

# Health, Safety, and Welfare Summary - DRAFT

## Bike and Pedestrian

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<b>0</b>	<u>401 McKinley Ave Shared-use Path</u>	0	0	0
		6	21	0
		<b>27.0</b>		
<b>0</b>	<u>402 New Albany/Rocky Fork MetroPark Connector</u>	0	0.5	0
		9	21	0
		<b>30.5</b>		
<b>0</b>	<u>403 COTA Sidewalks Phase III</u>	0	0.5	0
		6	24	0
		<b>30.5</b>		
<b>0</b>	<u>404 Bike &amp; Pedestrian Funds</u>	0	0.5	0
		6	15	0
		<b>21.5</b>		
<b>0</b>	<u>405 COGO Bike Share Expansion</u>	0.5	0.5	0
		7.5	27	0
		<b>35.5</b>		
<b>0</b>	<u>406 Alum Creek Trail---Johnstown Road/East Columbus Connector</u>	0	0.5	0
		9	24	0
		<b>33.5</b>		
<b>0</b>	<u>407 CoGo Bike Share Station</u>	0	0.5	0
		7.5	24	0
		<b>32.0</b>		
<b>0</b>	<u>408 Olentangy Trail Improvements---Antrim Park to Bethel Road</u>	0	0.5	0
		9	21	0
		<b>30.5</b>		

# Health, Safety, and Welfare Summary - DRAFT

## Major Widening/New Roadway

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>101 Refugee Road- Gender Road to Hines Road</u>		<b>48.0</b>		
8	This project is estimated to have one of the highest reduction in congested VMT and reduction in travel delay. It has the second worst crash rating.	0	7.5	28
		4.5	5	3
<u>104 Sawmill Road - I-270 to Hard Road</u>		<b>53.0</b>		
7	The reduction in percent of congested VMT is high in a very congested corridor. It is the worse in terms of crash data.	0	10	24.5
		7.5	8	3
<u>103 FAI-Refugee Road Improvements</u>		<b>58.0</b>		
6	One of the higher projects in reducing congested VMT. Middle of the pack in terms of our crash data. However is the city's second highest priority for safety improvements and is supported by receiving ODOT safety funds. Among lowest of PCR info.	0.5	17.5	21
		9	6	4
<u>106 N. Hamilton Road - Phase A</u>		<b>47.0</b>		
6	Lower half interms of congested VMT reduction and travel dealy savings.It is one of the worst in terms of crash data.	0	10	21
		6	8	2
<u>107 DEL-CR10-2.91 South Old State Road Improvements, Phase 2</u>		<b>40.0</b>		
6	Congestion in the project area is not as great as some of the projects although this project does address all of the congestion in the immediate project corridor. It is middle of the pack in terms of crash data.	0.5	7.5	21
		3	5	3
<u>102 Tuttle Crossing Boulevard Extension - Wilcox Road to Avery Road / Avery Road Widening - Tuttle Crossing Boulevard to Rings Road.</u>		<b>53.5</b>		
5	Because of a significant bottleneck in the system on Avery Road just south of the extension the modeling estimate of overall congestion in the 1 mile radius of the project limits shows and increase. However, users of the project segments do have one of the higher savings in travel delay. Along the existing Avery road segment the crash data shows it as not as bad as the other projects in the category.	1	12.5	17.5
		10.5	5	7
<u>108 Cosgray Road</u>		<b>51.0</b>		
5	Significant congestion relief in the vicinity although overall not as congested an area as other project locations. Higher travel delay savings. Applicant provided documentation on crash issues although being a new road, the MORPC crash analysis did not pick up crash info on sections of roads where the traffic relief is occurring.	1	12.5	17.5
		6	6	8
<u>105 Winchester Pike (Shannon-Ebright to Bixby-Brice)</u>		<b>28.5</b>		
4	The project does not show significant congestion relief in the corridor. It is middle of the pack in terms of crash data.	0	2.5	14
		3	6	3

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## Minor Widening, Intersections, and Signals

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>202 Roberts Road- Hilliard-Rome Road to Westrock Drive</u>		<b>50.0</b>		
8	The project shows the most corridor congestion improvement and delay savings in the category. It is also shows the worst crash problem.	0 6	4 9	28 3
<u>201 Hilliard-Rome Road at Feder Road</u>		<b>56.5</b>		
7	From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS which currently operates at LOS E and projected to operate at LOS F. It has the worse crash problem of projects in the category.	0 13.5	8 7.5	24.5 3
<u>210 Columbus Traffic Signal System, Phase E</u>		<b>56.0</b>		
6	The project would provide some corridor congestion relief and travel delay savings across numerous corridors around the region. Specific crash data was not calculated for the signal system type projects although all signal projects of this type would have similar benefits.	0.5 10.5	6 12	21 6
<u>203 City of Whitehall Traffic Signal System Interconnect Upgrade with Traffic Monitoring and Coordination</u>		<b>49.5</b>		
5	It is estimated that the corridors would experience congestion relief. Specific crash data was not calculated for the signal system type projects although all signal projects of this type would have similar benefits.	0 9	6 12	17.5 5
<u>204 Grandview Heights Citywide Traffic Signal System Interconnect Upgrade with Traffic Monitoring and Coordination</u>		<b>49.5</b>		
5	It is estimated that the corridors would negibile congestion relief from the corridor perspective. Specific crash data was not calculated for the signal system type projects although all signal projects of this type would have similar benefits.	0 9	6 12	17.5 5
<u>206 New Albany Traffic Signal System</u>		<b>49.5</b>		
5	The project would provide some corridor congestion relief and travel delay savings. Specific crash data was not calculated for the signal system type projects although all signal projects of this type would have similar benefits.	0 10.5	6 10.5	17.5 5
<u>209 Bexley Citywide Traffic Signal System Interconnect Upgrade with Traffic Monitoring and Coordination</u>		<b>49.5</b>		
5	It is estimated that the corridors would negibile congestion relief from the corridor perspective. Specific crash data was not calculated for the signal system type projects although all signal projects of this type would have similar benefits.	0 9	6 12	17.5 5
<u>207 Frank Road</u>		<b>38.0</b>		
4	From corridor perspective there is minimal change to congested VMT. Poor LOS is primarily at two way stopp controlled intersections which project would improve. The project is top third in terms of a safety problem.	0 4.5	6 10.5	14 3
<u>211 Barnett Road at Livingston Avenue</u>		<b>47.0</b>		
4	From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS although it currently operates at LOS D. Pedestrian crashes are an issue and primary reason for the project.	0 13.5	6 10.5	14 3

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## Minor Widening, Intersections, and Signals

		Total Score		
Map ID	Project Title	En	EO	We
Score	Rationale	Co	SN	NR
<u>212 Refugee Road and Pickerington Road Intersection Improvement</u>		<b>35.5</b>		
<b>4</b>	From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS primarily in the off peak as existing peak LOS is at LOS C or better. The primary reason for the project is safety reason primarily future as volumes grow at the skewed intersection. Existing crash data is not as bad as other projects.	0.5 6	4 6	14 5
<u>208 DEL-CR9-(TR121) Liberty and Seldom Seen Road Intersection Improvements</u>		<b>34.0</b>		
<b>3</b>	From the corridor perspective, the project would not provide congestion relief. The project would improve the individual intersection LOS in going from a stop controlled intresection to a signilized intersection. There is not significant crash problem compared to the other projects in the category.	0.5 7.5	8 4.5	10.5 3
<u>205 Entrance &amp; Exit Roadways for Consolidated Rental Car Facility at Port Columbus International Airport</u>		<b>20.5</b>		
<b>2</b>	The project does not lend itself to relieving congested VMT. It will have isolated operatinal improvements in the airport area. There is no crash issues in the area.	0 7.5	6 0	7 0

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## System Preservation

		Total Score		
<u>Map ID</u>	<u>Project Title</u>	En	EO	We
Score	Rationale	Co	SN	NR
	<u>303 DEL-CR24-2.93 South Old 3C Highway Improvements, Phase 3</u>			<b>43.0</b>
<b>8</b>	The project has the worst PCR and is second worst in crash data.	1	1	32
		9	0	0
	<u>304 Reed Road Reconstruction</u>			<b>40.5</b>
<b>7</b>	It has the worst crash data in the category and lower PCR.	1	1	28
		10.5	0	0
	<u>301 Pontius Road</u>			<b>30.0</b>
<b>6</b>	PCR and crash data are not as severe as other projects in the category. However, one bridge has a fairly low rating.	0	0	24
		6	0	0
	<u>302 Regional Resurfacing</u>			<b>37.5</b>
<b>6</b>	Without know specific locations at this point, data is not available. Eligible streets with the worst PCR will be solicited from the jurisdictions. However, it is likely that overall conditions and crash problems of the segments selected will not be as severe as other projects in this category.	0	0	24
		13.5	0	0

# Health, Safety, and Welfare Summary - DRAFT

## Transit

<u>Map ID</u>	<u>Project Title</u>
Score	Rationale
<u>501</u>	<u>2015-2021 Compressed Natural Gas Bus Purchase</u>
<b>0</b>	

Total Score		
En	EO	We
Co	SN	NR
		<b>1.0</b>
0	1	0
0	0	0