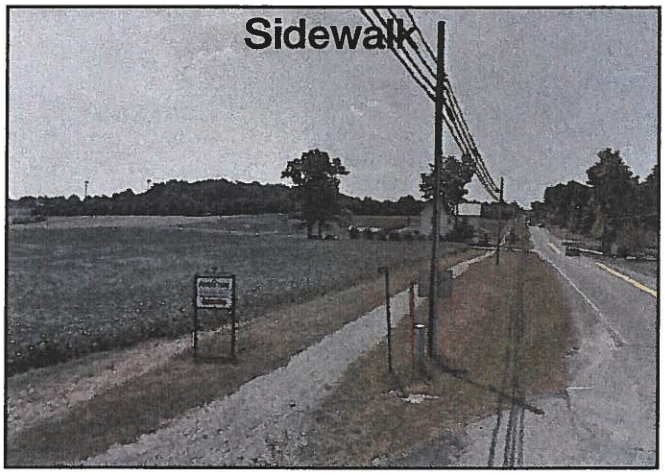
Intersection Lighting



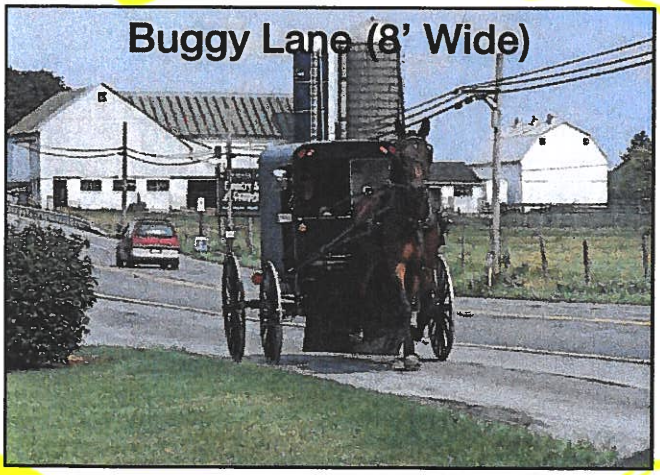
Widened Shoulder (4' Wide)



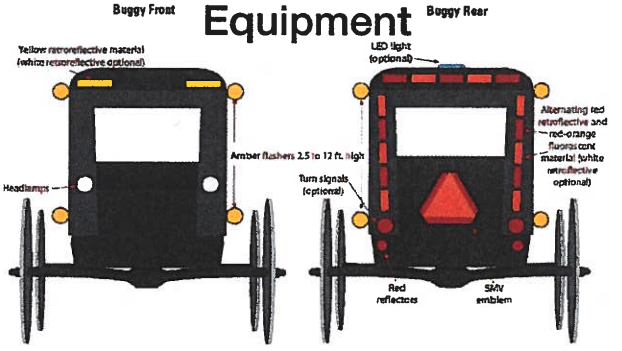
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

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Improvements Exercise

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Upgrade Signage

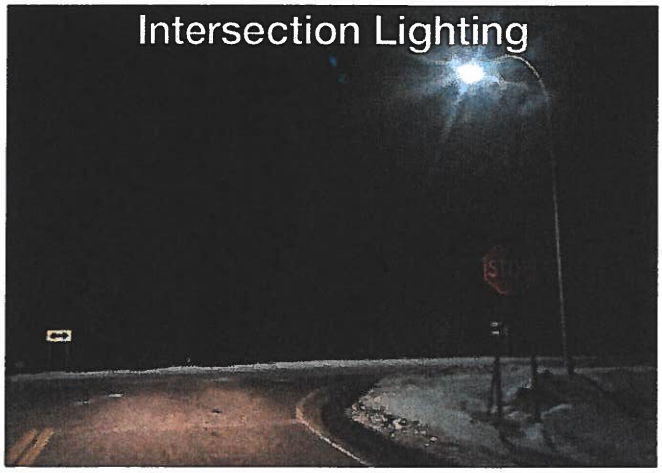
Buggy



Walk/Bike



Intersection Lighting



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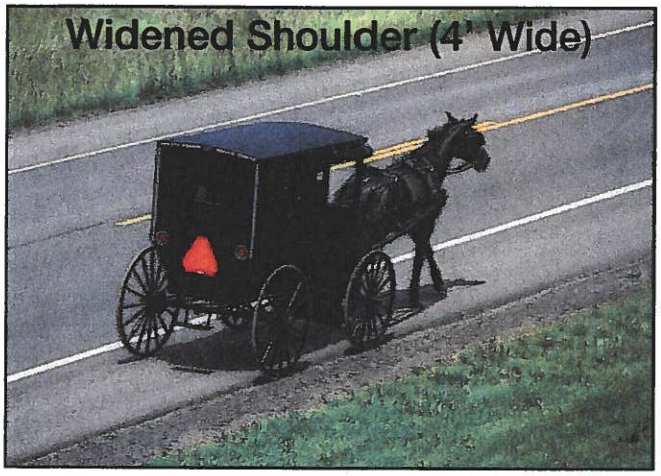
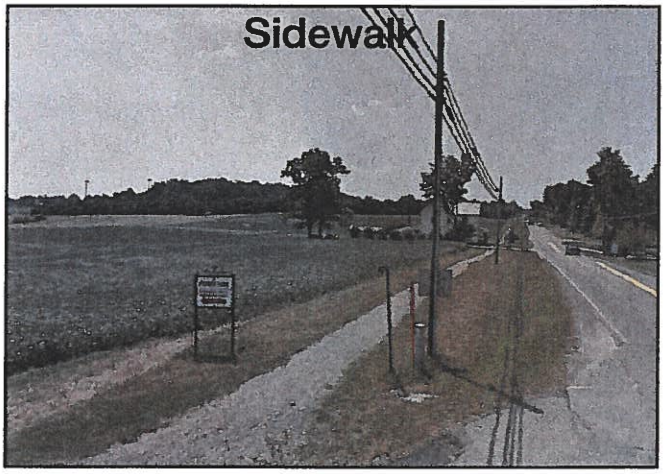
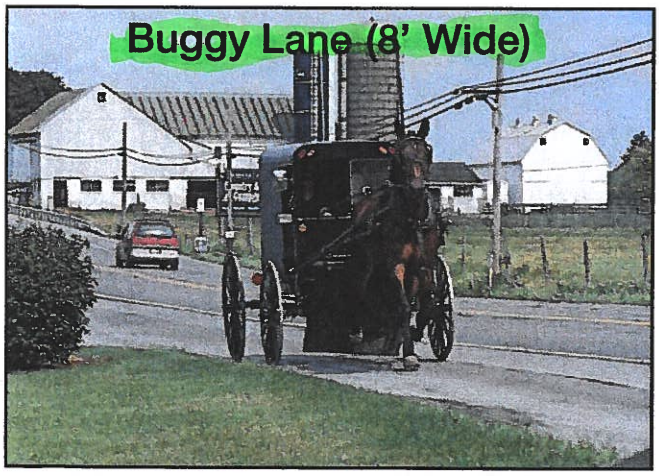


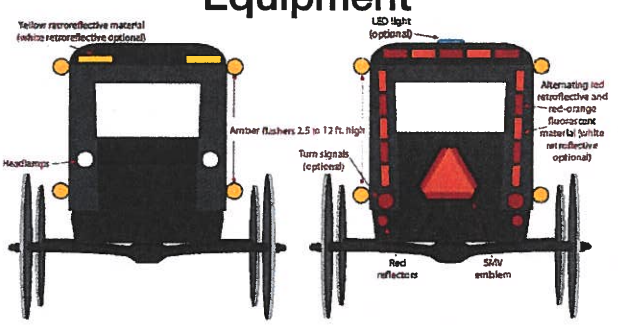
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

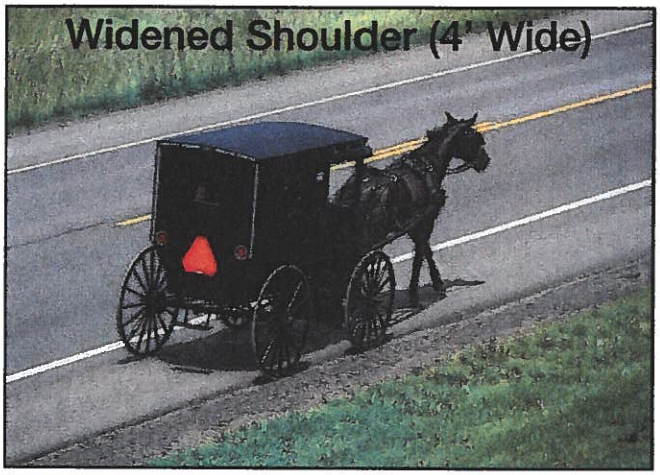




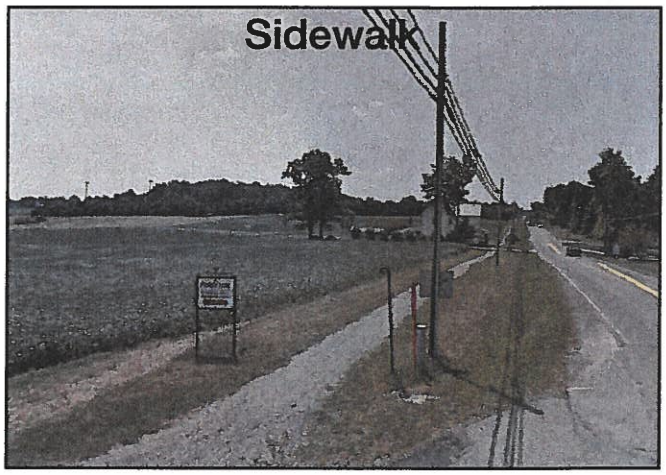
Intersection Lighting



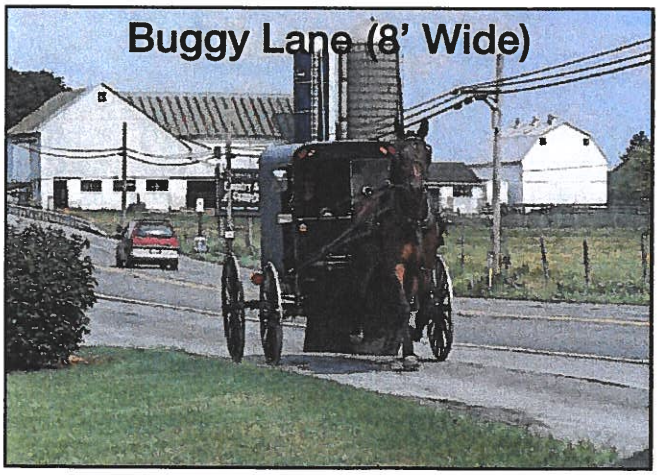
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

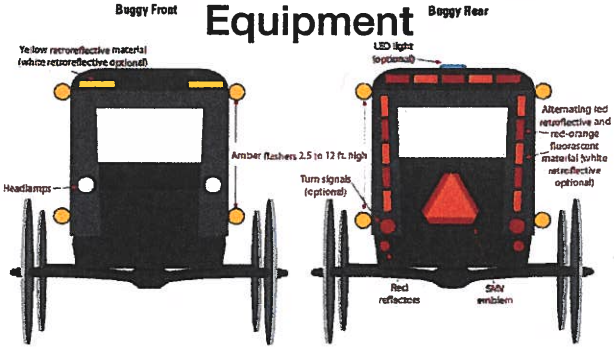


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy Lane 8' Wide

Improvements Exercise

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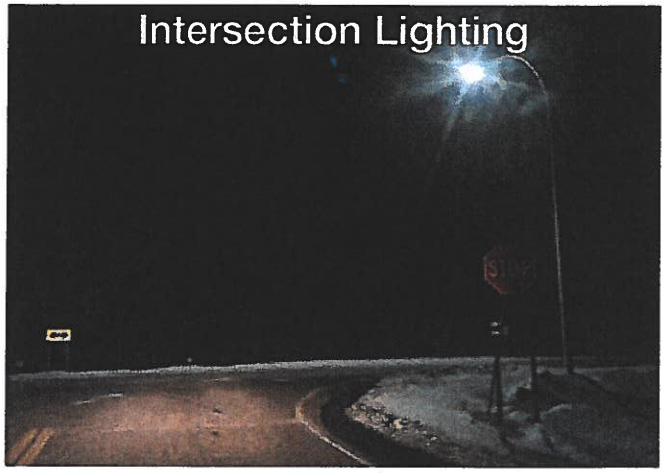
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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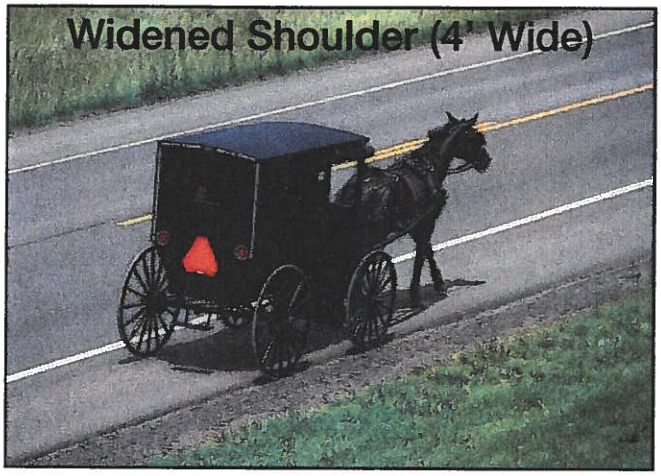
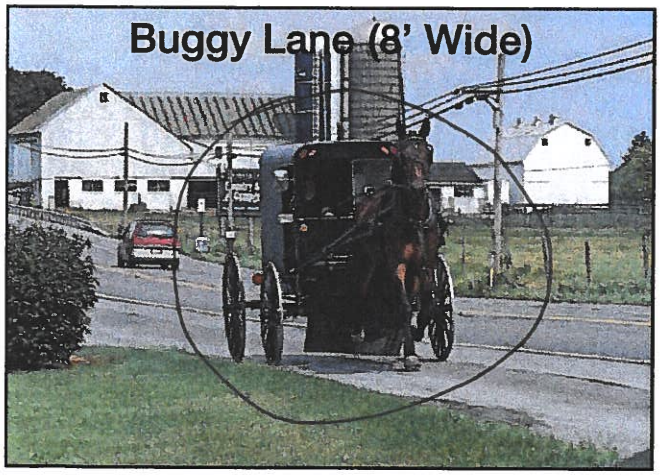


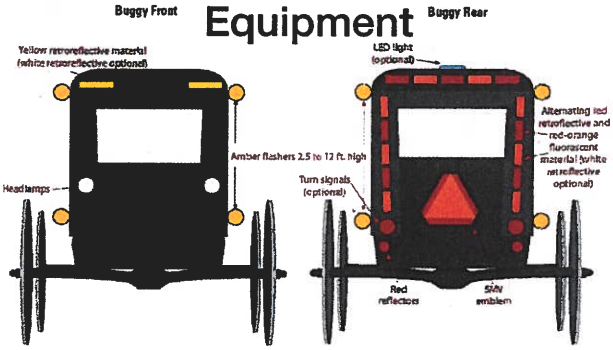
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

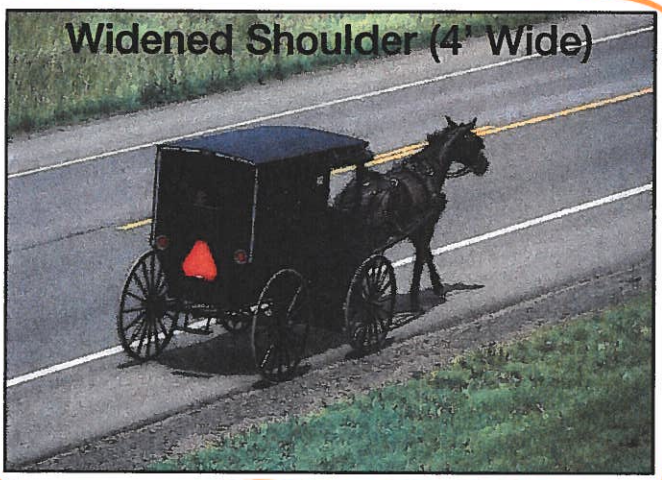




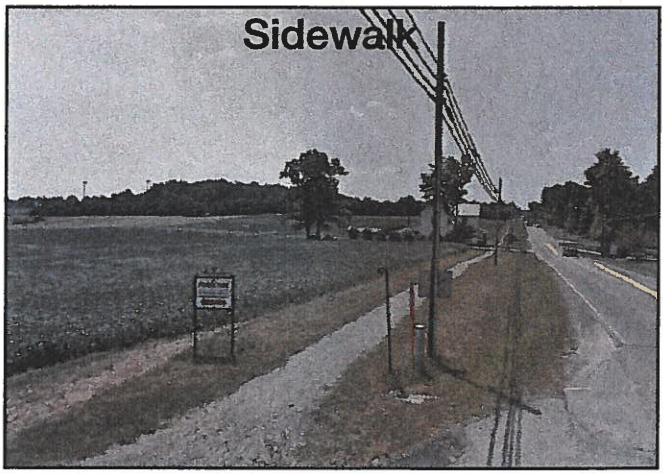
Intersection Lighting



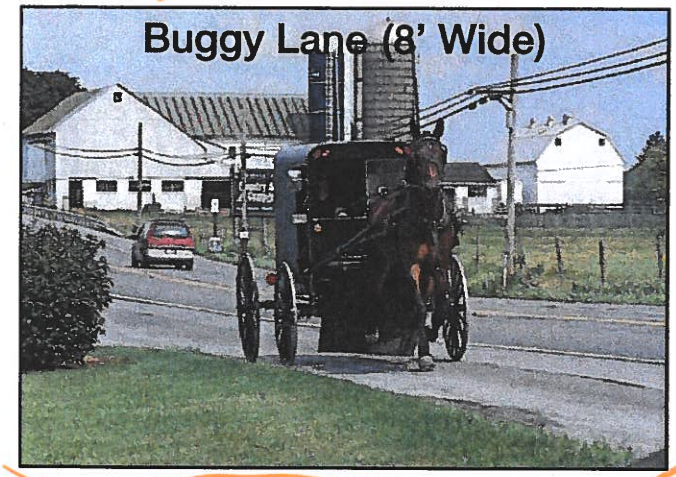
Widened Shoulder (4' Wide)



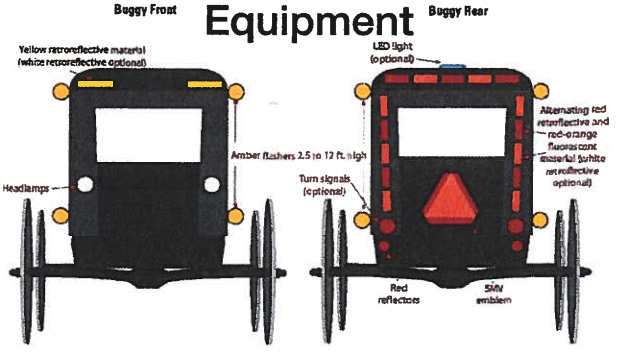
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Improvements Exercise

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This can cause buggy lighting less visible.

Upgrade Signage

Buggy ***Walk/Bike***

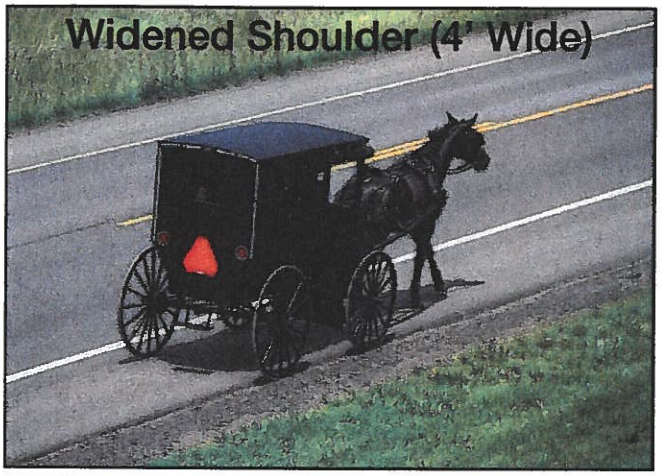




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk

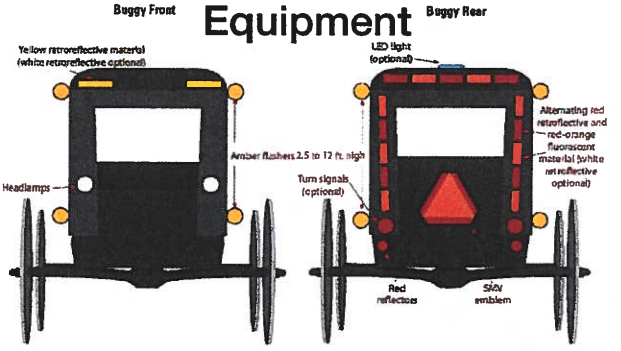


This is great ↓

Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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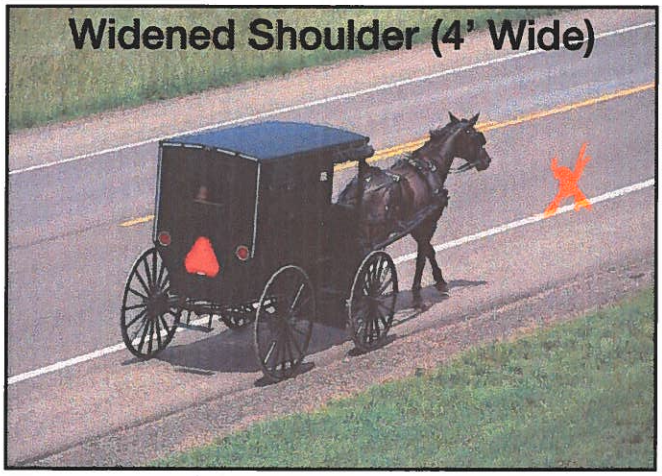
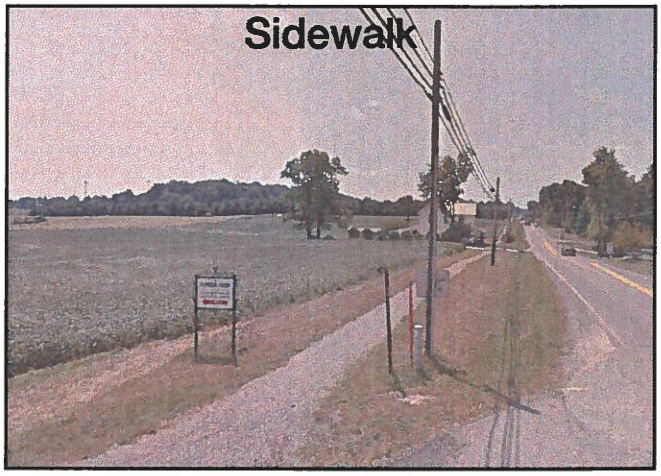


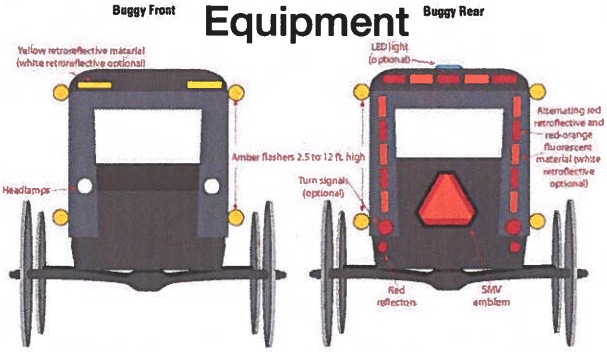
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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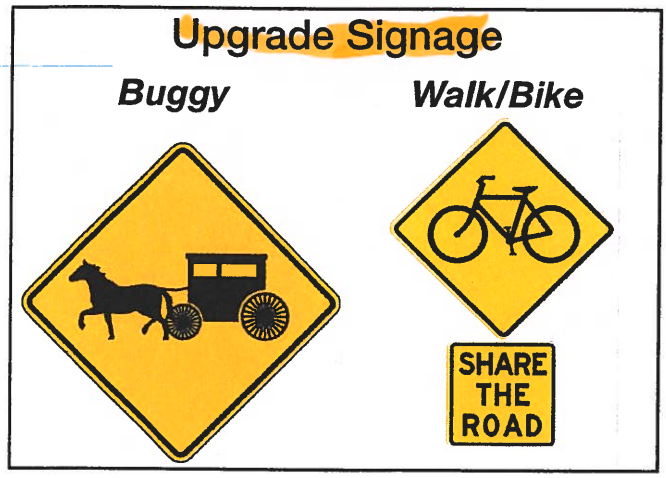
Upgrade Signage

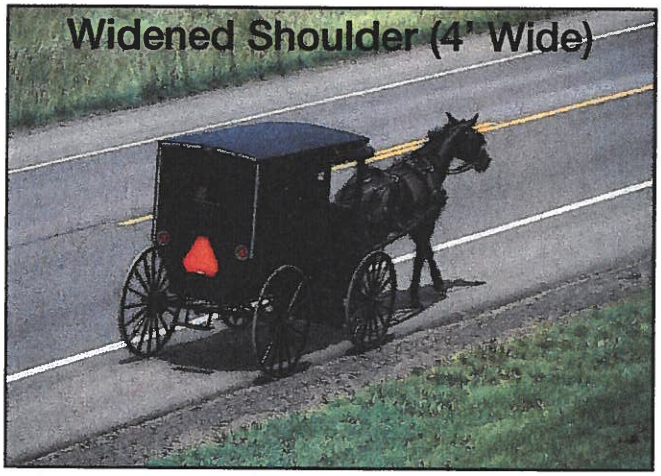
Buggy ***Walk/Bike***



Intersection Lighting



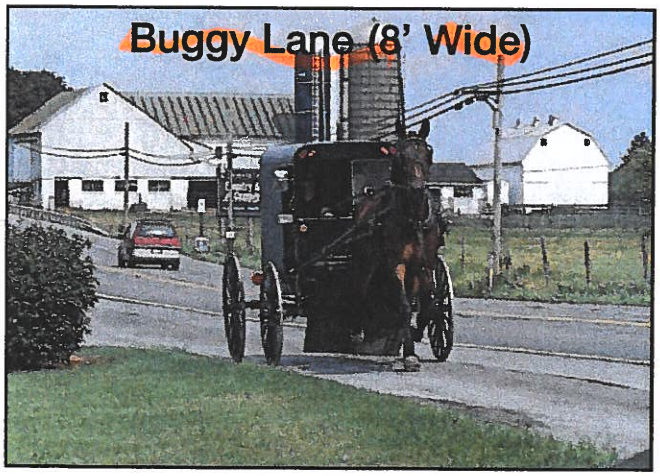
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

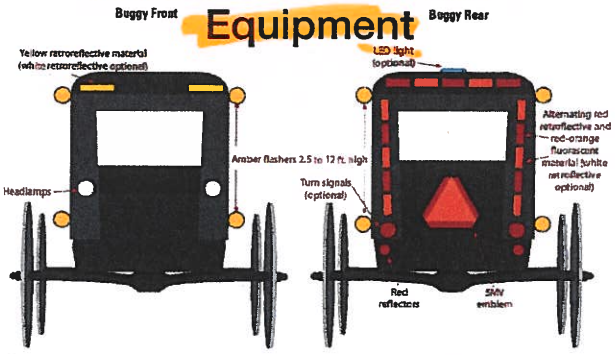


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

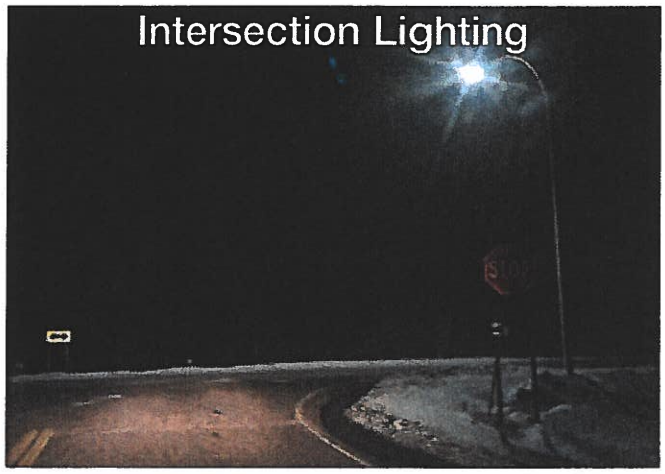
Upgrade Signage

Buggy ***Walk/Bike***

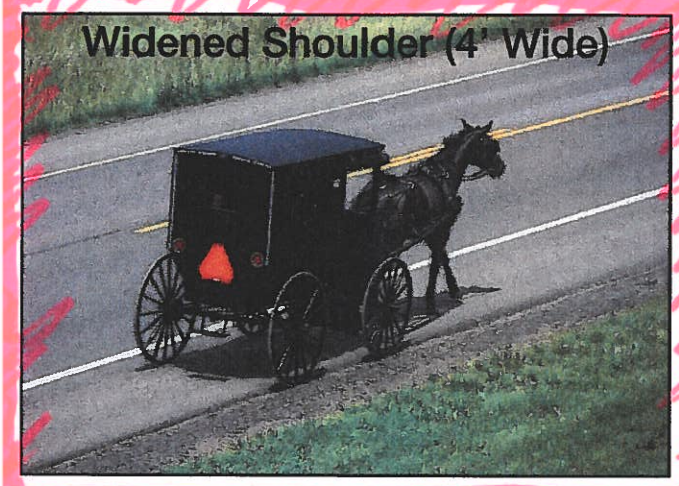




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

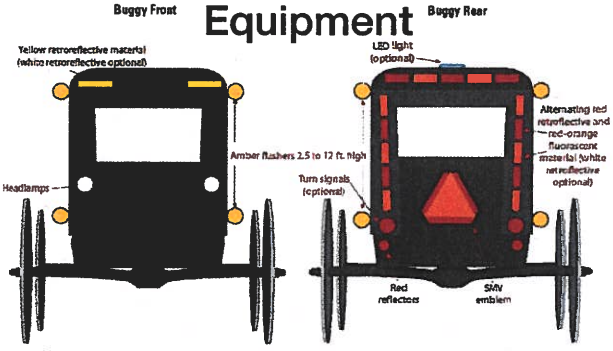


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

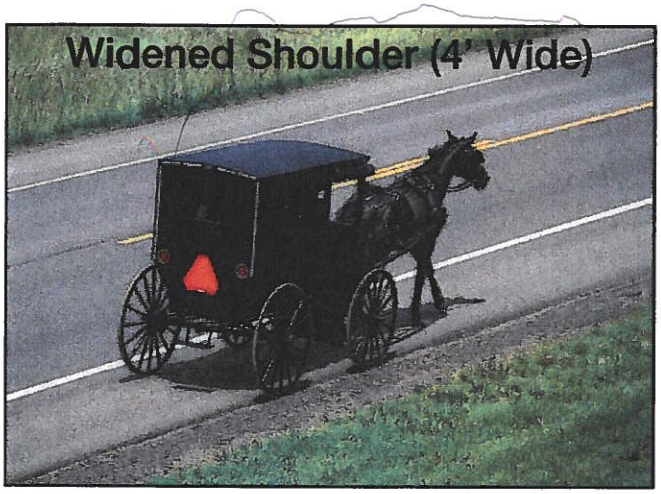




Intersection Lighting



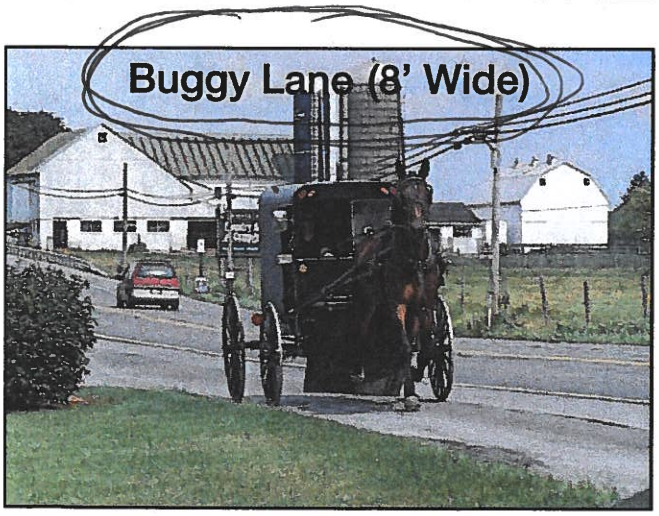
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

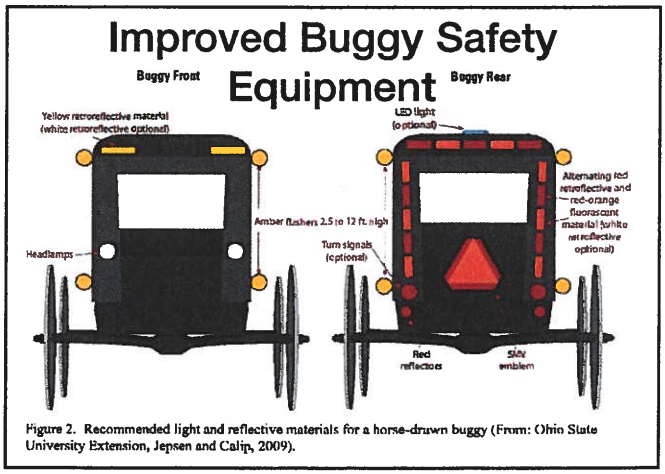


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Driveway reflectors in driveways tend to look like/similar to how a buggy is equiped to look.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

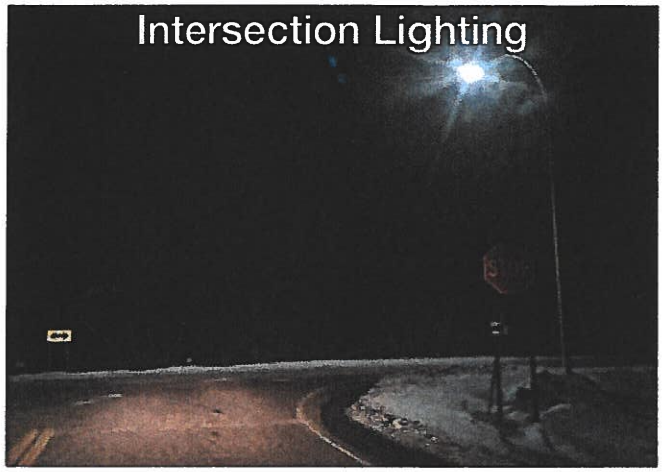
Upgrade Signage

Buggy ***Walk/Bike***

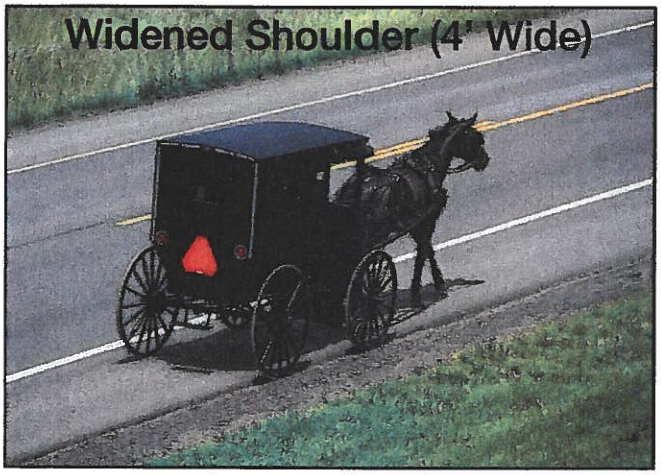




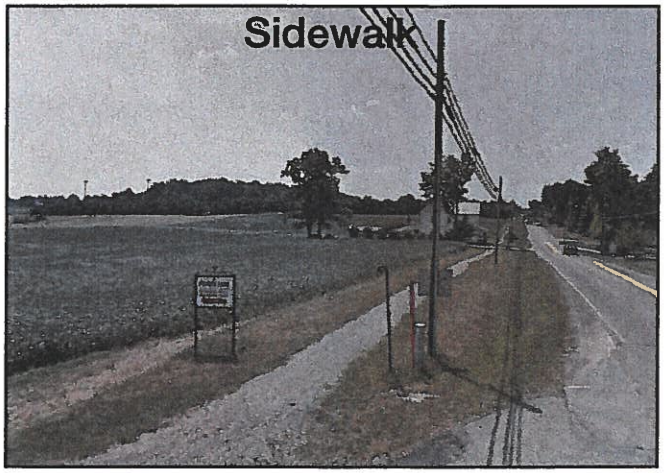
Intersection Lighting



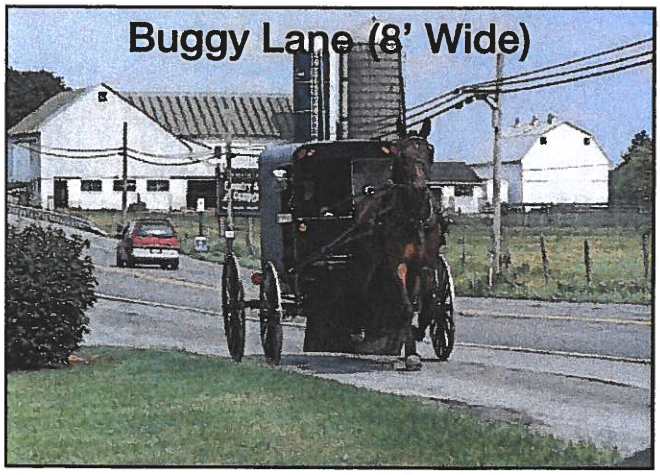
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Widening the roads will not help unless we put lights on our Buggys

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

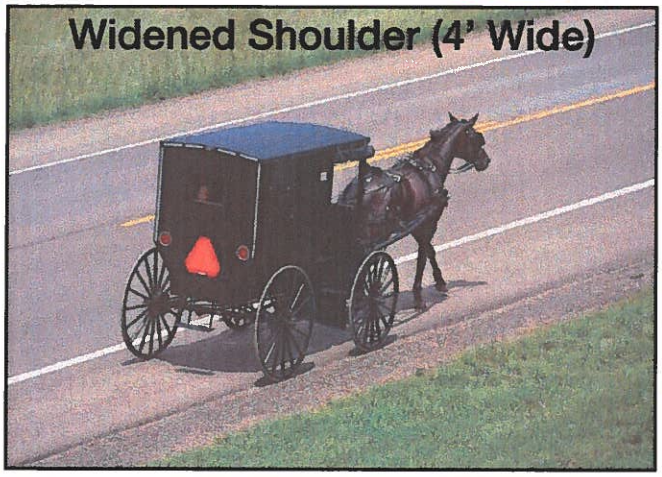




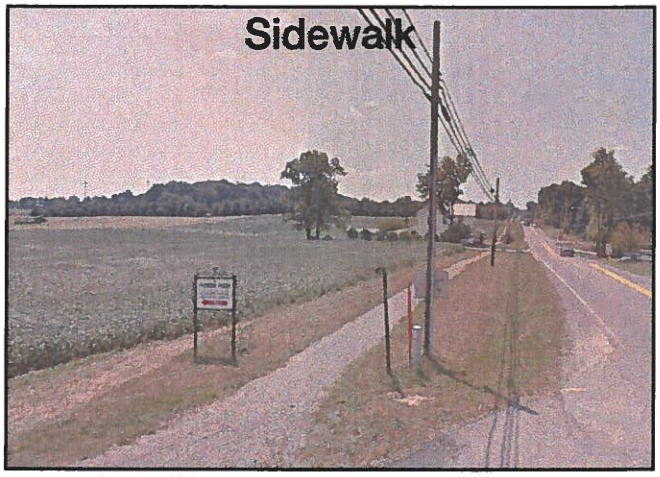
Intersection Lighting



Widened Shoulder (4' Wide)



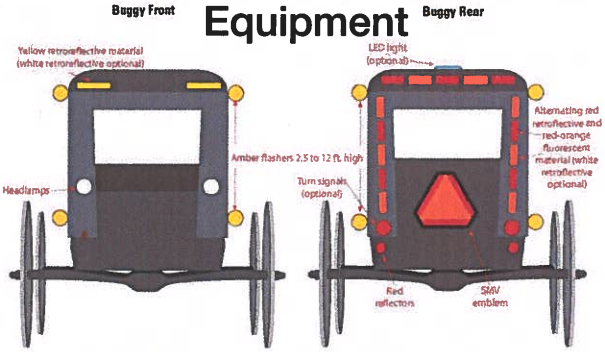
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

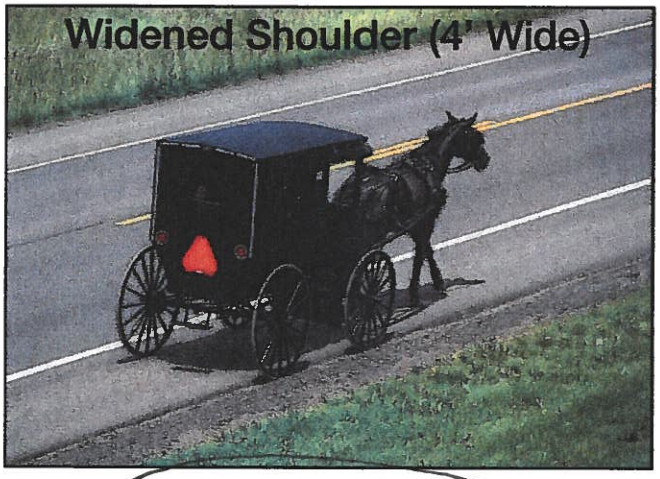




Intersection Lighting



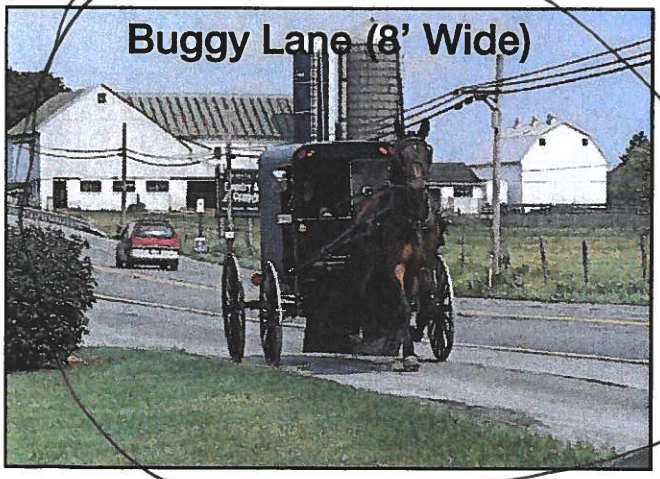
Widened Shoulder (4' Wide)



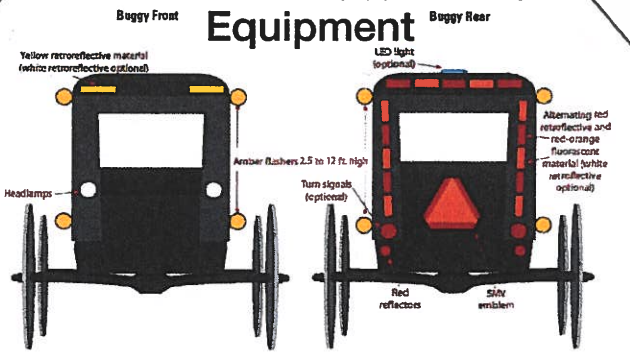
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

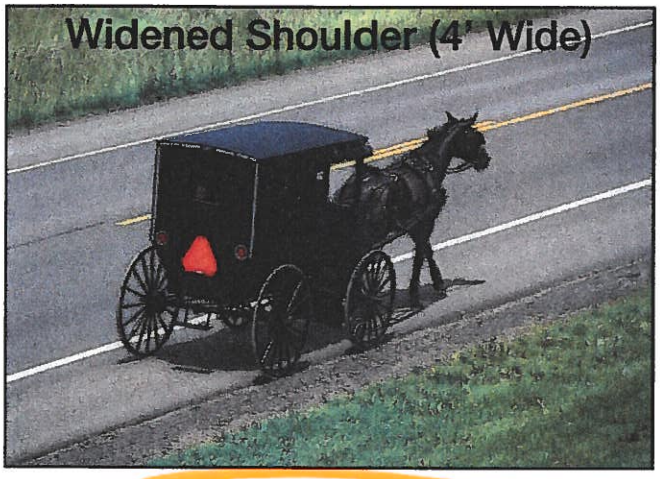




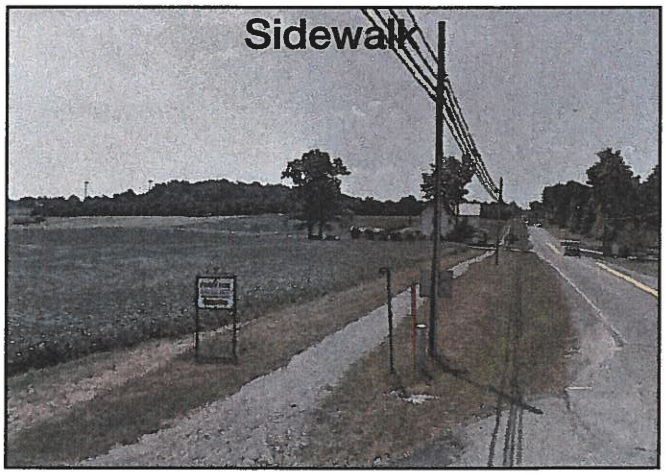
Intersection Lighting



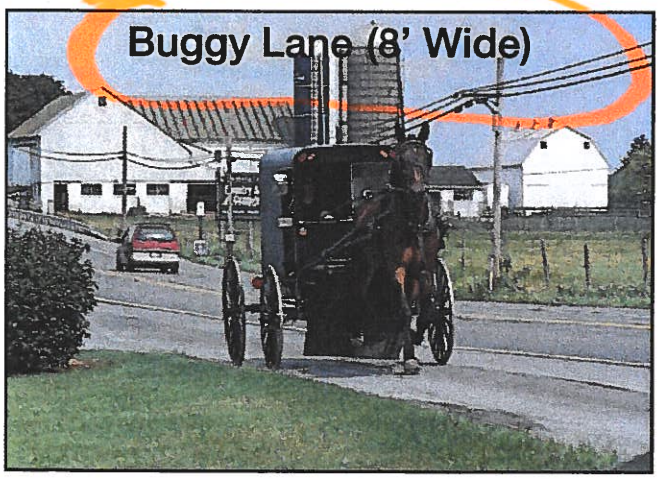
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

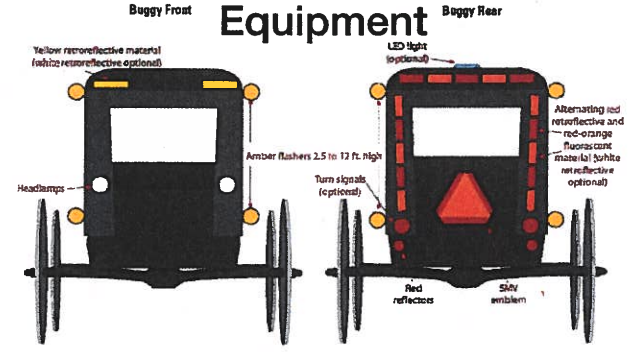


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I am afraid widening the shoulder will only get us off roadways and will only get ~~t~~ traffic to risk that also

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

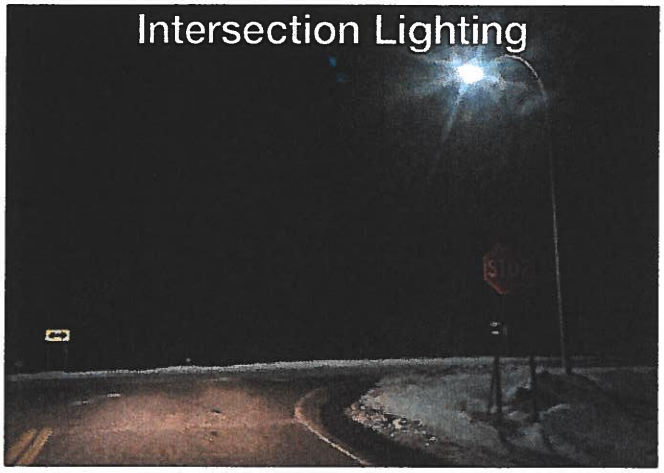
Upgrade Signage

Buggy ***Walk/Bike***

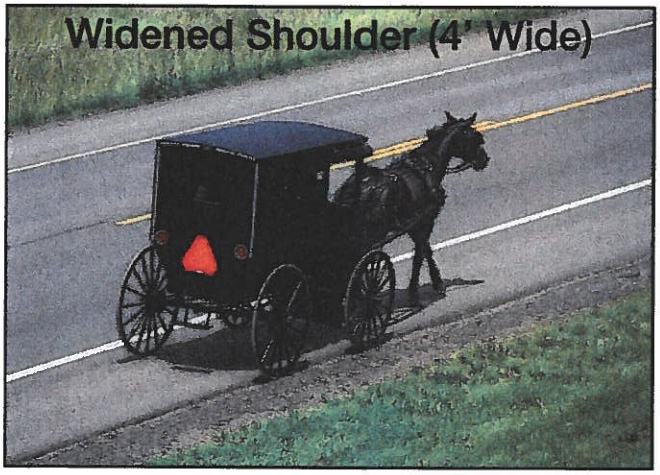




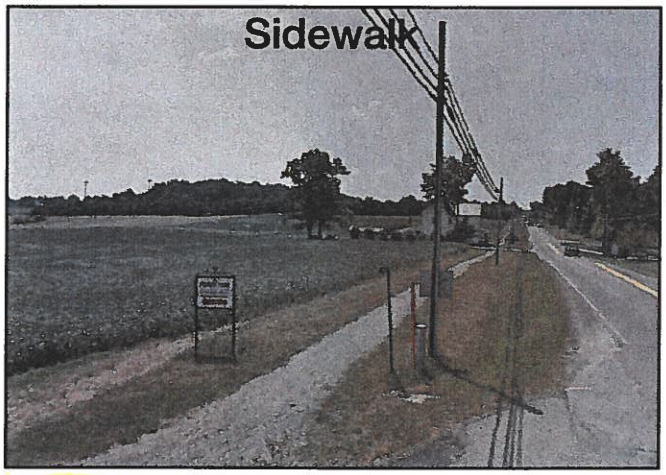
Intersection Lighting



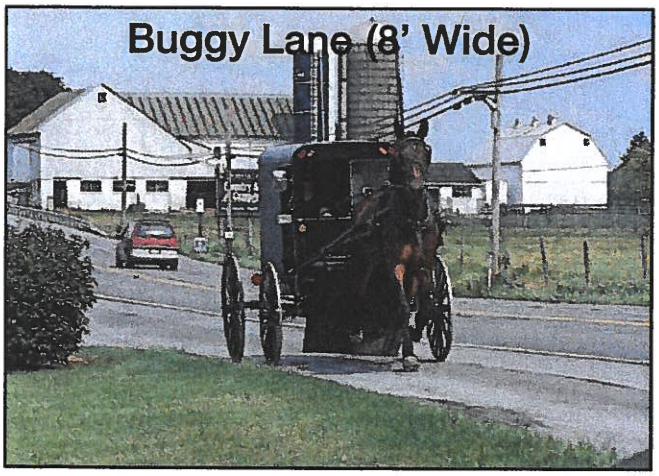
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

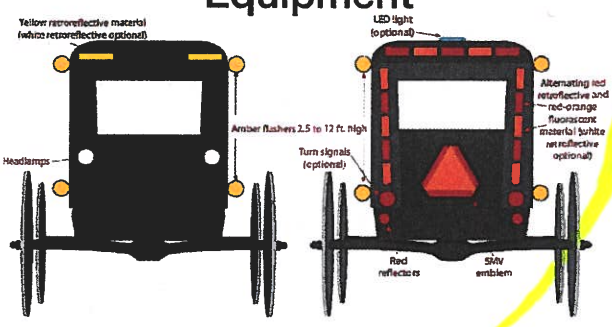


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

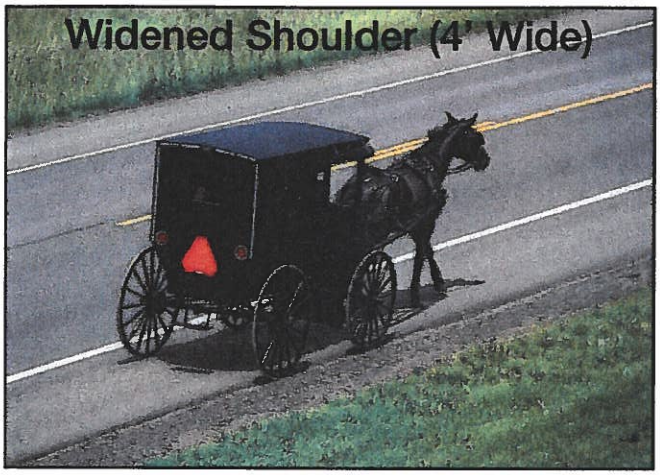




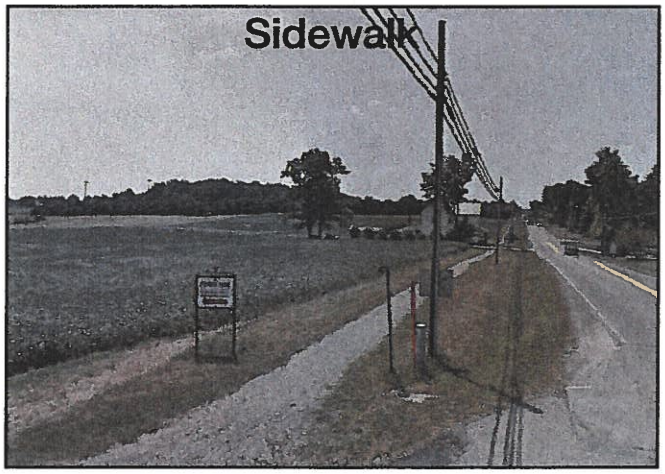
Intersection Lighting



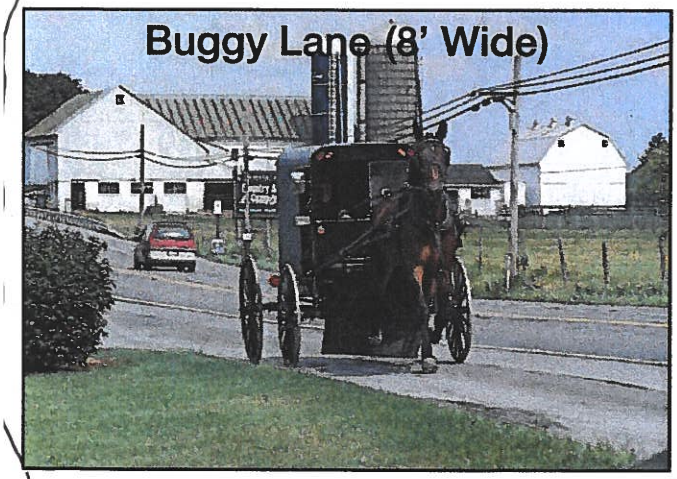
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

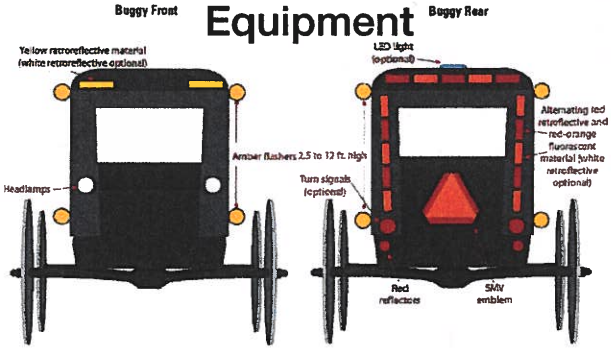


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy Lane or Start at From West Salem to Lodi

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

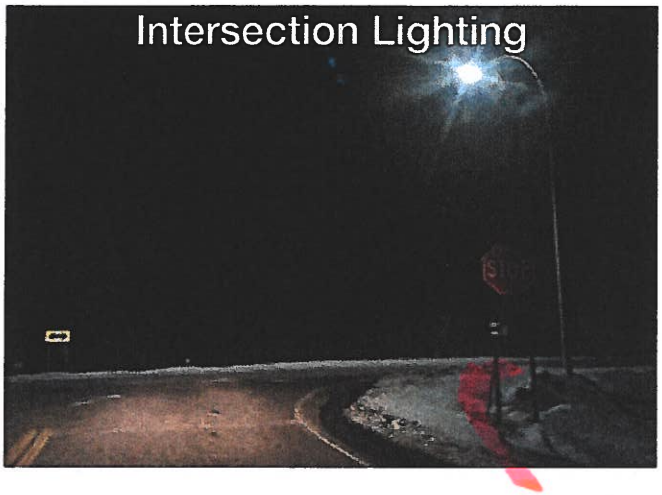
Upgrade Signage

Buggy ***Walk/Bike***

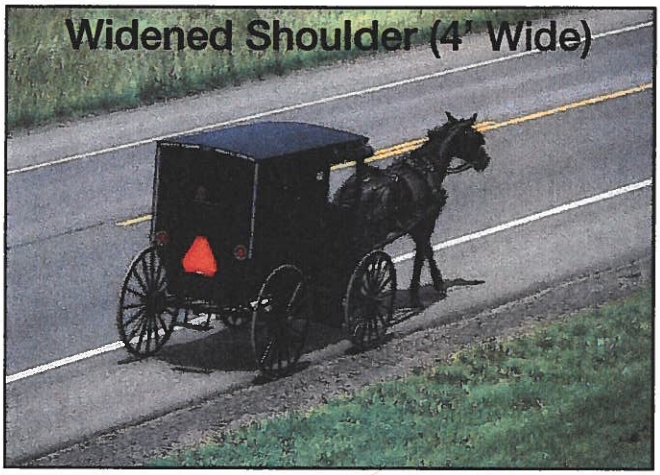




Intersection Lighting



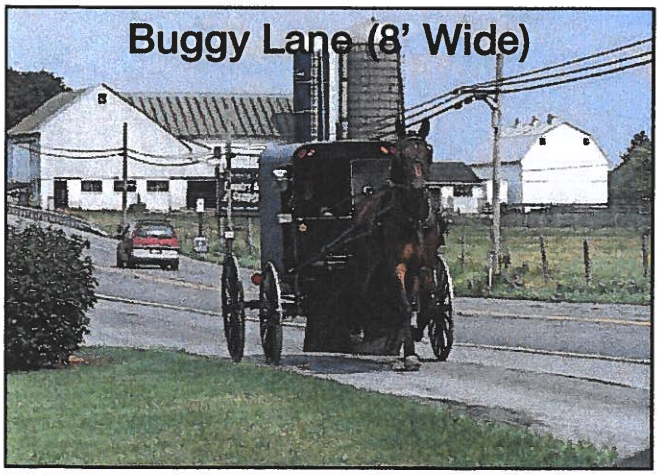
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

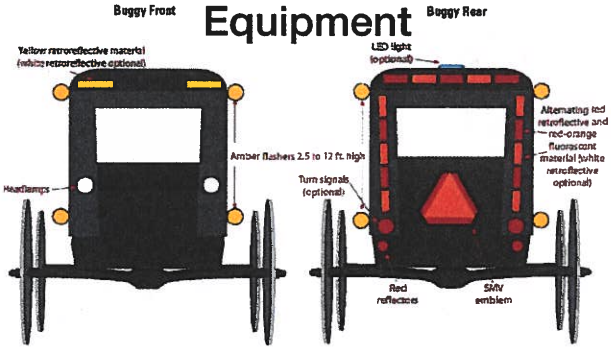


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Improvements Exercise

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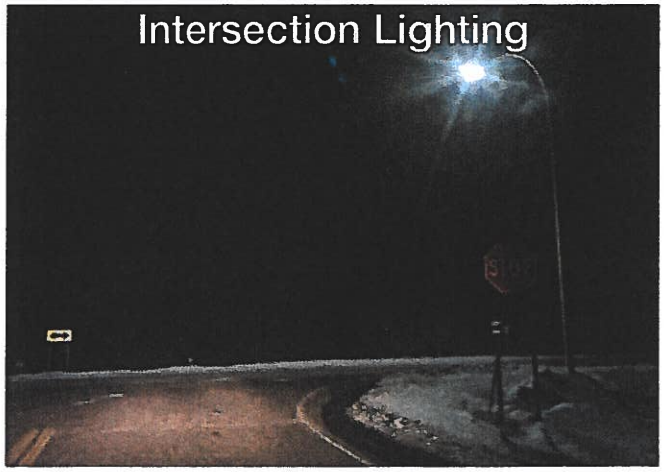
Upgrade Signage

Buggy ***Walk/Bike***

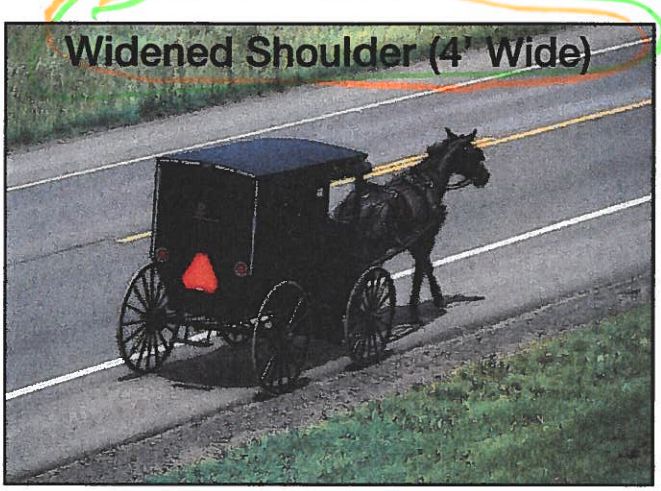




Intersection Lighting



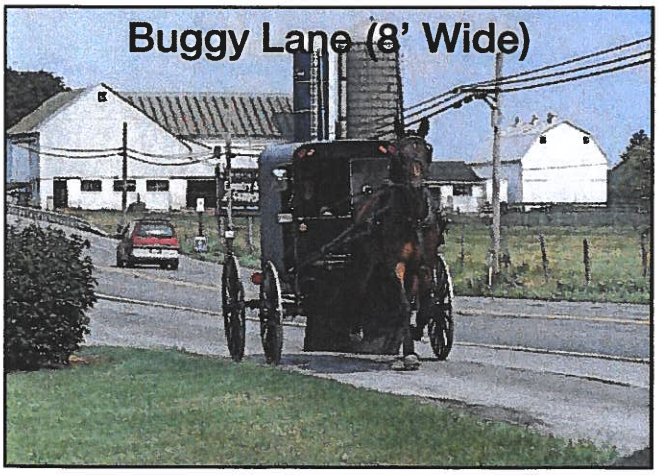
Widened Shoulder (4' Wide)



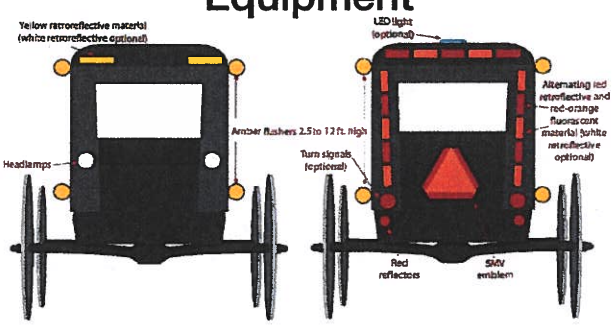
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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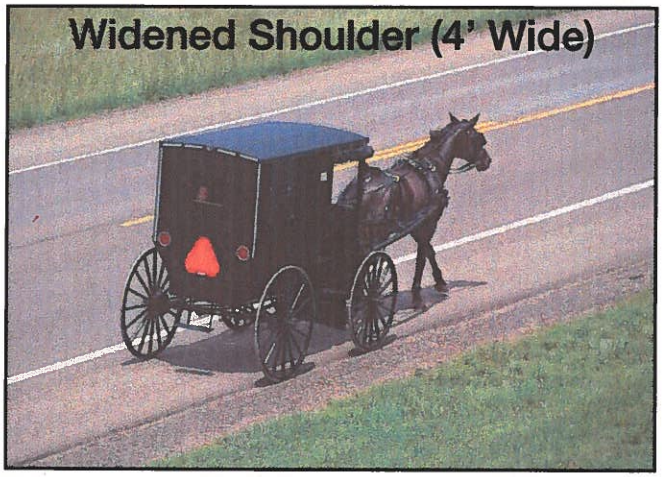
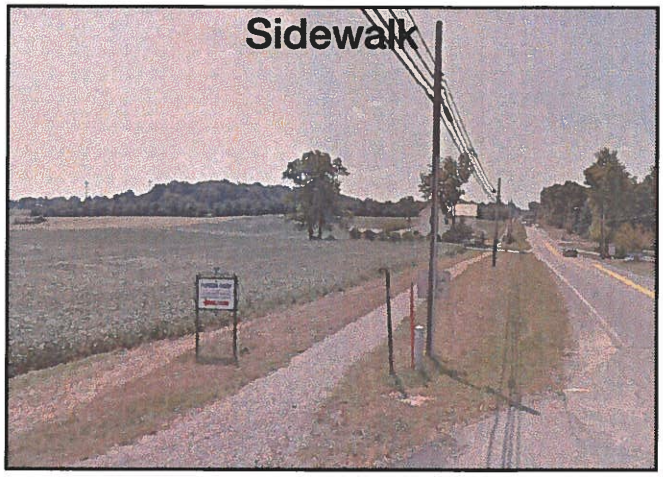


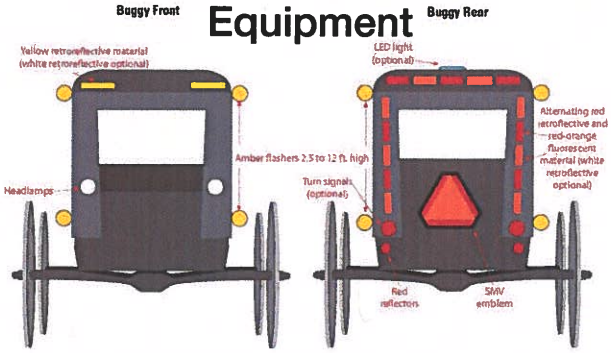
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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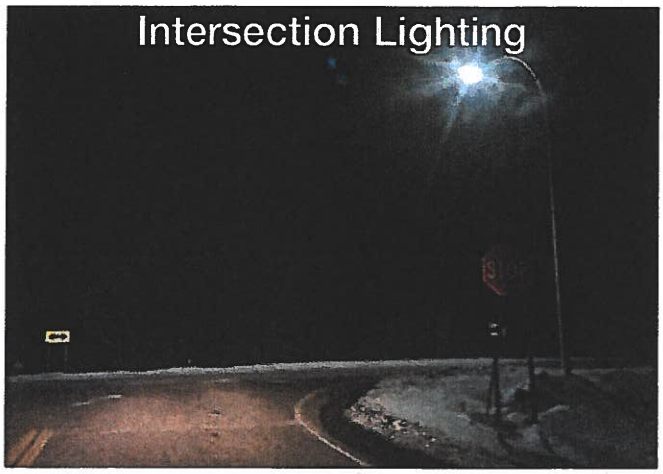
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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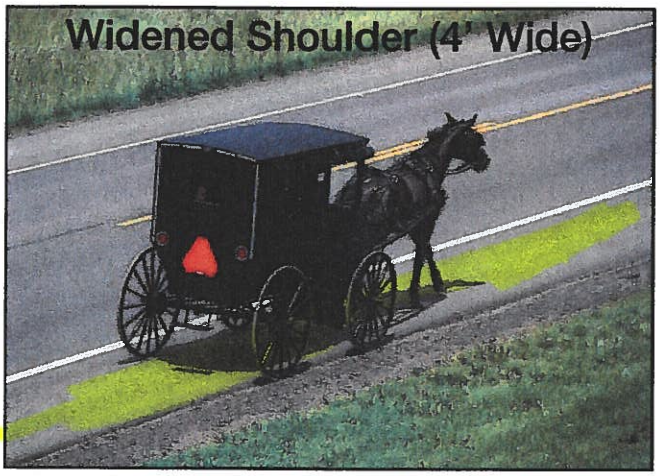
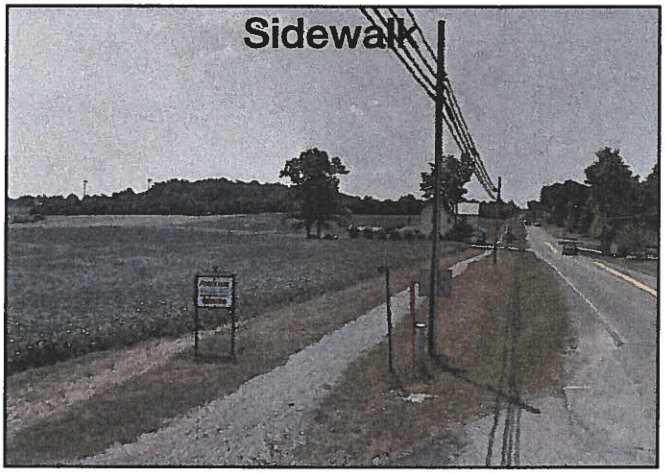


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

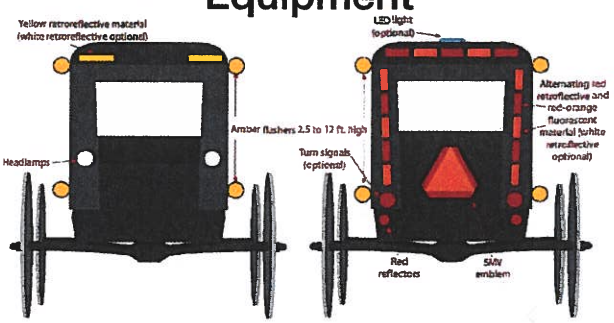


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Widend Shoulder would be a very good

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

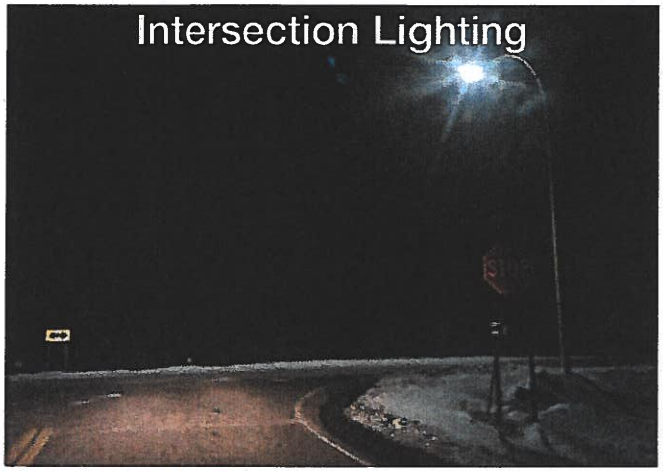
Upgrade Signage

Buggy ***Walk/Bike***

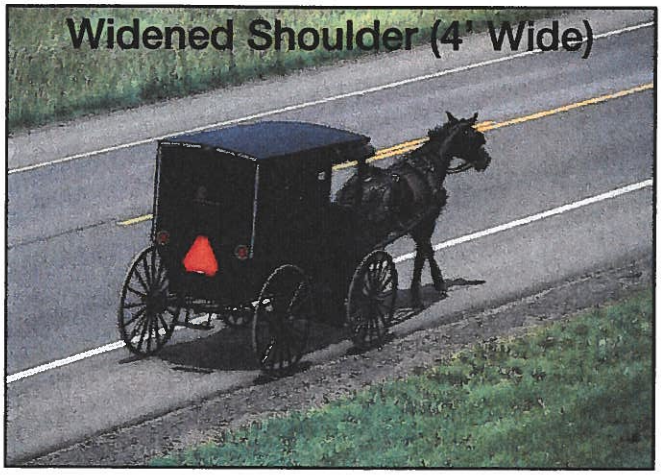




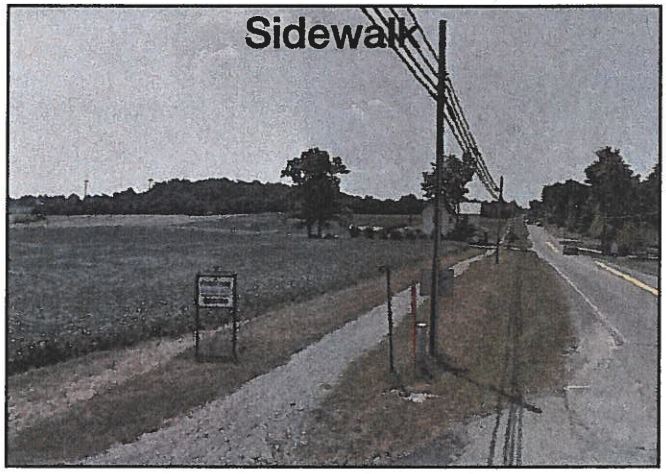
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane Would Be OK

Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

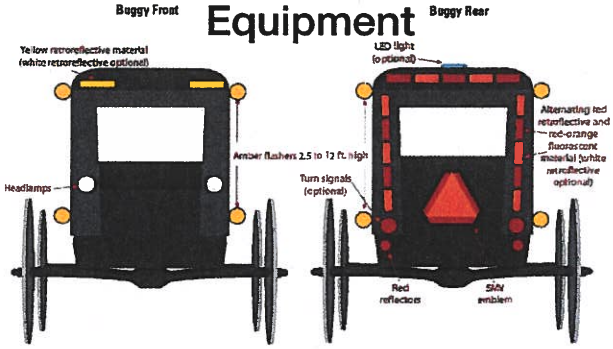


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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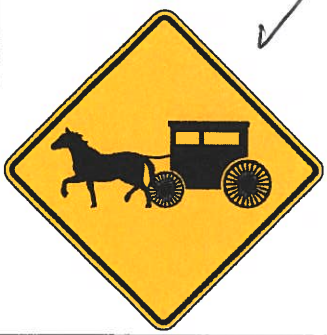
Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

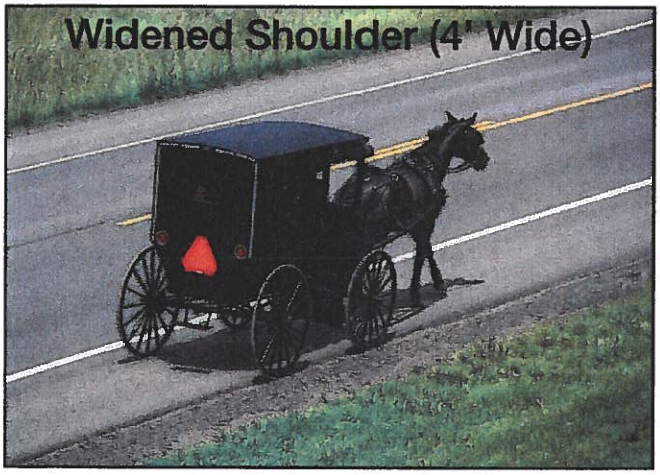




Intersection Lighting



Widened Shoulder (4' Wide)

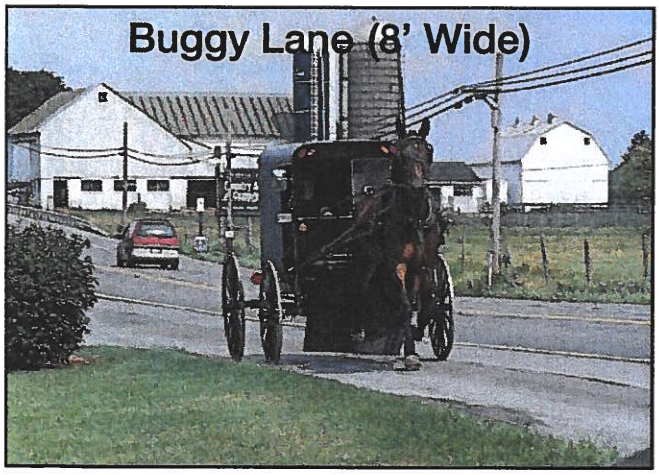


or

Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

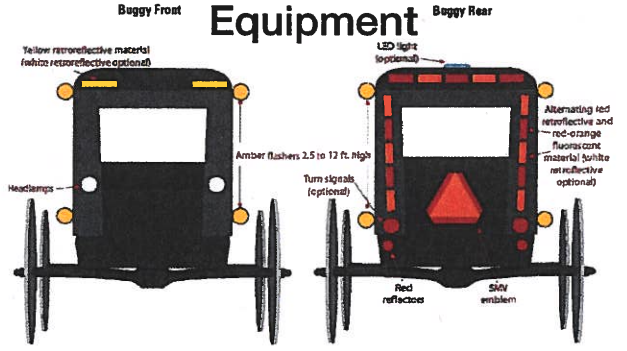


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

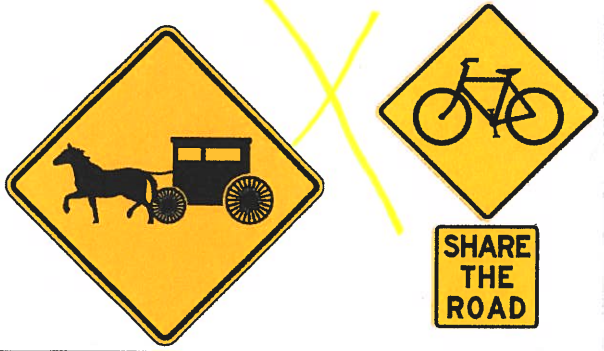
We could use some buggy lanes in this area

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

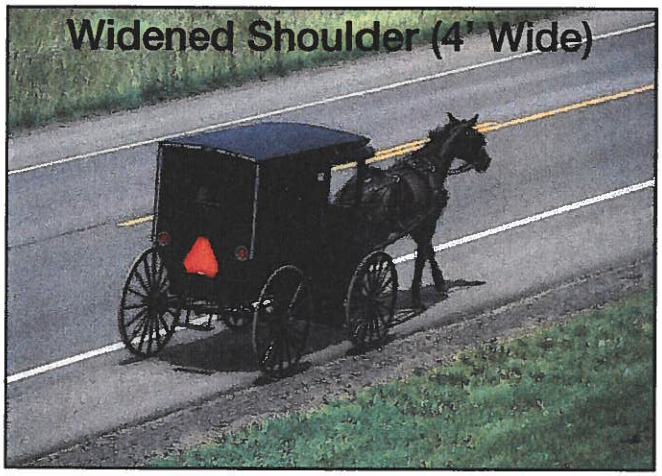
Buggy ***Walk/Bike***



Intersection Lighting



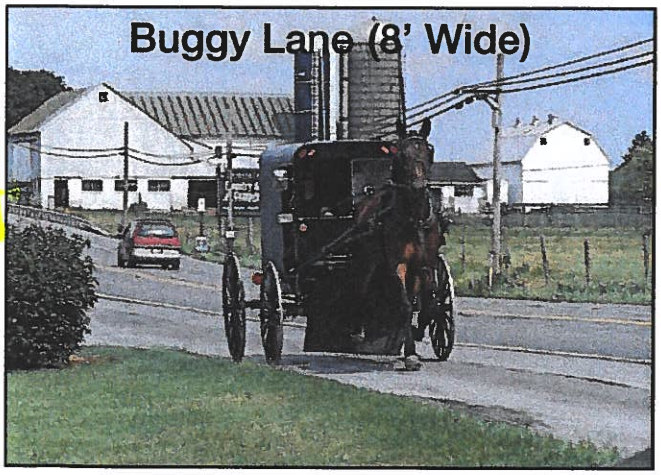
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

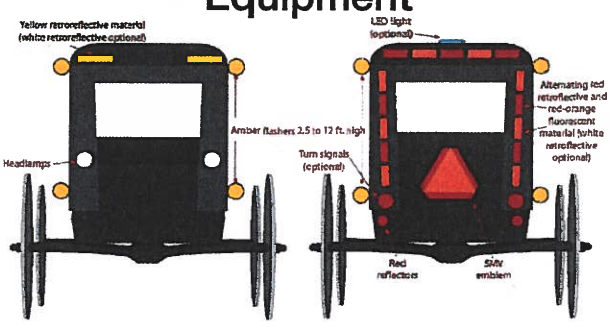


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

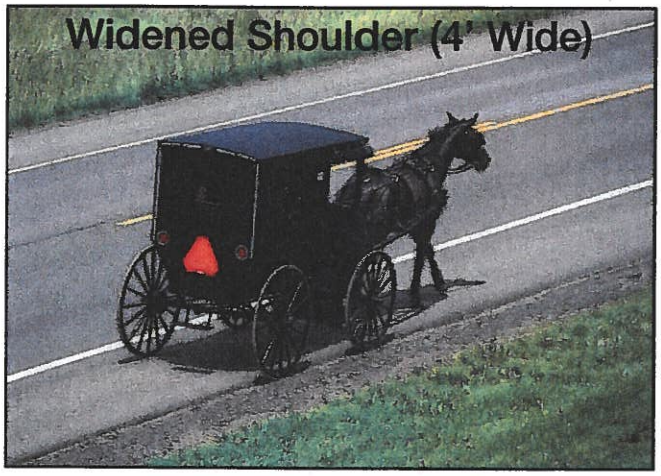




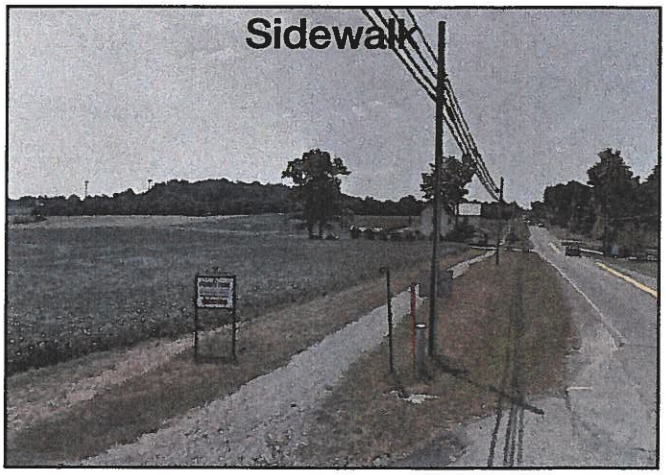
Intersection Lighting



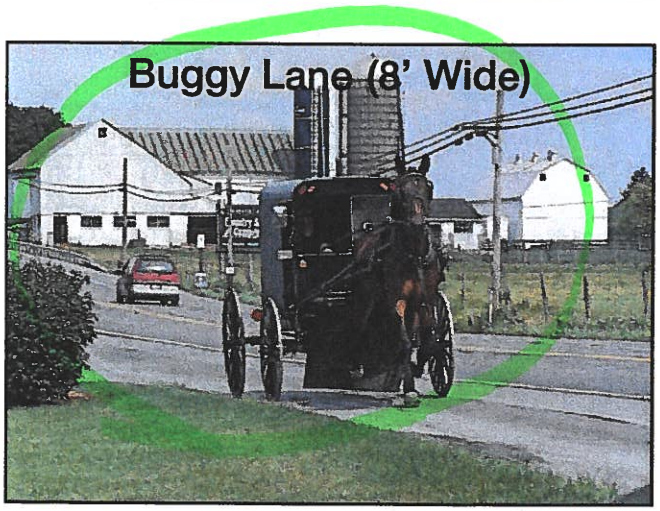
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

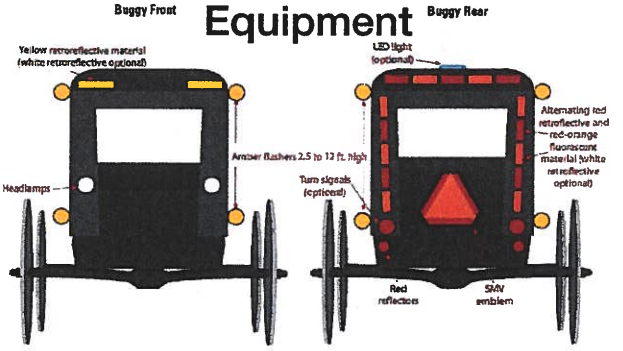


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

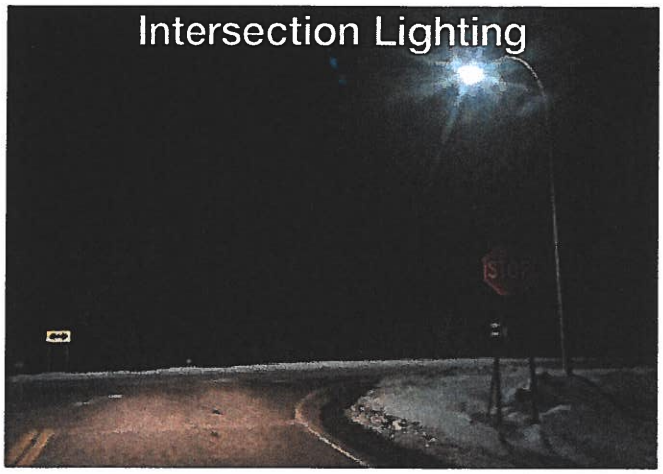
Upgrade Signage

Buggy ***Walk/Bike***

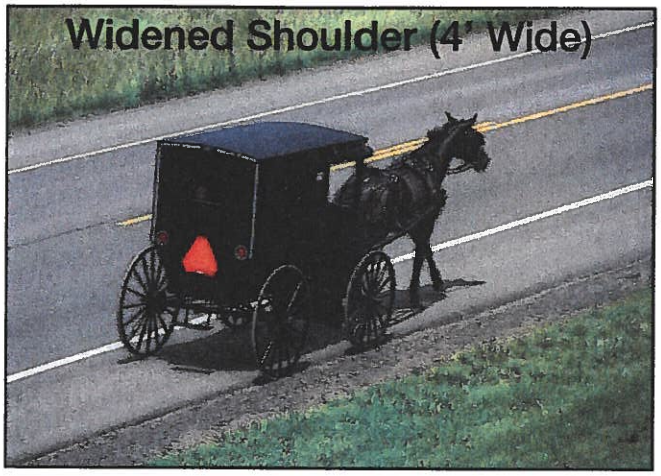




Intersection Lighting



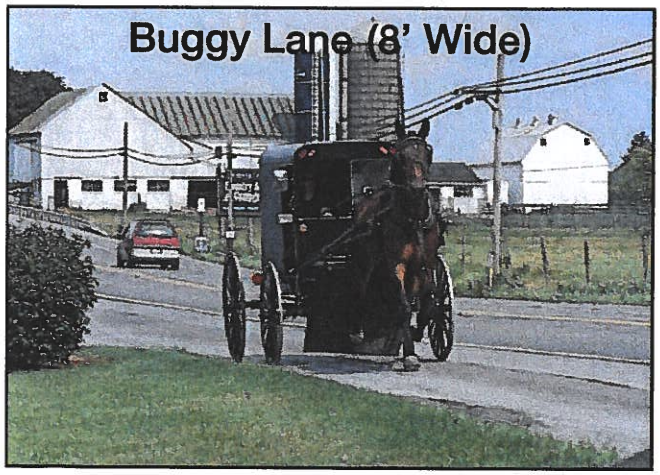
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

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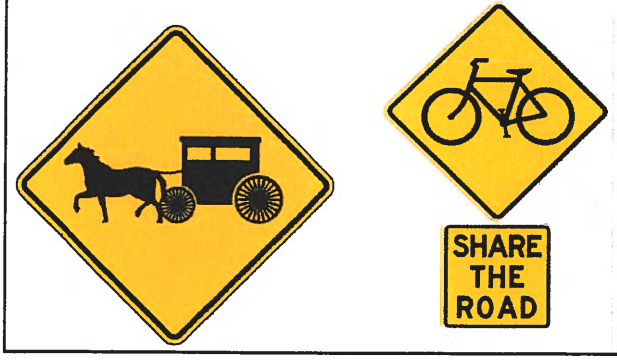
Upgrade Signage

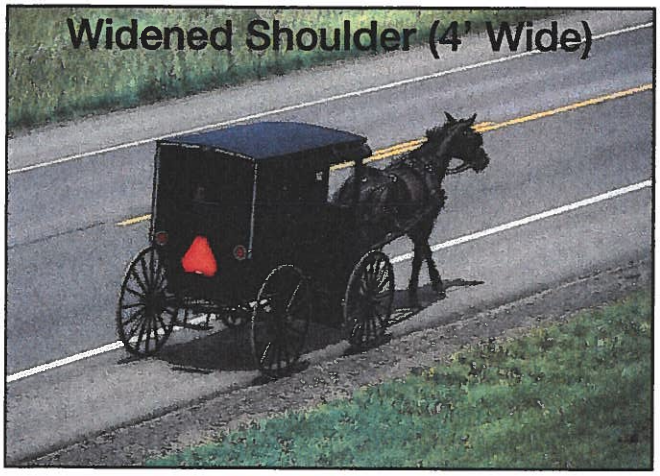
Buggy ***Walk/Bike***



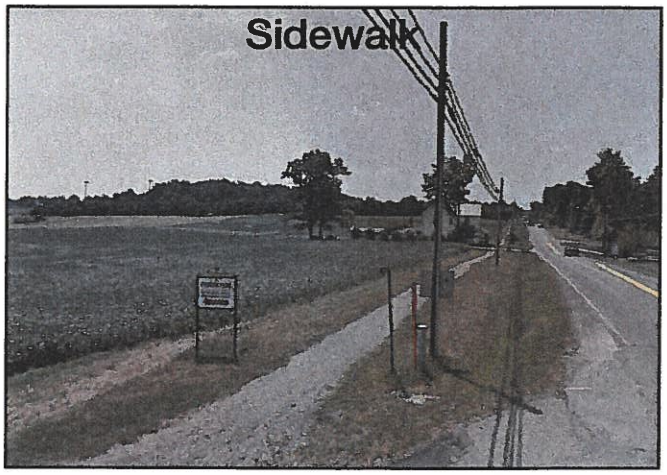
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

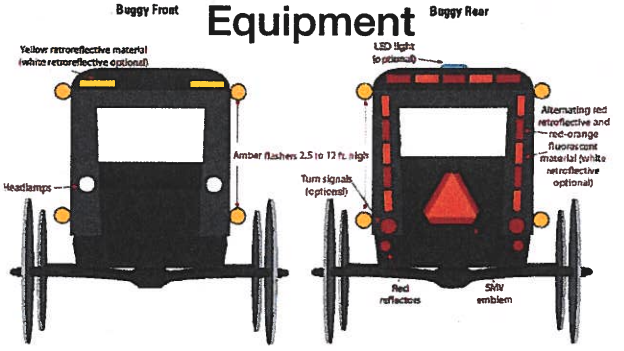


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

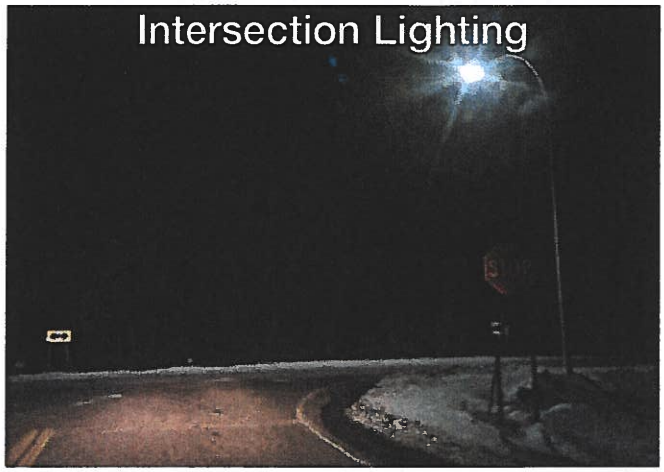
Upgrade Signage

Buggy ***Walk/Bike***

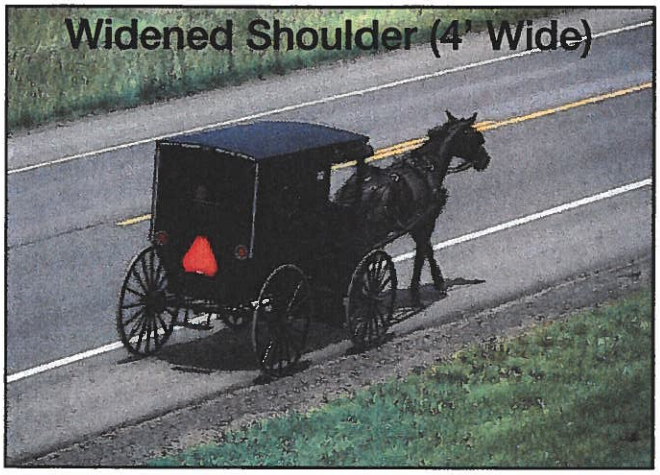




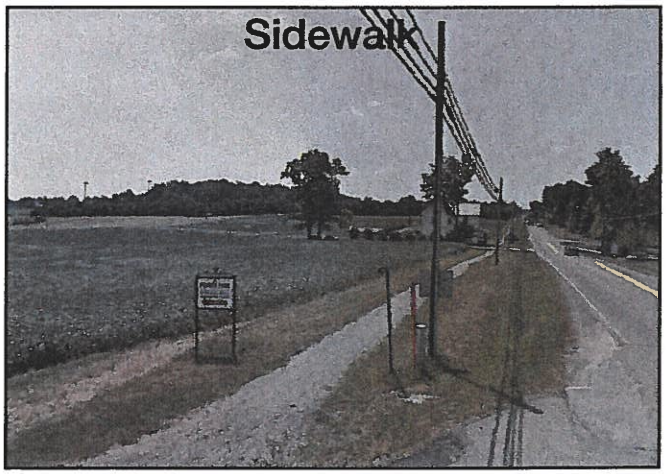
Intersection Lighting



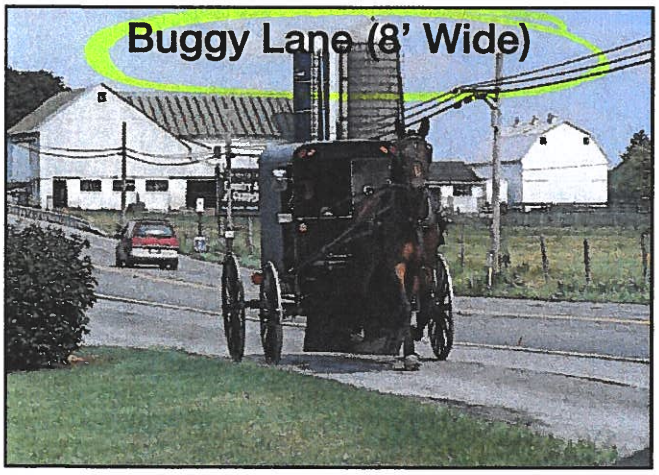
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

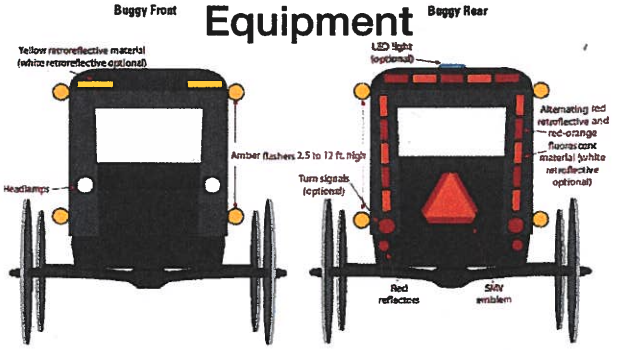


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy Lanes (8' Wide)

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

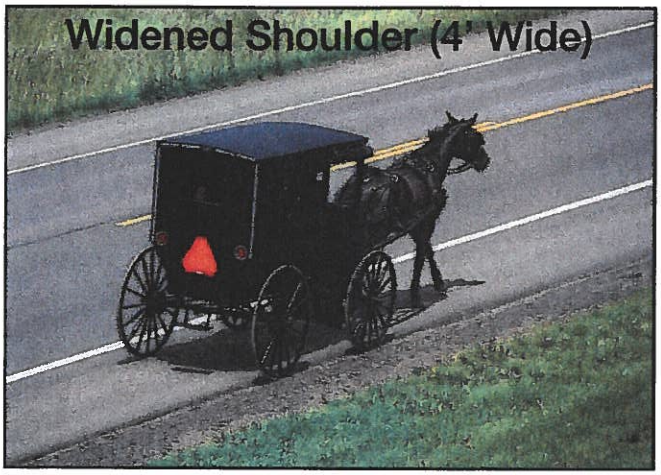




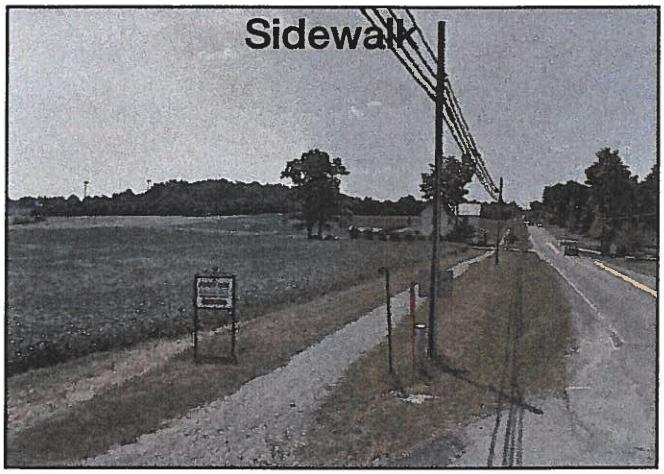
Intersection Lighting



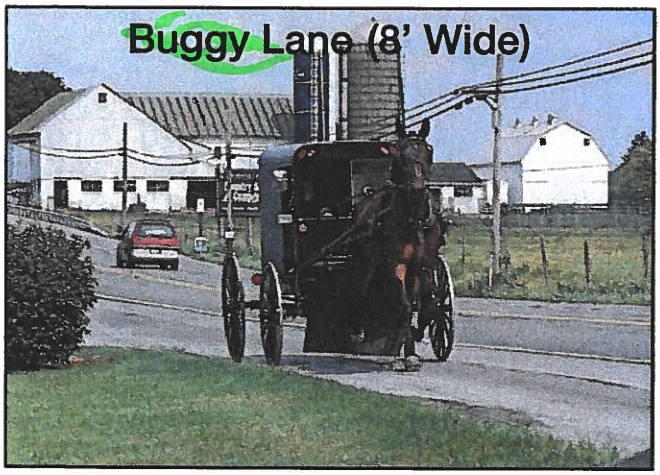
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

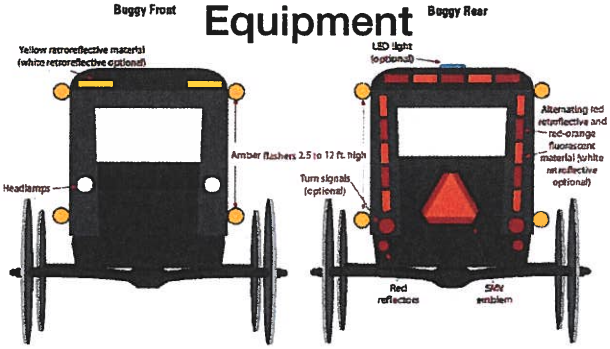


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

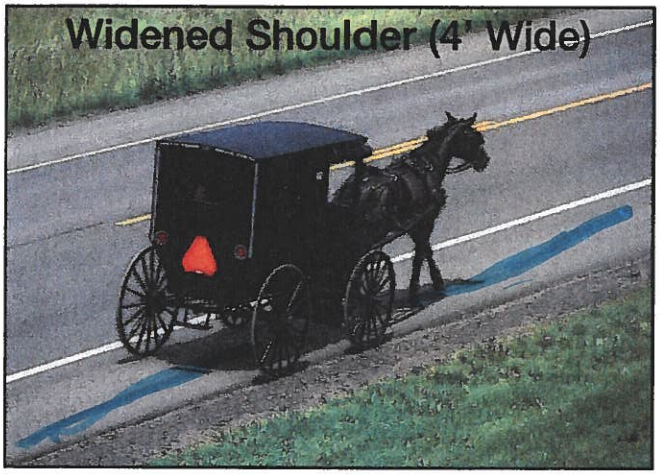




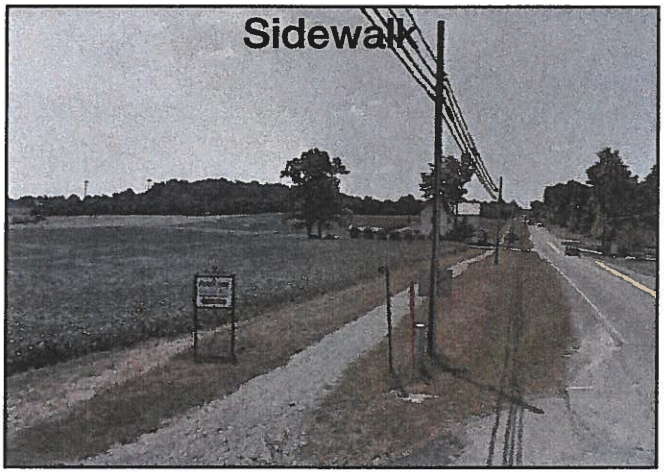
Intersection Lighting



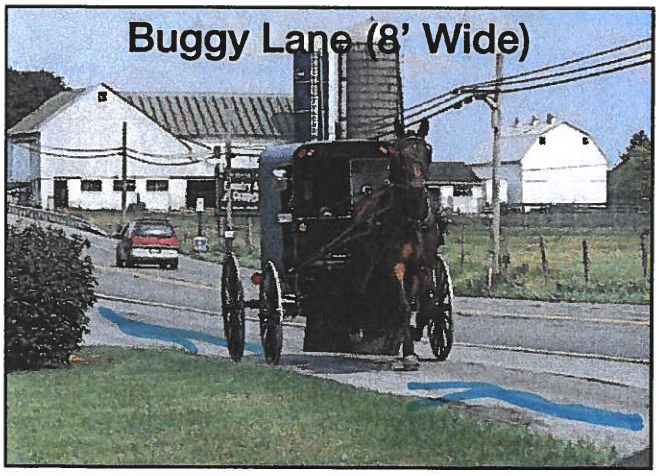
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

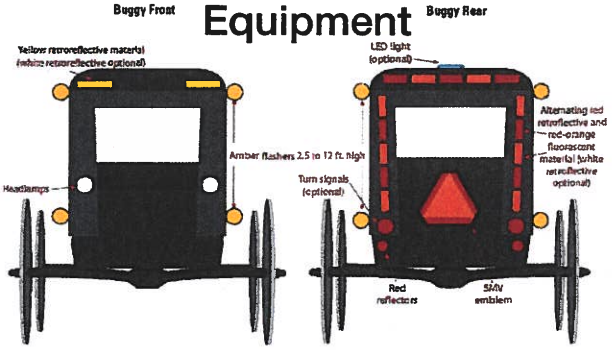


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

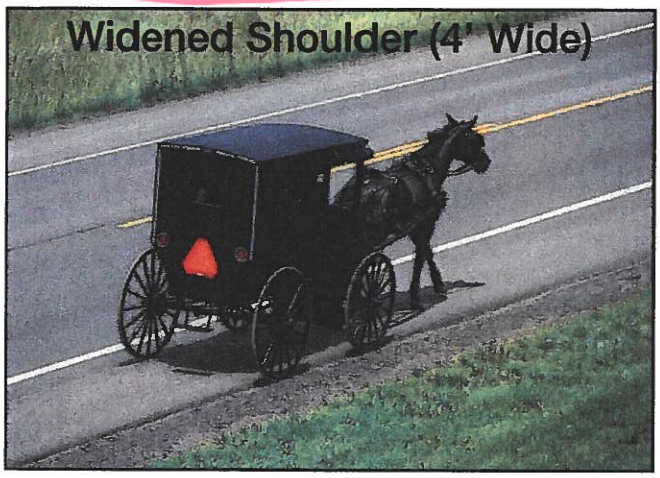




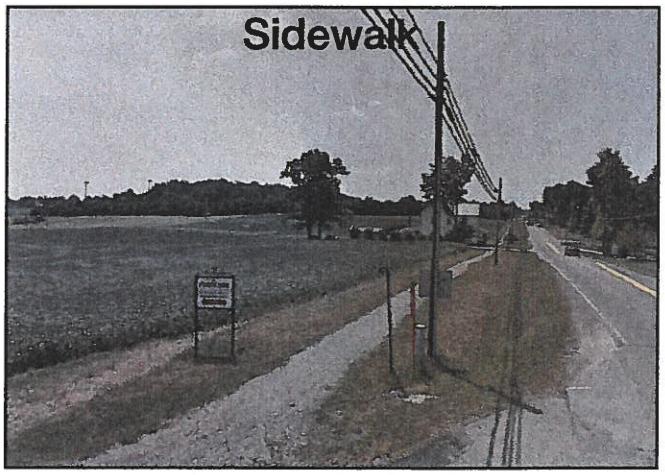
Intersection Lighting



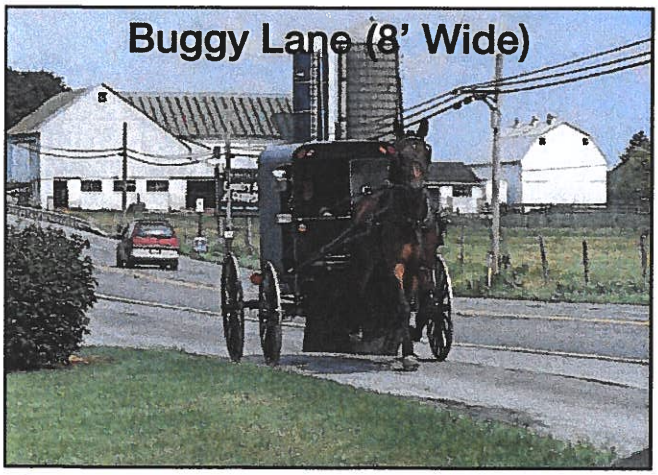
Widened Shoulder (4' Wide)



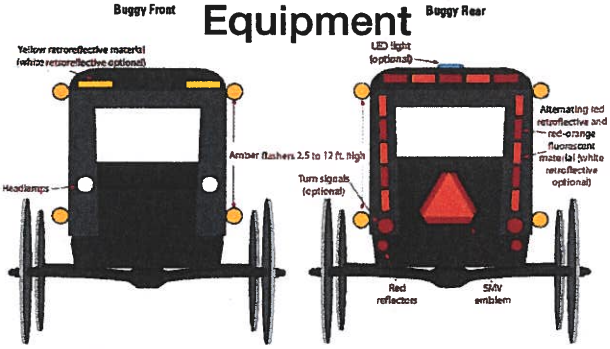
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

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Improvements Exercise

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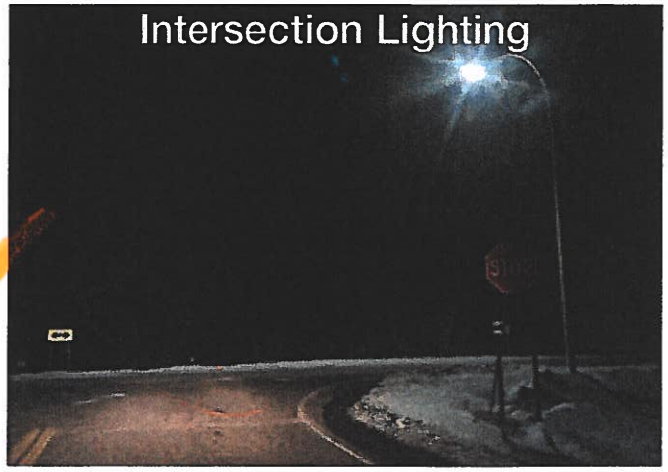
Upgrade Signage

Buggy ***Walk/Bike***

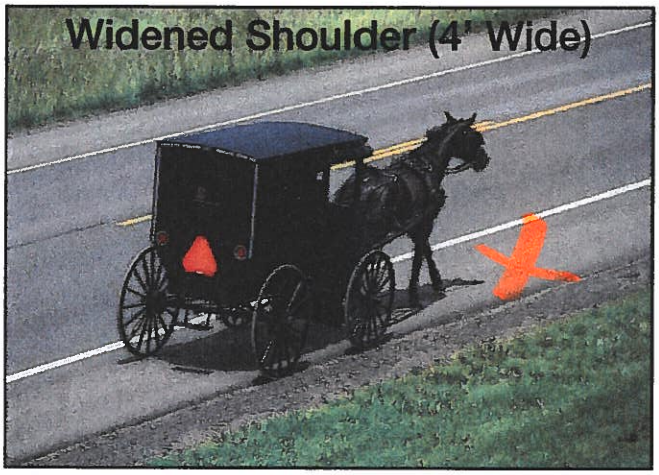




Intersection Lighting



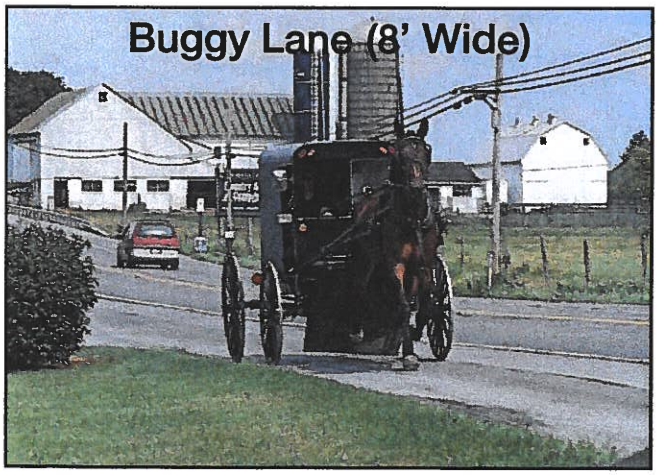
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

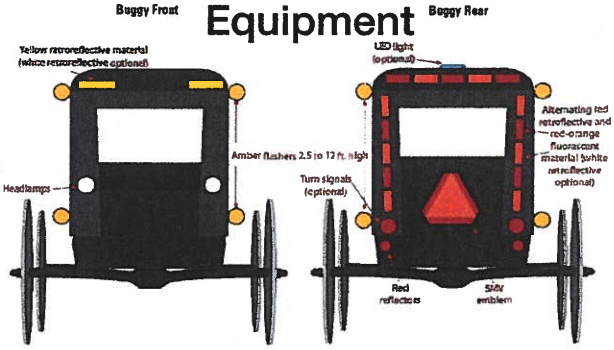


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

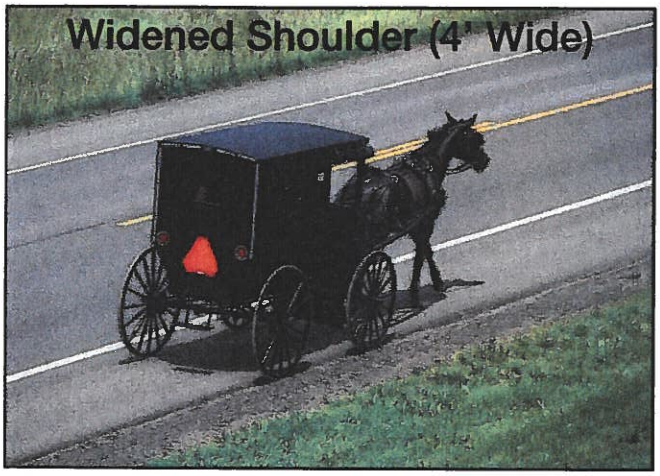




Intersection Lighting



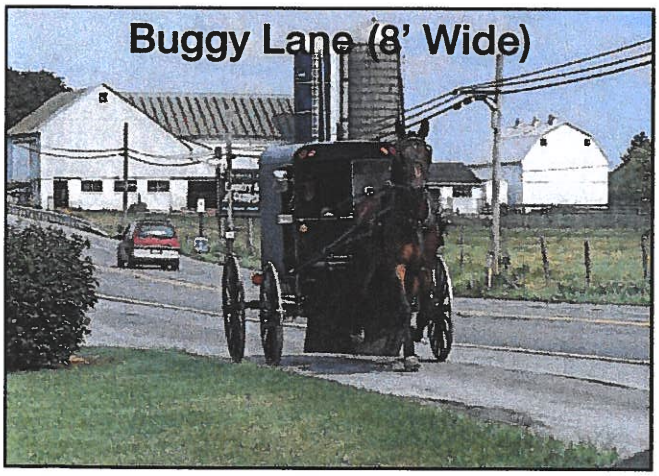
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



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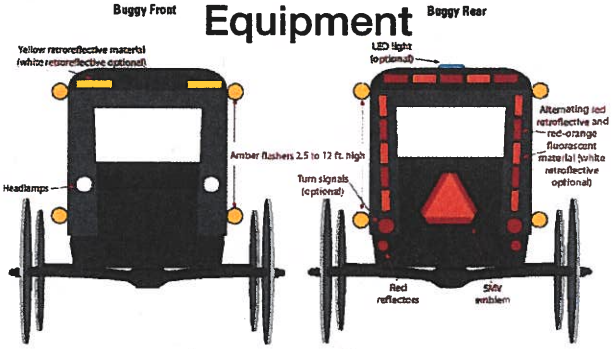

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Please share your comments or other improvement ideas below:

Widened Shoulder or Buggy Lane and Improve Buggy Safety

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

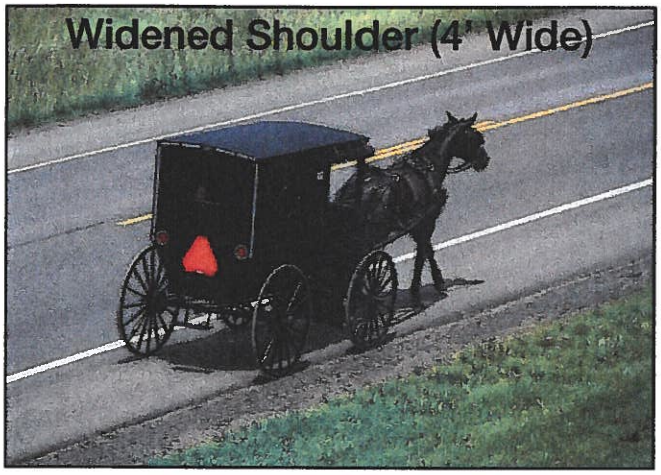




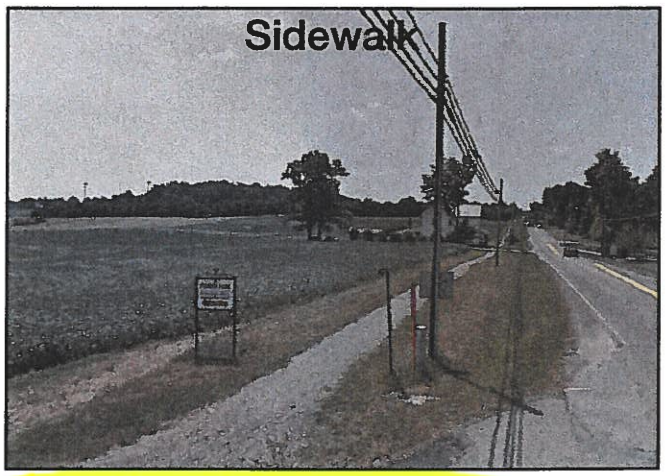
Intersection Lighting



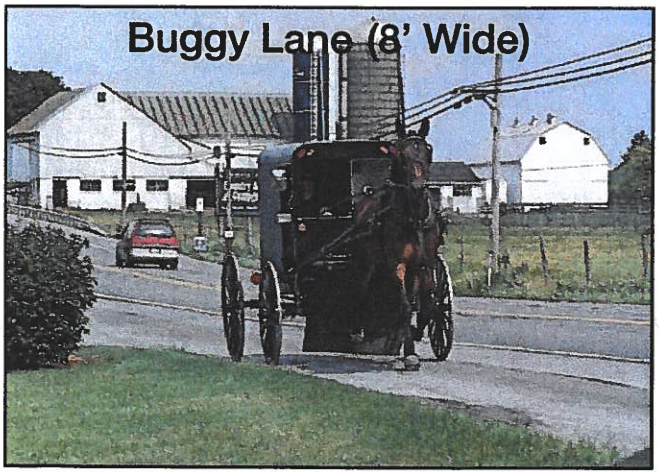
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



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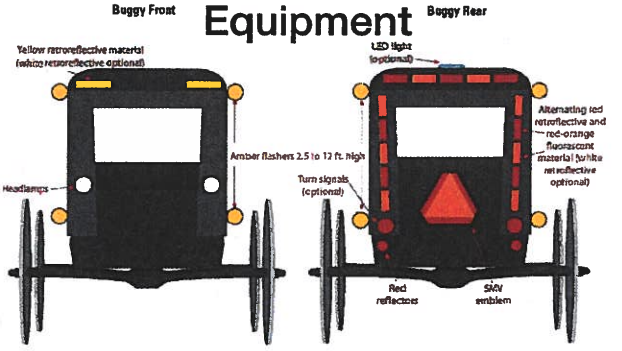


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

WHAT CAN WE AS BUGGY DRIVEING PEOPLE DO TO BE MORE VISIBLE ON THE ROAD DAY OR NIGHT

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

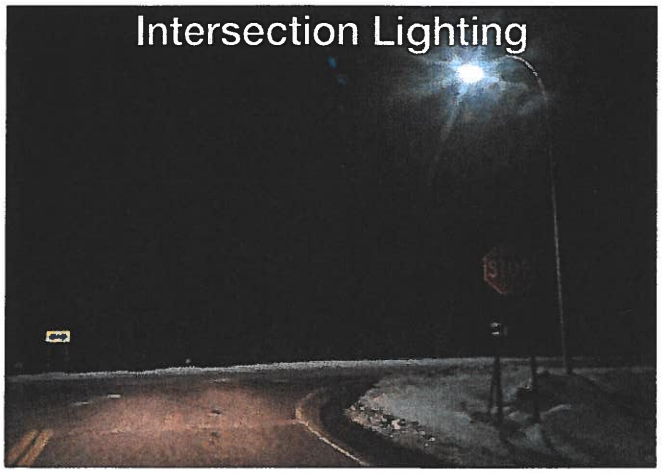
Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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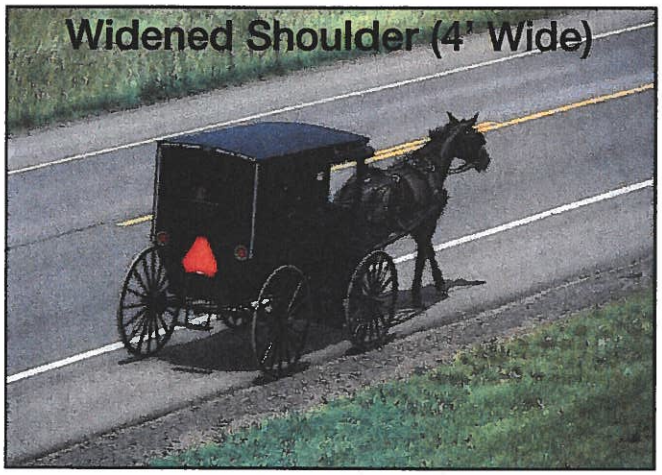

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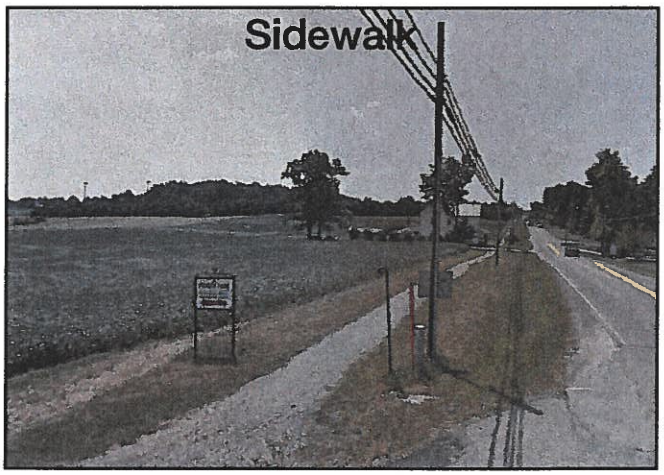

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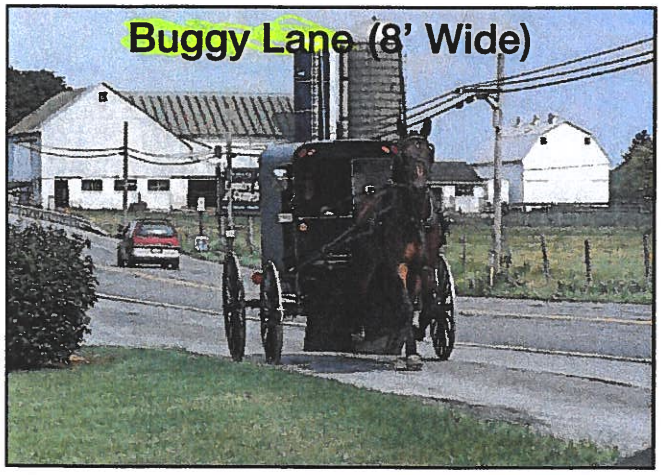

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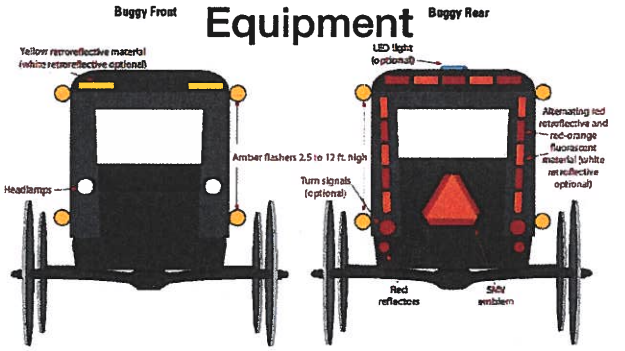

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Improvements Exercise

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Buggy ***Walk/Bike***





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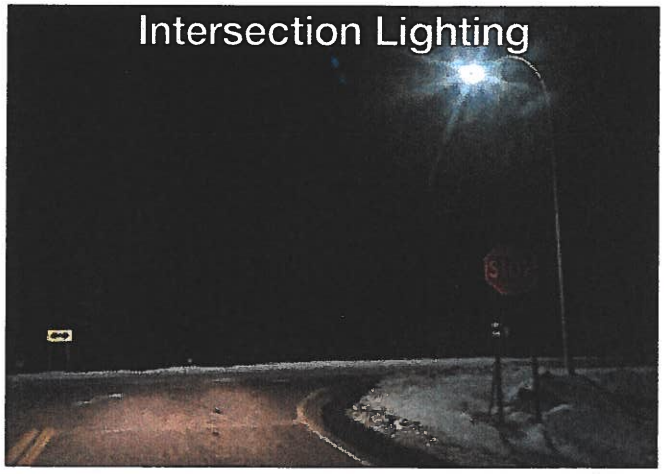

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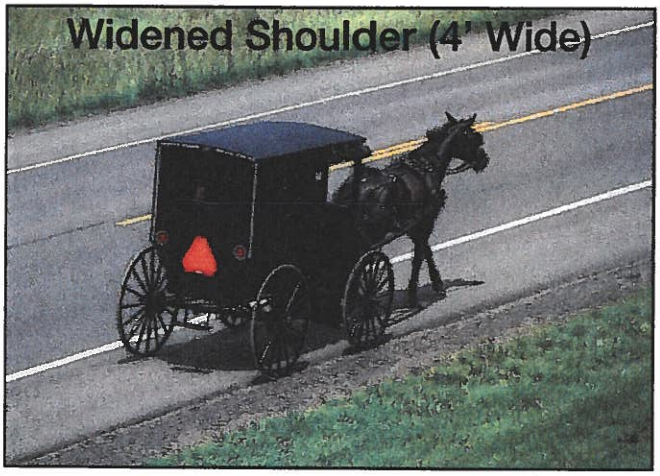

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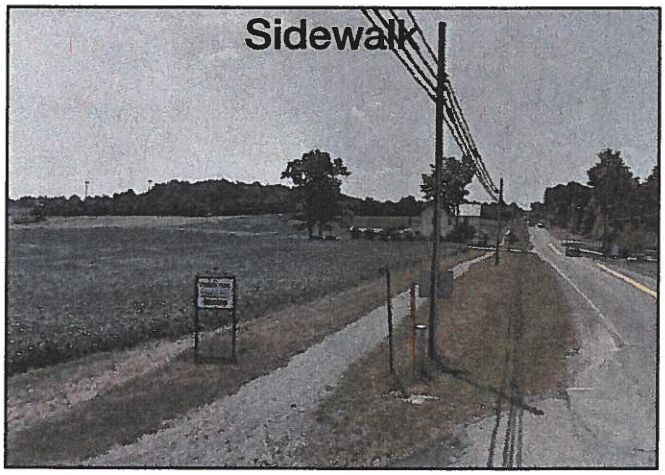


Buggy Lane (8' Wide)



This I like

Improved Buggy Safety Equipment

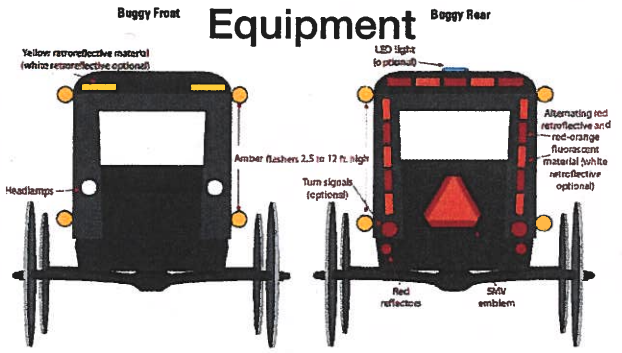


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Would you take a donation for the Slow moving vehicle lane



Questions about donations for improvements

MENNO YODER
9650 Camp Rd
Homerville, Ohio 44235

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Speed limets in highly traveled roads with car and buggy traffic could be lowered.

IS there away possible to use the right hand lanes in the Divided Section of St. Rt. 42 South of West Salem for Slow moving Vehicles Only.

It seems like the motor vehicle driver thinks he's on the Inerstate and forgets to watch for Horse drawn vehicles.

Thanks for your input!

Sincerely! Daniel J. Stutzman
380 Co. Rd. 620
West Salem Oh.
44287

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

I'm very positive that the cell phones should be taken away for driving.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

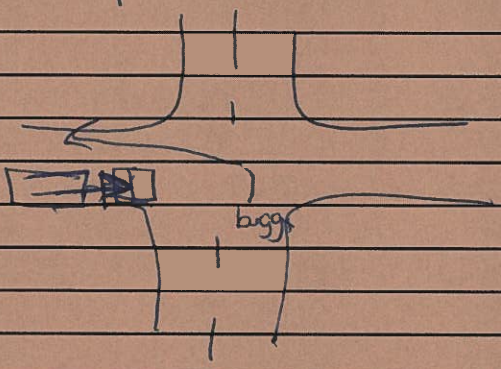
Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Issues

- Passing SMV at intersections all the time
- Would be helpful if we could use blinker when passing on a two lane road
- People don't stop at stop bar & amish expects them to stop there



OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We Live @ on intersection of camp Rd. an New London Eastern Rd Also over hill an buildings on both side of the road with small children, traffic fly by.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

my biggest concern is that drivers are multi tasking, texting or physicly impaired, so please put pressure on that area too.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Note. If Camp Rd. Township Rd. would be nicely Black Toped. It would keep Buggies & produce wagons a lot more off of 301.

Camp Rd. Runs from old mill road to Jeffery Road ½ mile West of 301.

I have been hit on 301 4 times in 11 and still alive!

Thank you

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

I think we should work together & try to light up our buggys better & drive safely.

Thanks

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Our area has a high percentage of daytime accidents putting additional lighting or slow moving vehicles signs is not the Answer to Fast driving, dosing and driving Cell Phone usage, driving under influence, out of area drivers, and so forth.

However we have bad apples in all the Baskets and we also take the Blame For Horse & Buggy Carelessness,

Buggy or Rather Slow moving Vehicle Lanes along a few of the State Routes would greatly improve our Situation and would Free up the motorized vehicles, and also Put the Slower vehicles to a safer area,

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

LOOK OUT for
EACH other

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Lodi, Medina County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Would the Draqway 42 in our Community have an impact on the driving spirit in our area?

OHIO DEPARTMENT OF TRANSPORTATION

Northern Holmes County Meeting Results

July 9th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

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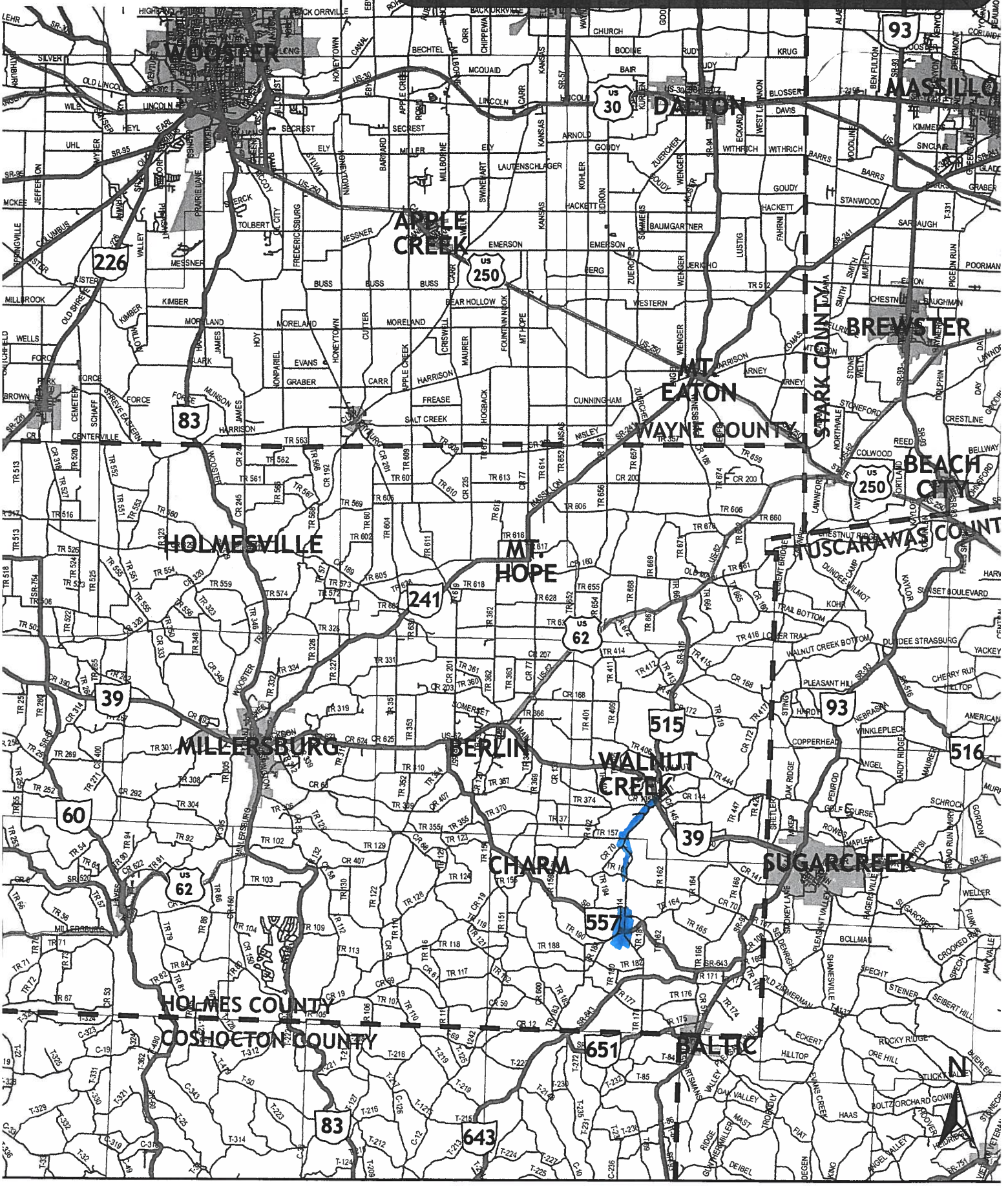

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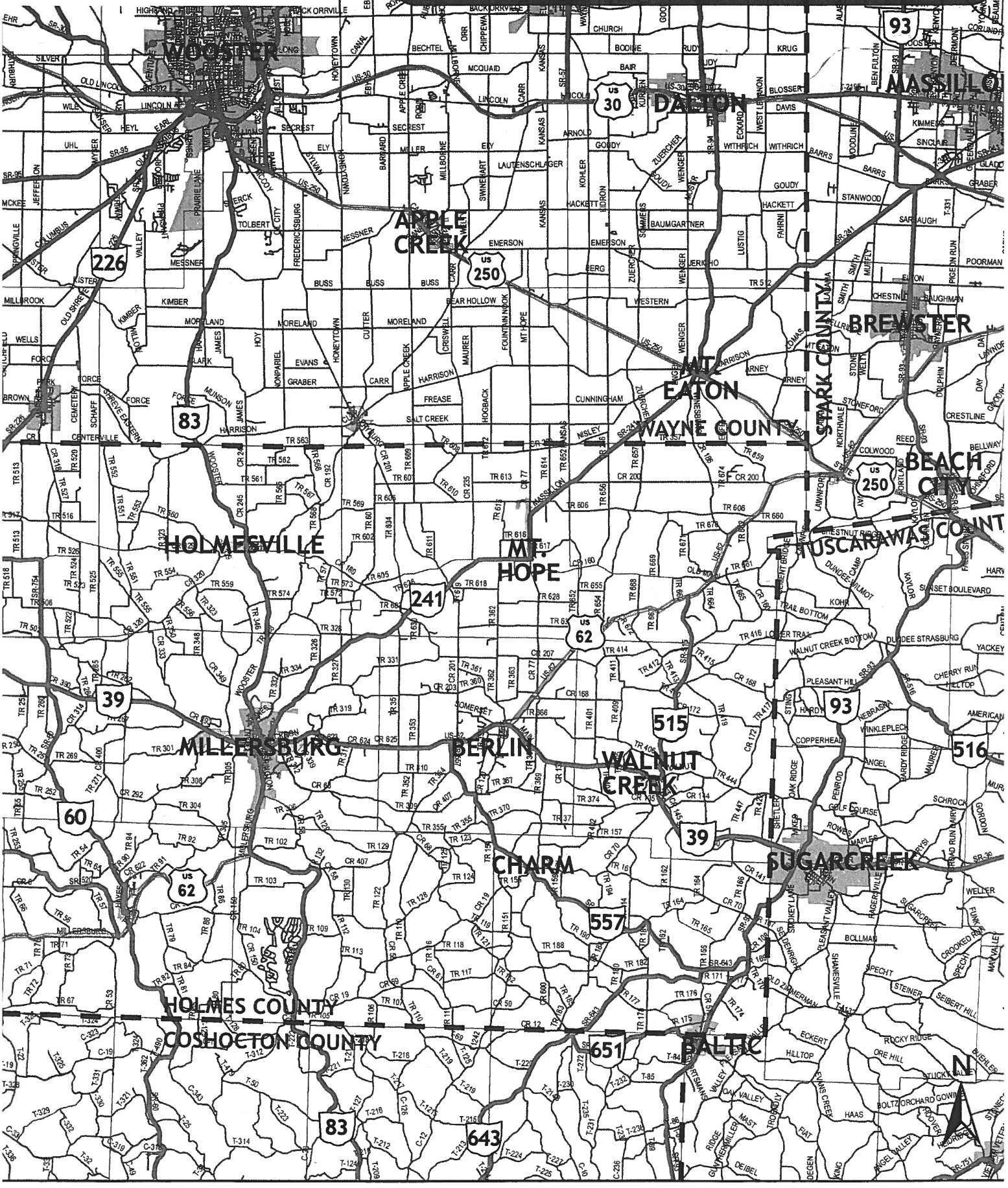

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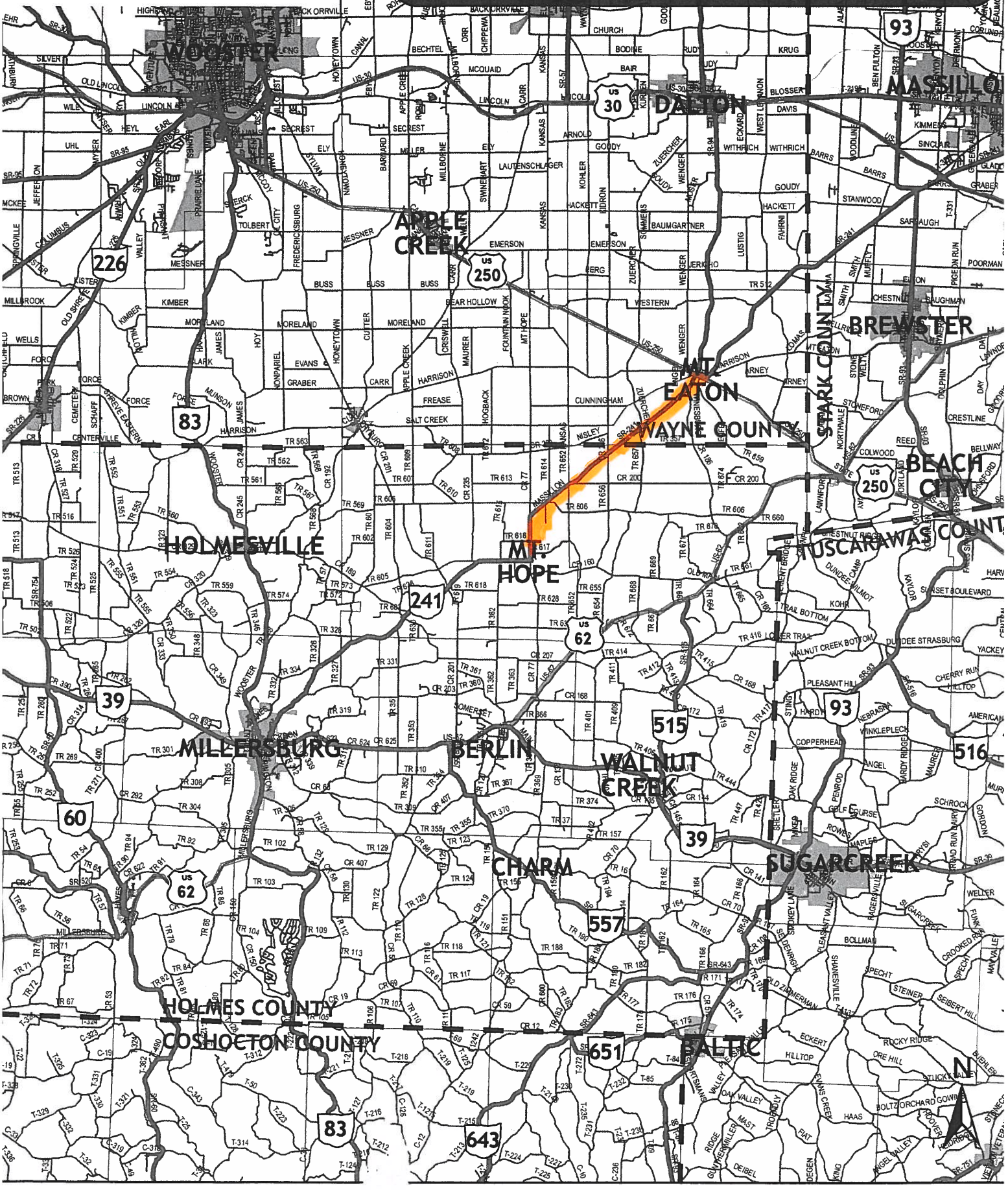

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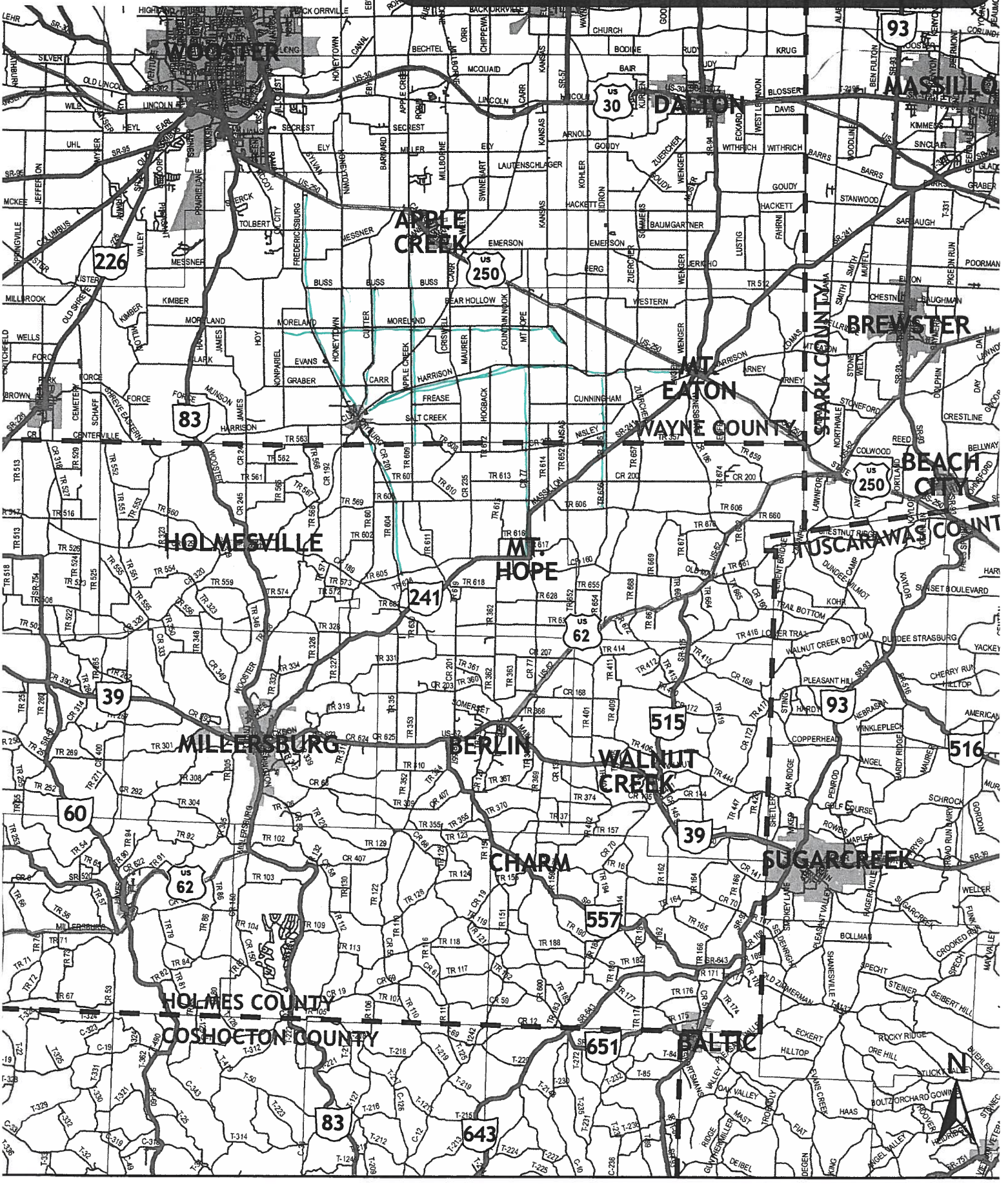

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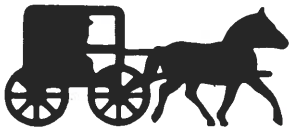

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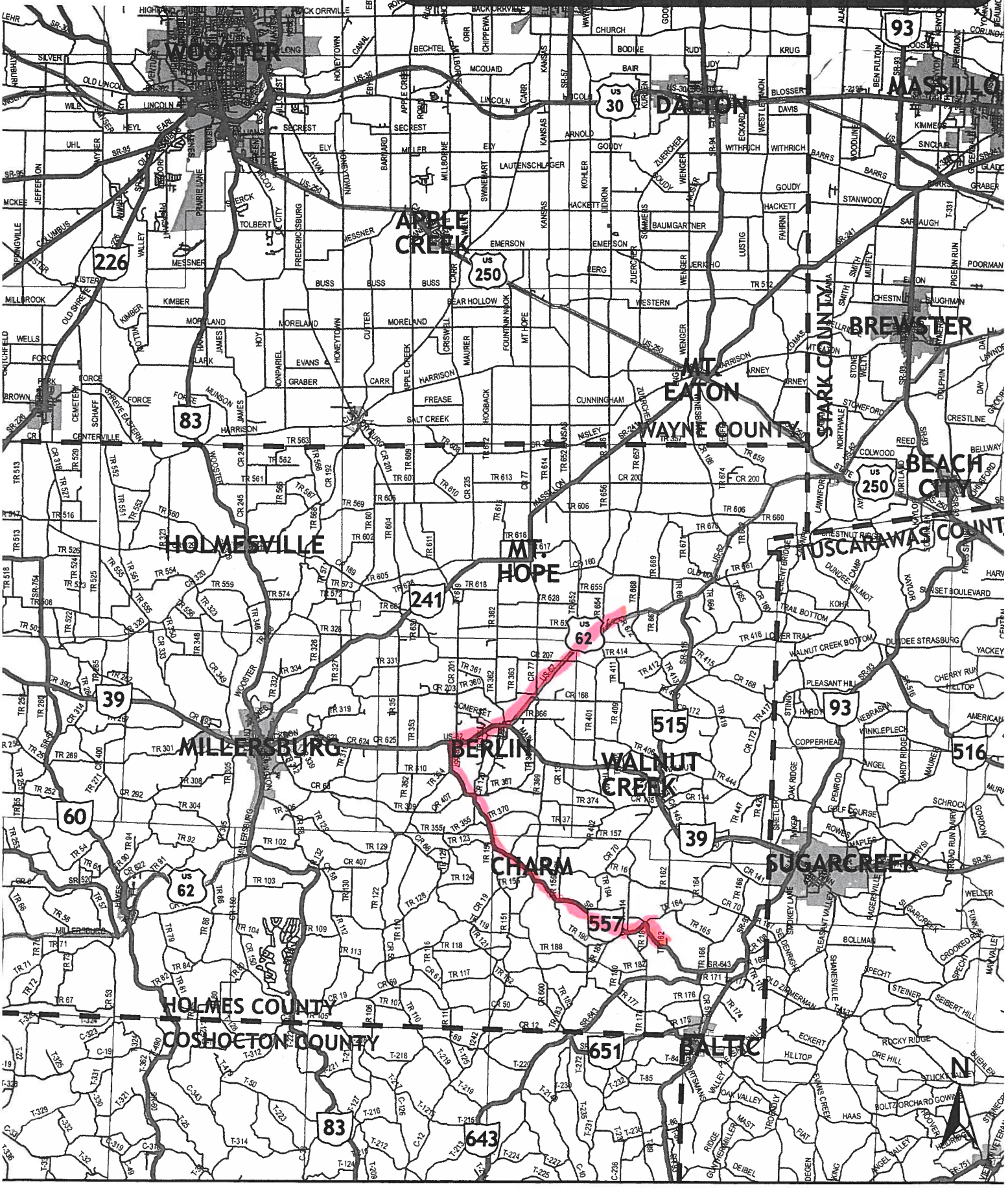

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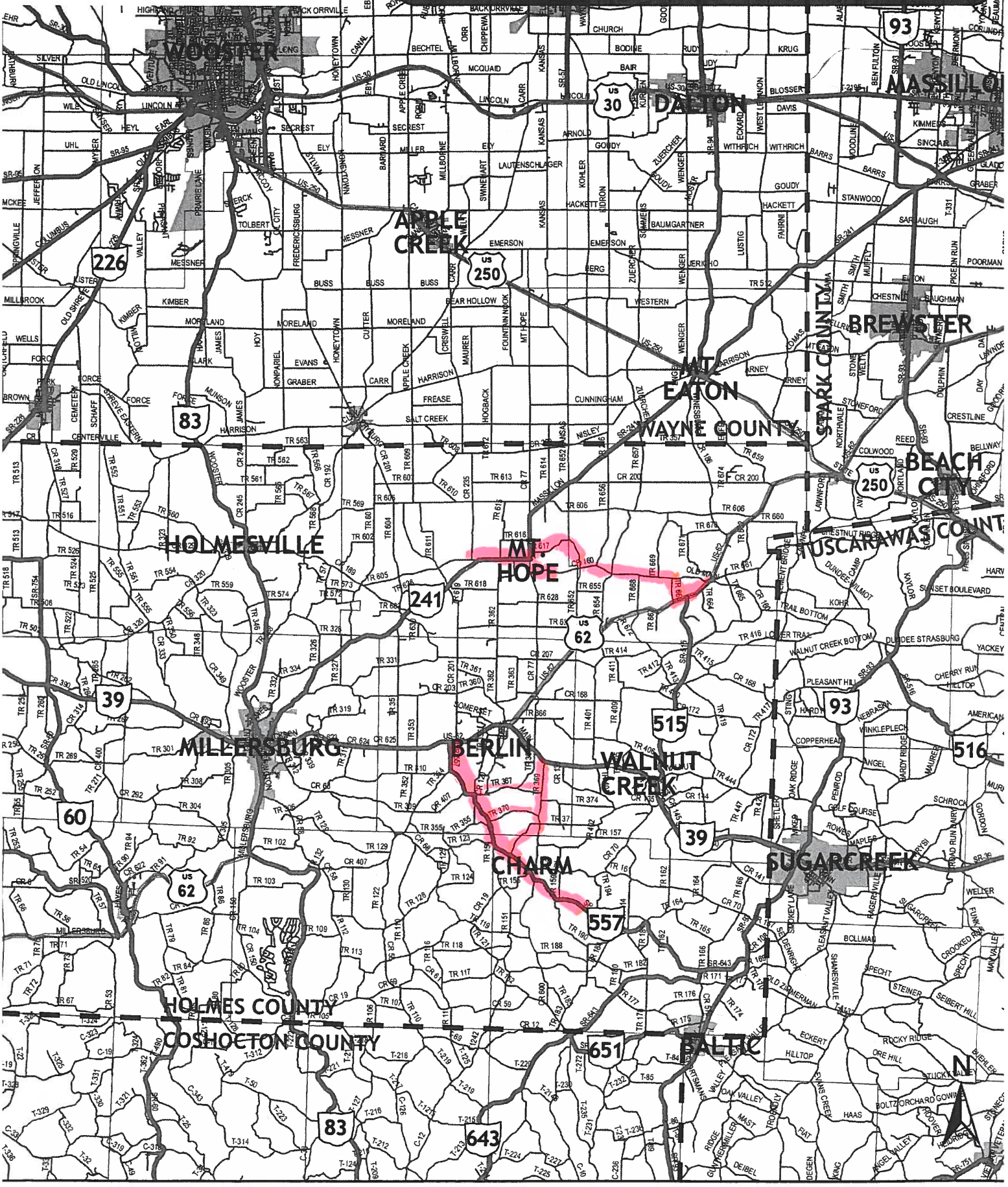

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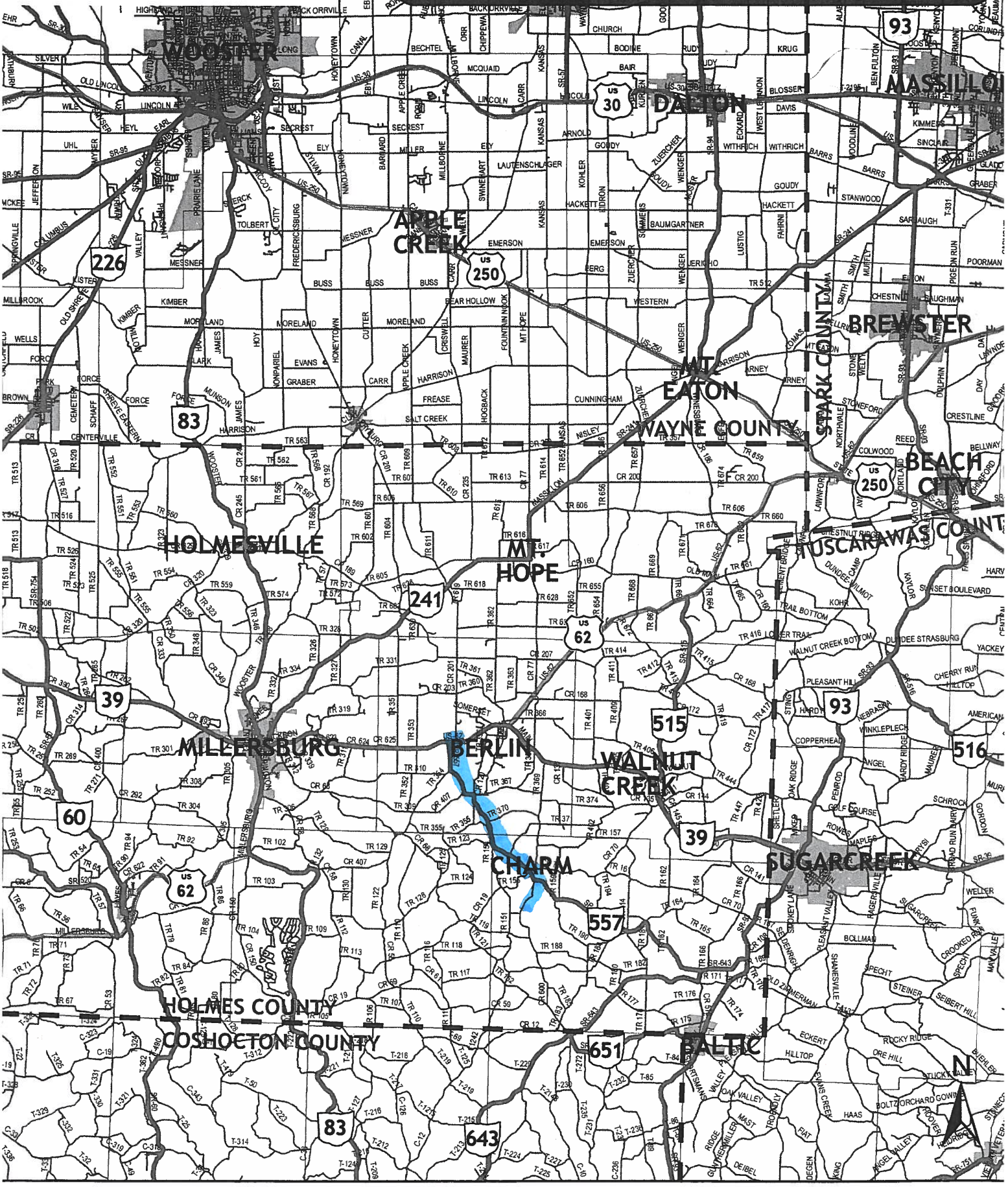

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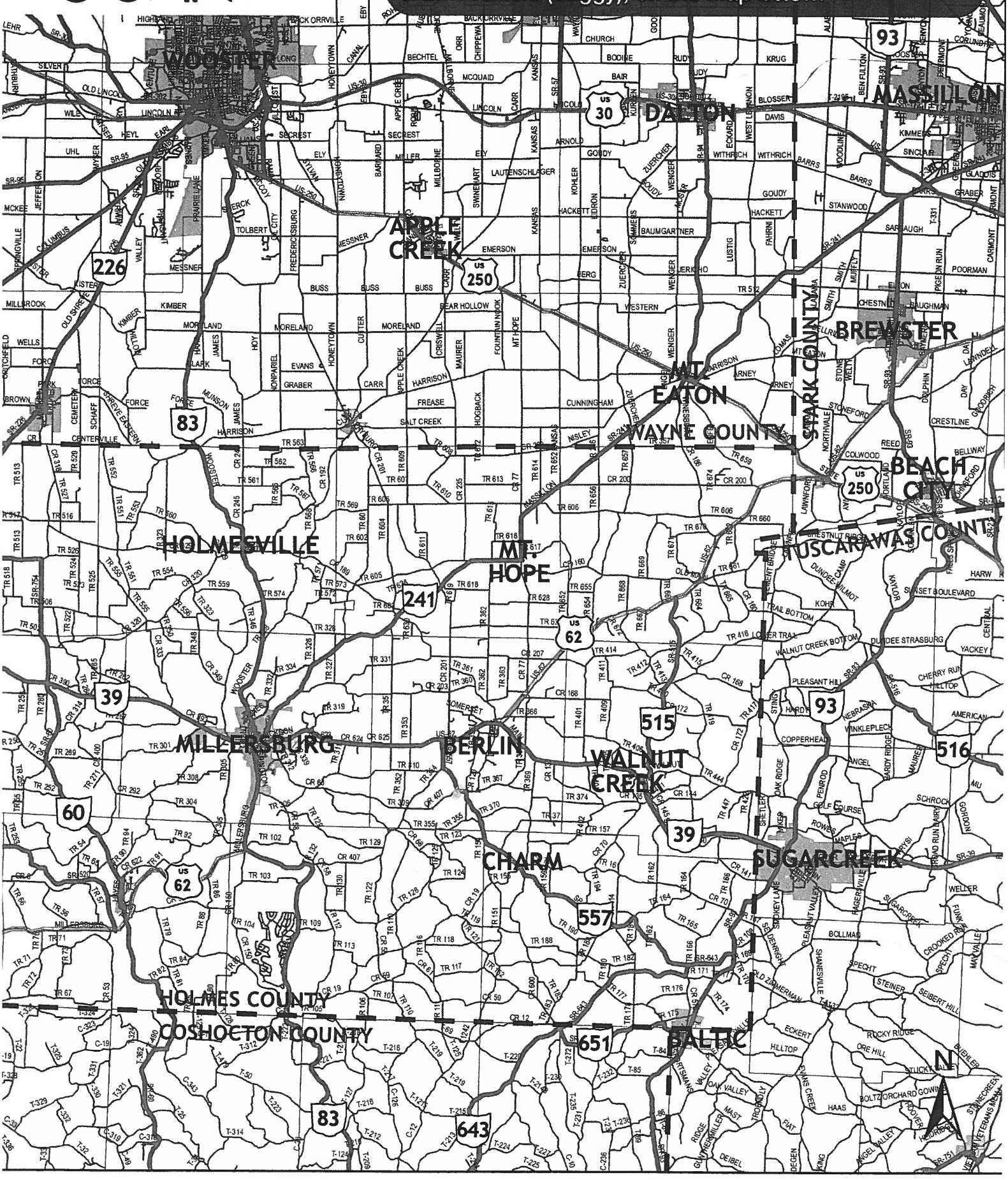

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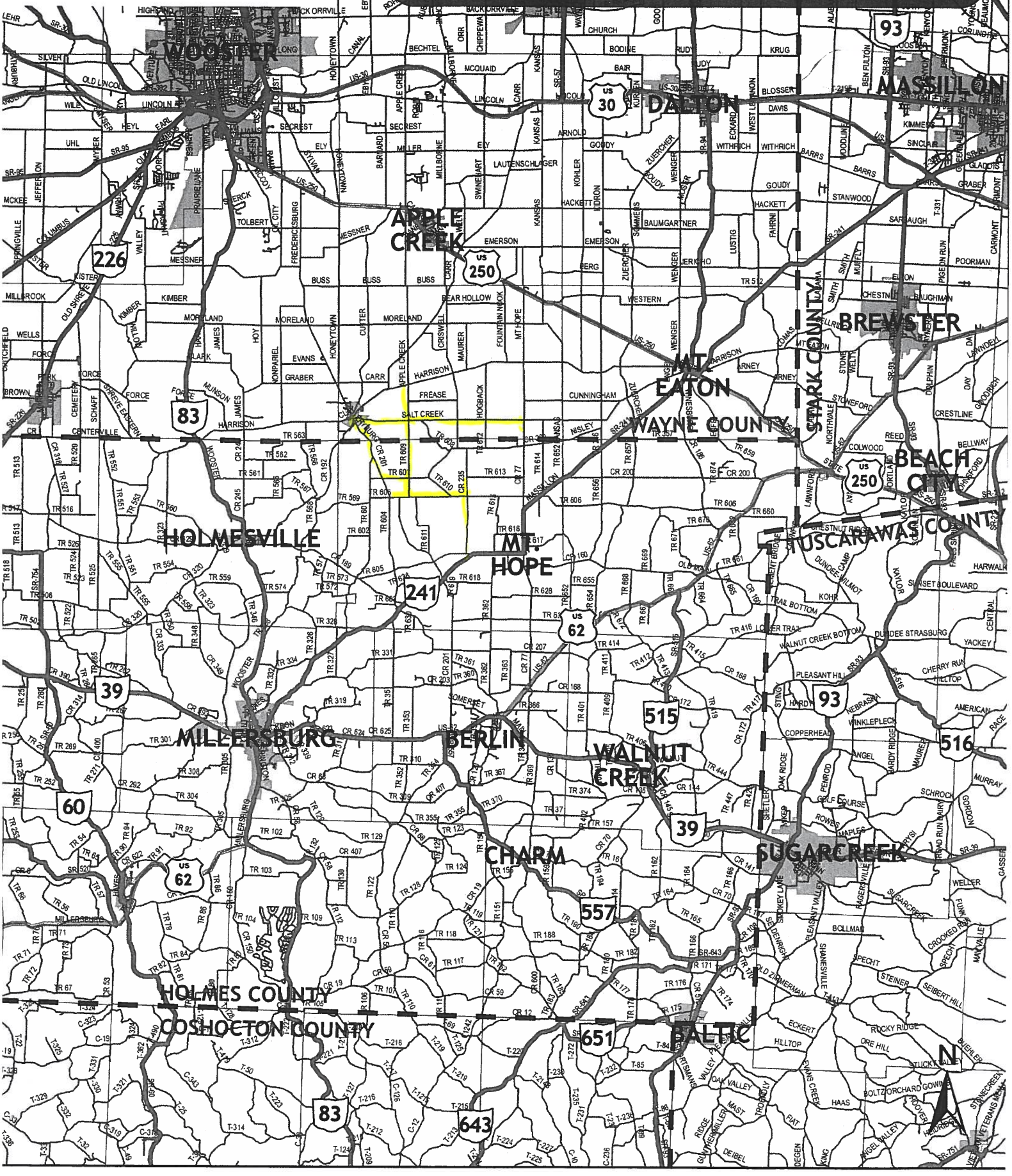

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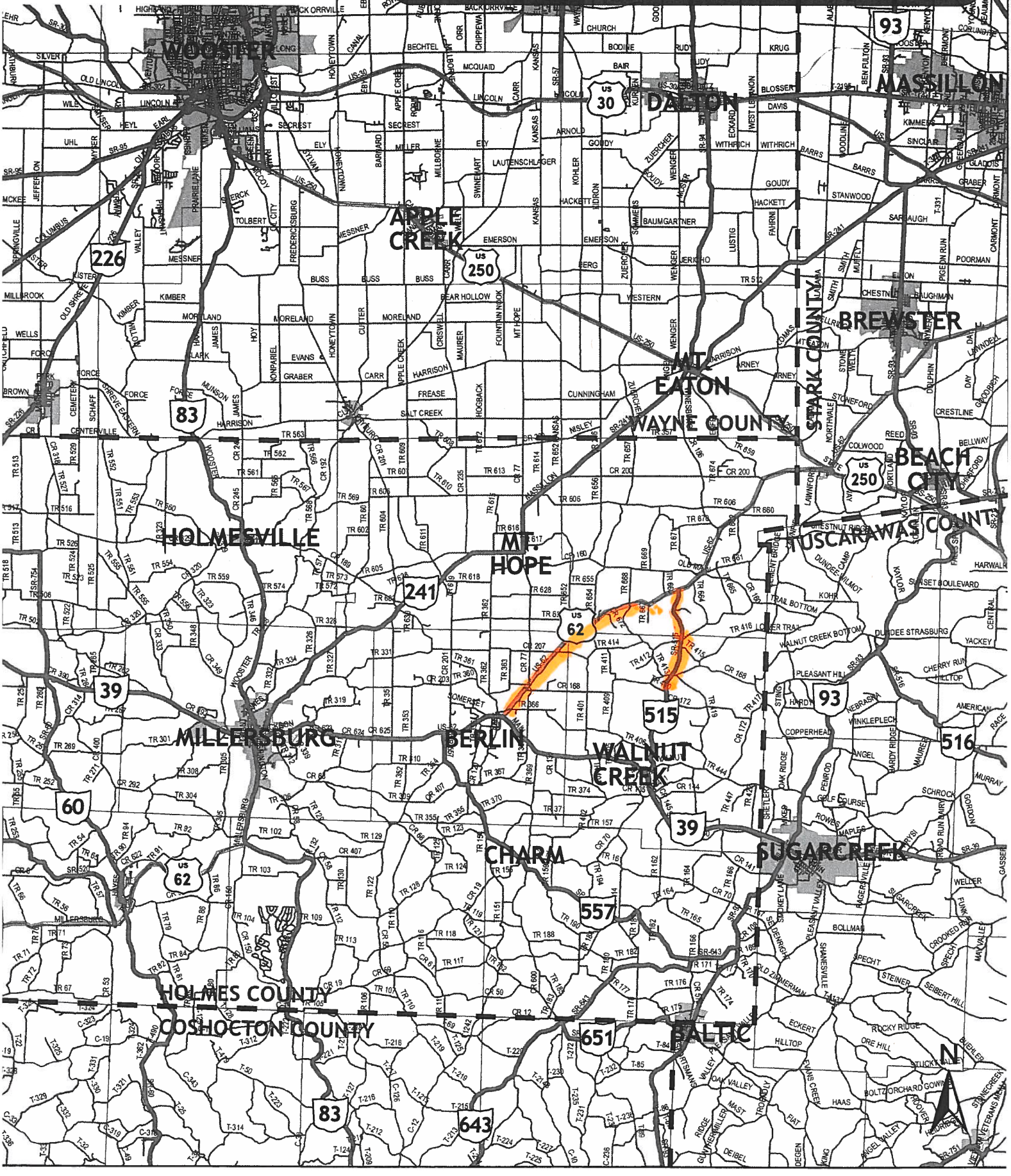

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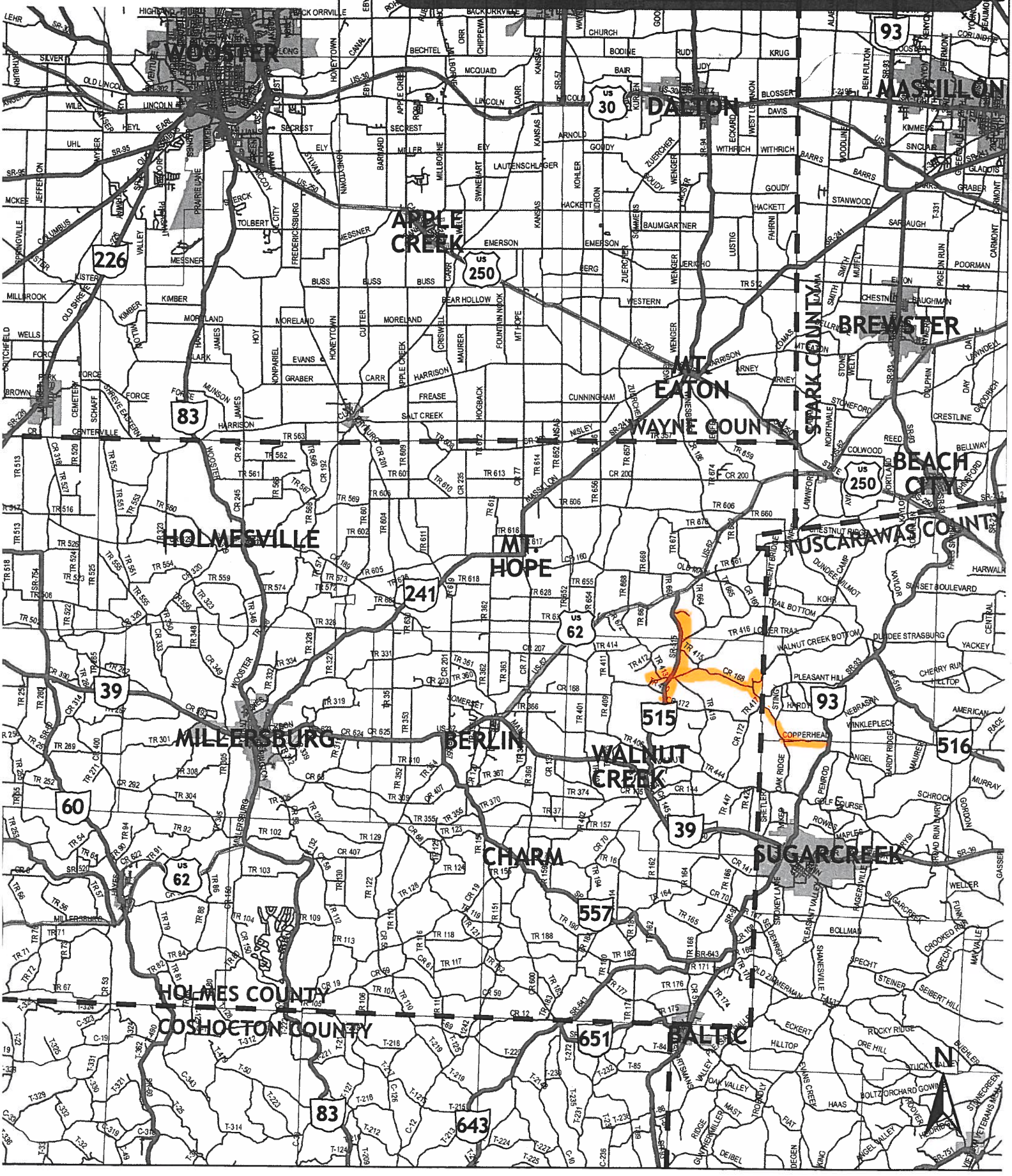

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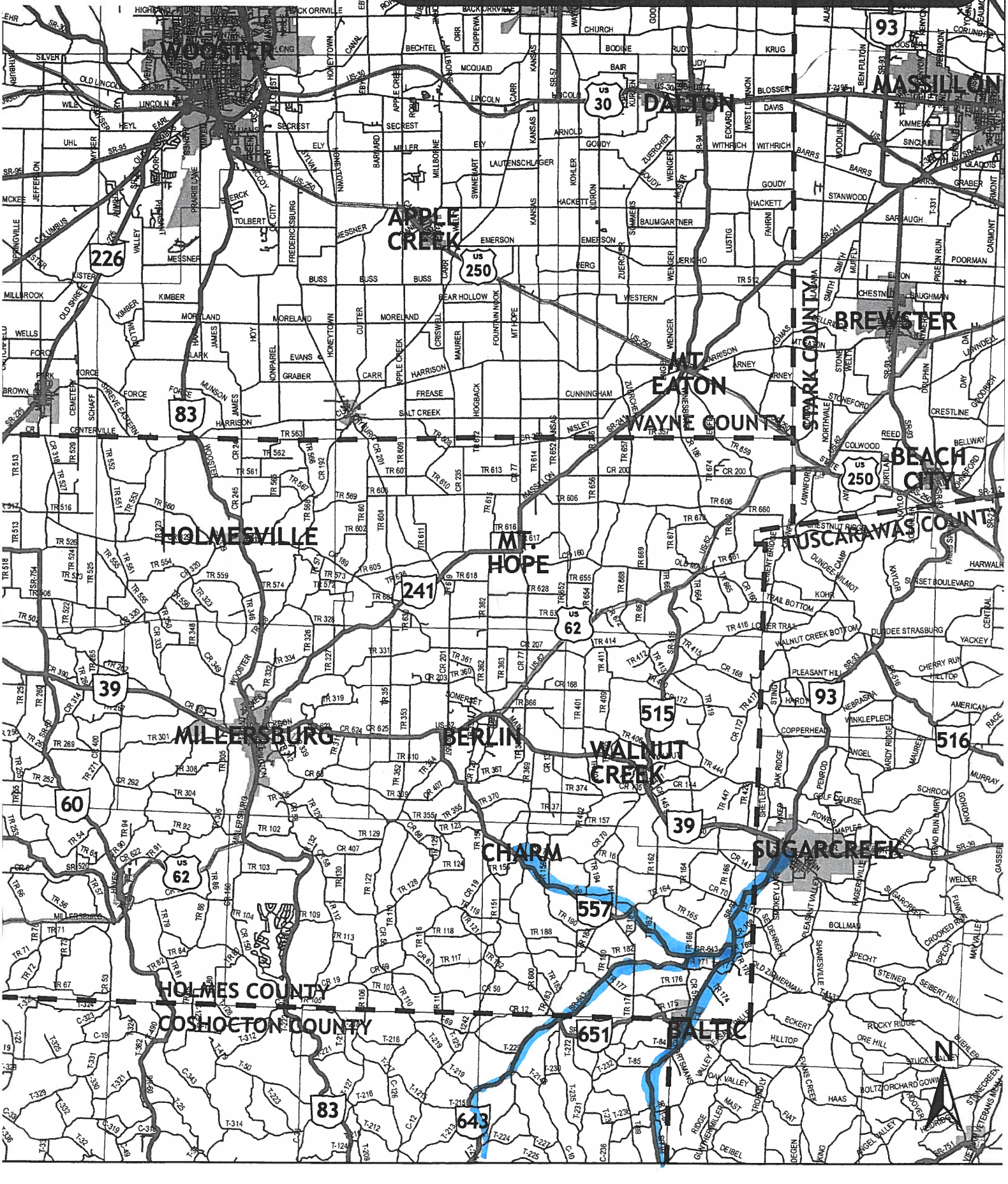

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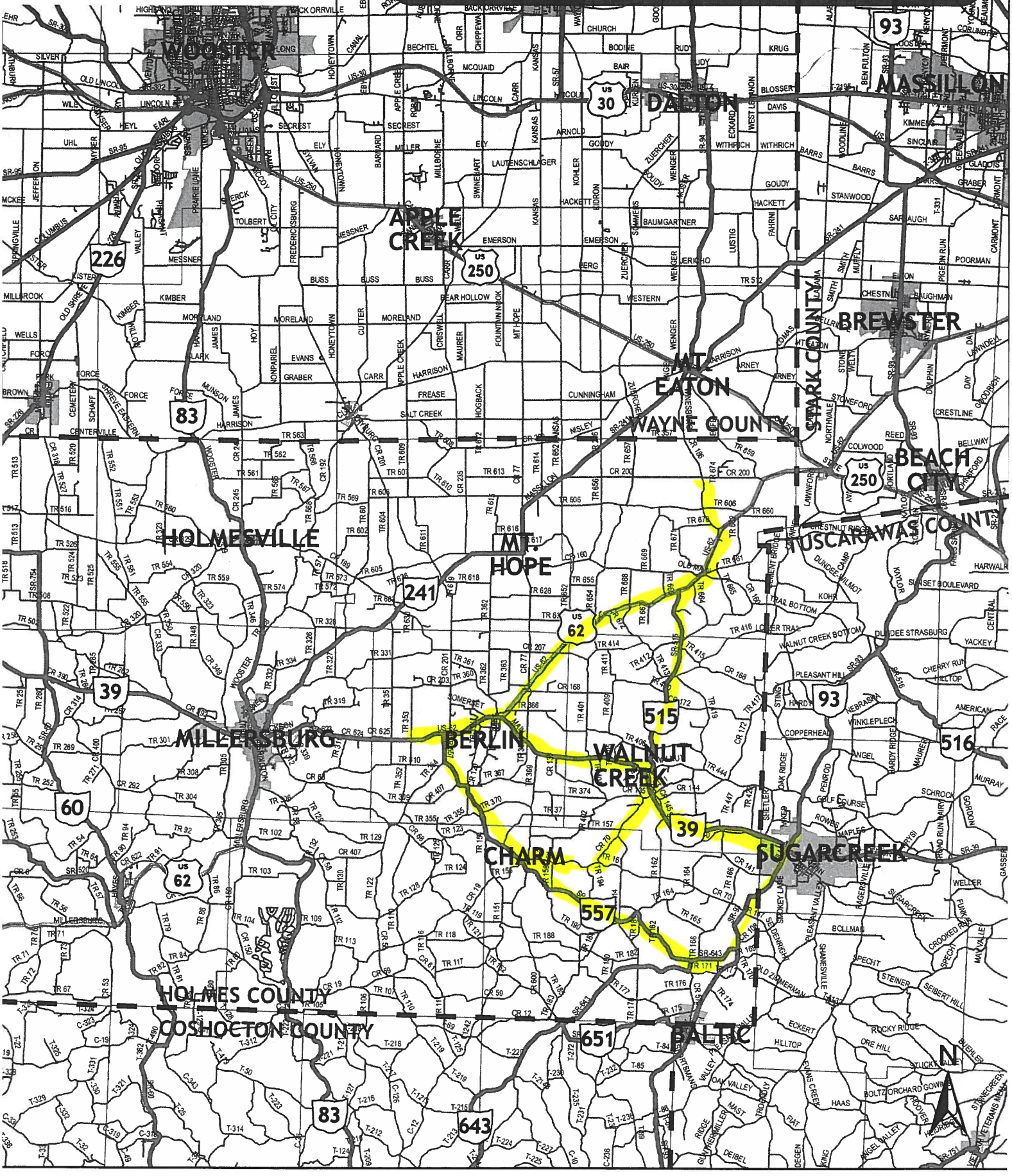

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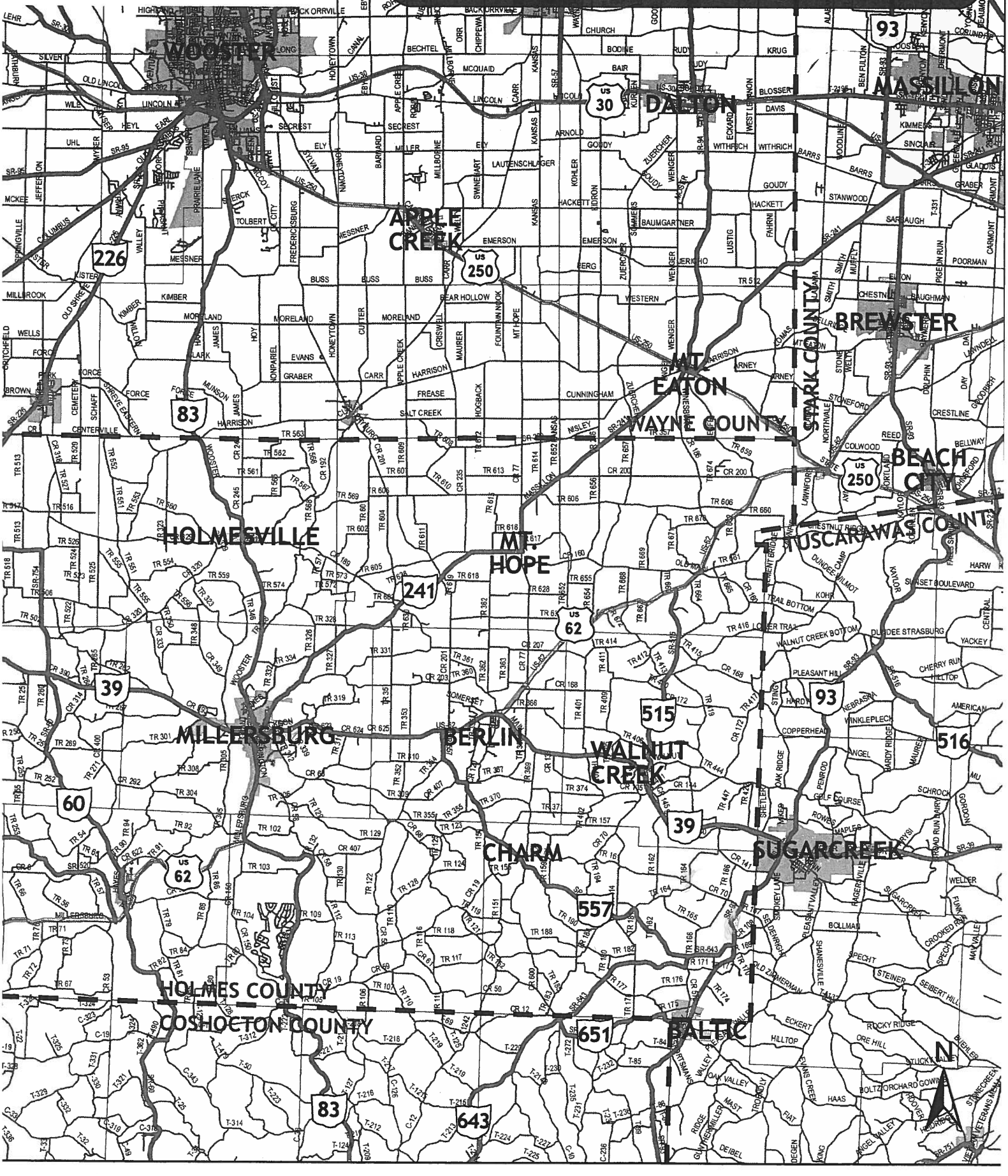

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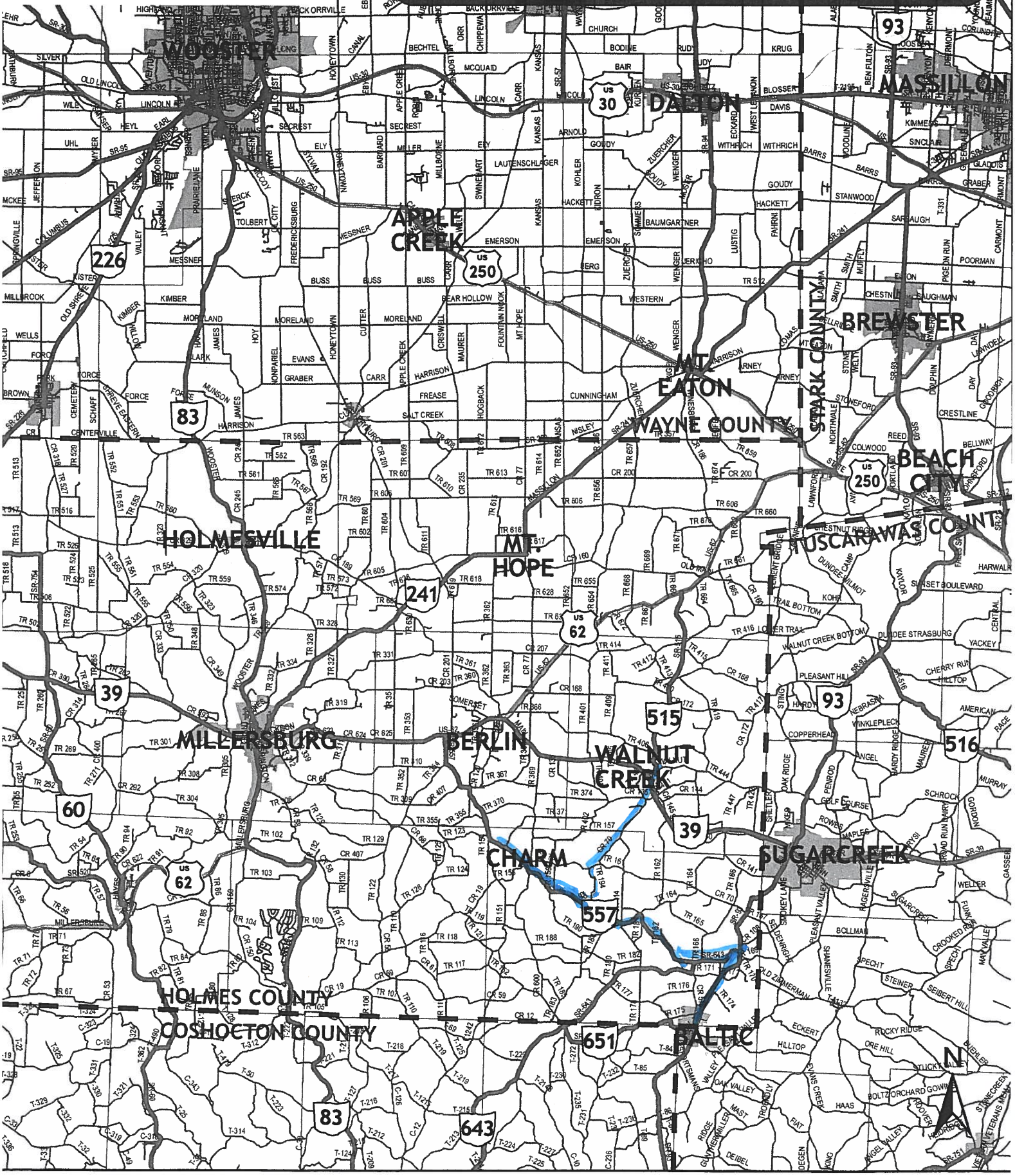

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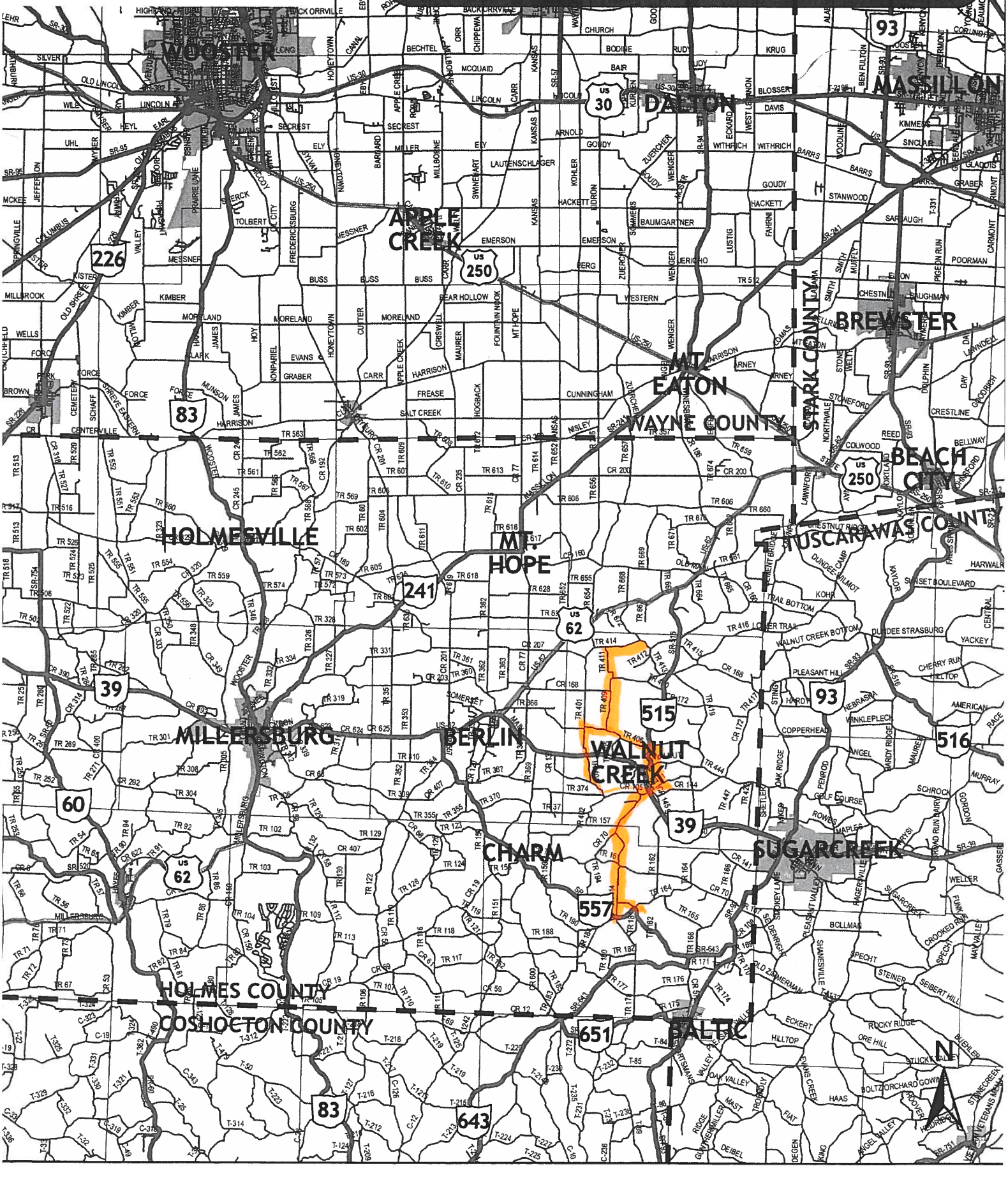

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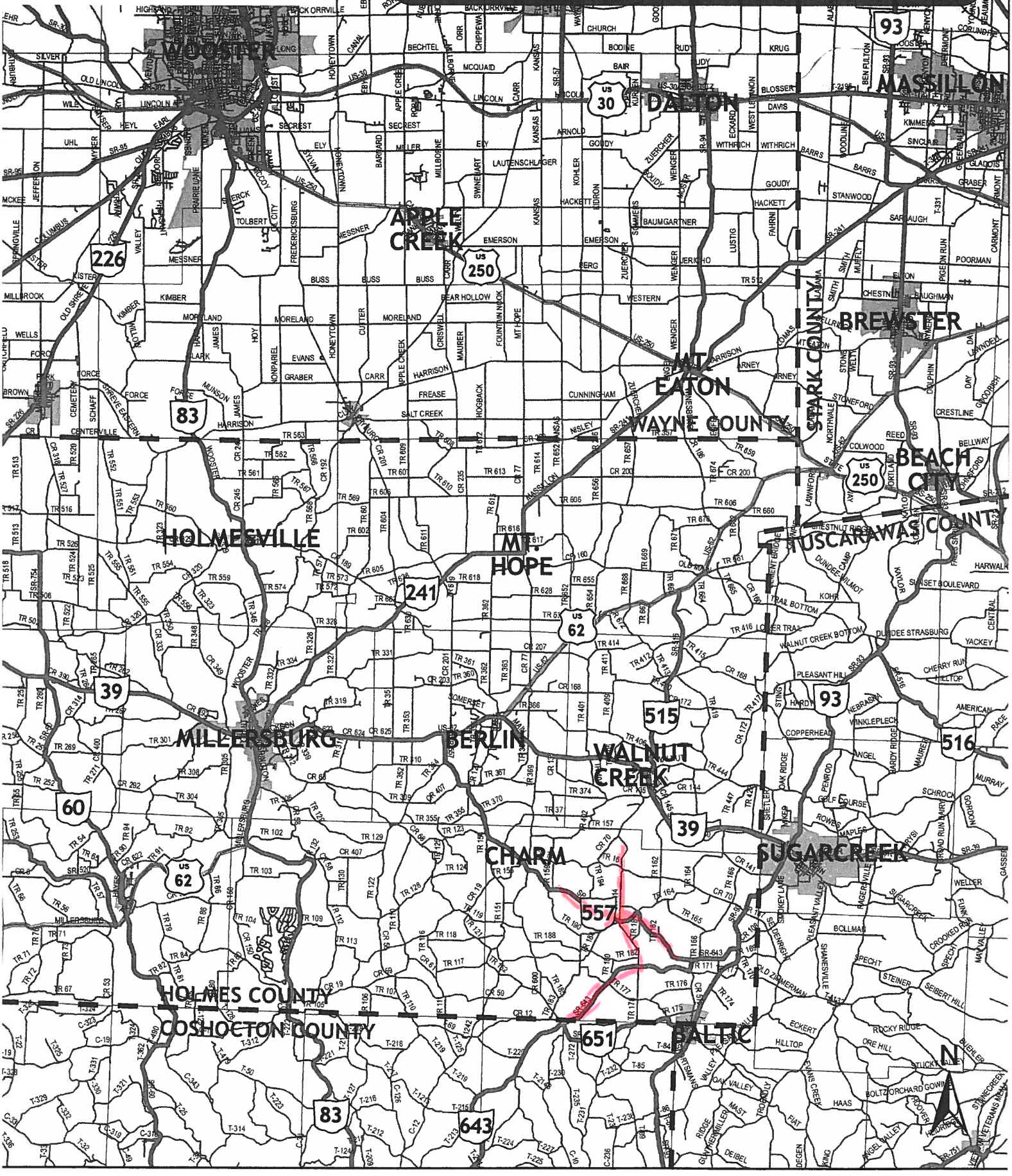

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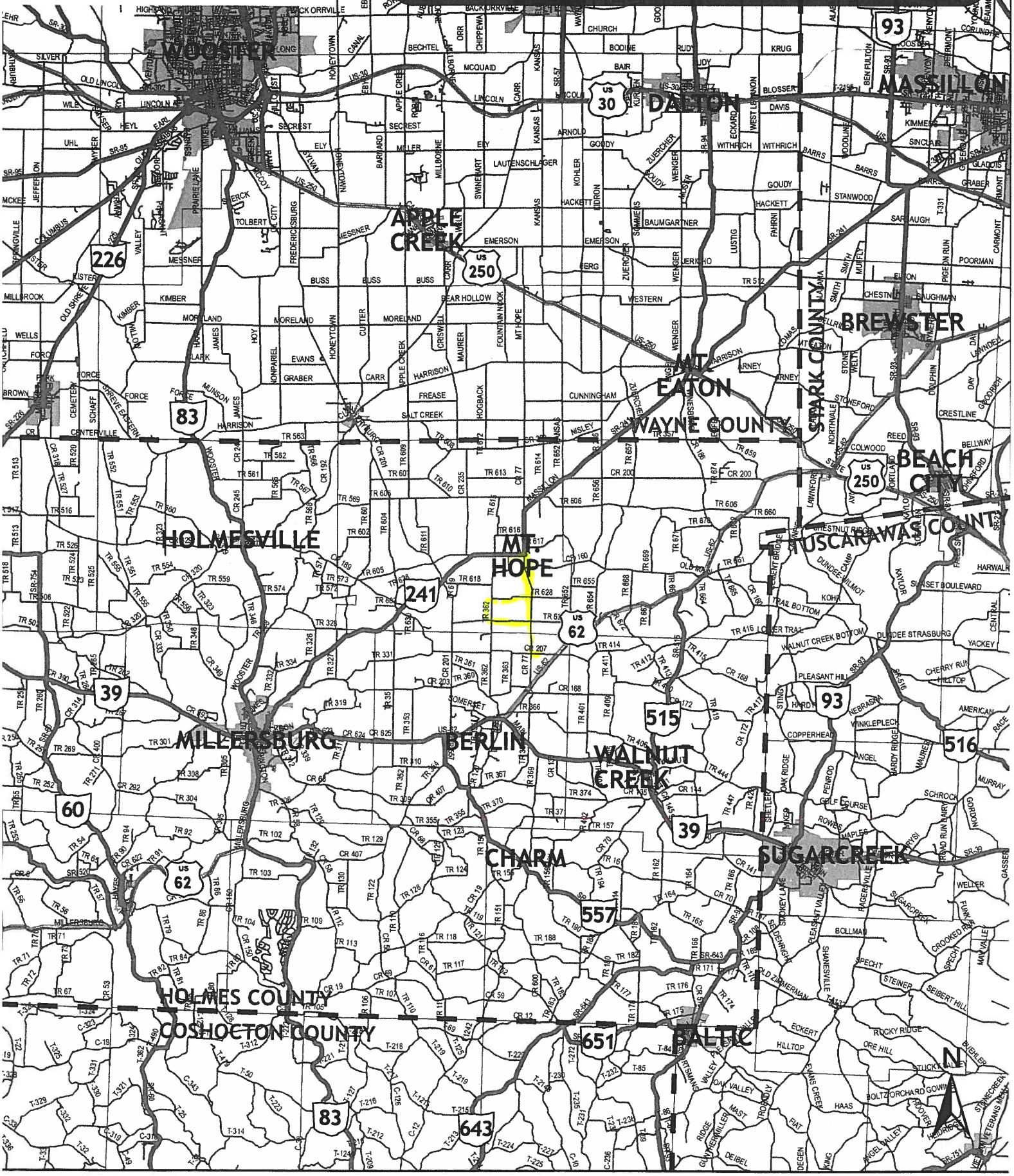

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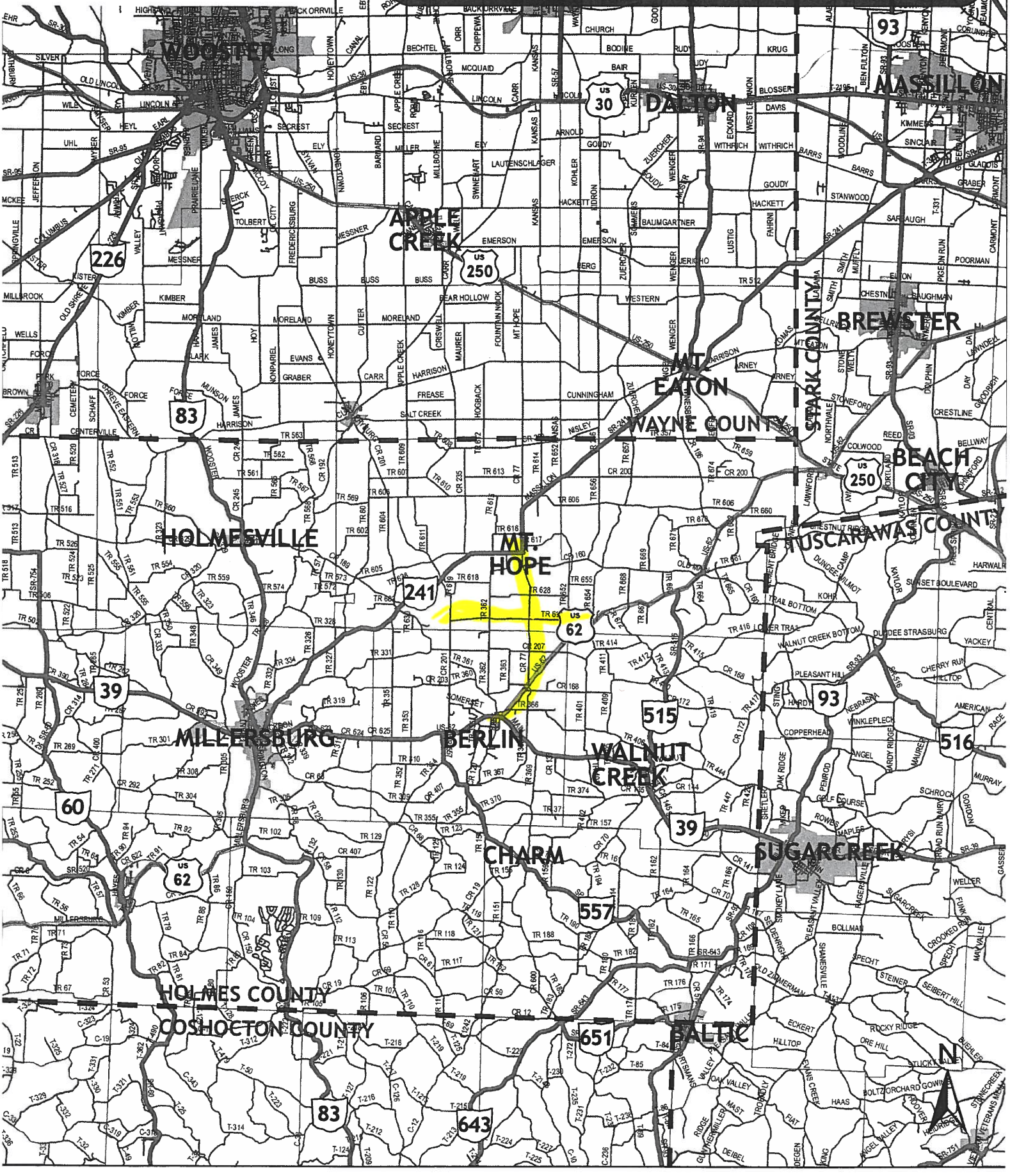

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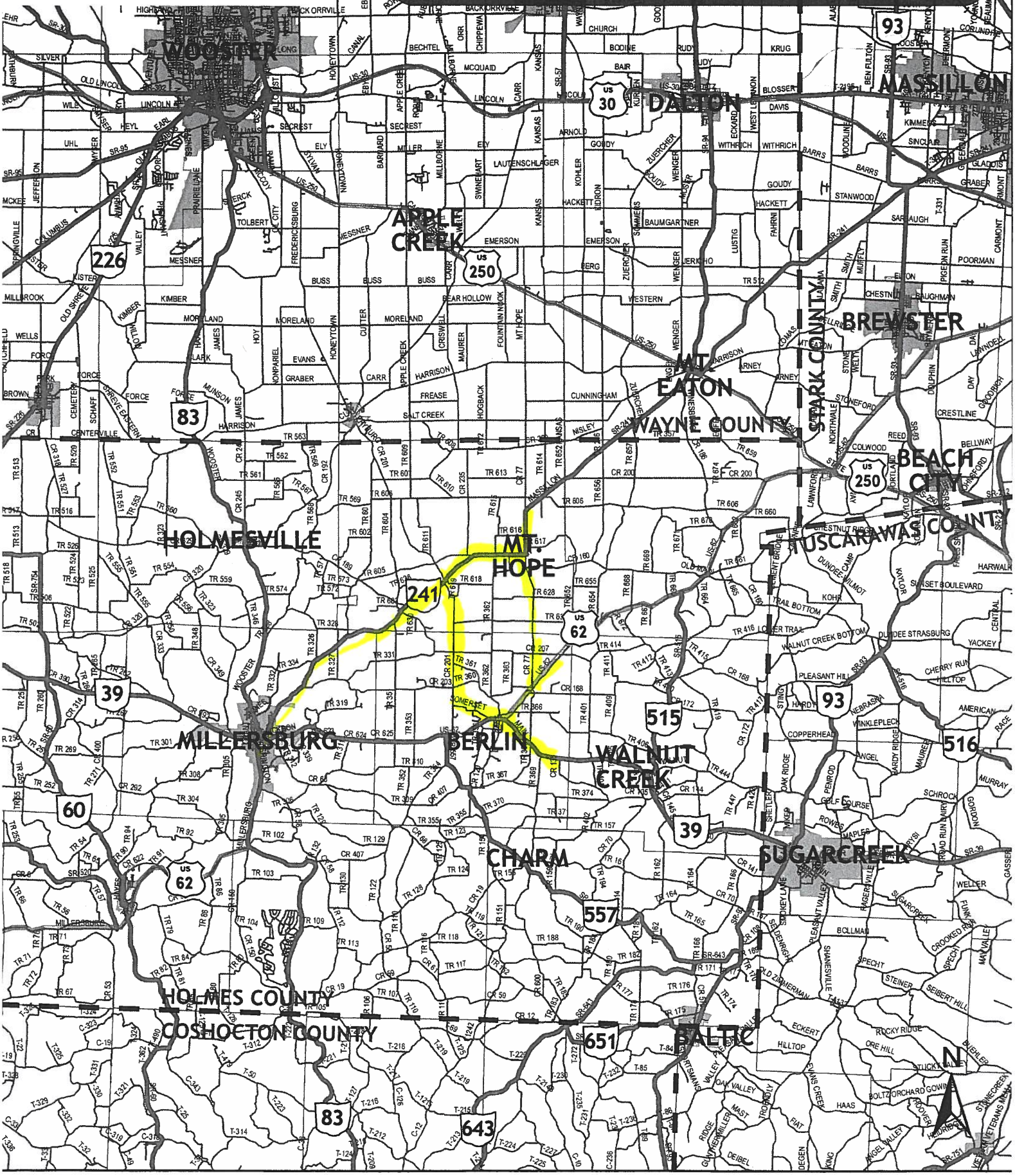

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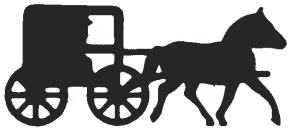

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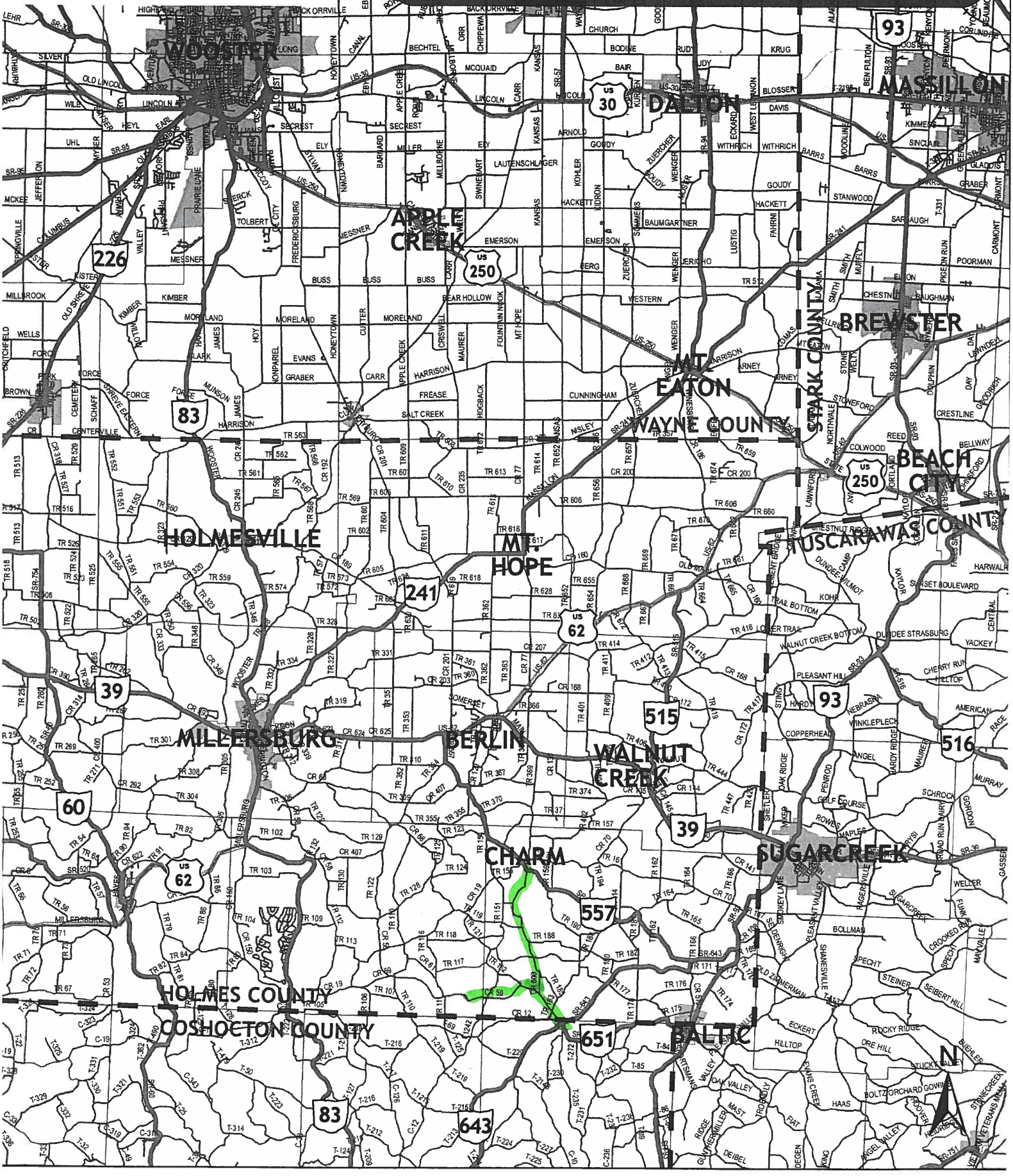

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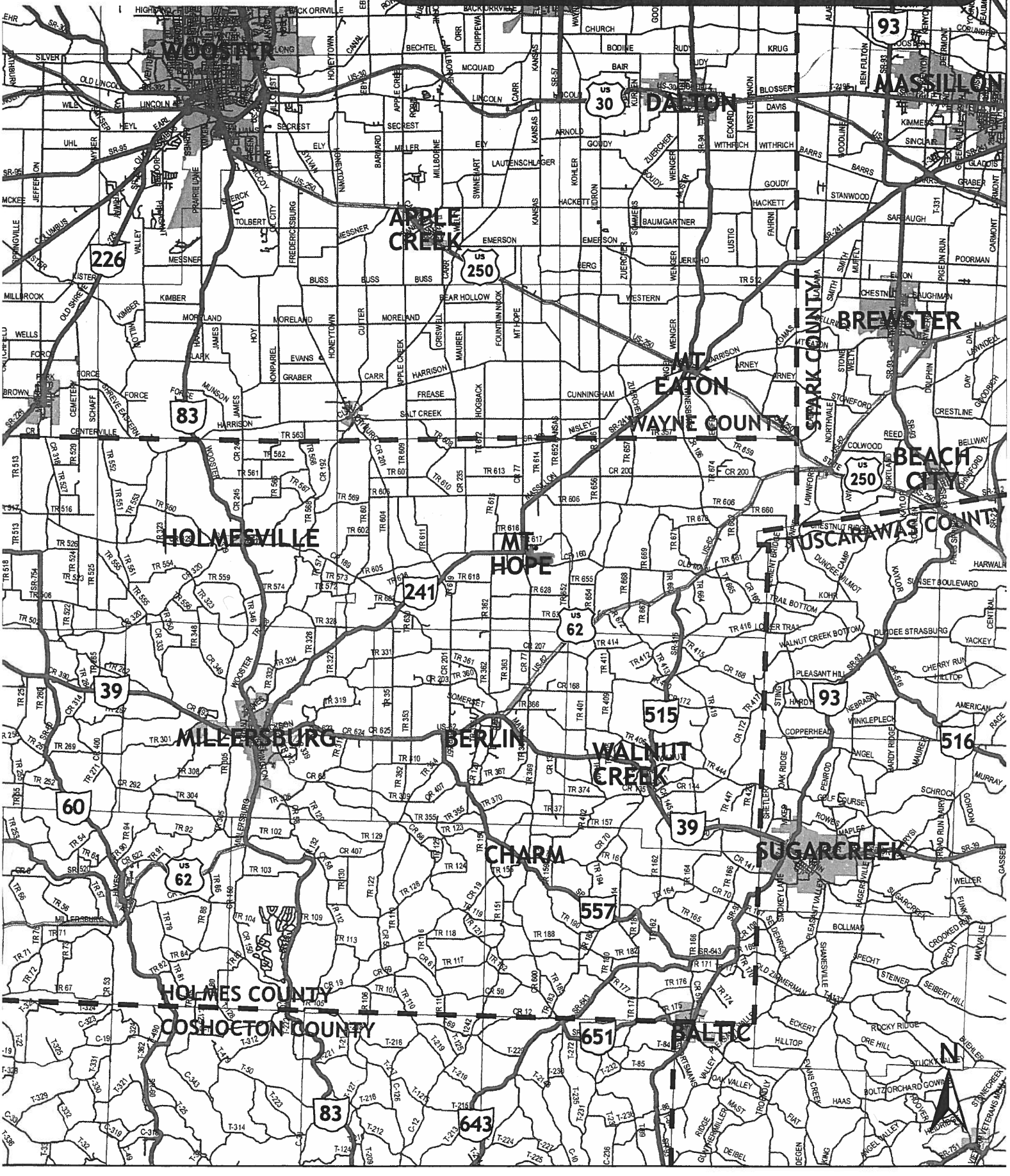

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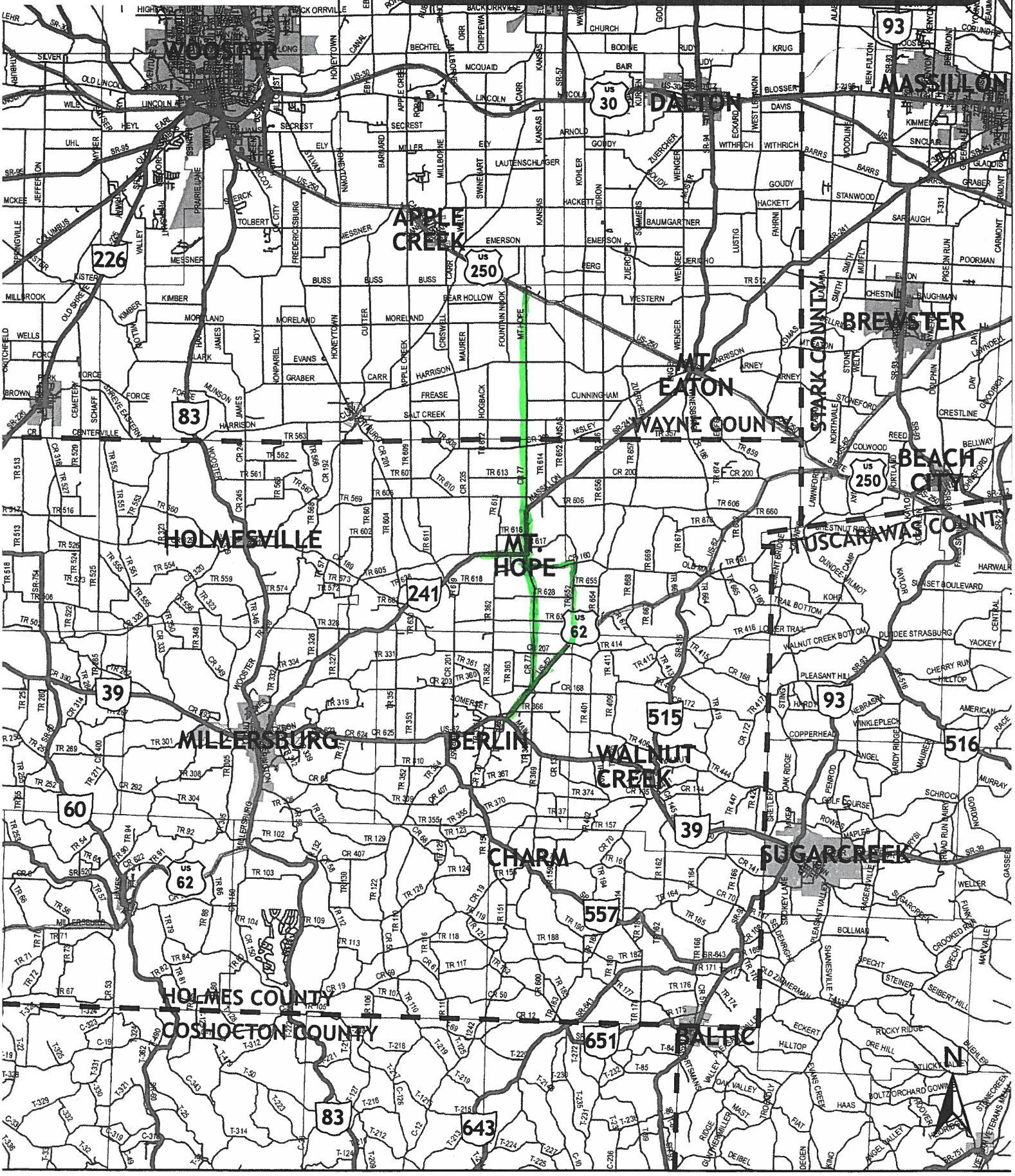

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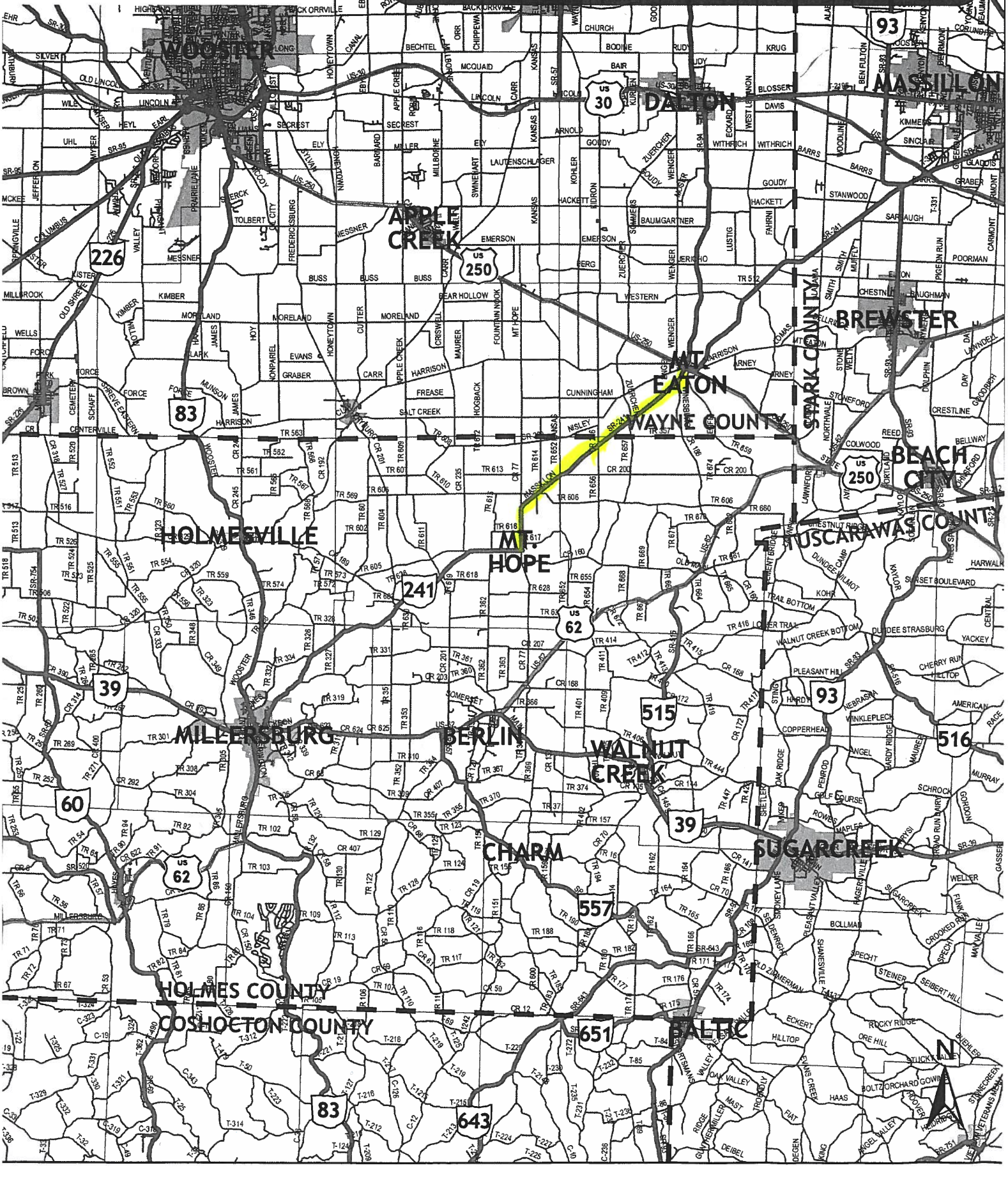

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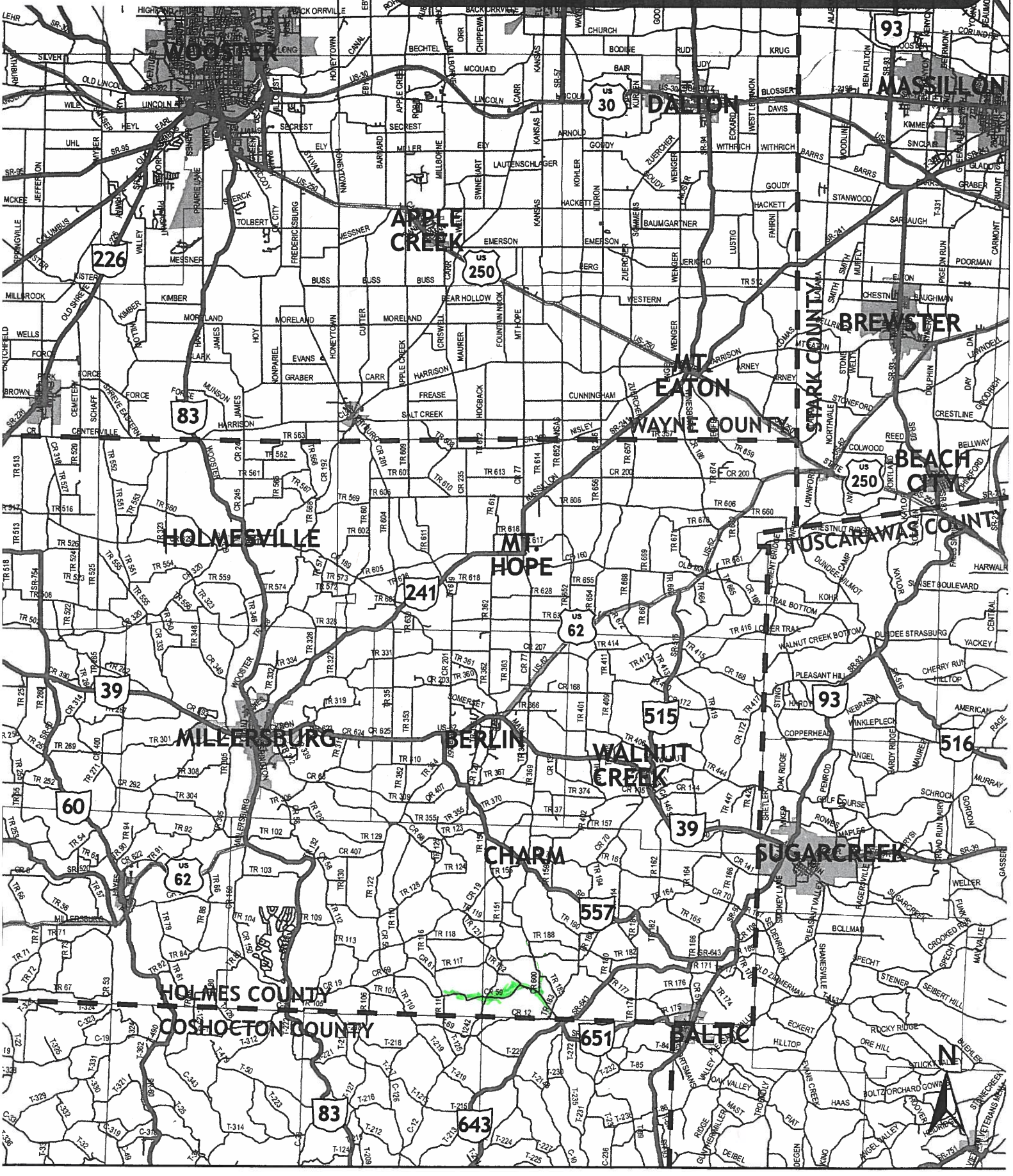

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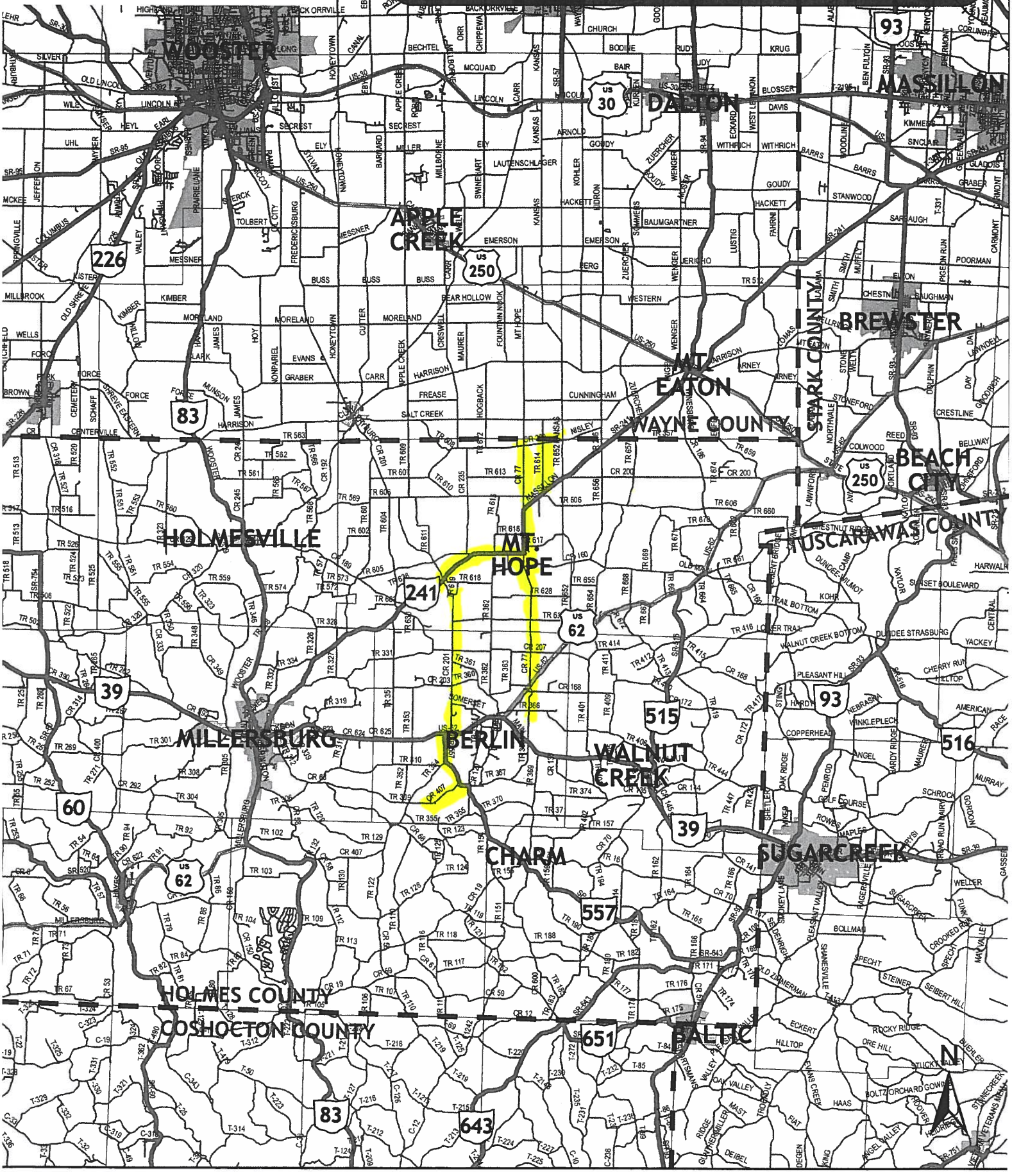

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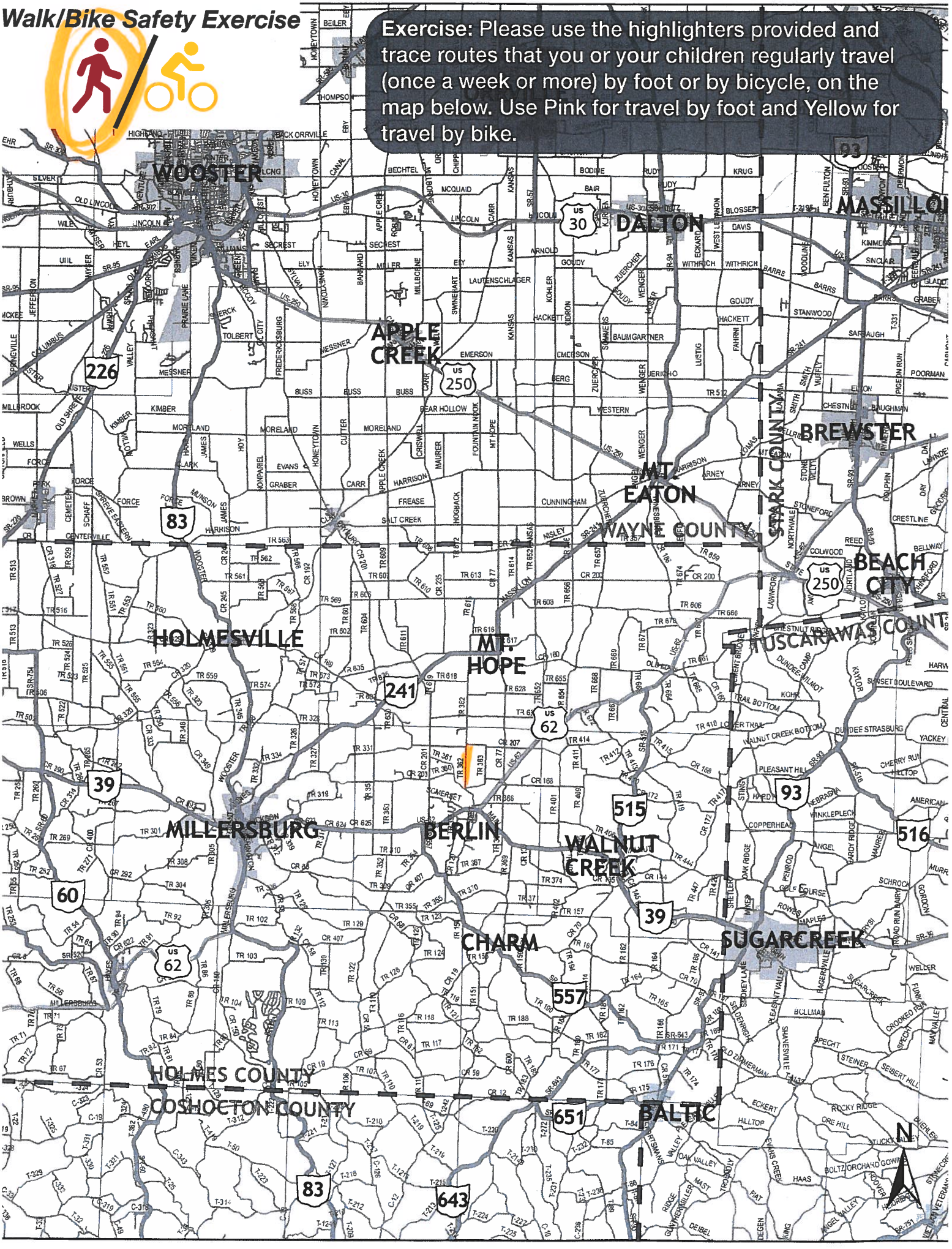

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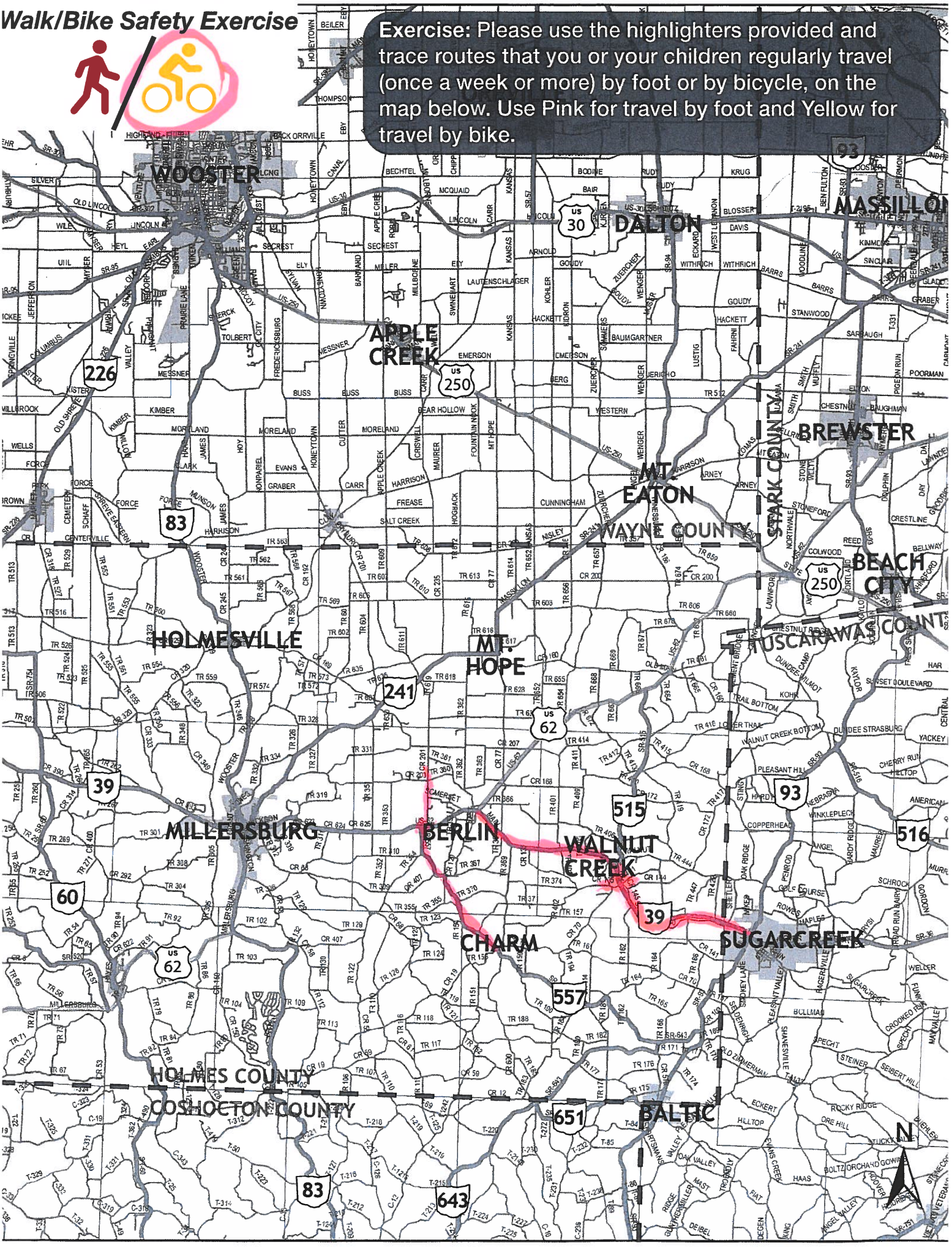

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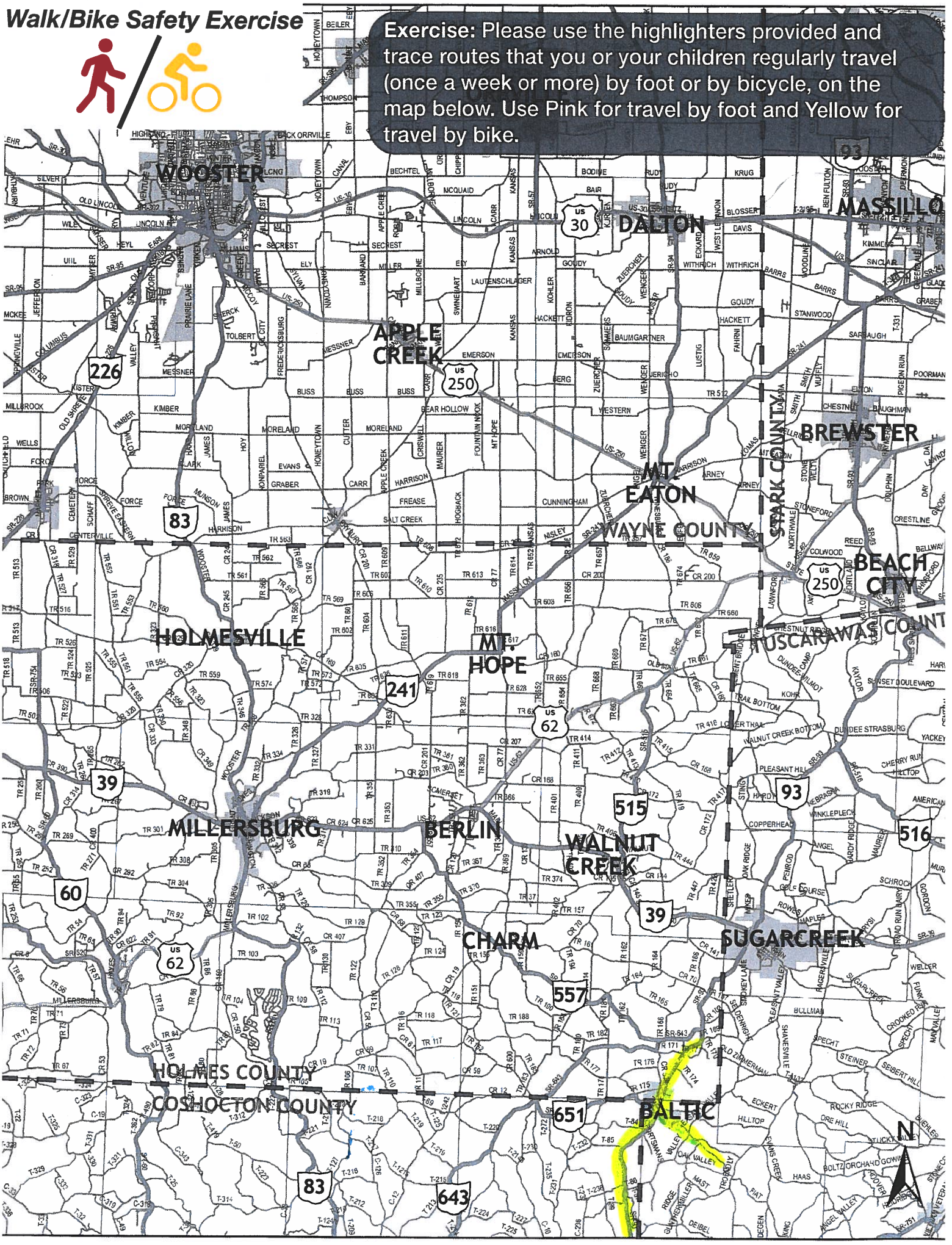

Walk/Bike Safety Exercise

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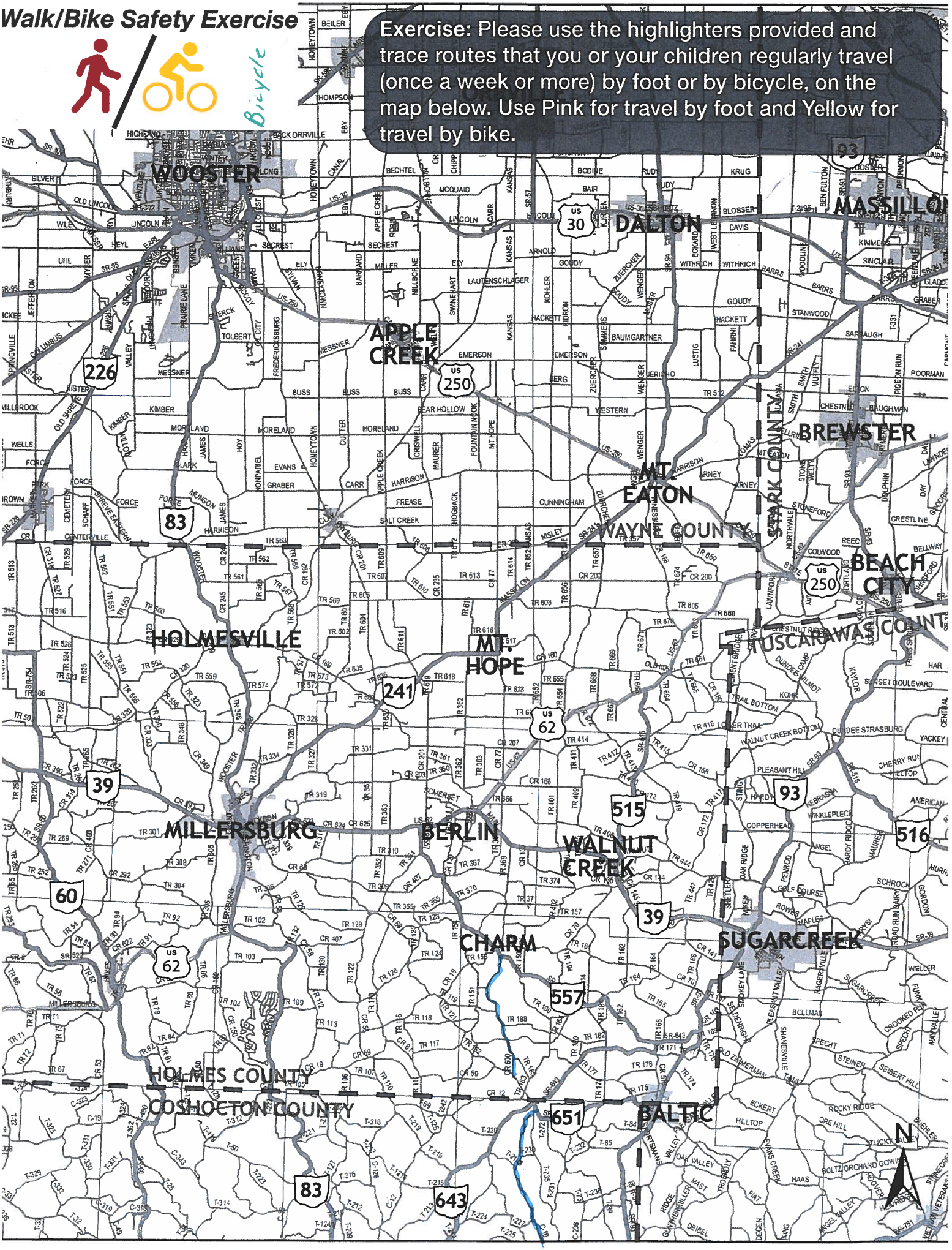

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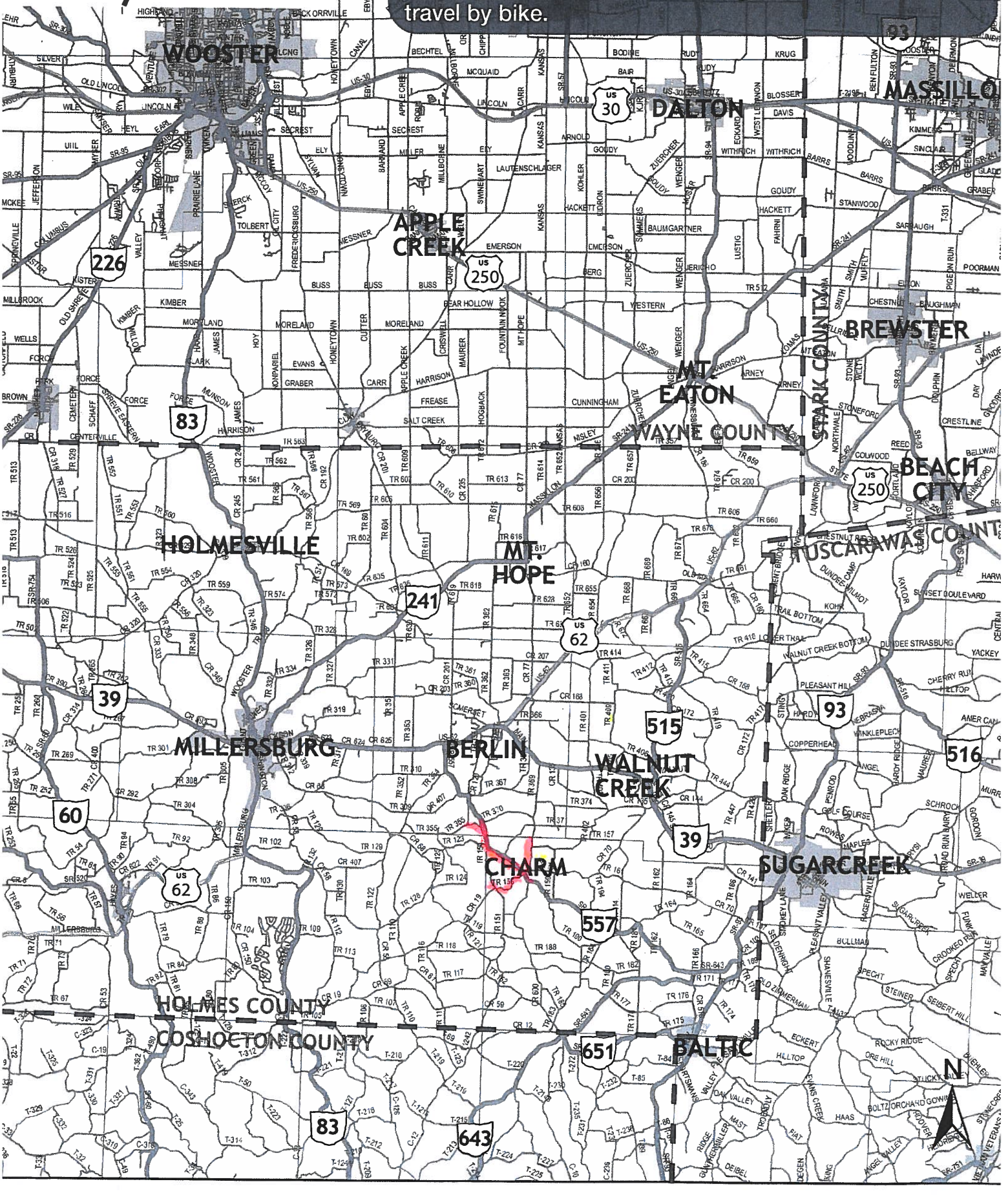

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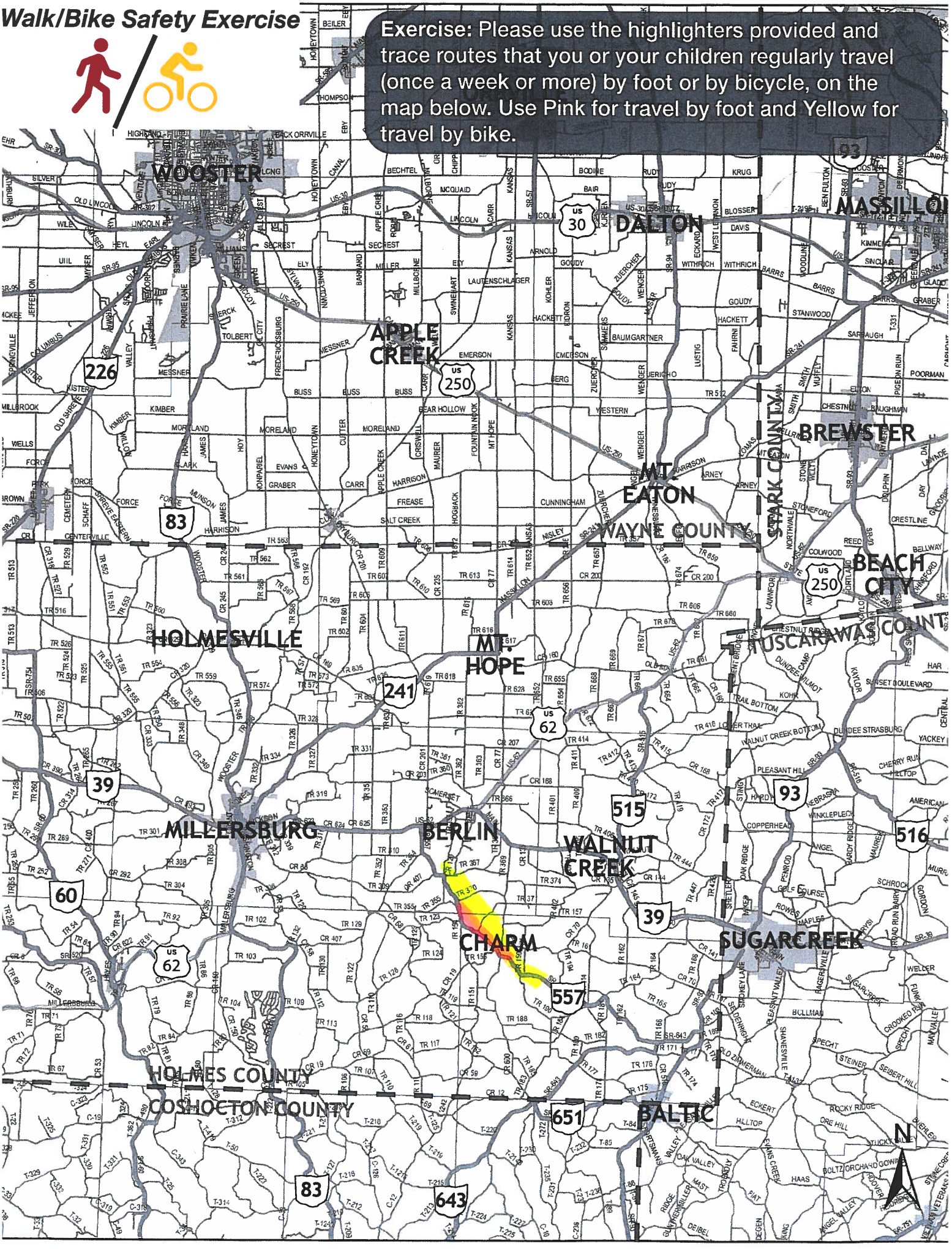

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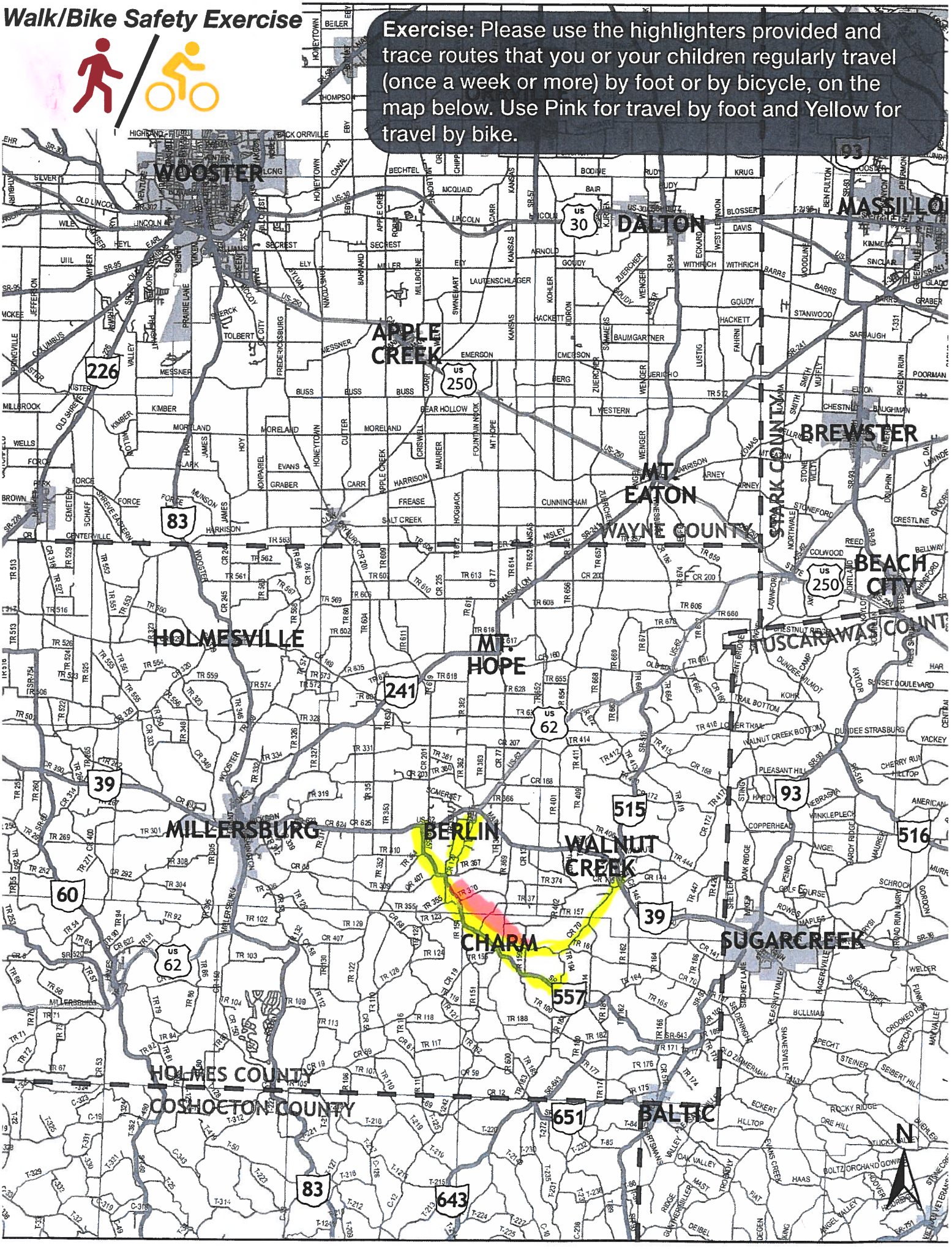

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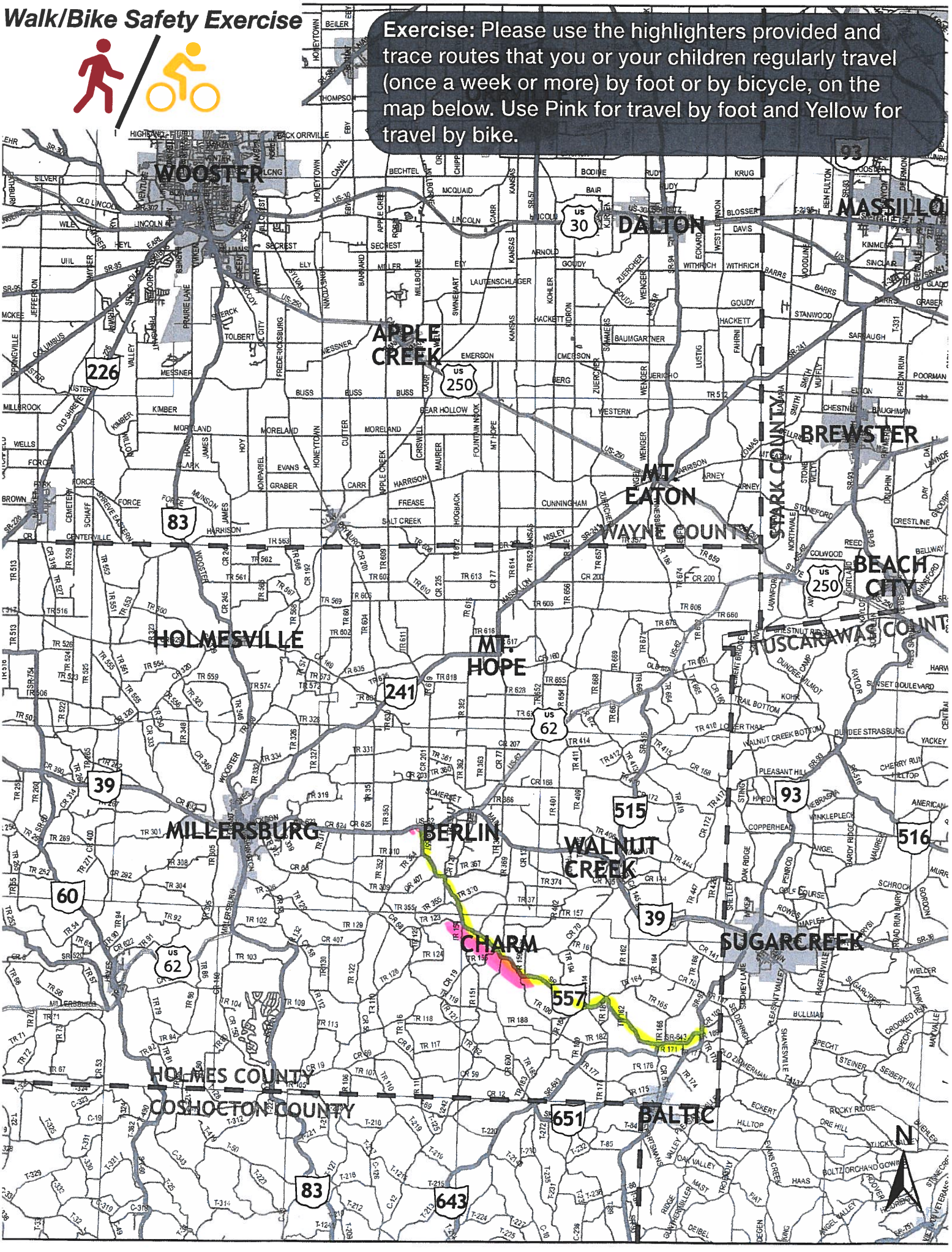

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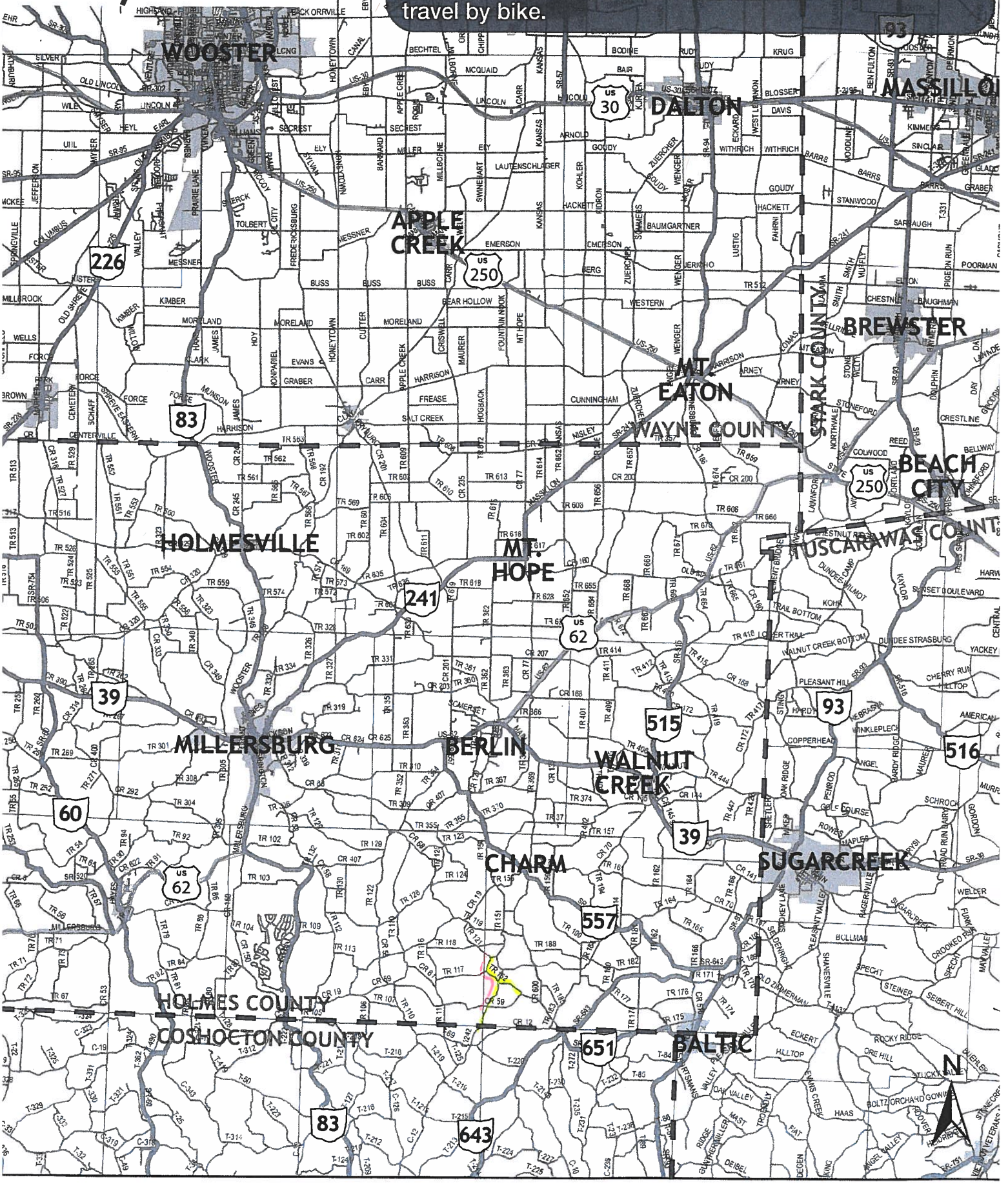

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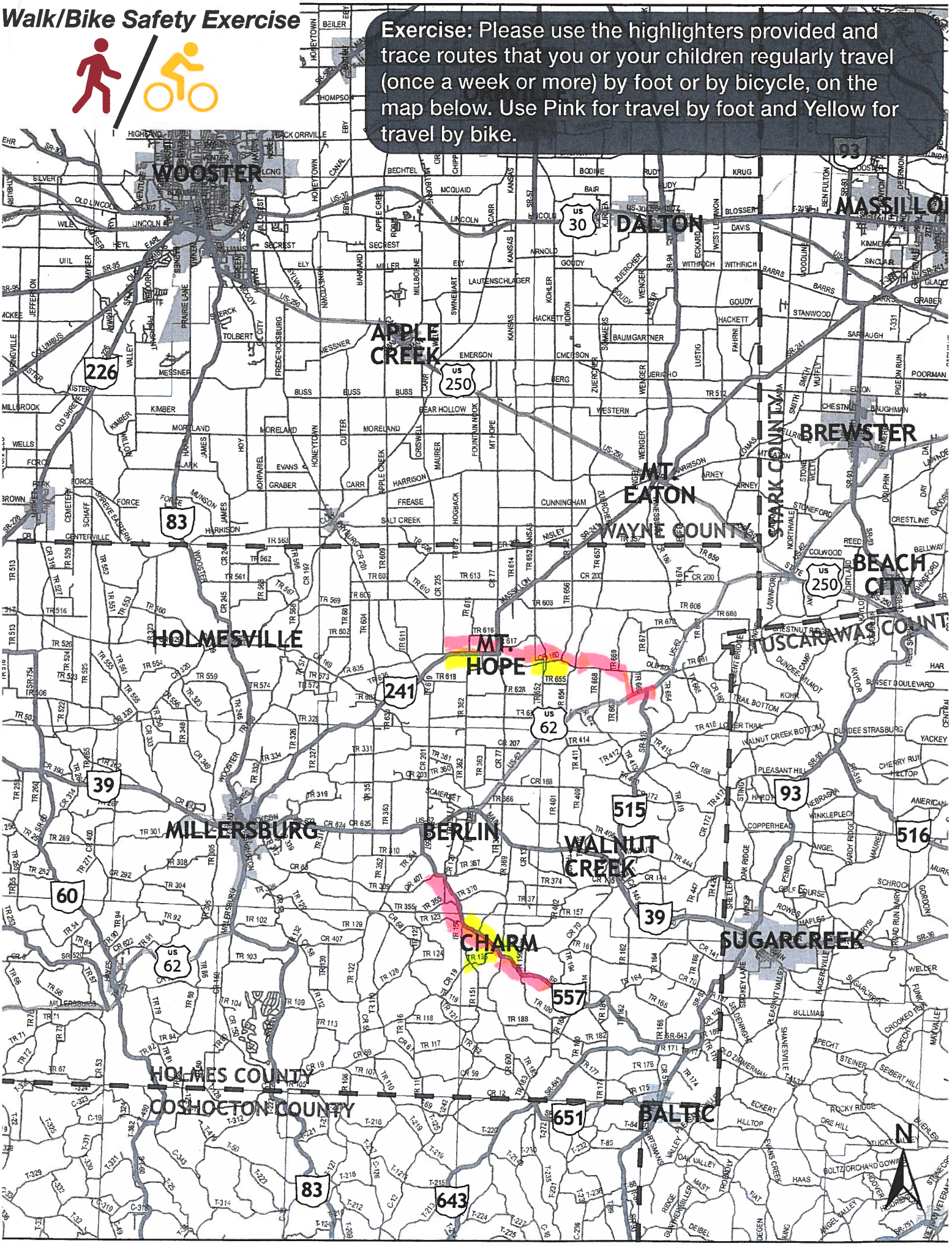

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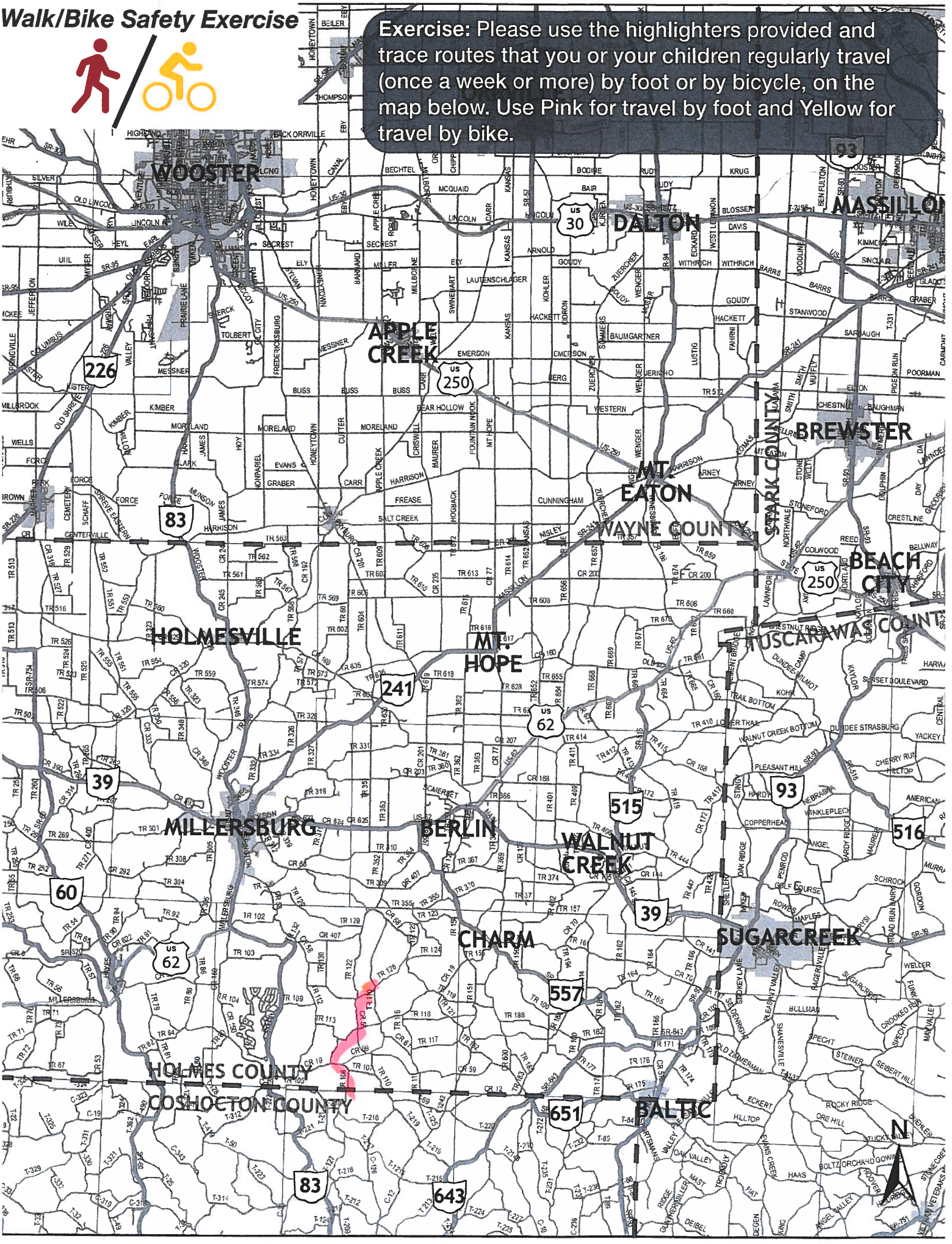

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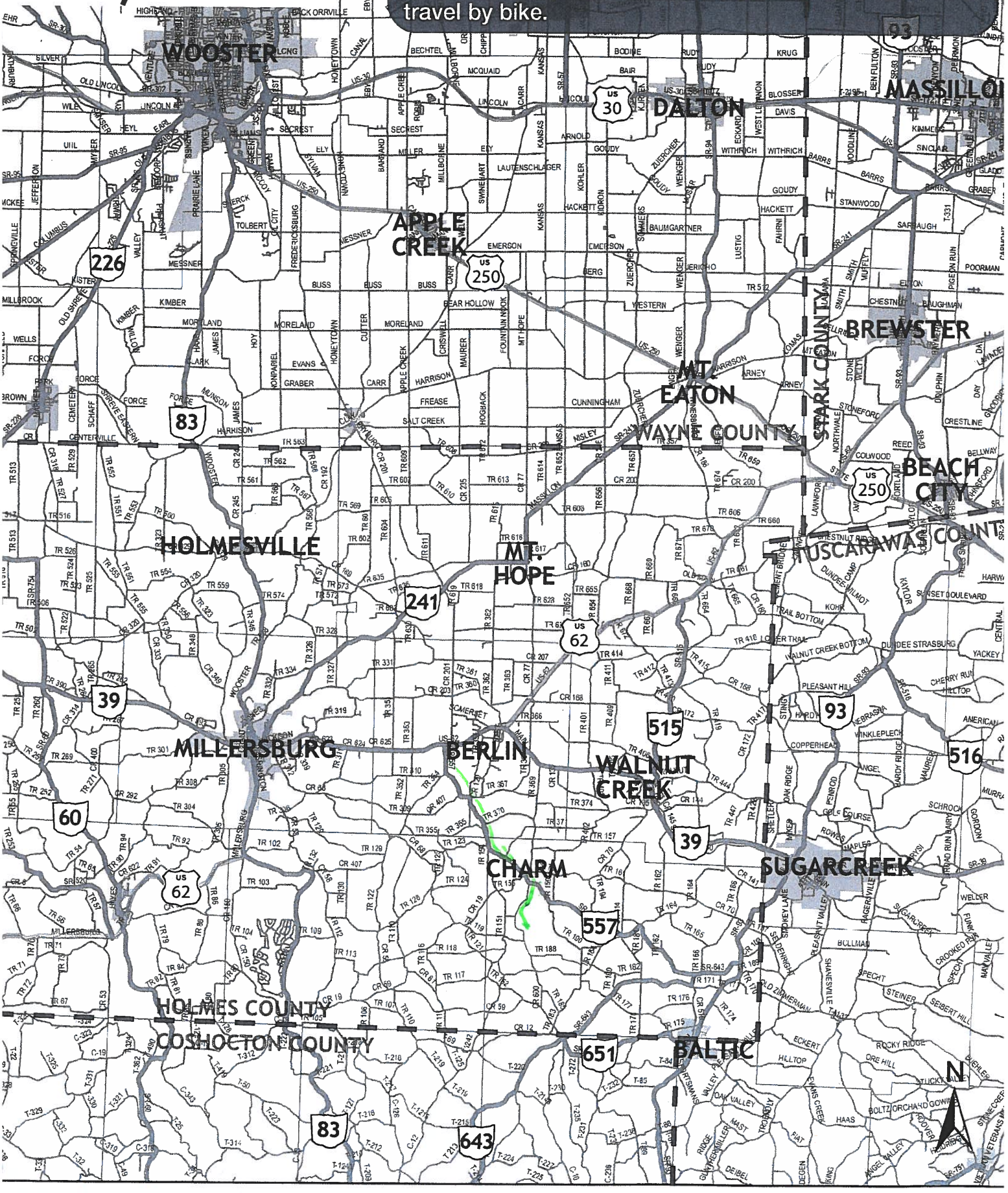

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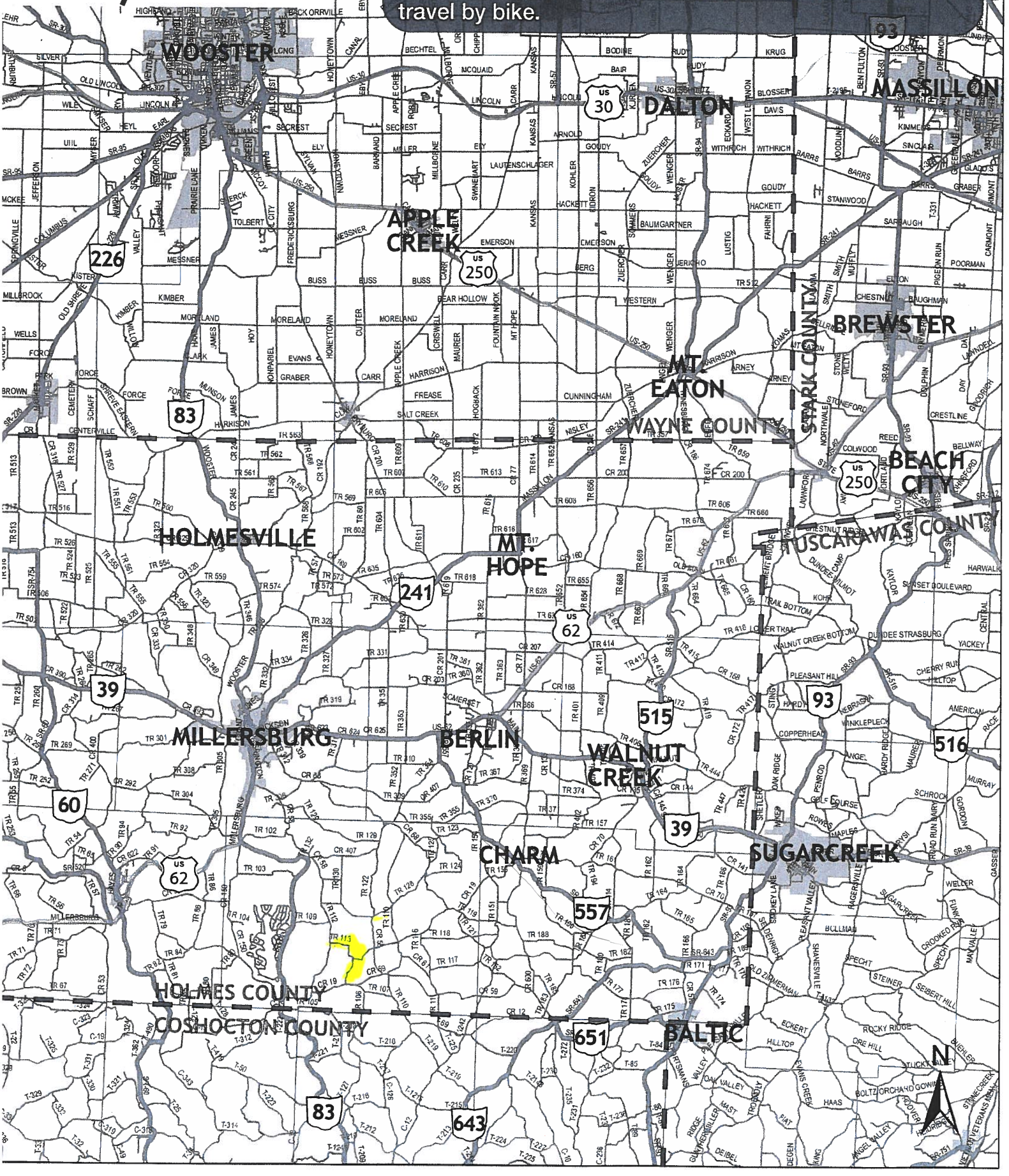

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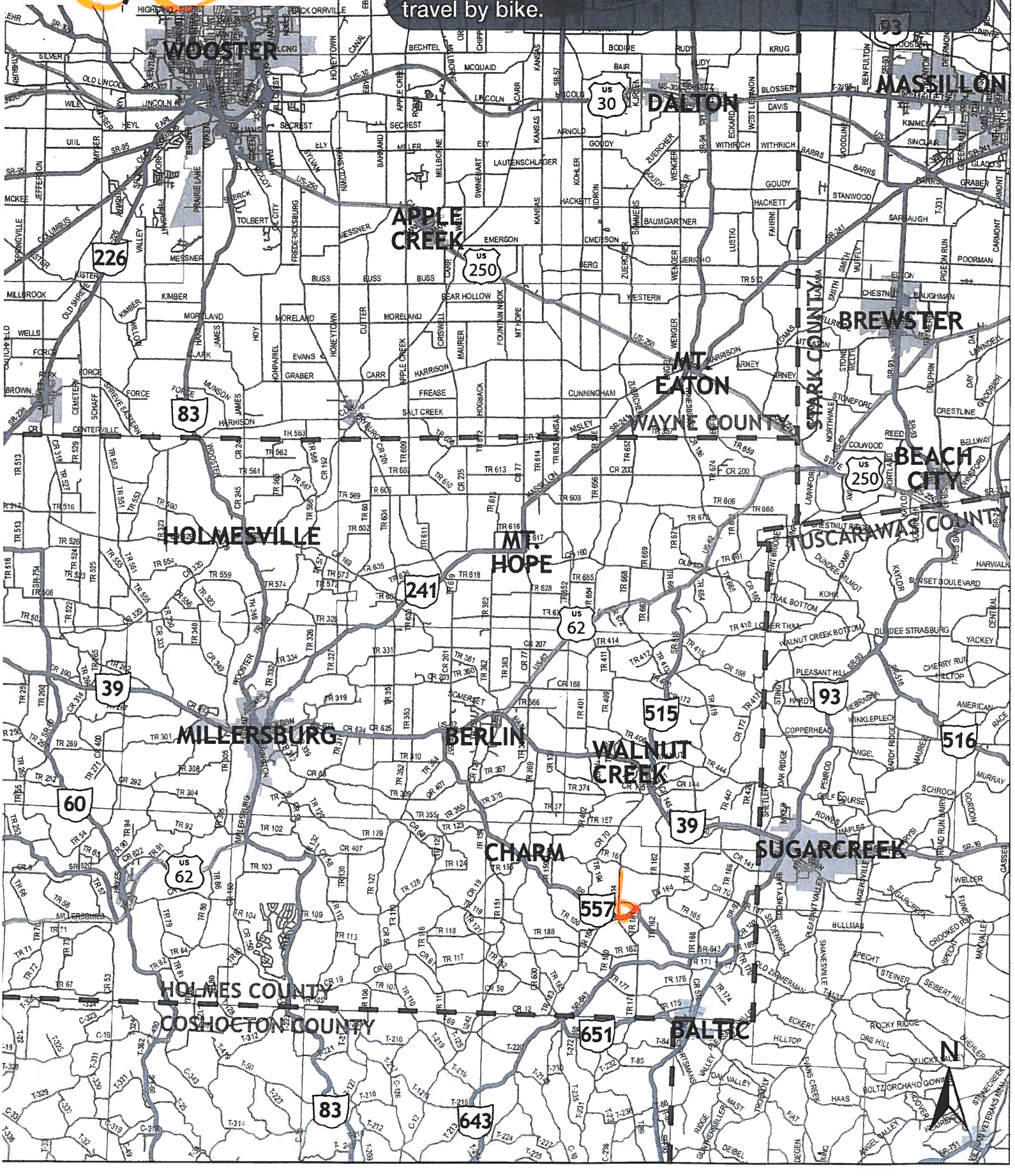

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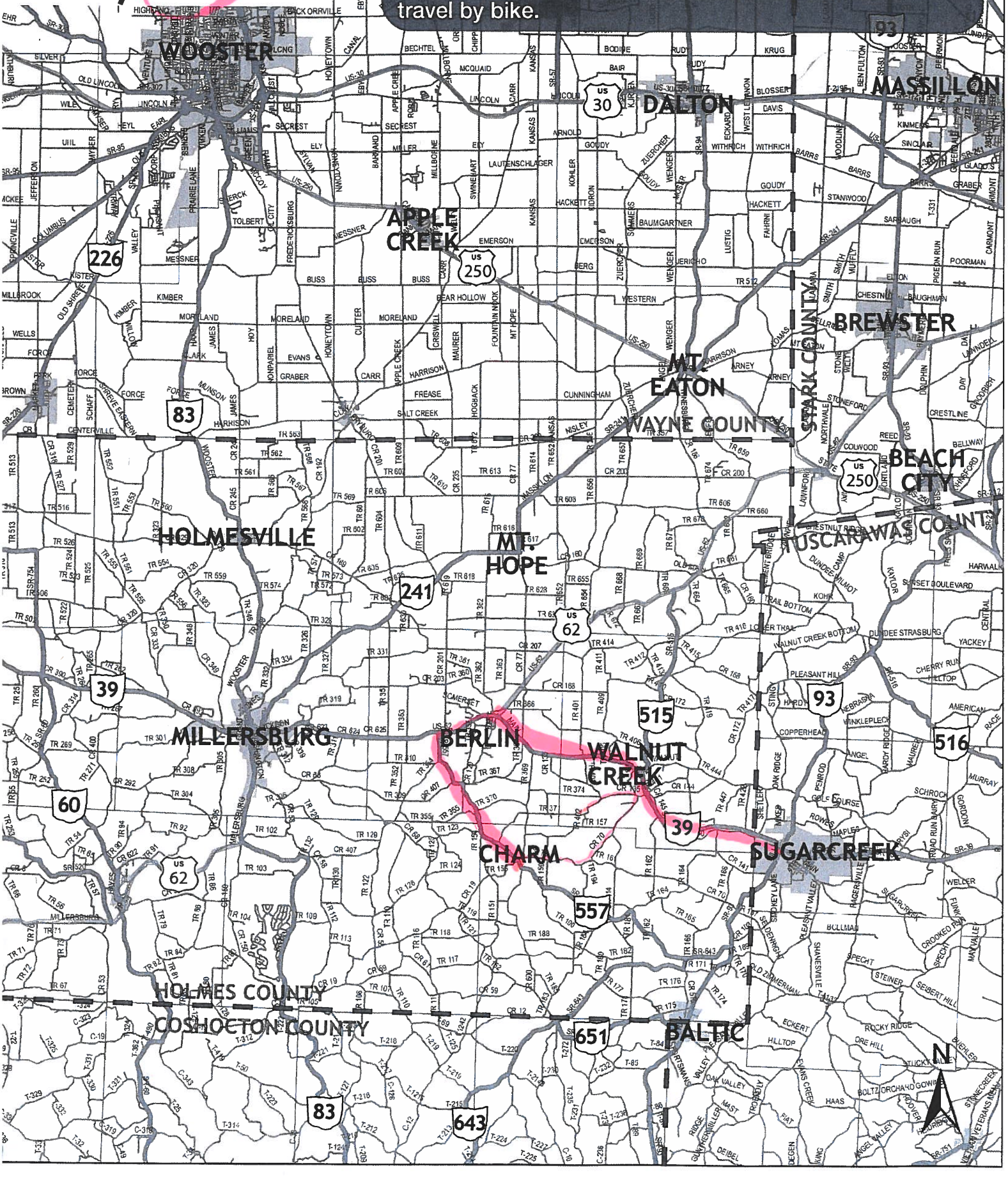

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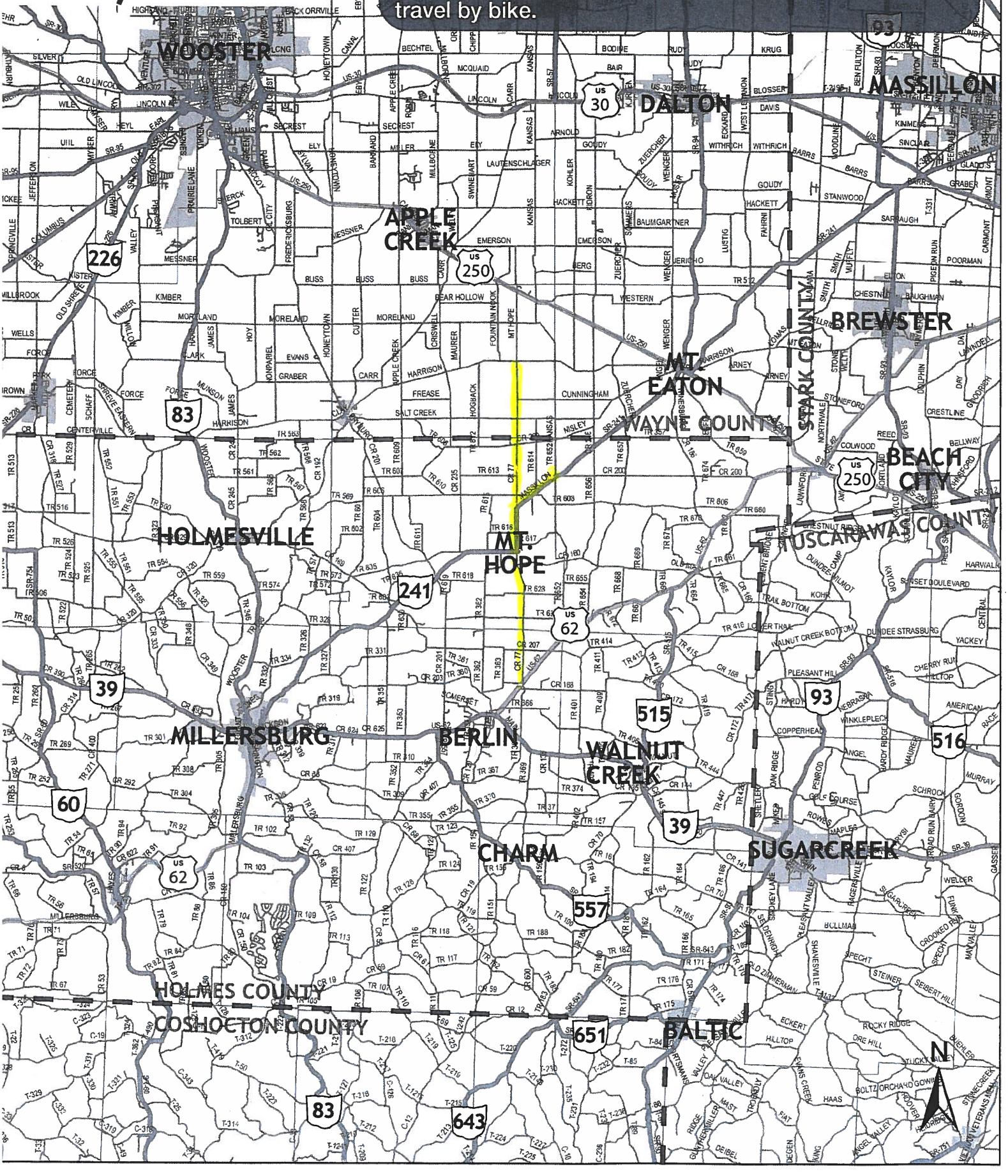

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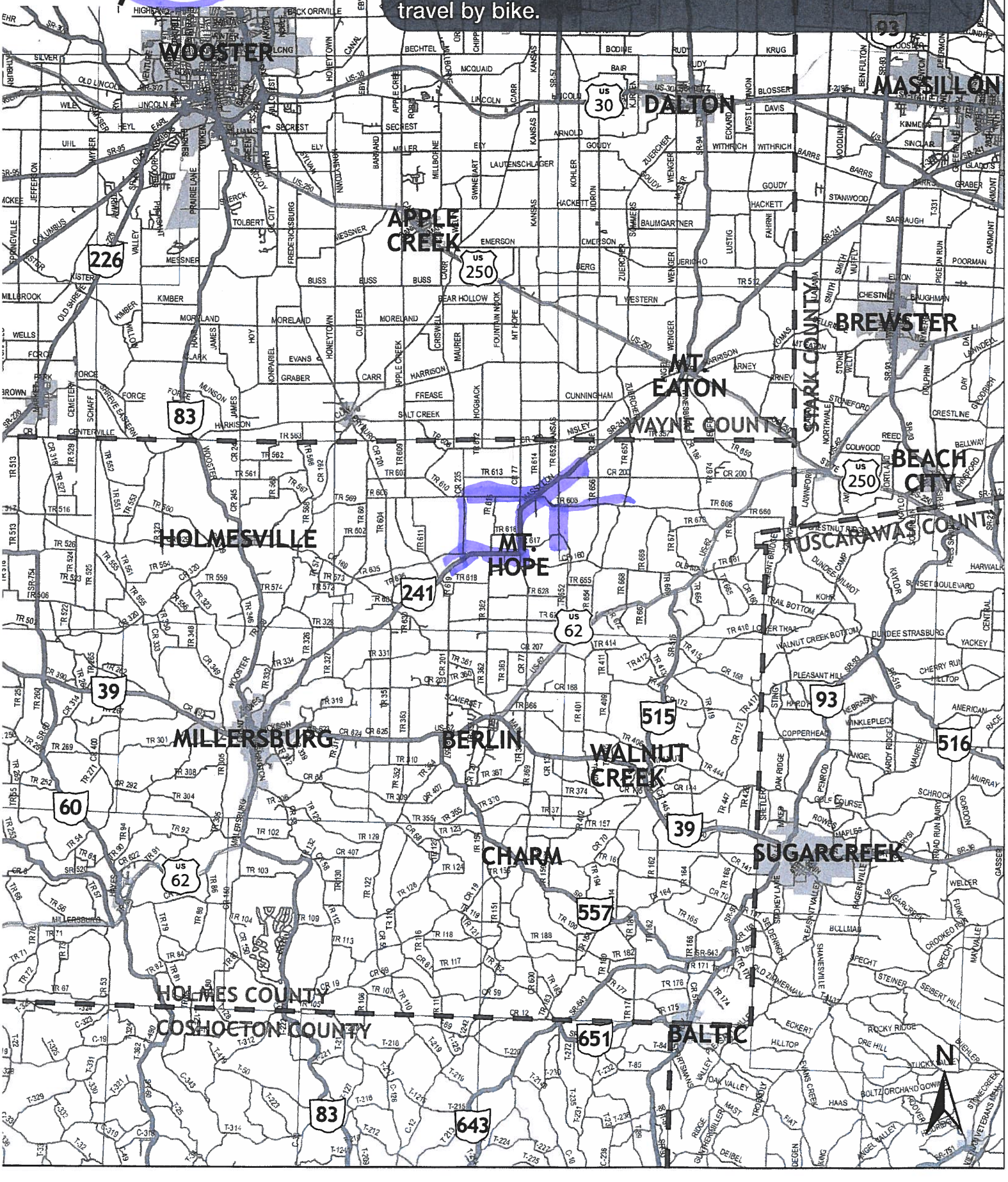

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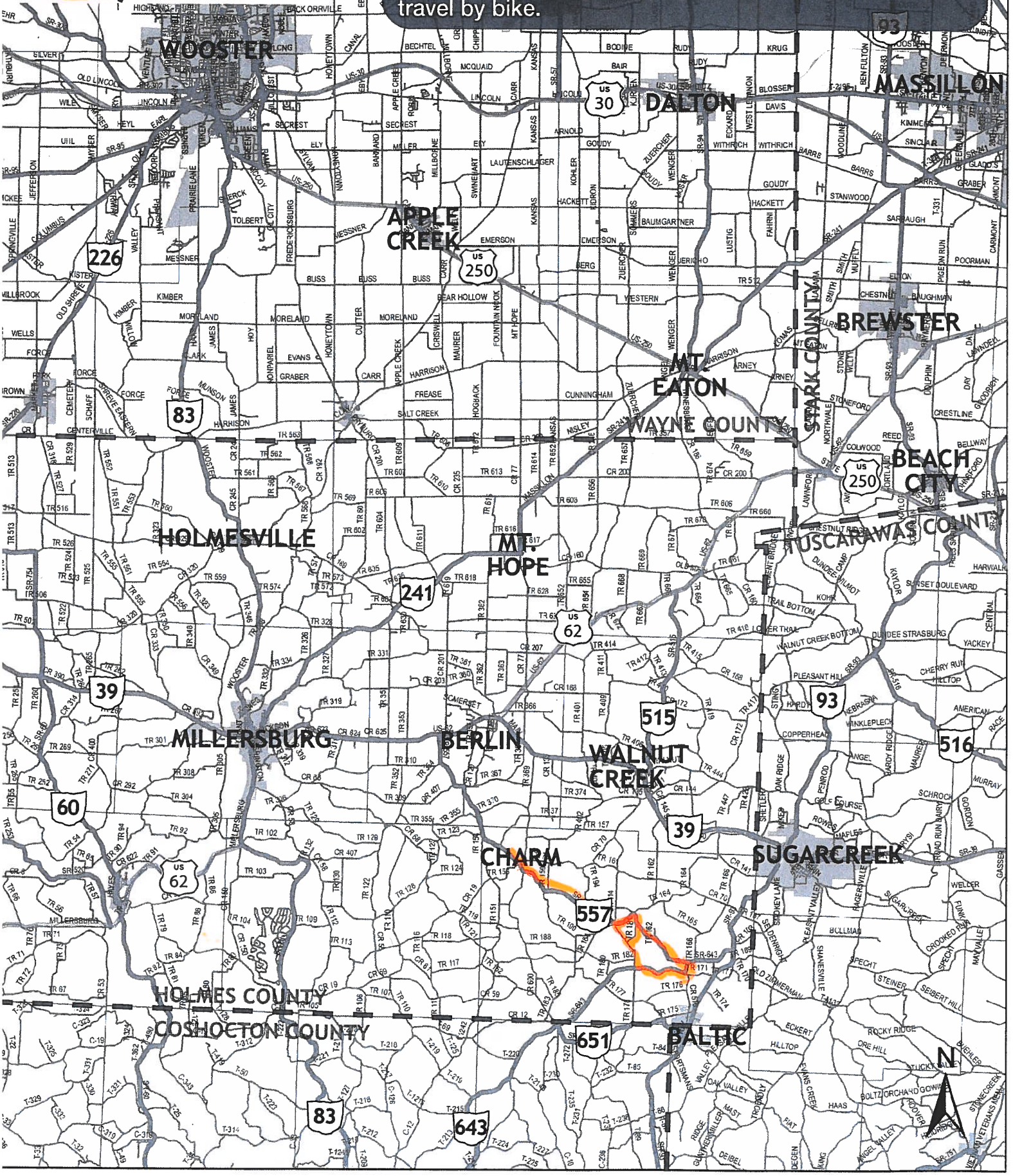

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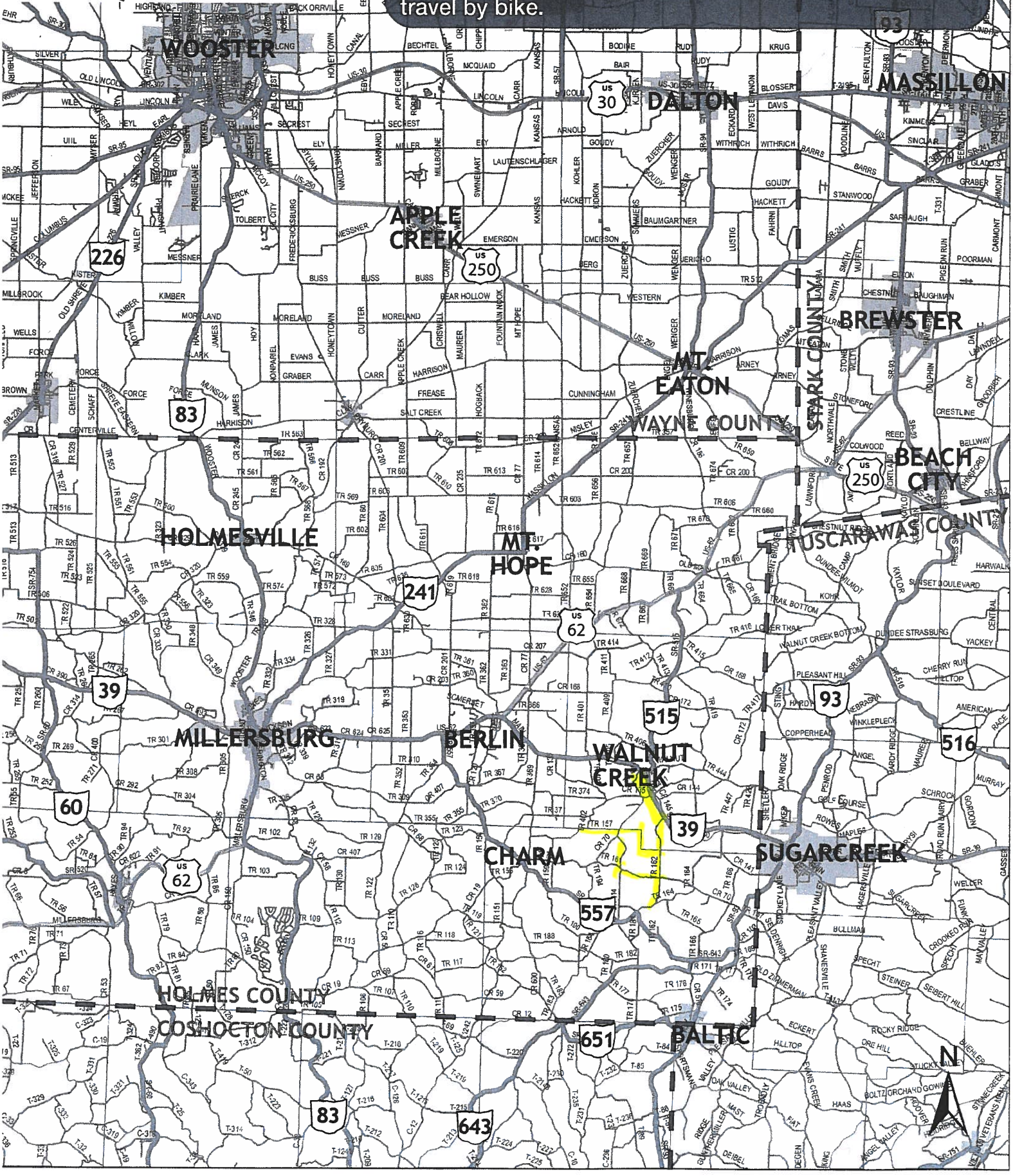

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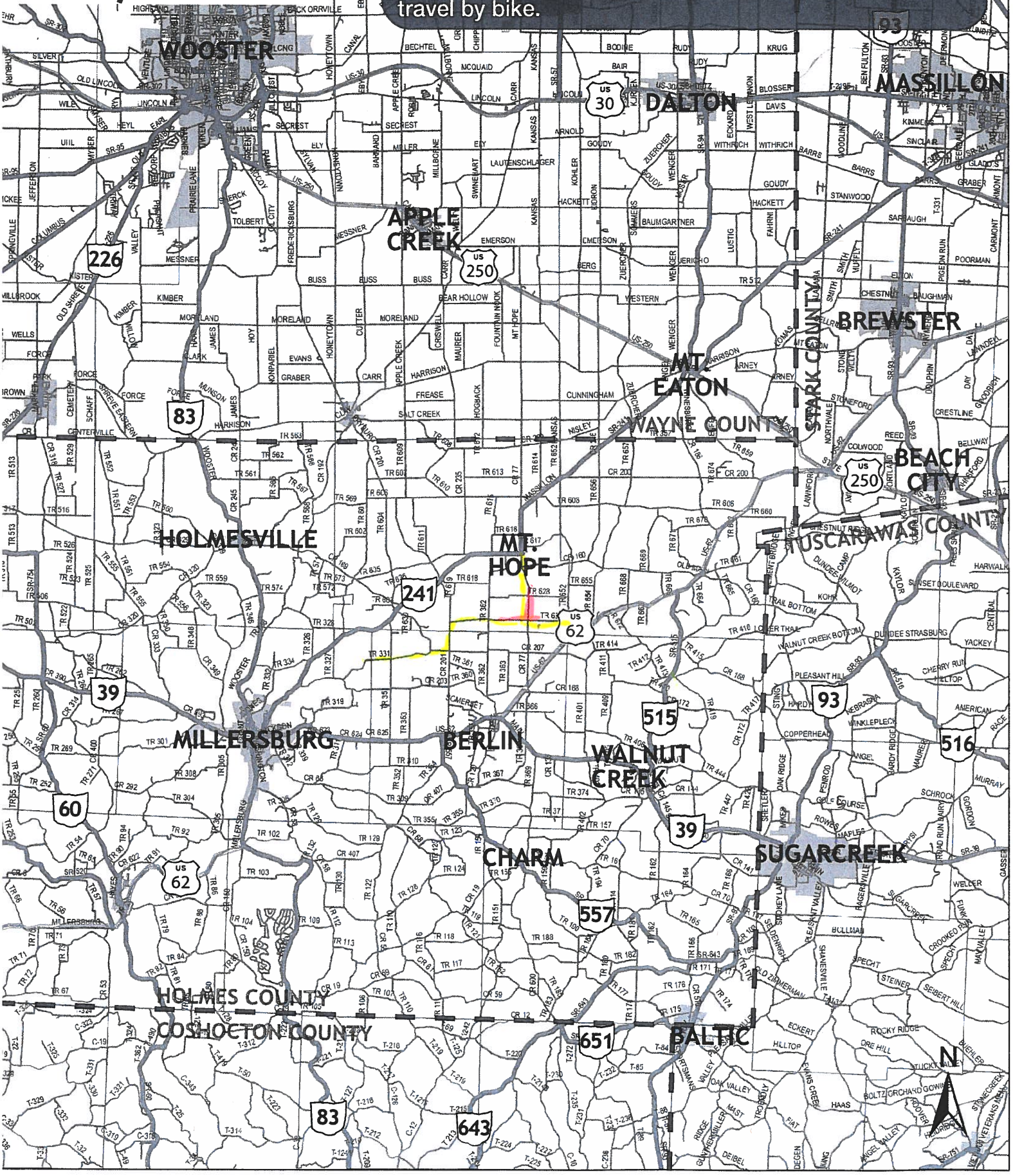

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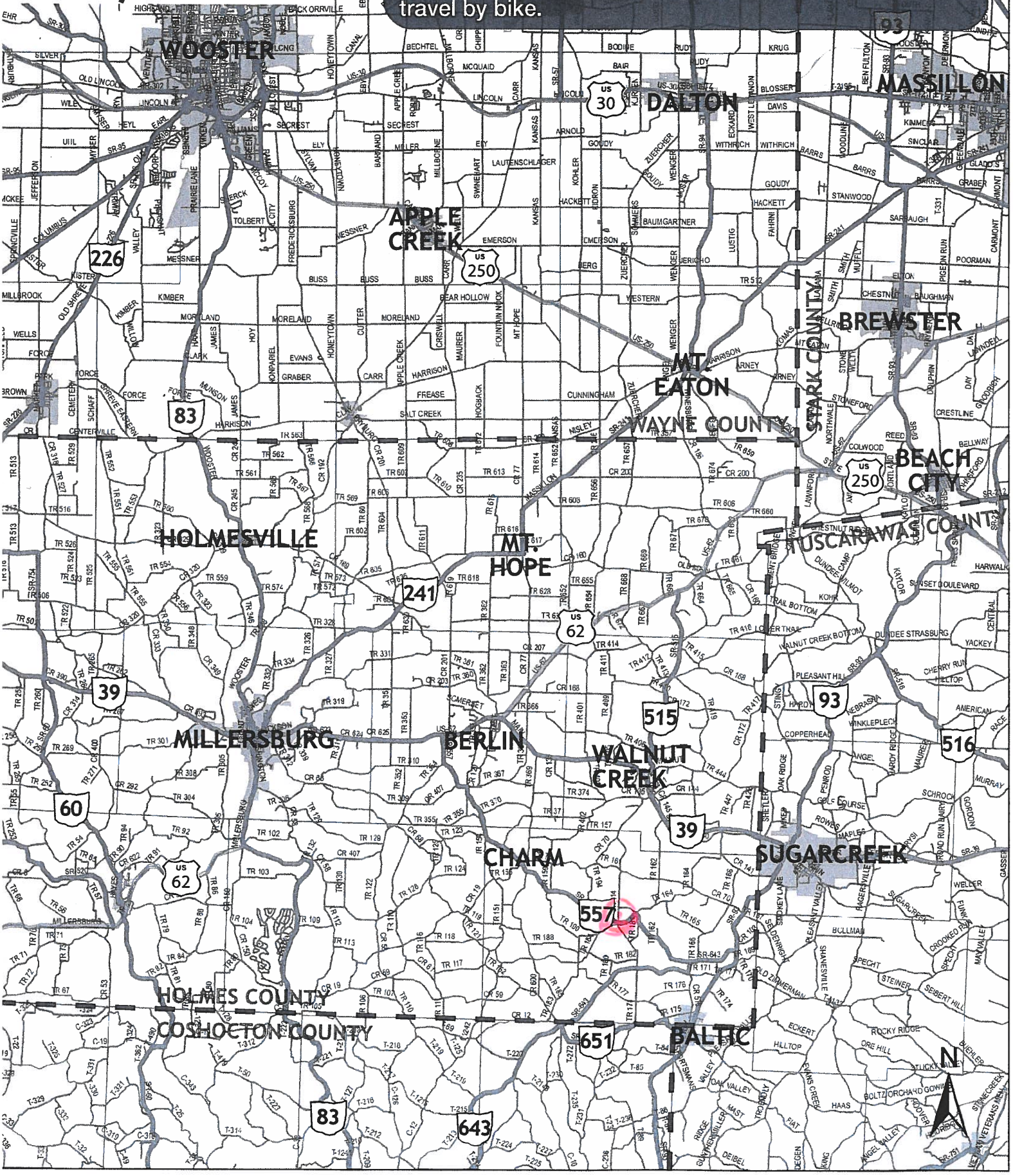

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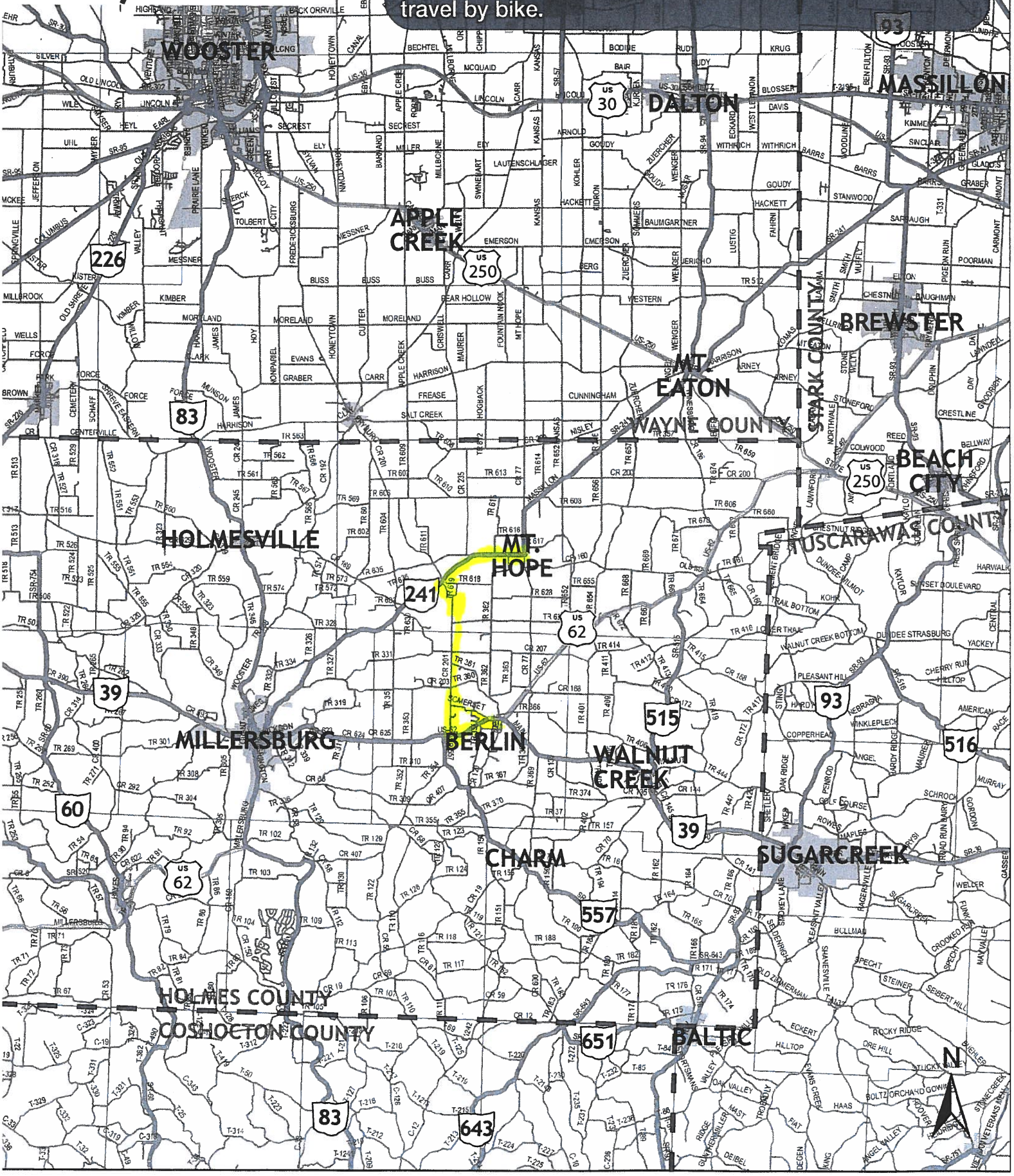

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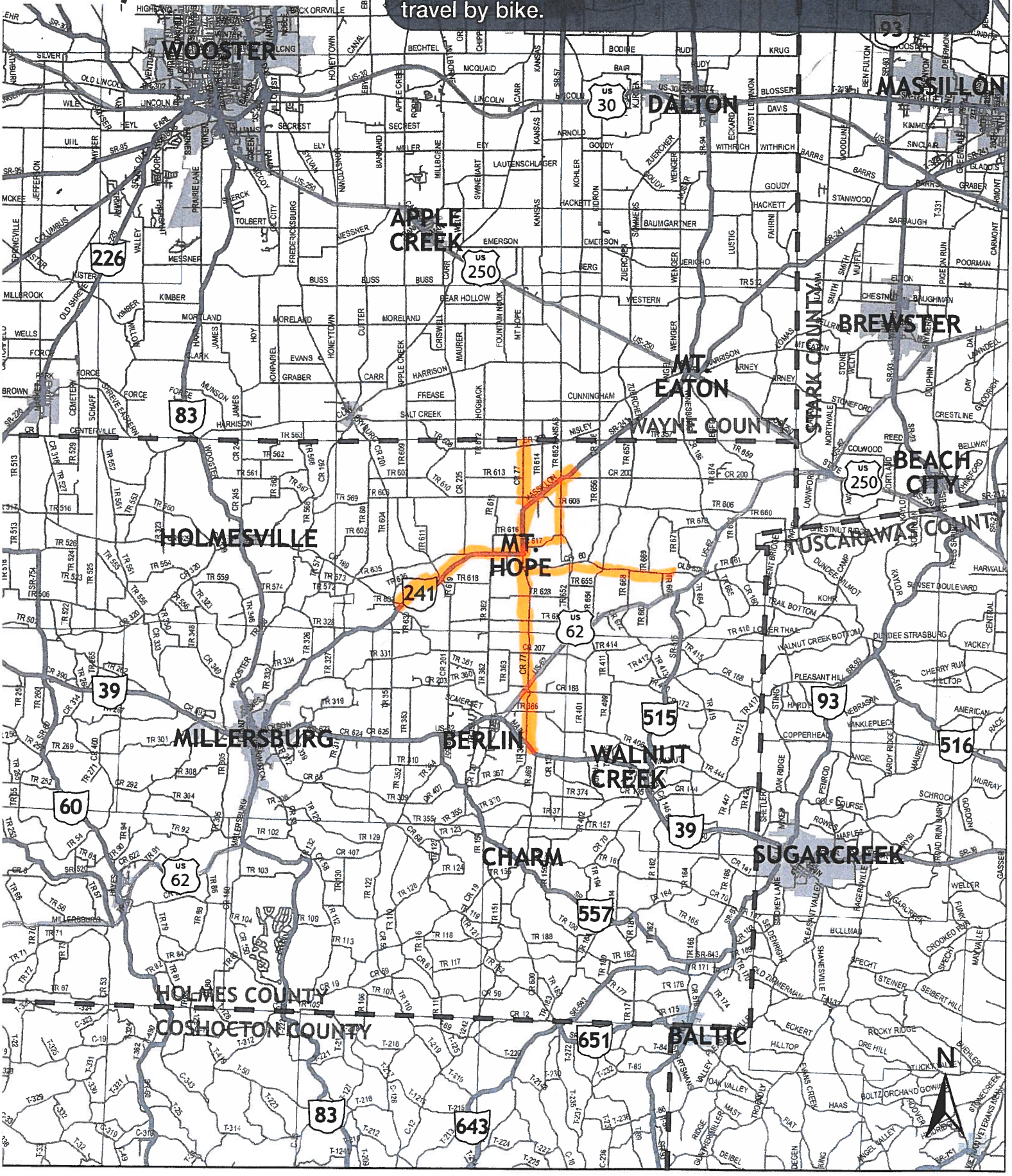

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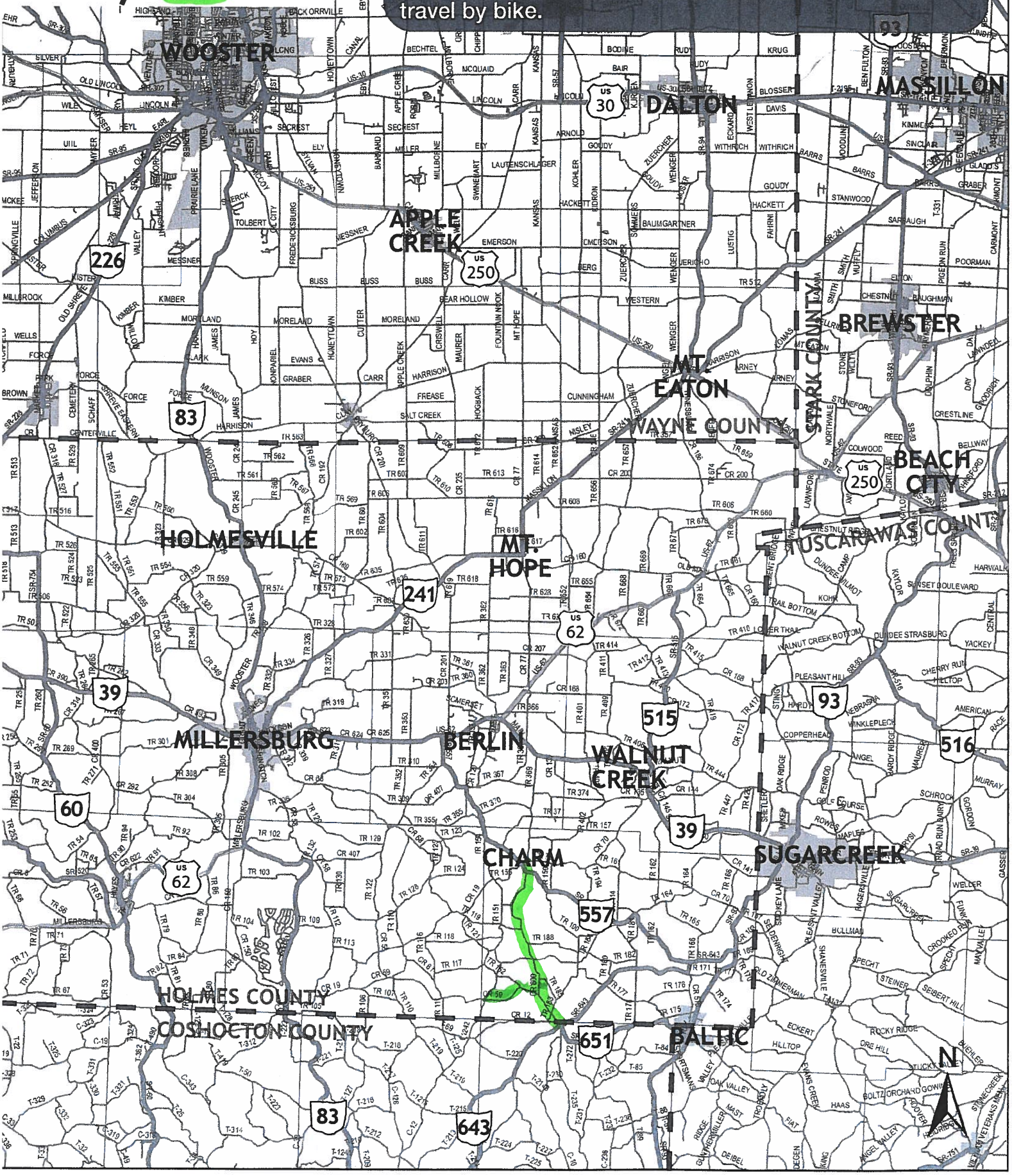

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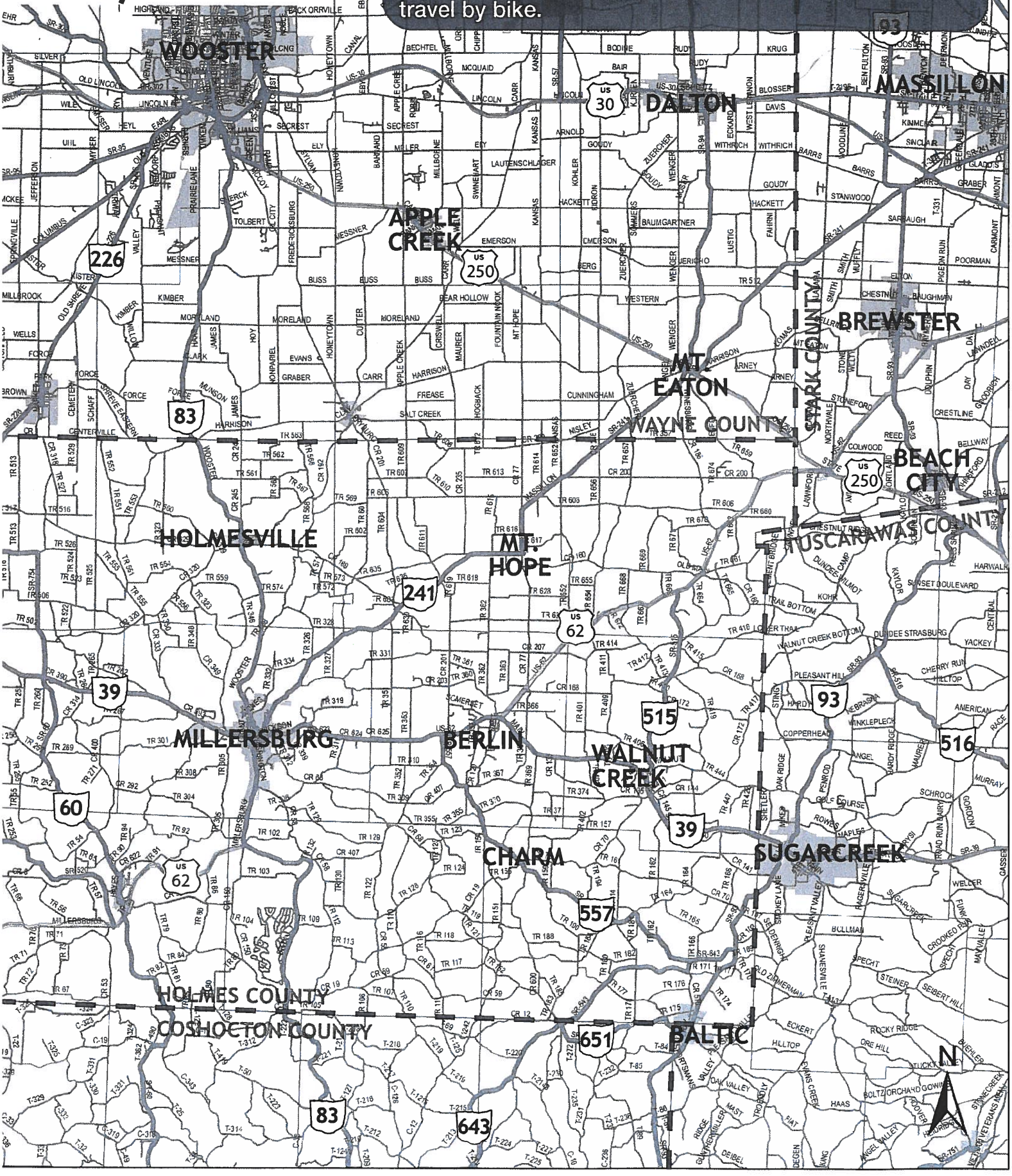

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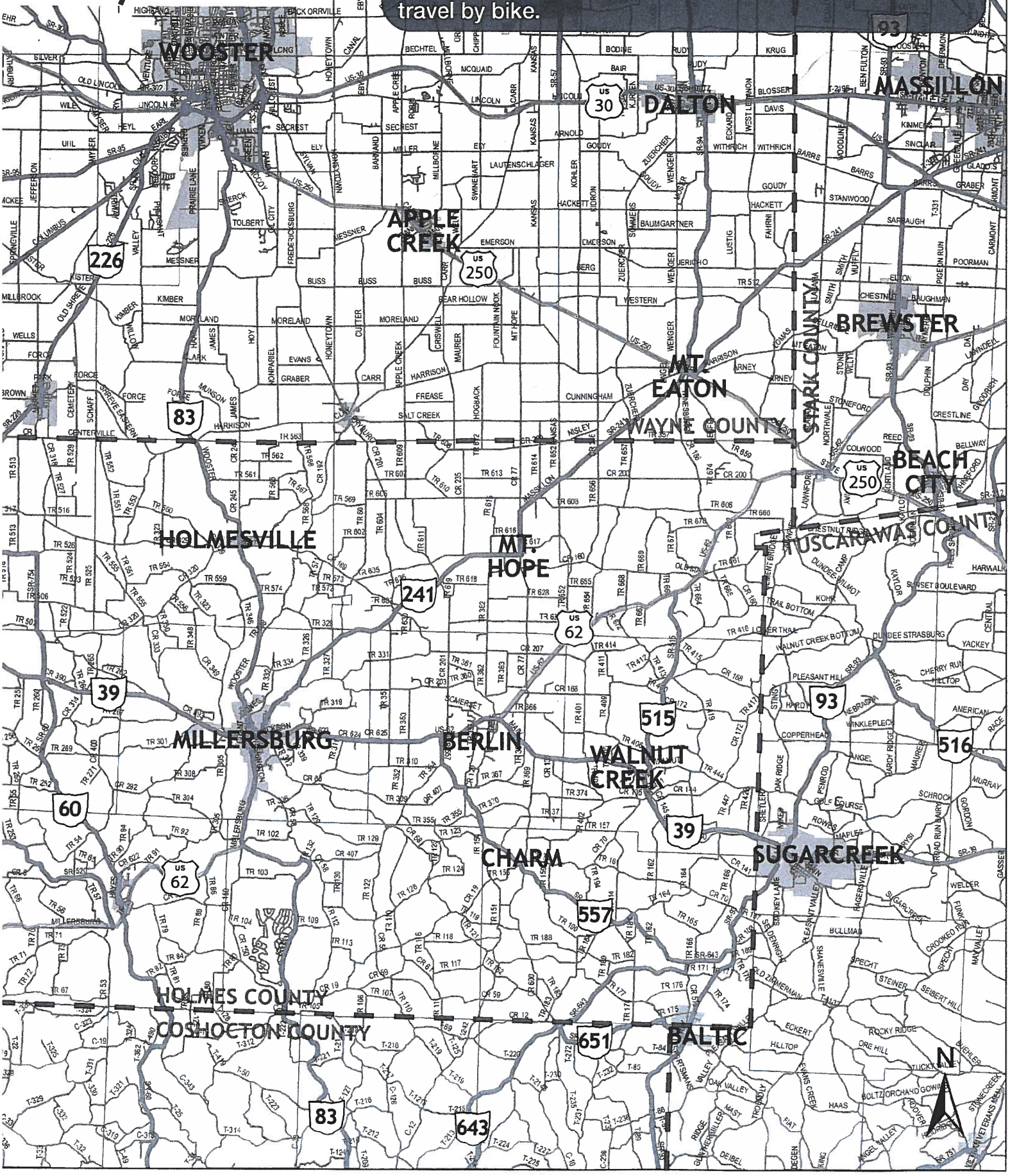

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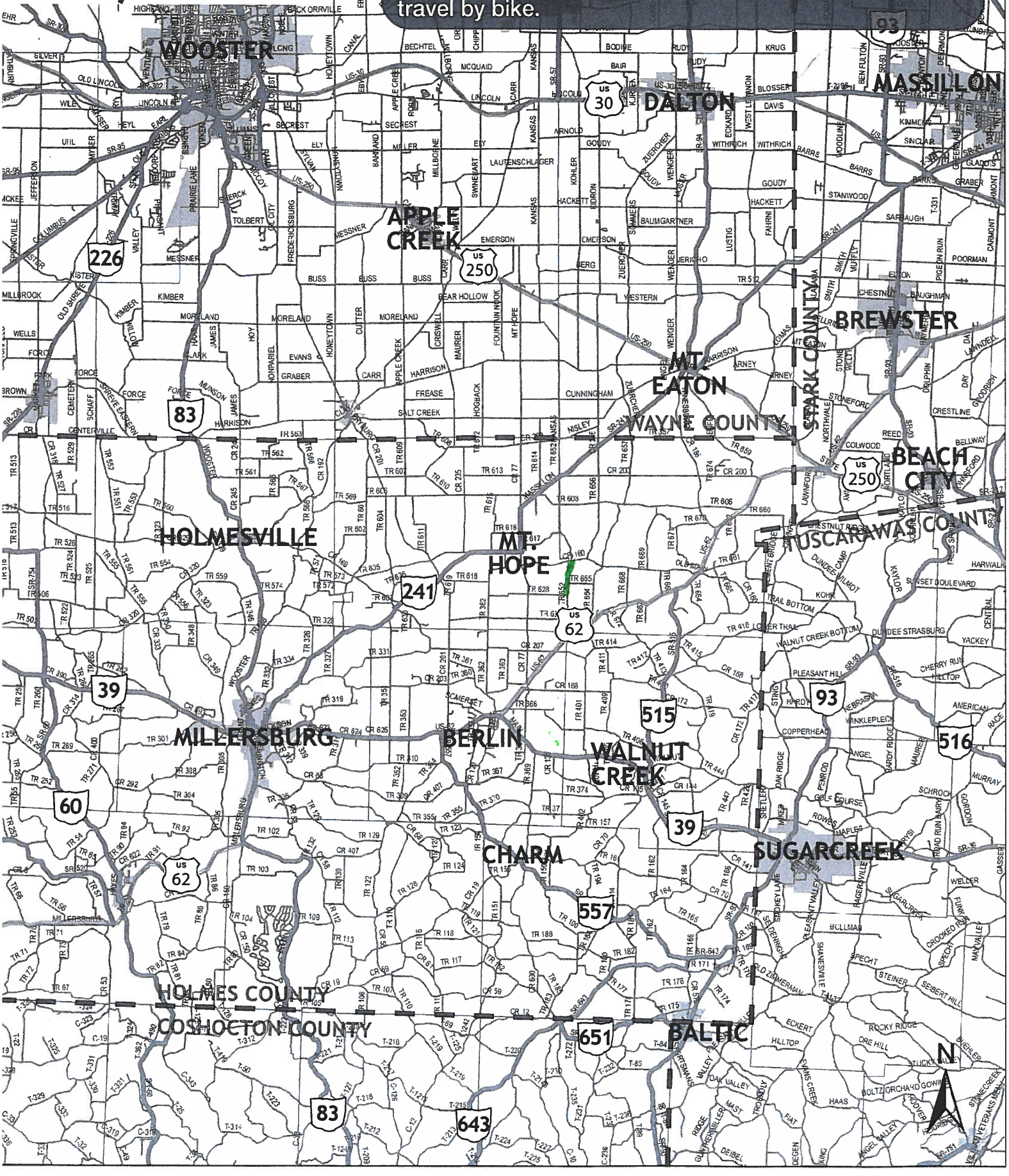

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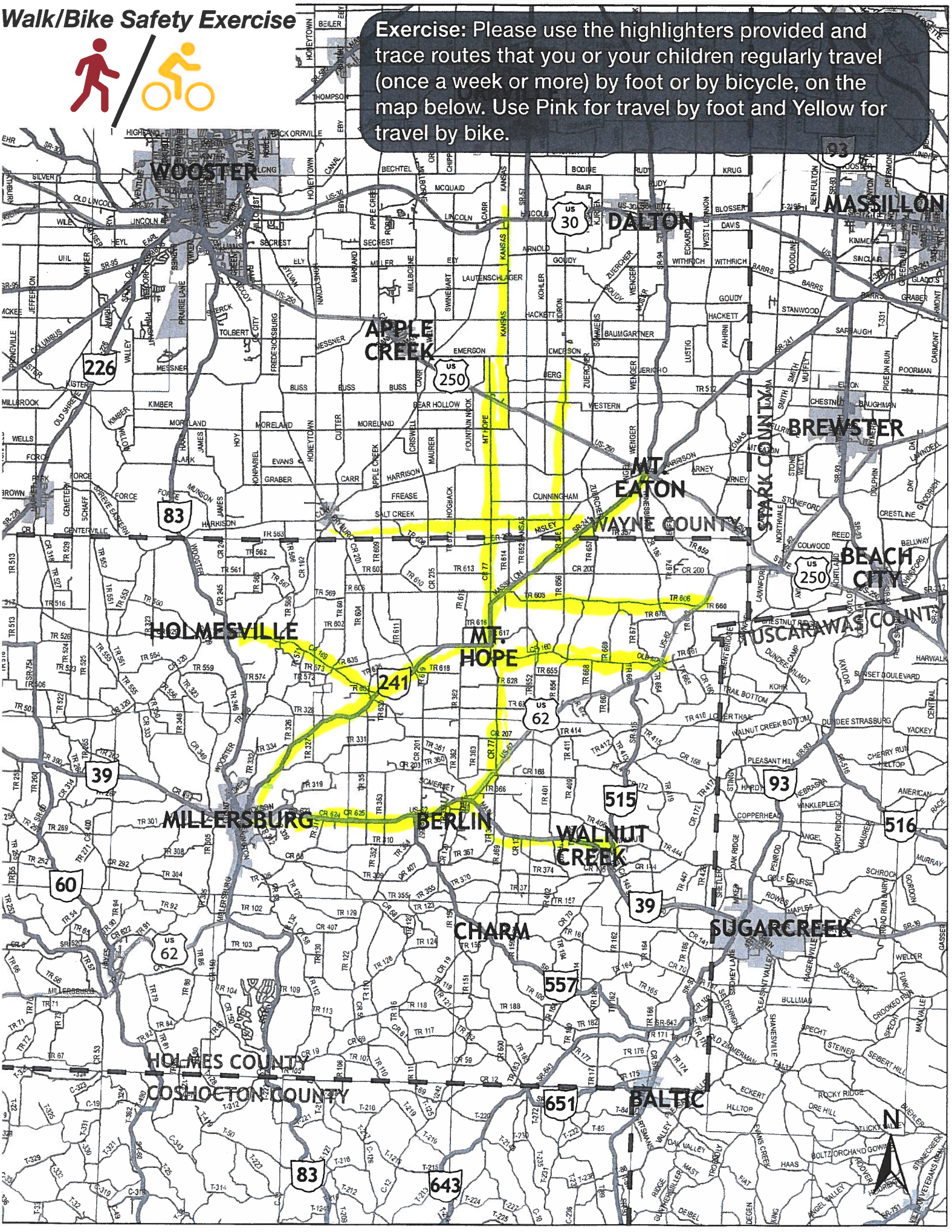

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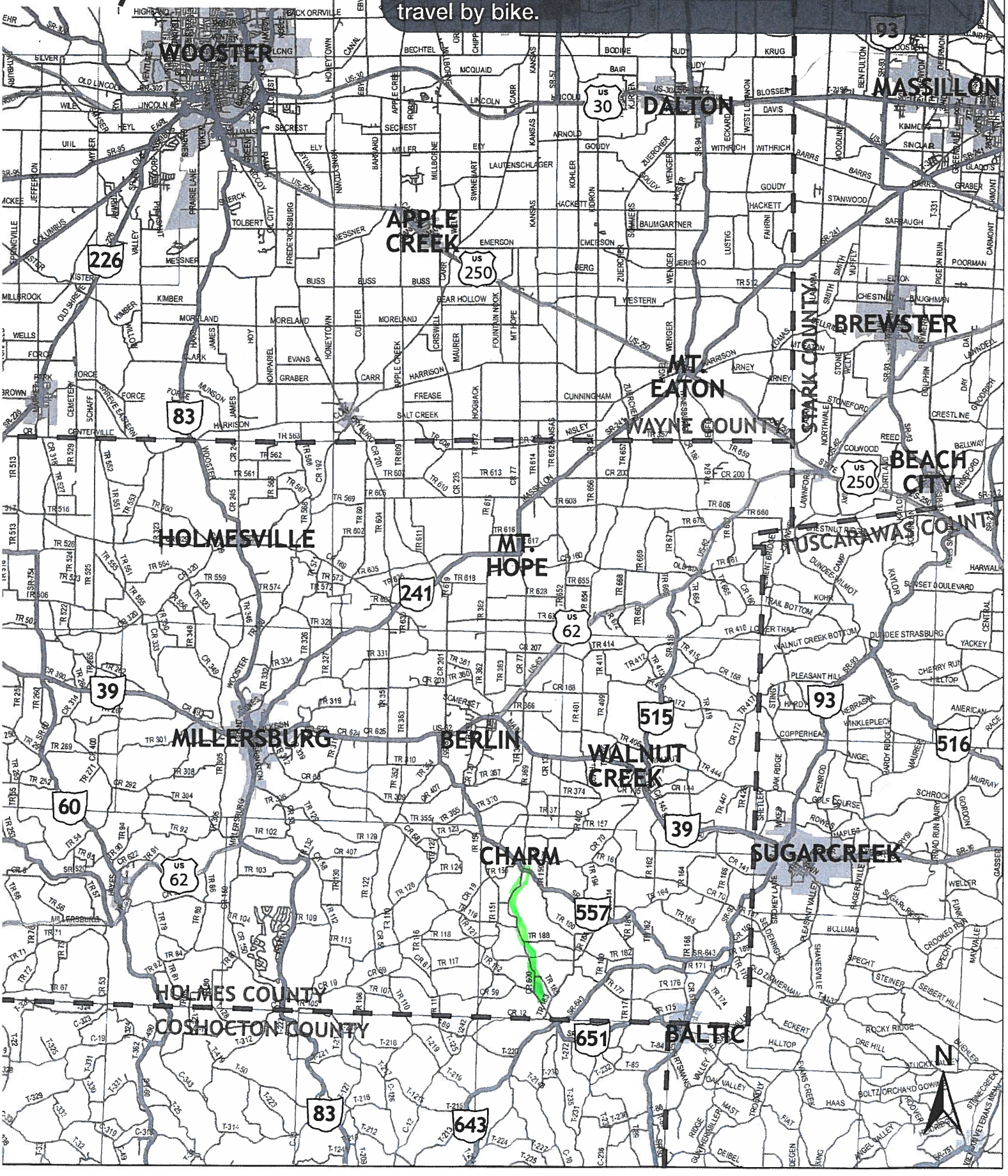

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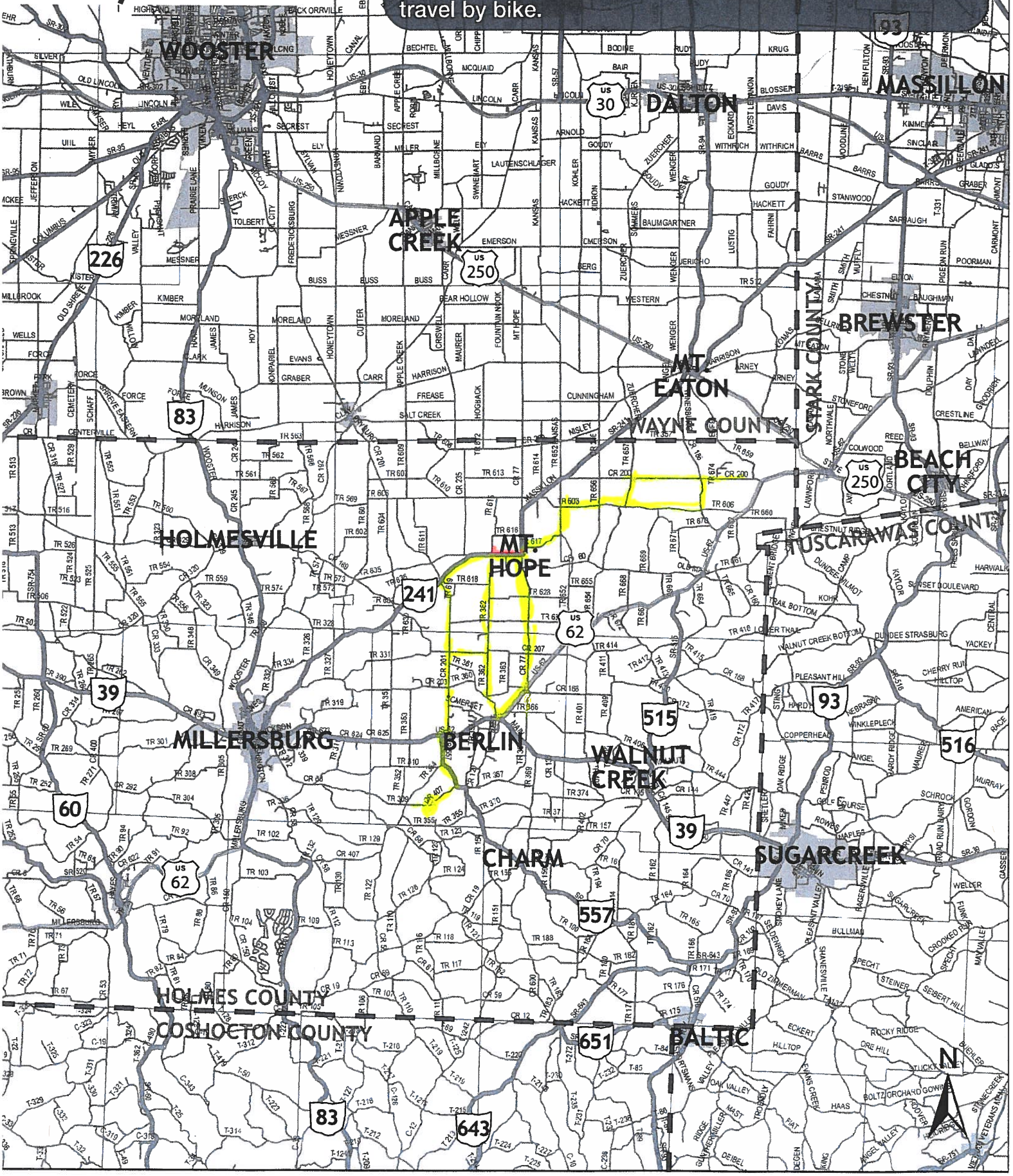

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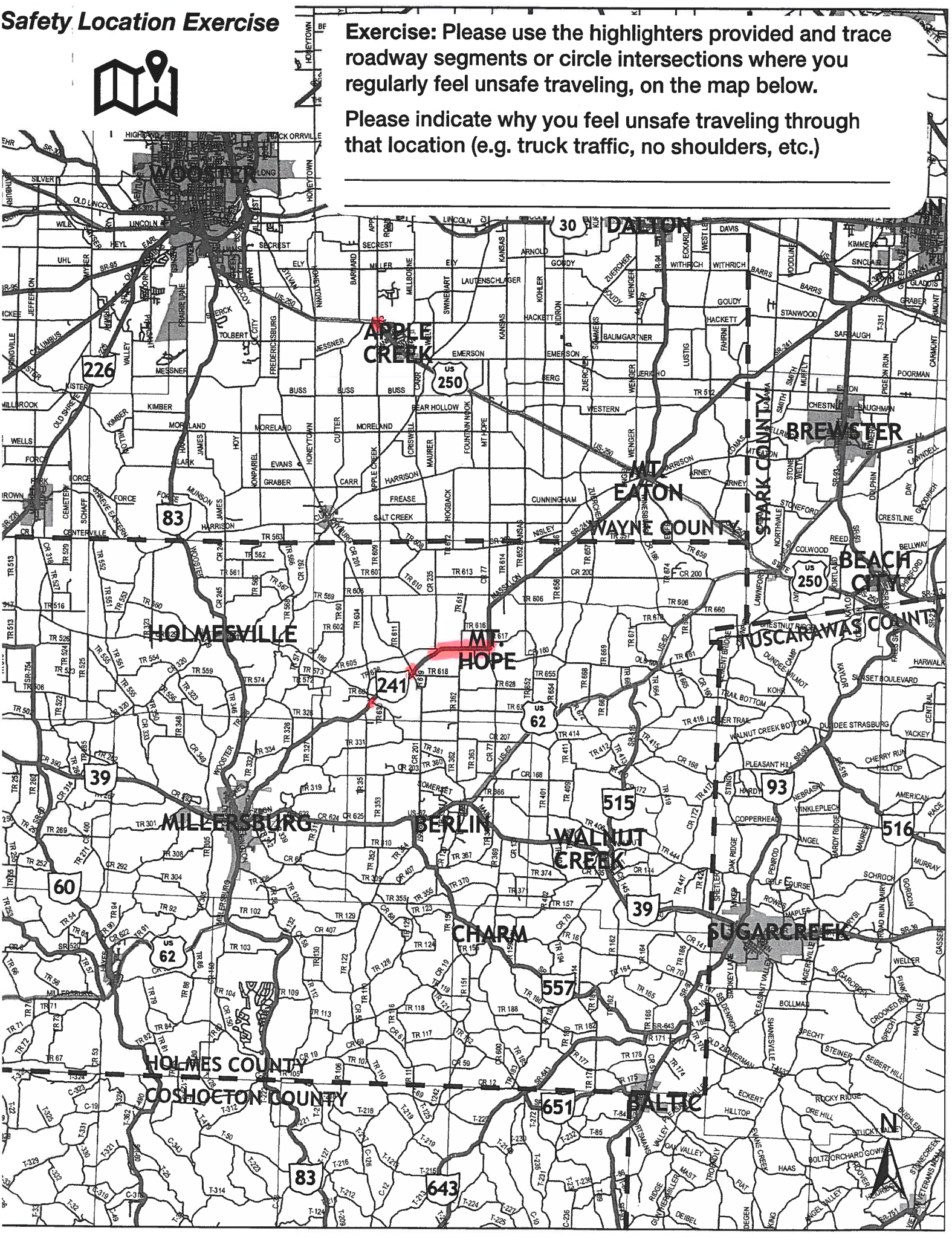

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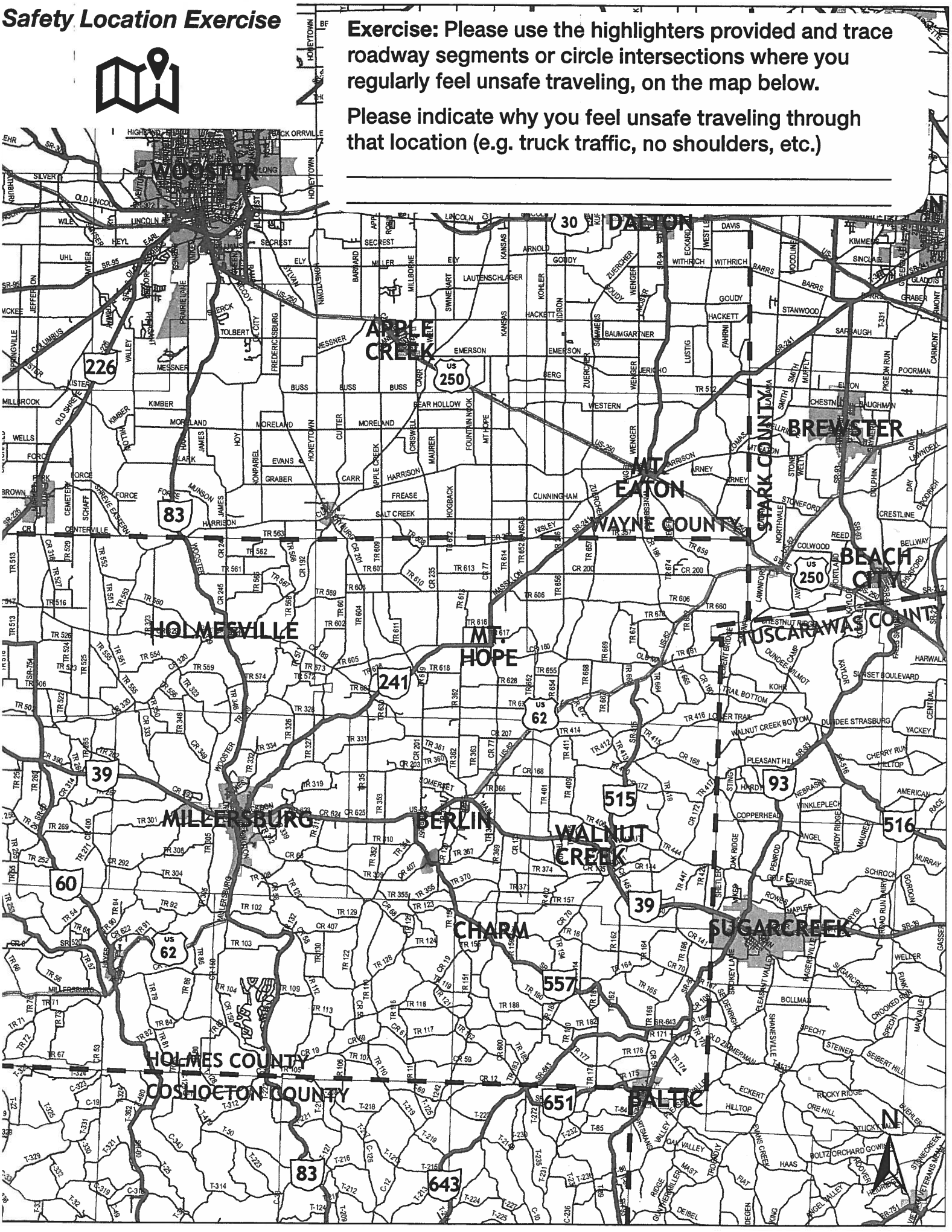

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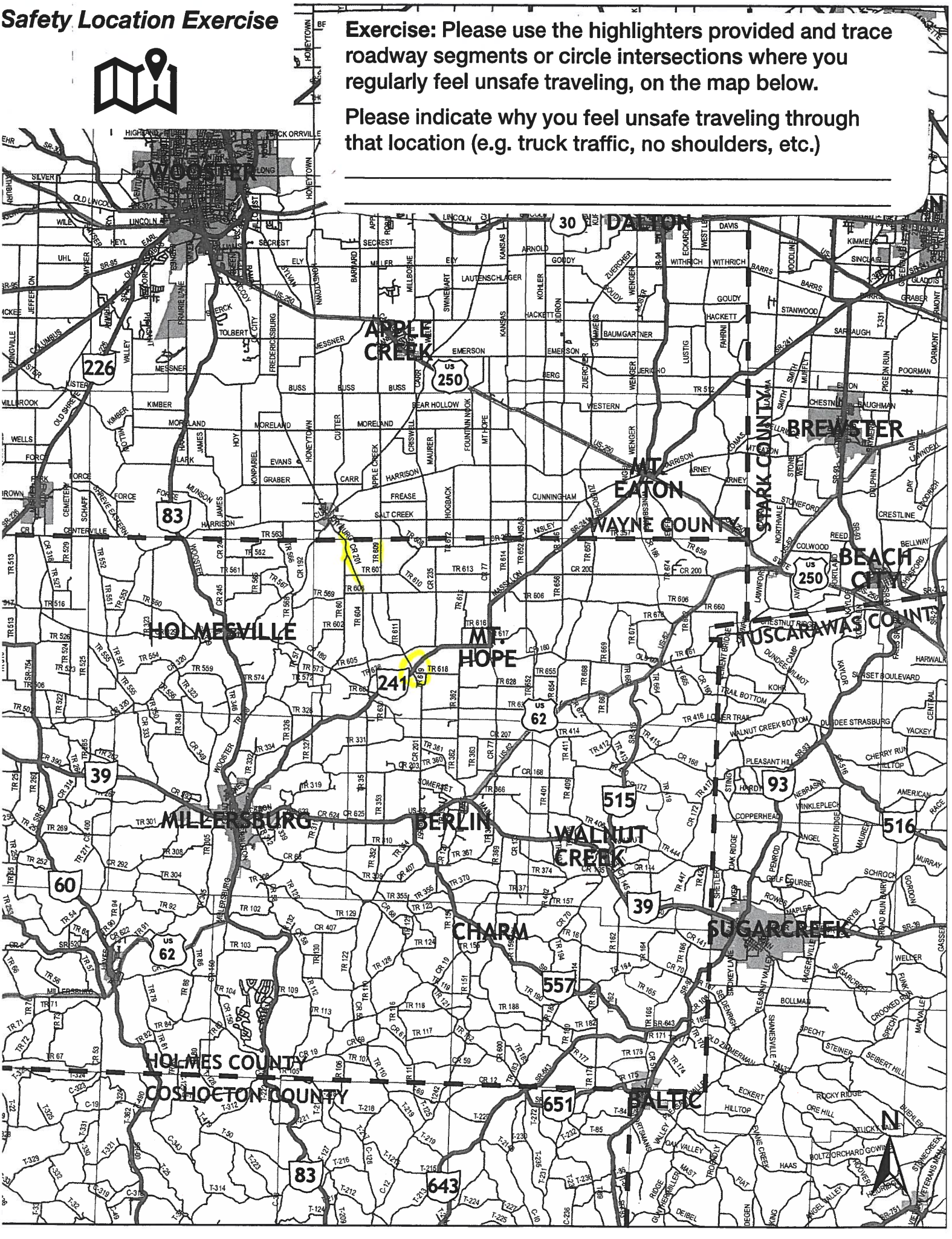

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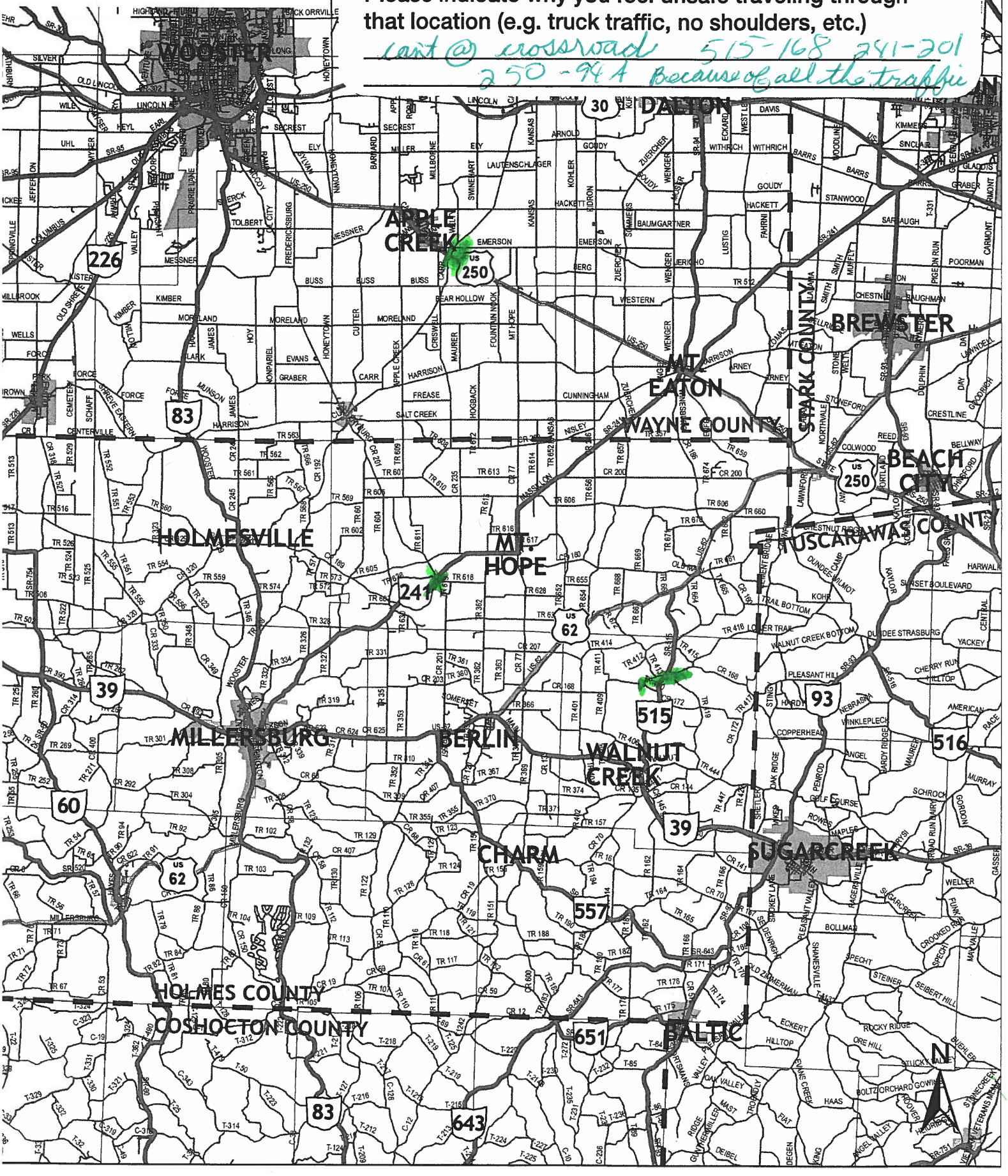
cant @ crossroad 515-168 241-201
250-94 Because of all the traffic



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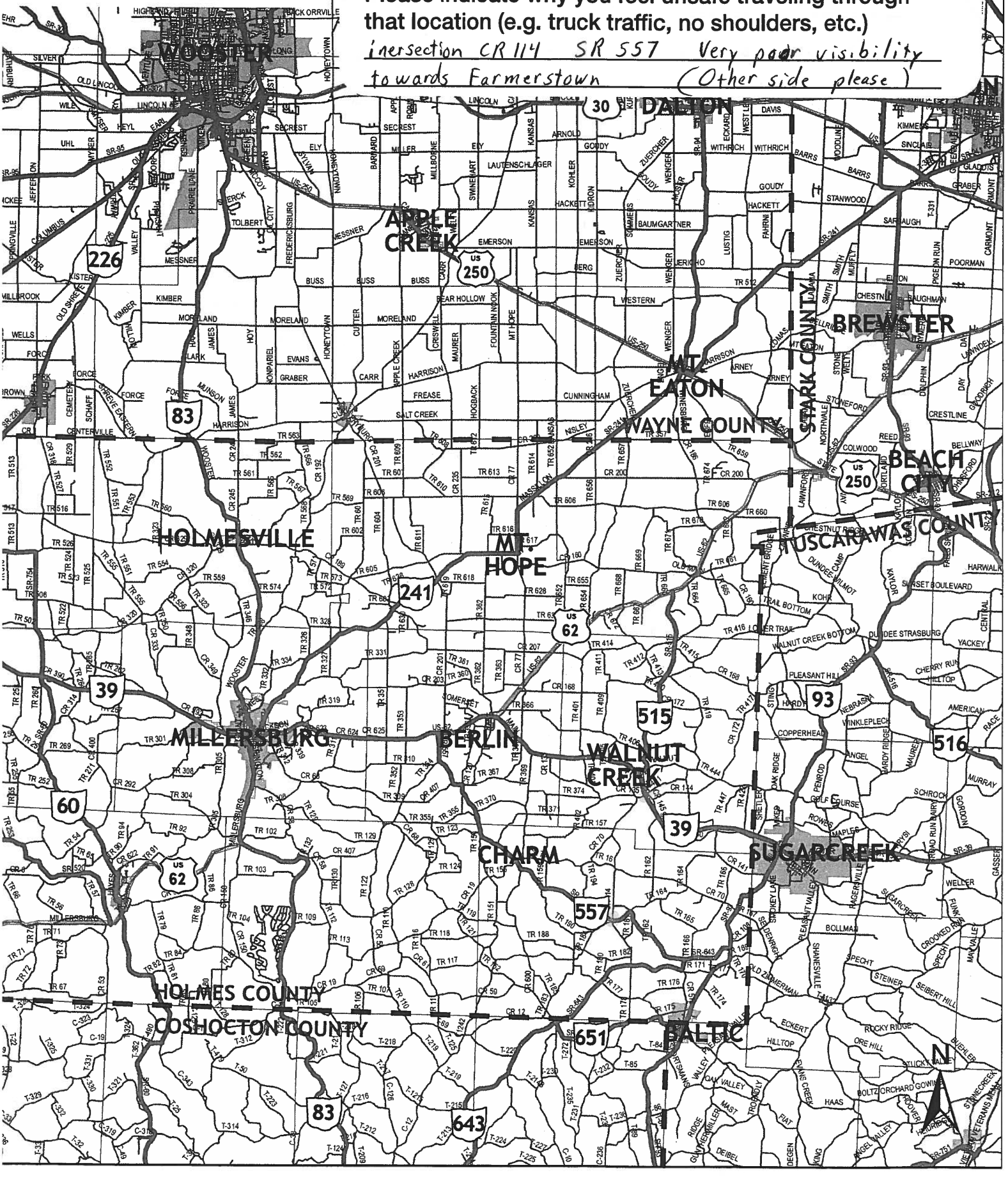
intersection CR 114 SR 557 Very poor visibility towards Farmerstown (Other side please)



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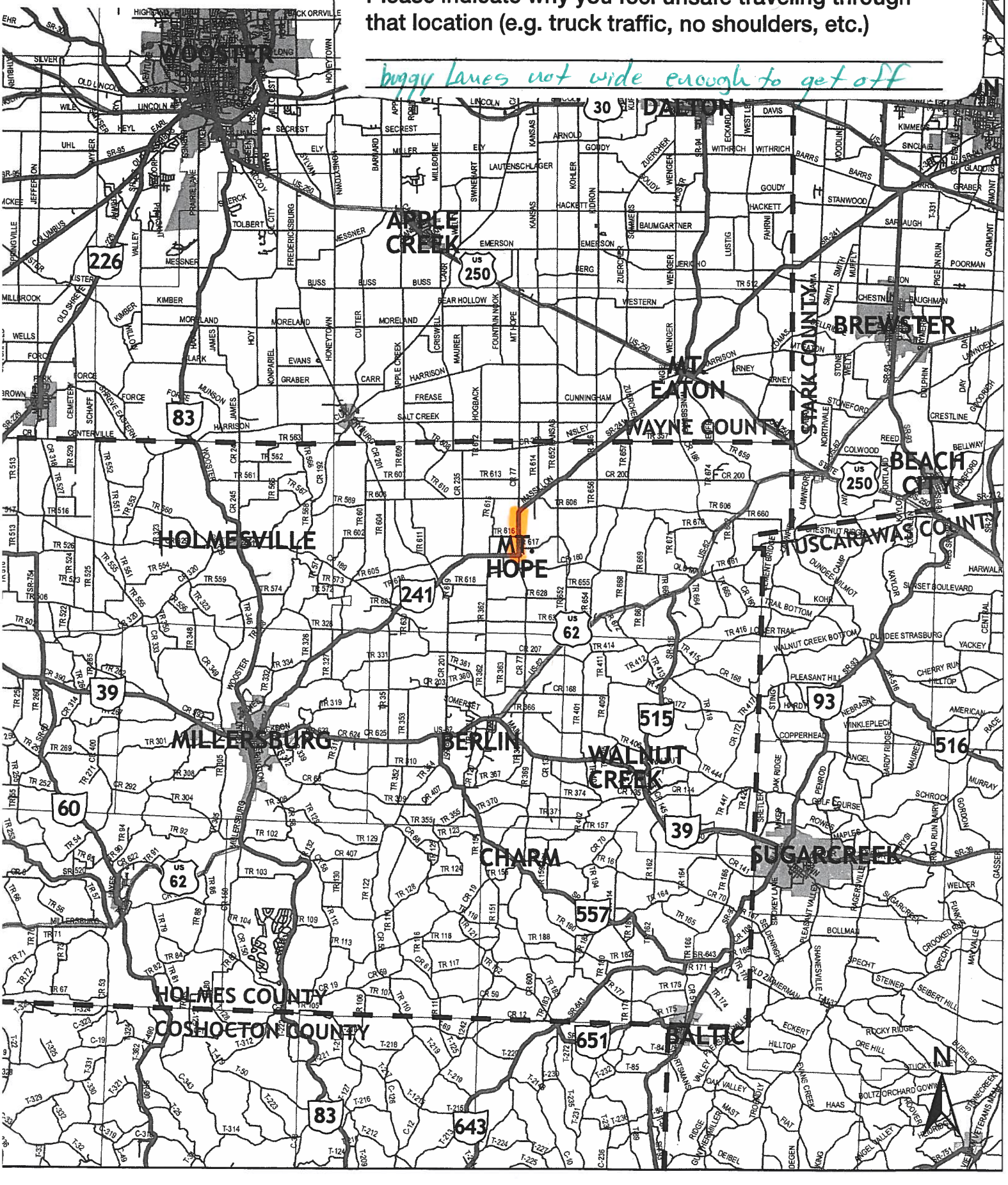
buggy lanes not wide enough to get off



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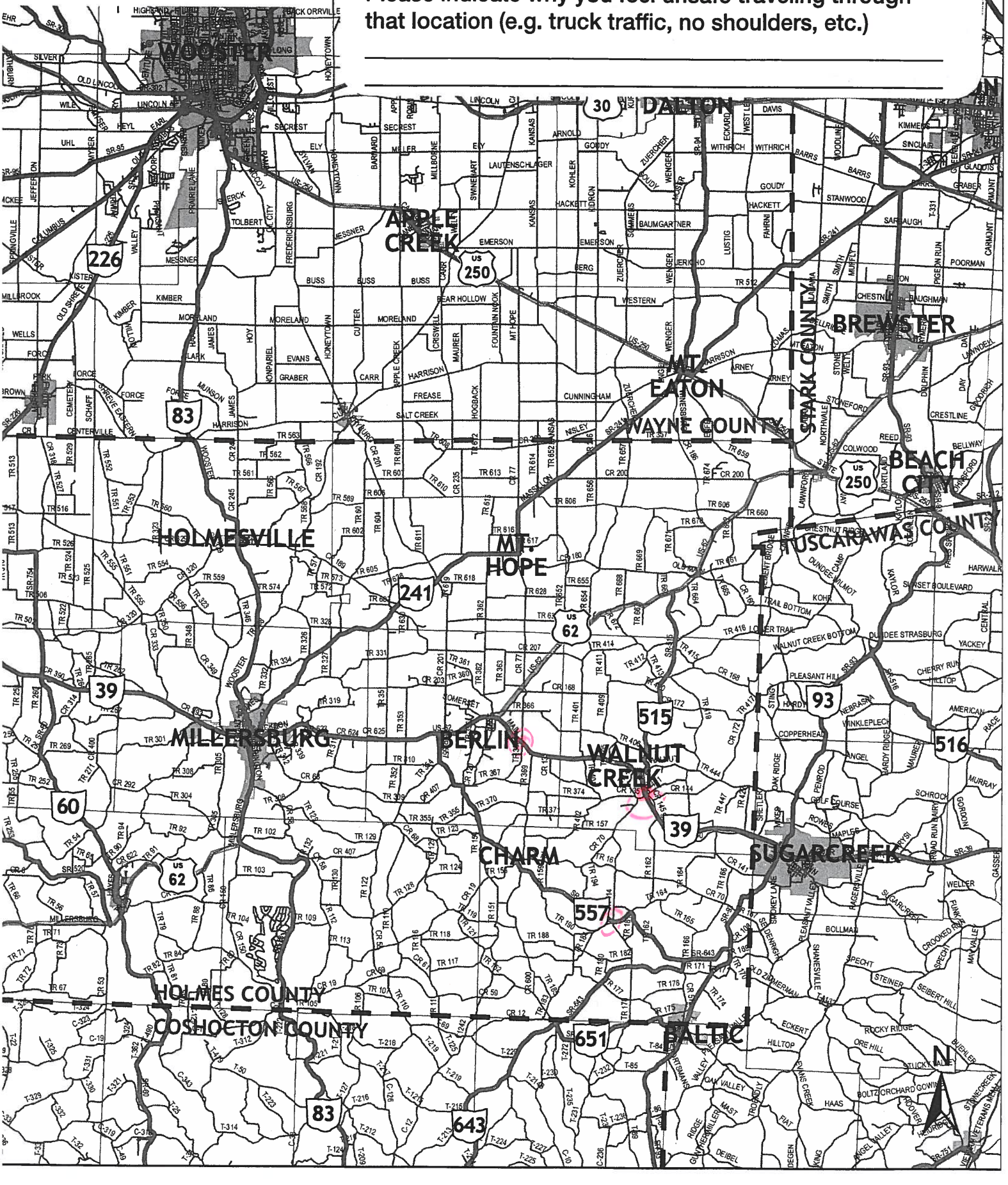

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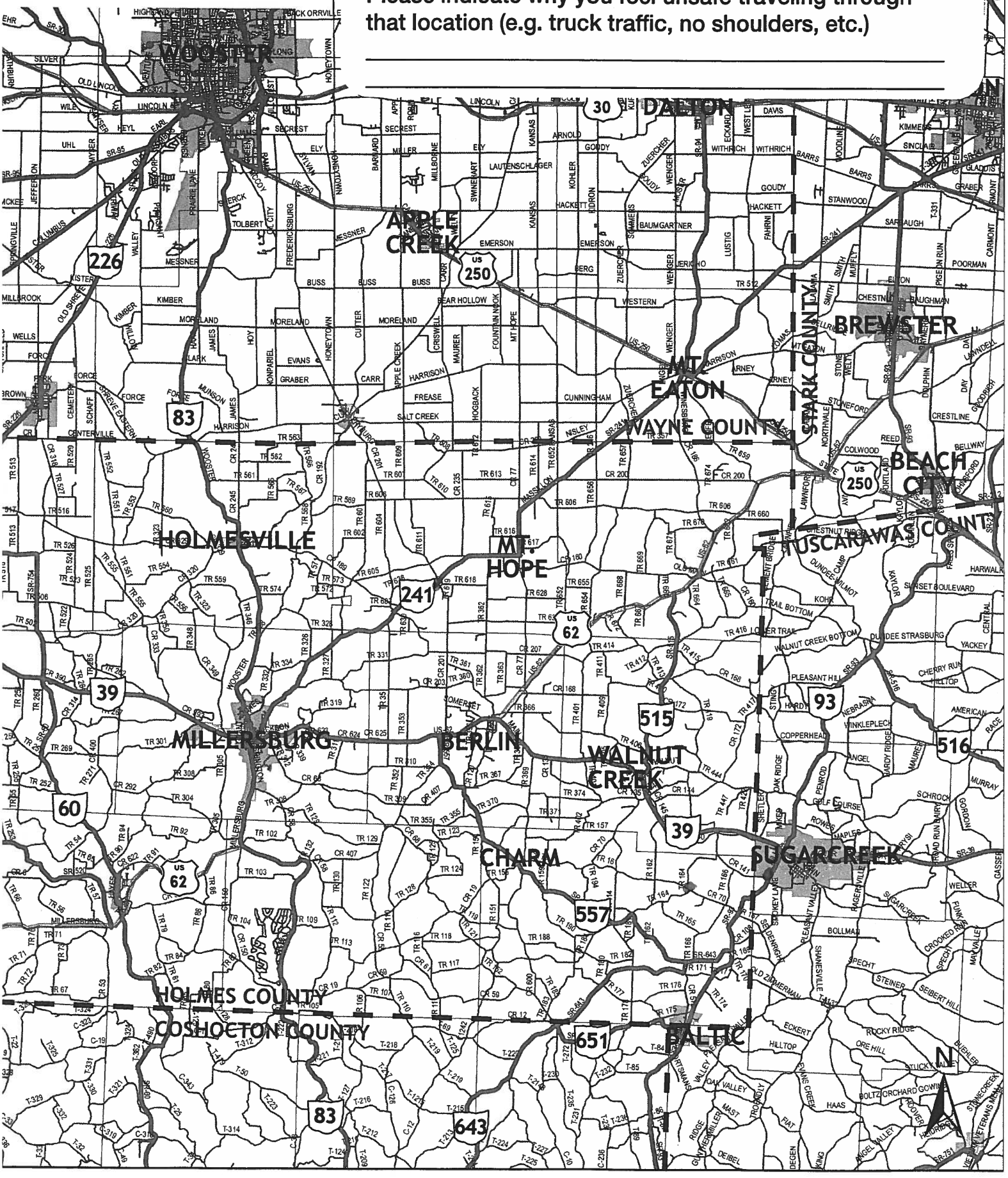

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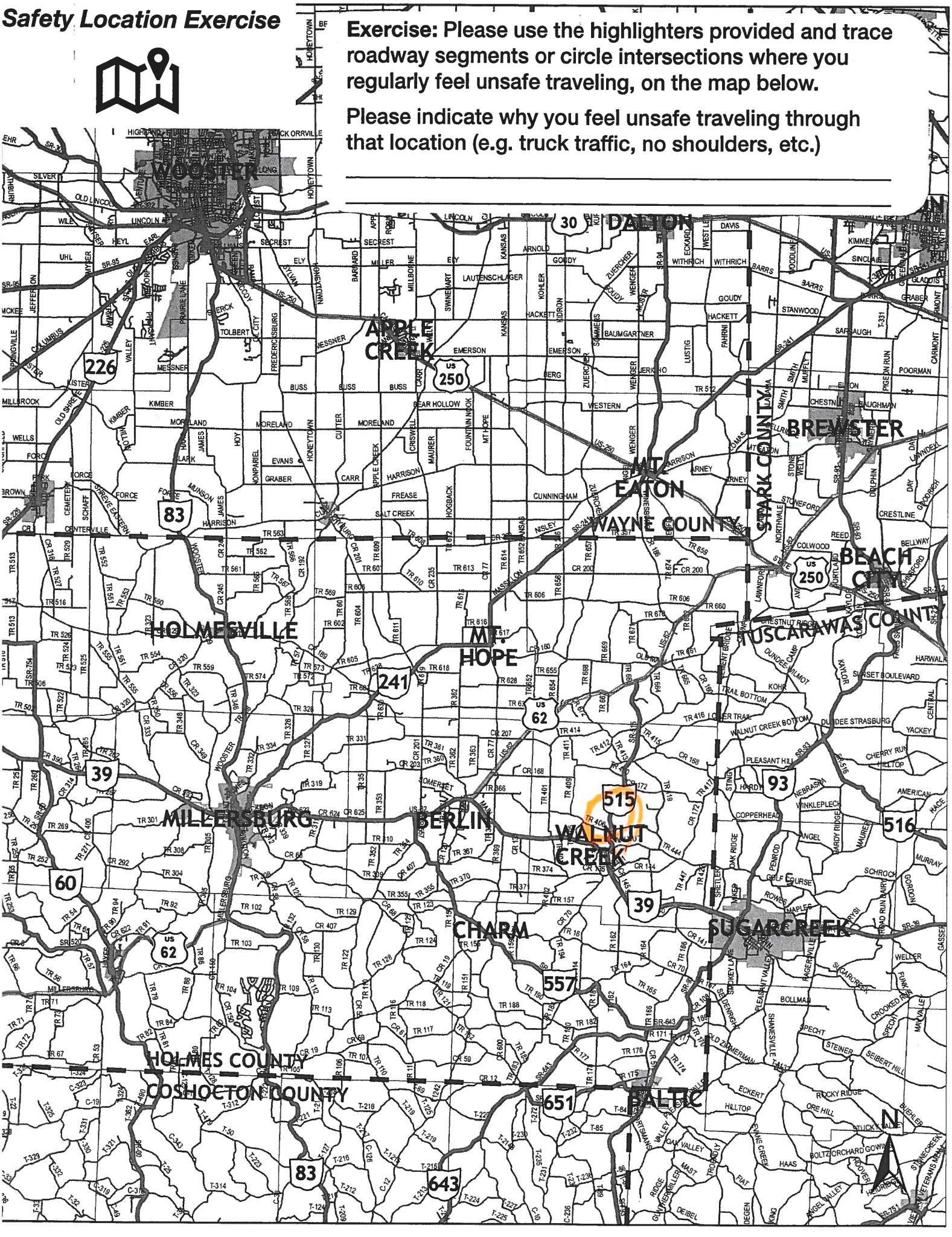

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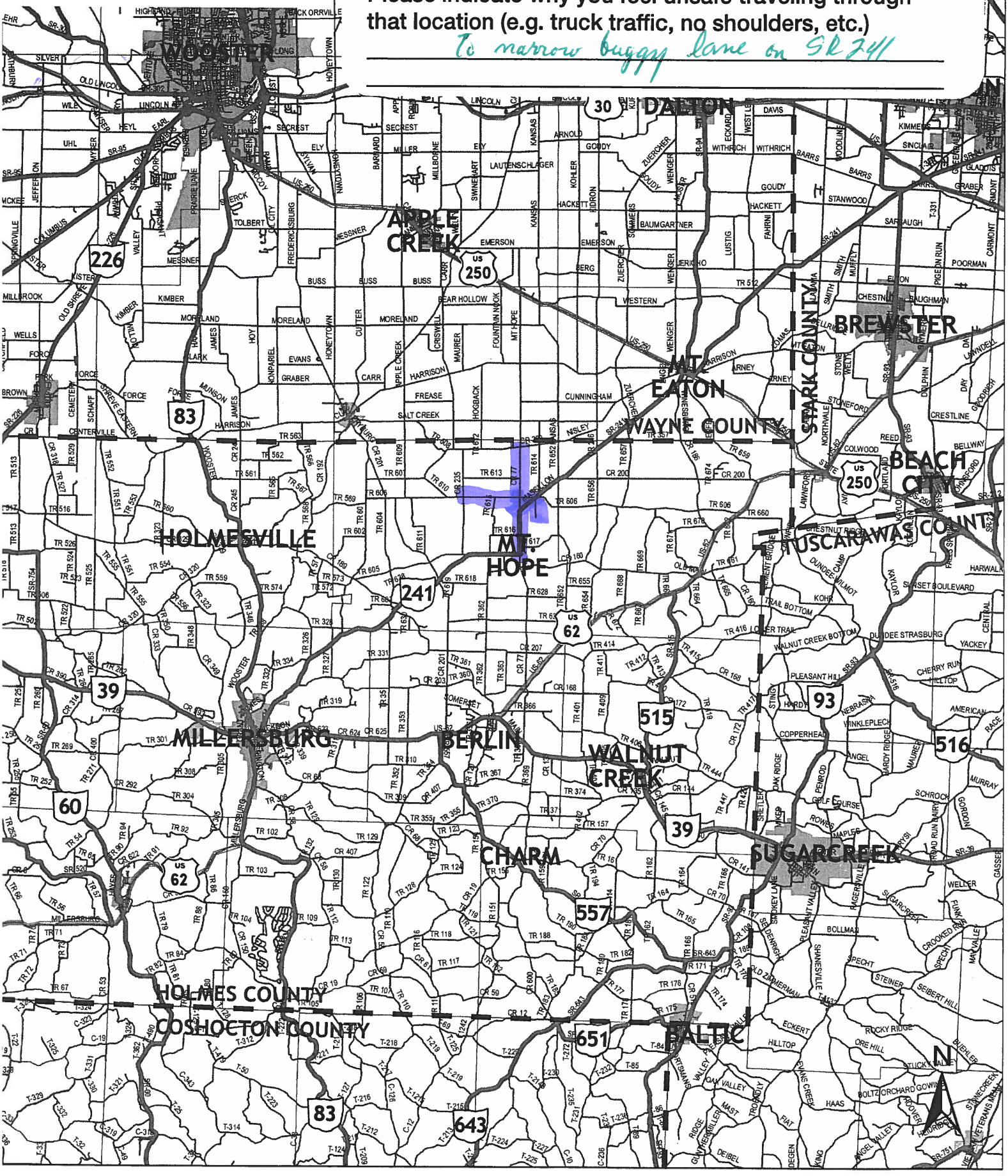
To narrow buggy lane on SR 241



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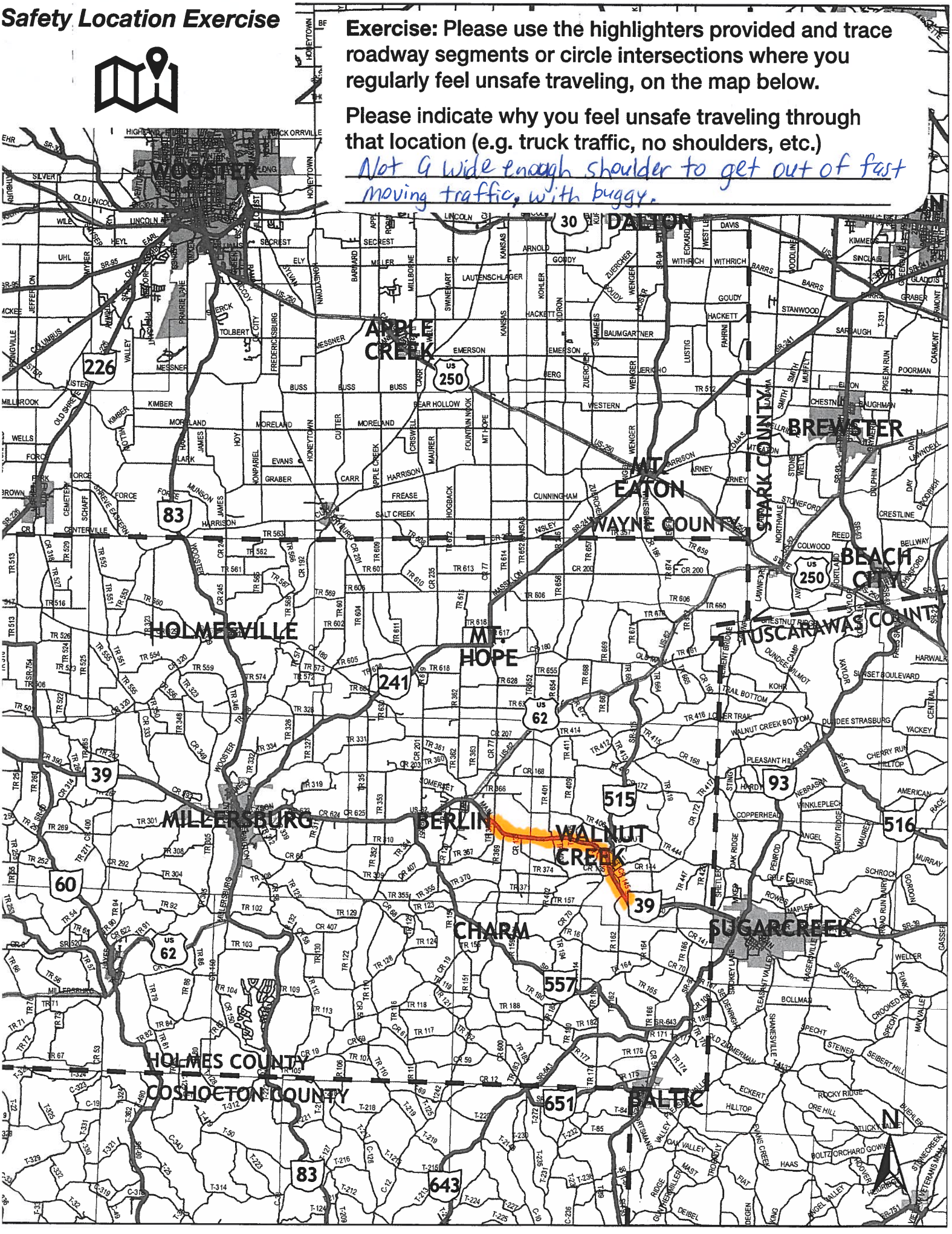
Not a wide enough shoulder to get out of fast moving traffic, with buggy.



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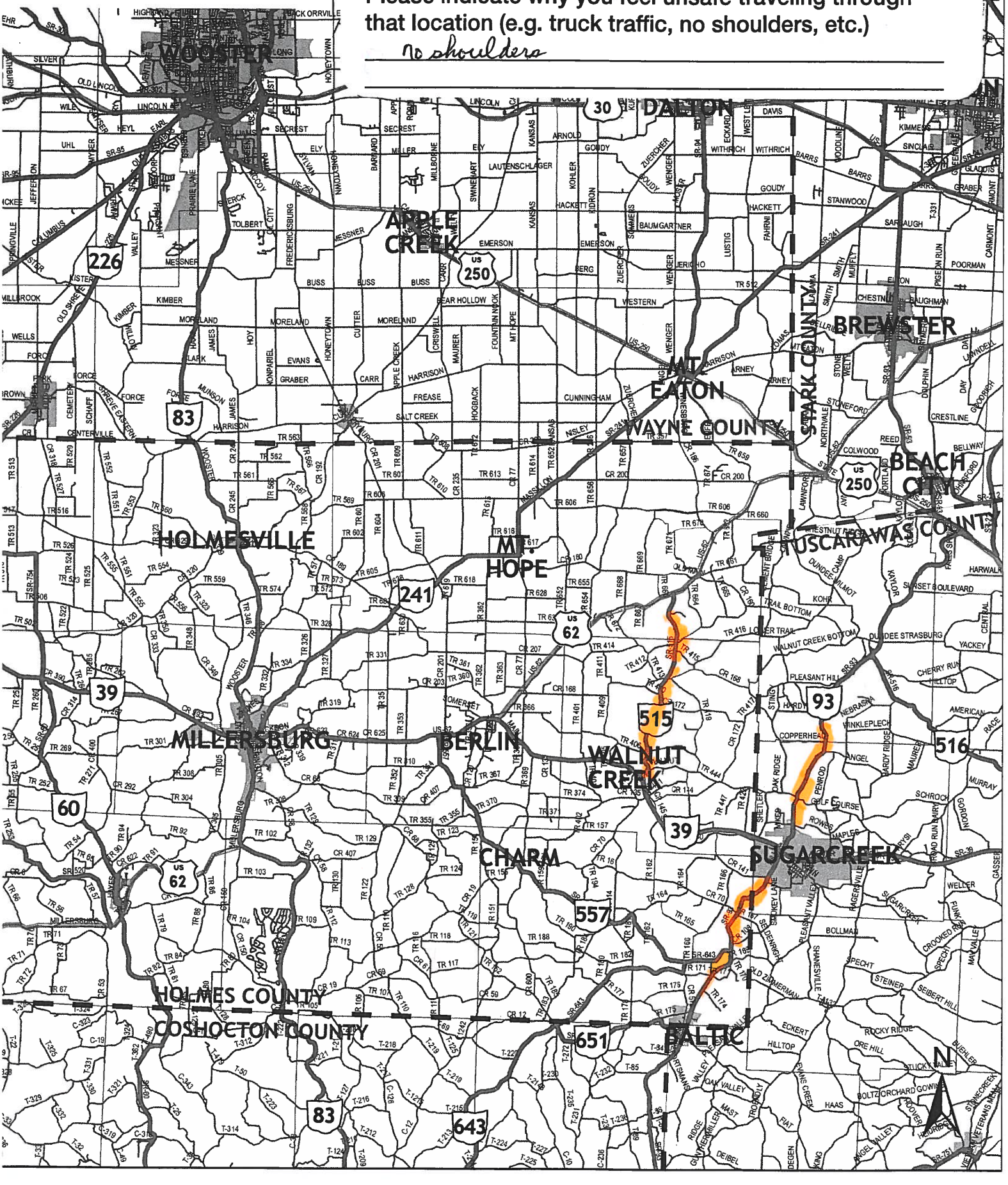
no shoulders



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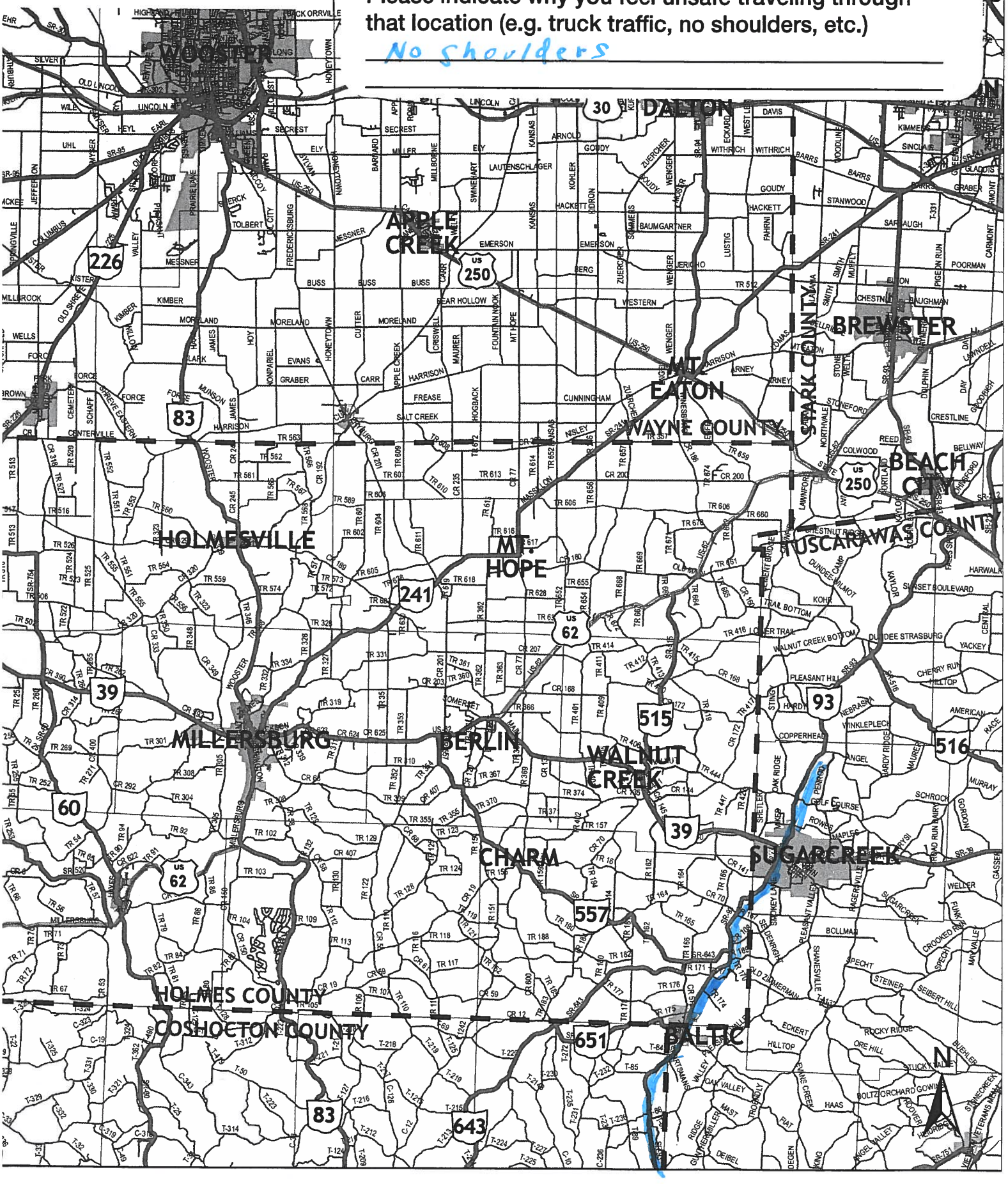

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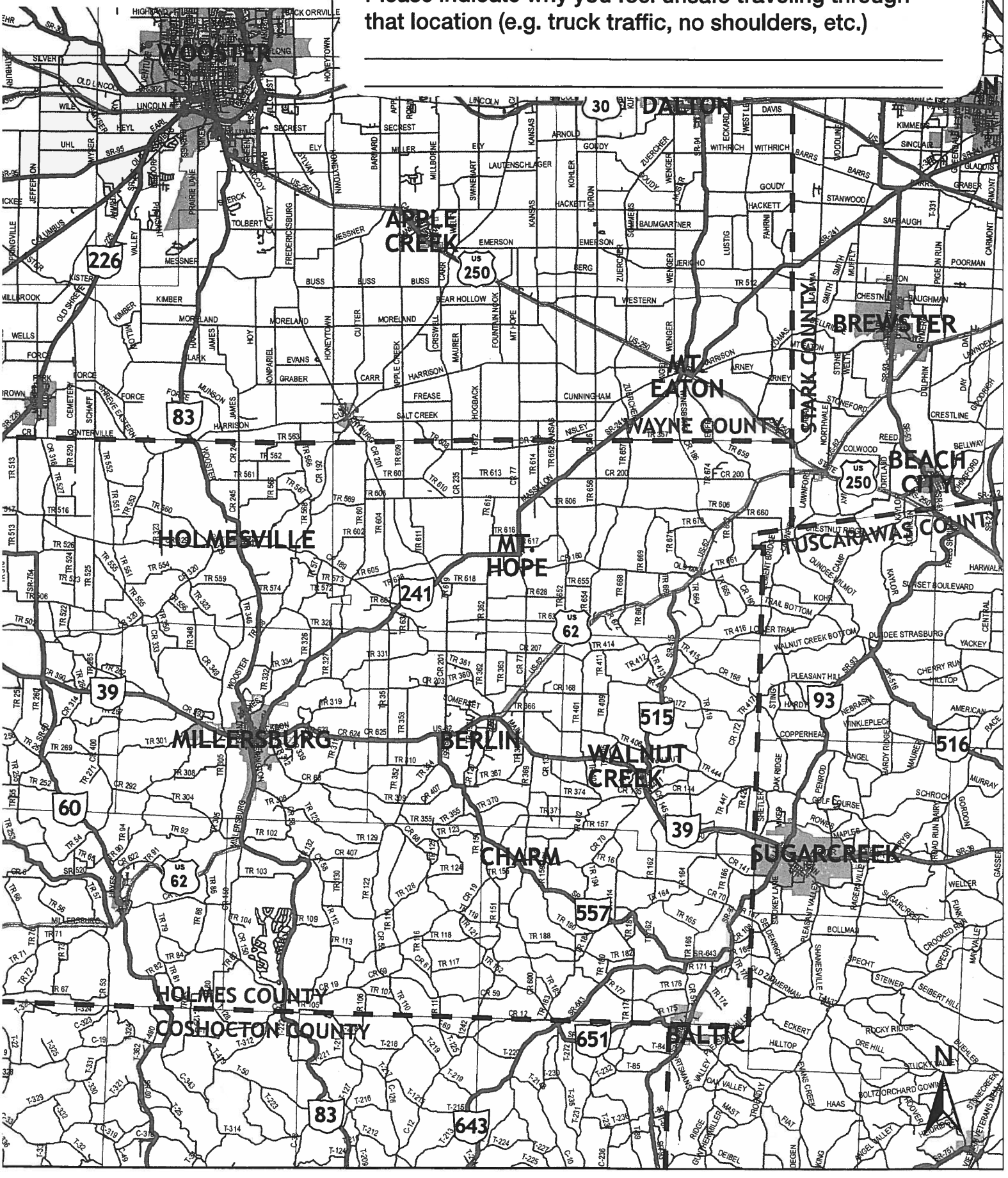

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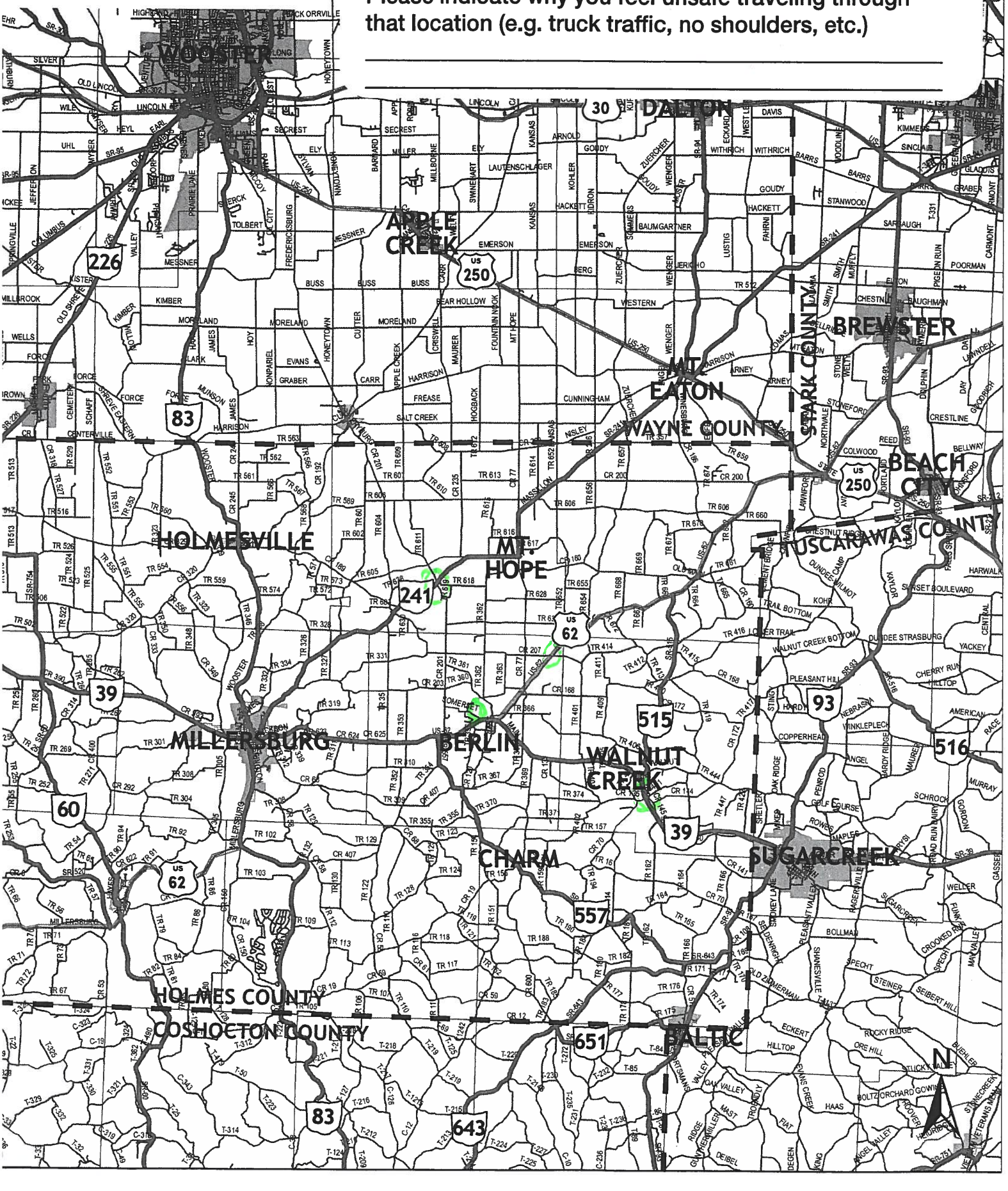

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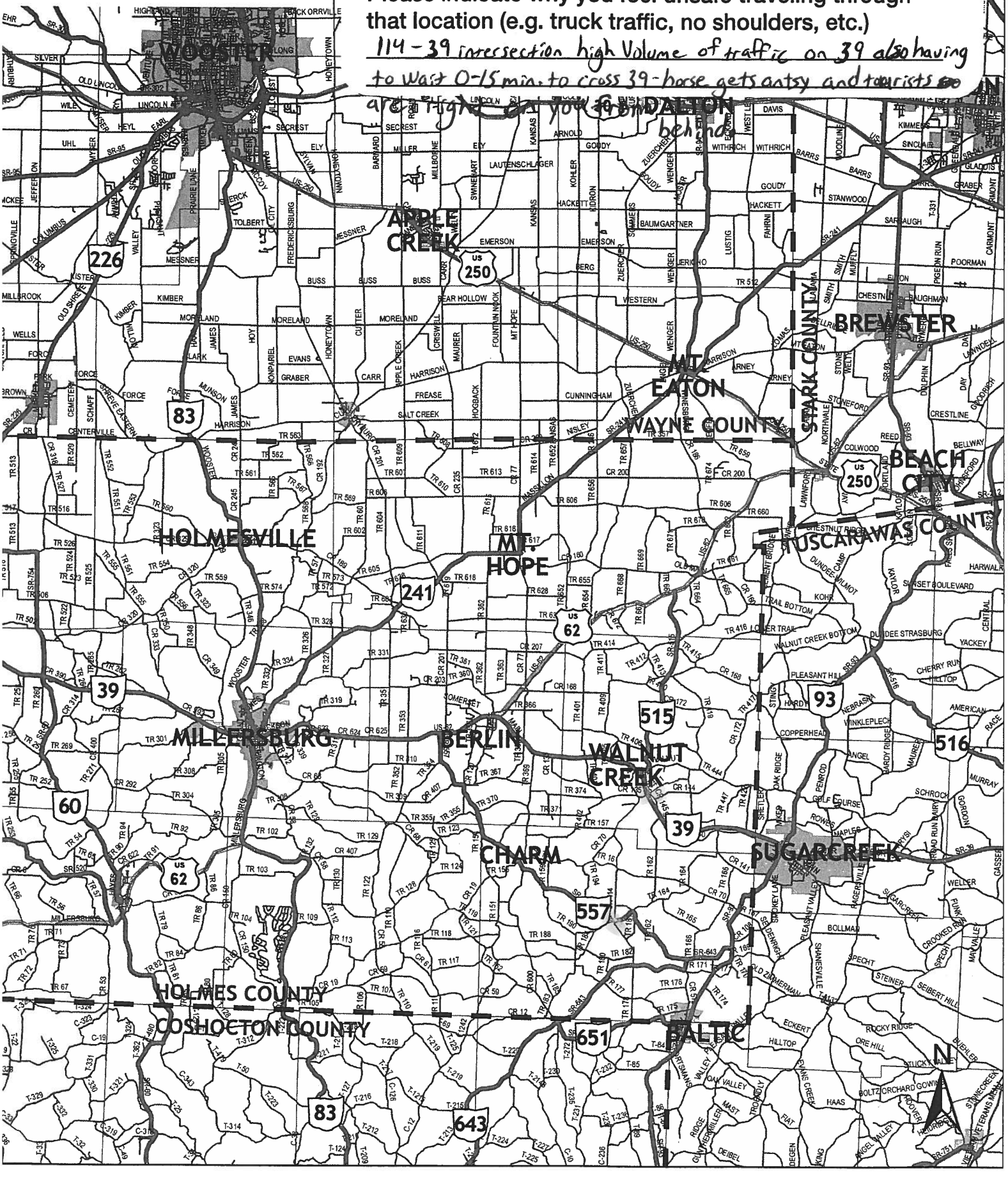
114 - 39 intersection high volume of traffic on 39 also having to wait 0-15 min. to cross 39 - horse gets antsy and tourists are right on your behind



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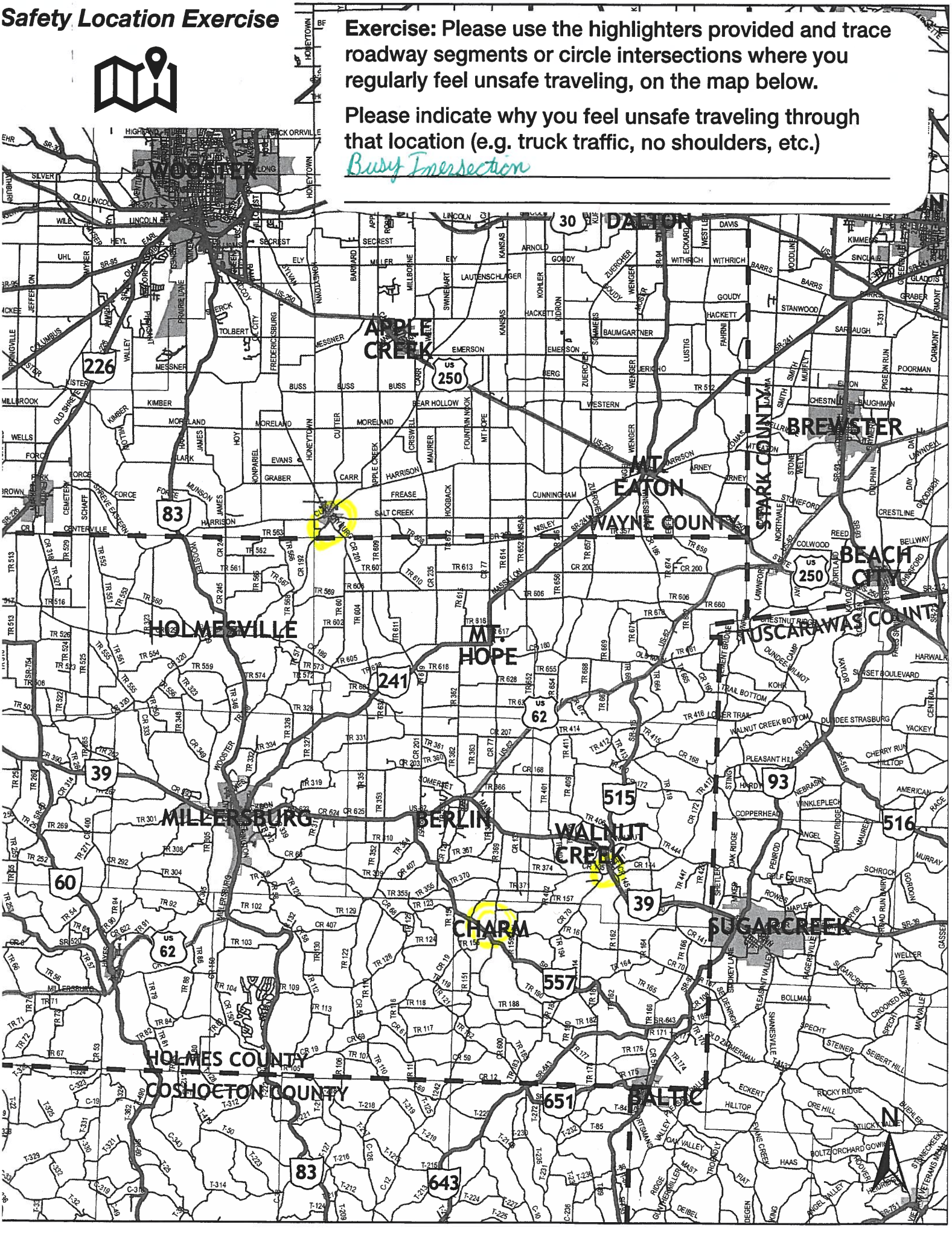
Busy Intersection



Safety Location Exercise



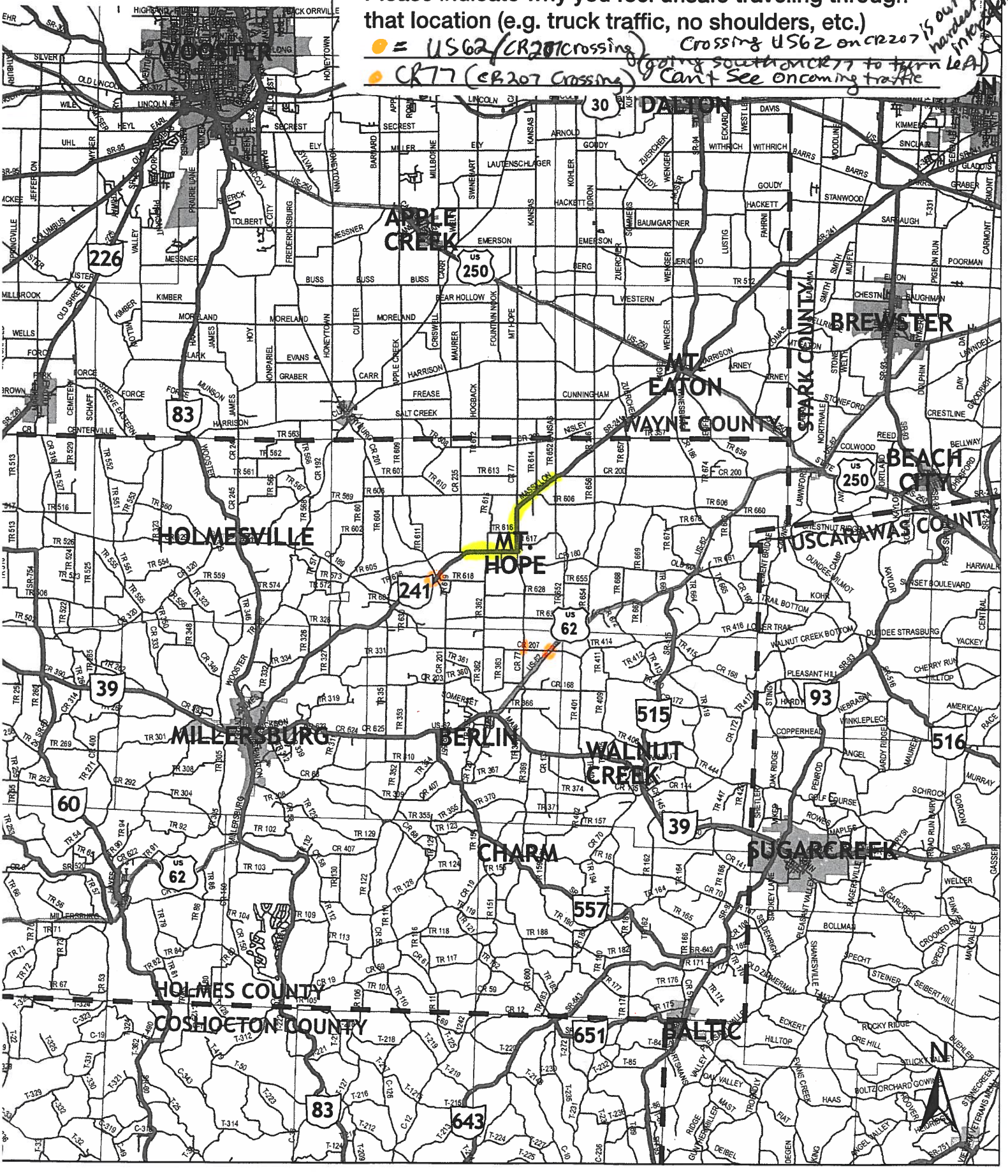
Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

- = SR 241 Wider Shoulder/Buggy Lane would be helpful.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

- = US62/CR207 Crossing (going south on CR77 to turn left) Can't see oncoming traffic
- CR77 (CR207 Crossing)

Crossing US62 on CR207 is our hardest (unsafe) intersection



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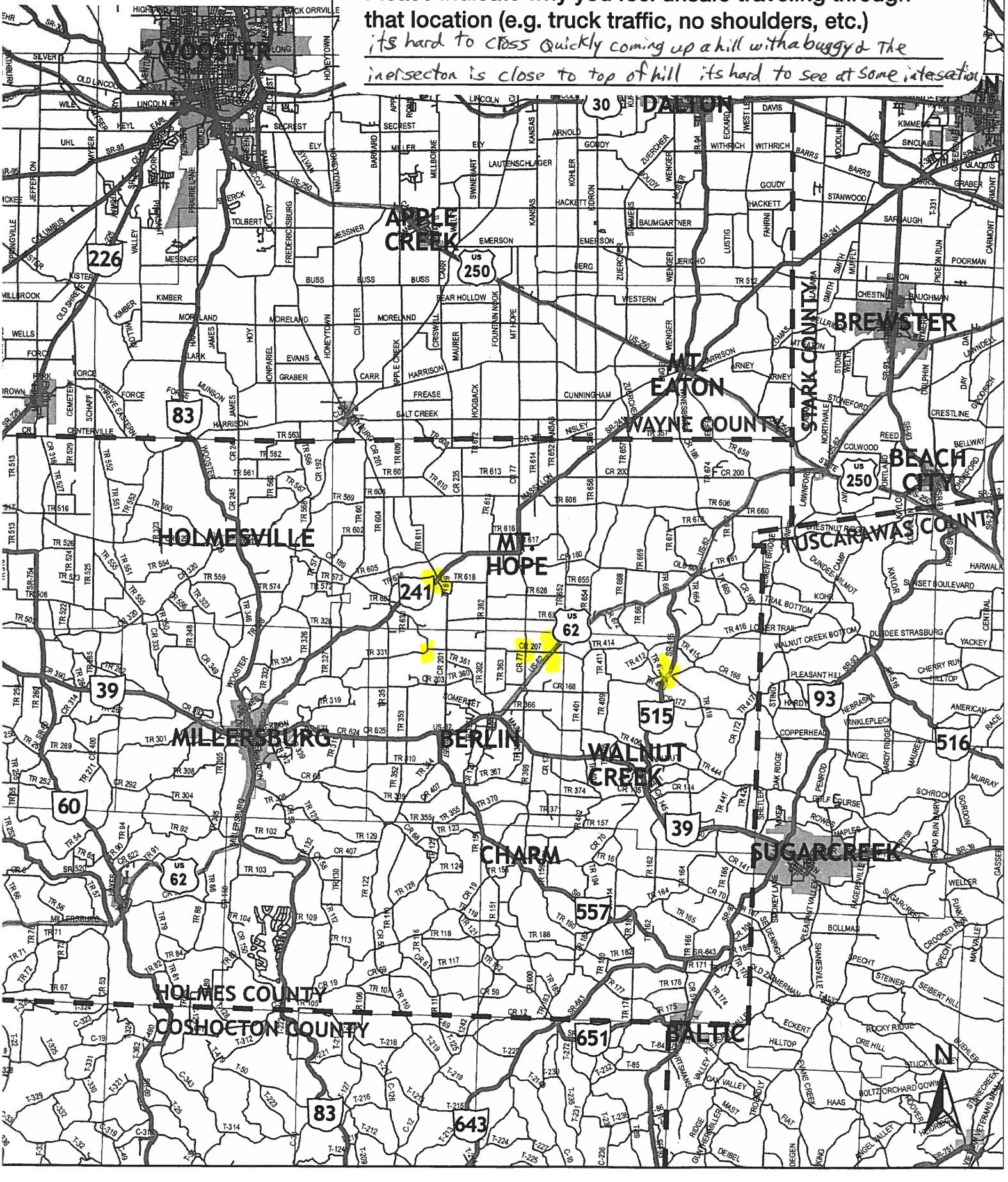
its hard to cross quickly coming up a hill with a buggy & the intersecton is close to top of hill its hard to see at some intesection



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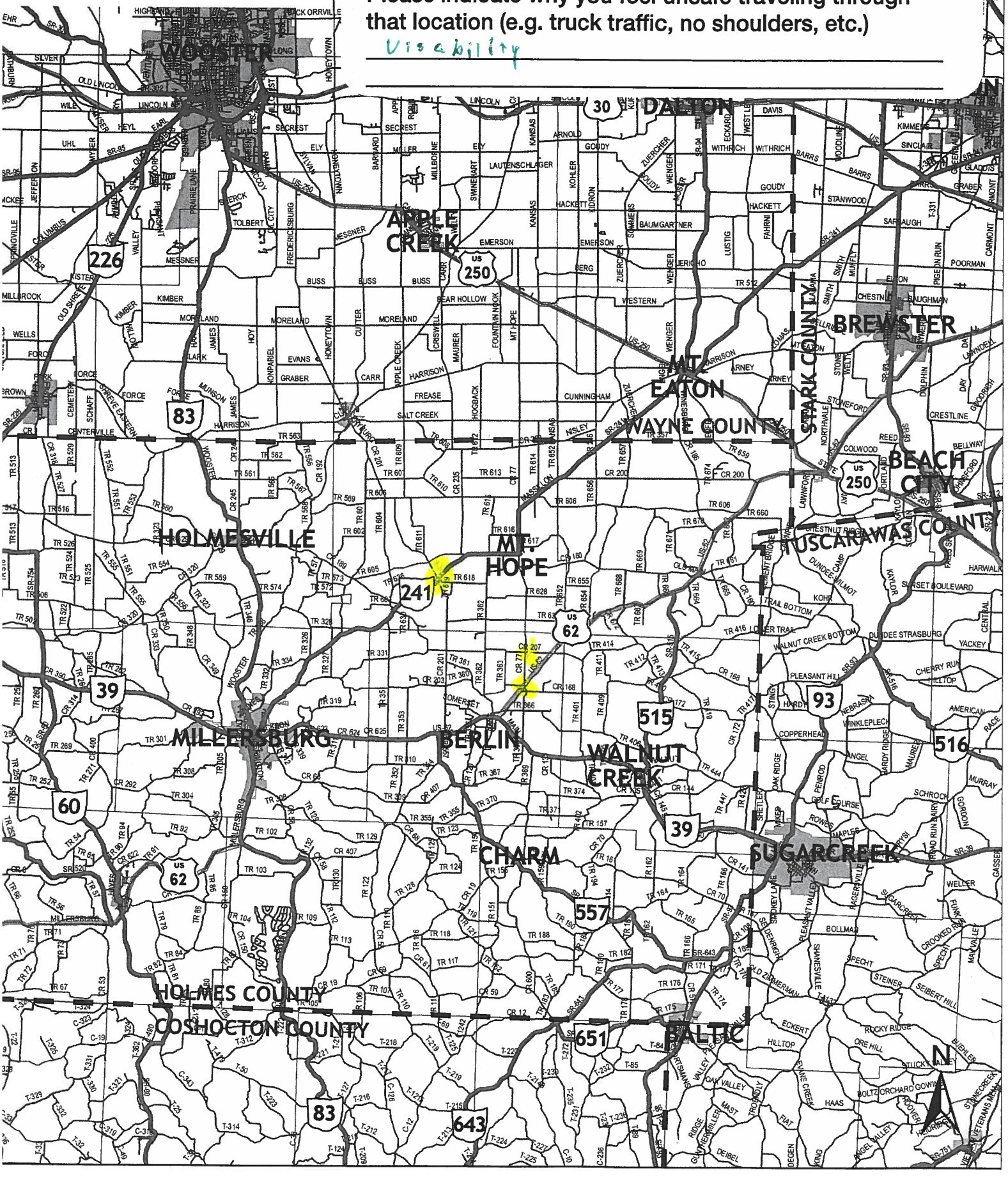
Visability



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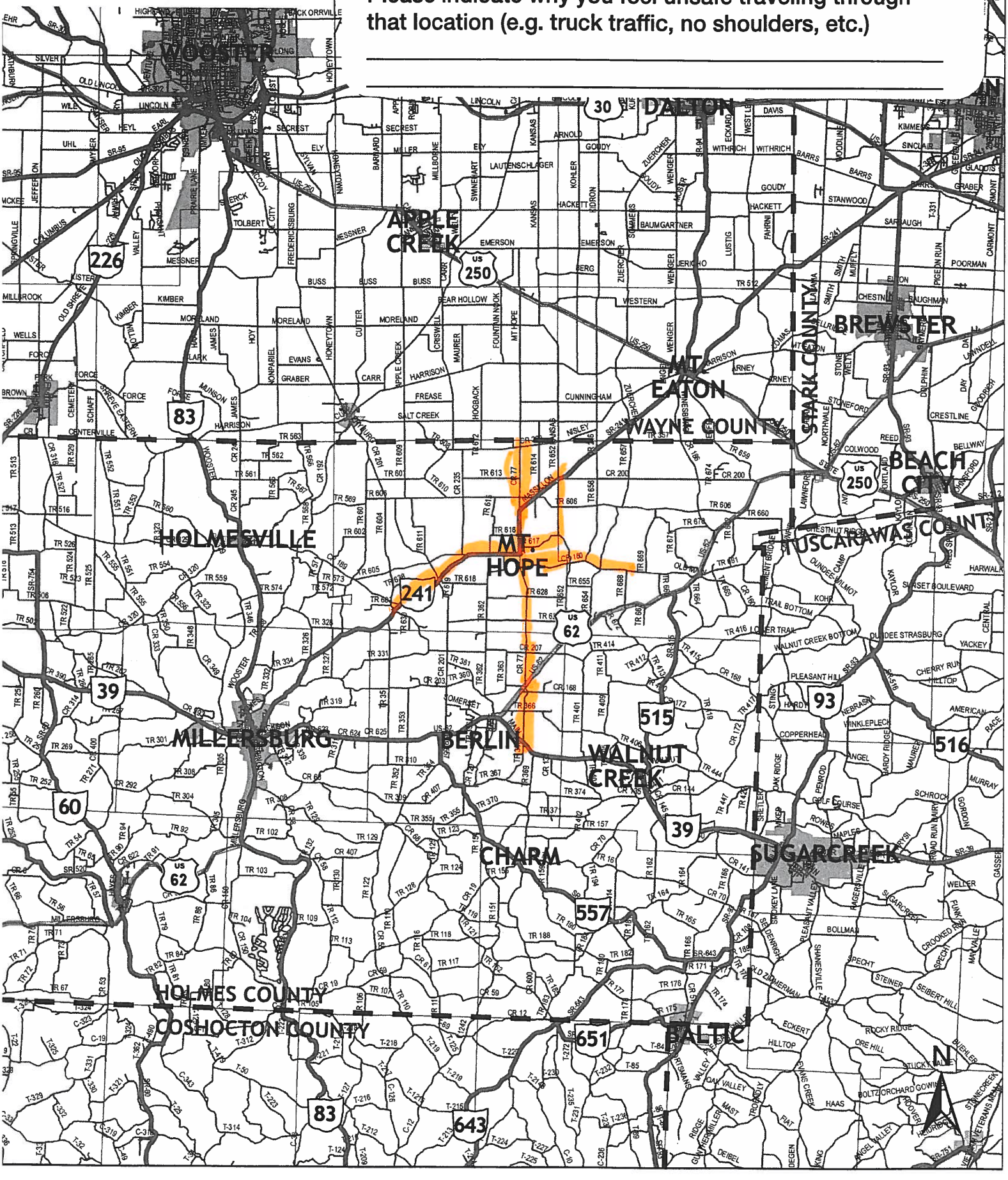

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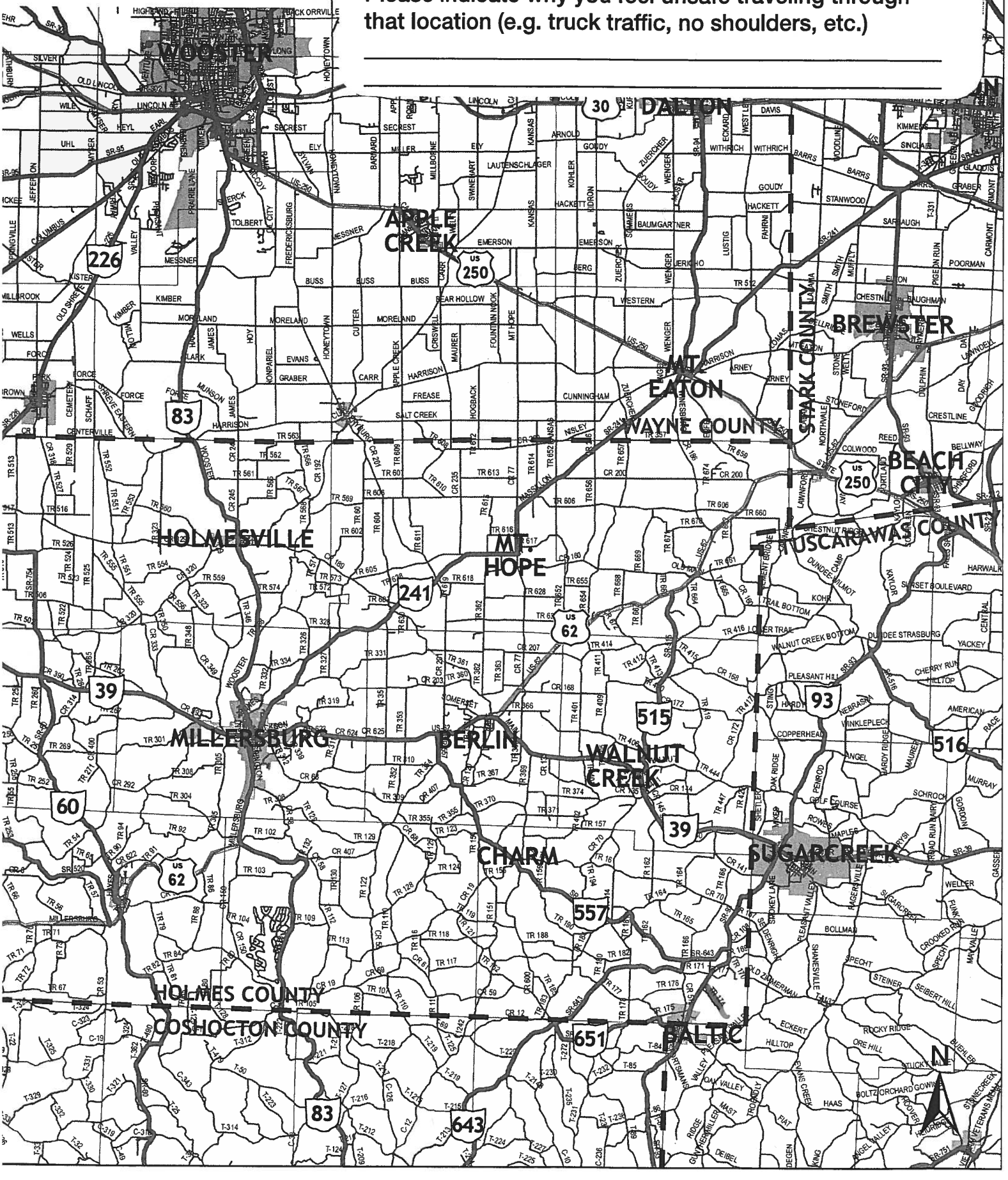

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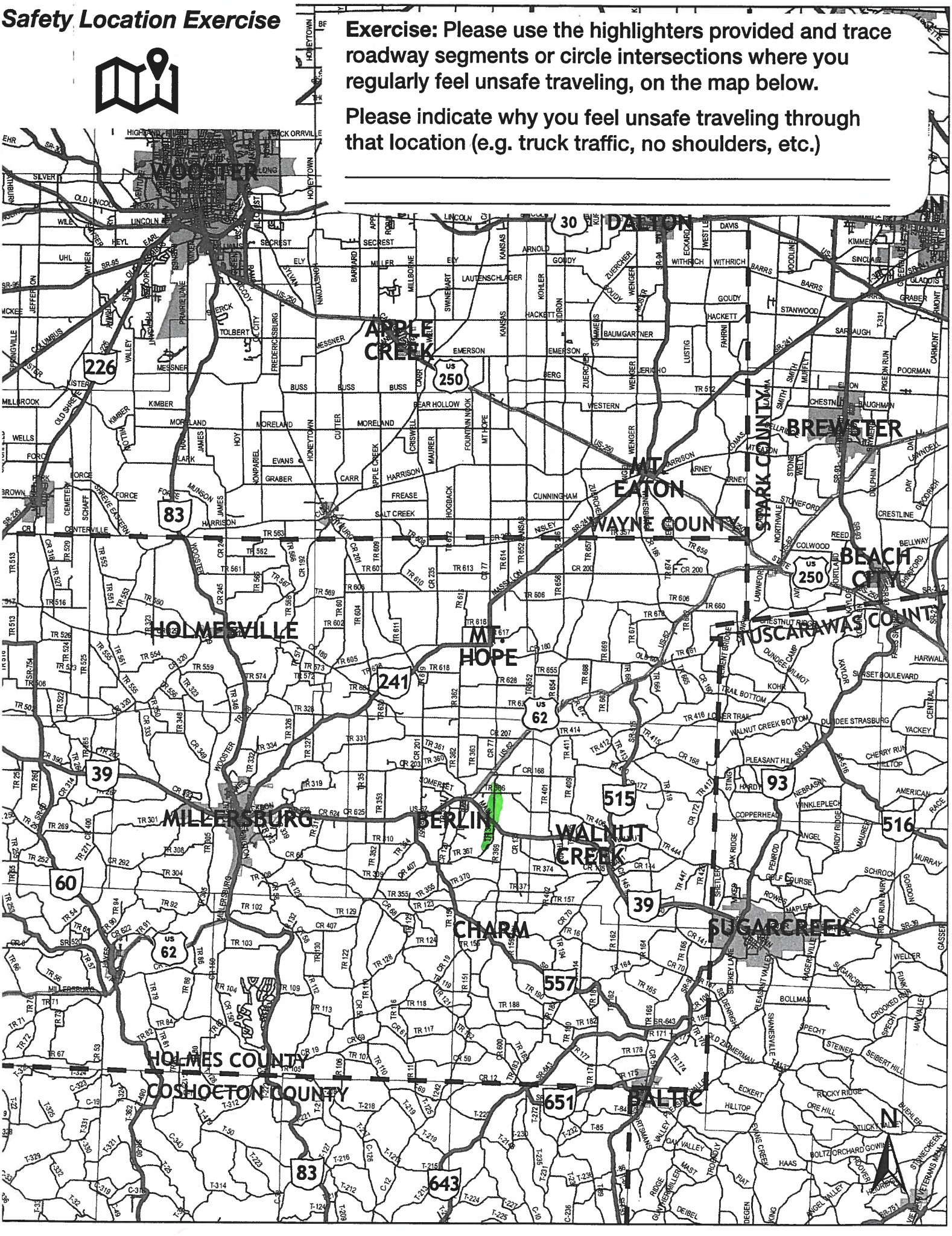

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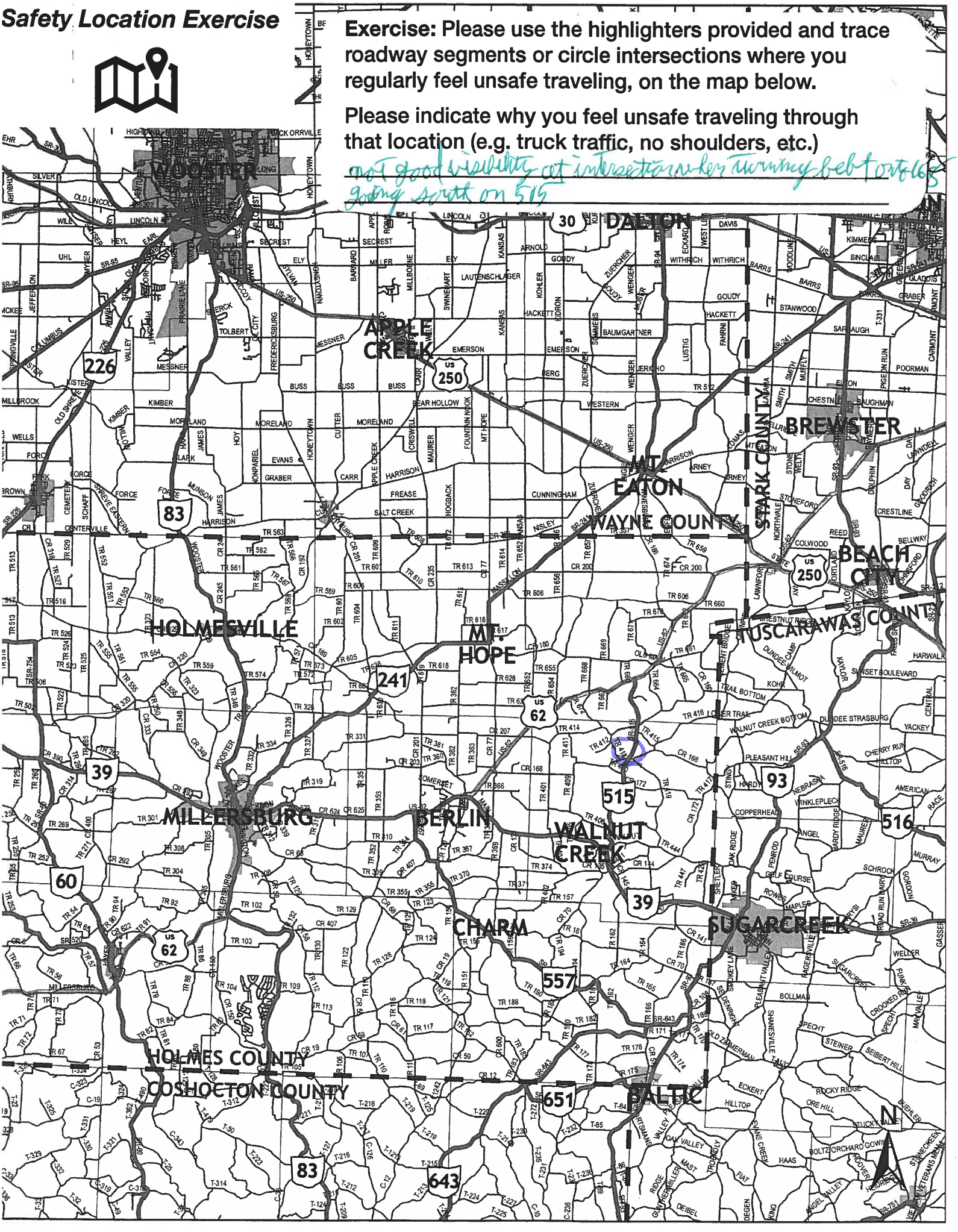
not good visibility at intersection when turning left to 515 going south on 515



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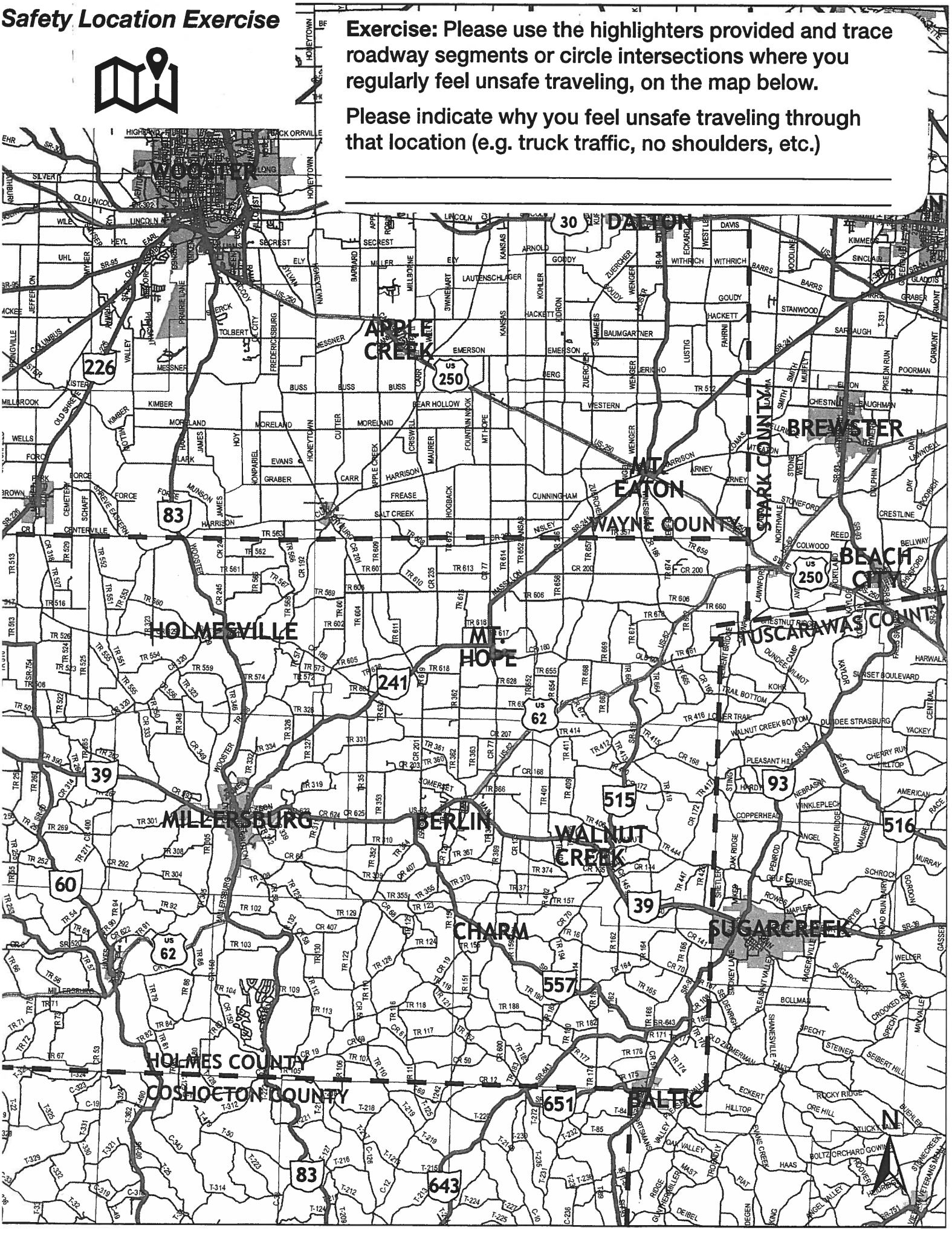

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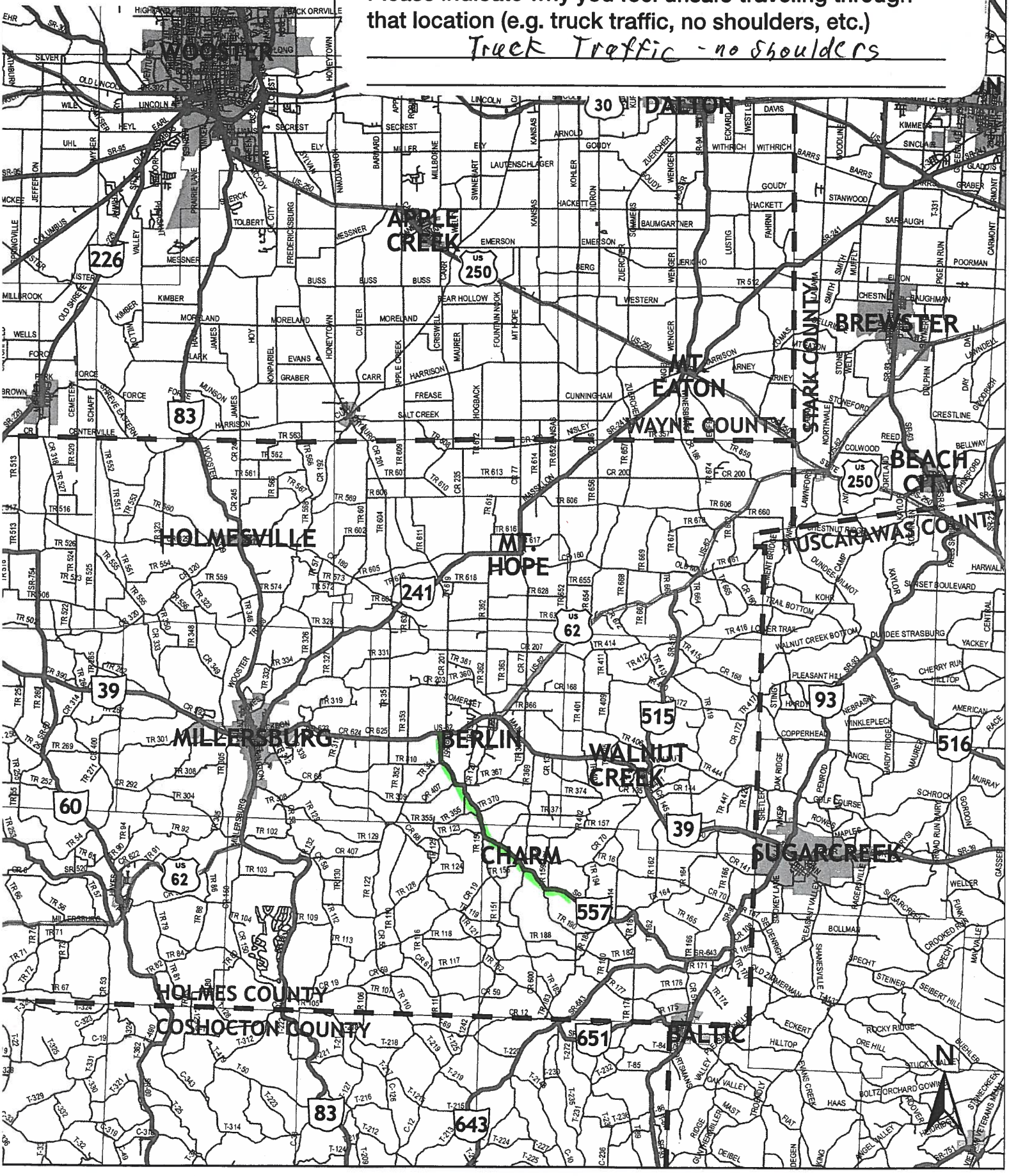
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Truck Traffic - no shoulders



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

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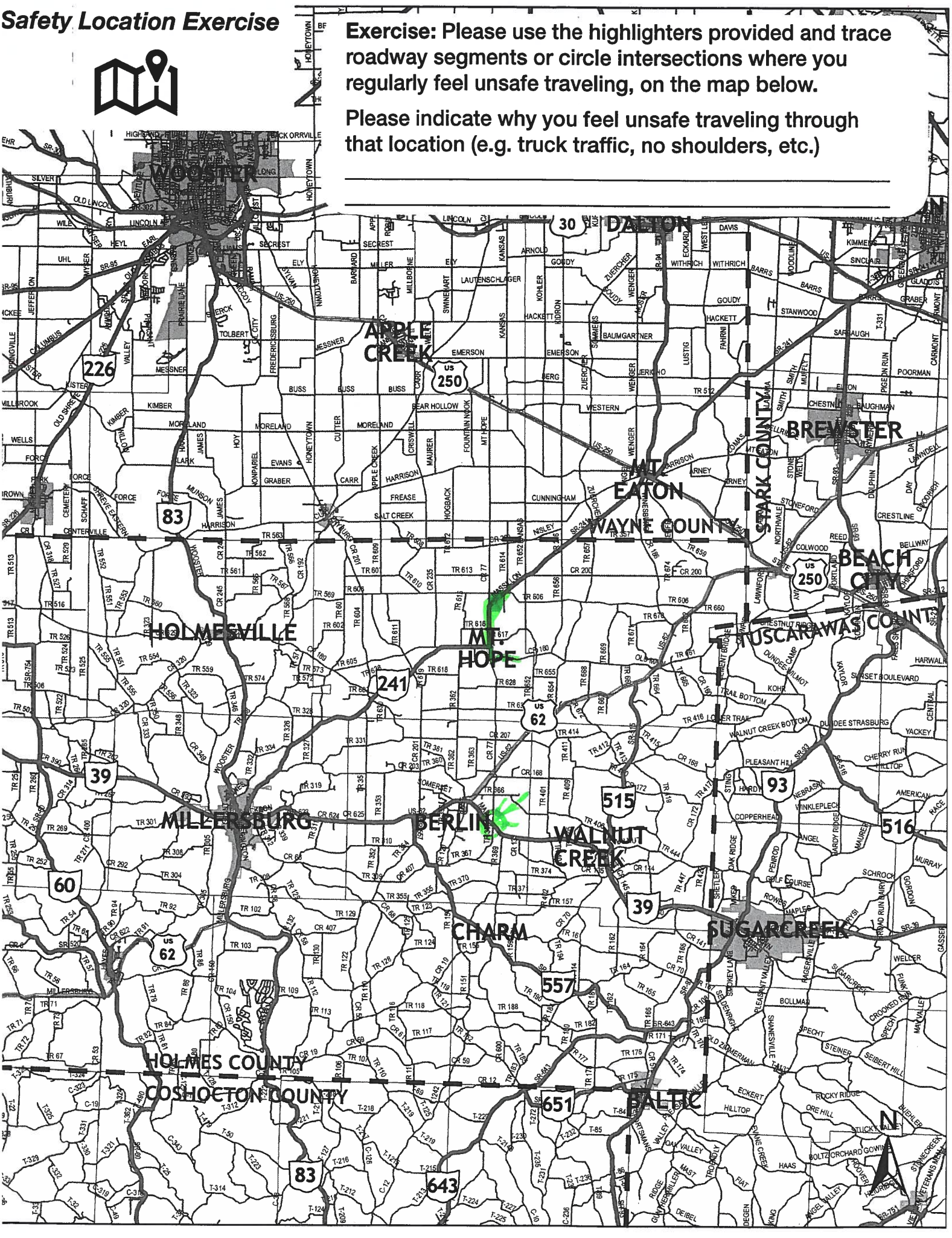

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_____

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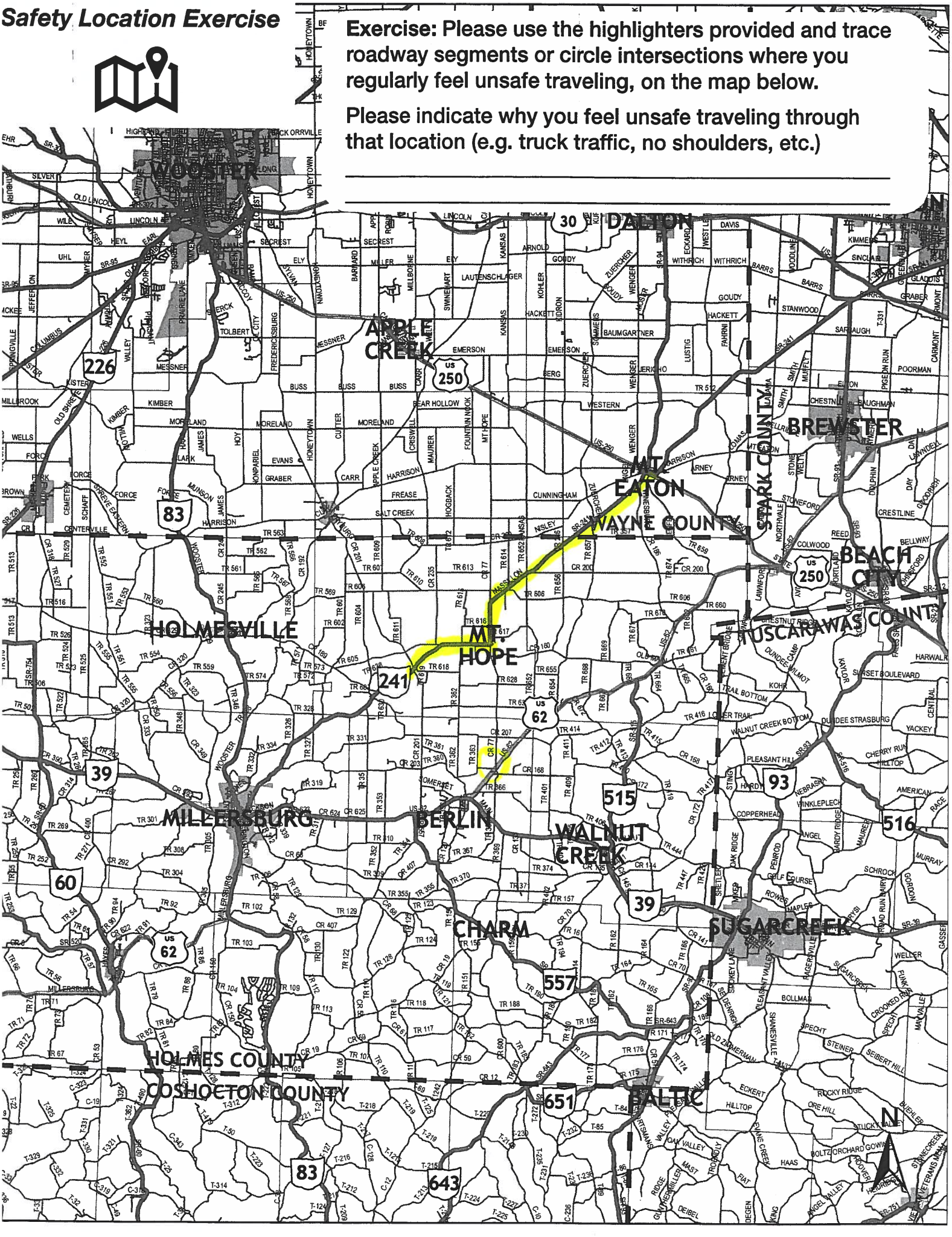

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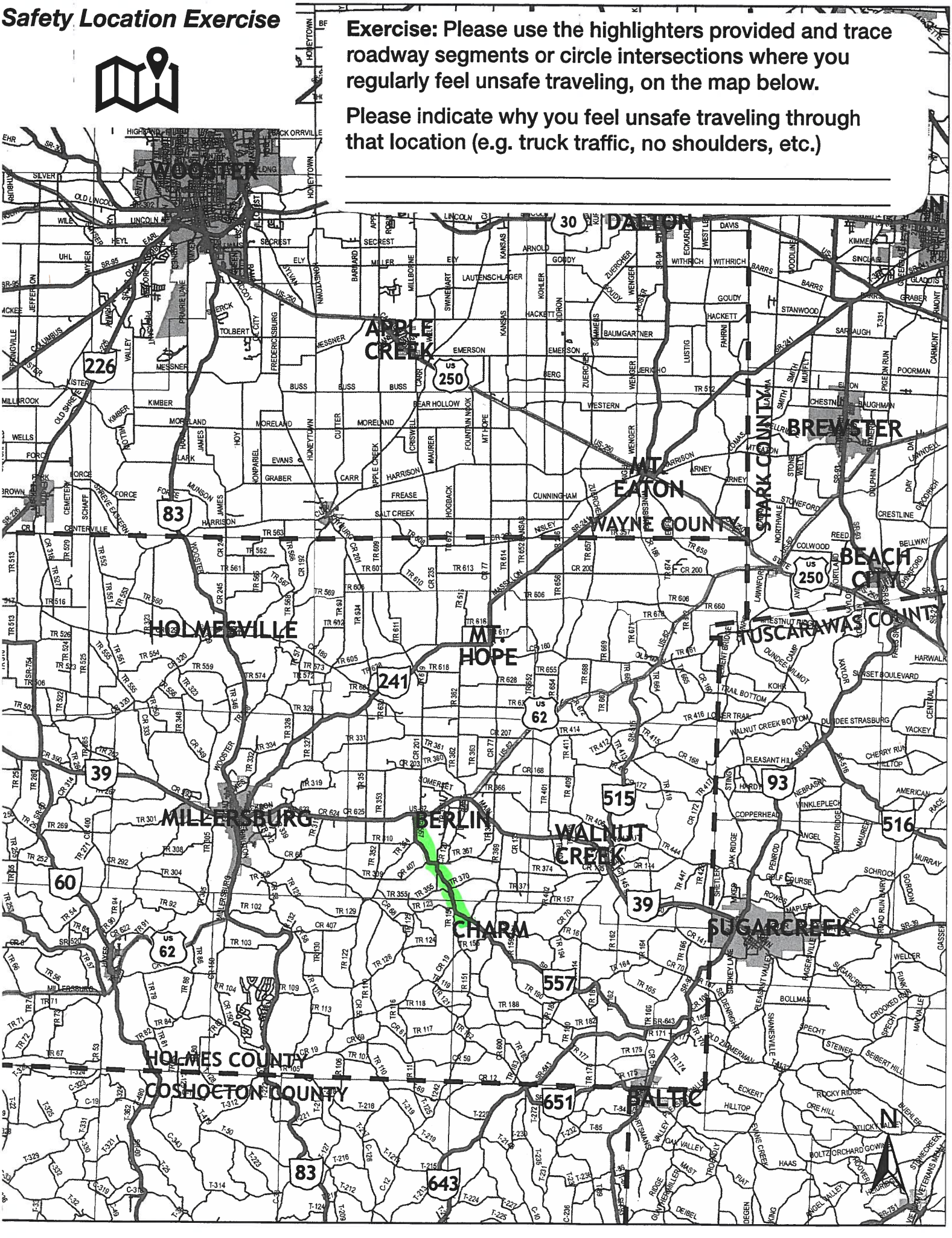
_____



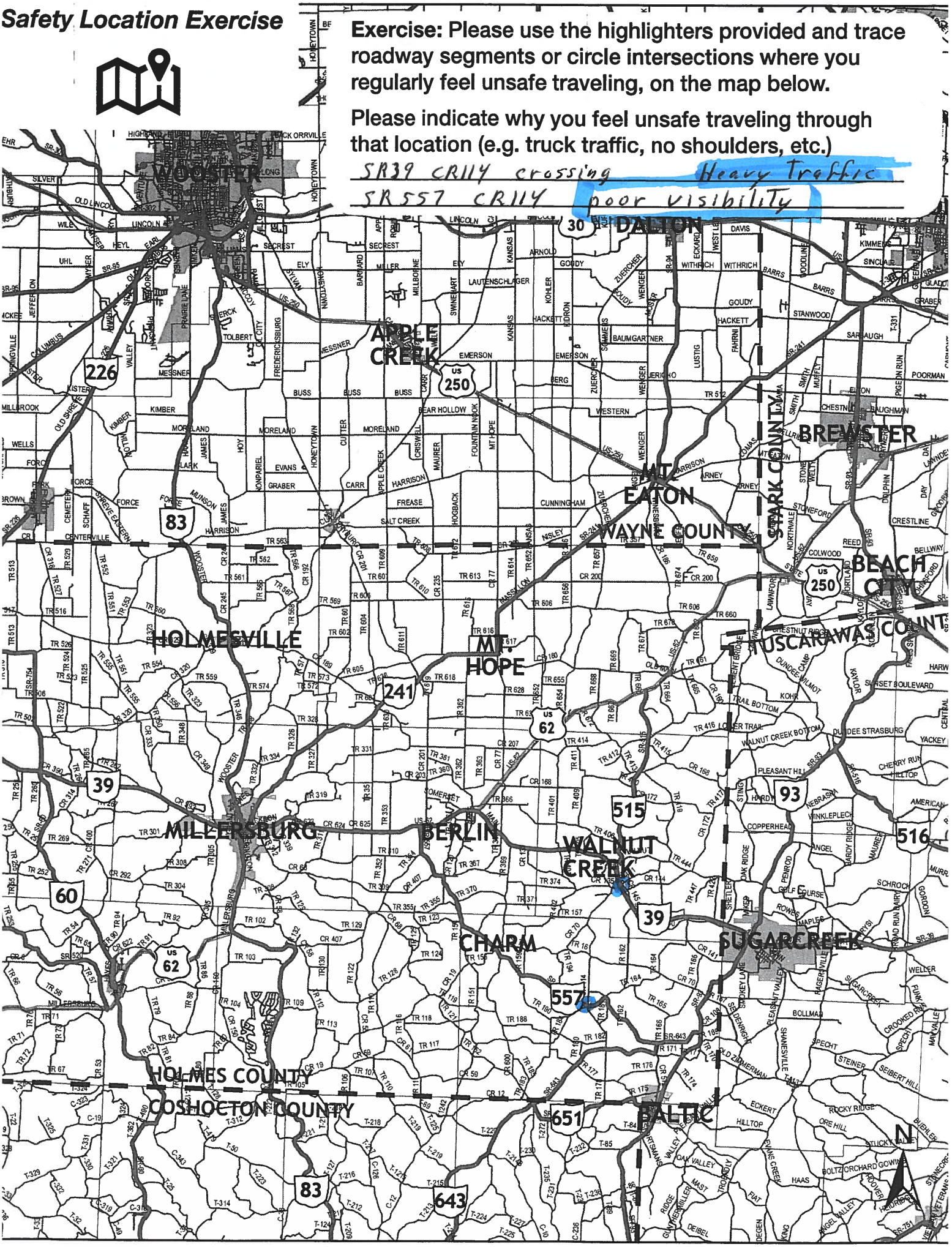
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

SR39 CR114 crossing — Heavy Traffic

SR557 CR114 — poor visibility

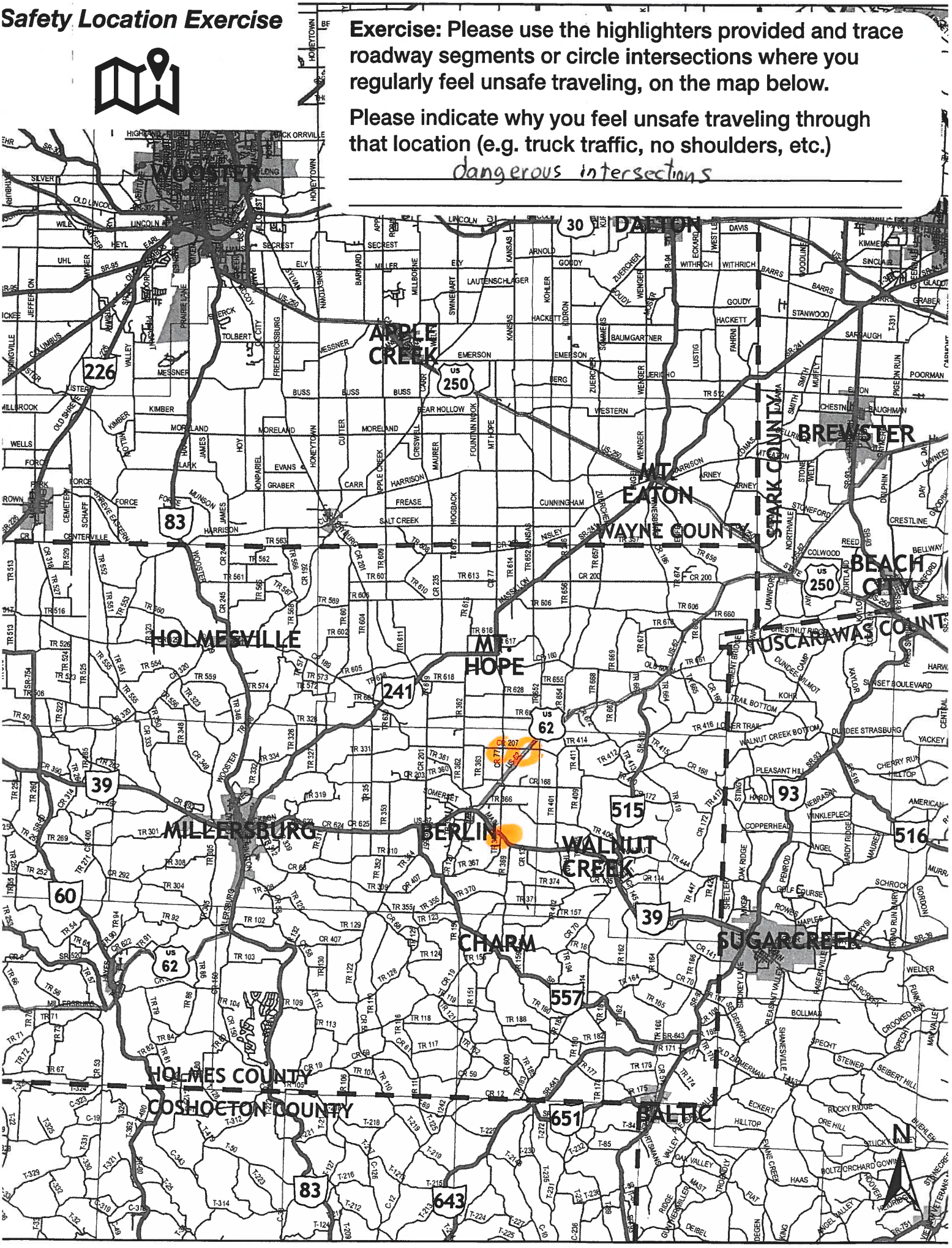


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

dangerous intersections



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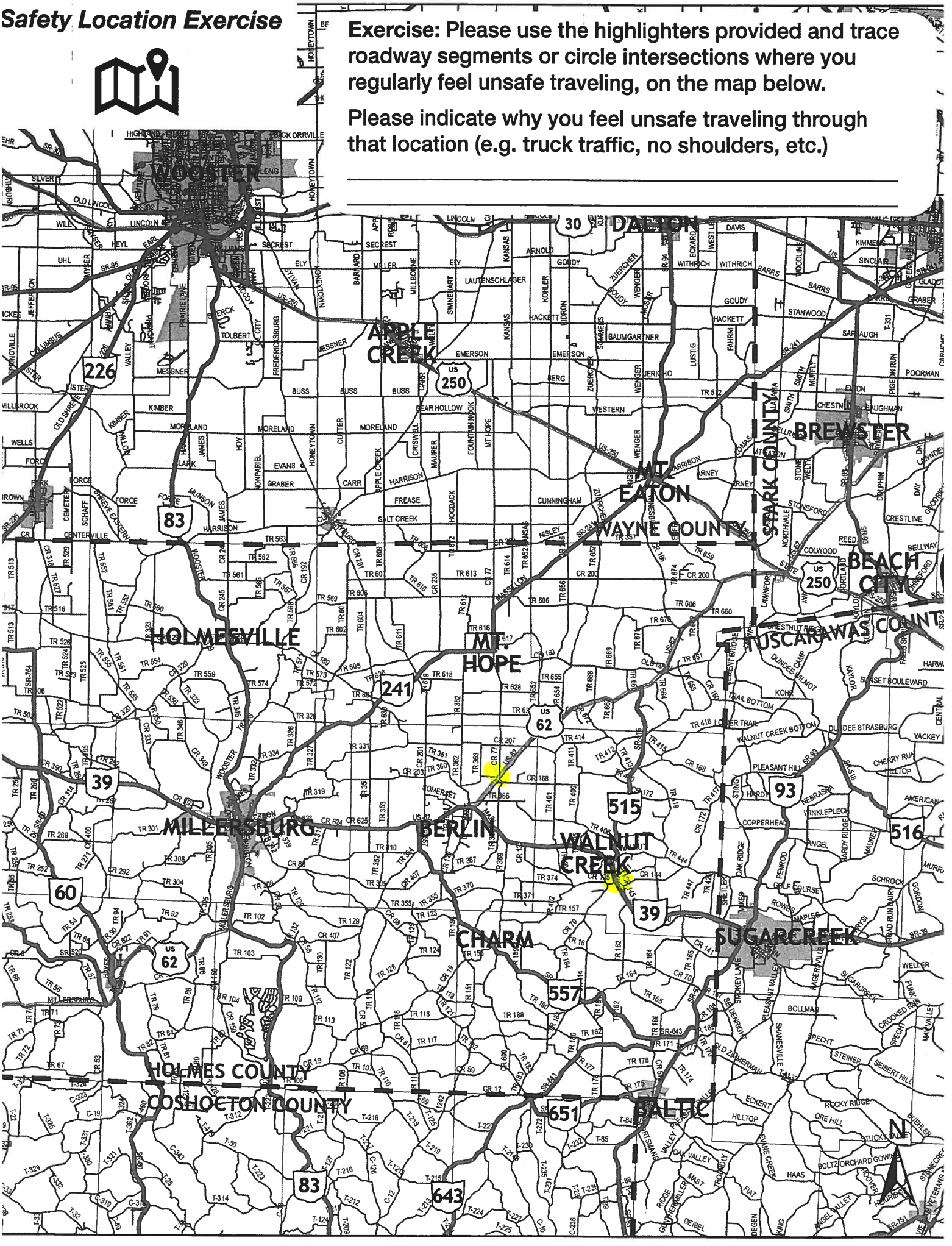

Safety Location Exercise

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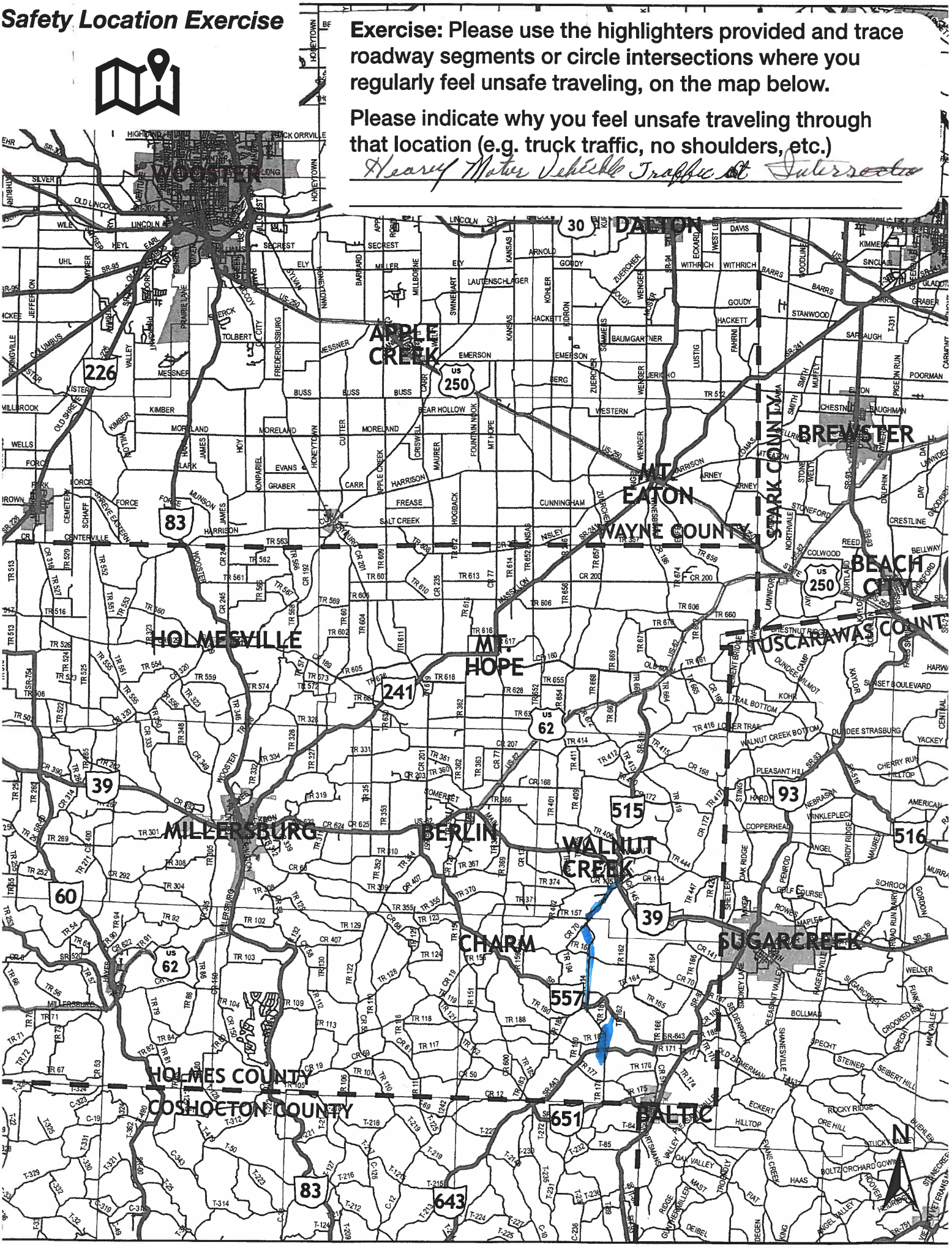
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Heavy Motor Vehicle Traffic at Intersection



Safety Location Exercise



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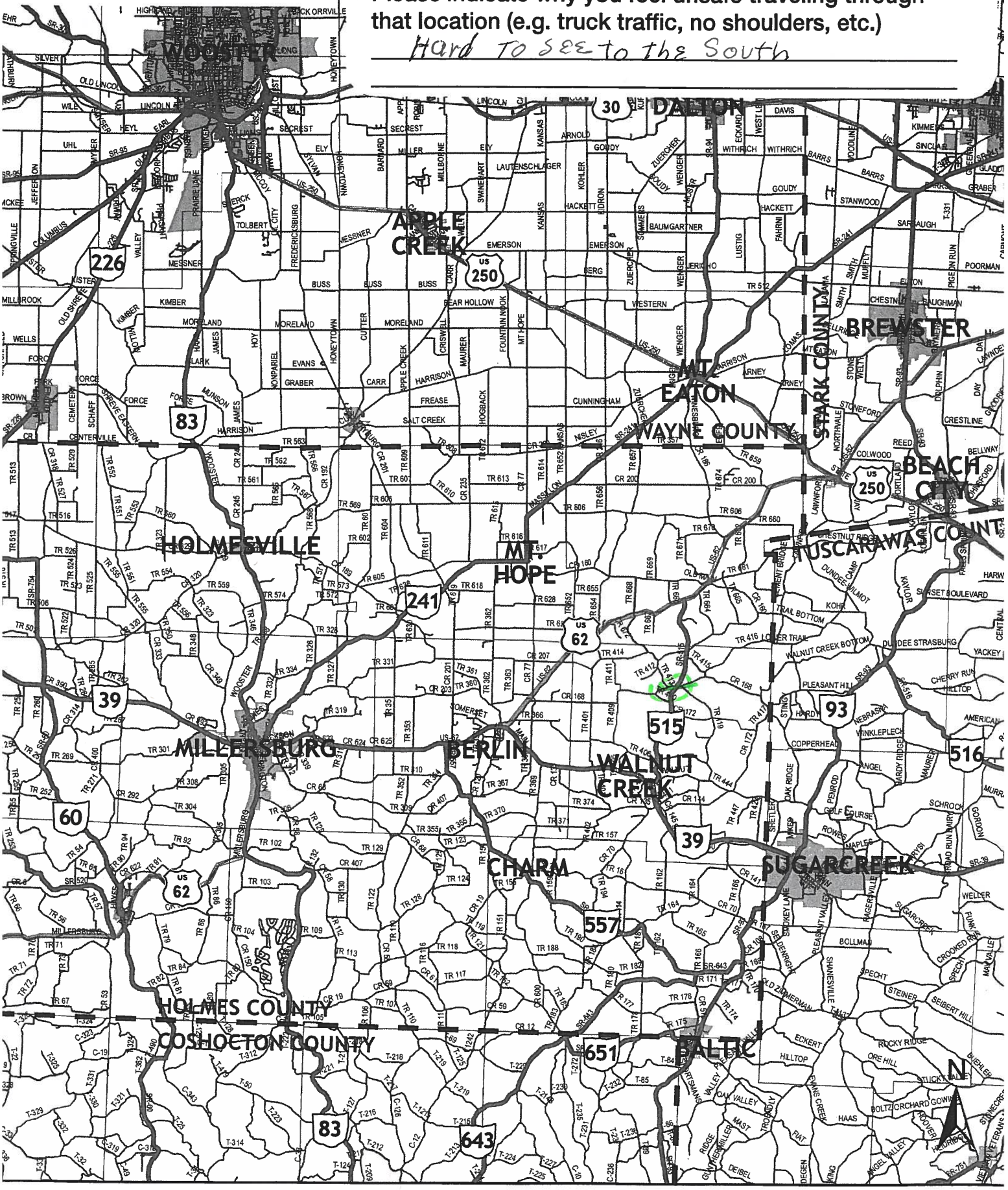
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Hard to see to the South



Safety Location Exercise

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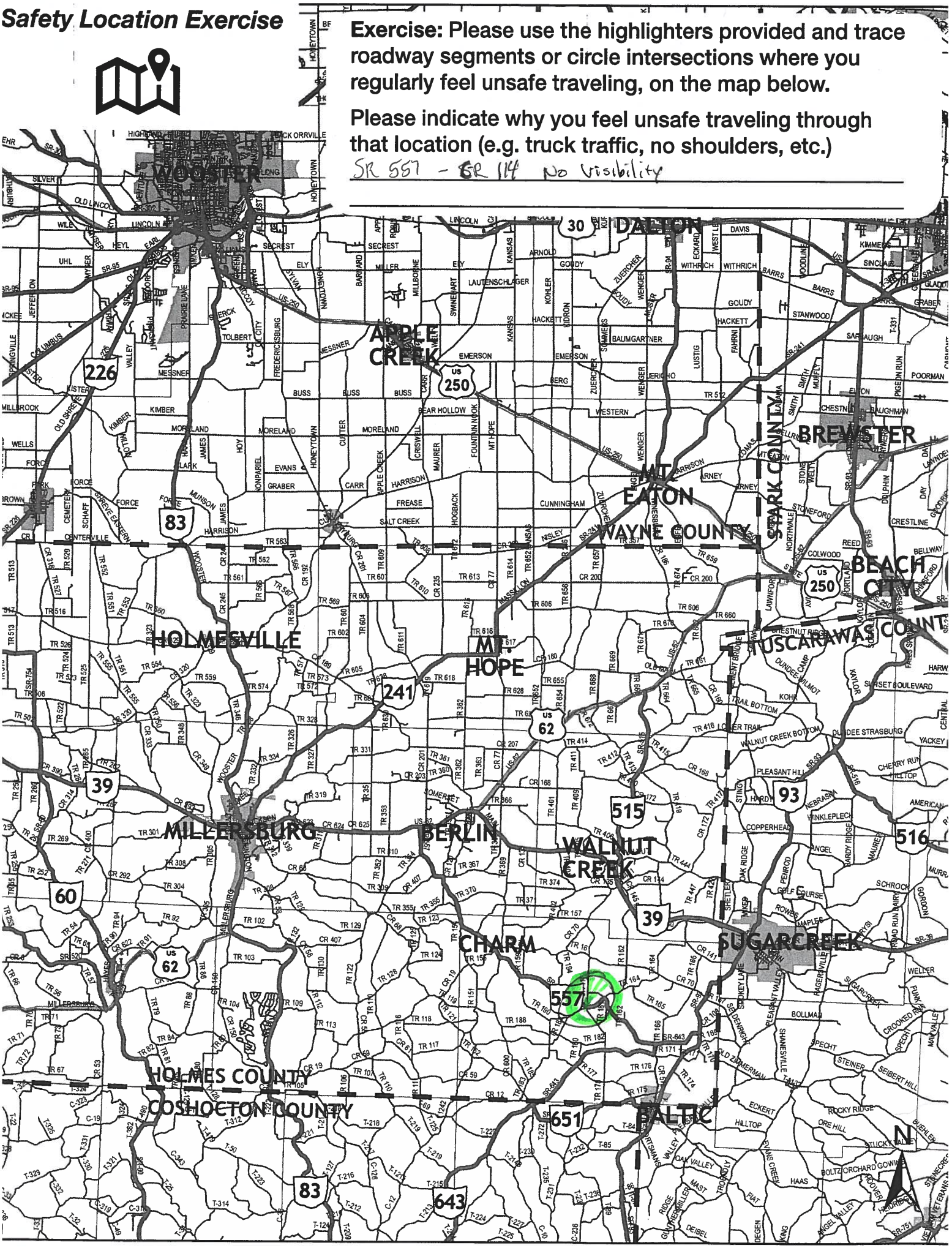
SR 557 - SR 114 No visibility



Safety Location Exercise

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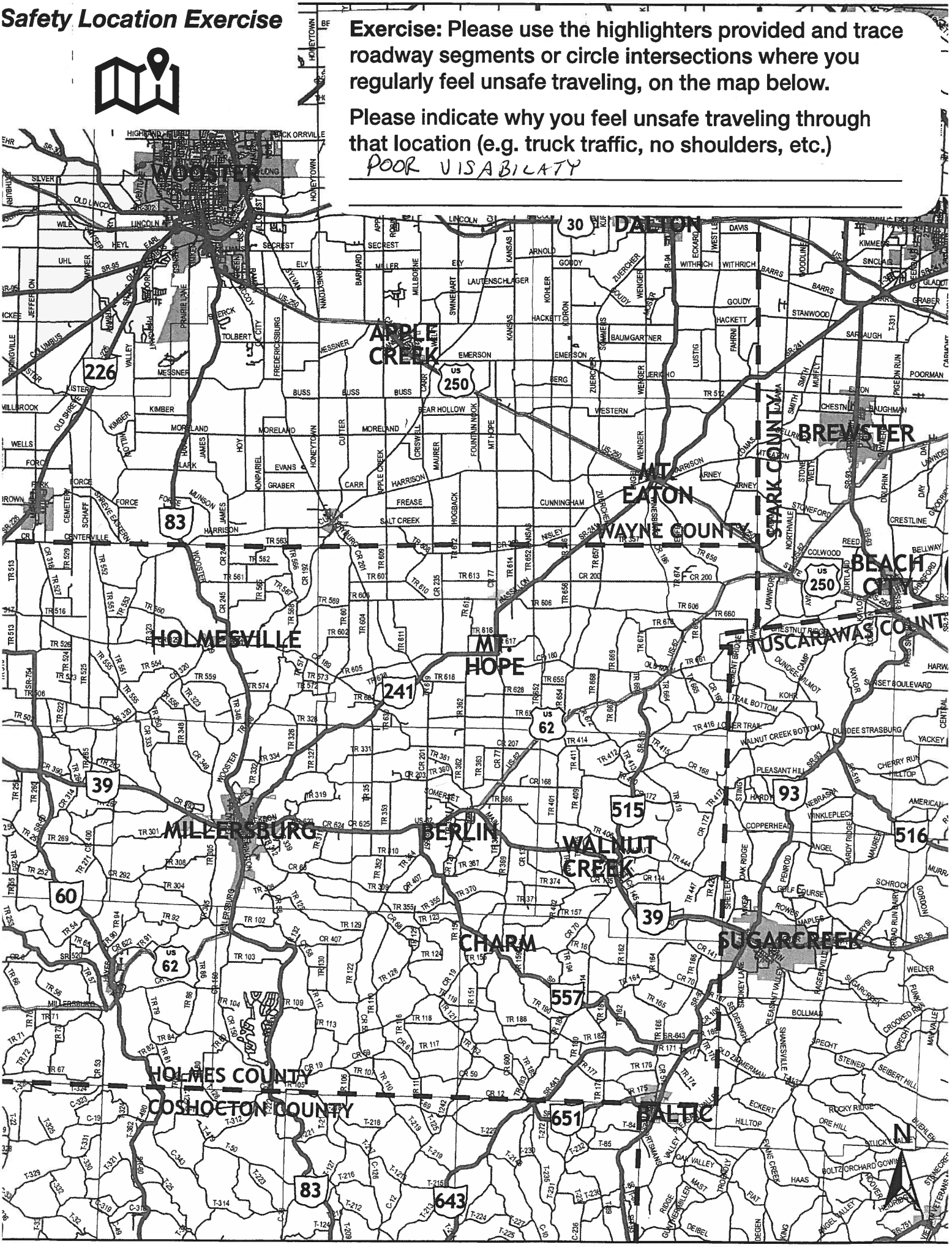
POOR VISABILITY



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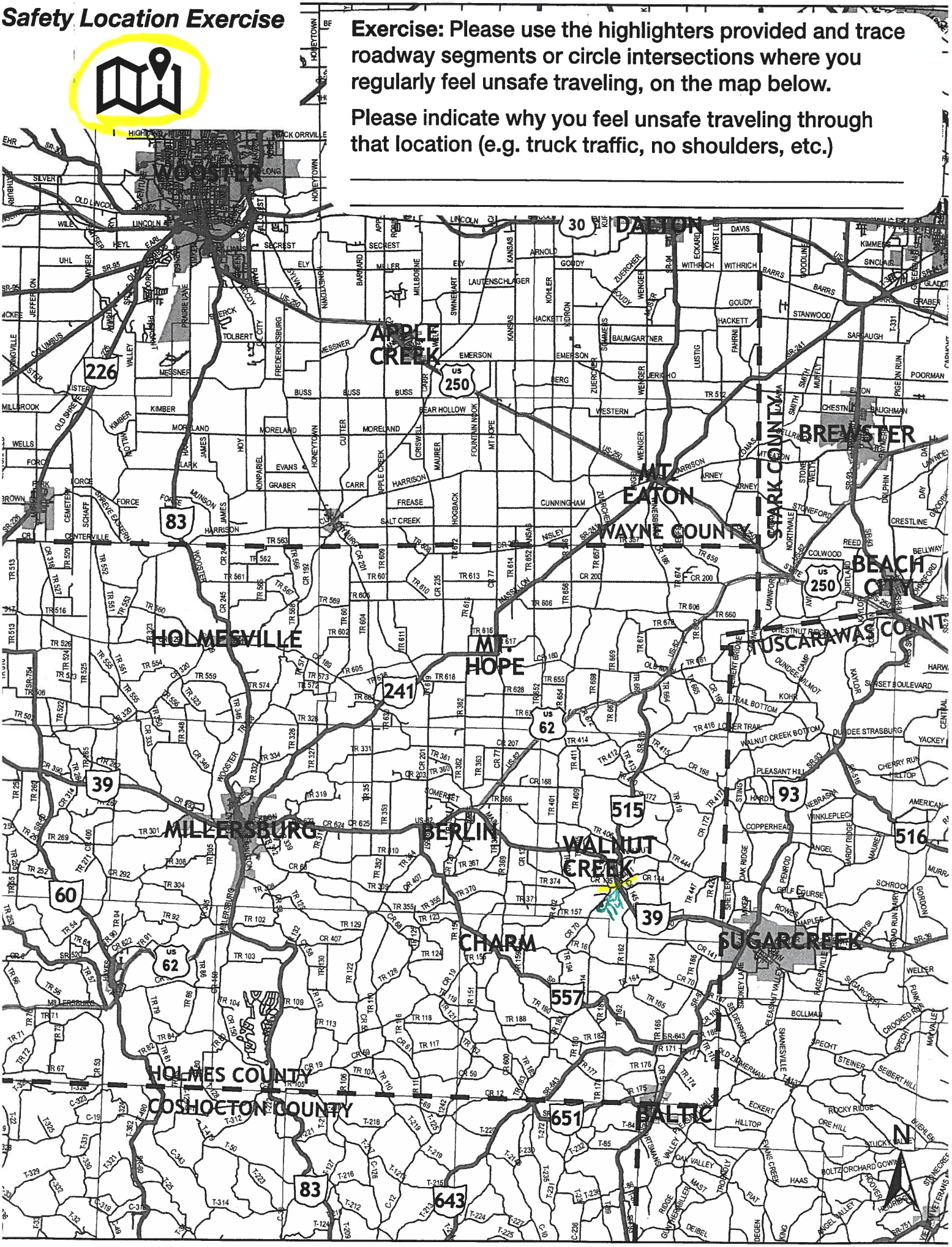

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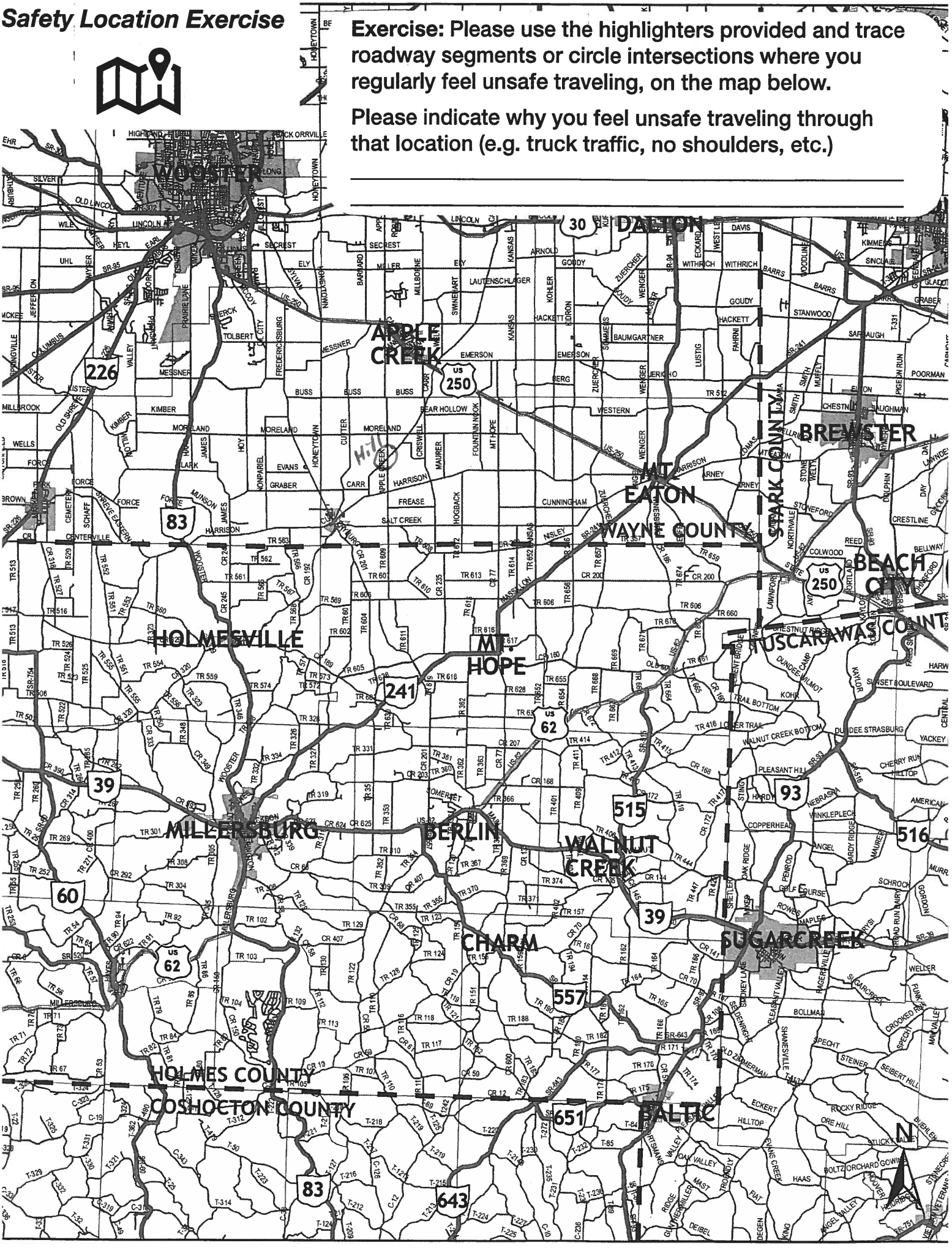

Safety Location Exercise

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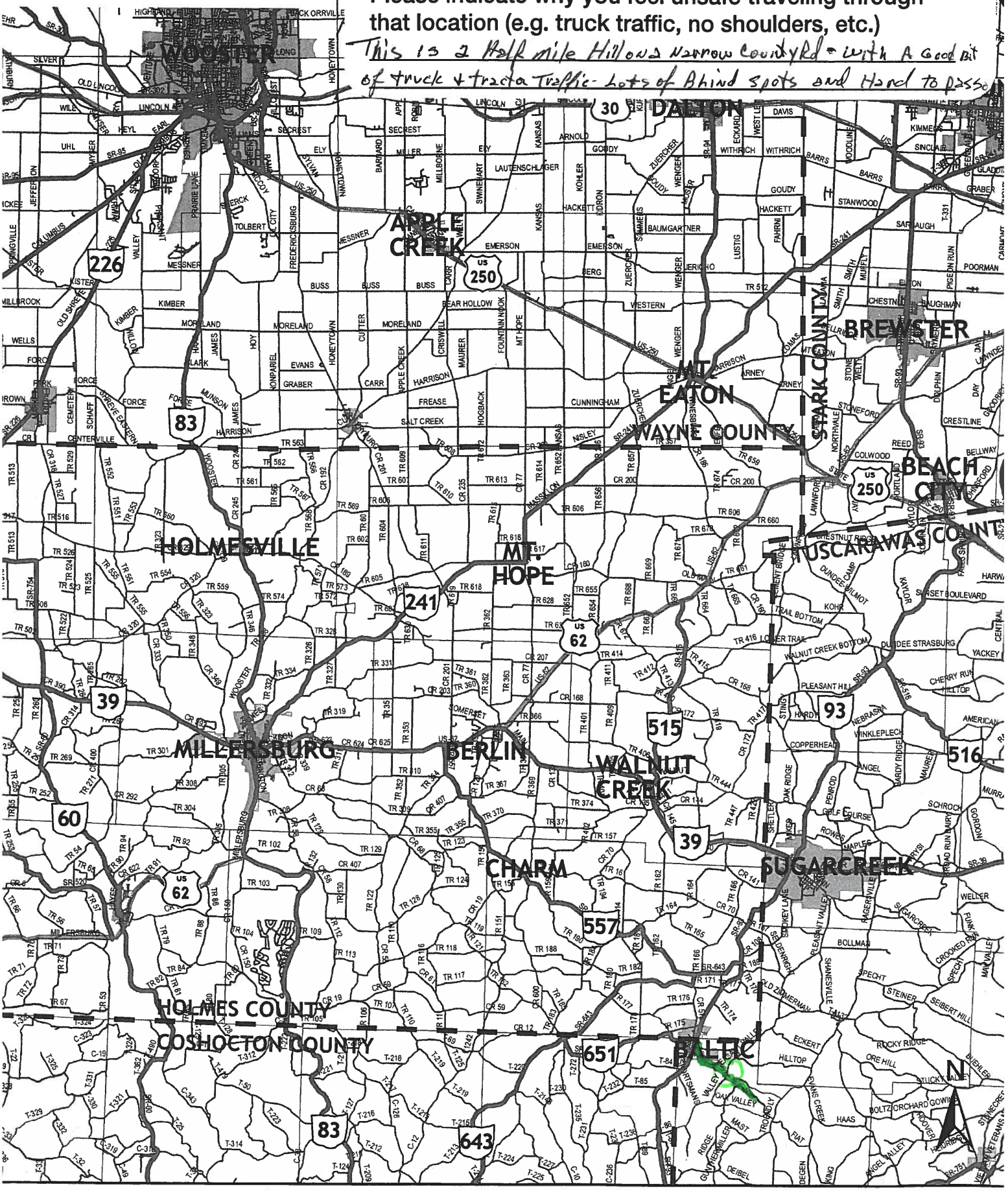
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

This is a Half mile Hillona Narrow County Rd - with A Good Bit of truck + tractor Traffic - Lots of Blind spots and Hard to passo

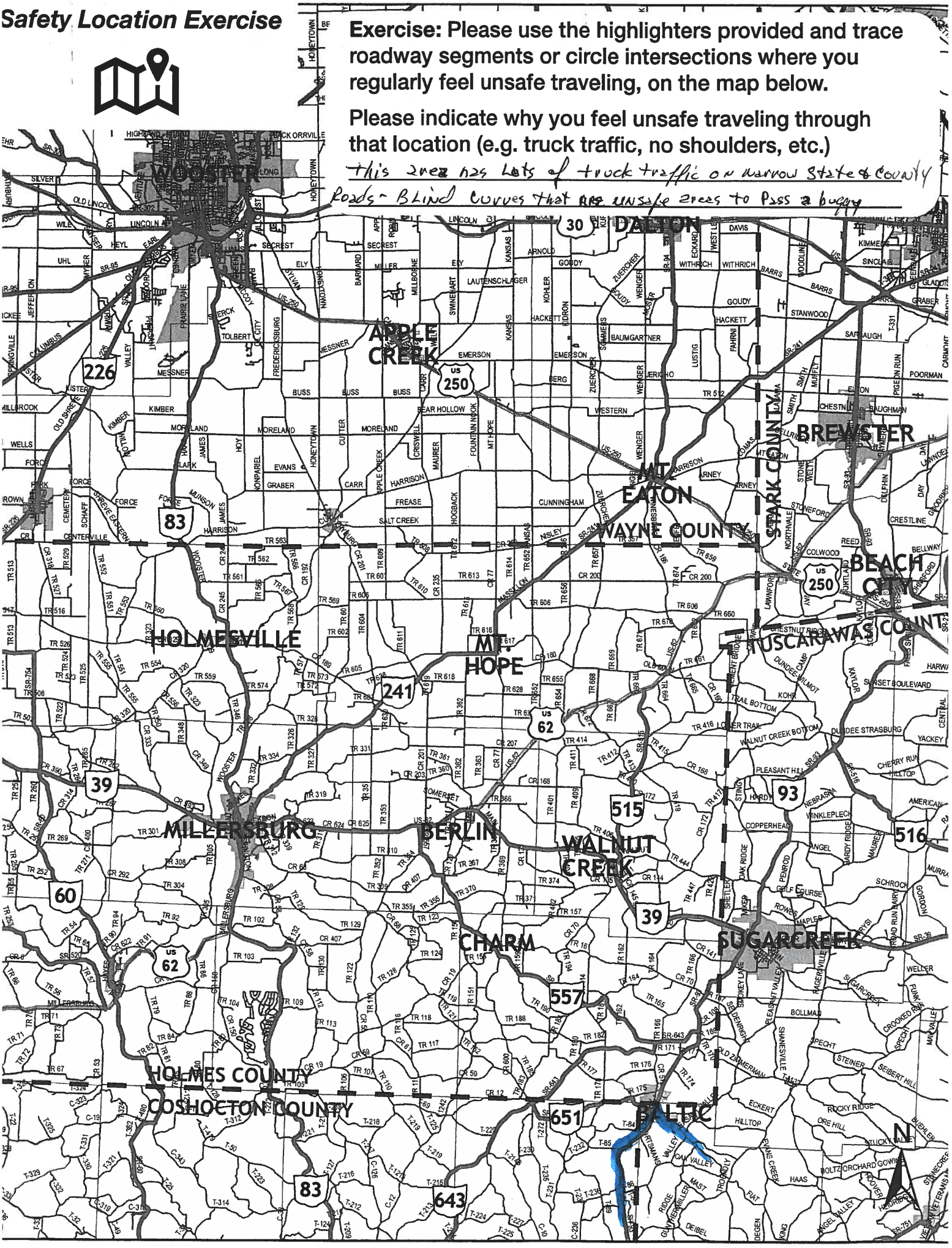


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

this area has lots of truck traffic on narrow State & County Roads - Blind curves that are unsafe areas to pass a buggy

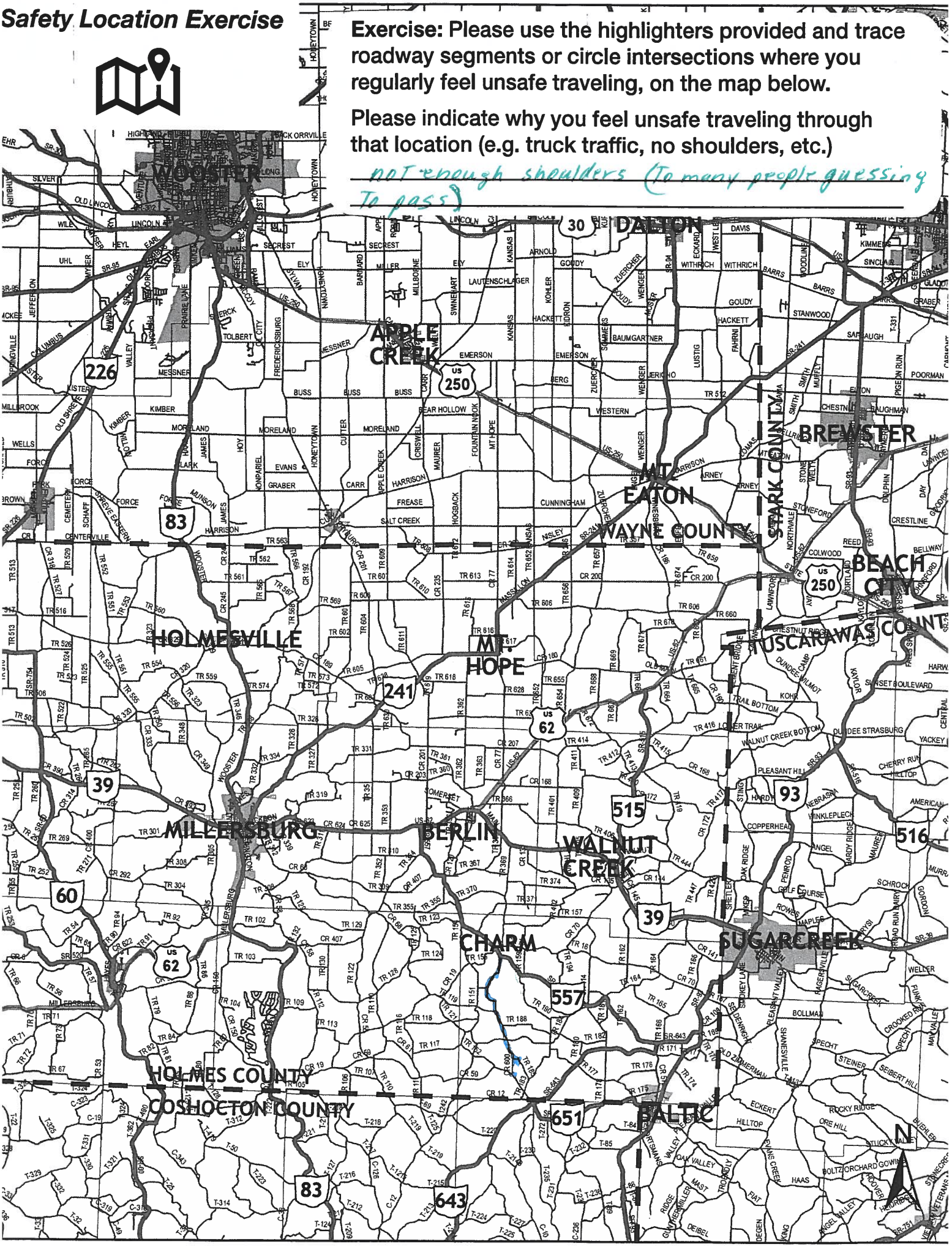


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

not enough shoulders (To many people guessing To pass)



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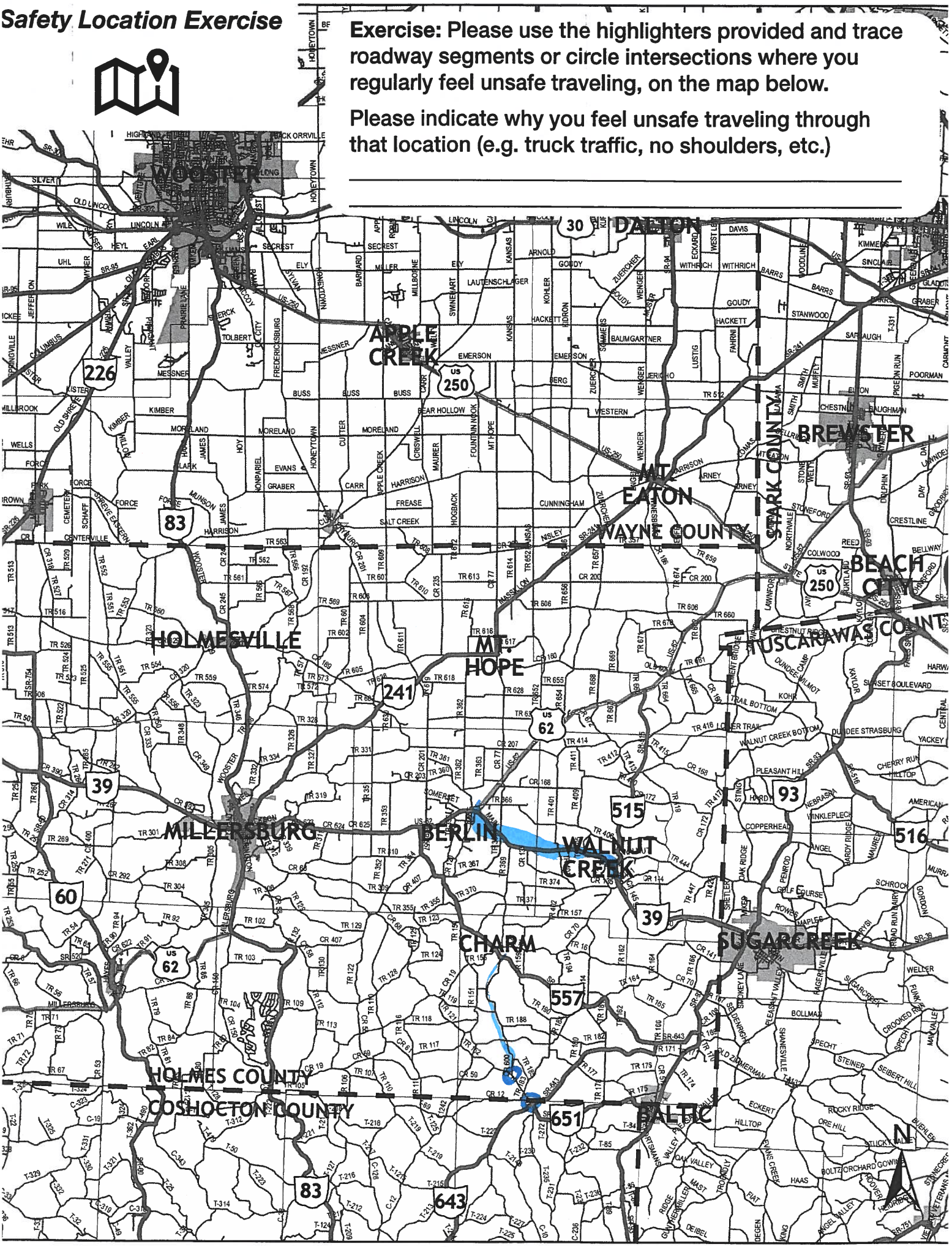

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_____

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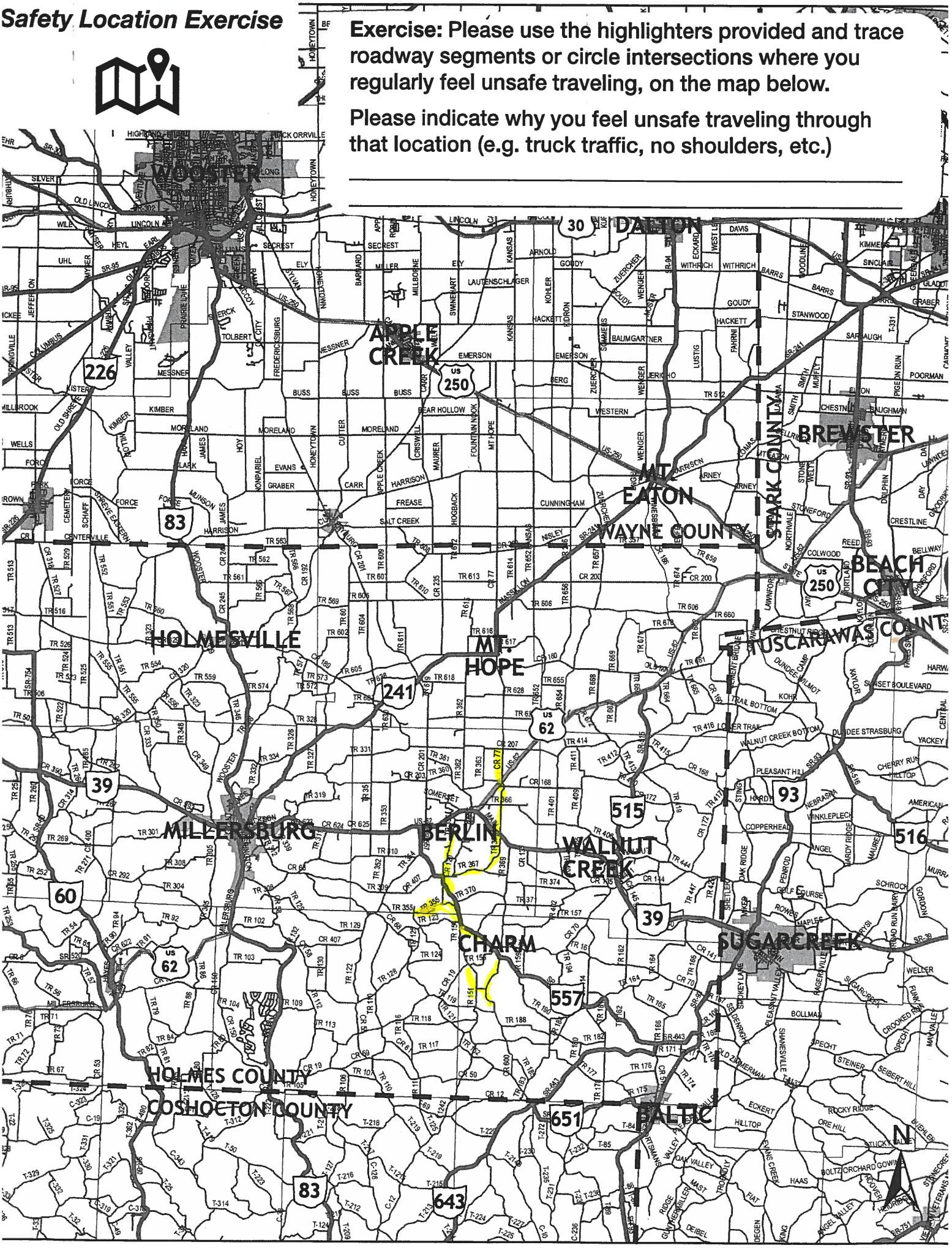

Safety Location Exercise

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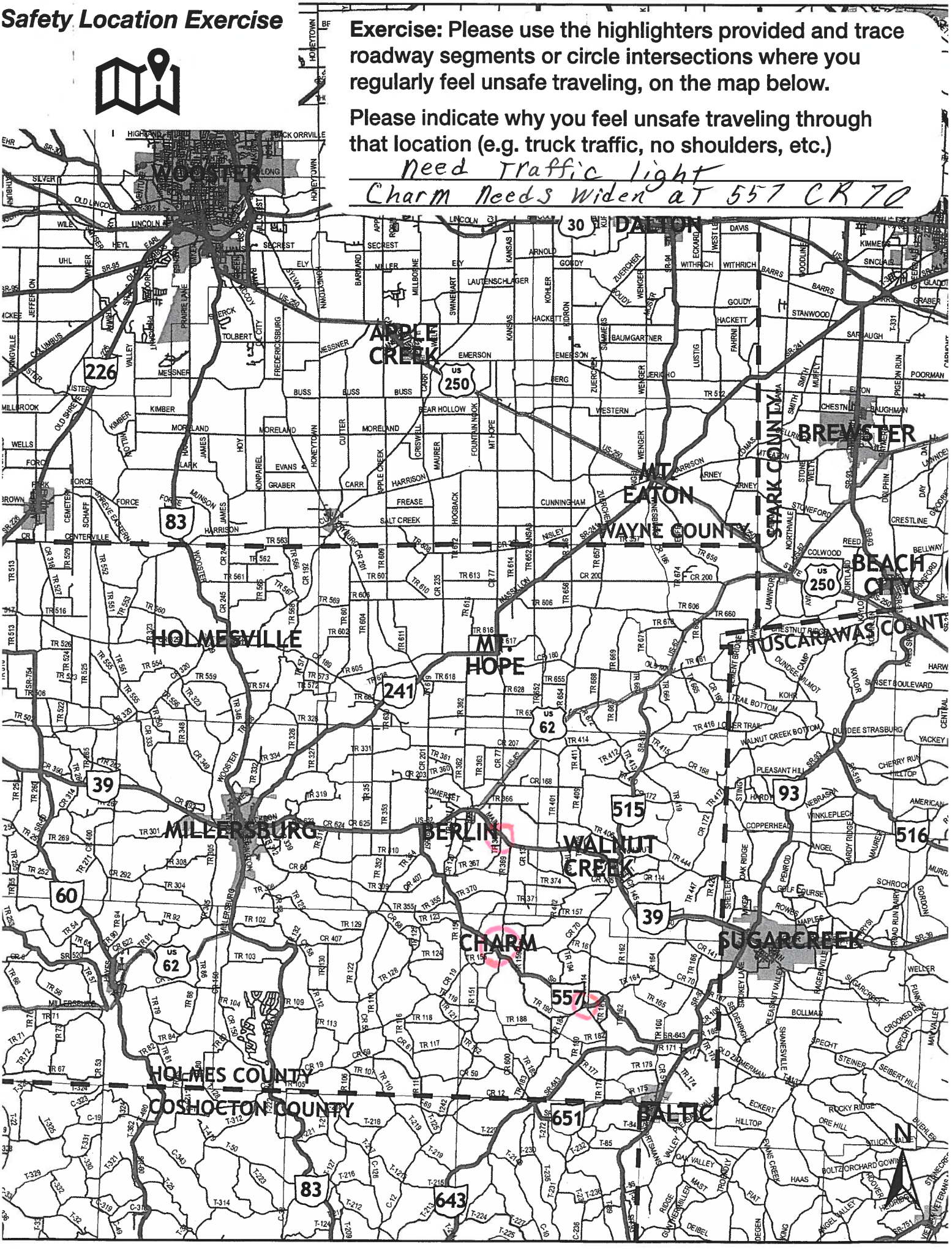
Need Traffic light
Charm Needs Widen at 557 CR 70



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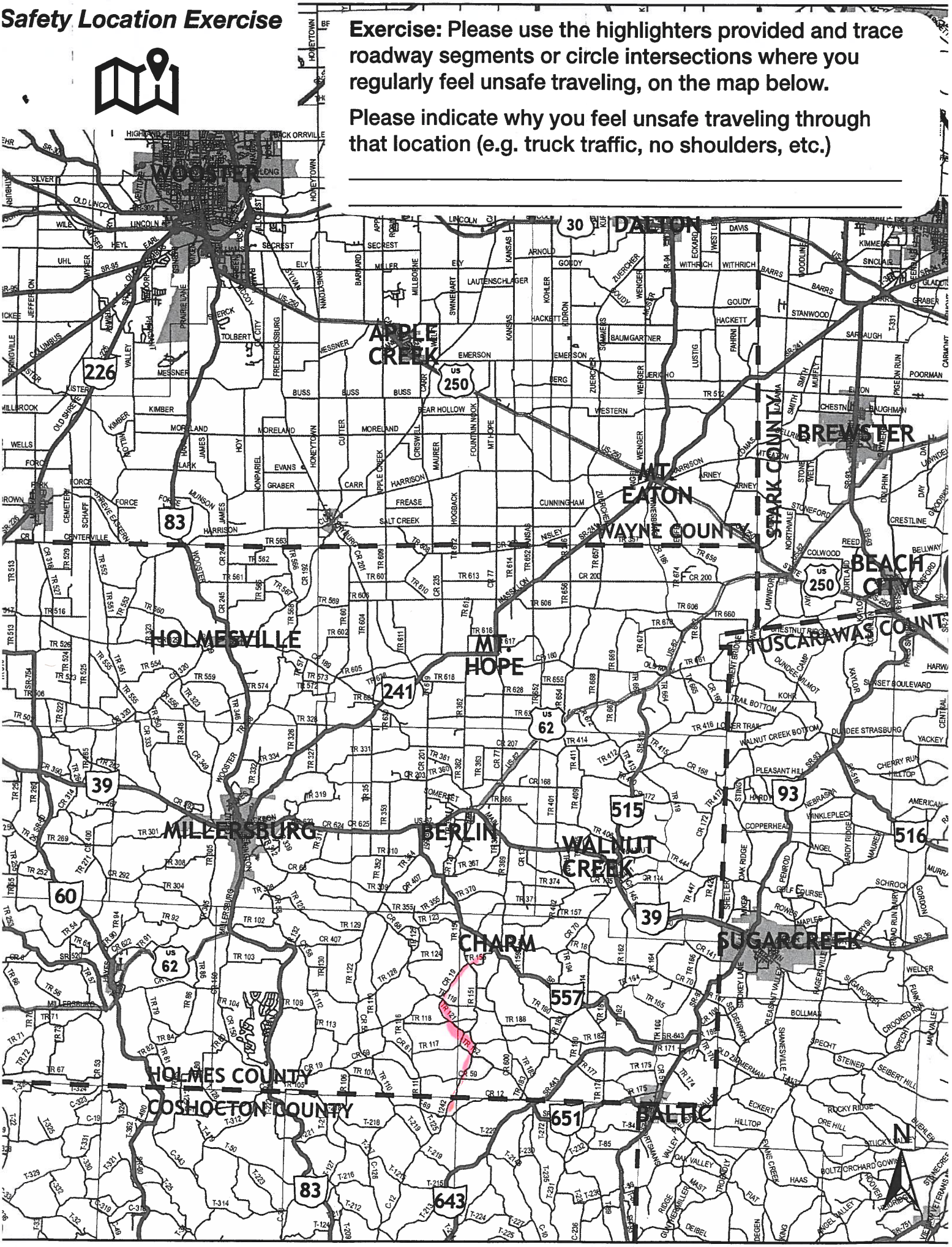

Safety Location Exercise

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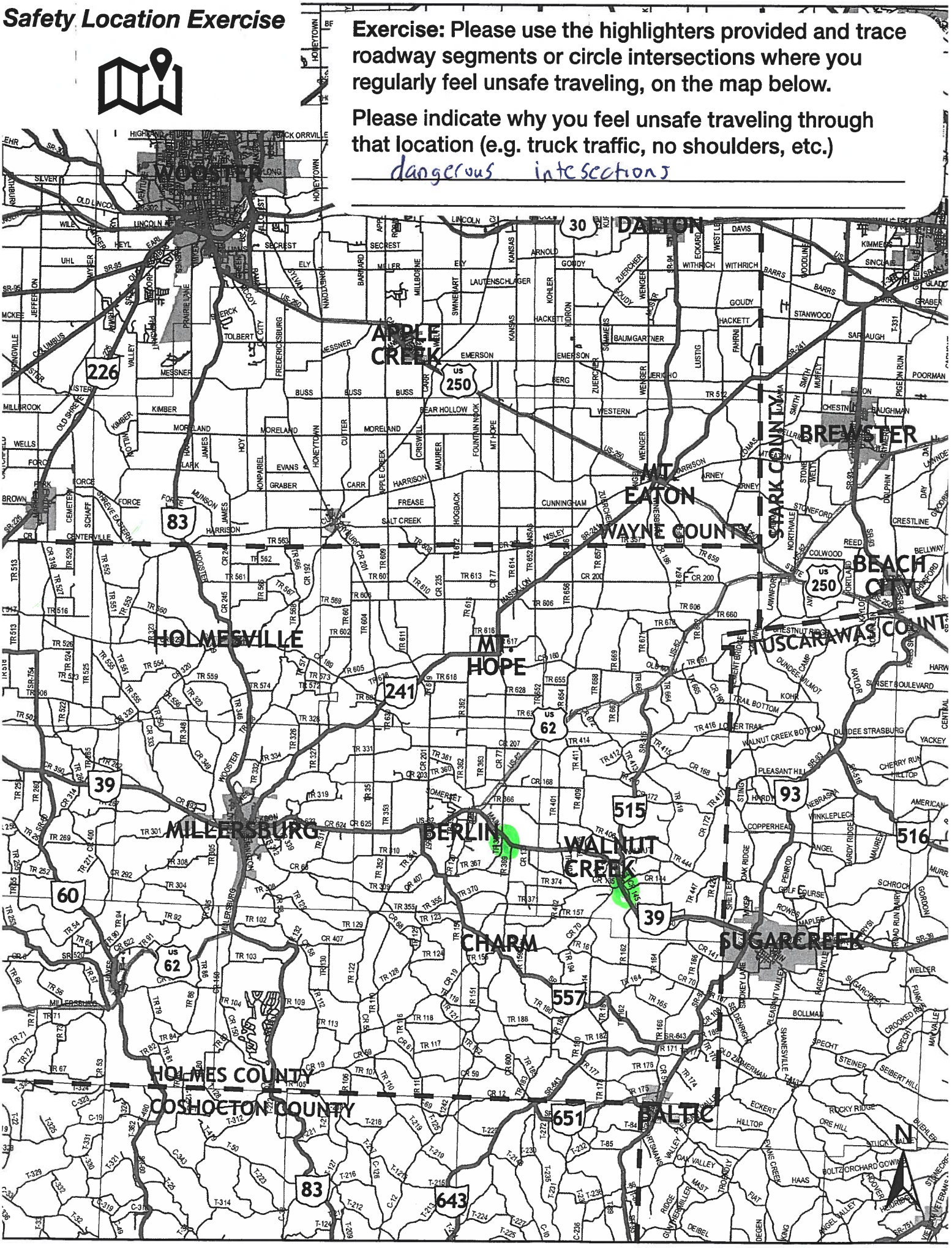
dangerous intersections



Safety Location Exercise

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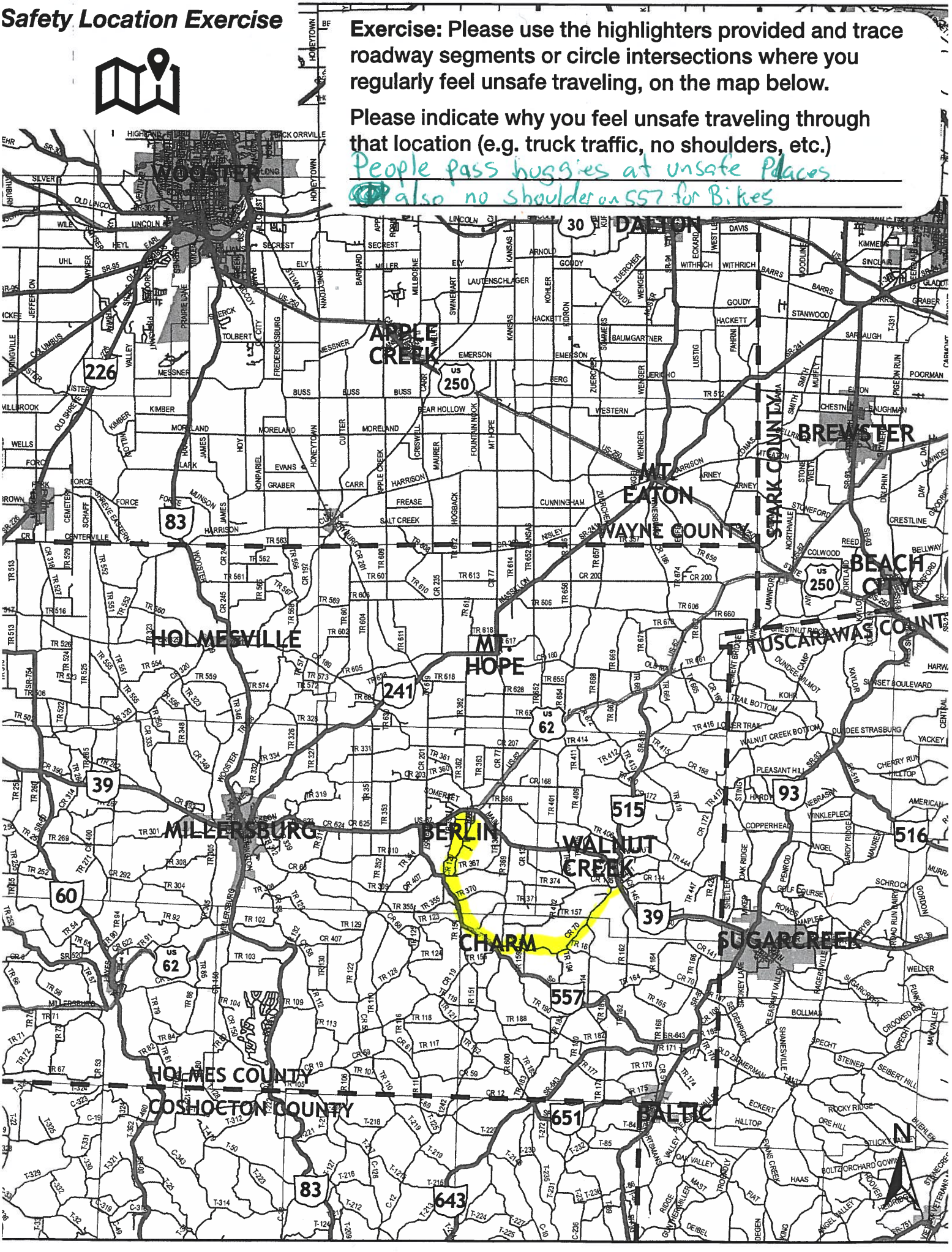
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

People pass buggies at unsafe Places
also no shoulder on 557 for Bikes



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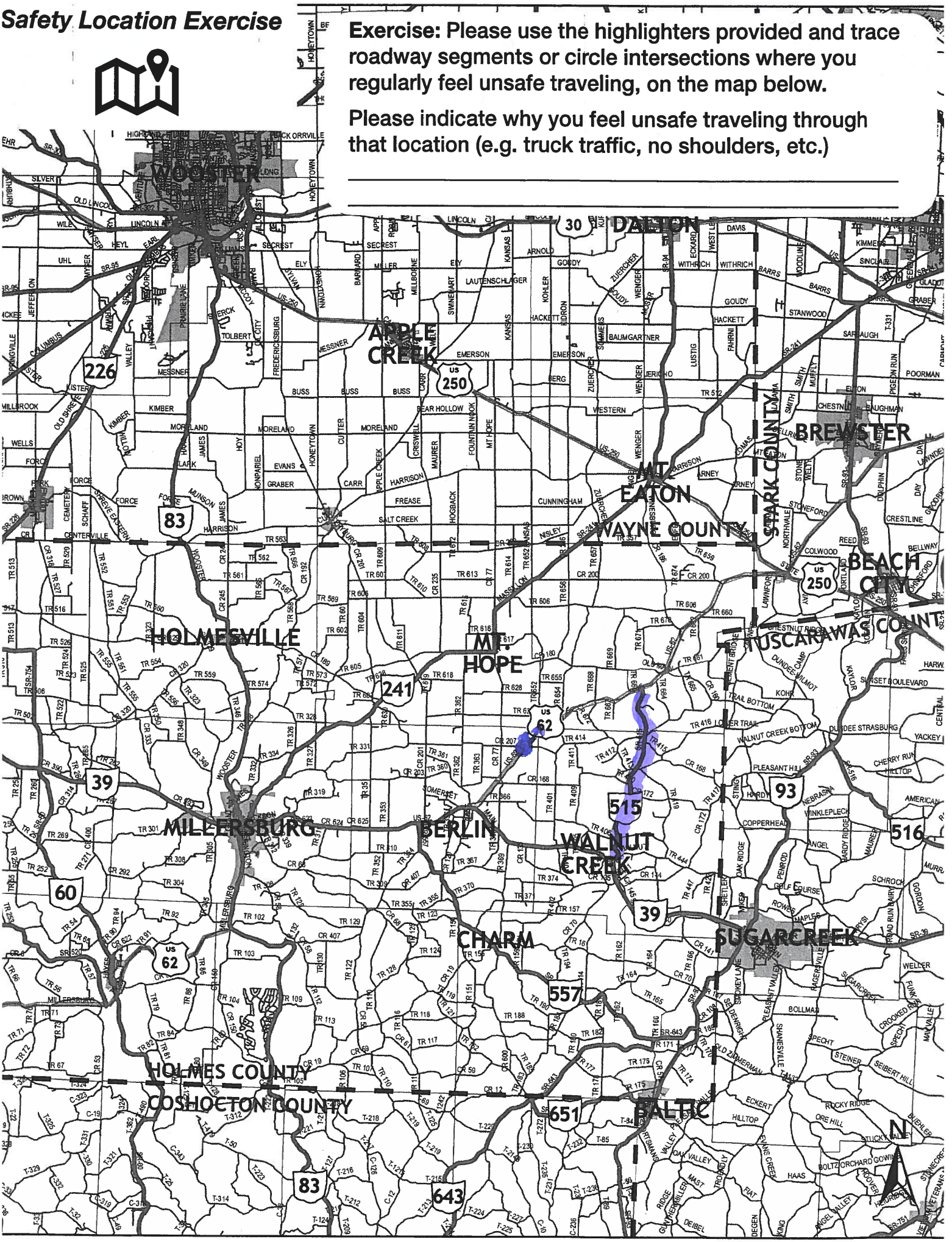

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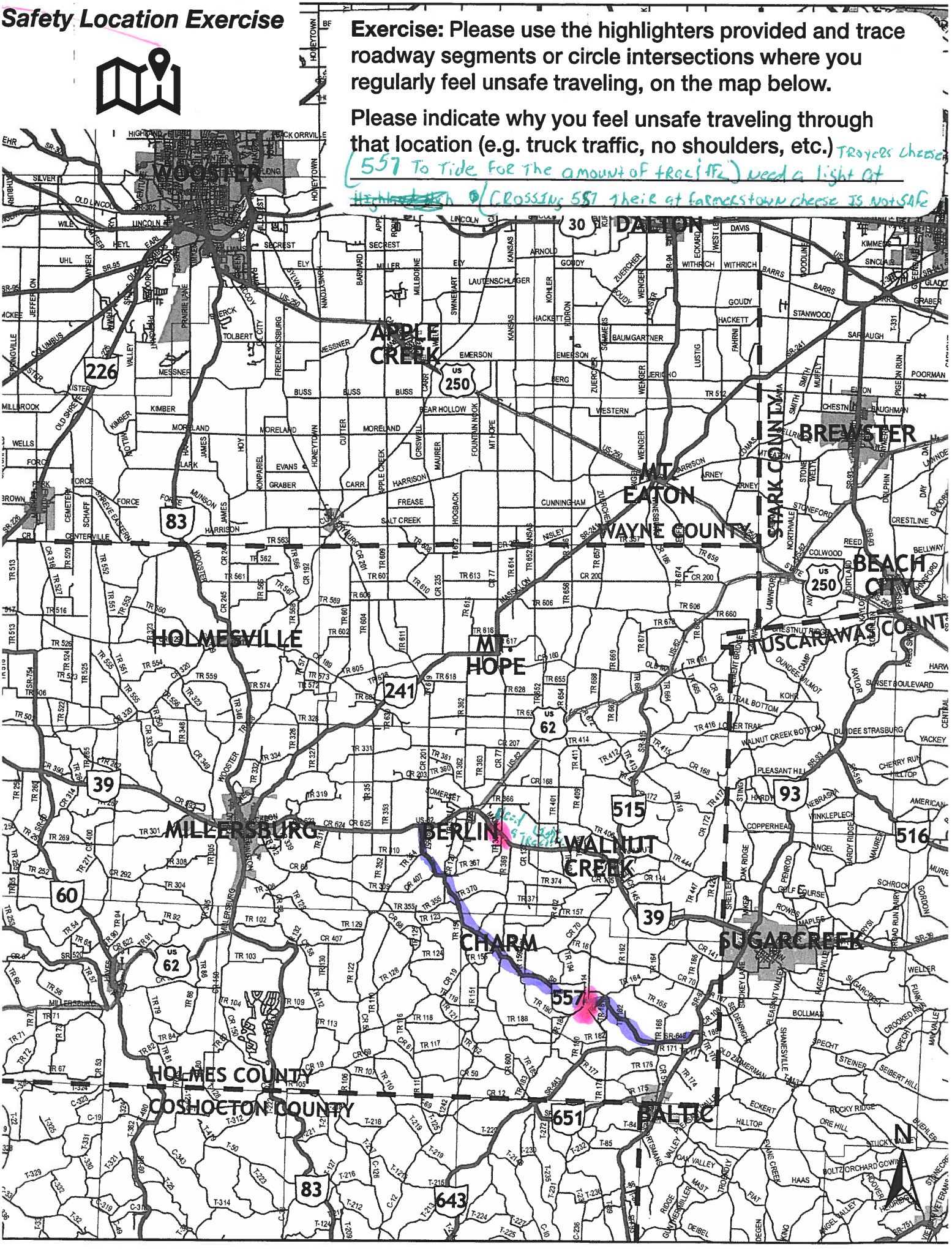
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.) Troyers cheese (557 To Tide for the amount of trac (ffc) need a light at ~~Highland High~~ & (Crossing 557 their at farmerstown cheese is not safe



Safety Location Exercise



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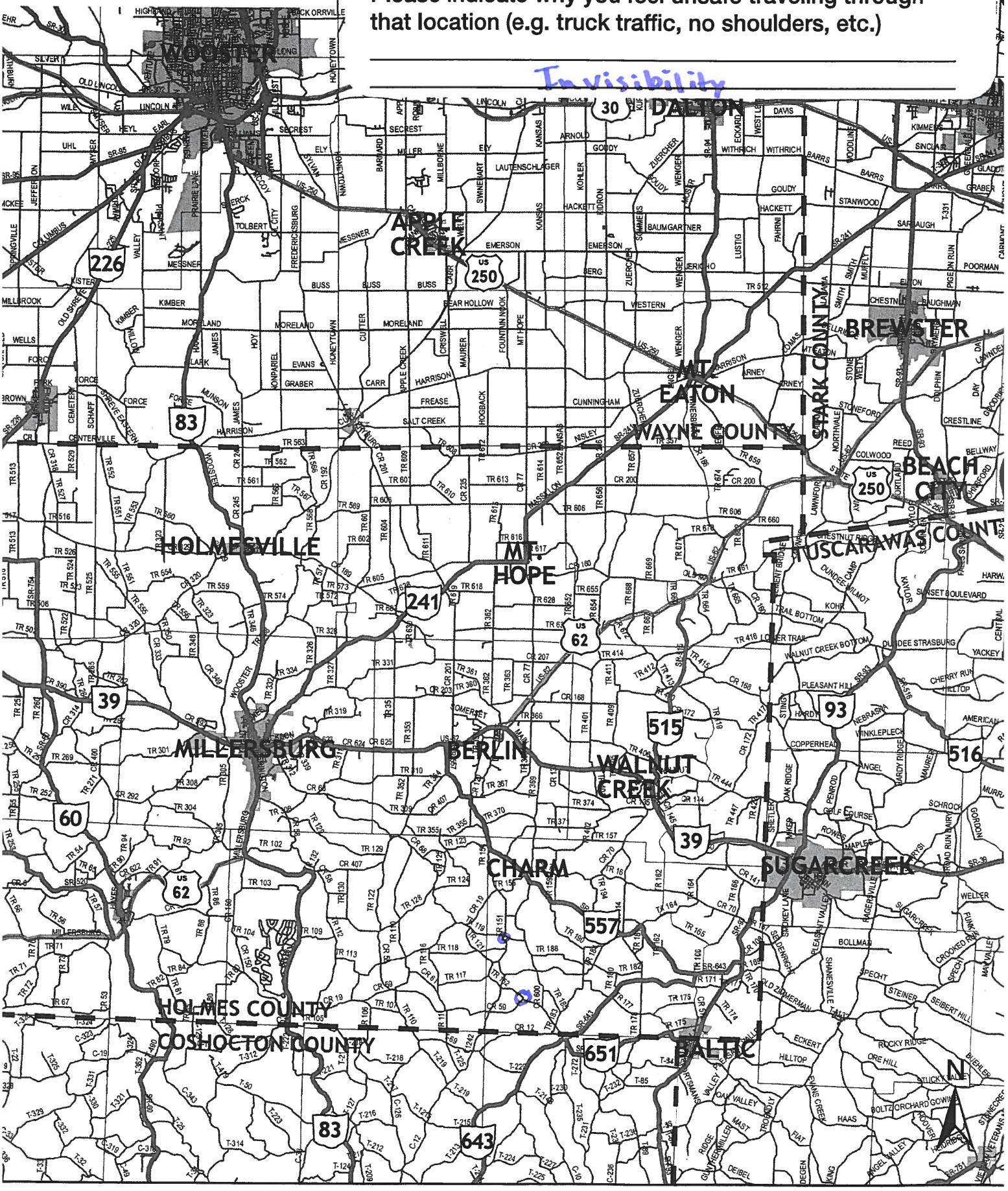
Invisibility



Safety Location Exercise

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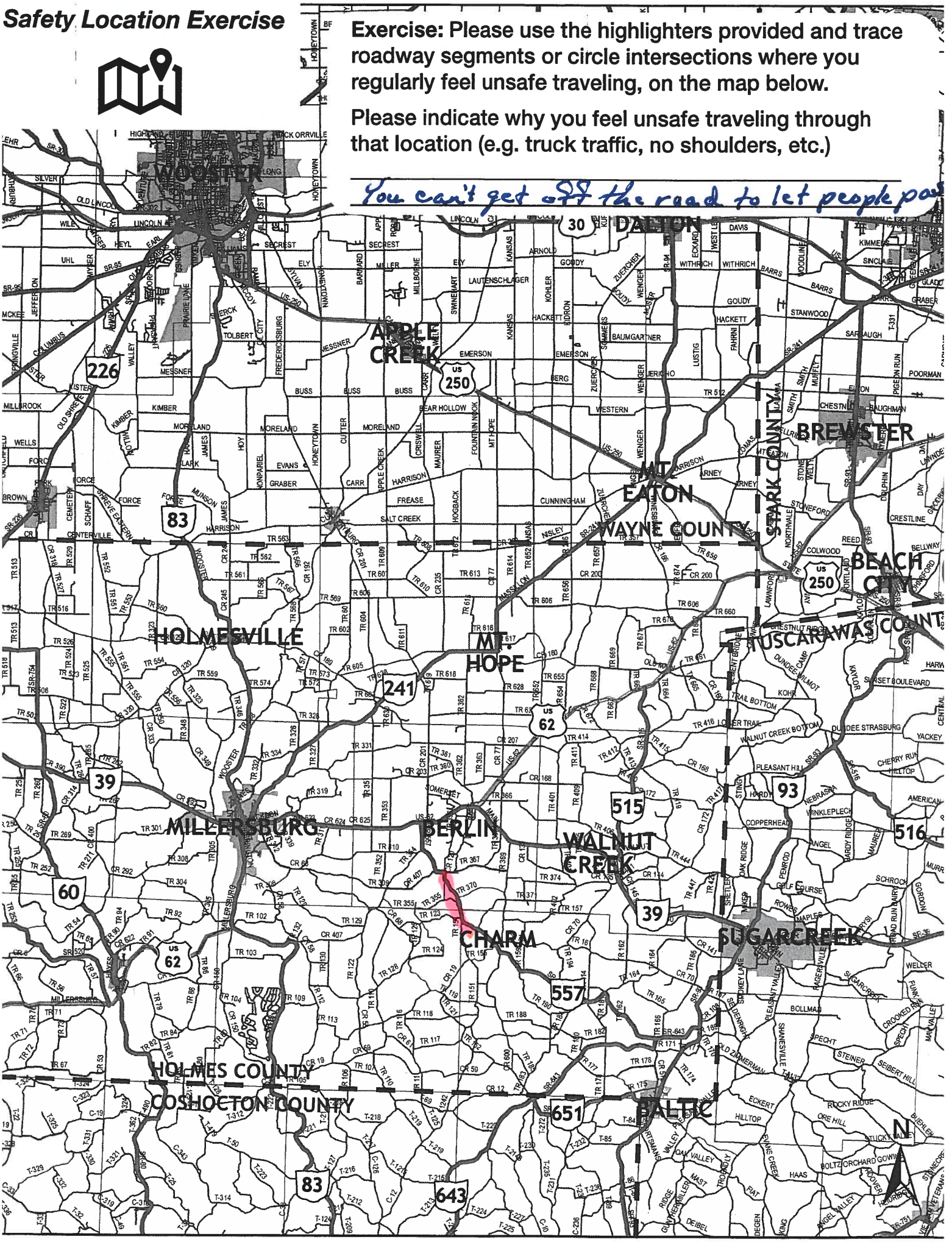
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

You can't get off the road to let people pas



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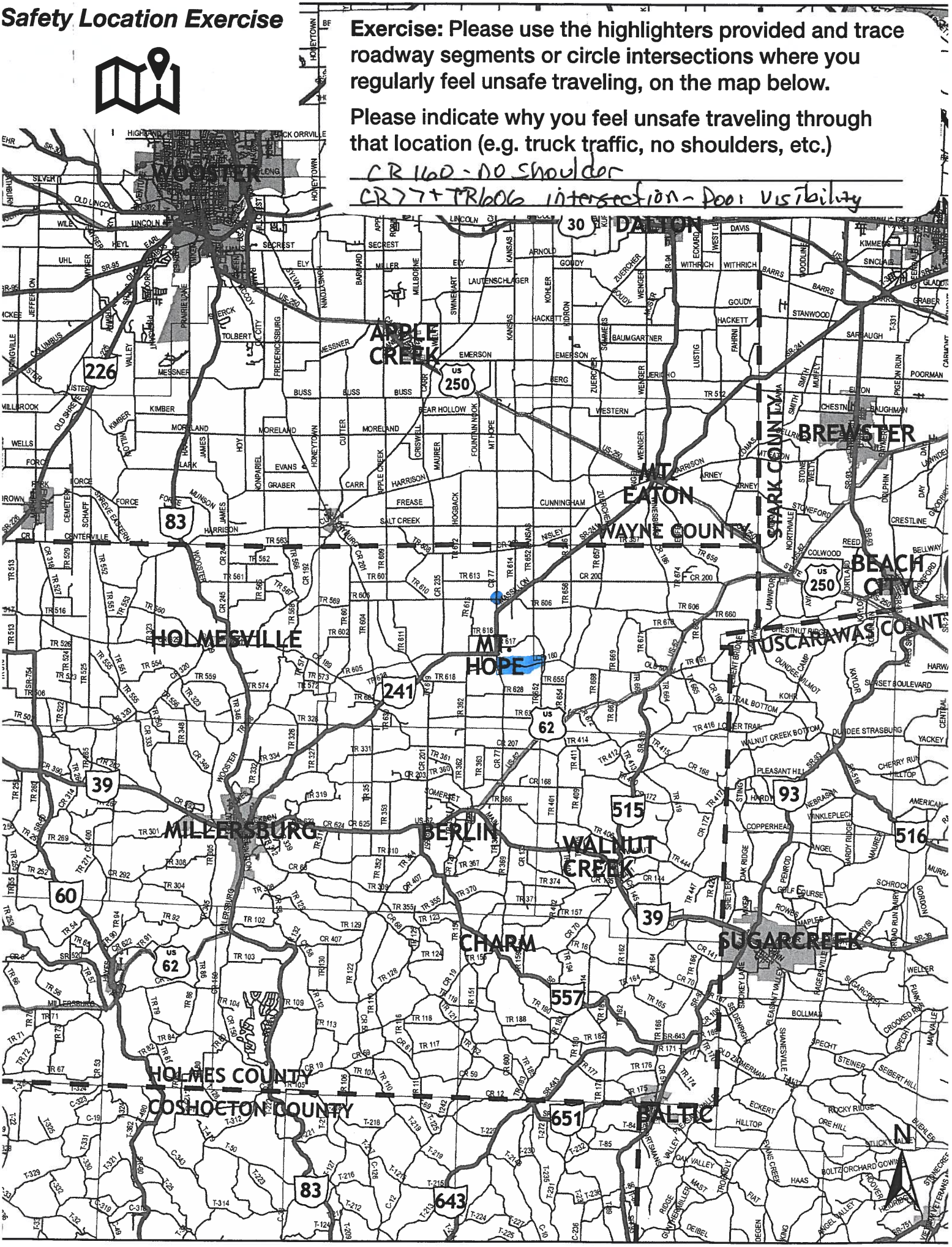
CR 160 - NO Shoulder

CR 77 + TR 606 intersection - Poor Visibility



Safety Location Exercise

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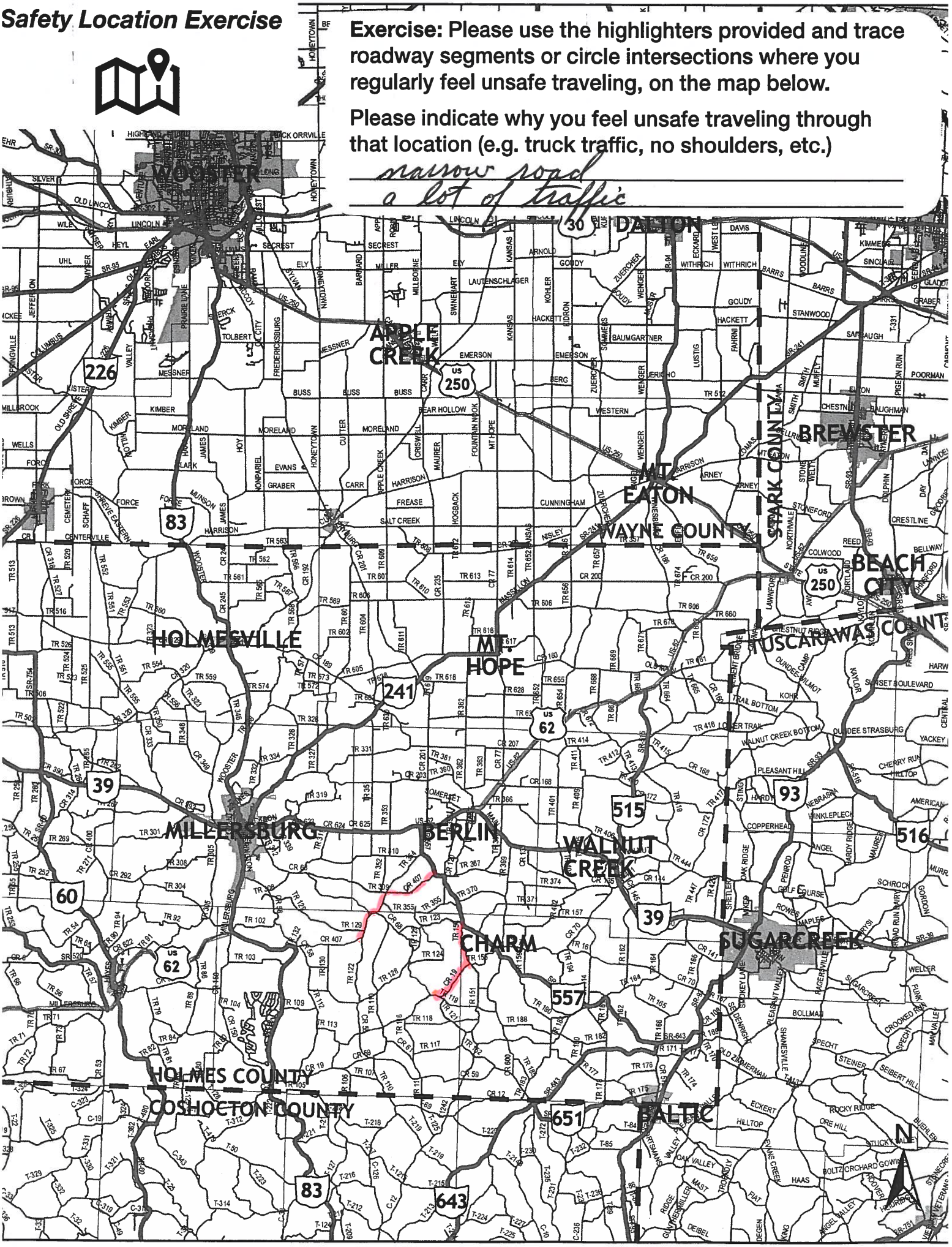
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

narrow road
a lot of traffic



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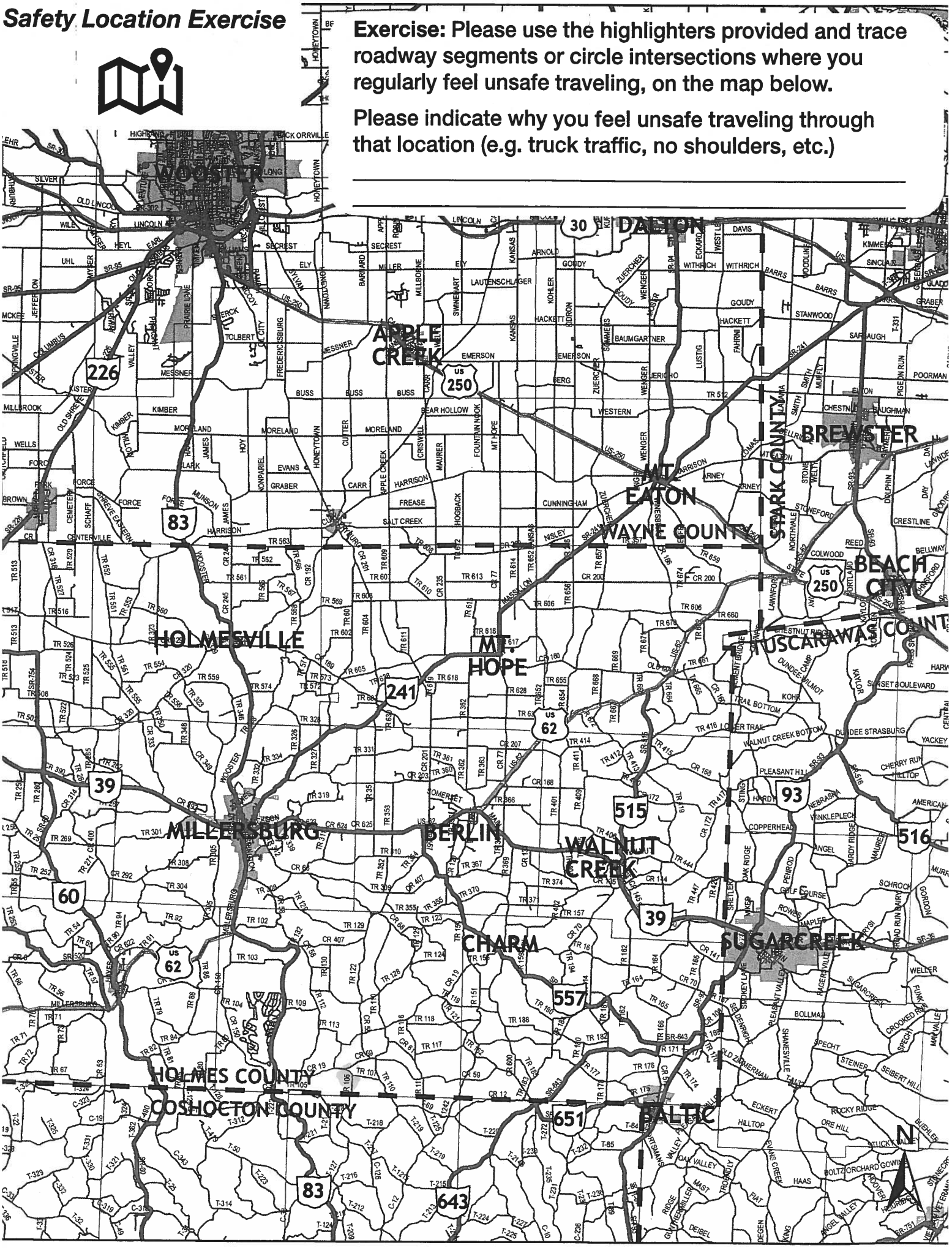

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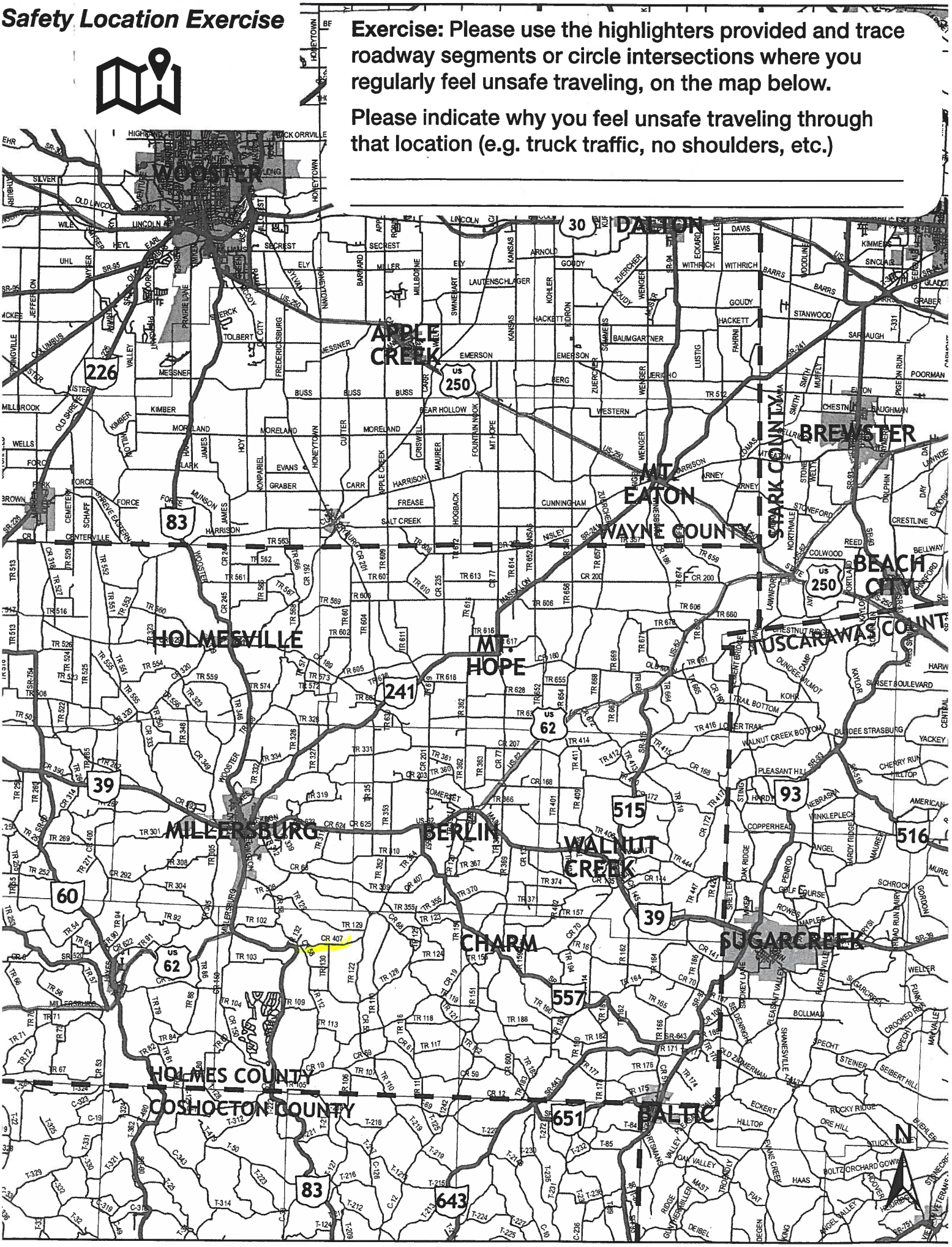

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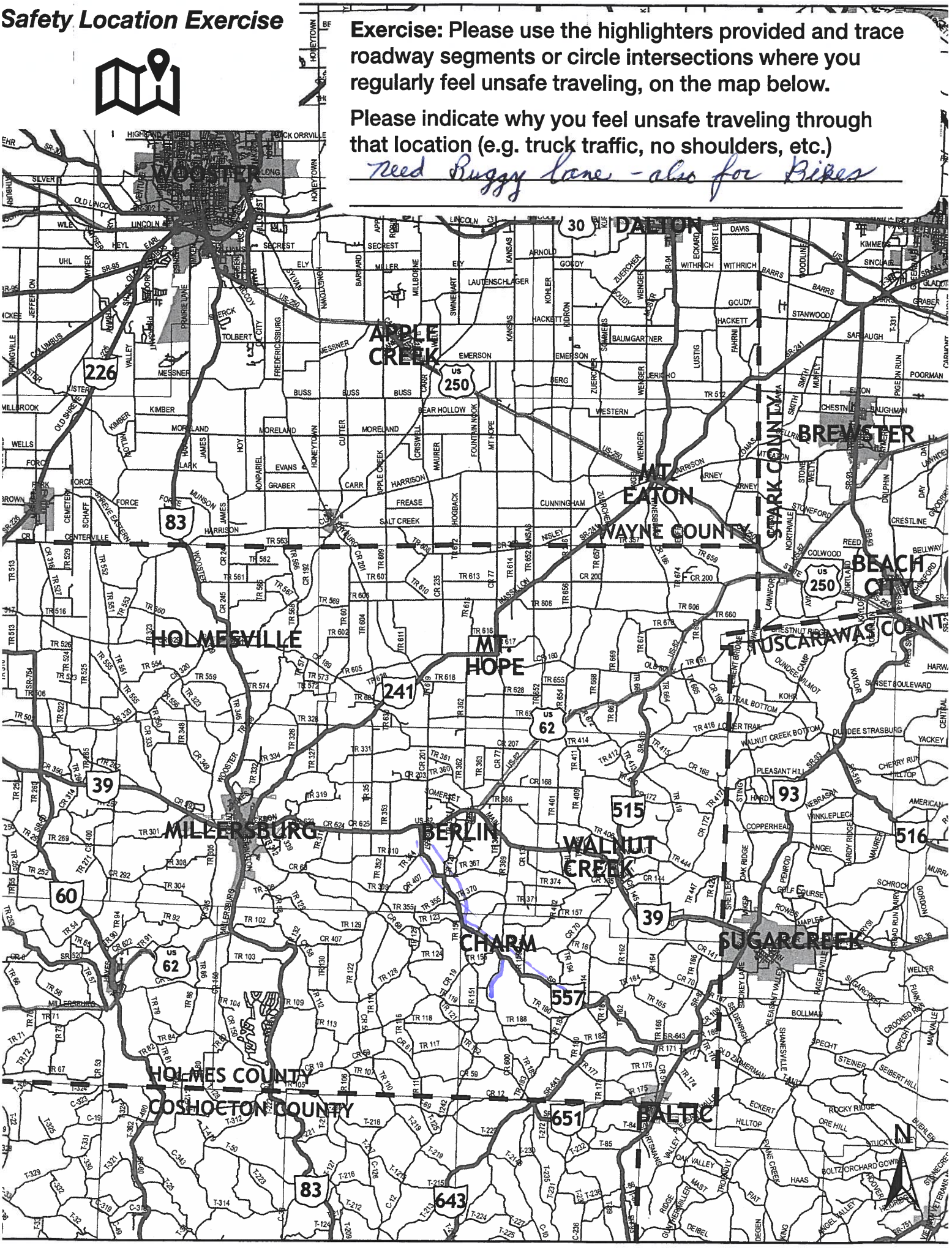
need Buggy lane - also for Bikes



Safety Location Exercise

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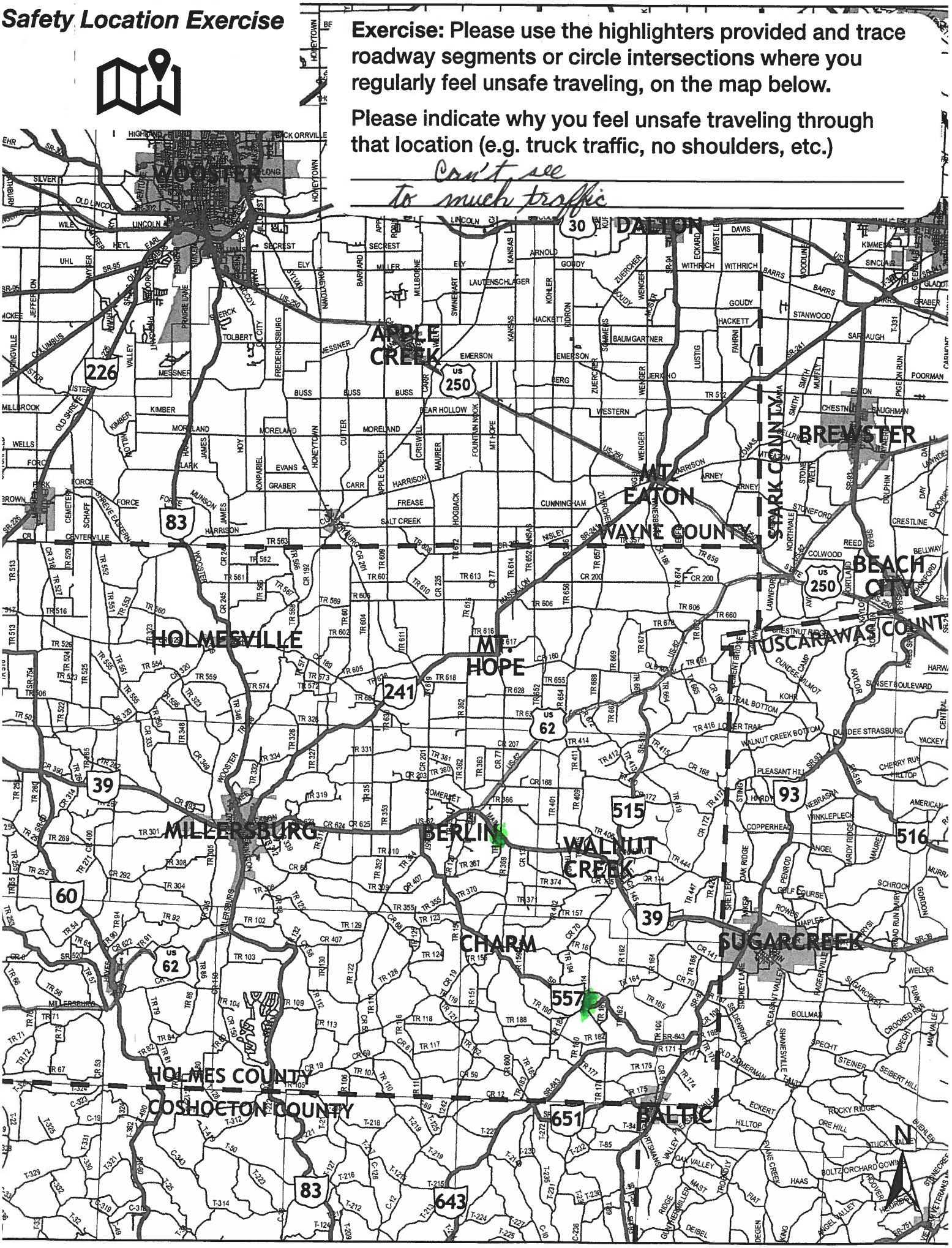
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Can't see
to much traffic



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

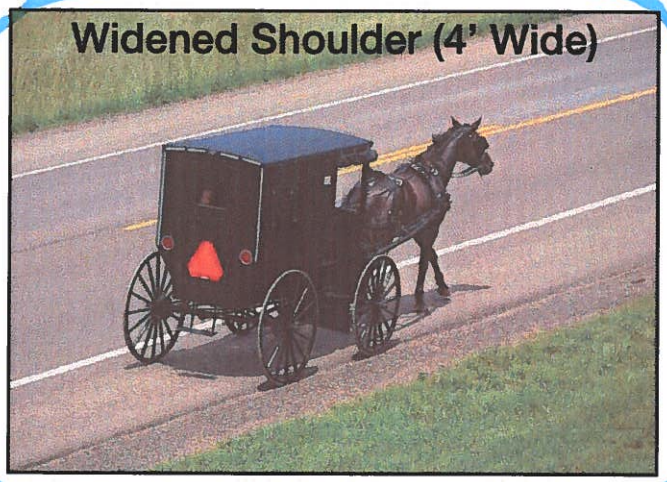




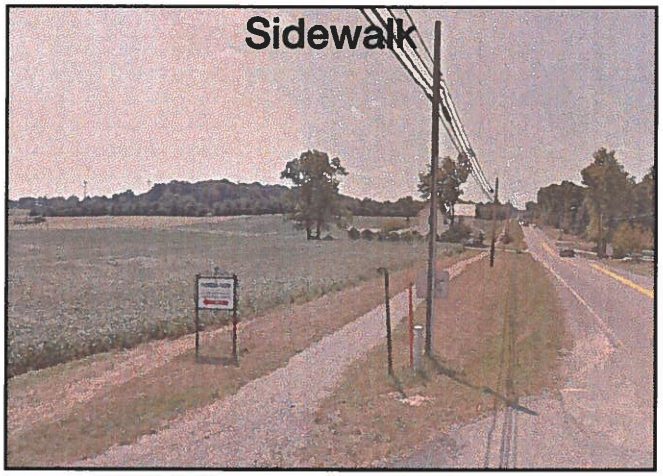
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

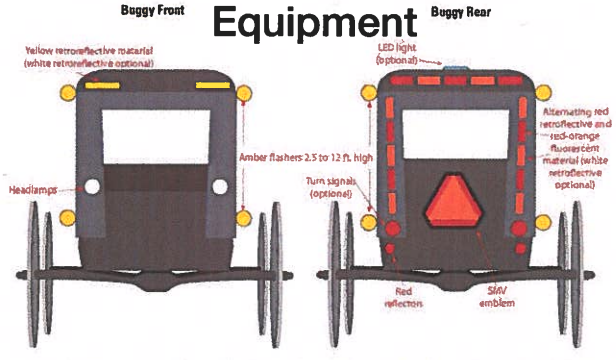


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Enforce speed Limits

encourage Walkers To wear safty Vests

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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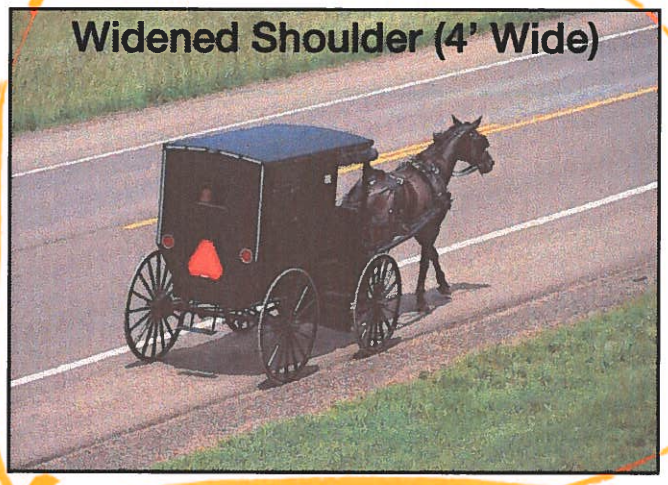
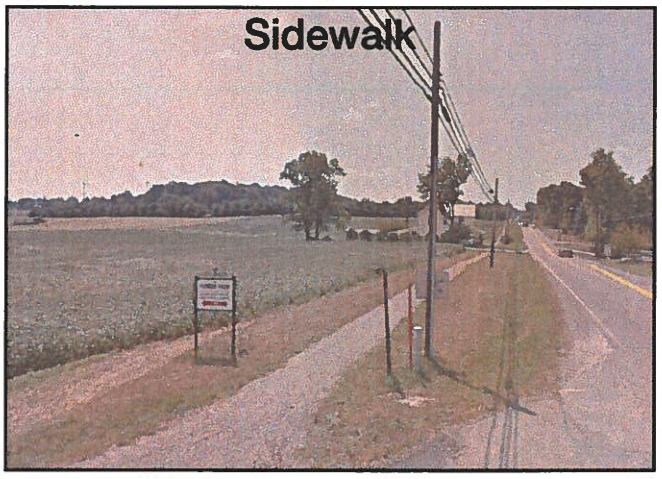
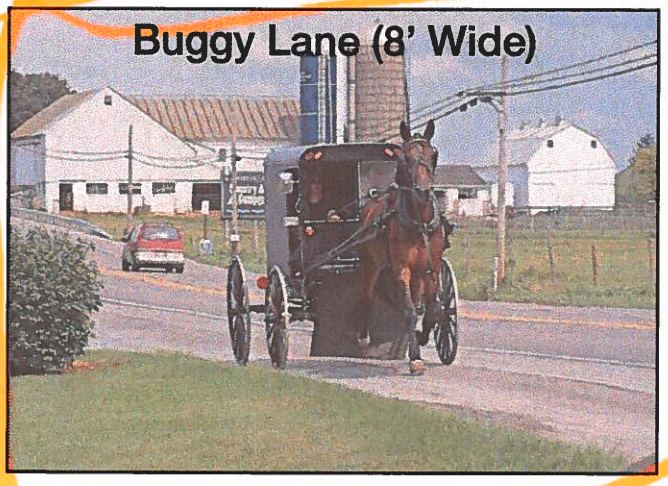


Sidewalk



Buggy Lane (8' Wide)



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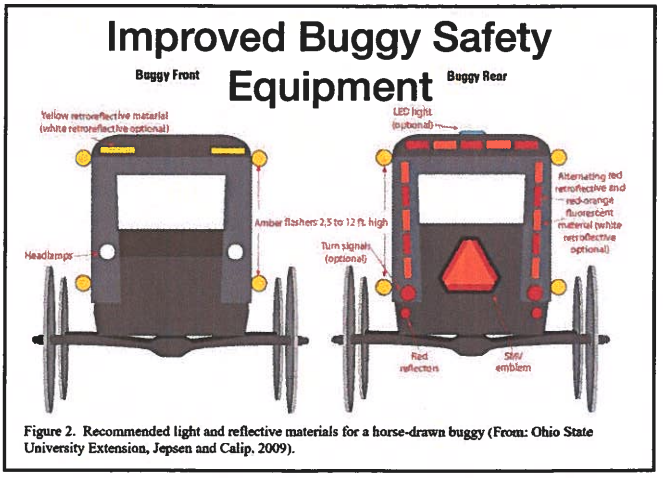

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

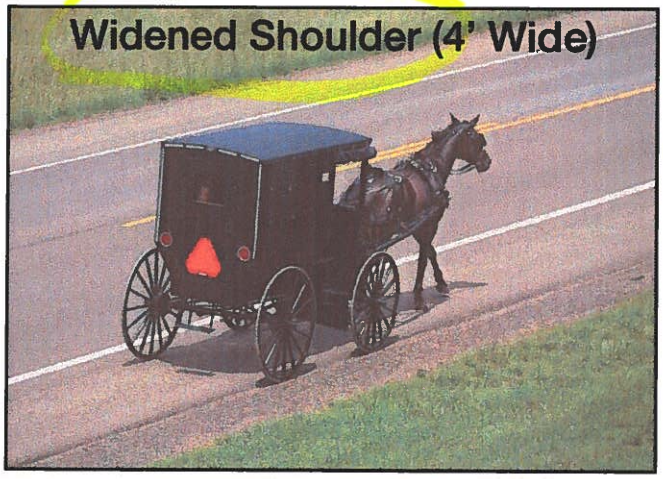




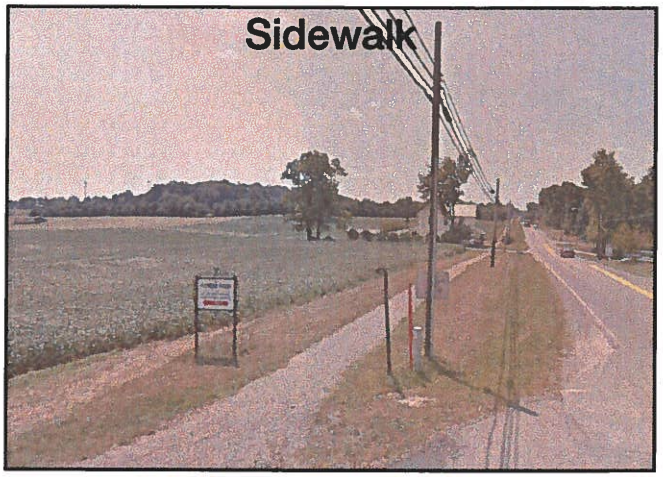
Intersection Lighting



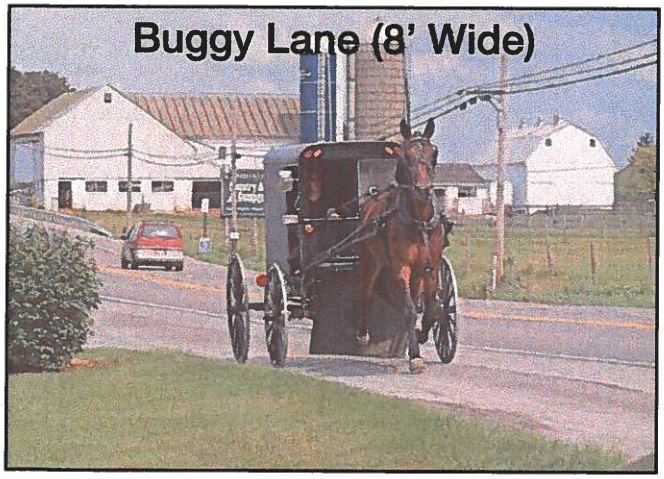
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

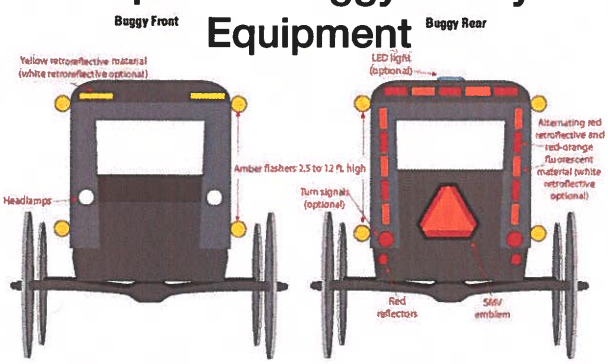


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

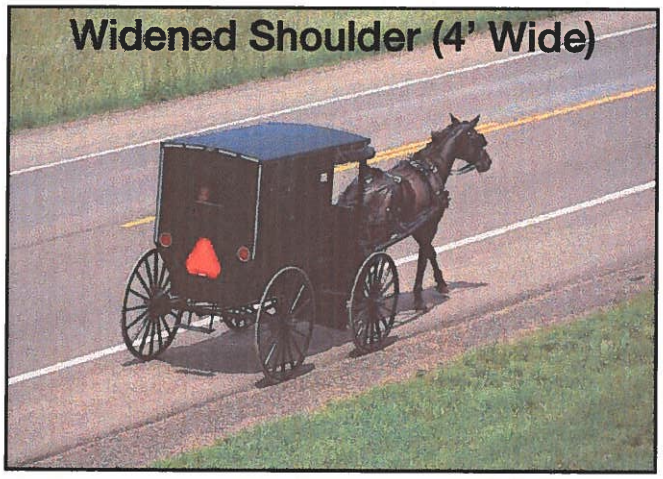




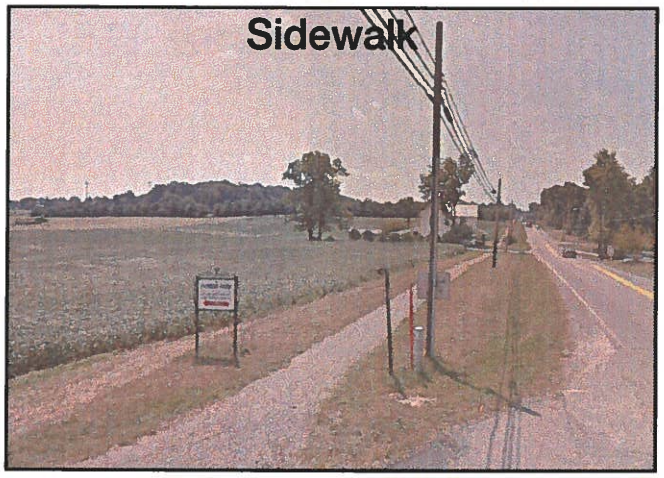
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

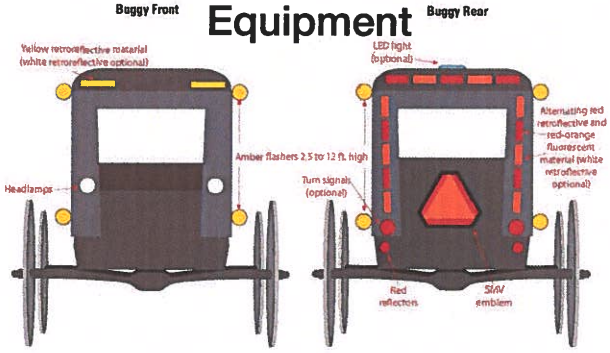


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

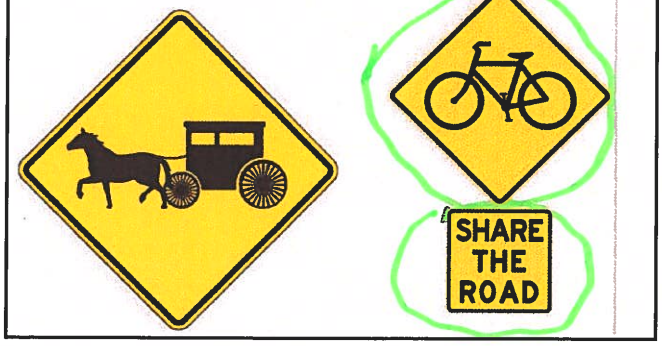
More traffic lights at heavy used intersections

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

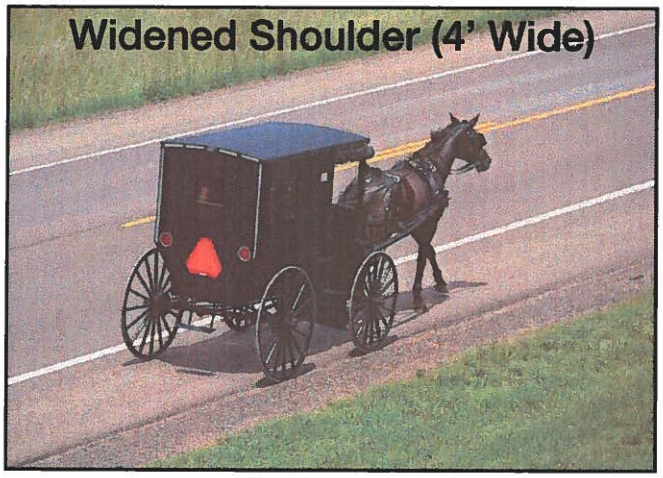
Buggy ***Walk/Bike***



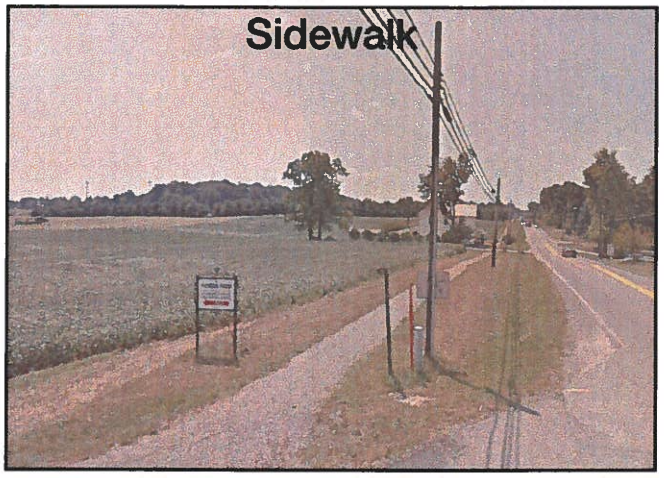
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

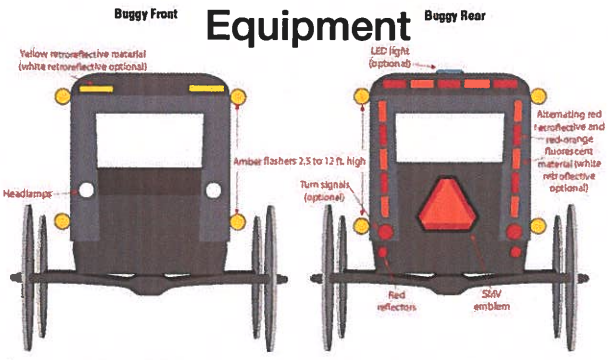


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

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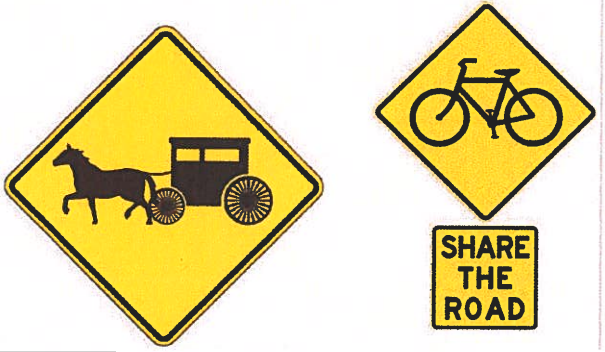
Upgrade Signage

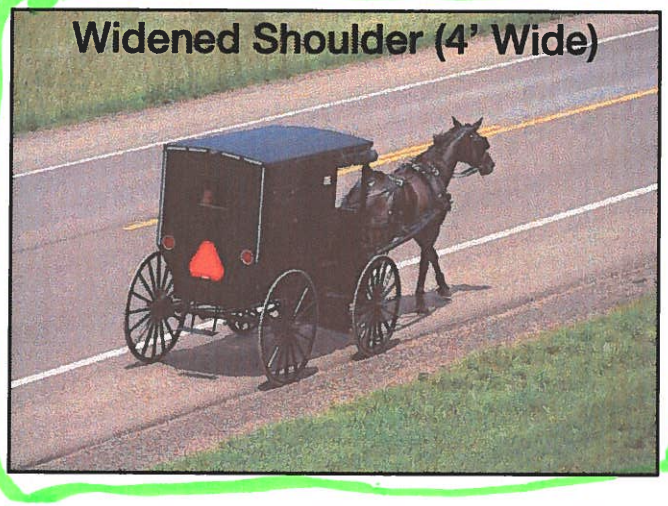
Buggy ***Walk/Bike***



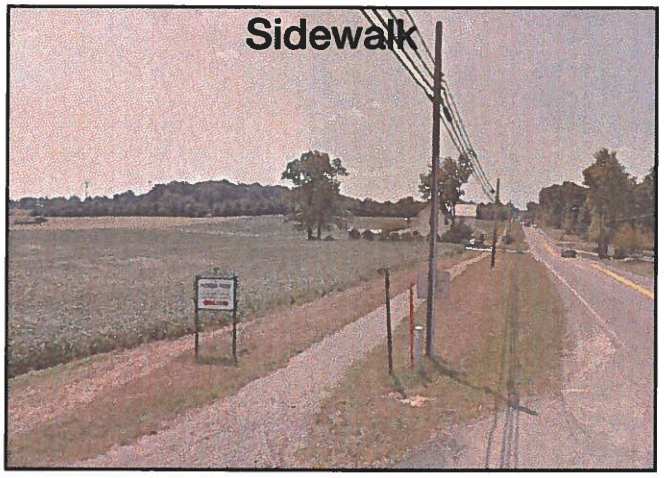
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

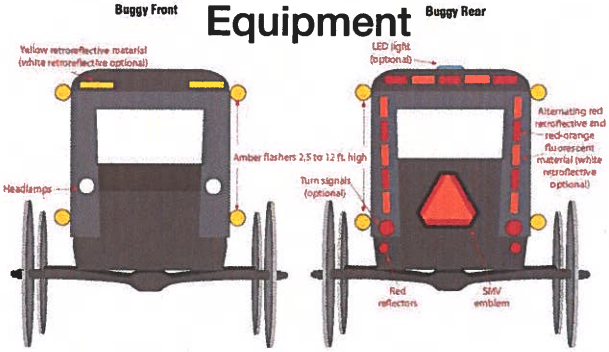


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

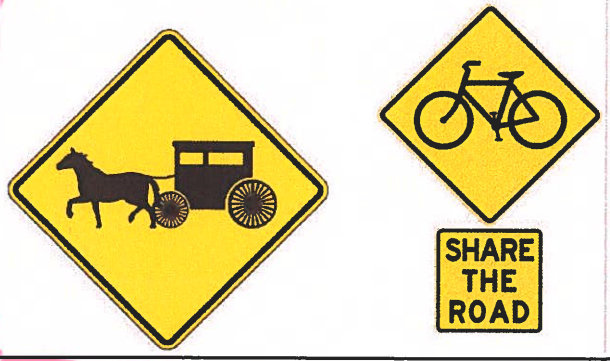
4' or 8' Buggy lane on S.R. 557 From Farmerstown to S.R. 62 in Berlin

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

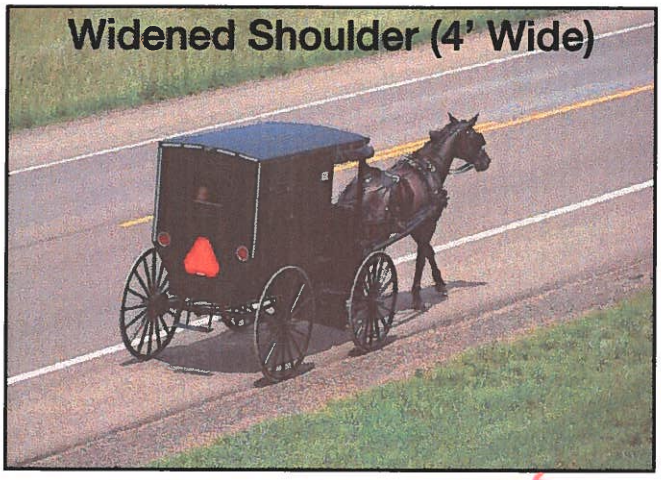
Buggy ***Walk/Bike***



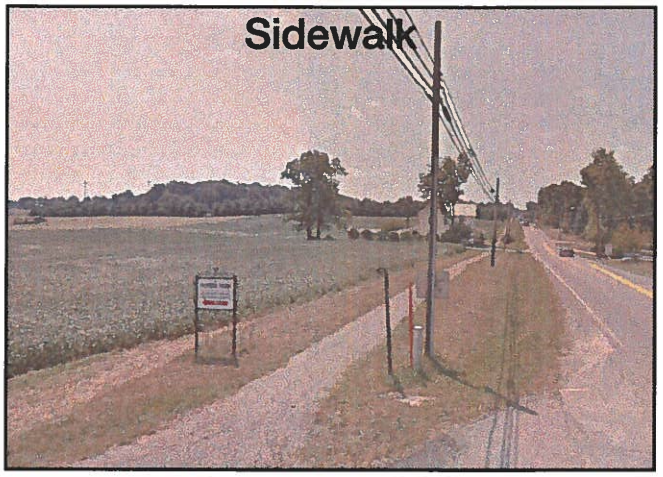
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

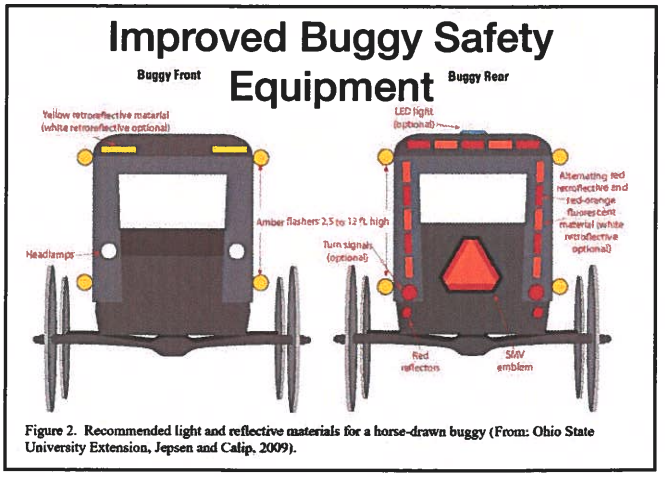


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

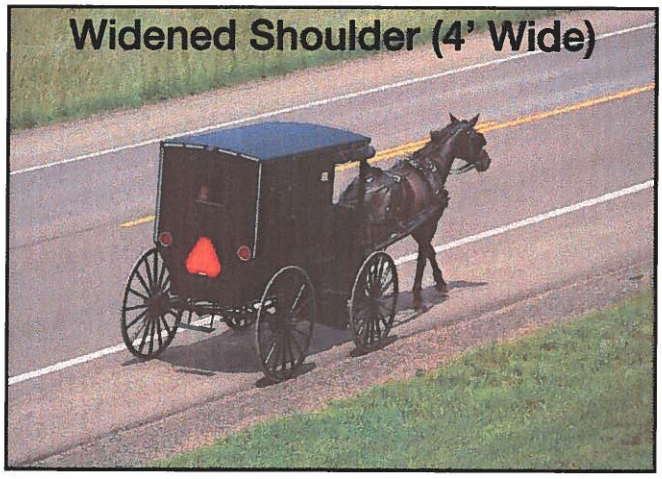




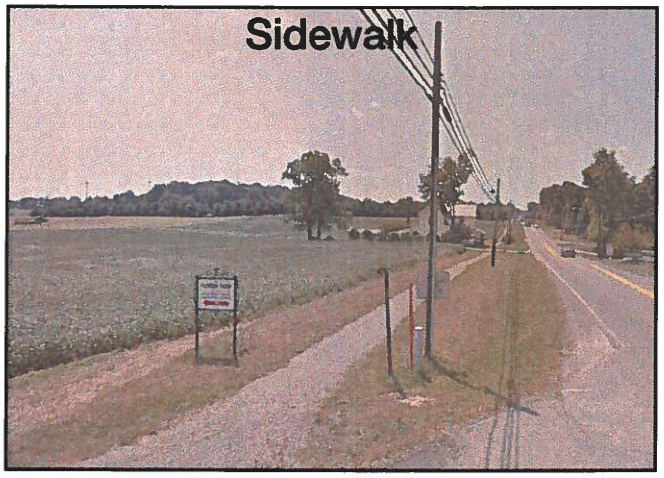
Intersection Lighting



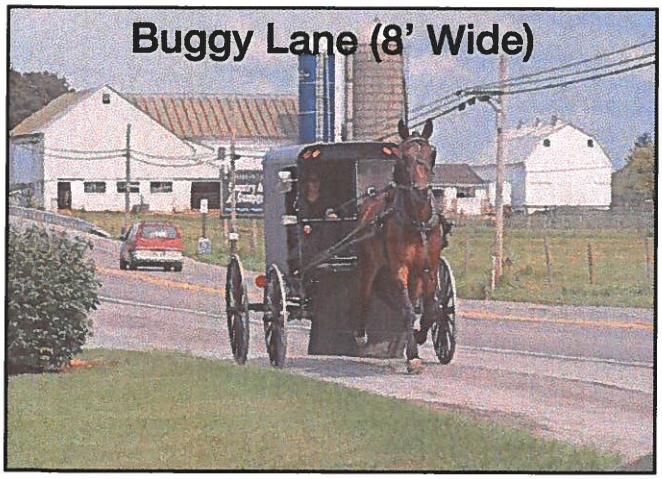
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

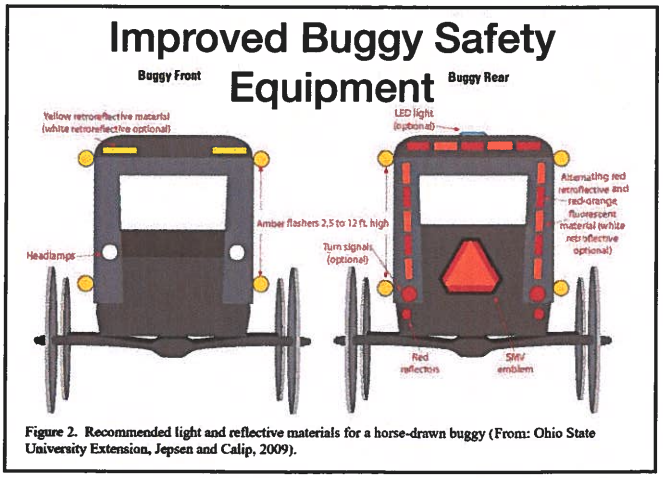


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

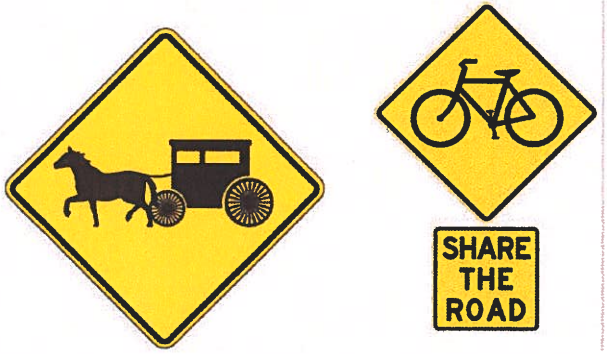
From Farmerstown to SR 62-39 it would be good to have some bike Signs (on SR 557)

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

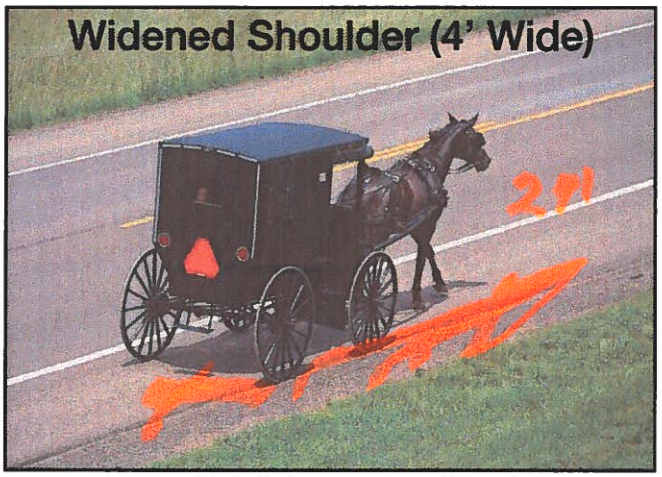
Buggy ***Walk/Bike***



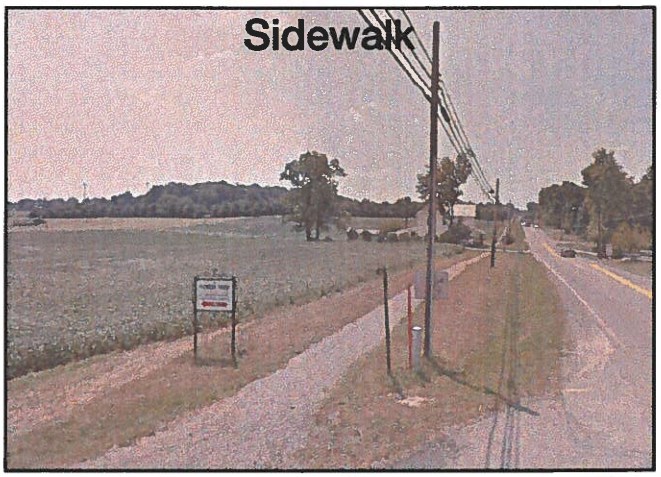
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

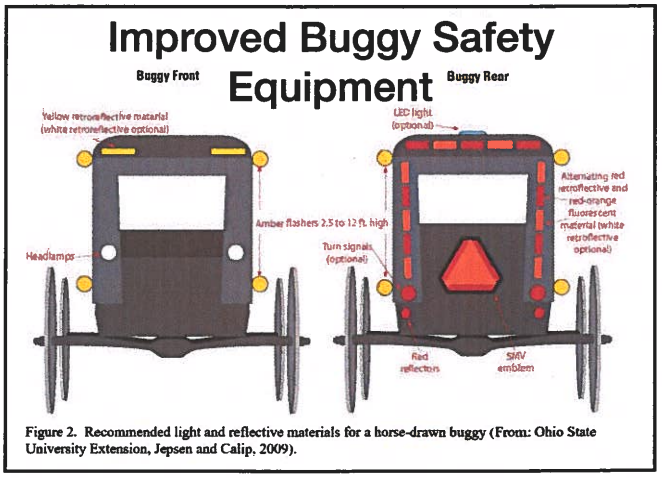


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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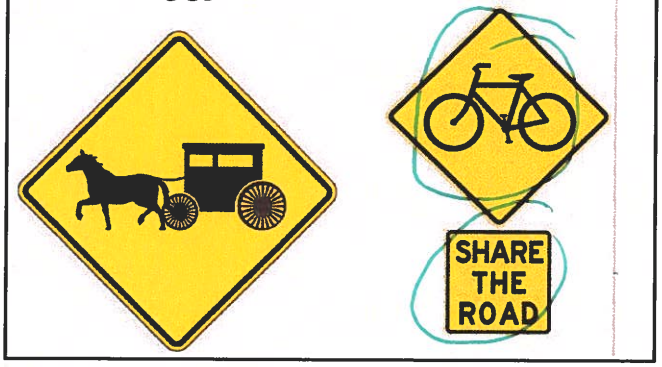
Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

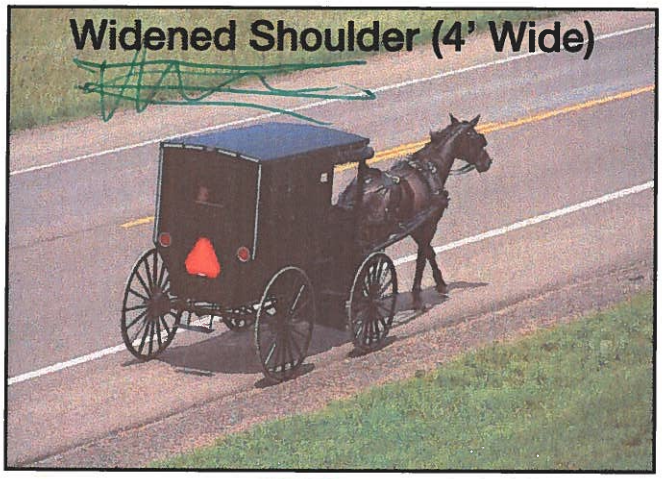
Buggy ***Walk/Bike***



Intersection Lighting



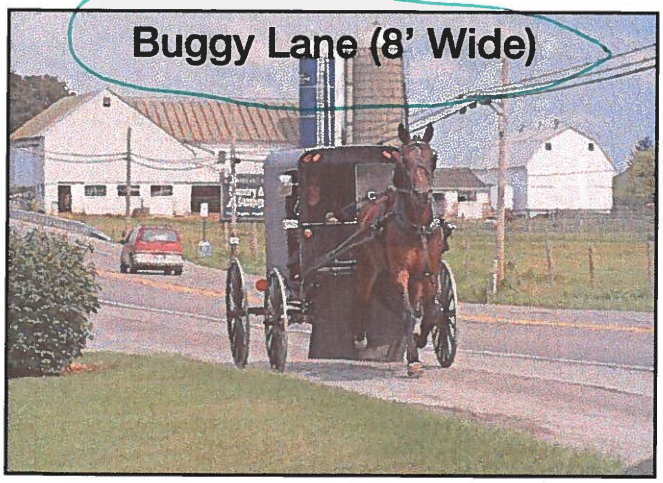
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

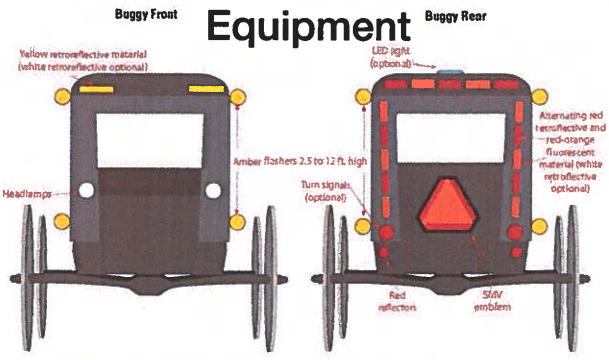


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

wider Buggy on State Roads

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

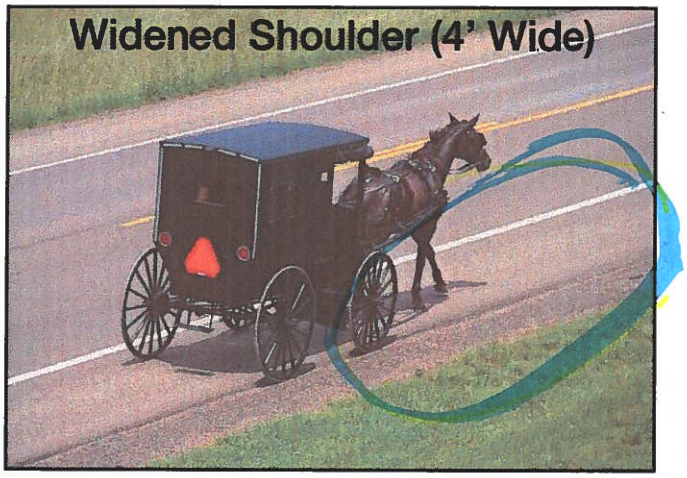




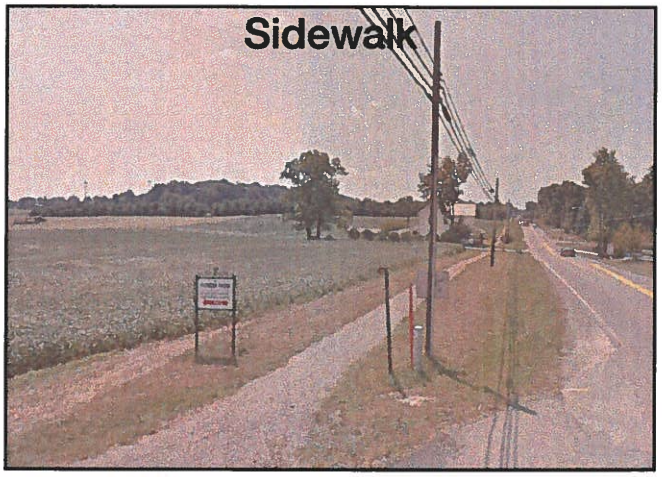
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

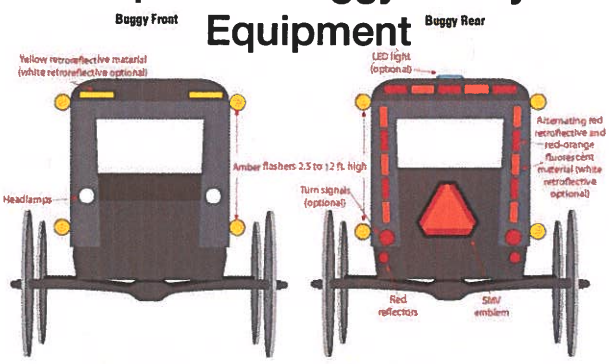


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

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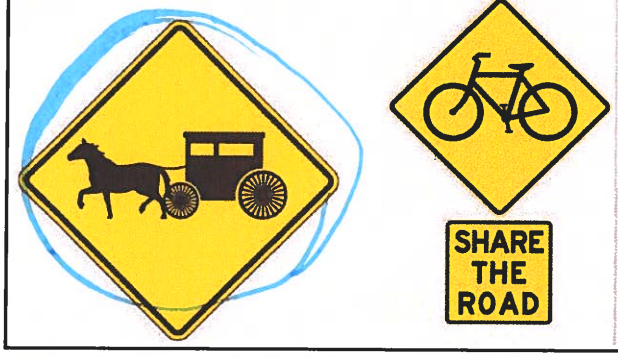
Upgrade Signage

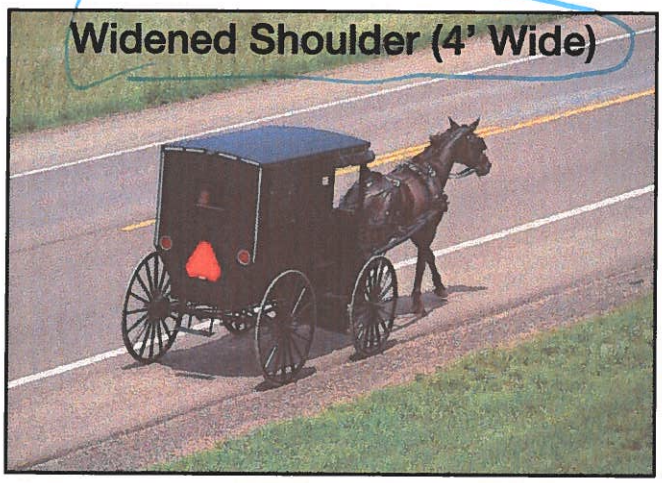
Buggy ***Walk/Bike***



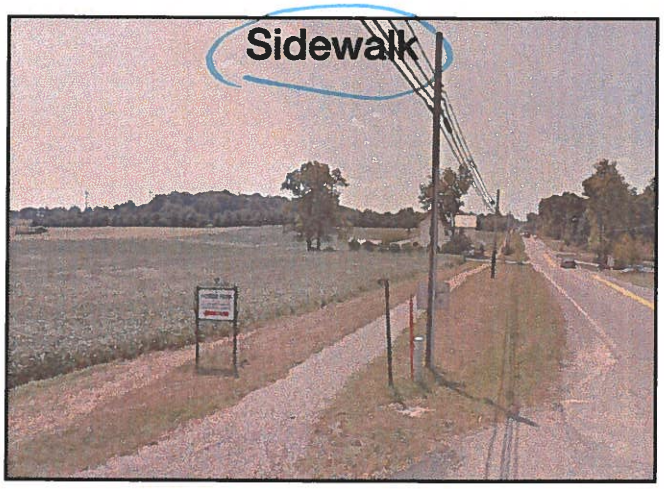
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Improvements Exercise

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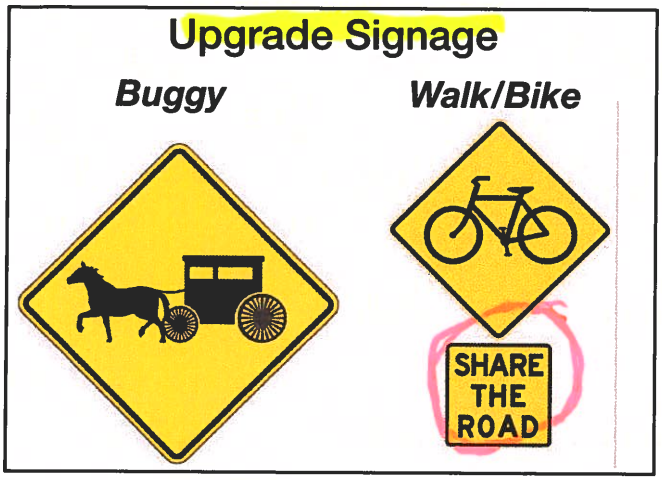
Upgrade Signage

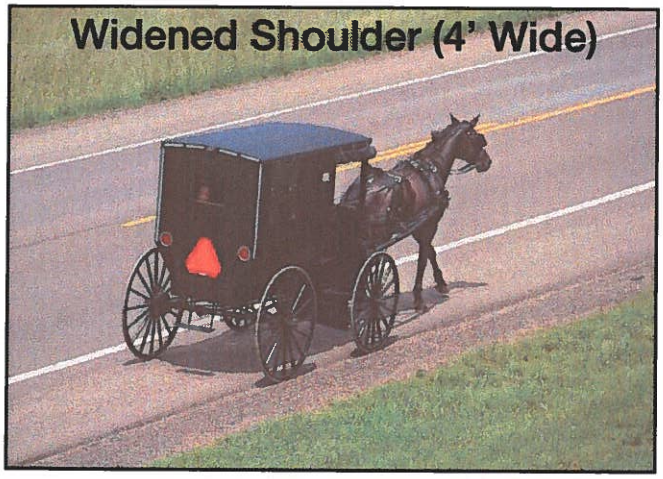
Buggy ***Walk/Bike***



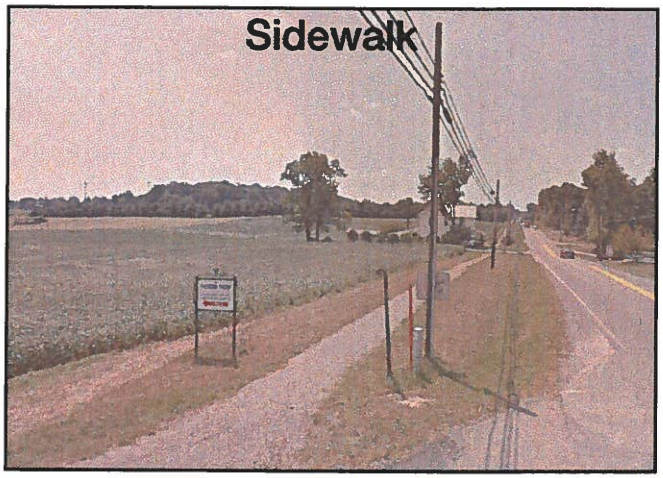
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

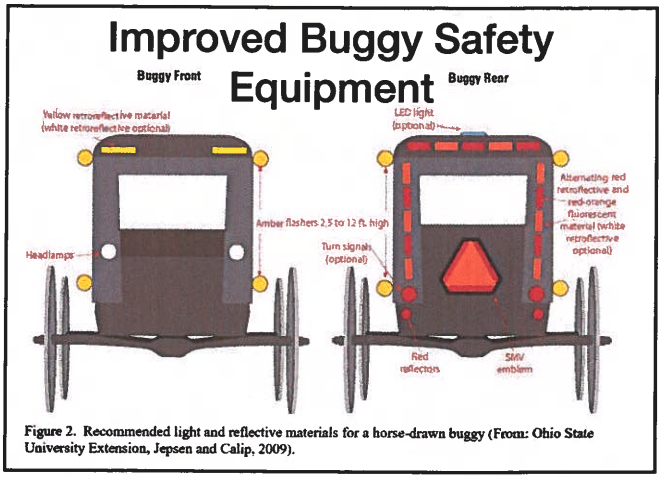


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

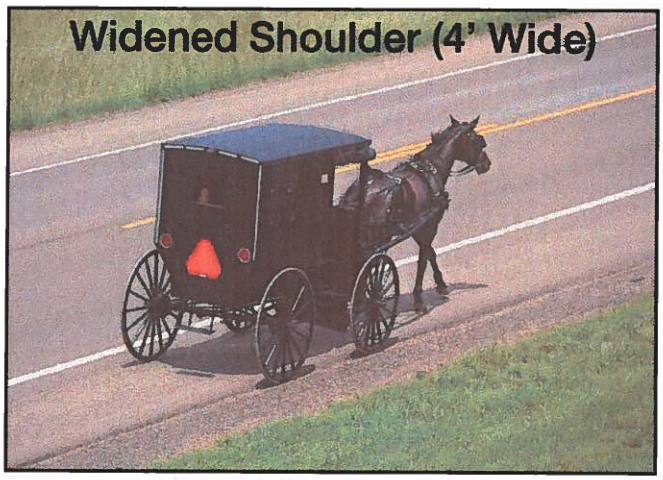




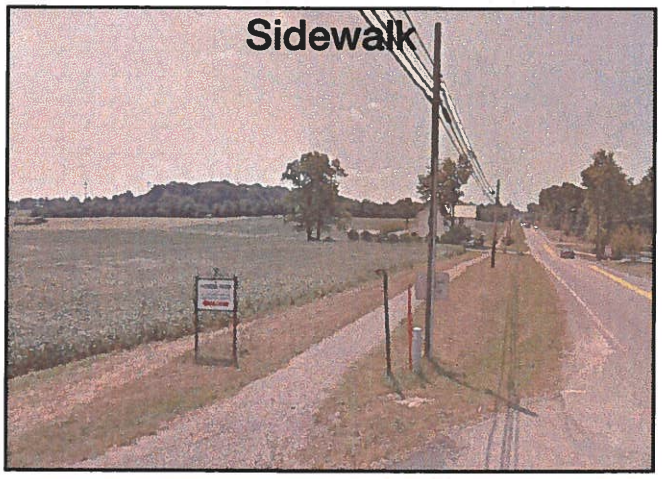
Intersection Lighting



Widened Shoulder (4' Wide)



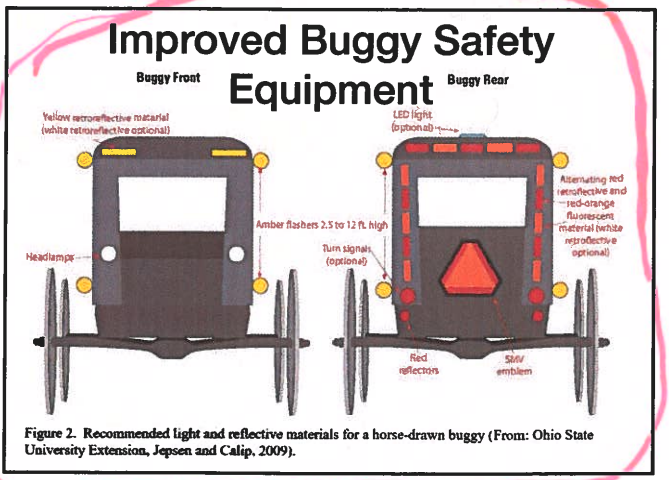
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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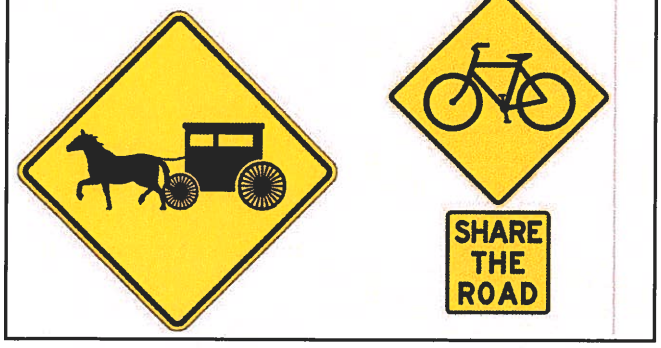
Upgrade Signage

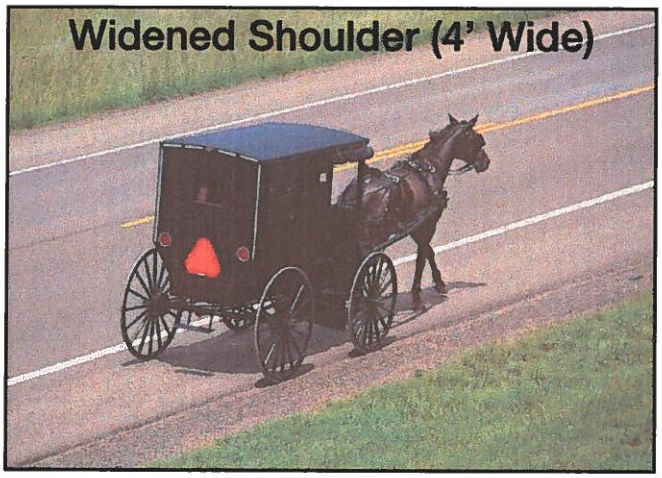
Buggy ***Walk/Bike***



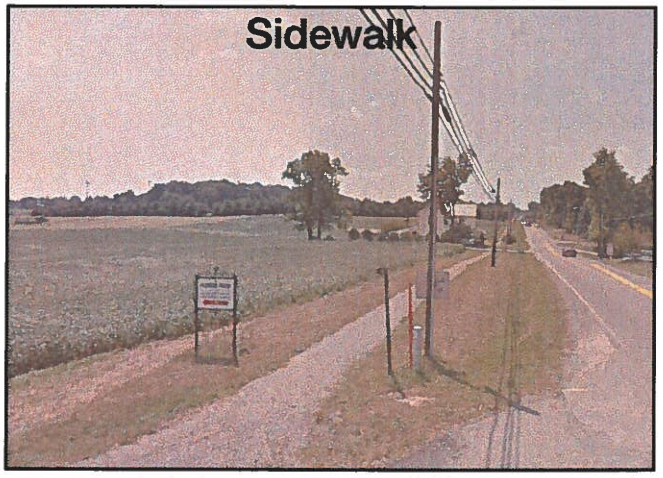
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

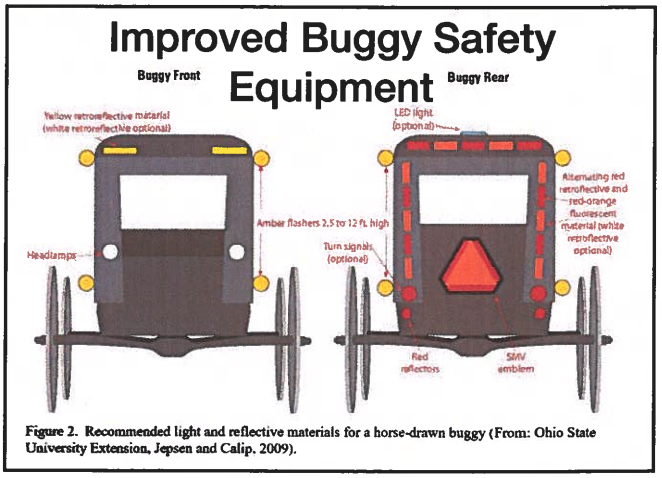


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

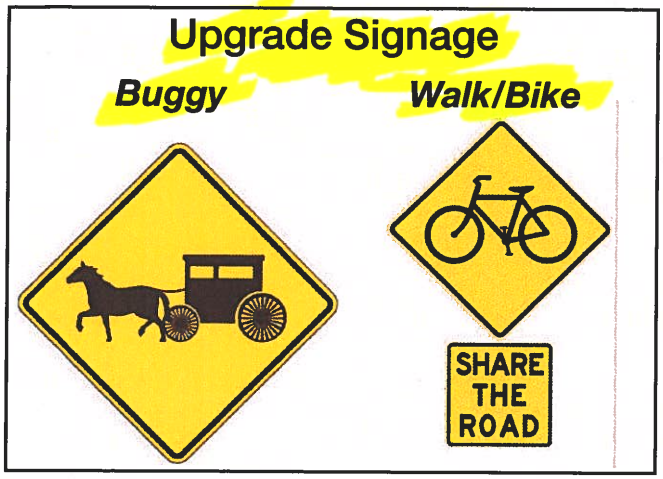
Stop Lights at intersections

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

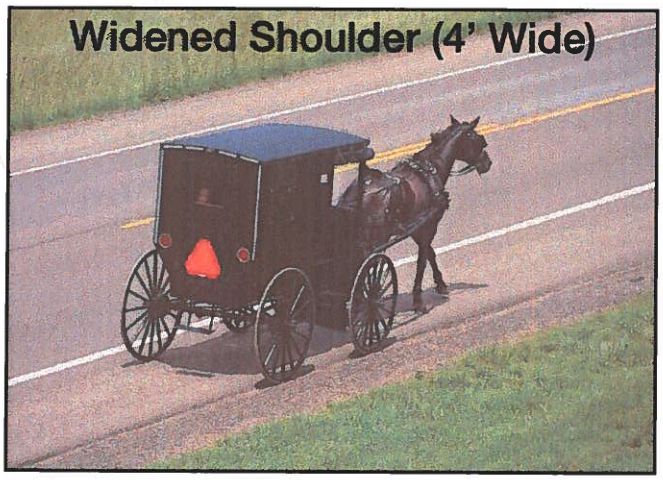
Buggy ***Walk/Bike***



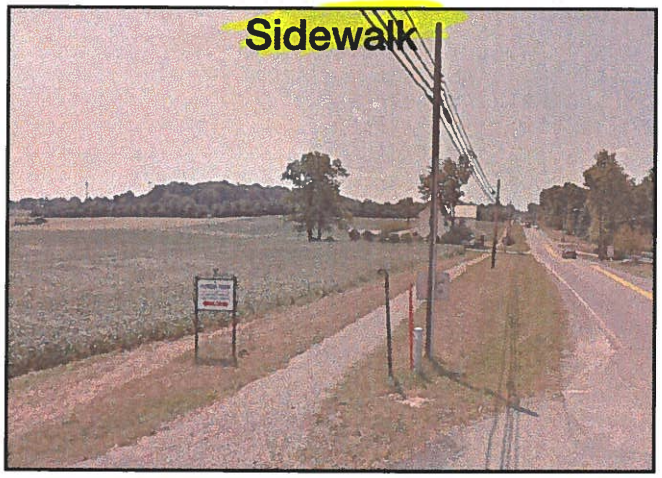
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

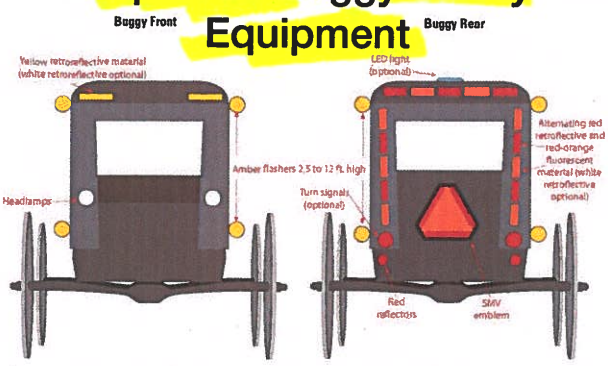


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

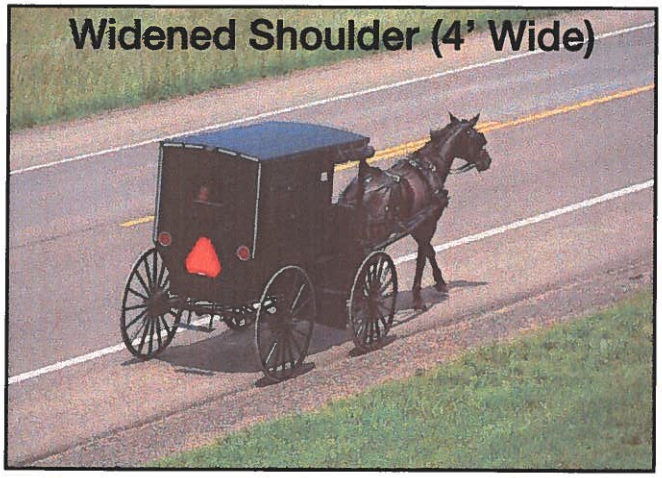




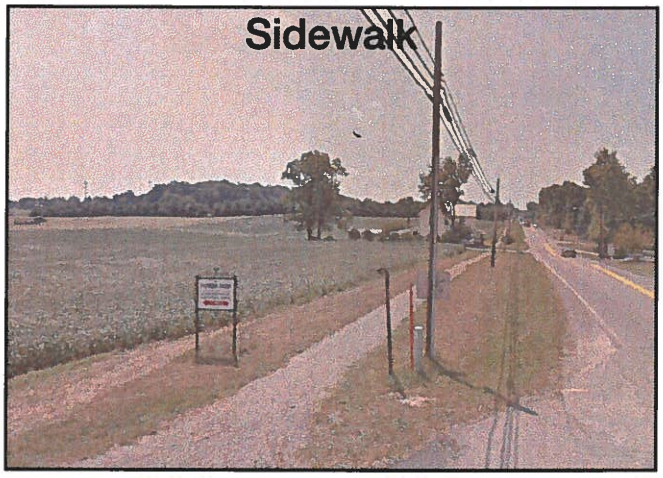
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

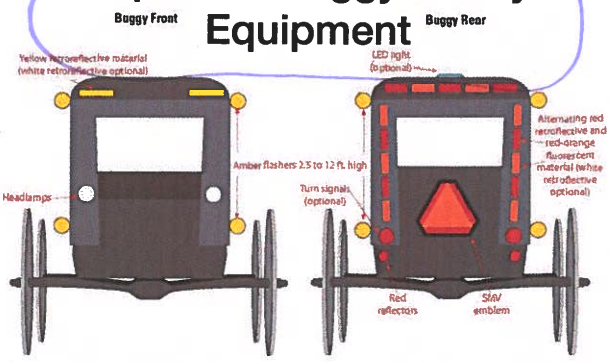


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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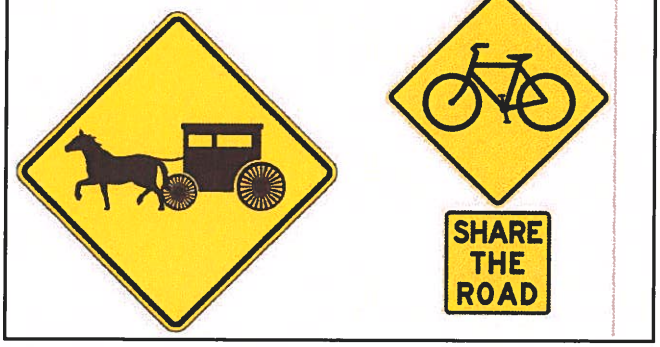
Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

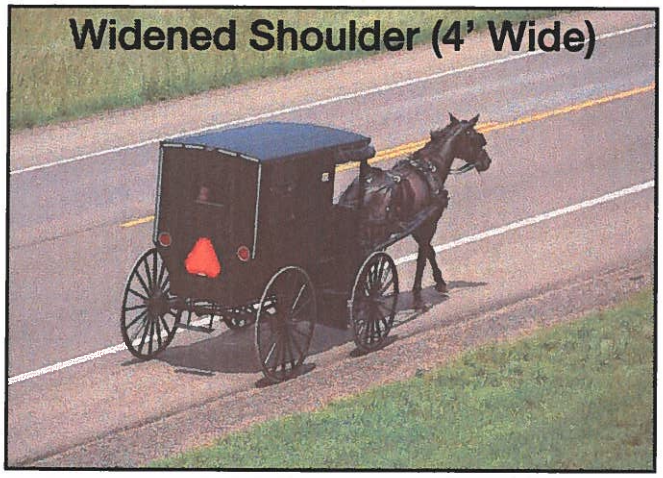
Buggy ***Walk/Bike***



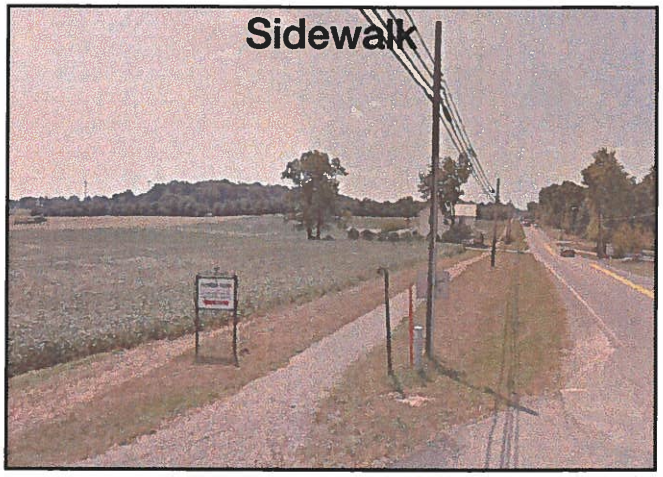
Intersection Lighting



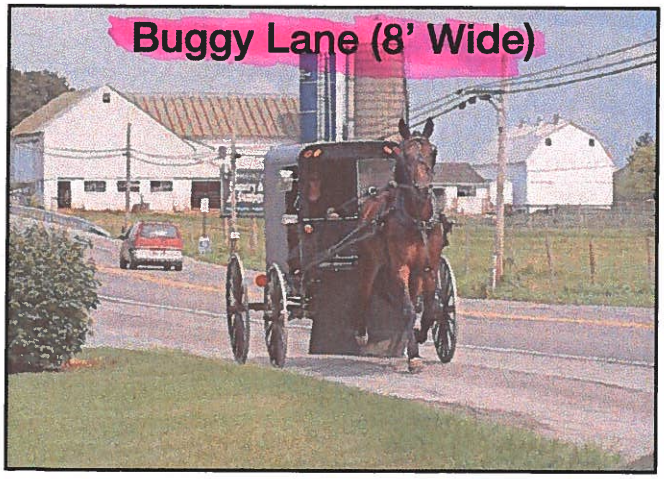
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

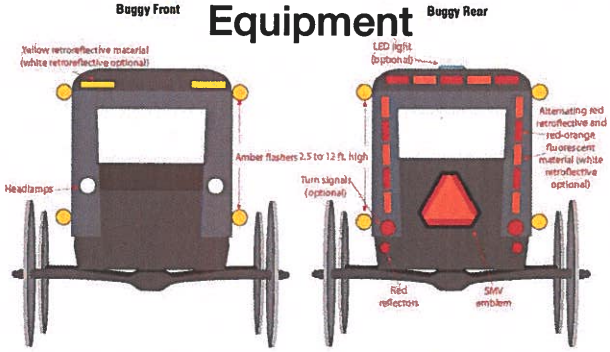


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

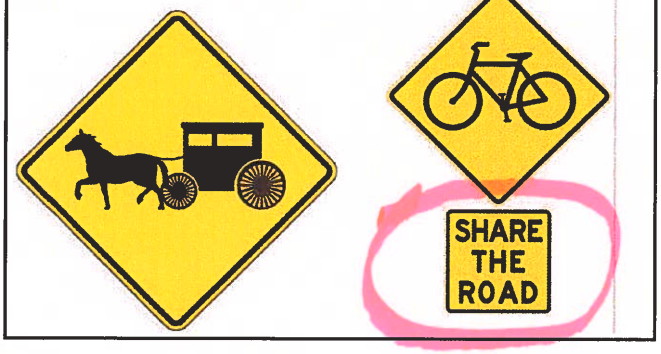
We Need a place To Walk and Ride our Bicycle on 557

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

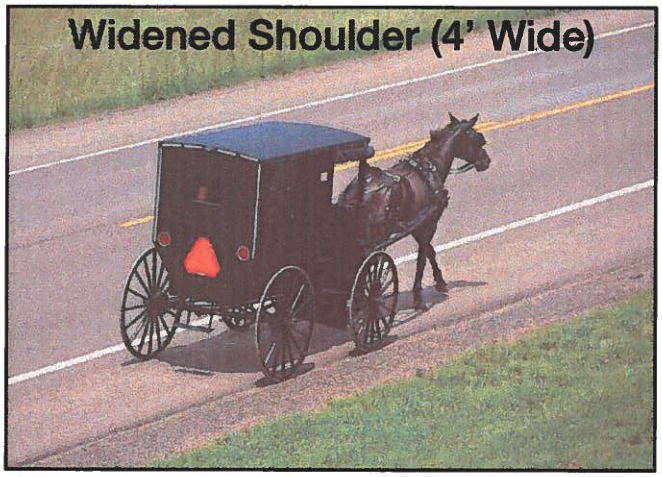
Buggy *Walk/Bike*



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

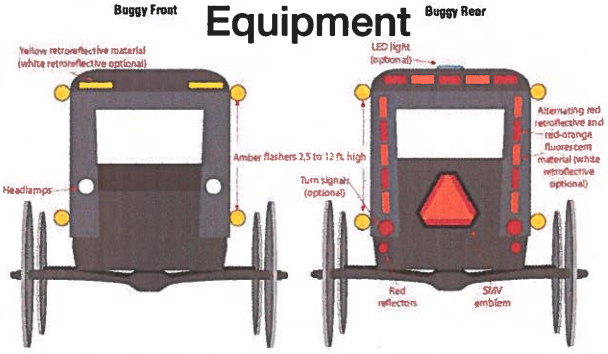


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I would like to see all the trees cut off the road right of way for better visibility

Example: Between Chalet's in the Valley Restraunt - Guggisburg Swiss INN ON SR557

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***



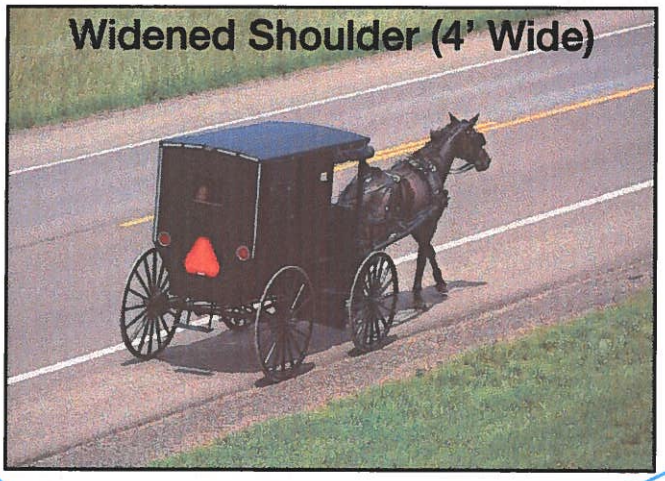


Intersection Lighting

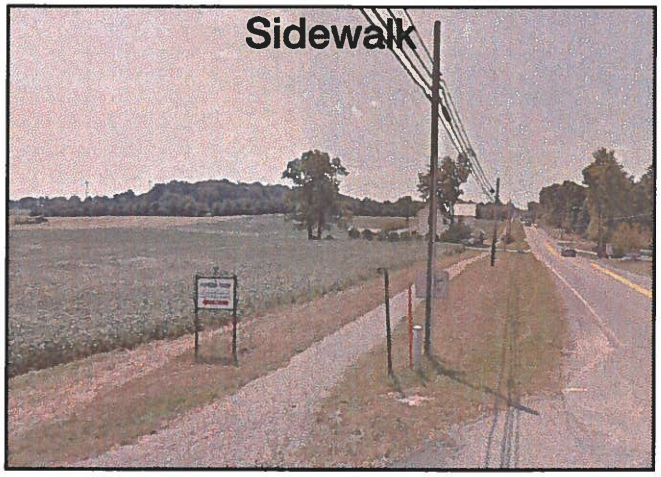


for Bicycle

Widened Shoulder (4' Wide)



Sidewalk



for Buggy

Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

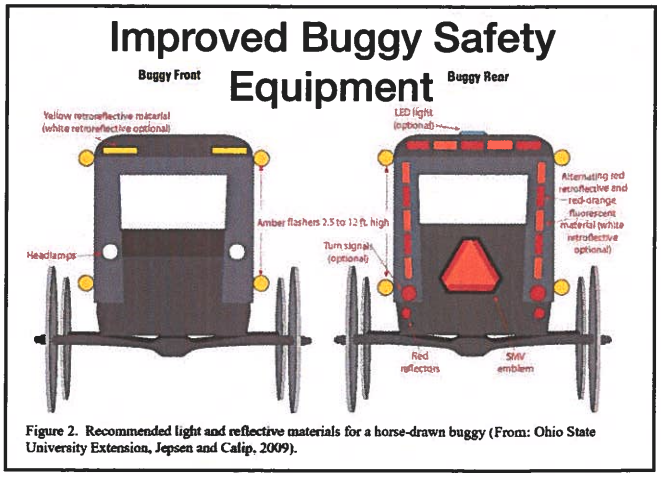


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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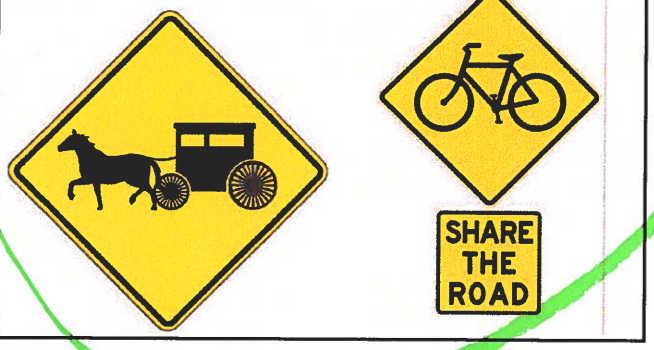
Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

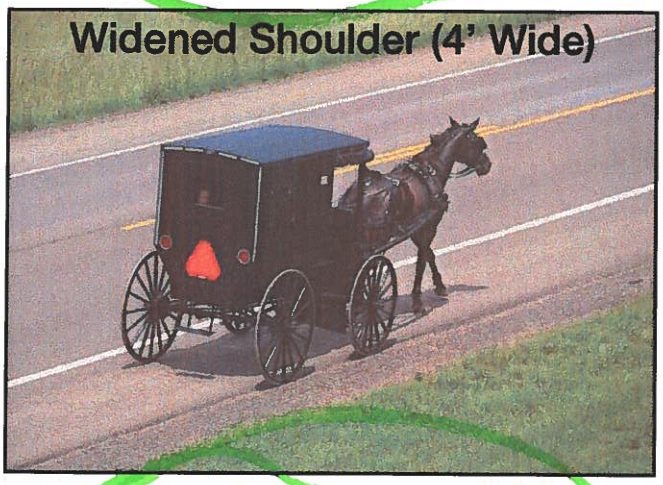
Buggy ***Walk/Bike***



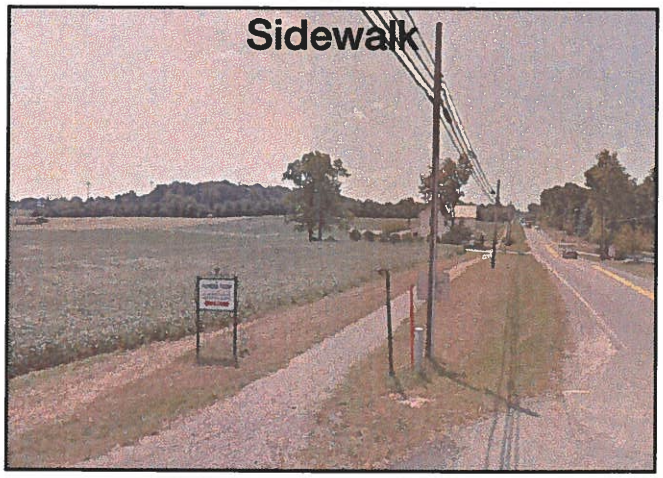
Intersection Lighting



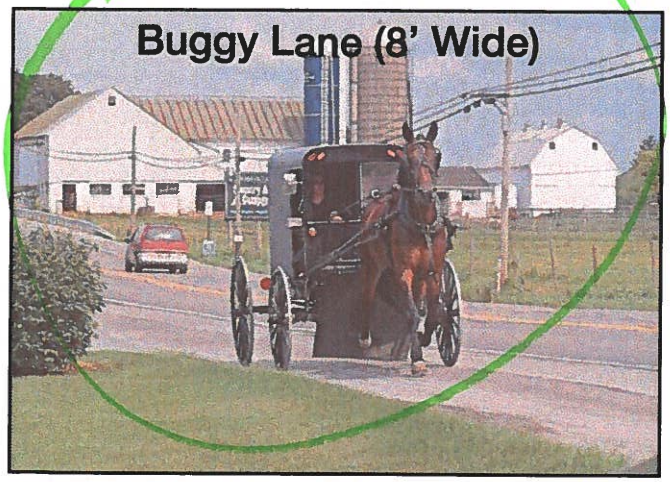
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

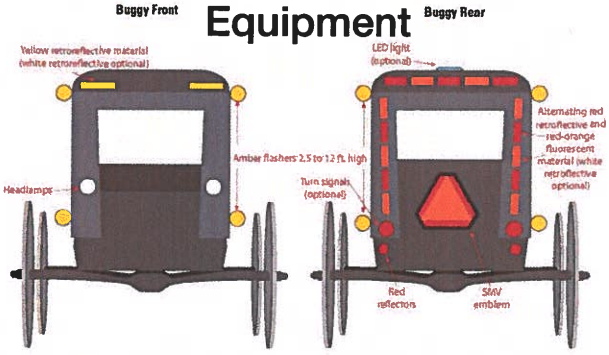


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

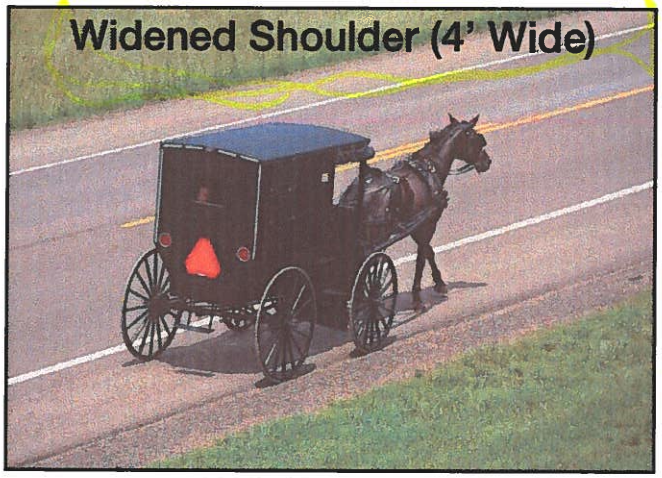




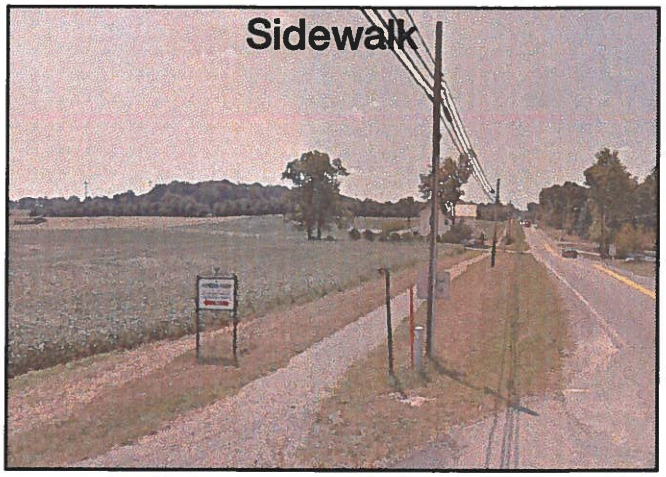
Intersection Lighting



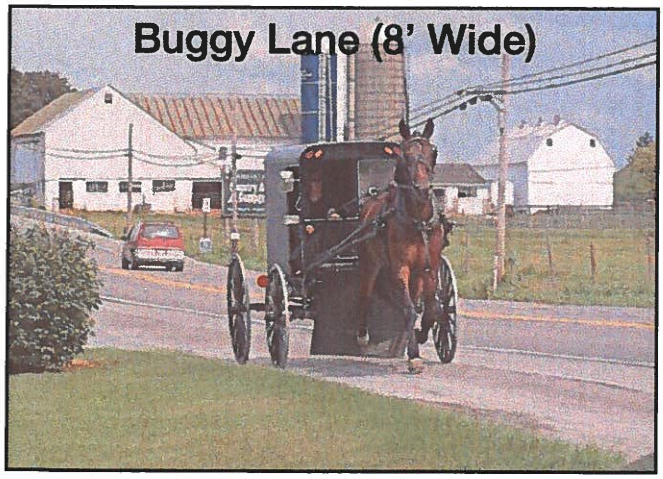
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

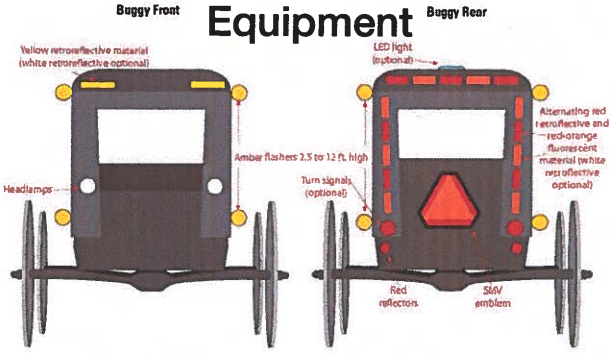


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

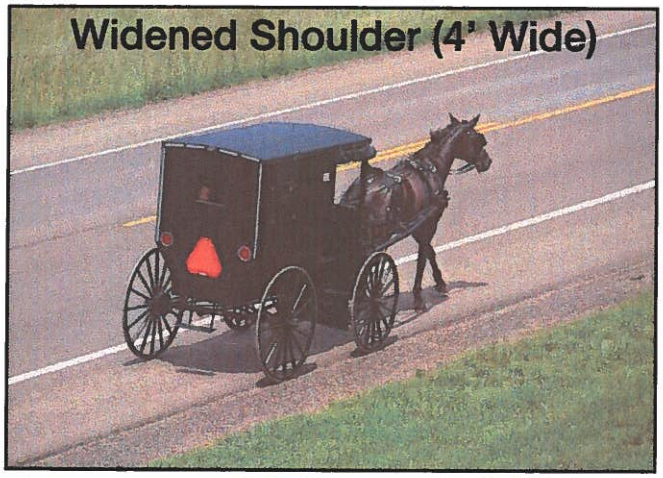




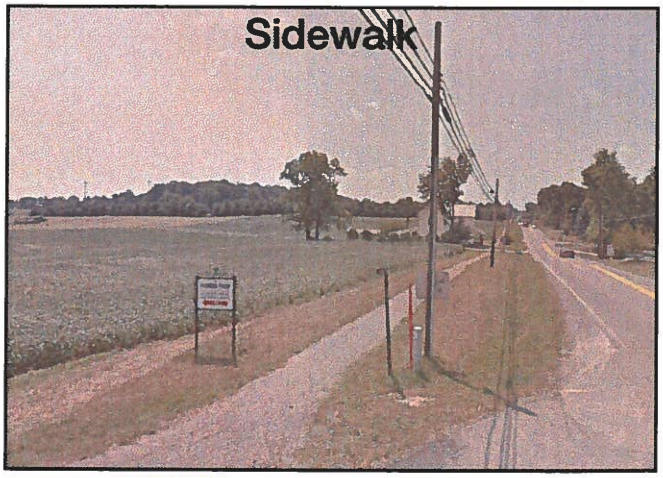
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

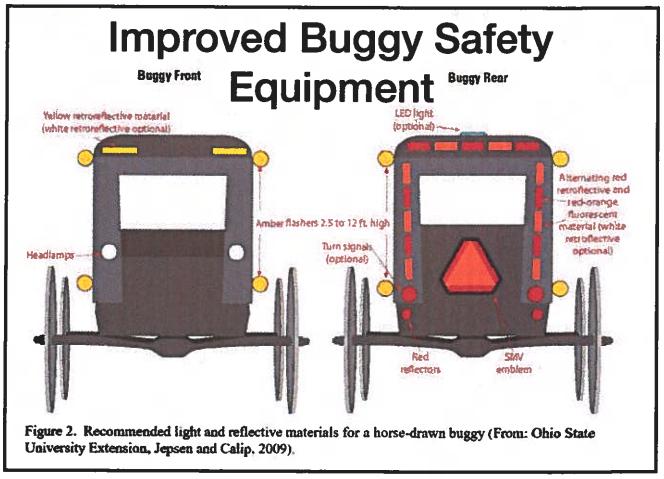


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

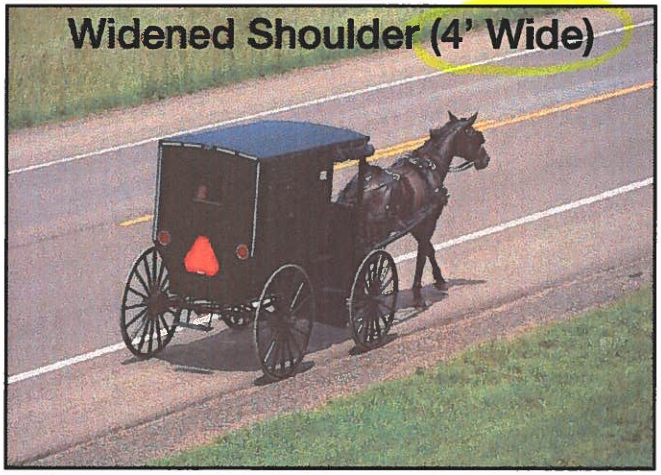




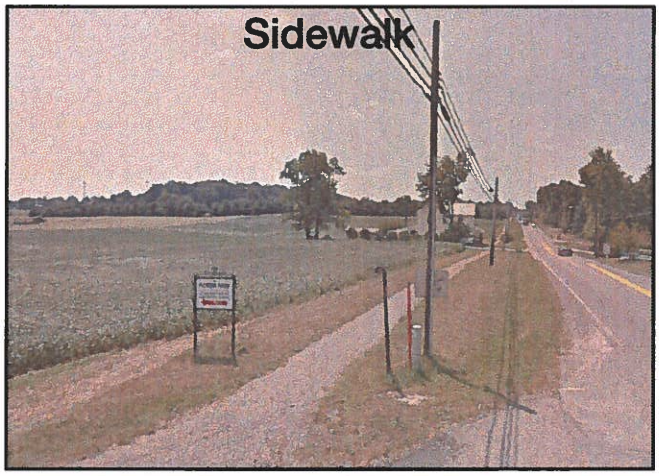
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

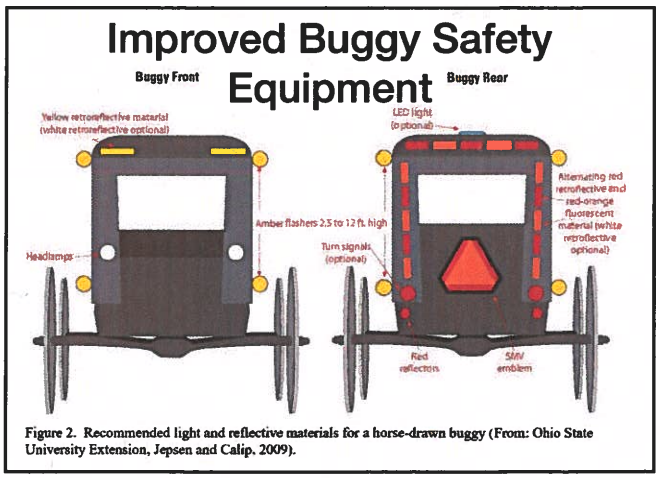


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

More 45 MPH zones on TR/CR

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

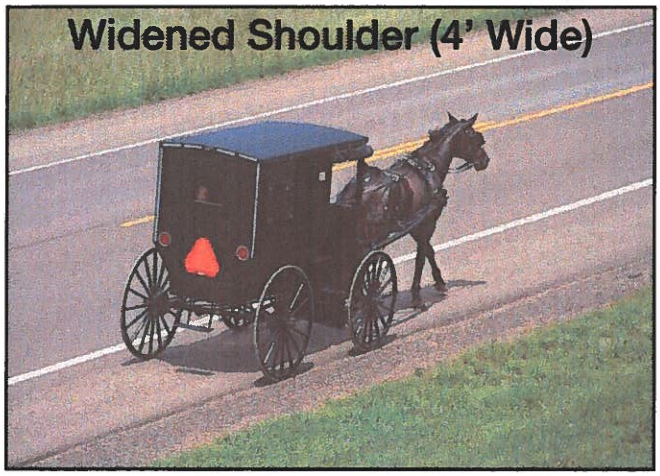




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

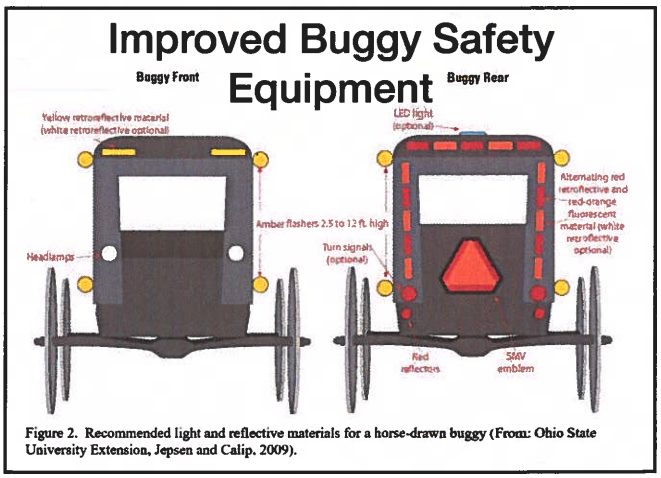


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

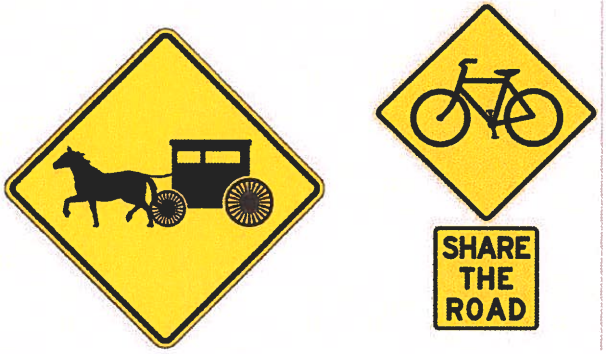
Thanks again for the buggy lane improvement on US 62

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

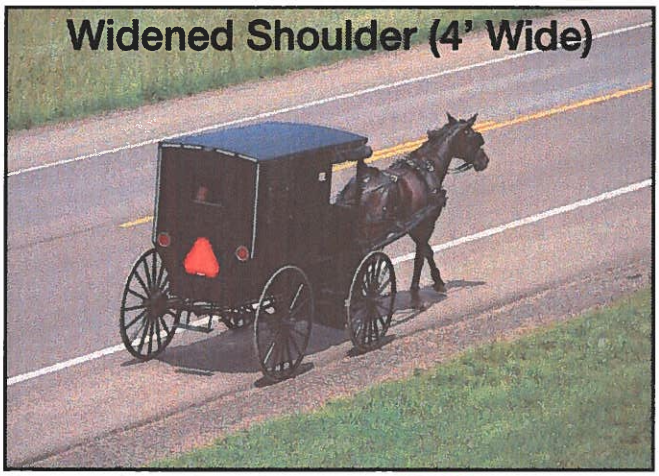
Buggy ***Walk/Bike***



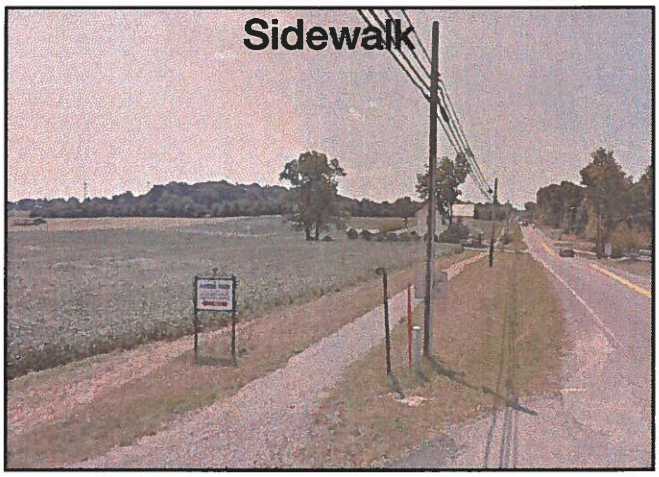
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

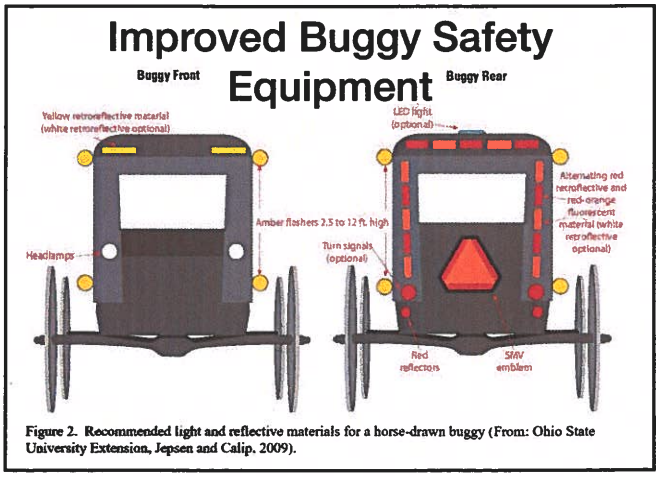


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

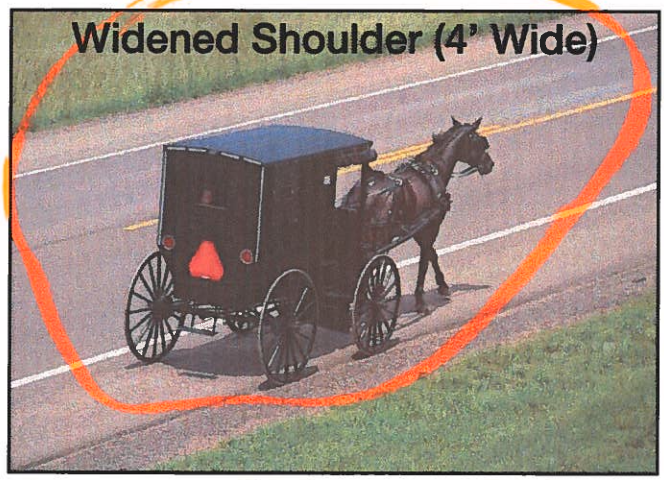




Intersection Lighting



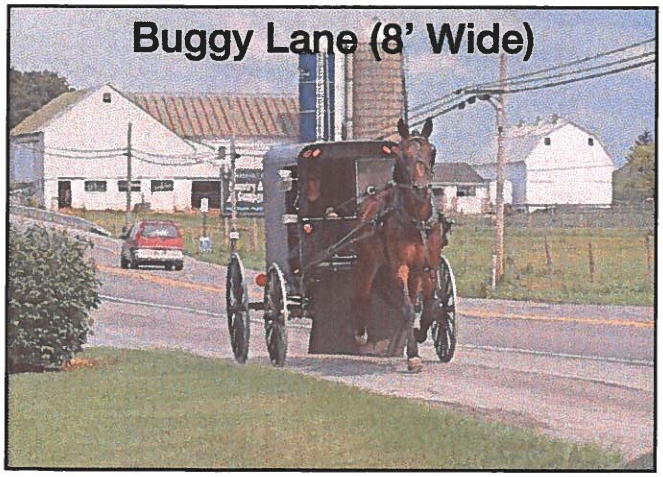
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

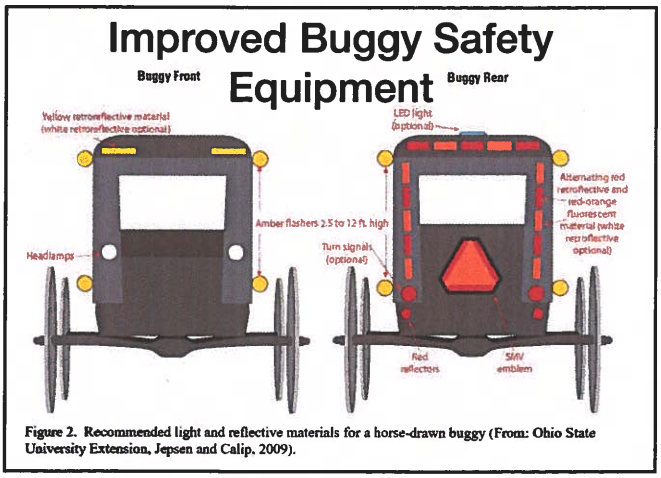


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

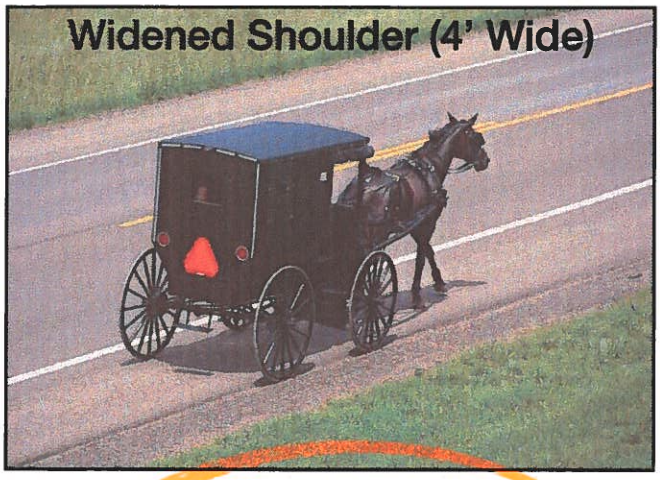




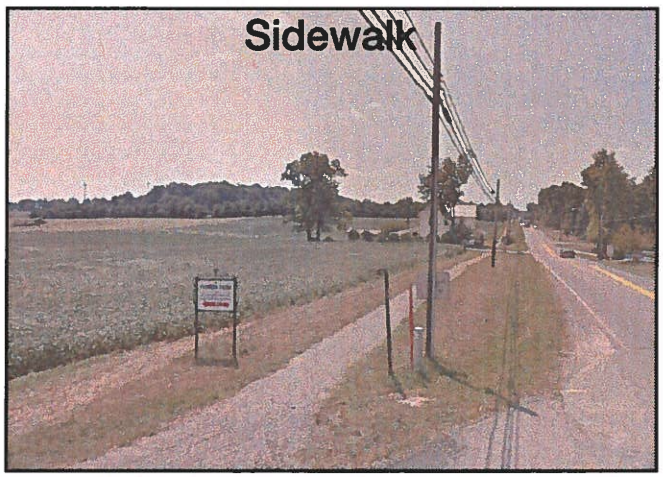
Intersection Lighting



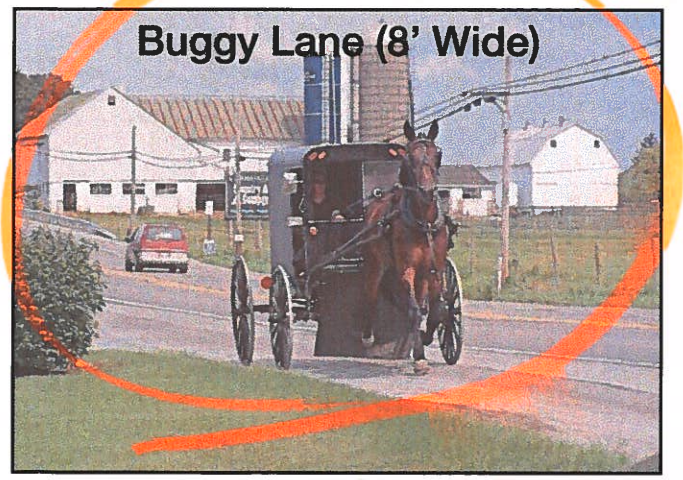
Widened Shoulder (4' Wide)



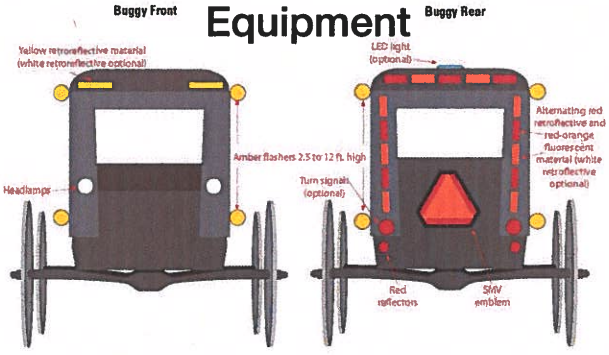
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

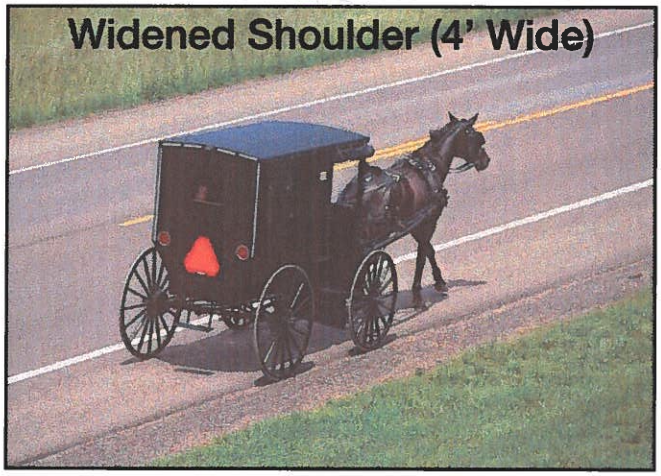




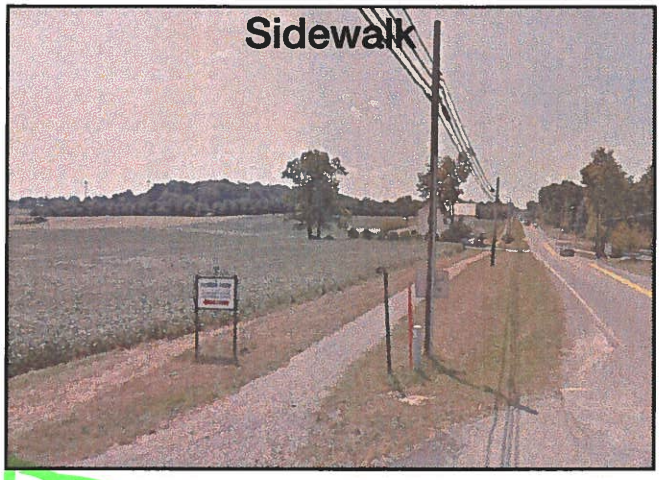
Intersection Lighting



Widened Shoulder (4' Wide)



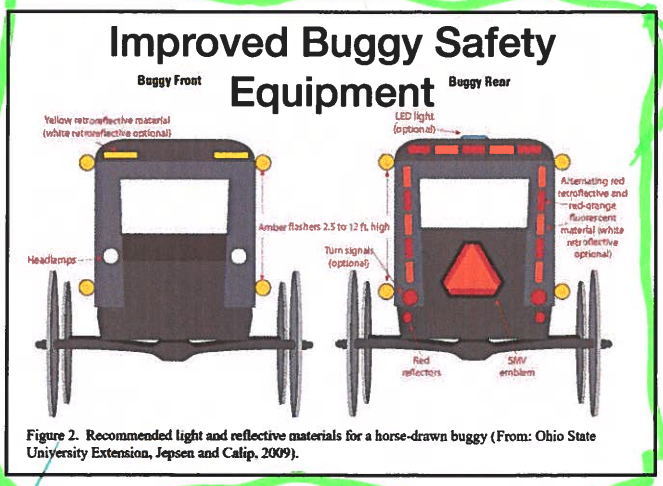
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

Levi Schlabach 330-988-2958

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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

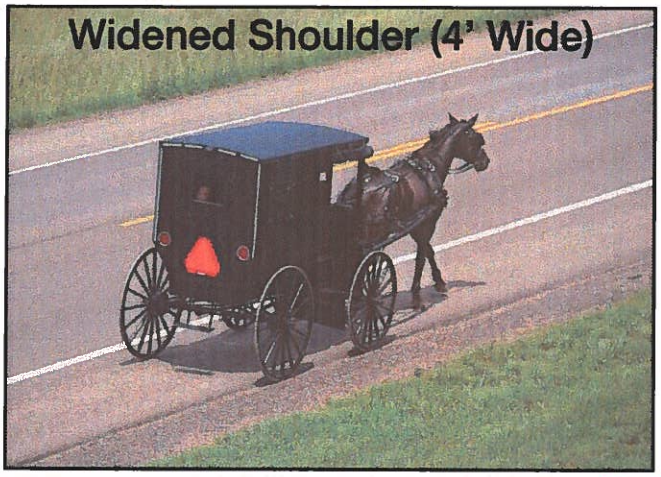




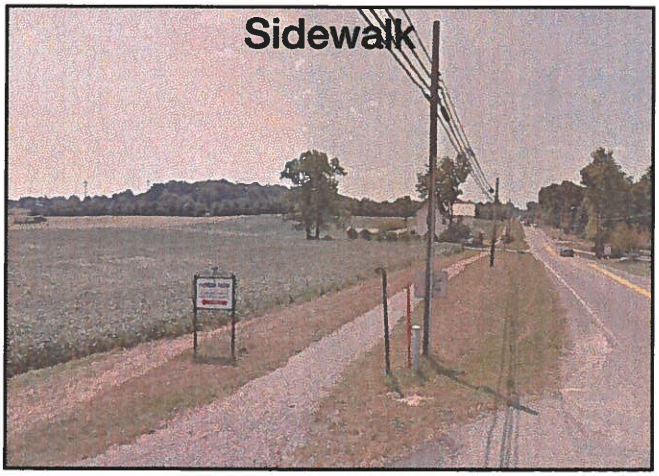
Intersection Lighting



Widened Shoulder (4' Wide)



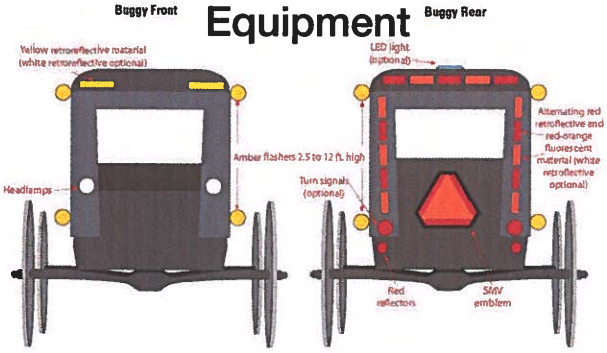
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

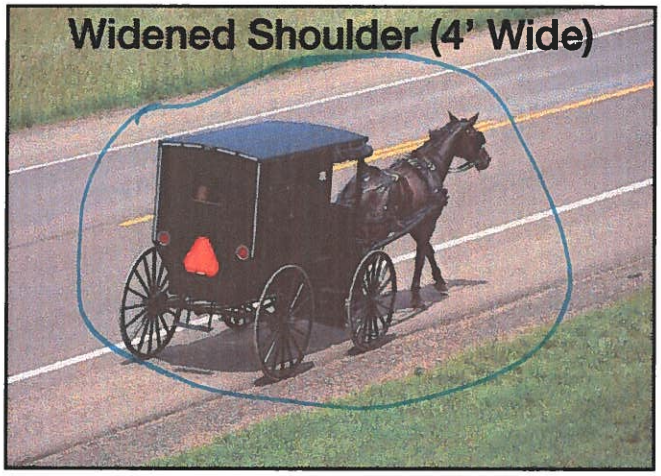




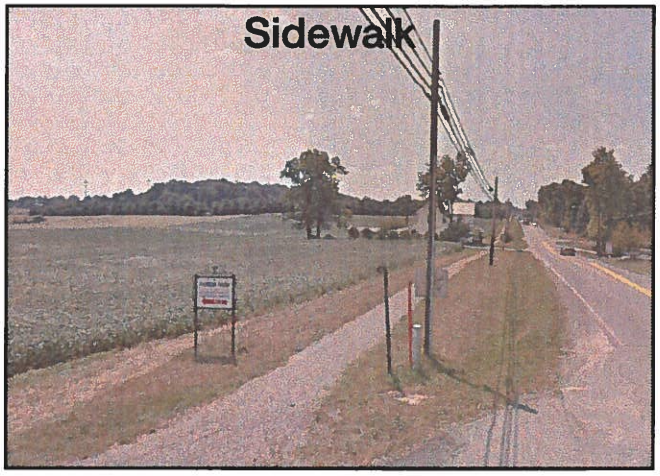
Intersection Lighting



Widened Shoulder (4' Wide)



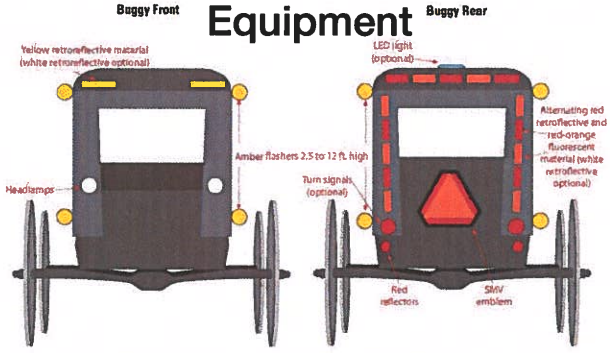
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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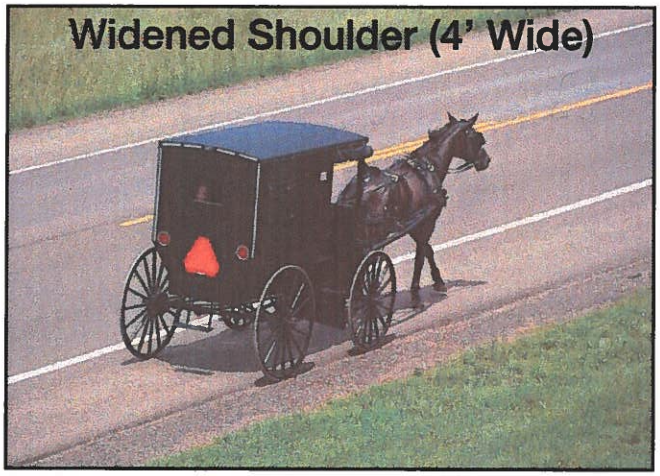
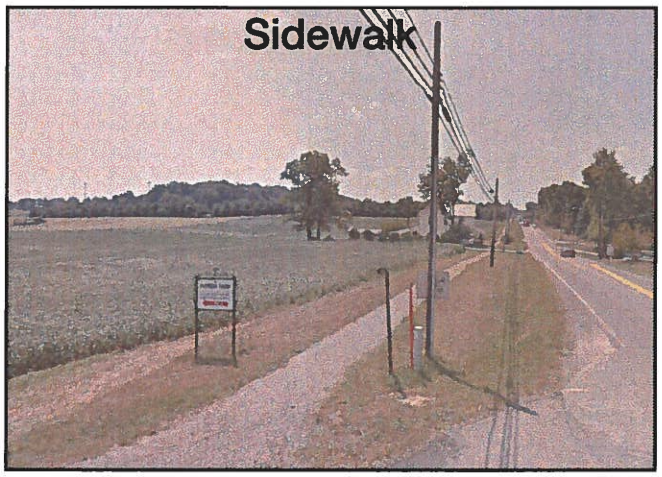


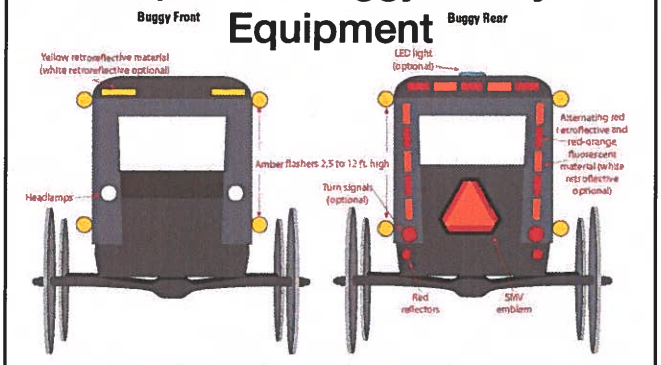
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

Wide 24' BUGGY LANE

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

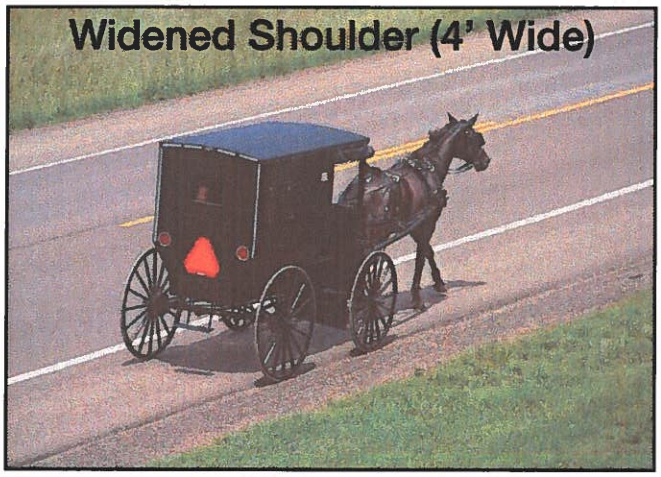




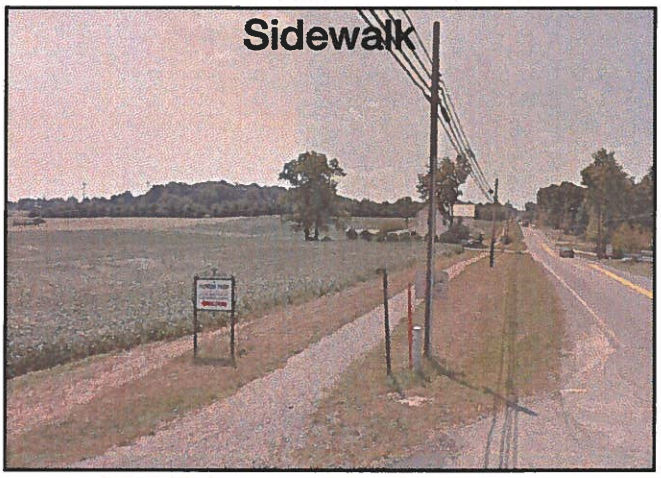
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

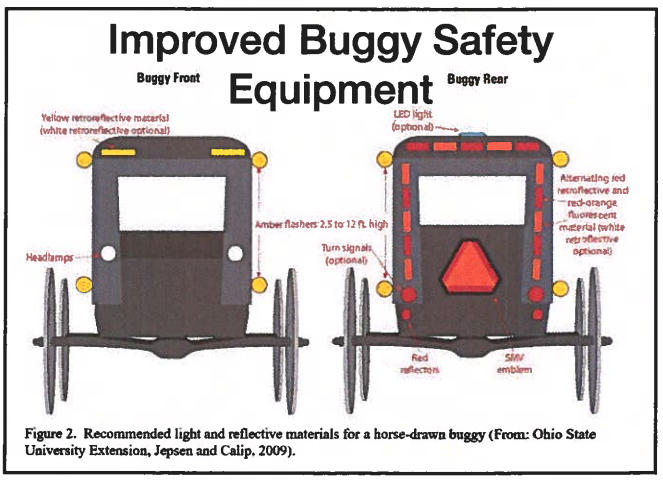


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

it would be nice to have wider buggy Lanes beside State routes like SR 39 & SR 557

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

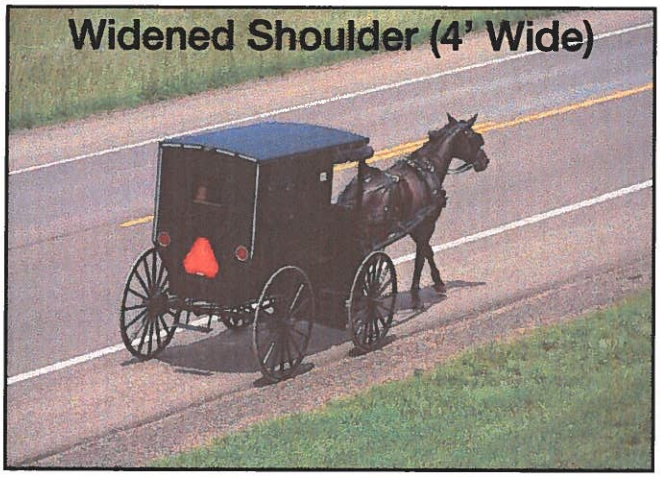




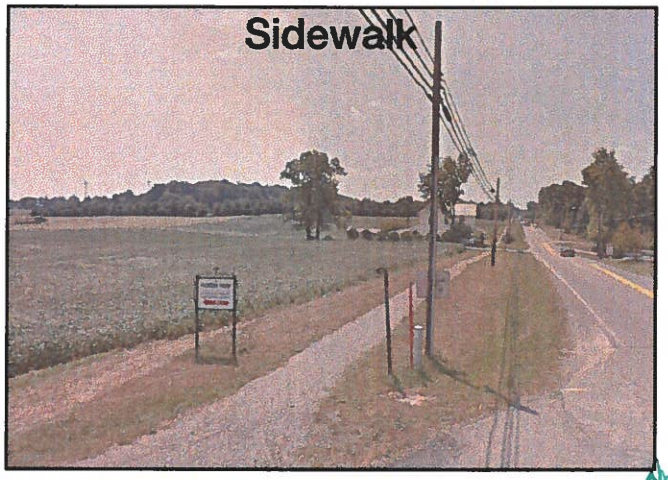
Intersection Lighting



Widened Shoulder (4' Wide)



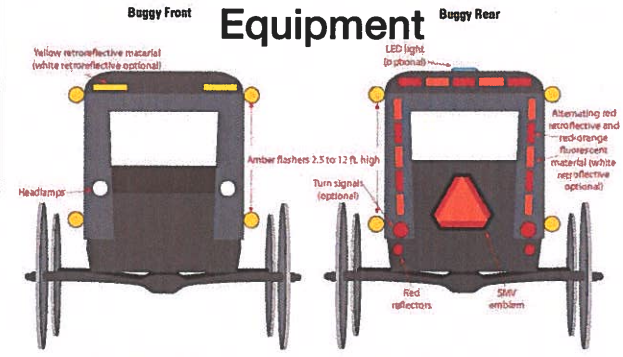
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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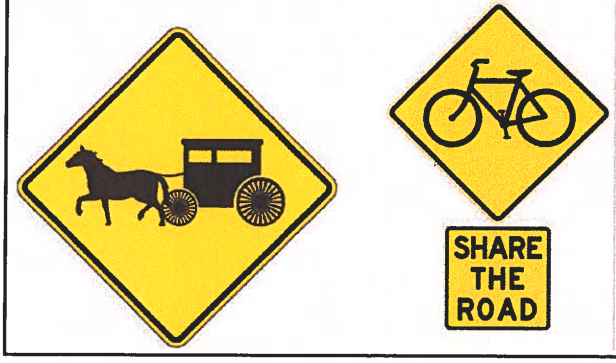
Upgrade Signage

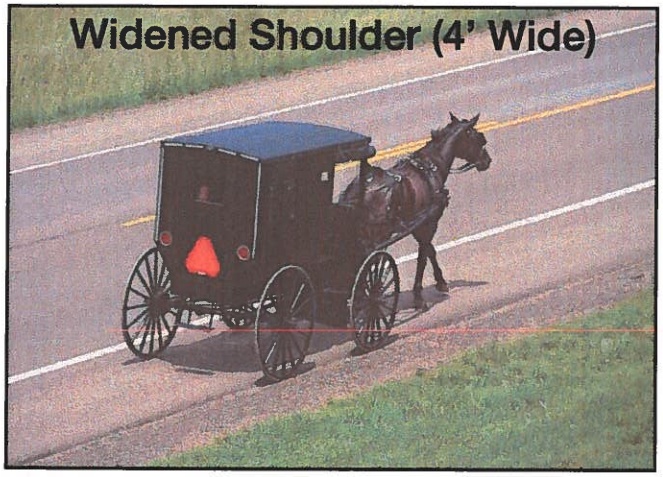
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



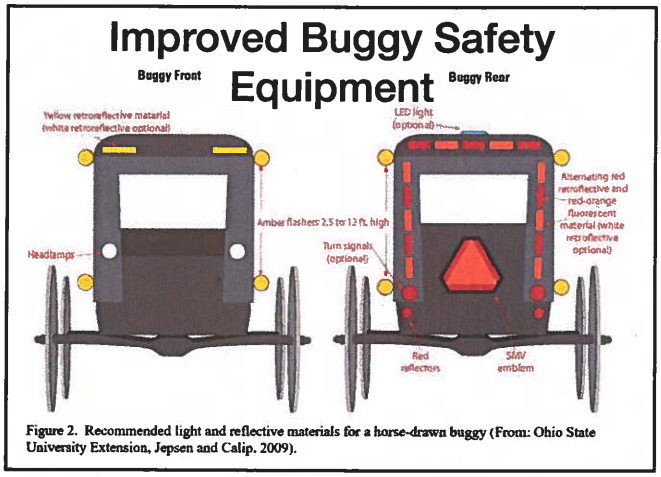
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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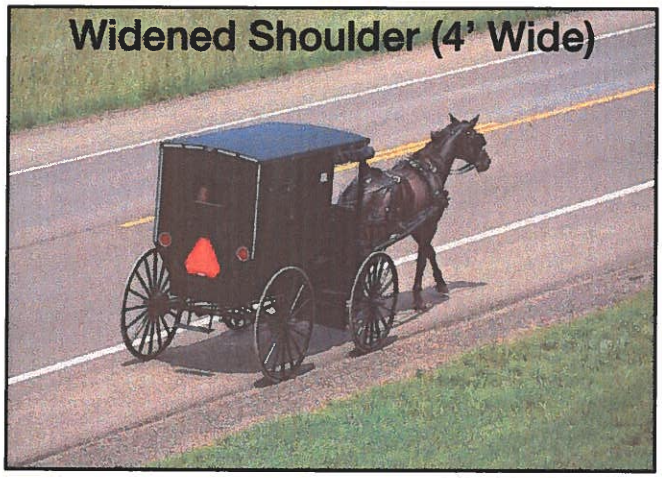

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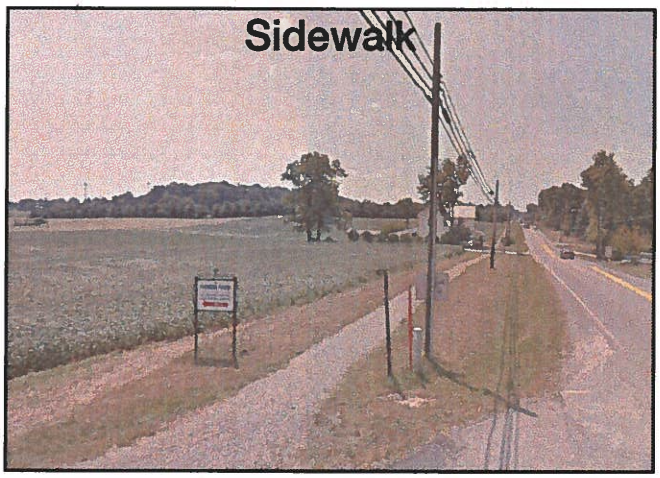
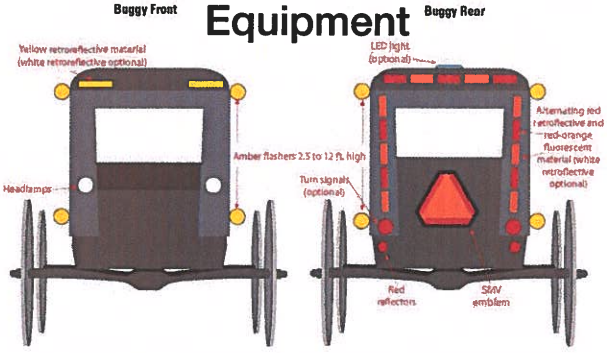


Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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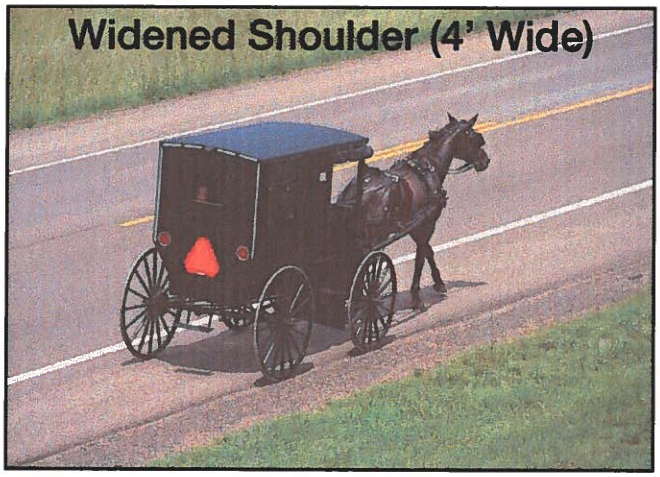
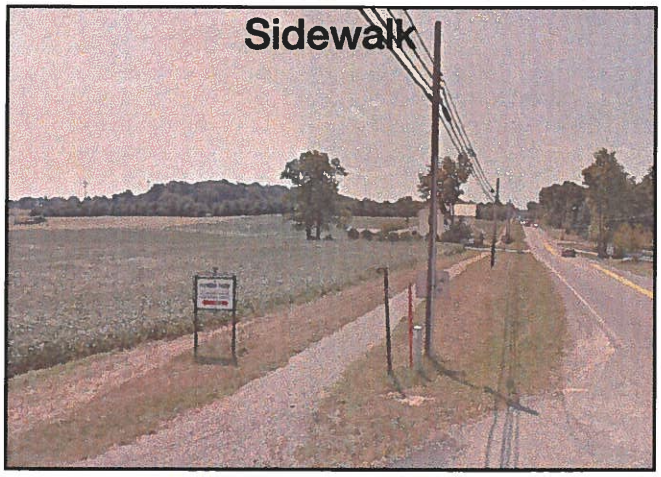


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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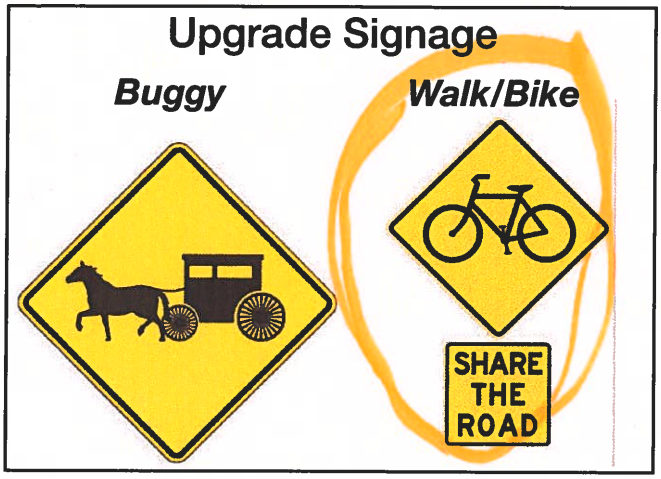
Upgrade Signage

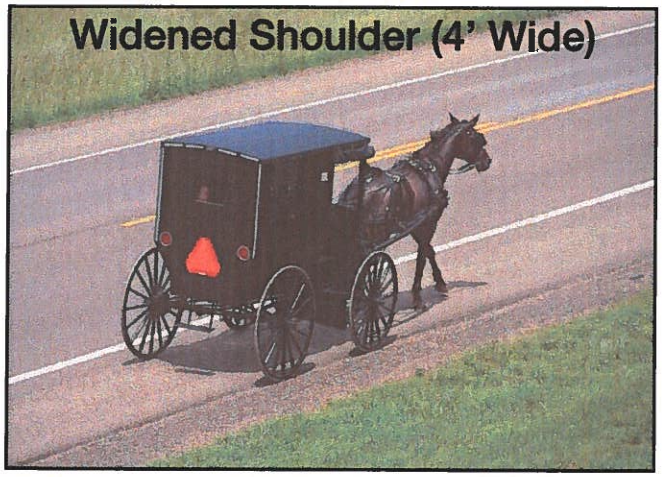
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



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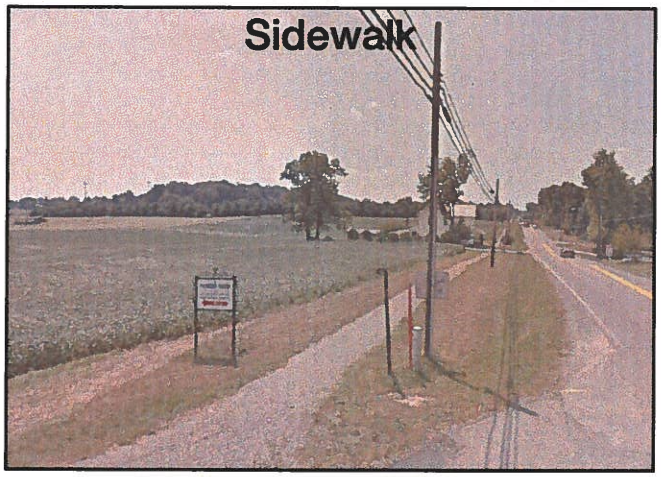

Buggy Lane (8' Wide)



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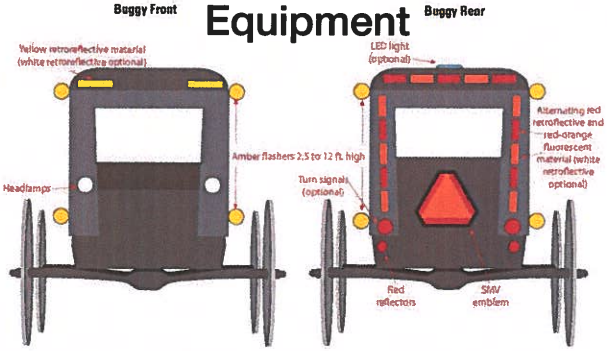

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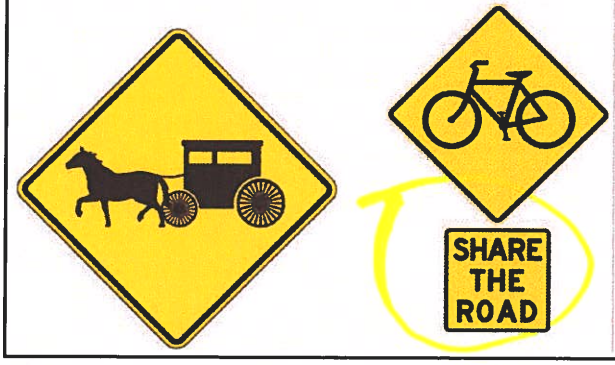
Buggy ***Walk/Bike***



Intersection Lighting



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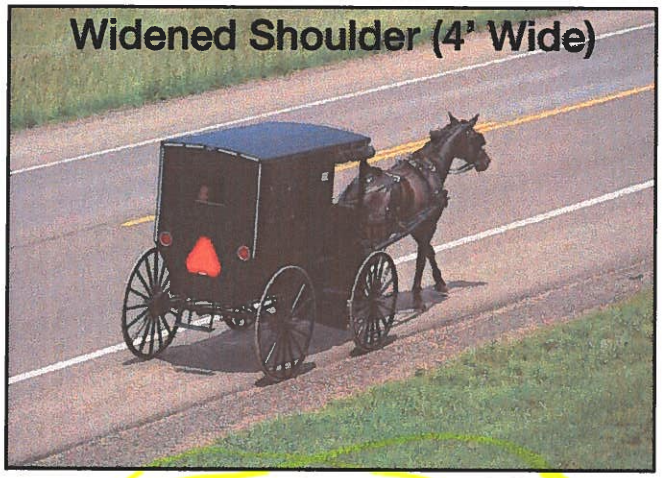

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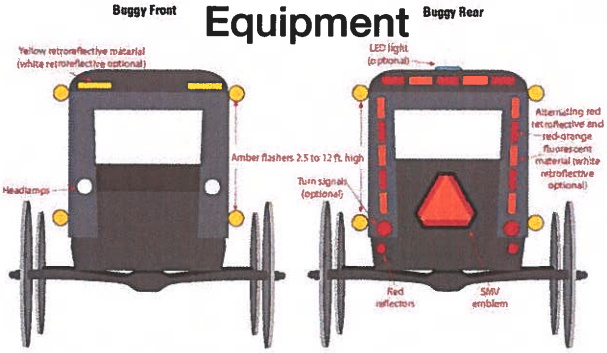
Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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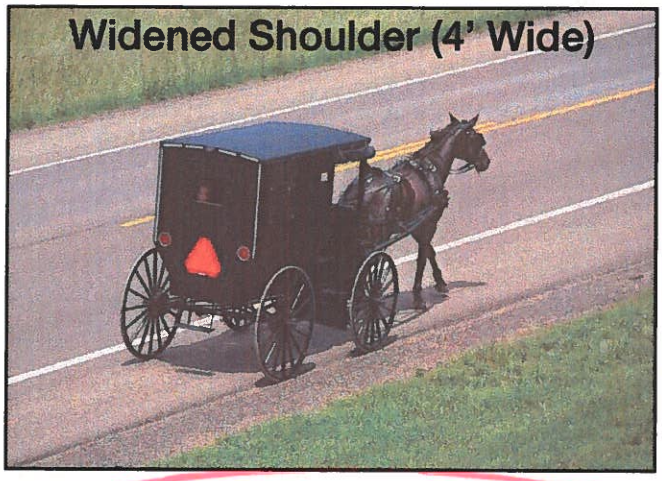
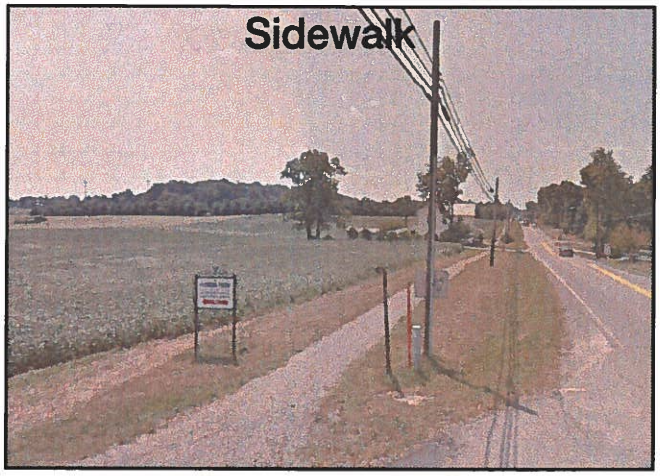
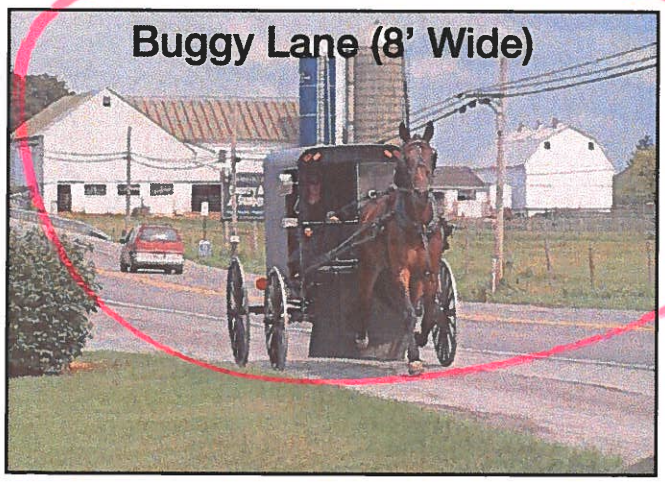


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

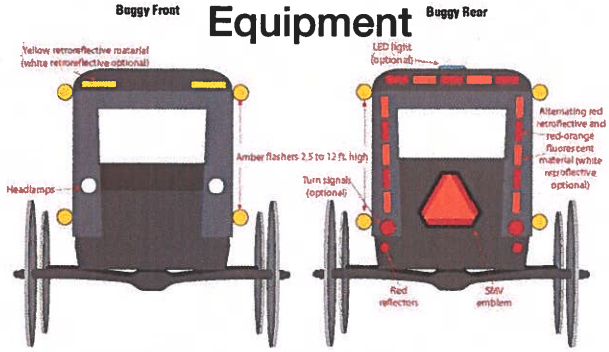


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

• White Edge Lines ~~are~~ (for vehicle traffic) are also very helpful with a buggy lane.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

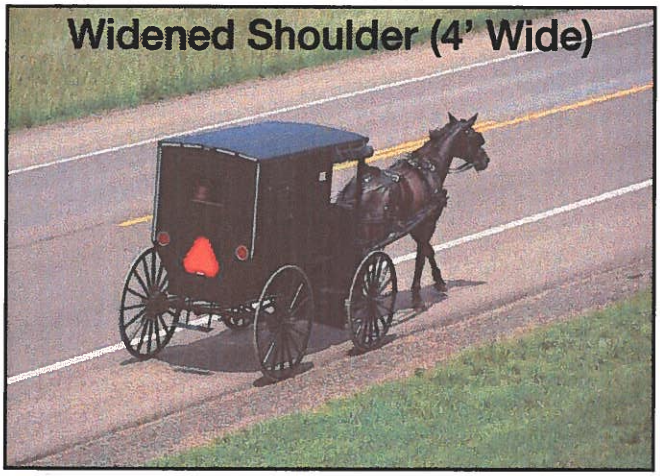




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

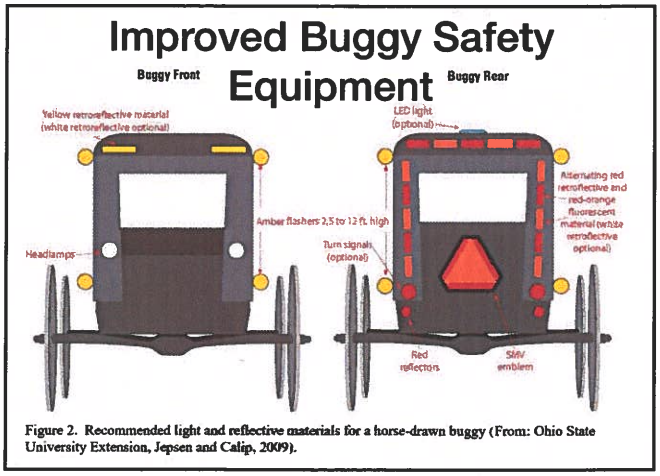


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Nice wide buggy lanes are a blessing! (See our County Road 77 South of Mt. Hope) It also works for bikers and School children walking To School Thanks we really appreciate it

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

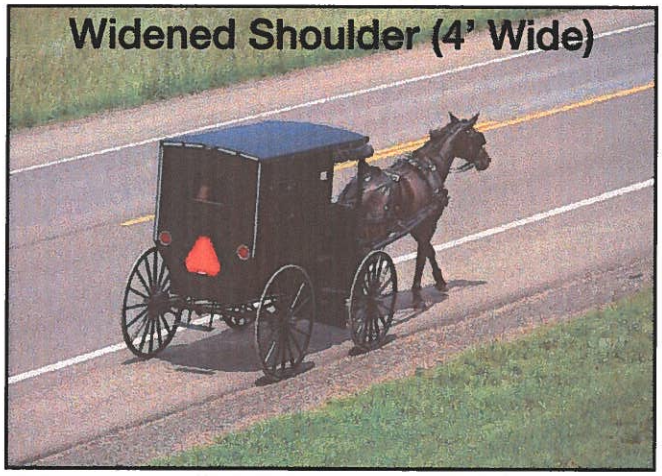




Intersection Lighting



Widened Shoulder (4' Wide)



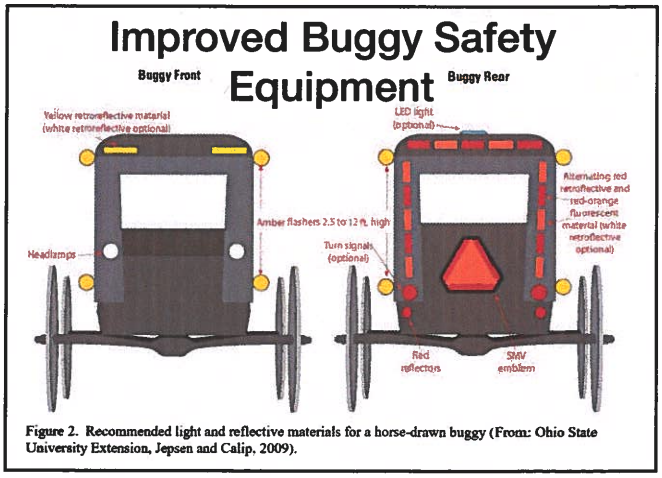
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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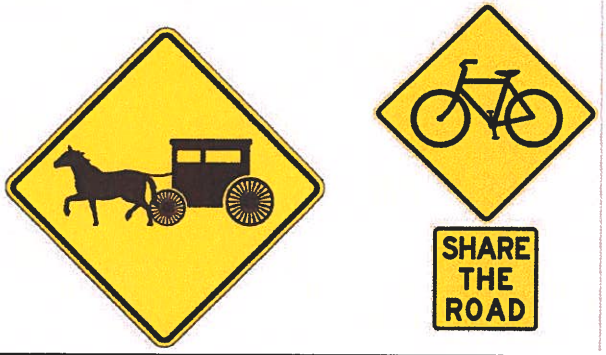
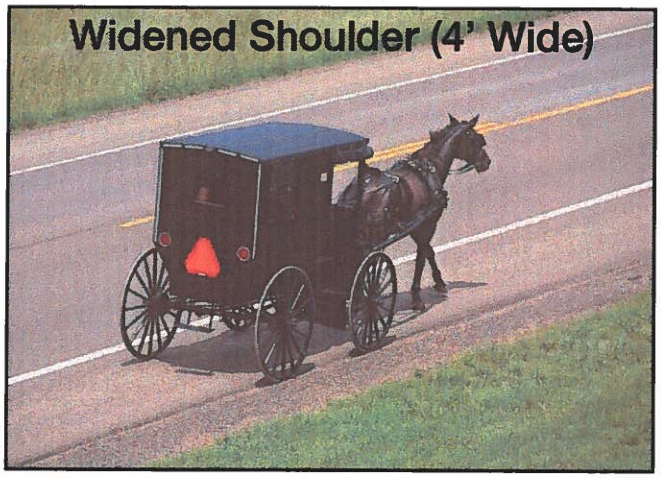
Buggy ***Walk/Bike***



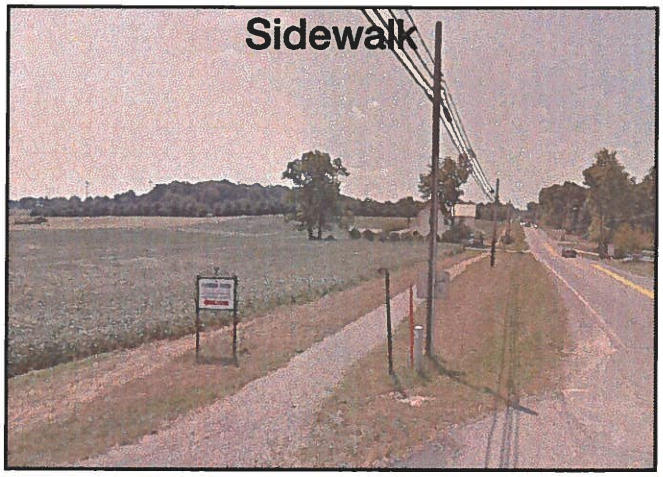
Intersection Lighting



Widened Shoulder (4' Wide)



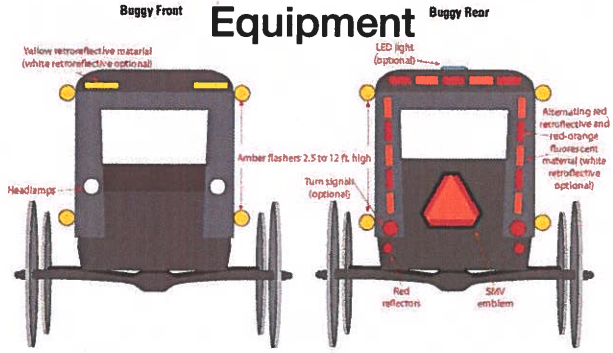
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





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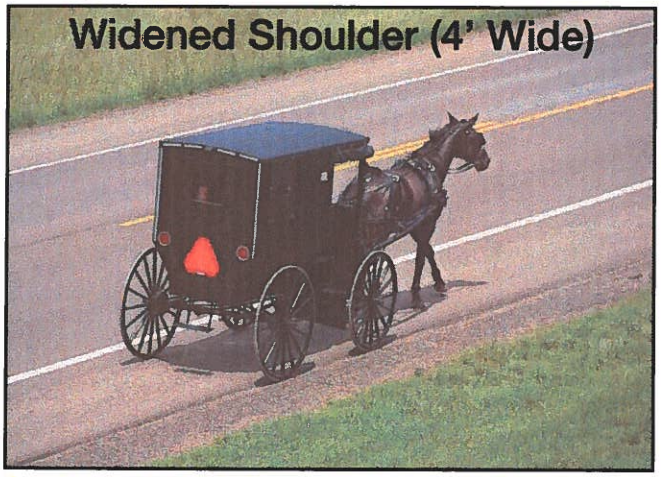
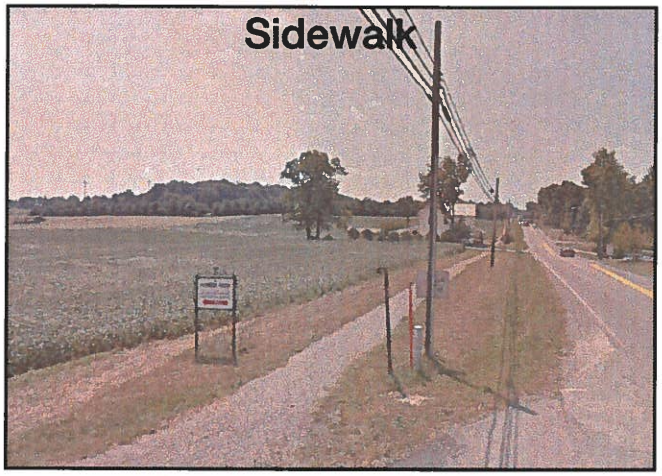


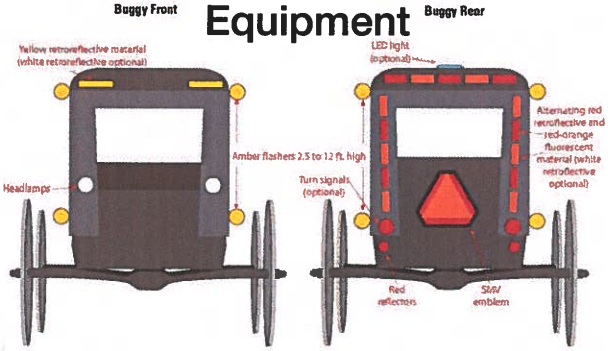
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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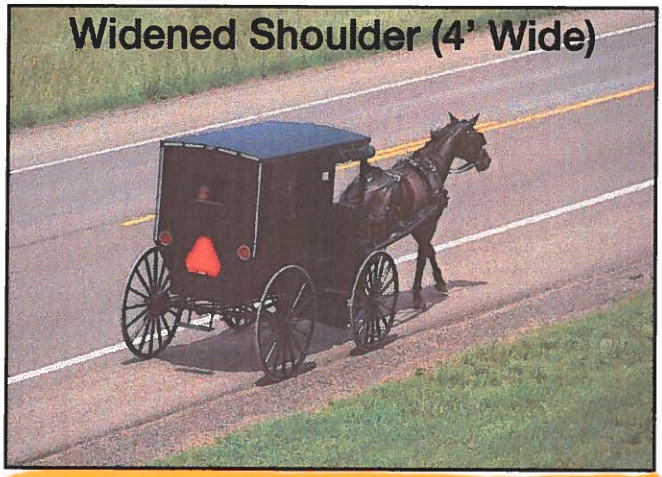
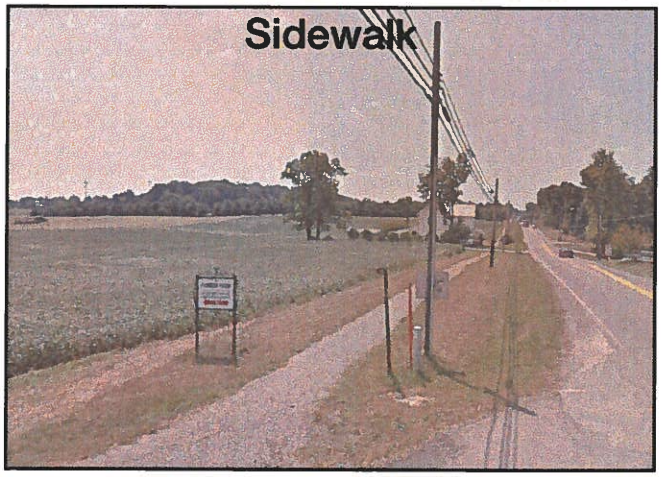


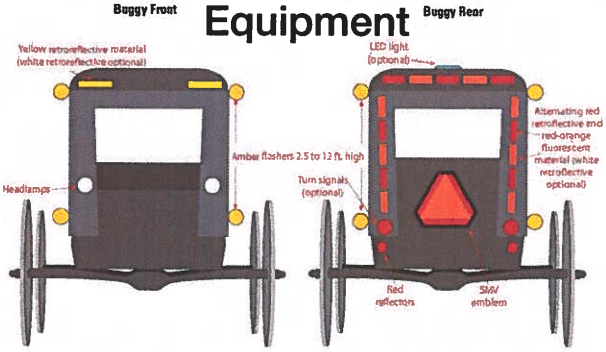
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

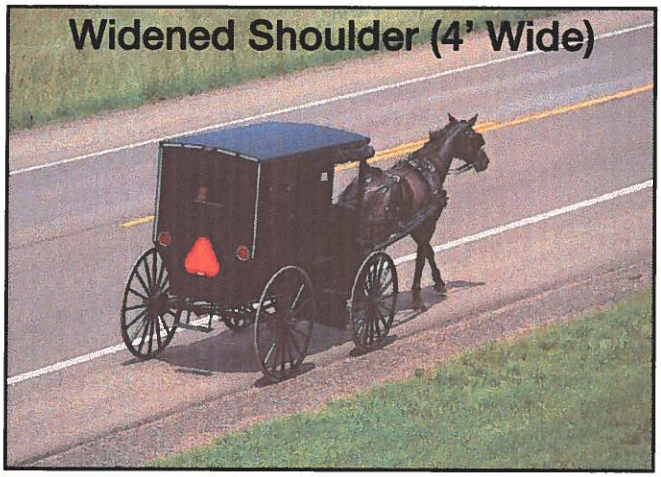




Intersection Lighting



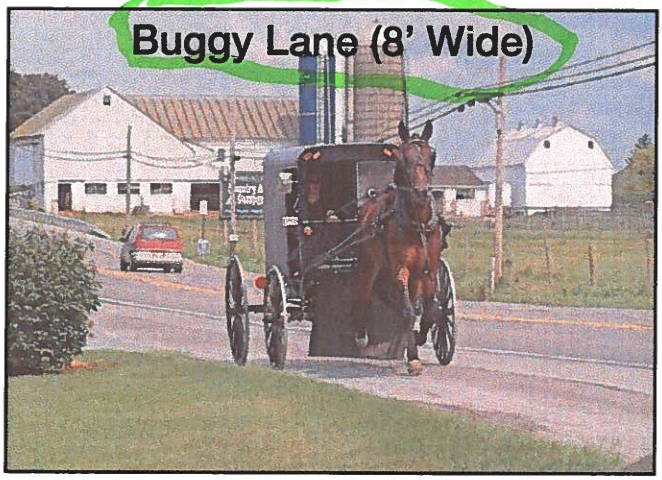
Widened Shoulder (4' Wide)



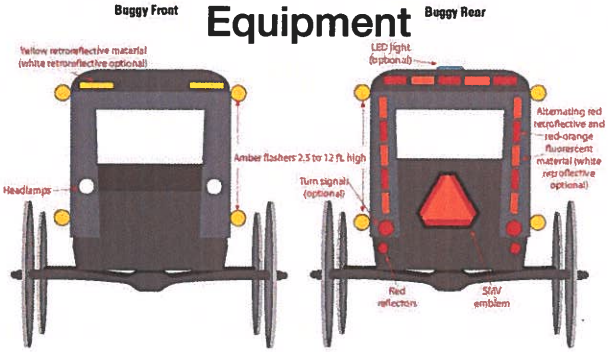
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Buggy ***Walk/Bike***





Intersection Lighting



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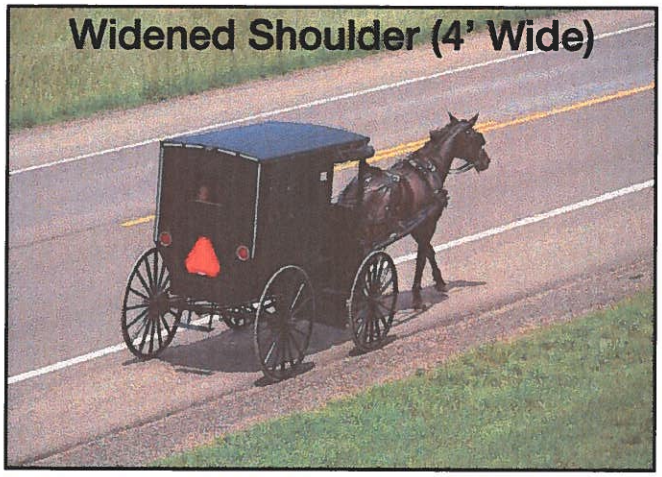

Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

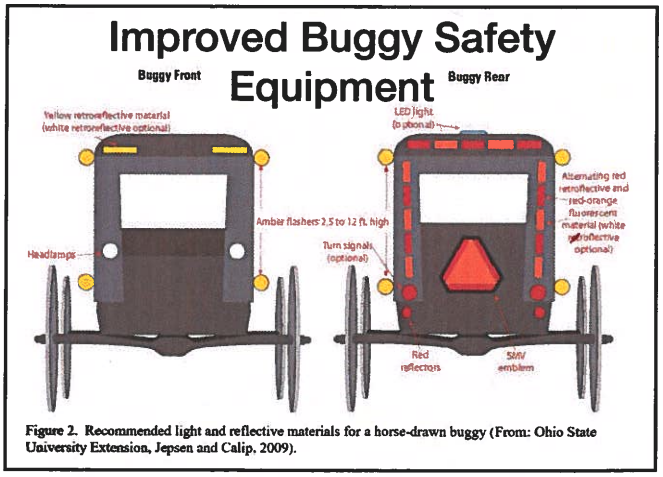

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

ON START 39 at the bottom of the hill by Swiss valley fence in the west bound of the buggy and bike lane there is gravel washed onto the buggy lane all the way to the white line. When traveling with a bicycle you have to swerve into the west bound lane not safe.

Improvements Exercise

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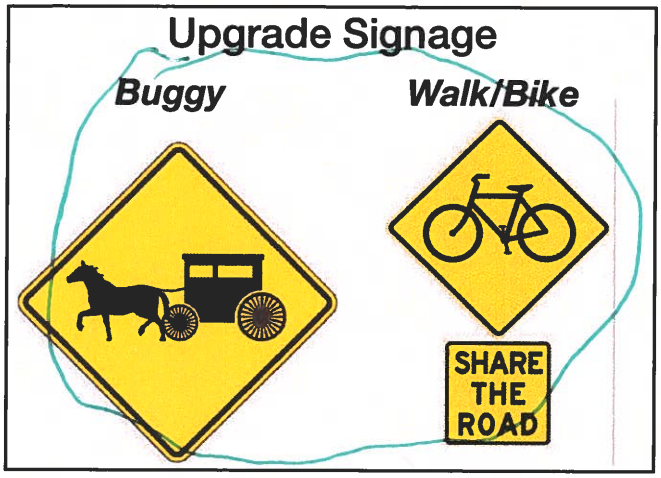
Upgrade Signage



Intersection Lighting



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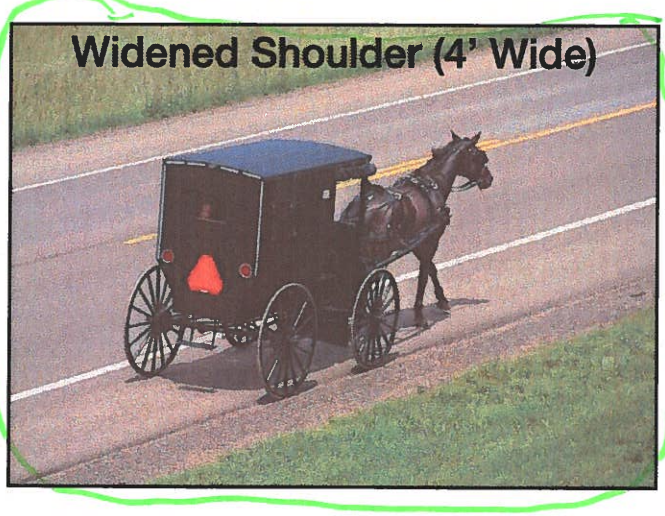
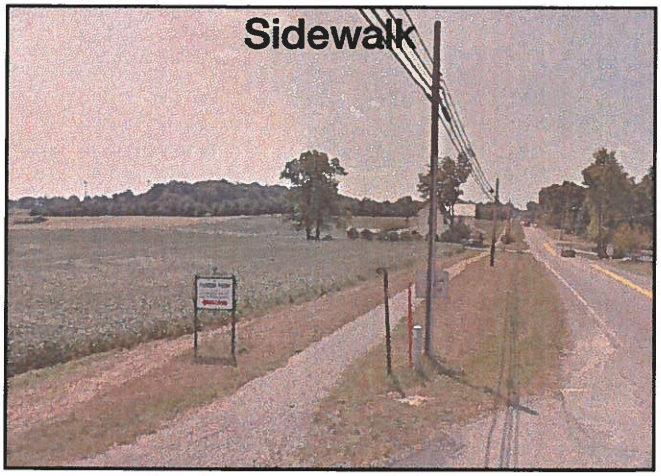
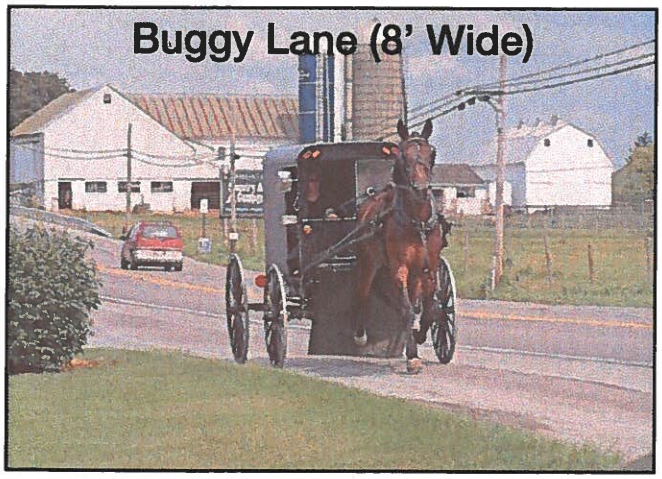


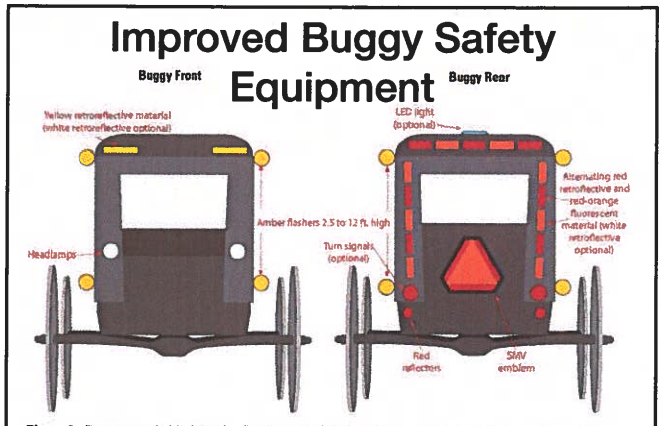
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

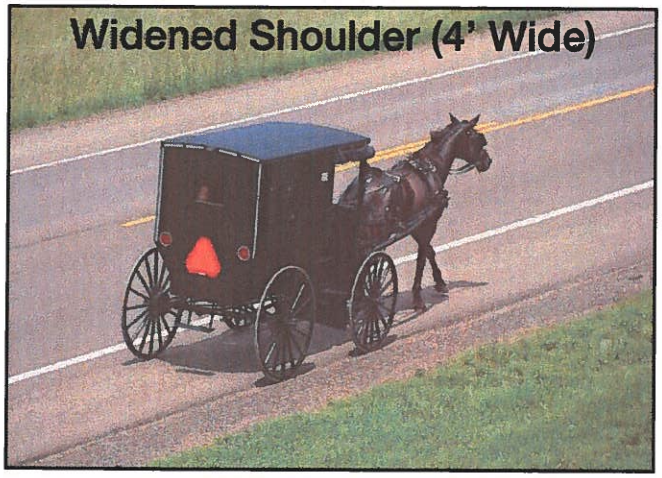




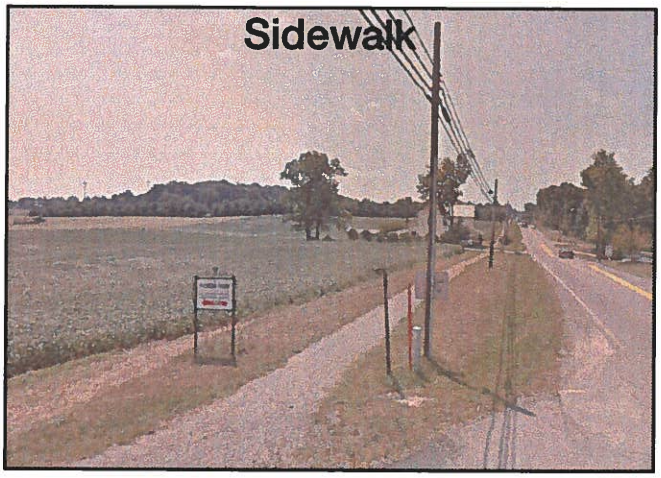
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Intersection Lighting



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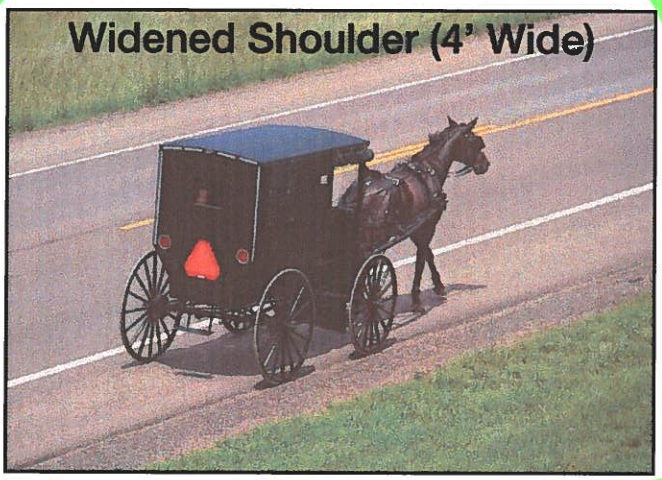
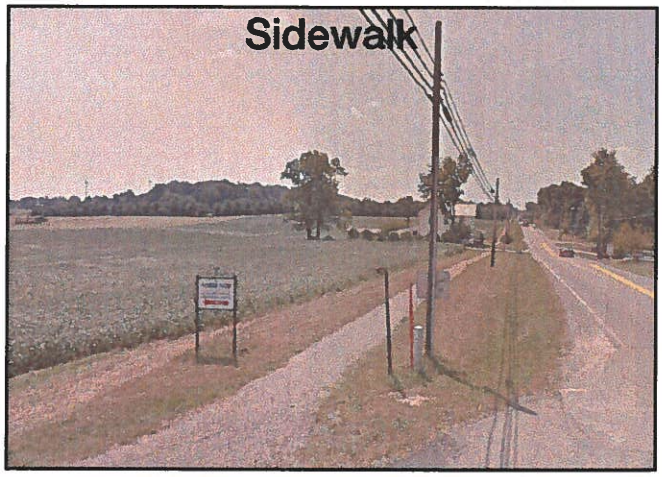


Sidewalk



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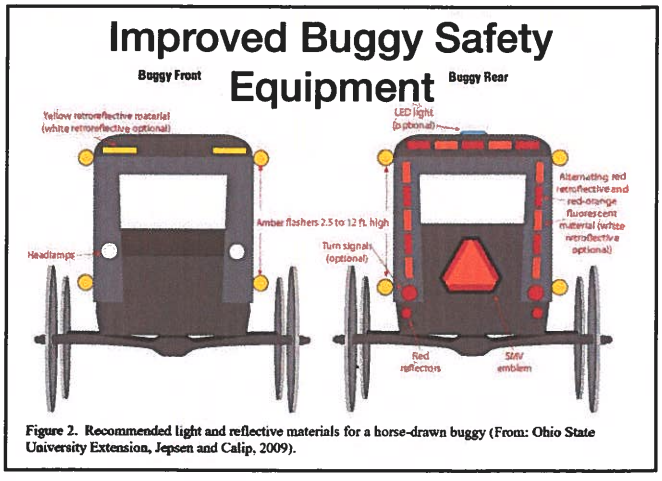
Improved Buggy Safety Equipment



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Intersection Lighting



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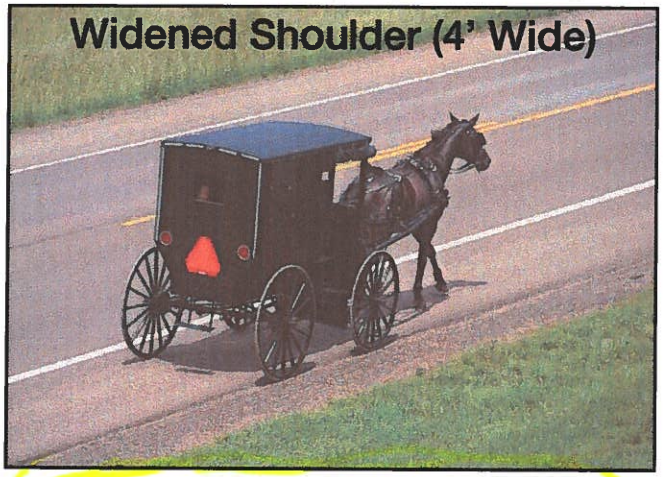


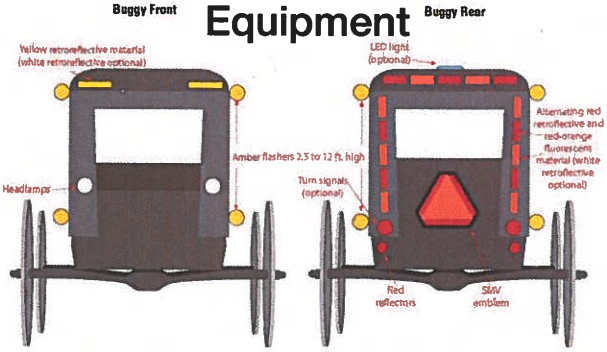
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Buggy ***Walk/Bike***





Intersection Lighting



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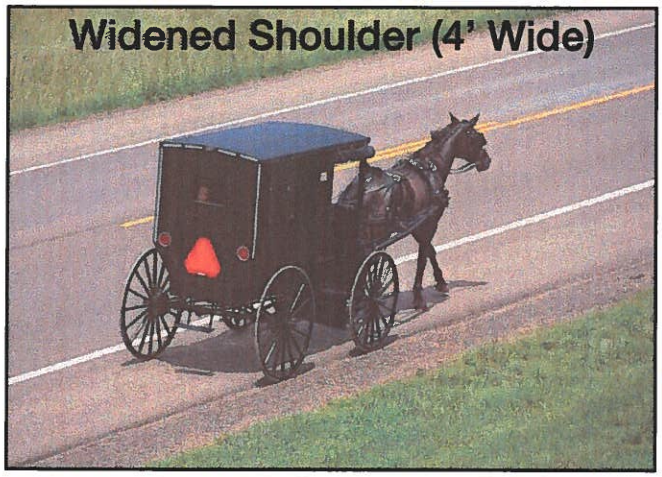

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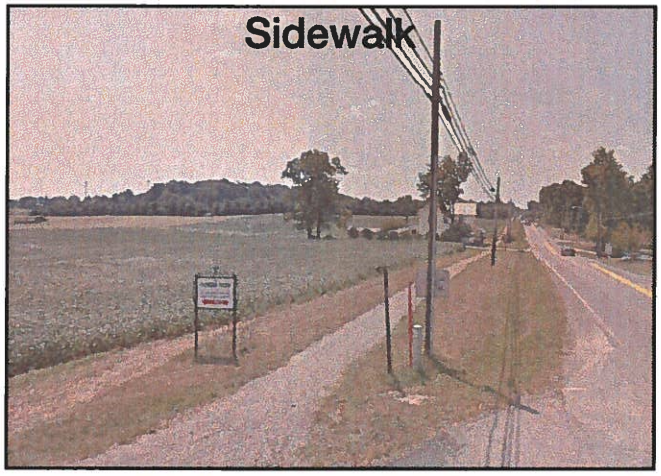
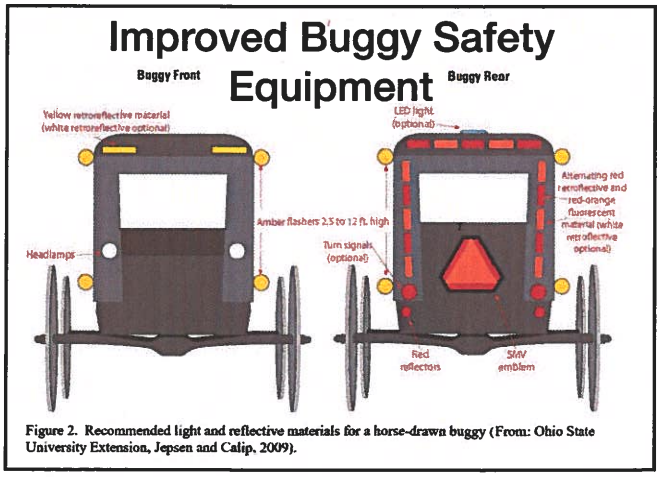


Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Buggy lanes are being added Please keep it up.

Improvements Exercise

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Buggy ***Walk/Bike***





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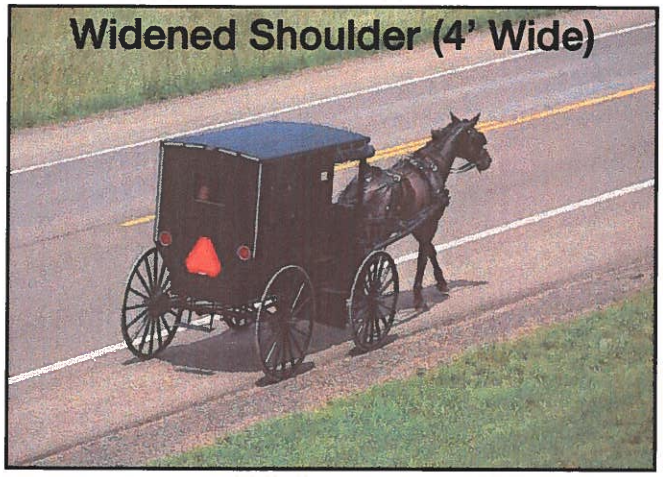

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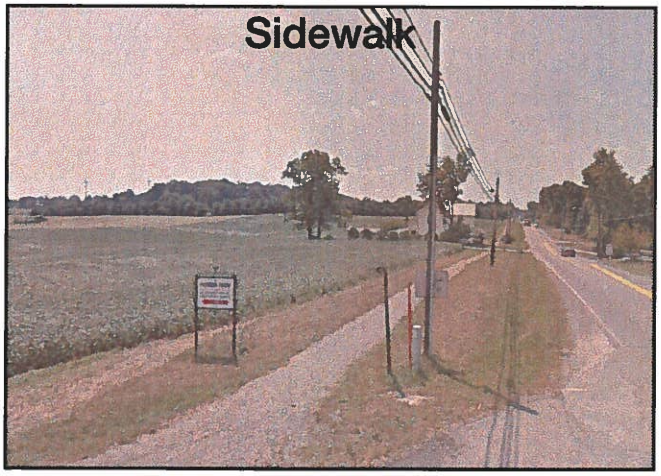

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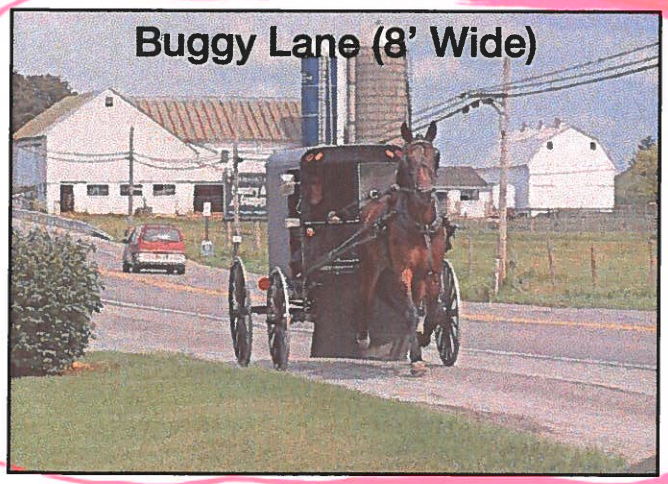
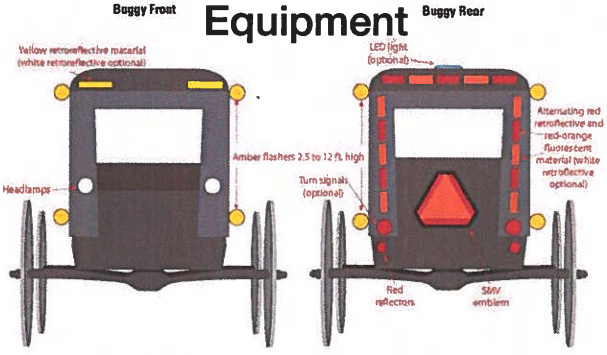


Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

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_____

_____

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

CR 114 SR 557 intersection is always risky with poor visibility and High speed traffic

Suggestions some how improve visibility regrade road or remove old building

CR 114 SR 39 intersection

~~TRAFFIC~~ Traffic is to heavy for horse drawn ~~vehicle~~ Vehicle in weekend Tourist Season and some late afternoons

Suggestions Traffic Lights

IT seems to get bussier every year

under pass for buggies

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

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Buggy Lanes and Widen Shoulders are very important

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

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Intersection on CR 114 & 557 SR. Should have some attention and barn on corner should be moved. Although intersection on CR 114 & SR 39 needs a traffic lite bad very bad. Very bad

D. Y.

My 17 year old got killed at that intersection

D. Y.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Concerning CR 114 - SR 557 Intersection, Very low visibility to the South when on 114. Usually 1-2 crashes per year.

SR 62 and SR 557 intersection takes some patience. A Turning lane would help a lot. We timed it a couple days ago + we waited 6 minutes before being able to turn left on SR 62 from 557. We were Blocking all traffic Behind us!

Thank You for working with us.

- Mark Yoder
2713 TR 181
Baltic OH 43804
330-897-1152

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

RUMBLE STRIP ON WHITE LINE?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

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speed of travel on 557 - curves and intersections
conserning - Buggy travel also Bikes

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

I think we to all work together in Sharing To Rd + Safty

My most concern on safty on the road in wayne + Holmes CO is the poor roads what do we need to do to improve the.

Thanks for all you do or can do to to have good + Safe Road

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Thank you for your effort on roadway safety

Vernon M Miller

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We have many Amish business shop/sawmills on Twp roads bring big ~~traffic~~ truck traffic

Twp Road too narrow for Safety passing?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Buggy Lane ~~from~~ on SR 557 from SR39 to Farmerstown

Widen T. Roads that are used by Semi's

OHIO DEPARTMENT OF TRANSPORTATION

es

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Have a buggy lane on 557 Very high traffic area Lots of big trucks, Have speed limit for battery operated bikes.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Riding a bicyle on 557 There no Room

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Have a Rails to Trails From CR 201 to Charm ??

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Twp Rd 106 & Twp Rd. 107 & Part of Twp Rd 110 Need to be widened out for Truck Traffic

Thanks

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We Need a buggy lane on CR. 407 North side of Road going down hill, so we can get off the main Road so we dont get hit From behind w/motorized vehicles. our Scholars got hit one time From behind w/car between T.R. 122 and TR. 130

We alsa Need a Traffic light on St. Rt 39 East of Berlin at TR 367 Intersection and 77 at Troyer Market

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

~~The village of Holmes~~

- The Holmes County Trail is a big asset to our family. We greatly appreciate it.
- It is not clear to me which side to drive a horse going south by depot.
- The village of Hornsville has had excessively rough road on west edge of town.
- Once I went through I saw a buggy with the axle broken off.
- Thank you for your efforts.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

When Resurfacing Buggy Lane only, This Creates an uneven Surface which is Dangerous for Bicycles

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Right now they are finishing 2nd layer asphalt on US 62 top of east Flick Hill.
~~It~~ right by our home - appreciate the baggy lane.

Note!
There are some washouts going up Flick Hill (west) on north side - if a horse would spook at sucha spot it could cause an accident.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We need to wear more safety gear when walking. Riding and Biking

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Wider Buggy Lanes on 241 are my biggest concern. It just is not wide enough

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

There are numerous intersections with business signs to close the the intersection. A buggy driver sits farther back than a motorized vehicle driver and some of these signs block visibility. A few intersections that I have in mind are (CR 114 SR 643) (CR 114 SR 39) (SR 643 SR 93)

Many ~~tourists~~ tourists don't think of the fact the a horse drawn vehicle is powered by an animal with its own free mind. It can be very difficult to avoid stracking vehicles when asking a horse to stand for long at intersection. With a car parked 6' to 8' ~~behind~~ behind the buggy.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

BUGGY LANES WAS A GREAT IDEA

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Consider using chip + seal in buggy lanes for better wear

Widen buggy lane on St. Rt. 241

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Needs signs at intersections that bicycles need to stop before turning right. Recently a bike was traveling south on SR 515, coming to the intersection on SR 39, he might a right turn staying in the buggy lane but moving at a good speed. A vehicle travelling west on SR 39 had a green light but swerved in the eastbound lane not knowing what the biker had in mind. Nothing happened ~~but~~ as no one was in the eastbound lane.

Thanks for your consideration in the safety of the community.

~~Both~~ We want to do our share as well

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

A lot of our roads are on the narrow side with all the big truck traffic, log trucks etc. passing buggies and bicycles. Also a lot of vehicles pass at very unsafe places uphill around curves etc.

Buggy lanes seem to work quite well, but usually other traffic seems to pick up speed with the clear road.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

The Intersection where C.R. 114 crosses S.R. 557 is very Dangerous, There Are Accidents there quite often

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We really appreciate all you (have done +) do to keep our roads in good condition so we can safely travel in harmony with the faster moving vehicles (cars + trucks).

And thank you being willing to listen to our safety concerns for buggies, bicycles + walking!

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

I walk to work acrossed the street So my regular Travel sheets don't look like we travel much. We do, but its we may not drive The same roads every week. we go to a lot of different places I Think our reflective tape SMV. sign & plenty of Lighting is ~~good~~ Very important we really appreciate your help with buggy Lanes. I Think its important to keep them maintained so They are fit to use. They do a great Job on CR 77.

We really appreciate your help & concern Thanks

Joe Bontrager

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

My concern is why do our roadways not get resurfaced when needed. We have a lot of Buggy traffic and truck traffic in our area which is contributing to the problem. How do we address the problem?

Q A notice when traveling outside of our area the roads are in much better condition. What are the criteria for a road to be redone? To notice roadways outside of your being redone before necessary. Roads with low traffic.

Ben Miller 330-275-8039
Mt Hope

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Mount Hope, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

add buggy lanes SR – CR
more - more - more
its a win win for all.

add another .5% county sales tax
add a 5% sellers tax on parcelled farms
farmland.

David Yoder
7965 SR 241
Mbg O 44654
330-674-2616
davidyoder63@yahoo.com

OHIO DEPARTMENT OF TRANSPORTATION

Date: July 9, 2019

From: Milo & Kathryn Miller

To: ODOT

Subject: Amish Community Input

We live outside Walnut Creek on Rt. 515 (5034 SR 515). The road from Rt. 515 in Walnut Creek to Rt. 62 in the Winesburg area has become a dangerous road. It has become heavily traveled, especially with semi trucks using Rt. 515 to avoid the traffic on Rts. 39/62 in Berlin.

We have a problem seeing to pull out of our driveway. Because there is a bank, we cannot see down to the curve. By the time we look both ways and then pull out, there could easily be a fast traveling car, truck, or even a motorized bicycle.

There is a steep hill on Rt. 515 going into Walnut Creek. We often observe buggies traveling up that hill and behind them is a train of cars and trucks.

We would appreciate your consideration in making this road safer before there is a traffic tragedy.

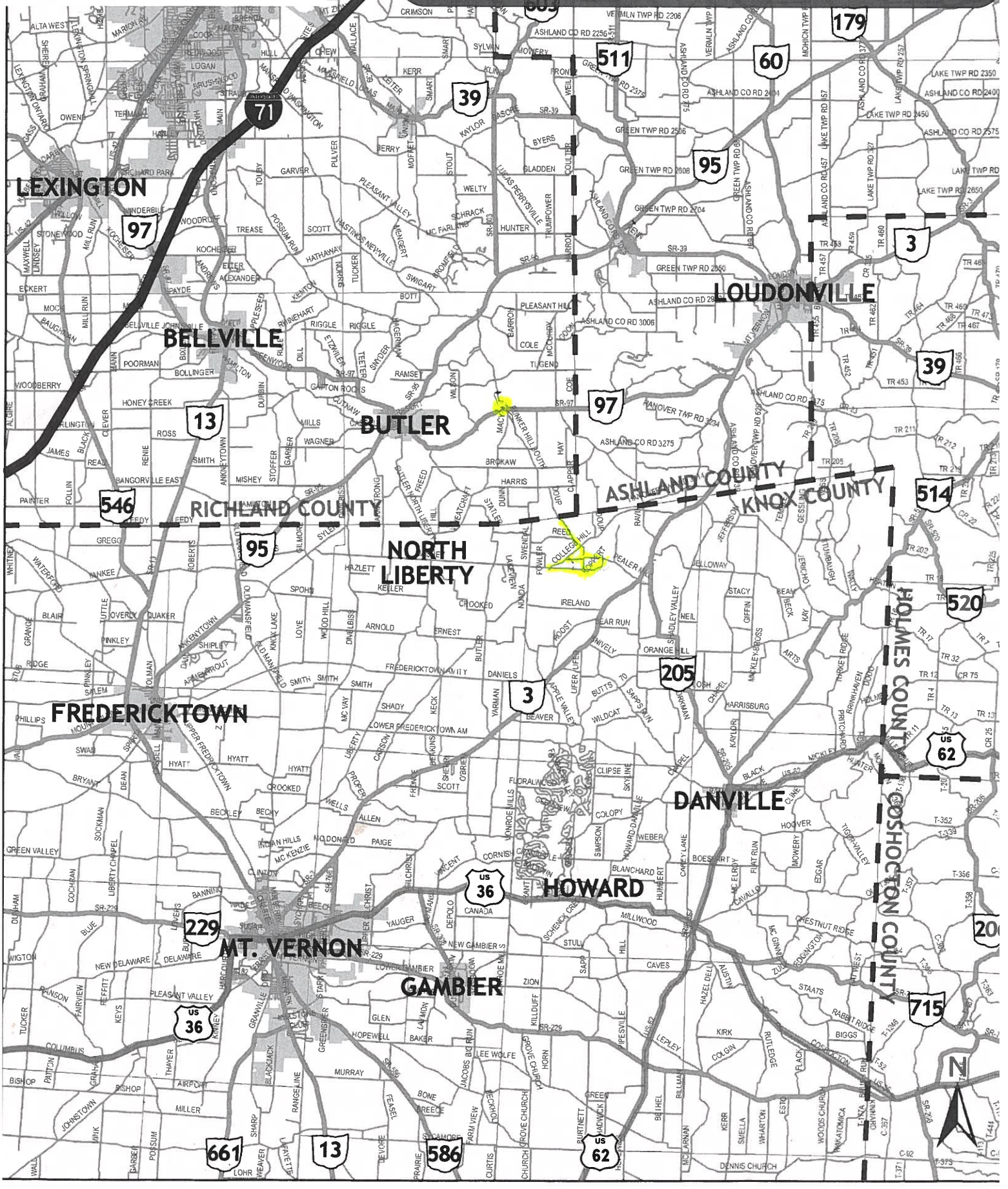
Knox County Meeting Results

July 10th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:



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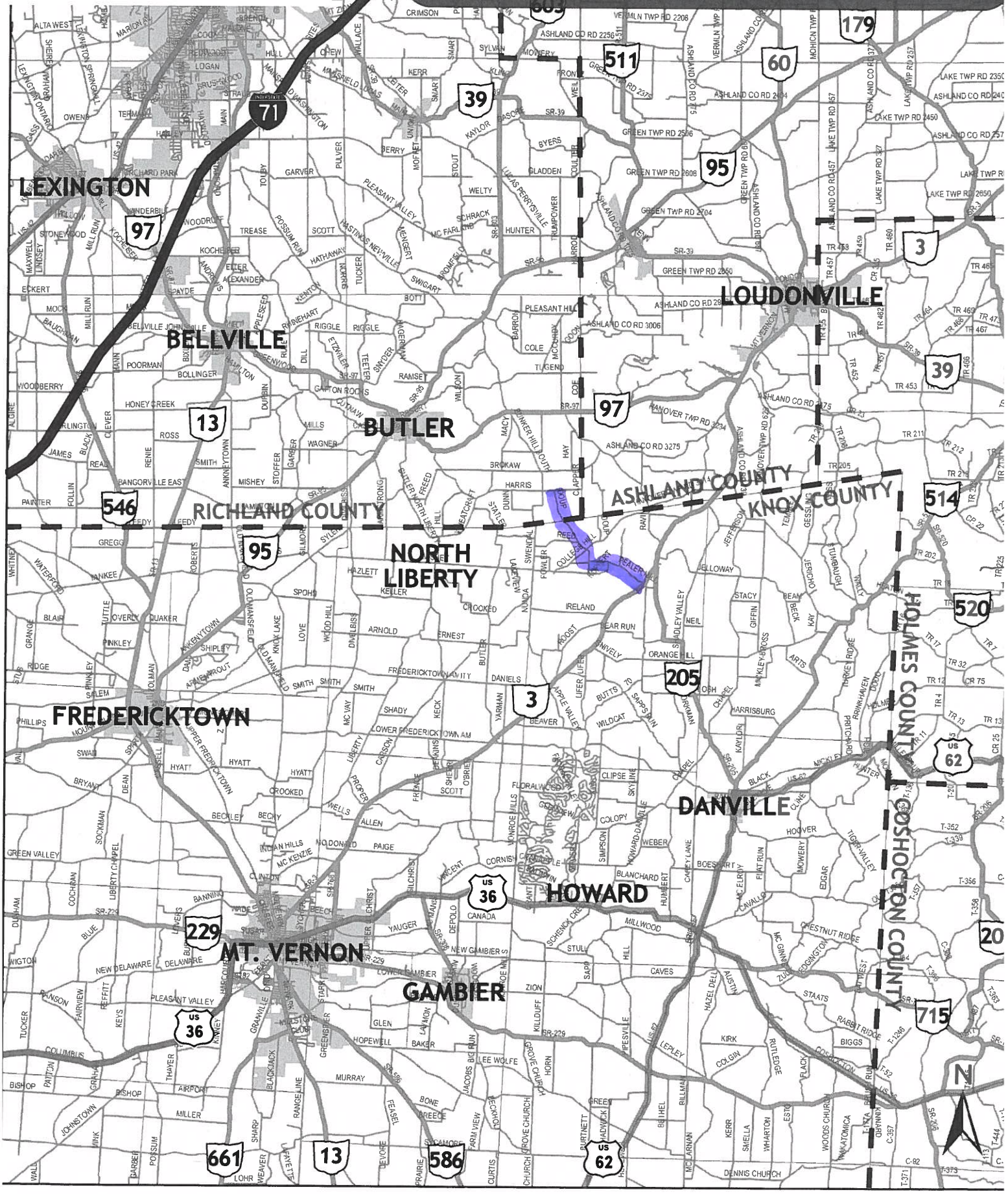

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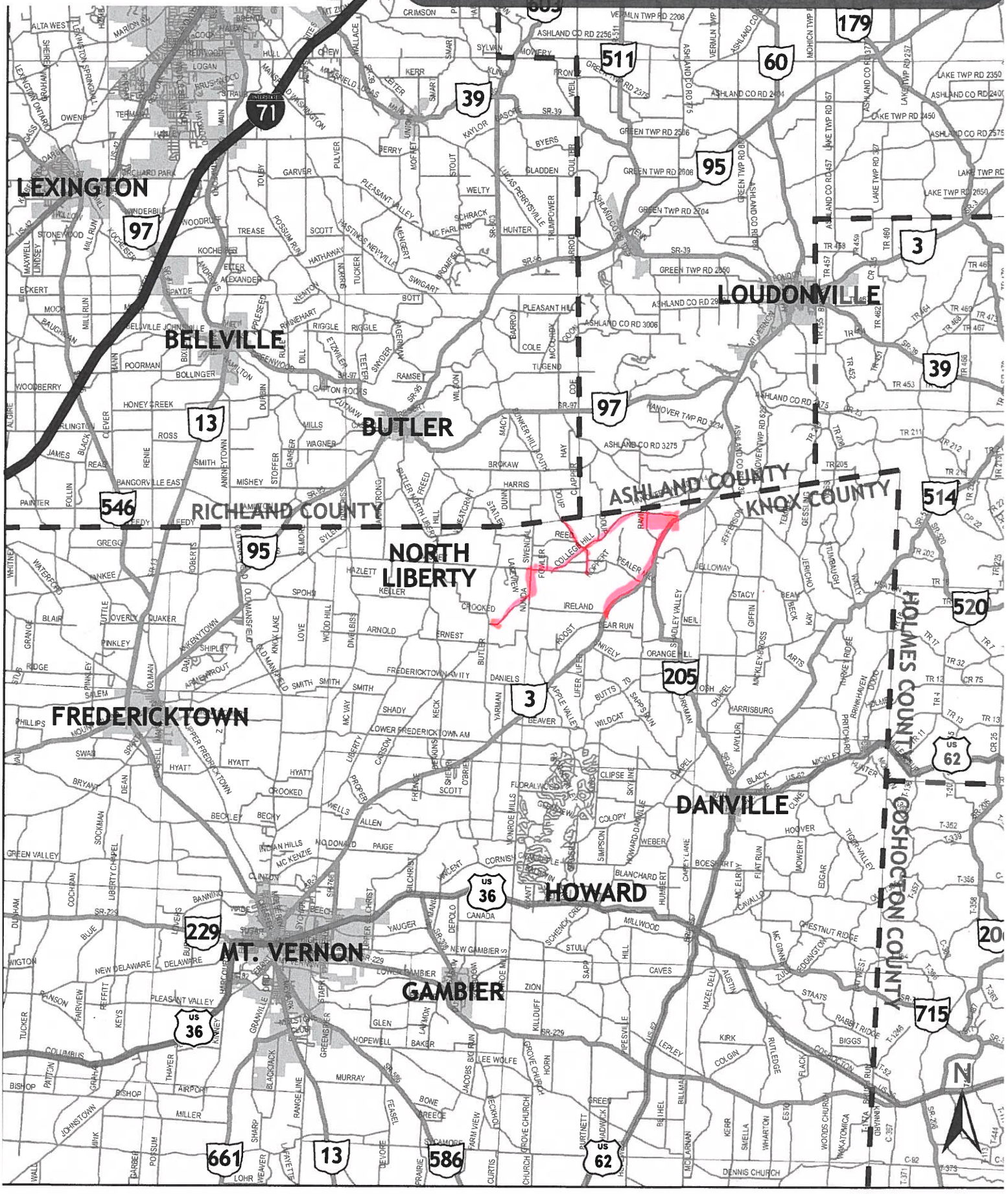

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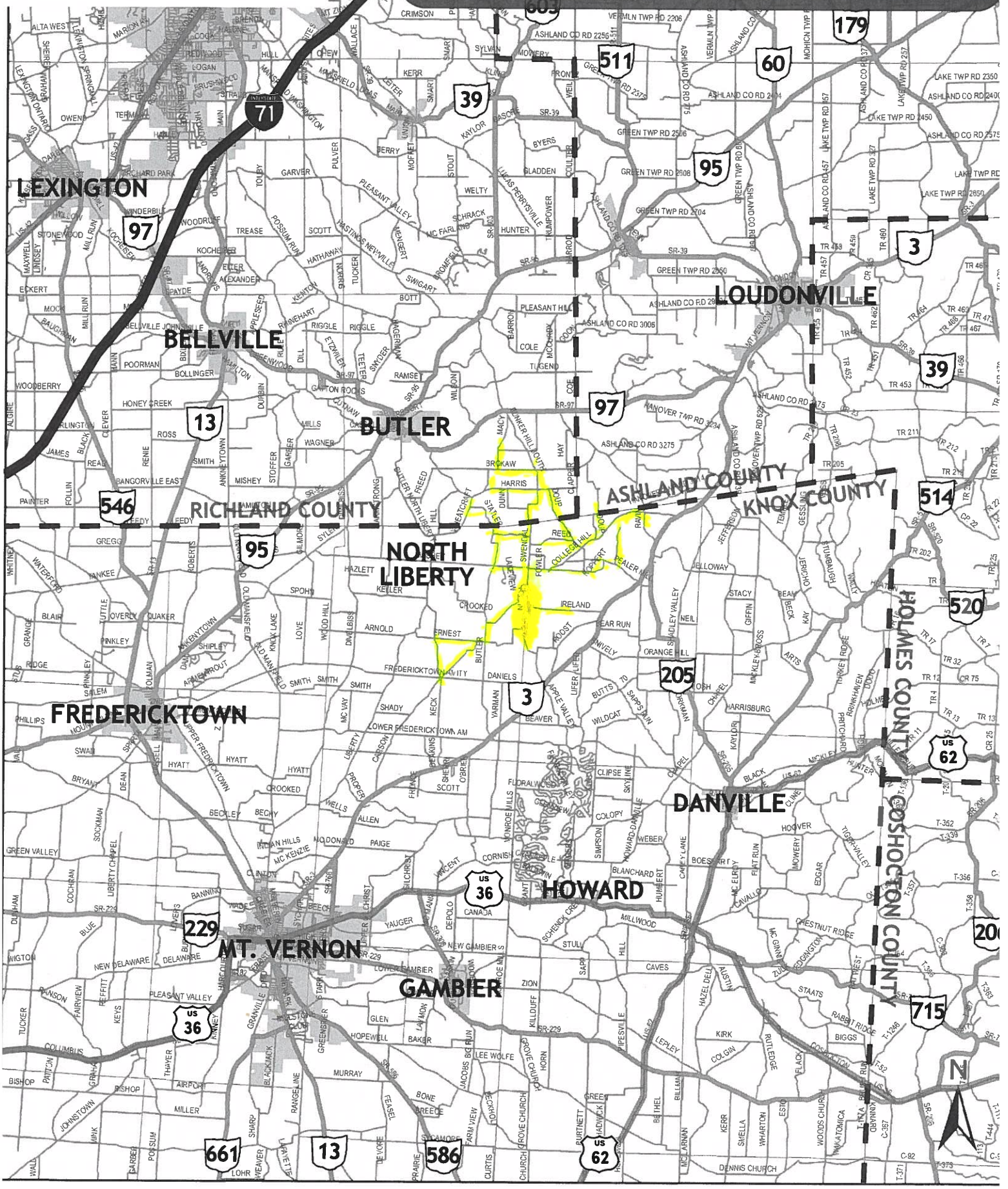

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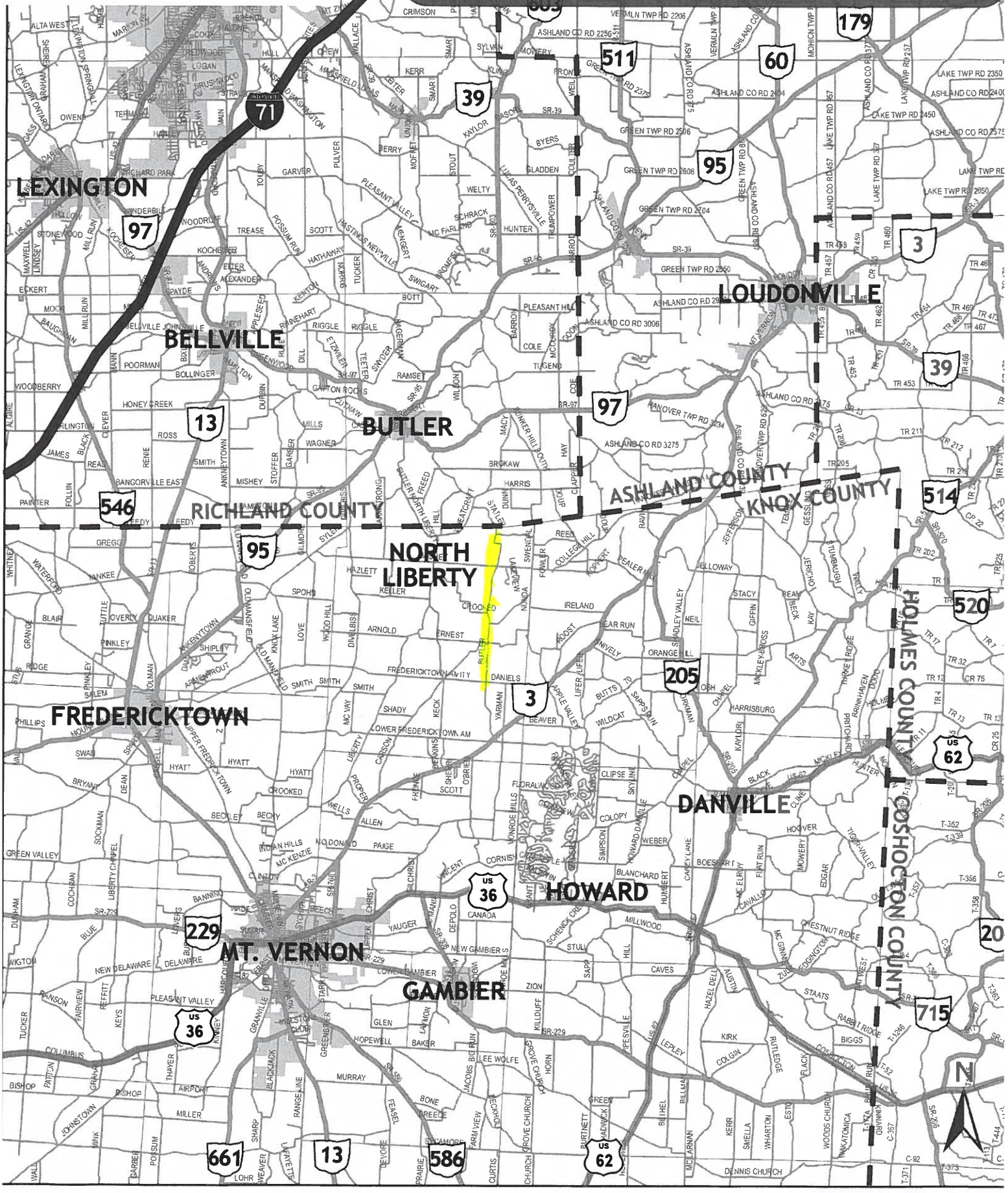

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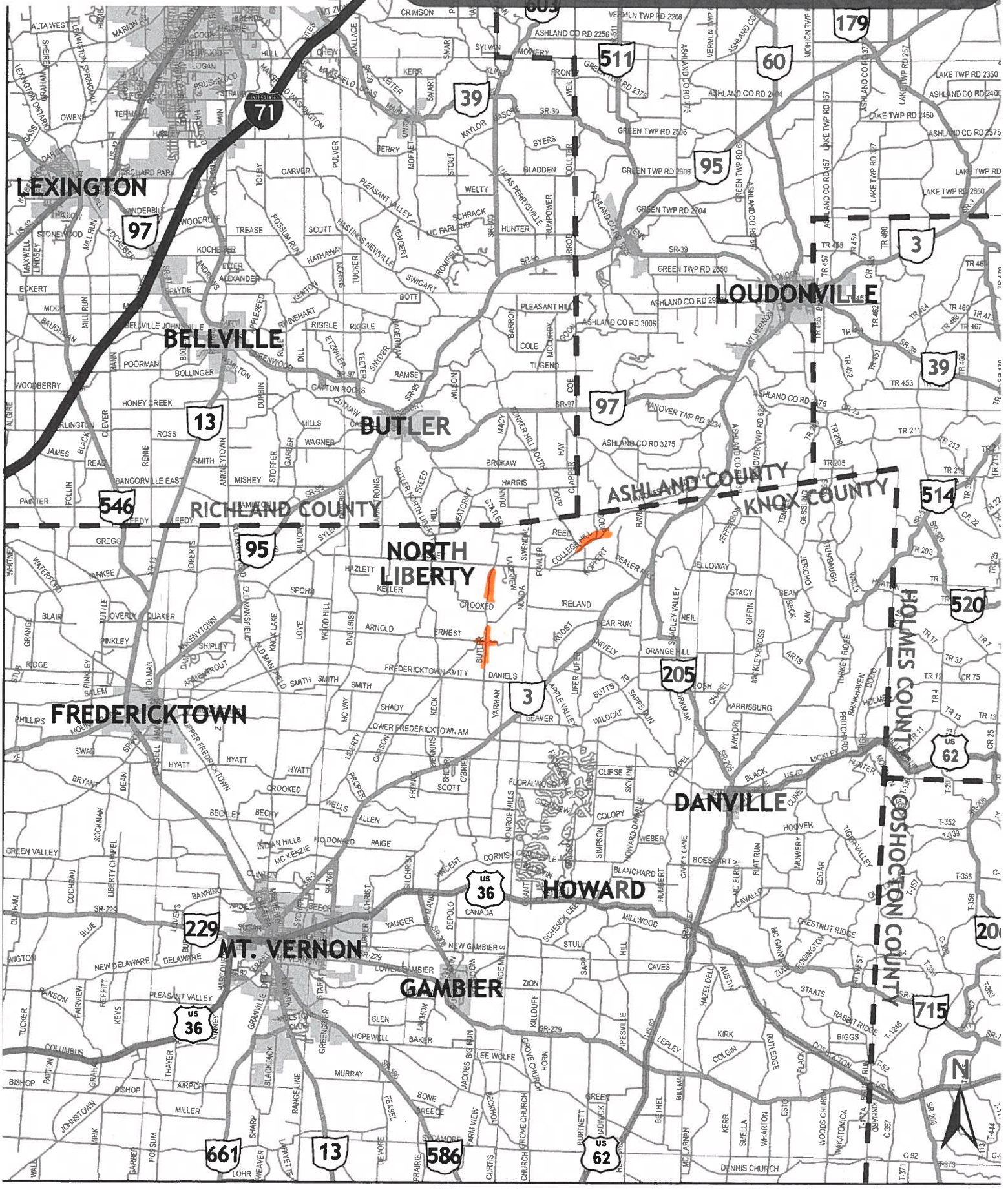

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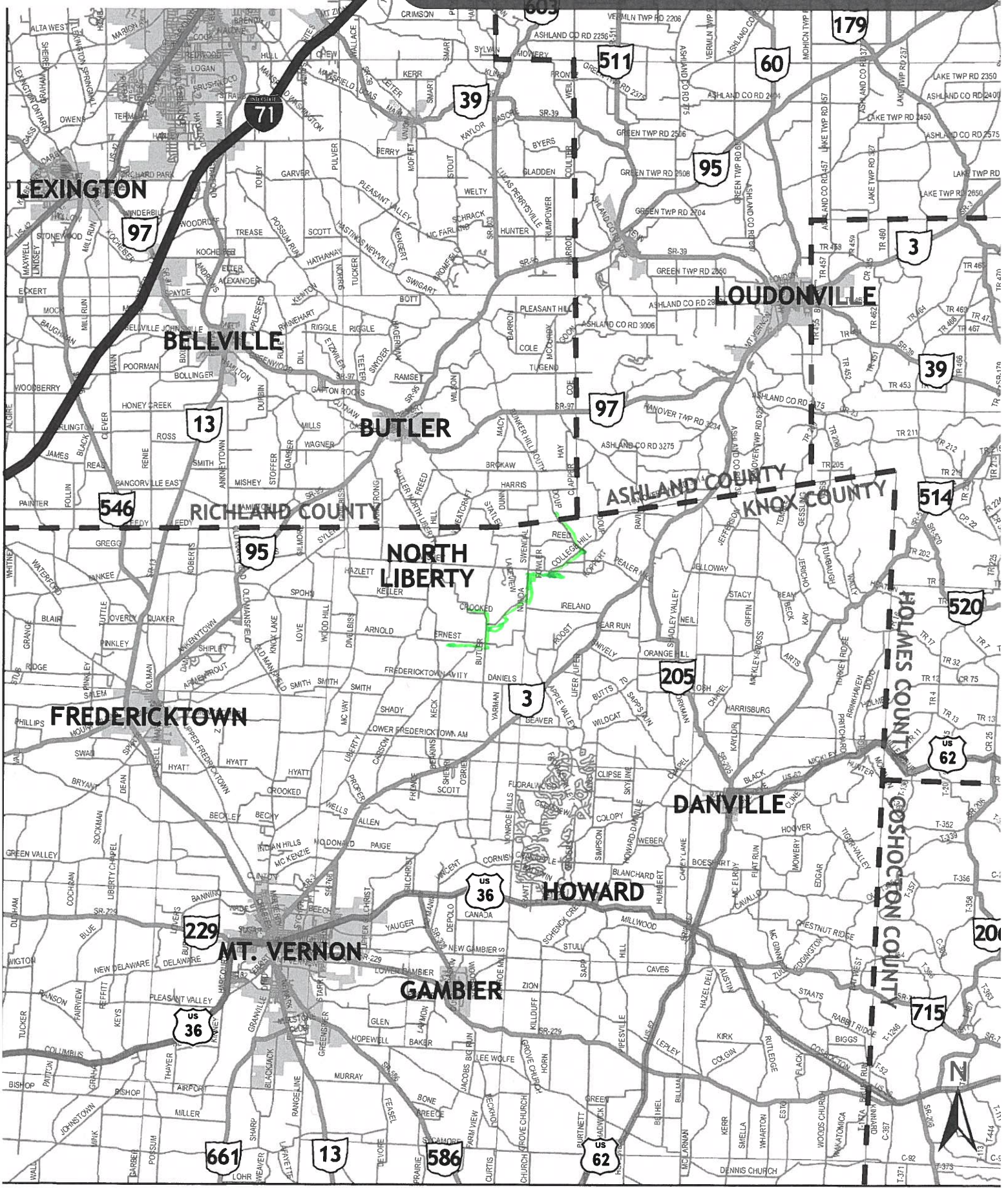

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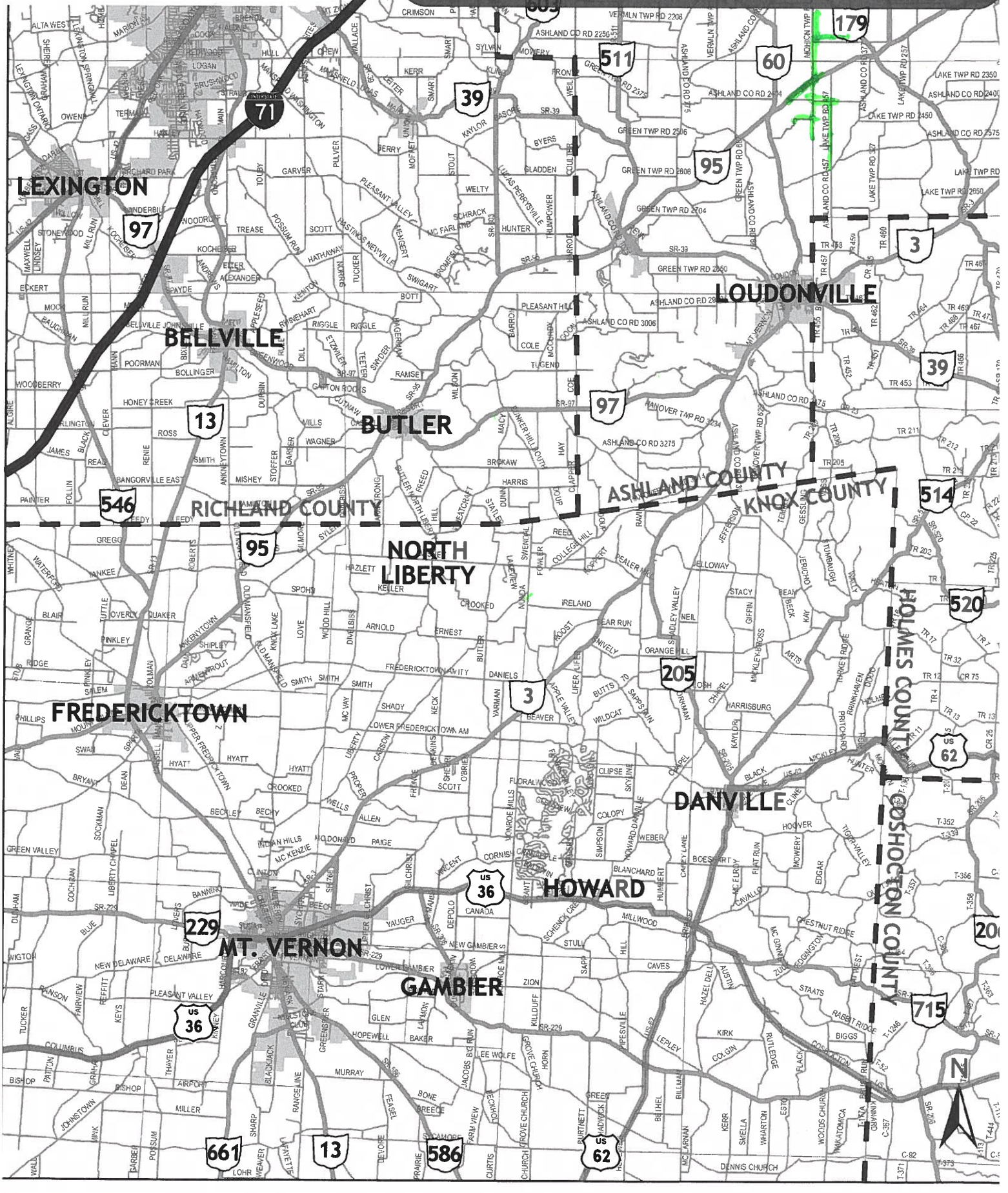

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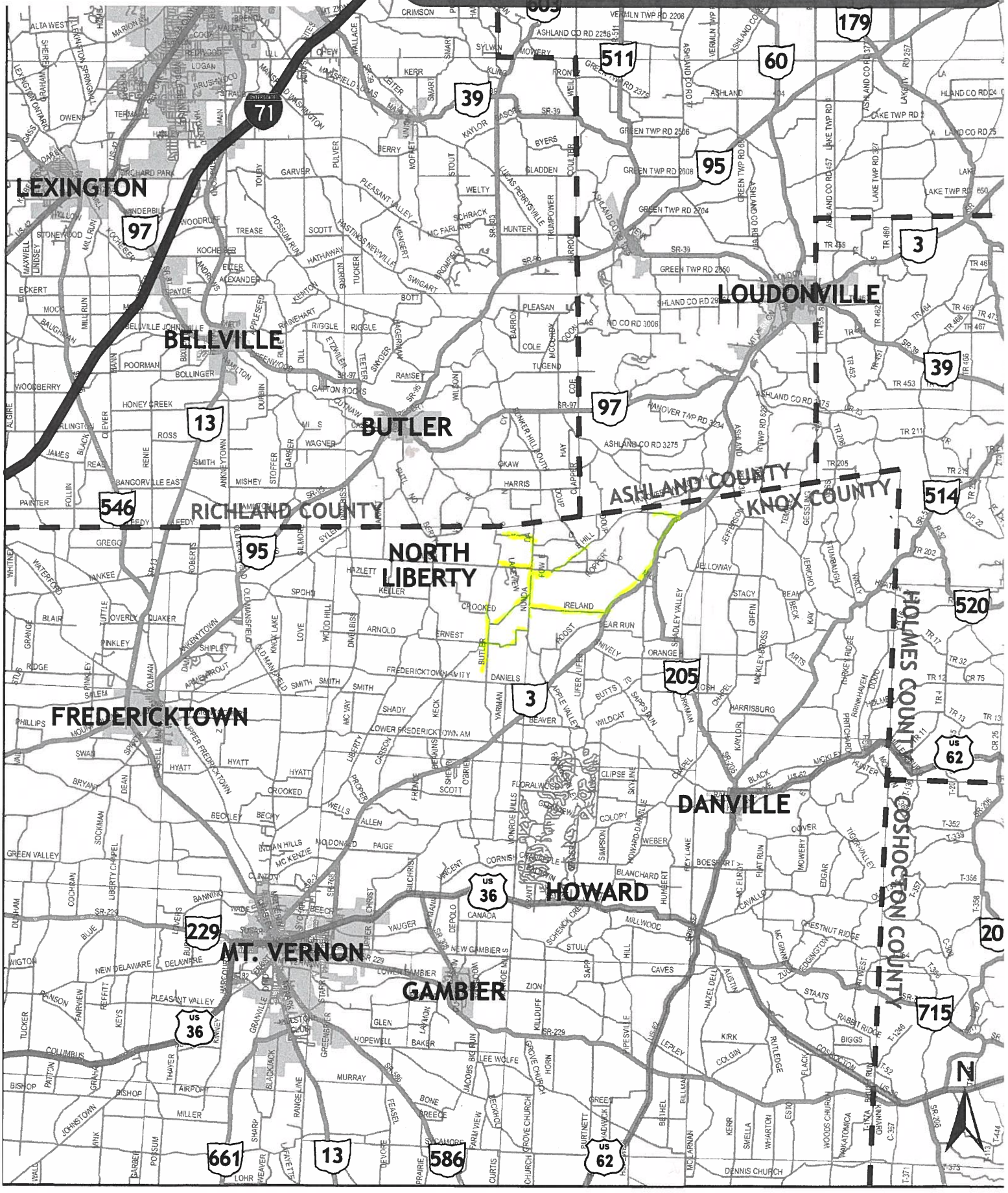

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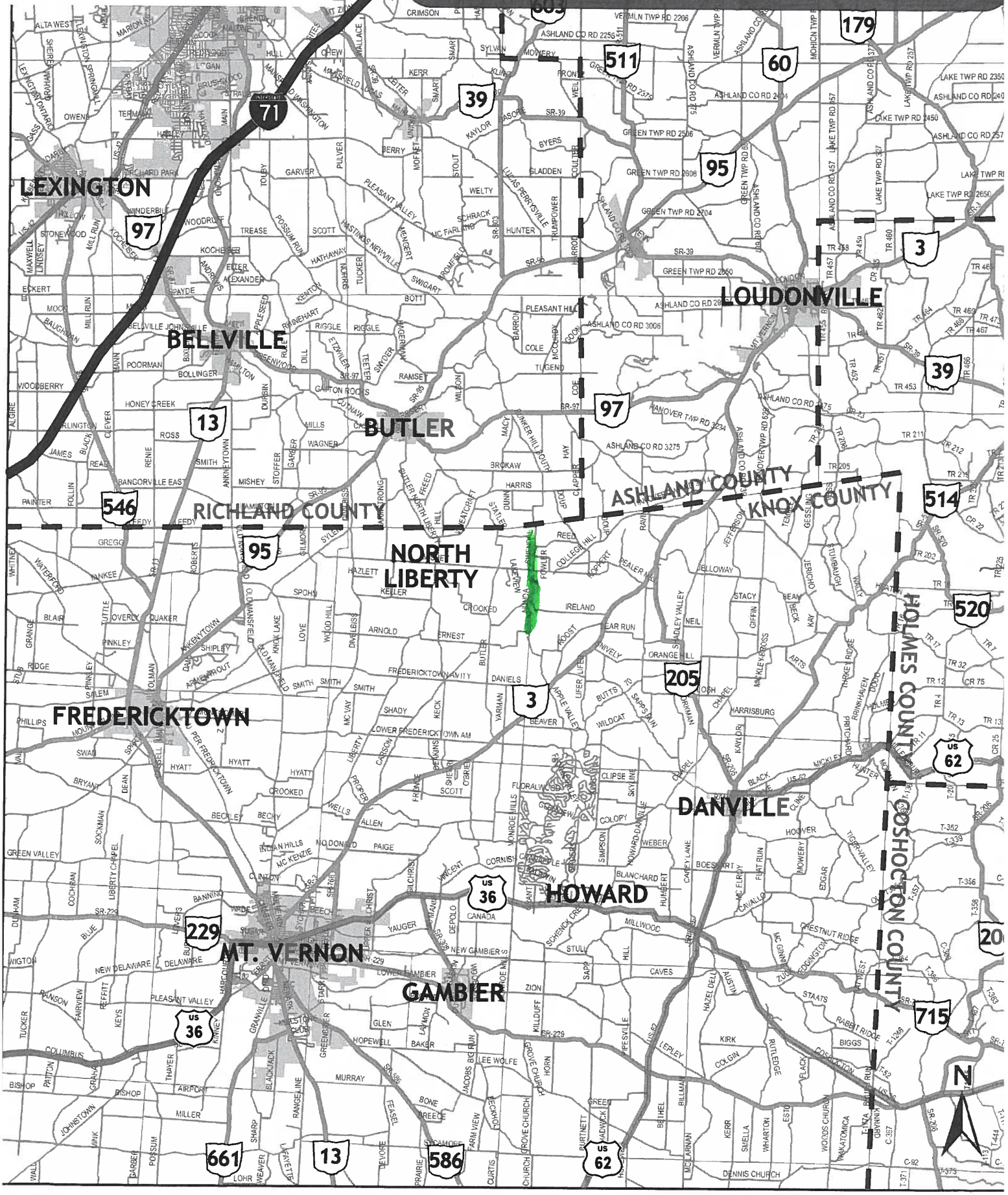

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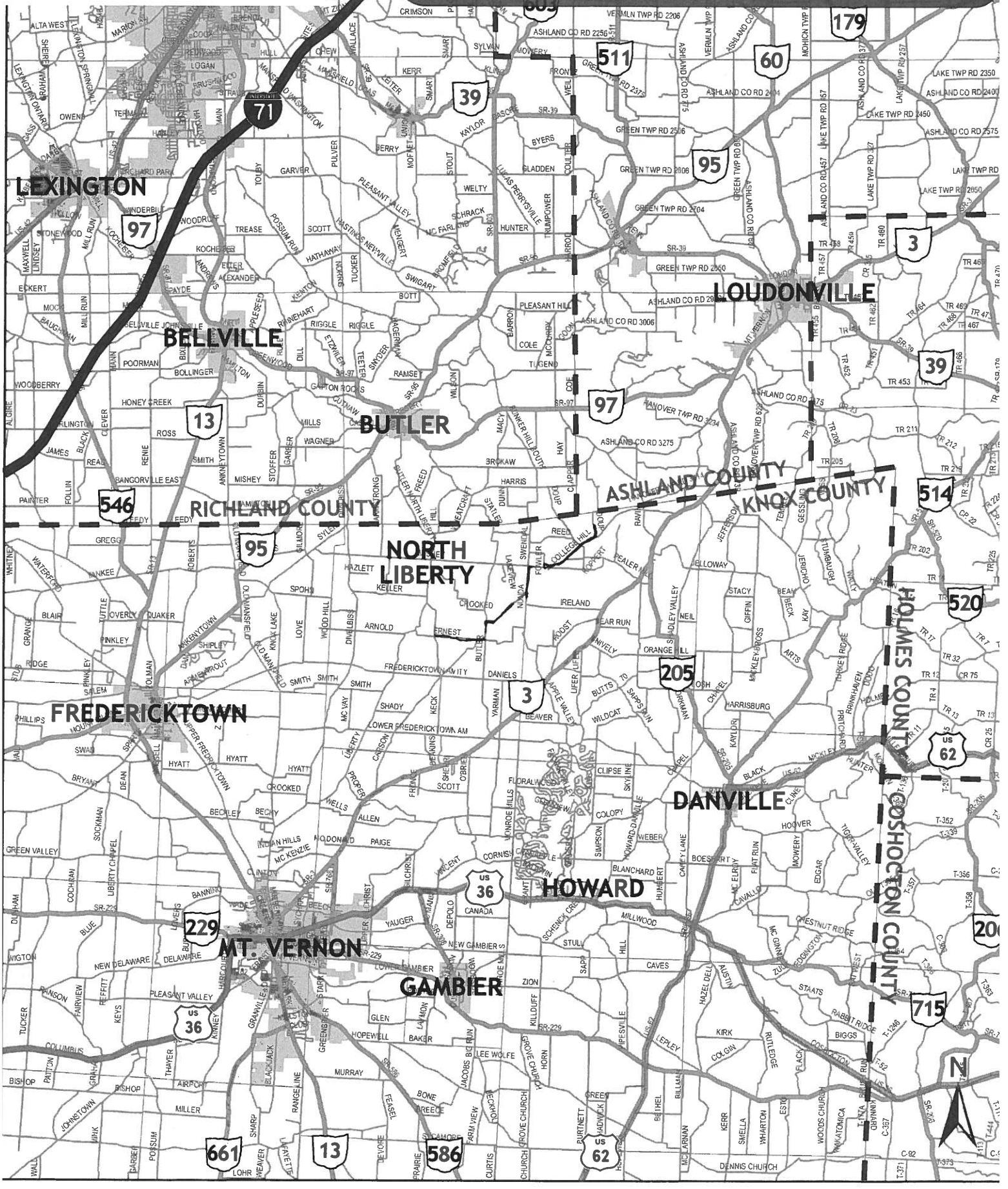

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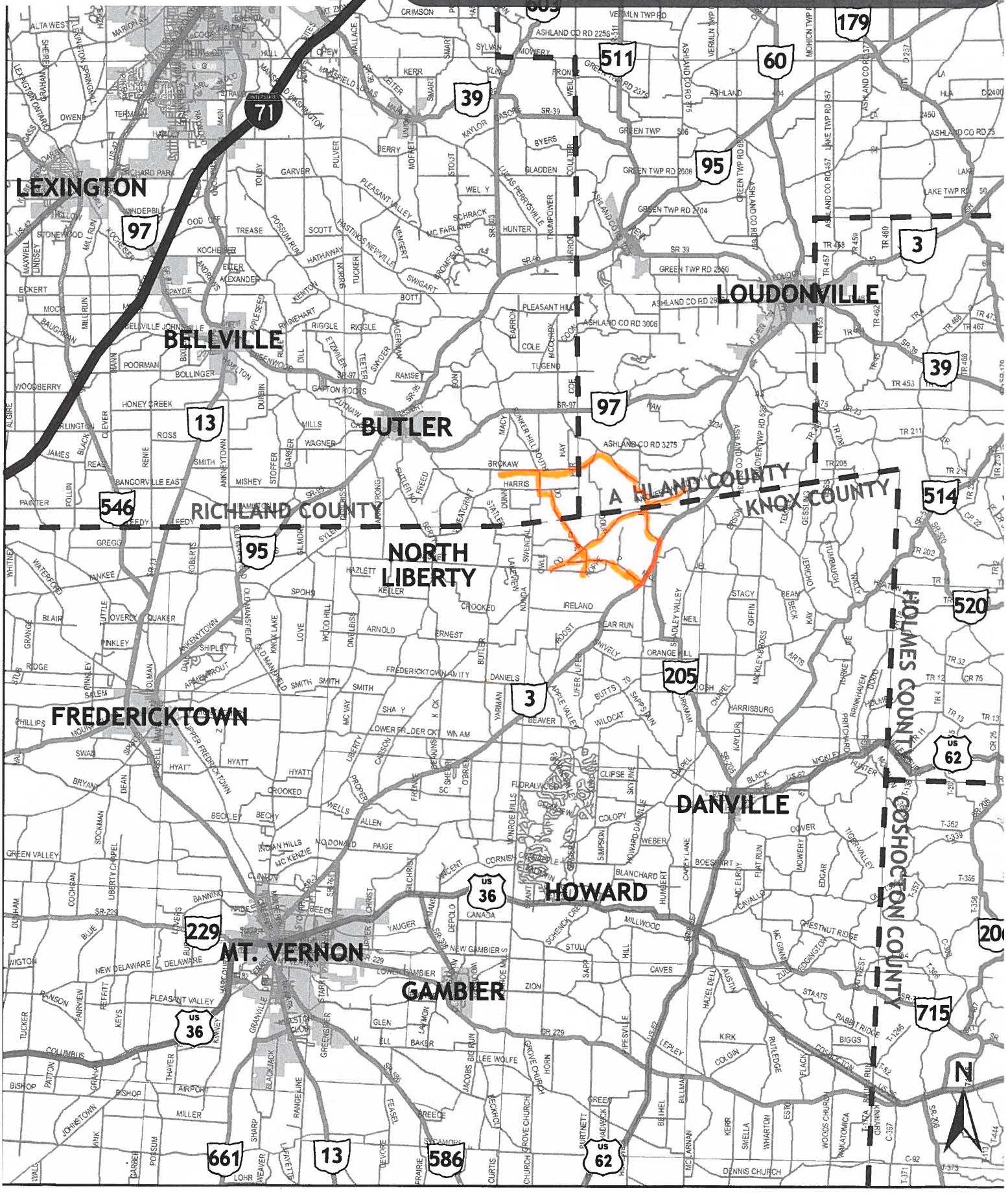

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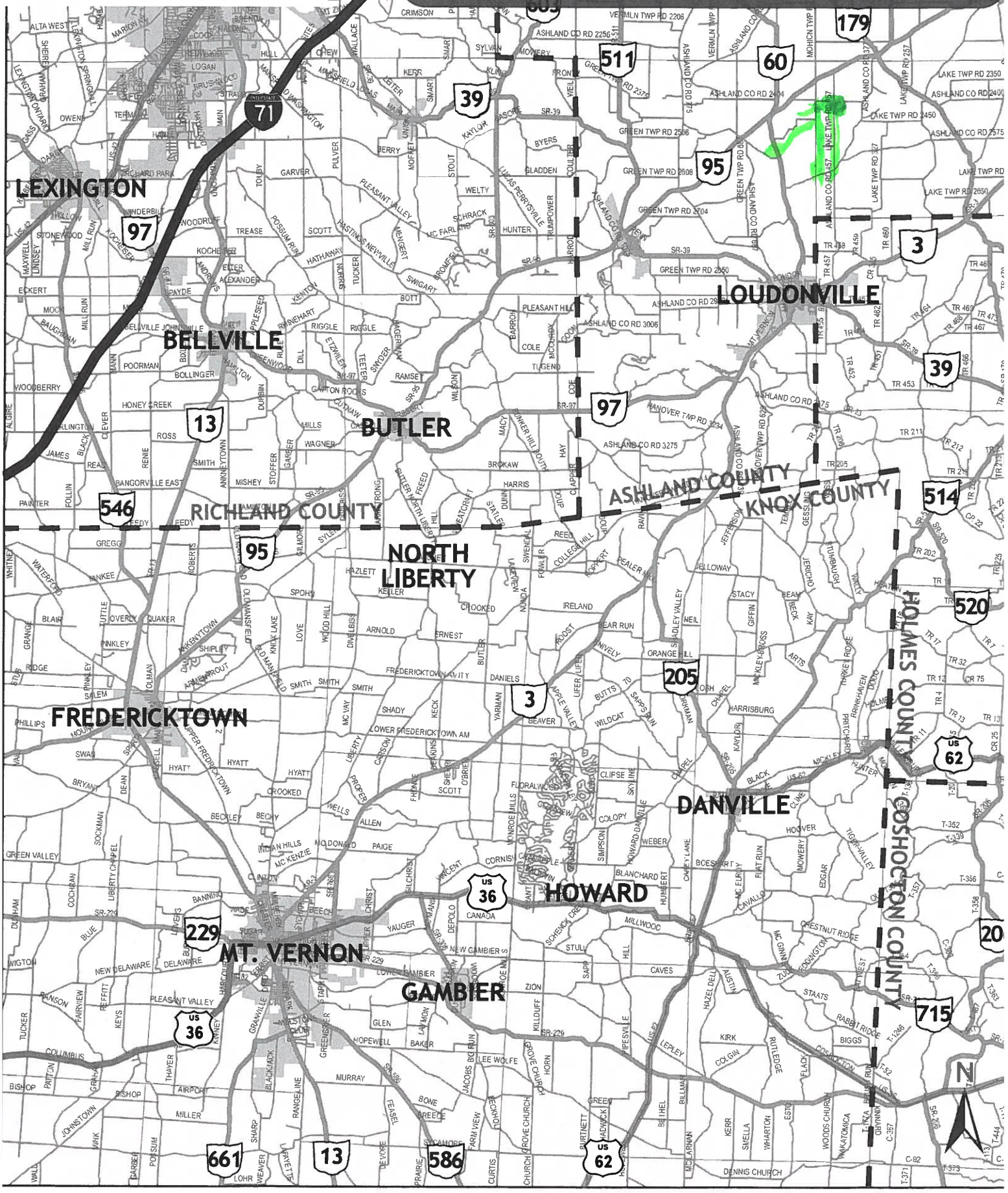

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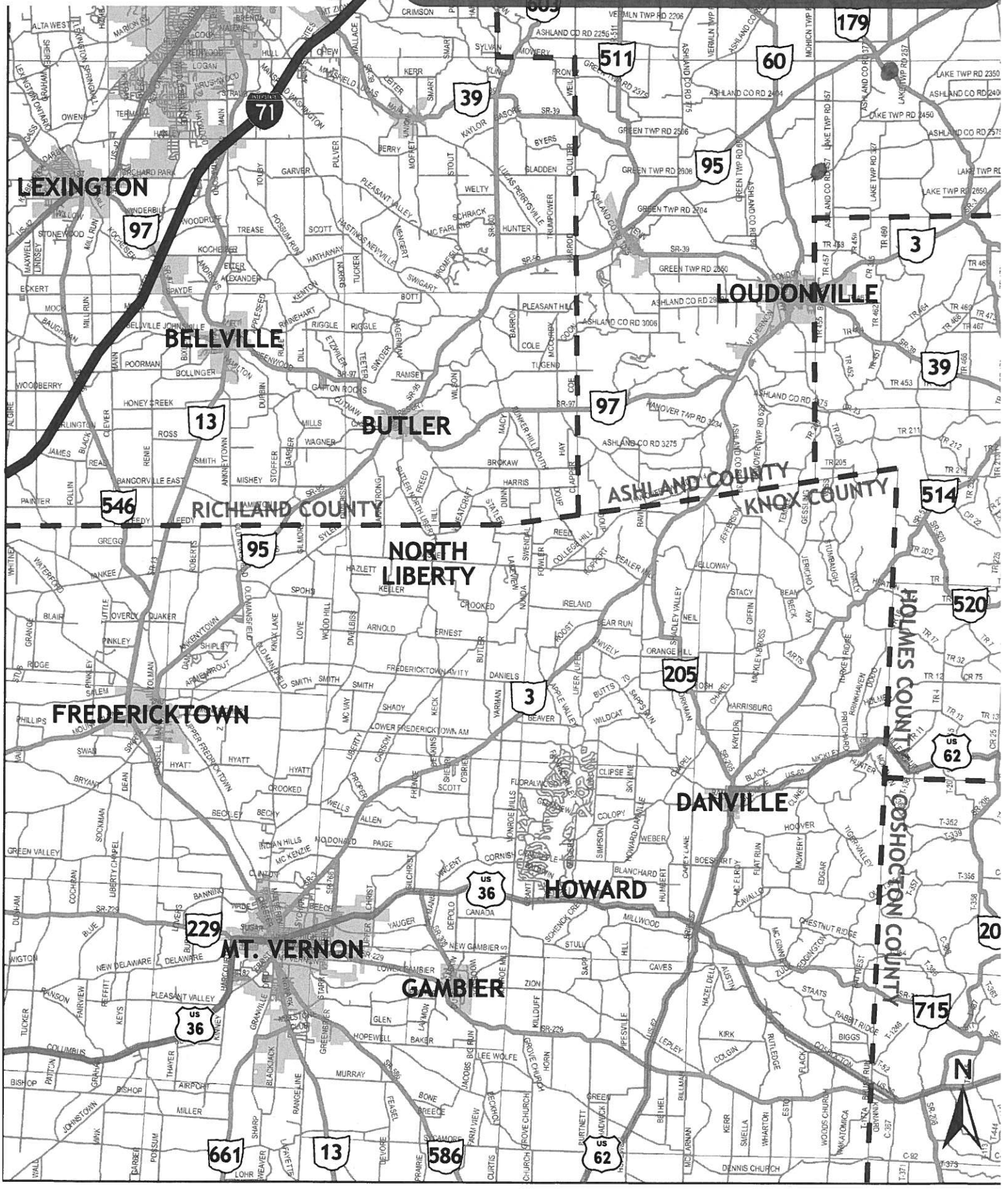

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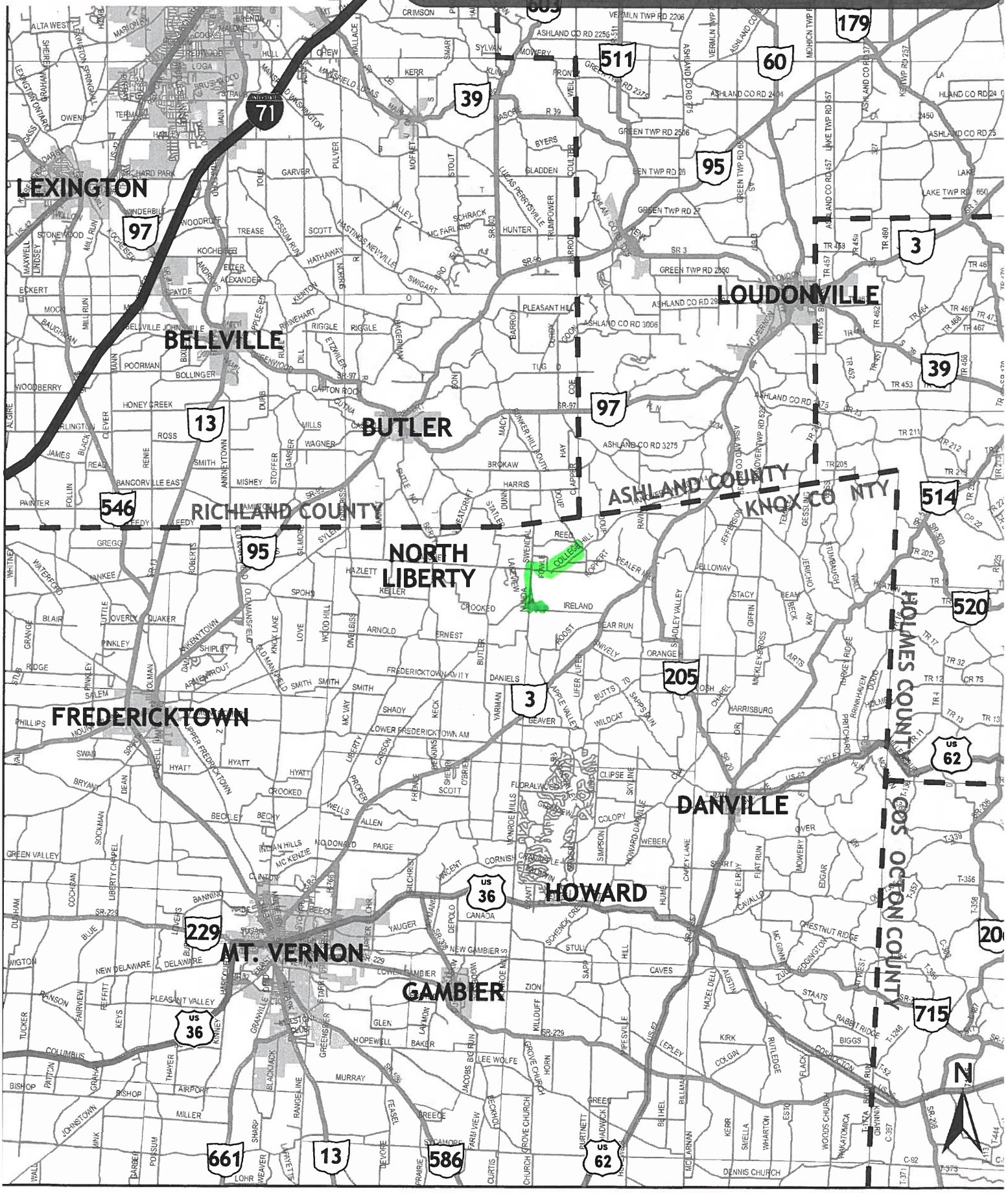

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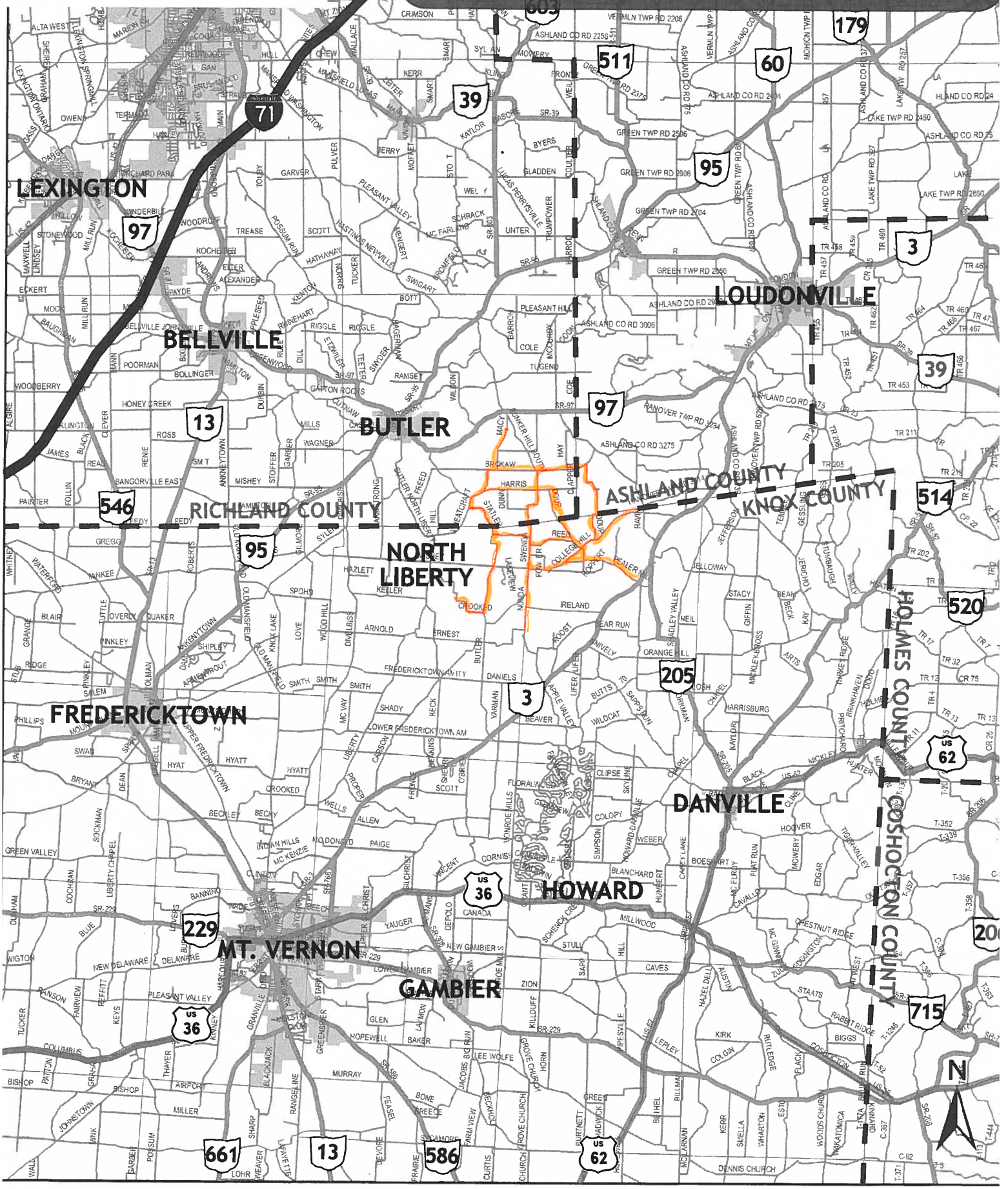

Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

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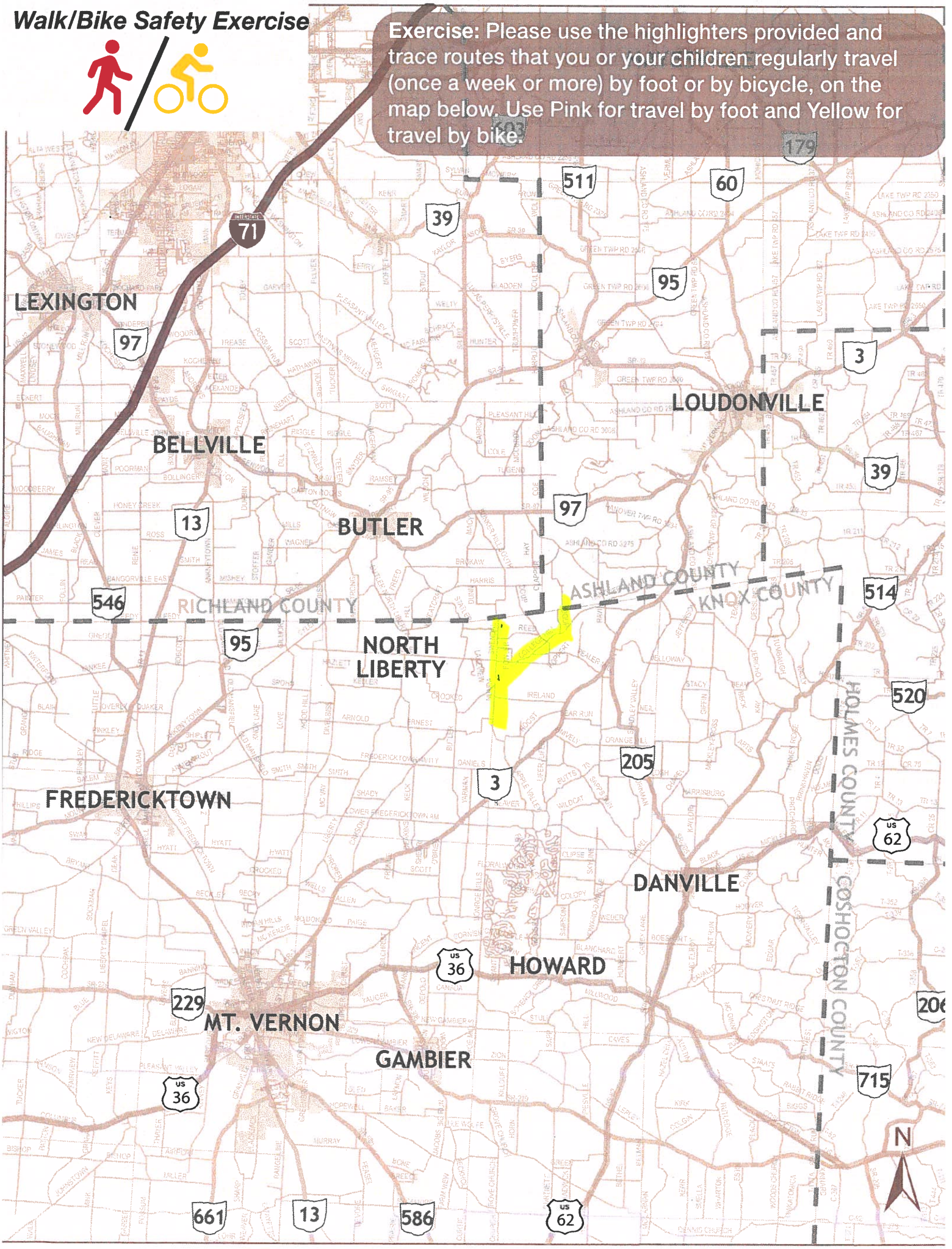

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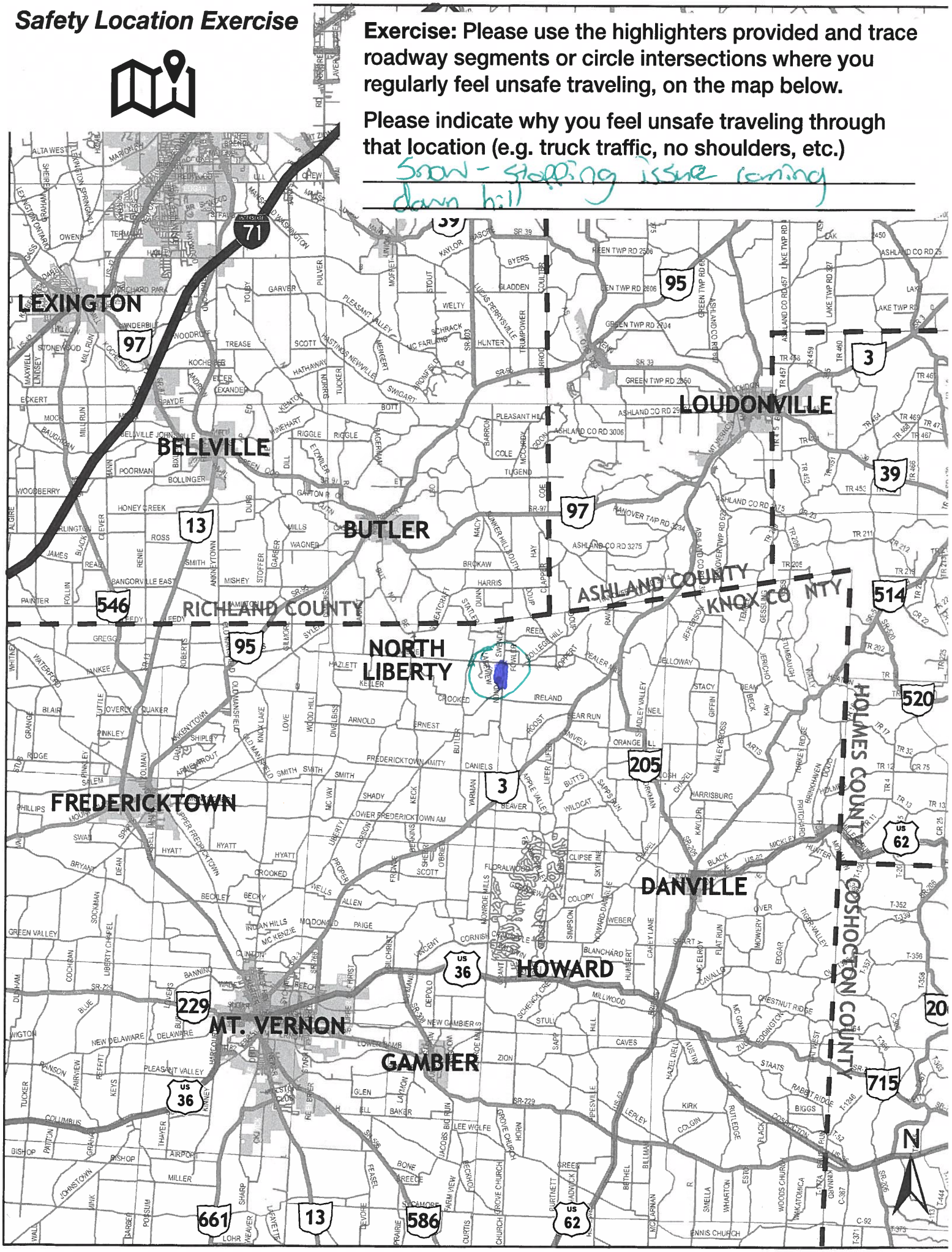
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Snow - stopping issue coming down hill



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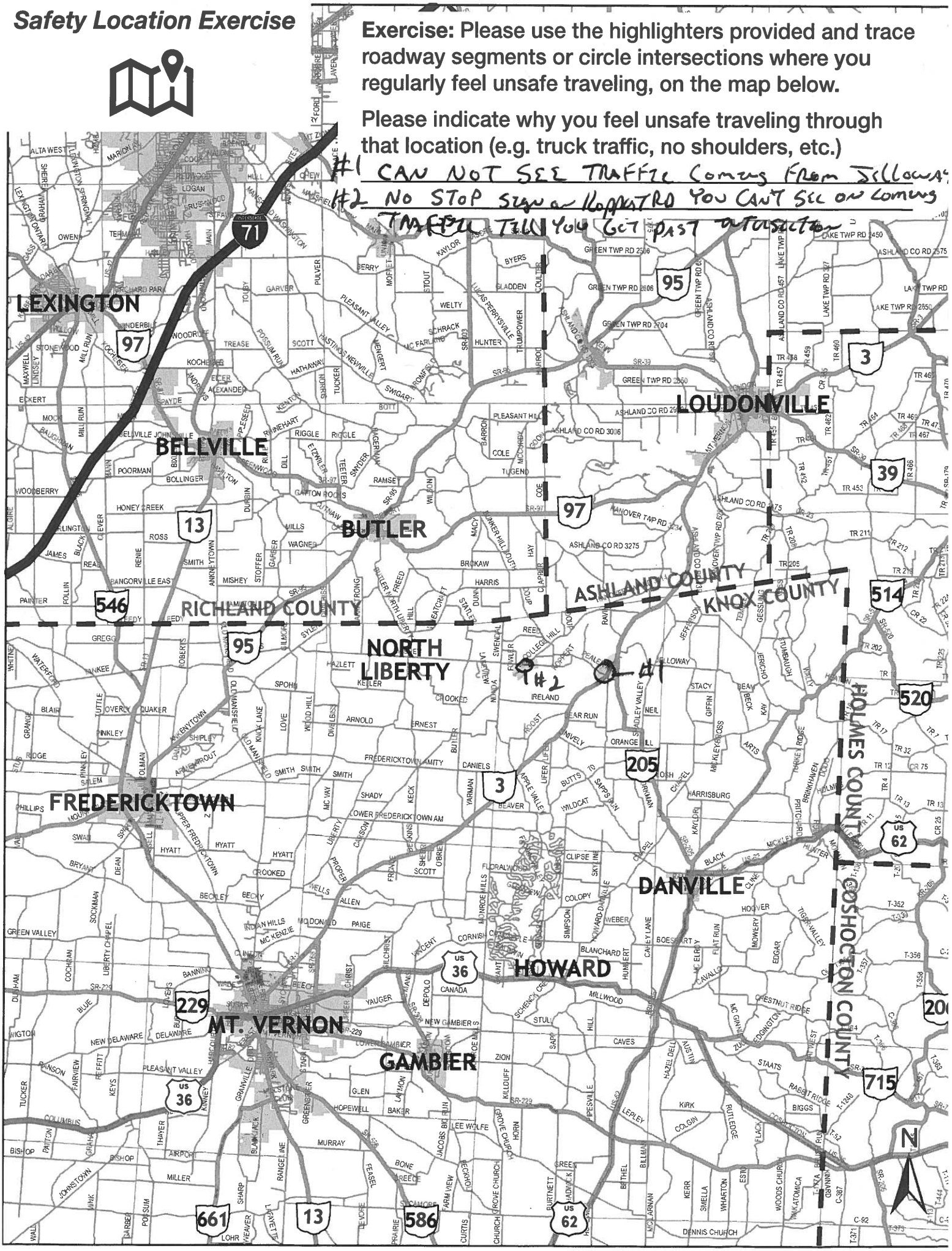
#1 CAN NOT SEE TRAFFIC COMING FROM JELLOWAY

#2 NO STOP SIGN ON KOPPAT RD YOU CAN'T SEE ON COMING TRAFFIC TILL YOU GET PAST INTERSECTION



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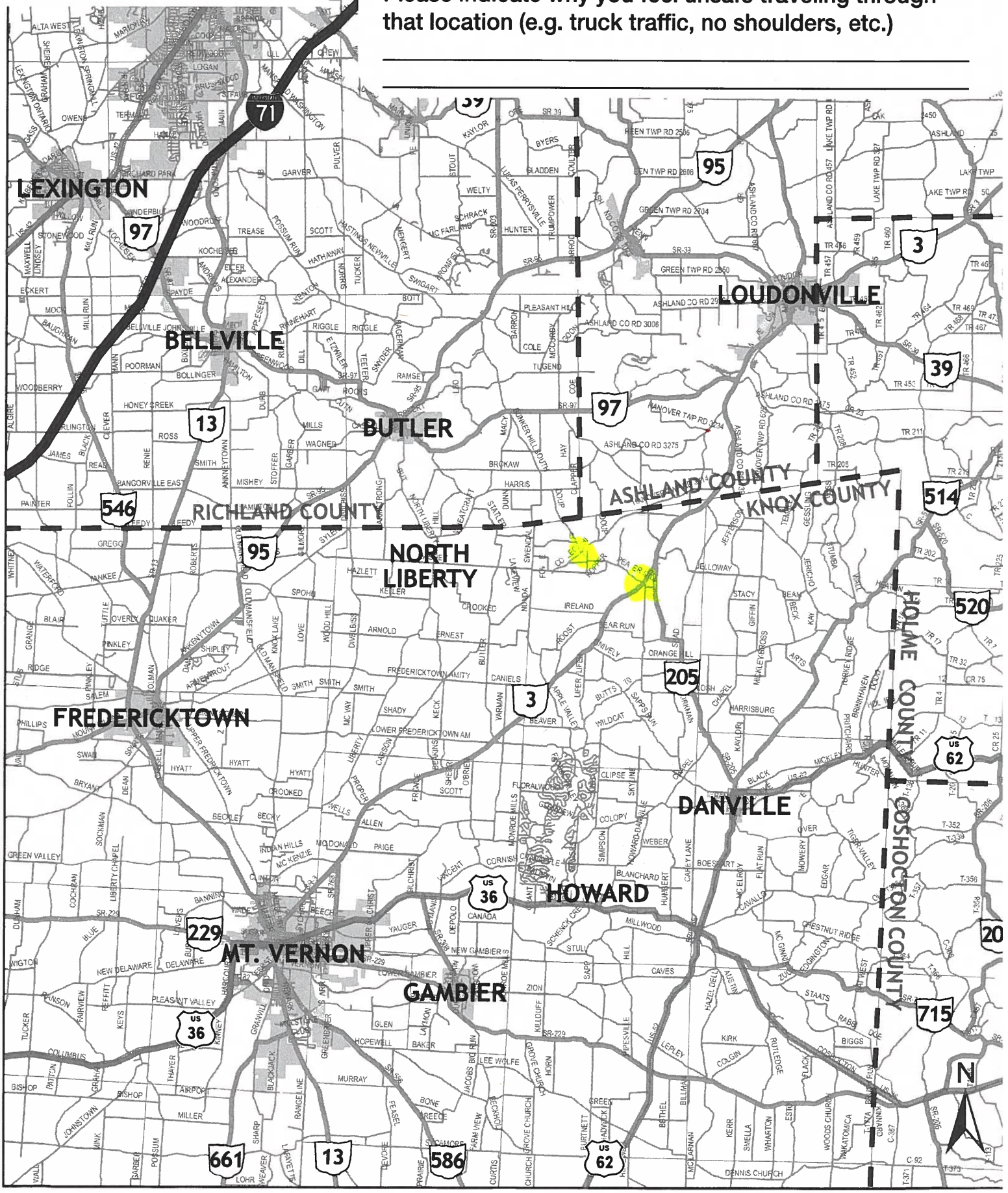
_____

_____

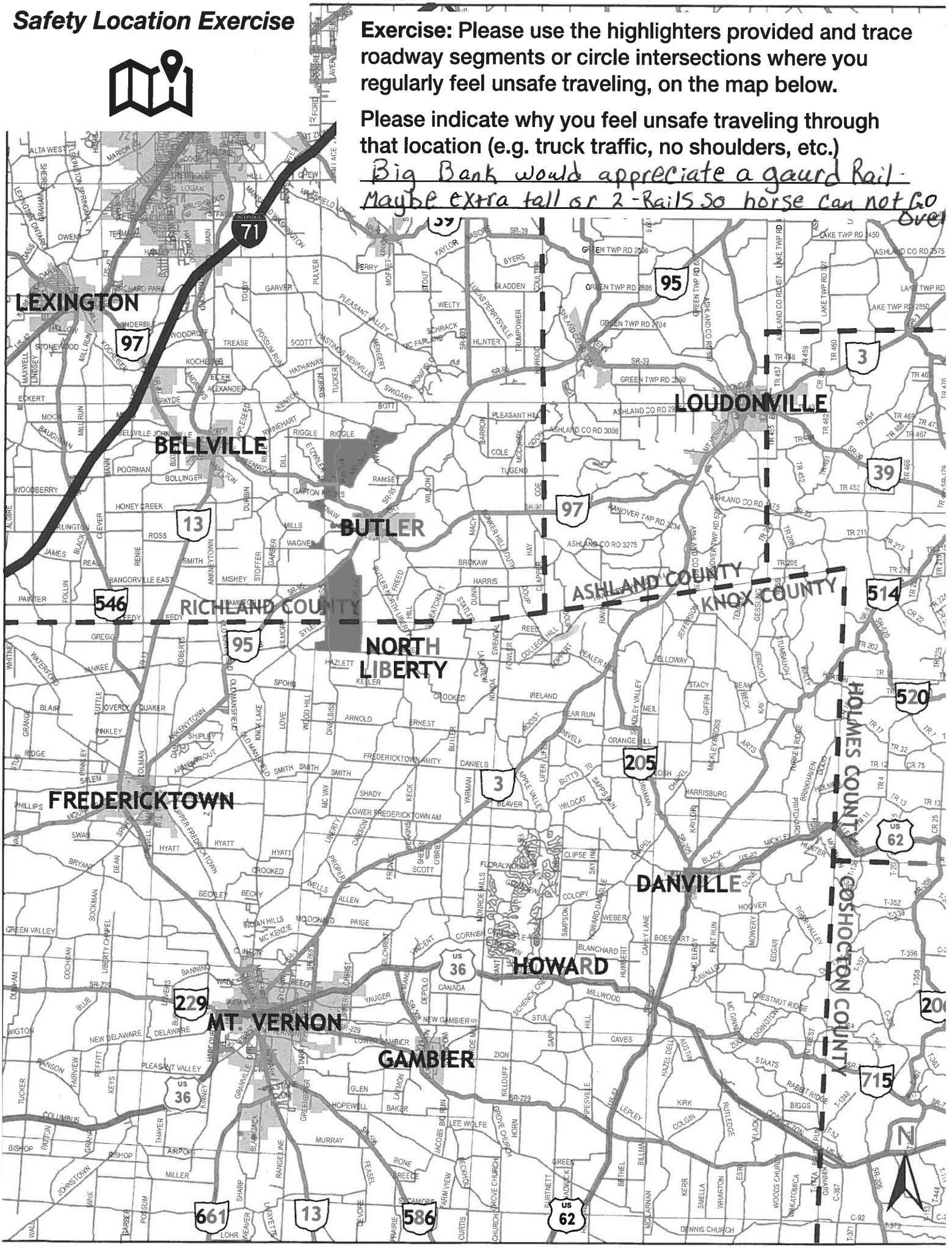


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Big Bank would appreciate a gaurd Rail - Maybe extra tall or 2-Rails so horse can not Go over



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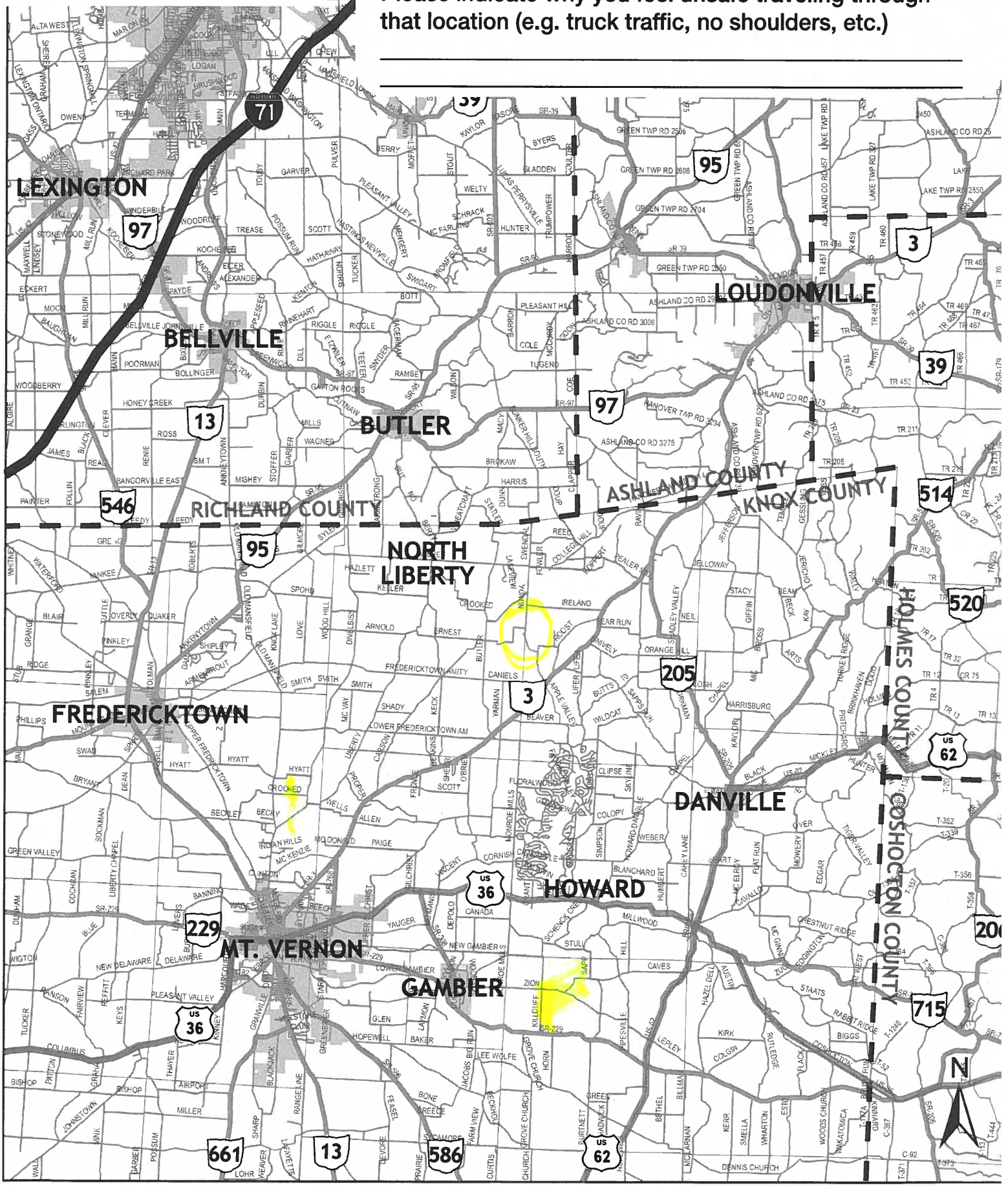

Safety Location Exercise

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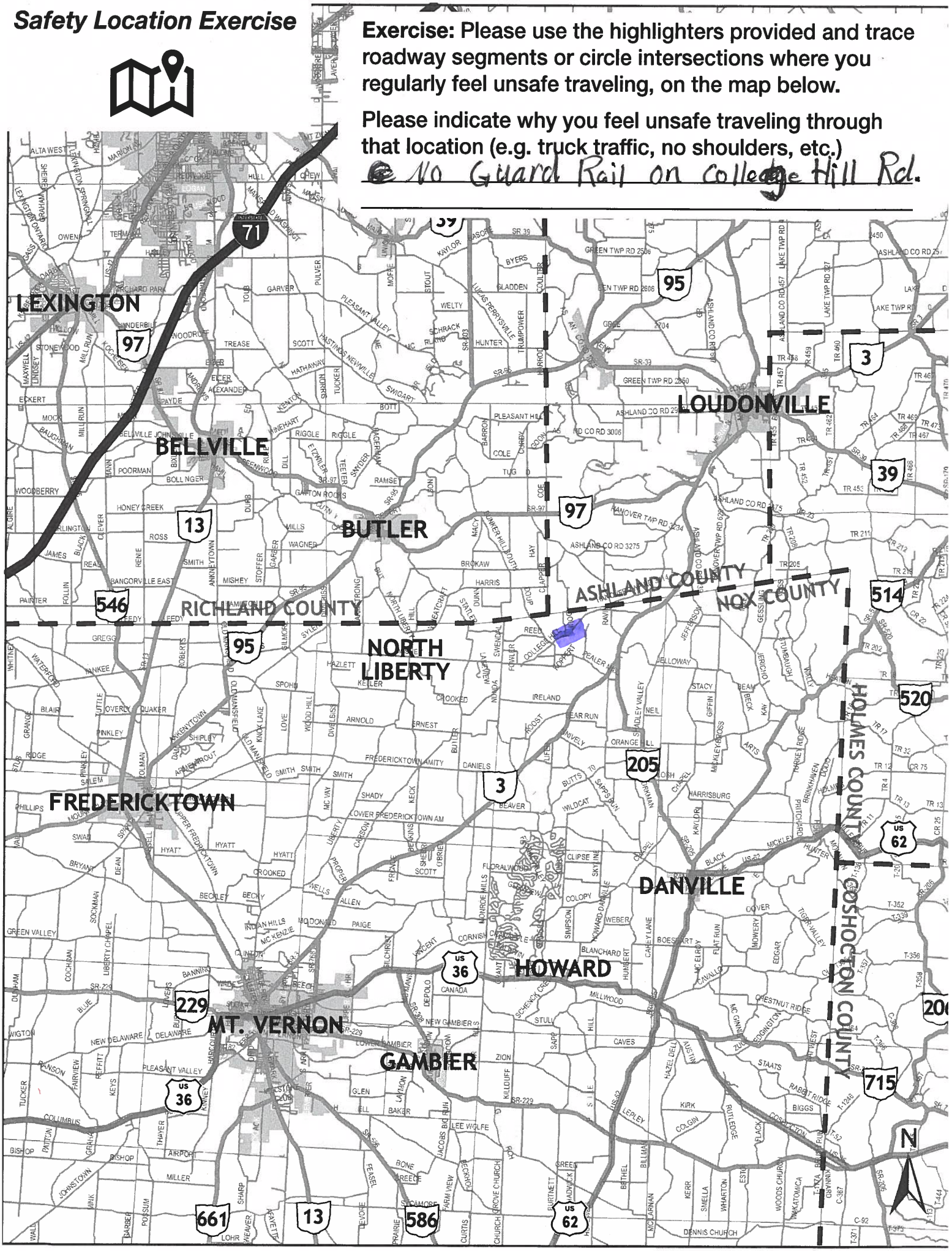
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

e.g. No Guard Rail on College Hill Rd.



Safety Location Exercise

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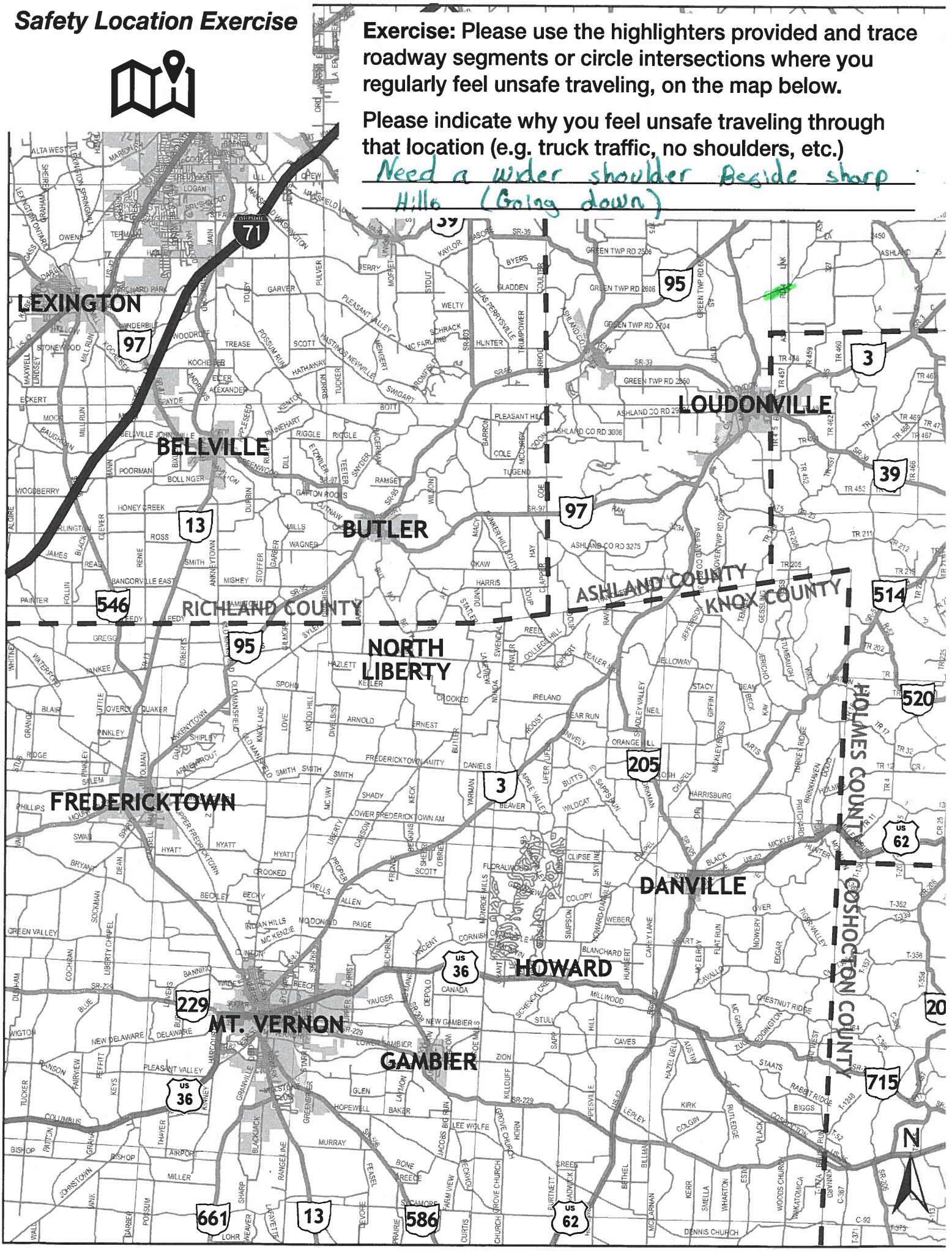
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Need a wider shoulder Beside sharp Hills (Going down)



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

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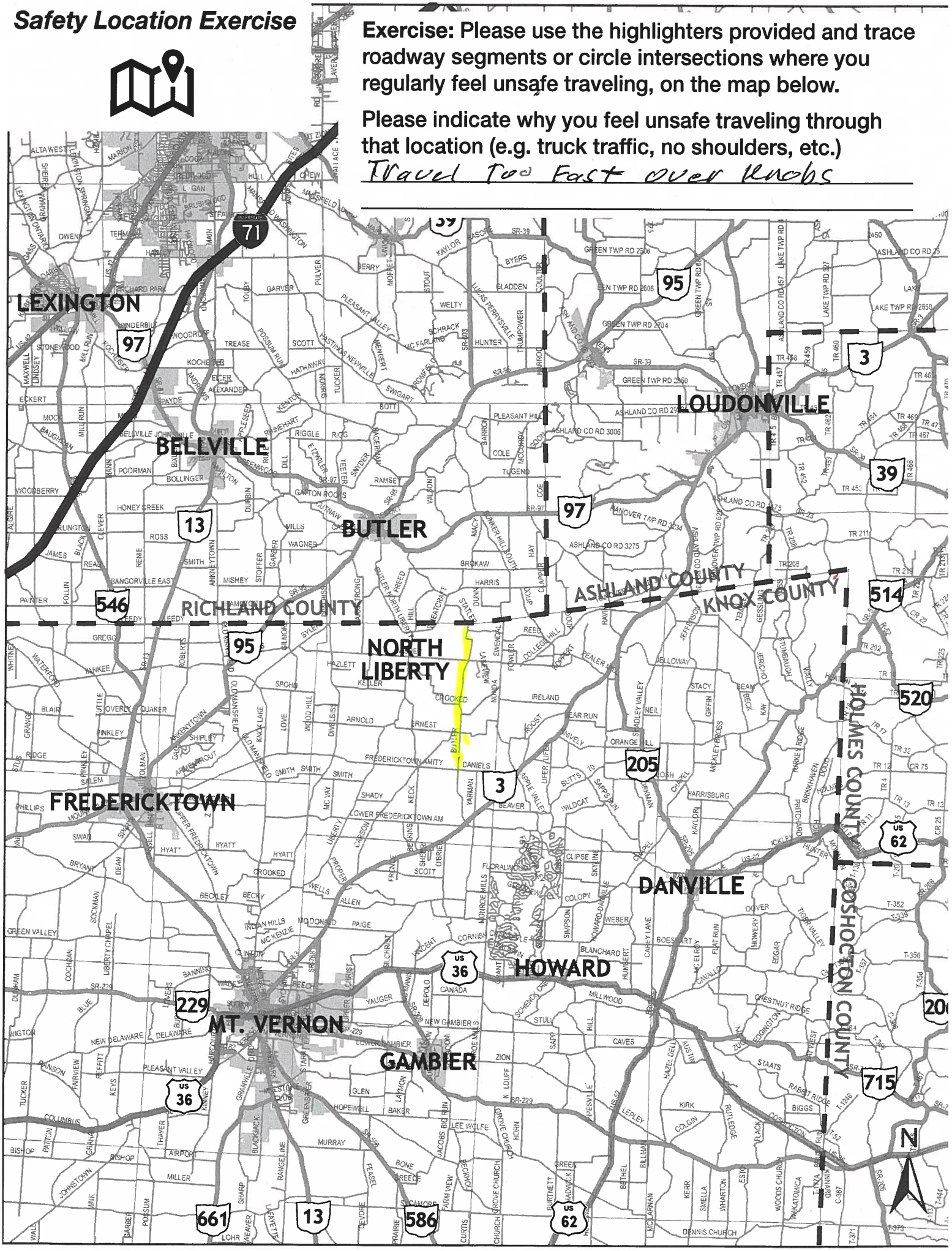
Travel Too Fast over Knobs



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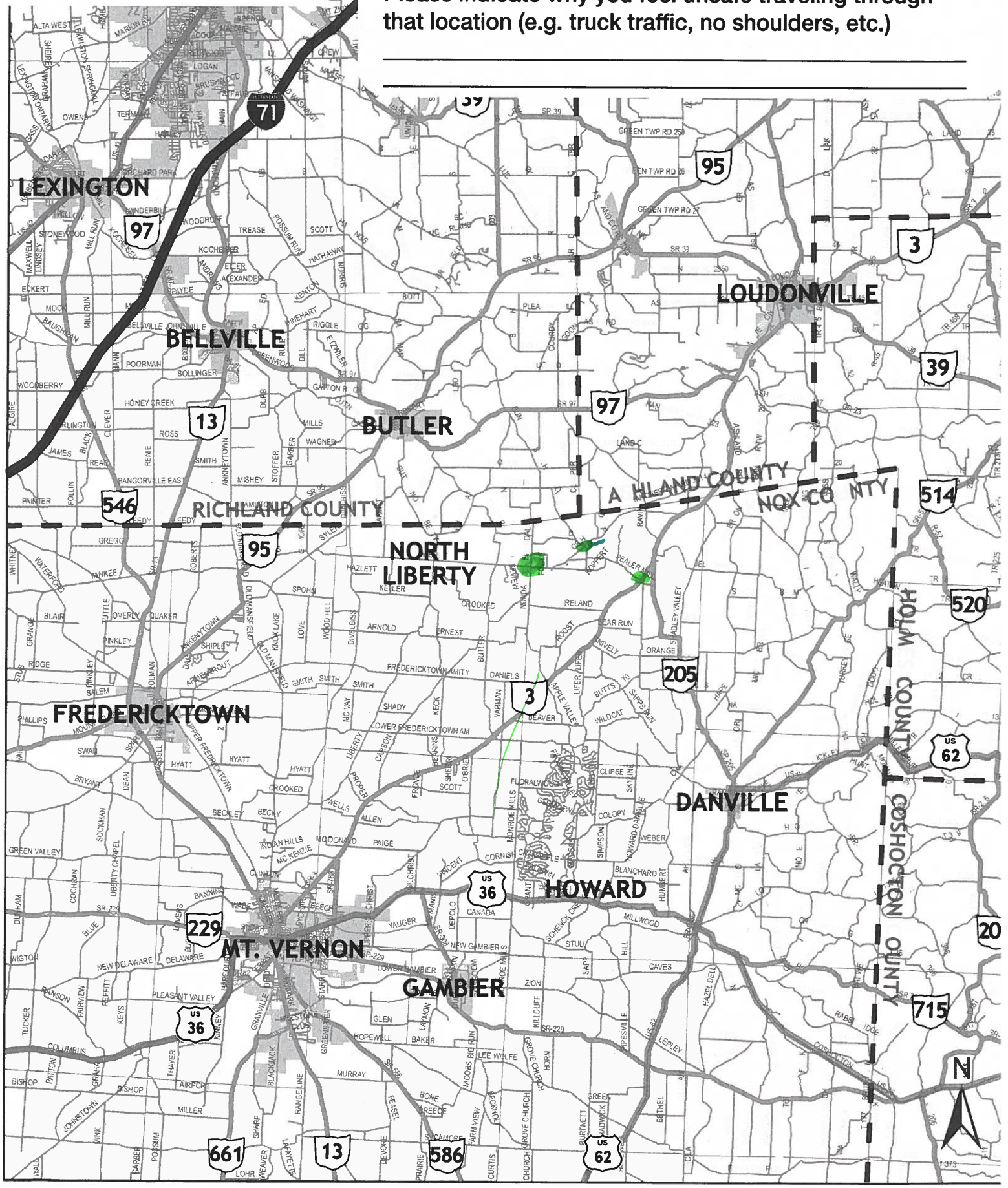


Safety Location Exercise

Bad Inter-Section

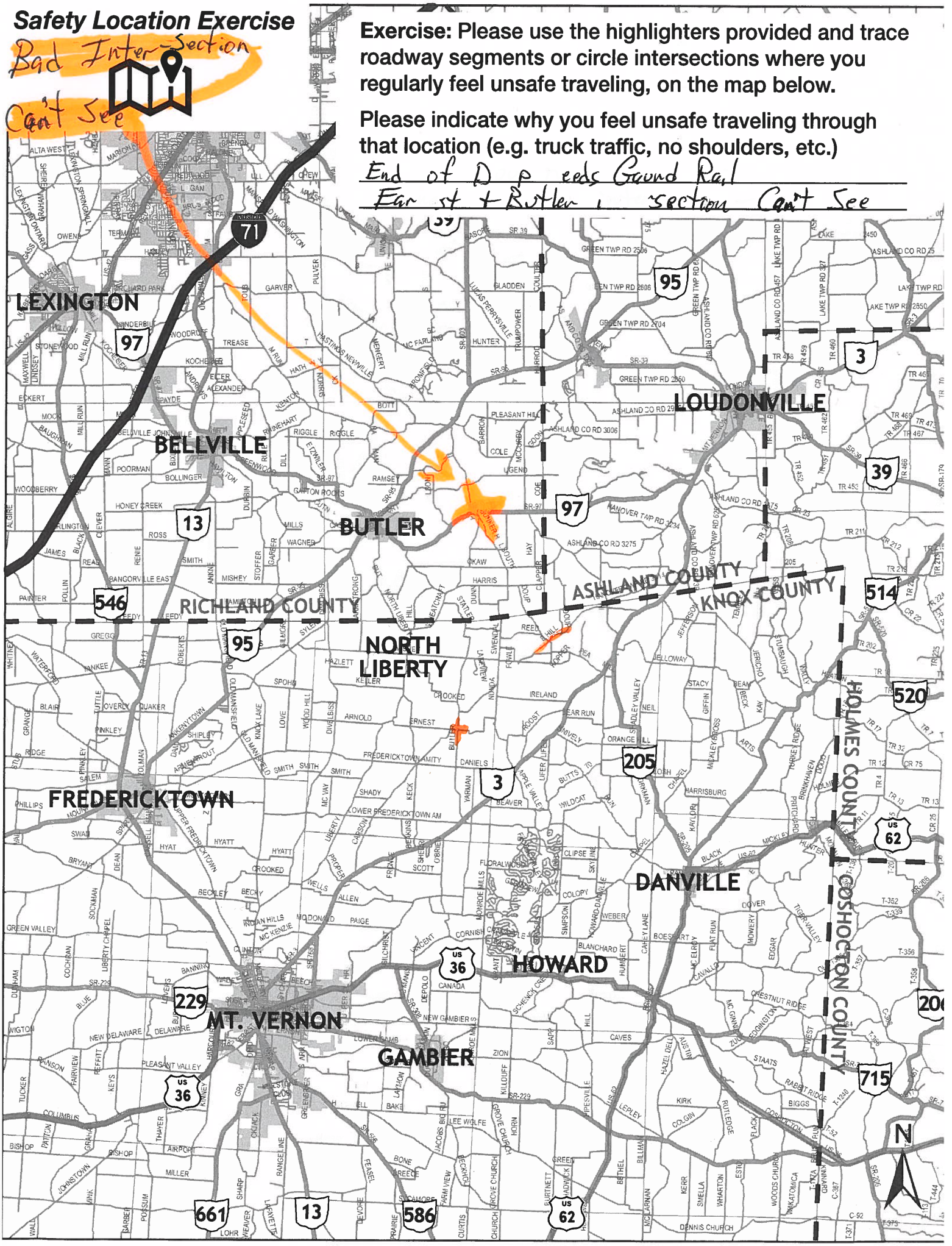
Can't See

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

End of D p eeds Gaund Rail

Ear st + Butler , section Can't See



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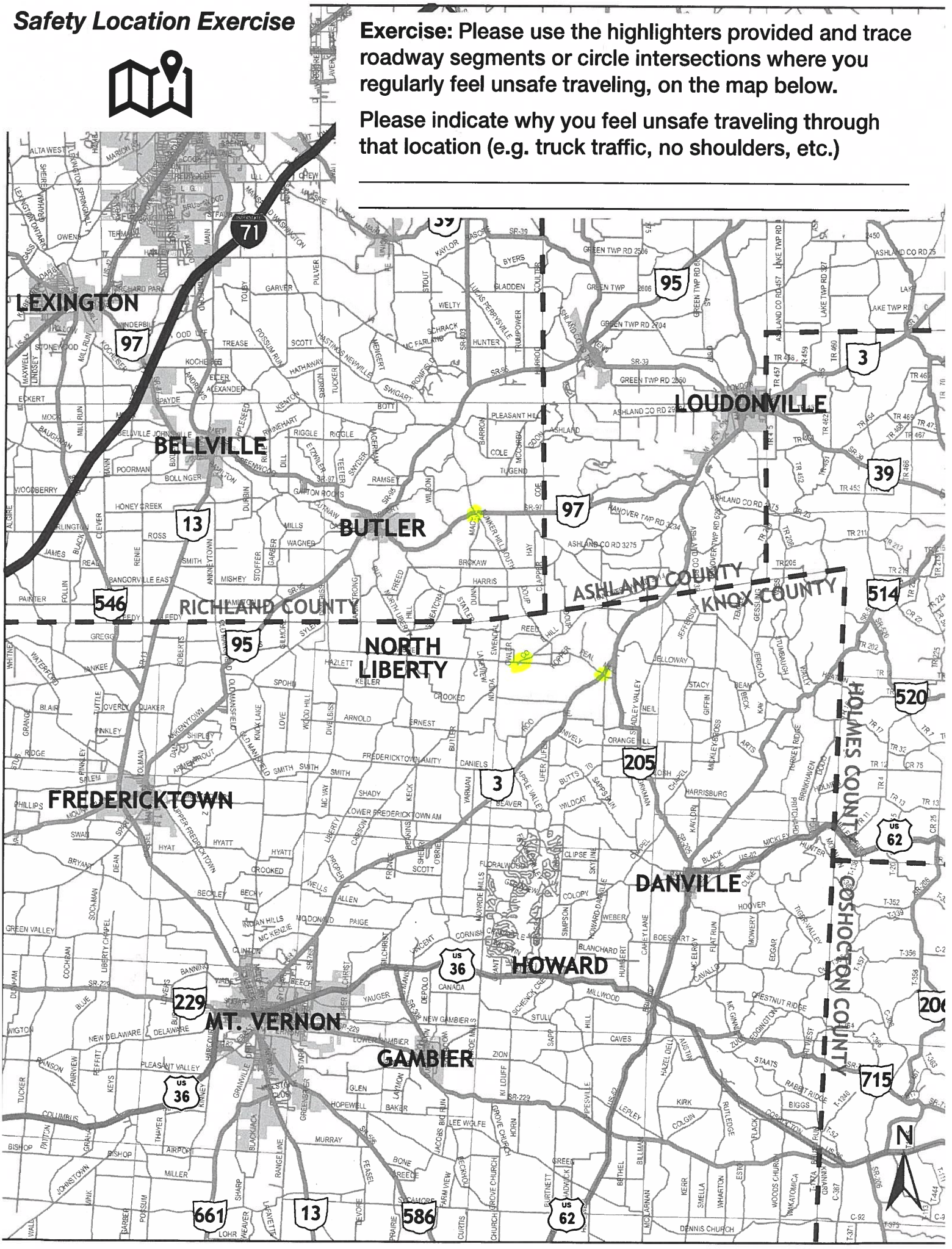

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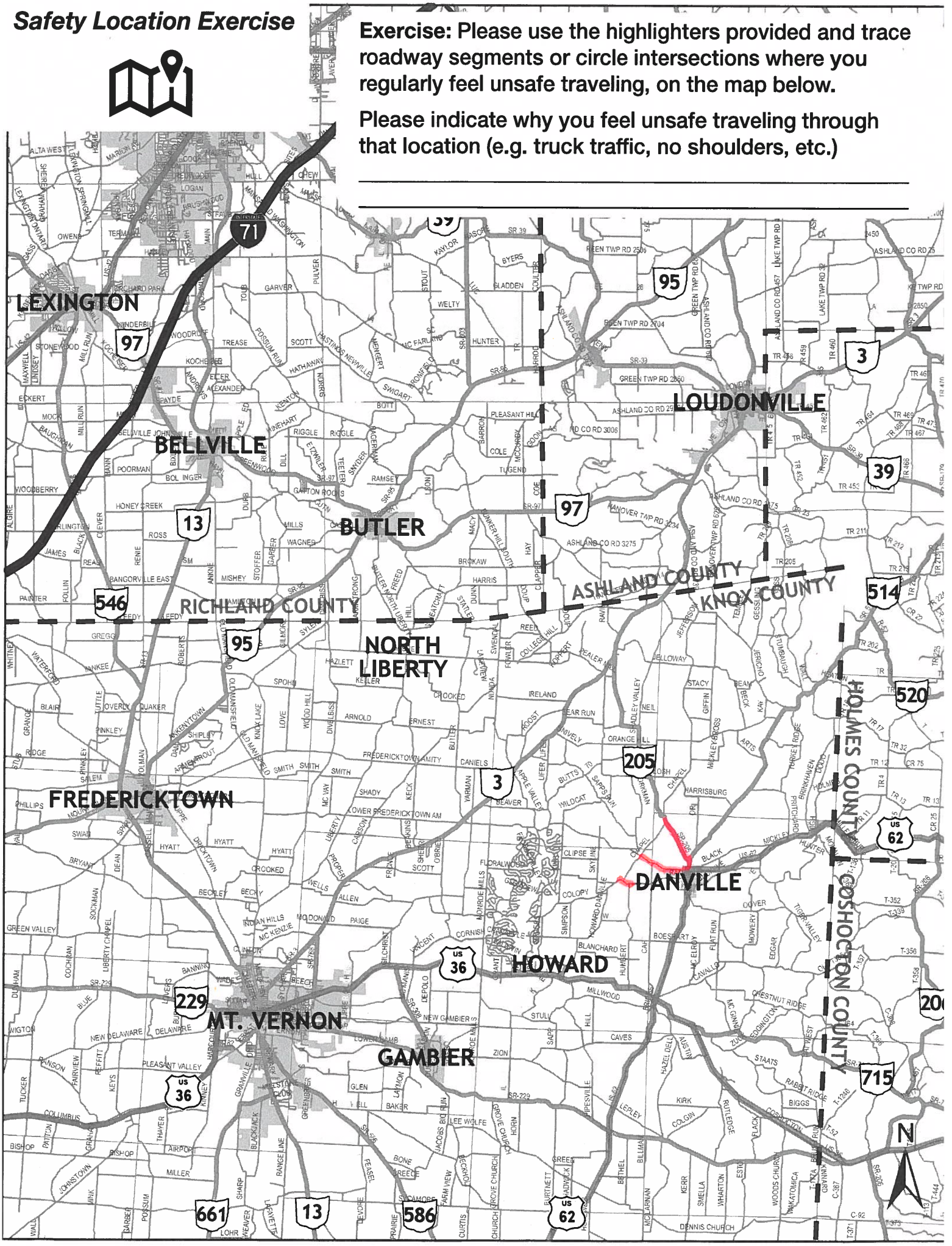

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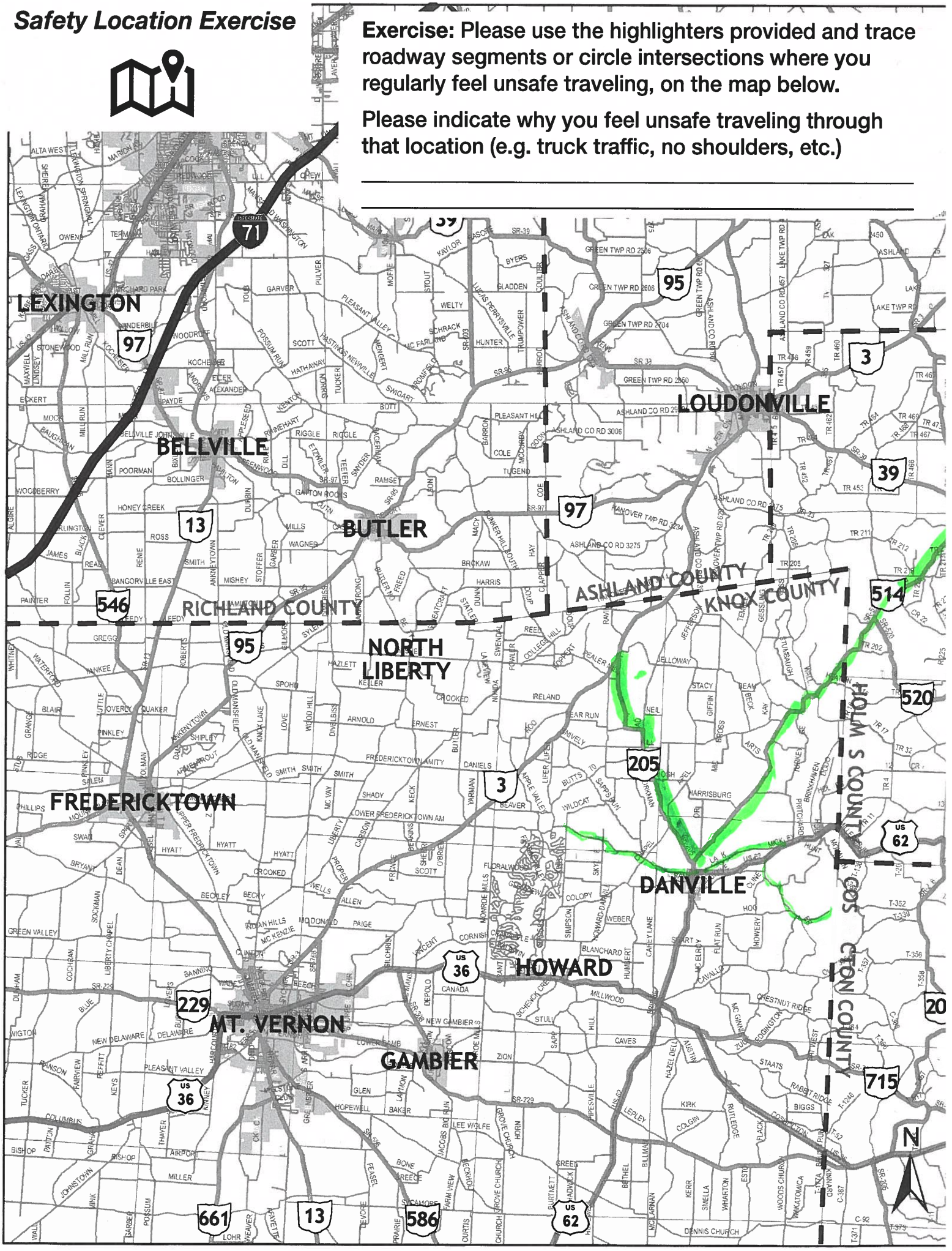

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_____

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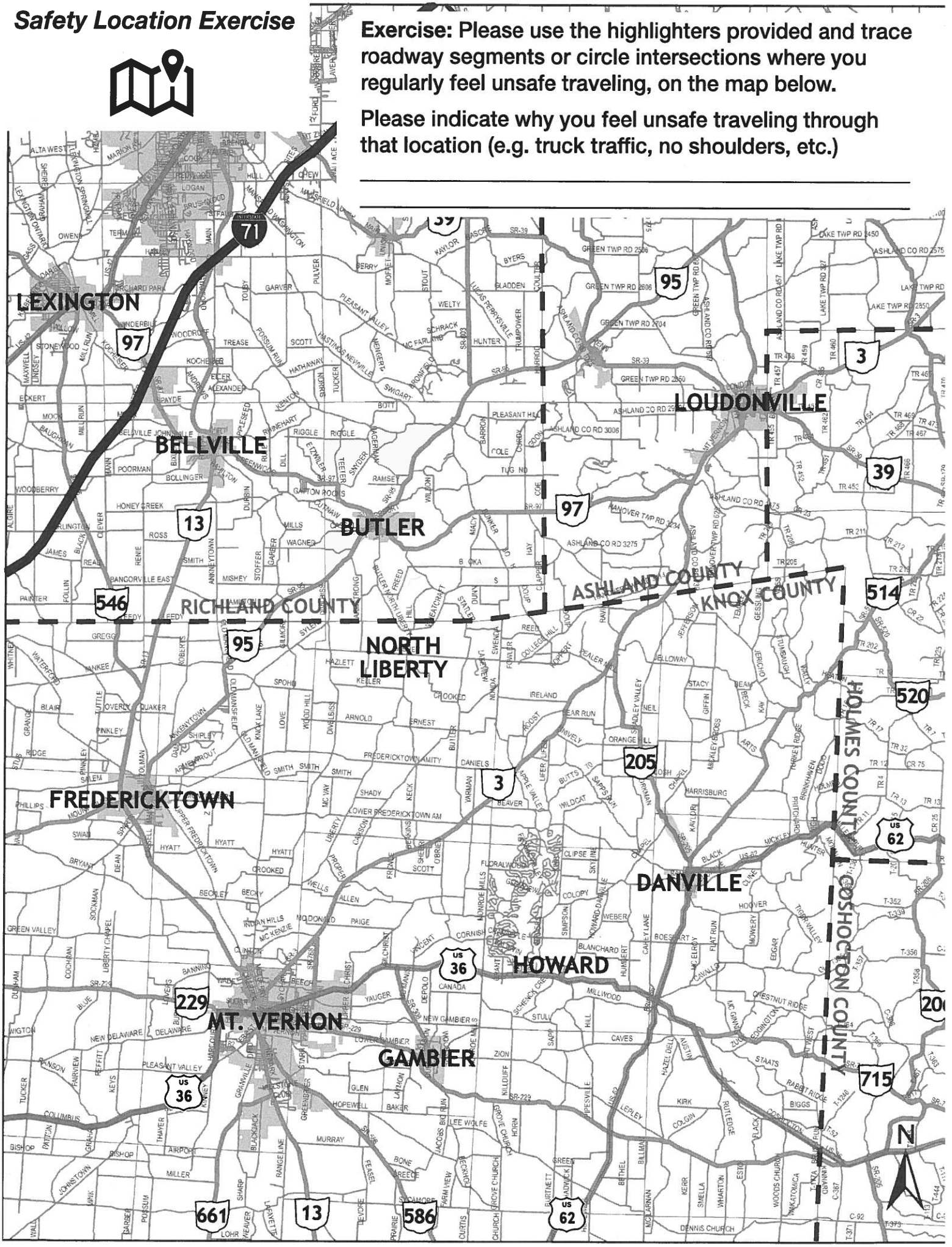

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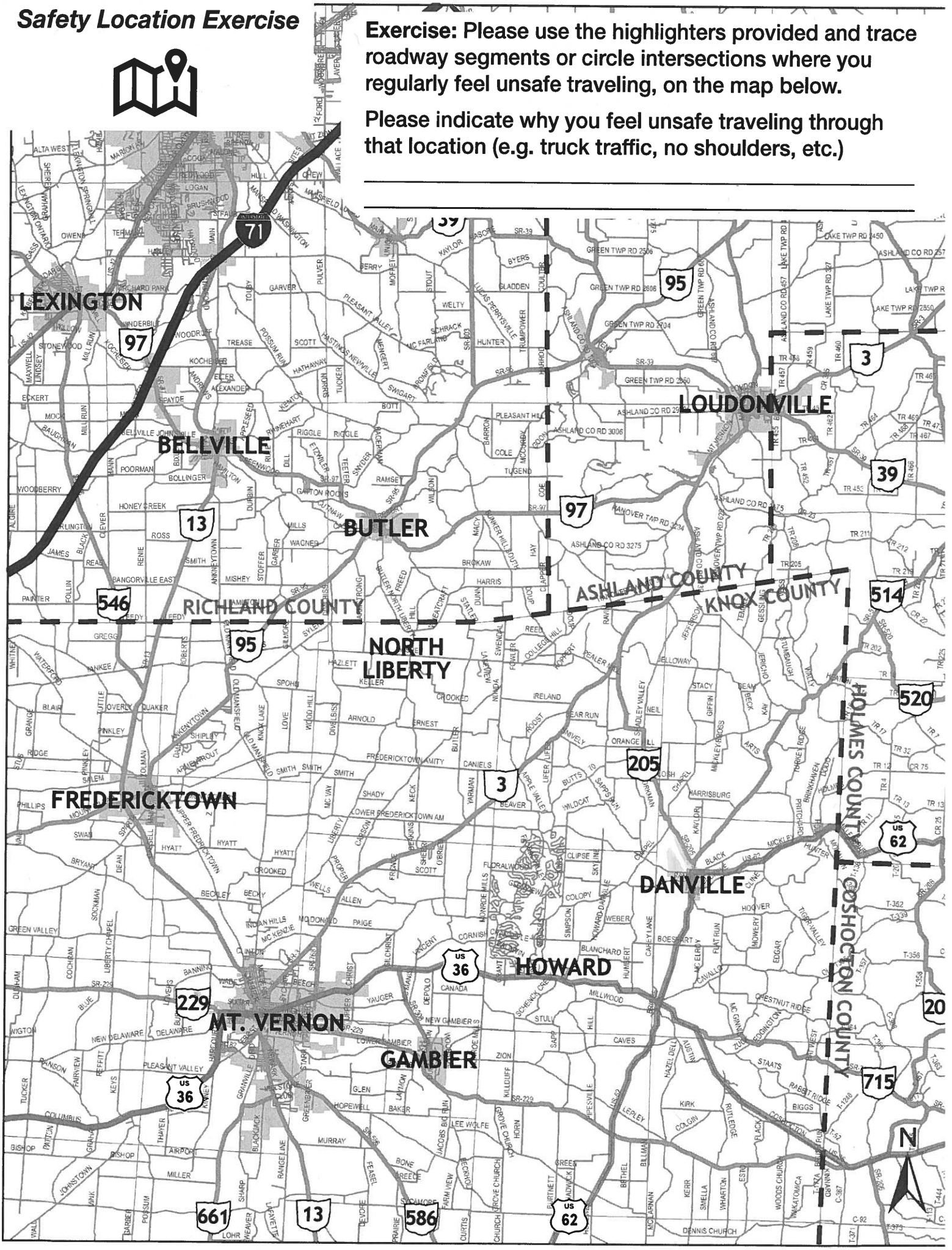

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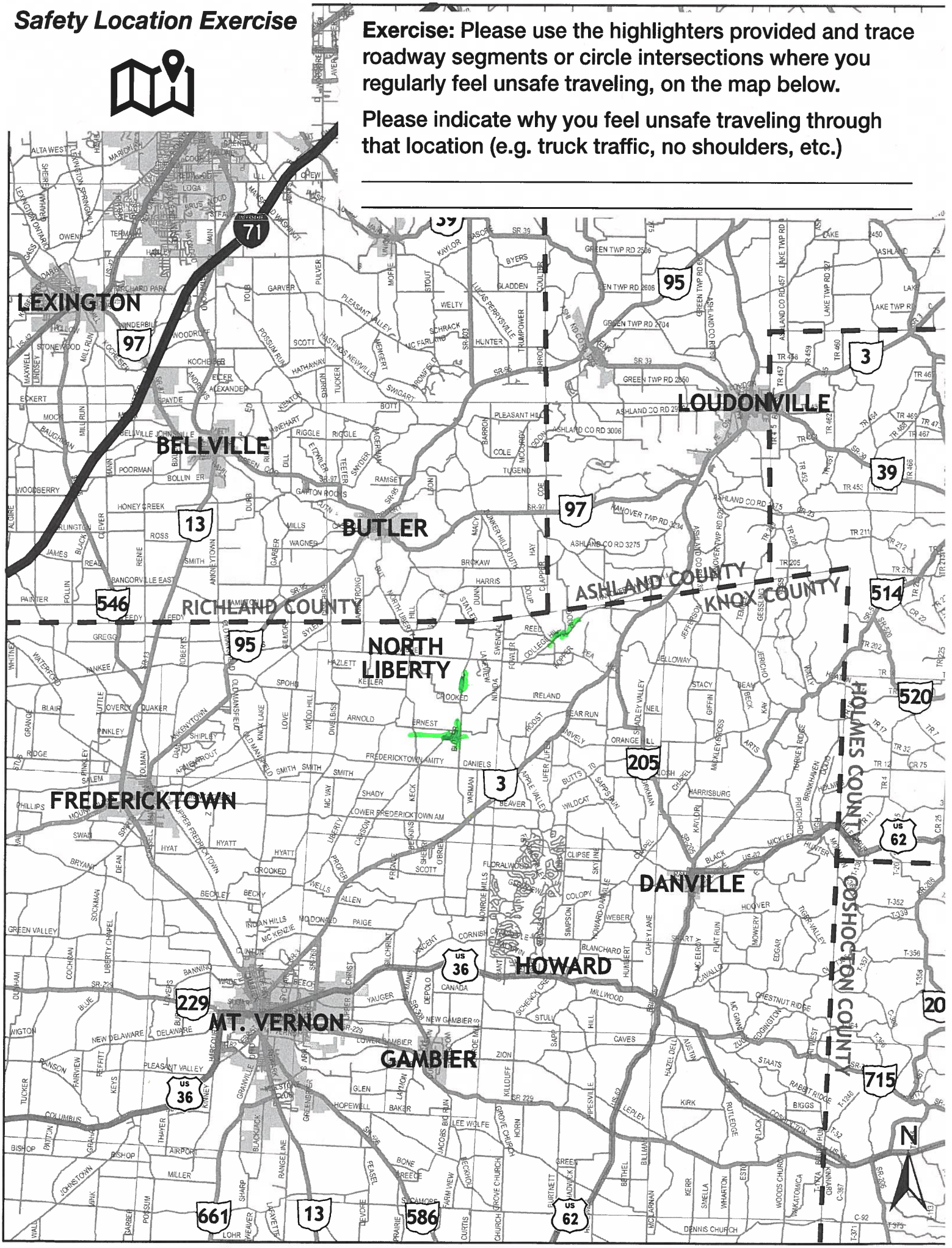

Safety Location Exercise

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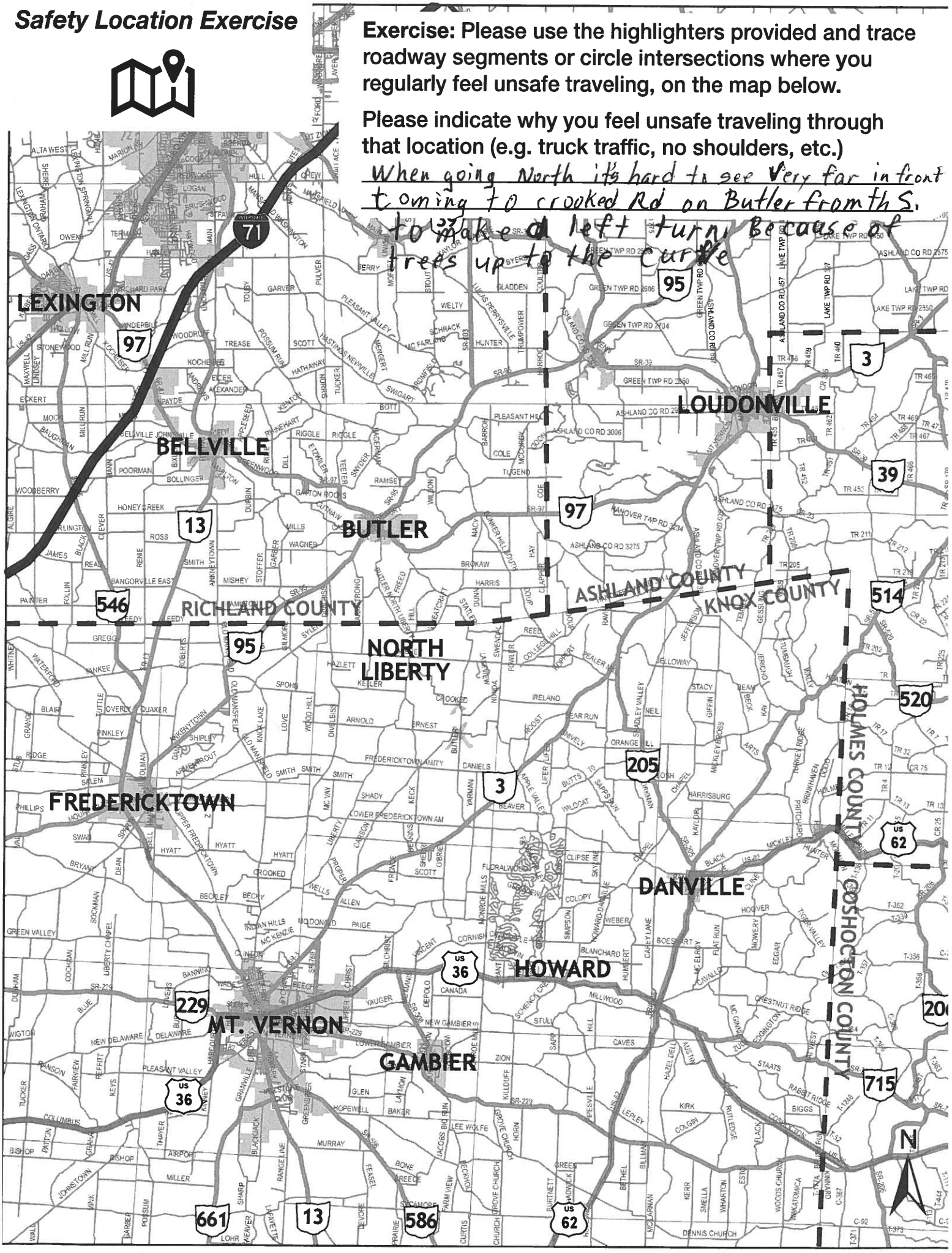
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

When going North it's hard to see very far in front coming to crooked Rd on Butler from th S. to make a left turn Because of trees up to the curve



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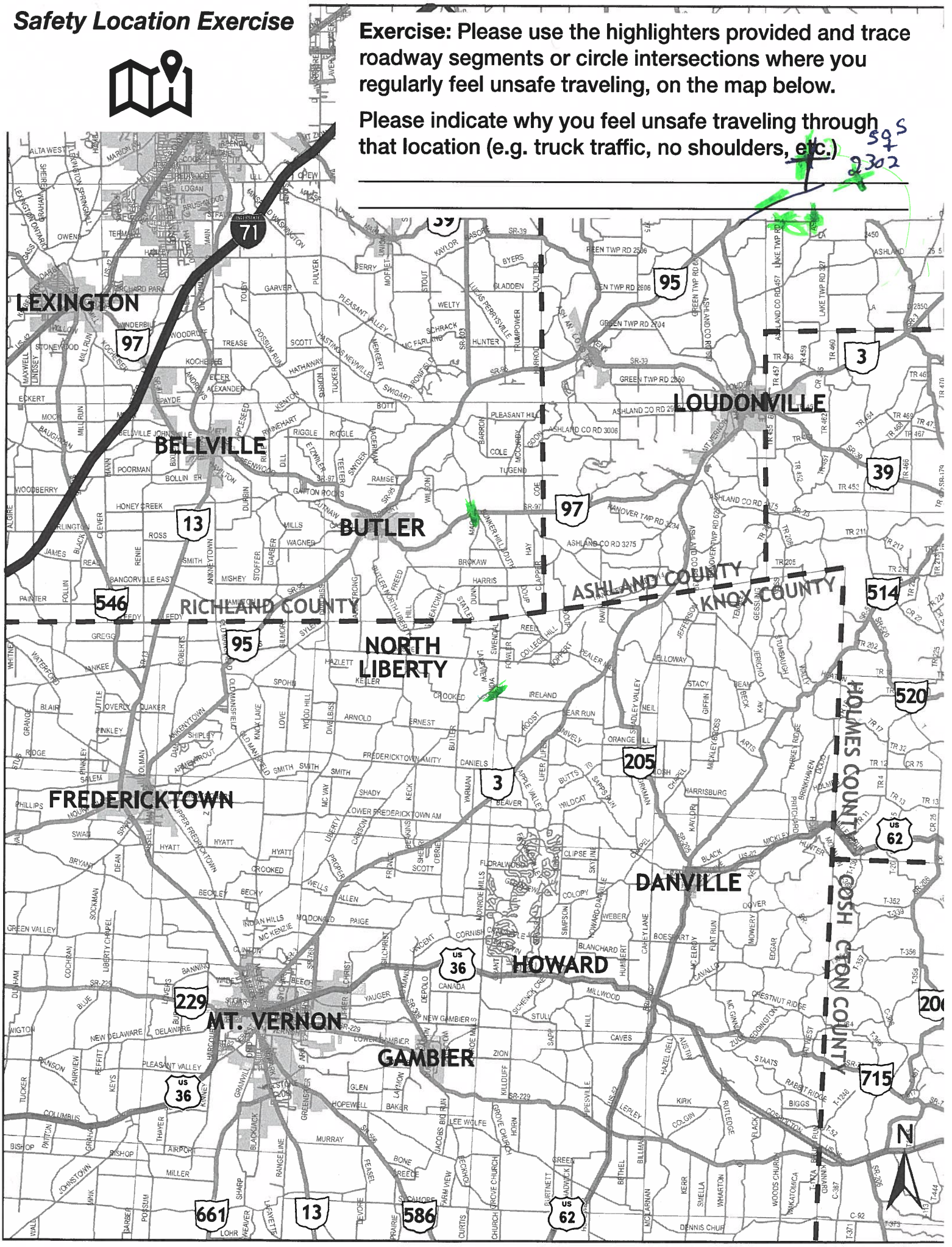
SQS
2302



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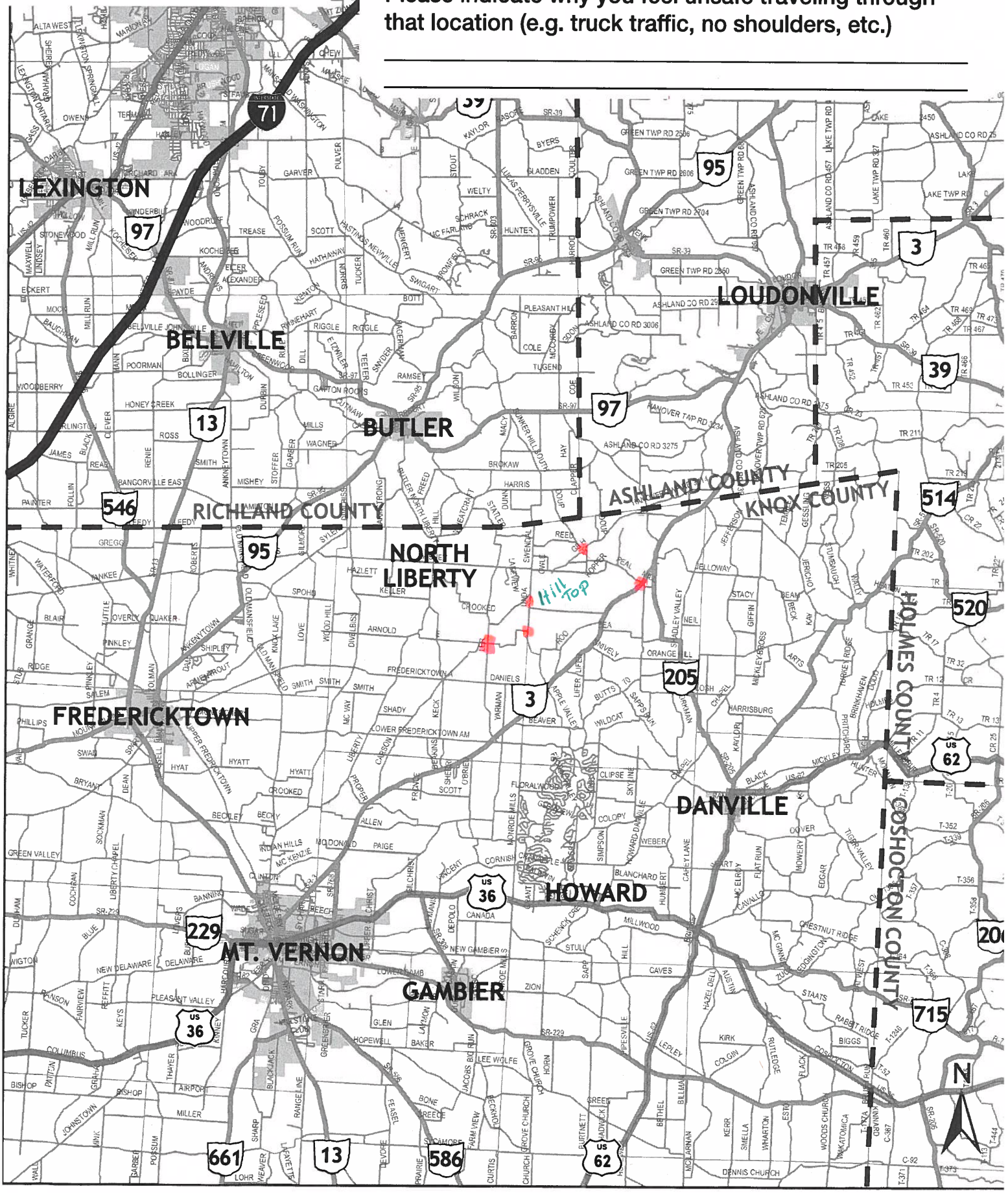

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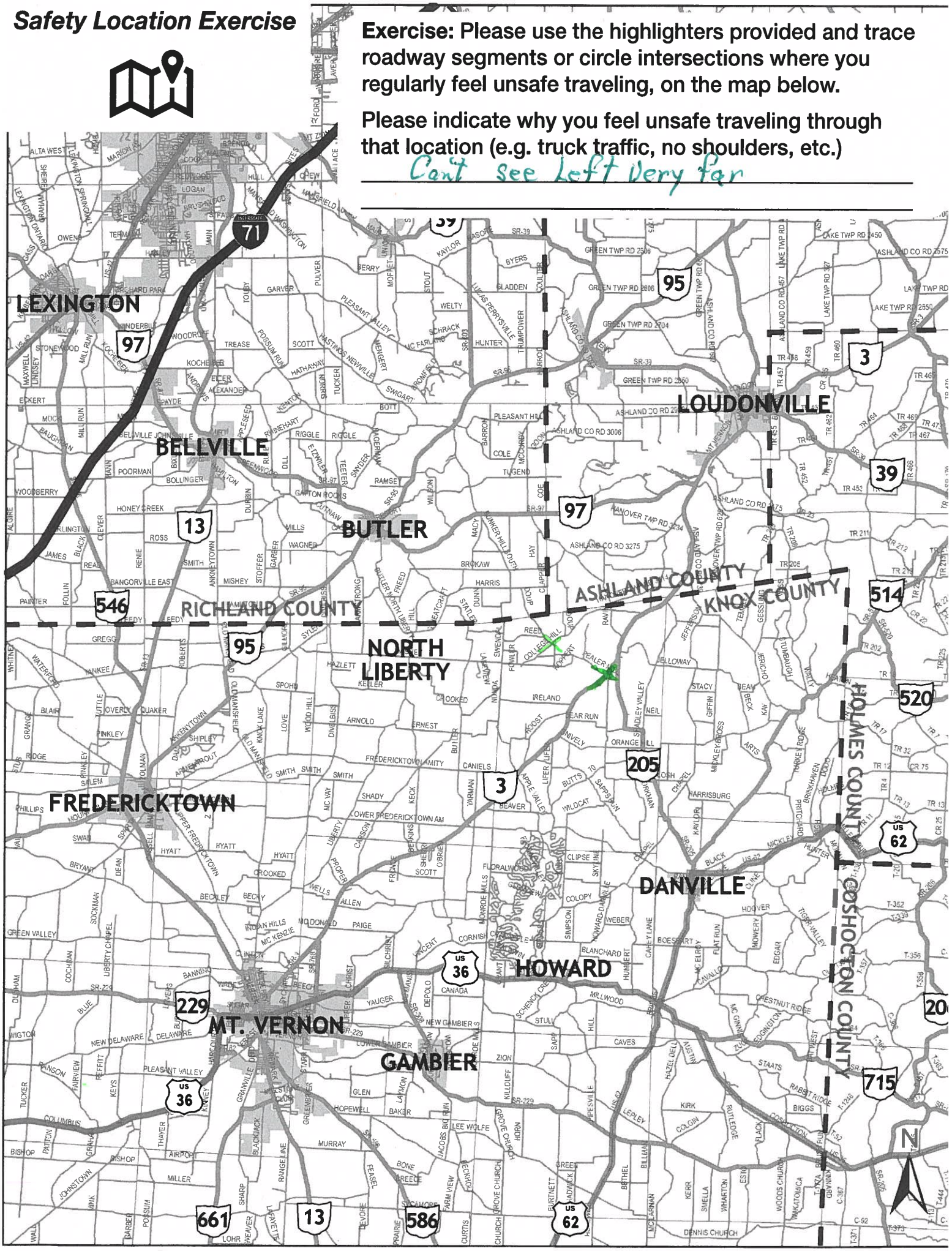
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Can't see Left very far



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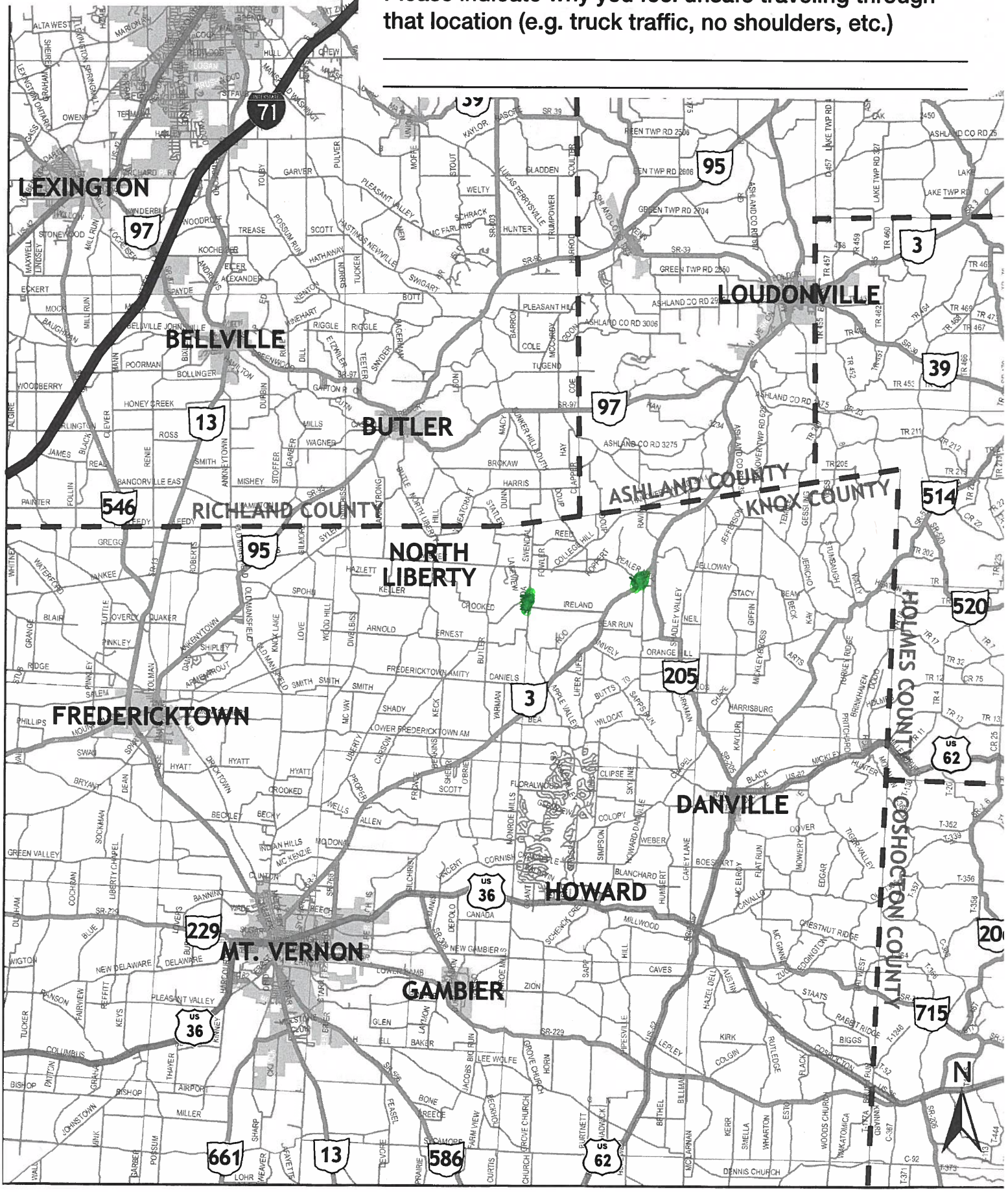

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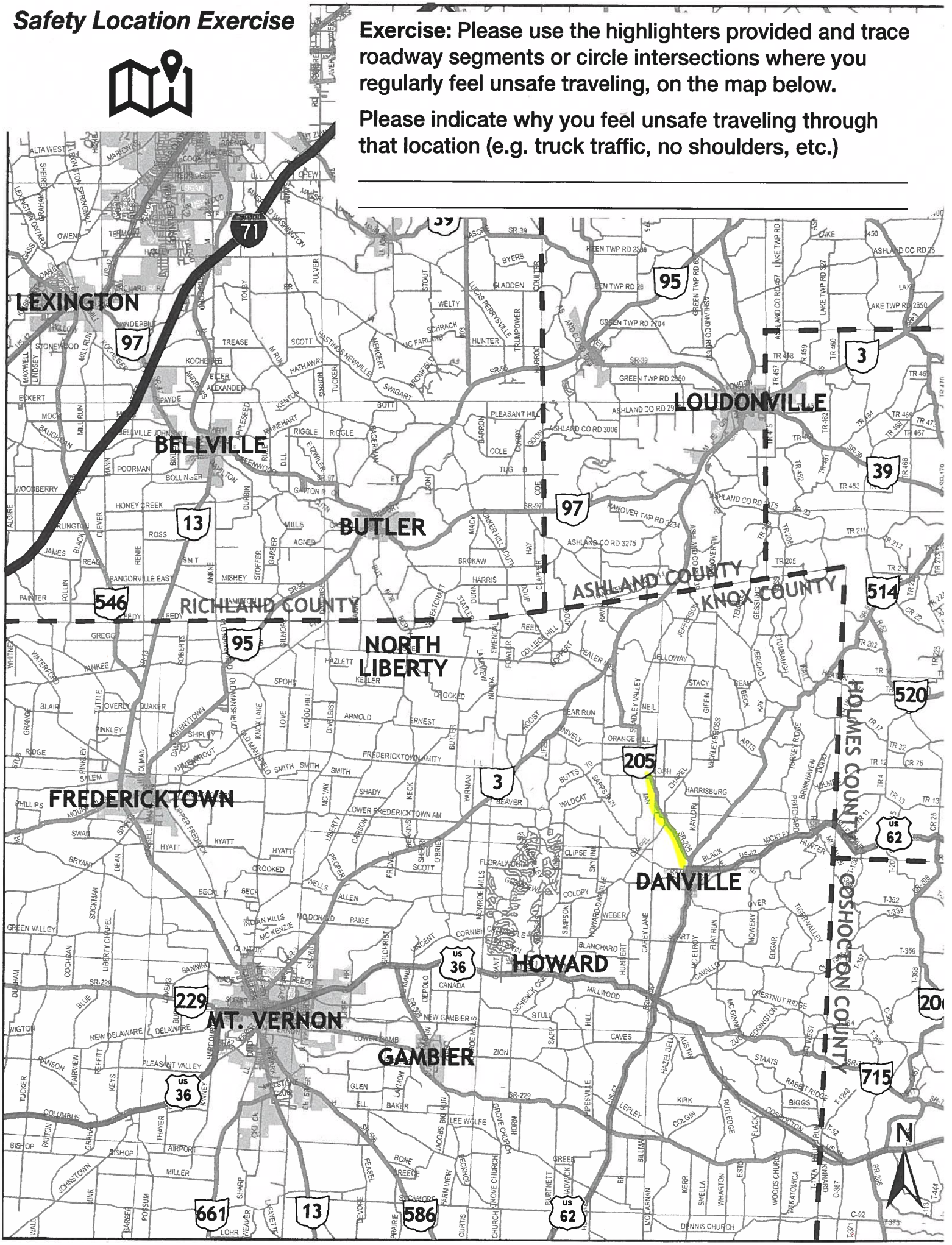

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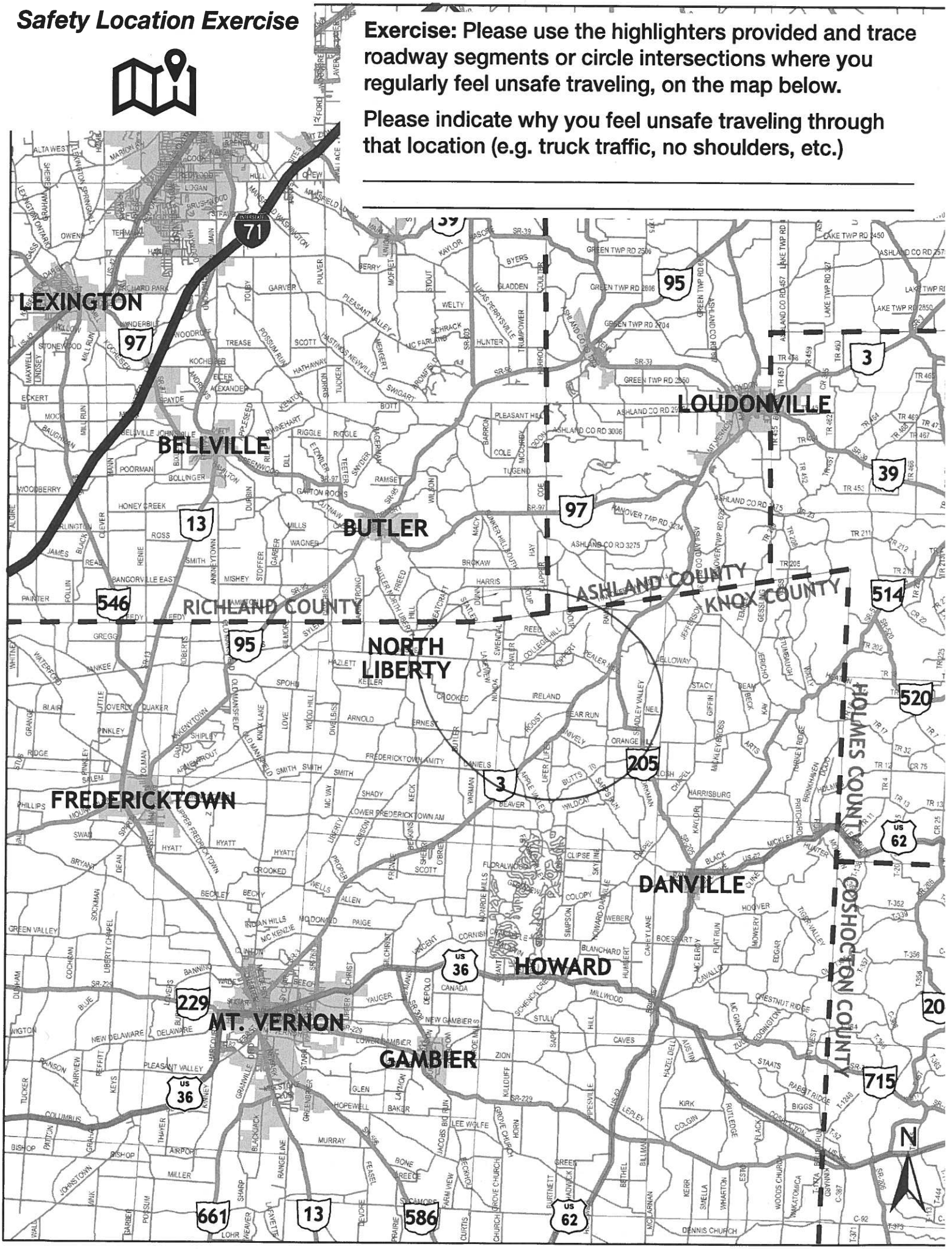

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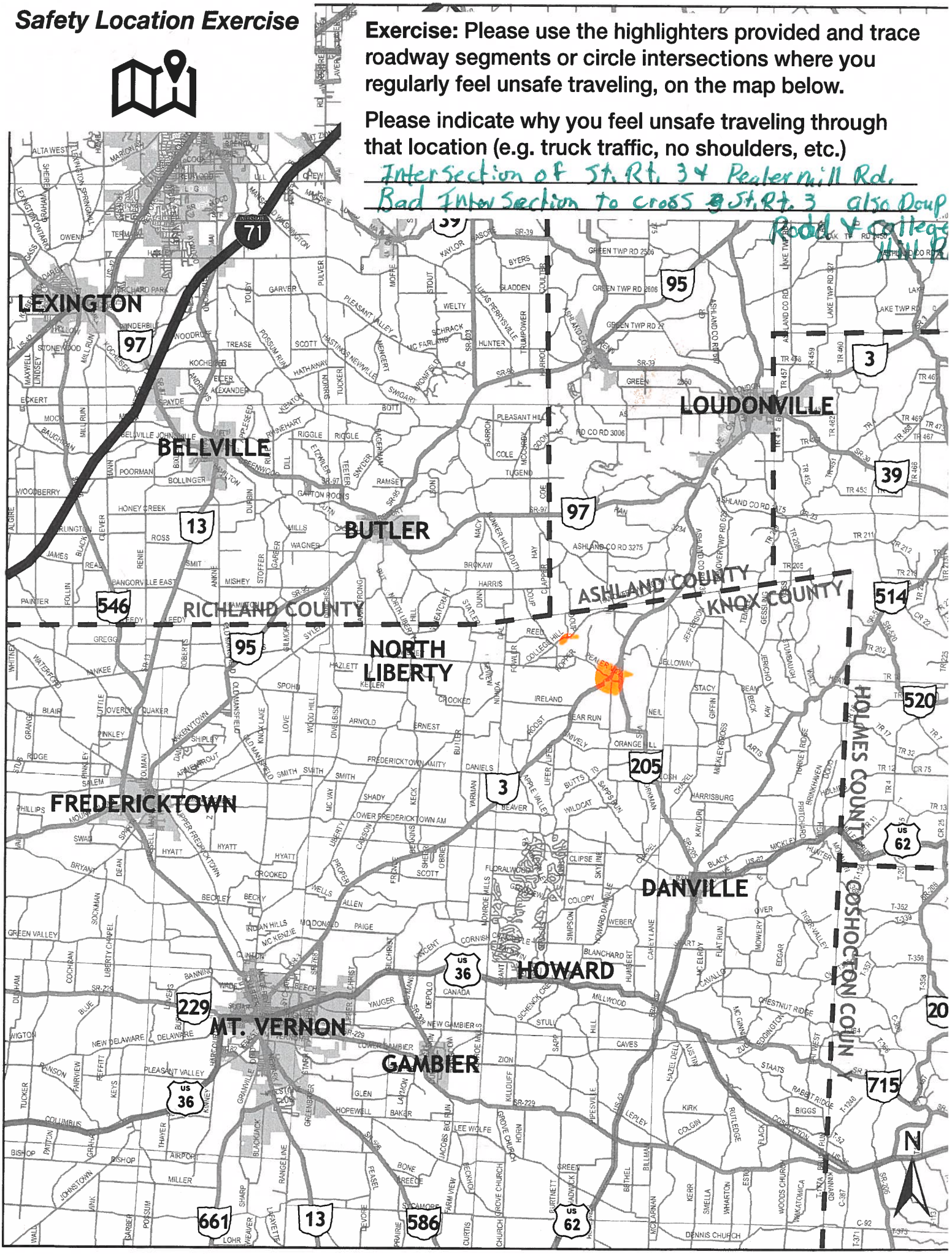
Intersection of St. Rt. 34 Pealer Mill Rd.
Bad Intersection to cross St. Rt. 3 also Doup Road & College Hill Rd



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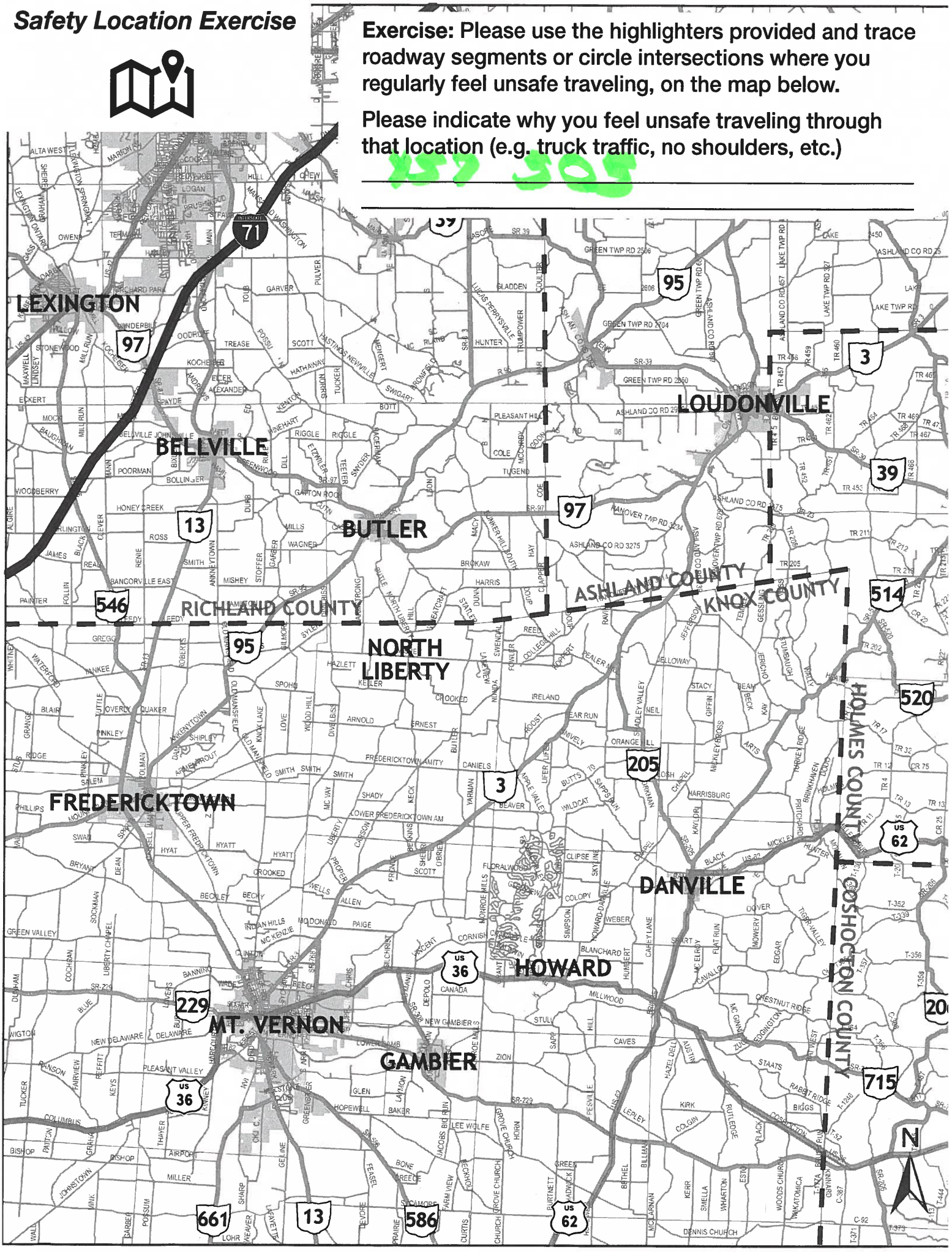

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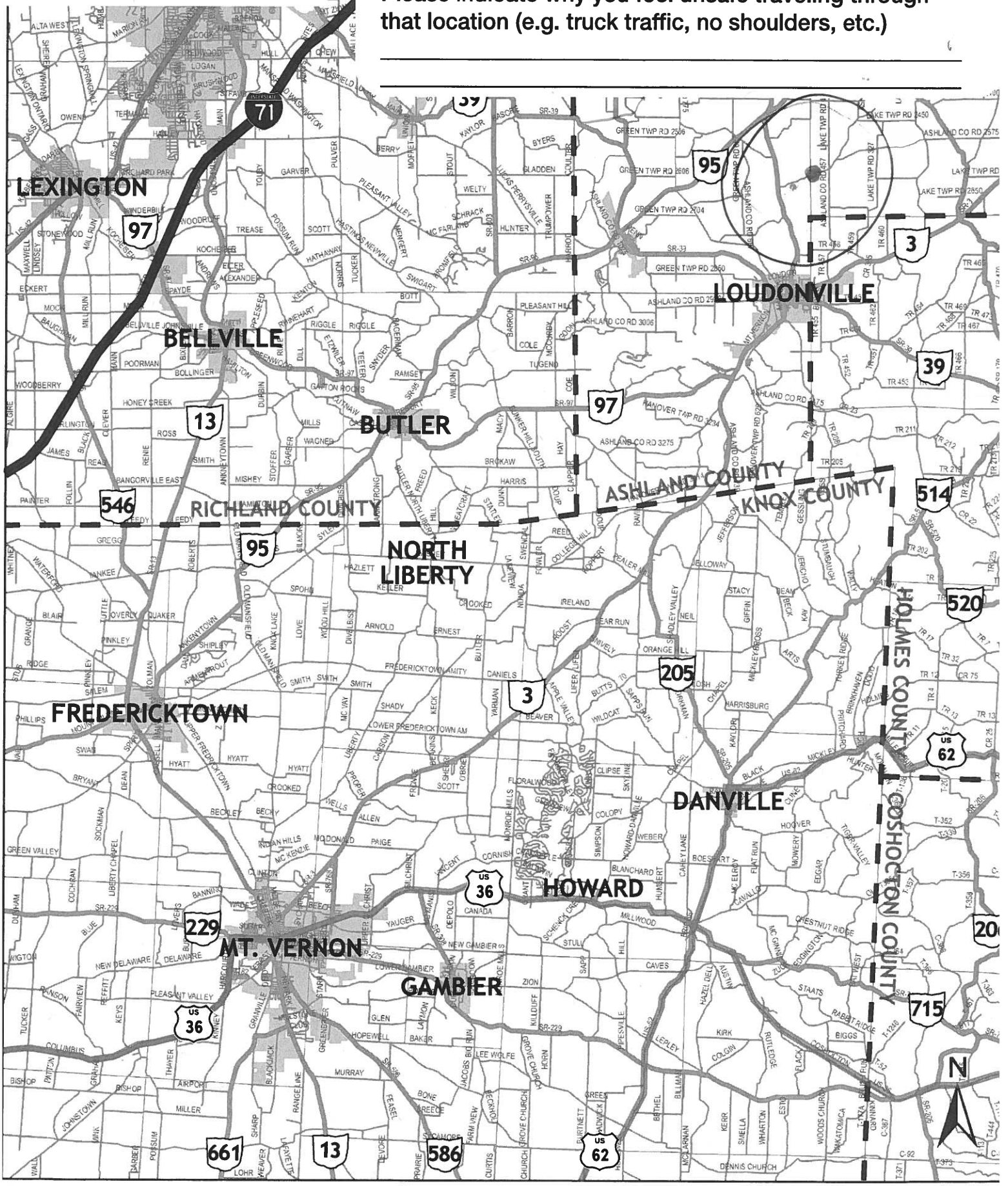

Safety Location Exercise

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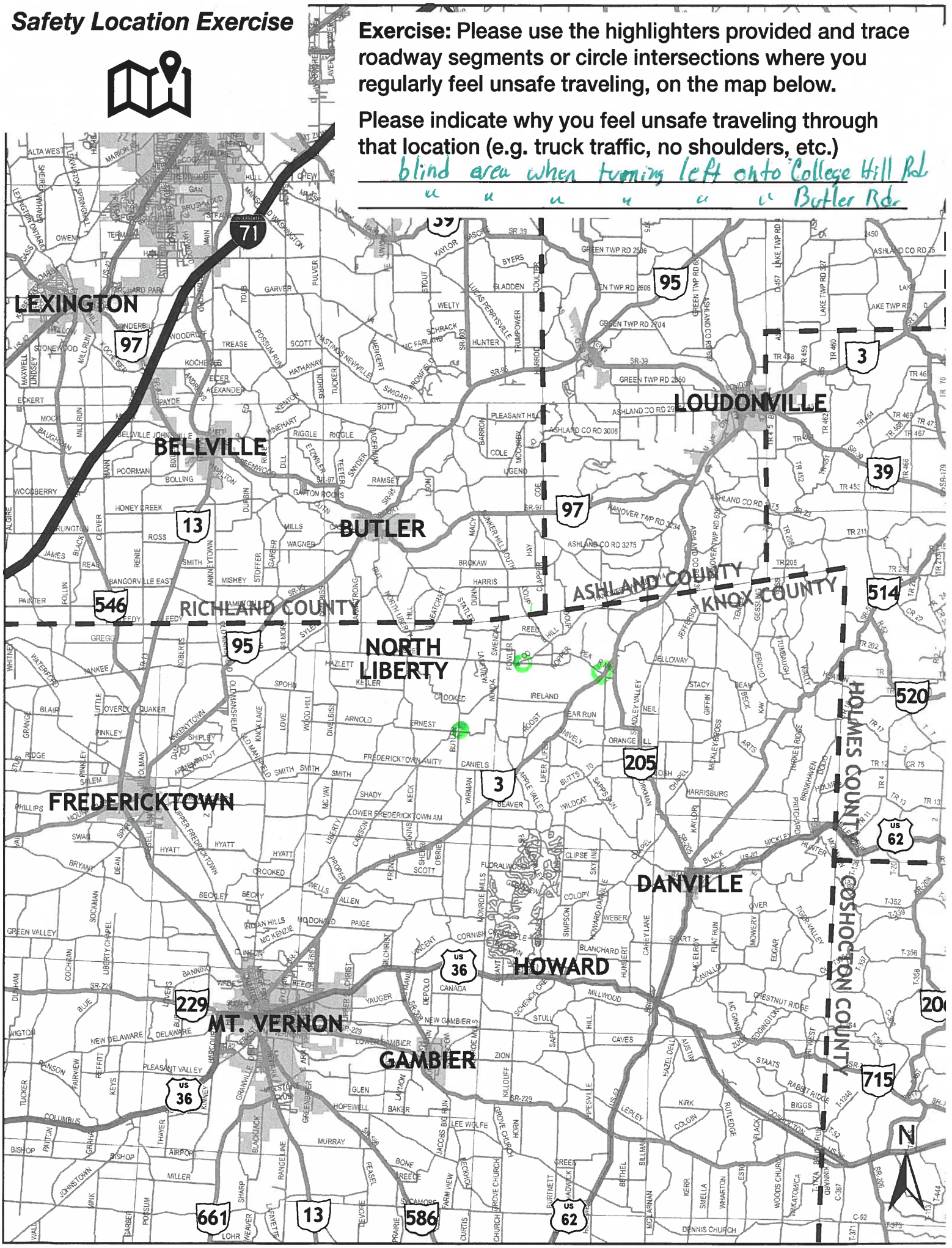
blind area when turning left onto College Hill Rd
" " " " " " Butler Rd.



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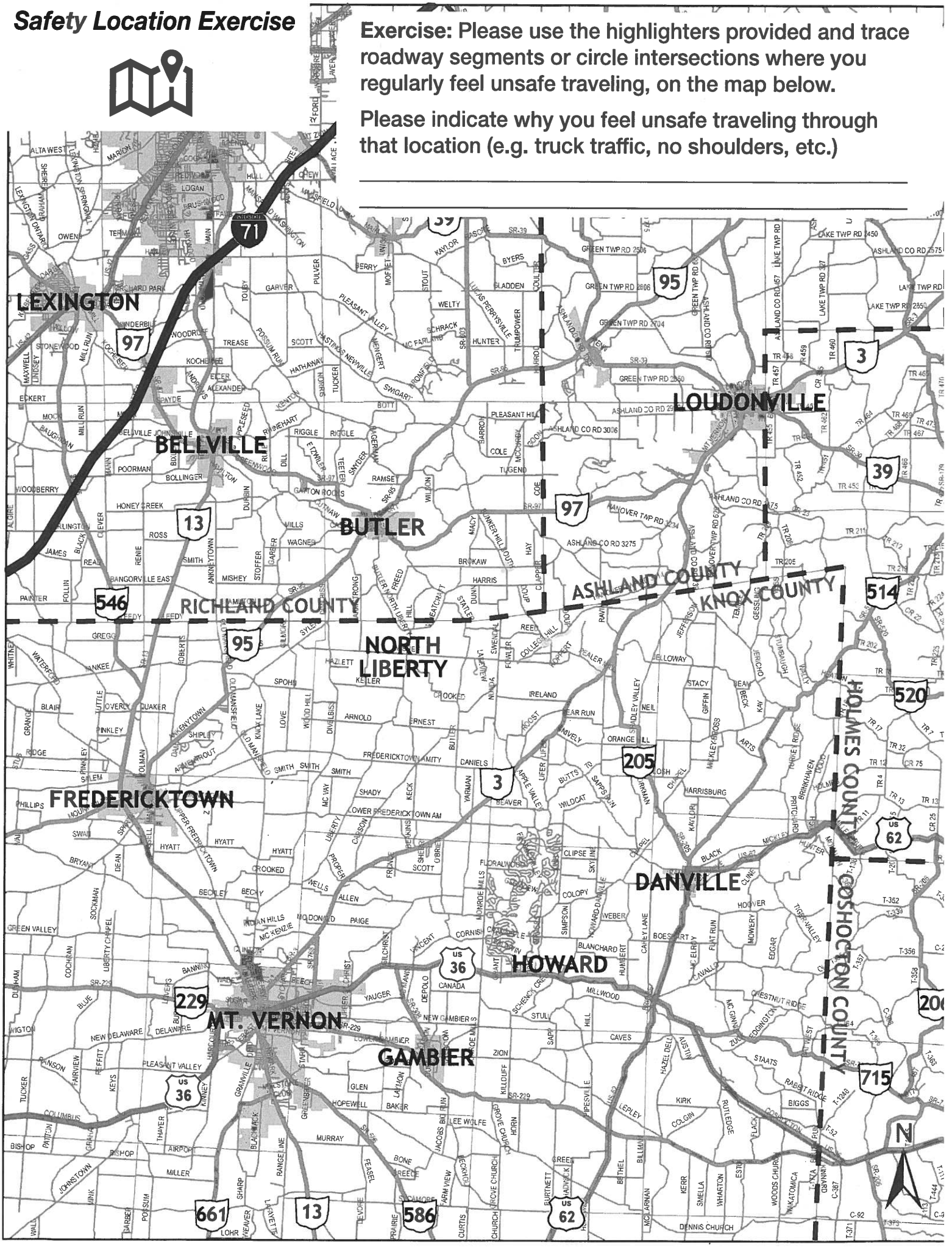


Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

would Just like to take this time to thank-You Everyone that is Involed and takes the time to actuly care about us and are willing to listen to our concerns thank-You and May God Bl

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Driveway of the nunda Right School ~~is Very~~ thin is a buggy lane North side of the hill along one We need both side of the hill.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

My concern is That I Live at 19241 Butler Rd on a straight stretch of Butler Rd and have lot's of Traffic and some travel way too Fast. There is a knob at 1 of our Driveways and Traffic cannot see on other side and we have a Farm and Fence Business, so we have Truck traffic and we move livestock across Road and Also we walk back and Forth on the Road a lot. we have had 1 crash and Too many Close Calls at our location what I would like to See would be some Signs - like Reduced speed limit, Business Entrance, Livestock Crossing

Thank you for your Attenion

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

A gaard rail is needed on college Hill Rd at the end of Doup Rd-

The cross road at Nunda - Mishey - Swendal - Koppert - should be widened - and extra road comming from Koppert to Nunda should be closed - We have seen many close Accedents (could have been) Occure

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Thank's For Your time

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

SR 205 would be nice to have Buggy Lane. Coming out of Danville for 1st 2 miles

Also Buggy Lane should be fixed on Danville Amity Road

Thanks

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Would like To see Buggy lanes on both side of St. Rt 205 going North out of Danville out To Chapel Rd.

Also would like to see buggy lanes on Dan. Amity Road west of Danville on the big hill.

I live on east side of Danville and we have the Buggy and bike Trail that we use a lot and am thankful for that, Although the County and Twp Rds. are in bad shape

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We need Cross Road signs on Butler, on ~~[illegible]~~ Earnest Road, something like this Hidden Cross Road

Over on Collage Hill Road we Need ~~guard~~ rails Close to Koppert Corner - School

~~[illegible]~~ so the horse dont go over when the school children are driving

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

When coming to Butler Rd from the west on Ernest Rd there's a blind area to the south when getting upon to Butler.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

~~**Jelloway, Knox County**~~

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Ashland County

Corner of 505 & 2302
going south on 505 looking west

Corner 457 going North 2402?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Ernest + Butler Rd ~~Intersection~~

hill top on Nunda Rd At School

Collage Hill Crossing Peaker Mill.

Ernest Intersection on to Nunda

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Pealer Mill & St, Rt. 3 Crossing needs attention All so Pealer Mill + College Hill Cross Rd.

East of College Hill Pealer Mill Cross Rd is a sharp Knoll that you can't get off the Road on the one side while Walking. There are quite a few peayle walk on this Rd

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Buggy Lane is very helpful on Nunda Road between Ireland & Frasher

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

State Route 3 & Peaker mill Road
Sugest Flashing Light or Grade Hill So we
can see to cross St. Rt 3

Intersection OF Doup Road & College Hill
Should Have Gaurd Rail at intersection
For traffic ~~to~~ coming to college Hill OF Doup Rd.
I Personally ~~taken~~ Want over the Bank twice
when Roads or Slipery

Ervin Kauffman
740-627-0556

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

~~AA~~ Road side mowing in Lake Twp Ashland CO would help a Lot at Cross Road Thank You

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Ashland county ~~Jelloway, Knox County~~

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

From mohicanville South about 1 mile theres been Accident time and Again. with people be killed in moter Vehicals. If you need more Infomating

Atlee Hostetler
2508 twp 327
Loudonville OH 44842
Ph, 419-994-4138

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

* College Hill / Pealer mill Cross road. when traveling N.E on College Hill Rd approaching Pealer Mill visibility to your left is very poor for buggy or Car had a near hit at this intersection (solution) Cut back road bank to improve visibility

* College Hill / Koppert Rd intersection. When traveling S.W. on College Hill approaching the intersection Koppert Rd drops off down-hill to your left & has no stop or Yield Signs & you can't see approaching traffic till its on you some near hits at this intersection (Solution) Dangerous intersection Sign & Yield Sign for Koppert westbound approaching intersection

* Bunker Hill South / Brokaw Rd intersection. when ~~approa~~ traveling west on Brokaw Rd approaching intersection you are on a fairly Steep incline with poor visibility to your right (Solution) Signage & possibly a buggy lane to left (South) thru power line right of way)

* when Traveling East on College Hill rd there is a Steep drop off on your right almost no Shoulder, Doup Rd intersection vicinity (Solution) gaurd rail

* St. Rt. 3 & Pealer Mill intersection short distance visibility north on 3 (Solution) Signage ?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Jelloway, Knox County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

distance from head of horse to face of driver is 13'-14'

OHIO DEPARTMENT OF TRANSPORTATION

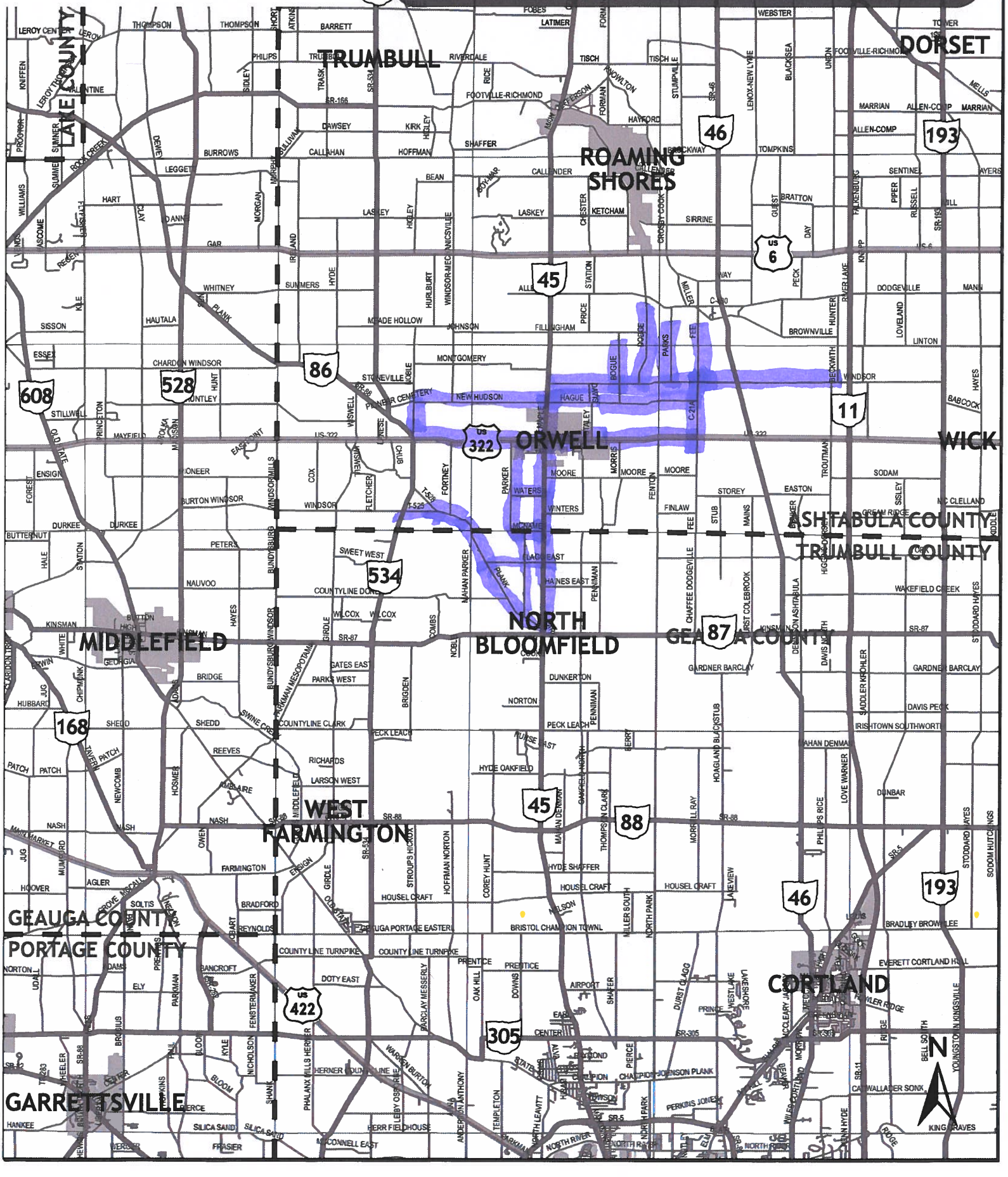
Ashtabula/Trumbull County Meeting Results

July 22nd, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:





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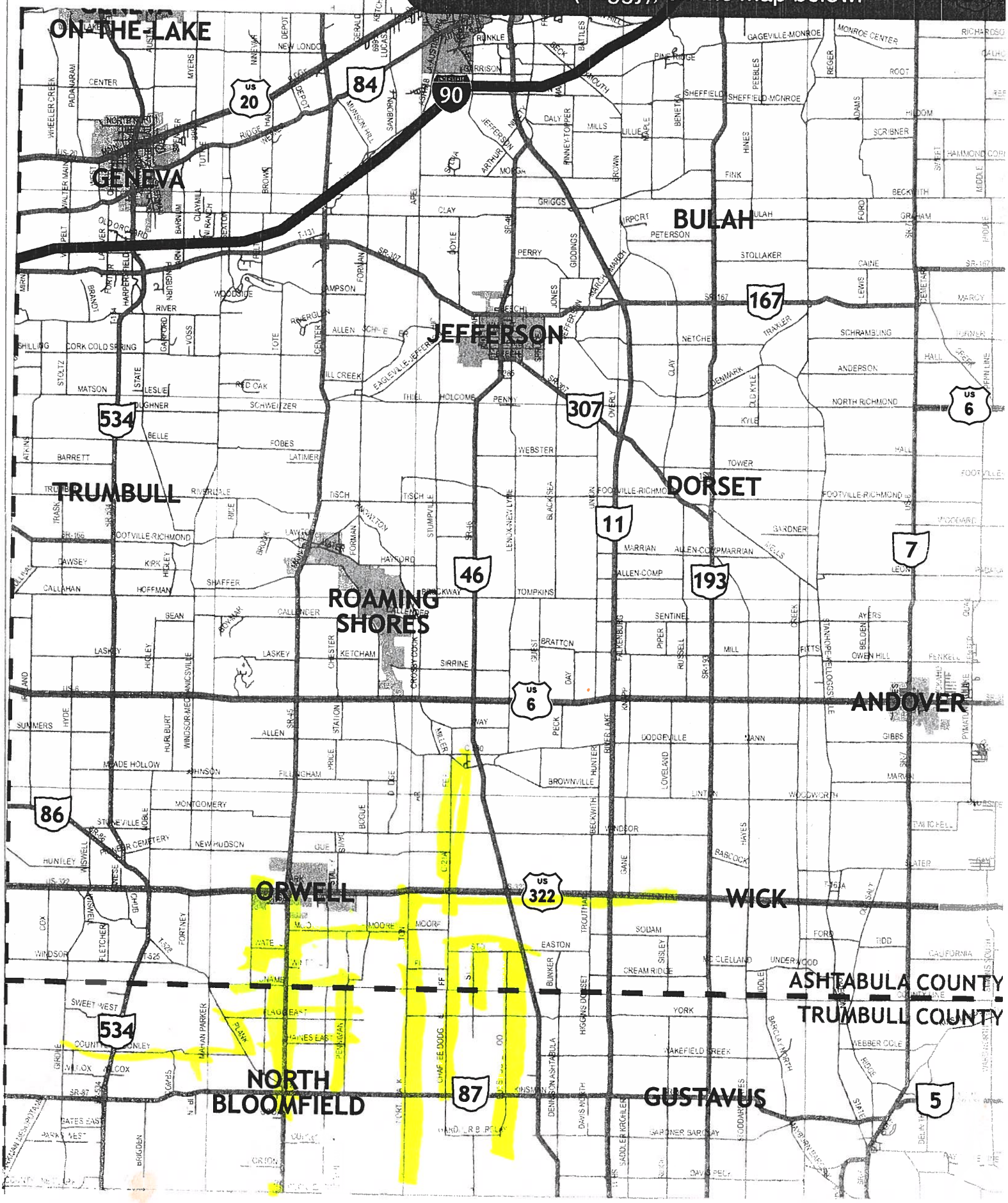

Buggy Safety Exercise



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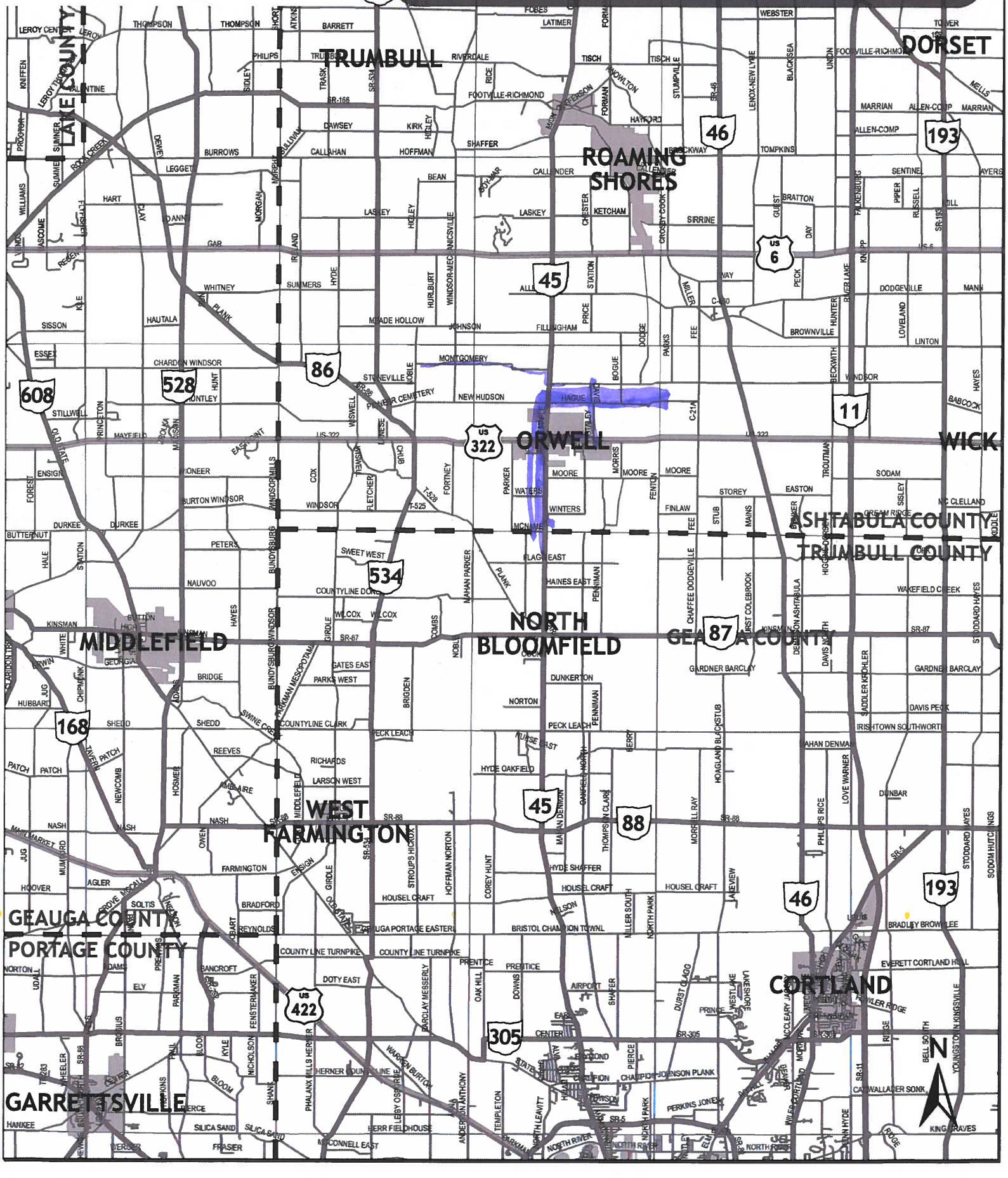

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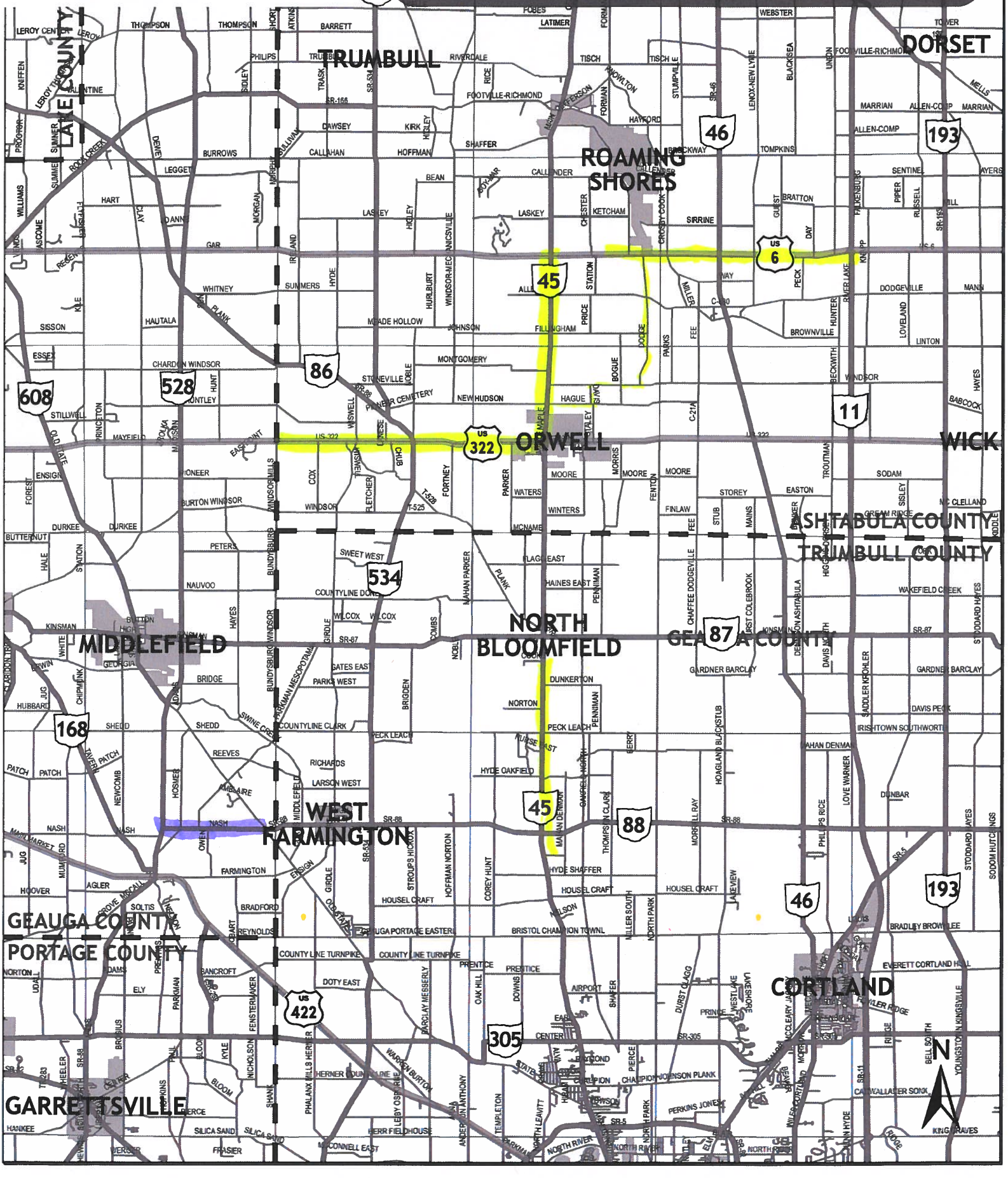

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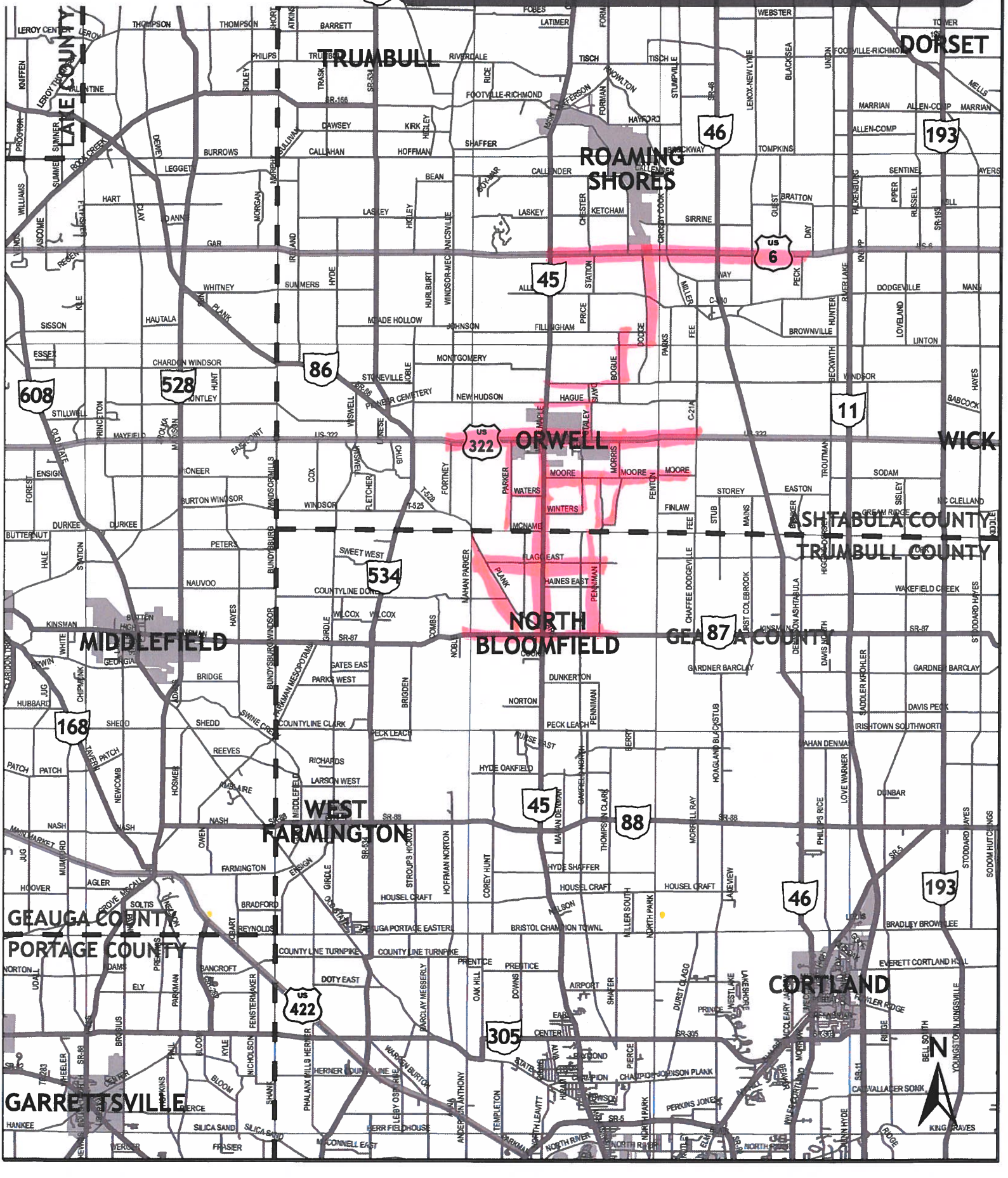

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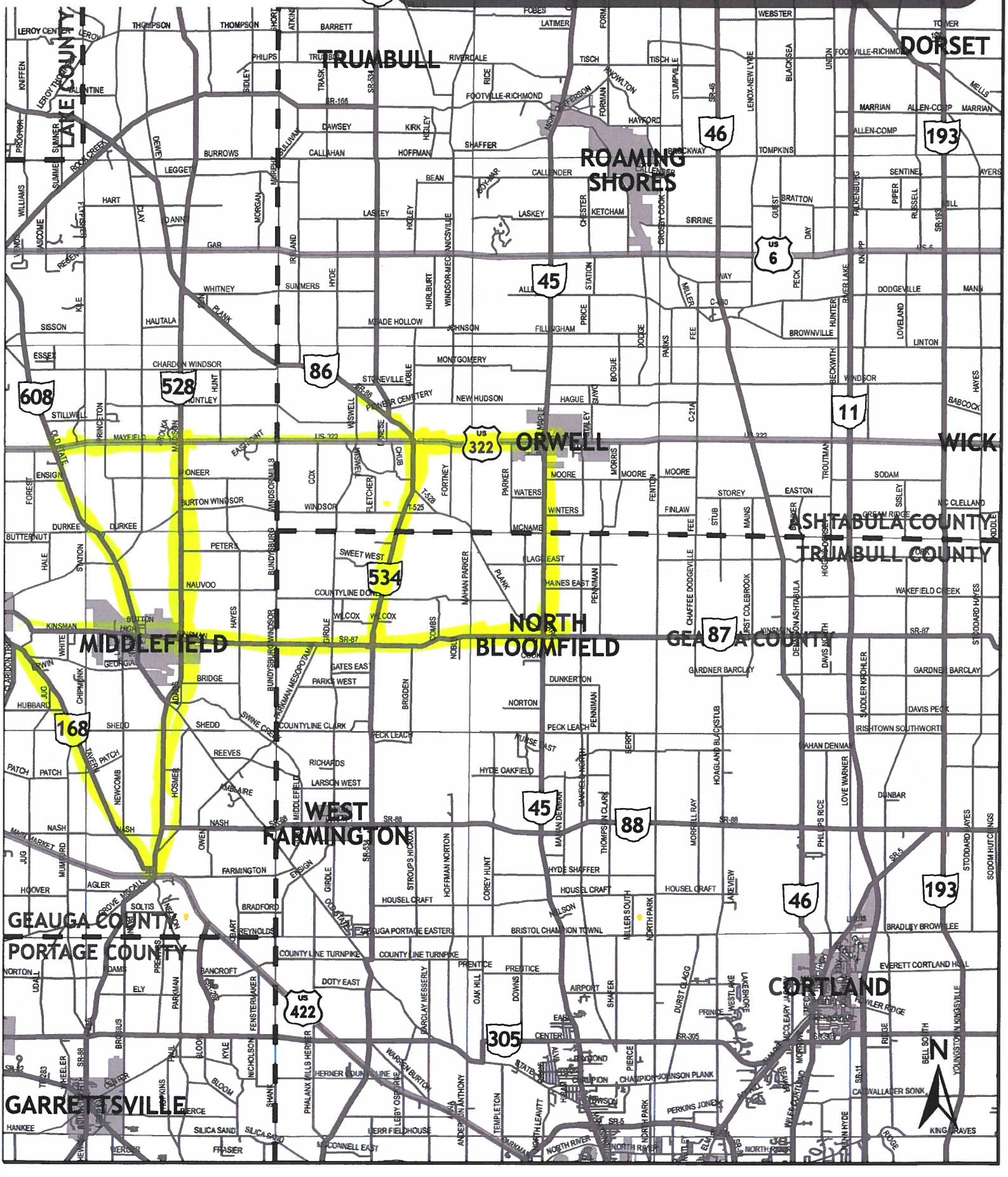

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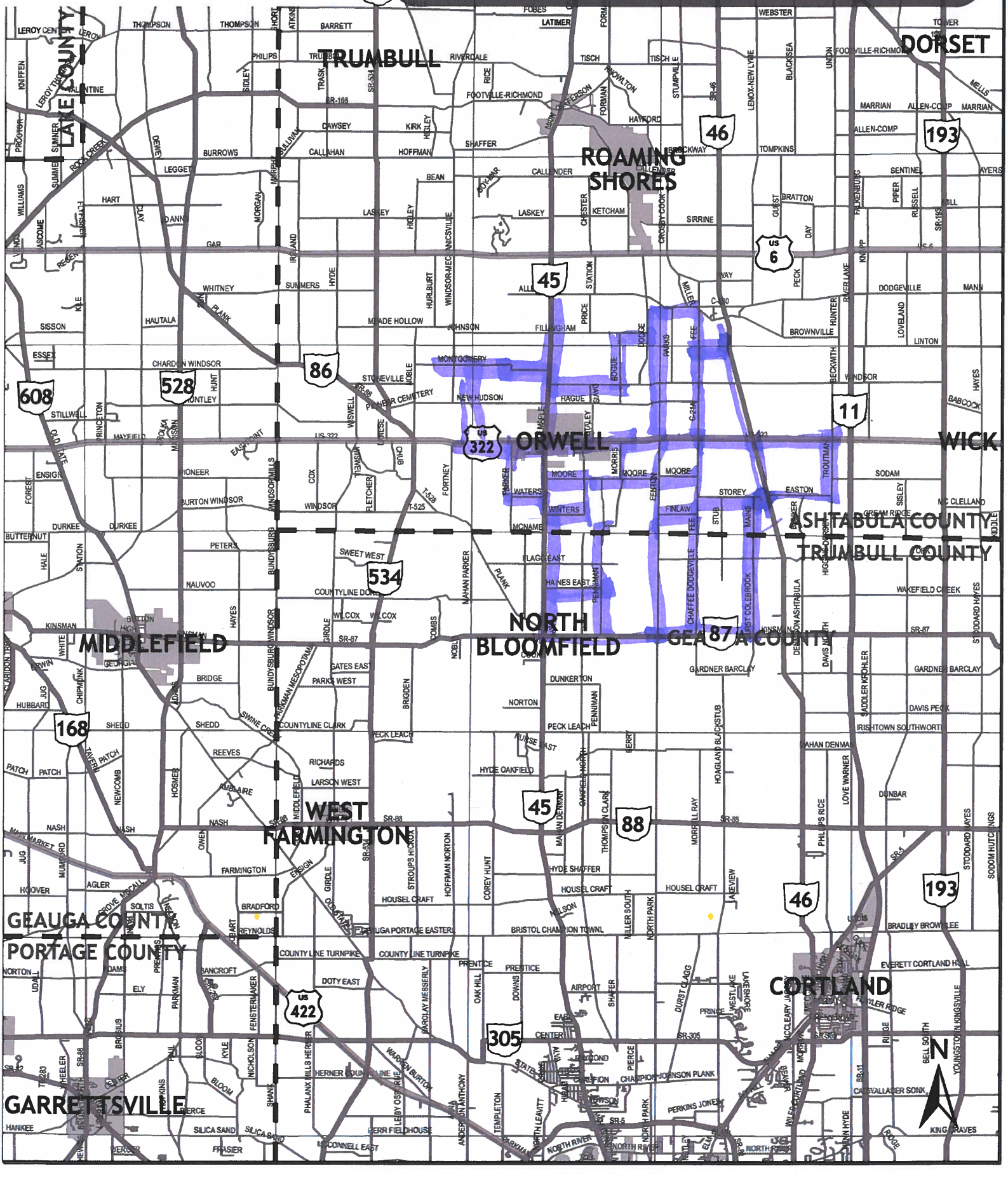

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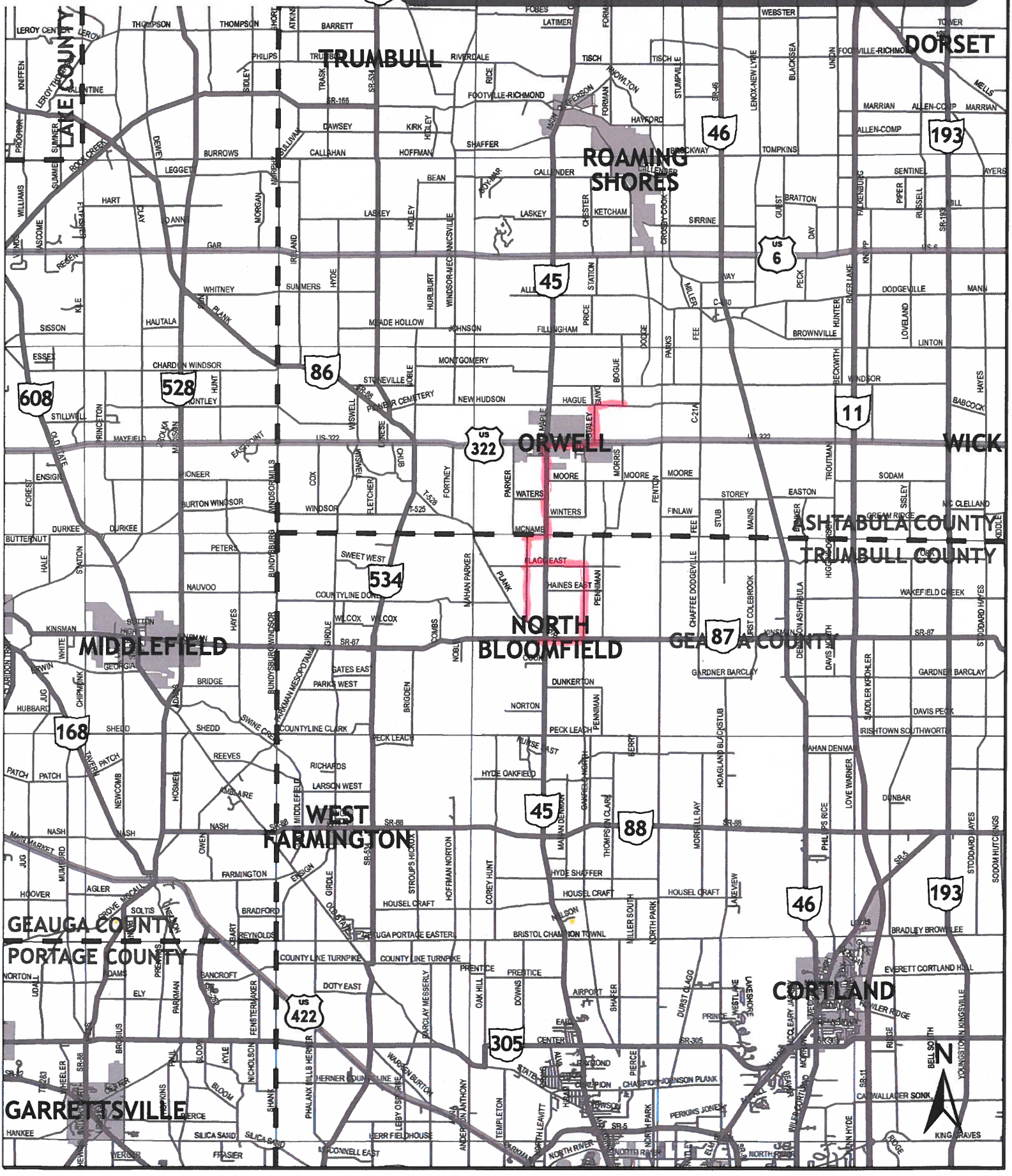

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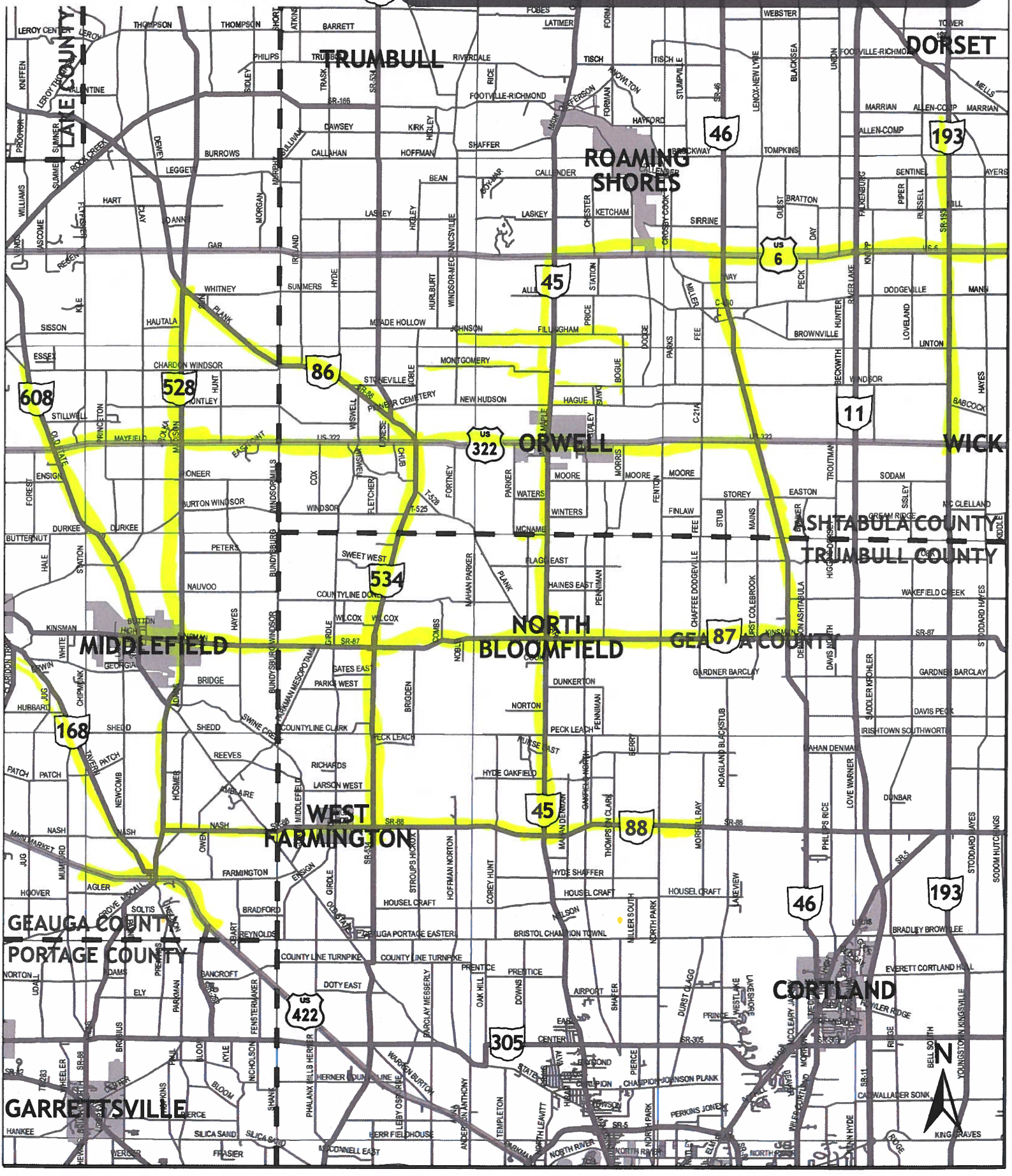

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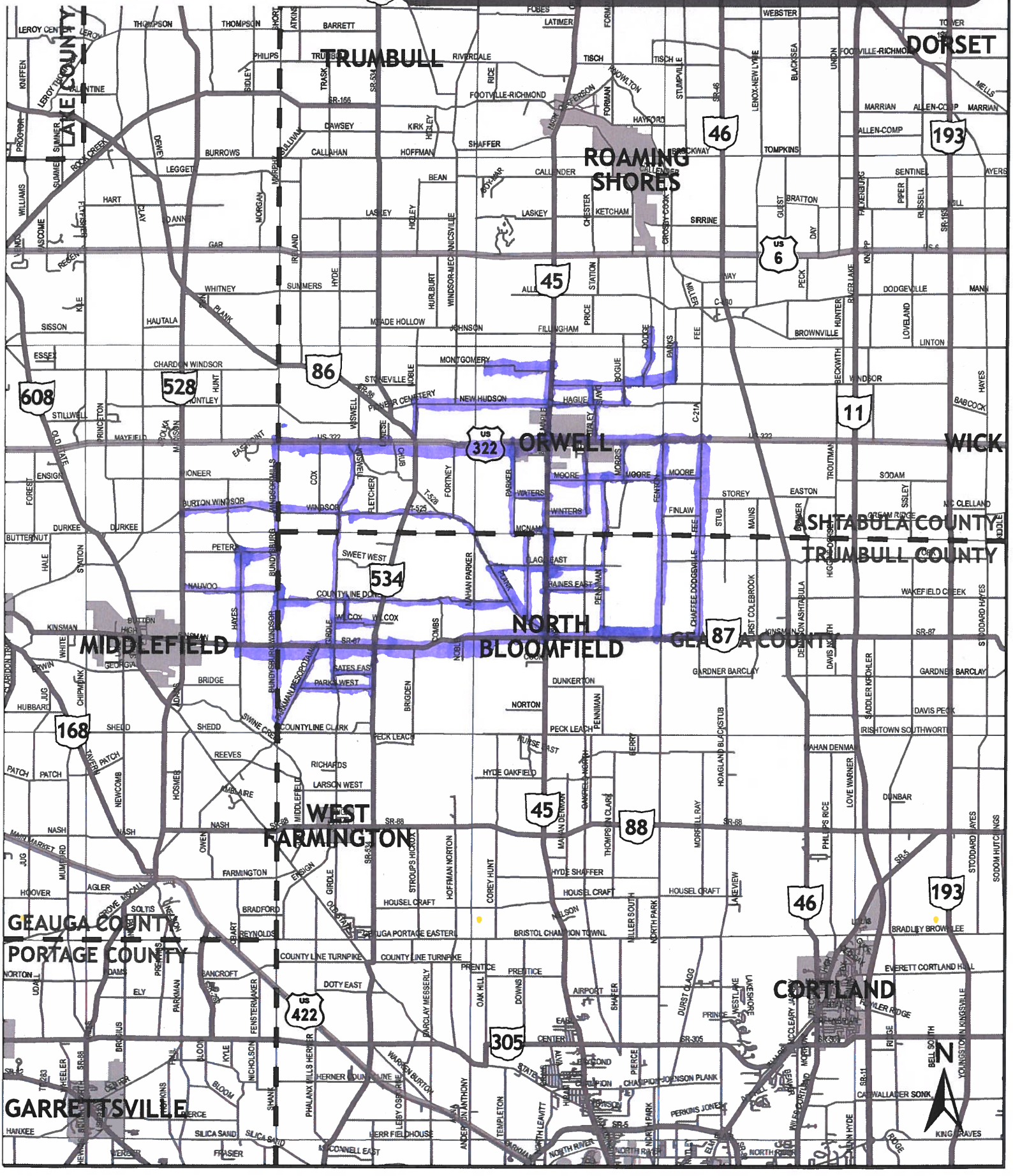

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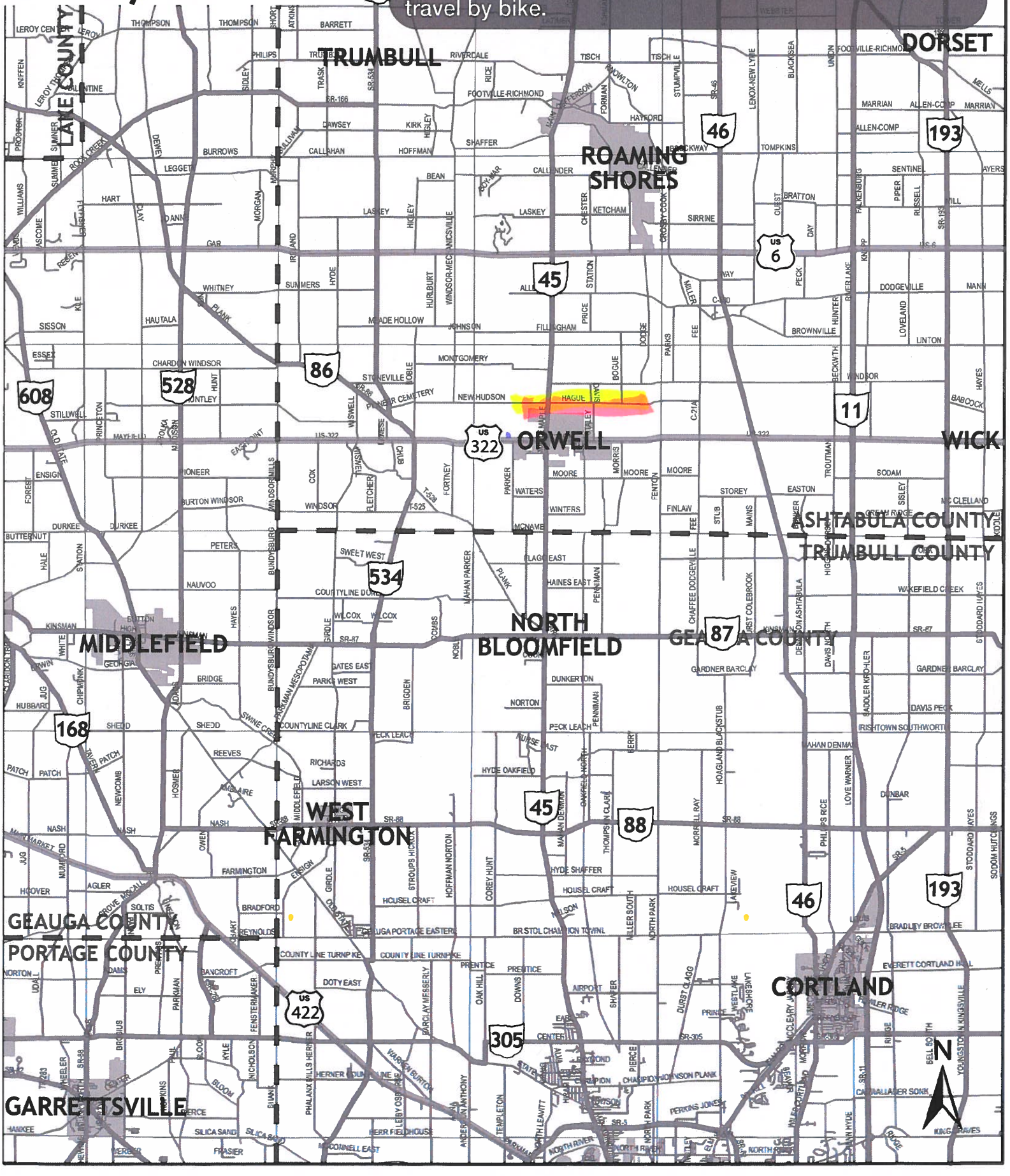

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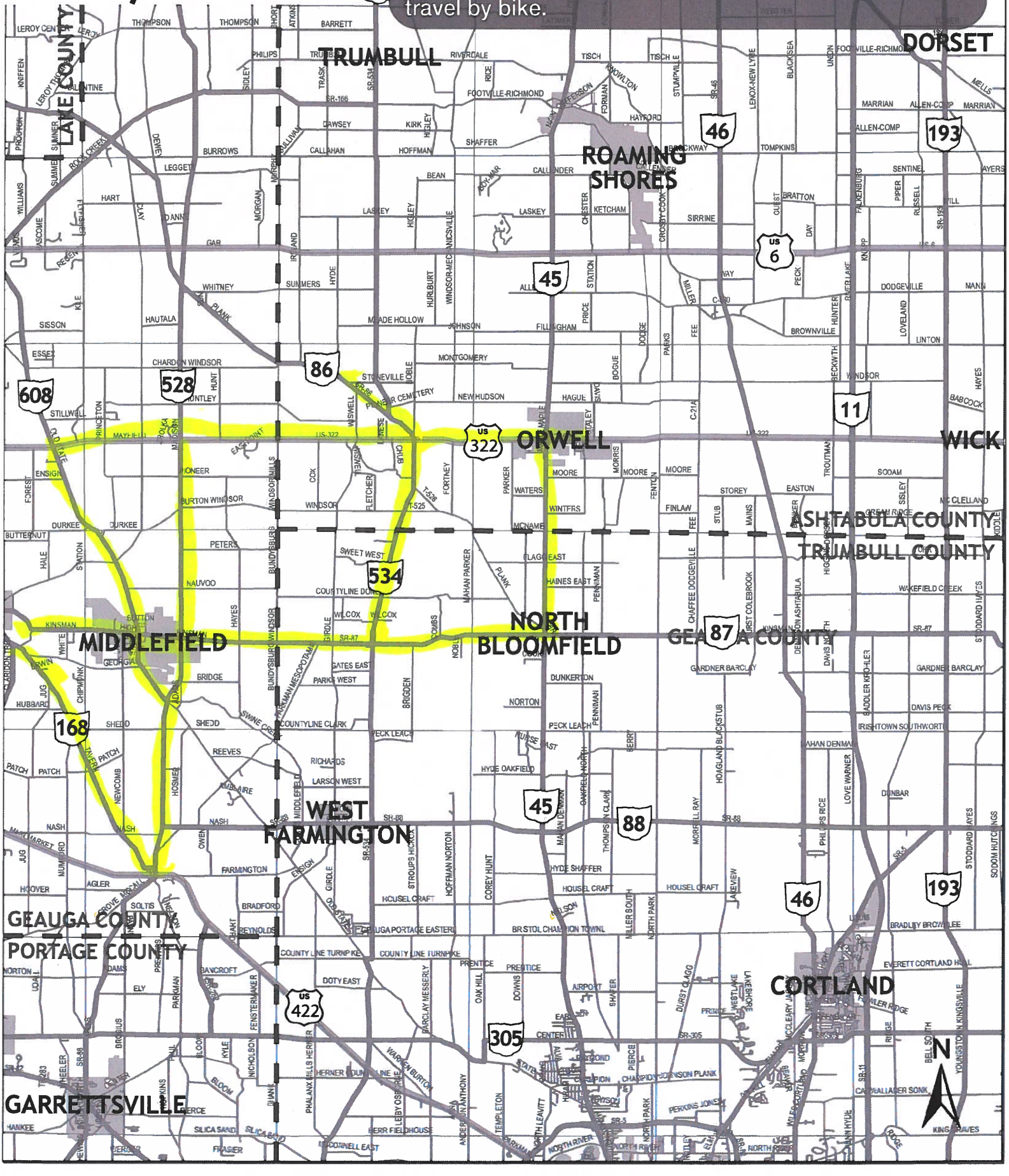

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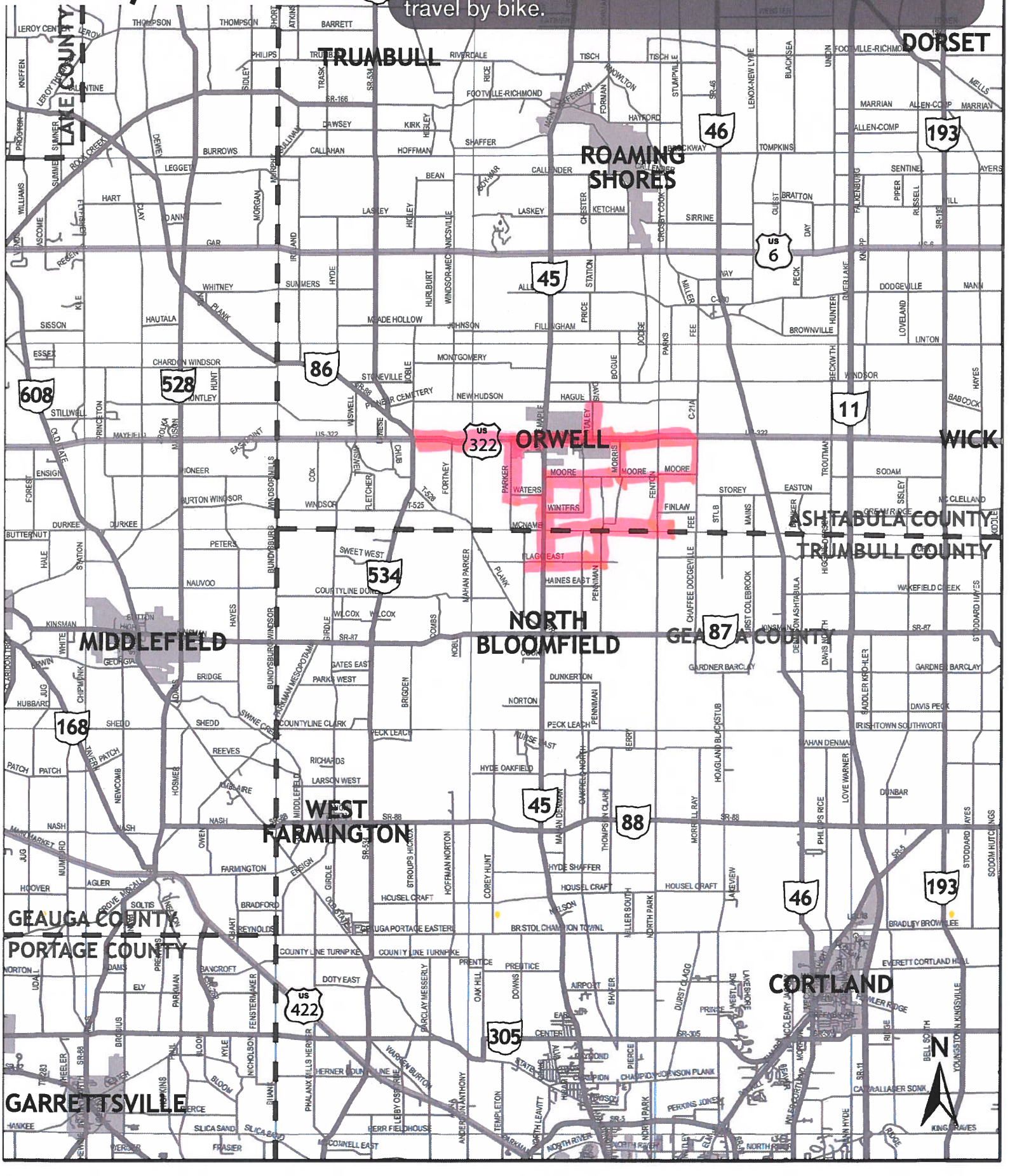

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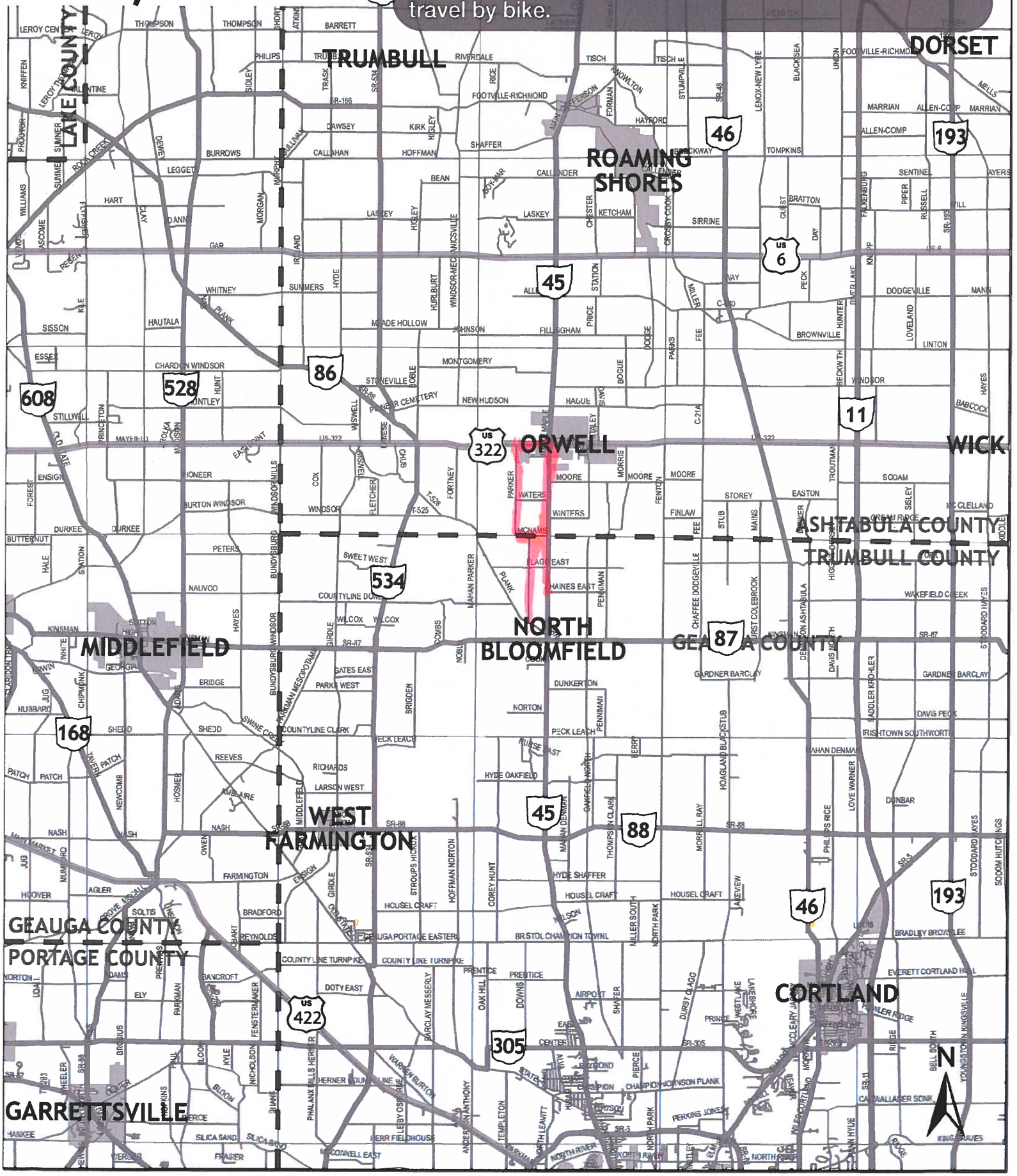

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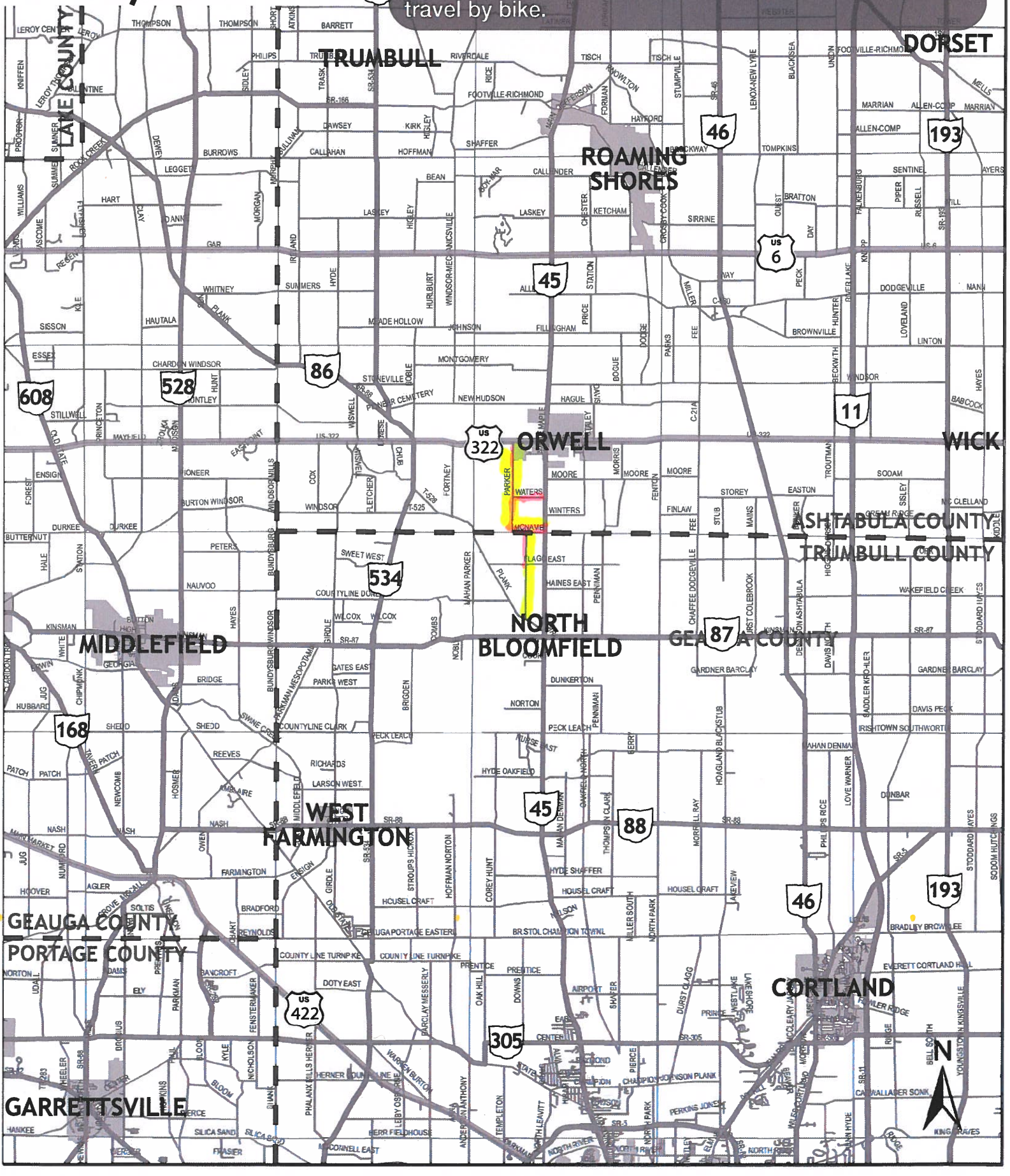

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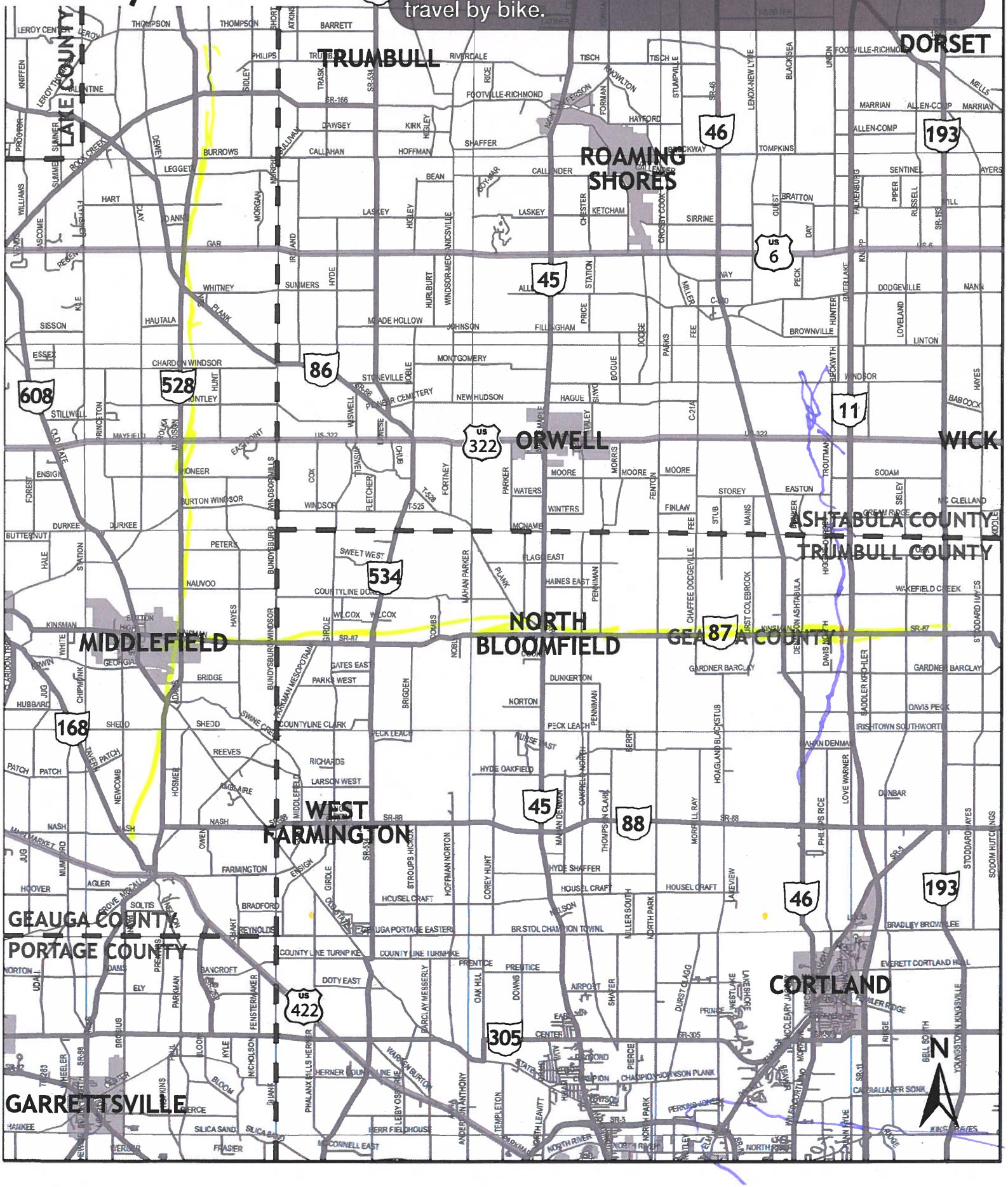

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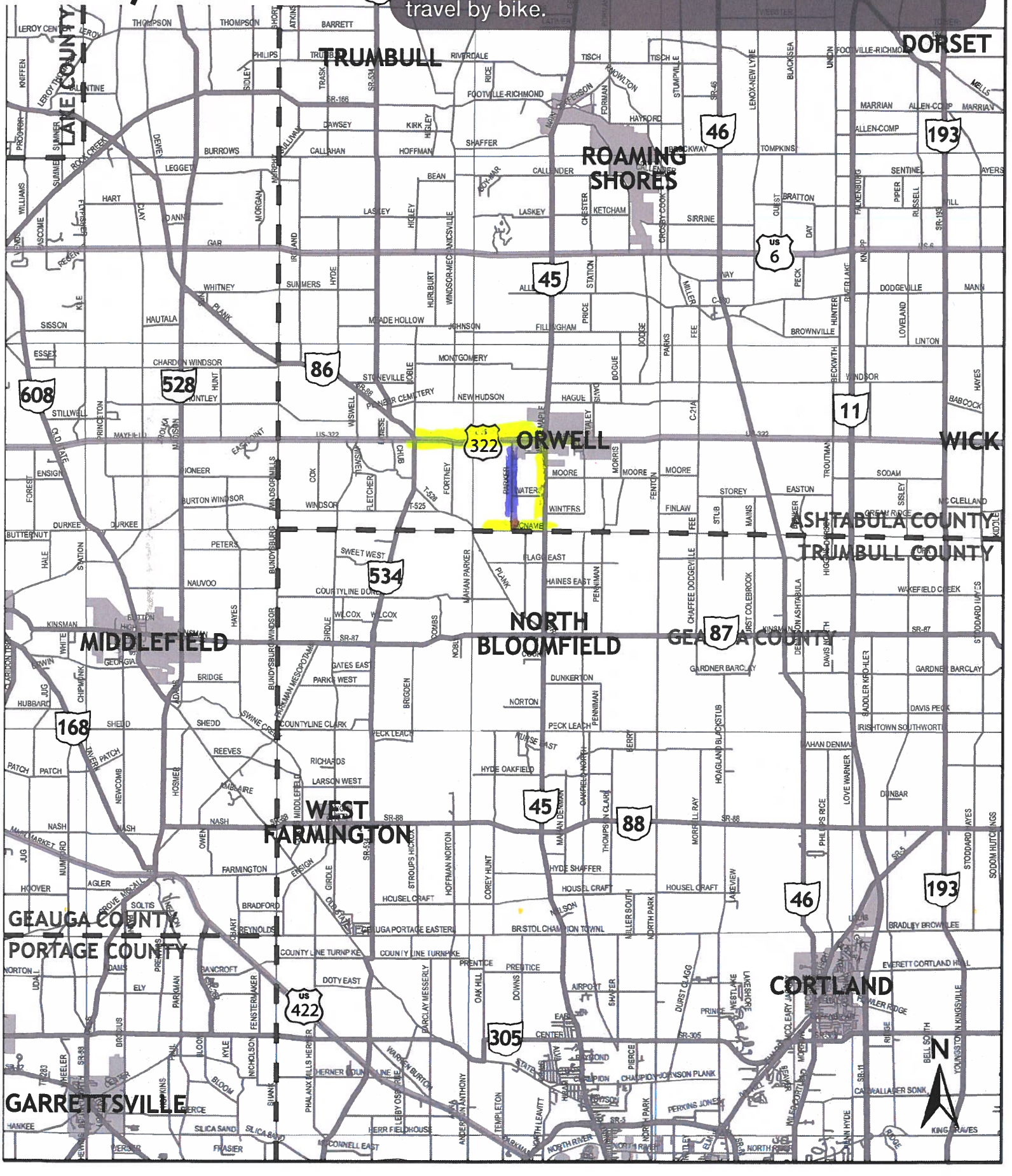

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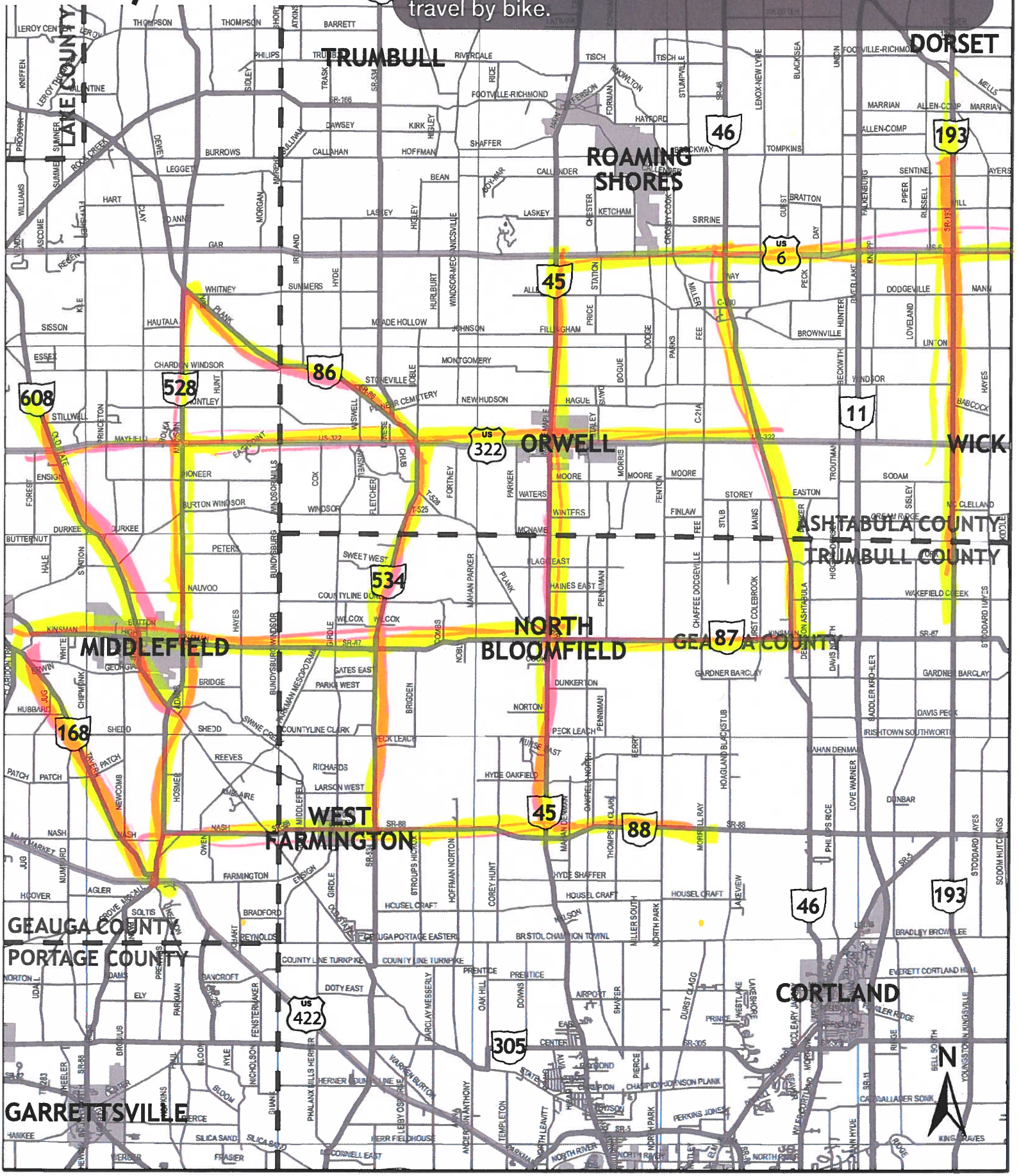

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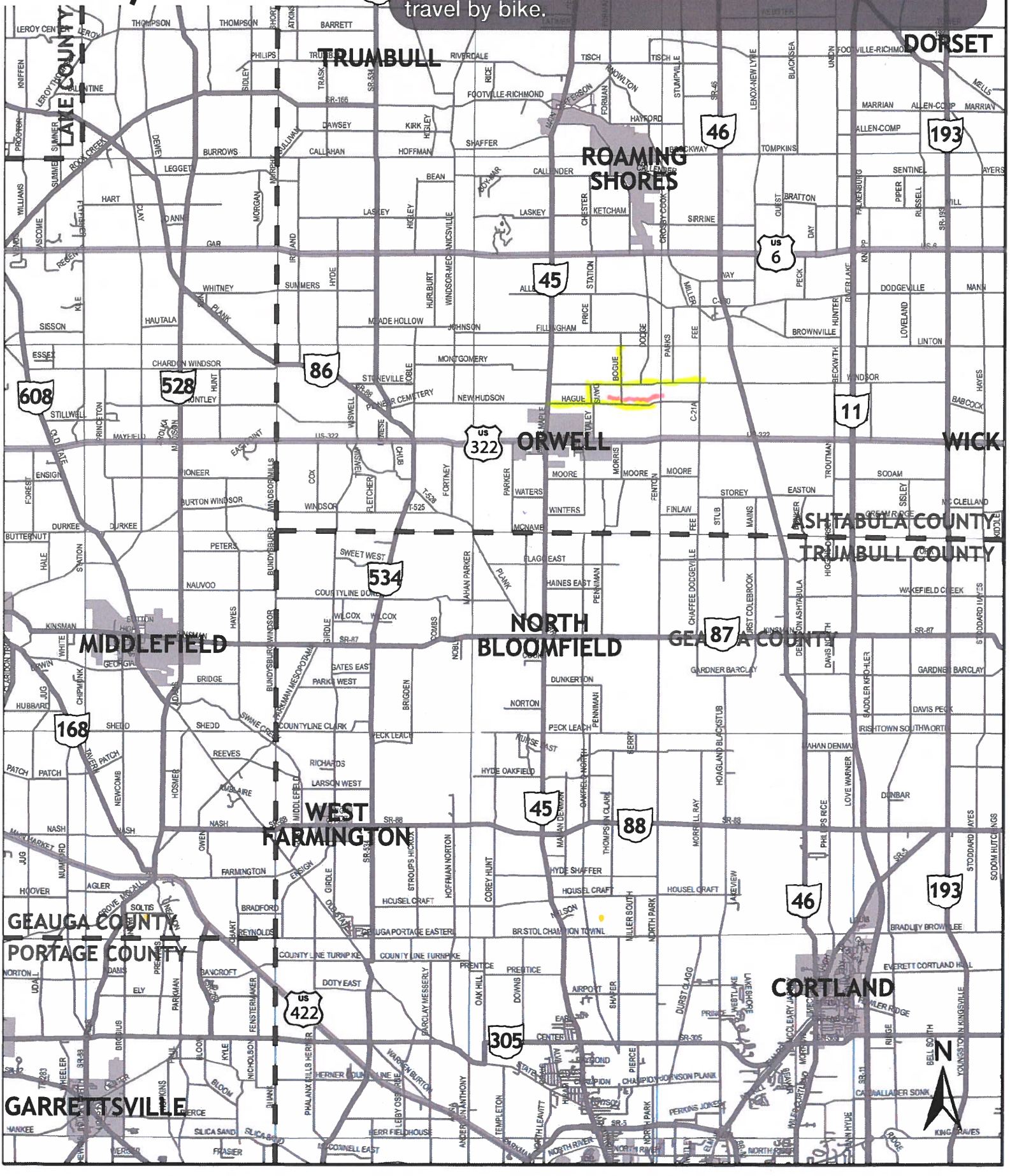

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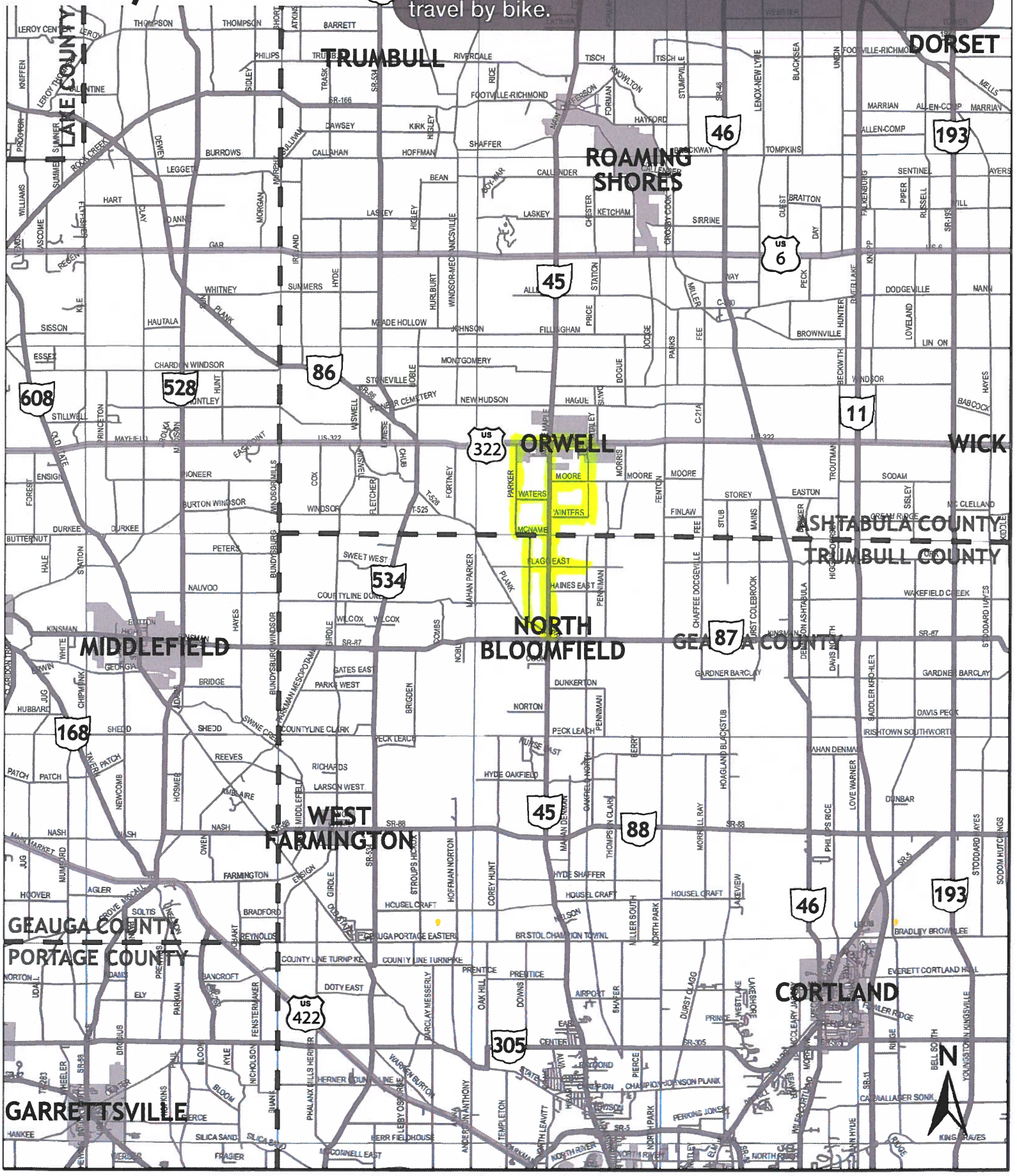

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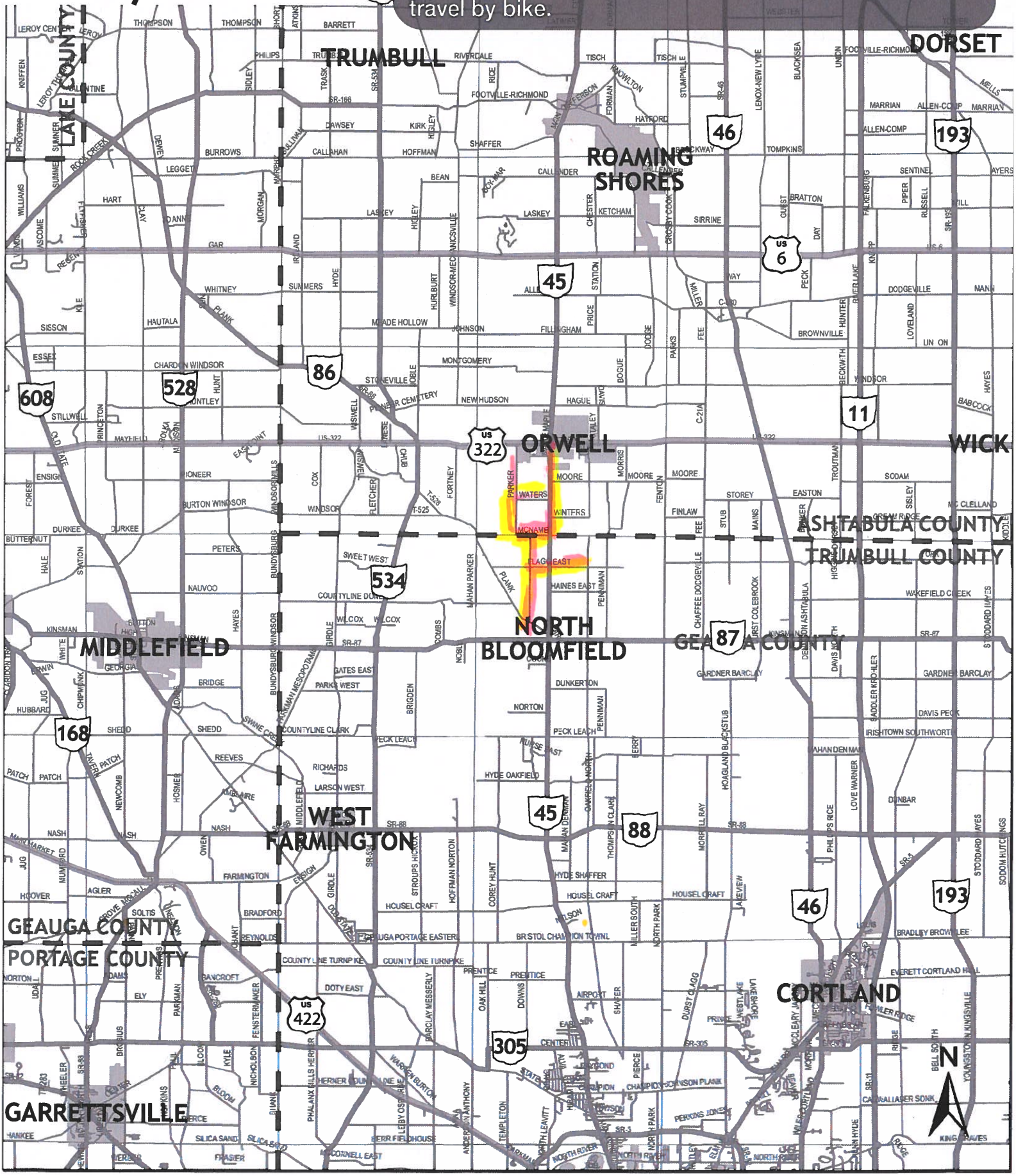

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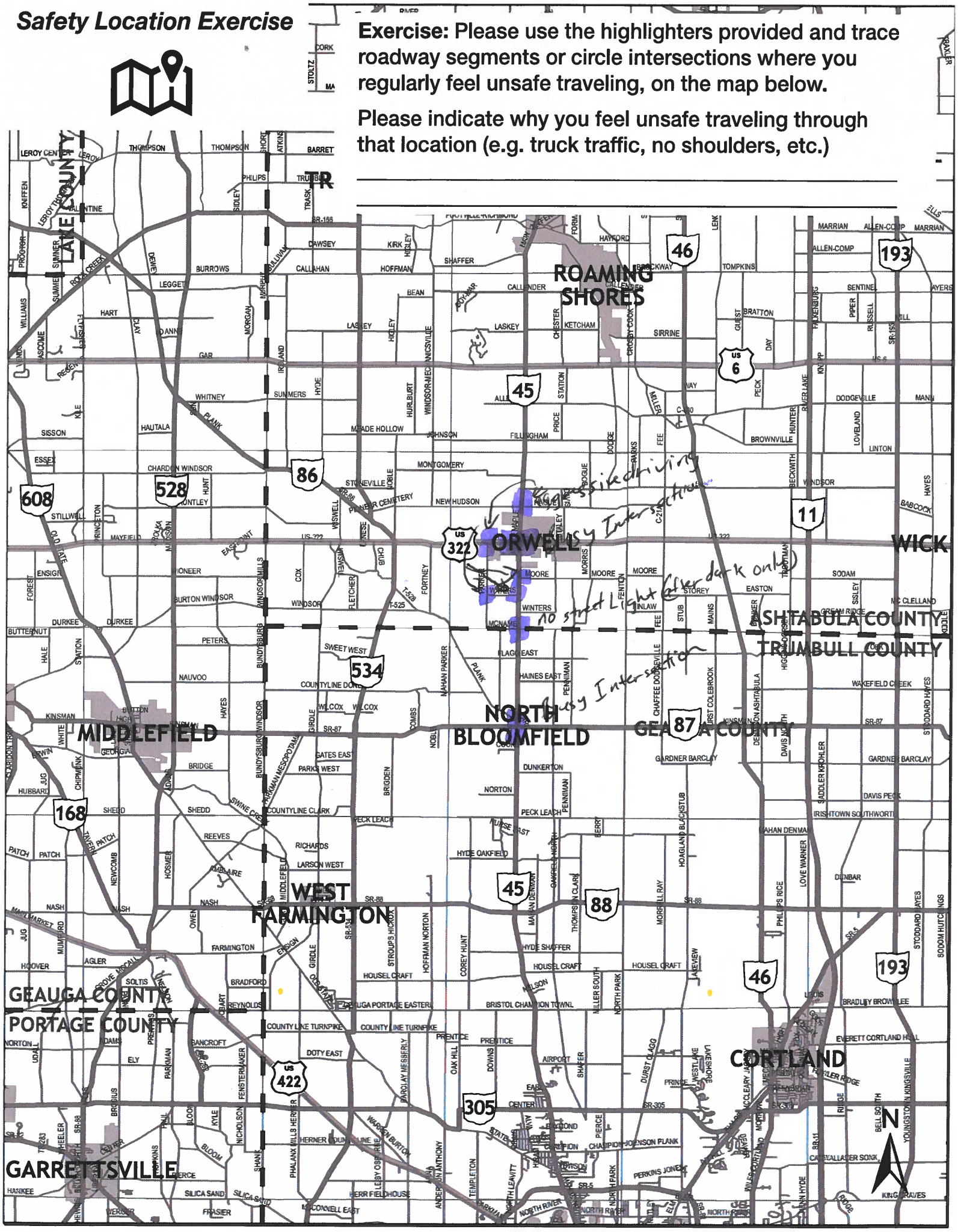

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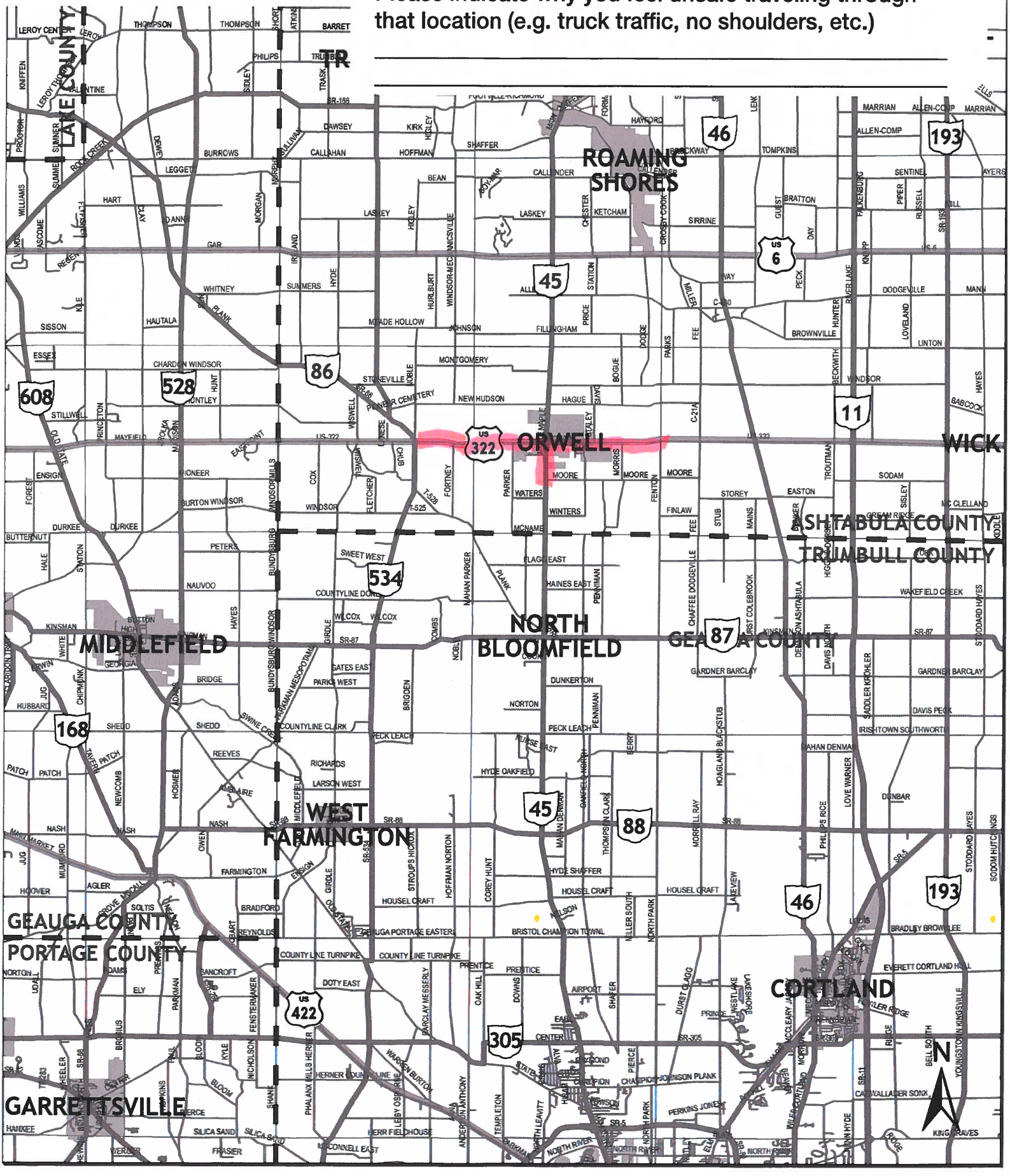

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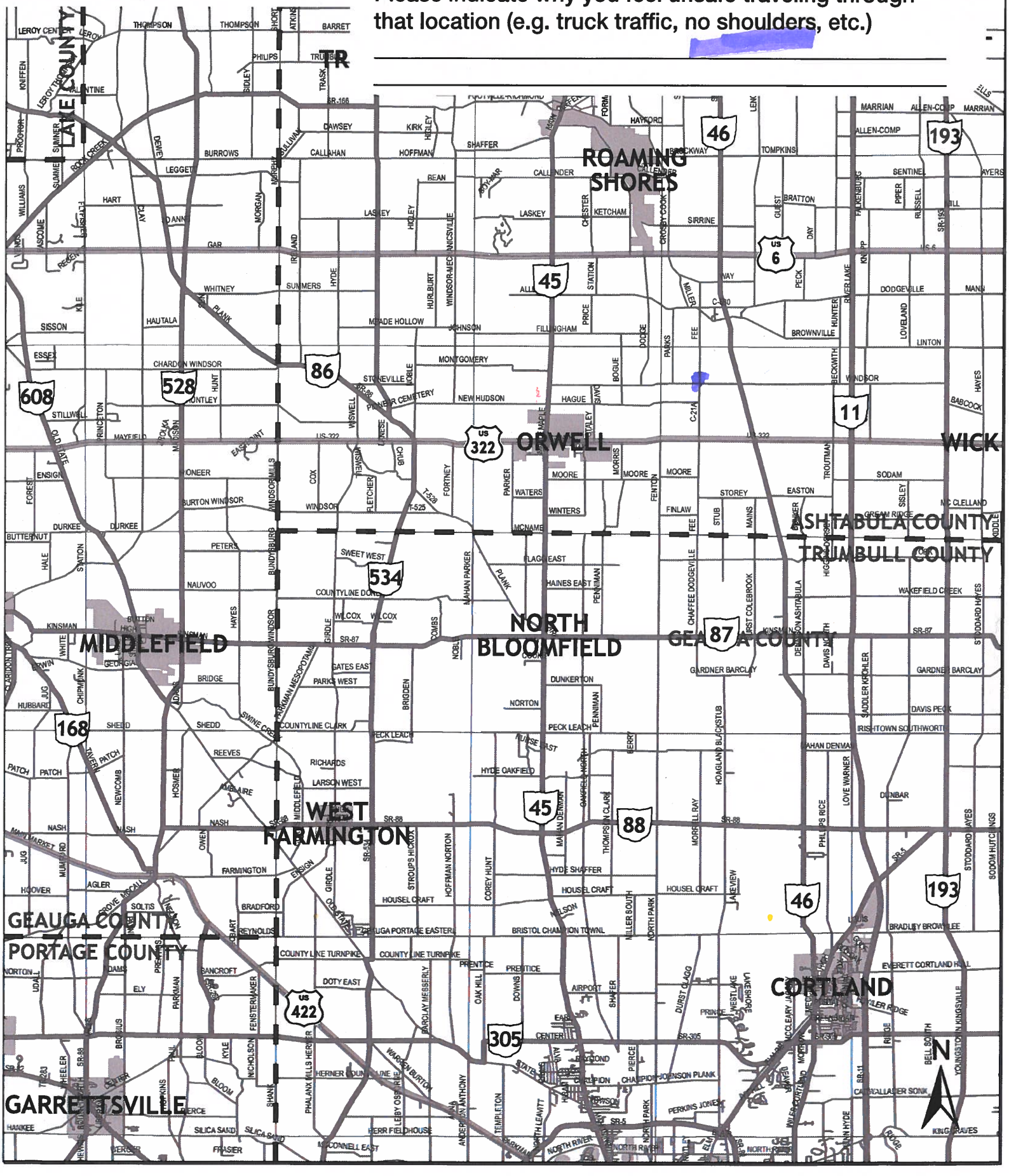

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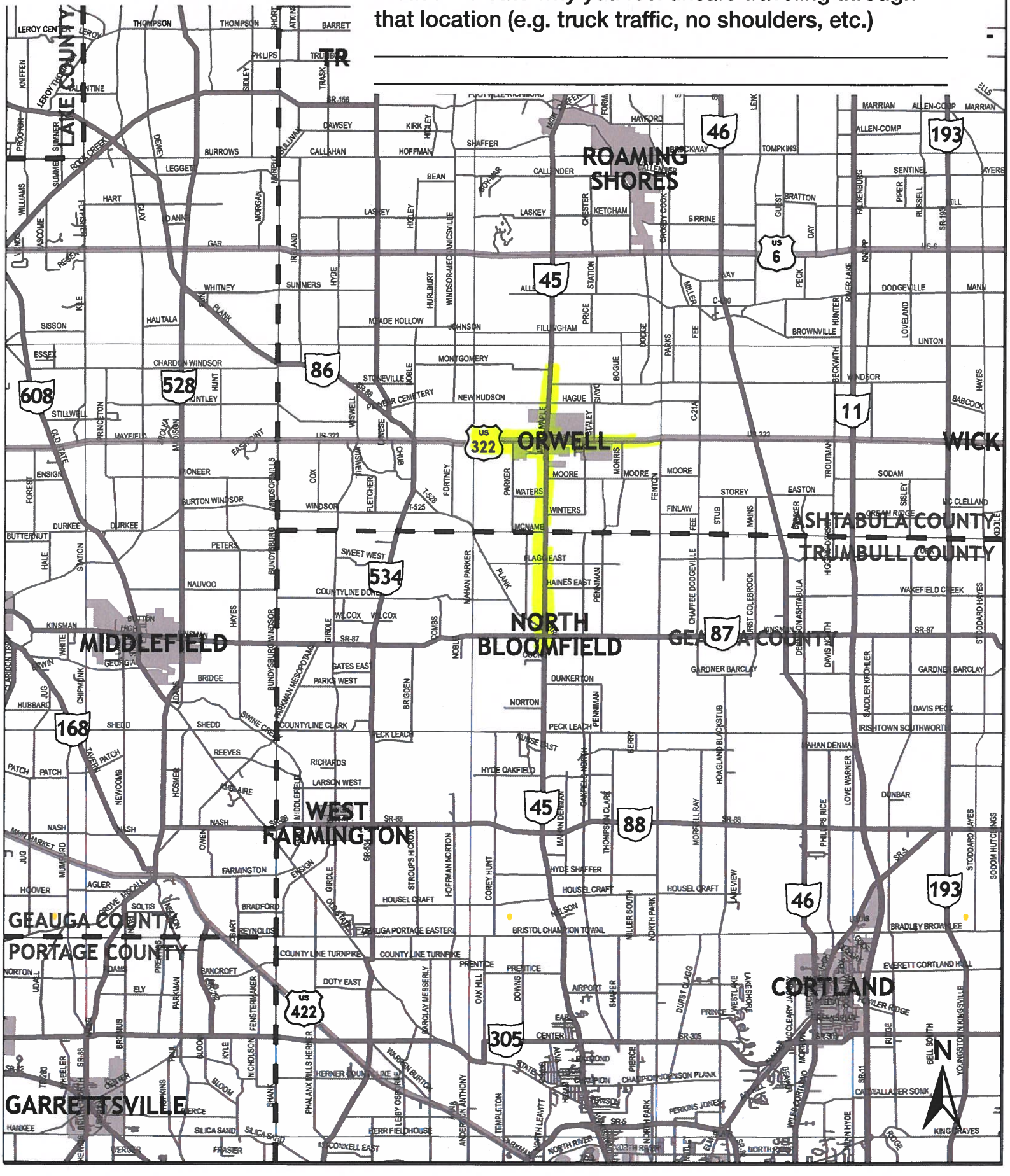

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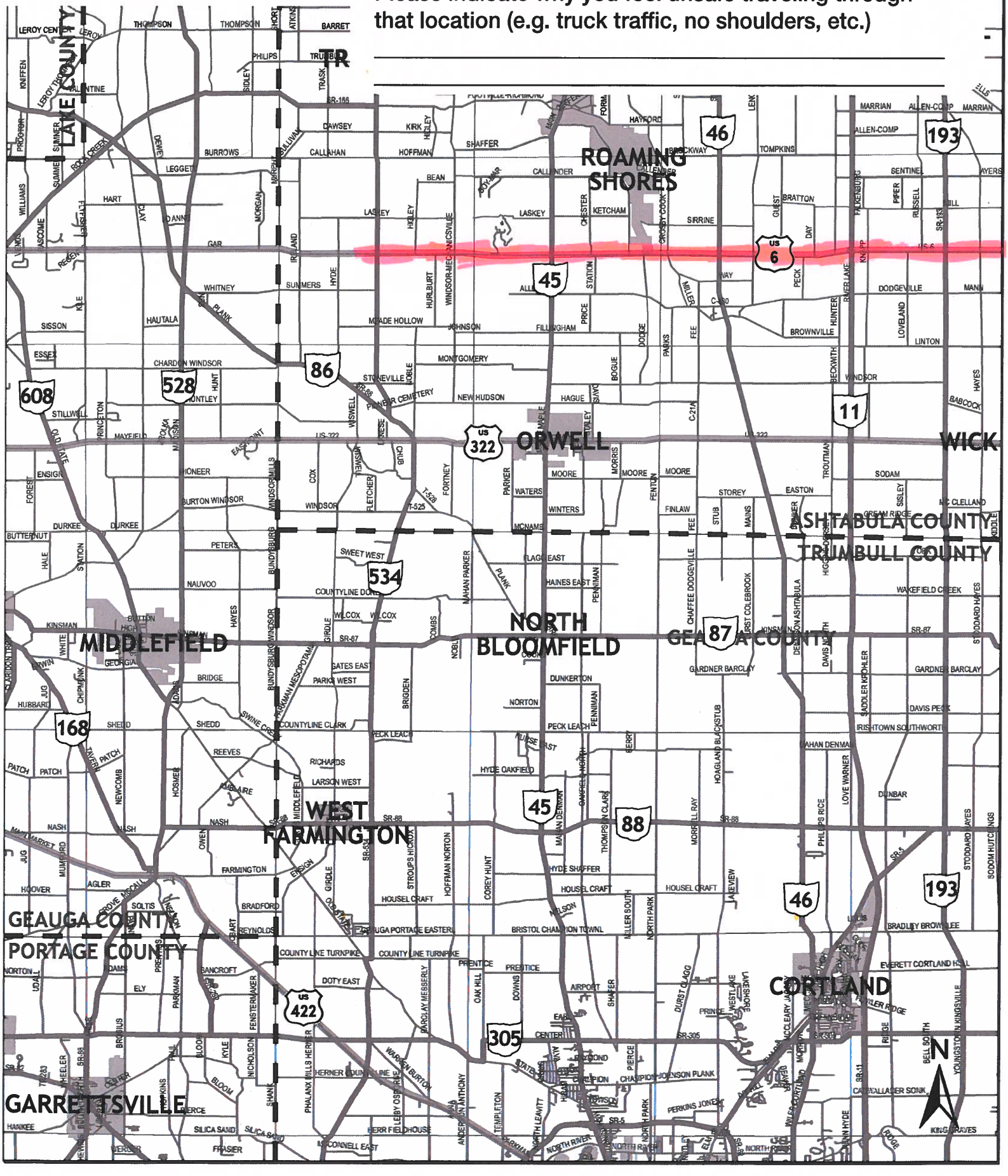

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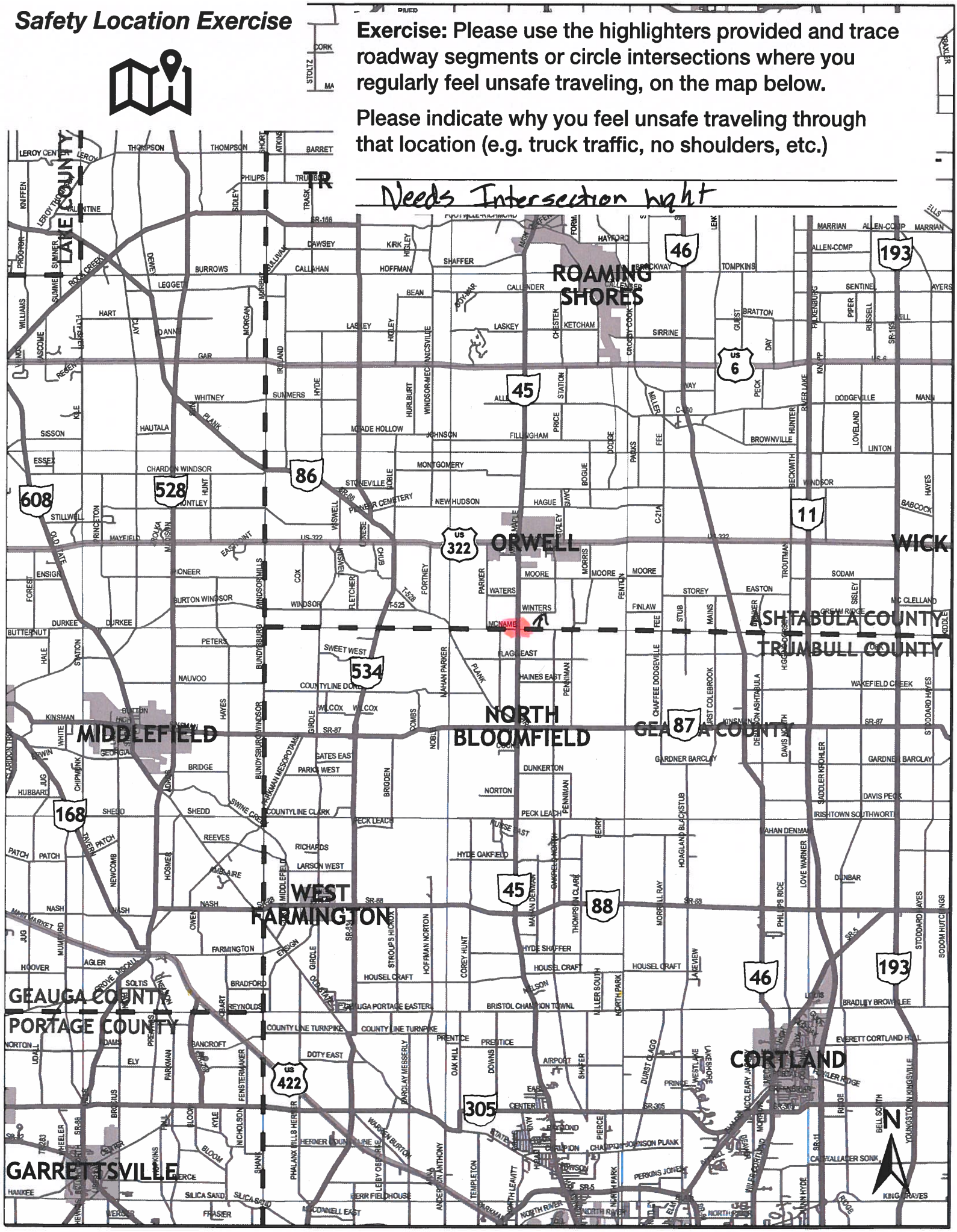
Needs Intersection light



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US 322 Wide but not wide enough for buggy lane.

534 Too Narrow



Safety Location Exercise

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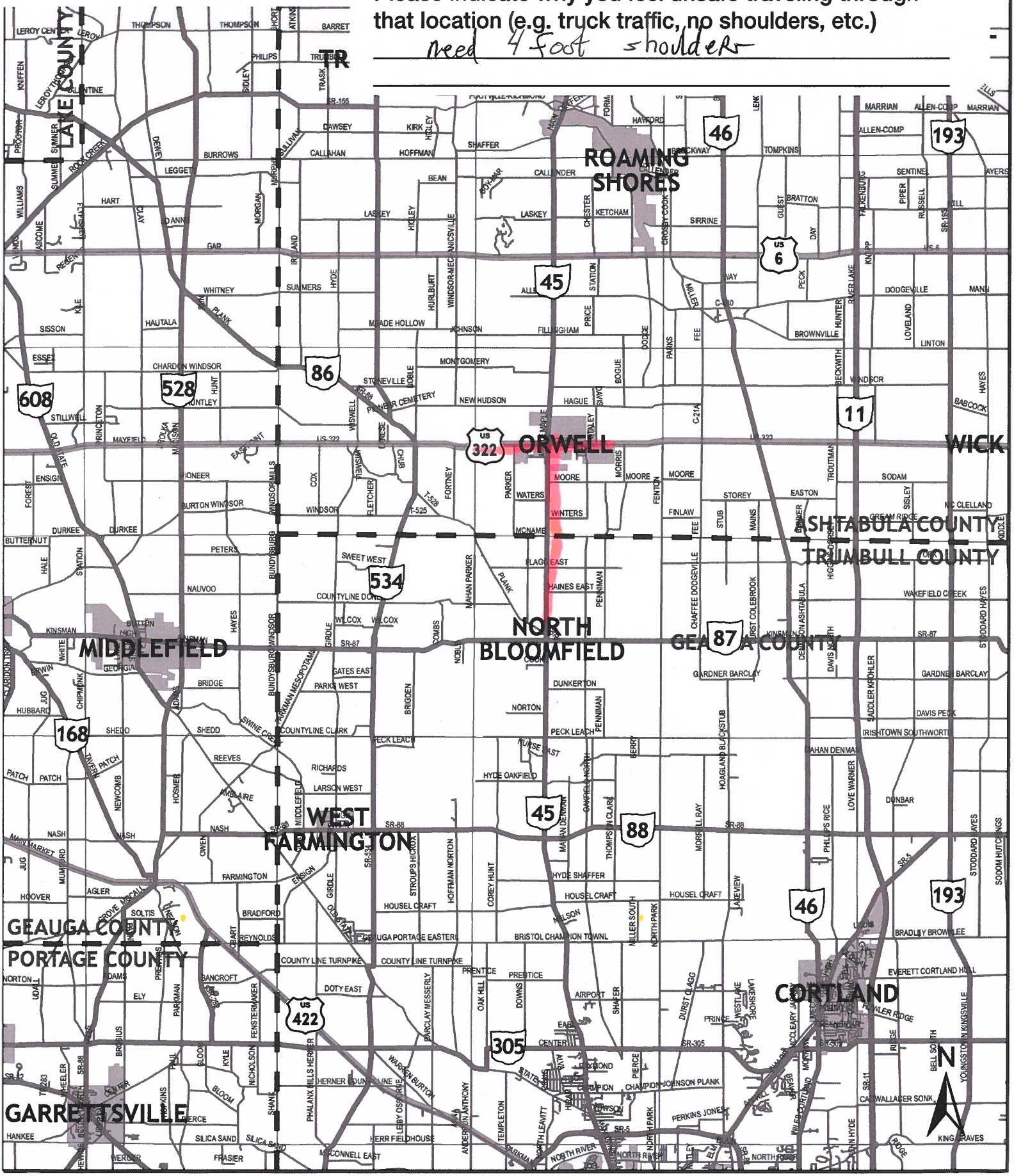
need 4 foot shoulders



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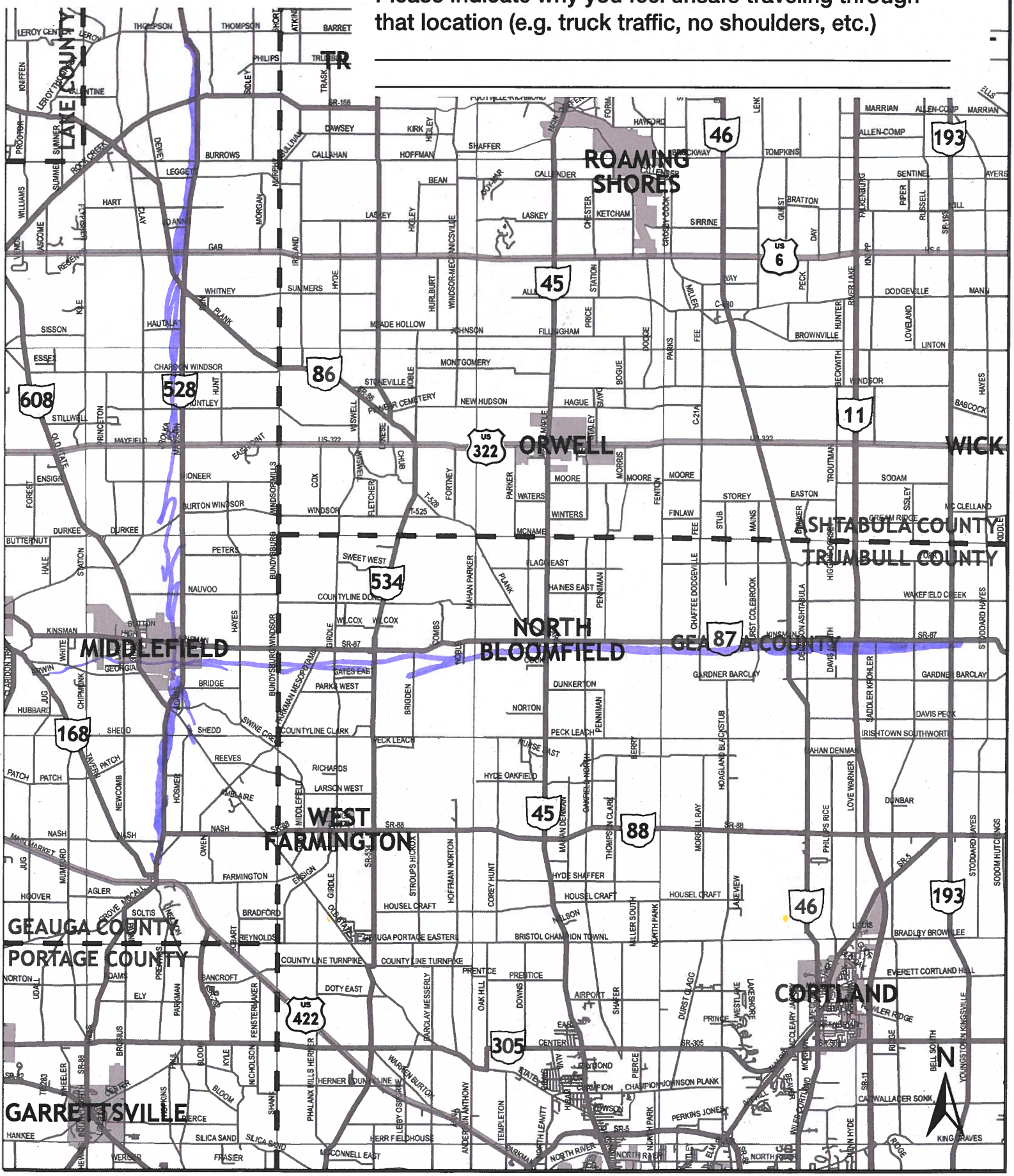

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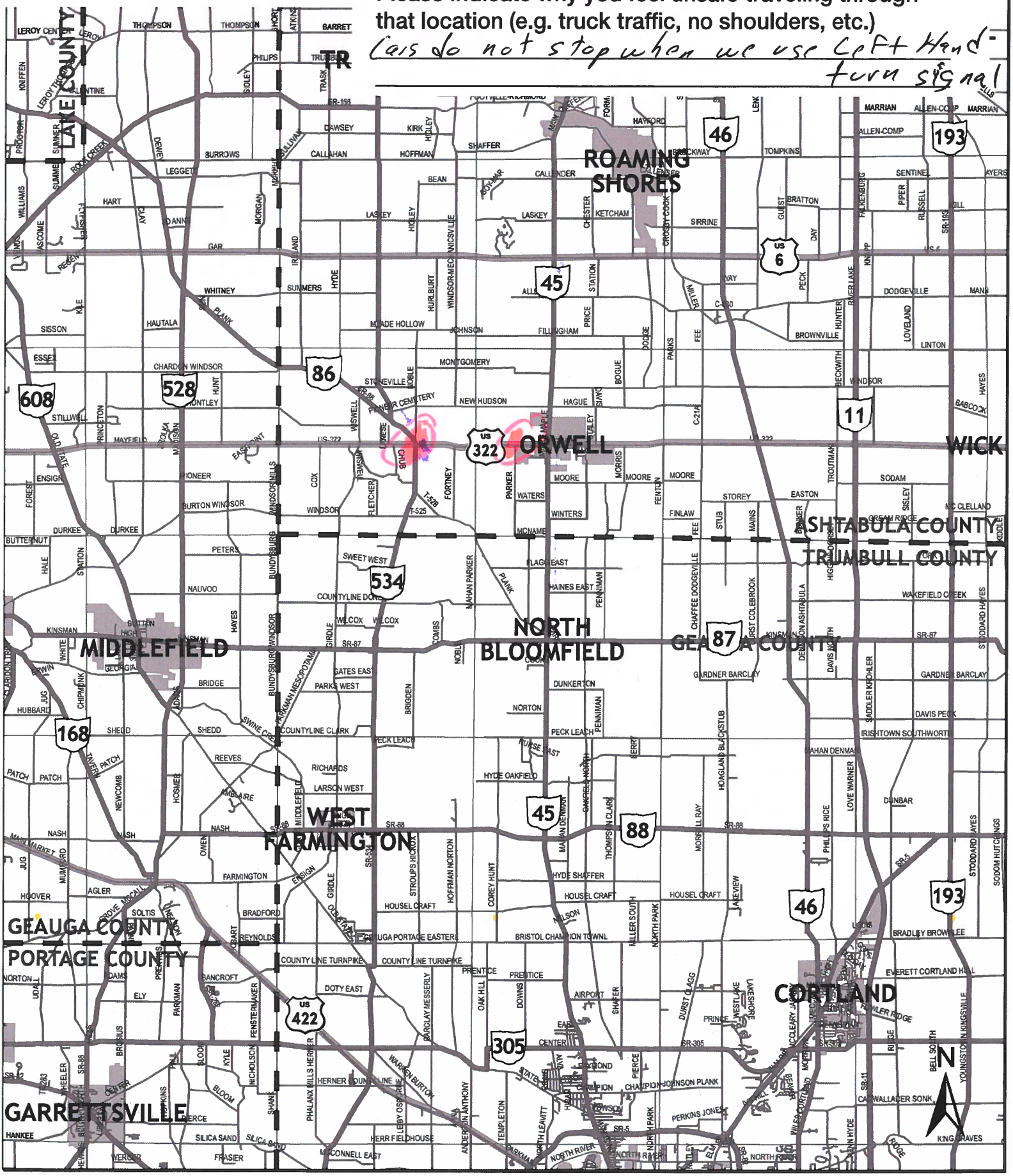
Cars do not stop when we use Left Hand turn signal



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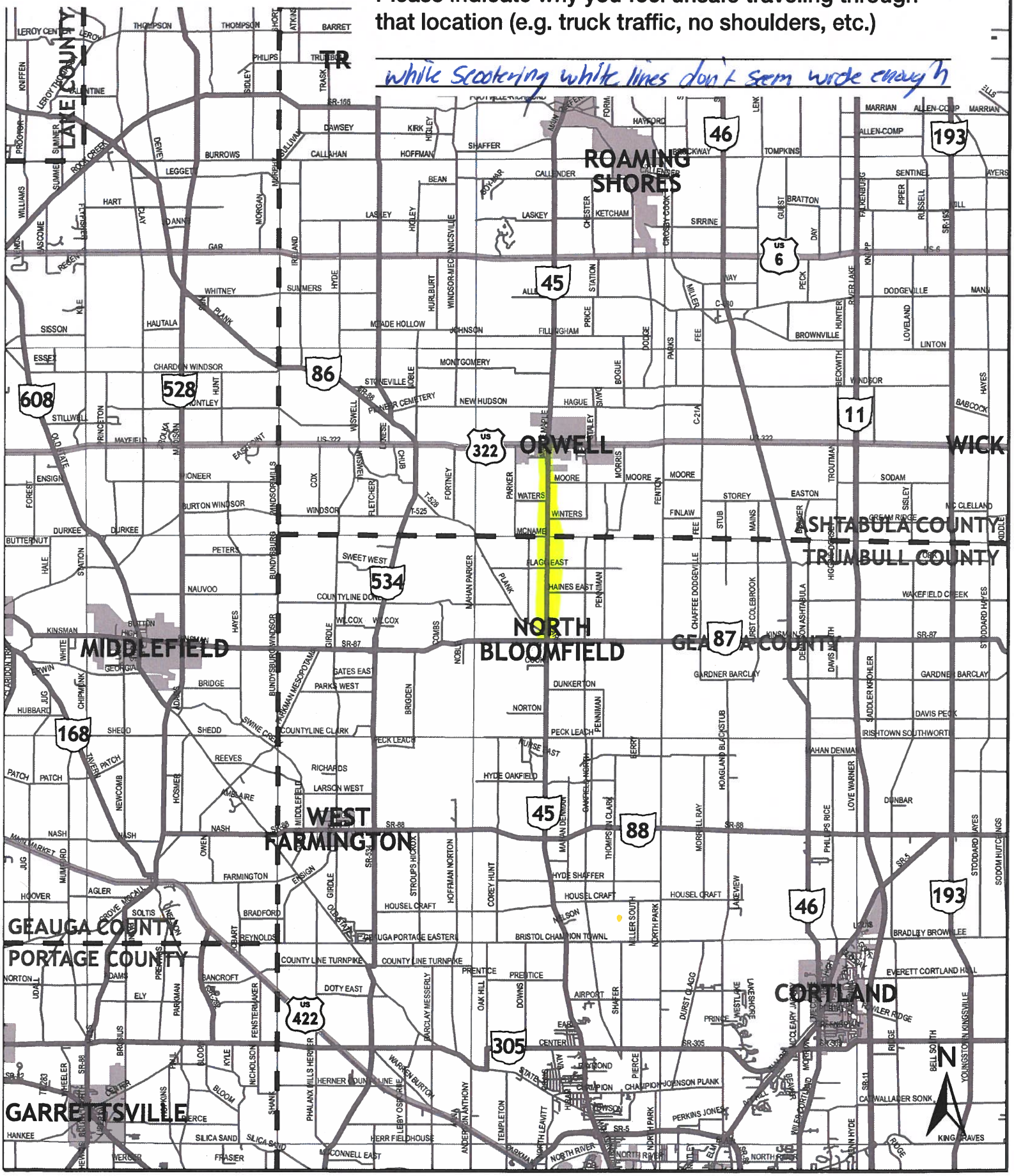
While scootering white lines don't seem wide enough



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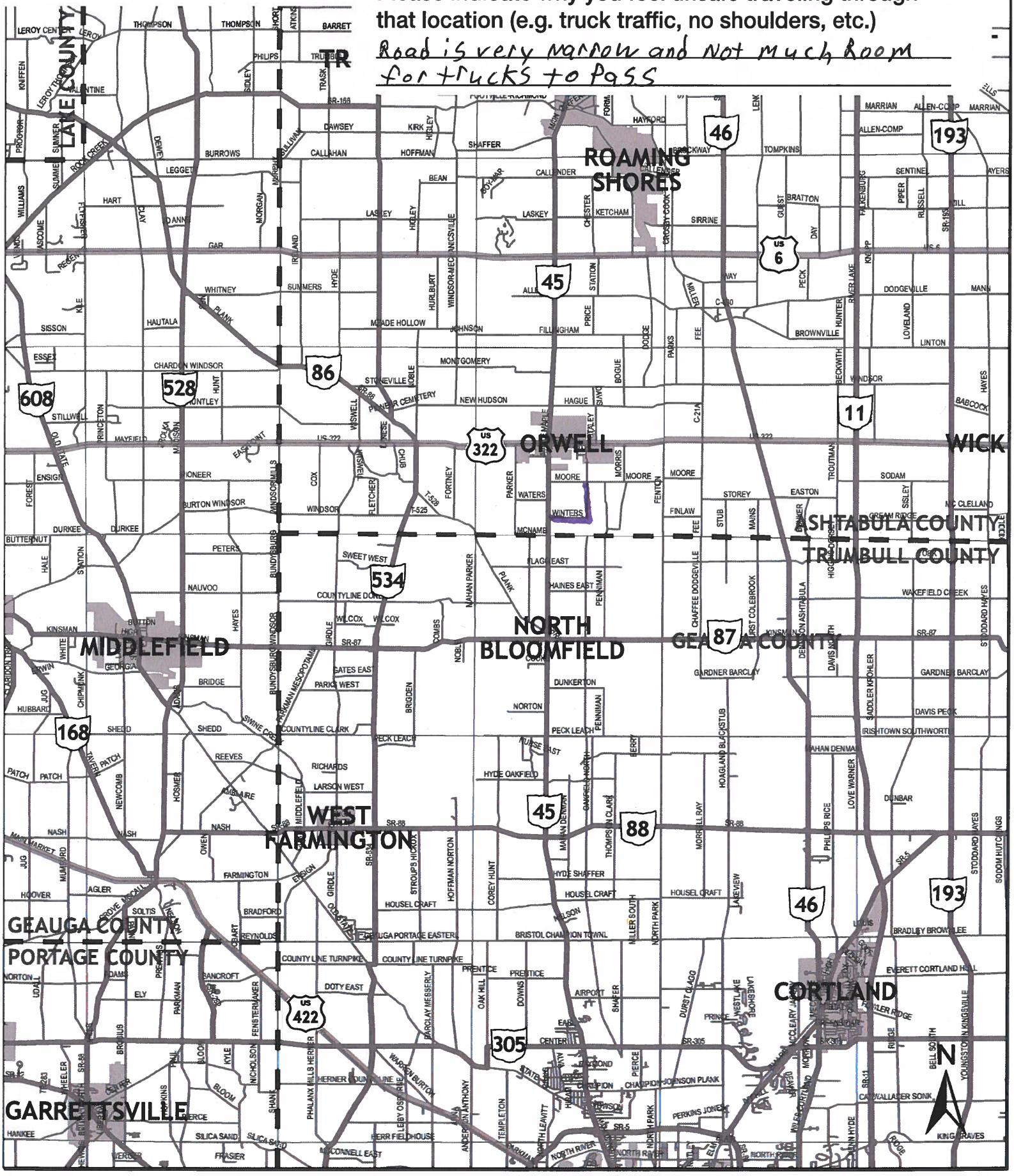
Road is very narrow and not much room for trucks to pass



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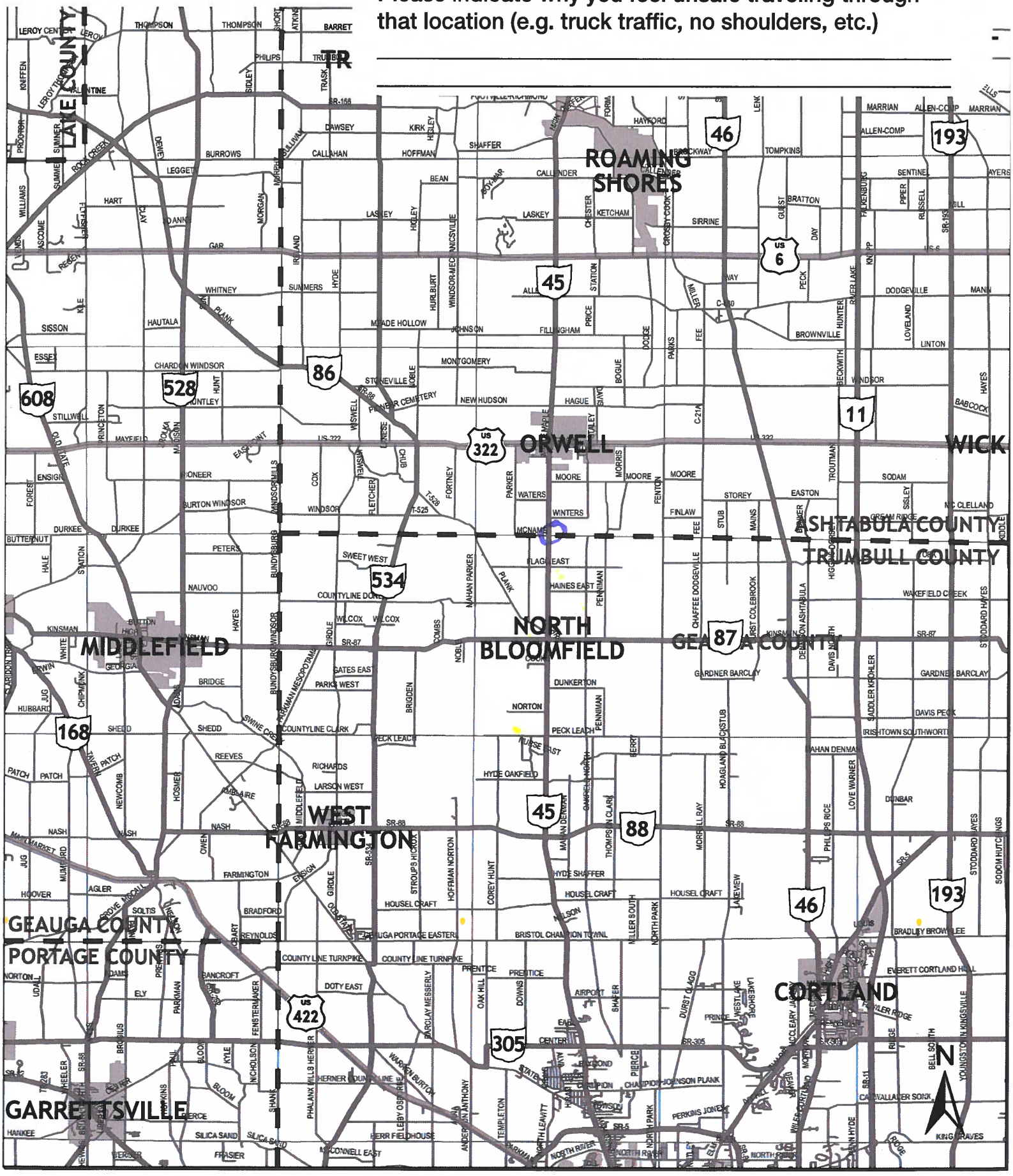

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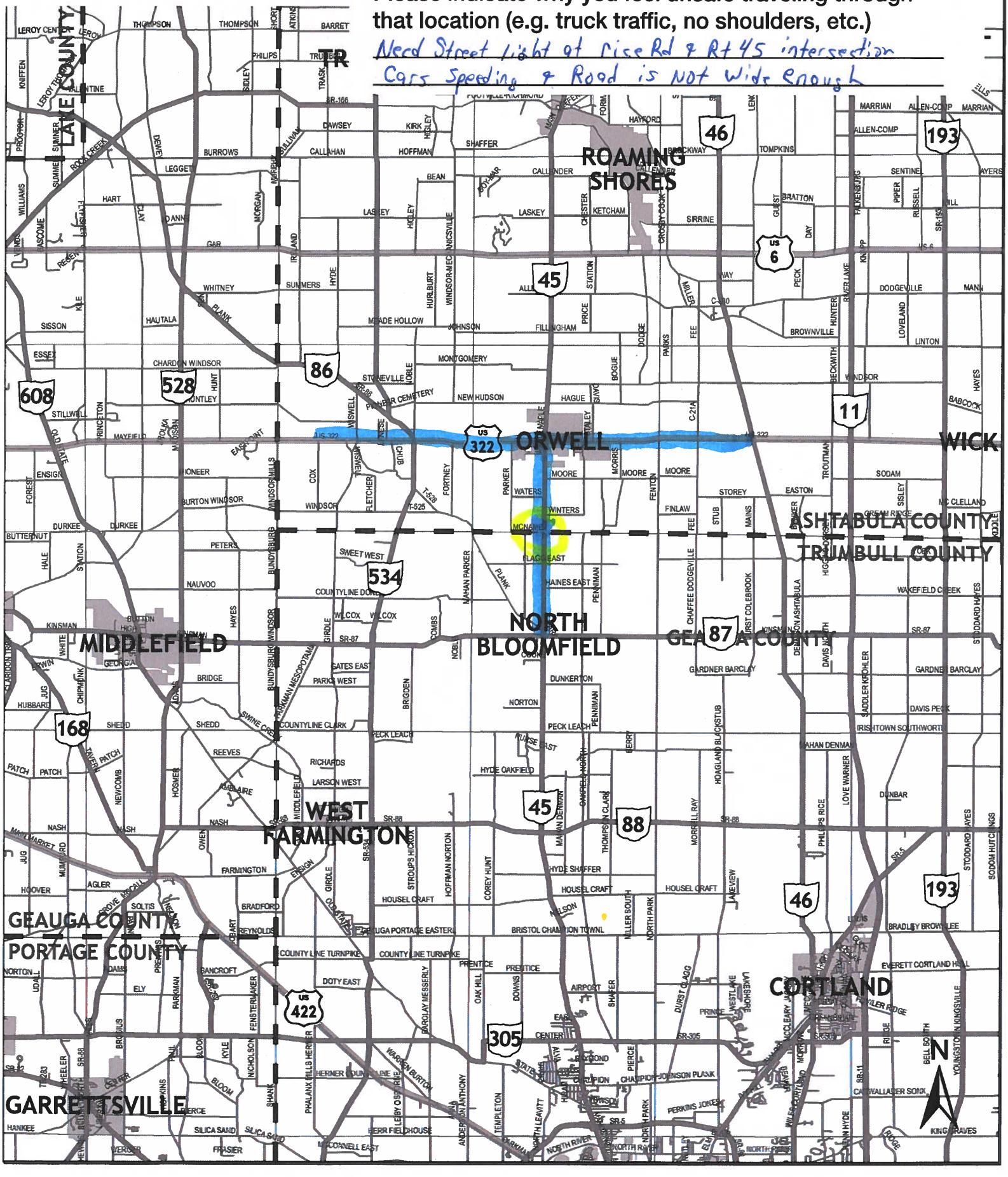
Need Street Light at Rise Rd & Rt 45 intersection
Cars Speeding & Road is Not Wide Enough



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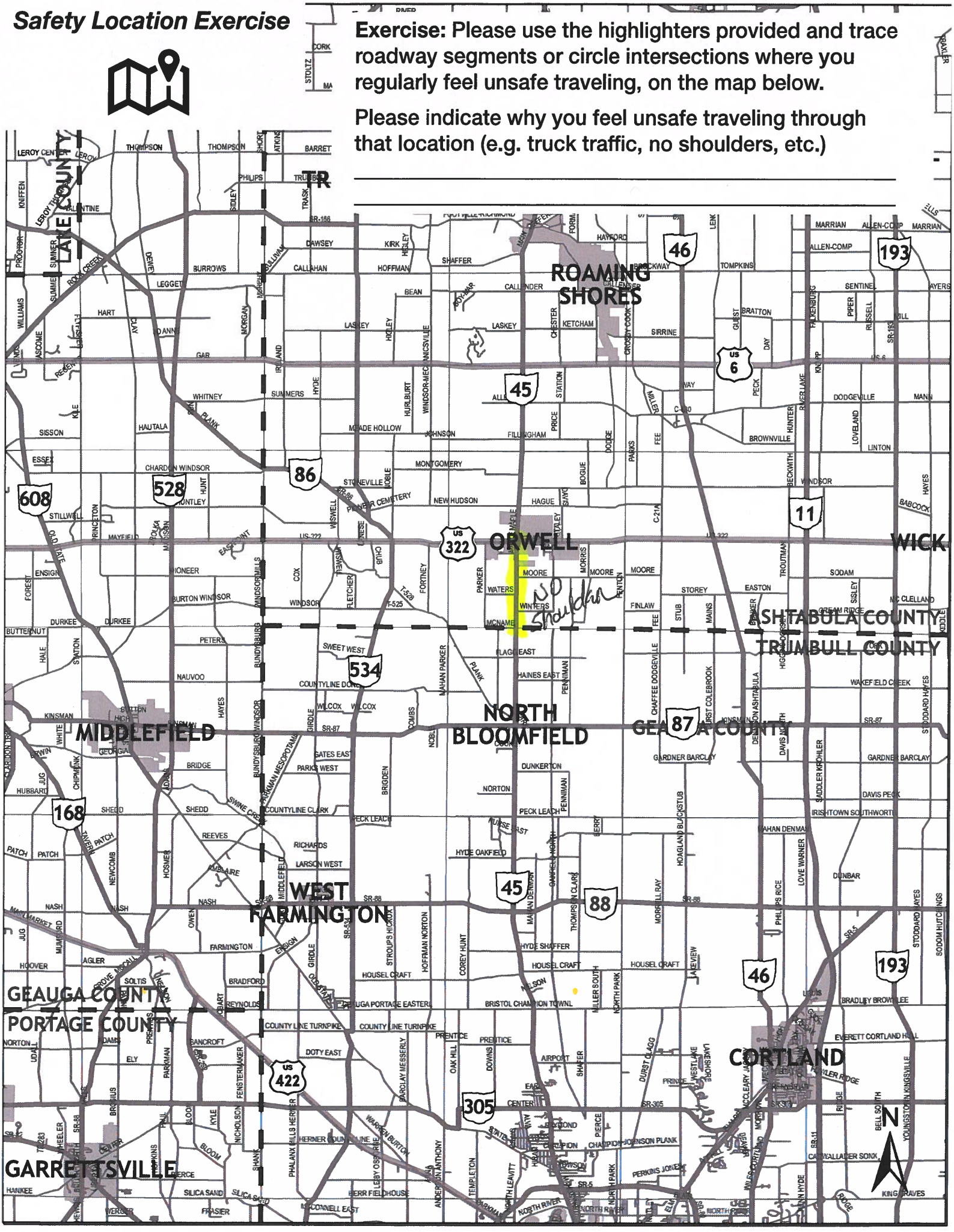

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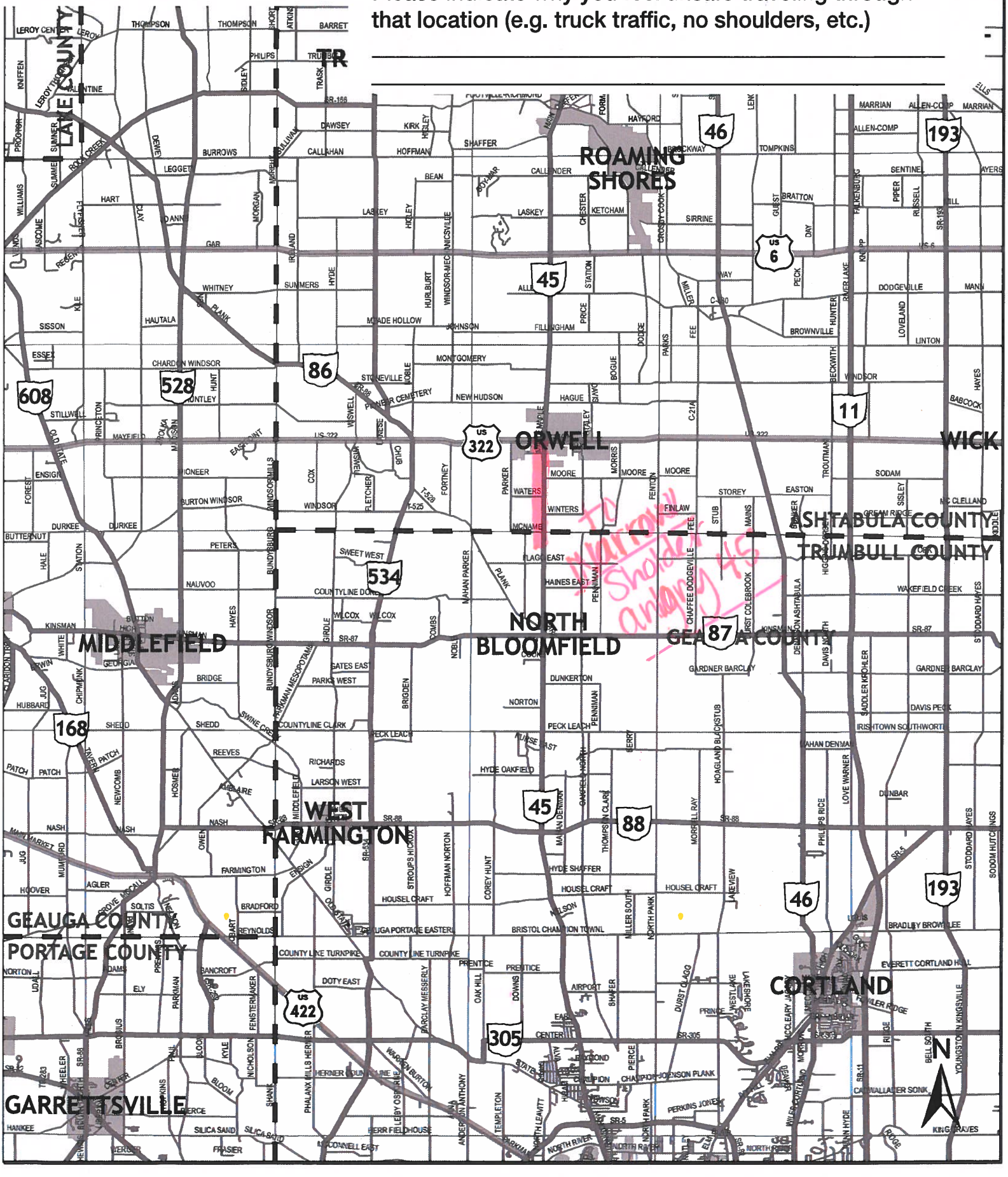


Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

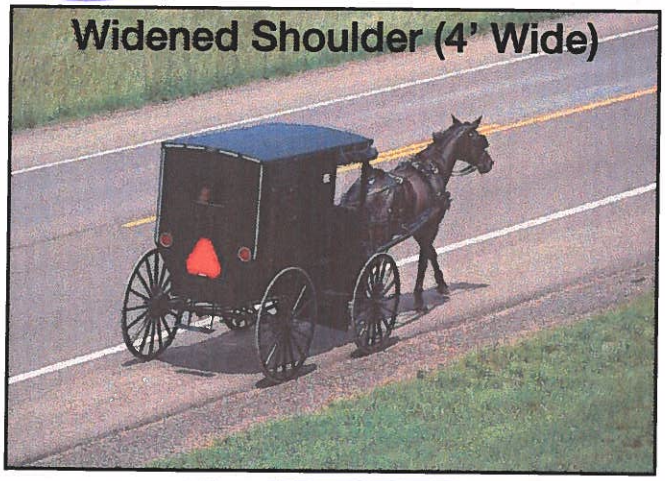




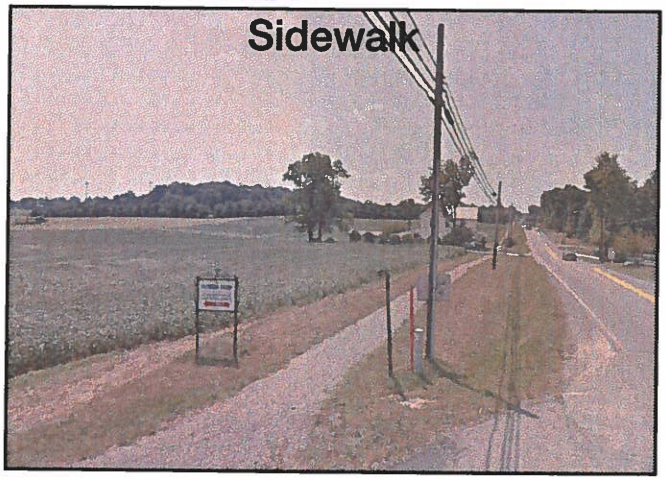
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

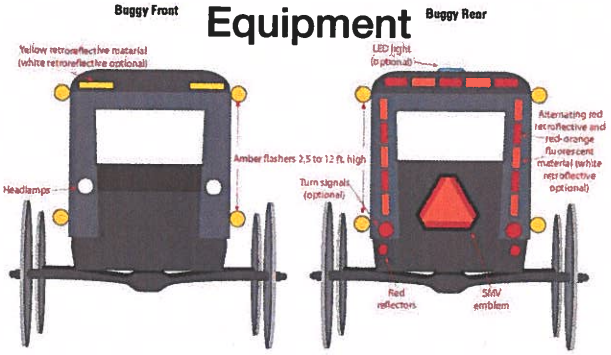


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

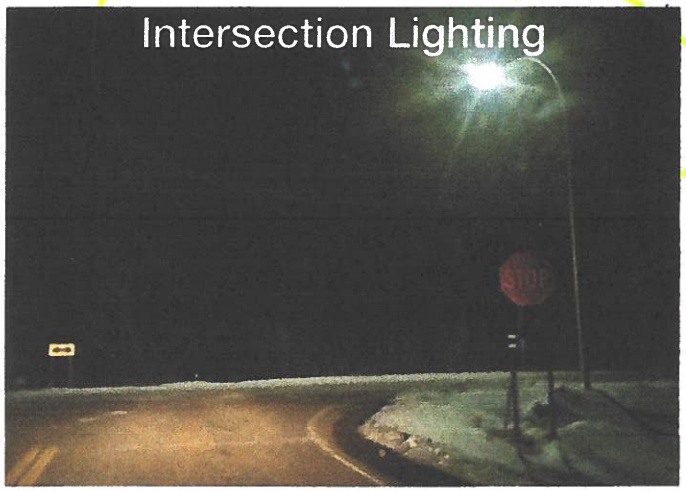
Upgrade Signage

Buggy ***Walk/Bike***

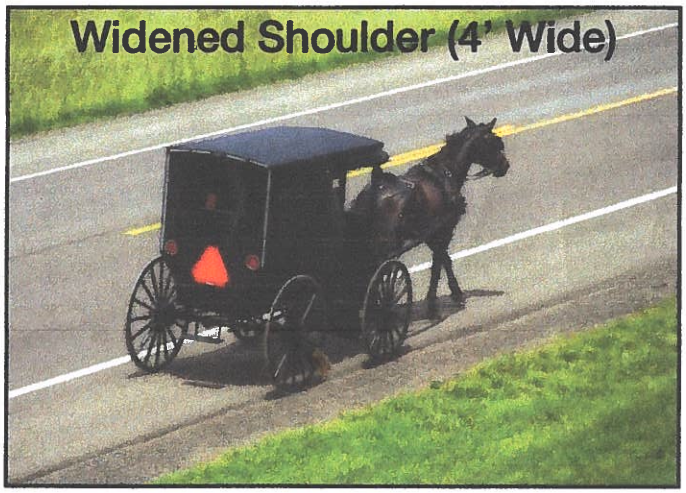




Intersection Lighting



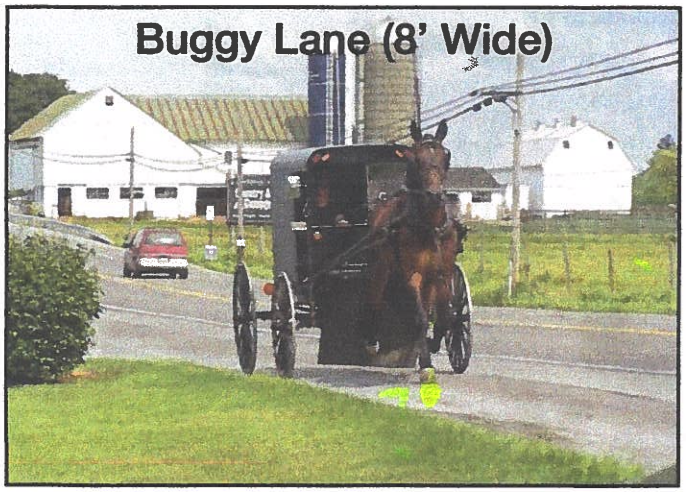
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

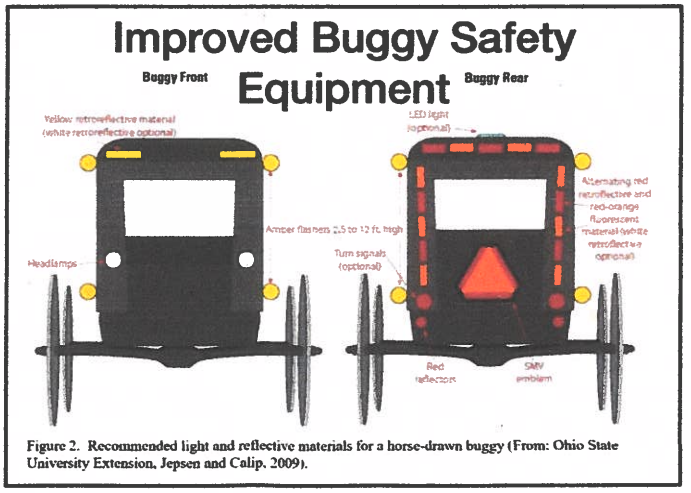


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Widen Creaser Rd Between Rice + Flagg

Intersection lighting at Rt 45 + Rice Rd.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

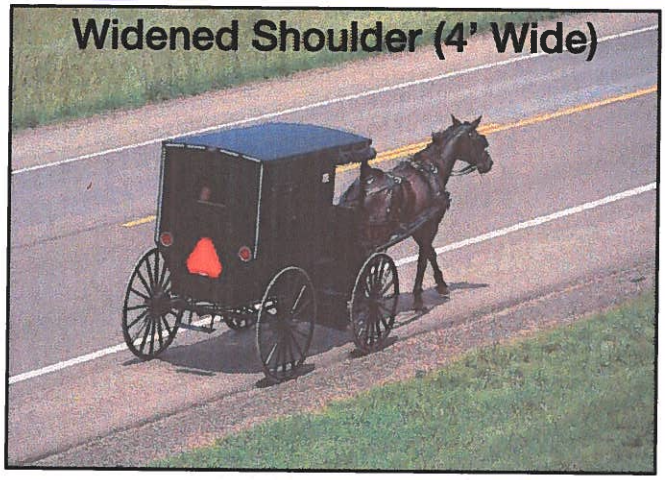




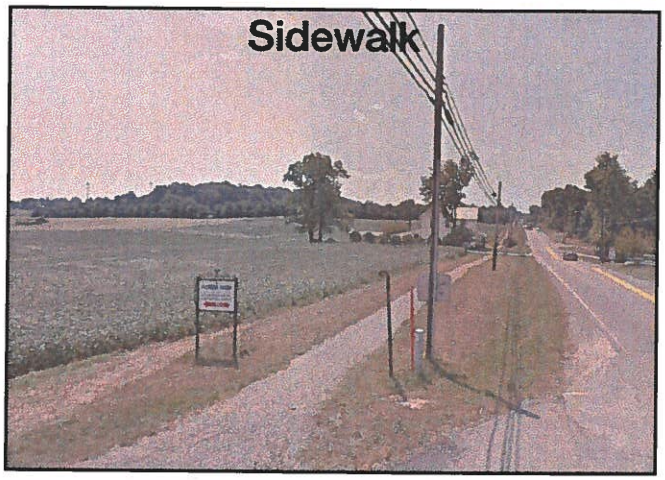
Intersection Lighting



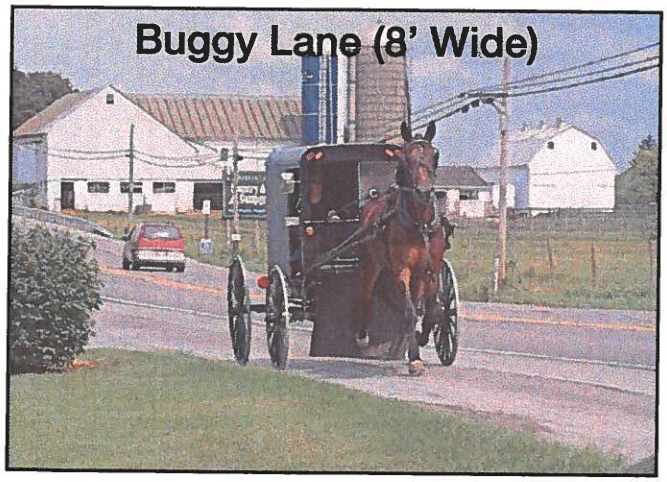
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

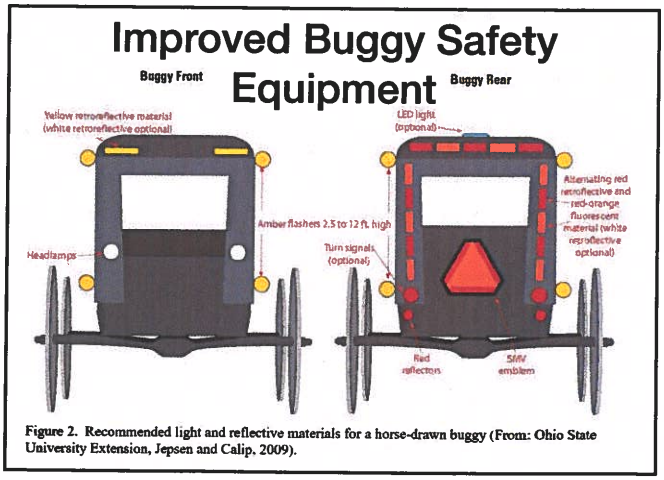


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

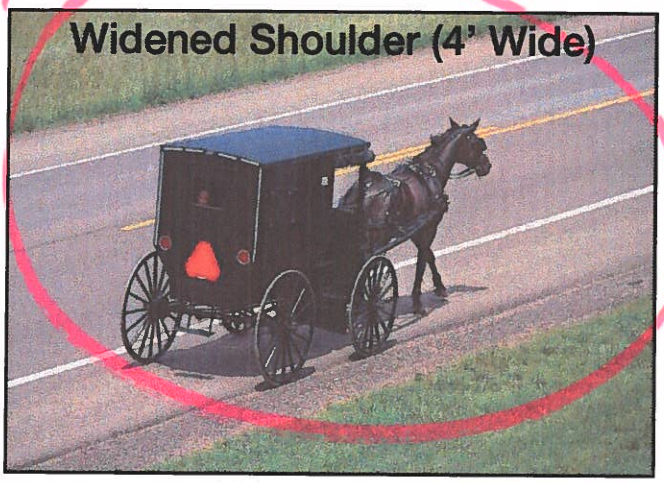




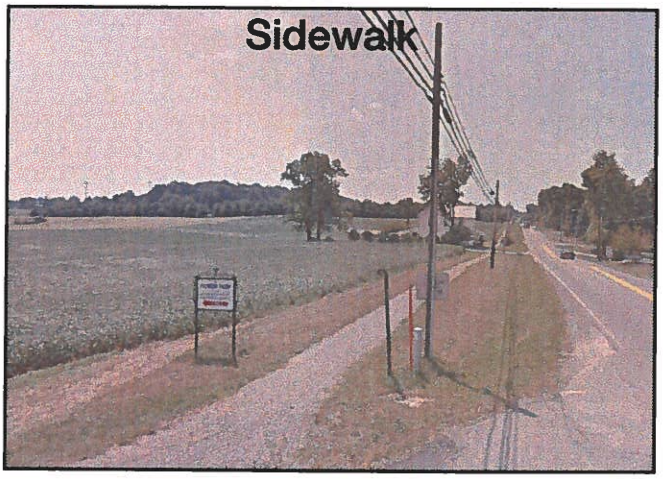
Intersection Lighting



Widened Shoulder (4' Wide)



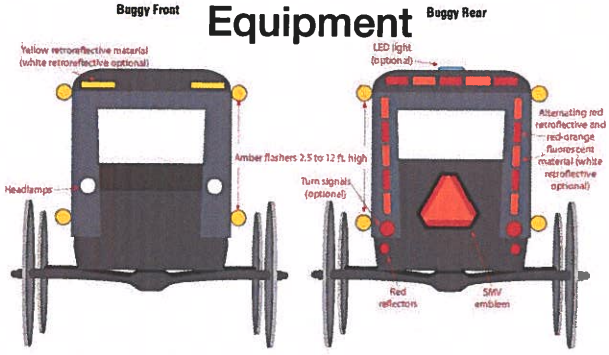
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

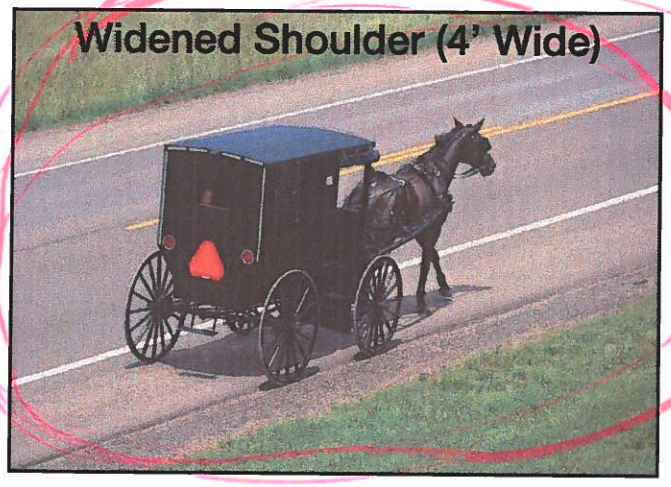




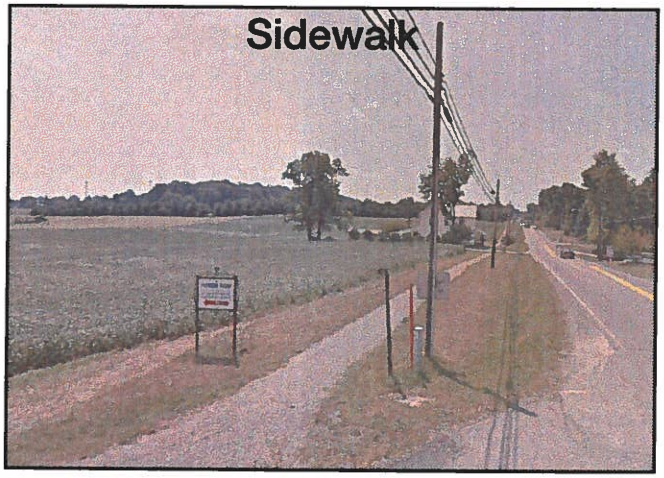
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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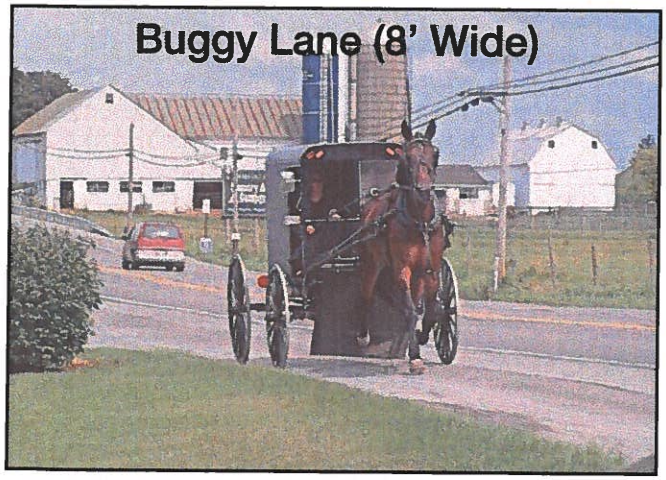
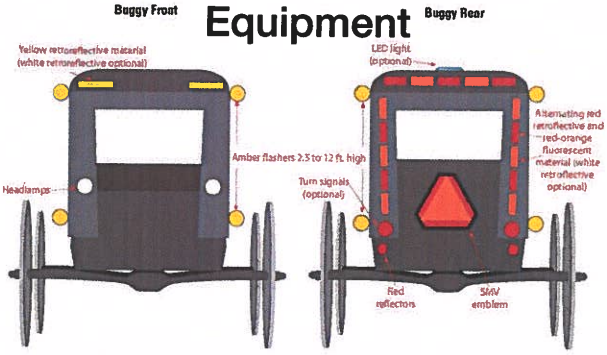


Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

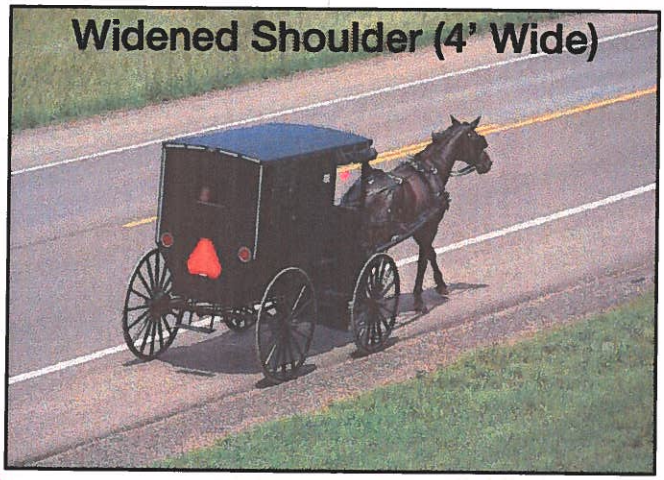




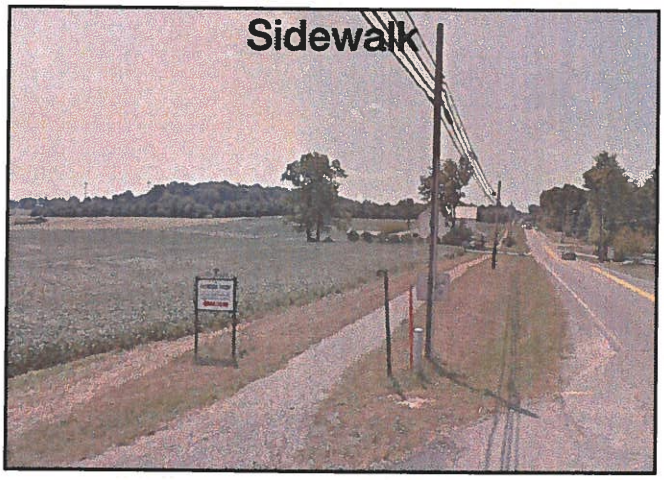
Intersection Lighting



Widened Shoulder (4' Wide)



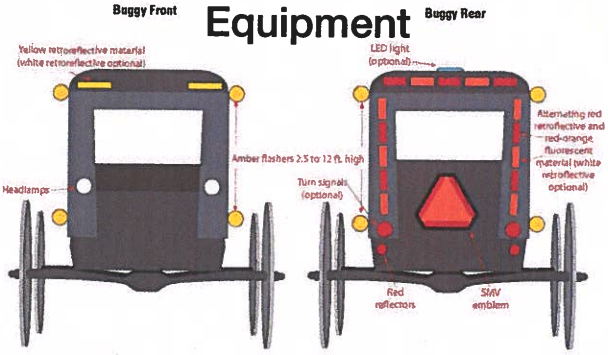
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

Buggy ***Walk/Bike***

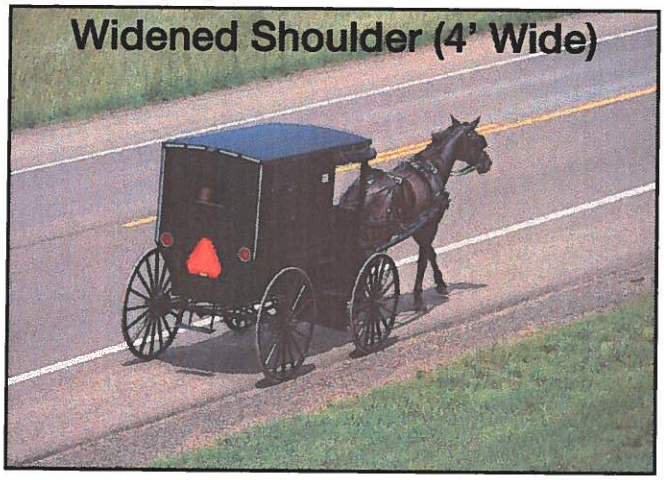




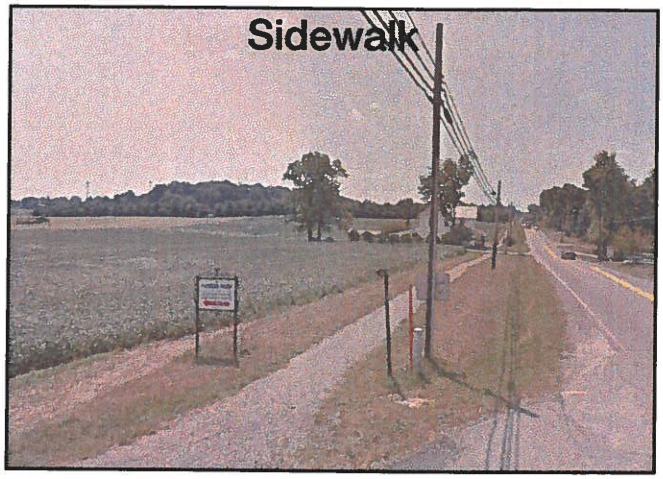
Intersection Lighting



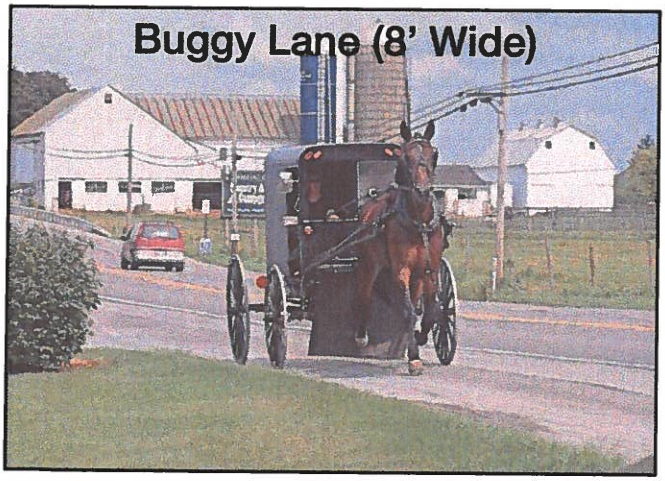
Widened Shoulder (4' Wide)



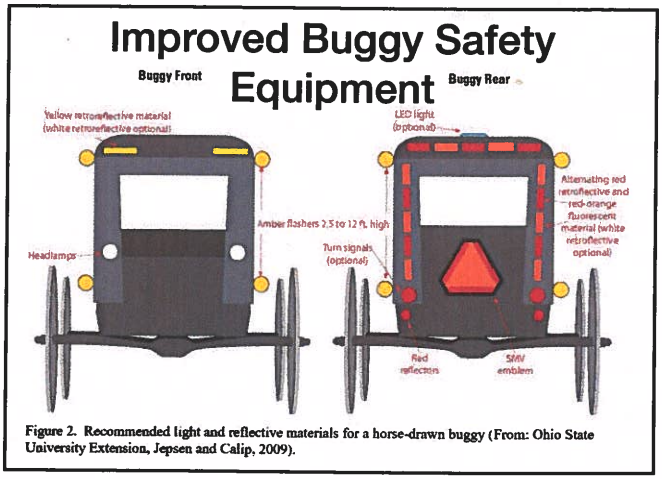
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

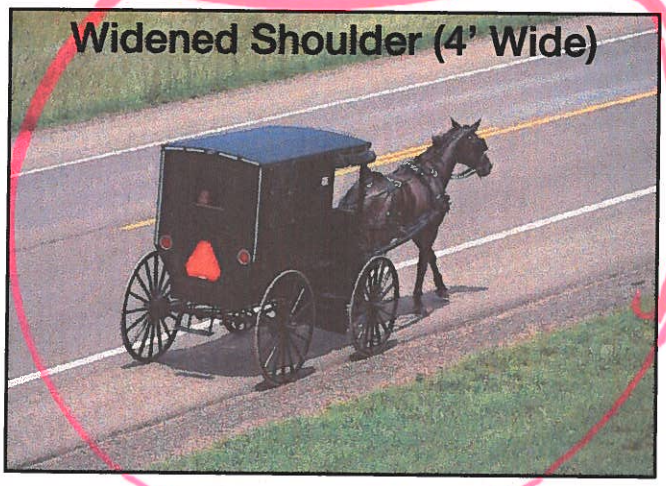




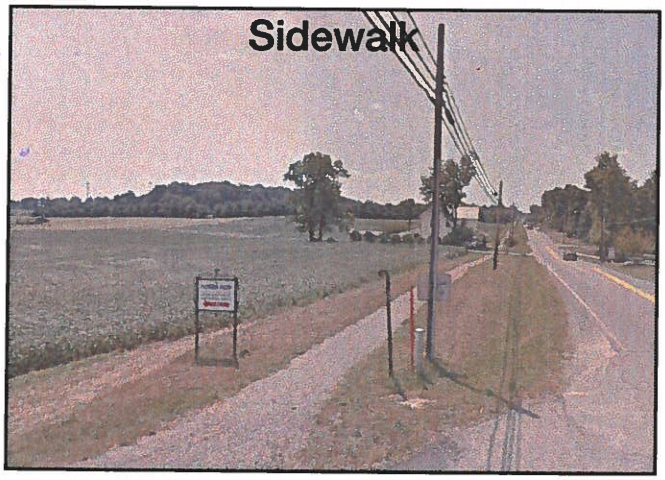
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

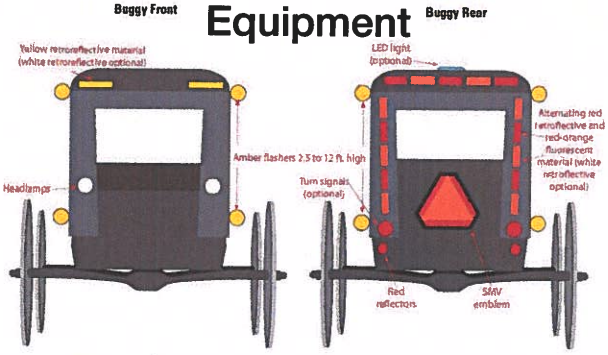


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

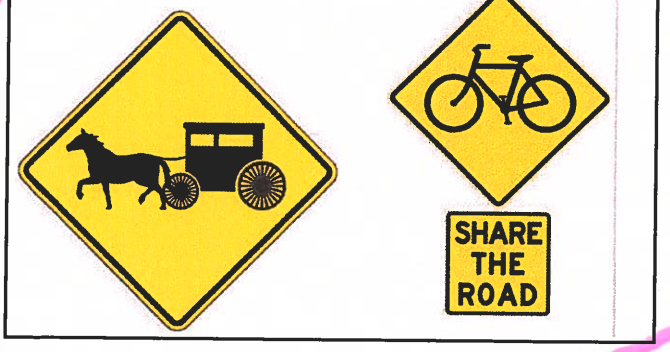
Wide Shoulders are nice

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

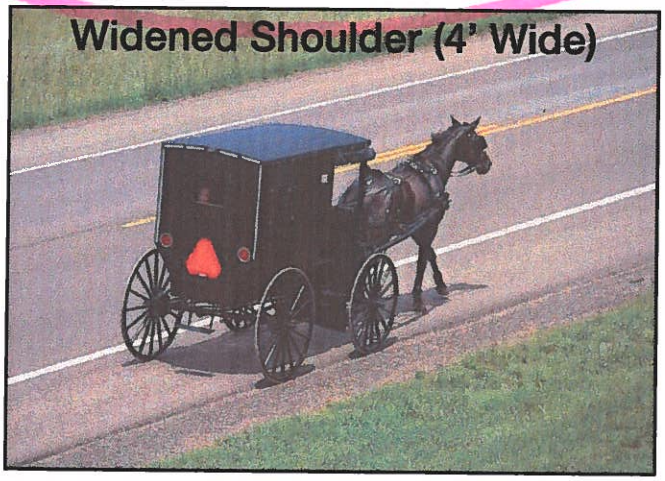
Buggy ***Walk/Bike***



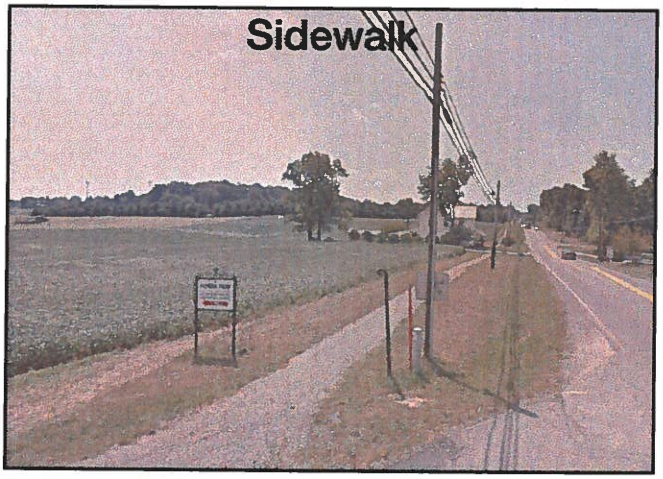
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

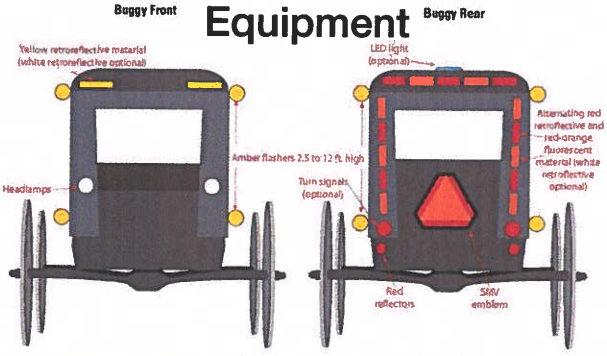


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I THINK WE SHOULD MORE BUGGY & SHARE THE ROAD SIGNS ON RT 11 EAST 322 TO RT 11 322 WEST TO WINFIELD RT 45 RT 6 SOUTH TO LITTLE SOUTH OF 87

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

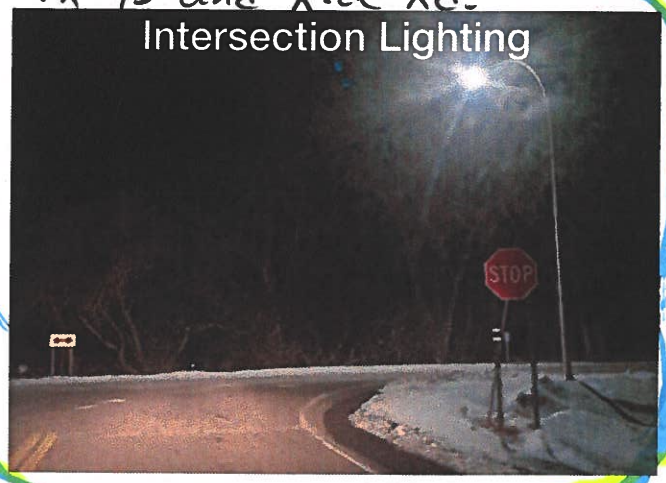
Buggy ***Walk/Bike***



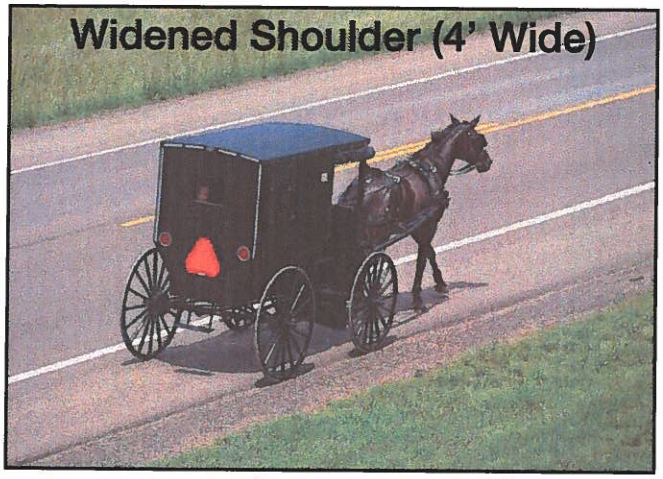


SR 45 and Rice Rd.

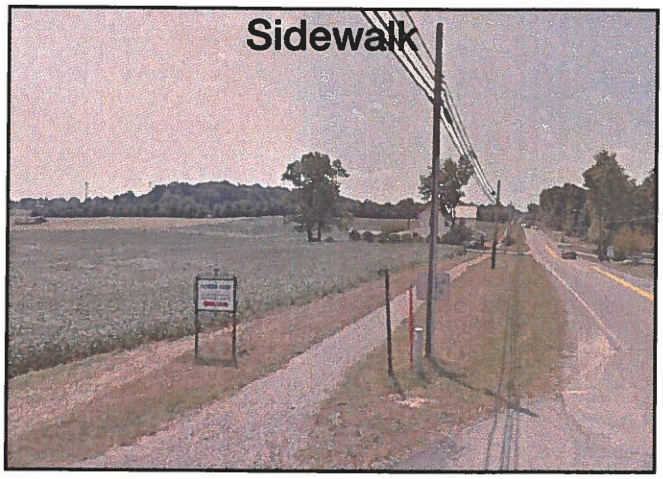
Intersection Lighting



Widened Shoulder (4' Wide)



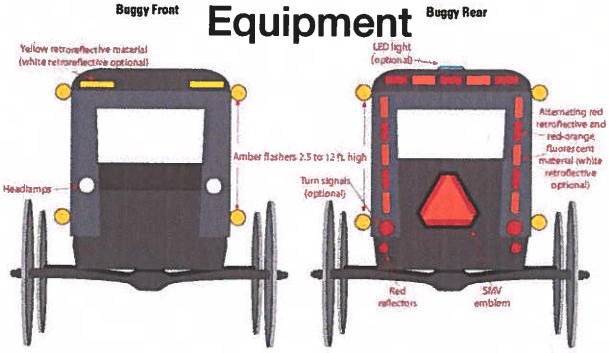
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

_____

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Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***



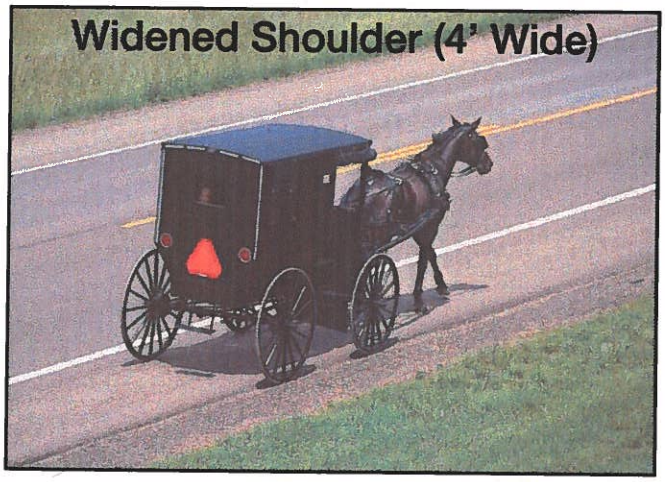


Intersection Lighting

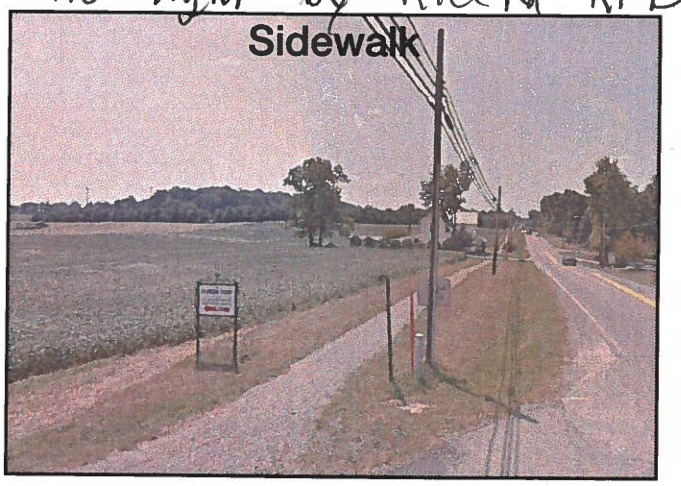


no light by Rice Rd Rt45

Widened Shoulder (4' Wide)



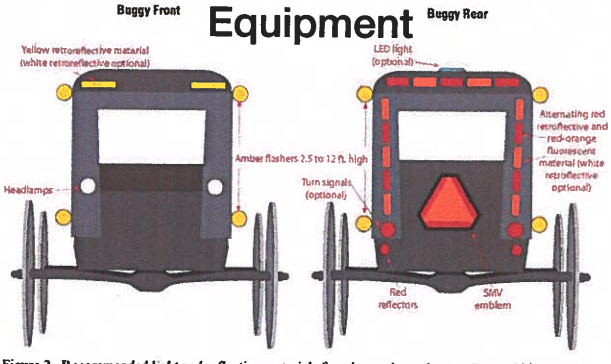
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

buggy Lane between Bloomfield & ORwell

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

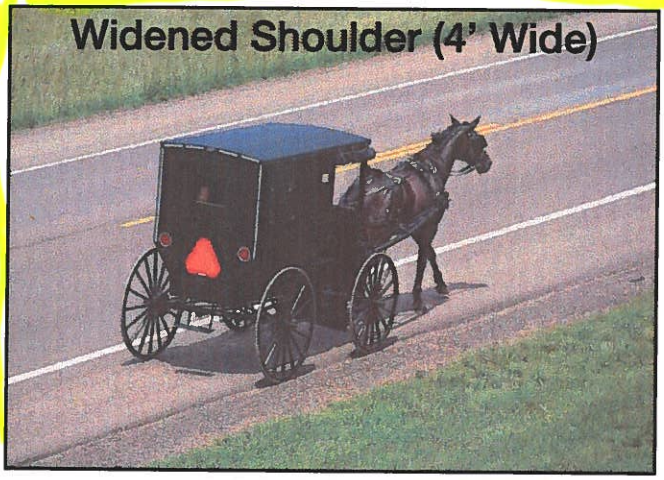




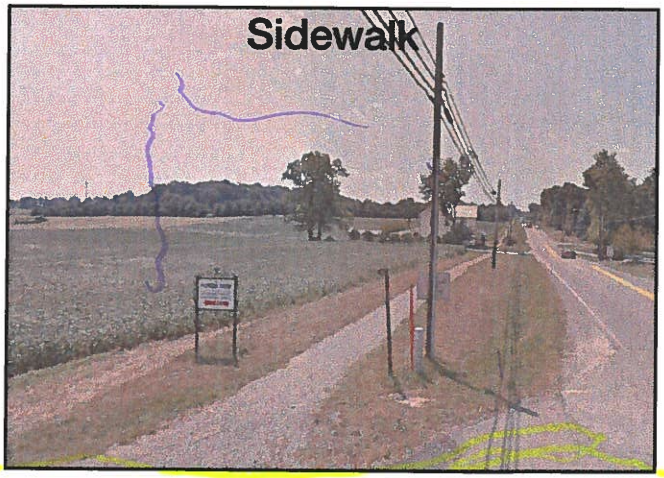
Intersection Lighting



Widened Shoulder (4' Wide)



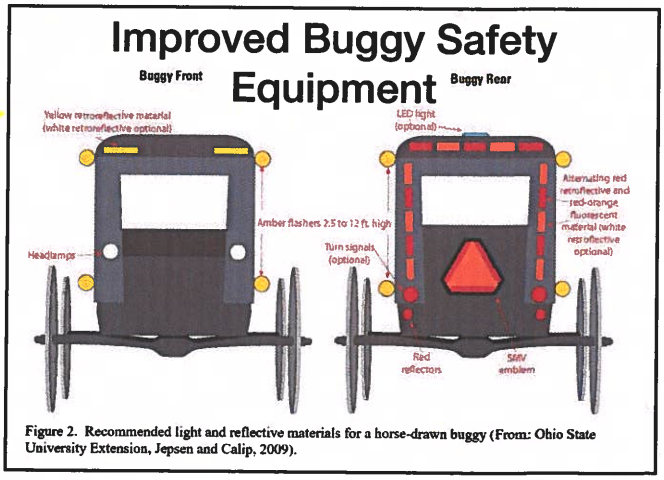
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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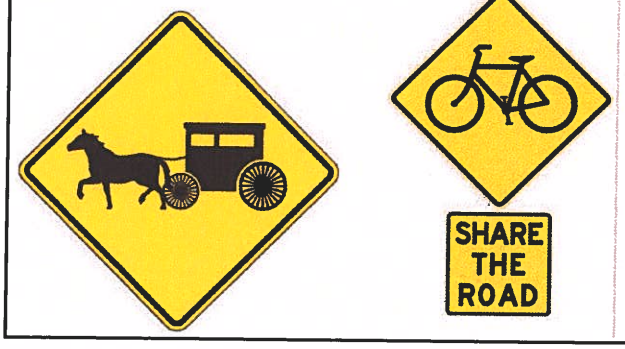
Upgrade Signage

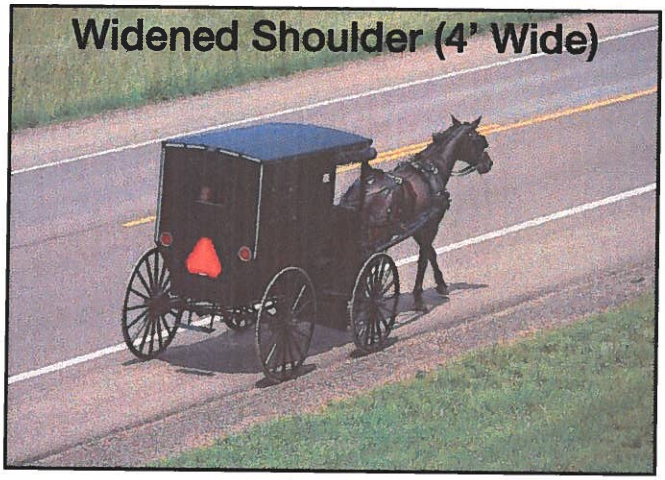
Buggy ***Walk/Bike***



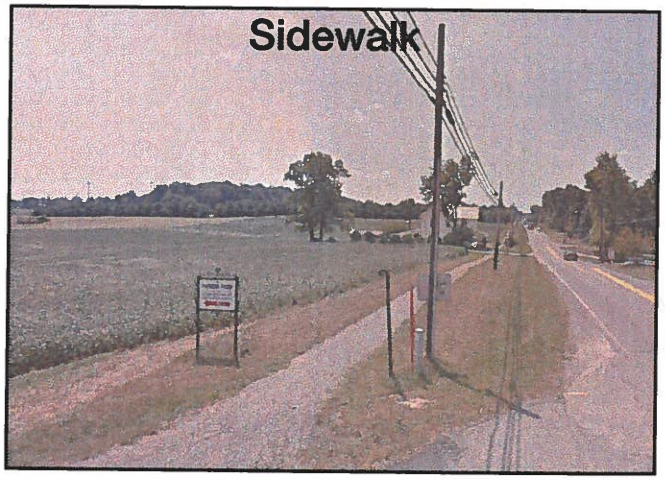
Intersection Lighting



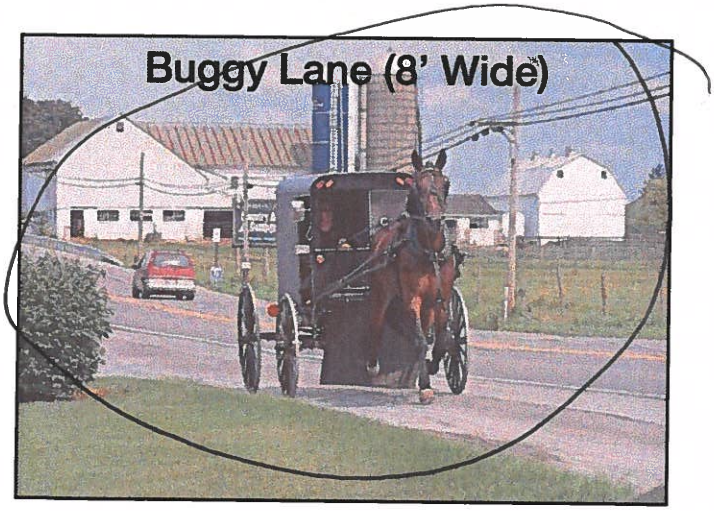
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

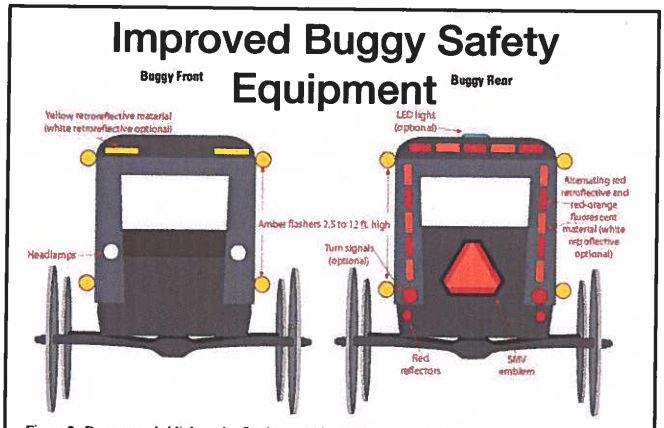


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

make sure when teenagers get there Drivers License Test. that They know about Buggies turning signals & Hand turning signals

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

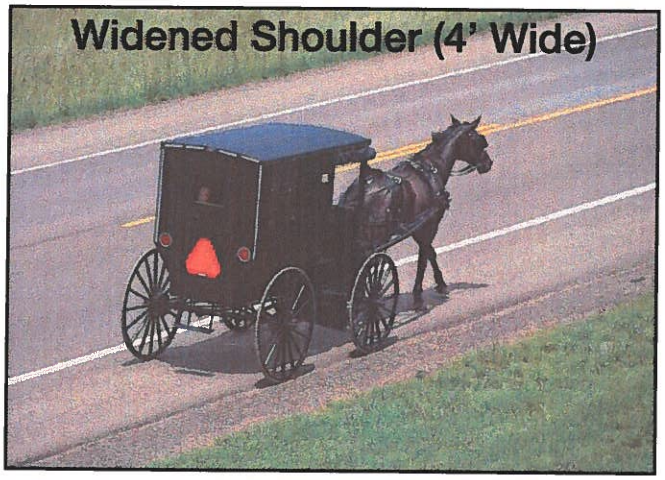




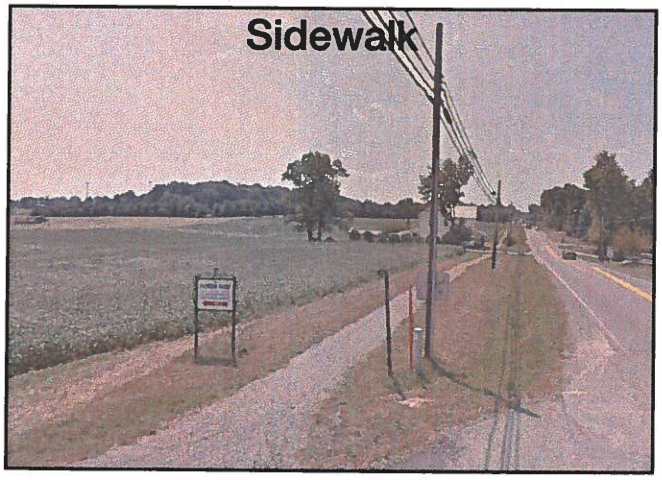
Intersection Lighting



Widened Shoulder (4' Wide)



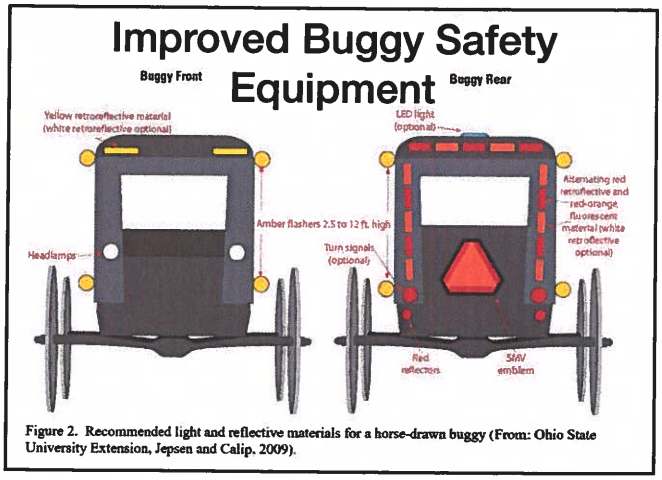
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Buggy ***Walk/Bike***





Intersection Lighting



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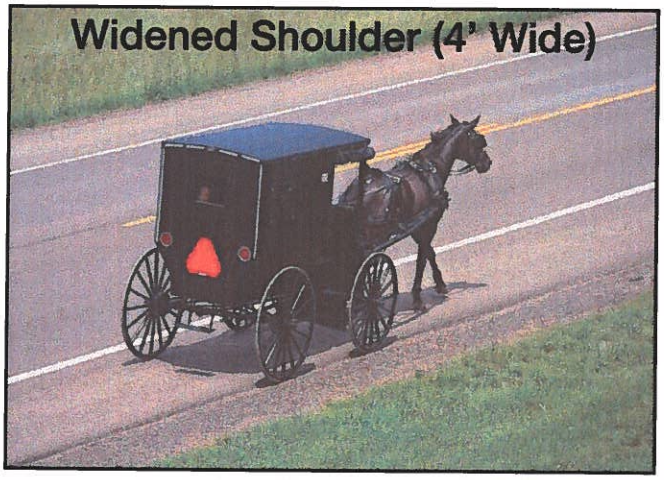

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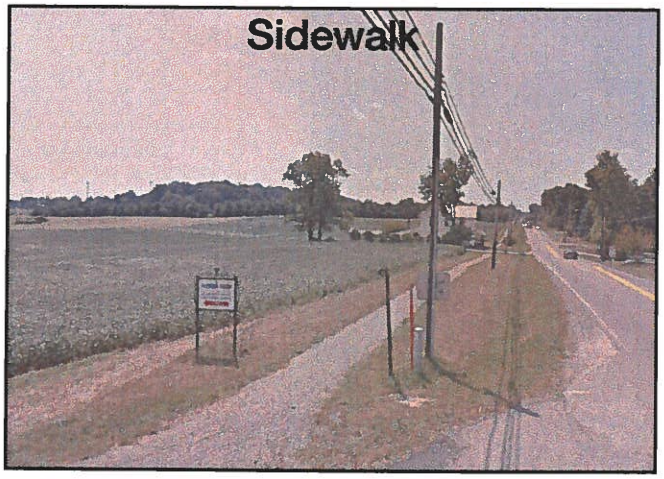

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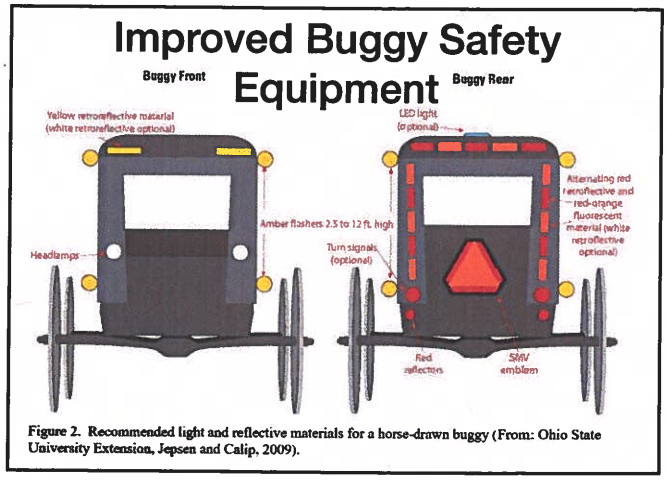

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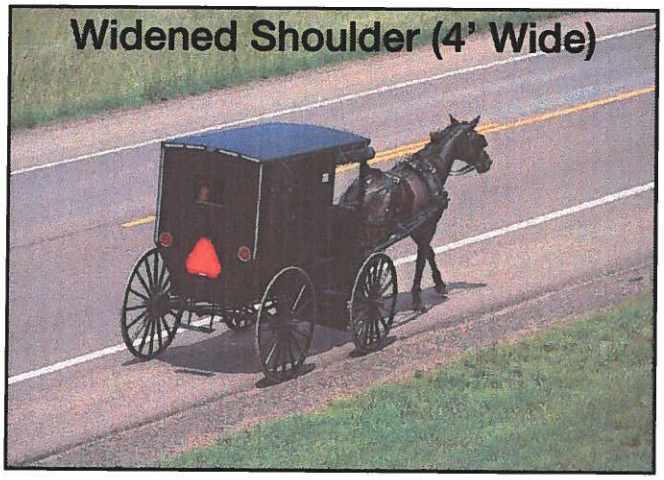

Sidewalk



Buggy Lane (8' Wide)



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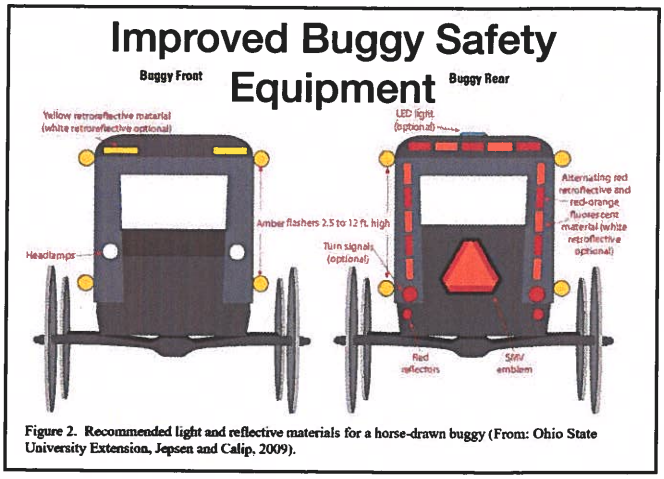

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Corner of Rice Rd & Rt 45 Trumbull Ashtabula County line. Buggy signs on all Major Highways in Amish Community in Trumbull & Ashtabula Counties

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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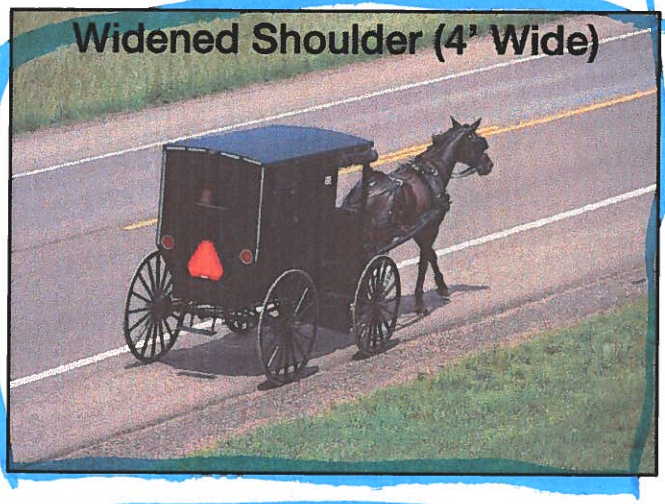

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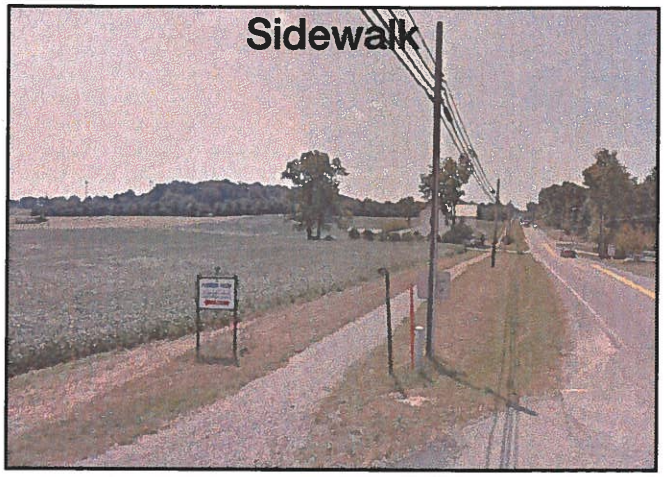

Buggy Lane (8' Wide)



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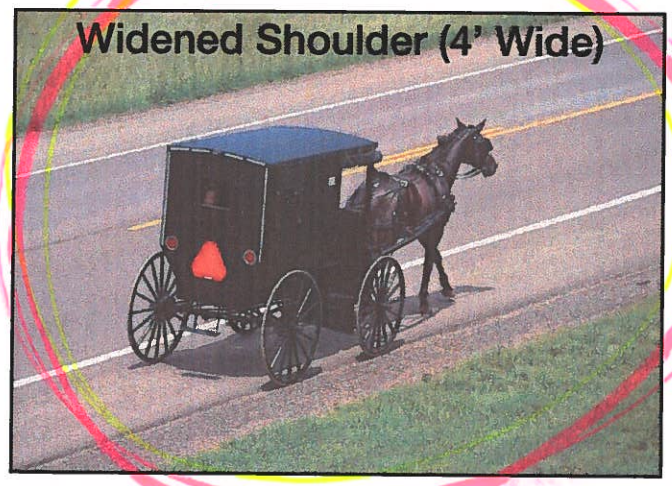

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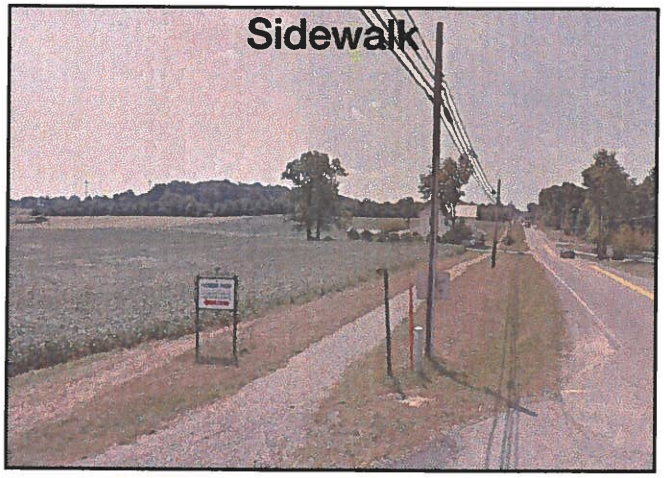

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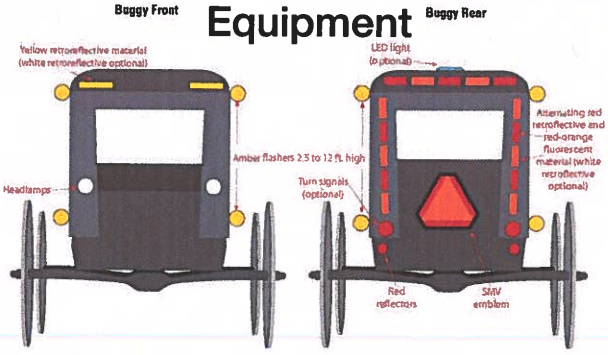

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Please share your comments or other improvement ideas below:

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Comment Sheet

Amish & Non-Motorized Travel Study

Orwell, Ashtabula County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Lower Speed Limit on all back Roads to no more than 40 mph.
whats the big Hurry?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Orwell, Ashtabula County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

* Rice Rd between Creaser and Parker Roads need signs warning of deaf people (we have adults + children) that cannot hear traffic

* Rt 45 from Orwell to Trumbull cty line has almost no shoulder, pedestrians are forced into ditch to avoid traffic

*Need Public Education so non Amish are aware of hazards created when the follow to close to buggys, pull up within feet of buggys at stop signs, or Honk horns when passing. Horses are animals and will sometimes spook when startled by close traffic

OHIO DEPARTMENT OF TRANSPORTATION

Logan County Meeting Results

August 8th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

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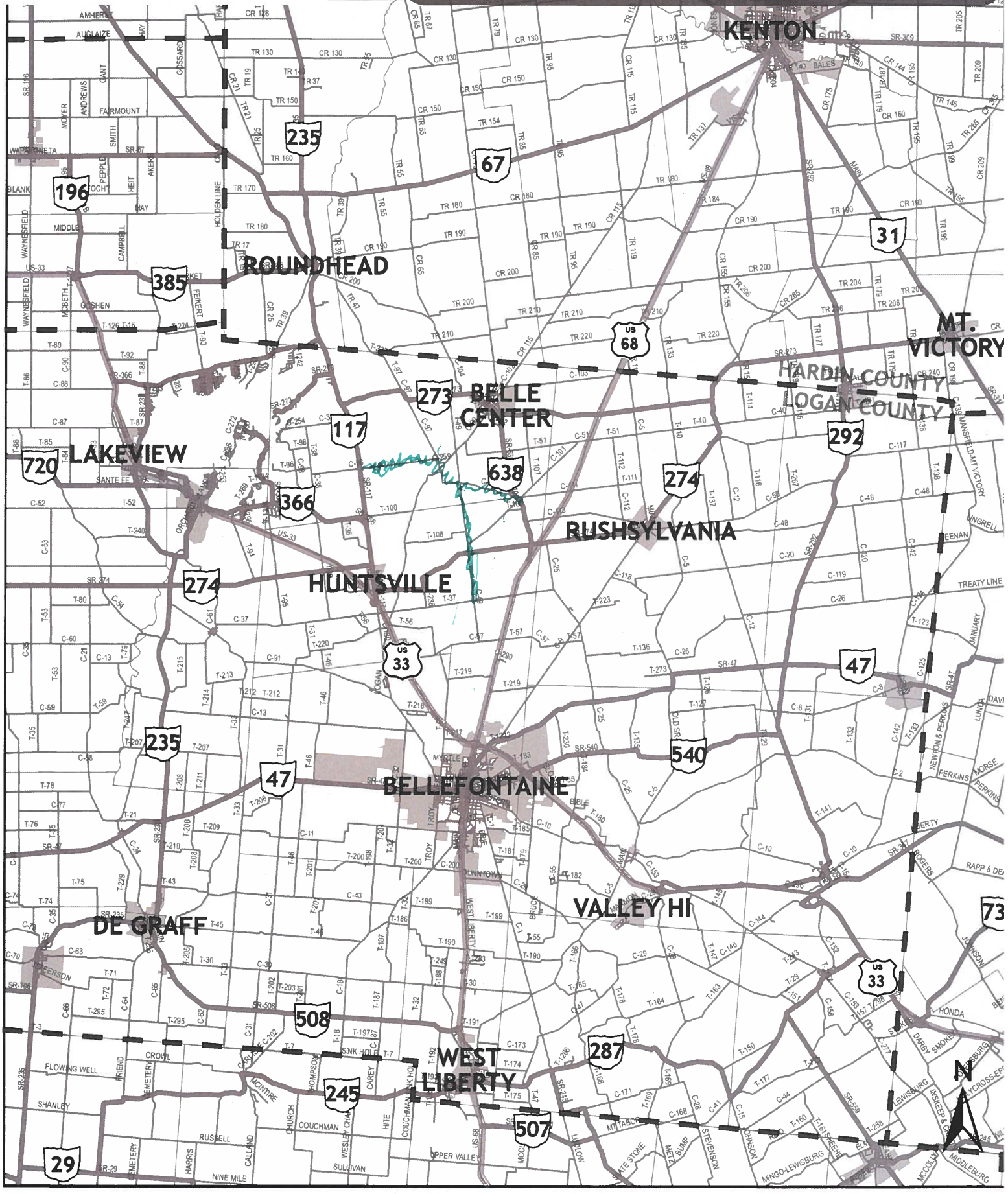

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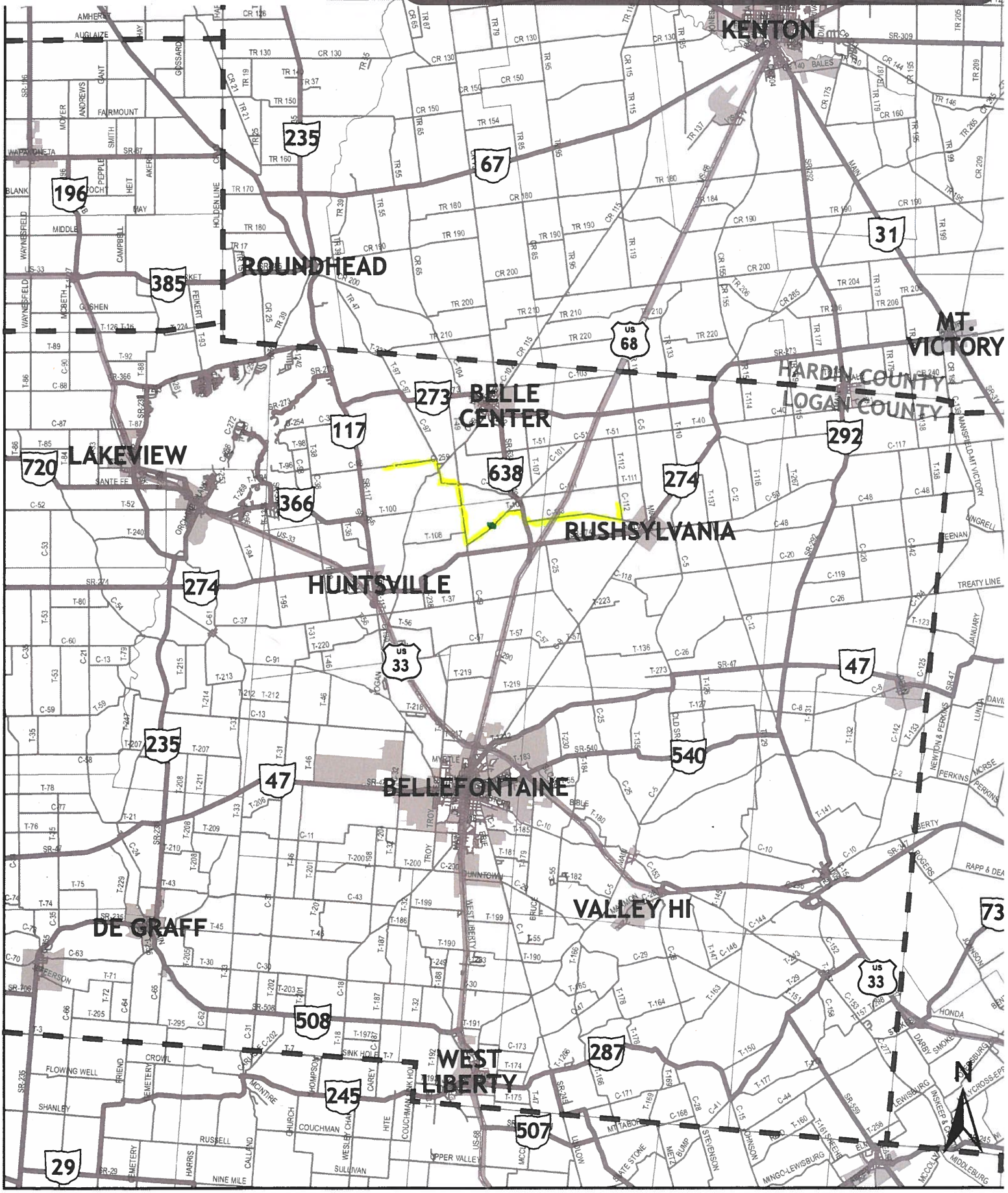

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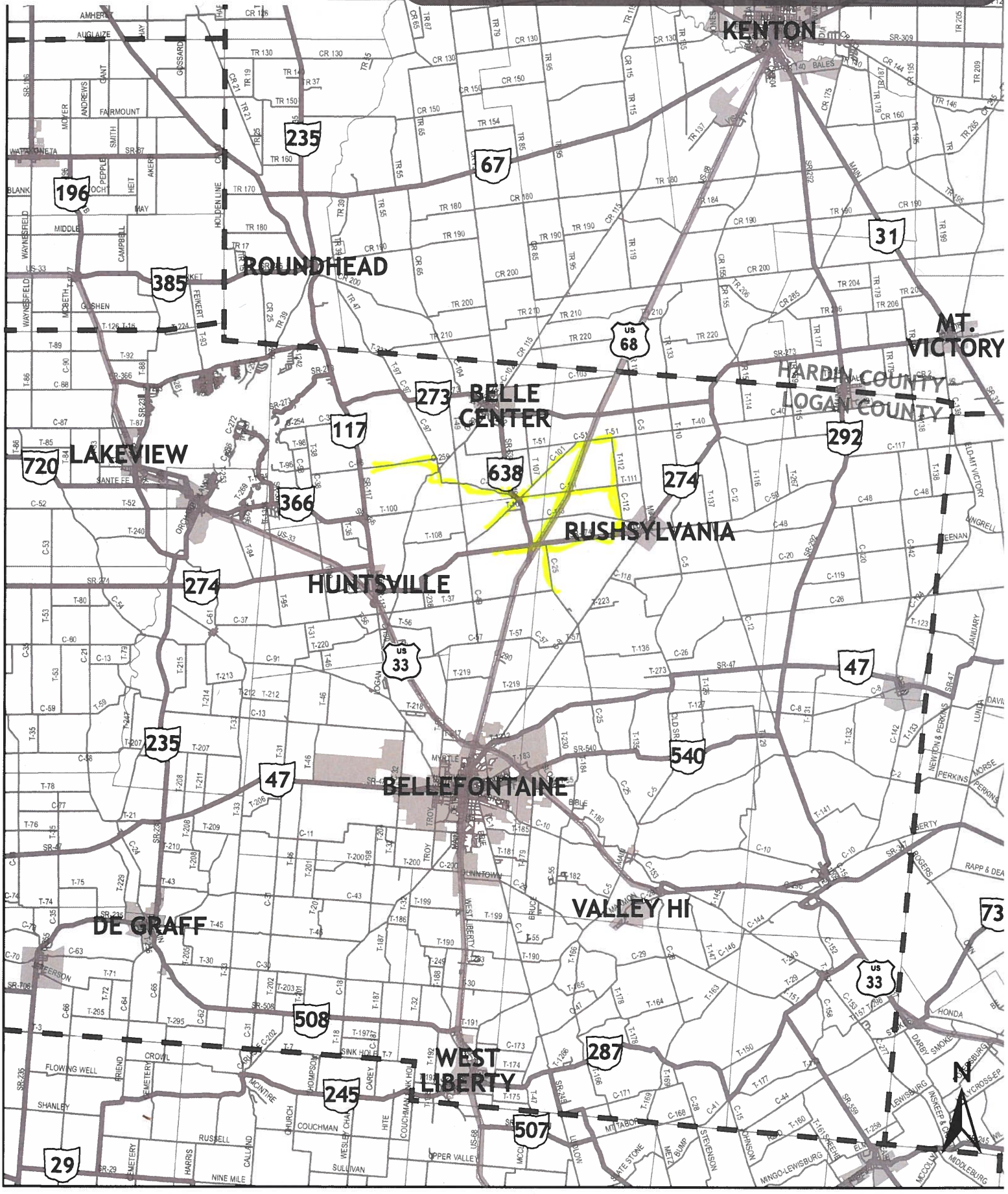

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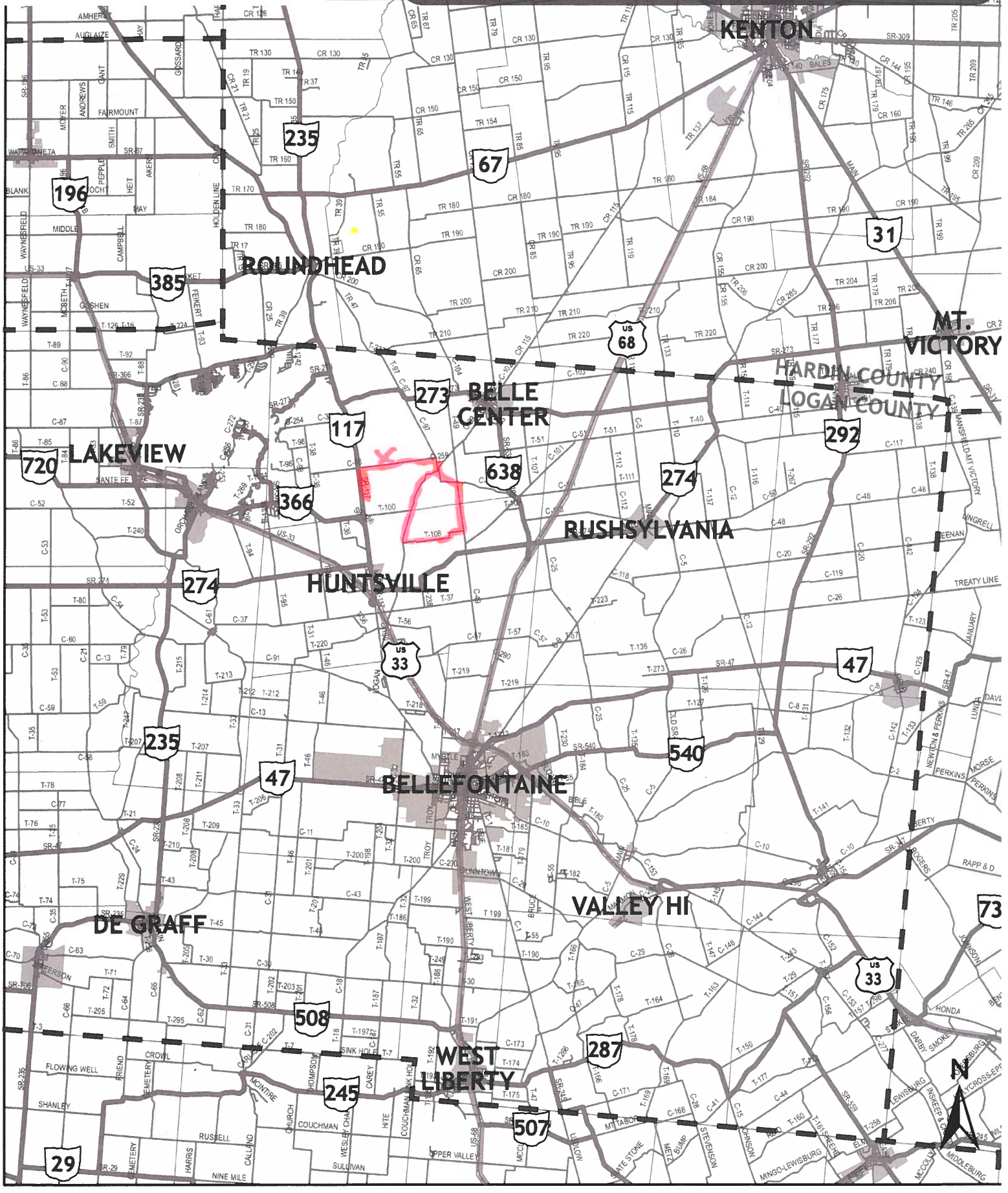

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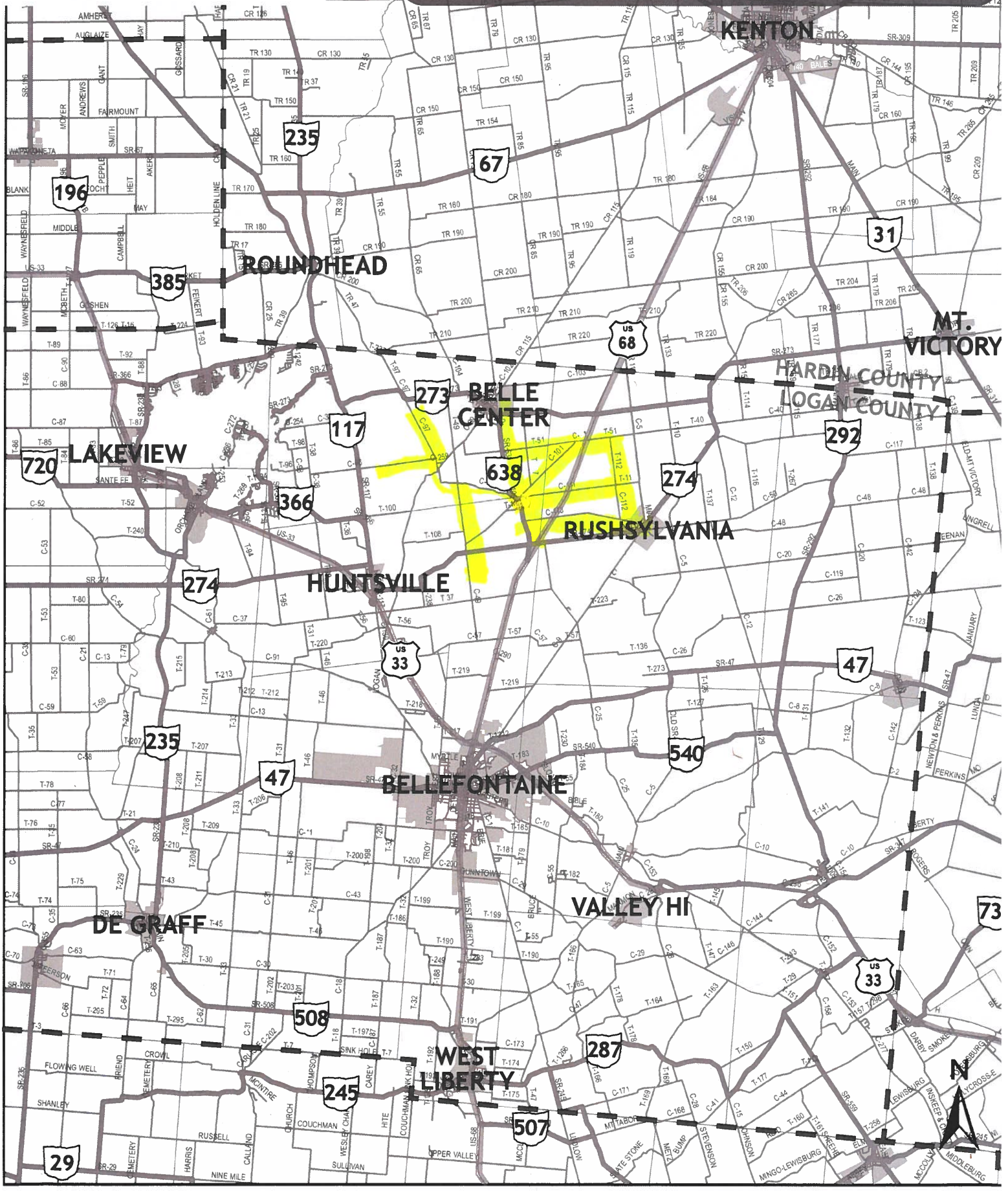

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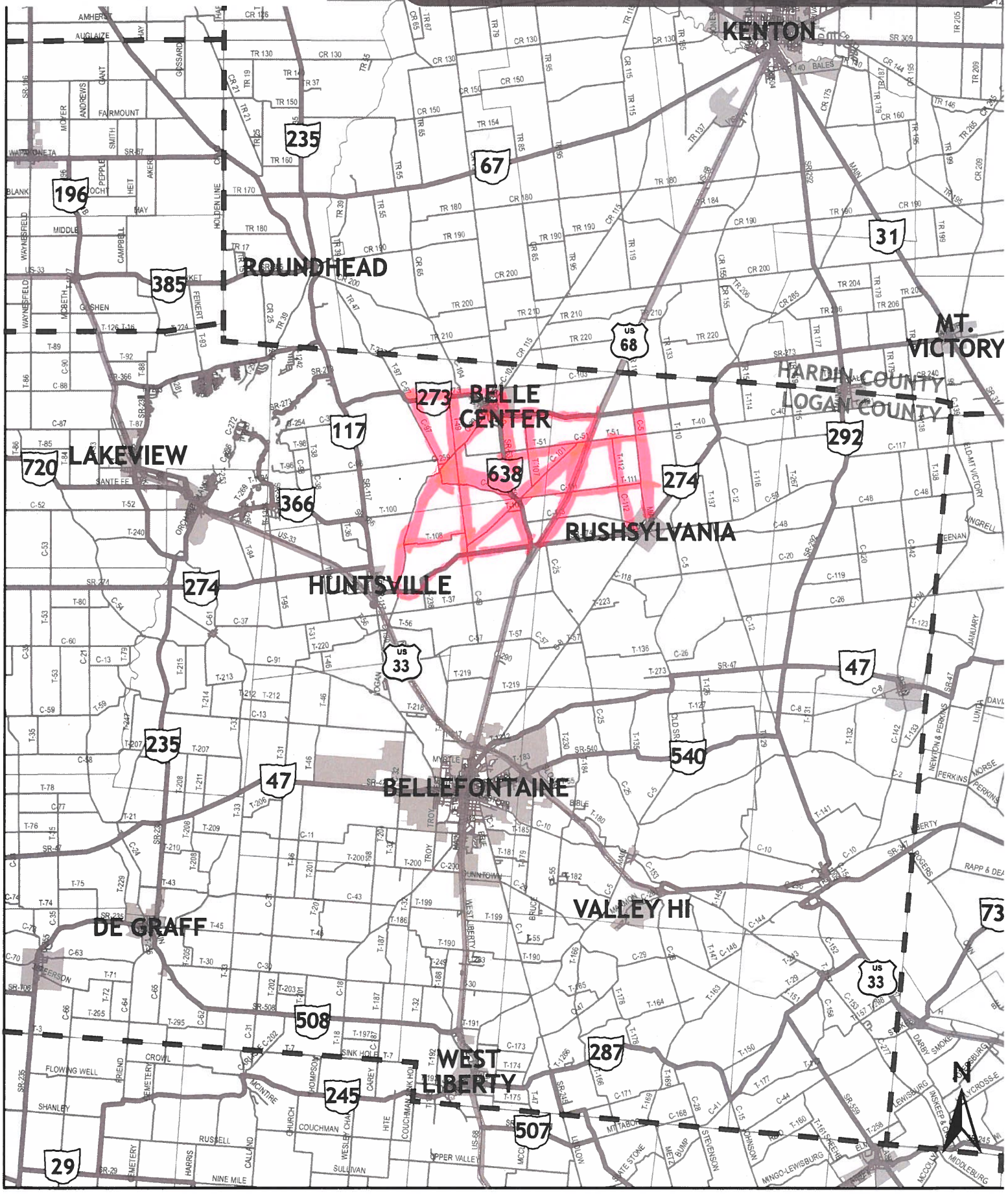

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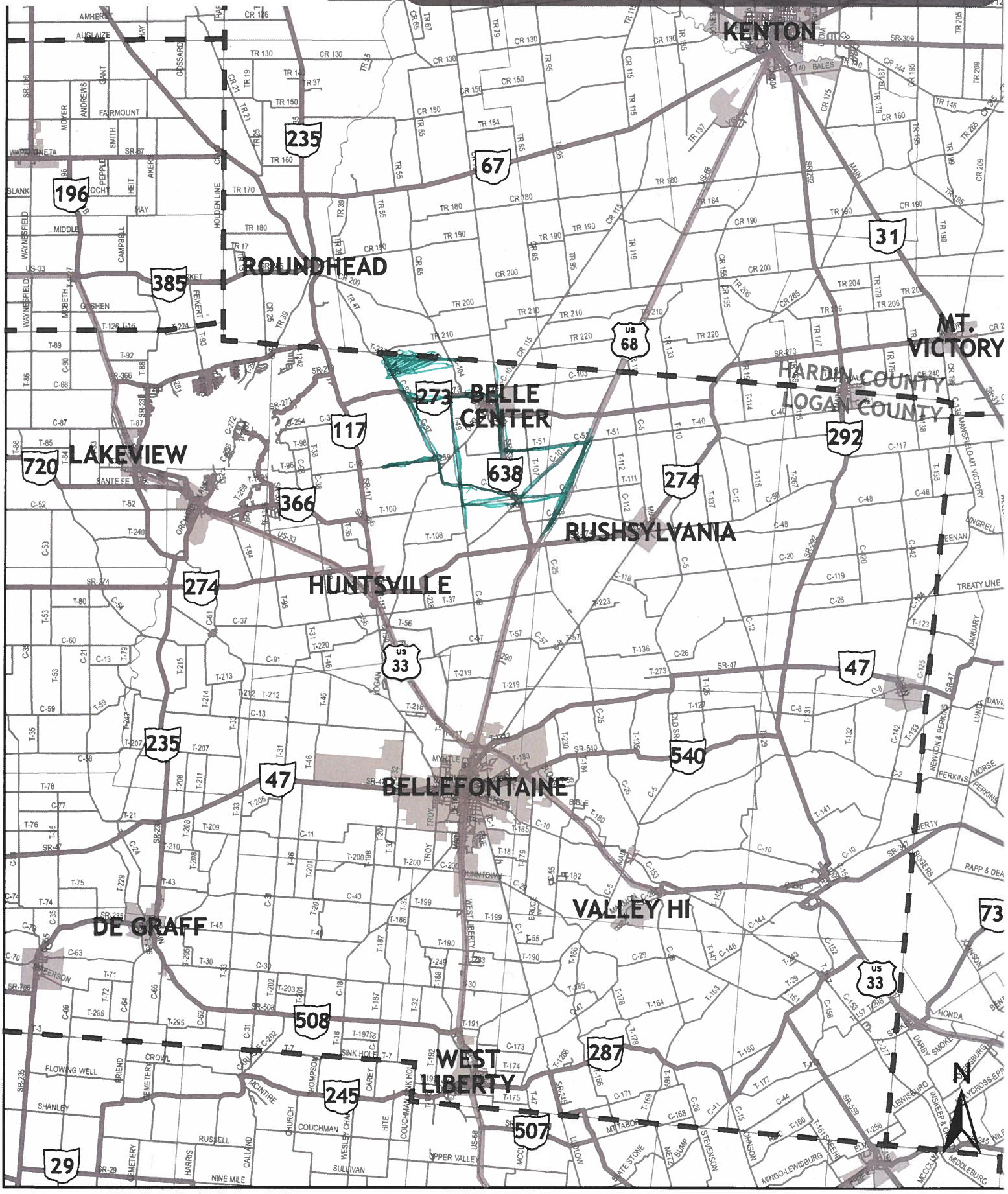

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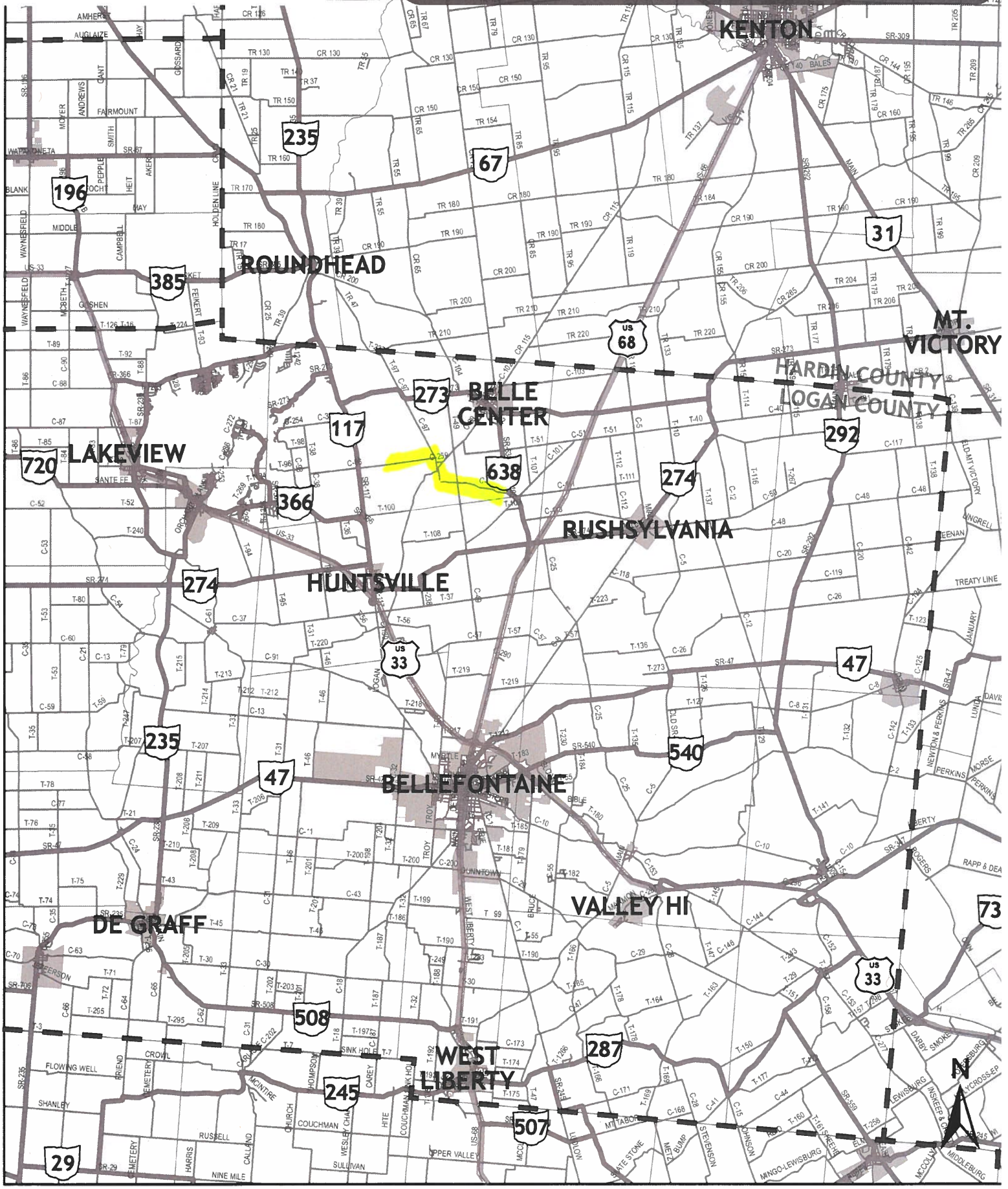

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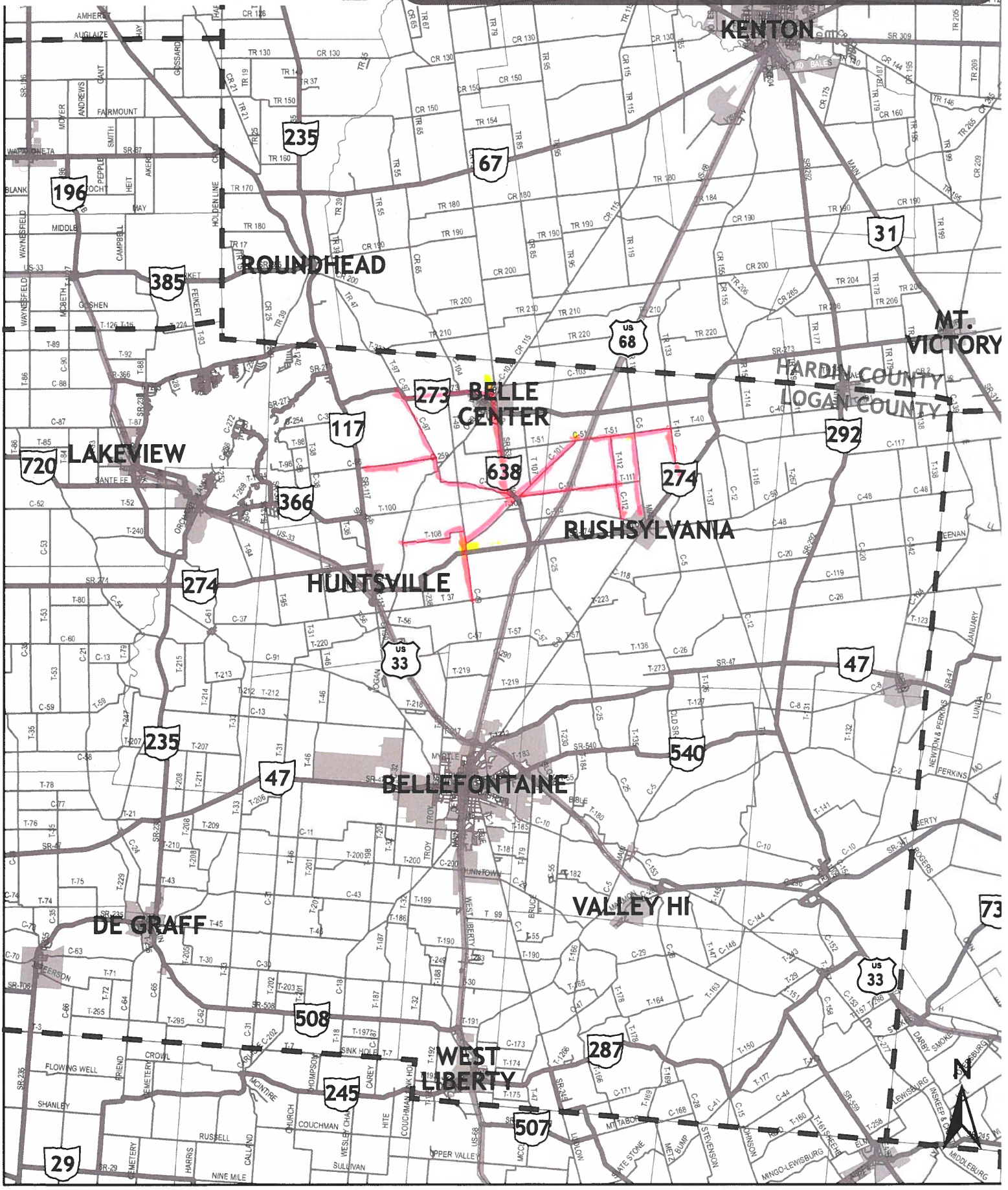

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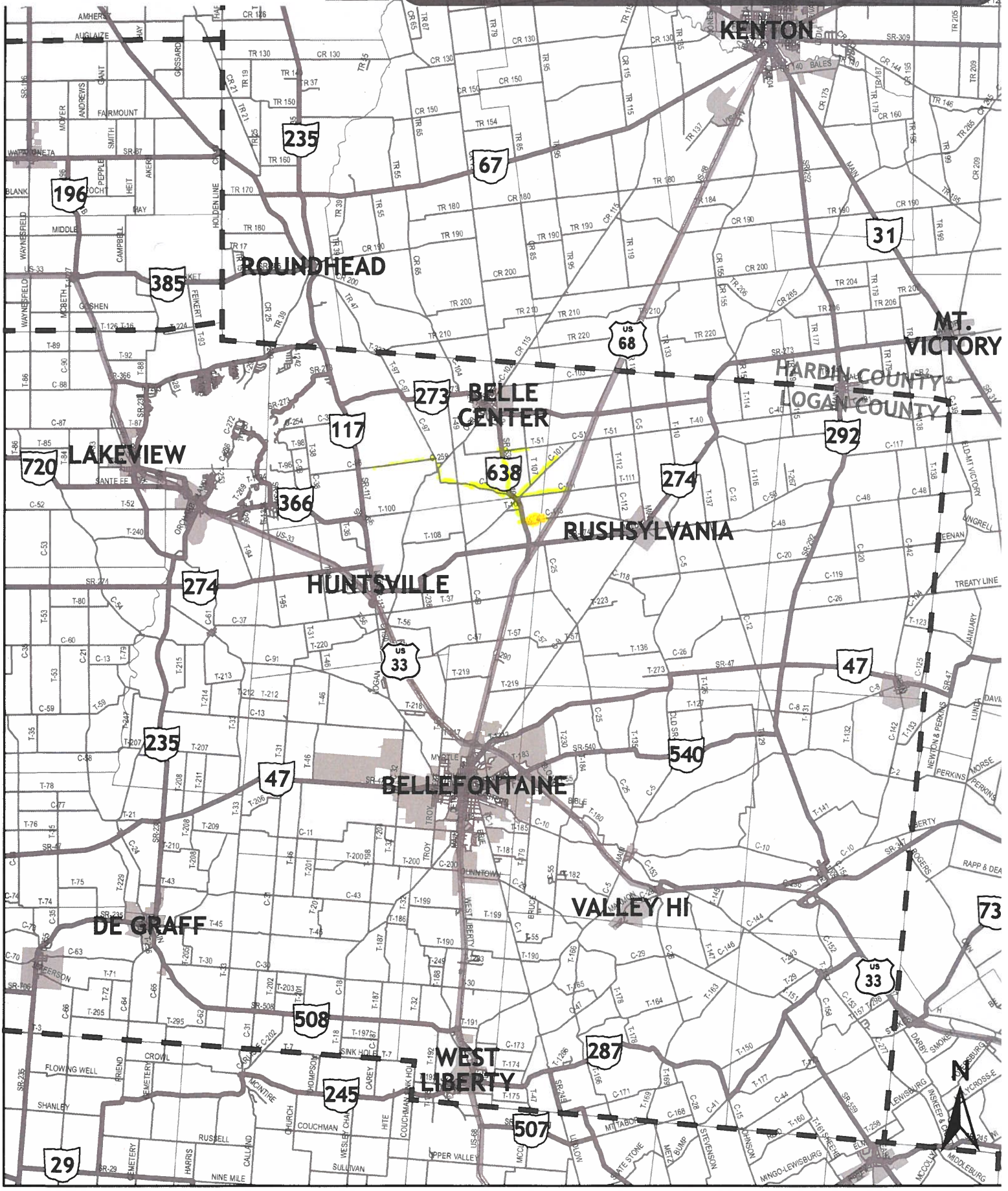

Walk/Bike Safety Exercise



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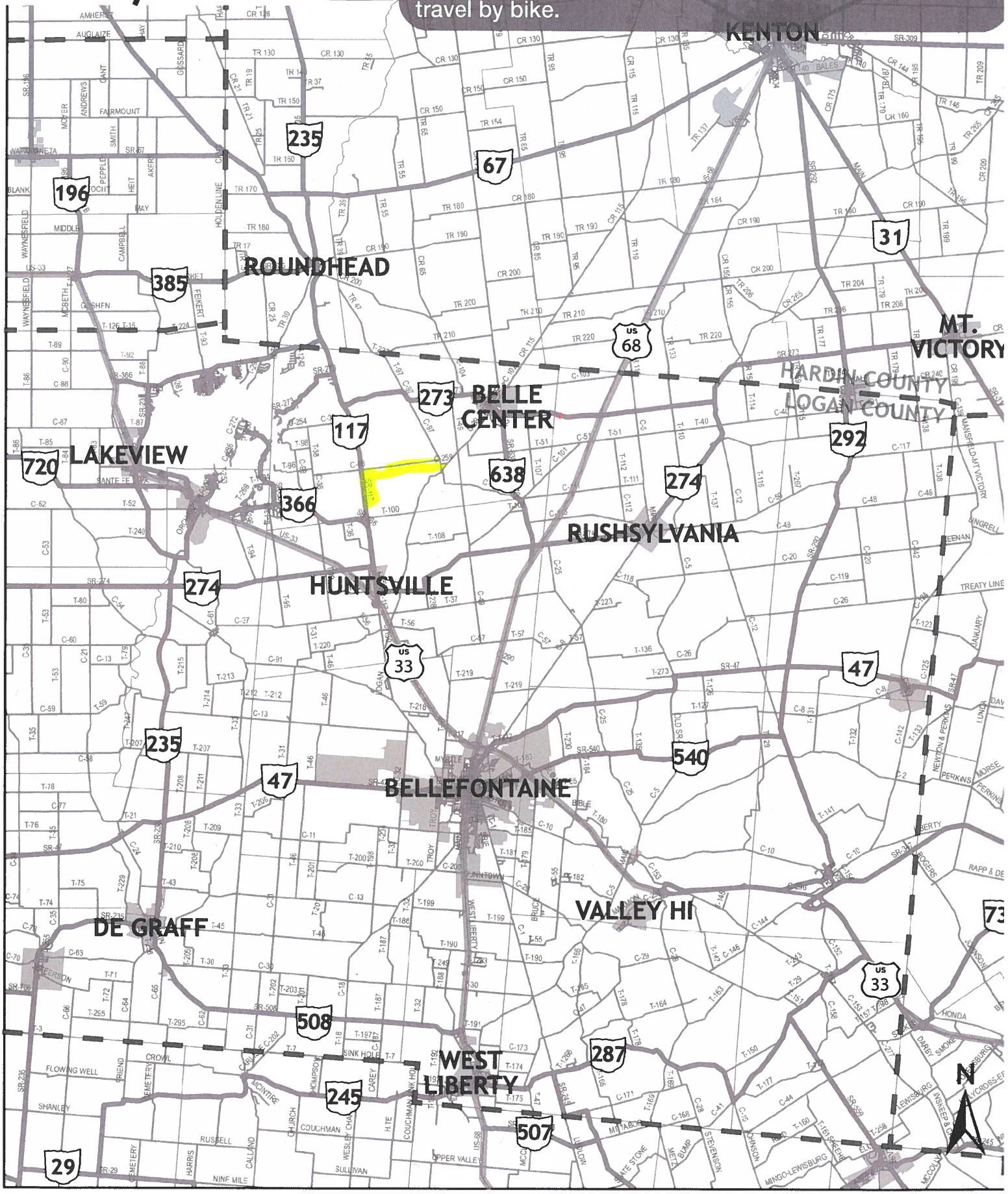

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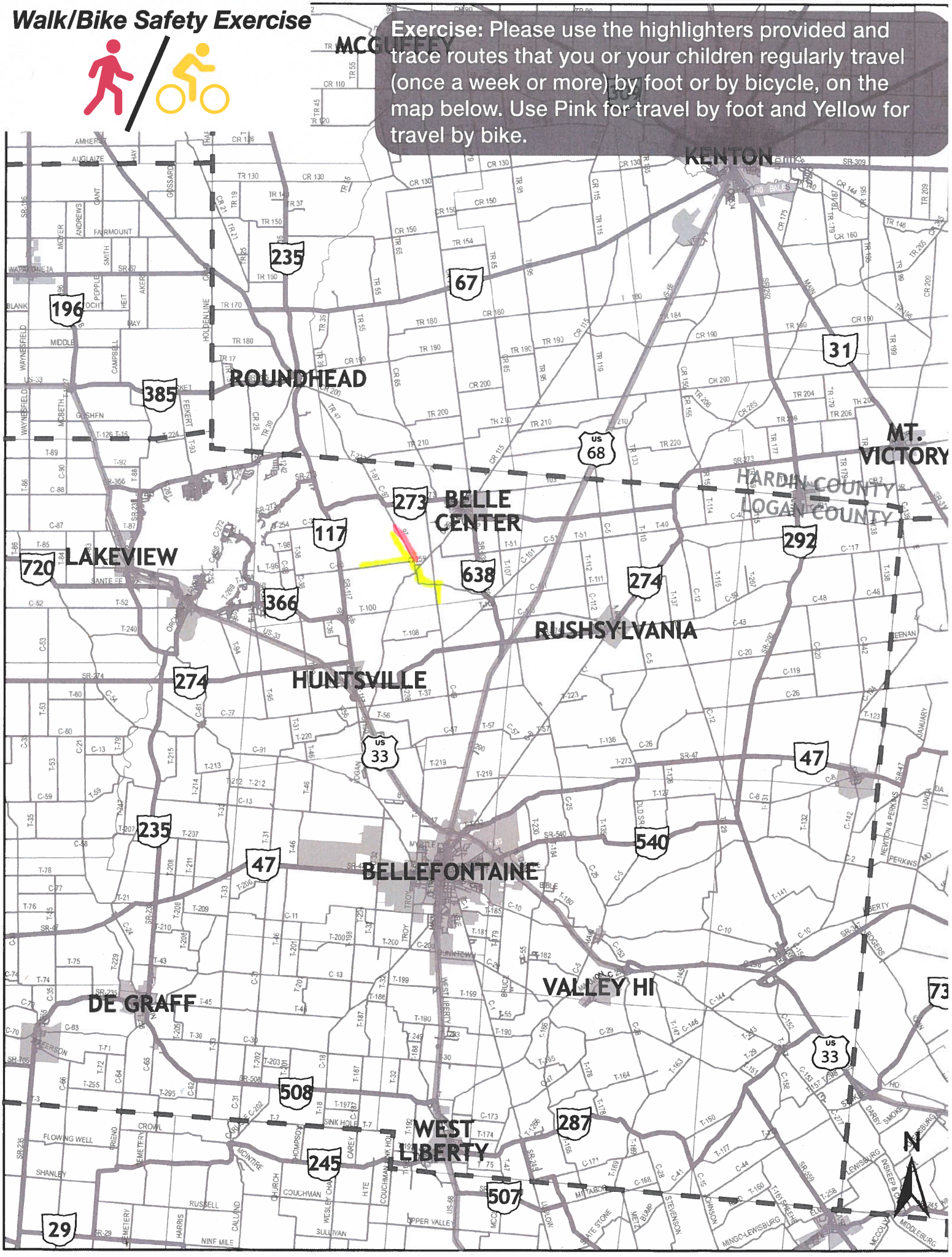

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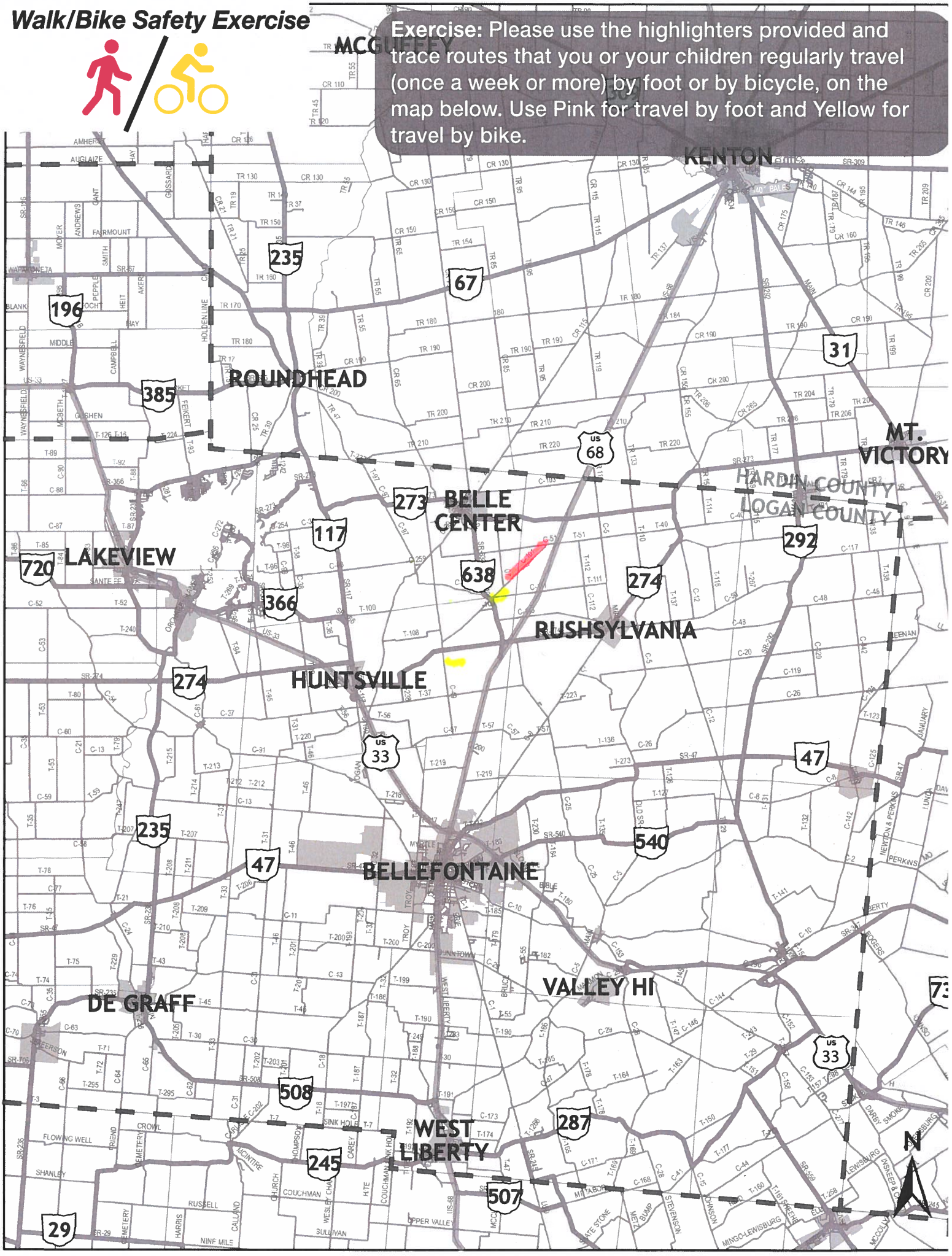

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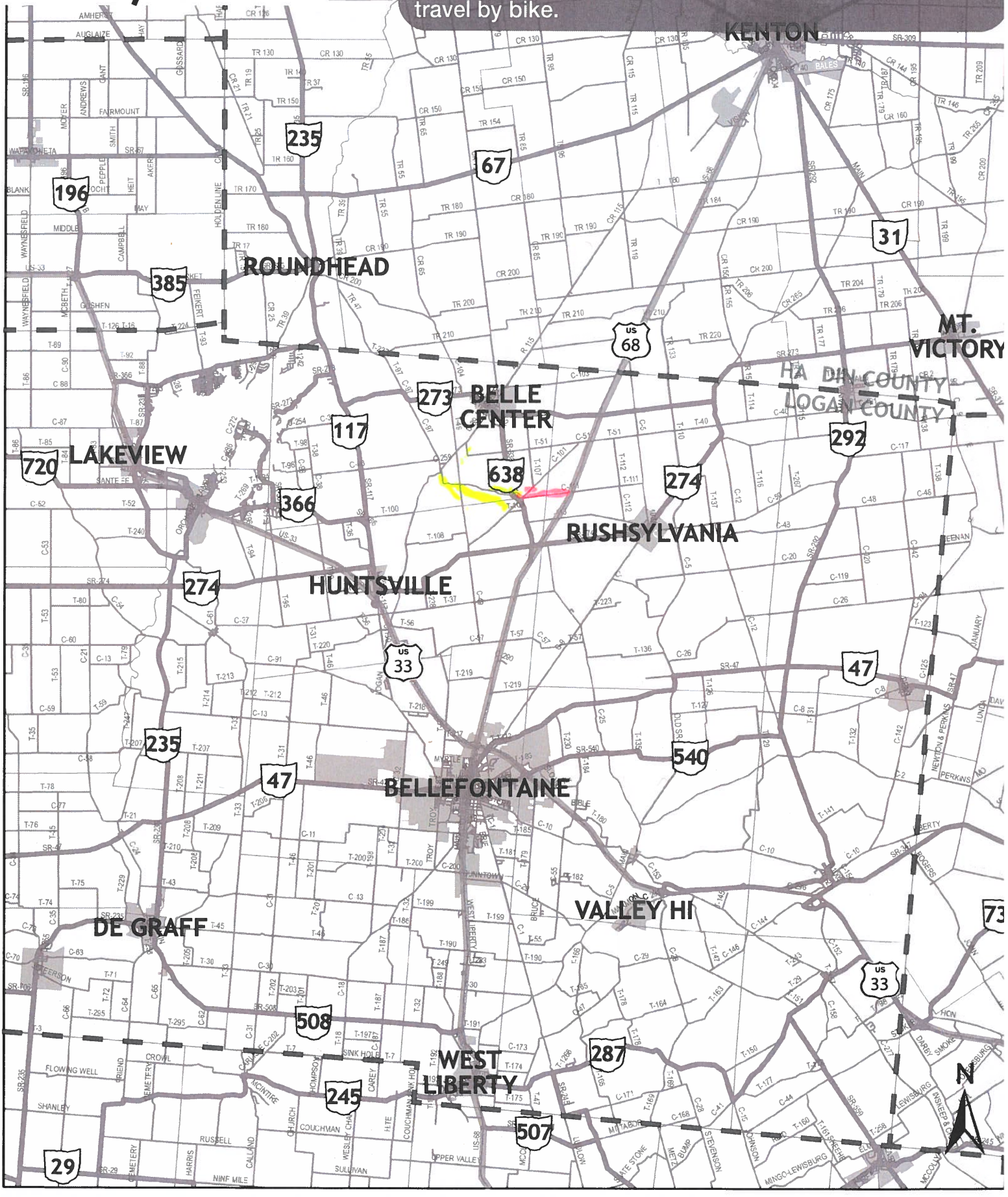

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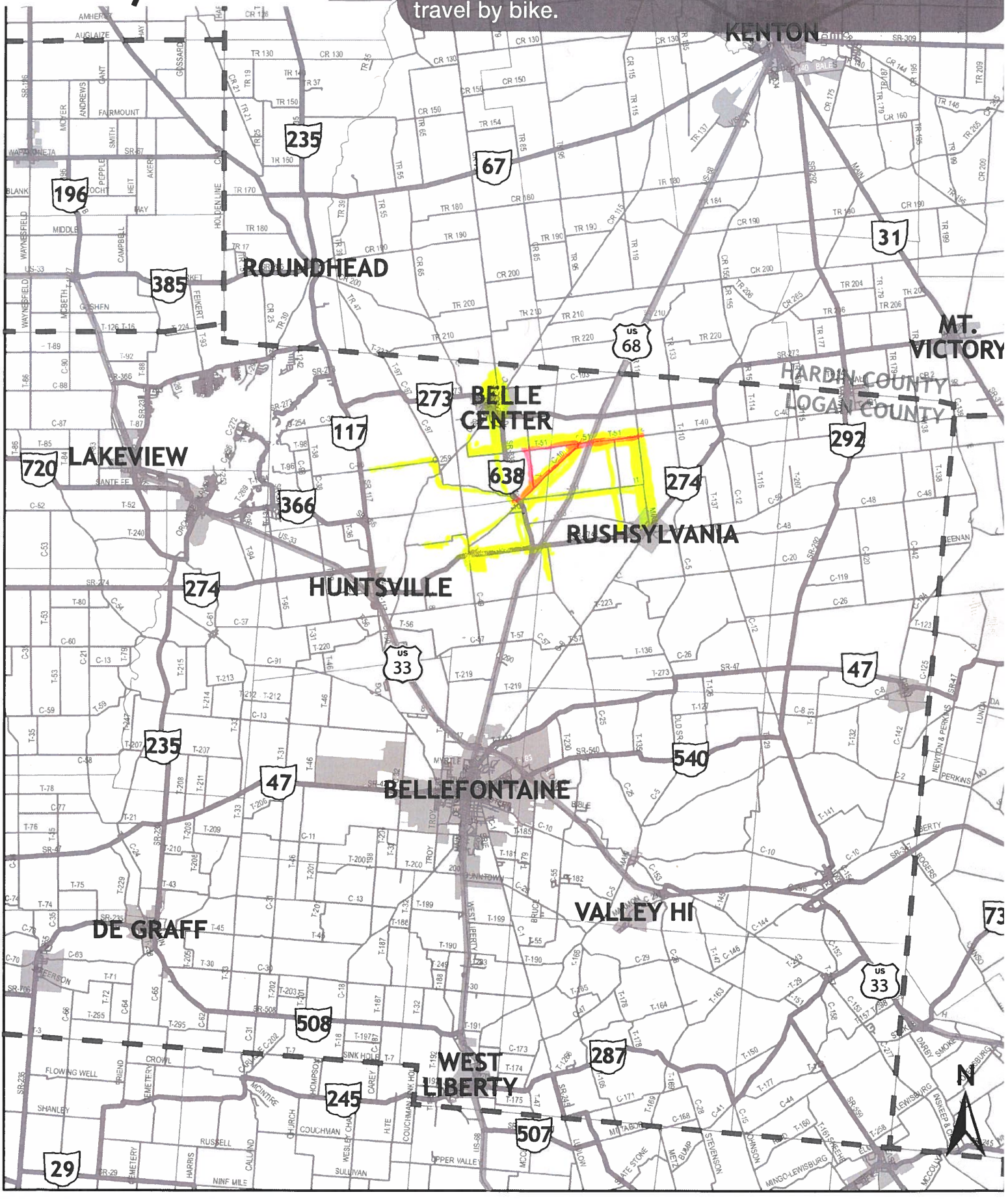

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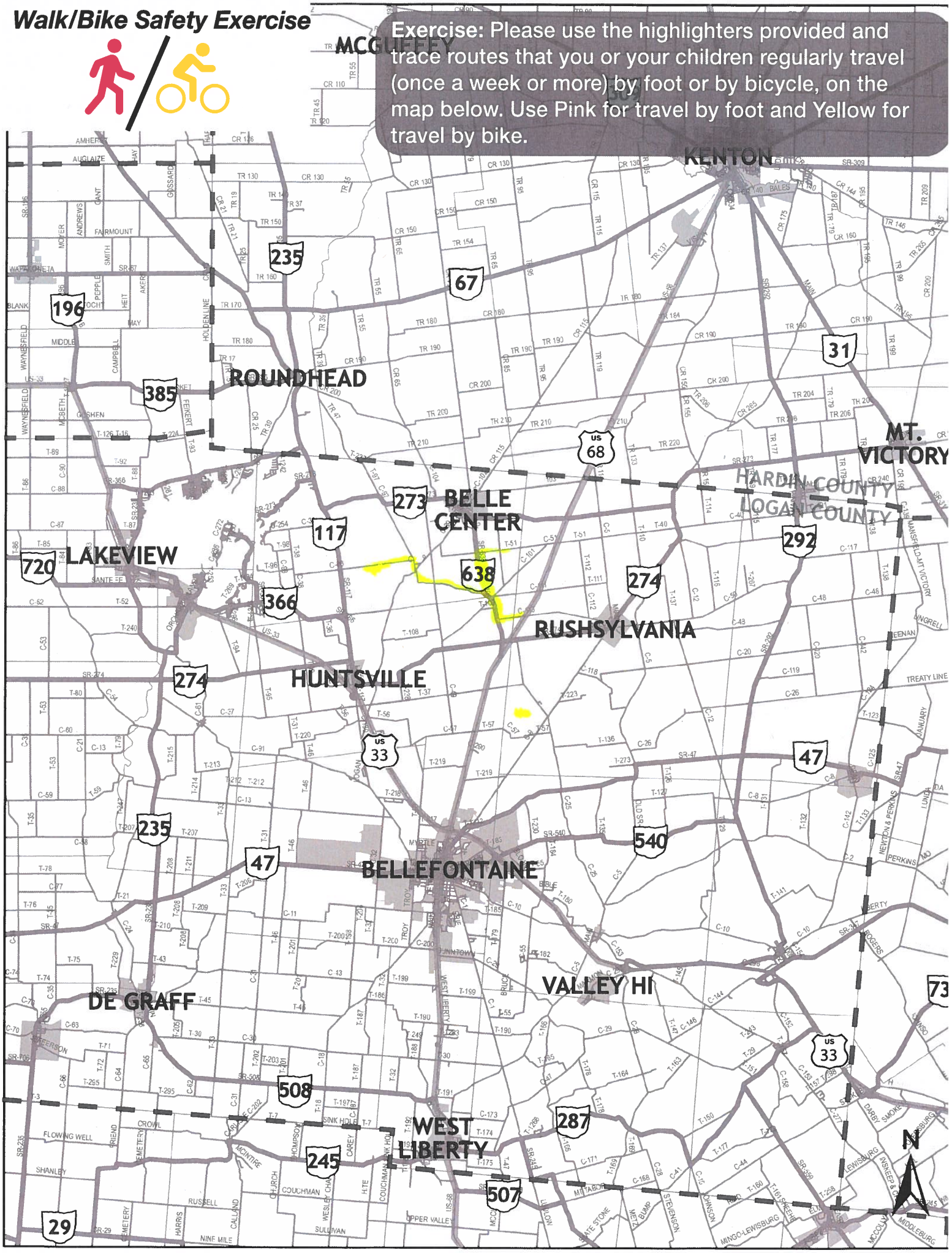
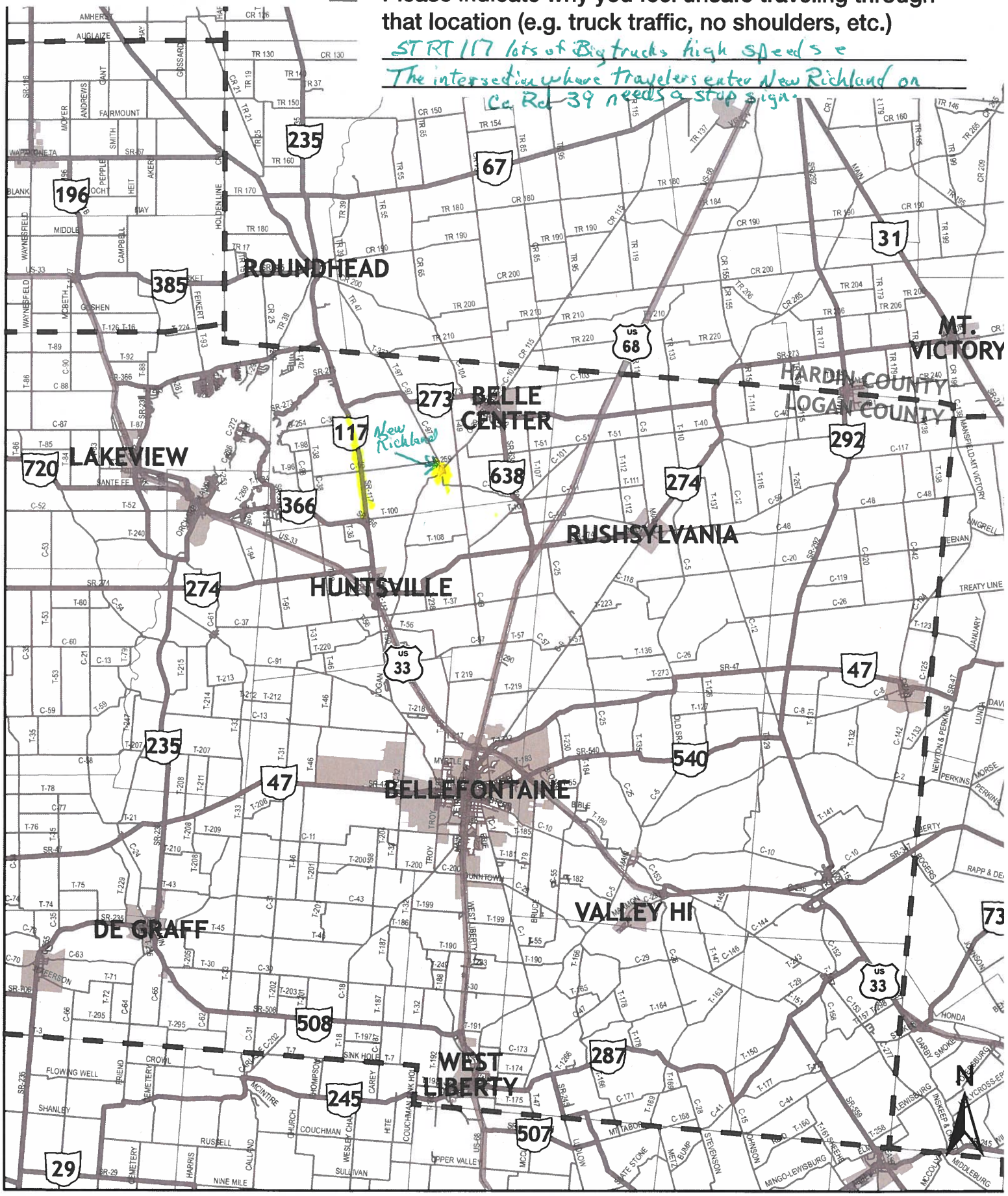


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

ST RT 117 lots of Big trucks high speeds e
The intersection where travelers enter New Richland on Co. Rd 39 needs a stop sign.

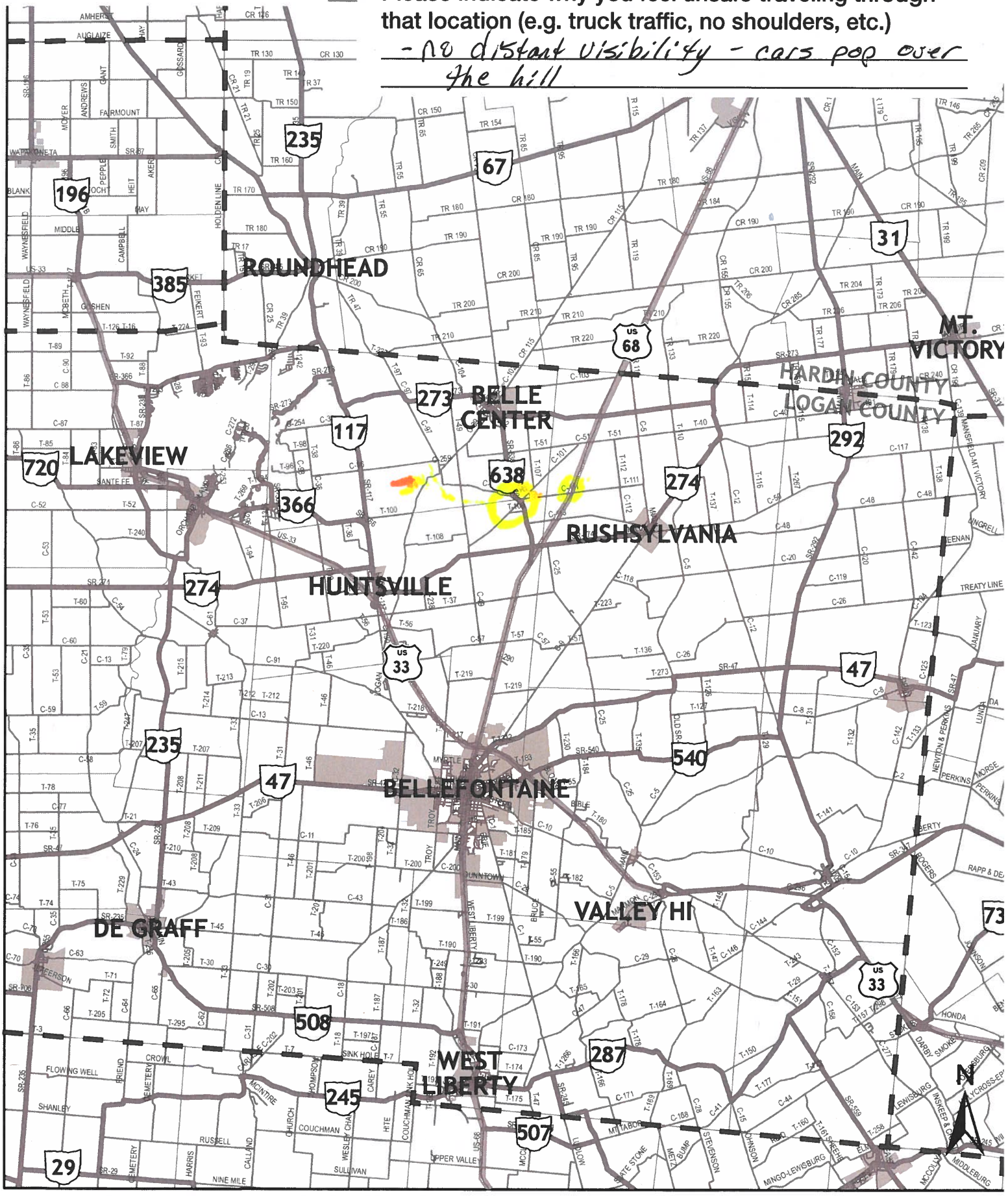


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

- no distant visibility - cars pop over the hill



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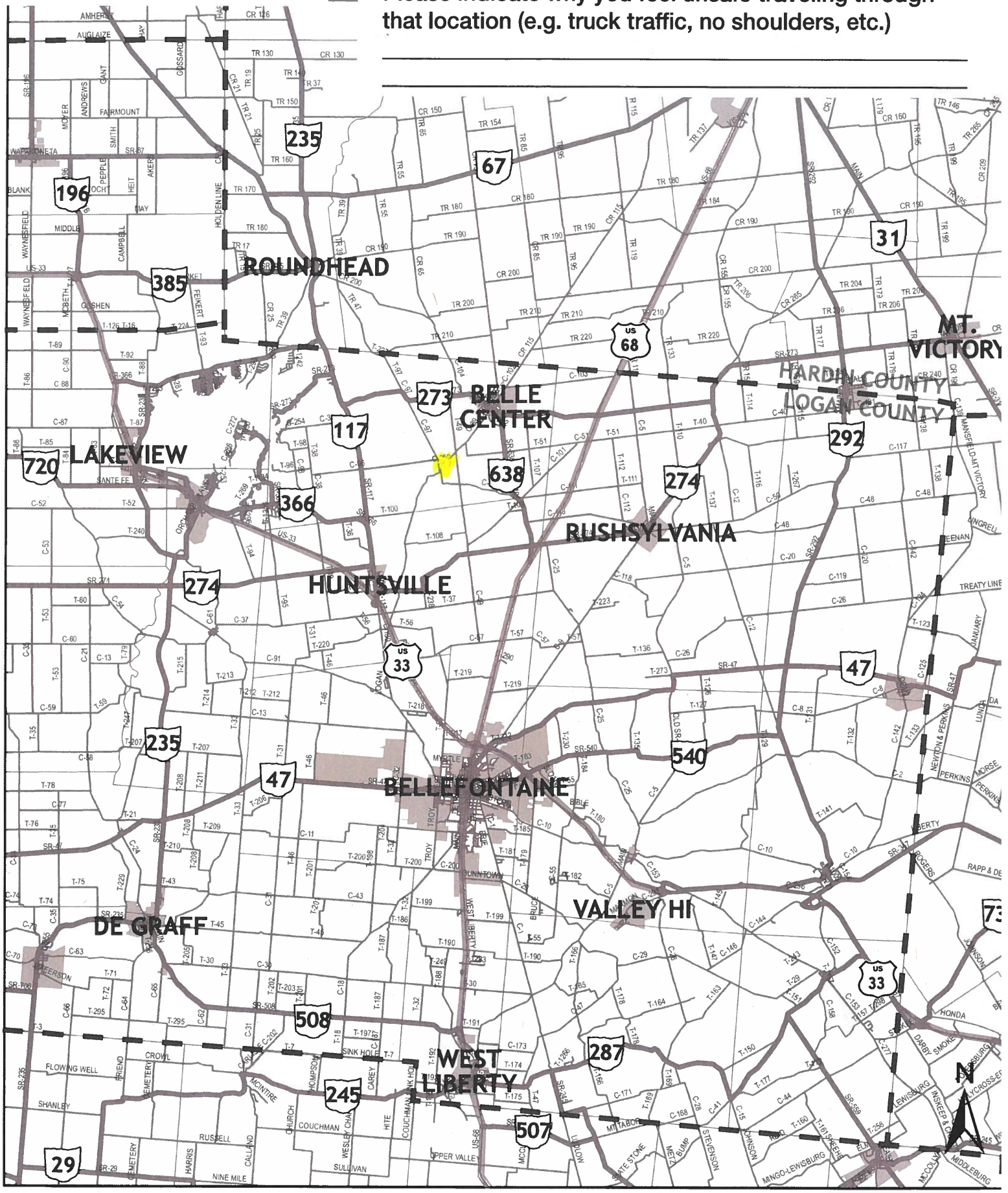

Safety Location Exercise

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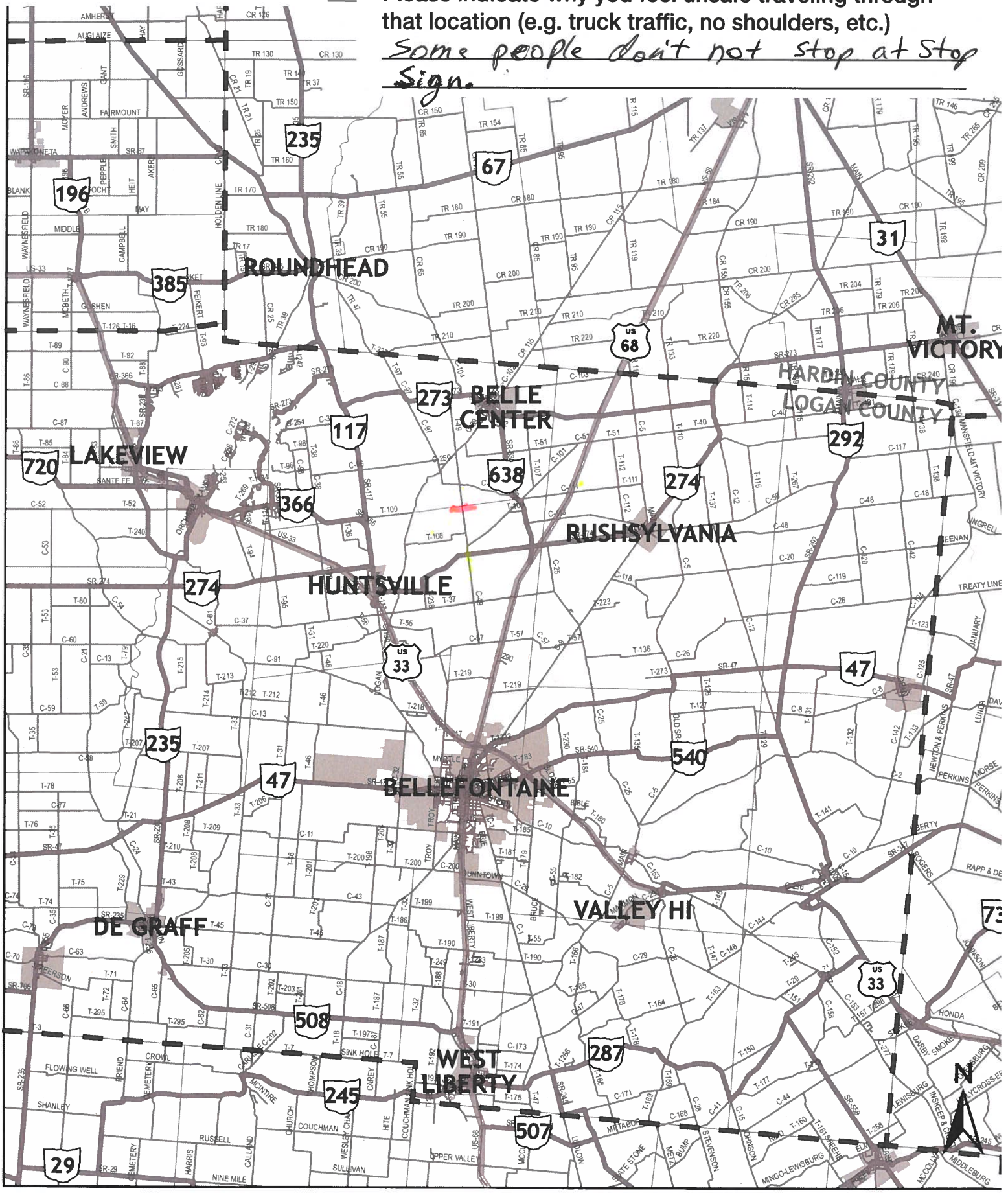
Some people don't not stop at Stop Sign.



Safety Location Exercise

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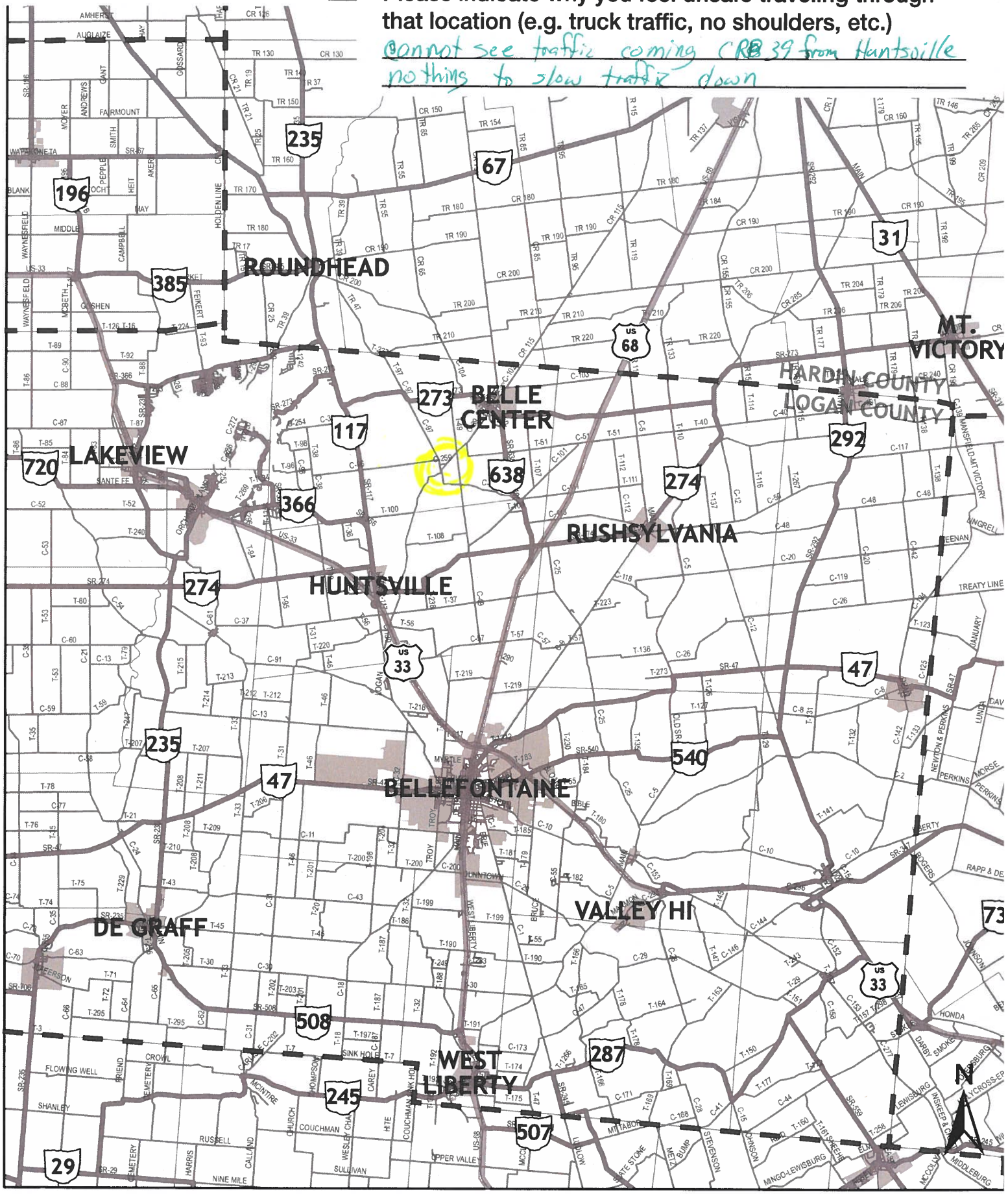
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

cannot see traffic coming CR 39 from Huntsville
nothing to slow traffic down



Safety Location Exercise

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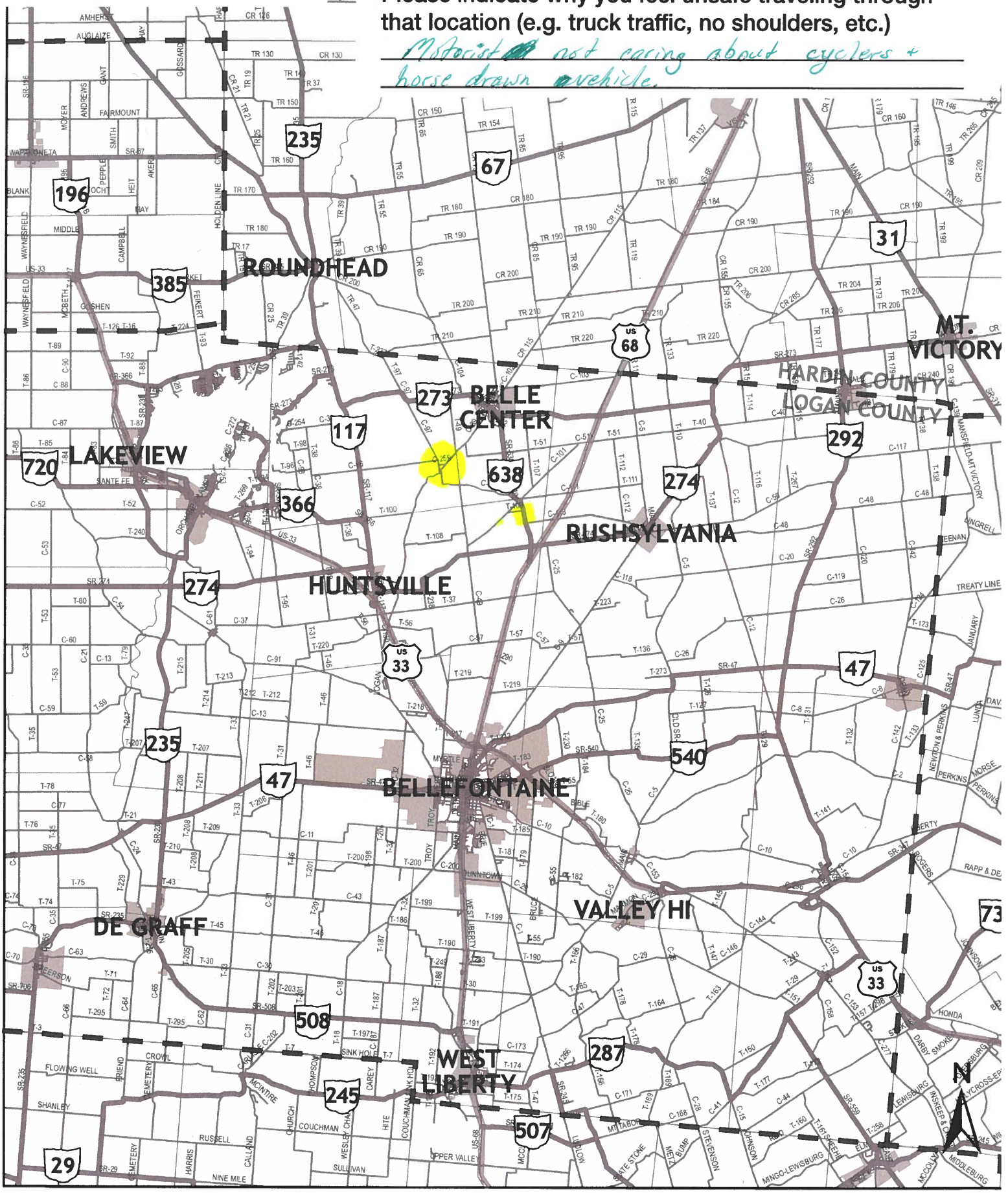
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Motorist not caring about cyclers + horse drawn vehicle.



Safety Location Exercise

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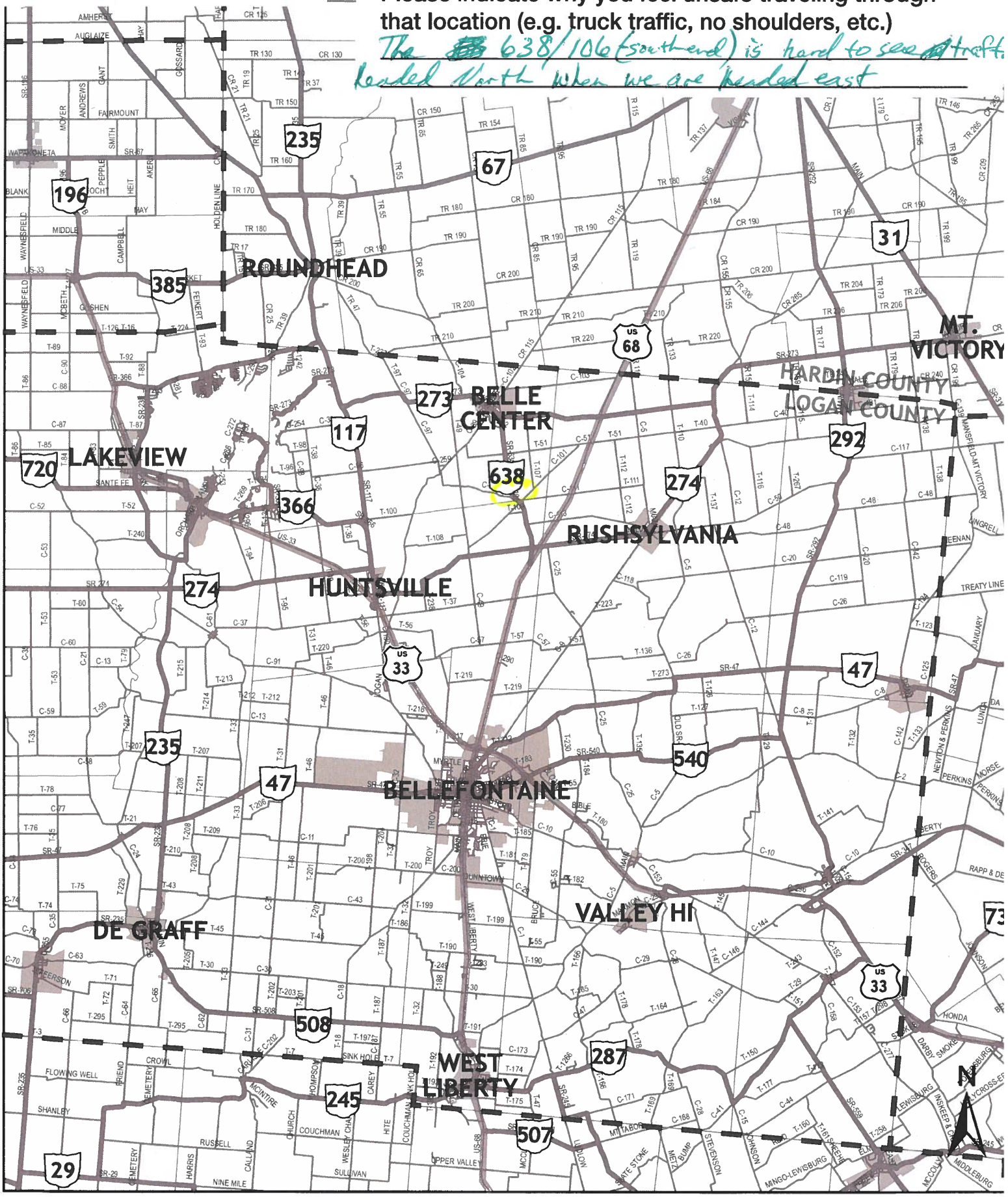
The 638/106 (southend) is hard to see traff. headed North when we are headed east



Safety Location Exercise

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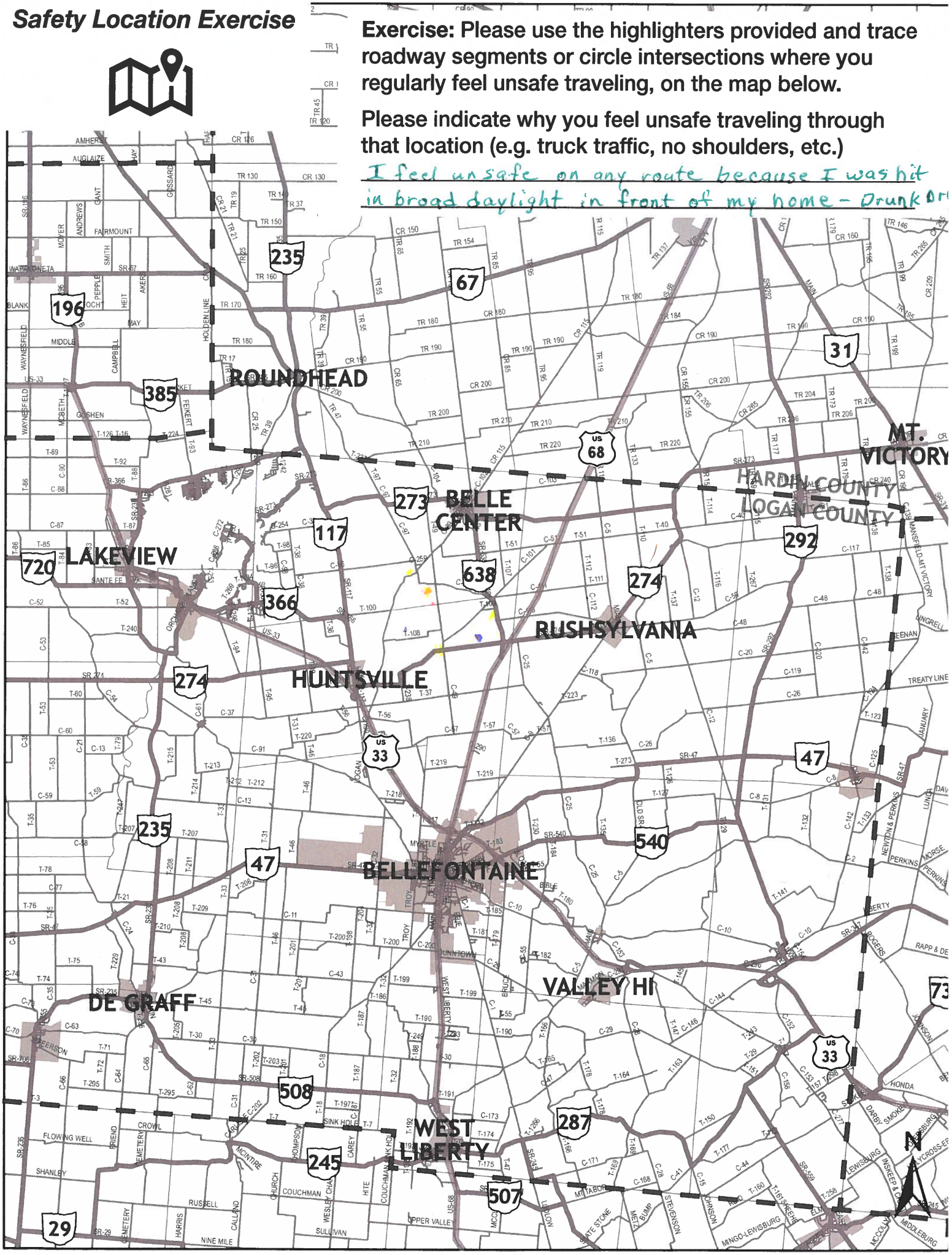
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

I feel unsafe on any route because I was hit in broad daylight in front of my home - Drunk Dr



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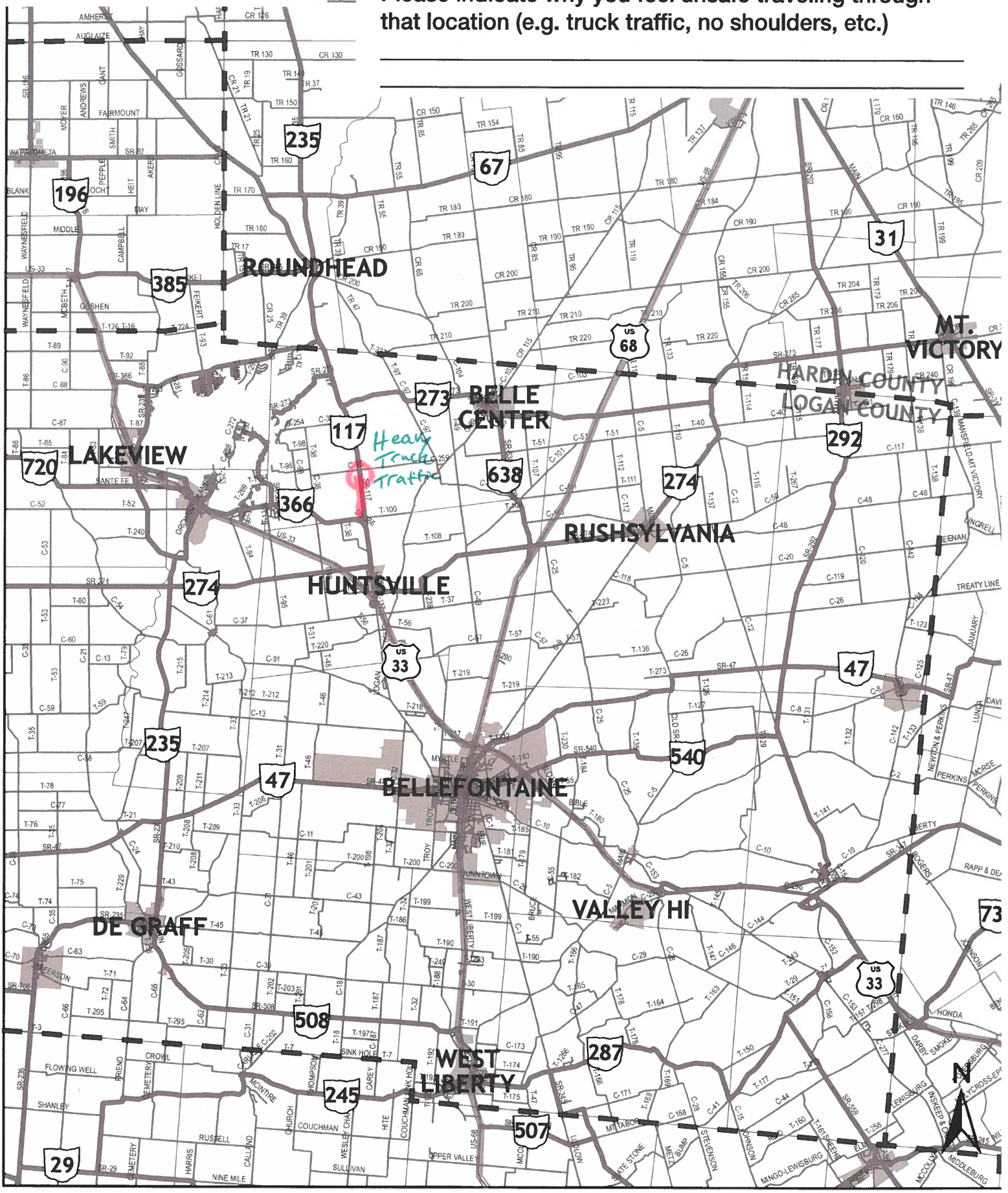

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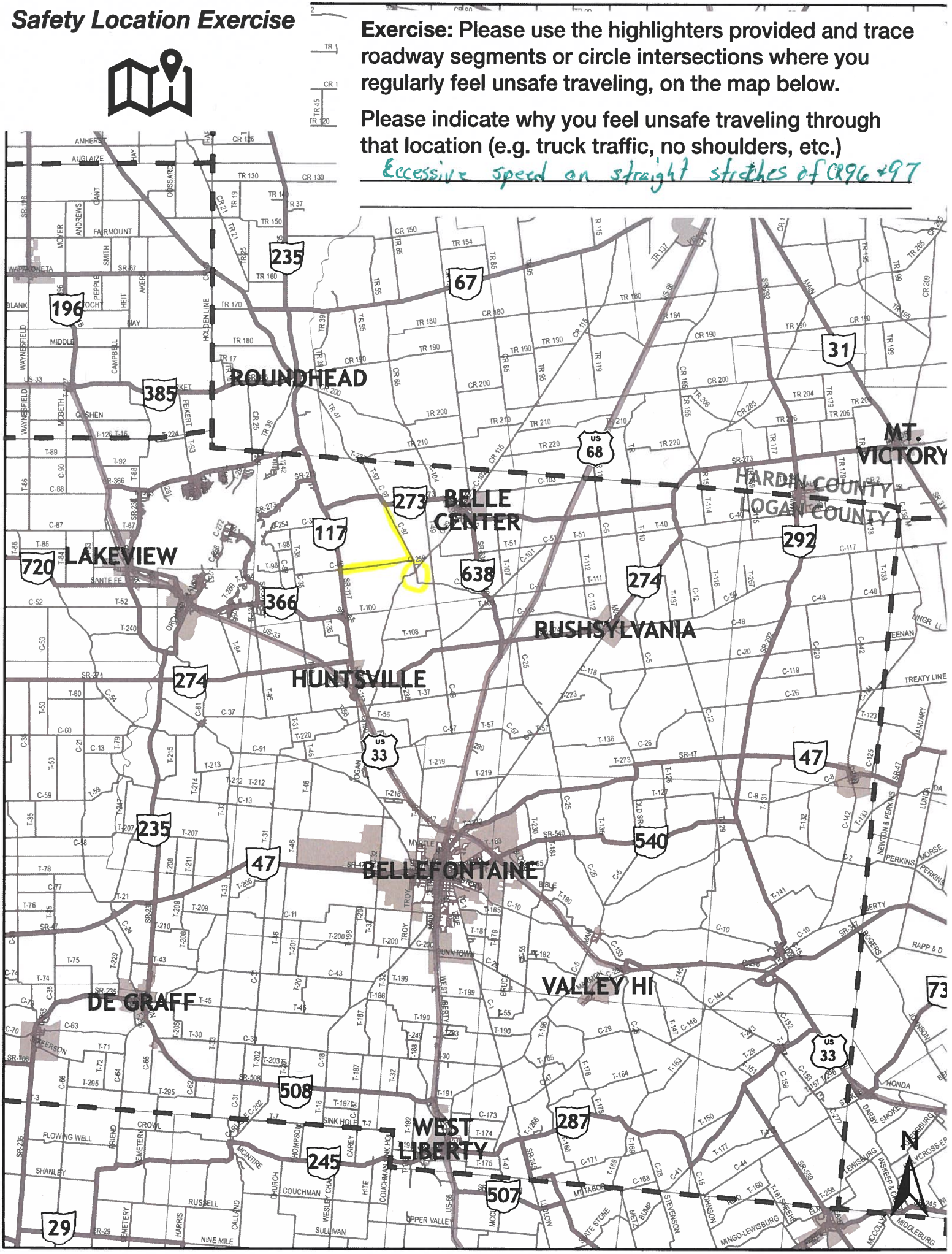
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Excessive speed on straight stretches of CR96 + 97



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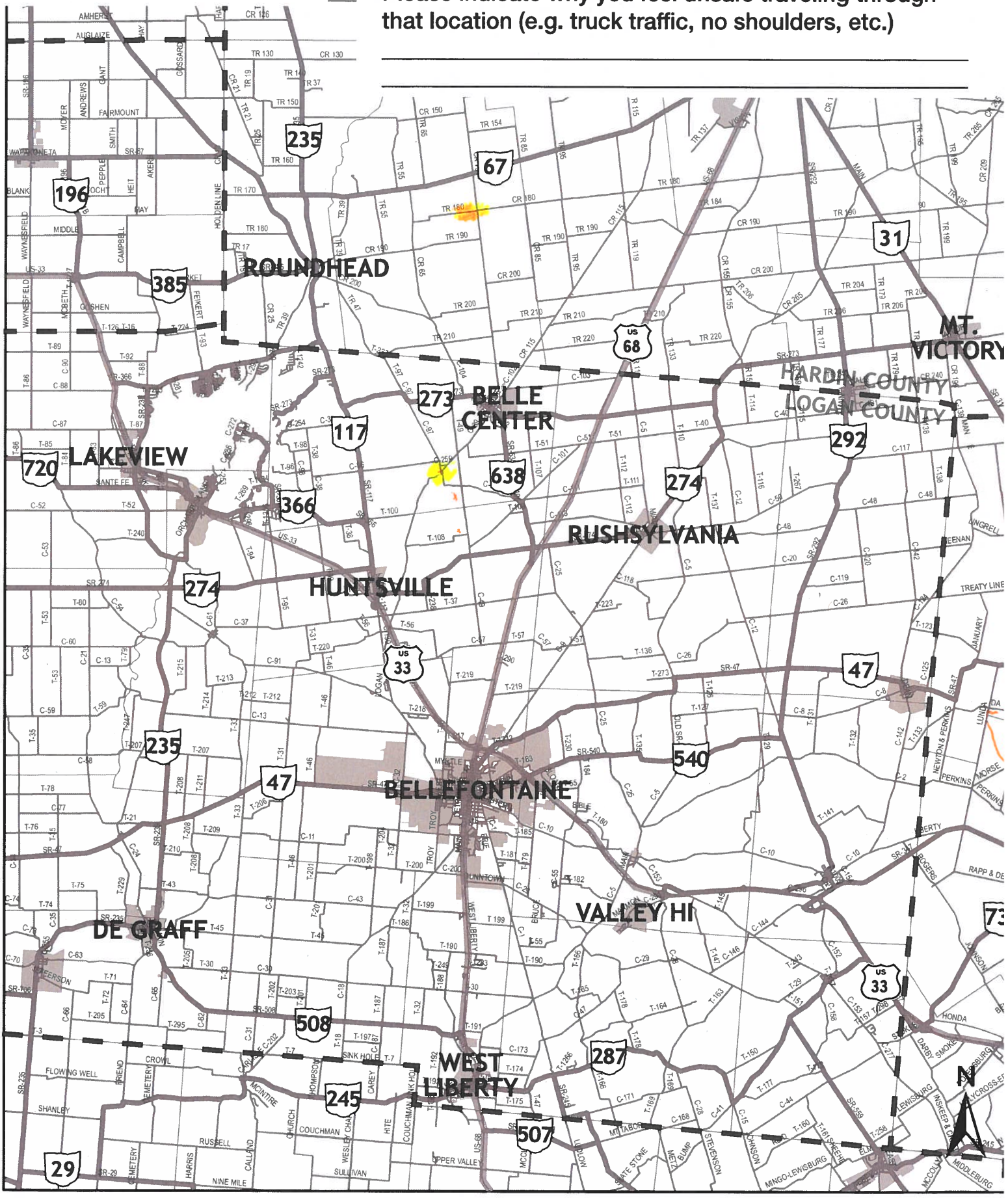

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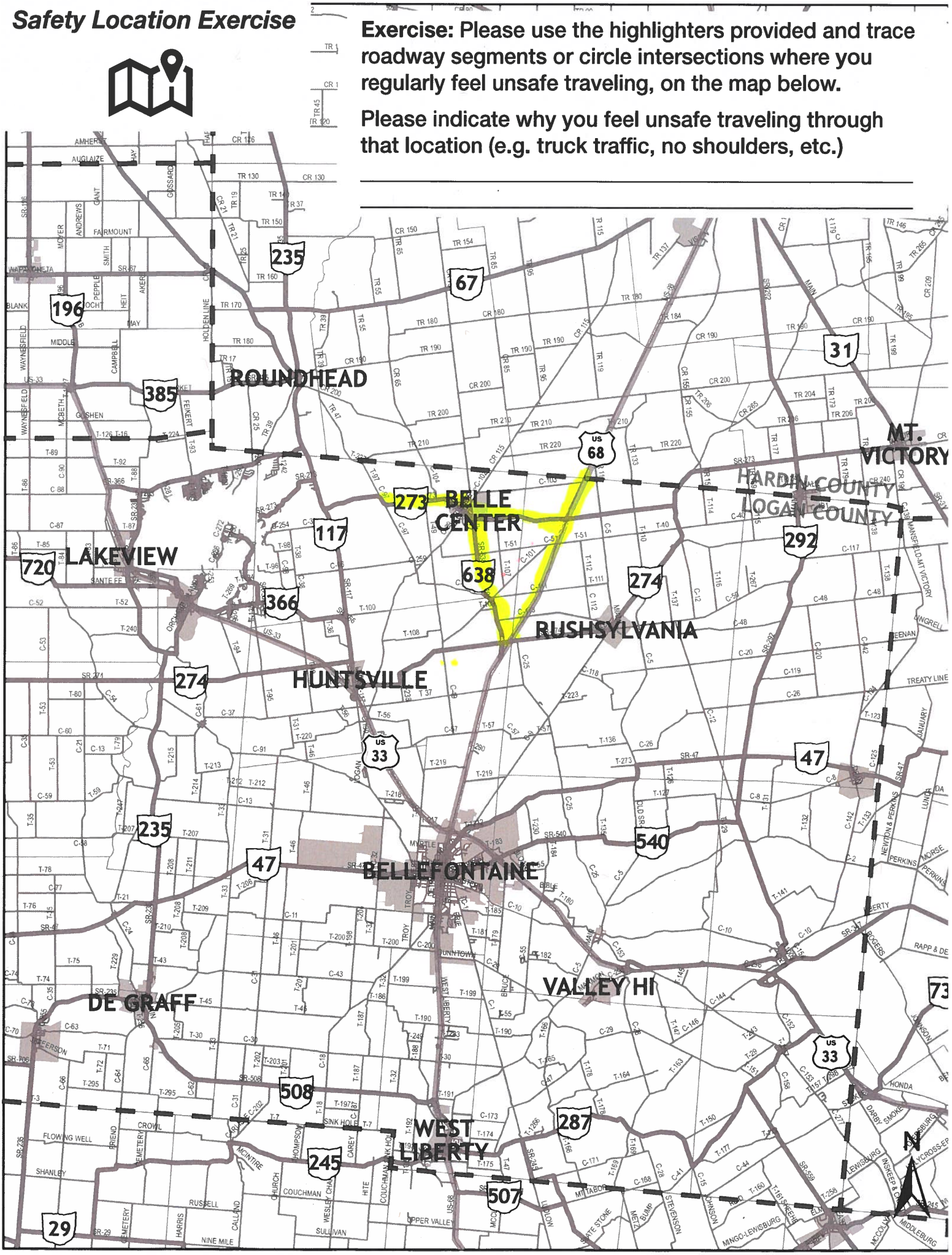

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_____

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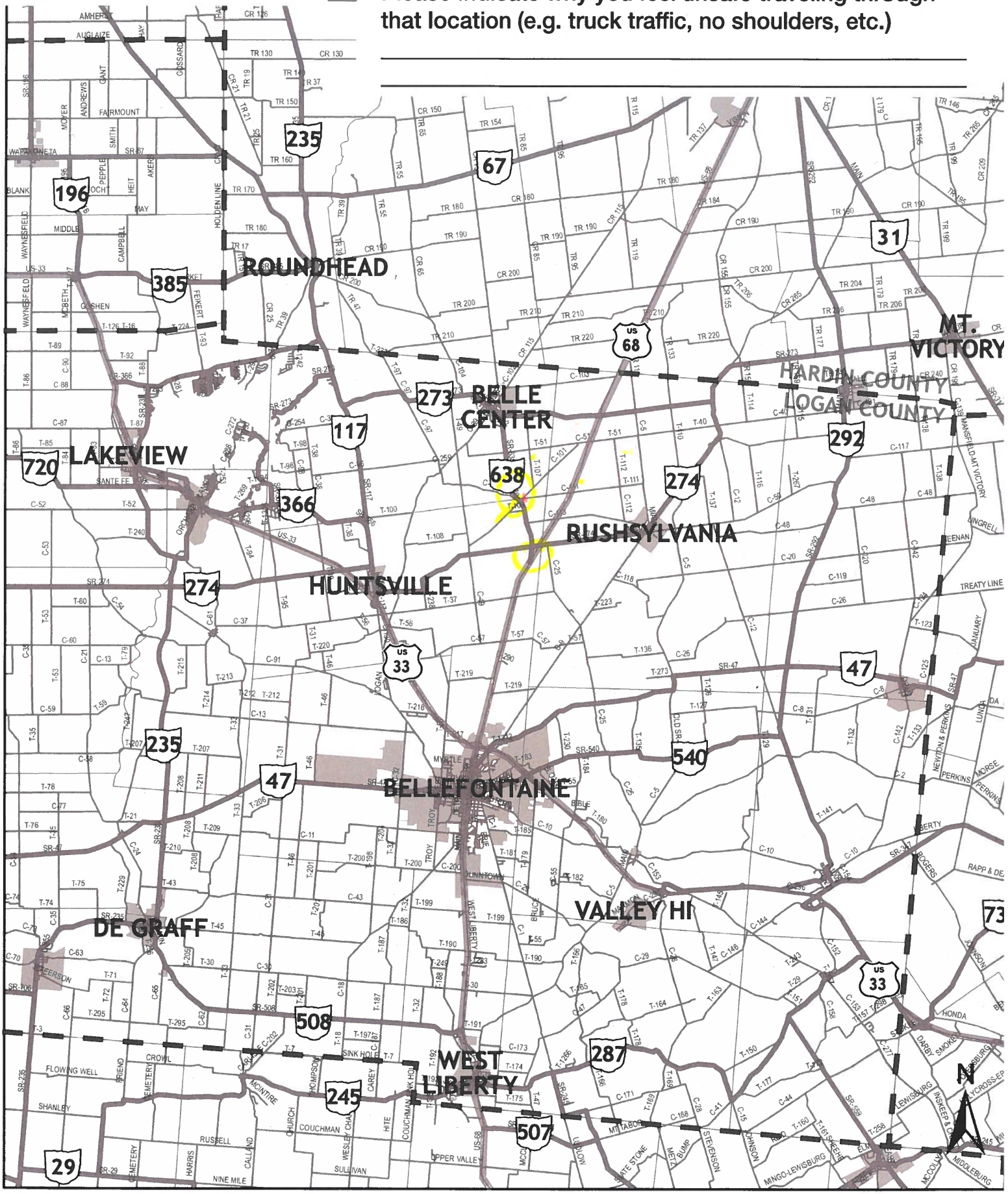

Safety Location Exercise

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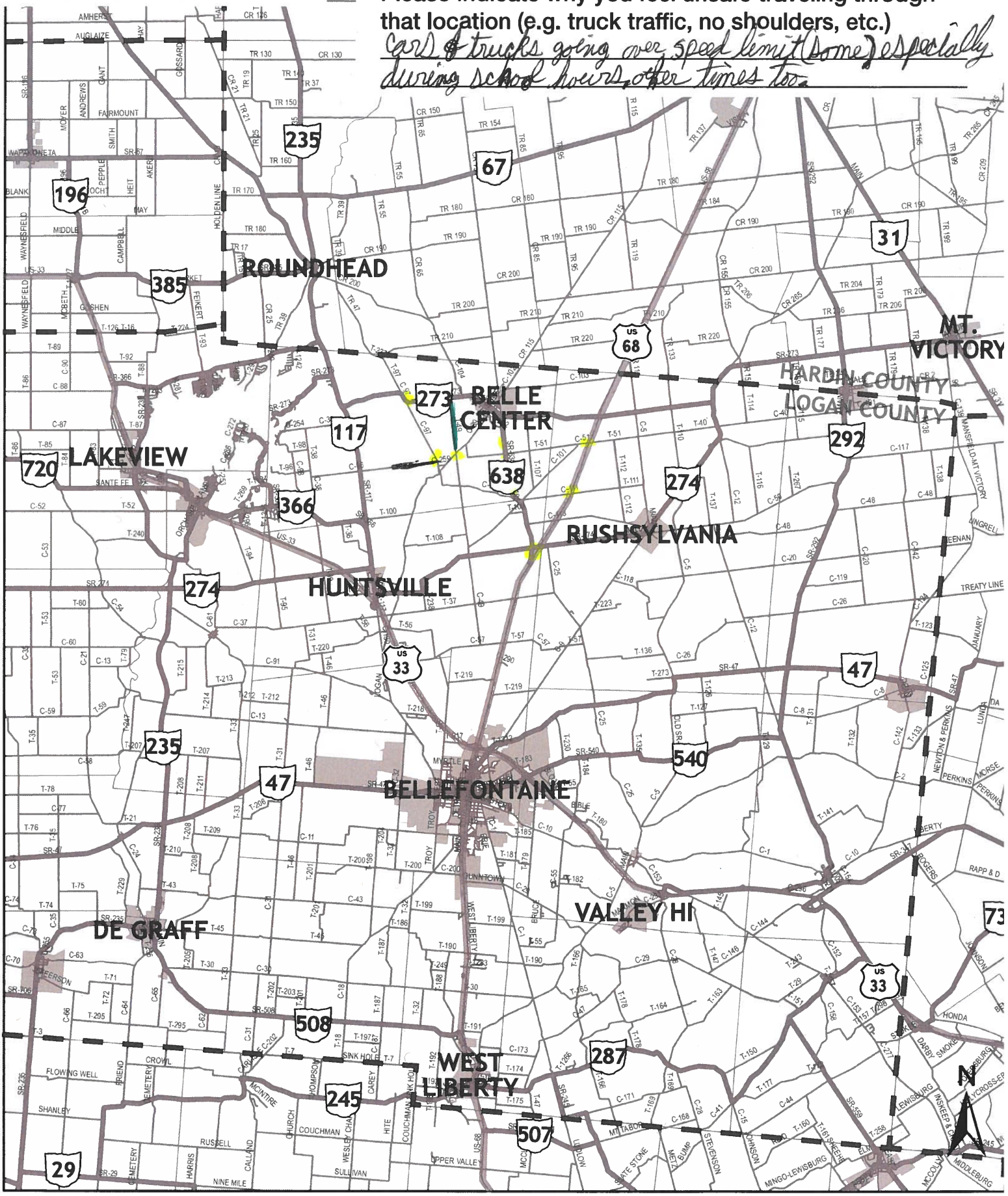
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Cars & trucks going over speed limit (some) especially during school hours, other times too.

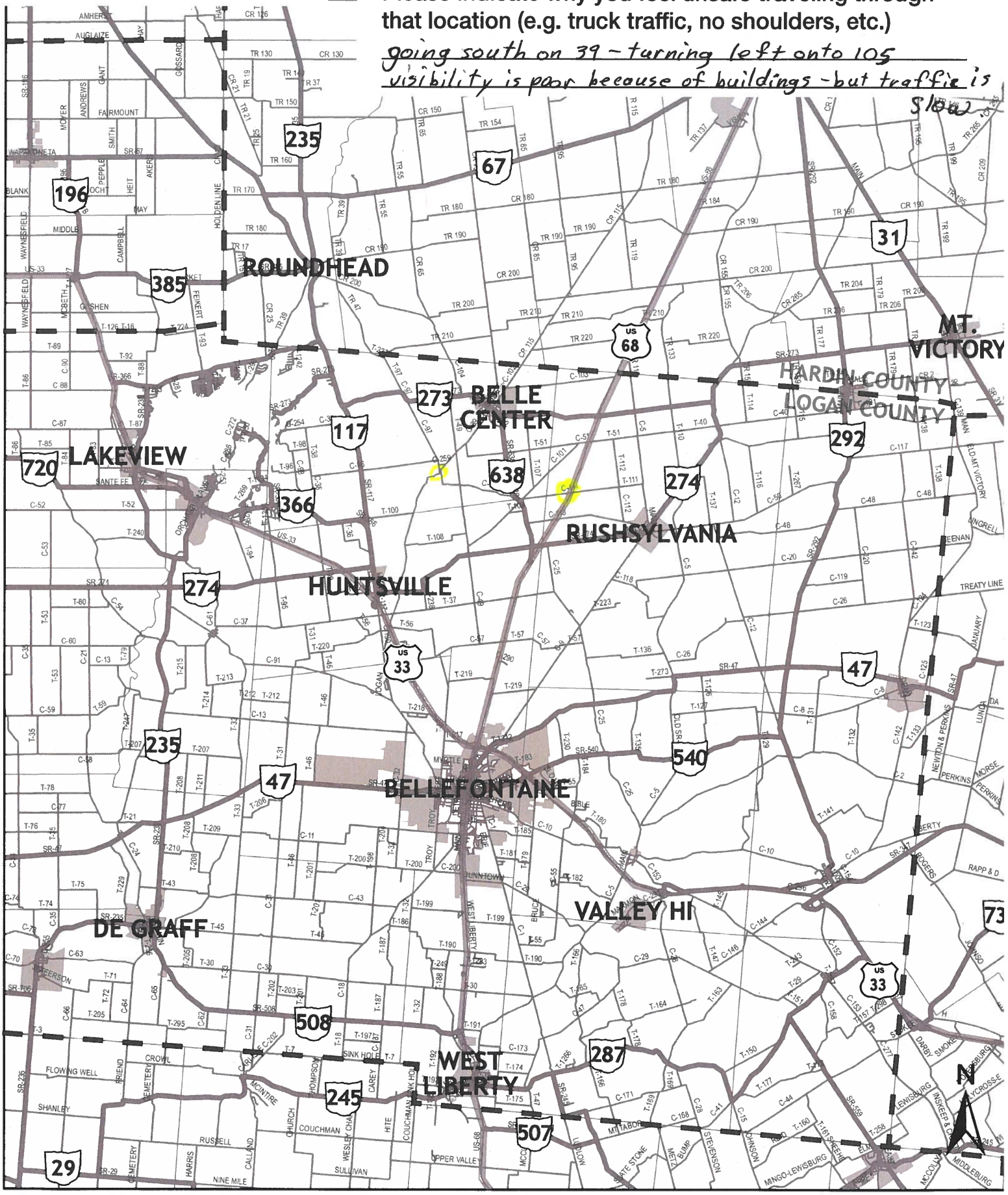


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

going south on 39 - turning left onto 105
visibility is poor because of buildings - but traffic is slow



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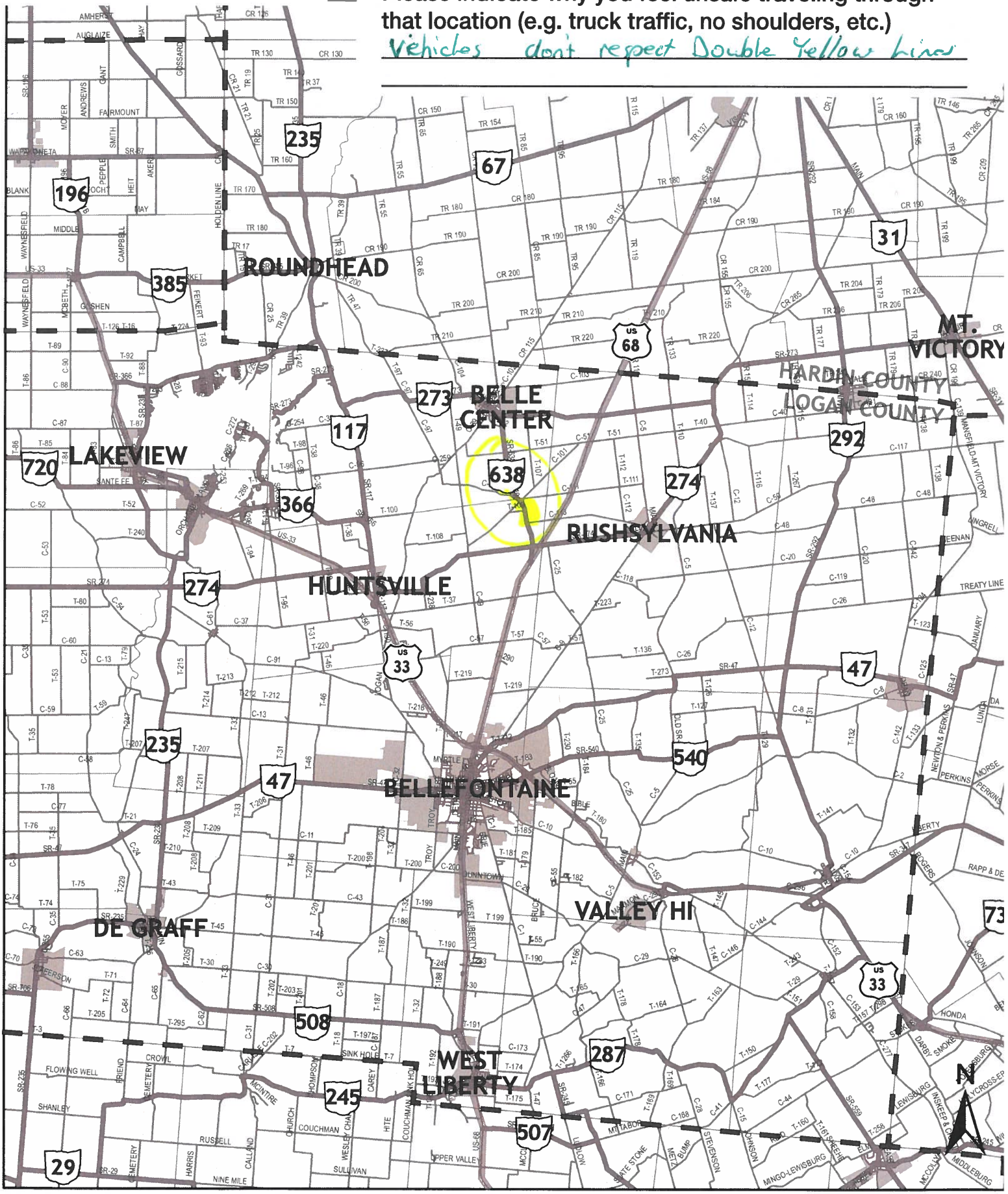
Vehicles don't respect Double Yellow Lines



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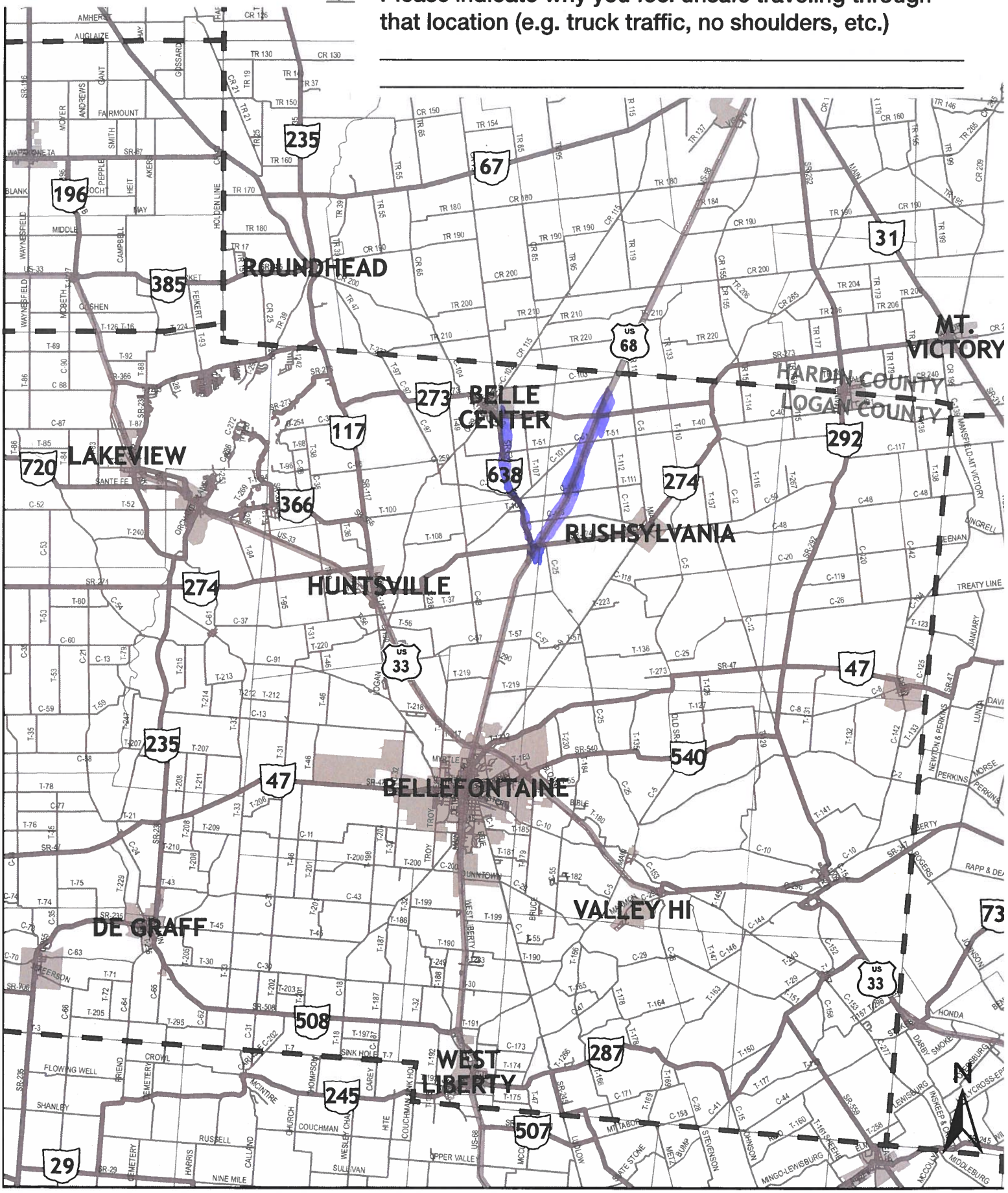

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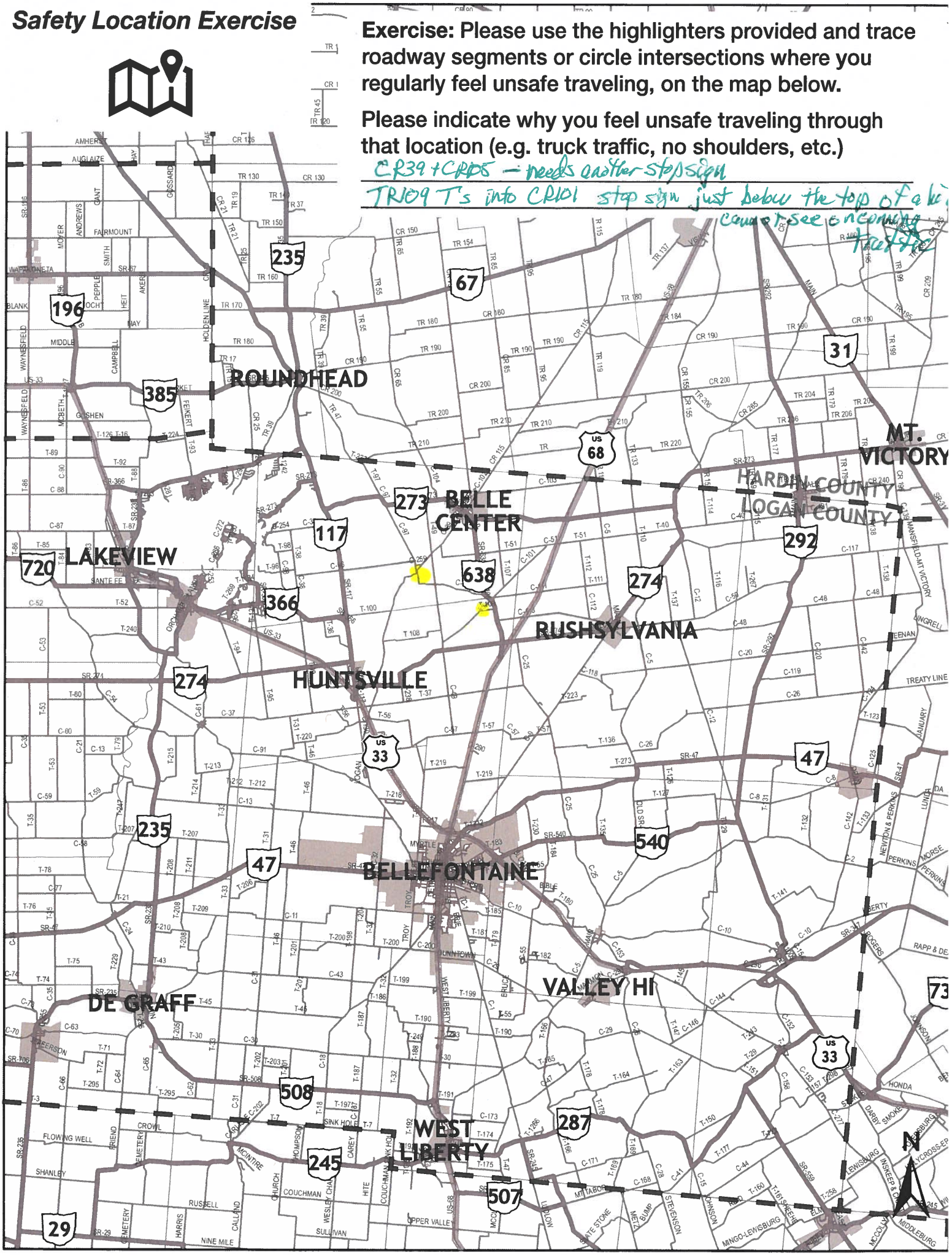
CR39 + CR05 – needs another stop sign

TR109 T's into CR101 stop sign just below the top of a hi could see oncoming traffic



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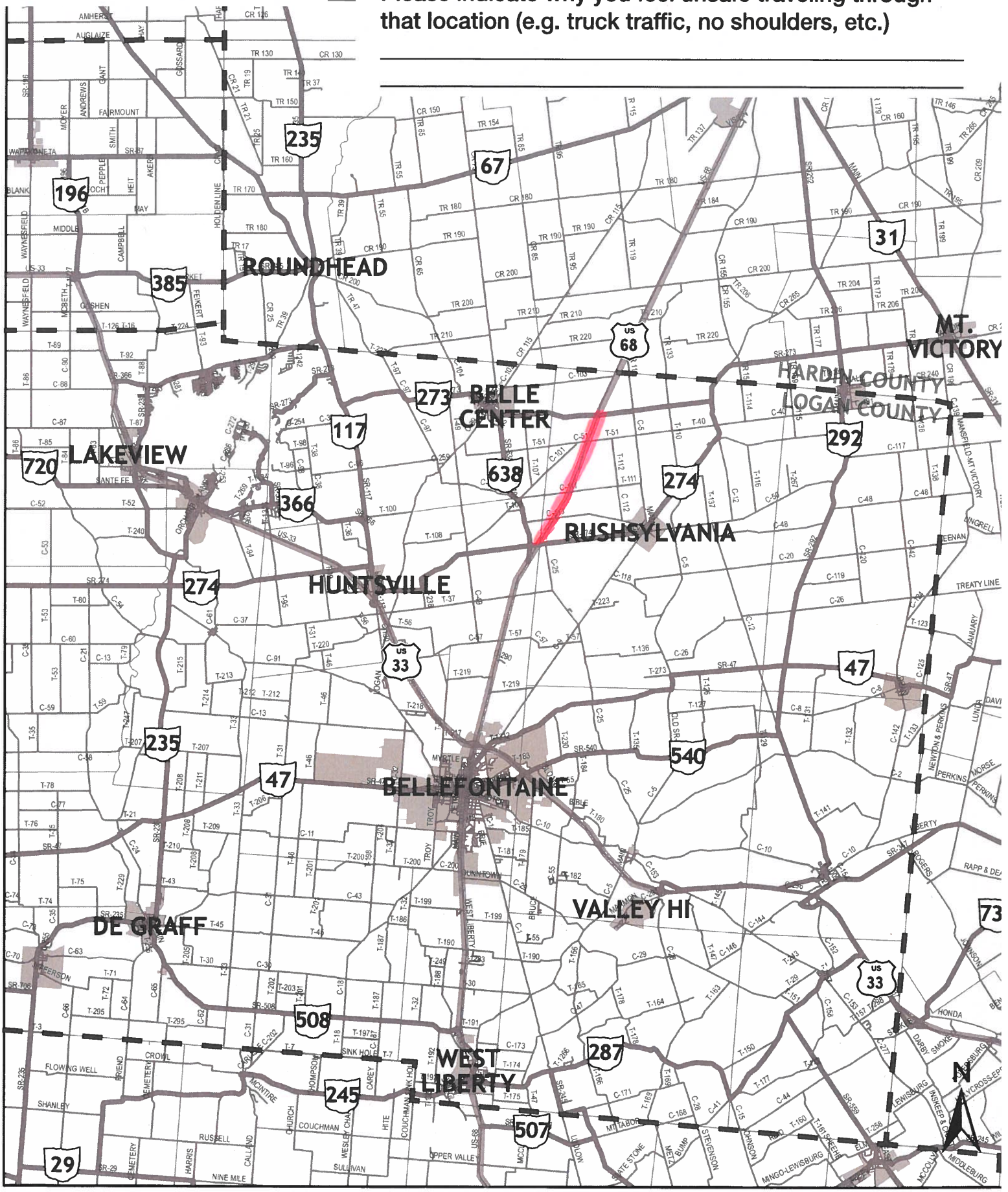

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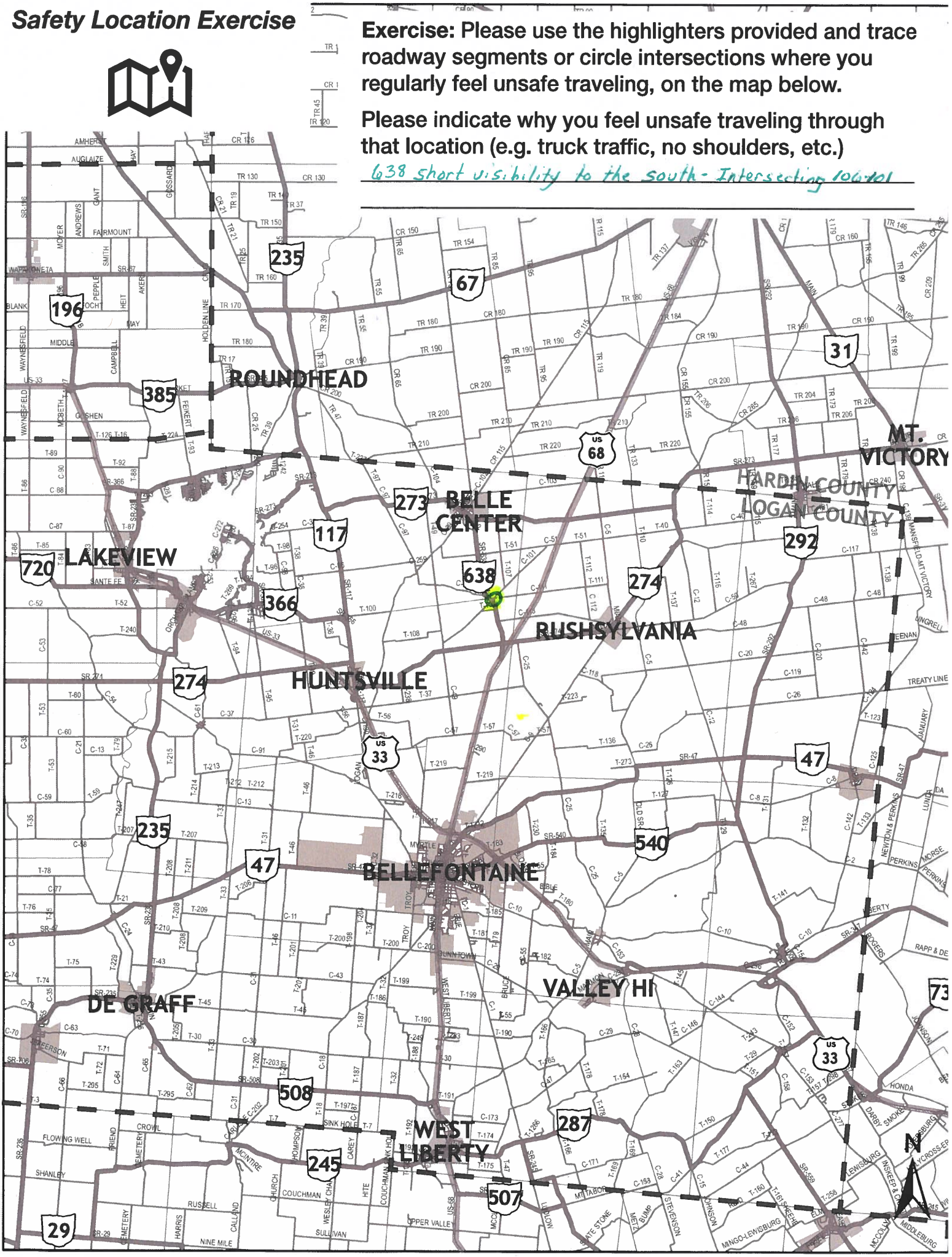
638 short visibility to the south - Intersecting roads



Improvements Exercise

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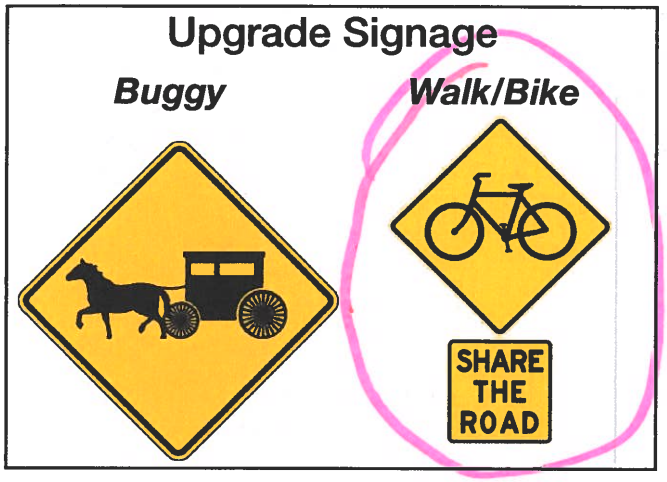
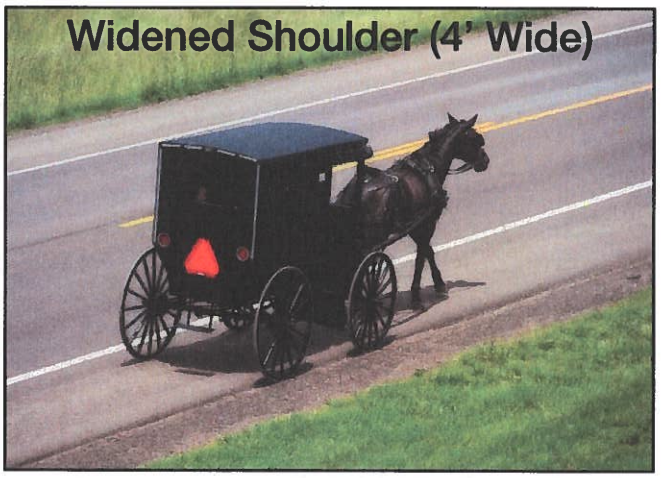

Upgrade Signage
Buggy
Walk/Bike


Intersection Lighting


Widened Shoulder (4' Wide)


Sidewalk


Buggy Lane (8' Wide)


Improved Buggy Safety Equipment

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Lots of big dump trucks - live between 2 stone Quarrys - 117 - 638 4' biking lane on C.R. 96 would be a +.

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

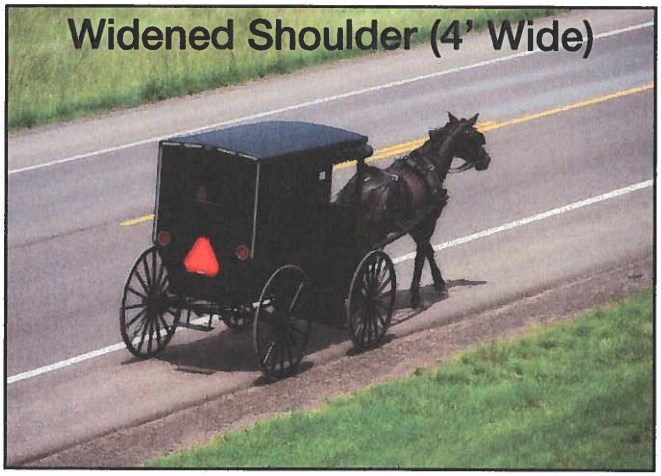




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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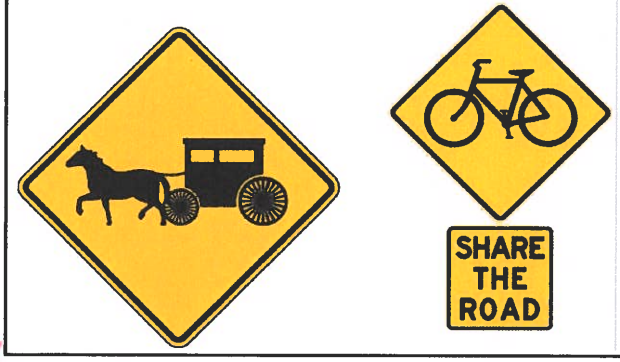
Upgrade Signage

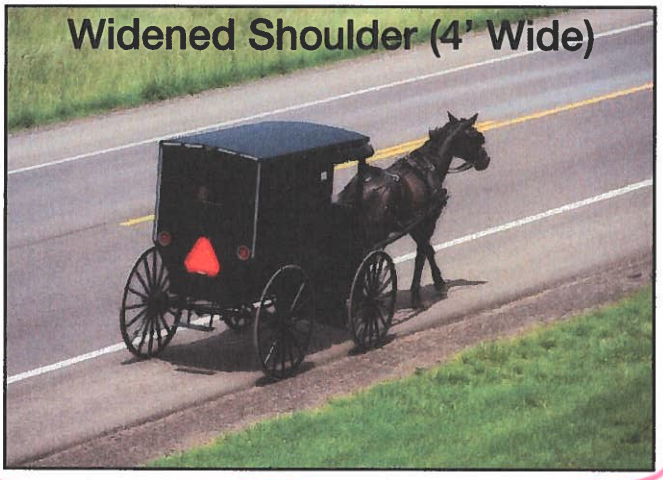
Buggy ***Walk/Bike***



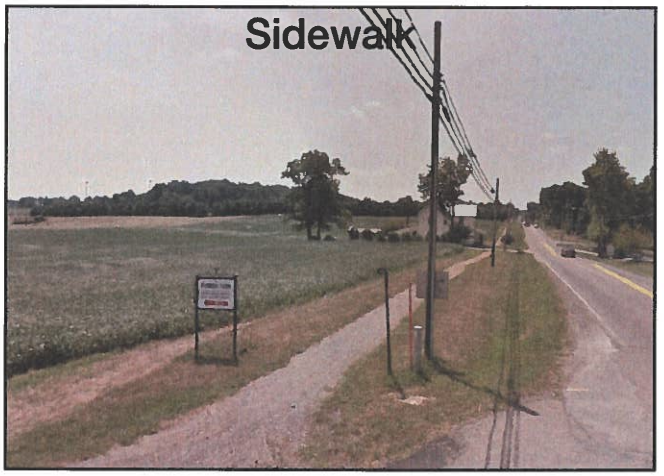
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

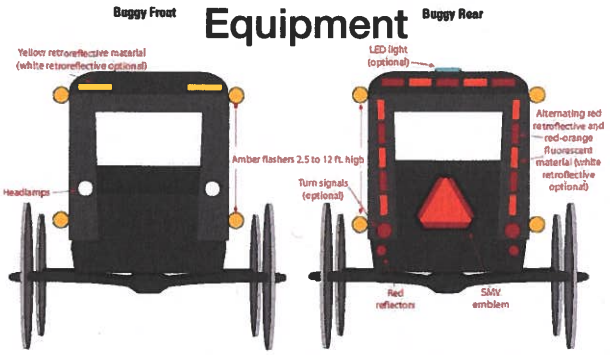


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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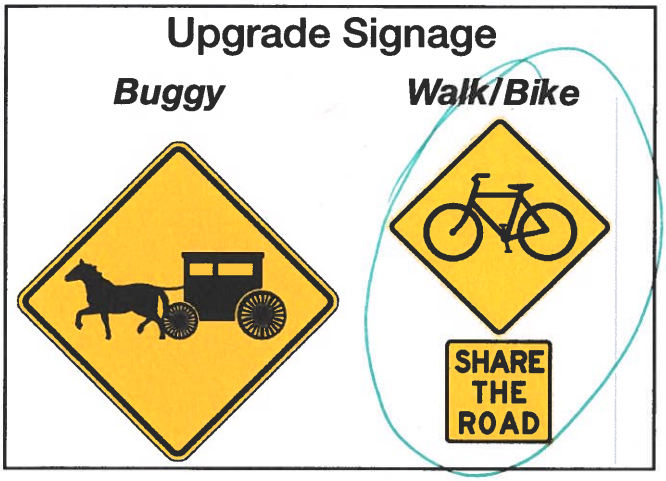
Upgrade Signage

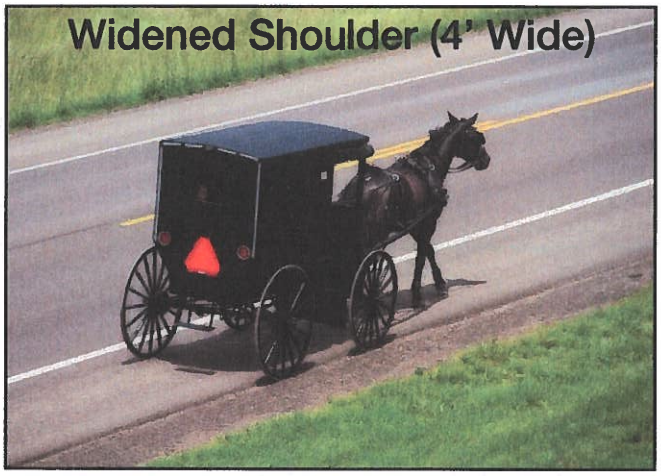
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



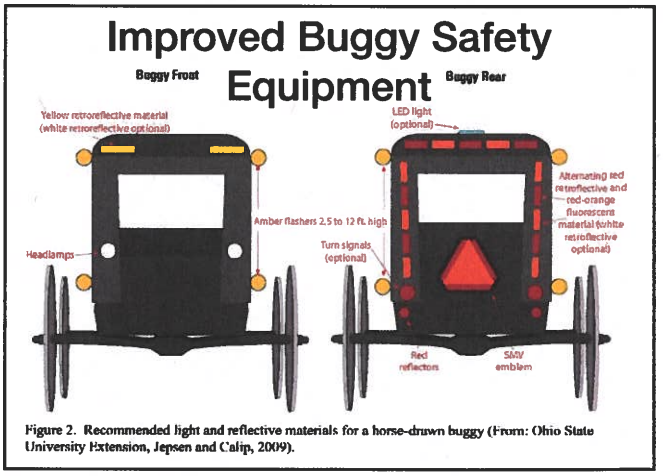
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Upgrade Signage

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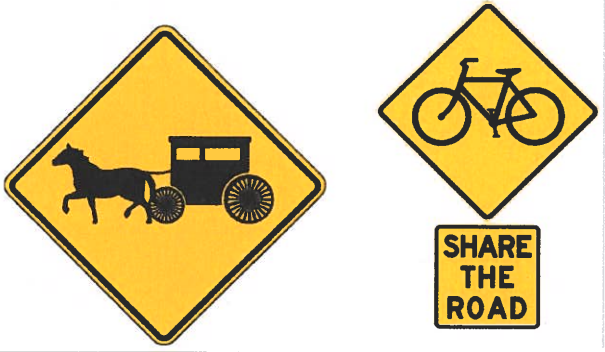
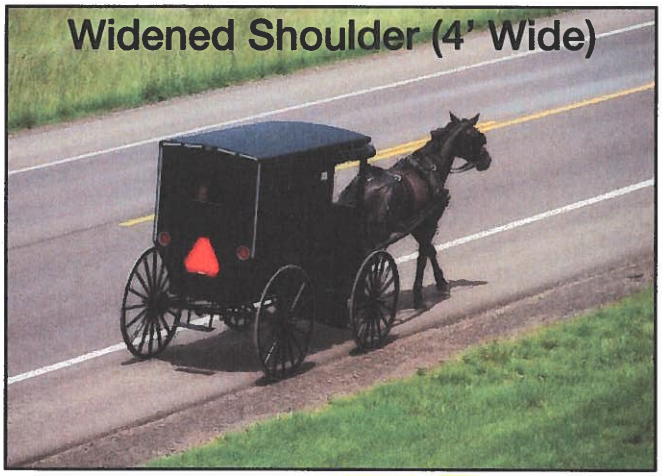


Intersection Lighting



Widened Shoulder (4' Wide)



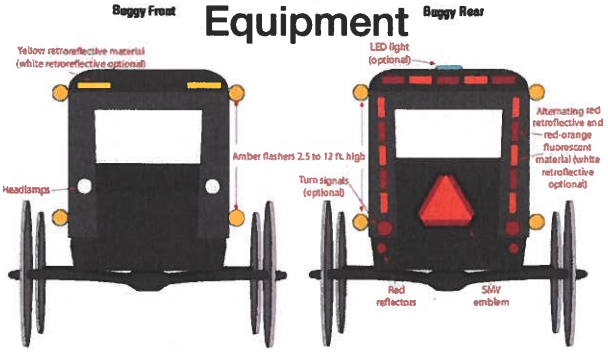
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

Bowling State Rt 68

Improvements Exercise

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Upgrade Signage

Buggy



Walk/Bike



Intersection Lighting



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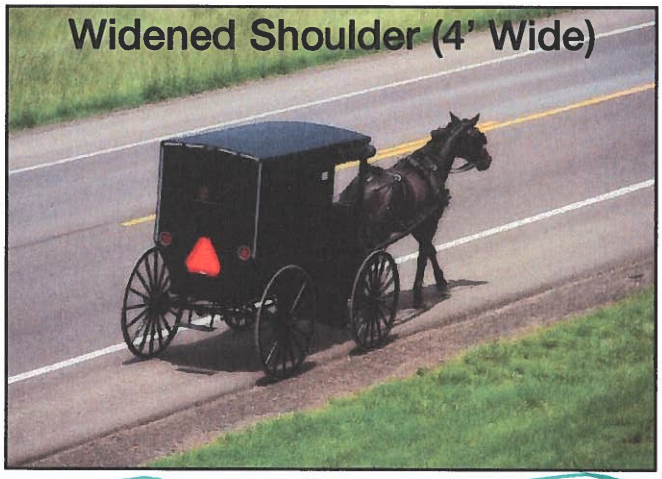
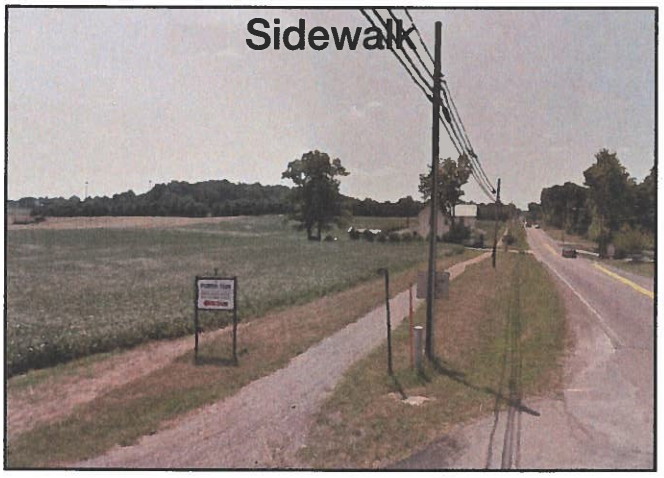


Sidewalk



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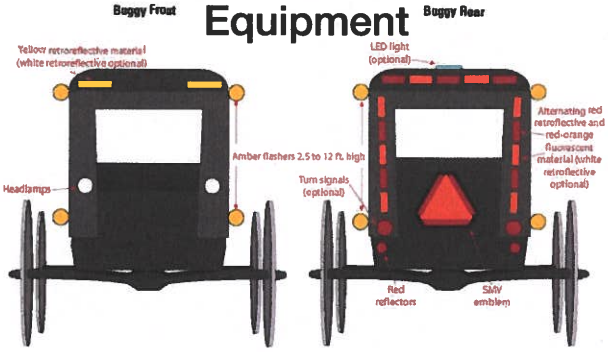

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_____

_____

_____

Improvements Exercise

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New ~~[illegible]~~ signs for STRT 68

Upgrade Signage

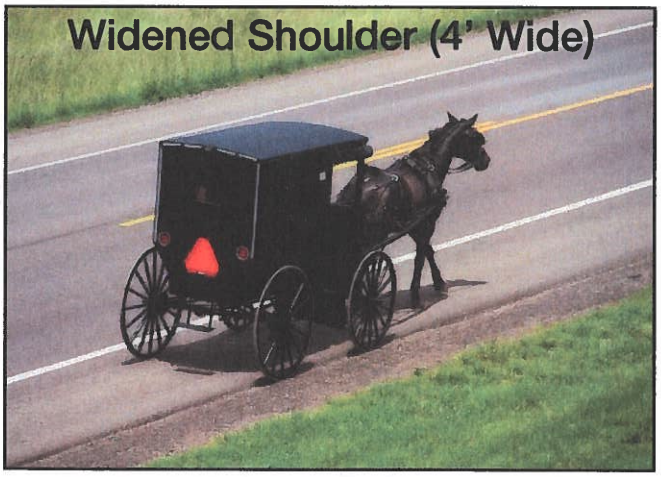
Buggy ***Walk/Bike***



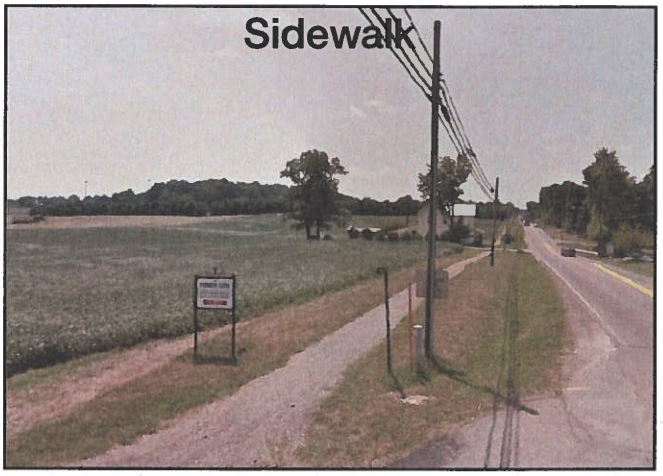
Intersection Lighting



Widened Shoulder (4' Wide)



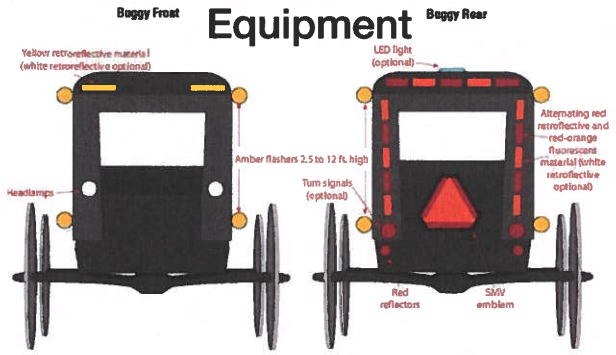
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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Please share your comments or other improvement ideas below:

A buggy lane on 638 From Township Rd. 51 to State Rt. 274.

Improvements Exercise

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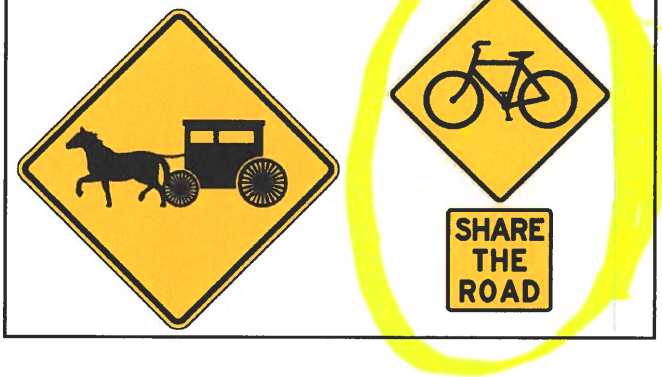
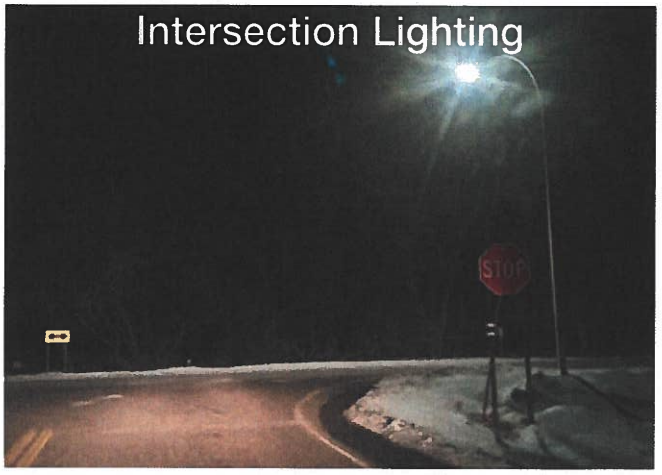
Upgrade Signage

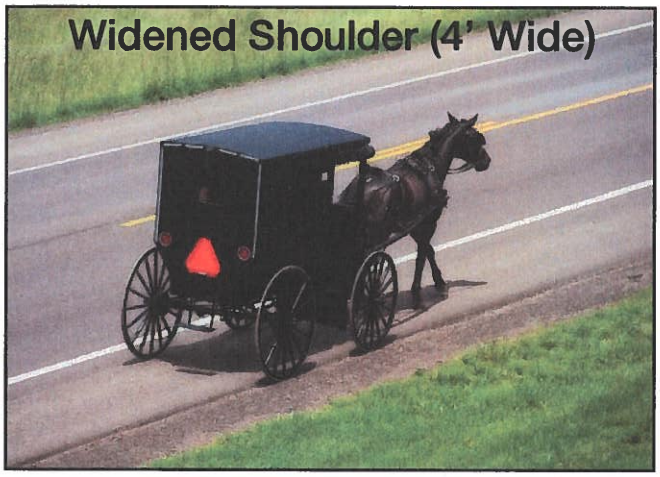
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

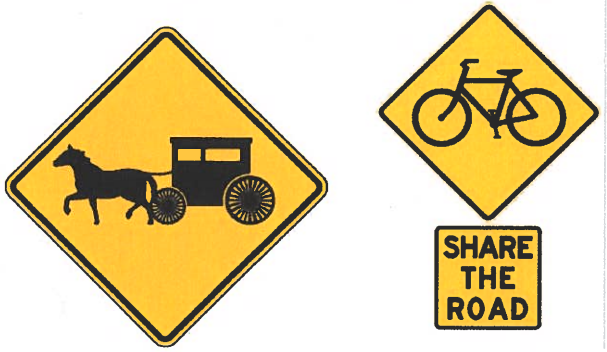
Speed limit signs

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

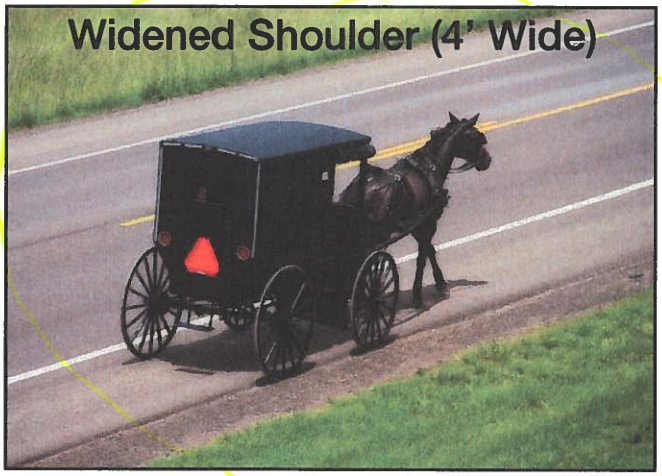
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

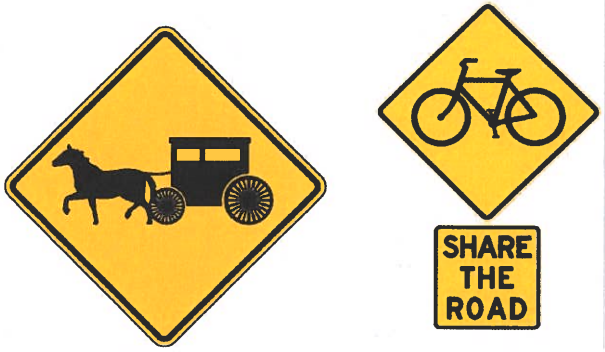
Buggy lanes or wide shoulders on SR would help where there is lots of thru traffic. I would welcome comments from motorists about improvements we could make

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

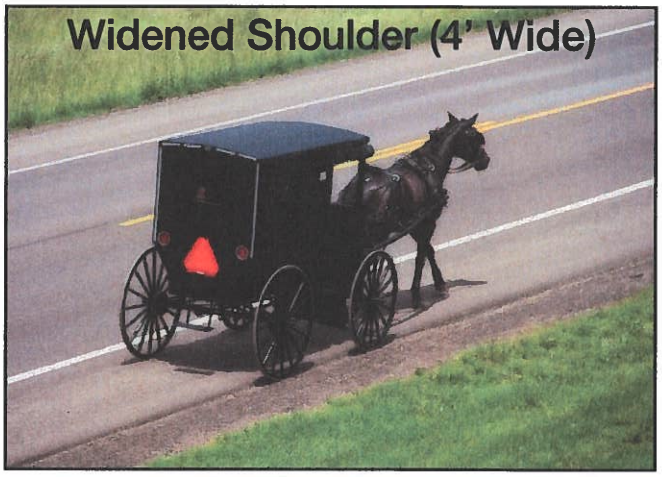
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

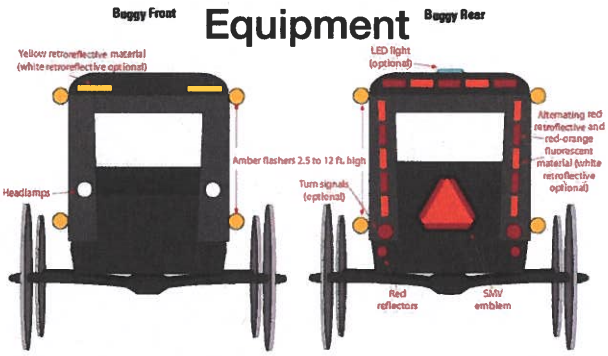


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

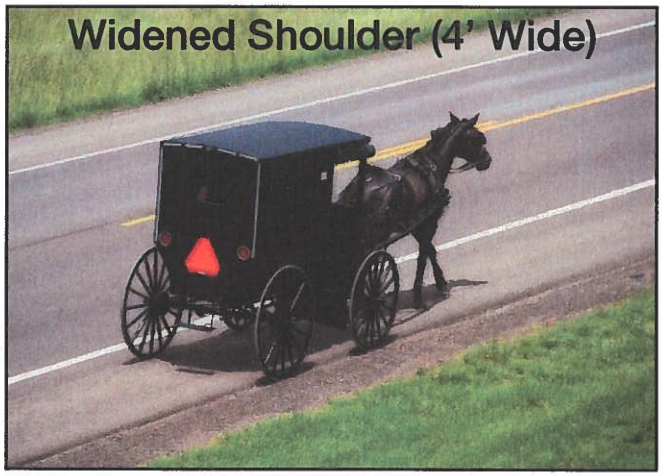




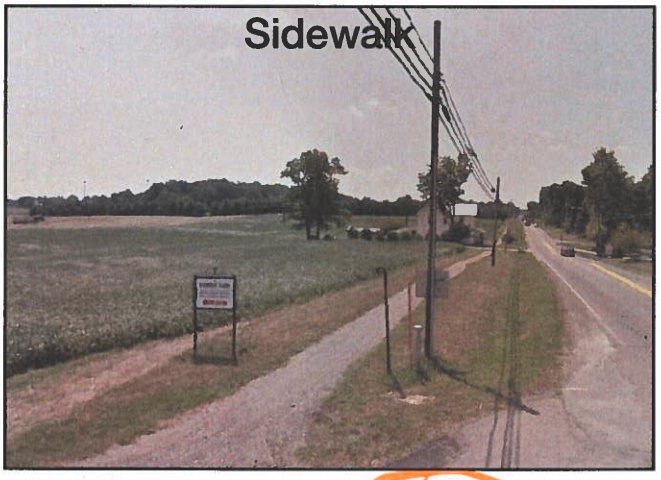
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

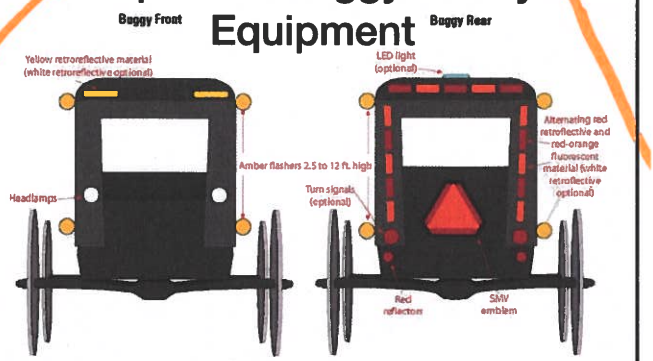


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy Lane. On 638 - Between 105 - 274

3 way STop @ New Richland - CR 105 - 39.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

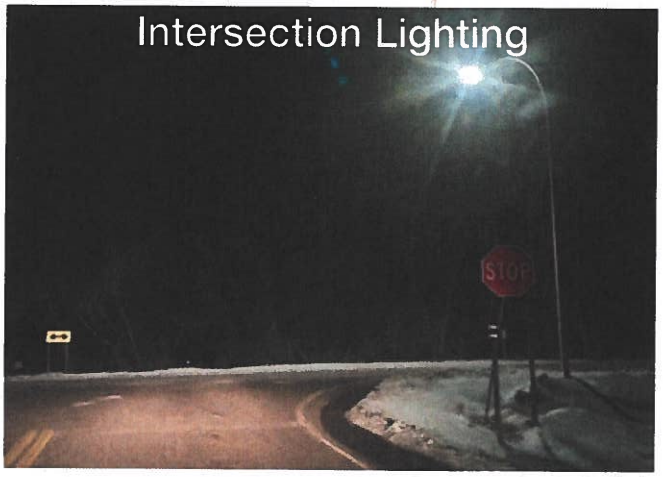
Upgrade Signage

Buggy ***Walk/Bike***

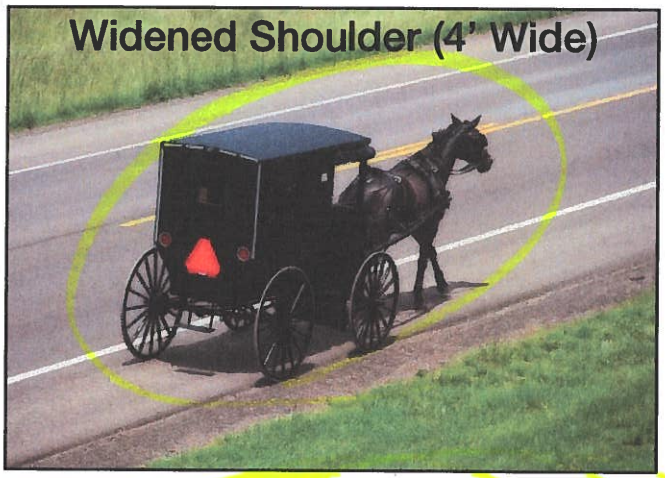




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

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_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

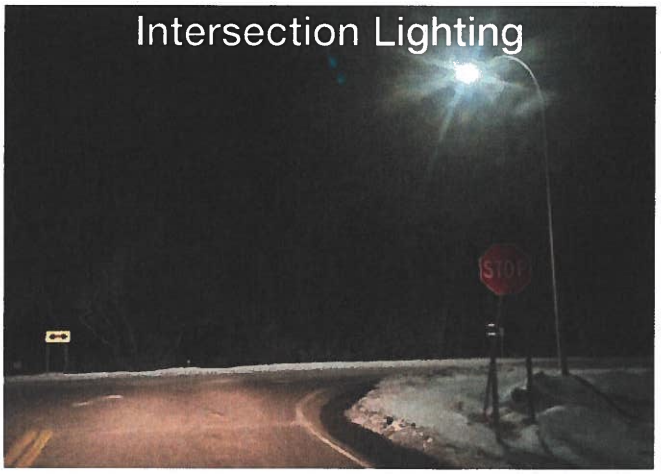
Buggy



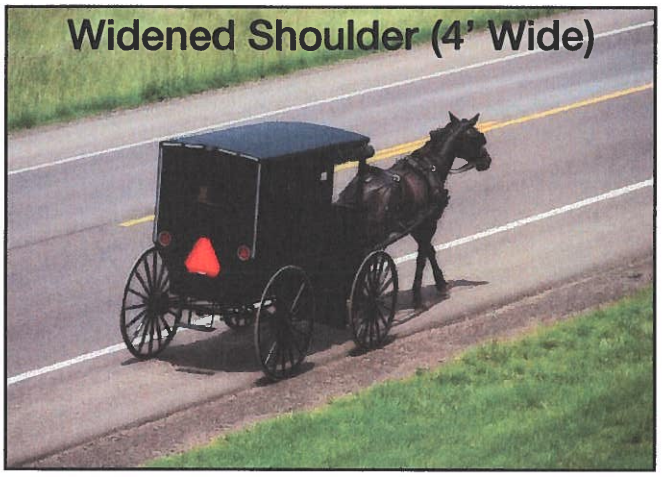
Walk/Bike



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

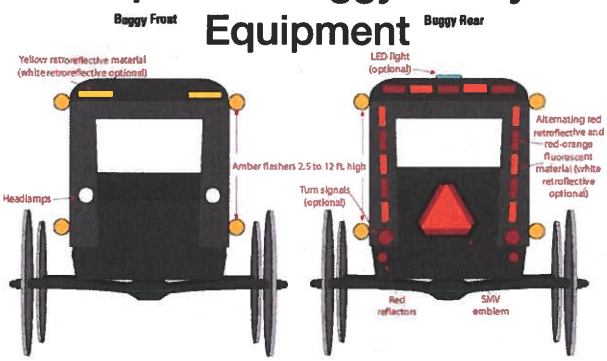


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

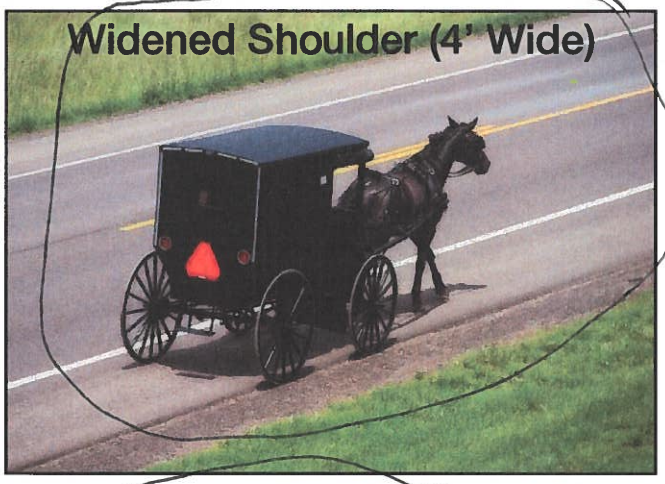
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Make a law we need to have blinkers in Back

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

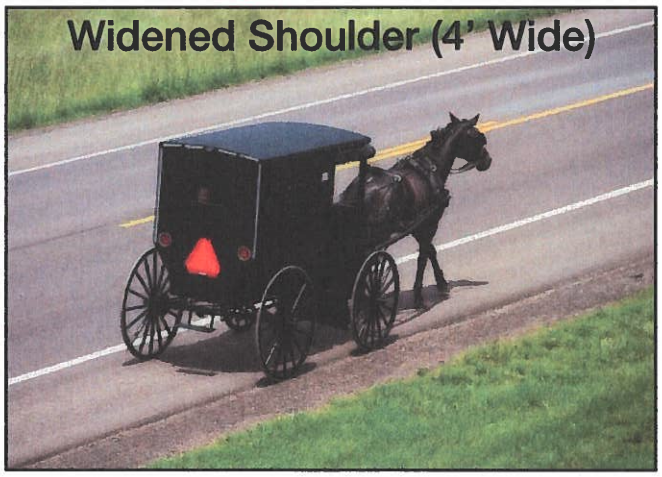




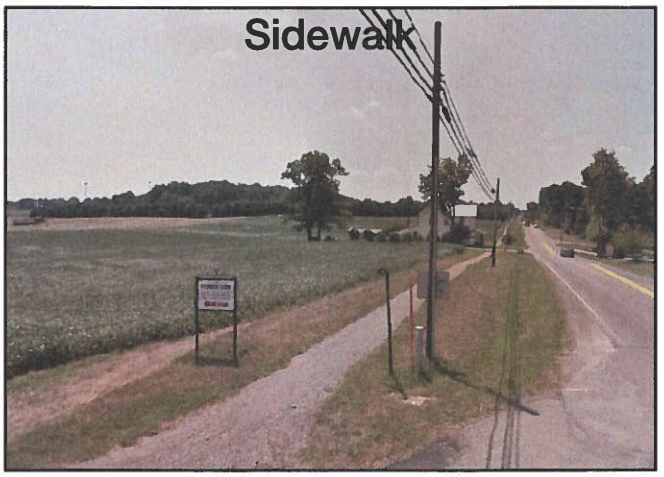
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***

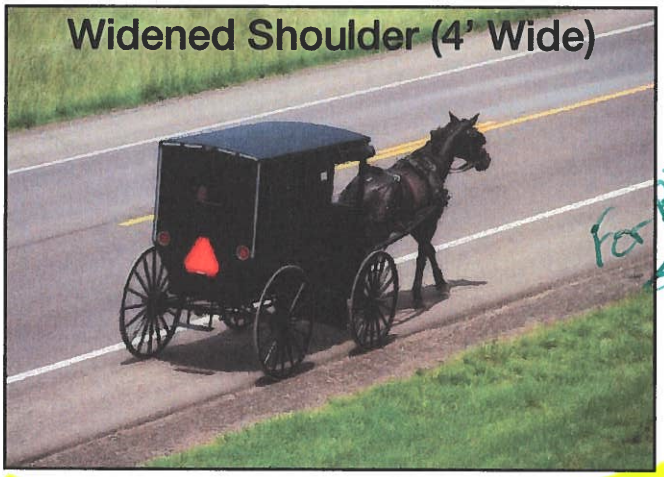




Intersection Lighting

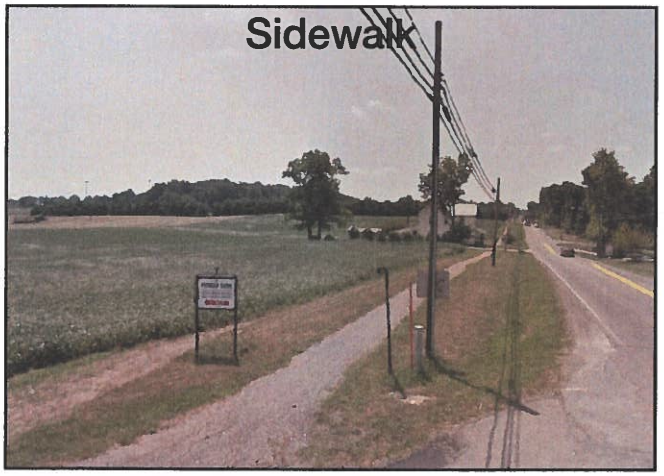


Widened Shoulder (4' Wide)



For Bikes

Sidewalk



Buggy Lane (8' Wide)



For Buggies

Improved Buggy Safety Equipment

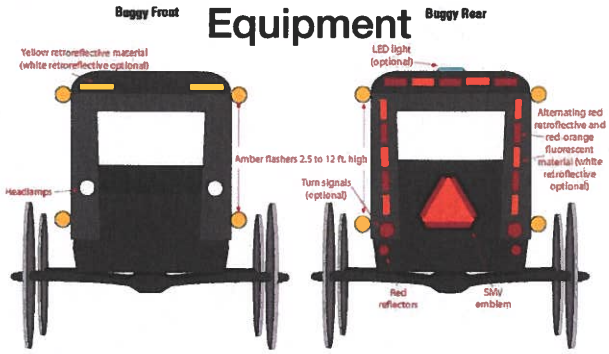


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

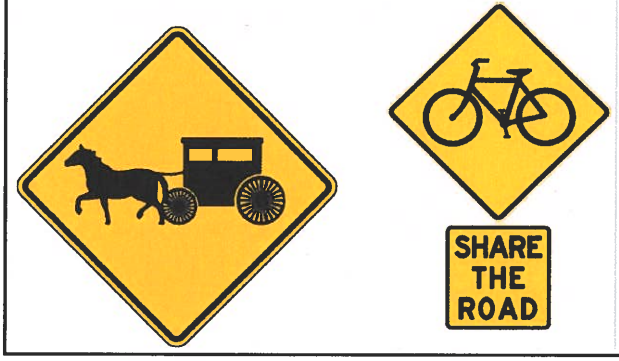
Rumble Strips on white Line can be dangerous riding A bike, Also Rough on Buggy wheels when trying to Stay on shoulder.

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

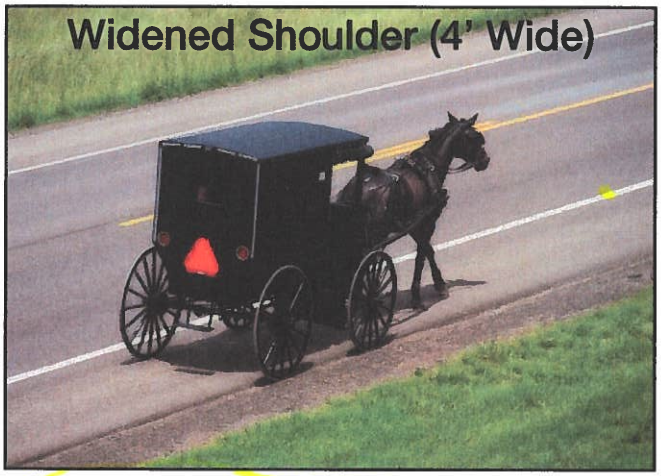
Buggy ***Walk/Bike***



Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

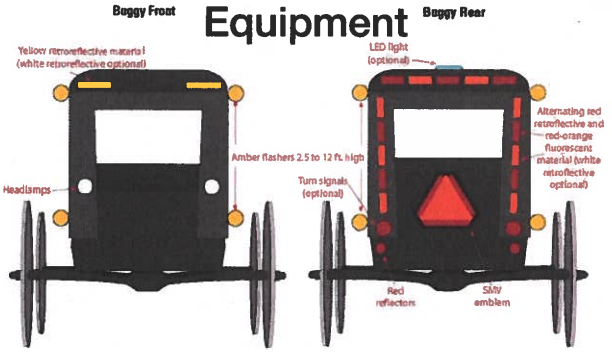


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Wearing a Reflective Safety vest is the single large improvement I can think of while biking or walking. Local people praise us highly - those who do wear them. It has saved accidents in the area. Unfortunately doesn't cure drunk driving.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

at crossroad 49 and 105, we have seen at times up to a few times a week go through at a fairly high speed with out stopping.

-Seems people drive faster then ever

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Drivers of autos and trucks need some education on driver's tests about animal drawn vehicles. Examples:

1) Not all buggies have turn signals. Be alert to hand signals.

2) Blowing your horn when passing a buggy is dangerous. ~~Can~~ Sudden noise can scare the horse.

3) Just because you come up behind a buggy doesn't mean you can automatically pass. Especially when vehicles are coming from the opposite direction.

4) When coming upon a horse and buggy at a stop sign leave plenty of distance between yourself and the buggy. The horse may decide to back up for no reason.

5) Dim your bright lights when coming upon a buggy. Amish eyes get blinded, too.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We live on CR 96 and is heavily traveled for a County Road. Speed seems to be a problem we've had for years. may be a Speed limit Sign and patroled more often. We appreciate your concerns & your Respect of our way of transportation Thank You!

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Intersection CR 106 CR 101 STRt 638
visability is poor on ST 638 to South curve

STRt 638 USRT 68
Left turn on north bound lane
and thru lane on right

Thanks for your concern and effort
God Bless you!

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We appreciate it very much your efforts in coming out and doing this and showing your concern. We want in return do our part.

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Should Biking be done only on Ditch side of white line? is biking side by side on road Illegal?

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

I Appreciate your concern about our Safety.

We Desire To Work in Cooperation with your efforts.

Leon Troyer

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Belle Center, Logan County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

School children regularly travel on 638 from Township Rd. 51 to state Route 274, In this area it would be real nice to have a wide buggy lane, as they also encounter big dump trucks from the Quarry plus a lot of general traffic during certain times of the day.

OHIO DEPARTMENT OF TRANSPORTATION

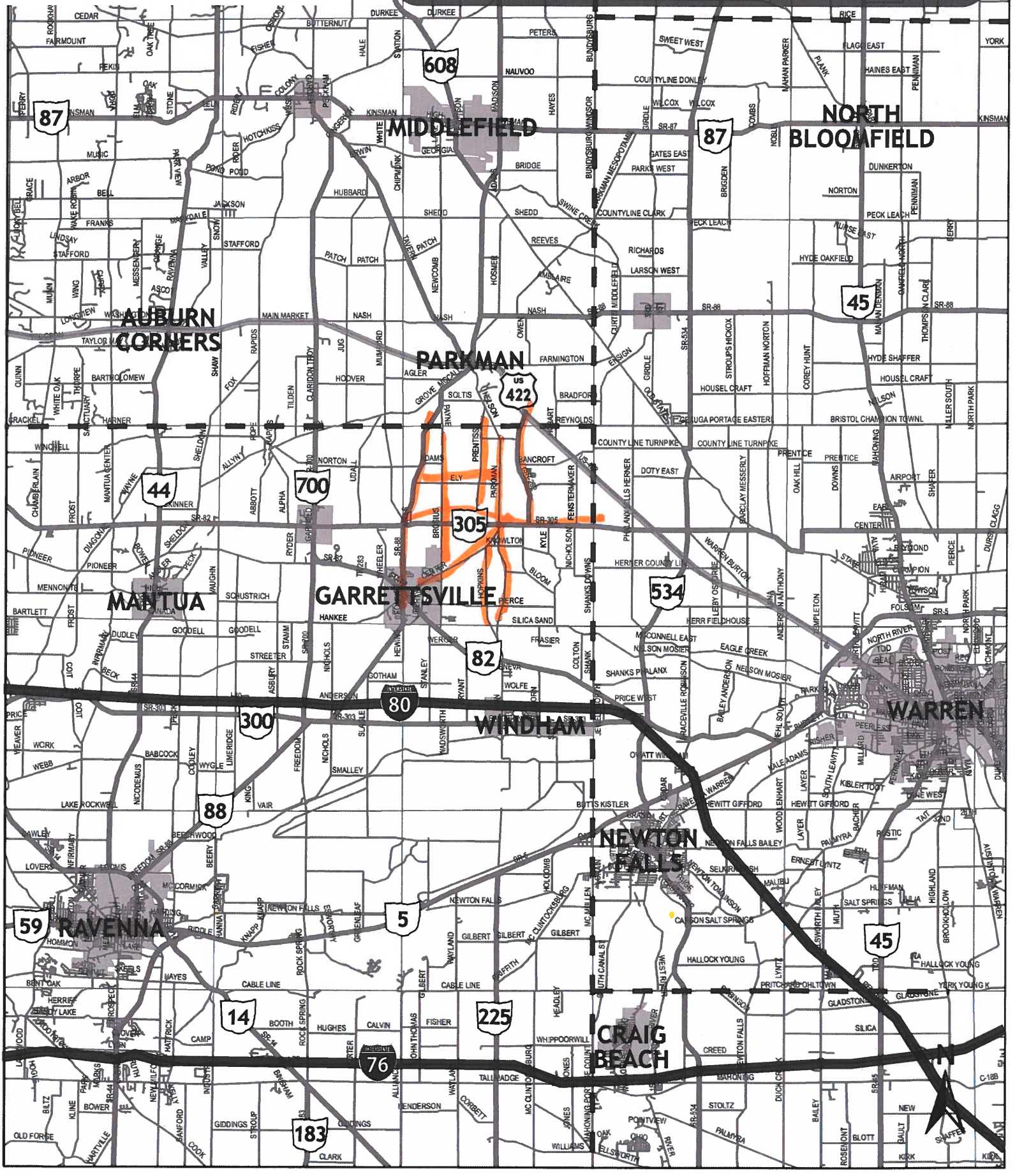
Portage County Meeting Results

August 12th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:



Buggy Safety Exercise



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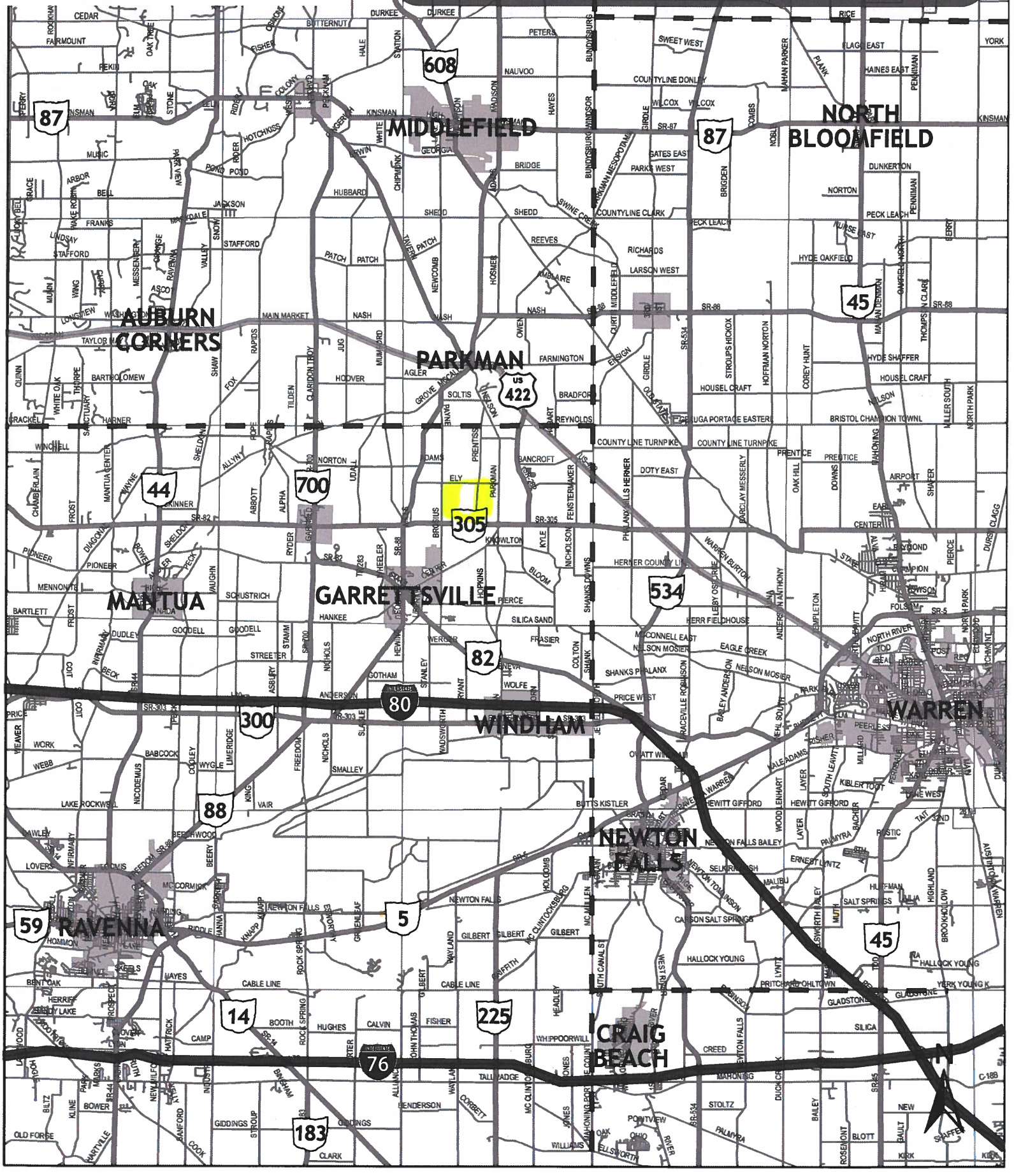

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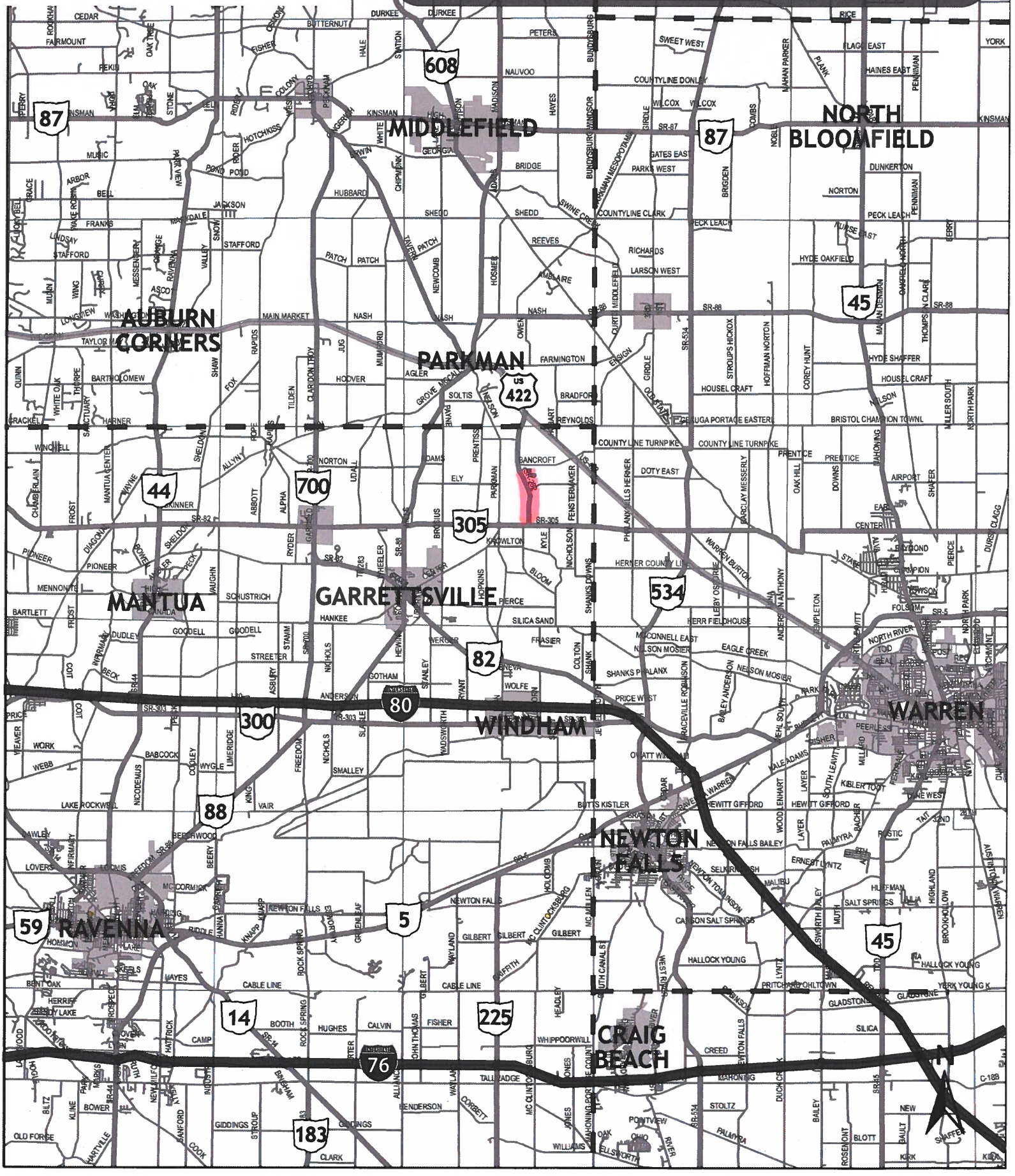

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or members of your household regularly travel (once a week or more) using an animal-drawn vehicle (buggy), on the map below.

Buggy Safety Exercise



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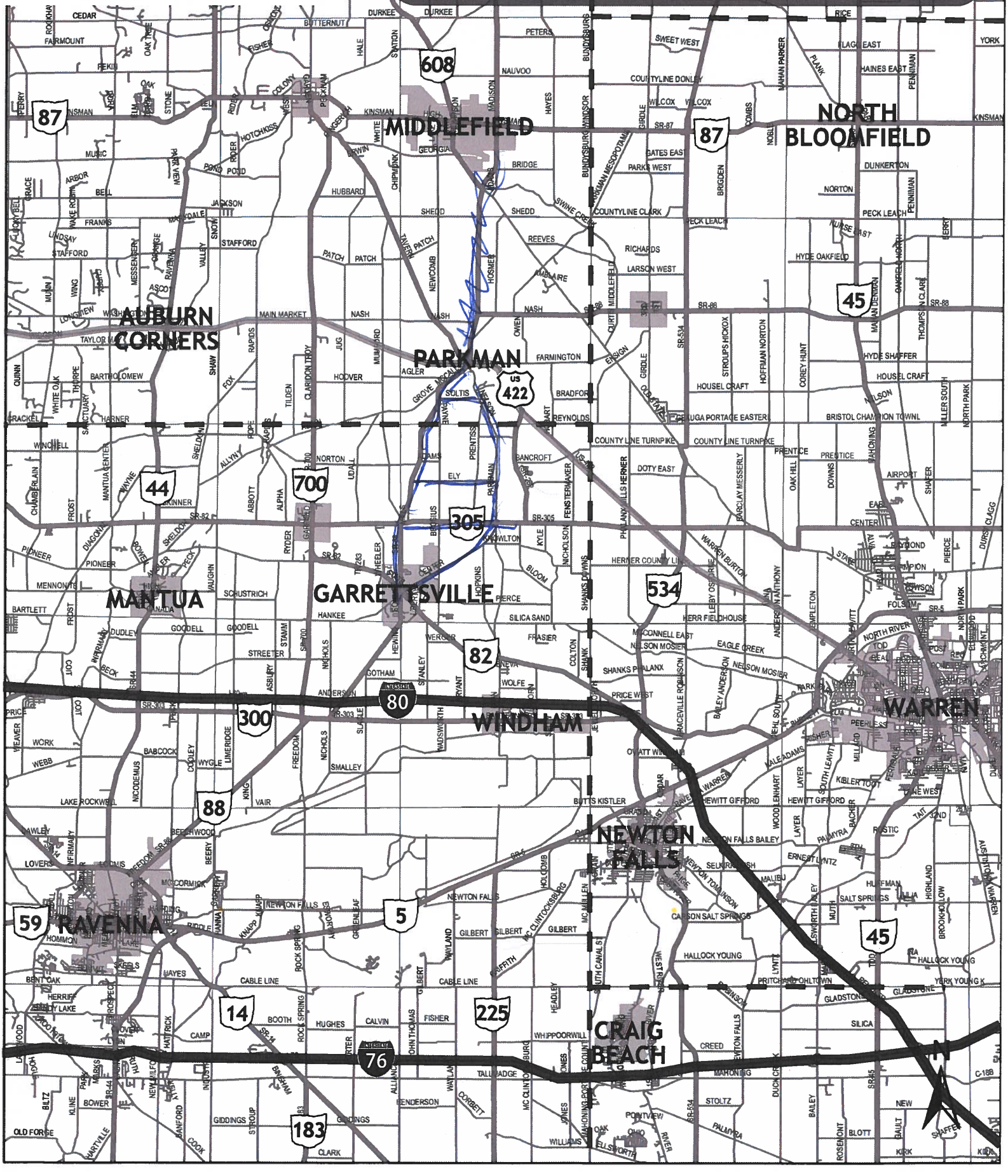

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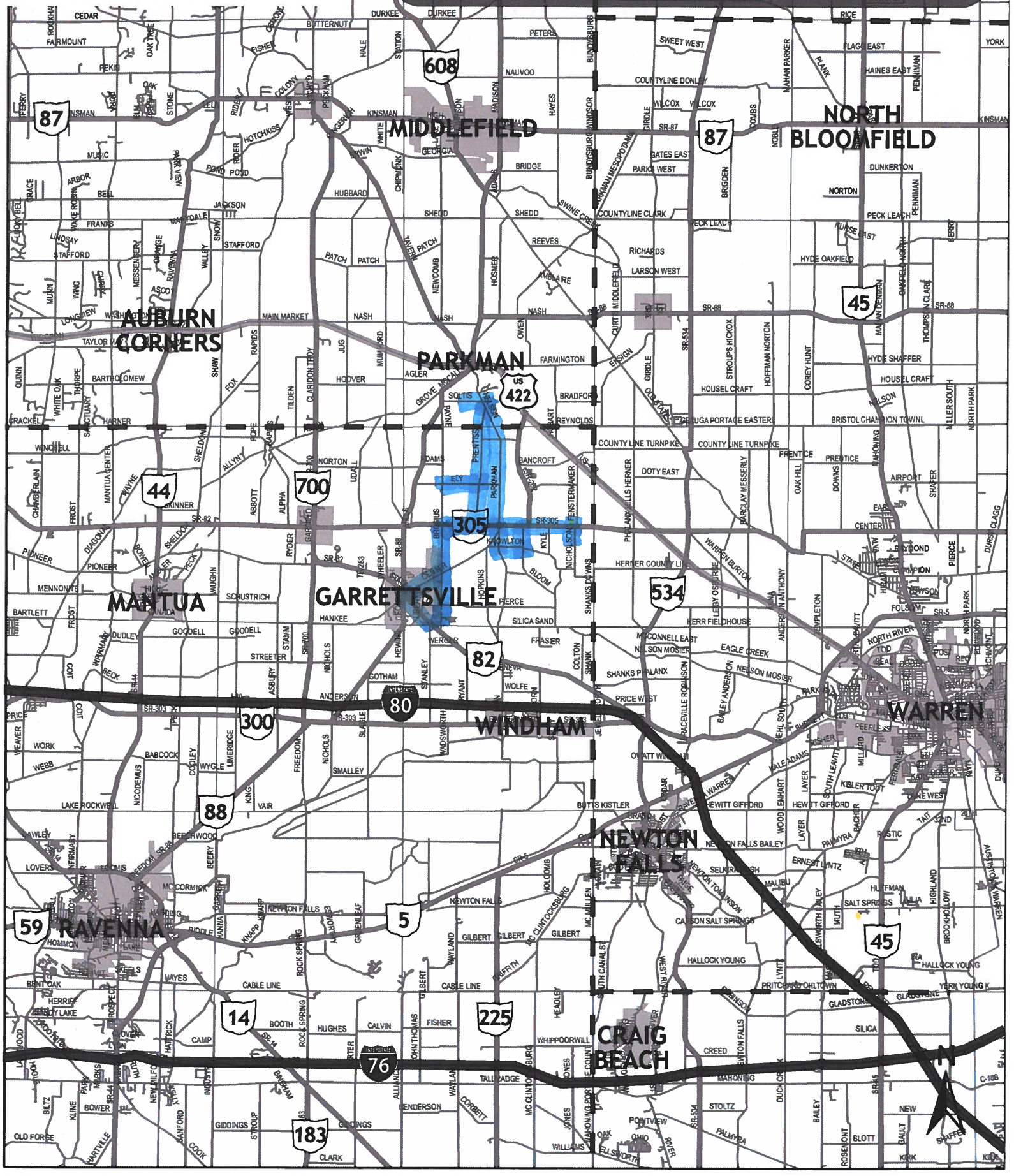

Buggy Safety Exercise



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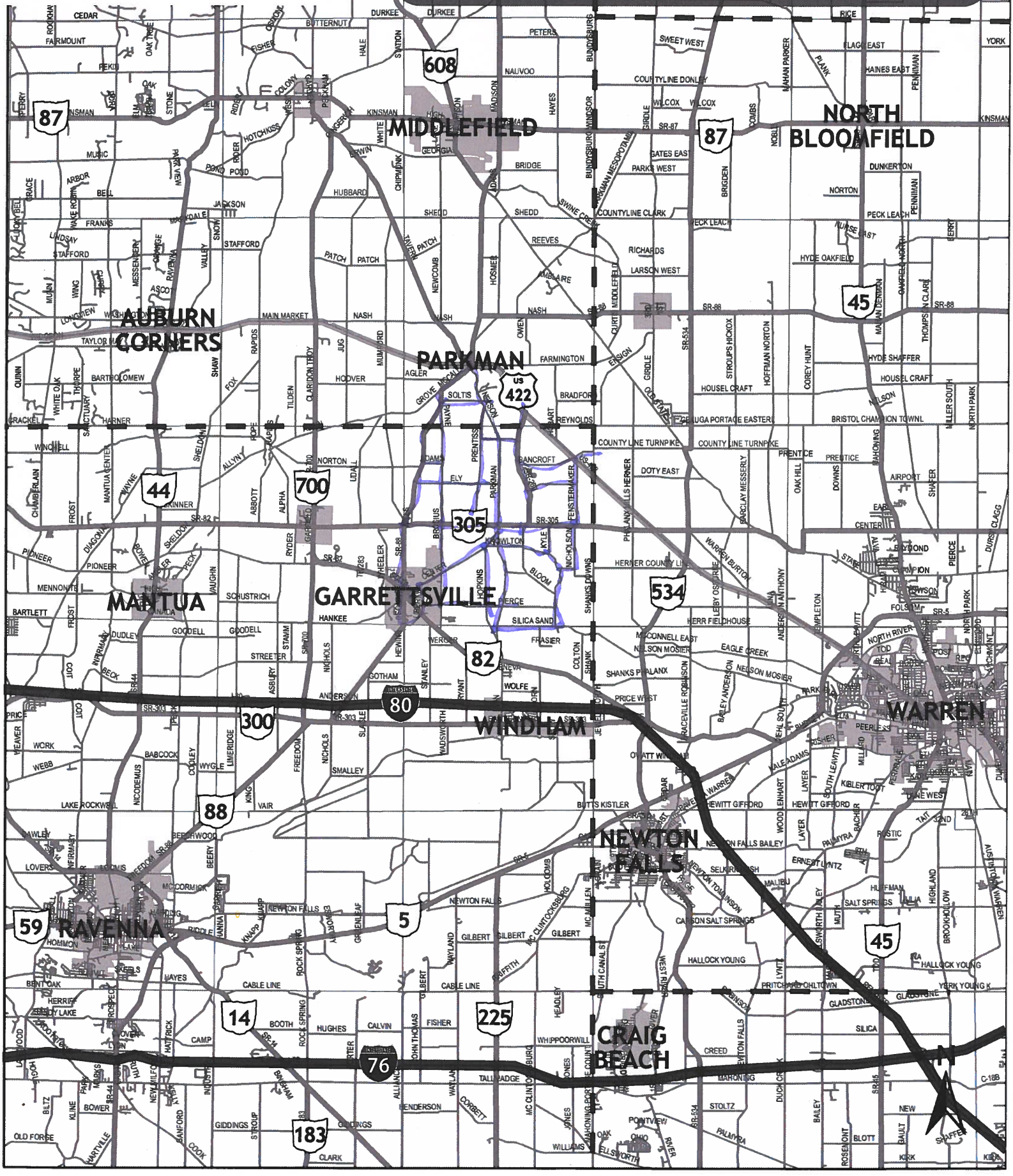

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.

Walk/Bike Safety Exercise



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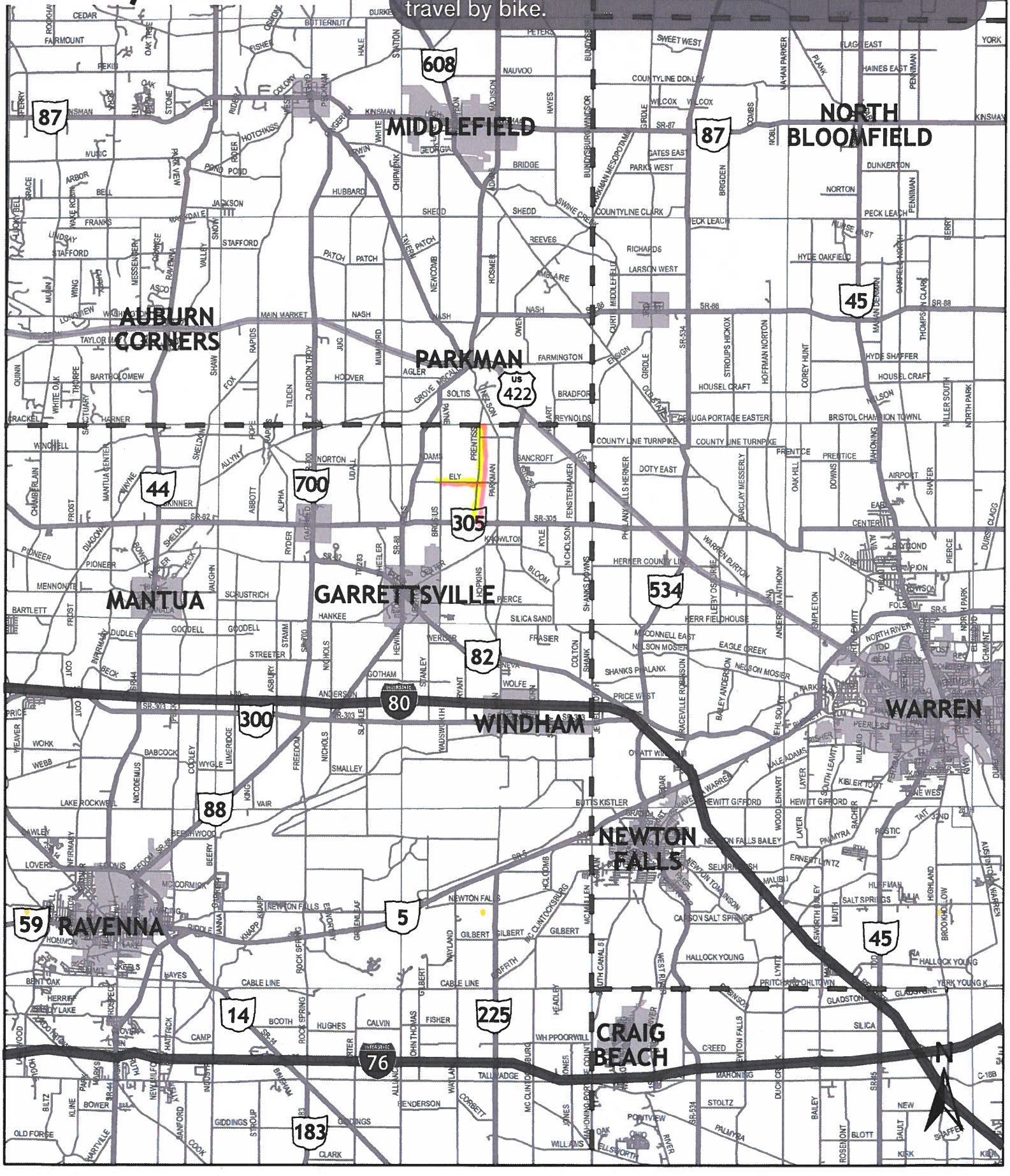

Walk/Bike Safety Exercise



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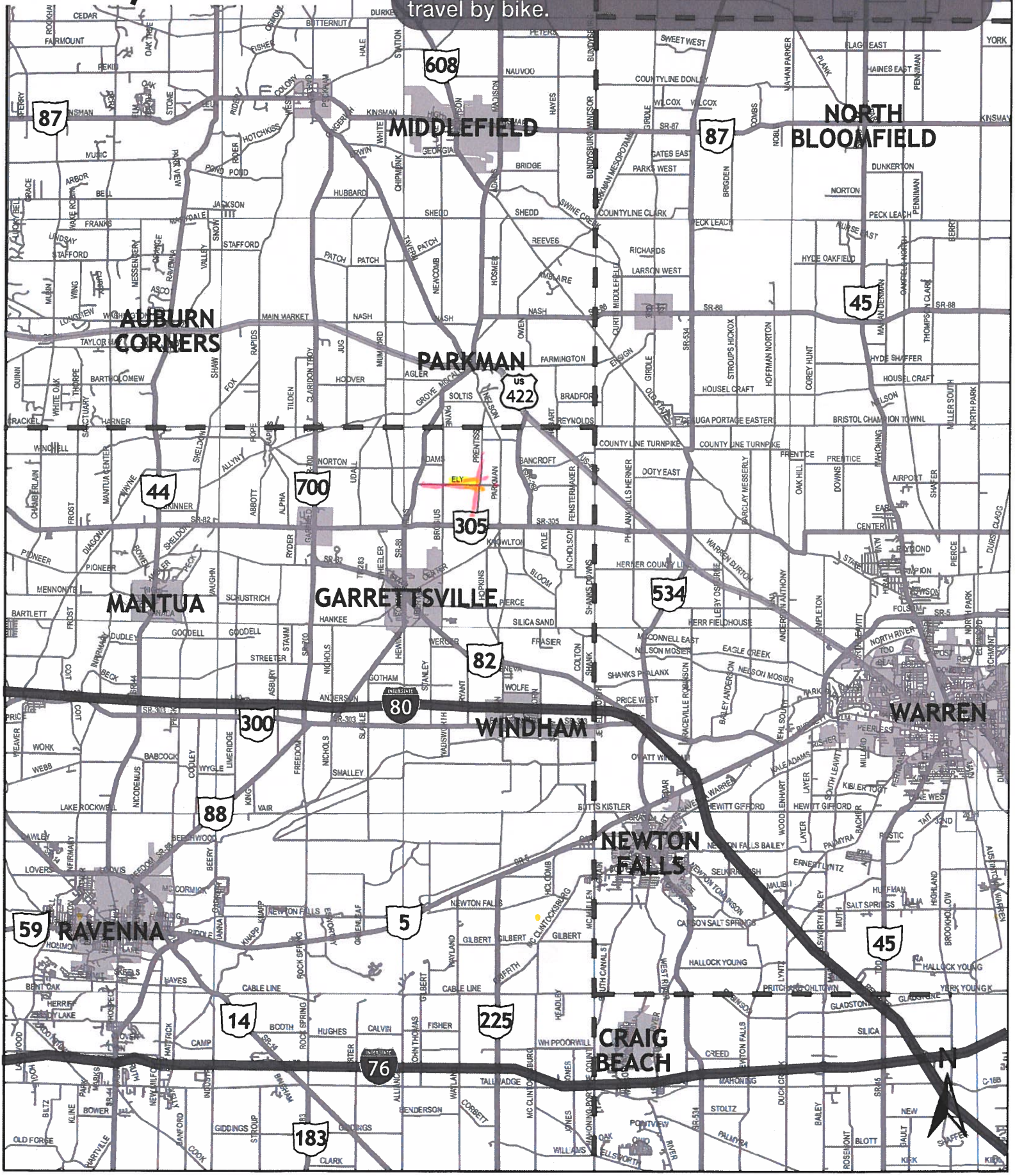
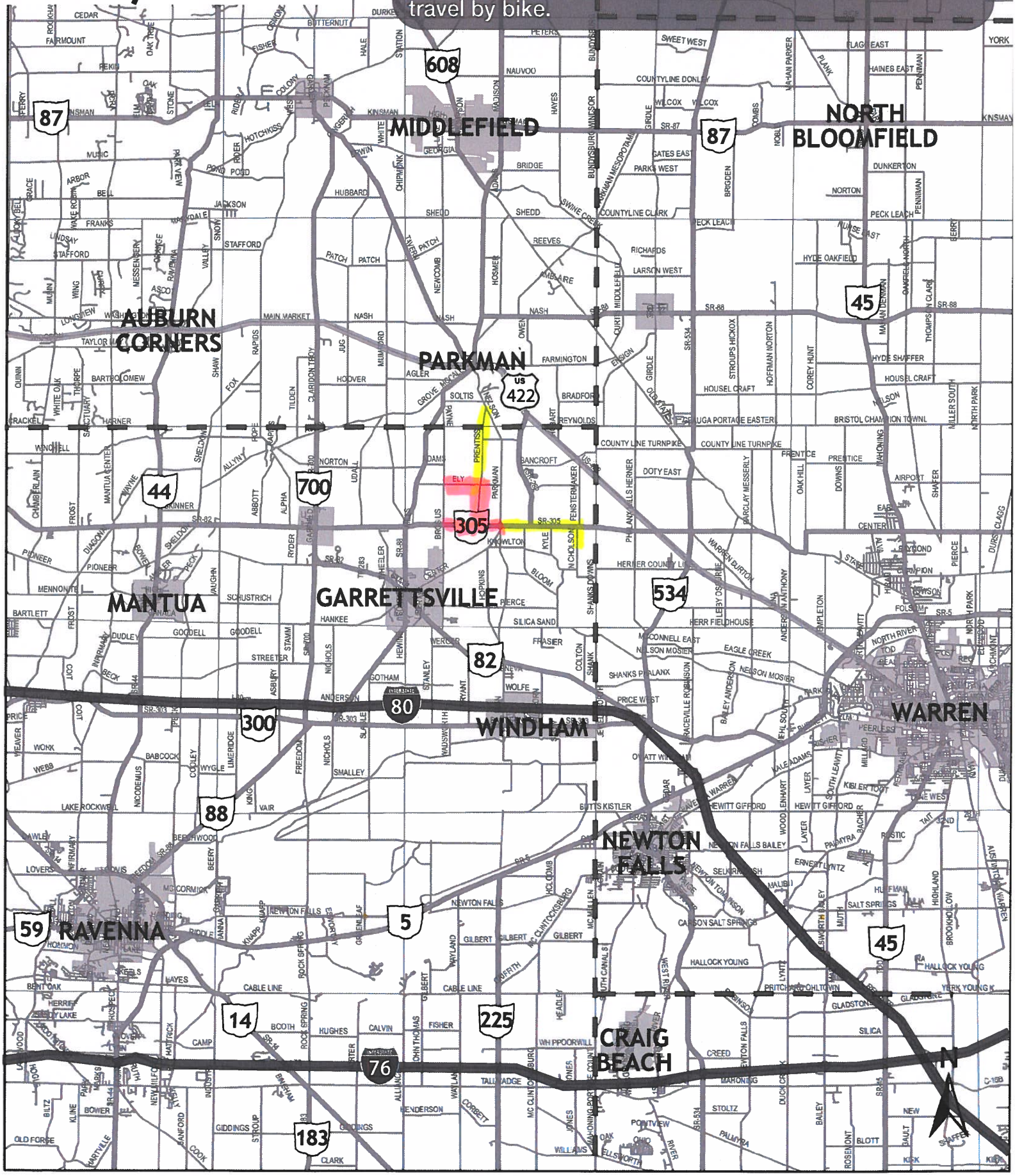


Walk/Bike Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Use Pink for travel by foot and Yellow for travel by bike.



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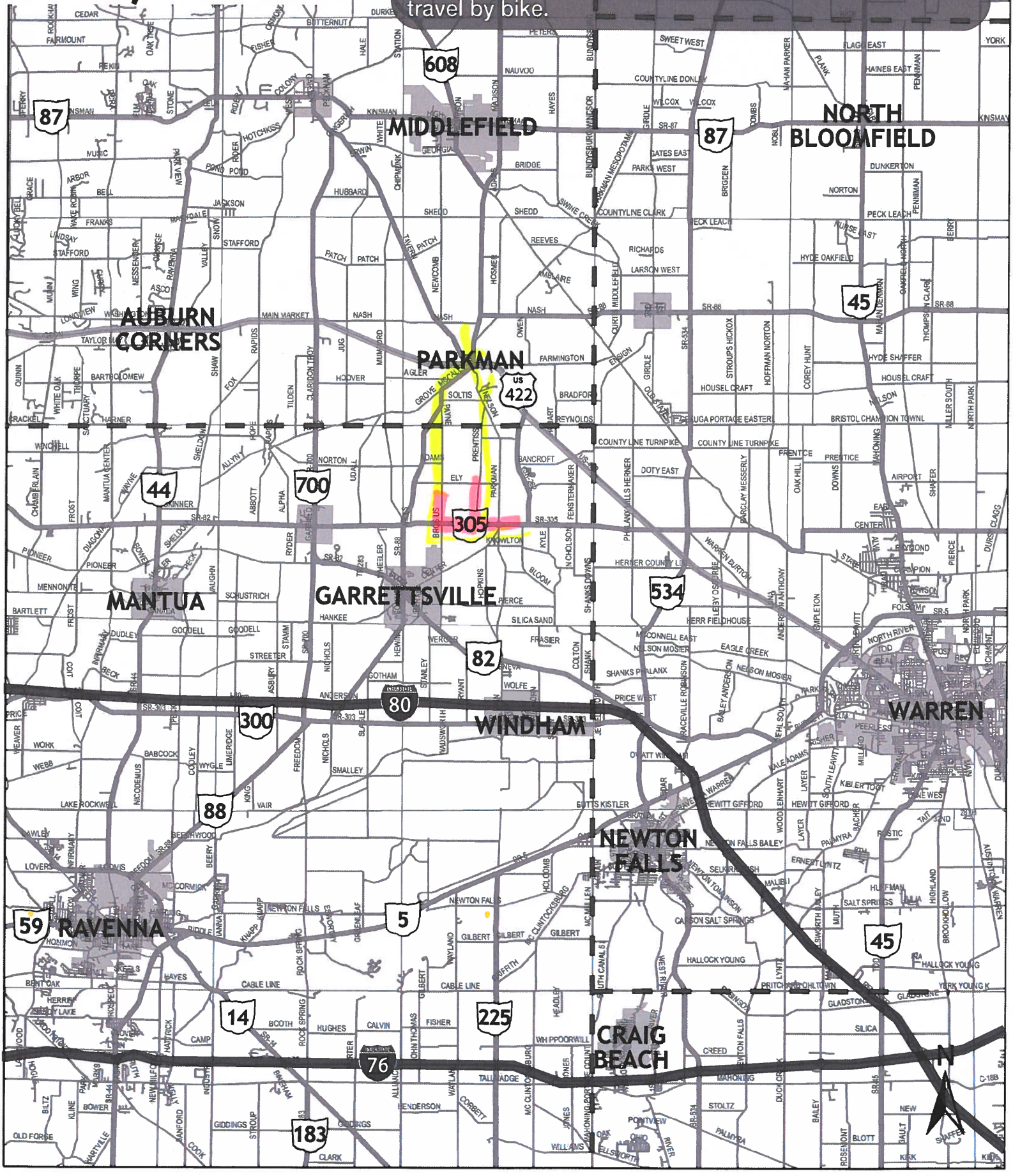
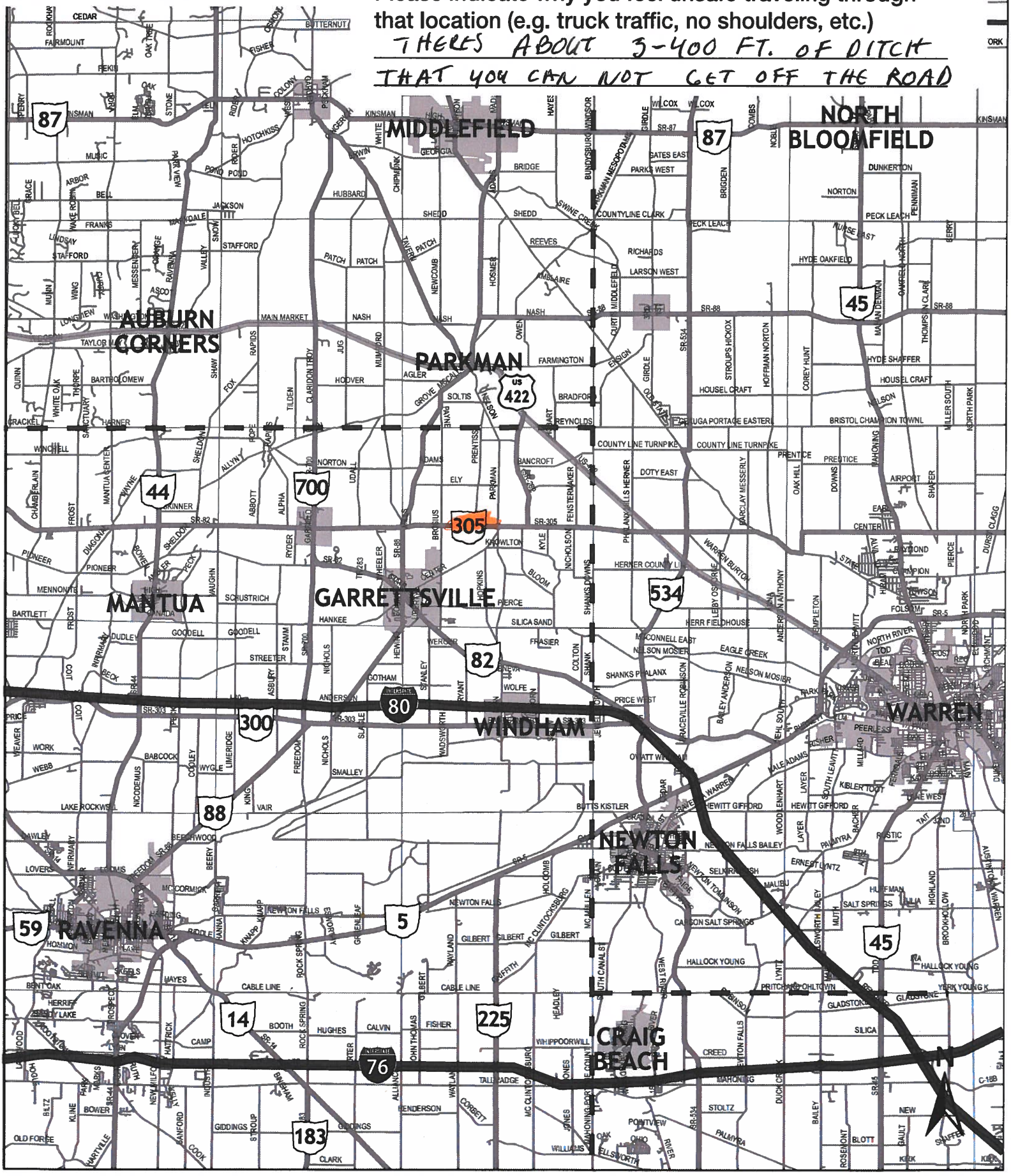


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

THERES ABOUT 3-400 FT. OF DITCH THAT YOU CAN NOT GET OFF THE ROAD

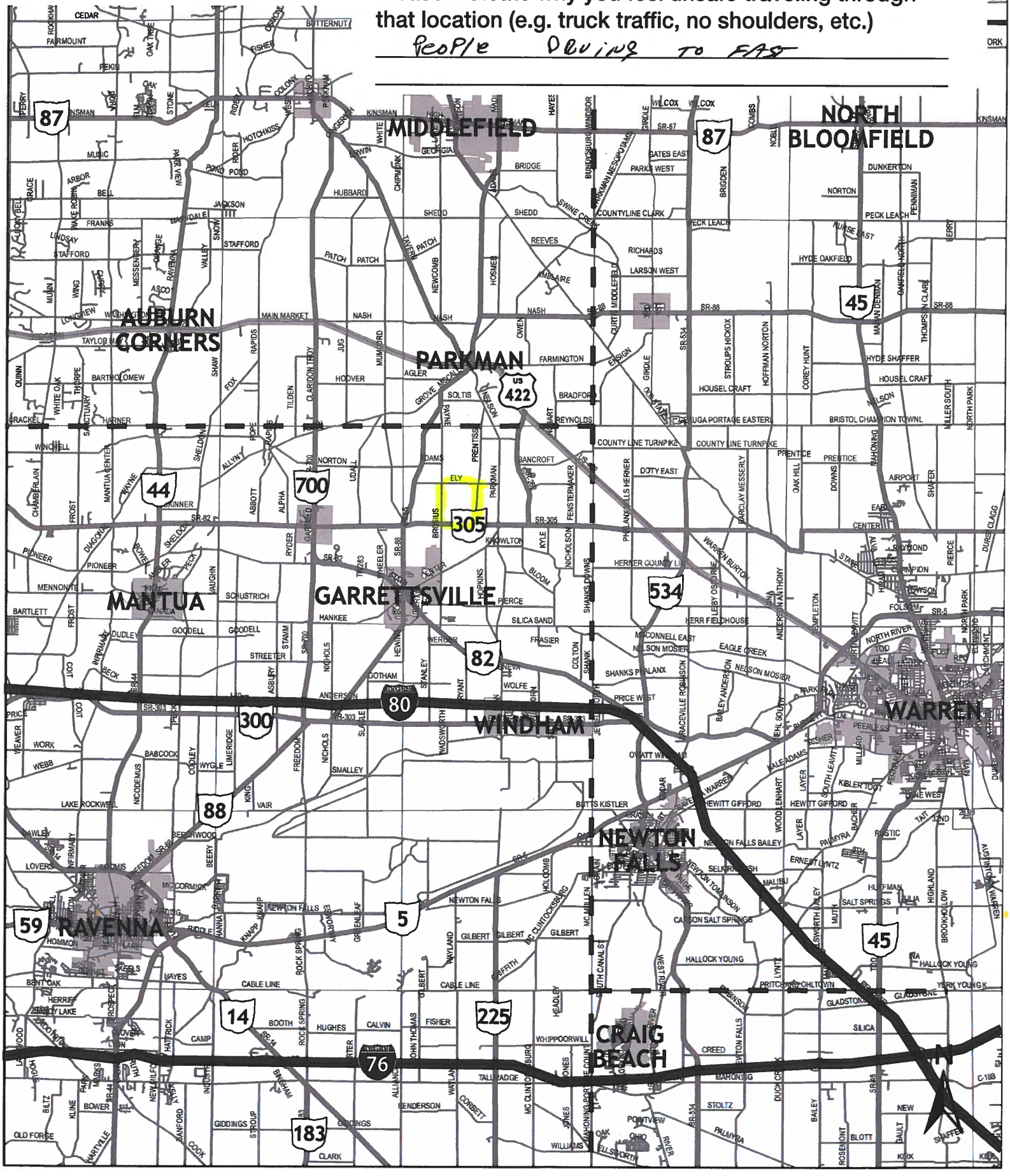


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

People Driving to Fast



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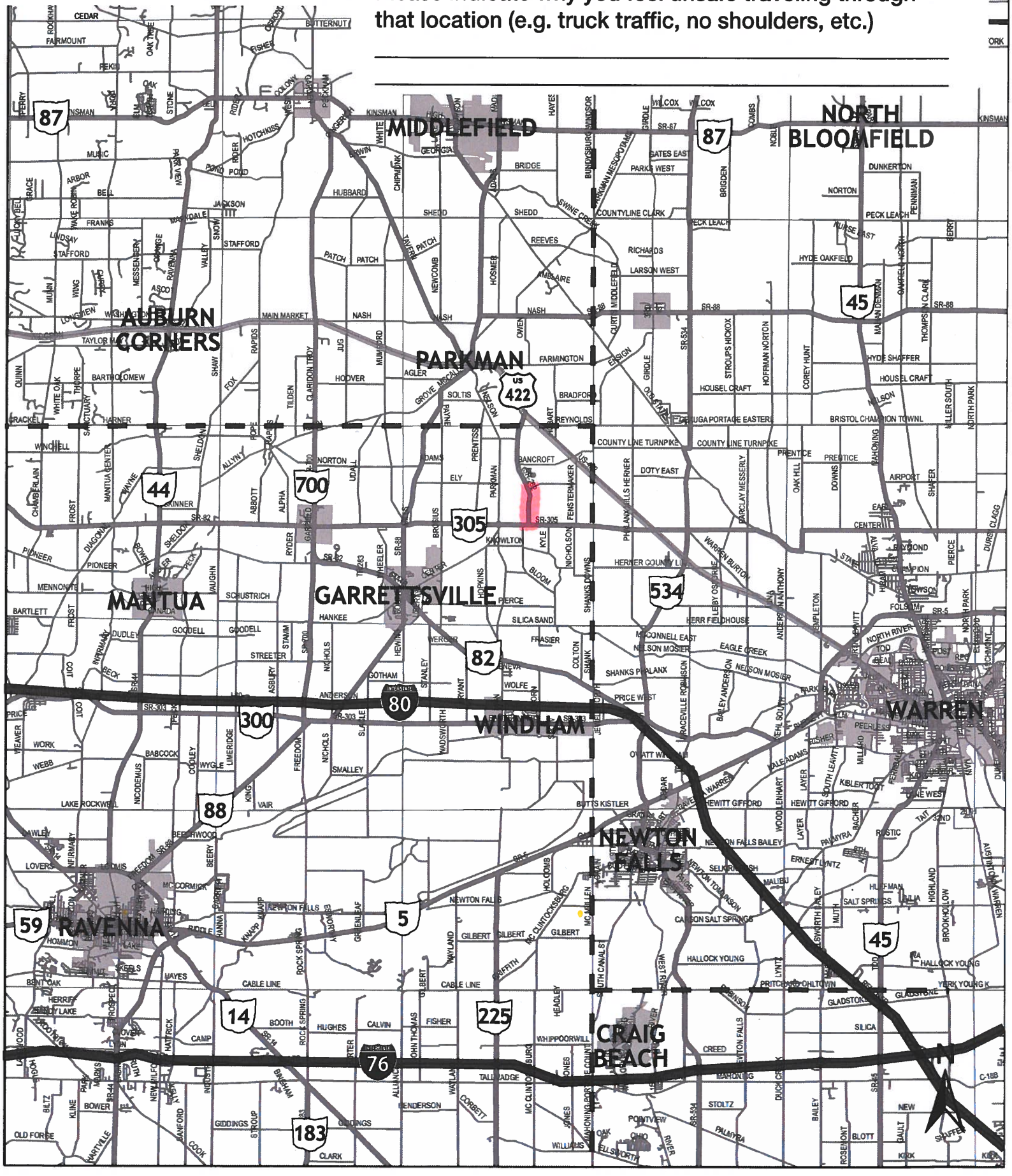

Safety Location Exercise

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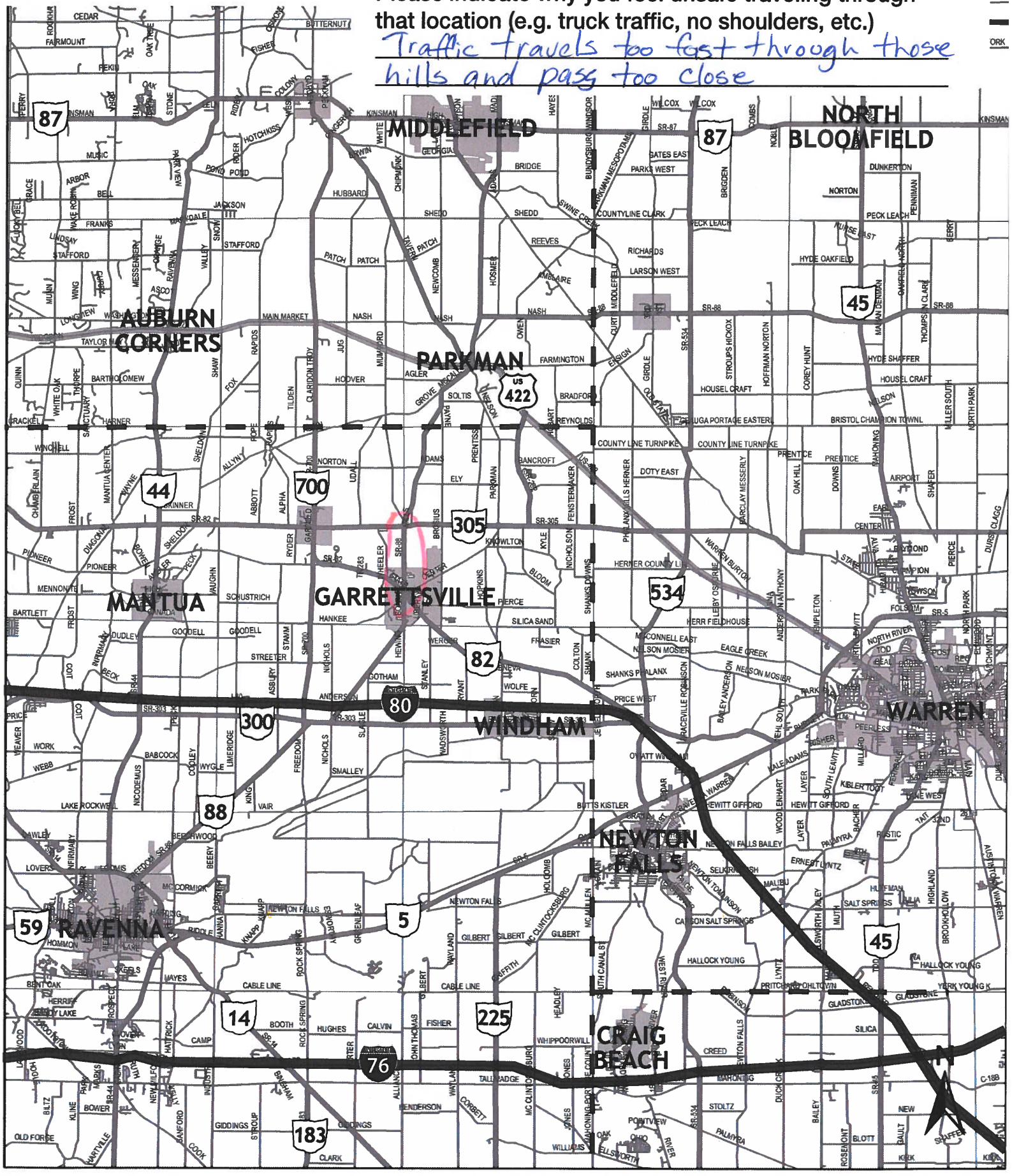
Traffic travels too fast through those hills and pass too close



Safety Location Exercise

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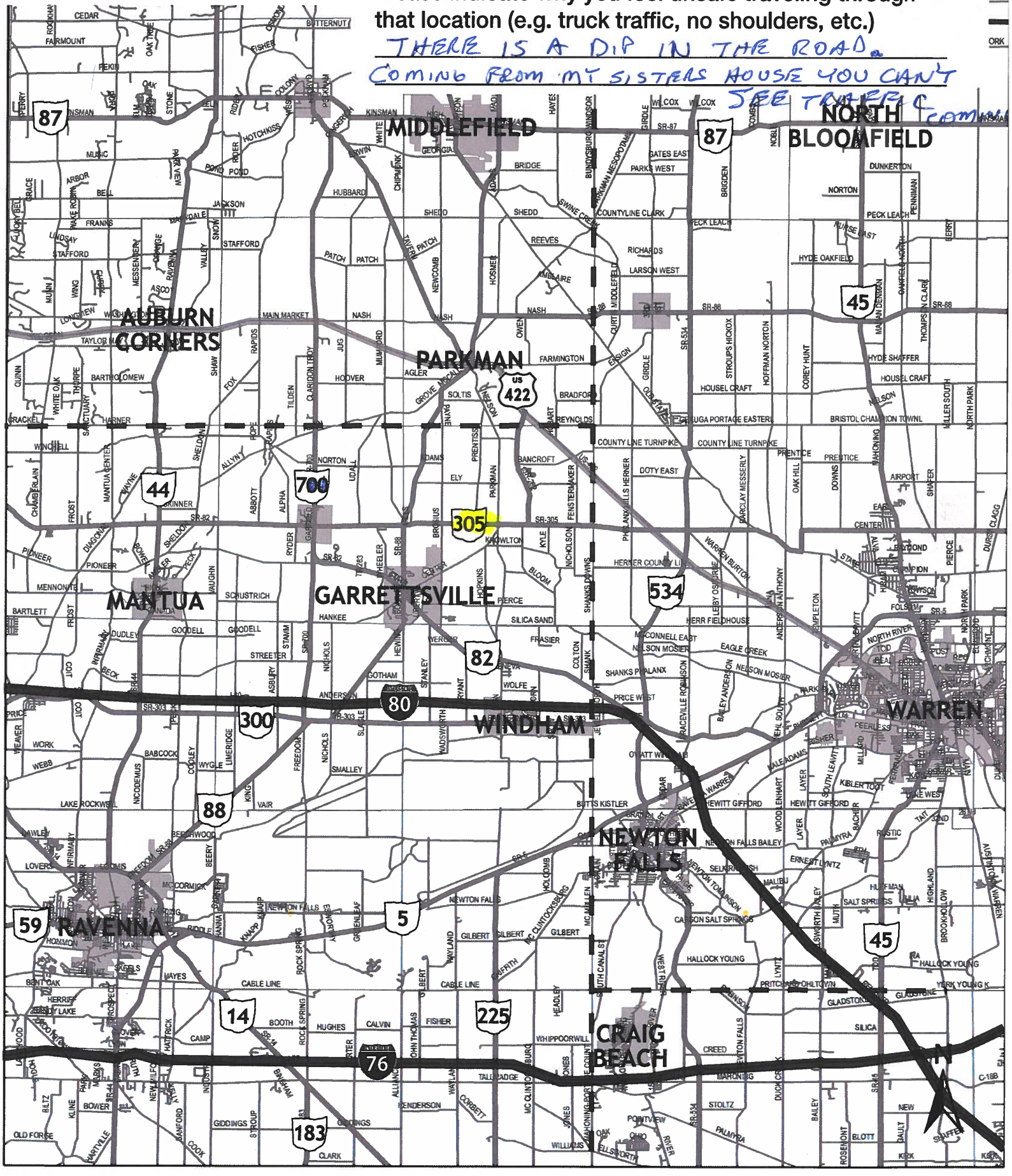
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

THERE IS A DIP IN THE ROAD.
COMING FROM MY SISTERS HOUSE YOU CAN'T SEE TRAFFIC COMING



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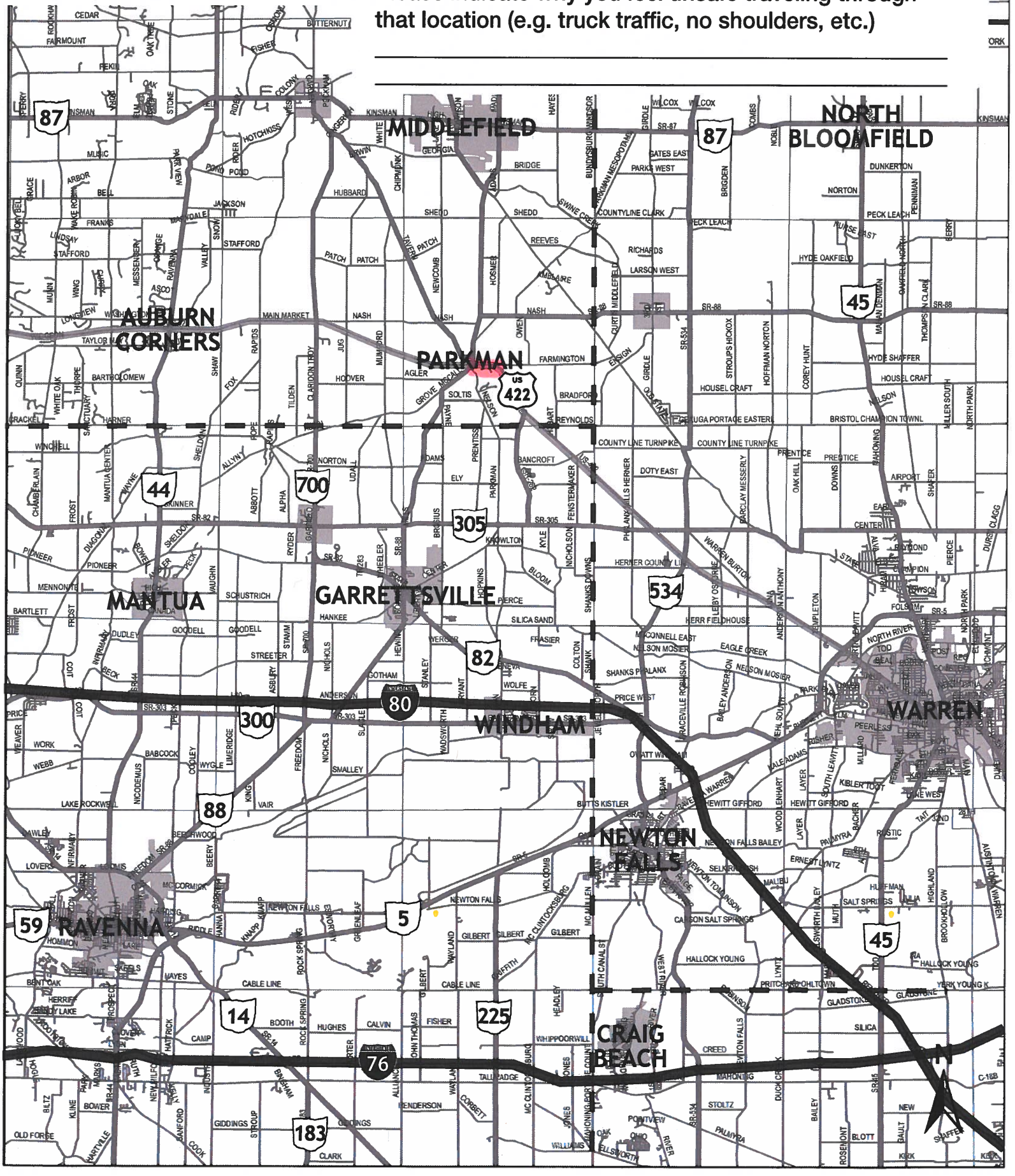

Safety Location Exercise

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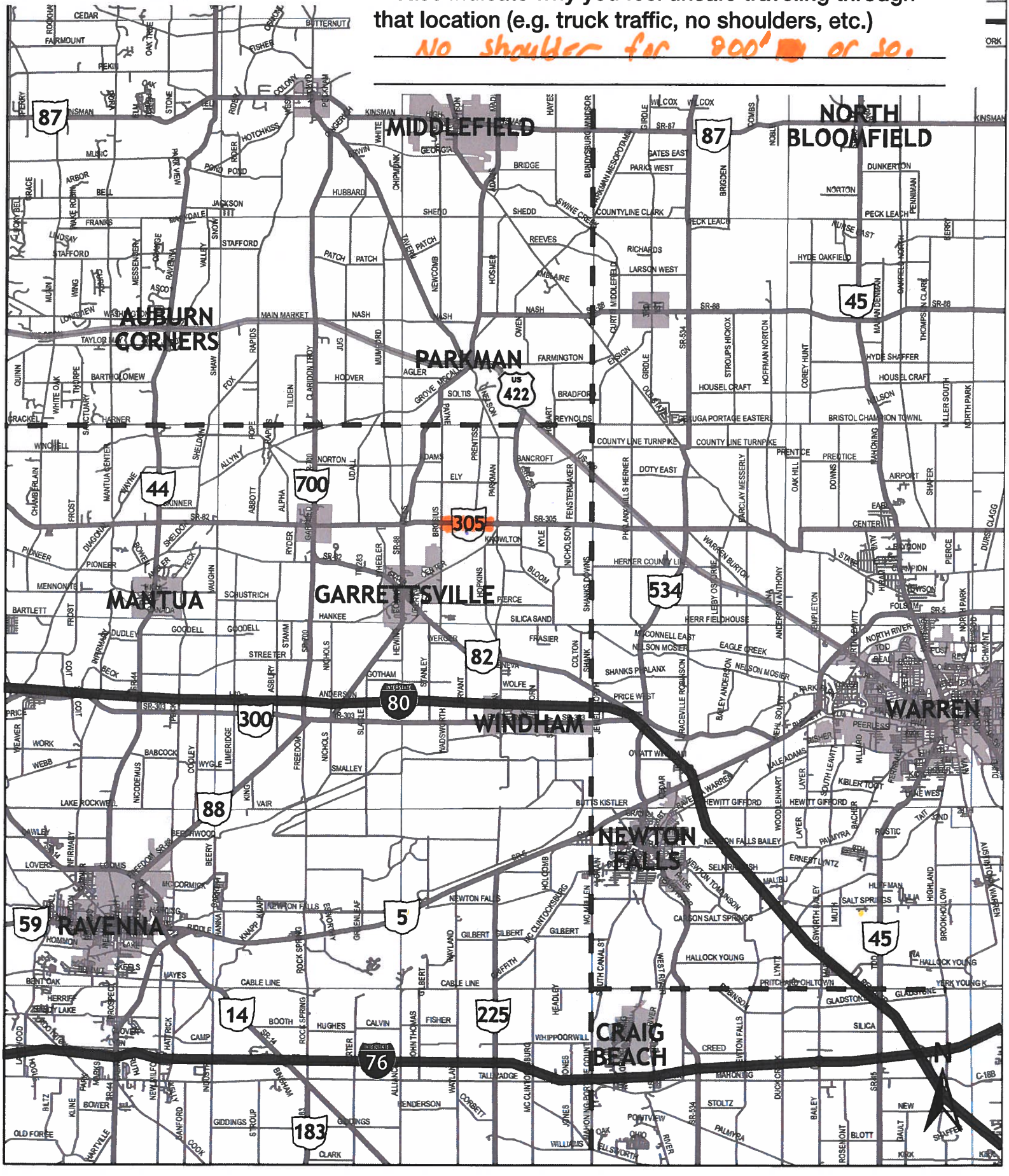
No shoulder for 800' or so.



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

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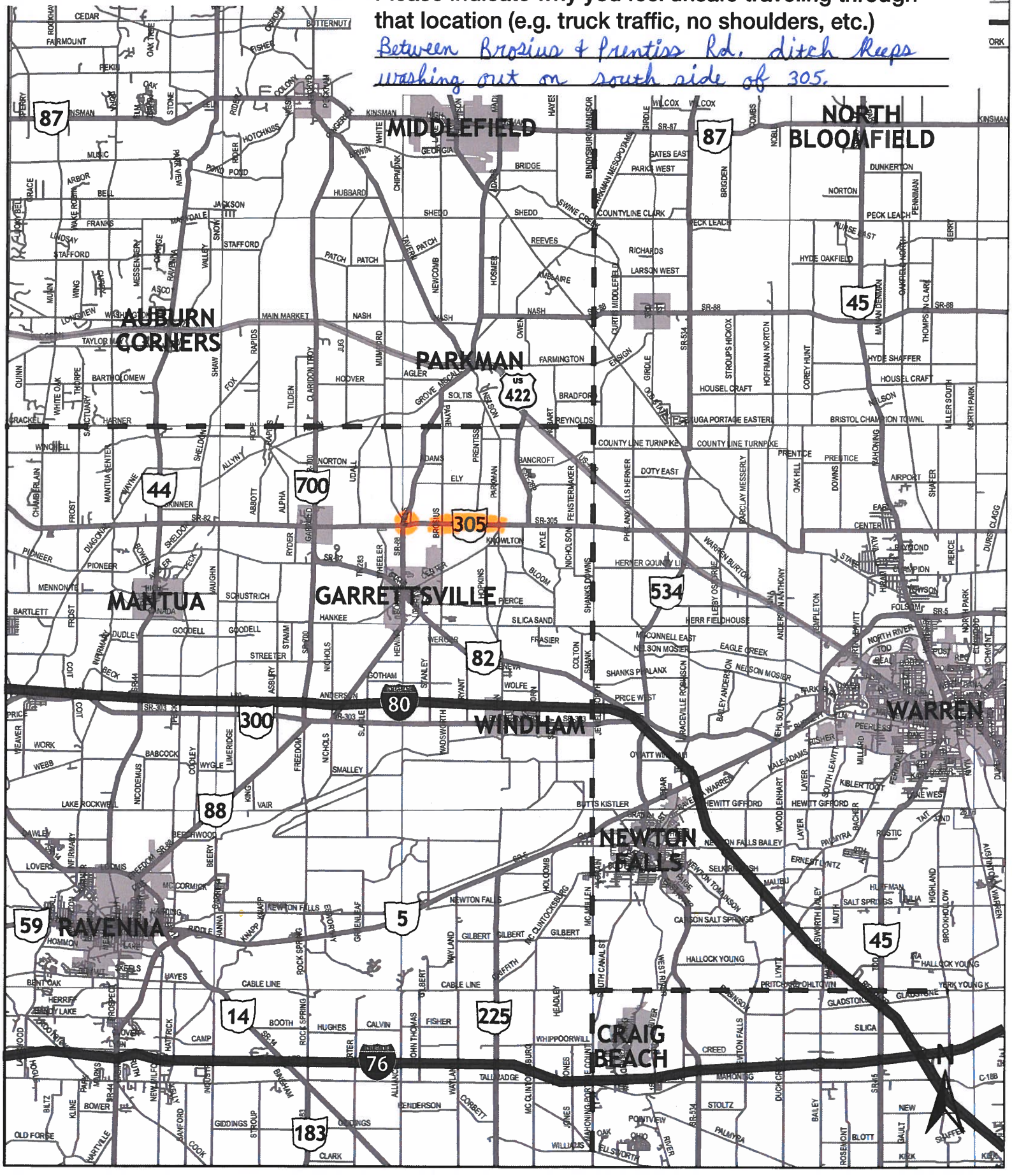
Between Brosius & Prentiss Rd. ditch keeps washing out on south side of 305.



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

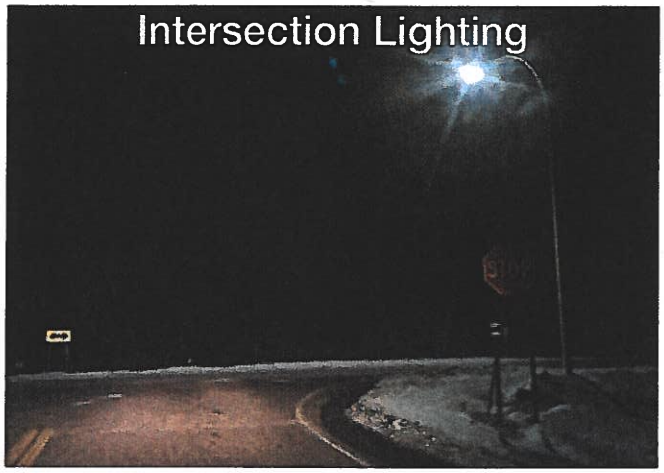
Upgrade Signage

Buggy ***Walk/Bike***

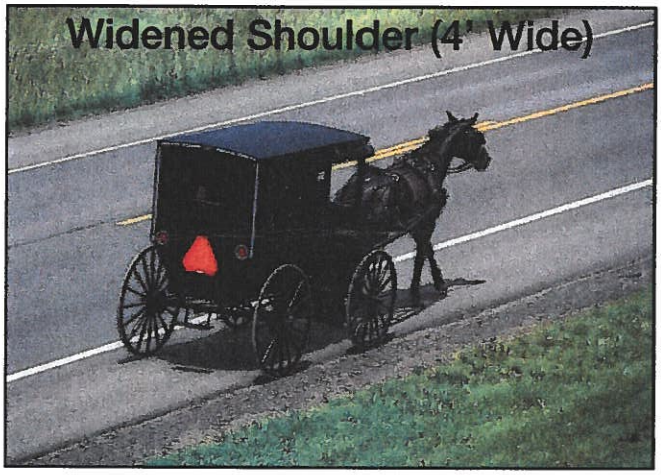




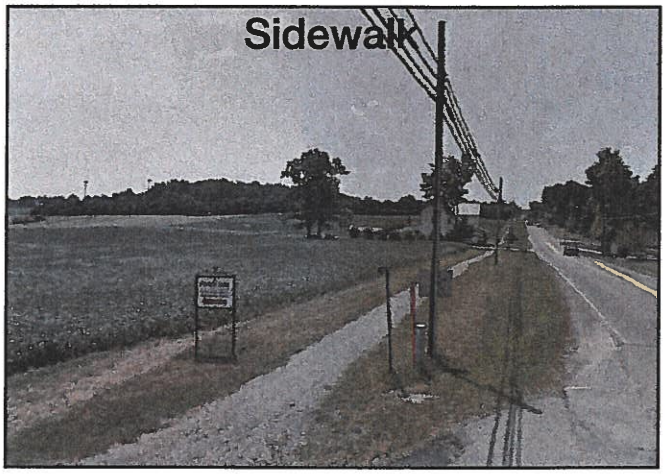
Intersection Lighting



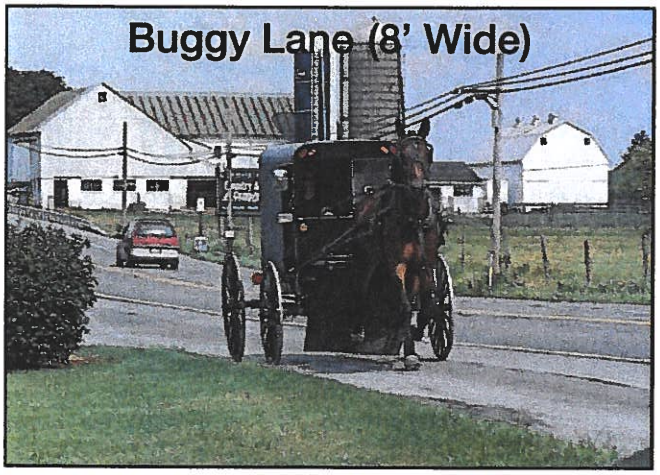
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

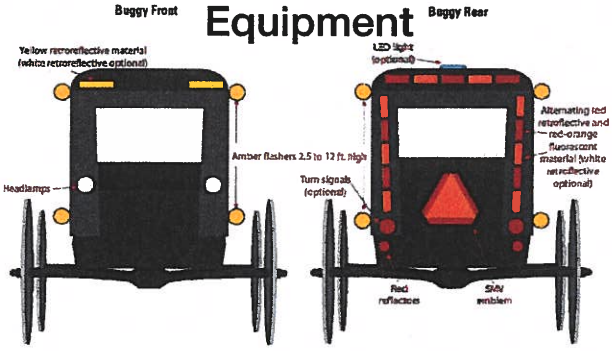


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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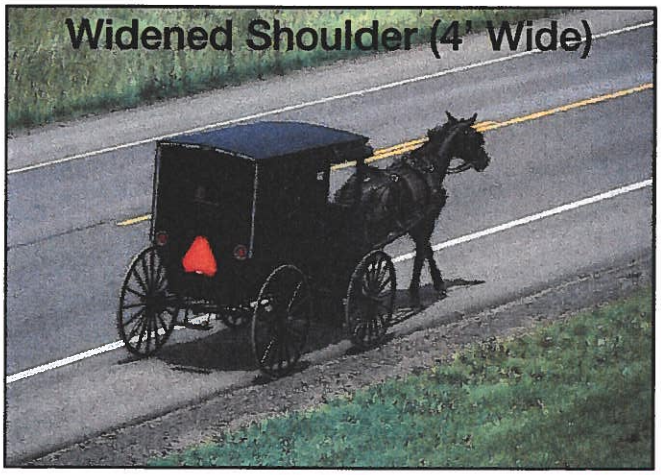

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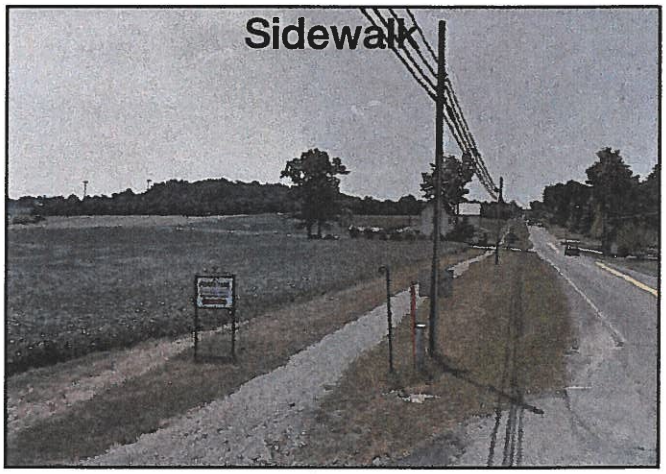

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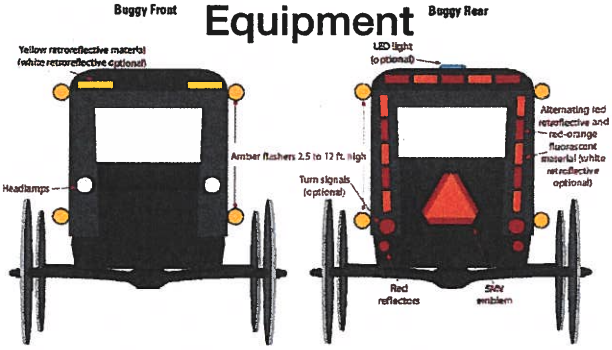

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

8' BUGGY LANE 422 FROM 528 TO FARMINGTON ROAD

Improvements Exercise

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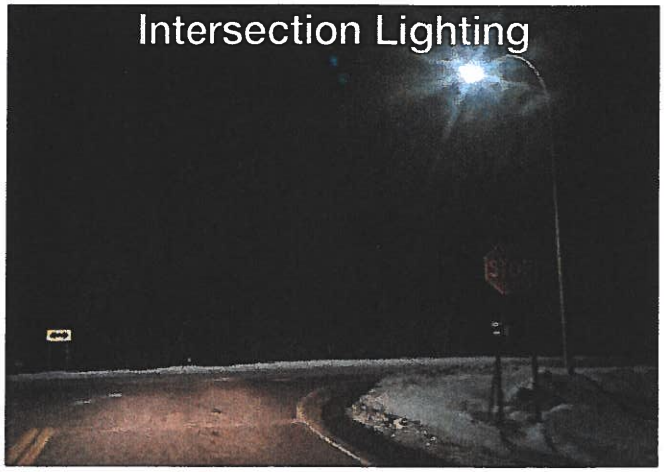
Upgrade Signage

Buggy ***Walk/Bike***

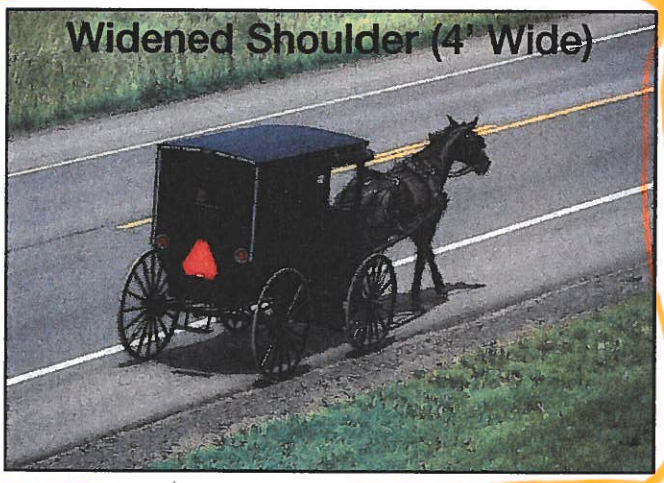




Intersection Lighting



Widened Shoulder (4' Wide)



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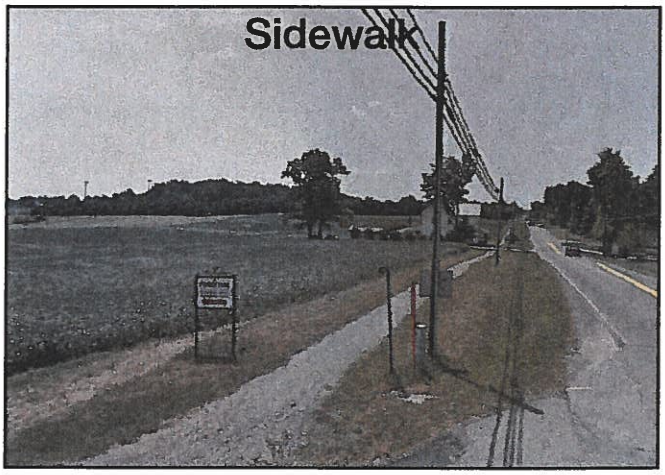

Buggy Lane (8' Wide)



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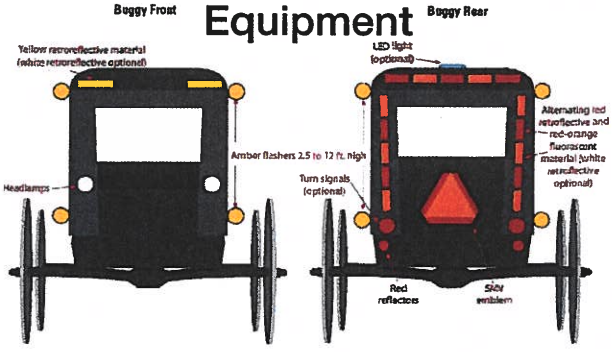

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Please share your comments or other improvement ideas below:

_____

_____

_____

Comment Sheet

Amish & Non-Motorized Travel Study

Garrettsville, Portage County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

55 MPH Speed limit on SR 282 needs reduced. There are Amish that live & drive on that road. The intersection of SR 282 at SR 305 has NO slow down signs- people from SR 282 end up in the field across SR 305.

OHIO DEPARTMENT OF TRANSPORTATION

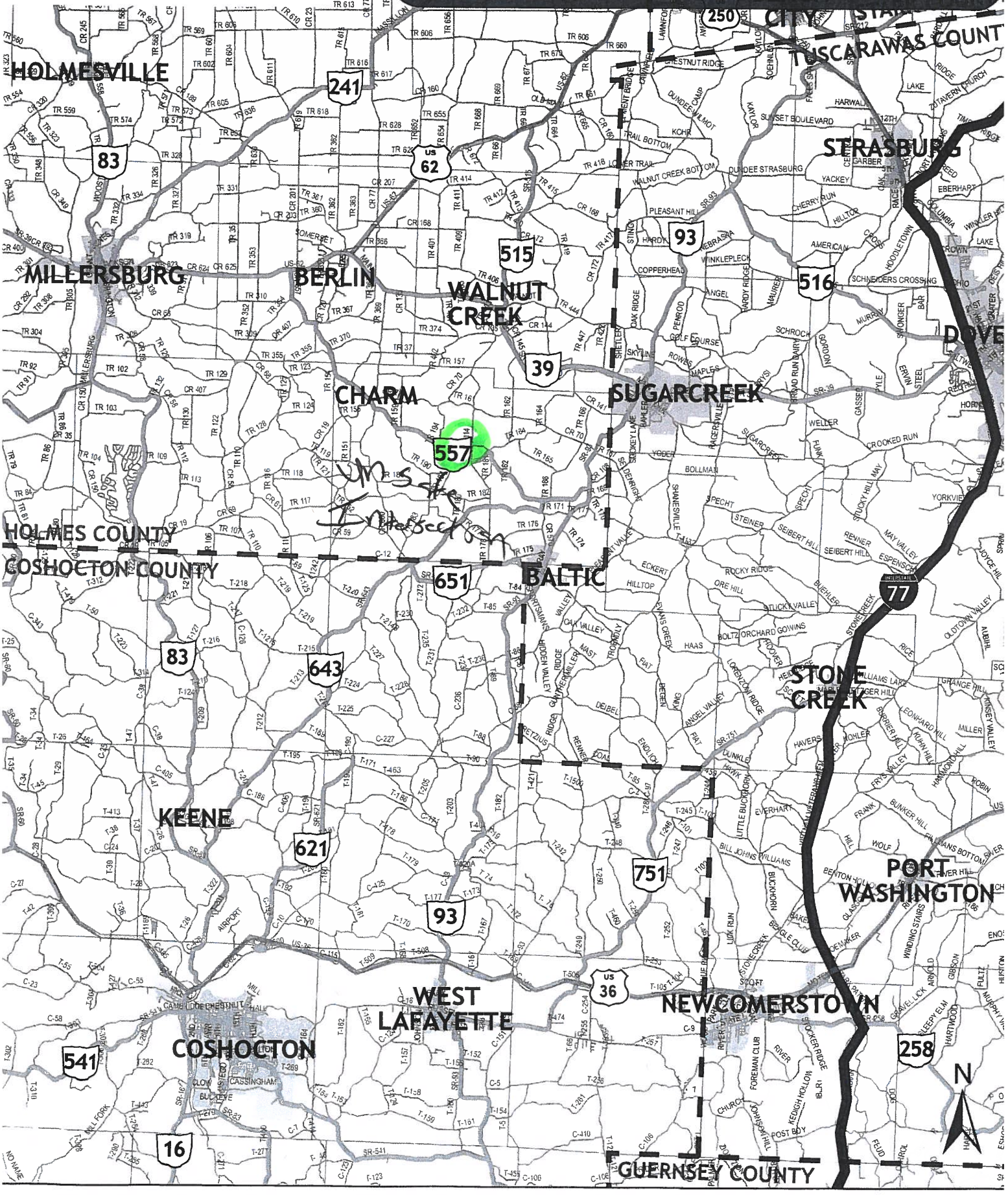
Holmes County Health & Safety Day Results

August 13th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:



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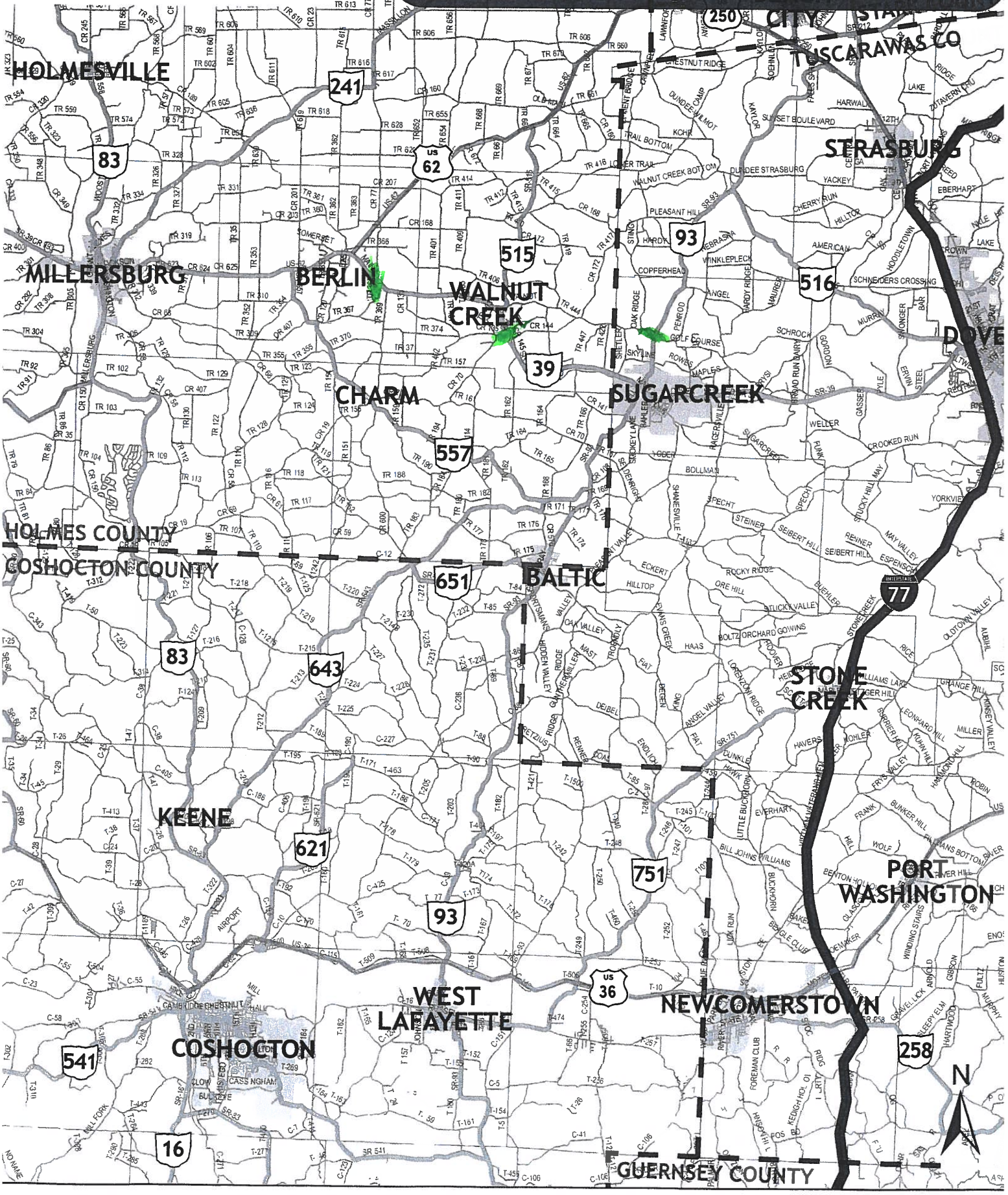

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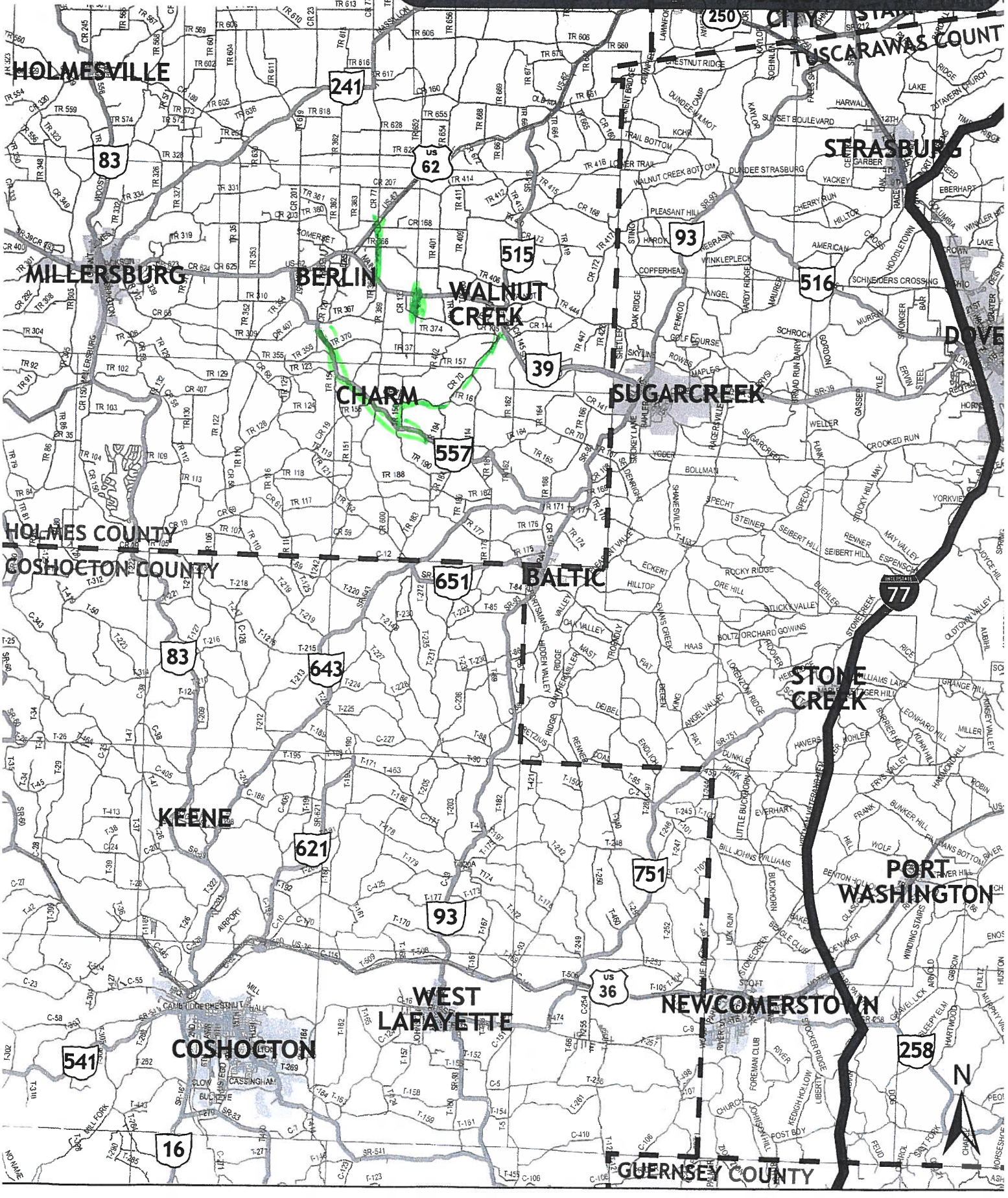

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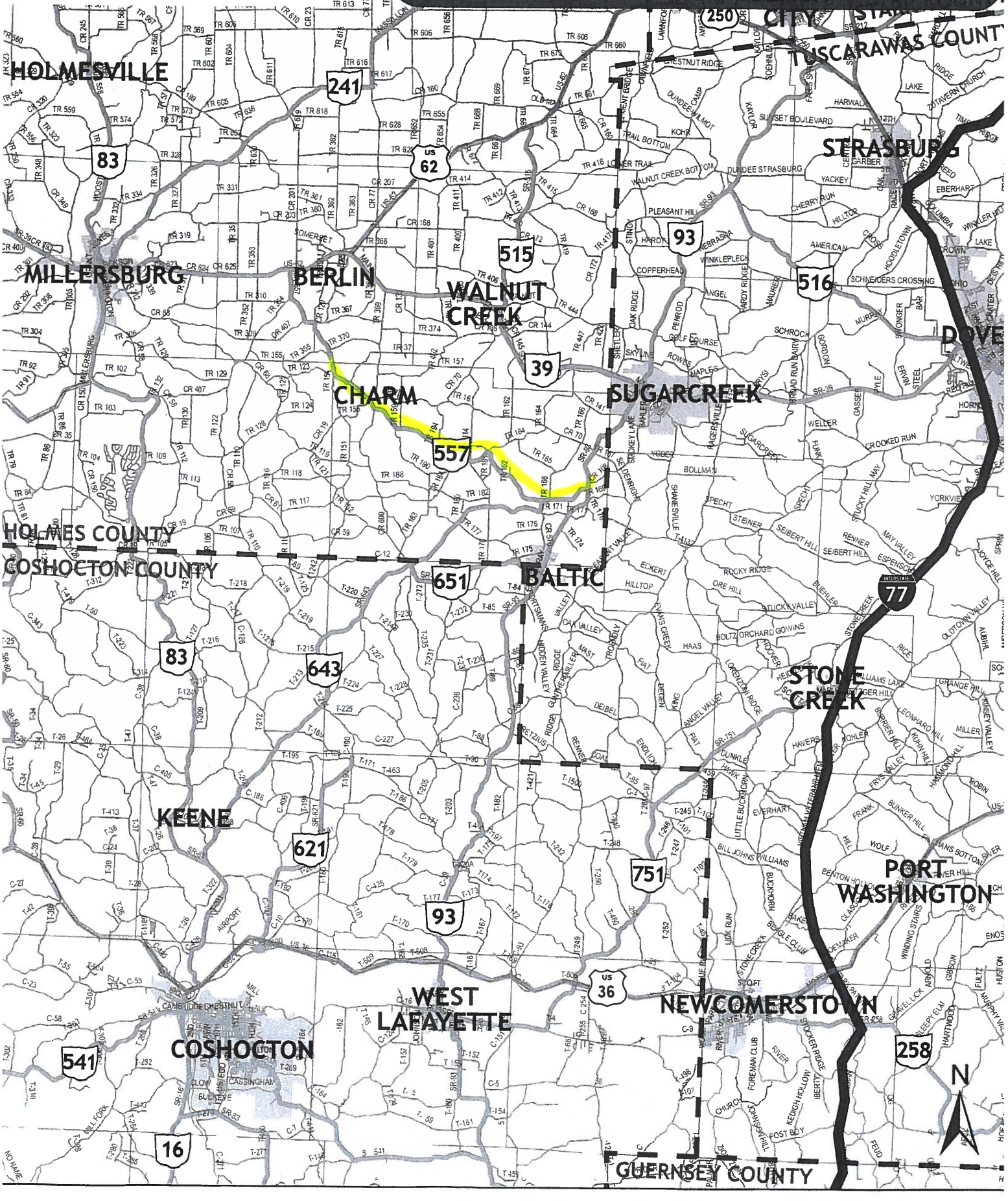

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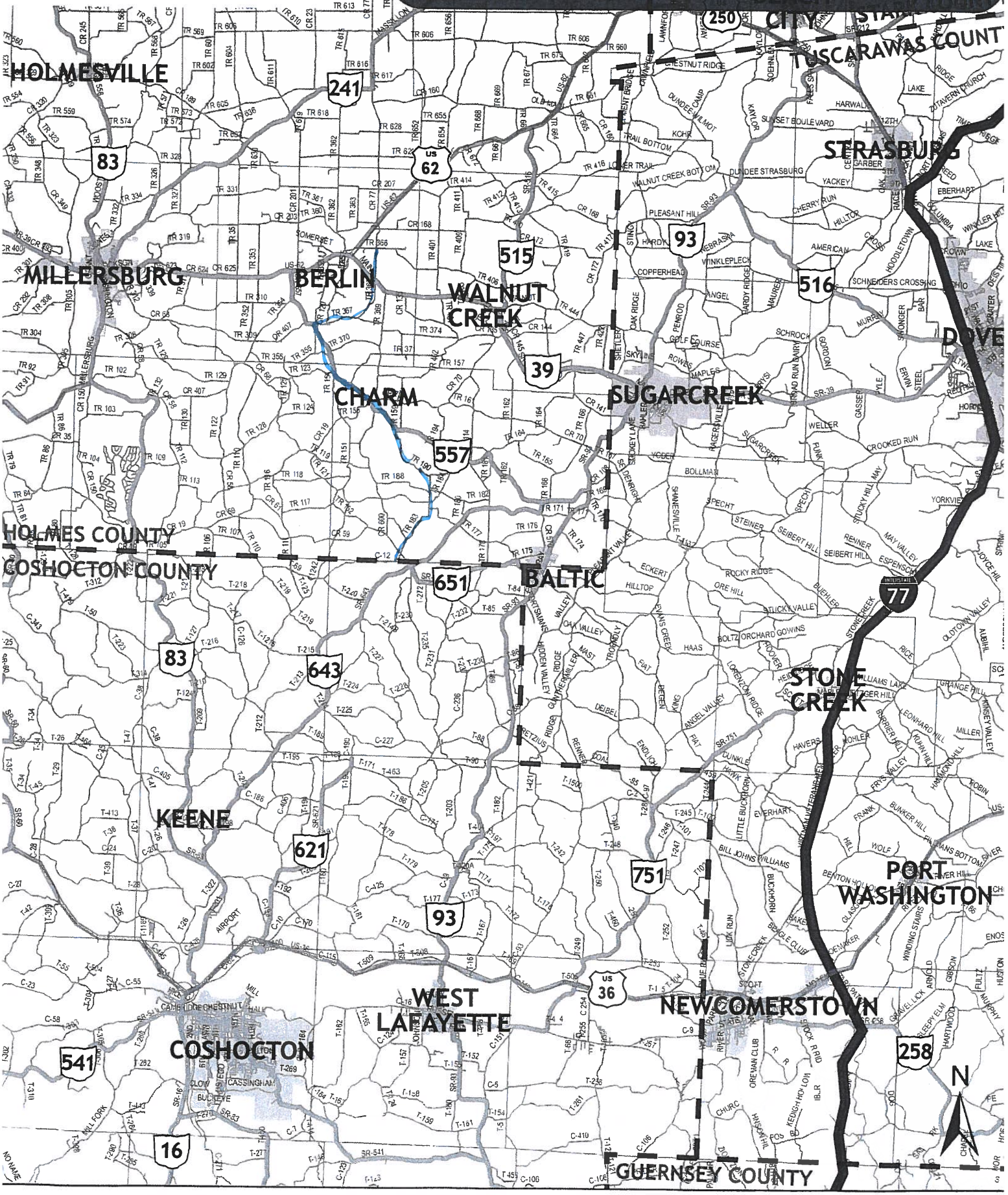

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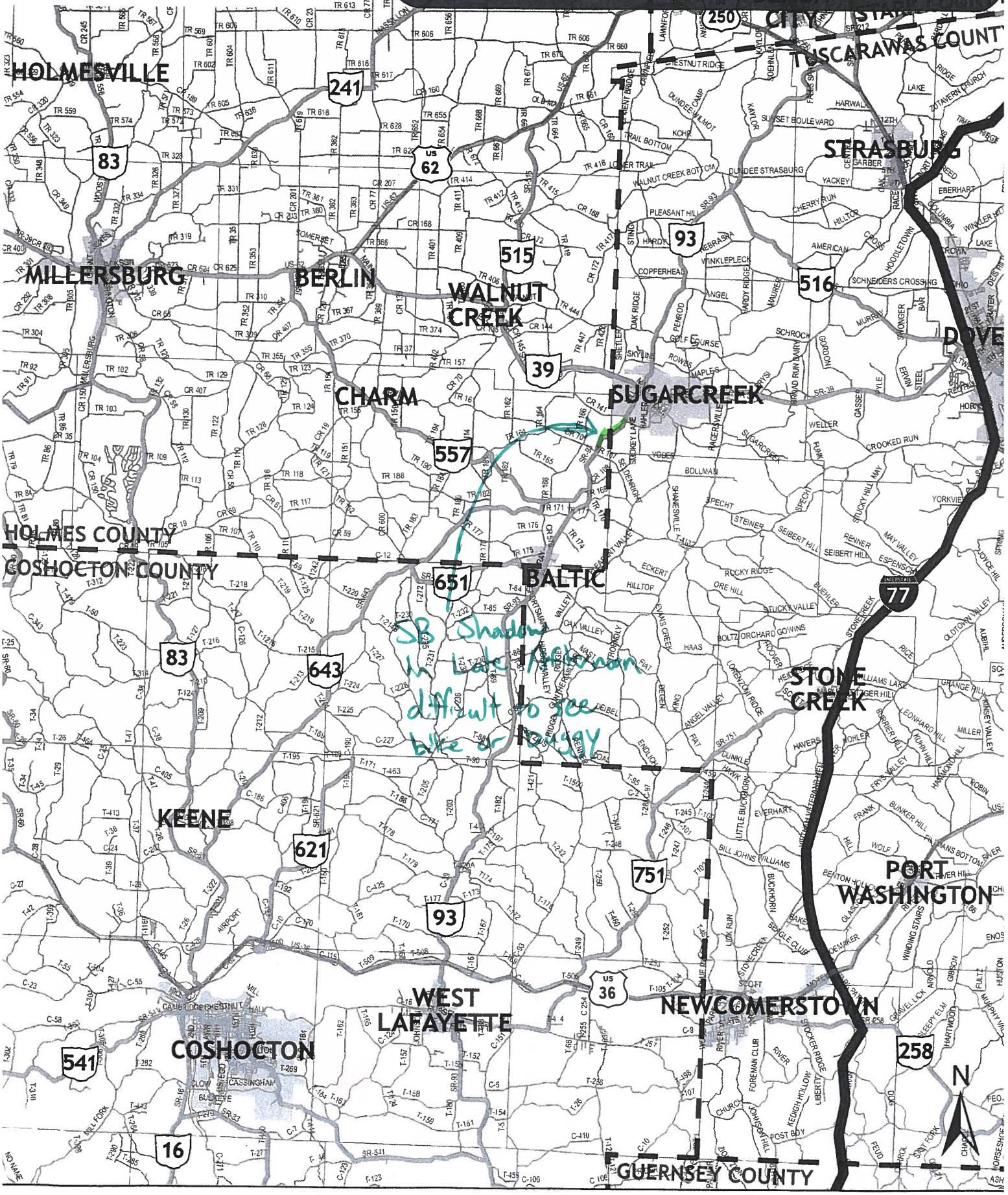

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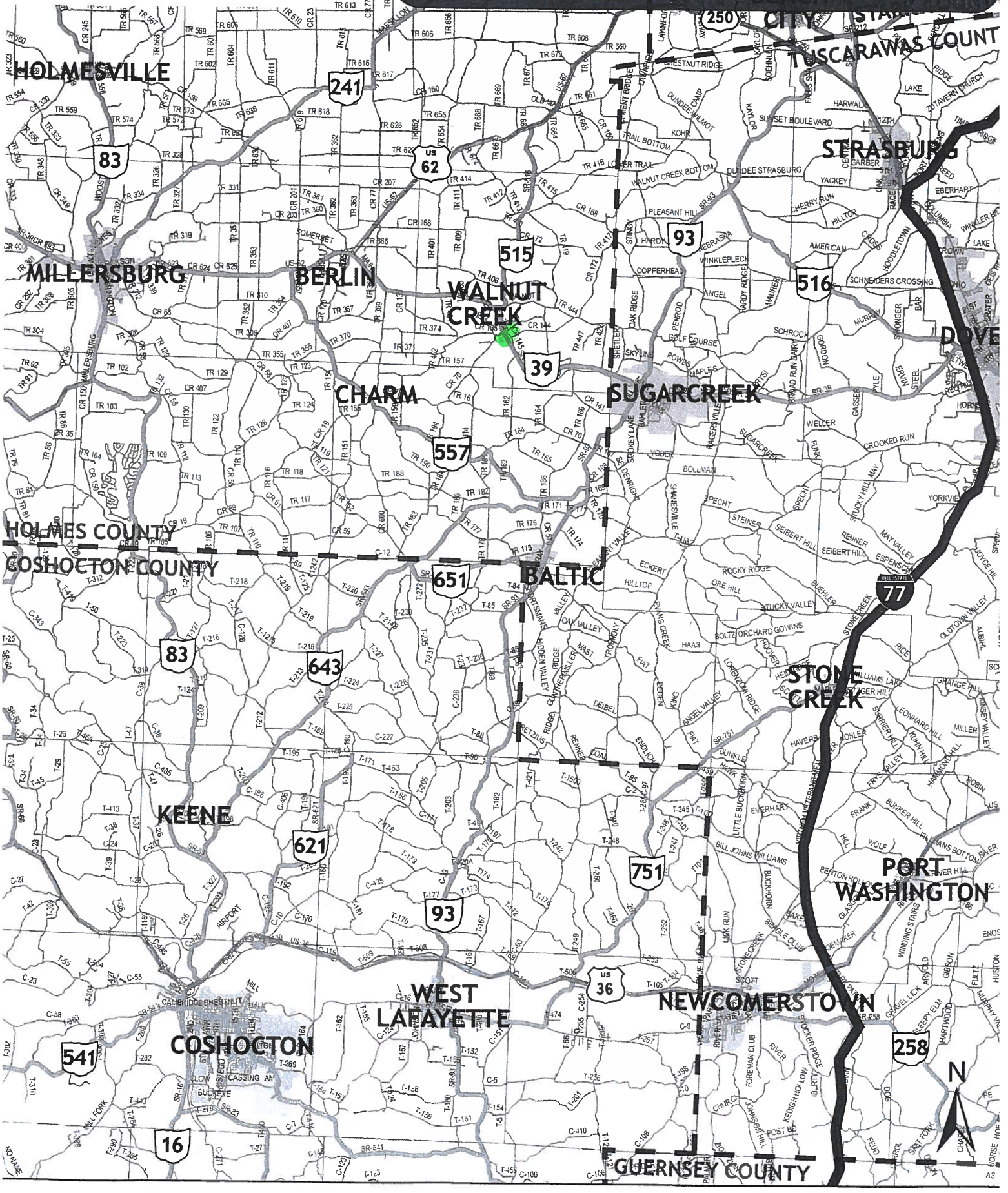

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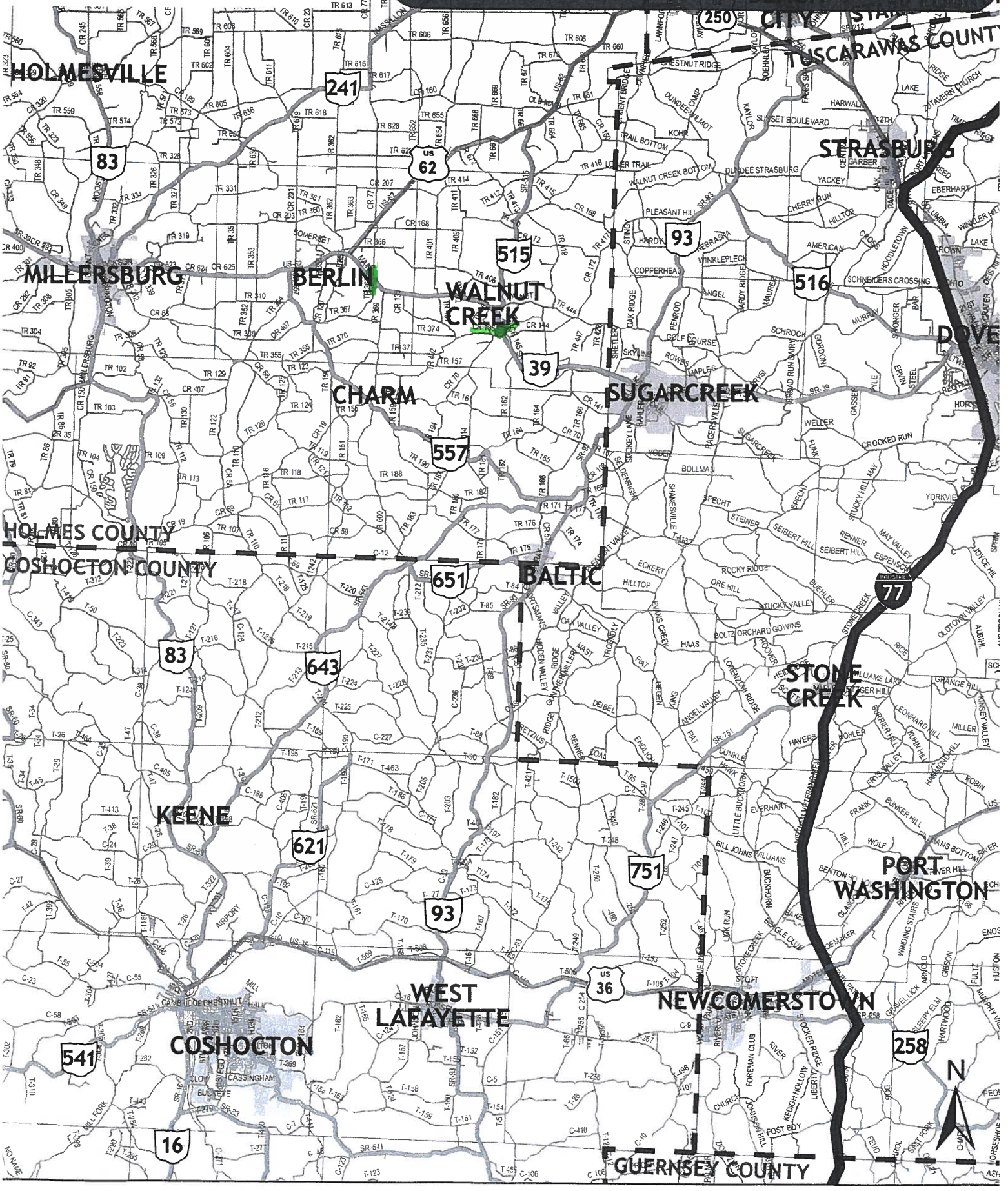

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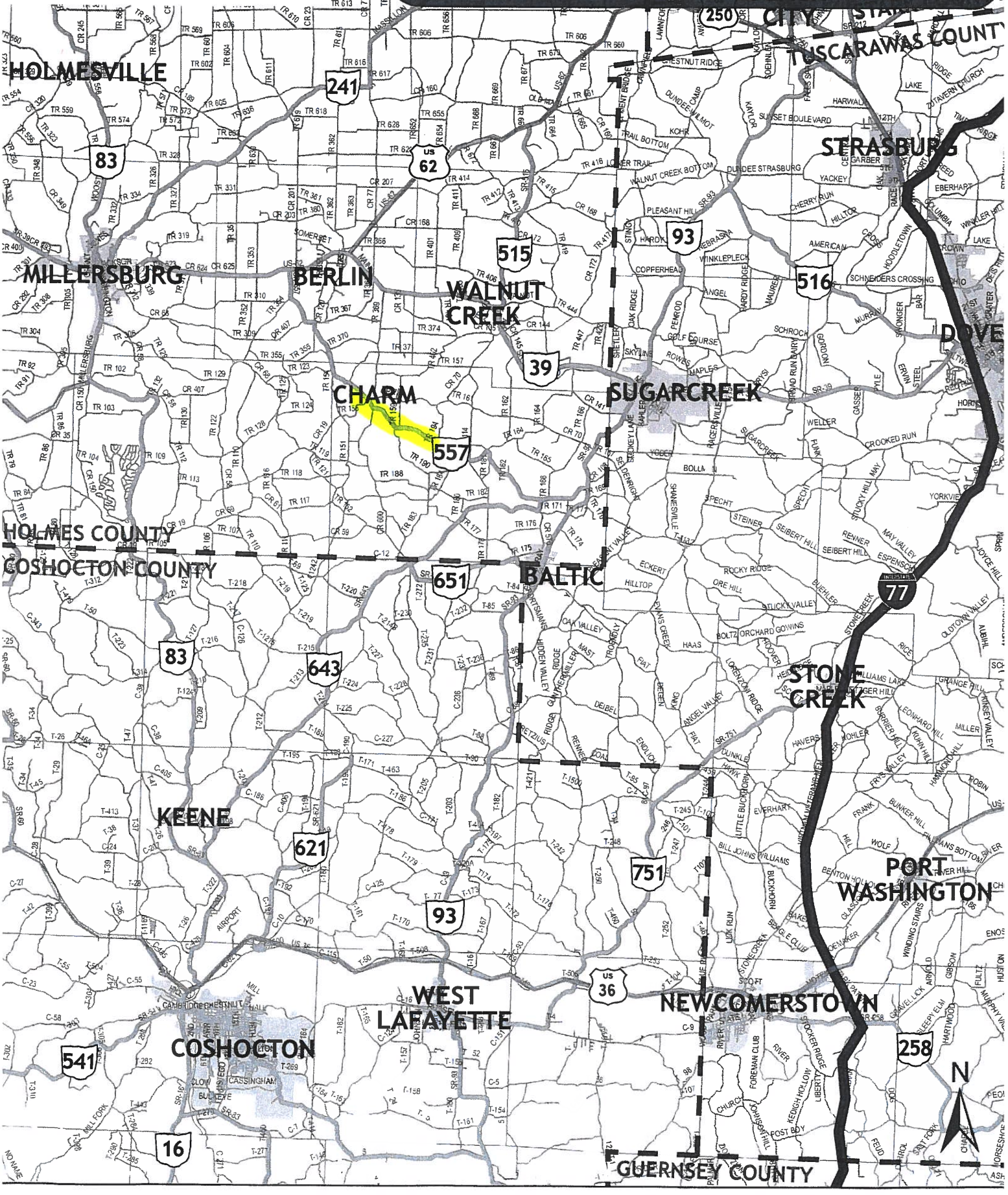

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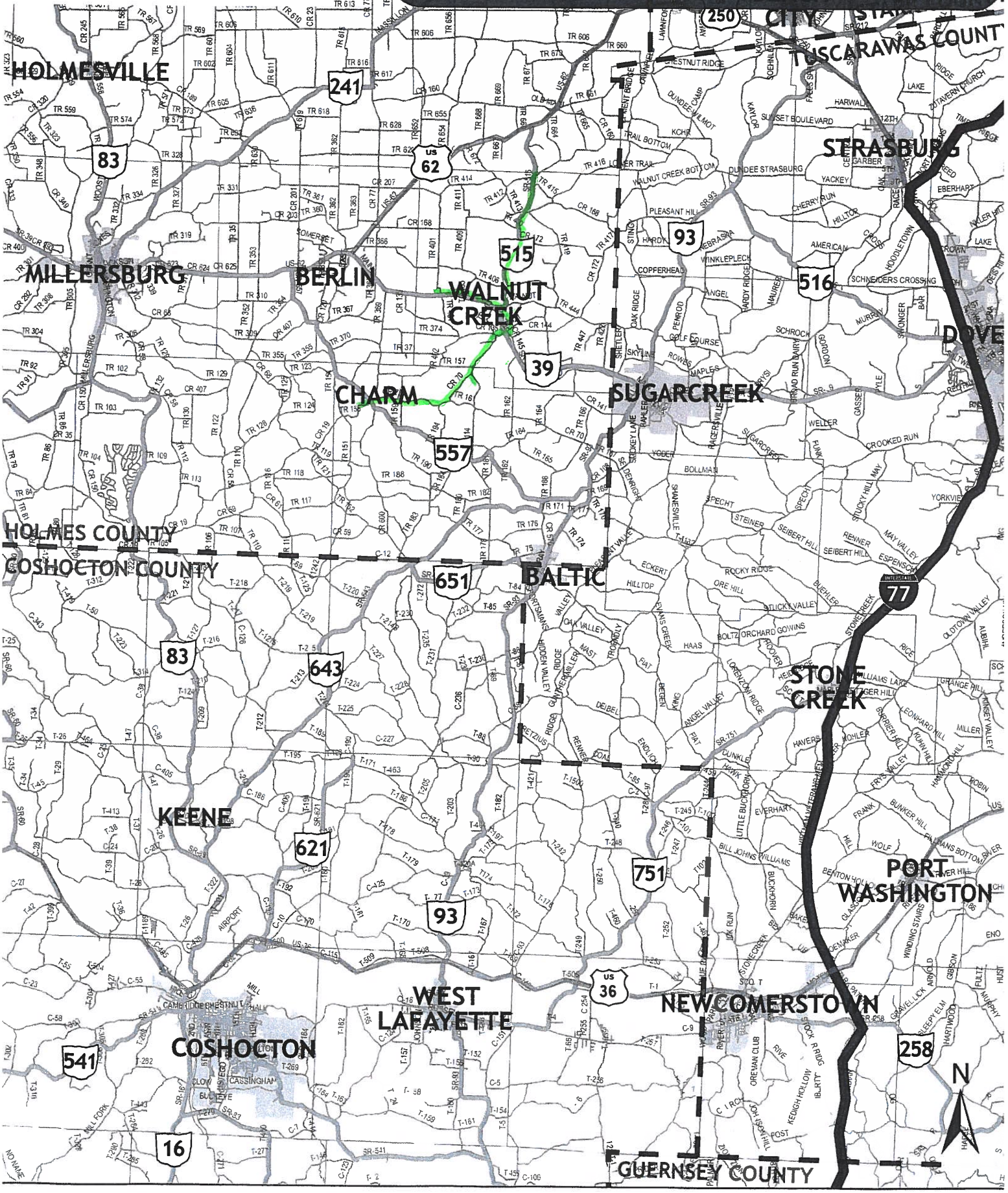

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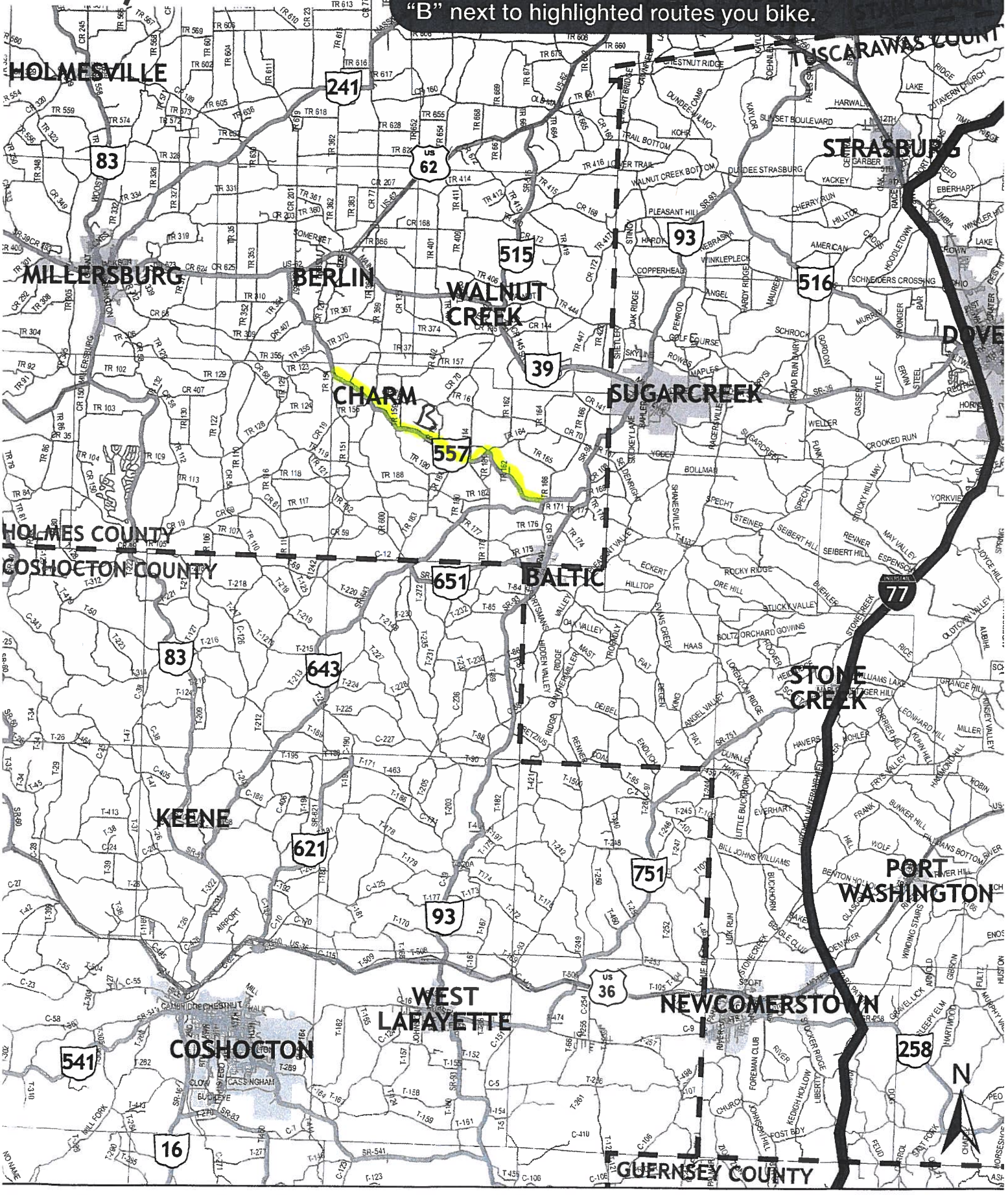

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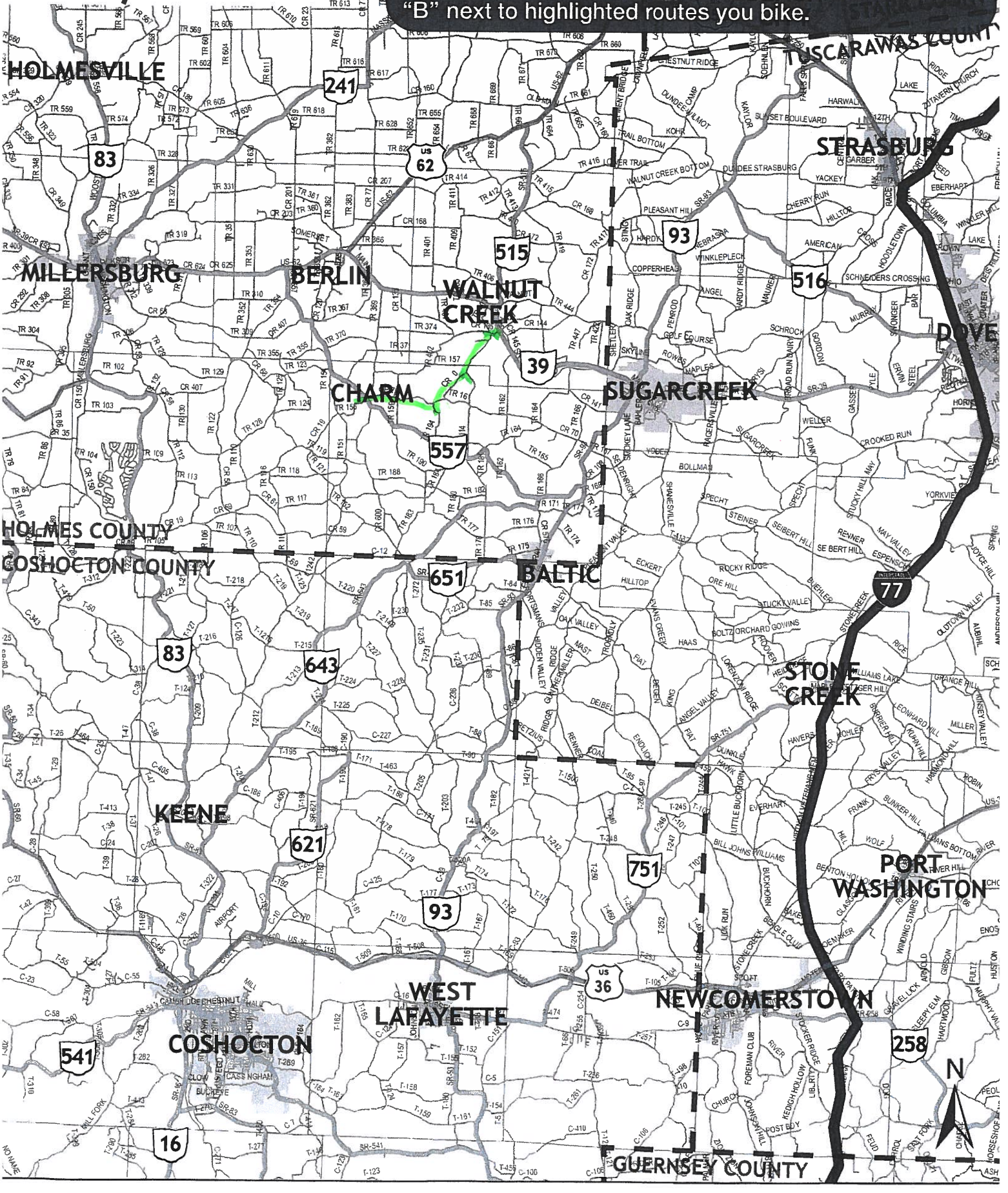

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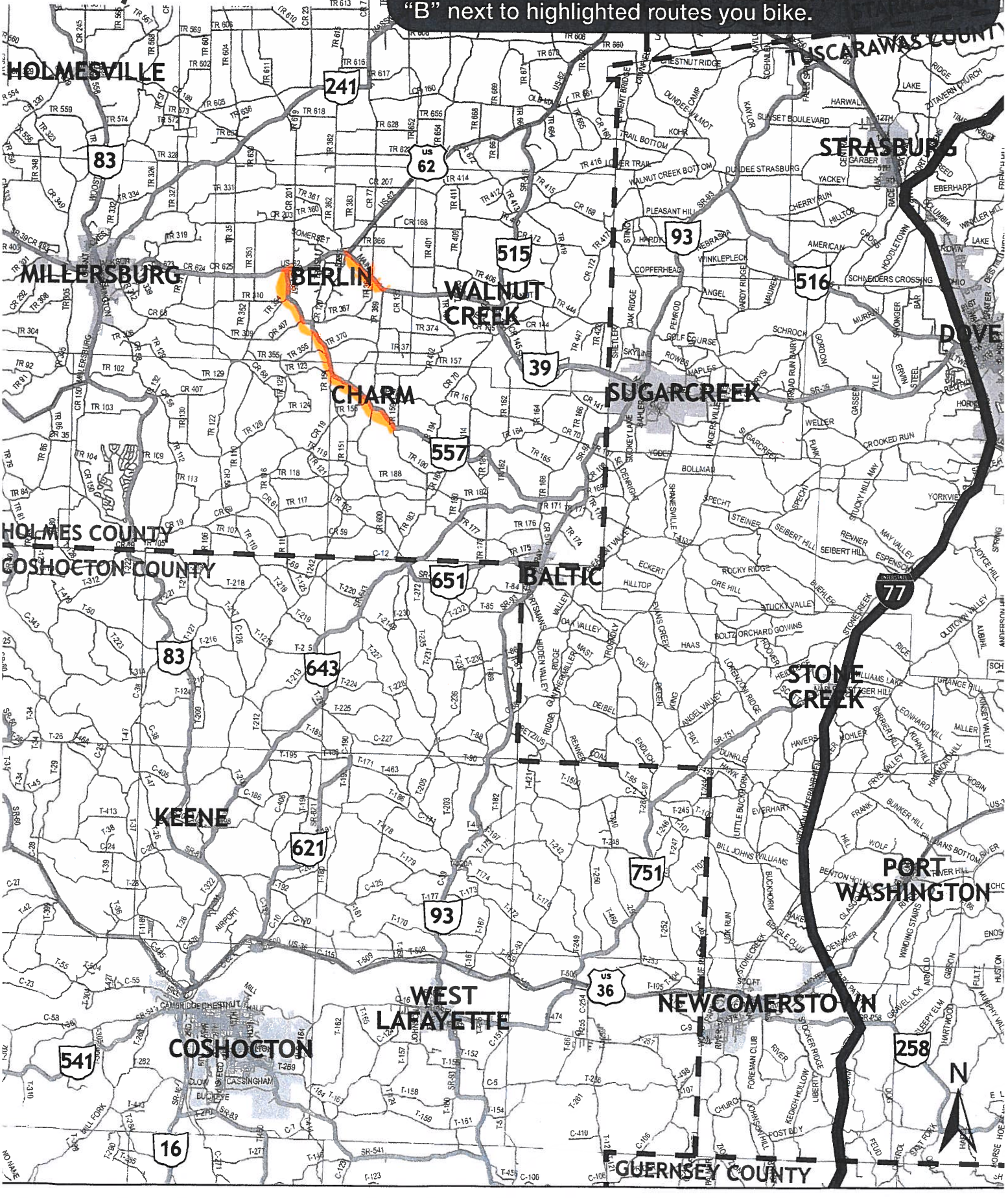

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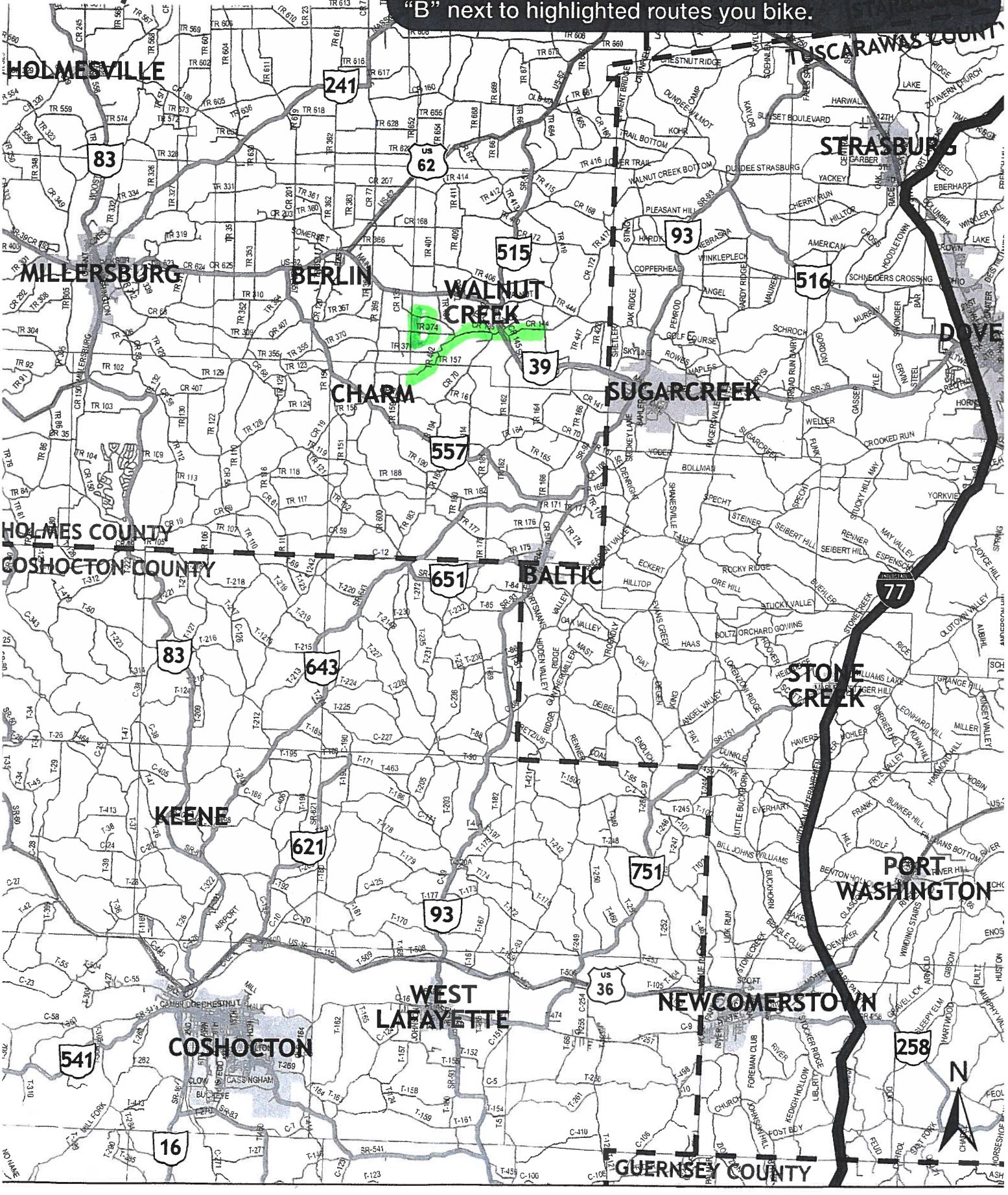

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Safety Location Exercise

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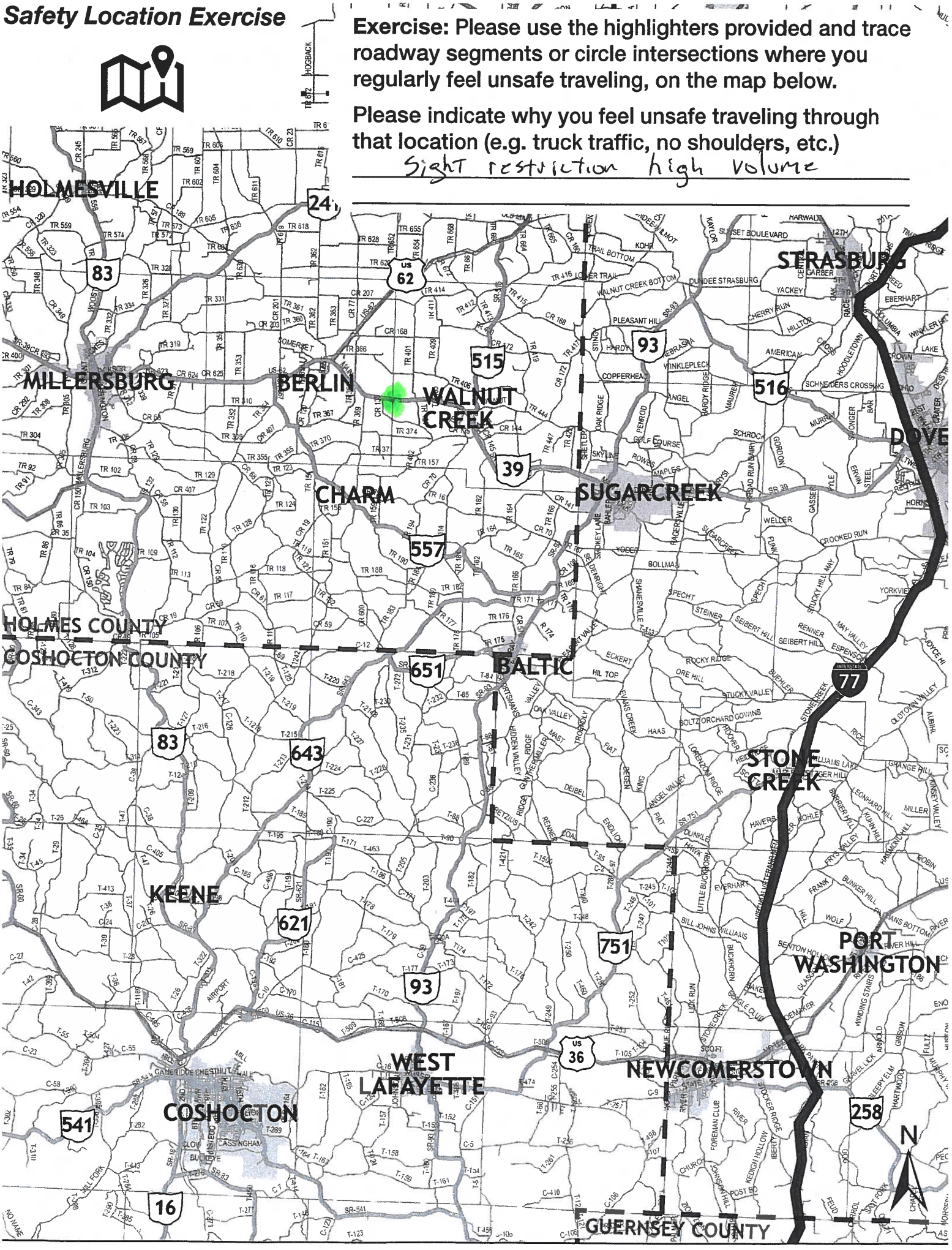
Sight restriction high volume



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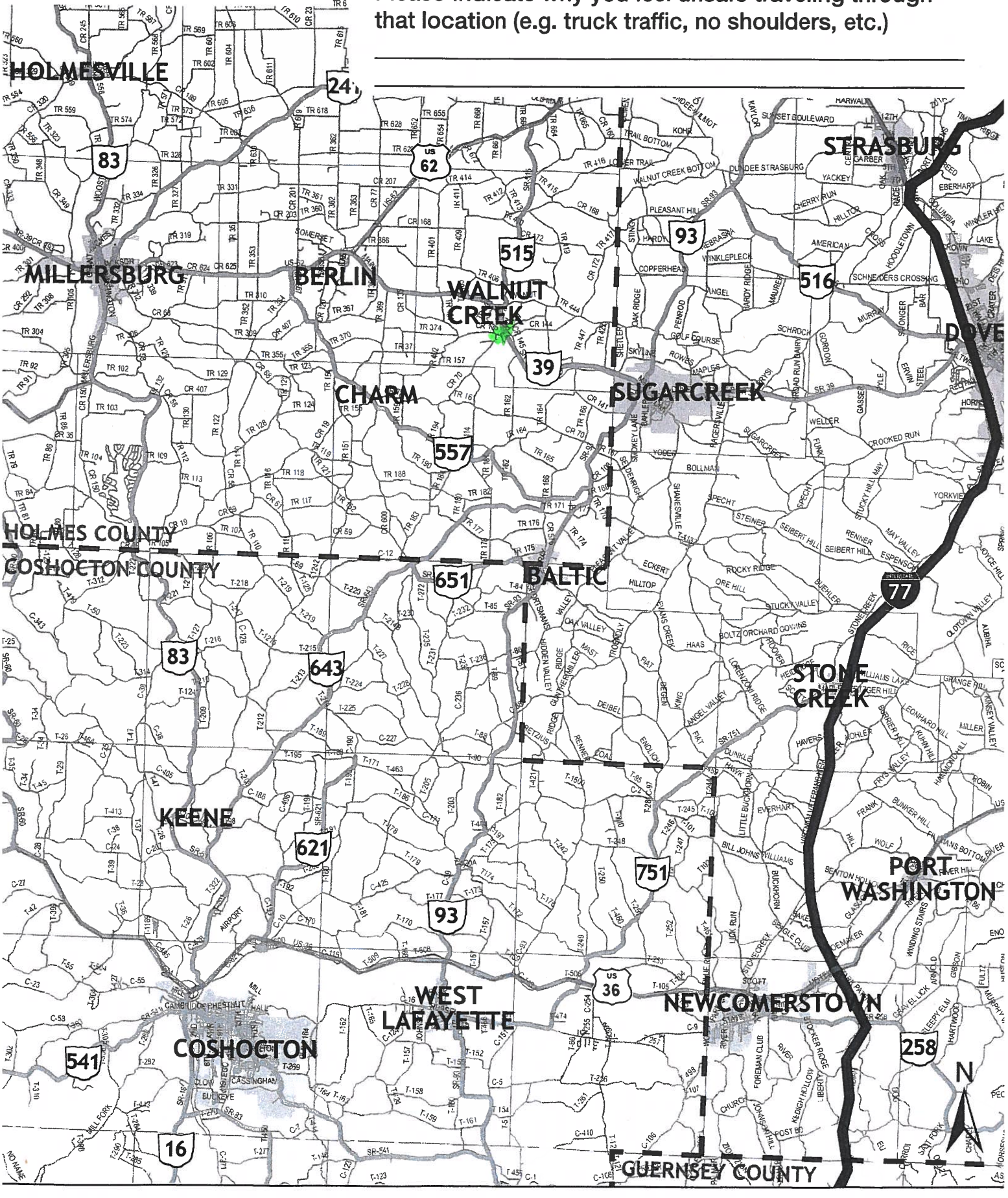
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



Safety Location Exercise

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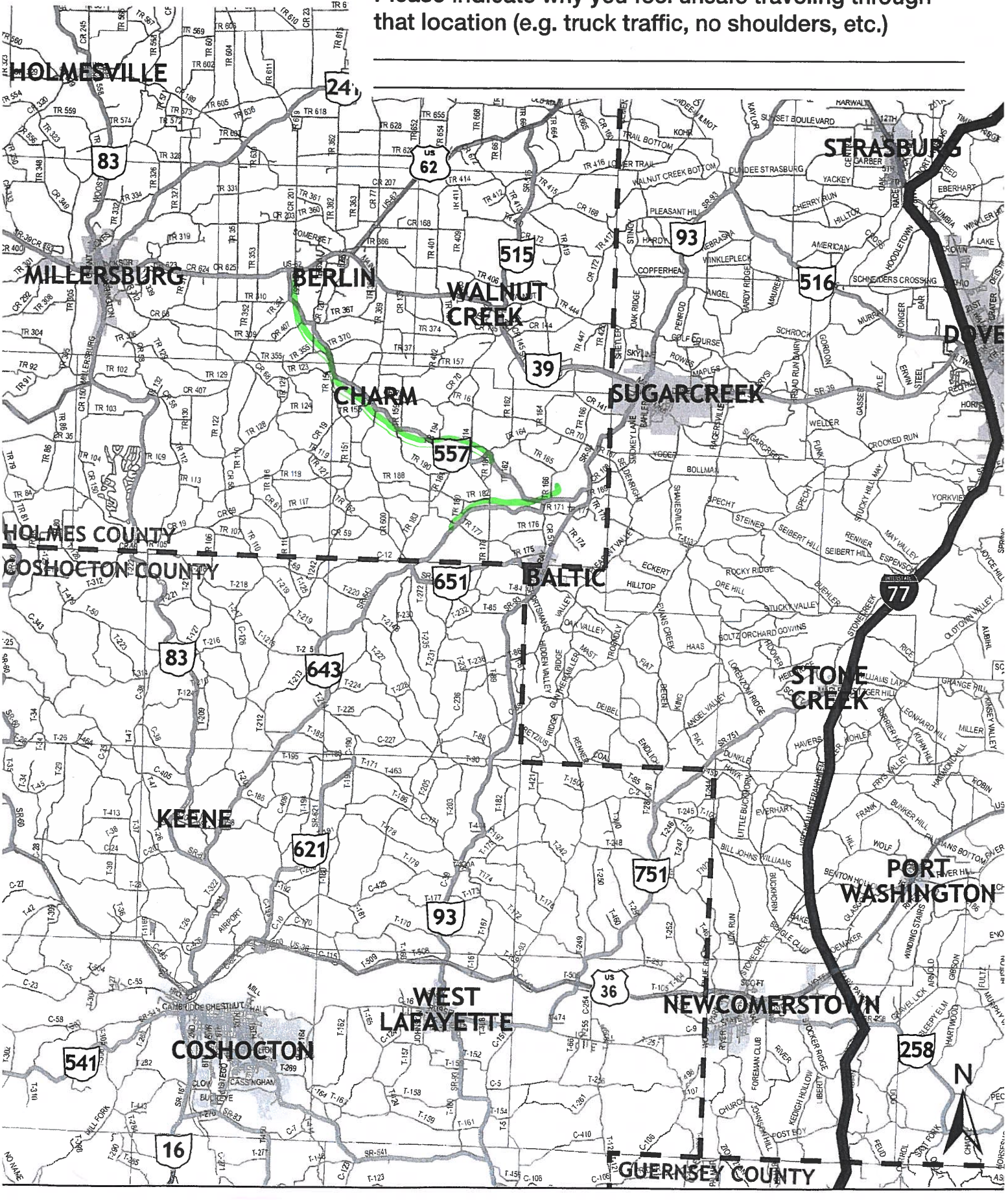
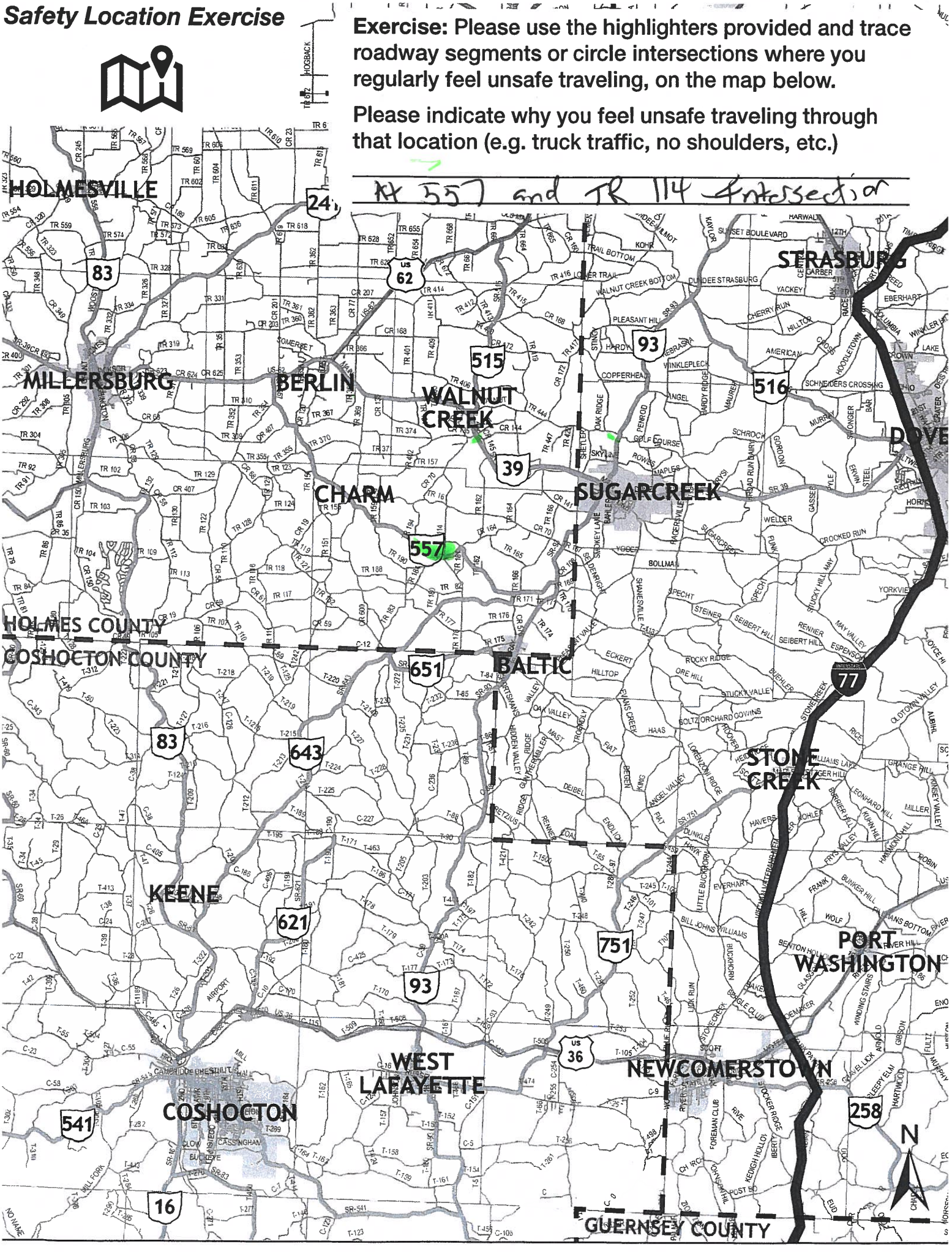


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

At 557 and TR 114 Intersection

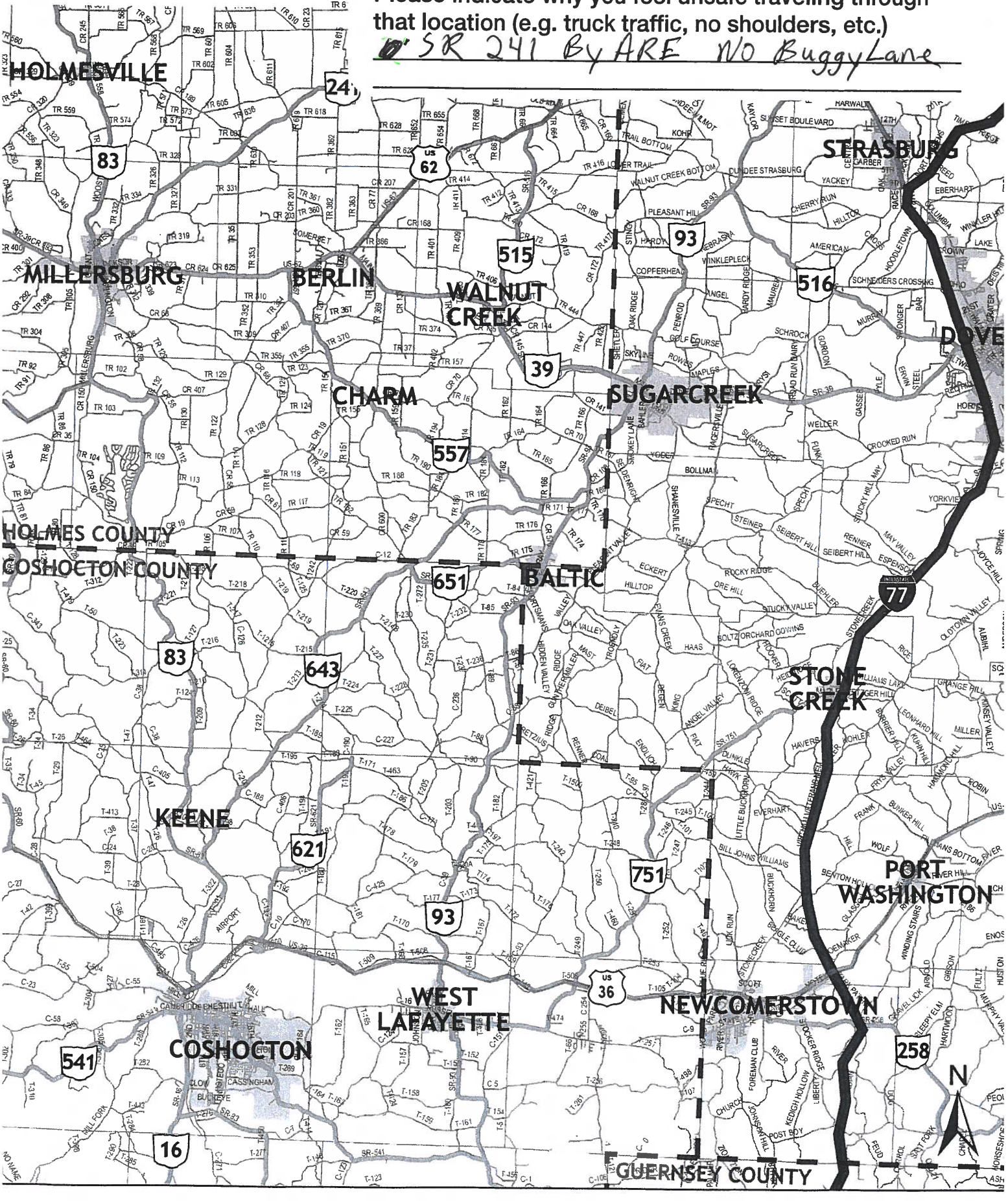


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

1. SR 241 By ARE NO Buggy Lane

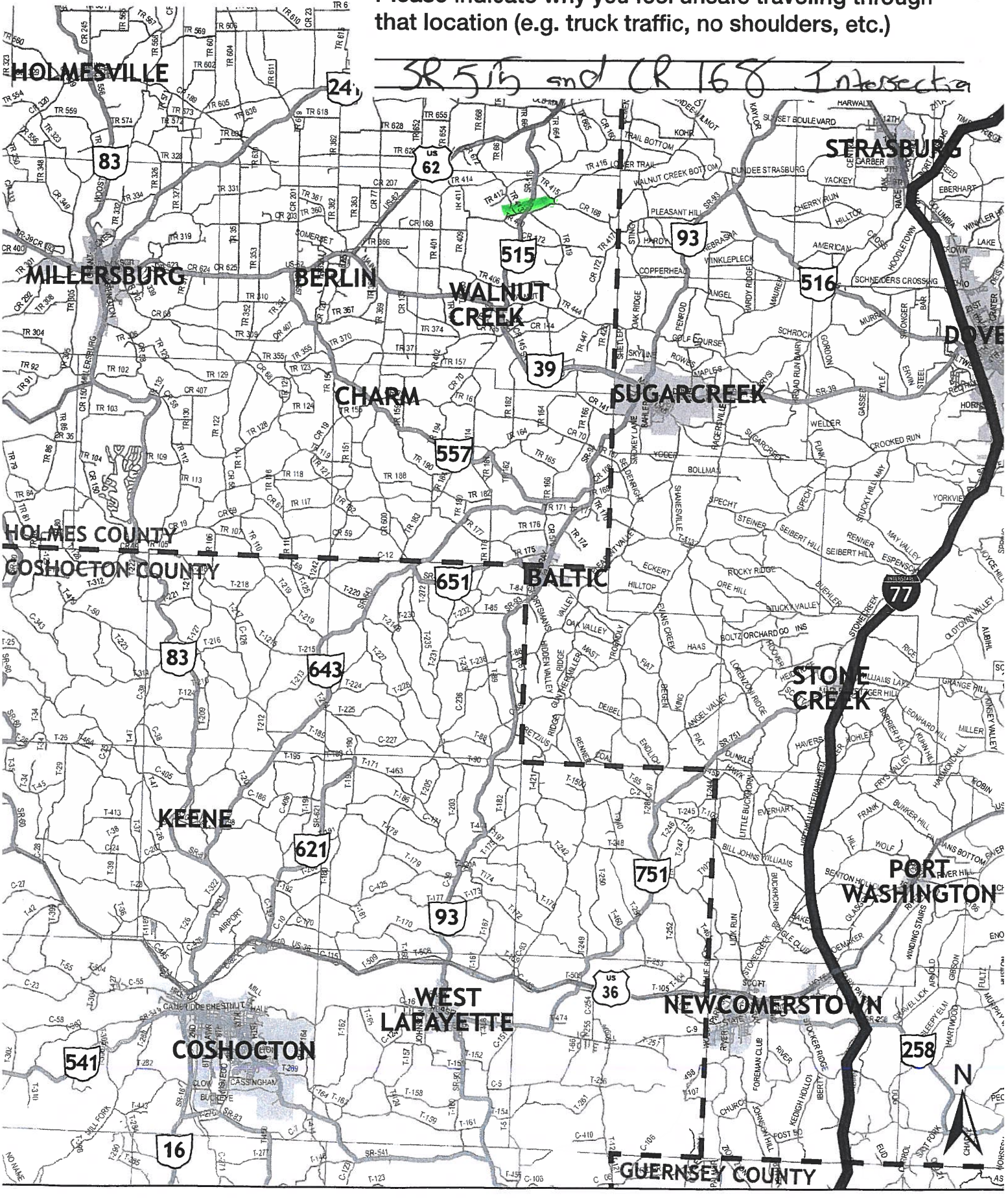


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

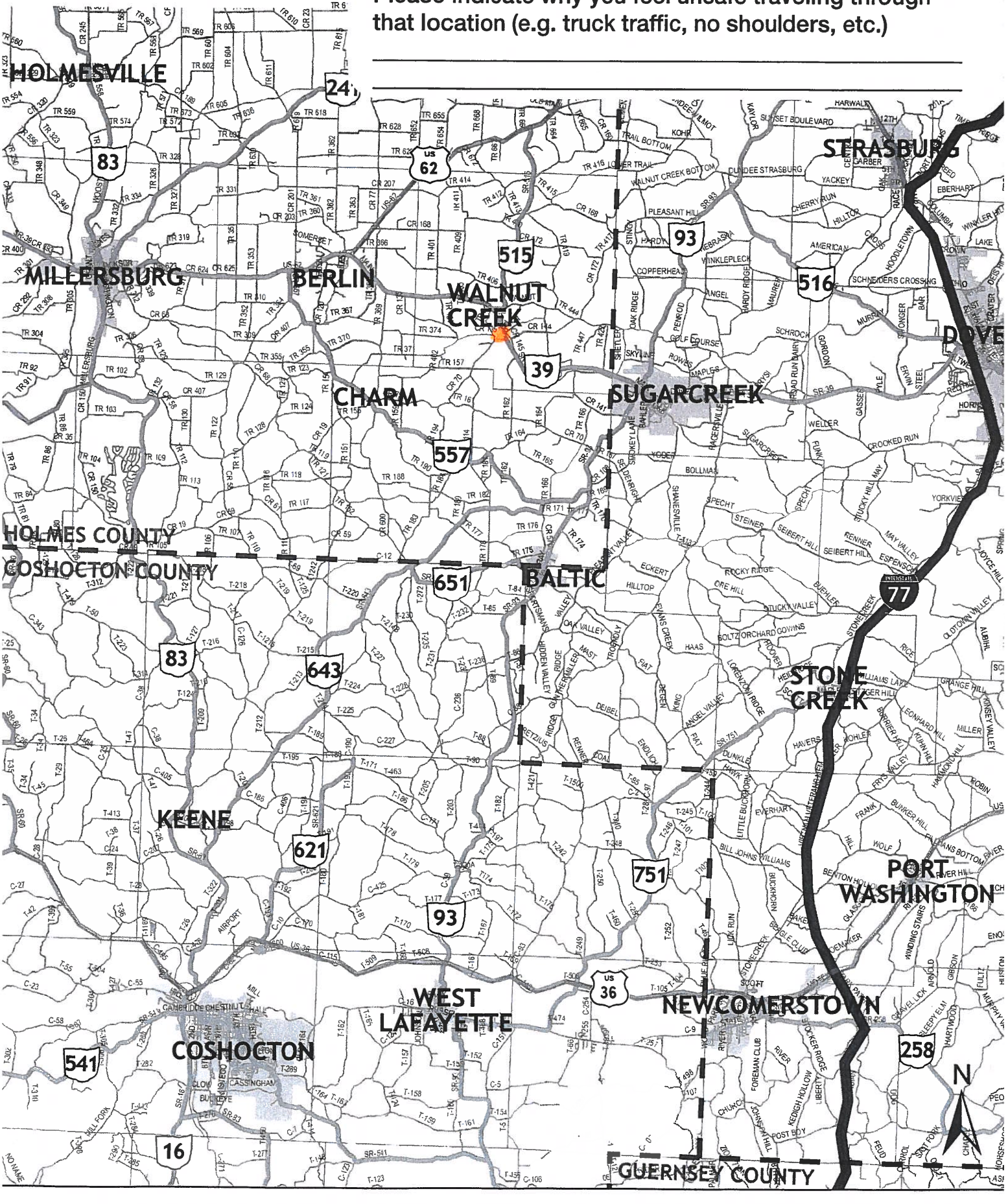
SR 515 and CR 168 Intersection



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



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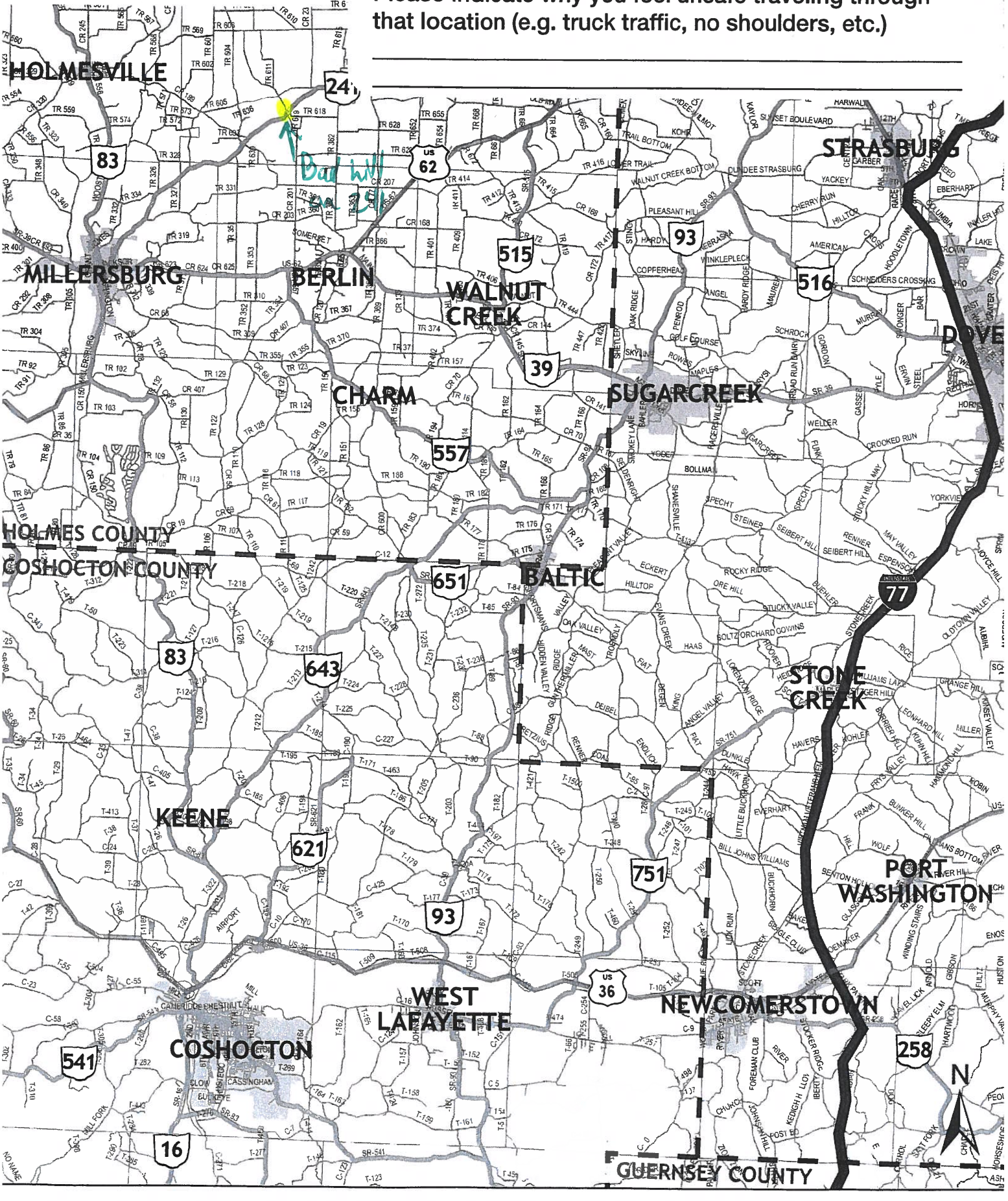


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

to narrow for walking

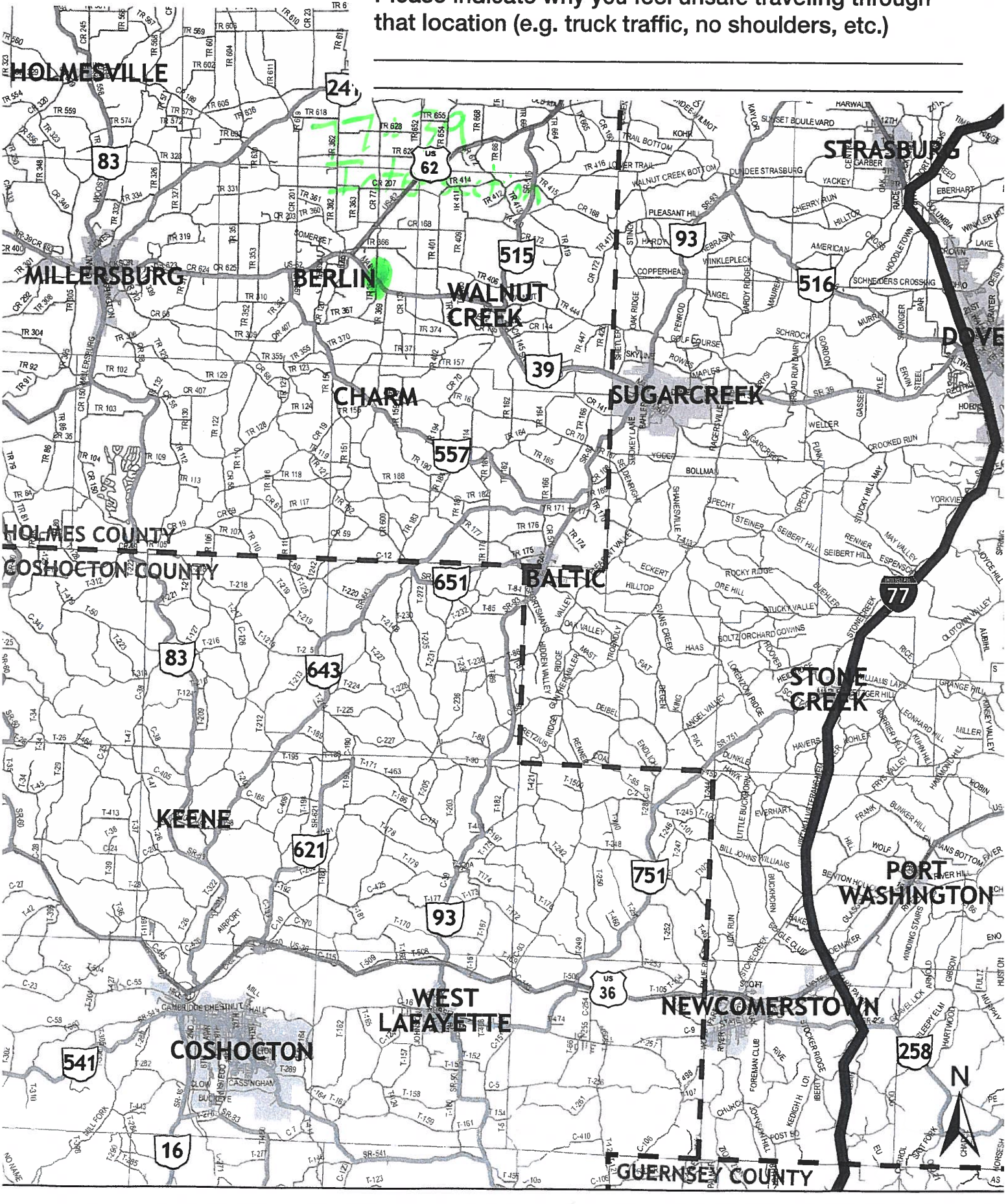
Speeding cars



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

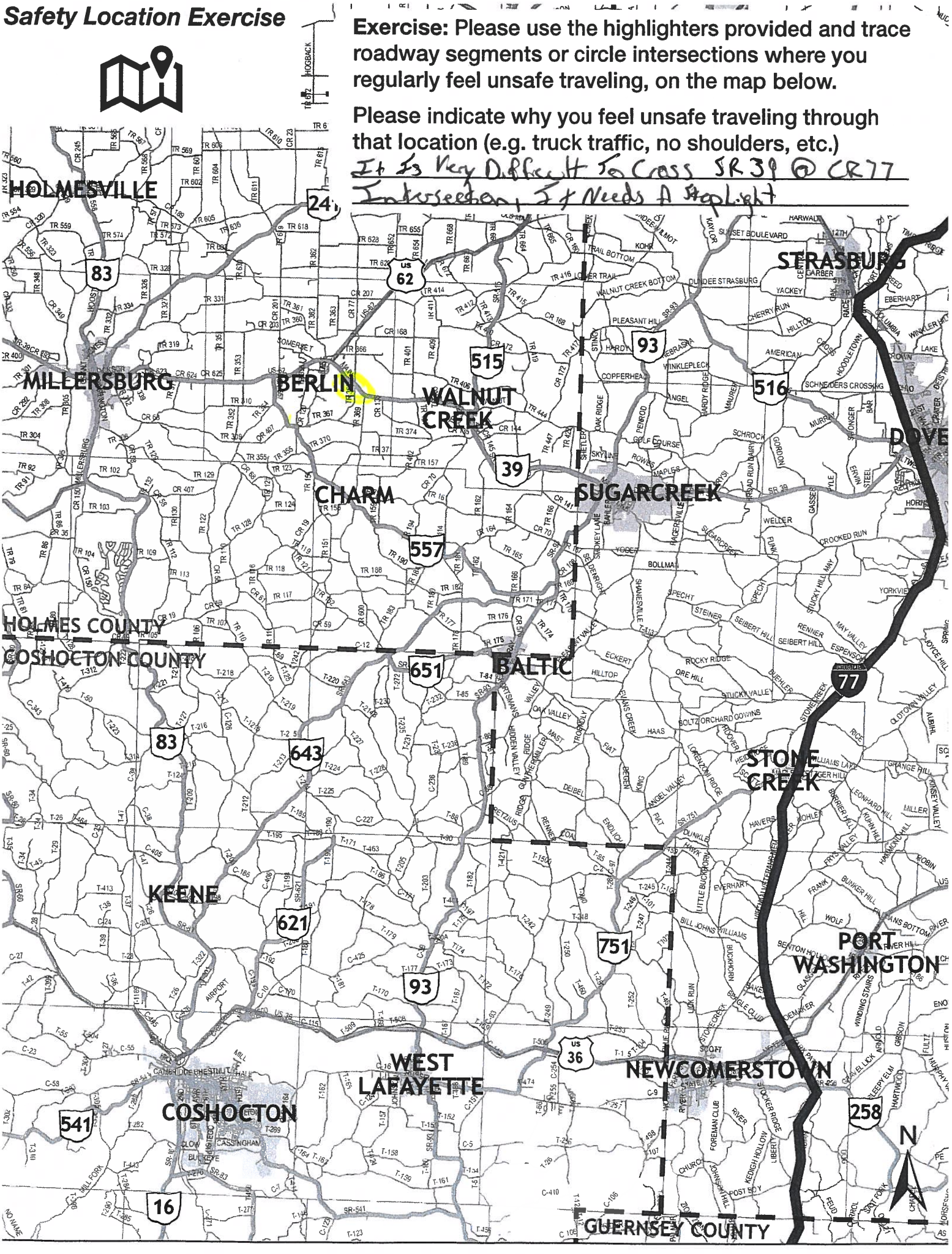


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

It Is Very Difficult To Cross SR 39 @ CR 77 Intersection, It Needs A Stop Light



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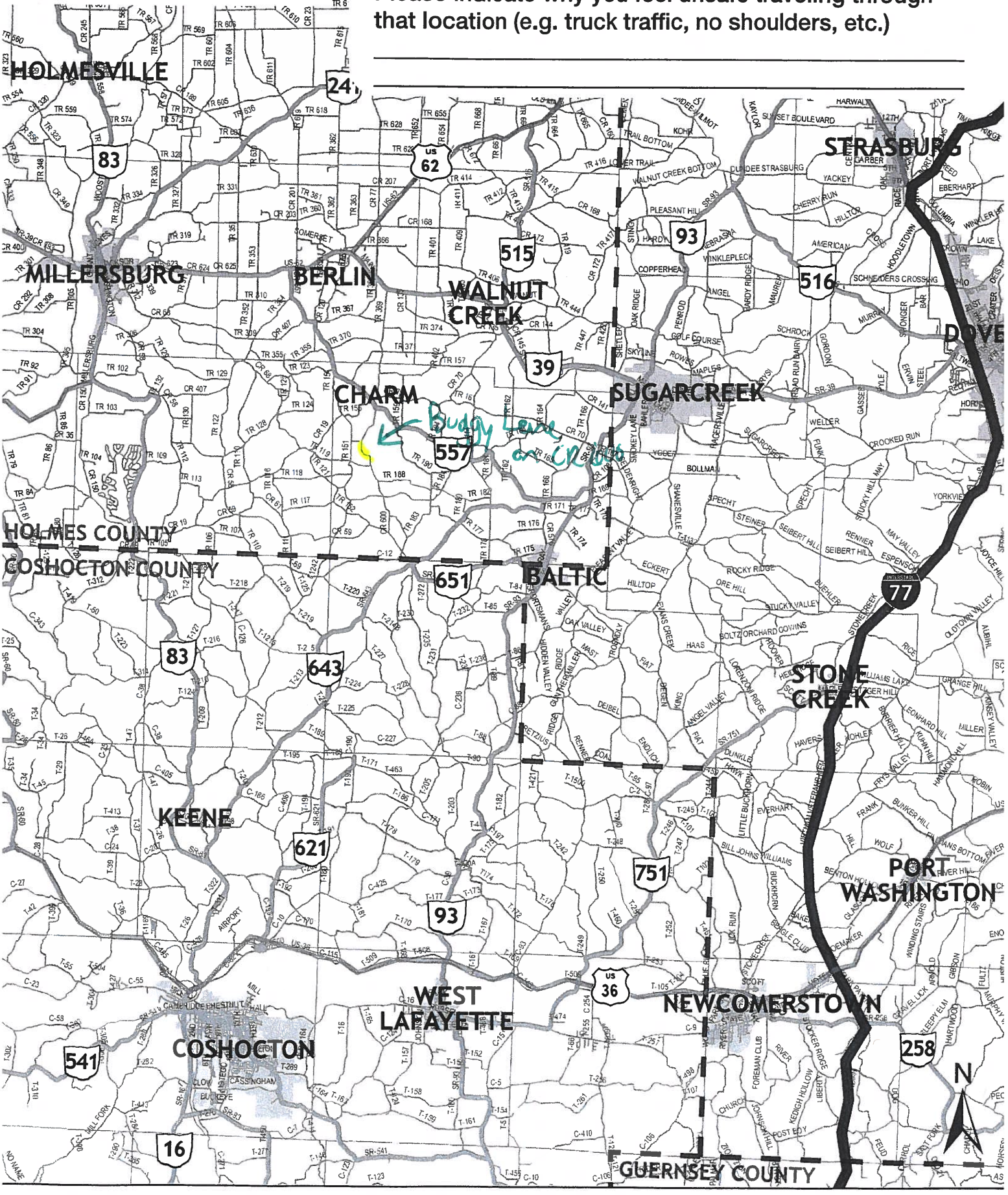

Safety Location Exercise

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Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



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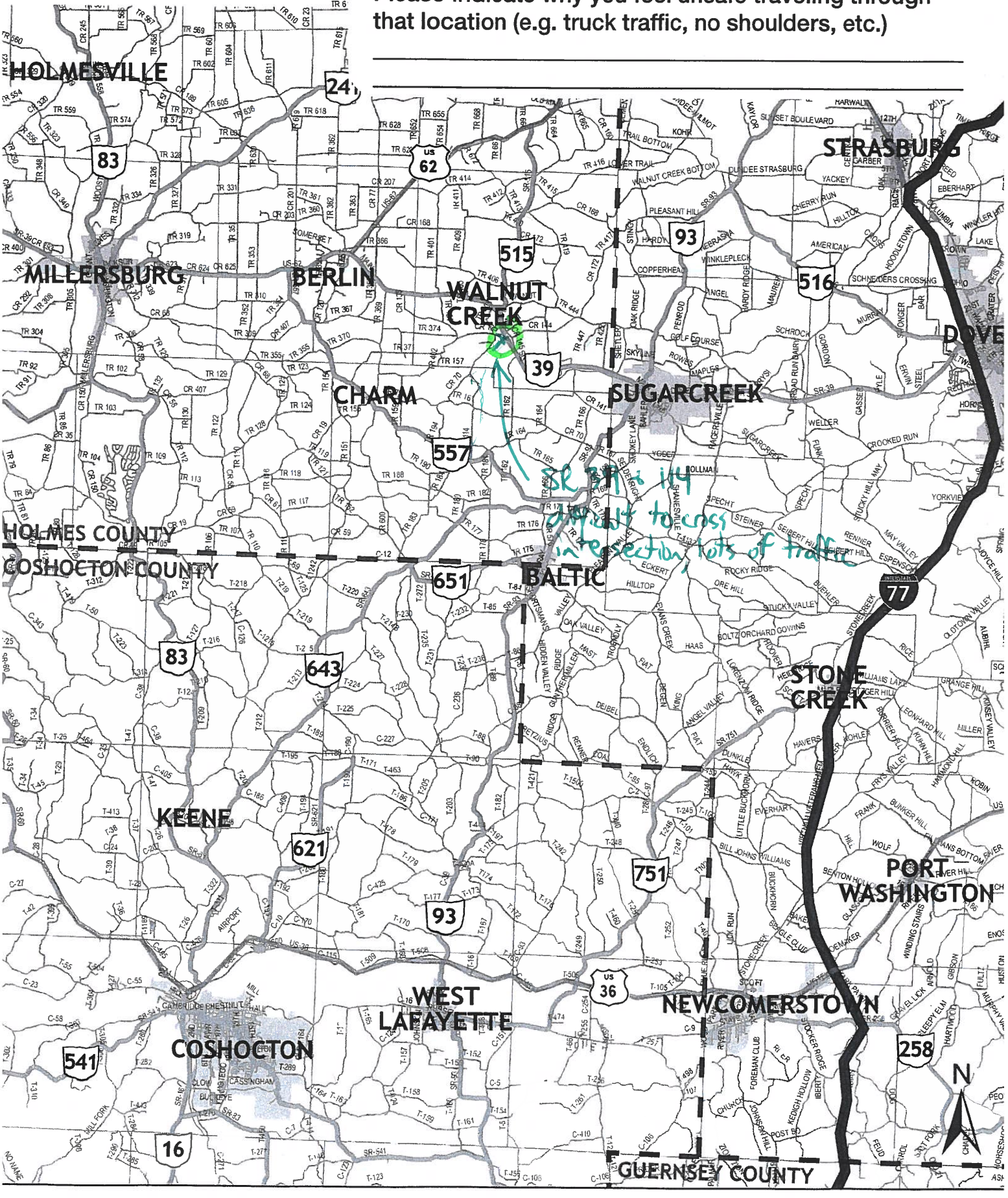
Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



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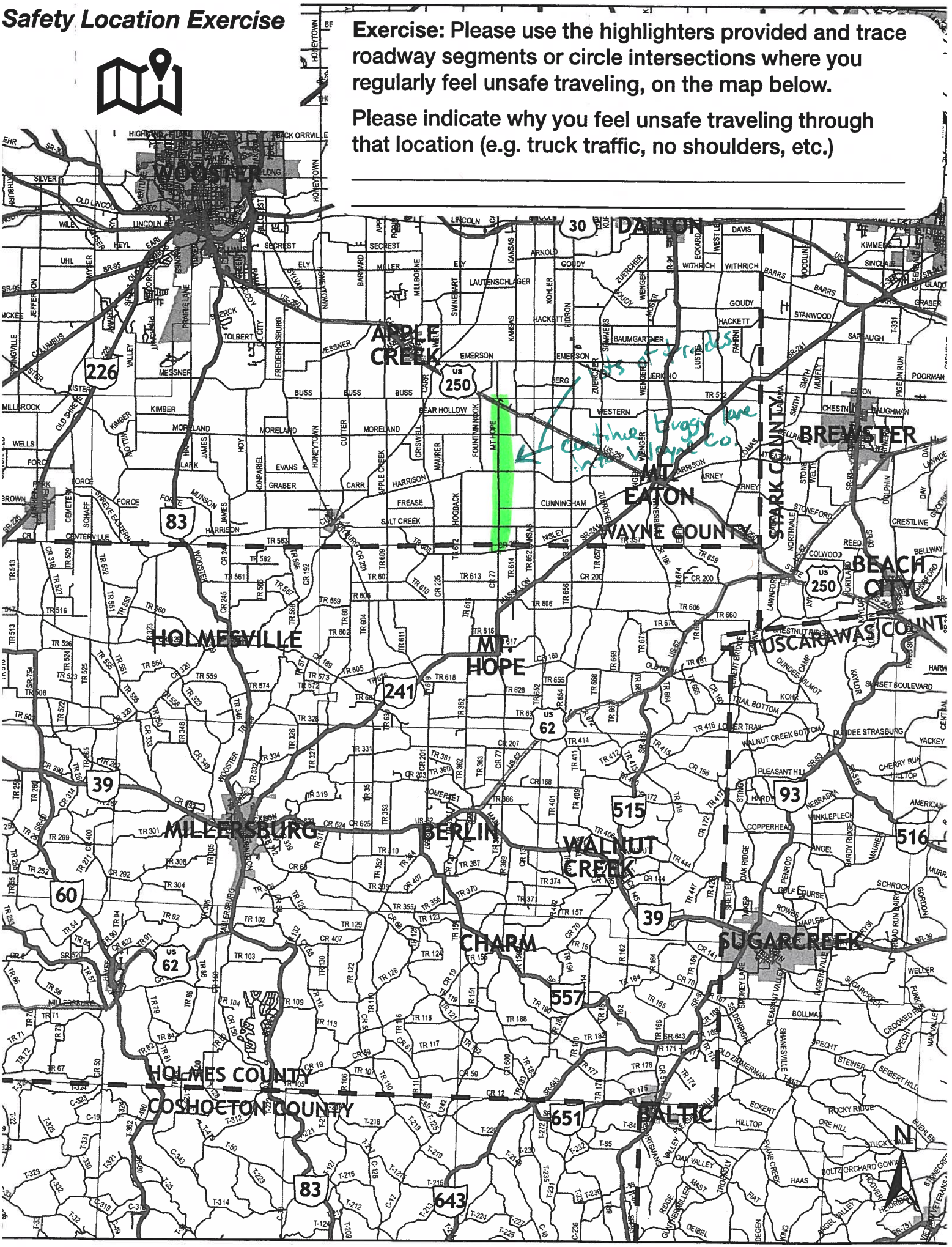

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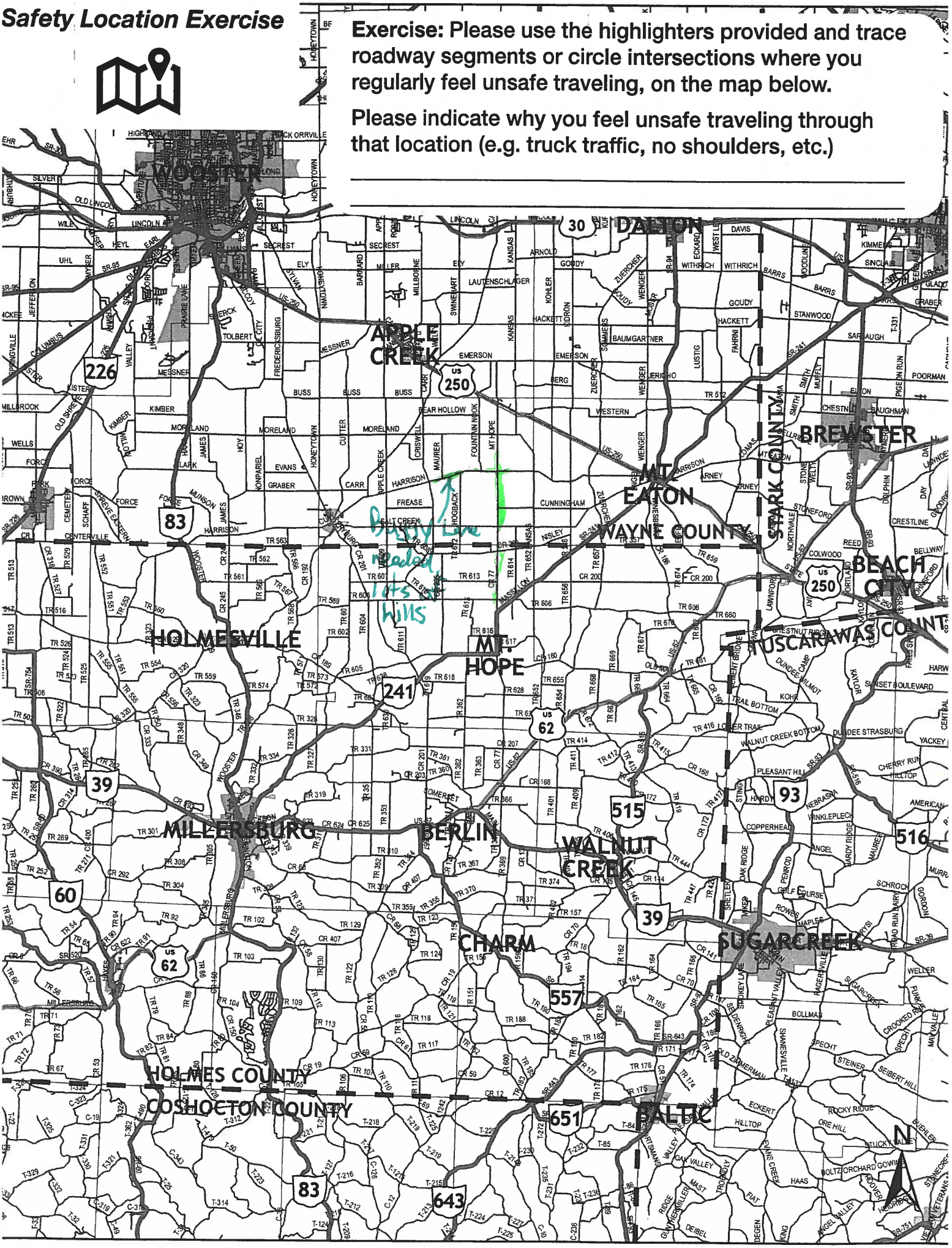
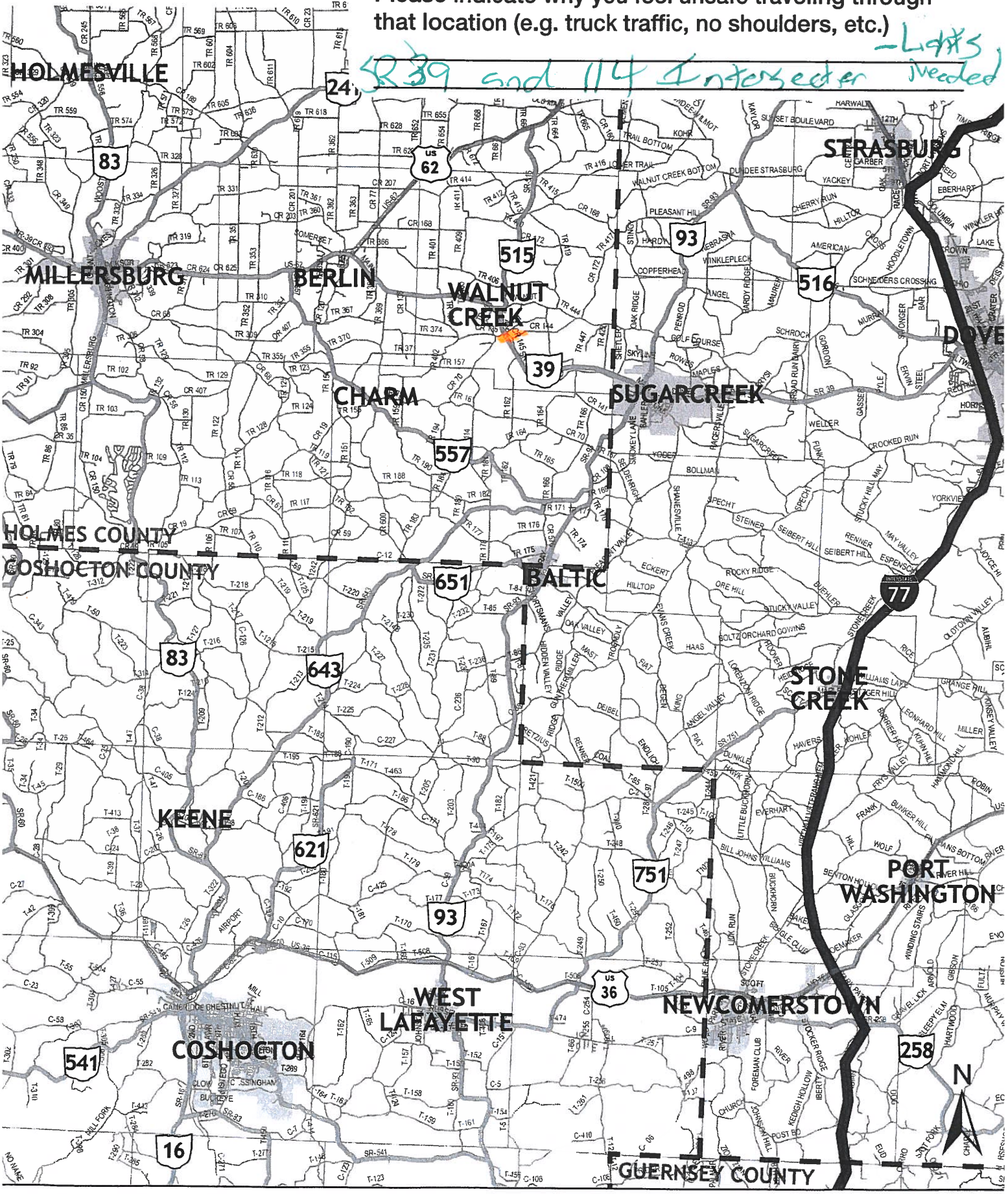


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

SR 39 and 114 Intersection - Lights needed



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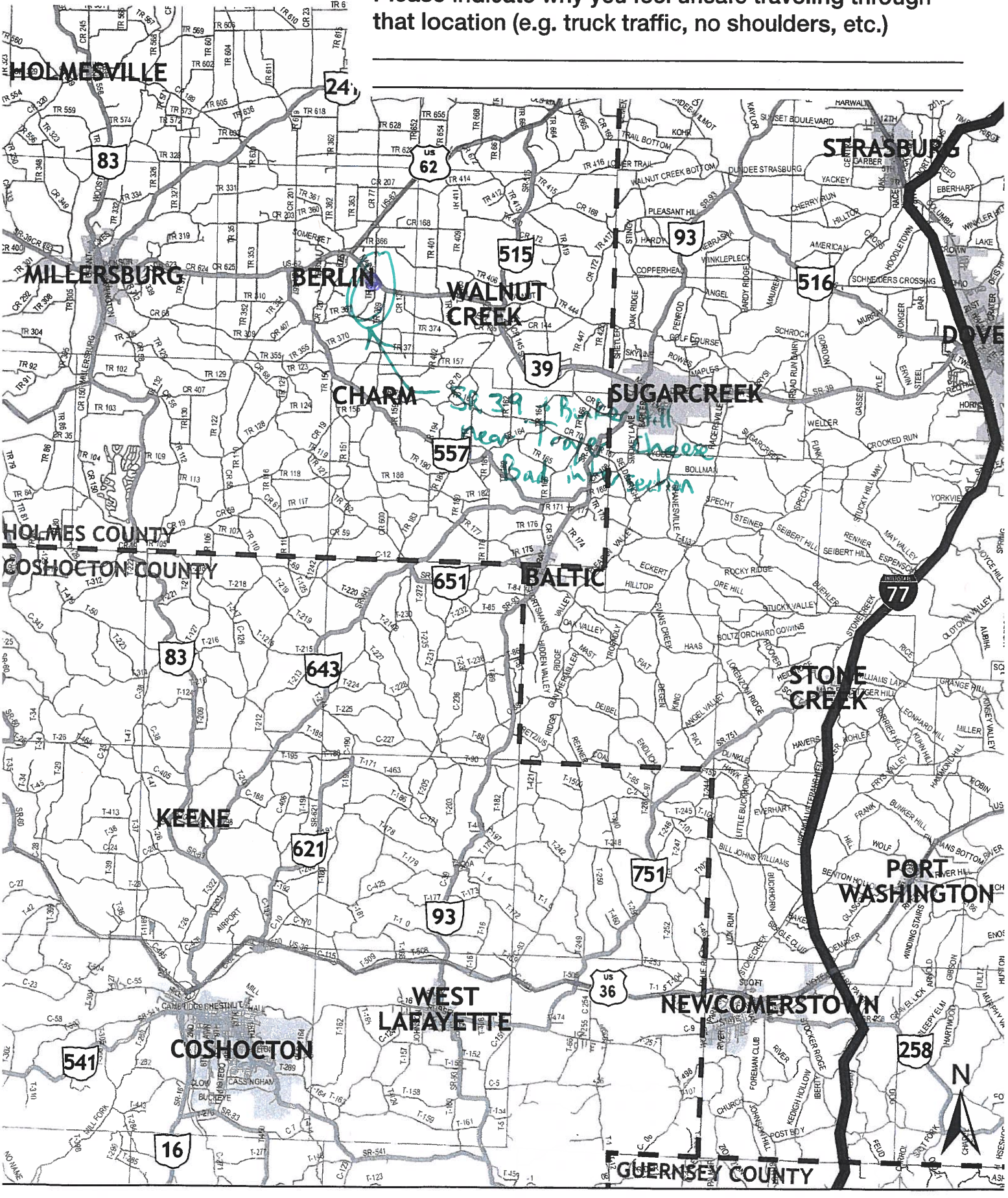
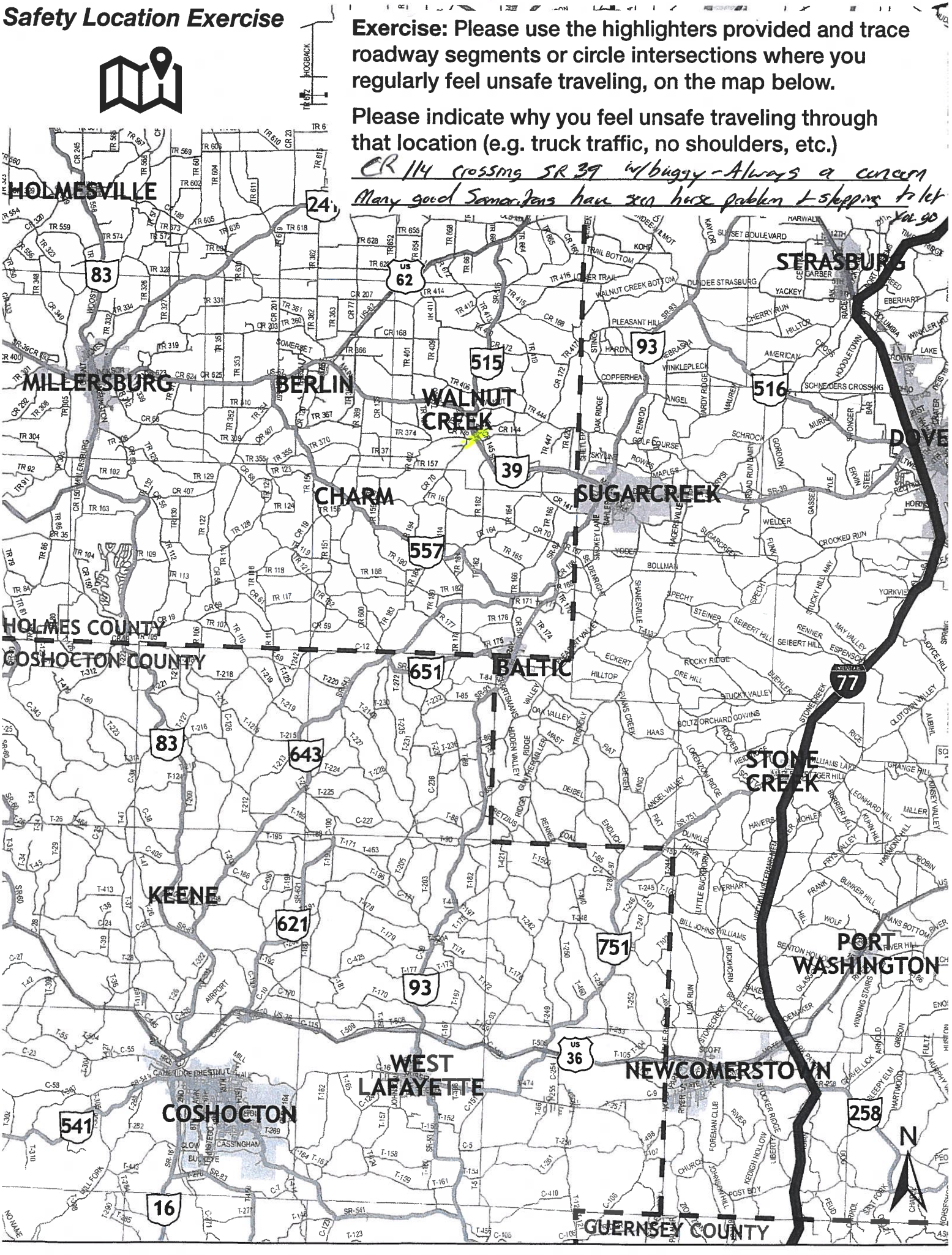


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

CR 114 crossing SR 39 w/buggy - Always a concern
Many good Samaritans have seen horse problem & stopping to help



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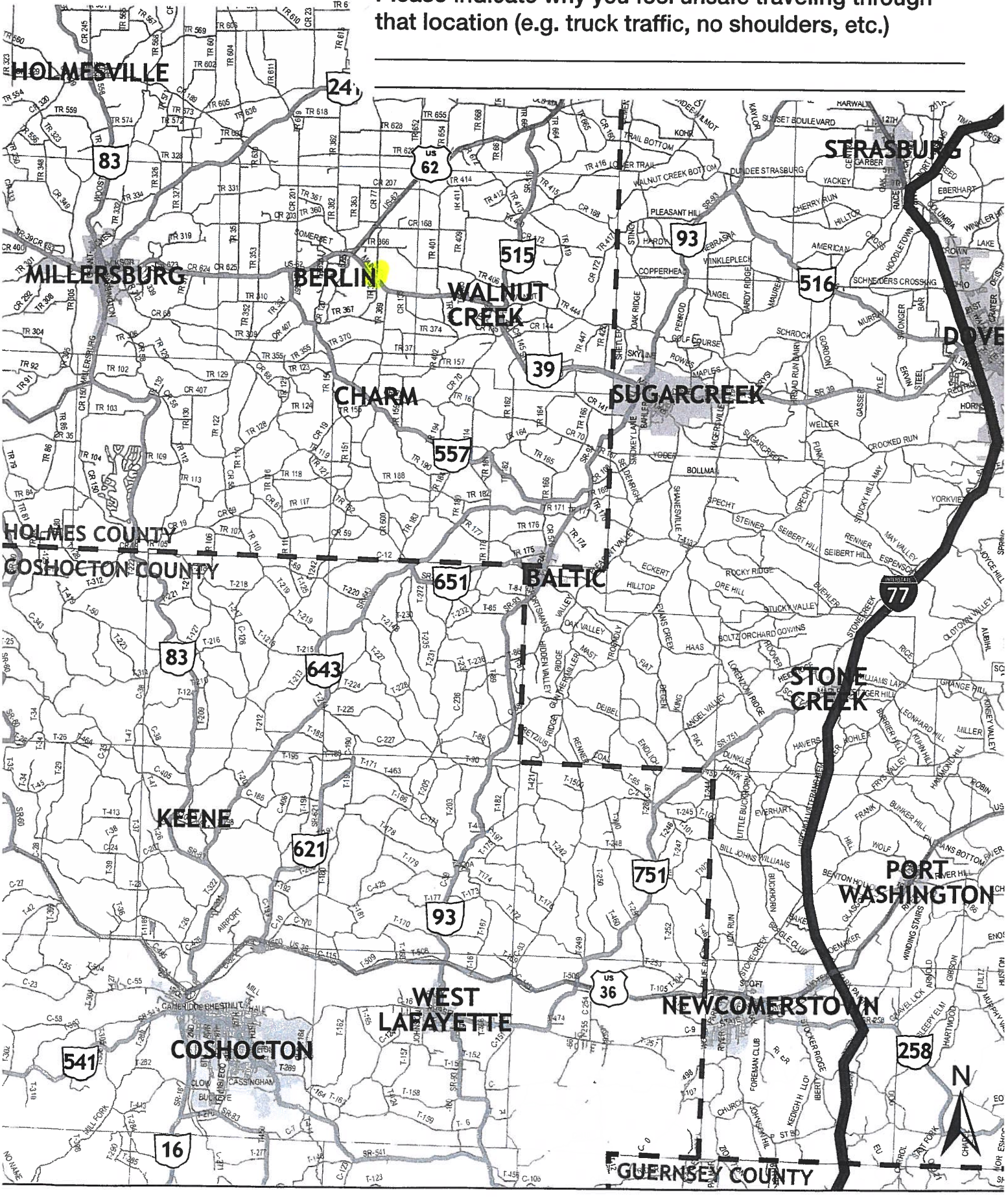
_____

_____



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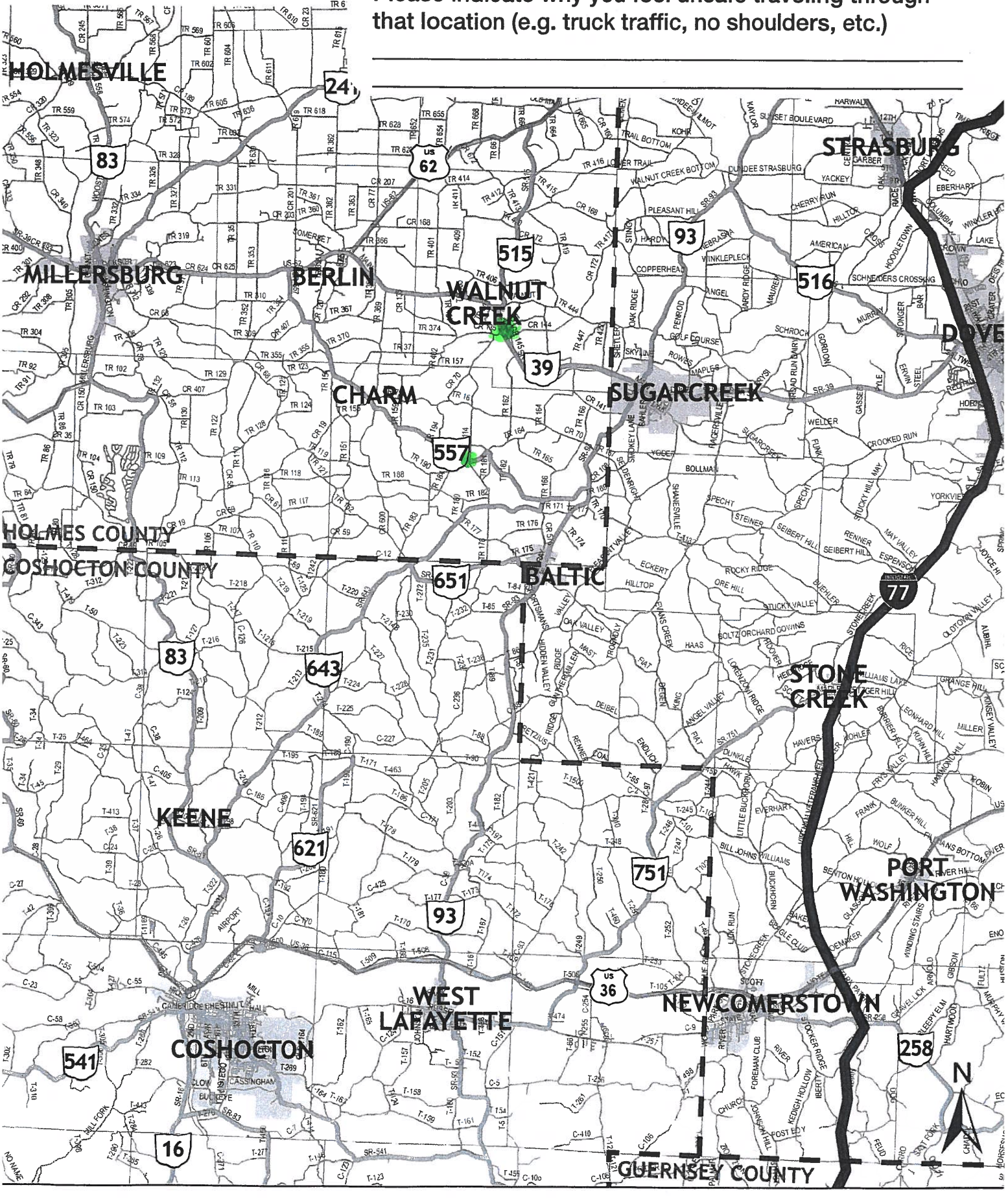

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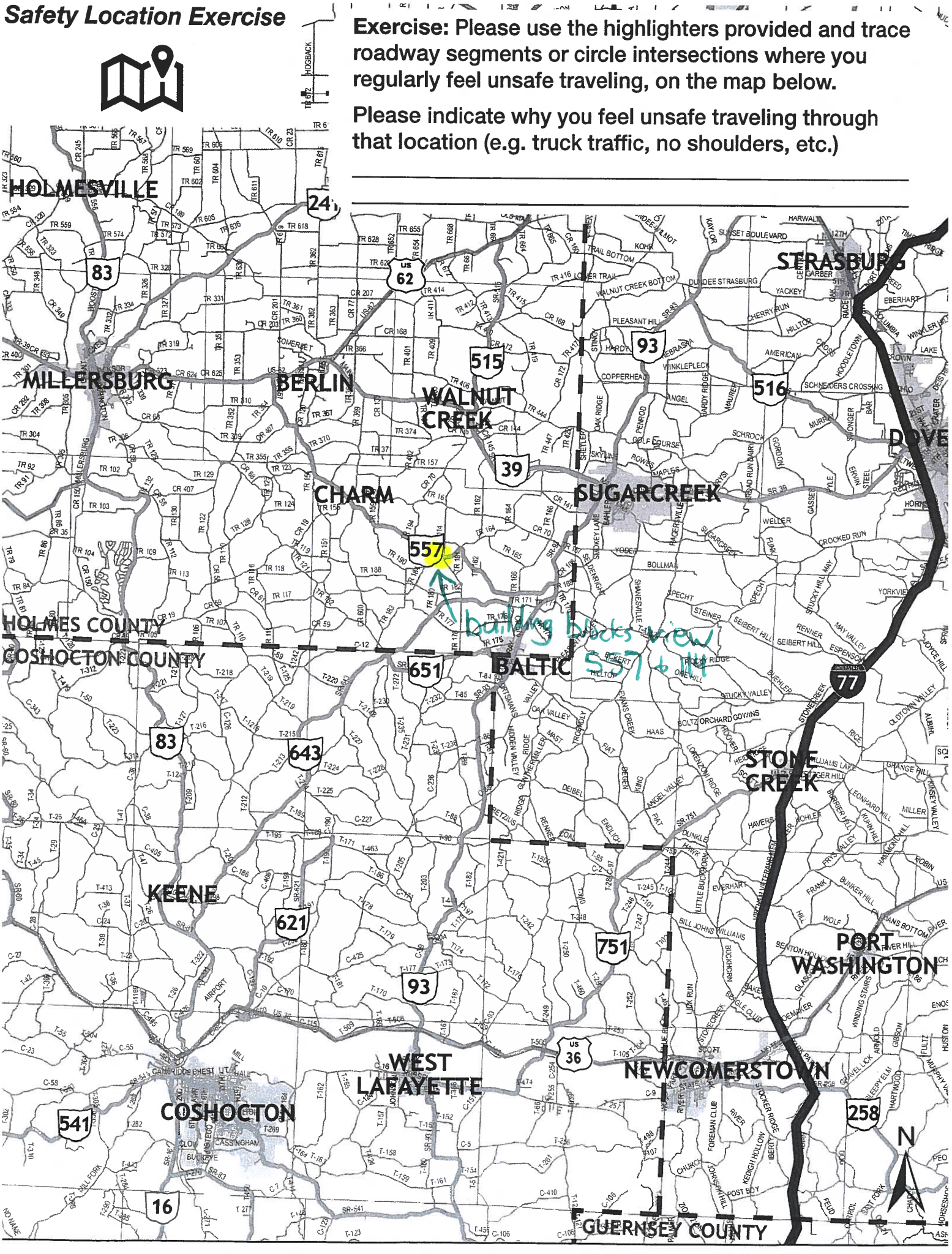

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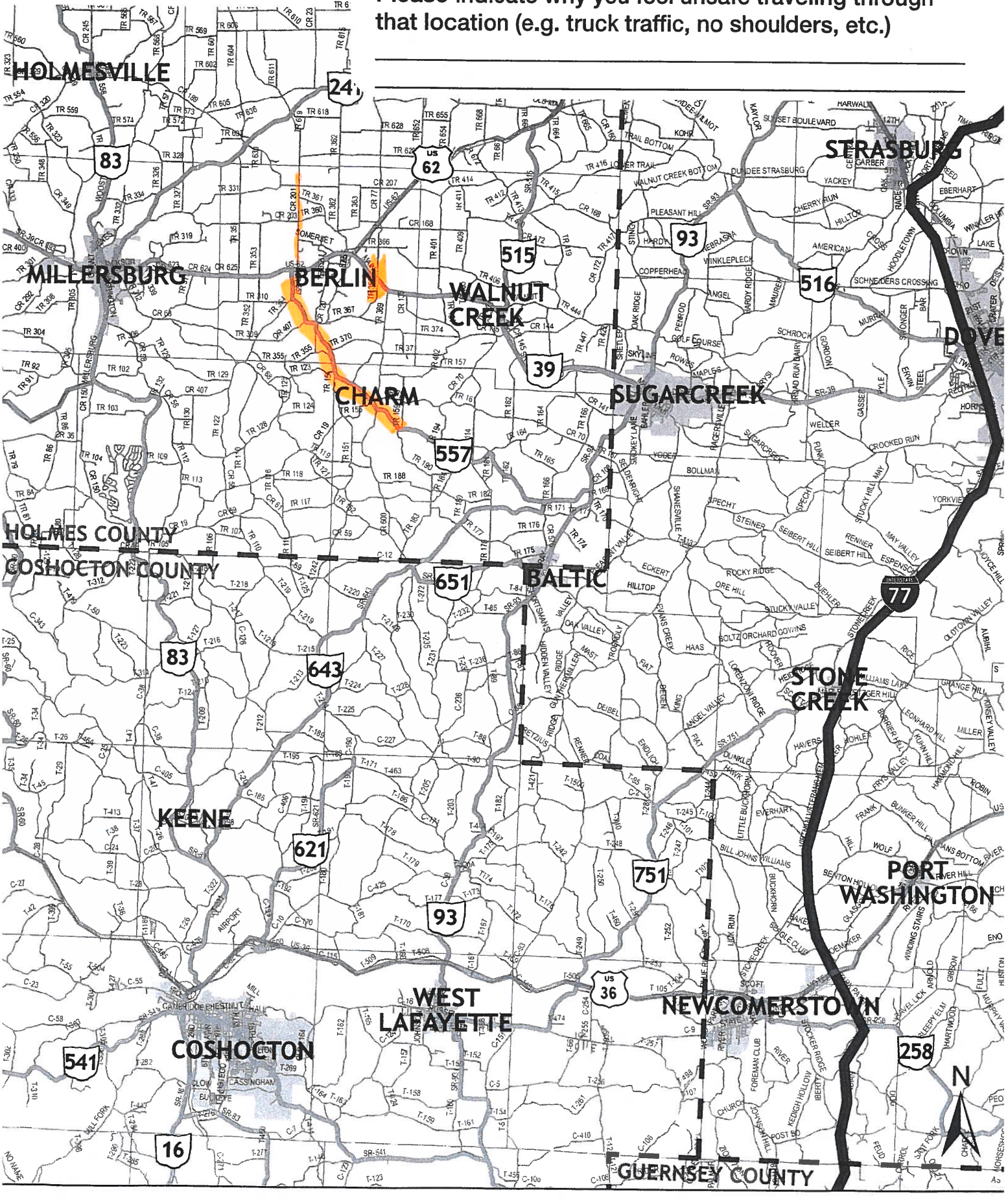
_____

_____



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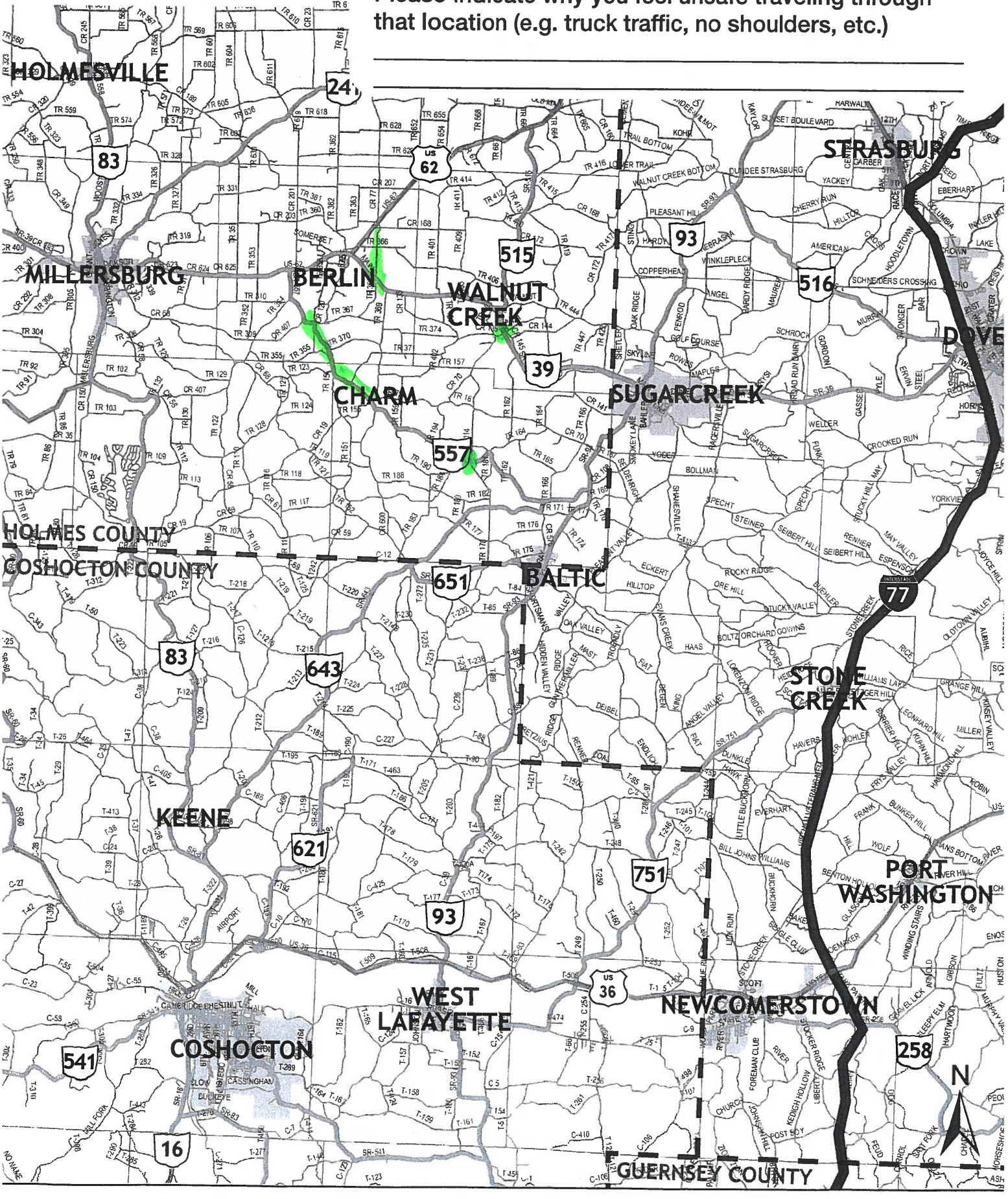
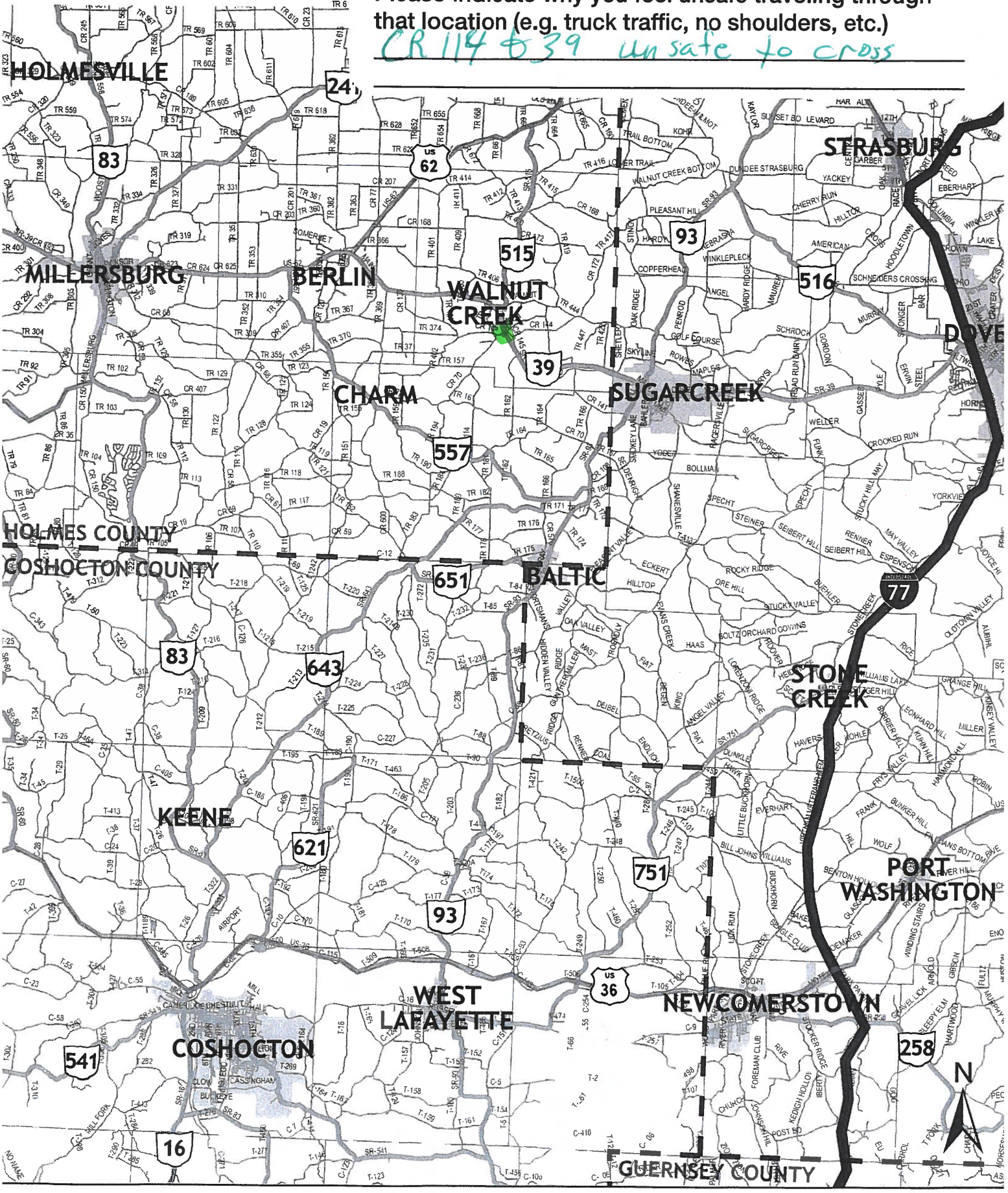


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

CR 114 & 39 unsafe to cross



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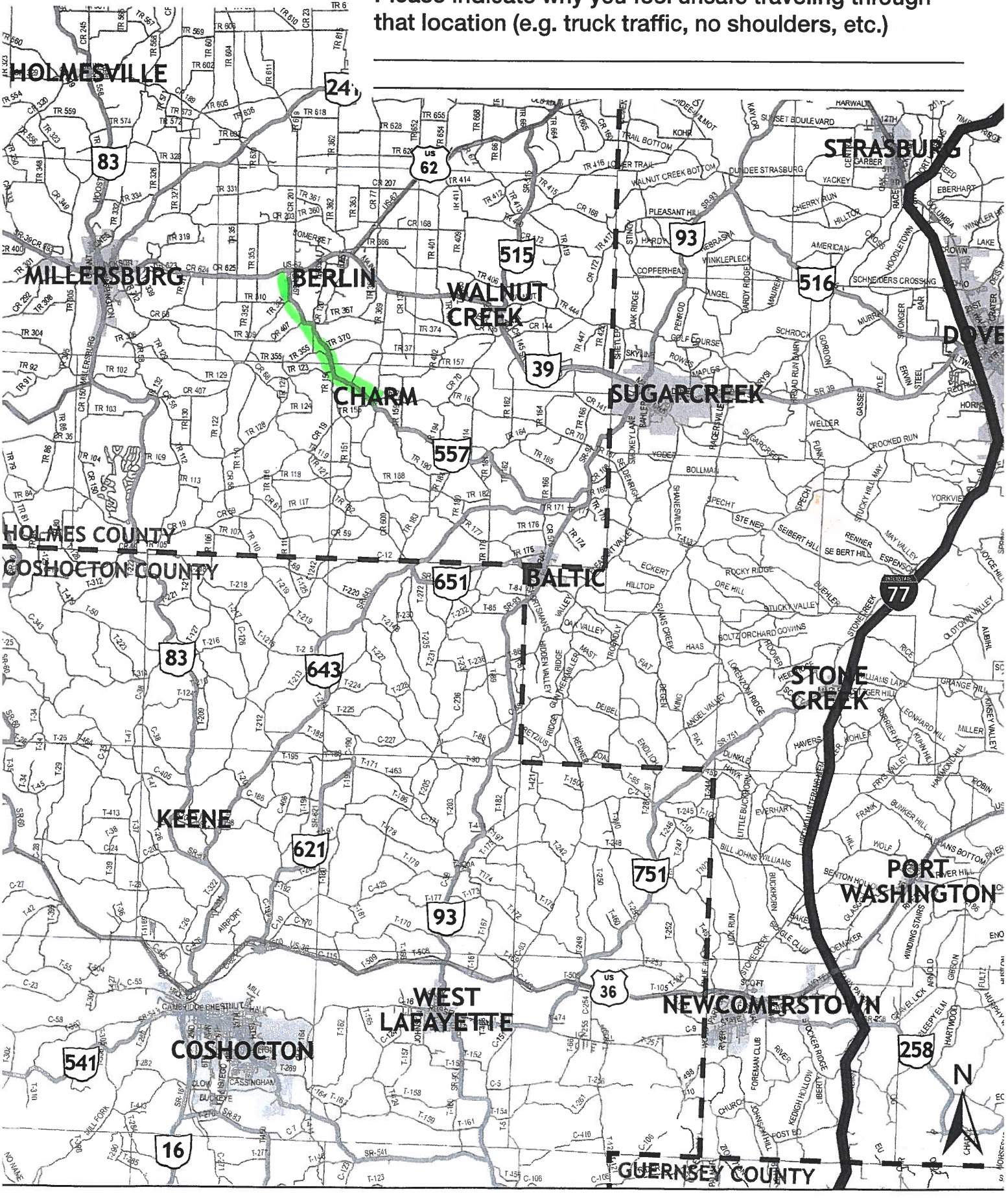

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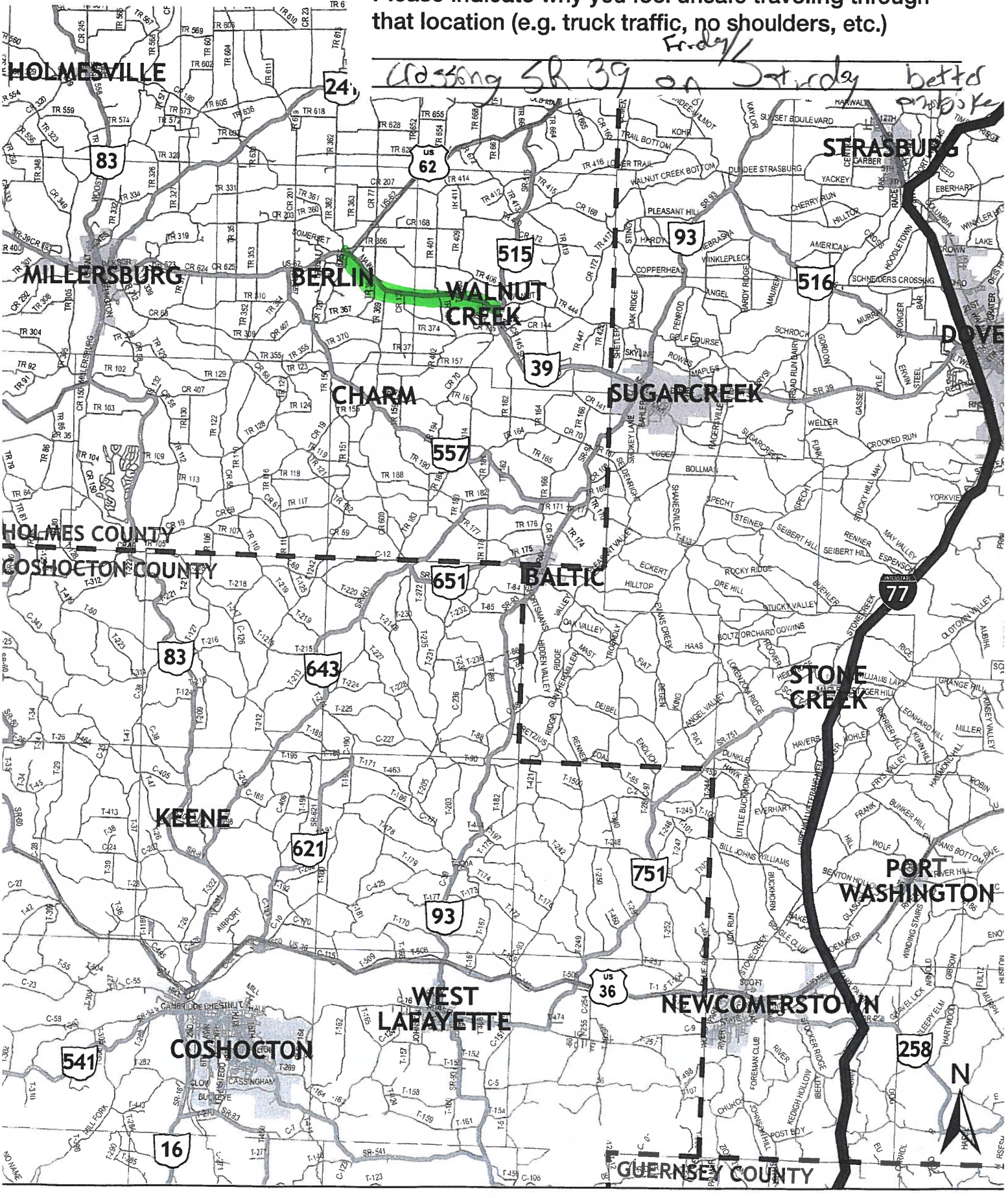
Friday/
Crossing SR 39 on Saturday better



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Caution lights only
SR39 and TR 367 - had to cross

Project next year

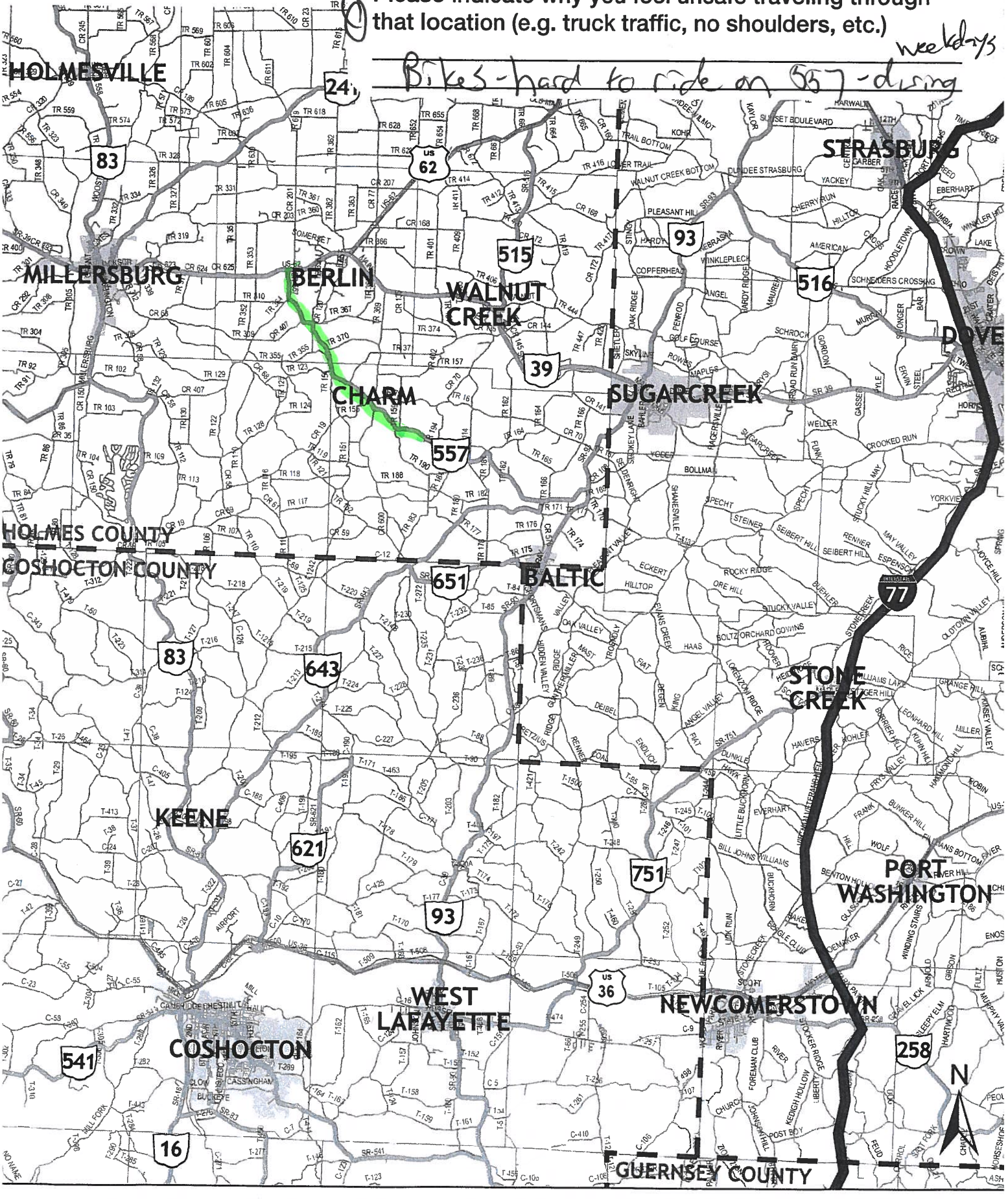


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Bikes - hard to ride on 557 - during weekdays



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

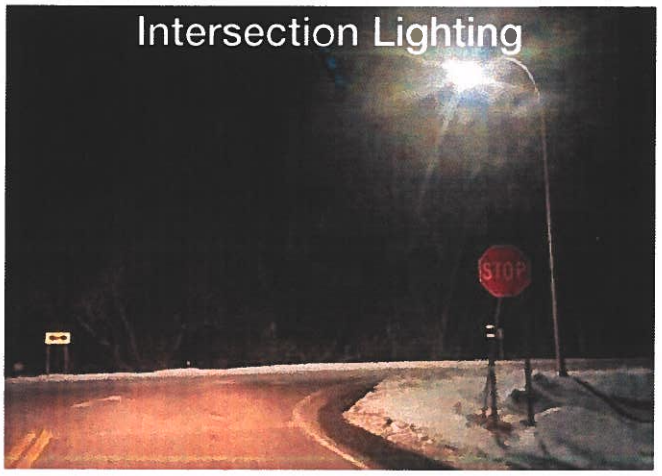
Upgrade Signage

Buggy ***Walk/Bike***

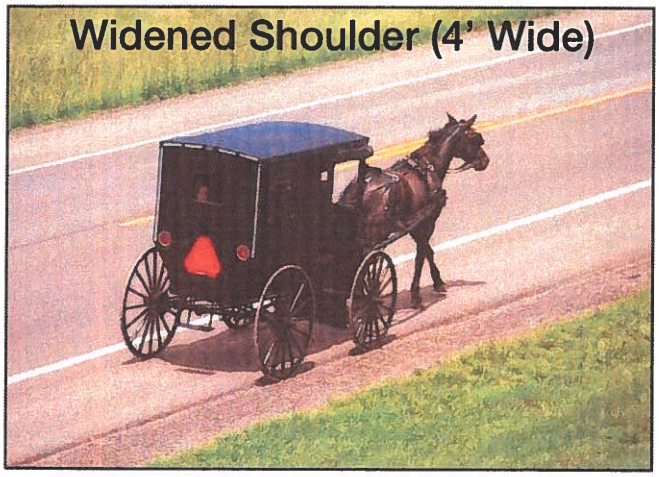




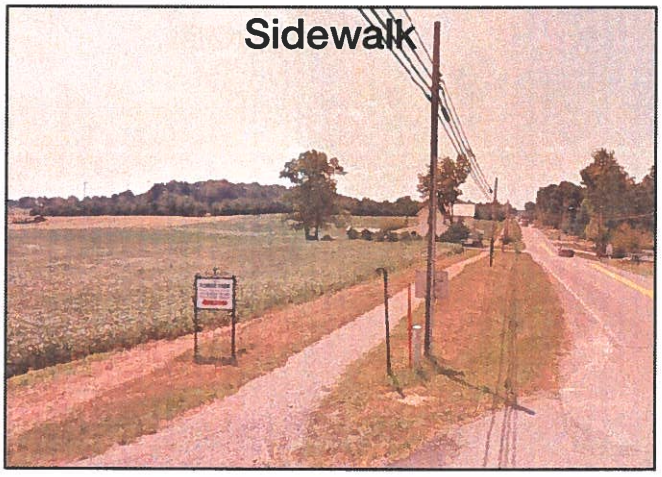
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

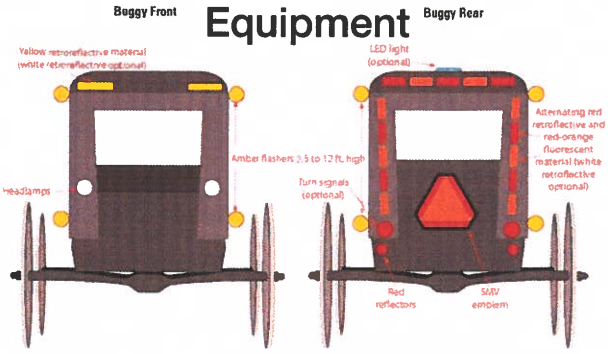


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy Lane 8' wide on 557

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

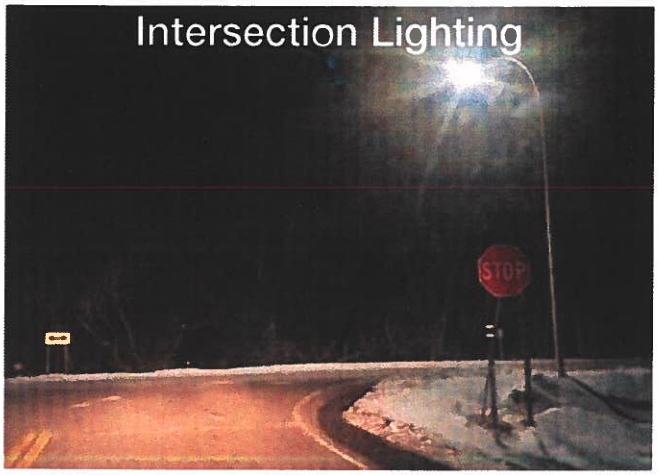
Upgrade Signage

Buggy ***Walk/Bike***

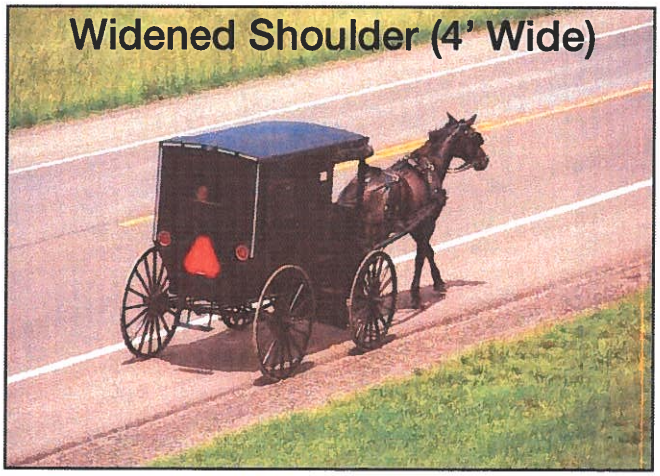




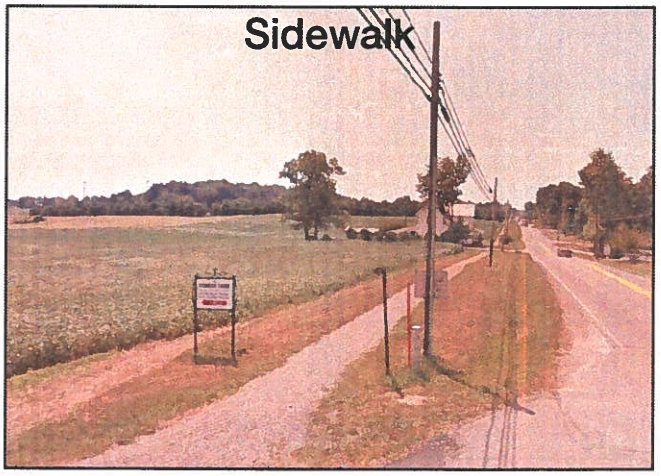
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

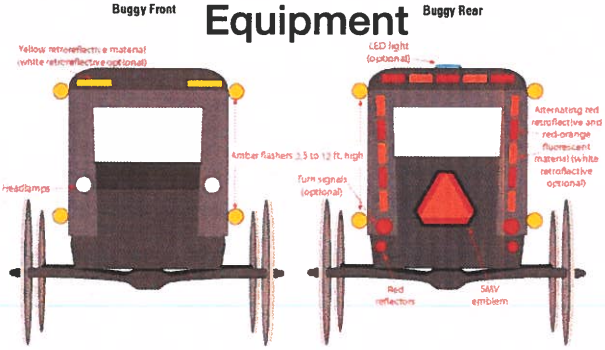


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Buggy lanes should be wider

Improvements Exercise

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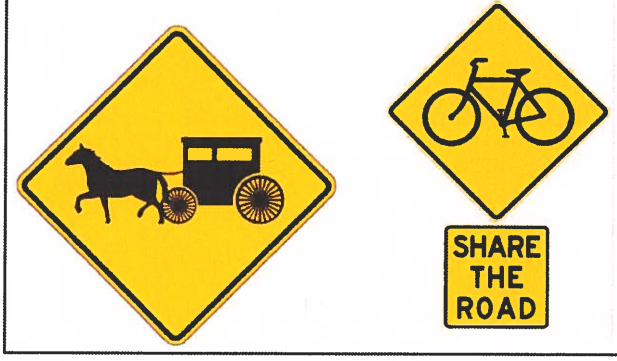
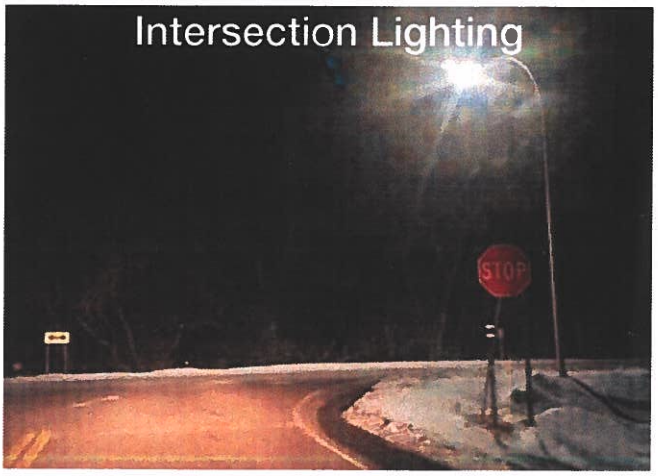
Upgrade Signage

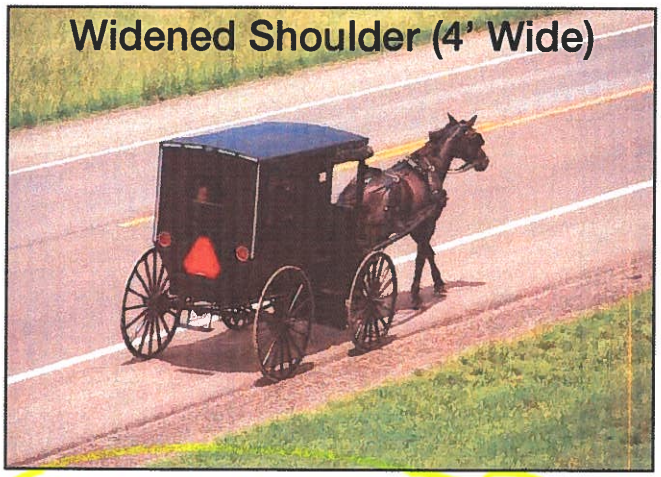
Buggy ***Walk/Bike***



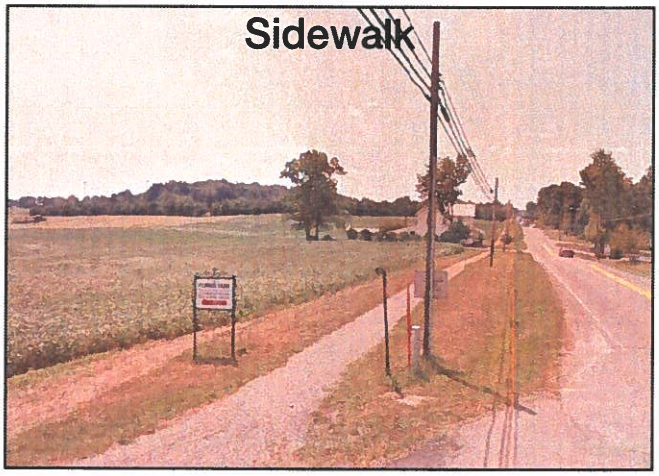
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

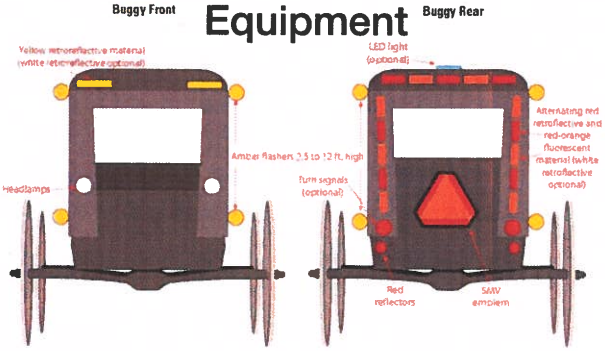


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

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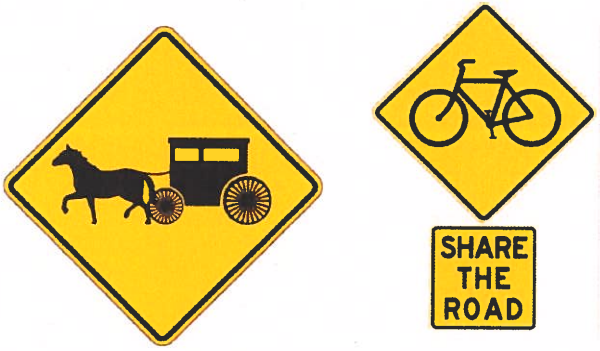
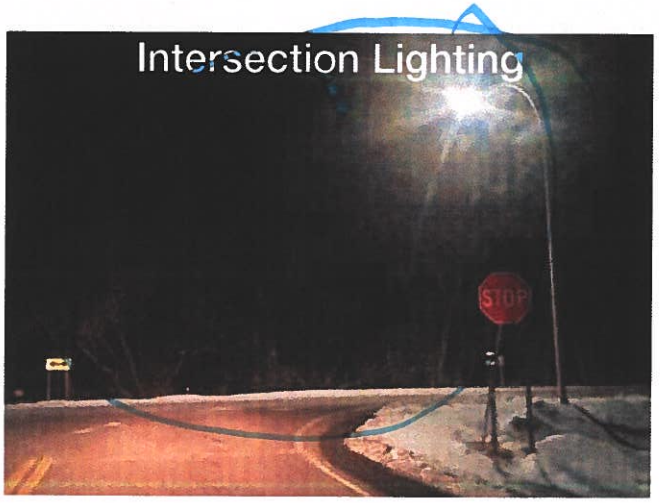
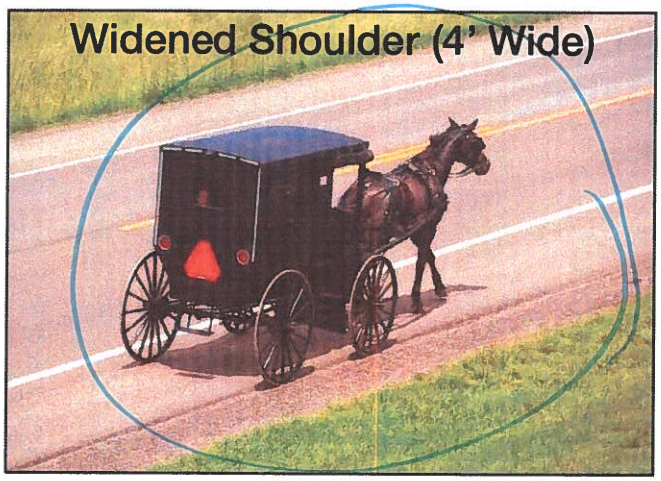
Buggy ***Walk/Bike***



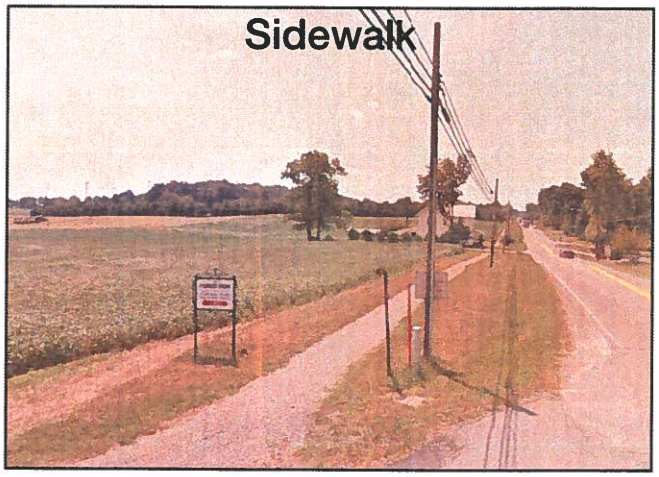
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

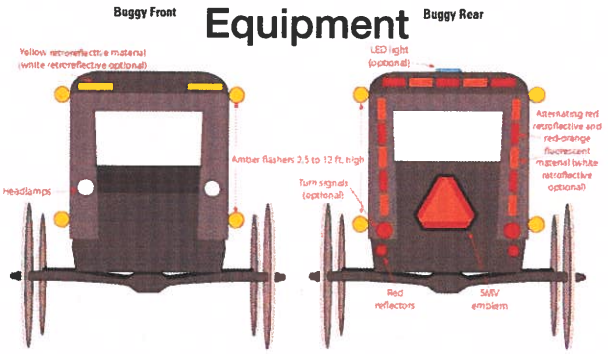


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

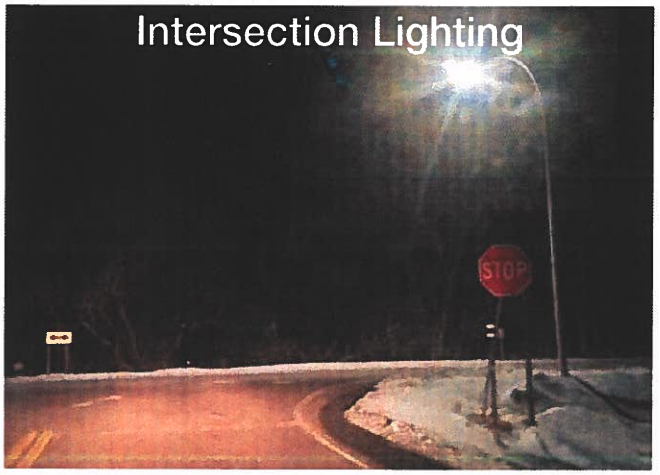
Upgrade Signage

Buggy ***Walk/Bike***

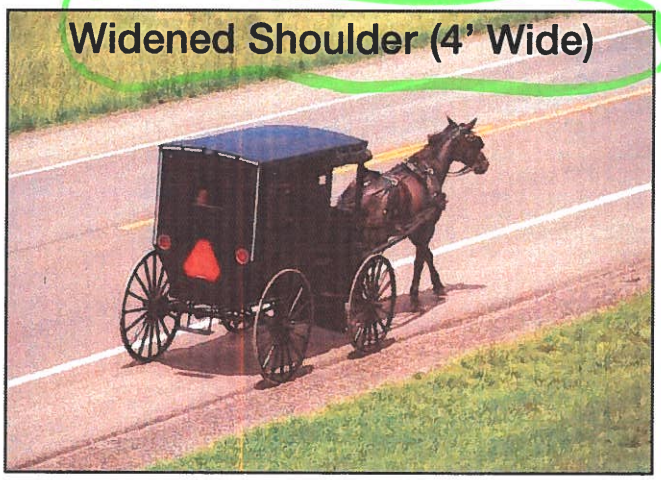




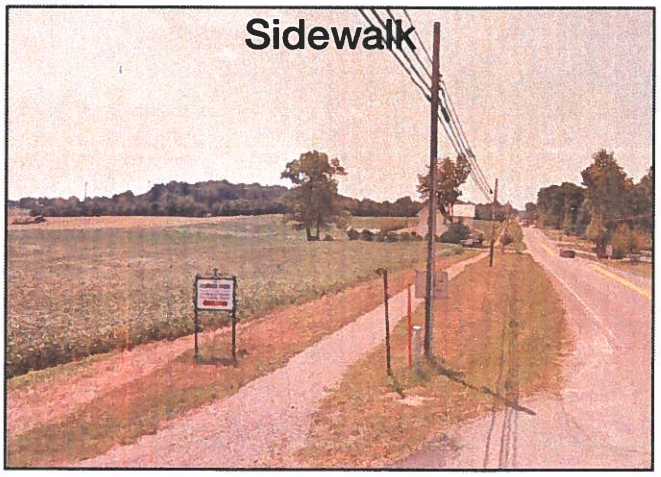
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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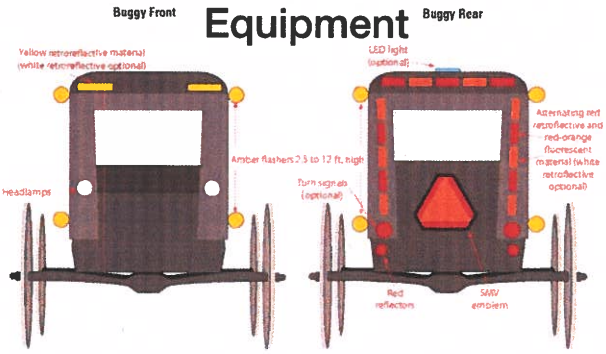

Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

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Upgrade Signage

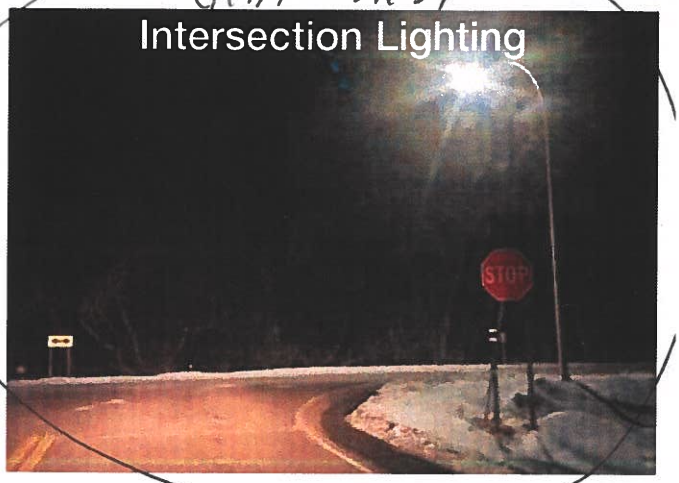
Buggy ***Walk/Bike***





CR 114 SR 39

Intersection Lighting



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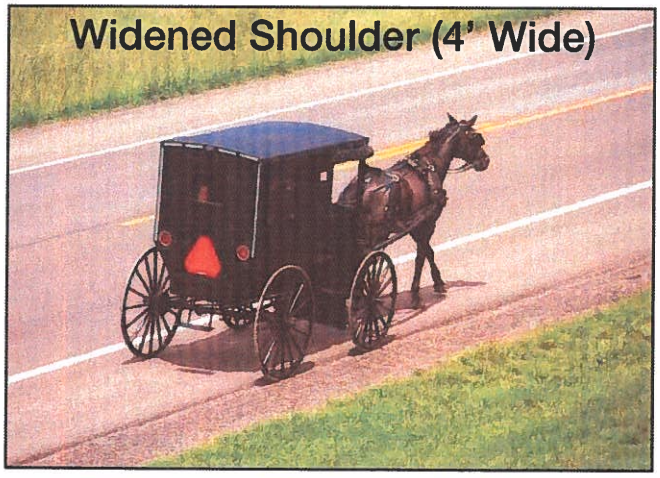
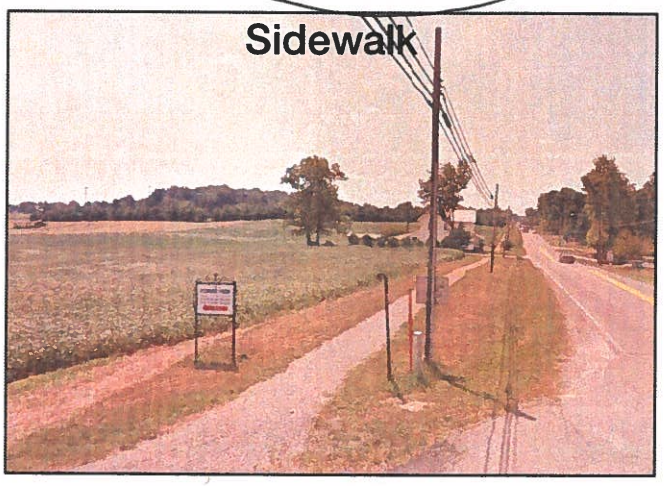


Sidewalk



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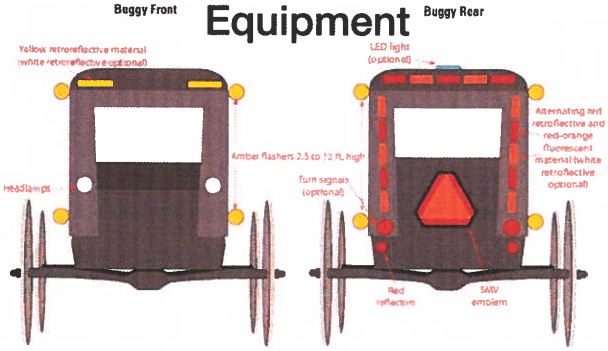

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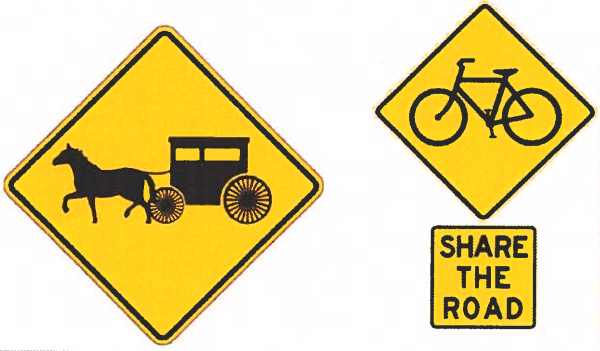
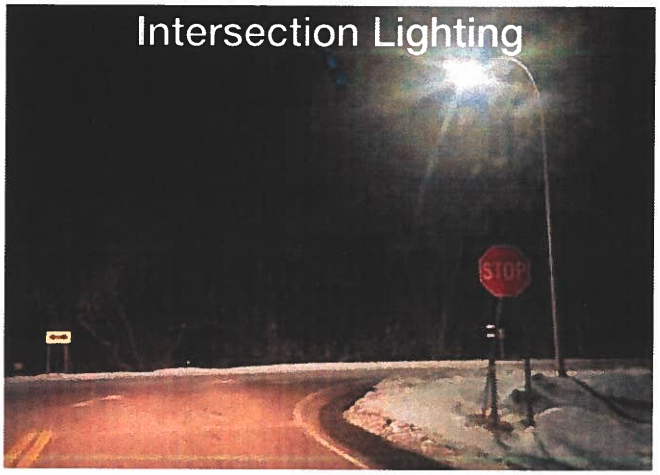
Upgrade Signage

Buggy ***Walk/Bike***



Intersection Lighting



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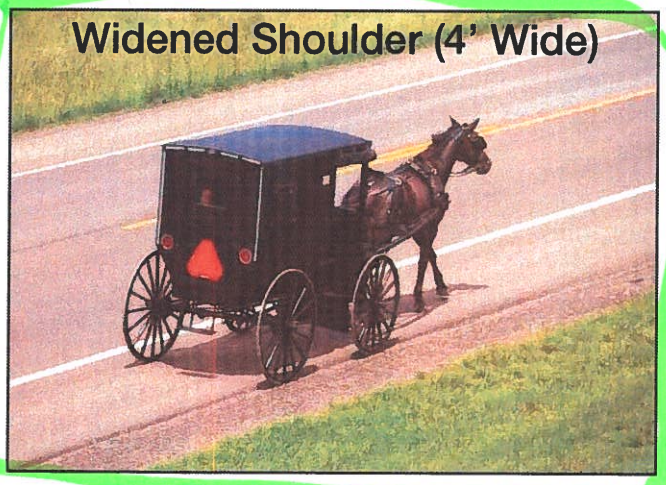
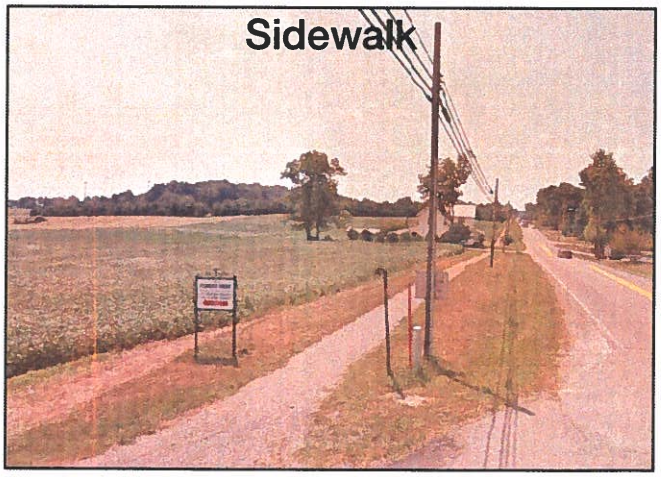


Sidewalk



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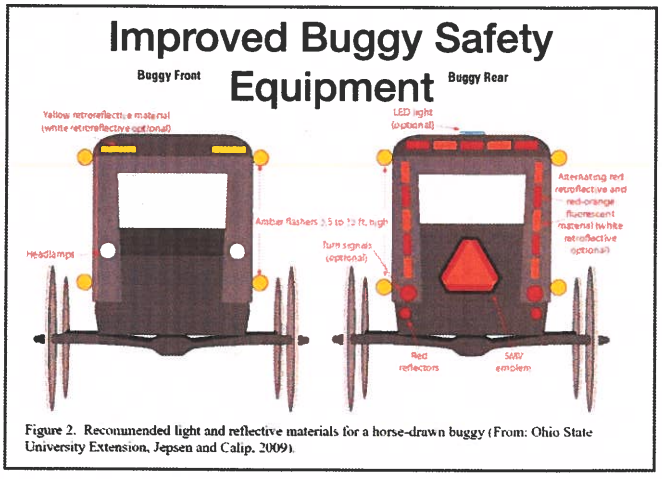


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

I Bike work along 557 from Charm to Berlin.
No Room to get out of way for Traffic

HOLMES H+S 9/13

Comment Sheet

Amish & Non-Motorized Travel Study

Charm, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Taxi drivers complain about E Bikes

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Charm, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

We appreciate the concern that these things are being looked at. We appreciate that we are allowed to share the road with the motoring public. We have concerns that enough training is given to Ebikes. We feel for the motorists who have to deal with everything. Lets work together

Thanks
Joseph Troyer

OHIO DEPARTMENT OF TRANSPORTATION

Comment Sheet

Amish & Non-Motorized Travel Study

Charm, Holmes County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Bike Lanes from Sugarcreek to Berlin on SR 39. A lot of bikes that use SR 39 for to and from SR 39.

OHIO DEPARTMENT OF TRANSPORTATION

Ashland County Health & Safety Day Results

August 15th, 2019

Buggy Safety Exercise



Exercise: Please use the highlighters provided and trace routes that you, or members of your household, regularly travel (once a week or more) using an animal drawn vehicle (buggy), on the map below:

Walk/Bike Safety Exercise

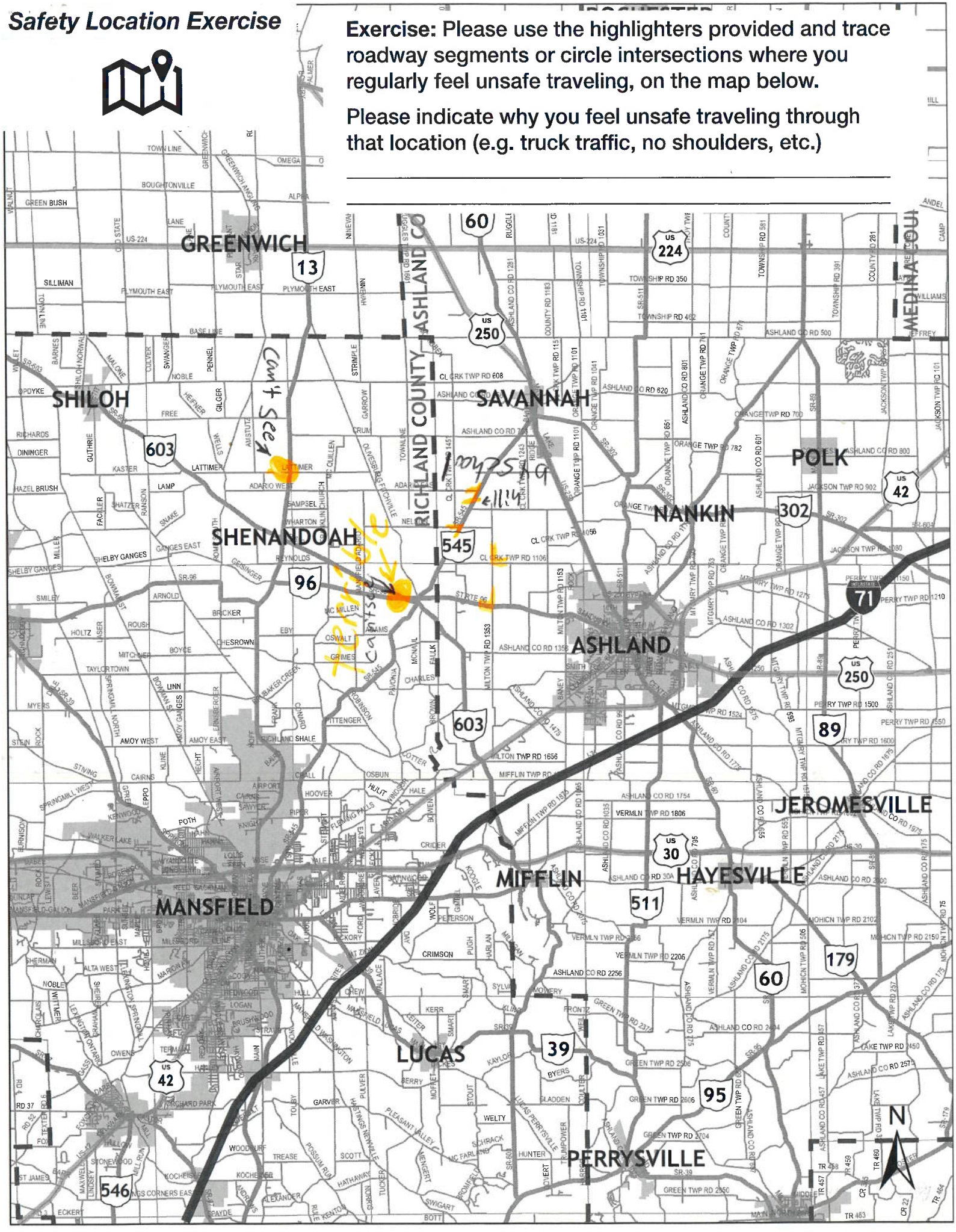


Exercise: Please use the highlighter provided and trace routes that you or your children regularly travel (once a week or more) by foot or by bicycle, on the map below. Write a "W" next to highlighted routes you walk and a "B" next to highlighted routes you bike.

Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

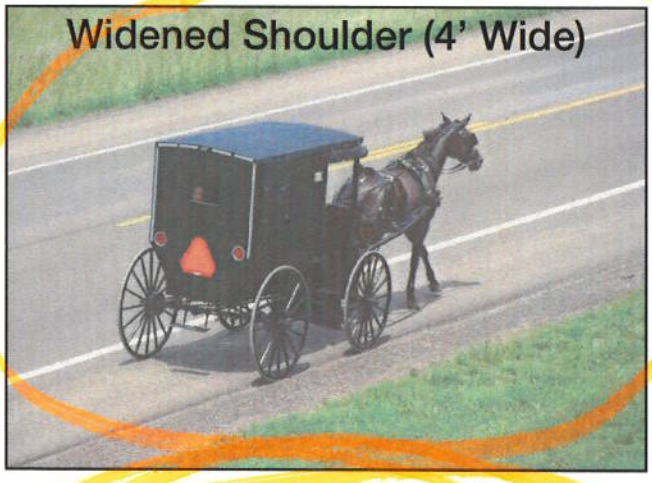




Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip. 2009).

Please share your comments or other improvement ideas below:

Buggy lane is most needed on SR 545 & SR 96.

Comment Sheet

Amish & Non-Motorized Travel Study

Savannah, Ashland County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Just north of Co Rd 956 (where ~~the~~ amish school is) on 545 is a horrible - horrible knob. Could you please do something about it. It will some day cause the fate of some one. Please don't wait till some one sacrafices his/her life to do some thing about it!

Intersection of Co. Rd 1353 & SR 96. (should be lighted, maybe?) Visibility is very poor to 96 west when at that ~~stop~~ intersection, (day or night) ~~the~~ coming from 1353 North.

When coming from east on TWP Rd 1106 to Co Rd 1353, visibility to 1353 North is very, very bad due to farmer on the right planting his corn almost in ditch along 1353. Could you make him keep his corn in the field ~~the~~ where it belongs. (It's a Mennonite of course.)



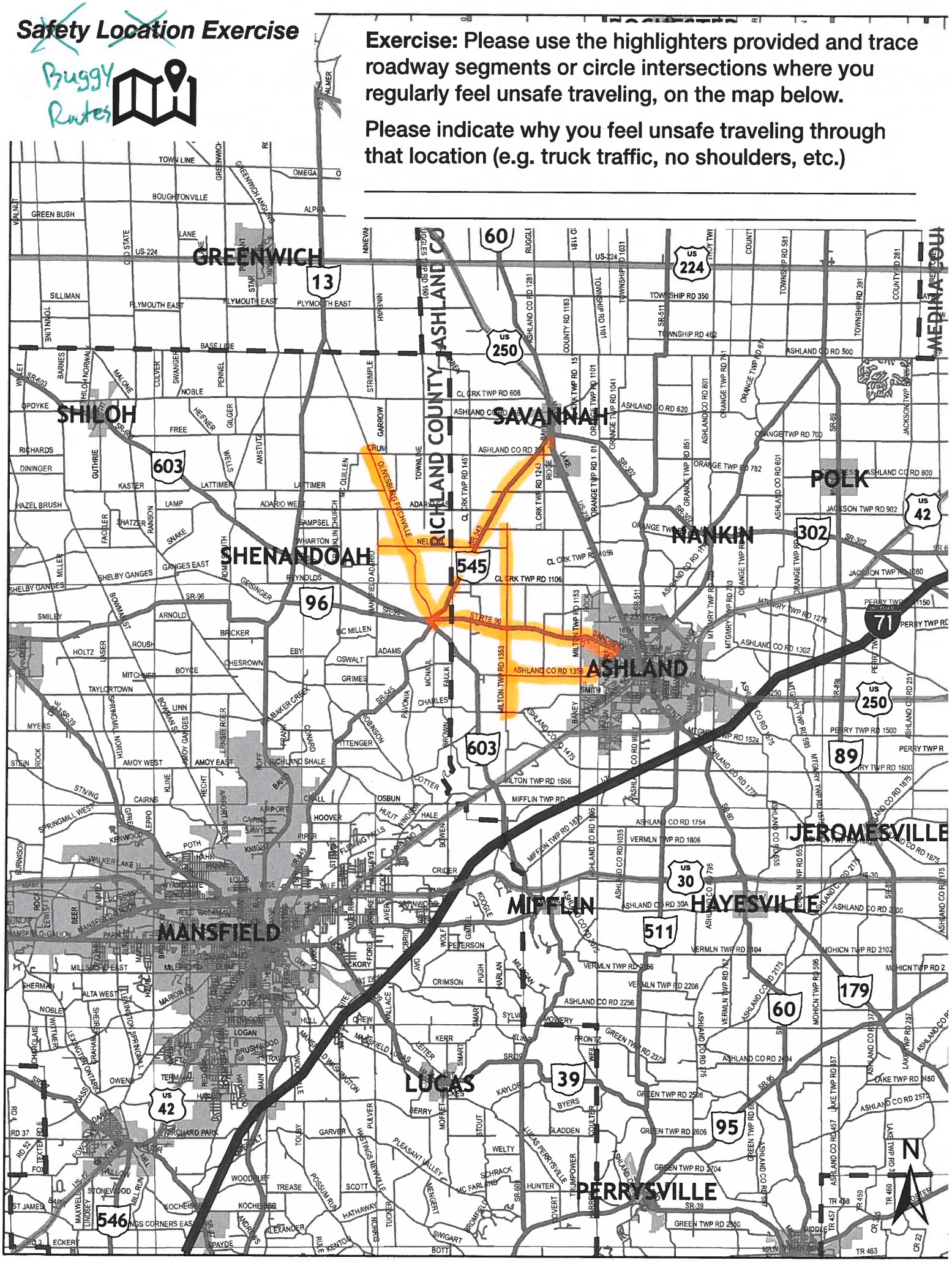
OHIO DEPARTMENT OF TRANSPORTATION

~~Safety~~ ~~Location~~ Exercise

Buggy Routes

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



Safety Location Exercise

Buggy Routes

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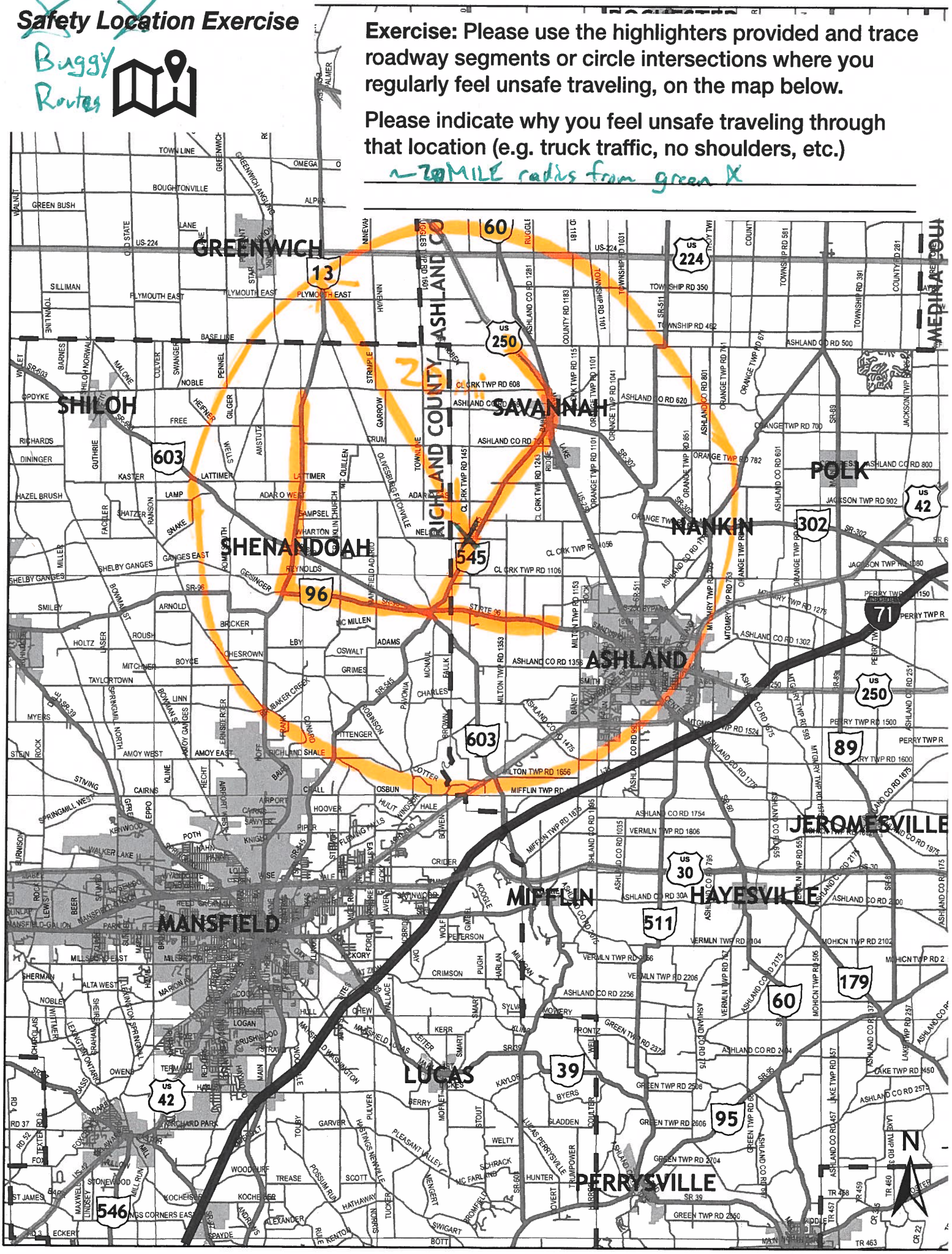
~2 MILE radius from green X

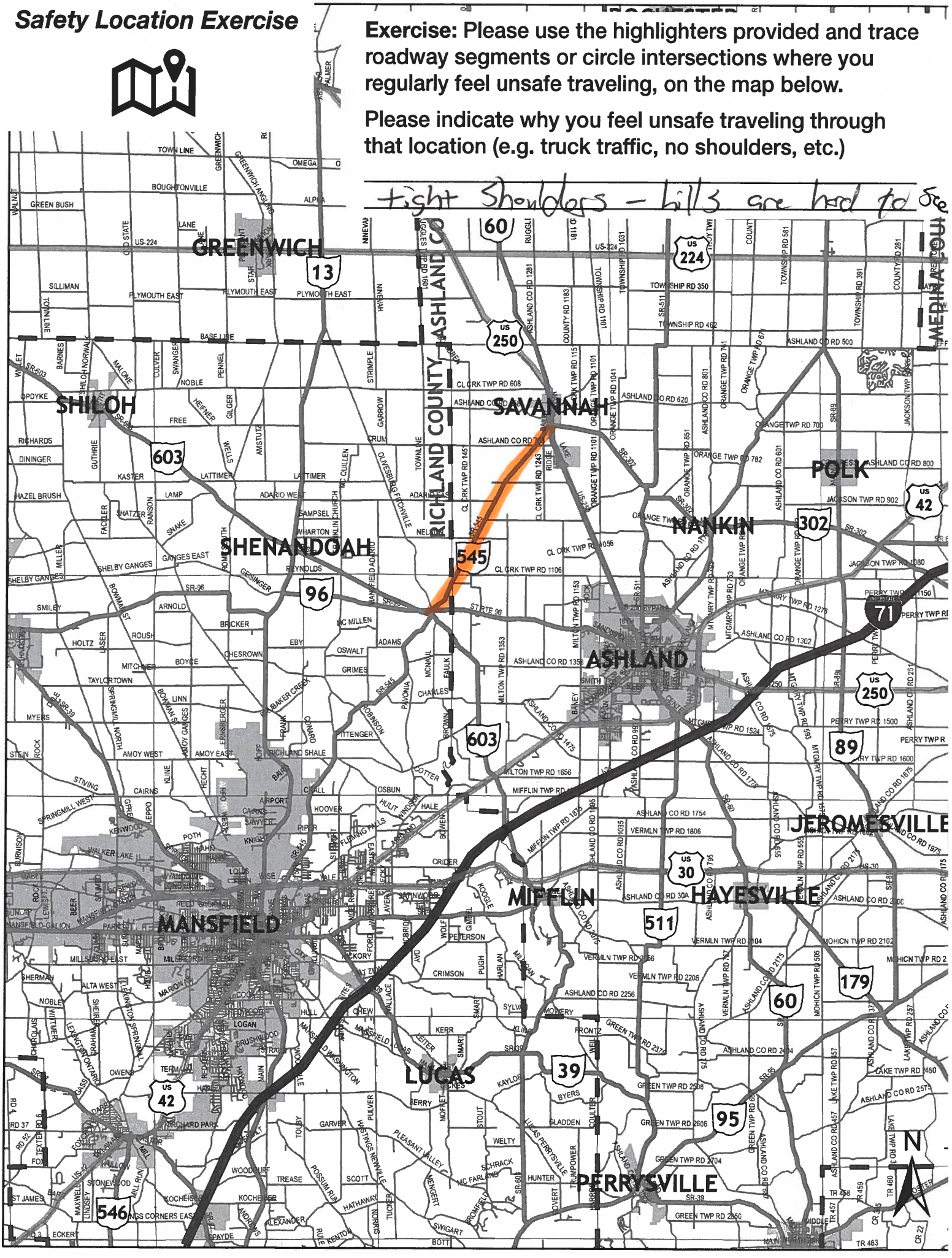


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

tight Shoulders – hills are hard to see



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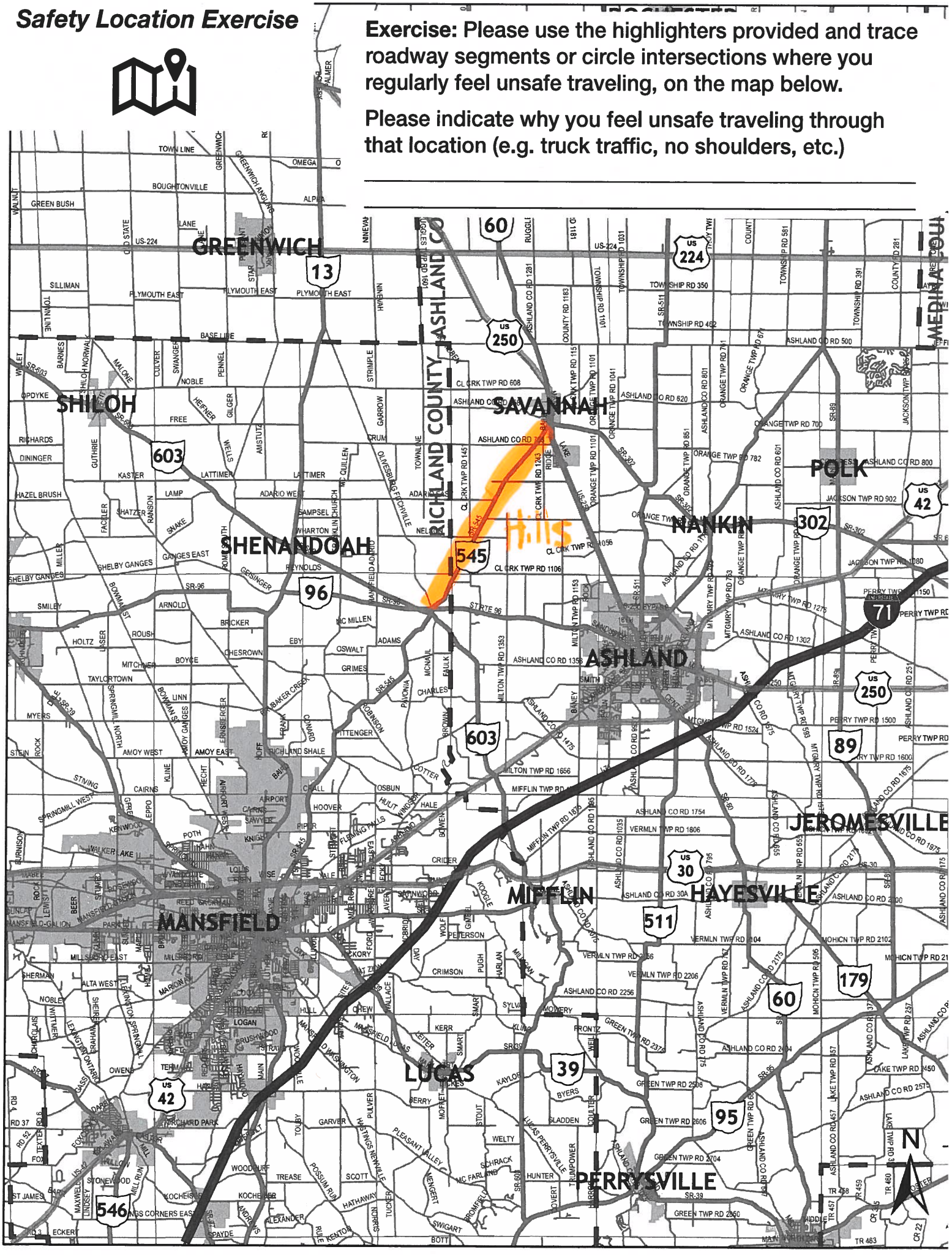

Safety Location Exercise

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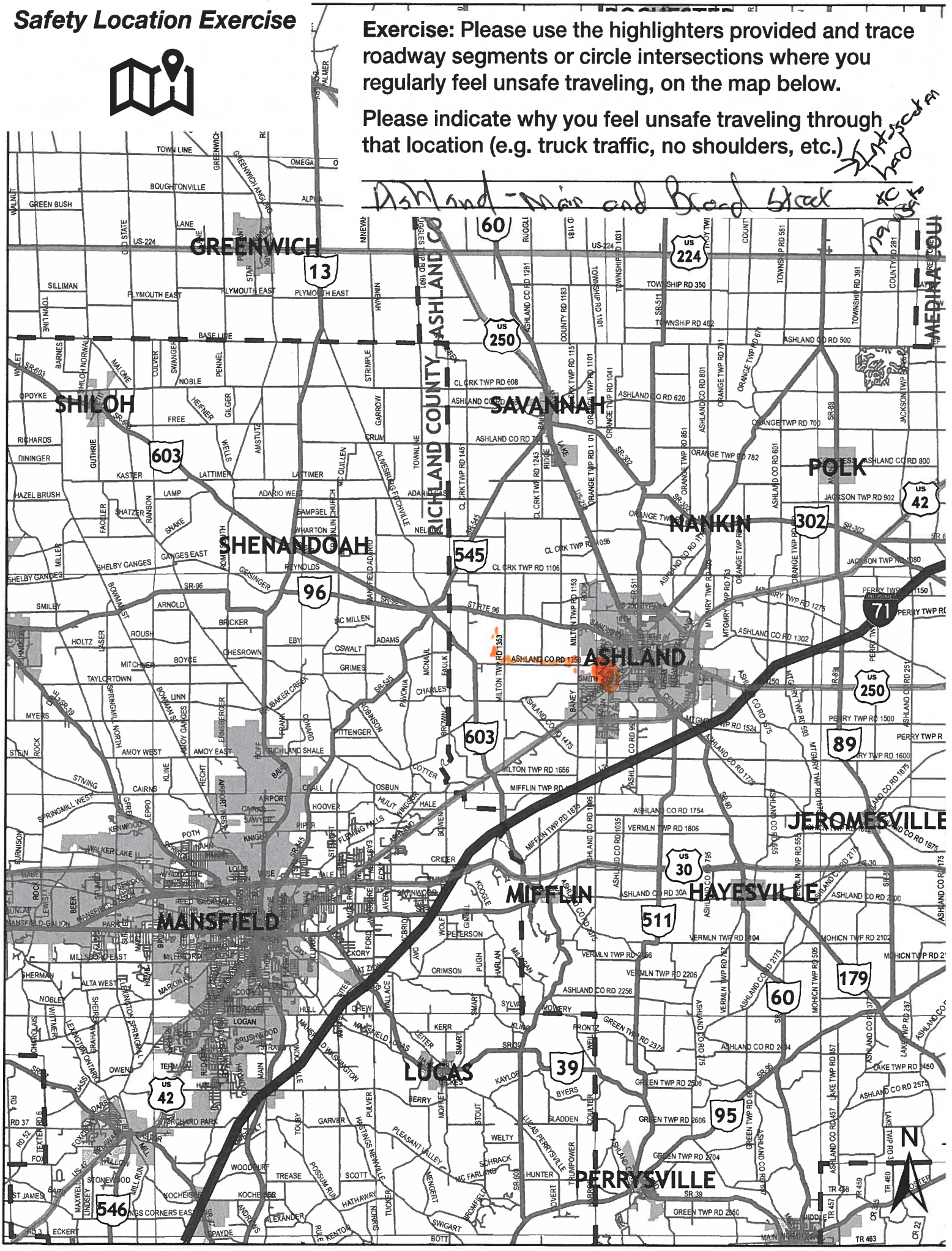
Ashland - Main and Broad Street



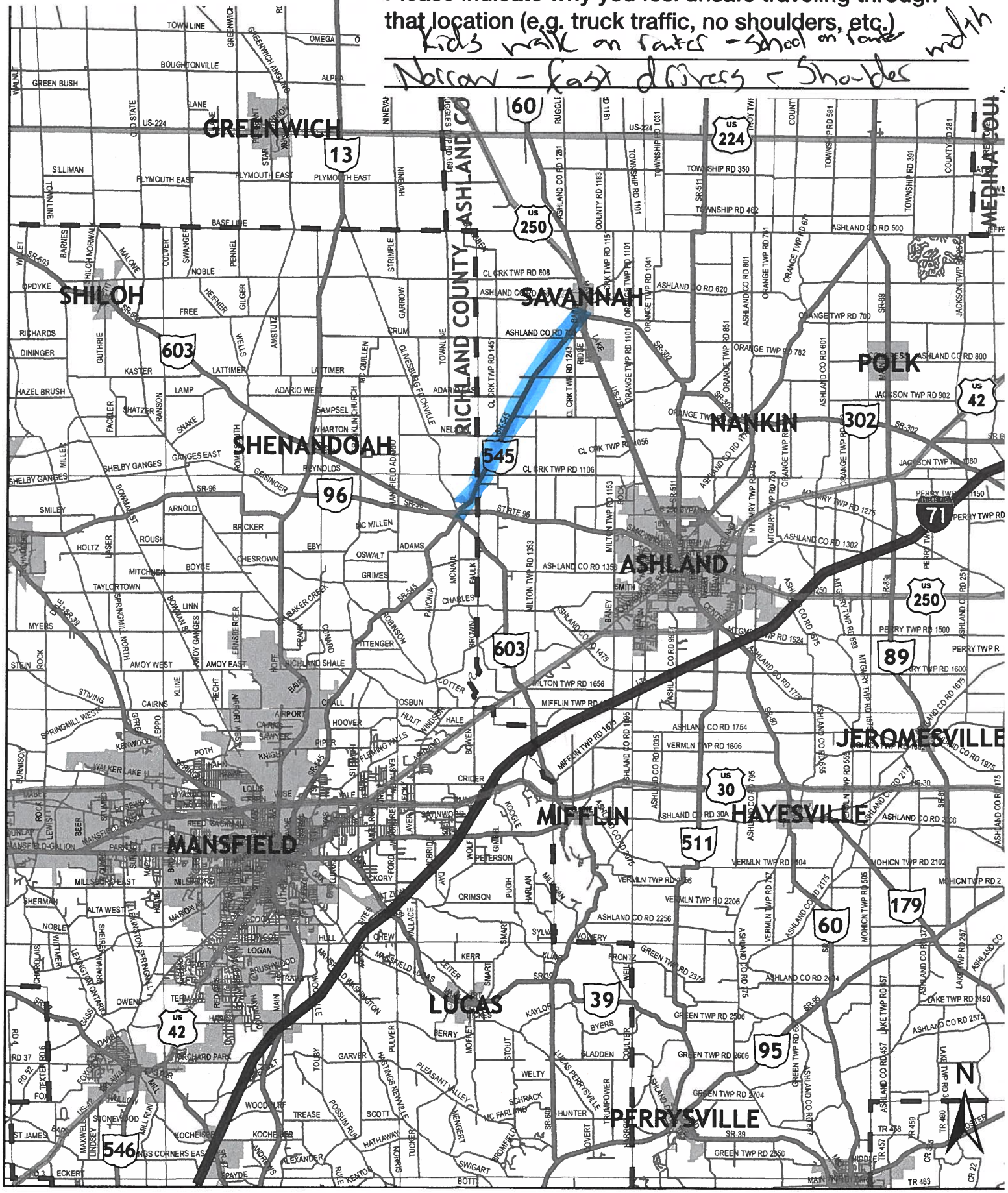
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Kids walk on ranter - school on ranter width

Narrow - fast drivers & Shoulder



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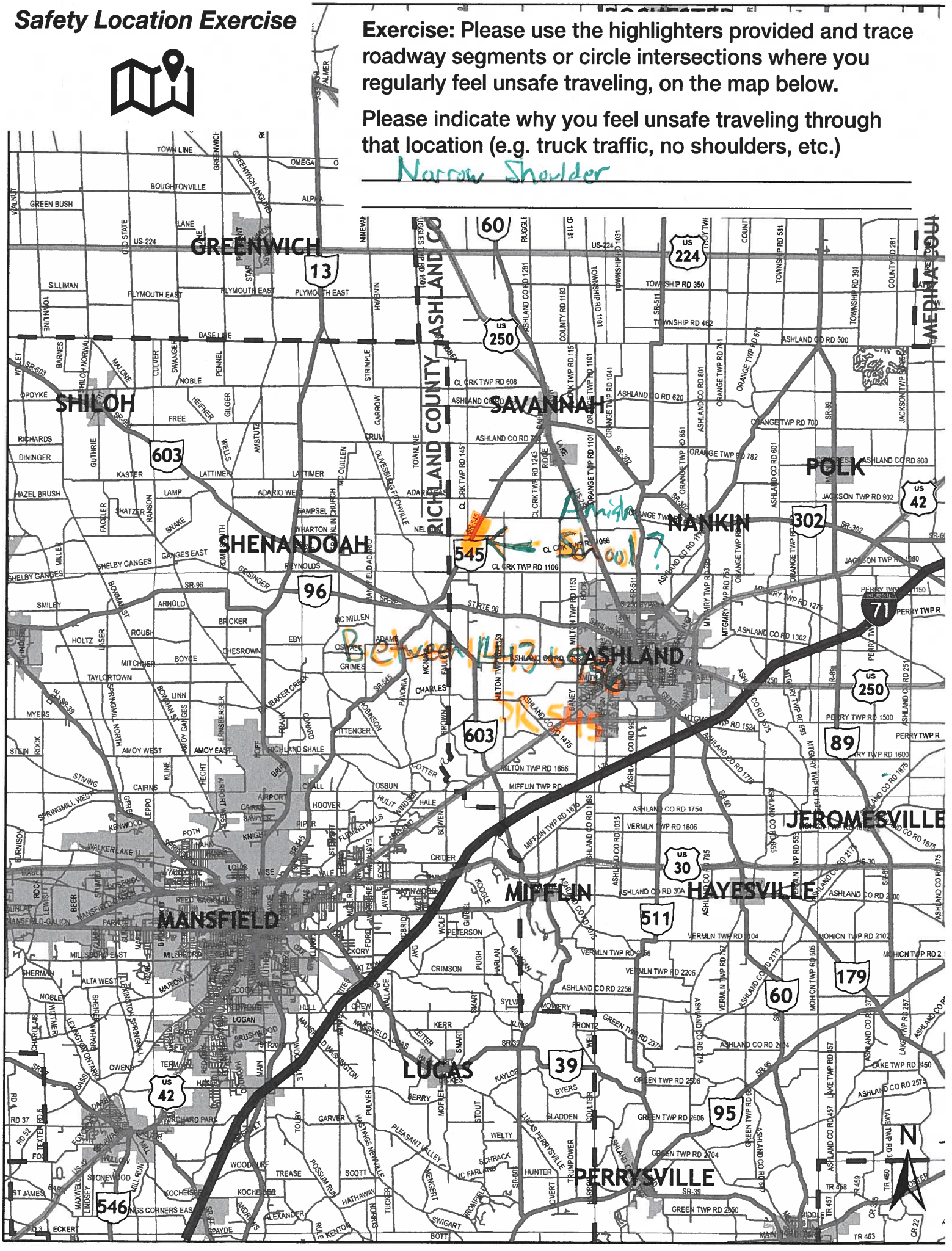
Narrow Shoulder



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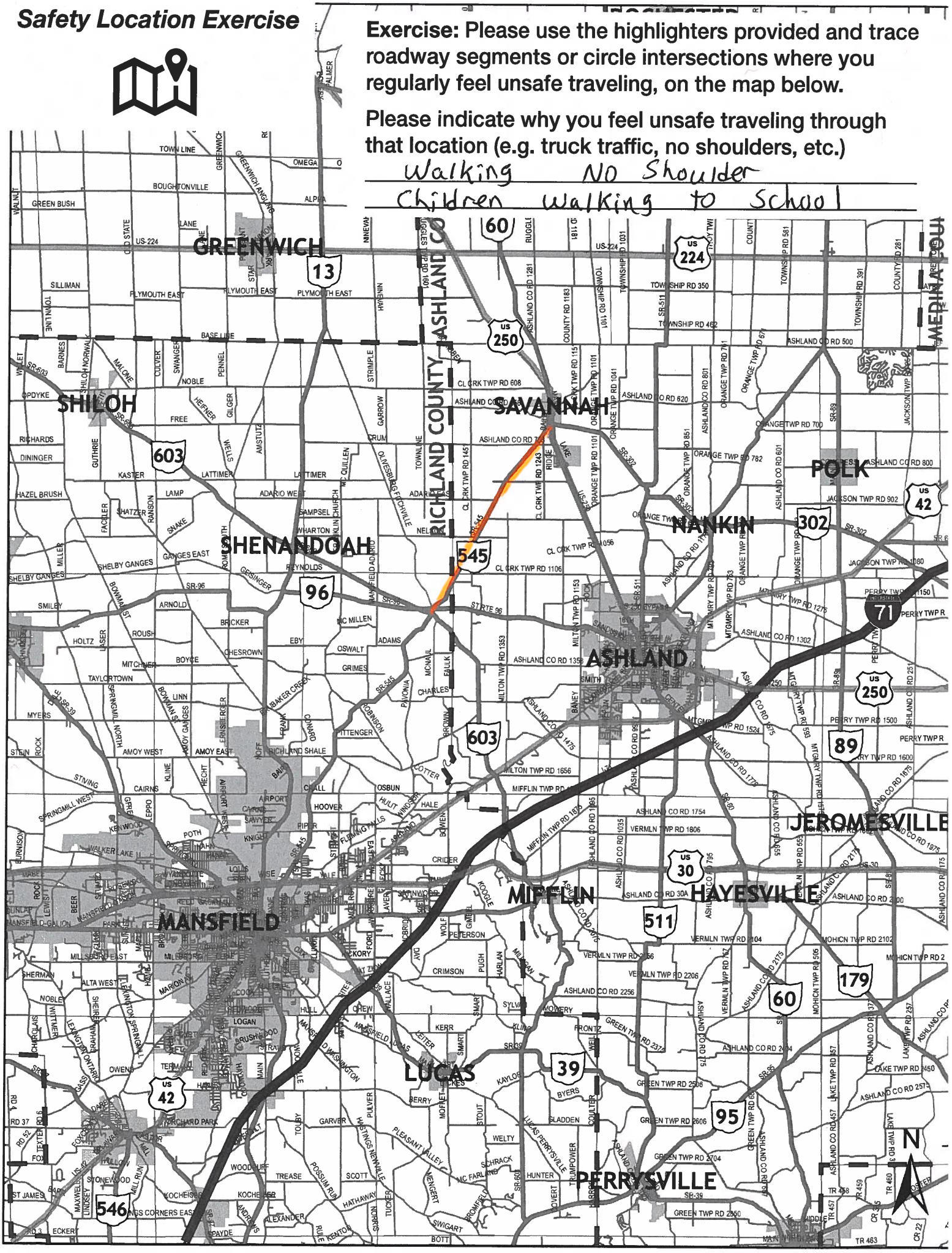
Walking No Shoulder
Children Walking to School



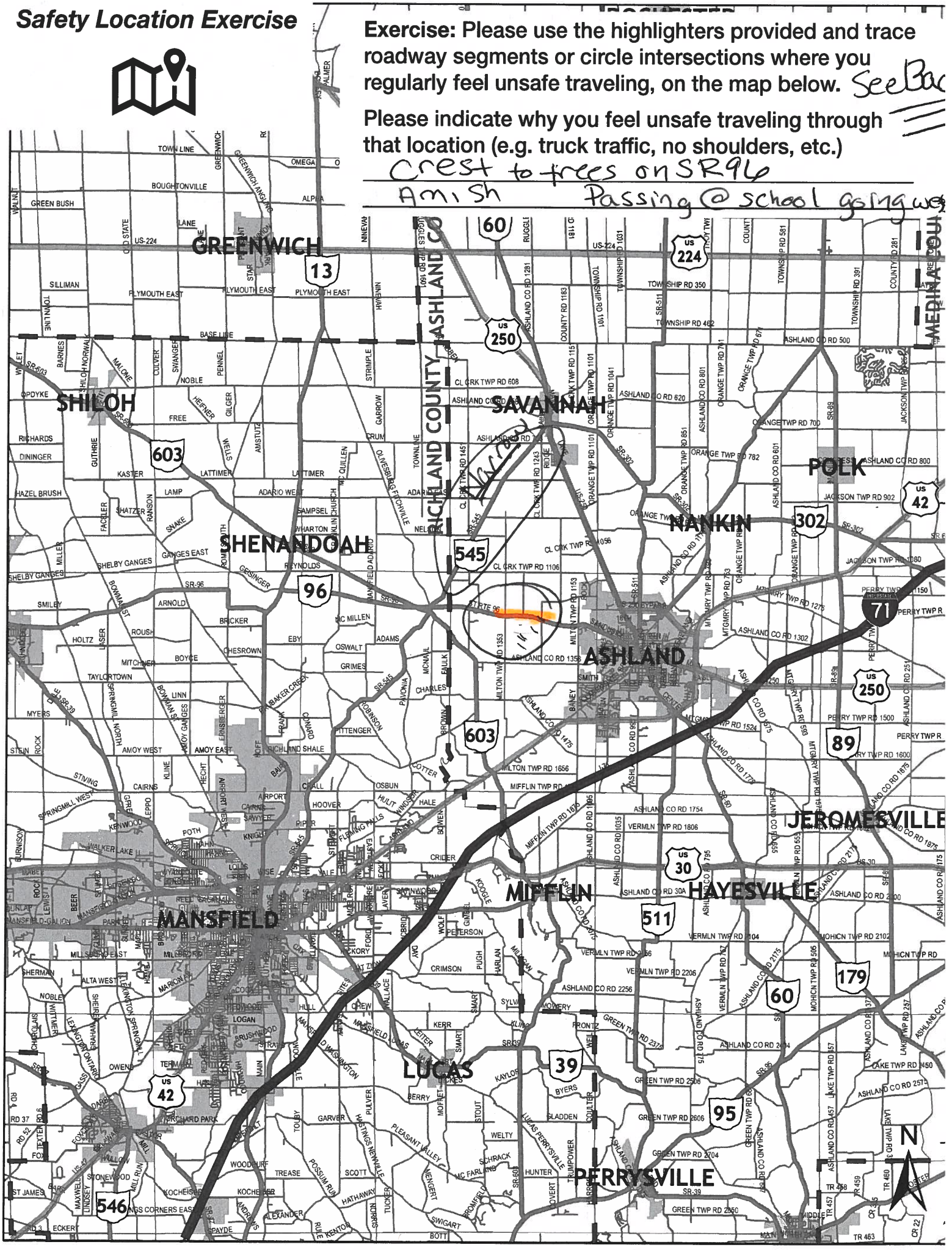
Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below. See Back

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Crest to trees on SR96

Amish Passing @ school going west



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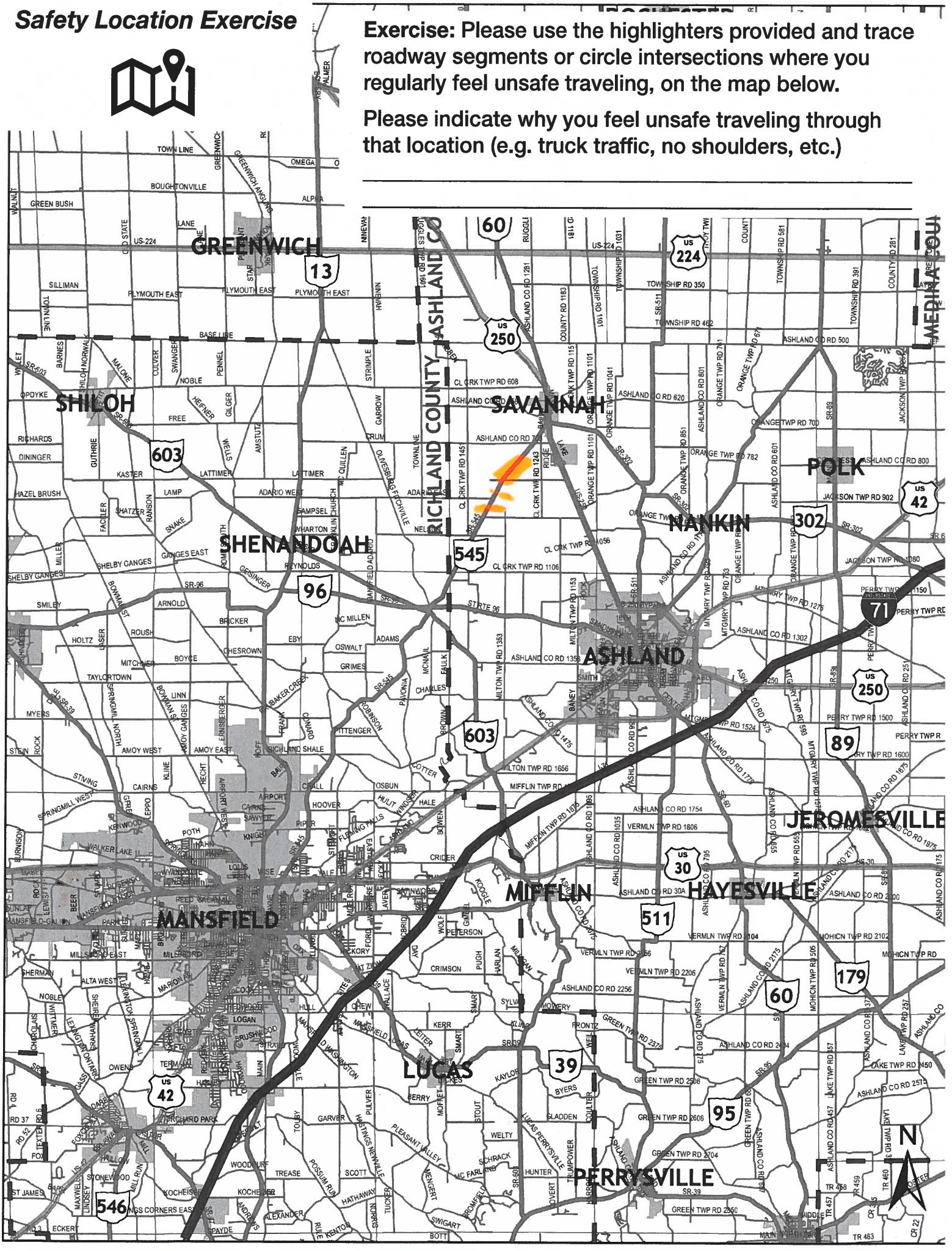

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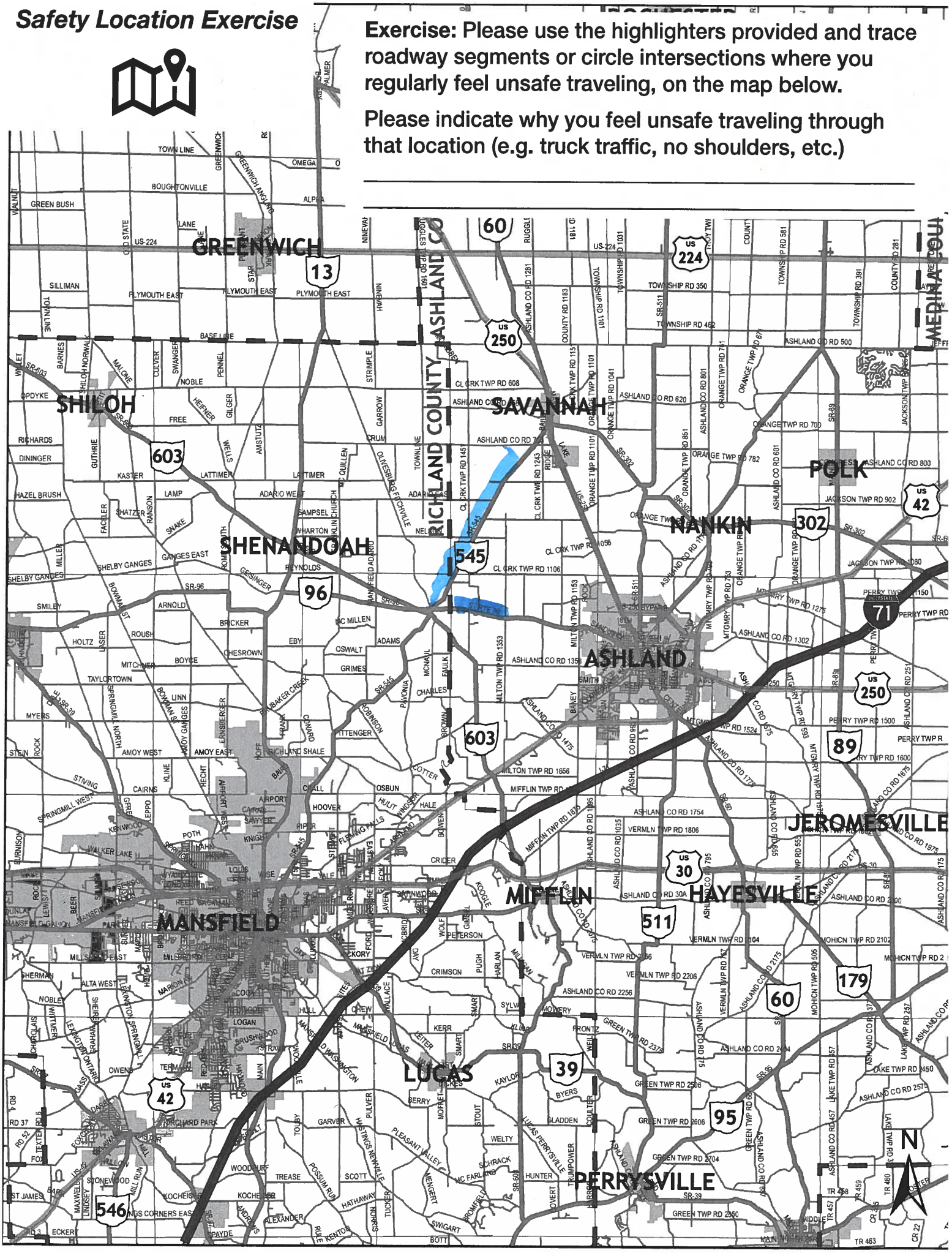

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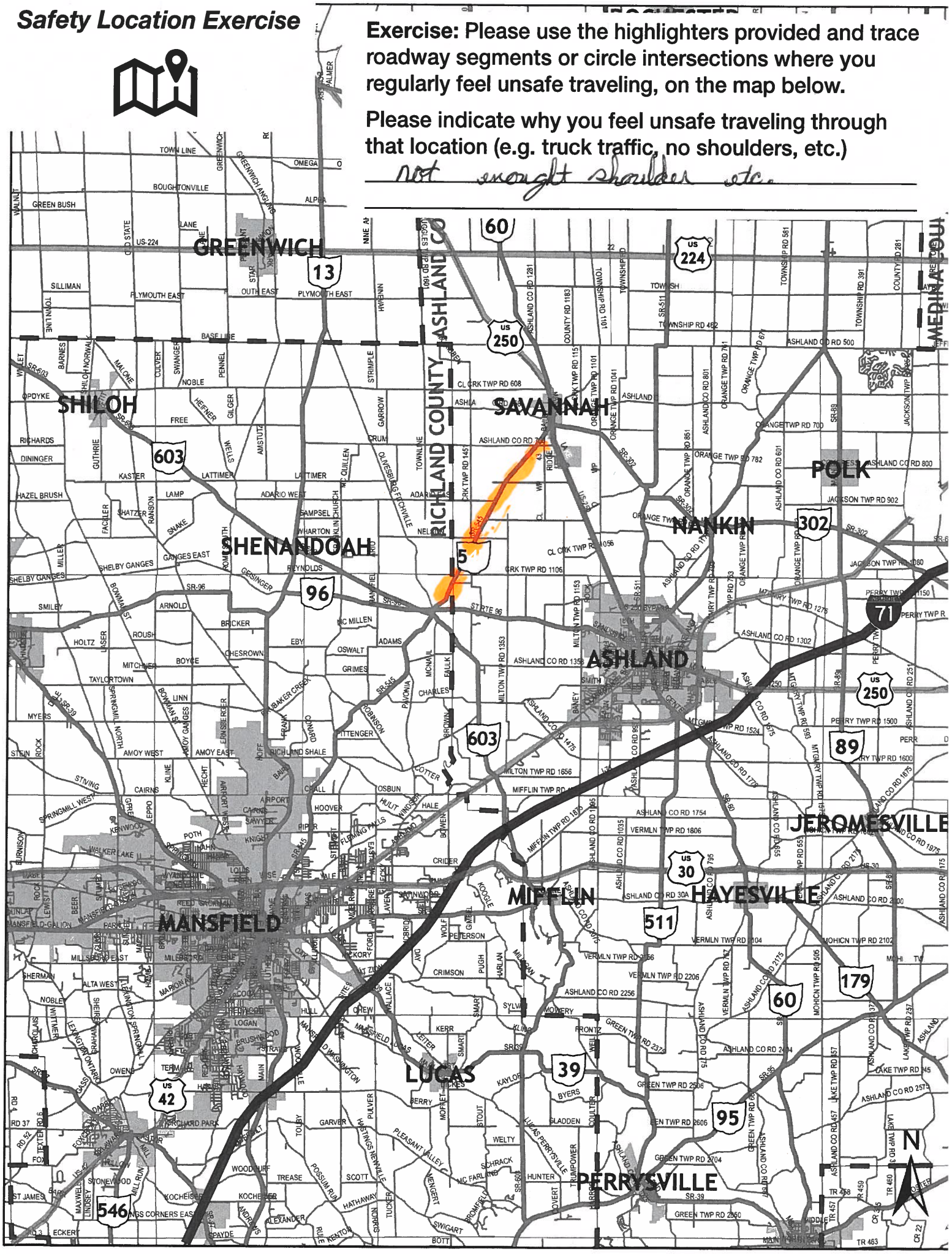
not enought shoulder etc.



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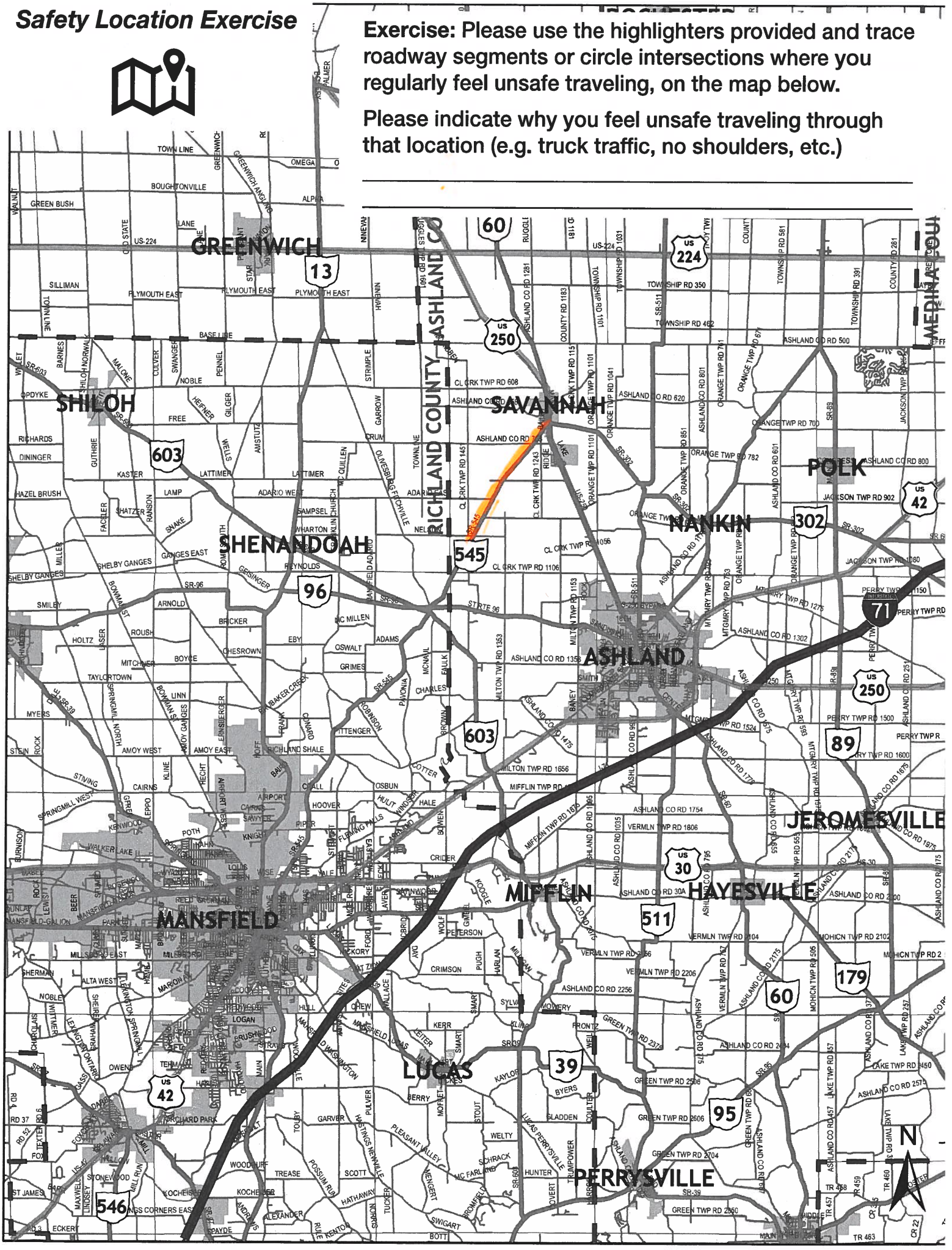

Safety Location Exercise

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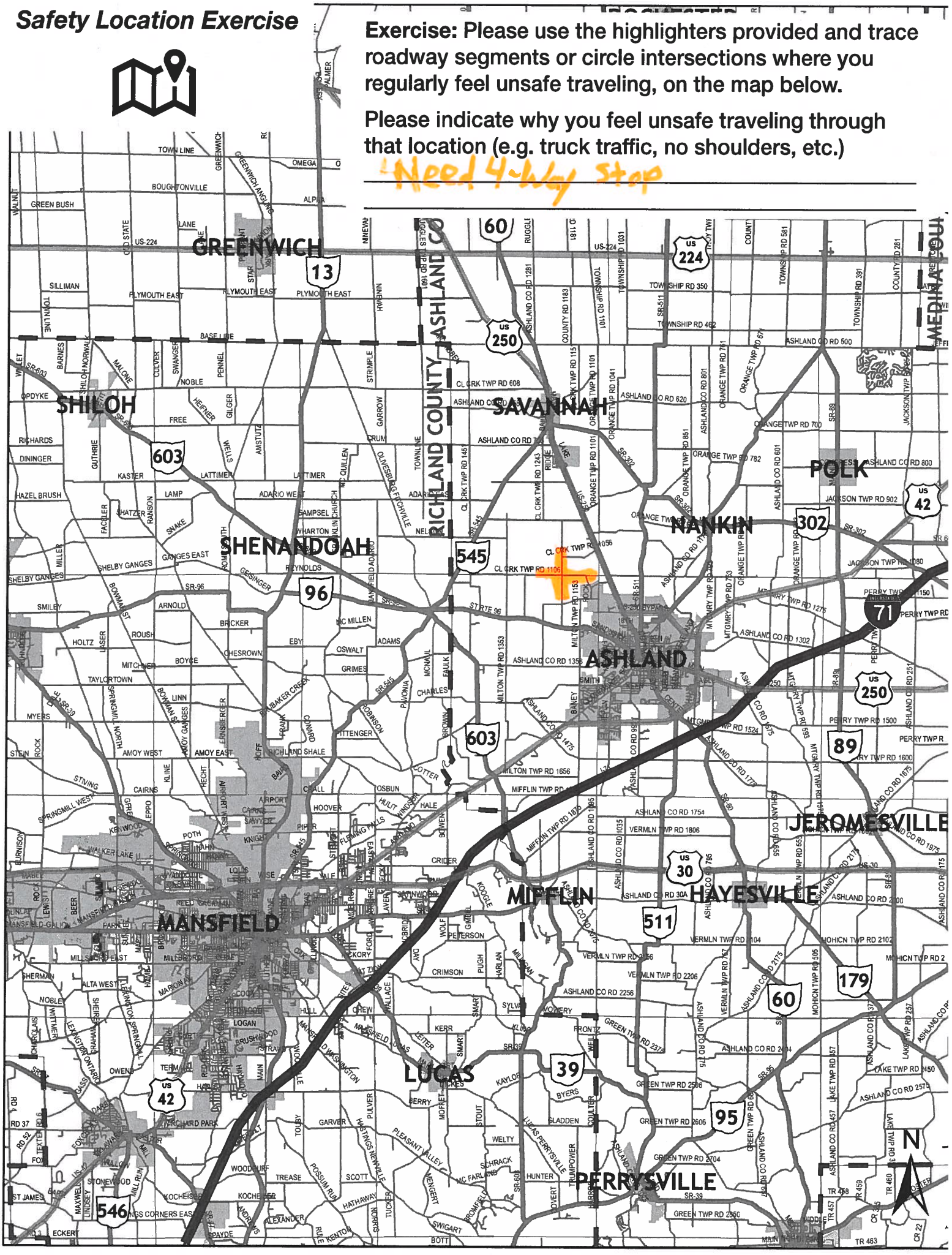
Need 4-way Stop



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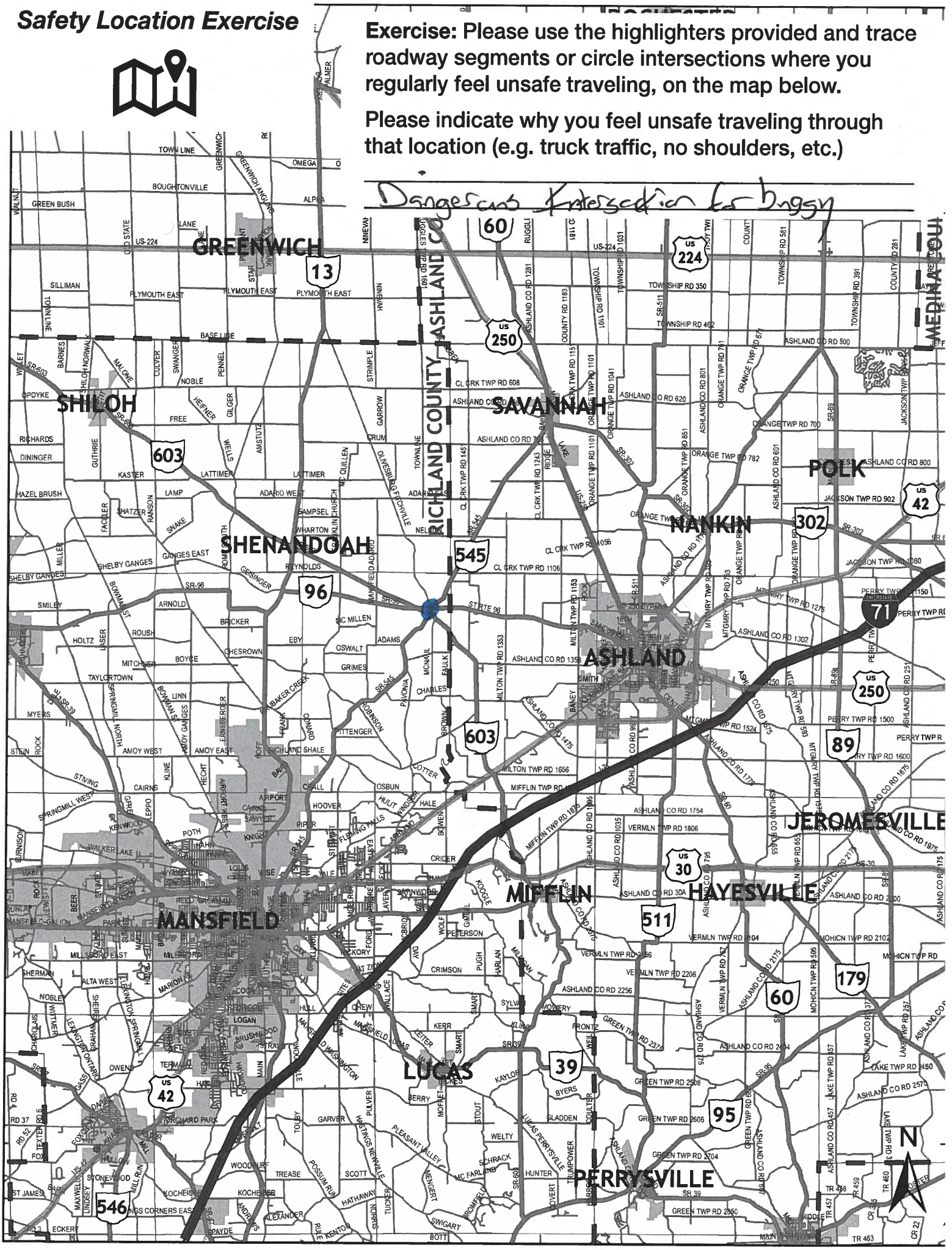
Dangerous Intersection for buggy



Safety Location Exercise

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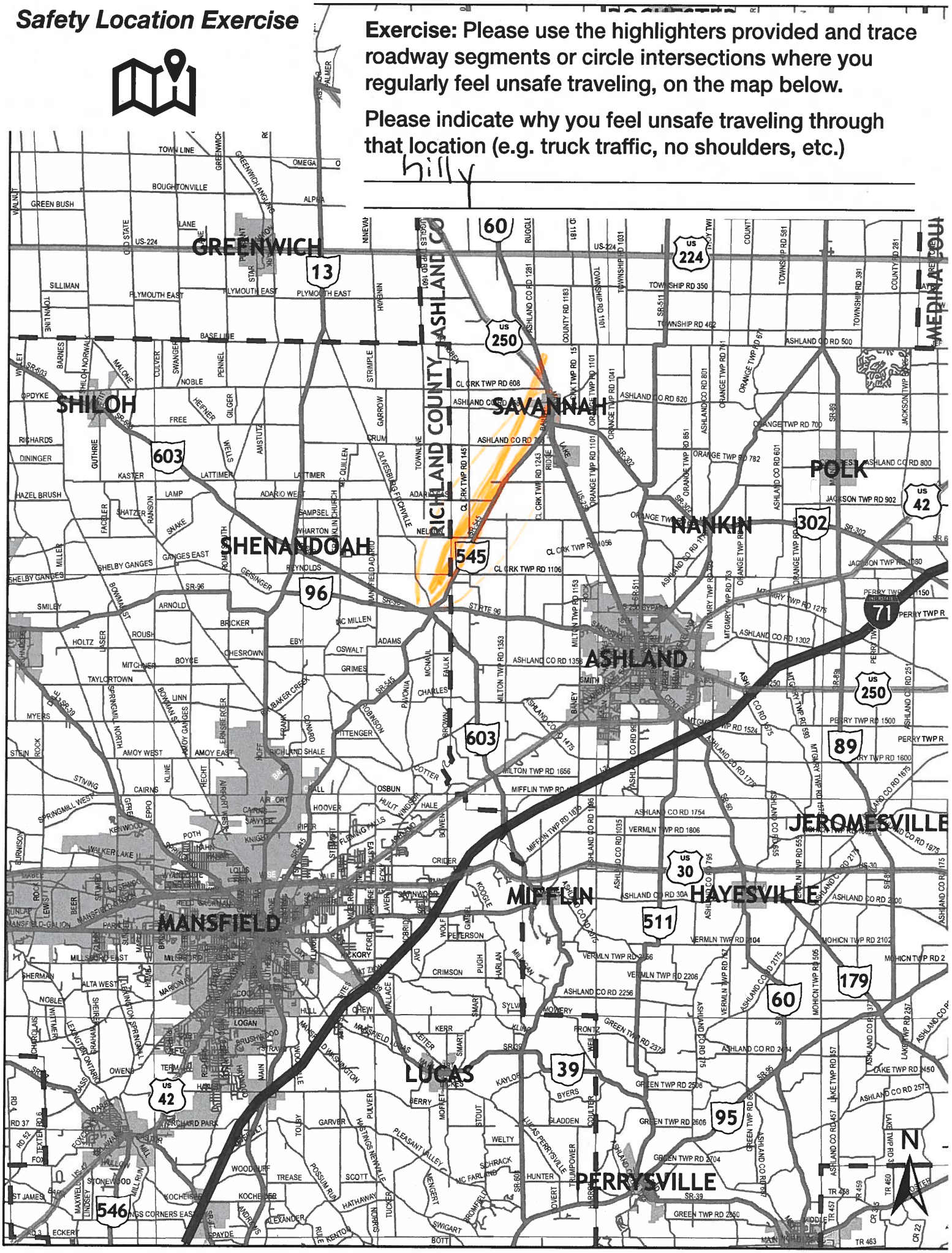
hilly



Safety Location Exercise

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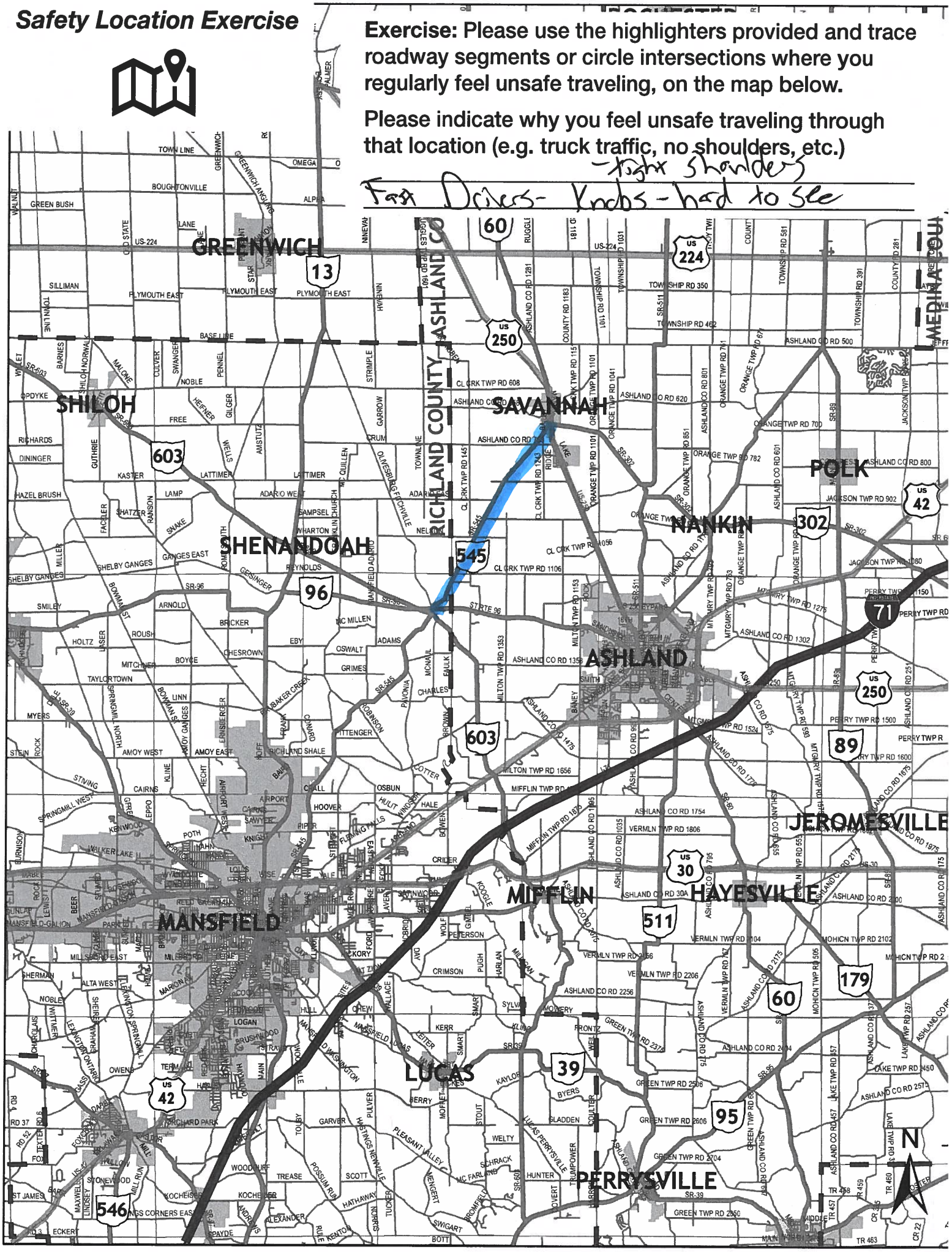
-tight shoulders
Fast Drivers - Knobs - had to see



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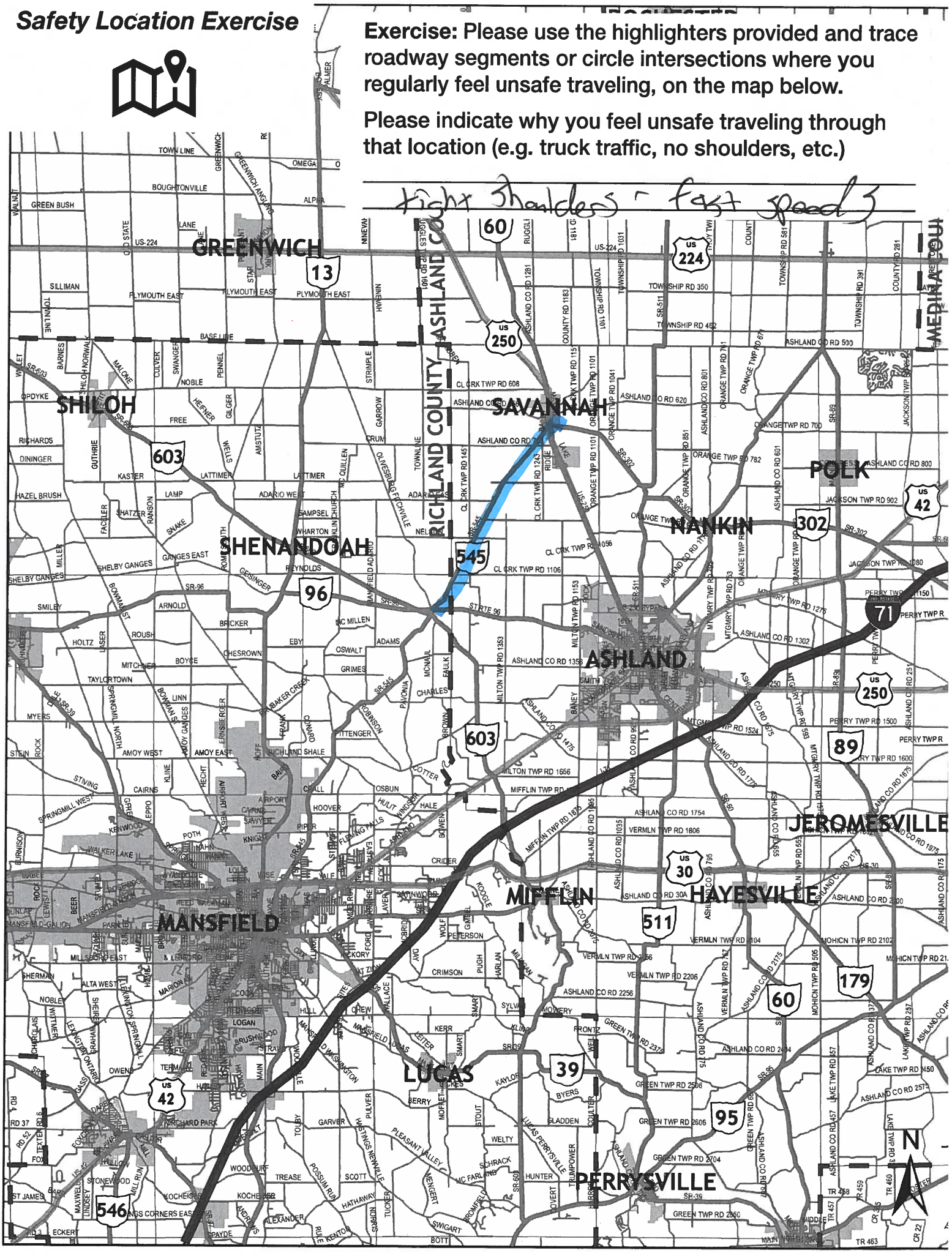
tight shoulders - fast speeds



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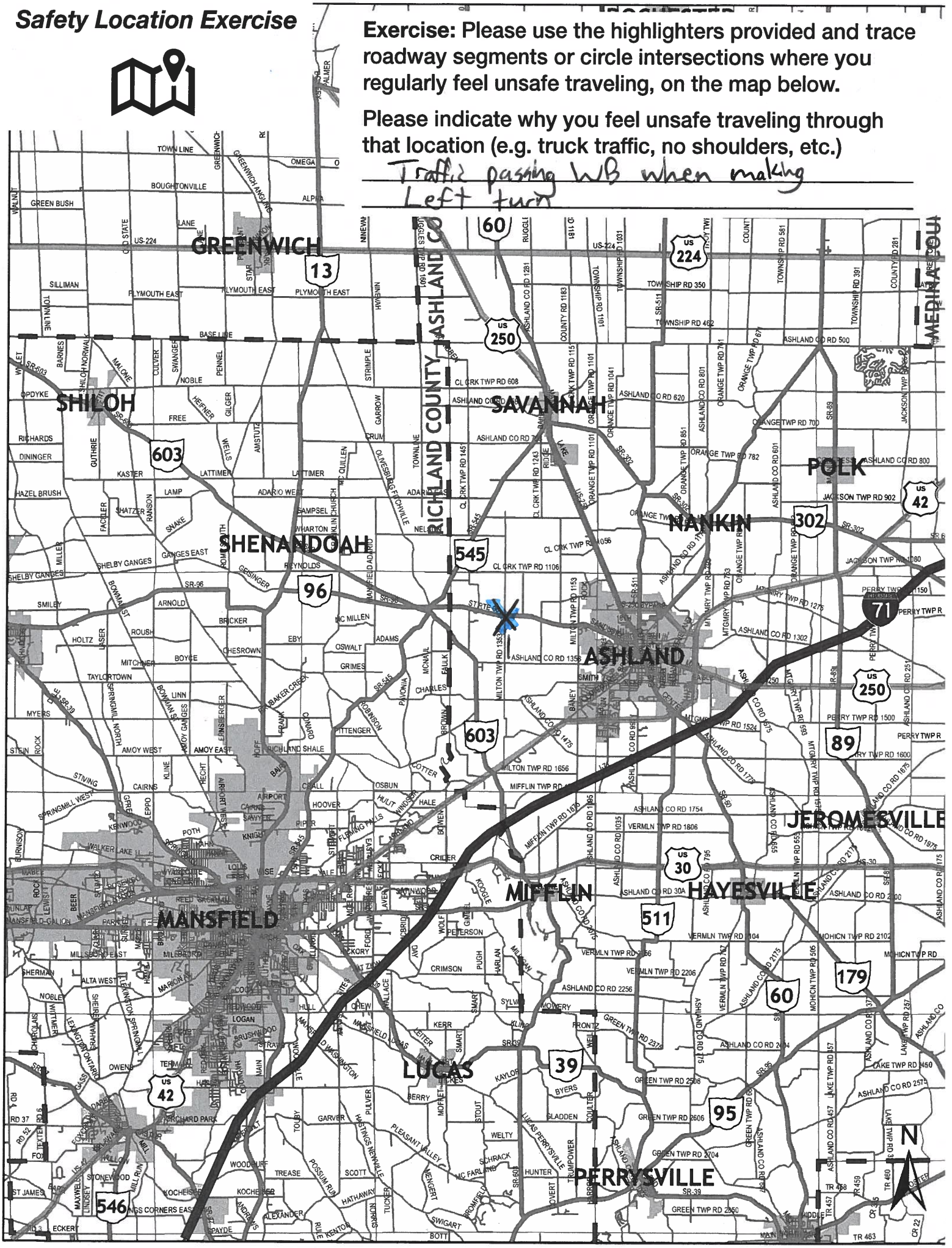
Traffic passing WB when making Left turn



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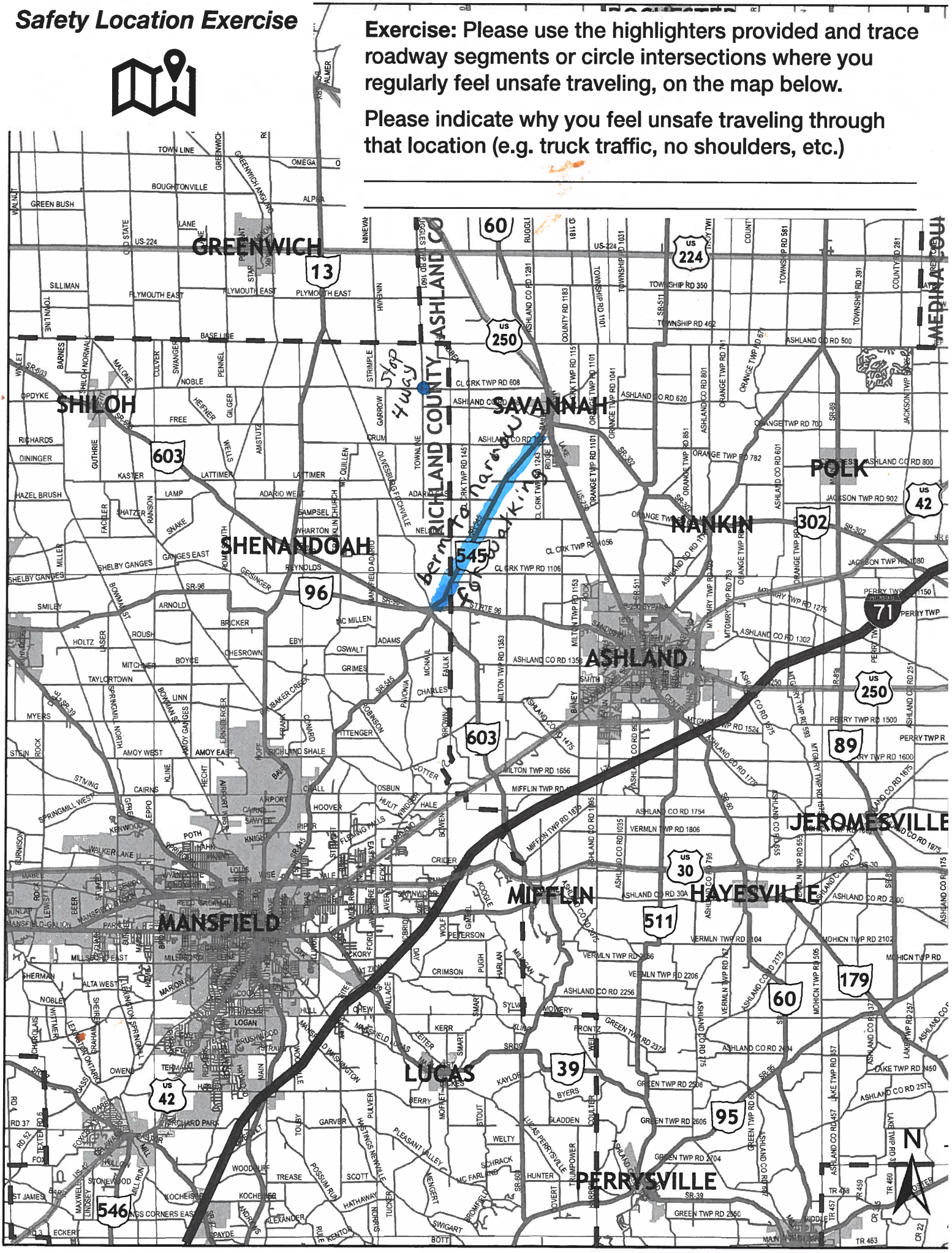

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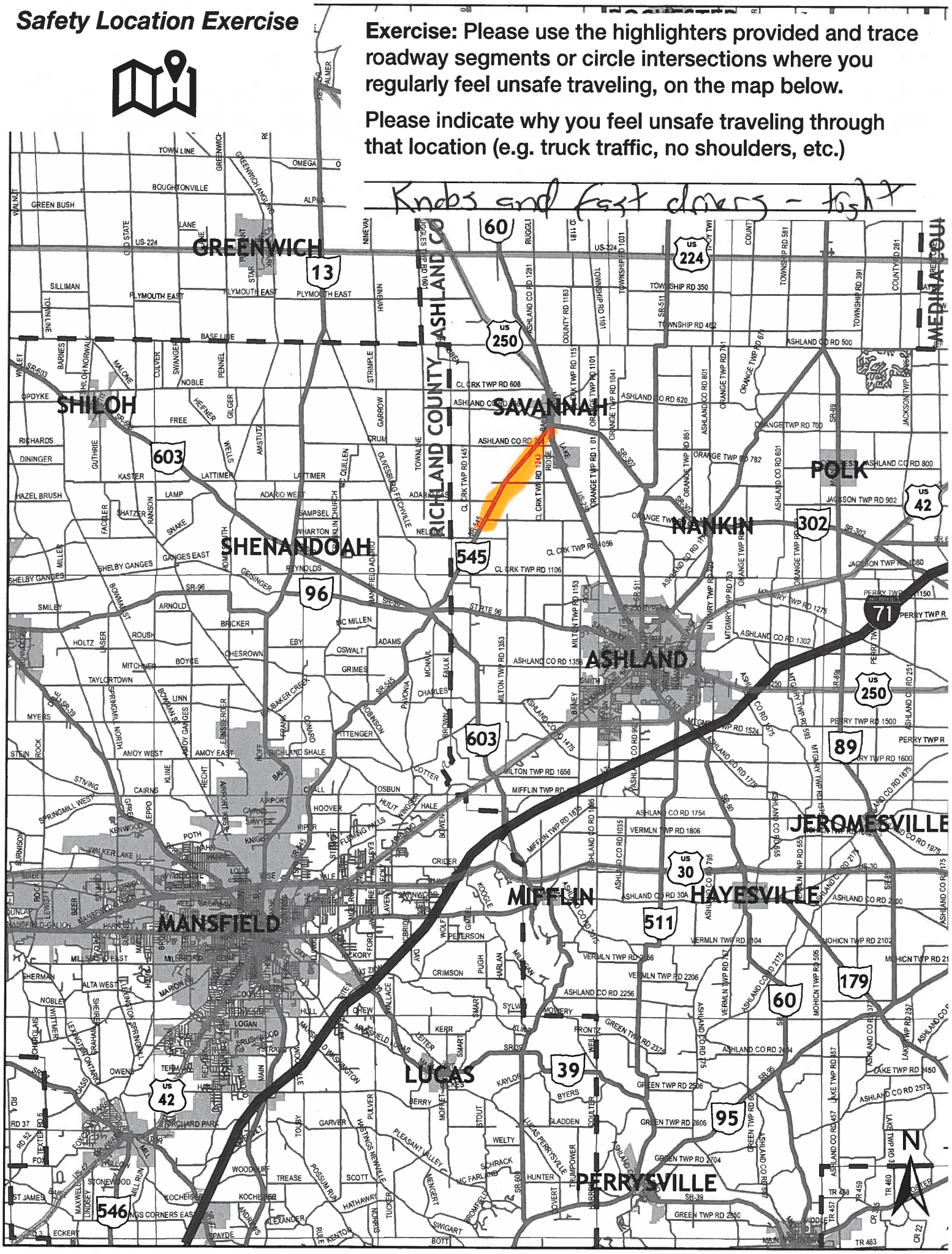
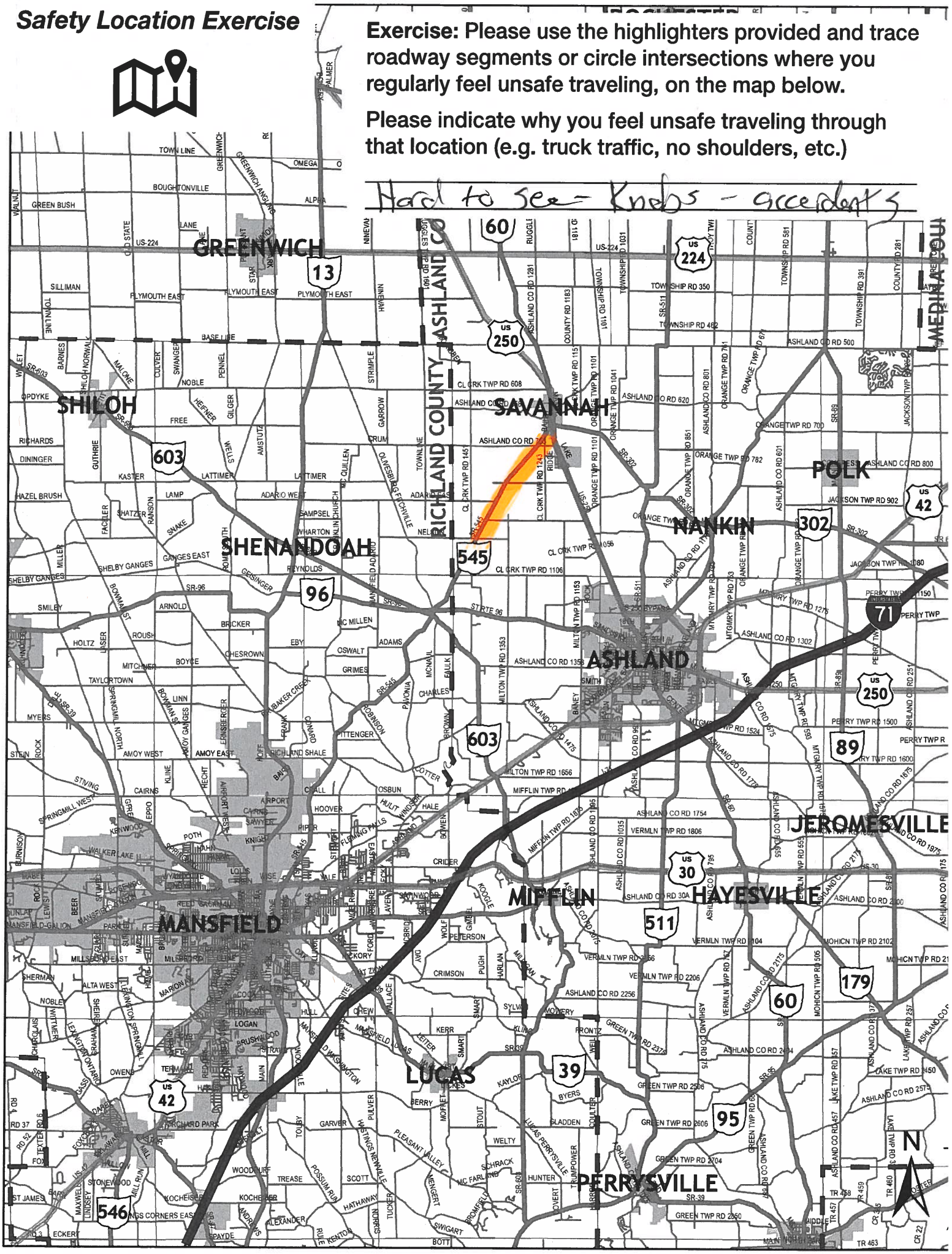


Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Hard to see - Knobs - accidents



Safety Location Exercise

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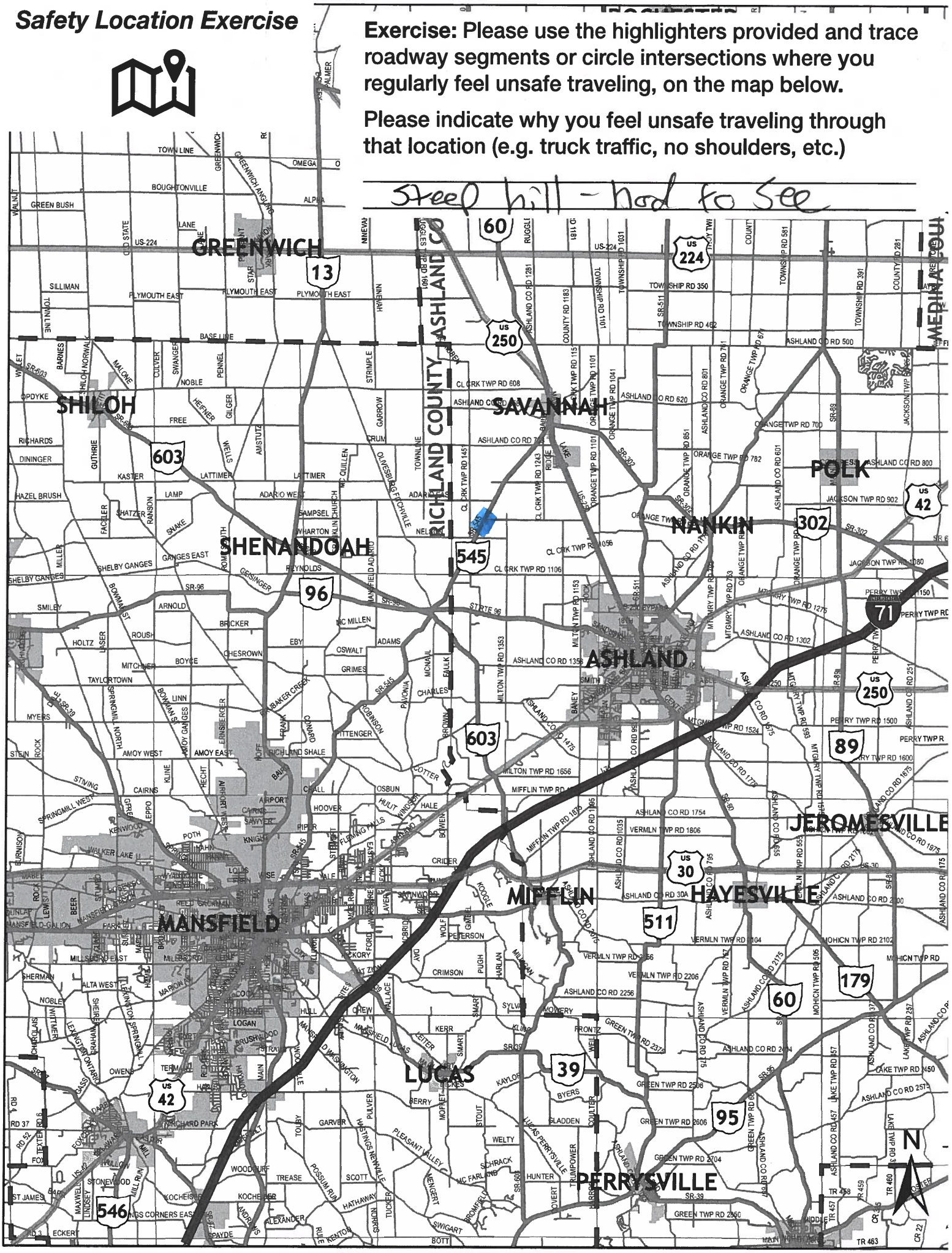
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Steep hill - hard to see



Safety Location Exercise

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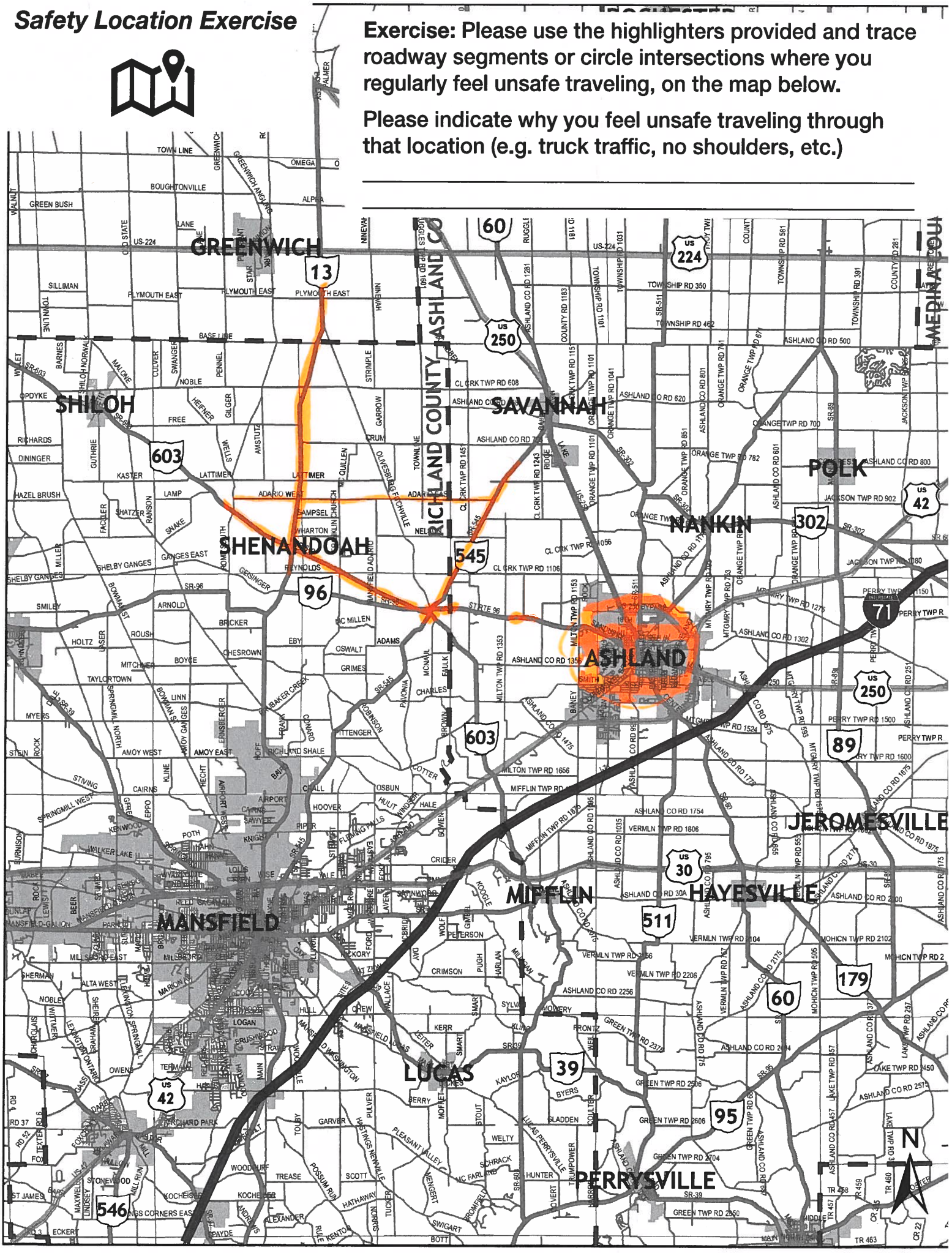
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)



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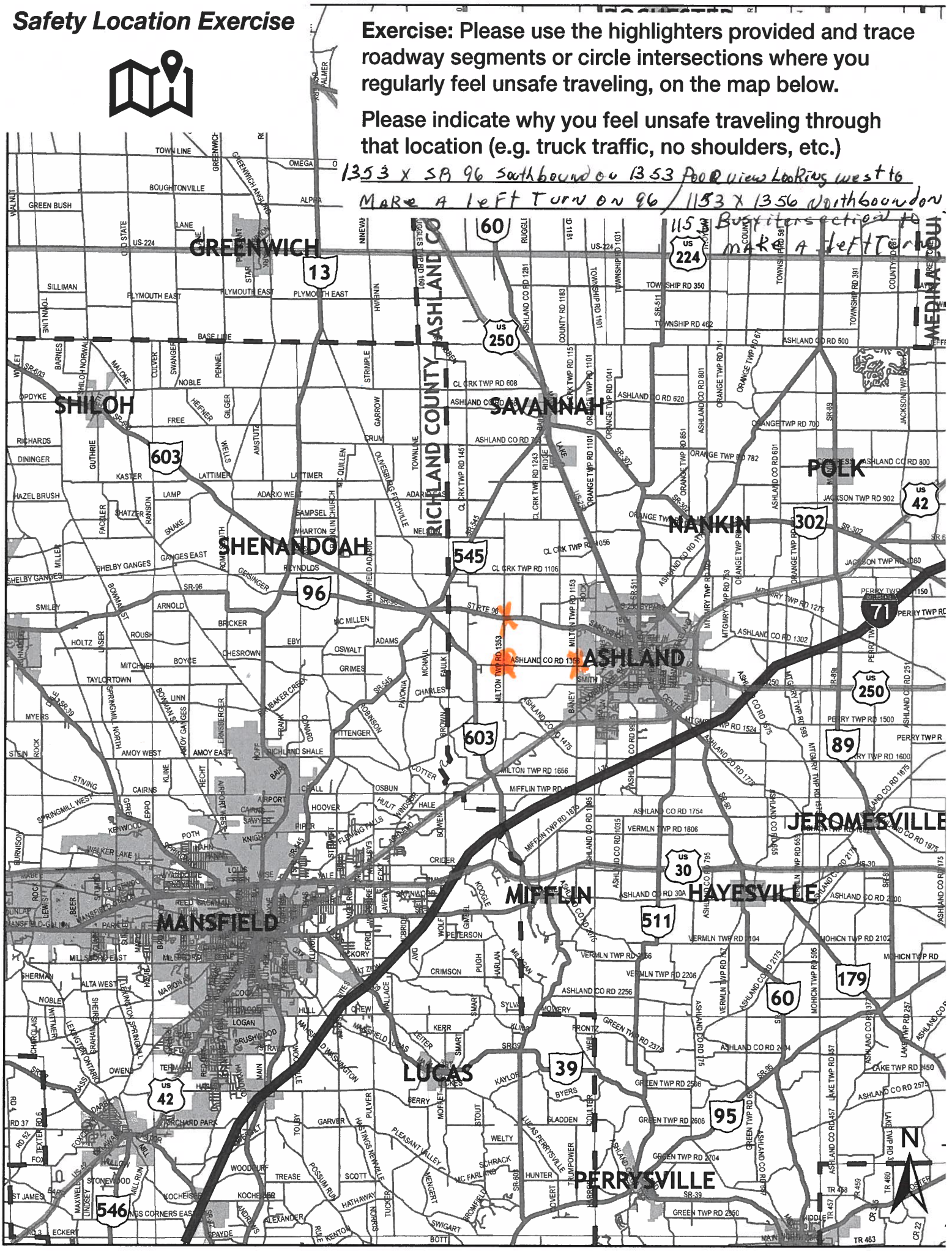
1353 x SR 96 southbound on 1353 Poor view looking west to make a left turn on 96 / 1153 x 1356 northbound on 1153 Busy intersection to make a left turn



Safety Location Exercise

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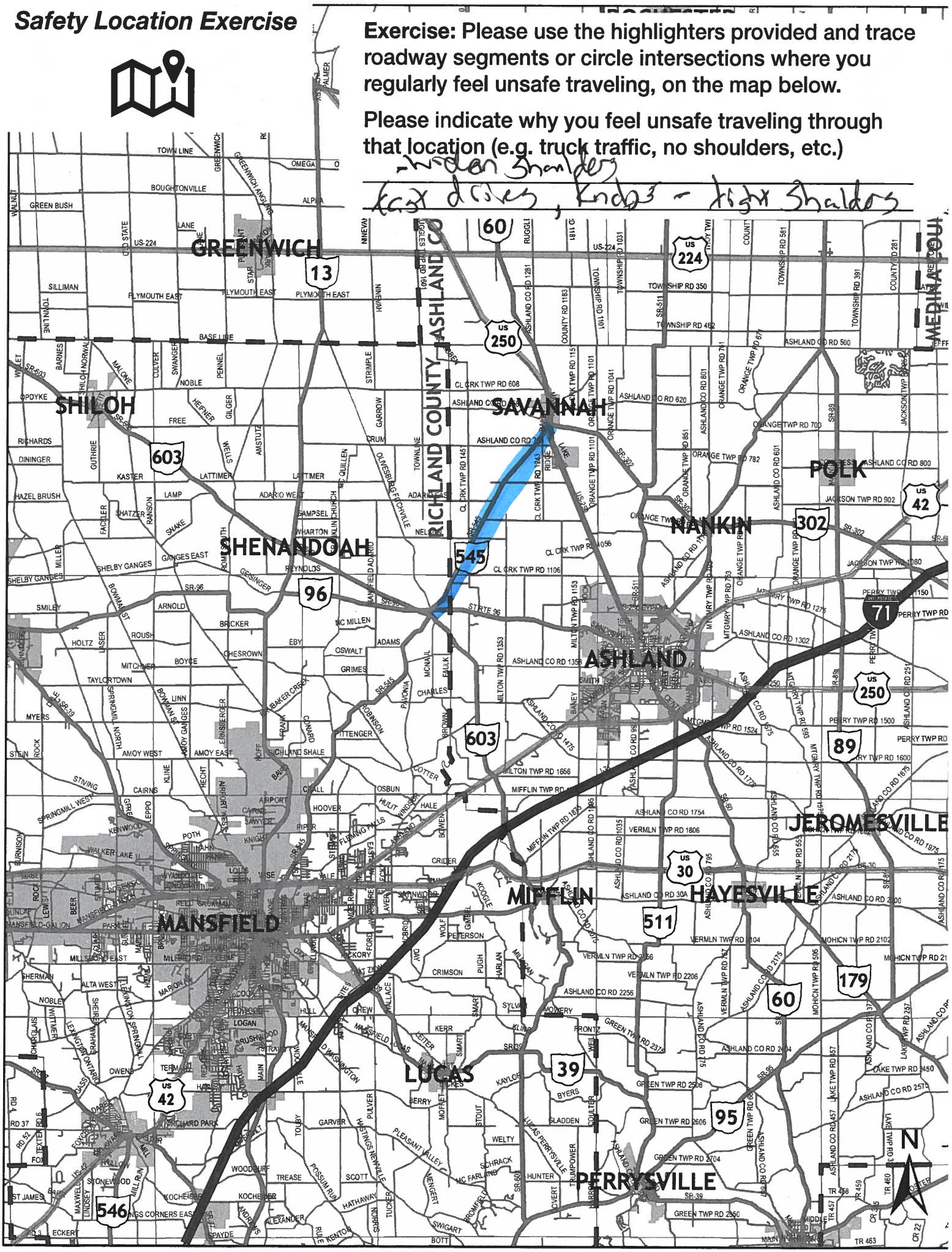
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

-Narrow Shoulders
fast drivers, Knobs - tight Shoulders



Safety Location Exercise

Exercise: Please use the highlighters provided and trace roadway segments or circle intersections where you regularly feel unsafe traveling, on the map below.

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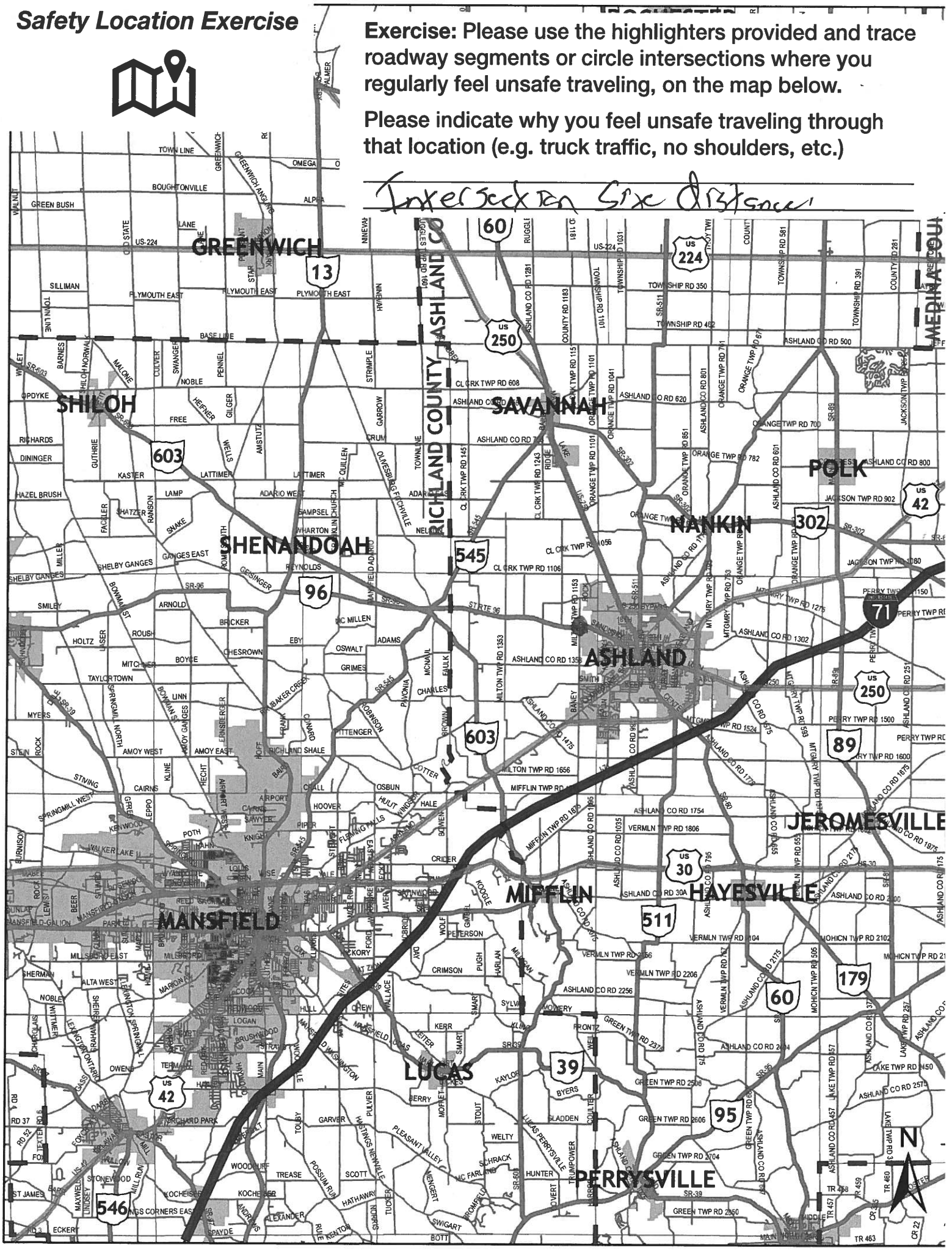
Intersection Sight Distance!



Safety Location Exercise

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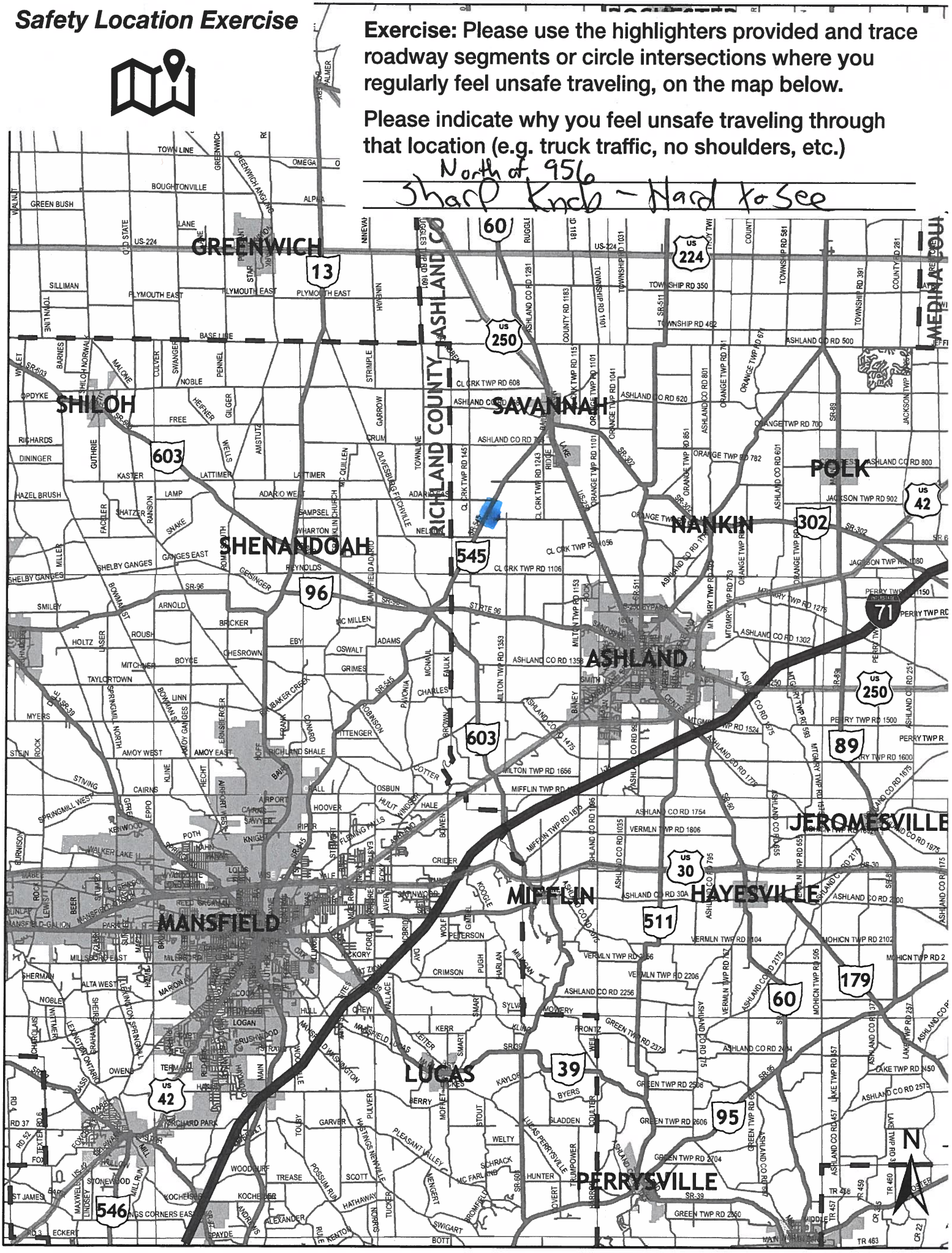
North of 956
Sharp Knob - Hard to See



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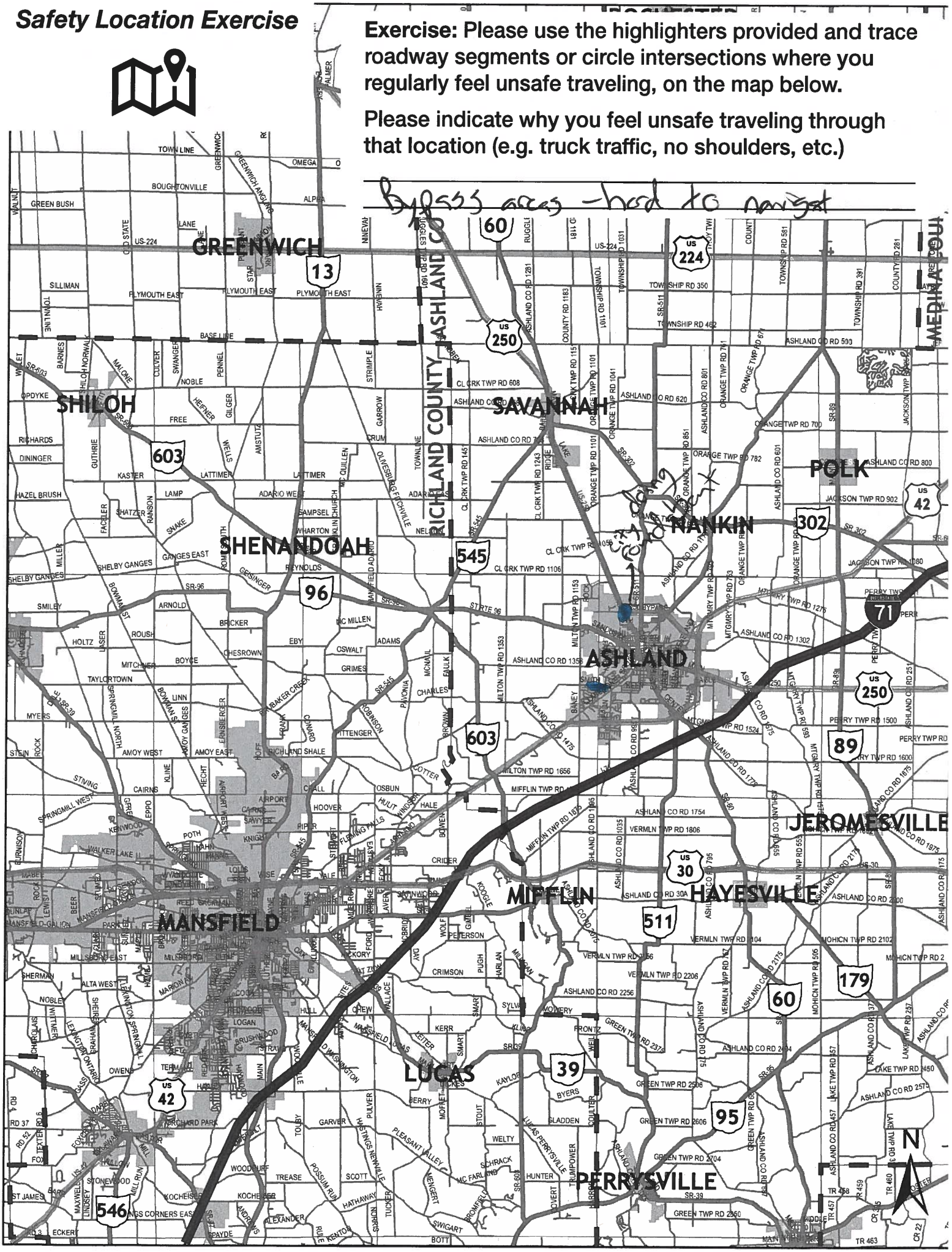
GREENWICH
SHILOH
SHENANDOAH
SAVANNAH
NANKIN
POLK
ASHLAND
MIFFLIN
MANSFIELD
LUCAS
PERRYSVILLE
HAYESVILLE
JEROMESVILLE
RICHLAND COUNTY
ASHLAND CO
MEDINA COU
TOWN LINE
BOUGHTONVILLE
GREEN BUSH
SILLIMAN
PLYMOUTH EAST
BASE LINE
OPPDYKE
RICHARDS
DININGER
HAZEL BRUSH
SHELBY GANGES
SMILEY
HOLTZ
TAYLORTOWN
MYERS
STEIN ROCK
AMOY WEST
AMOY EAST
RICHLAND SHALE
CAIRNS
SPRINGMILL WEST
WALKER LAKE
ALTA WEST
ORCHARD PARK
WOODRUFF
TREASE
SCOTT
HUNTER
ST JAMES
LINDSEY
ECKERT
CRIDER
CRIMSON
PETTERSON
VERMLN TWP RD 1806
VERMLN TWP RD 2206
ASHLAND CO RD 2256
GREEN TWP RD 2606
GREEN TWP RD 2704
GREEN TWP RD 2950
TOWNSHIP RD 350
TOWNSHIP RD 462
ASHLAND CO RD 500
ORANGE TWP RD 700
ORANGE TWP RD 782
ASHLAND CO RD 800
JACKSON TWP RD 902
CL GRK TWP RD 608
CL GRK TWP RD 1106
MILTON TWP RD 1656
MIFFLIN TWP RD 1872
ASHLAND CO RD 1754
PERRY TWP RD 1500
PERRY TWP RD 1600
ASHLAND CO RD 1302
MOHICN TWP RD 2102
LAKE TWP RD 1450
ASHLAND CO RD 2574
ASHLAND CO RD 2444
GREEN TWP RD 2506
ASHLAND CO RD 1975
ASHLAND CO RD 1795
ASHLAND CO RD 1035
ASHLAND CO RD 1475
ASHLAND CO RD 1353
ASHLAND CO RD 1281
ASHLAND CO RD 1031
ASHLAND CO RD 801
ASHLAND CO RD 601
ASHLAND CO RD 620
ASHLAND CO RD 1243
ASHLAND CO RD 1175
ASHLAND CO RD 1275
ASHLAND CO RD 1795
ASHLAND CO RD 1975
ASHLAND CO RD 2175
ASHLAND CO RD 2375
ASHLAND CO RD 2575
ASHLAND CO RD 2775
ASHLAND CO RD 2975
ASHLAND CO RD 3175
ASHLAND CO RD 3375
ASHLAND CO RD 3575
ASHLAND CO RD 3775
ASHLAND CO RD

Safety Location Exercise

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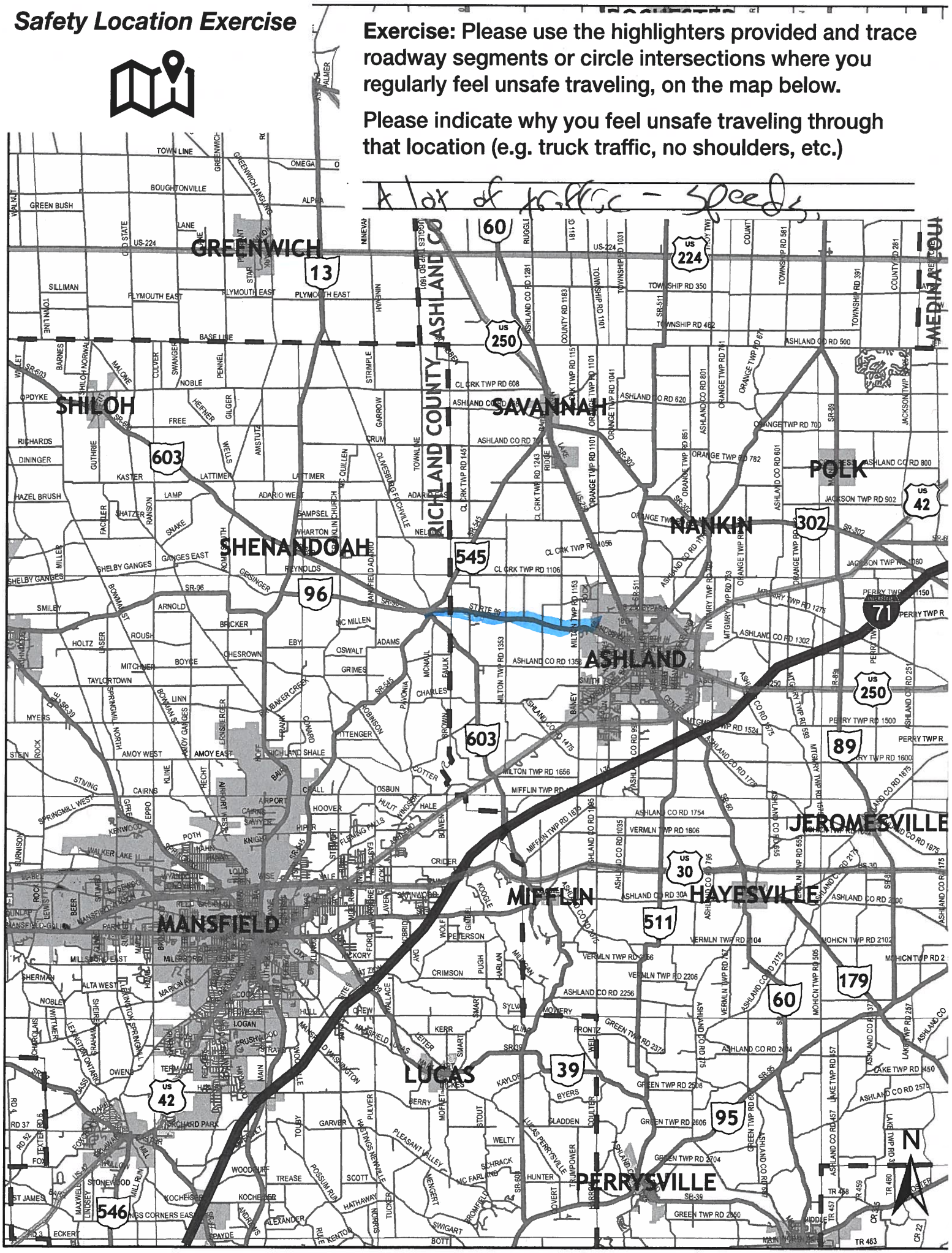
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

A lot of traffic - speeds



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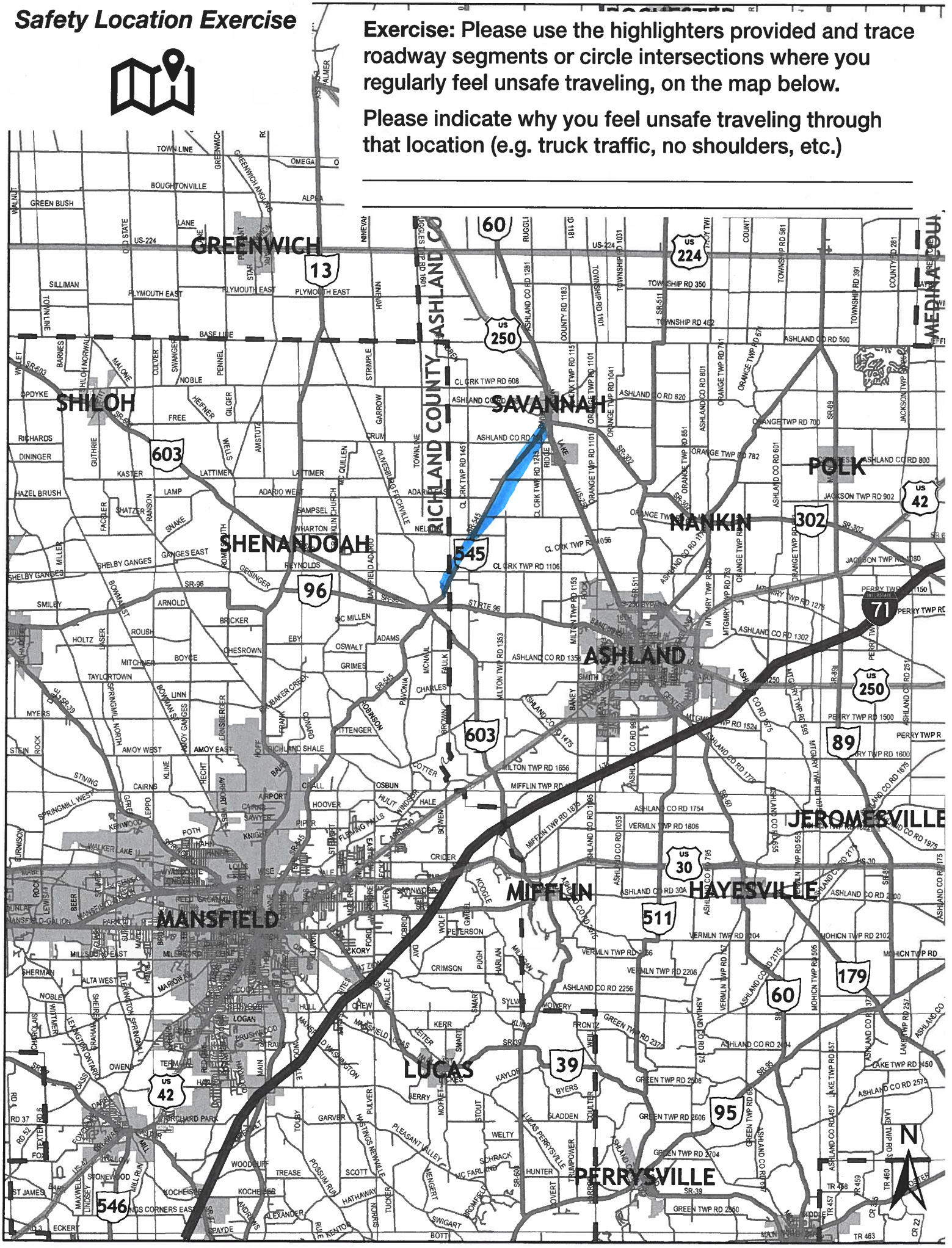

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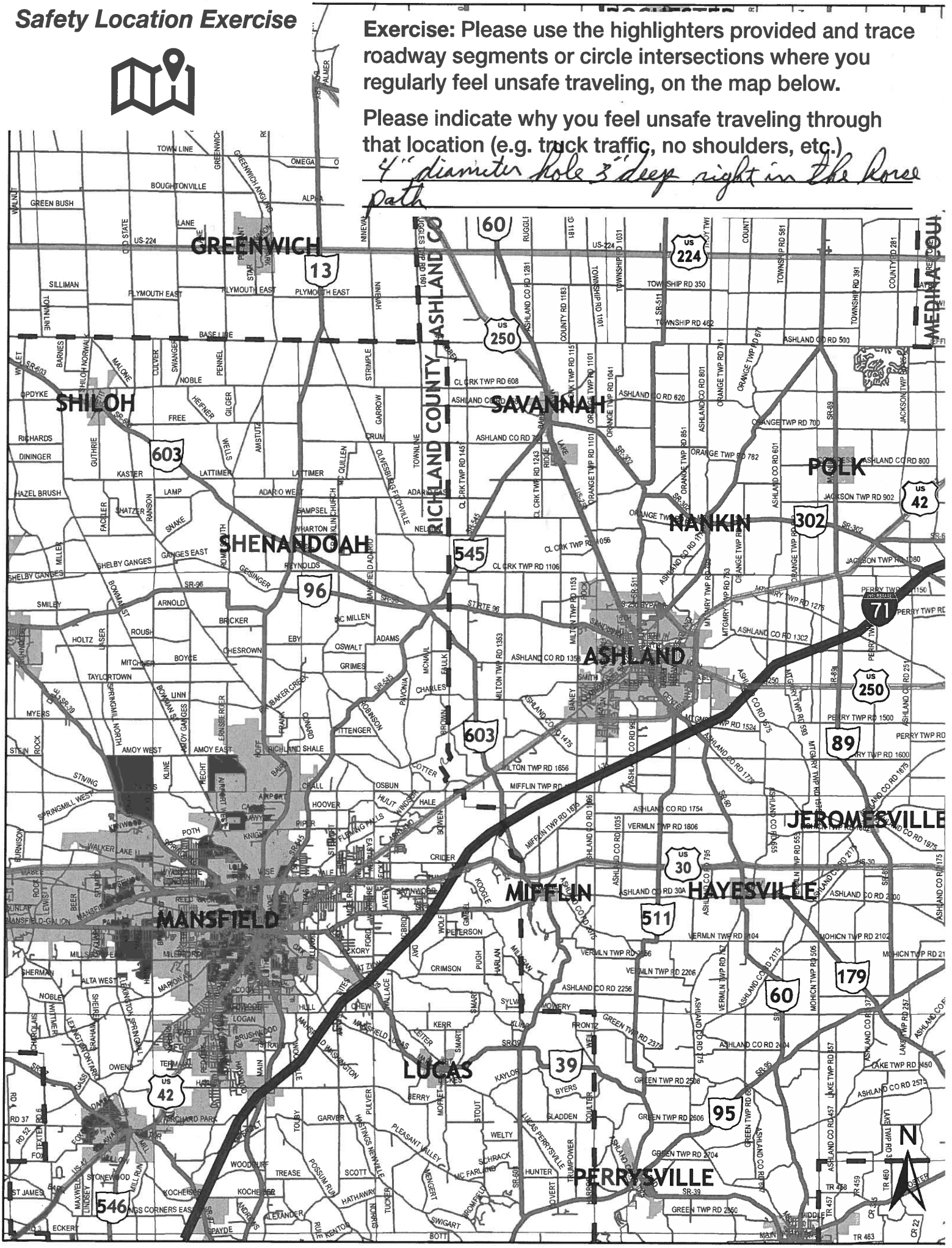
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

4" diameter hole 3" deep right in the knee path



Safety Location Exercise

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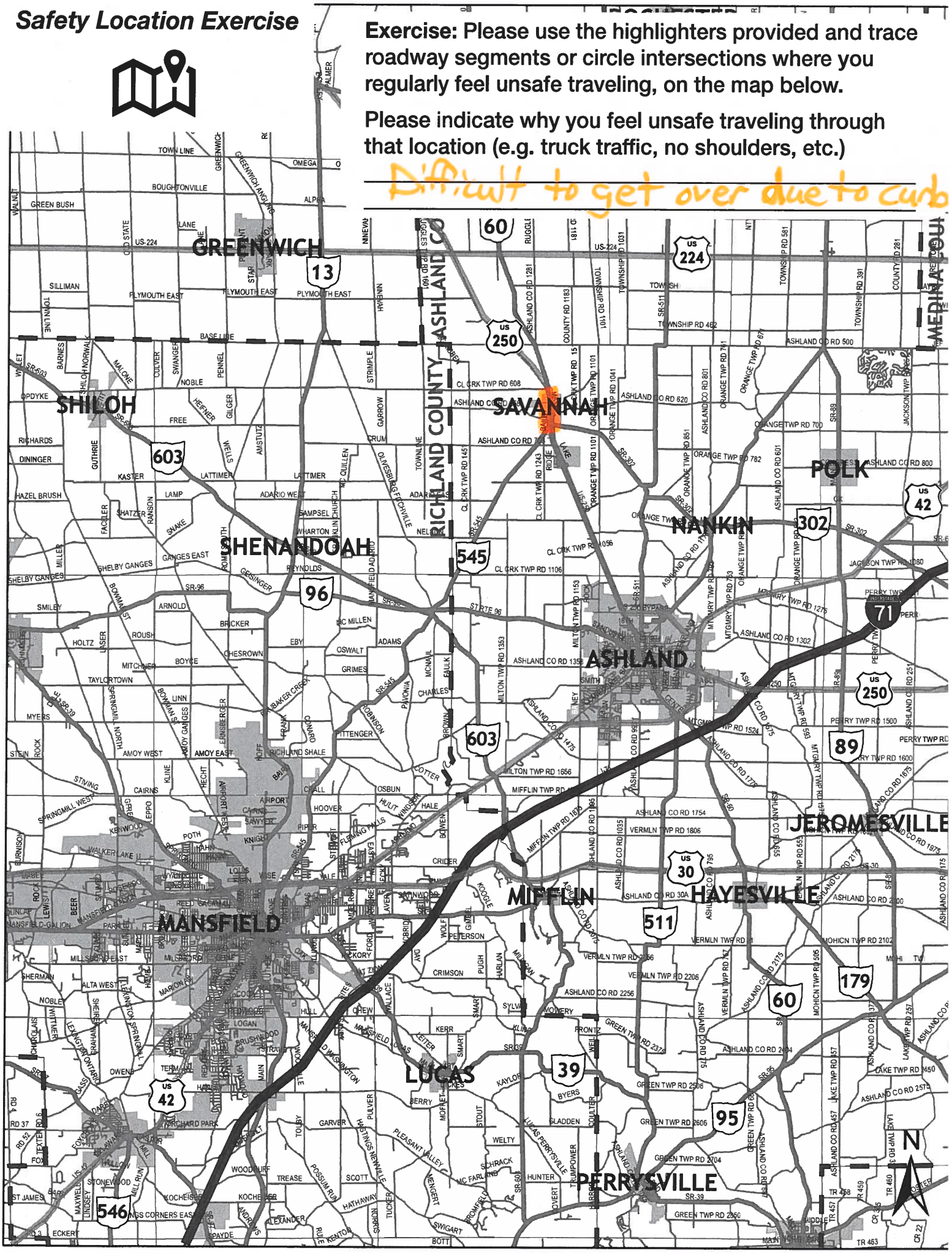
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

Difficult to get over due to curb



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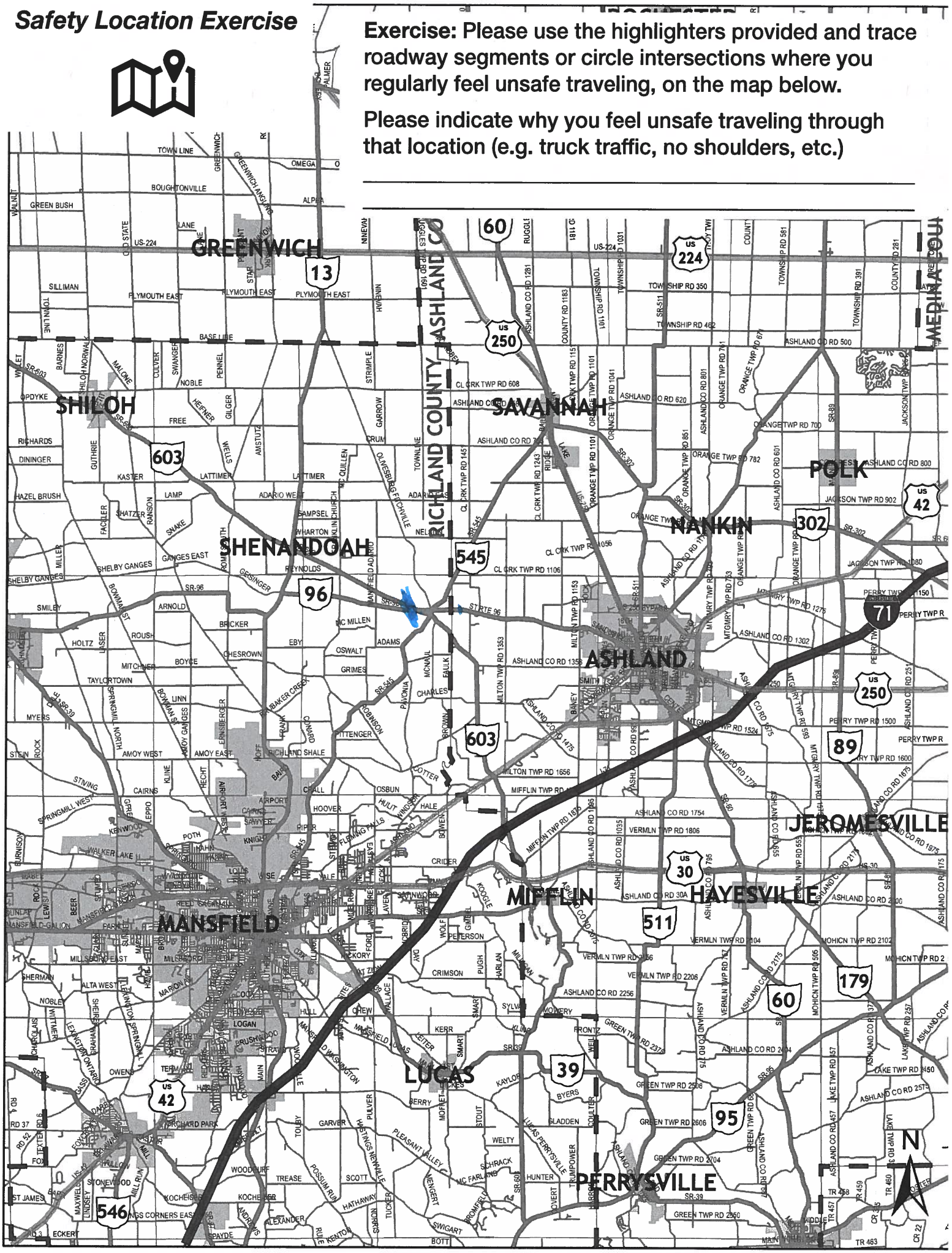

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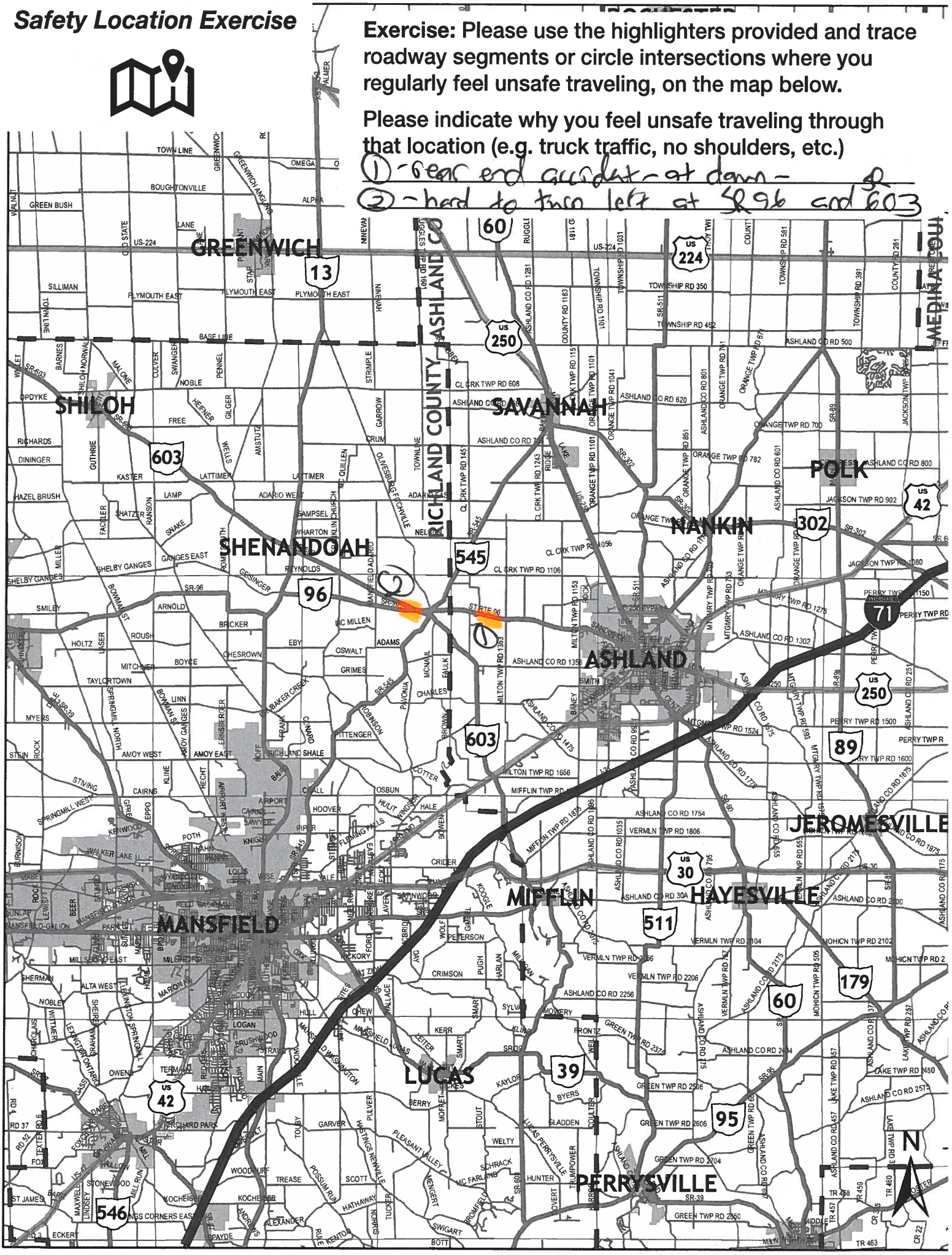
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

① - rear end accident - at dawn - &
② - hard to turn left at SR 96 and 603



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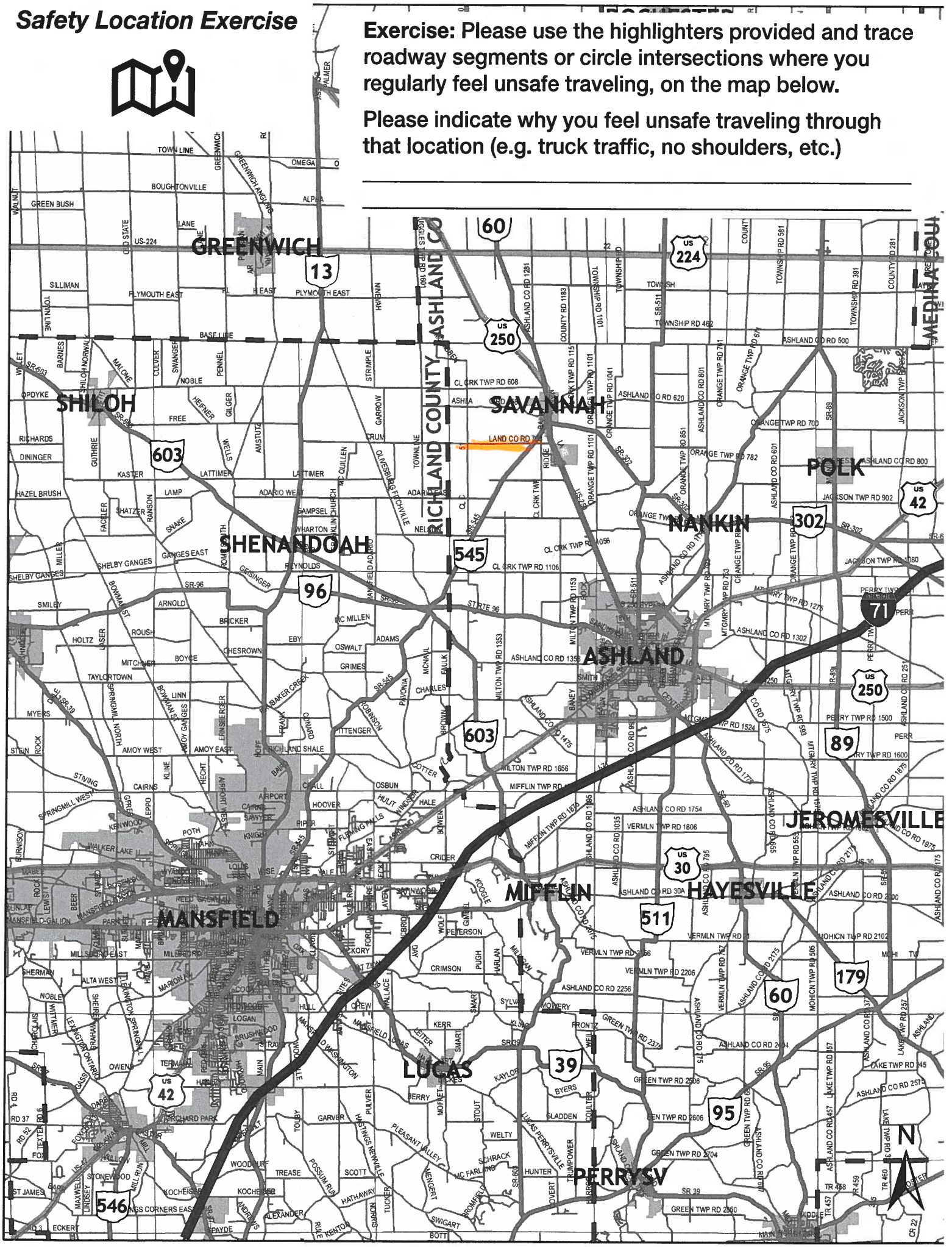

Safety Location Exercise

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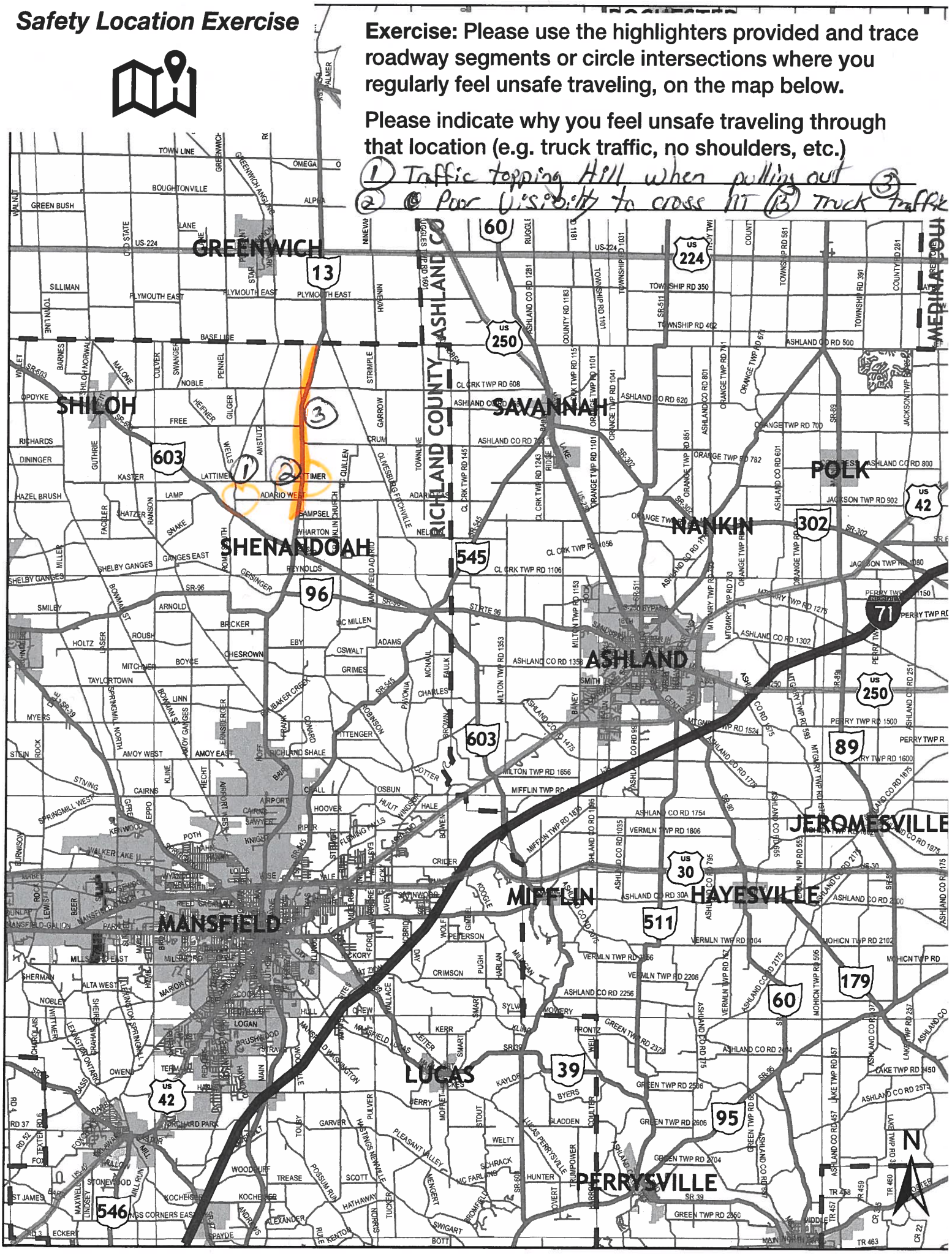
Please indicate why you feel unsafe traveling through that location (e.g. truck traffic, no shoulders, etc.)

(1) Traffic topping Hill when pulling out (3) Traffic
(2) & Poor visibility to cross it (3) Truck Traffic



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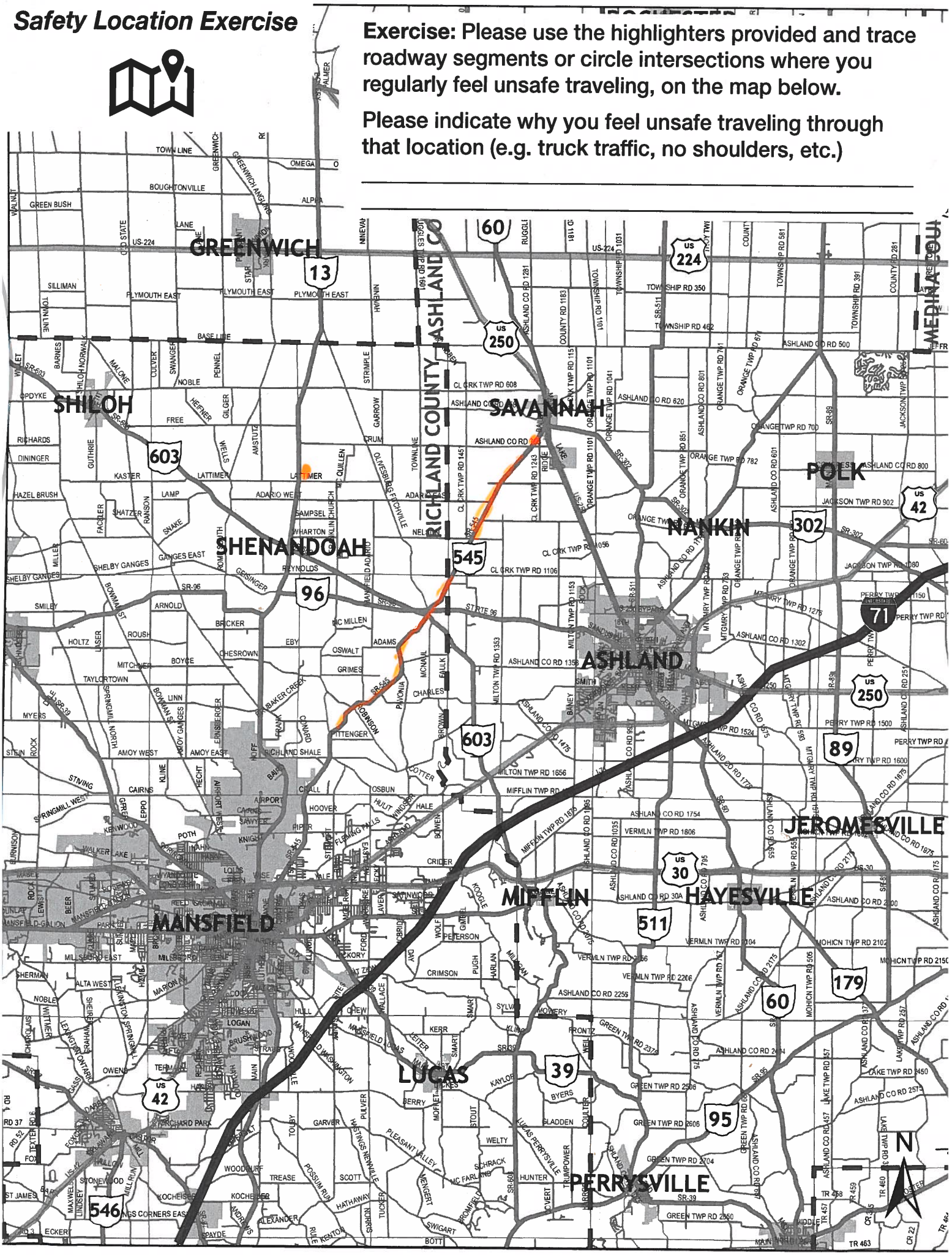

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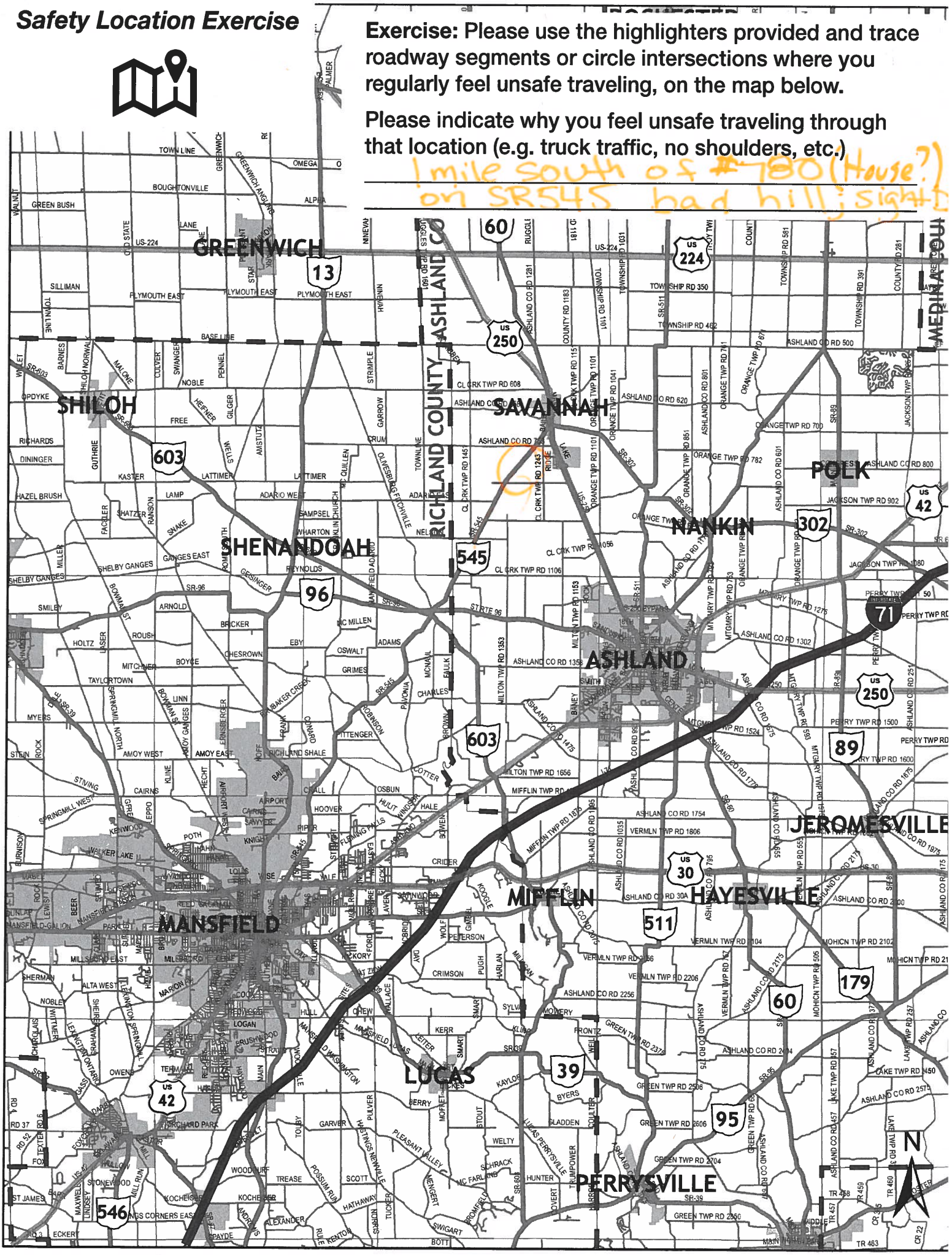
1 mile south of #780 (House?) on SR545 bad hill; sight



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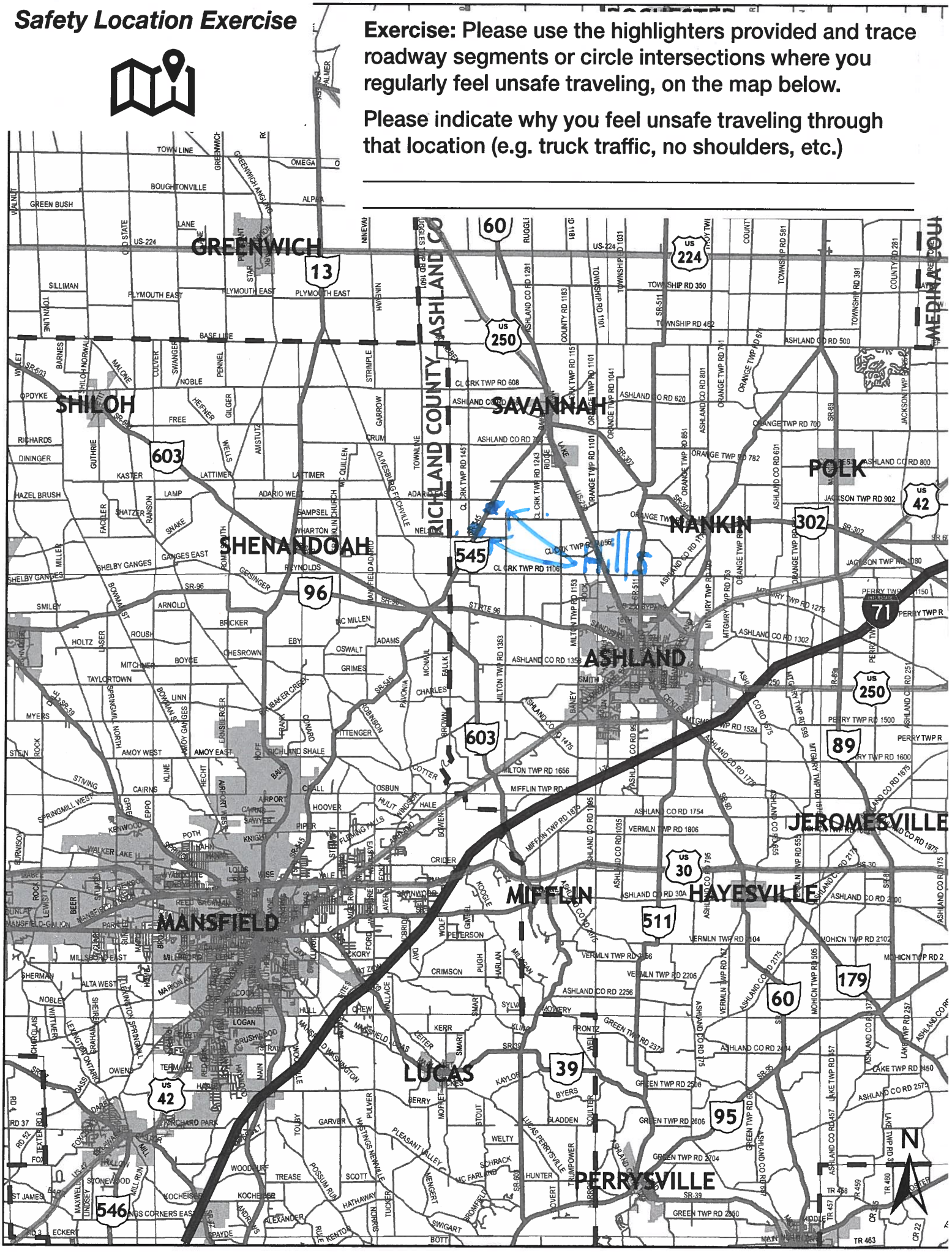

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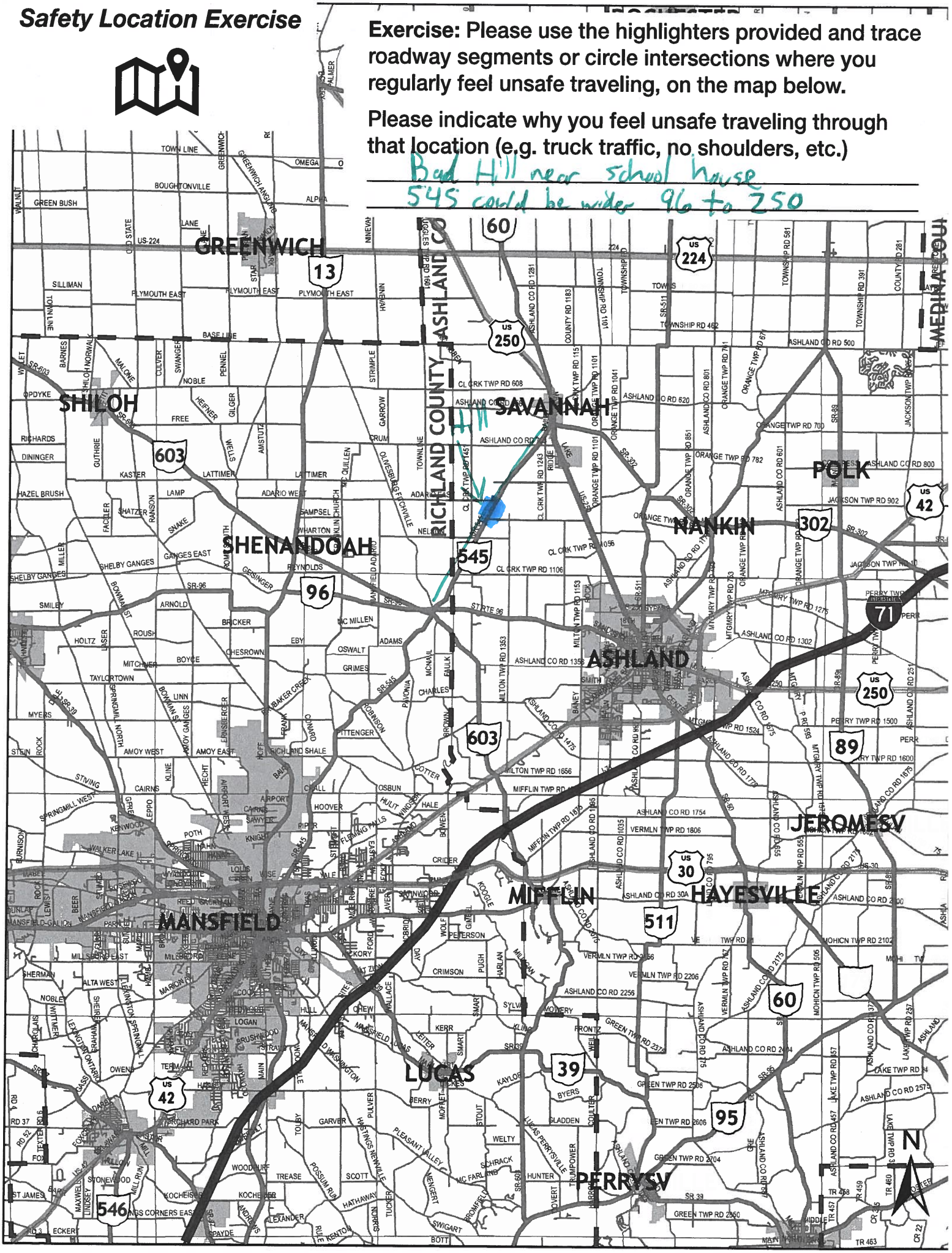
Bad Hill near school house
545 could be wider 96 to 250



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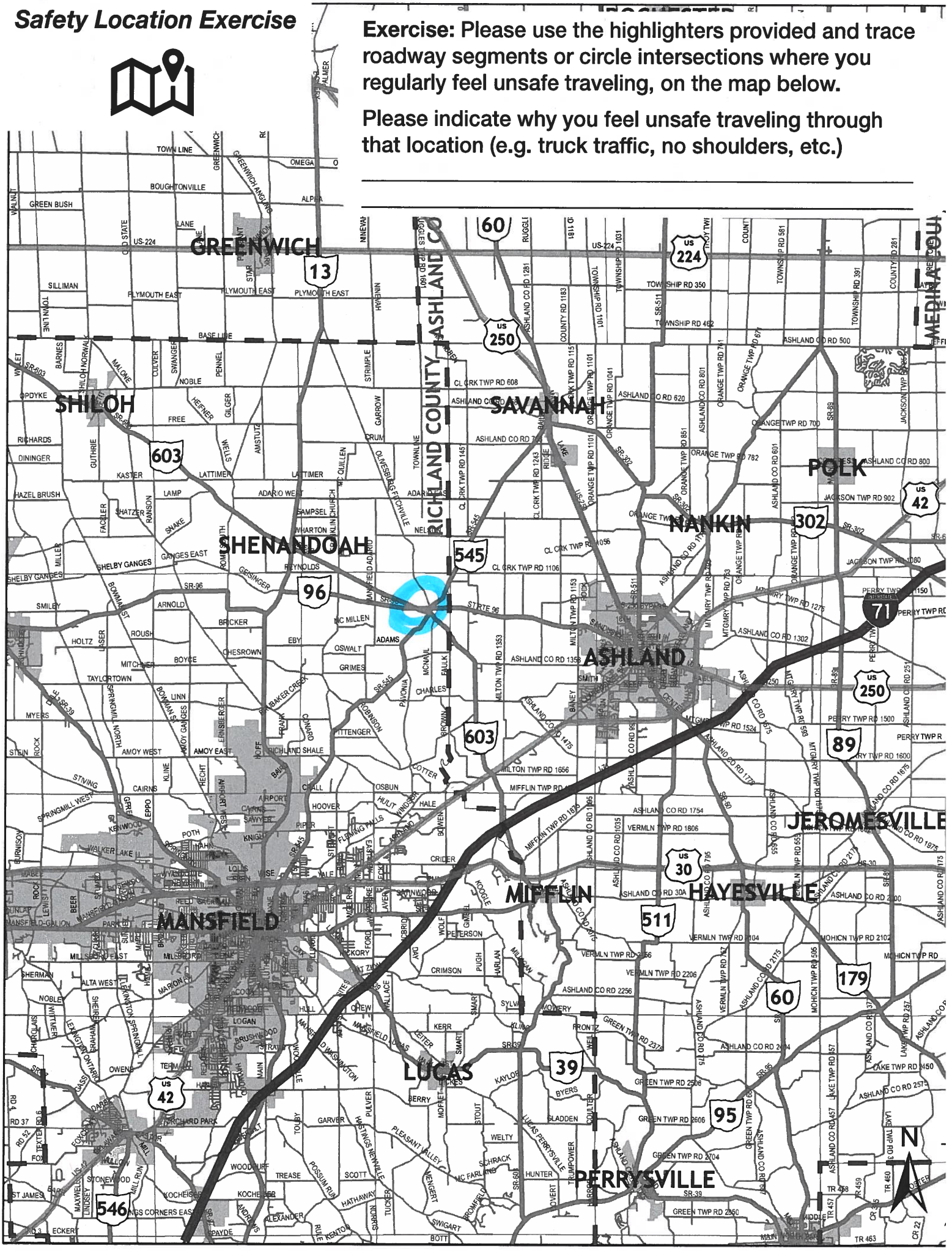

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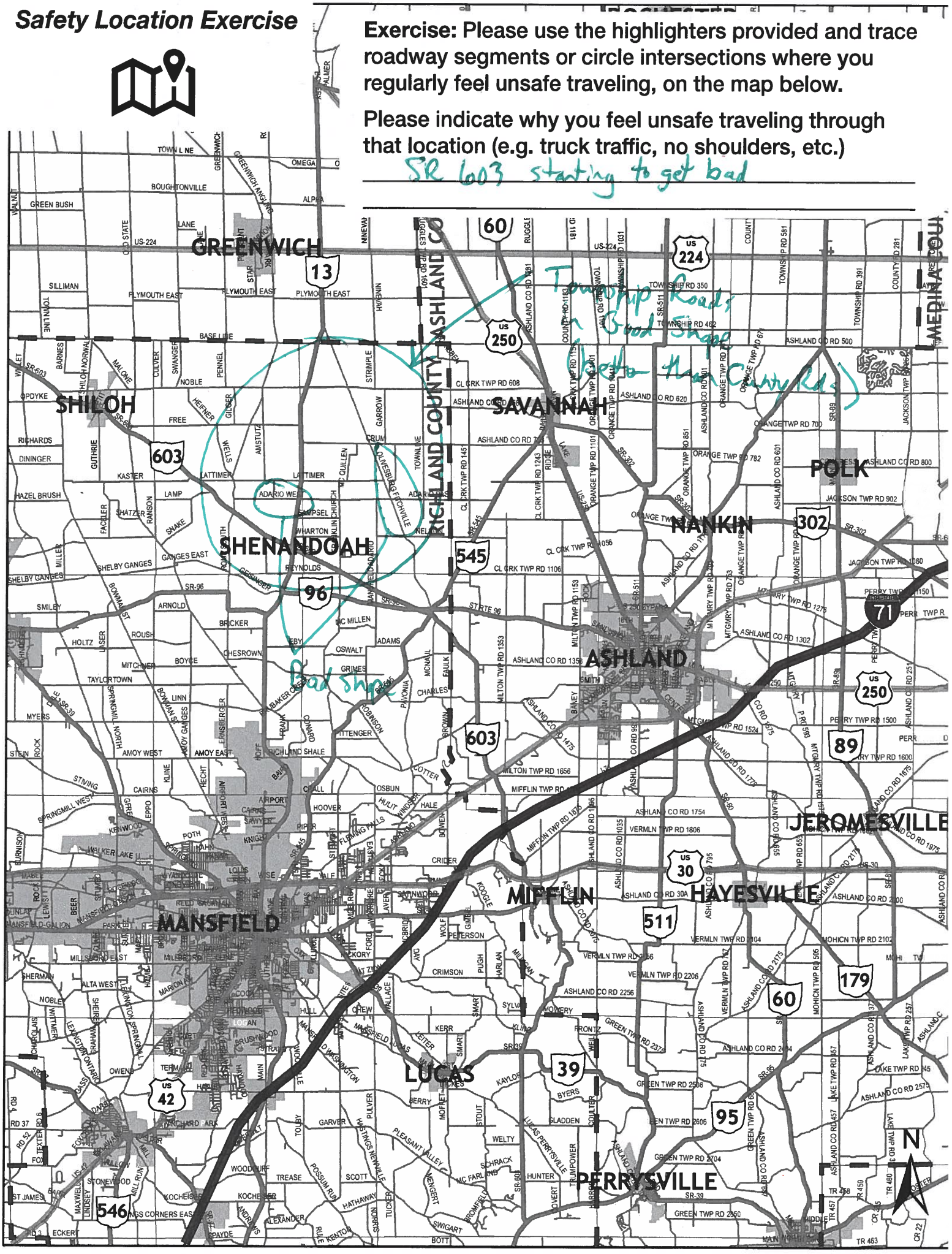
SR 603 starting to get bad



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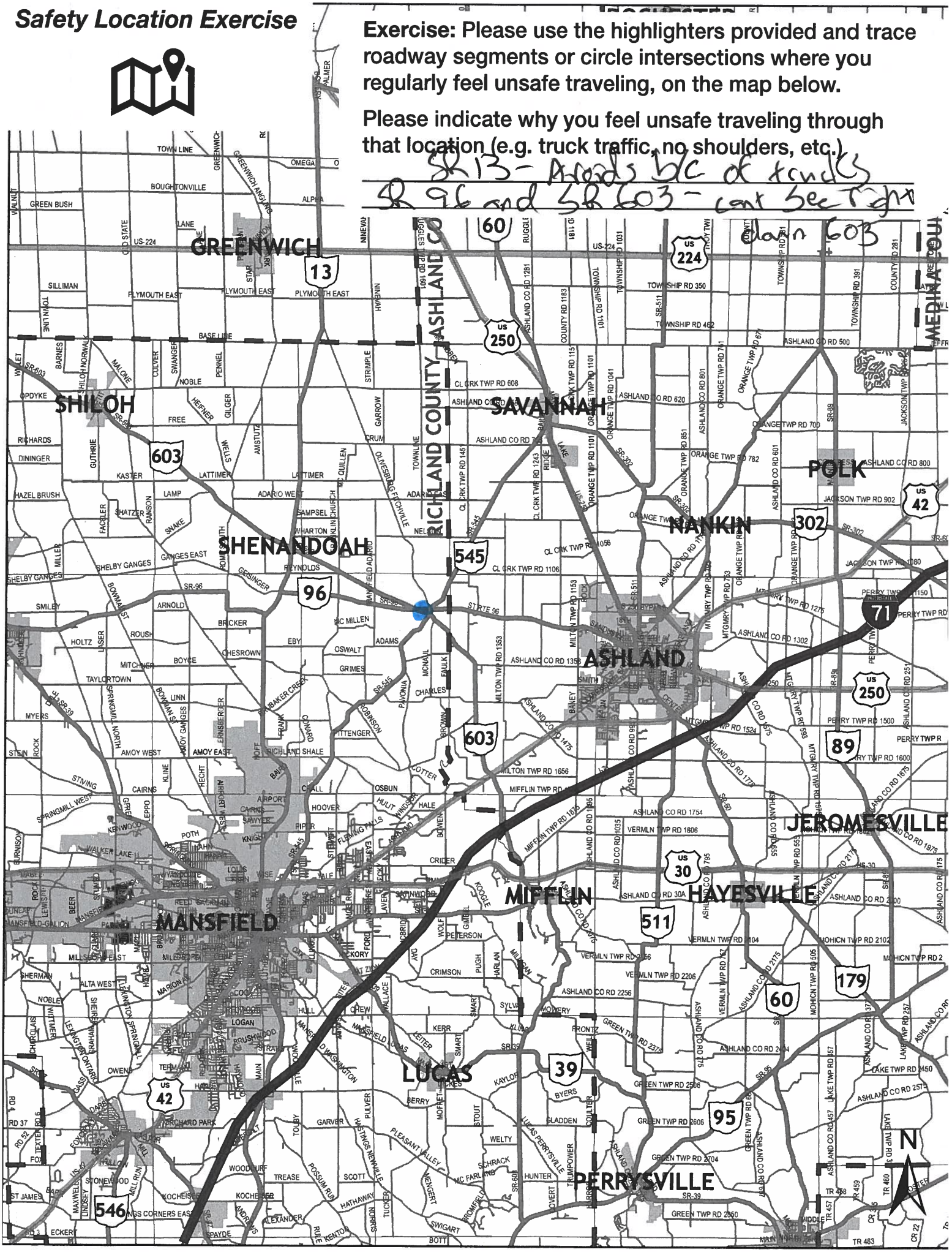
SR 13 - Roads b/c of trucks
SR 96 and SR 603 - can't see traffic

Glenn 603



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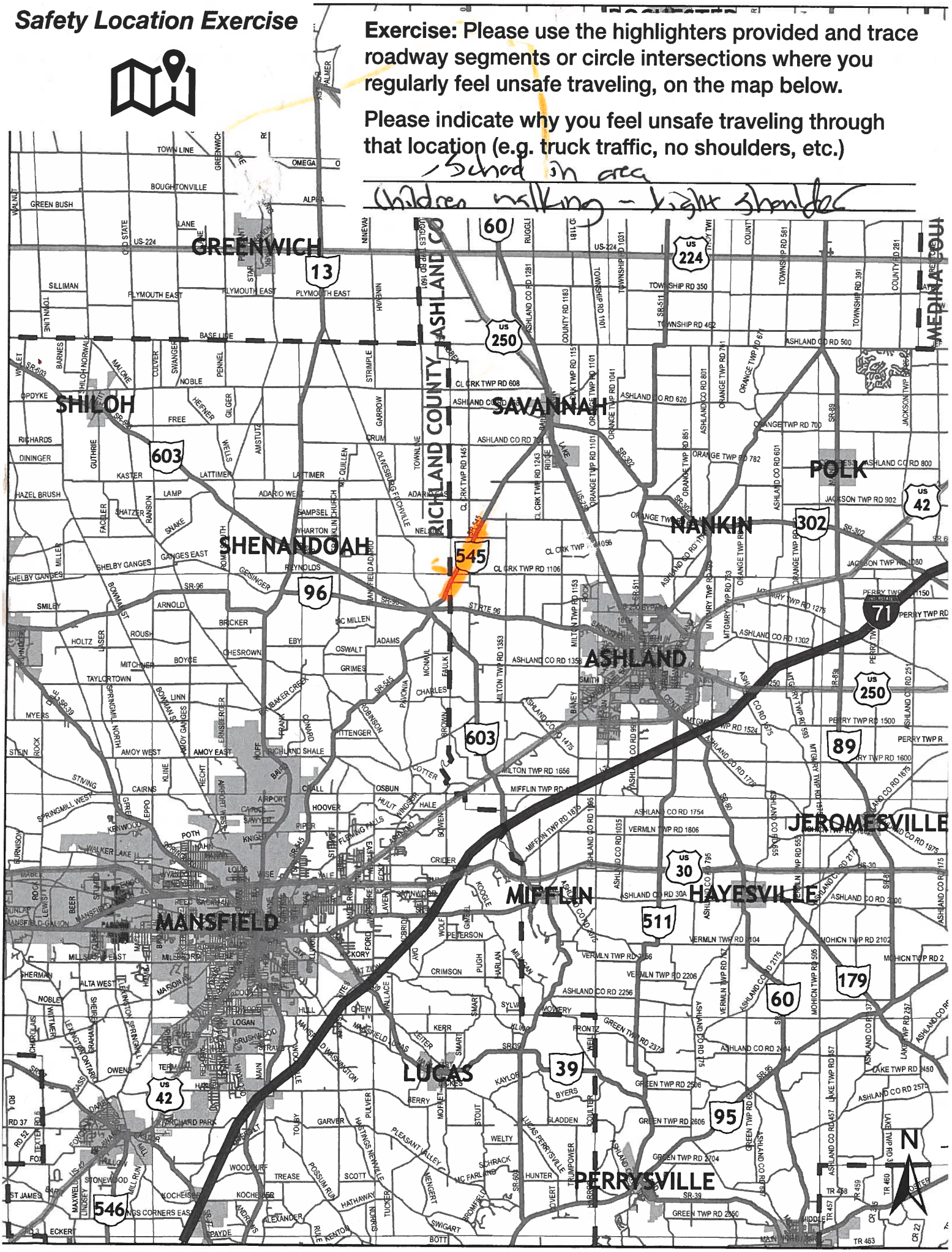
School in area
Children walking - Light shoulder



Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

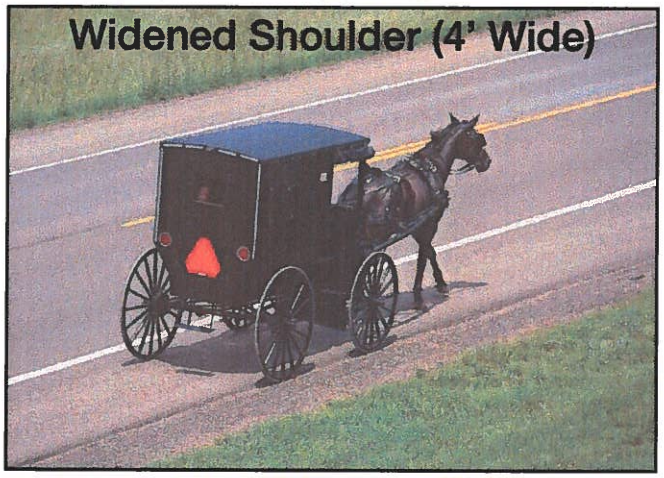




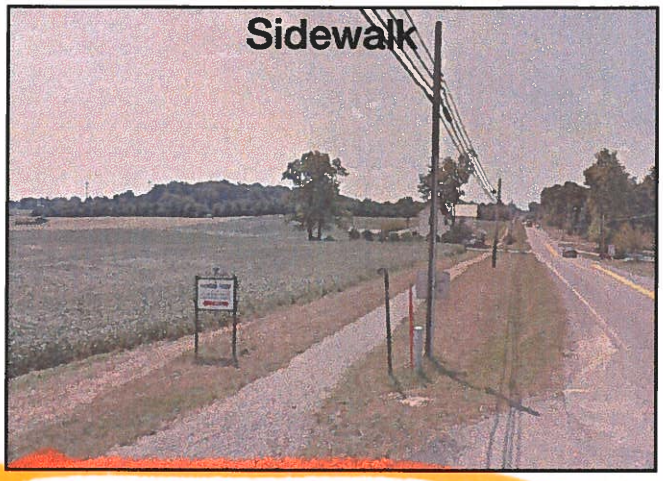
Intersection Lighting



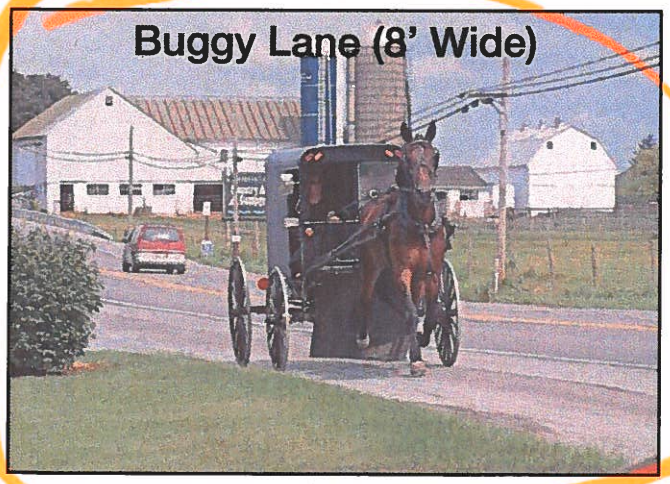
Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

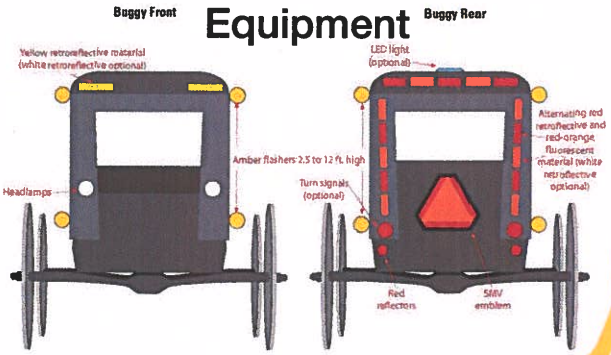


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

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Upgrade Signage

Buggy ***Walk/Bike***





Intersection Lighting



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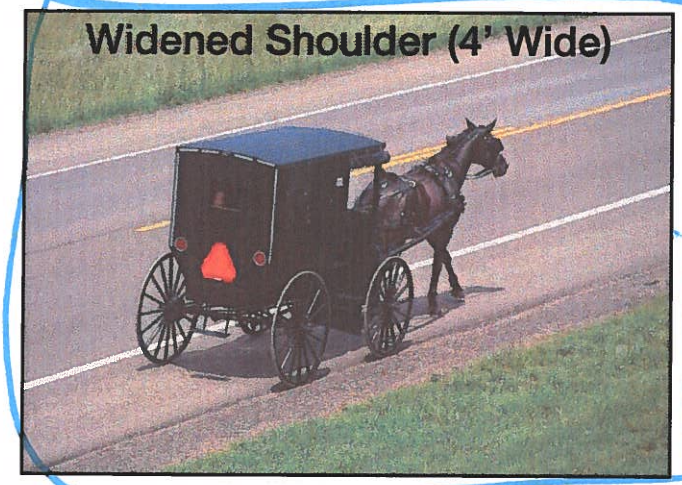


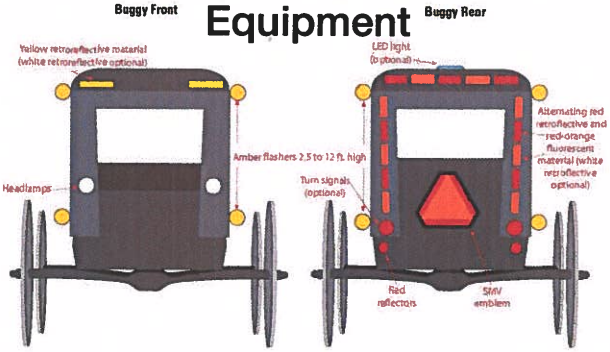
Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



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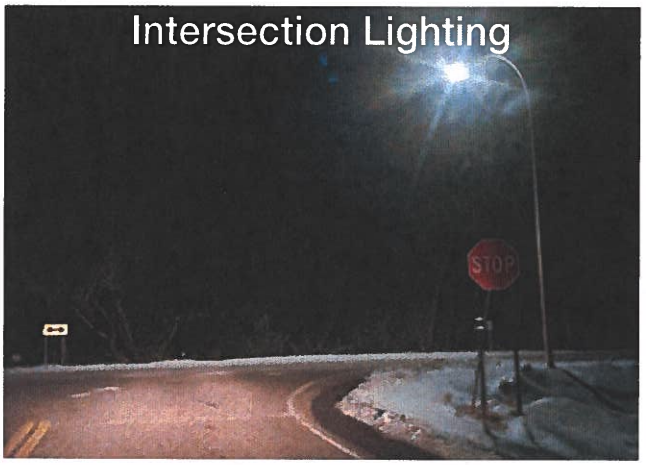
Buggy ***Walk/Bike***

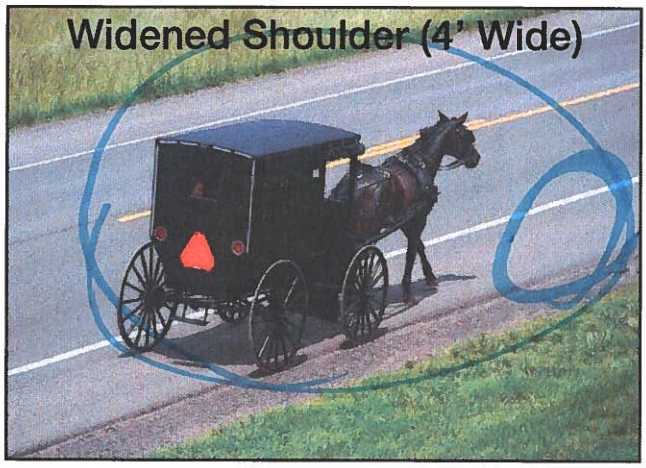




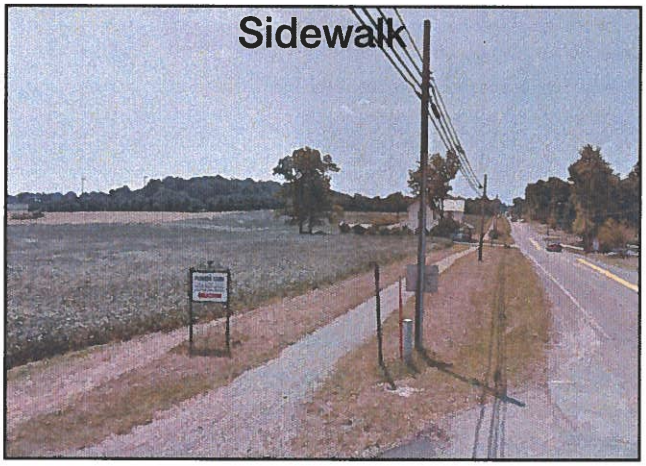
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



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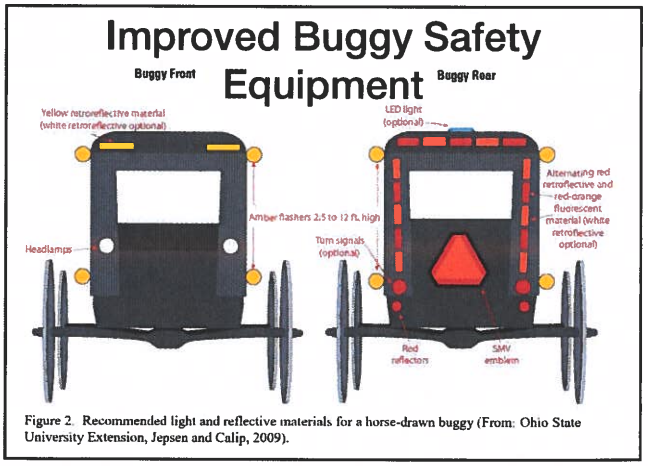

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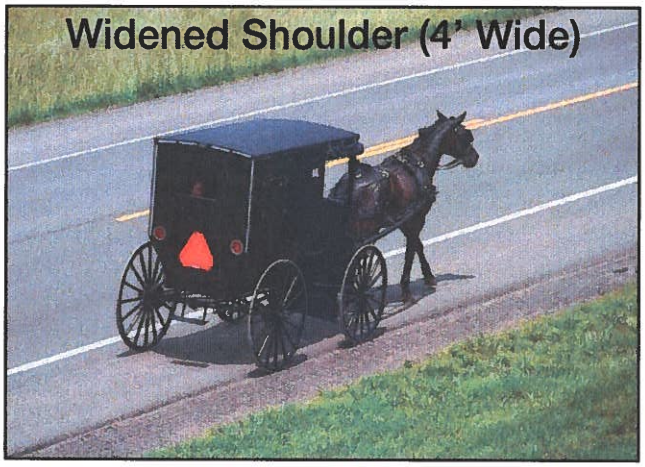
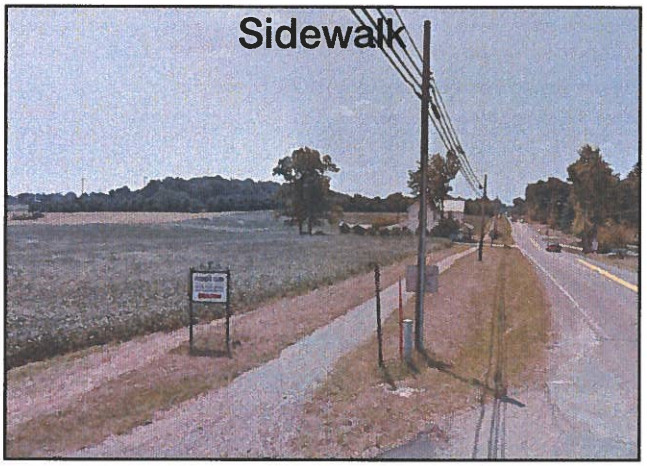


Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment



Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

Dots dangerous Intersections at Pt.
Cars passing on Double Yellow Line on 545
also going over Speed Limit

Improvements Exercise

Exercise: Please use the highlighters provided and circle an improvement you think would most improve safety concerns in the area. If you have additional comments or other improvement ideas, please list them below.

Upgrade Signage

Buggy ***Walk/Bike***

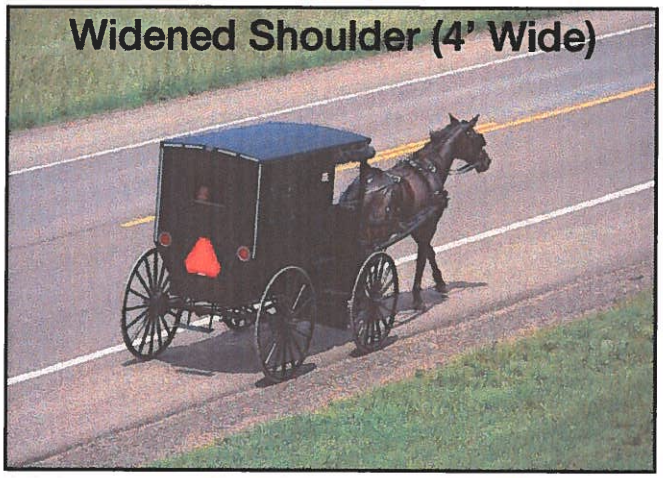




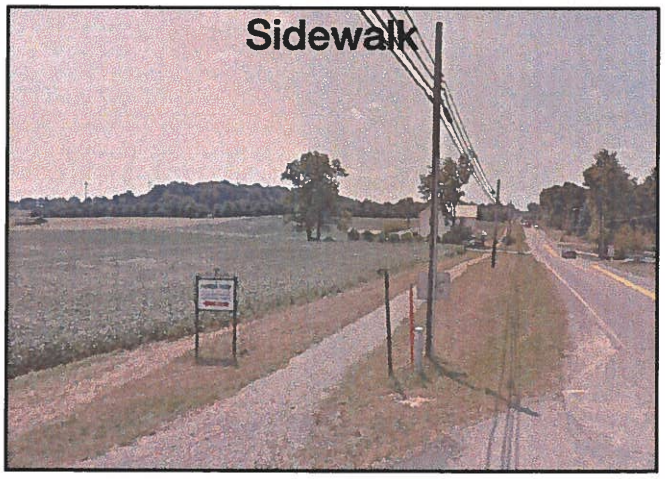
Intersection Lighting



Widened Shoulder (4' Wide)



Sidewalk



Buggy Lane (8' Wide)



Improved Buggy Safety Equipment

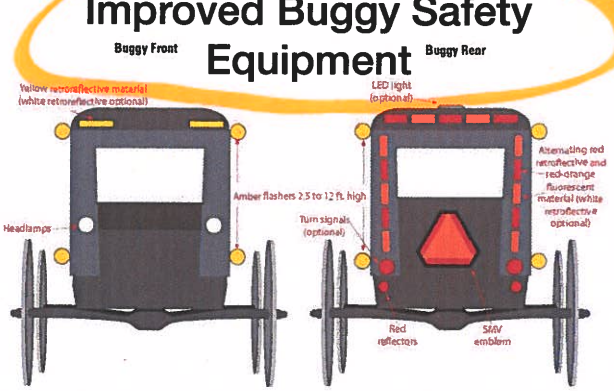


Figure 2. Recommended light and reflective materials for a horse-drawn buggy (From: Ohio State University Extension, Jepsen and Calip, 2009).

Please share your comments or other improvement ideas below:

_____

_____

_____

ASHLAND H-S 9/15

Comment Sheet

Amish & Non-Motorized Travel Study

Savannah, Ashland County

Please share any additional comments regarding buggy, bicycle or walking safety below. Thank you for your feedback!

Adario West and Olivesburg Fitchville in bad shape

OHIO DEPARTMENT OF TRANSPORTATION



Appendix D

Buggy Count Maps

District 1,6 & 7 -Buggy Count Map

Legend

- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study

N

Hardin

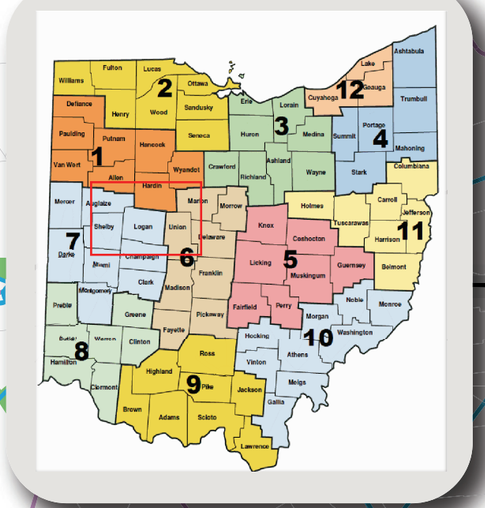
Marion

Logan

Union

Shelby

Champaign



Michigan

Indiana

Fulton

Williams

Defiance

Henry

Paulding

District 1 & 2 -Buggy Count Map

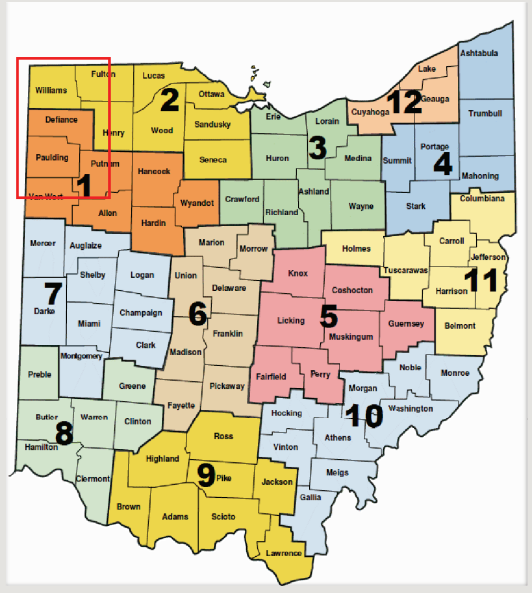
Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

N



*From 2013 Donnermeyer & Luthy Study

District 3, 4 & 11 -Buggy Count Map

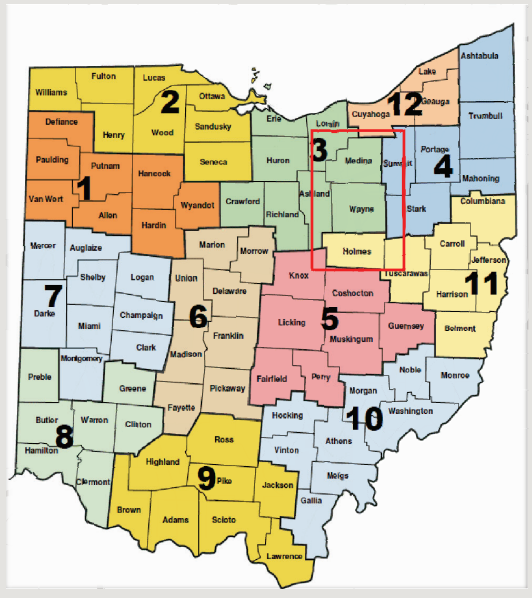
Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study



Lorain
Medina
Wayne
Ashland
Holmes
Stark
Tuscarawas

District 3 -Buggy Count Map

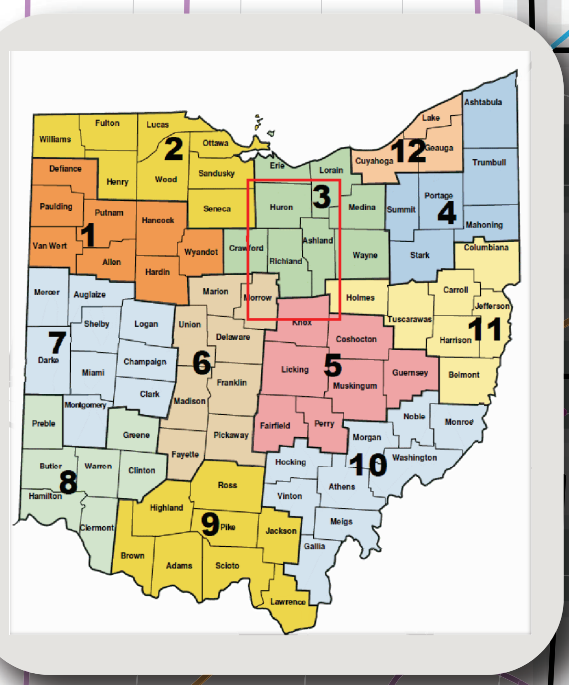
Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study



District 4 -Buggy Count Map

Legend

- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study

Lake Erie

N

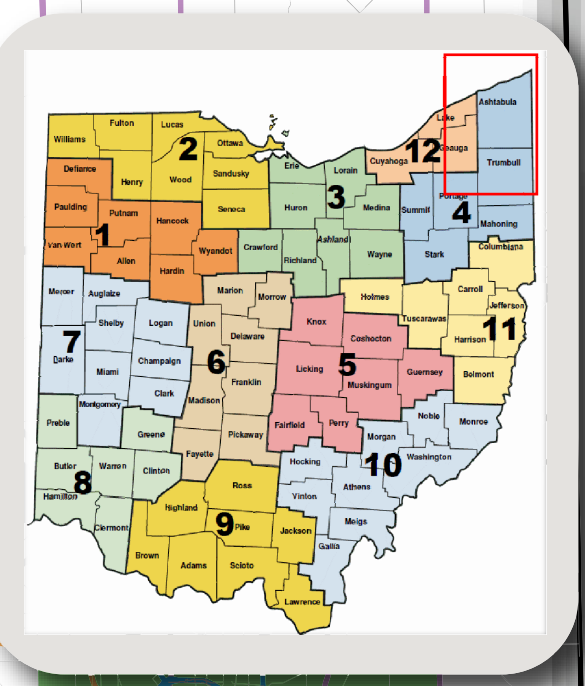
Lake

Ashtabula

Geauga

Trumbull

Portage



District 5, 10 & 11 -Buggy Count Map

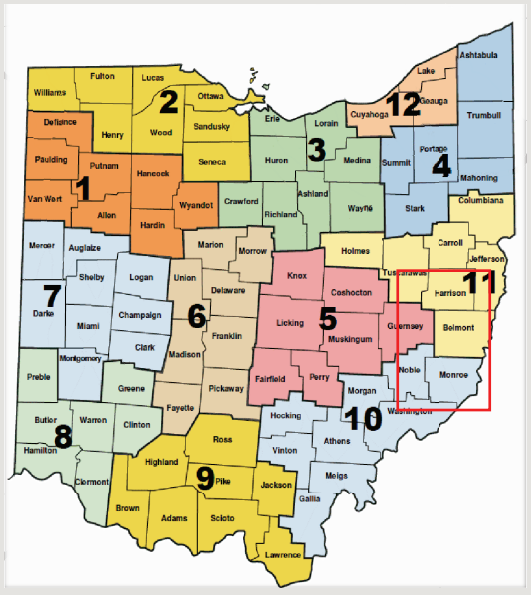
Legend

- - Amish Buggy Crash 2009 - 2019
- - Location of Bishop*
- - Amish Settlement Size*
- - US Route
- - Interstate Route
- - State Route
- - County Route
- - Known Amish Route ID by ODOT Districts

Buggy Count Locations

- - Frequently Traveled
- - Moderately Traveled
- - Lightly Traveled
- - None Counted

*From 2013 Donnermeyer & Luthy Study



District 5 & 10 -Buggy Count Map

Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study



Fairfield
Perry
Morgan
Hocking
Vinton
Athens
Washington

District 5 & 11 -Buggy Count Map

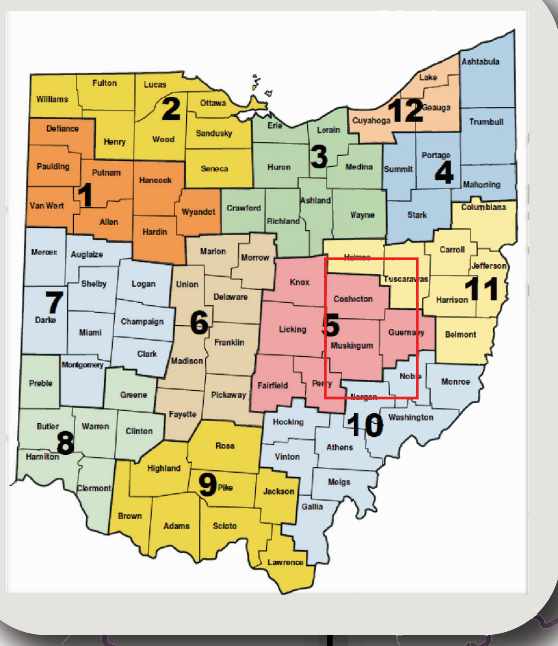
Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study



District 5 & 6 -Buggy Count Map

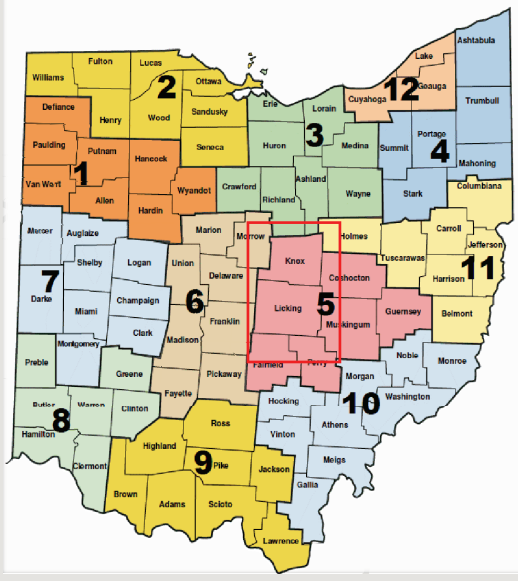
Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study



District 7 -Buggy Count Map

Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study

Van Wert

Auglaize

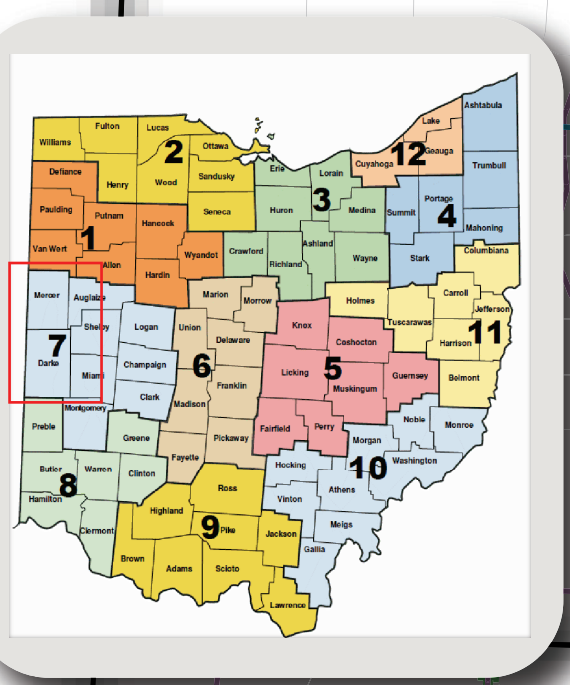
Mercer

Darke

Shelby

Miami

Indiana



District 8 -Buggy Count Map

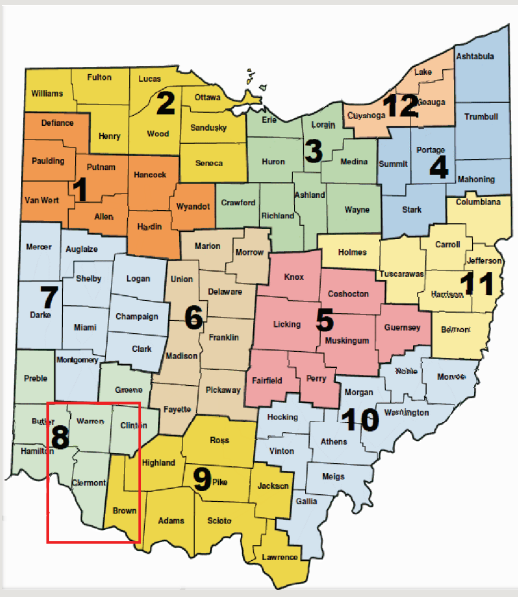
Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study



Warren

Clinton

Hamilton

Clermont

Brown

District 9 & 10 -Buggy Count Map

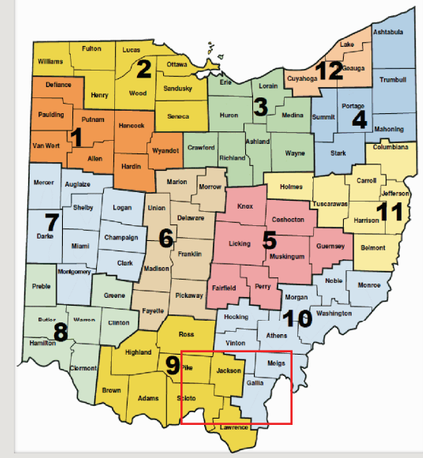
Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study



District 9 -Buggy Count Map

Clinton
Fayette
Ross
Highland
Pike
Brown
Adams

Legend

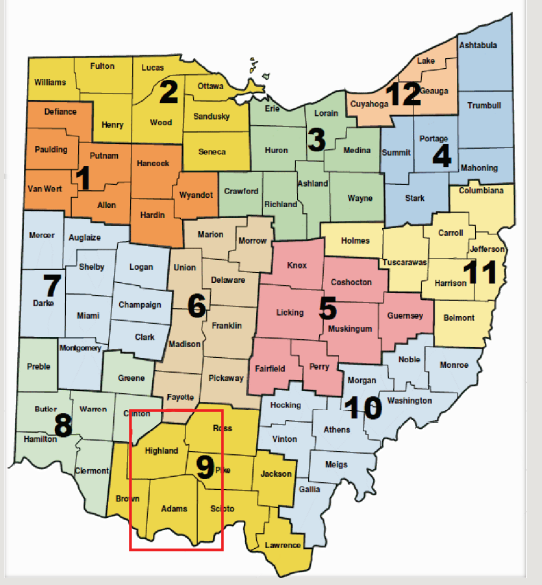
- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

N

*From 2013 Donnermeyer & Luthy Study



District 11 -Buggy Count Map

Legend

- Amish Buggy Crash 2009 - 2019
- Location of Bishop*
- Amish Settlement Size*
- US Route
- Interstate Route
- State Route
- County Route
- Known Amish Route ID by ODOT Districts

Buggy Count Locations

- Frequently Traveled
- Moderately Traveled
- Lightly Traveled
- None Counted

*From 2013 Donnermeyer & Luthy Study

Columbiana

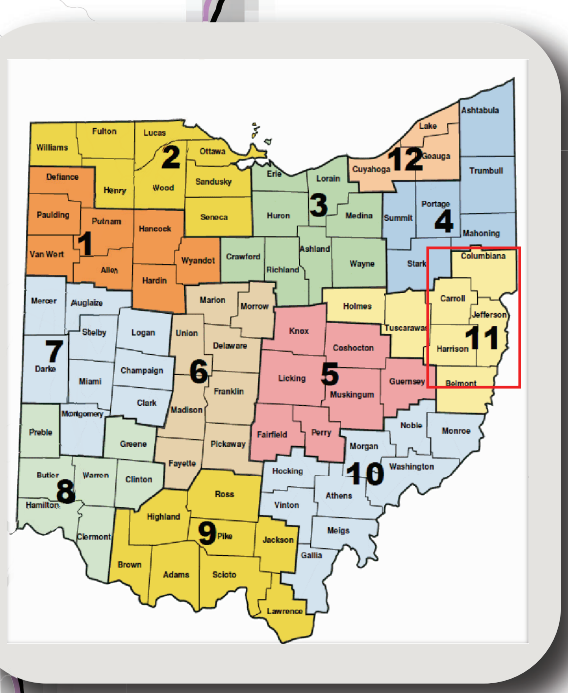
Carrol

Harrison

Belmont

Jefferson

West Virginia





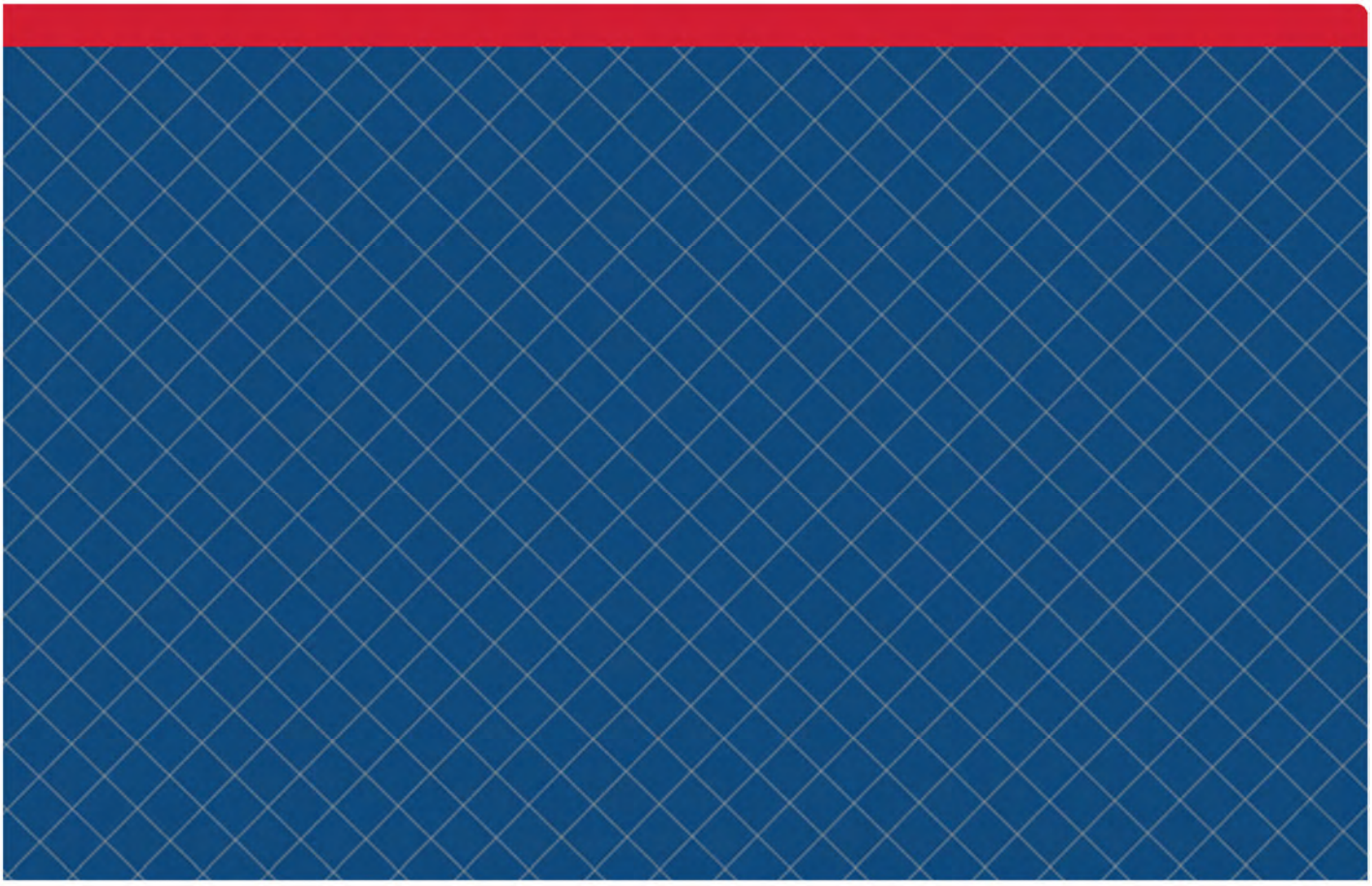
Appendix E

2016 Amish Safety Strategic Plan - Geauga County

AMISH SAFETY STRATEGIC PLAN
GEAUGA COUNTY

ODOT District 12

December 29, 2016



PREPARED FOR:

Ohio Department of Transportation
District 12

5500 Transportation Blvd
Garfield Heights, OH 44125

PREPARED BY:

LJB Inc.

2500 Newmark Drive
Miamisburg, OH 45342
(937) 259-5000

Kevin Miller, P.E., PTOE - Principal
KMiller@LJBinc.com

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INTRODUCTION

PURPOSE AND NEED

The Ohio Department of Transportation (ODOT) was contacted by local officials in Geauga County to improve safety for Amish highway users. Amish use horse-driven buggy vehicles rather than motor vehicles for their travel, and they are significant pedestrian users of the roadway network.

Potential safety concerns exist when horse-drawn vehicles, which move at a speed of 5-8 miles per hour, share roadways with motor vehicles traveling at speeds up to 55 miles per hour. Rural roadways are often narrower than urban roadways, resulting in very little room to maneuver around horse-drawn Amish buggies. Also, minimal crash protection for occupants in Amish buggies and potential horse reactions to traffic add to the safety concerns. The purpose of this planning study is to develop a multi-agency strategic plan to improve the safety of Amish road users, including pedestrians in Geauga County.

BACKGROUND

Geauga County is the second largest Amish settlement in Ohio and the fourth largest in the country. Based on the 2010 census, Geauga County has a population of 93,300 of which more than 12,000 (13 percent) belong to the Amish community. Within Geauga County, Amish population is centered near the villages of Burton and Middlefield, and the townships of Burton, Claridon, Middlefield, Parkman, Huntsburg and Troy.

A stakeholder group and a steering committee that involves local communities and law enforcement were established for this study. This multi-disciplinary team provided local perspective of the safety concerns and offered feedback on the recommendations and prioritization developed as part of this study.

Steering Committee

The steering committee included representatives from the Geauga County Engineer's office, Geauga County Sherriff's Office, Ohio State Highway Patrol, the Amish Safety Committee and ODOT District 12. A roster of people that participated on the steering committee is included in **Appendix A**.

Stakeholders

The stakeholders for this study include ODOT District 12, Northeast Ohio Area-wide Coordinating Agency (NOACA), Geauga County, ODOT District 4, and the Amish Safety Committee, the villages of Burton and Middlefield, and townships of Burton, Claridon, Huntsburg, Middlefield, Parkman and Troy**.** **Appendix A** includes the roster of all stakeholders.

A focus area for this study was identified based on the input from stakeholders as shown in **Figure 1**.

PREVIOUS STUDIES

ODOT and the Ohio Department of Public Safety (ODPS) have previously completed statewide studies in 2000 to analyze the potential safety issues with Amish buggies and pedestrians sharing roadways with motor vehicles. The ODOT study evaluated the overall safety concerns, and the study recommendations were focused on roadway design and maintenance of roadway facilities. The ODPS study focused on driver education and enforcement initiatives. A public involvement/public opinion survey was also completed as part of the ODOT study.

Recommendations from the ODOT study included:

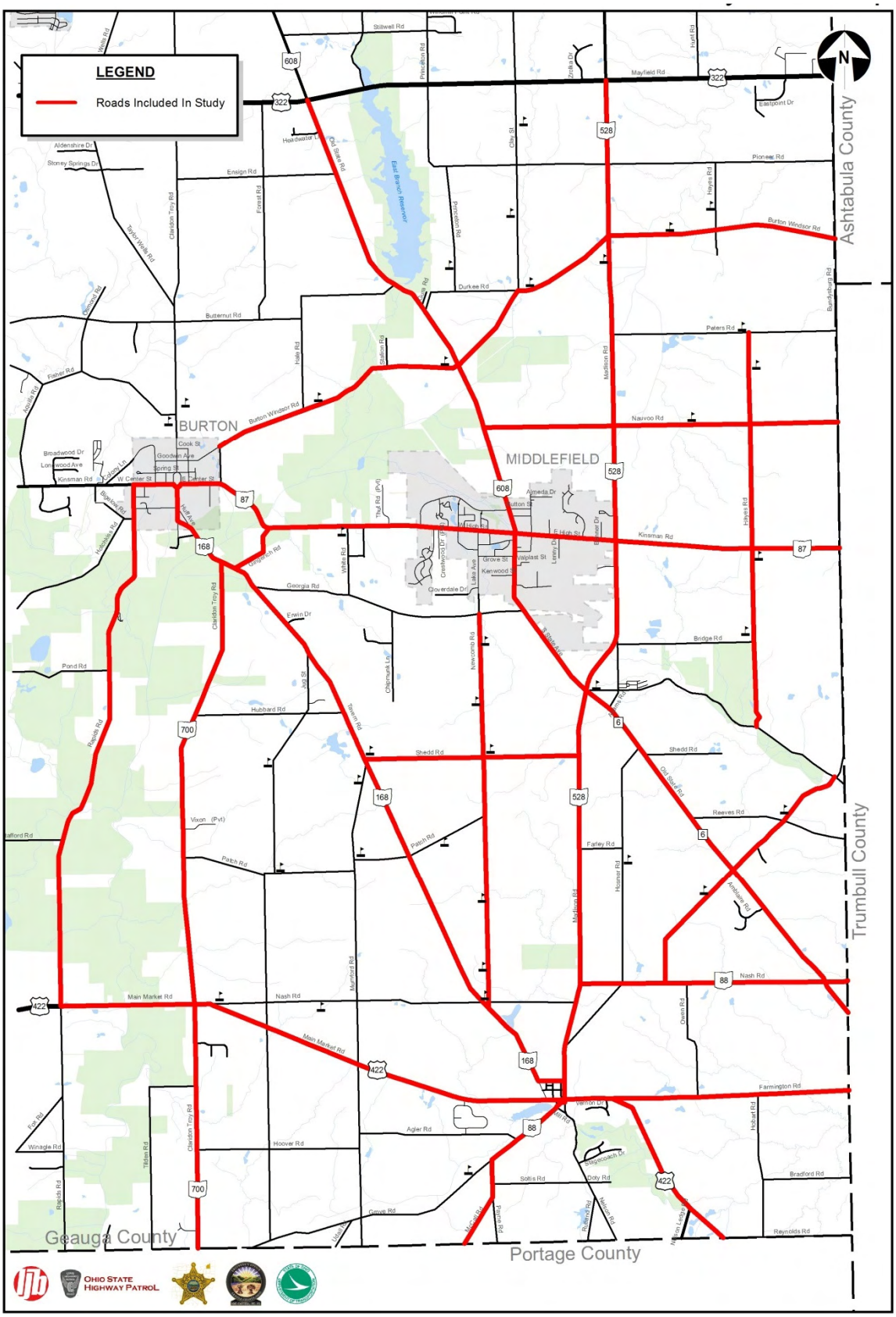
- Widen shoulders to 6 to 8 feet on state roadways with heavy horse-drawn vehicle traffic
- Plow shoulders during snow removal
- Cut vegetation to improve sight distance at intersections for drivers of horse drawn vehicles, who sit further back than motor vehicle drivers

- Re-evaluate signage based on feedback received from the Amish Community
- Consider changing speed limits by conducting speed zone studies that take into account Amish buggies and pedestrians
- Re-evaluate vertical and horizontal geometries on state highways with heavy Amish buggy traffic.
- Selection of treatments and prioritization of projects was anticipated to be undertaken by the local government agencies and ODOT District offices.

Primary recommendations from the ODPS study included:

- Conduct public information campaigns
- Educate buggy operators on safety materials and equipment
- Prepare 'Rules of the Road' materials and programs for buggy drivers
- Develop a hands-on buggy operator course with the support of the Amish School officials
- Conduct Amish Vehicle Safety Week during spring and fall seasons
- Revise the young driver training curriculum to include instruction on slow moving vehicles

FIGURE 1 – STUDY AREA MAP



DATA COLLECTION AND ANALYSIS

CRASH DATA

Crash data was obtained for study roadways and intersections for a five-year period (2010-2014). During the study, LJB reviewed crash patterns for all crash types in the study area, as well as those that involved Amish buggy/pedestrian.

All Crashes

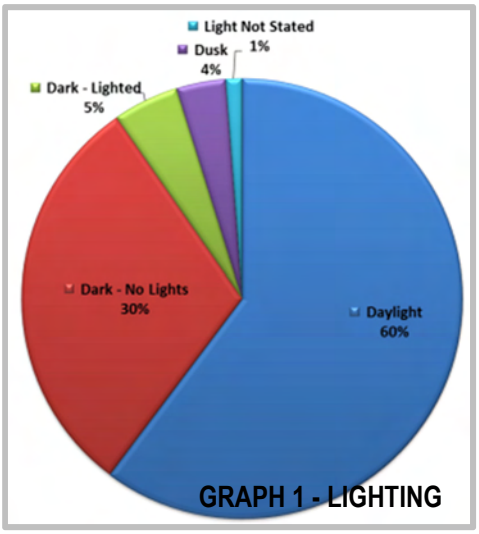
A total of 1,375 crashes were recorded in the five-year study period. All crashes by location are shown in **Appendix B**. Primary crash patterns observed are summarized below:

- Fixed object, rear-end, animal, angle and sideswipe-passing crashes are primary crash types experienced within the study area. These crashes account for 81 percent of all crashes.
- Injury and fatal crashes account for 28.7 percent of crashes, and is slightly higher than the statewide average of 24.8 percent.
- The winter months, from November through February, experienced a significant portion of the crashes (44 percent) versus the eight warmer months (56 percent).

Buggy Crashes

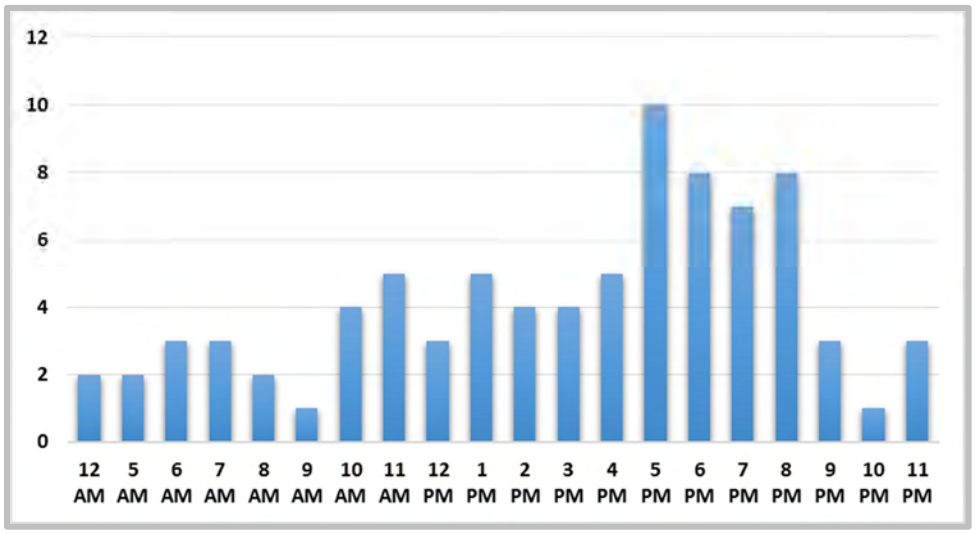
In the study period, 83 crashes involving Amish buggies were reported within the study area. Types of crashes include rear-end, sideswipe-passing and angle crashes. While the percent of crashes involving Amish buggies are lower in number than crashes involving other vehicles, buggy crashes tend to be severe. The higher injury rate/severity is primarily due to the high speed differential and minimal safety protection for the buggy occupants.

- 3 crashes resulted in fatalities and 25 crashes resulted in injuries.
- 30 percent of crashes occurred in dark – no lights condition (**Graph 1**). Street lighting is limited on rural roadways outside the built-up areas.
- 40 percent of Amish buggy crashes occurred between 5 and 9 p.m. as shown in **Graph 2**.
- Sunday was the day of the week with most crashes (**Graph 3**) and matches with typical Amish travel patterns, where most families attend church on a Sunday.
- 75 percent of crashes were reported on straight – level roadways, and 22 percent of crashes were reported on straight sections with grade.
- October and December months experienced higher levels of buggy crashes. In general, winter months experienced more crashes than summer time (**Graph 4**).
- Primary contributing factors were improper lane change/passing, following too closely, and failure to yield.

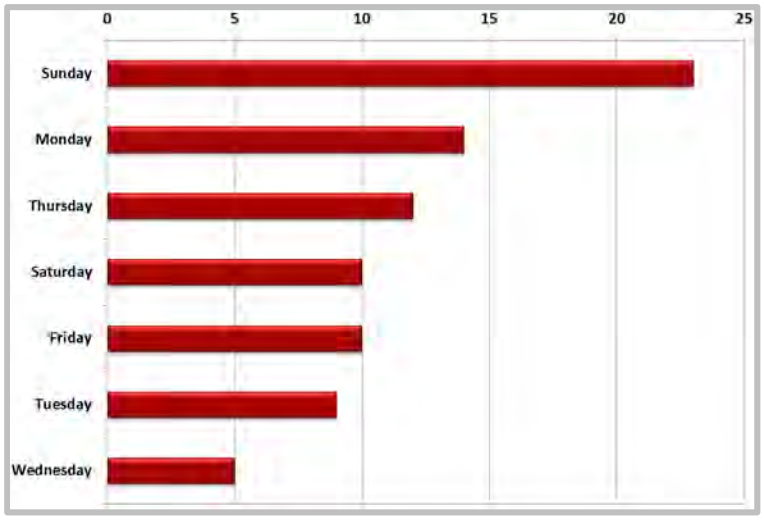


GRAPH 1 - LIGHTING

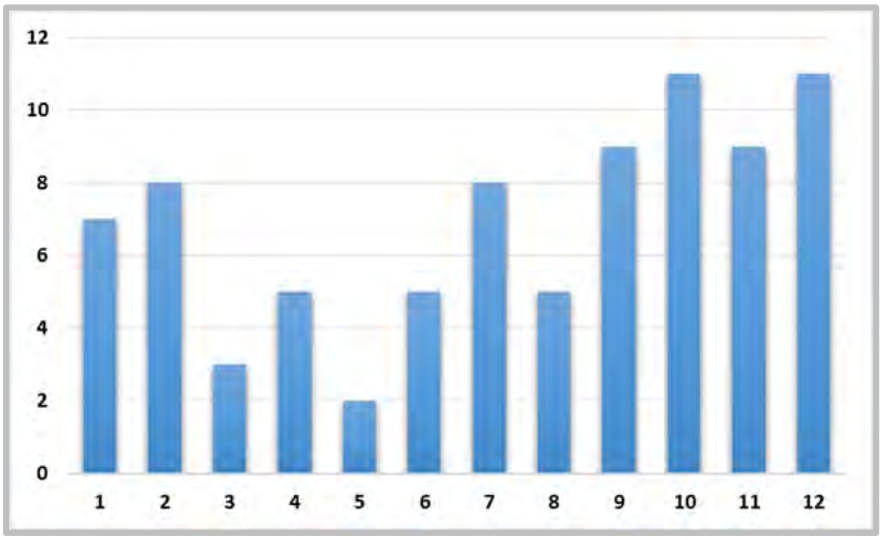
GRAPH 2 – AMISH BUGGY CRASH FREQUENCY BY TIME OF DAY



GRAPH 3 – AMISH BUGGY CRASH FREQUENCY BY DAY OF THE WEEK



GRAPH 4 – AMISH BUGGY CRASH FREQUENCY BY MONTH



- **Buggy Fatal crashes:**
  - On September 1, 2010 during the 6 pm hour, an Amish buggy traveling eastbound on SR 88/Nash Road, east of Hosmer Road, was struck by an eastbound motorist, ejecting all occupants in the buggy. The motorist was under the influence of drugs.
  - On June 27, 2013 during the 3 pm hour, an Amish buggy going westbound on Farmington Road, 0.40 miles west of TR 218/Hobart Road was struck by a motorist that came over a crest hill. The buggy driver was ejected due to the crash.
  - On March 30, 2014 around 9 pm (dark-no lighting conditions), an Amish buggy traveling southbound on SR 168, north of SR 700 was struck by a motor vehicle ejecting occupants in the buggy. The motorist was under the influence.

Pedestrian Crashes

In the five-year study period, 12 crashes involving pedestrians or pedal-cycles were reported within the study area. Of these, 10 crashes (83 percent) resulted in injuries. A majority of these crashes were reported on SR 87, SR 608 and TR 123/Nauvoo Road.

- 40 percent of pedestrian crashes occurred between 5 and 9 p.m.
- 8 crashes were reported on a roadway section, and 4 crashes were reported at intersection locations.
- 83 percent of crashes were reported during daylight conditions

Along with these crashes, two pedestrian crashes that involved a fatality and severe injuries were recorded in 2015.

- A pedestrian fatality was recorded on SR 87 between SR 528 and Hayes Road on April 22, 2015. A pedestrian crossing SR 87 at Troy Mill Wood Products at 3pm was struck by a westbound vehicle. The motorist stated that he did not see the pedestrian until it was too late.
- On August 24, 2015 two pedestrians walking along SR 87, west of Bonner Drive were struck by a westbound vehicle. The motorists stated that he veered to the right to avoid an oncoming car.

TRAFFIC VOLUME

Vehicular Volume (ADT)

The average daily traffic (ADT) volumes on the study roadways are periodically collected by ODOT and the Geauga County Engineer's Office. The most recent available data is from the year 2013.

Turning movement counts were collected at study intersections in October 2015 for a Thursday through Sunday. The counts were collected using video observations during the following days. These hours were chosen to mirror vehicular travel during periods of peak Amish travel. A summary of the traffic data is included in **Appendix C**.

- Thursday morning wedding – 7:00 a.m. to 10:00 a.m.
- Thursday PM peak wedding – 2:00 p.m. to 7:00 p.m.
- Friday PM peak – 3:00 p.m. to 8:00 p.m.
- Saturday morning peak – 8:00 a.m. to 1:00 p.m.
- Sunday morning church peak – 8:00 a.m. to 2:00 p.m.
- Monday morning/afternoon auction – 8:00 a.m. to 3:00 p.m.

PHOTO 1: SCREENSHOT OF VIDEO DATA COLLECTION



Buggy and Pedestrian Volume

The counts classified all units under automobiles, heavy vehicles, Amish buggies and pedestrians. Based on the turning movement count data, Amish buggy and pedestrian volume at each intersection were identified. Detailed reports and peak hour summaries are included in **Appendix C**.

ROADWAY CHARACTERISTICS

Speed Limits

The posted speed limits on study roadways vary between 25 miles per hour and 55 miles per hour (MPH). Roadways within the limits of the villages of Burton and Middlefield are posted between 25 MPH and 40 MPH. Outside the village limits, the statutory speed limit for county/state roadways is 55 MPH, unless a speed limit revision authorizes a lower speed limit. Figure D1 in **Appendix D** graphically shows the posted speed limits on the study roadways.

Number of lanes

Most of the study roadways are two-lane roadways, (i.e., one travel lane in each direction). The only exceptions are US 422 from Mumford Road to the Portage County Line and SR 87 from Tare Creek to Standish Avenue. Between these limits, US 422 is a 4-lane/5-lane section and SR 87 is a 3-lane section. Multi-lane roadways provide motorists the opportunity to go around slow-moving Amish buggy traffic, whereas motorists queue behind a slow-moving vehicle on a two-lane roadway, with limited opportunities to pass.

Shoulder widths

Treated shoulders are vital for Amish buggy drivers. The horse drawn vehicles, moving at a speed of 5-8 miles per hour share roadways with motor vehicles traveling at speeds up to 55 miles per hour. Rural two-lane roadways are often narrower than urban roadways, resulting in very little room for faster automobile drivers to maneuver around horse-drawn buggies. If wide paved shoulders exist, Amish buggy drivers travel on shoulders so they are separated from high-speed automobiles within the main travel lanes. The Amish community tend to travel by foot in many areas where destinations are walkable. Wider shoulders enhance safety for pedestrians by providing a greater buffer. Existing shoulder widths are shown in Figure D2 of **Appendix D**.

Vertical Grades/Steep Hill Inventory

Roadway segments steeper than 4% grade were identified within the study area. A graphical map is included in Figure D3 of **Appendix D**. Steep uphill grades tend to slow buggies further and also are typically unsafe locations for vehicles to pass.

Sight Distance (Horizontal and Vertical)

A primary feature in roadway design is the arrangement of the geometric elements such that sufficient sight distance is provided for safe and efficient operation of vehicles. The most important sight distance considerations include: distance required for stopping, distance required for operation at intersections, distance required for passing vehicles and distance needed for making decisions at complex locations.

The design speed of a roadway defines the expected sight distance at any given point. The available sight distance has been evaluated on the study roadways and intersections. Locations with less than a minimum stopping sight distance of 600', corresponding to a speed of 62 MPH (L&D Manual - Volume 1, Figure 201-1E) have been identified. Figure D4 of **Appendix D** includes a graphical presentation of these deficiencies.

The study roadways were also evaluated for vertical curvature, which results in reduced sight distance. This means drivers will have shorter distance than necessary to react to any conflicting condition that requires an action. This includes approaching Amish buggy traffic or pedestrian traffic on smaller shoulders.

No Passing Zones

On rural two-lane roadways, a No Passing Zone is a section of roadway where sight distance is found to be inadequate due to vertical, horizontal geometric changes or other special conditions. An inventory of No Passing Zones was completed for this study and a summary is included in **Appendix D**.

Safety is a concern when motorists have to follow a slow moving horse drawn buggy in a No Passing Zone. In sections where wide shoulders are not available, buggy drivers use the travel lane and if motorists attempt to cross the double yellow line within the No Passing Zone, the potential for crashes with opposing vehicles and/or buggies is significant.

RESIDENTIAL DENSITY

Amish residential density within the study area is graphically shown in Figure 2. Primary areas with Amish population include south of Middlefiled towards Parkman between SR 168 and SR 608, surrounding Burton Windsor Road/Durkee Road between SR 608 and SR 528, along Bundysburg Road between CR 6/Old State Road and Trumbull County Line, along Parkman-Mespo Road, on the north side of SR 87 towards Nauvoo Road from Hayes Road to Girdle Road in Trumbull County.

AMISH SCHOOLS

Amish children attend parochial schools typically located within walking distance from home. These schools cover elementary level through 8th grade, with 36 schools identified within the study area. Since students walk to school, these facilities are typically located on local streets, although it is often necessary for the children to walk on state routes to reach the local street network. Some of the Amish community has begun using taxi service to pick up their children to transport them to school in areas where they do not deem the roadway network safe for their children to walk.



Group of Amish children walking to school on SR 168 between Patch & Mumford

All Amish school locations and school age children density are shown graphically in **Figure 3**.

FIGURE 2: AMISH RESIDENTIAL DENSITY

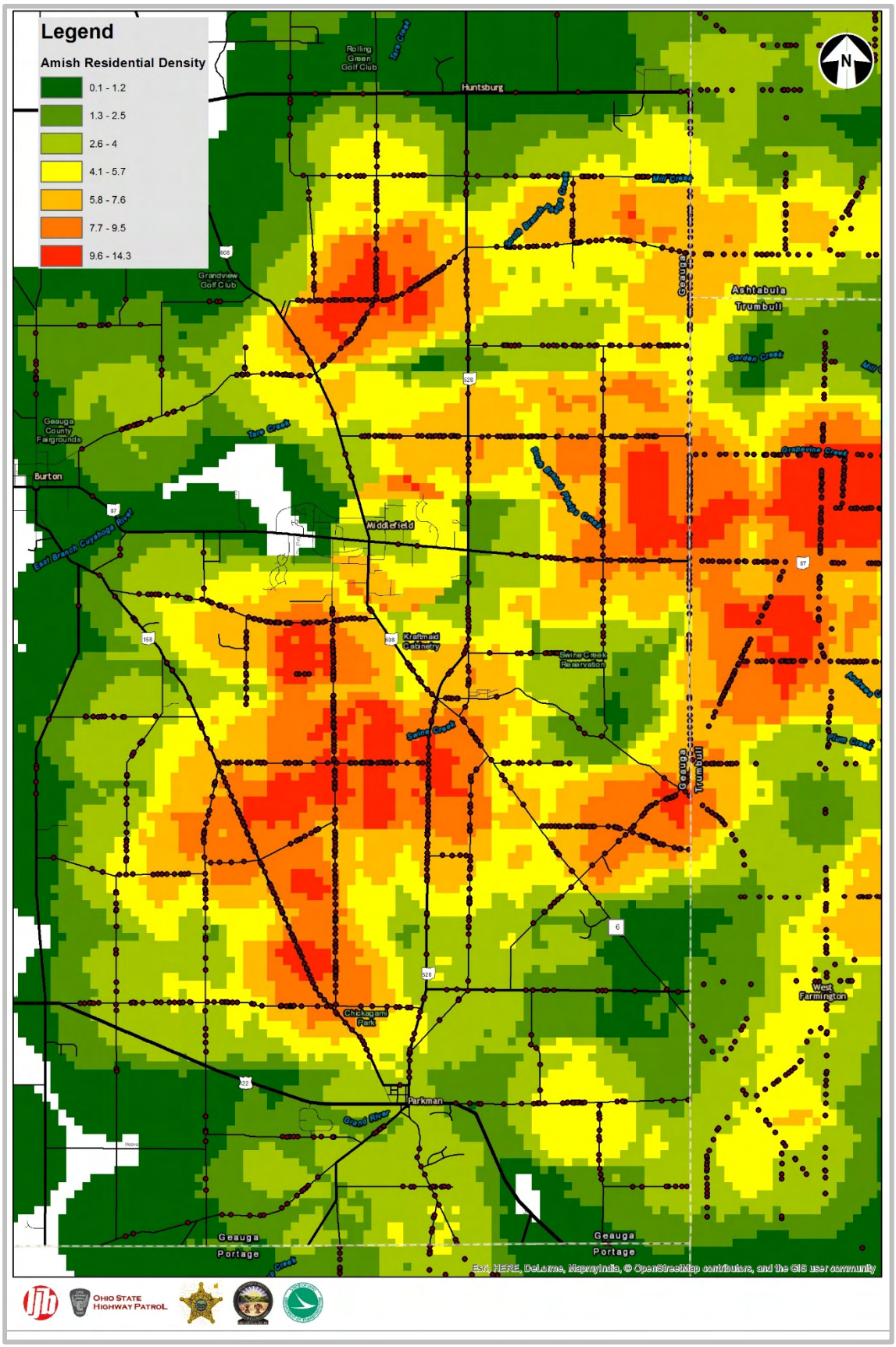
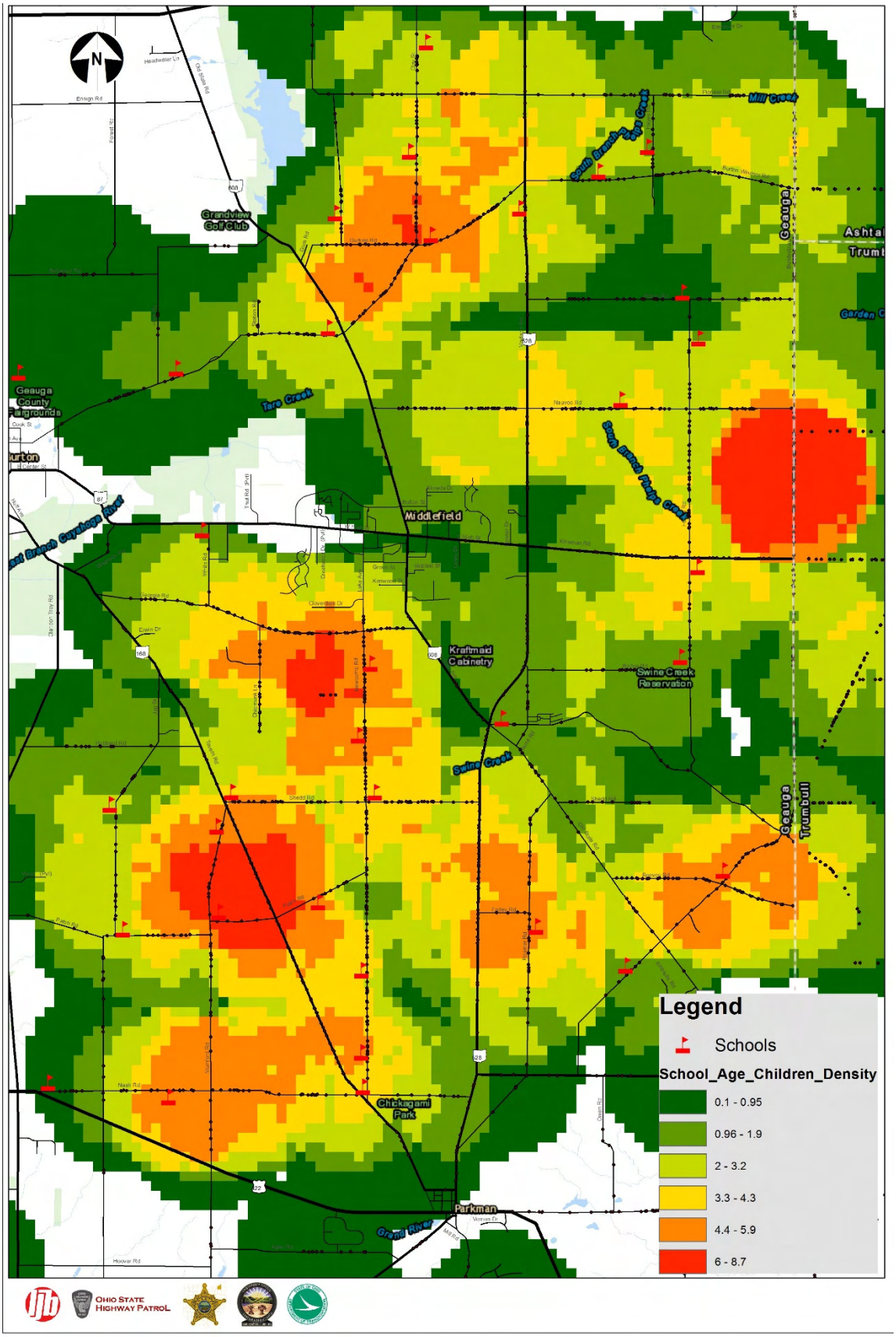


FIGURE 3: AMISH SCHOOL AGE KIDS – DENSITY MAP



AMISH SAFETY SURVEY

While the previous section of this report presents a technical evaluation of the study area, the user perspective is critical to this study. Using a survey, LJB and the steering committee solicited feedback from Amish communities within the study area. A total of 2,189 copies of the survey were distributed and 38% responses were received. Of these, 1,331 surveys were distributed to Geauga residents and 645 (48%) responses were received.

Survey

The survey was designed to identify Amish travel patterns, mode of travel, buggy safety equipment, and safety concerns while driving Amish buggies or walking on state or local roads. The survey requested feedback on driver education programs/material and various roadway improvements. The survey also included a study area map so the recipients could identify unsafe roadway sections along with intersections for both driving Amish buggies and walking.

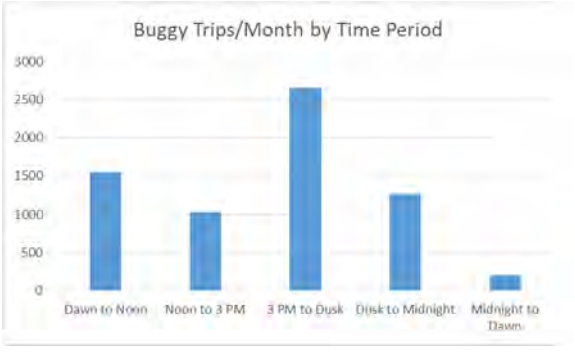
This survey was modeled after the 2000 survey (conducted as part of the ODOT's 2000 study) with some refinements. A copy of the survey is included in **Appendix E**.

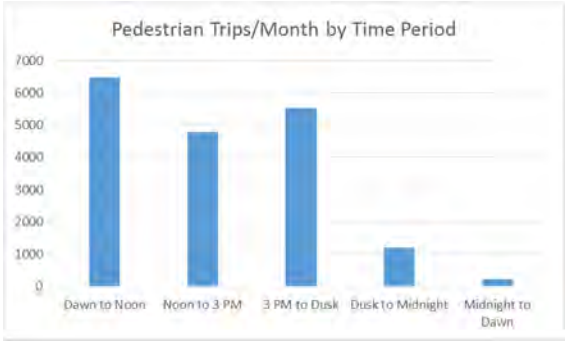
Survey Results

The survey was well received by the Amish community and a 38% response rate was achieved. All responses were recorded, only responses from Geauga County residents were analyzed, and the results are summarized below:

- **Activity:** 84% of Amish use their buggy as a mode of transportation at least once a week, 17% making at least 1 buggy trip per day. This shows that buggy usage tends to be focused to specific once-per-week usage patterns (i.e. Sunday for church or Friday for shopping) and high-volume time periods during those select days. Conversely, 49% of Amish respondents walk on the study area streets at least once per day, and nearly all respondents (94%) make one trip on foot per week.

- **Trip Distribution**: Buggy trips are mostly distributed across the daylight hours within the study area, although there is a significantly higher concentration of buggy usage between 3:00 p.m. and dusk. In terms of pedestrian usage, the time of day is much more equally distributed across all time periods during daylight hours with a slightly higher concentration between dawn and noon. Much of this pedestrian traffic is driven by travel to church on Sundays and children walking to school. The trips shown below were extrapolated from the survey results using the following assumption: 4 trips/month - respondent checked once per week, 30 trips/month – respondent checked once per day. Results were achieved by then adding up the total trips for each time period per month.

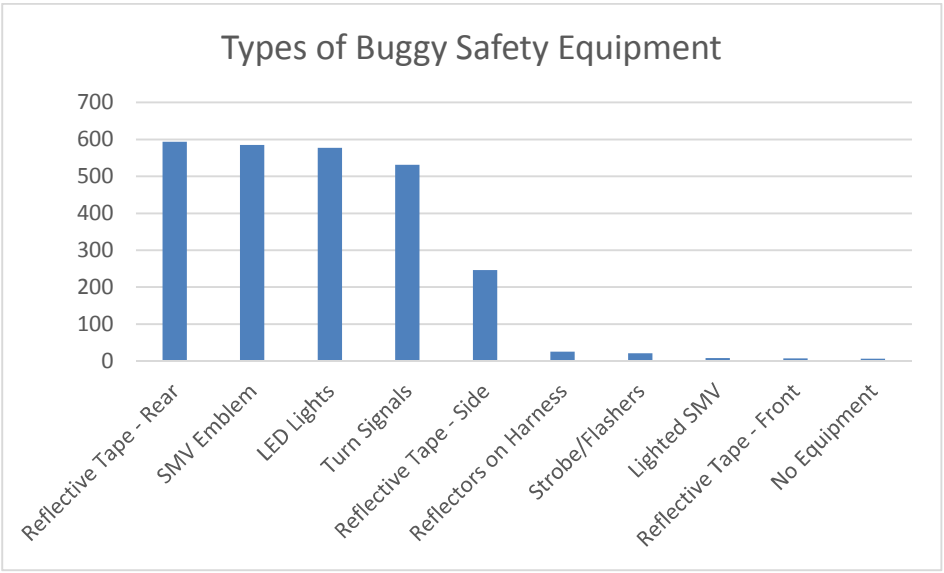




- **Trip Purpose**: Roadway usage by the Amish community is primarily focused on five trip purposes: work, school, market, church, and social. Pedestrian usage is skewed highly toward school trips, while buggy usage is more balanced with a focus on social and church trips, which tend to occur between Friday evening and Sunday afternoon.



> **Buggy Safety Equipment**: More than 99% of all Amish buggies are outfitted with some level of safety equipment. Although there is no consistent standard in the community for equipment, four primary elements were included on at least 85% of all Amish buggies: rear reflective warning tape, a rear slow-moving vehicle (SMV) emblem, LED lights, and turn signals. Reflective tape on the front of the buggy or the horse's harness was used less than 5% of the time, as were lighted SMVs and strobe lighting/flashers. It also should be noted that there is no standard for the color of lights/strobes/turn signals used within the community. When asked about the color of lighting used, respondents answered with white, yellow, red, blue, orange, and clear as possible varieties. This inconsistency is concerning as motorists sharing the road with Amish buggies do not have a set expectation for what a specific color pattern represents. Many Amish respondents also expressed a concern about color inconsistency in their responses.



> **Safety Concerns**: Buggy users were asked to rank roadway hazards within the study area to determine their perception of highest safety concerns. 'Aggressive Drivers' was by far the highest ranked response with all others similarly ranked. To generate the rankings below respondents were asked to rank improvements by priority (1-4). To avoid giving undue importance to an improvement that received least priority (#4) but a large number of responses, weighting was used (#1 priority = 4pts, #2 priority = 3 pts, etc.). The sum

was then divided by the total number of responses to develop a composite score that could be compared with other responses.



> **Educational Programming**: 82% of survey respondents felt that educational programs would help improve safety within the community. Several options for educational programs were presented and the recipients were asked to rank them to show the most risk. The programs were ranked in the following order: improved driver education courses, Amish Safety Week, regular buggy training classes, and media campaigns.

> **Roadway Improvements**: Similarly, 86% felt that roadway improvements (dedicated buggy lanes were excluded from the question) were helpful to increase safety within the study area. Widening shoulders by 2' to 4', and dedicated buggy pull-off lanes were the improvements that scored the highest. Responses were calculated similarly to the Safety Concerns chart.

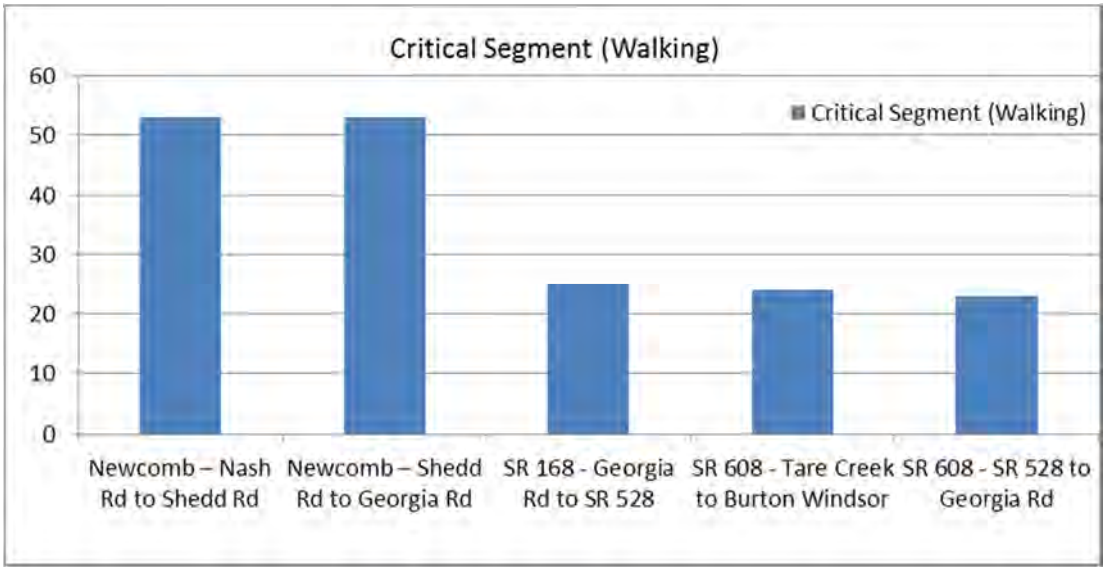


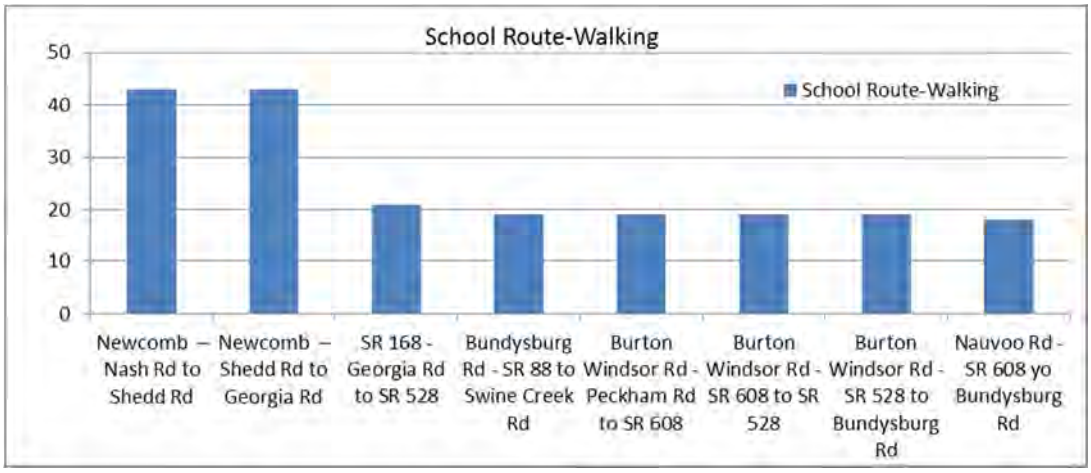
> Amish families use the roadway network heavily for school children to walk to their local schools. 60% of all respondents stated that they have four or more school-aged children in their household.

> The survey also asked which roadway segments within the study area are considered the most dangerous for buggy traffic and for pedestrians. The top locations are shown below. These results are incorporated into tabular summaries for prioritization in the following section.

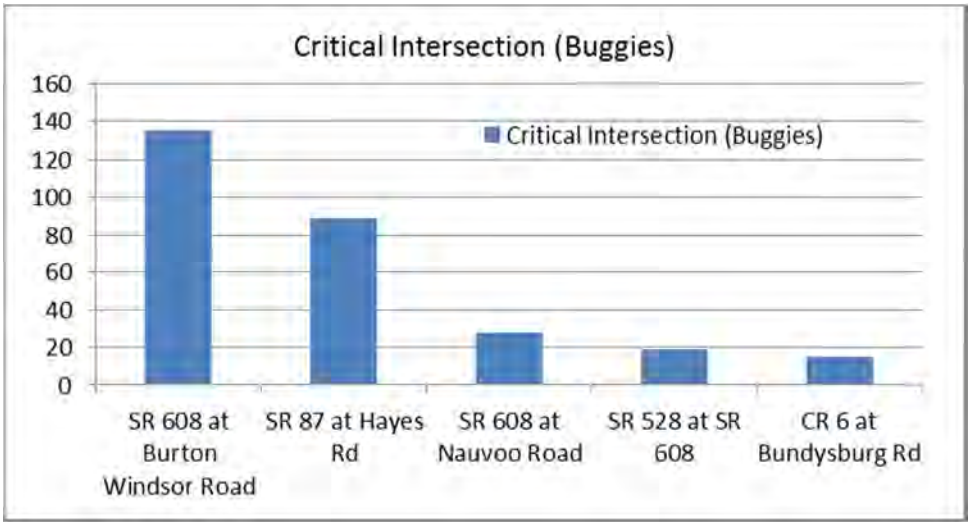
- **Roadway segments:**
  - A total of 265 responses included some section of State Route 608.
    - 122 specified the section north of Middlefield to Durkee Hill
    - 68 specified the section south of Middlefield to State Route 528
    - An additional 64 responses did not indicate which section had a higher priority
  - A total of 129 responses included some section of Old State Road.
    - 67 from SR-528 to Reeves Road and
    - 62 from Reeves to Nash Road
    - An additional 12 were not specific
  - A total of 122 responses included a section of State Route 87 east of Middlefield.
    - 44 west of Hayes Road and
    - 40 east of Hayes Road to Bundysburg Road
    - An additional 38 were not specific

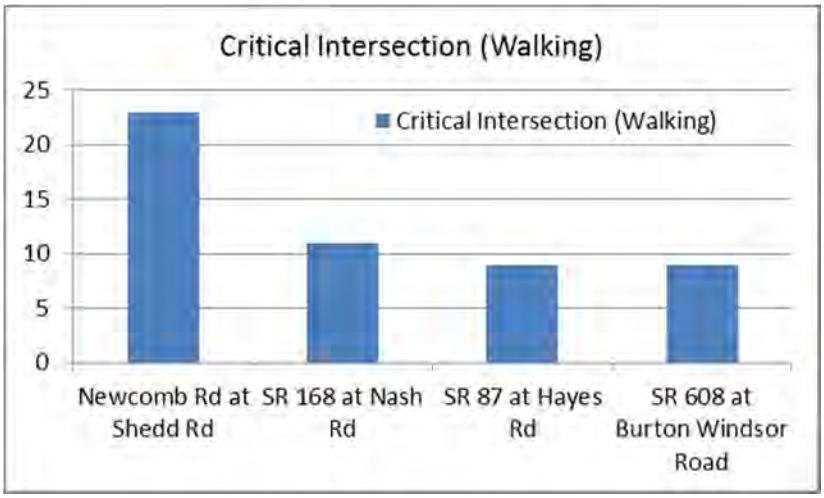
- **Pedestrian segments:**
  - The roadway segments considered the most dangerous for pedestrians (all pedestrians and school children) are shown in the two charts below:





> The survey also asked which intersections within the study area are considered the most dangerous for buggy traffic and for pedestrians. The top locations are shown in the two charts below. These results are incorporated into tabular summaries for prioritization in the following section.





> Respondents were also asked to provide any additional feedback to help drive the contents of this study. Some consistent themes are included herein:

- Many motorists ignore turn signals on buggies.
- Roadway maintenance is very important since potholes/roadway wear can cause problems/injury for the horses.
- Motorists are often overly aggressive when passing buggies on vertical curves (hills), mainly because the buggies are traveling slower than usual.
- Drivers under the influence and snow plow drivers can also create an unsafe environment.
- Improve detection at traffic signals to ensure buggies are detected.

PRIORITIZATION

Study roadway sections/intersections with noted buggy traffic were reviewed for potential safety concerns and appropriate improvements were identified. The criteria used to evaluate the safety concerns at each location and evaluation results are presented in this section.

Criteria

The following factors impact safety at any given location. These factors are categorized for roadway segments and intersections.

Roadway Segments

- Crash rate (All crashes, buggy crashes)
- Vehicular volume (ADT, Amish buggy)
- Shoulder widths
- Sight distance deficiency
- Vertical grades
- No Passing Zones
- Number of schools within 1/4 mile buffer
- Posted speed limit
- Amish survey (Critical Segments)
- Amish survey (Walking)
- Committed projects by Local Public Agency (LPA) or ODOT

Intersections

- Crash rate (All crashes, buggy crashes)
- Vehicular volume (Entering ADT, Amish buggy)
- Sight distance deficiency
- Speed zones
- Vertical grades
- Number of schools in the 1/4th mile buffer
- Traffic control type
- Amish survey (Critical Intersections)
- Amish survey (Walking)
- Committed projects by LPA or ODOT

Roadway segments and intersections were identified as critical based on the frequency of references in the survey responses. If a roadway is mentioned but with no clear limits defined, then judgement was used to allocate the response to a roadway section based on available data such as roadway characteristics and Amish buggy/pedestrian traffic.

Tables 1 and 2, below, show a summary of the roadway and intersection characteristics, including a qualitative ranking of the risk that is presented at each location for each factor. A full circle indicates a high-risk factor at that location, and an empty circle indicates a low safety risk factor. For example, a roadway segment with a posted speed of 55 mph presents a much higher safety risk (full circle) than a 25 mph roadway segment (empty circle).

Appendix F includes the full data for the study locations. The criteria used to prioritize critical locations are also included in the appendix.

TABLE 1: ROADWAY CHARACTERISTICS

Roadway Segment	Crash Rate (All Crashes)Crashes per lane per mile	Crash Rate (Buggy/Ped Crashes)Crashes per lane per mile	Segment ADT (Vehicular ADT)	Buggy Volume	Shoulder Widths	Sight Distance Deficiency	No Passing Zone	Vertical Grades	No. of schools - 1/4 mile buffer	Speed Limit	Amish Survey (Critical Segments)	Amish Survey (Critical-Walking)	Amish Survey (School Route-Walking)	Committed Projects	Section Length
SR 608															
SR 528 to CR 40/Georgia Rd	●	●	◐	◐	●	○	●	○	◐	◐	●	◐	○	○	1.1
CR 40 to Tare Creek/Button St	◐	●	◐	●	*●	○	●	○	◐	○	●	○	○	◐	1.2
Tare Creek/Button St to CR 14/Burton Windsor	◐	●	◐	●	●	○	◐	◐	◐	◐	●	◐	○	◐	1.7
Burton Windsor to US 322	●	○	◐	○	●	#◐	●	●	◐	◐	●	○	○	◐	3.5
SR 528															
US 422 to SR 168	○	○	●	○	*●	○	●	○	○	◐	○	○	○	○	0.2
SR 168 to SR 88	◐	○	●	◐	○	○	●	●	○	●	○	○	○	○	1.1
SR 88 to SR 608	◐	●	◐	◐	○	○	○	○	○	●	○	○	○	○	3.3
SR 608 to SR 87	●	◐	◐	◐	○	○	◐	○	◐	●	○	○	○	○	1.8
SR 87 to US 322	◐	◐	◐	◐	○	○	○	○	◐	●	○	○	○	●	5.1
SR 168															
SR 87 to Memorial Dr	◐	○	◐	○	*●	#◐	●	●	○	○	○	○	○	○	0.6
Memorial Dr to SR 528	◐	◐	◐	◐	●	#◐	◐	○	●	●	○	◐	◐	●	7.6
US 422															
Rapids Rd to SR 700	●	○	●	○	●	○	●	◐	○	◐	○	○	○	●	1.5
SR 700 to Mumford Rd	●	○	●	○	◐	○	●	○	◐	◐	○	○	○	●	2.0
Mumford Rd to Farmington Rd	●	○	●	○	●	○	○	○	○	◐	○	○	○	●	2.9
Farmington Rd to Portage CL	◐	○	●	○	◐	○	○	○	○	◐	○	○	○	○	2.1
SR 88															
Portage CL to US 422	◐	●	○	○	●	○	●	○	◐	●	○	○	○	◐	2.1
US 422 to SR 88 (Refer to SR 528 for this section)														○	1.3
SR 528 to Trumbull CL	○	◐	○	○	●	#◐	●	○	○	●	○	○	○	○	3.0
SR 87															
Rapids Rd to Peckham Rd	●	●	●	○	*●	○	●	○	○	○	○	○	○	○	1.0
Peckham Rd to Thut Rd	●	○	●	○	◐	○	◐	○	◐	●	○	○	○	○	2.1
Thut Rd to SR 608	●	●	●	◐	*●	○	●	○	◐	○	◐	○	○	○	1.4
SR 608 to SR 528	●	●	●	●	*●	○	◐	○	◐	○	◐	○	○	○	1.1
SR 528 to Trumbull CL	◐	●	◐	●	●	●	◐	○	◐	●	◐	◐	○	◐	2.5
SR 700															
Portage CL to US 422	●	◐	○	○	●	○	◐	○	○	●	○	○	○	○	2.7
US 422 to SR 168	◐	○	◐	○	●	○	●	○	◐	●	○	○	○	●	5.0
CR 6/Old State Road															
Trumbull CL to SR 528	◐	◐	◐	◐	●	#◐	●	**●	◐	●	●	◐	○	○	4.2
Rapids Rd															
US 422 to SR 87	◐	◐	◐	○	●	#◐	●	◐	○	●	○	○	○	○	6.0
Newcomb Road															
Nash Road to Shedd Road	○	●	○	●	●	●	◐	◐	●	●	○	●	●	○	2.8
Shedd Road to Georgia Road	◐	○	○	●	●	○	○	○	●	◐	○	●	●	●	1.6
Hayes Road															
Swine Creek Road to Peters Rd	○	○	○	○	●	○	○	○	●	●	○	○	○	○	4.4
Bundysburg Road															
SR 88 to Swine Creek Road	○	◐	○	○	●	●	●	◐	◐	●	○	◐	◐	●	3.1
Burton Windsor Road															
Peckham Rd to SR 608	◐	○	◐	○	●	#◐	●	○	◐	●	○	○	◐	○	2.9
SR 608 to SR 528	○	◐	◐	◐	●	●	●	○	◐	●	○	○	◐	○	2.3
SR 528 to Bundysburg Road	○	○	○	◐	●	○	◐	○	◐	●	○	○	◐	○	2.6
Nauvoo Road															
SR 608 to SR 528	◐	●	◐	●	◐	○	●	○	○	◐	○	○	◐	○	1.5
SR 528 to Bundysburg Road	○	◐	○	◐	●	○	○	○	◐	●	○	○	◐	○	2.5
Shedd Road															
SR 168 to SR 528	○	◐	○	●	●	○	◐	○	●	◐	○	◐	◐	○	2.4
Farmington Road															
US 422 to Trumbull CL	○	◐	○	○	●	○	●	●	○	●	○	○	○	○	2.9
Gingerich Road															
SR 168 to SR 87	◐	○	◐	○	●	#◐	●	○	○	●	○	○	○	●	0.6

* - Curbed Roadways with Sidewalks

** - Crest Curve

Qualitative

● High Risk Factor ◐ Medium Risk Factor ○ Low Risk Factor

#: Includes short sections with sight distance constraints

TABLE 2: INTERSECTION CHARACTERISTICS

Factors	Crash Rate - All Crashes	Crash Rate - Buggy/Ped Crashes	Entering ADT (Vehicular ADT)	Entering ADT (Buggy ADT)	Sight Distance Deficiency	Vertical Grades	No. of schools- 1/4 mile buffer	Amish Survey (Critical Intersections)	Amish Survey (Walking/Schools)	Committed Projects	Speed Limit(s)	Traffic Control (Signal, 4-way stop, 2-way stop)
SR 87 at Gingerich Rd	○	○	◐	○	◐		○			●	50-55	TWSC
SR 87 at SR 608	◐	●	●	●	○		◐			●	25	Signal
SR 87 at SR 528	●	○	◐	●	○		○		●	●	40-55	Signal
SR 87 at Hayes Rd	●	●	○	○	◐		◐	●		○	50-55	TWSC
SR 168 at Gingerich Rd	◐	○	◐	○	●		○			●	55	TWSC
SR 168 at Georgia Rd	○	○	○	○	●		○			○	55	TWSC
SR 168 at Shedd Rd	○	○	○	◐	●		●			●	55	TWSC
SR 168 at Nash Rd	●	○	○	◐	◐		●		●	●	55	TWSC
Newcomb Road at Shedd Road	○	●	○	●	◐		●		●	●	55	TWSC
SR 528 at US 422	●	◐	●	○	●		○			●	35-40	Signal
SR 528 at SR 168	○	○	◐	○	●	●	○			○	40-55	TWSC
SR 528 at SR 88	◐	◐	◐	○	○		○			○	55	TWSC
SR 528 at SR 608	●	◐	●	◐	◐	●	◐	●	●	●	45-55	Signal
SR 528 at Nauvoo Road	◐	◐	◐	●	◐		○			●	45-55	TWSC
SR 528 at Burton Windsor Road	◐	●	◐	◐	●	●	◐			●	55	TWSC
CR 6 at Bundysburg Rd	◐	●	○	○	●		◐			●	50-55	TWSC
SR 608 at Nauvoo Road	○	○	◐	◐	◐		○	●		◐	45	TWSC
SR 608 at Burton Windsor Road	◐	○	◐	◐	●	●	◐	●	●	◐	45-55	TWSC
US 422 at Rapids Rd	◐	○	●	○	●		○			●	45-55	Signal
US 422 at SR 700	◐	○	●	○	●		◐			●	45	Signal
SR 87 at Bundysburg Road	◐	○	◐	◐	●		◐	●		○	50	TWSC

Qualitative

● High Risk Factor ◐ Medium Risk Factor ○ Low Risk Factor

LITERATURE REVIEW

A study conducted in year 2000 by ODOT and ODPS found that the rear end crashes are the most common crash type, and that most of the crashes happen during daylight on straight roadways. Motorists' underestimating the speed differential between their motor vehicles and the buggy was listed as the top causative factor, followed by the lack of visibility of the buggy during dusk and dawn and rolling terrain conditions. The countermeasures proposed in these studies included: public education and enforcement programs, increasing the visibility of the buggies with slow-moving vehicle (SMV) emblems and reflective materials, roadway geometric improvement, and providing buggy pull-offs and widened roadway shoulders. Some of the opinions collected from the local Amish communities in this study included: the tourists are less of a problem than the locals, slowness of the buggies and the inattentiveness of motorists is the main safety issue, widening the downhill side is more effective than the uphill side of a hill, the grey tape is preferred over other colored materials, snow on roadway shoulders should be plowed in the winter, and signs/vegetation at intersections create poor sight distances for Amish buggy drivers.

Though some studies showed that only about one third of respondents interpreted the SMV emblem correctly, another study did show reduction of certain types of accidents with the SMV emblem installation. A 1999 study by Bovy, P. and H. Botma documented a telematics system being used on rural two-lane roads in Netherlands. The system makes the fast moving vehicles and slow moving vehicles aware of each other to make speed adjustments to reduce the crash potential.

A theses by Anderson Cory from Virginia Commonwealth University analyzed 76 buggy crashes and found that the most critical issues are speed difference, motorist carelessness and miscommunication from the buggy to the motorist. Buggy conspicuity is not one of the most critical issues. In a later study by the same author, the sun's glare, distracted driving, impaired driving, or obstruction of view were found as the frequent causes in rear-end crashes.

A 2009 report from Iowa State University documented feedback from local Amish community meetings in the state. They were concerned about the roadways having pavement-edge drop offs and not having enough shoulder widths. They preferred asphalt shoulders over concrete. The roadway rumble strips are hard on the buggy wheels and the sound can scare the horses. The local Amish community travels more towards morning and evening, more on Sundays.

The Pennsylvania Horse and Buggy Driver's Manual recommends that buggies should not follow each other closely in a string, and there should be plenty of space between buggies for a motor vehicle to get between. The buggy drivers should know how their horses react to the emergency vehicles' sirens and lights, and try to get them under control.

A brochure from Parkview Health's "Share the Road" program suggests that motorists should slow down to 15 mph or less and hug the center line before passing a buggy, if no vehicles are approaching from the other direction, cross the center line to pass the buggy.

Jepsen S.D., et al from the Ohio State University performed research and identified lighting and marking recommendations for buggies and wagons, developed a guide for snowplows in Amish communities. Recommendations from both studies are included in the Toolbox section of the report.

COUNTERMEASURE TOOLBOX

ROADWAY SEGMENTS

Pedestrian Improvements

In the Amish survey, 50 percent of respondents identified walking as the primary mode of transportation (at least once a day). The Amish community travels on foot for school, work or social trip purposes every day. The travel times vary between dawn to dusk (95 percent) and dusk to dawn (5 percent). Improvements to accommodate pedestrians are vital to this study. Recommended countermeasures are listed below (A-D) in order from low cost to high cost of implementation. Cost estimates are for construction only and should be used as high-level planning estimates to prioritize improvements. Estimates are made in 2016 dollars and costs for future projects should be increased to account for inflation.

A. Pedestrian Warning signs/Beacons (Cost Estimate: $9,000/pair)

> **Description:** Provide pedestrian warning signs on the roadway sections where motorists typically do not expect pedestrians. These warning signs could be supplemented with flashing beacons that are activated for limited hours in a day, during which high pedestrian activity is expected, such as the hour leading to school start and the hour following school dismissal times, work schedules, etc. Also, the beacons are recommended along all major roadways that connect from residence to school, beacons flash as long as it takes to walk along route. Solar powered beacons are recommended, these could also be moved as the travel patterns change.



- The survey identified walking as the primary mode of travel for school and work trip purposes. This improvement is expected to cause motorists to slow down and watch for pedestrians during the targeted hours.

> **Contributing Factors:** Vehicular ADT, Number of schools in ¼-mile buffer, Amish survey – walking, Amish survey-school route

> **Prioritized Locations:**

Roadway Segment	Vehicular ADT	No. of schools - 1/4 mile buffer	Amish Survey (Critical - Walking)	Amish Survey (School Route-Walking)	Shoulder Widths	Rank
SR 168 - Memorial Drive to SR 528	◐	●	◐	◐	●	1
SR 608 - SR 528 to CR 40/Georgia Rd	◐	◐	●	○	●	2
SR 608 - Tare Creek/Button St toBurton Windsor	◐	◐	◐	○	●	3A
SR 87 - SR 528 to Bundysburg Road/Trumbull CL	◐	◐	◐	○	●	3B
CR 6/Old State Road - Trumbull CL to SR 528	◐	◐	◐	○	●	3C
Note: If sidewalks installed, ped warning beacons do not apply						

B. School Zone Signs for Amish Schools (Cost Estimate: $11,000/zone)



> **Description:** A change in state law allows school zone signs with 20 mph speed zones to be installed on county highways for Amish schools; it is unclear if this can be applied to state highways. Some of the study intersections include flashing school ahead signs. The flashing beacons associated with these signs are activated during school start and departure timings and are effective in informing motorists to slow down and watch for school children. A solar-powered option is also available as displayed in the photo to the left.

> **Contributing Factors:** Number of schools in ¼-mile buffer

> **Prioritized Locations:**

Roadway Segment	No. of schools - 1/4 mile buffer	Rank
Newcomb Road - Nash Rd to Patch Rd	3	1
Newcomb Rd - Shedd Rd to Georgia Rd	3	2
Mumford Rd - Patch Rd to SR 168	2	3

C. Widen Shoulders to 4' wide (Cost Estimate: $750k/mile)

> **Description:** Paved or treated shoulders allow pedestrians to walk safely**.** A wider shoulder would provide separation between high-speed vehicular traffic and pedestrians for improved safety. Generally this treatment would be implemented by shifting ditches in both directions of known travel paths. A 4' shoulder is preferred over 3'. To save cost and potentially avoid R/W purchases, the maintaining agency should consider a 4'-11'-11'-4' section in lieu of 4'-12'-12'-4'. This may require a design exception for state routes.

- The survey results show that this improvement was ranked high in importance.



Amish Children Walking to School as small groups

> **Contributing Factors:** Vehicular ADT, number of schools within ¼-mile buffer, Amish survey-critical for walking, Amish survey-school route, and committed projects.

> **Prioritized Locations (Widen Shoulders):**

Roadway Segment	Vehicular ADT	No. of schools - 1/4 mile buffer	Amish Survey (Walking)	Amish Survey (School Route)	Committed projects	Rank
Newcomb Road – Shedd Road to Georgia Rd	○	●	●	●	●	1
SR 168 -Patch Rd to Shedd Rd	◑	●	◑	◑	●	2
Newcomb Road – Nash Road to Shedd Road	○	●	●	●	○	3
Mumford Rd - Patch Rd to SR 168	Not in Study Area/Added by Steering Committee					4
Other Potential Candidates						
SR 608 - Tare Creek/Button St to Burton Windsor	◑	◑	◑	○	◑	
Shedd Rd -SR 168 to SR 528	○	●	◑	◑	○	
CR 6/Old State Rd - SR 528 to Trumbull CL	◑	◑	◑	○	○	

D. Sidewalks (Cost Estimate= $1.3M/mile assuming no curb currently exists)

> **Description:** Sidewalks are dedicated space for pedestrians to walk safely, separated from vehicular traffic. Generally this treatment would be with curbed pavement and inside corporation limits. Maintenance in winter season is a concern with sidewalks.

> **Contributing Factors:** Vehicular ADT, number of schools within ¼-mile buffer, Amish survey-critical - walking, Shoulder width.

> **Prioritized Locations (Sidewalk):**

Roadway Segment	Length (miles)	Vehicular ADT	No. of schools - 1/4 mile buffer	Amish Survey (Critical - Walking)	Shoulder Widths	Rank
SR 87 – SR 608 to SR 528*	1.1	●	◑	◑	●	1
Note: * Sidewalks exist. Sidewalk extension: North side - 0.38 mi, south side - 0.61 mi						

Vehicular Improvements

E. Signage to inform/warn motorists (Cost Estimate: $2,000/section)



> **Description:** A warning sign is a sign that alerts road users of a situation that might not be apparently obvious. Warning signs such as (W11-14) with a symbol of horse and closed buggy must be provided on roadways carrying Amish buggies. These signs should be primarily located where Amish buggies enter traffic, and where vehicular drivers' sight distance is restricted, as well as intermittently on a roadway to remind motorists of Amish buggy presence.

Along with the buggy warning sign, a supplemental 'On Roadway' plaque is recommended. Typically, a 'Share the Road' plaque is installed, however some states such as Oregon and Delaware have phased out the 'Share the Road' sign because it

was deemed confusing. This sign was interpreted as motorists and other modes sharing the roadway side by side, whereas 'On Roadway' sign is intended to convey that other modes are permitted by law to travel in the lane, rather than to the side.

> **Discussion:** The use of the special color "yellow-green" was considered for Amish buggy signing (W11-14) to place more emphasis on buggies as a class of vulnerable road users, but on review, it was determined that it is more critical to reserve this color only for pedestrians, cyclists, and school zones. It was noted that buggies are larger and more visible than other vulnerable road users, and typically buggies are marked with reflective tape and flashing beacons to alert motorists of their presence. For this reason, it is recommended to continue the practice of using yellow with the application of the W11-14 sign.

> **Contributing Factors:** Vehicular ADT, buggy traffic, crash rate (all and buggy/pedestrian), Amish survey – critical segment.

> **Prioritized Locations:**

Roadway Segment	Vehicular ADT	Buggy Count	Crash Rate (All)	Crash Rate (Buggy)	Amish Survey (Critical - Buggy)	Rank
SR 87 – SR 608 to SR 528	●	●	●	●	◑	1
SR 608 - SR 528 to CR 40/Georgia Rd	◑	◑	●	●	●	2A
SR 608 - CR 40/Georgia Rd to Tare Creek/Button St	◑	●	◑	●	●	2B
SR 608 - Tare Creek/Button St toBurton Windsor Rd	◑	●	◑	●	●	2C
SR 87 – Tare Creek Road to SR 608	●	◑	●	●	◑	2D
SR 87 - SR 528 to Bundysburg Road/Trumbull CL	◑	●	◑	●	◑	3
Nauvoo Rd - SR 608 to SR 528	◑	●	◑	●	○	4
CR 6/Old State Road - Trumbull CL to SR 528	◑	◑	◑	◑	◑	5

F. Lower speed limits based on speed zone studies (Cost Estimate: $25,000/section for study and implementation)

> **Description:** A speed zone study is an engineering study that measures vehicle speeds, and identifies the speed that most drivers are comfortable driving in a given section. This study also takes into account crash history, sight distance, roadway characteristics, number of driveways, and cross streets within the study section. A speed limit posted on a roadway is based on a speed zone study. On sections with high buggy traffic and higher posted speed limits, a speed zone study is recommended that would consider interaction between motor vehicles and slow-moving Amish buggies. More emphasis should be placed on lowering speeds a greater amount where Amish buggies and pedestrians are observed most frequently.

- The speed differential between a slow-moving horse buggy and a motor vehicle is the primary contributing cause for a high fatality rate of buggy-related crashes. A lower travel speed on a roadway results in a reduced speed differential between the two vehicle types.
- The Amish survey feedback indicates that aggressive motorists, driving too fast or carelessly, are the biggest safety concerns for buggy drivers.

> **Contributing Factors:** Posted speed limit, crash rate (all and buggy/pedestrian), vertical grades, sight distance deficiency, Amish survey – critical segment, schools.

> **Prioritized Locations:**

Roadway Segment	Speed Limit	Buggy Count	Crash Rate (All)	Crash Rate (Buggy)	Amish Survey (Critical - Buggy)	Amish Survey (Walking)	Rank
Newcomb Road - Nash Rd to Shedd Rd*	●	●	○	●	○	●	1
SR 87 - SR 528 to Bundysburg Road/Trumbull CL	●	●	◐	●	◐	◐	2
SR 168 - Memorial Drive to SR 528**	●	◐	◐	◐	○	◐	3A
CR 6/Old State Road - Trumbull CL to SR 528	●	◐	◐	◐	○	◐	3B

* Lowered to 35 mph in 2016
** Lowered to 45-50 mph in Spring 2016

G. Roadway maintenance (Cost Estimate: Varies)

> **Description**: Periodic maintenance is necessary to provide a safe and efficient roadway system.

- **All seasons - Pot holes**: Roadway sections with pot holes could result in severe injuries to horses, damages to buggies and motor vehicles. In order to keep the roads safe for all users, it is important that pot holes and distressed pavement areas be treated on a regular basis.
- **Winter - Snow Piles**: Snow removal from travel lanes and shoulders is necessary for usage by pedestrians and buggies. Snow piles, intersections and near parking lots should be plowed back, but care should be taken to avoid snow piles within the sight triangles of intersections and driveways.
- **Summer – Vegetation**: Clear tree branches and roadside shrubs during summer to maximize visibility and improve safety.

> **Contributing Factors**: Buggy count, crash rate (buggy), number of schools in ¼-mile buffer, Amish survey (Critical Segments), Amish survey (Walking)

> **Prioritized Locations**: All locations (global recommendation)

H. Pavement markings (Cost Estimate: Varies)

> **Description**: Pavement markings such as edge lines, double yellow solid lines, dashed lines in passing zones etc., need to be restriped frequently. These pavement markings help pedestrians identify the travel lanes and stay away from the vehicular path along a roadway. Amish buggy and motor vehicle drivers also use pavement markings to position themselves on a roadway. Worn out pavement markings pose a safety risk to all users. Recently, ODOT has been installing wider edge lines on rural roadways to improve delineation and reduce roadway departure crashes.

- Rumble strips are not recommended on roadways with Amish buggies. Feedback from the Amish community is that the rumble strips spook the horses and may cause unsafe driving conditions.
- Amish also provided feedback that horses do not like to walk across the word SCHOOL for school zone markings although the reason behind this is not clear.

> **Discussion:** The use of crosswalk pavement markings was considered as a general recommendation at intersections to support pedestrian crossings on the rural state and county highway system. It was considered with the view that crosswalk markings may provide motorists with a visual cue to remind them of the potential for pedestrian activity. FHWA Publication HRT 04-100 "Safety Effects of Marked Versus Unmarked Crosswalks at Uncontrolled Locations" (September 2005), states that marked crosswalks alone are insufficient and should not be used for approach speeds exceeding 40 MPH and without traffic calming treatments, signals, or substantial improvements. For this reason, no general recommendation is made with respect to crosswalk markings within the study area, other than the decision to provide them should be made on a case-by-case basis, and only after considering the recommendations of the FHWA HRT-04-100.

> **Contributing Factors**: Buggy count, crash rate (buggy), Amish survey (Critical Segments), Amish survey (Walking)

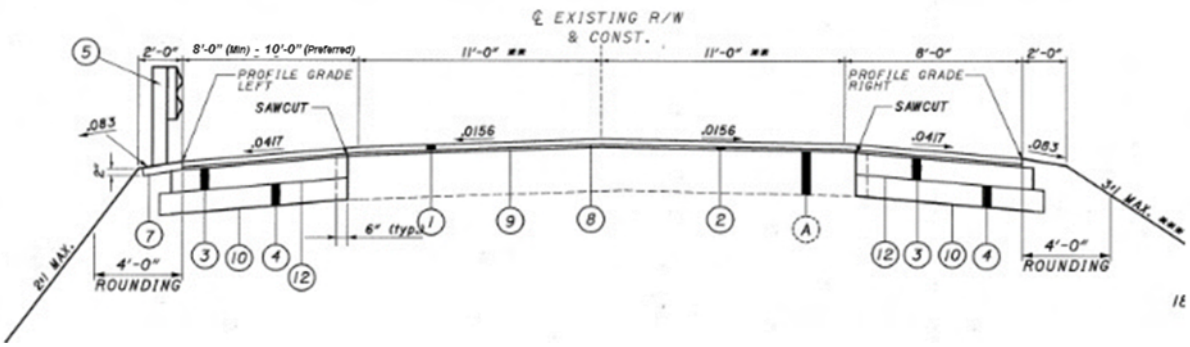
> **Prioritized Locations**: All locations (global recommendation)

I. Increase shoulder width to 8' for full buggy lane (Cost Estimate: $2.0M/mile, ROW additional cost)

> **Description**: Paved/treated shoulders of 8' in width can function as buggy lanes, so the slow-moving Amish buggies can be separated from the high speed motor vehicles. Construction costs are higher if right of way must be purchased, steep side slopes exist, or bridge or culvert widening is required for continuous shoulders. The approximate costs for right of way acquisition are $0.5 million per mile that includes administrative costs to follow state/federal acquisition process. ODOT District 4 also recommends increasing the shoulders to 10' to accommodate shy distance in areas where guardrail or barrier exists at the edge of pavement.



- The Amish survey feedback indicated that aggressive behavior by motorists is the primary safety concern for buggy drivers. This improvement will provide dedicated space for buggies and reduce the crash potential between buggies and motor vehicles.
- A typical section of the roadway is included for a standard buggy lane in the picture below:



> **Contributing Factors**: Shoulder widths, Vehicular ADT, buggy counts, buggy crashes, speed limit, Amish survey – dangerous segment.

> **Prioritized Locations**:

Roadway Segment	Log Points	Length (miles)	Shoulder Width	Vehicular ADT	Buggy Count	Crash Rate (Buggy)	Speed Limit	Amish Survey (Critical - Buggy)	Rank	Construction Cost (ROW not included)
SR 608 - Nauvoo Rd to North of B-W Rd.	3.09 to 4.50	1.41	●	◑	●	●	◑	●	1	$ 2,397,000
SR 87 - SR 528 to Hayes Rd	18.20 to 19.74	1.54	●	◑	●	●	●	◑	2	$ 2,618,000
SR 608 - SR 528 to CR 124/Georgia Rd	0.00 to 1.24	1.24	●	◑	◑	●	◑	●	3	$ 2,108,000
Note: SR 87 - Hayes Rd to Trumbull CL is under design for construction of full buggy lane in 2018 Costs do not include ROW acquisition costs										

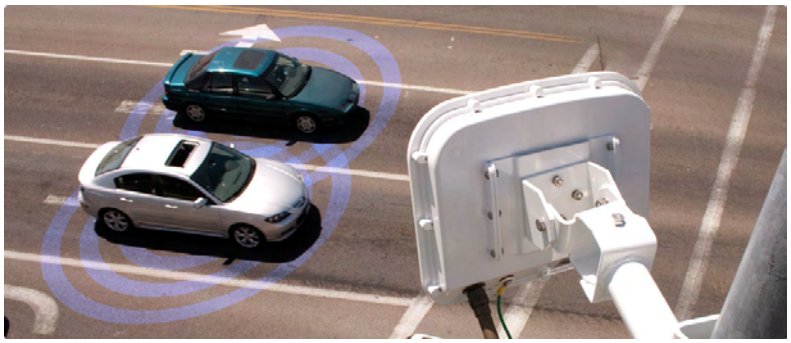
The Amish survey also suggested a high priority for Old State Road south of State Route 528. However, because this is a longer section with lower truck volumes and does not currently have any connectivity to existing buggy lanes, this section is recommended for spot safety improvements versus a full buggy lane. Also, due to the high costs associated with these improvements, the project planning and implementation takes several years for project development. Additional locations may be evaluated after implementation of the top 3 locations; however, the timeline anticipated to construct the top three locations in the table above is 15-20 years.

SPOT IMPROVEMENTS

The following countermeasures are identified to improve safety for all users with a primary focus on Amish buggy drivers. They are designed to be used in specific locations within a roadway segment to alleviate a specific safety concern.

J. Horse-drawn buggy detection at traffic signals (Cost estimate: $10,000/approach)

> **Description**: Typical detection at traffic signals includes in-roadway loops that detect a vehicle by weight/metal and communicate to the traffic controller to serve that movement. A horse-drawn buggy has no metal and is much lighter than a motor vehicle and is often not detected. This results in longer wait times and non-compliance of the signal. The survey feedback identified the inability of existing detectors to detect a horse drawn buggy as one of the primary concerns. Radar detection (in lieu of loop or video detection) at the stop bar is recommended for buggy detection.



> **Contributing Factors**: Buggy crashes, buggy volume, intersection control-traffic signal

> **Prioritized Locations**:

Intersection	Crash Rate (Buggy)	Buggy Volume	Rank	Comments
SR 87 at SR 608	●	●	1	Maintained by village
SR 87 at SR 528	○	●	2	Maintained by ODOT
SR 528 at SR 608	◐	◐	3	Scheduled for construction in 2018, PID: 99202
SR 528 at US 422	○	◐	4	Scheduled for construction in 2018, PID: 78343

Also, all other existing signalized intersections in the study area should be evaluated for buggy detection on the signalized approaches that are not currently on recall.

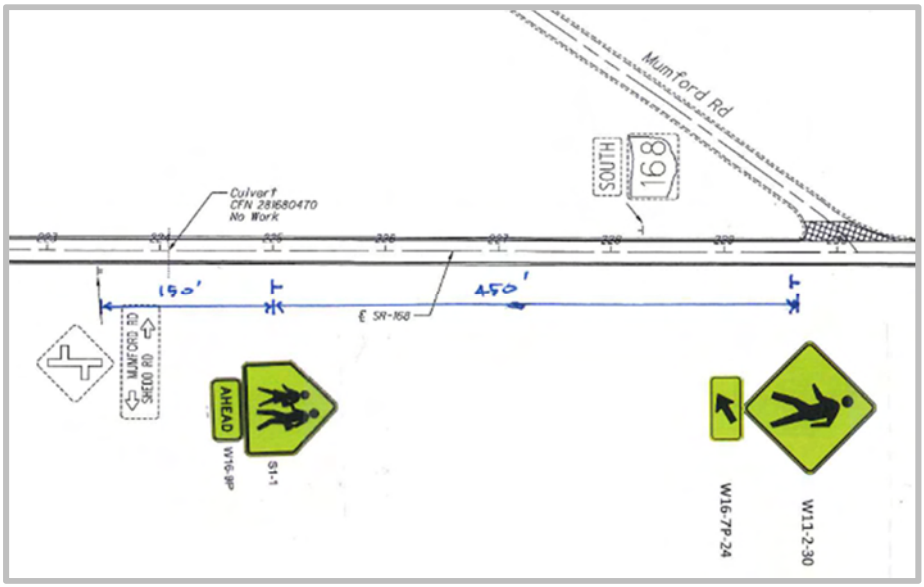
K. Warning Signs – Pedestrian Crossing (Cost Estimate: $9000/pair)

> **Description**: Provide pedestrian crossing warning signs on the major street approaches where motorists typically do not expect pedestrians. These warning signs could be enhanced with flashing beacons that are activated for limited hours in a day during which high pedestrian activity is expected, such as the hour leading to school start and the hour following school dismissal times, work schedules etc. Down arrow is also attached to show pedestrians where to cross and for drivers to know where to expect pedestrians. Also, rectangular rapid flashing beacons (RRFB) could be considered for installation at crosswalks.



- The survey identified walking as the primary mode of travel for school and work. This improvement is expected to cause motorists to slow down and watch for pedestrians during the targeted hours.
- These warning signs are recommended to use fluorescent green background color for emphasis of pedestrians. Also, statutory sign 'Yield here to Pedestrians' sign could be used to remind motorists where pedestrians have the right of-way at intersections with or without crosswalks.

> **Discussion:** The figure below shows a recommendation for a standardized signing treatment at an established Amish school crossing on the state highway system. Note the advanced school assembly is provided ahead of the crossing, after the INTERSECTION AHEAD signing. A standard W11-2 pedestrian warning sign is recommended at the intersection itself. The use of the standard W11-2 is intended to remind motorists of the potential for not just school-aged pedestrians, but also pedestrians of all ages at any time of the day. When agreed to by ODOT or the Geauga County Engineer, the advanced sign assembly may be enhanced with a solar-powered flashing beacon programmed to flash during the expected times of school-aged pedestrian activity.



> **Contributing Factors**: Number of schools in ¼-mile buffer, Amish survey (Walking)

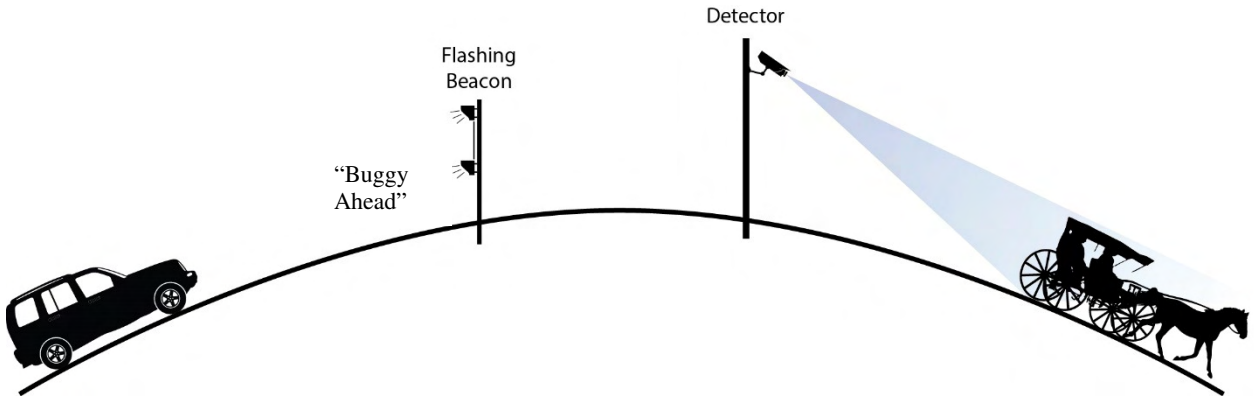
> **Prioritized Locations**:

Intersection	No. of schools- 1/4 mile buffer	Amish Survey (Critical - Intersection)	Amish Survey (Walking-School Route)
SR 168 at Nash Rd	●	○	●
SR 87 at Hayes Rd	◐	●	○
SR 168 at Shedd Rd	●	○	○
SR 168 at Patch Rd	●	○	○
SR 608 at Burton Windsor Road	◐	●	●
Newcomb Road at Shedd Road	●	○	●

L. Amish buggy warning detection system (Cost Estimate: $20,000/location)

> **Description:** Most warning signs are static signs, and over time motorists become indifferent to these signs. This condition can be mitigated with an enhanced warning sign that is active when a conflict exists, (i.e., a detection system that can identify a slow-moving vehicle such as an Amish buggy), and activate the flashing sign to warn motorists of an Amish buggy presence. Higher luminance and better contrast attract motorists' attention, leading to cautious driving when compared to a conventional static sign. Detection systems such as advanced radar are suggested. These detection systems are recommended for crest vertical curves, so that an Amish buggy on the downhill side is detected and a warning sign is activated on the uphill side, so drivers approaching the crest are informed of a slow-moving Amish buggy on the downhill side. This will

allow drivers to slow down as they pass the crest. This treatment can also be applied to locations with winding curves.



- The Amish survey results show that going over hills or around curves with limited sight distance is the second biggest safety concern for horse drawn buggy travel. The actuated warning system will allow motorists to slow down proactively for a downstream slow-moving vehicle, especially at night.
- Note that this application would be experimental. No "off-the-shelf" systems are currently available. A preliminary equipment recommendation would include advanced radar detectors to detect slow moving vehicles, paired with a controller to activate the flashing warning sign and extend the flashing to a time period where the buggy is no longer in the zone with poor sight distance. The State of Hawaii uses a similar concept to detect bicyclists within tunnels when they are on the roadway and not visible to vehicles entering the tunnel. This application is not complex and it is expected that engineers could complete the design. It is also possible that the detector and the warning beacon could be combined on the same support by using a delay in the algorithm to control the length of time the beacon is on.

> **Contributing Factors:** Vehicular ADT, buggy count, crash rate (buggy), sight distance deficiency, vertical curvature – crest curves, winding alignment.

> **Prioritized Locations**:

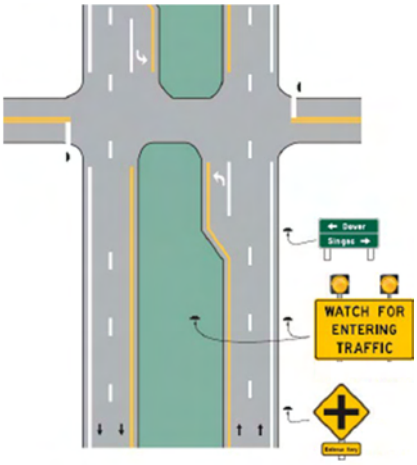
Roadway Segment	Vehicular ADT	Buggy Count	Crash Rate (All)	Crash Rate (Buggy)	Sight Distance Deficiency	Vertical Curvature - Crest Curve	Rank
Old State Road near Trumbull CL (3 crests)	◐	◐	◐	◐	●	●	1
SR 88 - East of Bundysburg Road (1 crest)	○	○	◐	◐	●	●	2
SR 168 - South of Nash Road (crest/hor. Curves)	◐	◐	◐	◐	●	◐	3
Burton Windsor - West of SR 608 (hor. curve)	○	◐	○	◐	●	◐	4

- Note that these systems may also be recommended as a short-term countermeasure in sections where buggy lanes are also recommended, but cannot be constructed right away due to project cost.

M. Conflict Warning System with Flashing beacons: Standard and actuated beacons (Cost estimate: $25,000/location)

> **Description**: Install flashing beacons with intersection warning signs on major street approaches in advance of a two-way STOP sign controlled intersection. The two types of beacons include continually flashing beacons or vehicle-actuated beacons with a set criterion.

- For example, when a buggy completes a turning maneuver onto a major street or has been waiting at a stop sign for a long time to turn, then the flasher is activated on the major street approaches to warn motorists to slow down and to expect a slow-moving vehicle ahead.





- A disadvantage of this countermeasure is that power is required for these systems.

> **Contributing Factors**: All/Buggy crashes, sight distance deficiency

> **Prioritized Locations**:

Intersection	Sight Distance Deficiency	Amish Survey (Critical - Intersection)	Crash Rate (All)	Crash Rate (Buggy)	Rank
SR 87 at Hayes Rd	◐	●	●	●	1
SR 87 at Bundysburg Rd	●	●	◐	◐	2
SR 608 at Burton Windsor Road	●	●	◐	○	3A
SR 528 at Burton Windsor Road	●	○	◐	●	3B
CR 6 at Bundysburg Rd	●	○	◐	●	3C
SR 608 at Nauvoo Road	◐	●	○	○	4A
SR 168 at Nash Rd	◐	○	●	○	4B
SR 528 at Nauvoo Road	◐	○	◐	◐	5

N. Hill Climbing and Downhill lanes/Buggy Pull-off Lanes (Cost estimate: $250k/1000 feet)

> **Description:** Climbing uphill on steep crest curves against gravity causes horse-drawn Amish buggies to travel slower than on a flat roadway. This delay could result in long queues of vehicles behind buggies and frustrated motorists may try to pass around the Amish buggy even under the reduced visibility conditions.

- Also, visibility is reduced when traveling uphill on steep crest curves; the downhill side is visible after you reach the crest. For a motorist climbing uphill that cannot see a slow-moving horse-drawn buggy on the downhill side, time required to slow down to avoid striking the slow-moving buggy may not be available.
- A hill-climbing lane and a downhill lane is a narrow lane meant for horse-drawn vehicles to use and allow motor vehicles to continue in the travel lane. These lanes have to be long enough to account for Amish buggies that gain momentum on downhill side and need to merge back into the travel lanes safely.
- These lanes are less expensive than a standard full-length paved shoulder (buggy lanes) and are only implemented on one side of the road.
- The Amish survey results show that going over hills or around curves with sight distance issues is the second biggest safety concern for travel on a horse-drawn buggy. This improvement is expected to address this safety concern.

> **Contributing Factors:** Vertical grades, buggy count, Vehicular ADT, shoulder widths**.**

> **Prioritized Locations**:

Roadway Segment	Vertical Curvature - Crest Curve	Vehicular ADT	Buggy Count	Shoulder Width	Rank
SR 608 - Durkee Rd to Durkee Rd	●	◑	○	●	1
CR 6/Old State Road - N. of SR 88	●	◑	◑	●	2
SR 88 - Hosmer Rd to Bundysburg Rd	●	○	○	●	3

O. Add intersection lighting (Cost estimate: $75/month service fee)

> **Description**: Driving or walking on, or across, a roadway is less safe in darkness than in a lighted area, due to the reduced visibility of hazards and pedestrians. Adequate lighting improves safety by reducing night time crashes. The local public agency will be required to request service from the utilities to maintain the installation since ODOT has a policy of not maintaining street lights in rural sections.



> **Contributing Factors**: Buggy crashes, buggy volume, Amish survey (Intersections), Amish survey (Walking), schools within ¼-mile buffer.

> **Prioritized Locations**:

- CR 6/Old State Road at Reeves Rd

- CR 6/Old State Road at Bundysburg Rd
- Evaluate intersections with existing lighting to make sure the intersections are well lit and positioned correctly.
  - SR 608 at Burton Windsor Rd
  - SR 608 at Nauvoo Rd
  - SR 87 at Hayes Rd
  - Newcomb Rd at Shedd Rd

P. Geometric improvements to flatten roadway/improve approach angle (Cost estimate: $1M-$2M)

> **Description**: Revise roadway geometry of intersection approaches by flattening the horizontal/crest vertical curvature or improving approach angle of an intersection to increase sight distance and thereby improve visibility of buggies and motor vehicles.

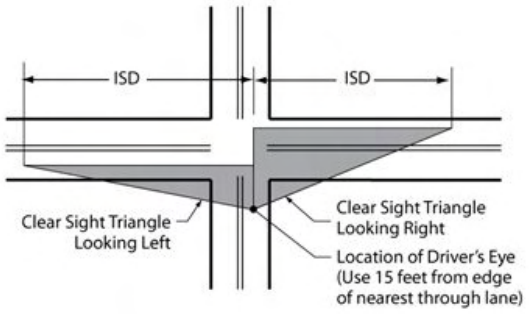
> **Contributing Factors**: Vertical grades, sight distance deficiency, crash rate (buggy), Amish survey (Intersection)

> **Prioritized Locations:**

- SR 528 at Burton Windsor Road – Revise EB approach to reduce deflection through the intersection
- SR 168 at Mumford Road
- SR 608, north of Nauvoo Rd – flatten crest hill
- SR 87, east of Hayes Rd - flatten hill (under design on PID 23733, 2018 construction)

Q. Increase triangle sight distance (Cost Estimate: Varies, up to $250,000)

> **Description**: Visibility at intersections is sometimes limited due to signs, fixed objects, skewed geometry, vegetation, embankment etc., Also, when compared to a motor vehicle driver, a horse drawn buggy driver sits further back, which reduces visibility further. Clear sight triangles are necessary so that buggy drivers can see approaching vehicles on the cross street and also for motorists to see a stopped vehicle on the minor street. In most cases, these obstructions are located outside the public R/W. In some cases, the condition can be improved with the property owner's cooperation.



- Where applicable, prohibit parking at critical locations. This may require working with property owners not to store vehicles within sight triangle.

- Examples are shown in the photos below:



Burton-Windsor Road at State Route 608



Burton-Windsor Road at State Route 528





SR 608 at Georgia Road (Left: Looking North, Right: Looking South)

> **Contributing Factors**: Sight distance deficiency, number of schools within ¼-mile buffer, Amish survey (Critical intersection), crash rate (all), buggy count

> **Prioritized Locations**:

Intersection	Sight Distance Deficiency	No. of schools- 1/4 mile buffer	Amish Survey (Critical - Intersection)	Buggy Volume	Crash Rate (All)	Contributing Factor	Proposed Improvement
SR 608 at Burton Windsor Road	●	◐	●	◐	◐	Signs, Embankment on the north side	Relocate signs, Regrade embankments
SR 87 at Bundysburg Road	●	◐	●	◐	◐	Tall grass, signs/poles - NW,SE & SW quadrant	Clear Vegetation, relocate poles/signs
SR 168 at Gingerich Road	●	○	●	○	◐	Tree lawn, north side	Clear Vegetation
SR 168 at Shedd Road	●	●	○	◐	○	Intersection skew angle, trees- SE quadrant	Clear Vegetation
SR 528 at Burton Windsor Road	●	◐	○	◐	◐	Embankment - NW quadrant, EB approach - skew angle	Regrade/Realign EB approach to reduce deflection through intersection
CR 6 at Bundysburg Road	●	◐	○	○	◐	Tall grass, trees-all 4 corners	Clear Vegetation
SR 528 at SR 168	●	○	○	○	○	Trees-SW quadrant	Clear Vegetation
SR 528 at US 422	●	○	○	○	●	Building-NW quadrant	Under design on PID 78343 for construction in 2018
SR 608 at Georgia Road						Tractors parked	Move outside ROW or further

R. Convert two-way to all-way stop control (Cost Estimate: N/A)

> **Description**: Multi-way stop control reduces crashes at locations with sight distance problems. An engineering study is necessary to confirm that an all-way stop control is an appropriate recommendation for a given location.

> **Contributing Factors**: Buggy crashes, buggy volume, sight distance deficiency, Approaching speed – 45 mph or less.

> **Prioritized Locations**: Presently no study area intersections meet the criteria necessary to implement this proposed improvement. It is presented in the countermeasure toolbox for future consideration.

S. Other Recommendations

- Signalize intersections after trial of less expensive countermeasures have been ineffective in improving safety or where long term improvements are cost prohibitive.
- Provide crosswalk markings at all established pedestrian crossing locations
- Add pedestrian push-buttons/signal heads at traffic signals to cross the main street. Operate pedestrian movements to cross side street on pedestrian recall and upgrade all pedestrian signal heads to countdown timers.

EDUCATIONAL PROGRAMS

Along with engineering improvements, education is an important component to changing behavior. Education programs and awareness campaigns extend beyond standard driver education programs. LJB recommends targeted programs for Amish buggy drivers and motor vehicle drivers to teach safe driving skills, consequences of speeding, rules and tips to follow in case of conflicts, as well as perspective of horse behavior and buggy driver with a horse-drawn buggy vs. human behavior driving an automobile. This initiative would require partnering with local schools and driver education companies in the area.

Some programs to consider are Amish Vehicle Safety Week during Spring and Harvest seasons, refined Ohio Driver Education program to emphasize on approaching and passing slow-moving vehicles, and media campaigns/changeable message signs. ODOT could deploy portable changeable message signs (PCMS) in fall to display messages on buggy safety. The PCMS are constrained to display only 8 characters per line and a maximum of 3 lines per message. A sample of messages that could be displayed on these signs includes:

- SLOW MOVING VEHICLES
- SHARE THE ROAD
- AMISH USING ROADWAY
- NO SIDEWALK/WALKERS ON ROADWAY
- WATCH YOUR SPEED
- PASS BUGGIES W/ CARE

The buggy crash patterns from 2010 through 2014 indicate that the fall and winter months (September through February) experience a majority of crashes (66 percent). Also, the 5-9 p.m. time period experienced most buggy crashes (40 percent). The targeted PCMS signs should be timed during these seasons and time periods to reduce crashes. The warning sign locations should be primarily at the high risk areas such as:

- State Route 87 near Hayes Road
- State Route 87 near downtown Middlefield Village
- State Route 608 just south of Middlefield Village limits

Additional safety programs may be necessary for pedestrians, including students that walk to school and adults that walk to work or for other trips. These programs should stress the importance of being visible to drivers, maintaining safe distance from motor vehicles, looking for road hazards (pot holes, ditches etc.,), wearing fluorescent vests/bands if traveling under low light conditions, and exercising caution while crossing at intersections with marked or unmarked crosswalks. The programs should also emphasize the legal requirement for pedestrians to ***walk facing traffic*** to increase safety.

BUGGY SAFETY EQUIPMENT

Safety equipment that would improve the visibility of a slow-moving Amish buggy under all lighting and weather conditions, turn signals designed to convey the intent of making a turning maneuver by an Amish buggy driver are highly desirable.

The survey results indicated that 94 percent have a slow-moving vehicle emblem on their buggies. This sign with retroreflective red triangle surrounded by fluorescent orange center helps distinguish a slow-moving vehicle from other high-speed vehicles on a roadway. Along with this sign, additional features that improve the visibility of a buggy and communicate the intent to make a turn maneuver are necessary. Research by Jepsen S.D. and Calip T. from the Ohio State University identified a recommended practice for marking and lighting of buggies.

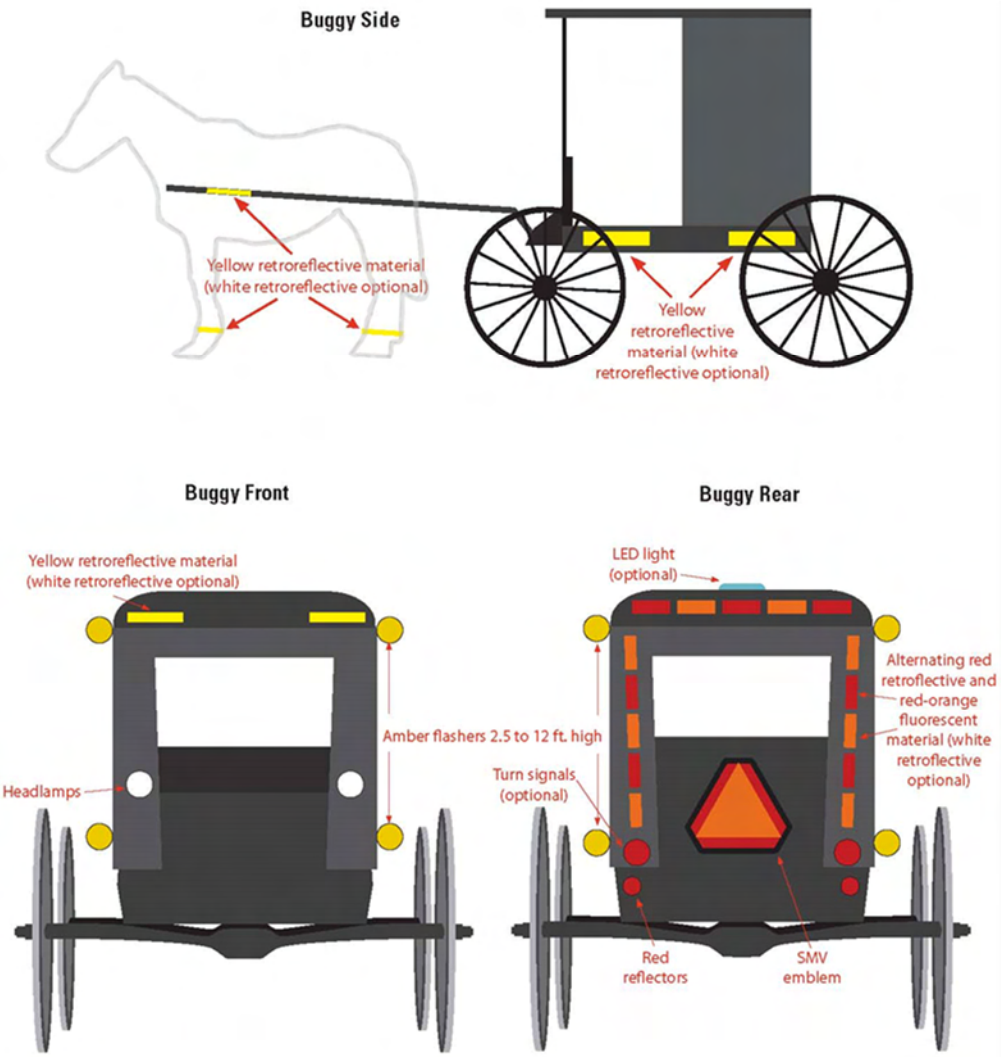


- **Retroreflective Tape**: Along with SMV sign, outlining the body of the buggy/wagon on the front and rear will improve visibility of a horse-drawn buggy. Additional strips may also be provided on the side of the buggy frame.
- **Uniform Lighting and Marking**: The survey identified that buggy lights of various colors are currently used. A combination of amber/orange/yellow, red, blue, white/clear colored lights is used. Some lights are blinkers, while others are solid lights. Uniformity in horse-drawn buggy lighting and marking is one way to increase public awareness of buggies and improve safety.

- **Blue lights**: Eliminate blue lights from buggies. These are typically interpreted as emergency vehicles and may be misconstrued by motorists. Ohio Revised Code section 4513 specifically prohibits the use of flashing/oscillating blue lights on vehicles other than those used by law enforcement personnel and requires that all strobes used on non-law enforcement vehicles be amber in color.
- **Headlights – Front:** White headlights in the front placed symmetrically on either side of the buggy are recommended. Also, as an alternative to headlamps and tail-lamps, at least two double-faced lamps protruding from the sides of the widest point can be used. These lamps include a white/clear lens to the front and a red lens to the rear.
- **Taillights – Rear**: Red taillights placed symmetrically on either side of the buggy, a turn signal system may be attached to these tail lamp assemblies. In such case, the lamp positioned on the side of the turn should flash while the other side remains a steady light.
- **Turn signals**: The survey results identified that motor vehicle drivers do not honor turn signals by buggies and pass around them. Turn signals with consistent color (red or amber) and of sufficient size and flash speed to catch the following driver's attention are critical. At times, when buggies are using flashing beacons at night (similar to a car's hazard lights), it is not possible to distinguish a turn signal. An update to OSU study may be necessary to identify the best possible solution.
- **Reflectors on rear wheel axle**: Some newer buggies are now outfitted with white reflective tape on the drum attached to the rear axle. This tape rotates and causes a "strobe-like" effect without the power requirements of a standard strobe light. This study recommends utilizing this method as a distinguishing mark for buggies where feasible.

Figure 4 graphically shows the recommended marking and lighting of buggies from the OSU study.

FIGURE 4 – AMISH BUGGY – LIGHTING AND MARKING



Source: Jepsen D, Calip T, 'Lighting and Marking Recommendations for Buggies and Wagons', the Ohio State University, 2009.

LAW ENFORCEMENT

Research has shown that driver compliance and support for traffic laws can be increased through targeted enforcement, when combined with vigorous public information and education programs.

- **Speed enforcement**: Set-up portable speed trailers or solar powered speed display signs at high crash locations where speeding is a contributing factor. Typically, the speed feedback signs are very effective in managing travel speeds along a corridor. For example, a study by the FHWA on rural highway segments in 2008 showed a 19% reduction in speeds using this method.
- **No passing zone enforcement**: Survey responses indicated that motorists often pass an Amish buggy in a no-passing zone (NPZ) and often too close to the buggy that scares the horse. It is legal to pass another vehicle in a NPZ if the vehicle is traveling less than half the speed limit and using common sense. Because of this subjectivity in the legal statute in Ohio, it is difficult to enforce/ticket drivers for passing in NPZs.

> **Compliance with turn signals**: Amish buggy drivers also stated that motorists do not acknowledge their turn signals and pass while the buggy is waiting to complete a turn. An impatient motorist passing a turning buggy on the right or left will result in a crash.

SNOWPLOWS

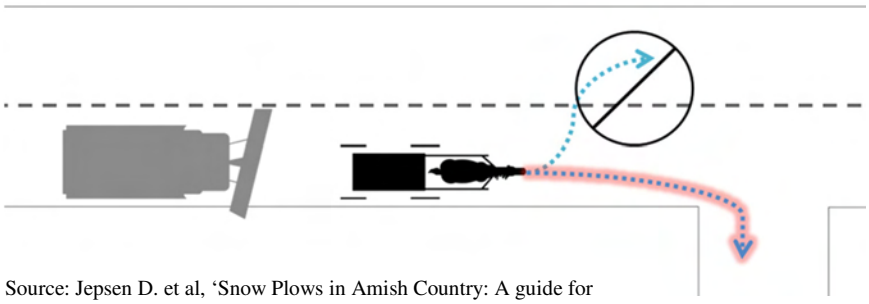
Inclement weather and lack of street lighting on rural highways make winter travel challenging and dangerous for all users. Further, wintery roads present another hazard to pedestrians and buggy drivers, namely the presence of snow plows. Best management practices and education programs are available for snowplow drivers, buggy drivers and pedestrians to maintain safety. A summary of recommendations provided by Jepsen S.D. et al, 'Snow Plows in Amish Country: A guide for buggy drivers, pedestrians and snow plow operators', the Ohio State University, 2011 are listed below:

Pedestrians: Pedestrians in rural areas walk facing traffic to be visible to the driver. While the snowplow drivers may see the pedestrian, it might be difficult to react fast enough to not affect the pedestrian. The following recommendations are suggested for pedestrians:

> Look ahead and listen for snowplows. Once spotted, find a safe place to stand until it passes, possibly a driveway, if available, or by the roadside. Stop and wait for the snowplow to pass.
> Look both ways before crossing the street. Check for traffic, especially for vehicles trailing the snowplow.
> Stay visible to drivers. Wear reflective vests even during daylight hours during inclement weather. A flashlight can be used to see ahead, however, it is not effective in alerting drivers of a pedestrian presence.

Buggy drivers:

> Effective lighting and marking the horse drawn buggies as listed in the 'Buggy Safety Equipment' section allows motorists to notice buggies under all lighting conditions.
> Pull over as far to the right as the road allows. Note that snowplows are not typically permitted to pass an automobile or horse-drawn vehicle if traveling in the same direction as the plow. In the case of ODOT, the plows lift the blade slowly, turn the spinner to the lowest setting, and then pass. Buggy drivers should not stop in the middle of the lane or cross to the opposite side of the road to avoid the plow. The best option is to pull into a driveway and allow the snowplow to pass before continuing.



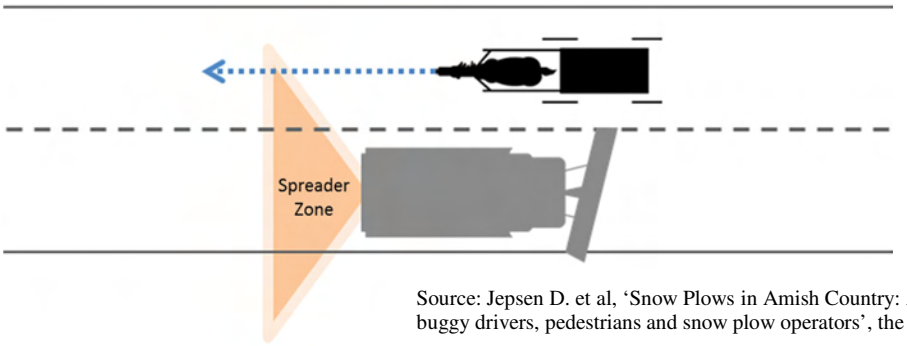
Source: Jepsen D. et al, 'Snow Plows in Amish Country: A guide for buggy drivers, pedestrians and snow plow operators', the OSU, 2011

Snow Plow Operators: Snowplow operators must look out for horse-drawn vehicles and understand that horses may panic at the sights and sounds of the plow.

> **Decrease speed:** Reduce speed when approaching a horse-drawn buggy, whether approaching from ahead or behind. This will allow the buggy driver additional time to pull over safely and not negatively influence the horse. A horse could be frightened by the snowplow's lights, blade, dump bed or spreader. If a horse is troubled by the presence of an approaching plow, keep moving forward along the intended

path but with a very low speed. If this does not help the horse to remain calm, slow to a stop and wait until the buggy driver regains control.

- **Do not follow too closely:** Maintain ample space between the plow and buggy to prevent a crash in case the buggy stops abruptly. While traveling on hills, it may be necessary to come to a complete stop until the buggy is a safe distance away.
- **Turn-off flashing lights:** Turn off flashing lights when approaching a horse-drawn buggy. The reflection of lights from wet pavements, snow, fog or cloud cover can sometimes confuse and startle a horse.
- **Lower the dump bed and stop the spreaders (or set at lowest speed):** A dump bed in a raised position or rear spreader in operation could frighten a horse. Pay attention to the approaching horse, and if these operations negatively affect the horse, turn off the spreader and slowly lower the bed.



Source: Jepsen D. et al, 'Snow Plows in Amish Country: A guide for buggy drivers, pedestrians and snow plow operators', the OSU, 2011

Also, if a horse enters the spreader zone as they pass a snowplow, flying gravel or salt can strike the horse and cause it to charge or run off the road. It is critical that the spreader be off or at a minimum when approaching a horse drawn buggy from the opposite direction.

STRATEGIC PLAN FUNDING AND RECOMMENDED IMPLEMENTATION

FUNDING

Proposed improvements using a type of funding under ODOT control must follow the project development process, where a project is created and it follows distinct "steps", including planning, preliminary engineering, environmental clearance, right-of-way acquisition, and construction. Projects not requiring the acquisition of additional right-of-way can follow a simpler process with fewer steps and requiring less time to reach the construction phase.

Because most of the money available through the Safety program is federal money, large funding requests for projects must be coordinated through the Northeast Ohio Regional Coordinating Agency (NOACA.) This federal funding must be placed on both the NOACA and statewide transportation improvement programs (TIP and STIP) before it can be used in any phase of project development. Once the sponsor of a project notifies NOACA it has received funding for a phase of project development, it may take 3 to 6 months to complete the administrative process to add federal funding to the TIP and STIP.

Some additional bullet points regarding funding and sponsorship of highway improvements in general:

1. State funds under ODOT control (funded through the gas tax) by law may only be spent on state highways.
2. Federal funds under ODOT control (also funded through the gas tax) may be spent on any road on the federal-aid system, but require a local match.
3. State funds under OPWC control may only be spent on local roads (not roads under ODOT jurisdiction.)
4. A county or a village may sponsor a project on a state highway. A township is not permitted to be the sponsor of a project that uses state or federal funds under ODOT control.

ODOT Safety Funding: Safety funding may be obtained for both small and large requests, with typical requests in the $300,000 to $1,000,000 range, though the per-project cap can be as high as $5,000,000. Small requests may consist of funding to purchase materials for installation by ODOT, county, village, or township maintenance crews. Signing, solar-powered beacons, and radar detectors are potentially lower-cost items that could fall into this category. Larger requests must follow a formal application process, with requests required to be submitted by April 30 and September 30. Projects submitted compete against others across the state, with the Safety Committee looking to award funds to projects with the highest benefit-to-cost ratio, in terms of their potential to reduce crashes. Recently the Amish Buggy program has been combined the Safety Program, with ODOT continuing to commit up to $1M annually to support this program.

More information regarding the ODOT Safety Program is available online at this link. Information on the Amish Buggy Program can be found at this link.

Transportation for Livable Communities Initiative (TLCI): TLCI funding is a form of federal grant money distributed within the region by NOACA. This program provides assistance to communities and public agencies for integrated transportation and land use planning and projects that strengthen community livability. Funding is available for both planning and implementation of projects. NOACA budgets $1,000,000 annually for TLCI projects, and at least half that amount must be spent on implementation grants. The implementation of wider shoulders to enhance pedestrian walkability is one of the recommendations of the Strategic Plan that is in alignment with the goals of the TLCI program, and these requests are likely to be competitive against other TLCI implementation grant requests within the region. The perfect application of these funds would be to request their addition to regularly-scheduled resurfacings projects to re-shape or eliminate ditches in conjunction with adding 4' onto the outside of existing pavement. These projects must be identified several

years in advance to allow adequate time to apply for funds and prepare plans for the improvement, which may be complicated, depending on the terrain of the location and considering available right-of-way.

More information regarding the NOACA TLCI Program is available online at this link.

ODOT Safe Routes To School: The purpose of Safe Routes to School is to encourage and enable students in grades K-8 to walk or ride their bicycle to school. This program requires development of a School Travel Plan (STP), which can be developed using program funds. Once the STP is created and accepted by ODOT, sponsors can request funding for "infrastructure" (improved crossings, walking paths, etc.) or "non-infrastructure" (education and encouragement programs.) The maximum award per community for "infrastructure" improvements is capped at $400,000, and applications compete with others around the state.

More information regarding the Safe Routes To School Program is available online at this link.

Ohio Public Works Commission: The OPWC provides financing for local public infrastructure improvements through both the State Capital Improvement Program (SCIP) and the Local Transportation Improvement Program (LTIP). SCIP is a grant/loan program for roads, bridges, water supply, wastewater treatment, storm water collection, and solid waste disposal. LTIP is a grant program for roads and bridges only. Improvements must be for facilities that are locally-owned. Further, the Small Government Commission provides grants and loans to villages and townships with populations in the unincorporated areas of less than 5,000 in population. Project applications are selected from those not funded through the District Integrating Committees for funding. This provides a "second chance" for smaller projects to be considered for funding.

More information regarding the OPWC funding programs is available online at this link.

Animal-Drawn Vehicle Funds: State law makes a provision for private entities to contribute money to the construction and maintenance of state and local roads carrying animal-drawn vehicles (RC Section 5501.53.) Presently, ODOT is carrying a balance of approximately $146,000 to be used on state highways in Geauga County. This balance is the accumulation of several years' worth of unspent donations. Strategically, the best use of these funds is to serve as the local match for state and federal funding available under other programs. It should be noted that private parties may designate a specific state route on which funds must be spent for funds donated to the state. Routes may not be specified for contributions to counties or townships.

Local Funding (County, Village, Township): Local government agencies may contribute local funds at their discretion to construct any potential improvement recommended in this strategic plan, though it is noted that the most costly recommendations exceed available resources at the local level. A county, village or township can still provide meaningful contributions in several ways.

1. These agencies can provide a local match to other program dollars to leverage funding available through other programs (usually a 10% or 20% match, depending on the program.)
2. These agencies can provide staff assistance to apply for grants and/or sponsor projects.
3. These agencies can make small improvements within their annual budgets for minor improvements such as improved signing or the addition of street lighting at intersections.

Donation of Property: Donations of property from adjacent property owners are potentially helpful to moving forward projects requiring additional right-of-way. Most roadway widening projects in rural settings require additional right-of-way since a large portion of rural highways were originally dedicated with 60' of "standard highway easement"—an easement to use the specified width for highway purposes. It is preferable to drain rural highway using open ditch sections (vs. curb and storm sewer) because ditches are less expensive, easier to maintain, and have less potential for hydroplaning on high-speed roadways. In most cases, even shallow ditches are at least 2'-3' deeper than the pavement surface, and widening shoulders requires these ditches to be

moved out further from the center of the road. In most cases, an additional strip of 10' to 15' would be sufficient to allow a widening for an 8' wide buggy lane, including relocation of the ditch.

No special process exists for donating right-of-way to a government entity for highway purposes, other than the normal administrative process for transferring property between parties. Where donations occur, they must follow county conveyance standards, which means the donated property must be surveyed and properly defined with a legal description before it can be transferred to a willing party. Even when property changes hands for a $1, the transaction itself still costs the parties money to prepare the necessary documents to record the transaction, but the costs are much less, and the transaction has the potential to occur much more quickly.

Government agencies may not solicit donations, however, property owners in a neighborhood group or community with common interests could work together to organize a collection of additional property fronting a section of highway so that a buggy lane could be eventually be constructed within the combined existing and donated right-of-way. This would eliminate one of the largest hurdles to construction of a buggy lane. (The other major hurdle is cost.)

RECOMMENDED IMPLEMENTATION SCHEDULE

Proposed improvements using the countermeasures outlined in this study have a broad scope and can be implemented in a number of ways throughout the county by ODOT, the Geauga County Engineer, or local municipalities. This recommendation section of the report presents a preferred implementation schedule that would focus on a combination of short, medium, and long-term projects to address the most critical safety problems outlined in this study. Countermeasures not identified in this section should not be ignored – they may be considered as funding becomes available or as Amish traffic and safety priorities change throughout the county.

Short-term Implementation (2017)

The following items are recommended for implementation in the 2017 calendar year:

- Complete scoping and apply for funding for construction within five years of a full buggy lane on State Route 608 north of Middlefield Village from Nauvoo Road to Burton-Windsor Road, including the top of the hill north of Burton-Windsor Road (log points 3.18 to 4.50). This construction will occur in the mid to long-term implementation phase.
- Work with Amish Safety Committee to finalize standardized buggy equipment requirements and formalize into requirements from the Geauga County Sherriff's Office. Complete education program with Amish Community and set requirement date to 1/1/2020.
- Set up and implement PCMS signs for use during targeted two-week periods during the summer and fall (harvest) months as outlined in the education section. Complete this in conjunction with Amish Safety Week to implement educational principles outlined in this study.
- Complete low-cost sight triangle improvements at locations where vegetation or signage is easily removed inside the right of way.
- Install enhanced buggy detection at the three signalized intersection locations.
- Develop/continue annual maintenance program for both state and county-maintained roadways that prioritizes keeping pavement markings refreshed on rural roadways with heavy buggy or pedestrian traffic.
- Begin program to implement one County Road school zone signing project each year until the top three locations are complete.

- Implement signage (Buggy on Roadway) at the top five prioritized locations within the study area. Improve Amish buggy and pedestrian warning sign placement on roads in study area based on input from the Amish survey.

Medium-term Implementation (2018-2022)

The following items are recommended for implementation between 2018 and 2022 unless available funding allows these items to move earlier in the implementation schedule:

- Construct the currently programmed buggy lane addition on State Route 87 (PID 23733).
- Complete scoping and apply for funding for the full buggy lane addition on State Route 87 from State Route 528 to Hayes Road (final segment). The construction should be completed within five years of funding.
- Construct the widened shoulders (4') for pedestrian usage at the top two locations on Newcomb Road and on State Route 168.
- Install Amish buggy warning detection systems at top three prioritized locations and evaluate for effectiveness (evaluate each installation for performance prior to moving to the next).
- Implement portable speed trailers or solar-powered speed display signs at high crash locations to reduce speed violations (joint program between Highway Patrol and Geauga County Sherriff).
- Complete upgrade of buggy detection at all signalized intersections in the study area.
- Complete the remaining sight-triangle related improvements where feasible without right-of-way acquisition.
- Complete speed zone studies (SR 168 already complete) and implement recommendations for speed zones on top four highest ranked segments, including Newcomb Road, Old State Road and State Route 87.
- Begin with the highest ranked segments and install climbing/downhill lanes/pull off lanes where funding is available. Recommend achieving the top two locations by 2020.
- Add street lighting at the intersections of CR 6/Old State Road with Reeves Road and Bundysburg Road. Evaluate lighting conditions at other intersections prioritized in the study.
- Install crosswalk markings at all established pedestrian crossing locations and supplement with pedestrian crossing warning signs at prioritized locations.
- Add pedestrian pushbuttons and pedestrian signal heads to all traffic signals within the study area.

Long-term Implementation (2023-2030)

The following items are recommended for implementation on a long-range plan as construction funding becomes available through the funding sources discussed above. Many of these improvements will require completion of the ODOT PDP process along with the acquisition of right-of-way and completion of the environmental compliance process (required to use federal funding).

- Complete scoping and apply for funding for the full buggy lane addition on State Route 608 south of Middlefield Village from State Route 528 to Georgia Road. The construction should be completed within five years of funding.
- Complete construction of the top three buggy lane add projects and begin prioritization of any future additions to the buggy lane network. At the time of prioritization, consider crash history for the past five years and connectivity to the larger network. It is also likely that over the next 15 years Amish travel patterns for both buggy and pedestrian usage will change from the data in this study.
- Construct the remaining sight-triangle improvements that require right-of-way acquisition.

- Construct the remaining top four pedestrian shoulder widening upgrades (Newcomb Road and Mumford Road) and program the remaining potential candidates as funding becomes available or as the roadway segments become part of the maintenance/upgrade program for each agency.
- Complete construction of the sidewalk network on State Route 87 between State Route 608 and State Route 528.
- If the buggy warning detection systems installed within the medium-term improvements section are successful, consider additional prioritized locations for construction.
- In locations where full buggy lanes have not been constructed and significant grade or crest vertical curve sight distance problems exist (see sight distance and roadway slope exhibits in Appendix D), construct/implement alternate improvements such as buggy warning systems or pull off lanes to mitigate safety concerns.

The tables included below show a more detailed list of all potential countermeasures by roadway segment and by intersection. **Figure 5** graphically shows location specific medium term and long term improvements.

TABLE 3: ROADWAY SEGMENTS – PRIORITY RANKING OF IMPROVEMENTS

Roadway Segment	Sidewalks	Shoulders (Widen for Pedestrians)	Ped Warning Beacons	School Zones		Buggy Warning Signs	Actuated Buggy warning signs (crest curves, winding roads) *	Lower Speed limit	Full buggy lane	Hill climbing lane/downshill pull off *	Roadway maintenance	Pavement markings
SR 608												
SR 528 to CR 40/Georgia Rd			2			2A			3		X	X
CR 40 to Tare Creek/Button St						2B					X	X
Tare Creek/Button St to CR 14/Burton Windsor		X	3A			2C			1		X	X
Burton Windsor to US 322									1	1	X	X
SR 528												
US 422 to SR 168											X	X
SR 168 to SR 88											X	X
SR 88 to SR 608											X	X
SR 608 to SR 87											X	X
SR 87 to US 322											X	X
SR 168												
SR 87 to Memorial Dr											X	X
Memorial Dr to SR 528		2	1				3	3A			X	X
US 422												
Rapids Rd to SR 700											X	X
SR 700 to Mumford Rd											X	X
Mumford Rd to Farmington Rd											X	X
Farmington Rd to Portage CL											X	X
SR 88												
Portage CL to US 422											X	X
US 422 to SR 88 (Refer to SR 528 for this section)												
SR 528 to Trumbull CL							2			3	X	X
SR 87												
Rapids Rd to Peckham Rd											X	X
Peckham Rd to Thut Rd											X	X
Thut Rd to SR 608						2D					X	X
SR 608 to SR 528	1					1					X	X
SR 528 to Trumbull CL			3B			3		2	2		X	X
SR 700												
Portage CL to US 422											X	X
US 422 to SR 168											X	X
CR 6/Old State Road												
SR 88 to SR 528		X	3C			5	1	3B		2	X	X
Rapids Rd												
US 422 to SR 87											X	X
Newcomb Road												
Nash Road to Shedd Road		3		1				1			X	X
Shedd Road to Georgia Road		1		2							X	X
Hayes Road												
Swine Creek Road to Peters Rd											X	X
Bundysburg Road												
SR 88 to Swine Creek Road											X	X
Burton Windsor Road												
Peckham Rd to SR 608							4				X	X
SR 608 to SR 528											X	X
SR 528 to Bundysburg Road											X	X
Nauvoo Road												
SR 608 to SR 528						4					X	X
SR 528 to Bundysburg Road											X	X
Shedd Road												
SR 168 to SR 528		X									X	X
Farmington Road												
US 422 to Trumbull CL											X	X
Gingerich Road												
SR 168 to SR 87												
Mumford Rd												
Patch Rd to SR 168		4		3								

Existing Feature/Recently Implemented

Note: * - Spot Improvements (Not applicable to entire section)

TABLE 4 – INTERSECTIONS – PRIORITY RANKING OF IMPROVEMENTS

Intersection	Warning Signs - Ped Crossing	Intersection Lighting	Improve approach angles	Increase sight triangles	Advance Int. Warning signs with beacons	Horse buggy detection-signals	Convert two-way to All-way stop
SR 87 at Gingerich Rd							
SR 87 at SR 608						1	
SR 87 at SR 528						2	
SR 87 at Hayes Rd	X				1		
SR 168 at Gingerich Rd				X			
SR 168 at Georgia Rd				*			
SR 168 at Shedd Rd	X			X			
SR 168 at Nash Rd	X				4B		
Newcomb Rd at Shedd Rd	X						
SR 528 at US 422				*		4	
SR 528 at SR 168				X			
SR 528 at SR 88							
SR 528 at SR 608						3	
SR 528 at Nauvoo Rd					5		
SR 528 at Burton Windsor Rd			X	X	3B		
CR 6 at Bundysburg Rd		X		X	3C		
SR 608 at Nauvoo Rd					4A		
SR 608 at Burton Windsor Rd	X			X	3A		
US 422 at Rapids Rd							
US 422 at SR 700							
SR 87 at Bundysburg Rd				X	2		
Additional Intersections:							
SR 168 at Patch Rd	X						
SR 168 at Mumford Rd			X				
CR 6/Old State Rd at Reeves Rd		X					

Existing Feature

* - Planned to be/Recently Implemented

Amish Safety Strategic Plan

Recommended Improvements Map

LEGEND

- Roads Included In Study
- Intersection Lighting
- Upgrade Signal Detection
- Intersection Sight Improvement
- Buggy Warning System
- Shoulder for Pedestrians
- Buggy Lanes
- Sidewalk
- Climbing Lanes

N

Ashtabula County

Trumbull County

Geauga County

Portage County

OHIO STATE HIGHWAY PATROL

APPENDIX A
PROJECT INFORMATION

GEA-Amish Safety Strategic Plan, PID 101685, Steering Committee and Stakeholder Contacts

Agency Type	Agency	Formal Name	Last Name	First Name	Title	Address	City	State	Zip	Phone	Email/Notes
County Engineer	Geauga County Engineer	Joe Cattell P.E., P.S.	Cattell	Joe	County Engineer	12665 Merritt Road	Chardon	Ohio	44024	(440) 279-1800	JCattell@co.geauga.oh.us
County Engineer	Geauga County Engineer	Nick Gorris, P.E.	Gorris	Nick	Deputy Engineer	12665 Merritt Road	Chardon	Ohio	44024	(440) 279-1800	NGorris@co.geauga.oh.us
Law Enforcement	Geauga County	Sheriff Scott Hildenbrand	Hildenbrand	Scott	Sheriff	12450 Merritt Road	Chardon	Ohio	44024	(440) 279-2009	SHildenbrand@co.geauga.oh.us
Law Enforcement	Geauga County	Chief Deputy Thomas Rowan	Rowan	Thomas	Chief Deputy	12450 Merritt Road	Chardon	Ohio	44024	(440) 279-2009	TRowan@co.geauga.oh.us
Law Enforcement	Ohio State Highway Patrol	Lt. Charles Gullett	Gullett	Charles	Lieutenant	530 Center Street	Chardon	Ohio	44024	440-285-9245	CGullett@dps.ohio.gov
Special	Amish Safety Committee	Allen J. Yoder	Yoder	Allen	Chairman	17360 Newcomb Road	Middlefield	Ohio			No email
ODOT	ODOT District 12	Brian Blayney	Blayney	Brian	Traffic Planning Engineer	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2102	Brian.Blayney@dot.ohio.gov

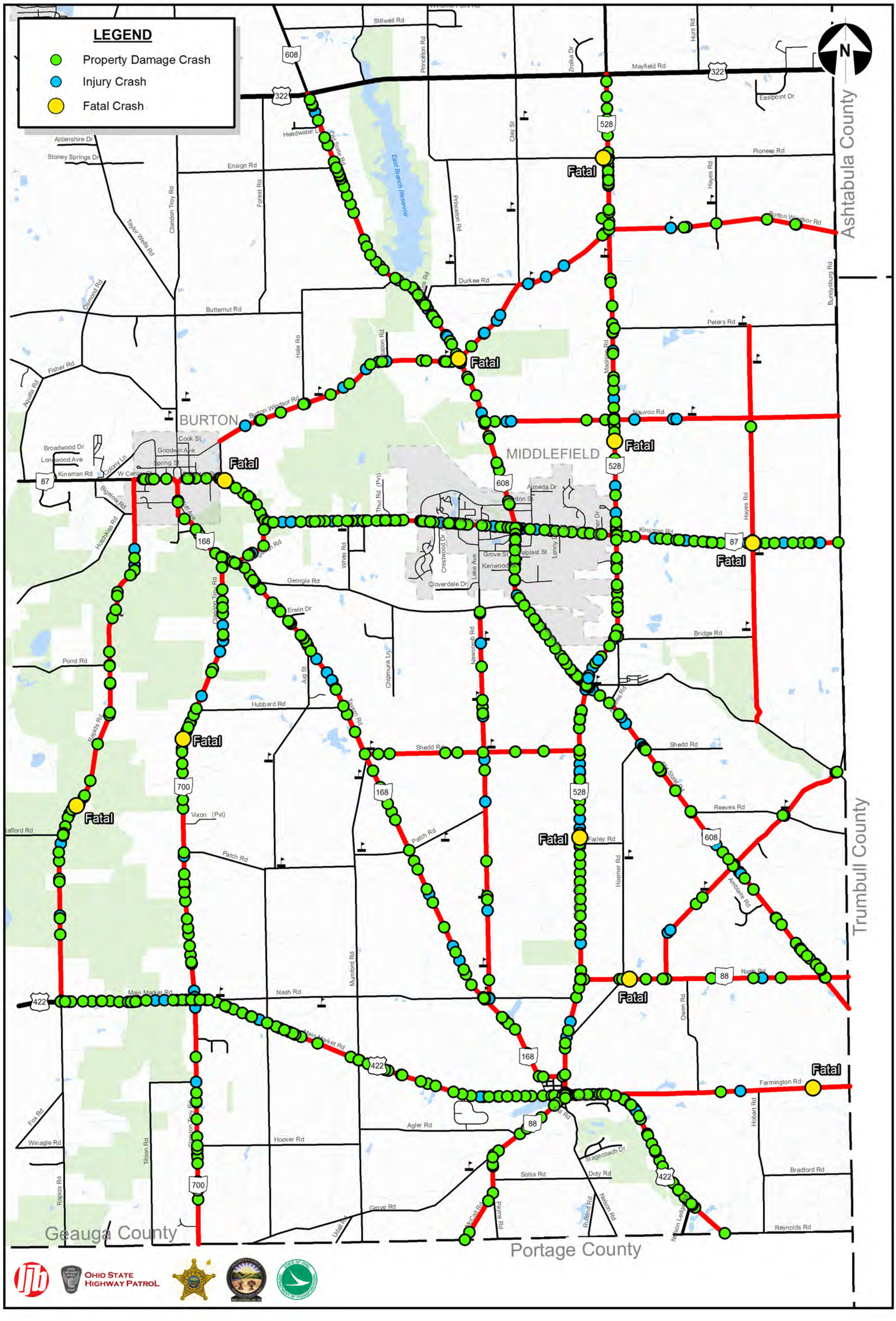
GEA-Amish Safety Strategic Plan, PID 101685, Steering Committee and Stakeholder Contacts

Agency Type	Agency	Formal Name	Last Name	First Name	Title	Address	City	State	Zip	Phone	Email/Notes
County Engineer	Geauga County Engineer	Joe Cattell P.E., P.S.	Cattell	Joe	County Engineer	12665 Merritt Road	Chardon	Ohio	44024	(440) 279-1800	JCattell@co.geauga.oh.us
County Engineer	Geauga County Engineer	Nick Gorris, P.E.	Gorris	Nick	Deputy Engineer	12665 Merritt Road	Chardon	Ohio	44024	(440) 279-1800	NGorris@co.geauga.oh.us
Law Enforcement	Geauga County	Sheriff Scott Hildenbrand	Hildenbrand	Scott	Sheriff	12450 Merritt Road	Chardon	Ohio	44024	(440) 279-2009	SHildenbrand@co.geauga.oh.us
Law Enforcement	Geauga County	Chief Deputy Thomas Rowan	Rowan	Thomas	Chief Deputy	12450 Merritt Road	Chardon	Ohio	44024	(440) 279-2009	TRowan@co.geauga.oh.us
Law Enforcement	Geauga County	Lt. Gary Gribbons	Gribbons	Gary	Lieutenant	12450 Merritt Road	Chardon	Ohio	44024	(440) 279-2009	GGribbons@co.geauga.oh.us
Law Enforcement	Ohio State Highway Patrol	Lt. Charles Gullett	Gullett	Charles	Lieutenant	530 Center Street	Chardon	Ohio	44024	440-285-9245	CGullett@dps.ohio.gov
Special	Amish Safety Committee	Eli Byler	Byler	Eli	Member	16189 Tavern Road	Burton	Ohio			No email
Special	Amish Safety Committee	Allen J. Yoder	Yoder	Allen	Chairman	17360 Newcomb Road	Middlefield	Ohio			No email
Special	Amish Safety Committee	Paul Troyer	Troyer	Paul	Member	16444 Huntley Road	Huntsburg	Ohio			No email
Special	Amish Safety Committee	Harvey W. Byler	Byler	Harvey	Member	17095 Nauvoo Road	Middlefield	Ohio			No email
Special	Amish Safety Committee	David Hostetler	Hostelter	David	Member	14759 Hayes Road	Middlefield	Ohio			No email
County	Geauga County Commissioners	Walter Claypool	Claypool	Walter	Commissioner						WClaypool@CO.GEAUGA.OH.US
County	Geauga County	Christine Blair	Blair	Christine	Commissioners' Clerk						CBlair@CO.GEAUGA.OH.US
ODOT	ODOT District 12	Myron S. Pakush	Pakush	Myron	District Deputy Director	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2100	Myron.Pakush@dot.ohio.gov
ODOT	ODOT District 12	Brian Blayney	Blayney	Brian	Traffic Planning Engineer	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2102	Brian.Blayney@dot.ohio.gov
ODOT	ODOT District 12	Amanda McFarland	McFarland	Amanda	Public Information Officer	5500 Transportation Blvd	Garfield Heights	Ohio	44125	215-584-2005	Amanda.McFarland@dot.ohio.gov
ODOT	ODOT District 12	Tony Toth	Toth	Tony	Traffic Maintenance Engineer	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2220	Anthony.Toth@dot.ohio.gov
ODOT	ODOT District 12	Tom Sorge	Sorge	Tom	Environmental Coordinator	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2086	Tom.Sorge@dot.ohio.gov
ODOT	ODOT D12 Geauga County	Bob Wisniewski	Wisniewski	Bob	County Manager	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2054	Robert.Wisniewski@dot.ohio.gov
ODOT	ODOT D12 Lake County	Tom Henderson	Henderson	Tom	County Manager	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2053	Tom.Henderson@dot.ohio.gov
ODOT	ODOT D12 Geauga County	Vic Edwards	Edward	Vic	Transportation Manager	5500 Transportation Blvd	Garfield Heights	Ohio	44125	216-584-2324	Victor.Edwards@dot.ohio.gov
Law Enforcement	Middlefield Village	Joe Tucholski	Tucholski	Joe	Chief of Police	14860 N State Ave, PO Box 1019	Middlefield	Ohio	44062-1019	440-632-3538	jtucholski@middlefieldpolice.com
Local-Government	Middlefield Village	Ben Garlich	Garlich	Ben	Mayor	14860 N State Ave, PO Box 1019	Middlefield	Ohio	44062-1019	440-313-8906	bgarlich@middlefieldohio.com
Local-Government	Middlefield Village	Leslie Gambosi	Gambosi	Leslie	Economic Development Director	14860 N State Ave, PO Box 1019	Middlefield	Ohio	44062-1019	440-632-3540	lgambosi@middlefieldohio.com
Local-Government	Burton Village	Jim Koster	Koster	Jim	Mayor	14588 W Park, PO Box 408	Burton	Ohio	44021	440-834-4474	j.koster@sbcglobal.net
Law Enforcement	Burton Village	Richard Smigelski	Smigelski	Richard	Chief of Police	14588 W. Park, P. O. Box 408	Burton	Ohio	44021	440-834-1234	rsmigelski@villageofburton.org
Local-Government	Burton Township	James Dvorak	Dvorak	James	Trustee	14821 Rapids Rd, PO Box 355	Burton	Ohio	44021	440-834-1500	dvorak07burton@gmail.com
Local-Government	Claridon Township	Michael Farrell	Farrell	Michael	Trustee	13932 Mayfield Rd, PO Box 66	East Claridon	Ohio	44033	440-286-5445	dmfarrell@windstream.net
Local-Government	Huntsburg Township	Jon A. Hunter	Hunter	Jon	Trustee	16534 Mayfield Rd, PO Box 280	Huntsburg	Ohio	44046	440-636-5486 (H)	jahunter12@windstream.net
Local-Government	Middlefield Township	Robert Troyer	Troyer	Robert	Trustee	15228 Madison Rd, PO Box 384	Middlefield	Ohio	44062	440-632-5095	btroyer@bobtroyer.com
Local-Government	Parkman Township	Jonathan P. Ferguson	Ferguson	Jonathan	Trustee	16295 Main Market Road, P.O.Box	Parkman	Ohio	44080	440-548-2904	Ferg@nls.net
Local-Government	Troy Township	Kenneth Zwolinski	Zwolinski	Kenneth	Trustee	13950 Main Market Road	Burton	Ohio	44021	440-834-1293	kens_auto_body@hotmail.com
	Troy Township	Enos Detweiler	Detweiler	Enos	Troy Designee						enos@burtonsheetmetal.com
NOACA	NOACA	Kathy Sarli	Sarli	Kathy	Director of Planning	1299 Superior Avenue	Cleveland	Ohio	44114-3204	216-241-2414	ksarli@mpo.noaca.org
NOACA	NOACA	Michael Kubek	Kubek	Mike	Manager of Transportation Studies	1299 Superior Avenue	Cleveland	Ohio	44114-3204	216-241-2414	mkubek@mpo.noaca.org
NOACA	NOACA	Sahar Tawfiq	Tawfiq	Sahar	Senior Planning Engineer	1299 Superior Avenue	Cleveland	Ohio	44114-3204	216-241-2414	stawfiq@mpo.noaca.org
NOACA	NOACA	Melissa Thompson	Thompson	Melissa	Active Transportation Engineer	1299 Superior Avenue	Cleveland	Ohio	44114-3204	216-241-2414	mthompson@mpo.noaca.org

APPENDIX B
CRASH SUMMARIES

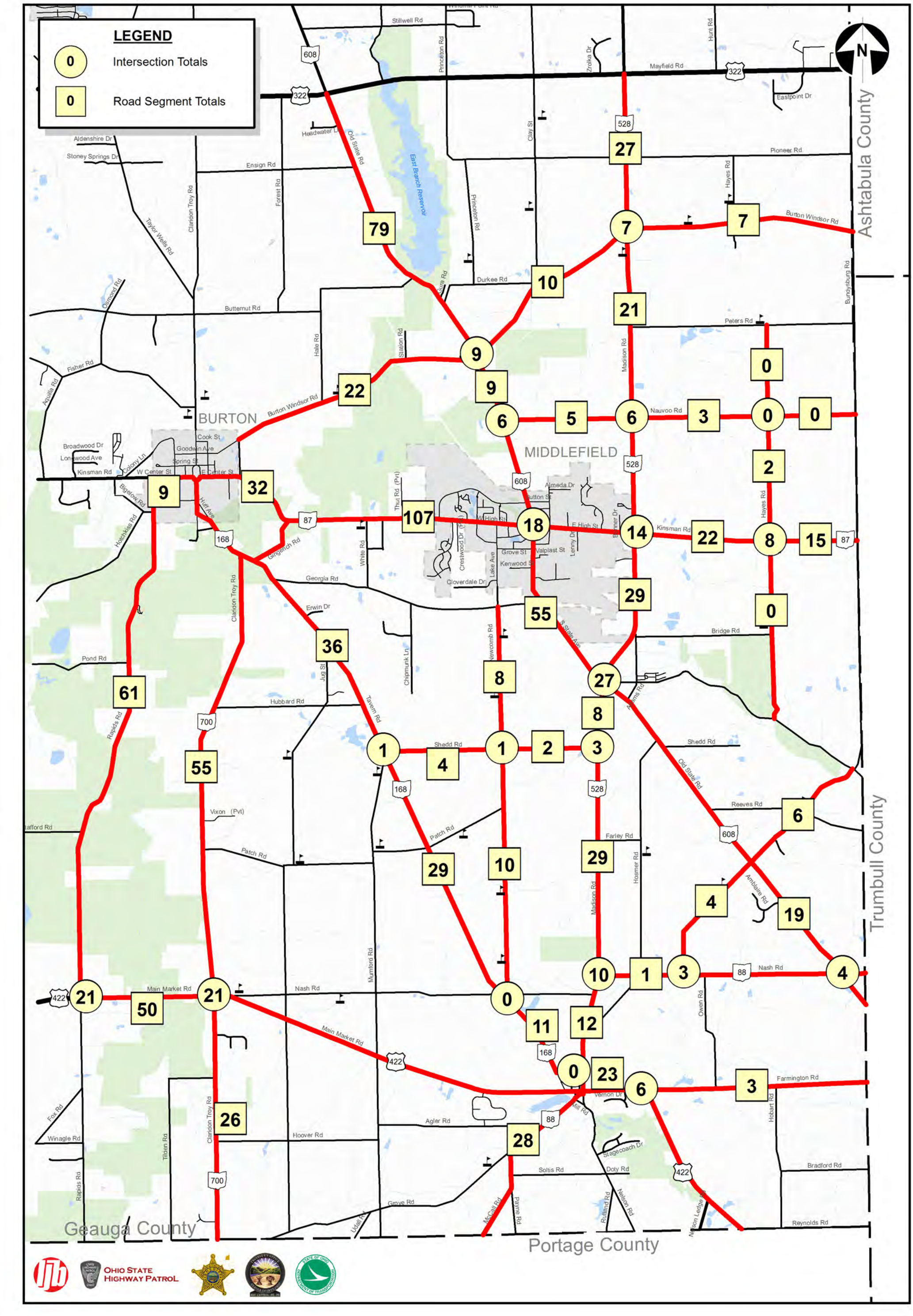
Amish Safety Strategic Plan

All Crashes: 2010-2014 Crashes



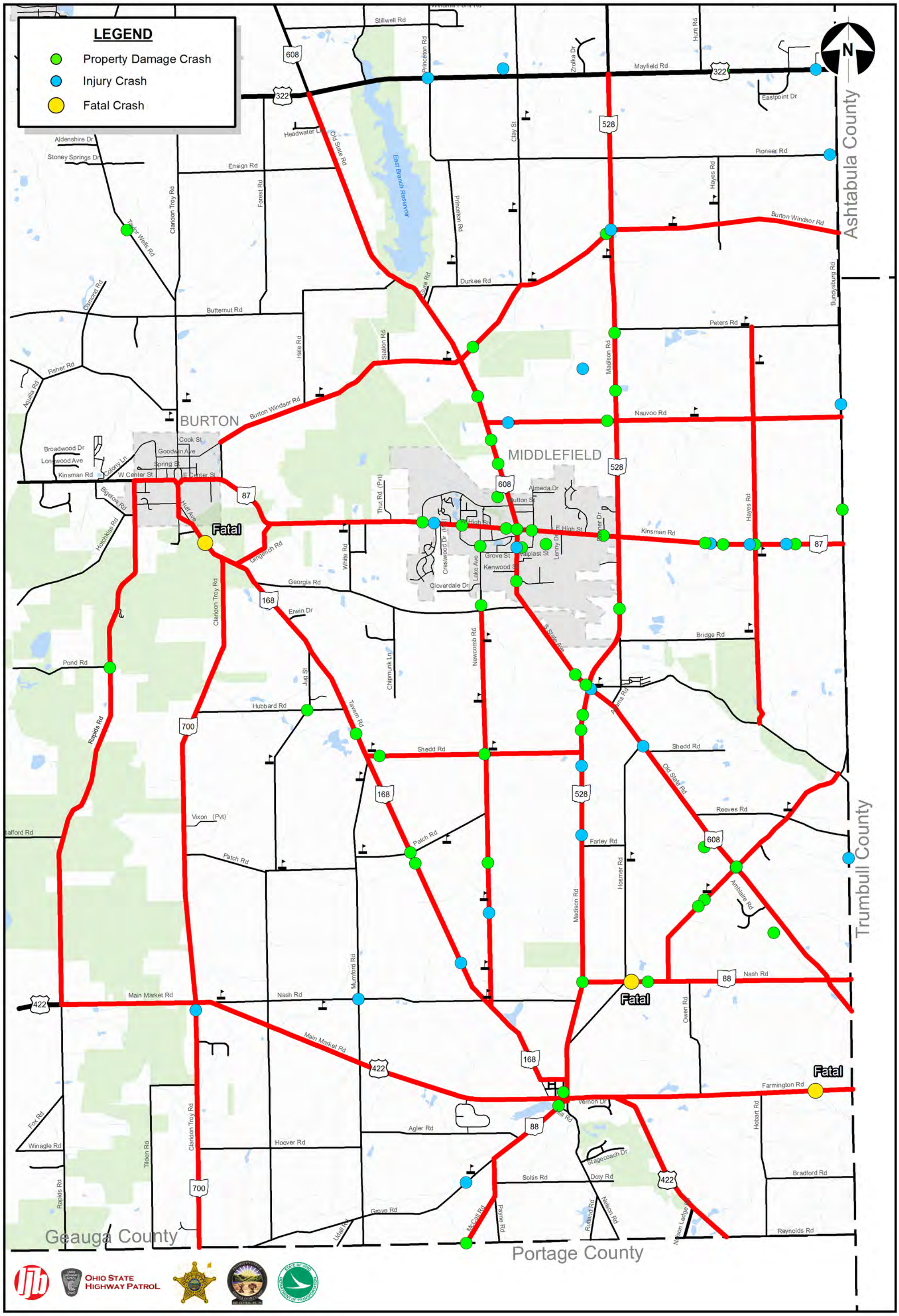
Amish Safety Strategic Plan

All Crashes Summarized: 2010-2014 Crashes



Amish Safety Strategic Plan

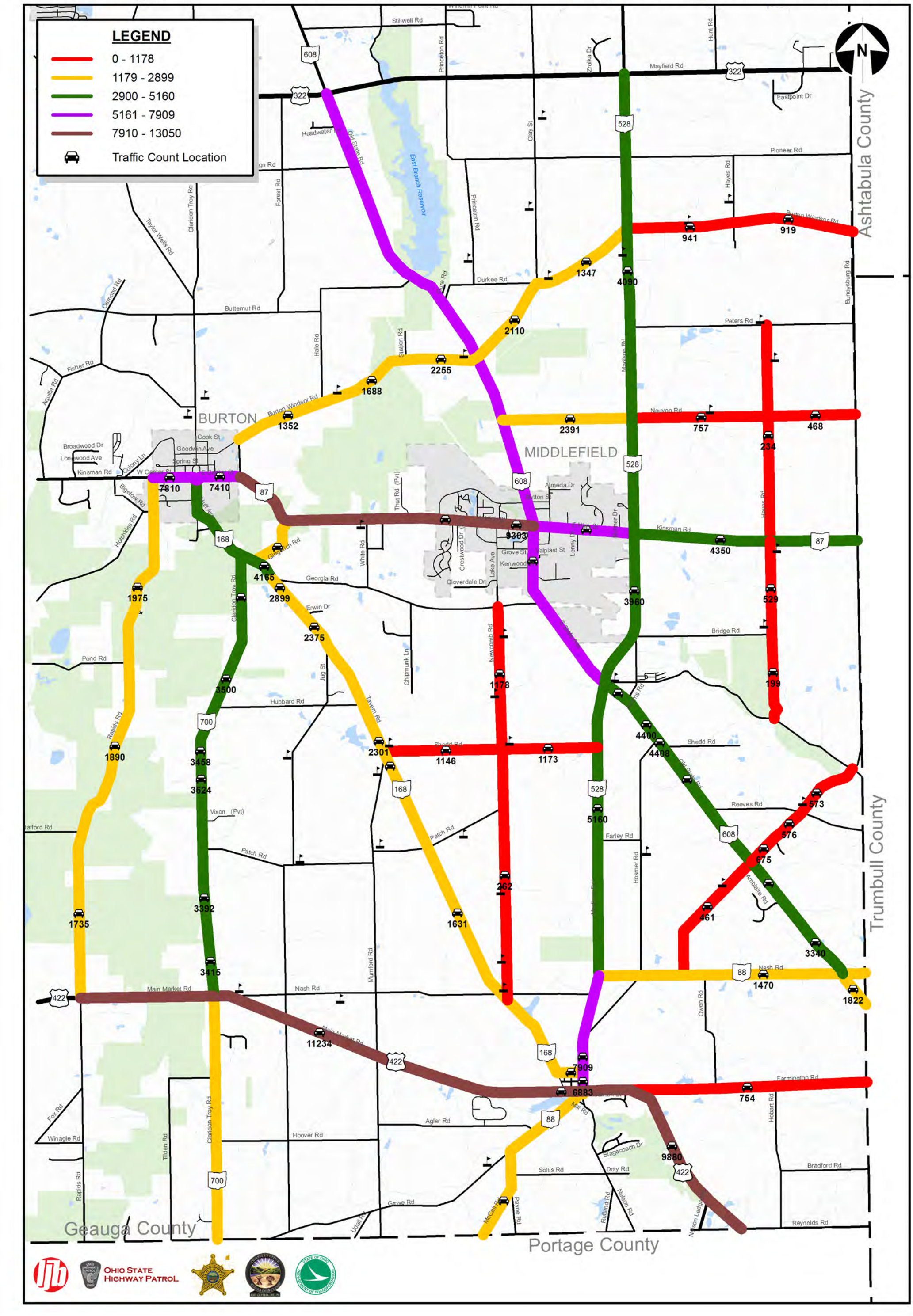
Buggy Only Crashes: 2010-2014 Crashes



APPENDIX C
TRAFFIC COUNTS

Amish Safety Strategic Plan

Average Daily Traffic (ADT)



Amish Safety Strategic Plan

AM Buggy Counts: Sat. 8:00 am - 1:00 pm

LEGEND

- 1 - 3 Buggies
- 4 - 6 Buggies
- 7 - 8 Buggies
- 9 - 13 Buggies
- 14 - 19 Buggies

Ashtabula County

Trumbull County

Geauga County

Portage County

BURTON

MIDDLEFIELD

Stillwell Rd
Princeton Rd
Zrolka Dr
Hunt Rd
Mayfield Rd
Eastpoint Dr
Headwater Ln
Old State Rd
East Branch Reservoir
Clay St
Pioneer Rd
Forest Rd
Hayes Rd
Burton Windsor Rd
Durkee Rd
Bundysburg Rd
Peters Rd
Buttemut Rd
Hale Rd
Station Rd
Madison Rd
Fisher Rd
Aquilla Rd
Broadwood Dr
Longwood Ave
Colony Ln
Kinsman Rd
W Center St
E Center St
Cook St
Goodwin Ave
Spring St
Bigelow Rd
Hotchkiss Rd
Huff Ave
Gingerich Rd
Thut Rd (Pvt)
White Rd
Almeda Dr
Button St
W High St
E High St
Bonnie Dr
Lenny Dr
Grove St
Valplast St
Kenwood St
Cloverdale Dr
Lake Ave
Cresswood Dr (Pvt)
Georgia Rd
Erwin Dr
Claridon Troy Rd
Nauvoo Rd
Pond Rd
Jug St
Chipmunk Ln
Newcomb Rd
S State Ave
Bridge Rd
Adams Rd
Hubbard Rd
Tavern Rd
Rapids Rd
Shedd Rd
Old State Rd
Reeves Rd
Farley Rd
Hosmer Rd
Amblaire Rd
Patch Rd
Vixon (Pvt)
afford Rd
Mumford Rd
Main Market Rd
Nash Rd
Owen Rd
Farmington Rd
Vernon Dr
Mill Rd
Hobart Rd
Stagecoach Dr
Soltis Rd
Doty Rd
Bradford Rd
Reynolds Rd
Agler Rd
Hoover Rd
Fox Rd
Winagle Rd
Tilden Rd
McCall Rd
Payne Rd
Rutland Rd
Nelson Rd
Nelson Ledge Rd
Grove Rd
Udall Rd

608 322 528 87 168 700 422 88

1 2 3 6 8 11 12 13 16 18 19

OHIO STATE HIGHWAY PATROL

Amish Safety Strategic Plan

PM Buggy Counts: Fri. 4:00 pm - 8:00 pm

LEGEND

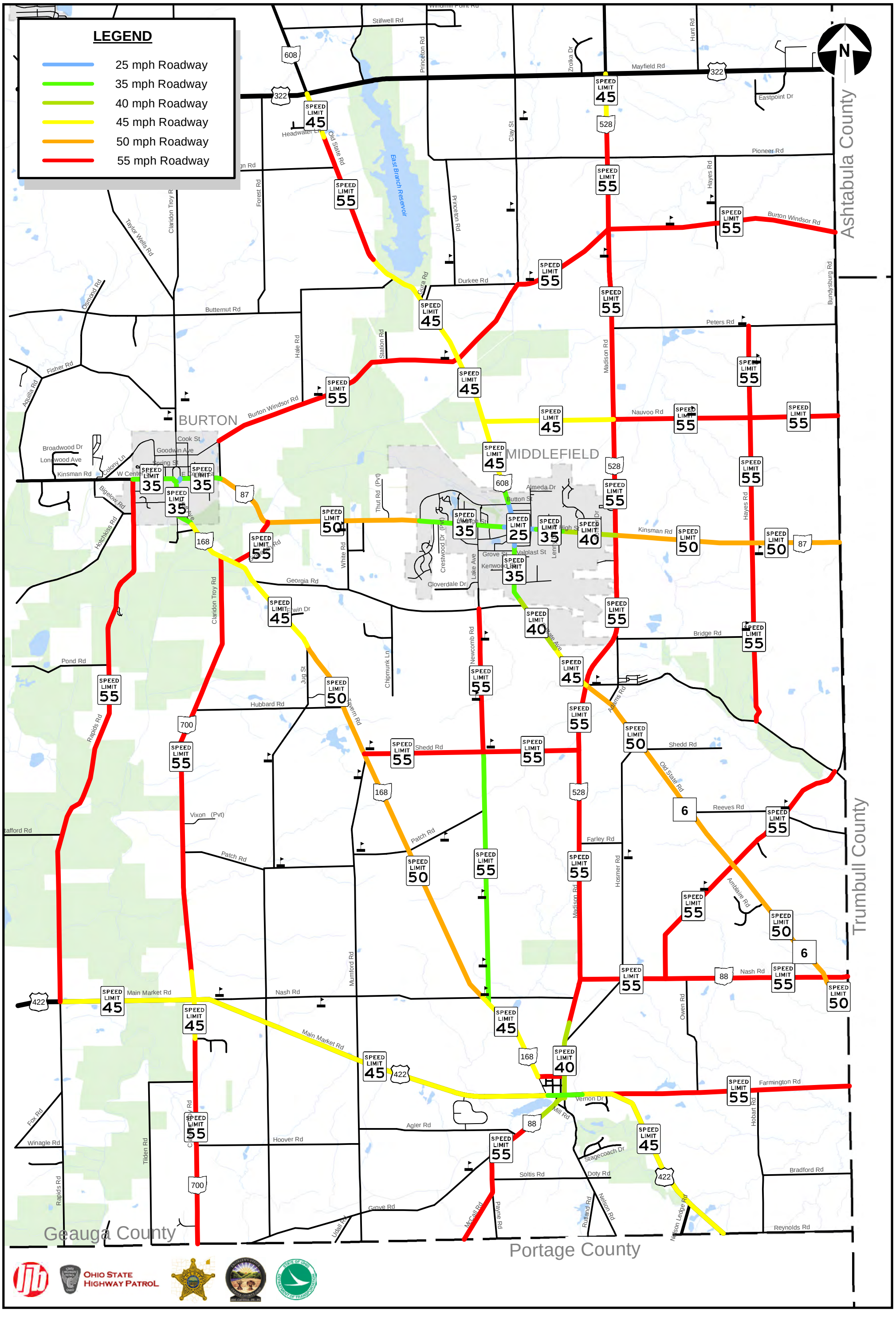
- 0 Buggies
- 1 - 7 Buggies
- 8 - 11 Buggies
- 12 - 15 Buggies
- 16 - 41 Buggies

BURTON
MIDDLEFIELD
Ashtabula County
Trumbull County
Geauga County
Portage County
East Branch Reservoir
Stillwell Rd
Princeton Rd
Zrolka Dr
Hunt Rd
Mayfield Rd
Eastpoint Dr
Headwater Ln
Old State Rd
Clay St
Pioneer Rd
Forest Rd
Hayes Rd
Burton Windsor Rd
Durkee Rd
Bundysburg Rd
Peters Rd
Buttemut Rd
Hale Rd
Station Rd
Madison Rd
Fisher Rd
Aquilla Rd
Nauvoo Rd
Broadwood Dr
Longwood Ave
Kinsman Rd
Colony Ln
Cook St
Goodwin Ave
Spring St
W Center St
E Center St
Bigelow Rd
Hotchkiss Rd
Hurf Ave
Thut Rd (Pvt)
Almeda Dr
Button St
W High St
E High St
Lenny Dr
Bonner Dr
Kinsman Rd
Gingerich Rd
White Rd
Cresswood Dr (Pvt)
Grove St
Valplast St
Kenwood St
Lake Ave
Cloverdale Dr
Georgia Rd
Erwin Dr
Claridon Troy Rd
Pond Rd
Jug St
Chipmunk Ln
Newcomb Rd
S State Ave
Bridge Rd
Hubbard Rd
Tavern Rd
Adams Rd
Shedd Rd
Rapids Rd
Old State Rd
Reeves Rd
Farley Rd
Hosmer Rd
Amblaire Rd
Vixon (Pvt)
Patch Rd
Mumford Rd
Nash Rd
Owen Rd
Main Market Rd
Farmington Rd
Vernon Dr
Mill Rd
Hobart Rd
Fox Rd
Winagle Rd
Tilden Rd
Hoover Rd
Agler Rd
Stagecoach Dr
Soltis Rd
Doty Rd
Bradford Rd
Grove Rd
McCall Rd
Payne Rd
Rutland Rd
Nelson Rd
Reynolds Rd
Udall Rd
Nelson Ledge Rd
Afford Rd
Ohio State Highway Patrol

APPENDIX D
ROADWAY CHARACTERISTICS

Amish Safety Strategic Plan

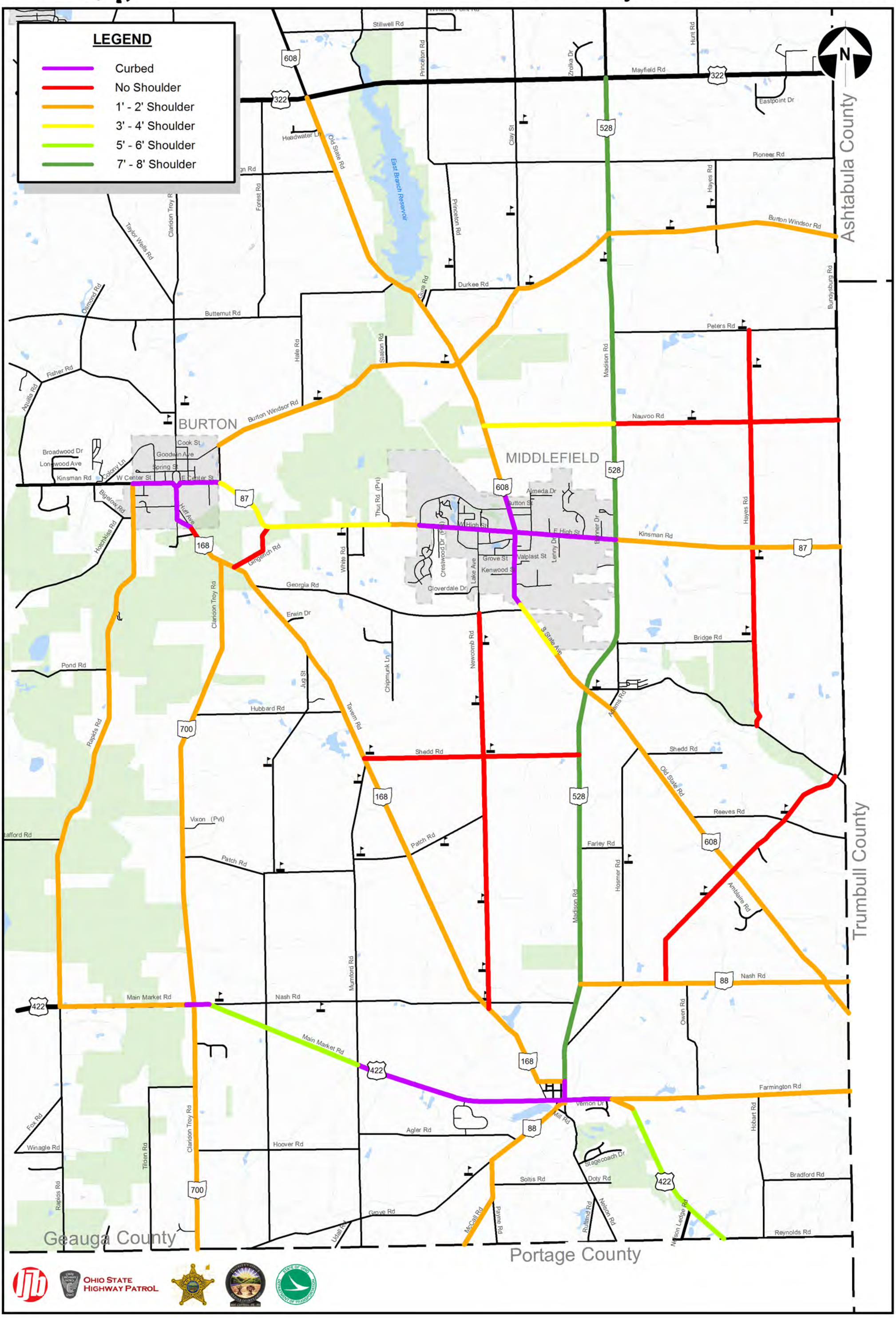
Roadway Speed Limits



OHIO STATE HIGHWAY PATROL

Amish Safety Strategic Plan

Roadway Shoulder Widths





Amish Safety Strategic Plan

Steep Hill Inventory

LEGEND

- 4% Slope
- 5% Slope
- 6% Slope
- 7% Slope

Ashtabula County

Trumbull County

Geauga County

Portage County

BURTON

MIDDLEFIELD

East Branch Reservoir

Stillwell Rd
Princeton Rd
Zrolka Dr
Hunt Rd
Mayfield Rd
Eastpoint Dr
Clay St
Pioneer Rd
Hayes Rd
Burton Windsor Rd
Bundysburg Rd
Peters Rd
Madison Rd
Nauvoo Rd
Stoney Springs Dr
Ensign Rd
Headwater Ln
Old State Rd
Forest Rd
Claridon Troy Rd
Taylor Wells Rd
Osmond Rd
Buttemut Rd
Durkee Rd
Station Rd
Hale Rd
Fisher Rd
Aquilla Rd
Broadwood Dr
Lonewood Ave
Kinsman Rd
Colony Ln
Cook St
Goodwin Ave
Spring St
W Center St
E Center St
Bigelow Rd
Hurt Ave
Hotchkiss Rd
Gingerich Rd
Thul Rd (Pvt)
Almeda Dr
Sutton St
W High St
E High St
Lenny Dr
Benner Dr
Kinsman Rd
White Rd
Creslwood Dr (Pvt)
Grove St
Valplast St
Kenwood St
Lake Ave
Cloverdale Dr
Georgia Rd
Erwin Dr
Claridon Troy Rd
Chipmunk Ln
Newcomb Rd
S State Ave
Bridge Rd
Pond Rd
Rapids Rd
Jug St
Hubbard Rd
Tavern Rd
Shedd Rd
Roberts Rd
Old State Rd
Reeves Rd
Farley Rd
Hosmer Rd
Amblaire Rd
Vixon (Pvt)
Patch Rd
Nash Rd
Mumford Rd
Main Market Rd
Owen Rd
Farmington Rd
Vernon Dr
Mill Rd
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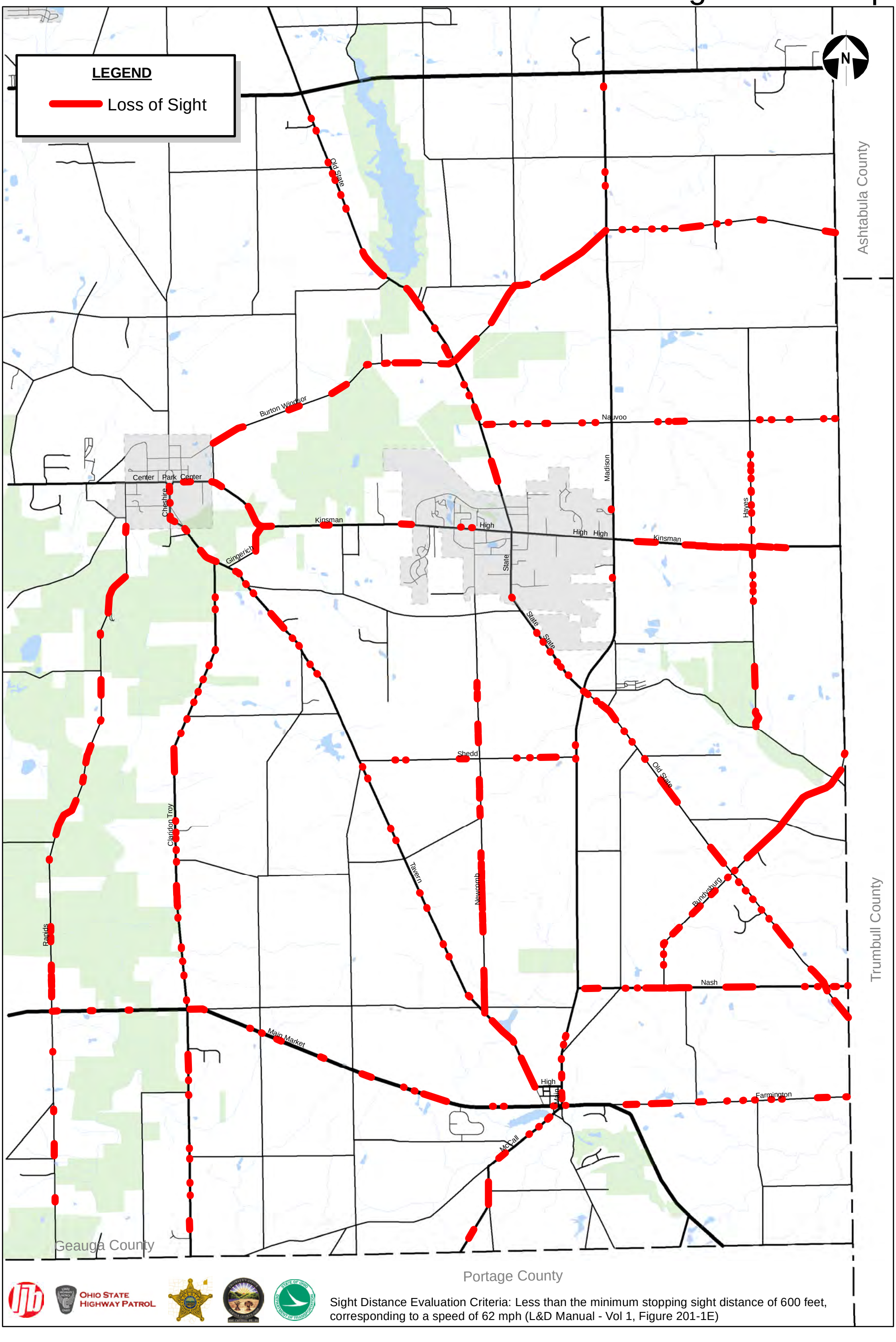
Fox Rd
Winagle Rd
Tilden Rd
Hoover Rd
Agler Rd
Stagecoach Dr
Soltis Rd
Doty Rd
Bradford Rd
Reynolds Rd
Grove Rd
Udall Rd
McCall Rd
Payne Rd
Rutland Rd
Nelson Rd
Nelson Ledge Rd

608 322 87 168 700 528 422 88

Ohio State Highway Patrol

Amish Safety Strategic Plan

Sight Loss Map

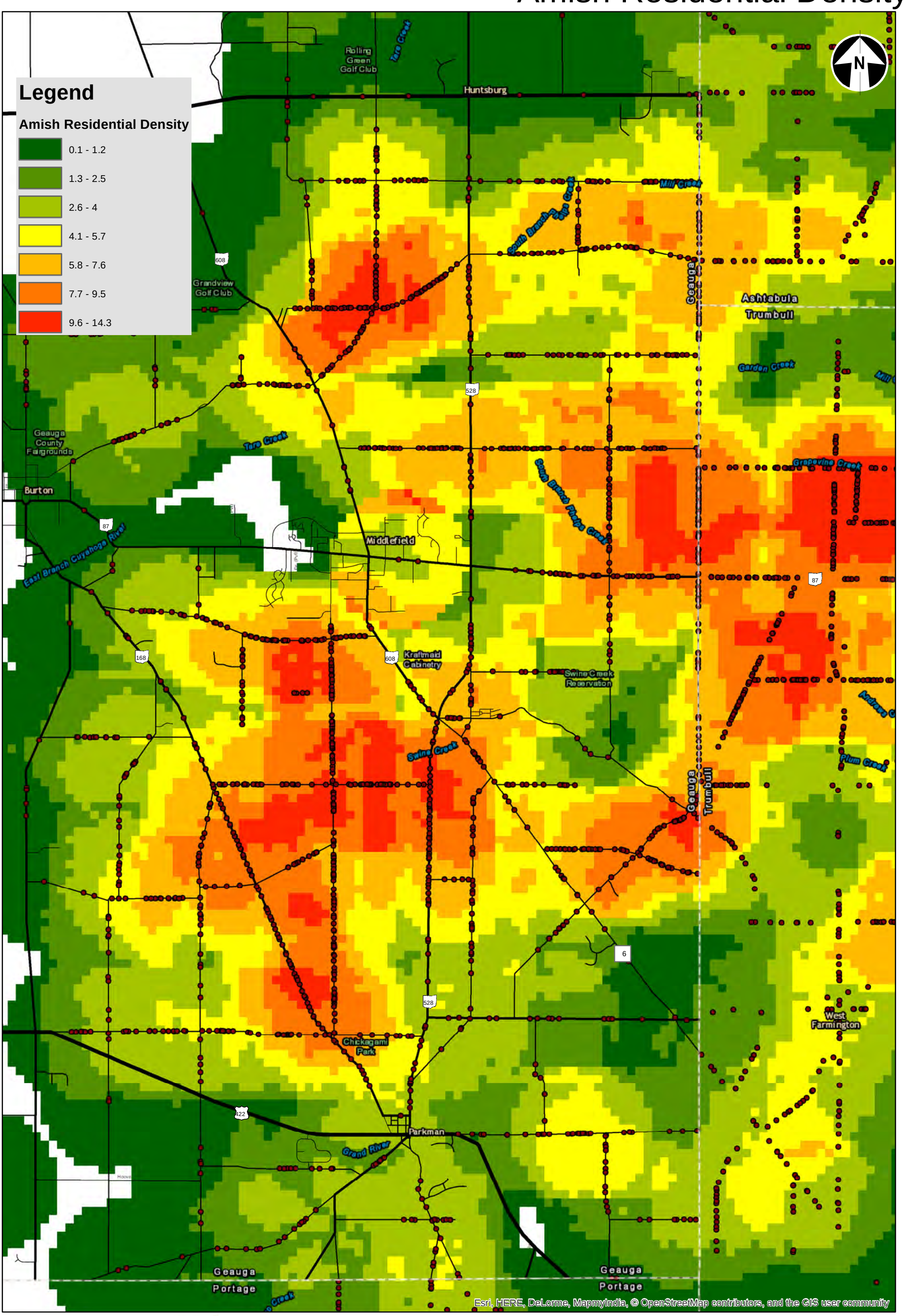


OHIO STATE HIGHWAY PATROL

Sight Distance Evaluation Criteria: Less than the minimum stopping sight distance of 600 feet, corresponding to a speed of 62 mph (L&D Manual - Vol 1, Figure 201-1E)

Amish Safety Strategic Plan

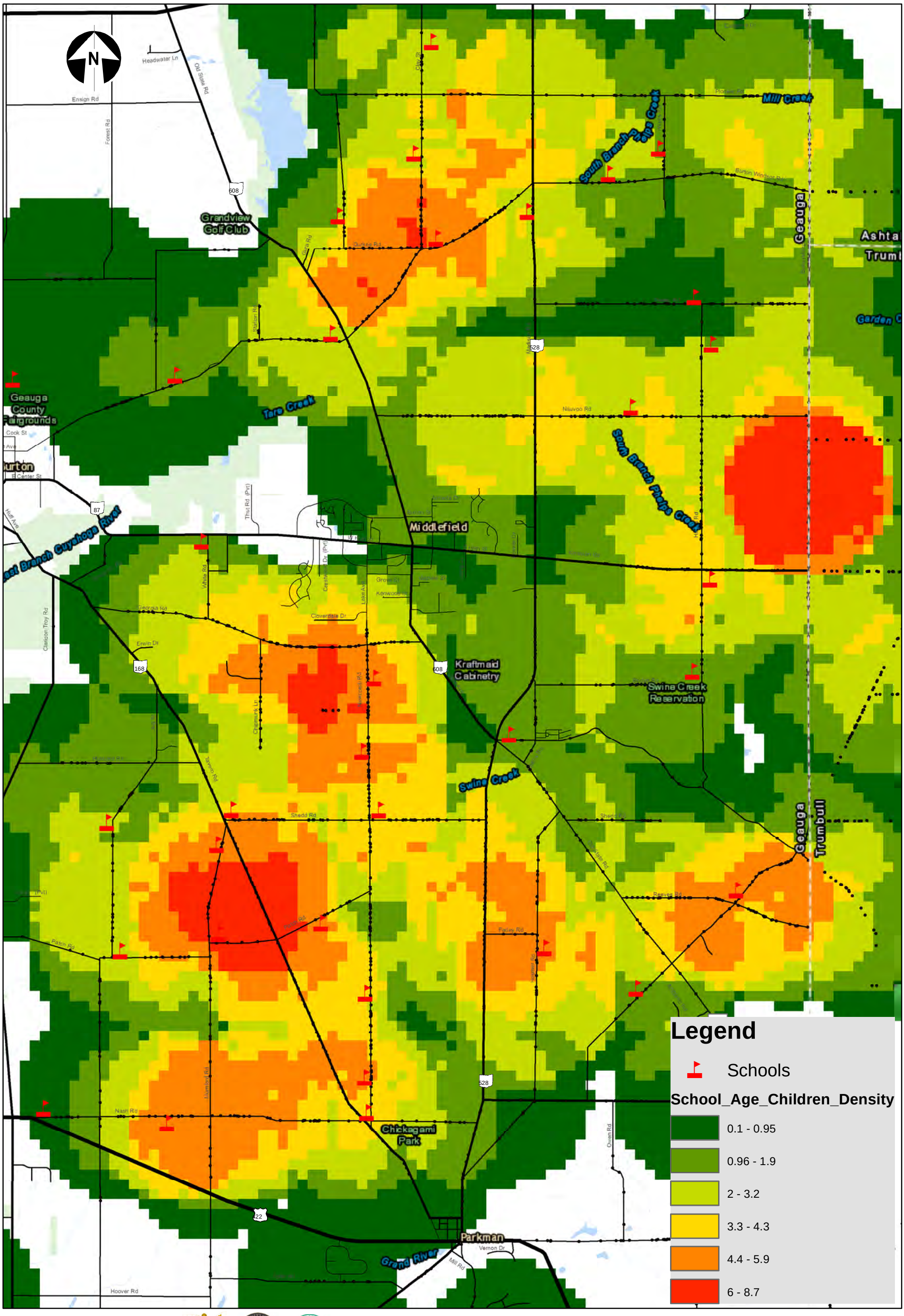
Amish Residential Density



OHIO STATE HIGHWAY PATROL

Amish Safety Strategic Plan

Amish School Age Kids Density (Survey Feedback)



Legend

- Schools

School_Age_Children_Density

- 0.1 - 0.95
- 0.96 - 1.9
- 2 - 3.2
- 3.3 - 4.3
- 4.4 - 5.9
- 6 - 8.7

OHIO STATE HIGHWAY PATROL

Inventory of No-Passing Zones in Geauga Amish County

County	Route	Begin	End	Begin	End	Length	Percent No-Passing			AADT	Speed Limit
							Cardinal	Non-Cardinal	Average		
GEA	87	12.58	13.58	Rapids Rd	Peckham Rd	1.00	100%	100%	100%	6730	35/25 MPH
GEA	87	13.58	15.67	Peckham Rd	Thut Rd	2.09	45%	53%	49%	6600	45 MPH
GEA	87	15.67	17.08	Thut Rd	SR 608	1.41	100%	100%	100%	9665	45/35/25 MPH
GEA	87	17.08	18.20	SR 608	SR 528	1.12	52%	46%	49%	7600	25/35/40 MPH
GEA	87	18.20	20.70	SR 528	Trumbull CL	2.50	50%	58%	54%	4350	50 MPH
GEA	88	0.00	2.07	Portage CL	US 422	2.07	70%	70%	70%	1610	40/55 MPH
GEA	88	2.07	3.36	US 422	SR 528	1.29	73%	85%	79%	7400	40 MPH
GEA	88	3.36	6.33	SR 528	Trumbull CL	2.97	67%	62%	65%	1470	55 MPH
GEA	168	8.45	7.82	SR 87	Memorial Dr	0.63	100%	100%	100%	3120	45 MPH
GEA	168	7.82	0.20	Memorial Dr	SR 528	7.62	64%	62%	63%	3500	45-50 MPH
GEA	422	11.56	13.04	Rapids Rd	SR 700	1.48	100%	100%	100%	13040	45 MPH
GEA	422	13.04	15.00	SR 700	Mumford Rd	1.96	66%	89%	78%	11230	45 MPH
GEA	422	15.00	17.82	Mumford Rd	Farmington Rd	2.82	100%	100%	100%	9880	45 MPH
GEA	422	17.82	19.90	Farmington Rd	Portage CL	2.08	100%	100%	100%	7860	35/45/55 MPH
GEA	528	0.00	0.20	US 422	SR 168	0.20	100%	100%	100%	7400	40 MPH
GEA	528	0.20	1.29	SR 168	SR 88	1.09	68%	83%	76%	7400	40 MPH
GEA	528	1.29	4.56	SR 88	SR 608/CR 6	3.27	16%	16%	16%	5620	55 MPH
GEA	528	4.56	6.33	SR 608/CR 6	SR 87	1.77	45%	50%	48%	3960	55 MPH
GEA	528	6.33	11.45	SR 87	US 322	5.12	17%	15%	16%	4090	55 MPH
GEA	608	0.00	1.13	SR 528	Georgia Rd	1.13	84%	88%	86%	6160	45/40 MPH
GEA	608	1.13	2.30	Georgia Rd	Tare Creek Pkwy	1.17	100%	100%	100%	5900	35/25 MPH
GEA	608	2.30	4.00	Tare Creek Pkwy	Burton Windsor Rd	1.70	55%	55%	55%	5810	35/40 MPH
GEA	608	4.00	7.46	Burton Windsor Rd	US 322	3.46	67%	76%	72%	4040	45 MPH
GEA	700	0.00	2.71	Portage CL	US 422	2.71	49%	41%	45%	1970	55/45 MPH
GEA	700	2.71	7.75	US 422	SR 168	5.04	61%	63%	62%	3070	45/55 MPH
GEA	Old State Rd (CR 6)	0.00	4.65	Trumbull CL	SR 528	4.65	97%	92%	95%	3822	50 MPH
GEA	Rapids Rd (CR 1)	2.72	8.27	3.0 mi S of SR 87	0.2 mi N of Portage CL	5.55	70%	65%	68%	1852	35 MPH
GEA	Newcomb Rd (TR 130)					0.00			0%	1142	
GEA	Newcomb Rd (TR 130)	0.00	1.60	SR 168	0.53 mi S of Patch Rd	1.60	76%	86%	81%	262	
GEA	Hayes Rd (TR 121)					0.00			0%	318	
GEA	Bundysburg Rd (CR 38)	0.00	3.14	SR 88	Swine Creek Rd	3.14	96%	87%	92%	567	

Inventory of No-Passing Zones in Geauga Amish County

County	Route	Begin	End	Begin	End	Length	Percent No-Passing			AADT	Speed Limit
							Cardinal	Non-Cardinal	Average		
GEA	Burton Windsor Rd (CR 14)	0.00	2.91	Ashtabula CL	0.34 mi W of SR 528	2.91	81%	78%	80%	1751	
GEA	Burton Windsor Rd (CR 14)	2.91	5.17	0.34 mi W of SR 528	0.29 mi W of SR 608	2.26	100%	100%	100%	1716	
GEA	Burton Windsor Rd (CR 14)	5.17	7.71	0.29 mi W of SR 608	Peckham Rd	2.54	50%	44%	47%	923	
GEA	Nauvoo Rd (CR 41)	0.00	1.44	SR 608	SR 528	1.44	60%	70%	65%	2432	45 MPH
GEA	Nauvoo Rd (TR 123)					0.00			0%	609	
GEA	Shedd Rd (TR 126)	0.00	2.40	SR 168	SR 528	2.40	45%	47%	46%	1151	45 MPH
GEA	Farmington Rd (CR 18)	0.00	2.66	US 422	Trumbull CL	2.66	78%	79%	79%	748	
GEA	Gingerich Rd (CR 34)	0.00	0.65	SR 168	SR 87	0.65	71%	54%	63%	2620	

>60%	30%-60%	<30%

APPENDIX E
SURVEY

OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 12 • 5500 TRANSPORTATION BLVD • GARFIELD HEIGHTS, OH 44125 • (216) 581-2100

JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR • MYRON S. PAKUSH, DISTRICT DEPUTY DIRECTOR

To: Amish Community in Geauga County

From: Amish Safety Committee, ODOT District 12, Geauga County Engineer's Office, Geauga County Sherriff, and Ohio State Highway Patrol

March 14, 2016

Re: Invitation to Participate in a Public Survey for Geauga County Amish Safety Strategic Plan, PID 101685

Dear Amish Community Member,

ODOT District 12 has partnered with the Amish Safety Committee, the Geauga County Engineer, the Ohio State Highway Patrol, and the Geauga County Sheriff to develop a strategic plan for making improvements to state highways and local roads to promote safety for Amish road users as well as non-Amish motorists. This Committee would like your feedback on what roads present safety problems for the Amish community for both Amish buggy users and for people walking on the roads.

Your input is ***very important*** to the Committee as we determine what improvements are needed on the state and local roadways to improve safety and reduce accidents. The answers that you and your neighbors provide on the attached survey will be a significant help in determining how to prioritize improvements such as posting additional warning signs, lowering speed limits, improving sight distances, and widening shoulders for pedestrians and buggies. These are just some examples of the potential improvements the Committee is considering.

Please take a few minutes to answer the questions on the following sheet (2-sided). A map is also provided showing the roads that this study is currently looking at, and this will also help you answer some of the questions. It is very important to identify specific locations on a particular road or intersection that you view as a problem, not just an entire street.

Please complete the attached survey and place in the mail by March 31st. A self-addressed, stamped return envelope has been provided with this survey. You may also return the survey directly to a member of the Amish Safety Committee by this date and they will forward them directly to ODOT District 12. If you have any questions, please feel free to contact me at (216) 584-2102.

Thanks in advance for your time and providing valuable input to the Committee.

Respectfully,

Brian Blayney

Steering Committee Members

Eli Byler, Chairman, Amish Safety Committee
Brian Blayney, ODOT District 12 Traffic Planning Engineer, Steering Committee Chairman
Lt. Charles Gullett, Commander, Ohio State Highway Patrol, Chardon Post
Joseph Cattell, Geauga County Engineer
Nick Gorris, Deputy Engineer, Geauga County Engineer
Sheriff Daniel McClelland, Geauga County Sheriff

Amish Safety Strategic Plan (March 2016)
Public Opinion Survey on Amish Safety on Public Highways

1. I live in _____Village/Township, on _____ Road.

2. When using public roads, how frequently do you use the different options below:

Horse drawn buggy - Circle one:	**Never**	**once/month**	**once/week**	**once/day**	**more**
Walking - Circle one:	**Never**	**once/month**	**once/week**	**once/day**	**more**
Bicycle/scooter - Circle one:	**Never**	**once/month**	**once/week**	**once/day**	**more**
Other _____- Circle one:	**Never**	**once/month**	**once/week**	**once/day**	**more**

3. My family travels on foot or by buggy for: **(Please list 1D=once/day, 1W=once/week, 1M=once/month)**

	Buggy	**Foot**
Work/job	_____	_____
Market/shopping/selling goods	_____	_____
School	_____	_____
Church	_____	_____
Social/leisure (visiting, auctions, events)	_____	_____

4. My family travels on foot or by buggy during the following times: **(Please list 1D=once/day, 1W=once/week, 1M=once/month)**.

	Buggy	**Foot**
Dawn to noon	_____	_____
Noon to 3 p.m.	_____	_____
3 p.m. to dusk	_____	_____
Dusk to midnight	_____	_____
Midnight to dawn	_____	_____


2189

5. If you drive a buggy, what safety equipment is currently installed on it? **(Please check all that apply)**
   - ◯ No equipment installed
   - ◯ Reflective tape on buggy: [ ] rear [ ] side
     If no reflective tape, briefly explain why: _____
   - ◯ S.M.V. (slow moving vehicle) emblem
   - ◯ LED-powered lights or lanterns; if yes, what color _____
   - ◯ Battery-powered turn signals on buggy
   - ◯ Reflectors on horse harness
   - ◯ Other (explain) _____
   - ◯ I don't drive a buggy

6. My biggest safety concerns while driving or riding in a buggy are**: (Please rank top 3 concerns – with 1 =most concern, 2=second most concern, 3=third most concern)**
   - _____Truck traffic
   - _____Going over hills or around curves (can't be seen by cars)
   - _____Aggressive motor vehicle drivers – driving too fast or carelessly
   - _____Being seen after dusk /dark
   - _____Being hit when turning left

COMPLETE BOTH SIDES OF THE SURVEY

_____Being hit when entering the roadway
_____Other_____
_____I don't drive a buggy

7. Would expanding safety EDUCATION PROGRAMS & MATERIALS help? Circle **YES** or **NO**.
   (If yes, please rank in order with 1=most helpful to 4=least helpful)
   _____Emphasis on approaching and passing slow moving vehicles in Ohio Driver Education
   _____Having Amish Safety Week each year with educational programs for Amish and non-Amish
   _____Materials/classes on how to safely drive a buggy
   _____Media campaigns/changeable message signs promoting Amish safety awareness

8. Would ROADWAY IMPROVEMENTS other than a dedicated buggy lane help? Circle **YES** or **NO**.
   (If yes, please rank in order with 1=most helpful to 4=least helpful)
   _____Widen shoulders between 2 and 4 feet for pedestrians/walking (not a full buggy lane)
   _____Construct short pull-off lanes for buggies to allow motor vehicles to pass on hills or areas of limited sight distance
   _____Install more traditional buggy warning signs on roads
   _____Install signs with flashing beacons that can be triggered by a buggy to warn motorists

   Other ideas?

9. What roadway **intersections** do you feel are the most dangerous for Amish Community and briefly explain why? (i.e., poor sight distance, skew angle)

10. In general, which **road segments** (mark on the attached map) do you feel are the most dangerous for Amish **buggies** and briefly explain why? (i.e., Main Street from X to X)

11. In general, which **road segments** do you feel are the most dangerous for Amish Community **walking** and briefly explain why (also mark on the attached map with a W for walking)?

12. How many school-aged kids in your family? _____

    What roads do they take to walk to school? _____

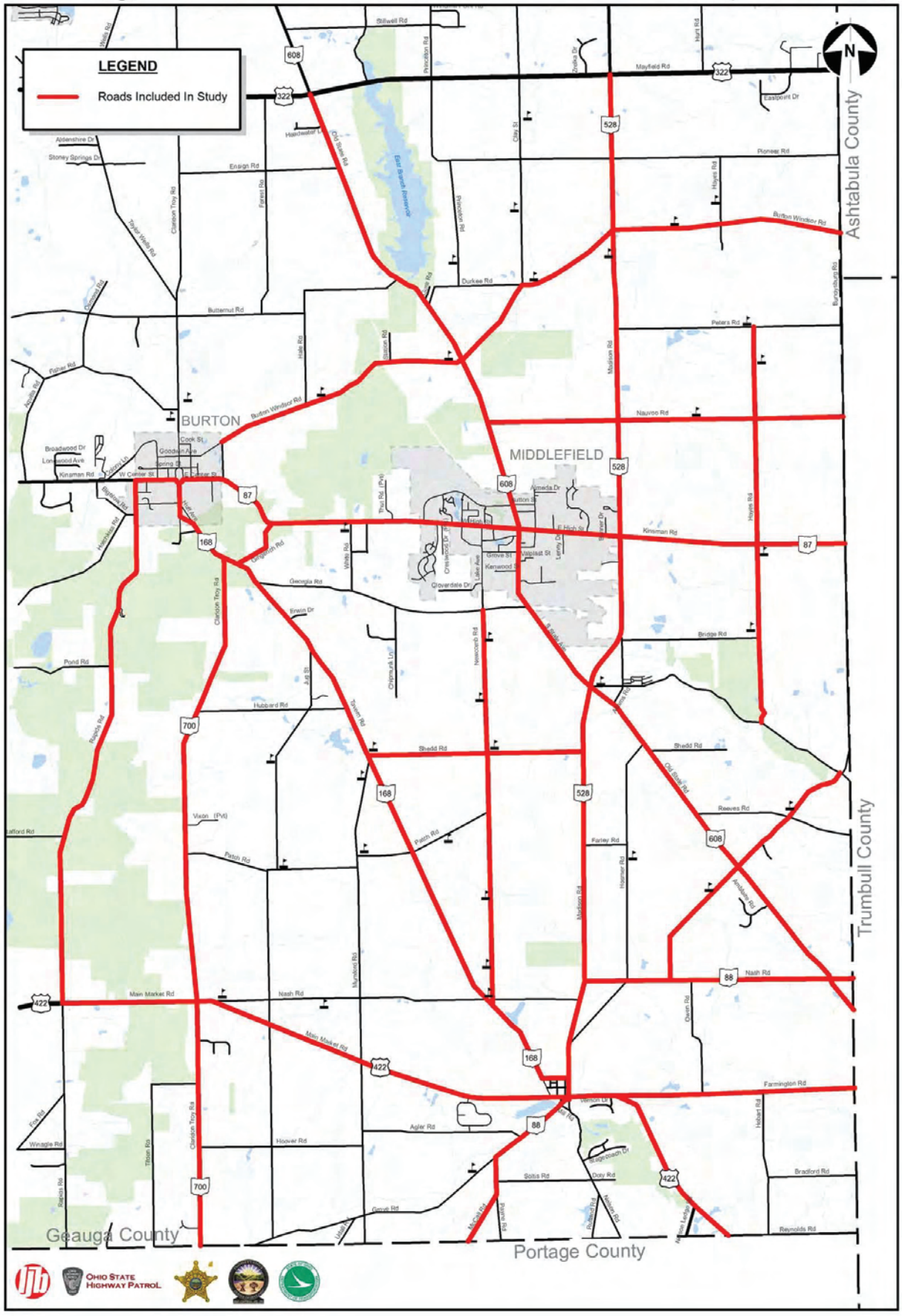
    What roads do they take to walk to school? _____

    Thank you for your time and interest. Please provide any additional comments or suggestions on an additional sheet and attach to this one.

COMPLETE BOTH SIDES OF THE SURVEY 102045

Amish Safety Strategic Plan

Study Area Map



APPENDIX F
STUDY LOCATIONS DATA

Roadway Segment	All Crashes	Buggy/Ped Crashes	Vertical Grade - %	Crash Rate (Crashes per mile)	Buggy Crash Rate (Crashes per mile)	Segment ADT (Vehicular ADT)	% Buggy Traffic	Buggy Counts	Shoulder Widths	Sight Distance Deficiency	Vertical Grades-% Coverage over 4%	No. of schools/busisnses that attract	Speed Limit	Amish Survey* (Critical Segments-Buggy)	Amish Survey* (Critical-Walking)	Amish Survey* (School route-Walking)	Available ROW	Committed Projects	Length
SR 608																			
SR 528 to CR 124/Georgia Rd	47	4	<4%	42	3.6	6160	3%	129	1'-2' (50%) 3'-4' (50%)			1	40-45	77	23				**1.1**
CR 124 to Tare Creek/Button St	23	2	<4%	19	1.7	6160	4%	270	Curbed			Bus/Dwntwn	25-35	74	4			Prev M	**1.2**
Tare Creek/Button St to CR 14/Burton Windsor	15	3	4%	9	1.7	5810	3%	289	1'-2'		11%	Bus/Dwntwn	45	63	24			Prev M	**1.7**
Burton Windsor to US 322	78	0	4%-5%	22	0.0	4040	1%	43	1'-2'		23%	1	45-55	14				Prev M	**3.5**
SR 528																			
US 422 to SR 168	1	0		5	0.0	6880	NA	63	Curbed			0	40	4				na	**0.2**
SR 168 to SR 88	11	0	4%	10	0.0	7900	1%	74	7'-8'		38%	0	40-55	4				na	**1.1**
SR 88 to SR 608	39	4		12	1.2	5610	2%	116	7'-8'			0	55	4	1			na	**3.3**
SR 608 to SR 87	48	1		27	0.6	3960	1%	86	7'-8'			1	55	3	1			na	**1.8**
SR 87 to US 322	61	3		12	0.6	4090	3%	138	7'-8'			1	55					Res	**5.1**
SR 168																			
SR 87 to Memorial Dr	7	0	6%	11	0.0	4820	NA	7	Curbed/ No Shoulder		40%	0	35	6				na	**0.6**
Memorial Dr to SR 528	105	5	4%	14	0.7	2350	5%	171	1'-2'		6%	6	45-50	5	25	21		Res	**7.6**
US 422																			
Rapids Rd to SR 700	50	0	**7%**	34	0.0	13040	NA	na	1'-2'		10%	0	45					Res	**1.5**
SR 700 to Mumford Rd	58	0		30	0.0	11230	NA	na	5'-6'			2	45	4				Res	**2.0**
Mumford Rd to Farmington Rd	72	0		25	0.0	12830		na	Curbed			0	35-45	4				Res	**2.9**
Farmington Rd to Portage CL	38	0		18	0.0	9880	NA	na	5'-6'		0%	0	45					na	**2.1**
SR 88																			
Portage CL to US 422	23	2		11	1.0	1650	NA	na	1'-2'			1	55					Chip Seal	**2.1**
US 422 to SR 88 (Refer to SR 528 for this section)	11	0																na	**1.3**
SR 528 to Trumbull CL	14	2	4%	5	0.7	1470	3%	59	1'-2'		5%	0	55		2			na	**3.0**
SR 87																			
Rapids Rd to Peckham Rd	20	2	0	20	2.0	7810	NA	na	Curbed			0	35	5	1			na	**1.0**
Peckham Rd to Thut Rd	63	0	0	30	0.0	10020	0%	16	3'-4'			1	50	5	1			na	**2.1**
Thut Rd to SR 608	68	4	0	49	2.9	9300	1%	108	Curbed			Bus/Dwntwn	25-35	11	3			na	**1.4**
SR 608 to SR 528	26	3		23	2.7	7600	2%	238	Curbed			Bus/Dwntwn	25-40	17	9			na	**1.1**
SR 528 to Trumbull CL	37	6		15	2.4	4350	4%	205	1'-2'			1	50	17	18			50%, Shoulders,	**2.5**
SR 700																			
Portage CL to US 422	55	1		20	0.4	1970	NA	na	1'-2'			0	45-55					na	**2.7**
US 422 to SR 168	26	0	4%	5	0.0	3500	NA	na	1'-2'		6%	1	45-55	3	7			Res	**5.0**
CR 6/Old State Road																			
Trumbull CL to SR 528	43	1	4%-6%	10	0.2	4400	3%	133	1'-2'		16%	2	50	1	18			na	**4.2**
Rapids Rd																			
US 422 to SR 87	61	1	4%	10	0.2	1975	NA	na	1'-2'		8%	0	55	1				na	**6.0**
Newcomb Road																			
Nash Road to Shedd Road	7	3	4%	2.5	1.1	1180	14%	282	No Shoulder		11%	5	35	6	53	43		Resurfacing	**2.8**
Shedd Road to Georgia Road	8	0	4%	5.0	0.0	1180	14%	282	No Shoulder			3	45	6	53	43		Resurfacing	**1.6**
Hayes Road																			
Swine Creek Road to Peters Rd	2	0	4%-6%	0	0.0	530	NA	na	No Shoulder		6%	5	55	1	2	10		na	**4.4**
Bundysburg Road																			
SR 88 to Swine Creek Road	10	2	5%	3	0.6	675	NA	na	No Shoulder		7%	2	55	2	18	19		Bridge/Res	**3.1**
Burton Windsor Road																			
Peckham Rd to SR 608	22	0		8	0.0	2250	4%	58	1'-2'			2	55	1	7	19		na	**2.9**
SR 608 to SR 528	10	2		4	0.9	2110	8%	127	1'-2'			2	55	3	7	19		na	**2.3**
SR 528 to Bundysburg Road	7	0	5%	3	0.0	940	7%	96	1'-2'		4%	2	55	1	10	19		na	**2.6**
Nauvoo Road																			
SR 608 to SR 528	7	2		5	1.4	2390	5%	181	3'-4'			0	45	3	4	18		na	**1.5**
SR 528 to Bundysburg Road	3	2		1	0.8	760	17%	159	No Shoulder			1	55	1	4	18		na	**2.5**
Shedd Road																			
SR 168 to SR 528	7	1	4%-6%	3	0.4	1175	27%	184	No Shoulder		6%	4	40	4	19	14		na	**2.4**
Farmington Road																			
US 422 to Trumbull CL	4	1	4%-5%	1	0.3	755	NA	na	1'-2'		16%	0	55	2				na	**2.9**
Gingerich Road																			
SR 168 to SR 87	9	0		14	0.0	2650	1%	17	No Shoulder			0	55					Widen/Res	**0.6**
25th Percentile				4.8	0.0	1730.0		65.8			0.1	0.0		* - No. of Responses					
75th Percentile				20.3	1.1	6700.0		183.3			0.2	2.0		2016 Implementation					

Factors	All Crashes (M)	Buggy/Ped Crashes (N)	Crash Rate (M*10000/Entering AD	Buggy Crash Rate (N*10000/Entei	Entering ADT (Vehicular ADT)	Buggy Count	Sight Distance Deficiency	Vertical Grades	Traffic Control (Signal, 4-way stop,	No. of schools/businsses that attra	Speed Zones	Amish Survey* (Critical Intersectio	Amish Survey* (Critical-Walking)	Amish Survey* (School Route-Wal	Committed Projects	
SR 87 at Gingerich Rd	8	0	9.2	0.0	8700	15	OKAY		TWSC	0	50-55	2	1		RES	
SR 87 at SR 608	18	5	12.5	3.5	14400	365	NONE		SIGNAL	DWNTWN	25	1	6		RES	
SR 87 at SR 528	14	0	15.4	0.0	9100	296	NONE		SIGNAL	0	40-55	7	7		RES	
SR 87 at Hayes Rd	8	2	17.0	4.3	4700	NA	OKAY		TWSC	1	50-55	89	9	4	NA	
SR 168 at Gingerich Rd	8	0	14.5	0.0	5500	16	YES		TWSC	0	55				RES	
SR 168 at Georgia Rd	3	0	6.8	0.0	4400	NA	YES		TWSC	0	55	3	2		NA	
SR 168 at Shedd Rd	1	0	3.7	0.0	2700	203	YES		TWSC	2	55	5	7		RES	
SR 168 at Nash Rd	5	0	25.0	0.0	2000	153	OKAY		TWSC	2	55	4	11	8	RES	
Newcomb Road at Shedd Road	1	1	5.3	5.3	1900	391	POSSIBLE		TWSC	2	55	4	23	4	RES	
SR 528 at US 422	49	1	24.9	0.5	19700	NA	YES		SIGNAL	0	35-40	12	1		RES	
SR 528 at SR 168	1	0	1.2	0.0	8300	65	YES	1 APP-4%	TWSC	0	40-55	1	5		NA	
SR 528 at SR 88	10	1	13.3	1.3	7500	86	NONE		TWSC	0	55		3		NA	
SR 528 at SR 608	27	1	26.2	1.0	10300	232	OKAY	1 APP-4-5%	SIGNAL	1	45-55	19	7		TURN LANES	
SR 528 at Nauvoo Road	6	1	10.7	1.8	5600	289	OKAY		TWSC	0	45-55	2	3		RES	
SR 528 at Burton Windsor Road	7	2	13.5	3.8	5200	180	YES	1 APP-5%	TWSC	1	55	4	2		RES	
CR 6 at Bundysburg Rd	6	2	14.3	4.8	4200	NA	YES		TWSC	1	50-55	15	5		RES	
SR 608 at Nauvoo Road	6	0	8.6	0.0	7000	235	OKAY		TWSC	0	45	28	6		PREV. M	
SR 608 at Burton Windsor Road	9	0	11.3	0.0	8000	196	YES	1 APP-5%	TWSC	1	45-55	135	9		PREV. M	
US 422 at Rapids Rd	21	0	14.7	0.0	14300	NA	YES		SIGNAL	0	45-55				RES	
US 422 at SR 700	21	0	14.2	0.0	14800	NA	YES	1 APP-7%	SIGNAL	1	45	3	3		RES/TURN LANES	
SR 87 at Bundysburg Road	6	0	12.2	0.0	4900	NA	YES		TWSC	1	50	6			NA	
25th Percentile			9.0	0.0	4625.0	102.8				0.0						
75th Percentile			14.9	2.2	9400.0	275.5				1.0						

* - No. of Responses