



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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

**Tuesday, May 18, 2021
9:00 – 10:30 AM**

AGENDA

- I. **Welcome & Recap** – *Stephen Patchan*
- II. **Public Perceptions of Walking & Biking** – *Jennifer Noll*
- III. **ATP Action Plan Updates (Facilitated Discussion)** – *Lauren Cardoni*
- IV. **Next Steps** – *Jennifer Noll*
- V. **Closing & Adjourn** – *Stephen Patchan*

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

**Next Meeting: Joint Meeting with Stakeholder Working Group
Thursday, June 10th from 9:00 – 11:00 AM (Via Microsoft Teams)**

William Murdock, AICP
Executive Director

Karen J. Angelou
Chair

Erik J. Janas
Vice Chair

Chris Amorose Groomes
Secretary

**PUBLIC PERCEPTIONS
OF WALKING & BIKING
IN CENTRAL OHIO**

**ATP Public Survey &
Focus Group Results**



ACTIVE TRANSPORTATION PLAN



OUR VISION:

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.

GOAL 1: SAFETY



Increase the **safety** of Central Ohio's active transportation system.

GOAL 2: COMFORT



Improve the level of **comfort** on Central Ohio's active transportation system.

GOAL 3: CONNECTIVITY



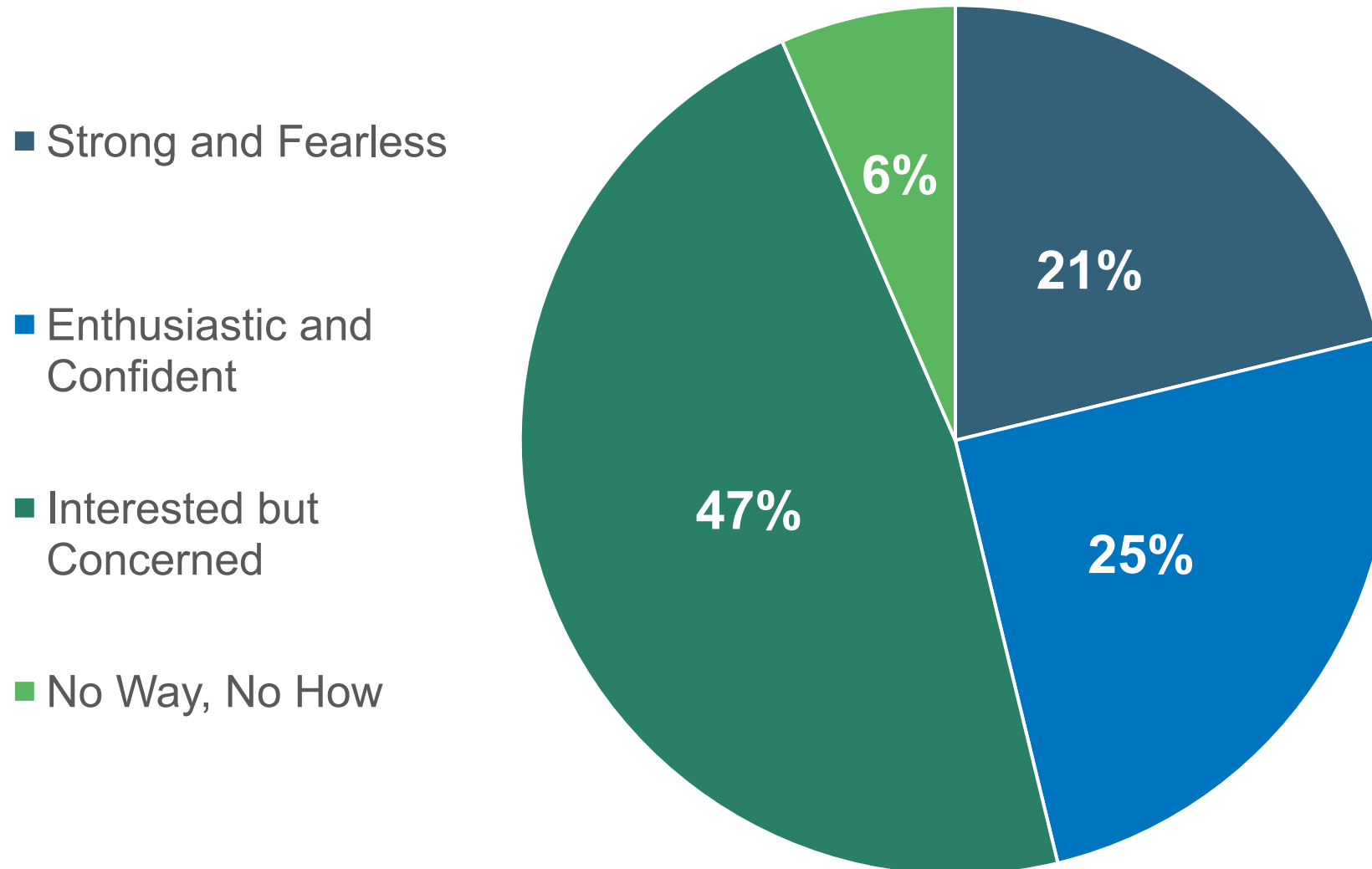
Expand the **connectivity** of Central Ohio's active transportation network.

GOAL 4: ACCESS



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

Types of Cyclists in Central Ohio



■ Strong and Fearless

■ Enthusiastic and Confident

■ Interested but Concerned

■ No Way, No How

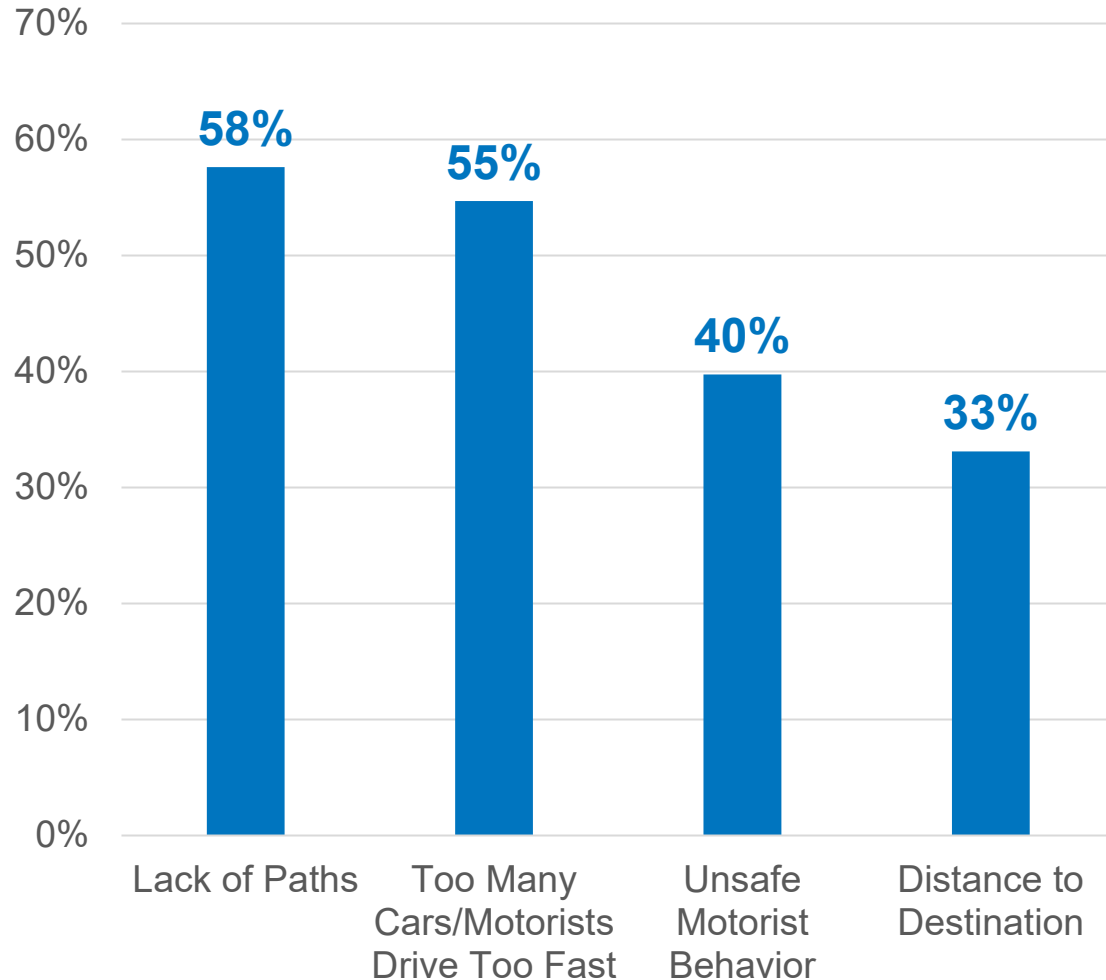
- **Rural residents (53%), suburban residents (52%), and women (58%)** were more likely to identify as “Interested but Concerned” cyclists

WHY DON'T YOU BIKE MORE FREQUENTLY?

- Too many cars/motorists drive too fast
- I have to carry things
- Lack of bike lanes or paths
- Existing bike lanes or paths are in poor condition
- Destinations are too far away
- Not enough lighting
- I travel with small children
- I am not physically able to bike
- I don't have enough time
- I don't feel safe biking (crime/personal safety)
- Weather concerns
- I do not own a bicycle
- Unsafe/unlawful motorist behavior
- Insufficient bike parking
- Other

Barriers to Biking in Central Ohio

Why don't you bike more frequently?

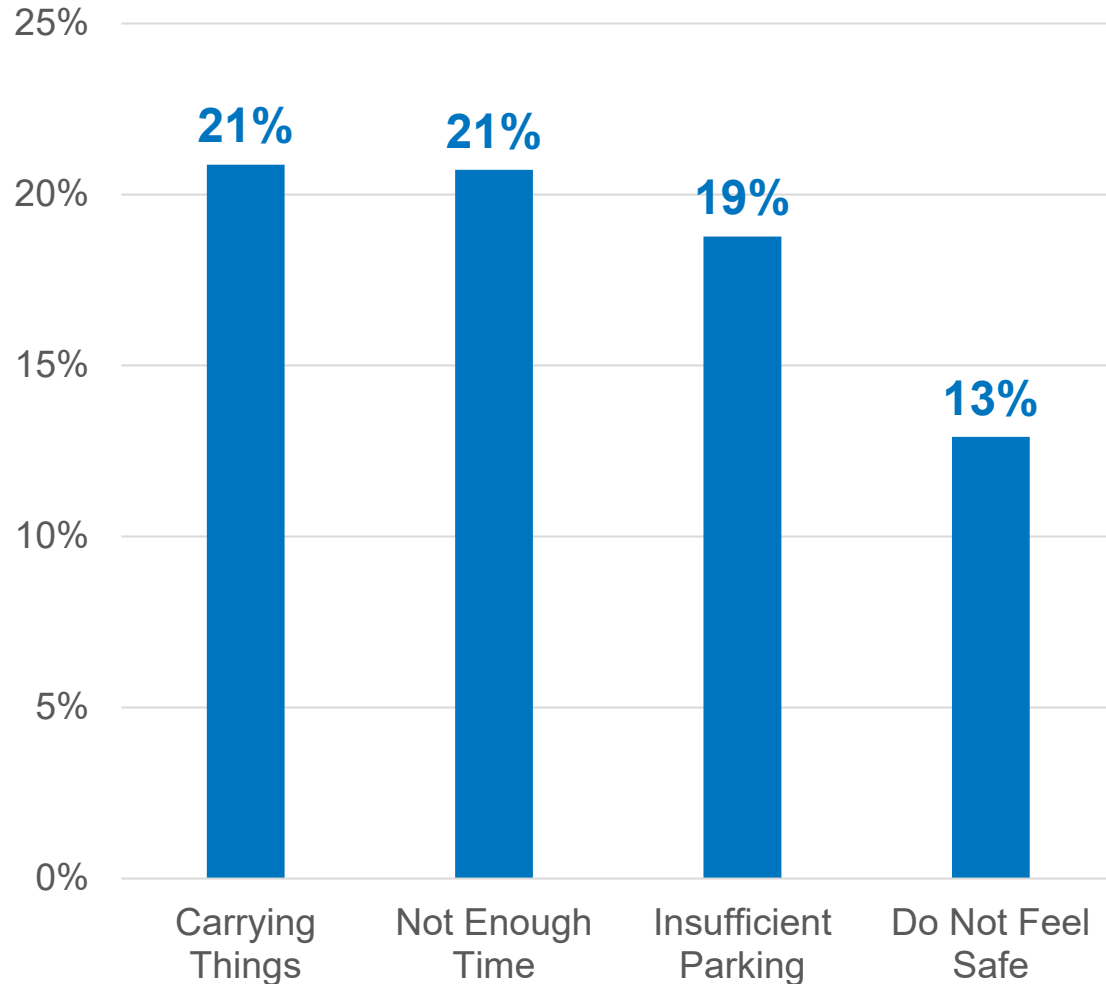


These barriers are increased for:

- Too many cars/motorists driving
 - **Women (59%)**
- Unsafe motorist behavior
 - **Urban residents (45%)**

Barriers to Biking in Central Ohio

Why don't you bike more frequently?

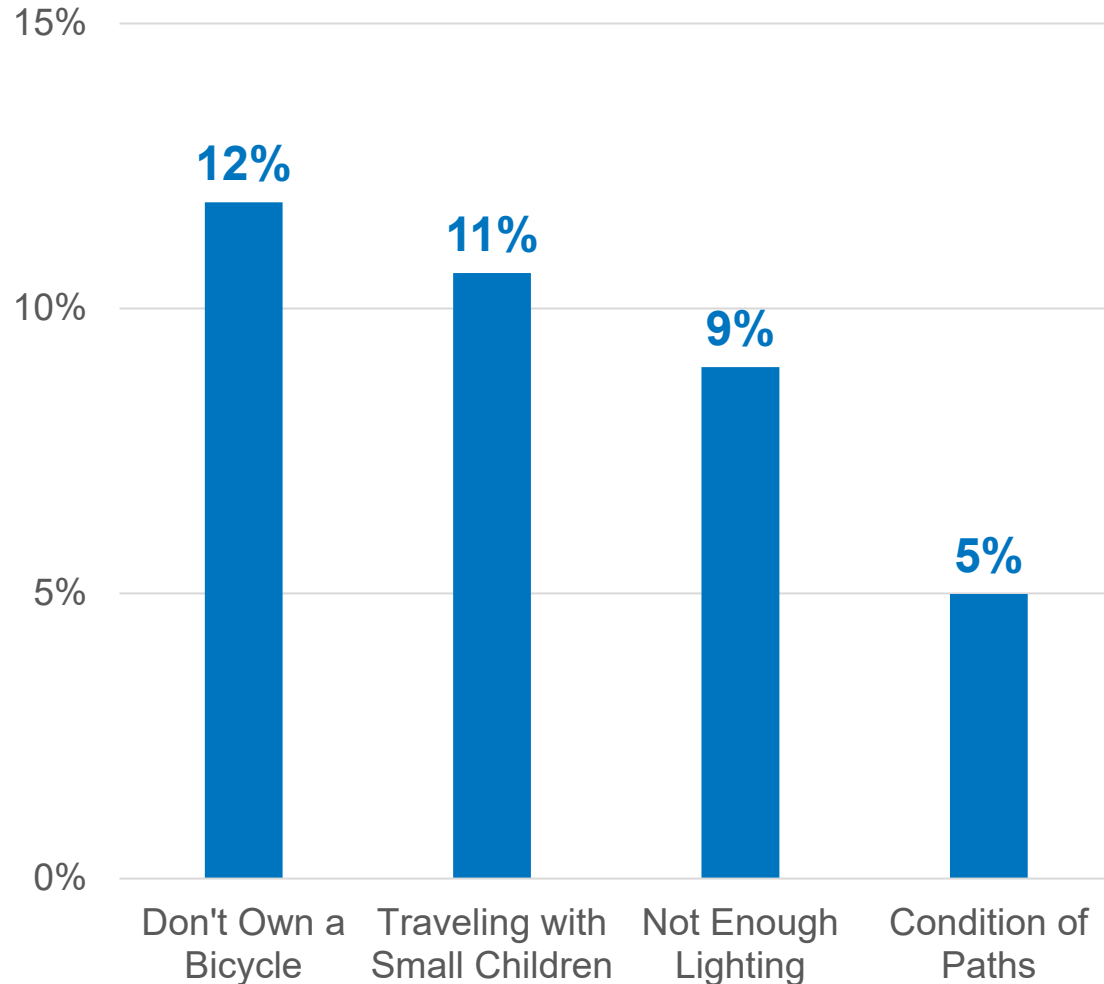


These barriers are increased for:

- Carrying things
 - **Urban residents (25%)**
 - **Low-income residents (28%)**
- Insufficient bike parking
 - **Low-income residents (27%)**
- Not feeling safe while biking
 - **Women (17%)**

Barriers to Biking in Central Ohio

Why don't you bike more frequently?



These barriers are increased for:

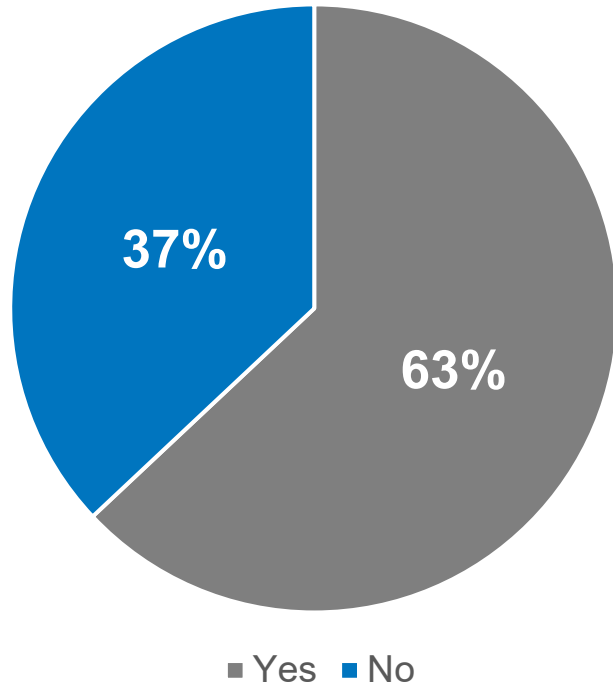
- Not owning a bicycle
 - **Non-white residents (21%)**
 - **low-income residents (23%)**
- Insufficient lighting
 - **low-income residents (23%)**
- Poor condition of bike paths
 - **non-white residents (9%)**

ACCESS & CONNECTIVITY

- How easy is it to bike in your neighborhood?
 - Score between 0 – 100
- How easy is it to bike to/from your neighborhood?
 - Score between 0 – 100

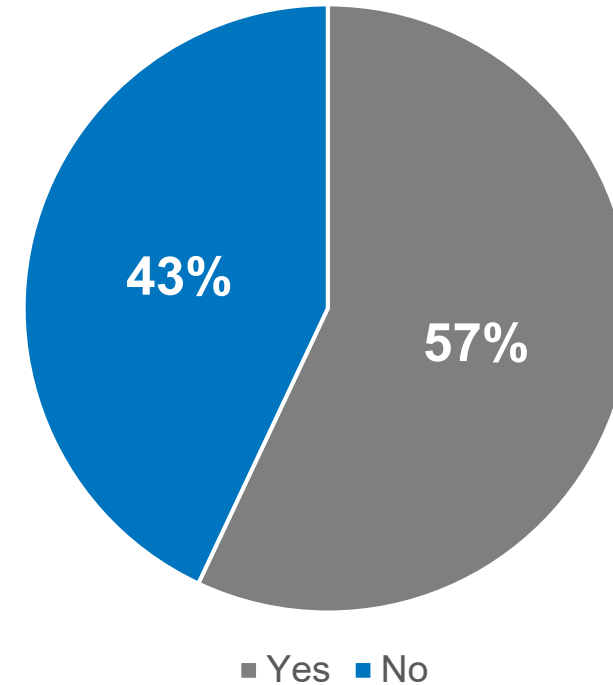
Access & Connectivity to Bike Infrastructure in Central Ohio

Is it easy to bike IN your neighborhood?



Nonwhite (41%) and **rural residents (47%)** have more difficulty biking in their neighborhoods

Is it easy to bike TO or FROM your neighborhood?

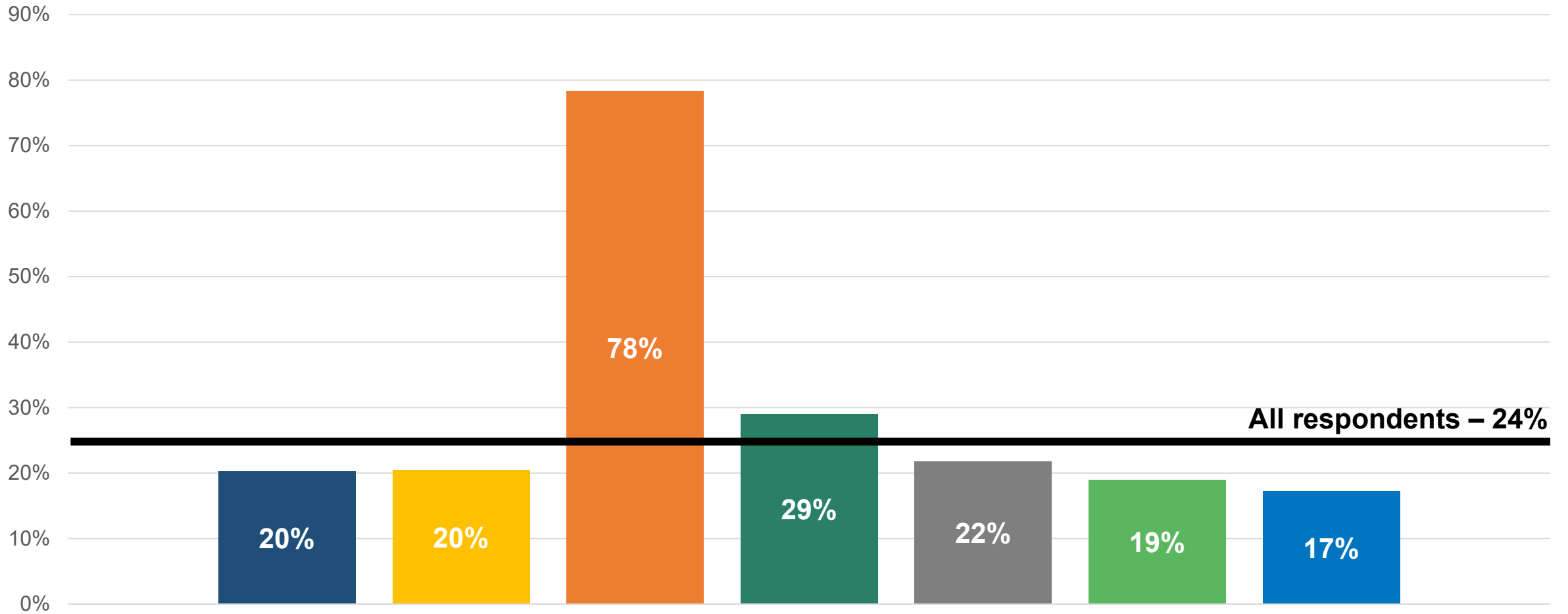


Suburban residents (47%) and **rural residents (52%)** have more difficulty biking to and from their neighborhoods

HAVE YOU BEEN IN A CRASH OR HAD A CLOSE CALL?

- Yes
- No
- I prefer not to answer

Traffic Safety while Biking in Central Ohio



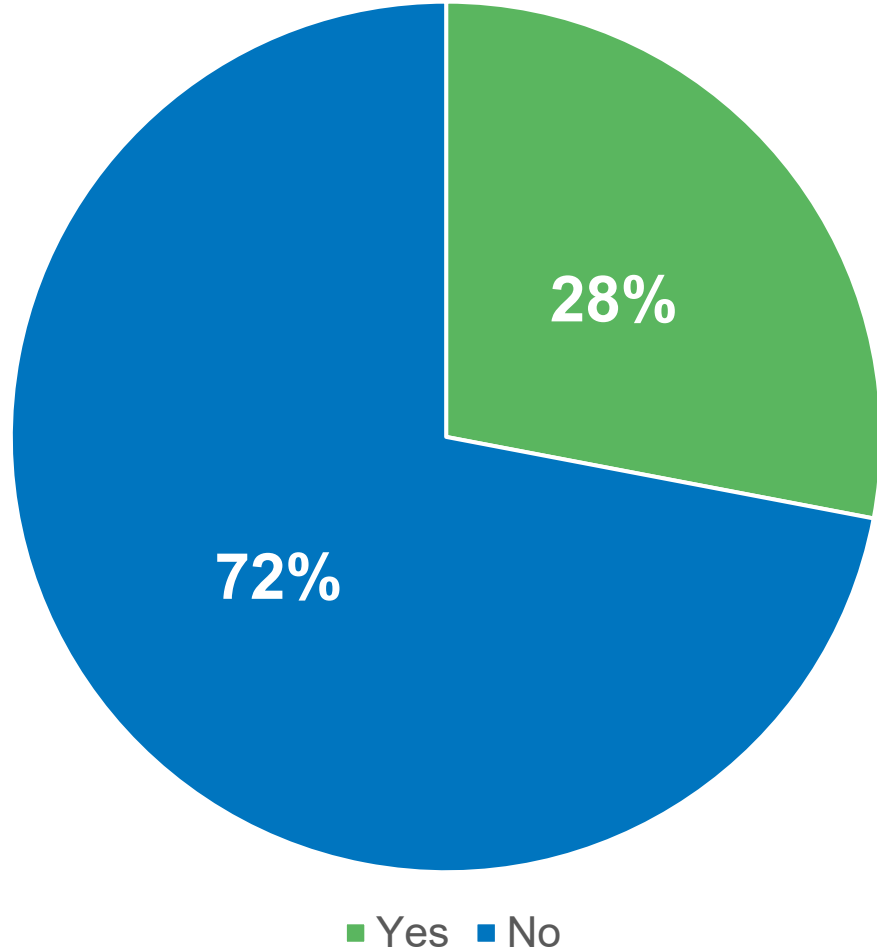
Experienced a close call or crash while biking in Central Ohio in the past year

■ Older Adults ■ Nonwhite ■ Low Income ■ Urban ■ Suburban ■ Rural ■ Female

Looking at this picture, would you be comfortable biking?



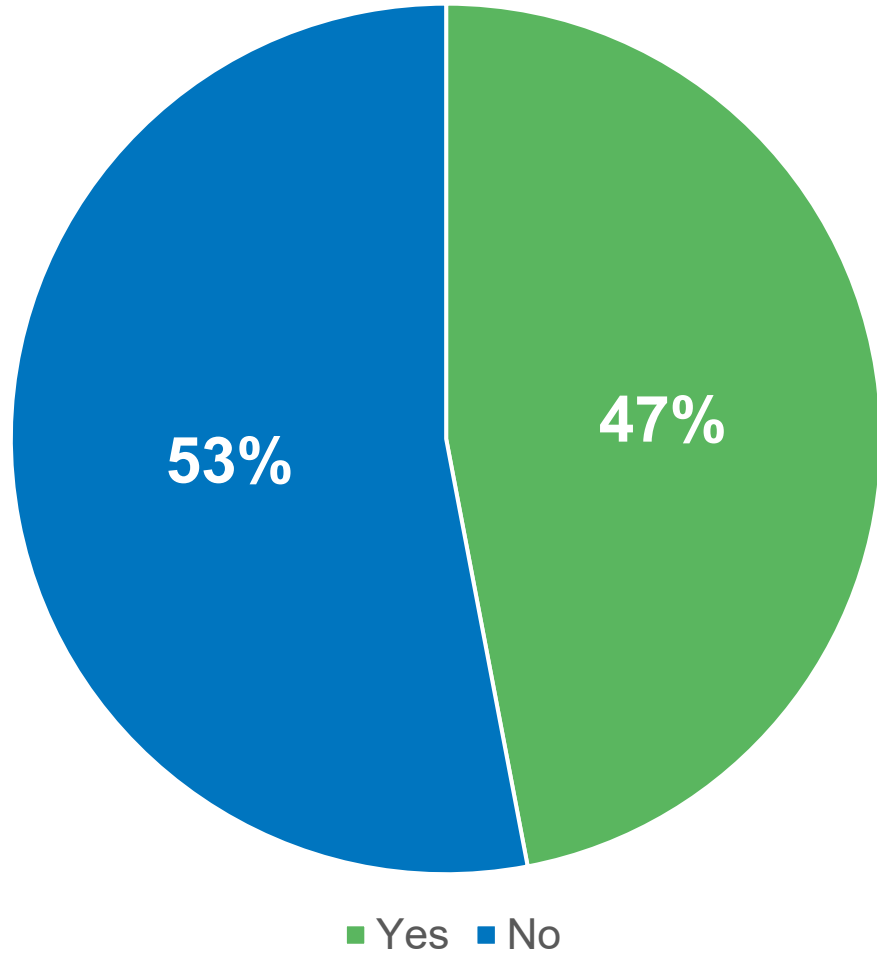
MORPC



Looking at this picture, would you be comfortable biking?



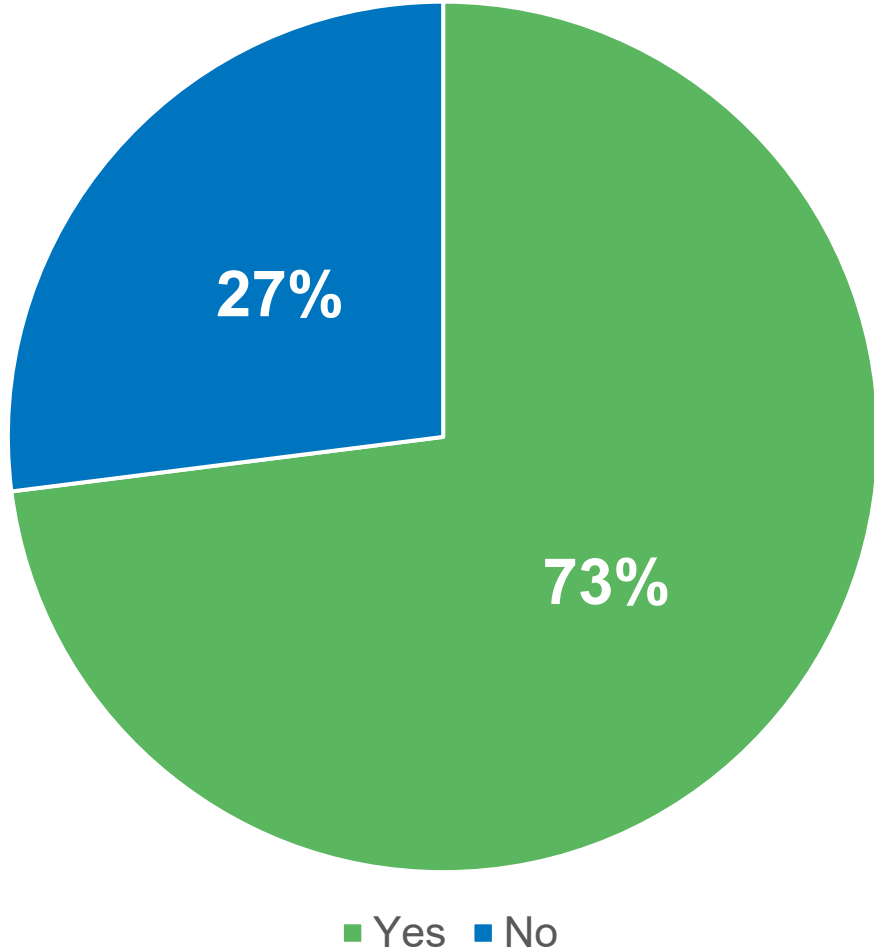
MORPC



Looking at this picture, would you be comfortable biking?



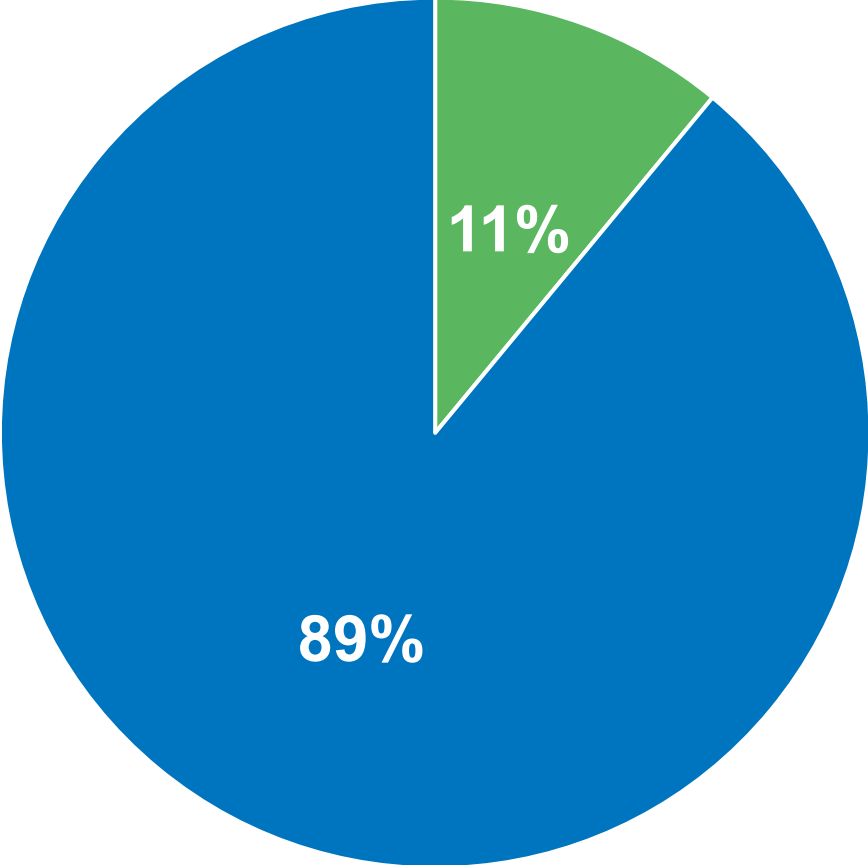
MORPC



Looking at this picture, would you be comfortable biking?



MORPC

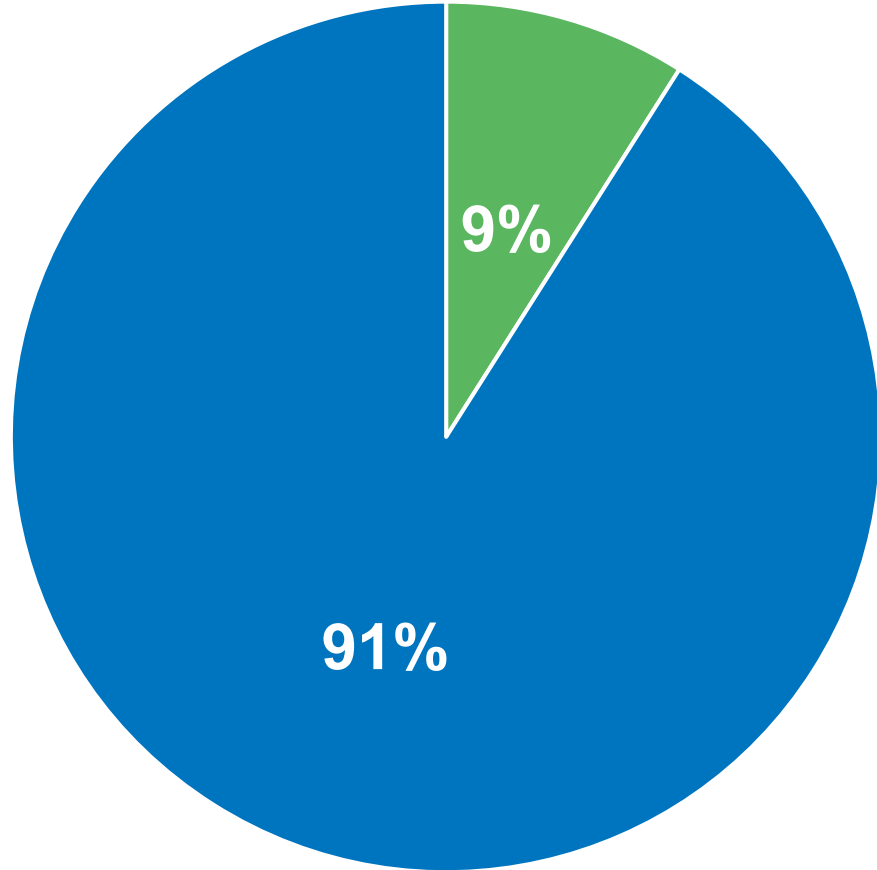


■ Yes ■ No

Looking at this picture, would you be comfortable biking?



MORPC



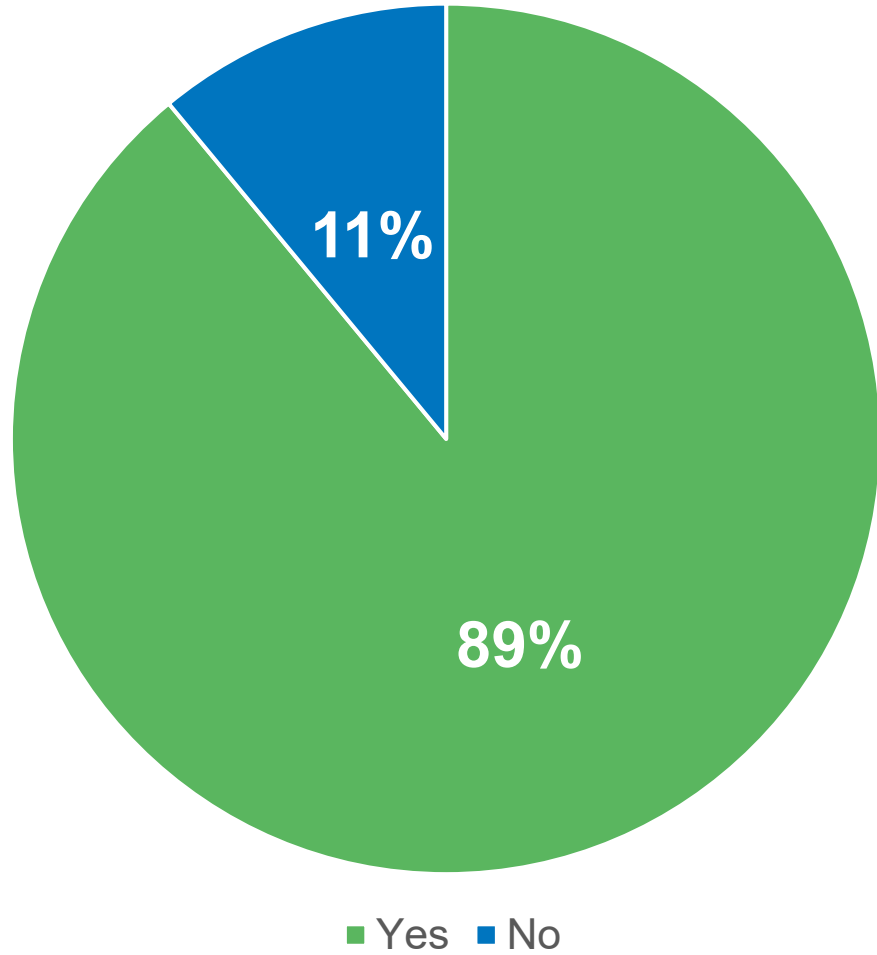
■ Yes ■ No



Looking at this picture, would you be comfortable biking?



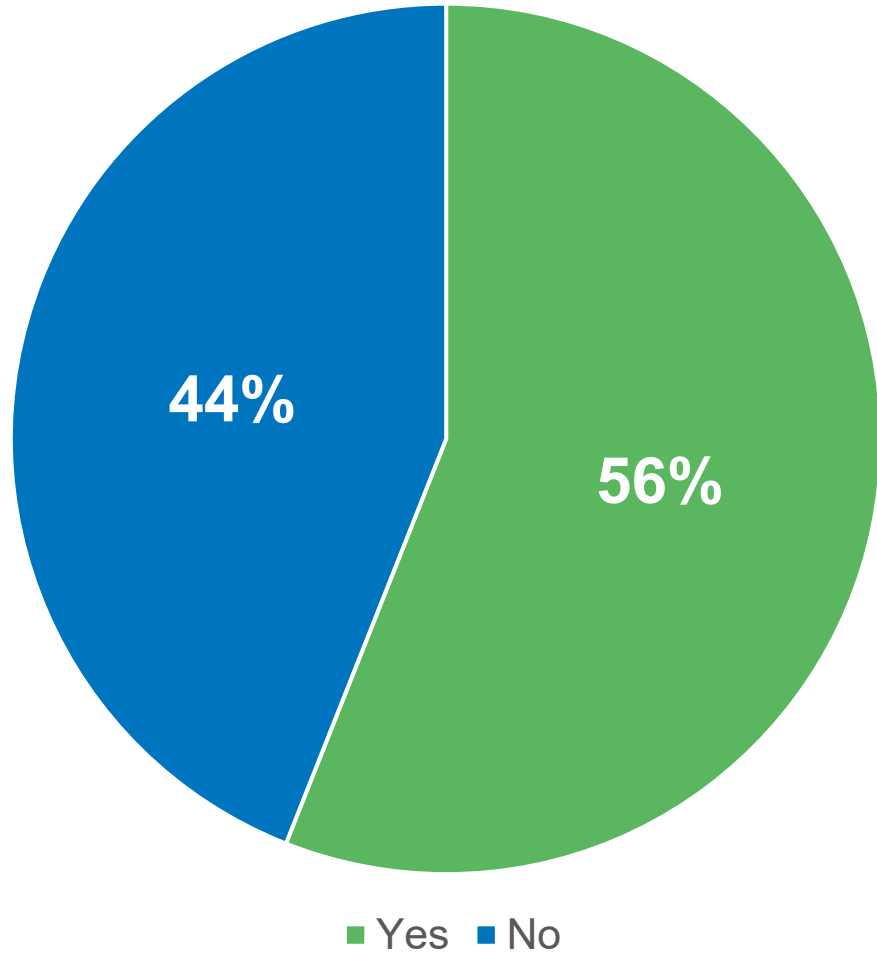
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Looking at this picture, would you be comfortable biking?



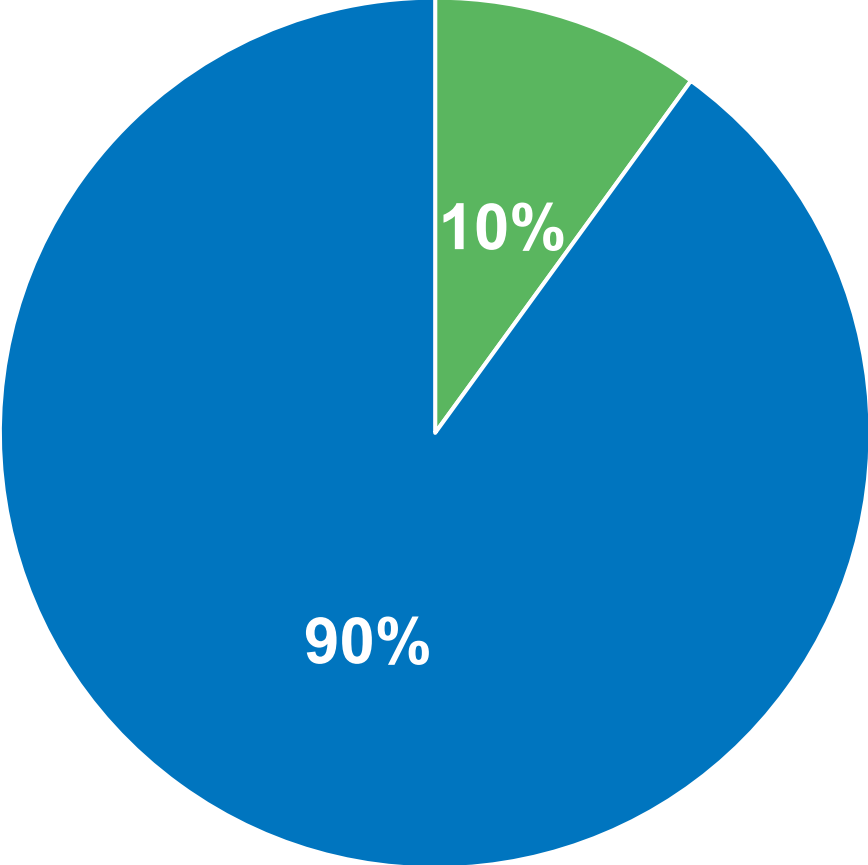
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Looking at this picture, would you be comfortable biking?



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■ Yes ■ No



What destinations would you like to be able to walk or bike to?

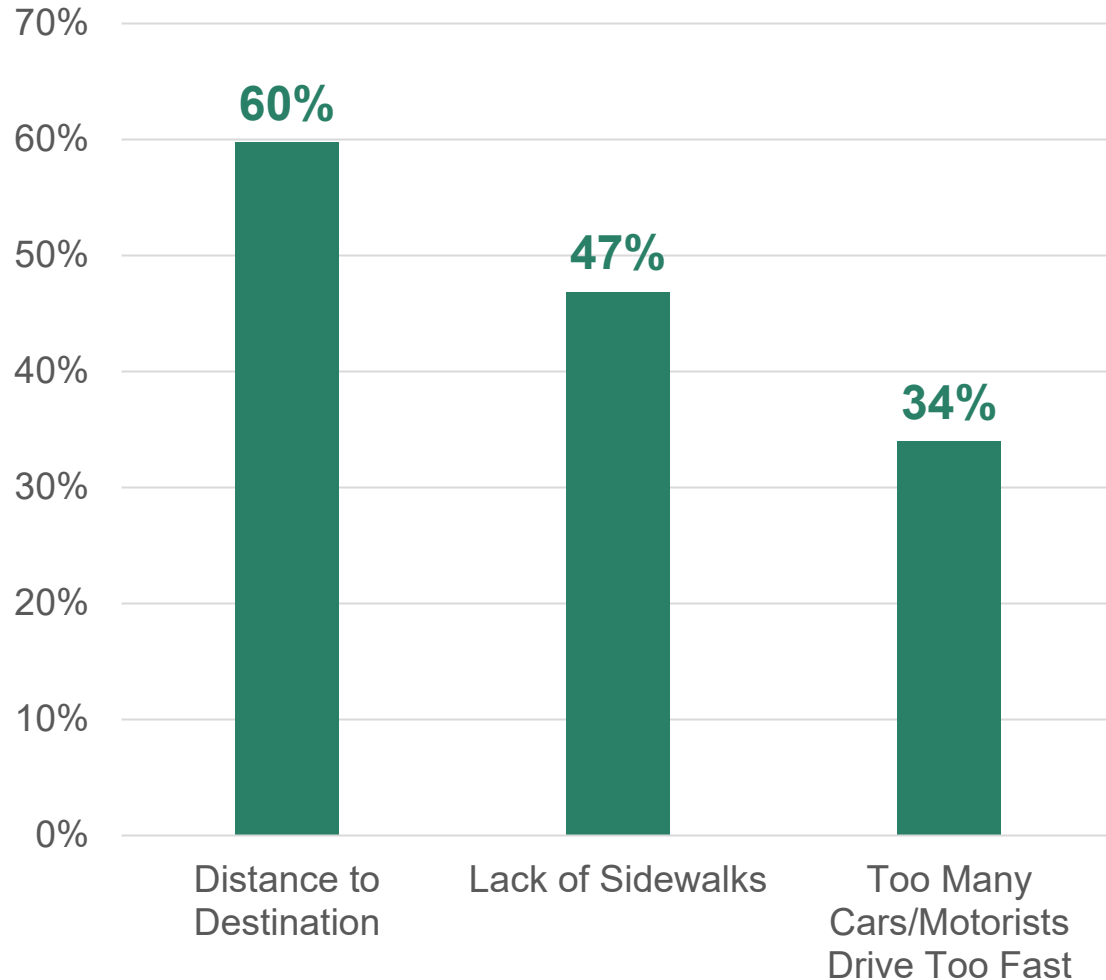
- 1. Trails**
- 2. Park, Playground, Recreation Area**
- 3. Shopping Center**
- 4. Work**
- 5. Government Services**

WHY DON'T YOU WALK MORE FREQUENTLY?

- Too many cars/motorists drive too fast
- I have to carry things
- Lack of sidewalks, public stairs or paths
- Existing sidewalks, public stairs or paths are in poor condition
- Destinations are too far away
- Not enough lighting
- I travel with small children
- I am not physically able to walk
- I don't have enough time
- I don't feel safe walking (crime/personal safety)
- Weather concerns
- Other

Barriers to Walking in Central Ohio

Why don't you walk more frequently?

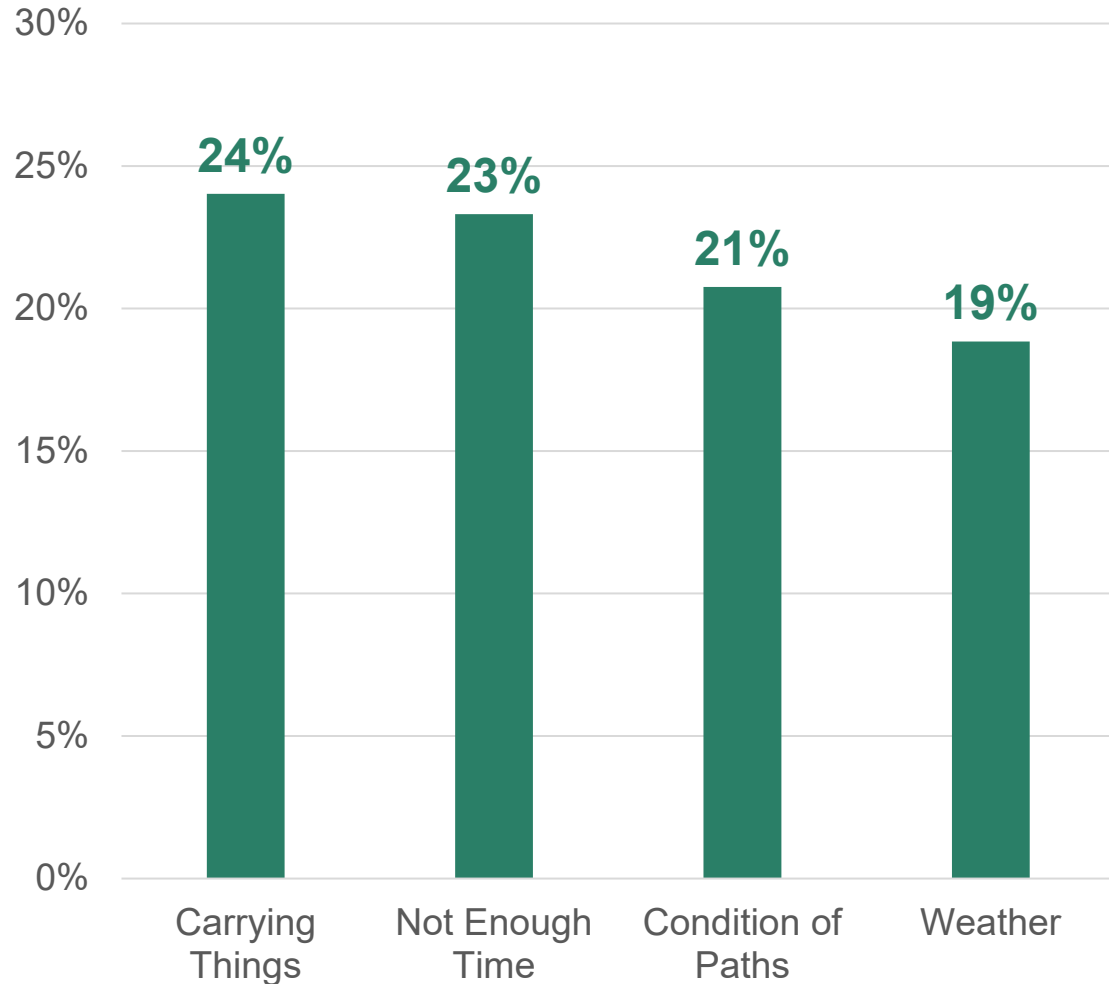


These barriers are increased for:

- Too many cars/motorists driving too fast
- **low-income residents (38%)**

Barriers to Walking in Central Ohio

Why don't you walk more frequently?

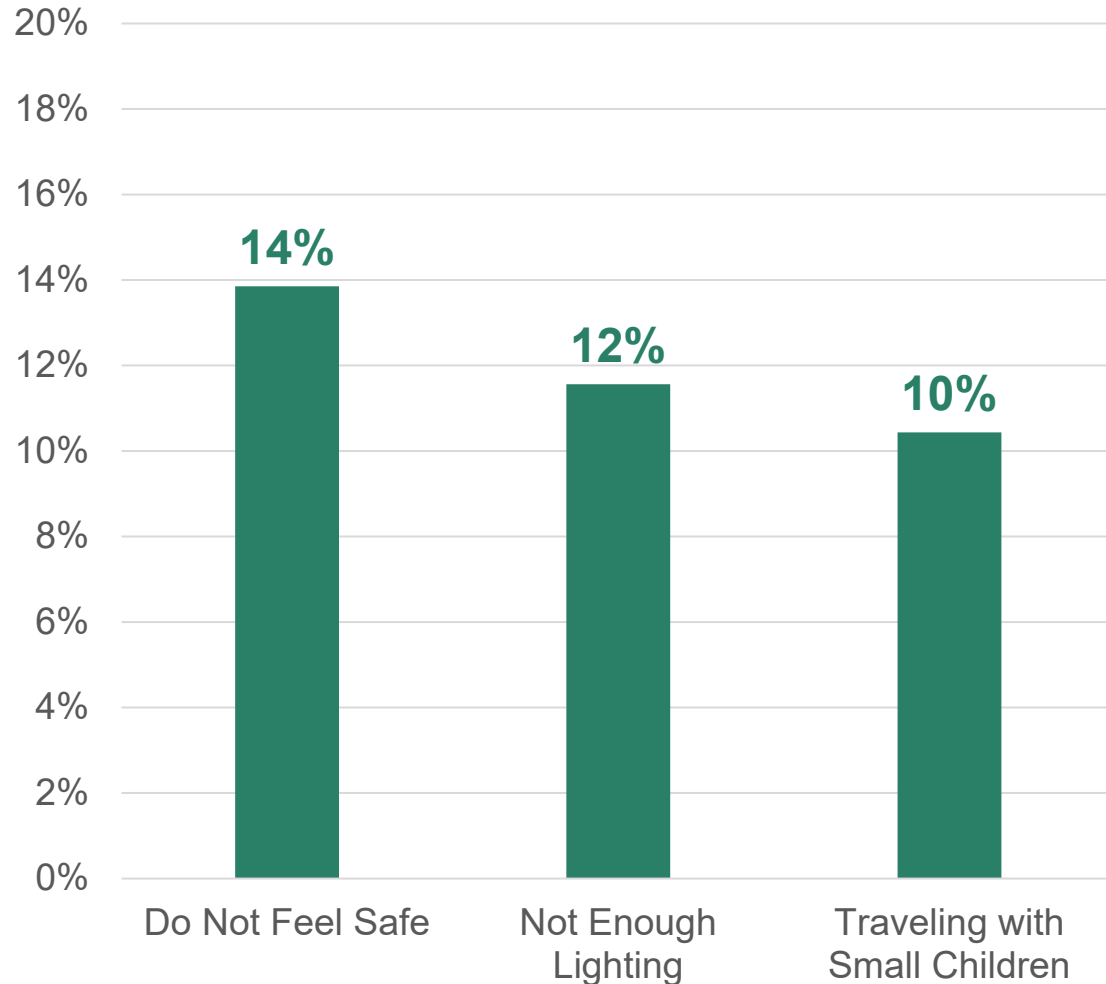


These barriers are increased for:

- Carrying things
 - **women (29%)**
 - **urban residents (30%)**
 - **low-income residents (33%)**
- Not having enough time
 - **urban residents (27%)**
- Poor condition of walking paths
 - **urban residents (28%)**
 - **low-income residents (29%)**
 - **nonwhite residents (30%)**

Barriers to Walking in Central Ohio

Why don't you walk more frequently?



These barriers are increased for:

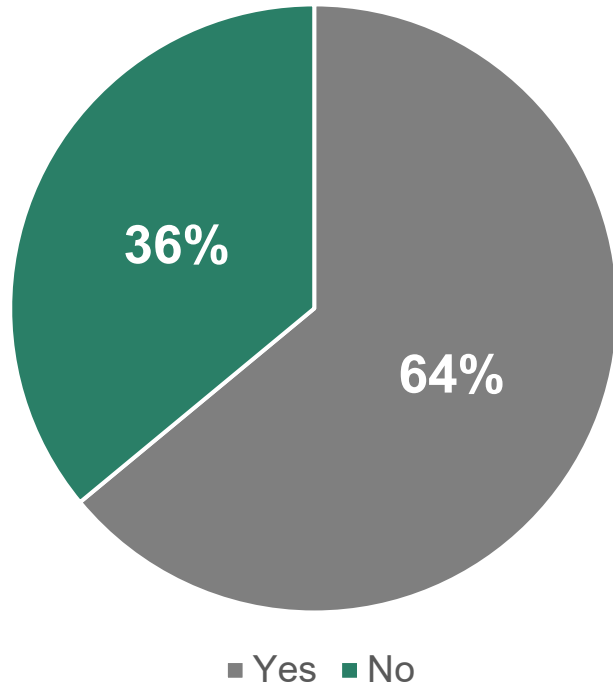
- Not feeling safe
 - urban residents (18%)
 - Nonwhite residents (18%)
 - Women (20%)
 - Low-income residents (28%)
- Insufficient lighting
 - Low-income residents (18%)
 - Nonwhite residents (19%)
- Traveling with small children
 - Rural residents (15%)

ACCESS & CONNECTIVITY

- How easy is it to walk in your neighborhood?
 - Score between 0 – 100
- How easy is it to walk to/from your neighborhood?
 - Score between 0 – 100

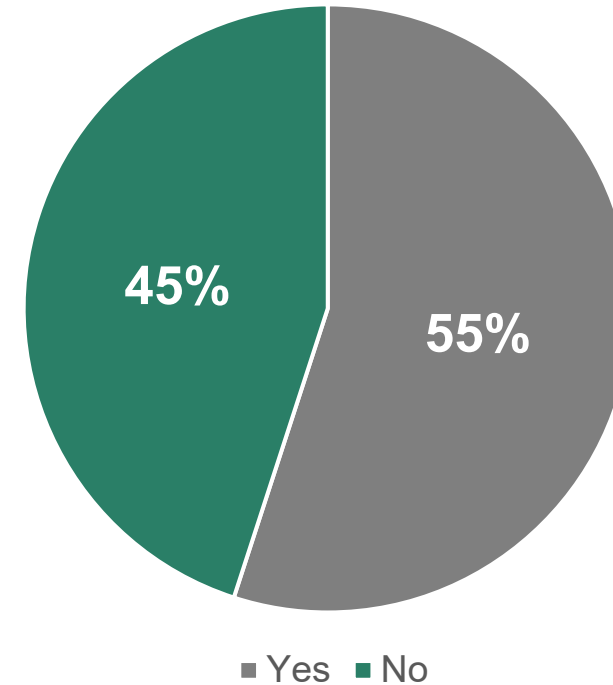
Access & Connectivity to Walking Infrastructure in Central Ohio

Is it easy to walk IN your neighborhood?



Suburban residents (40%) and **rural residents (49%)** have more difficulty walking in their neighborhoods

Is it easy to walk TO or FROM your neighborhood?

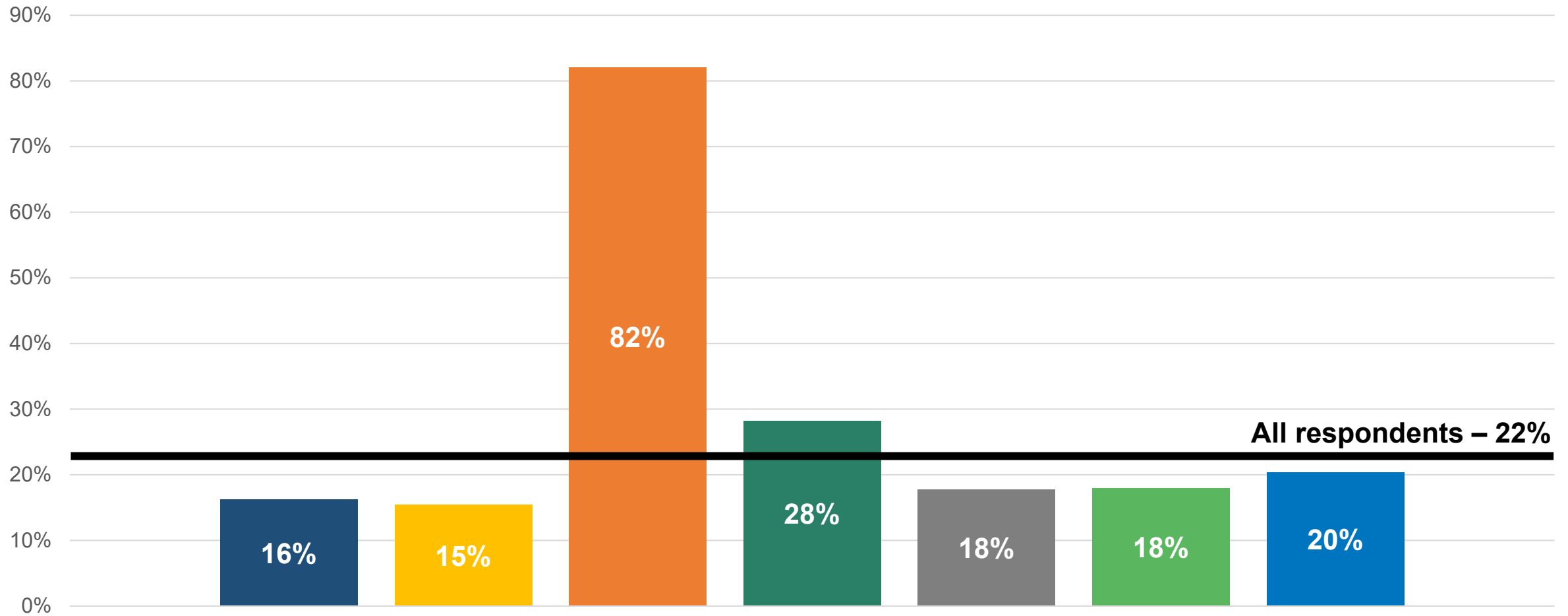


Suburban residents (51%) and **rural residents (63%)** have more difficulty walking to and from their neighborhoods

HAVE YOU BEEN IN A CRASH OR HAD A CLOSE CALL?

- Yes
- No
- I prefer not to answer

Traffic Safety while Walking in Central Ohio



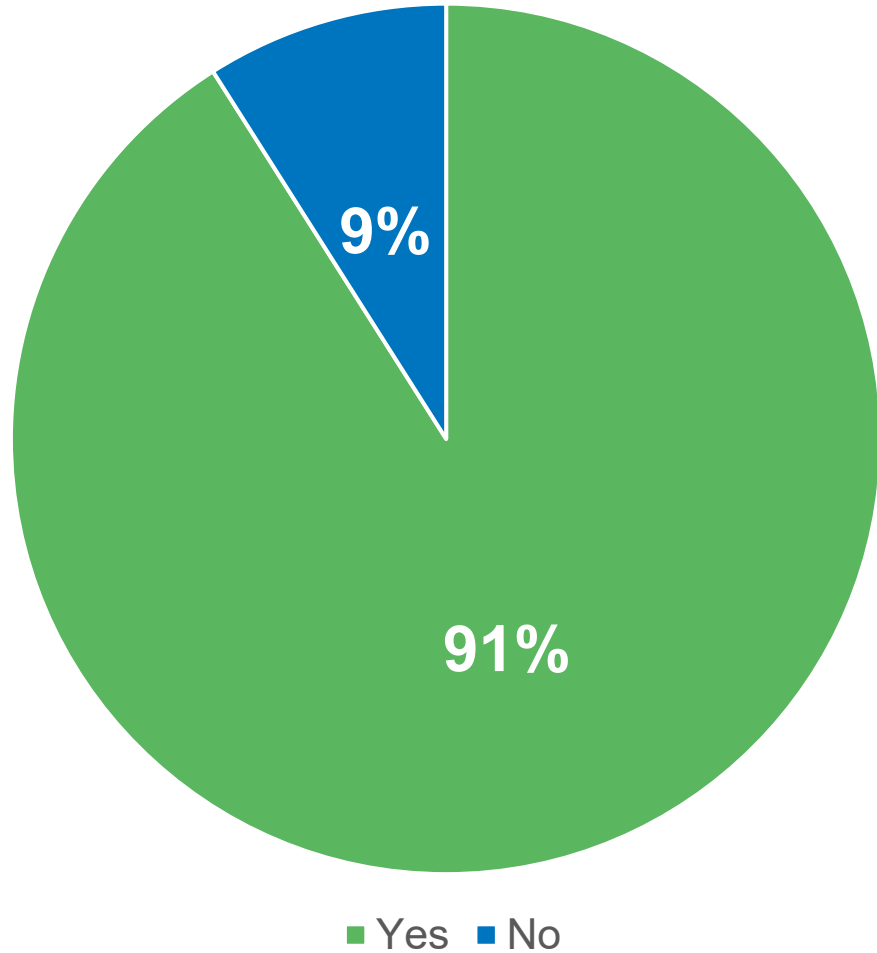
Experienced a close call or crash while biking in Central Ohio in the past year

■ Older Adults ■ Nonwhite ■ Low Income ■ Urban ■ Suburban ■ Rural ■ Female

Looking at this picture, would you be comfortable walking?



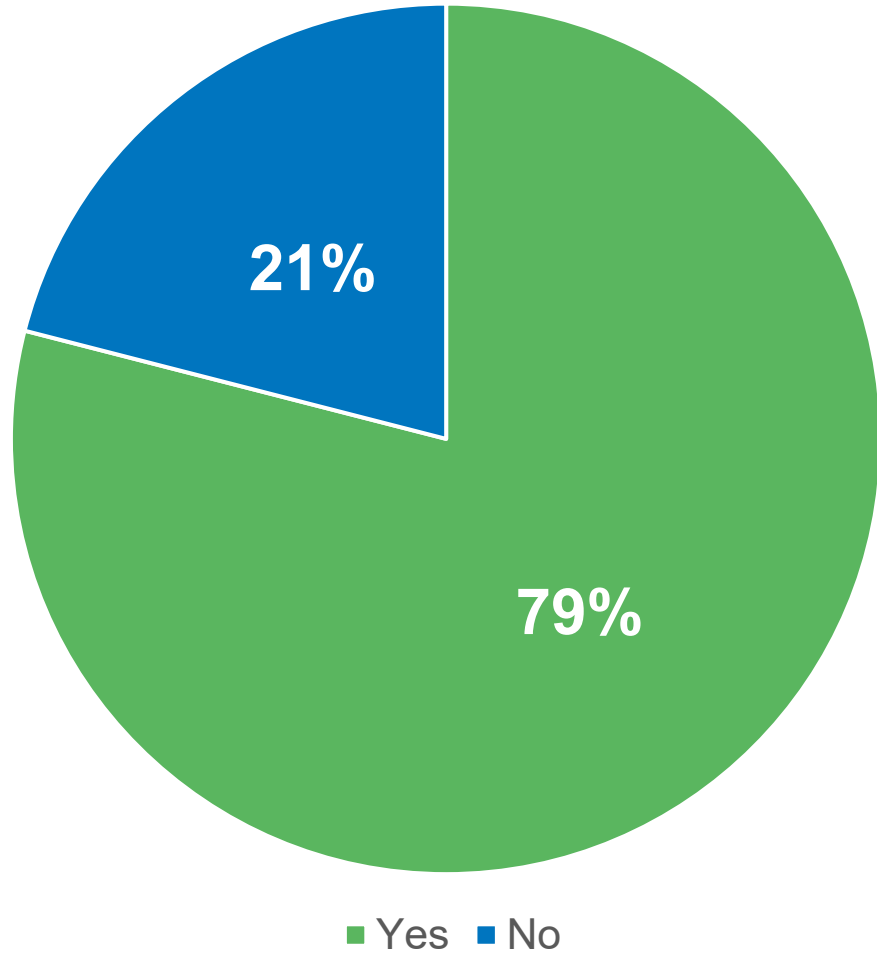
MORPC



Looking at this picture, would you be comfortable walking?



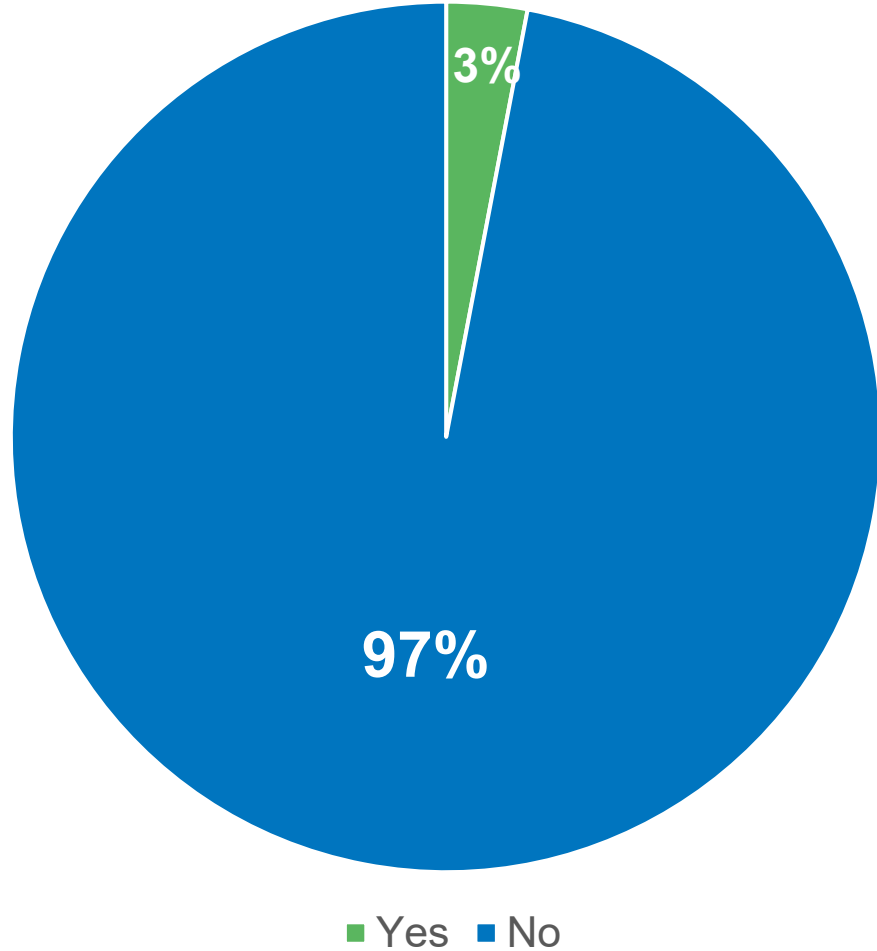
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Looking at this picture, would you be comfortable walking?



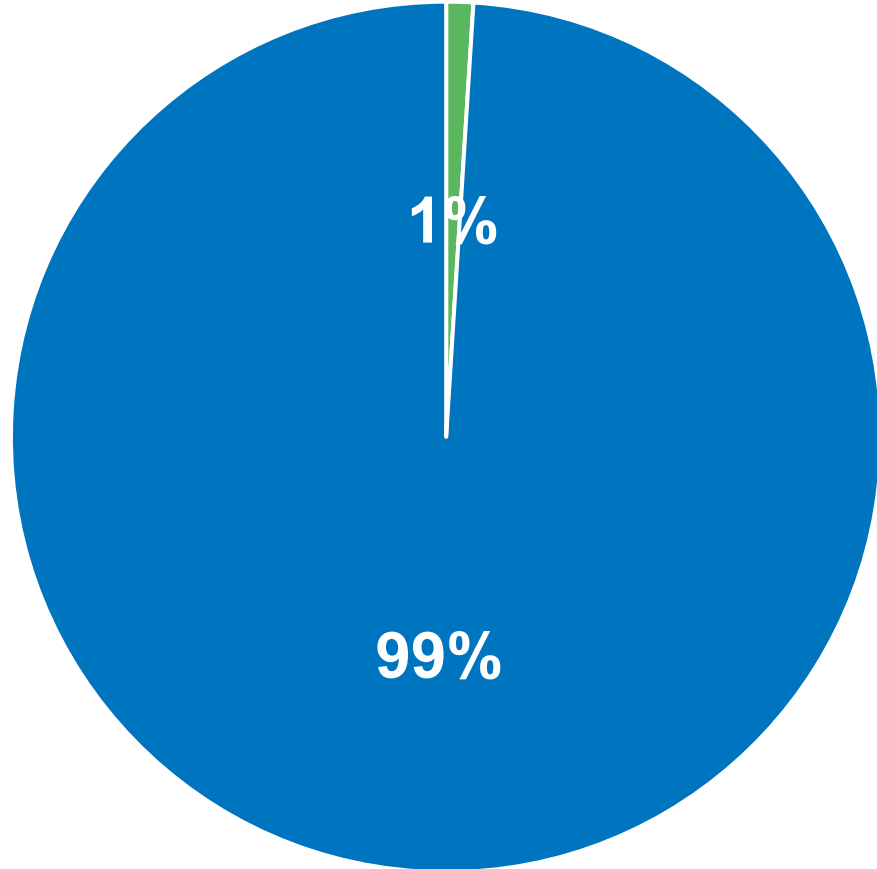
MORPC



Looking at this picture, would you be comfortable walking?



MORPC



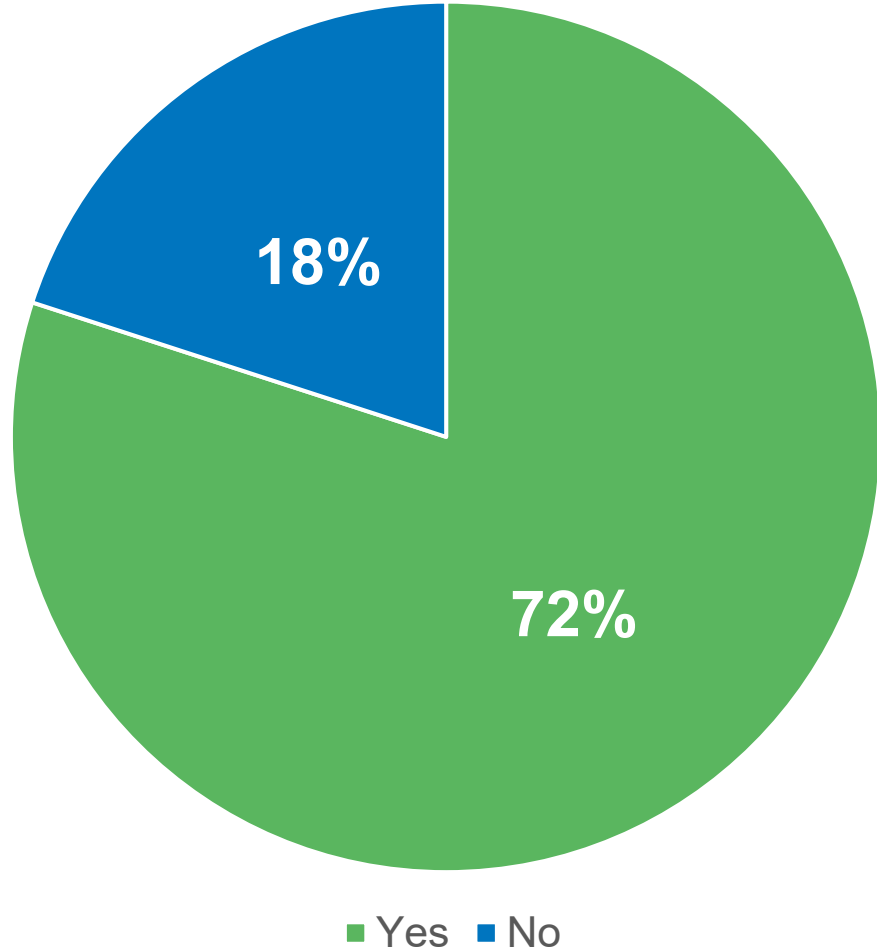
■ Yes ■ No



Looking at this picture, would you be comfortable crossing?



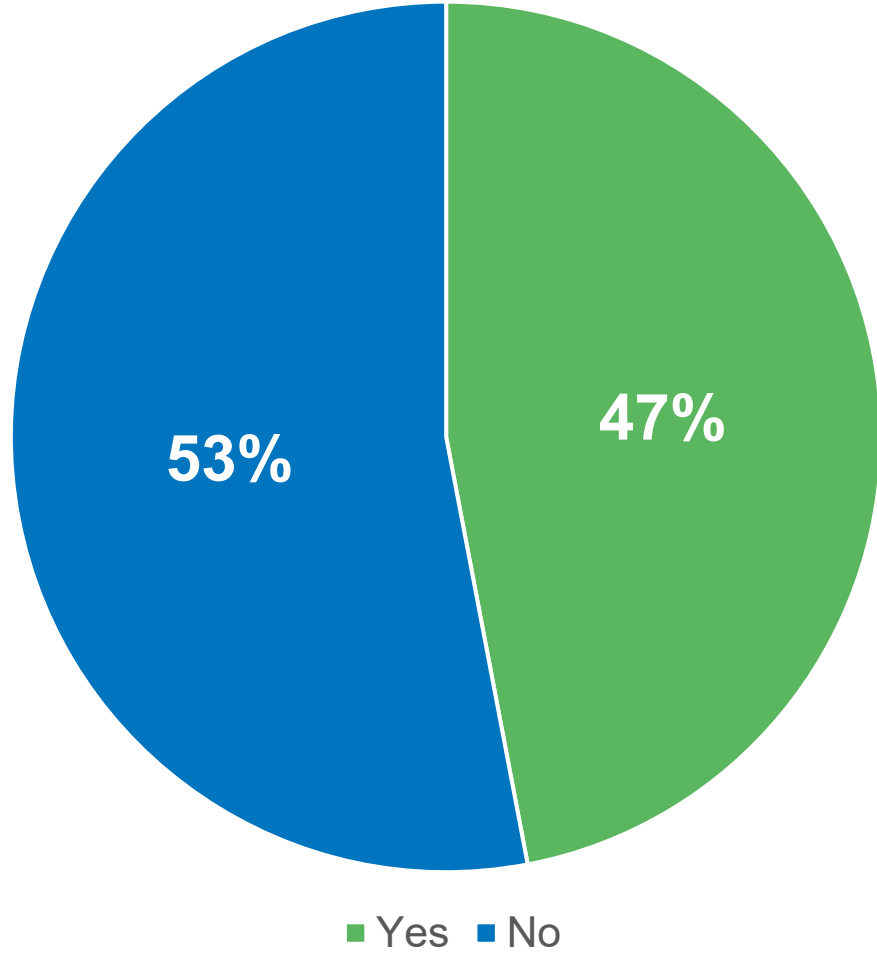
MORPC



Looking at this picture, would you be comfortable crossing?



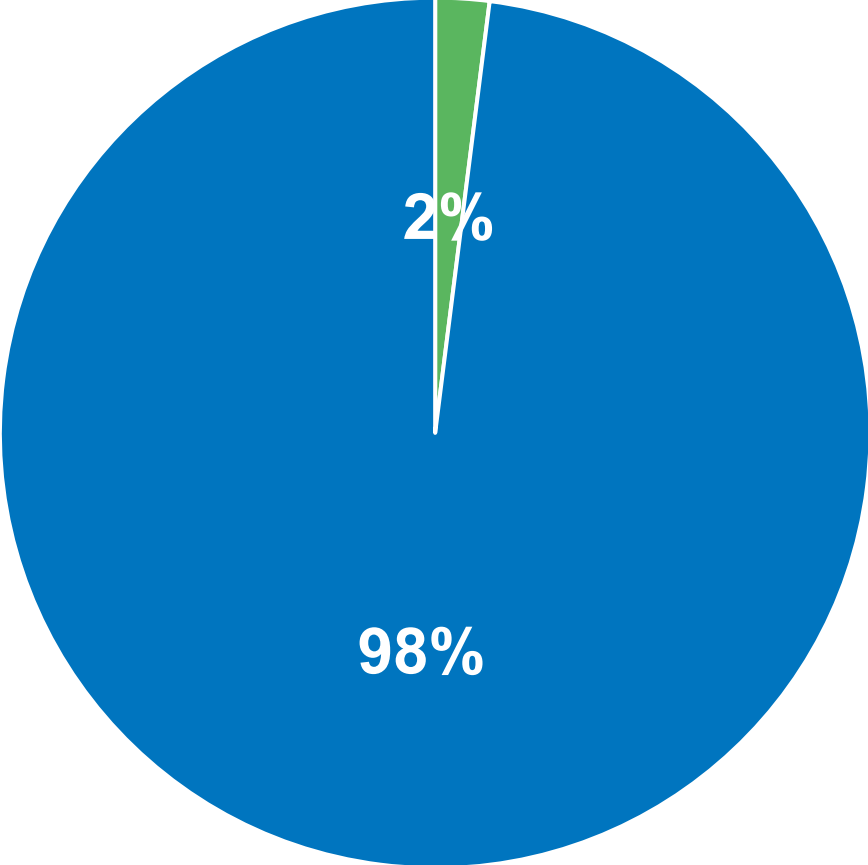
MORPC



Looking at this picture, would you be comfortable crossing?



MORPC



■ Yes ■ No

Focus Groups – Key Themes

Barriers

- Lack of facilities
- Poor condition of facilities
- Personal safety and traffic safety
- Dangerous driver behavior
- Lack of bike equipment and maintenance knowledge
- Lack of connectivity to the places they want and need to go

Solutions

- Designated bike facilities and sidewalks
- Inclusive programming and education
- Group rides, bike clubs, and walking clubs
- Bike-friendly businesses
- Well-maintained facilities
- Accessible street furniture

Walking & Biking in Central Ohio – Youth & Young Adults

Barriers

- Lack of facilities
- Poor condition of facilities
- Lack of safe routes to desired locations
- Unfamiliarity with routes outside of immediate neighborhood
- Personal safety and traffic safety
- Required bike maintenance
- Other options (like ridesharing) are more convenient
- Biking is not perceived as cool

Solutions

- Youth-led programming
- Safety education for youth and parents
- Group rides and bike clubs
- Maintenance education programs
- Bike-friendly businesses
- Vibrant and welcoming community spaces
- Safe community spaces (for emergencies)

Walking & Biking in Central Ohio – People of Color, Refugees, and Immigrants

Barriers

- Lack of facilities
- Dangerous driver behavior
- Time required to get to destination
- Not enough multimodal infrastructure (e.g., bike racks on buses)
- Lack of bike equipment (e.g., helmet)
- Lack of bike storage at home
- Accessible options are cost-prohibitive (e.g., e-bikes)

Solutions

- Designated bike facilities and sidewalks
- Well-maintained and accessible street furniture
- Winter maintenance
- Multilingual educational materials
- Community-led events to encourage mode shift
- Bicycle-friendly workplaces (e.g., showers, bike parking, etc.)
- Multilingual signage and wayfinding
- Street lighting

Walking & Biking in Central Ohio – Older Adults

Barriers

- Lack of facilities
- Poor facility maintenance
- Not knowing where to access trails
- Weather
- Not feeling safe riding in existing facilities
- Accessible options are cost-prohibitive (e.g., e-bikes)
- Desired destinations are too far away
- Physical limitations
- Personal safety

Solutions

- Protected bicycle facilities
- Information on accessible routes
- Safe routes to parks
- Neighborhood-based peer groups and clubs for walking and biking
- Person-centered and large font signage and wayfinding
- Improved crossing infrastructure
- Street furniture in shady areas (e.g., benches and water fountains)
- Street lighting

Walking & Biking in Central Ohio – People with disabilities

Barriers

- Poor facility condition
- Poor facility maintenance
- Personal safety, traffic safety, and physical safety
- Lack of accessible crossing infrastructure
- Lack of information about accessible bike options
- Accessible bike options are cost-prohibitive
- Unfamiliarity with bicycle safety rules
- Facility material (e.g., brick)

Solutions

- Sidewalk maintenance incentives
- Audible crossing facilities
- Well-connected trails and protected bike facilities
- Affordable and accessible bikes and equipment
- Programs that teach people how to ride a bike or accessible bike
- Inclusive biking and walking groups
- Longer crossing times for pedestrians and cyclists

Walking & Biking in Central Ohio – Economic Development

Solutions for transportation providers and local gov't

- Prioritize first-last mile investments that support transit
- Well-connected network of facilities between affordable housing and employment areas
- Improved transit shelters
- Origin-destination data
- Street lighting to support non-traditional commute times
- Access management that addresses conflicts with vehicles

Solutions for employers

- Bike supportive infrastructure (e.g., showers, bike storage, scooter-charging etc.)
- Transit incentives
- Mobility hubs
- Partnerships with local governments to encourage mode shift
- Shared parking agreements

Revised ATP Action Plan - Issues & Actions
ATP Steering Committee | May 18, 2021

COLLABORATION		
ISSUE	ACTION	MEASURABLE Y/N
Coordination between local agencies and service providers will be key to first/last mile connectivity	Coordinate with transit agencies to implement active transportation infrastructure that provides connectivity to/from transit stops/stations/hubs.	N
Issues raised during the development of the ATP may be addressed in other regional transportation plans.	Coordinate the regional ATP with the Central Ohio TDM Strategic Plan, Central Ohio Transportation Safety Plan, Columbus Vision Zero, and other related transportation plans.	N
Active transportation projects must be designed and implemented with the community, and 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.	Y
To the extent the private sector will be an ally in future active transportation infrastructure investments, they should be prepared and informed about short-term and longer-term community and regional goals.	Coordinate with the private sector/development community on regional active transportation priorities and short term (1-year) and longer-term (5 year) plans regarding active transportation infrastructure investments.	N
Reduce potential consequences of departmental "silos"	Involve other departments during infrastructure decision-making processes (e.g., engineering, planning, economic development).	N
Improve regional connectivity and coordination of active transportation infrastructure	Identify projects that fill critical gaps, cross jurisdictional boundaries, or involve collaboration between multiple jurisdictions to improve connectivity.	N
PDP / Value engineering process could be improved for active transportation.	Coordinate with ODOT to review and enhance the Project Development Process for active transportation projects.	N
We collect the data, and have a lot of data, but are having challenges with storing it and maintaining it in a way that is accessible for anyone who needs it.	Coordinate with state and local partners to build out database for storing non-motorized data.	N

Revised ATP Action Plan - Issues & Actions
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DATA		
ISSUE	ACTION	MEASURABLE Y/N
We need some way to measure return on investment for AT infrastructure	volume and crash data before and after implementation of active transportation projects to evaluate changes to usage and safety.	Y
AT infrastructure is lacking in marginalized and historically redlined communities. Crashes are also higher in these same communities.	volume and crash data before and after implementation of active transportation projects in Environmental Justice target areas to evaluate changes to usage and safety.	Y
We need some way to measure return on investment for AT infrastructure	Increase the number of Central Ohio jurisdictions which collect qualitative data before and after implementation of active transportation projects to evaluate user perceptions of safety and comfort.	Y
We need some way to measure return on investment for AT infrastructure	Collect quantitative and qualitative data before and after implementation to evaluate the economic and health impacts of active transportation infrastructure investments	N
We need to know more about existing conditions/facilities	Increase the number of Central Ohio jurisdictions which collect and maintain comprehensive data on pedestrian and bicycle facilities	Y
Safety is a primary concern of MORPC members	Conduct an annual analysis of crashes involving people walking and bicycling to prioritize safety efforts.	N
Data sharing is important	Increase the number of Central Ohio jurisdictions which share their data with regional MPO	Y
Data sharing is important	Advocate for a statewide standardization of active transportation data availability and collection (volume, crash data, etc.)	N

Revised ATP Action Plan - Issues & Actions
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EDUCATION & TRAINING		
ISSUE	ACTION	MEASURABLE Y/N
Community members can be resistant to change.	Increase the number of temporary/pilot projects in Central Ohio which demonstrate the benefits of infrastructure that improves the level of comfort for people who walk, bike, and use transit.	Y
Community members can be resistant to change.	Develop and implement a community communication and education plan to share the benefits of walking, biking, and transit, and to talk about and gain trust in active transportation infrastructure.	N
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.	N
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.	N
Educational/informational materials are often only in English and can be difficult to read.	Increase the number of multi-lingual and accessible educational/informational materials incorporated into all communications and engagement efforts.	Y
Prioritize experiential education for different audiences: professionals, community members, appointed officials, board members (e.g. zoning board), and planners/professionals that review development applications	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.	N
Prioritize experiential education for different audiences: professionals, community members, appointed officials, board members (e.g. zoning board), and planners/professionals that review development applications	Increase the number of walk and bike audits conducted with Central Ohio practitioners and elected officials.	Y
Prioritize experiential education for different audiences: professionals, community members, appointed officials, board members (e.g. zoning board), and planners/professionals that review development applications	Educate practitioners on best practice design for active transportation infrastructure and its incorporation into the road network.	N
The private sector could be an ally in future infrastructure investments if they know about the economic development benefits/ROI of trails	Educate the business community on the economic development benefits/returns of active transportation infrastructure	N

Revised ATP Action Plan - Issues & Actions
ATP Steering Committee | May 18, 2021

FUNDING		
ISSUE	ACTION	MEASURABLE Y/N
Lack of funding for active transportation infrastructure construction leads to inability to expand/improve that infrastructure.	Increase the amount of funding allocated to active transportation infrastructure projects.	Y
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 allocated to active transportation infrastructure projects in Environmental Justice target areas.	Y
More active transportation infrastructure is needed in Central Ohio	Increase the number of funded active transportation infrastructure projects.	Y
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.	Y
Need some way to prioritize active transportation investments	Increase the number of funded infrastructure projects that address high-stress corridors.	Y
Completing funding applications is a barrier to pursuing funding.	Provide technical assistance to MORPC member local governments to identify pertinent funding sources (including local match alternatives when necessary) and apply for funding for active transportation infrastructure projects.	N
Improve ability for smaller jurisdictions or projects to compete for funding	Provide technical assistance to MORPC member local governments to develop funding applications involving multiple jurisdictions.	N
Improve ability for smaller jurisdictions or projects to compete for funding	Provide Technical Assistance to bundle smaller projects into a single funding application.	N

Revised ATP Action Plan - Issues & Actions
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IMPLEMENTATION		
ISSUE	ACTION	MEASURABLE Y/N
Moving from planning to action can be difficult	Develop a regional Complete Streets equipment library and assist local communities with implementing quick-build, low-cost improvements that align with the recommendations in this plan.	N
The region needs to prioritize infrastructure projects which address very high-stress and high-stress corridors.	Increase the number of funded infrastructure projects that address high-stress corridors.	Y
The region needs to prioritize sidewalk investments, particularly in EJ target areas	Increase sidewalk coverage on arterial and collector streets in the MPO.	Y
The region needs to prioritize sidewalk investments, particularly in EJ target areas	Increase sidewalk coverage in Environmental Justice target areas.	Y
Jurisdictions may not always be prepared to apply for funding opportunities	Maintain a short list of priority projects (shovel-ready/shovel-worthy projects)	N
Need to improve safety for bikes/peds along very high stress and high stress corridors	Increase the number of miles of bikeways along very high stress and high-stress corridors.	Y

Revised ATP Action Plan - Issues & Actions
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PLANNING & POLICY		
ISSUE	ACTION	MEASURABLE Y/N
Dearth of local plans and policies to guided implementation of active transportation infrastructure and programs.	Increase the number of local active transportation plans in Central Ohio	Y
Dearth of local plans and policies to guided implementation of active transportation infrastructure and programs.	Increase the number of local complete streets policies in Central Ohio.	Y
Best practices and other information & resources can establish a standard practice for infrastructure investments, make sense of current standards/requirements, and help jurisdictions complete local ATPs.	Develop a resource library to house national and regional best practices and guidance related to active transportation policy, planning, funding, and infrastructure design.	N
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.	N
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.	N
Need for regional coordination of infrastructure (destinations don't start and end within the same jurisdiction). And need to let MORPC and ODOT know what you're planning in your community.	Coordinate with neighboring jurisdictions, MORPC, ODOT when developing local Active Transportation Plans or Complete Streets policies.	N
Central Ohio has an Undefined Regional AT Network	Define the "regional active transportation network" as the ATP Bicycle Level of Traffic Stress map.	N
Encourage project managers to incorporate active transportation infrastructure and share the ATP map/guidance.	Review all projects in the regional TIP for opportunities to incorporate active transportation elements	N