



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

111 Liberty Street, Suite 100
Columbus, Ohio 43215
morpc.org

T. 614. 228.2663
TTY. 1.800.750.0750
info@morpc.org

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

**Tuesday, March 16, 2021
9:00 – 10:30 AM**

AGENDA

- 9:00** **Welcome & Recap – Jennifer Noll**
- Project Progress – Stephen Patchan & Tobi Otulana**
- a. Bicycle Level of Traffic Stress Map
- b. Emerging Picture of Public Priorities
- 9:20** **ATP Action Plan – Jennifer Noll**
- 9:35** **Committee Work Session – Defining the Universe of Potential Actions**
- a. Group 1 – Education & Collaboration
- b. Group 2 – Data & Funding
- c. Group 3 – Planning & Implementation
- 10:15** **Report out**
- 10:30** **Summary of Next Steps & Adjourn – Stephen Patchan**

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

The Next Meeting is May 18, 9:00 – 10:30 AM (Via Microsoft Teams)

William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Groomes
Secretary

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.



Steering Committee Meeting #4



Tuesday, March 16, 2021

2020 ACTIVE TRANSPORTATION PLAN



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Agenda

Overview & Recap

- ATP LTS map
- Emerging picture of public priorities

Introducing the ATP Action Plan

Work Session – *Defining the Universe of Potential Actions*

Work Session Report-out

Next Steps & Closing

PAUSE FOR POLLING

- SELECT YOUR BREAKOUT GROUP
- Each breakout group will discuss two action plan categories.
- Please choose which group you would like to participate in:
 - Education & Collaboration
 - Data & Funding
 - Planning & Implementation





Goals for Today's Meeting

- Review the Bicycle Level of Traffic Stress (LTS) map & affirm methodology
- Share what we've heard from the public via survey and focus group responses
- Begin workshopping the potential actions that will form the ATP Action Plan

We will do this by...

- Updates on progress since the last meeting
- Facilitated work session



Meeting Recap

- At our November meeting, we:
 - Reviewed the ATP outreach plan
 - Established a methodology for identifying the level of traffic stress on Central Ohio's primary road network
- Since our November meeting, we:
 - Completed a Level of Traffic Stress analysis on the MPO primary road network
 - Conducted focus groups
 - Completed preliminary analysis of public input (survey & focus groups)
 - Drafted potential actions/strategies in response to input thus far

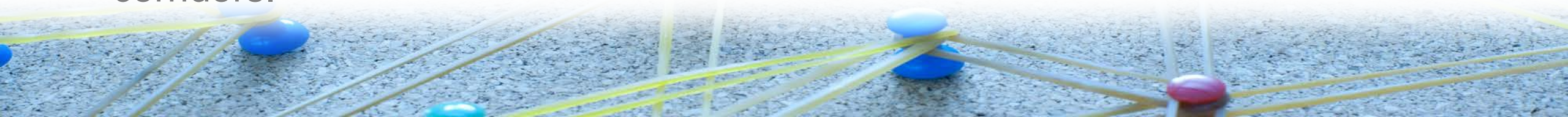
BICYCLE LEVEL OF TRAFFIC STRESS MAP

Stephen Patchan



LEVEL-SETTING

- Walkable and Bicycle-Friendly communities benefit **economic development, safety, and health** and provide **access to opportunity**.
- To maximize these benefits, we must **maximize opportunities** for walking and biking.
- To maximize walking & biking, people need eliminate the **guessing game** pertaining to **safety and connectivity**.
- To eliminate the guessing game, **all streets** must accommodate **low stress** corridors.



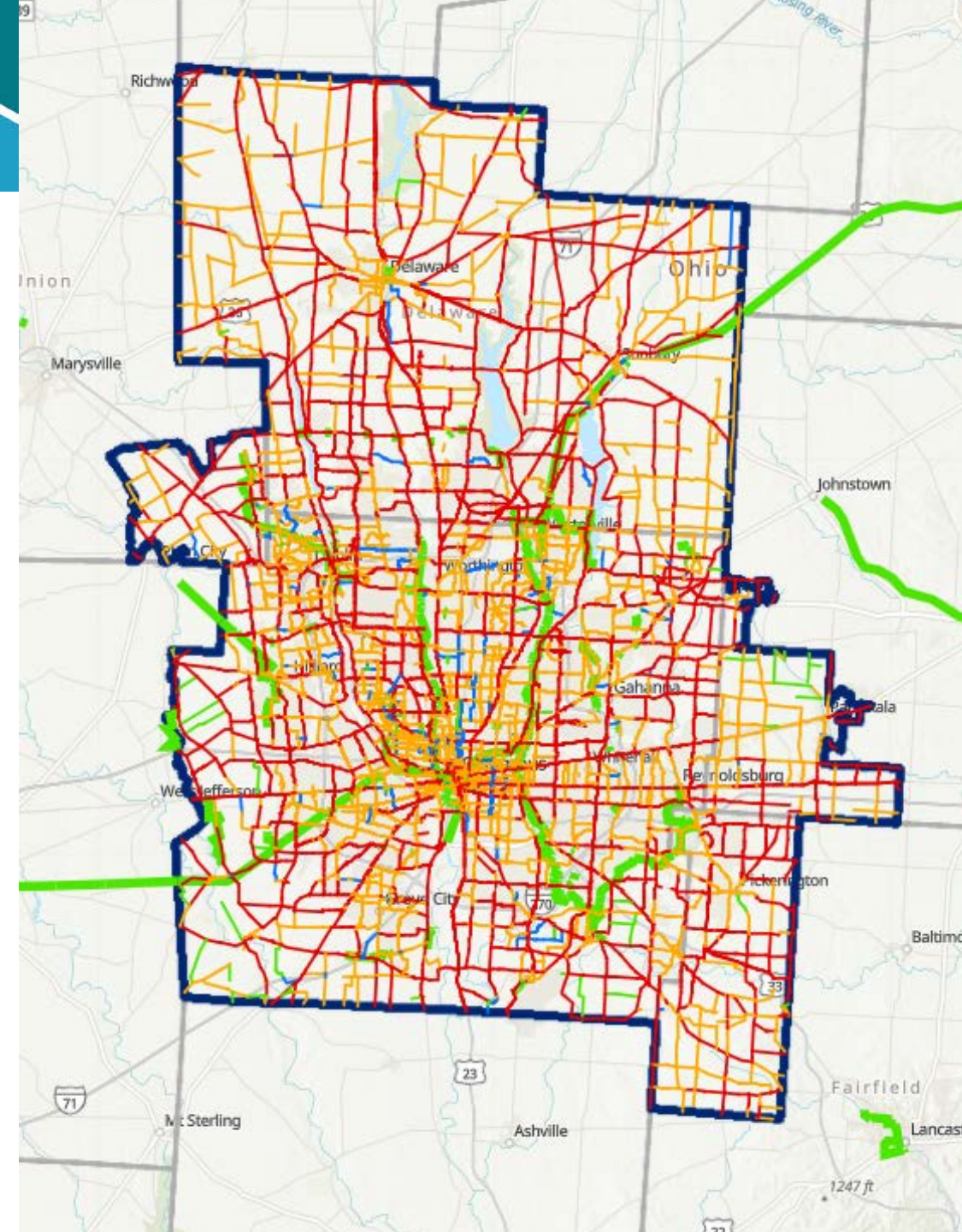
DEFINING THE REGIONAL NETWORK

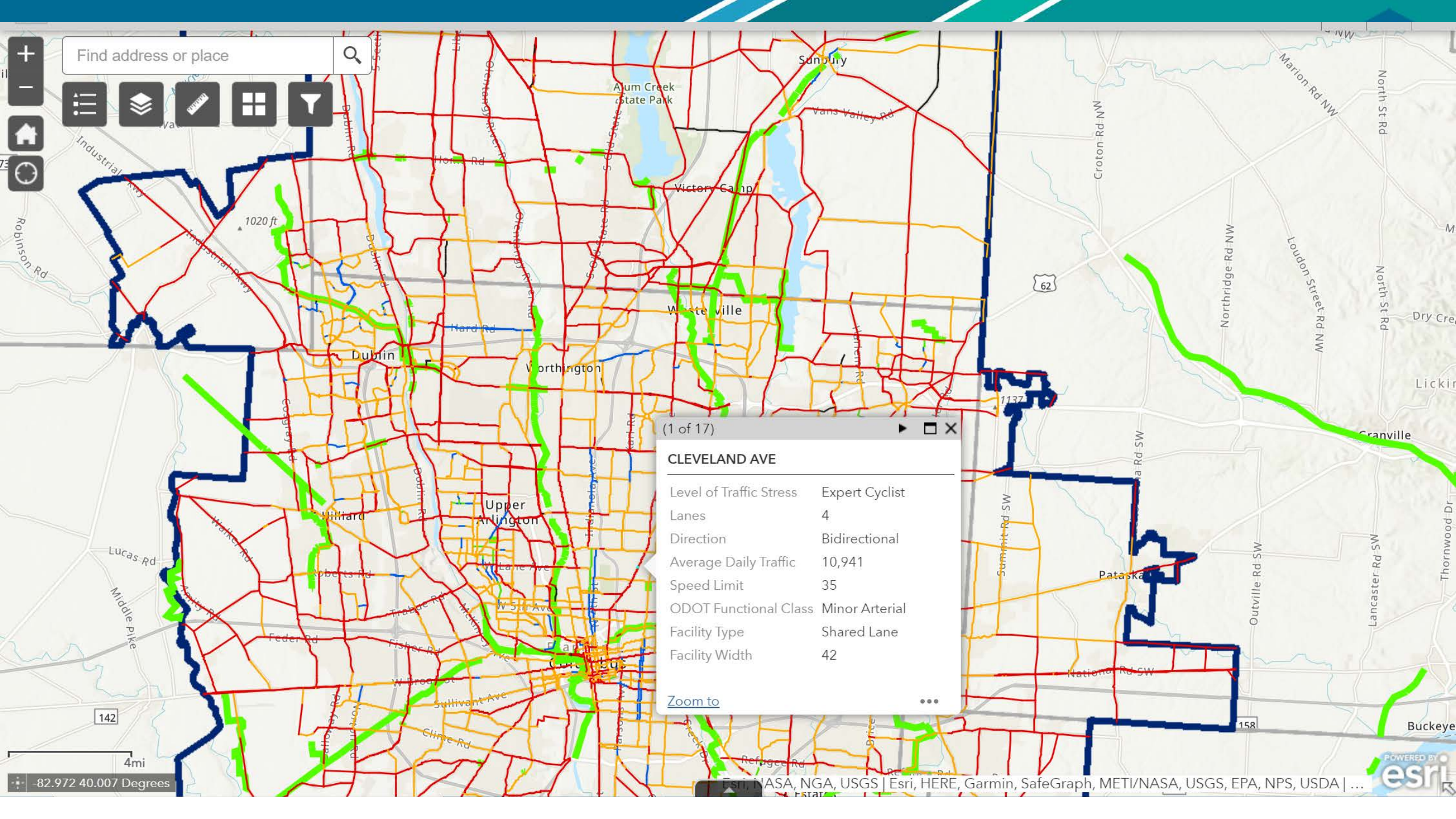
- The Regional Active Transportation Network is:
 - **All streets** so that **all people** have equal access to **all regional destinations**
 - **Low stress** so all residents can travel safely and comfortably



A LOOK AT THE CURRENT NETWORK

- The network is there.
- The level of stress limits the potential for walking & biking.
- The ATP provides a “road map” for how to improve comfort for people walking, biking, and using transit.





Find address or place

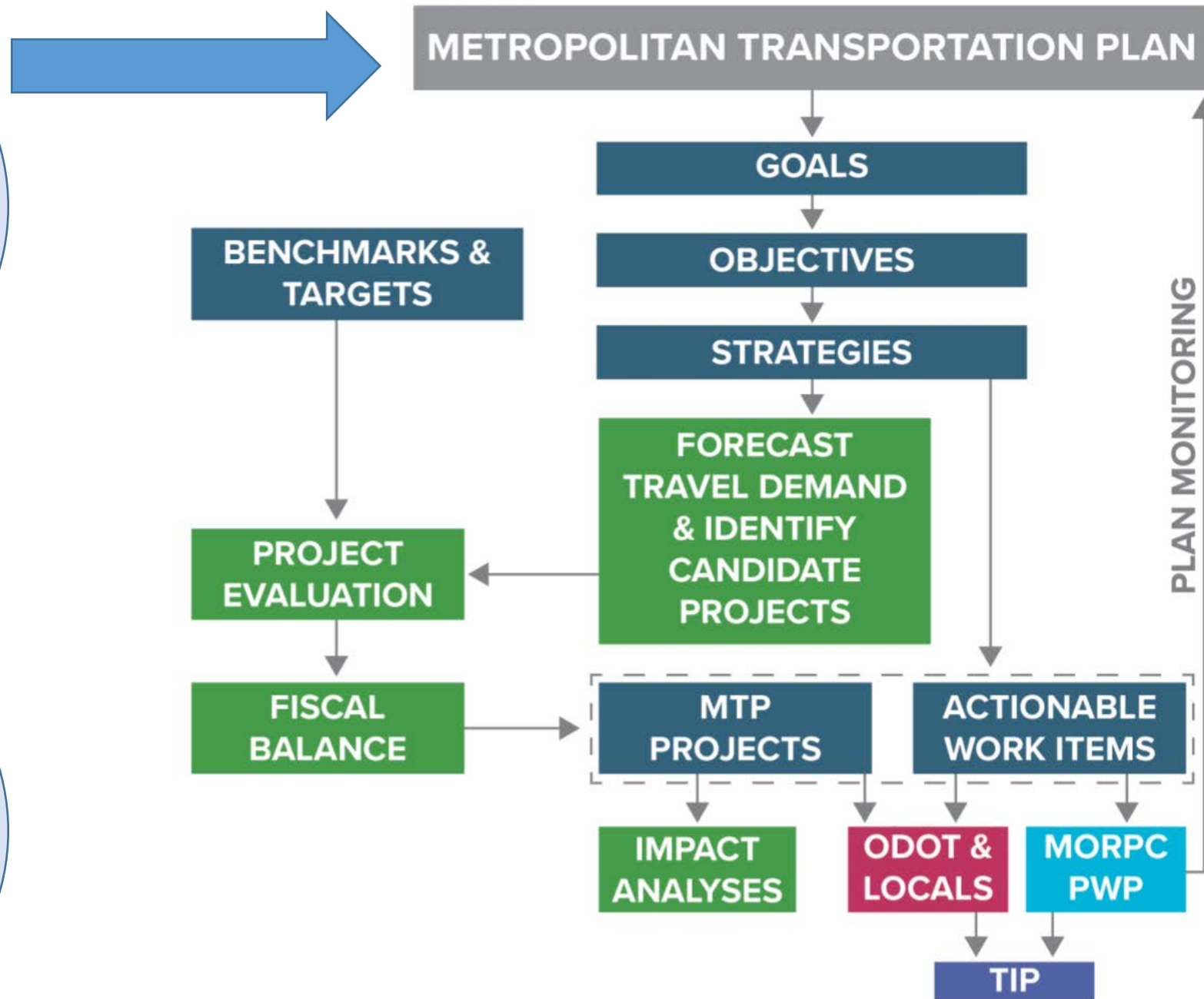
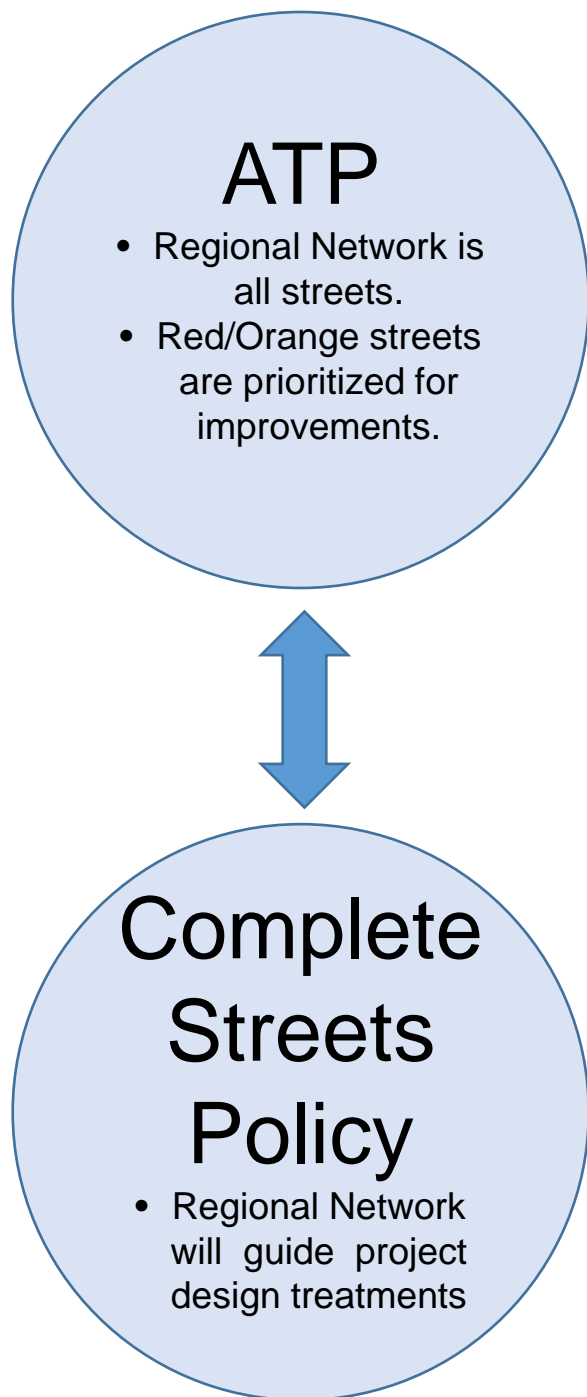


(1 of 17)

CLEVELAND AVE

Level of Traffic Stress	Expert Cyclist
Lanes	4
Direction	Bidirectional
Average Daily Traffic	10,941
Speed Limit	35
ODOT Functional Class	Minor Arterial
Facility Type	Shared Lane
Facility Width	42

[Zoom to](#)



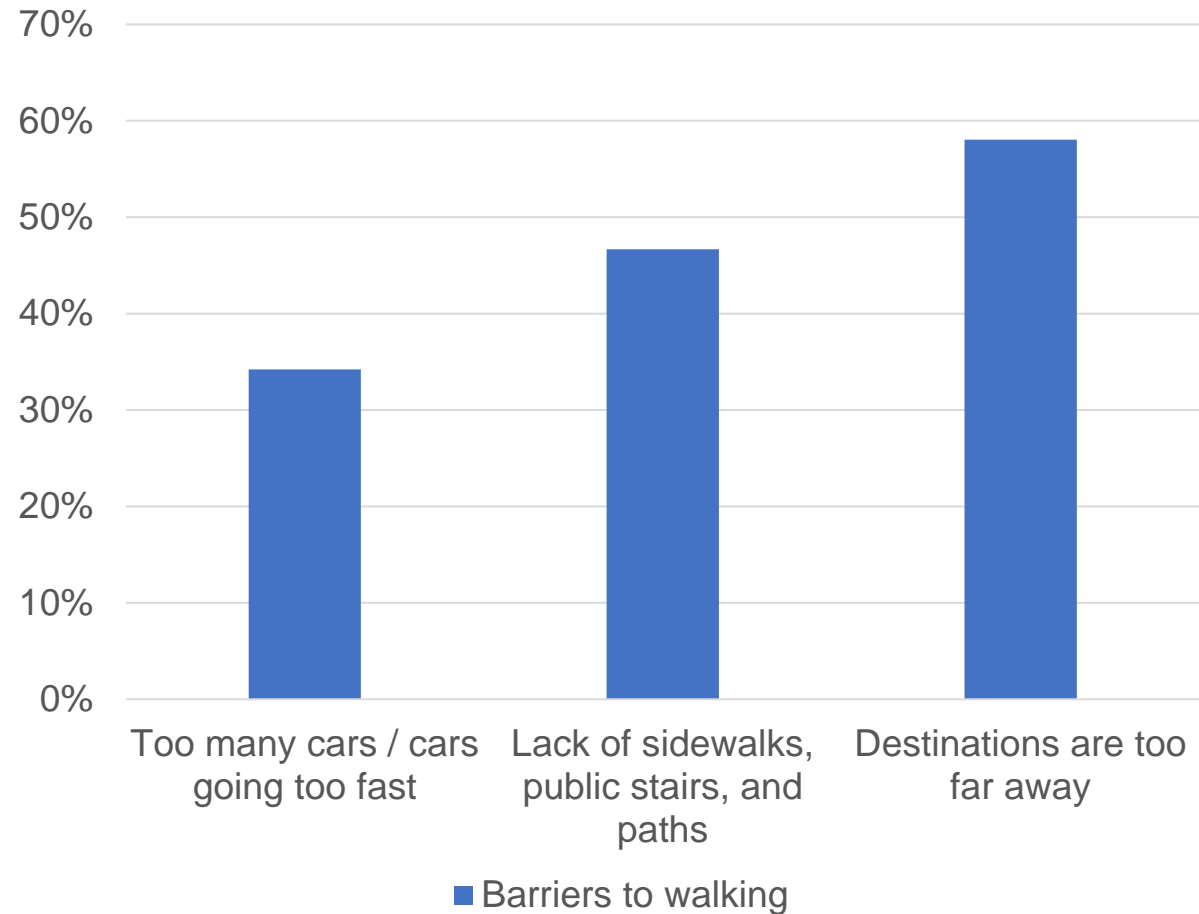
ATP OUTREACH PLAN

Tobi Otulana

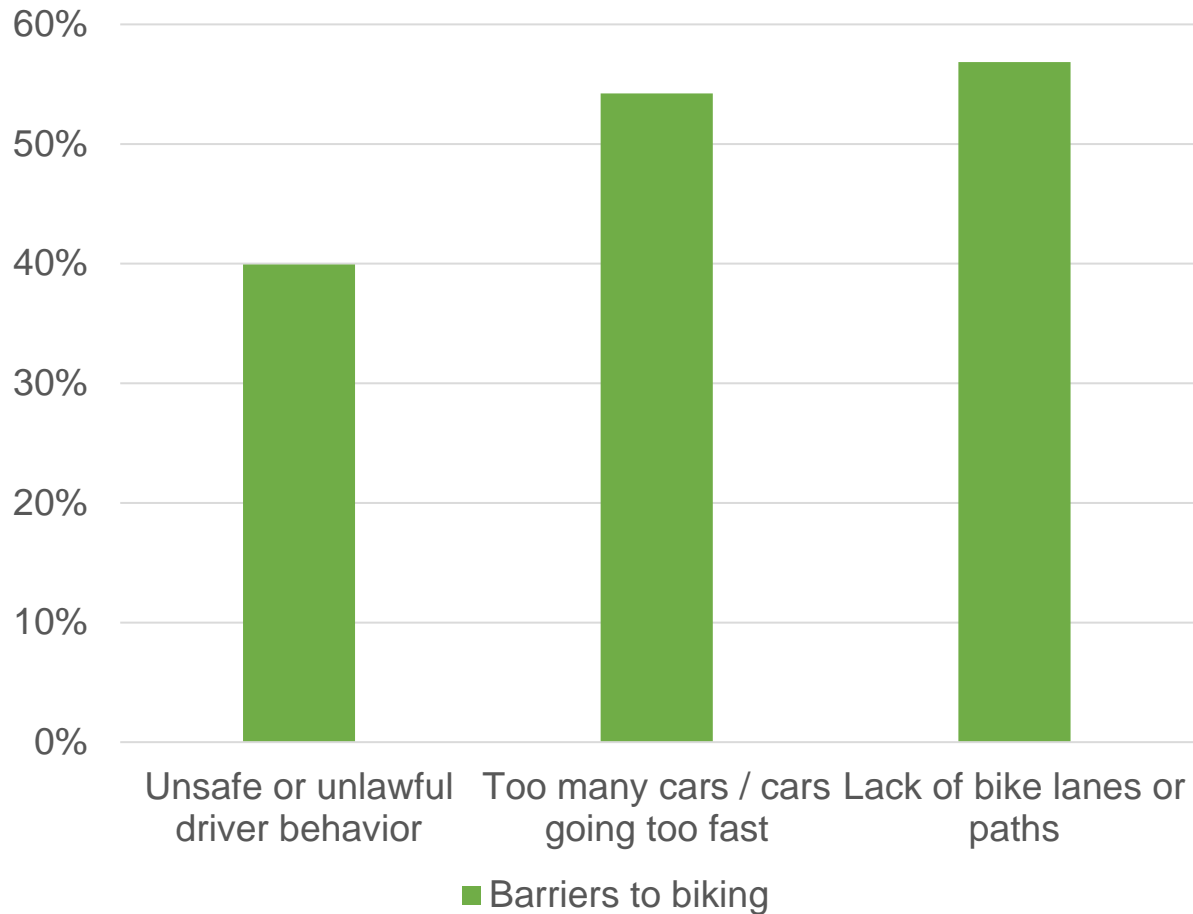


COMFORT

Barriers to walking

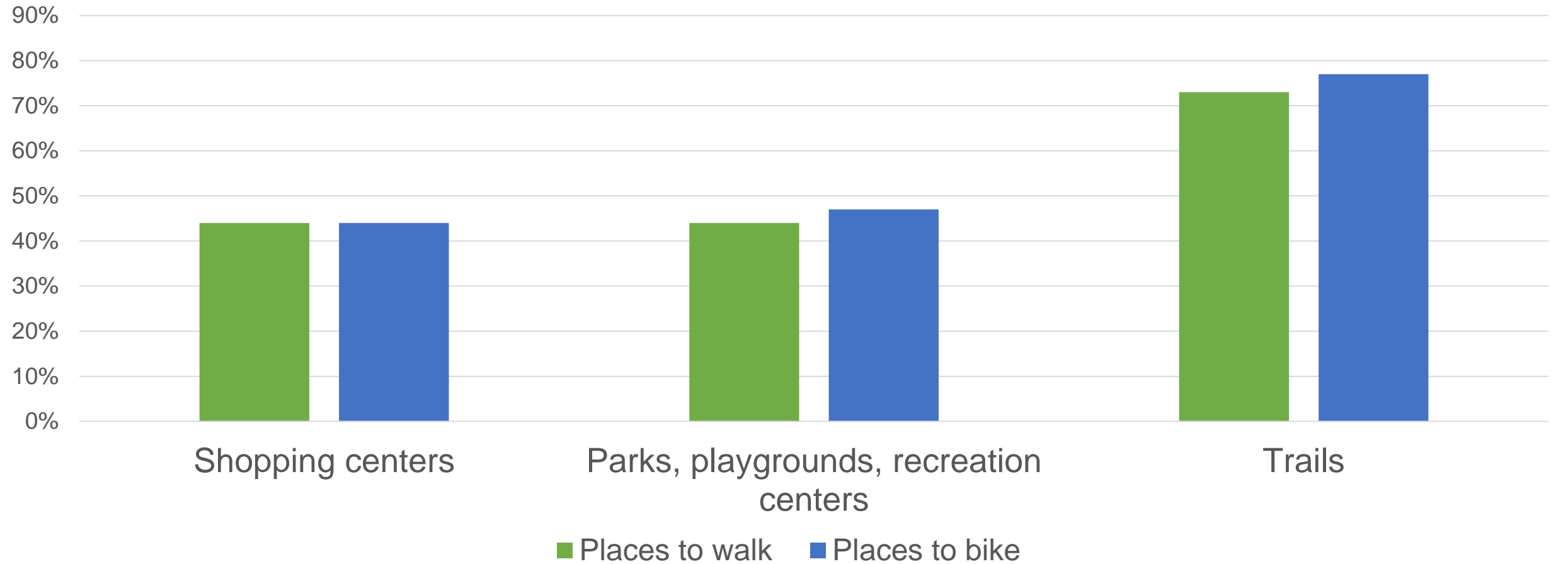


Barriers to biking



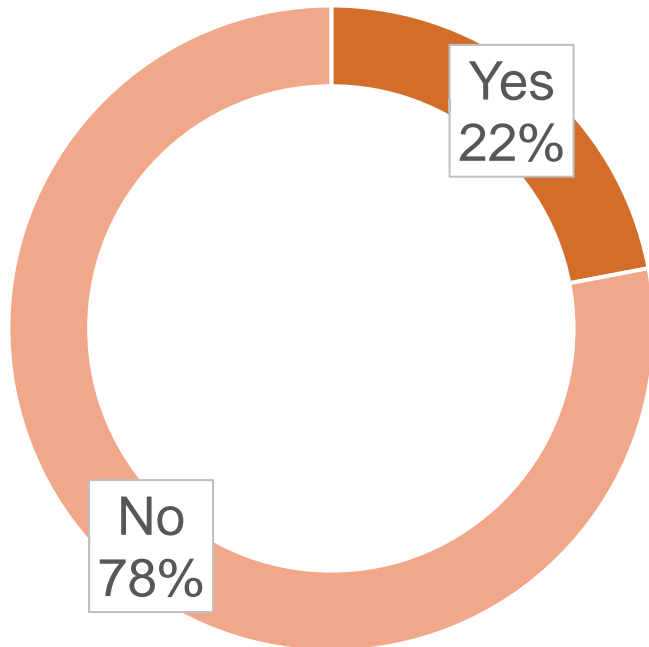
ACCESS

Top locations to access by walking or biking

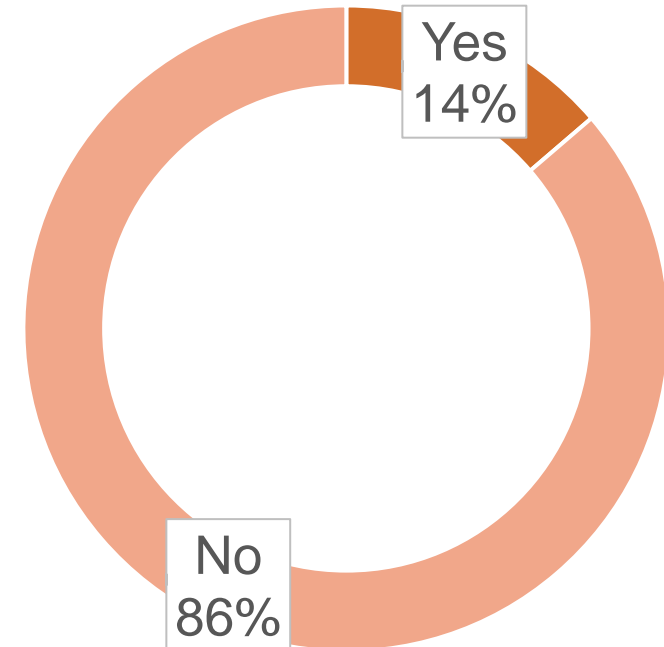


SAFETY

Experienced a crash or close call
while **walking**



Experienced a crash or close call
while **biking**



CONNECTIVITY

~48%

scored **walking** connectivity
between their neighborhood
and other areas as 50 or less
out of 100

~47%

scored **biking** connectivity
between their neighborhood
and other areas as 50 or less
out of 100



Focus Group Areas

- Children & Young Adults
- Older Adults
- Minorities & Immigrants
- People with Disabilities
- Economic Development

EQUITY

- Street furniture
 - Benches, water fountains, shade, bike racks, maintenance
- Access to education and encouragement materials and programs
 - For different disabilities and in different languages
- Personal safety
 - Poor facility conditions, lighting, visibility, audibility
- Access to the places people want and need to go
 - Corner stores, places of worship, work, nearby neighborhoods

ATP ACTION PLAN

Jen Noll





PURPOSE

- The Action Plan memorializes the key issues raised by stakeholders...
 - Steering Committee
 - Stakeholder Working Group
 - Active Transportation Committee
 - Public Survey
 - Focus Groups
- ...and provides actions to address them.

DEVELOPING THE ACTION PLAN

Funding	Finding and securing funding; meeting eligibility requirements
Planning & Policy	Laying the political groundwork for AT investments
Education & Training	Helping the public, elected officials, and others to understand the bike/ped experience and benefits of AT infrastructure
Implementation	How to get more AT infrastructure onto our region's primary road network – effectively and equitably
Collaboration	Emphasizing the need for cross-jurisdiction coordination
Data	Gathering and evaluating data to make informed decisions

ISSUE	POTENTIAL RESPONSE ACTION

ISSUE	POTENTIAL RESPONSE ACTION
Lack of funding for active transportation infrastructure construction leads to inability to expand/improve that infrastructure.	Prioritize funding for infrastructure projects that improve the level of comfort on the Central Ohio road network for people who walk, bike, and use transit.
Communities told us that limited staff capacity to complete funding applications is a barrier to pursuing funding.	Provide technical assistance to MORPC member local governments to apply for funding for infrastructure projects that improve the level of comfort on the Central Ohio road network for people who walk, bike, and use transit.
Funding can be particularly inaccessible for smaller communities due to competitiveness of programs.	Establish and maintain a database of funding programs and eligibility requirements for active transportation infrastructure implementation and maintenance.
The required local match for state and federal funding can be difficult for some communities to provide.	Identify potential sources of local match alternatives (a local match is required by most federal and state funding programs).
Funding for AT infrastructure needs to do a better job of prioritizing neighborhoods with a higher proportion of low-income residents or residents of color.	Increase the amount of funding for active transportation infrastructure projects in Environmental Justice target areas.
Funding can be particularly inaccessible for smaller communities due to competitiveness of programs.	Provide technical assistance to develop funding applications for active transportation infrastructure projects involving multiple jurisdictions.

ISSUE	POTENTIAL RESPONSE ACTION
Dearth of local plans and policies to guided implementation of active transportation infrastructure and programs.	Increase the number of local active transportation plans and complete streets policies.
Current standards make safe accommodations for people walking and bicycling difficult to implement. Local governments need access to best practices and other information & resources to help them complete local ATPs.	Develop a resource library to house best practices and guidance related to active transportation policy, planning, and infrastructure design.
Local land use policies & development standards currently don't support walking and bicycling as a form of transportation.	Coordinate local active transportation plans and complete streets policies with other comprehensive plans and policies, including zoning codes.
Need for support and resources to develop local plans, programs, and policies	Provide technical assistance to support local governments' development of active transportation plans and complete streets policies.

ISSUE	POTENTIAL RESPONSE ACTION
Community members can be resistant to change.	Coordinate with communications staff to develop and implement a communication and education plan to share the benefits of walking, biking, and transit with the community.
Community members can be resistant to change.	Host temporary projects to demonstrate the benefits of infrastructure that improves the level of comfort for people who walk, bike, and use transit.
Community members can be resistant to change.	During the project design and implementation phases, include public education campaigns about proposed and preferred design alternatives and how to use them.
Need to educate motorists on safe driving habits, new infrastructure, new laws, etc.	Distribute materials and resources from ODOT and other agencies that educate about new infrastructure designs, updates to pertinent laws, roadway user rights & responsibilities, etc.
Decision-makers can be as resistant as community members due to unfamiliarity with new infrastructure.	Provide materials from ODOT and other agencies to elected and appointed officials to educate about active transportation infrastructure and the benefits of bicycling and walking.

ISSUE	POTENTIAL RESPONSE ACTION
Unfamiliarity with the user experience may be a barrier to decision-making about infrastructure investments.	Conduct walk and bike audits for practitioners and elected officials to better understand the user experience, including users with disabilities.
Our built environment has primarily been designed for vehicular travel, so traveling by any other mode is difficult or inconvenient	Educate practitioners on best practice design for active transportation infrastructure and its incorporation into the road network.
Educational/informational materials are often only in English and can be difficult to read.	Incorporate multi-lingual and accessible educational/informational materials into all communications and engagement efforts.

ISSUE	POTENTIAL RESPONSE ACTION
PDP / Value engineering	Coordinate with ODOT to review and enhance the Project Development Process for active transportation projects.
Plans vs. action	Develop a Complete Streets Resource Library and program to assist local communities with implementing quick-build, low-cost active transportation infrastructure and safety improvements.
Undefined Regional Network	Establish the Bicycle LTS map as the regional network and prioritize infrastructure projects which address very high-stress and high-stress corridors.
Potential cyclists (Interested but Concerned) are not accomodated	Implement a complete regional low stress network

ISSUE	POTENTIAL RESPONSE ACTION
A lack of basic amenities at destinations (bike storage, showers, etc.) may prevent some people from choosing to bike to the destination.	Develop end point facilities to maximize ridership
Equity vs. equality...providing facilities that are actually needed vs. what's provided everywhere else...	Establish diverse and inclusive public engagement as part of the Project Development Process to identify and address the specific needs of individual communities.
AT infrastructure is often not present in neighborhoods with a higher proportion of low-income residents or residents of color.	Increase the number of funded active transportation infrastructure projects in Environmental Justice target areas.

ISSUE	POTENTIAL RESPONSE ACTION
Departmental silos	Involve other departments during infrastructure decision-making processes (e.g., engineering, planning, economic development).
Inter-jurisdictional coordination does not often occur with active transportation infrastructure and results in lack of facility connectivity.	Identify projects and prioritize funding for projects that fill critical gaps, cross jurisdictional boundaries, or involve collaboration between multiple jurisdictions to improve connectivity.
Inter-modal connectivity	Provide additional transportation options with enough frequency and connectivity to make them a convenient alternative to bicycling or walking.
First/last mile connectivity and accessibility of transit	Collaborate with local agencies to prioritize active transportation improvements leading to/from and around transit stops.
Safety, mode shift, public/private partnerships, etc. - other plans that address many of these items already	Coordinate on implementation of key action items from the Central Ohio TDM Strategic Plan, Central Ohio Transportation Safety Plan, Columbus Vision Zero, and other related transportation plans.
Planning processes must be representative of the communities they are intended to serve.	Increase the representation of marginalized or underrepresented populations in regional and local transportation planning efforts, including stakeholder/steering committees.

ISSUE	POTENTIAL RESPONSE ACTION
It's difficult to evaluate project success in a quantitative way and evaluation can be a challenge for agencies jumping from project to project.	Collect volume data before and after project implementation.
Evaluating returns on investment	Evaluate the economic impacts (return on investment) of active transportation infrastructure investments.
Existing Conditions	Collect and maintain data on pedestrian and bike facilities at the jurisdictional level.
Existing Conditions	Share jurisdictional data with regional MPO; coordinate with ODOT on Statewide standardization of this data.
Safety	Conduct detailed annual analyses of crashes involving people walking and bicycling at the regional level to prioritize safety efforts.
Qualitative Data	Establish criteria & methods for collecting qualitative data regarding active transportation.
Wish List Data	Incorporate new sources of data and data sharing (StreetLight, Inrix for speed data, etc.) into data analysis programs as they are made available by ODOT and other agencies.
AT infrastructure is lacking in marginalized and historically redlined communities. Crashes are also higher in these same communities.	Collect data evaluating the safety and accessibility outcomes of active transportation project implementation in Environmental Justice target areas.



WORK SESSION

BREAKOUT GROUPS

- Education & Collaboration
- Data & Funding
- Planning & Implementation

GROUP REPORT-OUT

Education & Collaboration

Data & Funding

Planning & Implementation



NEXT STEERING COMMITTEE MEETING

May 18, 2021

9:00 – 10:30 AM

Via Microsoft Teams