

Complete Streets Policy Update

Steering Committee Meeting #3
February 23, 2021



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Meeting Agenda

- Timeline Update
- CS Policy Status Update
- Existing Policy Review
- Successes and Challenges
- Potential Policy Changes
- Next Steps

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
- [Summer/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

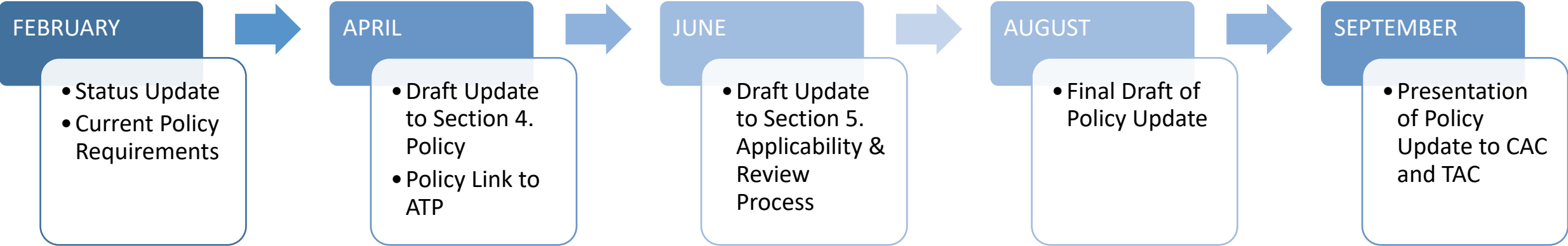
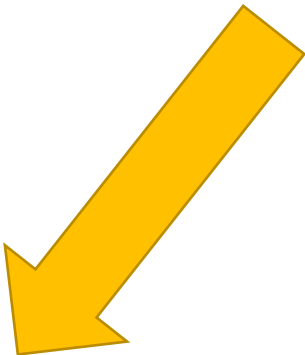


New CS Policy would apply

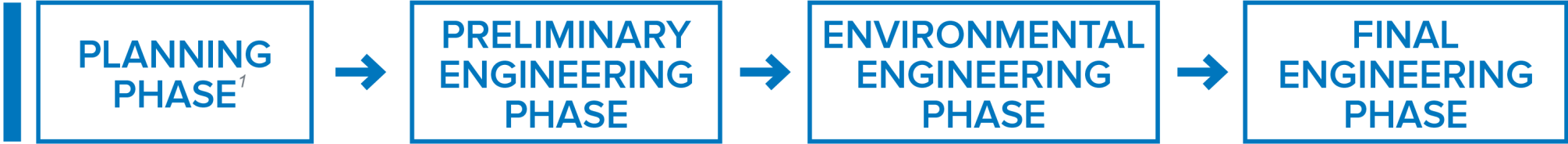
Complete Streets Policy Update – Schedule Update



MORPC



MORPC Complete Streets Review Process



Project Start-Up

ODOT Project Manager will coordinate or be involved in a “Project Start-Up Meeting”

Project Initiation Package (PIP)

Intended to provide a snapshot of potential issues and concerns that could require major scope, schedule, or budget changes.

Field Review

ODOT District staff and sometimes other members of the project team visit the potential project site to confirm the problem and discuss solutions that could be proposed.

Draft Purpose and Need

Concept, Scope, & Budget

The project team will want to ensure that the design concept and preliminary design scope are appropriately defined and moving in the right direction.

Public/Stakeholder Involvement

Feasibility Study (FS)

For most projects, the FS is the only documentation explaining how the preferred alternative was chosen. For complex projects, the FS narrows the alternatives to be refined in the AER.

Alternative Evaluation Report (AER)

For projects where an AER is necessary, the preferred alternative is identified upon completion of the AER.

NEPA Studies

Identify Preferred Alternative

Update Cost Estimate

Stage 1/Stage 2 Design

Although each project is unique, Stage 1 should include schematic plans, typical sections, and preliminary pavement marking plans for review.

Value Engineering

Public/Stakeholder Involvement

Stage 1/Stage 2 Approval

Stage 2 design is typically where the majority of the design detailing and plan preparation takes place. At the end of the Stage 2 Detailed Design, all design issues of any significance should be resolved.

Value Engineering

NEPA Approval

Permit Approval

ROW Plans

Update Cost Estimate

Public/Stakeholder Involvement

Stage 3 Approval

Stage 3 Detailed Design should complete the design and detailing of the project. The plans are reviewed to ensure they reflect current field conditions, design standards, policies, specifications, and to confirm their compliance with all environmental commitments and mitigation plans.

ROW/Utility Acquisition & Relocation

Update Cost Estimate

Final Plan Package

Mitigation

Public/Stakeholder Involvement

1. When MORPC commits funding to a project, it is typically at the beginning of the Planning Phase.

Note: This document was produced by MORPC to illustrate how the MORPC Complete Streets Review fits into the ODOT Project Development Process.



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. Exceptions
- Section 7. Design
- Section 8. Implementation
- Section 9. Evaluation

CS Policy – Proposed Update



Changes from Previous Discussion

Section 1. ~~Definition~~ Complete Streets Defined

Complete Streets are roadways designed, implemented, operated, and maintained in an equitable and context sensitive manner ~~way to allow for safe use by~~ so that people of all ages, incomes, and abilities ~~and disabilities~~ can use them safely. These streets consider the needs of all ~~users~~ people, including, but not limited to, without limitation: ~~pedestrians~~ people: walking, ~~bicyclists~~ people bicycling, ~~people using scooter users~~ shared mobility devices, and assistive devices ~~users~~, people using transit ~~users~~ and ~~children riding~~ school buses ~~es~~ riders, ~~motorists~~ people driving, and people operating commercial and emergency vehicles.

Please refer to the appendix for key term definitions.

CS Policy – Proposed Update



Changes from Previous Discussion

Section 2. Background and Vision

The Mid-Ohio Regional Planning Commission (MORPC) ~~has long been a proponent of~~ supports the development of creating a safe and sustainable transportation system that ensures accessibility for ~~all roadway users~~ everyone traveling in or along the roadway. As Central Ohio experiences historic population growth, a regional Complete Streets policy ~~is an effective way to ensure that can help to guide~~ public roadway infrastructure investments ~~are made~~ in a way manner that supports regional safety, multimodal mobility, and sustainability goals while accommodating population growth and shifts in development. This policy builds upon previous efforts to develop a comprehensive, multimodal transportation system and promotes integration with sustainable land use development.

This policy is consistent with regional goals and objectives established in the Metropolitan Transportation Plan (MTP), the Regional Sustainability Agenda (RSA), the Regional Active Transportation Plan (ATP), the Central Ohio Transportation Safety Plan (COTSP), and other key regional plans and policies. The policy aligns with development principles established through the insight2050 initiative and sustainability principles outlined through the Sustaining Scioto Adaptive Management Plan.

CS Policy – Proposed Update



Changes from Previous Discussion

Vision Statement

This Complete Streets Policy aims to enhance the quality of life in Central Ohio ~~over the long term~~ through improvements to roadway safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that ~~preserve the primary~~ focus ~~the~~ redefine the functions of a street around the movement of people, ~~enhance~~ balance mobility for ~~all users~~ everyone, and minimize negative impacts on the environment.

CS Policy – Proposed Update



Section 3. Purpose

The Complete Streets policy outlines the requirements ~~and recommendations~~ for project development to ensure implementation of ~~the~~ vision set forth in Section 2, as well as established regional goals and objectives.

The following principles guide this policy and serve as the basis for the ~~recommendations and~~ requirements established in Section 4 ~~the policy~~. Complete Streets:

- ~~1. Complete Streets serve~~ serve all users people using all modes of transportation, and as well as modest movement of goods;
- ~~2. Consider not only the presence of a transportation facility for vulnerable road users, but also the level of comfort and safety provided by that facility;~~
- ~~3. Complete Streets require~~ require connected travel networks, best-practice design criteria, and context - sensitive approaches;
- ~~2. for all users and modes goods.~~
- ~~3. Complete Streets require best practice design criteria and context sensitive approaches.~~
- ~~4. Complete Streets consider not only the presence of a transportation facility, but also the level of comfort and safety provided by that facility.~~
- ~~5.4. Complete Streets e~~ Enhance sustainability, build resiliency, and protect the environment;
- ~~6.5. Complete Streets a~~ Are the responsibility of all who plan, design, construct, maintain, and use our streets. -all.

Existing Policy Review



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Section 4. Policy



Page 2 of Existing Policy Document:

Policy Statement

1. MORPC will **promote the Complete Streets concept throughout the region** and, therefore, **recommends that all local jurisdictions and the state adopt comprehensive Complete Streets policies**, consistent with the Regional Policy.

MORPC will **seek incorporation of the Complete Streets concept and policy into the development of all transportation infrastructures within the region at all phases** of their development, including planning and land use control, scoping, design approvals, implementation, and performance monitoring.

Section 4. Policy



Page 2 of Existing Policy Document:

Policy Statement

2. MORPC **requires that all projects receiving MORPC-attributable federal funding adhere to this policy.**

MORPC members receiving MORPC-attributable federal funding shall fill out the checklist accompanying this policy.

More information on the review and appeals process is available in the Applicability section.

Projects utilizing any other funding sources are also encouraged to adhere to this policy.

Section 4. Policy; Applicability



Page 2 of Existing Policy Document:

Don't worry about this sub-section yet.

Applicability and Review Process will become Section 5 of Policy update.

Applicability

This Complete Streets Policy applies to all projects, including the new construction, reconstruction, rehabilitation, repair, maintenance, or planning of roadways, trails and other transportation facilities that will use federal funds allocated through MORPC.

Review process – The following three steps will be part of the general review process of MORPC-funded projects. A MORPC checklist accompanying the policy was developed to guide project sponsors through the project definition, scoping, funding application, and project design stages.

Step 1: As described in MORPC's funding application process, MORPC staff will perform an initial screening of new requests and discuss with the applicants the competitiveness of their requests in comparison to other projects and available funding. MORPC staff will also be available to discuss the different ways of adhering to the Complete Streets policy and provide technical assistance.

Step 2: Projects sponsors applying for MORPC-attributable federal funding will be asked to provide a statement that their project will comply with the Complete Streets policy by accommodating all users as reasonably as possible. Questions as shown in the Complete Streets checklist *Section A* are only informational. Applicants will respond to these questions as part of completing the funding application itself.

Step 3: After MORPC has committed funding to a project, MORPC staff will review the project throughout the design phase to ensure that the requirements are met and to provide assistance where needed. The completion of the answers in *Section B* of the Complete Streets checklist will assist with this process. Because of the flexibility of the policy and the variety of approaches that a sponsor may take to complete a street, MORPC staff, as stewards of the Complete Streets policy, will work with the project sponsor throughout the project development to find an acceptable solution for both parties. MORPC staff will maintain publically available information describing the nature and extent of the compliance with the Complete Streets policy. The appeals process described below would be used in those instances where sponsors and staff cannot reach an agreement.

Section 4. Policy; Appeal process



Page 3 of Existing Policy Document:

Don't worry about this sub-section yet.

Appeal process will be discussed as a separate section in Policy update.

Appeal process – Project sponsors may request an exemption or re-review of their projects by the Appeals committee if they cannot reach an agreement with MORPC staff.

The Appeals committee is made up of a total of six (6) people who are appointed by the Policy Committee Chair for two years terms. Members may be reappointed for successive terms. The voting membership consists of three (3) representatives of local communities and two (2) public members who are all knowledgeable about transportation design. This committee is supported by one (1) non-voting MORPC staff. The Appeals committee will meet on an “as needed” basis. MORPC staff will review the requests initially and provide a report with recommendations to the committee in advance of each meeting. The applicant will have the opportunity to review the report and add comments to it prior to its submittal to the committee. During each meeting the committee shall discuss and evaluate the request(s) and vote on a recommendation. The committee may invite the applicant to attend the meeting(s).

A quorum will consist of at least three (3) voting members, and a majority of the voting members of the full appeals committee is needed to act. Members with conflicts of interest on a particular project before the committee must recuse themselves from deliberation on that project. In the event that the sponsor disagrees with the action of the Appeals committee, the sponsor may appeal to the MORPC Policy Committee officers who may or may not elect to hear the appeal request.

Instead of an exemption, the Appeals committee may also suggest a lesser level of accommodation. All exemptions will be kept on record and made publicly available. Over the next year, MORPC staff will prepare an exemption document that will help streamline the appeals process. Exceptions would account for issues of prohibitive costs, highways or other roads where pedestrians are not allowed, and other justifiable reasons that arise during development of projects with allocated MORPC funds.

Current Policy Successes



Regional Accomplishments

- General CS improvements
 - Road widening with SUPs
- System preservation turned CS improvement project:
 - Trabue Road bridge
 - Agler Road bridge



Key Policy Questions



What are key elements to improve complete streets in our region?

- Network Connectivity
- Context Sensitivity & Appropriate Facility Types
- Logical Termini
- Functionality and Accessibility
- Vulnerable Road User Safety
- Accommodations during Construction
- Maintenance
- Exceptions

What can be addressed in a regional policy?

- Requirements vs. recommendations
- Accommodating local standards
- Exceptions or appeal process

Principles to Guide Policy Requirements



Section 3. Purpose

The Complete Streets policy outlines the requirements ~~and recommendations~~ for project development to ensure implementation of ~~the~~ vision set forth in Section 2, as well as established regional goals and objectives.

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Current Policy Requirements



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Section 4. Policy; Requirements



Page 3 of Existing Policy Document:

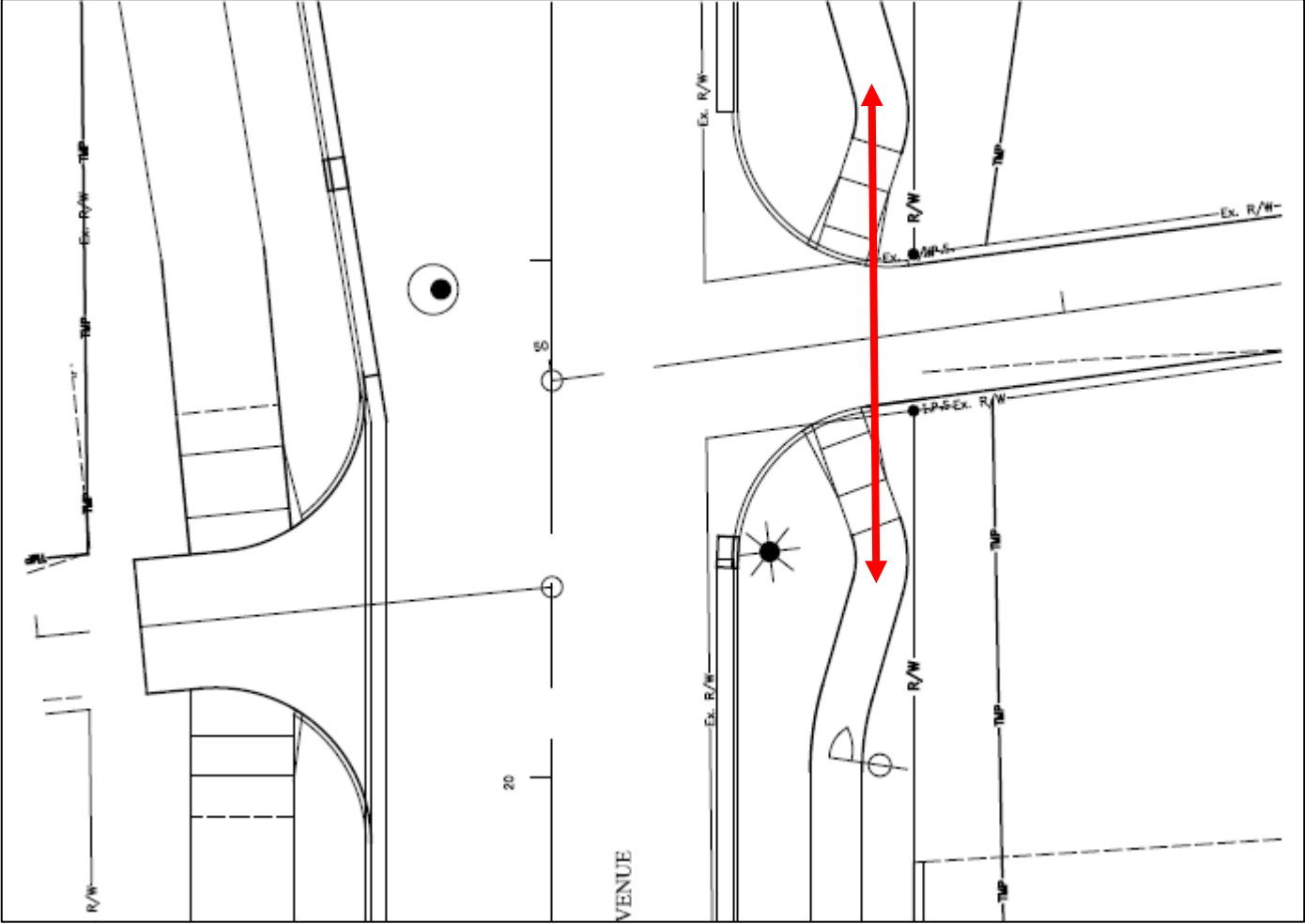
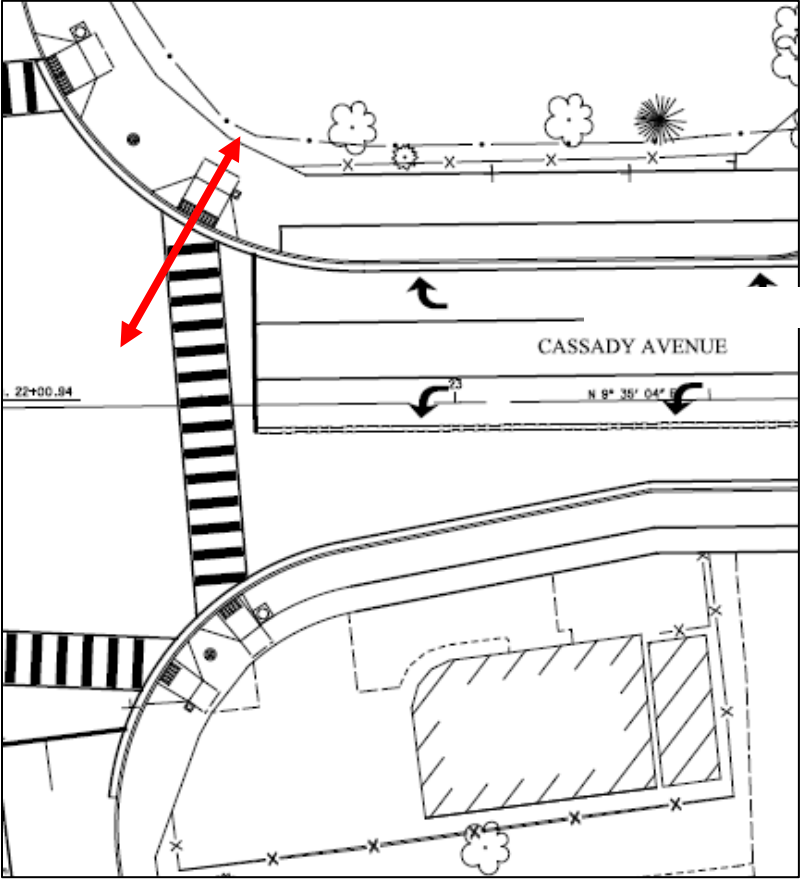
Requirements

- Each project **shall use the most appropriate design standards and procedures**. For projects using MORPC-attributable federal funding, it will be necessary to meet or exceed standards and procedures acceptable to the Ohio and U.S. Departments of Transportation, such as the Ohio Department of Transportation's Project Development Process and Location & Design Manual.
- Project sponsors shall fill out Section B of the checklist accompanying this policy and provide completed form to MORPC.
- **Designs shall include accommodation of all users and be sensitive to the context of the project setting**. It is important to note that Complete Streets may look different for every project and road type. For example, wide lanes or paved shoulders may be sufficient in a rural area, whereas sidewalks and/or bike lanes are needed in an urban setting.

Section 4. Policy; Requirements



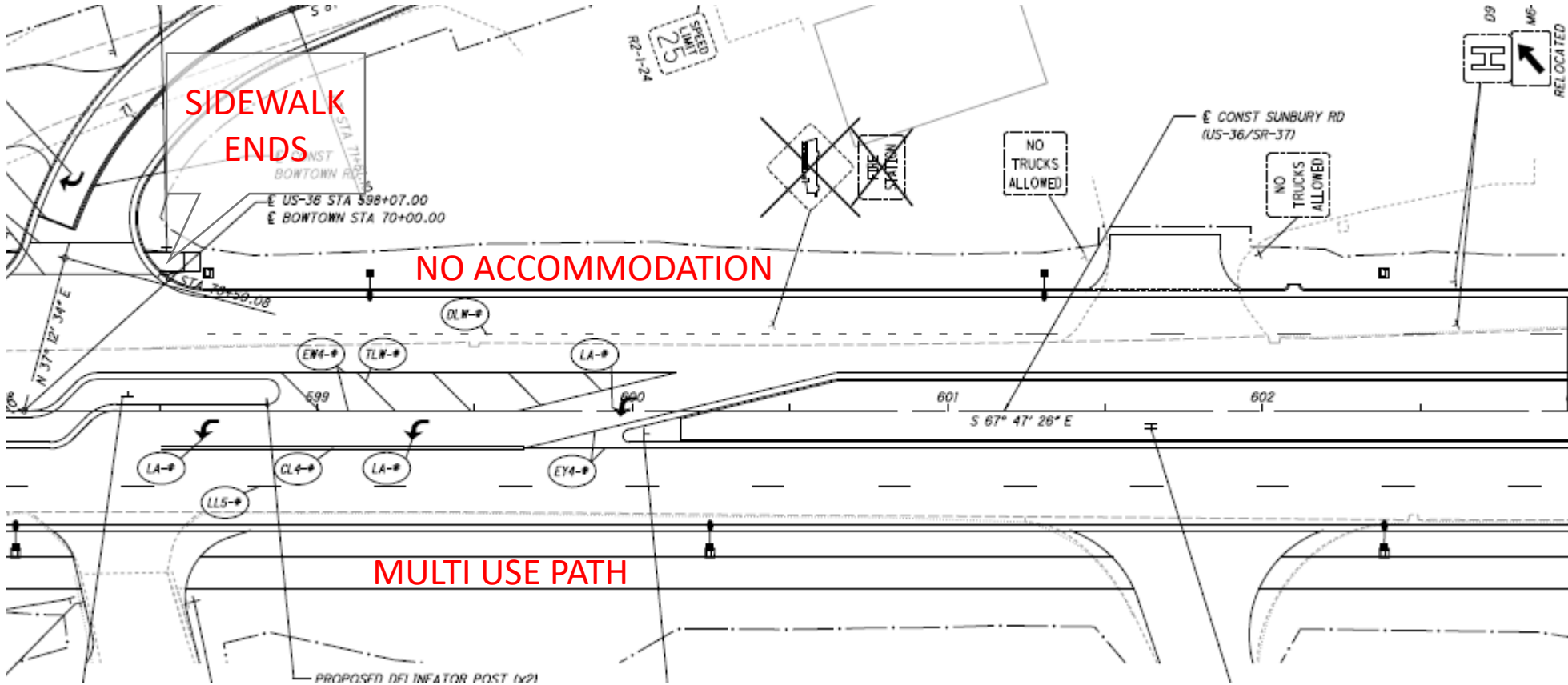
Functionality and Accessibility



Section 4. Policy; Requirements



Context Sensitivity & Appropriate Facility Types



Section 4. Policy; Requirements



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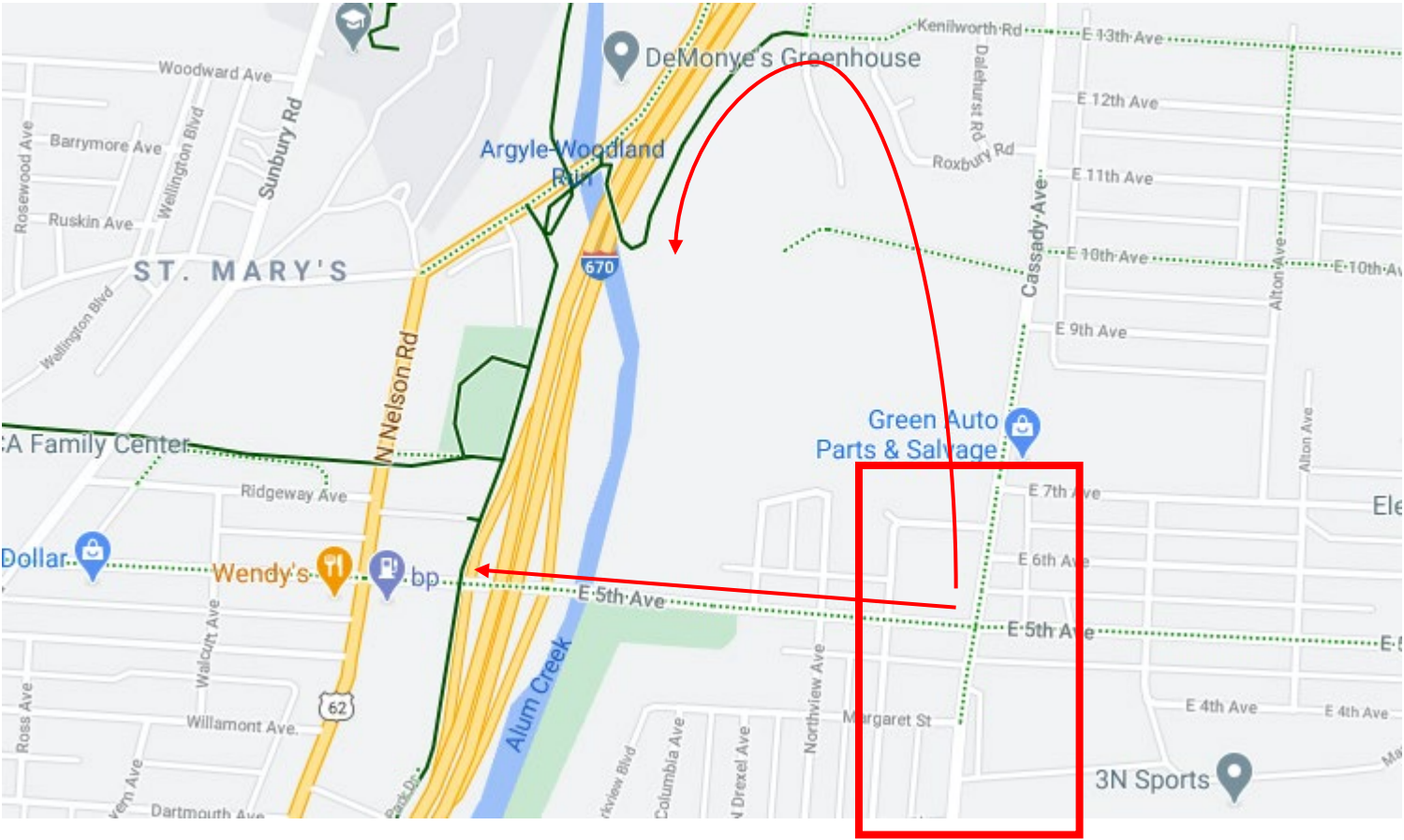
Requirements

- Also, **when re-striping projects are considered**, where the right-of-way will not change, **options such as bike lanes, sharrows, and pedestrian crosswalks could still be implemented**. More information and **examples will be provided as part of the checklist and toolkit**.
- A systems approach shall be used in developing roadway projects, especially to **ensure coordination with nearby jurisdictions, projects, and plans**, irrespective of the project sponsor.
- **If there is another project planned or in development near this project, the two should be coordinated** to ensure consistency in the facilities serving the corridor.

Section 4. Policy; Requirements



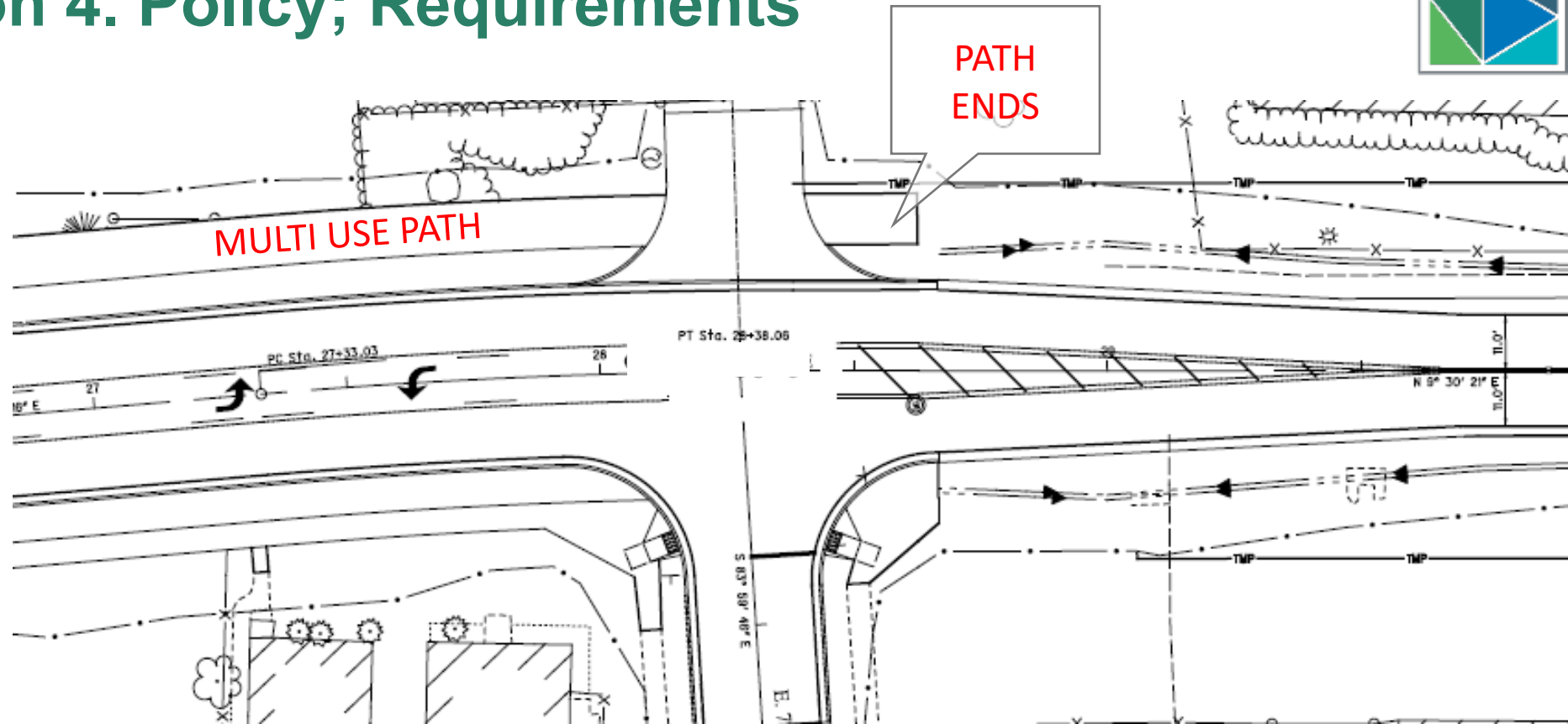
Network Connectivity and Project Coordination



Section 4. Policy; Requirements



MORPC



- **Logical termini should be chosen to include connections through “pinch points,”** such as overpasses, railroad crossings, and bridges. Logical termini should not be chosen so that the project ends before such a “pinch point” unless there is a compelling reason to do so.

Section 4. Policy; Requirements



Page 3-4 of Existing Policy Document:

Requirements

- **If the project serves a destination point**, such as a school, recreational facility, shopping center, hospital, or office complex, **the project shall provide the opportunity for the destination to have access to the project's pedestrian and bicycle facilities.**
- **Every project shall involve the local transit agency in the design process** to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided. The project sponsor shall provide the local transit agency during Step 1 of the Project Development Process the opportunity to participate throughout the entire process.

Section 4. Policy; Requirements



Page 4 of Existing Policy Document:

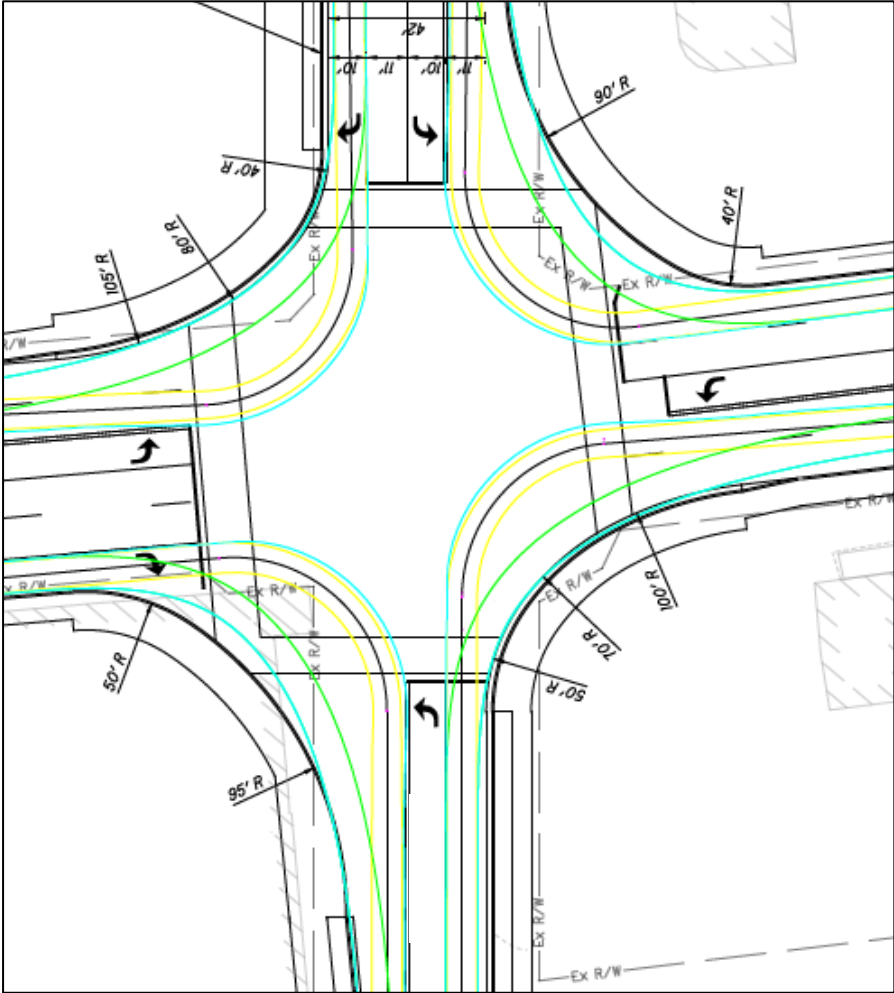
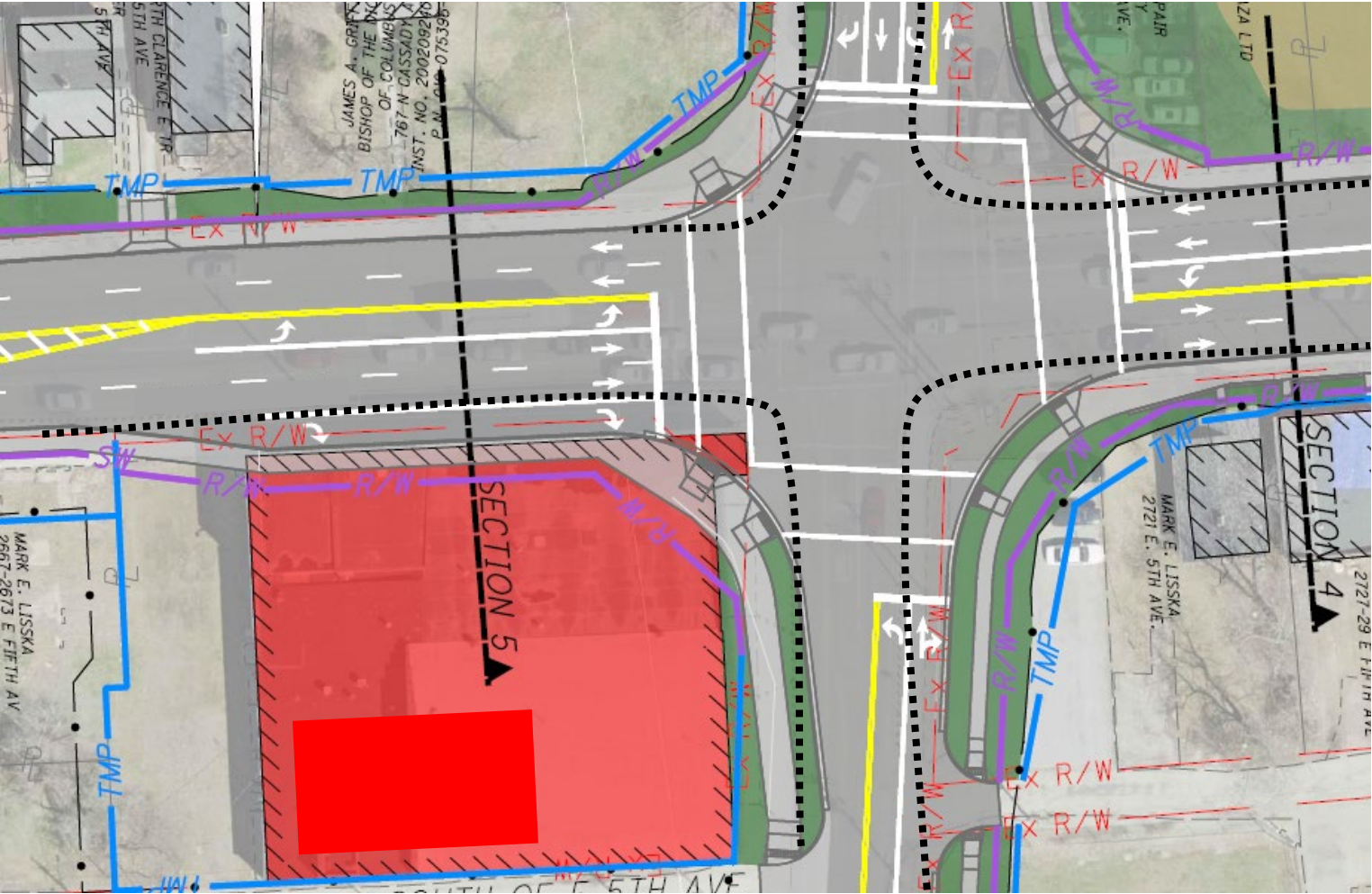
Requirements

- **Public transit facilities shall be designed with the goals of Complete Streets in mind**, by including sidewalks, bicycle connections, or secure bicycle parking, among others.
- **Every project shall provide the opportunity for utility/telecommunications infrastructure to be appropriately accommodated** to allow for existing and future growth. Efficient use of right-of-way during construction and maintenance should be considered to improve access to utility systems, including future broadband networks. This policy is not intended to create new rights for utilities outside those provided by existing law and contract.
- **Every project shall ensure that the provision of accommodations for one mode does not prevent safe use by another mode** (e.g., a bus shelter should not block the clear walking zone on the sidewalk).

Section 4. Policy; Requirements



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Current Policy Recommendations



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Section 5. Recommendations



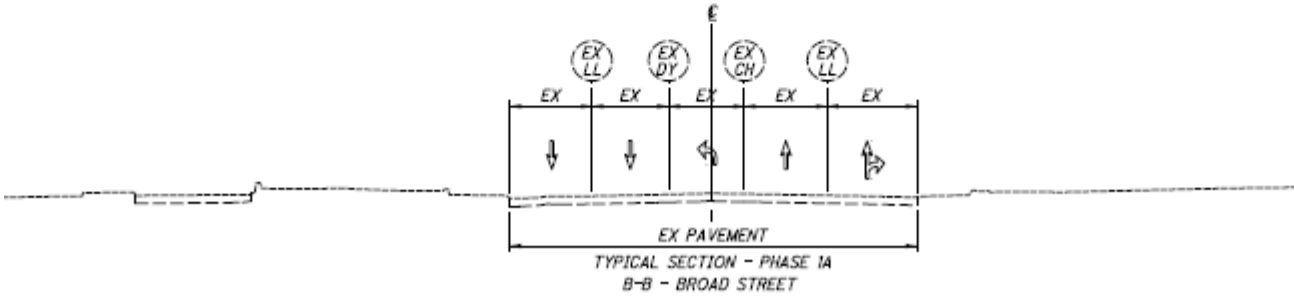
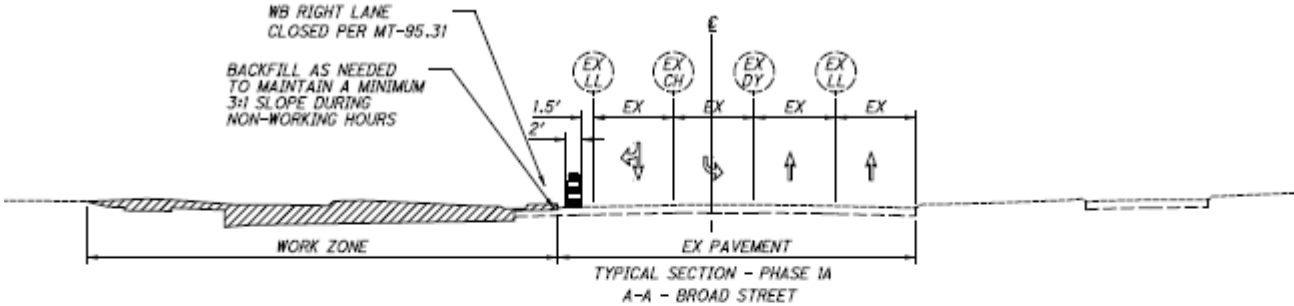
Page 4 of Existing Policy Document:

- **All users should be considered during the entire life cycle of a project**, including planning, design, construction, operations, and maintenance.
- **Street furniture**, such as bike racks or benches, **should be considered as part of all projects** as long as they do not impede any user.
- When designing a facility that includes or crosses an existing or future transit route, **ensure that the appropriate pedestrian and wheelchair access is provided to and from the transit stops.**
- **Traffic-calming elements** including, but not limited to, landscaping, street trees, and narrowing of lanes, **should be considered where safe and appropriate.**

Maintenance of Traffic



MORPC



Operations & Maintenance



Section 5. Recommendations



Page 4 of Existing Policy Document:

- **Project sponsors should consider including street trees and landscape components**, with careful analysis of tree, site, and design considerations.
- **Special consideration should be given to future planned facilities or services.**
- **Each project design should be coordinated with appropriate access management strategies.** Access management strategies should consider the placement of sidewalks and ramps to eliminate sight distance issues.
- **Although this policy focuses on engineering projects, the project sponsor should provide education, encouragement, and enforcement strategies during or after the project.** The education component should include government officials, developers, and the public. A toolkit designed by MORPC staff will provide best practices, ideas, and resources to help with these efforts (see Implementation section).

Section 5. Recommendations



Page 4-5 of Existing Policy Document:

- While this policy focuses on transportation, **local governments should review their land use and zoning policies** to provide for mixed land use developments and projects that provide direct non-vehicular connections within a given development.
- **Each local community should regularly update its project design standards** and procedures and train its staff to adhere to them.
- **Local governments are encouraged to adopt their own Complete Streets policies**, consistent with this regional policy and federal and state design standards. State governments should work with the local Metropolitan Planning Organizations to ensure consistency in policies at the state, regional and local level.

Policy Requirements / Recommendations



Are we missing any other key elements?

Next Steps

Next CS Policy meeting:

- Review Section 4 of Updated Policy
 - Next portion of policy will be shared for review prior to meeting
- Discuss “Applicability and Review Process”
- Meeting on Thursday, April 29, 2021

Attend ATP Stakeholder Workshop

- Tuesday, April 13, 2021



THANK YOU!

