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.
Weekday - Average Daily Traffic – AM Period – PM 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 PM Peak Period

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

%Reduction of Weekday 7-9AM Traffic compared to Week of March 2nd
~ All Stations in 15 Counties ~

Sum of Weekday 7-9AM Traffic

Weeks from March 2nd to Present

The information shown on this map is compiled from various sources and may not be reliable.
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*
- <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

*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*

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

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

N
0 5 10 Miles

N
0 5 10 Miles
Congested Peak Period Speed Reduction
Week of May 4

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 June 15

AM

PM

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

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

AM

PM

Week of 07/13/2020 - AM

*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

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

*Average of each roadway’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
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~

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

Weeks from March 2nd
AIR

COVID-19

Regional Transportation System Impacts
## Number of Passengers

<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>
</tr>
<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>
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<tr>
<td>1-Jun</td>
<td>-83%</td>
</tr>
<tr>
<td>8-Jun</td>
<td>-80%</td>
</tr>
<tr>
<td>15-Jun</td>
<td>-77%</td>
</tr>
<tr>
<td>22-Jun</td>
<td>-73%</td>
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<tr>
<td>29-Jun</td>
<td>-65%</td>
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<tr>
<td>6-Jul</td>
<td>-66%</td>
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<tr>
<td>13-Jul</td>
<td>-67%</td>
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<tr>
<td>20-Jul</td>
<td>-69%</td>
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<tr>
<td>27-Jul</td>
<td>-68%</td>
</tr>
<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>
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**Data Source:** Columbus Regional Airport Authority (CRAA). Data includes LCK & CMH airports.
AIR CARGO LBS (ENPLANED + DEPLANED)

<table>
<thead>
<tr>
<th>Month</th>
<th>Pct Increase</th>
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<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>

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 have been added since 5/4 bringing service up to **57%**
  • Continuing fixed route assistance service that picks up passengers passed up due to 20 passenger limited **buses** on high ridership routes
  • In response 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 will launch on 8/24

• **Ridership**
  • In June weekday ridership is at about **33%**
  • Weekend service is at about **50%**

  **Since June to August**
  • Trending up, averaging 23,000 rides per day in mid August
  • Heaviest lines remain Line 10, 1, and 2
Emergency Northeast On-Demand COTA Plus Pilot to supplement missing service

Westerville COTA Plus launched 8/25
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. – See blow 38% of Mainstream is using Mainstream On-Demand

- **Mainstream On-Demand:** - Ride within one hour of request
  - Ridership declined the same way during the initial panic weeks in March
  - Ridership bounced back to **50% of normal** by the end of April and **set a new On-Demand ridership record** in May.
  - Record-setting growth has continued; **38% of all Mainstream rides were On-Demand** in July vs only 12% in January.
  - Free fares across all of Mainstream are **shifting customer modality** preference to On-Demand.
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
THEA EWING, AICP
NICK GILL

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Mid-Ohio Regional Planning Commission

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