

Goal	Action Strategy	Measurement	Q3 2022 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		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 (ATAC) in August. Final comments were reviewed and integrated from the ATAC in January of 2022. ODOT published the Multimodal Design Guide on April 15th, 2022: Multimodal Design Guide Ohio Department of Transportation	1. Complete and publish MDG 101 trainings in Q3 of 2022 2. Offer live, virtual MDG 201 training options in Q4 of 2022 3. Presenting on the MDG as part of the Multimodal Design Flexibility & Guidance session at OTEC in October.	Q3, 2021	Q3, 2022 COMPLETED	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 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 COMPLETED	Dept of Public Service
		chapters completed	Second drafts of the chapters have been drafted, reviewed, and received comments.	Second drafts of the chapters have been drafted, reviewed, and received comments.	Work progress expected: • 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		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		The updated crosswalk evaluation procedure, Design Memo 6.41 - Crosswalks has been published here: https://www.columbus.gov/Templates/Detail.aspx?id=2147517964	This strategy is complete	Utilize the updated document	Q4, 2021	Q3, 2022 COMPLETED	Dept of Public Service	
	min 60 crosswalks installed/enhanced (significantly complete)	completed and additional 12 crosswalks	152 New or Enhanced Crosswalks completed exceeding initial goal!	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 <i>Initial goal COMPLETED,</i> 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	6 additional sight distance locations where evaluated	This strategy is complete. Sight triangles continue to be evaluated - 150 have been completed to date.		• 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 o Update design memo 4.11 as appropriate • Continue to evaluate SDTs for 311 requests and other projects	Q4, 2021 Q4, 2021 and 2022	Q2, 2022 POLICY COMPLETED Q4, 2021 and 2022 EVALUATIONS ONGOING	Dept of Public Service	
	15 intersection improvements	14 more intersections were improved	36 intersections have been improved, exceeding the initial goal!	Continue to improve more Intersections	Q1, 2023 <i>initial goal COMPLETED,</i> additional work ongoing				
	convert all "night flash" signals		All 20 Night Flash Signals have been converted!	This strategy is complete!	Q1, 2023 COMPLETED				

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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	Evaluating locations to test K-71 posts and finalizing locaiton details for possible Thurman Ave locations	<ul style="list-style-type: none"> Sullivant Ave. from Hague Ave. to I-70- implementation - Completed Mt. Vernon from 20th St. to Philips St. - speed reducing pilot - Installed; monitoring speeds Implementation of Summit St. @ 7th Ave. bumpouts utilizing PexCo K-71 flex posts was completed 	Finalize funding source for project on Thurman Ave and need updated contractor estimate for installation	Q1, 2023		Dept of Public Service
		<ul style="list-style-type: none"> 2 studies complete implement lane configuration changes for at least 1 corridor 	<ul style="list-style-type: none"> Livingston Ave. (Nelson Rd. to James Rd.) - Resurfacing and lane reallocation complete Livingston Ave. (18th St. to Nelson Rd.) - Second steering committee meeting completed (9/13) Mound St. (Wayne Ave. to Central Ave.) - Held meeting to discuss impacts on Mound St. near Cooper Stadium development and how to tie into the Wayne to Central section 	<ul style="list-style-type: none"> Mt. Vernon Ave. Study (Hamilton Ave. to Taylor Ave.) - completed Indianola Ave. Study (Hudson St. to Oakland Park Ave.) - completed Joint Livingston Ave. Study (Nelson Rd. to James Rd.) - completed, laens reconfigured from 4 to 3 lanes Livingston Ave. Study (18th St. to Nelson Rd.) o 20% complete 	<ul style="list-style-type: none"> Indianola Ave. Study – Provide ongoing updates to the Clintonville Area Commission and University Area Commission as the project moves into design and construction Mt. Vernon Ave. – Publish Design RFP in December 2022 Livingston Ave (18th St. to Nelson Rd.) – Plan third steering committee meeting; send Newsletter 2 (by Oct. 7th), and plan for public meeting scheduled for Nov. 17th Issue task orders for resurfacing project studies in the existing Multimodal GE contract 	Q4, 2021 & 2022 Q4, 2022 COMPLETED		
	Set all speed limits in the Downtown area to 25 mph	journalize/document the revised speed limits and post new signage	Studies: Rough draft of legislation - Meeting with ODOT to discuss Signals: Approved peak hour analysis for timing base model	Downtown Speed Limit setting is 65% complete <ul style="list-style-type: none"> The downtown boundary map has been finalized A consultant speed study task was completed for roadways at the 'edges' of the downtown area that will become 25 mph Downtown Signal Retiming is 55% complete Completed the ex. base model review 	<ul style="list-style-type: none"> Meeting with City Attorney's office to discuss questions and next steps from ODOT conversations Continued coordination with ODOT District 6 on legislation as well as the journalization Continue optimizing the signal timing model Provide standards to the consultant to include in the City's Leading Pedestrian Interval policy 	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			Q3, 2021 COMPLETED		
Change speed study process to address how speed (reducing) zones are established in cities. *COI	Process is updated		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 Implmentation 50% Complete	portions of 2 streets were converted: Belvidere Ave. (W. Broad St. to Sullivant Ave.) Wayne Ave. (W. Broad St. to Wicklow Rd.)	<ul style="list-style-type: none"> Hilltop and Linden pilots implemented Linden conversion complete Develop memorandum summarizing findings and recommending future action 	Consultant is evaluating the Hilltop streets	Q1, 2023	Hilltop conversions: 2024	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"> The grassroots effort to engage with our communities of interest had a booth with information and giveaways at 8 events including Rise Up Columbus in Communities of Interest, King Arts Complex Heritage Summer Music Festival, the African American Wellness Walk, and COSI after dark Quarterly newsletters have begun, Collateral/Hot Cards were updated A second commercial was created (to begin airing in November) worked on developing a follow-up survey to be deployed at the end of 	<ul style="list-style-type: none"> 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. A paid social media campaign has begun to promote the survey and to promote awareness of VZ overall outreach and community engagement strategies in progress Radio, TV, and social media, advertising in progress 	<ul style="list-style-type: none"> Continue the Social Media Campaign Produce 2nd TV Commercial Distribute Newsletters 	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	The five trained ambassadors engaged with community members and had conversations with more than 2000 individuals at community events, places of worship, on the bus, and in everyday life. They talked with a wide variety of people 12- 83 yrs old, some who were lifelong Columbus residents, and several who were born in other countries. Most of the people they reached were Black or people of color. The ambassadors introduced Vision Zero to people and asked them to share their concerns which was often for speeding cars and lack of sidewalks, bike lanes, and street lighting.	<ul style="list-style-type: none"> An ambassador roles, responsibilities and training agenda was established An ambassadors were selected, trained, and began reaching out within their communities about Vision Zero The first phase of outreach was completed, more outreach will continue in the spring/summer of 2023 	<ul style="list-style-type: none"> Take the lessons learned from this year's outreach to improve and build upon in summer of 2023 	Q1 2022 COMPLETED (round 2 to continue next summer)		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	Curricula and logistics finalized for the October School Traffic Safety Awareness Week.	The CCS K-12 curricula team is developing a multi-year plan that will kick off next year with transportation safety week (Fall 2022) which may include: daily messaging, a transportation curricula 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.	Implement school traffic safety week	Q1 2022	Q2, 2022 COMPLETED	Columbus City Schools
		Implement transportation safety curricula to all grade levels				Prepare messaging, introductory video to distribute to teachers explaining the goal of transportation safety week and Vision Zero Implement School Safety Week in Q3 of 2022	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.		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.	This Task has been COMPLETED	Q1 2021 COMPLETED		COTA
		COTA to implement safety messaging on bus routes - one corridor per quarter beginning Q2, 2021	messaging added to E. Livingston Ave from S Kellner Rd to Elderwood Ave and Hilliard Rome Rd from Renner Rd to 1770 Hilliard Rom Rd.	<p>Messaging has been added on stops along W Broad St from Hague Ave to Wayne Ave during Q2 of '21, N High St. from Russel 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. Q1 of '22 includes 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. Q2 of '22 includes 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. Q3 of '22 includes E. Livingston Ave from S Kellner Rd to</p>	Q4 for '22: W Broad St from Rodgers Ave to S. Davis Ave; S Central Ave from W Rich St to Thomas Rd; W Broad St from Stevens Ave to S Central Ave. Q1 or 2023: E. Livingston Ave from Hamilton Rd to Shady Lane, E. Livingston Ave from Studer Ave to Mayfield Pl	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.	This task is complete.	Q1, 2021 COMPLETED		Dept of Public Service
		Establish a crash review process/checklist		A process/checklist has been created.	This task is complete. Process may be adjusted as we learn from field visits.	Q2, 2021 COMPLETED		
		Site visits of each fatal crash	12 additional crash sites were investigated	108 locations have been visited and evaluated April 2021-Sept 2022	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 283 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.		Bill was introduced in the Ohio House of Representatives Criminal Justice Committee and has had 4 rounds of hearings for proponent and opposition testimony. Lobbyists continue to advocate for this legislation	• If approved by House, the bill will need to go through a Senate Committee and then Full Senate for approval.	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	o The MORPC team is planning to launch an update to the COTSP in 2023. This update will include an update to the regional HIN and incorporate more Vision Zero principles	• The 2020-2050 Active Transportation Plan was adopted in December 2021. • MORPC released an update to its annual State of Safety report, which highlights key statistics on fatal and serious injury crashes. • 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 - 11 specific to Vision Zero.	Release an update to the annual State of Safety report in Q4 2022, highlighting key statistics on fatal and serious injury crashes.	Q1, 2023		MORPC
		Hold Annual Regional Safety Forum with focus on Vision Zero work and examples delivered – Q4 2021	o Completed in Q3, 2021 o The annual Central Ohio Transportation Safety Forum was not held in 2022- intent to bring back in Q3 2023	Forum was held on Tuesday, September 21, 2021	Develop agenda for annual Central Ohio Transportation Safety Forum in Q3 2022 that highlights Vision Zero principles	Q4, 2021 COMPLETED		
		Increase advocacy on regional public policy agenda's support for Vision Zero principles – Q2 2021 (ongoing)	o The MORPC Government Affairs team will be retaining Vision Zero efforts in the public policy agenda for 2023 and 2024. o MORPC also continues to advocate for HB 283 and is proactively brainstorming strategies should it not pass this session.	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 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.	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		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. The Policies for Managing MORPC Attributable Funds was adopted in Q2 of 2022 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.	Implement Updated Policies	Q1, 2022		
		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.		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 Established relationships with community liaisons who can assist when a safety concern occurs outside of transportation's authority	CCS to review checklist with Public Service.	Q1,2023	
	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.	Funding was secured to develop the online programming for virtual traffic court and to purchase TVs and video equipment.	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.	Develop software and implement pilot	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 transportation class is used in lieu of points, not fines which involves a prosecutor.		Q3, 2022			

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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	Implementation of the pedestrian safety improvements (crosswalks, bumpouts, and speed calming medians) on Sullivant Avenue was added to the list of projects we are tracking as well as the Livingston Avenue "road diet". As such, the amount spent in Q3 was \$5,346,287.82	\$14,438,448 spent on Vision Zero Strategies!	Additional projects are being identified, and dollars spent via ongoing Capital Improvement Projects on these strategies will also be identified. Work orders and Capital Projects will continue	Q4, 2021 COMPLETED Q4, 2022 COMPLETED goals have been met, although work and funding will continue		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 delivery 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