

Goal	Action Strategy	Measurement	Q2 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 Q2, ODOT hosted 7 project team meetings, 1 full TAC to discuss comments on Chapter 9 (Complex intersections) and Chapter 10 (Signs and Signals), and one additional stakeholder meeting with Transit representatives to review and get feedback on an outline for Chapter 11 (transit considerations).	To date, we have drafted, reviewed, and compiled comments on chapters 1 through 10 (of 13). We have hosted 5 full TAC meetings to discuss comments. In addition, edits to the L&D Manual as well as requests for standard construction drawings (up to 10) are being identified.	1. Draft chapters 11 (transit), 12 (RR Xing) and 13 (maintenance) and share with TAC for review 2. Host 6th AC meeting in Q3 3. Share full draft of MDG with TAC and stakeholders in Q4 for final review 4. Compile L&D updates and Standard Construction Drawings for Spec Committee in Q4 5. Organize MDG trainings in Q1 of 2022 6. Update L&D Manual in Q1 of 2022 7. Publish and promote MDG	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	Project was advertised, but no consultant was selected			Project will be readvertised in fall 2021	Q2, 2021		Dept of Public Service
		chapters completed					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 COMPLETED		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	In early stages of Research. Reviewing industry best practices as well as gaining an understanding of what goals other teams and groups in DPS (outside DoTM) have for this effort.	5% complete	Complete research from other agencies and compare FHWA guidelines.	Q4, 2021		Dept of Public Service	
		min 60 crosswalks installed/enhanced (significantly complete)	36 crosswalk locations completed	60% complete	Complete 33 additional crosswalk locations in-house in HIN/COI by September 2021.	Q4, 2022			
	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	• Update Policy - Reviewed comments on older policy update document and potential VZ additions • 59 Sight Distance Triangles drawn	• Update Policy - 5% complete • 59 Sight Distance Triangles drawn	• Continue discussing design memo update and obtain feedback from users of this information • Will continue to evaluate sight distance triangles at intersections via 311 and other projects	Q4, 2021 Q4, 2021 and 2022		Dept of Public Service	
		15 intersection improvements	6 intersections completed	40% complete (6 intersections)	• Division of Traffic Management to continue to implement intersection rebuilds. (Three more estimated to be complete by end of 2021.) • Division of Design and Construction to continue to implement intersection rebuilds as part of on-going CIP projects.	Q1, 2023			
		convert all "night flash" signals	14 conversions completed	54% complete	• Division of Traffic Management to continue to complete remaining conversions. • Division of Design and Construction to continue to complete conversions as part of on-going CIP projects.	Q1, 2023			
	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	• Mt. Vernon from Hamilton Ave. to Taylor Ave.- corridor being evaluated • Sullivant Ave. from Hague to I-70- implementation - Completed	• Mt. Vernon from Hamilton Ave. to Taylor Ave.- corridor being evaluated • Sullivant Ave. from Hague to I-70- implementation - Completed	Complete evaluation of Mt. Vernon corridor and implement speed reducing pilot project by October 2021.	Q1, 2023		Dept of Public Service	
• 2 studies complete • implement lane configuration changes for at least 1 corridor		Lane Reconfig - Mt. Vernon Ave. Study - 75% complete, Indianola Ave. Study - 65% complete	Lane Reconfig - Mt. Vernon Ave. Study - 75% complete, Indianola Ave. Study - 65% complete	• Division of Traffic Management is working with the consultant to complete the Mt. Vernon and Indianola studies. • Division of Traffic Management is working to identify which corridor will be implemented for lane reconfiguration.	Q4, 2021 & 2022 Q4, 2022				

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	Set all speed limits in the Downtown area to 25 mph	Journalize/document the revised speed limits and post new signage	Journalize/document the revised speed limits and post new signage - 5% complete	Journalize/document the revised speed limits and post new signage - 5% complete	Work with City Attorney's Office on legislation for speed limits.	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		
	Change speed study process to address how speed (reducing) zones are established in cities. *COI	Process is updated	<p>ODOT organized a Speed Limit Committee comprised of State, City, County, Township, and Planning Commission representatives to evaluate:</p> <ul style="list-style-type: none"> <li>Existing factors used to determine speed limits</li> <li>Processes used across the state</li> <li>Educational Materials</li> </ul> <p>Recommendations were developed for updating the Traffic Engineering Manual and Forms used following National best practices like USLIMITS including considerations for Vulnerable Road Users and crash severity factors. Flow charts and FAQs were developed to better explain the process for statewide consistency.</p>	Changes will be published in the Traffic Engineering Manual this month (July 2021). The 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.	Publication of the updated process in July 2021. ODOT is developing an outreach plan that includes a webinar, educational materials and forms and an ODOT Speed Study web page. Begin Implementing the new process.	Q2, 2022		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	Hilltop pilot implemented	Implementation is 10% complete (Linden and Hilltop pilots implemented)	<ul style="list-style-type: none"> <li>Linden conversion to begin first week of August 2021 – completion for Linden is scheduled for end of September 2021.</li> <li>Working with consultant on a task order to complete evaluation for 50% Hilltop locations.</li> </ul>	Q1, 2023		Dept of Public Service
	Memorandum developed summarizing findings and recommending future action	Linden memorandum was approved	40% complete - linden memo approved	Evaluate Hilltop Pilot.	Q1, 2023			
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>Vision Zero Pledge Created. Paid Social Media developed to advertise Vision Zero and the Pledge.</li> <li>Collateral Created for offline in-person engagement (water bottles for camps, lanyards, magnets, USB cords, walk safe bags)</li> <li>\$1M media campaign scoped, advertised, and consultant selected to help develop the campaign and develop the ambassador program materials.</li> </ul>	<ul style="list-style-type: none"> <li>Vision Zero Pledge Created. Paid Social Media developed to advertise Vision Zero and the Pledge.</li> <li>Collateral Created for offline in-person engagement (water bottles for camps, lanyards, magnets, USB cords, walk safe bags)</li> <li>\$1M media campaign scoped, advertised, and consultant selected to help develop the campaign and develop the ambassador program materials.</li> </ul>	Begin scoping first tasks with the Saunders team which includes developing a statistically significant baseline survey to determine the current condition and attitudes of residents about safety behavior. This will help identify messages that influence behavior change and offer guidance on specific strategies to engage residents.	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>\$1M media campaign scoped, advertised, and consultant selected to help develop the campaign and develop the ambassador program materials.</li> </ul>	<ul style="list-style-type: none"> <li>\$1M media campaign scoped, advertised, and consultant selected to help develop the campaign and develop the ambassador program materials.</li> </ul>	Begin scoping first tasks with the Saunders team which includes developing a statistically significant baseline survey to determine the current condition and attitudes of residents about safety behavior. This will help identify messages that influence behavior change and offer guidance on specific strategies to engage residents.	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 Implement transportation safety curricula to all grade levels	Discussions held to determine who to include in this process.	Health Department/Safe Routes to School have provided possible curricula for grades K-8	Kickoff first monthly meeting with CCS Staff.	Q1 2022		Columbus City Schools
						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.		Q1 2021 COMPLETED		COTA
	COTA to implement safety messaging on bus routes - one corridor per quarter beginning Q2, 2021	The first route with messaging is located along W. Broad St from Hague Ave to Wayne Ave.		Implementation on the following routes: High Street zone within the Short North area for Q3 from Russell St to 9th Ave. This will hit the line 1,2,5,& CBUS.	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		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		
		Site visits of each fatal crash	26 crash locations were visited and evaluated. Short term improvements included improving sign placement, adding warning signs, upgrading pavement markings, street sweeping, adding a Leading Pedestrian Interval at a signal and more. Longer term improvements include <ul style="list-style-type: none"> <li>initiating a speed limit signage pilot with radar feedback to establish citywide best practices,</li> <li>further studies for potential improvements of some of the more complex scenarios.</li> </ul>	26 locations have been visited and evaluated.	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.	<ul style="list-style-type: none"> <li>House Bill 283 "Prohibit driving while using electronic communications device" was sponsored by Representatives Abrams (R) and Representative Lampton (R) in May 2021 to the Criminal Justice Committee (First Committee Hearing)</li> <li>Proponent Testimony was held in June 2021 with speakers from Nationwide, Vision Zero Columbus, ODOT, AAA, the Ohio Bicycle Federation and more. MORPC also provided written testimony. (Second Committee Hearing)</li> </ul>	<ul style="list-style-type: none"> <li>House Bill 283 "Prohibit driving while using electronic communications device" was sponsored by Representatives Abrams (R) and Representative Lampton (R) in May 2021 to the Criminal Justice Committee (First Committee Hearing)</li> <li>Proponent Testimony was held in June 2021 with speakers from Nationwide, Vision Zero Columbus, ODOT, AAA, the Ohio Bicycle Federation and more. MORPC also provided written testimony. (Second Committee Hearing)</li> </ul>	<ul style="list-style-type: none"> <li>Needs to be approved by the House Criminal Justice Committee 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>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. YTD: Q1 12 posts, 3 specific to Vision Zero. Q2 13 posts.</li> </ul>	<ul style="list-style-type: none"> <li>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. YTD: Q1 12 posts, 3 specific to Vision Zero. Q2 13 posts.</li> </ul>	The Central Ohio Active Transportation Plan update remains on schedule to be completed in 2021. This Plan will complement the recommendations of the COTSP by providing design guidance and best practices to safely accommodate bicyclists and pedestrians.	Q1, 2023		MORPC	
	Hold Annual Regional Safety Forum with focus on Vision Zero work and examples delivered – Q4 2021	Planning remains on schedule. Forum for 2021 will take place Tuesday, September 21. Current plan is for keynote to highlight Vision Zero, pending speaker availability.		Forum for 2021 will take place Tuesday, September 21. Current plan is for keynote to highlight Vision Zero, pending speaker availability.	Q4, 2021			
	Increase advocacy on regional public policy agenda's support for Vision Zero principles – Q2 2021 (ongoing)	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.	Ongoing			Q2, 2021		
	Adopt criteria in MORPC's federal transportation funding process to elevate Vision Zero safety principles	No Activity - The Policies for Managing MORPC Attributable Funds will begin their biennial review in the fall of 2021. Updated Policies will be adopted in March 2022. 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 severe 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.			The Policies for Managing MORPC Attributable Funds will begin their biennial review in the fall of 2021.	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.	Discussions held to determine who to include in this process		Hold First Meeting in July with CCS Staff, CPD, and Department of Public Service Staff	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.	Meeting/Discussions held with City Attorney's Office: Traffic Infractions penalties have two components - Fines and Court Costs. • Fines can be reduced or waived on a case by case basis as determined by the judge. Online training aka "Traffic Diversion" courses exist and can be approved in lieu of fines. • Court Costs rules are established by the Franklin County Municipal Court (FCMC) and cannot be amended by an individual judge. The judges as a whole can meet and vote (by majority) to establish a rule to allow the court fees to be fully waived if the defendant is determined indigent. It's the Ohio Revised Code and Ohio Rules of Superintendence (set out by Ohio Supreme Court) that make court costs mandatory. Individual court systems can determine how much court costs are, but the fact that they are mandatory is a statewide requirement. The Revised Code and Ohio Supreme Court also provide that court costs can be waived if a defendant is indigent. The entire amount of court costs must be waived, not just a portion.		<ul style="list-style-type: none"> <li>City Attorney's Office to investigate how indigent is defined.</li> <li>Investigate how to provide proof of income without burdensome paperwork.</li> <li>Approach FCMC rules committee for meeting to discuss the fine fee schedule with consideration to income.</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.	same as above.				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	\$457930 spent on crosswalks, intersection improvements and slow streets via work orders.	\$457,930 spent on crosswalks, intersection improvements and slow streets via work orders.	Additional projects are being identified, and dollars spent via ongoing Capital Improvement Projects on these strategies will also be identified.	Q4, 2021 Q4, 2021		City Council
	Reallocate, align or add positions to advance Vision Zero Action Plan strategies.	5 positions over 2 years	GIS Analyst, Engineer Intern Hired	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