Mid-Ohio Regional Planning Commission

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NOTICE OF A MEETING

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

December 11, 2018
3:00 p.m. – 4:30 p.m.

AGENDA

1. **Welcome**
   Dana McDaniel, SRTF Chair

2. **Smart Region Updates**
   Aaron Schill, MORPC

3. **Our Mobility Future: Together**
   Patrick Harris, COTA

4. **Work on Deliverables**
   Finalize Smart Streets Policy & Recommend to Commission
   Dana McDaniel, SRTF Chair

5. **Other Business**

6. **Adjourn**
   Dana McDaniel, SRTF Chair

The next SRTF meeting is
January 8, 2019, 2:00 p.m. – 3:30 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

For decades, transportation has been understood primarily as the movement of people and goods via motorized vehicles on a network of publicly funded highways and streets, with most vehicles being privately owned by individuals or companies and supplemented by public transit running on fixed routes. Technological advancements are rapidly transforming this conventional view of transportation into the concept of a mobility system that employs digital communications and information technologies to provide a variety of services for moving people and goods. These include transportation network companies, shared vehicles (motorized and non-motorized), employer-provided shuttles, unmanned aerial vehicles, or drones, and increasingly connected and autonomous vehicles that collect, transmit and share large volumes of data. Similarly, the transportation network is being transformed by the deployment of digital communications technologies that collect, transmit and share data with its users and managers about traffic, incidents and the condition of the infrastructure.

These emerging technologies must be implemented to improve service delivery and the quality of life in Central Ohio as it continues to grow in population and employment. If implemented thoughtfully, these advancements have the potential to improve safety, reduce congestion, increase system efficiency, and deliver services more effectively.

Digital 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.

Definitions

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.

Digital Infrastructure is the system that provides and supports digital communications, including fiber optic cable, wireless communications, and the hardware and software that supports them.

Intelligent Transportation System (ITS) means electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

Mobility is the quality or state of being mobile or movable.

Mobility System is the infrastructure, services, data, technology, and governance that enables the mobility of people and goods.

Vision

Central Ohio is the leader in creating a regional smart 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 public investments in mobility are planned, selected, scoped, designed, constructed and maintained in a manner that advances a Smart Region.

Goals

- Connectivity: Strategically advance digital infrastructure (primarily broadband) and access across jurisdictions throughout the region to improve mobility and the delivery of public services and effectively support economic development.
- Flexibility: The mobility system is flexible, scalable, and able to support evolving digital technologies to improve people's mobility and the delivery of public services.
- Interoperability: 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 awarded funding through MORPC 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

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 through MORPC 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.

Connectivity

1. The project shall use the most appropriate development process and design standards. Digital infrastructure 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. If the project will affect digital 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 sponsor shall engage the facility owner/operator about the possibility of the facility having access to the affected infrastructure if feasible.
4. If a construction of a project requires the removal or relocation of digital 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.
5. Project sponsors shall coordinate with the owners of digital communications infrastructure in the project area. This includes notification of the project scope and schedule when funds are committed and the opportunity to participate in all plan reviews.
6. The sponsor shall provide MORPC with geocoded data for the location, type and specifications of digital infrastructure that was installed as part of the project.

Flexibility

1. Sponsors shall maintain the project's digital infrastructure in a state of good repair and operate the infrastructure securely, in accordance with industry standards.
2. Designs shall be sensitive to the context of the project setting. It is important to note that projects in different contexts may incorporate different digital infrastructure components to comply with this policy.

Interoperability/Data

1. A systems approach shall be used in developing projects to ensure engagement and communication with nearby jurisdictions, projects, and plans, irrespective of which agency is the sponsor.
2. 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 and connectivity among the facilities serving the area.
3. Public transit agencies shall be informed of projects being developed in their service areas and shall not be excluded from 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, services and facilities, including transit-related digital infrastructure.
4. All digital infrastructure 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.

5. 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.
6. 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.
7. Sponsors of projects with digital infrastructure components are required to have policies in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it, including privacy issues like personally identifiable information.

Equity

1. All digital infrastructure funded by the project must be primarily utilized to serve a public purpose.
2. 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).
3. Project sponsors shall comply with all applicable laws and regulations regarding the installation and placement of digital infrastructure.

Recommendations

1. Local governments are encouraged to adopt their own Smart Streets policies to meet the needs of their communities. They should strive for consistency with this regional policy and federal and state requirements.
2. State government agencies should work with Metropolitan Planning Organizations to ensure consistency in polices 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 note 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.
6. Project sponsors should consider integrating digital infrastructure technologies into their projects, such as smart lighting, traffic surveillance, security surveillance, data collection and reporting,
7. Maintenance of traffic signals should include upgrades to support connected vehicles when it can be installed at a comparably lower cost than retrofitting later.
8. As multiple mobility providers emerge and the usage of shared/autonomous vehicles increases, the demand for curb space may become acute at certain times and places. Local agencies should consider policies to equitably and effectively manage these spaces.
9. MORPC advocates for open data sharing, good data governance and the adoption of policies to ensure data security by local public agencies. However, it also recognizes that every situation presents unique challenges and trade-offs such that these principles cannot be applied to specific projects nor every circumstance.

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.

Smart Streets Policy Project Checklist

Project Scope

Check any of the following that are anticipated to be involved in the project:

- □ Right-of-way acquisition
- □ Utility reloction
- □ Excavation of more than XX below ground level
- □ Traffic signal infrastructure
- □ Light poles

What transportation-related or mobility function will be performed by the digital infrastructure elements of the project?

Connectivity

Please cite the specific design guidance or resources related to digital infrastructure that you expect to use in the development and design of your project.

Will the project affect digital infrastructure in the vicinity of institutional uses or public facilities such as:

- □ police or fire station,
- □ school,
- □ library,
- □ recreation center,
- □ government offices,
- □ or maintenance facility

What digital infrastructure is currently present in the project area? Will it be maintained in place or will it potentially need to be relocated or replaced? What digital infrastructure is expected to replace the existing infrastructure to meet current industry standards and be sufficient to continue current public uses?

What communications utilities and service providers are present in the project area?

- □ AT&T
- □ Spectrum
- □ Wide Open West
- □ Level 3 Communications
- □ Columbus Fibernet
- □ Crown Castle Fiber
- □ City of Columbus Department of Technology
- □ Etc.

What are the current publicized connection speeds of internet service available in the project area?

Flexibility

What agency will be responsible for ongoing maintenance of the digital infrastructure and how will this be budgeted? If the project sponsor is not responsible for maintenance after the project ends, please indicate responsible agency name. Please attach the maintenance agreement as well.

Interoperability

Project limits should be selected so that they can accommodate existing and future connections. If the project touches another jurisdiction, was a systems approach taken? Were cross-jurisdictional connections considered?

Identify any fixed route transit service and stops in the project area. Describe any engagement with the transit service provider regarding this project.

Will the digital infrastructure systems associated with this project be interoperable with other such systems serving public infrastructure in the region?

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.

Does the project present any ITS integration opportunities and ITS extensions of additional/future projects as identified in the Central Ohio Regional ITS Architecture? Describe how it will support future extensions of the regional architecture.

What policies are in place to guide the collection, use and sharing of data and to ensure the security and privacy of the system and the data within it?

Equity

Identify people and organizations that are expected to benefit from the digital infrastructure proposed in the project and any people and organizations that could have a potential benefit.