



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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NOTICE OF A MEETING

ACTIVE TRANSPORTATION PLAN STEERING COMMITTEE
MICROSOFT TEAMS – LOGIN DETAILS IN CALENDAR INVITATION

Tuesday, November 10, 2020
1:00 – 2:30 PM

AGENDA

- 1:00 **Welcome – Stephen Patchan**
- 1:10 **ATP Outreach Plan – Tobi Otulana**
- 1:25 **Bike/Pedestrian Level of Traffic Stress Analysis – Lauren Cardoni**
- 1:45 **Committee Work Session – All**
- 2:20 **Next Steps – Jennifer Noll**
- 2:30 **Adjourn**

PLEASE NOTIFY LYNN KAUFMAN lkaufman@morpc.org TO CONFIRM YOUR ATTENDANCE FOR THIS MEETING OR IF YOU REQUIRE SPECIAL ASSISTANCE.

The Next Meeting is
January 12, 2020
2:30 – 4:00 PM
(Via Microsoft Teams)

Steering Committee Meeting #3



Tuesday, November 10, 2020

2020 ACTIVE TRANSPORTATION PLAN



MID-OHIO REGIONAL
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PLANNING COMMISSION

Welcome!

The meeting will begin shortly.

- Please **mute** your microphone or telephone unless speaking.
- **If using a phone line** for audio:
Mute the microphone on Teams and turn the volume all the way down on your computer (to reduce feedback and echoes).
You may need to press *6 to unmute yourself during the meeting.
- **Questions** can be input into the chat function.





Agenda

- Welcome
- ATP Outreach Plan
- Level of Traffic Stress Analysis
- Committee Work Session
- Next Steps
- Adjourn



Goals for Today's Meeting

- Advance the Outreach Strategy for the ATP
- Understand level of traffic stress for cyclists/pedestrians + within the MPO and its relationship to the ATP
- Determine next steps and final deliverables

We will do this by...

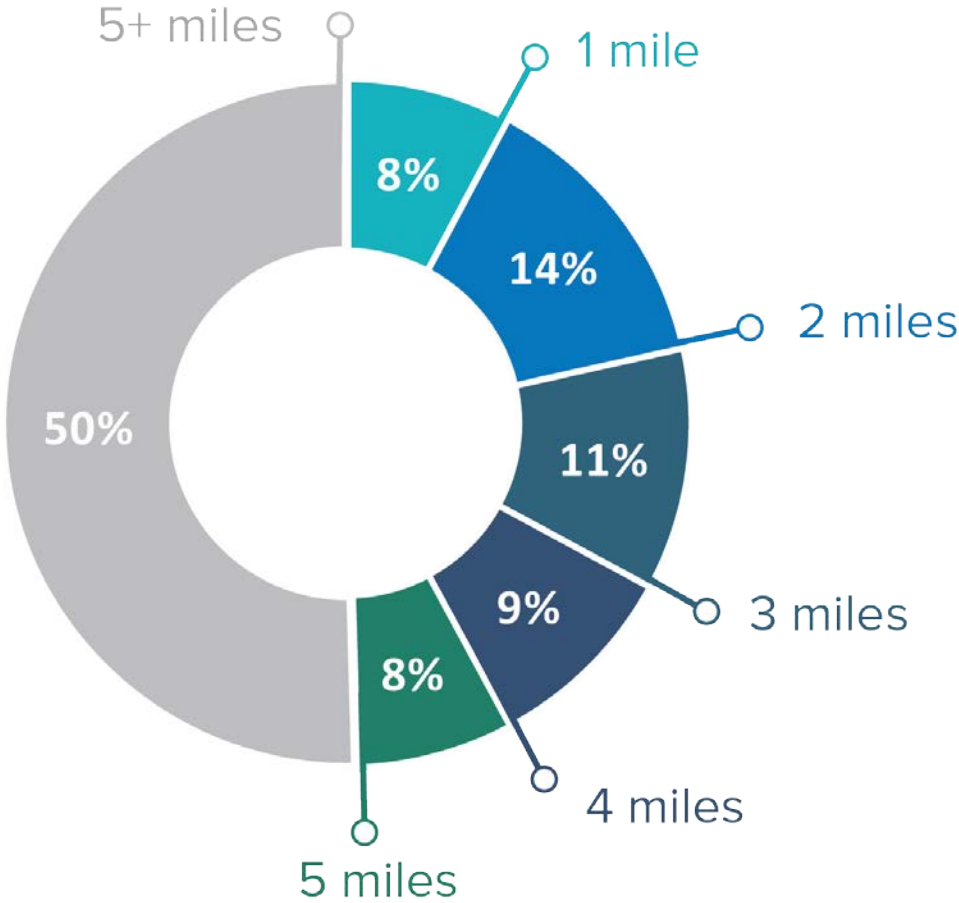
- Report-out on what we've done since the last meeting
- Presenting an overview of the Outreach Strategy
- Presenting an updated Level of Traffic Stress (LTS) map & analysis
- Facilitated work session pertaining to LTS map, analyses, remaining deliverables



Meeting Recap

- At our September meeting, we:
 - Presented regional conditions for bike/ped activity & safety
 - Determined which regional datasets, information, tools, and analyses are most needed by communities and partners
- Since our September meeting, we:
 - Finalized vision statement and goals
 - Held 1 on 1 meetings with committee members
 - Developed a Level of Traffic Stress analysis for the MPO
 - Promoted the Central Ohio Walking & Biking Survey

Regional Travel Patterns



2020 ACTIVE
TRANSPORTATION PLAN



ODOT Walk.Bike.Ohio Survey

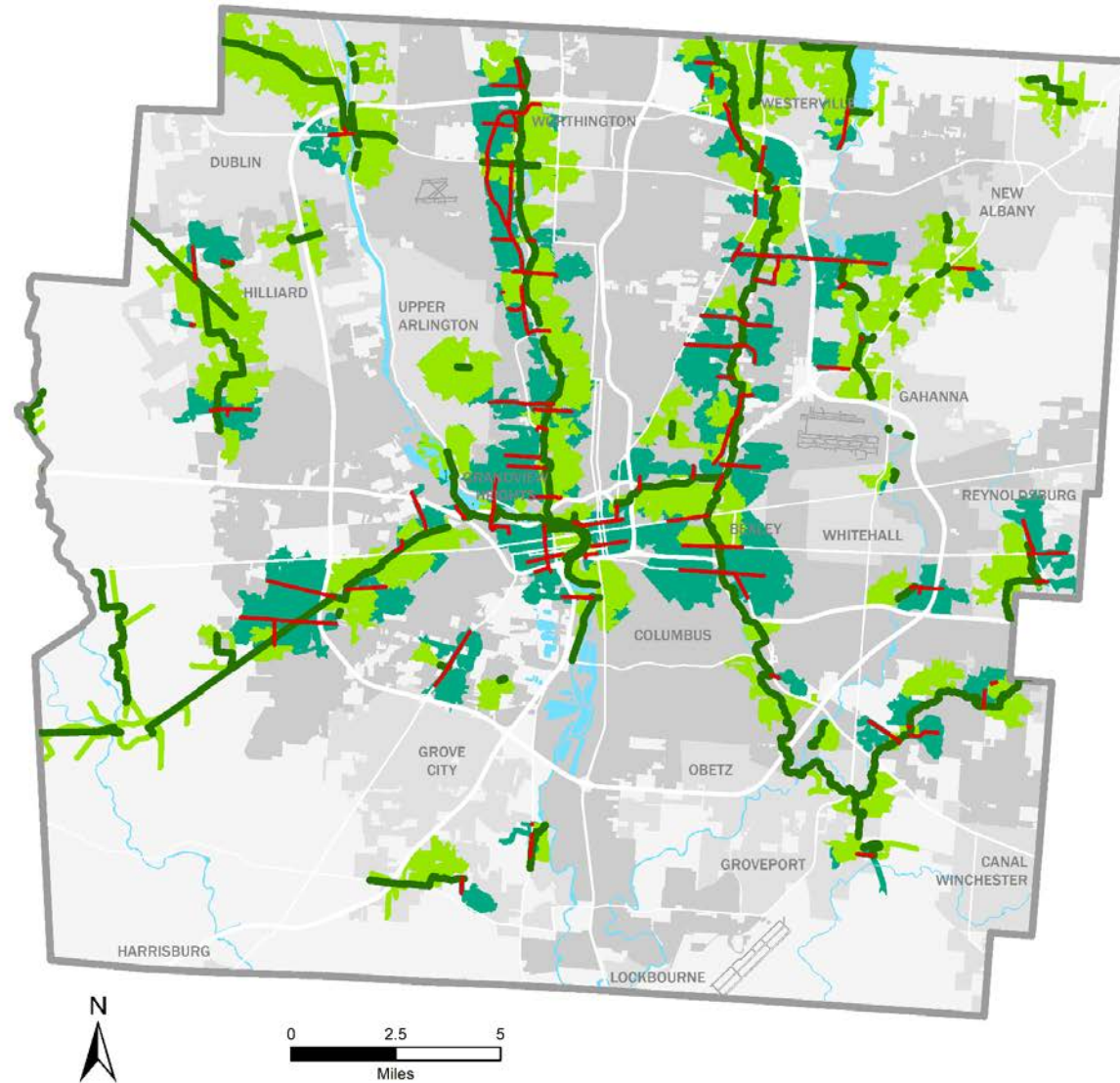
- Strong and Fearless (Comfortable biking on major streets without bike lanes) **22.6%**
- Enthusiastic and Confident (Comfortable biking on major streets only with bike lanes) **24.3%**
- Interested but Concerned (Only comfortable biking if separated from cars and not a major street) **44.9%**
- No Way, No How (Not interested in biking at all) **8.1%**

2020 ACTIVE TRANSPORTATION PLAN

120 Miles of Existing
Trail

50 Proposed
**1st mile / last
mile** connections

45% Population
could bike to a trail from
home.



**Improving
Access to
Existing Trails
Within 1 Mile**
Franklin County, Ohio

- Road Improvement
- Existing Multi-Use Path
- River/Water
- Existing Access to
- Improved Access to Trail

Simulation of expanded bike friendly access, with selected road facility improvements



Ohio
Location
Map



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\COG\Priorization\Report\FirstMile.mxd
10/13/2020

ADVERTISEMENT

11-05-20 | WORLD CHANGING IDEAS

Austin, Texas, just voted to spend \$7 billion on a transportation revolution

The Texas capital will build a 31-station rail system, rapid bus routes, and bike lanes to get more people out of cars.



[Photo: Raul Rodriguez/iStock]

“There were three main arguments that were made,” says Austin mayor Steve Adler. “One was **congestion**. One was **climate change**. One was **mobility equity** in our city.”

The plan, funded by an increase in property taxes, also includes \$300 million to help make sure that as transportation improves in some neighborhoods and housing values rise, residents aren’t displaced from their homes due to gentrification. They’ll do this by **offering rent subsidies, building more affordable housing, and giving financial assistance to home buyers**. A second measure will invest millions in new bike lanes, sidewalks, urban trails, intersections that are redesigned for safety, and other infrastructure, including a new pedestrian bridge



ATP OUTREACH PLAN

Tobi Otulana



OUTREACH STRATEGY

- Support the ATP goals & objectives
- Support development of policies, programs & design guidelines



PUBLIC OUTREACH

- ODOT's Walk Bike Ohio Survey
 - Distributed statewide
 - ~ 2,000 responses within the MPO
 - Not demographically representative



PUBLIC OUTREACH

- Central Ohio Walking & Biking Survey
 - Open until December 4

Help us get the word out!

CENTRAL OHIO WALKING & BIKING SURVEY



MID-OHIO REGIONAL
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Share your thoughts on walking and biking in Central Ohio and

ENTER TO WIN A FREE BIKE!

Visit www.morpc.org/ATP

We want to hear from you!
Call 614-228-2663 for other survey options

- Social media
- Newsletters
- Community groups
- Yard signs

STAKEHOLDER OUTREACH

- Youth
- Older Adults
- Minority Health
- People with Disabilities
- Economic Development





COMMUNITY MEMBER OUTREACH

- Single parent
- Youth and parent/guardian
- College student
- Person with a mobility-related disability
- No-vehicle household
- Resident of MTP environmental justice technical analysis area

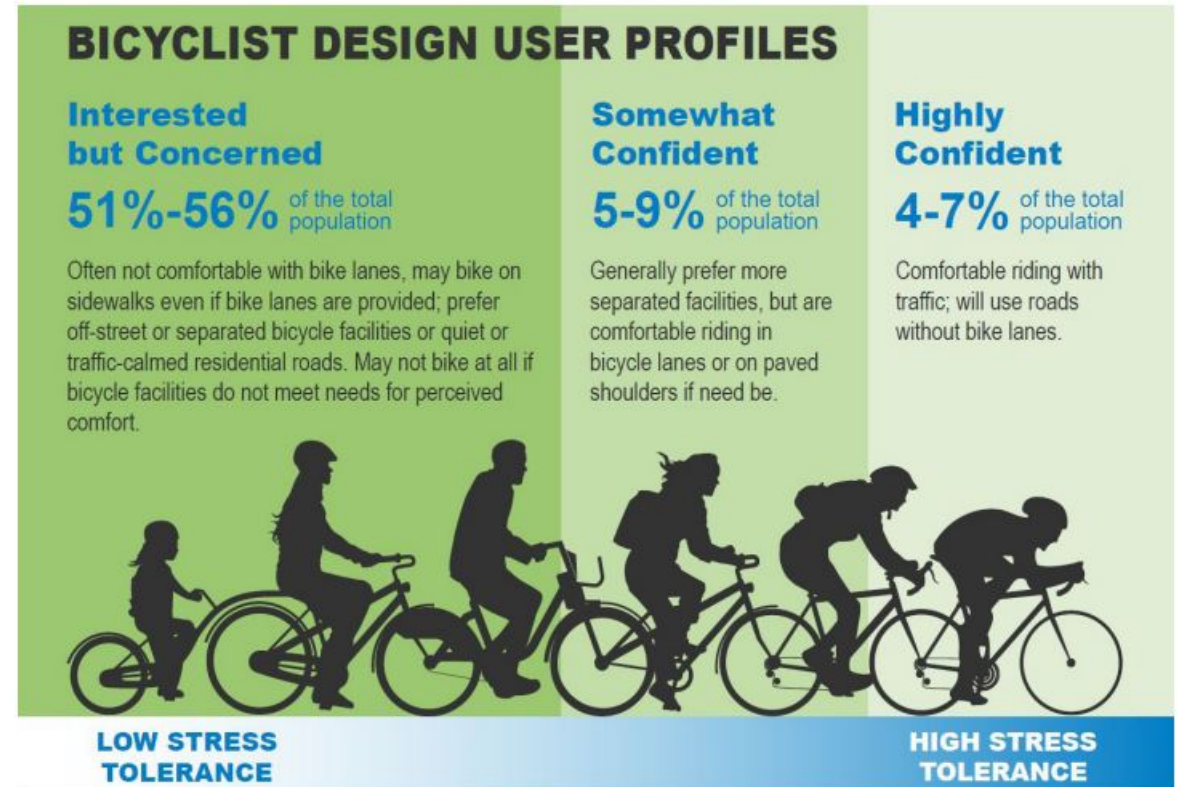
LEVEL OF TRAFFIC STRESS ANALYSIS

Lauren Cardoni



Design User Profiles

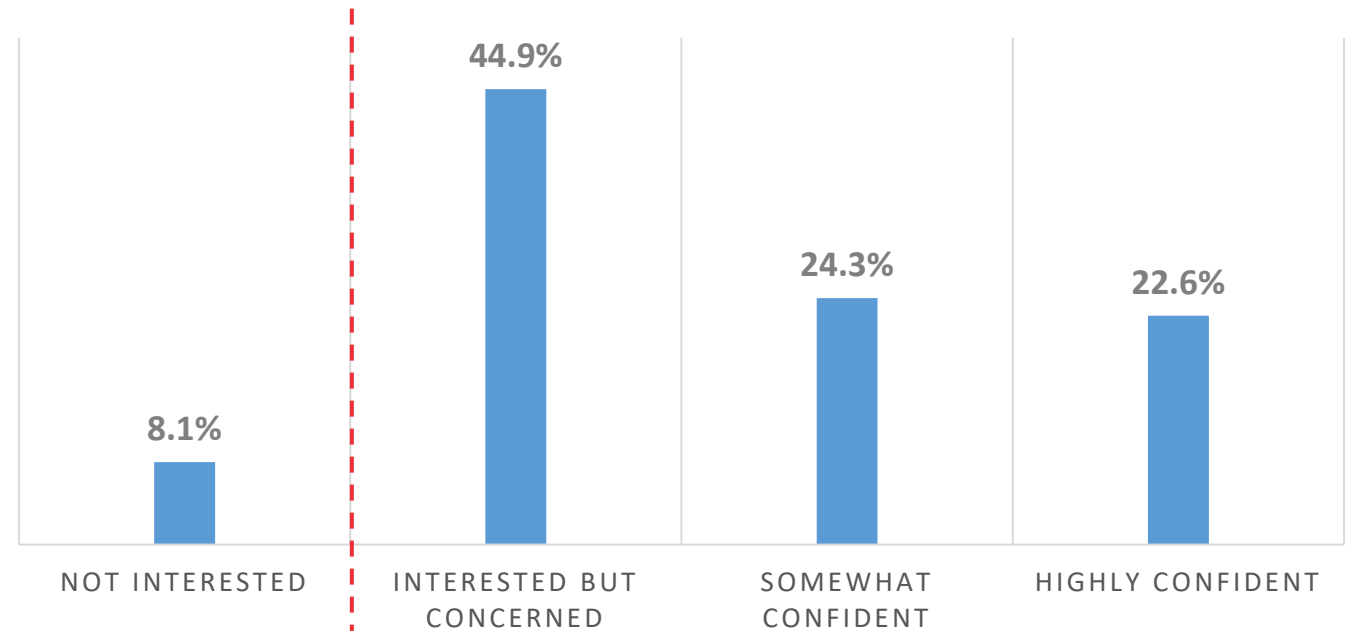
Figure 6: Bicyclist Design User Profiles



Note: the percentages above reflect only adults who have stated an interest in bicycling.

Design User Profiles

MORPC MPO Area



Source: ODOT
Walk.Bike.Ohio Survey

2020 ACTIVE TRANSPORTATION PLAN

Level of Traffic Stress (LTS)

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



How is the LTS Rating Determined?

Criteria:

- Type of Bike Facility
- Posted Speed Limit
- Average Annual Daily Traffic (AADT)
- Direction of Travel
- Number of Travel Lanes
- ~~Presence of Centerline~~
- ~~Presence of On-Street Parking~~

Typologies:

- Streets with shared travel lanes
- Streets with *designated* bike facilities
- Streets with *separated* bike facilities

How is the LTS Rating Determined?

- LTS 1

- Multi-Use Path
- Separated Bike Facility
- Bike lane 6+ feet
 - 1 thru lane per direction, up to 25 mph
- Mixed traffic
 - No centerline, 25 mph, 1,500 AADT
 - 1 thru lane per direction, up to 25 mph and 750 AADT

- LTS 2

- Bike lane
 - 2 thru lanes per direction, 35 mph
- Mixed traffic
 - 1 thru lane per direction, with:
 - up to 20 mph and 3,000 AADT, OR
 - up to 30 mph and 1,500 AADT, OR
 - up to 35 mph and 750 AADT
 - No centerline, with:
 - up to 20 mph, OR
 - up to 30 mph and 3,000 AADT, OR
 - up to 35 mph and 750 AADT



How is the LTS Rating Determined?

- LTS 3

- Bike lane

- 1 thru lane per direction, < 50 mph
- 2 thru lanes per direction, < 50 mph
- 3 thru lanes per direction, < 40 mph

- Mixed traffic

- 2 thru lanes per direction, with:
 - up to 25 mph and > 8,000 AADT
 - up to 35 mph and < 8,000 AADT
- 3 thru lanes per direction, up to 25 mph

- All streets not otherwise classified

- LTS 4

- Bike lane

- 1 thru lane per direction, 50+ mph
- 2 thru lanes per direction, 50+ mph
- 3 thru lanes per direction, 40+ mph

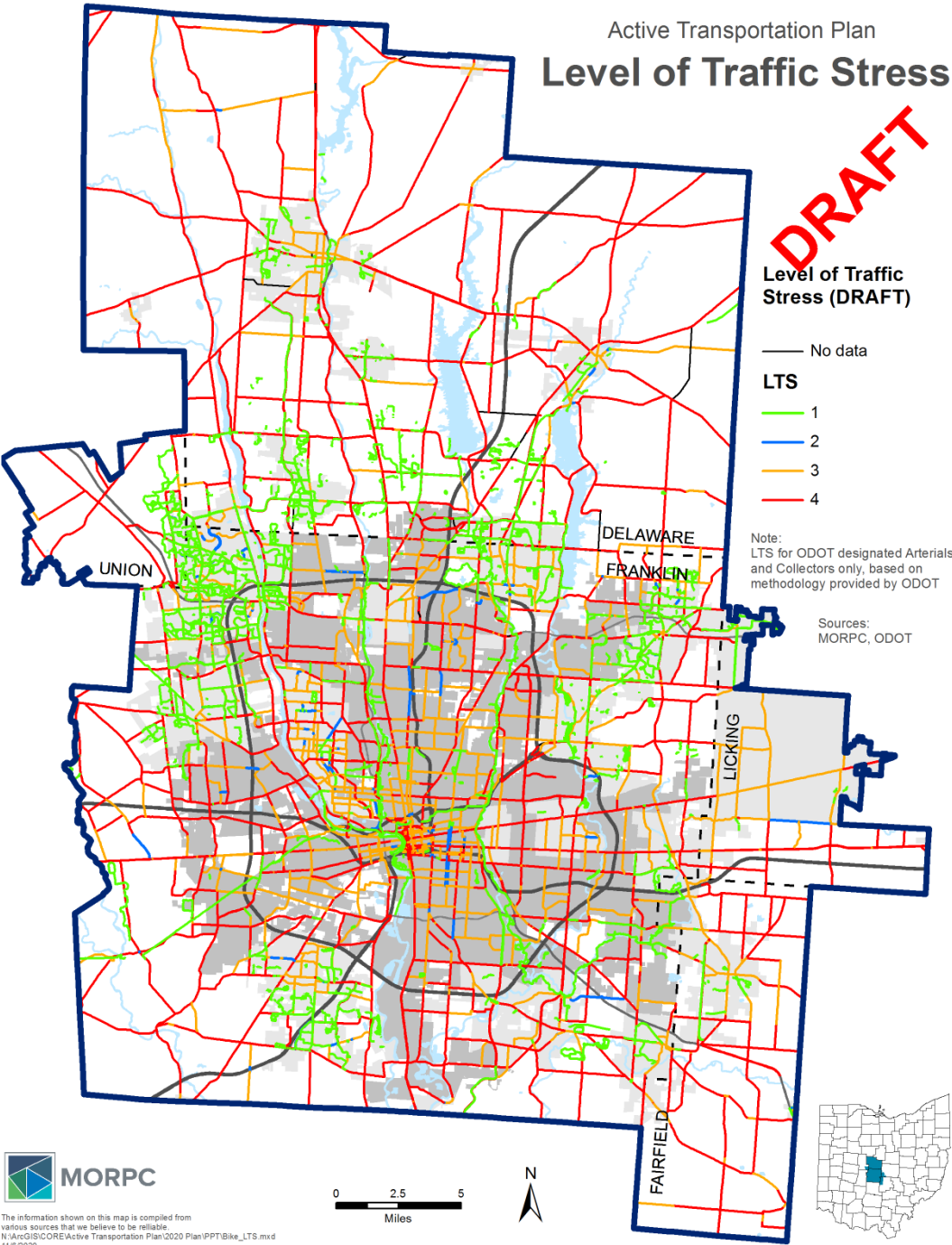
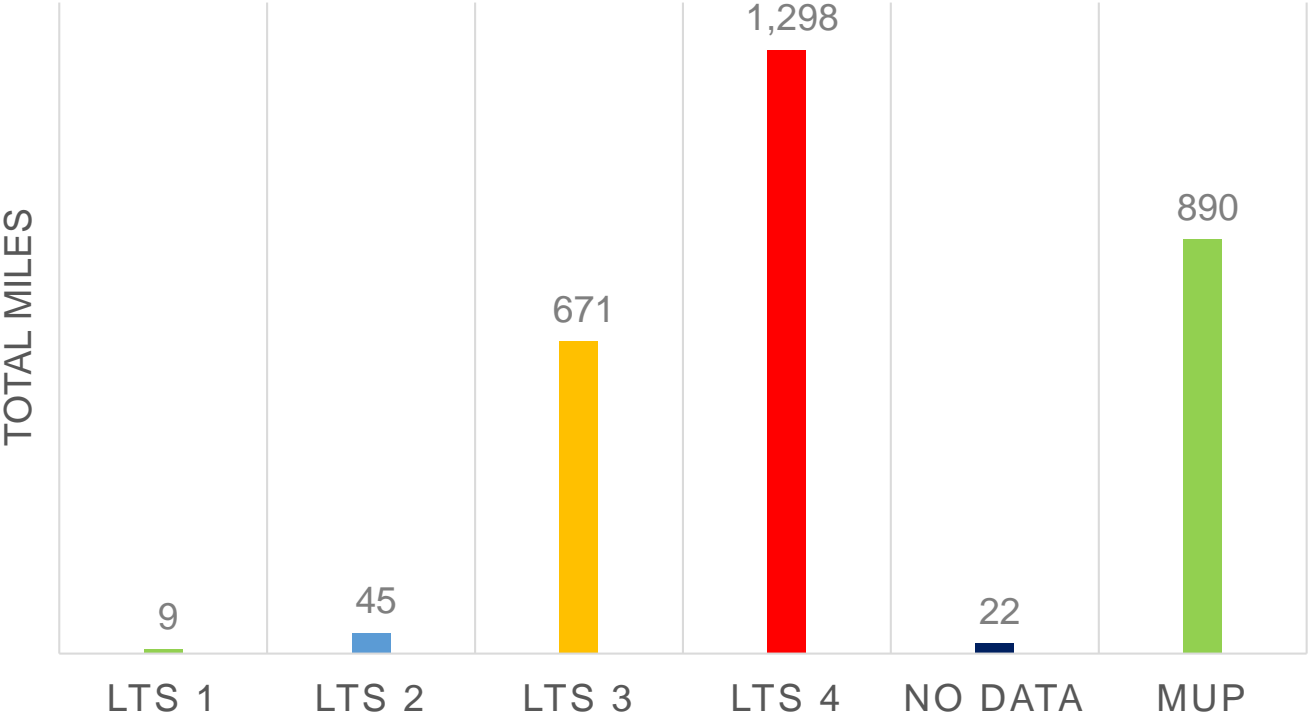
- Mixed traffic

- 1 thru lane per direction, with:
 - 40+ mph and > 1,500 AADT
 - 50+ mph and < 1,500 AADT
- 2 thru lanes per direction,
 - > 25 mph and > 8,000 AADT
- 3 thru lanes per direction, > 25 mph
- No centerline, 40+ mph



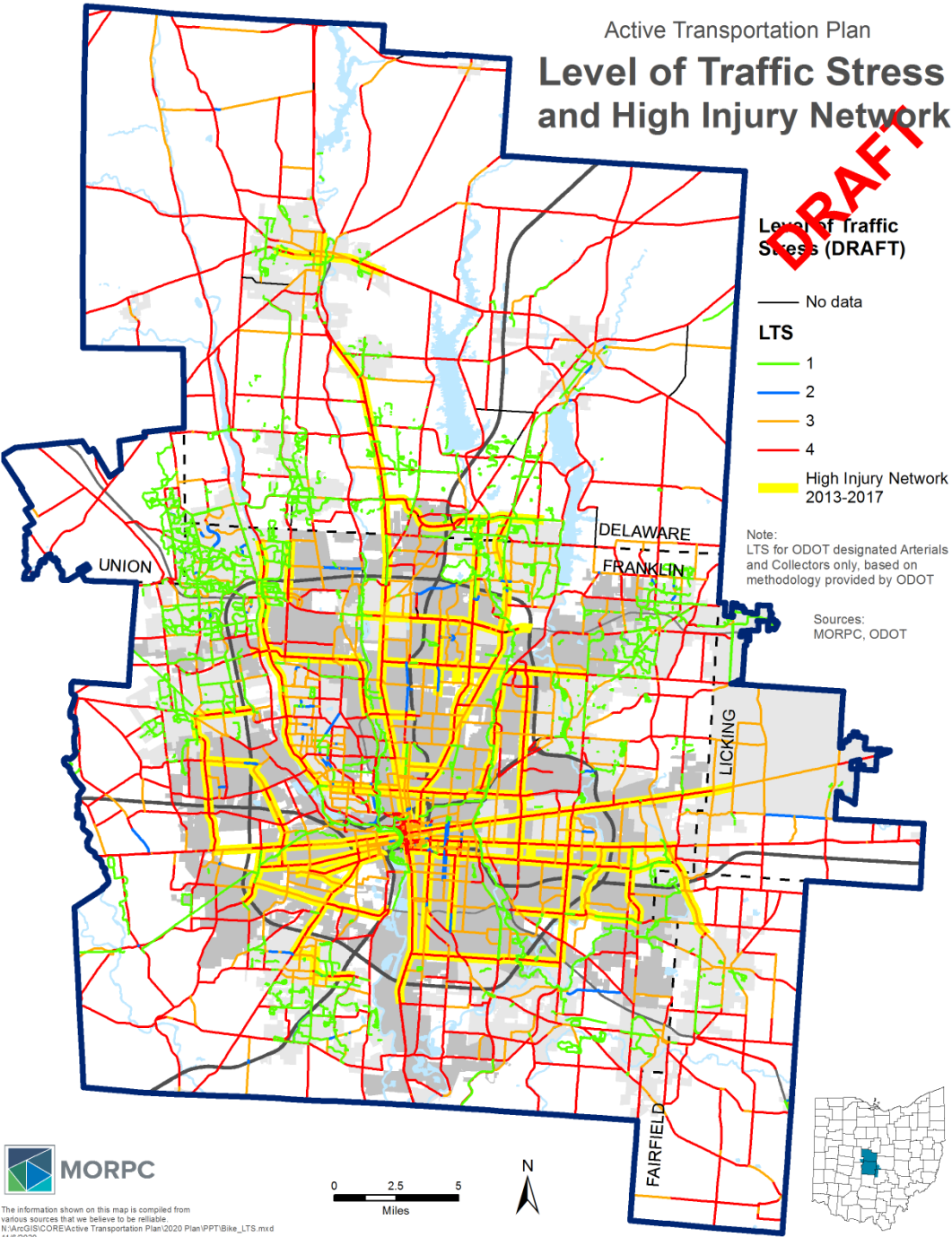
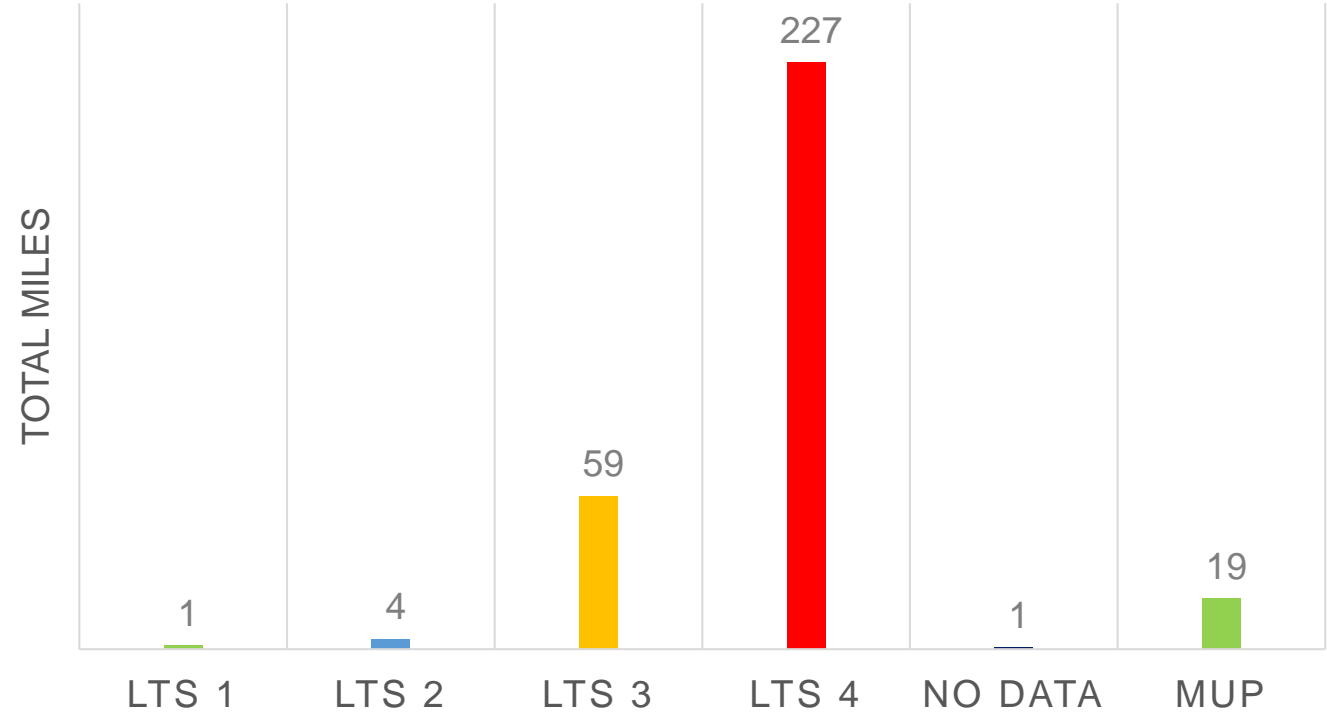
Regional LTS

MILES OF LTS BY RATING



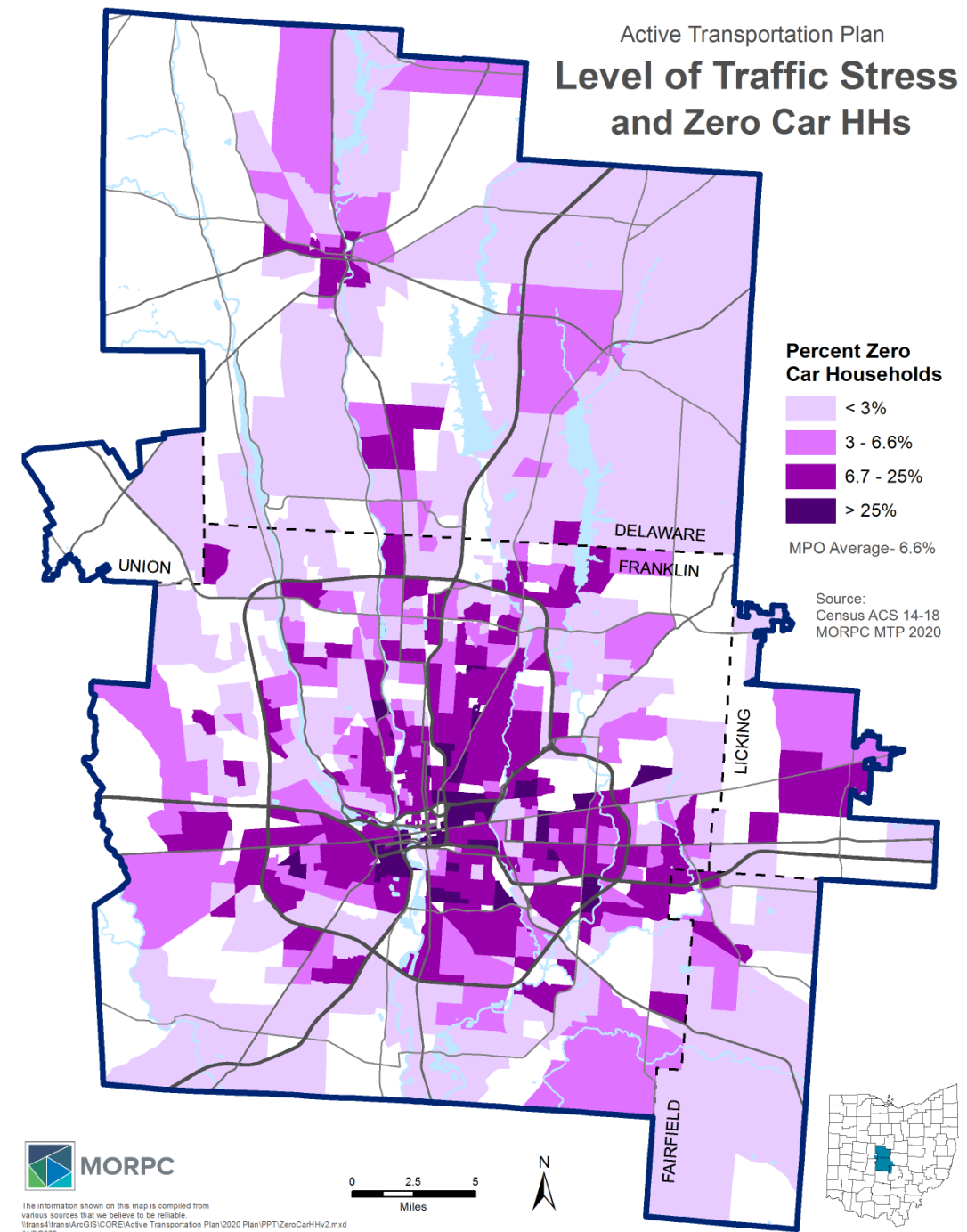
Regional LTS & HIN

MILES OF LTS ON THE HIN



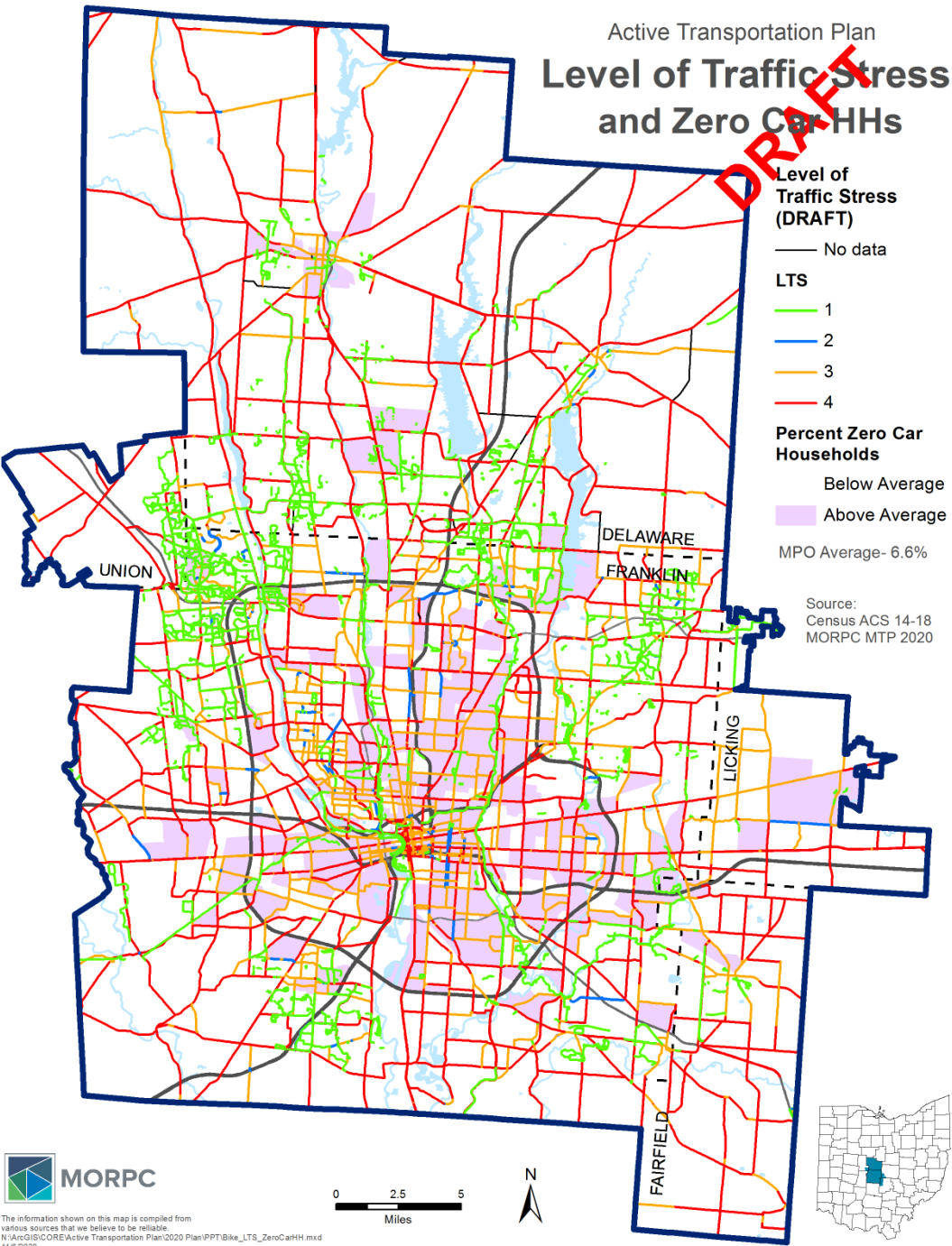
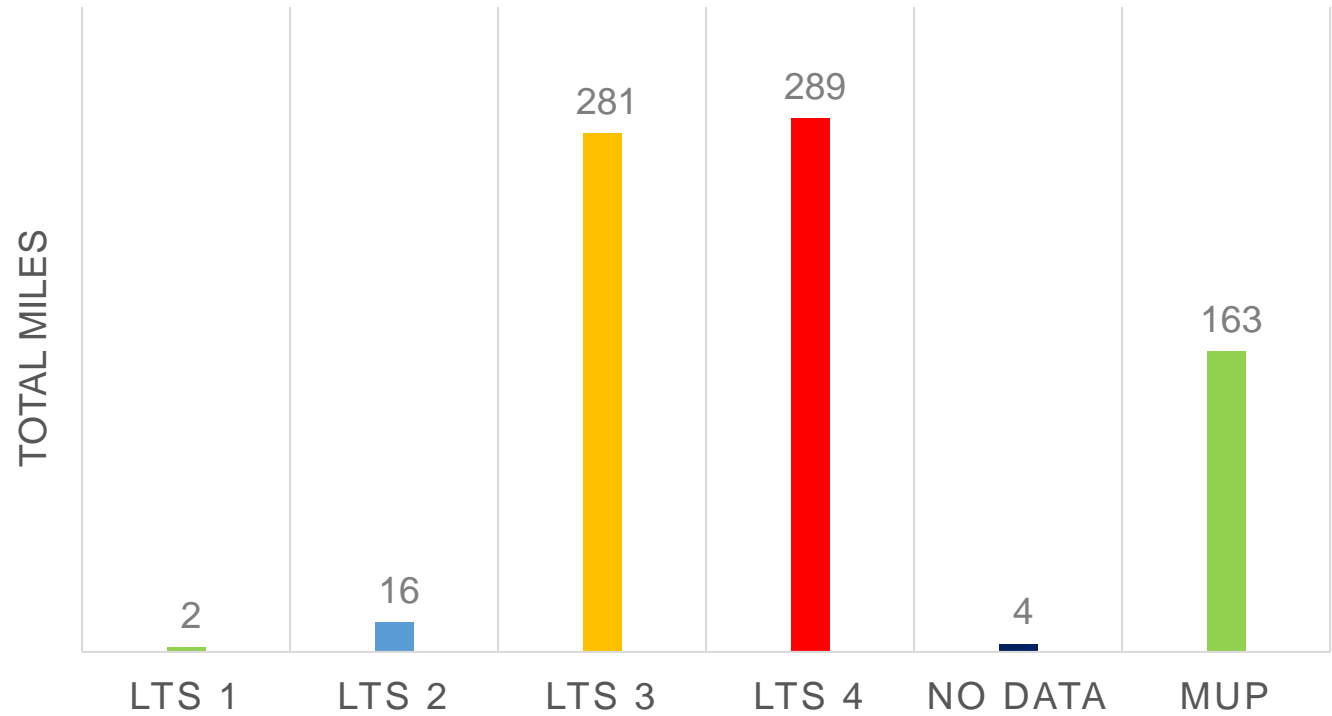
Zero Car Households (HHs)

- Households without access to a vehicle for transportation
- MPO Average is 6.6%
- Some areas have 0%
- Some areas are higher than 50%

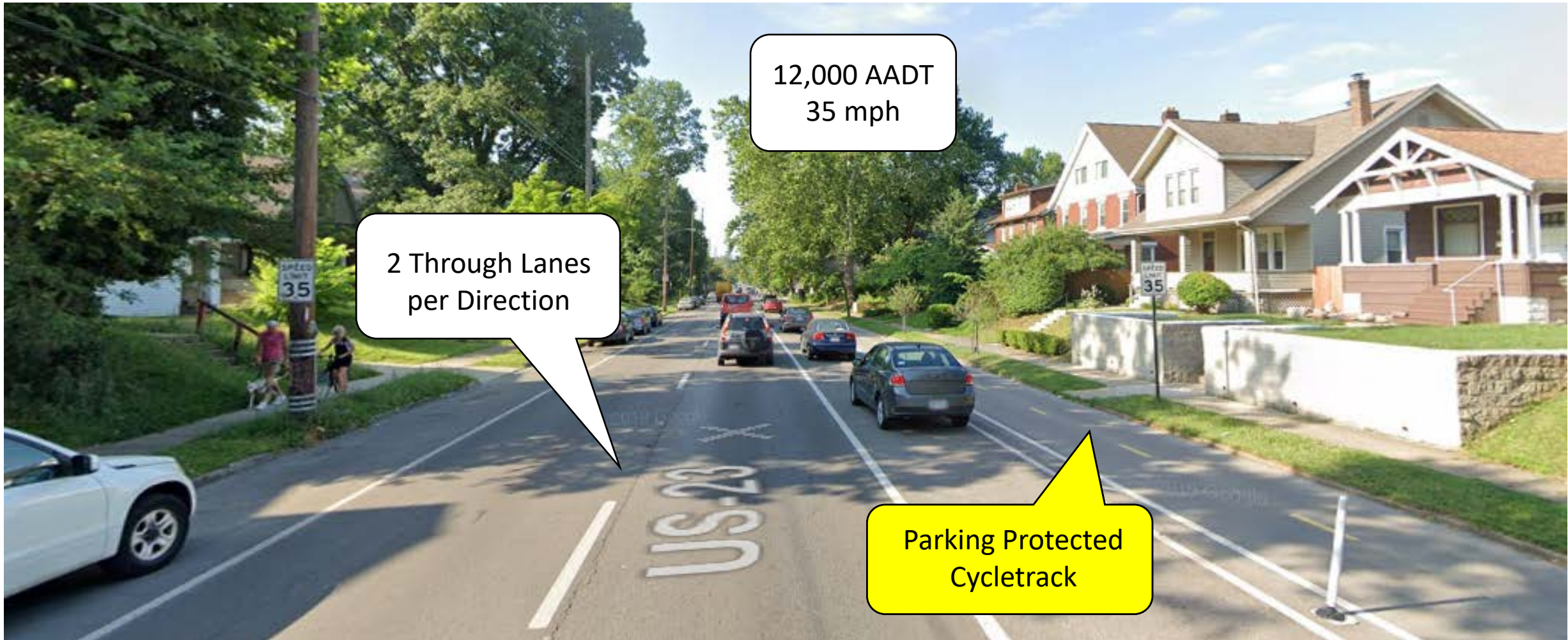


Regional LTS & Zero Car HHs

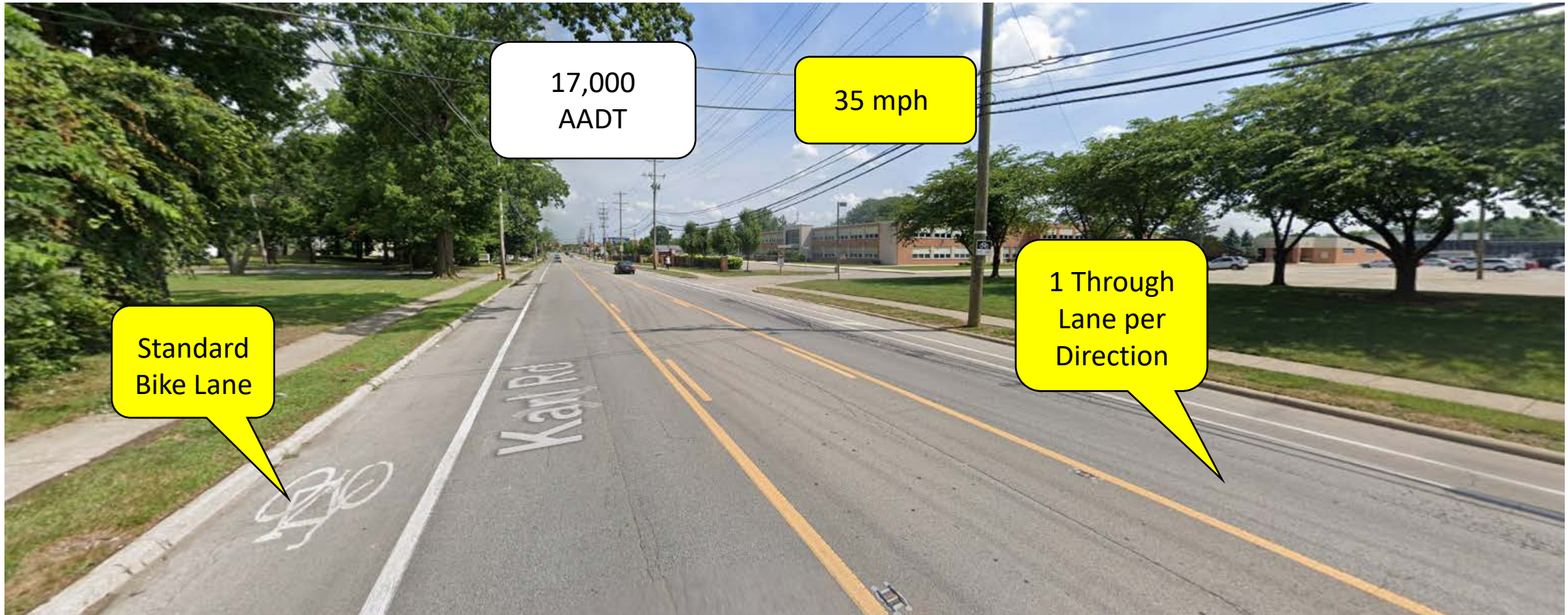
MILES OF LTS ABOVE AVERAGE



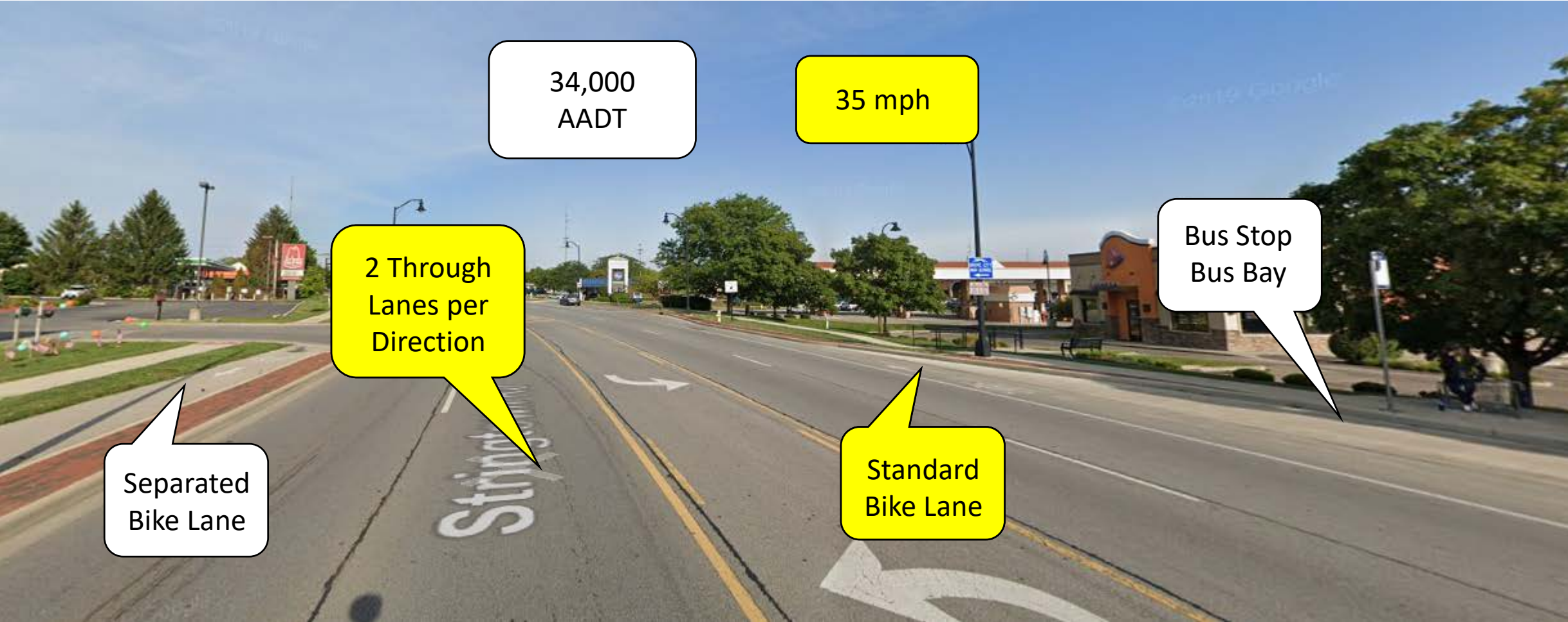
LTS 1: Summit Street / US 23 (Columbus)



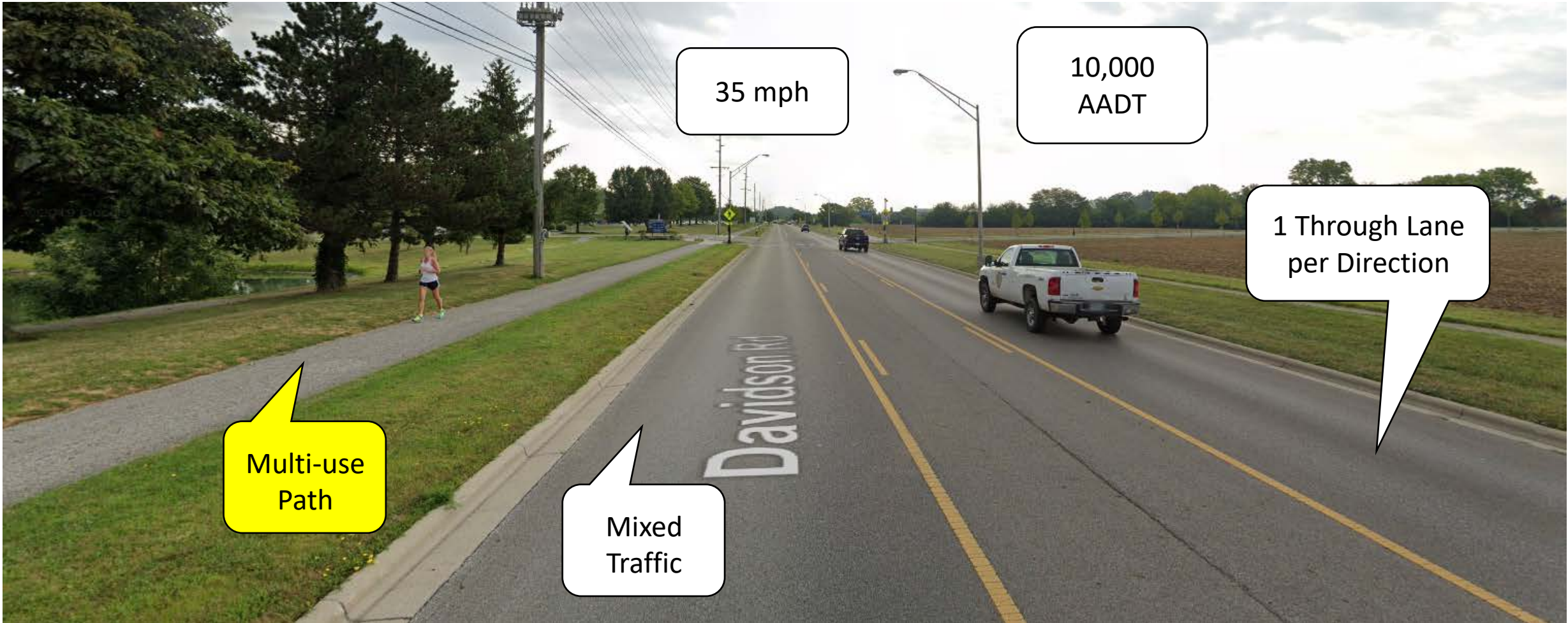
LTS 2: Karl Road (Columbus)



LTS 2: Stringtown Road (Grove City)



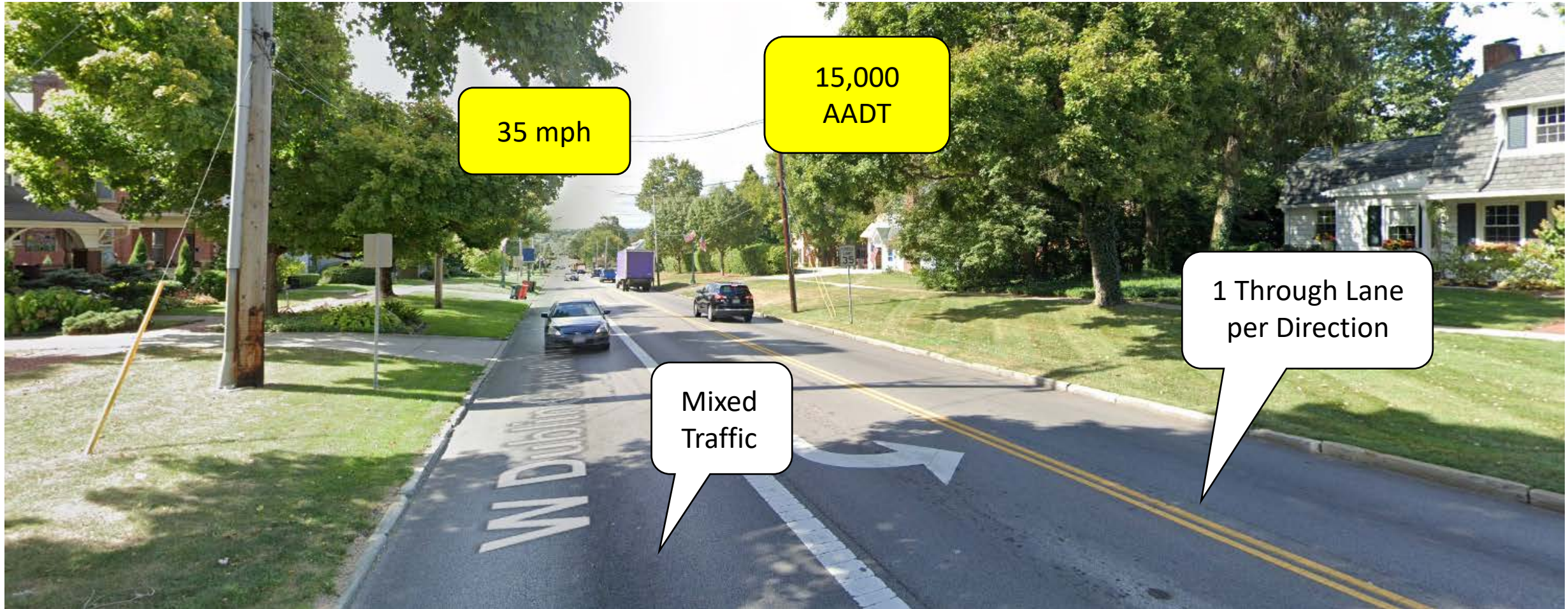
LTS 3 (or LTS 1?): Davidson Road (Hilliard)



LTS 3: Pennsylvania Ave (Delaware)



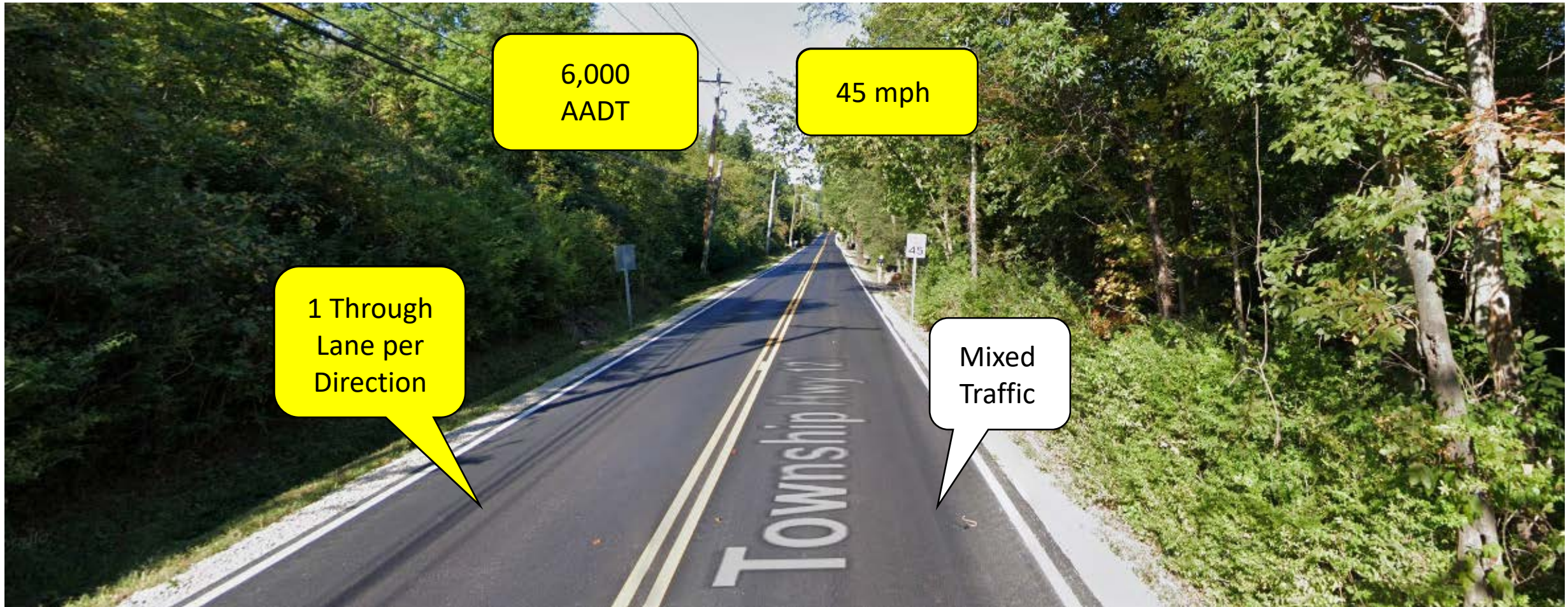
LTS 3: W Dublin-Granville Rd (Worthington)



LTS 4: Morse Road (Columbus)



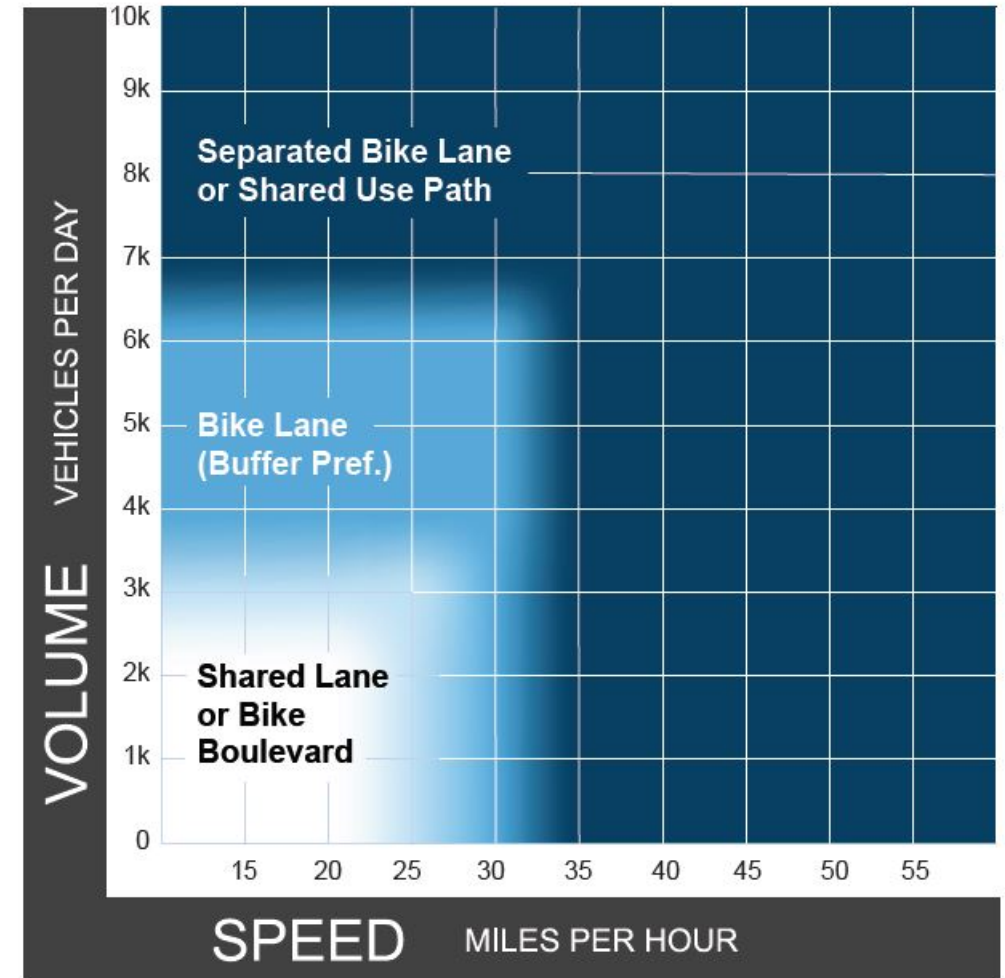
LTS 4: Jewett Road (Powell)



How to Improve LTS

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

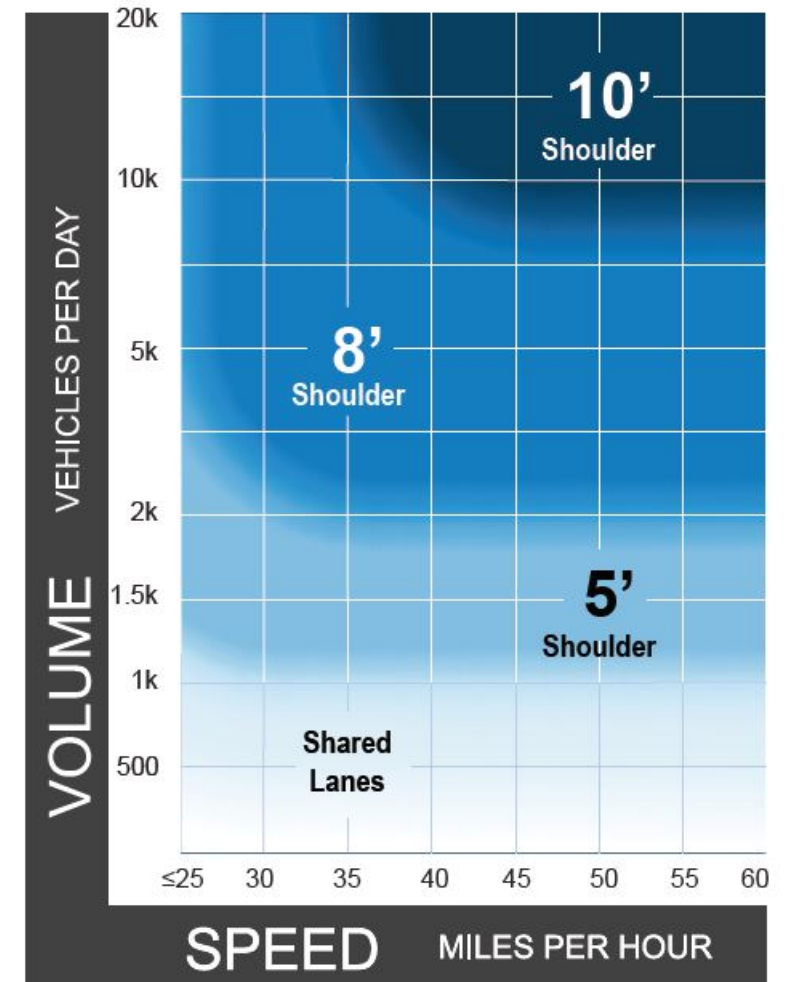
Source: FHWA Bikeway Selection Guide; Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts



How to Improve LTS

RURAL ROADWAYS

- Typical rural bicyclist – highly confident
- Shoulders preferred, width may vary
- Narrow shoulder better than no shoulder
- MUP is desirable above 45 mph



Source: FHWA Bikeway Selection Guide;
Preferred Shoulder Widths for Rural Roadways

COMMITTEE WORK SESSION





Question #1

Now that you have seen all of the data:

- What questions do you still have? Do you see any weaknesses or blind spots in the data?



Question #2

- How do you see your community using this LTS data? What additional information/tools would be most helpful for your community?



Question #3

- How does your community currently address pedestrian facilities? How can we better address pedestrian facilities at a regional scale?
 - What about Transit?

Question #4

- How do you see economic competitiveness tying into the ATP? What is the relationship with LTS?



Question #5

Brainstorm for next time:

- Each of your communities makes decisions regarding active transportation differently.

NEXT STEPS

Jen Noll



NEXT STEERING COMMITTEE MEETING

January 12, 2021

2:30 – 4:00 PM

Via Microsoft Teams

SURVEY CLOSES DECEMBER 4

CENTRAL OHIO WALKING & BIKING SURVEY



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BAASKIIL LACAG LA'AAN AH!
Booqo www.morpc.org/ATP

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ENCUESTA PARA PEATONES Y USUARIOS DE BICICLETA DE CENTRAL OHIO



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BICICLETA GRATIS!

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Llame al 614-228-2663 para conocer más opciones de encuestas.

