NOTICE OF A MEETING

COMMUNITY ADVISORY COMMITTEE
Mid-Ohio Regional Planning Commission
111 Liberty Street, Suite 100
Columbus, Ohio 43215

Monday, Nov. 1, 2021
5:30 p.m.

Click here to join the meeting
Members must be at the meeting in person to vote.
Call in (audio only): +1 614-362-3056,,869644077#
Phone Conference ID: 869 644 077#

AGENDA

5:30 p.m. Welcome & Introductions – LaGrieta Holloway, Chair

5:32 p.m. Approval of Aug. 30, 2021 Meeting Minutes

5:33 p.m. Nominating Committee Report – LaGrieta Holloway, Chair
• Election of Vice Chair

5:35 p.m. Metropolitan Planning Organization (MPO) Report – Thea Ewing, MORPC
• Monthly Report – Data & Mapping/Planning & Sustainability – Jen Noll, MORPC
  o 2022 Population Estimates – Liz Whelan-Jackson, MORPC

5:55 p.m. Resolutions
• Resolution T-12-21: Adopting MORPC Complete Streets Policy – Lauren Cardoni, MORPC
• Resolution T-13-21: Supporting the Ohio Department of Transportation Safety Performance Measures’ Targets – Maria Schaper, MORPC

6:00 p.m. Informational Items
• Draft Active Transportation Plan – Jennifer Noll, MORPC
• Technical Assistance Program – Lauren Cardoni, MORPC
• Air Quality Update – Brooke White, MORPC
6:55 p.m.  Other Business
   • CAC Appointment Update – Thea Ewing, MORPC

7:00 p.m.  Adjourn

PLEASE NOTIFY BEVAN SCHNECK AT 614.233.4130 OR EMAIL AT BSCHNECK@MORPC.ORG TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The next CAC Meeting is
November 29, 2021 at 5:30 p.m.
I. **Welcome & Introductions**
   - Chair LaGrieta Holloway called the meeting to order at 5:30 p.m. There was a quorum present.

II. **Approval of August 2, 2021 Meeting Minutes**
   - Chair Holloway asked for a motion to approve the August 2, 2021 minutes. William Curlis moved; Larry Robertson seconded; and the motion passed.

III. **Metropolitan Planning Organization (MPO) Report** – Thea Ewing, MORPC
   - Ms. Ewing noted that Vice Chair Larry Robertson was resigning from the Community Advisory Committee and thanked him for his service. The committee gave him well wishes.
   - For the COTA and Delaware County Transit update, Ms. Ewing noted that the Cbus Circulator was in the news and is not returning. She also noted that the downtown Greyhound property purchased by COTA still has Greyhound and others running buses out of the station. The Delaware City Flex Service has been doing well – especially with kids. Both COTA and DCT received federal and state funds adding projects that are included in Resolution T-7-21.
   - Ms. Ewing said the Transportation Review Advisory Council (TRAC) had met and approved the annual draft list of projects to receive funding over the next four years. It includes more than $292 million in new funding commitments. The public can comment on the draft list by emailing trac@dot.ohio.gov until
September 17. TRAC will vote on the final list at its September 22 meeting. The projects in Central Ohio were mentioned.

- Ms. EWing said MORPC released the 2021 Call for Projects for 5310 Enhanced Mobility Funding for Seniors and Individuals with Disabilities on August 16, 2021. A new online application tool was selected to be tested for this round of funding and future MORPC calls for projects. Applications are due September 20, 2021.

**Monthly Report – Planning & Sustainability – Stephen Patchan, MORPC**

- Mr. Patchan told the committee to save the date of October 15 for MORPC’s annual Summit on Sustainability. He also said registration was open for the September 21 Regional Transportation Safety Forum and highlighted some of the speakers.
- Current and upcoming public comment periods were highlighted for: Complete Streets Policy update with a public comment period through October 22 and adoption in November; Active Transportation Plan with a public comment period beginning November 1 and adoption in December; and Technical Assistance Program guidelines with a public comment period beginning around the same time and adoption in December.
- A Trail Town Program RFP – through Central Ohio Greenways – will soon be released to hire a consultant to develop a Trail Town toolkit that communities along the COG network can use to take advantage of economic development opportunities.


- 2020 Census data became available in August, and MORPC made it available in an easy-to-access format on its open data site at morpc.org/data. It includes 2020 data, geography, and changes since 2010. The overall takeaway is that Central Ohio has grown, with an addition of nearly 240,000 people. It ranks 27th in population growth of the nearly 400 MSAs, and the region remains on track to be 3 million people by 2050.
- MORPC will be developing its first population estimates based on the recent census for member dues in 2022. They will go out to local governments for review in September.

**IV. Resolutions**

- Resolution T-7-21 Amending the State Fiscal Year 2021-2024 Transportation Improvement Program – Thomas Graham, MORPC
  - Mr. Graham noted that a revised version of the resolution was distributed to the committee that included six ODOT Transit Partnership awards.
  - The revised resolution brings a total to 12 projects totaling over $369 million. Three projects are COTA projects, and there are 5310 projects that slightly overlap with MORPC’s metropolitan planning organization area. The Franklin County Transportation Improvement District project of 161 at Linworth Road was included for $500,000 for preliminary engineering, as well as additional phases of ODOT District 6’s 70/71 project and 71/Sunbury Parkway project.
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- Mr. Roehm asked about I-71 and Sunbury being parallel. Mr. Gill said Sunbury Parkway is east-west and connects to Sunbury Road.
- Mr. Curlis made a motion to adopt Resolution T-7-21; Ms. Dorsey seconded; and the motion passed.
  - Resolution T-8-21 Accepting the Planning Work Program Completion Report for State Fiscal Year 2021 – Thea Ewing, MORPC
    - Ms. Ewing noted that MORPC must do a Planning Work Program annually that directs around $6 million. The previous PWP work ended as of June 30, and it came in under budget in many cases. She said there was nothing truly significant to report, and all the work was completed.
    - A motion to adopt Resolution T-8-21 was made by Mr. Curlis; Ms. Synk seconded; and the motion passed.
  - Resolution T-9-21 Amending the 2020-2050 Metropolitan Transportation Plan – Maria Schaper, MORPC
    - Ms. Schaper highlighted that the Metropolitan Transportation Plan was adopted in May 2020. Since then, the LinkUS Mobility Initiative corridors have advanced in planning activity. Bus Rapid Transit is the recommended mode for the corridors, and there are updated cost estimates. The resolution reflects this.
    - East Broad was recommended as a local preferred alternative, and the time frame of West Broad Street is being adjusted.
    - Projects must be in the MTP to be eligible for federal funding, so the MTP amendment shows the Federal Transit Administration that the region is supportive of the work.
    - The amendment changes some time frames and makes no significant changes to fiscal resources. It had a public comment period throughout the month of August, and MORPC received 10 letters of support.
    - A motion to adopt Resolution T-9-21 was made by Mr. Curlis; Ms. Synk seconded; and the motion passed.
  - Resolution T-10-21 Adopting the 2021 Public Participation Plan – Bevan Schneck, MORPC
    - Mr. Schneck said the committee received a presentation of the updated Public Participation Plan at the previous meeting, and provided a brief recap of the plan update – including the changes to include new technologies and align the participation outreach to MORPC’s diversity and inclusion initiatives.
    - The draft plan underwent a 45-day public comment period and there were no comments received, so the plan had not changed since the previous meeting.
    - A motion to adopt Resolution T-10-21 was made by Mr. Curlis; Ms. Dorsey seconded; and the motion passed.
  - Resolution T-11-21 Amending the SFY 2022 Planning Work Program – Nick Gill, MORPC
    - Mr. Gill said that funding for the SFY 2021 Planning Work Program was not all used, so MORPC is carrying some funding over into SFY 2022. The amendment covers additional money to be carried over that was not included when the 2022 PWP was
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prepared in April, and it better balances out the programs the money is going toward.

- Ms. Synk asked if the amendment is changing the work that had been incorporated into the Planning Work Program. Mr. Gill said it is not changing any of the work already planned in the current fiscal year, but additional money will be added for such items as systems analysis, modeling, and technical analysis for certain types of activities to further build up the programs. He noted that active transportation planning would continue and the amendment would provide more funding to do the technical work.

- A motion to adopt Resolution T-10-21 was made by Mr. Curlis; Ms. Dorsey seconded; and the motion passed.

V. Informational Items

- Complete Streets Policy Update – Lauren Cardoni, MORPC
  - Ms. Cardoni mentioned that the update to the Complete Streets Policy would come back to the committee for adoption in November.
  - MORPC’s policy was adopted in 2010 and was one of the first adopted at the regional scale. The policy is being updated because its language included a note that the policy needed reviewed on an annual basis. The new policy incorporates updating regional planning goals and new design guidance available through FHWA, ODOT, and other resources.

- If adopted, projects requesting MORPC federal funding will be required to comply with the new policy.

- The policy has been restructured for clarity and ease of use, and includes a new section providing for design flexibility.

- A public comment period is taking place through October 22.

- Mr. Curlis asked where he could review the information. He was told it would be available on the website at https://www.morpc.org/tool-resource/complete-streets. Mr. Curlis also said there should be an element included in the policy that developers should have to consider the economic development impact during the construction phase. Ms. Cardoni responded that there is some language that applies within the document, although it only applies to MORPC funding, and not projects funded by local agencies.

- Mr. Weiss agreed with Mr. Curlis’ comments and said it will be an important consideration, including economic impact, as MORPC goes into its attributable funding discussions.

- Mr. Roehm expressed concerns about the increased use of roundabouts and how they cause problems for those who are blind. Ms. Cardoni said Complete Streets includes people of all ages and abilities and that roundabouts have come up in the Active Transportation Committee, including discussion on how they can be improved.

- Draft Complete Streets Policy
• Title VI/Non-Discrimination Program for 2021 – Ralonda Hampton, MORPC
  - Ms. Hampton said Title VI – Part of Civil Rights Act of 1964 – was one of the most significant laws because it related to discrimination in federally funded programs, as well as those that do not receive federal funding. Therefore, MORPC works to eliminate barriers and provide opportunities to all residents.
  - The last update to MORPC’s Title VI Plan was in the fall of 2018. A resolution will be presented in October to MORPC’s Executive Committee and Commission.
  - The updated plan includes 14 appendices that point to specific information. It also includes MORPC’s non-discrimination complaint procedure, Limited English Proficiency Plan, and aspects related to MORPC staff, board diversity, minority populations, diversity spend, diversity training, and MORPC’s weatherization program (i.e. who applies and receives the services).

• Comprehensive Economic Development Strategy – Ted Geer, MORPC
  - Mr. Geer said that CEDS is a regional economic development plan supported by a grant from the U.S. Economic Development Administration. It is a foundational piece of economic development planning, and it is needed to apply for Economic Development District status.
  - Central Ohio’s strategy includes 11 counties. It aligns with regional goals, focuses on streamlined resources and building economic resilience (including for something like COVID), and allows for increased funding. Projects can receive funding from the federal government if they are aligned with the document.
  - The CEDS is being developed by a strategy committee that includes a variety of stakeholders, including the private sector.
  - The strategy will soon have a 30-day public comment period.

VI. Other Business
• Vice Chair Vacancy
  - Ms. Ewing noted that the resignation of Larry Robertson from the Community Advisory Committee means that there will be a vacancy in the vice chair officer position. Chair Holloway said she would call together a nominating committee in advance of the November 1 meeting. The nominating committee will include Chair Holloway, Catherine Girves, Ira Weiss, Tamika Vinson-Reid and – if able – Dave Paul.

VII. Adjourn
• The meeting was adjourned at 6:46 p.m.

Bevan Schneck, Secretary
Community Advisory Committee
Transportation & Infrastructure Development
Thea Ewing, Director – twalsh@morpc.org

Metropolitan Transportation Plan

- An MTP amendment was adopted during the September committee meetings. The amendment identified Bus Rapid Transit as the mode for three transit projects, added one new Bus Rapid Transit project, refined cost estimates for said Bus Rapid Transit projects, and adjusted the time frame of one project. All changes are reflective of and consistent with recently completed LinkUS Mobility Initiative corridor studies. Amending the MTP to be consistent with the results of the LinkUS studies shows regional support for these projects and enables COTA to move forward in engaging with FTA in a federal grants process.

Transit, Mobility & Human Services

Mobility Management

- MORPC staff continues the work for the ODOT HSTC Region 6 Coordinated plan, the Regional Mobility Plan. Goals and strategies have been drafted for Franklin, Delaware, Logan, and Union counties. This process is underway for the remaining five counties. Next steps will call for county partner review and county commissioner engagement.

- MORPC staff attended the Ohio Public Transit Association conference and the mobility management roundtable, meeting, and training. This provided a learning opportunity related to Medicaid, the regional coordinated plan process, and best practice sharing with other mobility managers.

- MORPC staff has been partnering with individuals in Union County to support their mobility management program and for stakeholder support in public transit. This work has involved the planning of a mobility workshop that is intended to highlight the benefit of mobility access for county residents and employees.

- MORPC staff continues to work with the ODOT Office of Transit on development work for Gohio Mobility, the statewide transportation search tool intended to support mobility management in Ohio. MORPC is assisting ODOT in understanding what steps need to be taken with data for the launch.

- MORPC is working with the ODOT Office of Transit and Ohio Association of Regional Councils on the development of an RFP for Gohio Commute and Gohio Mobility. The final draft is nearing development for posting.

FTA Section 5310 Designated Recipient

- Call for Projects submission period ended September 20. MORPC received 17 applications totaling a request of $2.4 million. Staff will work towards coming up with a
program of projects for the approximately $1.4 million available through the federal allocation.

- Staff participated in an ODOT meeting to discuss the impact of the global pandemic on vehicle production. The state vehicle contract vendors announced that delivery of vehicles is not likely to occur until 2023. MORPC will offer current 5310 awardees the opportunity to cancel their deliveries and utilize the funding for other 5310 eligible uses or receive a refund of their 20% local match.

**Gohio Commute**

- City of Grove City and MORPC staff hosted a webinar called, “Transportation – The Great Equalizer” to educate companies in Grove City about the importance of commuter benefit programs and the modes of transportation available to them. Staff from MORPC, COTA, Commute with Enterprise, and Share Mobility participated in this webinar.

- MORPC staff met with the Central Ohio Mode Shift Coalition, a group of Central Ohio mobility champions for transportation demand management initiatives, in Dublin, OH for a bike ride and meeting to share program updates and understand mobility initiatives that may be replicated in other communities.

- MORPC staff attended the Ohio Public Transit Association conference to share and learn best practices for supporting public transit use and partnerships.

**Transportation Planning Activities**

**US 23 Connect Study**

- MORPC staff supported ODOT in refining the Purpose and Need statement for the study, as well as develop other materials in preparation for Phase 2 of stakeholder and public engagement activities, set to begin in October.

**LinkUS Mobility Initiative**

- MORPC hosted a LinkUS Multijurisdictional Workshop on September 15, introducing the region to the draft priority network elements that include bikeways, greenways, sidewalks, roadways, and transit initiatives. Meetings will occur quarterly to assist in the development of the network strategy and funding initiative.

- MORPC and ODOT started to meet with the corridor consultants and COTA to discuss the traffic analysis that will need to occur as part of the FTA CIG program.

**Central Ohio Rural Planning Organization (CORPO)**

- County-level subcommittee meetings were held the week of September 13.

- CORPO staff presented the draft Public Participation Plan and opened a public comment period on September 27.

- CORPO staff presented the draft CORPO-dedicated Funds Policy and opened a public comment period on September 27.

**Infrastructure Funding**

**MORPC-Attributable Funding**

- The Attributable Funds Committee met at the beginning of September to brainstorm potential revisions to the Policies for Managing MORPC-attributable Funds. The AFC
decided to form a working group to further analyze the policies, and staff prepared potential revisions and discussion points that the working group discussed on September 22. Staff continues to work on potential revisions to the policies and coordinate with the AFC throughout this process.

**Ohio Public Works Commission (OPWC)**

- Applicants in Franklin County (District 3) submitted 23 applications requesting $35 million in SCIP/LTIP funding for the year beginning July 1, 2022. Approximately $27 million is available. The team is reviewing and scoring applications. The Public Works Integrating Committee’s (PWIC) next meeting is on November 19.
- Applications for District 17 (includes Delaware, Licking and Fairfield counties) are due on November 5, 2021.

**Transportation Review Advisory Council (TRAC)**

- Staff shared the draft project list with stakeholders and committee members and provided notification of the public comment period, which ended on September 17.
- The TRAC met on September 22 to vote on the final list of projects to be awarded funding. Staff continues to communicate key points around these funding decisions.

**Federal Competitive Programs**

- The federal Economic Development Administration (EDA) has announced $3 billion of mostly competitive grant funding opportunities to enable continued economic recovery. There are multiple regional applications being considered, and MORPC is providing capacity, technical assistance, and planning services to foster highly competitive applications.

**Competitive Advantage Projects (CAP)**

- CAP continues to be a critical resource for state and federal elected officials as they craft infrastructure funding legislation. Multiple projects on the CAP list have been included on federal member directed spending requests and state capital spending requests.

**Data & Mapping**

**Increase Efficiencies of Internal Data Systems**

Mid-Ohio Open Data site (MOOD): Staff continues to maintain and add data to the MOOD site. ([www.morpc.org/data](http://www.morpc.org/data))

**Update and Maintain Data Sets to Support Transportation Planning Efforts**

Franklin County LBRS: Staff continues regular monitoring and maintenance of the LBRS data.

COVID-19 Resource Hub: Staff added updates to the Resource Hub ([www.morpc.org/covid19](http://www.morpc.org/covid19)), including vaccination rates, re-opening policies, changes to transit service, and other timely items. MORPC released the Central Ohio COVID-19 Policy Briefs earlier in 2021 ([www.morpc.org/covid19policybriefs](http://www.morpc.org/covid19policybriefs)).

Regional Housing Strategy: Staff recently created a Metrics Dashboard designed to track progress across key high-level housing metrics in the region. ([www.morpc.org/rhs/metrics-dashboard](http://www.morpc.org/rhs/metrics-dashboard)).
Promote Data Sharing Among Data Providers

Regional Data Advisory Committee (RDAC)
The RDAC met on September 7 to discuss the creation, staffing, and membership of new working groups (Local Government Resources, Partnerships & Capacity Building, Broadband & Digital Equity), current working group reports, and updates regarding the Central Ohio GIS User Group (COGUG) and Regional Information & Data Group (RIDG).

- Data Policy Needs Survey & Toolkit Working Group: At the July 20 meeting, members agreed to present preliminary results of the Data Policy Survey to RDAC. The working group will meet again in October.
- Regional Municipal Fiber Strategy Working Group: Members met on September 8 to discuss strategy for working with local prospective partners. The group will meet again on October 1 to discuss the implementation of the strategy, with a November 5 target date set to meet with prospective partners.
- Central Ohio GIS User Group: Members met in a hybrid format on September 2, to hear presentations regarding ArcGIS Velocity, ArcGIS Image for ArcGIS Online, and the Ohio Food Systems Map. Members will gather again for a hybrid meeting on November 17, which is International GIS Day.
- Regional Information & Data Group: Members will meet on November 4; agenda to be announced soon. The RIDG Steering Committee will meet on October 13 to discuss the structure and topics for the November 3 RIDG meeting.

Transportation & Sustainability
- Metropolitan Transportation Plan (MTP): The GIS team continues their review of existing land use at the parcel level for the 2024 MTP. Work on this project includes updating the list of local Comprehensive Plans to use in the updated MTP land use model. The GIS team has also been assisting transportation staff with the LinkUs portion of the MTP amendment. The data team is working on building permit collection, input, and analysis for the 2024 MTP.
- Regional Sustainability Agenda (RSA): The data team continued its work on metrics for the RSA, including data collection and target setting. Final metrics were presented to and approved by the Sustainability Advisory Committee in September.
- ESRI Urban: Staff continues working with partners, other agencies, and ESRI to gather data for use with the new ESRI ArcGIS Urban program.
- National Neighborhood Indicators Partnership (NNIP): The data team and OSU CURA staff are preparing the application for MORPC’s membership in the NNIP. The NNIP is a network of 30+ independent partner organizations whose mission is to ensure all communities have access to data and the skills to use information to advance equity and well-being across neighborhoods. MORPC and OSU CURA will partner in this membership.

Coordinate with U.S. Census
- Outreach: Staff provided Census updates or presentations at all recent User Group and committee/board meetings. Data Manager Liz Whelan-Jackson moderated a panel discussion on data privacy in Central Ohio and interviewed with Columbus Underground regarding the 2020 Census and growth in Central Ohio, both on August 27.
Provide GIS and Technical Assistance to Transportation Programs

- Traffic Counts / Traffic Impact Study: The GIS team is working to provide GIS files and traffic counts to support the Traffic Impact Study.
- Maps / Reports: The GIS team continues to support transportation staff by supplying requested maps/reports – PWC, Franklin County Transportation Improvement District, CORPO, Commuter, Union County Micro-Mobility, Gohio Sustainable Transportation Recommendation Report, Mobility Maps, and many others.

Prepare Annual Estimates of Population and Employment at the County and Sub-County Levels

- Population Estimates: The data team is finalizing a data release schedule for 2020 Census-based MORPC member population estimates and is evaluating 2020 Census redistricting data to understand regional growth trends as well as impacts on MORPC population work more broadly. Building permits from 50+ local permitting agencies have been collected and are being analyzed. The building permit data used to calculate population estimates will also be used to create a population dashboard.

Transform Raw Data into Useful Information, Suggest Conclusions, and Support Decision-Making

- Housing Development: Staff is assisting Logan County Economic Development staff to consume and use data to support their housing development goals.

Respond To and Document Requests

- Grants: Staff supplied data to other MORPC departments for an OPWC grant application.
- Staff updated Transportation Improvement District webmap with TID Program of Projects.
- Staff provided estimated dues for two prospective members.

Planning & Sustainability
Kerstin Carr, Director – kcarr@morpc.org

Active Transportation Planning

- Active Transportation Plan (ATP): MORPC team members continue to develop a story map and other materials as part of the Active Transportation Plan update. Drafts of these materials will be available for public review and comment in November.
- Complete Streets: The public comment period for the Complete Streets Policy update opened on September 1 and will remain open through October 22. Revisions will be made to the policy based on feedback received, and the policy will be presented to CAC, TAC, and the Transportation Policy Committee at November meetings for adoption.
- Active Transportation Committee (ATC): The final ATC meeting for 2021 will be held on Tuesday, October 19 from 9:00 am to 11:00 am. Agenda items will include an update on the MORPC Technical Assistance Program, the Complete Streets Policy, the Active Transportation Plan, and Central Ohio Greenways initiatives. The meeting will be held virtually.
• Outreach: Staff shared a newsletter with Active Transportation stakeholders that included links to new resources and webinars available throughout the month of September. This newsletter goes out every other month to provide important Active Transportation updates for the region.

**insight2050**

Technical Assistance Program (TAP): Most of the Cycle 1 projects are complete, with a few wrapping up final deliverables. All projects will be complete by the end of October. Staff is working to update the program guidelines to launch the next round of projects in early 2022. If your community is interested in applying for technical assistance, please contact lcardoni@morpc.org for more information.

**Regional Housing Strategy (RHS)**

• We invite you to visit the updated RHS website at www.morpc.org/housingstrategy, where visitors will now find a link to the complete final report, access to past Speaker Series webinars, and an online resource hub.

**Transportation Safety**

The second annual Central Ohio Transportation Safety Forum was held on September 21. More than 80 people from agencies around the region (and the state) joined us to hear about regional safety trends and learn from experts in the field. The entire event was recorded and will be shared with members once it is available.

**Committee Meetings**

• Staff attended the Traffic Records Coordinating Committee (TRCC) meeting on September 16. There have been 946 traffic fatalities throughout the state of Ohio so far this year, which is significantly higher than where we typically are YTD. A new smartphone app paid for with funding approved by the TRCC has been released to assist law enforcement with filling in crash reports in an effort to improve the accuracy and completion of those reports.

• Staff participated in the Franklin County Traffic Fatality Review meeting on September 2. Aggressive driving, speeding, and impaired driving continue to be issues.

**Sustainable2050**

• The Q3 Sustainable2050 member meeting was held on September 17. The MORPC team provided energy program highlights, including available SolSmart technical assistance and the September 30 Energy Aggregation Workshop. The MORPC Team presented updates on the draft tier status certification process with the newly adopted Regional Sustainability Agenda. The spotlight topic for this meeting was sustainable mobility, with a presentation on the Active Transportation Plan and regional trails.

• Member Engagement: MORPC’s technical assistance pilot program, in partnership with The Ohio State University’s City and Regional Planning Sustainability Studio, kicked off work in August toward the creation of a sustainability plan for the City of Reynoldsburg. Another planning studio is working with City of Grandview Heights and Clinton Township on a project. We will continue to build and expand this coordination with OSU in the
future to serve project and technical assistance needs of OSU and Sustainable2050 members.

Greenways & Water Resources Program

Central Ohio Greenways Board (COG)

- Central Ohio Greenways Board (COG): The board met on September 25 and heard updates on partner projects, including LinkUS and RAPID 5. The board’s working groups also provided updates:
  - Marketing & Communications Working Group: The group is working with Experience Columbus to publicly release a passport to encourage people to check out trails and win prizes. The group will be advising the Trail Town Framework, a project aimed to support rural communities in developing trail connections and marketing efforts to encourage trail tourism and active transportation.
  - Operations & Access Working Group: The group has developed a winter maintenance session to be presented at the September 29 COG Forum.
  - Partnership Working Group: The Partnership Working Group-led Impact of Trails Report was recently received by the consultants. MORPC will publicly release the results of the project in October.
  - Trail Development Working Group: The group is taking inventory on local trail plans and projects to develop a database to support potential multi-jurisdictional trail projects and grants.
  - COG Forum: The next forum is scheduled for September 29 and will focus on RAPID 5, Trail Towns, and winter trail maintenance.

Sustaining Scioto Board

- The board met on August 25 with a presentation from the NOAA Climate Program Office on the U.S. Climate Resilience Toolkit. The board also learned about the Central Ohio Blueways effort to designate recreational waterways and the opportunity of the Clean Ohio Fund.
  - Agriculture and Rural Communities Outreach Team: The team met on September 16. Members were given an update on the Social Science Survey focused on improving outreach to both upstream and downstream partners around the topics of climate change, water, and land use.
  - 208 Water Resource Planning: The Draft 208 Plan for Logan County has been completed. Informational and stakeholder meetings for Champaign County stakeholders is scheduled for mid-October.

Energy & Air Quality

- Energy & Air Quality Working Group: The Energy and Air Quality Working Group will meet on September 28 with a featured presentation from Third Sun Solar on the state of the solar industry in Ohio.
  - Air Quality Network Sensor Subcommittee: Air quality monitors are being sited across Franklin County with emphasis on placement in ZIP codes with populations vulnerable to the effects of air pollution. Six out of twenty monitors have been placed. The monitors
will remain for a year to collect data on neighborhood-to-neighborhood variations in air pollution.

- Local Government Energy Partnership: MORPC is hosting the Energy Aggregation Workshop on September 30 from 10 a.m. to 12 p.m. This meeting will be virtual. Speakers include Jon-Paul d’Aversa with UNPREDICTABLEcity, Erin Beck with City of Columbus, and Council Member David Robinson with City of Worthington. Registration is required and can be found [here](#). MORPC also continues to coordinate with UNPREDICTABLEcity to encourage SolSmart designation. Free technical assistance is available to MORPC members. The SolSmart designation results in a consistent and streamlined process for solar projects, and signals to the broader community that solar is welcomed. For more information contact Brandi Whetstone, Sustainability Officer, at bwhetstone@morpc.org.

**Sustainability Advisory Committee**

- Sustainability Advisory Committee (SAC): The Sustainability Advisory Committee (SAC) met on September 15 and heard updates from MORPC staff on the Summit on Sustainability and relevant policy work. The Regional Sustainability Agenda target-setting process is nearly complete, and staff will be revisiting two of the metrics to incorporate the Committee’s input before finalizing.

**Clean Ohio Conservation Fund**

- District 3 (Franklin County) has approximately $3.1 million available for Round 16. There will be an Applicant Workshop on October 4 on topics related to the structure of District 3 Natural Resource Assistance Council, OPWC (Ohio Public Works Commission) new online WorksWise portal for submission. Details on how to join the Workshop can be found [here](#). MORPC also continues to coordinate with UNPREDICTABLEcity to encourage SolSmart designation. Free technical assistance is available to MORPC members. The SolSmart designation results in a consistent and streamlined process for solar projects, and signals to the broader community that solar is welcomed. For more information contact Brandi Whetstone, Sustainability Officer, at bwhetstone@morpc.org.

**Communications & Engagement**

Niel Jurist, Director – [njurist@morpc.org](mailto:njurist@morpc.org)

**News Releases**

- [Central Ohio’s Comprehensive Economic Development Strategy Available for Public Review](#)
- [Letter to the Editor: US House should pass infrastructure bill that will benefit all Ohioans](#)
- [New Public Participation Plan Adopted by MORPC](#)

**MORPC in the News**

- [Columbus Concerns with MORPC on their "Gohio Commute" Program](#)
- [Cities can play a key role in the transition to electric vehicles](#)
- [CMC Forum: LinkUS Columbus Mobility Initiative](#)
- [MORPC Matters: Complete Streets Policy promotes traffic safety](#)
- [MORPC Seeks Comments On New Regional Complete Streets Policy](#)
- [Experience Columbus Launches Outdoor Trails Pass](#)
- [Resurrecting the Railroad in Ohio](#)
Digital Content

- Digital/social media content for the month included: Commute Action Plan, CoGo, Public Participation Plan, Public Comment Period, LinkUS, COVID-19 Briefs, Central Ohio Greenways, Regional Mobility Plan (and survey), Bike Infrastructure, Air Quality Alerts, ODOT Safety, Gohio Commute, National Seat Check Saturday, Stormwater Awareness Week, CMC Forum (Building Inclusive Communities), Car Free Day, Hispanic Heritage Month, Summit Reminder, Child Passenger Safety Week, Letter to the Dispatch, CEDs, Complete Streets, and September 11th memorial.
Transportation & Infrastructure Development
Thea Ewing, Director – twalsh@morpc.org

Metropolitan Transportation Plan
- Staff incorporated the September amendment into the MTP document as necessary.

Transit, Mobility & Human Services

Mobility Management
- MORPC staff assisted in the planning of a transit planning workshop led by UC Moves and the Union County mobility manager and hosted by the Union County Economic Development Association. Event planning was intended to encourage conversations around public transit for the county and the benefit it would bring to disadvantaged populations and the work force.
- MORPC staff continue work on the ODOT HSTC Region 6 Transit Coordinated Plan. September work for this document has been focused on preparation for opening it for public comment on November 8, 2021. Conversations with ODOT have concluded that full submission will be completed in early February 2022, with draft submission to ODOT in January 2022.
- MORPC staff attended the Ohio Public Transit Association Conference to network, learn from, and collaborate with other transit and mobility management champions in the state. Key elements included gathering best practices and new opportunities to coordinate with other agencies in this work.

FTA Section 5310 Designated Recipient
- Staff went through the received applications for the 2021 round of 5310 funding. Due to the overwhelming need, the awards of funding will be reduced this year. Most of the changes are based on decreases in number of vehicles to be awarded per request.

Gohio Commute
- MORPC staff and the City of Delaware co-sponsored a webinar call Transportation: The Great Equalizer. MORPC staff talked about the importance of commuter benefits and explained our new program called the Commute Action fund. Local mobility providers spoke about their workforce mobility offerings in the City of Delaware and the surrounding area.
- Staff delivered a Gohio Commute Vanpool to Universal Production Corporation. This vanpool will travel from Columbus to Newark daily.
- MORPC staff gave a presentation on the Gohio Commute Vanpool Program and the Commute Action fund at the Logan County Transit Advisory Council October meeting.
• MORPC staff continues to work with member communities to set up informational webinars about workforce mobility options and our Commute Action Fund. Interest has been well received and staff is currently reserving dates for upcoming webinars in January 2022.

• MORPC staff continue to lead OARC and ODOT partners in the RFP process for Gohio Commute in September. The RFP submission deadline is November 1, 2021.

• MORPC staff attended the Move America conference in September to explore emerging mobility programs that may support our regional TDM projects.

Transportation Planning Activities

US 23 Connect Study
• MORPC supported study partners during phase 2 of stakeholder engagement meetings.
• MORPC provided data support to the consultant team with Streetlight Data analyses in the study area.

LinkUS Mobility Initiative
• MORPC participated in the LinkUS panel at the Summit on Sustainability moderated by Leah Evans, from Homeport. Staff also participated at the Ohio Technical Engineering Conference on a LinkUS panel.
• Progress continues to be made with the Leadership Coalition on the framework for an implementation plan by early 2022. MORPC sits on the committee to develop the playbook for the Leadership Coalition.
• The High Capacity Transit corridors MTP amendment was sent to the FTA Region 5 Office for concurrence with the request for authorization into the Project Development (PD) stage for COTA’s East Main and West Broad corridors.

Rapid Speed Transportation Initiative (RSTI)
• Staff have renamed and rebranded the RSTI program to be the Interregional Connections group which will focus on advanced mobility solutions such as passenger rail and developing new air connections.

Central Ohio Rural Planning Organization (CORPO)
• Staff developed a web-based application (Formstack) for project sponsors to use when submitting an application for the CORPO-dedicated funding program.
• CORPO staff participated in the Union County Mobility workshop and visited Marion County to discuss transit and workforce, and economic development with local leaders.
• Staff developed meeting agenda and materials for the CORPO Committee meeting scheduled for November 1, 2021.

Infrastructure Funding

MORPC Attributable Funding
• Staff continues to work with members of the AFC to revise the Policies for Managing MORPC-attributable Funding.
Data & Mapping
Kerstin Carr, Interim Director – kcarr@morpc.org

Manage, Map, Collect, and Share Data

Increase Efficiencies of Internal Data Systems
- Organized various population data sets to be able to share out to a web site, created using ESRI Experience Builder.
- Created script and Tableau dashboard to automate collection, processing, and visualizing data on resident enrollment in the Emergency Broadband Benefit.
- Utilized script that automates data collection and processing using Longitudinal Employer Household Dynamics (LEHD) data.
- Created script and Tableau dashboard to automate collection and analysis of Zillow data to evaluate location-specific impacts of COVID-19 on housing demand.

Update and maintain data sets to support transportation planning efforts
Franklin County LBRS: Held meeting with editors to review standards, discuss ODOT progress on incorporating data and share how people are using the data in third-party applications.

COVID-19 Resource Hub: Staff added updates to the Resource Hub (morpc.org/covid19), including Emergency Broadband Benefit enrollment.

Promote Data Sharing Among Data Providers
Mid-Ohio Open Data site (MOOD): (morpc.org/data) Web map of MORPC membership was added to the gallery.

Regional Data Advisory Committee (RDAC)
The RDAC will meet December 7 to finalize the creation, staffing, and membership of new Working Groups.
- Data Policy Needs Survey & Toolkit Working Group: At their October 5 meeting, members agreed to continue meeting until new working groups are formed. The working group will meet again on October 29 for a brainstorming session to set short-term goals for responding to the results of the Local Government Data Policy Survey.
- Regional Municipal Fiber Strategy Working Group: Members met on October 1 to discuss strategy for working with local prospective partners. The group will gather again on November 5 to meet with prospective partners.
- Central Ohio GIS User Group: Next hybrid meeting is on November 17, which is International GIS Day.
- Regional Information & Data Group: The RIDG Steering Committee met on October 13 to discuss the structure and topics for the December 1 RIDG meeting.

Transportation & Sustainability
- Active Transportation Plan (ATP): GIS staff are working with P&S staff on an ESRI story map to highlight current level of traffic stress conditions and how to make improvements.
- Regional Sustainability Agenda (RSA): Final metrics were presented to and approved by the Sustainability Advisory Committee (SAC) in September. Two of the metrics around carbon emissions and farmland preservation will be approved pending follow-up discussions with key members of the SAC.
• ESRI Urban: A session highlighting Urban was organized for the Summit on Sustainability, which included a presentation by ESRI and a panel discussion with COTA, CURA, MORPC and ESRI. Several training sessions around using ESRI Urban have been organized.

• National Neighborhood Indicators Partnership (NNIP): The data team and OSU CURA staff are preparing the application for MORPC’s membership in the NNIP. The NNIP is a network of 30+ independent partner organizations whose mission is to ensure all communities have access to data and the skills to use information to advance equity and well-being across neighborhoods. MORPC and OSU CURA will partner in this membership.

Coordinate with U.S. Census
• 2020 Census Data: Prepared an internal memo for MTP project leads addressing the impacts of data accuracy and availability from the 2020 Census on key analyses in the MTP land use forecasting process and schedule.

Data Analytics and Research for Transportation Projects and Programs

Provide GIS and Technical Assistance to Transportation Programs
• Maps / Reports: The GIS team continues to support transportation staff by supplying requested maps/reports – MTP, Mobility, GoOhio, and others.

Prepare Annual Estimates of Population and Employment at the County AND Sub-County Levels
• Population Estimates: The data team is responding to or incorporating feedback received from member government staff regarding the draft population estimates for 2022 member dues. Final 2022 member dues estimates will be presented to Commission for adoption in November.

Transform Raw Data into Useful Information, Suggest Conclusions, and Support Decision-Making
• Housing Development: Staff is assisting Logan County Economic Development staff consume and use data to support their housing development goals.
• 2020 Census and Central Ohio Growth: The data team developed a fact sheet highlighting regional growth trends and insights revealed by the release of the 2020 Census data.

Planning & Sustainability
Kerstin Carr, Director – kcarr@morpc.org

Active Transportation Planning
• Active Transportation Plan (ATP): The draft ATP will be available online beginning November 1. Members are encouraged to review and share feedback with Planning & Sustainability staff.
• Complete Streets: Three sets of comments were received on the Complete Streets Policy update. All comments were in support of the policy update. All feedback received to date has been positive. A resolution to adopt the Complete Streets Policy update is being presented to CAC, TAC, and Commission in November.
• Active Transportation Committee (ATC): The ATC met for their final meeting of 2021 on October 19. MORPC staff presented an update on the Technical Assistance Program and received positive feedback about proposed program changes.

• Data Collection Program: MORPC and the City of Columbus Department of Recreation and Parks have entered into an agreement to install and test two Eco Counter Urban MULTI trail count equipment units over the next year. The two units are being installed along the Alum Creek Trail and will be monitored by MORPC and DRP over the next year to determine if the equipment can be used on a larger scale to collect more, higher quality non-motorized volume data on the regional trail system.

insight2050

• Technical Assistance Program (TAP): MORPC staff are coordinating with the City of Westerville and Jefferson Township to put the finishing touches on their respective technical assistance projects. Both of those projects are expected to be completed before the end of 2021. All other projects to date have been completed.

• MORPC staff have also been working to update the Technical Assistance Program to focus more on moving plans toward implementation and addressing key regional strategies established in the MTP. The next round of technical assistance will kick off with an application process later this year, pending approval from CAC, TAC, and Commission.

Regional Housing Strategy (RHS)

• MORPC promoted and participated in several housing-related events led by our partners in October, including AHACO’s Work & Home; Move to PROSPER’s Building Inclusive Communities; Dialogue presented by WOSU Public Media and the John Glenn College of Public Affairs; and a panel discussion at the APA Ohio Statewide Planning Conference. Panelists in a breakout session at this year’s Summit on Sustainability discussed Central Ohio’s progress in the year since the Regional Housing Strategy was released.

Transportation Safety

• Committee Meetings: MORPC staff participated in the October meetings for the following safety committees: Franklin County Traffic Fatality Review, Franklin County Safe Communities Coalition, and ODOT Strategic Highway Safety Plan Steering Committee.

• Technical Assistance: The Safety Study for US62 in Grove City that was awarded consultant assistance by ODOT is wrapping up. The draft report includes strategies for the city to apply for HSIP funding to implement various recommendations for safety improvements.

Sustainable2050

• The Village of Plain City recently passed a resolution to join Sustainable2050, bringing total membership to 35. The MORPC team is working to fine tune the updated tier status certification process based on initial input. Once the changes are made, an email will be sent to Sustainable2050 members for final feedback.

• Member Engagement: MORPC staff worked with members from Grove City and City of Columbus to put together a breakout session for the Summit on Sustainability. Members have been invited to attend several webinars including one on Energy Aggregation and two SolSmart training webinars which help earn needed points toward designation.
Greenways & Water Resources Program

Central Ohio Greenways Board (COG)
The Board met on September 22 and will meet again on November 9. Members are interested in developing partnerships and supporting other regional efforts, including LinkUS and RAPID 5. Additionally, the board is discussing potential COG projects to submit for consideration in the State Capital Budget.

- Marketing & Communications Working Group: The group is focused on the Trail Town Framework Project. This is a project focused on supporting rural communities along the Ohio to Erie Trail to identify and augment opportunities to capitalize on active transportation and tourism benefits associated with the trail. Additionally, the working group supported the implementation of a Hike.Bike.Paddle passport series with Experience Columbus.
- Operations & Access Working Group: The group supported a discussion focused on winter trail maintenance at the most recent COG Forum.
- Partnership Working Group: The group is supporting the Impact of Trails report development.
- Trail Development Working Group: The group is focused on implementing a Trail Counter Pilot Project to evaluate the effectiveness and quality of EcoCounter brand counters with the goal of making an equipment recommendation to the region by Spring 2022. Additionally, the group is working to update the Regional Trail Vision based on recommendations from Central Ohio communities. Finally, the group will continue to explore opportunities to implement priority trail projects as identified in the 2021 Trail Prioritization Effort.
- COG Forum: The September COG Forum featured topics such as RAPID 5, Trail Towns, and Winter Trail Maintenance.

Sustaining Scioto Board
The Sustaining Scioto Board will meet on Wednesday, October 27.

- Agriculture and Rural Communities Outreach Team: The outreach team will meet on November 18.
- 208 Water Resource Planning: MORPC staff attended the Champaign County Community Collaboration meeting in October to discuss the water quality management plan development for the three-county area including Champaign County. The goal was to collect relevant data for the plan.

Energy & Air Quality

- Local Government Energy Partnership: MORPC hosted a workshop on Energy Aggregation on September 30; the recording and slides are available. The next steps include following up with MORPC members to determine interest level and needs regarding energy aggregation. Staff continues to promote SolSmart designation and hosted a training on October 21 on permitting and inspection. The next training on November 9 will be focused on safety. A breakout session focused on solar energy was held at the Summit on Sustainability.
Sustainability Advisory Committee

- Sustainability Advisory Committee (SAC): The MORPC team will soon be confirming membership appointments for the 2022-2024 term. The next meeting will be held on December 15.
- Regional Sustainability Dashboard: The Sustainability and the Data & Mapping teams will be working with CURA at OSU on next steps for updating the Sustainability Dashboard with the new metrics that were adopted as part of the Regional Sustainability Agenda.

Clean Ohio Conservation Fund

- The Clean Ohio Applicant Workshop was held on October 4. MORPC staff together with OPWC staff provided an overview of the Clean Ohio Fund, including the new Public Workwise Portal for the submission of final applications, the application and review process, and important deadlines. Preliminary screeners are due on December 10 at 5 p.m: [https://www.morpc.org/program-service/clean-ohio-conservation-fund](https://www.morpc.org/program-service/clean-ohio-conservation-fund)

Communications & Engagement

Níel M. Jurist, Director – njurist@morpc.org

News Releases

- $3.1M Funding Available to Preserve Land and Streams in Franklin County
- MORPC’s Annual Summit on Sustainability to Feature Author Dana Bourland

MORPC in the News

- Amtrak plans major expansion by 2035 if infrastructure bill passes
- Brown, Local Community Leaders Discuss Bipartisan Infrastructure Plan’s Impact on Columbus Area
- Here's how Columbus’ zoning code needs to change, according to an outside assessment
- ODOT Seeks input on U.S. 23 options in Delaware County
- Study examines major changes to US 23
- Study Shows Need for Zoning Code Re-Write, City Says
- Two incumbents face challenger for two Jefferson Township trustees seats
- Upper Arlington’s Fishinger Road in line for $12.9M upgrade to begin in 2022
- Worthington-based developer bringing apartments to busy Linworth corridor

Digital Content

- CMC Building Inclusive Communities Event, Careers, (Residential Services) General Contractors, LinkUS/OU Partnership, eSource, National Seat Check Saturday, MORPC in the News: Resurrecting the railroad in Ohio (CNBC), Weatherization, Greenspot Columbus, NARC Executive Directors Conference, Air Quality, Vision Zero, Transportation: The Great Equalizer Event, Summit On Sustainability, RFPs/RFQs, Energy Awareness Month, Link US, Regional Complete Streets Policy Update, Indigenous Peoples’ Day, Hispanic Heritage Month/1MORPC 1VOICE, Gohio, Trails, Stormwater Awareness Week, Pedestrian Safety, Cybersecurity Awareness Month, Franklin County Engineer’s Office Touch A Truck Event, RAPID 5
Memorandum

TO: Transportation Policy Committee
   Transportation Advisory Committee
   Community Advisory Committee

FROM: Thea J. Ewing, Director
       Transportation & Infrastructure Development

DATE: October 26, 2021

SUBJECT: Proposed Resolution T-12-21: "Adopting MORPC Complete Streets Policy"

The proposed Resolution T-12-21 will update the existing MORPC Complete Streets Policy. Providing Complete Streets has a variety of benefits ranging from improving safety, promoting alternative modes of transportation and therefore improving air quality and reducing congestion, encouraging physical activity to allow for healthier residents, providing access and connections for people who can’t or don’t want to drive to places (including children, seniors, or people with disabilities), and strengthening economic growth and stability for communities and regions.

The draft of the policy was presented to the Active Transportation Committee, the Community Advisory Committee, and the Transportation Advisory Committee last month. The draft policy was also released for public comment and circulated to local governments and other stakeholders. Comments and feedback on the policy were accepted through Friday, October 22nd. Three sets of comments were received, all in support of the policy update. No changes were made to the draft policy as a result of these comments.

The MORPC Complete Streets Policy will apply to all projects selected for their first commitment of MORPC-attributable federal funding starting with the 2022-2023 application cycle. Projects approved for MORPC-attributable federal funding prior to 2022 are required to continue to comply with the previous MORPC Complete Streets Policy, adopted in 2010.

The policy is intended to be evaluated on a regular basis, in alignment with the review and update to the Policies for Managing MORPC-Attributable Funds. This will provide the opportunity to make necessary changes ahead of future funding cycles.

Attachment: Resolution T-12-21
Since the adoption of the MORPC Complete Streets Policy in 2010, Several Central Ohio communities have adopted their own Complete Streets policies, resolutions, or ordinances. A performance objective adopted in the Metropolitan Transportation Plan (MTP) establishes a target of 100% of MORPC member communities adopting complete streets policies or policies that contain those elements by the year 2050.

To advance this MTP objective, MORPC staff are available to assist more local governments to adopt these processes, as well as their own complete streets policies, and allow project sponsors to be more innovative in designing their roadways.

Attachment: Resolution T-12-21
RESOLUTION T-12-21

“Adopting the MORPC Complete Streets Policy”

WHEREAS, the Transportation Policy Committee of the Mid-Ohio Regional Planning Commission is designated as the Metropolitan Planning Organization (MPO) for the Columbus metropolitan planning area; and

WHEREAS, the 2020-2050 Metropolitan Transportation Plan (MTP) includes strategies for implementing active transportation infrastructure throughout the region; and

WHEREAS, Complete Streets are a well-established best practice for safe and comfortable travel by all users of roadways, including bicyclists, public transportation and school bus riders, and pedestrians of all ages and abilities; and

WHEREAS, the Active Transportation Plan (ATP) update will provide tools and resources to guide local agencies in the design of Complete Streets; and

WHEREAS, in 2010 the Policy Committee of the Mid-Ohio Regional Planning Commission (MORPC) adopted the MORPC Complete Streets Policy by Resolution T-6-10; and

WHEREAS, the Policies for Managing MORPC-Attributable Funds requires projects that receive funding to comply with the MORPC Complete Streets Policy; and

WHEREAS, under the guidance of a 25-member steering committee with representation from member governments, the Ohio Department of Transportation, and the Central Ohio Transit Authority, staff prepared an updated MORPC Complete Streets Policy, which builds upon the 2010 MORPC Complete Streets Policy by updating old references and processes and incorporating the latest national guidance and best practices; and

WHEREAS, a public comment period on the update to the MORPC Complete Streets Policy was held between August 31, 2021 and October 22, 2021; and

WHEREAS, the Community Advisory Committee at its November 1, 2021 meeting and the Transportation Advisory Committee at its November 3, 2021 meeting recommended approval of this resolution; now therefore
BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it adopts the attached MORPC Complete Streets Policy.

Section 2. That it recommends central Ohio governments use the MORPC Complete Streets Policy in planning, developing, constructing, and operating and maintaining transportation infrastructure projects.

Section 3. That the principles and procedures of the MORPC Complete Streets Policy will be reviewed and evaluated every two years and be modified as warranted.

Section 3. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

Karen Angelou, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

Date

Prepared by: Transportation & Infrastructure Development Staff

Attachment: MORPC Complete Streets Policy
MORPC Complete Streets Policy

October 2021
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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.

Section 2. Background and Vision
The Mid-Ohio Regional Planning Commission (MORPC) supports the development of a safe and sustainable transportation system that ensures accessibility for everyone using the transportation system. As Central Ohio experiences historic population growth, a regional Complete Streets policy can help to guide public transportation infrastructure investments in a manner that supports regional safety, multimodal mobility, and sustainability goals while accommodating population growth and shifts in development. This policy builds upon previous efforts to develop a comprehensive, multimodal transportation system and promotes integration with sustainable land use development.

This policy is consistent with regional goals and objectives established in the Metropolitan Transportation Plan (MTP), the Regional Sustainability Agenda (RSA), the Active Transportation Plan (ATP), the Central Ohio Transportation Safety Plan (COTSP), and other key regional plans and policies. The policy aligns with development principles established through the insight2050 initiative and sustainability principles outlined through the Sustaining Scioto Adaptive Management Plan.

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.

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;
2. 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
3. Require connected travel networks, best-practice design criteria, and context-sensitive approaches.
Section 4. Applicability and Review Process

MORPC will promote the Complete Streets concept throughout the region and, therefore, recommends that all local jurisdictions and the state adopt comprehensive Complete Streets policies consistent with the MORPC Complete Streets Policy. MORPC will seek incorporation of the Complete Streets concept and policy into the development of all transportation infrastructures within the region at all phases of their development to ensure that all projects throughout our region accommodate people using all modes of transportation.

This Complete Streets Policy applies to all projects receiving MORPC-attributable federal funding, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities. Projects on facilities where walking and bicycling is prohibited by law are still required to comply with the policy as it pertains to connections across them, such as underpasses and overpasses, as well as other modes of transportation that may travel along them, such as public transit. Additionally, projects limited exclusively to maintenance-type activities are required to comply with the policy, but may be permitted to include low-cost accommodations that can feasibly be incorporated within the extent of the maintenance project.

All projects selected for their first commitment of MORPC-attributable federal funding starting with the 2022-2023 application cycle shall adhere to this policy, and are required to follow the Complete Streets review process as detailed below. Projects approved for MORPC-attributable federal funding prior to 2022 are required to comply with the previous Complete Streets Policy, adopted in 2010. However, those projects should consider complying with this updated Complete Streets Policy where possible, and are requested to provide related information during Commitment Updates, as required by the Policies for Managing MORPC-Attributable Funds. Projects utilizing any other funding sources are also encouraged to adhere to this policy.

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.
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.

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.

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.

**Recommendations**

The recommendations outlined below should also be considered, as appropriate to the context of a project.

1. Consideration should 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, should be considered where safe and appropriate.

2. Locations for safe street crossings should be considered throughout the length of a project. Design of those crossings should consider best practices that ensure high visibility and safety for people crossing the street in those locations.

3. Street furniture, such as bike racks or benches, should be considered as part of all projects as long as they do not impede any user.

4. Project sponsors should consider including street trees and landscape components, with careful analysis of tree species, site, and design considerations. Considerations should include, but are not limited to, providing adequate space for tree roots to grow and selecting trees that require less maintenance and do not inhibit the movement of people using adjacent sidewalks or pathways.
   a. Any project that requires removal of existing trees as part of construction should provide an equal or greater number of replacement trees.

5. Each project design should be coordinated with appropriate access management strategies. Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.

6. Although this policy focuses primarily on the engineering aspects of roadway projects, the project sponsor should provide education, encouragement, and equitable enforcement strategies during and after the project. The education component should include government officials, developers, the public, and other relevant parties.

7. While this policy focuses on transportation, local governments should review their related policies, regulations, and standards to ensure that they are complementary to the development of Complete Streets. This includes land use and zoning policies, as well as building design and development standards, etc.

8. Local agencies should regularly update transportation design standards and procedures, and coordinate with partners to ensure compatibility in those standards and procedures throughout the region. Agencies should also regularly train staff on any updates to the standards and procedures so that they can adhere to them appropriately.

9. Local governments are encouraged to adopt their own Complete Streets policies, consistent with this regional policy and federal and state design standards. State governments should work with the local Metropolitan Planning Organizations to ensure consistency in polices at the state, regional, and local level.
Section 6. Appeal Process

Project sponsors may request an exemption or re-review of their projects by the Appeals Committee if they cannot reach an agreement with MORPC staff regarding project compliance with the Complete Streets policy. The Appeals Committee is composed of six (6) representatives and will meet on an “as needed” basis. The voting membership consists of three (3) representatives from the Attributable Funds Committee (AFC) and three (3) representatives from the Active Transportation Committee (ATC). When an appeal is filed, the chairs of the AFC and ATC will appoint their respective representatives to the Appeals Committee.

MORPC staff will review the requests initially and provide a report with recommendations to the committee in advance of each meeting. The applicant will have the opportunity to review the report and add comments to it prior to its submittal to the committee. During each meeting, the committee shall discuss and evaluate the request(s) and vote on a recommendation. The committee may invite the applicant to attend the meeting(s).

A vote of at least four (4) committee members is needed to act. If no agreement can be reached, the project sponsor must propose an alternative that can obtain the votes necessary for approval. Members with conflicts of interest on a particular project before the committee must recuse themselves from deliberation on that project.

Instead of an exemption, the Appeals Committee may also suggest a lesser level of accommodation or accommodation on a parallel route. All appeals and resulting decisions will be kept on record and made publicly available.

Section 7. Design

Project sponsors will be required to work with MORPC and ODOT staff to determine the most appropriate design for a project and to ensure that the design does not conflict with federally required standards. 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:

Guidelines

• American Association of State Highway and Transportation Officials (AASHTO) Guide for Planning, Designing and Operating Pedestrian Facilities
• American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
• Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
• National Association of City Transportation Officials (NACTO) Urban Street Design Guide
• National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide

Additional FHWA Resources:

• FHWA Bikeway Selection Guide
• FHWA Separated Bike Lanes Planning and Design Guide
• FHWA Designing for Pedestrian Safety
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 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 include regular reports on project progress through the Complete Streets Review Process, as well as summaries of the challenges encountered and resolutions made throughout the review process.
## Context Sensitive Design (CSD)

Context Sensitive Design is a design process that not only considers physical aspects or standard specifications of a transportation facility, but also the economic, social, and environmental resources in the community being served by that facility. A CSD approach helps to ensure projects:

- Are safe for all users.
- Use a shared stakeholder vision as a basis for decisions and for solving problems that may arise.
- Meet or exceed the expectations of both designers and stakeholders, thereby adding lasting value to the community, the environment, and the transportation system.
- Demonstrate effective and efficient use of resources.¹

## Context Sensitive Solutions (CSS)

The Context Sensitive Solutions process, as defined by FHWA, is a collaborative, interdisciplinary, and holistic approach to the development of transportation projects. The CSS process involves all stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. The CSS process values equally the needs of agency and community, considering all trade-offs in decision-making.

The CSS process is guided by four core principles:

- A shared stakeholder vision to provide a basis for decisions.
- A comprehensive understanding of contexts.
- Continuing communication and collaboration to achieve consensus.
- Flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.²

## Equity

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.

It is important to note that transportation equity does not mean equal. An equitable transportation plan considers the circumstances impacting a community’s mobility and connectivity needs, and this information is used to determine the measures needed to develop an equitable transportation network.³

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¹ Understanding CSD and CSS, [https://www.fhwa.dot.gov/planning/css/what_is_css/](https://www.fhwa.dot.gov/planning/css/what_is_css/)

² Understanding CSD and CSS, [https://www.fhwa.dot.gov/planning/css/what_is_css/](https://www.fhwa.dot.gov/planning/css/what_is_css/)

³ Environmental Justice, Title VI, Non-Discrimination, and Equity, [https://www.fhwa.dot.gov/environment/environmental_justice/equity/](https://www.fhwa.dot.gov/environment/environmental_justice/equity/)
<table>
<thead>
<tr>
<th>Key Term</th>
<th>Definition</th>
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| Resilience                       | Resilience is the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions. The Fixing America’s Surface Transportation (FAST) Act, signed into law in December 2015, requires agencies to take resiliency into consideration during transportation planning processes.  


6 What is Sustainability? [https://www.sustainablehighways.dot.gov/overview.aspx#quest1](https://www.sustainablehighways.dot.gov/overview.aspx#quest1)  

7 Safety of Vulnerable Road Users, [https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf) |
| Shared Mobility                  | Shared mobility – the shared use of a vehicle, bicycle, or other mode – is an innovative transportation strategy that enables users to gain short-term access to transportation modes on an as-needed basis. The term shared mobility includes various forms of carsharing, bikesharing, ridesharing (carpooling and vanpooling), and on-demand ride services. It can also include alternative transit services, such as paratransit, shuttles, and private transit services (called microtransit), which can supplement fixed-route bus and rail services.  


6 What is Sustainability? [https://www.sustainablehighways.dot.gov/overview.aspx#quest1](https://www.sustainablehighways.dot.gov/overview.aspx#quest1)  

7 Safety of Vulnerable Road Users, [https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf) |
| Sustainability                   | Sustainability is often described using the “triple bottom line” concept, which includes giving consideration to three primary principles: Social, Environmental, and Economic. The goal of sustainability is the satisfaction of basic social and economic needs, both present and future, and the responsible use of natural resources, all while maintaining or improving the well-being of the environment on which life depends.  

6 What is Sustainability? [https://www.sustainablehighways.dot.gov/overview.aspx#quest1](https://www.sustainablehighways.dot.gov/overview.aspx#quest1)  

7 Safety of Vulnerable Road Users, [https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf) |
| Vulnerable Road Users            | “Vulnerable road users” is a term applied to those most at risk in traffic. Thus, vulnerable road users are mainly those unprotected by an outside shield, namely pedestrians and two-wheelers, as they sustain a greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions.  

7 Safety of Vulnerable Road Users, [https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf](https://safety.fhwa.dot.gov/ped_bike/docs/oecd_safety.pdf) |
Memorandum

TO: Transportation Policy Committee
    Transportation Advisory Committee
    Community Advisory Committee

FROM: Thea J. Ewing, Director
    Transportation & Infrastructure Development

DATE: October 27, 2021

SUBJECT: Proposed Resolution T-13-21: "Supporting the Ohio Department of Transportation Safety Performance Measures’ Targets"

Performance measures are an important element of Fixing America’s Surface Transportation Act (FAST-Act), the federal transportation legislation with which MORPC’s transportation planning process must comply. The U.S. Department of Transportation (U.S. DOT) has established a performance management process, through which specific performance measures and target-setting practices for states and Metropolitan Planning Organizations have been identified.

Safety is one area in which states and MPOs are required to set targets. The rule requires state DOTs to set targets for five safety performance measures by August 31 each year. The five measures are:

- number of fatalities
- number of serious injuries
- number of non-motorized fatalities and serious injuries
- fatality rate
- serious injury rate

In August 2021 ODOT reestablished their annual safety statewide targets as a 2% annual reduction for each of the five measures. This was based on many factors, including a review of recent trends in safety statistics and an increased emphasis on providing resources for safety activities. These are targets MORPC can support and work with ODOT to accomplish.

Each MPO is then required to annually establish targets by February 27 each year. Resolution T-13-21 is to explicitly meet the federal planning regulations to establish safety performance measures for the MPO area.

MORPC was a leader in the country when performance measures were incorporated into the 2012-2035 Metropolitan Transportation Plan (MTP) in 2012. As part of the 2020-2050 MTP that was adopted in May 2020, performance measures were reestablished via resolution T-14-18, which are consistent with the ODOT safety targets.

Attachment: Resolution T-13-21
RESOLUTION T-13-21

“Supporting the Ohio Department of Transportation Safety Performance Measures’ Targets”

WHEREAS, the Mid-Ohio Regional Planning Commission (MORPC) is designated as the metropolitan planning organization (MPO) by the governor acting through the Ohio Department of Transportation (ODOT) and in cooperation with locally elected officials; and

WHEREAS, Fixing America’s Surface Transportation Act (FAST-Act) is the federal transportation legislation with which MORPC’s transportation planning must comply, including development of a metropolitan transportation plan including performance measures; and

WHEREAS, MORPC adopted the 2020-2050 Metropolitan Transportation Plan (MTP) which includes performance measures, including safety targets, which were adopted via Resolution T-14-18; and

WHEREAS, the U.S. DOT completed the rule-making process for incorporating performance measures in metropolitan transportation plans, which includes state and MPO adoption of performance measures; and

WHEREAS, the final U.S. DOT rules require the states to set targets for five safety performance measures (number of fatalities, number of serious injuries, fatality rate, serious injury rate and number of non-motorized fatalities and serious injuries) annually by August 31 each year, and that MPOs set targets for the five measures annually by February 27 each year; and

WHEREAS, in August 2021 ODOT established a 2% annual reduction as the statewide target for each of the five safety performance measures; and

WHEREAS, targets established by ODOT are consistent with the targets established via Resolution T-14-18 included in the 2020-2050 MTP for the five safety performance measures; and

WHEREAS, the Community Advisory Committee at its November 1, 2021 meeting and the Transportation Advisory Committee at its November 3, 2021 meeting recommended approval of this resolution; now therefore
BE IT RESOLVED BY THE TRANSPORTATION POLICY COMMITTEE OF THE MID-OHIO REGIONAL PLANNING COMMISSION:

Section 1. That it supports ODOT’s safety targets established in August 2021.

Section 2. That it will plan and program projects that contribute toward the accomplishment of the safety targets.

Section 4. That this committee finds and determines that all formal deliberations and actions of this committee concerning and relating to the adoption of this resolution were taken in open meetings of this committee.

___________________________________________
Karen Angelou, Chair
MID-OHIO REGIONAL PLANNING COMMISSION

_______________________________________
Date

Prepared by: Transportation & Infrastructure Development Staff
The following pages are informational items that will be discussed or presented at the meeting.
WHY?

- Active Transportation is something nearly everyone does nearly every day.
  - It is an essential form of travel.

- Uncertainty about a route can discourage us from making this choice or lead us into unsafe situations.

- There are many benefits to an active transportation system that works for everyone, all the time.

- To maximize these benefits, we must maximize opportunities for walking and biking.
2020 ACTIVE TRANSPORTATION PLAN

WHY?
More than 1/3 of all trips made in our region today are less than 3 miles in length. Many of these trips are currently made by car, when that distance could easily be traveled by foot, by bike, or on transit.

REGIONAL TRAVEL PATTERNS
Percentage of Short Trips by Length

WHY NOT?
Why Don't You Bike More Frequently?

Why Don't You Walk More Frequently?
Transportation Equity

Within the MPO area, approximately 6.6% of all households do not have access to a vehicle.

These households are not evenly distributed across the region.
In the 5-year time period from 2015-2019, crashes involving people walking and bicycling accounted for approximately 2% of all crashes.

People who were hit while walking and bicycling accounted for nearly 15% of all serious injuries (life altering) and more than 20% of all fatalities during that time period.
Bicyclist & Pedestrian Comfort

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.
Bicyclist & Pedestrian Comfort

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
Regional Connectivity

Rural Roadway Design (Cyclists)

Urban Roadway Design (Cyclists)

Uncontrolled Crossings (Pedestrians)

2020 ACTIVE TRANSPORTATION PLAN

Equitable Active Transportation Access

<table>
<thead>
<tr>
<th>GOAL</th>
<th>PROPOSED METRIC</th>
<th>OBJECTIVES</th>
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<tbody>
<tr>
<td>Increase the safety of Central Ohio’s transportation system for vulnerable roadway users.</td>
<td>Reduce the number of fatalities and serious injuries resulting from crashes</td>
<td>- Increase the number of funded infrastructure projects - stand-alone active transportation and combined infrastructure - that improve high-stress corridors. - Increase the number of funded active transportation infrastructure projects - both as stand-alone projects and as components of combined infrastructure projects - which, by nature of location or type of facility, enhance service for Environmental Justice populations, older adults, individuals with disabilities, and other marginalized or underrepresented groups. - Increase the number of local active transportation plans in Central Ohio. - Increase the number of miles of bikeways along very high stress and high-stress corridors. - Increase sidewalk coverage on arterial and collector streets in the MPO. - Increase sidewalk coverage which, by nature of location or type of facility, enhances service for Environmental Justice populations, older adults, individuals with disabilities, and other marginalized or underrepresented groups. - Increase the number of Central Ohio jurisdictions which collect and maintain comprehensive data on pedestrian and bicycle facilities. - Increase the number of Central Ohio jurisdictions that share and actively maintain their data with MORPC.</td>
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Equitable Active Transportation Access

Increase access to active transportation infrastructure across Central Ohio.

Reporting for metrics associated with Goals 1, 2, 3 will quantify impacts to Environmental Justice populations, older adults, individuals with disabilities, and other marginalized or underrepresented groups.

Draft ATP Components

- Current Conditions Analysis
  - Interactive Map
- Level of Traffic Stress Analysis
  - Story Map
- FHWA Design Guidance
- Action Plan
  - Metrics
- Appendices

https://www.morpc.org/program-service/active-transportation-plan/
Relationship to Other Regional Plans & Policies

- Metropolitan Transportation Plan (2020 – 2050)
- Regional Complete Streets Policy (updated 2021)
- MORPC-Attributable Funding for Transportation

NEXT STEPS

- Public Comment Period Opens Today thru November 30th
- We invite you to review the ATP components and share your feedback
  - [https://www.morpc.org/program-service/active-transportation-plan/](https://www.morpc.org/program-service/active-transportation-plan/)
- Feedback will be incorporated into a final draft, presented at December meeting
Technical Assistance Program 2.0

November Committee Meetings 2021

New Program Purpose

• New focus on moving from plan/concept to project implementation
• Address regional goals established in the MTP
• Advance specific MTP strategies focused on active transportation and transit infrastructure
• Move toward annual program with shorter project timeframes
• Requiring more detailed scopes of work for selected activities
Program Eligibility

- Local government member within the MPO
- Services requested are within the scope of the TA Program
- Application must be complete (including signed letter of commitment)
- Application must be received prior to the application deadline

Applicant Responsibilities

- **Designation** of staff time commitment and specific Project Manager
- **Provision of any relevant data or materials**
- **Participation from relevant departments within the local agency**
- **Regular communication with appropriate community stakeholders**
- **Regularly scheduled check-ins with MORPC staff**
- **Consistent and timely review of all materials submitted**
Technical Assistance Activity Types

- Central Ohio Greenways Vision Refinement
- Trail Access Improvements
- Active Transportation Project Prioritization
- Complete Streets Policy
- Walk Audit
- Transit Oriented Development
- Other Activity Type

Central Ohio Greenways Vision Refinement

Activity Tasks:
- Review the COG Vision within jurisdiction
- Refine proposed trail facilities
- Develop strategy for prioritizing and implementing proposed facilities

Activity Goal:
- Move COG Vision closer to implementation
Trail Access Improvements

Activity Tasks:
• Review trail accessibility within jurisdiction
• Identify potential access improvements
• Develop strategy for prioritizing and implementing proposed improvements

Activity Goal:
• Implement regional ATP and lessons learned from COG Trail Prioritization Study

Active Transportation Project Prioritization

Activity Tasks:
• Review active transportation projects in the MTP within jurisdiction
• Review additional active transportation needs
• Refine potential projects for inclusion in the next MTP update
• Develop strategy for prioritizing and implementing proposed improvements

Activity Goal:
• Implement MTP and ATP
Complete Streets Policies

Several Central Ohio communities have adopted their own Complete Streets policies, resolutions, or ordinances:

- Columbus – Complete Streets Resolution
- Delaware – Complete Streets Policy *
- 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 *

*Past TAP activities

Complete Streets Policy

Activity Tasks:

- Review existing policies and standards established in community
- Establish relevant best practices and guidance
- Develop Complete Streets Policy

Activity Goal:

- More local communities adopt CS Policies throughout the region

Walk Audit

Activity Tasks:

- Review pedestrian-involved crashes within a community
- Conduct a detailed walk audit at priority location
- Develop strategy for prioritizing and implementing improvements

Activity Goal:

- Implement Central Ohio Transportation Safety Plan (COTSP)
Transit Oriented Development

Activity Tasks:
• Assess local policies and codes within a community
• Identify potential changes for enabling transit-supportive development
• Develop strategy for implementing recommended changes

Activity Goal:
• Implement active transportation and transit-supportive development

Parameters for “Other” Activity Type

• Technical assistance should focus on moving from plan/concept to project implementation.
• Activity should align with:
  • Metropolitan Transportation Plan (MTP),
  • Active Transportation Plan (ATP), or
  • Central Ohio Greenways Vision.
• Applicant must provide a detailed scope of work.
Application Details

Required Documentation
• Applicant information
• Selected activity type
• Preferred scope of work
• Staff commitment
• Formal letter of commitment

Application Criteria
• Proposed community objectives
• MTP strategies
• Implementing regional priorities
• Equity considerations
• Local commitment and collaboration
• Leveraging investment

Important Dates

October 19, 2021
• Review with ATC

November 2021
• Review with CAC/TAC

December 13, 2021
• Call for Projects
• Informational Webinar

January 14, 2022
• Deadline to Submit Applications

February 4, 2022
• Awardees Notified
THANK YOU!

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