ACTIVE TRANSPORTATION COMMITTEE MEETING
December 8, 2020
2:00 PM – 4:00 PM

AGENDA

1. Welcome and Logistics (5 min)

2. Pedestrian Safety (55 min)
   a. Discussion with Angie Schmitt
   b. Central Ohio Update

3. ATP Update (25 min)
   a. Project Status Update
   b. Upcoming Milestones

4. ATC Updates (10 min)
   a. Committee Role Clarification
   b. Action Plan Implementation

5. Other Updates & Announcements (20 min)
   a. LinkUS Update
   b. MORPC-Attributable Funding Update
   c. Poll Activity / Survey

6. Other (5 min)

NEXT MEETING
Tuesday, January 26
9 am to 11am
Active Transportation Committee
December 8, 2020
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.
Pedestrian Safety

Angie Schmitt
Welcome Angie Schmitt!

• Long-time national editor at Streetsblog

• Founder of 3MPH Planning and Consulting

• Author of Right of Way: Race, Class and the Silent Epidemic of Pedestrian Deaths in America
Race, Class, and the Silent Epidemic
of Pedestrian Deaths in America

RIGHT OF WAY

ANGIE SCHMITT

FOREWORD BY CHARLES T. BROWN
Cleveland (Euclid Avenue) 1930
NOT THIS GUY

THIS GUY
FIGURE 6
Annual pedestrian fatalities per 100,000 people by race/ethnicity (2005-2014)
Older adults are disproportionately represented in deaths of people walking
Relative pedestrian danger by age

Graph: Smart Growth America
Cleveland 1990

Map: University of Cincinnati
34.8% of all fatalities and serious injuries occurred on 7% of Cleveland’s roads.

15.6% of fatalities and serious injuries occurred on 1.3% of City streets.
US-2 Near Leech Lake Band of Ojibwe tribal service center
Central Minnesota

Photo: Guillermo E. Narváez, University of Minnesota
The Rise of SUVs

**Sedan Slaying**

Car sales plunge about 30% in span of just four years

- Cars
- SUVs
- Pickups

Note: U.S. vehicle sales figures after 2018 are projected
Source: LMC Automotive

Bloomberg
1996 Rav4
2,500-3,000 lbs
2009 Rav 4
3,300-3,600 Lbs
2019 Rav 4
3,370 - 3,620 lbs
Queens Boulevard
New York City

Before

After
Graph: Detroit Greenways
@Schmangee on Twitter
angie@3mphplanning.com
3MPHplanning.com
Central Ohio Pedestrian Safety
(and Bicyclists, too!)
Lauren Cardoni, Senior Planner
MPO Crash Data 2015-2019

Percentage of **Crashes** by Type

- **0.7%**
- **1.4%**

Source: ODOT

2020 ACTIVE TRANSPORTATION PLAN
MPO Crash Data 2015-2019

Percentage of Serious Injuries by Type

- Angles: 12%
- Animal: 2.6%
- Backing:%
- Falling From/In Vehicle:%
- Fixed Object:%
- Head On:%
- Left Turn:%
- Other Non-Collision:%
- Other Non Vehicle:%
- Other Object:%

Percentage of Fatalities by Type

- Overturning: 21%
- Parked Vehicle: 3%
- Pedalcycles:%
- Pedestrian:%
- Rear End:%
- Right Turn:%
- Sideswipe - Meeting:%
- Sideswipe - Passing:%
- Train:%
- Unknown:%

Source: ODOT
2020 ACTIVE TRANSPORTATION PLAN

Crashes involving People Bicycling

- Serious Injuries
- Fatalities

Crashes involving People Walking

- Serious Injuries
- Fatalities

Note: Not all crashes are able to be mapped
Source: ODOT, MORPC
Crashes by Month of Year (2015-2019)

Crashes involving **People Walking**

Crashes involving **People Bicycling**

Source: ODOT

### Crashes involving People Walking

<table>
<thead>
<tr>
<th>Time</th>
<th>Jan</th>
<th>Feb</th>
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### Crashes involving People Bicycling

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Source: ODOT

Crashes involving **People Walking**

Crashes involving **People Bicycling**

Source: ODOT
Crashes on Arterials by Speed Limit (2015-2019)

Crashes involving **People Walking**

Crashes involving **People Bicycling**

Source: ODOT
Pedestrian Fatalities (2015-2019)

Fatalities by **Age Group**

- 0-4
- 5-14
- 15-24
- 25-44
- 45-64
- 65+

Fatalities by **Gender**

- Female
- Male

Source: ODOT, ACS 2018
Top Fatal Crash Types

Pedestrian-Involved Fatal Crashes

1. Midblock Crossing (36%)
2. Walking Along Roadway (14%)
3. Through Vehicle at Intersection (13%)
Top Fatal Pedestrian-Involved Crash Types

Midblock Crossing (36%)

- 81% on arterial roadways
- 64% after dark, on roadways with lighting
- 24% after dark, on roadways without lighting

Graphic provided by ODOT
Top Fatal Pedestrian-Involved Crash Types

Walking Along Roadway (14%)

- **71%** on arterial roadways
- **35%** after dark, on roadways with lighting
- **47%** after dark, on roadways without lighting

Graphic provided by ODOT
Top Fatal Pedestrian-Involved Crash Types

Through Vehicle at Intersection (13%)

- 93% on arterial roadways
- 60% after dark, on roadways with lighting
- 33% during daylight hours

Graphic provided by ODOT
Bike/Ped Safety Data

Data available upon request

LAUREN CARDONI
Senior Planner
T: 614.233.4128
lcardoni@morpc.org
Active Transportation Plan Update
Regional Context

Percentage of **Serious Injuries** by Type

- 12% Angie
- 2.6% Animal
- 9.1% Backing
- 6.7% Falling From/In Vehicle
- 5.3% Fixed Object
- 4.8% Head On
- 4.7% Left Turn
- 4.2% Other Non-Collision
- 4.2% Other Non-Vehicle
- 4.1% Other Object

Percentage of **Fatalities** by Type

- 21% Overturning
- 21% Parked Vehicle
- 9.3% Pedalcycles
- 8.7% Pedestrian
- 7.9% Rear End
- 7.6% Right Turn
- 7.3% Sideswipe - Meeting
- 7.3% Sideswipe - Passing
- 6.5% Train
- 3% Unknown

Source: ODOT
Regional Potential

Half of all trips are 5 miles or less

1/3 of trips are 3 miles or less
## Mode Share // Mode Shift

### Transportation Mode Share

<table>
<thead>
<tr>
<th>Mode Type</th>
<th>Current Trajectory</th>
<th>Focused Corridor Concept</th>
<th>Focused Corridor Concept (in corridors)</th>
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<tr>
<td>Transit</td>
<td>1.5%</td>
<td>3.2%</td>
<td>8.0%</td>
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<tr>
<td>Walk/Bike</td>
<td>14%</td>
<td>16%</td>
<td>21%</td>
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<tr>
<td>Auto</td>
<td>85%</td>
<td>81%</td>
<td>71%</td>
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### 29% of Trips
By Transit, Walking, Biking
Project Timeline

**SPRING 2020**
- PROJECT LAUNCH
  - Kick-off meeting with project working group
  - Data collection/analysis
  - 1st round of regional stakeholder workshops

**SUMMER 2020**
- PUBLIC OUTREACH
  - Public survey
  - Focus groups
  - Targeted outreach

**FALL 2020**
- PLANNING
  - Planning tools & guidelines development
  - Program & policy recommendations

**SPRING 2021**
- FINAL PLAN
  - 2nd round of regional stakeholder workshops
  - Final plan development

**SUMMER 2021**
- PLAN ADOPTION
  - Plan adoption
  - Open house
  - Demonstration projects
ATP Vision Statement

Which of the following vision statements resonates most with you?

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<td>ARC</td>
<td>14%</td>
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<tr>
<td>DRCOG</td>
<td>14%</td>
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<tr>
<td>RTC Southern Nevada</td>
<td>57%</td>
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<tr>
<td>METRO</td>
<td>14%</td>
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</tbody>
</table>

1. Which of the example vision statements resonates most with you?

- Capital Area Metropolitan Pla... 0
- Atlanta Regional Commission ... 0
- Denver Regional Council of G... 0
- Regional Transportation Com... 5
- METRO (Portland, OR): In 204... 3
ATP Vision Statement

Central Ohio will implement and maintain an equitable network of active transportation infrastructure that ensures the regional transportation system supports and accommodates mobility for all users, inclusive of all ages and abilities, while advancing the regional priorities established in the Metropolitan Transportation Plan.
A 2020 ACTIVE TRANSPORTATION PLAN

ATP Goals

Please rank the following potential goals:

- Safety: 1st
- Connectivity: 2nd
- Equity: 3rd
- Access: 4th
- Comfort: 5th
- Economic Development: 5th
- Environment: 7th
- Health: 7th
- Preservation: 9th

Please rank the following potential goals:

- 1st: Safety
- 2nd: Connectivity
- 3rd: Equity
- 4th: Access
- 5th: Comfort
- 6th: Environment
- 7th: Economic Development
- 8th: Health
- 9th: Preservation
AEDC 2020 ACTIVE TRANSPORTATION PLAN

ATP Goals

1. Increase the safety of Central Ohio’s transportation system for vulnerable roadway users.

2. Improve the level of comfort on the regional transportation system for vulnerable roadway users.

3. Expand the connectivity of Central Ohio’s low-stress transportation network.

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

• Central Ohio Walking & Bicycling Survey
  • Closed December 4, 2020
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 (EJ) technical analysis area
Design User Profiles

MORPC MPO Area

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<th>Category</th>
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<td>Interested But Concerned</td>
<td>48%</td>
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<tr>
<td>Enthusiastic and Confident</td>
<td>24%</td>
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<tr>
<td>Strong and Fearless</td>
<td>21%</td>
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Source: ODOT
Walk.Bike.Ohio Survey
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
Regional LTS

MILES OF LTS BY RATING

<table>
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<tr>
<th>LTS 1</th>
<th>LTS 2</th>
<th>LTS 3</th>
<th>LTS 4</th>
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2020 ACTIVE TRANSPORTATION PLAN

Level of Traffic Stress

TOTAL MILES

No data

Note: LTS for ODOT designated Arterials and Collectors only, based on methodology provided by ODOT

Sources: MORPC, ODOT

MORPC

No information shown on this map is protected from disclosure under the Ohio Revised Code Sections 973, 183, 179, 1095.43 and 5523.02.
LTS 1: Summit Street / US 23 (Columbus)

- 2 Through Lanes per Direction
- 12,000 AADT
- 35 mph
- Parking Protected Cycletrack
LTS 2: Stringtown Road (Grove City)

- Separated Bike Lane
- 34,000 AADT
- 2 Through Lanes per Direction
- 35 mph
- Standard Bike Lane
- Bus Stop
- Bus Bay
LTS 3 (or LTS 1?): Davidson Road (Hilliard)

- Multi-use Path
- Mixed Traffic
- 35 mph
- 10,000 AADT
- 1 Through Lane per Direction
LTS 3: Pennsylvania Ave (Delaware)

6,000 AADT

25 mph

1 Through Lane per Direction

Mixed Traffic
LTS 4: Morse Road (Columbus)

- 3 Through Lanes per Direction
- 45 mph
- Standard Bike Lane
- 35,000 AADT
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
ATP NEXT STEPS

FIRST QUARTER 2021
- Focus Groups
  - February 2021
- Steering Committee Meeting #4
  - March 16, 2021

SECOND-THIRD QUARTER 2021
- Stakeholder Workshop Round 2
  - Spring 2021
- Final Plan Development
  - Spring – Summer 2021
Active Transportation Committee

MID-OHIO REGIONAL MORPC PLANNING COMMISSION
Active Transportation Committee

• Sub-committee to TAC
  • Advise TAC on Active Transportation

• Committee Co-Chairs
  • Two-year terms
  • Current term will end Dec 2021

• Working Groups
  • Complete Streets Policy Update
  • Active Transportation Plan
Action Plan

GOALS:

1. Advocate for and pursue the implementation of innovative and low-stress active transportation infrastructure throughout Central Ohio.
   • Through policies, programs, initiatives, and resources for MORPC members

2. Collaborate on and coordinate efforts to significantly reduce severe injuries and fatalities for people walking and bicycling or using active transportation facilities in our region.
   • By supporting Safety Plan implementation

3. Increase regional stakeholders’ understanding of the sustainability, economic, health, social, and transportation benefits of a connected active transportation network.
   • Through education opportunities like Central Ohio Greenways Forum or Summit on Sustainability
Action Plan

Advocate for and pursue the implementation of innovative and low-stress active transportation infrastructure throughout Central Ohio.

**Action Items:**

- Serve as experts to advise the Transportation Advisory Committee (TAC).
- Support achievement of all active transportation related goals in current and future versions of the Metropolitan Transportation Plan (MTP), Active Transportation Plan (ATP), and Regional Sustainability Agenda (RSA).
- Identify policies, programs, initiatives, and resources that MORPC and other partners can pursue for low-stress network education and implementation.
- Provide resources and support multi-jurisdictional coordination in planning and implementation of active transportation infrastructure.
Collaborate on and coordinate efforts to significantly reduce severe injuries and fatalities for people walking and bicycling or using active transportation facilities in our region.

**Action Items:**

- **Support achievement of all active transportation related goals** in the Central Ohio Transportation Safety Plan (COTSP).

- **Assist MORPC partners with developing and adopting transportation and land use policies** that prioritize the safety of people walking and bicycling, or using active transportation facilities.

- **Encourage collaboration and coordination** along multi-jurisdictional priority safety locations.
ATC 2021 Schedule

- Tuesday, January 26
  - 9 am to 11 am
- Tuesday, April 13
  - 9 am to 11 am
- Tuesday, October 19
  - 9 am to 11 am
- Tuesday, July 13
  - 9 am to 11 am
Updates and Announcements

July 2020
LinkUS Update

Justin Goodwin, City of Columbus
Attributable Funding Update
MORPC-Attributable Funding Timeline

- **March**: MORPC adopts Policies
- **June 3**: MORPC hosts applicant workshop, 2:30
- **July 10**: Commitment Update Form due
- **July 17**: Screening Applications for new funding due
- **Early August**: Staff completes review of Updates. Provide feedback to applicants and revised forecast of available funding
- **October 9**: Final Applications due
- **November 4**: Ad-interim AFC members change
- **October - January**: Staff review and score applications & AFC review and recommends funding commitments
- **February 2021**: Draft list of funding commitments available for public review and comment
- **May 2021**: MORPC Adopts list of attributable funding commitments
MORPC-Attributable Funding Applications

ESTIMATED FUNDING AVAILABLE

• $69 million total
• Major Widening/New Roadway
  • $35 to $55 million
• Minor Widening/Intersections/Signals
  • $10 to $30 million
• System Preservation
  • $4 to $15 million
• Transit
  • $3 to $25 million
• Bicycle and Pedestrian
  • Up to $10 million

APPLICATIONS RECEIVED

• $197M in 2020 dollars requested
• 6 Major Widening and New Roadway
  • $59M requested
• 9 Minor Widening/Intersection/Signals
  • $61M requested
• 5 System Preservation
  • $13M requested
• 9 Transit projects
  • $59M requested
• 2 Bike and Pedestrian
  • $5M requested
SANCUS BLVD MULTI-USE PATH

- Worthington Galena Road to Worthington Woods Boulevard (.45 miles)
- City of Columbus
- Request (FY20 $): $1,442,400
- CON SFY: 2026
BIG WALNUT TRAIL CONNECTOR

- Little Turtle to Cherrybottom Park/Alum Creek Trail (2.5 miles)
- City of Columbus
- Request (FY20 $): $3,814,763
- CON SFY: 2025
Final Announcements
THANK YOU!