

Draft

Chapter Two- Committee Goals

This chapter will review the goals that were set in 2013 Bicycle and Pedestrian Plan Update and discuss the new goals set for the 2019 plan.

2013 Goals

Methodology

In 2013 seven goals were created for the Bicycle and Pedestrian Plan Update. Planning staff worked with the Bicycle and Pedestrian Plan Update Steering Committee during the goal creation process. Planning staff followed a model¹ from the Federal Highway Administration (FHWA) in anticipation that the plan would be in compliance with the current transportation act, Moving Ahead for Progress in the 21st Century (MAP-21). Goals were set up as follows:

Goal Format Example	
Objective(s)	Consists of the overall goal.
Performance Measure(s)	Consists of how the objective(s) can be met in the form of a measurable action(s).
Strategy(ies)	Consists of what action(s) will be taken to achieve the goal.
Implementation	Consists of who will perform the action and by when.

Figure X: Goal Formation Process

The 2013 plan goals are discussed in this section so that a performance review can be conducted to see how effectively the performance measures were implemented. Performance measures that have been reached since the 2013 Bicycle and Pedestrian Plan Update are listed below. If a measure was considered as being “in process” staff considered it as completed for reporting purposes.

Please note that X=not completed and ✓=completed or in process.

2013 Bicycle and Pedestrian Plan Update Goals

Goal 1: Plan Updates:

Performance Measures:

- ✓ Complete the 2019 BPP Update (in process)
- ✓ Complete the 2040 LRTP (completed)

Implementation:

- ✓ Staff begins work on updates in 2019 (in process)

Goal 2: Continue and Expand Communication:

Performance Measures:

- ✓ Establish a stakeholder and public meeting list (completed)
- ✓ Establish a list of contacts of local bicycle and pedestrian groups (completed)

¹ ODOT Central Office

Implementation:

- ✓ Staff makes copies of the BPP upon completion and sends to relevant agencies within a year of approval by the MPO policy committee (completed)
- ✓ Once the BPP is completed, staff asks for recommendations from the MPO committees for bicycle and pedestrian stakeholders to add to the bicycle and pedestrian contact list. Staff will update the list as needed (completed)
- ✓ Staff informs stakeholders of bicycle and pedestrian news quarterly via *The Planning Press* newsletter articles (now run bi-annually, completed)
- ✓ Staff researches and summarizes their findings regarding local contact information for local bicycle and pedestrian groups and post on the web. Staff updates this information as needed (completed)
- ✓ Staff creates a presentation summarizing the most recent BPP. Staff presents the presentation as requested (completed)

Goal 3: Support/Promote Bicycle and Pedestrian Safety:**Performance Measures:**

- ✓ Increase public access to safety related classes and materials (completed)
- ✓ Increase staff's knowledge of bicycle and pedestrian safety (completed)
- ✓ Exchange any relevant information with local law officials (completed)
- ✓ Identify a list of applicable state and local agencies (completed)

Implementation:

- ✓ Staff will create a list of local bicyclist and pedestrians needs and safety concerns with the bicycle and pedestrian steering committee and forward this information to law enforcement and other government agencies (completed)
- ✓ Staff will expand bicycle and pedestrian components in the next MPO Annual Safety study (completed)
- ✓ Staff will keep and maintain a library of bicycle and pedestrian related safety materials in the office and will make it available by request (completed)
- ✓ Staff will maintain the ERPC website to house information on bicycle and pedestrian practices (completed)
- ✓ Staff will announce any relevant bicycle or pedestrian related safety training to the Citizen Advisory/Safety Committees (completed)
- ✓ Staff will attend bicycle/pedestrian related classes as staffing levels and time allow (completed)

Goal 4: Promote Tourism/Economic Development:**Performance Measures:**

- ✓ Increase bicycle and pedestrian tourism in the MPO region (completed)

Implementation:

- ✓ Staff will create a power point for presentation highlighting the bicycle and pedestrian amenities in the area (completed)
- ✓ Staff will send the power point to economic and tourist related agencies to use (completed)

- ✓ Staff will be available to present information on the BPP as requested (completed)
- ✓ Staff will create a pamphlet and other marketing materials with the economic and tourist related agencies when possible (completed)

Goal 5: Increase Multi-Modal Transportation Network Opportunities:

Performance Measures:

- X Analysis of bicycle and pedestrian conditions including a level of service ratings for all roads in the MPO area
- ✓ Conduct bicycle and pedestrian counts in high traffic areas as staffing levels allow (completed)

Implementation:

- X Have staff set up a matrix and rating system as staffing levels permit
- ✓ Have staff and the bicycle and pedestrian steering committee conduct bicycle and pedestrian counts in high traffic areas (completed)
- X Send the results of the conditions survey and counts to local jurisdictions and relevant government agencies

Goal 6: Encourage Pro-Active Planning and Design:

Performance Measures:

- ✓ Communicate and assist relevant agencies and jurisdictions regarding design standards (completed)
- ✓ Modify the TIP scoring sheet to support bicycle and pedestrian projects (in process)

Implementation:

- ✓ Staff will gather bicycle and pedestrian related materials and will house them in office. Materials will be available through hard and electronic copies (completed)
- ✓ Staff will maintain an active transportation website that will contain information on bicycling and walking (completed)
- ✓ Staff will relay information to local jurisdictions in discussions regarding the bicycle and pedestrian steering committee as requested (completed)

Goal 7: Plan Implementation:

Performance Measures:

- ✓ Create a standing bicycle and pedestrian committee to assist with implementing the recommended projects from the BPP (completed)

Implementation:

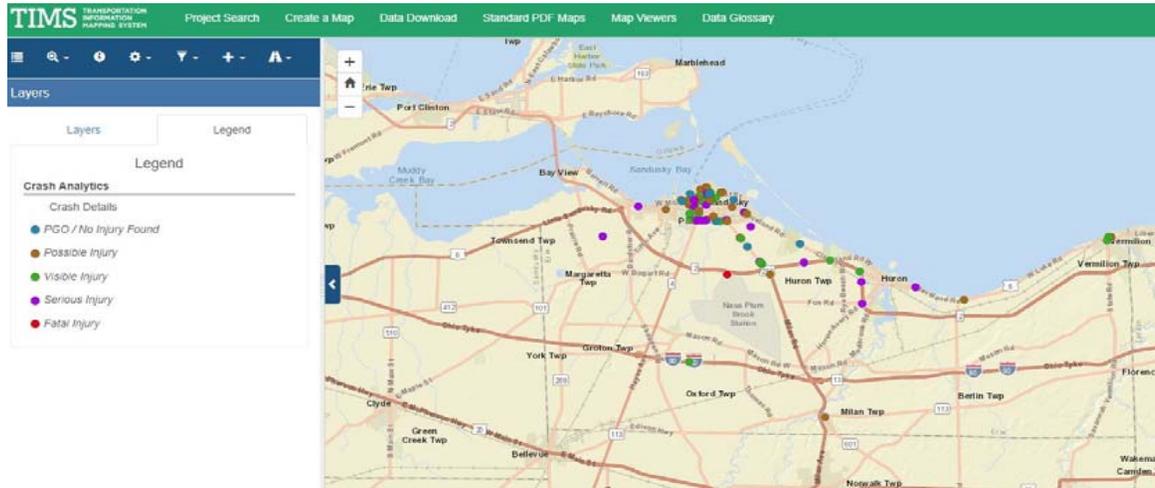
- ✓ Staff will call the recommended people and schedule a meeting for the group (completed)
- ✓ Staff will set-up meetings once the group is established and will set up at least two meetings per year (completed)

ERPC staff and the steering committee reviewed each of the plan goal's performance measures and implementation steps. Below is a summarized report of what was achieved in the last five years from the 2013 plan.

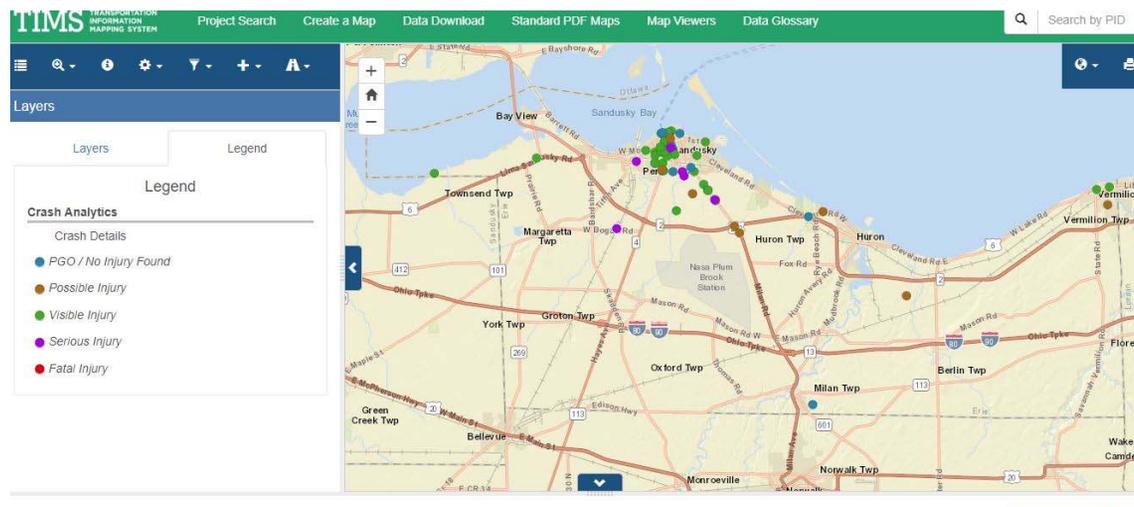
Goal Number	Description	Number of Performance Measures	Completed Measures	% Achieved
1	Plan Updates	1	1	100%
2	Continue and Expand Communication	2	2	100%
3	Support/Promote Bicycle and Pedestrian Safety	4	4	100%
4	Promote Tourism/Economic Development	1	1	100%
5	Increase Multi-modal Transportation Network Opportunities	2	1	50%
6	Encourage Pro-Active Planning and Design	2	2	100%
7	Plan Implementation	1	1	100%
Total		13	12	92%

Conclusion

As reviewed, the majority of the performance measures were reached. Supporting this data staff found that crash numbers involving bicycle and pedestrians in the planning area decreased from 85 in 2013-2015 to 68 in 2016-2018 (approximately a 20% reduction). Numerous factors go into what creates a crash and it is unknown exactly what type of impact the efforts from the Bicycle and Pedestrian Plan had on these numbers, but this information does support this report. It is hopeful that the accidents numbers will continue to decline through planning and other safety efforts county-wide. A more detailed look at the current safety figures will be examined in the next chapter.



Bicycle and pedestrian accidents from 2013-2015²



Bicycle and pedestrian accidents from 2016-2018³

² ODOT TIMS System, 2019

³ ODOT TIMS System, 2019

2019 Bicycle and Pedestrian Plan Goals

Federal Legislative Changes

In 2015 another federal transportation bill was passed. This bill is called the Fixing America's Surface Transportation System and is also referred to as the FAST Act. The FAST Act also prescribes that performance measures be utilized in planning efforts. As a result of this, the same format that was used in the 2013 plan update will be used in this plan.

Since the passage of the FAST Act performance measures have become more specific about what and how activities should be measured. Under federal legislation MPO's must adopt their own performance measures. The Ohio Department of Transportation must also create performance measures. In regards to this plan Performance Measure one is examined as it directly correlates. ODOT adopted measures which aims for an overall reduction of one percent decrease across all five measures listed in the chart below. Following tradition to date, the MPO Policy Committee chose to support the state's measures in September of 2018 passing a resolution supporting the state's targets as listed below.

Safety	ODOT 2018 Target	Statewide Current	ODOT 2019 Target
Number of Fatalities	1,051	1,083	1,062
Number of Serious Injuries	9,033	9,013	8,834
Rate of Fatalities	0.91	0.93	0.91
Rate of Serious Injuries	8.01	7.76	7.60
Frequency of non-motorized fatalities and non-motorized serious injuries	840	853	836

Non-motorized performance measures adopted by the ODOT

2019 Goals Methodology

The creation of the goals for the 2019 plan followed a similar pattern as the 2013 plan did. The goals were presented to the plan steering committee. The committee elected to maintain the same goal format and staff worked to update them to more accurately reflect current conditions.

The goals within the plan lay out the framework of what the committee would like ERPC staff and the Bicycle and Pedestrian Steering Committee to work on in the future. The committee also considered how these goals would support ODOT in reaching the overall 1% reduction in the safety measures listed above. The committee discussed that although the MPO does not directly have an impact on these measures, it does have an indirect impact with supporting activities. Indirect methods include promoting bicycle and pedestrian safety education, emphasis on funding pro-safety projects etc. Please note that goals are not numbered in order of importance. The goals for the 2019 Bicycle and Pedestrian Plan Update take these items into consideration and are as follows:

Goal 1: Plan Updates:

Objectives:

- Update the Bicycle and Pedestrian Plan Update (BPPU) every five years
- Ensure the most recent ERPC Long Range Transportation Plan (LRTP) includes information from the most recent BPP and vice-versa

Performance Measures:

- Complete the 2024 Bicycle and Pedestrian Plan Update by 2024
- Complete the 2045 LRTP by 2024

Strategies:

- Work with the Bicycle and Pedestrian Advisory Committee to write the 2024 BPPU
- Check compatibility of the LRTP and BPPU

Implementation:

- Staff begins work on the BPPU in 2023
- Staff verifies that the non-motorized section of the 2045 LRTP is compatible with the most recent BPPU plan

Goal 2: Continue and Expand Communication:

Objectives:

- Correspond with jurisdictions and related agencies on bicycle and pedestrian issues
- Foster and create opportunities to reach out to relevant parties

Performance Measures:

- Maintain the stakeholder and public meeting list (ongoing)
- Maintain a list of contacts of local bicycle and pedestrian groups (ongoing)
- Present bicycle and pedestrian related material as requested (ongoing)
- Maintain the active transportation website (ongoing)

Strategies:

- Forward copies of the updated BPPU to jurisdictions and relevant bicycle and pedestrian agencies once completed
- Continue to stay in contact with local jurisdictions and public officials in an effort to identify stakeholders, local bicycle and pedestrian groups
- Have presentations and materials ready to present upon request
- Solicit for more committee members

Implementation:

- Staff places the BPPU on ERPC's website upon completion and sends it to relevant agencies upon approval by the MPO Policy Committee (hard copies will also be available upon request)
- Staff continues to inform stakeholders of bicycle and pedestrian news via *The Planning Press* newsletter articles and other methods
- Staff creates an updated presentation regarding the BPPU and other related materials and presents it as requested

- Staff ensures that bicycle and pedestrian related resources are accessible and accurate as resources allow including the active transportation website
- A presentation of the plan or other bicycle and pedestrian related materials is available and ready to present
- Staff continues meeting with the Bicycle and Pedestrian Advisory Committee and continues soliciting for new committee members via e-mails, presentations and other methods

Goal 3: Support/Promote Bicycle and Pedestrian Safety:

Objectives:

- Increase bicycle and pedestrian safety awareness
- Support local law enforcement engagement with the bicycle and pedestrian community
- Support activities that increase motorist's awareness of bicyclist and pedestrians and vice versa
- Improve communication with local and state agencies relative to local bicyclist' and pedestrian's needs and safety

Performance Measures:

- Safety related classes and materials are available to the public and local agencies (ongoing)
- The active transportation website is maintained (ongoing)
- Communication is maintained with local law officials or related agencies via meeting or other methods (ongoing)
- Safety presentations are available (ongoing)
- Displays and presentations have occurred within the community supporting safety (ongoing)
- Bicycle and pedestrian grant funding and/or materials have been obtain to utilize locally (on going)

Strategies:

- Communicate with local agencies and the public about bicycle and pedestrian materials through the distribution of educational materials, presentation and other methods as applicable
- Assist other agencies to promote safety as resources allow
- Keep presentation and hand out materials up to date
- Continue the bicycle and pedestrian count program and provide data to the Ohio Department of Transportation as resources allow
- Contact media outlets to learn about the public service announcement (PSA) process

Implementation:

- Continue to increase staff's and committee members knowledge of bicycle and pedestrian safety methods by attending training, webinars or other related events/meetings
- Hard copy safety materials is distributed publicly by staff and other related agencies
- Submit or assist other agencies with grant writing for bicycle and pedestrian safety related activities and/or materials
- Update the website and check for outdated materials periodically
- Continue to present bicycle and pedestrian safety presentations as requested

- Announce any relevant bicycle or pedestrian related safety trainings publicly through social media or other methods
- Participate in bicycle and pedestrian counts as resources allow
- Draft a PSA and send it to the local media outlets

Goal 4: Promote Tourism/Economic Development:

Objectives:

- Promote a marketing campaign to increase bicycle and pedestrian activity in the MPO region

Performance Measures:

- Increase tourism generated revenue to the area especially by bicycle and pedestrian related means (ongoing)
- Maintain involvement with economic and tourist related contacts to distribute safety information (ongoing)

Strategies:

- Maintain a list of local tourist and economic related agencies and invite them to participate in the advisory committee
- Continue to communicate with local economic and tourist related agencies about the benefits of bicycling and pedestrian activities

Implementation:

- Keep presentations up to date and send to economic and tourist related agencies to utilize and distribute as seen fit
- Be available to present information on the economic impact of bicycling and walking as requested
- Staff will invite related economic and tourism contacts to participate in the advisory committee
- Staff will continue to communicate with related economic and tourism contacts via e-mail, meetings or other methods

Goal 5: Increase Multi-Modal Transportation Network Opportunities:

Objectives:

- Increase multi-modal transportation use and options available within the MPO and surrounding area

Performance Measures:

- Support educational efforts supporting active transportation methods
- Create an analysis of bicycle and pedestrian conditions including a level of service ratings for all roads in the MPO area and make it publicly available
- Support projects maintaining or creating bicycle and walking infrastructure regionally

Strategies:

- Gather and maintain educational material
- Create a matrix and rating system for the bicycle and pedestrian facilities in the MPO area and share

- Show case projects that create active transportation opportunities in presentations etc.
- Maintain communication with regional partners that are involved with active transportation efforts

Implementation:

- Set-up a matrix and rating system of all MPO roads
- Distribute educational material to the public and other related agencies
- Assist and support local and regional jurisdictions and agencies in obtaining funding for active transportation infrastructure creation and maintenance

Goal 6: Encourage Pro-Active Planning and Design:

Objectives:

- Encourage pro-bicycle and pedestrian design standards

Performance Measures:

- Communicate and assist relevant agencies and jurisdictions with design standards and best practices
- Complete the modification of the Transportation Improvement Program (TIP) scoring sheet to support bicycle and pedestrian projects highlighting complete streets concepts

Strategies:

- Maintain the library of bicycle and pedestrian related materials to allow for review of materials as desired
- Modify the MPO TIP scoring sheet to emphasize pro-bicycle/pedestrian projects
- Continue to invite local jurisdiction's engineers, planners and other government officials to participate in the MPO bicycle and pedestrian steering committee
- Work towards Implementing a complete streets policy through the MPO through the TIP scoring sheet update process

Implementation:

- Staff will continue to gather and maintain bicycle and pedestrian related materials and will house them in office and online. Materials will be available through hard and electronic copies
- Staff will remain involved with the MPO TIP scoring sheet update process and encourage the committee to consider complete street concepts
- Staff will continue to relay best practices in discussions and presentations when feasible
- Staff will offer support other agencies with implementation of best practices as resources allow

Goal 7: Plan Implementation:

Objectives:

- Attempt to implement recommended performance measures as listed above

Performance Measures:

- Continue facilitating meetings with the bicycle and pedestrian committee to assist with implementing the recommended projects from the BPPU

Strategies:

- Continue to maintain a list of names for the bicycle and Pedestrian committee at the Policy Committee after the BPPU has been passed
- Maintain and grow committee membership
- Communicate with relevant agencies and the public about topics listed within these goals

Implementation:

- Staff will continue to facilitating the Bicycle and Pedestrian Advisory Committee and work towards goal completion
- Staff will continue to solicit for new advisory committee members and maintain contact with the public and other relevant agencies