NOTICE OF A MEETING

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

Wednesday, Nov. 3, 2021
9 a.m.

Click here to join the meeting
Members must be at the meeting in person to vote.
Or call in (audio only): +1 614-362-3056, 647939305#
Phone Conference ID: 647 939 305#

AGENDA

9:00 a.m. Welcome & Introductions – Cindi Fitzpatrick, Chair

9:02 a.m. Approval of Oct. 6, 2021 Meeting Minutes

9:03 a.m. Metropolitan Planning Organization (MPO) Report – Thea Ewing, MORPC
  • Monthly Report – Data & Mapping/Planning & Sustainability – Jennifer Noll, MORPC

9:10 a.m. Funding Programs
  • Attributable Funds Project Status Update – Thomas Graham, MORPC

9:12 a.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

9:20 a.m. Informational Items
  • Draft Active Transportation Plan – Jennifer Noll, MORPC
  • Technical Assistance Program – Lauren Cardoni
  • Air Quality Update – Brooke White, MORPC

9:55 a.m. Other Business
  • Nominating Committee
10:00 a.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 Attributable Funds Committee will meet directly following the TAC meeting using this meeting link: Click here to join the meeting

The next TAC meeting is
December 1, 2021, at 9 a.m.
I. Welcome & Introductions
   • Chair Cindi Fitzpatrick called the meeting to order at 9 a.m. There was a quorum present.

II. Approval of Sept. 1, 2021 Meeting Minutes
   • Chair Fitzpatrick asked for a motion to approve the Sept. 1, 2021 meeting minutes. Mr. Peoples moved; Mr. Young seconded; and the motion passed.

III. Metropolitan Planning Organization (MPO) Report – Thea Ewing, MORPC
   • For the COTA and Delaware County Transit update, Ms. Ewing said that daily COTA fares had been capped and would take effect Oct. 17. DCT ridership...
continues to increase and is back to pre-pandemic levels. FLEX Delaware City continues to do well with new record daily ridership occurring frequently.

- MORPC recently wrapped up application periods for FTA 5310 funding – with 17 applications requesting $2.3 million and $1.4 million available – and Ohio Public Works Commission SCIP/LTIP District 3 (Franklin County) funding – with 23 applications requesting $35 million and $27 million available. MORPC also currently has an open application period for Clean Ohio Conservation Funds in OPWC District 3.
- The Human Services Transportation Coordination Region 6 Regional Mobility Plan strategies are being drafted and MORPC will be contacting counties to seek their approval once a public comment period begins.

- Monthly Report – Data & Mapping/Planning & Sustainability – Kerstin Carr, MORPC
  - Dr. Carr highlighted the population growth data reported in the 2020 Census, which showed uneven growth across Ohio. Columbus and Central Ohio are continuing to grow and are on track to reach the projected 3 million by 2050. The growth also puts pressure on the housing market. [Census Growth Fact Sheet](#)
  - Dr. Carr also presented on the RAPID 5 initiative to connect Franklin County’s waterways through trails and greenspace as one, interconnected system. The visions recently laid out by five design firms were included in the presentation. More information is available at [rapid5.org](#).

IV. **Funding Programs**

- Attributable Funds Project Status Update – Thomas Graham, MORPC
  - Mr. Graham provided updates on FY22 Attributable Funding commitments
    - The Delaware Signal System Upgrade project was awarded and funds encumbered with an amount $140,000 less than what had originally been committed.
    - Broad/Hamilton intersection project in Whitehall was marked as overdue, but the right of way was authorized and will be encumbered later in the week.
  - He said that the AFC policies working group would be continuing its work on the policies after the TAC meeting.

V. **Informational Items**

- LinkUS Update – John Gardocki, MORPC, and Zach Sunderland, COTA
  - Mr. Gardocki provided background information and highlighted the work that has unfolded on the initiative over the summer – including the State of Mobility Report – and what would be taking place during the fall, including a Program Development Playbook and multi-jurisdictional workshops.
  - Mr. Sunderland discussed the corridors and highlighted the work taking place as part of the East Main and West Broad Bus Rapid Transit projects, and the benefits the initiative would bring.
Ms. Schamp asked a question about lessons learned from other communities after similar mobility investments were highlighted in Charlotte, Austin, Indianapolis, and Minneapolis as part of the presentation. Mr. Gardocki discussed workshops through ULI to learn lessons from the other communities and bring them back. Ms. Ewing mentioned that the consultants being used worked on both the Charlotte and Austin projects, as well.

Mr. Kauffman asked about the bending market place and micromarkets, and if they would be located at bus stops. Mr. Biesterveld said that it was conceptual right now and they are looking to locate them at transit centers where it makes sense based on higher volumes.

- Transportation Review Advisory Council Final Project List – Dina López, MORPC
  - Ms. Lopez reported back on the projects with funding approved as part of the final TRAC project list. The MPO area had nine projects submitted, with seven that received funding. These projects received a total of $64.6 million out of $97 million requested. A map of the projects was shown as part of the presentation.

- 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 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, among other updates.
  - Projects receiving new commitments of MORPC federal funding during the next round 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.

- Legislative Update – Joe Garrity, MORPC
  - Mr. Garrity provided the latest information on federal surface transportation authorization and federal infrastructure legislation, as well as how it relates to the reconciliation – or social infrastructure – bill and opportunities to bring passenger rail to Columbus. MORPC recently met with the Columbus Partnership to discuss the opportunity available to have passenger rail.
  - The state capital budget is approaching. MORPC will be having an event with local partners and state legislators to prepare for the capital budget and be ready to have projects funded.
o Mr. Garrity said MORPC is leading the Central Ohio Defense Working Group, and the group recently joined the Association of Defense Communities to elevate the work and relevant partnerships.

VI. Other Business
- Ms. Schamp made a comment to emphasize the importance of making sure that all infrastructure funding administered and coordinated by MORPC is in alignment with regional goals.

VII. Adjourn
- Ms. Schamp moved; Mr. Young seconded; and the meeting was adjourned at 10:03 a.m.

Thea J Ewing, Secretary
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

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.
# Appendix

Key Term Definitions from the Federal Highway Administration (FHWA)

| 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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<tbody>
<tr>
<td>Resilience</td>
<td>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.</td>
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<tr>
<td>Shared Mobility</td>
<td>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.</td>
</tr>
<tr>
<td>Sustainability</td>
<td>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.</td>
</tr>
<tr>
<td>Vulnerable Road Users</td>
<td>“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.</td>
</tr>
</tbody>
</table>

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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)
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

- 5+ miles: 8%
- 4 miles: 9%
- 3 miles: 11%
- 2 miles: 14%
- 1 mile: 14%

**WHY NOT?**

**Why Don’t You Bike More Frequently?**

- Lack of Paths: 58%
- Too Many Cars/Motorists Drive Too Fast: 55%
- Unsafe Motorist Behavior: 40%
- Distance to Destination: 33%

**Why Don’t You Walk More Frequently?**

- Distance to Destination: 60%
- Lack of Sidewalks: 47%
- Too Many Cars/Motorists Drive Too Fast: 34%
Experienced a close call or crash while biking in Central Ohio in the past year

- Older Adults: 20%
- Nonwhite: 20%
- Low Income: 29%
- Urban: 22%
- Suburban: 19%
- Rural: 17%
- Female: 10%

All respondents – 24%

Experienced a close call or crash while walking in Central Ohio in the past year

- Older Adults: 16%
- Nonwhite: 15%
- Low Income: 28%
- Urban: 18%
- Suburban: 18%
- Rural: 20%

All respondents – 22%

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
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.</td>
</tr>
<tr>
<td>BASELINE: Number of fatalities: 106; Number of serious injuries: 868</td>
<td>2025 TARGET: 8% reduction in fatalities and serious injuries</td>
<td>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.</td>
</tr>
<tr>
<td>2050 TARGET: 27% reduction in fatalities and serious injuries</td>
<td>Increase the number of local active transportation plans in Central Ohio.</td>
<td>Increase the number of local complete streets policies in Central Ohio.</td>
</tr>
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<td></td>
<td>Increase the number of miles of bikeways along very high stress and high-stress corridors.</td>
<td>Increase sidewalk coverage on arterial and collector streets in the MPO.</td>
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<tr>
<td></td>
<td>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.</td>
<td>Increase the number of Central Ohio jurisdictions which collect and maintain comprehensive data on pedestrian and bicycle facilities.</td>
</tr>
<tr>
<td></td>
<td>Increase the number of Central Ohio jurisdictions which collect and monitor crash data before and after implementation of active transportation projects to evaluate changes to usage and safety.</td>
<td>Increase the number of Central Ohio jurisdictions that share and actively maintain their data with MORPC.</td>
</tr>
</tbody>
</table>

2020 ACTIVE TRANSPORTATION PLAN
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
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 the next MTP update
• Develop strategy for prioritizing and implementing proposed improvements

Activity Goal:
• Implement MTP and ATP
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

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

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>October 19, 2021</td>
<td>Review with ATC</td>
</tr>
<tr>
<td>November 2021</td>
<td>Review with CAC/TAC</td>
</tr>
<tr>
<td>December 13, 2021</td>
<td>Call for Projects • Informational Webinar</td>
</tr>
<tr>
<td>January 14, 2022</td>
<td>Deadline to Submit Applications</td>
</tr>
<tr>
<td>February 4, 2022</td>
<td>Awardees Notified</td>
</tr>
</tbody>
</table>
THANK YOU!

LAUREN CARDONI
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Mid-Ohio Regional Planning Commission
T: 614.233.4128
lcardoni@morpc.org

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