

MORPC COMPLETE STREETS POLICY



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

WHAT ARE COMPLETE STREETS?

Complete Streets are roadways that are designed, implemented, operated, and maintained in an equitable and context-sensitive manner so that people of all ages, incomes, and abilities can use them safely.

Streets are for



Pedestrians



Bicycling



Driving



Transit



Examples from Washington, NC

BENEFITS OF COMPLETE STREETS

SAFETY

- Reduce traffic fatalities and serious injuries (for all roadway users)

HEALTH

- Address chronic disease (e.g., asthma, diabetes, heart disease)
- Increase physical activity

ENVIRONMENT

- Reduce transportation's contribution to air pollution
- Reduce human exposure to transportation-related emissions

ECONOMY

- Lower travel costs
- Increase retail sales
- Attract additional investment

SOCIAL

- Increase opportunities for interaction and community building
- Increase mobility options for all
- Community-wide solutions to address systemic inequalities

COMPLETE STREETS POLICIES IN CENTRAL OHIO

MORPC Complete Streets Policy

- First Complete Streets policy adopted in 2010, updated in 2021
- In process of being updated again (2024)
- Projects receiving MORPC-Attributable Funds must comply with the Policy

Local Policies and Resolutions

City of
Columbus

City of
Delaware

City of Dublin

Franklin
County

City of
Hilliard

City of
Gahanna

Liberty
Township

City of Upper
Arlington

City of
Westerville

City of
Worthington

City of Powell

City of
Reynoldsburg

TAYLOR ROAD – ETNA TOWNSHIP



Before: Taylor Rd.

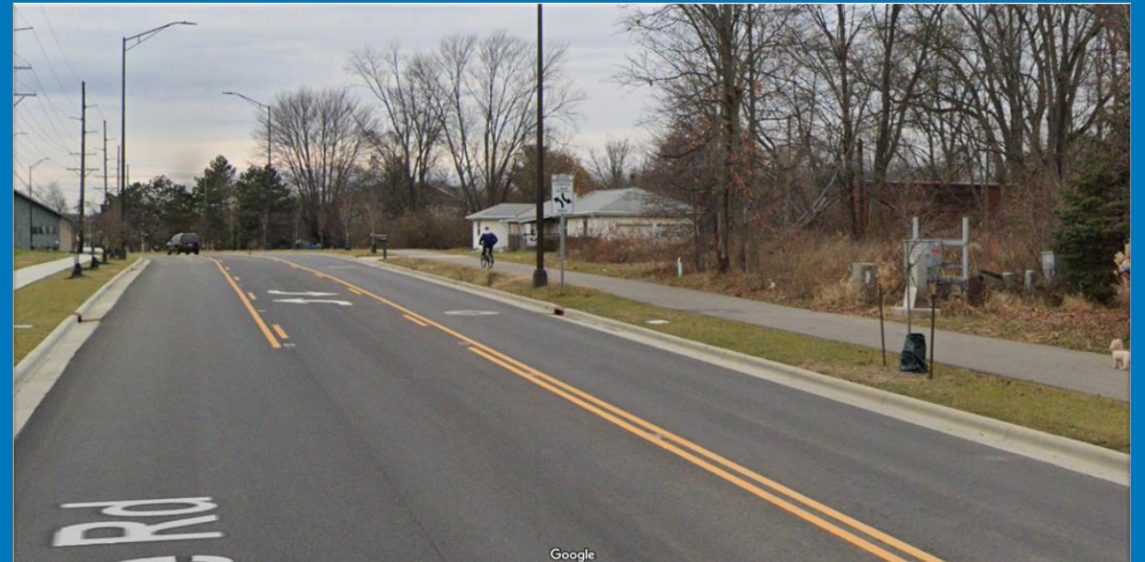


After: Taylor Rd.

LAZELLE ROAD – COLUMBUS



Before: Lazelle Rd.



After: Lazelle Rd.

MORPC- ATTRIBUTABLE FUNDS

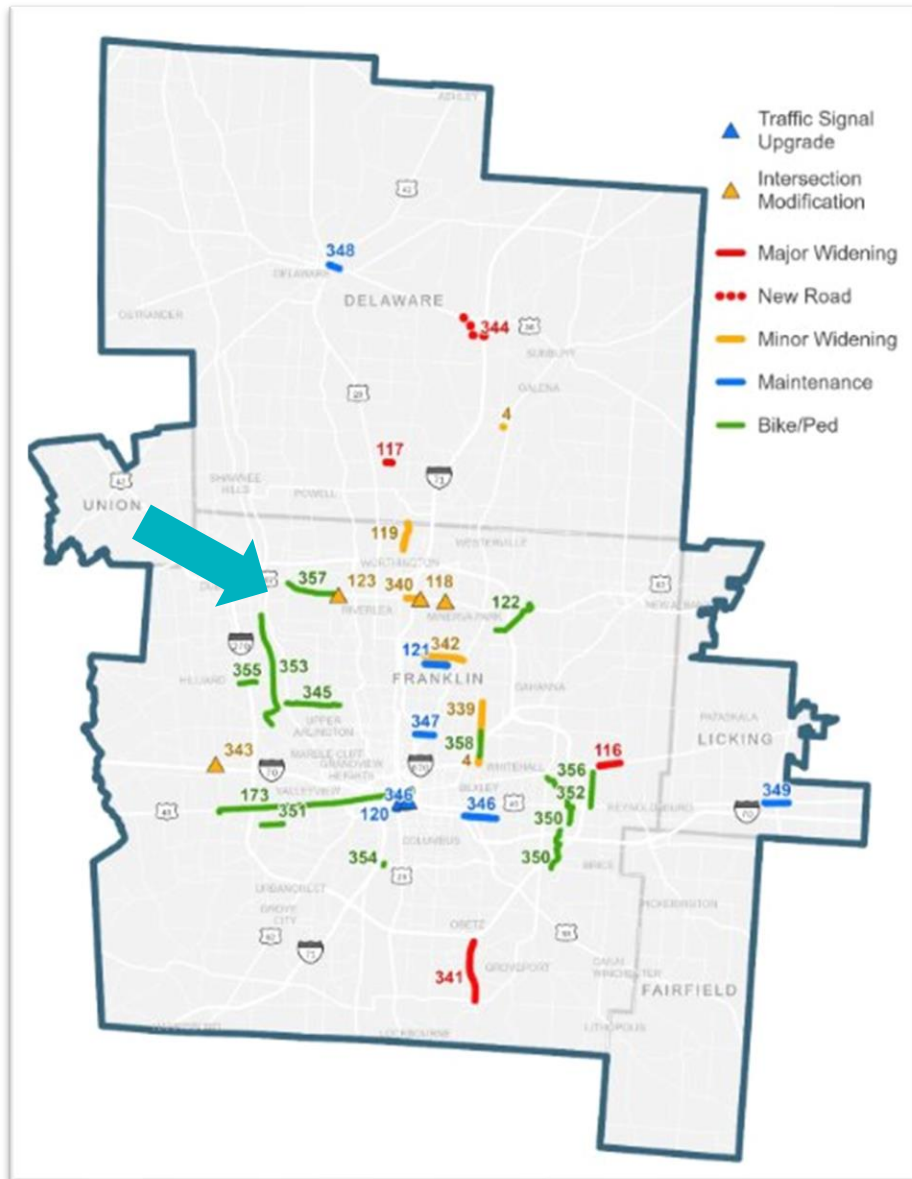


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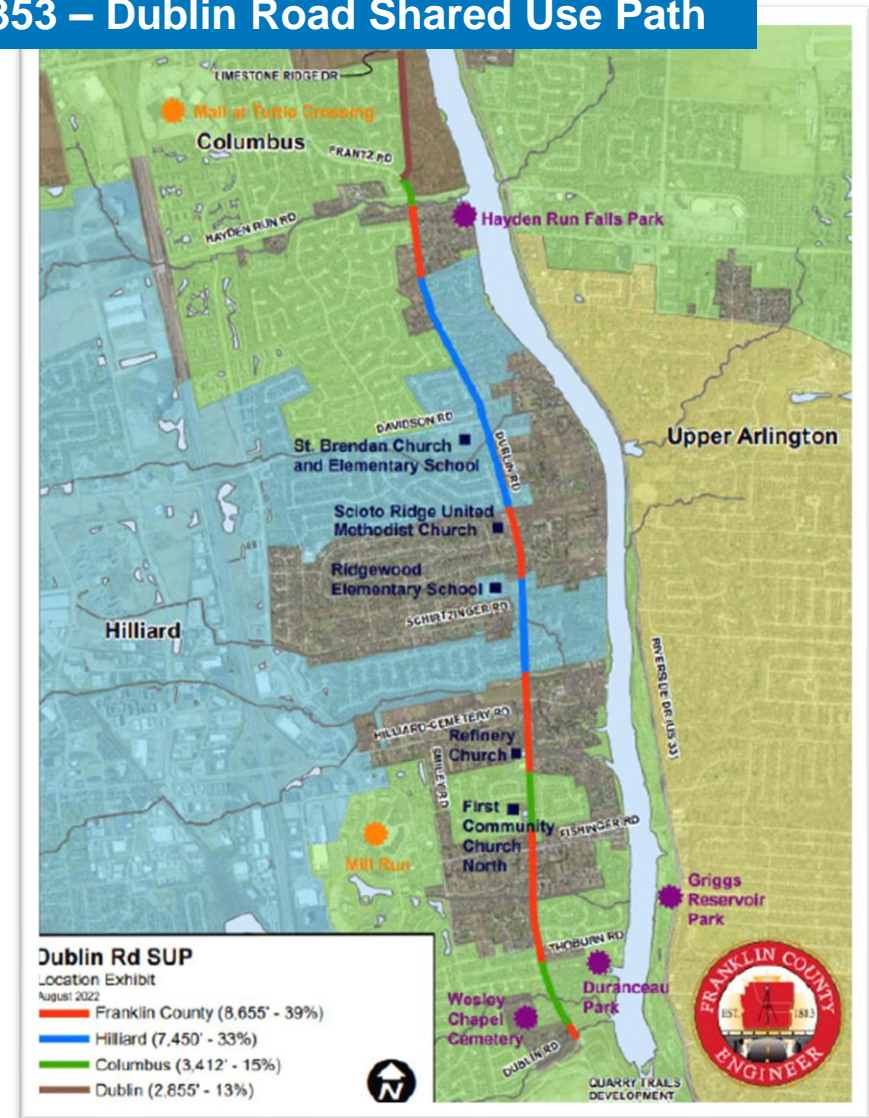
2024 – 2025 ATTRIBUTABLE FUNDING PROGRAM

Category	Min. %	Max. %	Current Commitments for SFYs 2025-31*	Current Commitments for SFYs 2032+	Range Available for New Projects
Roadway Capacity & Operational Changes	30%	60%	\$91,246,165	\$0	\$0M to \$72.4M
Preservation	10%	15%	\$34,960,085	\$0	\$0M to \$7M
Bike & Ped	15%	25%	\$61,860,731	\$0	\$0M to \$8M
Transit	5%	15%	\$20,620,000	\$0	\$0M to \$22M
Interchange/Freeway	0%	N/A	\$9,664,016	\$6,497,059	N/A
Other	0%	N/A	\$0	\$0	N/A
Programs	0%	5%	\$13,550,000	\$0	N/A
		Total	\$231,900,996	\$6,497,059	
			Available for New Commitments:	\$72,400,000	

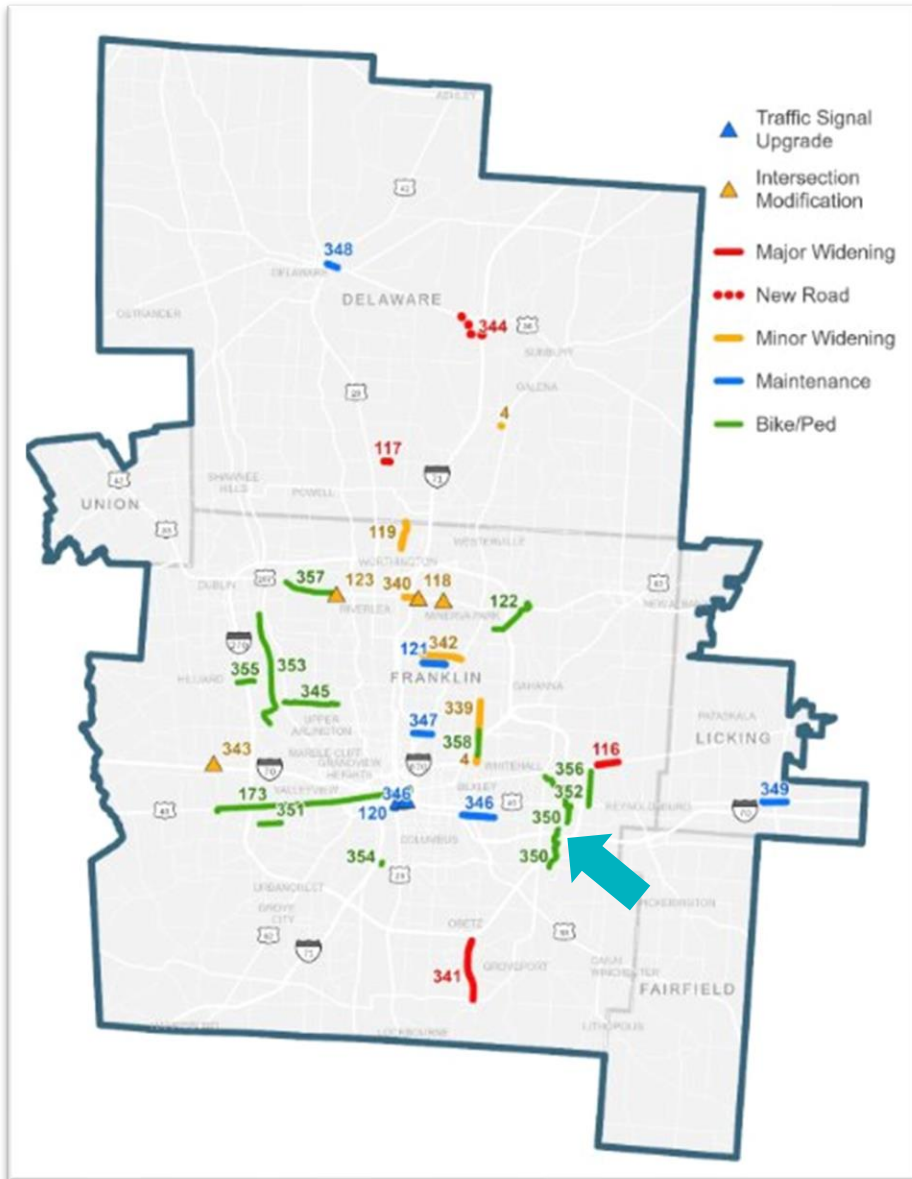
IMPACT OF MORPC FUNDING



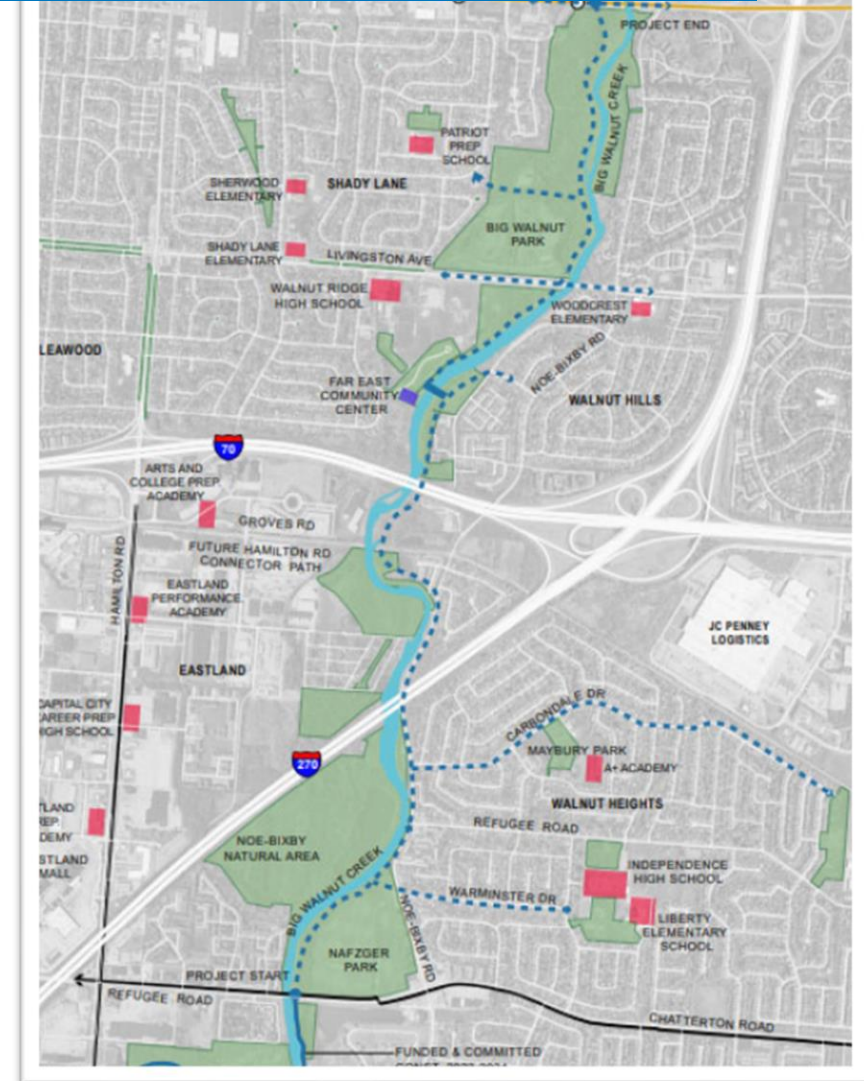
353 – Dublin Road Shared Use Path



IMPACT OF MORPC FUNDING

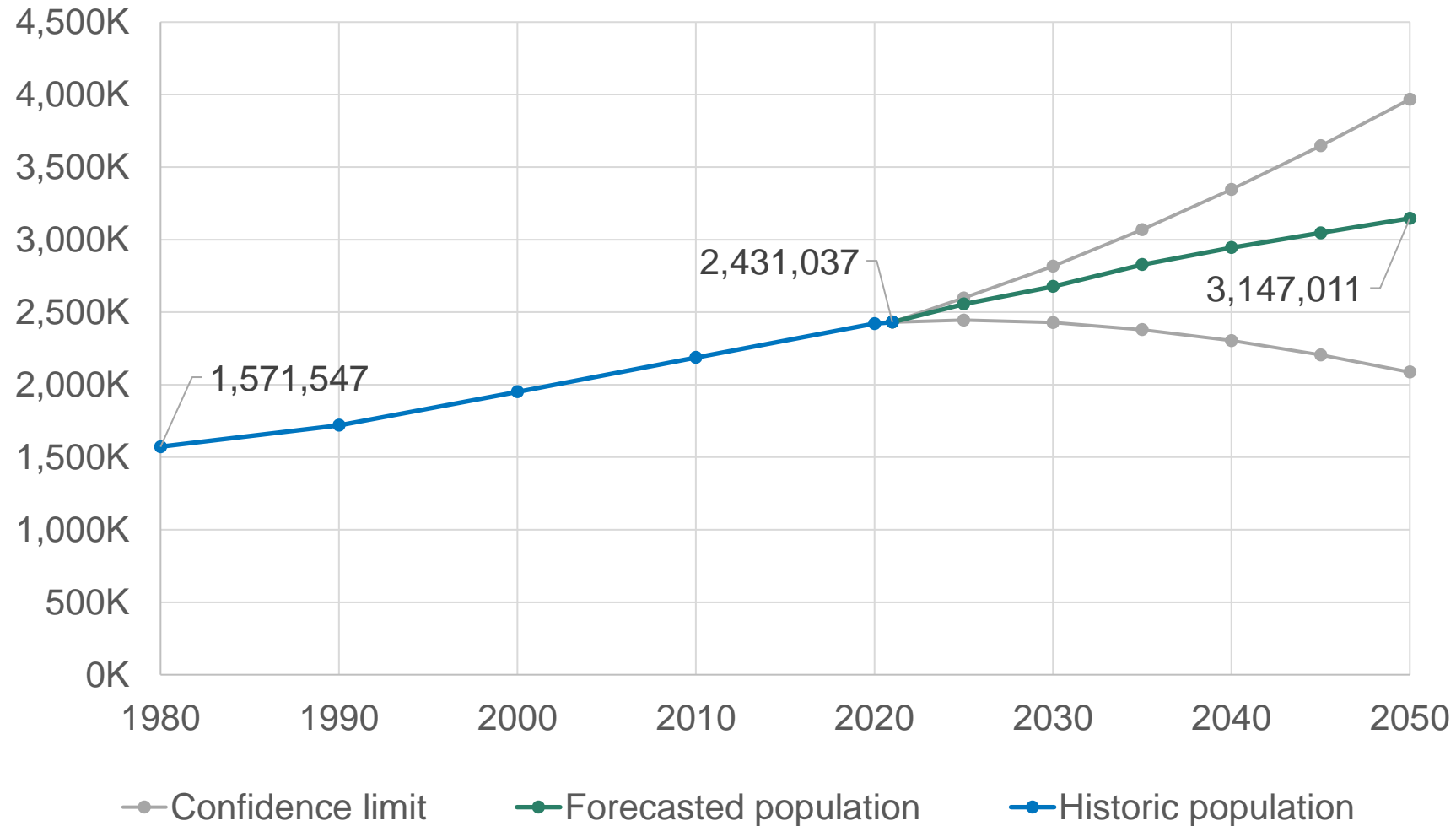


350 – Big Walnut Trail



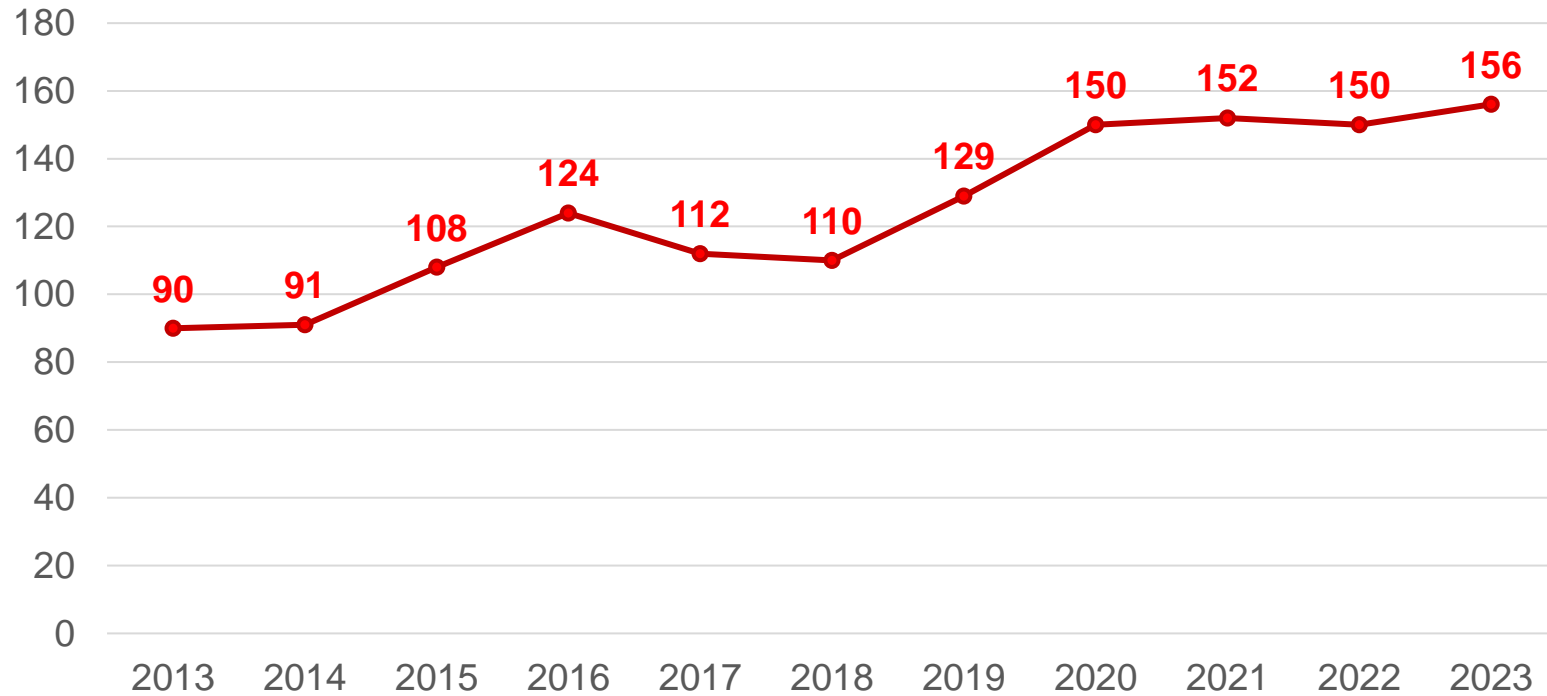
WHY UPDATE THESE POLICIES?

15-County Region Population

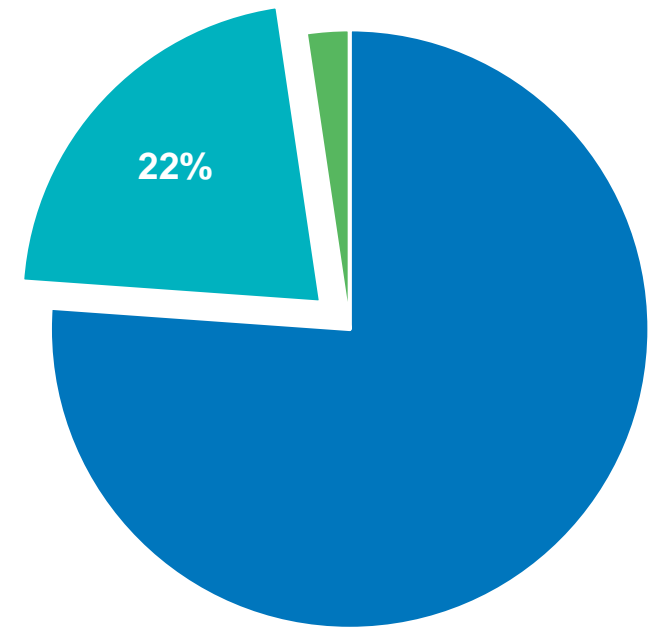


WHY UPDATE THESE POLICIES?

Number of Fatalities in the MPO Area (2013-2023)



Percentage of Fatalities by User Type



- Vehicle Occupant
- Pedestrian
- Bicyclist

NATIONAL ROADWAY SAFETY STRATEGY AND THE SAFE SYSTEM APPROACH

Safe System Principles

1. Death and Serious Injury is Unacceptable
2. Humans Make Mistakes
3. Humans are Vulnerable
4. Responsibility is Shared
5. Safety is Proactive
6. Redundancy is Crucial



Source: FHWA.

PROCESS TO UPDATE POLICIES FOR 2024



	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
Review & Revision of Policies									
AFC Meetings		4 th	1 st	6 th					
CS Working Group Meetings			8 th , 29 th		18 th				
ATC & COG Board Engagement				12 th		28 th			
Public Comment Period					22 nd – 23 rd				
CAC Engagement		-			29 th			29 th	
TAC Engagement		4 th			31 st				1 st
TPC Engagement						8 th			9 th
2024-2025 Funding Cycle Launch									22 nd

POLICY CHANGES FOR 2024

MORPC Complete Streets Policy

- Updated Policy vision and purpose to emphasize balancing safety and mobility for all users.
- Added new principles that emphasize mitigation of fatalities and serious injuries and incorporate the Safe System Approach.
- Revised language in Review Process section to better align with Policies for Managing MORPC-Attributable Funding.
- Revised Design section to reference latest federal regulations and standards regarding required and recommended street design manuals.
- Added implementation procedure for staff to report regularly to ATC, CAC, TAC on MORPC-funded projects compliance with policy.



POLICY CHANGES FOR 2024

Policies for Managing MORPC-Attributable Funding

- Removed requirement to fund small requests first in the Roadway Capacity & Operational Changes
- Revised Economic Opportunity scoring to focus more on the narrative response regarding how a project supports economic growth (*less on general congestion mitigation*)
- Revised Collaboration scoring to clarify thresholds for “Amount of MORPC funding Requested” criterion
- Revised Health, Safety, and Welfare scoring to include an *additional* criterion evaluating specifically vulnerable road user safety
- Included a variety of smaller changes to align with the updated Complete Streets Policy



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