

Appendix A: Model Policy Goals

This policy, goals and legislation review provides a framework for the Columbus Bikeways Plan. This Appendix provides relevant policy models, including examples both locally and internationally.



Mayor's Green Team

Green Principles March 17, 2006

The **City of Columbus** is committed to achieving an environmentally sustainable community that meets today's needs without compromising the ability of future generations to meet their needs, and accepts the responsibility to promote these **Green Principles** in policy decisions and programs.

1. **Promote and implement environmental quality** for current and future generations when making decisions regarding growth management, transportation, energy, water, air quality and economic development.
2. **Provide for the needs of a growing population in a manner that enhances prosperity and sustains a diverse, resilient and healthy environment** when establishing policy on land use, infrastructure development, open space preservation, healthy lifestyles, preservation of natural resources, growing food locally, and the greening of the city through tree planting and parks development. Prioritize the impact of regional consequences and opportunities.
3. **Strengthen economic vitality** and economic security within the community through environmentally based policies that create jobs, promote entrepreneurship, and expand green business opportunities. Promote products and services that enhance environmental, social and economic vigor by adopting and implementing sustainable procurement practices. Utilize research & development as a vital tool in promoting green economic development, seeking advancements and break-through technologies.
4. **Reduce demand for natural resources** through energy efficiency, water conservation and sustainable land use. Promote construction of high-performance, green buildings based on long-term environmental impact and operating costs.
5. **Promote waste management strategies** that seek to reduce, reuse and recycle. Vastly improve awareness and participation in recycling programs in the community. Seek opportunities to reduce the waste stream of solid waste. Implement programs that address all forms of waste, including solid waste, wastewater and organic waste.
6. **Encourage transportation and mobility alternatives** that decrease use and dependence on petroleum-based fuels while improving outdoor air quality. Promote energy independence by

seeking non-petroleum, renewable fuel sources. Support a variety of choices to the community that promote pedestrian access, transit, bikeways, and healthy lifestyles.



**MORPC's 2004 Routine Accommodations Policy
RESOLUTION T-15-04**

**Accommodating Bicycle and Pedestrians in Transportation Projects:
A Policy Statement**

(Emphasis added)

Many state, county and local jurisdictions are beginning to recognize the value and the need of routinely providing facilities for pedestrians or bicyclists. The inclusion of facilities in the early planning phases of new highway construction and residential and commercial development reduces the complexity and costs of attempting to retrofit years later. MORPC encourages and supports those communities that have taken the step toward routinely accommodating pedestrians and bicyclists in the planning process. To others, **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. Sponsors using local, state, or other federal funds are encouraged to accommodate bicycles and pedestrians in the planning and design of all proposed transportation projects. All transportation facilities on which bicyclists and pedestrians are permitted by law, including but not limited to streets, roads, highways, bridges, buses, trains, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all modes and pedestrians, including people with disabilities, can travel safely and independently.

Project sponsors are responsible for determining, for each project and within the context of the regional long range plans, the most appropriate facility or combination of facilities for accommodating bicycling and walking, including but not limited to marked bicycle lanes on the roadway, paved shoulders, wide outside lanes, signed bike routes, shared use paths, sidewalks, bike racks on buses, bicycle parking facilities, marked or raised street crossings (including over- and under-crossings), and pedestrian signals and signs.

Providing access for people with disabilities is a civil rights mandate that is not subject to limitation by project costs, levels of use, or "exceptional circumstances." While the Americans with Disabilities Act does not require pedestrian facilities in the absence of a pedestrian route, it does require that pedestrian facilities, when newly constructed or altered, be accessible.

To this end, project sponsors must provide in the written request for federal funding:

Documentation providing for the inclusion of a bikeway and pedestrian facilities in the proposed project seeking MORPC-attributable funds. Application materials must include a description of the facilities.

Specifically, **every transportation project sponsor, when presenting its request for federal funding, must submit with its request a fully completed "Bicycle/Pedestrian Facilities Planning and Programming Checklist" form prescribed by MORPC**, a copy of which is attached to this policy, showing that accommodating bicycling and walking, as well as accessibility for the disabled, have been properly considered throughout the planning of the proposed project.

The existing, committed, and proposed bikeways and pedestrian pathways in the bikeway and pedestrian plans created by MORPC should be considered the priority bikeways and pathways for the Central Ohio community. Planners and designers must accommodate bicycling and walking in all transportation projects for which MORPC attributable federal funding is requested, regardless of whether or not a bikeway is included and/or designated as a priority in bikeway and pedestrian pathway plans. Below are specific planning and design guidelines to assist project sponsors in the accommodation of bicycles, pedestrians and people with disabilities. Project sponsors shall use these guidelines in planning for and designing their projects. The guidelines will be used by MORPC staff and relevant committees as the proposed project is processed through Project Selection and Planning Review.

1. Bikeways and pedestrian ways, including the appropriate facilities to accommodate people with disabilities to transit stops, shall be established in new construction and reconstruction of road and bridge projects unless one or more of the following conditions are met:

- Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, the applicant shall accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- The cost of establishing bikeways or pedestrian ways that meet applicable standards would exceed 20% of the cost of the larger transportation project.
- Where the project consists of minor maintenance or repair (reconstruction is not included).
- Where the project consists primarily of the installation of traffic control or safety devices and little or no additional right-of-way is to be acquired.
- There are extreme topographic or natural resource constraints.
- The ADT is projected to be less than 1,000 vehicles per day over the life of the project.
- Where scarcity of population or other factors indicate an absence of need.
- An existing bikeway/pedestrian way currently exists or a bikeway/pedestrian way is scheduled for construction within the corridor.

2. On proposed projects that do not increase capacity bicycle and pedestrian facilities shall be included in the following ways:

- Resurfacing including striping for additional shoulder width and/or crosswalks.

- Signalization including installation of pedestrian activated signals, review proper operation or timing of pedestrian phase.
- Re-striping sufficiently wide pavements and bridge decks for additional shoulder width.
- Bridge deck replacement with extension of bridge deck (or other means) to accommodate bicyclists and pedestrians.
- In cases where an adopted regional or local plan proposes a bikeway or pedestrian way that would pass under or over a bridge that is to be reconstructed, the bridge shall be reconstructed to accommodate the bikeway or pedestrian way.
- Intersection upgrades including crosswalks and pedestrian actuated signals.
- In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

3. The design and development of the transportation infrastructure shall improve conditions for bicycle and pedestrian movement by:

Planning projects for the long-term. The design and construction of new facilities should anticipate likely future demand for bicycle and pedestrian movement and not preclude the provision of future improvements. In particular, where development is projected to change the character of an area from rural to suburban to urban over the long-term, bicyclists and pedestrians must be accommodated in near-term transportation projects in order to create a bicyclist and pedestrian friendly transportation system over the long-term. Appropriate right-of-way or width should be set aside to accommodate future facilities. Every project should be planned and designed with the ultimate, long-term goal of creating, over time, a complete system of bikeways and pedestrian pathways. Even where a road or bridge project may create an unconnected bicycle or pedestrian facility for the short term, it should be expected and planned that when the roads or other transportation facilities adjacent to that project are created or improved, the appropriate bicycle and pedestrian facilities will be included.

Connecting bicycle and pedestrian facilities across jurisdictional boundaries. As the metropolitan planning organization, MORPC has a vantage point from which to recommend to the jurisdictions within MORPC the connection and continuity of bicycle and pedestrian facilities for the purpose of qualifying for federal funding. MORPC does this through the Bikeway Plan which is updated every three years.

Designing context-appropriate facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow commonly used design guidelines and standards such as the AASHTO Guide for the Development of Bicycle Facilities, AASHTO's Policy on Geometric Design of Highways and Streets, the ITE Recommended Proactive "Design and Safety of Pedestrian Facilities," and the Americans with Disabilities Act's Accessibility Guidelines.

Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly travel along a corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. For instance, a roadway project that does not contain a bike facility (interstate highway) should address bridge crossings that are hostile for bicycles and pedestrians. Therefore, the design of intersections and interchanges shall accommodate cyclists and pedestrians in a manner that is safe, accessible and convenient.

4. Any questions about the meaning, intent, or application of this policy should be directed to the Transportation Division of MORPC.

Selected Bicycle Policy Goals

(Source: Alta Planning + Design, 2007)

The following are goals from recent Bicycle Plans in selected North American cities. These goals provide useful background for the development of goals and objectives in Columbus.

San Francisco, California

Overall goal: Make bicycling an integral part of daily life in San Francisco.

Goal 1: Increase safe bicycle use

Goal 2: Refine and expand the existing bicycle route network

Goal 3: Ensure plentiful, high quality bicycle parking to complement the bicycle route network

Goal 4: Adopt bicycle-friendly practices and policies

Goal 5: Promote safe bicycling

Goal 6: Increase enforcement of bicycle-related violations

Goal 7: Prioritize and increase bicycle funding

Toronto, Canada

Goal 1: To double the number of bicycle trips made in the City of Toronto, as a percentage of total trips, by 2011; and

Goal 2: To reduce the number of bicycle collisions and injuries

Austin, Texas

Goal 1: To *institutionalize bicycle transportation* in all transportation and recreation planning, design, and construction activities in order to meet the needs of the cycling public

Goal 2: To *improve bicycle safety* by recommending actions which reduce bicycle related collisions and falls

Goal 3: To *increase the level of commuting and utilitarian bicycling* as a cost-effective and efficient transportation alternative by providing coordinated bicycle facilities, enforcement of traffic laws, and promotional campaigns for bicycling

Goal 4: To *fund, create and maintain a functional system* of on- and off-street bicycle routes that will enable safe bicycle transportation until overall roadway improvements are made that allow travel on all roadways

Goal 5: To establish and maintain safe *standards and guidelines* for bicycle facilities, programs and projects, and

Goal 6: To *integrate* and coordinate multiple modes of transportation through provision of *bicycle/transit interfaces* on buses and light rail, and bike & ride facilities at transit stations so that bicycling can play an important role in congestion demand management

Chicago, Illinois

Goal 1: To increase bicycle use so that 5 percent of all trips less than five miles are by bicycle

Goal 2: To reduce the number of bicycle injuries by 50 percent from current levels

The City of Grandview Heights: Bikeway Goals and Objectives

Promote bikeways routes that serve all major trip generators

Promote bicycling and walking to reduce automobility and emissions

- Support accommodations for cyclists at public facilities and at places of employment
- Develop bicycle facilities along with mixed use developments

Reduce traffic and parking congestion in commercial areas

- Support bike racks in the streetscape

Promote bicycle and pedestrian safety

- Identify hazardous locations on roadways and the bikeway system and develop the means to mitigate problem areas
- Assist the Grandview Heights School District and Grandview Heights Division of Police in conducting safety programs
- Promote the use of bike helmets
- Develop a signage program that increases motorist awareness of cyclists and pedestrians

Integrate transit and bikeways systems as the city redevelops

Inventory and catalog funding sources and methods for bikeway planning and system improvements

Take on an advocacy role within the region for bicycling issues

- Work closely with neighboring jurisdictions and the Mid-Ohio Regional Planning Commission to develop the needed connections to the regional system
- Participate in regional and state conferences on bicycling and pedestrianism

Source: Grandview Heights Bikeway System Plan, 2007

Dutch National Bike Master Plan 1992

The Netherlands is one of the most advanced nations in the world, combining high technology, innovative town planning and a very high quality of life. More than 20% of all trips in the Netherlands are made by bicycle, and mode shares are even higher in many cities. One town, Houten, was designed as a model community for cycling, and more than 50% of all trips there are made by bicycling. Even more impressive is the fact that Houten has not had a traffic fatality of any kind since the plan was developed. While the United States is not ready to match the Dutch levels of support for cycling, the Dutch Bike Master Plan provides a valuable comparison for communities around the world – especially considering that it was written more than a decade ago. The following sections illustrate the level of commitment in the plan:

Page 8:

“Quantitative objectives Structured Scheme for Traffic and Transport

The Structured Scheme for Traffic and Transport (SVV) sets out a limitation for growth of mobility. In 1986 the average use of cars on workdays was expected to rise by 70% until 2010. The measures mentioned in the Structured Scheme should halve this growth: the use of cars was to increase by “only” 35%.”

Page 9:

“Global Warming:

The gradual warming of the earth is mainly caused by the CO₂ that is produced when fossil fuels are burnt. In the long-run climates may change and the sea level may rise. Traffic is responsible for 15% of the CO₂ emissions in the Netherlands.”

Page 17:

The Changeover from Car to Bicycle:

“Objectives

- The number of kilometers covered by the bicycle will be increased by 3.5 billion (30%) in 2010 compared to 1986. This will account for 8.75 of the desired reduction of motor traffic.*
- In 2010, the traveling time for cyclists to economic and crowd pulling centres will have been decreased by 20% owing to the construction of short cuts by improved infrastructure.*
- The traveling time by bicycle for distances up to 5 kilometres will be shorter or equal to those by car.*
- In 1995, all businesses and institutes with over 50 employees will have a company transport plan, which will include the bicycle.*
- In 2010 the number of journeys by bicycle in commuter traffic will be increased by 50% compared to those in 1986.”*

Source:

Bicycles First: Bicycle Master Plan, 1992. Structured Scheme for Traffic and Transport. Ministry of Transport, Public Works and Water Management, The Hague, The Netherlands. V&W/RWS/12/92

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