



ACTIVE TRANSPORTATION COMMITTEE (ATC)

Q1 Meeting – February 28, 2024



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

WELCOME!



Parag Agrawal

Chief Mobility and Infrastructure Officer
& Senior Director of Programming



MORPC

AGENDA

- Welcome and Introductions
- Metropolitan Transportation Plan (MTP) 2024-2050 Updates
- MORPC-Attributable Funding Update
- MORPC Complete Streets Policy Update
- ODOT Design Manual Overview
- Columbus Bike Plus Plan
- Member Roundtable
- Other Business



MORPC

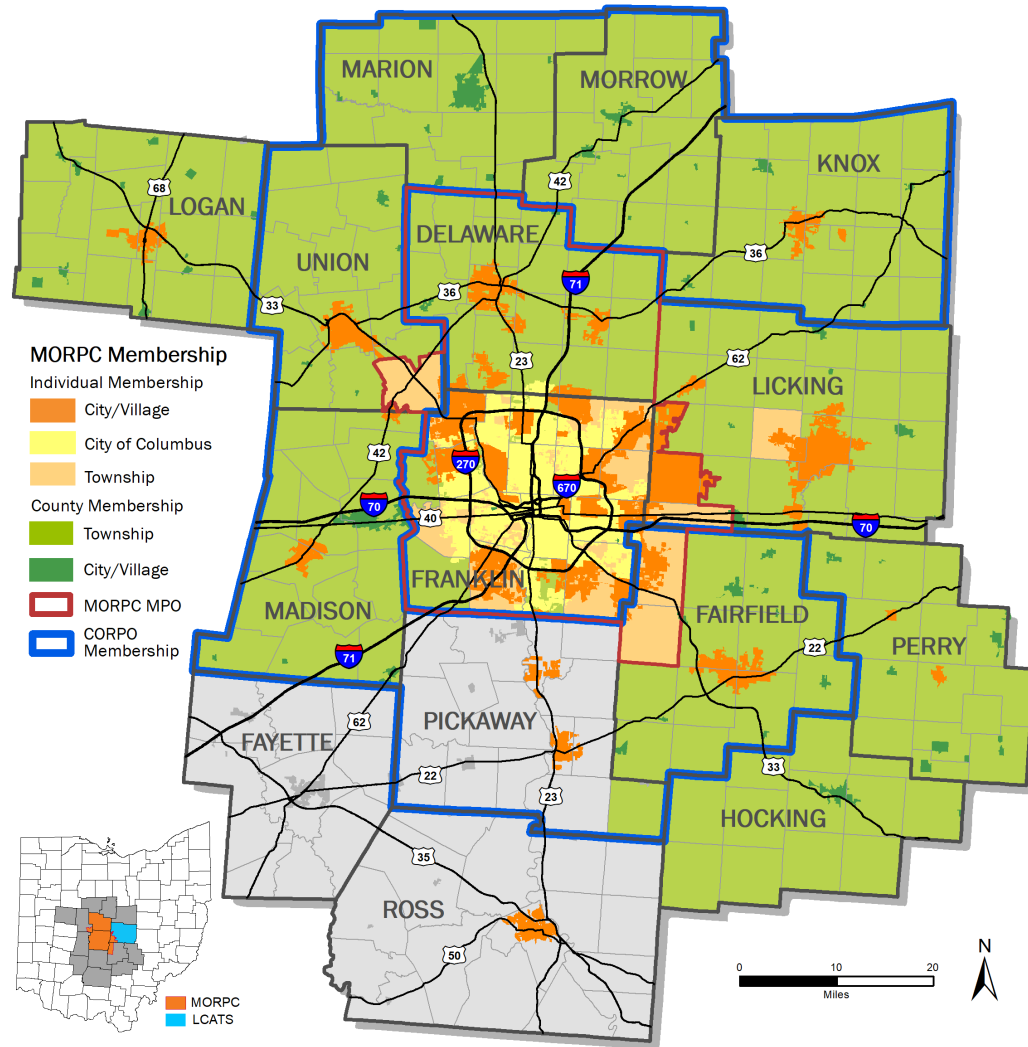
2024 - 2050 DRAFT METROPOLITAN TRANSPORTATION PLAN

Active Transportation Committee Meeting
February 28, 2024



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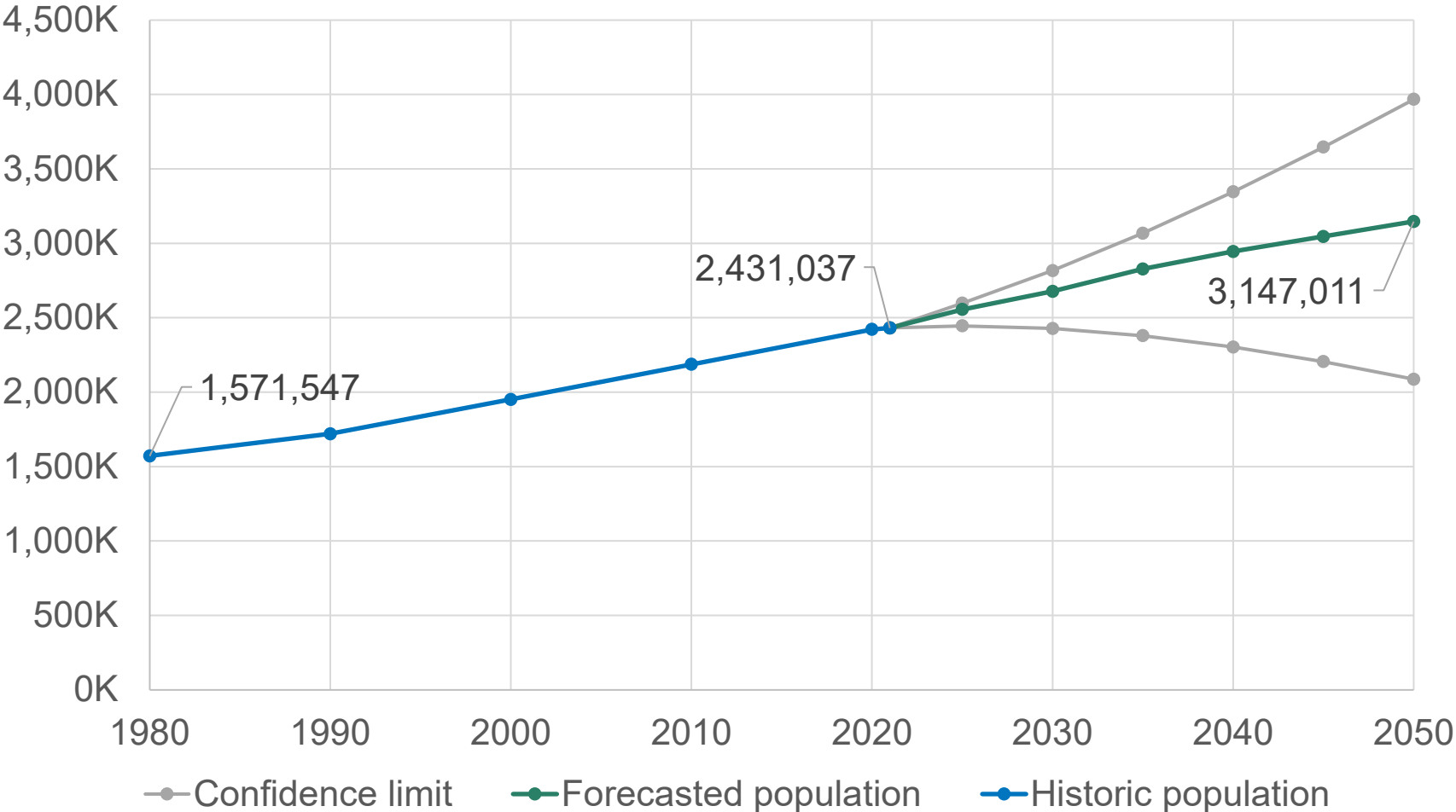
MID-OHIO REGIONAL PLANNING COMMISSION



- Regional Council for Columbus, Ohio Region
 - 2.4 million and growing
- Services for 85 Local Governments
 - Rural * Urban * Suburban
- Focus Areas:
 - Transportation & Infrastructure
 - Development Support (EDD)
 - Planning & Sustainability
 - Data, Research & Mapping
 - Residential Services
 - Policy & Grant Development
 - Engagement
- Key Partner to Businesses & Non-Profits



15-County Region Population





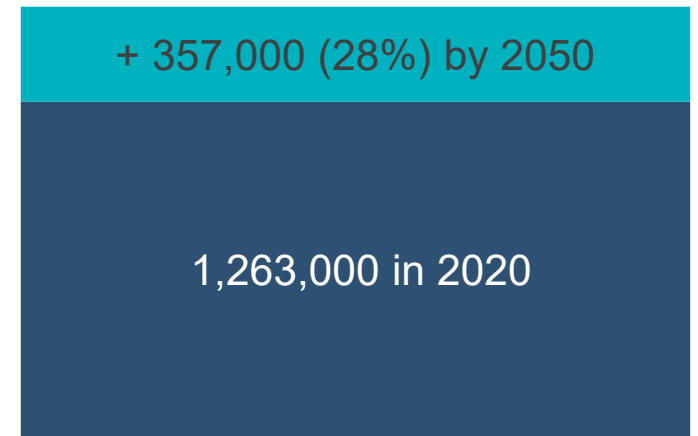
15-County Regional Growth



Population



Households



Labor force



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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.

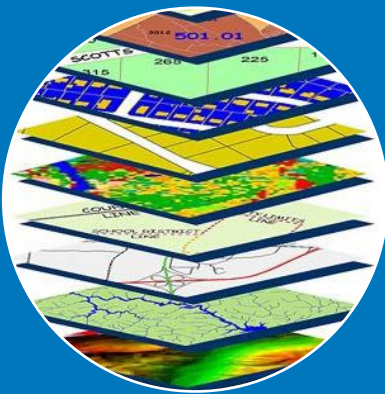


Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.



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

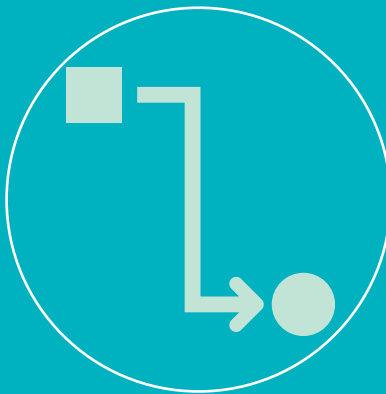
2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN



Goals, Objectives &
Targets

Local & State Plans

Data



Pop/Emp Forecasting

Travel Demand Modeling

Project Evaluation

Fiscal Analysis

Impact Analyses



Regional Strategies

Priority Projects

Documentation



Public Participation



DRAFT STRATEGIES

- **System Management**

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

- **System Development**

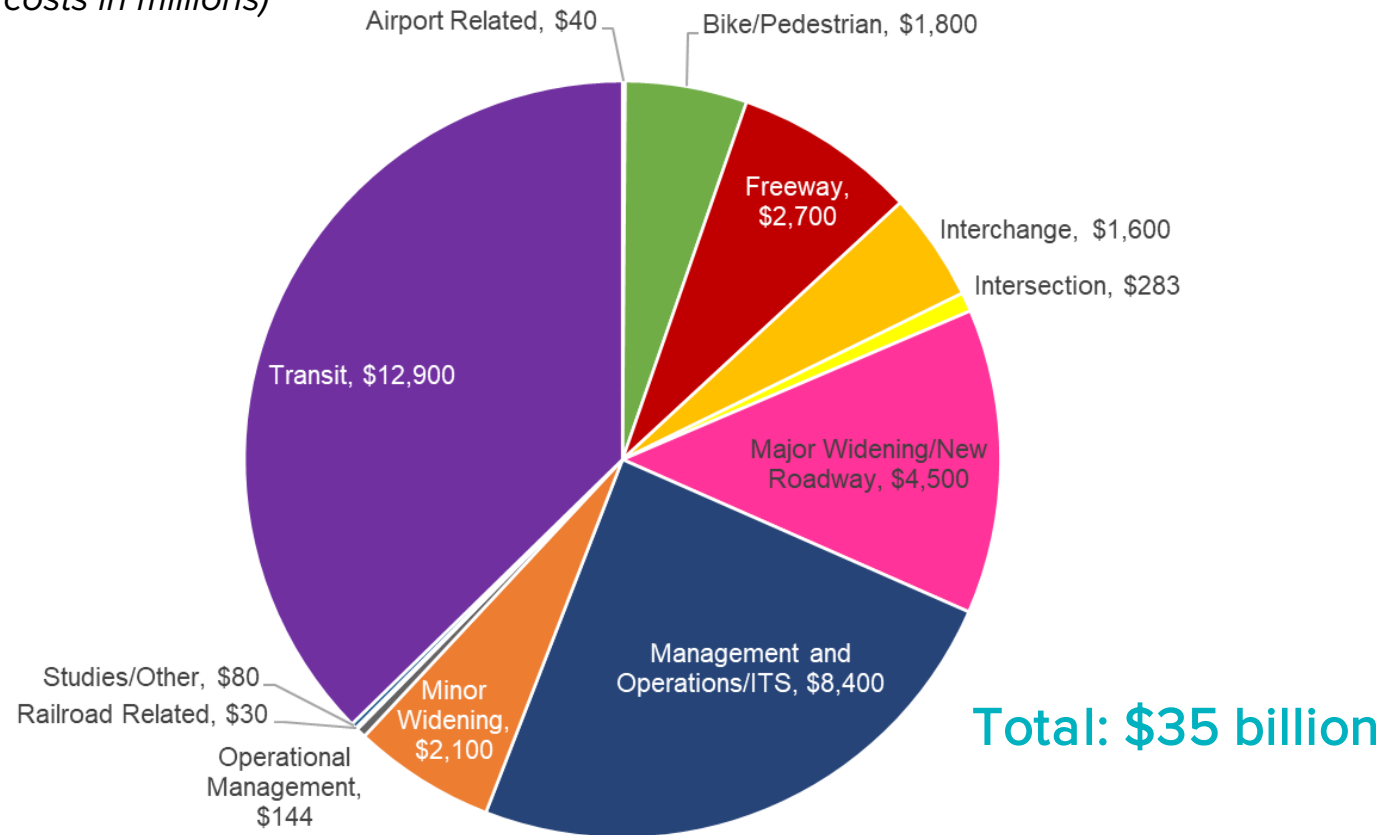
- Infrastructure Projects
 - Bike/Ped
 - Transit
 - Freight
 - Roadways
 - Multimodal Connections & Hubs

Full list of strategies available at: www.morpc.org/mtp2050

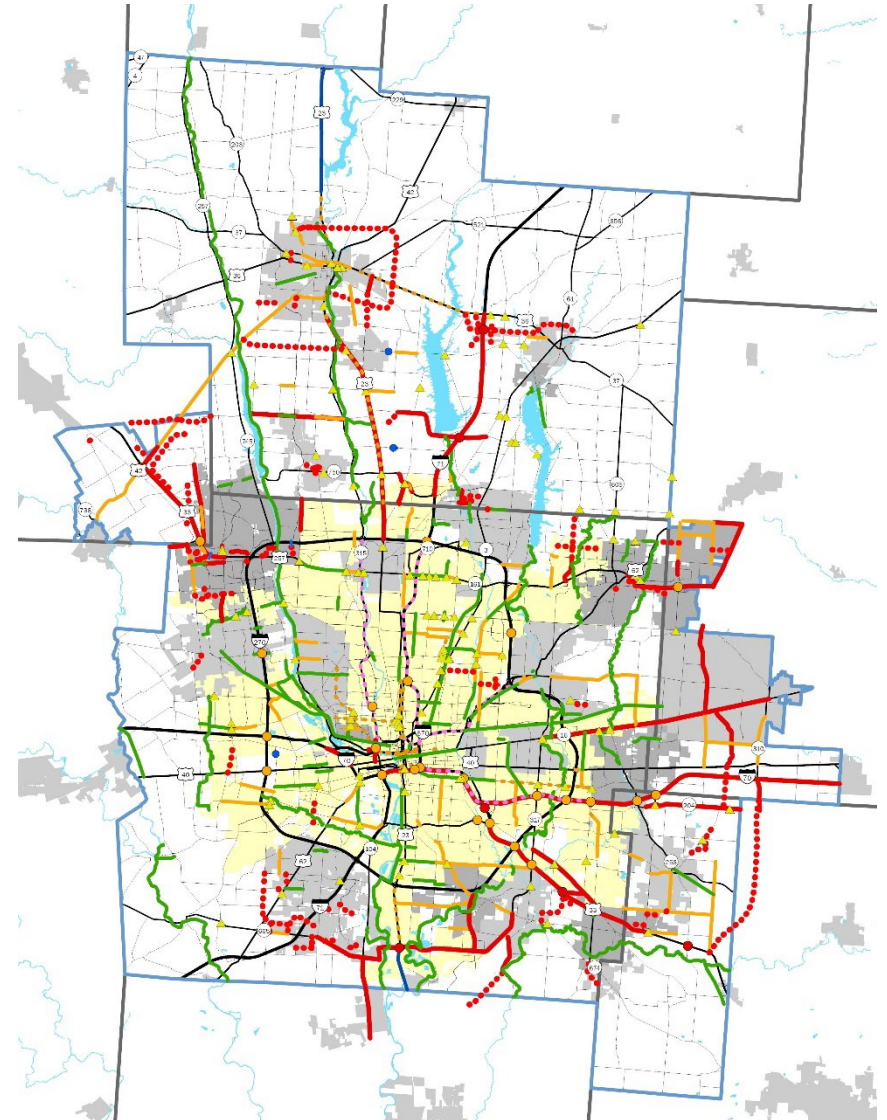


DRAFT PROJECTS

(costs in millions)



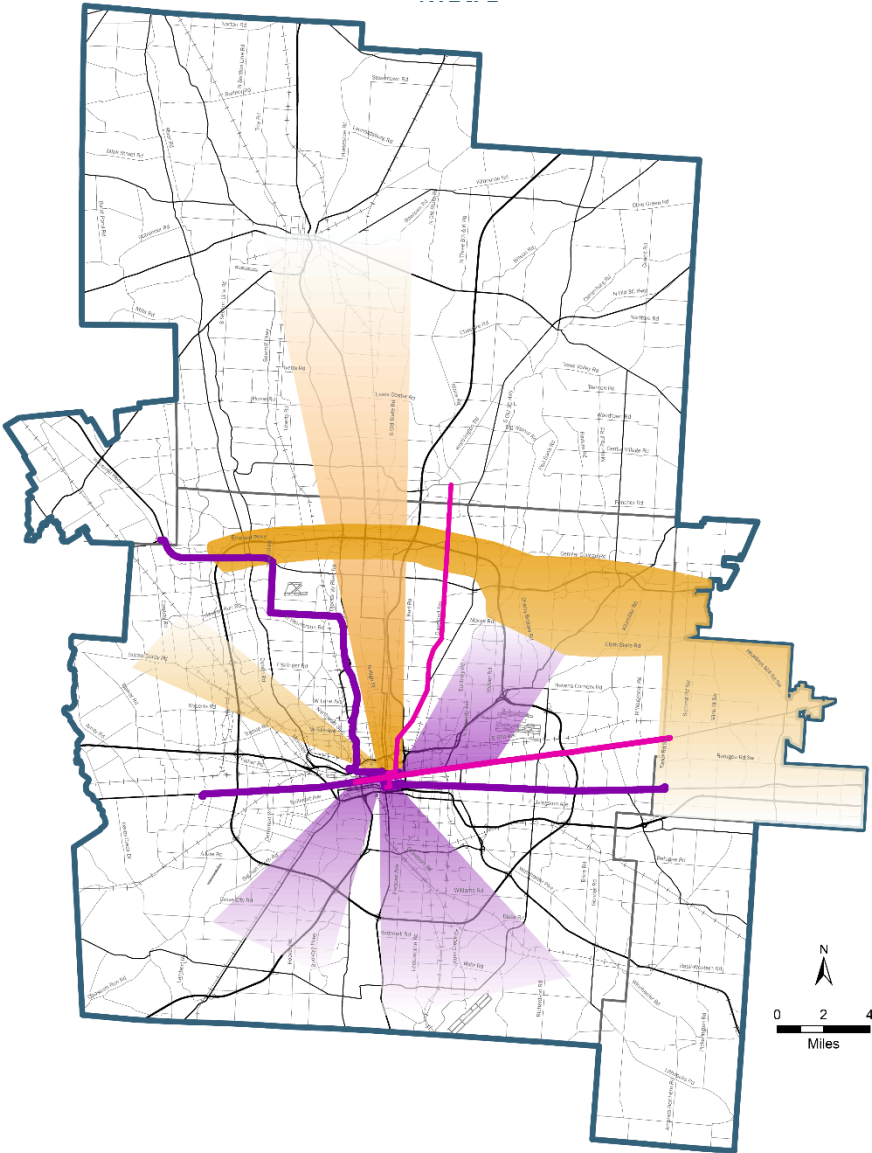
Webmap available at: www.morpc.org/mtp2050





DRAFT TRANSIT PROJECTS

- Planned BRT Corridors
- Premium Transit Improvements
- Future Rapid Transit Corridors
- Corridors to Study



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



**FASTER, MORE
RELIABLE PUBLIC
TRANSPORTATION**

**SAFER AND EXPANDED BIKE
AND PEDESTRIAN PATHS**

**WALKABLE
COMMUNITIES MORE
AFFORDABLE ACCESS
TO WORK, HOME, AND
ENTERTAINMENT**





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WHAT'S NEXT?

- Community Presentations – January - March
 - 54 Presentations Scheduled
- Public comment period open through March
- MORPC MTP Open House: **March 19th 3:30-6:30PM**
- Feedback incorporated into final document
- MTP Adoption May 2024



Maria Schaper, AICP

Associate Director, Transportation Planning

T: 614.233.4153

mschaper@morpc.org

Nick Gill

Transportation Director

T: 614.233.4151

ngill@morpc.org

Jonathan Heider, AICP

Senior Planner

T: 614.233.4154

jheider@morpc.org

Lauren Cardoni

Active Transportation and Safety Program Manager

T: 614.233.4128

lcardon@morpc.org



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111 Liberty Street, Suite 100
Columbus, OH 43215



Policies for Managing MORPC- Attributable Funds

ATC

February 28, 2024



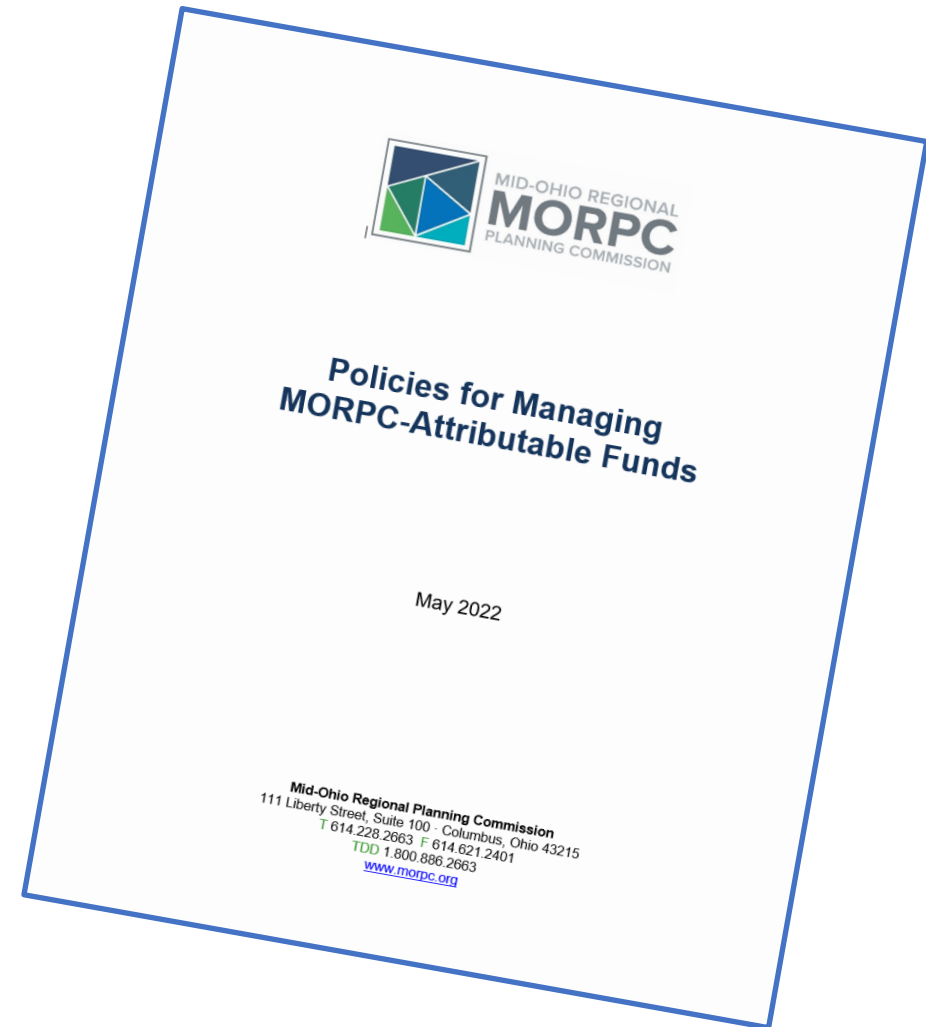
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Policies for Managing MORPC-Attributable Funds



MORPC

- 1) Introduction
- 2) Attributable Funds Committee
- 3) Process Milestones & Timeline
- 4) Eligibility & Requirements
- 5) Activity Categories
- 6) Application Process for New Funding
- 7) Evaluation & Selection Process
- 8) Project Development Requirements
- 9) Maintaining Funding Commitments
- 10) Other Policies for Program Management



Section 5 – Activity Categories

- Section 5.3 – Funding Target Ranges
 - Reduced minimum % for Roadway Capacity/Operation Changes

	Roadway Capacity/Operational Changes	Transit	System Preservation	Bike & Pedestrian
Minimum %	<div><div></div></div> 4030	5	10	15
Maximum %	60	15	15	25

Section 5 – Activity Categories



MORPC

• Section 5.3 – Funding Target Ranges (cont.)

Preliminary Draft - Attributable Funds Available in SFYs 2025-2031							
			Projected Allocation:	\$329,900,000			
			Amount to Commit:	\$304,300,000			
Category	Min. %	Max. %	Min. Allocation (Alloc. × Min. %)	Max. Allocation (Alloc. × Max. %)	Current Commitments for SFYs 2025-31*	Current Commitments for SFYs 2032+	Range Available for New Projects
Roadway Capacity & Operational Changes	30%	60%	\$84,300,000	\$168,700,000	\$91,246,165	\$0	\$0M to \$72.4M
Preservation	10%	15%	\$28,100,000	\$42,200,000	\$34,960,085	\$0	\$0M to \$7M
Bike & Ped	15%	25%	\$42,200,000	\$70,300,000	\$61,860,731	\$0	\$0M to \$8M
Transit	5%	15%	\$14,100,000	\$42,200,000	\$20,620,000	\$0	\$0M to \$22M
Interchange/Freeway	0%	N/A	\$0	N/A	\$9,664,016	\$6,497,059	N/A
Other	0%	N/A	\$0	N/A	\$0	\$0	N/A
Programs	0%	5%	\$0	\$16,500,000	\$13,550,000	\$0	N/A
				Total:	\$231,900,996	\$6,497,059	
			Available for New Commitments:	\$72,400,000			

Section 5 – Activity Categories



- **Section 5.3 – Funding Target Ranges (cont.)**
 - Removed the language below:
 - In addition to the above target ranges, for the Roadway Capacity/Operational Changes category, funding requests greater than \$5 million will not be funded until at least 40 percent of the maximum funding available for the category goes to requests that are \$5 million or less (in 2022 dollars).

Section 7 – Evaluation and Selection Process



MORPC

- **Congestion Relief**
 - Included existing congestion in analysis
 - Reduced priority in Roadway category
- **Travel Delay Reduction**
 - Removed this criteria.
- **Other Economic Considerations**
 - Increased priority in Roadway and System Preservation categories

Data Source	Economic Opportunity Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived***	Congestion Relief: Applicant is to provide information on how congestion is hampering economic development in the area. Applications which do not clearly demonstrate how congestion is hampering economic development in the area will not benefit from this criterion. How will improvements to the transportation system because of this project improve economic development? MORPC will estimate the ability of the project to improve travel within a corridor so congested components of the transportation system are relieved. Measured using the regional model by the percentage reduction in existing and 2050 VMT that experiences LOS F or worse within 1 mile of the project.	B			B	
MORPC Derived***	Job Retention & Creation: The number of existing jobs of each type (manufacturing, office, warehousing, retail, institutional) within 1 mile of the project. The Applicant will provide the number of permanent jobs of each type that will be <u>created in the region</u> because of the project. Provide a map showing the locations in relationship to the project. Provide documentation showing that these jobs are committed to being created in this area with the improvements to the area.	A	B	B	B	
	Development Readiness: Describe the presence and timing of all necessary economic development components in the project area, such as infrastructure (e.g., utilities, water and sewer, broadband), access to appropriately trained labor (skilled/unskilled), and other transportation options (e.g., rail, airports, transit or bicycle/pedestrian). This can include how much new private/public capital investment has been made in the project area or will be because of the project. This investment can be within the past 3 years or commitments between now and 5 years after completion of the transportation project. Provide a map showing the past and committed investments. Specify the type of investment and the timeline for this investment.	B			B	
MORPC Derived*	Travel Time Uncertainty: Using existing travel time data, the existing travel time uncertainty index will be calculated for the area within 1 mile of the project. Projects in areas with higher uncertainty will score better.	B			C	
MORPC Derived*	Traffic Composition: Current and future Average Daily Traffic and percentage of truck traffic. Higher volume facilities and facilities serving a higher percentage of truck traffic will score higher.	B	A			
	Other Economic Considerations: Describe the type and amount of acreage of site(s) that will primarily benefit from the project's improvements (e.g., greenfields, developed, redeveloped, infill, brownfields, intermodal facilities). Provide information regarding the project's impact on economic development in the area. Is there anything unique about this project that has not been captured by the criteria? This could include how the project will impact a specific industry cluster, innovative business, or industry target as identified by One Columbus.	A	B	A	A	A

Section 7 – Evaluation and Selection Process



MORPC

- **Percent and Amount of MORPC Funding Requested**
 - Separated this into two criteria
 - Set fixed thresholds for scoring amount of funding requested
- **Applicant Priority Ranking**
 - Limited scoring to only the top priority in all categories

Data Source	Collaboration and Funding Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Provided*	Percent of MORPC Funding Requested: The percentage will only be based on the total right-of-way and construction cost. If it is not a traditional construction project, the percent of the total program/activity will be used. Applications that provide non-federal match to MORPC funding of 30% or more will score better.	A	A	A	A	A
MORPC Provided*	Amount of MORPC Funding Requested: Applications that request amounts greater than \$8 million for the Roadway Capacity & Operational Changes and Transit categories or request amounts greater than \$4 million for the remaining categories, will not benefit in this criterion. Applications that request amounts less than \$2 million for the Roadway Capacity & Operational Changes and Transit categories or request amounts less than \$1 million for the remaining categories, will receive maximum benefit in this criterion.	A	A	A	A	A
	Documentation of Support and Collaboration: The applicant is to provide letters of support from neighboring government jurisdictions, community associations, business associations, or others. Additional funding partners are also a sign of support. The focus of this support is to be for the right-of-way and construction phases. Projects that have more support will score better. Additionally, the more private sector funding, the better the score.	A	A	A	A	A
	Origin of Project/Project Readiness: The applicant is to provide the origin of the project including all planning studies recommending the project or activity and which ODOT Project Development Process (PDP) steps have been completed at time of final application submittal. Projects that are further through the planning and PDP process will score better. The sponsor is also to provide documentation on interagency and community collaboration (e.g., identification in MORPC's Competitive Advantage Projects initiative, utilized MORPC's Technical Assistance Program) that has occurred to date to advance the project.	B	B	B	B	B
	Applicant Priority Ranking: Applicants that submit more than one project must also submit a priority ranking of their projects. The applicant's top project within each category, will benefit under this criterion.	C	C	C	C	C
	Small Agency Funding Capacity: For an agency with a small transportation budget, such that the local funding they are contributing to the project phases for which they are requesting assistance is approximately equal to or greater than the usual size of its annual transportation infrastructure expenditures, will benefit under this criterion.	C	C	C	C	C

Section 7 – Evaluation and Selection Process



MORPC

• Crash Reduction

- Split crash reduction into two criteria
- Increased priority to A for all three safety focused criteria across all categories

Data Source	Health, Safety & Welfare Goal Evaluation Criteria & Description	Priority Level by Category				
		Capacity & Operational Changes	Preservation	Bike & Ped	Transit	Other
MORPC Derived*	Crash Reduction (Motor Vehicles): Using the ODOT crash data and tools, crash measures for the project will be calculated, including overall frequency, fatal and serious injury crash frequency, and fatal and serious injury crash rate. Additionally, using Crash Modification Factors (CMF) and Highway Safety Manual (HSM) based analyses, project improvement(s) will be evaluated with respect to their estimated impact on expected crashes impacting motor vehicle users. Projects that show more projected improvements to safety motor vehicle users will score higher, with additional consideration given to projects reducing fatal and serious injury crashes.	A	A	A	A	
MORPC Derived*	Crash Reduction (Vulnerable Users): Using the same methodology as the previous criterion, overall bike/ped frequency and fatal and serious injury bike/ped frequency for the project will be calculated and projects will be evaluated with respect to their estimated impact on expected crashes impacting vulnerable roadway users. Projects that show more projected improvements to the safety of vulnerable roadway users will score higher, with additional consideration given to projects reducing fatal and serious injury crashes.	A	A	A	A	
	Enhance Systemic Safety: The applicant describes how the project will improve or maintain safety. Projects which address existing safety issues will score higher, but projects which include systemic safety improvements to maintain safety can benefit in this criterion. Additionally, projects which are identified in local or regional plans as priority safety projects will score higher.	A	A	A	A	
MORPC Derived*	Facility Condition: The average PCR of the existing roadway that would be improved as part of the project based on the most recent ODOT data will be calculated. The worst existing bridge component rating based on ODOT data that would be improved as part of the project. The sponsor should review the ODOT data and may provide supplemental data if desired. Projects that are on facilities with lower PCRs and/or bridge ratings will score higher.	A	A			
	New Transit Ridership: The applicant provides an estimate of the increase in transit ridership. This is to include both the ridership on the specific project or activity as well as overall system ridership. Projects that have higher ridership will score better.				A	
	Regional Transportation System Equity: Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.	A	A	A	A	
	System Life: The applicant is to provide information on the age and condition of the components being replaced. Also provide a statement, if applicable, as to the potential of the project to maximize life of transportation system. This is any extraordinary aspect that is likely to be part of the project.	C	C	C	A	
	Other Health, Safety & Welfare Considerations: Statement by the sponsor with rationale on how the project would further this goal. Reference should be made to as many of the above criteria as applicable in justifying the benefits of the program/activity/project relative to this goal.	C	C	C	C	A

Other Changes



MORPC

- Various references to FHWA and FTA documents were updated.
- MORPC's Complete Streets Review process was further defined in the document.

Tom Graham

Principal Planner

Mid-Ohio Regional Planning Commission

T: 614.233.4193 | **M:** 330.907.0875

tgraham@morpc.org

111 Liberty Street, Suite 100

Columbus, OH 43215



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MORPC Complete Streets Policy Update



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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



MORPC

Section 1. Complete Streets Defined

Section 1. Complete Streets Defined

Complete Streets are roadways designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely. These streets consider the needs of all people, including, but not limited to, people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles.

Please refer to the appendix for key term definitions.

Complete Streets are roadways, highways, bridges, and other transportation facilities that are designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely. These streets consider the needs of all people, including, but not limited to, people walking, bicycling, using shared mobility devices and assistive devices, using transit and riding school buses, driving, and operating commercial and emergency vehicles.

Section 2. Background and Vision

Vision Statement

This Complete Streets Policy aims to enhance the quality of life in Central Ohio through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment.

This Complete Streets Policy aims to enhance the quality of life in Central Ohio through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the **safe** movement of people, **balancing mobility for everyone with safe and appropriate travel speeds.** ~~balance mobility for everyone, and minimize negative impacts on the environment.~~

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~~ the Policies for Managing MORPC-Attributable Funds, 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 requirement for project eligibility and a factor in selection for funding. MORPC staff will provide relevant feedback to applicants regarding their project's compliance with the Policy, and any potential revisions needed for their final application.

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. MORPC staff will provide a summary of this information to the Attributable Funds Committee (AFC), who will ultimately determine the final funding commitments.

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 to design a Complete Street** ~~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. The AFC will determine if and when a new application is required.**

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. 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, **as well as comply with State and Federal laws and regulations. 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** Related information and resources can be found in *Section 7, Design*, regarding **best-practice** design criteria, design guidelines, and **additional best practice design standards. procedures.**

(moved from #7)

Section 5. Policy

Requirements

5. Consideration shall be given to street design that encourages safer travel speeds. Speed management and traffic calming elements including, but not limited to, road diets, ~~street trees,~~ ~~and~~ narrowing of lane widths, ~~curb bump-outs at intersections, etc.~~ should be considered where safe and appropriate.
6. Locations for ~~safe-enhanced~~ street crossings ~~should~~ shall be ~~considered-identified~~ throughout the length of a project. The design of those crossings should include ~~best practices-~~ proven safety countermeasures that ensure high visibility and safety for ~~people-vulnerable~~ road users crossing the street ~~in those locations~~.

(moved from Recommendations)

Section 5. Policy

Requirements

8. Every project shall identify future planned facilities or services and likely future demand for all modes ~~and~~ of transportation within the project limits. Where feasible, projects should make the necessary modifications to existing infrastructure to accommodate these future planned facilities and services, and the project design shall not preclude the provision of future improvements.

Section 7. Design

Section 7. Design

Project sponsors ~~will be~~ **are** required to work with MORPC and **ODOT Ohio Department of Transportation (ODOT)** staff to determine the most appropriate design for a project and to ensure that the design does not conflict with ~~federally required standards~~ **State or Federal laws and regulations**. All project designs must comply with the **Americans with Disabilities Act** as well as the **Manual on Uniform Traffic Control Devices (MUTCD)**. National best practice design guidance, standards, and recommendations should be referenced in the design and implementation of Complete Streets but may require the use of design exceptions or requests for experimentation in some cases. ~~Current guidelines and resources supported by the Federal Highway Administration (FHWA) include, but are not limited to:~~

Section 7. Design

Design Criteria

ODOT has developed manuals for use on transportation projects in the state of Ohio that comply with Federal laws and regulations and compile the relevant criteria established in various national manuals, guides, and related resources. These ODOT manuals are intended to minimize the need for referencing multiple documents, and tailor design criteria to the needs of communities and transportation facilities in Ohio.

The following ODOT manuals should be used for designing projects that receive MORPC-Attributable Funding:

- Location and Design Manual, Volume 1 – Roadway Design
- Multimodal Design Guide

Section 7. Design

Design Criteria (*cont.*)

When receiving MORPC-Attributable Funding for a project that is on the National Highway System (NHS), a local agency must seek approval from ODOT to use a locally preferred roadway design guide that differs from the ODOT manuals. If the project is not on the NHS, a local agency does *not* have to obtain approval from ODOT to use a locally preferred roadway design guide, so long as it is adopted by the local agency and it is recognized by the Federal Highway Administration (FHWA).

Section 7. Design

Design Guides

The following publications are recognized by FHWA as “alternate roadway design guides” and may be used in project design to develop Complete Streets:

- Global Designing Cities Initiative (GDCI) *Global Street Design Guide*, 2016 and the *Designing Streets for Kids* supplement, 2020
- Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, 2010 and the supplemental *Implementing Context Sensitive Design Handbook*, 2017
- NACTO *Urban Street Design Guide*, 2013

Pedestrian Facilities

- AASHTO *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, 2021

Section 7. Design

Design Guides (cont.)

Bicycle Facilities

- AASHTO Guide for the Development of Bicycle Facilities, 2012
- NACTO Urban Bikeway Design Guide, 2014
- NACTO Don't Give Up at the Intersection, 2019
- NACTO Designing for All Ages & Abilities, 2014

Transit Facilities

- AASHTO Guide for Geometric Design of Transit Facilities on Highways and Streets, 2014
- NACTO Transit Street Design Guide, 2016

Section 7. Design

Additional FHWA Resources

Other FHWA publications that support the development of complete streets are also available for reference. These include, but are not limited to:

- [Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts](#)
- [Bikeway Selection Guide](#)
- [Crosswalk Marking Selection Guide](#)
- [Global Benchmarking Report: Improving Pedestrian Safety on Urban Arterials](#)
- [Primer on Safe System Approach for Pedestrians and Bicyclists](#)
- [Separated Bike Lanes Planning and Design Guide](#)

Section 8. Implementation and Evaluation

Section 8. Implementation and Evaluation

The Complete Streets Policy is part of MORPC's planning process and project selection for MORPC-attributable funding. The vision and goals of the Metropolitan Transportation Plan (MTP), Active Transportation Plan (ATP), and other key regional plans informed the development of this policy and will also guide MORPC staff in review of project compliance with the policy.

MORPC shall, at a minimum, evaluate this policy every two years in alignment with the updates to the Policies for Managing MORPC-Attributable Funds. The review will be completed in advance of **or in tandem with** updates to the Policies for Managing MORPC-Attributable Funds so that any changes to the Complete Streets Policy may be incorporated into that update. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the Transportation Policy Committee.

In order to evaluate the progress resulting from the policy, as well as potential needs for updating the policy, MORPC staff will document information related to project compliance with the policy. This **may will** include regular reports **to the MORPC Community Advisory Committee, Transportation Advisory Committee, and Active Transportation Committee** on project progress through the Complete Streets Review Process, as well as summaries of the challenges encountered, and resolutions made throughout the review process.

Appendix. Key Term Definitions

Road User

The term “road user” means a motorist, passenger, public transportation operator or user, truck driver, bicyclist, motorcyclist, or pedestrian, including a person with disabilities. (23 U.S.C. 148(a)(8)).

Next Steps

- Public Comment Period:
 - Monday, Jan 22 thru Friday, Feb 23
- MORPC Committees for Info:
 - Jan 29, Jan 31, Feb 8
- Active Transportation Committee:
 - Wednesday, Feb 28
- *(Tentative AFC meeting)*
 - *Wednesday, March 6*
- *Additional Working Group meeting?*
- MORPC Committees for Approval:
 - April 29, May 1, May 9



MORPC

THANK YOU!

LAUREN CARDONI

Active Transportation and Safety Program Manager

T: 614.233.4128

lcardon@morpc.org

SHELBY OLDROYD

Associate Planner

T: 614.233.4130

soldroyd@morpc.org



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ODOT Design Manual Overview

Jen Alford, ODOT



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Columbus Bike Plus Plan

Brian Ashworth
Letitia Cetina



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MEMBER ROUNDTABLE



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OTHER BUSINESS



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ODOT AT Planning Assistance



- Active Transportation Planning Awards (Jan 2024 Announcement)
 - ATPs
 - Grove City
 - STPs
 - Obetz
 - Franklin County
- Statewide VRU Assessment still awaiting formal approval
- ODOT working on new program focused on roadway design that emphasizes target-speed
 - Will focus on corridors with 25-35 mph posted speeds
 - Target design changes to encourage slower travel speeds

Federal Discretionary Grants



- RAISE – February 2024
 - City of Columbus – Linden Green Line
 - Franklin County Engineer's Office – Alum Creek Dr
 - MORPC – 15 County AT & Trails Plan
 - City of Heath – Thornwood Dr
- ATIIP
 - Coming Soon?

SS4A FY24 NOFO Now Open

- 2024 [Notice of Funding Opportunity](#) (NOFO) for Safe Streets and Roads for All grants
- The FY 2024 NOFO has multiple deadlines:
- **April 4, 2024, 5 p.m. (EDT):** Deadline #1 for Planning and Demonstration Grants.
- **May 16, 2024, 5 p.m. (EDT):** Sole deadline for Implementation Grants. Deadline #2 for Planning and Demonstration Grants.
- **August 29, 2024, 5 p.m. (EDT):** Deadline #3 for Planning and Demonstration Grants.

MORPC RAISE Planning Grant Application

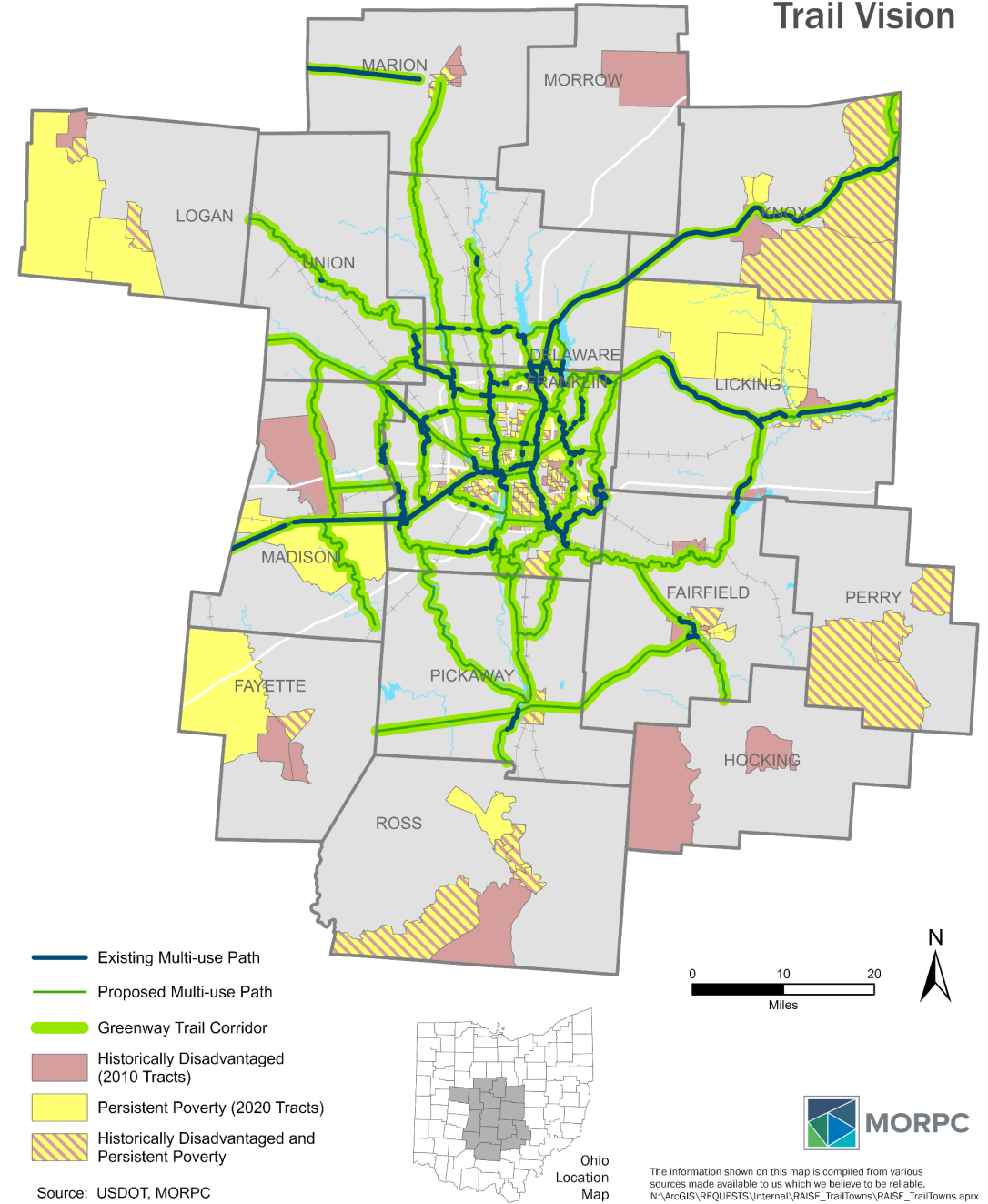
Trail Towns in the Nation's Heartland

- 15-County Regional Trail and Active Transportation Network
- Local Trail Town Plans
 - City of Mt Vernon
 - Buckeye Lake Area
 - Village of Shawnee
- Economic Impact Analysis
- Community-Based Engagement



MORPC

Trail Towns in the Nation's Heartland Trail Vision



2024 APBP Webinars

- Wednesday, March 20
 - Quickly and Comprehensively Implementing a Major Shift in Transportation Design to Improve Safety and Encourage Active Transportation
- Wednesday, April 17
 - Best Practices: Emergency Vehicle Access for Bicycle/Pedestrian Friendly Streets
- Wednesday, May 15
 - Working/Planning to Advance Transportation and Health Equity (ODH)

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



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THANK YOU!

NEXT COMMITTEE MEETING:

Wednesday, May 22

111 Liberty Street, Suite 100
Columbus, OH 43215



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