

Active Transportation Committee

Q2 Meeting – April 21, 2022

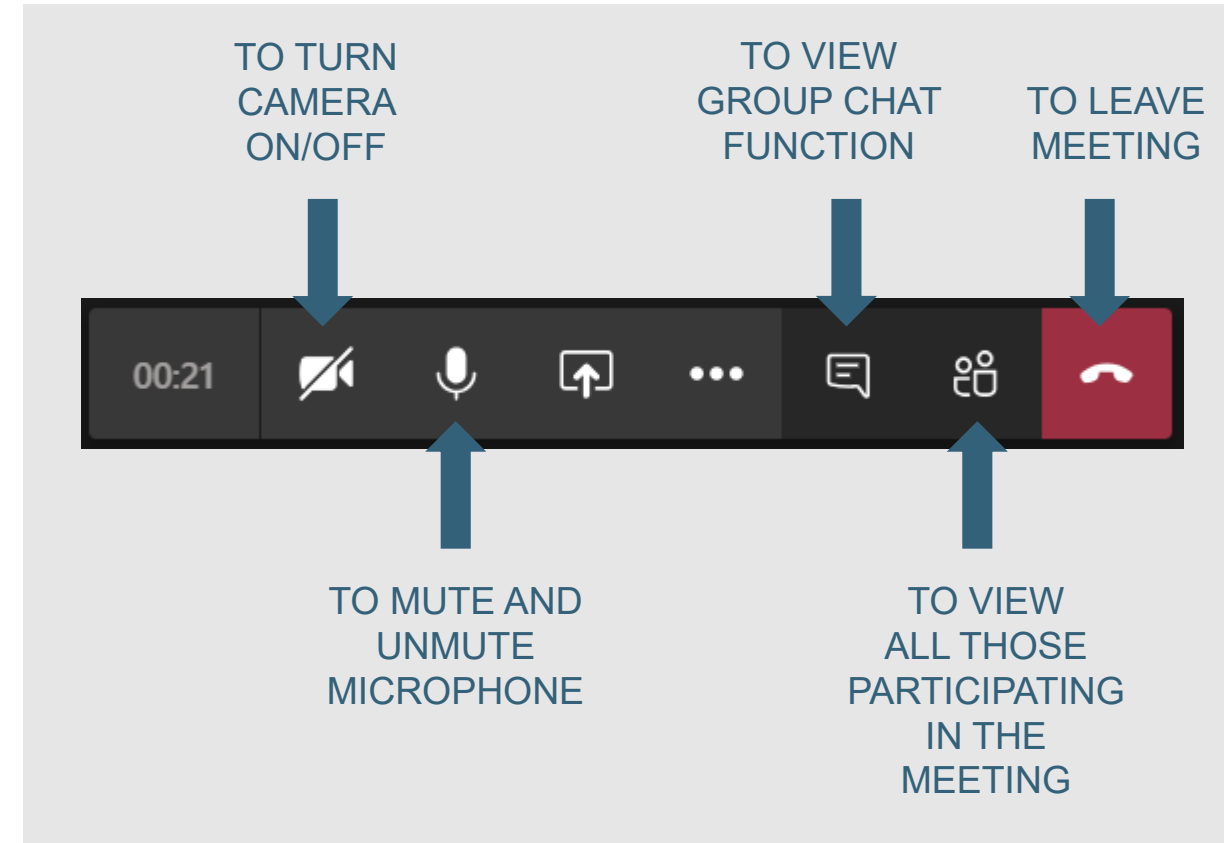


MORPC
MID-OHIO REGIONAL PLANNING COMMISSION

WELCOME!

The meeting will begin shortly.

- Please **mute** your microphone or telephone unless speaking.
- **If using a phone line** for audio:
Mute the microphone on Teams and turn the volume all the way down on your computer (to reduce feedback and echoes).
You may need to press *6 to unmute yourself during the meeting.
- **Questions** can be input into the chat function.



Agenda

- Welcome and Introductions
- Columbus Vision Zero Update
- Member Roundtable
- Funding Programs Updates
- MORPC Technical Assistance Program
- Other Business



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Columbus Vision Zero Update

Maria Cantrell

Columbus Department of Public Service



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Member Roundtable

Tell us what you have planned!



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Funding Programs Update

Updates from MORPC Staff



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MORPC- Attributable Funds

Tom Graham, MORPC



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Overview



- MORPC solicits applications for MORPC-attributable funding every 2 years.
- The AFC approved new draft Policies for Managing MORPC-Attributable Funding, which will be adopted in May.
- Applications for funding will be accepted this upcoming summer.



Activity Category Changes

- Roadway Capacity and Operational Changes

- This category combines the Major Widening and Minor Widening categories.
- Staff engaged in an exercise to rescore the last round with updated criteria and goal weighting and concluded that no one project type would dominate the other if they were scored as one category.

- Interchange/Freeway

- This category includes all projects which primarily benefit the freeway system as opposed to the local and regional transportation system.
- Projects in this category are scored using the criteria for the Roadway Capacity and Operational Changes category.
- No funding target is set for this category.

- System Preservation

- Category definition expanded to include reconstruction of stand-alone bike and pedestrian infrastructure.
- Additionally, the definition has been modified to allow for road diets occurring as part of a preservation project to compete within this category.

Goal Weighting

Activity Category	Economy	Natural Resources	Energy	Collaboration	Health, Safety & Welfare	Sustainable Neighborhoods
Roadway Capacity/Operational Changes	20	10	5	15	30	20
Bike and Pedestrian	10	10	5	15	30	30
Transit	15	5	15	15	20	30
System Preservation	15	5	5	15	35	25
Other	NA	NA	NA	NA	NA	NA



Funding Target Ranges

	Roadway Capacity/Operational Changes	Transit	System Preservation	Bike & Pedestrian
Minimum %	40	5	10	15
Maximum %	60	15	15	25

With new Infrastructure Investment & Jobs Act (IIJA) increase in funding, \$100 to \$120 million is expected to be available for new projects this cycle.

	Min %	Max %	Min \$	Max \$	Current	Available Min	Available Max*
Roadway Cap/Oper Improvements	40%	60%	\$92	\$138	\$87	\$5	\$51
Preservation	10%	15%	\$23	\$35	\$15	\$8	\$20
Bike/Ped	15%	20%	\$35	\$46	\$17	\$18	\$29
Transit	10%	15%	\$23	\$35	\$11	\$12	\$24
	75%	110%			\$130		
Available for new commitments					\$100		

	Min %	Max %	Min \$	Max \$	Current	Available Min	Available Max*
Roadway Cap/Oper Improvements	40%	60%	\$100	\$150	\$87	\$13	\$63
Preservation	10%	15%	\$25	\$38	\$15	\$10	\$23
Bike/Ped	15%	20%	\$38	\$50	\$17	\$21	\$33
Transit	10%	15%	\$25	\$38	\$11	\$14	\$27
	75%	110%			\$130		
Available for new commitments					\$120		

*For the Roadway Capacity/Operational Changes category, funding requests greater than \$5 million will not be funded until at least 40 percent of the maximum funding available for the category goes to requests that are \$5 million or less (in 2022 dollars).



Regional Transportation System Equity

- **Regional Transportation System Equity:** Measure of how the project addressing unmet needs of a particular population group or groups within their community. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, the applicant is to provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Data (census or other) to support the project is serving the specified population(s) should be provided.

Categories:	A ✓ Roadway Capacity	A ✓ Preservation	A ✓ Bike & Ped	A ✓ Transit	Other
1. Regional Transportation System Equity. With a focus on minority, low income, elderly, disabled or other historically underrepresented population group, provide a description of how the unmet need(s) of the population group(s) is being addressed by the project. Please provide data (census or other) to support the project is serving the specified population(s) should be provided					
See related attachment					

- Priority level A criteria for all categories within the Health, Safety, and Welfare Goal.
- Previously a MORPC derived criteria which required no response from the applicant. This change requires applicants to provide explanation of how the project will address unmet needs of historically underrepresented population groups.



Other Criteria Changes

- Congestion Relief

- Change evaluation of congestion from LOS E or worse to LOS F or worse. Emphasis on applicant response of how congestion is hampering economic development

- Percent and Amount of MORPC Funding Requested

- Applications that request amounts greater than 25% of the maximum of forecasted funds available for the category or over \$8 million, whichever is smaller, will not benefit in this criterion Applications that request amounts less than 10% of the maximum of forecasted funds available for the category or less than \$1 million, whichever is greater, will receive maximum benefit in this criterion.

- Private Sector Funding

- Merged this criteria in Documentation of Support and Collaboration criteria.

- Applicant Priority Ranking

- Allow for top 2 priority projects to receive credit under this criteria within the Roadway Capacity/Operational Changes category.

- Crash Reduction

- Increase emphasis on reducing fatal and serious injury crashes.

- Enhance Safety

- A new criteria which allows for applicants to explain possible safety improvements.



Applicant Workshop

- An applicant workshop will be held on **Wednesday May 18th at 2:30 pm** at MORPC.
- This workshop will cover the following:
 - Project Eligibility
 - Program Requirements
 - Screening Application Process
 - Final Application Process
 - Project Evaluation Criteria

Schedule for 2022-23

Date	Milestone
MAY 2	Solicitation of funding applications announced.
MAY 18	MORPC hosts an Applicant Workshop from 2:30 p.m. to 4:30 p.m.; select MORPC-generated datasets made available for applicant use.
JULY 8	The Commitment Update Form must be completed online by 5 p.m.
JULY 15	Staff notifies sponsors of any errors and omissions on the Commitment Update Forms. Sponsors have one week to provide corrections.
JULY 15	Screening Applications must be completed online by 5 p.m.
JULY 22	Staff will notify applicants of any errors and omissions on the Screening Applications. Applicants will have one week to provide corrections.
AUG. 1	MORPC posts the summary of Updates and Screening Applications.
AUG. 3	AFC meets at approximately 10 a.m. (following TAC). Staff presents changes requested on the Commitment Update Forms and recommendations for modifications to outstanding funding commitments. Staff presents an overview of Screening Applications received.
AUG. 10	Staff revises the forecast of funding available for new commitments.
AUG. 17	Staff sends feedback to Screening Applicants and guidance for completing the Final Application.
SEP. 28	Final Applications must be completed online by 5 p.m., when staff downloads the data in the online form.
Oct. 5	Staff notifies applicants of any errors and omissions on the Final Applications. Applicants have one week to provide corrections. Applications will be penalized if the applicants fail to respond.
OCT. 5	AFC meets at approximately 10 a.m. (following TAC) to approve modifications to outstanding funding commitments. Project sponsors present a summary of each new application.
OCTOBER	Staff applies scoring criteria to the applications for new funding commitments to develop a preliminary ranking of applications.
NOV. 2	AFC meets at approximately 10 a.m. (following TAC) to review MORPC staff preliminary scoring and ranking of the applications.
NOVEMBER	AFC provides feedback to staff on preliminary scoring. Staff revises scoring as needed.
DEC. 2	Staff's revised ranking within each Activity Category and information relative to preparation for development draft recommendations provided to AFC members for review.
DEC. 7	AFC meets at approximately 10 a.m. (following TAC) to develop a draft recommendation of new funding commitments.
DEC. 14	AFC meets at 0 a.m. to present member feedback on the draft recommendation and to consider final adjustments to the draft recommendation of funding commitments and approve it for the public review and comment period.

JAN. 3, '23	Draft recommendation of funding commitments is announced and made available for public review and comment (30 days).
JANUARY	Sponsors of applications included in the draft recommendations will coordinate with ODOT to program the project (obtain a PID) and initiate project development.
FEB. 3, '23	Close of public review and comment period.
FEB. 10, '23	Staff to send to AFC public comments received and staff recommendations for any changes to the draft funding recommendations.
FEB. 15, '23	AFC meets at 10 a.m. to review public comments received and discuss any changes to the draft recommendations. AFC approves final recommendations for updated and new commitments of MORPC-attributable funding.
MARCH '23	MORPC's CAC, TAC and TPC reviews and approves the awards of MORPC funding.
MARCH '23	Staff incorporates updated and new commitments into the draft SFY 24-27 Transportation Improvement Program
May '23	MORPC's CAC, TAC and TPC adopts the SFY 24-27 Transportation Improvement Program
JULY '23	Partnering Agreements sent to sponsoring agencies.
AUGUST '23	Signed Partnering Agreements are due from sponsoring agencies.



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Central Ohio Rural Planning Organization

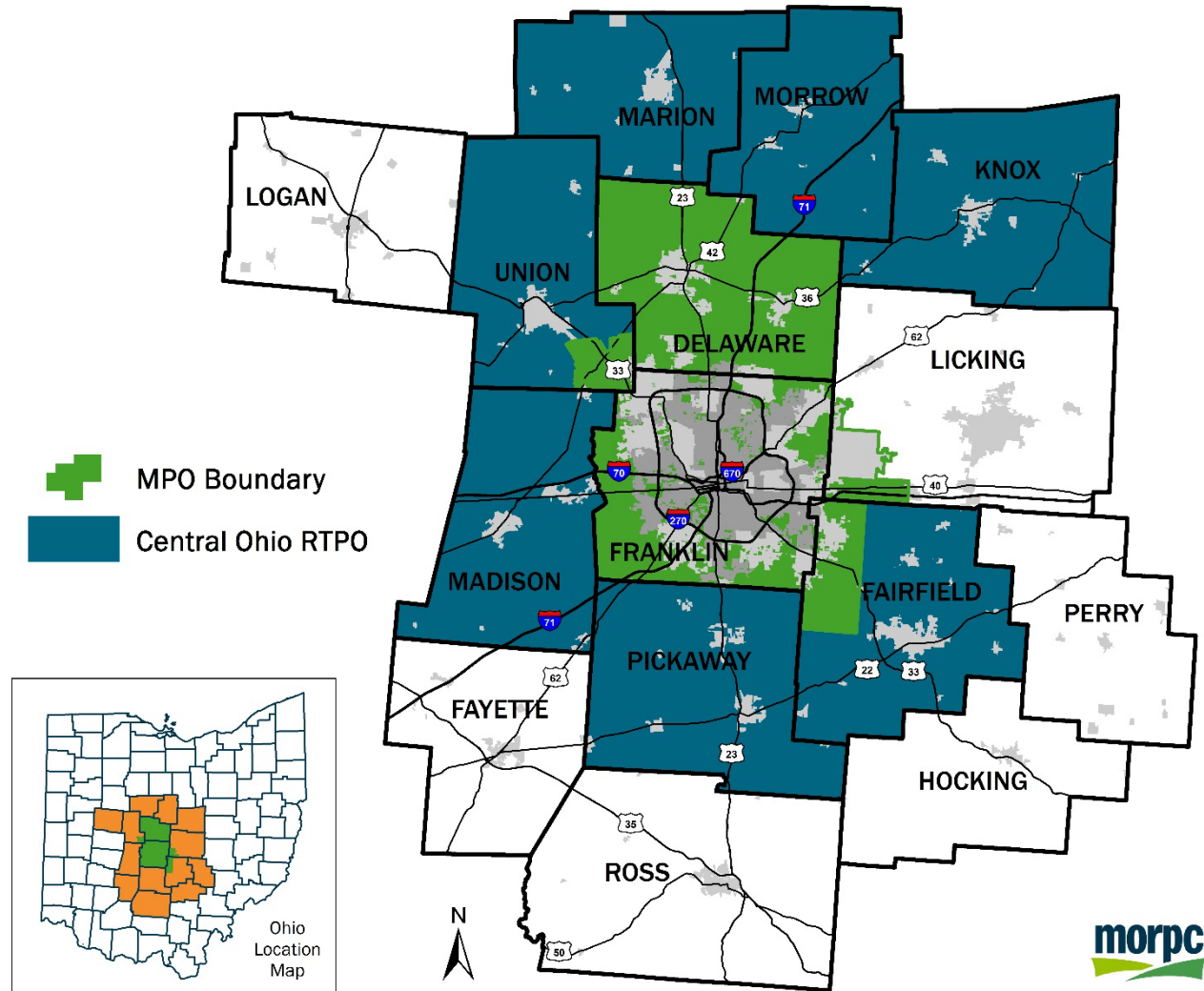
Mike Borger, MORPC/CORPO



CORPO

Who is CORPO?

- Seven Counties*
- CORPO Committee
- CORPO Subcommittees



*Outside MPO Area

CORPO Dedicated Funds

CORPO Dedicated Funds Program

- Part of the biennial transportation Budget
- Suballocation of Surface Transportation Block Grant (STBG)
- Funds can be used for **BOTH** capital and planning projects
- *Just under one million dollars available for a two-year cycle*

CORPO Dedicated Funds

Eligibility

- Eligible Sponsors
 - Public Agency
 - Non-Public Entities may Indirectly Sponsor
- Eligible Roadways
 - Federal Aid System
 - Bridge on Any Road
- Eligible Costs
 - All Phases
 - Require 20% Local Match

CORPO Dedicated Funds

Eligibility

- Eligible Activities

Funds may be used for construction, expansion, reconstruction, preliminary engineering, right of way or preservation of roads and bridges on any public road; capital costs for public transit and bus terminals; bicycle and pedestrian facilities; and other transportation-related activities.

- CORPO Transportation Plan

- CTP Goals and Objectives
- List of Projects

CORPO Dedicated Funds

Application Process

- Applicant Workshop
- Online Application
- Evaluation
- Committee and Public Engagement
- Adoption

CORPO Dedicated Funds

Evaluation

- CORPO Transportation Plan Goals and Objectives
 - Preserve and Maintain the Existing Transportation System in a State of Good Repair
 - A Safe Transportation System for all Users
 - Accessibility and Mobility Options for all Users
 - An Integrated, Connected and Coordinated Transportation System
 - A Transportation System that Promotes a Collaborative and Focused Approach to Support Economic Vitality
 - Preserve and Enhance Environmental Resources and Sustainability Through the Transportation System

CORPO Dedicated Funds

Previous Cycle Commitments

Sponsoring Agency	Project Title	Total CORPO Federal Dollars Requested	CORPO Federal Dollars Awarded	Phase Funded with CORPO Award
City of Mount Vernon	State Route 13 Relocation	\$784,517	\$261,316	Project Development
Morrow County Commissioners	State Route 61 & State Route 229 Safety Improvement	\$3,671,195	\$200,000	Project Development
Columbus & Franklin County Metro Parks	Heritage Trail Extension - Design & Feasibility Study	\$100,000	\$100,000	Project Development
Village of Gambier	Gateway to Gambier	\$577,200	\$77,200	Project Development
City of Lancaster	Lancaster's Southern Gateway	\$182,252	\$182,252	Construction
Village of Richwood	Rosette Way to healthy food	\$47,500	\$47,500	Construction

THANK YOU!

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Regional Grant and Investment Opportunities

Abby Finn Barnes, Grants and Investment
Officer



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Role at MORPC



- Maintaining relationships with MORPC members, local governments, and industry partners
- POC for new financial resource opportunities sought by MORPC and its members
- IIJA and new regional funding opportunities and strategies
- Oversee grant proposals and lead teams from MORPC staff and across the region
- Strategize community and regional support for grant opportunities
- Track other community applications for similar funding or programs

New Federal Infrastructure Bill

IIJA → Bipartisan Infrastructure Law (BIL)

EXISTING FORMULA FUNDS:

- Significant increase in Transportation Alternatives Program (TAP) funding
- States may use portion of TAP funding for staffing and to offer technical assistance
- State flexibility on local match
 - Potential to use HSIP as local match
- New requirements associated w/HSIP funds
 - Focus on vulnerable roadway users
- Dedicated state and regional planning funds:
 - Complete Streets policies, standards, plans
 - Active transportation plans

DISCRETIONARY FUNDS:

NEW PROGRAMS

- Active Transportation Infrastructure Investment Program
- Safe Streets and Roads for All
- Much of the funding can go directly to LPAs

EXISTING PROGRAMS

- Increases to RAISE, INFRA, etc.

MORPC will have staff to assist with grant funding applications

Imminent- RAISE Discretionary Grant program



MORPC

- Originally created under the American Recovery and Reinvestment Act as TIGER grants, and rebranded as BUILD grants, RAISE grants support surface transportation projects of local and/or regional significance
- FY2022 RAISE grants continue to align with the Department's strategic goals to improve safety, economic strength and global competitiveness, equity, and climate and sustainability
- Four Central Ohio applications:
 - MORPC – LinkUS
 - Licking County – Multimodal center
 - Franklin County - Trailways
 - City of Columbus – Williams Road



New Federal Infrastructure Bill

CENTRAL OHIO RAISE GRANT APPLICATIONS

- **PLANNING GRANT APPLICATIONS:**
 - Franklin County: Greenways
 - City of Columbus: Williams Rd.
 - MORPC: LinkUS
 - Licking County Area Transit Study (LCATS):
Mobility Network Strategic Plan (Rural)

FRANKLIN COUNTY: GREENWAYS PLANNING



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MID-OHIO REGIONAL PLANNING COMMISSION

- Applicant: Franklin County Engineer's Office
- Area of Focus: Hubbard Road and Roberts Road from Interstate 70 to U.S. Route 40
- Request: \$5.14 million
 - The Hubbard Road Connector is a transformative project that will build 2.9 miles of shared-use path along Hubbard Road and Roberts Road from Interstate 70 to U.S. Route 40, connecting Prairie Oaks Metro Park and Battelle Darby Metro Park and completing a vital link in the Darby Creek Trail.
 - Shared-use path along Hubbard Road and Roberts Road
 - Location: western Franklin County in Brown and Prairie townships
 - Dimensions: 2.9 miles long and 10' wide
 - Link between Prairie Oaks Metro Park and Battelle Darby Metro Park
 - Overcoming barriers: Interstate 70, Big Darby Creek, Norfolk Southern railroad, U.S. Route 40

COLUMBUS: WILLIAMS RD MULTIMODAL CORRIDOR PLANNING



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- Applicant: City of Columbus
- Area of Focus: Williams Rd. from Scioto River to SR-317 (Hamilton Rd.)
- Request: \$7 million
 - Planning and project development activities for corridor and intersection improvements
 - Address challenges including:
 - Multi-jurisdictions
 - Wide variety of land uses
 - One separated, two at-grade railroad crossings
 - Heavy freight traffic due to multiple logistics centers

MORPC: LINKUS MOBILITY PLANNING



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LINKUS MOBILITY PLANNING FOR EQUITABLE TRANSIT SUPPORTIVE INFRASTRUCTURE

- Applicant: MORPC
- Area of Focus: COTA Service Area
- Request: \$6.25 million
 - Transit Supportive Infrastructure (TSI) Prioritization
 - Greenways, Bikeways, Sidewalks
 - Project Development

Get TSI projects shovel ready to be funded through new LinkUS and federal funding opportunities

LCATS: MOBILITY NETWORK STRATEGIC PLAN



MORPC
MID-OHIO REGIONAL PLANNING COMMISSION

- Applicant: Licking County Area Transportation Study (LCATS)
- Area of Focus: Licking County
- Area of Study: Licking and its surrounding counties
- Request: \$4.9 Million
 - Strategic Plan
 - Identify components for and guide the implementation of an efficient, connected, safe, sustainable, and equitable mobility network
 - Main intentions:
 - Encourage economic opportunity
 - Support climate and sustainability goals
 - Planning process:
 - Define the need with data
 - Clarify the vision with engagement
 - Guide collaborative funding and implementation, and sustainability of mobility systems, technologies, and programs



MORPC

Near term- Multimodal Project Discretionary Grant (MPDG)

- Allows applicants to use one application to apply for up to three separate grant opportunities:
- Mega: \$1 billion of FY2022 funding available
- INFRA: ~\$1.55 billion in FY2022 funding available (Columbus Crossroads)
- Rural: \$300 million in FY2022 funding available
 - The common set of criteria include: safety; state of good repair; economic impacts, freight movement, and job creation; climate change, resiliency, and the environment; equity, multimodal options, and quality of life; and innovation.
 - Additional considerations include cost effectiveness; demonstrated project readiness, which includes technical assessment, financial completeness, and environmental review and permitting risk; and geographic diversity among recipients, including a balance between the needs of urban and rural projects.

USDOT Expected NOFO Dates



MORPC

Month	NOFO	Operating Administration/Office
May	Transit-Oriented Development Pilot Program	Federal Transit Administration
May	University Transportation Centers Program	Office of the Secretary
May	Natural Gas Distribution Infrastructure Safety and Modernization Program	Pipeline and Hazardous Materials Safety Administration
May	Safe Streets and Roads for All Grant Program	Office of the Secretary
May	Nationally Significant Federal Lands and Tribal Project Program	Federal Highway Administration
May	Bridge Investment Program	Federal Highway Administration
June	Railroad Crossing Elimination Program	Federal Railroad Administration

USDOT Expected NOFO Dates (contd)



MORPC

Month	NOFO	Operating Administration/Office
June	Ferry Programs: Electric or Low Emitting Ferry Program; Ferry Service for Rural Communities Program; Passenger Ferry Grant Program	Federal Transit Administration
June	Reconnecting Communities Pilot Program	Office of the Secretary
July	All Stations Accessibility Program	Federal Transit Administration
July	Rail Vehicle Replacement Program	Federal Transit Administration
Summer	National Culvert Removal, Replacement, and Restoration Grant Program	Federal Highway Administration
August	Consolidated Rail Infrastructure & Safety Improvements Grant Program	Federal Railroad Administration
September	Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program	Office of the Secretary

ONLINE RESOURCES



- [The Bipartisan Infrastructure Law Will Deliver for Ohio \(transportation.gov\)](#)
- [INFRASTRUCTURE INVESTMENT AND JOBS ACT \(IIJA\) Overview of highway provisions \(dot.gov\)](#)
- [FTA Program Fact Sheets under the Bipartisan Infrastructure Law | FTA \(dot.gov\)](#)

Questions?

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From Vision *to* Action

Regional Engagement
Round 2 – April 21, 2022

Active Transportation Committee



LinkUS is...

Central Ohio's
transformational
and comprehensive
prosperity and
mobility initiative.

Provides equitable
mobility options for
residents and visitors

Ensures access to jobs
and affordable housing

Promotes
economic growth

Improves sustainability

LinkUS Simplified

Mobility
Infrastructure
Investments

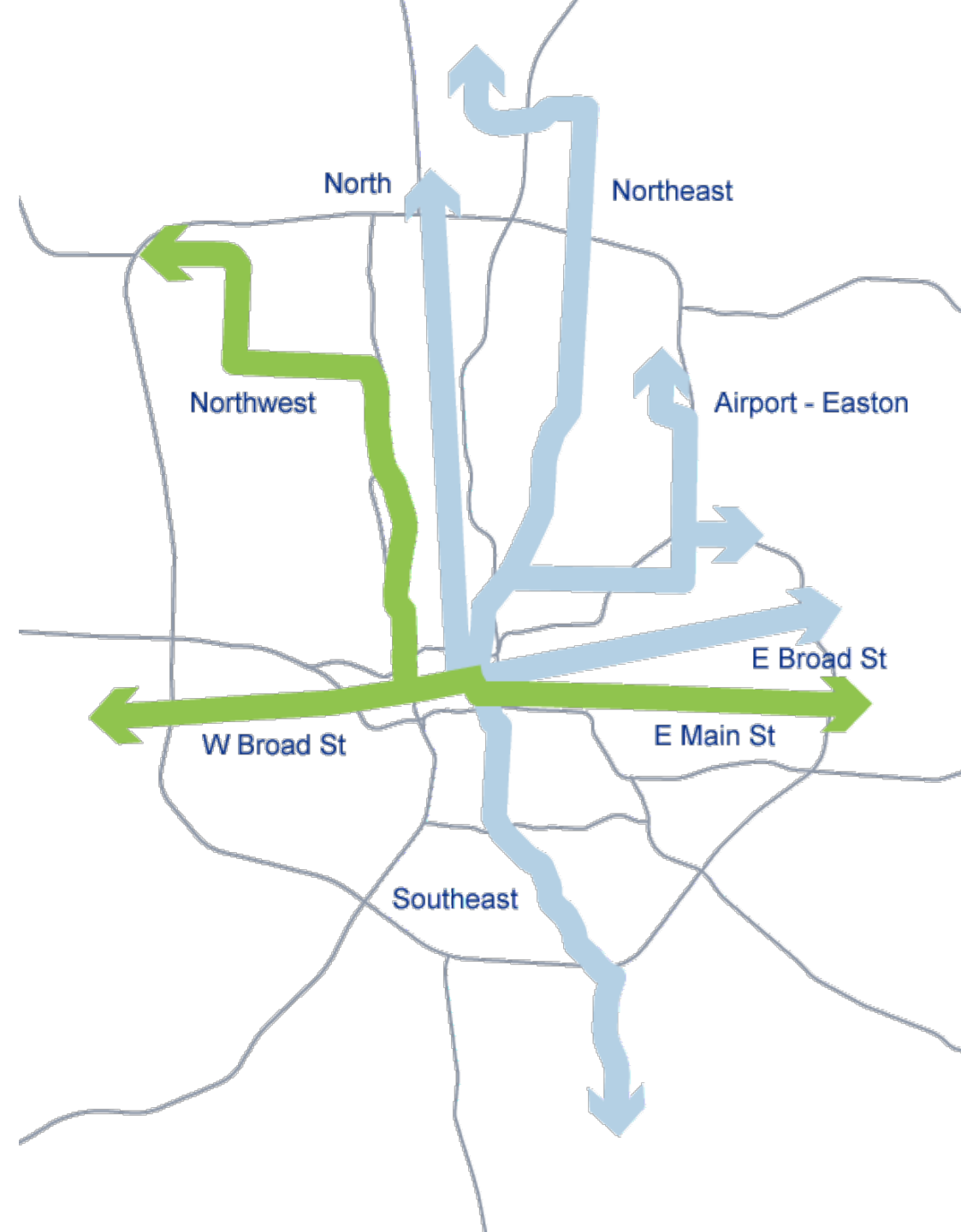
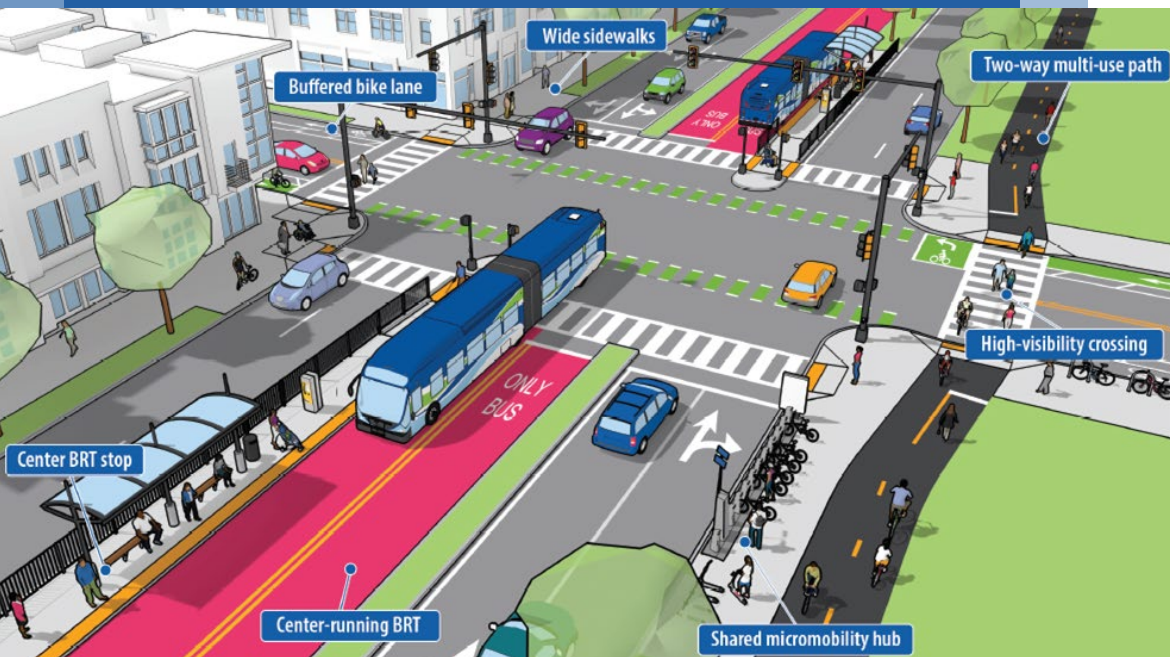
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Walkable,
Connected
Communities

=

Increased
Opportunities

LinkUS High Capacity Transit Corridors



LinkUS Thinks Big

It combines high-capacity corridors with regionwide improvements in transit, sidewalks and bike trails, and other transit-supportive infrastructure and development



Premium High
Capacity Rapid Transit



Transit Service
Enhancements



Bikeway
s



Greenwa
ys



Sidewalk
s



Roadwa
ys



Common Themes Regionally

- Growth challenges and opportunities affect how we retain and attract our region's workforce
- Each jurisdiction has specific priorities for safe sidewalks and trails, more transit and strategic development
- Collaboration and willingness to pay is essential to seizing this opportunity



The Potential Program

By 2030



By 2050

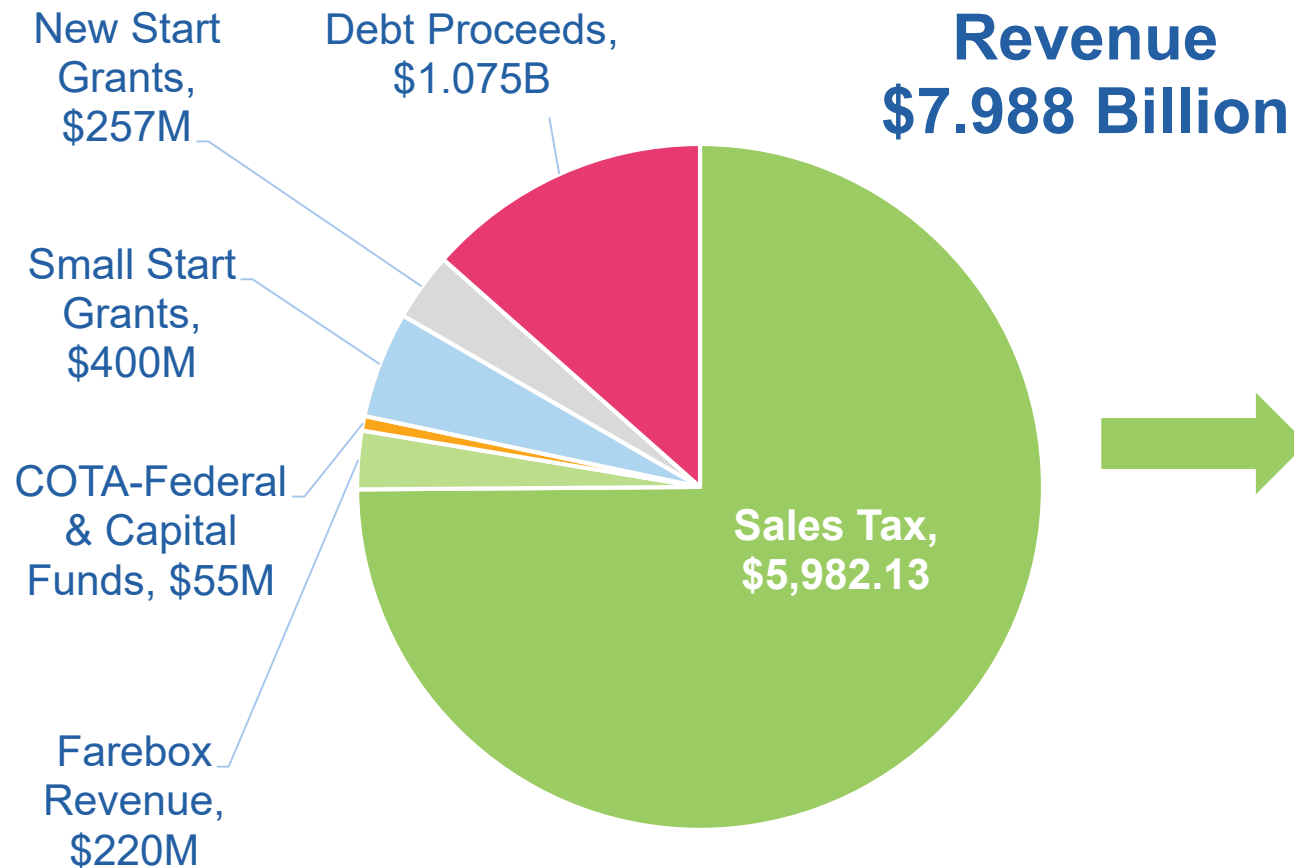
- 3 high-capacity rapid transit corridors
- \$380 million in Transit Supportive Infrastructure
- 8 new COTA//Plus zones
- 25% increase in fixed route service hours
- \$150 million for transit-oriented development
- \$4.7 million for shelter expansions
- 1 new transit center
- 1 new park & ride; park & ride improvements

- 5 high-capacity rapid transit corridors
- \$1.6 billion in Transit Supportive Infrastructure
- ~ 500 miles of bicycle and pedestrian improvements
- ~ \$250 million to support roadway improvements and special projects
- Fixed route service improvements
- 4 new transit centers
- 5 new park & rides; park & ride improvements

What it Costs

	Expenditures 2021-2050
HCRT – 5 Corridors*	\$4,300,000,000
Fixed Route Service Improvements (200,000 hours annually)	1,270,000,000
COTA//Plus (8 new routes)	250,000,000
Capital Improvements (transit centers, P&Rs)	140,000,000
Transit Oriented Development (TOD)	150,000,000
Programs, Policy & Partnership	130,000,000
Technology	55,000,000
Other Service Improvements	55,000,000
Transit Supportive Infrastructure (sidewalks, trails, greenways, roadways)	1,650,000,000
Total Expenditures	\$7,980,000,000

Where Funding Would Come From



- Assumes adding a new 0.5% COTA sales tax to the existing 0.5% COTA sales tax
- = 1% permanent COTA sales tax
- Leveraged to secure at least \$650 million in federal funding
- Consistent with other region investments

How COTA Compares to Other Ohio RTAs

Service Area	Current RTA Sales Tax	Current Total County-Wide Sales Tax
COTA (Franklin, Fairfield*, Licking*, Delaware* and Union* Counties)	0.5%	7.25% - 7.75%
Greater Cleveland Regional Transit Authority (Cuyahoga County)	1.0%	8%
Southwestern Ohio Regional Transit Authority (Hamilton County)	0.8%	7.8%

**The portions of the counties in which COTA operates*

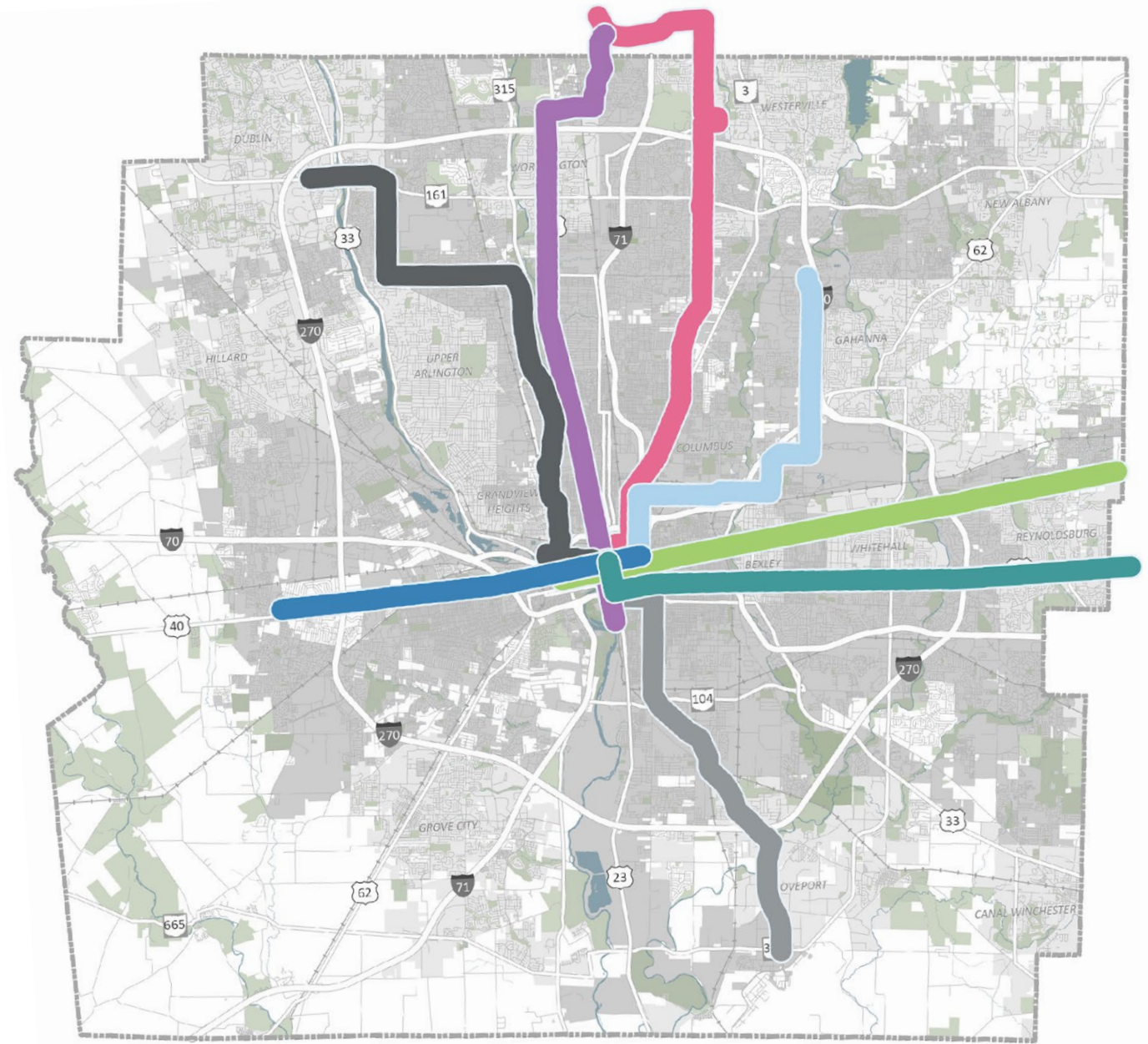
Where Funding Would Go



- All jurisdictions in COTA's service area would be eligible
- We are designing a process, to be administered by MORPC, to allocate Transit Supportive Infrastructure Funds for sidewalks, trails, transit-supportive roadway improvements

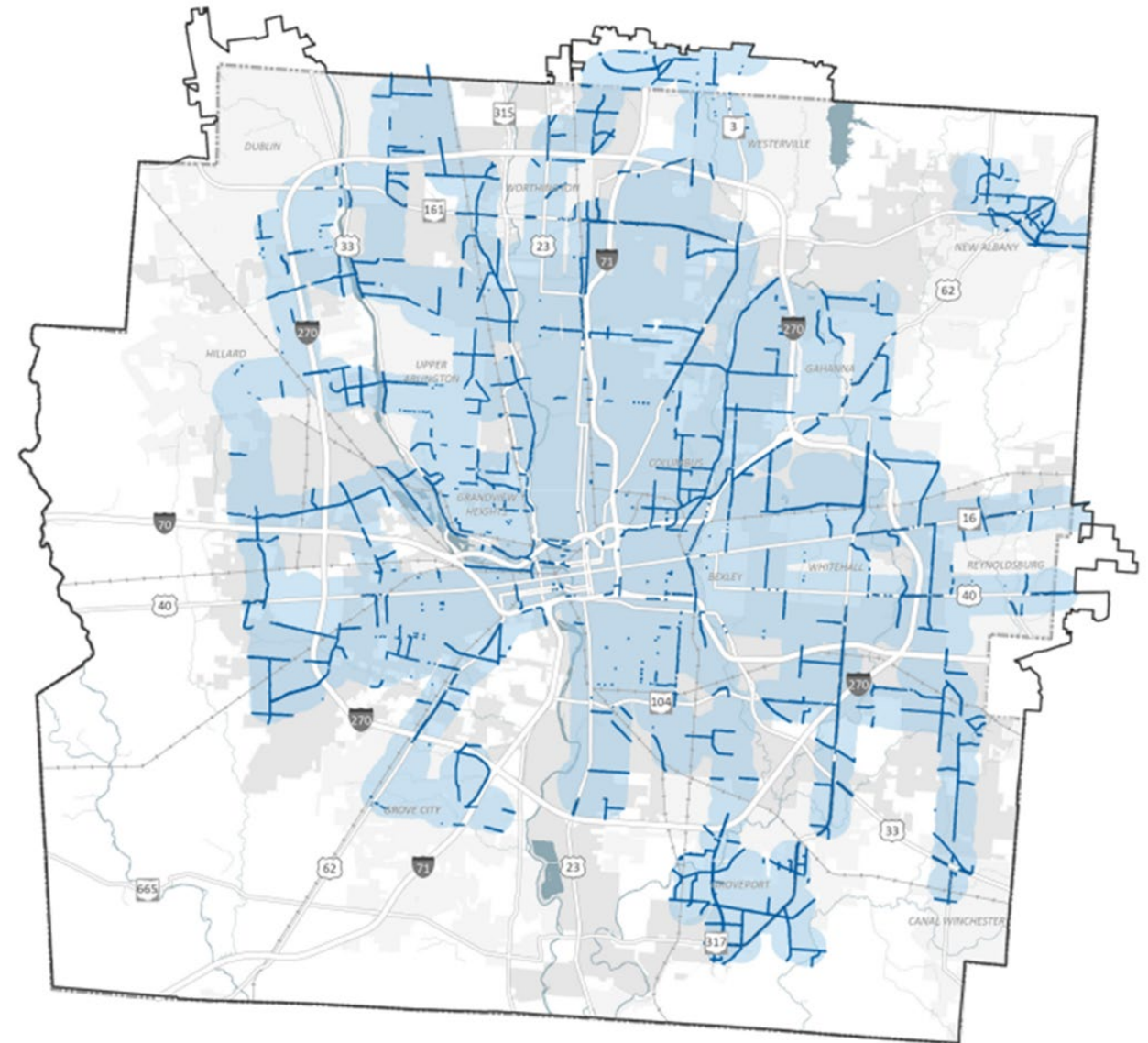
Transit-Supportive Infrastructure Vision

High-Capacity
Rapid Transit
\$3.7B - \$4.8B



Transit-Supportive Infrastructure Vision

Pedestrian
\$4.1B - \$4.7B



Sidewalk Vision

- Sidewalk Gaps within 1/2 Mile of COTA Stops Along Major Roads
- Area within 1/2 Mile of COTA Stops
- COTA Service Area

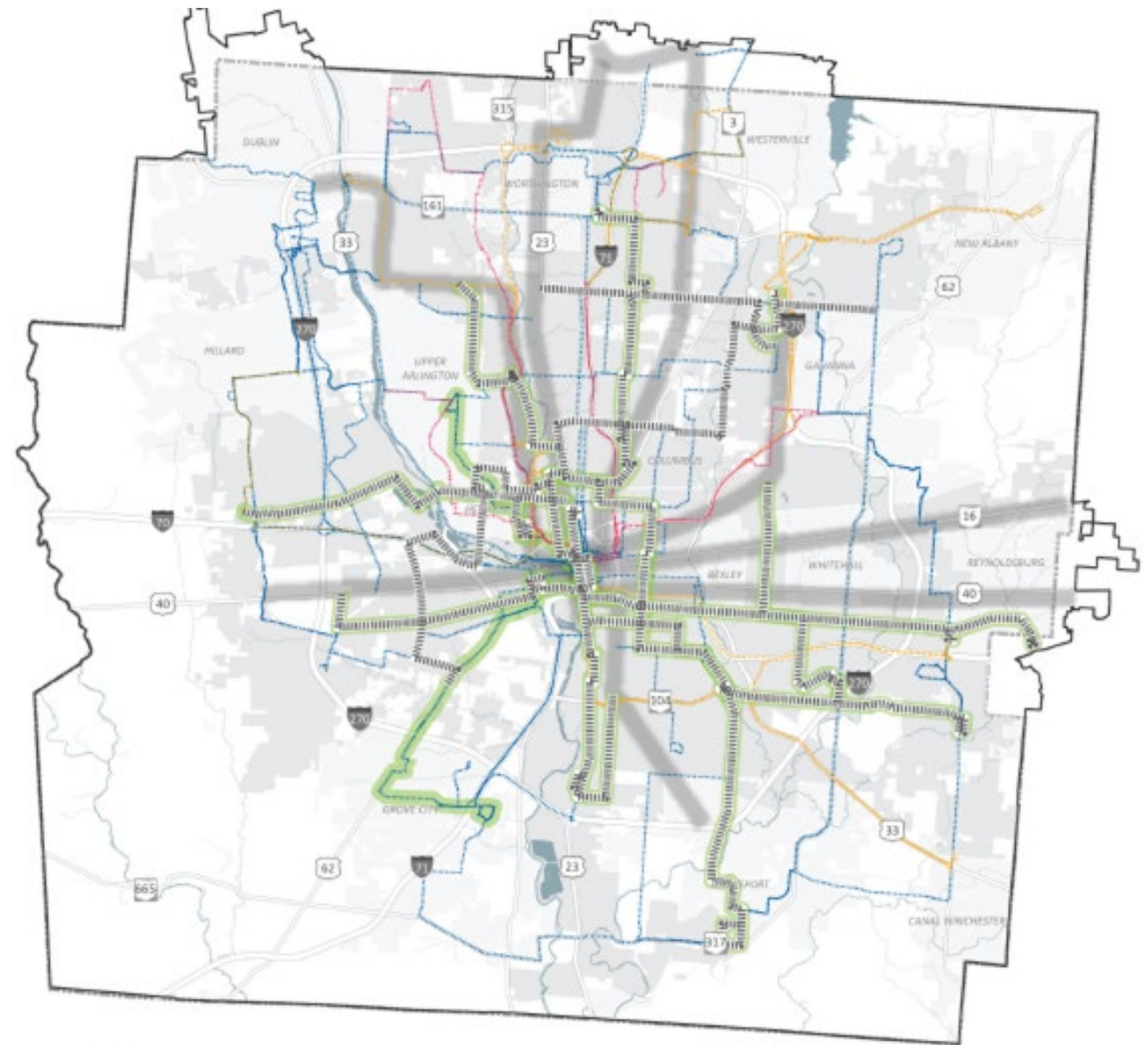
Greenways
\$440M - \$510M

Bicycle
\$1.1B - \$1.3B



Transit-Supportive Infrastructure Vision

Fixed Route & Other
Transit Investments
\$8 - \$9B



Future High-Frequency
Routes (15 Minutes or
More Frequently)

Future 30-Minute
Frequency Routes

Future Commuter Routes
(Both Directions,
Rush Hour and Midday)

Future Express Routes
(One Direction,
Rush Hour Only)

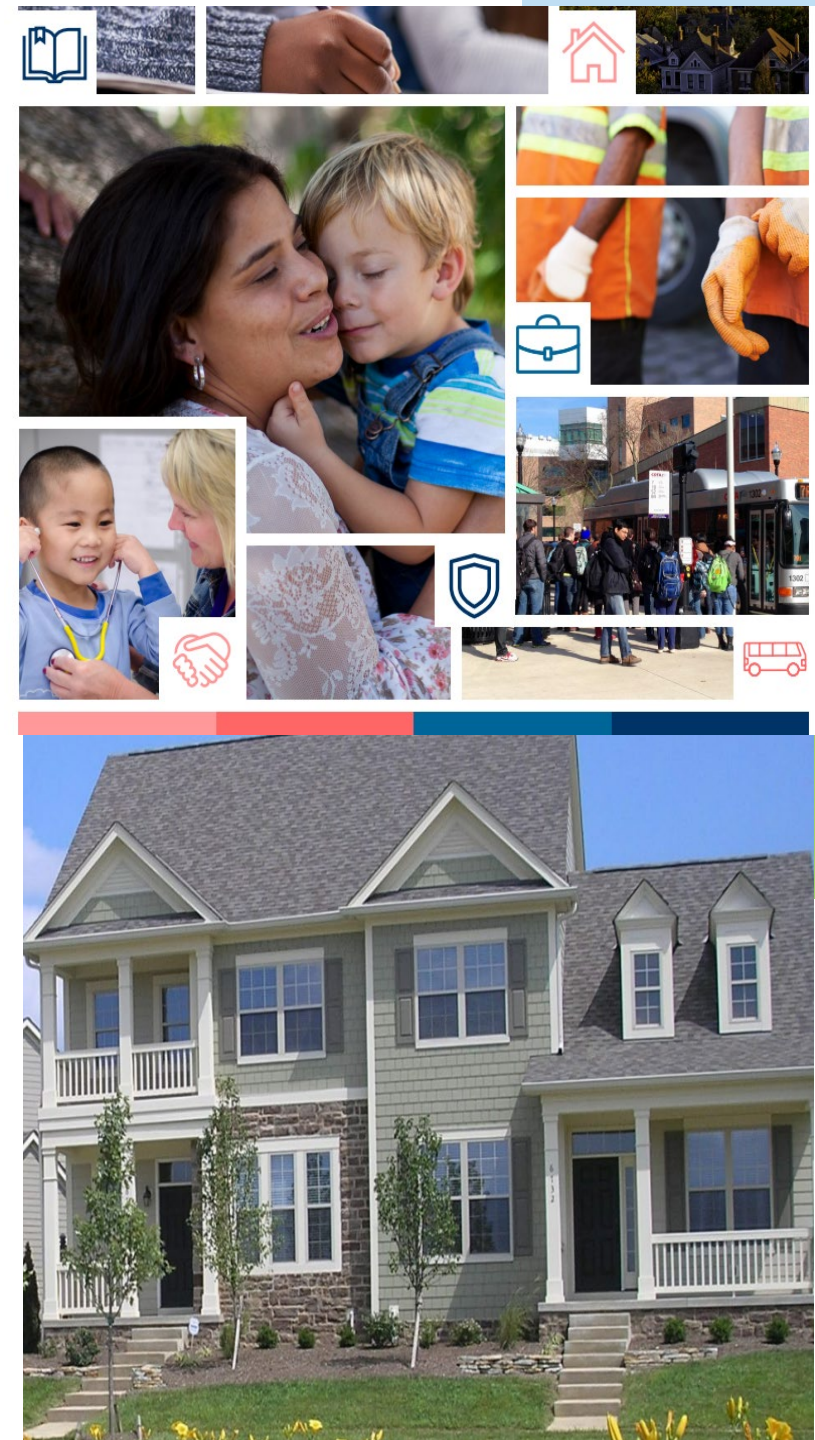
Future 24-Hour Routes

Future High-Capacity
Transit Corridors

COTA Service Area

Community Action Plan Recommendations

- Champion transformative infrastructure investment
- Provide sustainable funding for LinkUS
- Advocate for regional prosperity outcomes
- Create a regional transit-oriented development strategy
- Pursue legislative changes
- Designate a leadership committee to oversee allocation of Transit Supportive Infrastructure Funding (MORPC)



MORPC Technical Assistance Program 2022

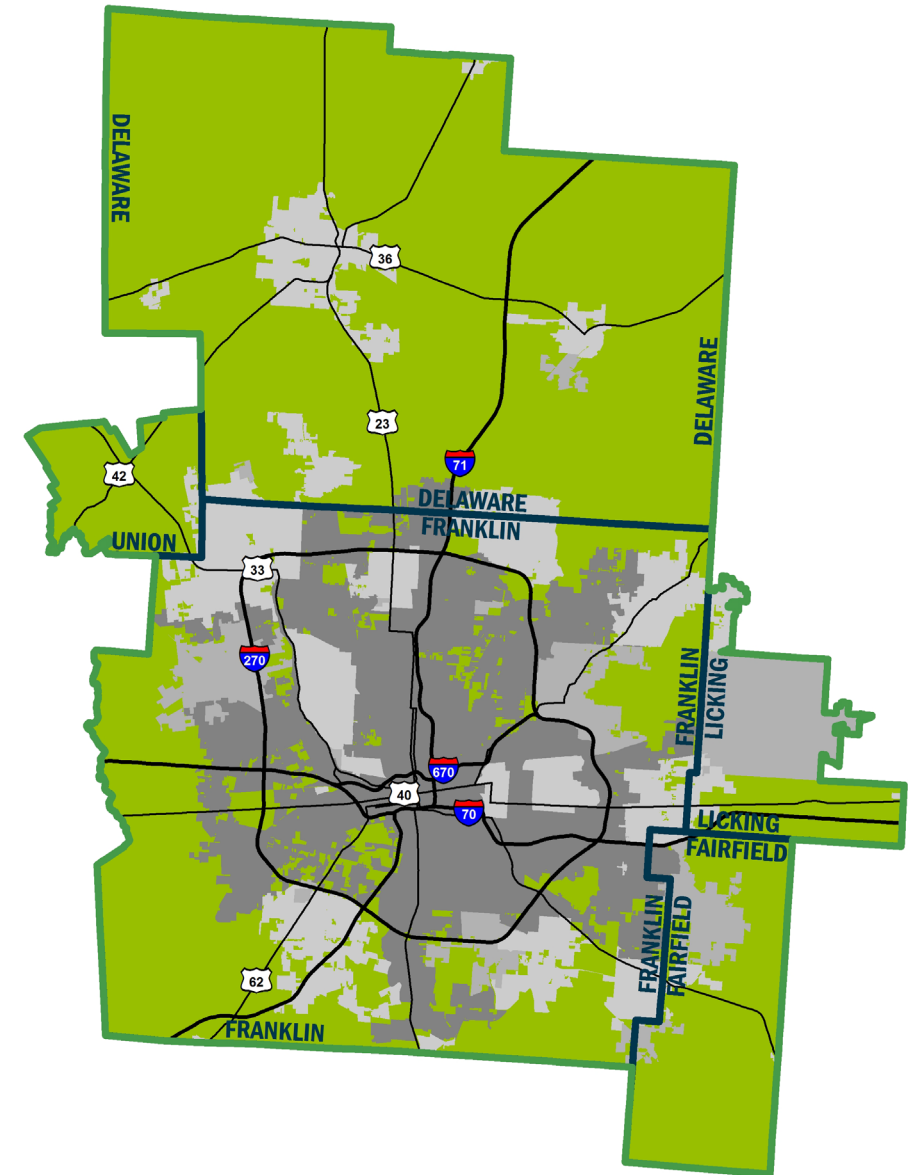
Lauren Cardoni, MORPC



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Technical Assistance Program

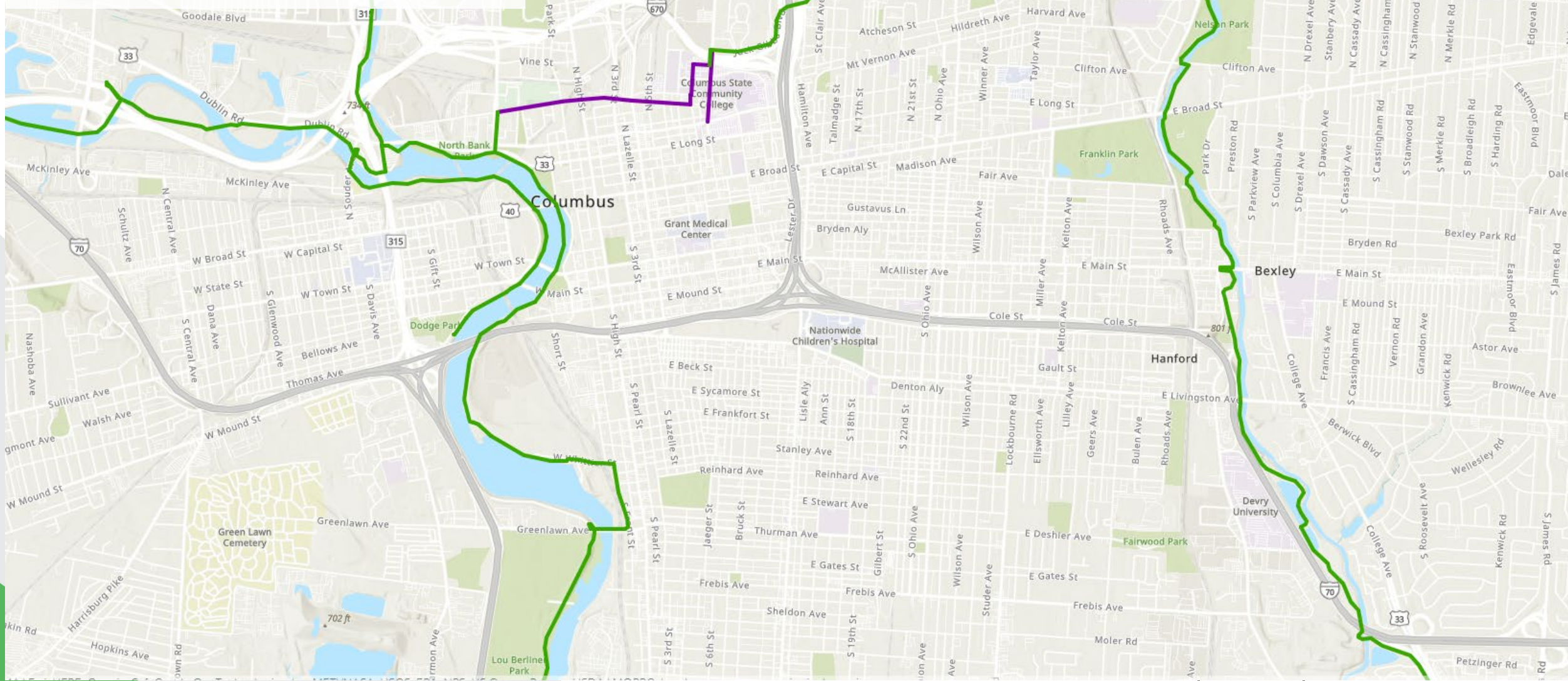
- Technical Assistance Program (TA Program) **provides MORPC staff assistance** to local government members within the Metropolitan Planning Organization (MPO)
- Community-based **planning services that advance the goals in the MTP** through implementation of specific MTP strategies
- **Awarded through a competitive application process**, evaluated by committee
- Services **completed within 6-9 months**



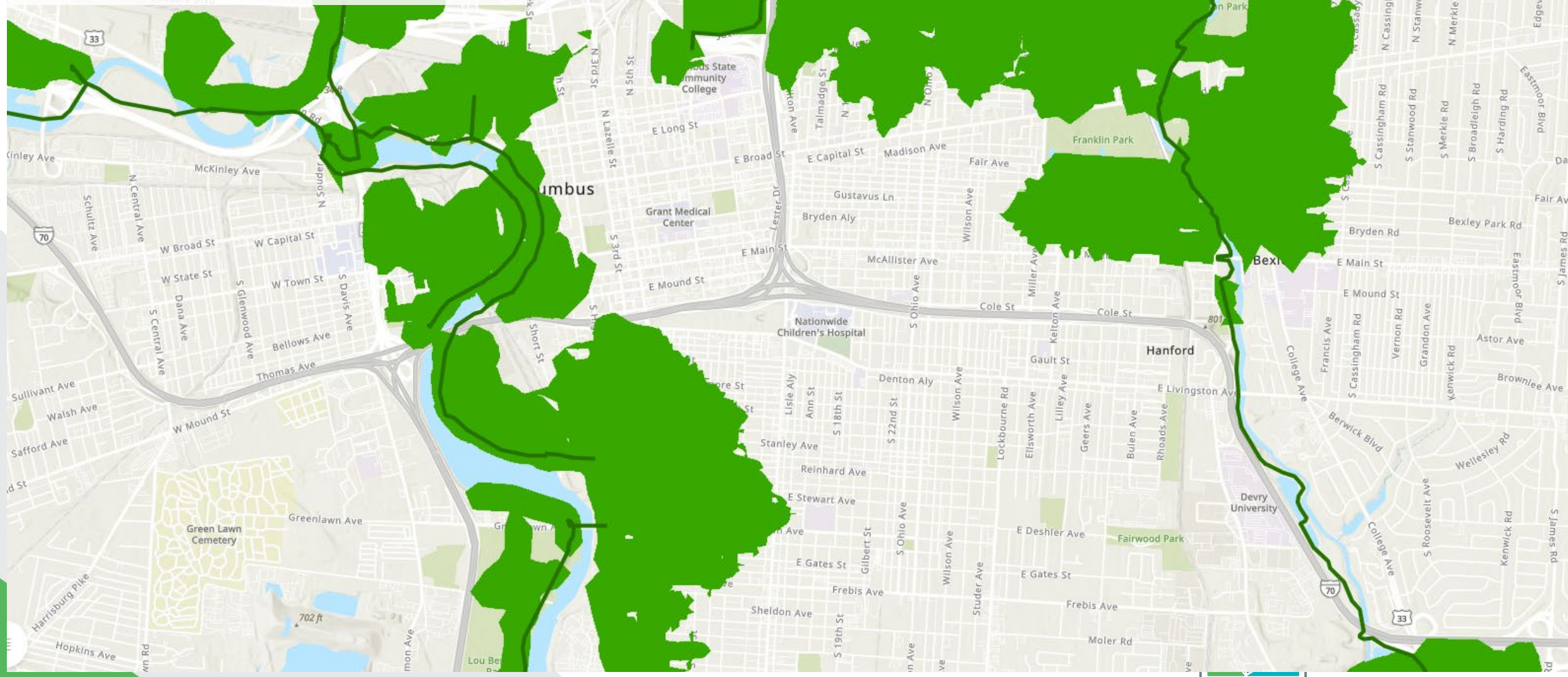
Technical Assistance Program 2022 Awards

Applicant Agency	Requested Activity	Focus Area
Franklin County Metro Parks	Central Ohio Greenways Vision Refinement	Scioto Trail Southern Extension
City of Sunbury	Central Ohio Greenways Vision Refinement	Ohio to Erie Trail Access and Connections
City of Columbus	Central Ohio Greenways Vision Refinement	Downtown Connector Access and Connections
City of Dublin	Central Ohio Greenways Vision Refinement	Cross-Jurisdictional Connections

City of Columbus - Downtown Connector Access/Connectivity

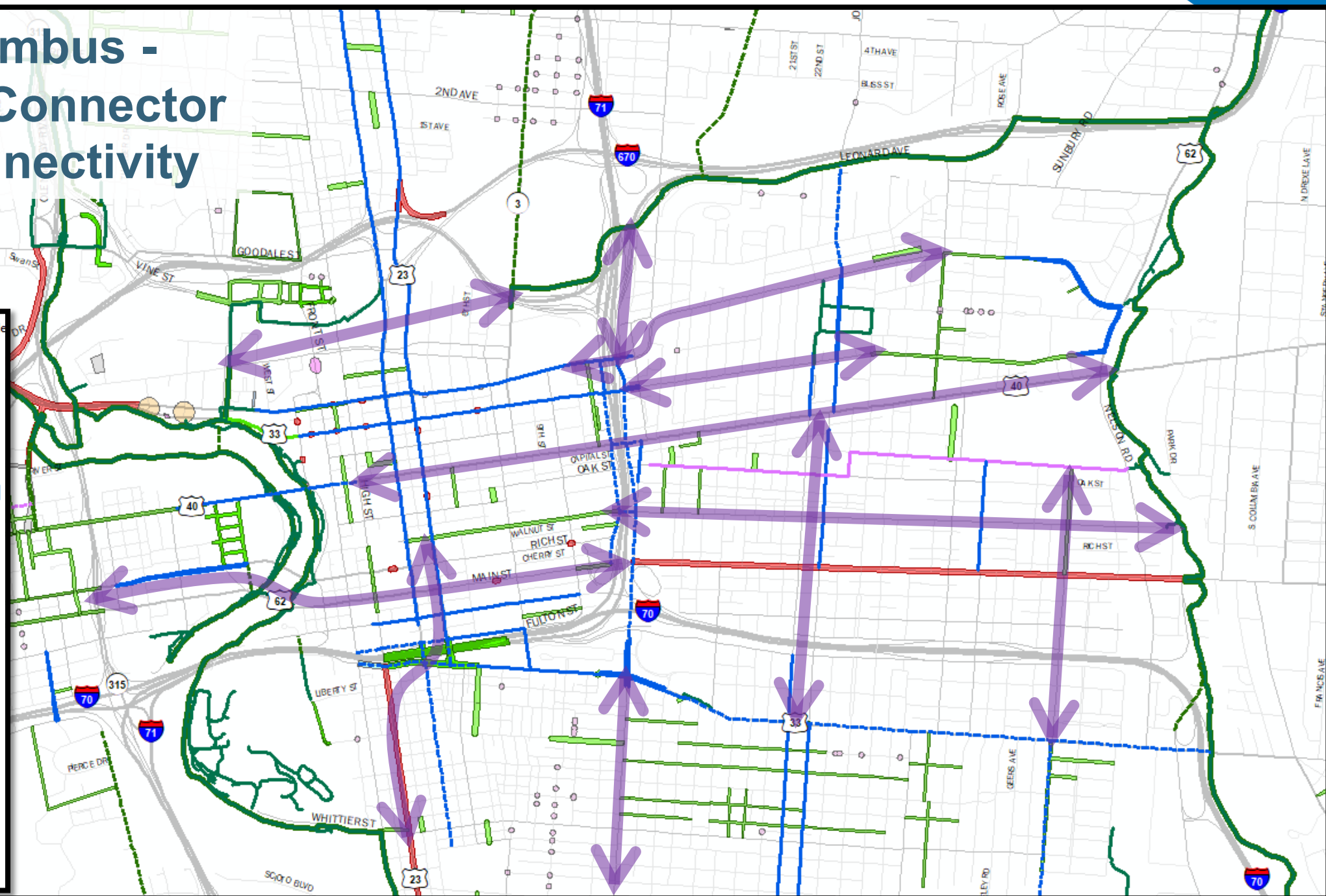


City of Columbus - Downtown Connector Access/Connectivity

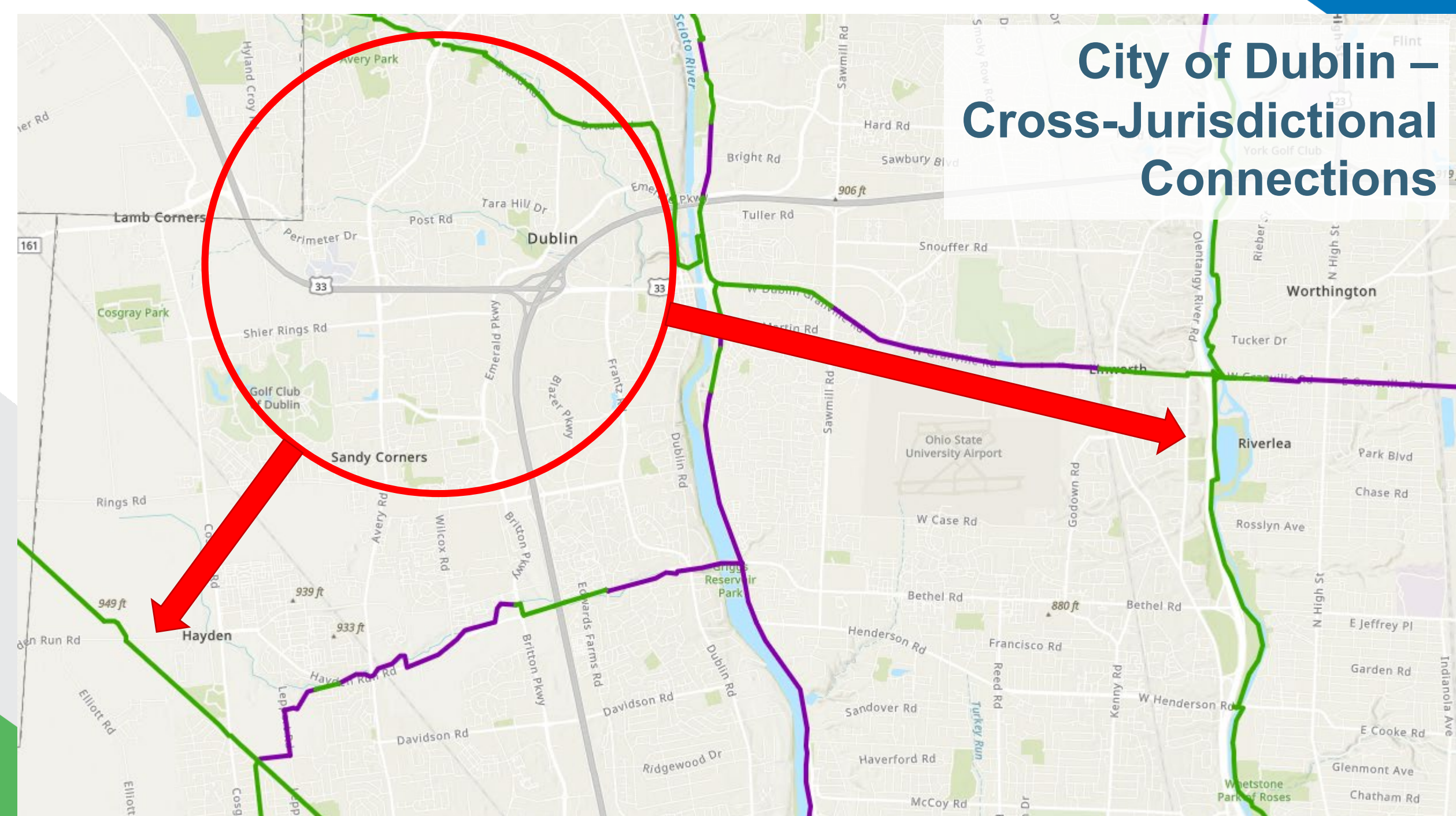


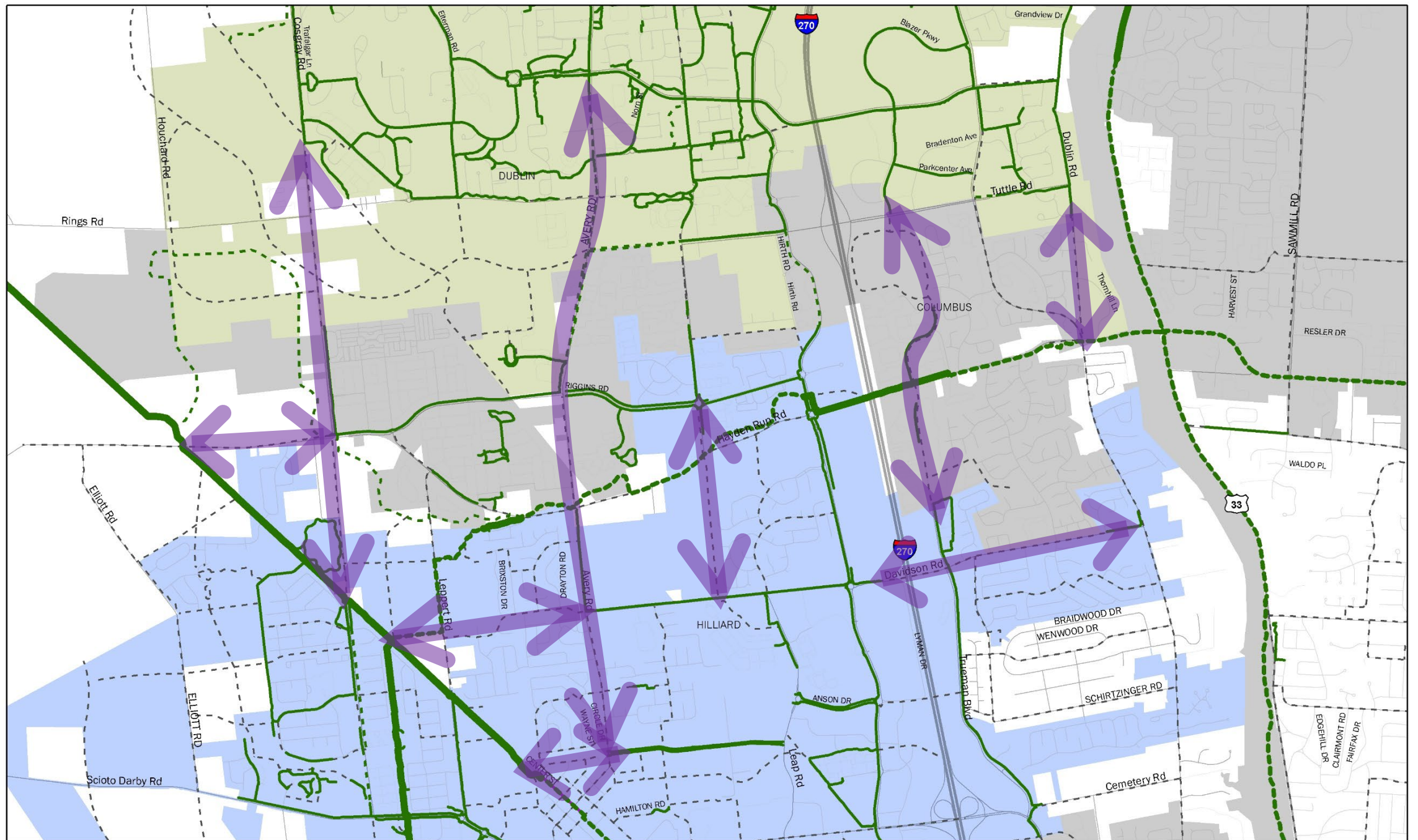
City of Columbus - Downtown Connector Access/Connectivity

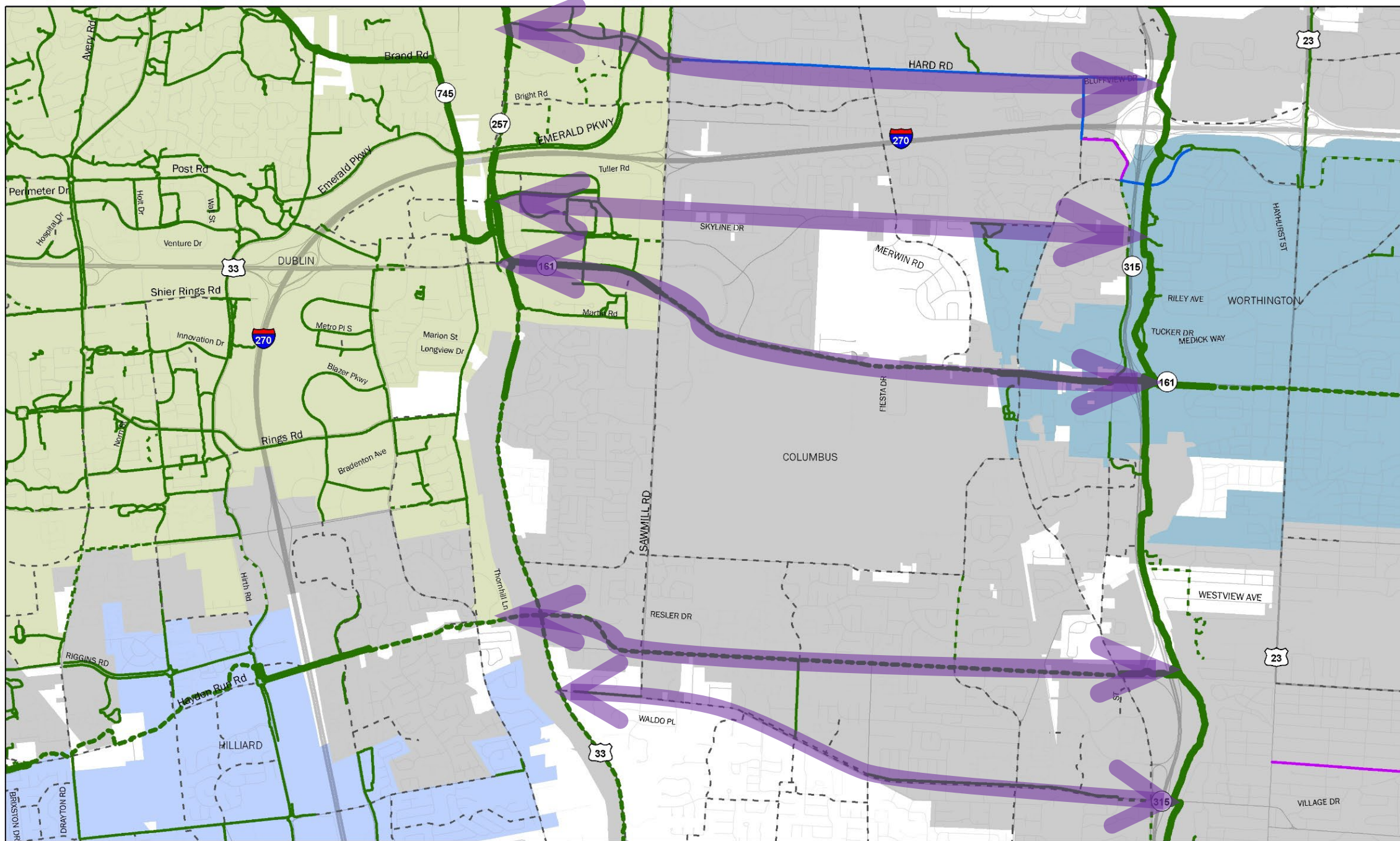
- ☒ Bikeways_CentralOhio_byType selection selection
Bikeway Status, Bikeway Type
 - Committed/Proposed MUP
 - Committed/Proposed Bike Lane
 - Committed PBL
 - Existing, Bicycle Boulevard
 - Existing, Bicycle Lane
 - Existing, Multi-use Path
 - Existing, Protected Bicycle Lane
 - Committed/Proposed Bicycle Boulevard
- ☒ Bikeways_CentralOhio_COG selection
Bikeway Status, Bikeway Type
 - Proposed/Future
 - Existing
- ☐ Bikeways_CentralOhio_byType selection
- ☐ Bikeways_CentralOhio_byType
- ☐ Bikeways_CentralOhio_COG
- ☒ Greater Franklin LBRS road centerlines.lyr
- ☒ CIP_DPS
- ☐ <all other values>
PROJCATGO
 - ADA Ramp Projects
 - Bridge Rehabilitation
 - Intersection Improvements
 - Leveraged Projects
 - Pedestrian Safety Improvements
 - Resurfacing Projects
 - Roadway Improvements
 - Street_Highways Imp Fd
 - Traffic Signal Installation
 - Urban Infrastructure - Rec_Parks



City of Dublin – Cross-Jurisdictional Connections



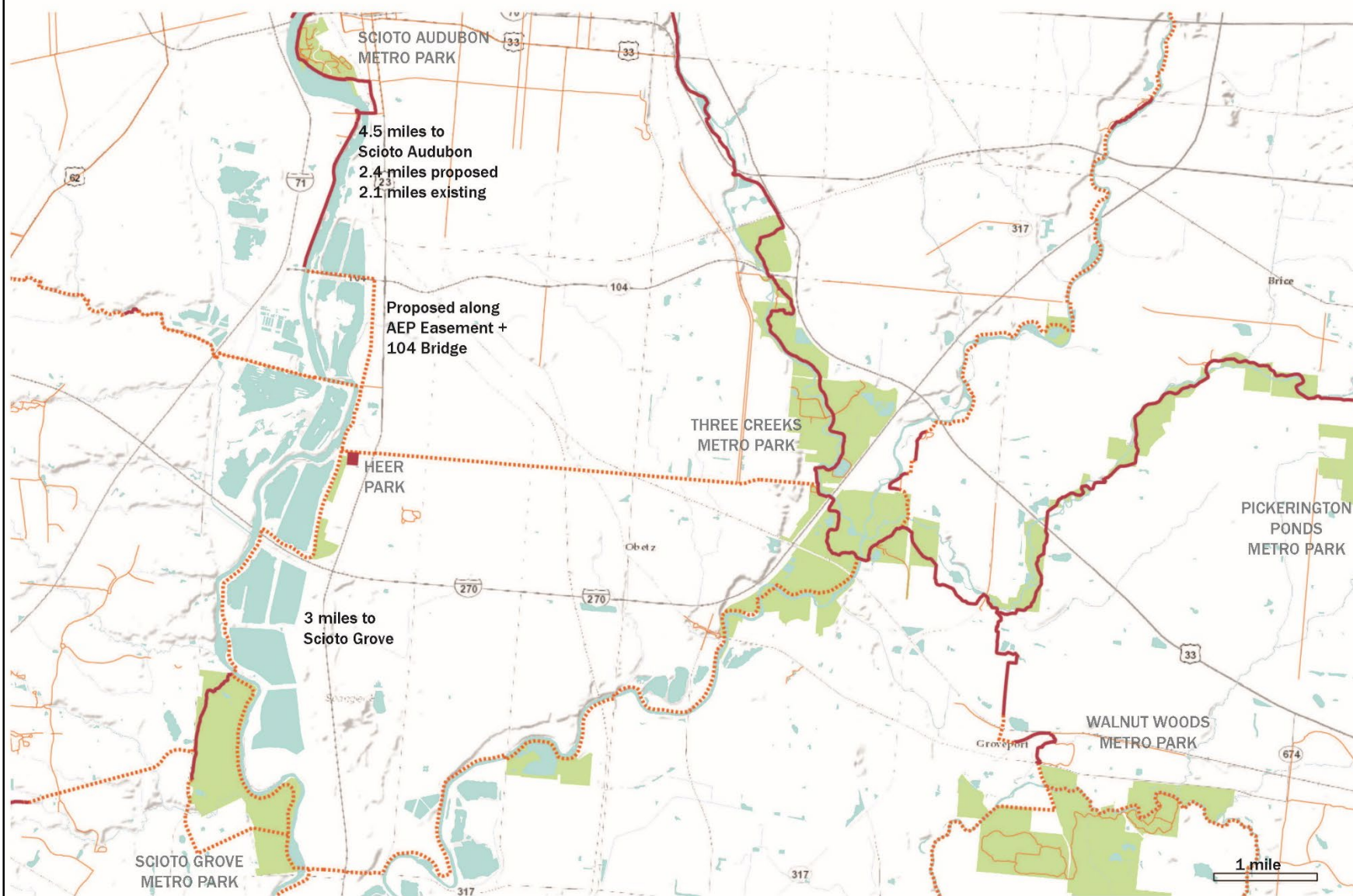




GREENWAYS AND BIKEWAYS

HEER PARK

Columbus Metro Parks – Scioto Trail Extension

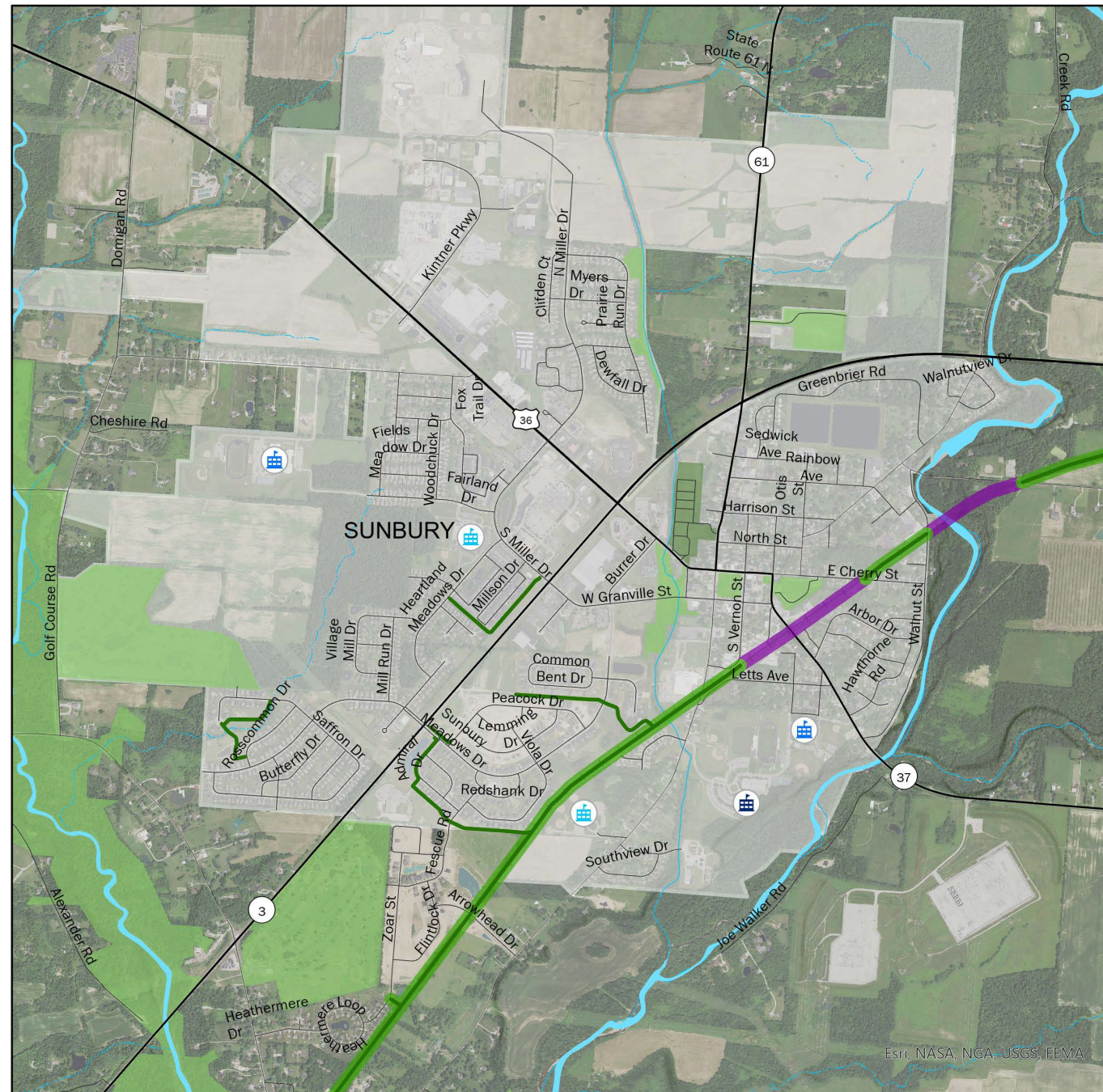


Legend

- HEER PARK
- GREENWAY
- PROPOSED GREENWAY
- OTHER BIKE TRAILS
- METRO PARKS

City of Sunbury Multi-Use Path Network

Sunbury TAP 2022 Existing Conditions



Central Ohio Greenways

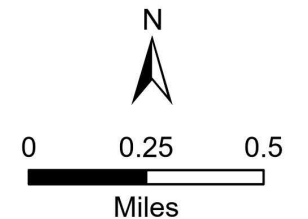
- Existing, Multi-use Path
- Proposed/Future

Schools

- High School
- Middle School
- Elementary School

Bikeways

- Existing, Multi-use Path



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
N:\ArcGIS\CORE\Insight 2050\TA Program\2022\Sunbury\ 3/23/2022

Other Business



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

CELEBRATE TRAILS DAY



MORPC



Hosted on the fourth Saturday of April, Celebrate Trails Day is an annual spring celebration of America's trails.

Saturday, April 23
12 – 5 PM
Genoa Park (COSI)



Association of Pedestrian and Bicycle Professionals (APBP) 2022 Webinars



- MORPC to continue hosting APBP Monthly Webinar viewings in 2022
- All APBP webinars begin at 3:00 pm ET on the 3rd Wednesday of each month
- Monthly webinars are eligible for 1.0 hour of AICP Certification Maintenance credit

→ Email lcardon@morpc.org to attend

- Upcoming:
 - **May 18, 2022** | Introducing the Safer Streets Priority Finder
 - **June 15, 2022** | Bicycling & Walking in Communities of Fewer Than 10,000 People
 - **July 20, 2022** | New Pedestrian Treatments for High-Speed, High-Volume, Multi-lane Roads
 - **August 17, 2022** | Data Don't Drive: The Limitations of Crash Data
 - **September 21, 2022** | Youth voices: Partnering with Youth in the Community



Safe Streets and Roads for All Grant Program



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MID-OHIO REGIONAL PLANNING COMMISSION

- The SS4A program supports USDOT [National Roadway Safety Strategy](#) and a goal of zero deaths and serious injuries on our nation's roadways.
- **Notice of Funding Opportunity *not yet posted* – coming in spring 2022**
- The development and establishment of a Comprehensive Safety Action Plan is a key component of this program.
 - If you are interested in applying for funds to **develop a new [Comprehensive Safety Action Plan](#)**:
- **Who will be eligible to apply for grant funding?**
 - [Metropolitan planning organizations](#);
 - [Counties, cities, towns, other special districts](#) that are subdivisions of a State, and transit agencies;
 - Federally recognized Tribal governments; and
 - [Multijurisdictional groups](#) comprised of above entities.
- **Eligible activities**
 - Develop/update a Comprehensive Safety Action Plan.
 - Conduct planning, design, and development activities in support of an Action Plan.
 - Carry out projects and strategies identified in an Action Plan.

SS4A Grants – Webinar Series



- Getting Ready for the Safe Streets and Roads for All (SS4A) Program - **Counties, Cities, Towns, Other Special Districts That Are Subdivisions of a State, and Transit Agencies**
- Opening remarks by Robin Hutcheson, Acting Administrator, Federal Motor Carrier Safety Administration (FMCSA)
- Monday, May 2, 1-3 p.m. (EDT)

- Getting Ready for the Safe Streets and Roads for All (SS4A) Program - **Metropolitan Planning Organizations (MPOs)**
- Opening remarks by Bill Keyrouze, Executive Director, Association of Metropolitan Planning Organizations (AMPO)
- Tuesday, May 3, 1-3 p.m. (EDT)

www.transportation.gov/grants/SS4A/webinars

NCHRP 17-97: Strategies to Improve Pedestrian Safety at Night



MORPC
MID-OHIO REGIONAL PLANNING COMMISSION

- National survey to help understand how state, regional, and local agencies are managing pedestrian safety at night
- Results will be compiled into a final report that documents existing research, identifies research needs, and provides guidance for practitioners.
- Complete the survey by
5pm (PST) on Friday, May 6th

<https://survey.alchemer.com/s3/6804342/NCHRP-17-97-Strategies-to-Improve-Pedestrian-Safety-at-Night>

- NCHRP Project Objectives:
 - Establish root causes of pedestrian traffic crashes at night;
 - Identify, and evaluate the effectiveness of, existing and emerging strategies for improving pedestrian safety at night;
 - Propose effective, economically viable strategies to mitigate nighttime pedestrian crashes; and
 - Develop guidance for implementing the proposed strategies.

- Additional information about the study:

<https://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4973>

THANK YOU!

NEXT MEETING:
Thursday, July 21
10:00 am

