

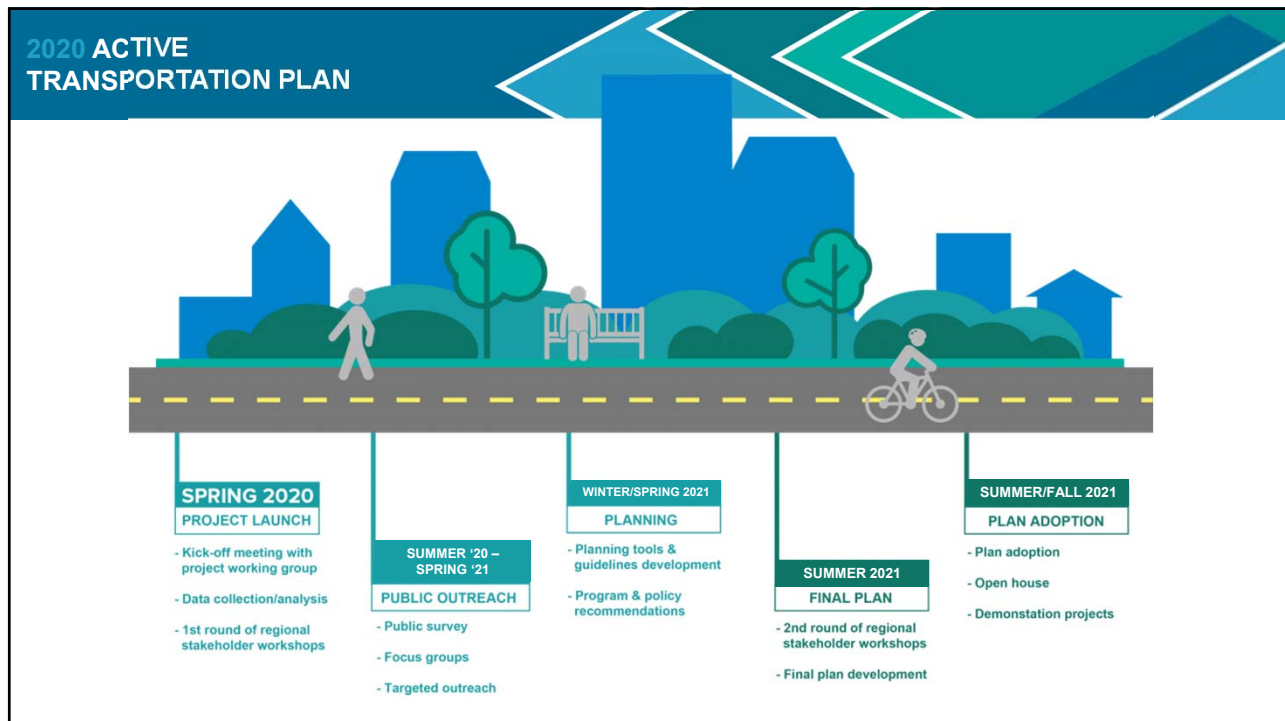
ACTIVE TRANSPORTATION PLAN

COMMUNITY ADVISORY COMMITTEE
TRANSPORTATION ADVISORY COMMITTEE
June 2021
INFORMATION ONLY



2020 ACTIVE TRANSPORTATION PLAN

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2020 ACTIVE TRANSPORTATION PLAN

WHY?

- Walkable and bicycle-friendly communities benefit **economic development, safety, and health** and provide **access to opportunity**.
- To maximize these benefits, we must **maximize opportunities** for walking and biking.
- To walk & bike, people need **safe & connected** access to all destinations.
- **All streets** must accommodate **low stress** corridors.



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ACTIVE TRANSPORTATION PLAN

OUR VISION:

Central Ohio will implement and maintain an equitable network of active transportation infrastructure that ensures the regional transportation system supports and accommodates mobility for all users, inclusive of all ages and abilities, while advancing the regional priorities established in the Metropolitan Transportation Plan.

GOAL 1: SAFETY



Increase the **safety** of Central Ohio's active transportation system.

GOAL 2: COMFORT



Improve the level of **comfort** on Central Ohio's active transportation system.

GOAL 3: CONNECTIVITY



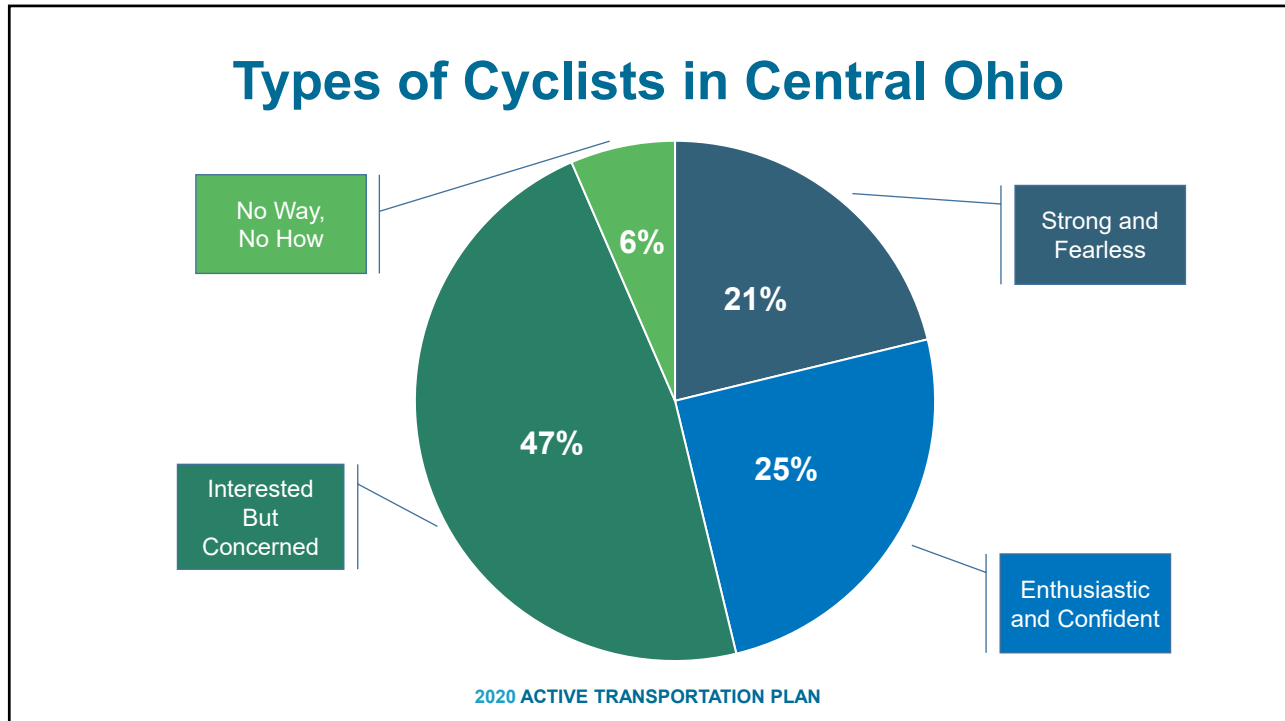
Expand the **connectivity** of Central Ohio's active transportation network.

GOAL 4: ACCESS

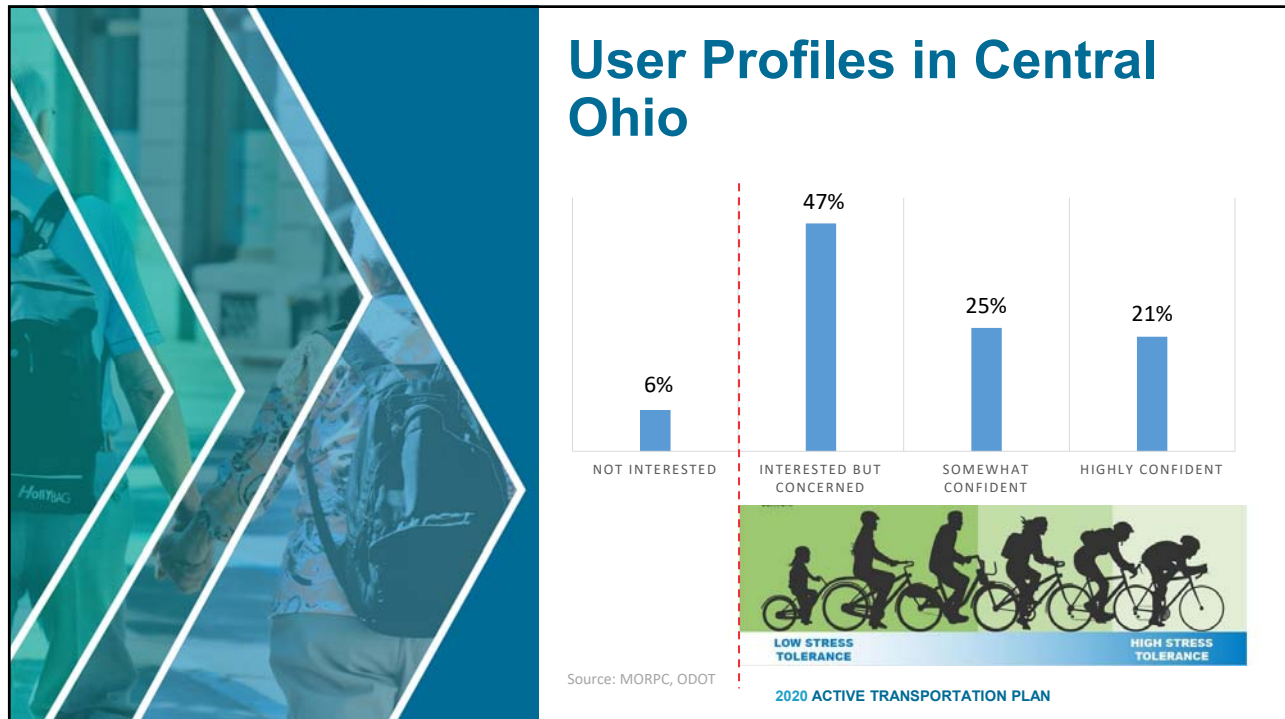


Increase **access** to active transportation infrastructure across Central Ohio.

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Level of Traffic Stress (LTS)

- LTS-1: Low Traffic Stress Bikeway
 - Comfortable for “interested, but concerned”
- LTS-2: Moderate Traffic Stress Bikeway
 - Comfortable for “somewhat confident”
- LTS-3: High Traffic Stress Bikeway
 - Comfortable for “highly confident”
- LTS-4: Extreme Traffic Stress
 - Not comfortable for most

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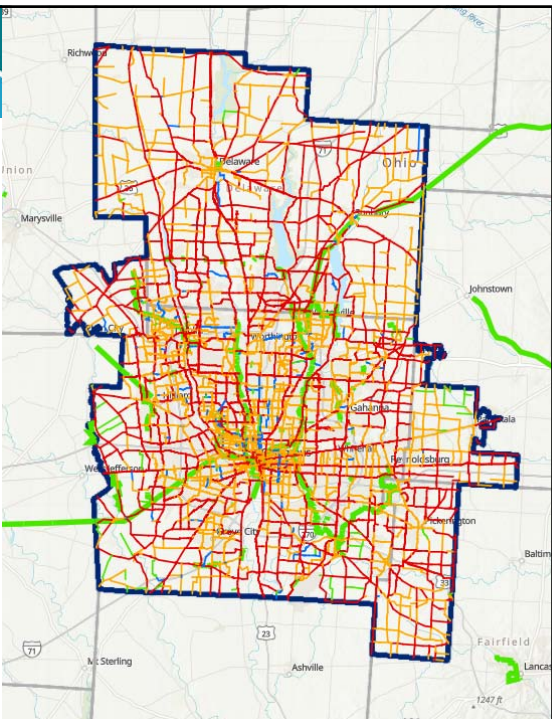
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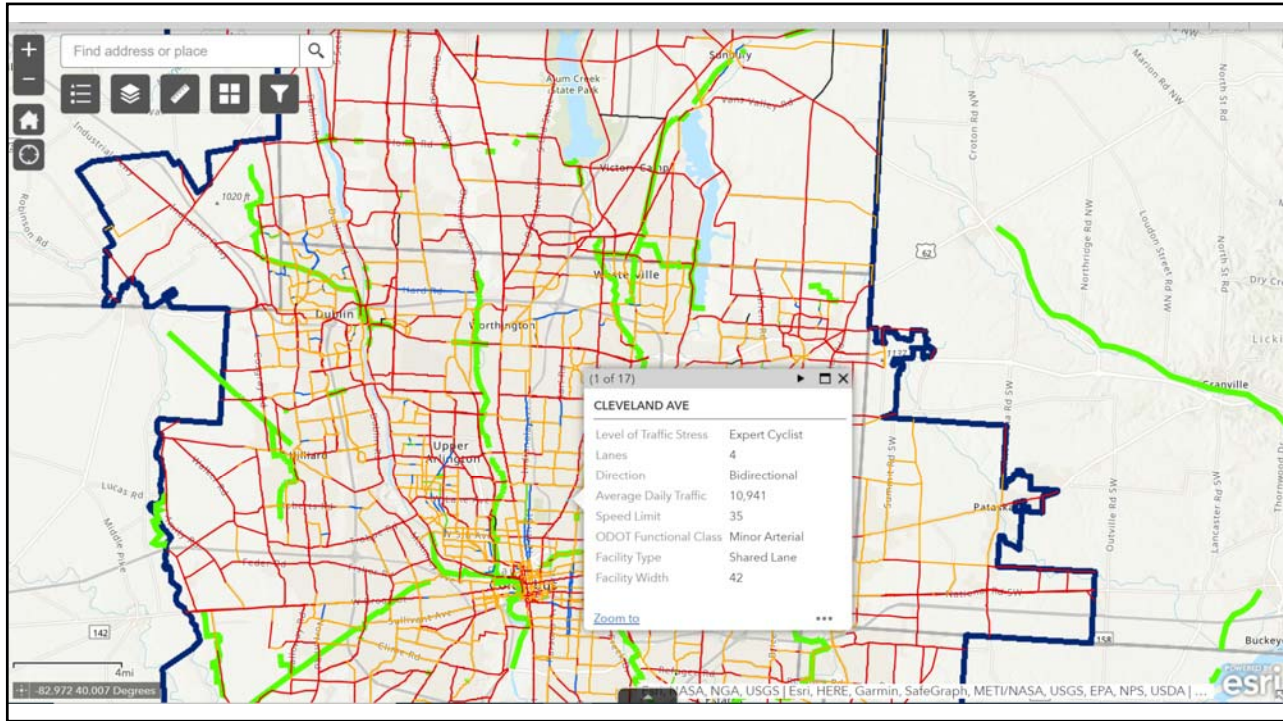
The Current Network

- LTS 1 (interested/concerned) – 8.3 mi
- LTS 2 (somewhat confident) – 44.1 mi
- LTS 3 (highly confident) – 695.3 mi
- LTS 4 (expert) – 1,235.1 mi
- No data - 15 mi

Total Road Miles – 1,997.8



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How to Improve The Network?

- Match the bike facility to the characteristics of the roadway
- Higher speed and higher volumes require more separation
- Bike lanes fine with moderate volumes and speeds (buffer pref.)
- Shared lanes work best with low speeds and volumes


Source: FHWA Bikeway Selection Guide; Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts

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NEXT STEPS

- Action Plan
- Story Map
- Design Guidance
- Align with updated Complete Streets Policy

2020 ACTIVE TRANSPORTATION PLAN





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