



Active Transportation Plan

Quick Look

Introduction

The Mid-Ohio Regional Planning Commission (MORPC) has long advocated for people to be able to walk, ride a bike, and ride transit safely and easily throughout Central Ohio. To encourage long-range active transportation planning there is a subset of the [Metropolitan Transportation Plan \(MTP\)](#) called the [Active Transportation Plan \(ATP\)](#) which identifies key regional corridors that cross jurisdictional lines and outlines the importance of non-motorized facilities. The ATP also includes tools to inform planning efforts that ensure that residents and visitors can efficiently and safely move between active modes of transportation throughout the region.

ATP Tools

The following tools may be used as a foundation for discussion on local planning processes and site development, and collaboration with other jurisdictions.



The [Story Map](#) describes the steps taken to create the ATP, and includes an interactive web map for users to play with related data and see how it relates to their communities.



The [Cost Estimator](#) Tool provides a range of the estimated additional cost of adding an active transportation facility to a road or bridge project.

How Is It Used?

Policymakers, elected officials and other civic leaders may use the Story Map to identify successes and challenges in their own and neighboring communities: locations of key corridors; relationship of the corridors to existing and planned bikeways; where there are crashes and safety concerns; whether key civic and commercial sites are accessible via walking, bicycling and transit; which key corridors lack sidewalks; and where there are strong links among jurisdictions.

Engineers and planners may use the Story Map as a more technical resource when updating comprehensive plans or working on site design. They may identify areas with safety concerns or where people without cars live, places where people can't easily walk, ride bikes or ride transit, or areas with missing links between jurisdictions. Planners and engineers may also use the ATP's Cost Estimator Tool to calculate a ballpark estimate of the cost of adding bike lanes, multi-use paths, or sidewalks to a road or bridge project's cost.

Public users of active-transportation facilities may have a totally different approach to using the Story Map. It may be useful in familiarizing them with regional planning processes and giving them a one-stop-shop for information on active transportation information in Central Ohio. The Story Map may also help them communicate with neighbors, policymakers, and planners. The map can help them raise questions such as why a bus or bike route does not connect with another route, park, or point-of-interest., or why there isn't a sidewalk on their street.

Next Steps

- Educational meetings - MORPC staff will meet with communities to introduce their staff members to the plan and walk them through how to use the tools
- Updating the plan - MORPC staff will update the data and best practices as soon as new information becomes available
- Project Evaluation - MORPC staff will evaluate potential infrastructure projects to determine their impact to the key regional corridors and consideration for future funding