

# RPC ACTIVE TRANSPORTATION SUB-COMMITTEE

December 15, 2014

## MEETING NOTES

Attendees: Kent Huston (Vice Chair); Scott Tourville (City of Pickerington Engineer); Greg Butcher (Violet Township Engineer); Holly Mattei (RPC Executive Director); Greg Eyerman (Fairfield County VCB); Steve Gayfield (LPRD); Peggy Portier (SRTS); Eric McCrady (FCEO); Eric Sandine (Village of Lithopolis); Jim Barrett (FHTA); Jim Bahnsen (Treasurer); Ann Probasco (Family, Adult and Children First); James Mako (RPC Staff) ; Greg Bachman (Pickerington resident)

1. Approval of the November 17, 2014 meeting notes.

Peggy Portier motion to approve. Greg Butcher seconded the motion. Motion carried.

2. Chairman's Report

Ira asked for a moment of silence for Stephanie Fibelkorn, OSU Engineering Intern, and Bill Lewis, City of Columbus Mobility Engineer who were involved in an accident downtown Columbus. Stephanie lost her life, and at the time, Bill Lewis is in critical condition.

Ira Weiss comments on last week's Central Ohio Greenways & Trails forum. He discusses the February 1<sup>st</sup> Clean Ohio deadline, and that prior to applying a letter of support from a MPO is required. He then details the Union County and Greenway Master Plan, outlining some of the major points. Specifically, how the plan parallels the Rolling Forward plan and gets into more specific details as far as multi-use path locations. He adds that the plan includes four early action projects-Richwood Lake Trail, Mill Creek/McCarthy Park Connection Trail, Mill Creek to Aldersgate Park Trail, and Big Darby Creek Paddle Trail. In addition to the projects, the document also includes road routes that cater to recreational cyclists, multi-use paths and a water trail and has ambitious goals to connect Heritage Trail from current end point to Plain City and then to Urbana.

Mr. Weiss concludes by considering whether or not we should have a water trail on the Hocking River since soil and water is represented on our committee. He adds that Madison County came up with a great way to use a subsoil blade several inches deep along both sides of the Ohio to Erie trail to cut through cottonwood and locust roots.

3. Continued discussion on the Ohio Bikeway Map v. Rolling Forward

Holly Mattei presents the Ohio Bikeway Map and discusses that there is a route from Thornville to Bremen that would go through Corridor 7 of Rolling Forward. The proposed state route does not match any of the proposed routes in Corridor 7 of Rolling Forward. Ms. Mattei asks whether we should change Rolling Forward or ask the state to change its map.

Scott Tourville mentions that if the ATC were to pursue a funding opportunity for bike-ped facilities the grantor may have an issue with Rolling Forward not matching the state map.

Ms. Mattei's opinion is to keep route 7A on Rolling Forward, and amend route 7B to match ODOT's map.

Greg Bachman expresses that the local body has put in the work, and possesses the right knowledge on these trails, and that ODOT should match Rolling Forward.

Eric McCrady shares the idea of connecting Bremen to Pleasantville or Rushville to Pleasantville in some fashion by combining the two corridors. And he adds as to eventually getting to Thornville he prefers to travel State Route 13.

Ms. Mattei clarifies with the committee that they are going to keep 7A and 7B. She is going to find the corridor that that connects Bremen to Pleasantville, and then take 188 out of Pleasantville to Thornville. She will give this information to the state and ask them to adjust their map.

Mr. McCrady states that for safety reasons he feels that it's important to get the cyclist on S.R 13 where there is a larger shoulder and more room to maneuver.

4. Update on MORPC's Active transportation Network Analyses and Cost/Benefit of Bikeways

Ms. Mattei discusses MORPC's Active Transportation Plan which they want to include in their Metropolitan Plan. The plan is also in place to assist central Ohio communities with planning efforts to ensure connectivity between active transportation types.

Ms. Mattei details the 5 deliverables that MORPC put together; first she outlines the network analysis which is a need and gap assessment to be conducted to determine key regional corridors impacting or impacted by the active transportation network. Ms. Mattei is part of the working group which examined job and housing, existing and future destinations, and points of interest. She notes that there is a smaller technical group, that

she is not a part of, which took several different criteria to rate each corridor and then chose the highest scoring corridors to conduct a need and gap assessment.

Ms. Mattei explains that Refugee Road although considered by this smaller technical committee, was not chosen for the need and gap assessment. She adds that she met and discussed with MORPC staff and they are going to consider it further. Ms. Mattei states she will report back to the Committee on MORPC's response to including it.

Ms. Mattei continues discussing the deliverables which include an interactive map, incorporation with the 2016-2040 Metropolitan Transportation Plan, Education Strategies, and Cost Benefit Analysis. She adds that the cost benefit analysis was done by OSU students. She explained the findings of the OSU students.

5. Continued discussion on MORPC Attributable Funds Application Review Public Comment Period

Ms. Mattei opens by discussing the status of the Refugee Road improvements. The City of Pickerington's project remains number one for MORPC's funding. MORPC is entering a public comment period through the end of the month, and she urges everyone to promote and support project.

6. Other Business

Ms. Mattei details information from the American Community Survey regarding vehicles per home that was previously requested by Peggy Portier. Ms. Mattei provides the data that there are little over 3,000 homes out of the 50,000 in the county that do not possess a vehicle.

Ms. Mattei then introduced the proposal for Meadowmoore East subdivision to the committee, adding that there is a proposed 8 foot multi-use path within the subdivision, and asks the committee their opinion on connecting the path to the existing sidewalk or road.

Mr. Bachman states his opinion that it's much safer to feed into the road, especially ones that are 25 mph. He adds that it's difficult to feed to sidewalks, and would rather avoid sidewalk cuts.

Ms. Mattei concludes that they will determine with the developer whether or not there will be a path or sidewalk along Ault Road per the Rolling Forward Plan.

Mr. Weiss states that the next meeting is January 12, 2015.