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.
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.
WHY NOT?

Why Don’t You Bike More Frequently?

- Lack of Paths: 58%
- Too Many Cars/Motorists: 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: 22%
- Urban: 29%
- Suburban: 19%
- Rural: 17%
- Female: 0%

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: 22%
- Suburban: 18%
- Rural: 18%
- Female: 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.
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.
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)
## Equitable Active Transportation Access

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<tr>
<td>1</td>
<td><strong>GOAL</strong></td>
<td><strong>PROPOSED METRIC</strong></td>
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<td>2</td>
<td><strong>DRAFT 2020 - 2050 ACTIVE TRANSPORTATION PLAN - ACTION PLAN</strong></td>
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<td>3</td>
<td>Reduce the number of fatalities and serious injuries resulting from crashes</td>
<td>BASLINE: Number of Fatalities: 106; Number of Serious Injuries: 988</td>
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<td>Increase the safety of Central Ohio's transportation system for vulnerable roadway users.</td>
<td>2025 TARGET: 8% reduction in fatalities and serious injuries</td>
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<td>2050 TARGET: 21% reduction in fatalities and serious injuries</td>
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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
NEX T S T E P S

• Public Comment Period Opens Today thru November 30th

• We invite you to review the ATP components and share your feedback
  • www.morpc.org/atp

• Feedback will be incorporated into a final draft, presented at December meeting