

# Active Transportation Committee

Q1 Meeting – March 14, 2023



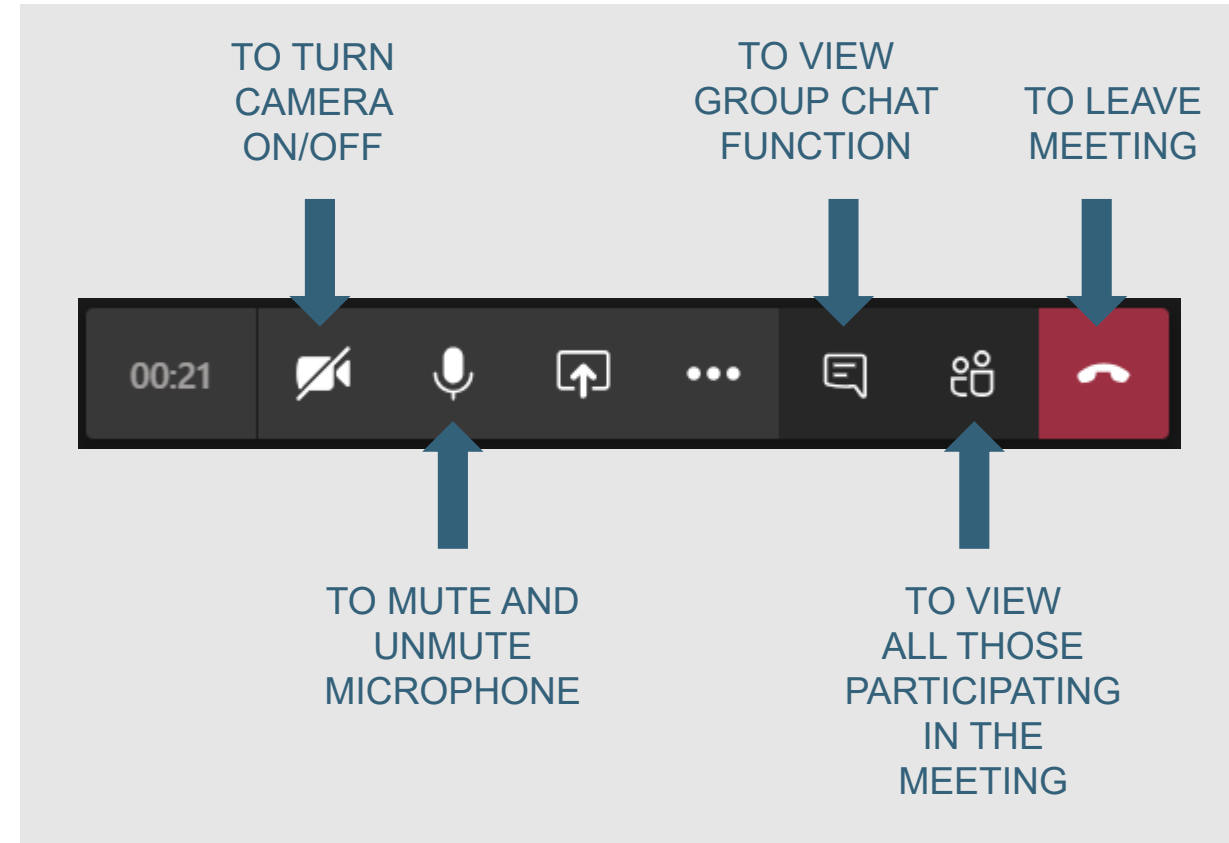
MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# WELCOME!



## The meeting will begin shortly.

- Please **mute** your microphone or telephone unless speaking.
- **If using a phone line** for audio:  
Mute the microphone on Teams and turn the volume all the way down on your computer (to reduce feedback and echoes).  
You may need to press \*6 to unmute yourself during the meeting.
- **Questions** can be input into the chat function.



# Welcome New Co-Chairs!

**Matthew (Matt) Peoples**

Director of Public Service  
City of Canal Winchester

**Abbey Trimble**

Community Health Program Manager  
Delaware Public Health District



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# Agenda

- Welcome and Introductions
- Speed Limits in Ohio
- Member Roundtable
- MTP Updates
- Funding Programs Update
- FHWA Request for Information
- MORPC Technical Assistance Program
- Other Business



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# Speed Limits and the Ohio Revised Code

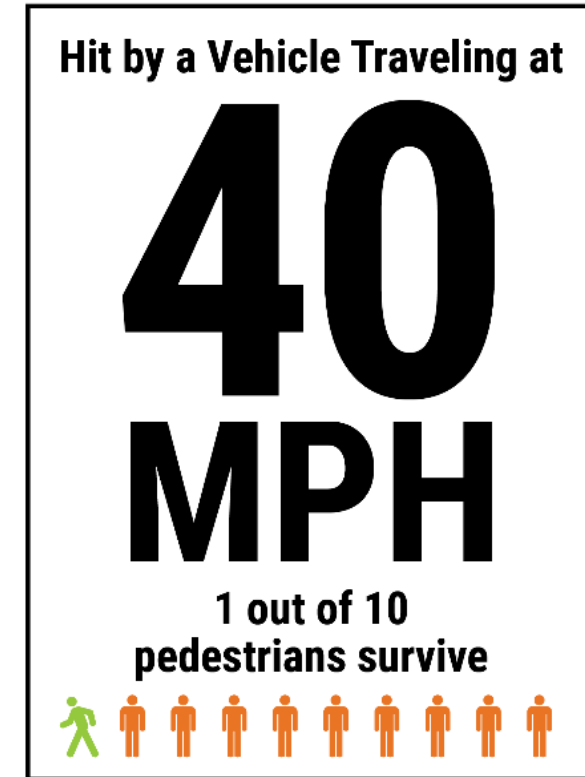
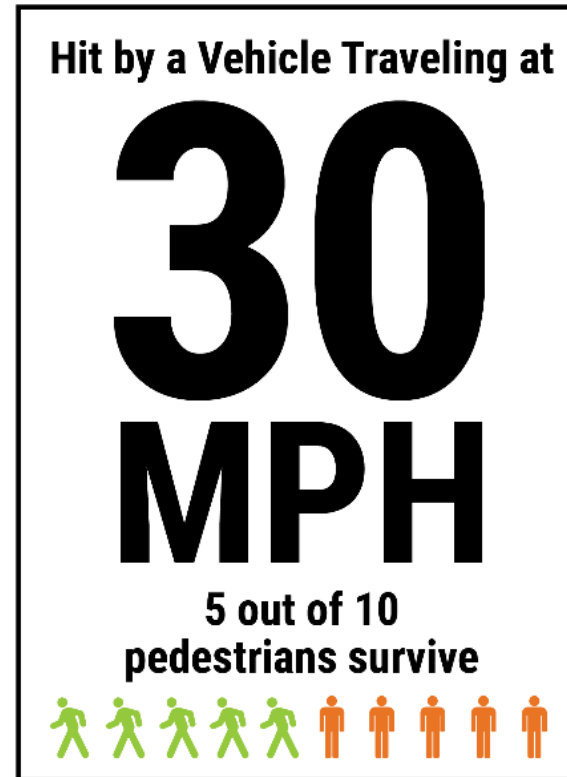
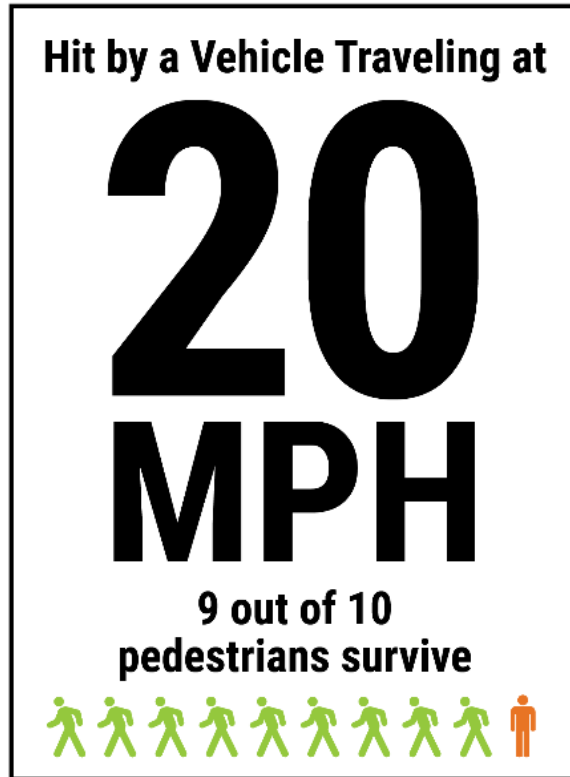


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# Impact of Speed



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# Ohio Revised Code (ORC)

## Section 4511.21 Speed Limits



(B) It is prima-facie lawful, in the absence of a lower limit declared or established pursuant to this section by the director of transportation or local authorities, for the operator of a motor vehicle, trackless trolley, or streetcar to operate the same at a speed not exceeding the following:

*(key sections of code for municipalities, only:)*

- (2) **Twenty-five** miles per hour in all other portions of a municipal corporation, *except on state routes outside business districts, through highways outside business districts*, and alleys;
- (3) **Thirty-five** miles per hour on all state routes or through highways within municipal corporations outside business districts, except as provided in divisions (B)(4) and (6) of this section;
- (4) **Fifty** miles per hour on controlled-access highways and expressways within municipal corporations;
- (6) **Fifty** miles per hour on state routes within municipal corporations outside urban districts unless a lower prima-facie speed is established as further provided in this section;

Full ORC Language: <https://codes.ohio.gov/ohio-revised-code/section-4511.21>

## ORC Section 4511.65 Designation of Through Highways



(A) **All state routes** are hereby designated as through highways...

(B) **Other streets or highways**, or portions thereof, are hereby designated through highways if they are **within a municipal corporation, if they have a continuous length of more than one mile** between the limits of said street or highway or portion thereof, **and if they have "stop" or "yield" signs or traffic control signals** at the entrances of the majority of intersecting streets or highways. For purposes of this section, the limits of said street or highway or portion thereof shall be a municipal corporation line, the physical terminus of the street or highway, or any point on said street or highway at which vehicular traffic thereon is required by regulatory signs to stop or yield to traffic on the intersecting street, provided that in residence districts a municipal corporation may by ordinance designate said street or highway, or portion thereof, not to be a through highway and thereafter the affected residence district shall be indicated by official traffic control devices. Where two or more through highways designated under this division intersect and no traffic control signal is in operation, stop signs or yield signs shall be erected at one or more entrances thereto by the department or by local authorities having jurisdiction, except as otherwise provided in this section.

# ORC Section 4511.01 | Traffic Laws – Operation of motor vehicles definitions

(CC) "**Controlled-access highway**" means every street or highway in respect to which *owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such street or highway.*

(NN) "**Business district**" means the territory fronting upon a street or highway, including the street or highway, between successive intersections *within municipal corporations where fifty per cent or more of the frontage between such successive intersections is occupied by buildings in use for business, or within or outside municipal corporations where fifty per cent or more of the frontage for a distance of three hundred feet or more is occupied by buildings in use for business,* and the character of such territory is indicated by official traffic control devices.

(PP) "**Urban district**" means the *territory contiguous to and including any street or highway which is built up with structures devoted to business, industry, or dwelling houses situated at intervals of less than one hundred feet for a distance of a quarter of a mile or more, and the character of such territory is indicated by official traffic control devices.*

# Speed Limits for Local Streets - Simplified



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## Streets\* within Municipalities

Speed Limit	Description	Code
<b>15</b>	Alleys	(B) 7
<b>20</b>	Active School Zone	(B) 1
<b>25</b>	Inside Business District, and all other routes not covered elsewhere	(B) 2
<b>35</b>	State Routes or Through Highways <i>outside Business Districts</i>	(B) 3
<b>50</b>	Controlled-Access Highways, Expressways, State Routes <i>outside urban districts</i>	(B) 4 (B) 6

## Streets\* outside Municipalities

Speed Limit	Description	Code
<b>20</b>	Active School Zone	(B) 1
<b>35</b>	Highways within an “island jurisdiction”	(B) 8 (B) 9
<b>55</b>	Highways	(B) 5

*\*Freeway speeds are also established by ORC*



# What do these road types look like?



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# Prima Facie Speed Limit: 35 mph



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## State Routes or Through Highways *outside Business Districts*





# Prima Facie Speed Limit: 35 mph



## State Routes or Through Highways *outside Business Districts*





# Prima Facie Speed Limit: 50 mph



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Controlled-Access Highways, Expressways, State Routes *outside urban districts*



# Food for Thought:

- What is the intent behind prima facie speed limits?
- Are they still meeting that purpose?
- How have our communities changed over time that the original prima facie/current posted speed limits are no longer appropriate?
- How can we do more to better determine the most appropriate speed limits for our roadways?



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# **What options do local agencies have to change speed limits?**



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# ORC Section 4511.21 Speed Limits (cont...)



## Process for Changing Speed Limits – Local Authorities

(I)(1) Except as provided in divisions (I)(2), (J), (K), and (N) of this section, **whenever local authorities determine upon the basis of criteria established by an engineering study**, as defined by the director, **that the speed permitted** by divisions (B)(1)(a) to (D) of this section, on any part of a highway under their jurisdiction, **is greater than is reasonable and safe** under the conditions found to exist at such location, **the local authorities may by resolution request the director to determine and declare a reasonable and safe prima-facie speed limit**. Upon receipt of such request the director may determine and declare a reasonable and safe prima-facie speed limit at such location, and if the director does so, then such declared speed limit shall become effective only when appropriate signs giving notice thereof are erected at such location by the local authorities.

# ORC Section 4511.21 Speed Limits (cont...)



## Process for Changing Speed Limits – Township Trustees

(K)(5) **Whenever a board of township trustees finds upon the basis of criteria established by an engineering study**, as defined by the director, **that the prima-facie speed permitted** by division (B)(5) of this section on any part of a highway **under its jurisdiction that is located in a commercial or residential subdivision**, except on highways or portions thereof at the entrances to which vehicular traffic from the majority of intersecting highways is required to yield the right-of-way to vehicles on such highways in obedience to stop or yield signs or traffic control signals, **is greater than is reasonable and safe** under the conditions found to exist at the location, the board may by resolution declare a reasonable and safe prima-facie speed limit of less than fifty-five but not less than twenty-five miles per hour at the location. An altered speed limit adopted by a board of township trustees under this division shall become effective when appropriate signs giving notice thereof are erected at the location by the township. Whenever, in the opinion of a board of township trustees, any altered prima-facie speed limit established by it under this division becomes unreasonable, it may adopt a resolution withdrawing the altered prima-facie speed, and upon such withdrawal, the altered prima-facie speed shall become ineffective, and the signs relating thereto shall be immediately removed by the township.

# Process for Changing Speed Limits



## ODOT Speed Zone Study

- A **speed zone** is a section of roadway with a different posted speed limit than the statutory speed limit. The Ohio Department of Transportation (ODOT) must approve speed zones that lower speed limits on all state, federal, interstate, and local roadways.
- When doing speed zone studies ODOT considers various factors such as the development of the area, roadway features, traffic volume, accidents, and the speed vehicles are traveling.
- Speed Zoning Updates Adopted in 2021
  - Vulnerable Road Users (VRUs) will now have a quantitative impact on the calculated speed limit.
  - 50th percentile speeds will be used in lieu of 85th percentile speed when there is a high presence of VRUs, and the study is inside an urban area.
  - The speed limit recommendation from FHWA USLIMITS2 product is required as a check for every speed study in Ohio.

# ODOT Speed Zone Evaluation Form



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Ohio Department of Transportation	
SPEED ZONE EVALUATION SHEET	
For Highways with less than 50% of all crossroads grade separated	
TEM FORM 1296-2	
<b>*COMPLETE ALL GREEN SHADED AREAS*</b>	
ROUTE NAME:	ROUTE NUMBER:
BEGIN STUDY AT:	COUNTY:
BEGIN LOGPOINT:	TOWNSHIP / MUNICIPALITY:
END STUDY AT:	JURISDICTION:
END LOGPOINT:	EXISTING SPEED LIMIT (MPH):
LENGTH (MILE):	AVERAGE DAILY TRAFFIC (ADT):
REFER TO SECTION 1203 OF THE TRAFFIC ENGINEERING MANUAL FOR ADDITIONAL GUIDANCE	
No. of Houses or Farms	Must have direct access to the roadway being studied.
No. of Small Businesses, Apts./Condos	
No. of Medium Businesses, Apts./Condos	
No. of Major Businesses, Apts./Condos	
No. of Minor Street Intersections	Subdivision, Residential, or Other streets serving the residents of that street.
No. of Major Street Intersections	Streets which serve both the residents and commuters of the area.
No. of Signalized/Roundabout Intersections	Do not include intersections at the beginning or end of the section.
No. of Interchange Ramps	Do not include Loop ramps at the beginning or end of the section.
Lane Width (Round down to nearest foot)	General width of through lanes throughout the section.
Shoulder Width (Round down to nearest foot)	General shoulder width throughout the section.
No. of Property Damage Only Crashes	Latest three years of data
No. of Injury Crashes	Weighted value is 2x that of a Property Damage Only Crash
No. of Fatal Crashes	Weighted value is 4x that of a Property Damage Only Crash
Presence of Vulnerable Road Users	Pedestrians / Bicyclists / Amish Buggies / etc..
Urban Features	Sidewalks / Crosswalks / Curb & Gutter / On-Street Parking / Street Lighting / etc..
50 <sup>th</sup> Percentile Speed	Average of all speed samples that were taken.
85 <sup>th</sup> Percentile Speed	Average of all speed samples that were taken.
10-mph Pace Speed	Average of all speed samples that were taken.
Roadway Characteristics	CATEGORIES: C B3 B2 B1 A3 A2 A1 DIV
To View Calculation Sheet or Examples of Roadway Characteristics and Crashes to Include, use Buttons Below.	
<b>CALCULATION SHEET</b> <b>ROADWAY CHARACTERISTICS</b> <b>CRASHES TO INCLUDE</b>	
CALCULATED SPEED: MPH	USLIMITS2 SPEED: MPH REQUESTED SPEED: MPH
ADDITIONAL CONSIDERATIONS AND COMMENTS	
STUDY BY: DATE:	
*INCLUDE THE RELATED RESOLUTION(S) WHEN SUBMITTING THIS FORM*	
BELOW FOR ODOT USE ONLY	
CHECKED BY:	TEST RUN: MPH APPROVED SPEED: MPH

Rev. 5/4/21 ARC

OHIO DEPARTMENT OF TRANSPORTATION	
SPEED CALCULATION SHEET	
TEM FORM 1296-2	
<b>LOCATION</b>	
Road Name	Begin Study At: Existing Speed Limit:
Road Number	Begin Log Point: Average Daily Traffic:
County	End Study At: Urban Features:
Township / Municipality	End Log Point:
Jurisdiction	Length:
<b>HIGHWAY DEVELOPMENT</b>	
(A) BUILDINGS	(B) INTERSECTIONS
Houses or Farms	Minor Street Intersections
Small Business	Major Street Intersections
Medium Business	Signalized/Roundabout Intersections
Major Business	Interchange Ramps
TOTAL TYPE (A)	TOTAL CLASS (B)
TOTAL HIGHWAY DEVELOPMENT: (A) + (B) =	
Length miles	
<b>ROADWAY FEATURES</b>	
CRITERIA	FACTORS
Lane Width (feet)	7 8 9 10 11 12 13 TOTAL
Shoulder Width (feet)	< 2' 2' 2' 3' 4' 5' ≥ 6'
Crash Rate (Crashes/MVM)	>6.2 >5.1 - 6.2 >4.0 - 5.1 >3.4 - 4.0 >2.8 - 3.4 >2.2 - 2.8 ≤ 2.2
Presence of Vulnerable Road Users	Not High = 0 / High = 4
Crashes Type By Severity: No. of PDO: No. of Injury: No. of Fatal:	TOTAL ROADWAY FEATURES:
Weighted Crash Values: PDO x 1 Injury x 2 Fatal x 4	
CRASH RATE (Crashes/MVM):	ADT x 365 x 5 Years x Miles
<b>SPEED CALCULATION</b>	
CRITERIA	FACTORS
Highway Development	25 30 35 40 45 50 55 60 65 TOTAL
Roadway Features	> 70 > 60 - 70 > 50 - 60 > 40 - 50 > 30 - 40 > 20 - 30 > 10 - 20 > 5 - 10 ≤ 5
Speed (50th % or 85th %)	≤ 25 26 - 27 28 - 29 30 - 31 32 - 33 34 - 35 36 - 37 38 39
10 mph Pace	≤ 27 28 - 32 33 - 37 38 - 42 43 - 47 48 - 52 53 - 57 58 - 62 ≥ 63
Roadway Characteristics	≤ 14 - 27 19 - 32 24 - 37 29 - 42 34 - 47 39 - 52 44 - 57 49 - 62 ≥ 54 - 67
CATEGORIES: C B3 B2 B1 A3 A2 A1 DIV	
* Use 50th percentile speed when both Urban Features and High Presence of Vulnerable Road Users are identified.	
TOTAL SPEED FACTORS:	
CALCULATED SPEED* = Total Speed Factors = MPH	
* Calculated speed will not be less than the 50th percentile speed rounded to the closest 5 mph increment.	
USLIMITS2 SPEED = MPH	
REQUESTED SPEED = MPH	
ADDITIONAL INFORMATION AND COMMENTS	
STUDY BY: DATE:	
BELOW FOR ODOT USE ONLY	
CHECKED BY:	TEST RUN: MPH APPROVED SPEED: MPH

Rev. 5/4/21 ARC

# What does this look like in practice?



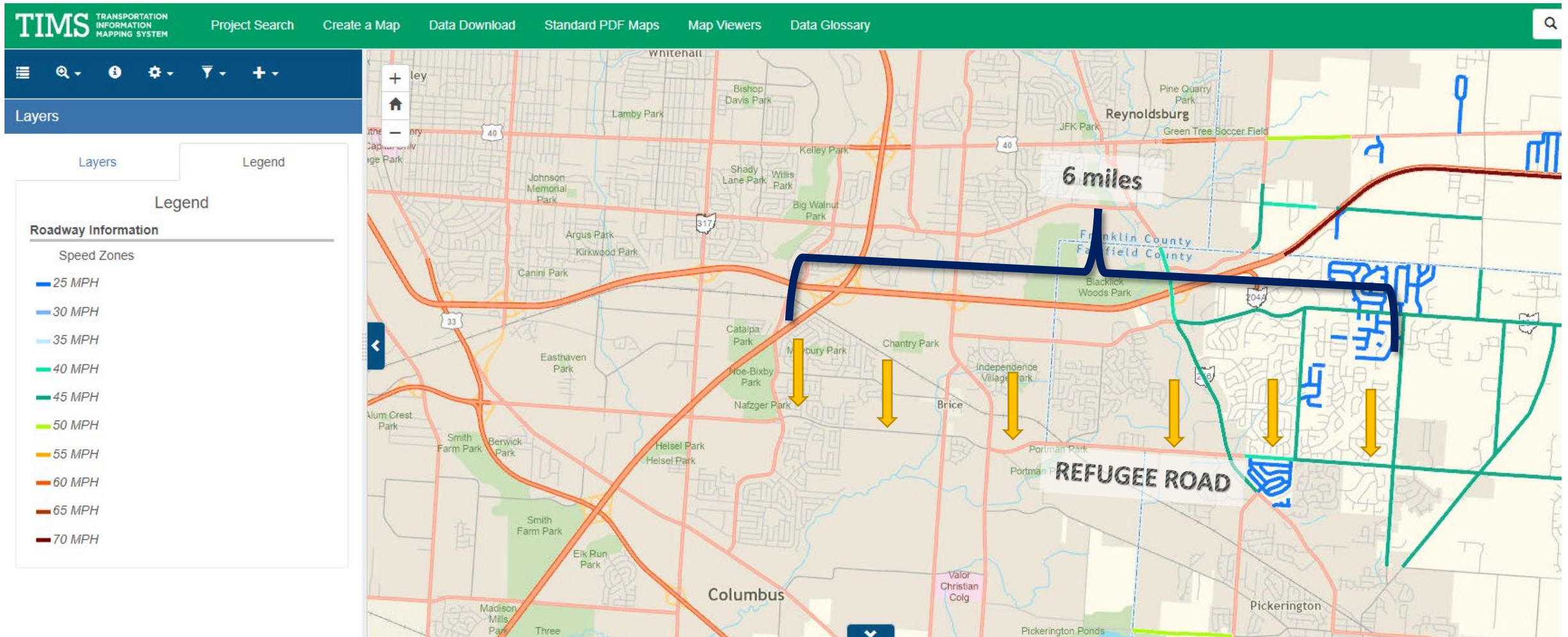
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# Existing Speed Zones in Ohio



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To view a map of active speed zones, please visit [TIMS](https://tims.morpc.org/).



# Existing Speed Zones in Ohio – Refugee Corridor



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- **Extents:** City of Columbus to City of Columbus
- **Location:** Franklin County
- **Road Type:** Highways within an “island jurisdiction” (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 40 mph

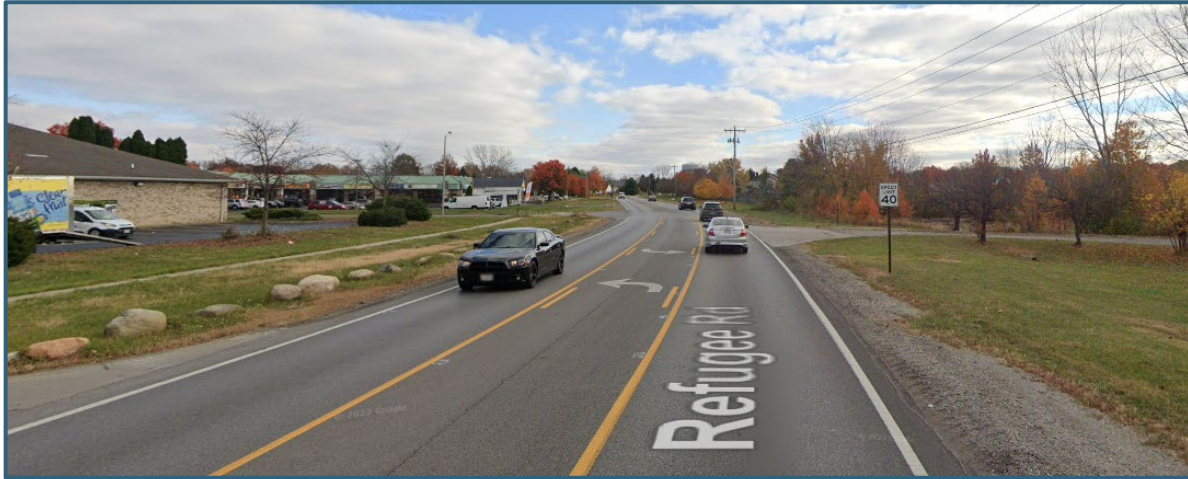


- **Extents:** Franklin County to Brice Road
- **Location:** City of Columbus
- **Road Type:** Through Highway *outside* Business Districts (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 35 mph

# Existing Speed Zones in Ohio – Refugee Corridor



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- **Extents:** Gender Road to City of Pickerington
- **Location:** City of Columbus
- **Road Type:** Through Highway *outside* Business Districts (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 40 mph



- **Extents:** City of Columbus to Violet Township
- **Location:** City of Pickerington
- **Road Type:** Through Highway *outside* Business Districts (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 40 mph



# Existing Speed Zones in Ohio – Refugee Corridor



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- **Extents:** City of Pickerington to Harmon Road
- **Location:** Violet Township
- **Road Type:** Highway *outside municipality*
- **Prima Facie Speed Limit:** 55 mph
- **Posted Speed Limit:** 40 mph



- **Extents:** Harmon Road and eastward...
- **Location:** Violet Township
- **Road Type:** Highway *outside municipality*
- **Prima Facie Speed Limit:** 55 mph
- **Posted Speed Limit:** 45 mph

**Are there any other  
options?**



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# ORC Section 4511.65 Designation of Through Highways



(A) **All state routes** are hereby designated as through highways...

(B) **Other streets or highways**, or portions thereof, are hereby designated through highways if they are **within a municipal corporation, if they have a continuous length of more than one mile** between the limits of said street or highway or portion thereof, **and if they have "stop" or "yield" signs or traffic control signals** at the entrances of the majority of intersecting streets or highways. For purposes of this section, the limits of said street or highway or portion thereof shall be a municipal corporation line, the physical terminus of the street or highway, or any point on said street or highway at which vehicular traffic thereon is required by regulatory signs to stop or yield to traffic on the intersecting street, provided that **in residence districts a municipal corporation may by ordinance designate said street or highway, or portion thereof, not to be a through highway** and thereafter the affected residence district shall be indicated by official traffic control devices. Where two or more through highways designated under this division intersect and no traffic control signal is in operation, stop signs or yield signs shall be erected at one or more entrances thereto by the department or by local authorities having jurisdiction, except as otherwise provided in this section.

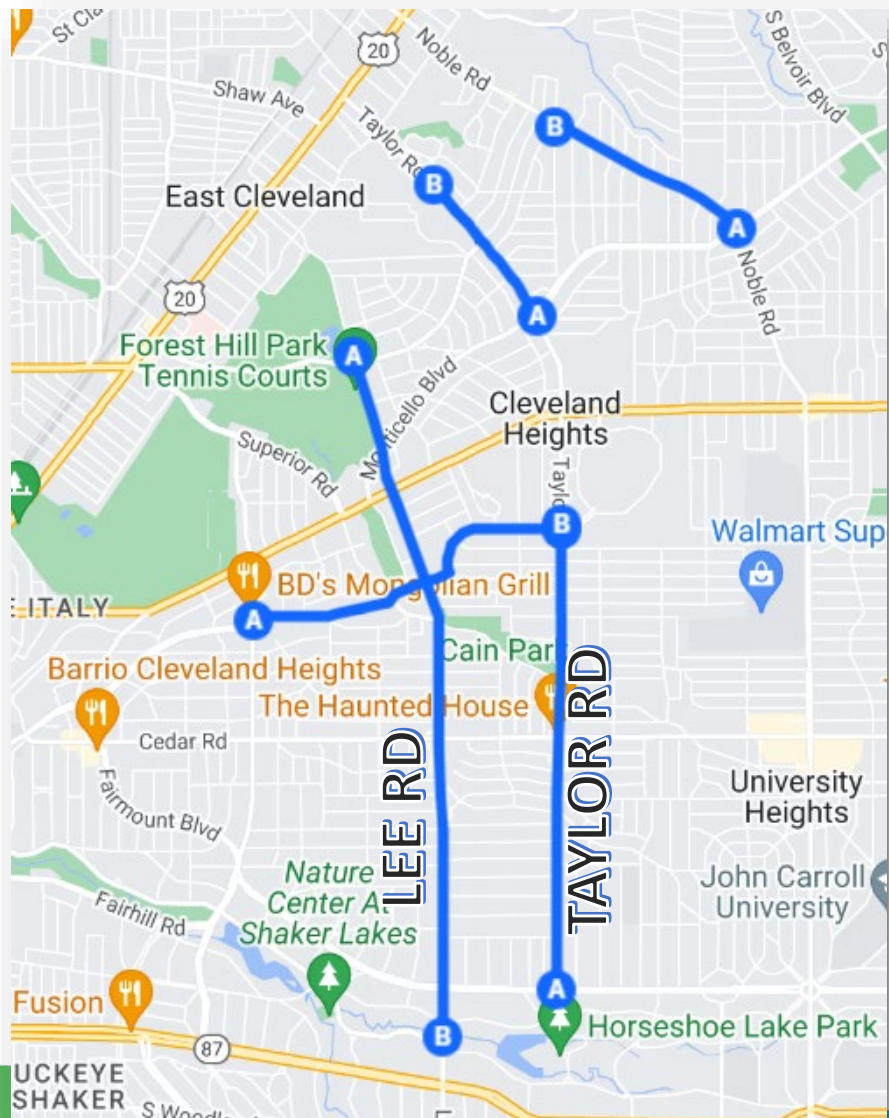
## ORC Section 4511.01 | Traffic Laws – Operation of motor vehicles definitions

(NN) "**Business district**" means the territory fronting upon a street or highway, including the street or highway, between successive intersections *within municipal corporations where fifty per cent or more of the frontage* between such successive intersections *is occupied by buildings in use for business*, or within or outside municipal corporations where fifty per cent or more of the frontage for a distance of three hundred feet or more is occupied by buildings in use for business, and the character of such territory is indicated by official traffic control devices.

(OO) "**Residence district**" means the territory, *not comprising a business district*, fronting on a street or highway, including the street or highway, where, *for a distance of three hundred feet or more, the frontage is improved with residences or residences and buildings in use for business.*



# City of Cleveland Heights



# Ohio Revised Code (ORC)

## Section 4511.21 Speed Limits



(B) It is prima-facie lawful, in the absence of a lower limit declared or established pursuant to this section by the director of transportation or local authorities, for the operator of a motor vehicle, trackless trolley, or streetcar to operate the same at a speed not exceeding the following:

*(key sections of code for municipalities, only:)*

- (2) **Twenty-five** miles per hour in all other portions of a municipal corporation, *except on state routes outside business districts, through highways outside business districts*, and alleys;
- (3) **Thirty-five** miles per hour on all state routes or through highways within municipal corporations outside business districts, except as provided in divisions (B)(4) and (6) of this section;
- (4) **Fifty** miles per hour on controlled-access highways and expressways within municipal corporations;
- (6) **Fifty** miles per hour on state routes within municipal corporations outside urban districts unless a lower prima-facie speed is established as further provided in this section;

Full ORC Language: <https://codes.ohio.gov/ohio-revised-code/section-4511.21>

# Local Agency Implementation



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VISIONZERO

COLUMBUS

DRIVE SAFE. WALK SAFE. BIKE SAFE.



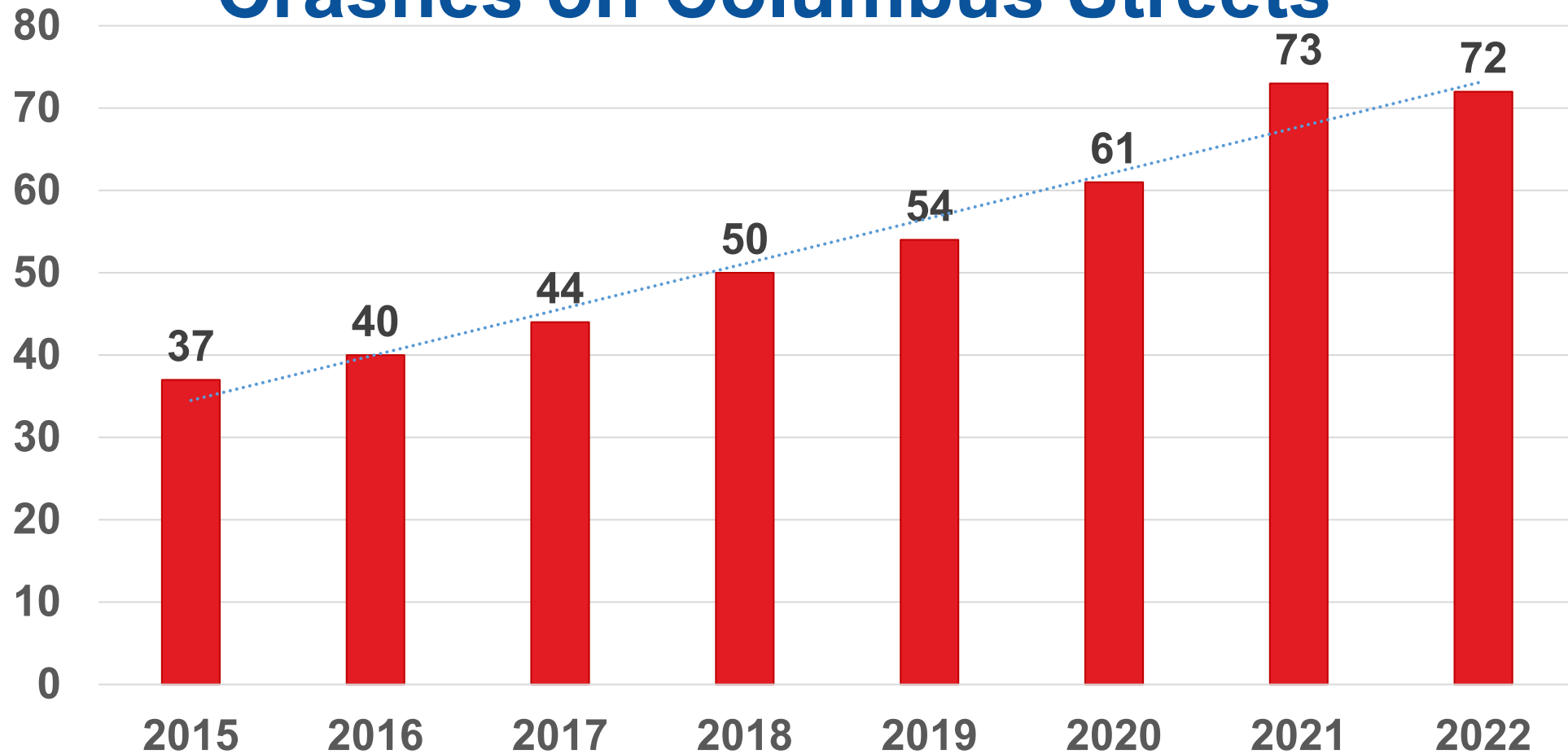
# What is Vision Zero?

- A national movement to end **fatal** and **serious injury** traffic crashes.
- Safety is #1 Priority
- Acknowledging that people make mistakes, so we need to change the transportation system to be more forgiving





# People Killed in Traffic Crashes on Columbus Streets\*



\* Does not include freeways

# Safety over Speed

Speed (not just speeding) is one of the leading factors contributing to the likelihood of a crash and the severity of a crash



## Speed kills

Hit by a Vehicle Traveling at

**20  
MPH**

**9** out of 10  
pedestrians survive



Hit by a Vehicle Traveling at

**30  
MPH**

**5** out of 10  
pedestrians survive



Hit by a Vehicle Traveling at

**40  
MPH**

**1** out of 10  
pedestrians survive

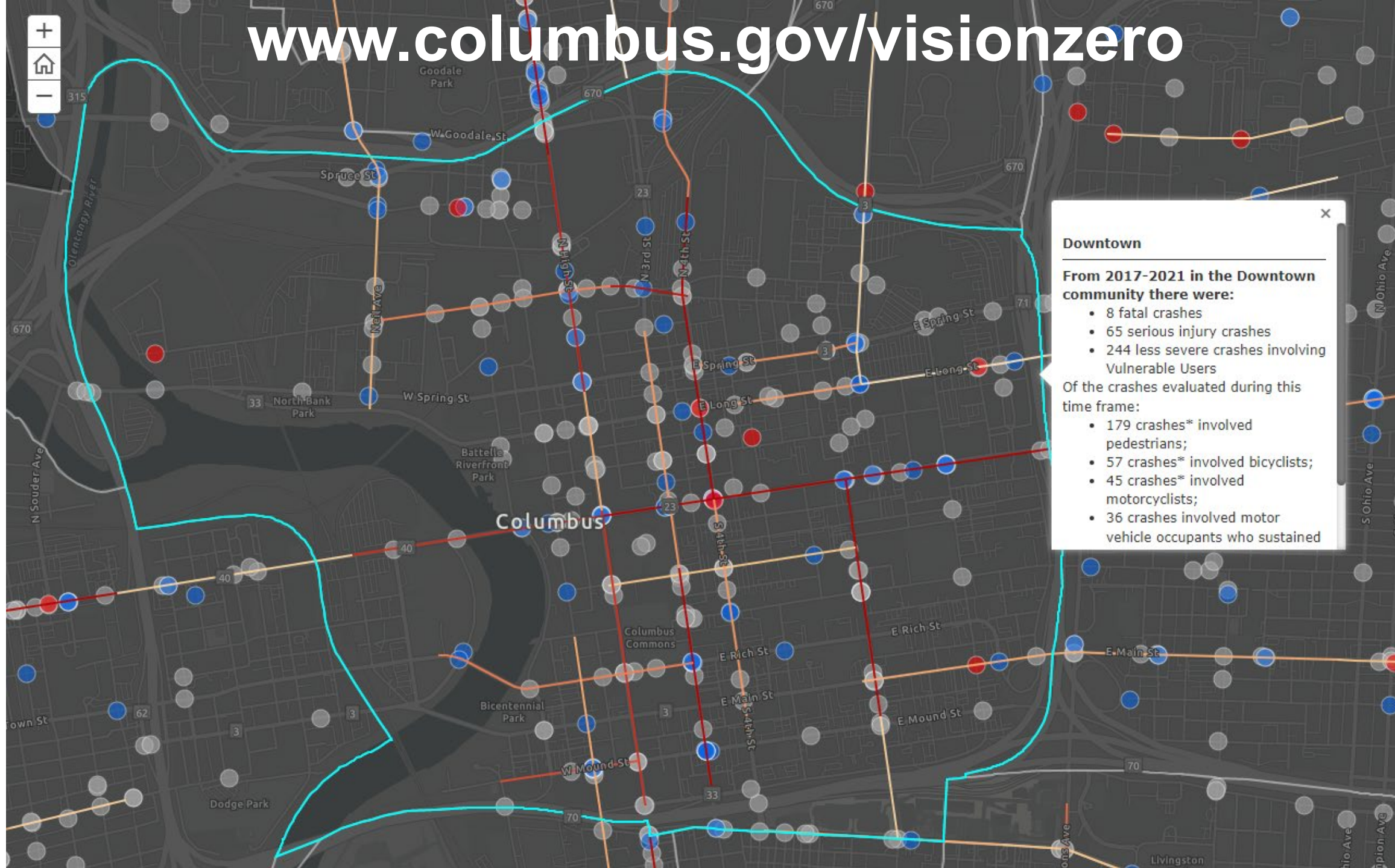


# Comprehensive approach

- Roadway design
- Speed limit
- Enforcement
- Education
- Culture

**Compliance**

# [www.columbus.gov/visionzero](http://www.columbus.gov/visionzero)



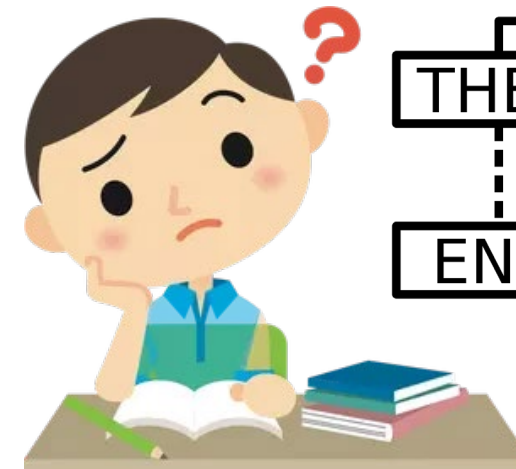
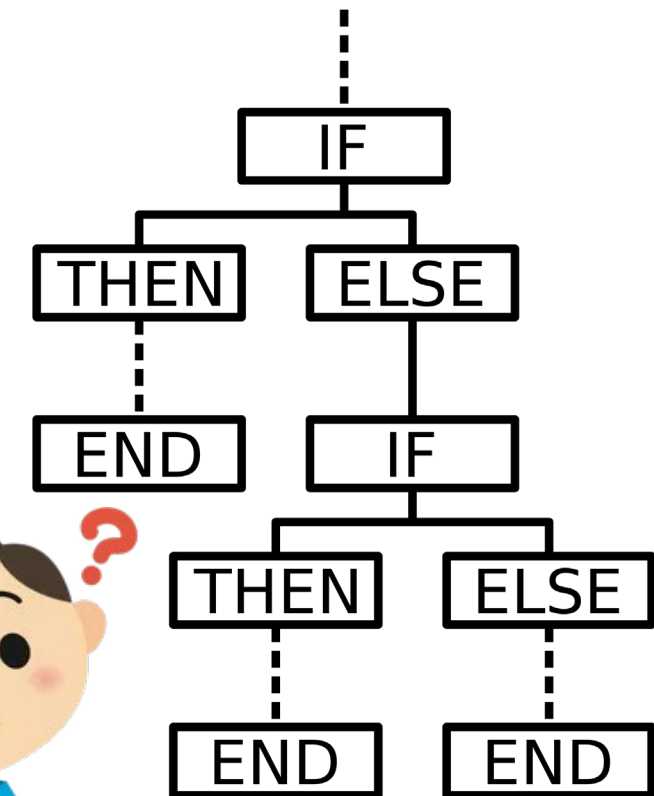


# 25 mph Downtown Speed Reduction

# Ohio Revised Code 4511.21 – Speed limits

“....Twenty-five miles per hour in all other portions of a municipal corporation, except on state routes outside business districts, through highways outside business districts, and alleys;

“...Thirty-five miles per hour on all state routes or through highways within municipal corporations outside business districts”

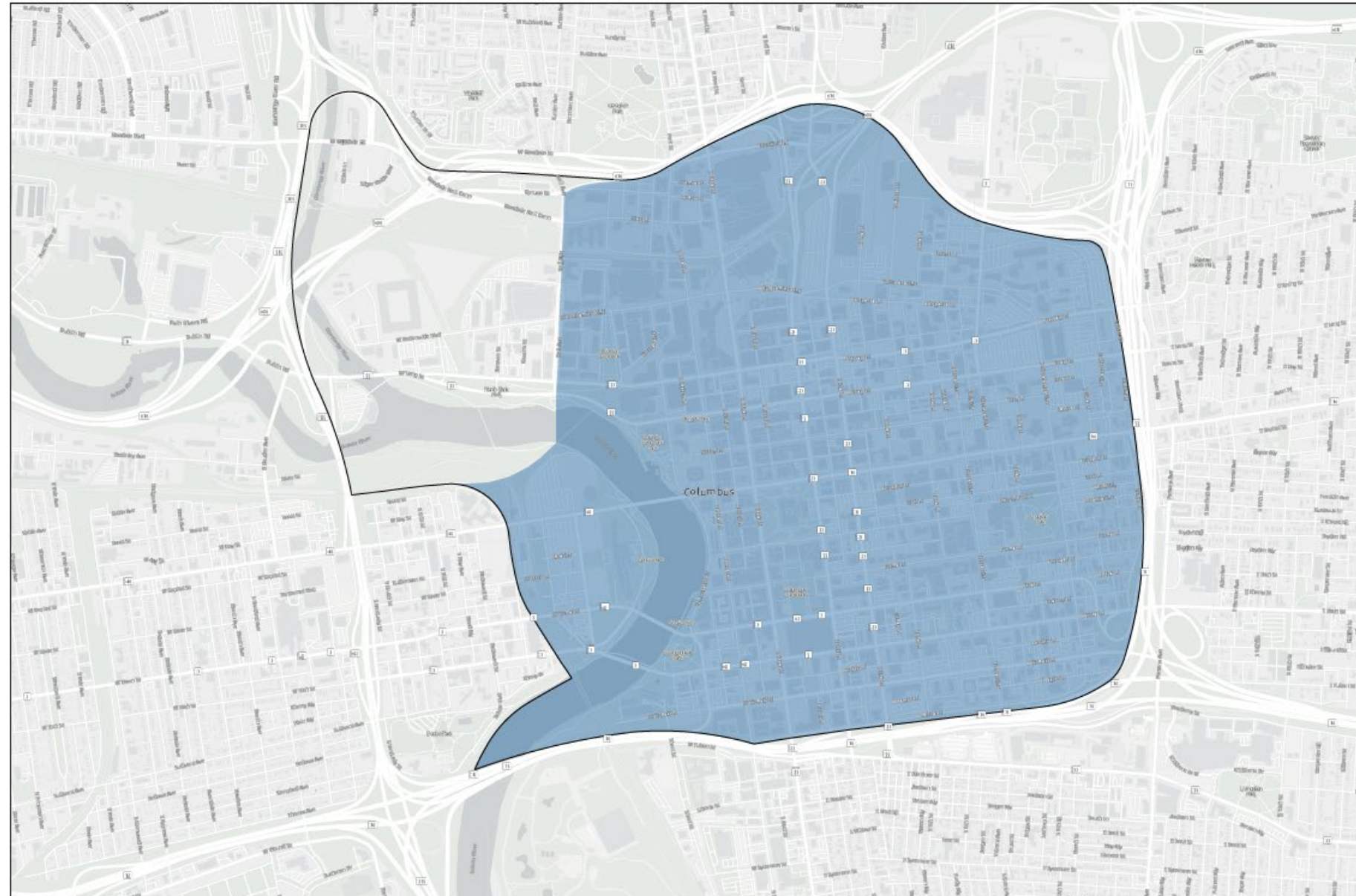




# Business District

- "Business district" means .... where fifty per cent or more of the frontage between such successive intersections is occupied by buildings in use for business
- City of Columbus had an established downtown boundary
- Worked with ODOT to confirm this boundary as a Business District

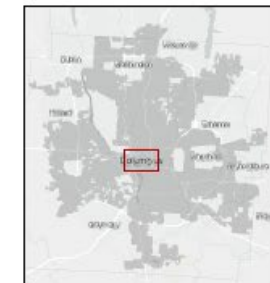


# Downtown Speed Reduction Boundary Map



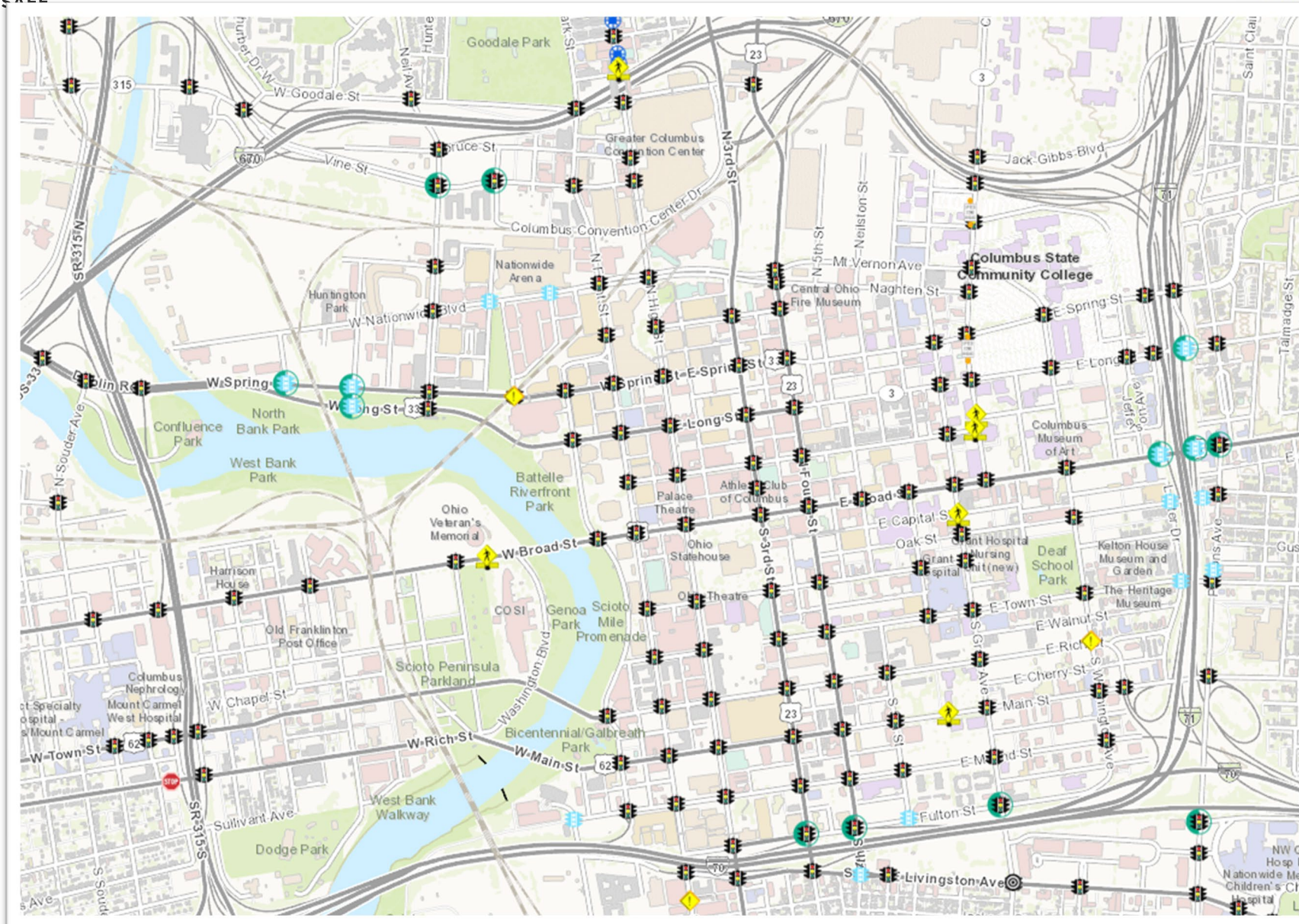
-  Roadways within the core pedestrian areas of the Downtown District
-  Downtown District Boundary (Columbus Code 3359.03)

0 500 1,000 Feet





# Signal Retiming

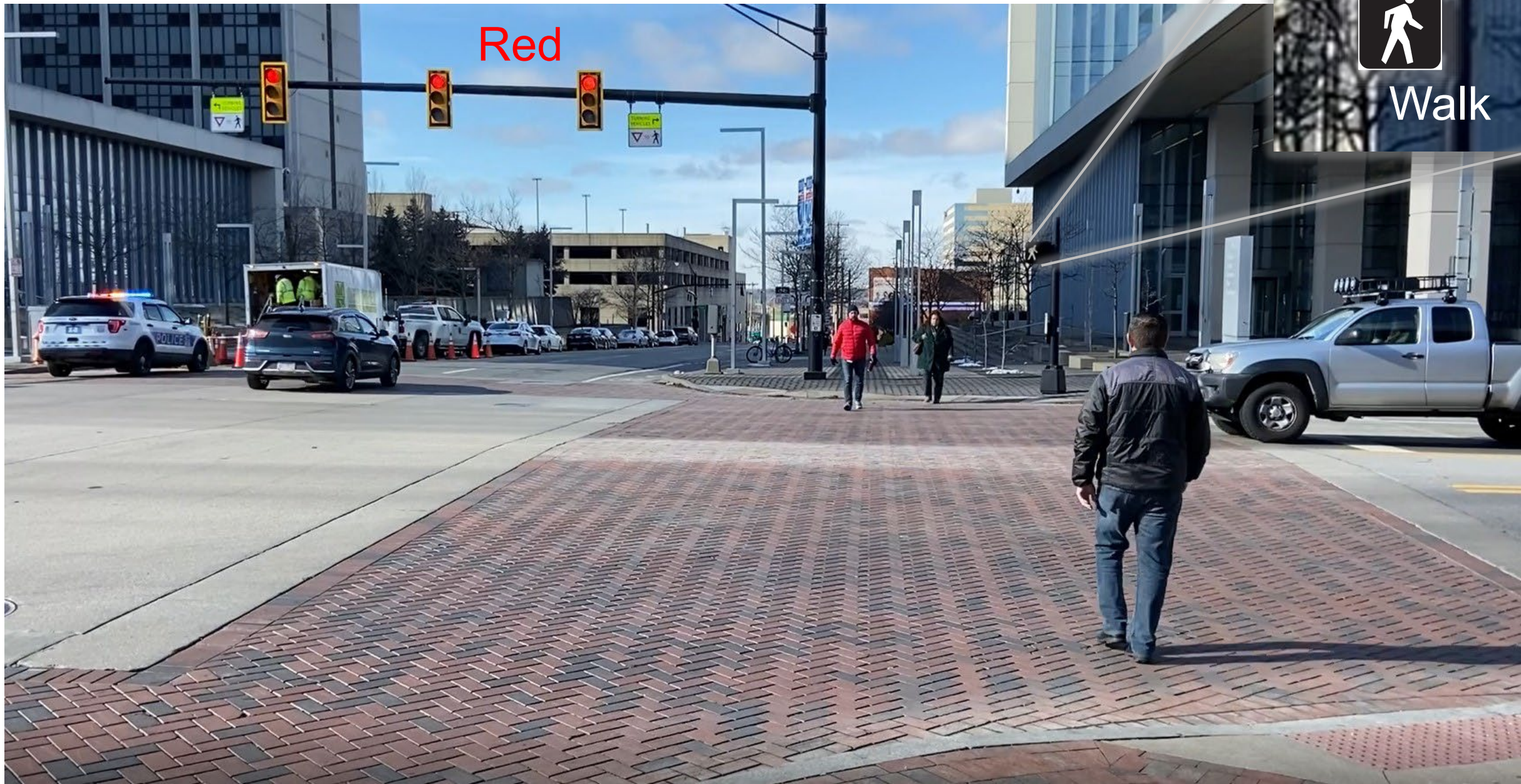


# Leading Pedestrian Intervals





# LPI at Mound St and High St





# Timeline

- 18+ months to coordinate changes with City Attorneys and ODOT, study signal timing
- Sign placement is currently in progress, will be completed this month (March 2023)
- Signal switch-over last week of March 2023





# Questions?

Maria Cantrell, P.E.

[mecantrell@Columbus.gov](mailto:mecantrell@Columbus.gov)

# ODOT Initiatives



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PLANNING COMMISSION

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# ODOT AT Updates

MORPC AT Committee 3.14.2023

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# Speed & Policy

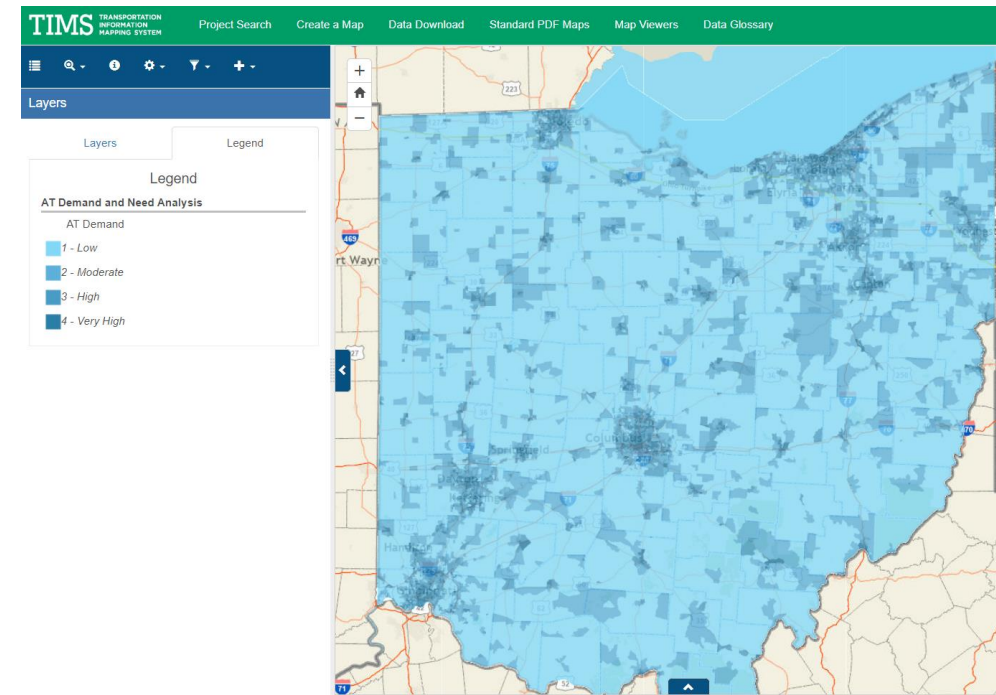




# Speed & Policy

## Updates

- ODOT reconvening its Speed Zone Committee in 2023
- Looking into using target speed in designing new projects
- Considering a new program to address/transform key corridors for active transportation users (VRUs)
- Statewide survey for input



ODOT TIMS Map showing Active transportation demand



# Speed & Policy

## Speed Zone Committee

Member	Association
<b>Ryan Lowe</b>	ODOT
<b>Justin Yoh</b>	ODOT
<b>Lauren Cardoni</b>	MORPC
<b>Louis Agresta</b>	TCC
<b>Letty Schamp</b>	Hilliard
<b>Calley Mersmann</b>	City of Cleveland
<b>Mark Donnelly</b>	FHWA
<b>Curtis Hines</b>	City of Cincinnati
<b>Reynaldo Stargell</b>	City of Columbus
<b>Brianne Hetzel</b>	ODOT D8 - Speed Zone Coordinator
<b>Jeremy Adato</b>	ODOT D3 - Speed Zone Coordinator
<b>Aaron Conley</b>	ODOT D4 - Speed Zone Coordinator
<b>Chris Waterfield</b>	ODOT D2 - Speed Zone Coordinator
<b>Matt Butler</b>	Devou Good Foundation
<b>Heidi Fought</b>	Townships Associations
<b>Mike Andrako</b>	Franklin County Engineers Office - CEA
<b>Darren LeBrun</b>	Scioto County Engineer - CEA
<b>Adam Koenig</b>	ODOT - ORE
<b>TBD</b>	Chief Legal
<b>Jeremy Thompson</b>	ODOT - Safety



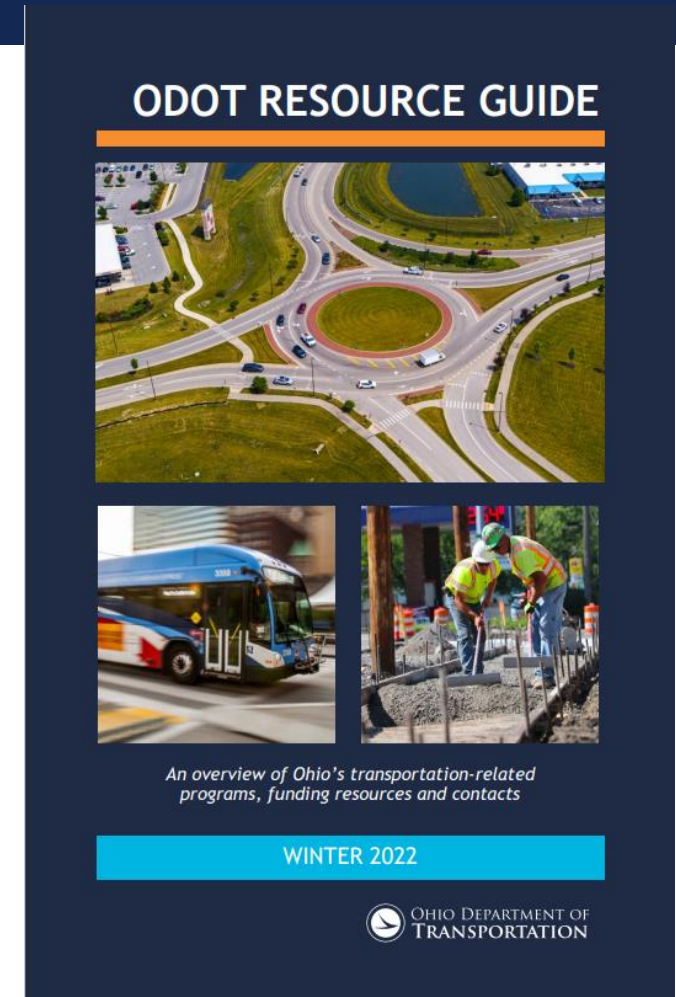
# Funding



# Funding

## Updates

- SRTS Program now eligible for K-12 and increased to \$5M
- HSIP program matching TAP at 100% for AT projects





# Funding

## Updates

- ODOT recommending ~\$27M of Systemic Safety projects apps
- ODOT received over \$13M of applications for SRTS this round (35 infra, 12 non-infra, 6 STP requests)

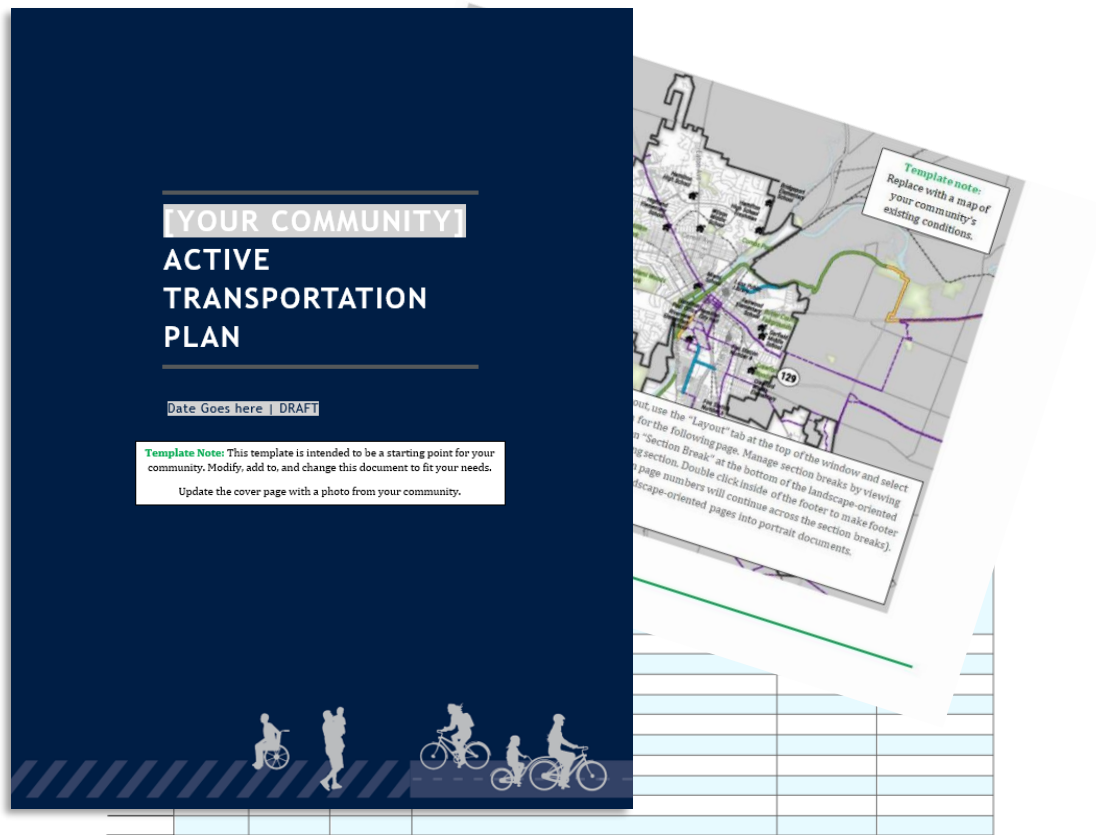


# Planning



# Local Active Transportation Plans

Selected Communities for ODOT TA



Local Government/Agency
ROUND 1
City of Dayton
Villages of Tiltonsville, Rayland, & Yorkville
City of Lakewood
City of Struthers
Orange Township (DEL)
City of Marietta
ROUND 2
Villages of McConnelsville & Malta
City of Gahanna
City of Perrysburg
Cities of Cleveland Heights, University Heights, and South Euclid
City of Lorain



# Local Active Transportation Plans

## Highlights

- Local ATPs should be completed in 9-12 months
- Projects may be tied to SRTS, HSIP, Pedestrian Systemic Safety application, TAP/MPO, etc.
- Another opportunity to apply for assistance coming for planning in late 2023





# ODOT Active Transportation Plans

D8

- Scoping our first ODOT AT Plan for D8 (Cincinnati region)
- Scope involves ODOT-maintained system
- Includes facility collection



# School Travel Plans

Selected Communities for ODOT TA



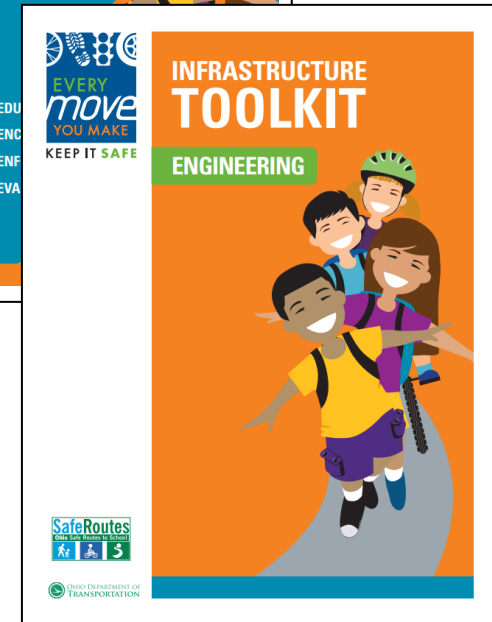
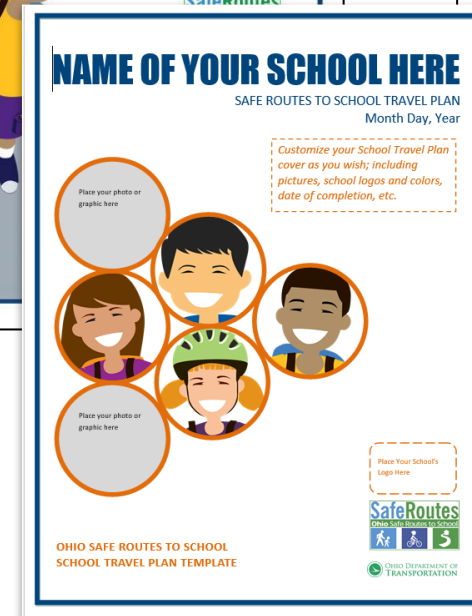
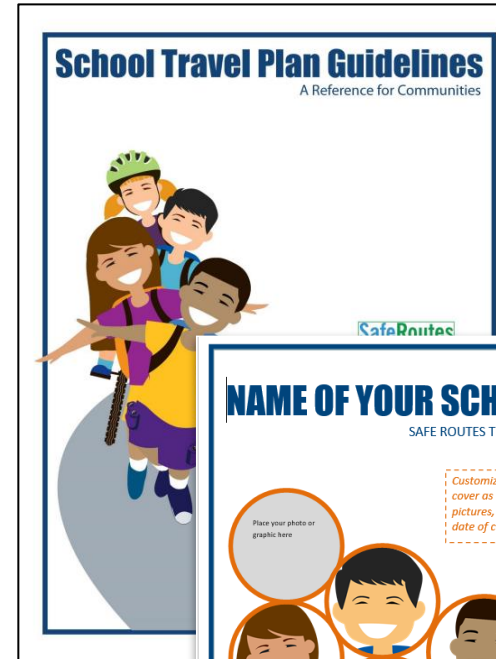
Local Government/Agency
ROUND 1
City of Ashland
Village of Mogadore
City of Kent
Fairfield Township (Butler Co)
ROUND 2
TBD



# Safe Routes to School

## Updates

- Minor updates coming to core SRTS program resources:
  - STP Guide
  - STP Template
  - Infrastructure Toolkit
  - Non-Infrastructure Toolkit



# Education





# Education

## Active Transportation Academy



The Active Transportation Academy (ATA) is a resource for building capacity and expertise on active transportation topics, educating practitioners, decision makers, and partners, and helping your community reach its active transportation goals. The ATA provides trainings, workshops, e-Learning courses, and online resources on a variety of topics related to walking and biking.

### Available Courses

The Active Transportation Academy provides both instructor-lead (in-person or virtual) and self-paced, online course opportunities.

All trainings and associated materials are provided free of charge. All instructor-led trainings must be 'hosted' by a local jurisdiction or one of its affiliated departments. Browse the library of available courses below, and visit the [LTAP Available Training calendar](#) for upcoming sessions.

Instructor-Led Trainings

Community Workshops

eLearning

Archived Material

[Expand All Sections](#)

LAUNCH

[Click Here to Apply Now!](#)

Share this



### For more information

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Safe Routes to School & Active Transportation Manager  
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Ohio LTAP Center  
[LTAP@dot.ohio.gov](mailto:LTAP@dot.ohio.gov) | 1-877-800-0031

### Additional Information

#### Who can apply?

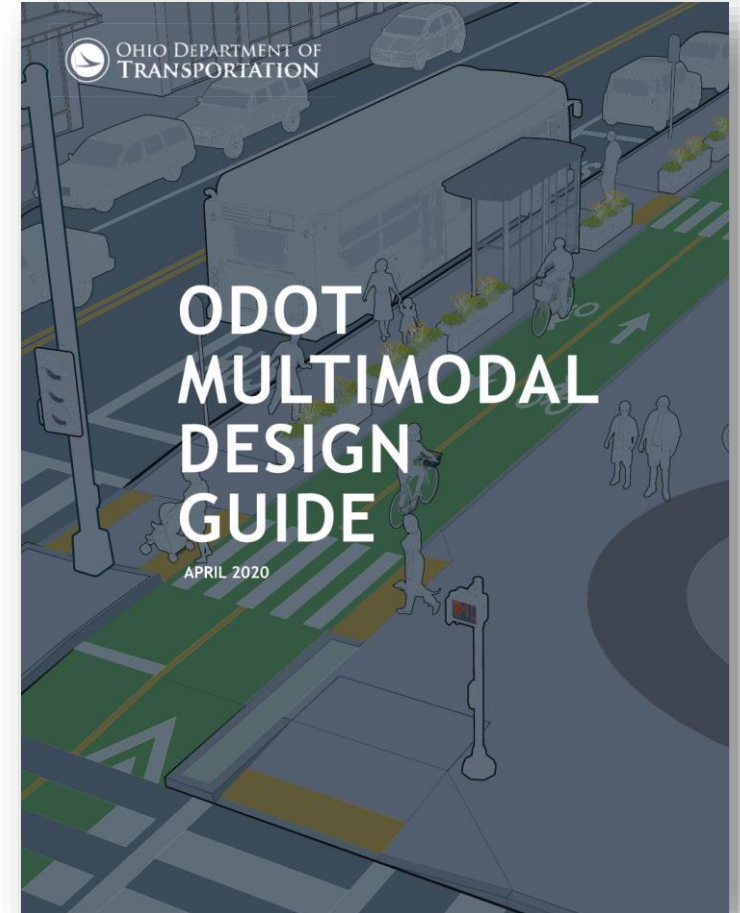
The application is open to any local jurisdiction (ex. local school, school district, government, health department). If a non-profit would like to apply, we request they partner with the local jurisdiction. A minimum of 8 participants is required to host a workshop and 12 participants for a training

#### Who should attend?



# Education

- ODOT Multimodal Design Guide 101 training available online
- ODOT MDG 201 training to be available through AT Academy later this year
- Will start to offer experiential bike ride workshops through AT Academy this summer



# Research

- ORIL is assessing shared micro-mobility ordinances
- Project will summarize current ordinances in Ohio, lessons learned since adoption, and best practice considerations related to safety and equity for those developing local policy.
- Need for practitioner interviews in a few months...



# Cait Harley

*Active Transportation Manager* – Highway Safety Program

Office of Transportation and Economic Development

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# 2024-2050 MTP Updates

*Jon Heider, MORPC  
Senior Planner*



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# STATUS UPDATE & UPCOMING MILESTONES

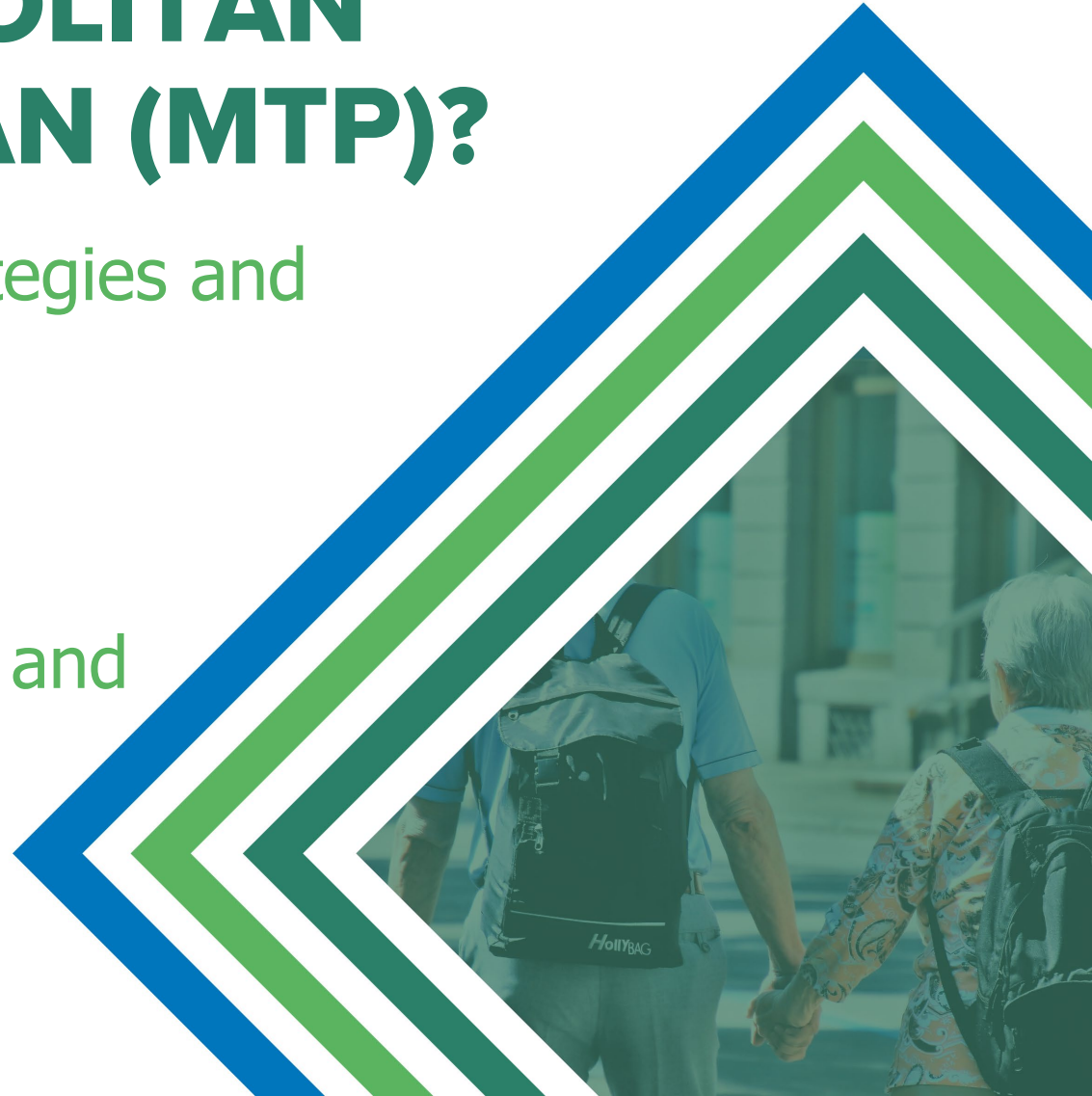
March 2023



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# WHAT IS THE METROPOLITAN TRANSPORTATION PLAN (MTP)?

- Identifies regional transportation strategies and projects
- Long-range (20+ years)
- Fiscally constrained
- Formal document submitted to ODOT and USDOT every 4 years





# WHY IS THE MTP IMPORTANT?

- **Central Ohio is growing**
  - **Demographics are changing**
  - **Development is changing**
  - **Demands on the transportation system are changing**
- **Transportation projects must be on MTP to be eligible for federal funding**
  - **Formula & Discretionary (BIL)**
  - **Guides the work of MORPC and regional and local planning partners**





## By guiding investment in transportation and mobility infrastructure and services in Central Ohio, the MTP identifies strategies to advance the following six goals:



*Create sustainable neighborhoods to improve all residents' quality of life.*



*Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures.*



*Position Central Ohio to attract and retain economic opportunity to prosper as a region and compete globally.*



*Provide transportation and mobility options to benefit the health, safety, and welfare of all people.*



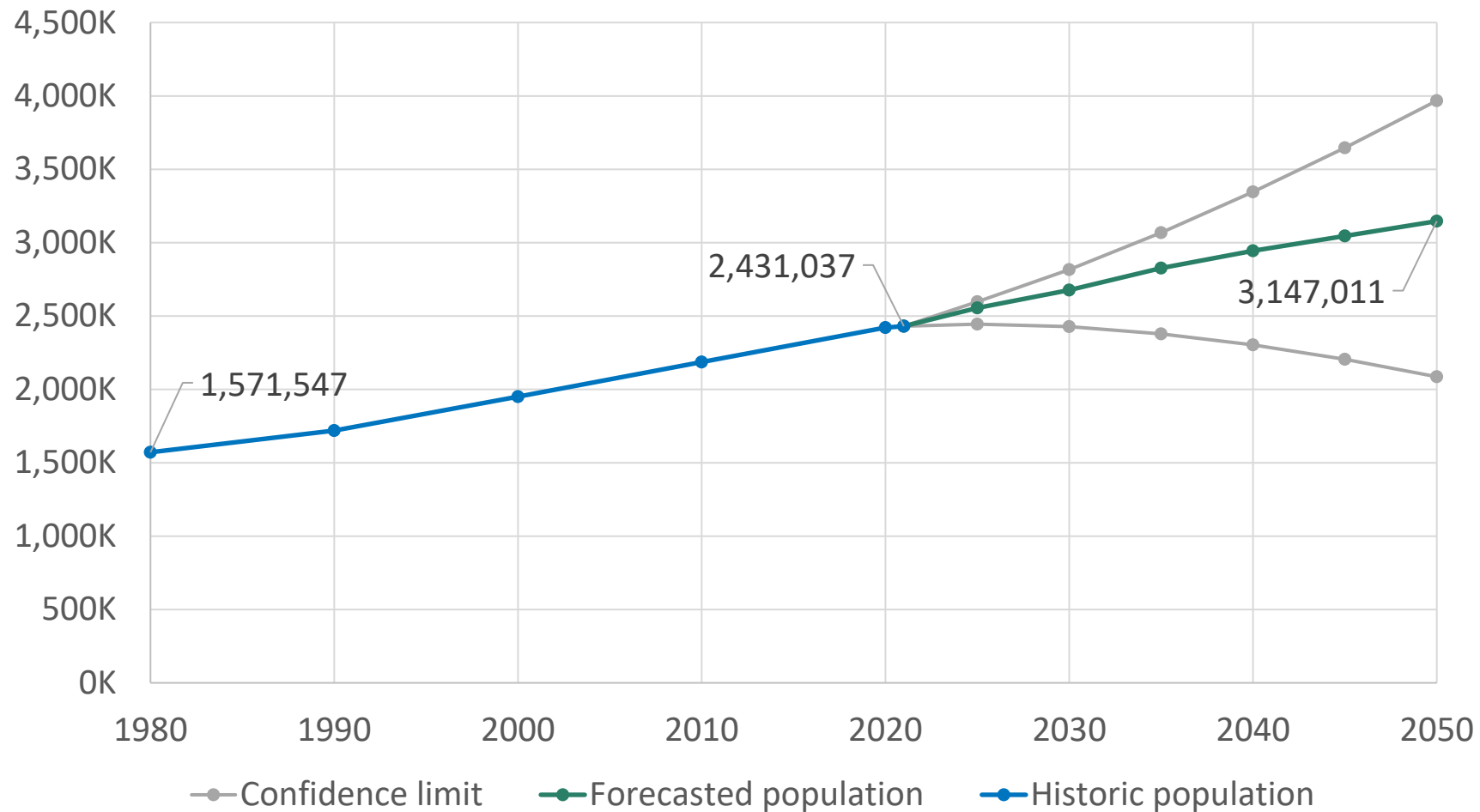
*Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.*



*Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies.*

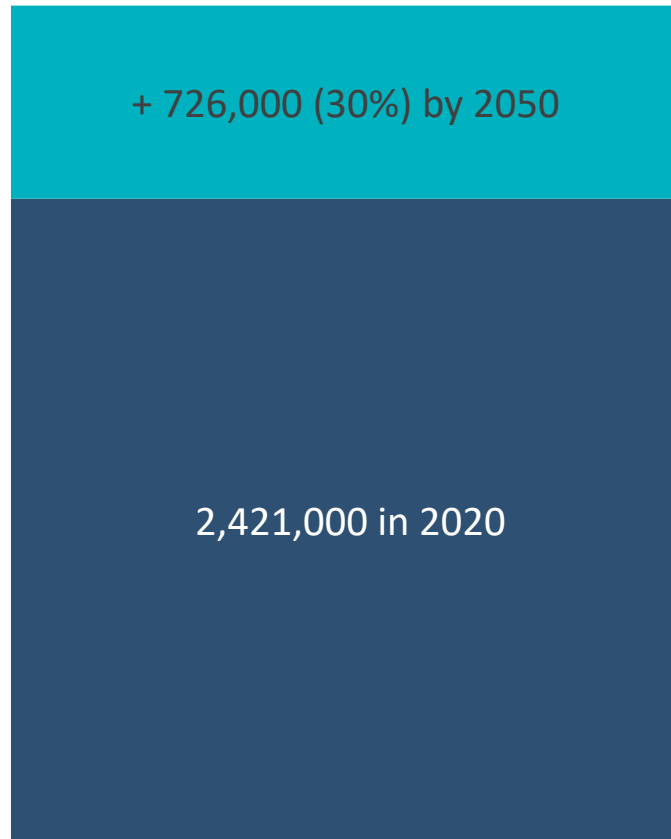


15-County Region Population





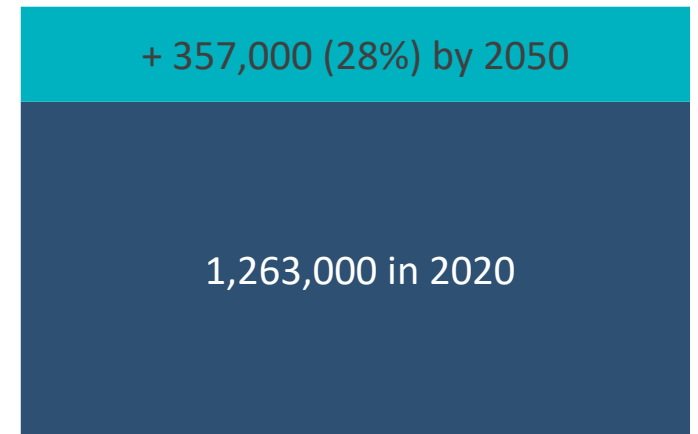
# 15-COUNTY REGIONAL GROWTH



Population



Households



Labor force



## CURRENT ACTIVITIES:

- **2050 Population and Employment Forecasts**
  - Where will people live and work in 2050?
  - Distribute Control Totals to Traffic Analysis Zones
- **Compile Candidate Projects**
  - Review local, state, regional plans
- **Develop Project Evaluation Criteria**
  - Based on objectives and performance measures
  - Which projects will best advance goals?





## 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



2022

- Review, update, adopt Goals, Objectives, Performance Measures



- Develop and adopt 2050 population and employment growth projections

2023

- Compile candidate strategies and projects
- Project Evaluation Criteria
- Interactive webmap
- Strategy and project evaluation
- Draft strategies and projects

2024

- Full draft document
- Public comment period
- May: MTP Adoption

Public Participation

# Maria Schaper, AICP

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*Interim Economic Development Officer*  
**Mid-Ohio Regional Planning Commission**

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# Funding Programs Update



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# New Attributable Funding Commitments

*Tom Graham, MORPC  
Senior Planner*



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# MORPC-Attributable Funding Process

- Commitment Updates received in July of 2022
  - Inflationary impacts resulted in ~18% increase in requested funding from 21 existing commitments
- New Funding Applications received in September of 2022
  - 42 final applications were received requesting over \$260 million
- New applications evaluated through fall 2022
- Attributable Funds Committee (AFC) approved Draft Recommendations for Funding on December 14, 2022
- Public comment period on Draft Recommendations in January 2023
- Final approval of funding commitments last week!

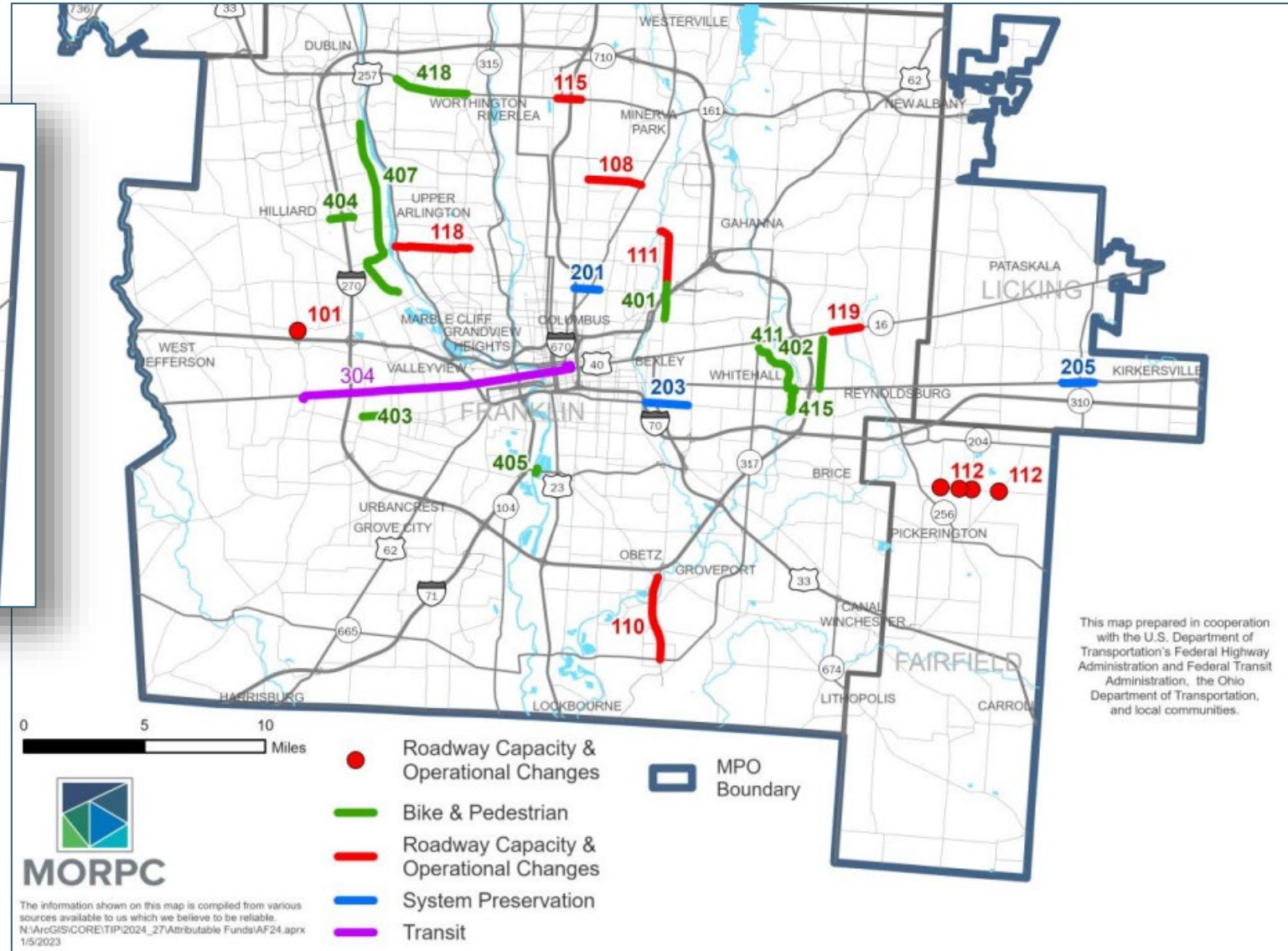
# Draft Funding Recommendations

- Approve all commitment update requests
- Provide funding to 23 new projects:
  - Roadway Capacity & Operational Changes: 9 projects (\$53M)
  - System Preservation: 4 projects (\$28.5M)
  - Transit: 1 project (\$13.1M)
  - Bike & Pedestrian: 9 projects (\$53.4M)
- Total New Commitments: \$148,028,000
- Total Updated Commitments: \$178,065,000
- **Total Proposed Funding SFY 2024-2029: \$326,093,000**

# Draft Funding Recommendations – New Bike & Ped

AGENCY	PROJECT	AWARD
Columbus	Big Walnut Trail--Refugee Road to East Main Street	\$7,483,914
Columbus	Sullivant Avenue SUP	\$4,133,352
Columbus	McNaughten Road SUP	\$7,834,505
Franklin County	Dublin Road Shared-Use Path (Quarry Trails Metro Park to Limestone Ridge Drive)	\$10,351,449
Metro Parks	Scioto Trail Bridge over State Route 104 (part of Scioto Greenway Trail Extension)	\$7,980,683
Hilliard	Cemetery Road / I-270 Trail Overpass and Safety Improvements (CIP T-162)	\$7,097,717
Whitehall	Fairway Boulevard Multi-Use Path	\$3,169,511
Columbus	Dublin-Granville Road (SR-161) SUP	\$2,266,149
Columbus	Cassady Avenue SUP	\$3,057,201

## NEW Attributable Funding Commitments SFY 2024-2029





# Tom Graham

*Senior Planner*

Mid-Ohio Regional Planning Commission

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# Other Funding Programs



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# Safe Streets and Roads for All (SS4A)



## 2022 Funding Awards

- City of Columbus – Livingston Avenue West
  - \$12,000,000 Implementation Grant
  - 18<sup>th</sup> Street to Nelson Road
- Central Ohio Rural Planning Organization (CORPO)
  - \$200,000 Action Plan Grant
  - Safety Action Plan for all CORPO counties

[www.transportation.gov/grants/ss4a/2022-awards](https://www.transportation.gov/grants/ss4a/2022-awards)

## 2023 Program Info

- NOFO expected in April
  - Up to \$1 billion in funding *available*
- The following activities are eligible:
  - Develop or update a comprehensive safety action plan (Action Plan).
  - Conduct planning, design, and development activities in support of an Action Plan.
  - Carry out projects and strategies identified in an Action Plan.

[www.transportation.gov/grants/SS4A](https://www.transportation.gov/grants/SS4A)

# RAISE Grants



## 2023 Applications

- City of Columbus & Franklin County Engineer
  - Williams Road Planning Grant
- City of Reynoldsburg
  - Brice Road Capital Grant
- Franklin County Engineer
  - Alum Creek Drive Capital Grant

[www.transportation.gov/RAISEgrants](http://www.transportation.gov/RAISEgrants)

## 2024 Project Ideas?

- 2023 NOFO
  - Released Nov 30, 2022
  - *Deadline of Feb 28, 2023*
  - *Estimated funding: up to \$1.5 billion*
- Inspiration from Previous (Capital) Awards:
  - Detroit Mobility and Innovation Corridor
    - \$25 million for Michigan Ave multimodal corridor
  - Downtown Kalamazoo Transportation Network
    - ~\$6 million for Complete Street conversions
  - Texas Active Transportation Network
    - \$25 million to *complete* 50 miles of trails



# FHWA Request for Information



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# FHWA Request for Information (RFI)



## WHAT is this?

FHWA has published a notice of Request for Information (RFI) on *Improving Road Safety for All Users on Federal-Aid Projects* in the Federal Register.

### **FHWA requests comments on two specific areas of the FAHP:**

1. the design of roads on the NHS; and
2. how the safety performance of Federal-aid projects should be assessed and how to include measures that improve safety performance across Federal-aid projects.

## WHY is this important?

States that receive Federal-aid under the FAHP for their Federal-aid highways must adhere to applicable Federal statutes and regulations.

The FHWA Design Standards regulations in Part 625 govern design standards and standard specifications on city streets that are *on the NHS, regardless of ownership or project funding*.

These design standards and specifications include:

- *A Policy on Geometric Design Highways and Streets* (AASHTO Green Book)
- *The Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD)

# FHWA Request for Information (RFI)



## The FHWA requests comments on the following questions:

### Improving Road Safety for All Users

1. What steps are being taken by your agency or an agency you are familiar with to improve safety for all roadway users?
2. For agencies that have adopted Complete Streets standards or policies (or similar policies), what benefits does your agency see in developing Complete Streets?
3. For agencies that have adopted Complete Streets standards or policies (or similar policies), what challenges has your agency experienced when implementing your Complete Streets policy?
4. For agencies that have adopted Complete Streets standards or policies (or similar policies), but have not adopted an alternative classification system, how do you identify the appropriate context(s) for the application of a complete streets design model?
5. To inform decisions on street design, has your agency adopted a modal hierarchy or alternative street classification system?

# FHWA Request for Information (RFI)



## The FHWA requests comments on the following questions:

### Design Standards for the NHS

6. How could the FHWA regulations governing Design Standards for Highways (Part 625) be revised to consistently support prioritization of the safety of all users across all project types?
7. What changes to other FHWA regulations codified at [Title 23, CFR](#) are needed to equitably improve safety for people of all ages and abilities who use urban and suburban streets?
8. What about for people of all ages and abilities who use rural roadways, including in rural towns?
9. What, if any, elements of design are not adequately covered by the existing design standards in Part 625?
10. What specific provisions of Part 625 present an obstacle to equitably improving safety for people outside of vehicles, and why?
11. Are there additional documents that FHWA should incorporate by reference in Part 625 to better facilitate the context-sensitive design of streets that safely serve all users?
12. Does Part 625 create any impediments to developing projects that meet the goals of your agency?



# FHWA Request for Information (RFI)



**The FHWA requests comments on the following questions:**

Additional questions in the following topic areas:

- **Safety Performance Assessment Applicability**
- **Conducting a Safety Performance Assessment**
- **Safety Performance Assessment Process Evaluation and Outcomes**
- **Safety Performance Assessment Implementation Considerations**

[www.federalregister.gov/documents/2023/02/03/2023-02285/improving-road-safety-for-all-users-on-federal-aid-projects](https://www.federalregister.gov/documents/2023/02/03/2023-02285/improving-road-safety-for-all-users-on-federal-aid-projects)

# FHWA Request for Information (RFI)



## Code of Federal Regulations (CFR): Part 625 – Design Standards for Highways

### 625.3 Application.

#### a) Applicable standards.

1. Design and construction standards for new construction, reconstruction, resurfacing (except for maintenance resurfacing), restoration, or rehabilitation of a highway on the NHS shall be those approved by the Secretary in cooperation with the State DOTs.
2. Federal-aid projects not on the NHS are to be designed, constructed, operated, and maintained in accordance with State laws, regulations, directives, safety standards, design standards, and construction standards.
3. Interstate highways located in Alaska and Puerto Rico...
4. A State may allow a local jurisdiction to design a project using a roadway design publication that is different from the roadway design publication used by the State in which the local jurisdiction resides if –
  - The local jurisdiction is a direct recipient of Federal funds for the project;
  - The roadway design publication is adopted by the local jurisdiction and recognized by FHWA;
  - The design complies with all applicable Federal laws and regulations; and
  - The project is located on a roadway that is owned by the local jurisdiction and is not part of the Interstate System.

[www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-625](http://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-625)

# FHWA Request for Information (RFI)



## Code of Federal Regulations (CFR): Part 625 – Design Standards for Highways

### 625.3 Application.

- a) Deviations from specific minimum values on the NHS.

The standards, policies, and standard specifications cited in [§ 625.4 of this part](#) (*Standards, policies, and standard specifications – i.e., the Green Book*) contain specific criteria and controls for the design of NHS projects. Deviations from specific minimum values therein are to be handled in accordance with procedures in [paragraph \(f\)](#) (*Exceptions*) of this section.

- f) Exceptions –

1. Project exception.

- i. Approval within the delegated authority provided by FHWA Order M1100.1A may be given on a project basis to designs on the NHS which do not conform to the minimum criteria as set forth in the standards, policies, and standard specifications for:

- A. Experimental features on projects; and
- B. Projects where conditions warrant that exceptions be made.

ii. ...

[www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-625](http://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-625)

# TA Program Update

*Jordan Petrov, MORPC  
Associate Planner*

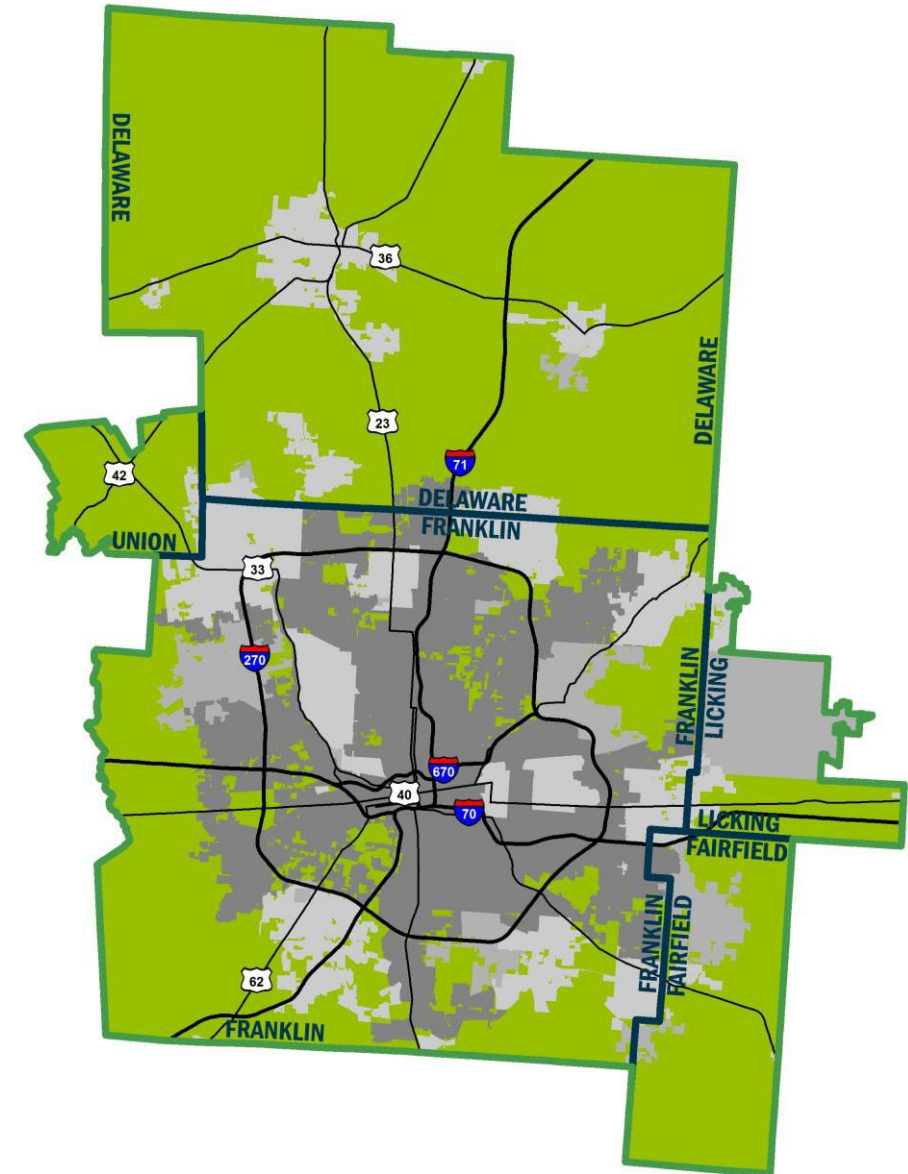


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# Technical Assistance Program

- Technical Assistance Program (TA Program) **provides MORPC staff assistance** to eligible members within the Metropolitan Planning Organization (MPO)
- Community-based **planning services that advance the goals in the MTP** through implementation of specific MTP strategies
- **Awarded through a competitive application process**, evaluated by committee
- Services **completed within 6-9 months**



# Past Technical Assistance Services

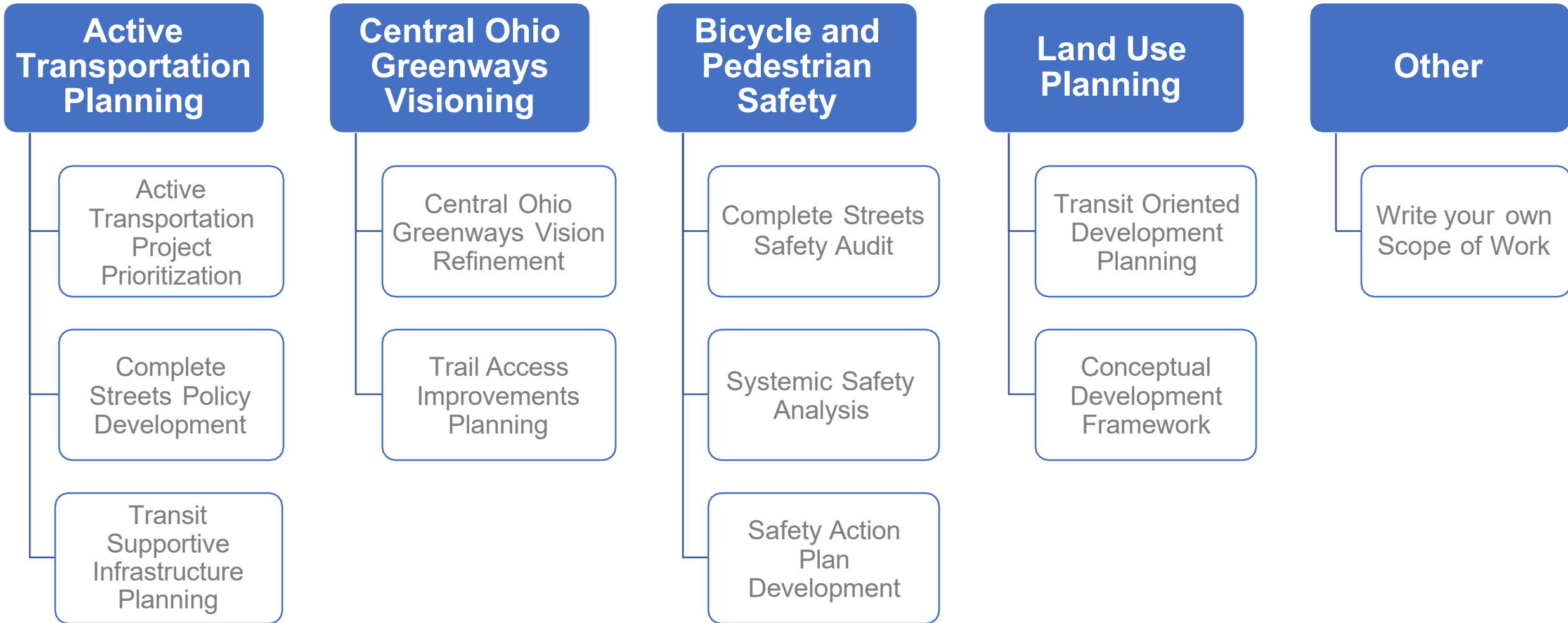
2022 Program	2020-2021 Program	Pilot Program
<b>City of Columbus</b> Trail Access and Connectivity Study	<b>City of Hilliard</b> Cemetery Road Conceptual Development Framework	<b>City of Delaware</b> Complete Streets Policy
<b>City of Dublin</b> Trail Access and Connectivity Study	<b>Franklin County</b> Complete Streets Implementation Toolkit	<b>City of Westerville</b> Brooksedge Office Park Redevelopment Framework
<b>City of Sunbury</b> Trail Access and Connectivity Study	<b>Jefferson Township</b> Blacklick Station Conceptual Development Framework	<b>City of Worthington</b> Complete Streets Policy
<b>Metro Parks</b> Central Ohio Greenways Vision Refinement (Scioto Trail)	<b>City of Columbus</b> Speed Management and Traffic Calming Framework	<b>Violet Township</b> Community Center Development Framework
	<b>City of Westerville</b> Cleveland Avenue Corridor Visioning	

# 2023 Awards



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# Technical Assistance Activities





# Technical Assistance Program 2023 Awards

6 Applications Received; 5 Awarded

Applicant Agency	Requested Activity
Brown Township (Franklin County)	Central Ohio Greenways Vision Refinement
Berlin Township (Delaware County)	Trail Access Improvements / AT Planning
City of Grove City	Central Ohio Greenways Vision Refinement
Violet Township (Fairfield County)	Trail Access Improvements / AT Planning
City of Delaware	Safety Action Plan Development

# Important Dates for 2023 Program Cycle



MORPC

**January**

- Awardees Notified

**February**

- Technical Assistance Services Began

**September**

- Completion of Services

**Late Fall**

- Application Window Opens for 2024

[www.morpc.org/program-service/technical-assistance-program](http://www.morpc.org/program-service/technical-assistance-program)

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# Other Business



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# 2023 APBP Webinars

## Data Storytelling for Multimodal Pathways

Wednesday, March 15, 2023, 3:00 PM - 4:00 PM EST

### Presenters:

- *Deven Young, Alta Planning and Design*
- *Mitali Gupta, Los Angeles Metropolitan Transportation Authority*
- *Emily Duchon, Alta Planning and Design*

This session will explore how data analysis and scenario planning tools can go from jargon to storytelling that is both accessible and digestible to a wide range of audiences. We will explore three California multimodal pathway corridors that will show how data can be used to build, describe and validate pathway planning and design decision making. This session will help practitioners translate their data-heavy findings into something that is compelling and understandable to all.



Email Jordan Petrov to participate in  
virtual viewing party for APBP webinars:  
[jpetrov@morpc.org](mailto:jpetrov@morpc.org)

# THANK YOU!

## NEXT MEETING

*Tuesday, June 13<sup>th</sup>*  
*10:00 am*



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