



NOTICE OF A MEETING

SMART REGION TASK FORCE
MID-OHIO REGIONAL PLANNING COMMISSION
111 LIBERTY STREET, SUITE 100
COLUMBUS, OHIO 43215
SCIOTO CONFERENCE ROOM

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August 21, 2018
10:00 am – 11:30 am

AGENDA

- 1. Welcome**
Dana McDaniel, SRTF Chair
- 2. Task Force Administration**
Aaron Schill, MORPC
- 3. Work on Deliverables**
Smart Streets Policy, Thea Walsh, MORPC
Crosswalk of MORPC Projects & Committees, Aaron Schill, MORPC
- 4. Other Business**
- 5. Adjourn**
Dana McDaniel, SRTF Chair

The next SRTF Meeting is
September 20, 2018, 1:30 p.m. – 3:00 p.m.
111 Liberty Street, Suite 100, Columbus, Ohio 43215

PARKING AND TRANSIT: When parking in MORPC's parking lot, please be sure to park in a MORPC visitor space or in a space marked with a yellow "M". Handicapped parking is available at the side of MORPC's building.

MORPC is accessible by CBUS. The closest bus stop to MORPC is S. Front Street & W. Blenkner St. Buses that accommodate this stop are the Number 61 - Grove City, the Number 5 - West 5th Ave. /Refugee, and the Number 8 - Karl/S. High/Parsons.

MEETING ROOM ACCESS: When you arrive in MORPC's lobby, a video screen will display the day's meetings. Each meeting will list a phone extension. Use the phone in the lobby to call the extension and someone will come escort you to the meeting.

William Murdock, AICP
Executive Director

Rory McGuiness
Chair

Karen J. Angelou
Vice Chair

Erik J. Janas
Secretary

Smart Streets Policy

Background

Technological advancements in transportation and mobility must be implemented to improve service delivery and the quality of life in Central Ohio. If implemented thoughtfully, these advancements have the potential to improve safety, reduce congestion, increase system efficiency, and deliver services more effectively.

Digital communications infrastructure is a key component for deploying these technologies and realizing their benefits. This infrastructure needs to be regional in nature to maximize the potential of these technologies. It requires a significant investment to build and maintain this infrastructure. A regional policy on the deployment of digital infrastructure is an effective way to ensure that public infrastructure investments are made in a way that supports the capability of these technologies to effectively serve public interests and improve the quality of life in Central Ohio.

Definition of Smart Streets

Smart Streets comprise a mobility system able to leverage current and emerging technologies and data to provide services more effectively and improve the quality of life of all residents.

Vision

Central Ohio is the leader in creating a regional mobility system that is connected, inclusive, secure and resilient across jurisdictions, providing services effectively to improve the quality of life of all residents.

Purpose

To ensure mobility investments are planned, selected, scoped, designed, constructed and maintained in a manner that advances a Smart Region.

Goals

- **Connectivity:** Strategically advance broadband capacity and access across jurisdictions throughout the region via public rights-of-way to effectively improve the delivery of public services and support economic development.
- **Adaptability:** The mobility system is adaptable, scalable, and able to support evolving digital technologies to improve people's access and mobility.
- **Interoperability [Data]:** The mobility system is interoperable and can effectively and securely collect and share data across jurisdictions for processing and analysis to improve mobility, safety, infrastructure management and the quality of life.
- **Equity:** The mobility system is accessible to all people, and emphasizes improving access and mobility for the disadvantaged.

Policy

Statements

MORPC supports the Smart Streets concept throughout Central Ohio. To promote the acceptance and practice of Smart Streets, MORPC recommends that local jurisdictions and the state of Ohio develop and adopt Smart Streets policies to meet their needs that are compatible with this regional policy.

MORPC seeks to incorporate the Smart Streets concept into the planning, programming, scoping, design, implementation, maintenance and performance monitoring of all transportation infrastructure and encourages all infrastructure investments in Central Ohio to comply with this policy.

All projects receiving the assistance of MORPC-Attributable Funds must adhere to this policy. MORPC will ensure the uses of these funds are consistent with this policy, appropriately incorporating Smart Streets concepts.

This policy is not intended to create new rights for utilities outside those provided by existing law and contract.

Applicability

This Smart Streets Policy applies to all projects/activities that are programmed with MORPC-attributable funds. Many factors will be considered to determine whether compliance with the policy has been achieved.

1. Prior to submitting a formal application or request for funding, MORPC staff will be available to the sponsor to review the proposed use of funds, to discuss options for incorporating Smart Streets concepts and adhering to this policy, and to provide technical assistance.
2. The formal application or funding request shall provide sufficient information about the projects for staff to determine whether the proposed project adheres to this policy. The evaluation and selection process will incorporate Smart Streets concepts.
3. Once MORPC-attributable funds are committed to a project, staff will continually monitor its development through the construction/implementation. This includes review and comment on requests for proposals, field reviews, scoping, preliminary studies, design plans and change orders to ensure adherence to this policy and provide guidance on incorporating Smart Streets concepts.

Requirements

All projects that are programmed with MORPC-attributable funds must meet the requirements listed below, as applicable, to maintain funding eligibility. Similarly, for anyone to claim that a project adheres to this policy, they must meet these requirements for the claim to be valid.

1. The project shall use the most appropriate development process and design standards. Information and communication technologies related to the project shall meet accepted industry standards.
2. The project sponsor shall complete the checklist accompanying this policy and provide the information to MORPC.
3. Designs shall include accommodation of all users of the right-of-way and be sensitive to the context of the project setting. It is important to note that projects in different contexts may

incorporate different digital communications components to comply with this policy. [More information and examples will be provided as part of the Smart Region Resource Guide.]

4. A systems approach shall be used in developing projects in the public right-of-way, especially to ensure coordination with nearby jurisdictions, projects, and plans, irrespective of which agency is the sponsor.
5. If there are other projects planned, programmed or in development near a project adhering to this policy, the projects should be coordinated to ensure consistency in the facilities serving the corridor.
6. If the project will be affecting digital communications infrastructure in the vicinity of institutional uses or public facilities such as a police or fire station, school, library, recreation center, government offices, or maintenance facility, the project shall provide the opportunity for the facility to have access to the affected infrastructure.
7. Public transit agencies shall be invited to participate in the development of the project. Each transit agency can determine the level of participation in project development necessary to ensure that the project provides sufficient accommodation and access to transit vehicles and facilities.
8. The sponsor shall ensure that actions taken to comply with this policy do not prevent safe use of the public right-of-way by any mode (e.g., a cabinet shall not block the clear walking zone on the sidewalk or encroach on a transit stop).
9. All digital communications systems associated with a project shall be interoperable with other such systems serving public infrastructure in the region. They will have the capability to transmit and share data with each other.
10. All sponsors shall identify any Intelligent Transportation Systems (ITS) services, inventory elements, functional requirements and interfaces/information flows in the Central Ohio Regional ITS Architecture that are relevant to the project before beginning detailed design or right-of-way acquisition.
11. Projects shall facilitate ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture by accounting for future integration requirements and describing how it will support future extensions of the regional architecture.
12. If a construction of a project requires the removal or relocation of digital communications infrastructure in current use for a public service, the infrastructure shall be relocated or replaced. The replacement infrastructure shall meet current industry standards and be sufficient to continue current public uses.
13. Data collected or transmitted via infrastructure constructed as part of the project shall be “shared and open” except as prohibited by law.
14. All personally identifiable information shall be removed from all stored data that were collected or transmitted via infrastructure constructed as part of the project.
15. Project sponsors shall coordinate the project with digital communications service providers. This includes notification of the project scope and schedule when funds are committed and the opportunity to participate in all plan reviews.
16. The sponsor shall provide to a publicly available dataset geocoded data for the location, type and specifications of digital infrastructure that was installed as part of the project.
17. Sponsors shall maintain the project’s digital infrastructure in a state of good repair and operate the infrastructure securely, in accordance with industry standards.

Recommendations

1. Local governments are encouraged to adopt their own Smart Streets policies to meet the needs of their communities that are consistent with this regional policy and federal and state requirements.
2. State governments should work with Metropolitan Planning Organizations to ensure consistency in policies at the state, regional and local level.
3. Project sponsors are encouraged to build redundancy and resiliency into the digital transportation system to a degree that is in accordance with industry best practices.
4. Project sponsors may encourage colocation with private utility infrastructure as part of the project, provided that it does not inhibit public use of the infrastructure or right-of-way.
5. Project sponsors should allow other local governments and public uses to collocate in conduit installed as part of the project that is not reserved by the sponsor for a specific public use. See also Recommendation 4 regarding private uses of the conduit.

Project sponsors should consider integrating digital infrastructure technologies into their projects, such as smart lighting, traffic surveillance, security surveillance, data collection and reporting, Appeals

If the sponsor and MORPC staff are unable to reach an agreement on assuring compliance with this policy, sponsors may ask the Attributable Funds Committee to grant an exemption from this policy or to review the situation. MORPC staff will review the request and provide a report with recommendations to the committee in advance of the decision. In the event that the sponsor disagrees with the action of the Appeals committee, the sponsor may appeal to the MORPC Policy Committee officers, who may or may not elect to hear the appeal request.

Implementation

Upon approval and adoption of this policy, it will become part of MORPC's project selection process for MORPC-attributable funds. The policy will also guide MORPC staff in the preparation of the Metropolitan Transportation Plan and other plans it prepares or to which it contributes.

A resource guide will be developed to assist sponsors in developing projects that comply with the Smart Streets policy. This guide will contain project-specific best practices, sample policies, funding opportunities, and information on other resources.

Evaluation

MORPC reports annually on the region's progress toward targets established in the Metropolitan Transportation Plan. These targets include several ITS-related targets that can be considered in evaluating the effectiveness of this policy.

MORPC collects data on several aspects of projects receiving the assistance of MORPC-attributable funds, such as the lead agency, location, limits, type of work, length, number of travel lanes, pedestrian facilities, bicycle facilities, and funding by phase, source and year. Digital infrastructure components of these projects will be tracked through reporting mandated by Requirement #17.

Portions of the Policy that are the subject of an appeal heard by the Attributable Funds Committee will be subsequently reviewed by the committee, and any recommendations concerning the policy will be considered for approval by MORPC's Community Advisory, Transportation Advisory, and Transportation Policy committees.