Active Transportation Plan Summary

INTRODUCTION

The Mid-Ohio Regional Planning Commission (MORPC) is a longtime advocate of walking, biking, transit, and other so-called "active" modes of transportation. The Active Transportation Plan (ATP) emerged from MORPC's role in bringing communities together and helping them develop strategies for people to conveniently and safely move throughout Central Ohio using pedestrian, bicycle, and transit facilities. Because Central Ohio's transportation network stretches across community boundaries, MORPC pursued a regional approach to active transportation planning.

The ATP was created as part of the 2016-2040 Columbus Area Metropolitan Transportation Plan to help communities identify regionally significant projects that include pedestrian, bicycle, and transit accommodations – "or complete streets." MORPC staff and a combination of three advisory bodies (ATP Team) identified 12 Key Regional Corridors in the MORPC Metropolitan Planning Organization (MPO) area as the focus of the plan. The ATP aims to give communities the tools to incorporate complete streets into their planning and development efforts.

1 – WHAT IS ACTIVE TRANSPORTATION?

Active transportation is hard to define because it didn't always need a definition. Active transportation was how we got places: We walked. Or maybe rode our bikes to school. Or took a bus or train to work. It didn't have a particular name.

As automobile use increased and flourished, it became the norm. It was how we got places, and it shaped the decisions about what our places looked like. It became almost synonymous with local transportation, and sometimes relegated walking, bicycling, and transit use to the background.

But as those modes became more popular, we needed to define them in order to promote them. "Active transportation" is a very apt term because pedestrians and bicyclists are physically active as they travel from Point A to Point B; they also are more actively engaged with their surroundings – whether they be walking down the sidewalk of a busy shopping street, bicycling across campus to class, jogging along a riverfront trail, or stepping off a bus to walk the final block of their commute to work.

The growing interest in these active modes of transportation has generated new ideas about how to accommodate them in an infrastructure that is more oriented toward the automobile. That's what the ATP's interactive map is about. It identifies important corridors for active transportation, recognizes the different character among segments of those corridors, and offers guidance on what Complete Streets features are appropriate in different segments. The ATP's Cost-Estimator Tool helps local governments budget for those features by providing ballpark estimates of the costs.

2 – THE PROCESS

The ATP Team used a five-step network analysis process to identify the 12 Key Regional Corridors that are the geographic focus of the plan. The first two steps were GIS-based mapping activities. The last three steps reviewed and validated those activities and offered subjective conclusions.

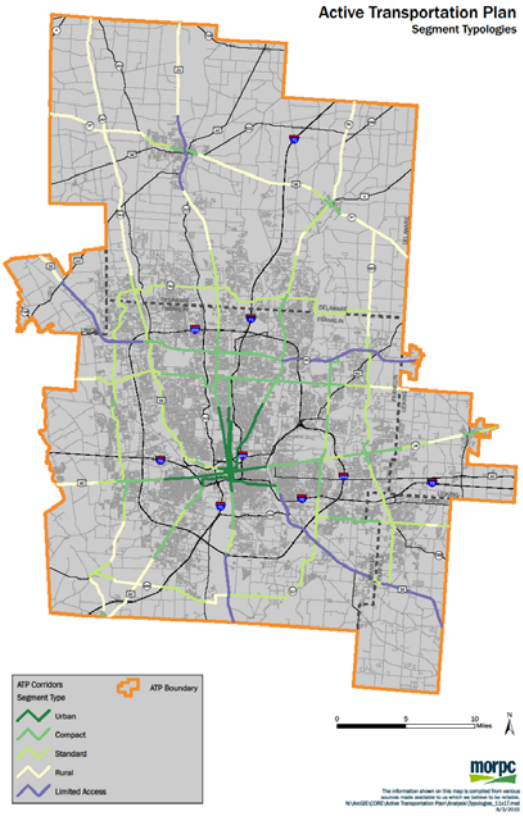
Step 1: The network identification process started with the MORPC MPO area and isolated roadways based on classification, identifying only arterial roadways and any roadways that crossed two or more jurisdictions. The advisory groups asked for assistance with coordinating projects at jurisdictional boundaries.

Step 2: The network analysis identified current and future jobs and housing densities around the Step 1 roadways. The analysis also considered the proximity to various points of interest that would generate walking, biking and transit trips such as libraries, schools, parks and shopping centers.

Step 3: Based on analysis of information in the first two steps, the ATP Team began to identify Key Regional Corridors – considering both the roadways and the area within a 1,000-foot buffer on all sides of them. This led to selection of 11 corridors.

Step 4: In the "validation stage," the ATP Team further refined the Key Regional Corridors based on their general knowledge of the area. This led to the addition of a 12th corridor.

Step 5: The final step was to break the Key Regional Corridors into segments based on surrounding land uses, and then identify Segment Typologies, using the insight2050 place types, MORPC land use forecasting data, and general knowledge of the area.



3 – ACTIVE TRANSPORTATION CORRIDOR SEGMENT TYPES

The long corridors crossed jurisdictional boundaries and passed through many land-use and neighborhood types. To make the information more useful to communities as they plan and develop projects, the ATP Team split the corridors into shorter lengths based on land-use characteristics. The ATP team referred to insight2050's place types, MORPC's land-use forecasting data, and general knowledge of the area to classify the corridor segments.

The segments were identified as urban, compact, standard, rural, or divided highway. The ATP team looked at current and future land use and job and housing densities to determine the corridor segment type. This work was validated by the Technical Committee.

The ATP team assigned each segment type a set of best practices for appropriate complete streets accommodations. The information was catalogued for use in an interactive map.

Bike Boulevards
Bike Boxes
Bike Signals
Buffered Bike Lanes
Bus Bulbs
Bus-Only Lanes
Bus Stops
Contra-Flow Bike Lanes
Conventional Bike Lanes
Crosswalks
Curbs
Curb Extensions
Floating Bike Lanes
Intersection Treatments
Left-Side Bike Lanes
Median Refuge Islands
Multi-Use Paths
Protected Bike Lane
Protected Intersections
Shared Lane Markings Sidewalk
Buffers and Street Trees
Sidewalks
Signage
Signalized Crosswalks
Two-Way Bike Lanes

4 – URBAN CORRIDOR SEGMENTS

The Urban Corridor segment type goes through areas that tend toward dense housing and jobs. The land use surrounding it includes such housing types as multi-family, high-rise, attached single-family, and small-lot single-family homes. These corridors and their surrounding areas are supported by higher levels of regional and local transit service. They are within well-connected street networks, and the mix and intensity of residential, commercial, and recreational land uses result in a highly walkable environment and relatively low dependence on the automobile for many trips.

Active transportation facilities that might be appropriate for Urban Corridors include the following. (Expanded definitions can found in the Active Transportation Facility Glossary.)

Bicycle Boulevards
Bike Boxes
Bike Signals
Buffered Bike Lanes
Bus Bulbs
Bus-Only Lanes
Bus Stops
Contra-Flow Bike Lanes
Conventional Bike Lanes
Crosswalks
Curbs
Curb Extensions
Floating Bike Lanes
Intersection Treatments
Left-Side Bike Lanes
Median Refuge Islands
Multi-Use Paths
Protected Bike Lane
Protected Intersections
Shared Lane Markings
Sidewalk Buffers and Street Trees
Sidewalks
Signage
Signalized Crosswalks
Two-Way Bike Lanes

5 – COMPACT CORRIDOR SEGMENTS

The Compact Corridor segment type is less dense than the Urban category, but still highly walkable with a rich mix of retail, commercial, residential, and civic uses. It has a diverse mix of housing, from multifamily to attached single family, to small- and medium-lot single-family homes. It is well-served by regional and local transit service, but to a lesser extent than in Urban corridors. It and the streets around it are well-connected and walkable, and destinations such as schools, shopping, and entertainment areas can typically be reached via a walk, bike, transit, or short auto trip.

Active transportation facilities that might be appropriate for Compact Corridors include the following. (Expanded definitions can found in the Active Transportation Facility Glossary.)

Bicycle Boulevards
Bike Boxes
Bike Signals
Buffered Bike Lanes
Bus Bulbs
Bus-Only Lanes
Bus Stops
Contra-Flow Bike Lanes
Conventional Bike Lanes
Crosswalks
Curbs
Curb Extensions
Floating Bike Lanes
Intersection Treatments
Left-Side Bike Lanes
Median Refuge Islands
Multi-Use Paths
Protected Bike Lane
Protected Intersections
Shared Lane Markings
Sidewalk Buffers and Street Trees
Sidewalks
Signage
Signalized Crosswalks
Two-Way Bike Lanes

6 – STANDARD CORRIDOR SEGMENTS

The Standard Corridor segment type is surrounded by typical auto-oriented suburban land uses. It has lower housing and job densities than along Compact corridors, with uses that are generally not highly mixed or organized to facilitate walking, biking, or transit service. It can contain a wide variety of housing types, though medium- and large-lot single family homes are the majority. It is not typically well served by regional transit service. Local street networks in one subdivision may not link up with those in a neighboring neighborhood, leaving the side streets less connected than those in Urban and Compact corridors. There are fewer destinations accessible by walking or bicycling, and most trips are made by automobile.

Active transportation facilities that might be appropriate for Standard Corridors include the following. (Expanded definitions can found in the Active Transportation Facility Glossary.)

Bicycle Boulevards
Bike Boxes
Bike Signals
Buffered Bike Lanes
Bus Bulbs
Bus-Only Lanes
Bus Stops
Conventional Bike Lanes
Crosswalks
Curbs
Curb Extensions
Floating Bike Lanes
Intersection Treatments
Median Refuge Islands
Midblock Signalized Crossings
Multi-Use Paths
Protected Bike Lane
Protected Intersections
Shared Lane Markings
Sidewalk Buffers and Street Trees
Sidewalks
Signage
Signalized Crosswalks

7 – RURAL CORRIDOR SEGMENTS

The Rural Corridor segment type is marked by very low housing and job density, and the land use within it is mostly agricultural or industrial uses. It is not well served by regional transit service. Typically these corridors do not have curbs and gutters, and may not have paved shoulders. Housing types tend to be farmsteads and large-lot single family homes. Commercial uses are sparse, and may be concentrated at intersections.

Active transportation facilities that might be appropriate for Rural Corridors include the following. (Expanded definitions can found in the Active Transportation Facility Glossary.)

- Bus Stops
- Conventional Bike Lanes
- Crosswalks
- Intersection Treatments
- Midblock Signalized Crossings
- Multi-Use Paths
- Paved Shoulders
- Shared Lane Markings
- Sidewalks
- Signage
- Signalized Crosswalks

8 – DIVIDED HIGHWAY CORRIDOR SEGMENTS

The Divided Highways Corridor segment type has limited access points and more-channelized traffic, and does not allow non-motorized vehicles. These corridors require a different set of solutions. Because they have higher speeds and limited vehicle access, they are separated from the surrounding land uses, which could be urban, compact, standard, or rural in nature.

Active transportation facilities that might be appropriate for Limited Access Corridors include the following. (Expanded definitions can found in the Active Transportation Facility Glossary and in Section 10 below.)

- Buses on Shoulders
- Bus-Only Lanes
- Intersection Treatments
- Multi-Use Paths
- Signage

9 – INTERACTIVE MAP

The ATP team has created an interactive web map to allow a more-detailed dive into the data used to create the Active Transportation Plan. It has a broad range of data and layers that policymakers, elected officials, planners, engineers, and residents can select. They can use these tools, depending on their professions or interests, to plan for improvements, map out their routes, or advocate for changes. This summary includes a "How to Use" guide with further detail.

10 – COST ESTIMATOR TOOL

This tool was created to help communities estimate the planning-level construction costs of active transportation facilities such as bike lanes, multi-use paths, and sidewalks. These facilities are often constructed within road rights-of-way as part of a larger roadway project such as widening, resurfacing, and bridgework. This tool provides a rough estimate of the additional costs associated with adding facilities for those who walk, or ride bicycles or transit. The tool requires some information about the project.

If you have any questions or would like to hear more about this project or any of the tools, please contact Amelia Costanzo at acostanzo@morpc.org.