Pedestrian Safety in Columbus
Pedestrian Crash Locations
Cleveland Av – 5th Av to Lehner Rd
Cleveland Avenue Pedestrian Crashes

Pedestrian critically injured by vehicle in South Linden
A pedestrian was critically injured after being struck by a vehicle on Cleveland Avenue in South Linden Wednesday night. Columbus police and fire paramedics were called at 8:30 p.m. to Cleveland Avenue near East Maynard Avenue. The pedestrian was taken in critical condition to OhioHealth Grant Medical Cent...

Source: Columbus Dispatch

Pedestrian killed after being hit in South Linden
A male pedestrian was killed after he was struck by at least one vehicle Tuesday night on Cleveland Avenue in South Linden. Columbus police and fire were called at 6:09 p.m. to the intersection of Cleveland and Blake avenues on the...

Source: Columbus Dispatch

Local News

Pedestrian in stable condition after being struck by vehicle in Linden

By: Michele Rotuno-Johnson

COLUMBUS (WCMH) -- The Columbus Division of Police says a person was taken to the hospital Friday after being struck by a vehicle.

The collision happened near the intersection of Cleveland Avenue and Robert Street around 3:42 p.m. The victim was taken to Riverside Methodist Hospital in stable condition.

Police say the incident is being called a hit and run.

Source: NBC 4 Columbus
Why is the Corridor a Priority?

Pedestrian fatalities increased 27% from 2007-2016, while all other traffic deaths decreased by 14%.

Source: NHTSA Fatality Analysis Reporting System
Why is the Corridor a Priority?

**2012-2017* Pedestrian Crash Data on Cleveland Av**

*Available 2017 crash data as of 3/2/2018*

- 68 Occurred within City of Columbus jurisdiction
  - 2 Fatal Crashes
  - 63 Injury Crashes
    - 19 Occurred at unsignalized/uncontrolled crosswalks
    - 23 Occurred at signalized crosswalks
    - 19 Occurred outside of crosswalks
    - 2 Involved pedestrians walking on sidewalks
- 24 Occurred within Franklin County’s (FCEO) jurisdiction
  - 1 Fatal Crash
  - 20 Injury Crashes

**2012-2016 MORPC Pedestrian Crash List**

- Cleveland Av at 17th Av – Ranked 12th
Where? – Crash Mapping

CRASH TRENDS - E. 17th Ave.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>Fatal Crashes</th>
<th>Serious Injury</th>
<th>Minor Injury</th>
<th>Possible Injury</th>
<th>Property Damage</th>
<th>Total Crashes</th>
<th>FSI Rate</th>
</tr>
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<tbody>
<tr>
<td>2012</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>0.0%</td>
</tr>
<tr>
<td>2013</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0.0%</td>
</tr>
<tr>
<td>2014</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>2015</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
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<tr>
<td>2016</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

5-Year Total: 0 Fatal, 0 Serious, 0 Minor, 0 Possible, 0 Property Damage, 9 Total

#40 Regional High Crash Location

Fatal Pedestrian Crash (2015)

CRASH SEVERITY BY CONTRIBUTING FACTOR - CORRIDOR (2012-2016)

<table>
<thead>
<tr>
<th>CONTRIBUTING FACTOR</th>
<th>Fatal</th>
<th>Serious Injury</th>
<th>Minor Injury</th>
<th>No Injury</th>
<th>Possible Injury</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drifting</td>
<td>50%</td>
<td>14%</td>
<td>9%</td>
<td>20%</td>
<td>0%</td>
<td>9%</td>
</tr>
<tr>
<td>Failure to Yield</td>
<td>0%</td>
<td>5%</td>
<td>3%</td>
<td>20%</td>
<td>0%</td>
<td>3%</td>
</tr>
<tr>
<td>Improper Crossing</td>
<td>5%</td>
<td>38%</td>
<td>14%</td>
<td>0%</td>
<td>31%</td>
<td>19%</td>
</tr>
<tr>
<td>Other Pedestrian Factors</td>
<td>0%</td>
<td>10%</td>
<td>10%</td>
<td>0%</td>
<td>28%</td>
<td>17%</td>
</tr>
<tr>
<td>Total (Pedestrian in Error)</td>
<td>100%</td>
<td>61%</td>
<td>43%</td>
<td>4%</td>
<td>4%</td>
<td>50%</td>
</tr>
<tr>
<td>Failure to Yield</td>
<td>0%</td>
<td>10%</td>
<td>21%</td>
<td>40%</td>
<td>0%</td>
<td>10%</td>
</tr>
<tr>
<td>Improper Backing</td>
<td>0%</td>
<td>5%</td>
<td>2%</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
</tr>
<tr>
<td>Rain Red Light</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Other Driver-related Factors</td>
<td>0%</td>
<td>13%</td>
<td>31%</td>
<td>20%</td>
<td>44%</td>
<td>30%</td>
</tr>
<tr>
<td>Total (Other Unit in Error)</td>
<td>0%</td>
<td>33%</td>
<td>57%</td>
<td>50%</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>TOTAL CRASHES</td>
<td>2%</td>
<td>24%</td>
<td>48%</td>
<td>6%</td>
<td>20%</td>
<td>100%</td>
</tr>
</tbody>
</table>

- **Pedestrian Generators**
  - What are people walking to and from?
  - When are people walking to these locations?
  - Who? School aged children? Adults? Both?

- Shopping & Retail
- Convenience Stores
- Libraries & Schools
- Childcare Centers
- Churches

- Parks & Recreation Centers
- Healthcare Centers
- Bus Stops
- Traffic Signals
Generator Mapping
Crosswalk Locations - Data

- Camera Counts
- Camera Observations
- COTA Data
  - # Boarding
  - # Alighting
- Speed Data
- Separate Future Intersection Studies
Potential Recommendations

• Speed Signage
• Marked Crosswalks
• Enhanced Signage
• School Zones
• Pedestrian Activated Signage

• Proven Safety Countermeasures
  – Pedestrian Hybrid Beacon
  – LPI (Not Used)
Proposed Improvements

• Radar Speed Signage
  – 3 Signs Installed January 2018
  – Thirds of the Corridor
# Crosswalk Evaluation Process

## Crosswalk Filters

<table>
<thead>
<tr>
<th>Location</th>
<th>Risk Score</th>
<th>Generator Score</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleveland Av at Shoemaker/Essen Av</td>
<td>Yes Yes Yes Yes 620 No Yes Yes No 3 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Camden Av</td>
<td>Yes Yes Yes Yes 1200 No Yes Yes No 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at E Windor Av</td>
<td>Yes Yes Yes Yes 1400 Yes Yes Yes Yes 3 6</td>
<td></td>
<td></td>
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<tr>
<td>Cleveland Av at E 79th Av</td>
<td>Yes Yes Yes Yes 738 Yes Yes Yes Yes 3 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at E 25th Av</td>
<td>Yes Yes Yes Yes 355 Yes Yes Yes Yes 3 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at E 66th Av</td>
<td>Yes Yes Yes Yes 345 Yes Yes Yes Yes 3 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Danbury Av</td>
<td>Yes Yes Yes Yes 960 Yes Yes Yes Yes 3 6</td>
<td></td>
<td></td>
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<tr>
<td>Cleveland Av at Cordella Av</td>
<td>Yes Yes Yes Yes 1014 Yes Yes Yes Yes 3 6</td>
<td></td>
<td></td>
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<tr>
<td>Cleveland Av at Kenmore Rd</td>
<td>Yes Yes Yes Yes 558 Yes No Yes Yes 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Royal Pk</td>
<td>Yes Yes Yes Yes 327 Yes No Yes Yes 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Northpark Av</td>
<td>Yes Yes Yes Yes 582 Yes Yes Yes Yes 3 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Polaris Av</td>
<td>Yes Yes Yes Yes 277 Yes No Yes Yes 3 4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Lakeview Av</td>
<td>Yes Yes Yes Yes 971 Yes Yes Yes Yes 3 6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Agner Rd</td>
<td>Yes Yes Yes Yes 695 Yes Yes Yes Yes 3 5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Av at Lathan Rd</td>
<td>Yes Yes Yes Yes 607 Yes Yes Yes Yes 3 5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Cleveland Av and Kenmore Rd**

Crosswalk Evaluation Form: 1/12/2018  MAA

- **Crosswalk proposed within a school zone?** No
- **Does adequate accommodation exist for a crossing at this location?** Yes
- **Crosswalk protected by median?** Yes

<table>
<thead>
<tr>
<th>Location</th>
<th>Crosswalk Filter Scores</th>
<th>Crosswalk Filter Scores</th>
</tr>
</thead>
<tbody>
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<td>Yes</td>
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<td>Yes</td>
<td>Yes</td>
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<td>Yes</td>
</tr>
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<td>Yes</td>
<td>Yes</td>
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<tr>
<td>Cleveland Av at Lakeview Av</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Cleveland Av at Agner Rd</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Cleveland Av at Lathan Rd</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**Recommendations for Installing Marked Crosswalks at Uncontrolled Locations**

- **Number of Lanes**
- **Start Date**
- **End Date**
- **Estimated Cost**
- **Daily Traveler Impact**
- **Estimated Impacts**

City of Columbus Evaluation Standards:

Crosswalk Evaluation Process NCHRP 562

- **Injury Time and Distance**
- **Treatment Category**
- **2004 Number to road 2007-2008**
- **Category Rating**
- **Location**

Recommended Devices:

- **Severity of Assumption**
- **Number of Lanes**
- **Crossing Equipment**
- **Traction**
- **Safety Related Crossing**

**THE CITY OF COLUMBUS**

**DEPARTMENT OF PUBLIC SERVICE**

**ANDREW J. GYORFI, MAYOR**
Crosswalk Evaluation - Community Involvement

- Traffic Management met with and received feedback from the following groups on the proposed crossing locations:
  - North & South Linden Area Commissions
  - Windsor STEM ES “Chat & Chew”
  - Neighborhood Design Center
Proposed Pedestrian Improvements

Type II Crosswalks and Ped Activated Signs:

- Camden Av
  Single access to neighborhood/COTA
- E 19th Av
  Churches/COTA/Schools nearby
- Republic Av
  Dollar Store/COTA
- Lakeview Av
  Ex Crosswalk/COTA
- Agler Rd
  Kenlawn Park/Church/COTA
Proposed Pedestrian Improvements

Pedestrian Hybrid Beacons:

• Kenmore Av
  Library - Linden Branch

• Lehner Rd
  Library - Northern Lights Branch/COTA
Public Outreach Campaign

1. Educate on Safety Countermeasures being installed
2. Improve General Pedestrian & Bicycle Safety and Awareness in the project corridor.

PR Consultant
Partners
– Columbus City Schools
– Pedestrian/Bicycle Advocacy Groups
– Columbus Public Health
– Central Ohio Transit Authority (COTA)
– Mid Ohio Regional Planning Commission (MORPC)
– Franklin County
– ODOT
Proposed Improvements - Current Status

• HSIP Funding Award
  – Design & Construction Contract
  – 5 Pedestrian Activated Crossings and 2 Pedestrian Hybrid Beacons
  – 2023

  – Public Outreach Campaign
Questions?
Patricia R Fought, P.E., AICP
Traffic Studies Engineer
Division of Traffic Management
(614) 645.3972
PRFought@Columbus.gov