

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

LIVINGSTON AVENUE WEST

SS4A APPLICATION - SEPT. 15, 2022

Livingston Ave

VISIONZERO
COLUMBUS
DRIVE SAFE. WALK SAFE. BIKE SAFE.

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Project narrative, appendices, and letters of support are available online:
<https://www.columbus.gov/LivingstonAvenuePedestrianSafetyStudy/>

I. Overview

The City of Columbus is seeking a Safe Streets for All (“SS4A”) Implementation Grant in the amount of \$12 million for its project (“Livingston Avenue West”) on Livingston Avenue, from 18th Street to Nelson Road. The total project cost is approximately \$29 million, of which approximately \$26.1 million would be future eligible costs. This project addresses some of the City’s most significant traffic violence and safety concerns, while reinvesting in disadvantaged communities that were divided and heavily, adversely impacted by I-70’s construction.

A. Project Introduction

The City of Columbus is committed to building a safe, equitable transportation system that values all travel modes and all communities. As part of its Action Plan, the City is studying safety improvements, including potential lane reconfiguration to allow more modes of transportation, on Livingston Avenue, from 18th Street to Nelson Road (“project corridor”).¹ The entire project corridor is part of the City’s High Injury Network (HIN), and it has some of the HIN’s highest crash densities. The current study is developing a plan for improvements to promote safety for all roadway users with a focus on reducing pedestrian crashes, reducing fatal and serious injury crashes, and lowering vehicular operating speeds. The requested SS4A funding would go towards the project’s construction and implementation of these safety improvements.

This project, however, is more than just a safety project. The project corridor serves census tracts that were divided and adversely impacted by I-70’s construction. The “Great Divide” contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including the project corridor.² The City, residents, and other stakeholders have been reinvesting in these communities; but more is needed. One former resident told the *Columbus Dispatch*, “There’s been all this residential investment, but you haven’t really seen the investment in the commercial properties there. Think about some of those storefronts that have been abandoned for some time that could be reused. I always felt like there was so much potential. ... For whatever reasons, the Livingston corridor has been pretty much ignored.”³ The City acknowledges more is needed, and Mayor Andrew Ginther has committed to “installing improved, resilient infrastructure” along the Livingston Avenue Corridor throughout the Near East Side.⁴

This project’s investment will significantly improve the safety and accessibility of the corridor, businesses, and other community assets. These community assets include Livingston Elementary School, the Edward V. Rickenbacker House, the Rickenbacker-Woods Foundation & Learning Center, Driving Park and community recreation center, the Driving Park Branch of the Columbus Metropolitan Library, Livingston Park, and Nationwide Children’s Hospital.

This project’s investment will also help the surrounding communities reconnect with their history. The surrounding communities have rich histories, with neighbors that made significant impacts on American history. National Inventors Hall of Fame Inductee Granville T. Woods was

¹ Vision Zero Columbus, “Vision Zero Action Plan 1.0,” City of Columbus, <https://www.columbus.gov/WorkArea/DownloadAsset.aspx?id=2147519284>, at p. 11. See also Columbus, Ohio, Ordinance 0444-2021 (Mar. 8, 2021). A copy of the Action Plan and its adoption ordinance is provided in Appendix 1 - VZ Ordinance and Action Plan.

² See, e.g., Andrew Kinsey, “The great divide: the rise and fall of a Black business mecca in Columbus,” 10TV WBNS, February 16, 2021, <https://www.10tv.com/article/news/local/the-rise-and-fall-of-a-black-business-mecca-in-columbus/530-feec17b8-b86a-41ab-a578-820c04408ede>.

³ Erica Thompson, “The legacy of Black-owned businesses in Driving Park,” *The Columbus Dispatch*, March 8, 2022, <https://www.dispatch.com/in-depth/business/2022/03/08/black-businesses-driving-park-1960-s-map-columbus-history/6607801001/>.

⁴ “2022 State of the City,” <https://www.columbus.gov/Templates/Detail.aspx?id=2147524582>

born in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker grew up on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit; while forging a new legacy of safety for the present and future.

B. Safety Context

Roadway safety is a significant concern for community members on Livingston Avenue. Three people have been killed here since 2016: 66 year old Joseph Austin, 31 year old Anthony Dixon, and 42 year old David Adkins. MORPC has identified it as a High Injury Corridor in its 2019 Central Ohio Transportation Safety Plan, and the City has identified it as part of its Vision Zero HIN. **Residents have told city staff that they are genuinely afraid to walk on the sidewalks or wait at bus stops because of the perceived risk of being struck by a car.**

MORPC's analysis examined the 5-year time period between 2014 and 2018. During this timeframe, crashes involving people walking and bicycling along the project corridor accounted for only about 5.7% of all crashes, but approximately 73% of all fatal and serious injury crashes that were reported. The entire project corridor is identified as a high-stress corridor for bicyclists.⁵ The entire Livingston Avenue corridor was identified as a High Injury Corridor in MORPC's 2019 Central Ohio Transportation Safety Plan. **Compared to the Metropolitan Planning Organization (MPO) area, this corridor segment exhibits a significantly higher fatality rate (6x) and serious injury rate (5x).**⁶

The City's HIN analysis examined the 5-year time period between 2016 and 2020. The crashes included 2 Fatal Crashes, 8 Serious Injury Crashes, and 39 additional less severe Vulnerable Road User crashes. An additional fatal crash was recorded in 2022 involving a pedestrian. Speeding and high stress for bicyclists and pedestrians are among the public's primary safety concerns. Parking is typically intermittent, and the lack of left turn lanes encourages weaving behaviors of through-traffic around parked cars, temporarily stopped buses and delivery vehicles, and temporarily stopped turning vehicles. These speeds and weaving maneuvers also make the corridor high stress for bicyclists as no dedicated bicycle facility is present. There is existing sidewalk on both sides of the street, varying in widths from 4-8 feet with minimal offset from the curb (0-3 feet). But they are underutilized because residents fear vehicles departing the roadway and also because the condition and accessibility of the existing sidewalk varies. There are bus stops and other points of interest that are not adjacent to stop controlled crosswalks, and pedestrians have been observed running across the street to avoid oncoming traffic.

C. Jurisdiction & Additional Background Information

The City of Columbus (pop. 906,528) is the largest city in Ohio, and the fourteenth largest city in the United States.⁷ It is the capital of Ohio, and the seat of Franklin County. Columbus' Department of Public Service is responsible for maintaining the right of way, including all the Minor Collectors, Major Collectors, and Arterials within its corporate limits.⁸ It has significant

⁵ See "Level 4 (LTS-4): Designing for a Low-Stress Active Transportation Network," 2020-2050 Central Ohio Active Transportation Plan, MORPC, last accessed Sept. 13, 2022, <https://storymaps.arcgis.com/stories/7cbf7c1ea77b43aeb3e186003731ca3b>.

⁶ See Appendix 1 - MPO and Corridor FSI Rates

⁷ "Annual Estimates of the Resident Population for Incorporated Places of 50,000 or More, Ranked by July 1, 2021 Population: April 1, 2020 to July 1, 2021 (SUB-IP-EST2021-ANNRNL)," Census Bureau, <https://www2.census.gov/programs-surveys/popest/tables/2020-2021/cities/totals/SUB-IP-EST2021-ANNRNL.xlsx>.

⁸ Appendix 1 - Roadway Maintenance Responsibility Map

experience planning, designing, and constructing significant and complex roadway projects. ODOT named Columbus the Local Public Agency of the Year for 2021. This award recognizes a local agency that “has excelled in upholding the requirements of the federal program and has a demonstrated track record of partnering with ODOT and DBE firms, while also encouraging the utilization of DBE firms on local-let, federally funded Department of Transportation (DOT) projects.”⁹

The proposed SS4A project is one of multiple projects on Livingston Avenue.¹⁰ To the west, Columbus is investing more than \$28.3 million to improve mobility and connectivity between Front Street and Parsons Avenue. To the east, Columbus is partnering with the City of Bexley on an approximately \$22.3 million safety project to reallocate lanes and improve active transportation facilities between I-70 and James Road.

II. Location

This project is within the City of Columbus, in the federally designated Columbus, Ohio Urbanized Area.¹¹ Livingston Avenue is one of the city’s older corridors, and it is part of the city’s urban core. The entire project corridor, from 18th Street to Nelson Road, is on the Columbus HIN. The project corridor is an urban arterial stretch of Livingston Avenue that coincides with U.S. Route 33.¹² It runs east-west with downtown and Nationwide Children’s Hospital to the west, and extends toward I-70 to the east. The surrounding communities are primarily residential, with a mix of single and multi-family homes and small businesses fronting the corridor. The posted speed limit is 35 mph, with approximately 20,000 vehicles per day. This street is approximately 40 feet wide from curb face to curb face with two lanes in each direction. Parking is generally permitted on both sides of the street with some restrictions at bus stops, for intersection sight distance, and during peak weekday traffic hours. Both cobra-style overhead lighting (north side) and decorative street lamps (both sides) line the corridor. The corridor has approximately 24 intersections of which 8 are fully signalized. There are 3 additional pedestrian signals, including one full traffic signal mid-block serving Livingston Elementary School. There are no turn lanes except for one added 10’ wide westbound left turn lane at the intersection of Lockbourne Rd. The Central Ohio Transit Authority’s (COTA’s) Line 1 serves bus stops in the project corridor every 20 minutes.¹³

III. Selection Criteria

A. Safety Impact.

- I. Historic crash data indicates safety problems exist throughout the entire project corridor, and significantly impact all travel modes and roadway users.

Both the City of Columbus and MORPC have identified Livingston Avenue, from 18th Street to Nelson Road, as a high injury corridor. **Compared to the Metropolitan Planning Organization (MPO) area, the project corridor segment exhibits a significantly higher fatality rate (6x) and serious injury rate (5x).** The challenge on Livingston Avenue is the City’s Vision Zero HIN shows that crash hot spots are spread throughout the entire corridor.¹⁴ The entire corridor has significant, multiple areas of concern involving multiple types of roadway users.¹⁵ The geospatial data indicates the entire corridor and all travel modes must be addressed.

⁹ See Appendix 1 - LPA of the Year

¹⁰ See Appendix 1 - Additional Livingston Avenue Projects Map

¹¹ Appendix 2 - Project Corridor and Urbanized Area Map

¹² See Appendix 4 - Current Conditions

¹³ “Line 1 Schedule,” COTA, last accessed Sept. 13, 2022, <https://www.cota.com/timetables/1.pdf>.

¹⁴ “Vision Zero Columbus: Crash Data,” City of Columbus, last accessed Sept. 13, 2022, <https://columbus.maps.arcgis.com/apps/MapSeries/index.html?appid=0ff6f8f1fa134b848959ba4fc3c35bbb>. See also Appendix 2 - Columbus HIN Maps.

¹⁵ See Appendix 3 - Columbus HIN Maps

The 2014-2018 crash data provided by MORPC highlights the corridor's range of safety challenges.¹⁶ The most common reported crash types were Angle (21.09%), Rear End (20.47%) and Sideswipe – Passing (20.10%). There are also significant numbers of reported crashes involving Left Turn (11.84%), Parked Vehicles (6.04%), and Fixed Objects (5.67%). The most common reported crash locations were Not an Intersection (39.70%), Four-Way Intersection (38.59%), and T-Intersection (19.85%). This range of crash types and location types supports the need for the current safety studies evaluation of the entire corridor to identify the most appropriate, impactful countermeasures and improvements.

2. The current safety study will ensure future countermeasures align with – and address – the corridor's specific safety problems.

The current safety study is collecting the data necessary to ensure future countermeasures align with corridor's specific safety problems, although it is still too early to make firm recommendations regarding specific safety countermeasures. The study is providing (1) turning movement count data at nine key intersections, (2) observed speed data and AADT at three different corridor locations, (3) parking utilization data for all on-street locations, (4) crash data analysis of both the corridor and crash-cluster locations, (5) signal warrant analysis for the intersections where turning movement counts are being calculated, (6) pedestrian generator map/crosswalk analysis, (7) certified traffic forecasts, and (8) traffic analysis of the capacity and any queuing for the opening and design year No Build Scenario using Synchro software.

Crash data is collected from ODOT's GIS Crash Analysis Tool (GCAT), and analyzed using ODOT's Crash Analysis Module (CAM) Tool. ODOT's Economic Crash Analysis Tool (ECAT) will apply predictive methods contained in the Highway Safety Manual (HSM); and the CAM tool data will be imported into the ECAT file to inform where roadway changes may positively impact crash trends. It will also ensure that the project benefits persist over time.

Early data and stakeholder feedback appear to support lane reallocation. The space between curbs could be reallocated with one vehicular through-lane in each direction, a two-way center left turn lane, and a separated bikeway. These changes would encourage safe speeds by constricting the through space for vehicles. The reduction in through-lanes will also minimize high speed weaving behaviors. Aligning left turns with a center turn lane and providing just one through-lane would also ensure better turning sight lines reducing left turn crashes. The corridor would be evaluated to optimize pedestrian crossings, but even at locations where marked crosswalks aren't present, pedestrians would only need to navigate across one through-lane of vehicular traffic in each direction instead of two. New York City's evaluation of safety treatments showed significant, persistent safety benefits from both lane reallocation and protected bicycle lanes: Road Diets reduced overall injuries by 16.60% and fatal/serious injuries by 30% for all road users; and Protected Bike Lanes reduced overall injuries by 14.80% and fatal/serious injuries by 18.10%.¹⁷

B. Equity, Engagement, and Collaboration.

1. The project is an equitable transportation investment in communities that have been disadvantaged.

Columbus is committed to building a safe, equitable transportation system that values all travel modes and all communities. The Livingston Avenue West project is an opportunity to make significant safety improvements, while also making a significant equitable investment in communities that have been underserved and disadvantaged. The equity analysis for Columbus'

¹⁶ Appendix 3 - Crash Data Summary 2014-2018

¹⁷ "Safety Treatment Evaluation (2005-2018)," Department of Transportation, New York City, last accessed September 9, 2022, <http://www.nyc.gov/html/dot/downloads/pdf/safety-treatment-evaluation-2005-2018.pdf>.

Vision Zero program uses American Community Survey (ACS) data to identify Communities of Interest (COI). These communities are block groups where people may have fewer choices about how, when, and where they travel, putting them at higher risk as they travel. The City's methodology for identifying Communities of Interest (COI) is based on one developed by the National Institute for Transportation and Communities (NITC).¹⁸ It examines seven equity indicators and corresponding ACS block group data: (1) People from racial and ethnic minority groups, (2) Low-Income Populations, (3) Limited-English Proficiency Households, (4) Zero-Vehicle Households, (5) People with Disabilities,¹⁹ (6) Persons 65 and over, and (7) Persons under 18. The project is located within fourteen different block groups, twelve of which are COI.²⁰ The City's equity analysis for the corridor is consistent with the needs identified by other analyses.

Communities of Interest Block Group Data		Project Corridor BG Data		
COI Category	City BG Avg.	Avg. %	High %	Low %
People from racial and ethnic minority groups	44.17%	78.52%	98.78%	52.28%
Low Income	19.56%	32.07%	55.56%	22.07%
Limited English	3.18%	0.19%	1.94%	0.00%
No Vehicles	10.35%	18.31%	32.69%	7.47%
People with Disabilities	12.50%	19.50%	51.41%	3.15%
Persons 65 and over	11.12%	10.28%	18.49%	3.94%
Persons under 18	21.83%	28.46%	50.75%	11.20%

The entire project corridor is located within census block groups that ODOT has identified as having significant needs and demands for active transportation facilities.²¹ ODOT completed its equity analysis while preparing its plan, [Walk.Bike.Ohio](#). This analysis sought to identify and understand areas where individuals are more likely to walk and bike due to economic necessity. This project will meet the surrounding communities' needs and demands in a safe, equitable way.

The entire project corridor is situated within census tracts that are all Areas of Persistent Poverty.²² These five census tracts – 53, 54.20, 55, 56.10, and 87.30 – have also been identified as disadvantaged by the Council on Environmental Quality's beta Climate and Economic Justice Screening Tool (CEJST).²³ These five census tracts represent some of the highest need areas in the entire city, and this project is a significant reinvestment in their communities.

The path of "Great Divide" created by the interstate system through Columbus demarcates many of Columbus' older urban core communities that have been disadvantaged. As ODOT Director Jack Marchbanks pointed out, **"When you look at where interstates are routed, they are an exact road map through the communities that lacked the political power to not have them constructed through those communities."**²⁴ All five census tracts surrounding the project corridor either had portions of their communities redlined in the 1930s or demolished by the interstate system in the 1960s. Four of the project corridor's five census tracts – 53, 54.20, 55, 56.10 – included portions that the Home Owners' Loan Corporation deemed "Third Grade" or "Fourth Grade."²⁵ I-70 was routed directly through three of the five census tracts along the project

¹⁸ "Evaluating the Distributional Effects of Regional Transportation Plans and Projects," NITC, Mar. 31, 2017, http://ppms.trec.pdx.edu/media/project_files/NITC_862_Distributional_Effects_of_Regional_Projects_qiqbDeE.pdf, at Table 15.

¹⁹ Persons with disability uses Table B23034, which looks at persons age 20-64.

²⁰ See Appendix 3 - Communities of Interest Map

²¹ See Appendix 3 - Walk Bike Ohio Need and Demand Maps.

²² Please see Appendix 3 - Areas of Persistent Poverty Map

²³ See Appendix 3 - CEJST Map

²⁴ Brittany Bailey, "Former Hanford Village residents eager to preserve its history," 10 WBNS, February 10, 2021, <https://www.10tv.com/article/news/local/former-hanford-village-residents-eager-to-preserve-its-history/530-dbbc8f75-f5b5-4bd9-96b2-92527b05a037>.

²⁵ See Appendix 3 - HOLC Map.

corridor tracts – 53, 54.20, and 55. The impact was so severe on Hanford Village – located in Census Tract 54.20 – that Director Marchbanks said, “I’ve never seen a community so chopped up into little pieces like Hanford. It’s sad to behold.”²⁶

One of the areas most impacted areas in Hanford Village was the George Washington Carver subdivision. This subdivision was funded in part by the federal government and marketed to African-American veterans and active duty personnel. This included members of the Tuskegee Airmen 477th Composite Group and its supporting units, who were transferred to Lockbourne Army Air Base (now Rickenbacker International Airport) in 1946. Federal government policies were responsible for many African-American veterans moving to Hanford Village in the 1940s, and federal government policies were responsible for many of these veterans losing these homes approximately twenty years later. Current city staff are keenly aware of the historical disadvantage these communities have suffered, and the legacy of mistrust within some of these communities. This is why city staff are committed to a community engagement process that is genuinely collaborative and not merely informative.

2. The project’s engagement process is collaborative – not merely informative.

Columbus is committed to ensuring that the Livingston Avenue West project is a collaborative process. The current project began at the request of residents, and the Livingston Avenue Area Commission (LAVA-C) endorsed using Columbus’ Urban Infrastructure Renewal Fund to fund the safety study.²⁷ Now that safety study is underway, City staff will continue to actively engage the community throughout the planning, design, and construction process. A collaborative planning, design, and construction process will also help city staff develop the relationships necessary to ensure the project is ultimately successful and uplifting. A collaborative process will also ensure city staff develop relationships and a collaboration process that make it easier to (1) keep representatives from surrounding communities up to date on the project’s progress, and (2) evaluate the project’s impact on the community once it is complete.

The safety study’s stakeholder advisory committee includes a broad range of residents, faith leaders, area commission members, local non-profits, and local businesses, including representatives from: LAVA-C, Old Oaks Civic Association, Driving Park Civic Association, Southern Orchards Civic Association, Columbus South Side Area Commission, Nationwide Children’s Hospital, Columbus City Schools, Columbus Metropolitan Library, Bethany Christian Church, the Rickenbacker-Woods Community Foundation, and Columbus Recreation and Parks Department. The City believes that actively engaging and collaborating with the community is the best way to ensure that the ultimate project outcome is positive and uplifting for the community.²⁸ Evidence of this is shown by the many letters of support received from business, community, and civic leaders.²⁹ These letters of support include more than thirty letters of support from residents eager to improve the corridor’s safety and reinvest in the surrounding area.³⁰

²⁶ Brittany Bailey, “Former Hanford Village residents eager to preserve its history.”

²⁷ The City of Columbus empowers neighbors to create resident-based recommending bodies called area commissions review certain projects and serve as a voice for the community. See also “UIRF Community Status Report – Aug 2022,” UIRF, City of Columbus, last accessed Sept. 12, 2022, <https://columbusohdev.app.box.com/s/u6xvz0stcl0cykxodspqavpmyq2qorc9>. See also Mark Ferenchik, “Crashes, speeding on East Livingston Avenue in Driving Park get Columbus officials’ notice,” *The Columbus Dispatch*, Dec. 21, 2021, <https://www.dispatch.com/story/news/local/2021/12/21/livingston-avenue-columbus-speeding-crashes-plague-driving-park-old-oaks/6494435001/>.

²⁸ See Appendix 3 - Stakeholder Involvement List

²⁹ See Letters of Support for copies of the letters of support received through Sept. 15, 2022. Letters of support received after the application deadline will be posted online.

³⁰ See Appendix 3 - Comments from Residents

C. Effective Practices and Strategies.

1. The project will create a safer community.

The City of Columbus’s Action Plan is committed to ensuring minimum Complete Street standards to provide protection for all users in the right of way.³¹ The current safety study is collecting the data necessary to identify what roadway safety features are necessary – including the best way to include a separated or protected bicycle facility. Evaluating the corridor as a whole will help to identify which countermeasures will be the most effective systemic safety improvements. City staff will also evaluate proposed countermeasures to ensure they satisfy Columbus’ ADA Rules and Regulations, which incorporate PROWAG by reference, and that all roadway features remain accessible.³² The collaborative input from the surrounding community will ensure equity is considered in the selection and implementation of safety countermeasures.

2. The project will adopt a Safe Systems Approach

Human error happens and honest, equitable transportation systems must acknowledge this and take steps to mitigate human mistakes by changing the built environment so when people do make mistakes, the outcome isn’t fatal or life-altering.³³ The Livingston Avenue project is focused on changing the built environment to create (1) Safer Speeds by slowing traffic down, and (2) Safer Streets by using the current safety study and community collaboration to identify specific areas of the roadway – including intersections – to improve. Slower speeds will (1) provide more time for all roadway users to respond to the unexpected, and (2) lower the kinetic force involved in crashes. Safer streets will incorporate safety features that are human-centric and responsive to the needs to all roadway users and the surrounding communities. As the City stated in its Action Plan, “Eliminating these worst crashes is a shared responsibility between our transportation system users, designers, and decision makers.” This project will carry out this shared-responsibility through a data-driven and collaborative process that is both human-centric and community-centric.

3. The project will use complete streets to account for the safety of all road users.

The City of Columbus is committed to using consistent minimum Complete Street standards to provide protection to all users in the right of way.³⁴ Adding complete street facilities in the project corridor has already been identified and listed on MORPC’s 2020-2050 Metropolitan Transportation Plan (MTP).³⁵ This project is using a data driven approach to identify the best way to incorporate complete streets and provide a safe facility for bicyclists and micromobility users. These improvements would significantly improve accessibility throughout the corridor, and provide important multi-modal network connections for people looking to access essential services and other points of interest via Livingston Avenue. These new facilities would have to comply with Columbus’ ADA Rules and Regulations, which incorporate PROWAG.

4. The project will incorporate innovative practices and technologies.

The City of Columbus is committing to executing projects and managing its right of way as efficiently as possible. The City’s Public Service Department will coordinate with its Public Utilities Department to incorporate any necessary utility work into the Livingston Avenue West project. Once the roadway improvements are complete, the City will manage the roadway using its Asset Information Management System (AIMS), which is currently under development and nearing its launch. This system will provide access to foundational data and analytics needed to

³¹ See, e.g., “Vision Zero Action Plan 1.0,” at p. 27.

³² “ADA Rules and Regulations (2018),” Public Service Department, City of Columbus, last accessed September 12, 2022, <https://www.columbus.gov/WorkArea/DownloadAsset.aspx?id=2147503533>, at p. 4.

³³ See, e.g., “Vision Zero Action Plan 1.0,” at p. 11.

³⁴ See, e.g., “Vision Zero Action Plan 1.0,” at p. 27.

³⁵ MTP ID 510. See “Projects Web Map,” 2020-2050 MTP, MORPC, available at <https://www.morpc.org/mtp2050/>

perform Asset Life Cycle Planning to support decision making at the Capital and Operational levels. The systems will provide for cross asset planning supporting trade off analysis needed to determine what mix of investments into Infrastructure Systems that will allow for the greatest return on the life of the assets and the impact to the residents of Columbus. It is being developed by City of Columbus Department of Public Service Assistant Director Andrew Williams, who helped develop and manage ODOT's asset management program.

D. Climate Change and Sustainability, and Economic Competitiveness.

I. This safety project supports the City of Columbus' Climate Action Plan.

Columbus recently released its first Climate Action Plan (CAP).³⁶ The CAP commits to a 45% greenhouse gas emissions reduction by 2030, and a 100% greenhouse gas emissions reduction by 2050. The Livingston Avenue West project will help advance several key goals from the CAP, including: (1) Goal 5.3 – increasing equitable access to green space; (2) Goal 6.2 - reduce urban heat with tree canopy cover; and (3) Goal 11.4 - support active transportation infrastructure.³⁷

The project supports the CAP's goal to increasing equitable access to green space by providing improved bicycle and pedestrian facilities throughout the Livingston Avenue corridor between 18th Street and Nelson Road. Livingston Park is at the northwest corner of Livingston Avenue and 18th Street, and Driving Park is at the southeast corner of Livingston Avenue and Rhoads Avenue.³⁸ This project will improve direct access to both parks. The project will also improve access to Fairwood Park, which is connected to Driving Park via a shared-use path. The improved corridor facilities will also ultimately connect to the Alum Creek Trail, which is a major regional trail that provide access to additional parks and trails throughout Columbus and the region. The Alum Creek Trail is just east of the project terminus, and the City is currently exploring options to provide access to it. The connection is challenging because any bicycle facility connecting to the Alum Creek Trail from the west must find a way to cross beneath I-70. Finishing this connection to the Alum Creek Trail is a priority for the city, as it would help tie the Livingston Avenue West improvements to the planned Livingston Avenue East improvements.

The project also supports the CAP's goal to reduce urban heat with tree canopy cover. As part of Executive Order 2015-01,³⁹ Columbus has committed to preserving street trees when possible, and planting new street trees as part of all of its street reconstruction projects. This is particularly significant because the Columbus Recreation and Parks Department has identified Livingston Avenue as an area of the city that has a medium to high social equity index and low canopy percentage.⁴⁰ While it is still unknown how much space there will be for new trees to be planted in the right of way, any new trees planted as part of this project (1) meet a significant urban forestry need, and (2) support a the CAP's goal to increase tree canopy cover.

The project also supports the Climate Action Plan's goal to support active transportation infrastructure within one mile of mass transit. The Central Ohio Transit Authority's (COTA's)

³⁶ "City of Columbus releases first-ever climate action plan," News Releases, City of Columbus, accessed March 16, 2022, <https://www.columbus.gov/Templates/Detail.aspx?id=2147522721>. Additional information on the Columbus Climate Action Plan can be found at <https://www.columbus.gov/sustainable/cap/>, and the full Columbus Climate Action Plan is available for download at <https://www.columbus.gov/WorkArea/DownloadAsset.aspx?id=2147522706>.

³⁷ See Columbus Climate Action Plan, pp 60, 64, and 89.

³⁸ Please see Project Corridor Map in Maps Appendix for park locations.

³⁹ "Executive Order 2015-01 Tree Protection and Mitigation," Human Resources Department, City of Columbus, last accessed September 11, 2022, <https://staging.columbus.gov/WorkArea/DownloadAsset.aspx?id=85008>

⁴⁰ "Columbus Urban Forestry Master Plan: Prioritizing Social Equity Factors," Columbus Recreation and Parks Department, accessed March 17, 2022, https://www.columbusufmp.org/uploads/2/6/0/6/26062495/columbus_ufmp_final_low_res.pdf, p. XIII.

Line 1 serves Livingston Avenue with a twenty minute frequency. The improved infrastructure will also support expanded micromobility options along Livingston Avenue. Riding e-scooters on sidewalks is illegal in Columbus due to pedestrian safety concerns,⁴¹ while riding e-scooters on Livingston Avenue itself is not advisable due to speeding and other roadway safety concerns. Providing a dedicated bicycle facility will provide an area where micromobility options can be safely used. Slowing speeds on Livingston Avenue and other roadway safety improvements will further improve the safety of active transportation and transit options in the project corridor.

2. Safety and facility improvements will improve access to jobs and business opportunities

Safety concerns on Livingston Avenue have had a significant effect on local business and, as a result, local jobs. People are afraid to use the sidewalks because they are afraid of being hit by a car while walking on the sidewalk. The *Columbus Dispatch* featured the corridor, and quoted Jason Reece, who is one former resident and urban planner, as saying, “You have pretty substantial safety concerns. There's little to no shoulder in terms of the sidewalk, and you've got these cars barreling down Livingston at 50 miles an hour.”⁴² Local businesses owned by African-American community members have been hit particularly hard.⁴³ Reallocating lanes to reduce speed and create space for sidewalk and bicycle improvements will create a more inviting atmosphere for businesses on the corridor. Safer, better facilities will encourage more people to travel through the corridor and feel comfortable visiting stores and other points of interest in the corridor. It will also encourage more people to walk to bus stops, and use transit to travel to work.

3. Construction standards promote the use of recycled materials and utilize new sealants and concrete intended to reduce air pollutants and carbon emissions.

Columbus promotes the use of recycled materials in its projects, especially recycled asphalt pavement (RAP). Contractors can currently use 50% RAP in the base course of asphalt, and 20% in the surface course of asphalt. Columbus is currently piloting 50% RAP in the surface course, but those pilots are still being monitored and cannot yet be included as a common bid. It will continue to monitor the data and will increase the overall percentage of RAP in the surface course as it is able based on the data provided in the pilot areas.⁴⁴ While the RAP that will be used in the new asphalt for Livingston Avenue may not come from the corridor’s old roadway asphalt, it will have been recycled from other roadways in the region; and the old asphalt from Livingston Avenue will be collected and used as RAP in new asphalt for other roadway projects.

Columbus is also using new materials that will reduce air pollutants and carbon emissions from projects. It is currently piloting the use of a new asphalt sealant, PlusTi A.R.A.-1 Ti, as part of its American Addition Phase 4 project.⁴⁵ This sealant removes nitrogen oxides, volatile organic compounds, and other airborne pollutants. If the pilot is successful, Columbus intends to significantly expand the use of this sealant as part of its commitment to reduce harmful emissions. In addition to this sealant, concrete suppliers in Central Ohio have shifted from using Portland cement to Portland Limestone Cement. Using this limestone concrete is projected to reduce carbon

⁴¹ See Columbus City Code § 2173.10

⁴² Erica Thompson, “The legacy of Black-owned businesses in Driving Park,” *The Columbus Dispatch*, Mar. 8, 2022, updated Mar. 9, 2022, <https://www.dispatch.com/in-depth/business/2022/03/08/black-businesses-driving-park-1960-s-map-columbus-history/6607801001/>.

⁴³ Ibid.

⁴⁴ Please see Appendix 3 - RAP Pilot Presentation for more information about the City’s RAP pilot.

⁴⁵ Please see [Appendix 3- PlusTi information](#) for more information about the new sealant and its environmental benefits.

emissions for concrete by 10%.⁴⁶ The Livingston Avenue project will incorporate the limestone concrete and, hopefully, the new asphalt sealant.

4. The project will incorporate rigorous storm water management practices.

Columbus follows design standards that minimize adverse environmental impacts and meet or exceed standards for stormwater quality and quantity. All federal aid projects meet federal and state environmental requirements. Columbus, however, goes above and beyond state and federal requirements in its stormwater management practices. Its Department of Public Utilities requires transportation projects meet all state stormwater quality requirements; but it has also established stormwater quantity requirements that exceed federal and state requirements. The standards also exceed other local stormwater management requirements in Central Ohio, and are among the most rigorous in the state.⁴⁷

This project also supports the Department of Public Utilities’ (DPU’s) Blueprint Columbus initiative in the Miller Kelton neighborhood. This community was selected by DPU because there have been a significant number of basement backup incidences and the sanitary sewer overflow that discharges into Alum Creek near the Alum Creek Multi-Use Trail. While many of the planned improvements extend north of Livingston Avenue, this project will incorporate points for DPU’s improvements to tie-in with utility systems within the project corridor.

IV. Project Readiness

A. Project Background and work already completed/underway

Columbus is committed to planning, designing, and constructing safety improvements within the project corridor. The regional MTP already includes adding additional facilities on Livingston Avenue within the project corridor (MTP ID 510). The underlying safety study and planning process began in April 2022, and the stakeholder collaboration process has commenced. City staff believe that project will be substantially complete by the end of November 2028.

B. Project Schedule

Stage	Start	End
Safety Study, Planning, and Community Engagement Start	Apr. 2022	Mar. 2023
Preliminary Alignment	Jul. 2023	Jan. 2024
Stage 1 Design	Jan. 2024	Jul. 2024
Stage 2 Design	Jul. 2024	Dec. 2024
Obtain NEPA Clearance from ODOT	Dec. 2024	Mar. 2025
Stage 3 Design	Dec. 2024	Jun. 2025
Final Plans	Sep. 2026	Oct. 2026
ROW Acquisition	Mar. 2025	Mar. 2026
Utilities Cleared	Feb. 2026	Feb. 2027
Submit plan package to ODOT	Mar. 2026	May. 2026
Bid, Award, & Construction	Jun. 2026	Nov. 2028

⁴⁶ Please see Feb. 16, 2022 letter from Anderson Concrete Corporation provided in [Appendix 3 - Limestone Concrete Information](#)

⁴⁷ The 2021 Columbus Stormwater Drainage Manual is available at <https://www.columbus.gov/utilities/publications/2021-Columbus-Stormwater-Drainage-Manual/>

ZERO TRAFFIC
FATALITIES. PERIOD.

VISION **ZERO**
COLUMBUS

Letters of Support

Elected Officials

United States Senate - Senator Rob Portman
United States House of Representatives -
Congresswoman Joyce Beatty
Ohio State Representative Latyna M. Humphrey
Franklin County Board of Commissioners
Franklin County Auditor Michael Stinziano
Franklin County Clerk of Courts Maryellen
O'Shaughnessy
Franklin County Engineer Cornell R. Robertson
Franklin County Recorder Daniel J. O'Connor Jr.
City of Columbus – Mayor Andrew Ginther
Columbus City Council

State and Local Governments

City of Bexley

Agencies & Coalitions

Affordable Housing Alliance of Central Ohio
Age Friendly Communities
CelebrateOne
Central Ohio Hospital Council
Central Ohio Transit Authority
Columbus Chamber of Commerce
Columbus Downtown Development
Corporation
Columbus Metropolitan Housing Authority
Columbus-Franklin County Finance Authority
Mid-Ohio Regional Planning Commission
Workforce Development Board of Central Ohio

Corporations & Private Business

The Mannik and Smith Group
Woda Cooper Companies, Inc.

Hospitals & Non-Profit Agencies

AAA Ohio Auto Club
Catholic Social Services
Columbus Foundation
Columbus Metropolitan Library
Community Development for All People
Community Housing Network
Homeport
Nationwide Children's Hospital
Ohio Business Development Center
Rise Together Innovation Center
South Side Thrive Collaborative

Educational Institutions

Columbus Board of Education
Columbus City Schools

Professional Organizations & Trade Associations

American Council of Engineering Companies
(ACEC) of Ohio
Building Industry Association of Central Ohio
Urban Land Institute Columbus District Council

Neighborhood Organizations

Old Oaks Historic District

Other Stakeholders

More than 30 community residents

Project narrative, appendices, and letters of support are available online:
<https://www.columbus.gov/LivingstonAvenuePedestrianSafetyStudy/>

United States Senate

WASHINGTON, DC 20510

September 12, 2022

The Honorable Pete Buttigieg
U.S. Secretary of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Secretary Buttigieg,

I write to bring to your attention the competitive application submitted by the City of Columbus for funding in the FY 2022 Safe Streets and Roads for All (SS4A) Grant Program through the Federal Highway Administration (FHWA).

I understand that the City of Columbus seeks funding for the Livingston Avenue West Project to address traffic and safety concerns on Livingston Avenue from 18th Street to Nelson Road. The project area is within the city's High Injury Network (HIN), and many locations throughout possess HIN's highest crash densities. In addition, the project corridor contains many citizens that within the census tract of those heavily affected by the construction of I-70. This construction has led to a significant physical and economic burden for residents of Columbus. The City of Columbus is committed to their Vision Zero Action Plan, which focuses on eliminating deaths and serious injuries in the transportation system by 2035. The Livingston Avenue West Project would create a model for safety improvements with a focus on reducing severe crashes and vehicular operating speeds.

Assistance from your agency would allow the City of Columbus to give citizens additional access to local and regional connections while reducing the threat of vehicular injury or death in Central Ohio.

Please give all due consideration to this request. If there are any questions, please contact my Grants Coordinator, Grant Bagshaw, at (513) 316-5485. Thank you.

Sincerely,



Rob Portman
United States Senator

JOYCE BEATTY
OHIO, 3RD DISTRICT

COMMITTEE ON
FINANCIAL SERVICES
CHAIR, SUBCOMMITTEE ON DIVERSITY AND INCLUSION
SUBCOMMITTEE ON HOUSING, COMMUNITY
DEVELOPMENT AND INSURANCE
SUBCOMMITTEE ON OVERSIGHT AND INVESTIGATIONS

JOINT ECONOMIC COMMITTEE
CHAIR, CONGRESSIONAL BLACK CAUCUS



Congress of the United States
House of Representatives
Washington, DC 20515-3503

2303 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4324-PHONE
(202) 225-1984-FAX

471 E. BROAD STREET, SUITE 1100
COLUMBUS, OHIO 43215
(614) 220-0003-PHONE
(614) 220-5640-FAX
Beatty.house.gov

September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

I am writing this letter to express my strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near



Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. I respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. I urge your consideration of the application.

Sincerely,

A handwritten signature in blue ink that reads "Joyce Beatty". The signature is written in a cursive, flowing style.

Congresswoman Joyce Beatty
Ohio Congressional District 3

26th House District

Franklin County

Columbus Office

Vern Riffe Center
77 S. High Street
10th Floor
Columbus, Ohio 43215-6111
(614) 466-8010
(800) 282-0253
(614) 719-3580 (Fax)
Rep26@ohiohouse.gov
www.ohiohouse.gov



Committees

State and Local Government
Financial Legislation
Veterans and Armed Services
Families, Aging, and Human
Services
Behavioral Health and recovery
supports

Latyna M. Humphrey State Representative

September 15, 2022

Dear Partners,

I hope this message finds you and yours healthy and well.

We need your help in pursuing a \$12 million **Safe Streets and Roads for All (SS4A) Grant** from the **U.S. Department of Transportation (USDOT)** for the **Livingston Avenue West project from 18th Street to Nelson Road**. The City will match this \$12 million grant ask with \$12 million in additional local funding to address some of the City's most significant traffic violence and safety concerns, while reinvesting in and reinvigorating underserved communities that were divided and adversely impacted by the construction of I-70 through Central Ohio.

The City is currently studying safety improvements on Livingston Avenue, from 18th Street to Nelson Road, as part of its [Vision Zero Action Plan](#). Vision Zero is focused on actions that result in zero deaths and serious injuries in our transportation system by 2035. The study will develop a plan for improvements to promote safety for all roadway users with a focus on reducing severe crashes and vehicular operating speeds. The entire project corridor is part of the City's High Injury Network (HIN), and it has some of the HIN's highest crash densities. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes. The Livingston Avenue West project, however, is more than just a safety project.

The project corridor is located completely within census tracts that were heavily impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including the project corridor. This investment will significantly improve the safety and accessibility of the commercial corridor and other points of community interest, including Livingston Elementary School, the Edward V. Rickenbacker House, the Rickenbacker-Woods Foundation, Driving Park Community Recreation Center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health.

We would greatly appreciate your endorsement of this project with a letter of support from your organization to show USDOT that we have deep and broad support for this project.

Please feel free to reach out to my office at any time. I can be reached at 614-466-8010 or rep26@ohiohouse.gov

Thank you for your service and dedication to our community,

A handwritten signature in black ink, appearing to read "Latyna M. Humphrey". The signature is fluid and cursive, with a long horizontal stroke at the end.

Latyna M. Humphrey
State Representative
26th Ohio House District



The Honorable Maryellen O'Shaughnessy
Franklin County Clerk of Courts

Administration
373 South High Street, 23rd Floor
Columbus, Ohio 43215
614.525.3600

September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Franklin County Clerk of Courts Office, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The Franklin County Clerk of Courts' Office employees approximately 200 full-time Deputy Clerks that serve in five divisions: Auto Title, Legal, Fiscal Services, Information Technology, and Administration. Four of those divisions are in seven different offices in the Franklin County Courthouse complex. The fifth, Auto Title, is in four conveniently located branch offices throughout Franklin County. Each division is important to the Franklin County Clerk of Courts' two major functions: management of court documents and issuance of auto titles.

Ensuring the safety of our employees and customers, whether pedestrian, bicyclists, or drivers, is important to me as an elected official. Additionally, I think it is crucial that we offset the impact of the I-70 construction on Livingston Avenue.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,



Maryellen O'Shaughnessy
Franklin County Clerk of Courts



CORNELL R. ROBERTSON, P.E., P.S.
FRANKLIN COUNTY ENGINEER

September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Safe Streets and Roads for All Grant Request (SS4A) – City of Columbus, Ohio, Livingston Avenue Corridor

Dear Secretary Buttigieg:

As the elected Franklin County Engineer, I support the City of Columbus' application for Safe Streets and Roads for All (SS4A) Discretionary program grant for the Livingston Avenue, from Eighteenth Street to Nelson Road Improvement project. The Livingston Avenue corridor is centered along neighborhoods torn apart by past inequities in transportation planning. The City of Columbus is studying safety improvements, including potential lane reallocation, along Livingston Avenue.

Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. This project corridor has some of the highest crash densities in the City's High Injury Network (HIN) and improvements will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

I also am committed to Vision Zero whose mission is to eliminate traffic fatalities and serious injuries. Not only will developing Livingston Avenue improve safety and traffic flow, but it is also an opportunity to reinvest, rediscover, and reconnect surrounding communities and neighborhoods with rich histories. I respectfully request you consider the challenges of this corridor, along with the potential this project has to positively improve safety for all road users, and urge your approval of their application.

Sincerely,

A handwritten signature in blue ink that reads "Cornell R. Robertson".

Cornell R. Robertson, P.E., P.S.
Franklin County Engineer

CRR:WFC:tp



Daniel J. O'Connor, Jr.

Franklin County Recorder

September 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Franklin County Ohio Recorder's Office, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.



Daniel J. O'Connor, Jr.

Franklin County Recorder

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

Danny O'Connor
Franklin County Ohio Recorder

September 15, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

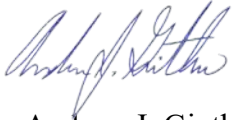
On behalf of the City of Columbus, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew J. Ginther". The signature is fluid and cursive, with the first name being the most prominent.

Andrew J. Ginther
Mayor
City of Columbus

September 12th, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Columbus City Council, we are writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt



SHANNON G. HARDIN, PRESIDENT | ELIZABETH C. BROWN, PRESIDENT PRO TEMPORE
NICHOLAS J. BANKSTON | LOURDES BARROSO de PADILLA | ROB DORANS | SHAYLA D. FAVOR | EMMANUEL V. REMY

CITY CLERK | ANDREA BLEVINS, CMC

beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,



Shannon G. Hardin
President
Columbus City Council



Lourdes Barroso de Padilla
Chair, Public Service & Transportation
Committee
Columbus City Council



**SHANNON G. HARDIN, PRESIDENT | ELIZABETH C. BROWN, PRESIDENT PRO TEMPORE
NICHOLAS J. BANKSTON | LOURDES BARROSO de PADILLA | ROB DORANS | SHAYLA D. FAVOR | EMMANUEL V. REMY**

CITY CLERK | ANDREA BLEVINS, CMC



September 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

I write to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project seeks \$12 million in federal funding to match the \$12 million in local funds committed to improve Livingston Avenue, from 18th Street to Nelson Road.

Franklin County joins the City of Columbus in a shared and deeply held commitment to building a more equitable community. An important part of this work is ensuring we have an equitable transportation system that addresses long-term poverty, connects neighborhoods, and uplifts historically disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by historic inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American

Commissioners
Erica Crawley
John O'Grady
Kevin L. Boyce

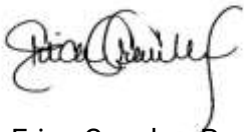
373 South High Street
26th Floor
Columbus, Ohio 43215

t_ 614 525 3322
f_ 614 525 3300

history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. I respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential of this project to positively impact our community. I urge your consideration of the city's application.

Sincerely,

A handwritten signature in black ink, appearing to read "Erica Crawley". The signature is fluid and cursive, with a long, sweeping tail that extends downwards and to the right.

Erica Crawley, President
Franklin County Board of Commissioners



City of Bexley

September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary ~~Buttigieg~~:

Mayor Pete!

I am writing this letter to express my strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

As our City's southern boundary lines run along Livingston Avenue, Bexley is familiar with the acute need for improvements and strongly in support of thoughtful, community-minded plans to improve safety and to provide for a more equitable transportation system.

The City of Bexley shares the City of Columbus's commitment to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The

Mayor Ben Kessler

City Council

Troy Markham, *President*
Lori Ann Feibel
Matt Klingler
Monique Lampke
Sam Marcellino
Jennifer Robinson
Jessica Saad

City of Bexley

2242 E. Main Street
Bexley, Ohio 43209

(614) 559-4200

www.bexley.org

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Ben Kessler', with a long horizontal flourish extending to the right.

Mayor Ben Kessler



September 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Affordable Housing Alliance of Central Ohio, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

AHACO is a nonprofit organization that uses data, research, and collaboration to craft equitable solutions to solve Franklin County's 54,000-household affordable housing gap. The Livingston Avenue project will support the critical infrastructure necessary to build vibrant, affordable, inclusive communities.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Affordable Housing Alliance of Central Ohio | [360 South Third Street, Columbus, Ohio 43215](#) | [www.ahaco.org](#) | 614.344.5027

Columbus Metropolitan Housing Authority
Columbus Urban League
Community Development for All People
Community Housing Network
Community Shelter Board
Creative Housing
Finance Fund
Franklinton Development Association
Habitat for Humanity MidOhio
Homeport

Homes on the Hill
Huckleberry House
Impact Community Action
Nationwide Children's Hospital
National Affordable Housing Trust
National Church Residences
NRP Group
Ohio Capital Corporation for Housing
Preservation of Affordable Housing

Star House
The Columbus Foundation
The Community Builders
The Refuge
United Way of Central Ohio
Wallick Communities
Woda Cooper Companies
YMCA of Central Ohio
YWCA Columbus

World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,



Carlie J. Boos, Executive Director



September 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Age-Friendly Innovation Center, a program of The Ohio State University, College of Social Work, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The Age-Friendly Innovation Center believes communities have the opportunity to improve quality of life of residents through improvements to our built environment. As Columbus see a near doubling of our older adult residents, we are presented with the unique opportunity to invest in community improvement that make it more livable for individuals of all ages. The Ohio Department of Transportation's State Highway Safety Plan, from 2012-2016, documented that Franklin County was one of six Ohio counties that had over 5,000 crashes involving drivers 65 and older and that older Columbus adults account for the highest percentage of serious injuries and fatalities when involved in crashes.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Sincerely,

Marisa Sheldon

Marisa Sheldon, MSW, LISW-S
Director, Age-Friendly Innovation Center
Director, Age-Friendly Columbus and Franklin County
College of Social Work, The Ohio State University



September 8, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Franklin County hospital systems, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

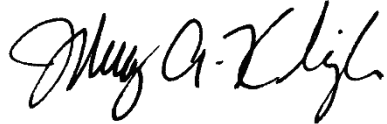
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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey A. Klingler". The signature is fluid and cursive, with the first name "Jeffrey" and last name "Klingler" clearly legible.

Jeffrey A. Klingler
President and CEO

September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Central Ohio Transit Authority (COTA), I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

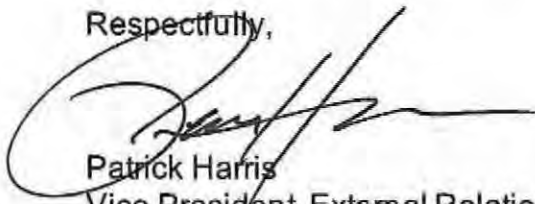
COTA is the Columbus region's mobility solutions provider, driven each day to connect people to prosperity through innovation, dedication and teamwork. We serve a region of more than 1.4 million people and provide fixed-route transit, paratransit and microtransit service. COTA provides fixed-route service along Livingston Avenue with our Line 1 with hundreds of boardings daily on average. This proposed project would greatly improve access to Line 1, and several other connections, as well as provide needed safety enhancements for transit riders. COTA is also committed to working with the City of Columbus to coordinate transit stop location enhancements should the project move forward.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Respectfully,



Patrick Harris
Vice President, External Relations
Central Ohio Transit Authority



September 13, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

RE: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Columbus Chamber of Commerce, I am writing to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

As a leading voice for businesses in central Ohio, the Columbus Chamber represents over 2,300 member businesses across the 11-county Columbus Region. For our member and business community, by and large, we believe road infrastructure plays a crucial role by providing mobility for the efficient movements of people and goods, as well as providing accessibility to a wide variety of commercial and social activities.

The Livingston Avenue West project is especially important when it comes to the economy in the Columbus region. A large number of businesses throughout the city rely on the expedience of delivery of their goods and/or services over the road in order to compete in the fast-paced business world. Roadways provide the quickest route from Point A to Point B, meaning that those who must use this method of delivery will need to utilize the fastest and most direct means of travel. This is where the local roadway system becomes very important. Since time equals money the shortest, most direct route will prove to be the most lucrative.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help remedy and suppress the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020.

Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Professional regards,

A handwritten signature in black ink, appearing to read "Don DePerro". The signature is fluid and cursive, written in a professional style.

Don DePerro
President & CEO
Columbus Chamber of Commerce

COLUMBUS^{*} DOWNTOWN DEVELOPMENT CORPORATION & CAPITOL SOUTH

September 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Columbus Downtown Development Corporation (CDDC) I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

CDDC is a 501(c)(3) non-profit with the mission to revitalize Downtown Columbus, the economic engine for Columbus and the region. Our Downtown boundaries are physically defined by interstates ringing the city center; 670 on the north, 71 on the east, 70 on the south and the CSX Railroad tracks to the west. While a rising tide lifts all boats, the massive infrastructure encircling Downtown has minimized the amount adjacent neighborhoods have been able to benefit from Downtown's revitalization since 2002. Over the last year we've engaged with residents as part of a master planning process for Downtown Columbus and the requests from the community are clear – enhance equity, cultivate walkability and create connectivity through and to Downtown Columbus. The Livingston Avenue project would be a critical step in creating a more connected, inclusive Columbus, where everyone has the opportunity to share in Downtown's prosperity.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor,

including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,



Amy Taylor
President, CDDC & Capitol South

September 9, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Columbus Metropolitan Housing Authority (CMHA), I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

CMHA provides affordable housing and access to supportive services to the individuals we serve. We serve approximately 160,000 residents throughout the state of Ohio and Washington D.C. We also own over 40 communities with over 4,500 affordable and mixed-income apartments. This project would greatly benefit the residents we serve.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

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Sincerely,

A handwritten signature in blue ink, appearing to read "Charles D. Hillman", with a long, sweeping flourish extending to the right.

Charles D. Hillman
President & CEO



**Columbus-Franklin County
Finance Authority**

Jean Carter Ryan, President
300 Spruce Street ~ Suite 220
Columbus, Ohio 43215
Office 614.429.0177
Mobile 614.551.9268
www.columbusfinance.org

September 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Columbus-Franklin County Finance Authority, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

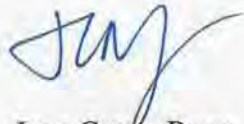
The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these

communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'JCR', with a stylized flourish extending from the end.

Jean Carter Ryan
President



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

September 15, 2022

The Honorable Pete Buttigieg
Secretary, US Department of Transportation
1200 New Jersey Avenue SE
Washington, DC. 20590

Dear Secretary Buttigieg:

The Mid-Ohio Regional Planning Commission (MORPC), which includes the City of Columbus, supports the City's application for a Safe Streets for All grant for Livingston Avenue between 18th Street and Nelson Road.

The entire Livingston Avenue corridor is identified on the Central Ohio Regional High Injury Network, which includes high injury corridors within MORPC's MPO area where multiple fatal and serious injury crashes occurred along continuous, or mostly continuous, stretches of roadways. This HIN is used to highlight the priority corridors for safety improvements throughout the region and helps to prioritize where safety funding is invested within the region. Multiple projects along the corridor are also identified in MORPC's 2020-2050 Metropolitan Transportation Plan for complete streets improvements. Funding for this section of the corridor would fill a critical gap in connectivity for people walking and bicycling in this part of the region.

There has already been a concerted effort to make some of these planned improvements along different segments of Livingston Avenue. The City of Columbus recently coordinated with its neighboring jurisdiction, the City of Bexley, to complete a road diet along the portion of Livingston Avenue east of Nelson Road as part of a resurfacing project. The two communities are continuing that collaboration to obtain funding and implement a future reconstruction of that section of the corridor, which will include dedicated shared use path for people walking and bicycling. Additionally, the City of Columbus recently received assistance through MORPC's Technical Assistance Program to identify priority corridors for improving bicycle and pedestrian connectivity between the downtown area and near-east side neighborhoods. Livingston Avenue was identified as a critical corridor for providing that connectivity.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health.

William Murdock, AICP
Executive Director

Erik J. Janas
Chair

Chris Amorose Groomes
Vice Chair

Michelle Crandall
Secretary

The Honorable Pete Buttigieg
September 15, 2022
Page 2

The entire project corridor is part of the City of Columbus High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. Improvements along this corridor will provide a significant reduction in all crash types, especially crashes involving vulnerable road users, as well as fatal and serious injury crashes.

We look forward to seeing critical safety improvements implemented along this segment of Livingston Avenue. Thank you for your consideration of this important safety project.

Sincerely,

A handwritten signature in black ink that reads "Nicholas T. Gill". The signature is written in a cursive style with a large, stylized initial "N".

Nicholas T. Gill
Transportation Director



September 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Workforce Development Board of Central Ohio, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.



A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Lisa Patt-McDaniel". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Lisa Patt-McDaniel
CEO
Workforce Development Board of Central Ohio
1650 Lake Shore Drive, Suite 110
Columbus, OH 43204

September 8, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of The Mannik & Smith Group, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

Mannik & Smith employs over 400 people, with most located in Ohio and Michigan, including a large office in Columbus, Ohio. The Livingston Avenue project would help in my personal goal of being on the forefront of undoing some of the damage done to disadvantaged communities with the interstate system in urban areas.

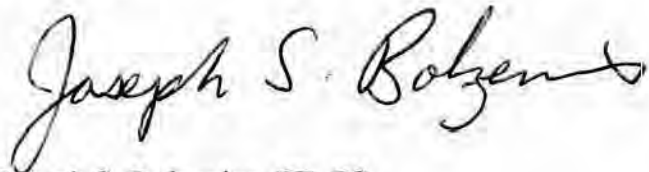
The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in

Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in black ink that reads "Joseph S. Bolzenius". The signature is written in a cursive style with a large, sweeping initial "J".

Joseph S. Bolzenius, PE, PS



WODA COOPER COMPANIES

September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Woda Cooper Companies, Inc., I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

Woda Cooper Development, Inc. is a fully integrated development, architecture, construction, and property management company which over the past 30 years has created a strong portfolio of over 14,000 housing units in rural, suburban, and urban settings over 320 housing properties across 16 states. Our organization currently operates a 45-unit senior facility and has proposed a 118-unit general occupancy community along the Livingston Avenue corridor. Many of our residents rely on the pedestrian and transit facilities along this high-traffic corridor and their safety is our number one concern.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,



Jeff Woda, Director Emeritus
Woda Cooper Companies, Inc.





Ohio Auto Club
90 E. Wilson Bridge Rd.
Worthington, Ohio 43085
Tel 614.431.7800
www.aaa.com

September 13, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of AAA Ohio Auto Club, which represents 885,000 members, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

For more than a century AAA has worked to improve the quality and safety of the nation's roadways. AAA members rely each and every day on our roads, bridges and transit systems. A transportation system capable of serving the travel demands of people and the movement of goods and services is fundamental to the development and prosperity of communities. Further, safe mobility for all people must be prioritized. This project helps achieve both of those goals.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods negatively impacted by past transportation planning. To help enhance traffic safety along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020.

Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Sincerely,

A handwritten signature in black ink, appearing to read "David M. McMullen". The signature is fluid and cursive, with the first name "David" and last name "McMullen" clearly distinguishable.

David McMullen
President and CEO
AAA Ohio Auto Club



September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary, Buttigieg:

On behalf of Catholic Social Services, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

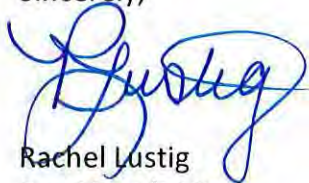
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Sincerely,



Rachel Lustig
President/CEO



THE COLUMBUS FOUNDATION

GOVERNING COMMITTEE

Nancy Kramer
Chairperson

Clark C. Kellogg
Vice Chairperson

George S. Barrett
Jeffrey W. Edwards
Michael P. Glimcher
Lisa Ingram
Katie Wolfe Lloyd
Marchelle E. Moore
Matthew A. Scantland

LEADERSHIP TEAM

Douglas F. Kridler
President and CEO

J. Bradley Britton, J.D., LL.M.
Director and General Counsel

Tamera Durrence
Vice President

Scott G. Heitkamp, CPA
Senior Vice President and CFO

Steven Moore
Chief of Staff

Gregg Oosterbaan
Vice President

Angela G. Parsons, J.D.
Vice President

Dan A. Sharpe
Vice President

Pamela S. Straker
Director

Amy K. Vick
Vice President

September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of The Columbus Foundation, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

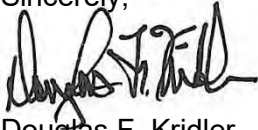
As one of the largest community foundations in the country, The Columbus Foundation's role in the community is to strengthen and improve Columbus for the benefit of all its residents. In this role, the Foundation has supported numerous organizations working in the geographic area under consideration, including Halt Violence, Columbus Metropolitan Libraries, Alvis, and Rickenbacker Woods. These organizations work every day to assist and strengthen the communities along the Livingston Avenue corridor that have been so important in the history of Columbus.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements on Livingston Avenue, including potential lane reallocation, as part of its Vision Zero Action Plan adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Douglas F. Kridler', written in a cursive style.

Douglas F. Kridler
President and CEO



Patrick Losinski, CEO

September 9, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Columbus Metropolitan Library (CML), I am writing to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

CML exists to inspire reading, share resources and connect people. With a staff of over 800 and budget of approximately \$78 million, CML annually welcomes 2.2 million customers to our Main Library and 22 branches in Franklin County, Ohio. CML is well-known for signature services and programs like School Help, Reading Buddies, Summer Reading Challenge and Ready for Kindergarten. The library's Strategic Plan supports the vision of "a thriving community where wisdom prevails," which positions CML to respond to areas of urgent need: kids unprepared for kindergarten, third grade reading proficiency, high school graduation, college and career readiness and employment resources.

CML's Driving Park branch is located within the Livingston Avenue Safe Streets for All proposed project area. The branch was completely re-envisioned in 2014 to meet the changing needs of the community. The new building has an expanded children's space along with a dedicated Ready for Kindergarten area to help familiarize preschoolers and their families with a kindergarten classroom. The building also features a larger School Help Center where K-12 students can get free after-school assistance and a YouMedia Teen space for teens to hang out and learn software and apps with the help of mentors. Additionally, the Driving Park branch serves as a community hub, offering free meeting spaces for community organizations; high-speed internet for job-seekers; free afterschool snacks for youth; social service partnerships to help families address pressing needs, and more. The focus on youth and family services at Driving Park means children, teens, and caregivers often arrive at the branch by bike or on foot, making traffic safety a top priority.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in black ink that reads "Patrick Lasmuthi". The signature is written in a cursive, flowing style.

CEO



Community Development for All People

946 Parsons Avenue, Columbus, OH 43206-2346

September 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Community Development for All People, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in black ink that reads "Michael Premo". The signature is written in a cursive, flowing style.

Michael Premo
Executive Director

**COMMUNITY
HOUSING
NETWORK**

September 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Community Housing Network, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,



Samantha Shuler
Chief Executive Officer



homeport

September 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Homeport, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

Homeport is a mission driven, non-profit housing organization. We have been serving the Central Ohio community for 35 years providing affordable housing and homeowner services. Walkability and safety are key components of creating healthy living environments and improved roads and sidewalks provide access to employment, education, and recreation. The Livingston Avenue corridor is a key transportation hub for many of our residents.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.



homeport

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

Leah F. Evans
President and CEO



NATIONWIDE CHILDREN'S[®]

When your child needs a hospital, everything matters.

Timothy C. Robinson, Chief Executive Officer

September 8, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Nationwide Children's Hospital, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

Nationwide Children's Hospital is one of America's largest not-for-profit free-standing pediatric health care systems providing unique expertise in pediatric population health, behavioral health, genomics and health equity as the next frontiers in pediatric medicine, leading to best outcomes for the health of the whole child. Integrated clinical and research programs, as well as prioritizing quality and safety, are part of what allows Nationwide Children's to advance its unique model of care. Nationwide Children's has a staff of more than 13,000 that provides state-of-the-art wellness, preventive and rehabilitative care, and diagnostic treatment during more than 1.6 million patient visits annually.

To produce the best health outcomes for all children, it is critical to support continued development of a healthy environment. Partnering with neighborhood and community stakeholders, Nationwide Children's Hospital works to support overall neighborhood experience for residents. Our Healthy Neighborhoods Healthy Families program, composed of faith-based organizations, community development organizations, workforce development programs, youth-serving nonprofits and local public schools, seeks to create positive health outcomes in the community. By meeting children where they are – at home, school, or in the community – we are able to break down barriers to improve children's health and wellbeing.

The SS4A grant will reinforce and complement our Healthy Neighborhoods Healthy Families work by building a safer community for our children and families. Improved roads and transportation planning in our neighborhoods means safer walks to school, improved access to employment opportunities, and continued progress towards health equity in our community. The City of Columbus is an invaluable partner in our continued success in the community and the SS4A grant will expand upon our mission to deliver the best outcomes for all children.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community.

Nationwide Children's Hospital urges your consideration of the application.

Sincerely,



Tim Robinson, CEO
Nationwide Children's Hospital

September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Ohio Business Development Center, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The Ohio Business Development Center (OBDC) is a 501(c)(3) nonprofit organization whose mission is to provide professional assistance and guidance to small businesses across the State of Ohio. OBDC has a network of professionals in the areas of legal, accounting, MBE/WBE/DBE certification, marketing, and general business consulting. OBDC develops and coordinates programming such as webinars, workshops, seminars, and professional consultations to provide economic opportunities to minority-owned businesses.

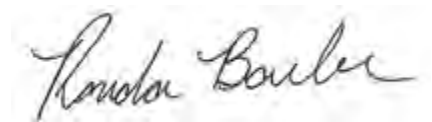
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lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in cursive script that reads "Ronda Barber". The signature is written in black ink on a light-colored background.

Ronda Watson Barber
President/CEO
Ohio Business Development Center
1393 E. Broad Street – Suite 104
Columbus, OH 43205
rbarber@ohbdc.org

September 09, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Rise Together Innovation Center, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

Rise Together Innovation Center (RISE) is a capstone of a larger, Franklin county-funded strategic plan to help an estimated 400,000-plus county residents find paths toward economic stability. Nationally recognized studies draw a direct correlation between transit, infrastructure and economic mobility. RISE believes that projects like Livingston Ave. are the building blocks of increased access for historically marginalized neighborhoods and communities.

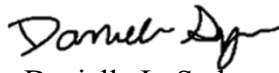
The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie

Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle L. Sydnor". The signature is fluid and cursive, with a prominent initial "D".

Danielle L. Sydnor
CEO, RISE

Friday, September 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of South Side Thrive Collaborative, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

South Side Thrive Collaborative is a place-based, collective impact initiative with a mission to support residents in the South Side of Columbus, Ohio in achieving health equity by increasing family stability and reducing poverty. To achieve our mission, we convene a network of 40+ health and human service organizations, businesses, and community-based groups to enhance communication, collaboration, and service coordination. Critical to achieving our mission is improving the South Side community conditions to improve residents' health and quality of life. Improvements along the Livingston Avenue corridor are much needed. Key corridor projects such as the Livingston Avenue corridor

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.



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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

Sarah Lenkay

Sarah Lenkay
Executive Director, South Side Thrive Collaborative

614-722-6539

Sarah.Lenkay@nationwidechildrens.org
www.southsidethrive.org



Columbus Board of Education
Jennifer A. Adair - President

Columbus City Schools
270 East State Street
Columbus, Ohio 43215
Ph. 614.365.5790
Fax 614.365.6042

www.columbus.k12.oh.us

Mission: Each student is highly educated, prepared for leadership and service, and empowered for success as a citizen in a global community.

September 9, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Columbus City Schools (CCS) and the Columbus Board of Education, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

CCS is the largest school district in the state of Ohio. With more than 9,000 teachers and staff and nearly 47,000 students, CCS has an expansive presence in the Columbus community. Specifically, Livingston Elementary School, which is located within the project corridor, serves more than 300 students and their families. Many of these students walk or bike to school. The SS4A project would help ensure safe routes to school for our Livingston Elementary students whether walking, biking, or riding in a car or school bus.

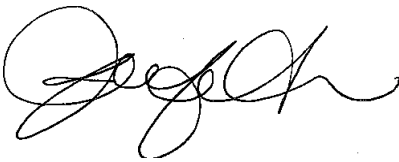
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The Columbus City School District does not discriminate based upon sex, race, color, national origin, religion, age, disability, sexual orientation, gender identity/expression, ancestry familial status or military status with regard to admission, access, treatment or employment. This policy is applicable in all district programs and activities.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

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Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer A. Adair', with a large, stylized initial 'J' and a long, sweeping flourish extending to the right.

Jennifer A. Adair
Columbus Board of Education
President



Talisa L. Dixon, Ed.D.
Superintendent/CEO

270 East State Street | Columbus, OH 43215
Phone: (614) 365-5000 | Fax: (614) 365-5689
superintendent@columbus.k12.oh.us

Mission: Each student is highly educated, prepared for leadership and service, and empowered for success as a citizen in a global community.

September 9, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of Columbus City Schools (CCS), I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

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Sincerely,

A handwritten signature in cursive script that reads "Talisa L. Dixon".

Talisa L. Dixon, Ed.D.
Superintendent/CEO



September 8, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of The American Council of Engineering Companies of Ohio (ACEC Ohio), I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

ACEC Ohio is made up of 145 engineering firms, located all over the state of Ohio, many of which are engaged in the design of our public water and wastewater systems, bridges, highways, building structures and systems and environmental projects.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.



AMERICAN COUNCIL OF ENGINEERING COMPANIES
of Ohio

Page 2
Secretary Buttigieg

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in

Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in blue ink that reads "Beth Easterday". The signature is written in a cursive, flowing style.

Beth Easterday
President



September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Building Industry Association of Central Ohio (BIA), I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

By way of background, for nearly than 80 years, the BIA has represented the residential construction industry in central Ohio and the thousands of employees who help build our community.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

**BIA of Central Ohio
445 Hutchinson Ave., Ste. 280
Columbus, OH 43235**



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Sincerely,

A handwritten signature in black ink, appearing to read "Jon Melchi", is written over the typed name.

Jon Melchi

Executive Director

BIA of Central Ohio

**BIA of Central Ohio
445 Hutchinson Ave., Ste. 280
Columbus, OH 43235**



September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Columbus District Council of the Urban Land Institute (ULI Columbus), I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The mission of the Urban Land Institute (ULI) is to shape the future of the built environment for transformative impact in communities worldwide. ULI Columbus was founded in 2008 to carry forth that mission by convening real estate and land use disciplines and sectors to foster collaboration, share knowledge, and imagine a better built environment with our over 300 members here in central Ohio. With over 300 members in central Ohio, ULI serves as a think tank to help tackle some of the challenges that face communities today through our research and initiatives, such as ULI's Building Healthy Places initiative—an initiative focused on creating communities where everyone thrives. City of Columbus' Livingston Avenue Safe Streets for All is a direct complement to this research as safe and complete streets are a key part of "Putting People First" in the Ten Principles for Building Healthy Places.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Columbus

Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

A handwritten signature in black ink that reads 'Alicia Gaston'.

Alicia Gaston
Executive Director
ULI Columbus



September 13, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

On behalf of the Old Oaks Civic Association, I am writing this letter to express our strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The purpose of the Old Oaks Civic Association is to carry on a program of civic and community betterment, awareness and education related to the development, improvement, and beautification of the Old Oaks Historic District in Columbus, OH. The Old Oaks neighborhood is bordered on the north by Interstate 70 and on the south by Livingston Ave. You can learn more about us at www.oldoakscivic.org

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Sincerely,

Jennifer Thomas
Old Oaks Civic Association President
jenniferkthomas@outlook.com

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Sincerely,

Jason McCoy
685 S Ohio Ave

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

As a homeowner who has lived on Livingston Avenue for 6 years, the lack of safety on this street is horrible. I've witnessed an unbearable amount of car accidents on this street, car accidents right outside of my home, car crashes that have jumped the curb and damaged the stone retaining wall on my property, children almost getting hit by cars, adults almost getting hit by cars, and the list goes on. For anyone who has spent time on Livingston Avenue, it's clear that this corridor needs attention and change.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Sincerely,
Pamela Waclawski
1200 East Livingston Avenue
Columbus, OH 43205

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18 th Street to Nelson Road.

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Sincerely,
Lee McConkey
668 Oakwood Ave
Columbus, OH 43205

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

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Sincerely,
Karen McConkey
668 Oakwood avenue
Columbus, Ohio

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that operates a business along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,
The Abel Group Inc.
700 Linwood Ave
Columbus, OH 43205

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

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Sincerely,
Jean Abel
700 Linwood Ave
Columbus, OH 43205

September 14, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

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Sincerely,

Jason Louis
620 S Champion Ave
Columbus, OH 43205

September 14, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

Amy C Slavik
620 S Champion Ave
Columbus, OH 43205

September 14th, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

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Sincerely,

Sarah McCoy

685 S Ohio Ave
Columbus, OH 43205

Dear Secretary Buttigieg:

As a resident that lives in a neighborhood along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

I have become all too familiar with the dangers of this neglected part of the city. My friends and neighbors have had multiple cars totalled while being parked on a residential street at the corner of Livingston. As this neighborhood continues to grow I see families moving in, with children playing on sidewalks which should be safe, but instead have many signs of damage where accidents have resulted in vehicles forced off the street. I know progress can be made. I've seen examples of dangerous streets made safe and feel Livingston is worthy of the same care and attention.

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opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

Ryan Reisinger
692 Linwood Ave
Columbus, OH 43205

September 14th, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

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As a three-year homeowner in Old Oaks, this would greatly improve our neighborhood by making it feel safer. We previously lived in German Village and would eventually like to feel the same safety walking around and exploring. Hoping that this paves the way for more businesses to also move into the area.

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Sincerely,
Laura L Pandy

692 S Champion Ave

September 14, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

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Our neighborhood has been ignored long enough on any improvements to help better the peoples lives along Livingston Ave. It is a very busy corridor that deserves the financial support to better the area and hopefully promote new businesses to join the community.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes. This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

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Sincerely,
Krysti Murray
631 Wilson Ave,
Columbus, OH 43205

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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This money will undoubtedly help my community and improve transportation. It is an up-and-coming area with such a vibrant and diverse population. I want to continue to see The Livingston Avenue Area grow and prosper. We have made great progress on our own the past 10 years, but we need outside help to continue this momentum.

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Sincerely,

Edward D. Osborn Jr.

649 Linwood Avenue

Columbus, OH, 43205

September 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the “Livingston Avenue Safe Streets for All” Application

Dear Secretary Buttigieg:

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Sincerely,

David Fawcett and Wayne LaFaber
608 South Ohio Avenue
Columbus, OH 43205

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

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Sincerely,
Greg Abel
700 Linwood Ave
Columbus, OH 43205

Greg Abel
abelgroupinc.com

September 12, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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September 14, 2022

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Sincerely,

Christopher/Leta Bond
751 Kimball Place
Columbus, OH 43205

September 14, 2022

The Honorable Pete Buttigieg

Secretary of Transportation

U.S. Department of Transportation

1200 New Jersey Avenue S.E.

Washington, D.C. 20590

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Sincerely,

Kristen Reisiger

692 Linwood Ave

September 14, 2022

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Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

John M. Folk

Kyle G. Richards

751 Linwood Avenue, Columbus, OH 43205

September 14th, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

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Sincerely,

Jesse R Pearson
758 Linwood Ave.
Columbus, OH 43205

September 14th, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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Sincerely,
Charles Ferguson
721 Kimball Place, Columbus, OH 43205

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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Sincerely,

Jonathan Sherman
758 Bedford Avenue
Columbus, Ohio 43205



September 13, 2022
The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

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Sincerely,
Jennifer Ferguson
686 Gilbert Street
Columbus, Ohio 43205

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

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The Livingston Avenue project would greatly increase the overall sense of community, where there is currently none. In Historic Old Oaks, where I live, (adjacent to Livingston Ave) we have no easy access to supermarkets (or even mini-markets) and our residents have only two options: drive miles to a supermarket, or eat unhealthy, quick snacks like chips and ramen noodles, from the oh-so-underwhelming and crime-ridden corner stores nearby.

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Sincerely,

Cornelis Greiwe
693 Linwood Ave
Columbus, OH 43205

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Washington, D.C. 20590

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Sincerely,

Hannah Cohen
705 Bedford Avenue
Columbus, OH 43205

September 14, 2022

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Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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Sincerely,
Chantall Gutierrez
753 Bedford Ave. 43205

September 14, 2022

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Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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Sincerely,
Micah Marshall
721 Kimball place, Columbus, OH, 43205

September 14, 2022

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Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

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Sincerely,
Spencer Fries
675 Linwood Avenue

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

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Sincerely,
Alan Esparza Gutierrez
600 S. Ohio Ave
Columbus, Ohio 43205

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18 th Street to Nelson Road.

As a demonstration of my commitment to the area, I currently serve on the Livingston Avenue Area Commission as one of nine commissioners (although I speak only for myself in this letter).

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes. This project will also benefit census tracts that were divided and heavily, adversely impacted by the construction of I-70 through Central Ohio. The physical and economic impact was felt beyond the streets and homes demolished by the construction; the fracturing of these communities contributed to a slow and precipitous decline of the physically unscathed areas within these census tracts, including Livingston Avenue. This project is an opportunity to reinvest and reinvigorate the Livingston Avenue corridor and its surrounding communities. These are communities with rich histories, and neighbors that have had a significant impact on American history. National Inventors Hall of Fame Inductee Granville T. Woods was born near Livingston Avenue in the Driving Park community. World War I Ace of Aces Captain Eddie Rickenbacker was born on Livingston Avenue, and his childhood home is on the National Register of Historic Places. Members of the Tuskegee Airmen and their families lived in Hanford Village on Livingston Avenue after the unit was assigned to Lockbourne Air Force Base after World War II. This project is an opportunity to rediscover and reconnect to this rich history and community spirit.

A SS4A grant is necessary to leverage the city's current financial commitment in such a way that the project becomes truly transformational. We respectfully request that the U.S. Department of Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,
Andrew VerHage

677 Oakwood Avenue

Columbus, OH 43205

614-738-9033

verhage@gmail.com

September 13, 2022

The Honorable Pete Buttigieg

Secretary of Transportation

U.S. Department of Transportation

1200 New Jersey Avenue S.E.

Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

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Sincerely,

John and Aurea Moore

774 Linwood Ave, Columbus OH 43205

September 14, 2022

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Livingston Avenue Safe Streets for All Application

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18 th Street to Nelson Road.

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transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,

Randy Youmans

734 S Champion Ave

Columbus, OH 43205

Dear Secretary Buttigieg:

As a resident that lives along Livingston Avenue, I am writing this letter to express strong support for the City of Columbus' Livingston Avenue Safe Streets for All (SS4A) application. This project is seeking \$12 million in federal funding to match the \$12 million in local funds committed to improving Livingston Avenue, from 18th Street to Nelson Road.

As a neighborhood that is directly impacted by everything that happens on Livingston Avenue, as Livingston has declined, so has Old Oaks. Conversely, with active participation in community efforts and as Livingston improves, so does the Old Oaks neighborhood. We moved to the near-east side because of our passion for historic preservation and a desire to enjoy walkability and greenspace near the urban center of Columbus. However, we now find ourselves avoiding Livingston due to the pedestrian fatalities, reckless driving, abundance of trash and litter, and general lack of upkeep. We understand the city is working to rectify many of these issues but funding is of course always limited.

The City of Columbus is committed to building an equitable transportation system that addresses long-term poverty and uplifts disadvantaged communities. The Livingston Avenue project corridor is centered along neighborhoods torn apart by inequities in transportation planning. To help rectify the traffic violence along this roadway, the City of Columbus is studying safety improvements, including potential lane reallocation, on Livingston Avenue as part of its Vision Zero Action Plan, which it adopted in 2020. Livingston Avenue provides local and regional connections to essential services in and around the project corridor, including Livingston Elementary School, Driving Park and its pool and community recreation center, Livingston Park, Nationwide Children's Hospital, and Columbus Public Health. The entire project corridor is part of the City's High Injury Network (HIN), and the project corridor has some of the highest crash densities on the entire HIN. This project will provide a significant reduction in all crash types, especially crashes involving vulnerable road users and fatal and serious injury crashes.

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Transportation consider the challenges of the corridor, the need to create more transportation opportunities within it, and the potential this project has to positively impact our community. We urge your consideration of the application.

Sincerely,
Kylie and Jeff Smith
754 Wilson Ave
Columbus, OH 43205

ZERO TRAFFIC
FATALITIES. PERIOD.

VISION ZERO
COLUMBUS

Appendix I Content:

- VZ Ordinance and Action Plan
- MPO and Corridor FSI Rates
- Roadway Maintenance Responsibility Map
- LPA of the Year
- Additional Livingston Avenue Projects Map



Legislation Details (With Text)

File #: 0444-2021 **Version:** 1

Type: Ordinance **Status:** Passed

File created: 2/17/2021 **In control:** Public Service & Transportation Committee

On agenda: 3/8/2021 **Final action:** 3/11/2021

Title: To adopt the Vision Zero Columbus Action Plan 1.0, as described herein, as the primary framework for reducing traffic deaths and serious injuries to zero; to authorize the Director of Public Service, on behalf of the City of Columbus, to prepare and submit applications for grant opportunities; accept and expend grant funds; and to issue refunds if necessary after final accounting is performed. (\$0.00)

Sponsors:

Indexes:

Code sections:

Attachments: 1. Ord. 0444-2021 Vision Zero Plan Adoption action plan

Date	Ver.	Action By	Action	Result
3/11/2021	1	CITY CLERK	Attest	
3/10/2021	1	MAYOR	Signed	
3/8/2021	1	COUNCIL PRESIDENT	Signed	
3/8/2021	1	Columbus City Council	Approved	Pass
3/1/2021	1	Columbus City Council	Read for the First Time	

1. BACKGROUND

The Department of Public Service is actively engaged in pursuing the City initiative to reduce traffic deaths and serious injuries to zero, while increasing safe, healthy, equitable mobility for all through the Vision Zero Columbus Action Plan 1.0. This ordinance demonstrates the commitment by the City of Columbus and City Council to the overall well-being of the City’s residents.

Fatal and serious injury crashes have been on the rise annually. Every person has the right to get to their destination safely. The Columbus Vision Zero Action Plan 1.0 is a two-year plan to begin to eliminate fatal and serious injury crashes on city streets. The action plan has set the goal that by the year 2035 all fatal and serious injury crashes will be eliminated.

The Department of Public Service plans to pursue and submit applications for grant opportunities to implement the action plan. No specific grant opportunities have been identified at this time.

2. FISCAL IMPACT

No financial participation is required at this time. City funds will be approved in the form of design contracts, right of way acquisitions, and/or construction contracts that will be submitted for Council’s approval at a later date

To adopt the Vision Zero Columbus Action Plan 1.0, as described herein, as the primary framework for reducing traffic deaths and serious injuries to zero; to authorize the Director of Public Service, on behalf of the City of Columbus, to prepare and submit applications for grant opportunities; accept and expend grant funds; and to issue refunds if necessary after final accounting is performed. (\$0.00)

WHEREAS, sixty-five percent of fatal and severe injury crashes in the City occur on ten percent of City streets;

and

WHEREAS, between 2015 and 2019, fatal and serious injury crashes have increased annually with a total of 225 people killed in crashes on City streets, and preliminary data indicates increased fatalities in 2020; and

WHEREAS, fatalities and serious injuries on our streets are unacceptable and crashes are preventable; and

WHEREAS, Vision Zero Columbus makes protecting lives the #1 priority of our transportation system; and

WHEREAS, Vision Zero provides a framework for reducing traffic deaths and serious injuries to zero, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, in March 2020 the Mayor announced the intent to pursue Vision Zero for the City of Columbus and to develop an action plan; and

WHEREAS, 2035 has been the year selected to reach the goal of eliminating all fatal and serious injury crashes; and

WHEREAS, this ordinance to adopt the Vision Zero Columbus Action Plan 1.0 is the first step necessary to meet the goal to eliminate fatal and serious injury crashes; and

WHEREAS, the Mayor's Office directed a multi-departmental effort spearheaded by the Department of Public Service, along with community representatives and stakeholders to lead this initiative; and

WHEREAS, the Director of Public Service has the authority to apply for and accept grants aligned with the delivery or completion of the Vision Zero Columbus Action Plan 1.0 between April 1, 2021 and March 31, 2023; and

WHEREAS, the Director of Public Service has the authority to make modifications to the Vision Zero Columbus Action Plan 1.0 as necessary; **now, therefore**

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF COLUMBUS:

SECTION 1. That by the year 2035, the goal is to eliminate all fatal and serious injury crashes on City streets.

SECTION 2. That Vision Zero Columbus and the goal to eliminate serious crashes has been adopted by the City with the commitments of the Mayor's Office, the Department of Public Service, Columbus Public Health, the Department of Public Safety, and the Department of Neighborhoods as a necessary step in meeting the 2035 goal;

SECTION 3. That the Vision Zero Columbus Action Plan 1.0 has been developed for the purpose of putting a plan in motion to begin to meet the 2035 goal, with a focus on being data driven, equitable, and including community input.

SECTION 4. That key City departments, including Public Service, Public Health, Public Safety, and the Mayor's Office, are actively engaged as leaders and partners in the process of developing the Vision Zero Columbus Action Plan 1.0, implementing it, and evaluating and sharing progress.

SECTION 5. That the Director of Public Service has the authority to apply for and accept grants aligned with the delivery or completion of the Vision Zero Columbus Action Plan 1.0 between April 1, 2021 and March 31, 2023.

SECTION 6. That the Director of Public Service has the authority to make modifications to the Vision Zero Columbus Action Plan 1.0 as necessary.

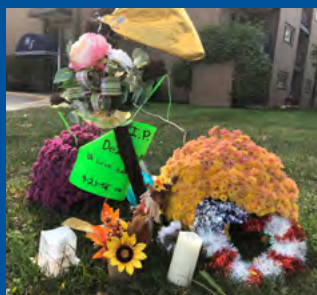
SECTION 7. That the Vision Zero Core Team, consisting of City staff , will continue to meet regularly to implement the Action Plan, with semiannual updates and evaluation by the Working Groups and the Executive Advisory Committee.

SECTION 8. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.



VISIONZERO
★
COLUMBUS
DRIVE SAFE. WALK SAFE. BIKE SAFE.

LIVES
ABOVE
ALL
ELSE



The **Vision Zero Columbus Action Plan 1.0** is dedicated to all the moms and dads, daughters and sons, spouses, siblings, and friends affected by serious traffic crashes. We commit to protecting lives above all else on our city transportation system.

VISIONZERO
COLUMBUS
DRIVE SAFE. WALK SAFE. BIKE SAFE.



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A CALL FOR CHANGE



A MESSAGE FROM MAYOR ANDREW J. GINTHER

Our community has heard me say it — mobility is the great equalizer. The overall well-being of our residents depends on access to jobs, education, healthcare, and other necessary services. Health, safety, and equity must be front and center when residents use our transportation system. Every person, in every city neighborhood, has the right to get to their destination safely — whether driving or biking to work, walking to school or the corner store, or taking the bus.

Sadly, this isn't always the case. Not including freeways, there were over 1,800 fatal or serious injury crashes on Columbus streets in the last five years, for an average of one per day. In 2019, 54 lives were lost in crashes on our city streets. Families grieve and are forever altered in the aftermath. The loss of one life is one too many.

The City of Columbus is committed to ending traffic crash fatalities and serious injuries to make it possible for all residents to drive safe, walk safe, and bike safe when getting to and through our neighborhoods.

Safety has always been a priority in our transportation infrastructure projects. Neighborhood investments, for example, have added sidewalks and bike lanes to support mobility options. Upgraded ADA curb ramps, traffic signals, and street lights have made intersections safer. Yet, more needs to be done. Our community is preparing for tremendous population growth in the coming decades. The time is right to join the Vision Zero movement. Our two-year Action Plan is a decisive first step toward achieving the Vision Zero Columbus goal of no crash-related deaths and serious injuries on our city streets. These crashes are preventable, not inevitable.

This initial Vision Zero Columbus Action Plan lays out equitable solutions, attainable goals, and accountability to residents for the next two years. The realities of impacts caused by COVID-19 have modified our planning timeframe but in no way lessened our resolve to progress toward zero crash-related fatalities and serious injuries over the coming years.

People who use our transportation system sometimes make mistakes. With Vision Zero, we will provide a system where human error doesn't result in fatal or life-altering crashes. We are making protection of human lives the cornerstone of our transportation system, over speed or other factors. Together, we can protect lives and ultimately realize zero deaths on our transportation system.



VISION ZERO COLUMBUS COMMITMENT

The Vision Zero Columbus Executive Advisory Committee pledges to incorporate the Action Plan actions, principles, and values into the work of our departments, agencies, and organizations. We commit to implementing these strategies toward the pursuit of zero traffic-related fatalities and serious injuries occurring on City of Columbus streets.

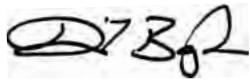


A MESSAGE FROM DIRECTOR JENNIFER GALLAGHER, COLUMBUS DEPARTMENT OF PUBLIC SERVICE

It is a genuine honor to lead Vision Zero Columbus and present our first Action Plan with specific strategies that make protecting your life the number one priority of our transportation system.

This two-year Action Plan strengthens our focus on achieving zero traffic fatalities and serious injuries on city streets. No loss of life is acceptable on our streets. No matter where you live in our community, or how you travel in it, Vision Zero Columbus is committed to ensuring your safety. We can all play a part, starting with this first Action Plan.

A handwritten signature in white ink on a dark red background, reading "Jennifer Gallagher".



Assistant Chief David Baugh
Columbus Division of Fire



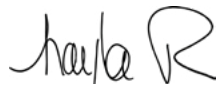
Joanna M. Pinkerton
President/CEO • Central Ohio Transit Authority



Dr. Talisa Dixon
Superintendent • Columbus City Schools



Dr. Mysheika Roberts
Health Commissioner • Columbus Public Health



Shayla Favor
Councilmember • Columbus City Council



Stephen Sayre
City of Columbus Mayor's Office



Jennifer Gallagher
Director
Columbus Department of Public Service



Toby R. Tomlin
Associate Vice President
Office of Corporate Strategy
Nationwide Insurance



David Harrison
President
Columbus State Community College



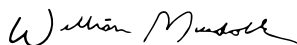
Todd A. Wickerham
Vice President • Protective Services, OhioHealth



Michelle May
Highway Safety Program Manager
Ohio Department of Transportation



Carla Williams-Scott
Director
Columbus Department of Neighborhoods



William Murdock
Executive Director
Mid-Ohio Regional Planning Commission



**In 2019, 54 deaths occurred in
49 fatal crashes on our city streets**

EXECUTIVE SUMMARY

During the past decade, our city has seen impressive population growth. We have added more than 100,000 drivers, pedestrians, and cyclists to our streets. Columbus residents logged millions of miles on our streets, sidewalks, bike lanes, and trails.

In 2019, 54 deaths occurred in 49 fatal crashes on our city streets — a 40% increase from five years ago. Each year, more lives are lost due to traffic violence. This is unacceptable. Every person has the right to safely return home for dinner at night.

We are launching our Vision Zero Columbus Action Plan 1.0 in the middle of the coronavirus pandemic. This Action Plan is a living document, to be continually updated as new data becomes available and as new strategies prove to be successful in making our streets safer.

This initial Action Plan lays out an ambitious set of two-year actions to begin to work toward the goal of zero deaths and serious injuries on our transportation system by 2035.

These actions will be undertaken by numerous city departments and divisions — Public Service, Public Utilities, Police, Fire and Emergency Medical Services, the City Attorney, in cooperation with agency partners such as the Central Ohio Transit Authority (COTA), Mid-Ohio Regional Planning Commission (MORPC), and Ohio Department of Transportation (ODOT), and with community partners including Nationwide, OhioHealth, and Columbus City Schools.

Vision Zero is an approach to transportation safety that aims to eliminate fatal and serious injury crashes. It distinguishes itself from traditional road safety approaches by focusing on eliminating these serious crashes through acknowledging human error — and changing the built environment so when people do make mistakes, the outcome isn't fatal or life-altering. Eliminating these worst crashes is a shared responsibility between our transportation system users, designers, and decision makers.

Vision Zero will require the ongoing support and commitment of all Columbus residents who use our streets to walk, bike, roll, board transit, and drive. Achieving Vision Zero requires a true culture change. From one where lives lost or severely harmed is an accepted daily occurrence, to one where deaths and serious injuries are unacceptable outcomes of simply using our streets.

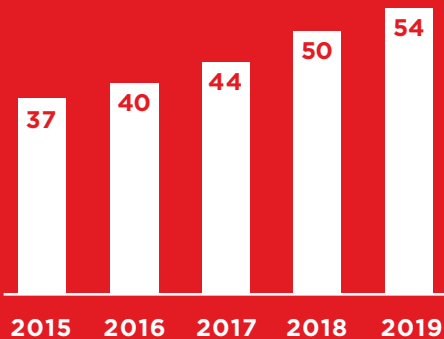
WHAT IS VISION ZERO COLUMBUS AND WHY DO WE NEED IT?

Each year, more than 35,000 people — the population of a small city — are needlessly killed on American streets, and thousands more are injured due to traffic violence. For too long, traffic deaths and severe injuries have been considered an inevitable side effect of modern life. While often referred to as “accidents,” the reality is we can prevent these tragedies by taking a proactive, preventive approach that prioritizes traffic safety as a public health issue.

Vision Zero began in Sweden in 1997. It has spread to cities, counties, and countries across the globe, including more than 50 U.S. cities. Many have experienced great success since implementing Vision Zero action plans. Oslo, Norway — a city comparable in population to Columbus — had just one fatal traffic crash in 2019. Even with growing traffic volumes, Sweden has reduced fatal crashes by over 30%. By acknowledging that serious injury and fatal crashes are preventable, making safety the top priority for transportation users, and utilizing data to identify trends and target solutions, Columbus can and will eliminate all fatal and serious injury crashes.



Number of traffic deaths in columbus (2015-2019)



More than 50 people die in traffic crashes each year on Columbus streets. As Columbus continues to grow, we cannot allow the number of crash fatalities to grow with it. We must do something new, something bold.

Guiding Principles of Vision Zero



Traffic deaths and severe injuries are acknowledged to be **preventable**



Human life and health are prioritized within all aspects of transportation systems



Speed is recognized and prioritized as the fundamental factor in crash severity



Safety work should focus on **systems-level changes** above influencing individual behavior



Equity guides the principles of this plan



Human error is inevitable and transportation systems should be **forgiving**

The faster a car is driving, the more likely it is that a pedestrian will die if hit. Increased vehicle speed also narrows a driver's field of vision and slows their reaction time.



Driver field of vision at 20 MPH. **A pedestrian's risk of death is 10% if hit at this speed.**



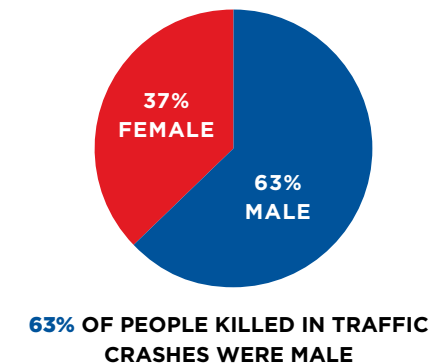
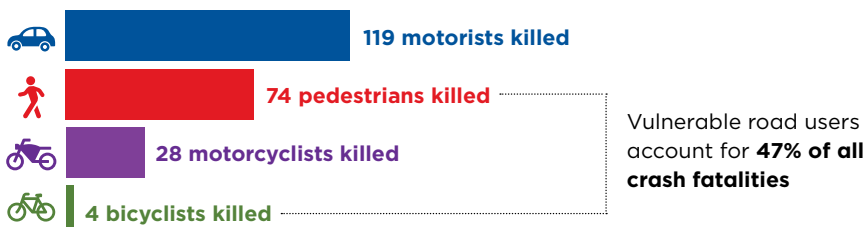
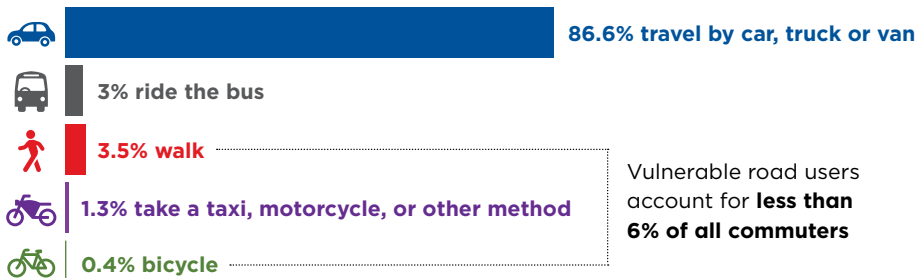
Driver field of vision at 30 MPH. **A pedestrian's risk of death is 40% if hit at this speed.**



Driver field of vision at 40 MPH. **A pedestrian's risk of death is 80% if hit at this speed.**

COLUMBUS CRASH STATISTICS

HOW COLUMBUS COMMUTES TO WORK (2019 ACS CENSUS) VS. FATAL CRASHES BY MODE (2015-2019)



ANATOMY OF A DANGEROUS STREET



This document includes data from 2015-2019. Does not include freeways or crashes outside the Columbus corporation limits where the city has limited authority to make changes. Includes all fatal or serious injury crashes. Includes all vulnerable user crashes of any severity.

COLUMBUS HIGH INJURY NETWORK (HIN) AND COMMUNITIES OF INTEREST (COI)

The Vision Zero High Injury Network (HIN) guides the city's investments in infrastructure and programs, and ensures that Vision Zero projects support those most in need.

High Injury Networks (HIN) are corridors consisting of a higher density of fatal, serious injury, and/or vulnerable road user crashes per half-mile segment.

Vulnerable road users are pedestrians, bicyclists, or motorcyclists — individuals inherently more at risk of injury when involved in any traffic crash.

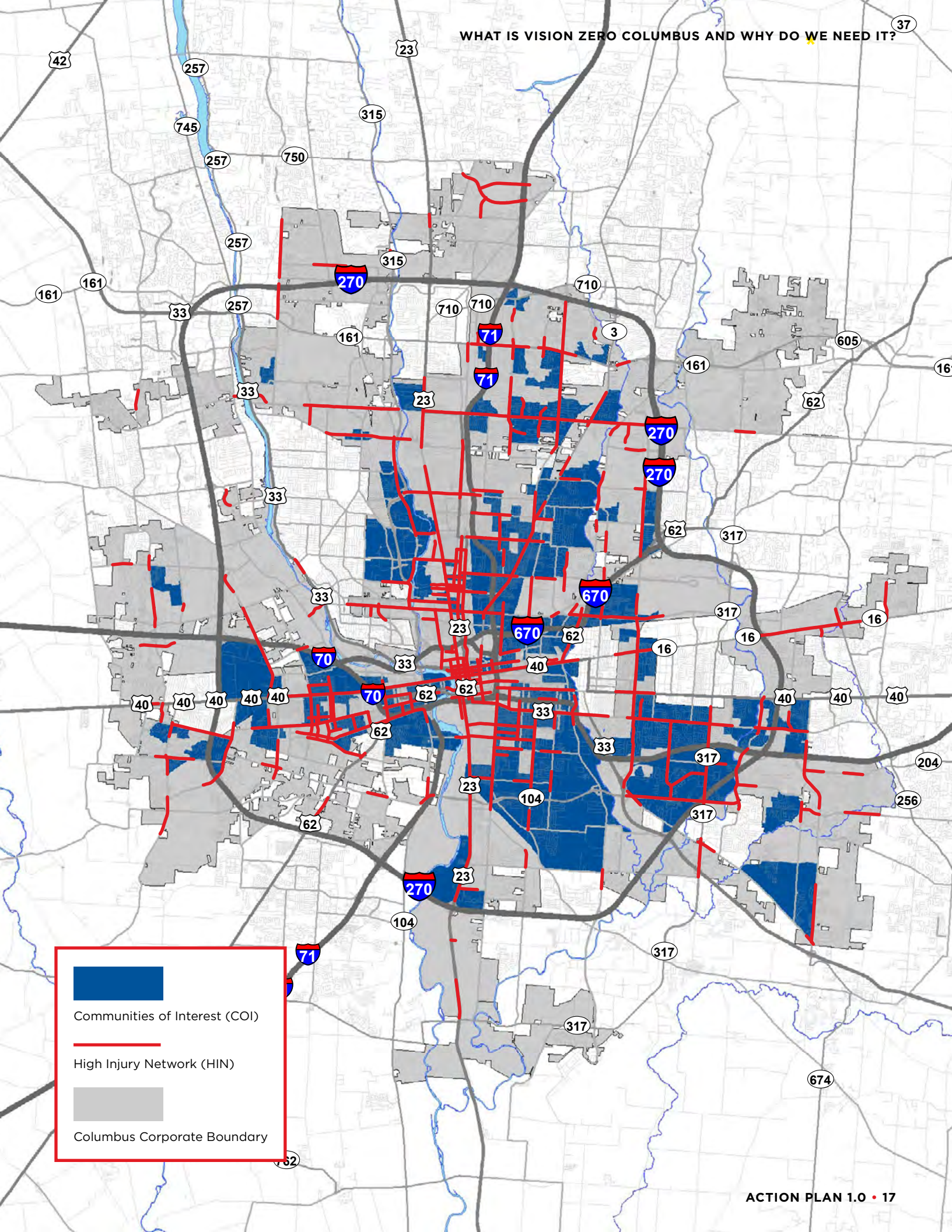
Communities of Interest (COI) are areas with populations that have a higher density of seven equity indicators: people of color, low-income households, people with disabilities, people with low English proficiency, children, elderly adults, and poor vehicle access.






OUR EQUITY AGENDA & FOCUS

Equity is a core principle of the Vision Zero Columbus Action Plan. It acknowledges that everyone in our community can use our streets, and that our transportation system must be safe for all. We must develop and implement our Action Plan with an equity lens to achieve just outcomes and save lives.

Our Action Plan seeks to equitably engage all people and neighborhoods, fully recognizing that past actions when building our streets have disproportionately hurt minority and low-income communities. We will invest in Communities of Interest in our city because, compared to other neighborhoods, people living in them may have fewer choices about how, when, and where they travel, putting them at higher risk as they move around.



Legend:

-  Communities of Interest (COI)
-  High Injury Network (HIN)
-  Columbus Corporate Boundary

CURRENT SAFETY EFFORTS

**We work daily to address transportation safety throughout the city.
Yet we know we can do better.**

This Action Plan not only builds upon the ongoing work in Columbus, it also provides the framework to expand upon it. New strategies for eliminating traffic violence on our streets will augment our current initiatives and efforts. We've highlighted several current activities this Action Plan will advance.

Continue to participate in Safe Routes to School Program



Advance completion of 150 transit stop improvements

\$4 MILLION

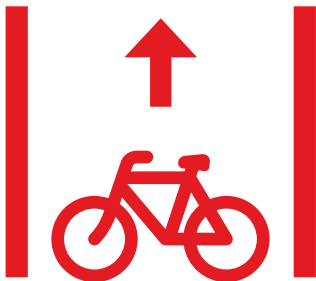
Continue to advance delivery of \$4 million in pedestrian improvements throughout the city



Continue patrols focusing on impaired driving, speeding, and aggressive driving



Continue to advance interconnectivity of traffic signals and cameras to advance safety



Continue to build Complete Street Infrastructure proven to decrease speeds and separate vulnerable road users



Advance connected vehicle technology to understand impacts to driver behavior and improve transportation safety

ACTION PLAN DEVELOPMENT

Vision Zero Columbus prioritizes protecting human lives above all else on our city streets. All Action Plan items, as well as transportation network investments and policy changes, will be held to this standard.

Developing this Action Plan was a team effort. The Vision Zero Coordinator and Core Team, comprised of city planning, engineering, and communications staff, established working groups to focus on the goals of achieving Safe People, Safe Speeds, Safe Streets, and Safe Vehicles in Columbus.

The working groups met monthly to review data and collaborate on ideas and strategies focused on their goals. The Action Plan was developed with valuable working group participation from a cross section of stakeholders — city departments, transportation planning and consulting partners, education institutions, health and insurance industry leaders, advocates, neighborhood leaders, and residents.



Safe People: Vulnerable transportation users (bicyclists, pedestrians, transit users, motorcyclists) of every age, ability, and income can travel on Columbus streets comfortably and safely.



Safe Speeds: The City of Columbus will pursue actions that will slow speeds of motor vehicles to protect all road users.

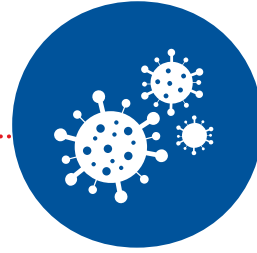


Safe Streets: Columbus streets must be designed and built to eliminate fatal and serious injury crashes and promote safe mobility for all users.



Safe Vehicles: All vehicles must be equipped, operated, and maintained to prioritize the safety for all road users.

COMMUNITY ENGAGEMENT



▲ PLANNING

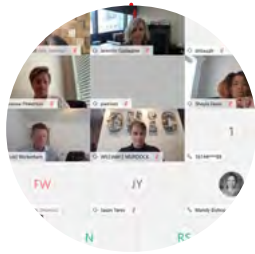
The Vision Zero Columbus Core Team began outreach and engagement in late 2019 to prepare for launching Vision Zero Columbus in early 2020. Vision Zero Coordinator Maria Cantrell met with staff at several city departments and divisions, and with our transportation planning partners at ODOT, COTA, and MORPC to participate in this bold safety initiative.

▲ KICKOFF

We officially kicked off Vision Zero Columbus on March 12, 2020 — just as the coronavirus was gaining a foothold in our country.

▲ PANDEMIC BEGINS

Gov. Mike DeWine issued a stay-at-home order, effective March 23, 2020. With schools closed, students began distance learning from home and employers, including the City of Columbus, issued work-from-home directives for employees able to perform job functions remotely.



▲ COMMUNITY OUTREACH

As COVID-19 spread and group gatherings were prohibited, we lost opportunities to garner community engagement at large annual events.

Public input for developing this Action Plan needed to pivot from in-person outreach activities. Our “new normal” for community engagement in unprecedented times became virtual interactions and meetings to present Vision Zero’s goals and online outreach events to capture community input.

Core Team outreach efforts included:



City area commission meetings livestreamed and coordinated by the Department of Neighborhoods



Sustainable Columbus meeting



Four virtual town hall meetings covering each city quadrant



Columbus Public Health's Safe Communities Group



MORPC's Transportation Advisory Committee, comprised of all central Ohio municipalities and stakeholders



Meetings with advocacy groups



Women in Transportation seminar



Social media advertising and posts shared by our Vision Zero partners

Residents were encouraged to visit the website and provide critical input by:

- Using the crowdsourced map to mark specific locations where they saw or experienced near misses and other transportation safety risks — informing opportunities to proactively address locations where crashes may be likely to occur; more than 800 locations were marked
- Taking the transportation safety survey to provide useful demographic and other data to inform our Action Plan development; to date, nearly 1,600 surveys have been completed

Survey results:

46%

of respondents know loved ones involved in a life-altering crash

62%

of respondents admit to driving over the posted speed limit

1/3

of respondents feel less safe driving, walking, biking, or riding a motorcycle than they did 5 years ago

87%

of respondents say they have used a phone or handheld device while traveling (driving/walking/biking)



Distracted driving is perceived as a top safety problem



▲ OUTREACH CONTINUES

When possible and with COVID-19 safety protocols in place, informational postcards were shared through in-person meetings, Recreation and Parks summer camp packets, door-to-door drops in Linden, and the city's Mask + Kindness campaign. Paper surveys were requested and distributed to the Milo-Grogan area. Columbus Public Health approved safety protocols in September 2020 that allowed in-person survey outreach to occur at heavily used COTA bus stops.



▲ WEBSITE + SURVEY LAUNCH

To reach a broad audience and gain community input, the Vision Zero Columbus website was launched at columbus.gov/VisionZero and promoted through social media channels by city departments and our Vision Zero partners. The website's map and survey were promoted by Orange Barrel Media on IKE interactive kiosks, by Councilmember Shayla Favor on 106.7 FM, and by OhioHealth in a Medical Minute video.

We want to ensure engagement from residents in all city neighborhoods to better understand and improve transportation safety issues. We are mindful of equity and factors that impact mobility in our Communities of Interest, where options might be less car-centric and more reliant on walking, biking, or using transit.

More engagement opportunities will arise. The Action Plan is just the start of our work to promote a culture change for safe transportation. Our team is committed to community-wide education about Vision Zero and will seek to identify virtual and safe in-person engagements to educate residents about our Action Plan.

THE ACTION PLAN

The Vision Zero Columbus Action Plan 1.0 features data-driven, multidisciplinary, and multi-agency commitments to specific actions and strategies focused on eliminating fatal and serious injury crashes on Columbus streets. Mayor Ginther and City Council champion this coordinated approach and are committed to demonstrating that Vision Zero is a new way of doing business — a refocusing of existing programs in a shared citywide priority.



STRATEGIES

During the next two years, our partners have committed to diligently pursue the efforts listed in this section. Some will be easy for the public to see — like bus stop and crosswalk improvements, changing downtown speed limits, and testing new infrastructure products to help reduce speeds.

Other less visible strategies will have true widespread and long-lasting impacts on all future work as design standards and processes are updated and memorialized to focus on providing safe and comfortable streets for all users. Along with these physical changes, spreading the Vision Zero message will be imperative to sustaining momentum and building success.



PLAN AND BUILD SAFE STREETS FOR ALL USERS

Action Strategy	Measurement	Completion Date	Lead Agency
Complete and implement Ohio Multi-Modal Design Guide (MMDG)	Publish the MMDG	Q3, 2021	ODOT
Complete <i>Chapter 6: Pedestrian and Bike Facilities</i> and <i>Chapter 9: Traffic Control</i> 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	Q2, 2021	Dept. of Public Service
	Complete chapters	Q1, 2023	
Deliver updated Transit Stop Design Guide to include Vision Zero Safety Considerations	Publish updated Transit Stop Design Guide	Q2, 2021	COTA
Crosswalk Improvements *COI <ul style="list-style-type: none"> Review crosswalk evaluation procedures in consideration with industry best practices and research Install and/or enhance crosswalks, emphasizing the HIN and/or COI 	Publish updated process for future inclusion in design manual	Q4, 2021	Dept. of Public Service
	Install/enhance minimum 60 crosswalks (significantly complete)	Q4, 2022	
Intersection Improvements *COI <ul style="list-style-type: none"> Evaluate sight distance policy and improve visibility and sight lines at intersections within the HIN 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	Q4, 2021	Dept. of Public Service
	Evaluate the number of intersections reviewed and sight line improvements per year	Q4, 2021 and 2022	
	Complete 15 intersection improvements	Q1, 2023	
	Convert all "night flash" signals	Q1, 2023	
Corridor Improvements *COI <ul style="list-style-type: none"> Select locations on the HIN 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) 	Complete evaluation of speed-reducing pilots	Q1, 2023	Dept. of Public Service
	Complete two studies	Q4, 2021 and 2022	
	Implement lane configuration changes for at least 1 corridor	Q4, 2022	
Set all speed limits in the downtown area to 25 mph	Journalize/document the revised speed limits and post new signage	Q1, 2023	Dept. of Public Service
	Hire a consultant to study the downtown signals for retiming	Q3, 2021	
Change speed study process to address how speed (reducing) zones are established in cities *COI	Update process	Q2, 2022	ODOT
Implement the Slow Streets program in the Linden and Hilltop neighborhoods and use findings to inform strategic citywide deployment *COI	Complete Linden implementation Complete 50% of Hilltop implementation	Q1, 2023	Dept. of Public Service
	Develop memorandum summarizing findings and recommending future action	Q1, 2023	



IDENTIFY AND COMMIT RESOURCES

Action Strategy	Measurement	Completion Date	Lead Agency
\$5 million of dedicated gas tax and capital funds per year to fund Vision Zero Action Plan strategies *COI	Commit funding in 2021 and 2022 CIB	Q4, 2021 Q4, 2022	City Council
Reallocate, align, or add positions to advance Vision Zero Action Plan strategies	Reallocate, align, or add 5 positions over 2 years	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



PROMOTE A CULTURE OF SAFETY

Action Strategy	Measurement	Completion Date	Lead Agency
Develop and launch multilingual educational campaign that focuses on topics that contribute the most to serious injuries and fatal crashes *COI	Develop a two-year campaign Opportunities: <ul style="list-style-type: none"> Encourage the use of “crash not accident” to City Staff and reach out to media to use this term Socialize the Vision Zero Columbus Video: websites, email Create multilingual brochures 	Ongoing	Lead – Public Service All agencies to support
Develop and launch a Vision Zero Columbus Ambassador Program to help facilitate and encourage resident leadership at the neighborhood level *COI	Develop and launch program and identify Ambassadors	Q1, 2022	The Department of Neighborhoods
Include annual transportation safety curriculum/refreshers for all students *COI	Explore and select transportation safety curricula for various grade levels	Q1, 2022	Columbus City Schools
	Implement transportation safety curricula to all grade levels	Q3, 2022	
Add pedestrian safety messaging to bus stops and buses on routes on HIN streets *COI	Identify HIN stops and create safety messaging	Q1, 2021	COTA
	Implement safety messaging on bus routes — one corridor per quarter beginning Q2, 2021	Ongoing	



DO IT BETTER: ENHANCE PROCESSES & COLLABORATION

Action Strategy	Measurement	Completion Date	Lead Agency
Establish a Rapid Response team to quickly evaluate the roadway characteristics of severe-crash and near-miss hot spots to recommend any possible immediate improvements, as well as any larger capital improvements *COI	Form team	Q1, 2021	Dept. of Public Service
	Establish a crash review process/checklist	Q2, 2021	
	Visit each fatal crash site	Begin Q2, 2021	
Support Statewide Hands Free Ohio legislation	Pass Hands Free Ohio legislation	Q1, 2023	Lead – Nationwide Support – City Council & Mayor’s Office
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	MORPC
	Hold Annual Regional Safety Forum with focus on Vision Zero work and examples delivered	Q4, 2021	
	Increase advocacy on regional public policy agenda’s support for Vision Zero principles	Q2, 2021 (ongoing)	
	Adopt criteria in MORPC’s federal transportation funding process to elevate Vision Zero safety principles	Q1, 2022	
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	Q1, 2023	Columbus City Schools Support – Dept. of Public Service and CPD
Explore income-based traffic-related penalties so as not to 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 upfront on the fee schedule, as well as explore what barriers exist to creating an online adjudication system to allow for income information to be submitted without appearance in court	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	Q3, 2022	

GOALS

The actions and strategies are organized in four goals that cut across agency boundaries and get to the heart of eliminating fatal and serious crashes:



**PLAN AND BUILD
SAFE STREETS FOR
ALL USERS**



**PROMOTE A CULTURE
OF SAFETY**



**IDENTIFY AND
COMMIT RESOURCES**



**DO IT BETTER:
ENHANCE PROCESSES
AND COLLABORATION**

These goals capture the concerns and priorities the community has expressed — through our surveys, working groups, Executive Advisory Committee, and staff — during the development of this Action Plan.

FOUNDATIONAL ACTIVITIES

To deliver, evaluate effectiveness, and report on the progress of the Action Plan strategies, foundational activities must take place. These efforts form the foundation upon which the strategies will be developed and help to establish an understanding of:

- The city's crash data and other demographic information for affected transportation users
- Infrastructure assets — what the city has, where it is, and the condition it is in
- Policies, practices, and legislation that impact how the transportation system is planned, designed, built, and used

To accomplish this during the first Action Plan, Vision Zero Columbus will:

- Publish an annual summarized report of fatal and serious injury crashes on our website
- Create and annually update a High Injury Network to illustrate where high volumes of crashes occur
- Deploy an asset management program to include sidewalk condition assessments that affect safety
- Develop criteria to prioritize projects along the HIN and in Communities of Interest
- Provide data to demonstrate Vision Zero equity efforts and provide transparency in the data being used to drive decisions
- Implement a traffic and mobility monitoring program to capture mobility patterns
- Review and incorporate the crowdsourced map as part of the criteria to help choose some short-term project locations
- Incorporate technology and innovation into delivering the Action Plan strategies
- Formulate policy recommendations

TRANSPARENCY & ACCOUNTABILITY

Our transparency and accountability will exemplify our commitment to Vision Zero.

Traditionally, many cities make transportation investments based on a reactive process that attempts to balance neighborhood feedback, regional priorities, political priorities, crash response, pavement condition, and vehicle capacity. This methodology creates an opaque decision-making process with multiple, and frequently competing, priorities, making accountability difficult.

Vision Zero is different. Its sole priority is safety for all transportation system users: pedestrians, bicyclists, transit users, and drivers. It collects and analyzes a wide range of data including community feedback, driver behavior, demographics, crash type, roadway geometry, and asset condition to better understand who is being seriously injured or killed, where and why, and how resources can be focused to address and prevent these crashes. The focus on safety will provide a transparent decision-making process to develop our list of transportation investments.

Through the Vision Zero Columbus Action Plan 1.0, the city will:

- **Draw on available data**
- **Rely on proven safety practices**
- **Prioritize community input**
- **Hold ourselves accountable through regular reporting**

As we implement the Action Plan, evaluating its impact toward eliminating fatal and serious injury crashes is important to maintaining accountability, identifying opportunities to improve, and ensuring success. By working to improve and measure success, we can see if our investments are producing expected results. We can pivot and change course more readily as we closely monitor our results. If future investments do not reduce serious crashes, we will change course. The reporting will be essential to highlight success and identify what is not working. Our focus will be both targeted and intentional.

As we look to crash data to drive our decisions, we will ensure quantitative data is supported by qualitative assessments to understand the relationship between human behavior and high-injury crashes. For example, do changes make the street feel less stressful for vulnerable road users to navigate?

Data is not always perfect:

- **Vulnerable road user crashes may be underreported**
- **Language used by investigators and reporters to describe crashes often includes bias and victim blaming**
- **Injuries often become worse later, but this isn't tied back to the crash report**

To better understand our fatal and serious injury crash problem, the city will continue to work with partners at the state to improve data collection and processing in support of the highest level of analytics and reporting. Where crash data alone does not tell the whole story, the city will engage with trauma centers, police records, and other partners to assess the performance of the system.

The city is implementing an Asset and Performance Management Program to allow for inventories of our transportation system's physical assets. Inventories will include the asset's condition to monitor the "health" of the system and to validate the investment strategies that will lead to predictable outcomes. For example, we are working to ensure we identify the location of all existing city sidewalks and assess their conditions.

Using asset and performance information along with crash information can help prioritize where we should invest to prevent fatal and serious injury crashes.

We will hold ourselves accountable.

To ensure transparency in delivering our Action Plan, the Vision Zero Columbus website will track the progress toward performance measures and actions outlined in this plan. Data and other information will be readily available on the website. Households without reliable internet access can get online at libraries or contact the Department of Public Service for paper copies of Vision Zero publications.

The partnership between Vision Zero Columbus and the public will allow for a more equitable assessment and strategic investment in vulnerable communities. We are committed to continually engaging with our residents and seeking input that informs, contextualizes, and drives a safety culture.

We will continue to improve the data gathering and analysis needed to ensure communities along the HIN are evaluated from an engineering perspective and a socioeconomic perspective. Eliminating crashes on the HIN will go a long way toward eliminating fatalities and serious injuries in the city.

Our strategies need to work for everyone, and be accountable to everyone, for all modes of travel. Monitoring our performance tied to our accountability pledge will allow for the transparency needed to solidify the collective efforts toward zero traffic deaths in Columbus.



**PROTECTING HUMAN LIVES
IS OUR #1 PRIORITY**

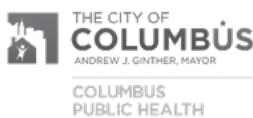
A CALL
TO
ACTION

Fatal and serious injury crashes on Columbus streets are preventable, not inevitable. The Vision Zero Columbus Action Plan 1.0 makes protecting human lives the #1 priority of our transportation system — above all other objectives.

Vision Zero Columbus is even more important as the region prepares to expand by 1 million people by 2050. We must take the initiative now to flatten the curve of fatalities and serious injuries and ultimately bend it downward to realize Vision Zero. The City of Columbus is committed to ending traffic violence and making it possible for residents to drive safe, walk safe, and bike safe when getting to and through our neighborhoods.

Vision Zero Columbus will not achieve our goals without the commitment of residents, businesses, and institutions to eliminate life-altering crashes. This can only be accomplished with your support. Beginning with a tweak of the language we use — saying CRASH instead of accident — is one simple step toward shifting to a culture focused on transportation safety. “Accident” implies the collision couldn’t be avoided and diminishes accountability of the vehicular violence. And of course, each of us modeling safe transportation behavior can help begin to achieve our Vision Zero goals.

Visit our website at columbus.gov/VisionZero and join the Vision Zero Columbus movement. Play a part in helping our community achieve zero traffic fatalities and serious injuries.



ACKNOWLEDGMENTS

This Vision Zero Columbus Action Plan 1.0 is the result of a one-year planning, partnering, and engagement process.

Thank you to our community members, corporate and agency partners, and staff. We appreciate the time and dedication from everyone who participated as we worked through the challenges of the COVID-19 pandemic to continue to make Vision Zero Columbus a priority for our city.

**LEADERSHIP AND EXECUTIVE
ADVISORY COMMITTEE**

Mayor Andrew J. Ginther
 City Council President Shannon G. Hardin
 Public Service Director Jennifer L. Gallagher
 Assistant Chief David Baugh
Columbus Division of Fire
 Dr. Talisa Dixon
Columbus City Schools
 Councilmember Shayla Favor
Columbus City Council
 David Harrison
Columbus State Community College
 Michelle May
Ohio Department of Transportation
 William Murdock
Mid-Ohio Regional Planning Commission
 Joanna M. Pinkerton
Central Ohio Transit Authority
 Lt. Paul A. Weiner
Columbus Division of Police
 Dr. Mysheika Roberts
Columbus Public Health
 Stephen Sayre
City of Columbus Mayor's Office
 Toby R. Tomlin
Nationwide Insurance
 Todd A. Wickerham
OhioHealth
 Carla Williams-Scott
Columbus Department of Neighborhoods

VISION ZERO CORE TEAM

Kim Baillieul
 Mandy K. Bishop
 Randy Borntreger
 Debbie Briner
 Maria Cantrell
 Michael Liggett
 Ryan Lowe
 Tim Nittle
 David Shipps
 Scott Ulrich
 Andrew Williams

**VISION ZERO WORKING GROUP
REPRESENTATIVES**

AAA Ohio
 Age-Friendly Columbus
 Burgess & Niple
 Center for Disability Empowerment

Center for Urban and Regional Analysis
 at The Ohio State University
 Central Ohio Transit Authority
 City of Columbus Fleet Management
 Clintonville Area Commission
 Columbus City Council
 Columbus City Schools
 Columbus Department of Development
 Columbus Department of Neighborhoods
 Columbus Department of Public Safety/
 Division of Fire/Division of Police
 Columbus Department of Public Service
 Columbus Department of Public Utilities/
 Division of Power
 Columbus Metropolitan Library
 Columbus Partnership
 Columbus Public Health
 Columbus Recreation and Parks Department
 Columbus South Side Area Commission
 Downtown Special Improvement Districts
 Epic Small Consulting
 Far West Side Area Commission
 Franklin County Engineer's Office
 Friends and Families for Safe Streets Columbus
 German Village Society
 Lyft
 Mid-Ohio Regional Planning Commission
 MurphyEpson
 Ohio Department of Transportation
 OhioHealth
 Open Columbus
 Osborn Engineering
 Radio One Columbus
 Remember Us Urban Scouts
 Smart Columbus
 Sustainable Columbus
 The Ohio State University Department
 of Psychology
 The Ohio State University Department
 of Traffic Management
 The Risk Institute at The Ohio State University
 Fisher College of Business
 Toole Design Group
 Transit Columbus
 University Area Commission
 Weinland Park Community Civic Association
 West Scioto Area Commission
 Yay Bikes!
 Yellow Cab of Columbus

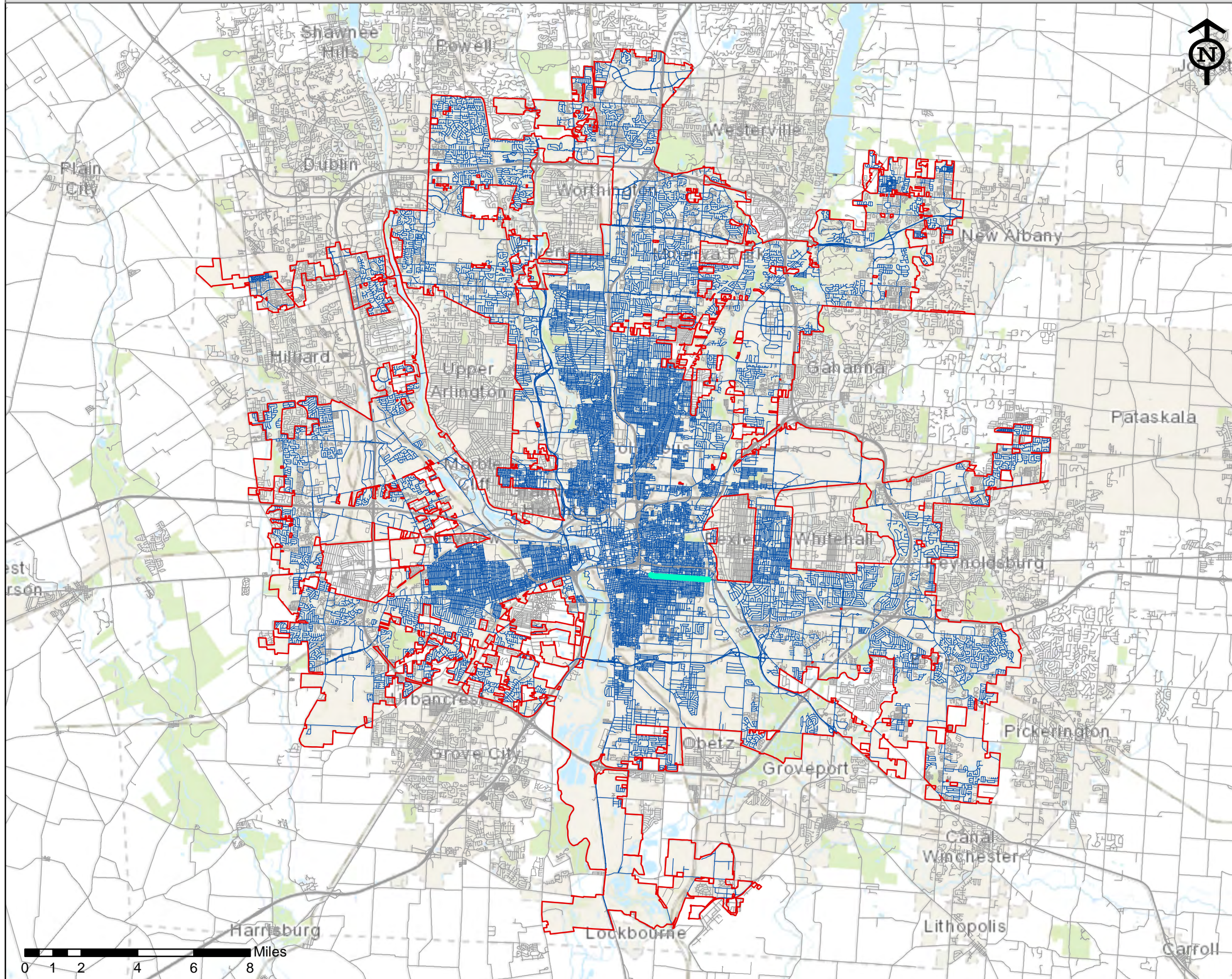
VISIONZERO
COLUMBUS^{*}
DRIVE SAFE. WALK SAFE. BIKE SAFE.

MPO and Corridor Fatality and Serious Injury Rates

Measure	MPO Area	Livingston Ave
Fatality Rate per 100 Million Vehicle Miles Travelled (MVMT)	.84	5.30
Serious Injury Rate per 100 MVMT	6.01	31.82
Number of Fatalities*	110	0.4
Number of Serious Injuries*	849	2.4
Number of Non-Motorized Fatalities and Serious Injuries*	148	1.4

**5-year rolling averages*

Livingston Avenue West: Roadway Maintenance Responsibility



Legend

Livingston Avenue West

Livingston Avenue, from 18th ST to Nelson RD

Street Centerlines

Roadways not maintained by City of Columbus

Roadways maintained by City of Columbus

Columbus Corporate Boundary

Columbus Corporate Boundary

0 1 2 4 6 8 Miles

Disclaimer: Distances are approximate. This map has been provided as reference material and does not constitute a legally binding document. Use at your own discretion.

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

From: [Young, James D.](#)
To: [Nittle, Timothy O.](#)
Subject: FW: ODOT 2022 Civil Rights Transportation Symposium- award winner
Date: Thursday, June 9, 2022 12:56:54 PM

FYI

James D. Young, P.E.
City Engineer/Division Administrator
Division of Design and Construction
111 North Front Street, [6th Floor](#)
[Columbus, Ohio 43215](#)
W: [614-645-3915](#)
C: 614-327-2788

From: Lynnette.Stevens@dot.ohio.gov [mailto:Lynnette.Stevens@dot.ohio.gov]
Sent: Thursday, June 9, 2022 12:42 PM
To: Brian.Davidson@dot.ohio.gov
Cc: Deborah.Green@dot.ohio.gov; Andrea.Stevenson@dot.ohio.gov; Young, James D. <JDYoung@columbus.gov>
Subject: [EXTERNAL] Re: ODOT 2022 Civil Rights Transportation Symposium- award winner

Hi Brian,

No press release was issued, sorry. I sent the emails out and that was it. We haven't sent press releases in the past but maybe we can do that starting next year? Thank you for the idea!

Sincerely,

Lynn Stevens
Administrator, Office of Outreach
Ohio Department of Transportation
614-578-0513 (cell)

Get [Outlook for iOS](#)

From: Davidson, Brian <Brian.Davidson@dot.ohio.gov>
Sent: Thursday, June 9, 2022 11:45:16 AM
To: Woods-Stevens, Lynnette <Lynnette.Stevens@dot.ohio.gov>
Cc: Green, Deborah <Deborah.Green@dot.ohio.gov>; Stevenson, Andrea <Andrea.Stevenson@dot.ohio.gov>; jdyoung@columbus.gov <jdyoung@columbus.gov>
Subject: RE: ODOT 2022 Civil Rights Transportation Symposium- award winner

Hi Lynnette.

Was there any sort of press release other than this email for the LPA of the Year Award? City of

Columbus is working on a grant application and was interested in including it as an attachment.

Thanks,

Brian Davidson

Local Programs Manager

District 6 Planning & Engineering

400 E. William Street, Delaware, Ohio 43015

(p)740.833.8397 (m)740.360.0687

transportation.ohio.gov

From: Woods-Stevens, Lynnette <Lynnette.Stevens@dot.ohio.gov>

Sent: Monday, April 18, 2022 12:25 PM

To: JDYoung@columbus.gov

Cc: Davidson, Brian <Brian.Davidson@dot.ohio.gov>

Subject: ODOT 2022 Civil Rights Transportation Symposium- award winner

Hello Mr. Young,

This is Lynn Stevens with the Ohio Department of Transportation (ODOT). As you may know, ODOT is hosting the 5th Annual Civil Rights Transportation Symposium April 25 – 26, 2022 at the Center of Science & Industry (COSI) located in downtown Columbus. Eight awards are given each year to individuals, companies, and organizations who exhibit exceptional commitment to the principles of civil rights and diversity and inclusion in the transportation industry. The award categories are as follows:

1. Director's Award for Diversity & Inclusion Advocacy
2. DBE Contractor of the Year
3. DBE Consultant of the Year
4. Prime Contractor of the Year
5. Prime Consultant of the Year
6. Local Public Agency of the Year
7. Transit System of the Year
8. Business Development Award

I would like to let you know that the City of Columbus, Department of Public Service was nominated for the Local Public Agency of the Year Award by Brian Davidson with ODOT's District 6 Headquarters and was selected as the winner! **CONGRATULATIONS!!**

Here is a description of the award criteria:

- **Local Public Agency of the Year Award**

This award recognizes an outstanding Local Public Agency (LPA) that has excelled in upholding the requirements of the federal program and has a demonstrated track record of partnering with ODOT and DBE firms, while also encouraging the utilization of DBE firms on local-let, federally funded Department of Transportation (DOT) projects.

We will present the award during the luncheon on **Tuesday, April 26, 2022 (12:15p – 1:30p)**. Would you like to send someone to accept the award in person? If so, please provide his/her name at your very earliest convenience. If no one can attend, we can mail the award to you. FYI- Patricia Fought will be a speaker at the Symposium on April 26th and she can probably accept the award on your behalf, if desired.

Also, we'd like to display the city's logo during the PowerPoint presentation where we will announce the nominees and winners. Would you mind sending the logo at your very earliest convenience?

Congratulations again and we look forward to hearing from you! Have a great day.

Sincerely,

Lynn Stevens

Administrator, Office of Outreach

Ohio Department of Transportation

Division of Opportunity, Diversity, and Inclusion

1980 W. Broad Street, 2nd floor, Columbus, Ohio 43223


(p) 614-644-8436 (m) 614.578-0513

transportation.ohio.gov


Livingston Avenue West: Additional Livingston Avenue Projects

Legend

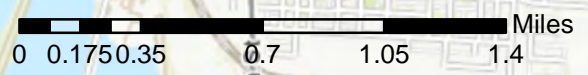
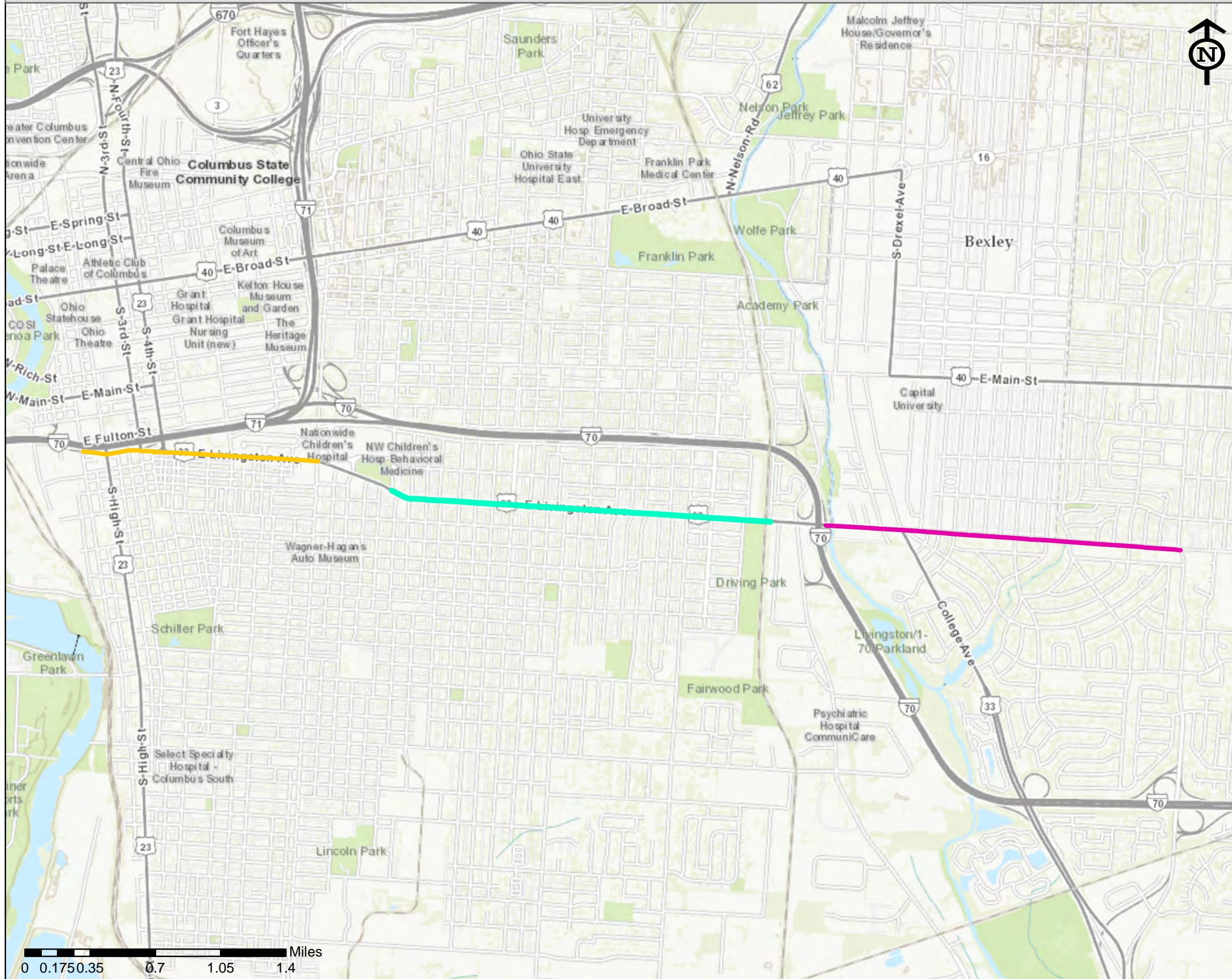
Livingston Avenue West

 Livingston Avenue, from 18th ST to Nelson RD

Additional Livingston Avenue Projects

 Livingston Avenue, Phases A-C (approx. \$28.3 million)

 Livingston Avenue East (approx. \$22.3 million)



Disclaimer: Distances are approximate. This map has been provided as reference material and does not constitute a legally binding document. Use at your own discretion.

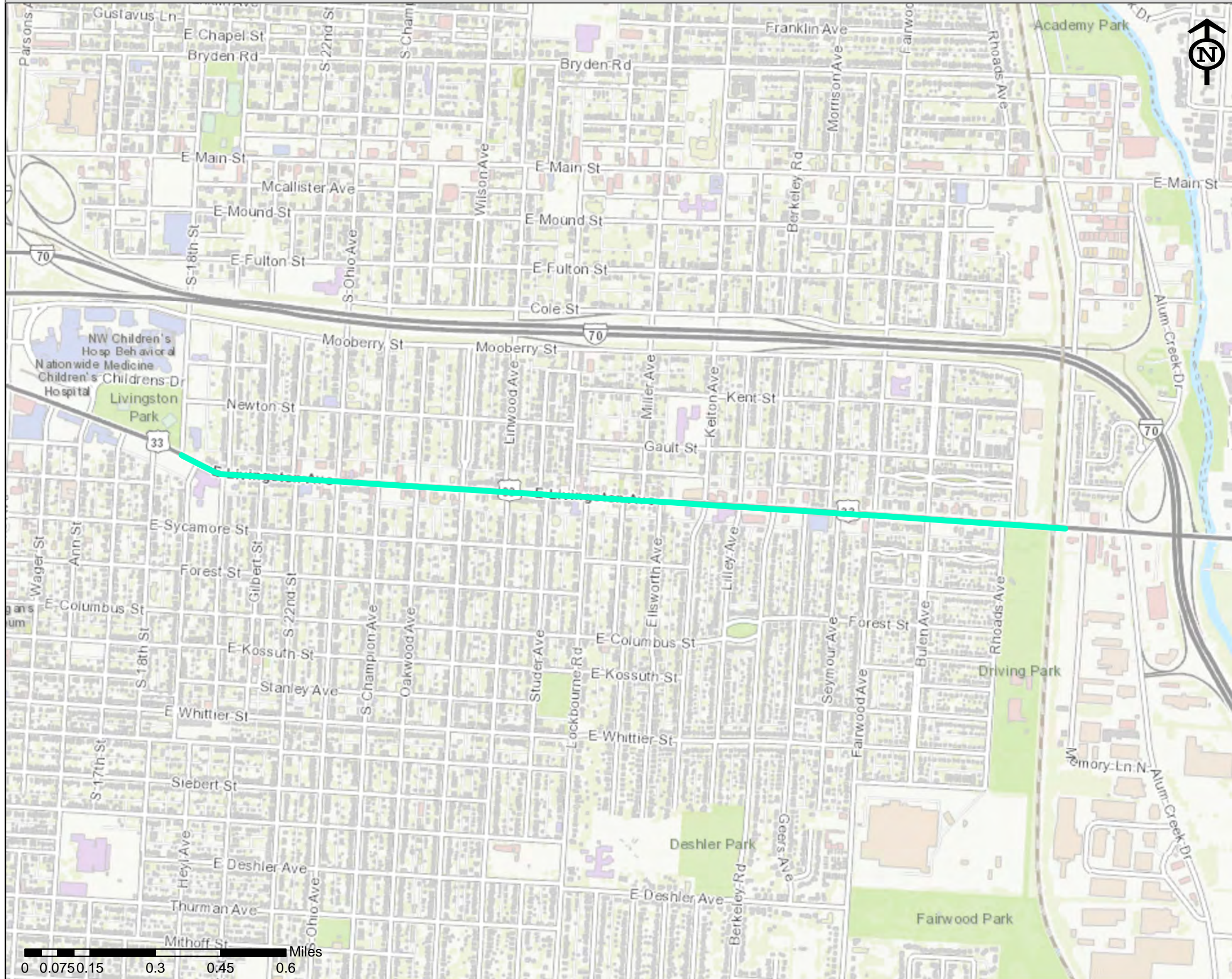
ZERO TRAFFIC
FATALITIES. PERIOD.

VISION ZERO
COLUMBUS

Appendix 2 Content:

- Appendix 2 - Project Corridor and Urbanized Area Map

Livingston Avenue West: Project Corridor



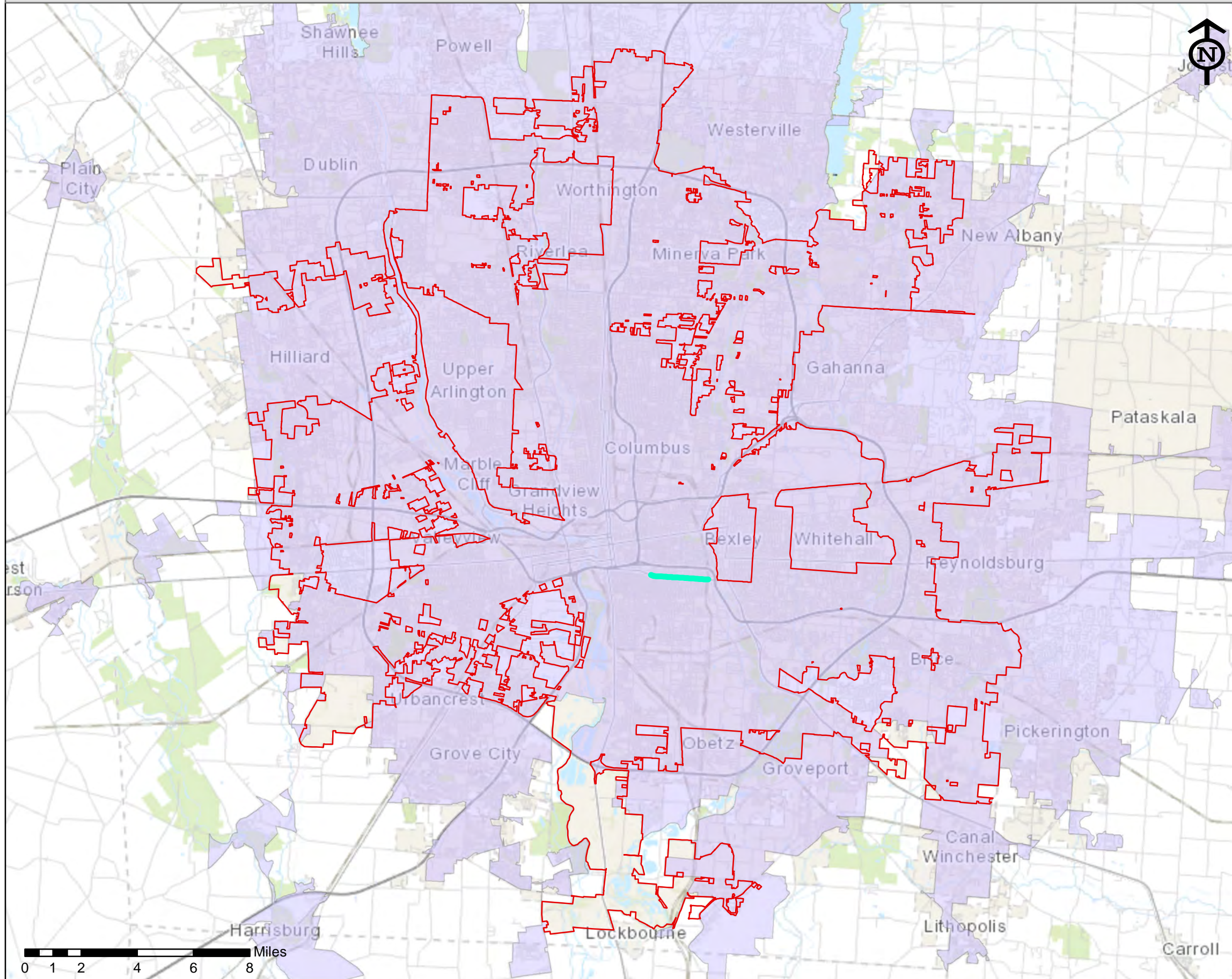
Legend

Livingston Avenue West

Livingston Avenue, from 18th ST to Nelson RD

Disclaimer: Distances are approximate. This map has been provided as reference material and does not constitute a legally binding document. Use at your own discretion.

Livingston Avenue West: Columbus Boundaries & Urbanized Area



Legend

- Livingston Avenue West**
 - Livingston Avenue, from 18th ST to Nelson RD
- Columbus Corporate Boundary**
 - Columbus Corporate Boundary
- Columbus Urbanized Area**
 - Urbanized area

Disclaimer: Distances are approximate. This map has been provided as reference material and does not constitute a legally binding document. Use at your own discretion.

ZERO TRAFFIC
FATALITIES. PERIOD.

VISION ZERO
COLUMBUS

Appendix 3 Content:

- Appendix 3 - Columbus HIN Maps
- Appendix 3 - Crash Data Summary 2014-2018
- Appendix 3 - Communities of Interest Map
- Appendix 3 - Walk Bike Ohio Need and Demand Maps
- Appendix 3 - Areas of Persistent Poverty Map
- Appendix 3 - CEJST Map
- Appendix 3 - HOLC Map
- Appendix 3 - Stakeholder Involvement List
- Appendix 3 - Comments from Residents
- Appendix 3 - RAP Pilot Presentation
- Appendix 3 - PlusTi information
- Appendix 3 - Limestone Concrete Information

Vision Zero Columbus - Crash Data



High Injury Network

All Crashes

Vehicle Crashes

Bicycle Crashes

Pedestrian Crashes

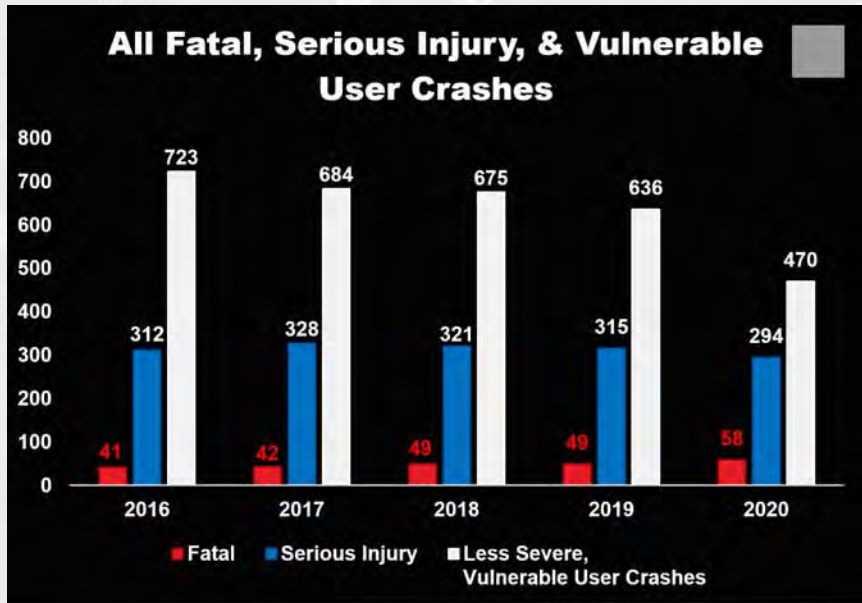
Motorcycle Crashes



Vision Zero Columbus - Crash Data



- High Injury Network
- All Crashes**
- Vehicle Crashes
- Bicycle Crashes
- Pedestrian Crashes
- Motorcycle Crashes



- Fatal Crash
- Serious Injury Crash
- Vulnerable User Crash
- High Injury Network
- City Boundary

Columbus Vision Zero Definitions:

High Injury Network – Corridors in the City of Columbus that have had the greatest number of fatal, serious injury and/or vulnerable user crashes per half mile segment. Does not include freeways.

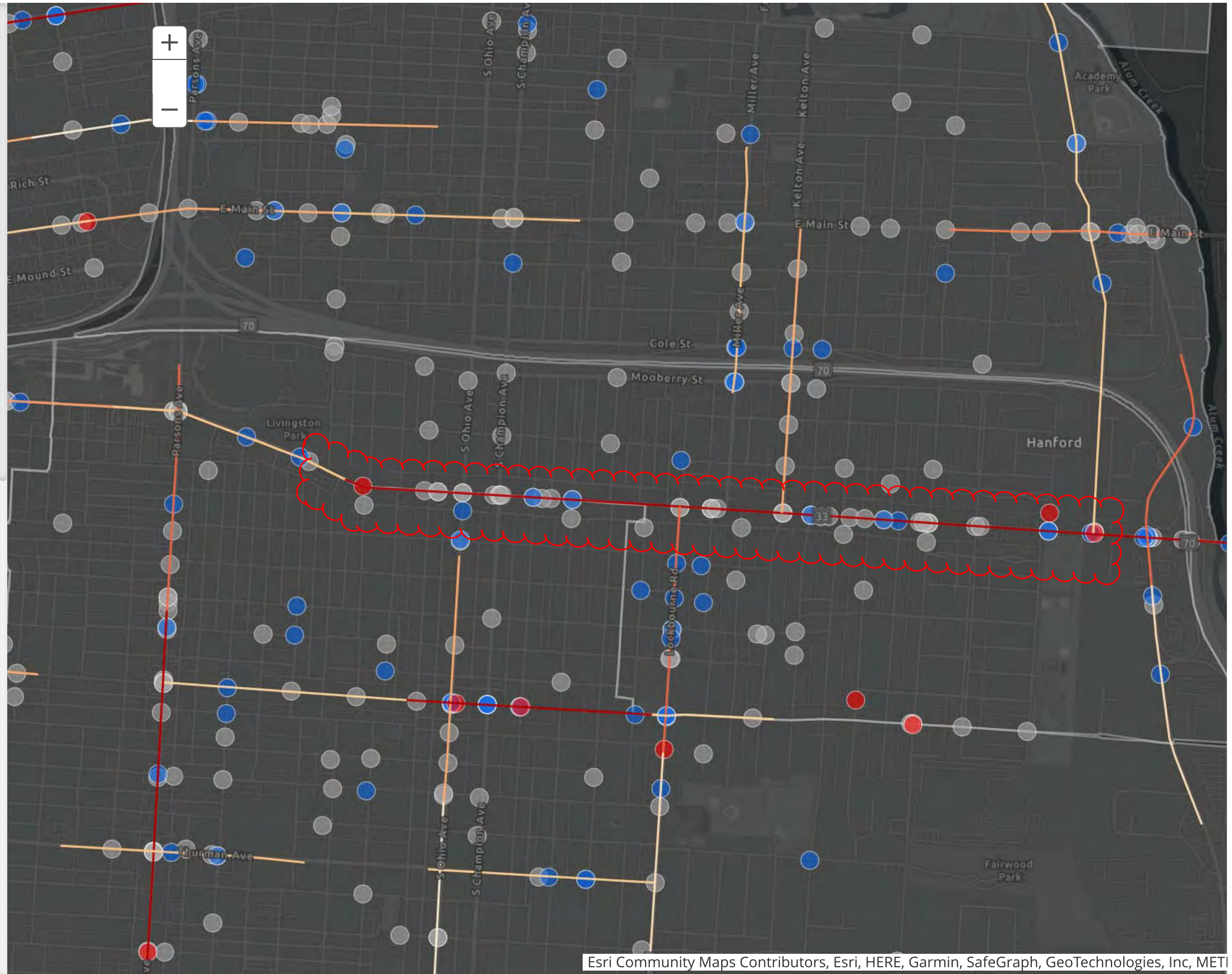
Fatal Crash – one or more people were killed as a result of this crash

Serious Injury Crash – one or more people needing emergency medical attention as a result of this crash

Vulnerable Road Users – pedestrians, bicyclists or motorcyclists – individuals who are inherently more at risk of injury when involved in any traffic crash

Columbus Vision Zero Crash Data:

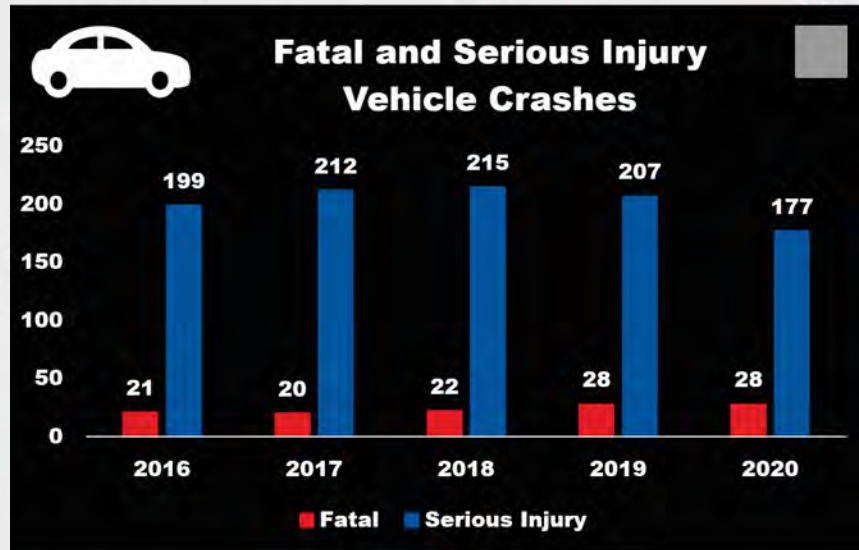
- currently includes data from 2016-2020
- does not include freeways or crashes outside the City corporation limits where the City has limited authority to make any changes
- includes all fatal or serious injury crashes
- includes all Vulnerable User Crashes of any severity



Vision Zero Columbus - Crash Data



High Injury Network All Crashes **Vehicle Crashes** Bicycle Crashes Pedestrian Crashes Motorcycle Crashes



- Fatal
- Serious Injury
- High Injury Network
- Bicycle Crashes
- Pedestrian Crashes
- Motorcycle Crashes

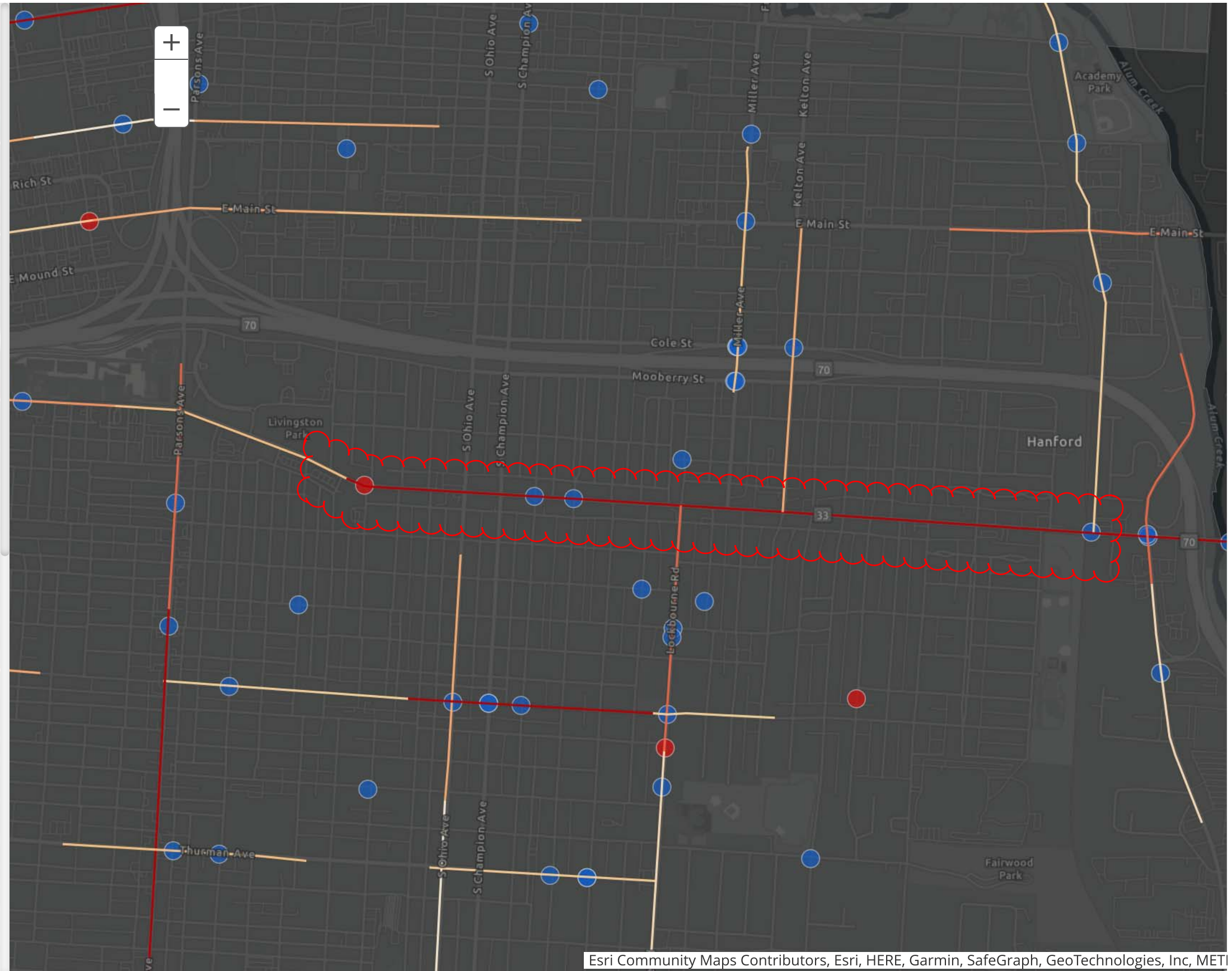
Columbus Vision Zero Definitions:

Vehicle Crash – any vehicle crash that does *not* involve a vulnerable user

High Injury Network – Corridors in the City of Columbus that have had the greatest number of fatal, serious injury and/or vulnerable user crashes per half mile segment. Does not include freeways.

Fatal Crash – one or more people were killed as a result of this crash

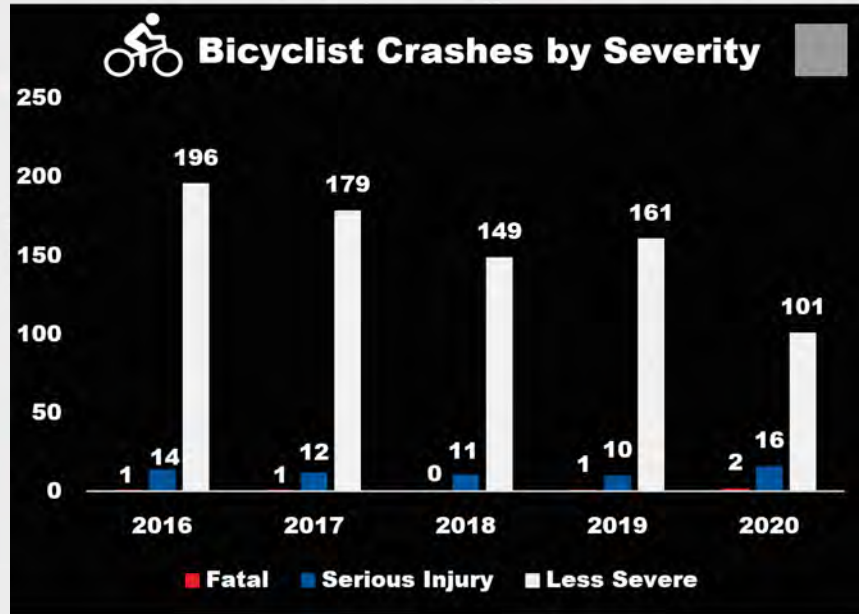
Serious Injury Crash – one or more people needing emergency medical attention as a result of this crash



Vision Zero Columbus - Crash Data



High Injury Network All Crashes Vehicle Crashes **Bicycle Crashes** Pedestrian Crashes Motorcycle Crashes



- Fatal Crashes
- Serious Injury Crashes
- Less Severe Crashes
- High Injury Network
- Vulnerable Road Users

Columbus Vision Zero Definitions:

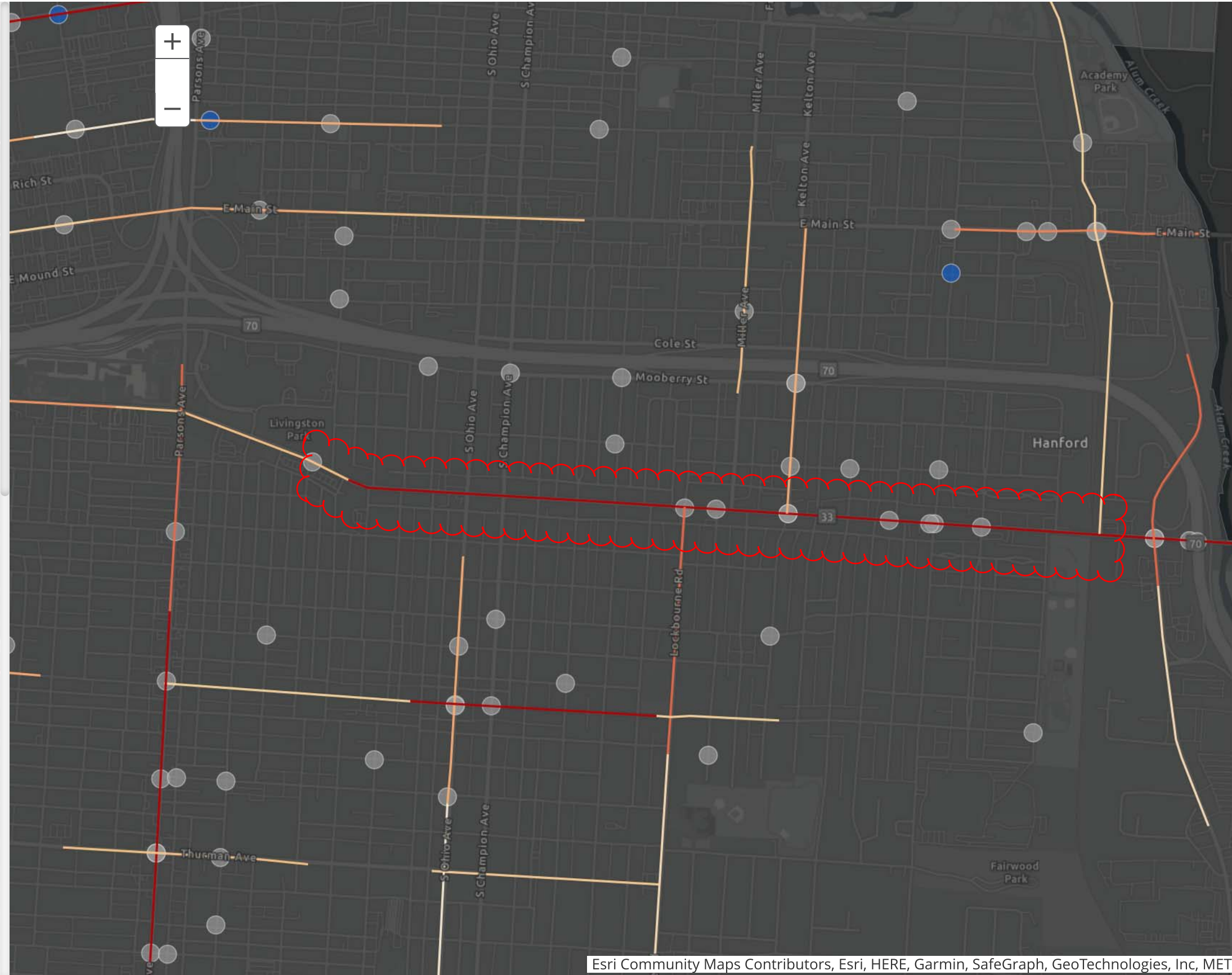
Bicycle Crash -when a vehicle strikes a bicyclist or scooter

High Injury Network - Corridors in the City of Columbus that have had the greatest number of fatal, serious injury and/or vulnerable user crashes per half mile segment. Does not include freeways.

Fatal Crash - one or more people were killed as a result of this crash

Serious Injury Crash -one or more people needing emergency medical attention as a result of this crash

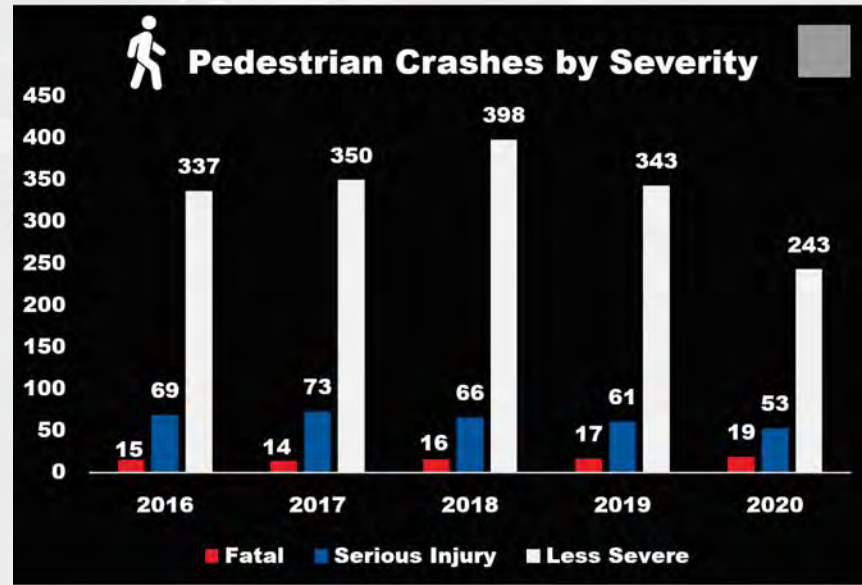
Vulnerable Road Users - pedestrians, bicyclists or motorcyclists - individuals who are inherently more at risk of injury when involved in any traffic crash



Vision Zero Columbus - Crash Data



- High Injury Network
- All Crashes
- Vehicle Crashes
- Bicycle Crashes
- Pedestrian Crashes**
- Motorcycle Crashes



- High Injury Network
- Serious Injury Crashes
- Less Severe Crashes
- Motorcycle Crashes
- Vehicle Crashes
- Fatal Crashes

Columbus Vision Zero Definitions:

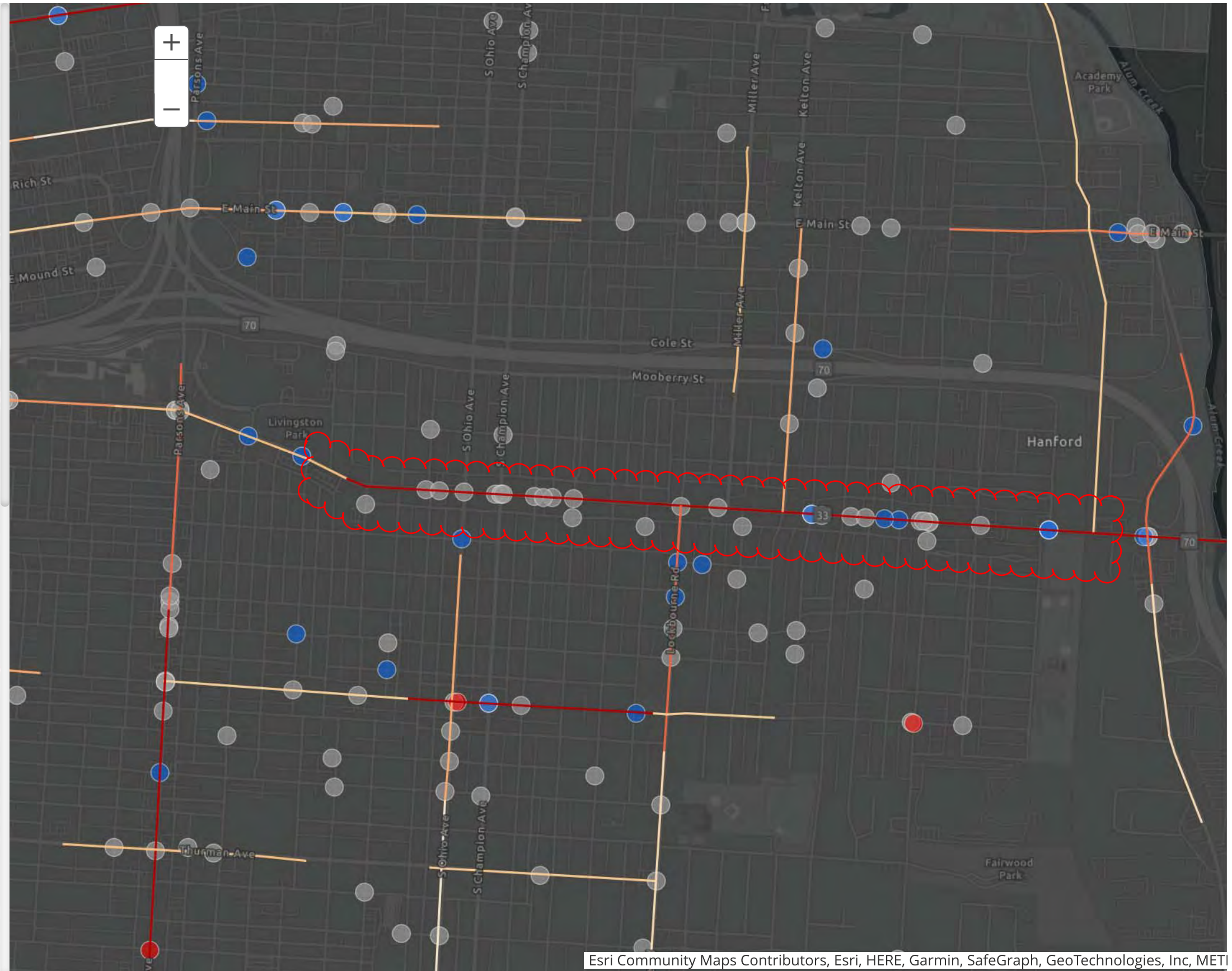
Pedestrian Crash - when a vehicle strikes a pedestrian

High Injury Network - Corridors in the City of Columbus that have had the greatest number of fatal, serious injury and/or vulnerable user crashes per half mile segment. Does not include freeways.

Fatal Crash - one or more people were killed as a result of this crash

Serious Injury Crash - one or more people needing emergency medical attention as a result of this crash

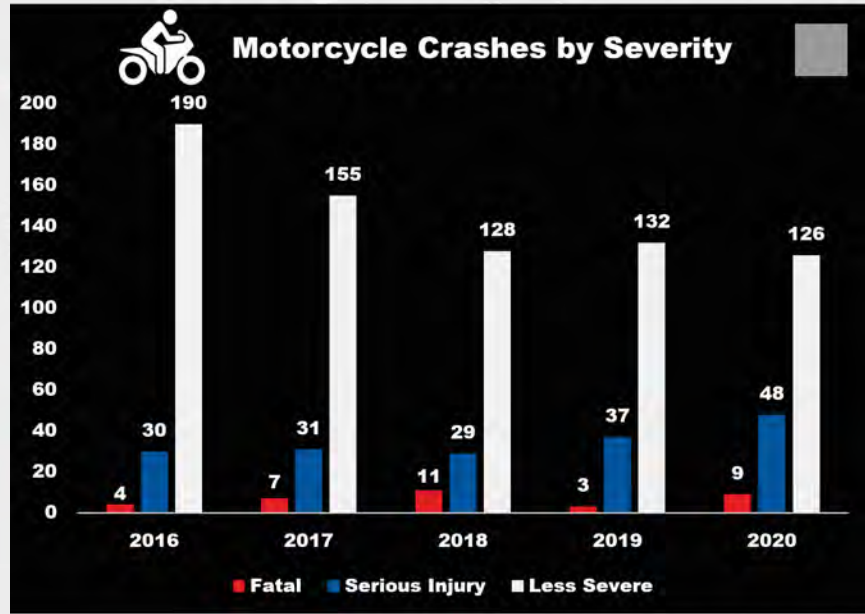
Vulnerable Road Users - pedestrians, bicyclists or motorcyclists - individuals who are inherently more at risk of injury when involved in any traffic crash



Vision Zero Columbus - Crash Data



- High Injury Network
- All Crashes
- Vehicle Crashes
- Bicycle Crashes
- Pedestrian Crashes
- Motorcycle Crashes**



- Fatal Crashes
- Serious Injury Crashes
- Less Severe Crashes
- High Injury Network
- High Injury Network
- High Injury Network

Columbus Vision Zero Definitions:

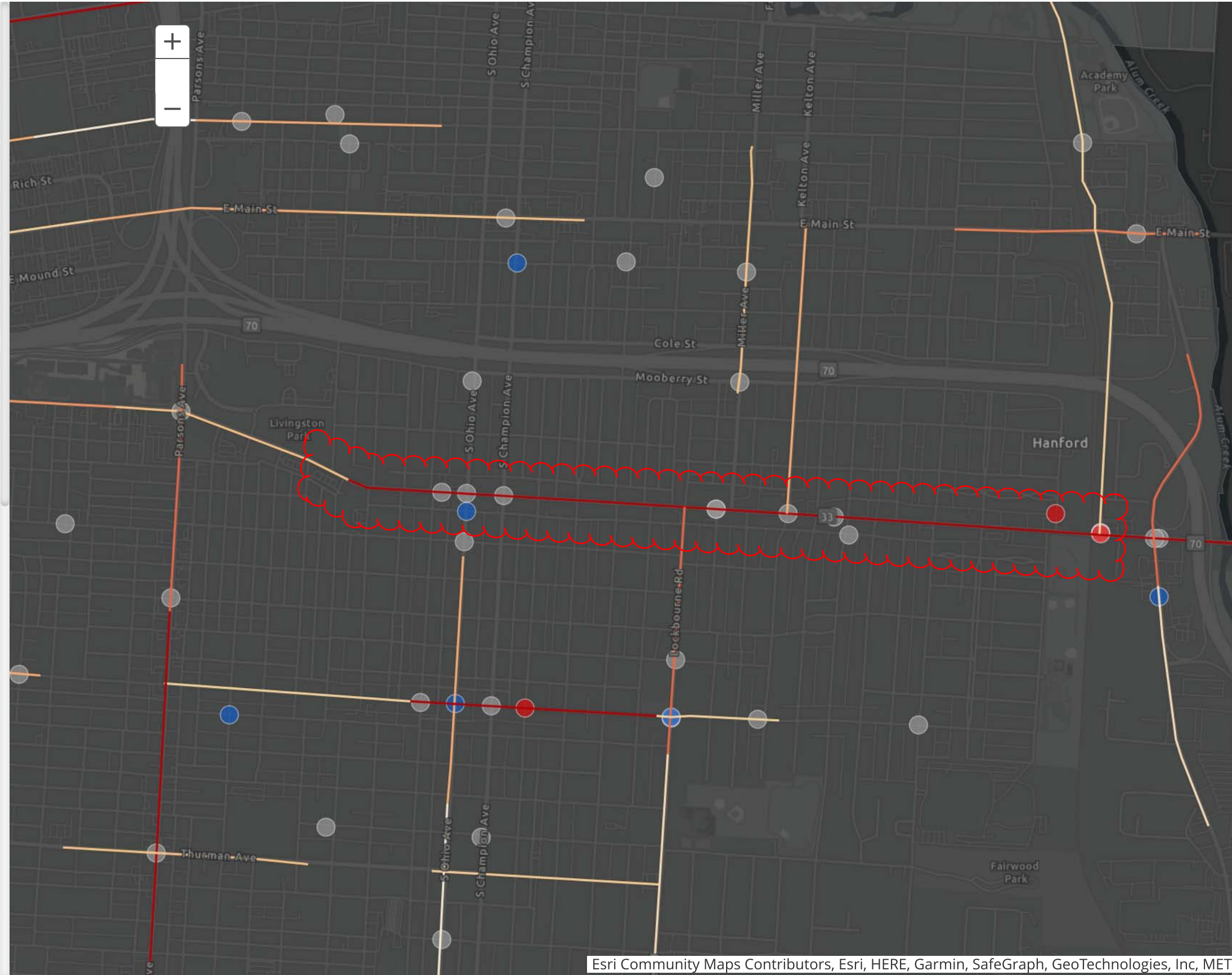
Motorcycle Crash - any crash involving a motorcycle

High Injury Network - Corridors in the City of Columbus that have had the greatest number of fatal, serious injury and/or vulnerable user crashes per half mile segment. Does not include freeways.

Fatal Crash - one or more people were killed as a result of this crash

Serious Injury Crash - one or more people needing emergency medical attention as a result of this crash

Vulnerable Road Users - pedestrians, bicyclists or motorcyclists - individuals who are inherently more at risk of injury when involved in any traffic crash



Livingston Avenue, 18th Street to Nelson Road Crash Summary Sheet

Fatalities	2
Serious Injuries	12
Other Injuries	359

Crash Severity	Crashes	%
(1) Fatal	2	0.25%
(2) Serious Injury Suspected	11	1.36%
(3) Minor Injury Suspected	135	16.65%
(4) Injury Possible	101	12.45%
(5) PDO/No Injury	562	69.30%
Grand Total	811	100.00%

Day of Week	Crashes	%
(1) Sunday	93	11.47%
(2) Monday	107	13.19%
(3) Tuesday	98	12.08%
(4) Wednesday	133	16.40%
(5) Thursday	127	15.66%
(6) Friday	144	17.76%
(7) Saturday	109	13.44%
Grand Total	811	100.00%

Hour of Day	Crashes	%
0	19	2.34%
1	13	1.60%
2	12	1.48%
3	9	1.11%
4	4	0.49%
5	4	0.49%
6	12	1.48%
7	19	2.34%
8	30	3.70%
9	41	5.06%
10	33	4.07%
11	51	6.29%
12	48	5.92%
13	49	6.04%
14	41	5.06%
15	73	9.00%
16	71	8.75%
17	59	7.27%
18	56	6.91%
19	46	5.67%
20	35	4.32%
21	33	4.07%
22	35	4.32%
23	18	2.22%
Grand Total	811	100.00%

Crashes Per Year	162.20
Fatal and All Injury Crashes	249
Percent Injury	30.7%
Equivalent PDO Index Value	3.06

Year	Crashes	%
2014	140	17.26%
2015	177	21.82%
2016	180	22.19%
2017	162	19.98%
2018	152	18.74%
Grand Total	811	100.00%

Crash Type	Crashes	%
Angle	171	21.09%
Rear End	166	20.47%
Sideswipe - Passing	163	20.10%
Left Turn	96	11.84%
Parked Vehicle	49	6.04%
Fixed Object	46	5.67%
Right Turn	36	4.44%
Pedestrian	35	4.32%
Backing	21	2.59%
Pedalcycles	9	1.11%
Head On	7	0.86%
Other Non-Collision	6	0.74%
Sideswipe - Meeting	3	0.37%
Unknown	2	0.25%
Overturning	1	0.12%
Grand Total	811	100.00%

Month	Crashes	%
1	62	7.64%
2	66	8.14%
3	61	7.52%
4	73	9.00%
5	76	9.37%
6	84	10.36%
7	58	7.15%
8	72	8.88%
9	64	7.89%
10	74	9.12%
11	60	7.40%
12	61	7.52%
Grand Total	811	100.00%

Livingston Avenue, 18th Street to Nelson Road

Crash Summary Sheet

Weather Condition	Crashes	%
Clear	549	67.69%
Cloudy	143	17.63%
Rain	94	11.59%
Snow	13	1.60%
Unknown	6	0.74%
Sleet, Hail	4	0.49%
Fog, Smog, Smoke	2	0.25%
Grand Total	811	100.00%

Road Condition	Crashes	%
Dry	639	78.79%
Wet	136	16.77%
Snow	16	1.97%
Ice	9	1.11%
Other / Unknown	7	0.86%
Slush	2	0.25%
Sand, Mud, Dirt, Oil, Gravel	2	0.25%
Grand Total	811	100.00%

Light Condition	Crashes	%
Daylight	549	67.69%
Dark - Lighted Roadway	219	27.00%
Dawn/Dusk	24	2.96%
Dark - Roadway Not Lighted	13	1.60%
Other / Unknown	6	0.74%
Grand Total	811	100.00%

Number of Units	Crashes	%
2	703	86.68%
1	57	7.03%
3	36	4.44%
4	13	1.60%
5	2	0.25%
Grand Total	811	100.00%

ODOT Location	Crashes	%
Not An Intersection	322	39.70%
Four-Way Intersection	313	38.59%
T-Intersection	161	19.85%
Driveway/Alley Access	12	1.48%
Unknown	1	0.12%
Y-Intersection	1	0.12%
Shared-Use Paths Or Trails	1	0.12%
Grand Total	811	100.00%

Work Zone Related	Crashes	%
No	809	99.75%
Yes	2	0.25%
Grand Total	811	100.00%

Alcohol Related	Crashes	%
No	780	96.18%
Yes	31	3.82%
Grand Total	811	100.00%

Drug Related (Inc. Marijuana)	Crashes	%
No	807	99.51%
Yes	4	0.49%
Grand Total	811	100.00%

Marijuana Related	Crashes	%
No	811	100.00%
Grand Total	811	100.00%

Contour	Crashes	%
Curve Grade	1	0.12%
Curve Level	9	1.11%
Straight Grade	6	0.74%
Straight Level	795	98.03%
Grand Total	811	100.00%

Older Driver (65+)	Crashes	%
No	727	89.64%
Yes	84	10.36%
Grand Total	811	100.00%

Roadway Departure	Crashes	%
No	703	86.68%
Yes	108	13.32%
Grand Total	811	100.00%

Young Driver (15-25)	Crashes	%
No	555	68.43%
Yes	256	31.57%
Grand Total	811	100.00%

Intersection Related	Crashes	%
Yes	532	65.60%
No	279	34.40%
Grand Total	811	100.00%

Motorcycle Involved	Crashes	%
No	802	98.89%
Yes	9	1.11%
Grand Total	811	100.00%

Speed Related	Crashes	%
No	742	91.49%
Yes	69	8.51%
Grand Total	811	100.00%

Livingston Avenue, 18th Street to Nelson Road

Crash Summary Sheet

Unit 1 Summary

Unit 1 Pre-Crash Action	Crashes	%
Straight Ahead	401	49.45%
Making Left Turn	148	18.25%
Changing Lanes	72	8.88%
Data Not Valid or Not Provided	42	5.18%
Making Right Turn	40	4.93%
Backing	21	2.59%
Slowing or Stopped In Traffic	19	2.34%
Other / Unknown	15	1.85%
Entering Traffic Lane	14	1.73%
Walking, Running, Jogging, Playing	12	1.48%
Leaving Traffic Lane	9	1.11%
Overtaking/Passing	6	0.74%
Entering or Crossing Specified Location	4	0.49%
Parked	3	0.37%
Standing	2	0.25%
Negotiating a Curve	2	0.25%
Making U-Turn	1	0.12%
Grand Total	811	100.00%

Unit 1 Contributing Factor	Crashes	%
Other Improper Action	224	27.62%
Failure to Yield	168	20.72%
Following Too Closely/ACDA	152	18.74%
Improper Lane Change	75	9.25%
Ran Red Light	65	8.01%
None	44	5.43%
Improper Turn	18	2.22%
Ran Stop Sign	17	2.10%
Improper Backing	15	1.85%
Improper Crossing	12	1.48%
Left of Center	8	0.99%
Wrong Way	4	0.49%
Swerving to Avoid	3	0.37%
Lying in Roadway	3	0.37%
Stopped or Parked Illegally	1	0.12%
Operating Defective Equipment	1	0.12%
Improper Start From a Parked Position	1	0.12%
Grand Total	811	100.00%

Unit 1 Object Struck	Crashes	%
Nothing Struck	742	91.49%
Utility Pole	26	3.21%
Curb	8	0.99%
Wall	7	0.86%
Other Fixed Object	7	0.86%
Other Post, Pole Or Support	5	0.62%
Traffic Sign Post	4	0.49%
Tree	4	0.49%
Other / Unknown	3	0.37%
Embankment	2	0.25%
Fire Hydrant	1	0.12%
Light/Luminaries Support	1	0.12%
Fence	1	0.12%
Grand Total	811	100.00%

Unit 1 Traffic Control	Crashes	%
No Control	474	58.45%
Signal	260	32.06%
Stop Sign	77	9.49%
Grand Total	811	100.00%

Unit 1 Posted Speed	Crashes	%
0	119	14.67%
5	3	0.37%
10	2	0.25%
15	9	1.11%
20	2	0.25%
25	117	14.43%
30	5	0.62%
35	546	67.32%
40	2	0.25%
45	4	0.49%
50	1	0.12%
65	1	0.12%
Grand Total	811	100.00%

Unit 1 Direction From	Crashes	%
West	302	37.24%
East	253	31.20%
South	125	15.41%
North	120	14.80%
Unknown	9	1.11%
Northeast	1	0.12%
Southeast	1	0.12%
Grand Total	811	100.00%

Unit 1 Direction To	Crashes	%
East	269	33.17%
West	211	26.02%
South	158	19.48%
North	144	17.76%
Northwest	9	1.11%
Unknown	9	1.11%
Southeast	5	0.62%
Southwest	4	0.49%
Northeast	2	0.25%
Grand Total	811	100.00%

Livingston Avenue, 18th Street to Nelson Road

Crash Summary Sheet

Unit 1 Summary

Unit 1 Type	Crashes	%
Passenger Car	436	53.76%
Sport Utility Vehicle	163	20.10%
Pick up	58	7.15%
Unknown or Hit/Skip	42	5.18%
Passenger Van (minivan)	33	4.07%
Pedestrian/Skater	20	2.47%
Cargo Van	18	2.22%
Bus (16+ Passengers)	13	1.60%
Heavy Equipment	7	0.86%
Single Unit Truck	7	0.86%
Bicycle	5	0.62%
Semi-Tractor	4	0.49%
Other Vehicle	2	0.25%
Motorcycle 2 Wheeled	2	0.25%
Van (9-15 Seats)	1	0.12%
Grand Total	811	100.00%

Unit 1 Special Function	Crashes	%
None	776	95.68%
Police	9	1.11%
School Transport	6	0.74%
Taxi	5	0.62%
Bus – Transit/Commuter	5	0.62%
Fire	4	0.49%
Public Utility	2	0.25%
Other / Unknown	2	0.25%
Bus – Other	1	0.12%
Ambulance	1	0.12%
Grand Total	811	100.00%

Livingston Avenue, 18th Street to Nelson Road

Crash Summary Sheet

Unit 2 Summary

Unit 2 Pre-Crash Action	Crashes	%
Straight Ahead	428	52.77%
Slowing or Stopped In Traffic	165	20.35%
Parked	73	9.00%
	59	7.27%
Making Left Turn	39	4.81%
Walking, Running, Jogging, Playing	10	1.23%
Making Right Turn	10	1.23%
Changing Lanes	7	0.86%
Other / Unknown	7	0.86%
Backing	4	0.49%
Overtaking/Passing	3	0.37%
Entering or Crossing Specified Location	3	0.37%
Entering Traffic Lane	2	0.25%
Negotiating a Curve	1	0.12%
Grand Total	811	100.00%

Unit 2 Contributing Factor	Crashes	%
None	695	85.70%
	57	7.03%
Other Improper Action	40	4.93%
Failure to Yield	5	0.62%
Following Too Closely/ACDA	5	0.62%
Ran Red Light	3	0.37%
Improper Crossing	2	0.25%
Vision Obstruction	1	0.12%
Ran Stop Sign	1	0.12%
Improper Start From a Parked Position	1	0.12%
Lying in Roadway	1	0.12%
Grand Total	811	100.00%

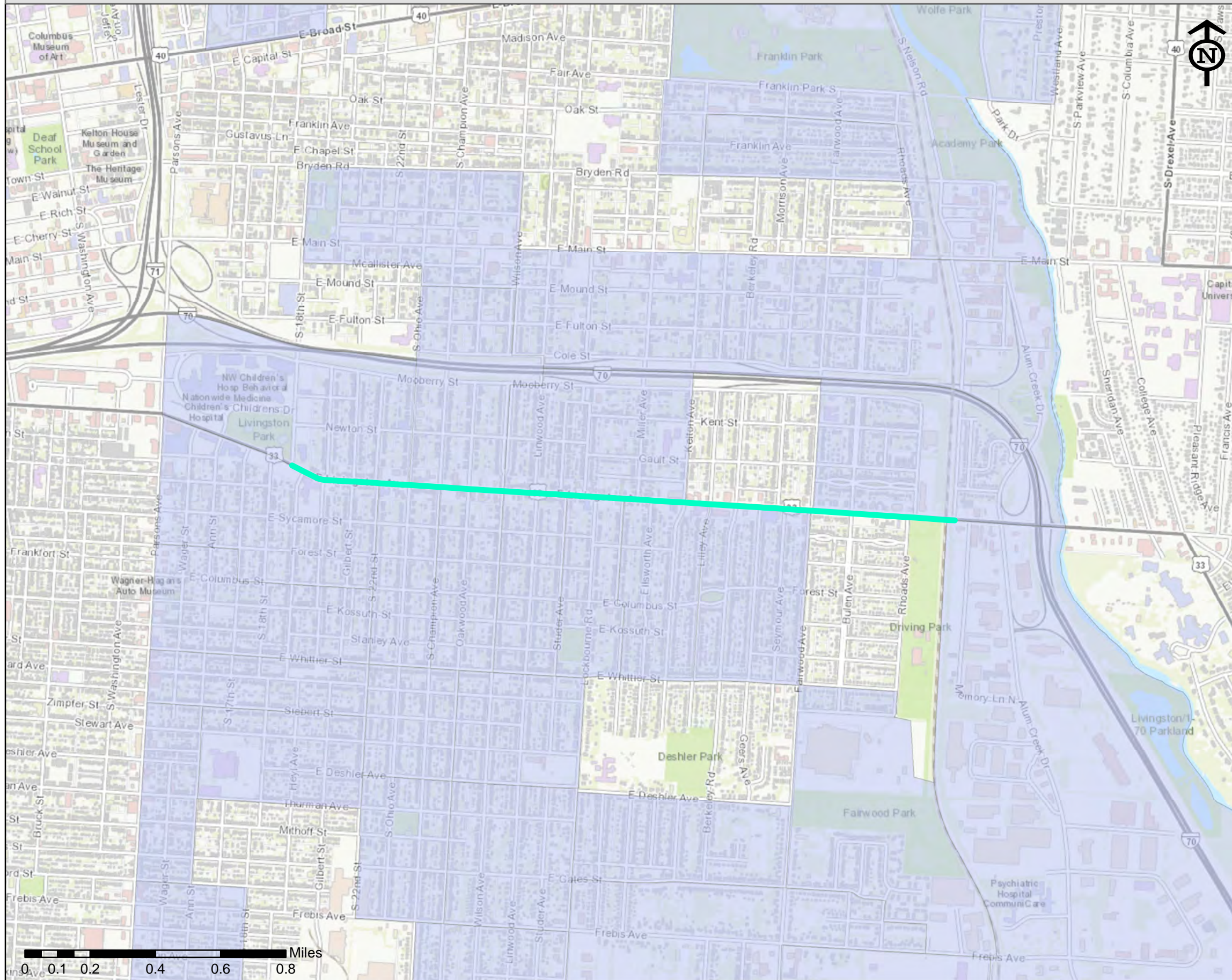
Unit 2 Direction From	Crashes	%
	57	7.03%
East	252	31.07%
North	91	11.22%
South	83	10.23%
Southwest	1	0.12%
Unknown	5	0.62%
West	322	39.70%
Grand Total	811	100.00%

Unit 2 Direction To	Crashes	%
	57	7.03%
East	320	39.46%
North	98	12.08%
South	83	10.23%
Southeast	1	0.12%
Unknown	4	0.49%
West	248	30.58%
Grand Total	811	100.00%

Unit 2 Type	Crashes	%
Passenger Car	441	54.38%
Sport Utility Vehicle	162	19.98%
	57	7.03%
Pick up	39	4.81%
Passenger Van (minivan)	24	2.96%
Bus (16+ Passengers)	21	2.59%
Cargo Van	17	2.10%
Pedestrian/Skater	15	1.85%
Single Unit Truck	8	0.99%
Heavy Equipment	7	0.86%
Motorcycle 2 Wheeled	6	0.74%
Bicycle	4	0.49%
Other Vehicle	3	0.37%
Van (9-15 Seats)	3	0.37%
Unknown or Hit/Skip	2	0.25%
Semi-Tractor	2	0.25%
Grand Total	811	100.00%

Unit 2 Special Function	Crashes	%
None	703	86.68%
	57	7.03%
Bus – Transit/Commuter	14	1.73%
Police	6	0.74%
Ambulance	6	0.74%
School Transport	6	0.74%
Public Utility	5	0.62%
Other / Unknown	5	0.62%
Taxi	4	0.49%
Fire	3	0.37%
Construction Equipment	2	0.25%
Grand Total	811	100.00%

Livingston Avenue West: Communities of Interest



Legend

Livingston Avenue West

Livingston Avenue, from 18th ST to Nelson RD

Vision Zero Communities of Interest

COI block groups

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DEPARTMENT OF
PUBLIC SERVICE

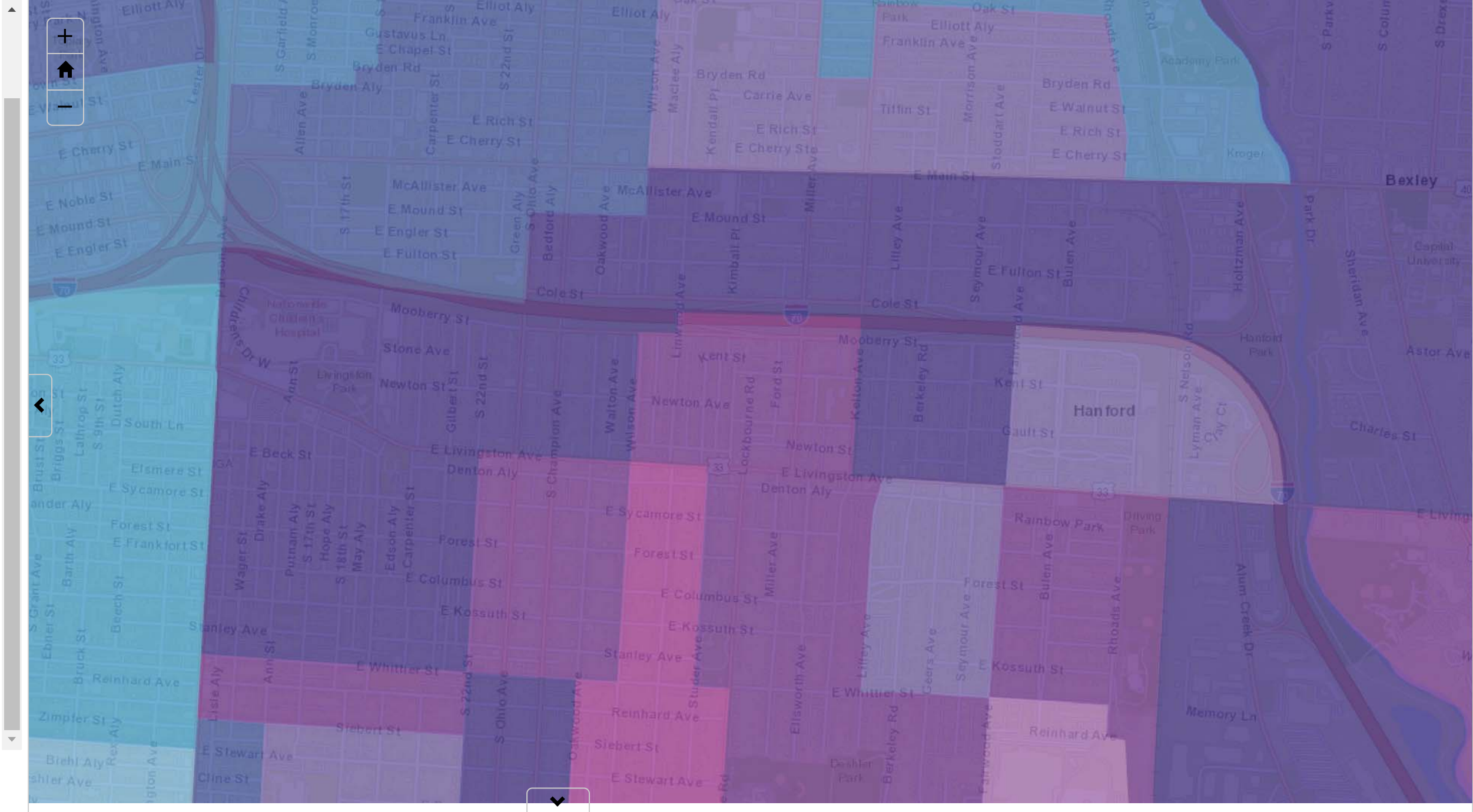
Disclaimer: Distances are approximate. This map has been provided as reference material and does not constitute a legally binding document. Use at your own discretion.

Legend

AT Demand and Need Analysis

AT Composite Analysis

- D1 N1
- D1 N2
- D1 N3
- D1 N4
- D2 N1
- D2 N2
- D2 N3
- D2 N4
- D3 N1
- D3 N2
- D3 N3
- D3 N4
- D4 N1
- D4 N2
- D4 N3
- D4 N4



Results

10 records per page

Search:

Show / Hide columns

Zoom to results

Export data

No data available in table

Showing 0 to 0 of 0 entries

Layers

Layers Legend

AT Demand and Need Analysis

AT Need

- 1 - Low
- 2 - Moderate
- 3 - High
- 4 - Very High



Results

10 records per page

Search:

Show / Hide columns

Zoom to results

Export data

No data available in table

Showing 0 to 0 of 0 entries

First Previous Next Last

Layers

Layers Legend

Legend

AT Demand and Need Analysis

AT Demand

- 1 - Low
- 2 - Moderate
- 3 - High
- 4 - Very High



Results

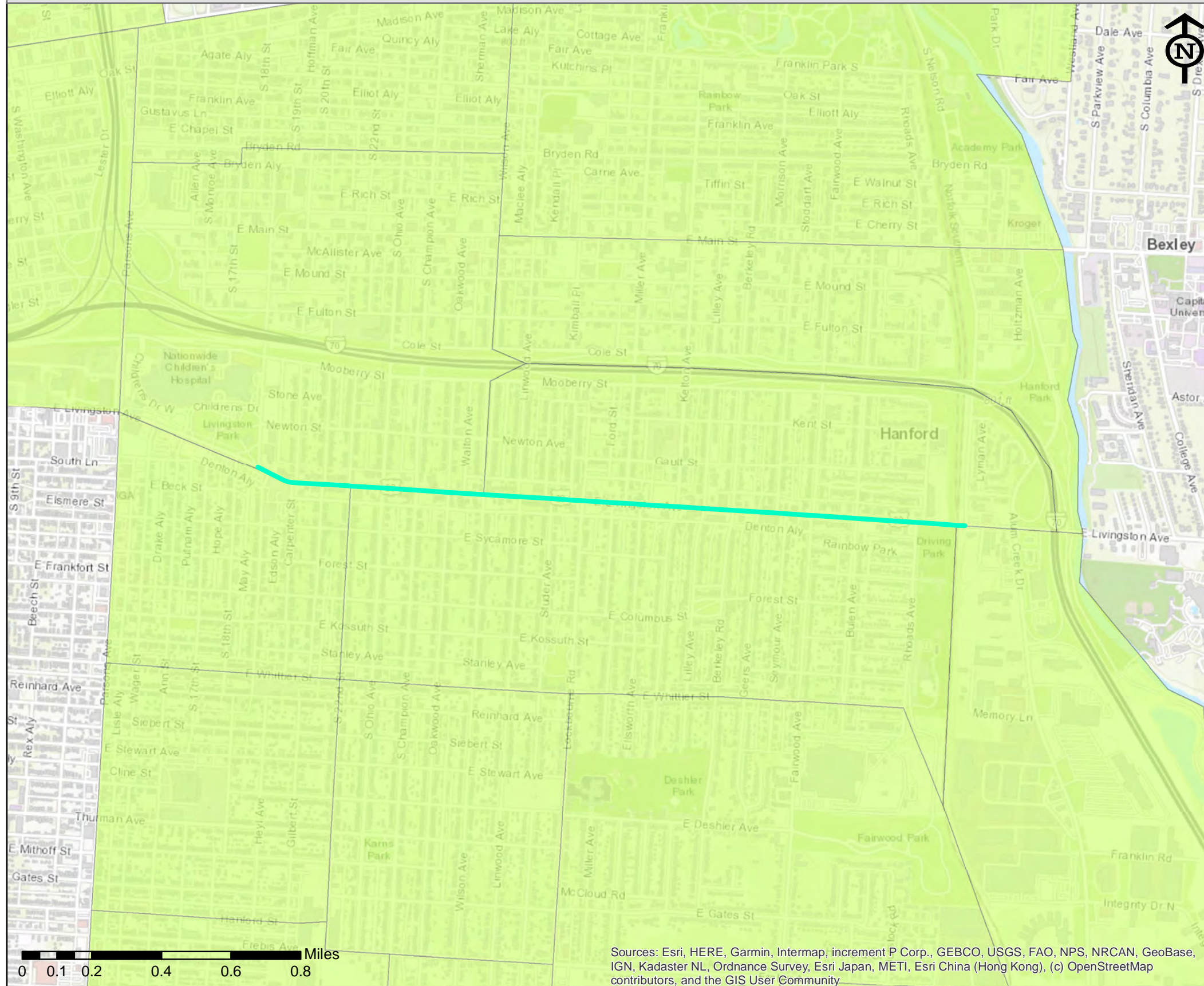
10 records per page Search: Show / Hide columns Zoom to results Export data

No data available in table

Showing 0 to 0 of 0 entries

First Previous Next Last

Livingston Avenue West: Areas of Persistent Poverty



Legend

Livingston Avenue West

— Livingston Avenue West

Areas of Persistent Poverty

■ Census Tracts identified as Areas of Persistent Poverty

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Livingston Avenue West: Climate and Economic Justice Screening Tool

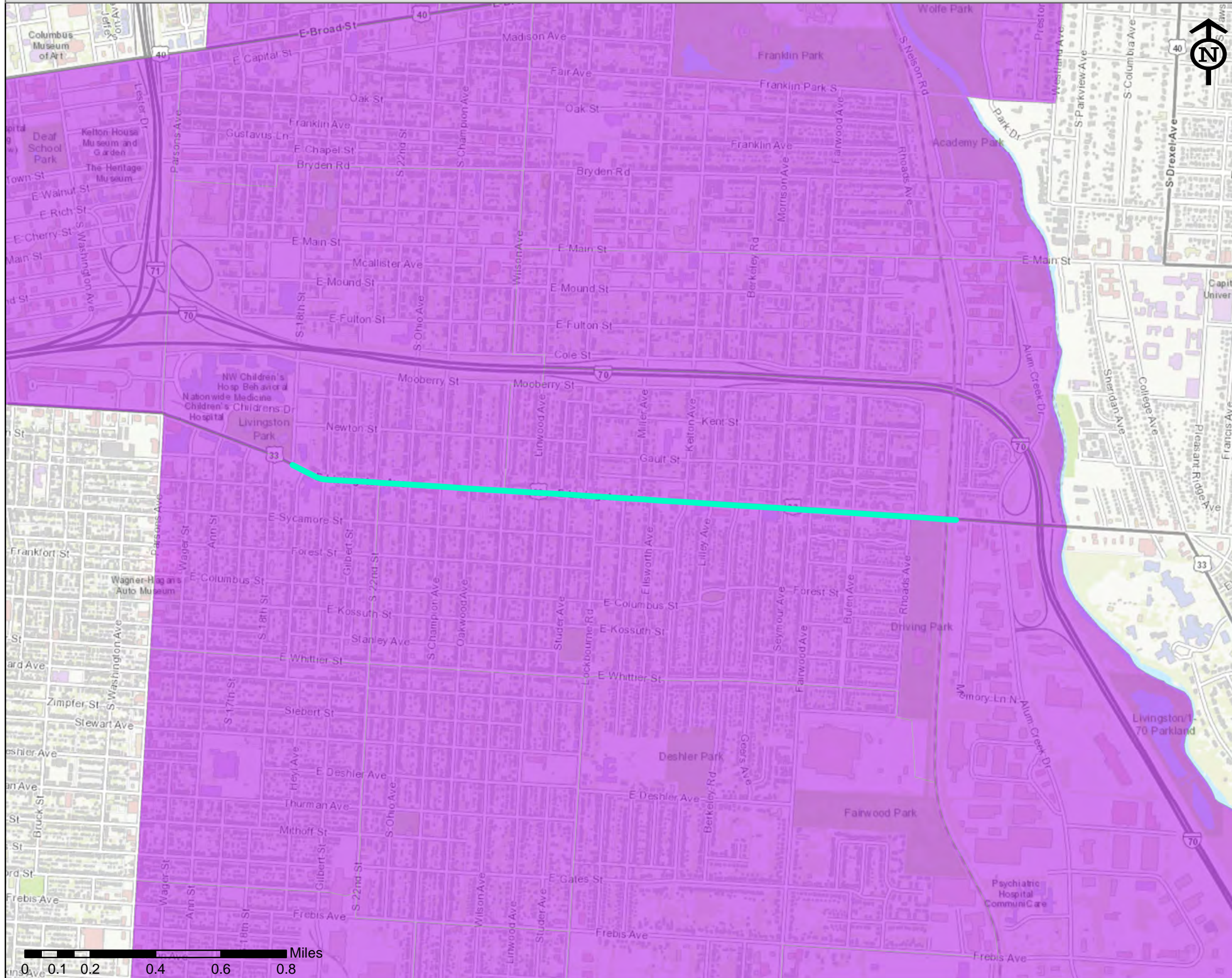
Legend

Livingston Avenue West

Livingston Avenue, from 18th ST to Nelson RD

Climate and Economic Justice Screening Tool

Disadvantaged Census Tracts

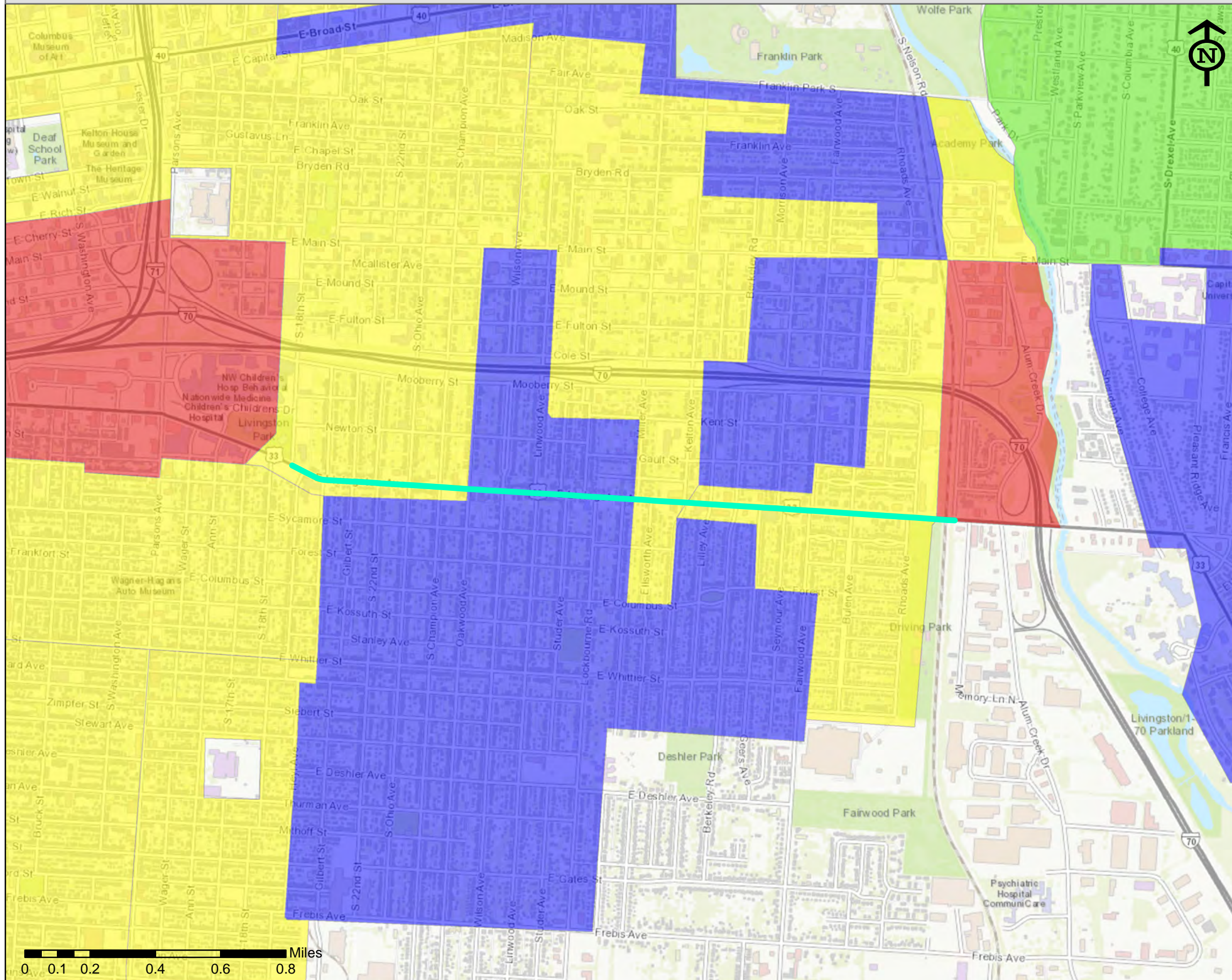


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Livingston Avenue West: 1930's Home Owners' Loan Corporation Map

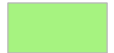





Legend

Livingston Avenue West

 Livingston Avenue, from 18th ST to Nelson RD

Residential Security Map

-  A - First Grade
-  B - Second Grade
-  C - Third Grade
-  D - Fourth Grade

Disclaimer: Distances are approximate. This map has been provided as reference material and does not constitute a legally binding document. Use at your own discretion.

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I. Stakeholder Involvement List

- Africentric Personal Development Shop (APDS)
- Bethany Baptist Church
- Central Ohio Transit Authority (COTA)
- Columbus City Schools
- Columbus Metropolitan Library
- Columbus South Side Area Commission
- Driving Park Civic Association
- Gertrude Wood Community Foundation
- Healthy Neighborhoods, Healthy Families
- Livingston Avenue Area Commission
- Livingston Avenue Columbus Ohio Safety Group
- Nationwide Children's Hospital
- Ohio Department of Transportation (ODOT)
- Old Oaks Civic Association
- Rickenbacker Woods Community Foundation
- South Side Thrive Collaborative
- Southern Orchards Civic Association
- City of Columbus, Department of Development
- City of Columbus, Department of Neighborhoods
- City of Columbus, Department of Public Safety, Division of Fire
- City of Columbus, Department of Public Safety, Division of Police
- City of Columbus, Department of Public Service
- City of Columbus, Department of Recreation and Parks
- City of Columbus, Mayor's Office
- Columbus City Council

Community comments from some of the 30 letters of support received from residents:

“As a homeowner who has lived on Livingston Avenue for 6 years, the lack of safety on this street is horrible. I’ve witnessed an unbearable amount of car accidents on this street, car accidents right outside of my home, car crashes that have jumped the curb and damaged the stone retaining wall on my property, children almost getting hit by cars, adults almost getting hit by cars, and the list goes on. For anyone who has spent time on Livingston Avenue, it’s clear that this corridor needs attention and change.”

~ P.W.

“I have become all too familiar with the dangers of this neglected part of the city. My friends and neighbors have had multiple cars totalled while being parked on a residential street at the corner of Livingston. As this neighborhood continues to grow I see families moving in, with children playing on sidewalks which should be safe, but instead have many signs of damage where accidents have resulted in vehicles forced off the street. I know progress can be made. I’ve seen examples of dangerous streets made safe and feel Livingston is worthy of the same care and attention.”

~ R.R.

“As a three-year homeowner in Old Oaks, this would greatly improve our neighborhood by making it feel safer. We previously lived in German Village and would eventually like to feel the same safety walking around and exploring. Hoping that this paves the way for more businesses to also move into the area.”

~ L.P.

“Our neighborhood has been ignored long enough on any improvements to help better the peoples lives along Livingston Ave. It is a very busy corridor that deserves the financial support to better the area and hopefully promote new businesses to join the community.”

~ K.M.

“This money will undoubtedly help my community and improve transportation. It is an up-and-coming area with such a vibrant and diverse population. I want to continue to see The Livingston Avenue Area grow and prosper. We have made great progress on our own the past 10 years, but we need outside help to continue this momentum.”

~ E.O.

“The Livingston Avenue project would greatly increase the overall sense of community, where there is currently none. In Historic Old Oaks, where I live, (adjacent to Livingston Ave) we have no easy access to supermarkets (or even mini-markets) and our residents have only two options: drive miles to a supermarket, or eat unhealthy, quick snacks like chips and ramen noodles, from the oh-so-underwhelming and crime-ridden corner stores nearby.”

~ C.G.

“As a demonstration of my commitment to the area, I currently serve on the Livingston Avenue Area Commission as one of nine commissioners (although I speak only for myself in this letter).”

~ A.V.

“As a neighborhood that is directly impacted by everything that happens on Livingston Avenue, as Livingston has declined, so has Old Oaks. Conversely, with active participation in community efforts and as Livingston improves, so does the Old Oaks neighborhood. We moved to the near-east side because of our passion for historic preservation and a desire to enjoy walkability and greenspace near

the urban center of Columbus. However, we now find ourselves avoiding Livingston due to the pedestrian fatalities, reckless driving, abundance of trash and litter, and general lack of upkeep. We understand the city is working to rectify many of these issues but funding is of course always limited.”

~ K.J.S.

High Recycled Content Asphalt Pavement



THE CITY OF
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ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

City of Columbus Supplemental Specification 1505

High Recycled Asphalt Pavement Content

Supplemental Specification 1505 appends the following sections of the City of Columbus, Construction and Material Specifications to provide for the incorporation of Recycled Asphalt Pavement materials exceeding twenty-five percent (25%) in Type I Surface, forty percent (40%) in Type II Intermediate and fifty-five percent (55%) in 301 Base in the job mix formulas for City of Columbus projects where this Supplemental Specification is provided.

Revised RAP by Dry Weight of Mix, (Max) = 60%



DEPARTMENT OF
PUBLIC SERVICE



Standard Paving Year- RAP Usage

It's a little less tonnage than previous years since 18-2/18-3 did not get all the paving completed.

Type	Tons	% RAP	RAP Tons
301 Base	18415.58	50.00%	9207.79
64-22 (Medium)	25210.02	20.00%	5042.004
70-22M (Medium)	19703.65	20.00%	3940.73
70-22M (Heavy)	4723.80	10.00%	472.38
	68053.05		18662.904

It comes out to about 27% RAP average for the entire year's asphalt on 2018 Resurfacing Projects.



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Extended RAP Timeline

- April 2016 Received Proposals via ORIL for “*Optimizing the Effective Use of RAP in Local Roadways*”
- September 2018 Placed extended RAP test sections on Hall Road 2018-P3
- October 2018 Presented ORIL extended RAP to OTEC
- November 2018 Contacted by RAP Management and provided tour of new asphalt plant on Fifth Avenue
- December 2018 Presentation to Public Service Management
- May 2019 ORIL Report Issued “*Optimizing the Effective Use of RAP in Local Roadways*”
- June 2020 Received and approved first High RAP asphalt mix design from RAP Management
- July 2020 High RAP asphalt placed on Wright Road
- February 2021 RAP Management Presentation to City NPPC

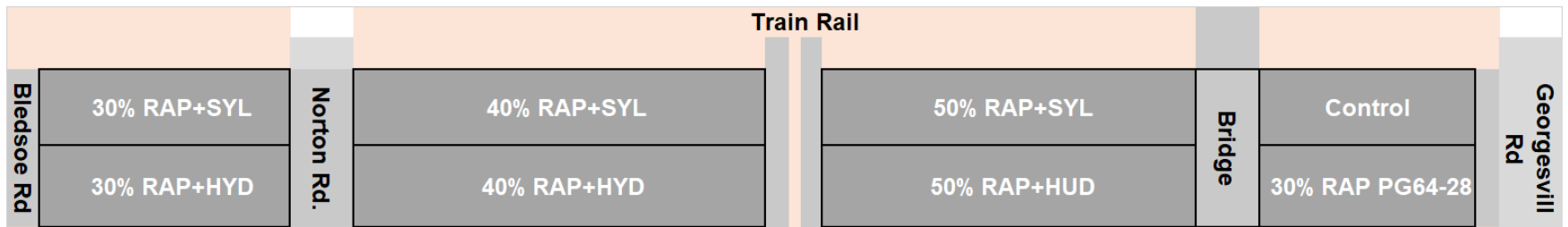
ORIL Summary

Optimizing the Effective Use of RAP in Local Roadways

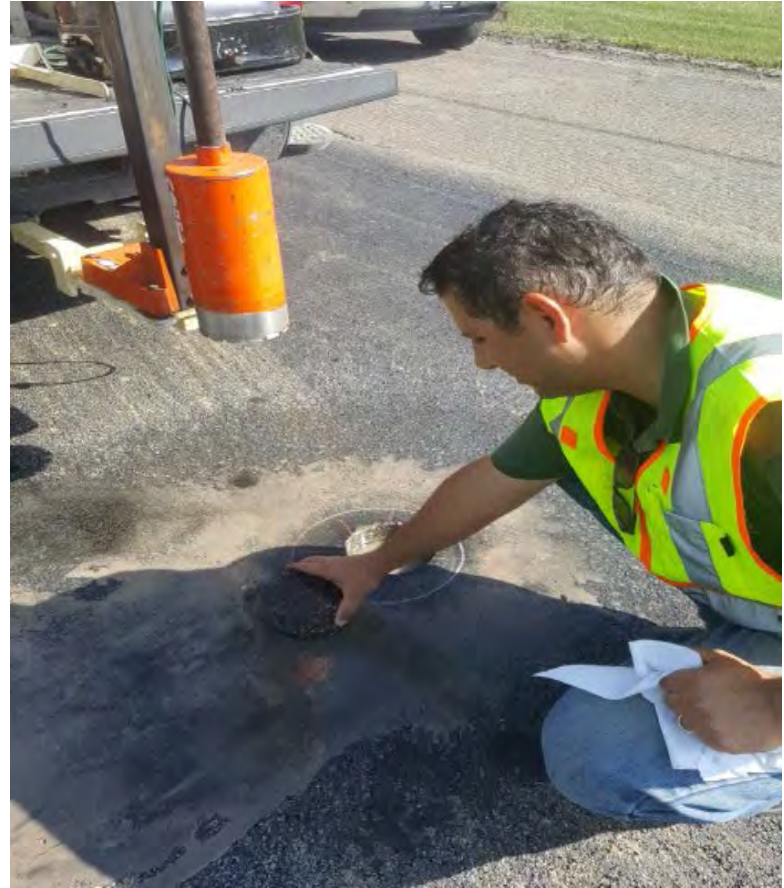
This presentation will provide an update on an Ohio's Research Initiative for Locals (ORIL) research study aimed at assessing the feasibility of using higher percentage of reclaimed asphalt pavement (RAP) in surface course mixtures of local roadways. Phase 1 of this study included conducting a comprehensive laboratory testing program to identify the factors that affect the performance asphalt mixtures with RAP. To this end, several mixtures were designed with different RAP contents: 0%, 20%, 30%, 40, and 50% RAP. Two RAP materials that have binders with different rheological properties were selected. The laboratory testing program also evaluated the effect of using recycling agents on the performance of asphalt mixtures with high RAP content. Three different types of recycling agents (rejuvenators) were used, namely, Hyrolene, Sylvaroad, and soybean. Laboratory tests were conducted to evaluate the propensity of the designed asphalt mixtures to fatigue cracking, low-temperature cracking, moisture-induced damage, and rutting. This presentation will discuss the results of the comprehensive testing program conducted in Phase 1 of this study. In addition, the presentation will highlight the method that was developed to design and construct cost-effective, well-performing, and durable asphalt mixtures with higher RAP contents to be used in the surface course of local roadways in Ohio.



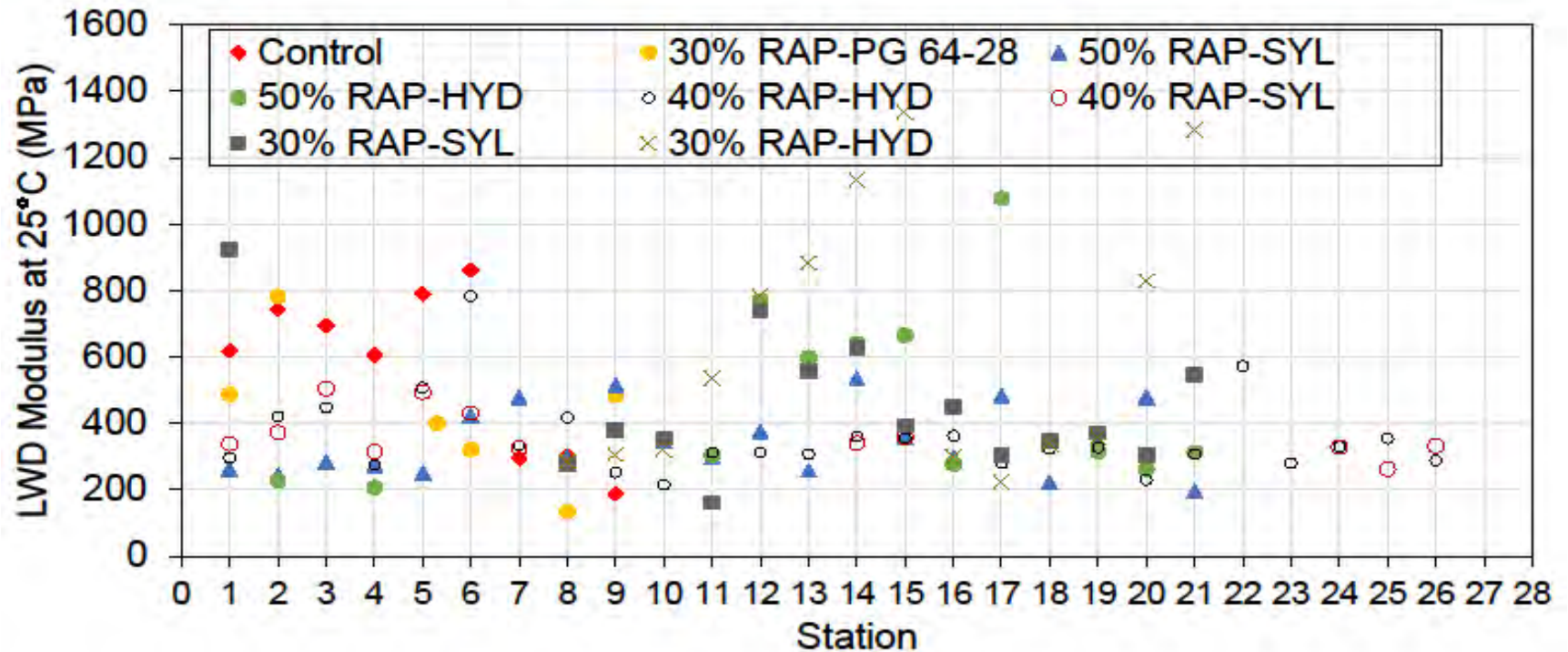
Hall Road Test Sections via ORIL



Hall Road Test Sections via ORIL



Sections Pre-Construction Evaluation





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2018 Resurfacing Project 3

Item #	Description	Quantity	Unit	KOKOSING		DIFFEREN	ENG EST
				2018 Price	2018 Extended		
46	Asphalt Concrete Surface Course, Type 1, (448), PG64-22, (1.5")	95.00	CY	\$ 310.00	\$ 29,450.00	\$ 128.00	\$ 12,160.00
47	Asphalt Concrete Surface Course, Type 1, (448), PG64-22, 30% RAP w/Rejuvenator Type A (1.5"), APP	181.00	CY	\$ 255.00	\$ 46,155.00	\$ 136.00	\$ 24,616.00
48	Asphalt Concrete Surface Course, Type 1, (448), PG64-22, 30% RAP w/Rejuvenator Type B (1.5"), APP	158.00	CY	\$ 255.00	\$ 40,290.00	\$ 136.00	\$ 21,488.00
49	Asphalt Concrete Surface Course, Type 1, (448), PG64-22, 40% RAP w/Rejuvenator Type A (1.5"), APP	174.00	CY	\$ 227.00	\$ 39,498.00	\$ 136.00	\$ 23,664.00
50	Asphalt Concrete Surface Course, Type 1, (448), PG64-22, 40% RAP w/Rejuvenator Type B (1.5"), APP	235.00	CY	\$ 227.00	\$ 53,345.00	\$ 136.00	\$ 31,960.00
51	Asphalt Concrete Surface Course, Type 1, (448), PG64-22, 50% RAP w/Rejuvenator Type A (1.5"), APP	162.00	CY	\$ 223.00	\$ 36,126.00	\$ 136.00	\$ 22,032.00
52	Asphalt Concrete Surface Course, Type 1, (448), PG64-22, 50% RAP w/Rejuvenator Type B (1.5"), APP	211.00	CY	\$ 223.00	\$ 47,053.00	\$ 136.00	\$ 28,696.00
53	Asphalt Concrete Surface Course, Type 1, (448), PG64-28, 30% RAP (1.5")	112.00	CY	\$ 308.00	\$ 34,496.00	\$ 136.00	\$ 15,232.00
54	Contractor Mix Design, Recycled Asphalt Pavement, APP	1.00	LS	\$ 50,000.00	\$ 50,000.00	\$ 8,500.00	\$ 8,500.00
				TOTAL	\$ 376,413.00		\$ 188,348.00

DIFFEREN \$
CE (188,065.00)

**This price includes design & placing surface course on Hall Rd
-Note that the rejuvenators were donated to KMI for this research project

2020 Resurfacing Project 1

- SPECIAL ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), 60% RAP w/
REJUVENATOR, (1.5"), AS PER PLAN CU YD 1,792.00

- Performed on six streets:
 - HAZELMERE DR
 - CROSSBROOK BLVD
 - GLENWILLOW BLVD
 - JOHNSON RD
 - WRIGHT RD
 - BIG RUN SOUTH RD



SUSTAINABLE ASPHALT MATERIALS

Paving Ohio's future.

4647 E 5th Ave
Columbus, OH 43219



ABOUT US

RAP Management is a Columbus, OH paving materials plant producing durable, precisely manufactured asphalt products made from Recycled Asphalt Product. We lower the environmental footprint of infrastructure, at a cost savings to the end user.

WHY CHOOSE US ??



High quality. Recycling means precision manufacturing and the highest quality pavement materials.



Save money. We can recycle and lower our cost to manufacture while still providing industry leading pavement materials.



Convenience. The first asphalt plant of its kind in North America located *right down the road.*

OUR PRODUCTS

No job is too big or small. Whether you are patching a parking lot or paving an interstate, we have the best materials & mix designs ...



HMA - HOT MIX ASPHALT

- 448 Type 1 Asphalt Concrete
- Commercial Surface Asphalt Concrete
- 448 Type 2 Asphalt Concrete
- 402 Surface Mix Asphalt Concrete
- 302 Bituminous Aggregate Base
- 301 Bituminous Aggregate Base



FSB - FOAM STABILIZED BASE

Heavy duty pavement base material or construction working surface.



CMA - COLD MIX ASPHALT

Temporary asphalt patching material. An asphalt repair product used for patching of potholes, cracks and other defects in asphalt and concrete.



1-614-484-7120



info@RAPmanagement.com



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HMA HOT MIX ASPHALT

*Highest quality pavement materials,
for roads engineered to last.*

4647 E 5th Ave
Columbus, OH 43219



HMA MATERIALS AVAILABLE:

- 448 Type 1 Asphalt Concrete
- Commercial Surface Asphalt Concrete
- 448 Type 2 Asphalt Concrete
- 402 Surface Mix Asphalt Concrete
- 302 Bituminous Aggregate Base
- 301 Bituminous Aggregate Base

PROVEN PLANT TECHNOLOGY

Utilizing new technology we can lower the environmental cost while still providing industry leading pavement materials.



QUALITY IS OUR MISSION PRICE IS YOUR VALUE

We create the most rigorously tested precision engineered asphalt on the market, using up to 70% Recycled Asphalt Product (RAP).



ASSURANCE YOU CAN TRUST

Our regular testing ensures compliance with *any specification*.



- Aggregate Gradation
- Binder Volume
- Binder Performance Grade
 - Resistant to rutting
 - Resistant to cracking
- Workability



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info@RAPmanagement.com



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2020 Resurfacing Project 1

- Add'l Quality Control requirements in Lab and field
- Requirement of using Asphalt Concrete Rejuvenating Agent
- Method 3 shall be produced from a High Recycle Technology (HRT) plant
- HRT plant is comprised of a batch tower to heat, dry and reclassify the virgin aggregate and a gravimetrically fed continuous parallel flow dryer to heat and dry the recycling aggregate materials.
- SS 1505 will eventually transition into 441 Method 3 (High RAP);
(Method 1 = Standard RAP and Method 2= Extended RAP)



2019 CONSTRUCTION SEASON

SUSTAINABILITY REPORT



 **AVERAGED 56% RECYCLED CONTENT**
THAT'S ALMOST 3X THE INDUSTRY AVERAGE IN THE UNITED STATES. **3X**



86,300 TONS
OF *RAP DISPLACED FROM LANDFILLS
*Recycled Asphalt Product

Equal To
9 LANE MILES OF ROAD
15' road 1.5" deep

Or
4,795 DUMP TRUCK LOADS
The average dump truck holds up to 18 tons!

All statistics listed are volume calculations



THE CITY OF
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PUBLIC SERVICE

Additional Sustainability Items

- 2015 Resurfacing Project 1-Reclaimed Shingle Asphalt (RAS)



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Sep 16, 2015 2:10:44 PM

Additional Sustainability Items

- 2017 ORIL study Analysis of Ground Tire Rubber in Mix Design on Local Roadways Ground Tire Rubber Asphalt (GTR)

PROJECT SUMMARY

GTR is a recycled product produced from old vehicle tires. It can be used as an additive to asphalt mixtures, in place of polymers, to improve the durability, longevity and performance of pavements. While GTR has the potential for positive environmental impacts, historically the initial cost of using GTR in asphalt mixes can be so high that many city, townships and counties simply cannot afford to use it. However, over time, advances in technology have increased the options available in regards to products and application methods. This research was initiated to assess the true life-cycle cost of GTR mixes and identify opportunities for GTR to be more affordable and cost-competitive with traditional polymer modified mixes without compromising performance.

Researchers identified three GTR modified binders that, based on lab tests, can be used to promote performance equal to or better than that of traditional polymer modified asphalt mixes at a comparable cost. Each of the binders tested were compared to a PG 70-22 polymer modified binder. A draft specification, designed specifically for use on local roads, was developed along with supplemental QC/QA testing and acceptance criteria. Test sections were constructed in Columbus, OH and Akron, OH for long-term evaluation of their performance.

Additional Sustainability Items

- 2018 Recycled Glass Aggregate worked with Tom Bolon of Novotec



Additional Sustainability Items

- 2020 Resurfacing Project 1- Cold in Place Recycling (CIR) PARTIAL DEPTH ASPHALT PAVEMENT COLD IN PLACE RECYCLING (CIR) SQ YD 52,570.00



Questions?



CLEVELAND, OH – 12/22/2020 – FOR IMMEDIATE RELEASE

Pavement Technology, Inc. Becomes Sustaining Partner in GCCA's Newly Launched "Cool Roadways Partnership"

Westlake Ohio-based Pavement Technology, Inc. (PTI) is proud to be a sustaining partner of the newly launched "Cool Roadways Partnership," which includes major municipalities in AZ, CA, KY, MO, MS, NC, NM, PA, and TX. This initiative, launched on December 8, 2020, is an offshoot of the Global Cool Cities Alliance (GCCA), which is a consortium of foundations and corporations committed to accelerating a world-wide transition to cooler, healthier cities. The "Cool Roadways Partnership" consists of 20 jurisdictions, non-profits and industry representatives actively engaged in accelerating the development and scaled deployment of pavement-related materials that reduce surface and air temperatures and build resilience to rising heat.

For nearly have a century, PTI executives have been deeply engaged with environmentally responsible pavement preservation solutions, sitting on the board of The National Center for Pavement Preservation (NCP) at Michigan State University, and holding memberships in U.S. Green Building Council (USGBC) and the Institute for Sustainable Infrastructure (ISI). Colin Durante, PTI founder and president reports, "We saw the need nearly half a century ago for public agencies and the pavement industry to come together to promote best practices in order to ensure superior roadway maintenance and long-term sustainability while extending scarce municipal and county capital resources and reducing society's carbon footprint. This newest initiative is consistent with our long-term commitment to improving the quality of life of the communities we serve."

Although pavements make-up nearly one-third of urban land surfaces, society has historically lacked a vehicle that integrates government and industrial efforts nationwide in an effort to combat rising urban temperatures commonly referred to as the Urban Heat Island (UHI) effect. Excessive heat adversely affects the health and well-being of our communities, reduces the quality of air and water, increases dependence on the fossil fuels needed to cool our buildings, and damages pavements and related infrastructure. In addition, the health and economic burdens of excess heat are borne disproportionately by "at risk" communities, jeopardizing the equity goals of America's societal compact.

As a Silver Partner of the newly formed "Cool Roadways Partnership," PTI reports that the partnership anticipates investing \$4.75 billion to add, maintain, replace or upgrade as many as 70,000 lane-miles over the next ten years to engage in this critical fight. The company's innovative **PlusTi™** family of photocatalytic pavement solutions, specifically targeted at reducing mobile-sourced pollution and mitigating UHI, is one of the many toolsets government agencies and transportation authorities will be deploying in this effort.

The newest **PlusTi** product line has been successfully applied and tested in the field for more than three years now with startling results, demonstrating NOx emission reductions as high as 50 percent, and more than tripling pavement solar reflectivity, meeting USGBC, LEED and APWA/ASCE Envision standards. PTI's vice president of strategic planning, Michael Durante, concludes: "This exciting technology will enable our public agency partners to cost-effectively attack climate change one road at a time, providing a scalable and sustainable solution to improve the quality of life in our communities and the sustainability and resilience of our urban infrastructure."

For more information, visit www.smogeatingroads.com, call Michael Durante at 972-974-6037 mdurante@pavetechinc.com or visit <https://globalcoolcities.org>.



Pavement Technology, Inc.

24144 Detroit Rd.
Westlake, Ohio 44145
Phone: 800-333-6309

Cincinnati - TiO₂-Bearing Pavement Field Results

**To: Chris M. Ertel, P.E.,
Principal Transportation Design Engineer**

**Jennifer Russell, P.E., P.S., Supervising Engineer
Joe Flading, P.E., Senior Engineer**

**Department of Transportation and Engineering
City of Cincinnati
801 Plum Street, Suite 450
Cincinnati, Ohio 45202**

**Dave Helm, Technical Representative
Colin Durante, President**

From: Michael Durante, Vice President Finance & Strategic Planning

**Re: Test Results: Photocatalytic Pavements – Pollution Remediation; Heat (Absorption)
Reduction; and Hydrophilic Improvement**

Date: 30 July 2020

Pavement Technology's (PTI) photocatalytic pavement solutions for pollution removal, pavement preservation, Heat Island (UHI) mitigation and other photo-induced properties beneficial to air quality, pavement life-cycle extension and heat sink management now are into scale piloting.

On May 11, 2020, PTI completed a pilot application of **A.R.A.-1 Ti[®]** TiO₂ enhanced Maltene Asphalt Rejuvenator on a newly paved section of Montgomery Road. The test section was three lanes of new

pavement approximating 62,000 sq/yds and 16,000 linear feet. The application rate was 0.05 gallons per square yard with 3.5% photocatalytic grade TiO_2 ¹ by volume concentrate.

A.R.A.-1 Ti[®] Trial
Montgomery Road, Cincinnati, Ohio
May 11, 2020



2

A.R.A.-1 Ti[®] is a specialized version of a **Maltene Replacement Technology (MRT)** product enhanced to impart both the **regenerative properties** of a maltene rejuvenator and the beneficial sustainability and environmental properties of imbedded photocatalytic grade **Titanium Dioxide (TiO₂)**.

As a photocatalyst material (semiconductor), TiO_2 is a multifaceted photo-responsive material² rapidly gaining increased scientific and commercial interest for near-roadway microenvironments as it advances a host of preservation and environmental benefits, including:

- **Depolluting** near-pavement air (or water) cleaning applications, where TiO_2 reacted surfaces are able to oxidize a variety of pollutants and contaminants such as those emitted by vehicles, especially NO_x and VOCs, and even worn tire residue (microplastic) reducing ozone pollution and mitigating acid rain formation
- **“Cool Pavement”** applications where TiO_2 treated surfaces provide a solar-reflective top boundary, which lessens pavement related radiative forcing (RF) by reducing the convective re-release or

¹ n-type semiconductor containing >99.5% TiO_2 content comprised of no less than 80% anatase crystallite by weight (plus or minus 5%) in a particle size averaging 21nm (plus or minus 5nm) with a small portion of rutile crystalline content.

² *Polymers, Light and the Science of TiO₂*, DuPont[™] Ti-Pure[®] Titanium Dioxide, DowDuPont, www.dow-dupont.com.

emissivity of solar radiation that leads to the undesired UHI effects and enhances the life-cycle assessment of pavements by slowing-down oxidation³

- **Super-Hydrophilic** surfaces, which provide a rapid **water-desorbing pavement**, which is self-cleaning to remove contaminants (e.g., mold) and staining; protects against water intrusion; and is indicated for inclement weather-related safety (rain displacing; ice inhibiting) improvements for roadways⁴

As a radiant heat mitigator, photocatalytic grade TiO₂ simultaneously absorbs solar radiation away from the pavement substrate and efficiently redirects the energy back into the atmosphere, thereby protecting the pavement from oxidative deterioration and eliminating excess pavement emissivity (especially in asphalts), creating a so-called – “**cool pavement**” which greatly slows-down oxidative damage while improving air quality.⁵

TiO₂-bearing pavements also exhibit a **Photoinduced Superhydrophilicity State** when exposed to sunlight (UV radiation), which enables water to more efficiently disperse and desorb across a TiO₂-treated surface.⁶
⁷ This not only protects the substrate from damaging water intrusion, it holds significant highway safety improvement implications including reduced hydroplaning, less windshield visibility impairment, and possibly ice formation mitigation. A PSH is why TiO₂ treated surfaces are mechanically “self-cleaning” and both anti-mold and antimicrobial.⁸

Cincinnati Test Results:

Core samples (2 = 1 treated and 1 untreated) from the Montgomery Road test site were sent to the Texas A&M Transportation Institute to complete laboratory testing of these field samples for photocatalytic oxidation for pollution removal (NO_x Reduction %); solar reflectance index for heat absorption or Urban Heat Island effect mitigation; water contact angle for hydrophilic analysis; and X-ray Fluorescence for TiO₂ load and dispersion efficiency under:

³ Gopalakrishnan K, et al.

⁴ Arainpour F and Farzaneh M, On Hydrophobic and Icephobic Properties of TiO₂-Doped Silicon Rubber Coatings, Department of Applied Sciences, Universite du Quebec, *International Journal of Theoretical and Applied Nanotechnology*, 2012.

⁵ EPA, *Reducing Urban Heat Islands: Compendium of Strategies, Urban Heat Island Basics*, www.epa.org.

⁶ Mechanism of Photoinduced Superhydrophilicity on the Photocatalyst Surface, *The Journal of Physical Chemistry*, American Chemistry Society, 2005, Masato T, et al.

⁷ Vassilia Z, *Hydrophilic TiO₂ Surface Without Photocatalytic Activation*, Lawrence Berkeley National Laboratory, University of California at Berkeley.

⁸ Kubacka A, Suarez Diez M, et al., Understanding the Antimicrobial Mechanism of TiO₂- based Nanocomposite Films in a Pathogenic Bacterium, *Nature Journal*, 2014.

JIS TR Z 0018 *Photocatalytic Materials – Air Purification Test Procedure*;

ASTM E1980 - 11 *Standard Practice for Calculating Solar Reflectance Index of Horizontal and Low-Sloped Opaque Surfaces*;

ASTM C1549-16 *Standard Test Method for Determination of Solar Reflectance Near Ambient Temperature Using a Portable Solar Reflectometer*.

ASTM D7334 - 08(2013) *Standard Practice for Surface Wettability of Coatings, Substrates and Pigments by Advancing Contact Angle Measurement*

Cincinnati Cores Results – Photocatalytic Properties

Date	Sample ID #	Treatment	NO Reduction (%)	Titanium Concentration (ppm)	SRI Values	Water Contact Angle (WCA)	Specification
6/9/20	1	A.R.A.-1Ti	30.21	3205	0.1442	56.34	6325 Montgomery Rd. (Center Lane) South of untreated test
	2	A.R.A.-1Ti	31.55	3104	0.1345	66.17	6325 Montgomery Rd. (Center Lane) South-west of untreated test
	Control	Untreated	9.18	-	0.0821	76.86	6325 Montgomery Rd. (Center Lane)

Source: Texas A&M Transportation Institute (TTI)

The Montgomery Road **A.R.A.-1 Ti[®]** trial results were successful; exceeded PTI performance specifications; and were consistent with PTI's expected results. All photocatalytic properties tested were validated. Based on the field test results, PTI recommends the City of Cincinnati expand **A.R.A.-1 Ti[®]** to full use.

X-ray Fluorescence (TiO₂ Delivery)

The Montgomery Road TiO₂ concentrations were observed at efficient photo-reactivity levels (e.g., >2000 parts per million and a dielectric constant reading ≥ 5) through wearing-course depth, producing the expected PCO activity. The Montgomery Road TiO₂ loads averaged **150% of PTI's performance specifications**, which call for:

TiO₂ Penetration Test: A non-destructive analytical procedure shall be used to determine the percent of Titanium Dioxide nanoparticles present in each two-millimeter (2mm) layer of the field core sample matrix for a total depth of six millimeters (6mm) from the top of the treated sample core. The method of measurement shall be by fluorescent X-ray emitted from the surface when excited by a principal X-ray source that is exceptional for the given element. A hand-held XRF analyzer is acceptable for this testing.

The minimum required concentration of Titanium Dioxide nanoparticles per each two-millimeter (2mm) section shall be 2000 parts per million (ppm).

Photocatalytic Oxidation (PCO) of NO_x

The PCO rate reflected the initial test protocol TiO₂ delivery and impregnation consistent with the XRF results. **NO (nitric oxide) reduction effectiveness was 30%-32%** which correlated to the photocatalyst material concentration and **A.R.A.-1 Ti[®]** application rate. The pollution reduction rate was **125% of PTI's performance specifications**, which call for:

NO_x Reduction Effectiveness: Verification of the effectiveness of the air pollution remediation of the Titanium Dioxide nano-particle portion of the TiO₂ Enhanced Asphalt Rejuvenating Agent shall be by laboratory analysis of core samples extracted from the treated pavement as directed and required by the Engineer. The cores shall be a minimum of four inches (4") in diameter and in pairs at each location directed by the Engineer. The cores shall be tested by an accredited laboratory or university with the equipment and capability to perform the following test procedures.

NO_x Reduction Test: A photo reactor test chamber shall be employed that allow for the evaluation of the efficient photocatalytic reduction of introduced NO_x gas of a known and controlled concentration within the chambers volume. The chamber light source shall be a UV lamp having a wavelength of 375 nanometers. The interior chamber environment shall be at 77°F with a constant humidity of 55% ±5%. The test total duration shall be five hours. The analysis test system shall be based on a Japanese Industrial Standard (JIS) TR Z0018 "Photocatalytic Materials-Air purification test procedure". NO removal efficiency shall be measured using a Model 42i Chemiluminescence NO-NO₂-NO_x Analyzer (Thermo Fisher Scientific Inc.).

The minimum NO reduction following the heretofore outlined test procedure evaluating field core samples shall average 25% for all cores tested.

Solar Reflectance

The SRI value also reflected the impact of the TiO₂ penetration and dispersion consistent with the XRF results. The **solar reflectance index readings were 0.13-0.14** which were a 70% improvement to the untreated test section and correlated to the photocatalyst material concentration and material application rate of 0.05 gallons per sq/yd. The Montgomery Road pilot area met the US Green Building Council (USGBC) minimum threshold of 50% x 0.29 for LEED credits as well as American Public Works Association (APWA) ISI Envision credits.

PTI's performance specifications call for:

Solar Reflectance Effectiveness: Verification of the effectiveness of the solar reflectivity the Titanium Dioxide nano-particle portion of the TiO₂ Enhanced Asphalt Rejuvenating Agent shall be by laboratory analysis of core samples extracted from the treated pavement as directed and required by the Engineer. The cores shall be a minimum of four inches (4") in diameter and in pairs at each location directed by the Engineer. The cores shall be tested by an accredited laboratory or university with the equipment and capability to perform the following test procedures.

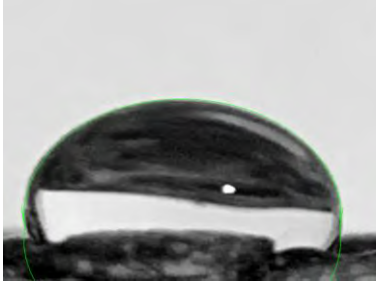
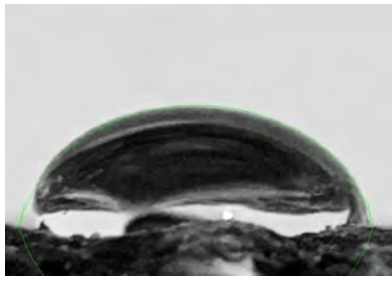

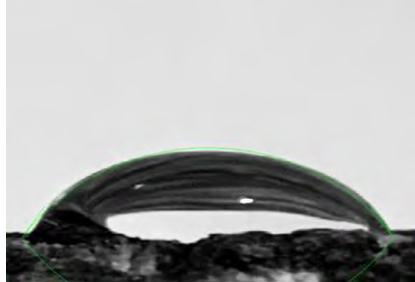
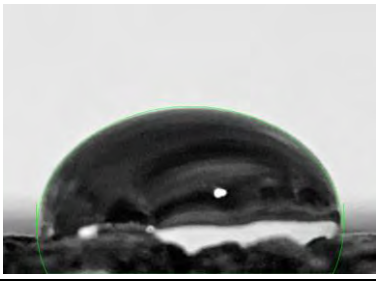
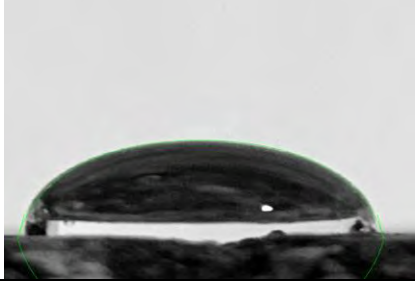
Solar Reflectance Test(s): Solar reflectivity shall be determined by measuring the treated core samples for a Solar Reflectance Index (SRI) value. SRI is a measure of the constructed surface's ability to reflect solar heat, as shown by a small temperature rise. It is defined so that a standard black surface (reflectance 0.05, emittance 0.90) is 0 and a standard white surface (reflectance 0.80, emittance 0.90) is 100.

The minimum SRI value following the heretofore outlined test procedure(s) evaluating field core samples shall average 0.29 for all cores tested, which meet the minimum standard ($\geq 50\%$ 0.29 SRI) for the U.S. Green Building Council (USGBC) hardscape threshold for Leadership in Energy and Environmental Design (LEED) credit or the minimum standard for the American Public Works Association (APWA) / Institute for Sustainable Infrastructure (ISI) Envision Superior ($\geq 60\%$ 0.29 SRI) level of achievement credit.

Hydrophilic Improvement

The WCA observed on the **A.R.A.-1 Ti[®]** pilot section cores reflected the impact of the TiO₂ penetration and dispersion consistent with the XRF results as well. The **water contact angle improved to 56°-66°** which correlated to the photocatalyst material concentration and 0.05 gallons per sq/yd application rate. The untreated (control) section of asphalt recorded a 77° WCA or 30%-40% higher than the TiO₂ treated section. At a higher TiO₂ content of 4.0% to 4.5% by volume concentrate (at an 0.05 rate), the Montgomery Road test area would see as much as 50% or more improvement in WCA, approaching technical superhydrophilicity ($\leq 25^\circ$).

Water Contact Angle of Core Samples

#	Contact Angle under Visible Light	Contact Angle under UV Irradiation
C		
	$\theta=86.65^\circ$	$\theta=76.86^\circ$
#1		
	$\theta=87.31^\circ$	$\theta=59.34^\circ$
#2		
	$\theta=89.22^\circ$	$\theta=66.17^\circ$

Source: Texas A&M Transportation Institute (TTI)

PTI's performance specifications call for:

Hydrophilic Improvement: Verification of the improvement in hydrophilic property of the Titanium Dioxide nano-particle portion of the TiO₂ Enhanced Asphalt Rejuvenating Agent shall be by laboratory analysis of core samples extracted from the treated pavement as directed and required by the Engineer. The cores shall be a minimum of four inches (4") in diameter and in pairs at each location directed by the Engineer. The cores shall be tested by an accredited laboratory or university with the equipment and capability to perform the following test procedures.

Wettability Test: Hydrophilic improvement shall be determined by measuring the treated core samples for Water Contact Angle (WCA). WCA is a common measurement of a constructed surface's ability to improve wettability or the ability of water to develop a stronger boundary (less resistance) with the surface as shown by a decline in water contact angle. A WCA of > 90° is considered hydrophobic or high resistance while a WCA <90° is considered hydrophilic or low resistance.

The minimum WCA reduction following the heretofore outlined test procedure evaluating field core samples shall average 20% for all cores tested.

Rheological Improvement

Rheology tests on the **A.R.A.-1 Ti[®]** pilot section on Montgomery Road was completed by APART. Those reports are available separately ([table provided is an abstract](#)).

Summary of Testing:

The top 3/8-inch of each core was removed for testing. The asphalt from each core was extracted and recovered as prescribed by California Test Method 365. Viscosities, phase angles, and moduli were determined on the recovered asphalt binder of each sample using a DSR as prescribed by AASHTO T315. Test data are as follows:

Sample	Viscosity 60°C, P	Phase Angle, °	MODULUS, 60°C, Pa		
			Complex	Elastic	Viscous
6325 Montgomery Road					
Untreated	19983	68.2	20226	7420	18555
Treated	10592	70.8	10677	4919	9651

Source: APART

A.R.A.-1 Ti[®] binder rejuvenation efficacy was validated. The test section showed a 47% reduction in viscosity; an improvement in phase angle; and improvement in modulus, all meeting or exceeding specification.

Conclusion and Recommendation

Based on the validation of the Montgomery Road **A.R.A.-1 Ti**[®] photocatalytic property field tests for the City of Cincinnati, PTI recommends the city consider **A.R.A.-1 Ti**[®] for scale deployment citywide for the indicated beneficial regenerative, preservation and environmental impacts of photocatalytic pavement retrofits.

Included as an addendum is the full **A.R.A.-1 Ti**[®] performance specification for additional reference.

Pollution-Remediating Polymerized Maltene Asphalt Rejuvenator

Description: TiO₂ Enhanced Asphalt Rejuvenating Agent

The work specified in this section shall consist of furnishing all labor, material, and equipment necessary to perform all operations for the application of a penetrating polymerized asphalt rejuvenating agent to asphaltic concrete surface courses. The asphalt binder rejuvenation shall be affected through the petroleum Maltene Replacement Technology method. In addition, and with the same penetrating carrier liquid, apply photocatalytic-grade titanium dioxide (TiO₂) to create a pollution reducing pavement microenvironment. The rejuvenation of surface courses shall be by spray application of a polymerized maltene based cationic rejuvenating agent composed of petroleum oils and resins emulsified with water and containing photocatalytic titanium dioxide in a minimum parts per million at a minimum depth as hereafter specified.

All work shall be in accordance with the specifications, the applicable drawings, and subject to the terms and conditions of this contract.

Figure 2.1 A.R.A.-1 Ti® Application



Source: Pavement Technology, Inc.; Cary, NC 2019

1 Materials and Performance: TiO₂ Enhanced Asphalt Rejuvenating Agent

The TiO₂ Enhanced Asphalt Rejuvenating Agent shall be a cationic emulsion composed of a petroleum resin oil base uniformly emulsified with water. Each bidder must submit a bid with a certified statement from the TiO₂ enhanced asphalt rejuvenating agent manufacturer showing that the asphalt rejuvenating emulsion conforms to the required physical and chemical requirements.

Table 1 Test of Emulsion and on Residue

	Test Methods		Requirements	
	ASTM	AASHTO	Min	Max
Tests on Emulsion				
Viscosity @ 25°C, SFS	D-244	T-59	15	40
Residue, %W ¹	D-244(Mod.)	T-59(Mod)	60	65
Miscibility Test ²	D-244(Mod.)	T-59(Mod)	No Coagulation	
Sieve Test, %W ³	D-244(Mod.)	T-59(Mod)		0.1
Particle Charge Test	D-244	T-59	Positive	
Percent Light Transmittance ⁴				80
Tests on Residue from Distillation:				
Flash Point, COC, °C	D-92	T-48	196	
Viscosity @ 60°C, cSt	D-445	-	100	200
Asphaltenes, %w	D-2006-70	-		1.00
Maltene Dist. Ratio ⁵	D-2006-70	-	0.3	0.6
PC/S Ratio ⁵	D-2006-70	-	0.5	
Saturated Hydrocarbons, S ⁵	D-2006-70	-	21	28

¹ ASTM D-244 Modified Evaporation Test for percent of residue is made by heating 50-gram sample to 149°C (300°F) until foaming ceases, then cool immediately and calculate results.

² Test procedure identical with ASTM D-244-60 except that .02 Normal Calcium Chloride solution shall be used in place of distilled water.

³ Test procedure identical with ASTM D-244 except that distilled water shall be used in place of two percent sodium oleate solution.

⁴ Procedure for Determining Percent Light Transmittance on Asphalt Rejuvenating Agent:

a. Scope: This procedure covers the determination of percent light transmittance of the asphalt rejuvenating agent.

b. Apparatus:

1. Container may be glass, plastic or metal having a capacity of 6,000 ml.
2. Graduated cylinder, 1,000 ml, or greater
3. Light transmittance measuring apparatus, such as Bausch and Lomb or Lumberton spectrophotometer
4. Graduated pipette having 1 ml capacity to 0.01 ml accuracy
5. Suction bulb for use with pipette
6. Test tubes compatible with spectrophotometer, 3/4" X 6, Bausch and Lomb, Catalog No. 33-17- 81, (B&L)

c. Calibration of spectrophotometer:

1. Calibrate spectrophotometer as follows:

- a. Set wavelength at 580 mu,
- b. Allow spectrophotometer to warm-up thirty minutes,
- c. Zero percent light transmittance (%LT) scale,
- d. Rinse test tube three times with tap water and fill to top of circle marking on B&L test tube or approximately 2/3 full,
- e. Place tube in spectrophotometer and set %LT scale at 100, and,

f. Repeat steps (c) (e) two times or until no further adjustments necessary.

d. Procedure:

1. Shake, stir or otherwise thoroughly mix emulsion to be tested. Place sample of emulsion in beaker and allow to stand one minute.
2. Place 2,000 ml tap water in container.
3. Suck 1.00 ml emulsion into pipette using suction bulb. Wipe off outside of pipette.
4. Using suction bulb, blow emulsion into container.
5. Rinse pipette by sucking in diluted emulsion solution and blowing out.
6. Clean pipette with soap or solvent and water. Rinse with acetone.
7. Stir diluted emulsion thoroughly.

8. Rinse out tube to be used with the diluted emulsion three times and fill to top of circle.
9. Calibrate spectrophotometer.
10. Place diluted emulsion sample tube in spectrophotometer, cover and read %LT to nearest tenth.
11. Repeat steps 9 and 10 until three identical consecutive readings are achieved.
12. The elapsed time between addition of emulsion to dilution of water and final %LT reading should not exceed 5 minutes.

⁵ Chemical Composition by ASTM Method D-2006-70 -- (Free) Maltene Distribution Ratio (MDR) can be defined as:

$$\frac{PC + A_1}{S + A_2}$$

Where:

PC = Polar Compounds A₁ = First Acidaffins

A₂ = Second Acidaffins S = Saturated Hydrocarbons

2 Maltene Replacement (“Rejuvenation”) Test

The TiO₂ Enhanced Asphalt Rejuvenating Agent shall have the capability to penetrate the asphalt pavement surface and shall be absorbed and incorporated into the asphalt binder. Verification that said incorporation of the TiO₂ Enhanced Asphalt Rejuvenating Agent into the asphalt binder has been effected shall be by the petroleum maltene fraction replacement method and analysis of the chemical properties of said asphalt binder therein i.e., viscosity shall be reduced by said method.

For pavements less than two-years old and receiving the original application of TiO₂ Enhanced Asphalt Rejuvenating Agent, the viscosity shall be reduced by a minimum of twenty (20%) percent as determined by the dynamic shear rheometer (DSR) method for asphalt testing in accord with AASHTO T315-05. For treatments of pavements older than two-years and/or after an initial treatment with a petroleum maltene asphalt rejuvenator, the viscosity shall be reduced by petroleum maltene replacement method a minimum of thirty percent (30%) in accord with same. This analysis shall apply to extracted asphalt binder, taken from cores extracted fifteen to thirty days following application, in the upper 3/8” of pavement. The treated areas shall be densified or resistant in depth to the intrusion of air and water.

The TiO₂ Enhanced Asphalt Rejuvenating Agent shall have a record of at least two years of satisfactory service as a TiO₂ enhanced petroleum maltene based emulsion asphalt rejuvenating agent and in-depth densifier. Satisfactory service shall be based on the capability of the material to decrease the viscosity of the asphalt binder by the petroleum maltene replacement method and provide an in-depth seal. **A.R.A.-1 Ti[®]**, a Pavement Technology, Inc. product manufactured by D&D Emulsions, Inc., Mansfield, Ohio, is a product of know quality and accepted performance.

The bidder must submit with his bid the manufacturer's certification that the material proposed for use is in compliance with the specification requirements. The bidder must submit with his bid previous use documentation and test data conclusively demonstrating that; the TiO₂ Enhanced Asphalt Rejuvenating Agent has been used successfully for a period of two years by government agencies such as state, county and municipal governments or "SCMs", etc.; and that the enhanced rejuvenating agent has been proven to perform, as heretofore required, through field testing by government agencies as to the required change in asphalt binder rheology and photocatalytic properties as hereinafter detailed. Testing data shall be submitted indicating such product performance on a sufficient number of projects to insure product consistency. In addition, field testing data shall be submitted to indicate said product performance over a minimum testing period of two years to insure reasonable sustainability.

The Engineer may require that untreated and treated core samples, a minimum of four inches in diameter, be removed by the Contractor at locations indicated by the Engineer. The treated core sample shall be taken in the same lane in close proximity to each untreated sample. A minimum of one untreated and treated core sample shall be taken for each pavement group or one per 50,000 square yards of treated pavement in each pavement group.

3 Photocatalytic Properties Testing

3.1 TiO₂ Penetration Test: The TiO₂ Enhanced Asphalt Rejuvenating Agent shall have a non-destructive analytical procedure applied to determine the percent of Titanium Dioxide nanoparticles present in each two-millimeter (2mm) layer of the field core sample matrix for a minimum depth of six millimeters (6mm) from the top of the treated sample core. The method of measurement shall be by fluorescent X-ray emitted from the surface when excited by a principal X-ray source that is exceptional for the given element. A hand-held XRF analyzer is acceptable for this testing.

The minimum required concentration of Titanium Dioxide nanoparticles per each two-millimeter (2mm) section up to the minimum depth of 6mm shall average 2000 parts per million (ppm).

3.2 NO₂ Reduction Effectiveness: The TiO₂ Enhanced Asphalt Rejuvenating Agent shall be verified for the effectiveness of the air pollution remediation of the Titanium Dioxide nanoparticle portion by laboratory analysis of core samples extracted from the treated pavement as directed and required by the Engineer. The cores shall be a minimum of four inches (4") in diameter and in pairs at each location directed by the Engineer. The cores shall be tested by an accredited laboratory or university with the equipment and capability to perform the following test procedures.

3.3 NO₂ Reduction Test: A photo reactor test chamber shall be employed that allow for the evaluation of the efficient photocatalytic reduction of introduced NO_x gas of a known and controlled concentration within the

chambers volume. The chamber light source shall be a UV lamp having a wavelength of 375 nanometers. The interior chamber environment shall be at 77°F with a constant humidity of 55% ±5%. The test total duration shall be five hours. The analysis test system shall be based on a Japanese Industrial Standard (JIS) TR Z0018 “Photocatalytic Materials-Air purification test procedure”. NO removal efficiency shall be measured using a Model 42i Chemiluminescence NO-NO₂-NO_x Analyzer (Thermo Fisher Scientific Inc.).

The minimum NO reduction following the heretofore outlined test procedure evaluating field core samples shall average 25% for all cores tested.

3.4 Solar Reflectance Effectiveness: Verification of the effectiveness of the solar reflectivity the Titanium Dioxide nano-particle portion of the TiO₂ Enhanced Asphalt Rejuvenating Agent shall be by laboratory analysis of core samples extracted from the treated pavement as directed and required by the Engineer. The cores shall be a minimum of four inches (4”) in diameter and in pairs at each location directed by the Engineer. The cores shall be tested by an accredited laboratory or university with the equipment and capability to perform the following test procedures.

3.5 Solar Reflectance Test(s): Solar reflectivity shall be determined by measuring the treated core samples for a Solar Reflectance Index (SRI) value. SRI is a measure of the constructed surface’s ability to reflect solar heat, as shown by a small temperature rise. It is defined so that a standard black surface (reflectance 0.05, emittance 0.90) is 0 and a standard white surface (reflectance 0.80, emittance 0.90) is 100. The relevant standards for measuring solar reflectance are:

Table 2 Test of Solar Reflectance

Value	Test Method
Solar Reflectance	ASTM C1549 – Standard Test Method for Determination of Solar Reflectance
Solar Reflectance Index	ASTM E 1980 – Standard Practice for Calculating Solar Reflectance Index of Horizontal and Low-Sloped Opaque Surfaces

Based on these standards, the SRI is a measure of the relative steady-state temperature of a surface with respect to a standard white surface (SRI=100) and a standard black surface (SRI=0) under standard solar and ambient conditions.

Under normal ambient conditions, the steady-state temperature for the black and white reference surfaces is 355.61 kelvin (K) or 180°F and 317.76 K (110°F), respectively.

A Solar Reflectance Index (SRI) can be defined as:

$$SRI = \frac{T_b - T_s}{T_b - T_w}$$

Where:

- Steady-state Surface Temperature (Ts)—the temperature of the surface, in K, under the standard solar conditions. The surface temperature Ts (°C)=Ts (K)-273

- Reference Black Surface Temperature (T_b)—the steady-state temperature of a black surface with a solar reflectance of 0.05 and infrared emittance of 0.9, under the standard solar and ambient conditions
- Reference White Surface Temperature (T_w)—the steady-state temperature of a white surface with a solar reflectance of 0.80 and infrared emittance of 0.9, under the standard solar and ambient conditions
- Sky Temperature (T_{sky})—the temperature of a black body that would radiate the same power in the thermal infrared spectrum (5 to 40 nm) toward the earth as does the sky

The minimum SRI value following the heretofore outlined test procedure(s) evaluating field core samples shall average 29 (or 0.29) for all cores tested, which meet the minimum standard ($\geq 50\%$ 29 SRI) for the U.S. Green Building Council (USGBC) hardscape threshold for Leadership in Energy and Environmental Design (LEED) credit or the minimum standard for the American Public Works Association (APWA) / Institute for Sustainable Infrastructure (ISI) Envision Superior ($\geq 60\%$ 29 SRI) level of achievement credit.

3.6 Hydrophilic Improvement: Verification of the improvement in hydrophilic property of the Titanium Dioxide nano-particle portion of the TiO₂ Enhanced Asphalt Rejuvenating Agent shall be by laboratory analysis of core samples extracted from the treated pavement as directed and required by the Engineer. The cores shall be a minimum of four inches (4”) in diameter and in pairs at each location directed by the Engineer. The cores shall be tested by an accredited laboratory or university with the equipment and capability to perform the following test procedures.

3.7 Wettability Test: Hydrophilic improvement shall be determined by measuring the treated core samples for Water Contact Angle (WCA). WCA is a common measurement of a constructed surface’s ability to improve wettability or the ability of water to develop a stronger boundary (less resistance) with the surface as shown by a decline in water contact angle. A WCA of $> 90^{\circ}$ is considered hydrophobic or high resistance while a WCA $< 90^{\circ}$ is considered hydrophilic or low resistance. The relevant standard for measuring WCA is:

Table 3 Test of Water Contact Angle

Value	Test Method
Water Contact Angle	ASTM D7334 - 08(2013) Standard Practice for Surface Wettability of Coatings, Substrates and Pigments by Advancing Contact Angle Measurement

The minimum WCA reduction following the heretofore outlined test procedure evaluating field core samples shall average 20% for all cores tested.

2 Equipment

2.1 Distributor: The distributor for spreading the emulsion shall be self-propelled and shall have pneumatic tires. The distributor shall be designed and equipped to distribute the asphalt rejuvenating agent uniformly on variable widths of surface at readily determined and controlled rates from 0.04 to 0.10 gallons per square yard of surface, and with an allowable variation from any specified rate not to exceed 5% of the specified rate.

Distributor equipment shall include full circulation spray bars, pump tachometer, volume measuring device and a hand hose attachment suitable for application of the emulsion manually to cover areas inaccessible to the distributor. The distributor shall be equipped to circulate and agitate the emulsion within the tank.

The rate of application shall be controlled by an onboard computer control system designed to control the selected application rate uniformly and consistently in gallons per square yard regardless of the forward speed of the distributor truck.

A check of distributor equipment as well as application rate accuracy and uniformity of distribution shall be made when directed by the Engineer.

2.2 Aggregate Cover Truck: The truck used for cover aggregate application shall be equipped with a spreader that allows the aggregate to be uniformly distributed onto the pavement. The spreader shall be able to apply 1/2 pound to 3 pounds of cover aggregate per square yard in a single pass. The spreader shall be adjustable so as not to broadcast cover aggregate onto driveways or to lawns.

The cover aggregate to be used shall be free flowing, without any leaves, dirt, stones, etc. Any wet aggregate shall be rejected from the job site.

Any equipment that is not maintained in full working order, or is proven inadequate to obtain the results prescribed, shall be repaired, or replaced at the direction of the Engineer.

2.3 Calibration: Distributor- prior to construction, calibrate the distributor in accordance with ASTM D2995-99 in the presence of the Engineer. The distributor shall be moving forward at the proper application speed at the time the spray bar is opened. If at any time a nozzle becomes clogged or not spraying a proper pattern, the operation shall be immediately halted until repairs are made.

3 Construction

3.1 Layout: The Contractor will be responsible for the lay out of the roadway and project planning and sequencing to meet traffic control requirements prior to paving.

3.2 Weather and Seasonal Limitations: The TiO₂ Enhanced Asphalt Rejuvenating Agent shall not be applied to a wet surface or when rain is occurring, or the threat of rain is present immediately before placement. The surface treatment shall not be applied when the temperature is less than 40° in the shade. When applying emulsions, the temperature of the surface shall be a minimum of 45°F, and no more than 150°F.

If unexpected rain occurs prior to material penetration and cover aggregate application, the agent shall be reapplied at no cost to the agency. Further, the contractor's traffic control and project monitoring shall continue until the application has penetrated, area has been sanded and the resultant surface is acceptable to the Engineer for vehicular travel.

3.3 Preparation of Surface: The contractor will be responsible for blowing or sweeping the road immediately ahead of the application operation to make sure the road is free of standing water, dirt, loose aggregate, and other debris. The surface shall be clean and dry prior to the application.

3.4 Application of TiO₂ Enhanced Asphalt Rejuvenating Agent: The TiO₂ Enhanced Asphalt Rejuvenating Agent shall be applied by a distributor truck at the temperature recommended by the manufacturer and at the pressure

required for the proper distribution. The emulsion shall be so applied that uniform distribution is obtained at all points of the areas to be treated. Distribution shall be commenced with a running start to ensure full rate of spread over the entire area to be treated. Areas inadvertently missed shall receive additional treatment as may be required by hand sprayer application.

3.5 Material Placement of TiO₂ Enhanced Asphalt Rejuvenating Agent: Application of TiO₂ Enhanced Asphalt Rejuvenating Agent shall be on one-half width of the pavement at a time. When the second half of the surface is treated, the distributor nozzle nearest the center of the road shall overlap the previous application by at least one-half the width of the nozzle spray. In any event the centerline construction joint of the pavement shall be treated in both application passes of the distributor truck.

Before spreading, the TiO₂ Enhanced Asphalt Rejuvenating Agent shall be blended with water at the rate of two parts rejuvenating agent to one-part water, by volume or as specified by the manufacturer. The combined mixture of asphalt rejuvenating agent and water shall be spread at the rate of 0.04 to 0.10 gallons per square yard, or as approved by the Engineer following field testing.

Where more than one application is to be made, succeeding applications shall be made as soon as penetration of the preceding application has been completed and the Engineer grants approval for additional applications. Grades or super elevations of surfaces that may cause excessive runoff, in the opinion of the Engineer, shall have the required amounts applied in two or more applications as directed.

The Contractor shall furnish a quality inspection report showing the source, manufacturer, and the date shipped, for each load of TiO₂ Enhanced Asphalt Rejuvenating Agent. When directed by the Engineer, the Contractor shall take representative samples of material for testing.

3.6 Test Strip for Application Rate: Prior to start of the project, the contractor shall perform test strip applications as directed by the engineer. Test strips shall be performed for each pavement group of similar age and type within the project area.

The test strips shall be applied at a minimum width of 6 feet and for a length of 50 feet. A total of three test strips shall be applied at application rates of 0.04, 0.08 and 0.10 gallons per square yard, respectively. The time, in minutes, for essentially complete absorption of the asphalt rejuvenating emulsion shall be recorded for each test strip. The optimal rate to be used in a given area shall be that rate essentially absorbed within 20 minutes.

In the event that all three of the standard test rates are absorbed completely within the 20-minute timeframe, then the Contractor and the Engineer shall agree on a fourth test strip application rate.

Upon completion of the test strips for each pavement group, the Engineer will determine the final application rate to be applied to each pavement group.

3.7 Cover Aggregate Application: After the TiO₂ Enhanced Asphalt Rejuvenating Agent emulsion has penetrated, and when recommended by the Contractor and approved by the Engineer, a coating of dry cover aggregate shall be applied to the surface in sufficient amount to protect the traveling public as required.

All cover aggregate used during the treatment must be removed no later than 24 hours after treatment of a roadway. This shall be accomplished by a combination of hand and mechanical sweeping. All turnouts, cul-de-sacs, etc. must be cleaned of any material to the satisfaction of the Engineer. Street sweeping will be included in the price bid per square yard for asphalt rejuvenating emulsion.

If, after the cover aggregate is swept and in the opinion of the Engineer a hazardous condition exists on the roadway, the contractor must apply additional cover aggregate and sweep same no later than 24 hours following reapplication. No additional compensation will be allowed for reapplication and removal of materials.

3.8 Handling of TiO₂ Enhanced Asphalt Rejuvenating Agent: Contents in tank cars or storage tanks shall be circulated at least 45 minutes before withdrawing any material for application. The distributor truck will be cleaned of all of its asphalt materials and washed out to the extent that no discoloration of the emulsion may be perceptible. Cleanliness of the spreading equipment shall be subject to the approval of the Engineer.

3.9 Street Sweeping: The Contractor shall be responsible for sweeping and cleaning the streets after treatment. All cover aggregate used during the treatment must be removed no later than 24 hours after treatment of the street. This shall be accomplished by a combination of hand and mechanical sweeping. All turnouts, cul-de-sacs, etc. must be cleaned of any material to the satisfaction of the Engineer.

If, after cover aggregate is swept and in the opinion of the Engineer a hazardous condition exists on the roadway, the contractor must apply additional cover aggregate and sweep same no later than 24 hours following reapplication. No additional compensation will be allowed for reapplication and removal of cover aggregate.

3.10 Resident Notification: The contractor shall distribute by hand, a typed notice to all residences and businesses on the street to be treated. The notice will be delivered no more than 24 hours prior to the treatment of the road. The notice will have a local phone number that residents may call to ask questions. The notice shall be of the door hanger type, which secures to the door handle of each dwelling. Unsecured notices will not be allowed. The contractor shall also place the notice on the windshield of any parked cars on the street. Hand distribution of this notice will be considered incidental to the contract.

3.11 Traffic Control: The Contractor shall furnish all necessary traffic control, barricades, signs, and flagmen, to ensure the safety of the traveling public and to all working personnel. Traffic shall not travel on fresh TiO₂ Enhanced Asphalt Rejuvenating Agent until penetration, in the opinion of the Engineer, has become complete and the area is suitable for traffic. The Contractor shall submit an M.O.T plan indicating all facets of traffic control for the project area. The M.O.T. plan must be approved in writing by the Engineer prior to commencing any work. All traffic control shall be in accordance with the DOT Roadway Design Standards (most current edition). Traffic control devices shall be checked daily and periodically throughout the project for compliance; and where adjustments or corrections are needed, prompt revisions shall be made.

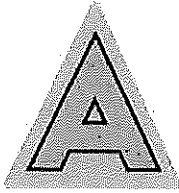
3.12 Method of Measurement: The TiO₂ Enhanced Asphalt Rejuvenating Agent emulsion shall be paid at the Contract bid unit prices for the actual square yards of pavement treated as field measured. Said payment is compensation in full for all costs of furnishing and applying the material as specified, including cleaning the existing pavement, purchase of cover aggregate, delivery of cover aggregate, all labor, equipment, and materials necessary for the placement of the TiO₂ Enhanced Asphalt Rejuvenating Agent emulsion, sweeping of any loose material after construction and other requirements as specified. Traffic control for maintaining traffic for constructing TiO₂ Enhanced Asphalt Rejuvenating Agent emulsion shall be considered incidental.

Payment for removal of untreated and treated cores shall be paid for as each at the unit price bid for Test Core Removal.

3.13 Basis of Payment:

<u>Pay Item</u>	<u>Unit</u>
• TiO ₂ Enhanced Asphalt Rejuvenating Agent	Per Sq/Yd
• Field Core Removal*	Each
• Field Core Laboratory Analysis – Viscosity*	Each
• Field Core Laboratory Analysis -Titanium Dioxide Penetration*	Each
• Field Core Laboratory Analysis - Titanium Dioxide NO ₂ Reduction*	Each
• Field Core Laboratory Analysis - Titanium Dioxide Solar Reflectance Index (SRI)*	Each
• Field Core Laboratory Analysis - Titanium Dioxide Water Contact Angle (WCA)*	Each
• Mobilization	Per Project

*When required by the Engineer



ANDERSON CONCRETE CORPORATION

400 FRANK ROAD, COLUMBUS, OHIO 43207

(614) 443-0123

February 16, 2022

To: Anderson Concrete Customers

Re: Portland Limestone Cement

This letter is regarding the Central Ohio ready-mix concrete market switch from Portland Cement (PC) to Portland Limestone Cement (PLC). In order to reduce carbon emissions, cement producers across the United States have been switching from PC to PLC, resulting in around a 10% reduction in carbon emissions. PC allows for up to 5% ground limestone while PLC allows for a range of 5% to 15% ground limestone. This change will inevitably occur in every market across our country and has already resulted in the reduction of CO2 emissions by hundreds of thousands of tons. Cement producers have completed extensive testing and their PLCs are able to replace PCs at a 1:1 ratio. PLCs are recognized in the ACI 301 and ACI 318 building codes. ASTM C595 and AASHTO M240 standards allow for the use and specification of PLCs.

More information on this can be found at www.greencement.com.

Anderson Concrete Corp. (ACC) has led the Central Ohio ready-mix concrete market in quality mixes and innovation for decades. ACC is fully committed to our mixes exceeding project requirements for every performance requirement specified. The ACC quality control department is the largest and most experienced in the market, and our team has been extensively testing thousands of our mix designs using PLC. This testing will continue until all our design data has been tested using PLCs. To date, our testing has shown that performance with PLC equals that of PC.

ACC is a proud partner in reducing carbon emissions and we assure you that the performance of our products will not change. To allow for the seamless transition to PLC on your projects, our ownership, sales, production and quality control groups are available to assist you in any way possible (#614-443-0123). We are fully committed to working with our customers, general contractors and specifiers as we begin this transition. It is important to stress that, in the near future, there will no longer be the option to purchase PC in the Central Ohio market. ACC lab testing has led us to concur with the cement industry that ongoing projects should accept PLC as an equivalent to PC. The failure of our industry to adopt this approach could lead to widespread construction delays across our market. It is crucial for all parties involved in the Central Ohio concrete market to understand this and take steps to ease the period of transition. Many markets around the world have accomplished this change without disruption, and we should strive to achieve the same results.

Respectfully,

Anderson Concrete Corp.

Rod Jenkins

Vice President of Production

National Ready Mix Concrete Association Concrete Technologist Level 3

American Concrete Institute Concrete Quality Technical Manager

www.andersonconcrete.com

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Heading east into the project corridor, at the intersection of Livingston Avenue and 18th Street.



Heading east on Livingston Avenue, heading towards curve and a signalized pedestrian crossing in front of Livingston Elementary School.



Heading east on Livingston Avenue, approaching curve where a fatal crash occurred. Livingston Elementary School is on the right.



Heading east on Livingston Avenue, limited utilization of on-street parking.



Heading east on Livingston Avenue



Heading east on Livingston Avenue, COTA bus pulling away from bus stop.



Heading east on Livingston Avenue.



Heading east on Livingston Avenue.



Heading east on Livingston Avenue, and passing a crossing with a recently installed RRFB.



Heading east on Livingston Avenue.



Captain Edward V. Rickenbacker House, and site of the Rickenbacker-Woods Foundation.



Heading east on Livingston Avenue.



Heading east on Livingston Avenue. Columbus Metropolitan Library Driving Park Branch is on the left.



Heading east on Livingston Avenue.



Heading east on Livingston Avenue.



Heading east on Livingston Avenue. The Livingston was an old movie theater site that was redeveloped into affordable housing for older adults.



Heading east on Livingston Avenue.



Heading east on Livingston Avenue.



Heading east on Livingston Avenue. Driving park is at the far corner to the right.



Heading east on Livingston Avenue. Approach RR Bridge just west of Nelson Road



Heading east on Livingston Avenue. Intersection of Livingston Avenue at Nelson Road.



North on Alum Creek Drive (immediately outside project corridor) and looking at surviving homes in Hanford Village's George Washington Carver Subdivision.



North on Alum Creek Drive (immediately outside project corridor) and looking at surviving homes in Hanford Village's George Washington Carver Subdivision.