ACTIVE TRANSPORTATION COMMITTEE (ATC)

Q2 Meeting – June 13, 2023

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

WELCOME!

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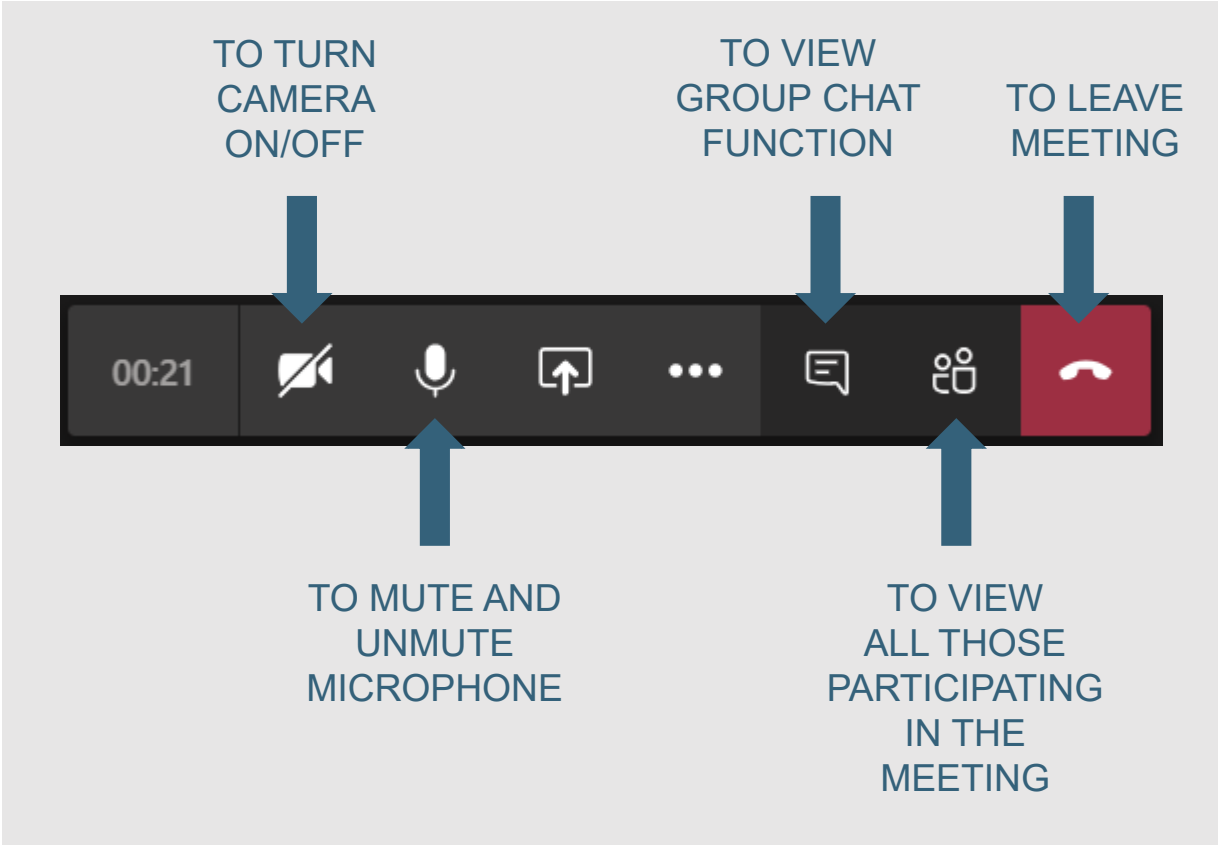
The meeting will begin shortly.

- 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.



AGENDA

- Welcome and Introductions
- Roadway Design Procedures and Considerations
- Metropolitan Transportation Plan (MTP) 2024-2050 Updates
- MORPC Technical Assistance Program
- Member Roundtable
- Other Business

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RECAP: IMPACTS OF SPEED

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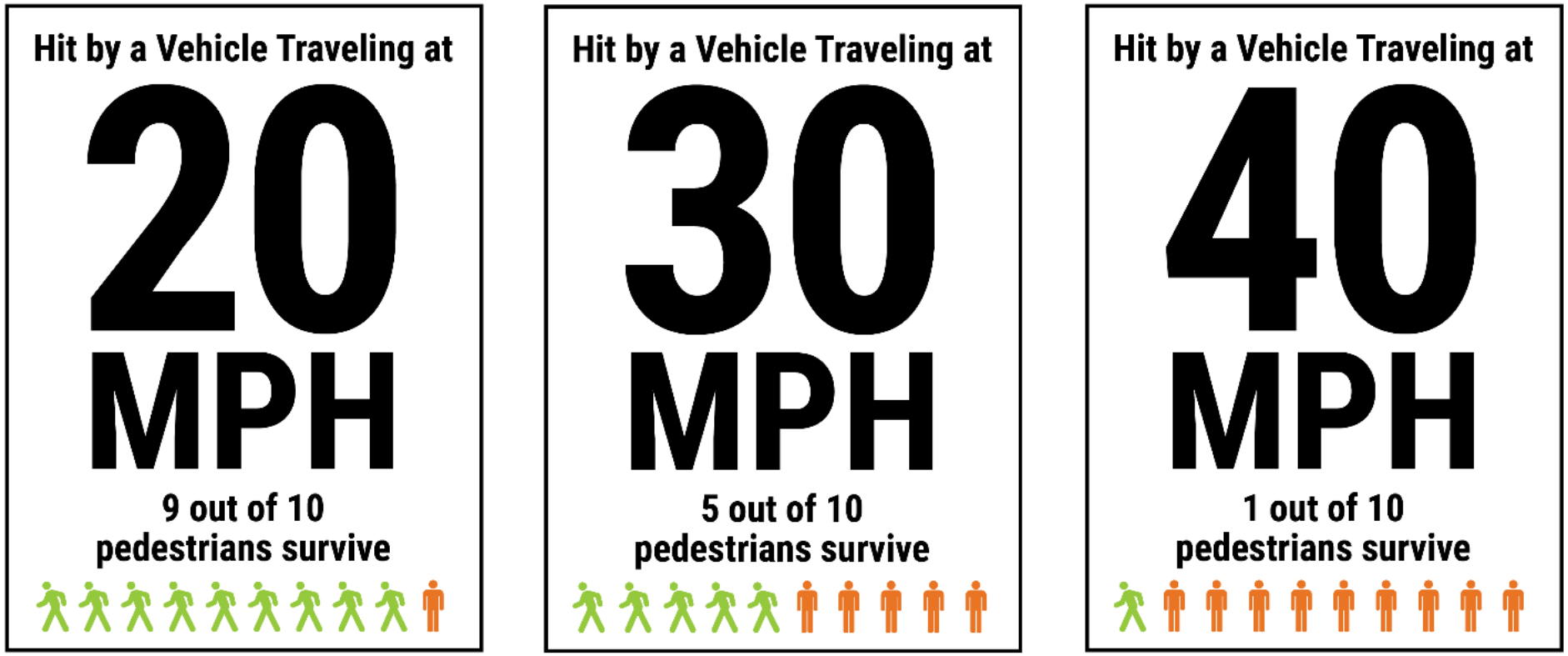

What options do local agencies have to ~~change speed limits~~ encourage safe speeds?

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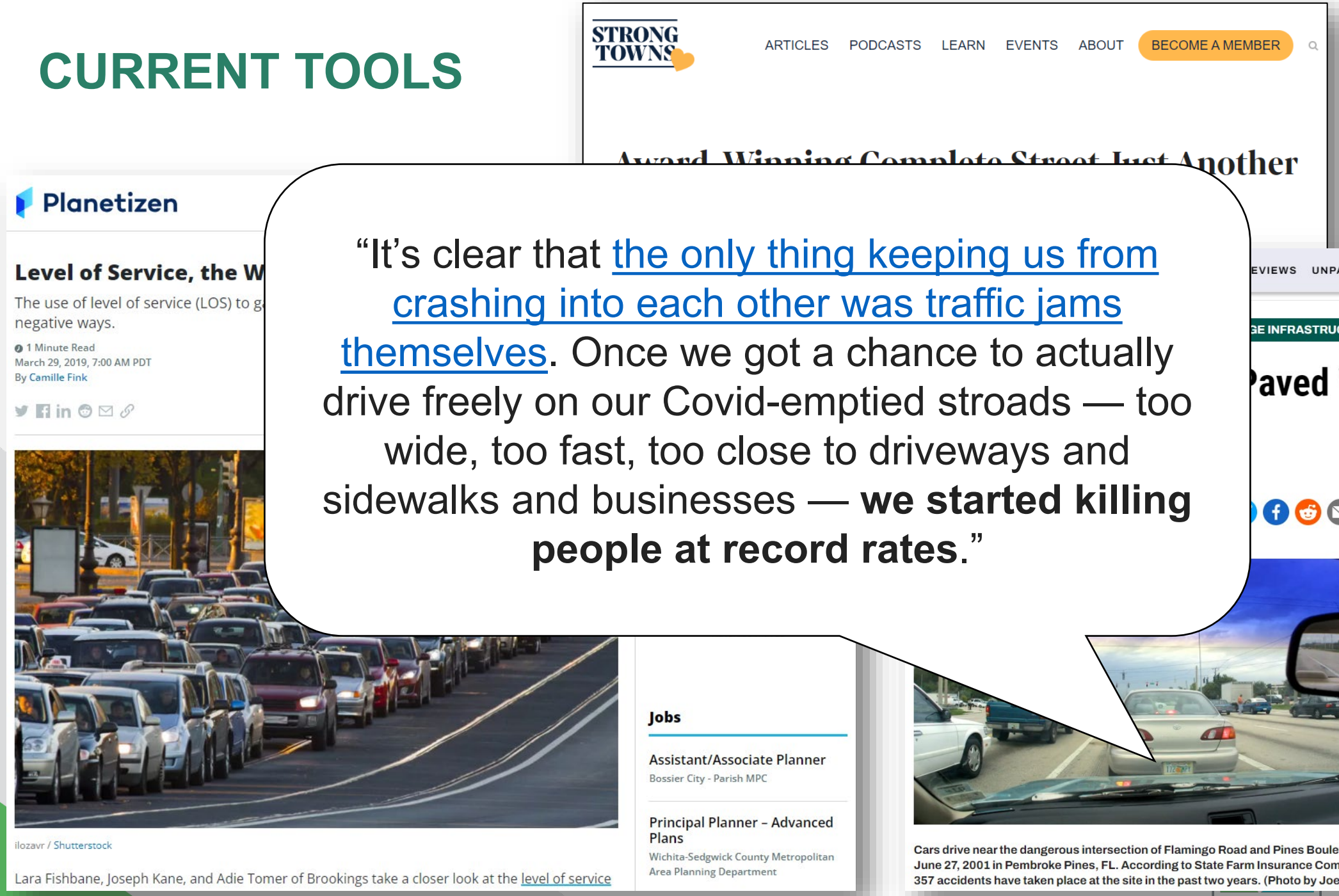
CURRENT TOOLS

"It's clear that the only thing keeping us from crashing into each other was traffic jams themselves. Once we got a chance to actually drive freely on our Covid-emptied stroads — too wide, too fast, too close to driveways and sidewalks and businesses — **we started killing people at record rates**."



ODOT's Project Development Process

****Initial Identification of Project:** long-range plan, planning study, etc.

- **Planning (PL) phase**: "provides a starting point for decision-making"
- **Preliminary Engineering (PE) phase**: "begins the process of collecting more detailed information in order to develop and compare alternatives"
- **Environmental Engineering (EE) phase:** "detailed environmental analysis of the preferred alternative is performed concurrently with detailed engineering, and other technical studies"
- **Final Engineering/ROW (FE) phase**: "projects are advanced to full development"
- **Construction Phase**: "the execution and administration of the contract documents"

www.transportation.ohio.gov/working/engineering/cadd-mapping/location-design-vol-3/1400/1400

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ODOT's Project Development Process

Pre-Planning Note: The PDP categorizes transportation projects as Paths 1 through 5. Selection of the appropriate project path is based on the anticipated level of project development complexity. The project path identifies the recommended level of analysis, amount of stakeholder involvement, and activities performed during each phase.

Planning Phase:

- Identify transportation problems, assess existing and future conditions, identify stakeholders, develop goals and objectives, **define the purpose and need**, determine scope.
- Begins with project-level planning analysis to identify specific needs in order to determine the right type, size, scope, phasing and location for a facility, mode, operational or management solution to solve the identified transportation problem. (**Purpose and Need Statement**)

www.transportation.ohio.gov/working/engineering/cadd-mapping/location-design-vol-3/1400/1400

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ODOT L&D MANUAL: VOL. 1 – ROADWAY DESIGN

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PURPOSE

- reduce the selection of design alternatives to those most appropriate for the State of Ohio
- document Ohio's interpretation of various policies
- include design criteria which may be unique to the State of Ohio

APPLICATION (INTENT)

- provide uniform procedures for implementing design decisions
- assure quality and continuity in design of highways in Ohio
- assure compliance with Federal criteria

Note: it must be recognized that the practices suggested may be inappropriate for some projects because of fiscal limitations or other reasons…

…Consideration must also be given to design standards adopted by city, county or other local governments when designing facilities under their jurisdiction.

www.transportation.ohio.gov/working/engineering/roadway/manuals-standards/location-design-vol-1

Published: April 21, 2023

ODOT L&D MANUAL: VOL. 1 – ROADWAY DESIGN

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100 – DESIGN CONTROLS & EXCEPTIONS

- **102 Traffic Data**
  - 102.1 General
    - Traffic data is the foundation upon which designs are based.
    - All forecasted traffic data used shall be developed following state traffic forecasting guidelines.
  - 102.2 Traffic Data Content
    - The design criteria tables in this manual require basic traffic data for the design year. (SEE TABLE →)
    - For most projects, the following data are required:
      - ADT for opening day and/or for design year
      - Design Hourly Volume (DHV)
      - Percentage of B and C trucks during the 24-hour period (T24) and during the design hour traffic (TD) for the design year
      - Directional Distribution Factor (D) for the design year

Project Type	Traffic Design Year (After Opening Day)
New Construction	20 years hence
Reconstruction	20 years hence
Major Pavement Rehabilitation	20 years hence
Minor Pavement Rehabilitation	12 years hence
Two-Lane Resurfacing	12 years hence

ODOT L&D MANUAL: VOL. 1 – ROADWAY DESIGN

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100 – DESIGN CONTROLS & EXCEPTIONS

- **104 Design & Legal Speed**
  - 104.1 General
    - Design speed is defined as selected speed used to determine the various geometric design features of the roadway.
    - The assumed design speed should be a logical one with respect to the topography, anticipated operating speed, the adjacent land use and the functional classification of highway.
  - 104.2 Design Speed Values
    - The design speed should match the legal speed for facilities with a legal speed of 35 mph or less.
    - For facilities with a legal speed of 40 or 45 mph the design speed should either match the legal speed, or be 5 mph greater than the legal speed, depending on the context of the area.
    - For facilities with a legal speed 50 mph or greater, the design speed should be 5 mph greater than the legal speed.

ODOT L&D MANUAL: VOL. 1 – ROADWAY DESIGN

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100 – DESIGN CONTROLS & EXCEPTIONS

- **105 Design Exceptions**
  - 105.1 General
    - Designers and engineers are faced with many complex tradeoffs when designing highways and streets.
    - A **good design** balances cost, safety, mobility, social and environmental impacts, and the needs of a wide variety of roadway users.
  - 105.2 Design Controlling Criteria that Require a Design Exception
    - Exceptions must be processed for the following :

      Low Speed Roadways (design speed <50 mph)
      - Design Loading Structural Capacity
      - Lane Width (only if required for the National Network, see 105.3)
  - 105.4 Local Projects
    - Locals may design projects in accordance with their own formally written local design standards (if reviewed and accepted by the ODOT District).
    - Otherwise, they must use the L&D and appropriate AASHTO publication.

ODOT L&D MANUAL: VOL. 1 – ROADWAY DESIGN

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100 – DESIGN CONTROLS & EXCEPTIONS

- **106 Data-Driven Safety Analysis (DDSA)**
  - 105.1 General
    - Purpose of the DDSA is to better understand the safety performance of a project and each of the alternatives.
    - Can also determine if there is a pattern or concentration of crashes within the project limits that can be reasonably and practically addressed through the inclusion of countermeasures in the project.
  - 106.4 Data-Driven Safety Analysis Documentation
    - While safety should be considered and evaluated for every project, there is **no requirement to include safety countermeasures for projects without safety included in the purpose and need**.
    - Rather, projects should be evaluated to determine if there is a reasonable and practical countermeasure(s) that can be incorporated into the project without expanding project scope.

Respond at **PollEv.com/laurenc265**

What procedures, standards, and/or criteria does your agency follow in respect to roadway design decision-making?

Top

2	AASHTO Green Book, ODOT L&D V.1, Multimodal Design Guide
1	City of Columbus Department of Public Service design memos
0	Standards established by the Franklin County Engineer and ODOT
0	Agency design standards, Columbus standard drawings.

Total Results: 8

WEIGHING TRADE-OFFS

Conor Semler, Kittelson & Associates

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2024 - 2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

Jon Heider, MORPC

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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

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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.

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

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

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

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

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

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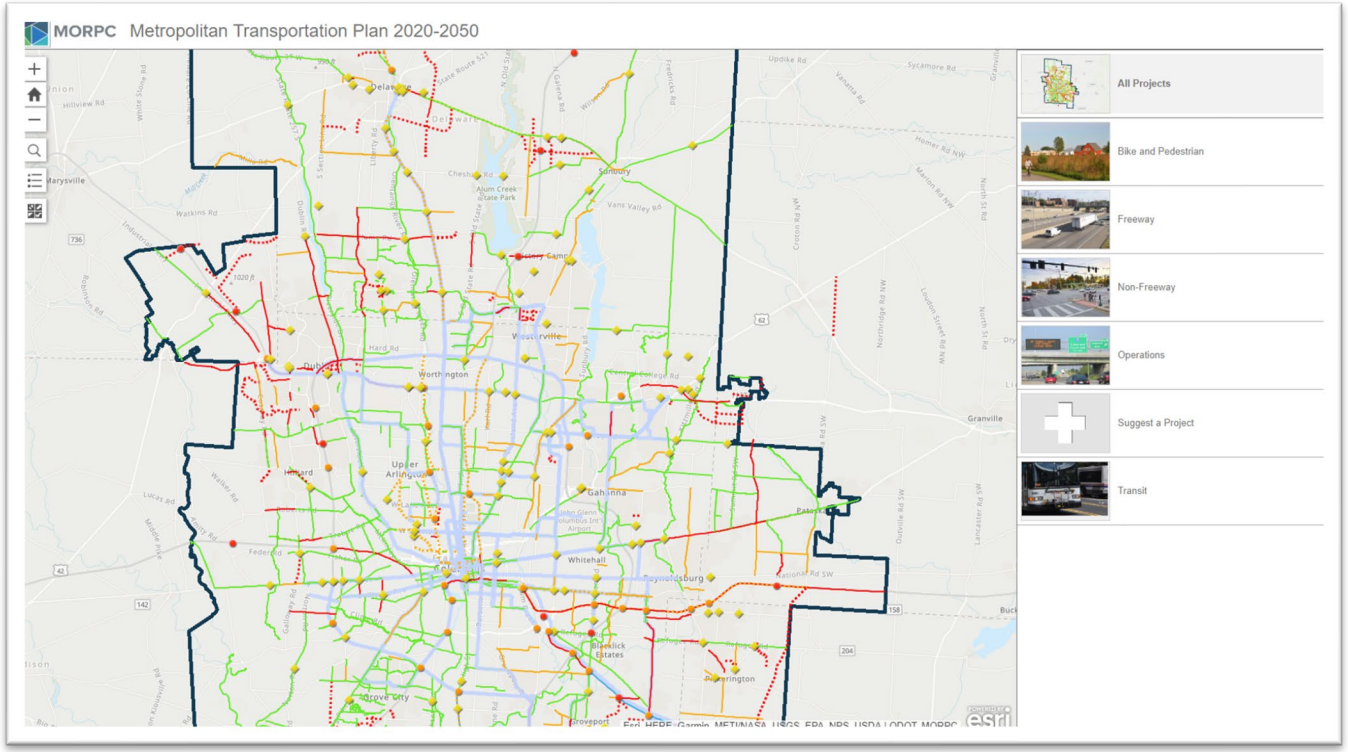
GET INVOLVED

- **Review 2050 Population and Employment Forecasts**
  - Emails went out last week to local technical staff
  - 3-week review period

GET INVOLVED

- **Review and Comment Interactive Webmap**
  - **Target open date: June 16**
  - **Publicly comment on candidate projects**
  - **Identify locations with safety, connectivity, or congestion issues**
  - **Suggest projects to be evaluated for inclusion in MTP**
  - **Access via www.morpc.org/mtp2050**



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WHAT'S NEXT?

- Webmap open through August 31, 2023
- Draft list of strategies and projects – Fall 2023
- MTP Adoption May 2024

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

2022

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TECHNICAL ASSISTANCE PROGRAM

Jordan Petrov, MORPC

MID-OHIO REGIONAL
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2024 TA PROGRAM INFO

SUMMER 2023 — Begin Program Guide Review & Update

- Send MORPC team your thoughts/feedback on current program

EARLY FALL 2023 — 2023 Program Completion / 2024 Program Launch

PROGRAM IMPACTS

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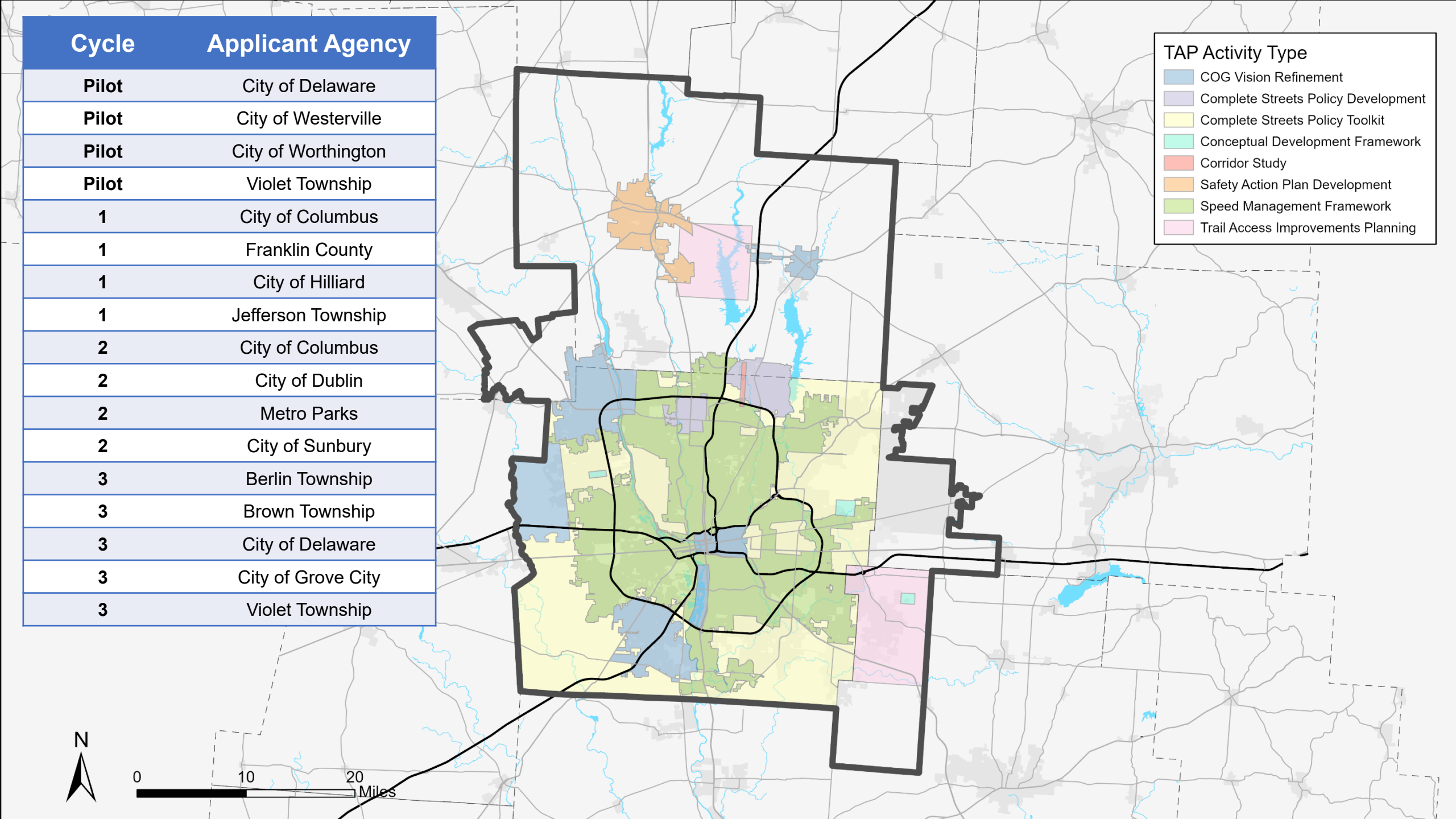
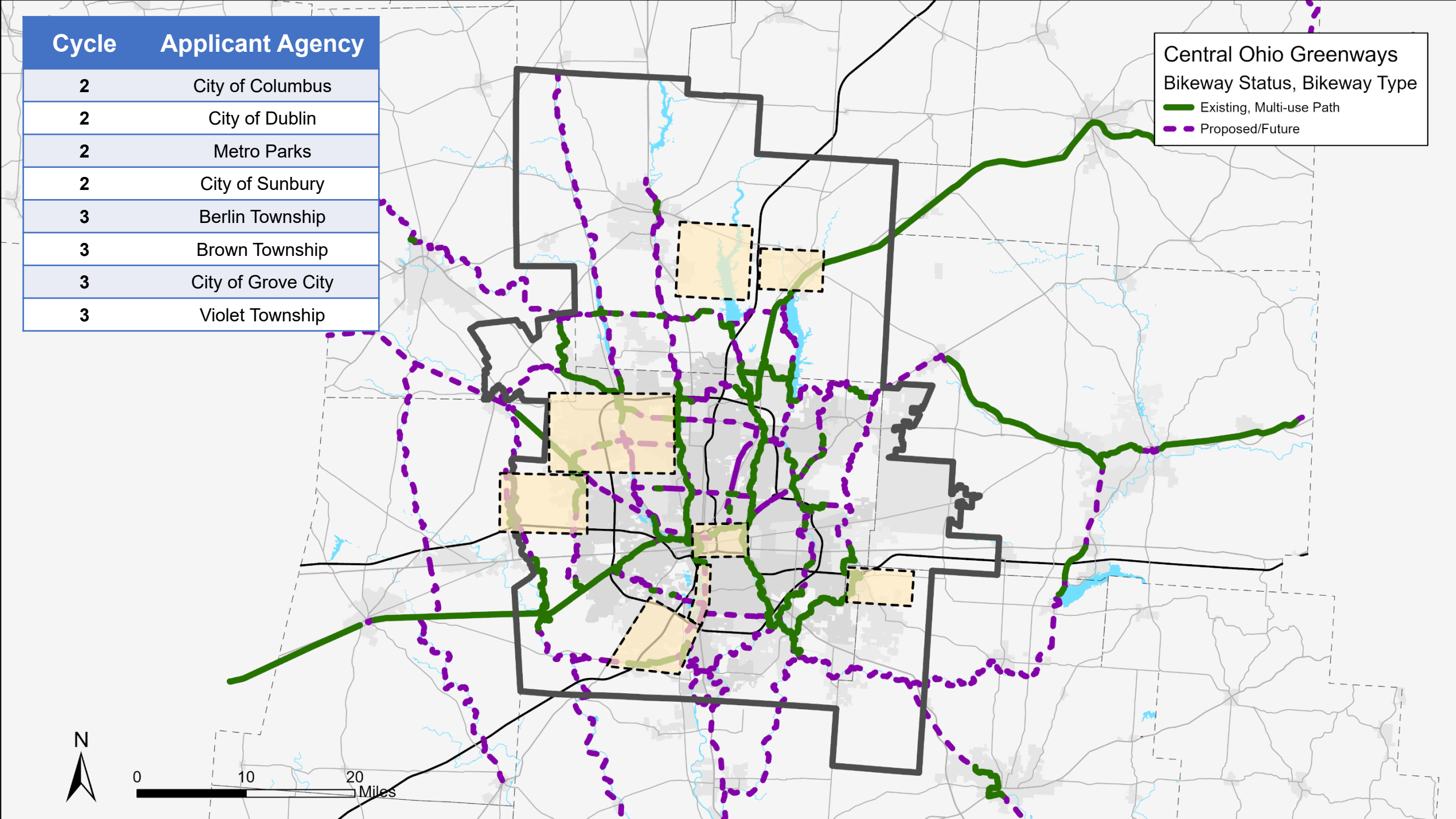
Cycle	Applicant Agency
Pilot	City of Delaware
Pilot	City of Westerville
Pilot	City of Worthington
Pilot	Violet Township
1	City of Columbus
1	Franklin County
1	City of Hilliard
1	Jefferson Township
2	City of Columbus
2	City of Dublin
2	Metro Parks
2	City of Sunbury
3	Berlin Township
3	Brown Township
3	City of Delaware
3	City of Grove City
3	Violet Township



Cycle	Applicant Agency
2	City of Columbus
2	City of Dublin
2	Metro Parks
2	City of Sunbury
3	Berlin Township
3	Brown Township
3	City of Grove City
3	Violet Township



TA PROGRAM: IMPACTS

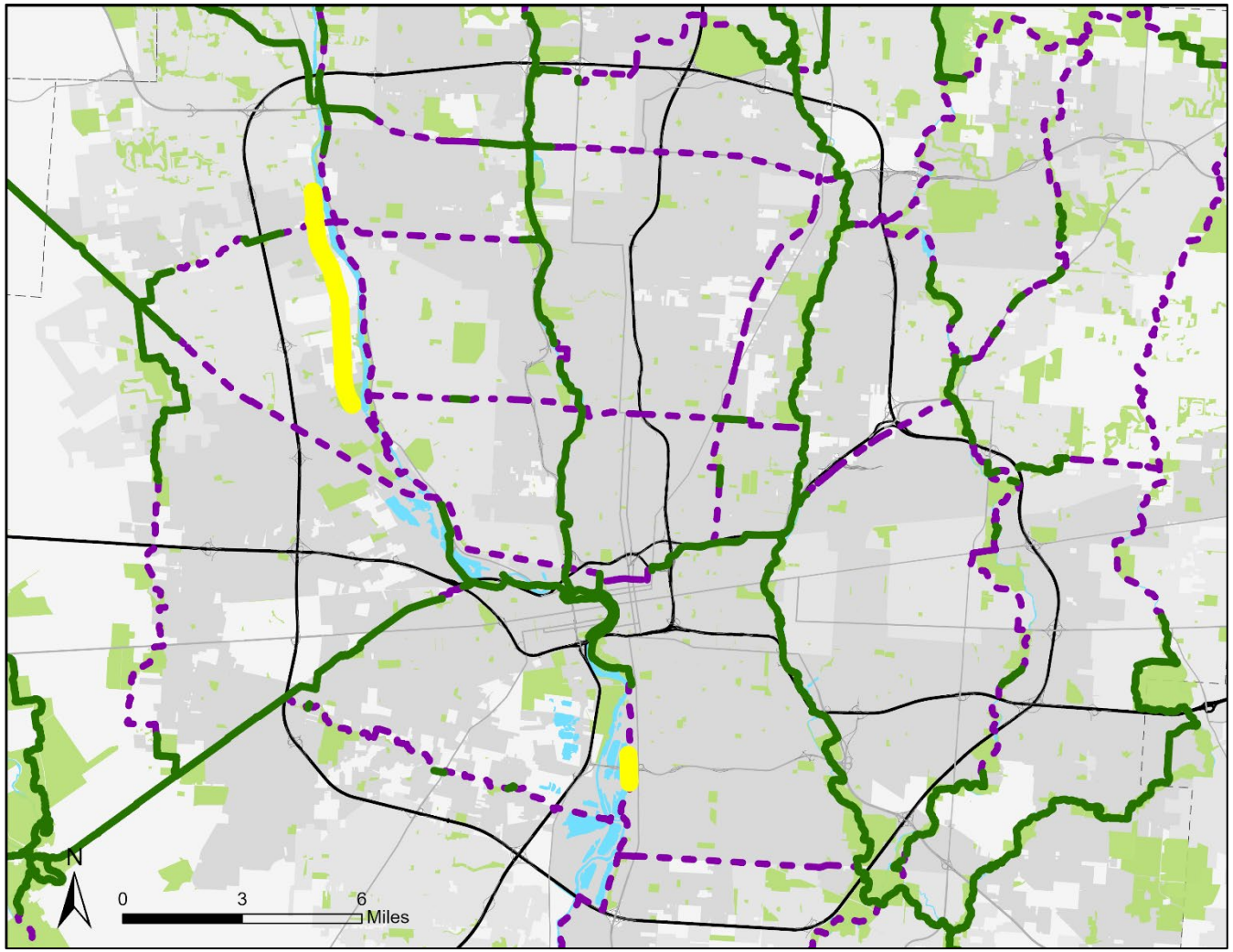
- Policies, Tools, and Resources
  - Franklin County
    - Complete Streets Implementation Toolkit
  - City of Columbus
    - Citywide Speed Management Framework
  - Complete Streets Policies
    - City of Delaware
    - City of Worthington
  - Development Framework
    - City of Westerville
    - Violet Township

- TA Program Contributed Projects
  - City of Hilliard – Cemetery Road
    - SUP & I-270 Crossing
    - SS4A Application
    - AFC Award
  - City of Columbus – Downtown Multimodal Study
    - Broad Street – “Capital Trail”
    - Mount Vernon Avenue
      - Cycle Track planned
      - 2023 SS4A Application

TA PROGRAM: FUNDED PROJECTS

- Dublin Road Shared-Use Path
  - 4.3-mile 10’-wide path
  - City of Dublin to Quarry Trails
  - Addition of City of Dublin
  - Constr. SFY 2028

- Scioto Trail Bridge
  - 1,450’-long bridge of SR 104
  - Key component of Scioto Trail extension south
  - Constr. SFY 2028



2023 PROGRAM UPDATES

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2023 PROGRAM SERVICES

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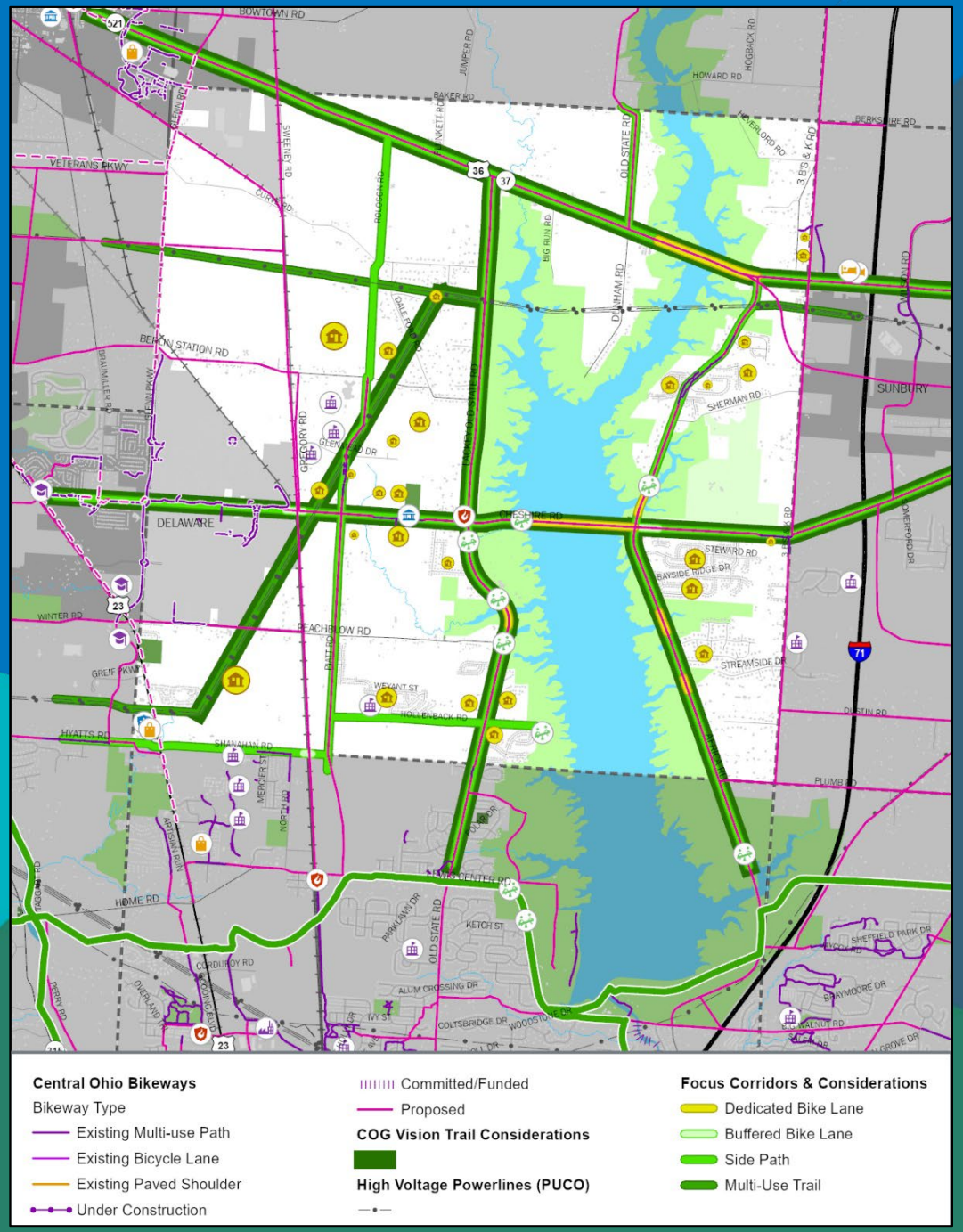
Applicant Agency	Requested Activity	Focus Area
Berlin Township	Trail Access Improvements Planning	Alum Creek State Park
Brown Township	Central Ohio Greenways Vision Refinement	East-West Connection: Prairie Oaks Metro Park to City of Hilliard
City of Delaware	Safety Action Plan Development	Safe Streets & Roads for All (SS4A)
City of Grove City	Central Ohio Greenways Vision Refinement	Scioto Trail Southern Extension / Access to Scioto Grove Metro Park
Violet Township	Trail Access Improvements Planning	Northwest Township Area

BERLIN TOWNSHIP

- Goals
  - Community COG access
  - Focus on schools & neighborhoods
- Challenges
  - Alum Creek Lake
  - SR 37, US 36, and Railroad
- Opportunities
  - Berlin Business Park
  - High-Voltage Power (HVP) Easements
  - Planned roadway projects



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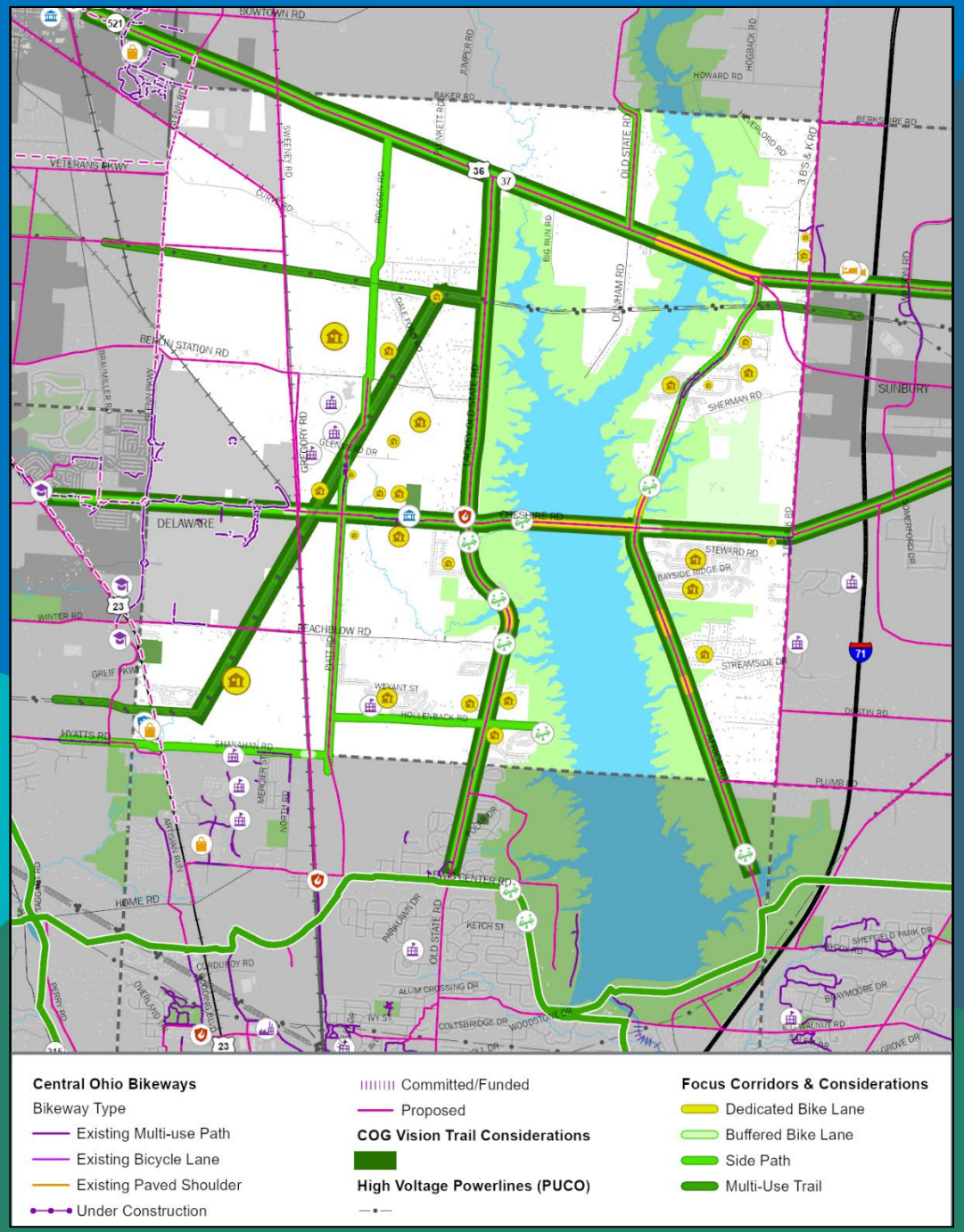
BERLIN TOWNSHIP

- Potential Additions to COG Trail Vision
  - SR 37 / US 36
  - Cheshire Road
  - HVP from Shanahan Road to Lackey Old State Road
  - Africa Road (south of Cheshire)

- Other potential opportunities
  - HVP between Berlin State Road & Curve Road
  - Hollenback Road
  - Africa Road (north of Cheshire)



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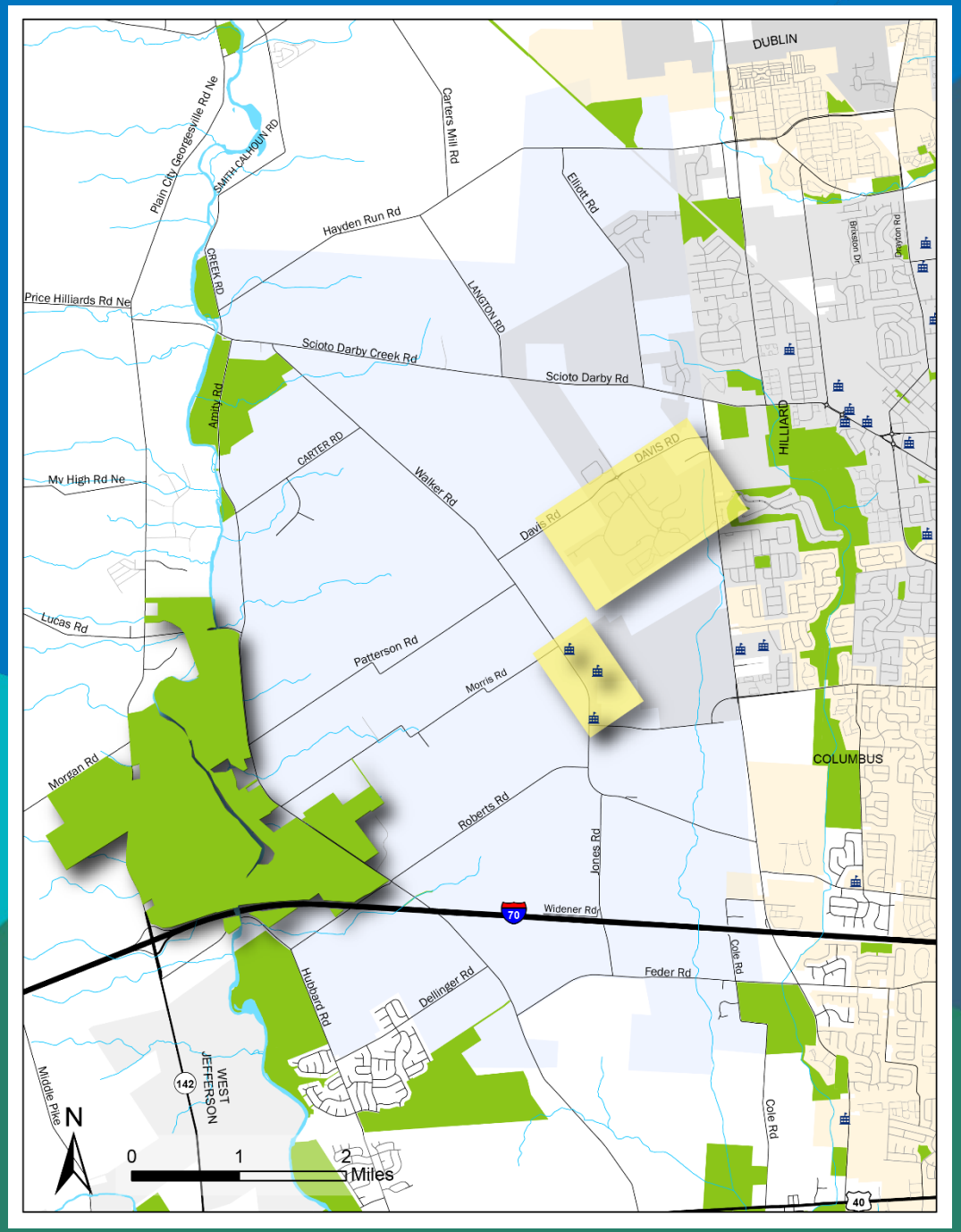
BROWN TOWNSHIP

- East-west trail connection
  - Darby Creek & Hellbranch Trails
  - Prairie Oaks to Heritage Preserve neighborhood
  - Hilliard City Schools campus

- Key Destinations
  - Prairie Oaks Metro Park
  - Hilliard City Parks
  - Hilliard Wellness Center
  - Heritage Trail



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BROWN TOWNSHIP

- Stakeholder Workshop
  - Update Township Planning & Zoning
  - Development interest
  - Trail included in any future development

- Next Steps
  - Community access analysis
  - Public open house

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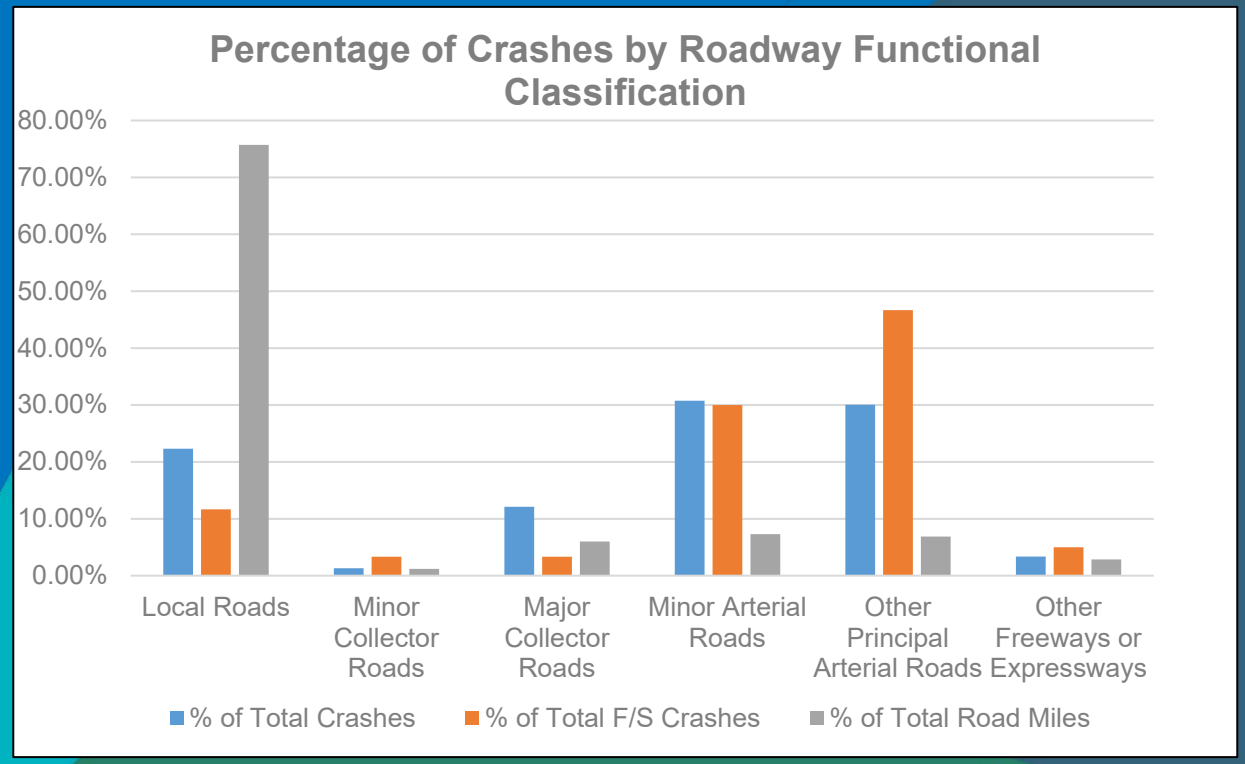
CITY OF DELAWARE

- Safety Action Plan Development
  - Emphasis on Safe System Approach
- Stakeholder Workshop
  - **Priority:** Leadership Commitment & Goal Setting
  - Key Challenge: High-traffic and high-speed arterials
- Next Steps
  - Additional data analyses
  - Second Stakeholder Workshop
  - Finalize Safety Action Plan



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CITY OF GROVE CITY

- Scioto Trail southern extension
  - Great Southern to Scioto Grove
  - Grove City access to future trail
  - Grove City connectivity to downtown

- Stakeholder workshop
  - Current alignment
    - Further conversation needed
  - Adjacent planning efforts
  - Focus on local access

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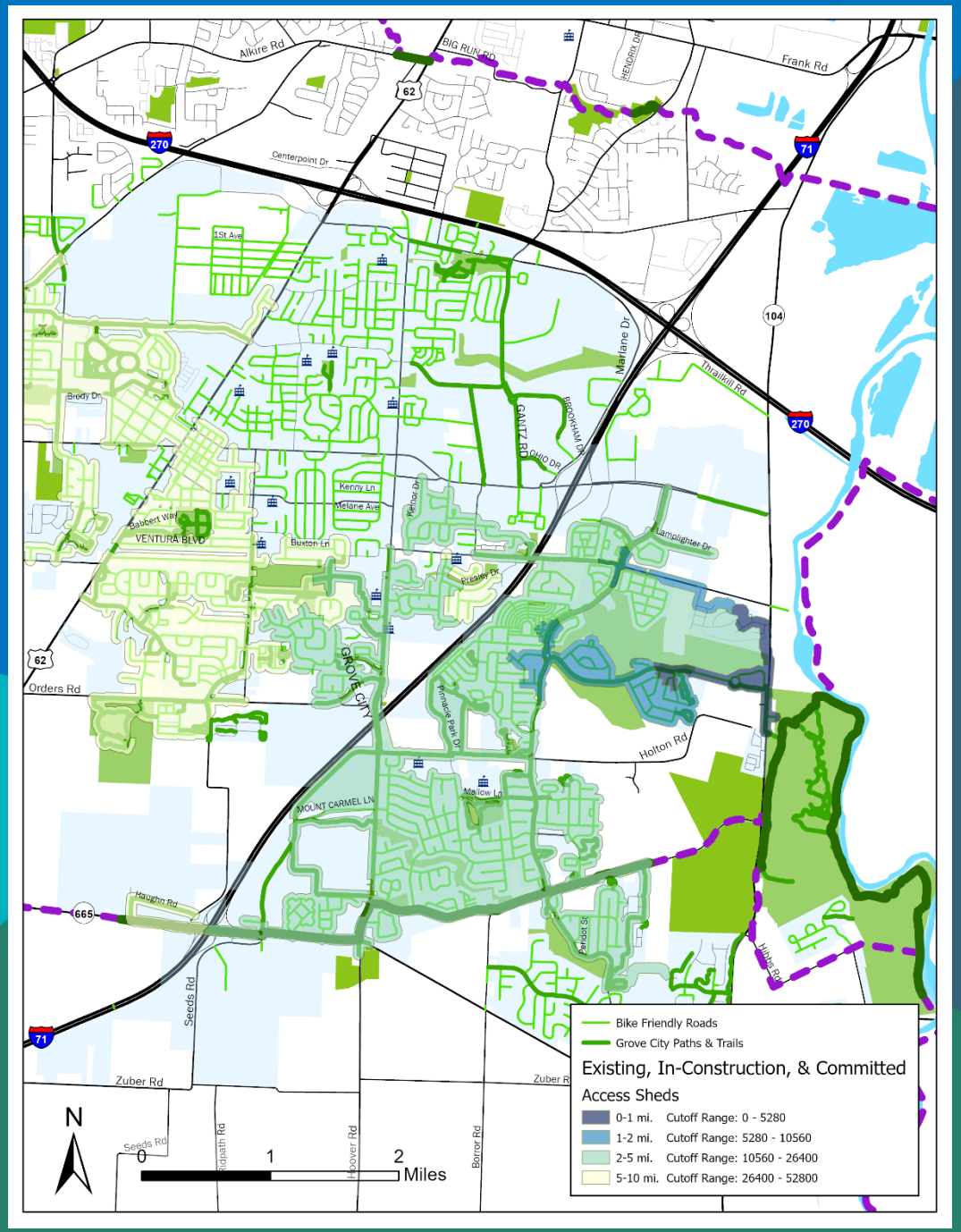
CITY OF GROVE CITY

- Access Analysis
  - Grove City to Scioto Grove
  - Trails, Paths, & Bike-Friendly Roads
- Scenario Networks
  - Access added by filling gaps
  - Equity considerations
- Next Steps
  - Bike Site Visit – survey gaps
  - Access analysis progression



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VIOLET TOWNSHIP

- Active Transportation Connections
  - Pickerington Ponds
  - Blacklick Creek Trail
- Relevant context
  - Vision for Violet Comprehensive Plan
  - Fairfield County Active Transportation Plan
  - ODOT Far East Freeway Projects
- Focus on Key Opportunities
  - ODOT Projects
  - Incorporating Active Transportation Facilities
  - Refugee Road

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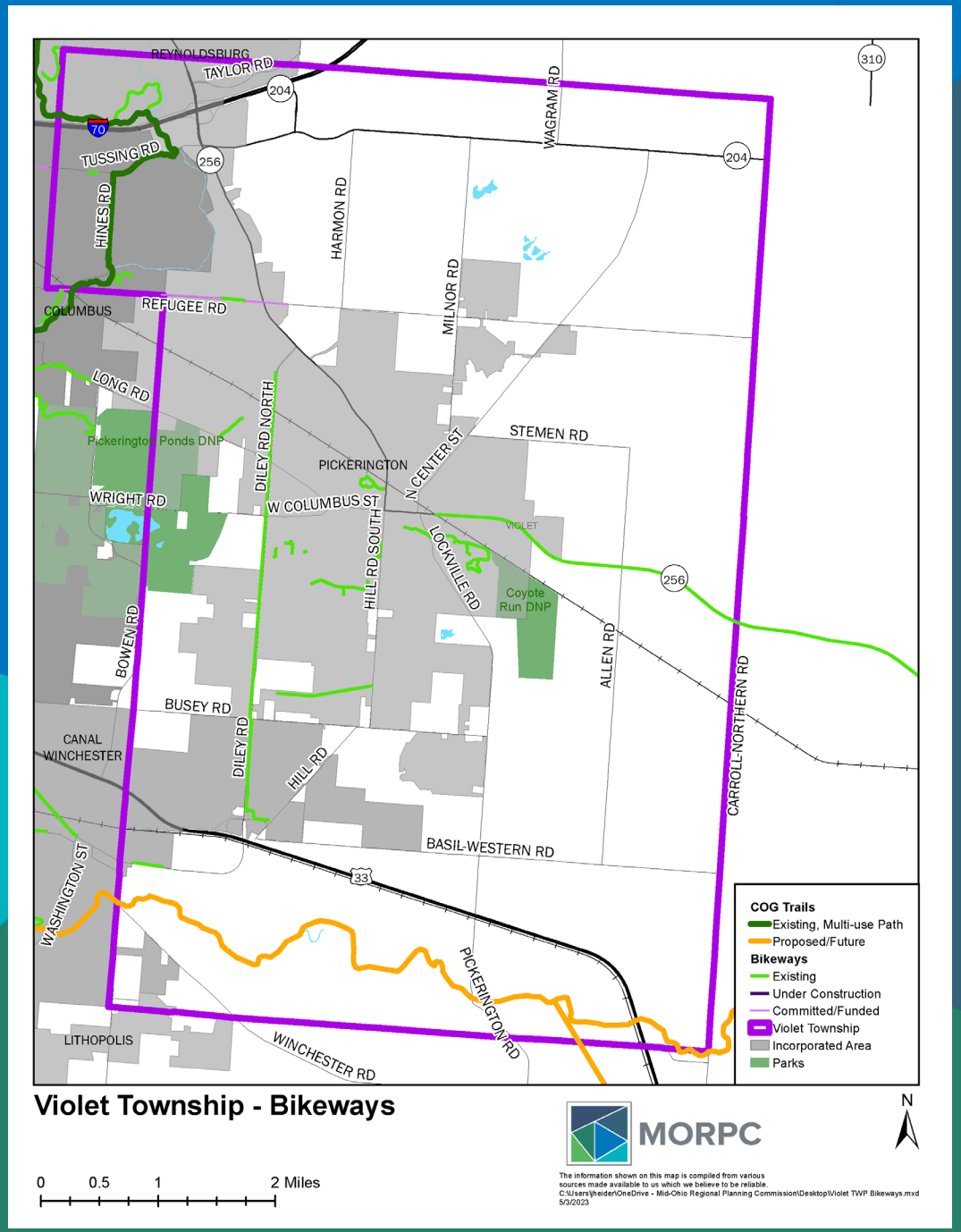

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2023 APBP Webinars

More than a cycle lane:
How investment in better walking and cycling networks improves accessibility for people with disabilities

Wednesday, June 21, 2023, 3:00 PM - 4:00 PM EST

Presenters:
- Melissa Bruntlett, Mobycon
- Maya Levi

When planning for universal access design, focus is often on technical guidelines, HOW to design more inclusive streets for people with disabilities. Perhaps less often discussed is understanding WHY investment in accessible public spaces is vital for their greater inclusion in daily life. Without this, plans with good intentions can miss critical elements that may unintentionally hinder someone with mobility challenges. In this webinar, the presenters will discuss how communities with well-connected networks of traffic calmed streets, cycleways, and pedestrian spaces allow for greater inclusivity for people with varying abilities.

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Email Jordan Petrov to participate in virtual viewing party for APBP webinars: jpetrov@morpc.org

THANK YOU!

NEXT COMMITTEE MEETING:

Tuesday, September 12

111 Liberty Street, Suite 100
Columbus, OH 43215

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