

# ACTIVE TRANSPORTATION COMMITTEE (ATC) UPDATES

Matt Peoples and Abbey Trimble  
ATC Co-Chairs



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# WELCOME NEW CO-CHAIRS!

**Matthew (Matt) Peoples**

Director of Public Service  
City of Canal Winchester

**Abbey Trimble**

Community Health Program Manager  
Delaware Public Health District



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# **SPEED LIMITS AND THE OHIO REVISED CODE**

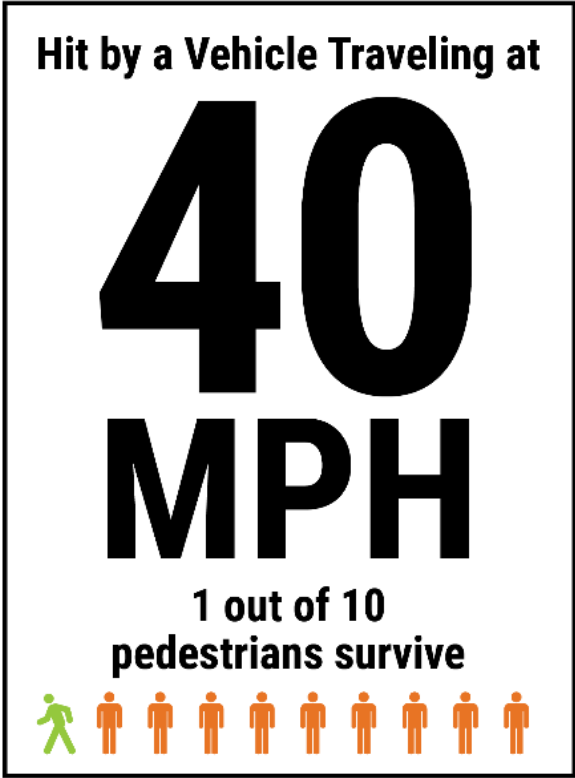
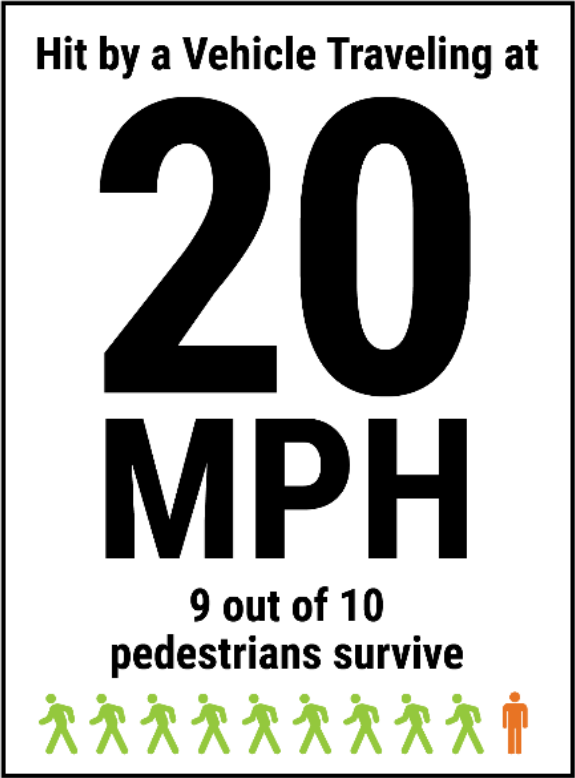


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# IMPACT OF SPEED



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# SPEED LIMITS FOR LOCAL STREETS - SIMPLIFIED



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## Streets\* within Municipalities

Speed Limit	Description	Code
15	Alleys	(B) 7
20	Active School Zone	(B) 1
25	Inside Business District, and all other routes not covered elsewhere	(B) 2
35	State Routes or Through Highways <i>outside Business Districts</i>	(B) 3
50	Controlled-Access Highways, Expressways, State Routes <i>outside urban districts</i>	(B) 4 (B) 6

## Streets\* outside Municipalities

Speed Limit	Description	Code
20	Active School Zone	(B) 1
35	Highways within an “island jurisdiction”	(B) 8 (B) 9
55	Highways	(B) 5

*\*Freeway speeds are also established by ORC*

Full ORC Language: <https://codes.ohio.gov/ohio-revised-code/section-4511.21>

# WHAT DO THESE ROAD TYPES LOOK LIKE?



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# PRIMA FACIE SPEED LIMIT: 35 MPH



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## State Routes or Through Highways *outside Business Districts*





# PRIMA FACIE SPEED LIMIT: 35 MPH



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## State Routes or Through Highways *outside Business Districts*





# WHAT OPTIONS DO LOCAL AGENCIES HAVE TO CHANGE SPEED LIMITS?



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# PROCESS FOR CHANGING SPEED LIMITS




## ODOT Speed Zone Study

- A **speed zone** is a section of roadway with a different posted speed limit than the statutory speed limit. The Ohio Department of Transportation (ODOT) must approve speed zones that lower speed limits on all state, federal, interstate, and local roadways.
- When doing speed zone studies ODOT considers various factors such as the development of the area, roadway features, traffic volume, accidents, and the speed vehicles are traveling.
- Speed Zoning Updates Adopted in 2021
  - **Vulnerable Road Users** (VRUs) will now have a quantitative impact on the calculated speed limit.
  - **50th percentile speeds** will be used in lieu of 85th percentile speed when there is a high presence of VRUs, and the study is inside an urban area.
  - The speed limit recommendation from FHWA USLIMITS2 product is required as a check for every speed study in Ohio.
- ODOT has reconvened the Speed Zone Committee to continue discussion around speed zone study and speed limit setting process.


# ODOT SPEED ZONE EVALUATION FORM



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**Ohio Department of Transportation**  
**SPEED ZONE EVALUATION SHEET**  
*For Highways with less than 50% of all crossroads grade separated*

**TEM FORM 1296-2**

**\*COMPLETE ALL GREEN SHADED AREAS\***

ROUTE NAME:		ROUTE NUMBER:	
BEGIN STUDY AT:		COUNTY:	
BEGIN LOGPOINT:		TOWNSHIP / MUNICIPALITY:	
END STUDY AT:		JURISDICTION:	
END LOGPOINT:		EXISTING SPEED LIMIT (MPH):	
LENGTH (MILE):		AVERAGE DAILY TRAFFIC (ADT):	

[REFER TO SECTION 1203 OF THE TRAFFIC ENGINEERING MANUAL FOR ADDITIONAL GUIDANCE](#)

No. of Houses or Farms		Must have direct access to the roadway being studied.
No. of Small Businesses, Apts./Condos		
No. of Medium Businesses, Apts./Condos		
No. of Major Businesses, Apts./Condos		
No. of Minor Street Intersections		Subdivision, Residential, or Other streets serving the residents of that street.
No. of Major Street Intersections		Streets which serve both the residents and commuters of the area.
No. of Signalized/Roundabout Intersections		Do not include intersections at the beginning or end of the section.
No. of Interchange Ramps		Do not include Loop ramps at the beginning or end of the section.
Lane Width (Round down to nearest foot)		General width of through lanes throughout the section.
Shoulder Width (Round down to nearest foot)		General shoulder width throughout the section.
No. of Property Damage Only Crashes		Latest three years of data
No. of Injury Crashes		Weighted value is 2x that of a Property Damage Only Crash
No. of Fatal Crashes		Weighted value is 4x that of a Property Damage Only Crash
Presence of Vulnerable Road Users		Pedestrians / Bicyclists / Amish Buggies / etc..
Urban Features		Sidewalks / Crosswalks / Curb & Gutter / On-Street Parking / Street Lighting / etc..
50 <sup>th</sup> Percentile Speed		Average of all speed samples that were taken.
85 <sup>th</sup> Percentile Speed		Average of all speed samples that were taken.
10-mph Pace Speed		Average of all speed samples that were taken.

ROADWAY CHARACTERISTICS		CATEGORIES:	C	B3	B2	B1	A3	A2	A1	DIV
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To View Calculation Sheet or Examples of Roadway Characteristics and Crashes to Include, use Buttons Below.

CALCULATION SHEET

ROADWAY CHARACTERISTICS

CRASHES TO INCLUDE

CALCULATED SPEED:

USLIMITS2 SPEED:

REQUESTED SPEED:

ADDITIONAL CONSIDERATIONS AND COMMENTS

STUDY BY:

DATE:

\*INCLUDE THE RELATED RESOLUTION(S) WHEN SUBMITTING THIS FORM\*

BELOW FOR ODOT USE ONLY

CHECKED BY:

TEST RUN:

APPROVED SPEED:

Rev. 5/4/21 ARC

**OHIO DEPARTMENT OF TRANSPORTATION**  
**SPEED CALCULATION SHEET**  
**TEM FORM 1296-2**

**LOCATION**

Road Name		Begin Study At:		Existing Speed Limit:	
Road Number		Begin Log Point:		Average Daily Traffic:	
County		End Study At:		Urban Features:	
Township / Municipality		End Log Point:			
Jurisdiction		Length:			

**HIGHWAY DEVELOPMENT**

(A) BUILDINGS		(B) INTERSECTIONS	
Houses or Farms	X 1 =	Minor Street Intersections	X 2 =
Small Business	X 2 =	Major Street Intersections	X 3 =
Medium Business	X 3 =	Signalized/Roundabout Intersections	X 4 =
Major Business	X 4 =	Interchange Ramps	X 5 =
TOTAL TYPE (A)		TOTAL CLASS (B)	

**TOTAL HIGHWAY DEVELOPMENT:** (A) + (B) =  
Length miles

**ROADWAY FEATURES**

CRITERIA	FACTORS							TOTAL
	7	8	9	10	11	12	13	
Lane Width (feet)	≤ 9'	9'	9'	10'	11'	≥ 12'		
Shoulder Width (feet)	≤ 2'	2'	2'	3'	4'	5'	≥ 6'	
Crash Rate (Crashes/MVM)	≤ 6.2	>5.1 - 6.2	>4.0 - 5.1	>3.4 - 4.0	>2.8 - 3.4	>2.2 - 2.8	≤ 2.2	
Presence of Vulnerable Road Users	Not High = 0 / High = 4							

Crashes Type By Severity: No. of PDO: No. of Injury: No. of Fatal:

Weighted Crash Values: PDO x 1 Injury x 2 Fatal x 4

CRASH RATE (Crashes/MVM): ADT X 365 X 3 Years X Miles

**SPEED CALCULATION**

CRITERIA	FACTORS									TOTAL
	25	30	35	40	45	50	55	60	65	
Highway Development	> 70	> 60 - 70	> 50 - 60	> 40 - 50	> 30 - 40	> 20 - 30	> 10 - 20	> 5 - 10	≤ 5	
Roadway Features	≤ 25	26 - 27	28 - 29	30 - 31	32 - 33	34 - 35	36 - 37	38	39	
Speed (50th % or 85th %)	≤ 27	28 - 32	33 - 37	38 - 42	43 - 47	48 - 52	53 - 57	58 - 62	≥ 63	
10 mph Pace	≤ 14 - 27	19 - 32	24 - 37	29 - 42	34 - 47	39 - 52	44 - 57	49 - 62	≥ 54 - 67	
Roadway Characteristics	C	B3	B2	B1	A3	A2	A1	DIV		

\* Use 50th percentile speed when both Urban Features and High Presence of Vulnerable Road Users are identified.

**TOTAL SPEED FACTORS:**

CALCULATED SPEED\* =

Total Speed Factors

No. of Speed Criteria

USLIMITS2 SPEED =

REQUESTED SPEED =

ADDITIONAL INFORMATION AND COMMENTS

STUDY BY:

DATE:

BELOW FOR ODOT USE ONLY

CHECKED BY:

TEST RUN SPEED:

APPROVED SPEED:

Rev. 5/4/21 ARC



# WHAT DOES THIS LOOK LIKE IN PRACTICE?

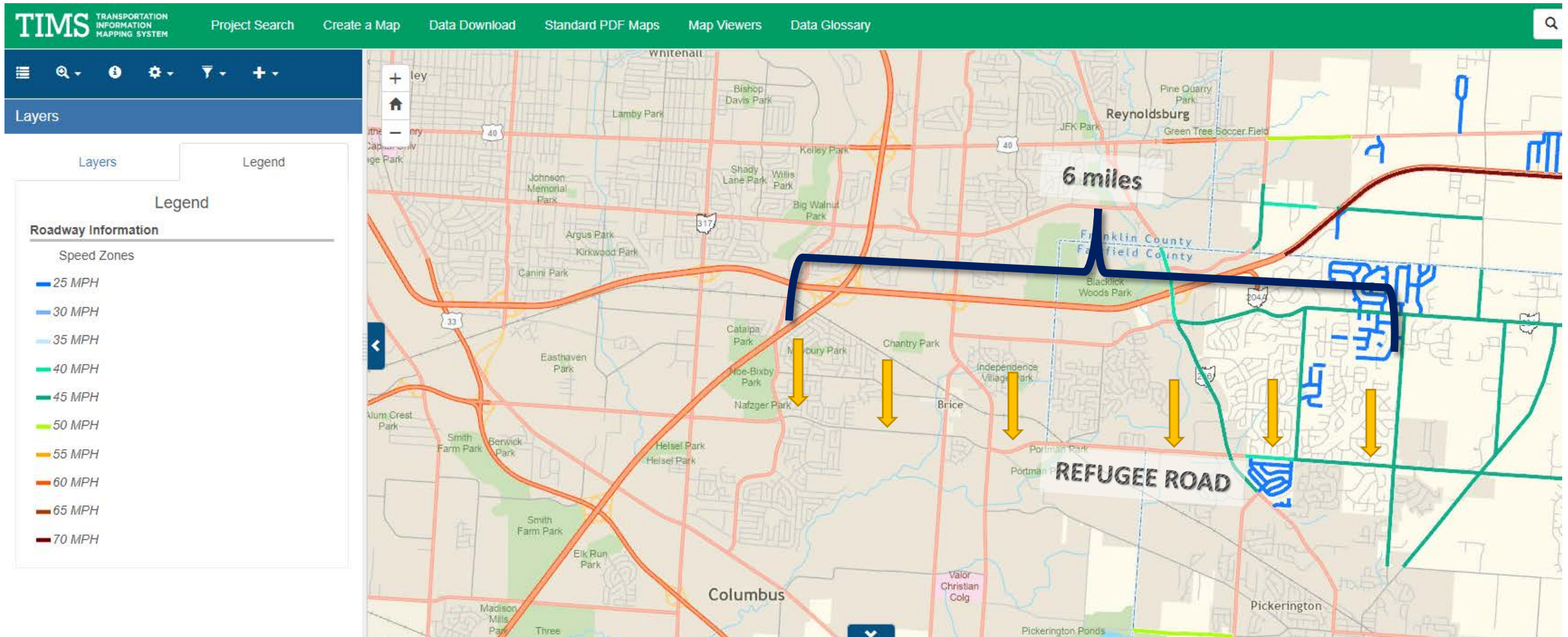


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# EXISTING SPEED ZONES IN OHIO



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To view a map of active speed zones, please visit [TIMS](https://tims.morpc.org/).

# EXISTING SPEED ZONES IN OHIO – REFUGEE CORRIDOR



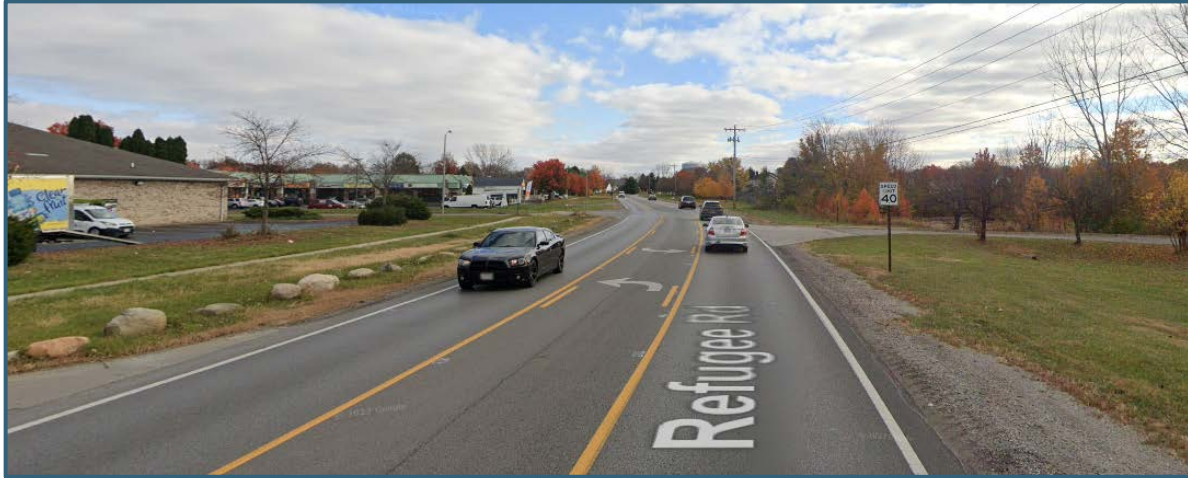
- **Extents:** City of Columbus to City of Columbus
- **Location:** Franklin County
- **Road Type:** Highways within an “island jurisdiction” (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 40 mph



- **Extents:** Franklin County to Brice Road
- **Location:** City of Columbus
- **Road Type:** Through Highway *outside* Business Districts (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 35 mph



# EXISTING SPEED ZONES IN OHIO – REFUGEE CORRIDOR



- **Extents:** Gender Road to City of Pickerington
- **Location:** City of Columbus
- **Road Type:** Through Highway *outside* Business Districts (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 40 mph



- **Extents:** City of Columbus to Violet Township
- **Location:** City of Pickerington
- **Road Type:** Through Highway *outside* Business Districts (?)
- **Prima Facie Speed Limit:** 35 mph (?)
- **Posted Speed Limit:** 40 mph

# EXISTING SPEED ZONES IN OHIO – REFUGEE CORRIDOR



- **Extents:** City of Pickerington to Harmon Road
- **Location:** Violet Township
- **Road Type:** Highway *outside municipality*
- **Prima Facie Speed Limit:** 55 mph
- **Posted Speed Limit:** 40 mph



- **Extents:** Harmon Road and eastward...
- **Location:** Violet Township
- **Road Type:** Highway *outside municipality*
- **Prima Facie Speed Limit:** 55 mph
- **Posted Speed Limit:** 45 mph

**ARE THERE ANY OTHER  
OPTIONS?**



## ORC SECTION 4511.65 DESIGNATION OF THROUGH HIGHWAYS



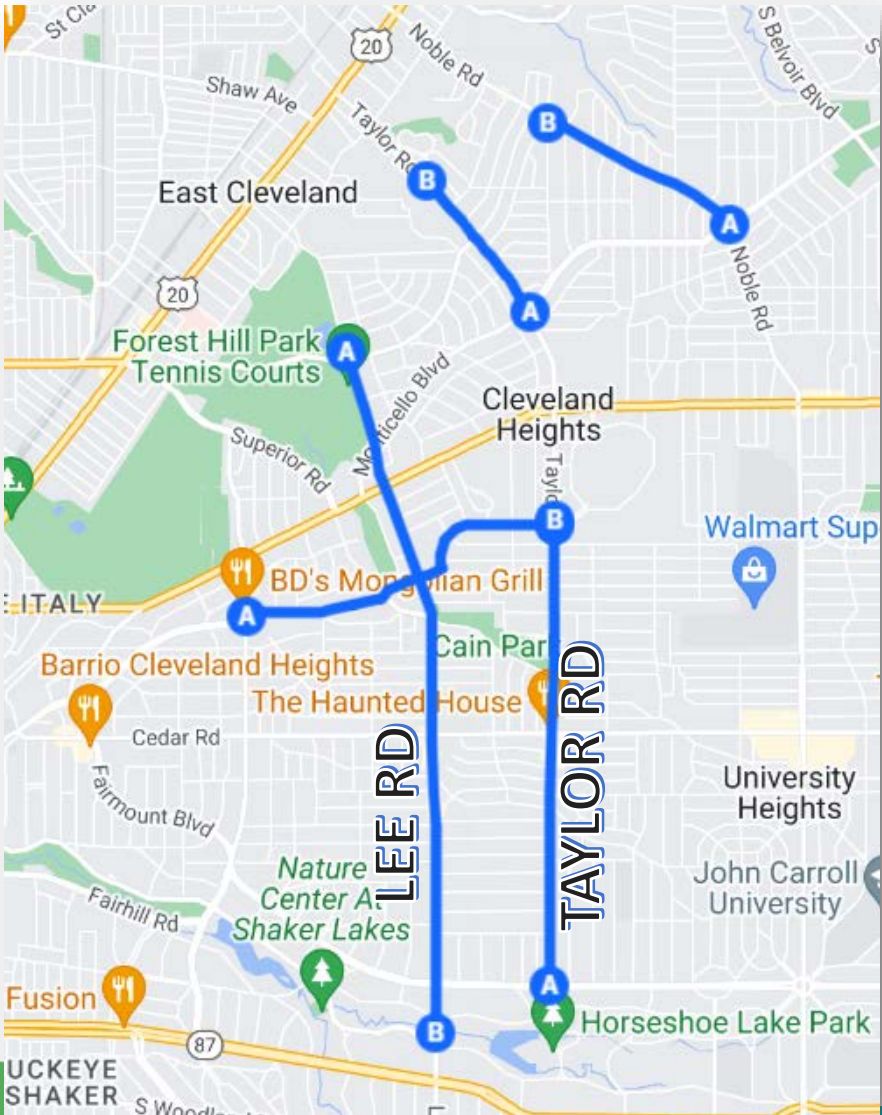
(A) **All state routes** are hereby designated as through highways...

(B) **Other streets or highways**, or portions thereof, are hereby designated through highways if they are **within a municipal corporation, if they have a continuous length of more than one mile** between the limits of said street or highway or portion thereof, **and if they have "stop" or "yield" signs or traffic control signals** at the entrances of the majority of intersecting streets or highways. For purposes of this section, the limits of said street or highway or portion thereof shall be a municipal corporation line, the physical terminus of the street or highway, or any point on said street or highway at which vehicular traffic thereon is required by regulatory signs to stop or yield to traffic on the intersecting street, provided that **in residence districts a municipal corporation may by ordinance designate said street or highway, or portion thereof, not to be a through highway** and thereafter the affected residence district shall be indicated by official traffic control devices. Where two or more through highways designated under this division intersect and no traffic control signal is in operation, stop signs or yield signs shall be erected at one or more entrances thereto by the department or by local authorities having jurisdiction, except as otherwise provided in this section.

# CITY OF CLEVELAND HEIGHTS

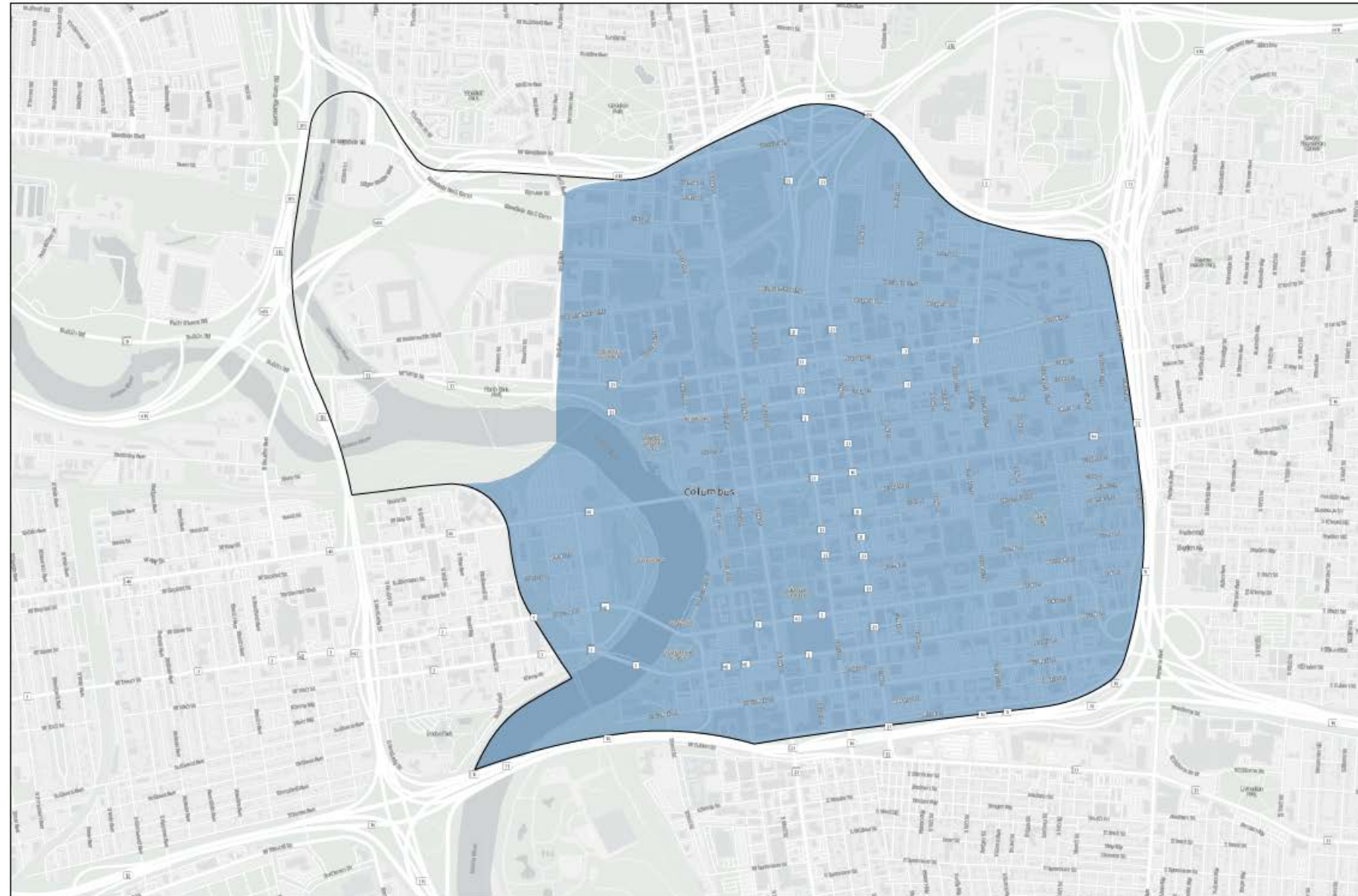




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# Downtown Speed Reduction Boundary Map



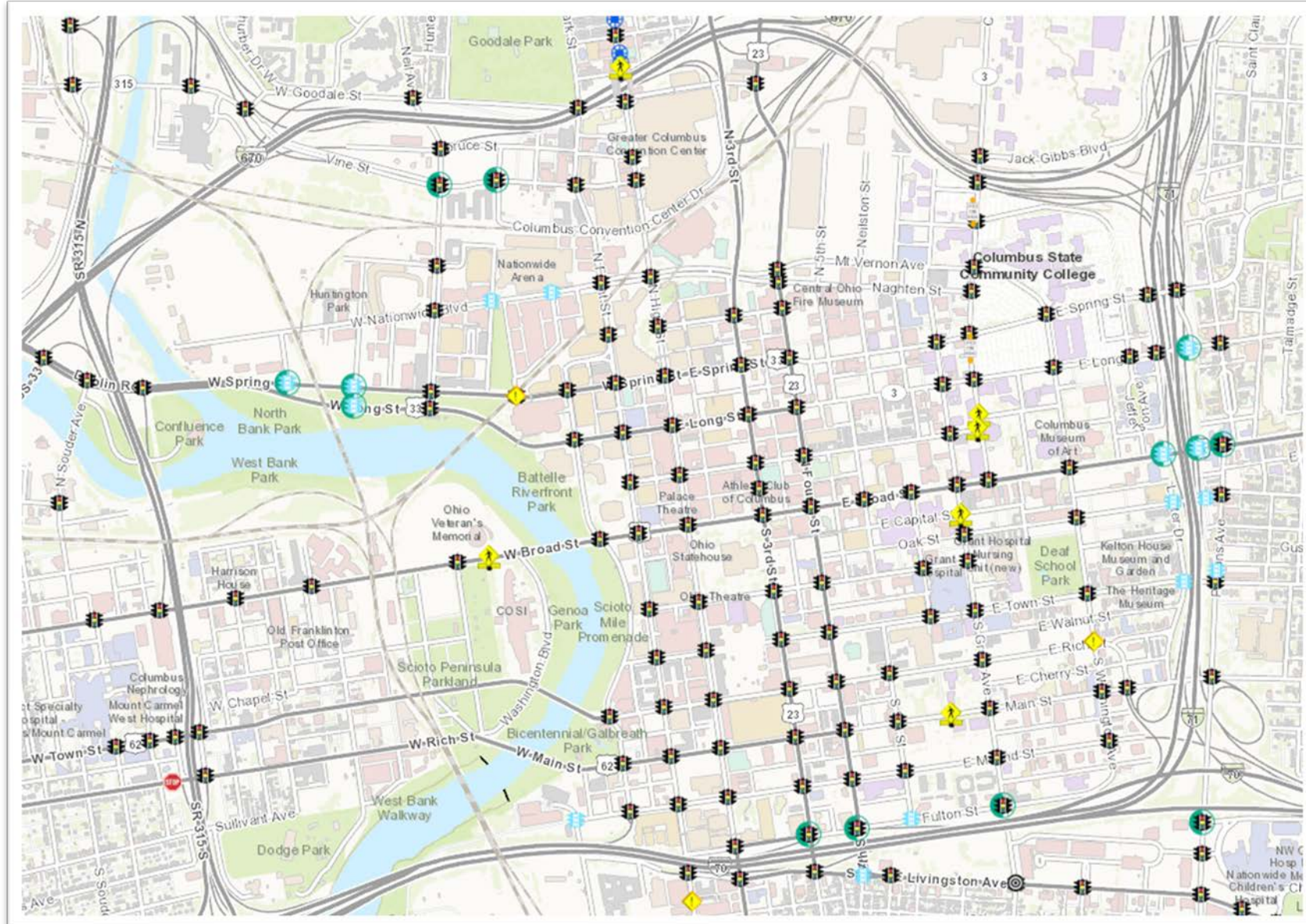
-  Roadways within the core pedestrian areas of the Downtown District
-  Downtown District Boundary (Columbus Code 3359.03)

0 500 1,000 Feet





# SIGNAL RETIMING



# FOOD FOR THOUGHT:

- What is the intent behind prima facie speed limits?
- Are they still meeting that purpose?
- How have our communities changed over time that the original prima facie/current posted speed limits are no longer appropriate?
- How can we do more to better determine the most appropriate speed limits for our roadways?



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