

Welcome to the first issue of MORPC's Complete Streets newsletter! The newsletter will be published twice a year and will report progress with our Complete Streets toolkit as well as other news relevant to Complete Streets efforts in central Ohio. Each issue of the newsletter will highlight a different part of the toolkit, starting with the Regional Tool Library.

MORPC adopted a regional Complete Streets policy this April. The policy serves as the foundation for the regional Complete Streets toolkit. The toolkit will contain model policies, engineering, enforcement, education, and encouragement strategies, and best practices. A goal of the toolkit project is to enlist at least 20 local governments to actively develop Complete Streets policies by June 2011. The toolkit is funded in part by a grant from the Ohio Department of Health, Office of Healthy Ohio.

In this issue

- Regional Tool Library
- Local Complete Streets Projects
- Local Events
- Policy Update
- Publications and Resources
- Complete Streets Fact Sheet

Fun Fact

Woonerfs, a Dutch invention, are perhaps the ultimate Complete Streets. By minimizing signage and removing the boundaries between different transportation modes, all roadway users are encouraged to interact carefully and respectfully. First popularized in the Netherlands in the 1970s, Woonerfs and similar types of streets have been implemented in many other places, including downtown Boston. Similar concepts include "shared space" streets (most widespread in western Europe), and transit malls such as State Street in Madison, Wisconsin. For more information on woonerfs, visit <http://streetswiki.wikispaces.com/Woonerf>.



Photo: planologie.wordpress.com

Establishing a Regional Tool Library

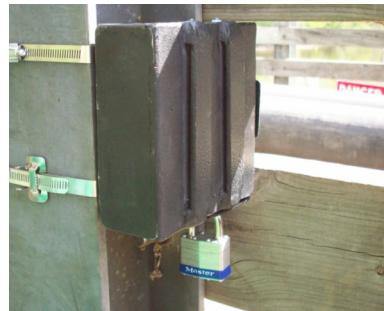
As part of MORPC's Complete Streets toolkit, we are establishing a regional tool library with equipment that can be borrowed by our members to be used for their projects or studies.

So far, we have purchased 8 automatic infrared people counters and have ordered 2 automatic bicycle counters to be borrowed by our members. The infrared counters project a beam onto an opposing surface and count people who pass by, interrupting the beam.

The bicycle counters consist of a tube that can be installed across a multi-use path or a lane of shared roadway. We are currently acquiring secure metal boxes in which the counters can be installed in order to protect the equipment from weather, theft, or vandalism.

There are several advantages of automatic counters, including the reduced need of finding volunteers to conduct manual counts, and the ability to collect data 24 hours a day over long time periods. Counts over several weeks help detect trends and patterns for certain areas.

For example, recent data from similar counters installed on the Olentangy and Scioto multi-use trails has shown that the trails are more heavily used during weekday commuting periods than on week-ends. This suggests that the trails play an important role in transportation and are not



▲ Automatic infrared counter on the Olentangy Trail in Columbus

just used for recreation.

Other equipment, such as speed radar guns, measurement wheels, and GPS units to track bicycle routes, will also be purchased as part of the tool library.

Local Complete Streets Projects



▲ **Gay Street** in downtown Columbus was converted from three lanes in one direction to a two-way street in late 2007. Crosswalks and landscaped median islands were added.



▲ **Roberts Road** in Hilliard was completed in 2009 with buffered bike lanes and sidewalks.



Mid-Ohio Regional Planning Commission

111 Liberty St., Suite 100
Columbus OH 43215

Phone: 614.228.2663
Fax: 614.228.1904
www.morpc.org/completestreets

Resources

- The National Complete Streets Coalition offers a wealth of Complete Streets related material on their website: www.completestreets.org. Their new comprehensive manual, *Complete Streets Best Policy and Implementation Practices*, is now available for purchase.
- The Alliance for Biking and Walking has recently published the 3rd edition of their *Guide to Complete Streets Campaigns*. It can be purchased at www.peoplepoweredmovement.org.
- The Association of Pedestrian and Bicycle Professionals has published the second edition of their *Bicycle Parking Guidelines*. It can be purchased at www.apbp.org.

Local Events



Safe Bike Education Training (BET) Tour

On July 16th, ODOT partnered with MORPC and the cities of Hilliard and Pickerington to conduct a half day training class by bicycle. The half day training class included a 15 mile ride through Hilliard along shared use lanes, bike lanes, multi-use paths, arterial roadways with roundabouts, and rural roadways with

and without adequate shoulders.

The objective of the ride was to educate public officials, engineers and planners on the proper design and to gain a better understanding of the true experience of a bicyclist using the infrastructure that they help to fund, plan, and build. Experienced and knowledgeable city engineers from Hilliard and Pickerington led the group along the route and stopped at designated areas to discuss proper design elements, lessons learned, best practices, the most current and accepted design standards, and potential new updates to the AASHTO guide.

ODOT plans on having these educational tours in different areas throughout the state.



▲ Attendees riding on bike lane, road with “sharrows” (shared lane markings that encourage road sharing by both motorists and bicyclists), and roundabout during the Safe BET Tour.

Policy Update

- MORPC’s Complete Streets policy was adopted April 8, 2010. The policy applies to all roadway projects receiving MORPC-attributable federal funding. To view the policy and associated documents and resources, please visit www.morpc.org/completestreets.
- The Complete Streets Act of 2009 (S. 584, H.R. 443) was introduced by Senator Tom Harkin [IA] and Congresswoman Doris Matsui [CA-5]. Both the house bill and senate bill have been referred to committees. Information is available on the National Complete Streets Coalition website.
- On March 15, 2010, the U.S. Department of Transportation (DOT) issued a Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. The statement expresses the DOT’s support for the development of fully integrated active transportation networks, and lists specific recommended actions that states and local governments should take in order to create a balanced transportation system. The full policy statement can be viewed at www.fhwa.dot.gov/environment/bikeped/policy_accom.htm.

This newsletter is funded by a grant from the Ohio Department of Health, Office of Healthy Ohio. Ohio Department of Health grant funding supports Statewide Wellness and Obesity Prevention Program initiatives.