

Goal	Action Strategy	Measurement	Q4 2021 Update	Cumulative Progress	Next Steps	Completion Date	Revised Completion Date	Lead Agency	
Plan and build safe streets for all users	Complete & implement Ohio Multi-Modal Design Guide (MMDG)	Publish the MMDG	In Q4 of 2021, ODOT finalized content for the MDG, outlined L&D updates and developed additional Standard Construction Drawings. The MDG was reviewed and approved by the ODOT Spec Committee (includes FHWA) as well as the Ohio Attorney General's Office.	To date, ODOT has drafted, reviewed, and compiled comments on all 12 chapters of the MDG. We have hosted 6 full TAC meetings to discuss comments. In addition, edits to the L&D Manual, as well as requests for standard construction drawings, have been compiled. MDG updates were also provided to larger audiences at the Ohio Transportation Engineering Conference in October and an update was provided to ODOT's Active Transportation Advisory Committee in August.	1. Update L&D Manual in Q1 of 2022 2. Publish and promote MDG in Q1 of 2022 3. Begin development of MDG trainings in Q1 of 2022 4. Offer live, virtual MDG training options in Q2-Q4 of 2022	Q3, 2021	Q3, 2022	ODOT	
	Complete chapter 6-Pedestrian and Bike Facilities and chapter 9- Traffic Control of the City Roadway Design Manual to provide consistent minimum COMPLETE STREET standards to provide protection to all users in the right of way	Consultant onboard to assist with creating manual	The Toole Design Group given Notice to Proceed	The Toole Design Group was selected as the consultant and given Notice to Proceed	Set Meeting with Steering Committee to define goals and timeline of the manual. Gather Working Groups in various areas of subject matter expertise to review various topics.		Q2, 2021	Q3, 2021 <b>COMPLETED</b>	Dept of Public Service
		chapters completed			Work progress expected: • 30% by March 31, 2022 • 60% by July 31, 2022 • 90% by November 30 2022 • Completion and Publication by March 31, 2023	Q1, 2023			
	Deliver updated Transit Stop Design Guide to include Vision Zero Safety Considerations	Publish updated Transit Stop Design Guide	The document has been revised and updated to reflect Vision Zero principles where applicable with review from the Department of Public Service (Vision Zero Columbus, Divisions of Traffic Management, Infrastructure Management, and Design and Constriction), MORPC, ODOT, and Franklin County Engineers. Chapters have been adjusted to make the document flow better and provide better coordination of Transit Stop design with the streetscape and the roadway. Content has been reduced to reflect typical stop design that may not need COTA to be fully involved in design aspects. Link to new design guide on website: <a href="https://www.cota.com/initiatives/service-improvements/bus-stop-service-improvement-project/">https://www.cota.com/initiatives/service-improvements/bus-stop-service-improvement-project/</a>	Transit Stop Design Guide has been revamped with more but concise detail reflecting the minimum requirements to promote ADA accessibility along, interaction with other utilities and amenities in the streetscape, and recommended roadway designs to ensure adequate bus maneuverability within the roadway.	- Promote the use of the updated guide to local municipalities, architectural/engineering firms, & MORPC. - Continue to evaluate Design Guide and make appropriate updates as needed. - Continue communication with local municipalities and governing ROW jurisdictions to ensure collaborative messaging for roadway use and users.		Q2, 2021 <b>COMPLETED</b>		COTA
	CROSSWALK IMPROVEMENTS *COI - -Review crosswalk evaluation procedures in consideration with industry best practices and research; -Install and/or enhance crosswalks with emphasis on the High Injury Network and/or Communities of Interest	Publish updated process for future inclusion in design manual	• Continued to develop draft design memo document • Revised the mapping for the High Pedestrian Activity Zones and continued to develop draft design memo document	• 65% complete • Compile individual analysis and recommendations sections into the rough draft design memo document • Incorporate research documents and treatment selection best practices • Completed review of industry best practices as well as gained an understanding of what needs other teams and groups in DPS (outside DoTM) have for this document	• Review and editing of rough draft document • Circulate draft document for DPS review in January		Q4, 2021	Q1, 2022	Dept of Public Service
		min 60 crosswalks installed/enhanced (significantly complete)	24 additional crosswalk enhanced/installed	<b>136 New or Enhanced Crosswalks completed exceeding initial goal!</b>	While the initial goal of 60 is "completed", additional crosswalks will still be installed or upgraded in the coming quarters emphasizing The High Injury Network and Communities of Interest	Q4, 2022 <b>Initial goal COMPLETED,</b> additional work ongoing			
	INTERSECTION IMPROVEMENTS *COI - -Evaluate sight distance policy and improve visibility and sight lines at intersections within the High Injury Network or other problematic locations; -Rebuild intersections to improve safety conditions including but not limited to installation of signal back plates, Accessible Pedestrian Signals, ADA ramp improvements; -Convert remaining "night flash" operation signalized intersections to radar detection	• update policy • evaluate the # of intersection reviewed and sight line improvements per year	• Policy Update - Continued to finalize the draft design memo document (Completed an additional 10% on this strategy) • An additional 17 Sight Distance Triangles drawn	• Policy Update - 80% Complete - Reviewed comments on older policy update document and potential VZ additions, Incorporated initial comments from reviewers and development studies to address initial comments, Meeting held on 12/15 with Permits and Utilities teams to discuss concerns raised related to the requirement for SDTs to be included in reviews • 121 Sight Distance Triangles drawn	• Continue review and editing of document • Hold additional discussions with the permits and utilities teams on concerns related to the requirement for SDTs to be included in the reviews for utility and R/W work • Continue to evaluate sight distance triangles for 311 requests and other projects		Q4, 2021 Q4, 2021 and 2022	Q1, 2022 Q4, 2021 and 2022	Dept of Public Service
		15 intersection improvements	5 intersections have been improved	<b>20 intersections have been improved, exceeding the initial goal!</b>	Continue to improve more Intersections	Q1, 2023 <b>initial goal COMPLETED,</b> additional work ongoing			
		convert all "night flash" signals	2 conversions completed	<b>All 20 Night Flash Signals have been converted!</b>	This strategy is complete!	Q1, 2023 <b>COMPLETED</b>			

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	CORRIDOR IMPROVEMENTS *COI - -Select (#) locations on the High Injury Network to pilot and evaluate a variety of temporary infrastructure products focused on speed reduction. -Study one (1) corridor each year for lane reconfiguration to include more modes of transportation (e.g. adding protected lanes)	Evaluation of speed reducing pilots completed	<ul style="list-style-type: none"> <li>Traffic data was collected the week of November 15th for the tactical urbanism installation on Mt. Vernon</li> <li>An Advisory Coalition meeting was held on December 14th for Mt. Vernon and we received some good feedback from our stakeholder group regarding benefits of the tactical urbanism installation and positive reactions to the on-road side path and planted median options for long-term implementation; public survey in development for feedback on long-term concepts</li> </ul>	<ul style="list-style-type: none"> <li>Sullivant Ave. from Hague to I-70- implementation - Completed</li> <li>Mt. Vernon from 20th St. to Phillips St. - speed reducing pilot - Installed; monitoring speeds</li> <li>Reviewed best practices including NCHRP, FHWA, and NACTO documents as well as temporary infrastructure products available</li> <li>Developed initial list of streets for temporary infrastructure products</li> </ul>	<ul style="list-style-type: none"> <li>Continue data collection for Mt. Vernon tactical urbanism in spring of 2022</li> <li>Continue to coordinate with Planning, Resurfacing, and other teams as needed to evaluate and prioritize potential locations for additional projects</li> <li>Researching the feasibility of speed reducing products within the HIN/COI.</li> </ul>	Q1, 2023		Dept of Public Service
		<ul style="list-style-type: none"> <li>2 studies complete</li> <li>implement lane configuration changes for at least 1 corridor</li> </ul>	<ul style="list-style-type: none"> <li>Final concept for Indianola Avenue has been presented to the Clintonville Area Commission and University Area Commission; final concept sent to design and construction for integration into the ODOT Urban Repaving scope for FY 2024</li> <li>Mt. Vernon Avenue conceptual alternatives finalized; community engagement planned for early 2022 to reach a preferred corridor-wide alternative by Q1, 2022</li> <li>Livingston Ave (18th St. to Nelson Rd.) RFP published on Dec 21, 2021</li> <li>Mt. Vernon Ave. Study (Hamilton Ave. to Taylor Ave.)- Completed an additional 5%</li> <li>Indianola Ave. Study (Hudson St. to Oakland Park) - Completed an additional 10%</li> <li>Joint Livingston Ave. Study (Nelson Rd. to James Rd.)- Completed an additional 5%</li> </ul>	<ul style="list-style-type: none"> <li>Mt. Vernon Ave. Study (Hamilton Ave. to Taylor Ave.) <ul style="list-style-type: none"> <li>90% complete</li> </ul> </li> <li>Indianola Ave. Study (Hudson St. to Oakland Park) <ul style="list-style-type: none"> <li>100% complete</li> </ul> </li> <li>Joint Livingston Ave. Study (Nelson Rd. to James Rd.) <ul style="list-style-type: none"> <li>80% complete</li> </ul> </li> <li>Livingston Ave. Study (18th St. to Nelson Rd.) <ul style="list-style-type: none"> <li>5% complete</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Div of Traffic Management is working with the consultant to complete the Mt. Vernon Ave. Study by Q1 2022</li> <li>Div of Traffic Management is working with the City of Bexley to complete the Livingston Ave. Study (Nelson Rd. to James Rd.)</li> <li>Implement lane reconfiguration for a portion of Livingston Ave. (College Ave to James Rd.)</li> </ul>	Q4, 2021 & 2022 Q4, 2022		
	Set all speed limits in the Downtown area to 25 mph	Journalize/document the revised speed limits and post new signage	<ul style="list-style-type: none"> <li>Reviewed preliminary speed study submittals</li> <li>Signals: <ul style="list-style-type: none"> <li>Consultant continues to finalize their Base Model first submission to the City</li> <li>COTA counts have been completed and the consultant is evaluating the data before</li> <li>The pedestrian safety study for LPI recommend sites have been completed and submitted on 12/13/21. (11 locations)</li> <li>In-house staff have reviewed the pedestrian safety study</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>20% complete</li> <li>The downtown boundary map has been finalized.</li> <li>A consultant task has been issued to complete speed studies for several roadways within the downtown boundary</li> <li>Downtown Signal Retiming is 36% complete</li> <li>Select a consultant to complete the study for the downtown signals retiming - Completed</li> </ul>	<ul style="list-style-type: none"> <li>Complete review of speed study deliverables and return comments to the Consultant team</li> <li>Conversations with ODOT D6 regarding speed limit changes and the documentation that will need to accompany the legislation as well as the journalization of these changes</li> <li>The consultant will begin researching and evaluating existing municipalities that have LPI's in place</li> <li>Return pedestrian safety study comments to consultant by the week of Jan. 10th</li> </ul>	Q1, 2023		Dept of Public Service
		Hire a consultant to study the downtown signals for retiming	Hire a consultant to study the downtown signals for retiming - Completed	Hire a consultant to study the downtown signals for retiming - Completed	Begin Study	Q3, 2021 COMPLETED		
	Change speed study process to address how speed (reducing) zones are established in cities. *COI	Process is updated	ODOT conducted a webinar to outline the changes for Ohio agencies and gave a presentation at the Ohio Transportation Engineering Conference in October.	The published changes include making the presence of pedestrians and bicyclists criteria for lowering speeds and allowing local governments and ODOT district offices to use a lower threshold (50th vs. 85th percentile) to determine the speed most drivers are comfortable traveling. These changes give agencies more tools to consider lowering speeds – especially in urban areas with more pedestrians and bicyclists.	ODOT will convene a meeting with ODOT speed zone coordinators in the spring to get feedback on the changes and identify any additional actions.	Q2, 2022 COMPLETED		ODOT
	Implement the Slow Streets program in the Linden and Hilltop neighborhoods and use findings to inform strategic citywide deployment *COI	Linden Implementation Complete Hilltop Implementation 50% Complete	<ul style="list-style-type: none"> <li>Project manager has begun to outline communications plan. <ul style="list-style-type: none"> <li>A draft notification postcard has been created and sent to the Communications team for review.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Hilltop and Linden pilots implemented</li> <li>Linden conversion complete</li> <li>2/3 of street conversions for this goal have been completed</li> </ul>	Continue working with consultant to complete evaluation of Hilltop conversion	Q1, 2023		Dept of Public Service
		Memorandum developed summarizing findings and recommending future action		40% complete - Linden memo was approved	Evaluate Hilltop Pilot.	Q1, 2023		

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Promote a culture of safety	Develop and launch multi-lingual educational campaign that focuses on topics that contribute the most to serious injury and fatal crashes like distracted driving and speeding. *COI	Develop a 2 year campaign. Opportunities: Encourage the use of "Crash not accident" to City Staff and reach out to media to use this term. Socialization of the VZ Columbus Video - websites, email. Multi-Lingual brochures created	<ul style="list-style-type: none"> <li>The statistically significant baseline survey was developed, implemented and advertised through social media. 1400+good quality survey responses were completed as needed for statistical validity.</li> <li>A paid social media campaign has begun to promote the survey and to promote awareness of VZ overall</li> <li>A community engagement strategy and schedule has been drafted</li> </ul>	<ul style="list-style-type: none"> <li>The statistically significant baseline survey was developed, implemented and advertised through social media. 1400+good quality survey responses were completed as needed for statistical validity.</li> <li>A paid social media campaign has begun to promote the survey and to promote awareness of VZ overall</li> <li>A community engagement strategy and schedule has been drafted</li> </ul>	<ul style="list-style-type: none"> <li>Continue the Social Media Campaign</li> <li>Analyze the Survey results to develop media strategy and focus and messaging</li> </ul>	ongoing		Lead - Public Service All Agencies to support
	Develop and launch an Vision Zero Columbus Ambassador Program to help facilitate and encourage resident leadership at the neighborhood level. *COI	Develop and Launch Program and Identify Ambassadors	<ul style="list-style-type: none"> <li>Consultant has met with and is working with the Dept of Neighborhoods to establish the roles and expectations of the community ambassadors.</li> </ul>	<ul style="list-style-type: none"> <li>Consultant has met with and is working with the Dept of Neighborhoods to establish the roles and expectations of the community ambassadors</li> </ul>	<ul style="list-style-type: none"> <li>Identify potential Ambassador Candidates</li> <li>Develop Training for the Ambassadors</li> </ul>	Q1 2022		The Department of Neighborhoods
	Columbus City Schools to include annual transportation safety curriculum/refresher for all students. *COI	Explore and select transportation safety curricula for various grade levels	Team is exploring examples of transportation safety curricula. A shared drive has been developed to house examples and shared work.	Committee has discussed transportation safety week with daily messaging, a transportation choice board, transportation safety student swag in elementary school and a transportation PSA contest in Middle School and High School in conjunction with the transportation safety messaging.	Formalize "Transportation Safety Week" subcommittee for Elementary and Secondary to flush out the details, budget, specific timeline, etc.  Follow up with the Summer School Team regarding Vision Zero PBL opportunity this summer and connect partners.	Q1 2022		Columbus City Schools
		Implement transportation safety curricula to all grade levels		Initial Meeting with District Summer School Office to explore possible Vision Zero PBL opportunity this summer for our High School Students	Formalize "Transportation Safety Week" subcommittee for Elementary and Secondary to flush out the details, budget, specific timeline, etc.  Follow up with the Summer School Team regarding Vision Zero PBL opportunity this summer and connect partners.	Q3 2022		
	COTA to add pedestrian safety messaging to buses on routes on High Injury Network streets. *COI	COTA to Identify HIN stops and the Marketing and Facilities teams to create the safety messaging.	Stops have been identified based on HIN networks, starting with highest pedestrian crash incidents. The HIN networks have also been assessed for time of year, to ensure optimum visibility of the highest audience.	Safety messaging has been created to be placed at stops located within HIN areas. Stops have been reviewed to determine the best sign approach. Sheltered stops will have messaging placed on the shelter in a larger more detailed print. Basic stops will have a vertical sign placed onto the stop pole with visible print. Safety messaging also includes an audio track that is scheduled to play within the targeted HIN zone.	<b>This Task has been COMPLETED</b>	Q1 2021 COMPLETED		COTA
		COTA to implement safety messaging on bus routes - one corridor per quarter beginning Q2, 2021	Safety Messaging being placed on shelters and/or Bus Stop Posts was adjusted to provide a more personal message to the pedestrians and passengers in the area of the bus stop. New locations include Sullivant Ave from Hague Ave to Terrace Ave, E Broad St & N 3rd St, N 3rd St & E Gay St, and Morse Rd from Karl Rd to Heaton Rd. Signs will remain at the stops for a total of 6 months and then will be removed and reused at other stops if they are still legible.	Messaging has been added on stops along W Broad St from Hague Ave to Wayne Ave during Q2 of '21, N High St. from Russe! St. to W Woodruff Ave during Q3/Q4 of '21, as well as the sheltered stop at W Lane Ave & N High St during Q3/Q4 of '21. New locations for Q1 of '22 include Sullivant Ave from Hague Ave to Terrace Ave, E Broad St & N 3rd St, N 3rd St & E Gay St, and Morse Rd from Karl Rd to Heaton Rd.	On the following routes for Q2 for '22: W Mound St & S High St, W 5th Ave from N High St to Highland St, and Parsons Ave from E Welch St to Sheldon Ave.	ongoing		

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Do it better - Enhance processes and collaboration	Establish a Rapid Response team to quickly evaluate the roadway characteristics of severe crashes/near miss hot spots to recommend any immediate improvements where possible as well as any larger capital improvements *COI	Formation of Team	Team has been created and includes engineers and maintenance staff from the Division of Infrastructure Management, Division of Traffic Management, and Vision Zero/Director's Office.	Team has been created and includes engineers and maintenance staff from the Division of Infrastructure Management, Division of Traffic Management, and Vision Zero/Director's Office.	This task is complete.	Q1, 2021 <b>COMPLETED</b>		Dept of Public Service
		Establish a crash review process/checklist	A process/checklist has been created.	A process/checklist has been created.	This task is complete. Process may be adjusted as we learn from field visits.	Q2, 2021 <b>COMPLETED</b>		
		Site visits of each fatal crash	23 locations were visited and evaluated during Q4	69 locations have been visited and evaluated through Q2-Q4 of 2021 34 (about half) had notes for short term improvements or further investigation needed	Continue to follow through on work orders and studies in progress. Continue to visit each fatal crash as they occur for possible improvements.	begin Q2, 2021		
	Support Statewide Senate Bill 285 Distracted Driving Law	Statewide passage of HB 283. The bill, which was introduced by Representative Abrams and Representative Lampton broadens the existing texting-while-driving prohibition in the Ohio Revised Code (ORC) to prohibit using an electronic wireless communications device (EWCD) while driving and make the use of an EWCD while driving a primary offense, rather than a secondary offense.	There were no additional hearings or movement on the Bill in Q4	Bill was introduced in the Ohio House of Representatives Criminal Justice Committee and has had 3 rounds of hearings for proponent and opposition testimony.	<ul style="list-style-type: none"> <li>One additional House Criminal Justice Committee meeting is needed to advance to the full House of Representatives for approval.</li> <li>If approved by House, the bill will need to go through a Senate Committee and then Full Senate for approval.</li> </ul>	Q1, 2023		Nationwide
Incorporate Vision Zero principles into MORPC led regional plans, convenings, and federal transportation funding process and increase public policy advocacy for Vision Zero efforts *COI	Update and adopt Central Ohio Transportation Safety Plan with Vision Zero principles - Q1 2023	<ul style="list-style-type: none"> <li>The 2020-2050 Active Transportation Plan was adopted in December 2021. This Plan complements the recommendations of the COTSP by providing design guidance and best practices to safely accommodate bicyclists and pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>(Q2) MORPC released an update to its annual State of Safety report, which highlights key statistics on fatal and serious injury crashes. The latest report is for 2015-2019 and can be found at <a href="http://www.morpc.org/safety">www.morpc.org/safety</a></li> <li>Fulfilling a goal of the COTSP, MORPC generates around 12 posts per month across various social platforms (Facebook, Instagram, Twitter) to provide information on transportation safety.</li> <li>YTD: Q1 12 posts, 3 specific to Vision Zero. Q2 13 posts. Q3 19 posts, 3 specific to Vision Zero. Q4 17 posts, 3 specific to Vision Zero.</li> </ul>			Q1, 2023		MORPC
	Hold Annual Regional Safety Forum with focus on Vision Zero work and examples delivered – Q4 2021		Forum was held on Tuesday, September 21. A recording of the event is available: <a href="https://www.youtube.com/watch?v=Uxnac5r3b1s">https://www.youtube.com/watch?v=Uxnac5r3b1s</a>	Completed		Q4, 2021 <b>COMPLETED</b>		
	Increase advocacy on regional public policy agenda's support for Vision Zero principles – Q2 2021 (ongoing)		<ul style="list-style-type: none"> <li>(Q2) On June 10, 2021 Mid-Ohio Regional Planning Commission Executive Director William Murdock submitted proponent testimony on House Bill 283 to the House Criminal Justice Committee. The bill, which was introduced by Representative Abrams and Representative Lampton broadens the existing texting-while-driving prohibition in the Ohio Revised Code (ORC) to prohibit using an electronic wireless communications device (EWCD) while driving and make the use of an EWCD while driving a primary offense, rather than a secondary offense.</li> </ul>	Continue to support HB 283 and other legislative actions that elevate Vision Zero principles, as possible.		Q2, 2021		
	Adopt criteria in MORPC's federal transportation funding process to elevate Vision Zero safety principles	<ul style="list-style-type: none"> <li>An update to the MORPC Complete Streets Policy was adopted in November 2021. This Policy update included the addition of new language that emphasized the safety and comfort of vulnerable roadway users. The Policy applies to all projects receiving MORPC-attributable federal funding.</li> <li>The Policies for Managing MORPC Attributable Funds are still under review. The updated Policies will be adopted in April/May 2022.</li> </ul>	<ul style="list-style-type: none"> <li>(Q3) The Policies for Managing MORPC Attributable Funds have begun their biennial review as of Sept 2021. Updated Policies will be adopted in March 2022.</li> <li>(Q3) On an aside, the safety criteria for the State Capital Improvement Program (SCIP) and Local Transportation Improvement Program (LTIP) for Ohio Public Works Commission (OPWC) District 3 (Franklin County) was revised which put more emphasis on fatal and sever injury crashes than the previous criteria did. This was adopted by the District 3 Public Works Integrating Committee in May and will be effective with the funding application cycle applications that are due in September.</li> </ul>	Review Attributable Funds policies for opportunities to elevate Vision Zero principles into MORPC's federal transportation funding process.		Q1, 2022		

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	Columbus City Schools to collaborate with the Division of Traffic Management and Columbus Police when planning and optimizing safe school bus stop locations. *COI	Create a checklist process for optimizing school bus stop locations.	Bus stop safety checklist first draft is completed. CCS Transportation leadership is researching the best rollout plan for this initiative.	Several informal meetings have been held for brainstorming and research regarding checklist. Reached out to other school districts concerning best practice for bus stop checklist ideas. Working internally to add this new checklist to our existing safety and operational SOP's	Columbus City Schools Transportation Leadership will review the checklist with Public Service and Safe Routes to school January 6, 2022 meeting.	Q1,2023		Columbus City Schools support - the Department of Public Service and CPD
	Explore income-based traffic related penalties so as to not disproportionately impact people with lower incomes by requiring them to attend traffic court in order to get a reduced fine. *COI	Determine and document what barriers exist to implementing graduated fines based on income and placing this information up-front on the fee schedule as well as exploring barriers exist to creating an online adjudication system to allow for income information to be submitted without appearance in court.	Several Meetings with City Prosecutor's Office, Judge, Magistrate, and Court IT Dept to discuss logistics of pursuing a Virtual Court. Two platforms have been identified and are being pursued for demonstration. There will be some up-front costs for the customization of the platforms, plus a monthly fee (approx \$35,000 including monthly fee)	The Judge, Prosecutor, and Magistrate have agreed to pursue a virtual court for traffic violations where offenders will please "Guilty" or "No Contest" but can appeal to have reduced fines and waived fees if able to prove financial hardship. Platforms to implement the virtual court are being pursued.	Follow up on getting demonstrations from Virtual Court Platforms; Determine Logistics of a Virtual Court Appearance Online <ul style="list-style-type: none"> <li>Determine what proof would need to be provided to prove indigence for waived fees</li> <li>What would determine if the pilot is considered "successful"?</li> </ul>	Q3, 2022		City Attorney
		Determine and document what barriers exist to allowing a transportation training course in lieu of fines without having to attend court for permission.		Typically the tranpostration class is used in lieu of points, not fines which involves a prosecutor.	Investigate other options for Prosecutors to increase the use of transportation courses in lieu of fines.	Q3, 2022		
Identify and Commit Resources	\$5 Million of dedicated gas tax and capital funds per year to fund VZAP strategies *COI	Funding to be committed in 2021 and 2022 CIB	Previous cumulative spend only included work done in-house. The funds spent through contracted construction projects has been added. The updated quarterly amounts are: Q2 2021 \$1,902,282.64 Q3 2021 \$2,335,277.98 Q4 2021 \$1,755,549.40 TOTAL \$5,993,110.02	\$5,993,110.02 spent on crosswalks, intersection improvements and slow streets via work orders and contracted construction projects	Additional projects are being identified, and dollars spent via ongoing Capital Improvement Projects on these strategies will also be identified. Work orders and Capital Prjects will continue	Q4, 2021 <b>COMPLETED</b> Q4, 2022		City Council
	Reallocate, align or add positions to advance Vision Zero Action Plan strategies.	5 positions over 2 years		Two of five anticipated positions hired.	Continue to evaluate gaps in deliver of Vision Zero Action Strategies and Foundational items designed to deliver change.	Q4, 2021 - 2 positions Q4, 2022 - 3 positions		Dept. of Public Service

\*COI - these strategies have potential to focus attention in our Communities of Interest