ACTIVE TRANSPORTATION COMMITTEE (ATC)

Q4 Meeting – December 12, 2023

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION
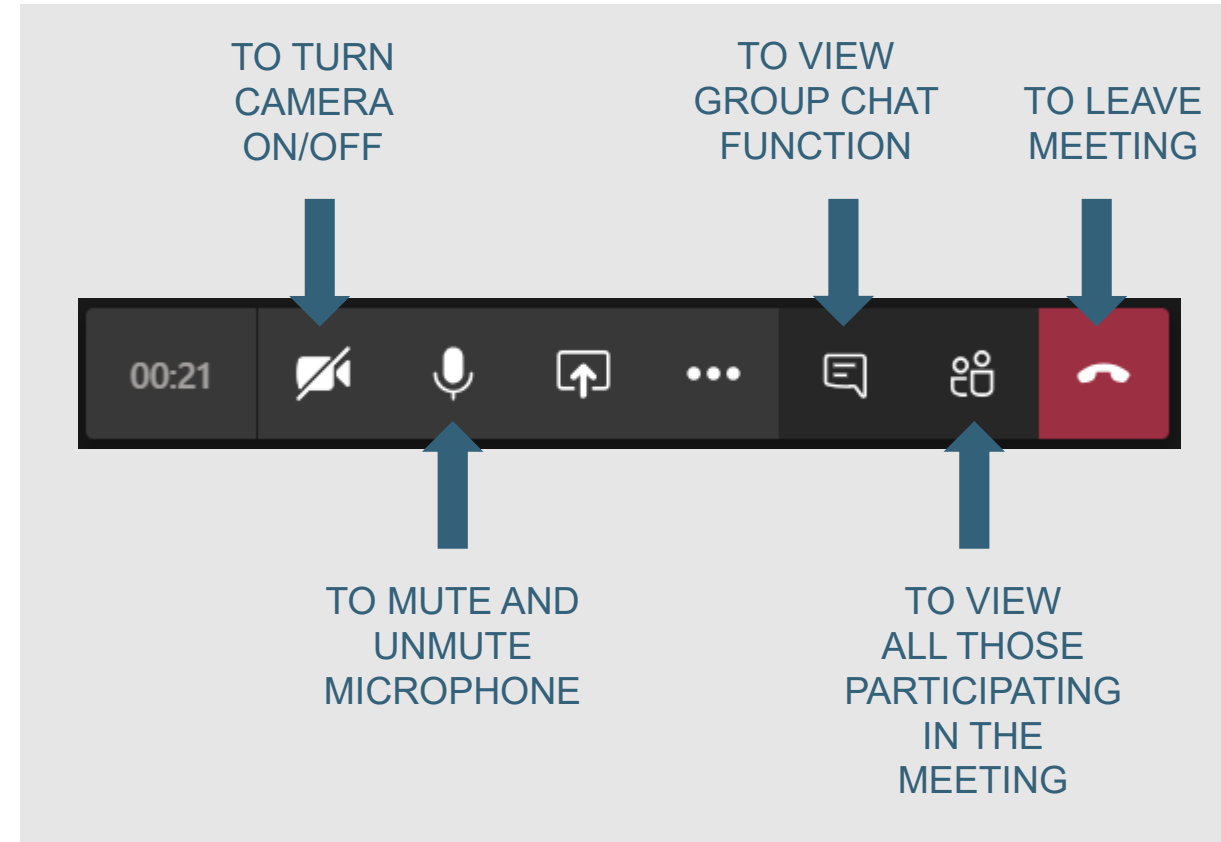
WELCOME!

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 <u>and</u> 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.

TO TURN CAMERA ON/OFF

TO VIEW GROUP CHAT FUNCTION

TO LEAVE MEETING

00:21

TO MUTE AND UNMUTE MICROPHONE

TO VIEW ALL THOSE PARTICIPATING IN THE MEETING

AGENDA

- Welcome and Introductions

- Committee Updates

- Local Community Highlights –
City of Grove City

- 2024-2050 Metropolitan Transportation
Plan (MTP) Updates

- MORPC Complete Streets Policy Update
(for 2024)

- Other Business

MORPC

Safe Streets and Roads for All (SS4A) FY23 Awards!

- $1,383,750 to the City of Columbus
  - Conduct safety planning activities and demonstration projects, including a lane reallocation project and a neighborhood slow zones pilot.

- $1,032,000 to the Mid-Ohio Regional Planning Commission
  - Update its Transportation Safety Action Plan, conduct safety audits, and install pedestrian safety improvements at 20 priority locations.

www.brown.senate.gov/newsroom/press/release/sherrod-brown-announces-new-investments-street-safety-across-ohio

Thank You to Our (Continuing) Co-Chairs!

Matthew (Matt) Peoples

City Administrator and Director of Public Service

City of Canal Winchester

Abbey Trimble

Community Health Program Manager

Delaware Public Health District

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2024 ATC Meeting Schedule (*Tentative*)

Quarterly, 4th Wednesdays

10 AM to Noon

Feb 28   May 22   Aug 28   Nov 27

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LOCAL COMMUNITY HIGHLIGHT: GROVE CITY

Kim Shields
Community Development Manager

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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**

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

MID-OHIO REGIONAL MORPC PLANNING COMMISSION

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

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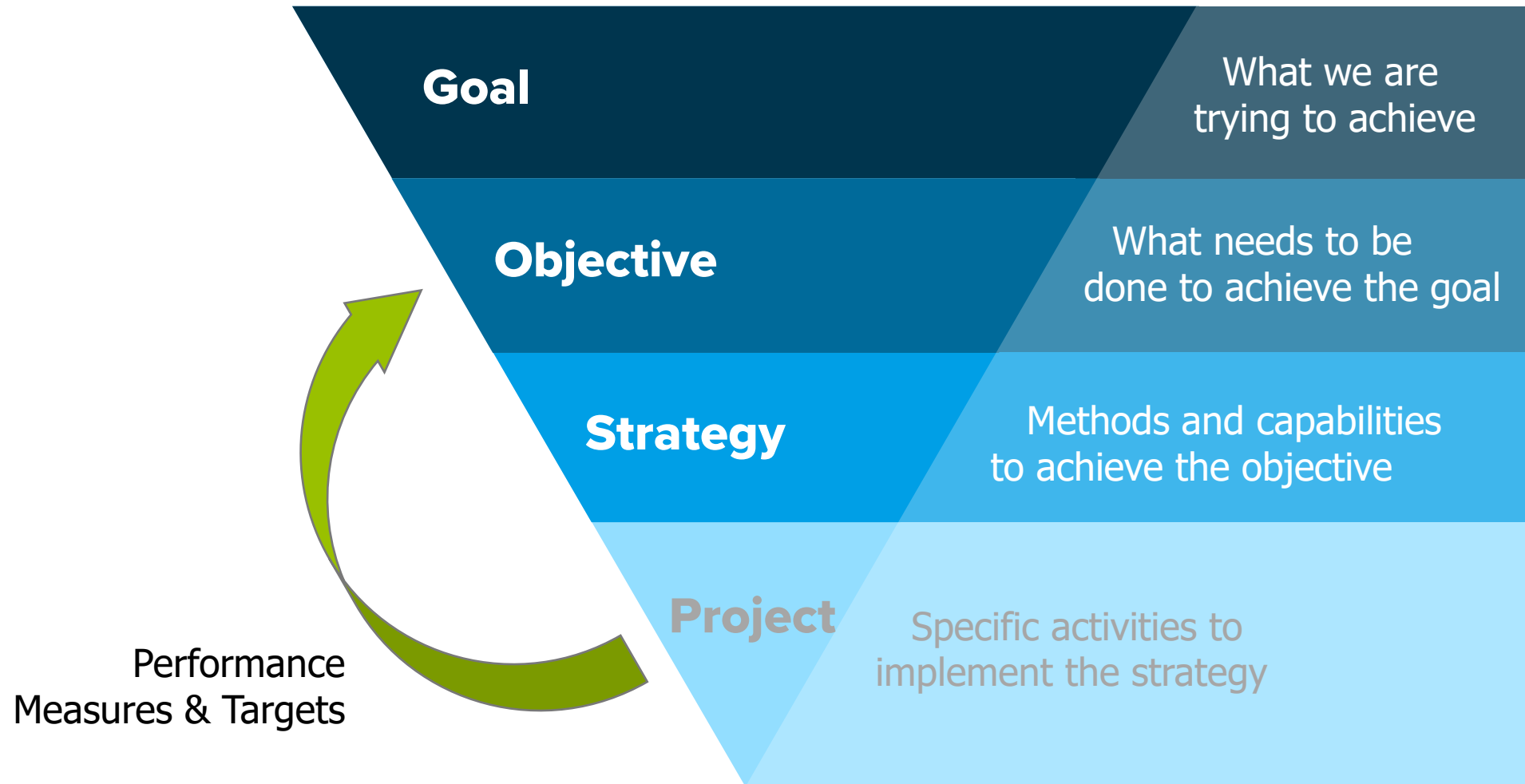
Provide transportation and mobility options to benefit the health, safety, and welfare of all people.

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.

Goal — What we are trying to achieve

Objective — What needs to be done to achieve the goal

Strategy — Methods and capabilities to achieve the objective

Project — Specific activities to implement the strategy

Performance Measures & Targets

DRAFT STRATEGIES & PROJECTS

- System Management
  - Preservation & Maintenance
  - Technology & Intelligent Transportation Systems
  - Demand Management
  - Safety & Security

- System Development
  - Infrastructure Projects
    - Bike/Ped
    - Transit
    - Freight
    - Roadways
    - Multimodal Connections & Hubs

DRAFT SYSTEM MANAGEMENT STRATEGIES

Physical Preservation

- PRES 1: Repair or replace bridges in poor physical condition

- PRES 2: Repave or reconstruct roads in poor physical condition

- PRES 3: Repave or reconstruct sidewalks and bikeways in poor physical condition

- PRES 4: Replace transit vehicles that are beyond their useful life

- PRES 5: Repair or replace transit facilities in poor physical condition

- PRES 6: Utilize advanced material and techniques to maximize life of transportation system components

- PRES 7: Continue to evolve consistent data collection and analysis procedures to rate the physical condition of the transportation system components

DRAFT SYSTEM MANAGEMENT STRATEGIES

Operations

- OP 1: Collect, develop, and maintain data on roadway, transit, bike and pedestrian conditions and other modes and share the data and information through technology.

- OP 2: Broaden the existing transportation system managed in a coordinated manner through Intelligent Transportation System technologies

- OP 3: Implement managed lanes along additional freeway corridors

- OP 4: Apply access management along arterial and collector corridors

- OP 5: Improve connections and coordination among transit system operators

- OP 6: Expand signal priority along additional roadway corridors for transit and emergency vehicles

- OP 7: Improve demand response transit service

- OP 8: Manage, improve and coordinate human service, private and public transportation, to better meet the needs and fill the gaps

- OP 9: Implement vehicle to infrastructure communications

- OP 10: Modify lane configurations of roadways, where appropriate, to safely match vehicle, transit, bike and pedestrian demand

- OP 11: Implement curbside management to facilitate package delivery and mobility as a service pick-up and drop-off while minimizing impact on transportation system operations

- OP 12: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration
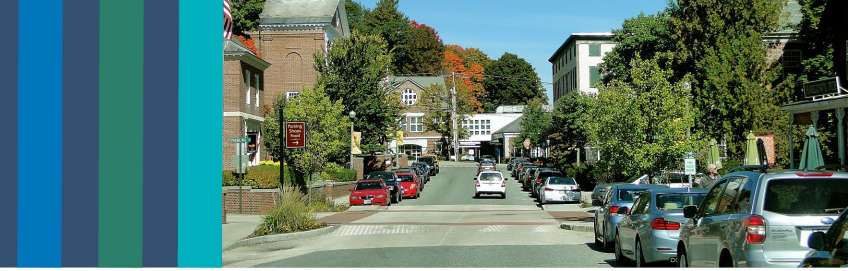
DRAFT SYSTEM MANAGEMENT STRATEGIES

Safety

- SAF 1: Collect, develop, maintain, and analyze crash data and identify regional safety emphasis areas and priority safety locations

- SAF 2: Collect, develop, maintain, and analyze data on transit safety

- SAF 3: Implement countermeasures that address priority safety locations

- SAF 4: Implement countermeasures that address transit safety issues

- SAF 5: Advance educational initiatives that address regional safety emphasis areas

- SAF 6: Advance legislative initiatives that address regional safety emphasis areas
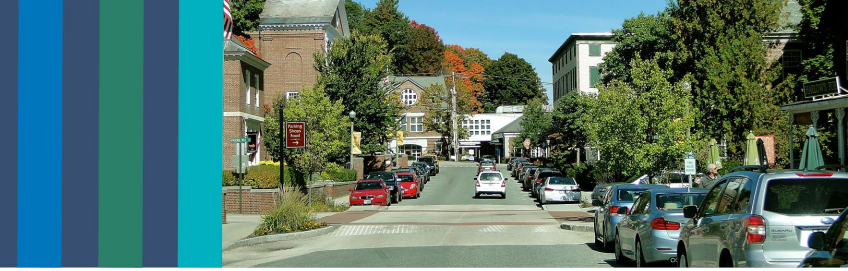
DRAFT SYSTEM MANAGEMENT STRATEGIES

Security

- SEC 1: Promote and strengthen security, <mark>including response and recovery plans</mark> for cyber security

- SEC 2: Promote and strengthen emergency preparedness efforts

- SEC 3: Collect, develop and maintain data and information to improve decision making

- SEC 4: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

DRAFT SYSTEM MANAGEMENT STRATEGIES

Demand Management

- DM 1: Collect, develop, and maintain data on roadway, transit, bike and pedestrian conditions and other modes and share the data and information through technology

- DM 2: Collect, develop, maintain and analyze travel demand data to identify opportunities to provide appropriate mobility options

- DM 3: Collaborate to reduce the need for vehicle travel through development regulations

- DM 4: Educate and market travel demand management (TDM) programs to increase use of transit, ride-share, bicycling, and walking

- DM 5: Create travel demand management (TDM) partnerships among the facilitators and providers of all modes of transportation, community leaders, and institutions that make up high-density trip generating districts

- DM 6: Make neighborhoods safely walkable, bikeable, and accessible by transit through non-infrastructure projects and programs

- DM 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

DRAFT SYSTEM DEVELOPMENT STRATEGIES

Bike & Pedestrian Infrastructure

- BP 1: Collaborate to build high comfort bicycle and pedestrian infrastructure through development regulations

- BP 2: Increase the quantity and quality of data on bicycle, pedestrian, and similar modes travel behavior

- BP 3: Expand high comfort bicycle and pedestrian networks through the implementation of complete streets

- BP 4: Implement the Central Ohio Greenways trail vision

- BP 5: Update the Active Transportation Plan and implement it to create high comfort regional pedestrian and bicycle transportation networks

- BP 6: Make neighborhoods walkable and bikeable through infrastructure projects that fill gaps in the high comfort pedestrian and bicycle networks

- BP 7: Ensure neighborhoods and employment locations have high comfort connections for pedestrians and bicyclists to the regional pedestrian, bicycle and transit networks

- BP 8: Facilitate multi-jurisdictional dialogue to improve opportunities through collaboration

DRAFT SYSTEM DEVELOPMENT STRATEGIES

Transit Infrastructure

- TRAN 1: Collaborate to build transit infrastructure through development regulations

- TRAN 2: Increase frequency on appropriate fixed route transit routes

- TRAN 3: Implement high capacity, rapid transit service along additional corridors

- TRAN 4: Expand geographic coverage of fixed route transit service

- TRAN 5: Implement appropriate additional/innovative service to address first/last mile needs

- TRAN 6: Make neighborhoods transit supportive through infrastructure projects

- TRAN 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

DRAFT SYSTEM DEVELOPMENT STRATEGIES

Freight Rail Infrastructure

- FRE 1: Improve at-grade rail crossings and close or grade-separate crossings where feasible

- FRE 2: Address congestion points "bottlenecks" on the rail system

- FRE 3: Collect information on and analyze freight activity to identify developing trends and work to disseminate that information among partners and peers

- FRE 4: Maximize the efficiency and provide needed capacity of rail terminals

- FRE 5: Implement technology for freight movement

- FRE 6: Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system

- FRE 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

DRAFT SYSTEM DEVELOPMENT STRATEGIES

Multimodal Infrastructure Connections

- MULTI 1: Forge public/private partnerships to provide resources to maintain and expand key linkages between air, rail and roadway transportation modes

- MULTI 2: Maximize efficiency of existing transit terminals and construct new transit terminals, mobility centers and park and rides with safe bike, pedestrian, and vehicle access where there is a convergence of transit routes or intercity rapid speed transportation modes

- MULTI 3: Incorporate vehicle sharing needs at transit terminals, stations and major stops

- MULTI 4: Improve transit, bike and pedestrian connections to airports

- MULTI 5: Alleviate existing or anticipated congestion at roadway and rail terminal access areas

- MULTI 6: Alleviate existing or anticipated congestion at roadway and air terminal access areas

- MULTI 7: Incorporate ground needs for flying intraregional transport such as drones for package delivery and personal transport

- MULTI 8: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

DRAFT SYSTEM DEVELOPMENT STRATEGIES

Roadway Infrastructure

- RDWY 1: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing freeways and at interchanges

- RDWY 2: Continue conversion of key divided expressways into limited access freeways

- RDWY 3: Construct new interchanges, where appropriate, to alleviate congestion or support regional development goals

- RDWY 4: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing arterial and collector corridors

- RDWY 5: Add capacity, where appropriate, at locations such as intersections to alleviate existing or anticipated congestion

- RDWY 6: Construct new roadways, where appropriate, to alleviate congestion or support regional or local development goals

- RDWY 7: Provide efficient connectivity of local roads to the arterial and collector roadway system

- RDWY 8: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration

DRAFT SYSTEM-RELATED STRATEGIES

- SYS 1: Collaborate to ensure localized and regional transportation systems needs are addressed in development decisions

- SYS 2: Develop transportation system to serve all demographic population groups

- SYS 3: Create plans and partnerships to attract investment in alternative fuel vehicles and infrastructure

- SYS 4: Implement best management practices for storm water runoff and implementation of green infrastructure

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
- Fiscal Analysis
- Draft strategies and projects

2024
- Impact Analyses
- Full draft document
- Public comment period
- May: MTP Adoption

Public Participation

2024 ACTIVITY

- Public Comment Period
- Community Presentations: December - February
- Impact Analyses
- Draft MTP document
- Public Comment Period & Open House
- MTP Adoption May 2024

2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

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MORPC COMPLETE STREETS POLICY UPDATE

Lauren Cardoni, MORPC

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Local Complete Streets Policies and Resolutions

Existing Policies and Resolutions

- Columbus – Complete Streets Resolution
- Delaware – Complete Streets Policy
- Dublin – Complete Streets Resolution
- Franklin County – Complete Streets Resolution
- Hilliard – Complete Streets Policy
- Gahanna – Complete Streets Policy
- Liberty Township – Complete Streets Policy
- Upper Arlington – Complete Streets Policy
- Westerville – Complete Streets Resolution
- Worthington – Complete Streets Policy

New Policies and Resolutions

- Powell – Complete Streets Resolution
  - Adopted August 2023

- Reynoldsburg – Complete Streets Policy
  - Adopted September 2023
  - Developed in collaboration with Franklin County Public Health and MORPC
  - Addresses all ten elements of a "model policy" recommended by Complete Streets Coalition
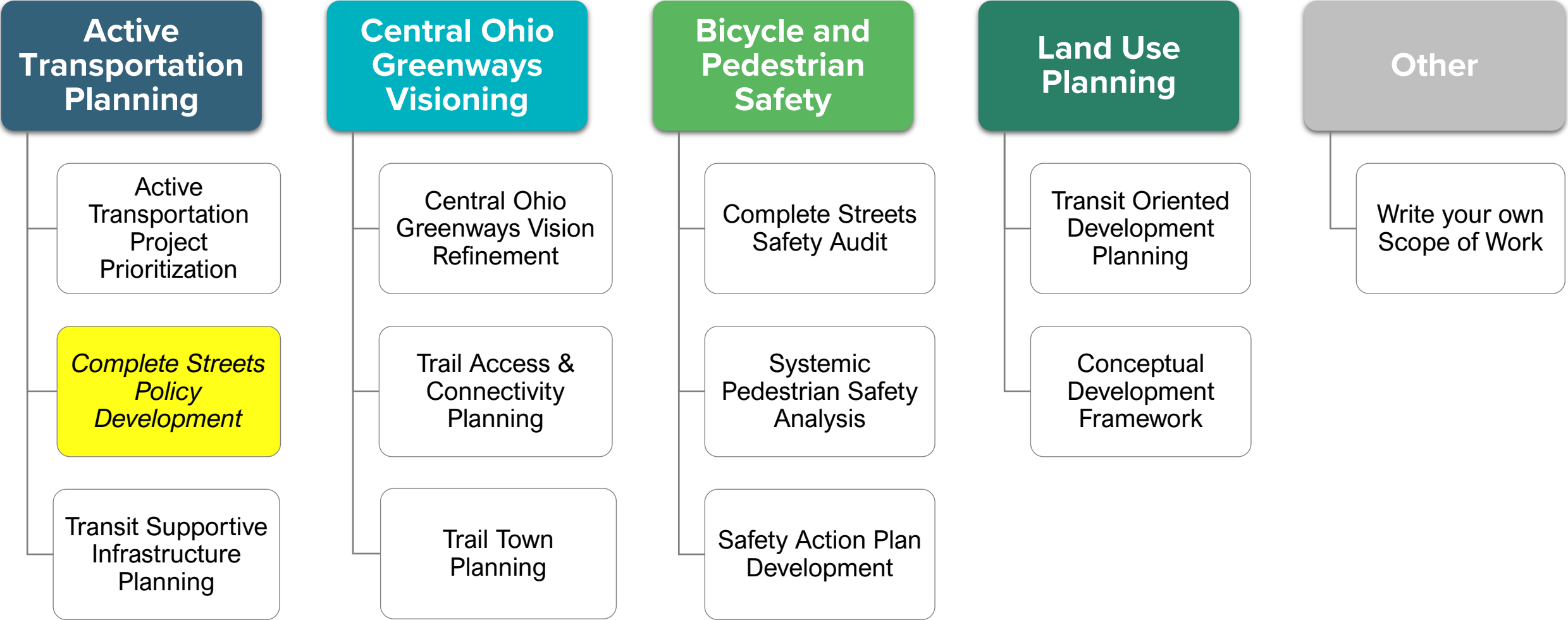
MORPC Complete Streets Policy – Why Update?

- New and Updated Best Practices, Guidelines, and Resources
- National Roadway Safety Strategy and Safe System Approach
- NCSC Complete Streets Policy Framework Elements Update
- "MORPC shall, at a minimum, evaluate this policy every two years…"
- AFC Reviewing Policies for Managing MORPC-Attributable Funds
- Traffic fatalities in Central Ohio continue to increase

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MORPC-Attributable Funding Timeline

- 2 Year Cycle

Review & Update Policies — **Now thru Early 2024**

Public Comment — **Early 2024**

Adopt Policies — **May 2024**

Updates, Screening & Final Applications

Review & Evaluate Applications

Recommend Funding Commitments

Public Comment

Adopt Funding Commitments
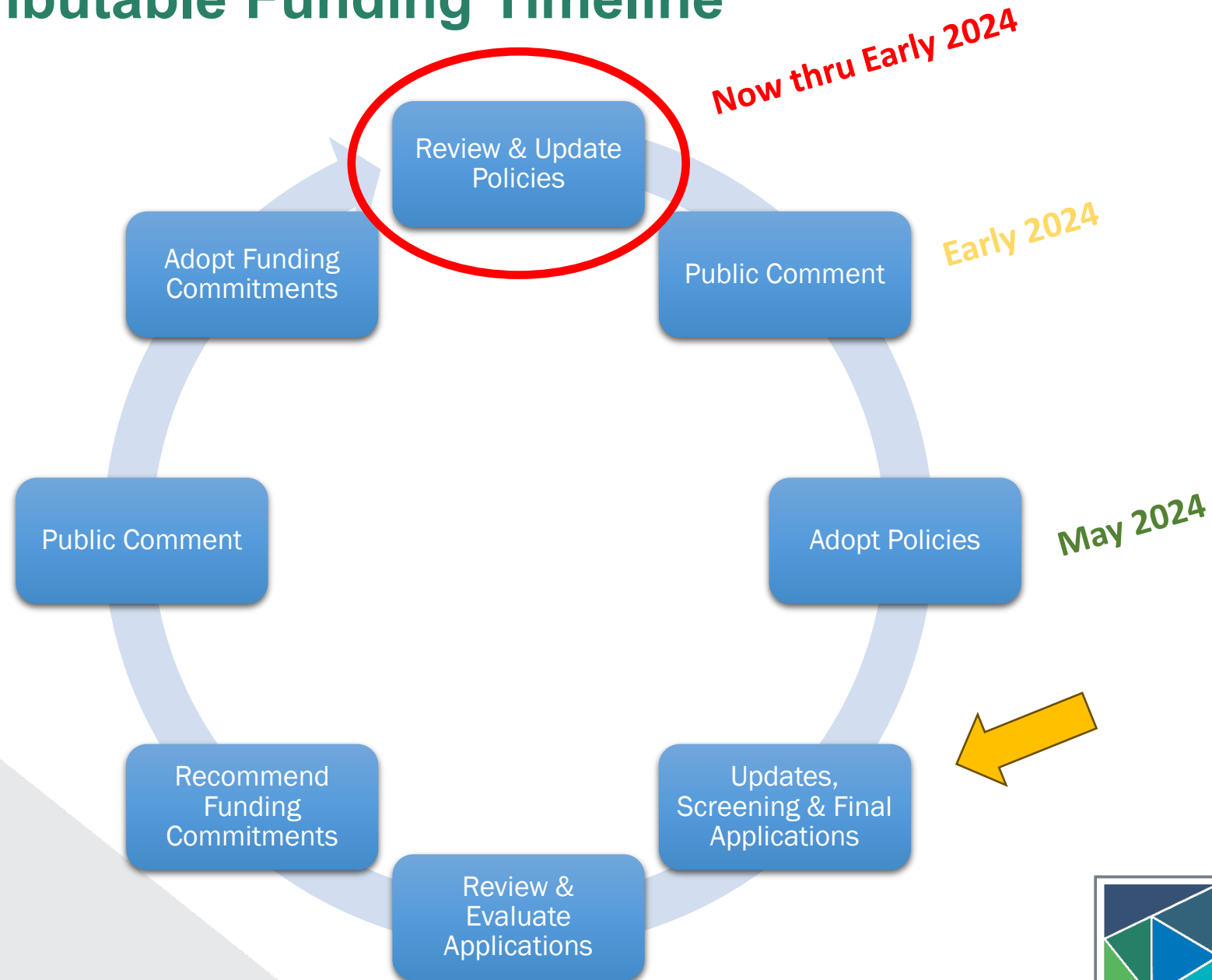
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Thoughts & Discussion

- Minor policy update or deeper dive?

- Specific areas of focus?

- Any other relevant best practices, considerations, etc.?

- Supplemental materials?

- Other thoughts?

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Policy Sections

1. Complete Streets Defined
2. Background and Vision
3. ==Purpose==
4. ==Applicability and Review Process==
5. Policy
    1. ==Requirements==
    2. Recommendations
6. Appeal Process
7. Design
8. ==Implementation and Evaluation==

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Section 3. Purpose

Section 3. Purpose

The Complete Streets policy outlines the requirements and recommendations for project development to ensure implementation of the vision set forth in *Section 2, Background and Vision*, as well as established regional goals and objectives.

The following principles guide this policy and serve as the basis for the recommendations and requirements established in *Section 5, Policy*.

Complete Streets:

1. Serve people of all ages and abilities using all modes of transportation, as well as the movement of goods, without loss of life or serious injury;
2. Are key to creating a Safe System, and specifically incorporate the six principles of the Safe System Approach;
3. Consider not only the presence of a transportation facility for vulnerable road users, but also the level of comfort and safety provided by that facility; ~~and~~
4. Provide safe and comfortable accommodation for vulnerable road users both *along and across* the right-of-way where necessary and appropriate; and
5. Require connected travel networks, best-practice design criteria, and context-sensitive approaches;

Section 4. Applicability and Review Process

Complete Streets Review Process

The following steps are part of the general review process of MORPC-funded projects.

1. **Step 1**: As described in MORPC's attributable funding application process, MORPC staff will host an applicant workshop following the announcement of the solicitation of applications. The workshop will include an overview of the Complete Streets Policy and provide an opportunity for project sponsors to discuss the policy requirements with MORPC staff.

2. **Step 2**: MORPC staff perform an initial screening of new funding requests through the attributable funding application process. Staff will be available throughout the funding application process to provide technical assistance related to compliance with the Complete Streets Policy.

3. **Step 3**: Project sponsors applying for MORPC-attributable federal funding will be asked to acknowledge that their project will adhere to the Complete Streets Policy, and explain how their project will safely and comfortably accommodate vulnerable road users. This should include a description of the pedestrian, bicycle, and transit facilities that will be included in the project. If the project does not provide any of these facilities, the project sponsor must explain why.

4. **Step 4**: After MORPC has committed funding to a project, MORPC staff will review the project throughout the project development process to provide assistance where needed and ensure that the requirements of the Complete Streets Policy are met. Due to the flexibility of the policy and the variety of approaches that a sponsor may take to complete a street, MORPC staff will work with the project sponsor throughout the project development process to find an acceptable solution for both parties.

See next slides for proposed changes.

6.2 Screening Application

After reviewing the Screening Applications for eligibility and completeness, MORPC staff will confirm the selected Activity Category. The AFC will consider the forecast of available funding and the new funding requests and direct the staff to advise each sponsor about the competitiveness of their applications and recommend which ones are good candidates to submit Final Applications. Additionally, staff will consult with the AFC regarding each screening application's compliance with MORPC's Complete Streets Policy, Smart Steets Policy, and NEPA. Any projects found not to comply with these policies or NEPA will be advised to revise their project scope before submitting a final application. If a sponsor submits more than one Final Application, the sponsor will provide a priority ranking of the applications.

Section 4. Applicability and Review Process

Complete Streets Review Process

The following steps are part of the general review process of MORPC-funded projects.

1. **Step 1**: As described in MORPC's attributable funding application process, MORPC staff will host an applicant workshop following the announcement of the solicitation of applications. The workshop will include an overview of the Complete Streets Policy and provide an opportunity for project sponsors to discuss the policy requirements with MORPC staff.

2. **Step 2:** MORPC staff perform an initial screening of new funding requests through the attributable funding application process, which will include review of the proposed project's compliance with the Complete Streets Policy. Staff will be available throughout the funding application process to provide technical assistance related to ~~compliance with the~~ Complete Streets Policy requirements. Compliance with this Policy is a factor in project eligibility and selection for funding.

Policies for Managing MORPC-Attributable Funds

Appendix A: Project Application Form

> **23.** Explain how the proposed project will accommodate pedestrians (including ADA compliance), bicyclists, transit users, and digital infrastructure once completed, in conformance to MORPC's Complete Streets Policy and Smart Streets Policy. Include a description of how the project will connect to the nearest existing facilities of each type.

> **24.** If you are not providing any pedestrian, bicycle, or transit facilities, or connecting to the facilities nearest to the project, please explain what alternatives were considered and why they were rejected for each type of facility.

Section 4. Applicability and Review Process

Complete Streets Review Process *(cont.)*

3. **Step 3**: Project sponsors applying for MORPC-attributable federal funding ~~will be~~ are asked to acknowledge that they have read the Complete Streets Policy, and they must describe how their project will ~~adhere to the Complete Streets Policy~~ address the policy requirements. This currently includes listing the pedestrian, bicycle, and transit components that will be included in the proposed project. ~~and explain how their project will safely and comfortably accommodate vulnerable road users. This should include a description of the pedestrian, bicycle, and transit facilities that will be included in the project~~. If the project does not provide any of these facilities, the project sponsor must explain ~~why~~ if and what alternatives were considered and why they cannot be provided.

Policies for Managing MORPC-Attributable Funds

9.3 Commitment Update Form

Significant changes to the scope of the project, including changes to the bicycle, pedestrian, and transit accommodations included in the scope, may require submittal of a new Final Application. The AFC will review significant scope changes and ask sponsors to submit a new Final Application if the scope changes would have likely impacted the projects evaluation or compliance with NEPA or MORPC's Complete Streets and Smart Streets policies.

Section 4. Applicability and Review Process

Complete Streets Review Process *(cont.)*

4. **Step 4:** After MORPC has committed funding to a project, MORPC staff will review the project throughout the project development process to provide assistance where needed and ensure that the requirements of the Complete Streets Policy are met. Due to the flexibility of the policy and the variety of approaches that may be taken ~~that a sponsor may take to complete a street~~, MORPC staff will work with the project sponsor throughout the project development process to find an acceptable design solution for both parties. Should a project design change significantly from the original scope (and funding application) to no longer be in compliance with the Complete Streets Policy, the project sponsor may be required to submit a new application to the Attributable Funds Committee.

Thoughts & Discussion

- How do we determine context sensitivity?

- How do we determine optimal level of comfort and safety?

- How do we prioritize safety?

- How do we measure and track how well projects are meeting the requirements?

- Other considerations?

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Section 5. Policy

Section 5. Policy

MORPC requires that all projects receiving MORPC-attributable federal funding adhere to this policy. Any project receiving MORPC-attributable funding must meet the requirements outlined below. Each of these requirements addresses one or more of the principles established in *Section 3, Purpose,* and helps Central Ohio to meet established regional goals and objectives. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

Requirements

1. Designs shall include accommodation of people using all modes of transportation and be sensitive to the context of the project setting (existing land uses, proposed land uses, etc.). It is important to note that Complete Streets may look different for every project and road type. However, every project shall be designed to optimize the level of comfort and safety for the people who are most vulnerable on our roadways, with due consideration of issues such as accessibility, functionality, and connectivity. The tools and resources in the Active Transportation Plan (ATP) provide the relevant guidance for determining appropriate facility types based on roadway conditions.

2. People of all ages and abilities using all modes of transportation shall be accommodated during the entire life cycle of a project, including planning, design, construction, operations, and maintenance.
   a. This includes providing accommodations for people using all modes of transportation to continue to use the road safely and efficiently during any construction or repair work that infringes on the right-of-way and/or sidewalk.

3. Safety shall be prioritized for the people who are most vulnerable on our roadways. Safety improvements for vulnerable road users will not be compromised to achieve improved level of service for less vulnerable users.

Section 5. Policy

4. A systems approach shall be used in developing every roadway project to ensure regional connectivity of Complete Streets elements throughout the entirety of the project limits.
   a. If there is an existing facility or another project planned or in development near this project, the two shall be coordinated to ensure consistency and future connectivity between the facilities serving the corridor.
   b. Logical termini shall be chosen to include connections through "pinch points," such as overpasses, railroad crossings, and bridges. Logical termini shall also be designed to provide safe and adequate transitions at facility end points.
   c. If the project is adjacent to a destination point, such as a school, recreational facility, shopping center, hospital, office complex, or transit facility, the project shall provide the opportunity for the destination to have access to the project's pedestrian and bicycle facilities.

5. Every project shall consider future planned facilities or services and likely future demand for all modes, and not preclude the provision of future improvements.

Section 5. Policy

6. Every project shall involve the local transit agency in the design process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided. The project sponsor shall engage the local transit agency at the start of the Project Development Process and provide the opportunity for the transit agency to participate throughout the entire process.
   a. Public transit facilities shall be designed with the goals of Complete Streets in mind by including sidewalks, bicycle connections, or secure bicycle parking, among others.
   b. When designing a facility that includes or crosses an existing or future transit route, ensure that the appropriate pedestrian and ADA access is provided to and from the transit stops.

7. Each project shall use the most appropriate design standards and procedures. For projects using MORPC attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual, as well as the Ohio Manual of Uniform Traffic Control Devices. Additional resources can be found in *Section 7, Design,* regarding best practice design guidelines and procedures.

Thoughts & Discussion

- Documenting exceptions/appeals

- Types of performance measures

- Integration with regional plans

- Accessible data & information

- Promotion of success

  - Regional "awards"
  - Recognition in MTP Report Card
  - Recognition at Safety Forum

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OTHER BUSINESS

TRAILS & AT SUB-REGION MEETINGS

MID-OHIO REGIONAL
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SUBREGION COLLABORATION MEETINGS

Trails and Active Transportation in the…
- Southwest Region : November 8, 2023
- Northeast Region : November 14, 2023
- Southeast Region : November 16, 2023
- Northwest Region (PARTNA) : *August 1, 2023*
  (Partnership for Regional Trails in the Northwest Area)
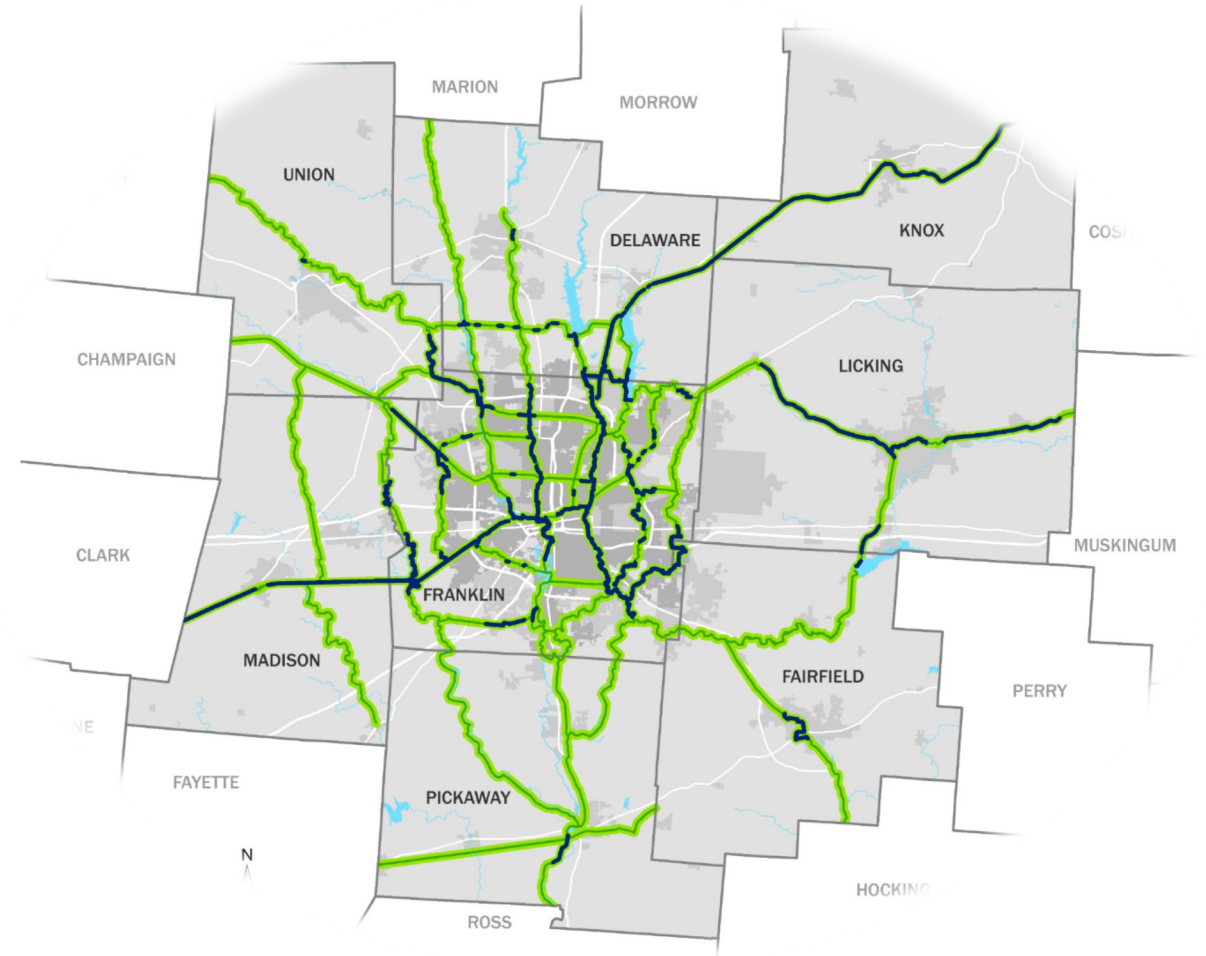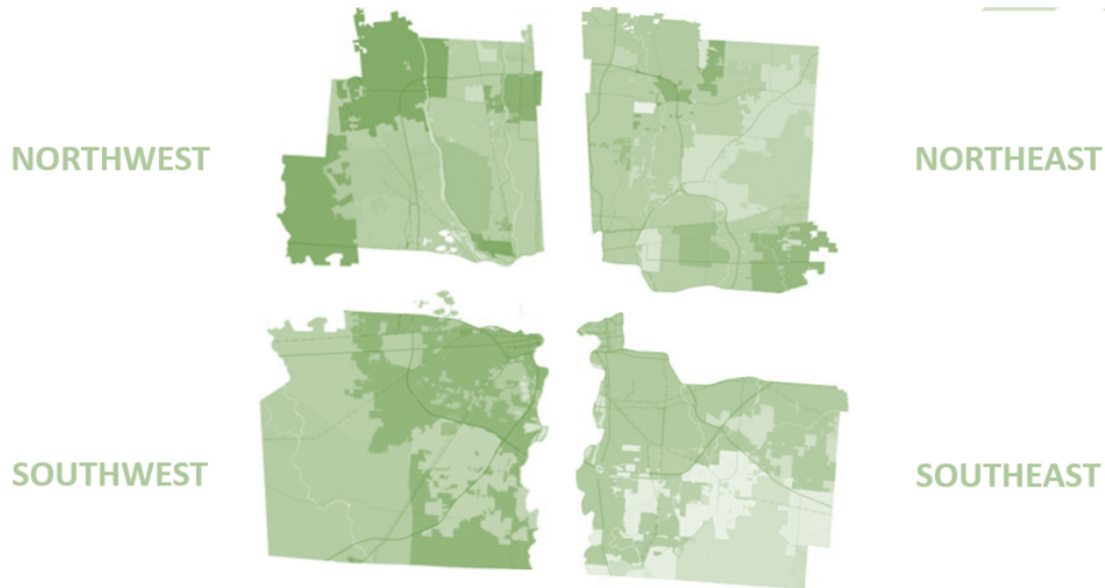
REGIONAL ACTIVE TRANSPORTATION & TRAIL PLANNING

- Central Ohio Greenways (COG) Vision
- Metropolitan Transportation Plan (MTP)
- Central Ohio Active Transportation Plan (ATP)
- CORPO Transportation Plan (CTP)
- MORPC Technical Assistance Program
- MORPC Active Transportation Committee
- MORPC Complete Streets Policy
- MORPC Non-Motorized Data Collection Program

www.morpc.org/atp
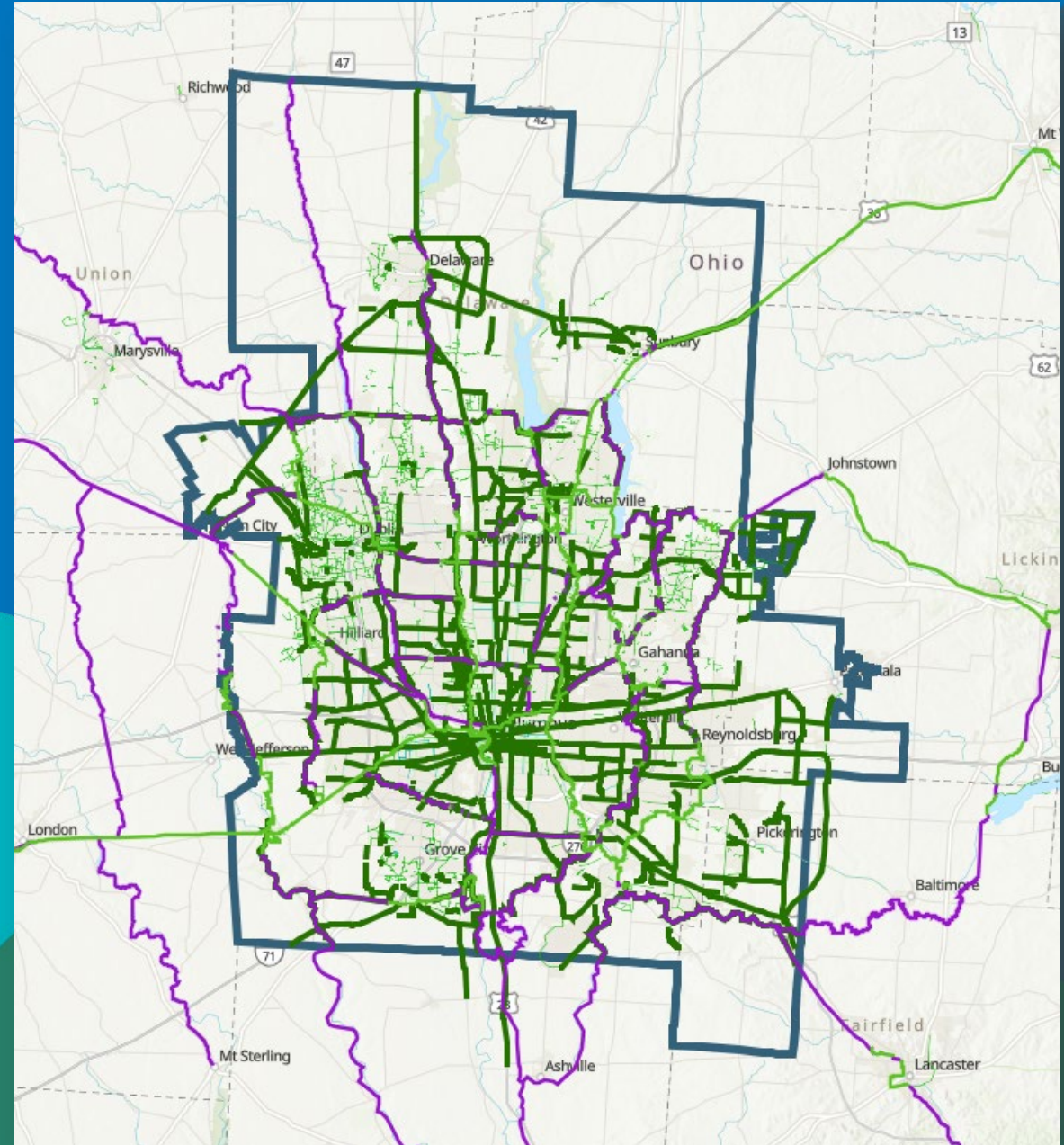
MEETING HIGHLIGHTS

- There's a lot going on with Trails & AT throughout the region!

- Continue hosting these meetings annually
  - In-person at MORPC?
  - Expand the invite list?

- Continue/enhance coordination with the LinkUS Transit-Supportive Infrastructure efforts

- Look into potential for larger regional ATP (integrate MPO and CORPO AT & Trails planning into single regional plan – ATIIP?)

- Each quadrant had some level of changes/additions to propose for the COG Vision

- **Other thoughts or feedback?**

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POTENTIAL REGIONAL TRAIL CONNECTIONS

TA Program Recommendations and Quadrant Meeting Brainstorming

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US 62

- Consideration for COG and Active Transportation
- Rail Corridor
- Alignment "to keep in mind"
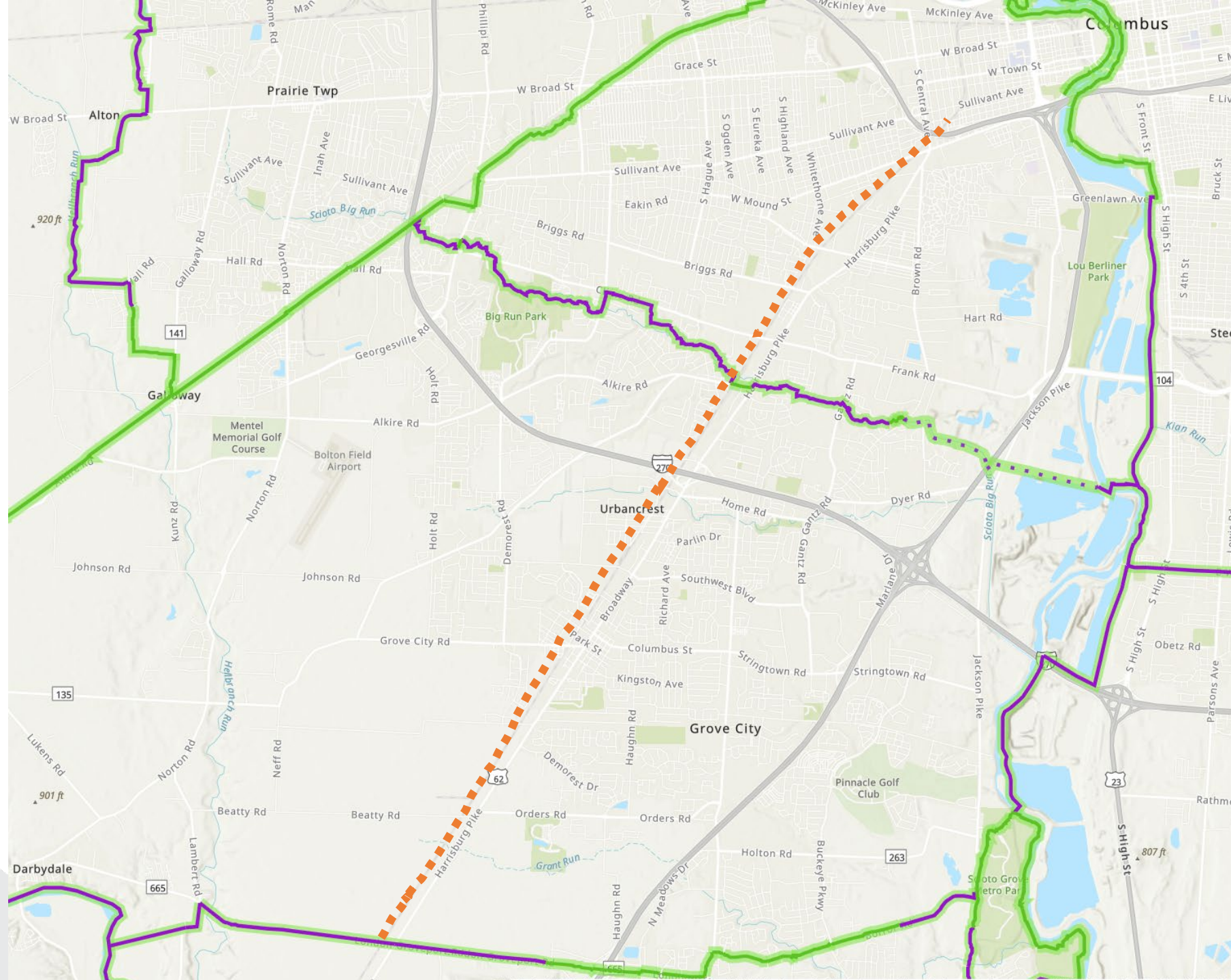
Johnstown to Sunbury & Centerburg

Ideas from Subregion Meetings:

- Continuation of 36/37 trail from Delaware – through Berlin Township (see next slide)

- Potential rail-trail between Centerburg and Johnstown – connect through Hartford
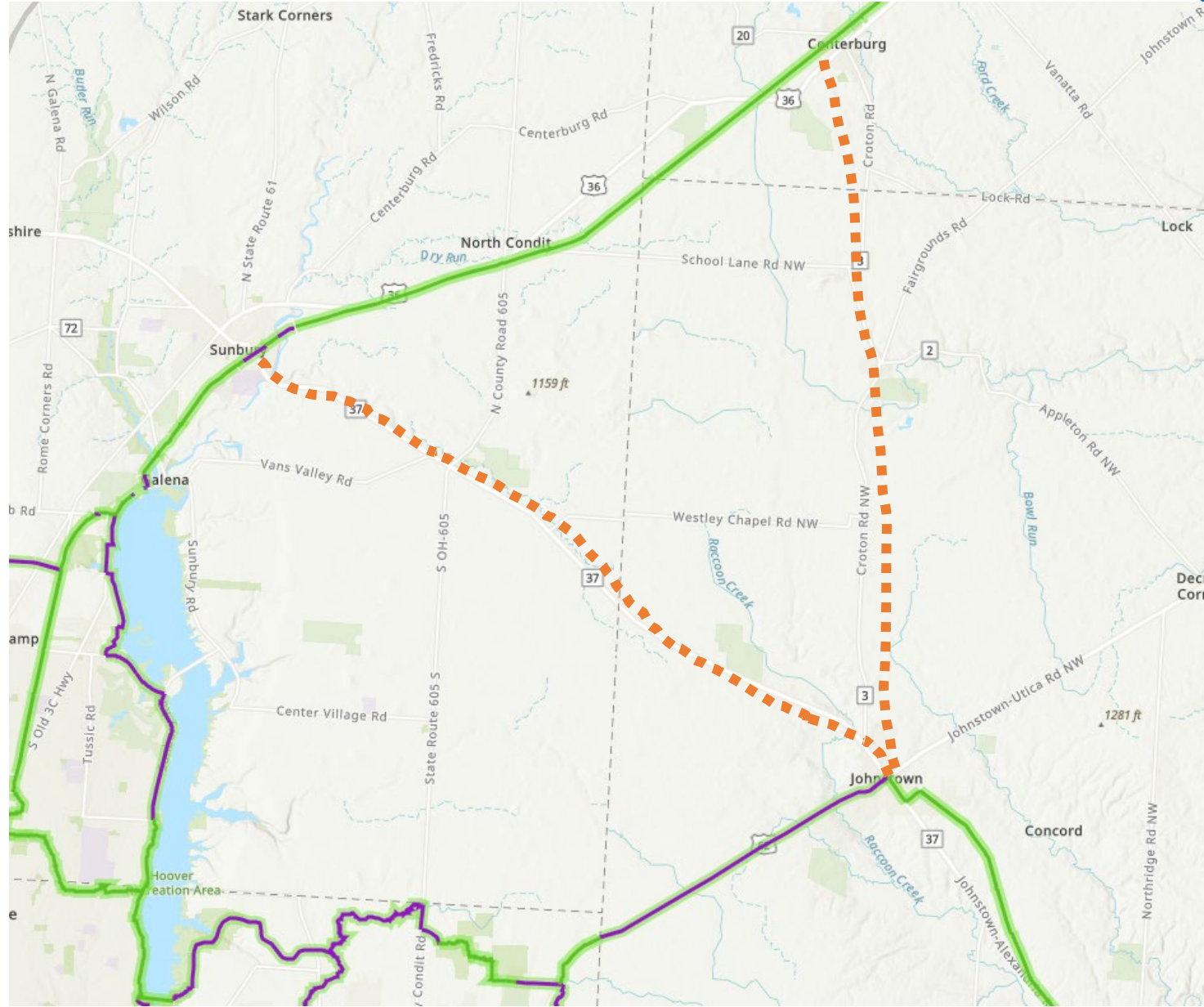
Delaware Run & 36/37 Connector

Recommendations from MORPC TA Program services with Berlin Township and City of Delaware

Could extend beyond Scioto Trail and O2E into neighboring counties/communities
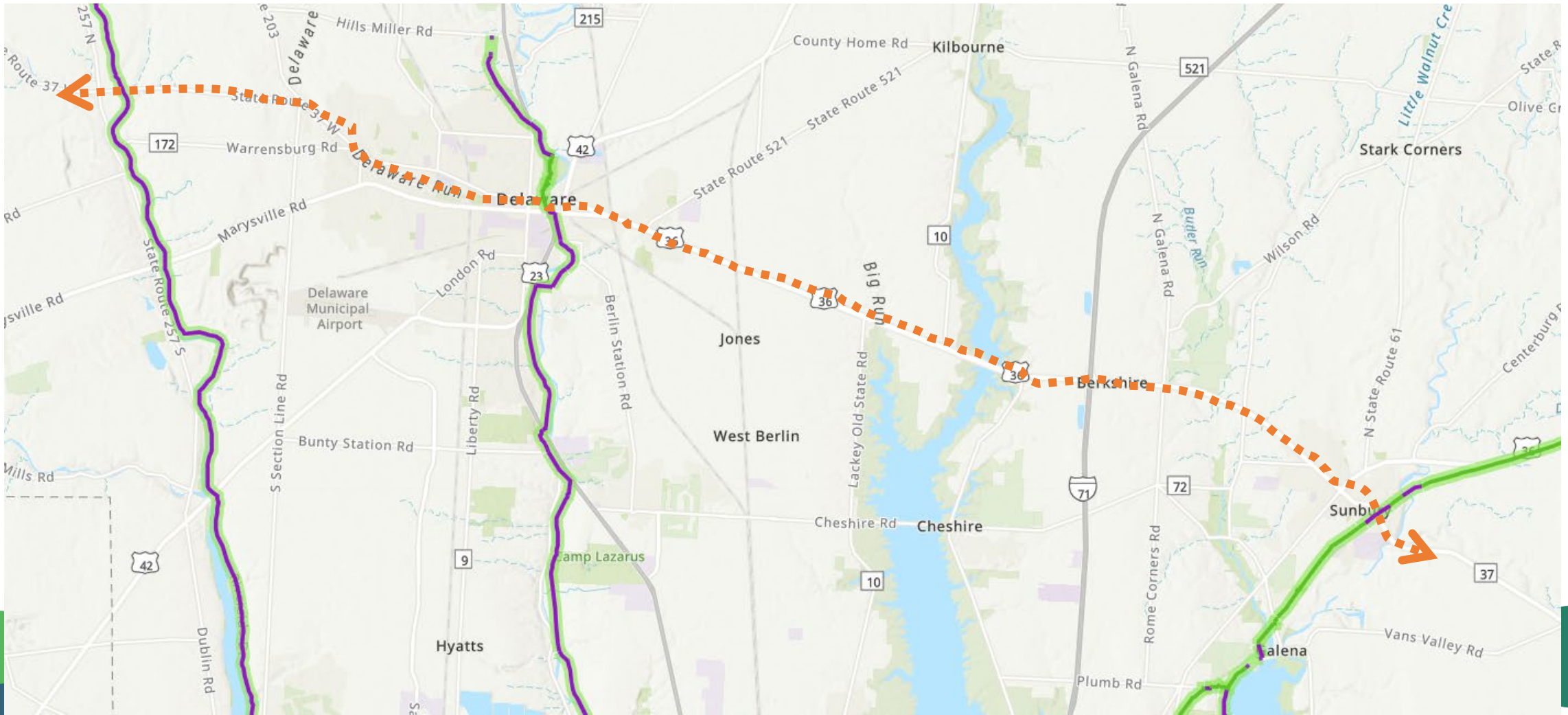
Berlin Township Connectors
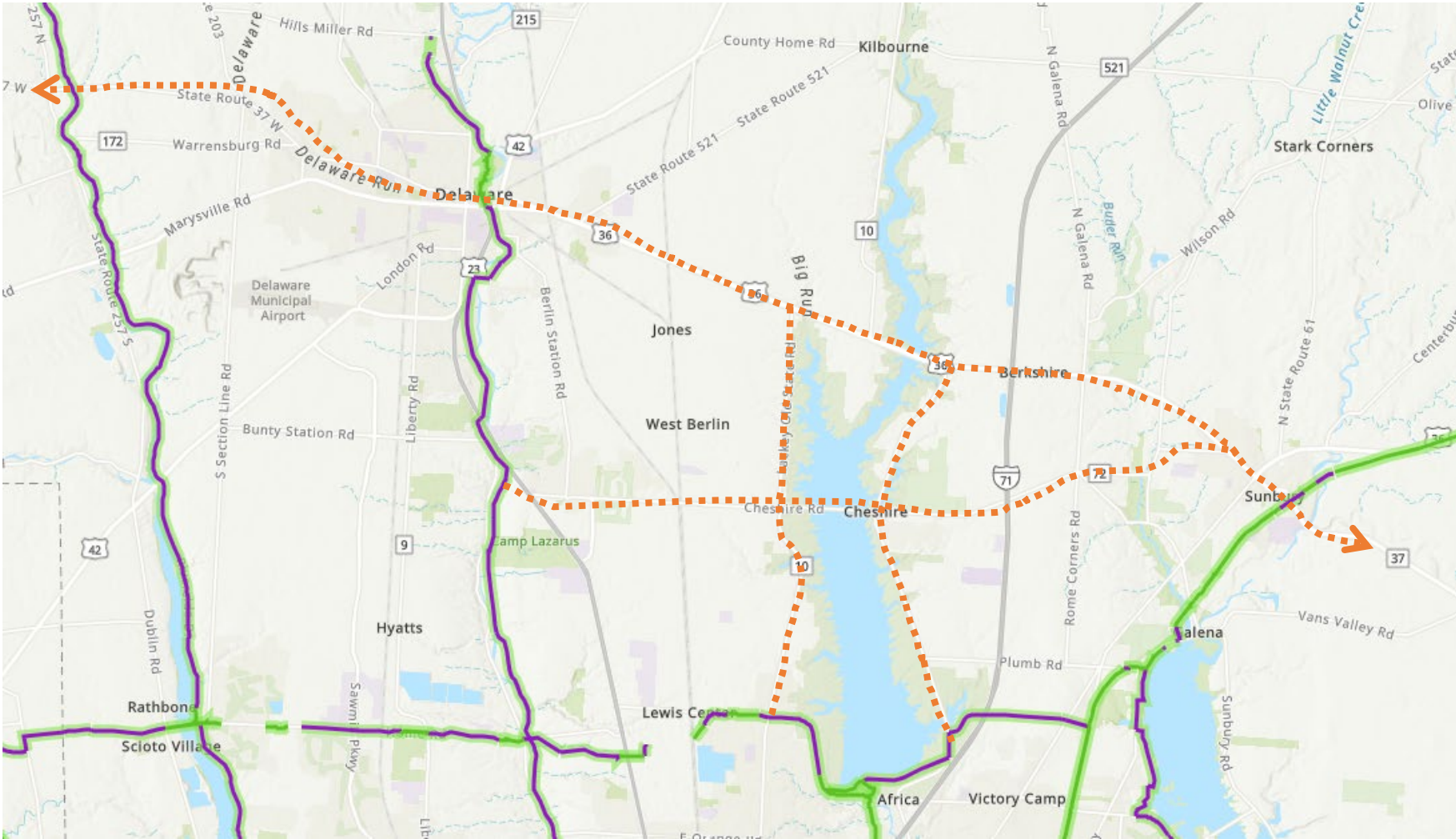
NW Fairfield County
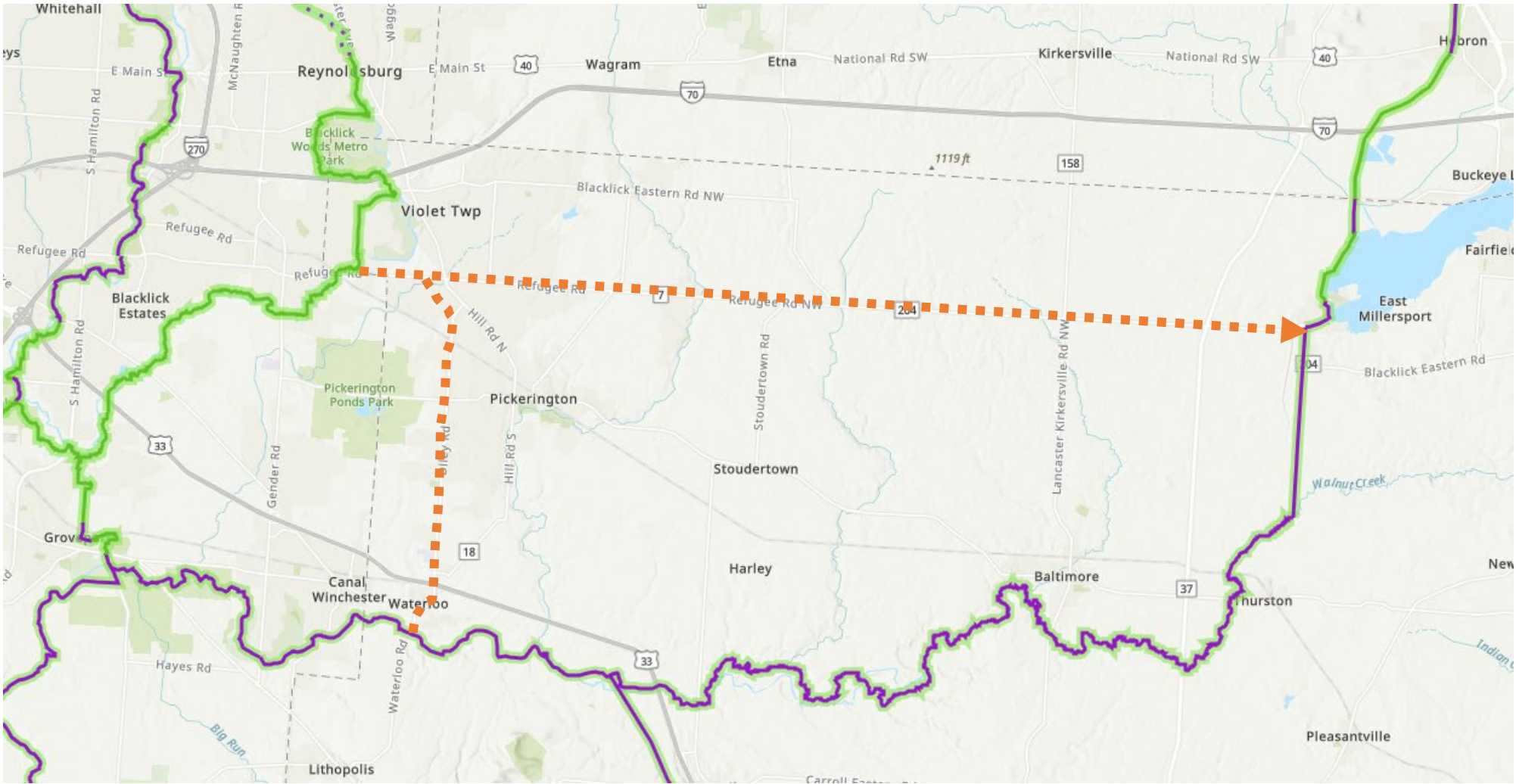
2024 Technical Assistance Awards

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Active Transportation Planning

Active Transportation Project Prioritization

**Franklin Township
(Franklin County)**

**Jefferson Township
(Franklin County)**

2024 Technical Assistance Program Timeline

September 15, 2023	• Call for Applications
September 18, 2023	• Informational Webinar
October 13, 2023	• Deadline to Submit Applications
November 3, 2023	• Awardees Notified
Early December	• Scoping/Kick-off Meetings with Awardees
January 2024	• Technical Assistance Services Begin
[Spring 2024]	• **Stakeholder (& Public) Engagement Activities**
[Summer 2024]	• Completion of Technical Assistance
⭐ [Late Summer/Fall 2024]	• **Applications Open for 2025 Program!**

www.morpc.org/program-service/technical-assistance-program

TRAINING & FUNDING OPPORTUNITIES

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ODOT Multimodal Design Guide Workshop

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Join us to learn more about *practical application of design topics covered in the* [ODOT Multimodal Design Guide](#) *(MDG).*

- **Friday, Feb 2, 2024**
- 9:00 AM to 4:30 PM
- MORPC, Town Hall
- Registration is required
- Space is limited!

https://ltap.enrollware.com/enroll?id=8953516

Ride Leader Training

- Training provided by TOOLE Design
  - Funded through the Creating Healthy Community (CHC) program at ODH

- 3-day, 30-hour training

- Goal of workshop
  - Become a ride leader for your community
  - Develop skills to plan and lead educational and recreational rides
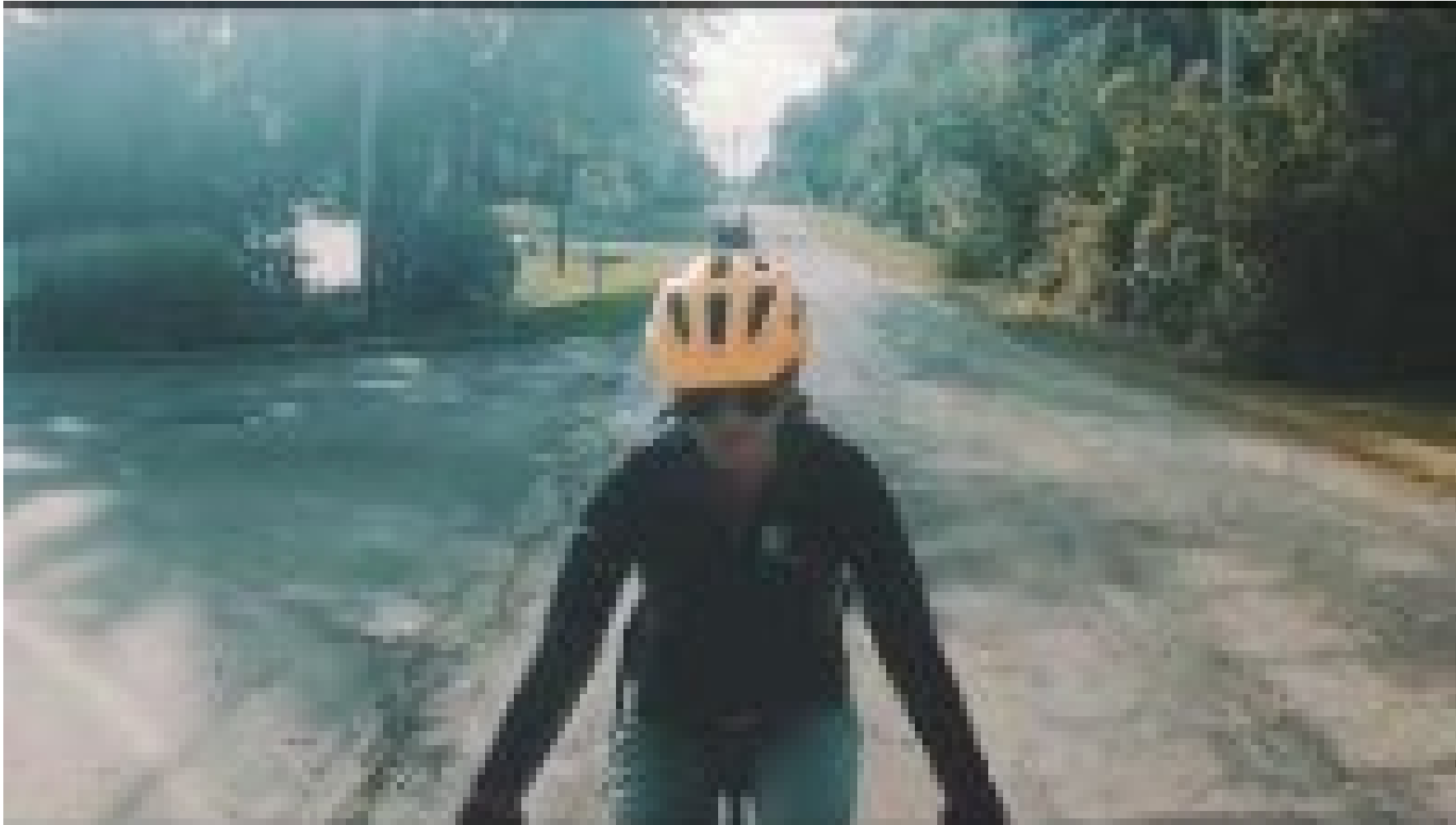 - Increase personal competence riding in new situations
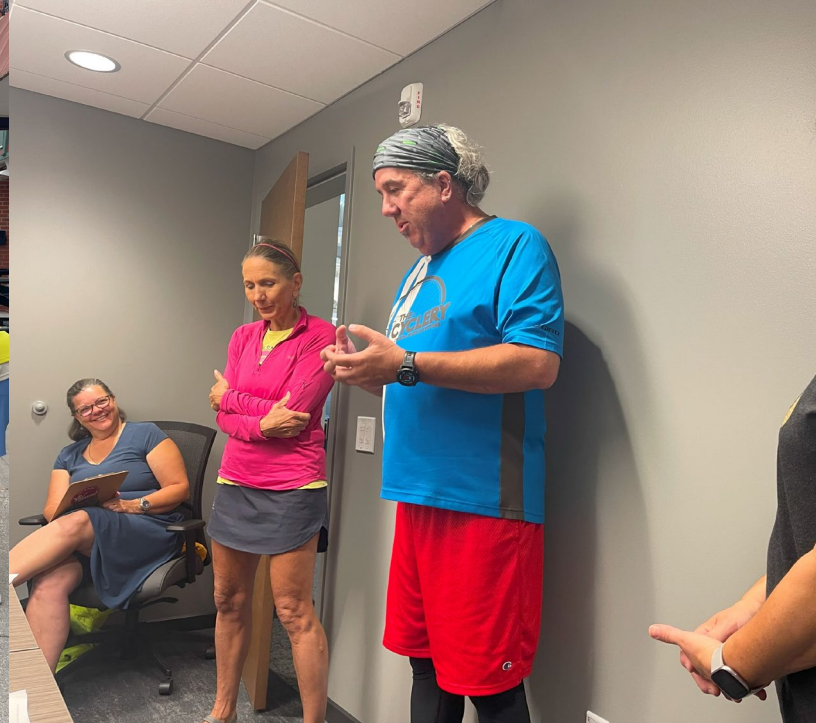
Ride Leader Training

- In classroom and on the street learning

- Each participant took the lead on a ride

- Real world experience on how to successfully lead a ride

Ride Leader Training Video

[Train The Trainer Bike Leader Training (youtube.com)](youtube.com)

Grant Opportunities

- RAISE – NOFO just released
  - Applications are due February 28, 2024
  - Webinar on 12/19: [How to Compete for RAISE Grants](#)
  - Any communities planning to apply?

- USDOT SS4A – FY24 NOFO expected in February (Year 3 of 5)
  - Still awaiting FY23 2nd round announcements (Dec)

- ODOT Safety Funding
  - HSIP: Systemic Safety apps due January 31
  - SRTS: Application opens in January; due March 1

*MORPC can provide assistance, letters of support

ODOT Updates

- Fall HSIP Formal Apps awarded
  - 26 projects for $76.8M
  - 16 roundabouts!

- Statewide VRU Assessment completed
  - Will be released soon

- Safety Map Viewer updates
  - New systemic priorities and Justice 40 data available
  - Statewide priority lists are delayed – likely late winter/early spring

- Ped/Bike Purchasing Contact
  - Available soon for all LPAs
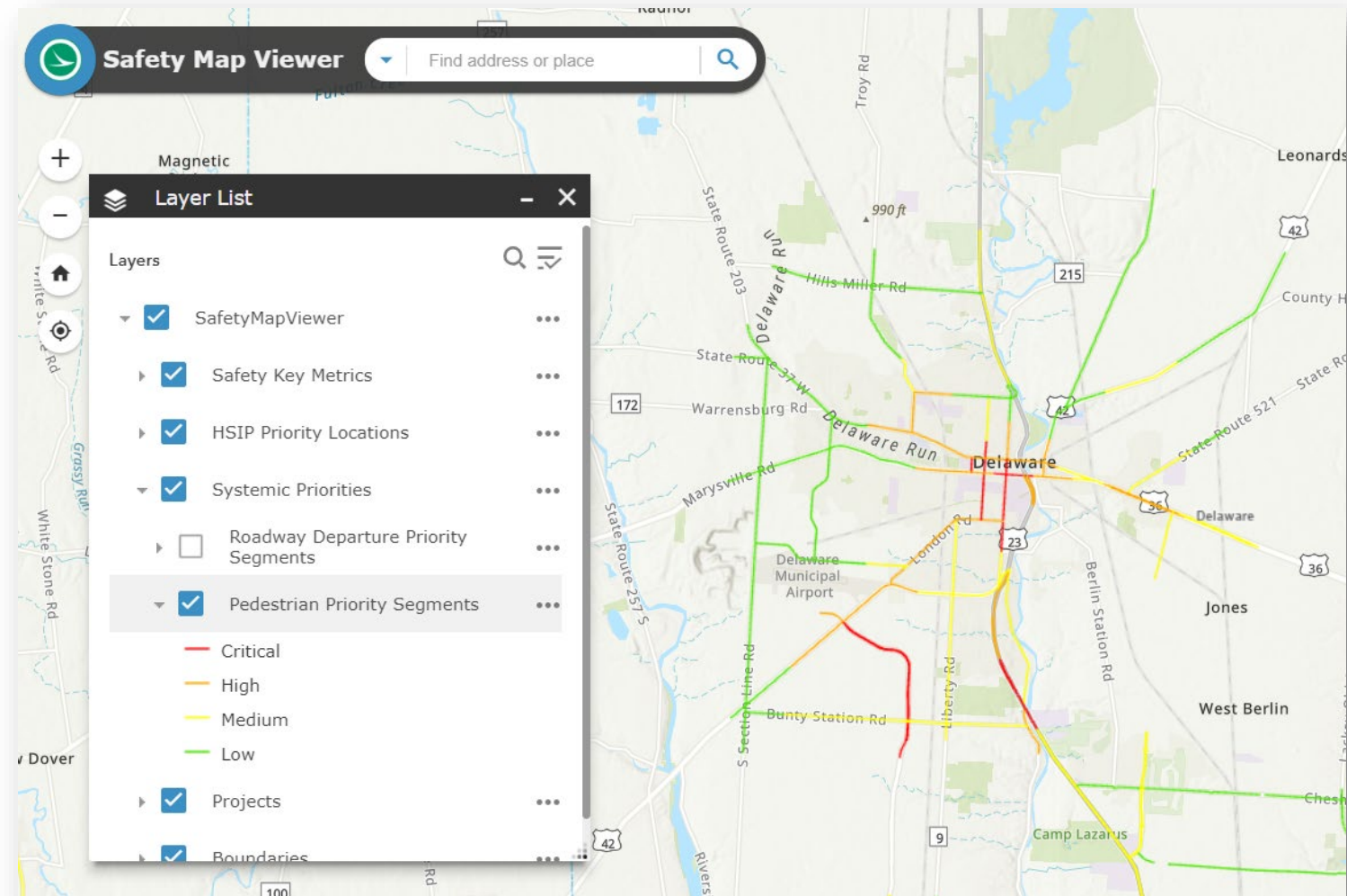
FHWA Updates

- FHWA "Doubling Down" on Proven Safety Countermeasures
  - [Proven Safety Countermeasures Selection Tool](#)

- NEW! [Crosswalk Marking Selection Guide](#)
  - "Decision support tool for selecting appropriate crosswalk marking designs"

- NEW! [Lighting Handbook 2023](#)
  - Update of previous handbook (2012)
  - Recommendations to improve safety using roadway lighting applications

- NEW! [Safe System Approach for the Urban Core](#)

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Do you have any suggestions for future meeting agenda items?

MEMBER ROUNDTABLE

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What has been done so far?

1. Technical review
2. Internal working group
3. Equity Framework
4. Online survey
5. Outreach and Engagement Plan

BIKE PLUS

Phase 1 | Launch
Summer 2023 - Winter 2023

Identify barriers and opportunities

Community engagement

Phase 2 | Prioritize
Fall 2023 - Spring 2024

Develop and prioritize projects, programs, and policies

Community engagement

Phase 3 | Recommend
Spring 2024 - Winter 2024

Guide and design plan implementation

Community engagement

What's next?

1. Interactive Map
2. Community Conversations
3. Network Assessment
4. Charrette

Contact: Bikeways@columbus.gov

Visit: www.tinyurl.com/BikePlus614

THANK YOU!

NEXT COMMITTEE MEETING:

(Tentative)
Wednesday, February 28

111 Liberty Street, Suite 100
Columbus, OH 43215

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