

# Complete Streets Policy Update

Steering Committee Meeting #1  
November 13, 2019



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# MORPC Complete Streets History



## 2004 Routine Accommodations Policy



“MORPC encourages and supports the inclusion of routine accommodation by providing the following policy: Project sponsors are required to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects using MORPC-attributable federal funds.”

## 2010 Complete Streets Policy



“This Complete Streets policy...promotes a multimodal transportation system that is integrated with sustainable land use developments. Its main objective is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.”

# Existing Complete Streets Policy

## Complete Streets Definition

“Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. ‘All users’ includes people of all ages and abilities.”



# Existing Complete Streets Policy



## Vision

“To create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone.”



# Existing Complete Streets Policy



## Goals:

- To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities.
- To ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- To provide flexibility for different types of streets, areas, and users.
- Opportunity to emphasize the importance of a connected network for active transportation commuting

# Why Update?



MORPC



# Why Update?



- Current policy calls for it –

“Evaluate this policy and the documents associated with it on an annual basis”

“Evaluation may include recommendations for amendments to the Complete Streets Policy, including the development of exemption guidance”

# Why Update?



- Current policy refers to outdated MORPC documents (i.e. Regional Connections)
- To ensure policy is in concert and supports Metropolitan Transportation Plan (MTP), Active Transportation Plan (ATP), Regional Sustainability Agenda









# Why Update?

- Align with best practices
  - Safety
  - Public health
  - Equity
  - Green Stormwater Infrastructure



# Why Update - Safety

BETWEEN 2013 – 2017 IN CENTRAL OHIO:

- 196,792 crashes were reported  **an overall increase of 21.2%**
- 498,131 people were involved  **an overall increase of 19.9%**
- 528 people were killed  **an overall increase of 27.8%**
- 4,323 people were seriously injured  **an overall decrease of 4.2%**



# Why Update – Public Health



2017 data from Ohio Department of Health

County	Overweight or obese (18+)	Asthma	Depression
Delaware	65%	10%	24%
Franklin	65%	11%	21%

# Why Update – Equity



- Columbus MSA was ranked as the region with the **2<sup>nd</sup> highest level of economic segregation** in the country in 2015
- Franklin County residents spend an average of **21% of their income on transportation**
- Delaware County residents spend an average of **25% of their income on transportation**
- There are **38,768 zero-car households** in Franklin County (7.8%)
- There are **1,788 zero-car households** in Delaware County (2.6%)
- In Central Ohio, pedestrians were involved 0.8% in crashes but accounted for **12.3% of fatalities and serious injuries**
- In Central Ohio, **19.1% of crashes** involving cyclists were resulted in a fatality or serious injury

# Why Update – Sustainability



- Increasing projected annual temperatures
- Increasing projected annual mean precipitation
- MTP goal & objective
  - Protect natural resources and mitigate infrastructure vulnerabilities by decreasing the locations of freeway and expressway facilities that are at risk for flooding
- In 2014, 3 freeway/expressway locations were at risk for flooding
- 2016 – 2050 MTP ranks flooding as the 3 highest threat to transportation safety