



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

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ACTIVE TRANSPORTATION COMMITTEE MEETING

July 13, 2021
9:00 AM – 11:00 AM

AGENDA

1. **Welcome and Logistics (5 min)**
2. **MORPC Regional Complete Streets Policy Update (15 min)**
3. **Central Ohio Greenways Updates (20 min)**
4. **[Walk.Bike.Ohio Final Plan](#) (20 min)**
5. **MORPC Regional ATP Update (45 min)**
6. **Member Roundtable (10 min)**
7. **Other (5 min)**

NEXT MEETING
Tuesday, October 19
9 am to 11am

Active Transportation Committee

July 13, 2021



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Complete Streets Policy Update

Lauren Cardoni, MORPC



MID-OHIO REGIONAL
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Timeline Update

- ~~January 2020 – last CS Policy Steering Committee meeting~~
- ~~March 2020 – MORPC-Attributable Funding Policies updated~~
- ~~May 2020 – Attributable Funds application round opened~~
- ~~October 2020 – Applications for funding submitted~~
- ~~February 2021 – MORPC-Attributable Funds Committee to release draft funding list~~
- [Fall 2021] – MORPC-Attributable Funding Policies begin update process
- [Fall 2021] – Adoption of Regional Active Transportation Plan update
- [Fall 2021] – Regional Complete Streets Policy update
- [Spring 2022] – MORPC-Attributable Funding Policies adoption
- [Summer 2022] – Attributable Funds application round opens

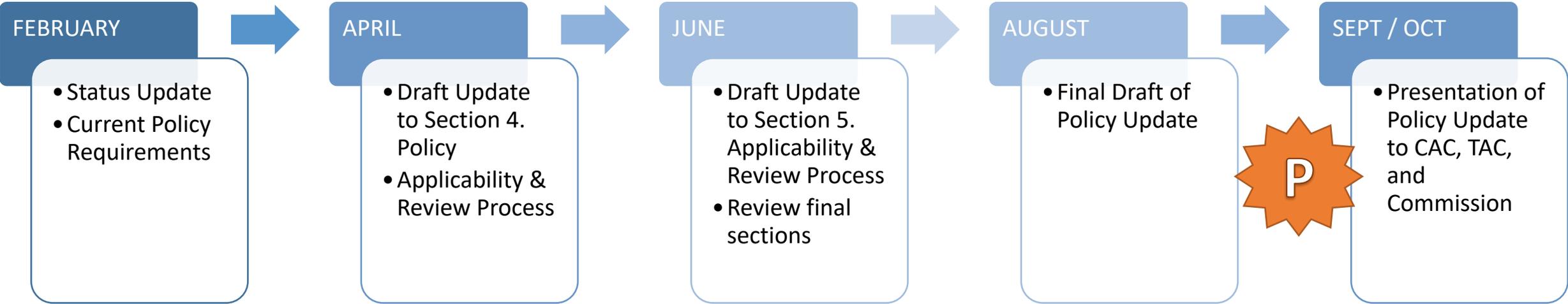


New CS Policy would apply

Complete Streets Policy Update – 2021 Schedule



MORPC



Policy Input & Review

- Steering Committee guidance
- Meetings with ODOT
- **ATC member comments**
- Public comment period
- CAC/TAC review



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MID-OHIO REGIONAL PLANNING COMMISSION

CS Policy Status Update

PROPOSED UPDATE

- Section 1. Definition
- Section 2. Background and Vision
- Section 3. Purpose
- Section 4. Policy
- Section 5. Applicability and Review Process
- Section 6. Appeal Process / Exceptions
- Section 7. Design
- Section 8. Implementation
- Section 9. Evaluation



Central Ohio Greenways

Melinda Vonstein, MORPC



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Walk.Bike.Ohio Plan Update

Cait Harley, ODOT



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OHIO DEPARTMENT OF
TRANSPORTATION



WALK.BIKE.OHIO

MORPC Active Transportation Committee



Overview

What is WBO?



Documenting existing conditions

- Better understanding the active transportation needs in the state
- Documenting the current state of walking and biking in Ohio today

Identifies a vision for the future

- What is our vision for Ohio? What are our goals?
- How do we all work together to achieve it?

Outline priorities for ODOT to advance

- What is most critical for ODOT to put resources and time into advancing



WALK.BIKE.OHIO

Introduction



Walk.Bike.Ohio (WBO) introduces a framework of recommendations for ODOT and its partners to support the vision that *walking and biking in Ohio will be a safe, convenient, and accessible transportation option for everyone.*

WBO is a roadmap to guide Ohio's long-term walking and biking policies and identify ODOT's short-term activities. It will:

- **guide** statewide active transportation policies, programs, initiatives, and investments
- **inform** regional and local planning efforts
- **identity** key data and research needs
- **provide** a framework for increased cross-sector, multijurisdictional coordination and partnerships.



WALK.BIKE.OHIO

Vision & Goals



Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.





The State of Walking & Biking

Existing Conditions



Network Connectivity

Lack of facilities



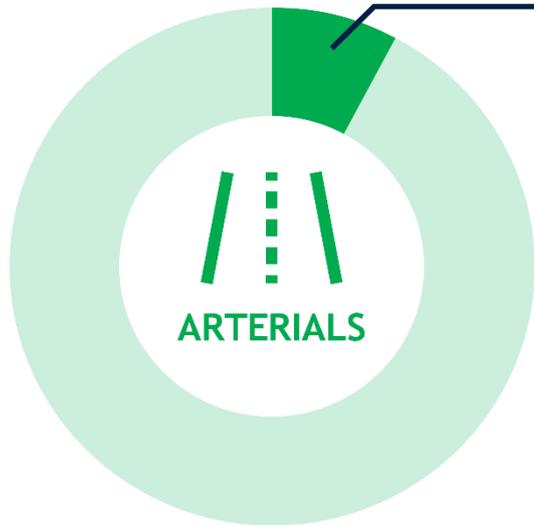
When survey respondents were asked why they don't walk or bike more often, the leading barrier noted was destinations were too far away, followed by a lack of infrastructure.

(WBO Survey)



Safety

Arterial Roadways



8%
of the total
roadway network



46%
all bicycle fatal
or severe injuries



56%
all pedestrian fatal
or severe injuries

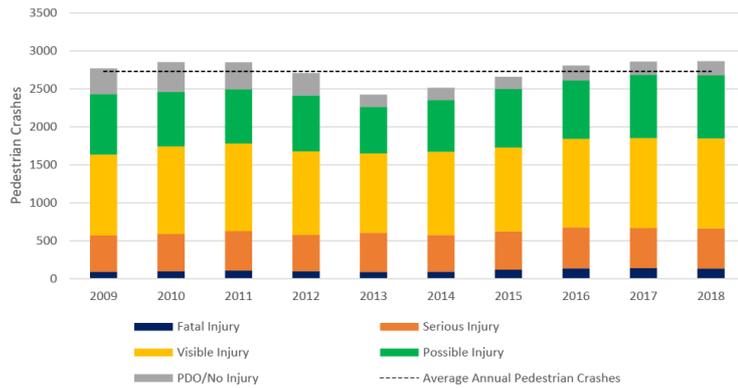


Safety

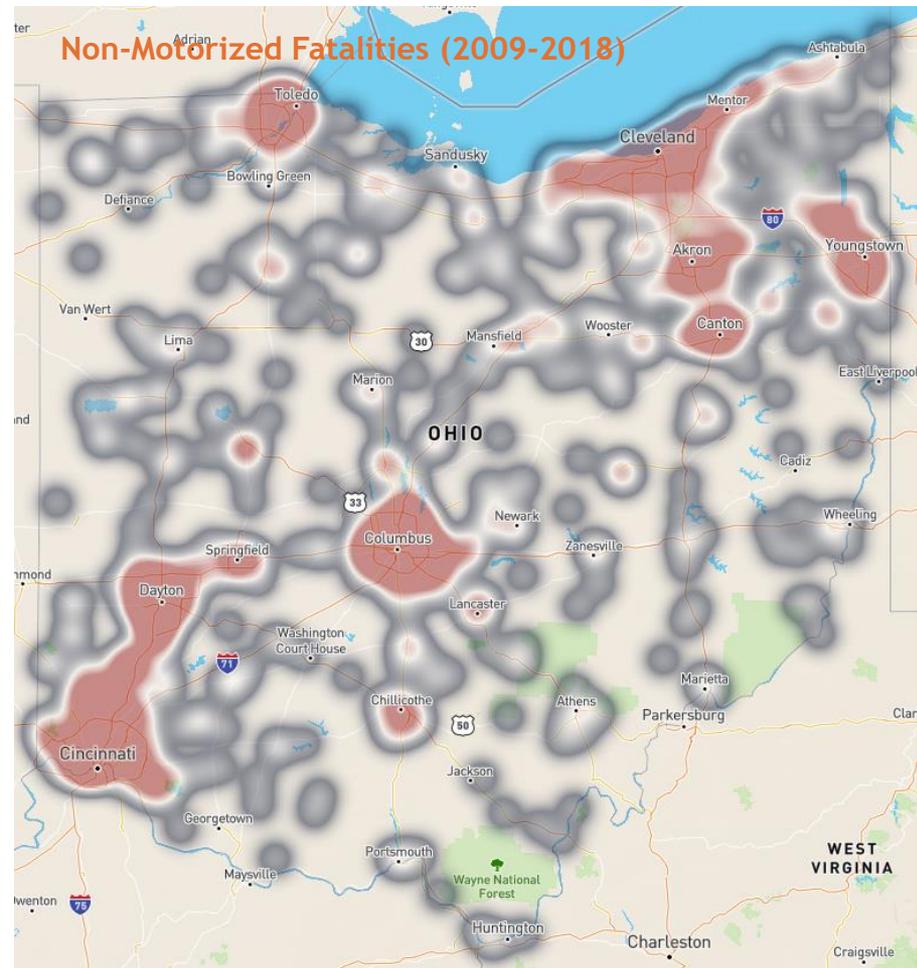
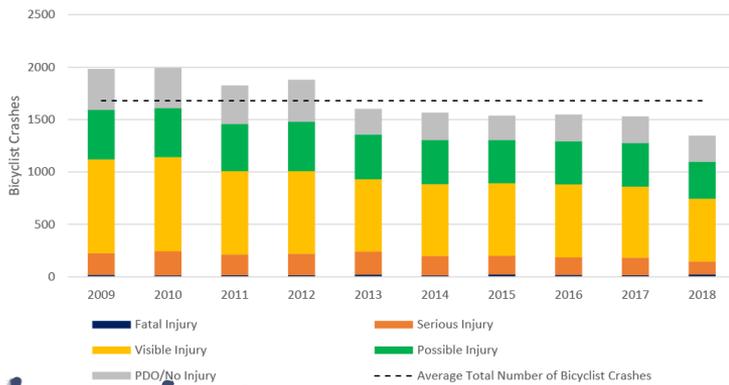
Non-Motorized Crash Trends



Overall Pedestrian Crash Trends: Ohio 2009-2018



Overall Bicyclist Crash Trends: Ohio 2009-2018

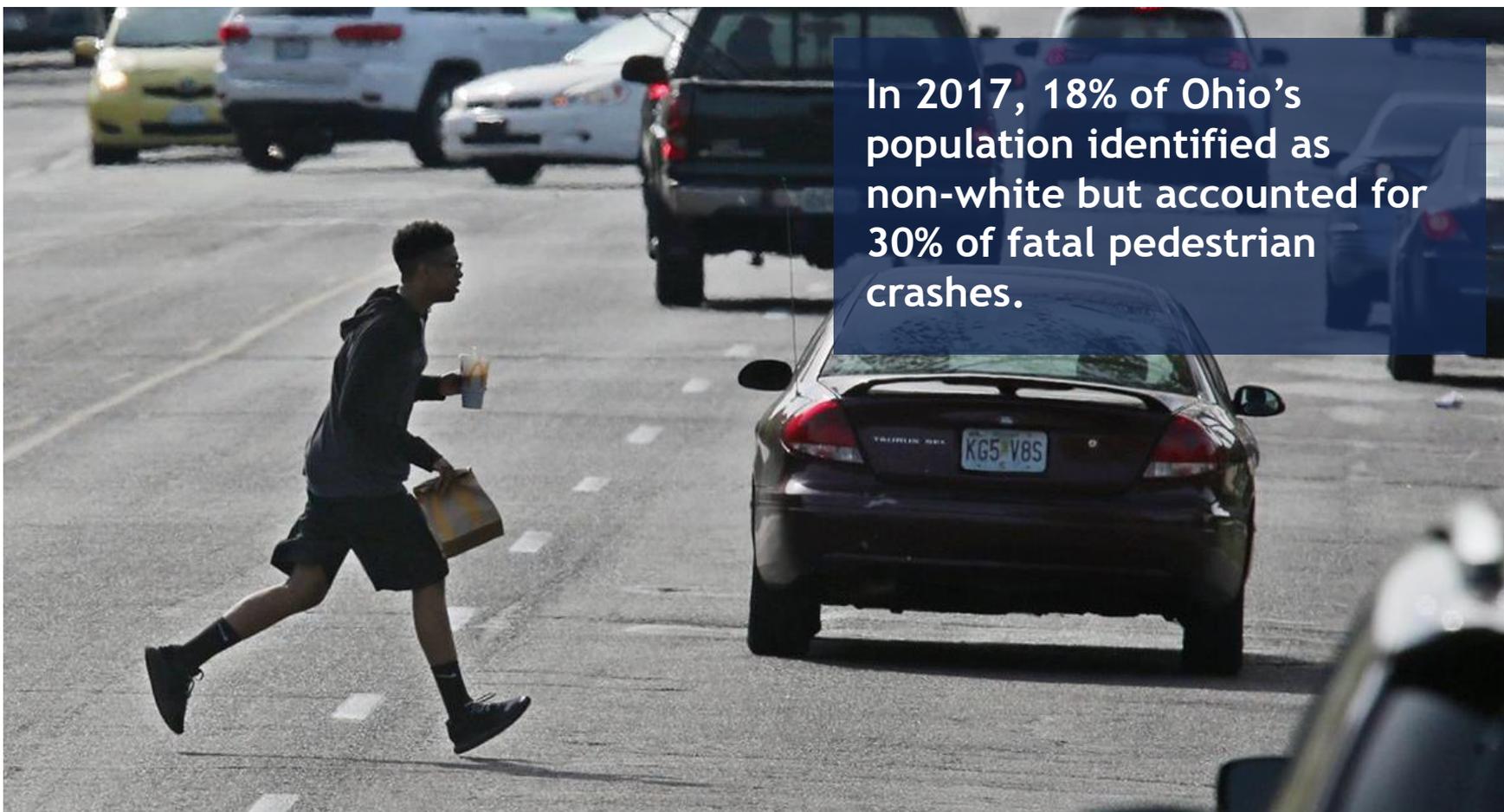


Equity

Barriers



In 2017, 18% of Ohio's population identified as non-white but accounted for 30% of fatal pedestrian crashes.



Equity

Gender



Only 24% of bicycle trips taken in the United States in 2009 were taken by female riders.

Almost half of women reported nearby car traffic is a major reason they do not bike.

(OSU)



Network Utilization

Mode Share



0.3%

bike to work



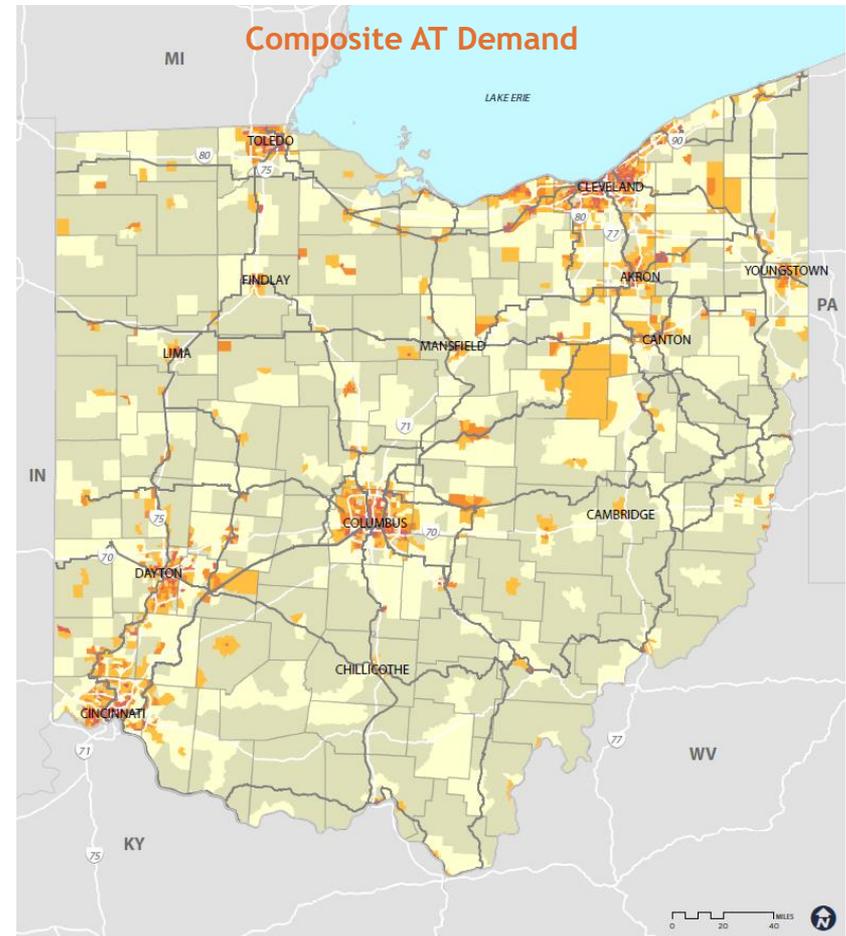
2.3%

walk to work

28th



in state commute
mode share rankings



Livability

Health outcomes



In 2018, Ohio ranked

40th



for overall health outcomes, and

47th



for health behaviors, which include obesity and physical inactivity

UHF, 2018

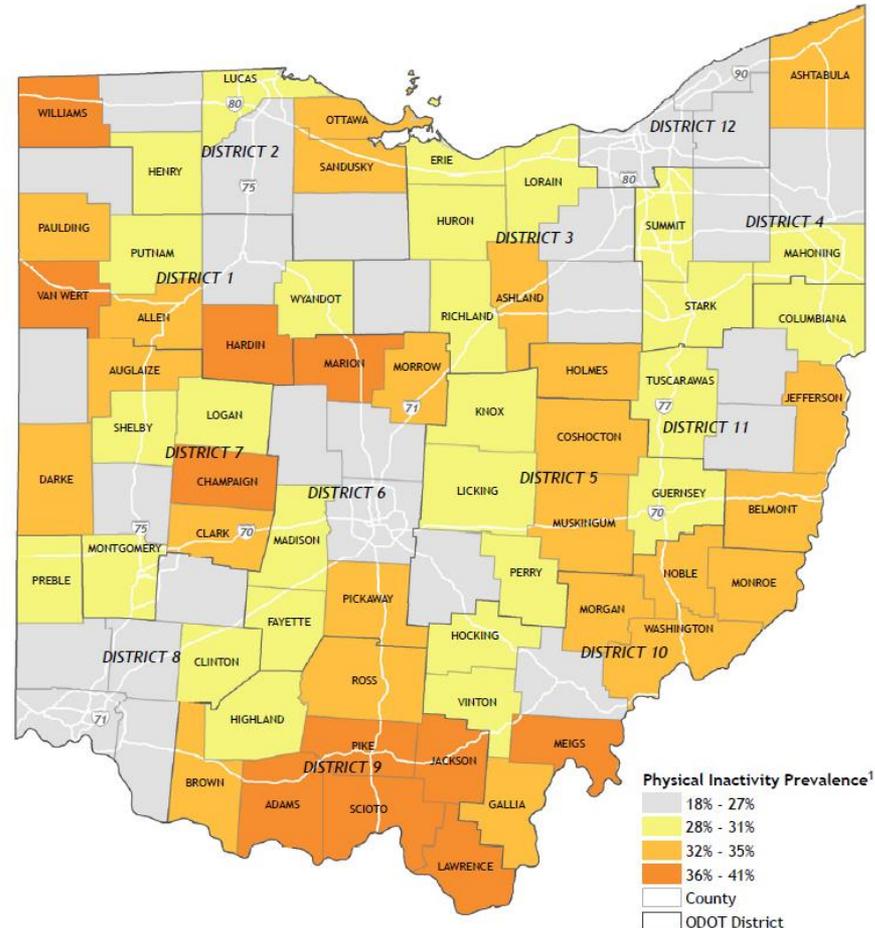
19%



of adults aged 18-64

met federal guidelines for aerobic and muscle-strengthening activity during leisure time

BRFSS, 2017





OHIO DEPARTMENT OF
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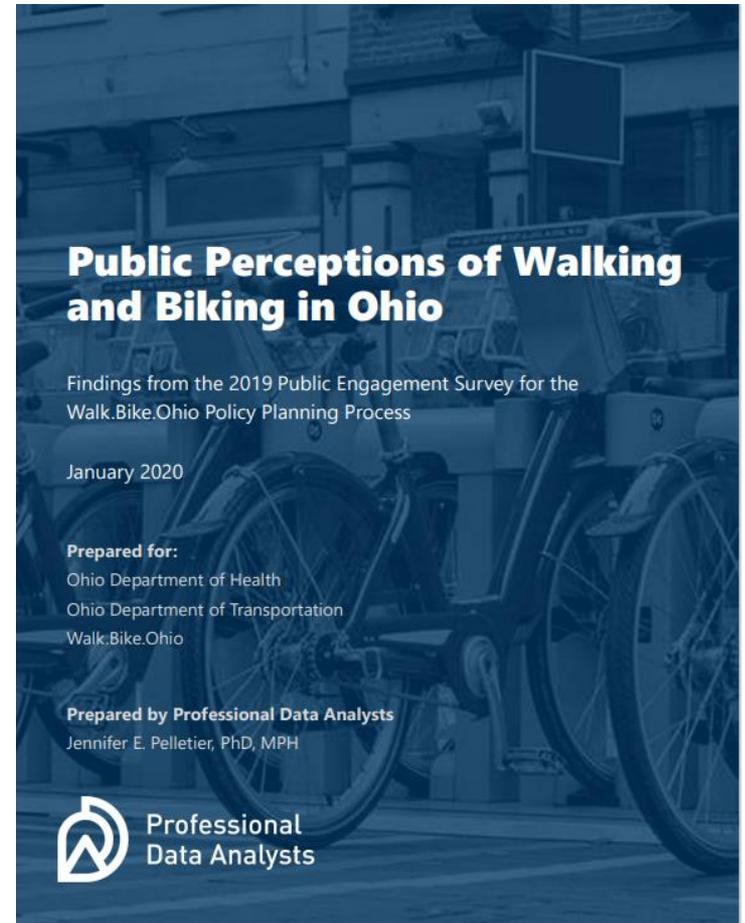


Technical Memos & Tools



Technical Memos

- Public Survey Results
- Economic Impact Analysis
- Estimated Health Impacts
- AT Needs Analysis
- AT Demand Analysis
- Funding Overview
- New Mobility Report
- Pedestrian Safety Analysis
- Bicycle Safety Analysis
- State & USBR System Review
- Maintenance Report
- User Types & Facilities



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Need Analysis



People of Color



Youths
(under 18)



Seniors
(over 64)



Poverty



No High
School Diploma



Limited English
Proficiency



No Access to a
Motor Vehicle

Demand Analysis



Employment
Density



Population
Density



Walk/Bike Commuter
Mode Share



Park Density



Colleges/Universities



Trails



Retail Employment
Density

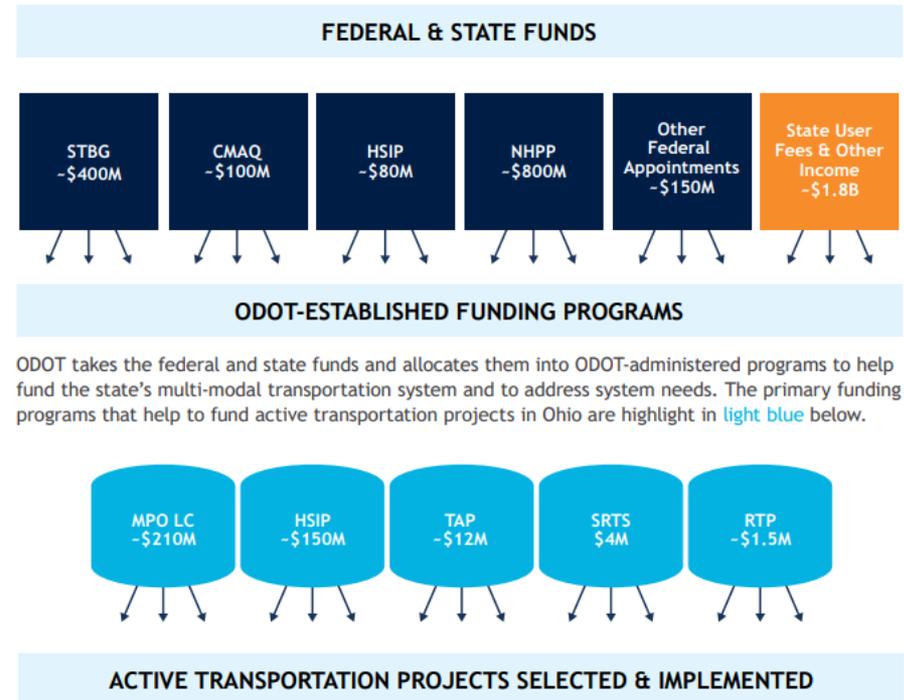


200% Below
Poverty Line



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August 2020

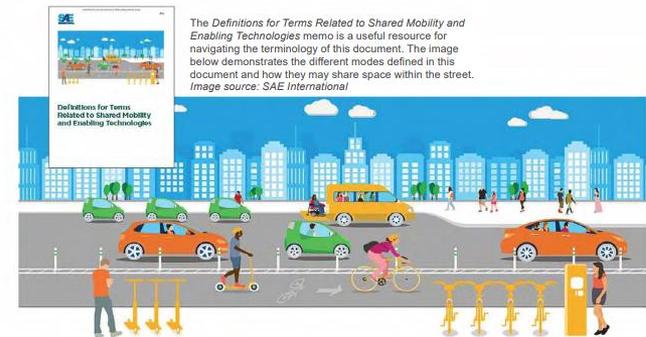


FIGURE 1: Resource can be found at: https://www.sae.org/standards/content/j3163_201809/

Overview

Transportation patterns change over time for a range of reasons including demographic shifts and public preferences, new technology, legislative direction, residential patterns, and more. In the last five years, new technologies and the new and evolving service models and consumer markets that they are defining have accelerated this change. Walk.Bike.Ohio is being developed and will be implemented within this context. Emerging technology and “New Mobility” is changing not only the vehicles themselves and modes of transportation chosen by users, but also how and when these modes are utilized in society.

When it comes to biking and walking, these fundamental travel choices are now part of an expanding suite of personal mobility options. These options include new modes and devices, as well as new service models, such as shared fleets. Design and management of the right-of-way is now accounting for new users and uses of the bicycle and pedestrian realms.

This Chapter provides a snapshot of, and definitions for, the transportation change agents discussed throughout this report.



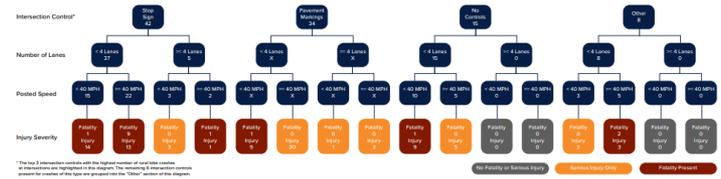
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Fatal and Serious Injury Urban Bike Crashes at Intersections



Fatal and Serious Injury Rural Bike Crashes at Intersections



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WALK.BIKE.OHIO | JULY 2020



LEVEL OF TRAFFIC STRESS
OHIO DOT STATEWIDE
BIKE AND PEDESTRIAN PLAN

LTS 1 LTS 4
LTS 2 LTS 5
LTS 3



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Ohio Bicycle and Pedestrian Infrastructure Responsibility

TYPES OF INFRASTRUCTURE	LOCATION	ROADWAY TYPE*								
		INTERSTATE	US OR STATE	COUNTY ROAD	COUNTY ROAD OVER HIGHWAY	TOWNSHIP ROAD	TOWNSHIP ROAD OVER HIGHWAY	CITY STREET	VILLAGE ROAD	SHARED USE PATH
Sidewalks	Outside Corporate Limits	ODOT	ODOT	Others	ODOT	Others	ODOT	Others	Others	Others
	Within Corporate Limits	ODOT	Others	Others	N/A	Others	N/A	Others	Others	Others
	Within RR right-of-way	ODOT	Others	Others	Others	Others	Others	Others	Others	Others
Lighting, roadway shoulders, guardrails, fencing, crosswalks, vertical delineation	Outside Corporate Limits	ODOT	ODOT	Others	ODOT	Others	ODOT	Others	Others	Others
	Within Corporate Limits	ODOT	Others	Others	N/A	Others	N/A	Others	Others	Others
	Within RR right-of-way	ODOT	Others	Others	Others	Others	Others	Others	Others	Others
Mowing, vegetation management, directional signs, decorative fencing, snow removal	Outside Corporate Limits	ODOT	ODOT	Others	Others	Others	Others	Others	Others	Others
	Within Corporate Limits									
	Within RR right-of-way									
Pavement marking: bike lane lines, bike symbols, delineation (separation), colored pavement	Outside Corporate Limits									
	Within Corporate Limits									
	Within RR right-of-way									

CONSIDERATIONS BASED ON LAND USE CONTEXT

Many corridors in Ohio would benefit from some type of active transportation improvement. The approach to each corridor will vary depending on the specific characteristics of the roadway and the surrounding areas, the needs of roadway users, and costs of construction and maintenance. Not all treatments will be appropriate for every corridor, nor will every corridor need every treatment; however, every design should consider the needs of all roadway users. The design should also be appropriate based on the land use and pattern of areas adjacent to the corridor.



- Potential Improvements:**
- Wider shoulders
 - Bicycle route signs
 - Advisory shoulders
 - Paved Shoulders
 - Yield roadways
 - Shared Use Paths

- Potential Improvements:**
- Wider sidewalks
 - Enhanced crossings
 - Shared Use Paths
 - Sharrow's

- Potential Improvements:**
- Sidewalks on both sides of the roadway
 - Marked crosswalks and pedestrian signals
 - Bike lanes or separated bike lanes
 - Bike boulevards



TIMS: AT Map Viewer

Website



gis.dot.state.oh.us/tims/Map/ActiveTransportation

A screenshot of the TIMS (Transportation Information Mapping System) Active Transportation Map Viewer. The interface includes a green header with navigation links: Project Search, Create a Map, Data Download, Standard PDF Maps, Map Viewers, and Data Glossary. A left sidebar contains a "Layers" panel with a legend and several layer categories: "State and US Bike Route System" (with sub-options for Route Type, Facility Type, Designation St..., and Resolution St...), "Roadway Information", "ADA Assets", "Projects", "Safety" (with sub-options for Pedestrian Cra... and Bicycle Crashe...), "Walk Bike Ohio" (with sub-options for Active Transpo... and Active Transpo..., and a highlighted "Active Transpo..." button), and "Boundaries". The main map area displays a colorful, multi-layered map of the Columbus, Ohio region, showing various transportation assets and boundaries. The map includes labels for cities like Columbus, Upper Arlington, and Westerville, and major roads like I-75 and I-675.



TIMS: AT Map Viewer

Website

The screenshot displays the TIMS: AT Map Viewer interface. The browser address bar shows the URL <https://gis.dot.state.oh.us/tims/Map/ActiveTransportation>. The navigation bar includes links for Project Search, Create a Map, Data Download, Standard PDF Maps, Map Viewers, and Data Glossary. The main interface features a map of Columbus, Ohio, with various active transportation layers overlaid. The left sidebar contains a Layers panel with a legend and several filterable layers:

- State and US Bike Route System (1)
 - Route Type
 - Facility Type
 - Designation Status
 - Resolution Status
 - Level of Traffic S...
 - Owner Type
- Roadway Information (0)
- ADA Assets (0)
- Projects (0)
- Safety (2)
 - Pedestrian Cras...
 - Bicycle Crashes ...
- Walk Bike Ohio (1)
 - Active Transport...
 - Active Transport...
 - Active Transport...
- Boundaries (1)





OHIO DEPARTMENT OF
TRANSPORTATION



Roles & Responsibilities



Key Partners

Local Government Actions

Develop AT Plans + Supporting Policies

- Identify local AT networks and prioritize recommendations
- Evaluate/update policies and procedures

Leverage Funding Opportunities

- Identify/leverage state, regional, and local funding for implementation of AT networks and programs

Support Project Implementation

- Oversee the development and implementation of active transportation projects
- Facilitate Maintenance & Operations

Encourage Active Transportation

- partner with community groups to host and promote walking & biking encouragement and educational events



Key Partners

Nonprofit / Advocacy Actions

Engage with partners

- Provide input, ensure AT planning efforts reflect community needs and values.
- Assist with engaging underrepresented communities
- Support local governments by participating in focus groups and advisory boards, attending public meetings and speaking on behalf peds/bikes

Advocate for AT

- Communicate the benefits of a more walkable and bikeable Ohio with elected officials and decision-makers

Help Educate Ohioans

- Partner with local govts, schools, ODOT to educate people of all ages and abilities about rules of the road, safe walking and biking behaviors, etc.

Encourage Active Transportation

- Partner with local governments, regional agencies and/or ODOT to encourage people to walk and bike. Encouragement can be through the development of promotional materials or through hosting activities events like bike trainings.



Key Partners

Regional Planning Partners

Develop Regional Plans & ID Regional Priorities

- Develop and updated regional active transportation plans, identify key needs, projects, and facilitate coordination between jurisdictions
- Prioritize projects that maximize AT access and safety

Encourage AT

- Partner with local govts, no profits, and community groups to encourage more walking and biking. (i.e. educ materials, develop regional biking and walking maps)

Optimize Funding

- Look for ways to fund for active transportation projects, including the MPO and Large Cities Program, HSIP and TAP.

Collaborate

- Serve as a technical resource to local jurisdictions and a liaison to ODOT. Support coordinated and consistent planning and design of active transportation facilities and programs across the state.

Monitor System Performances

- Evaluate the active transportation system to understand system performance needs, measure regional success, and refine existing planning tools and models.





OHIO DEPARTMENT OF
TRANSPORTATION



The Action Plan

How are we going to get there?



WALK.BIKE.OHIO

Vision & Goals



Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.



WALK.BIKE.OHIO

Purpose and Need



Walk.Bike.Ohio (WBO) is meant to help guide Ohio's long-term walking and biking policies and ODOT's **short-term activities.**



Partnerships

Importance of Collaboration



WALK.BIKE.OHIO

Themes



THEME 1: Planning & Guidance



THEME 2: Implementation



THEME 3: Education & Promotion



THEME 4: Data



THEME 5: Collaboration

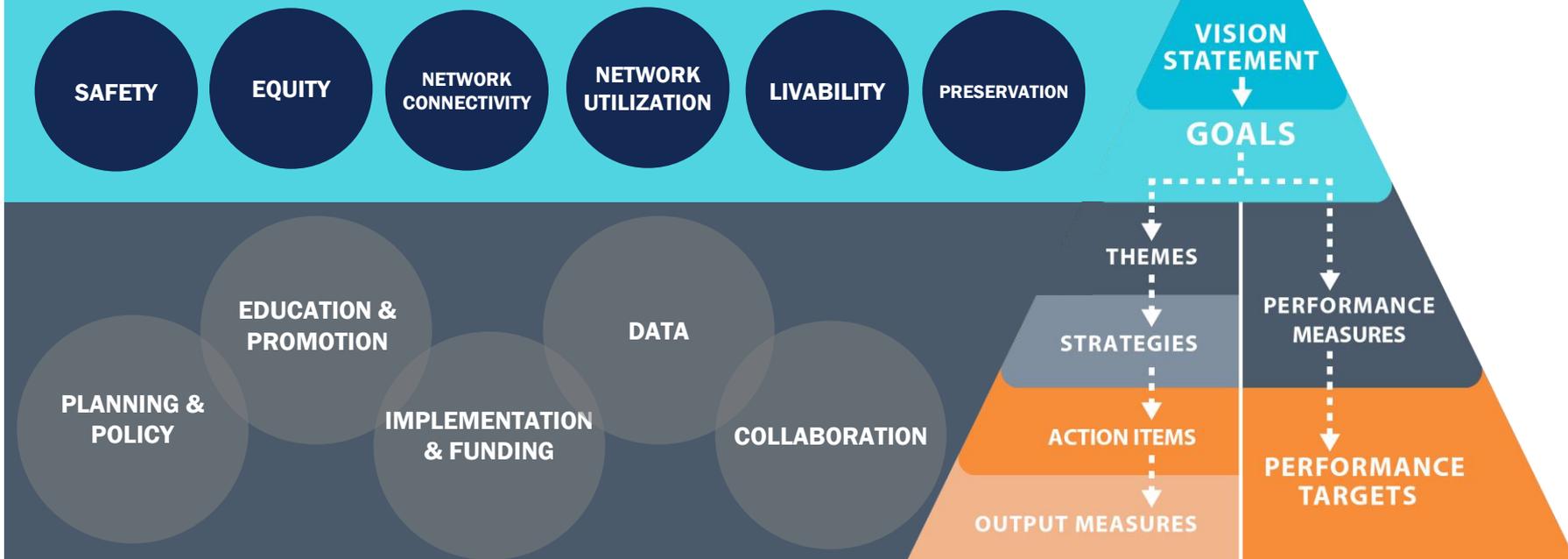


WALK.BIKE.OHIO

Vision, Goals, and Themes



“Walking and biking in Ohio will be a safe, convenient and accessible transportation option for everyone.”





Planning & Guidance

Develop statewide, regional, local, and corridor planning initiatives that identify the needs of users and develop equitable recommendations across Ohio.

Establish guidance such as standard operating procedures, legislation, and strategies that ensure walking and bicycling needs are addressed and improve quality of life for all Ohioans.



STRATEGIES:

- **Develop and adopt multimodal planning, design, and implementation guidance.**
- **Seek opportunities to support bicycle and pedestrian facility maintenance.**
- **Develop clear, consistent and meaningful evaluation metrics and monitor performance.**





Implementation

Identify and develop programmatic allocations of federal, state, and local resources for bicycle and pedestrian infrastructure, staffing, and programs.

Establish a project scoping and design toolbox for bicycle and pedestrian project implementation.



STRATEGIES:

- Assist local communities in project development and implementation.
- Implement US and State Bike Route System.
- Support regional, cross-jurisdictional AT project implementation.





Education & Promotion

Educate and inform roadway users, elected officials, and practitioners, on bicycling and walking matters.

Develop activities to promote walking and biking as safe, fun and healthy modes of transportation.

STRATEGIES:

- **Develop educational materials for roadway users on rights and responsibilities impacting people walking and biking.**
- **Educate elected officials at all levels about the importance of a more walkable and bikeable Ohio.**
- **Provide technical assistance and education to practitioners, including planners, engineers, law enforcement, and their partners.**
- **Promote walking and biking as a transportation option.**





Data

Collect and maintain quantitative and qualitative data to inform the decision-making process and develop data standardization.

STRATEGIES:

- **Develop statewide active transportation asset inventory.**
- **Establish active transportation monitoring program.**
- **Expand active transportation safety data collection and analysis.**





Collaboration

Promote partnerships and programs to engage state, regional, and local practitioners and advocates that leverage resources and achieve common goals.



STRATEGIES:

- **Strengthen ongoing collaboration between ODOT and other state agencies.**
- **Strengthen ongoing coordination and collaboration between ODOT and its local partners.**



ODOT AT Advisory Committee

Next Steps



Will serve as an ongoing forum for ODOT and its partners to discuss:

- the current state of active transportation in Ohio,
- advance current and future initiatives related to active transportation,
- and coordinate activities.



ODOT AT Advisory Committee

Next Steps



Membership

- ODOT
- Other State Agencies
- Local Governments
- Regional Planning Organizations
- Advocacy & Other Policy Associations



Final Plan

Check it out today!



<https://www.transportation.ohio.gov/wps/portal/gov/odot/programs/walkbikeohio/walkbikeohioplan>



Walk.Bike.Ohio

Memos and materials at:
Transportation.Ohio.Gov/WalkBike

Data is available in TIMS:
gis.dot.state.oh.us/tims



GroundWork eNewsletter

Subscribe for updates at transportation.ohio.gov

The Real Value of Walking and Biking – GroundWork, Issue 50

If you do not wish to receive future issues, [click here](#) to unsubscribe immediately.



Issue



The Real Value of Walking and Biking

This is the first in a series of issues that will highlight the findings of the ongoing Walk.Bike.Ohio (WBO) Plan. For more information visit our [website](#) and review the economic and health impact reports.

Across Ohio, opportunities to walk and bike mean a stronger economy and a better quality of life for everyone. Existing walking and bicycle trips already help residents save around **\$12.7 billion** in transportation and environmental costs and prevent **6.8 million tons of emissions** over the next 20 years.

If Ohioans started walking and biking just a little more – a **1.1% increase** in combined walk/bike commute share – we would save another **\$5 billion** by building Ohio's active transportation infrastructure, programs and policies that help make that happen.



How Biking and Walking Saves Money

Those are the broad numbers. More specifically, replacing motor vehicle trips with walking and biking trips means less money spent on **household transportation, roadway maintenance, pollution cleanup and health care**. Fewer vehicle trips also reduces **traffic congestion** and makes roads safer. Further reducing costs in the long term. Overall, a WBO [Economic Impact Analysis](#) found that for every one vehicle mile reduced from increased walking/biking, Ohio can expect to generate **\$0.81** in transportation benefits.

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SUBSCRIBE



Announcements

- ODOT's [Active Transportation Academy](#) will be offering a series of three free webinars on the basics of active transportation planning. Sessions will be held at 2PM on September 22, 23 and 24. [Sign up here](#).
- The National Highway Institute's Pedestrian Design Training will be offered virtually in a four-part series on September 21, 22, 23 and 24. [Register here](#).
- Because of COVID-19 school closures, applications to the 2021 [Safe Routes to Schools funding cycle](#) will not be required to include in-person travel tallies in their School Travel Plans.
- Interested in starting a [Your Move campaign](#) in your community? Get a free sample kit of materials while supplies last (tip cards, magnets and more). Submit your request to BikeOhio@dot.ohio.gov by September 30.
- Letters of Interest for ODOT's [Transportation Alternatives Program](#) will be accepted from October 1–November 2. [Learn more here](#).
- This year's Walk to School Day on Wednesday, October 7, will look a little different than usual. Find a suite of virtual resources at walkbiketoschool.org. Register and [check out 20 ideas for 2020](#).

Questions? Feedback?

Drop us a line, bikeohio@dot.ohio.gov





Cait Harley

SRTS & Active Transportation Manager

ODOT Office of Program Management

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Caitlin.Harley@dot.ohio.gov

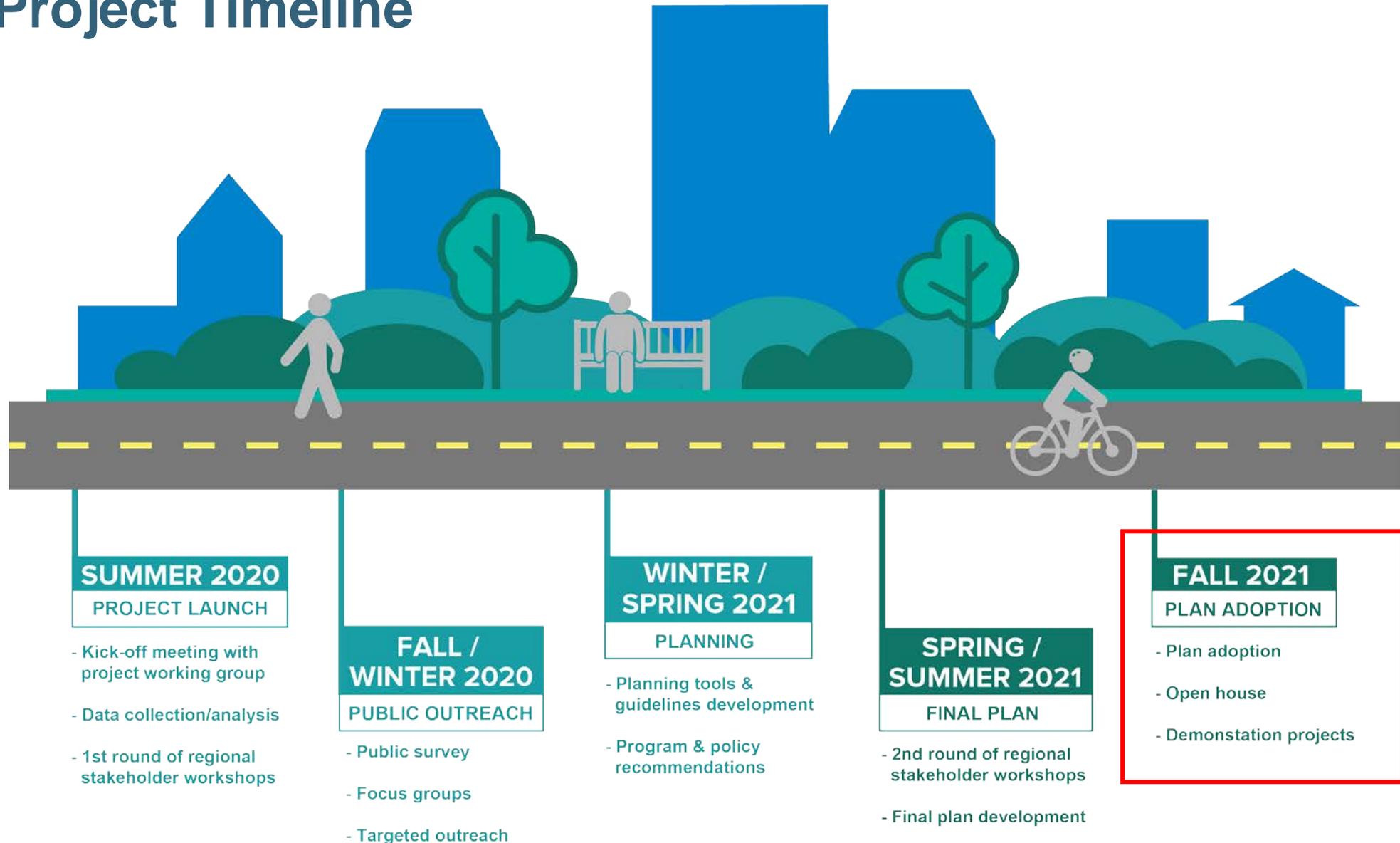
Active Transportation Plan Update

Lauren Cardoni and Jen Noll, MORPC



MORPC
MID-OHIO REGIONAL PLANNING COMMISSION

ATP Project Timeline



Story Map Sections

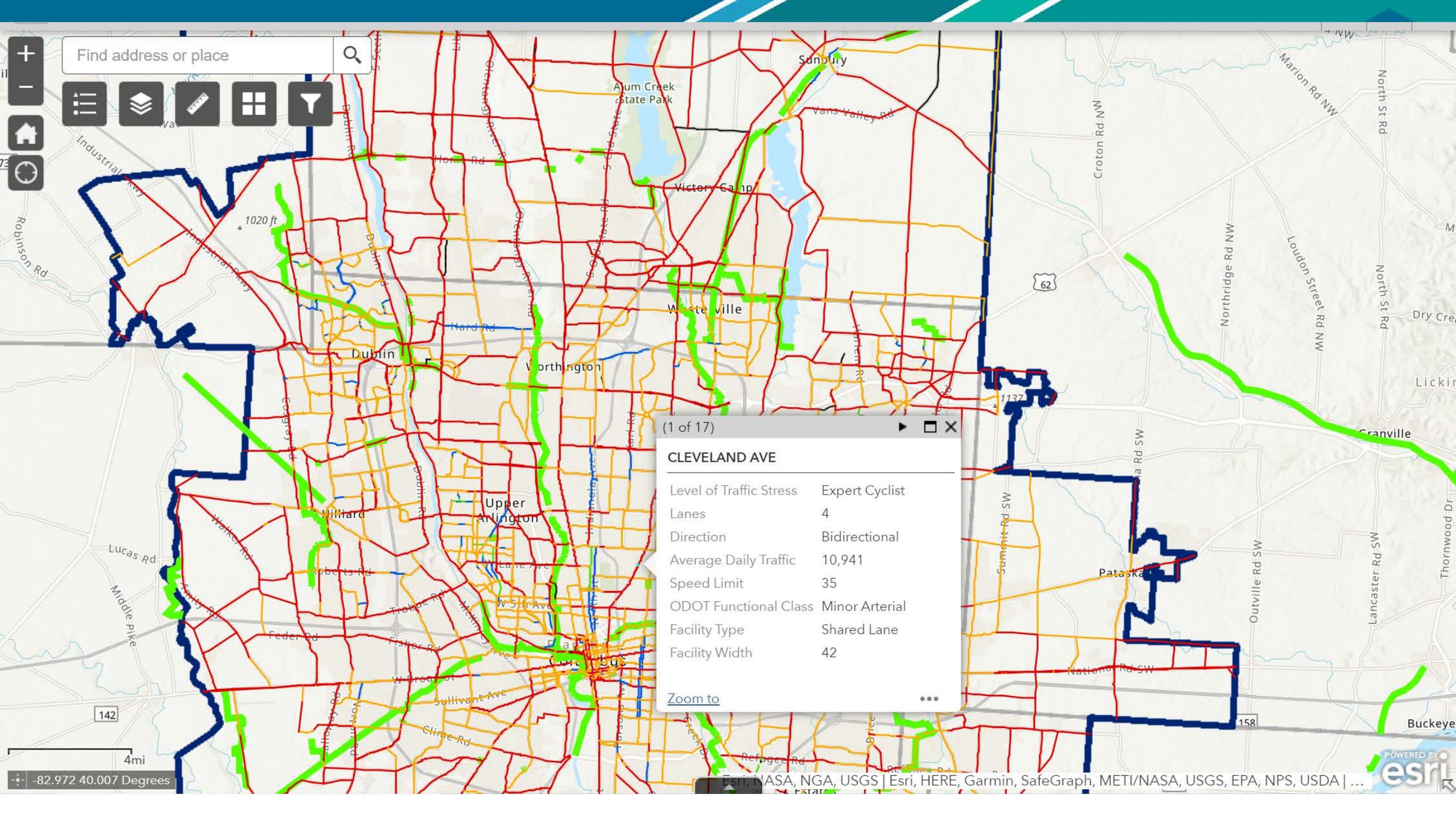
- Introduction
 - What is an ATP
 - Why does Central Ohio need an ATP
 - How & with whom was the ATP developed
- Vision and Goals
- Travel Today
 - Regional Travel Patterns
 - Transportation Safety/Crash Data
 - Transportation Equity/ Survey results
- Contextual Considerations
 - Regional Activity Centers
 - Short Trip Opportunity Zones
- A Regional Network
 - Concept of a Regional Network
 - Existing Sidewalk Network
 - Existing Bike Network
 - MTP Projects/Planned facilities
- Design Considerations
 - Design User Profiles
 - Level of Traffic Stress
 - Bicycle Facility Selection
 - Pedestrian Crossings
- Interactive Map
- Appendices
 - Public Input, Additional Data & Maps

Interactive Map

- ALL Layers:
 - Existing bike network
 - High Poverty Areas
 - Planned bike network (MTP)
 - Sidewalk Gaps
 - Bike and Ped Crashes 2015-2019
 - Regional Activity Centers
 - Zero Car HHs
 - Short Trip Opportunity Zones
 - COTA bus routes by frequency
 - LTS by level
 - Jurisdictional Boundaries



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](#)

4mi
-82.972 40.007 Degrees



ATP Action Plan

- Mechanism to hold the region accountable to ATP vision and goals
- Progress tracker

COLLABORATION

ISSUE	ACTION	MEASURABLE
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

How SMART Are Our Actions?

S

- **Specific**
 - Is it clear what the action intends to do and who will do it?

M

- **Measurable**
 - Not every action will be measured, but many can be. These actions will allow us to track our progress.

A

- **Attainable**
 - Can we accomplish it?

R

- **Realistic**
 - Is it feasible?

T

- **Time-bound**
 - Toward a safe, complete, connected regional network by 2050.

Goals – Objectives – Strategies

GOALS & OBJECTIVES	METRICS (for each Objective)	SUPPORTING STRATEGIES	LEAD AGENCY	EQUITY PRIORITY

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GOALS & OBJECTIVES	METRICS (for each Objective)	SUPPORTING STRATEGIES	LEAD AGENCY	EQUITY PRIORITY
GOAL - Improve the safety of Central Ohio's transportation system for vulnerable roadway users.				
OBJECTIVE - Increase the number of funded infrastructure projects - stand-alone active transportation and combined infrastructure - that improve high-stress corridors.			MORPC, Local Governments	EP
OBJECTIVE - Increase the number of funded active transportation infrastructure projects - both as stand-alone projects and as components of combined infrastructure projects - which, by nature of location or type of facility, enhance service for Environmental Justice populations, older adults, individuals with disabilities, and other marginalized or underrepresented groups.			MORPC, Local Governments	EP
		Define the "regional active transportation network" as the ATP web map which contains the Bicycle Level of Traffic Stress analysis and the Sidewalk Centerline Inventory.	MORPC, Local Governments	
		Implement a complete regional active transportation network by 2050.	MORPC, Local Governments	
		Raise awareness that active transportation is an eligible Competitive Advantage Projects project type.	MORPC	

2020 ACTIVE TRANSPORTATION PLAN

Requesting Your Feedback By July 25th

- Is the layout clear and organized?
- Are the objectives aligned with the appropriate goals?
- Are the strategies nested under the appropriate objectives?
- Where are there similarities in objectives or strategies?

What's Next

FINAL PRODUCTS

- Action Plan
- Story Map
- Interactive Map

RELATED:

- Complete Streets Policy Update

REMAINING ENGAGEMENTS

- Public Comment Period
- Community Advisory Committee (CAC) and Transportation Advisory Committee (TAC)
 - September and October
- MORPC Commission
 - October

Member Roundtable



MORPC
MID-OHIO REGIONAL PLANNING COMMISSION

THANK YOU!

NEXT MEETING

Tuesday, October 19

9 am to 11am

