

Goal	Action Strategy	Measurement	Q3 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 Q3, ODOT hosted 8 project team meetings, 1 full TAC to discuss comments on Chapter 11 (transit), 12 (railroad), and 13 (maintenance), and held one additional stakeholder meeting with Rail representatives to review and get feedback on an outline for Chapter 12 (rail considerations).	To date, we have drafted, reviewed, and compiled comments on chapters 1 through 13 (of 13). 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.	1. Share full draft of MDG with TAC and stakeholders in Q4 for final review 2. Finalize L&D updates and Standard Construction Drawings for Spec Committee in Q4 3. Organize MDG trainings in Q1 of 2022 4. Update L&D Manual in Q1 of 2022 5. 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	chapters completed	Requests for proposals were re-advertised to include Project Manager training with the design manual update. The Toole Design Group was selected as the consultant.	Requests for proposals were re-advertised to include Project Manager training with the design manual update. The Toole Design Group was selected as the consultant.	Notice to Proceed December 2021	Q2, 2021	Q3, 2021	Dept of Public Service
	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 Construction), 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: https://www.cota.com/initiatives/service-improvements/bus-stop-service-improvement-project/	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	<ul style="list-style-type: none"> Completed an additional 25% on this strategy Work continues on the draft design memo. The team is assembling individual analysis and recommendation sections. 	<ul style="list-style-type: none"> 30% complete Incorporate research documents and treatment selection best practices that are currently being utilized. Completed review of industry best practices as well as gained an understanding of what needs the Department of Public Service has for this document. 	<ul style="list-style-type: none"> Compile individual analysis and recommendations sections into the rough draft design memo document. Team continues to meet weekly with a goal of late November for the draft design memo. 	Q4, 2021		Dept of Public Service	
		min 60 crosswalks installed/enhanced (significantly complete)	95 additional crosswalk enhanced/installed	135 New or Enhanced Crosswalks completed. EXCEEDING INITIAL GOAL!	Continue to complete additional crosswalks emphasizing The High Injury Network and Communities of Interest	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	<ul style="list-style-type: none"> update policy evaluate the # of intersection reviewed and sight line improvements per year 	<ul style="list-style-type: none"> Completed an additional 65% on this strategy. Draft Design Memo is nearly complete. Meetings were held with Design and Construction reviewers and Traffic Management development studies to address initial comments. An additional meeting is planned with Traffic Management administrator prior to circulation of draft for review. Draft will be circulated for a 25-day review. 45 Sight Distance Triangles drawn 	Update Policy - 70% complete: <ul style="list-style-type: none"> Reviewed comments on older policy update document and potential VZ additions. Incorporated initial comments from Design & Construction reviewers and Traffic Management development studies to address initial comments. 104 Sight Distance Triangles drawn 	<ul style="list-style-type: none"> Circulation of draft Sight Distance design memo within the Department of Public Service for a 25-day review period. Continue discussing design memo update and obtain feedback from users of this information. 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	13 intersections have been improved	18 intersections have been improved, exceeding the initial goal!	Continue to improve more Intersections	Q1, 2023				
	convert all "night flash" signals	4 conversions completed	90% complete - 18 of 20signals have been converted	Complete the remaining 2 signal conversions	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	<ul style="list-style-type: none"> Mt. Vernon from 21st St. to Philips St. - speed reducing pilot - Installed Review of best practices including NCHRP, FHWA, and NACTO documents as well as temporary infrastructure products available- COMPLETED 	<ul style="list-style-type: none"> Sullivant Ave. from Hague to I-70- implementation - Completed Mt. Vernon from 21st St. to Philips St. - speed reducing pilot - Installed Review of best practices including NCHRP, FHWA, and NACTO documents as well as temporary infrastructure products available. - Completed 	<ul style="list-style-type: none"> Develop initial list of streets for temporary infrastructure products Coordinate with Planning, Resurfacing, and other teams as needed to evaluate and prioritize potential locations 	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"> Mt. Vernon Ave. Study - Completed an additional 10% Indianola Ave. Study - Completed an additional 25% Livingston Ave. Study - Completed an additional 25% 	<ul style="list-style-type: none"> Mt. Vernon Ave. Study - 85% complete Indianola Ave. Study - 90% complete Livingston Ave. Study - 75% complete 	<ul style="list-style-type: none"> Continue working with the consultant to complete the Indianola Ave. study in 2021 and Mt. Vernon Ave. study in 2022 Continue working with the City of Bexley to complete the Livingston Ave. Study in 2022 Implement lane reconfiguration of Livingston Ave. from James Rd. to College Ave. in 2022 	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	<ul style="list-style-type: none"> Downtown boundaries map has been finalized. A consultant task has been issued to complete speed studies for several roadways within the downtown boundary 	<ul style="list-style-type: none"> 10% complete The downtown boundary map has been finalized. Consultant selected and a task has been issued to complete speed studies for several roadways within the downtown boundary. 	Coordinate with the consultant on speed study completion.	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"> Existing factors used to determine speed limits Processes used across the state Educational Materials <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>	<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.</p>	<p>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.</p> <p>Begin Implementing the new process.</p> <p>THIS STRATEGY HAS BEEN COMPLETED</p>	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"> Linden implementation Complete Hilltop Pilot implemented 	<ul style="list-style-type: none"> Hilltop and Linden pilots implemented Linden conversion complete 2/3 of street conversions for this goal have been completed 	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			
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"> Consultant given Notice to Proceed on creating a statistically significant baseline survey to determine the current condition and attitudes of residents about safety behavior. Engagement and outreach will be planned based off this survey. VZ Collateral was distributed through a variety of events including community and school bike rides, We Love Columbus, and Mobile City Hall 	<ul style="list-style-type: none"> Paid Social Media developed to advertise Vision Zero and the Pledge. Collateral created and distributed for in-person engagement (water bottles for camps, lanyards, magnets, USB cords, walk safe bags) \$1M media campaign initial tasks initiated 	<ul style="list-style-type: none"> Implement statistically significant baseline survey to determine the current condition and attitudes of residents about safety behavior. Use survey to develop targeted messaging. And build engagement and social media campaign. Work with Dept of Neighborhoods to develop Ambassador Program. 	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	Met with the Neighborhood Liaisons to discuss the program.	Met with the Neighborhood Liaisons to discuss the program.	Connect Liaisons with Saunders team to begin developing program	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	Identified an internal department collaborative Columbus City Schools team to begin exploring short term and long term project strategies.	Held kickoff meeting on September 24, 2021.	Meeting Oct 11th to discuss curriculum ideas. Regular meetings to follow	Q1 2022		Columbus City Schools
		Implement transportation safety curricula to all grade levels	Transportation – Researched many leading pupil transportation websites for best practices. Began the brainstorm and research process for a bus stop safety checklist. Team is currently working on a draft bus stop checklist to share at the next Columbus City Schools / City of Columbus joint meeting for feedback.	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.	Next meeting with City of Columbus is schedule for January 6, 2022. Columbus City Schools Transportation Leadership will develop a draft bus stop checklist for review at our January 6, 2022 meeting.	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.	This Task has been COMPLETED	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. The statistical phrase "1 in 3 People Killed in Traffic Crashes on Columbus Streets are Pedestrians" was added to the messaging. See attached photos for reference. Messaging has been added on stops along N High St. between Russel St. and W Woodruff Ave., as well as the sheltered stop at W Lane Ave. & N High St. These areas are within the Short North and OSU Campus zones and have high pedestrian and transit user traffic.	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.	Implementation On the following routes: Sullivan Ave. between S Hague Ave. and Terrace Ave. , Morse Rd. between Karl Rd and Heaton Rd.	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 COMPLETED		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 COMPLETED		
		Site visits of each fatal crash	21 locations were visited and evaluated during Q3 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 • initiating a speed limit signage pilot with radar feedback to establish citywide best practices, • further studies for potential improvements of some of the more complex scenarios.	47 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.	House Bill 283 "Prohibit driving while using electronic communications device" Second committee hearing included several additional proponent testimonies and one opponent submission (in writing).	Bill was introduced in the Ohio House of Representatives Criminal Justice Committee and has had two rounds of hearings for proponent and opposition testimony.	<ul style="list-style-type: none"> Needs to be approved by the House Criminal Justice Committee to advance to the full House of Representatives for approval. 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		<ul style="list-style-type: none"> 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 www.morpc.org/safety 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. 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. 	<ul style="list-style-type: none"> Finalize the regional Active Transportation Plan, which includes Vision Zero principles, by Q4 2021 	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. Keynote panel focused on how local agencies and regional partners can work together to prevent serious and fatal injuries on our roadways. A recording of the event will be available soon.	Forum was held on Tuesday, September 21.	Completed	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. 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.	Ongoing as opportunities become available.	Q2, 2021			
	Adopt criteria in MORPC's federal transportation funding process to elevate Vision Zero safety principles	o The Policies for Managing MORPC Attributable Funds have begun their biennial review as of Sept 2021. Updated Policies will be adopted in March 2022.	<ul style="list-style-type: none"> 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 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. 	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.	Transportation – Researched many leading Pupil transportation websites for best practices. Began the brainstorm and research process for a bus stop safety checklist. Team is currently working on a draft bus stop checklist to share at the next Columbus City Schools / City of Columbus joint meeting for feedback.	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.	Next meeting with City of Columbus is schedule for January 6, 2022. Columbus City Schools Transportation Leadership will develop a draft bus stop checklist for review at our 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.	Meeting/Discussions held with City Attorney’s Office and Franklin County Municipal Court (FCMC) Administrative Judge: Since court fines and fees may already be reduced/waived by a judge/magistrate via court appearance, a pilot project is proposed to determine the feasibility of setting up a virtual traffic court session. This way a defendant would not need to spend time to travel to and physically appear in court, but would be able to connect online through a computer or smart phone at an appointed time. The Magistrate is amenable to the idea. Next logistics need to be determined for the online pilot.	Multiple meetings with City Attorney Prosecutor and FCMC Judge discussing ideas to alleviate the burden of physically attending traffic court to have fines/fees waived. FCMC proposed a virtual traffic court pilot. The Magistrate is amenable to this idea pending logistics.	Determine Logistics of a Virtual Court Appearance Online <ul style="list-style-type: none"> Staffing – Ex: Bailiff/someone to manage virtual waiting area Electronic/Digital Process: Waivers for a paperless system; acknowledgement of defendant’s rights; Will the outcome be emailed to the defendant? Frequency, time, and number of attendees allotted per session How to advertise this option to the public Determine what proof would need to be provided to prove indigence for waived fees What would determine if the pilot is considered “successful”? 	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 transportation training has been used in lieu of points on a license, which requires a plea with the Prosecutor. The above mentioned Pilot Virtual Traffic Court would not include the prosecutor at this time.	Typically the transportation 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	\$631,641 spent on crosswalks, intersection improvements and slow streets via work orders.	\$1,372,938 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		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

