COVID-19

Regional Transportation System Impacts

September 2020 Committee Meetings
IMPACT TRACKING

- Highway
- Air Travel
- Transit
  - Trails
  - Air Quality
Weekday Average Daily Traffic

Data is based on 29 ODOT Permanent count stations throughout 15 counties in central Ohio.
See Individual Maps
Weekday Average Daily Traffic

Data is based on 29 ODOT Permanent count stations throughout 15 counties in central Ohio
Data is based on 29 ODOT Permanent count stations throughout 15 counties in central Ohio.
Weekday AM Peak Period

Data is based on 29 ODOT Permanent count stations throughout 15 counties in central Ohio.
Data is based on 29 ODOT Permanent count stations throughout 15 counties in central Ohio.
Weekday Average Two-hour AM Peak Traffic

15 County Region: Average AM Peak Traffic Volumes and Percent Reduction from 1st week of March
Week of March 2 through Present

Franklin Co: Weekly Average AM Peak Traffic Volume and Percent Reduction from 1st Week of March
Week of March 2 through Present
Weekday Average Two-hour PM Peak Traffic

15 County Region: Average PM Peak Traffic Volumes and Percent Reduction from 1st week of March
Week of March 2 through Present

Franklin Co: Weekly PM Peak Average Traffic Volume and Percent Reduction from 1st Week of March
Week of March 2 through Present
From Traffic Volumes to Peak Period Congestion
Congested Peak Period Speed Reduction

Week of March 2

AM

PM

Speed Reduction*

- <5 mph
- 5 - 10 mph
- 10 - 15 mph
- 15 - 20 mph
- 20 - 30 mph
- >30 mph

*Average of each weekday's worst 30-minute speed compared to free-flow speed. Source: INRIX Travel Time Data
Congested Peak Period Speed Reduction
Week of March 9

AM

PM

Speed Reduction*

- <5 mph
- 5 - 10 mph
- 10 - 15 mph
- 15 - 20 mph
- 20 - 30 mph
- >30 mph

*Average of each weekday’s worst 30-minute speed compared to free-flow speed. Source: INRIX Travel Time Data
Congested Peak Period Speed Reduction

Week of March 30

AM

PM

Speed Reduction*

*Average of each weekday’s worst 30-minute speed compared to free-flow speed. Source: INRIX Travel Time Data
Congested Peak Period Speed Reduction

Week of April 6

AM

PM

Speed Reduction*
- <5 mph
- 5 - 10 mph
- 10 - 15 mph
- 15 - 20 mph
- 20 - 30 mph
- >30 mph

*Average of each weekday’s worst 30-minute speed compared to free-flow speed. Source: INRIX Travel Time Data
Congested Peak Period Speed Reduction
Week of May 4
Congested Peak Period Speed Reduction
Week of June 15

AM

PM

Speed Reduction*

*Average of each weekly's worst 30-minute speed compared to free-flow speed. Source: INRIX Travel Time Data
Congested Peak Period Speed Reduction
Week of July 13

Week of 07/13/2020 - AM

Speed Reduction*
- <5 mph
- 5 - 10 mph
- 10 - 15 mph
- 15 - 20 mph
- 20 - 30 mph
- >30 mph

*Average of each weekday's worst 30-minute speed compared to free-flow speed.
Source: INRIX Travel Time Data

Week of 07/13/2020 - PM

Speed Reduction*
- <5 mph
- 5 - 10 mph
- 10 - 15 mph
- 15 - 20 mph
- 20 - 30 mph
- >30 mph

*Average of each weekday's worst 30-minute speed compared to free-flow speed.
Source: INRIX Travel Time Data
Congested Peak Period Speed Reduction
Week of August 17

AM

PM

*Average of each weekday's worst 30-minute speed compared to free-flow speed. Source: INRIX Travel Time Data
Congested Peak Period Speed Reduction
Proportion of Miles – Freeways/Expressways

AM

PM

Roadway Miles by Speed Reduction for Worst 30-min in AM
~freeway in 7 counties in central Ohio~

Roadway Miles by Speed Reduction for Worst 30-min in PM
~freeway in 7 counties in central Ohio~
Congested Peak Period Speed Reduction
Proportion of Miles – Freeways/Expressways – Franklin County

AM

PM

Roadway Miles by Speed Reduction for Worst 30-min in AM
~freeway in FRANKLIN~

Weeks from March 2nd

Roadway Miles by Speed Reduction for Worst 30-min in PM
~freeway in FRANKLIN~

Weeks from March 2nd
AIR

COVID-19

Regional Transportation System Impacts
<table>
<thead>
<tr>
<th>Week of</th>
<th>% Change, 2020 vs. 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-Mar</td>
<td>-20%</td>
</tr>
<tr>
<td>2-Mar</td>
<td>-20%</td>
</tr>
<tr>
<td>9-Mar</td>
<td>-37%</td>
</tr>
<tr>
<td>16-Mar</td>
<td>-81%</td>
</tr>
<tr>
<td>23-Mar</td>
<td>-93%</td>
</tr>
<tr>
<td>30-Mar</td>
<td>-95%</td>
</tr>
<tr>
<td>6-Apr</td>
<td>-97%</td>
</tr>
<tr>
<td>13-Apr</td>
<td>-97%</td>
</tr>
<tr>
<td>20-Apr</td>
<td>-96%</td>
</tr>
<tr>
<td>27-Apr</td>
<td>-95%</td>
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<tr>
<td>4-May</td>
<td>-93%</td>
</tr>
<tr>
<td>11-May</td>
<td>-91%</td>
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<tr>
<td>18-May</td>
<td>-88%</td>
</tr>
<tr>
<td>25-May</td>
<td>-86%</td>
</tr>
<tr>
<td>1-Jun</td>
<td>-83%</td>
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<tr>
<td>8-Jun</td>
<td>-80%</td>
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<td>15-Jun</td>
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<td>22-Jun</td>
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<td>6-Jul</td>
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<td>-69%</td>
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<tr>
<td>27-Jul</td>
<td>-68%</td>
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<tr>
<td>3-Aug</td>
<td>-66%</td>
</tr>
<tr>
<td>10-Aug</td>
<td>-66%</td>
</tr>
<tr>
<td>17-Aug</td>
<td>-66%</td>
</tr>
</tbody>
</table>

Data Source: Columbus Regional Airport Authority (CRAA). Data includes LCK & CMH airports.
### AIR CARGO LBS (ENPLANED + DEPLANED)

**Data Source:** Columbus Regional Airport Authority (CRAA). Data includes LCK & CMH airports.

<table>
<thead>
<tr>
<th>Month</th>
<th>Pct Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>-25%</td>
</tr>
<tr>
<td>February</td>
<td>-8%</td>
</tr>
<tr>
<td>March</td>
<td>-11%</td>
</tr>
<tr>
<td>April</td>
<td>-7%</td>
</tr>
<tr>
<td>May</td>
<td>0%</td>
</tr>
<tr>
<td>June</td>
<td>54%</td>
</tr>
<tr>
<td>July</td>
<td>-6%</td>
</tr>
</tbody>
</table>

**Monthly Air Cargo Comparison: 2019 vs 2020, John Glenn & Rickenbacker Airports**

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**Data Source:** Columbus Regional Airport Authority (CRAA). Data includes LCK & CMH airports.
TRANSIT
COVID-19
Regional Transportation System Impacts
Central Ohio Transit Authority

Free Fares

• **Fixed Route Service:**
  
  • Scaled back service from 3/17 to 4/27 **down to 53%**
  
  • Minor service additions were added on 5/4 bringing service up to **57%**
  
  • Still providing additional bus service that picks up passengers passed up do to **20 passenger limited buses** on high ridership routes
  
  • In May responding to acute mobility needs caused by the pandemic, A COTA//Plus pilot was developed as a mobility solution in Northeast Franklin County. This Service was developed to serve customers who are **experiencing reduced service or lost fixed-route service.**
  
  • New Westerville On-Demand zone encompassing Westerville, Polaris Fashion Place, and Ikea was launched on 8/24
  
  • **Newest Ridership information**
    • In June weekday ridership was at about **33%**
    • Weekend service was at about **50%**

  **Since June**
  • Trending up, averaging 23,000 rides per day in mid August
  • Heaviest lines remain Line 10, 1, and 2
Central Ohio Transit Authority

COTA Fixed Route Monthly Ridership

- 2019 Passengers
- 2020 Passengers
Emergency Northeast On-Demand COTA Plus Pilot to supplement missing service – May 2020

Westerville COTA Plus launched August 2020
Central Ohio Transit Authority Continue

• **Core Mainstream service:**
  
  • From 3/12 to 3/19 ridership **declined to 40%**
  
  • By 3/26 ridership **declined to 30%**
  
  • By early to mid-May ridership **increased 5% per week**
  
  • Ridership **stabilized between 45-55% of normal** in June and July
• **Mainstream On-Demand:**
  - Ride within one hour of request
  - Ridership declined during the initial panic weeks in March
  - Ridership bounced back to 50% of normal by the end of April
  - Record-setting growth has continued; 38% of all Mainstream rides were On-Demand in July vs only 12% in January.
  - Free COTA fares are shifting customer preference to Mainstream On-Demand.

### COTA Mainstream on Demand Ridership

- **2019 Mainstream On-Demand Passengers**
- **2020 Mainstream On-Demand Passengers**

**August Estimate**
Delaware County Transit

Free Fares until June 1st

- Overall DCT’s ridership was reduced to 30% of normal
- The Green Fixed Route from the City of Delaware along US 23 to Crosswoods was suspended 3/26, it will resume on July 3rd
- All other Fixed Routes in the City of Delaware were suspended on 4/20 while Demand Response continued, these fixed routes will be suspended until December 31st
- On June 1st DCT begin a low fare FLEX call ahead pilot for service within Delaware City during the weekdays

Resumed Fares on June 1st

- DCT’s overall ridership is still down from pre-Covid-19 levels by about 50% but is continuing to increase each month.
- Revenue service hours are down 30%.
- All fixed routes were suspended until at least the end of 2020
- A new service, termed FLEX began on June 1. This service is on-demand with about a 30-minute response time. This is only currently operating in the City of Delaware and replaces fixed route service.
- Passengers fares were reinstated on June 1, 2020. However, Demand Response fares were reduced by approximately 30%
IMPACT TRACKING

• Highway

• Air Travel

• Transit

• Trails

• Air Quality