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Julie Walcoff
Brad Westall

Staff Support

Taylor Axene
Kerstin Carr
Melinda Vonstein

Central Ohio Greenways Board Meeting
Wednesday, July 15, 2020
1:30pm – 3:00pm
Microsoft Teams Meeting

1. **Welcome & Introductions** – *Letty Schamp, COG Chair*
2. **MORPC Announcements**
 - a. Legislative Update - *Joe Garrity*
 - b. Active Transportation Plan – *Stephen Patchan*
3. **Working Group Reports**
 - a. Trail Development – *Laura Ball, Working Group Chair*
 - i. COG Trail Prioritization Project
 - ii. COG Urban Greenway Design Guide
 - b. Marketing & Communications – *Adrienne Joly, Working Group Co-Chair*
 - iii. Taste of the Trails Events – Virtual
 - iv. People Who Bike Campaign
 - c. Operations & Access - *Catherine Girves, Working Group Chair*
 - d. Partnership – *Bill Habig, Working Group Chair*
 - v. Health & Environmental Impacts of Trails
 - vi. Economic & Social Impacts of Trails
4. **Other Business and Closing**

Next Meeting
Wednesday, October 14, 2020
2:00pm – 3:30pm



Central Ohio Greenways

July 15, 2020 | Board Meeting



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UPDATES FROM MORPC



- Legislative Update –
Joe Garrity
- Active Transportation Plan Update
Stephen Patchan



Active Transportation Plan

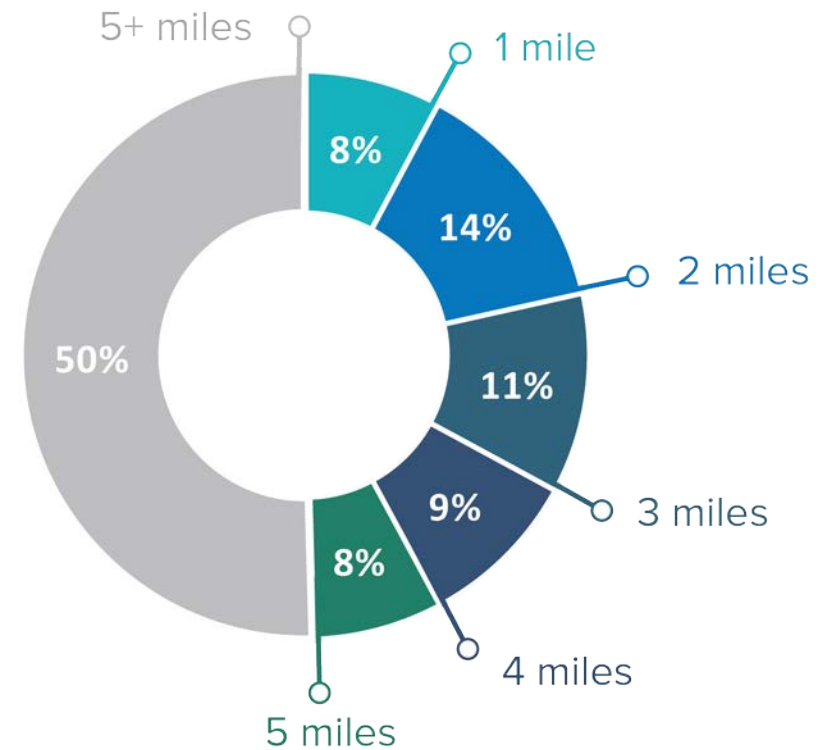
Stephen Patchan, MORPC



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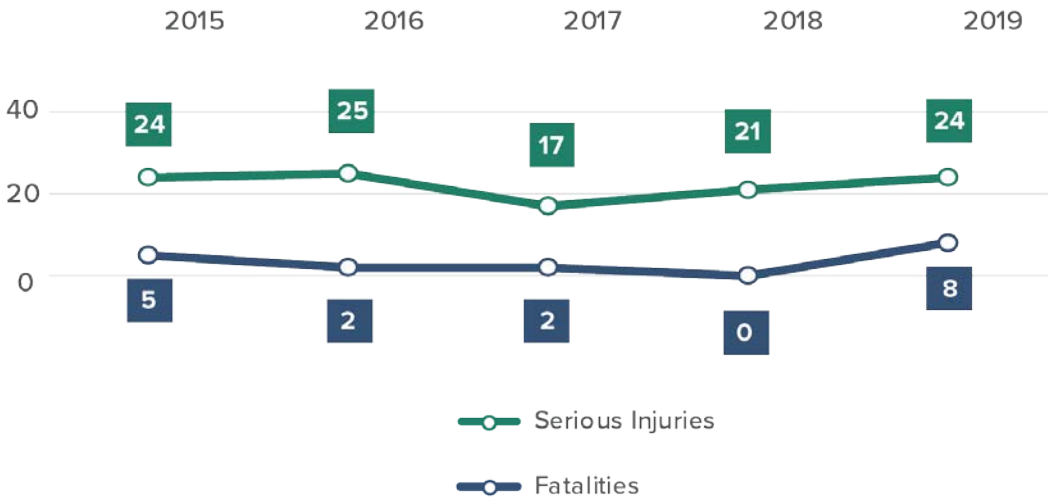
Regional Travel Patterns

Percentage of **Short Trips** by Length

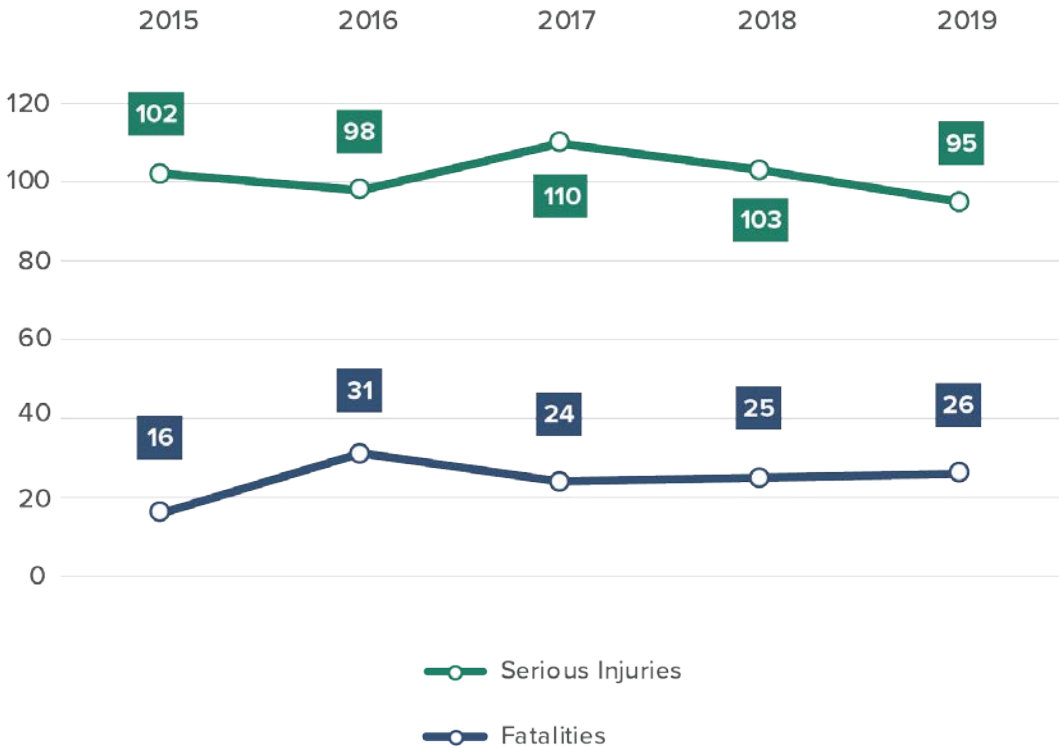


Crash Data 2015-2019

Crashes involving People Bicycling



Crashes involving People Walking



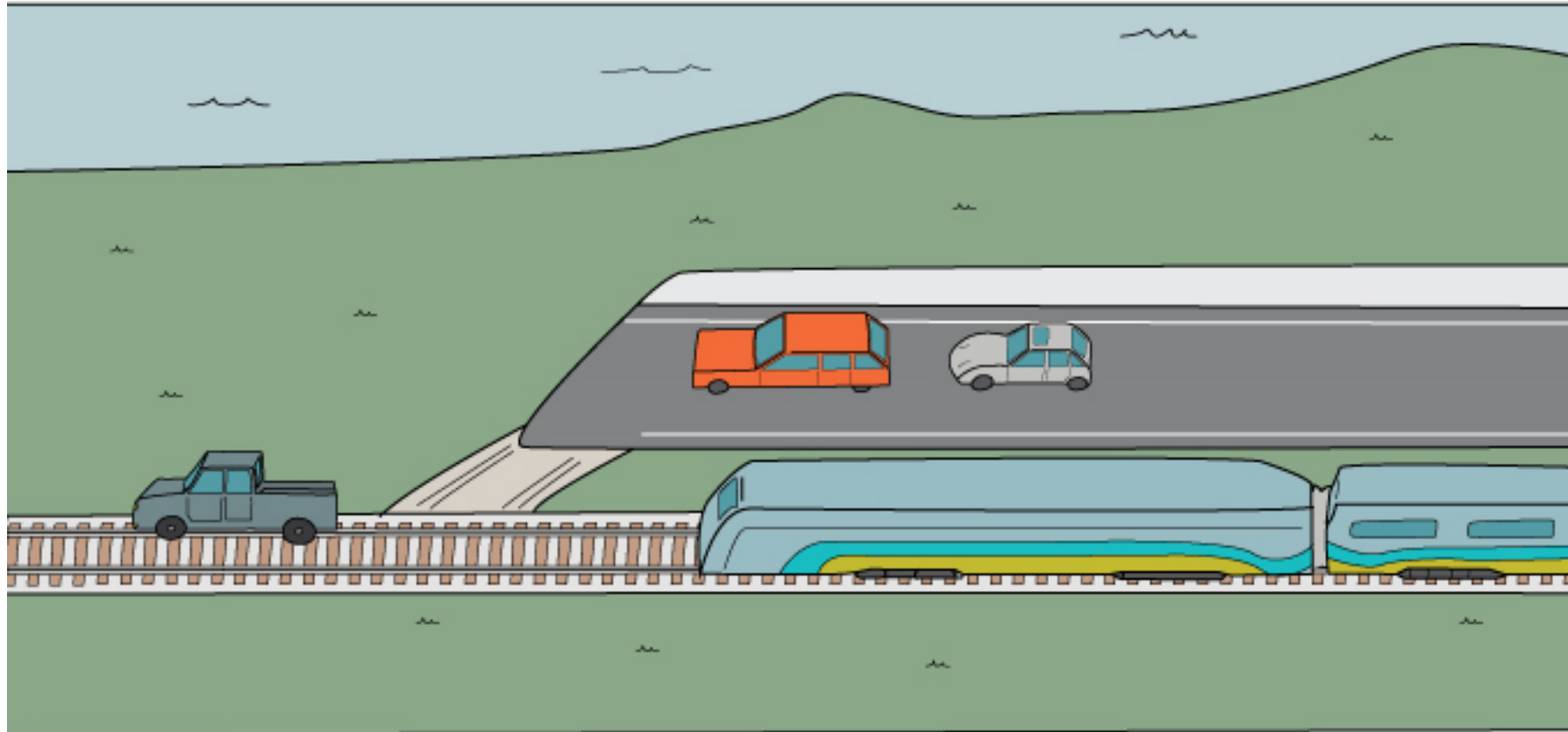
Background



Background

But we do need a complete system

"DAMN, THE ROAD LANE ENDS AGAIN! I HATE SHARING THE TRACKS WITH THE TRAIN."



@STEVEPADAMS

STEVEPATRICKADAMS.COM

Four Types of Transportation Cyclists in Portland

By Proportion of Population



U.S. Cities



NEWS • TRANSPORTATION • News

Denver to build 125 miles of bike lanes by 2023

The announcement comes after collisions resulting in cyclist fatalities



By LINNEA LIPSON | lipson@denverpost.com |
PUBLISHED: January 16, 2020 at 2:26 p.m. | UPDATED: January 17, 2020 at 11:33 a.m.

105

Denver will build 125 miles of bike lanes throughout the city by 2023, a



Providence unveils plan for more bike-friendly streets



MOST POPULAR

- 1 Free summer lessons available for students in R.I.
Jun 9 at 7:50 AM
- 2 Region's young white sharks topic of new study
Jun 9 at 2:21 PM
- 3 Ask Amy: Smoker would rather fight,



NOACA Questions

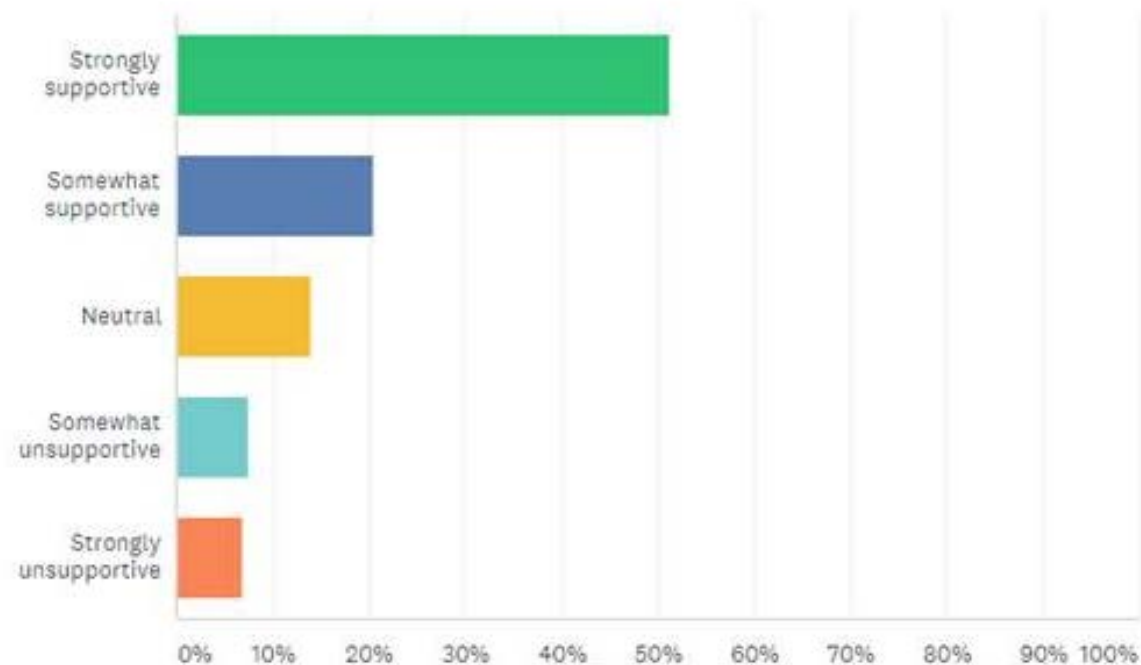
Imagine your community has plans to build a new network of trails for biking and walking. This means that eventually, **trails** would connect your home to shopping, parks, and jobs. Construction is expensive, however, and the trails may be built in small sections over the course of 20-40 years. Below are several possible actions. *Please rank them in order of your preference, with 1 being your most preferred option and 4 being your least preferred option.*

	1	2	3	4	TOTAL	SCORE
I would prefer that only small sections of the trail be constructed at a time, even though this approach will take 20-40 years to complete.	14.59% 268	43.17% 793	38.60% 709	3.65% 67	1,637	2.69
I would prefer a new ballot initiative to build the trail network in 3-5 years.	58.80% 1,092	19.82% 368	13.62% 253	7.75% 144	1,857	3.30
I would prefer my community build a less extensive, less costly system. For example, bike lanes, sharrows, and bike boulevards (bike routes on residential streets).	21.62% 402	34.27% 637	41.90% 779	2.21% 41	1,859	2.75
I would prefer my community not attempt to build a connected trail network.	6.83% 126	2.22% 41	5.09% 94	85.86% 1,585	1,846	1.30

NOACA Survey Questions

Sometimes, it improves safety for everyone on the road if cars travel more slowly. How would you feel about some of your car trips taking up to 5 minutes longer, if it meant you had greater safety?

Answered: 1,911 Skipped: 5



Kick Off Overview

- Project Overview and Timeline
- Existing Conditions
- Vision and Goals Activity
 - Motivation for participating
 - Info/Data Requests
 - Missing Perspectives
 - Organization's Goal
 - Metrics



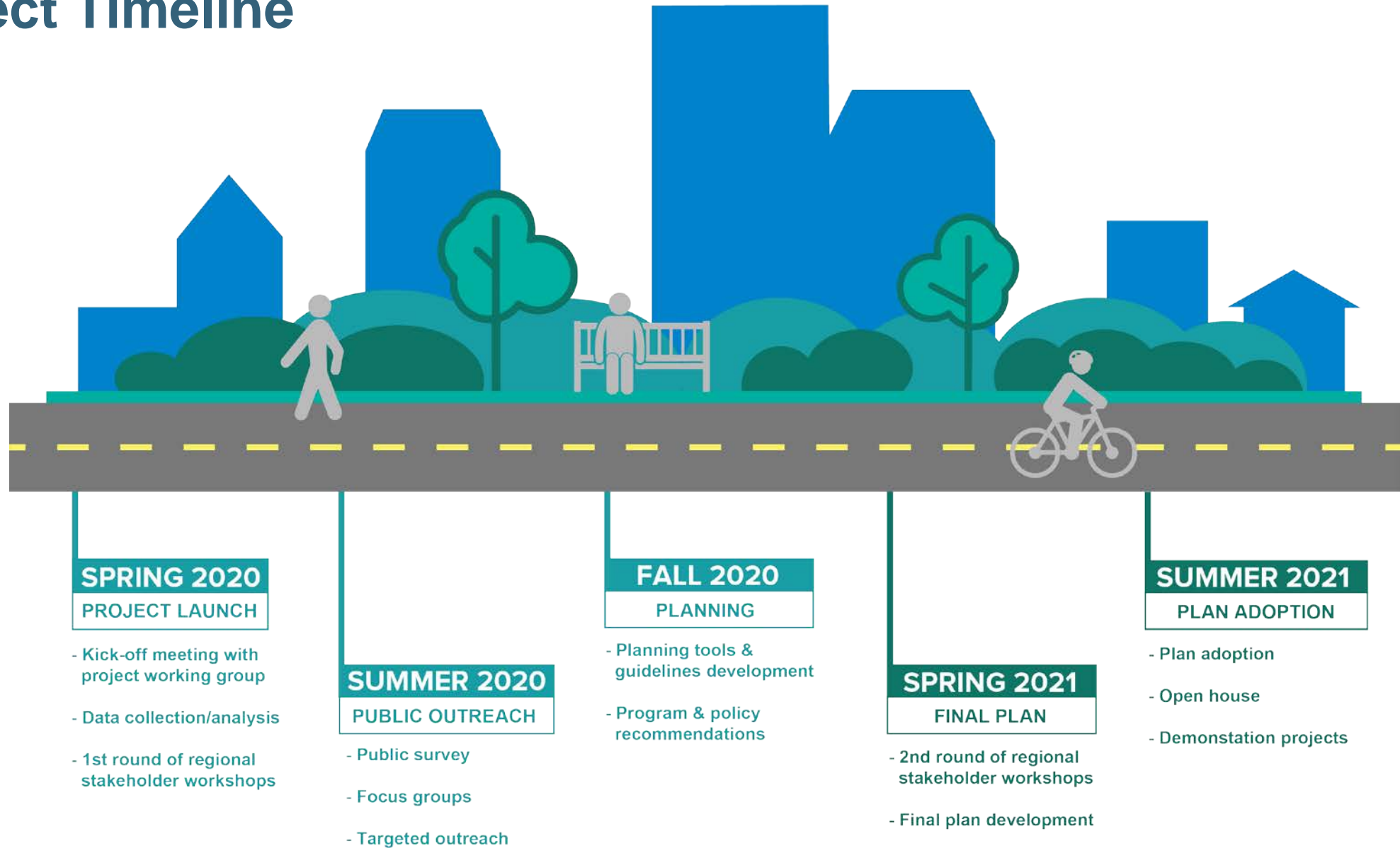
Next Steps

- Stakeholder Meeting #1
 - 7/31/20

- Steering Committee #2
 - 9/1/20



Project Timeline



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Trail Development Working Group



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TRAIL PRIORITIZATION: Scope of Services

Five Project Goals

COMPLETE
Update Bike
Level of
Comfort Map

IN PROGRESS
Conduct a Gap
Analysis

NOT STARTED
Rank Trail
Projects

IN PROGRESS
Rank 1st Mile/
Last Mile
Projects

NOT STARTED
Develop Case
for support

Project Footprint:

Franklin County

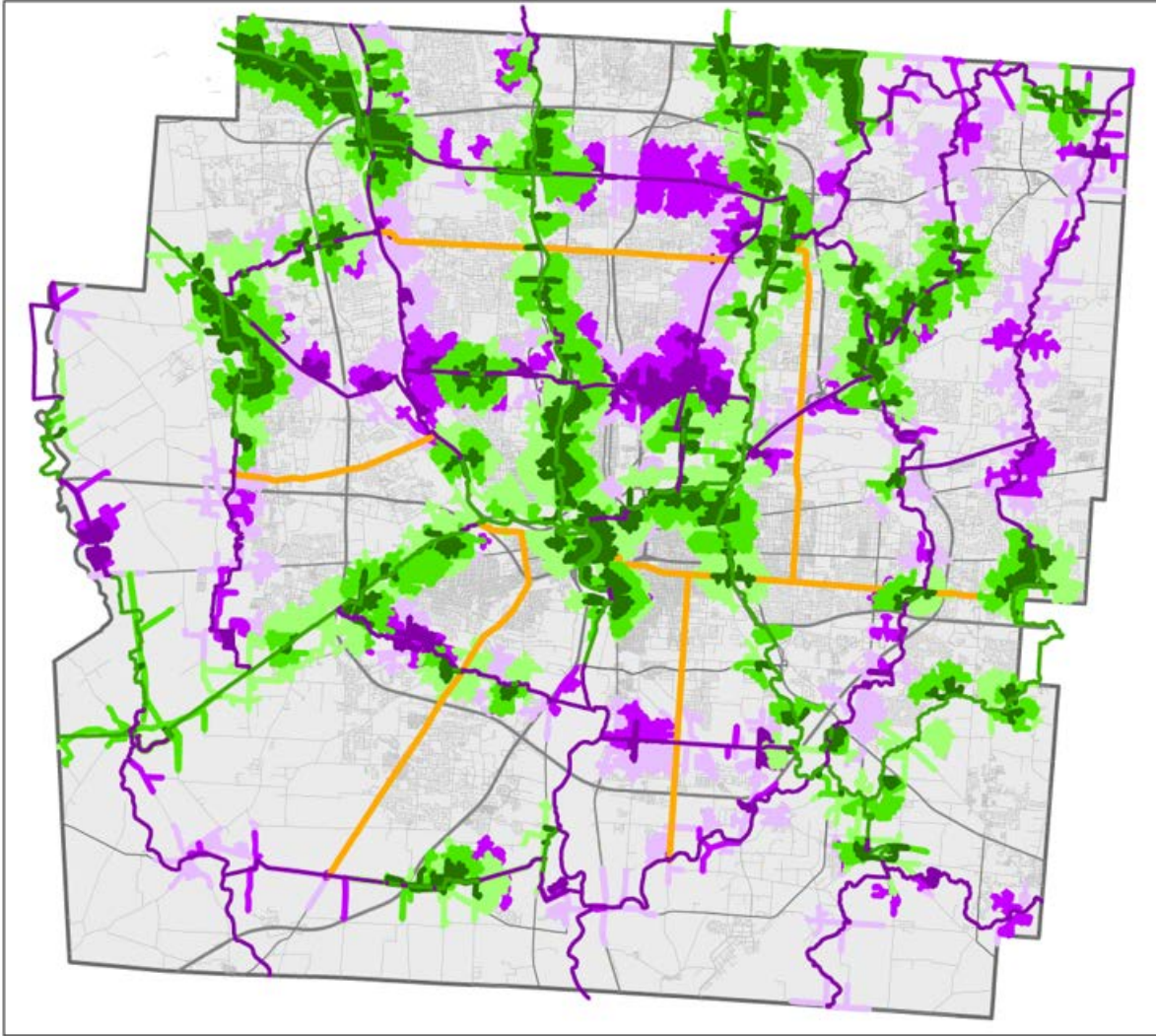
&

City of Columbus



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GAP ANALYSIS: Progress



The bike network is defined as **1 mile** from each access point along the **low stress bike network**.

The pedestrian network is defined as a $\frac{1}{2}$ **mile** from each access point along the pedestrian network.

3 new COG Trails of Regional Significance added to the network – Dublin, Greenline, Sugarbush

Existing Bike Friendly Access: 28%

Possible Bike Access: ~60%

Existing Pedestrian Access: 15%

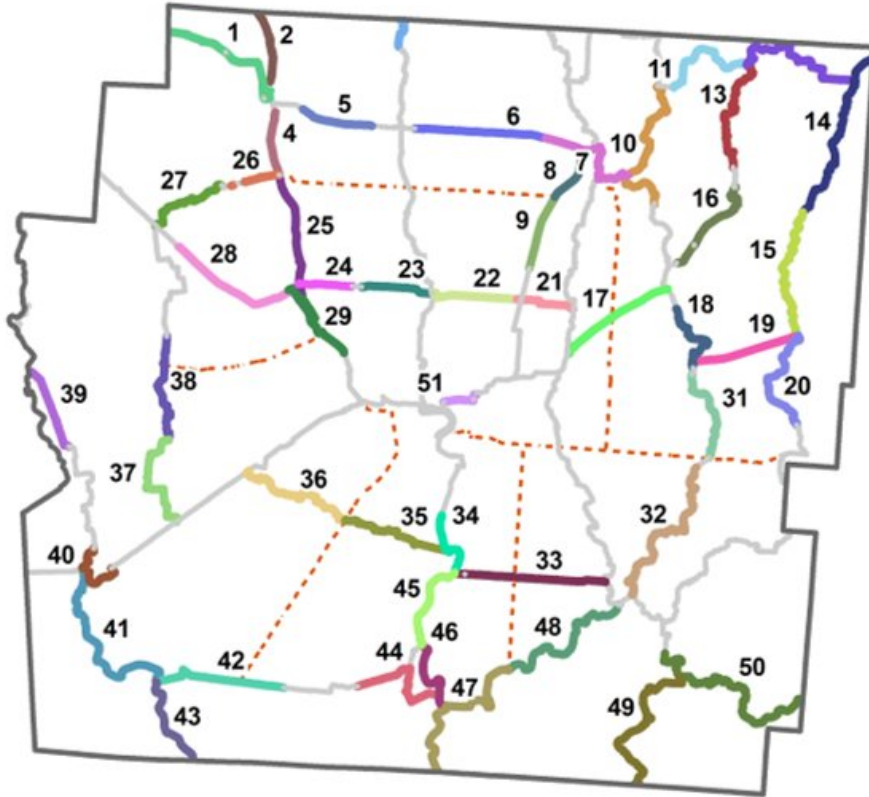
Possible Pedestrian Access: 33%



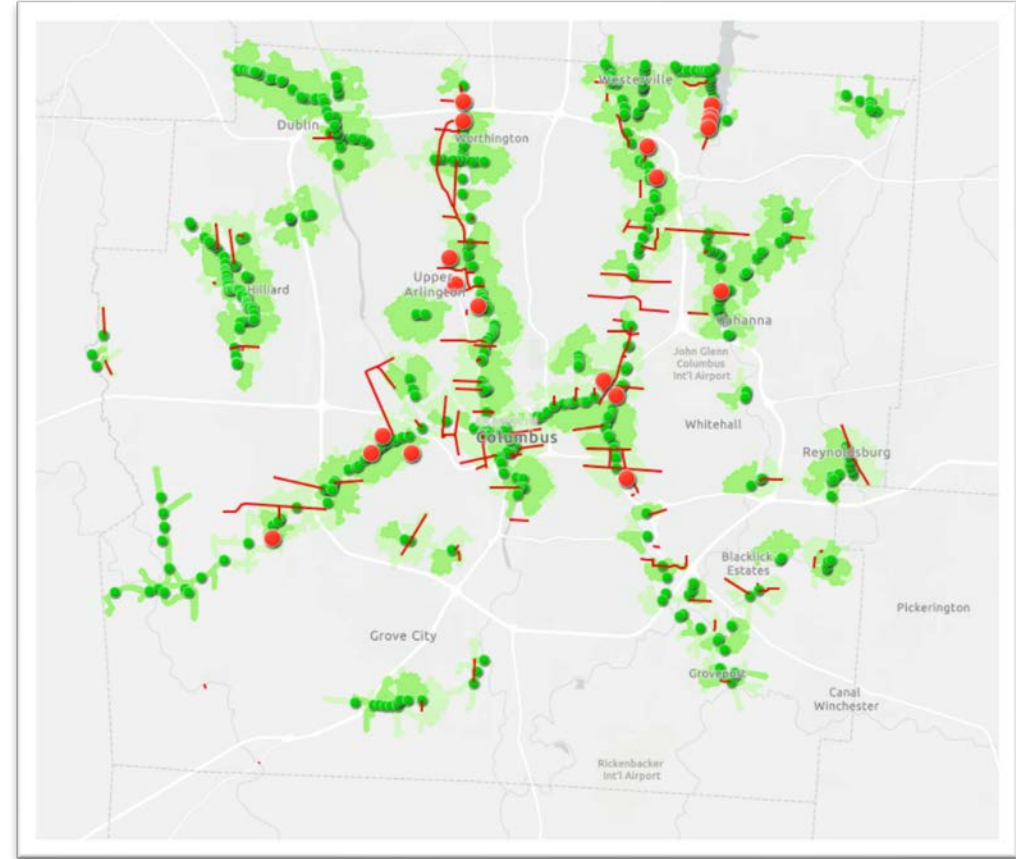
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TRAIL PRIORITIZATION: Segmentation

COG Trail Segments

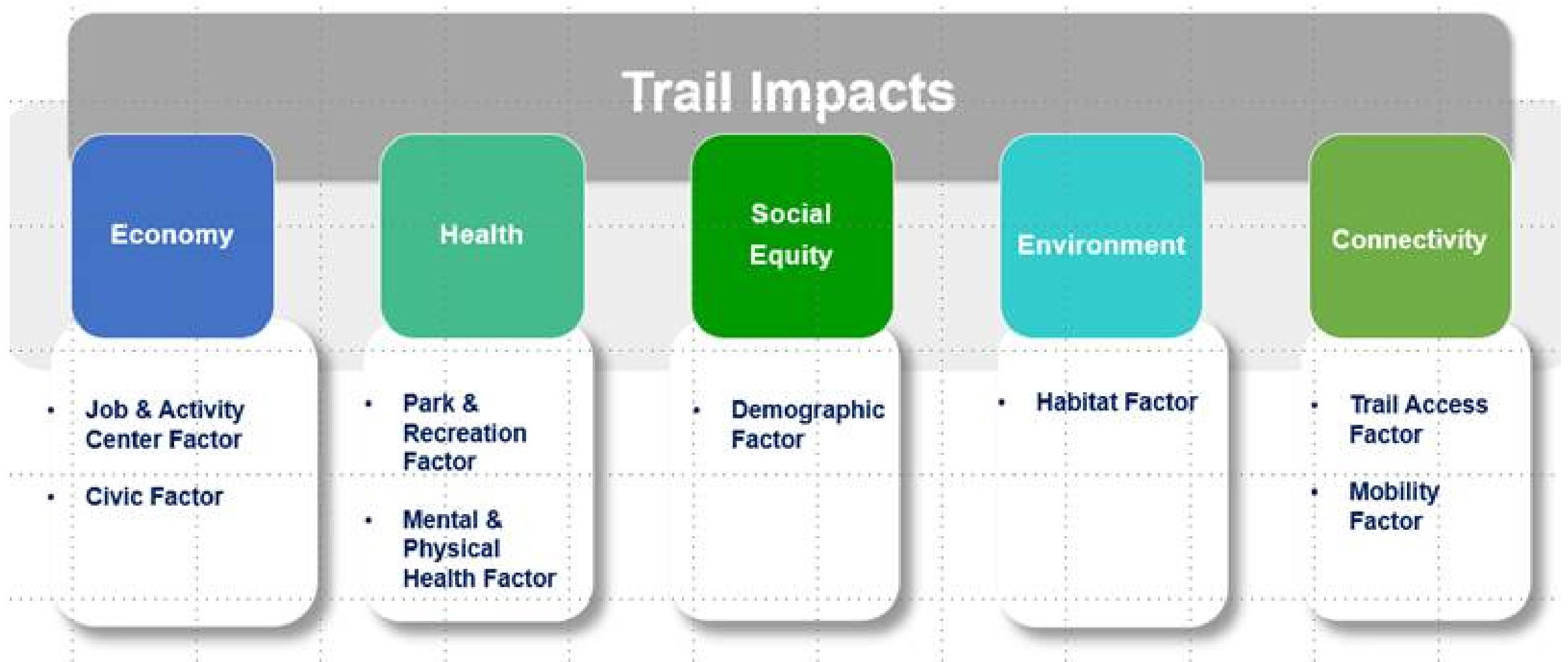


1st Mile / Last Mile Segments



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TRAIL PRIORITIZATION: Criteria



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CENTRAL OHIO GREENWAYS

Urban Greenway Design Guide

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ACKNOWLEDGEMENTS

Central Ohio Greenways Board:

- Letty Schamp, COG Board Chair and Trail Development Working Group Board Member
- Ted Beidler, COG Trail Development Working Group Chair
- Kelly Scocco, COG Tral Development Working Group Vice Chair
- Laura Ball, COG Trail Development Working Group Board Member
- Ted Miller, COG Trail Development Working Group Board Member
- Brad Westall, COG Trail Development Working Group Board Member

MORPC:

- Kerstin Carr, Director of Planning & Sustainability
- Melinda Vonstein, Central Ohio Greenways Coordinator
- Taylor Axene, Central Ohio Greenways Intern

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Introduction

The Central Ohio Greenways (COG) Board serves as a formal committee of the Mid-Ohio Regional Planning Commission’s (MORPC) Sustainability Advisory Committee (SAC). Board members represent the public, private, and non-profit sectors. The COG Board’s vision is a world-class network of trails easily accessible to every Central Ohioan, and its mission is to increase greenway trail mileage and use of trails for recreation and transportation needs.

With Central Ohio being on track to become a region of up to 3 million people by 2050, we must prepare for an increased demand for walkable neighborhoods and more transportation options. Trails are a critical element of a diverse transportation system. COG’s nationally recognized annual trail usage count system has revealed a consistent increase in trail miles traveled from 2014 to 2018, demonstrating the significance trails play in the quality of life of our growing region.

In 2018, the COG Board developed a Regional Trail Vision through extensive community collaboration. This Regional Trail identifies a community supported desire to add approximately 500 new trail miles to the existing trail network of over 230 trail miles. New miles will extend existing trails, fill gaps in trail corridors, connect neighborhoods to job centers, and create a truly interconnected network useful for both transportation and recreation.

Many of the existing trails run parallel to waterways, along abandoned or active rail corridors, in parks, or other open spaces. These trails are isolated from cars and are scenic natural areas where trail users can escape from traffic and the build environment. To connect more people to trails and link the existing trails together to from a network useful for commuting and recreation, many new trails need to coexist with vehicle traffic along existing roadways. This guide is intended to serve as a resource for communities and their trail design partners to provide inspiration and ideas to comfortably incorporate greenways into existing transportation networks.

Design considerations through the four lenses:

Economy

Trails connect people to job centers, shopping, and cafes. They also offer tourism and recreation opportunities.

Health

Spending time outdoors can improve mental and physical health. Safe trail infrastructure protect the vulnerable commuters including pedestrians and cyclists.

Equity

Trail access to neighborhoods that have traditionally been underserved can lead to better access to safe transportation options and outdoor space for all people.

Environment

Trails can be used as a natural buffer to protect waterways and improve water and air quality by encouraging transportation mode shift.

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URBAN GREENWAY CONTEXT

Central Ohio Greenways understands urban greenways to be high quality protected trails that provide transportation and recreation opportunities for all people in urban and suburban environments. They can be located along roadway corridors, along riverfronts, or abandoned corridors. The greenways protect uses from other urban transportation uses such as transit, vehicle, and trains while providing a scenic and comfortable atmosphere. The following greenway examples provide inspirational recommendations for how diverse places can implement greenways in various contexts.

Linear Park



Linear parks are creative ways to introduce greenspace into urban areas by taking advantage of excessive right-of-way or roadway width. They can transform wide roadway corridors into public greenspace useful for active and passive recreational, active transportation, and public space gathering. Linear parks with high quality trails can stitch together small urban parks to create the illusion of a large public park. The greenspace surrounding the trail provides protection from pollution, noise, and vehicles while also creating an opportunity for public art, playgrounds and outdoor gatherings.



Kennedy Greenway - Boston, MA

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South Waterfront Greenway - Portland, OR

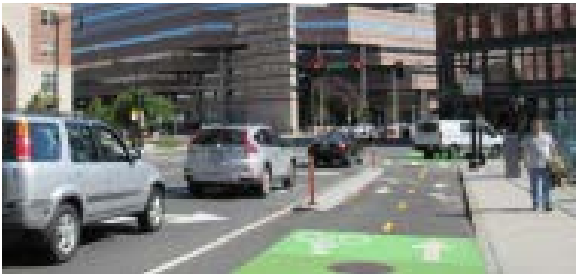


Scioto Mile Greenway - Columbus, OH

Commercial Corridor



A greenway in a commercial setting has the potential to dramatically increase economic development opportunities and property values. The comfortable pedestrian and cyclist environment encourage to travel to shopping destination on bike or foot, reducing the need for parking lots and expansive dedicated motor vehicle space. Protected greenways promote safe active transportation opportunities around and through the corridor and can comfortably connect to transit options.



Atlantic Ave Greenway - Boston, MA



Greenway - The Netherlands

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Cultural Trail - Indianapolis, IN

Mixed-Use Development



Urban greenways in mixed-use areas provide an additional form of transportation to connect areas across communities. Making connections on neighborhood streets offers a safer environment for an urban greenway where road speeds are slower.



Greensboro- Greensboro, NC



Scioto Trail - Dublin, OH

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Creekside - Gahanna, OH

Residential Neighborhood



Incorporating urban greenways on residential boulevards provide recreation and transportation opportunities near residential homes. Residential boulevards tend to be wider in their design and ideal to incorporate trail infrastructure.



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Olentangy Trail, Columbus, OH



West Orange Trail - Winter Garden, FL



Herritage Trail - Hilliard, OH

URBAN GREENWAY TYPES

Urban greenways are located in urban environments and provide users with safe, typically protected trails, for recreation and transportation needs. The following examples illustrate various greenway facilities types implemented in diverse urban contexts.

Median Greenways

Median greenways are located in the middle of a roadway and are physically separated from vehicle traffic by a barrier, curb, or buffer on either side.



Opportunities

- Replace under utilized center turn lanes
- Serve as a pedestrian refugee island on wide corridors
- Separated uses: Sidewalks for access to businesses; greenway for travel through a corridor.
- Avoid safety concerns associated with unsignalized right vehicle turns
- Free the curb lane for other urban transportation needs such as transit boarding, loading, and parking.

Challenges

- Managing intersection crossings
- Managing turning movements
- Maintaining access to essential driveways from both directions on vehicle travel



Downtown Street

9th Avenue and Delancey St
New York, NY



Shopping District

Spring Garden Street Greenway
Philadelphia, PA



Residential/Mixed-Use Boulevard

W Orange Trail
Winter Garden, FL

Shared Use Path

Shared use paths are physically separated from motorized vehicular traffic by an open space, curb, or barrier and may be used by pedestrians, bicyclists and other non-motorized users.



Opportunities

- Green storm water infrastructure between curb and the greenway may also provide natural scenery for trail user
- May be more cost effective than a traditional concrete sidewalk

Challenges

- Managing trail user conflict
- Managing intersections and crossings



Downtown Street

Indianapolis Cultural Trail
Indianapolis, IN



Commercial Street

Route 347
New York, NY



Neighborhood Street

Murphy Parkway, Powell, OH

Rail Trail

A multi-purpose, public path or paved trail created in place of an inactive railroad corridor. Linear rail corridors provide unique opportunities to convert linear abandoned spaces into trails and parks.



Opportunities

- Revitalization and repurpose abandoned corridor
- Typically, dramatically separated from other transportation
- Scenic linear parks are possible due to wide rights-of-way
- The typically long corridors can connect at the regional, state, and national levels

Challenges

- Maintenance of vegetation and trail areas
- Trail access
- User isolation
- Wayfinding



Downtown Area

Dequindre Cut
Detroit, MI



Commercial area

Beltline
Atlanta Georgia



Residential Area

Shepard Rail Trail
Columbus, OH

Rail-with-Trail

A Rail-with-Trail is similar to a rail trail, in that it takes advantage of an existing linear corridor, however a Rail-with-Trail runs parallel to an active commuter or freight rail line. In Central Ohio the Rail-with-Trail intent could also be achieved by building a trail parallel to fix route transit line such as a Bus Rapid Transit corridor.



Opportunities

- Activate an under-utilized rail corridor
- Scenic linear parks are possible due to wide rights-of-ways
- Provide comfortable connection to active commuter transit lines
- Provide protection from most other transportation uses
- Connect trails at the regional, state, and national levels

Challenges

- Maintenance of vegetation and trail areas
- Trail access
- User isolation
- Wayfinding
- Protection from rail uses



Downtown Area

2nd Ave Cycle Track
Seattle, WA



Commercial Area

Charlotte Trolley Trail
Charlotte, NC



Residential Area

Camp Chase Trail
Columbus, OH

Protected Bike Lane

A portion of the roadway that has been designated for cyclists only. Bike lanes enable cyclists to ride at their preferred speed with no interference from traffic conditions. Bike lanes are typically one-way facilities located parallel to the curb. A bike lane used as part of a Central Ohio Greenway trail must offer safe protection from other users. Buffer, barriers, grade changes, another protection may be used. Identification of bike lanes can include color treatments, pavement markings (bicycle stencil or directional arrow), stripping, signage, and intersection treatments. **To fulfill the purpose of the greenway, in addition to the bike lane high quality sidewalk or other appropriate pedestrian accommodation must be made.**



Opportunities

- Quick implementation: modify pavement marking and add low cost barriers
- Cost effective
- Reduce vehicle lane widths to encourage lower vehicle speeds
- Prevents trail user conflict

Challenges

- Managing intersections and trail crossings
- Maintenance of the bike lane
- Protection from high speed vehicles
- Accommodating natural and scenic elements
- Managing conflicts within parked car door zones



Downtown Street

Raised bike lane
Cambridge, MA



Commercial St

One-way protected bike lane
New York, NY

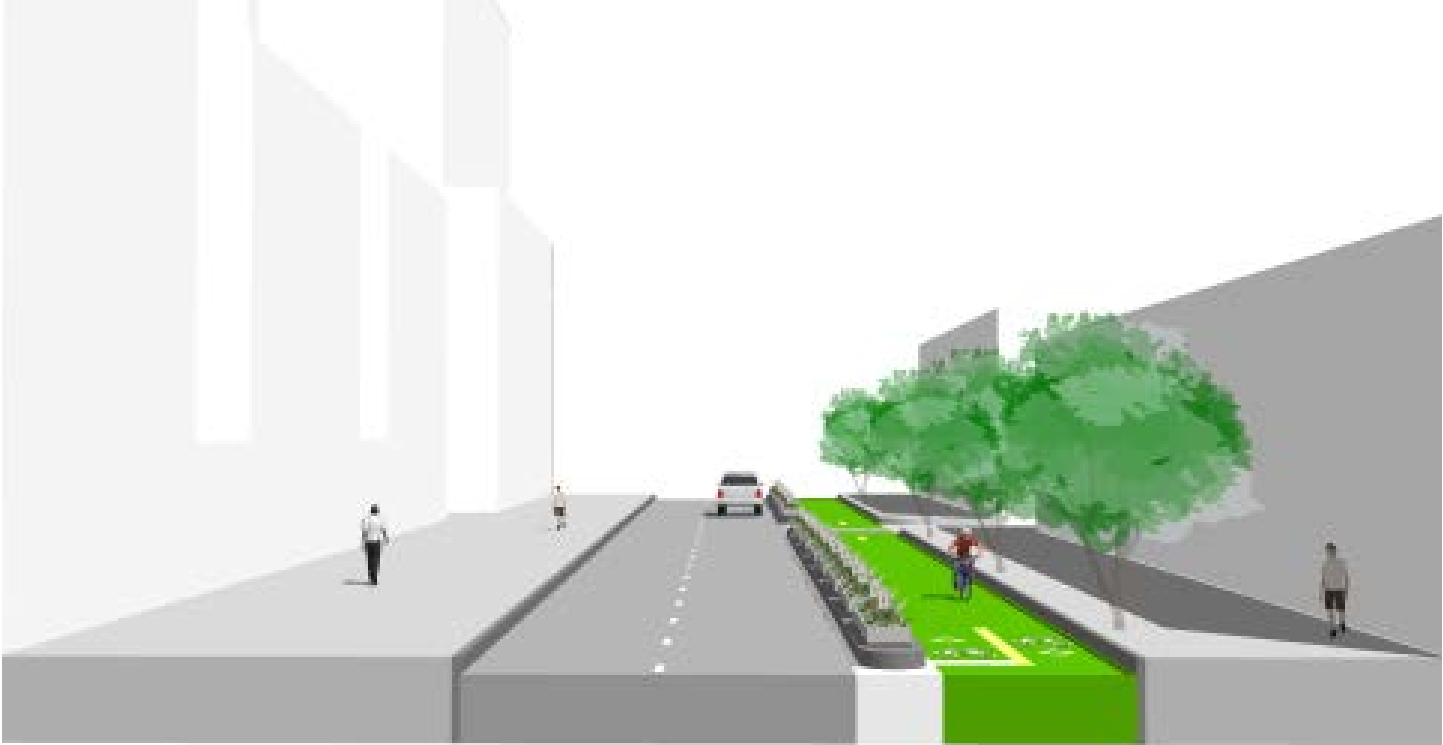


Residential

Raised & protected bike lane
Vancouver, BC

Cycle Track

Cycle tracks are physically separated from other uses and run parallel to the roadway. Cycle tracks are typically two-way and can be at street level or elevated. Additional pavement markings such as a bicycle stencil and directional arrow can be used directly on the cycle track to signal travel directions. Typically, the cycle track is a different color from the sidewalk to distinct the various uses and contains a protective barrier protecting users from motorized traffic. **As with bike lanes a sidewalk or other pedestrian facilities must be combined with the cycle track to fulfil the purpose of an urban greenway.**



Opportunities

- Cost effective
- Quick implementation if using existing infrastructure and drainage
- Reduce vehicle lane widths to encourage lower vehicle speeds
- Prevents trail user conflict
- Reduced need to cross vehicle traffic if destinations mostly located on one side of the corridor

Challenges

- Managing bicycle turning movements
- Maintenance of the bike lane
- Protection from high speed vehicles
- Accommodating natural and scenic elements
- Managing conflicts within parked car door zones



Downtown

Contra-flow
Dunsmuir, Vancouver



Commercial

Two-way protected
Charlotte, NC



Residential

3rd St Cycle Track
Columbus, OH



Bike Blvd



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DESIGN CONSIDERATIONS

The following considerations are intended to illustrate typical urban greenway concerns and infrastructure options that has been used locally and across the world to solve the common concerns.

Conflict Zones

Trail Crossings



Refuge Islands

Summit St
Columbus, OH

Hybrid Rapid Flashing Beacon

Worthington, OH

Use Separated Pavement Markings

Location



Tunnels

Olentangy Trail
Columbus, OH



Bridges

606 Bloomindale Trail
Chicago, IL

Intersections



Bike signal

Location



Roundabouts

Hilliard, OH



Curb Extensions

Location

Driveways



Trail Priority Driveway Crossings

Location

Transit



Bus Blubs

Summit St
Columbus, OH



Shared Bus/Bike Lane

Location



Bike Friendly Transit Stops

Location

Buffers and Barriers

Sound Buffers



Sound Wall

Location



Planted Buffer

Location

Scenic Visual Buffers



Parklet

Location

Safety Barriers



Car Parking - Door Zones

Location



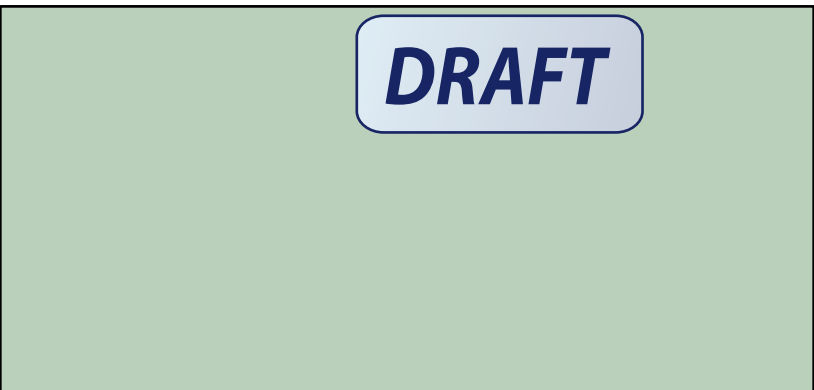
Concrete Barriers

Location



Concrete Barriers

Location



Space Buffers

Location

Utilitarian Amenities

Bike Storage / Repair



Bike Depot
Location



Bike Parking
Location

Lighting



Trail User Scale Lighting
Location

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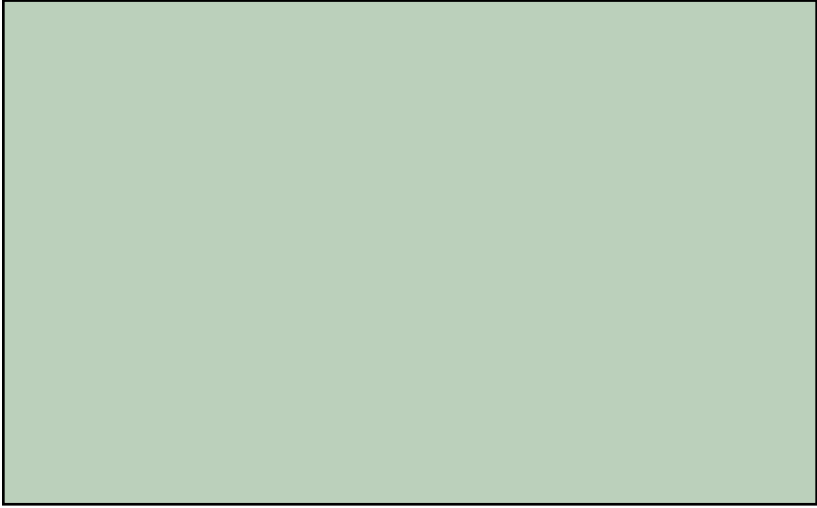
Signage



Urban Street Wayfinding
Location



Safety Wayfinding
Location



Donor/ Partners Recognition Signage
Location

Trail Counters



Showers

Location

Restrooms



Showers

Location



Pubic Restrooms

Location

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Natural, Scenic, and Comfort Amenities

Scenic Amenities



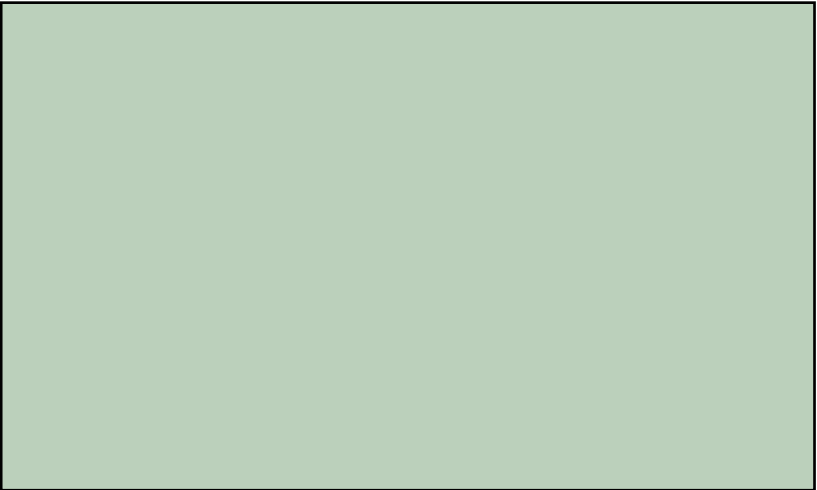
Riverfronts

Location



Planter Boxes

Cannon Cycle Track, Hamilton, Ontario



Vegetation

location

Storm Water Management



Bioswales
Indianapolis Cultural Trail
Indianapolis, IN

Public Art



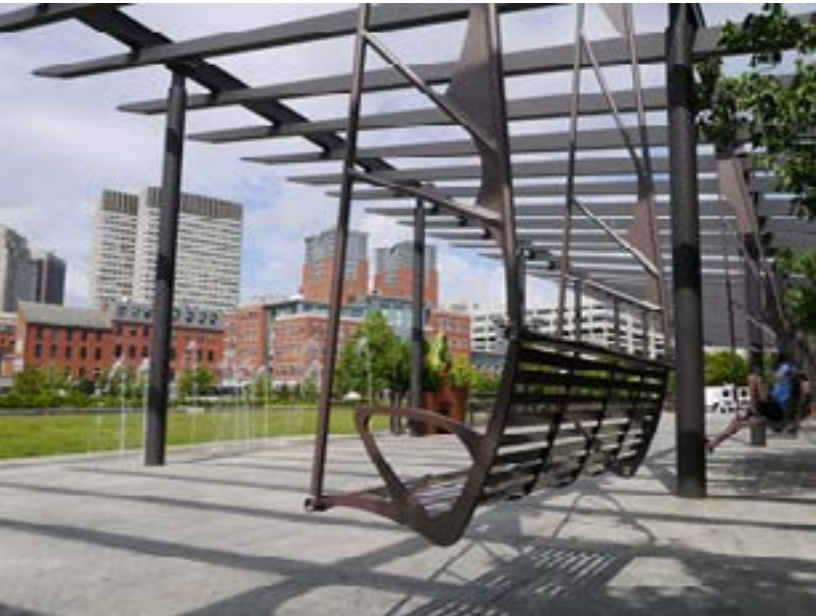
Murals
Beltline Greenway
Atlanta, GA



Sculpture
Kennedy Greenway,
Boston, MA

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Benches / Rest Areas



Benches
Location



Education



Interpretive Signage
Location



Maintenance

Greenway Material



Title
Location

Snow and Debris Removal



Title
Location

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Trail Alerts



Title
Location

Trail Counters



Title
Location



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Marketing & Communications Working Group



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TRAIL EVENTS: Update



MORPC

People Who Bike – August



MORPC

- Partnership between MORPC's Mode Shift Coalition and Central Ohio Greenways (COG)
- Alternative to the Bike Month Plan and the COG "Taste of the Trails" series of events
- Focus on breaking down stereotypes of bicyclists
 - Humans of New York style interviews with bicyclists in our communities
 - Videos and written posts
 - Highlight local bike shops and shop owners
 - Strong diversity focus
 - Focus on people of all ages: young children, young adults, adults, older adults
- Recognizing biking as a transportation and recreation mode
- Meet recommended physical activity guidelines



People Who Bike



- Digital and printed passport of activities
 - Activities can be accomplished anywhere in the region
- Four age categories
 - 3-6 yrs
 - 7-12 years
 - 13-16 yrs
 - 25+ yrs (*25-65 is the focus*)
- Educational resources to be provided for each age group
- Virtual rides to highlight regional trails
- Bike donation partnership with the Hilltop YMCA and Franklinton Cycle Works





PEOPLE WHO BIKE

Sponsorship Opportunities



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Event Sponsor – \$5,000 (Move Your Way)

- Mention on radio and/or tv media promotions
- Logo location on marketing material and media promotions
- Opportunity to include a half page ad in the campaign passport
- Opportunity to include marketing swag in prize giveaways
- Opportunity to share individual active transportation related posts throughout the month
- Opportunity to contribute to a bike donation

Trail Sponsor – \$1,000

- Opportunity to include a ¼ page ad in the campaign passport
- Opportunity to include marketing swag in prize giveaways
- Logo placement on all marketing material and media promotions
- Opportunity to contribute to a bike donation

Community Sponsor – \$50-\$500

- Logo placement on all marketing material, signage, and media promotions
- Opportunity to contribute to a bike donation
- Donate prize valued between \$50 - \$500
 - Example items: gift certificate to recreational stores, gift certificate to local businesses, tech accessories, bike helmets, adult bike, child sized bike, bike lights, bike baskets, etc.

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People Who Bike

Next Steps

- Sponsorship Confirmations due – 7/17
- Develop social media and radio outreach content
- Bike Donation and Fix-it Day (8/15 – Tentative)



MORPC



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Operations & Access Working Group



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Partnership Working Group



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Trail Survey



CENTRAL OHIO GREENWAYS TRAIL SURVEY



<https://www.surveymonkey.com/r/centralohiogreenwayssurvey>

We need your help to better understand how our current and future trails impact our economy, environment and health. Please take the trail survey to help us better understand current trends and how to capitalize on the opportunities and benefits associated with a regional trail network.



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