

# COVID-19

## *Regional Transportation System Impacts*

October 2020 Transportation Policy  
Committee Meeting



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# IMPACT TRACKING



- Highway
- Air Travel
- Transit
- Trails
- Air Quality

# HIGHWAY

## COVID-19

### *Regional Transportation System Impacts*



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# FHWA Monthly Trends Report

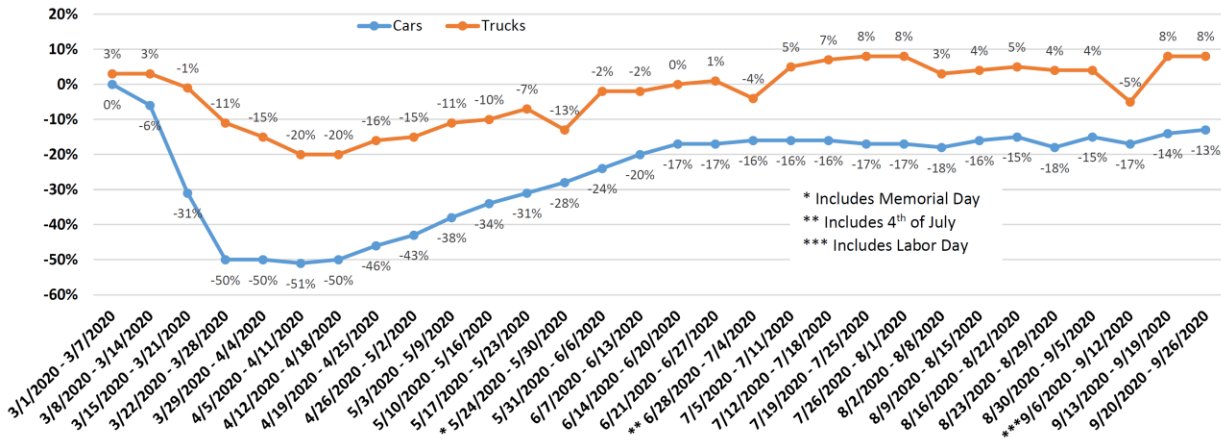
## Percent change in Travel 2019 to 2020

	JAN	FEB	MAR	APR	MAY	JUN	JUL
United States	2.2	2.3	-18.9	-40.1	-25.6	-13.2	-11.2
Ohio	7.5	0.8	-19.1	-39.2	-25.9	-10.1	-10.3
Illinois	4.9	-1.3	-19.8	-40.2	-29.7	-15.9	-11.7
Indiana	5.3	-1.0	-18.8	-40.0	-23.8	-8.6	-7.3
West Virginia	-0.3	-3.3	-20.3	-40.4	-25.3	-12.8	-11.6
Pennsylvania	4.7	4.5	-19.2	-46.5	-30.3	-15.5	-13.1
Kentucky	5.7	0.6	-16.7	-35.9	-22.7	-9.7	-8.4

# ODOT Regional Traffic Analysis

## Statewide

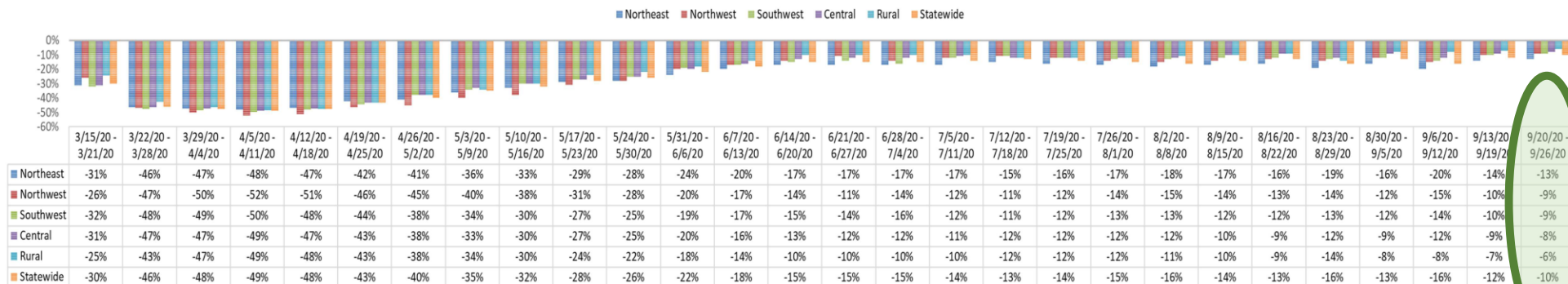
Car & Truck Traffic Impacts by Week



Weeks are measured from Sunday - Saturday

For Daily Regional Breakdowns or for specific locations contact Sandra Mapel (614-273-4751) or refer to our interactive system at <http://powerbi.dot.state.oh.us:81/Reports/powerbi/PLANNING/Technical%20Services/TrafficStudy>

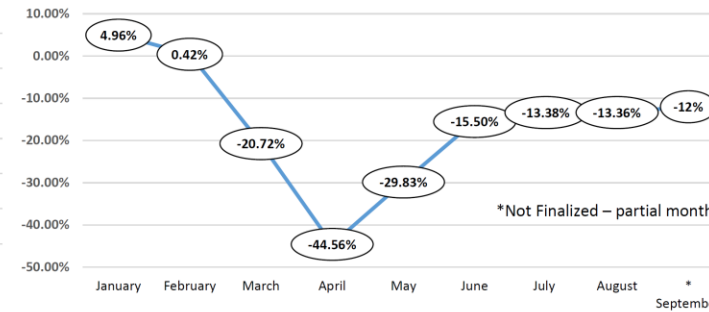
WEEKLY CHANGES IN TRAFFIC



Data Source: ODOT, Technical Services, Traffic Monitoring, Permanent Count Stations, Average daily count by day of week in March 2019, April 2019 and May 2019 compared to actual count by specific day in 2020. Approximately 150 stations evaluated in calculating percent change in travel. **Data is preliminary until all locations have been collected and finalized.**

## Statewide

Monthly Change in Traffic 2019 vs 2020



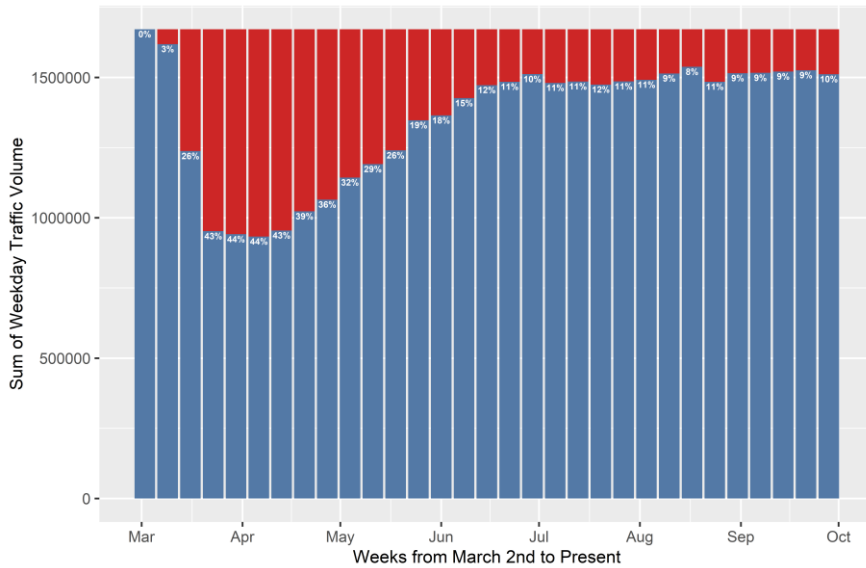
Northeast	-13%
Northwest	-9%
Southwest	-9%
Central	-8%
Rural	-6%
Statewide	-10%



# Weekday Average Daily Traffic

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

%Reduction of Weekday Traffic Volume compared to Week of March 2nd  
~ All Stations in 15 Counties ~



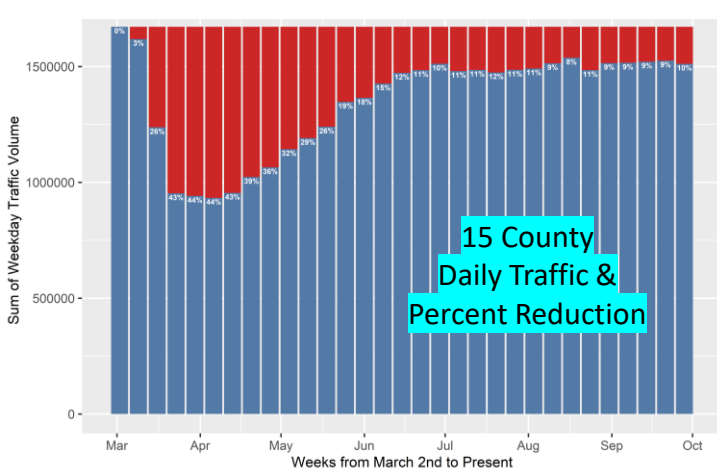
Individual map pdfs available at:

<https://www.morpc.org/covid19-impacts/>

Franklin Co: Weekly Average Traffic Volume and  
Percent Reduction from 1st Week of March  
Week of March 2 through Present



Data is based on 29 ODOT Permanent count stations throughout 15 counties in central Ohio

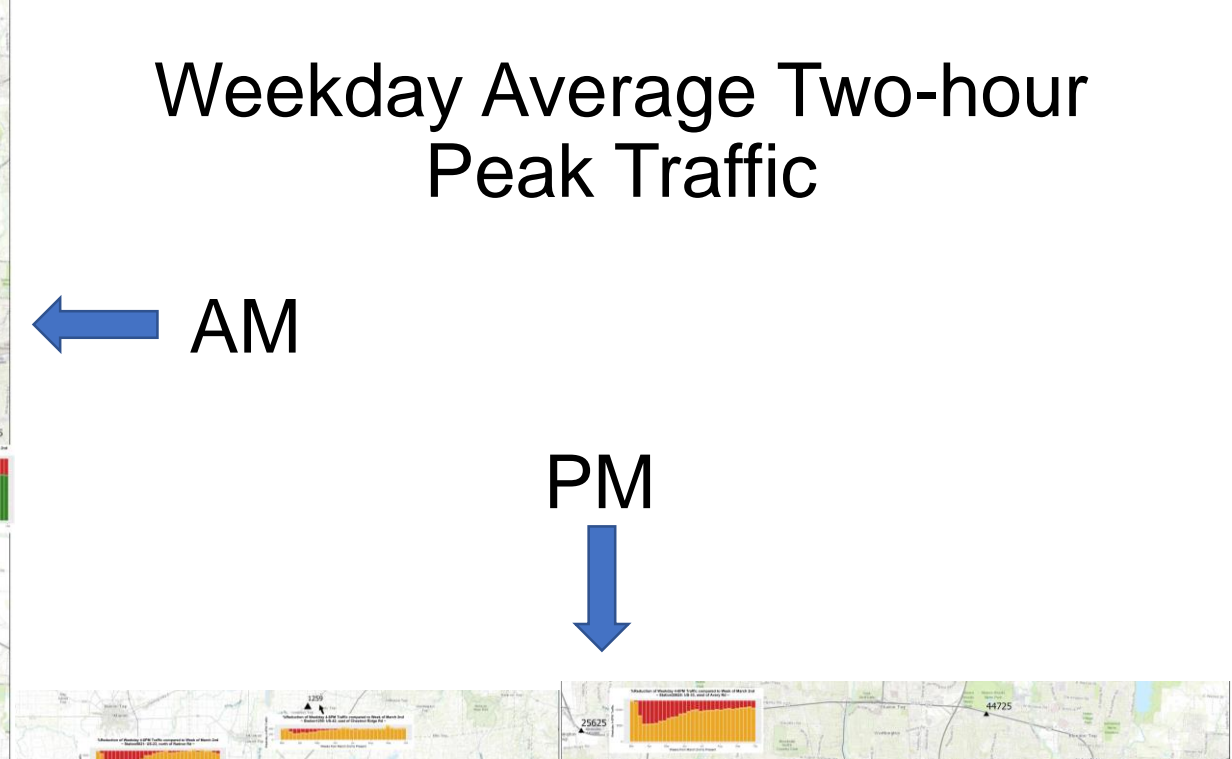
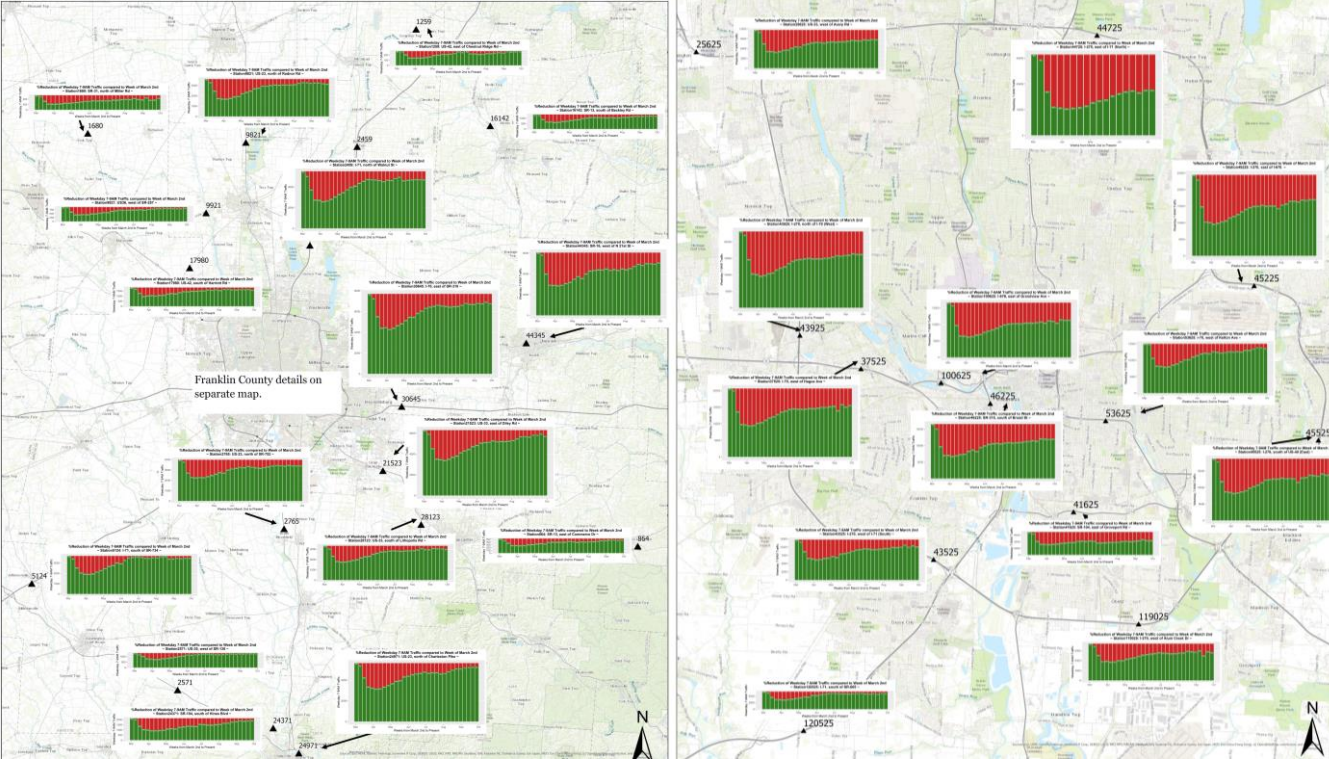




# Weekday Average Two-hour Peak Traffic

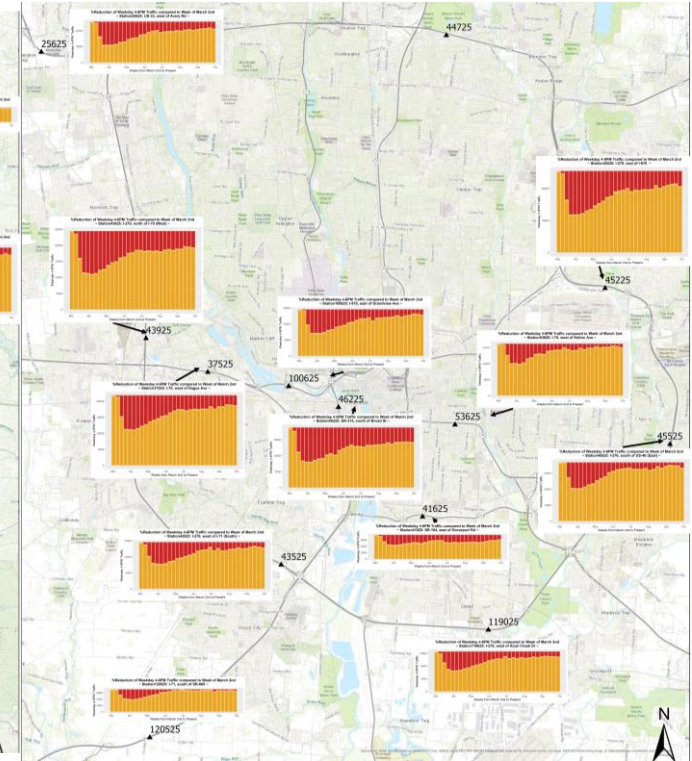
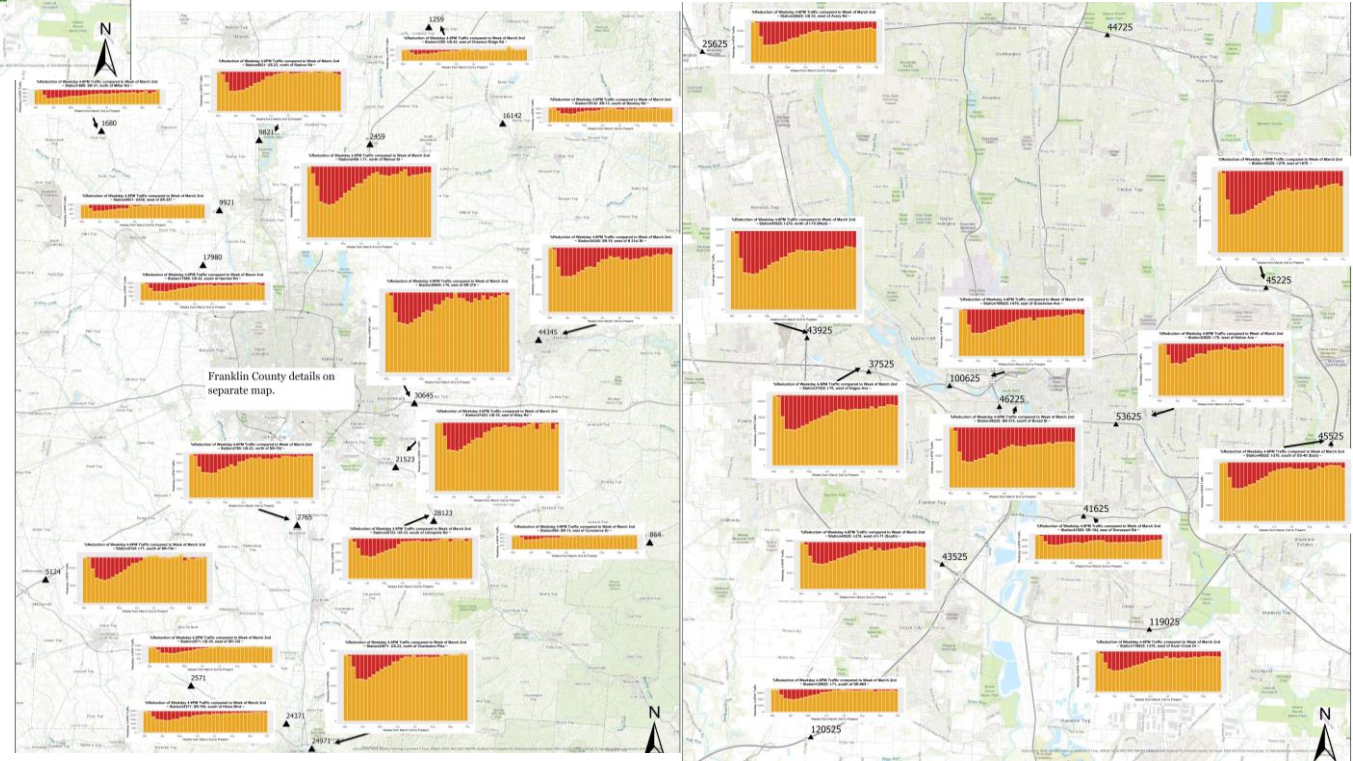
← AM

PM  
↓



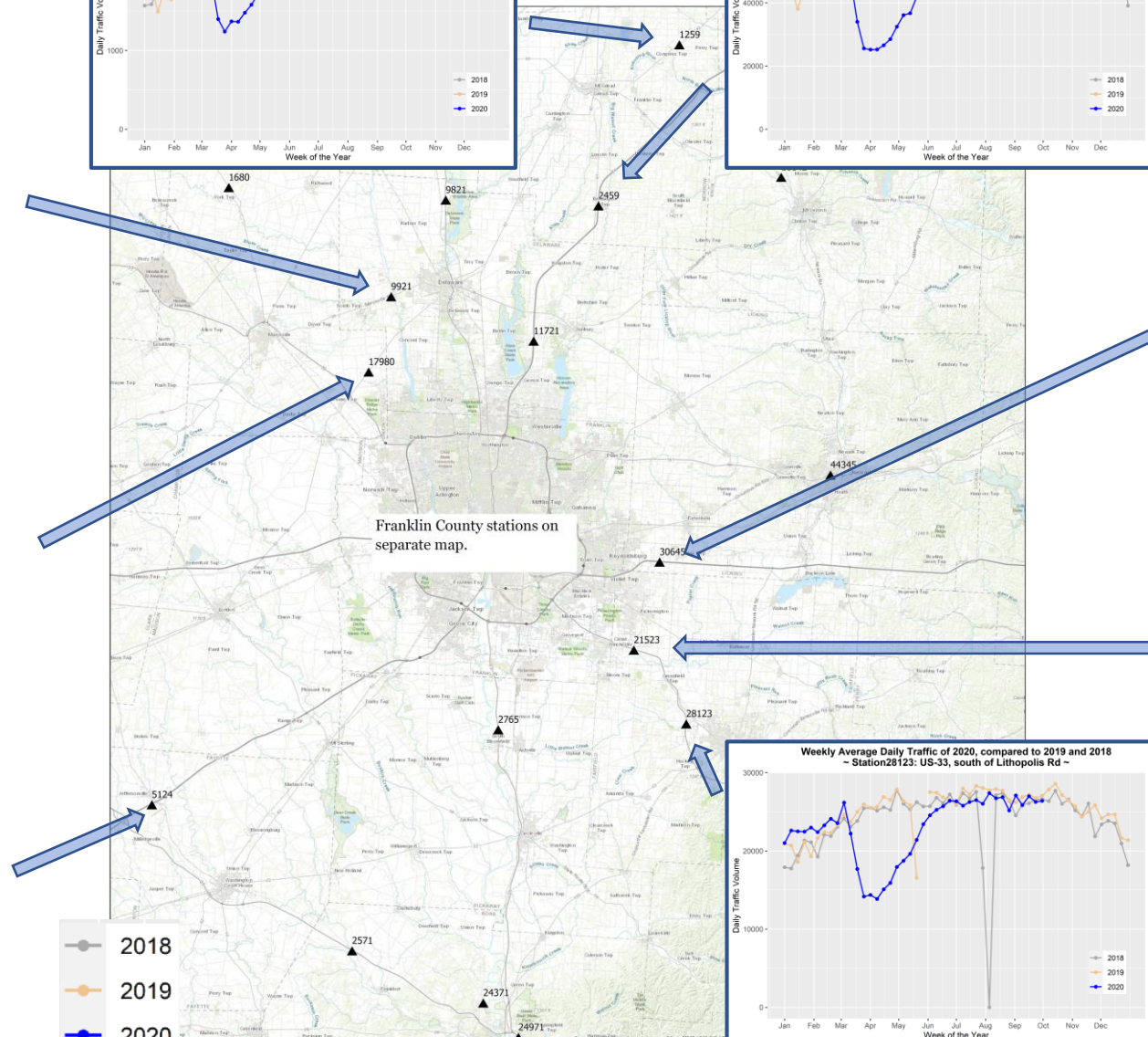
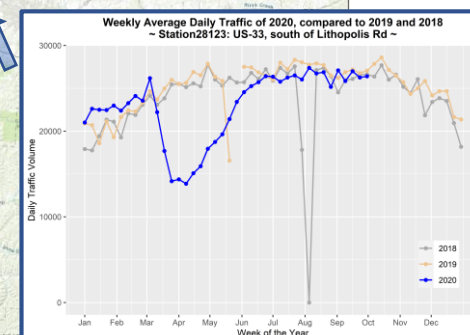
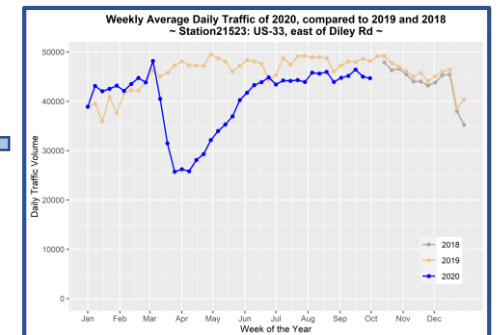
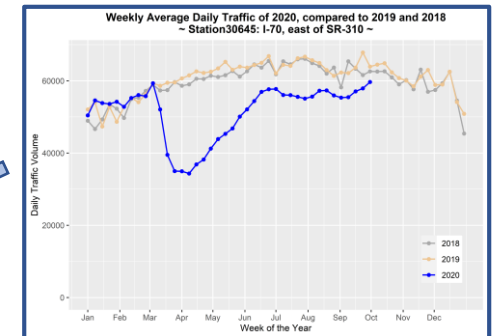
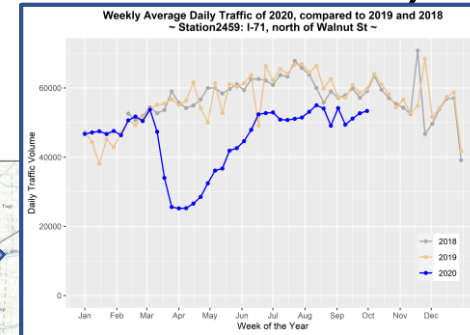
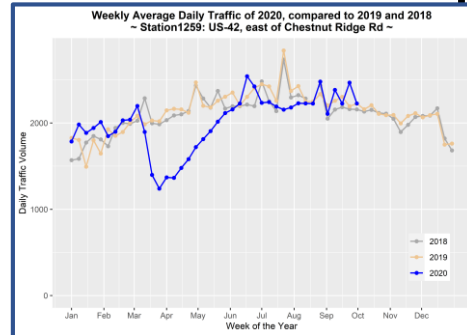
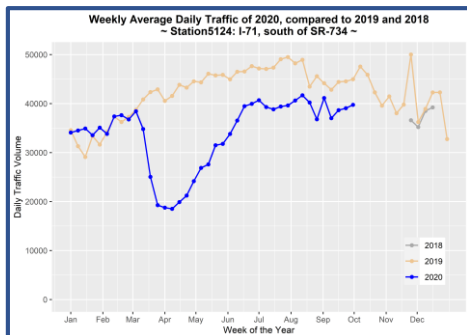
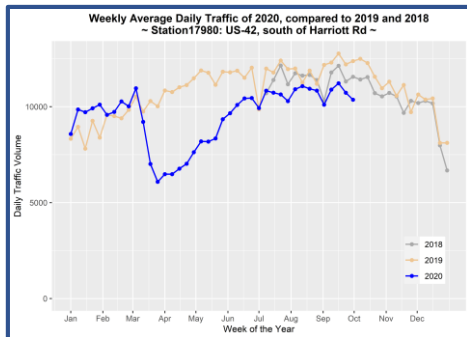
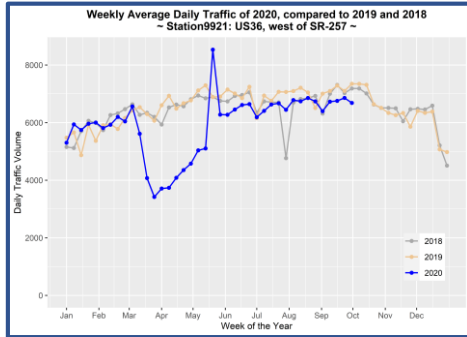
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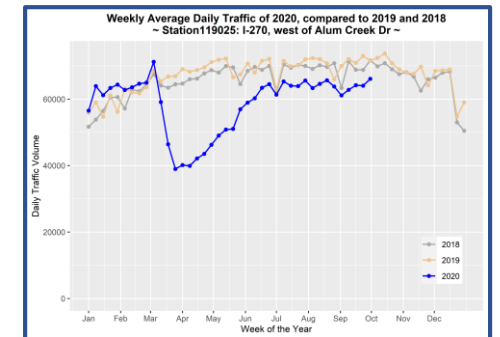
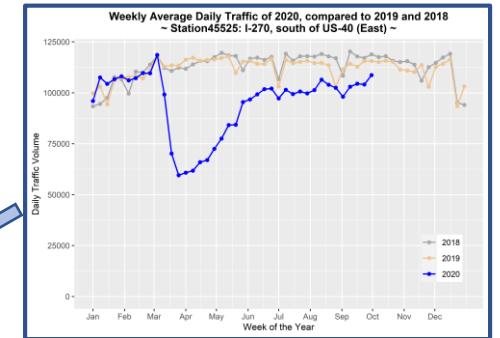
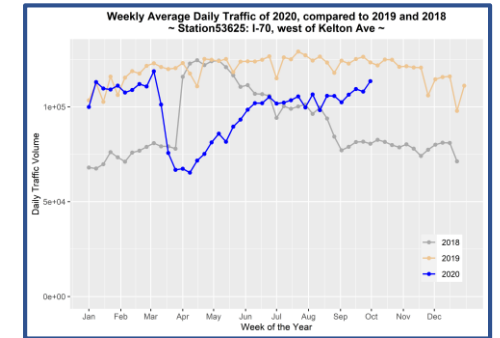
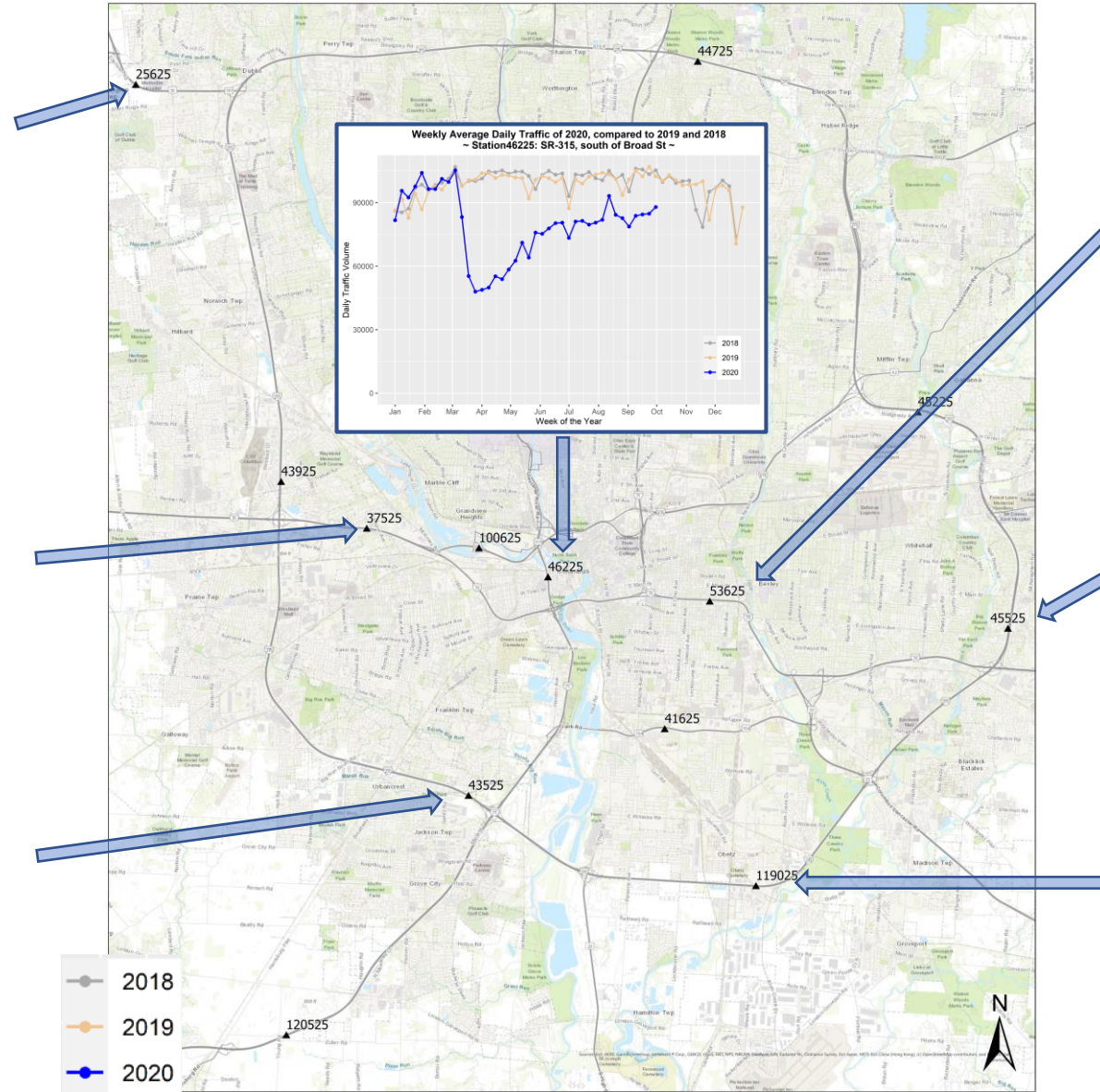
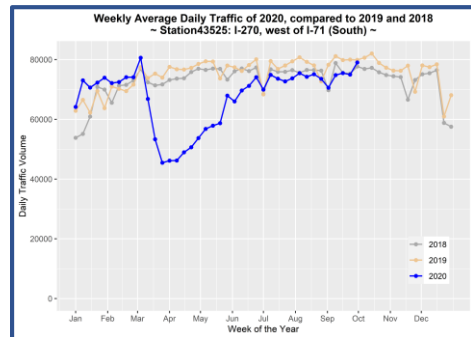
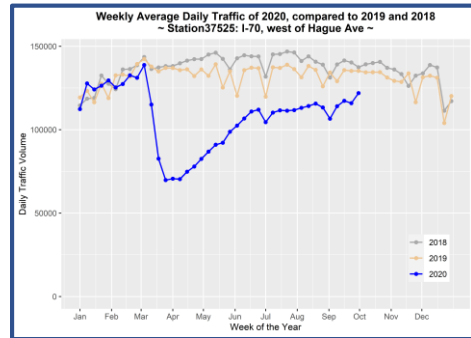
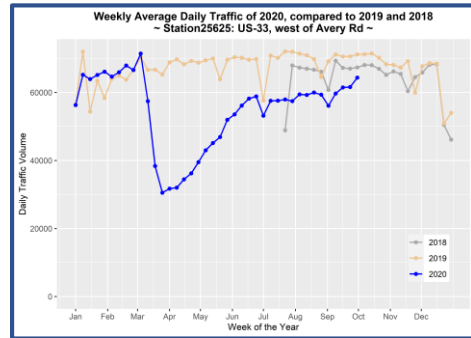




# Average Daily Traffic Comparison: 2018, 2019, 2020



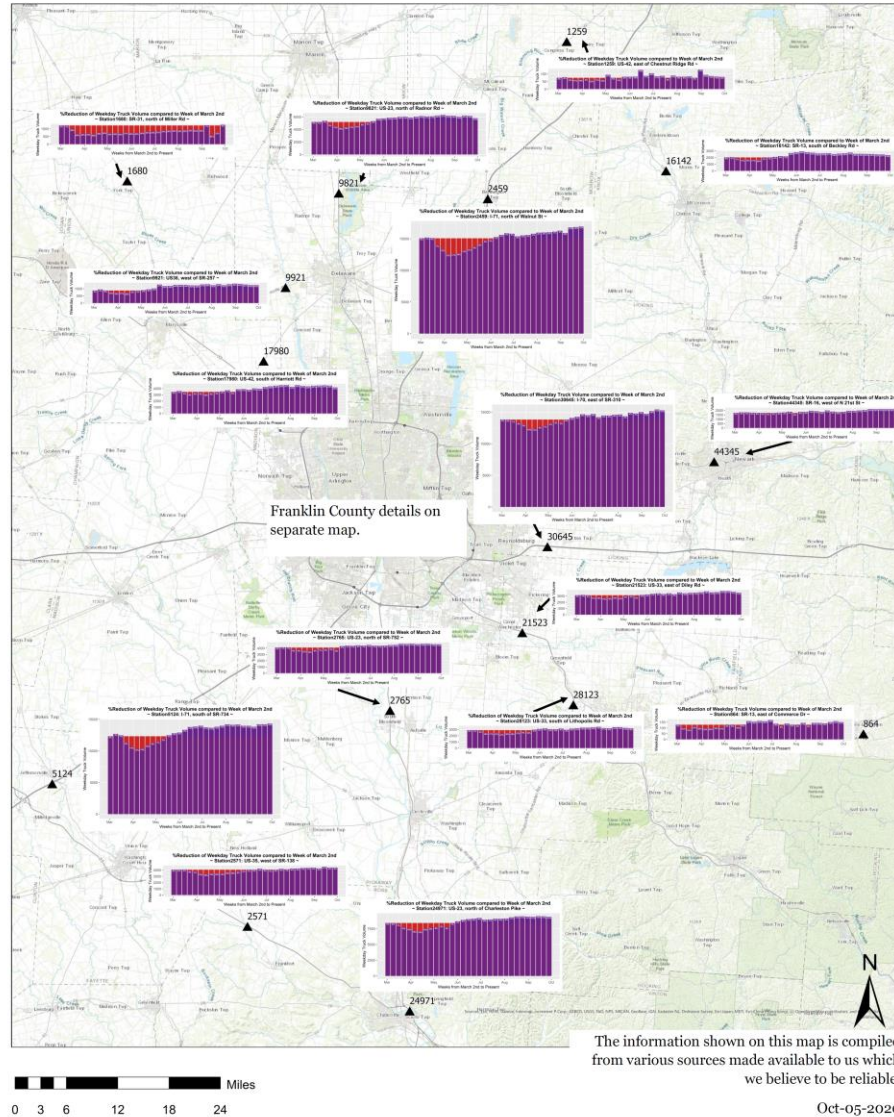
# Average Daily Traffic Comparison: 2018, 2019, 2020



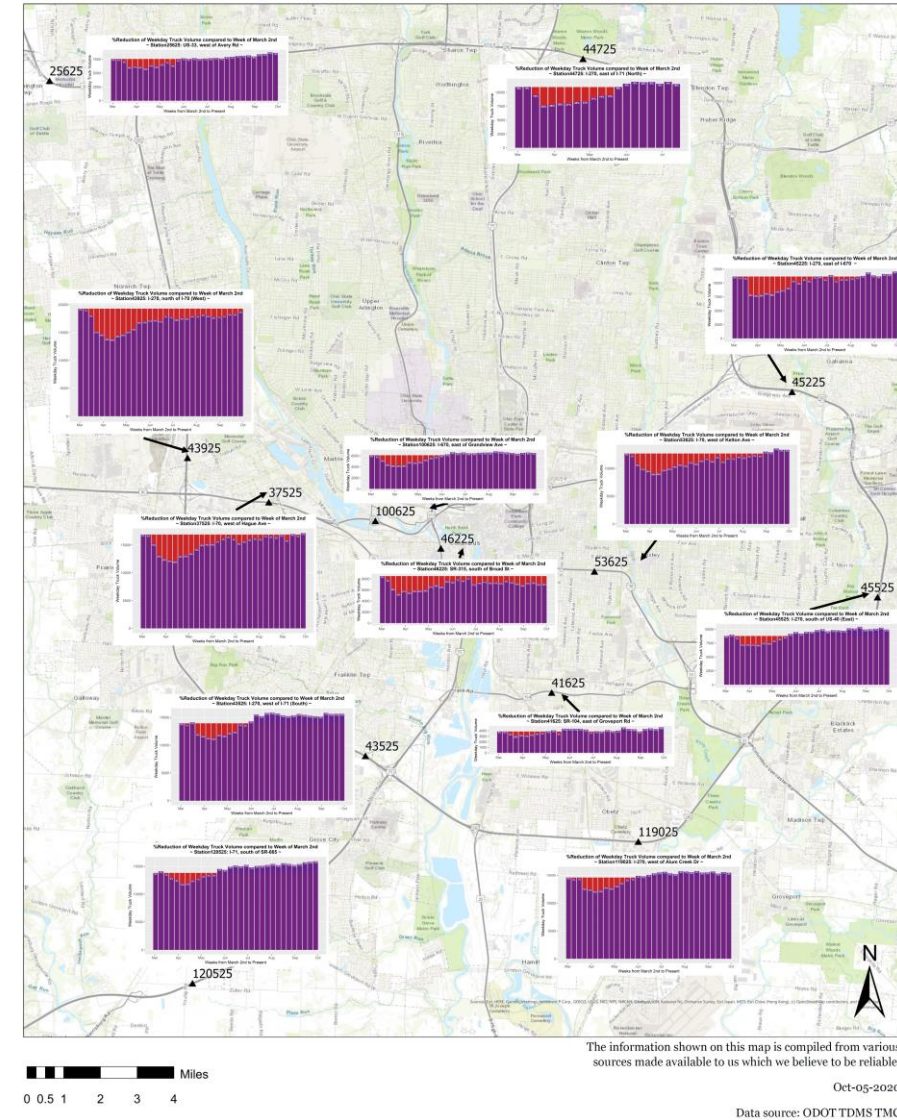


# Average Daily Truck Volumes 2020

**15 County Region: Average Weekday Truck Volumes and  
Percent Reduction from 1st week of March  
Week of March 2 through Present**



**Franklin Co: Weekly Average Truck Volume and  
Percent Reduction from 1st Week of March  
Week of March 2 through Present**

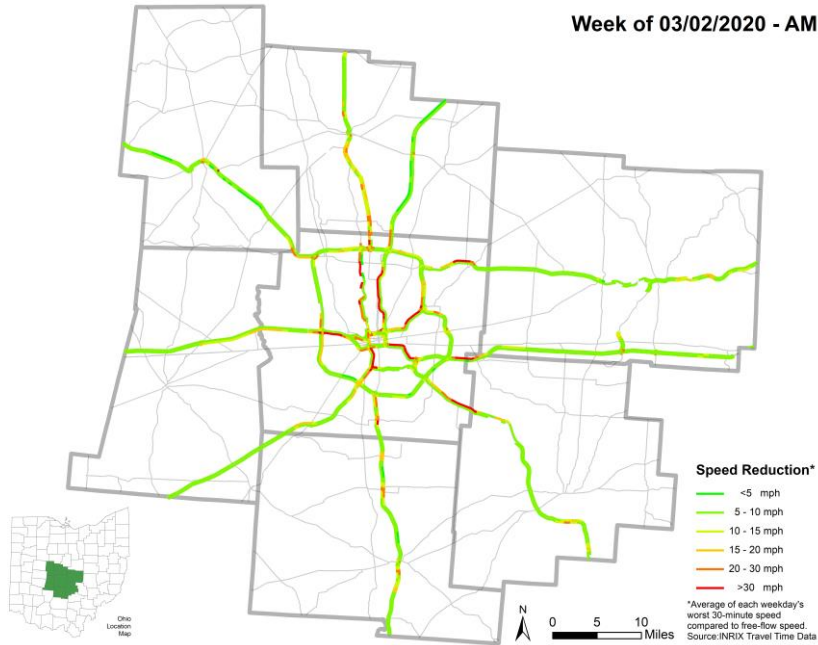


# From Traffic Volumes to Peak Period Congestion

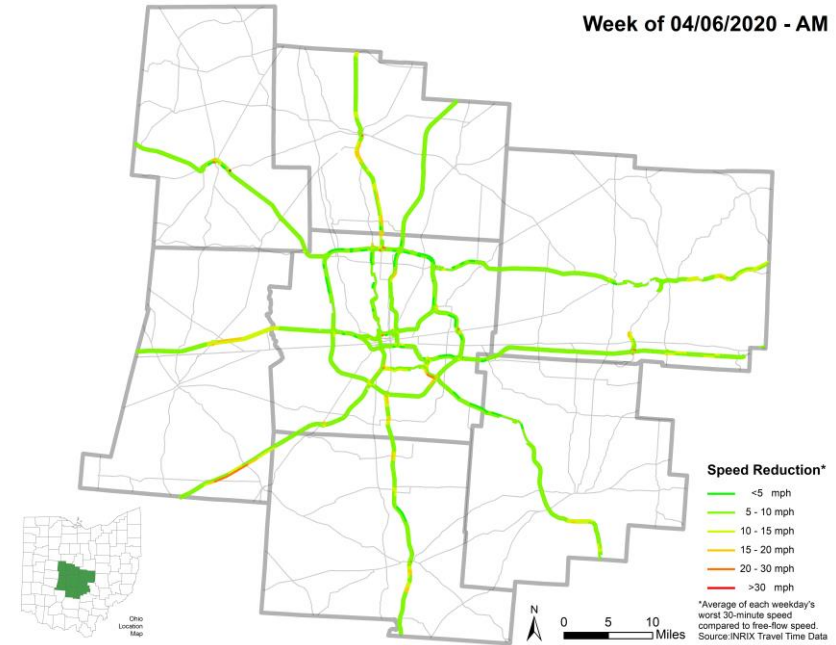


# Congested AM Period Speed Reduction

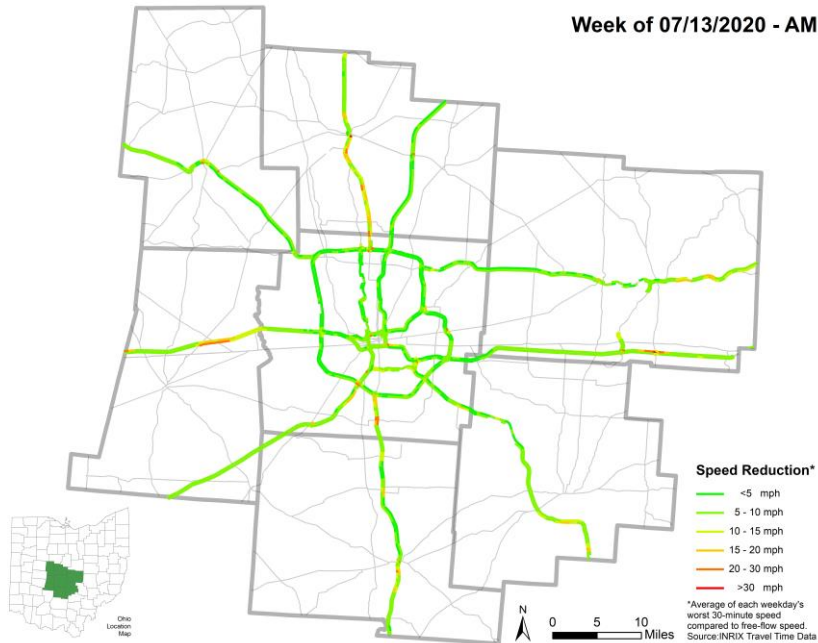
Week of 03/02/2020 - AM



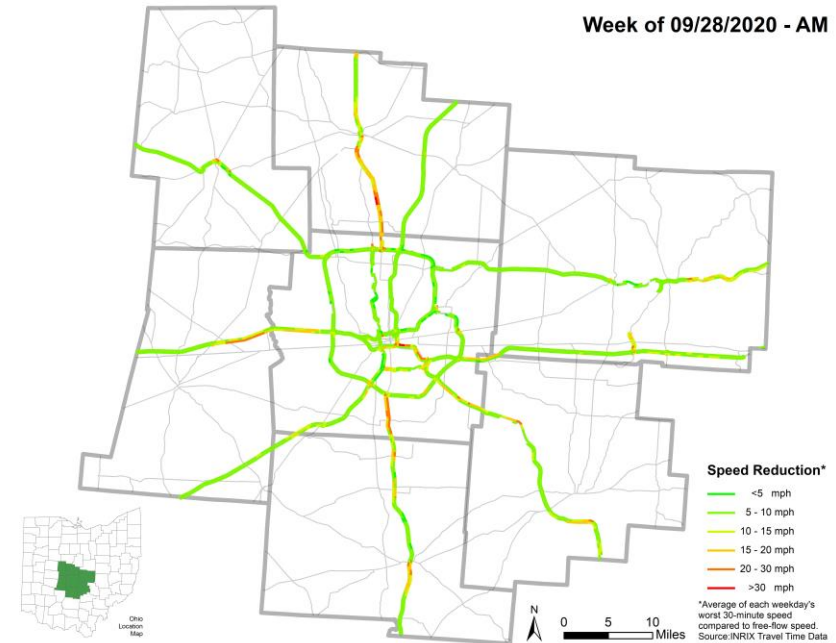
Week of 04/06/2020 - AM



Week of 07/13/2020 - AM

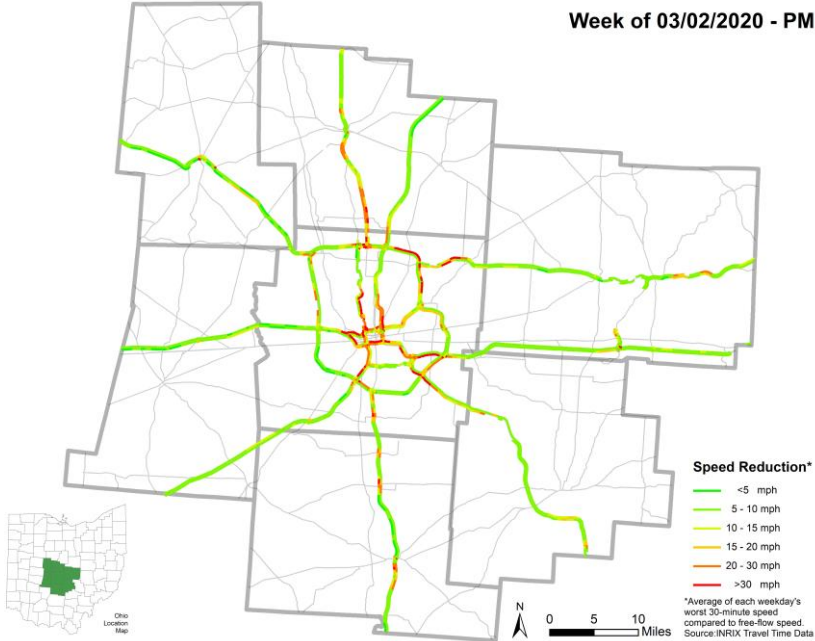


Week of 09/28/2020 - AM

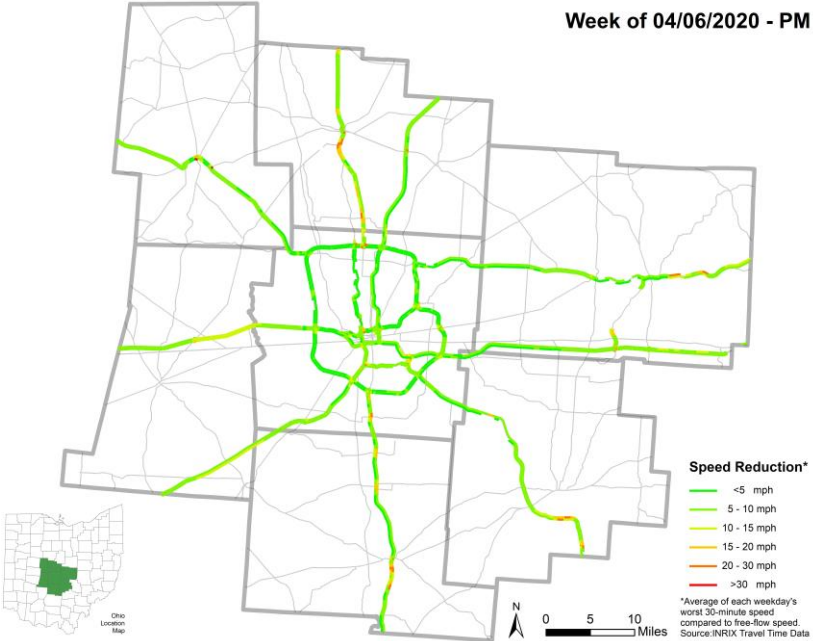


# Congested PM Period Speed Reduction

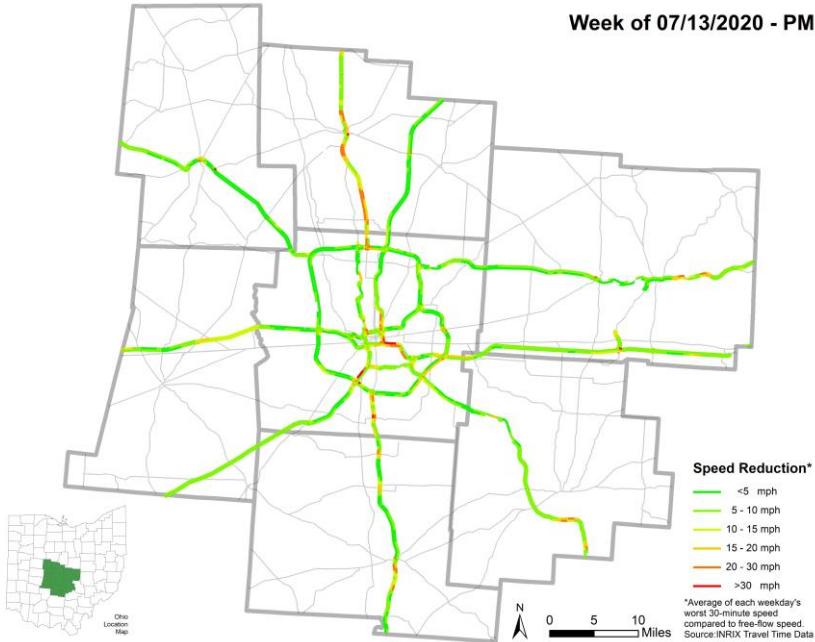
Week of 03/02/2020 - PM



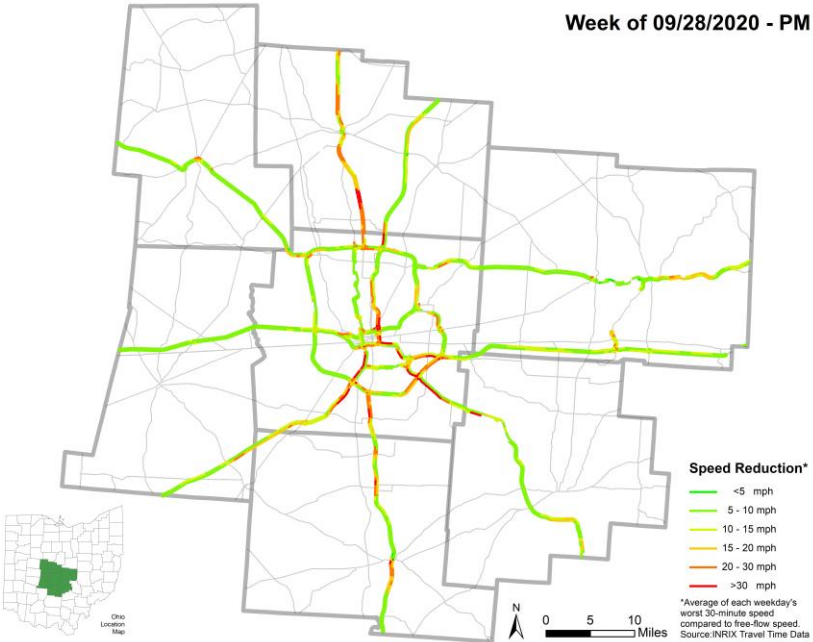
Week of 04/06/2020 - PM



Week of 07/13/2020 - PM



Week of 09/28/2020 - PM



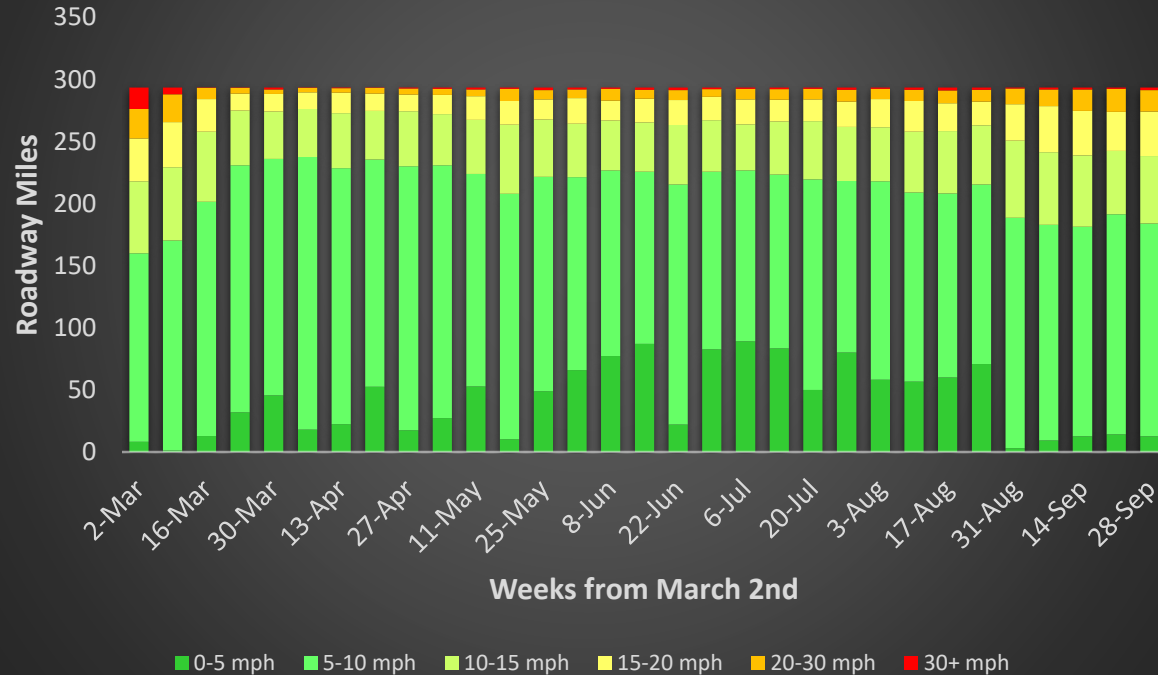
# Congested Peak Period Speed Reduction

Proportion of Miles – Freeways/Expressways  
Delaware & Franklin Counties

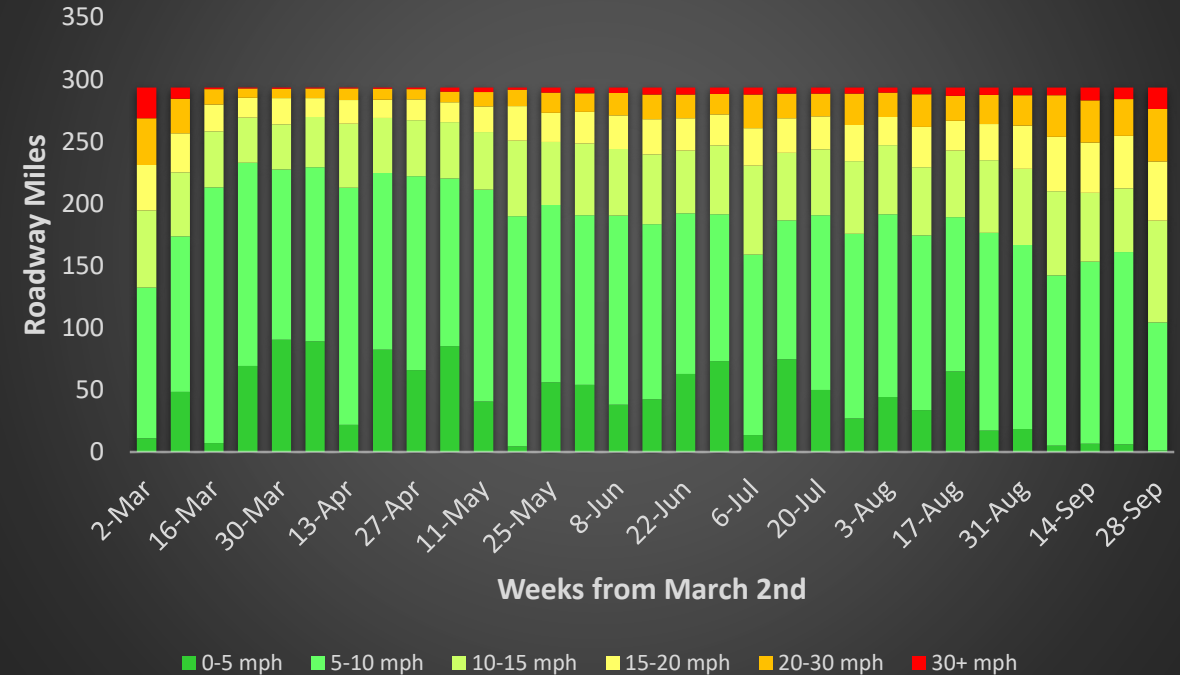
AM

PM

Roadway Miles by Speed Reduction for Worst  
30-min in AM  
~freeway in (Multiple Items)~



Roadway Miles by Speed Reduction for Worst  
30-min in PM  
~freeway in (Multiple Items)~



# AIR

## COVID-19

*Regional  
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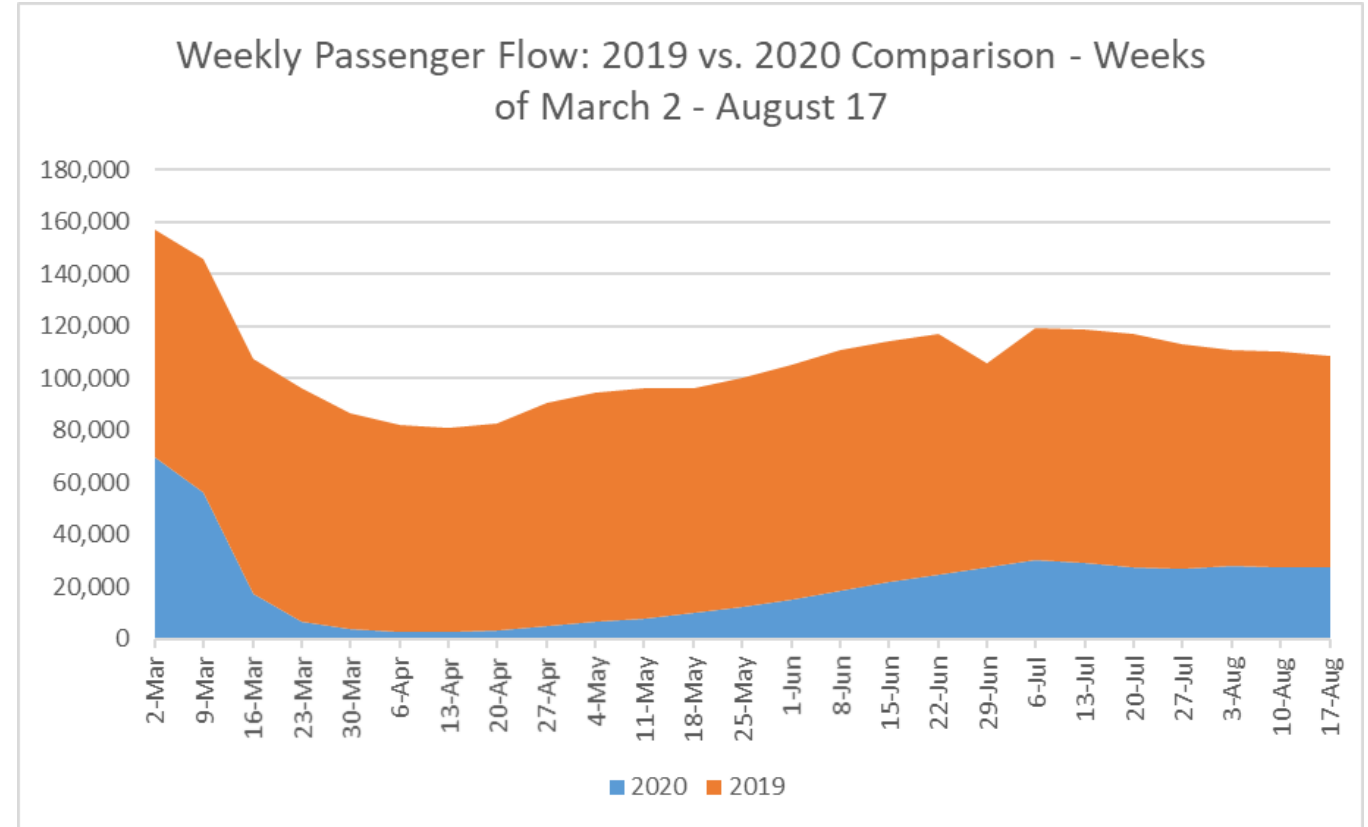


# NUMBER OF PASSENGERS



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Week of	% Change, 2020 vs. 2019
2-Mar	-20%
2-Mar	-20%
9-Mar	-37%
16-Mar	-81%
23-Mar	-93%
30-Mar	-95%
6-Apr	-97%
13-Apr	-97%
20-Apr	-96%
27-Apr	-95%
4-May	-93%
11-May	-91%
18-May	-88%
25-May	-86%
1-Jun	-83%
8-Jun	-80%
15-Jun	-77%
22-Jun	-73%
29-Jun	-65%
6-Jul	-66%
13-Jul	-67%
20-Jul	-69%
27-Jul	-68%
3-Aug	-66%
10-Aug	-66%
17-Aug	-66%



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

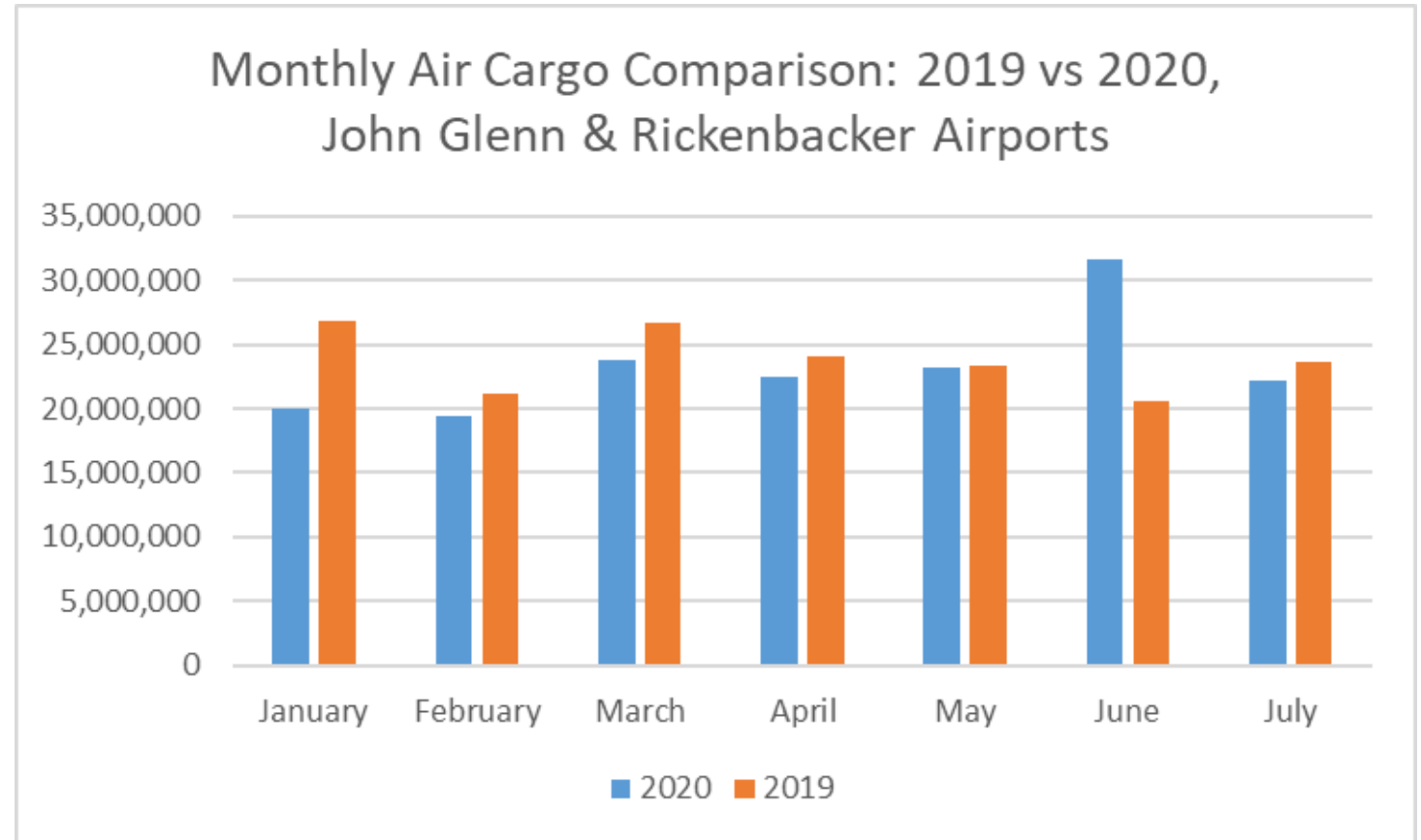
# AIR CARGO LBS (ENPLANED + DEPLANED)



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Month	Pct Increase
January	-25%
February	-8%
March	-11%
April	-7%
May	0%
June	54%
July	-6%

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



# TRANSIT

## COVID-19

### *Regional Transportation System Impacts*



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# Central Ohio Transit Authority



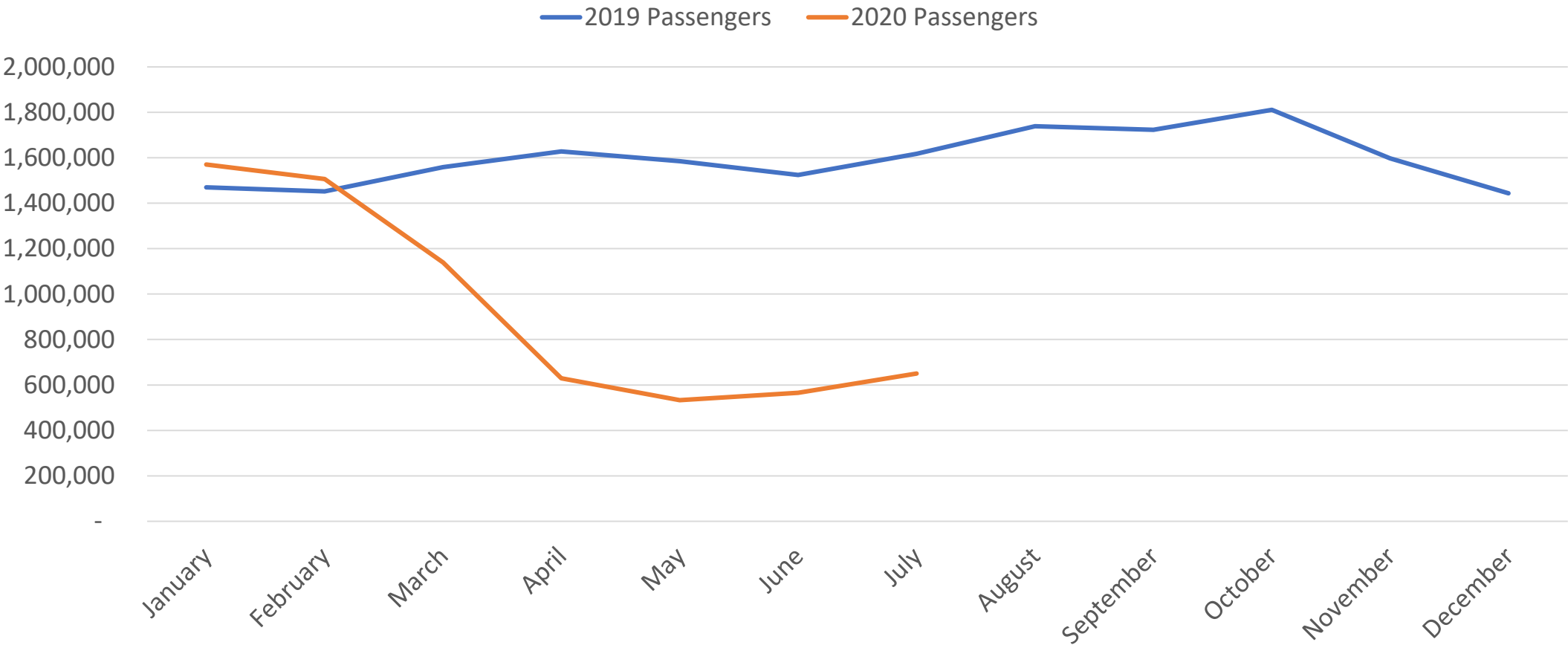
## *Free Fares*

- *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



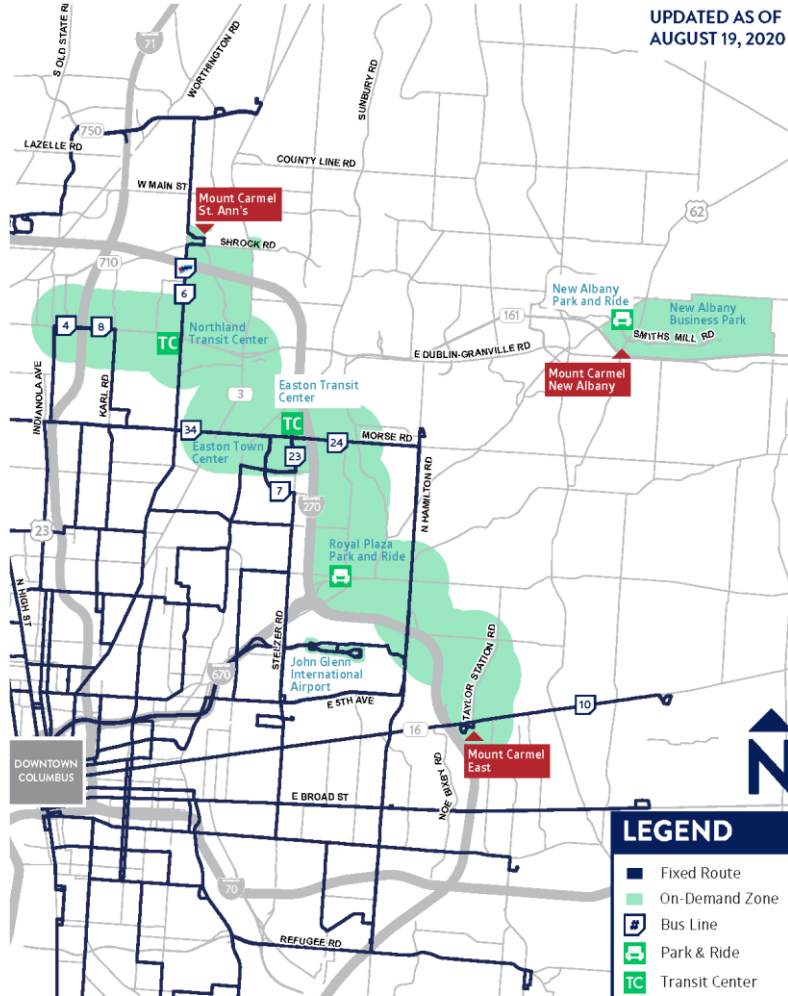
COTA Fixed Route Monthly Ridership



## NORTHEAST ON DEMAND ZONE

**COTA//PLUS**

UPDATED AS OF  
AUGUST 19, 2020



## COTA//PLUS WESTERVILLE ZONE OF SERVICE

**COTA//PLUS**

UPDATED AS OF AUGUST 19, 2020



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

Westerville COTA  
Plus launched  
August 2020

# Central Ohio Transit Authority Continue

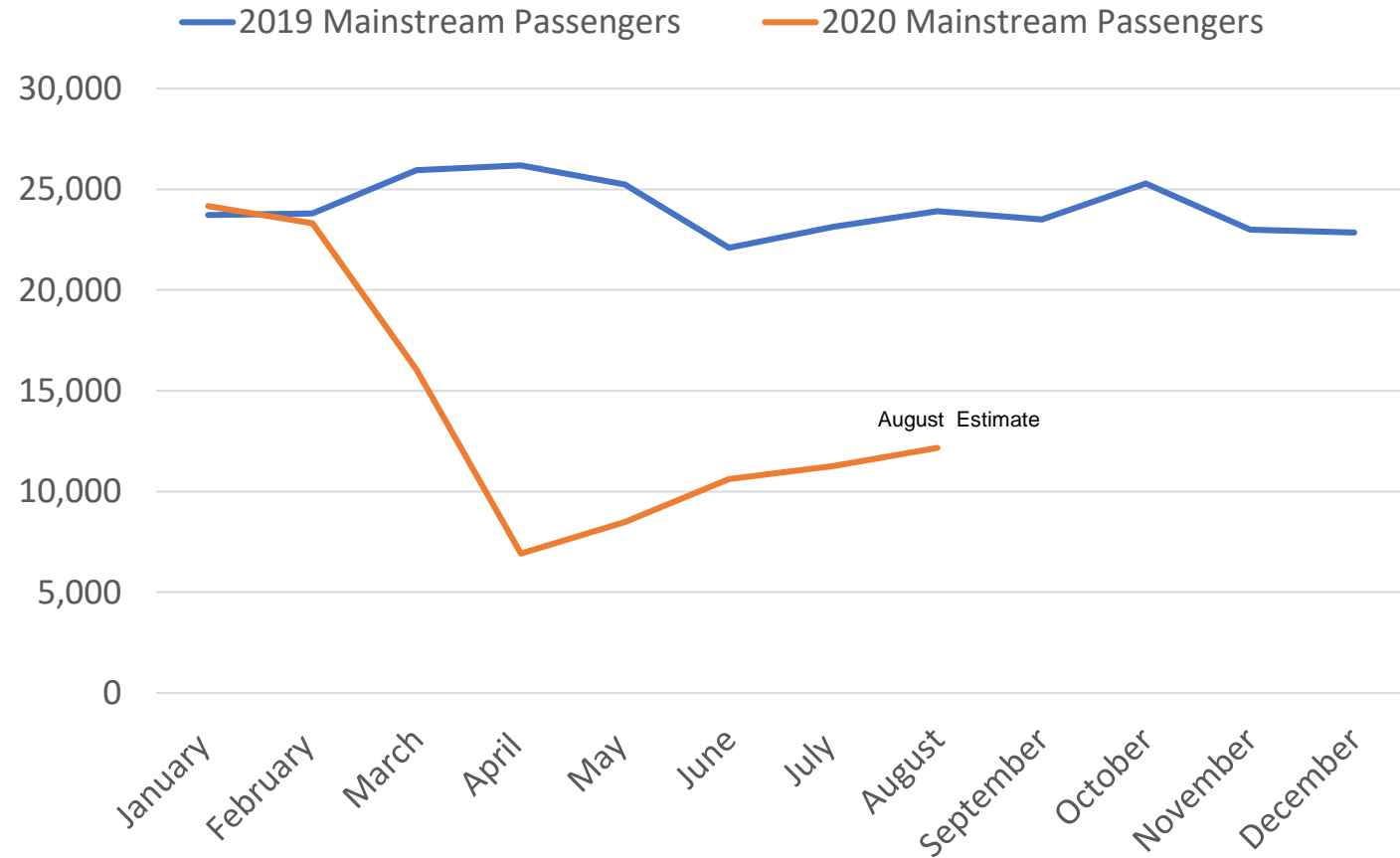


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- **Core Mainstream service:**

- 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

## COTA Core Mainstream Ridership



# Central Ohio Transit Authority Continue



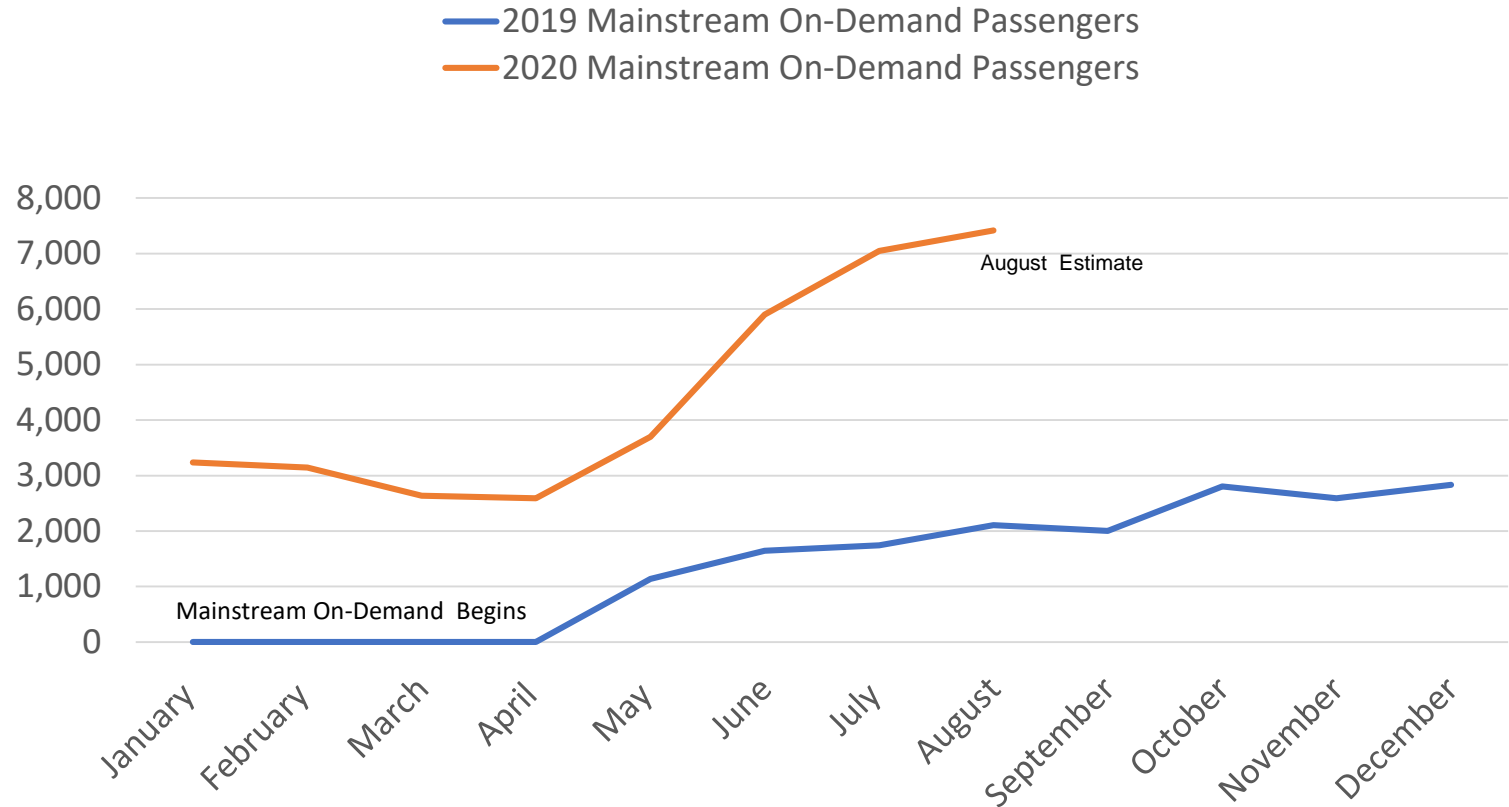
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- **Mainstream On-Demand:**

- 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





# Delaware County Transit



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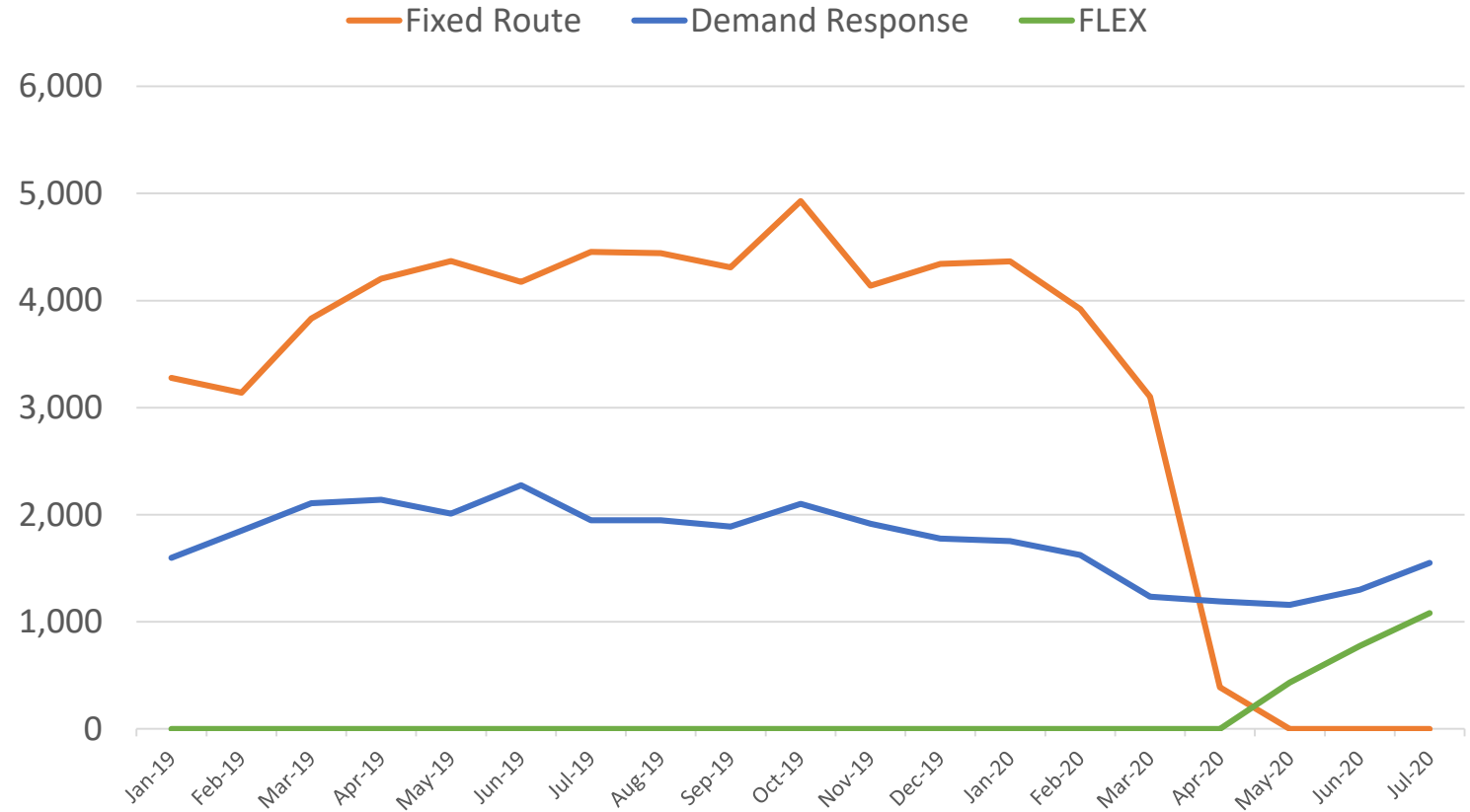
## *March to May*

- Free Fares
- Overall DCT's ridership was **reduced to 30%** of normal
- All Fixed Routes in the City of Delaware were suspended April 20, 2020

## *June to August*

- Overall ridership is still down, increasing each month
- Passengers fares were reinstated on June 1, 2020. However, Demand Response fares were reduced by approximately 30%
- All fixed routes remain suspended until the end of 2020
- A new on-demand service, termed FLEX began on June 1. This service has a 30-minute response time and currently operates only in the City of Delaware replacing fixed route service.

## Delaware County Transit Ridership



# THEA EWING, AICP NICK GILL

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**Mid-Ohio Regional Planning Commission**

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