



Violet Township

Active Transportation Study
Implementation Plan

2024



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

Acknowledgements

The Mid-Ohio Regional Planning Commission (MORPC) collaborated with Violet Township and numerous local and regional stakeholders through the Technical Assistance Program to develop this Active Transportation Prioritization and Implementation Report.

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Glossary of Acronyms

BIL: Bipartisan Infrastructure Law

CIP: Capital Improvement Plan

COG: Central Ohio Greenways

FCEO: Fairfield County Engineer's Office

HSIP: Highway Safety Improvement Program

LTS: Level of Traffic Stress (*for bicycling*)

MORPC: Mid-Ohio Regional Planning Commission

MPO: Metropolitan Planning Organization

MTP: Metropolitan Transportation Plan

ODOT: Ohio Department of Transportation

PLSD: Pickerington Local School District

ROW: Right-of-Way

SOV: Single-Occupancy Vehicle

SRTS: Safe Routes to School

SS4A: Safe Streets and Roads for All

SUP: Shared-Use Path

TDM: Transportation Demand Management

TIP: Transportation Improvement Program

USDOT: United States Department of Transportation





CHAPTER 1

Introduction

PROGRAM OVERVIEW

The Technical Assistance Program (TA Program) provides MORPC staff assistance to local government members within the boundary of the Metropolitan Planning Organization (MPO). The purpose of the TA Program is to advance the regional goals adopted in the Metropolitan Transportation Plan (MTP). The TA Program awards technical assistance services through a competitive application process, and successful applicants receive MORPC staff assistance to conduct community-based planning services. These services help to implement specific strategies identified in the MTP. The types of planning services provided focus on improving active transportation infrastructure and roadway safety as well as connectivity and access to Central Ohio Greenway trails and transit.

SCOPE OF WORK

Violet Township applied for MORPC TA Program services to engage in a study of active transportation connections to existing Central Ohio Greenways (COG) trails and other important destinations in the northwestern portion of the township. Township staff were interested in identifying opportunities to connect the bike and pedestrian network to the Blacklick Creek Trail, Pickerington Ponds Metro Park, and other regional destinations. They were also hoping to collaborate with local partners regarding planned roadway projects in the Township to ensure that the needs of people walking and bicycling were considered in the planning process.

This involved a detailed inventory of all existing and proposed segments of bike and pedestrian infrastructure as well as the major roadway projects planned for the I-70 corridor and Refugee Road. Many recently completed plans and studies as well as planned improvements overlap in this northwestern portion of the township, including the Vision for Violet Township Comprehensive Plan, ODOT's Far East Freeway Project including a proposed full access interchange at Taylor Road, the City of Pickerington Comprehensive Plan, the Fairfield County Active Transportation Plan, and the Pickerington Local School District Safe Routes to School Plan (2017).

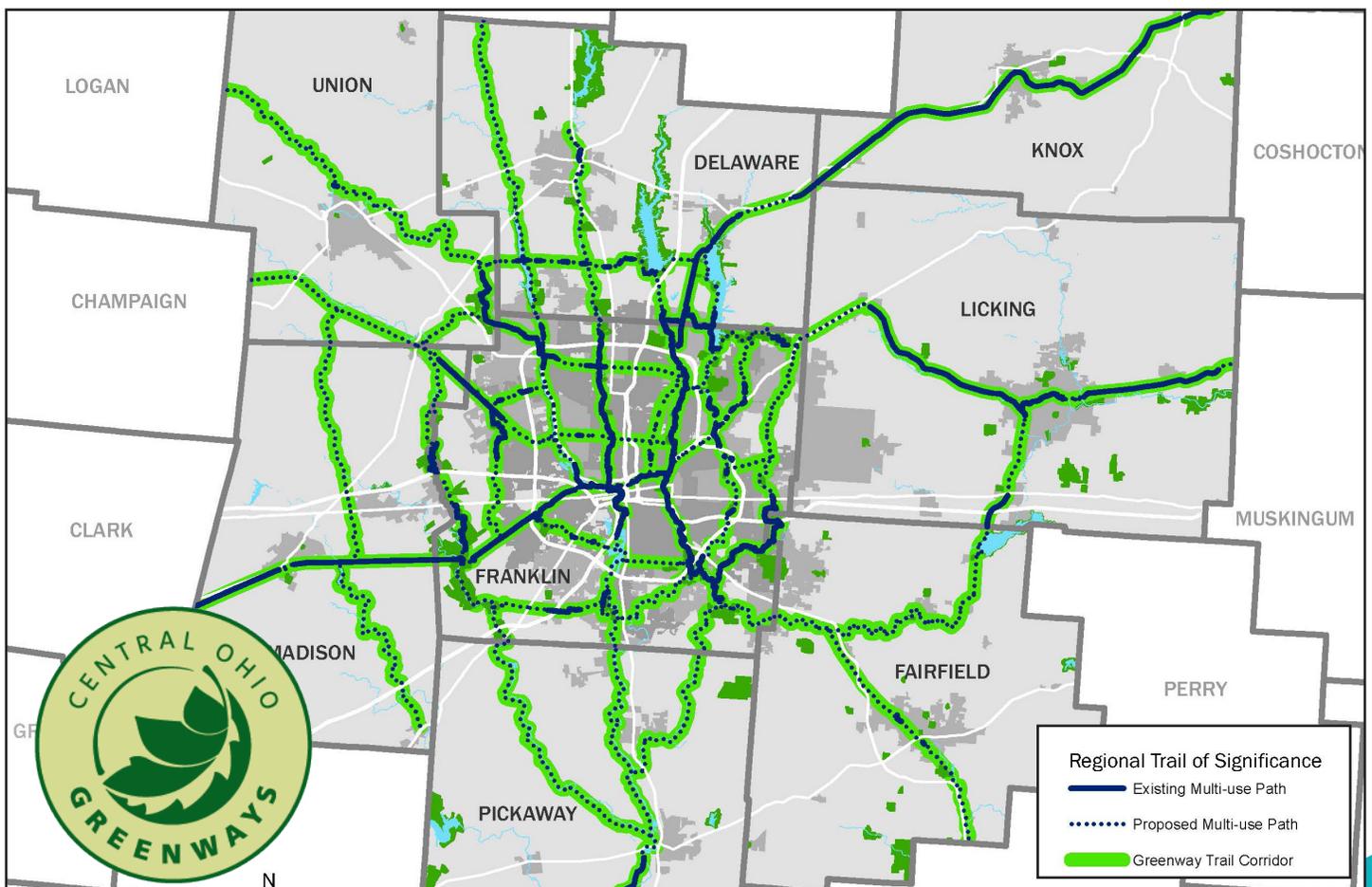
STUDY PURPOSE

This plan document is the concluding deliverable for this TA study, and will serve as a blueprint for the Township and relevant partners to conduct further study, design, and implement the priority facilities identified. This document summarizes the background activities and existing conditions behind this study, as well as the results of the data and alternatives analyses that were conducted. It also highlights the stakeholder input and feedback received throughout the planning process, which included two in-person workshops. This information is then synthesized into a set of potential strategies and next steps regarding preferred connections and any relevant opportunities and constraints to consider.

CENTRAL OHIO GREENWAYS

The Central Ohio Greenways (COG) is a network of over 230 miles of existing trails connecting the region’s parks, neighborhoods, waterways, and activity centers. The COG Regional Trail Vision identifies a system of more than 500 miles of trails connecting throughout the Central Ohio region. The primary trails within this vision are identified as “Trails of Regional Significance,” meaning that a trail “is a primarily off-street pathway that is multi-jurisdictional in nature, is part of a larger Central Ohio trail network, and connects people to major destination points. These are improved trails that can be used for recreational and transportation purposes” (Central Ohio Greenways).

In the Violet Township study area, the closest existing “trail of regional significance” is the Blacklick Creek Trail section to the northwest of the Township. This trail is part of the larger connected COG network and provides access to important destinations throughout the region. Many of the roads in the Violet Township area lack bike or pedestrian infrastructure and there is currently no safe bicycle or pedestrian connection to the Blacklick Creek Trail from the township. The following plan summarizes an assessment of the active transportation network in Violet Township and identifies priority projects that would increase connectivity to the COG trail network and other important regional destinations.

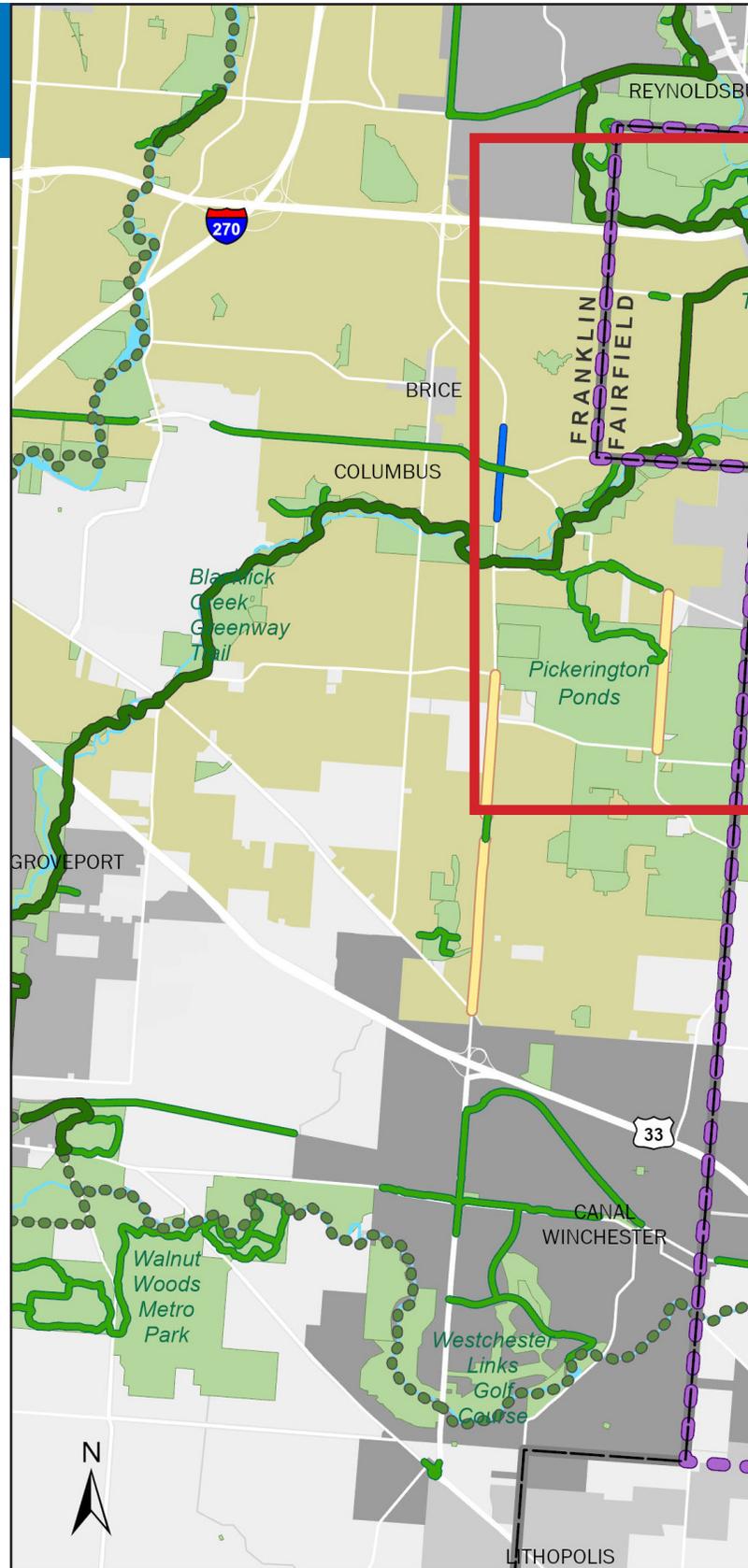


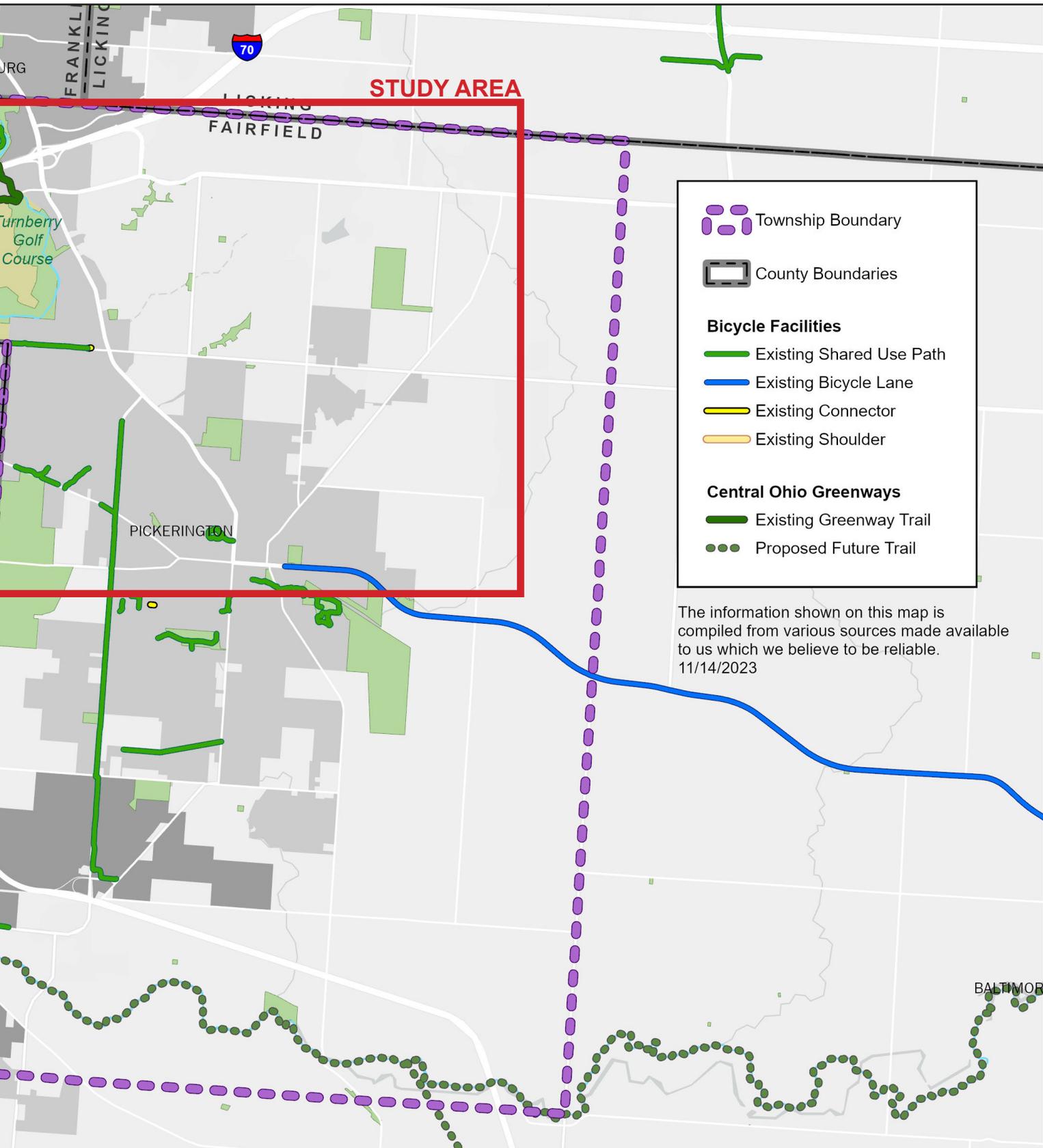
Central Ohio Greenways Regional Trail Vision Map

STUDY AREA

The focus area for this study is focused around the northwestern portion of Violet Township in Fairfield County. It is located in the southeastern corner of the MORPC MPO planning area, along the border of Southeastern Franklin County. Violet Township is entirely within Fairfield County, but borders Franklin and Licking Counties, along with the Cities of Columbus, Reynoldsburg, and Canal Winchester.

Most of the roadways in the unincorporated parts of Violet Township lack infrastructure for walking and bicycling. This limits safe access for people walking and bicycling to destinations throughout the township, as well as to and from adjacent communities and nearby parks such as Blacklick Woods and Pickerington Ponds Metro Parks.







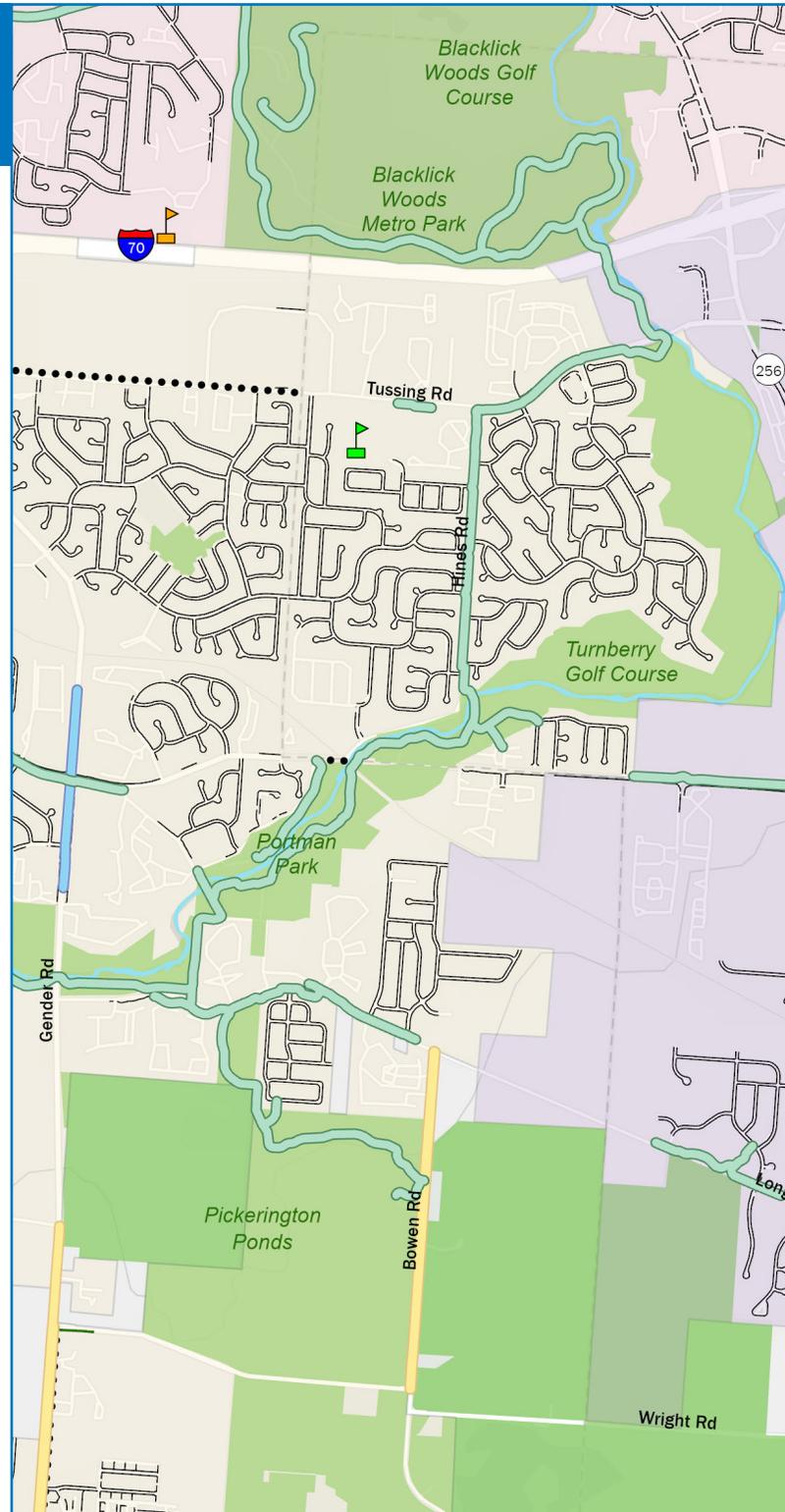


CHAPTER 2

Existing Conditions and Plan Review

EXISTING FACILITIES

As part of the planning process, the study team validated existing data on where sidewalks and shared use paths were located throughout the Violet Township area. Infrastructure for bicycling was largely absent from unincorporated areas of the Township, and a number of major arterial and collector roads lack sidewalks. Most existing sidewalks were located within residential subdivisions and generally do not support walking outside of those subdivisions to other destinations.





EXISTING CONDITIONS

BICYCLE LEVEL OF TRAFFIC STRESS

As a part of the Central Ohio Active Transportation Plan, MORPC conducted a Bicycle Level of Traffic Stress (LTS) analysis to assess the degree of safety and comfort that different groups of road users may feel while using a bicycle on certain roadways. All arterial and collector roadways within MORPC's MPO boundaries were evaluated based on the following data factors:

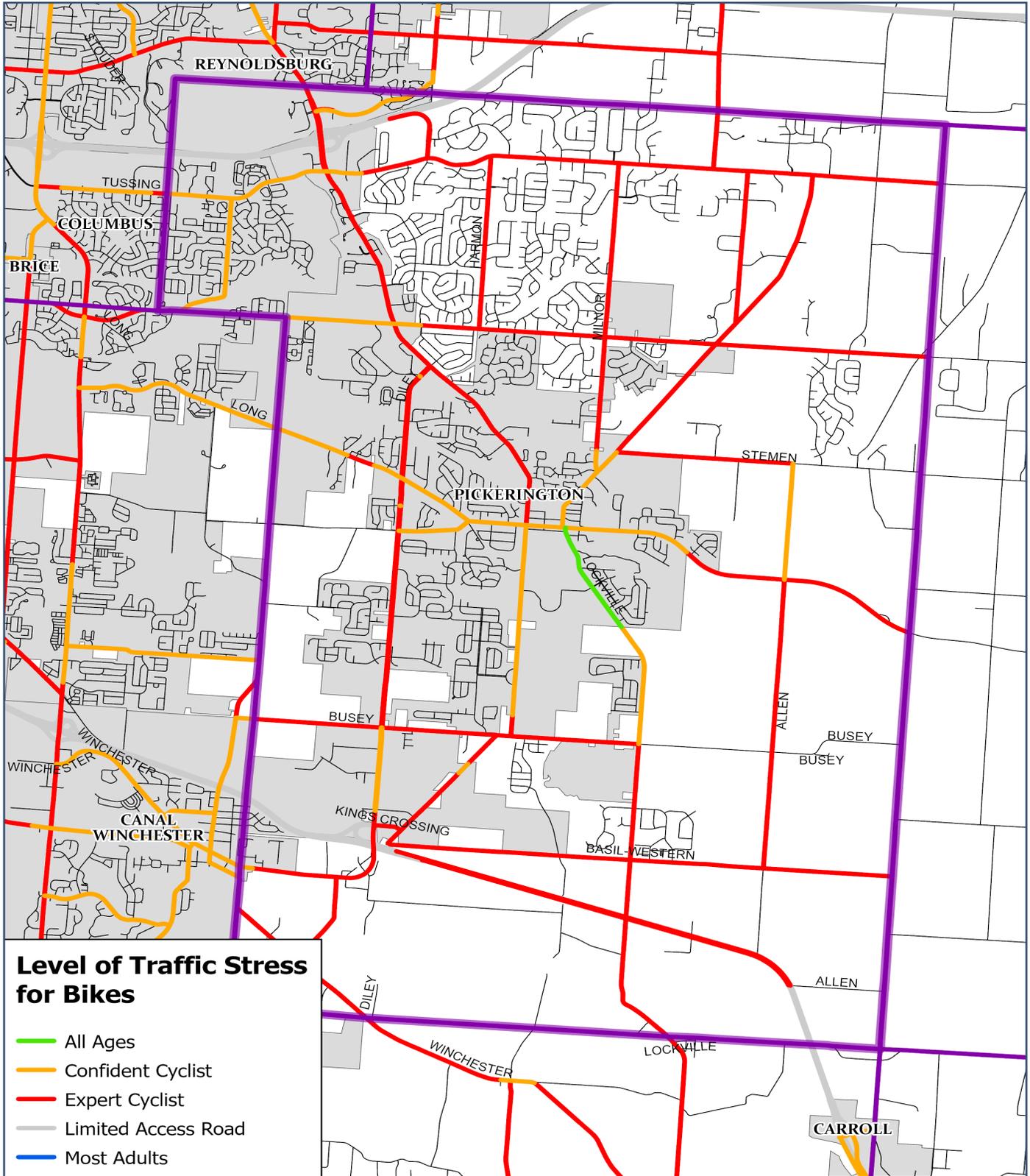
- » The posted speed limit of the roadway
- » Current traffic volumes on the roadway
- » The total number of vehicular travel lanes on the roadway
- » The presence and typology of bicycle facilities on the roadway

This analysis did not include off-street facilities such as shared-use paths, as these facilities are separate from the main roadway network. The LTS analysis focused strictly on the roadway network and the level of traffic stress (or user comfort level) for using the roadway itself, or facilities within it. In addition, analyzing on-street bicycle facilities separately from off-street facilities helps to identify where off-street facilities intersect with the roadway network. These locations may require specialized accommodations or traffic interventions to create and maintain safety and comfort for bicyclists crossing the intersection.

The LTS rating system categorizes a roadway's ability to safely support bicyclists based on a typology consisting of four levels of traffic stress:

- » Roadways with bicycling facilities categorized as Level 1 (LTS 1) are considered "low traffic stress" roadways for bicyclists. These facilities are comfortable for bicyclists of all ages and abilities.
- » Roadways with bicycling facilities categorized as Level 2 (LTS 2) are considered "moderate traffic stress" roadways for bicyclists. These facilities are comfortable for most adult bicyclists.
- » Roadways with bicycling facilities categorized as Level 3 (LTS 3) are considered "high traffic stress" roadways for bicyclists. These facilities are typically comfortable only for people who consider themselves confident bicyclists.
- » Roadways with bicycling facilities categorized as Level 4 (LTS 4) are considered "extreme traffic stress" roadways for bicyclists. These facilities are not recommended for bicycling, but they may be used by people who consider themselves expert bicyclists.

Most roadways within Violet Township's jurisdictional boundaries were assigned LTS 3 or LTS 4 ratings, meaning that most of the township's arterial and collector roadways are uncomfortable for most bicyclists. However, it is worth noting that there are low-stress, off-street facilities available along the Diley Road corridor and through local parks like Sycamore Creek Park and Preston Trails Park. These facilities provide comfortable alternatives to bicycling in the roadway.



EXISTING CONDITIONS

BICYCLE AND PEDESTRIAN CRASHES

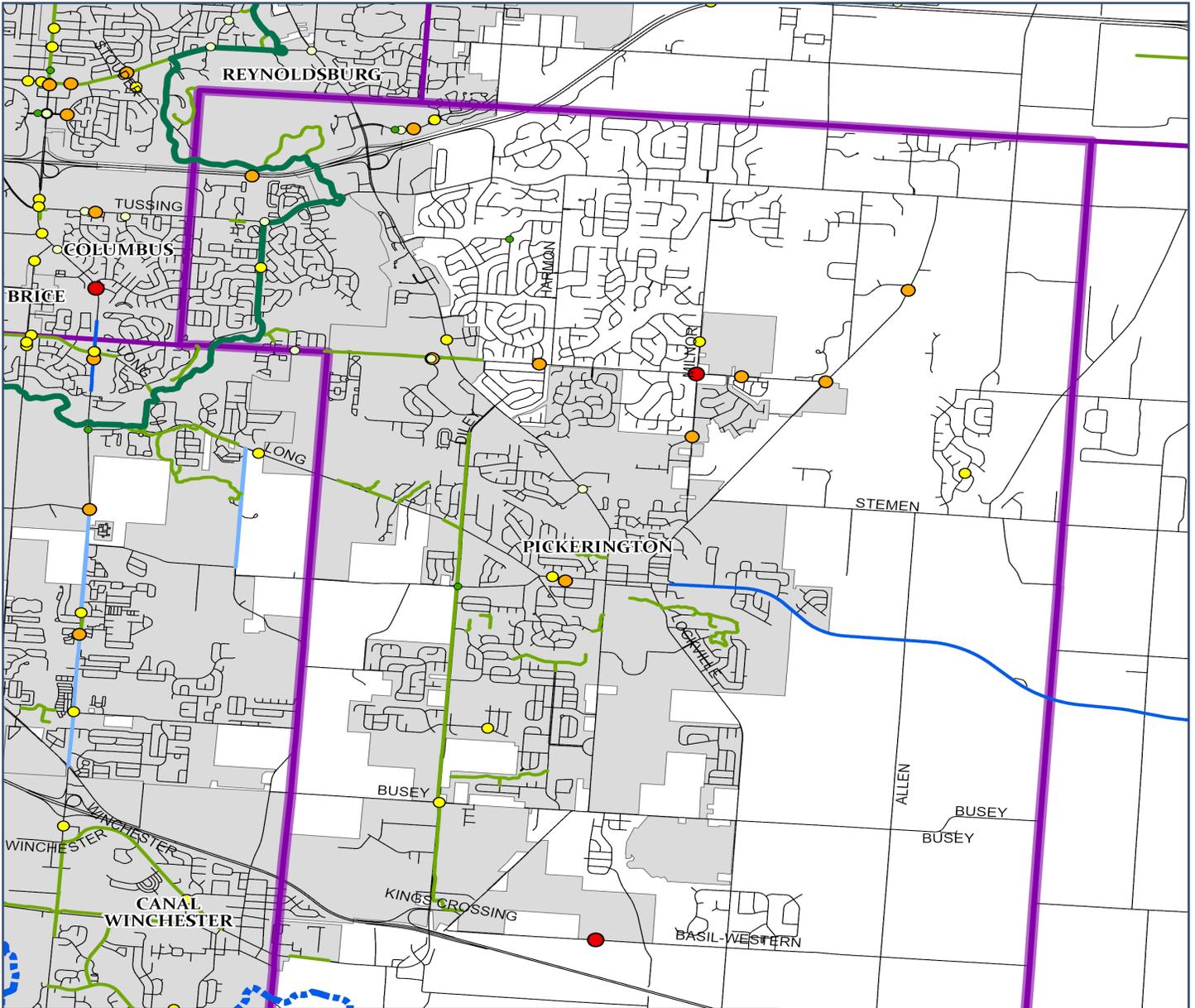
Data on reported crashes involving people walking and bicycling in Violet Township were mapped and reviewed to understand where there is a more significant need for dedicated, safe infrastructure. The crash data was obtained from the ODOT GIS Crash Analysis Tool (GCAT) for the 2017-2021 time period. During these five years, there were 19 crashes reported involving people walking and nine involving people bicycling. The majority of these crashes (90%) occurred in the northern half of the Township. Many (17) also occurred within municipal boundaries on roadway segments that are maintained by either the City of Columbus, the City of Pickerington, or the City of Reynoldsburg.

The map on the following page illustrates the reported locations of these crashes. Two of the crashes resulted in fatality and ten of the crashes resulted in serious injury. Seven total crashes occurred along Refugee Road, in various locations. This highlights that the Refugee Road corridor is currently being used by people walking and bicycling, while it does not have the appropriate facilities for doing so. Safe and dedicated infrastructure for these users is needed.

Most of the reported crashes occurred during daylight hours and in dry and clear conditions. No other notable patterns were identified in the data.



Low Visibility Pedestrian Crossing on Milnor Road at Bridgewater Drive



Ped & Bike Crashes (2017-2021)

Crash Severity

- (1) Fatal
- (2) Serious Injury Suspected
- (3) Minor Injury Suspected
- (4) Injury Possible
- (5) PDO/No Injury

Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Existing, Protected Bicycle Lane
- Existing, Bicycle Lane
- Existing, Paved Shoulder
- Existing, Bicycle Boulevard

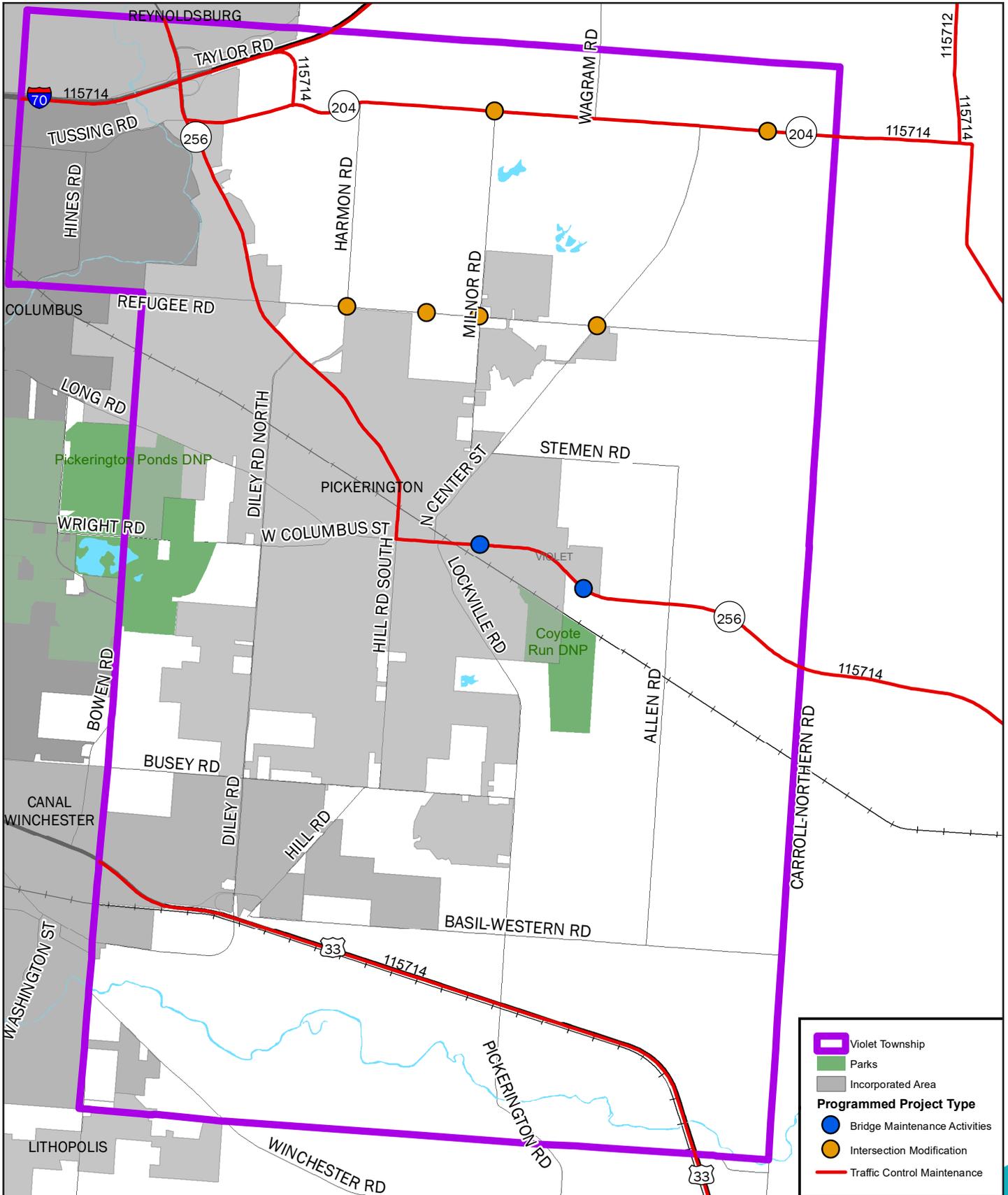
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The Transportation Improvement Program (TIP) is a staged, four-year schedule of regionally significant transportation improvements typically receiving federal funding and/or funds from the Ohio Department of Transportation (ODOT). Other projects that have significant impacts on air quality are also included in the TIP. The TIP provides an overview of the scheduled projects including a brief project description, location and extents, total cost, amount and types of funding, responsible agency, and other important details. The TIP is a key document in the transportation planning process and is a required element to ensure that transportation infrastructure projects in Central Ohio maintain eligibility for federal funding.

The TIP is updated every two years and amended quarterly. Each project or project phase in the TIP must be consistent with the projects and priorities listed in MORPC’s Metropolitan Transportation Plan (MTP). The MORPC TIP includes projects within MORPC’s transportation planning area, which includes Franklin and Delaware Counties; New Albany, Pataskala, and Etna Township in Licking County; Bloom and Violet Township in Fairfield County; and Jerome Township in Union County.

Projects within Violet Township’s jurisdictional boundaries that are in the 2024-2027 TIP include intersection modifications, traffic control maintenance, and bridge maintenance activities at key locations. The table below, and the map on the following page provide information regarding these projects.

PROJECT ID	MTP REFERENCE	LOCATION	PROJECT TYPE
110862	Project ID 723 and 185	Refugee Road's intersections with Harmon Road, Milnor Road, Education Drive, and Pickerington Road	Intersection modification
96075	Project ID 203	SR-256 0.02 miles northwest of Willard Drive and 0.65 miles northwest of Allen Road	Bridge maintenance
113400	Project ID 852	SR-204 at Milnor Road	Intersection modification
113650	Project ID 185	SR-204 at Tollgate Road	Intersection modification
115714		SR-204, SR-256, US-33, Taylor Road	Traffic control maintenance



RELEVANT LOCAL PLANS

FAIRFIELD COUNTY ACTIVE TRANSPORTATION PLAN

The Fairfield County Active Transportation Plan was originally authored in 2009, with significant revisions made to the plan in 2013. In 2023, students enrolled in a transportation studio within the Ohio State University City and Regional Planning Department revisited the plan under the supervision of Professor Kimberly Burton, AICP. These students, in addition to staff from Fairfield County, Bike Buckeye Lake, MORPC, and the Fairfield County Active Transportation Committee, created a new Active Transportation Plan that addresses current and future active transportation needs for Fairfield County.

The updated plan set the following goals for Fairfield County:

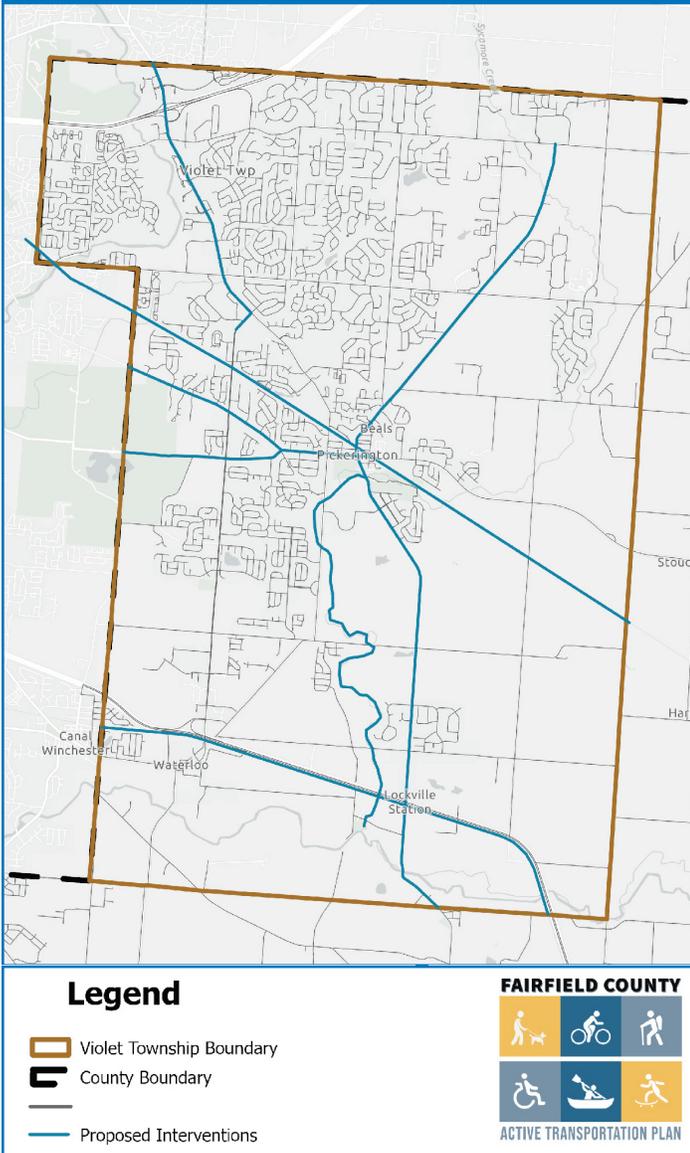
- » Prioritize filling gaps within the current active transportation network.
- » Foster a sense of safety and comfort for Fairfield County residents using the active transportation network.
- » Use active transportation as a mechanism to improve Fairfield County residents' quality of life.
- » Use an active transportation network to advance Fairfield County's economic development and recreational goals.

The final plan also includes recommendations and potential network connections for the county overall, as well as the individual focus areas of the City of Lancaster, Buckeye Lake, and Violet Township.

The recommendations for Violet Township include:

- » Require new developments within two miles of any school to build a sidewalk network that connects to the existing network.
- » Develop a Complete Streets standard in Violet Township that accounts for conditions on different types of roads.
- » Identify the high-injury road network to prioritize locations for Complete Streets-related improvements.
- » Fill in gaps in the existing sidewalk network.
- » Redesign corridors at elementary school intersections to expand sidewalks and off-street active transportation facilities.
- » Coordinate with other capital projects to prioritize safe crossings and new sidewalks near schools.
- » Enact a neighborhood bikeway/walkway program to target signage and education on connections to schools.
- » Prioritize traffic calming at school and park intersections.
- » Study new sidewalks and crossing improvements along Refugee Road.
- » Explore the use of public utility easements to align and construct shared-use paths.
- » Install active transportation amenities along the active transportation network.
- » Install wayfinding signs, maps, and cues along the active transportation network.
- » Connect the township to the Ohio-to-Erie Trail.
- » Explore the creation of walking and bicycle-friendly development regulations.
- » Explore options to support businesses that incentivize active transportation use in their customer and employee base.
- » Coordinate with recurring events to plan street closures and amenities that facilitate active transportation.

**Fairfield County Active Transportation Plan
Proposed Interventions for Violet Township**



Specific interventions, or active transportation network connections, that were proposed in the plan for the Violet Township area include:

- » Create an East-West AT corridor (illustrated in the map along the Kanawha River Railroad corridor, as well as Long and Wright Roads with Columbus Street).
- » Create a Southbound AT corridor (illustrated in the map along Pickerington Road and Sycamore Creek).
- » Create a Northbound AT corridor (illustrated in the map along Hill Road/SR 256).
- » Create a Refugee Road AT corridor (not illustrated in the map).

These recommended connections were considered and assessed in more detail through the planning process for the Violet Township Active Transportation Study.

RELEVANT LOCAL PLANS

VISION FOR VIOLET COMPREHENSIVE PLAN

The Vision for Violet Comprehensive Plan was adopted in 2022 by Violet Township's Board of Trustees. The document serves as a guide for future decisions regarding the township's land use, transportation networks, economic development, and other key policy areas. The Vision for Violet plan replaced the Violet Township Land Use and Transportation Plan, which was authored and published in 2005.

The Vision for Violet Comprehensive Plan condenses feedback from community members, government officials, and private entities. It also provides a detailed analysis of existing demographic data, planned development proposals, and the state of current infrastructure networks. Using a data-driven approach and incorporating community input, the plan establishes goals and strategies for the future of housing, transportation, land use, recreation, conservation, and economic development within the township.

Throughout the stakeholder engagement and community feedback process for the plan, community members consistently expressed a desire for a better-connected active transportation network. This feedback, combined with other data, informed development of the following goals and strategies focused on improving active transportation throughout the township.

Transportation Goals:

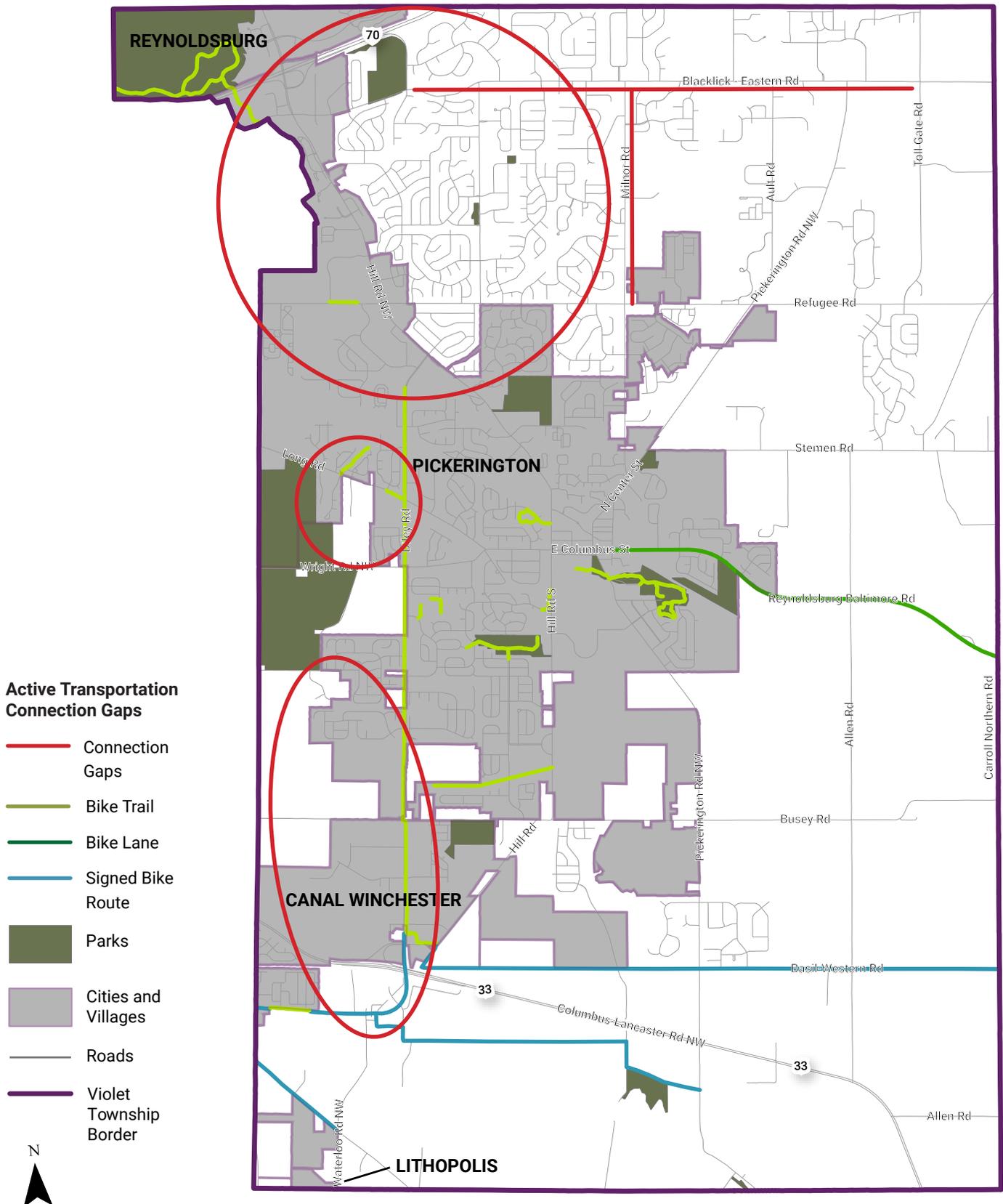
- » Goal 3: Provide greater active transportation connectivity through the development of sidewalks and multi-use paths.
 - 3A: Connect residential neighborhoods to local businesses.
 - 3B: Include active transportation infrastructure in future streetscape improvements and future developments.
 - 3C: Conduct a sidewalk and trail analysis as part of an active transportation plan.
 - 3D: Focus on connecting existing parks within Violet Township to each other and to residential neighborhoods when planning new active transportation connections.

Some key gaps in the active transportation network were also identified in the plan. These included:

- » The area surrounding the SR 256 and Blacklick-Eastern/SR 204 intersection. This intersection is a major barrier to accessing Reynoldsburg, the Blacklick Creek Trail, and Blacklick Woods Metro Park.
- » The Blacklick-Eastern/SR 204 Corridor and Milnor Road Corridor. No dedicated infrastructure exists along these corridors for walking or bicycling.
- » The area surrounding the Diley Road intersection with Long Road. There is currently no connection in this area to access Pickerington Ponds Metro Park.

These goals, strategies, and gaps influenced the planning process for the Violet Township Active Transportation Study.

Figure 31 - Active Transportation Connection Gaps



RELEVANT LOCAL PLANS

CITY OF PICKERINGTON COMPREHENSIVE PLAN

The Pickerington Comprehensive Plan is a guiding document for future decisions surrounding the City of Pickerington's land use, transportation infrastructure, and economic development. The final plan is the culmination of a year-long community engagement process that included a community survey, stakeholder interviews, a public workshop, and planning commission approval. In addition, three working groups, each focused on the themes of economic development, infrastructure, and pedestrian/bicycle connectivity, helped to guide the priorities set forth in the plan. The plan was adopted by the Pickerington City Council in June 2021.

The Bicycle and Pedestrian Connectivity working group established several goals and strategies within the comprehensive plan to improve Pickerington's active transportation infrastructure. The group placed a specific emphasis on creating and improving trail connections.

The strategies for multi-purpose trail connections that the working group developed for the plan include:

- » Connect the City's primary bicycle and pedestrian destinations with neighborhoods, while taking advantage of the City's existing trail network.
- » Utilize Park Impact Fees to fund trail improvements and potentially apply them as local match funds to leverage outside agency funding assistance.
- » Collaborate with local partners and neighboring communities to develop a non-motorized trail connection linking the City to Pickerington Ponds Metro Park and the Central Ohio Greenways trail network.

- » Engage with regional partners to leverage additional partnerships and funding opportunities for trail and greenway projects.
- » Ensure that Pickerington's zoning code requires future subdivisions and developments along proposed trail connection routes to integrate trail construction into their development plans.
- » Approach key property owners about the possibility of voluntary easements for trail access.
- » Provide trailhead parking, trash receptacles, and restroom facilities at strategic locations, along with appropriate wayfinding signage, benches, bicycle racks, and bike repair stations.

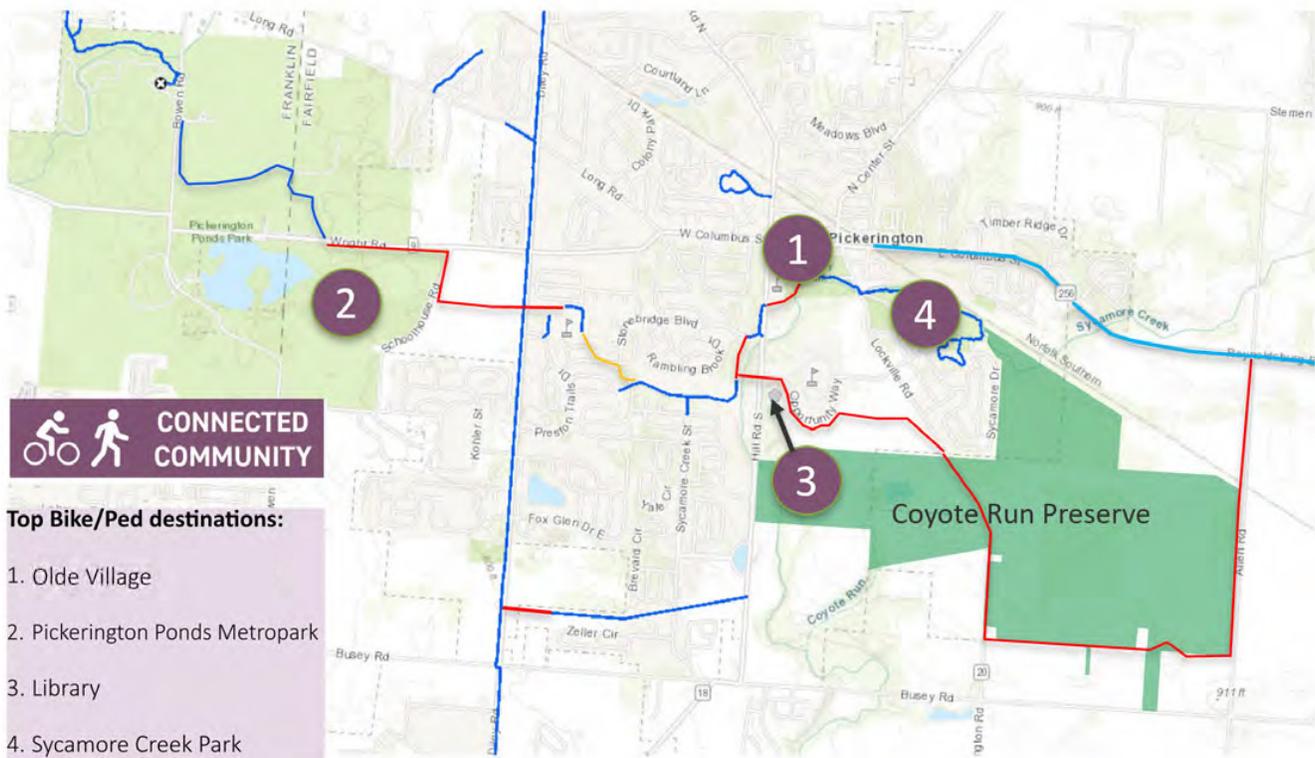
In addition to setting the above priorities, the Bicycle and Pedestrian Connectivity working group created a conceptual trail connections map highlighting specific locations where new trail connections could improve pedestrian and bicycle connectivity. The proposed trail connections include:

- » An off-road trail between Diley Middle School and Pickerington Ponds Metro Park
- » An on-street bicycle route between Diley Middle School and Preston Trails Park
- » An off-road trail along Sycamore Creek that would connect to Pickerington Junior High School, Victory Park, Sycamore Creek Park, and Olde Village
- » A new spur route across Hill Road providing connections between the Pickerington Library, Pickerington Central High School, and the stadium
- » An off-road trail along Pickerington Road from Opportunity Way to Coyote Run Preserve

These recommended connections were considered and assessed in more detail through the planning process for the Violet Township Active Transportation Study.

Bicycle & Pedestrian Connectivity

TRAIL CONNECTIONS CONCEPT



Top Bike/Ped destinations:

1. Olde Village
2. Pickerington Ponds Metropark
3. Library
4. Sycamore Creek Park

— Existing Trail

— Existing Bike Lanes

— Proposed Trail

— Proposed On-Street Route





CHAPTER 3

Stakeholder Engagement

STAKEHOLDER ENGAGEMENT OVERVIEW

Key local and regional stakeholders were engaged throughout the planning process in order to better understand existing conditions, opportunities, and challenges for creating a connected network of safe and comfortable infrastructure for walking and bicycling in the study area.

MORPC and Violet Township staff hosted two workshops, which are detailed on the following pages. Stakeholders joined in a review of existing conditions and plans, and provided critical insights into opportunities for improvement.

Workshop #1

The first stakeholder workshop was held on May 8, 2023 at the Wigwam Event Center. Participants included representatives from Violet Township, MORPC, the City of Pickerington, the City of Reynoldsburg, ODOT District 5, the Fairfield County Engineer's Office, Columbus & Franklin County Metro Parks, and the Pickerington Local School District. Attendees engaged in a collaborative visioning activity to evaluate gaps in the existing active transportation network, discuss challenges and users experience on specific roadway corridors, and inform the priorities for potential future infrastructure.

Workshop #2

The second stakeholder workshop was held on July 17, 2023 at the Wigwam Event Center. Participants again included representatives from Violet Township, MORPC, the City of Pickerington, the City of Reynoldsburg, ODOT District 5, the Fairfield County Engineer's Office, Columbus & Franklin County Metro Parks, and the Pickerington Local School District. The workshop included a presentation of initial recommendations and a critical discussion about what criteria should be used to prioritize the recommendations.

WORKSHOP #1

The following items were discussed and emphasized during the first stakeholder workshop:

- » Stakeholders explored previous planning documents with projects focused on improving pedestrian and bicycle connections. The goal of this discussion was to pinpoint shared objectives and priorities for the future of the active transportation network in Violet Township. Planning documents that were discussed by stakeholders included:
 - Fairfield County Active Transportation Plan
 - The Vision for Violet Comprehensive Plan
 - The City of Pickerington's 2021 Comprehensive Plan
 - Central Ohio Greenways Vision
 - MORPC Transportation Improvement Plan
- » Stakeholders expressed a general desire to focus on creating safe active transportation options rather than recreational connections.
- » Stakeholders expressed a preference for shared-use paths over sidewalks, but there is a lack of right-of-way along major corridors in the township, making the construction of shared-use paths very challenging.
- » Safety concerns for people walking and bicycling were discussed for key locations, including dangerous conditions and high numbers of pedestrians using SR-256 between Violet Township to Reynoldsburg crashes involving pedestrians on Long Road traveling to Pickerington Ponds Metro Park, and school-age children walking and biking on high-stress roadways.
 - Stakeholders noted incidents of people pushing wheelchair users from the nursing home on Echo Manor Drive along SR-204 to the commercial area along SR-256.
 - Tussing Road was cited as a specific concern, as lots of families live in the area. Children in the area often walk or bike without the appropriate infrastructure.
- » The City of Reynoldsburg has been working with Metro Parks to purchase land at the intersection of Lancaster and Livingston Ave to expand Blacklick Woods Metro Park. In addition, the City of Reynoldsburg expressed interest in facilitating multi-jurisdictional coordination to request the expansion of the CoGO bike share program eastward.
- » Participants were split into breakout groups to discuss gaps in the area's active transportation network. Gaps in the following areas were discussed:
 - Refugee Road Corridor
 - Blacklick-Eastern Road Corridor
 - I-70 and Taylor Road Interchange
 - I-70 and SR-256
 - Blacklick Creek Trail Connection

Through this workshop discussion, stakeholders highlighted the following priorities:

- » The importance of incorporating bicycle and pedestrian infrastructure as part of ongoing and upcoming projects in the area led by ODOT and the Fairfield County Engineer's Office.
- » Refugee Road is a major school corridor, with many new neighborhoods planned nearby.
- » Improvements to the intersection of SR-204 and SR-256 are a top priority. This would help facilitate active transportation travel to the Blacklick Creek Trail, businesses along SR-256 and other destinations in Reynoldsburg, Pickerington, and Columbus.
- » The need to coordinate with the City of Columbus for connections outside township jurisdiction, particularly for segments of Tussing Road and Refugee Road. These connections would eliminate critical gaps in the network.

CORRIDOR FEEDBACK FROM WORKSHOP #1





New subdivisions to provide additional sidewalk connectivity

Schools need safer connections for walking and bicycling

New subdivisions to provide additional sidewalk connectivity

Schools need safer connections for walking and bicycling



Need intersection safety and bike/ped improvements

WORKSHOP #2

The following items were discussed during the second stakeholder workshop:

- » The ODOT Far East Freeway Project is in the design and planning phase. Local efforts, such as the relocation of utility poles, are already underway.
 - Discussion of SR-256 at the I-70 interchange continued from the previous workshop. Stakeholders noted funding challenges and the need for safety and active transportation to be considered in the ODOT plan for this interchange.
- » Concerns were raised about the last update to the Pickerington Local School District's Safe Routes to School plan in 2017. The need to identify and map completed and pending sidewalk projects was emphasized.
 - Stakeholders brought up the possibility of updating this plan to better reflect current conditions and priorities.
- » MORPC staff delivered an initial assessment of potential shared use path connections. This included review of gaps that would still exist after the completion of committed projects and strategies to address these remaining gaps. The following road segments were identified as important connections:
 - SR-256, north of SR-204
 - Tussing Road, west of SR-256
 - Refugee Road
 - Diley Road, south of SR-256
 - Pickerington Road from Milnor Road to Ault Road



- » Stakeholders identified the gaps on SR-256 as a key priority:
 - Stakeholders emphasized the need for pedestrian accommodations at the intersection of SR-256 and SR-204, as people walk in this area to reach the strip mall located at the corner, regardless of a lack of sidewalks or shared-use paths. The existing signal does not include pedestrian crossing and a crosswalk here was seen as crucial for making a connection to the Blacklick Creek Trail on the west side of the intersection.
 - Stakeholders also expressed a desire for a shared-use path along SR-256 that would connect Violet Township to Reynoldsburg
- » MORPC staff and Violet Township stakeholders began to identify evaluation criteria that would be used to prioritize the corridors that are pursued first. Connectivity was major evaluation criteria, and they also cited feasibility as a lower-priority criterion.
 - Safe access for bikes and pedestrians to job centers, schools, the Blacklick Creek Trail, and commercial destinations were emphasized as important criteria.
- » In the past, Metro Parks had proposed a circular path that would continue along the perimeter of Blacklick Woods, which would provide connections to the neighborhoods on all sides. However, no funding strategies or phasing for this project was developed.
- » Metro Parks has also spent some time planning the development of new park amenities along the Gender Road corridor. Metro Parks and the City of Columbus have started to coordinate this development.
- » The City of Columbus has plans to build a shared-use path along the south side of Tussing Road, which is currently in design. Construction is set to take place summer of 2025.
- » The City of Columbus is also performing a study on a shared-use path from Blacklick Creek Trail to Motts Place, along with intersection improvements.





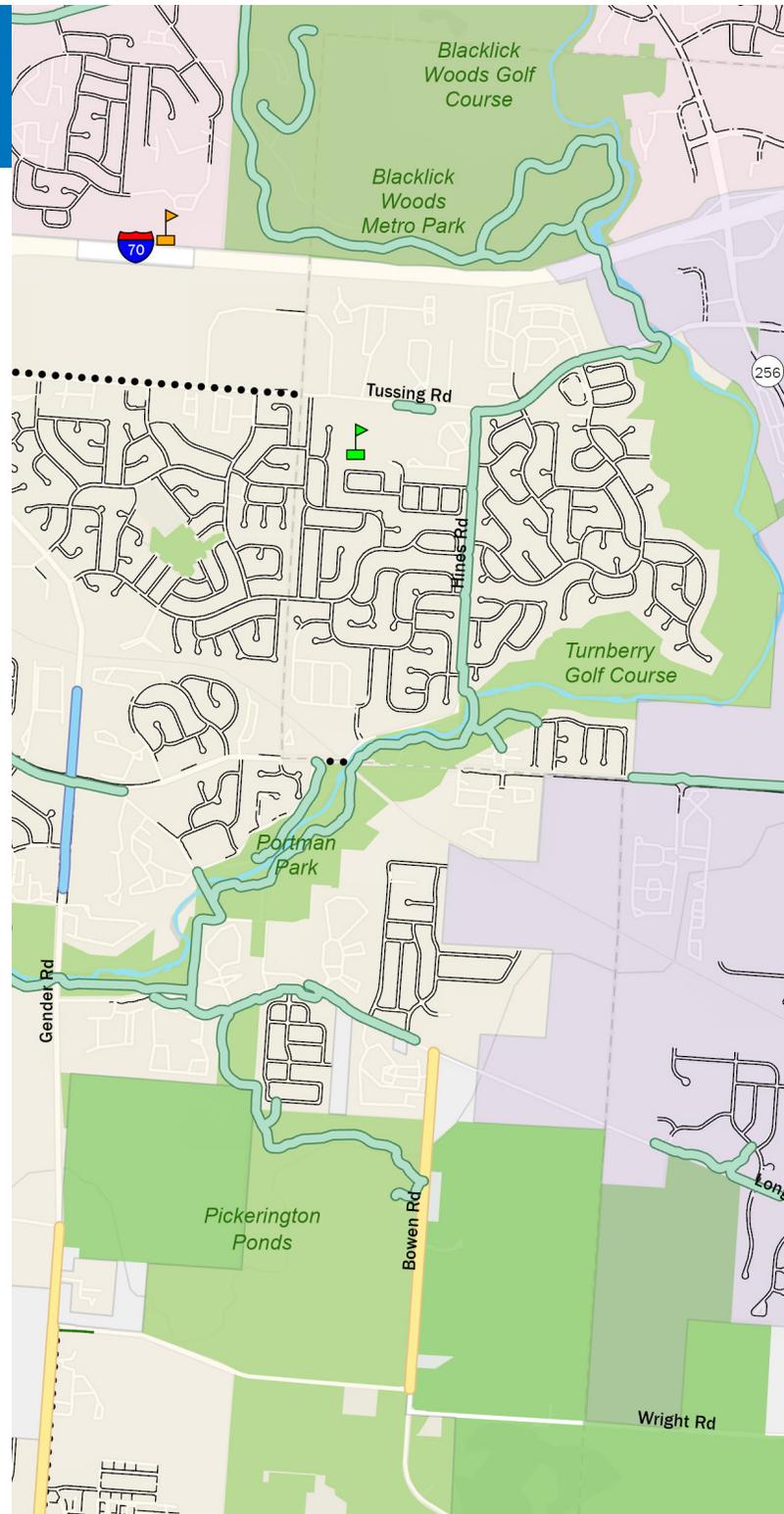
CHAPTER 4

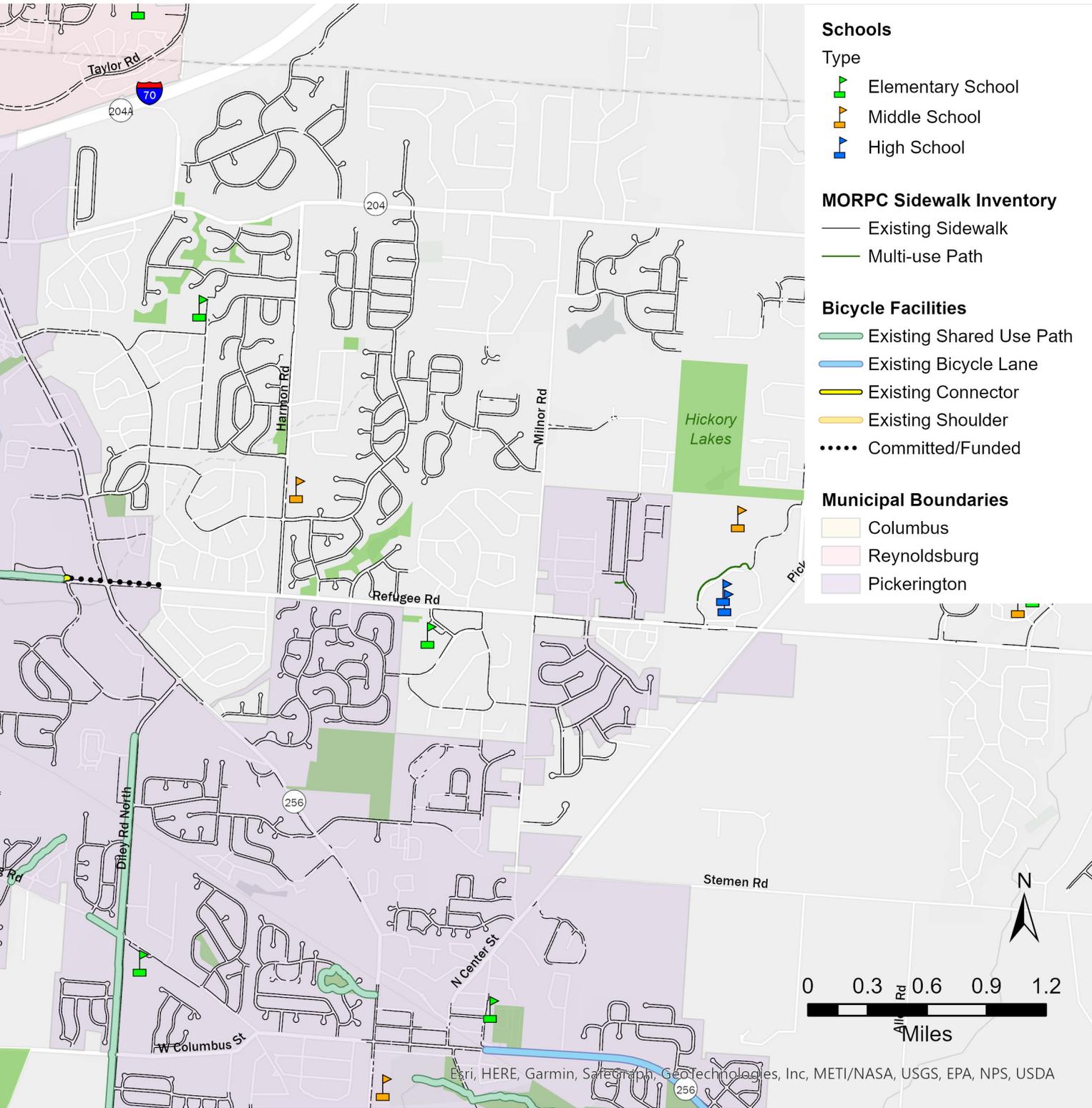
Opportunities

Assessment

EXISTING FACILITIES

As part of the planning process, the study team validated existing data on where sidewalks and shared use paths were located throughout the Violet Township area. Infrastructure for bicycling was largely absent from unincorporated areas of the Township, and a number of major arterial and collector roads lack sidewalks. Most existing sidewalks were located within residential subdivisions and generally do not support walking outside of those subdivisions to other destinations.

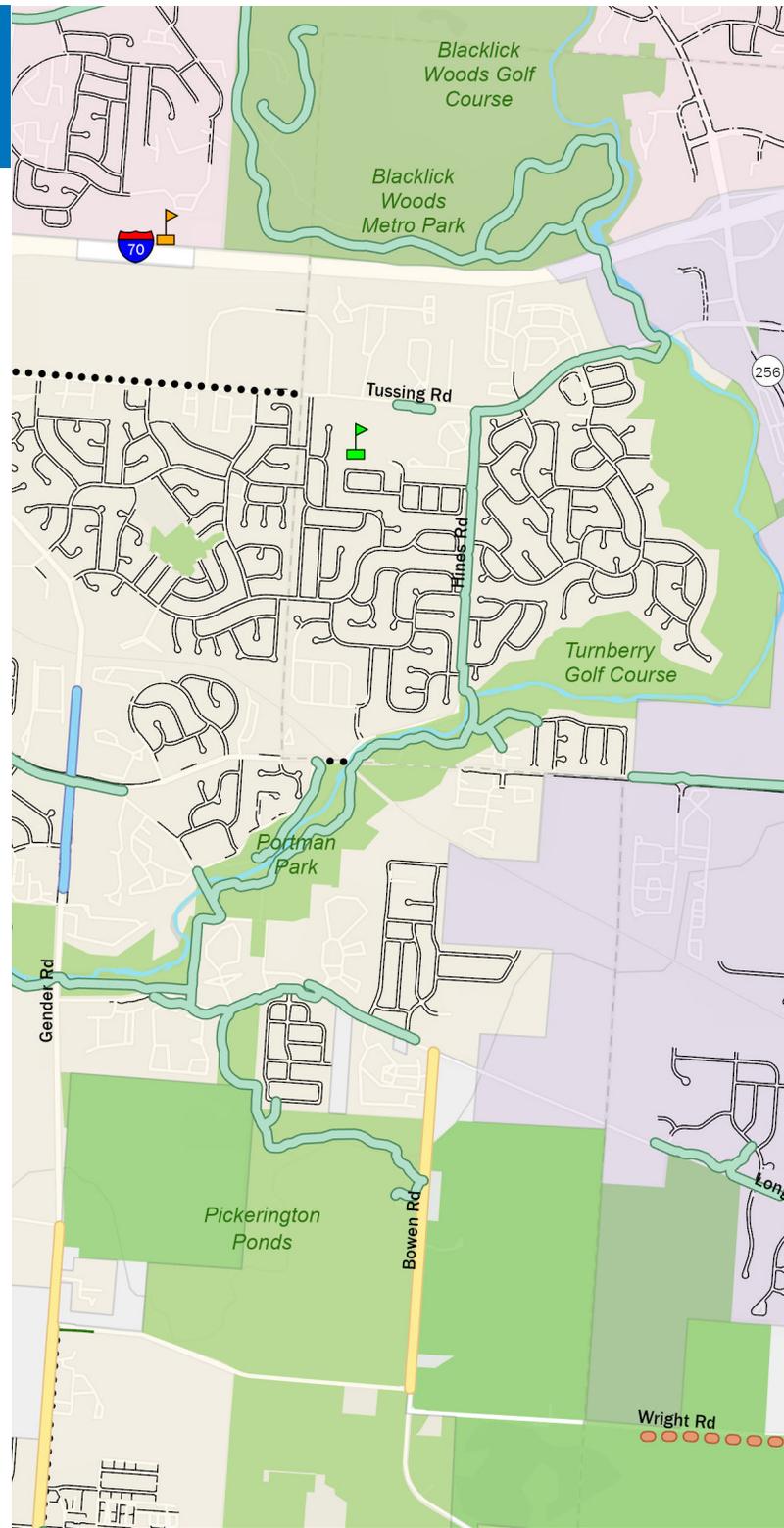




PLANNED FACILITIES

Plans from state and regional agencies propose to add to the existing Active Transportation facilities in the Township. This includes a shared use path (SUP) as part of ODOT's I-70 Taylor Road Interchange project, the Fairfield County Engineer's proposed SUP along Refugee Road, and proposals from the City of Pickerington to improve connections to Pickerington Ponds Metro Park.

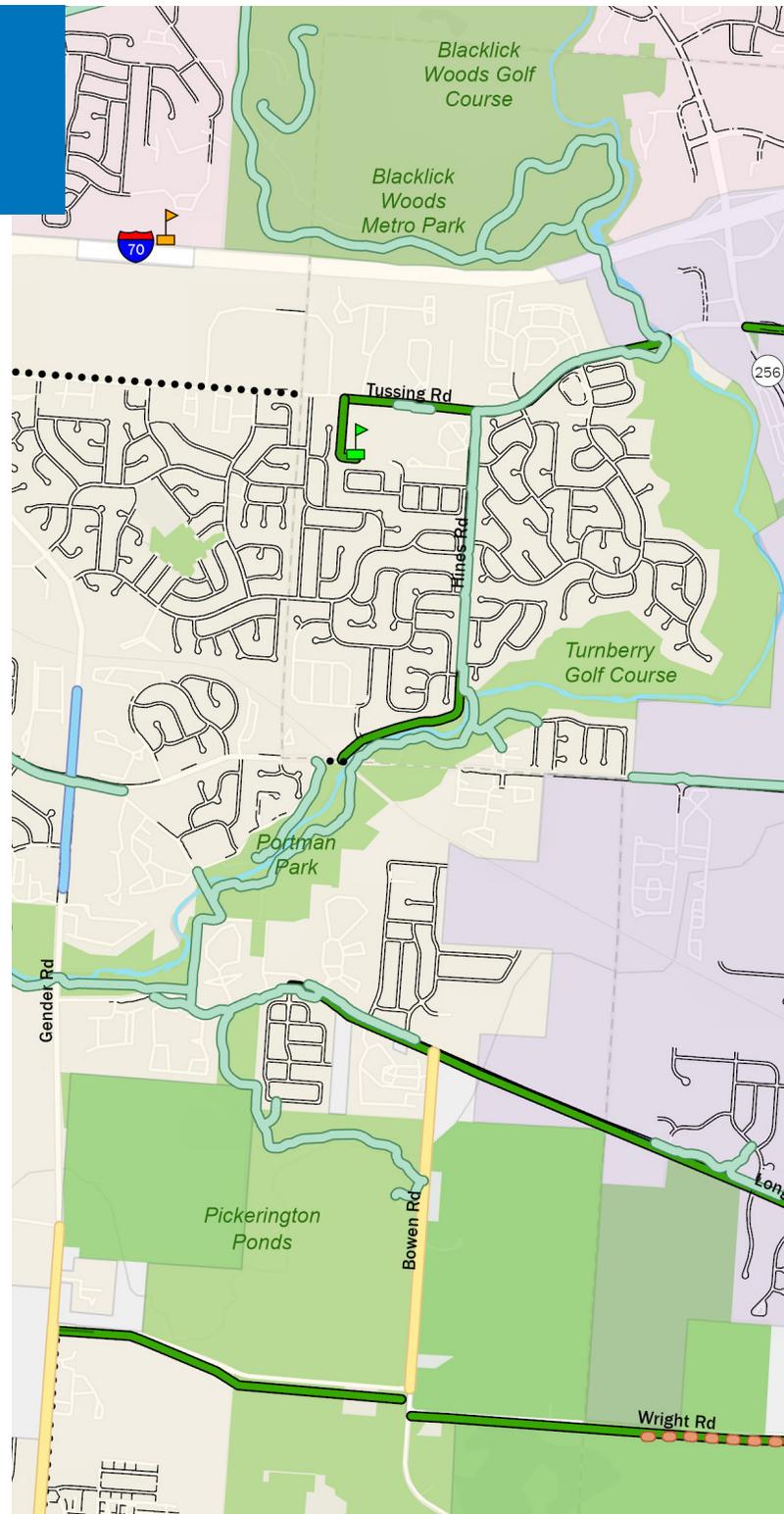
While these projects will increase Township access to bike and pedestrian infrastructure, a number of gaps still remain after planned facilities are constructed.

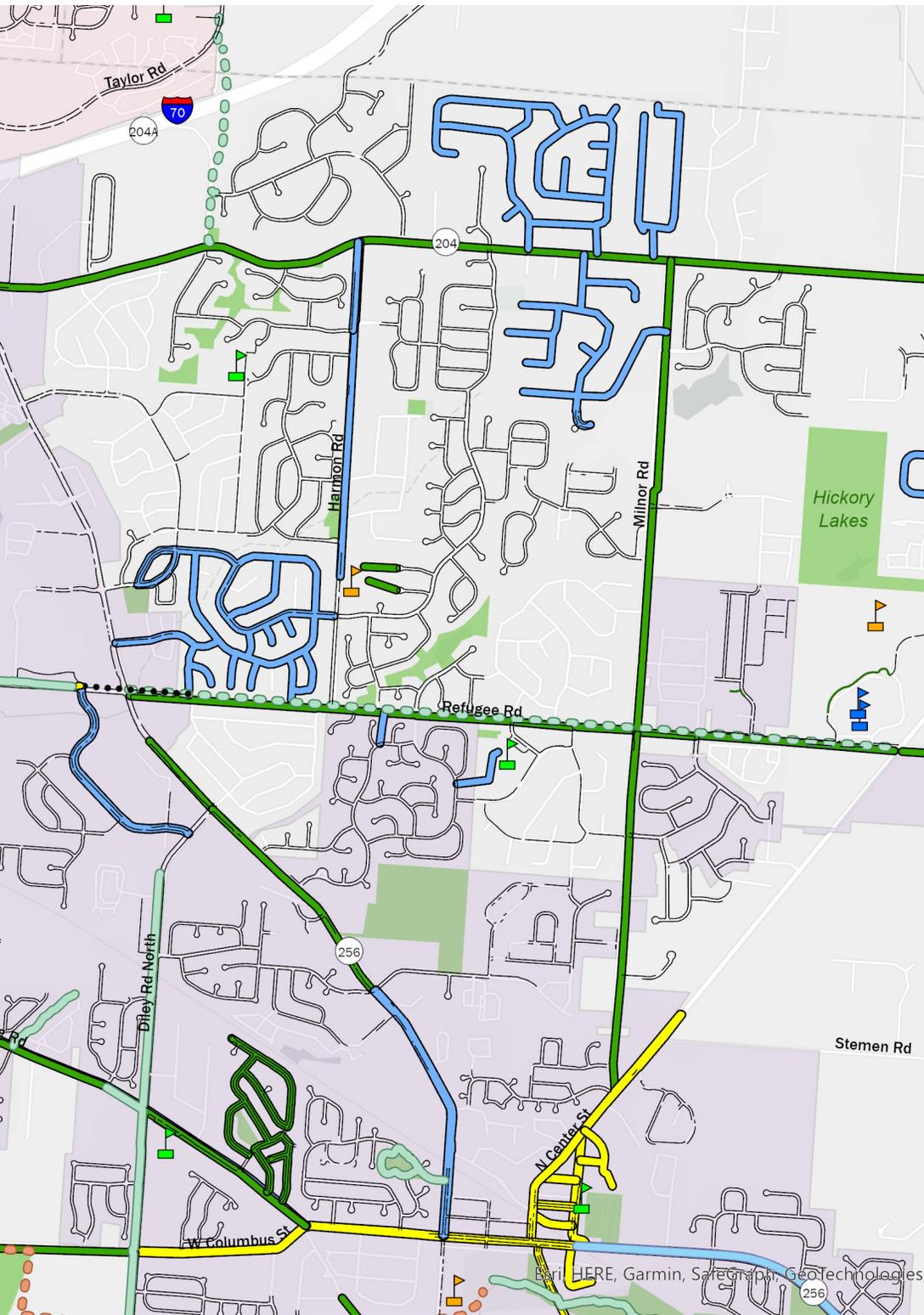




PREVIOUSLY PROPOSED FACILITIES

In 2017, the Pickerington Local School District released a Safe Routes to School (SRTS) Plan. SRTS plans are a component of an ODOT funding program meant to better enable students to walk and bike to schools. The plan included a list of corridors where new sidewalks were recommended. These projects were not mapped within the original plan document, but were digitized by the Violet Township project team to illustrate the scope of the recommendations.





Schools

Type

- Elementary School
- Middle School
- High School

MORPC Sidewalk Inventory

- Existing Sidewalk
- Multi-use Path

Bicycle Facilities

- Existing Shared Use Path
- Existing Bicycle Lane
- Existing Connector
- Existing Shoulder
- Committed/Funded

Pickerington Comp Plan

- Proposed Trail or SUP
- Proposed On-Street Route

Violet Township TID Projects

- Committed - Shared Use Path

ODOT Far East Freeway Project

- Committed - Shared Use Path

PLSD SRTS Plan

Recommendation

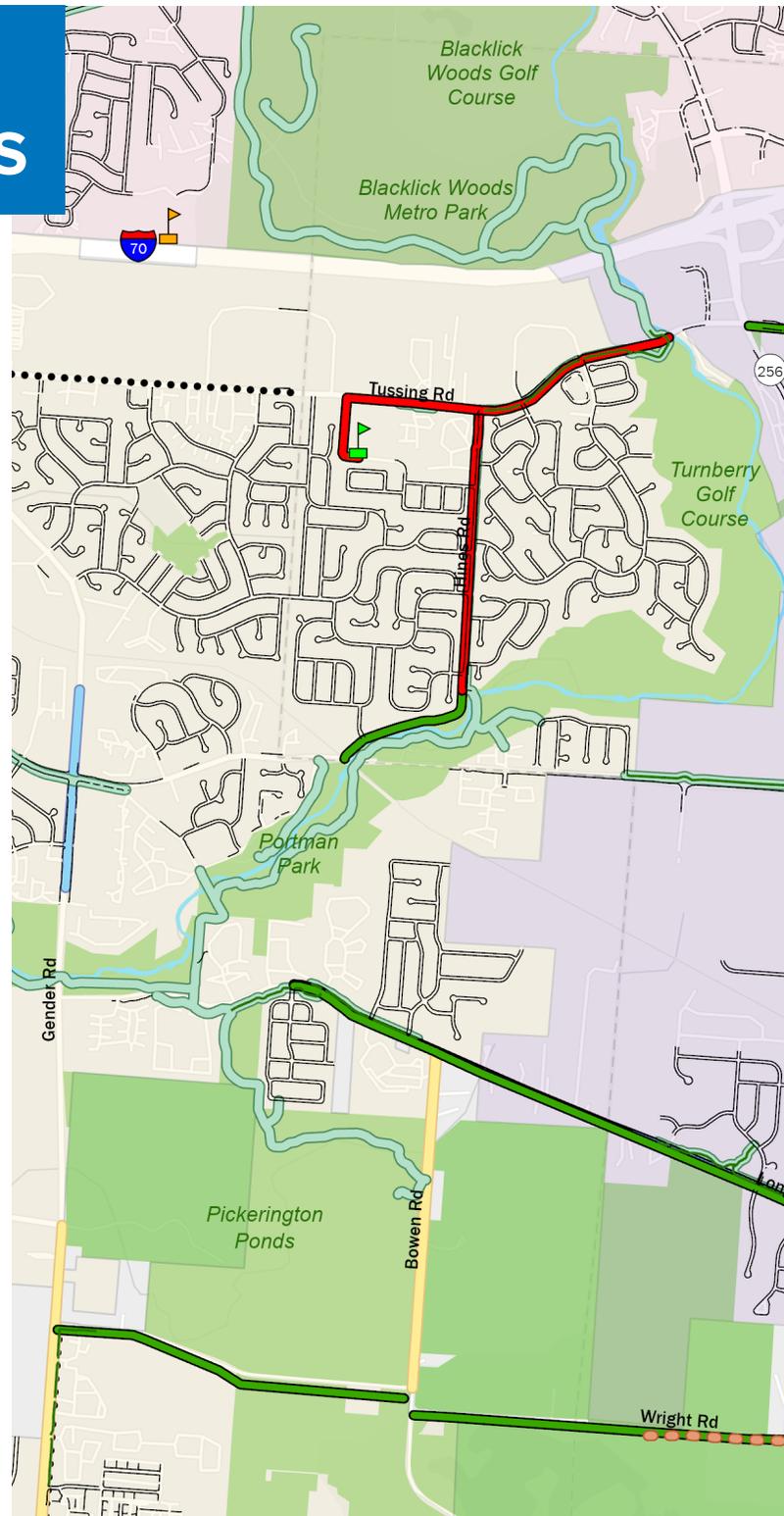
- Multi-Use Path
- New Sidewalk
- Sidewalk Repair

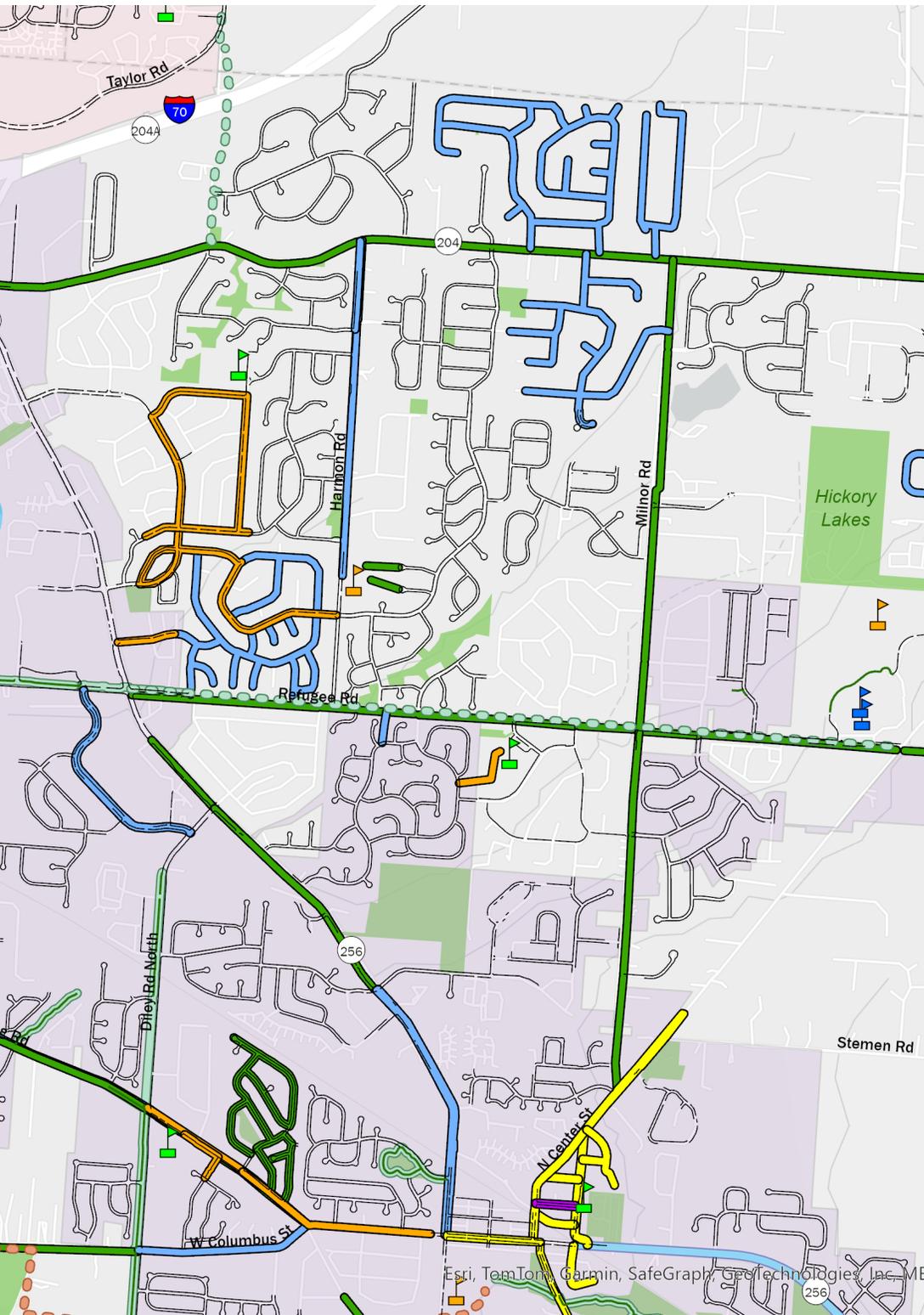


Map data: HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA

RECENTLY COMPLETED PROJECTS

Since the release of the 2017 update to the SRTS plan, the City of Pickerington, Violet Township, and partners have been actively implementing the recommendations. Many infrastructure projects have been completed, and are highlighted here. This includes new multi-use paths along Tussing and Hines Roads, new sidewalks throughout the study area, as well as some small sidewalk repairs.





- Schools**
- Type**

 - Elementary School
 - Middle School
 - High School

- MORPC Sidewalk Inventory**

 - Existing Sidewalk
 - Multi-use Path

- PLSD SRTS Plan (2017)**
- Recommendation**

 - Multi-Use Path
 - New Sidewalk
 - Sidewalk Repair

- Completed Projects**

 - Multi-Use Path
 - Sidewalk
 - Sidewalk Repair

- Pickerington Comp Plan**

 - Proposed Trail or SUP
 - Proposed On-Street Route

- Violet Township TID Projects**

 - Committed - Shared Use Path

- ODOT Far East Freeway Project**

 - Committed - Shared Use Path

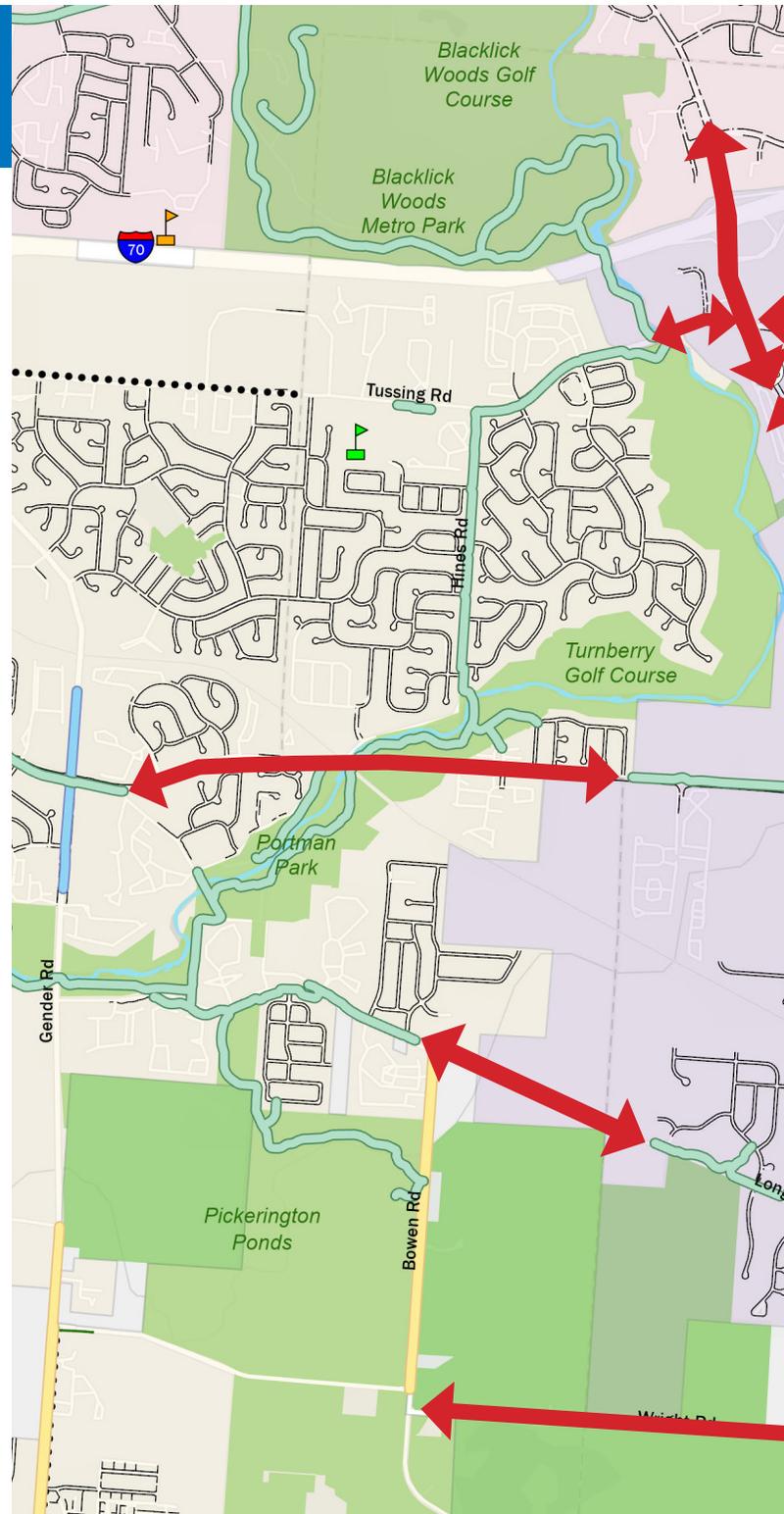


Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

OPPORTUNITIES

Based on all of this information, as well as stakeholder input on local needs and priorities, the following corridors were identified as the most significant opportunities for filling gaps in the active transportation network and connecting Violet Township to neighboring communities and the larger regional COG network.

East/West	<i>Tussing Rd</i>
	<i>Blacklick-Eastern Rd (SR-204)</i>
	<i>Refugee Rd - West (Columbus)</i>
	<i>Refugee Rd - Central (SR-256 to Pickerington Rd)</i>
	<i>Refugee Rd - East (Pickerington Rd eastward)</i>
	<i>Long Rd</i>
	<i>Wright Rd</i>
North/South	<i>SR-256 at I-70</i>
	<i>Hill Rd (SR-256) - Central</i>
	<i>Diley Rd at Hill Rd</i>
	<i>Hill Rd (SR-256) - South</i>
	<i>Harmon Rd</i>
	<i>Milnor Rd</i>
	<i>Ault Rd</i>
	<i>Pickerington Rd / Center St</i>
	<i>Taylor Rd Overpass (ODOT Far East Freeway)</i>

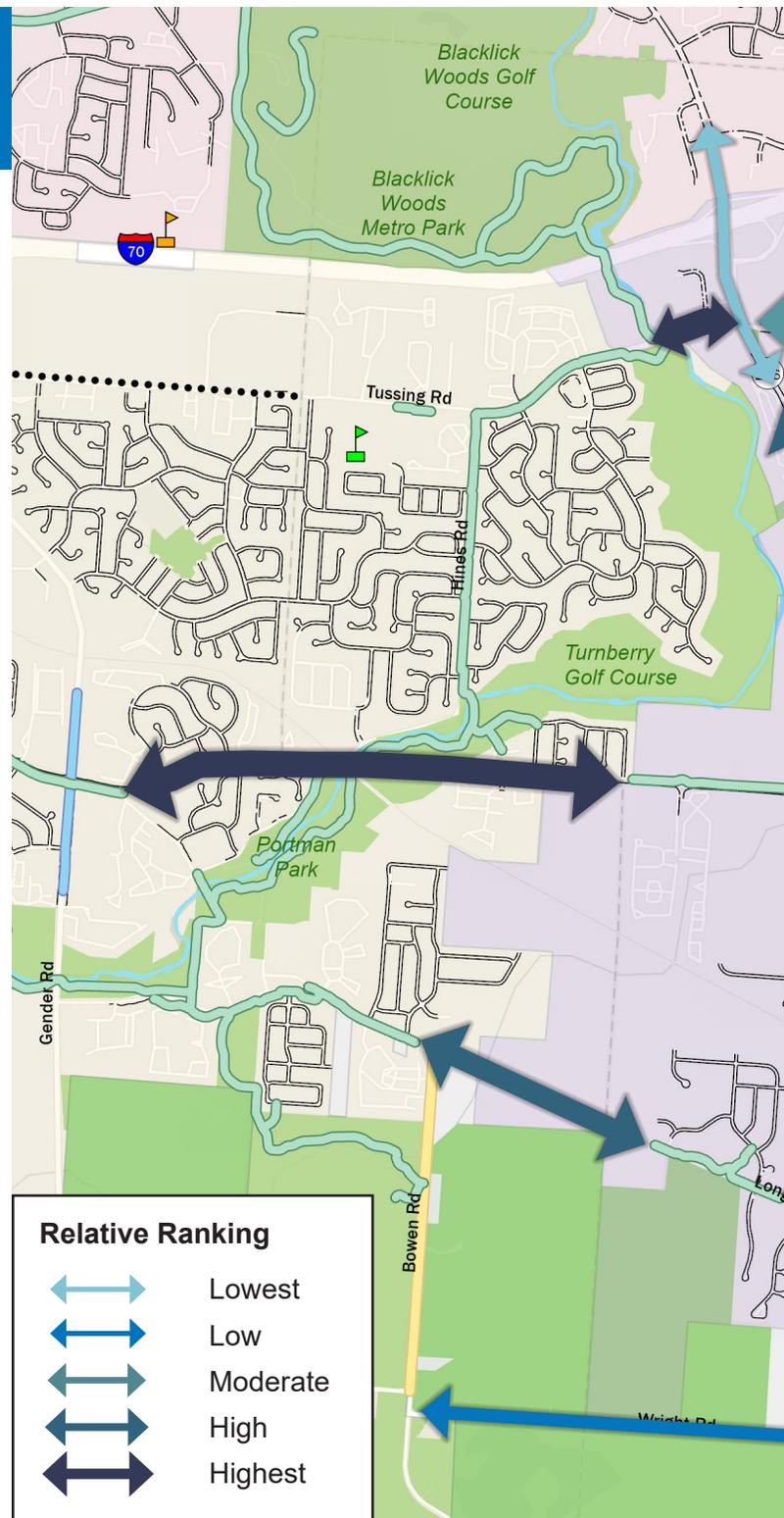


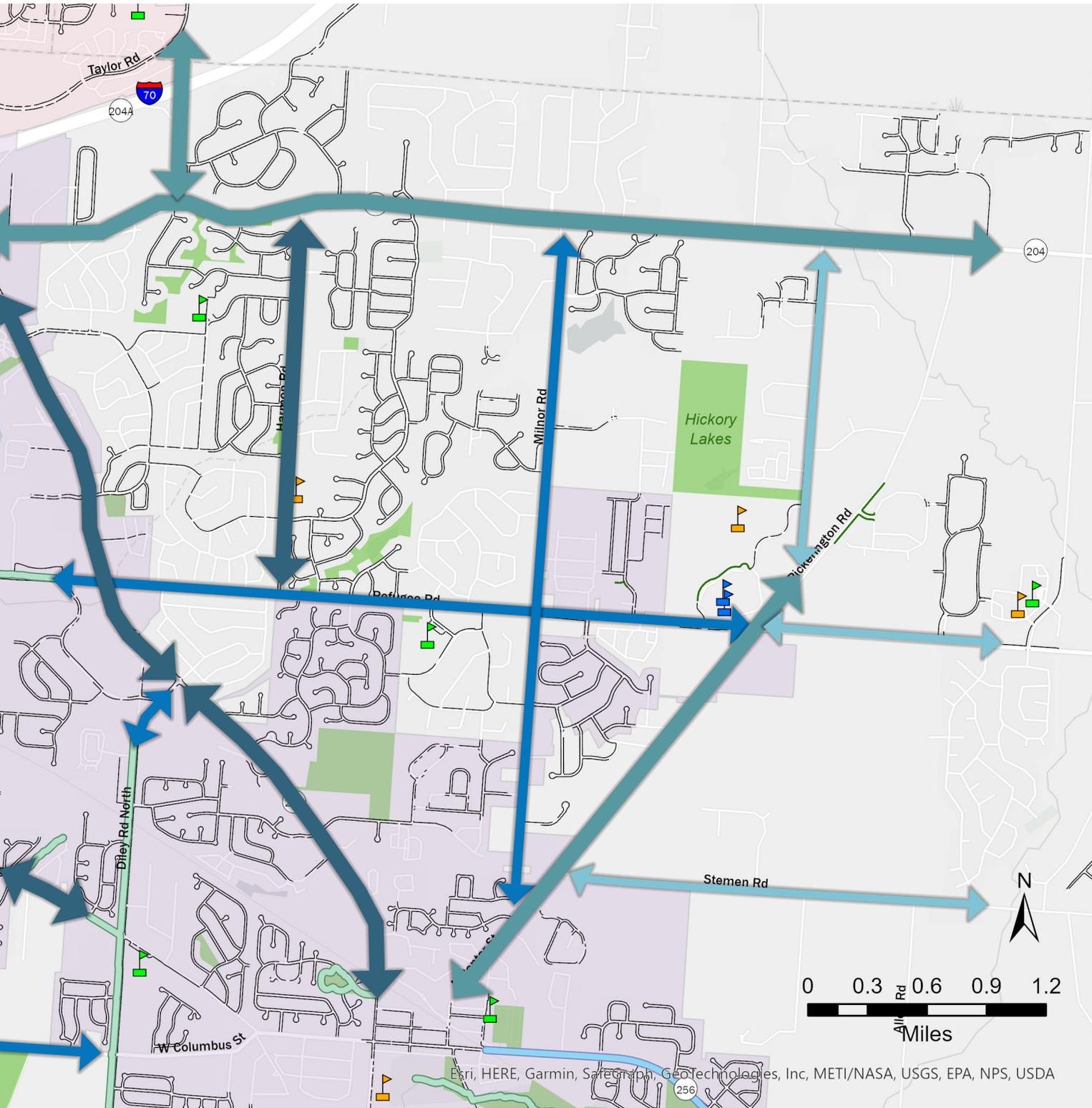


CORRIDOR ANALYSIS

An analysis was conducted of all corridor segments identified as opportunities on the previous map. This included a GIS-based analysis of demographic data available through the U.S. Census as well as points of interest data that identifies nearby destinations. This analysis of the limited data available can be used as one factor in the overall decision-making about which corridor segments to prioritize for future active transportation infrastructure investments.

The results of the analysis establish a relative ranking of each corridor segment based on the various population demographics and destinations that would be served through the addition of active transportation infrastructure on that segment. These relative rankings are illustrated on the following map in order of “Lowest” ranking segments to “Highest” ranking segments.









CHAPTER 5

Strategies and Potential Next Steps

OVERVIEW OF STRATEGIES

The potential strategies and next steps identified as a result of this planning process reflect the multi-jurisdictional process that was initiated through this study and will be required to ensure the future connectivity of this part of the region. Many of the opportunities identified to fill gaps in shared-use path connectivity pass through multiple jurisdictions, or are entirely outside of Violet Township, which introduces complexities to establishing a connected network, but also creates multiple pathways for these gaps to be filled and new infrastructure to be funded and developed.

The following section highlights the priorities based on the findings of this study and recommends potential strategies and next steps that can be pursued to implement them. At a high level, this includes the following:

- 1** *Establishing a Southeast Area Trails and Active Transportation Partnership.*
- 2** *Prioritizing implementation of strategic regional trail and bike facility connections.*
- 3** *Keeping the Pickerington Local School District Safe Routes to School Plan up to date, and implementing recommendations.*
- 4** *Adopting policies and programs that support and enhance walking and bicycling in the Township.*

SOUTHEAST AREA TRAILS AND ACTIVE TRANSPORTATION PARTNERSHIP

The stakeholder engagement process for this planning study initiated productive, cross-jurisdictional collaboration regarding active transportation and trail infrastructure planning in the areas within and surrounding Violet Township. It will be important to continue and expand upon this multi-jurisdictional collaboration in order to implement many of the proposed next steps. It is thus recommended that the agencies engaged through this planning process form an informal partnership to continue these conversations.

This partnership should convene representatives from each of the jurisdictions in this southeastern portion of the region regularly to share each agency's planned projects, current active transportation priorities and objectives, as well as funding pursuits. Ideally, this group would meet at least on an annual basis. Additional meetings could be scheduled as needed, such as when specific path construction or trail projects are initiated or developed.

These meetings will enable better regional collaboration, encouraging the engaged agencies to explore opportunities to coordinate capital improvement plans and budgets to create cross-jurisdictional active transportation and trail infrastructure connections, and to identify potential multi-jurisdictional grant funding applications to partner on.

CORRIDOR PRIORITIZATION

The corridor evaluation and prioritization process included consideration of physical roadway characteristics, Township Staff Priorities, stakeholder input, as well as the data analysis summarized on the previous map. This information is detailed out for each corridor on the following pages. The charts below illustrate the sources for each data field included in the corridor summaries that follow.

Corridor Characteristics Data Sources

ROW Width	Fairfield County Auditor Parcel Map
Existing Configuration	Google Maps
Average Traffic Volume (AADT)	MORPC Transportation Data Management System
LTS for Bikes	MORPC Active Transportation Plan - Interactive Webmap
Speed Limit	Google Maps
Total Segment Length	Google Maps and/or GIS-based Roadway Data
Fatal/Serious Injury Crashes (2017-2021)	Ohio Department of Transportation (ODOT) GIS Crash Analysis Tool (GCAT)

Data Analysis Data Sources

The following data points factored into the data analysis that was conducted on all of the corridors identified as opportunities:

Demographic Data

- » Total Population
- » Population Under 18
- » Population Over 65
- » Number of Households
- » Number of Households without Vehicle Access
- » Median Household Income
- » Working Population
- » Minority Population
- » Population Below Poverty Line

Destination Data

- » Total Number of Jobs
- » Number of Transit Stops
- » Access to Parks and Recreation Facilities
- » Access to Regional Trails
- » Number of Schools
- » Number of Community Centers
- » Number of Eateries

Some of this data was sourced from the 2017-2021 United States Census, American Community Survey. Data was also sourced from MORPC’s 2020 Metropolitan Transportation Plan population and employment forecasts.

Bicycle Facility Selection

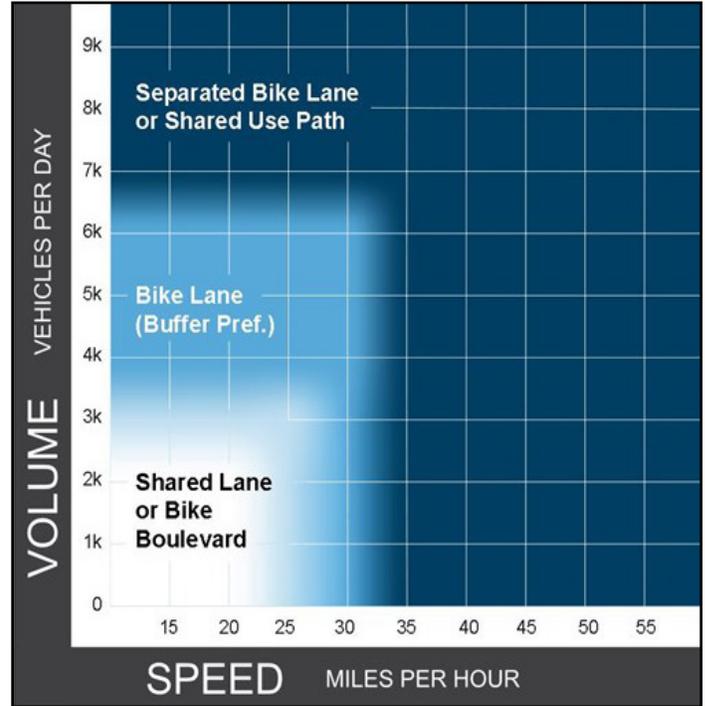
According to the ODOT Multimodal Design Guide, as well as the FHWA Bikeway Selection Guide, the ideal facility type for the majority of the identified corridors is a shared use path in place of a sidewalk. This is the ideal facility to allow for a typical person to safely and comfortably walk or bike along a roadway with a posted speed limit of 35 MPH or higher. A single shared use path would also accommodate people walking and bicycling within a much smaller footprint than providing separate dedicated facilities for each.

SAFE ROUTES TO SCHOOL

In 2017, PLSD updated the Safe Routes to School (SRTS) School Travel Plan, which recommended several corridors where new sidewalks and shared use paths were needed to allow students to safely walk to school. Since 2017, many of the recommended projects have been implemented, but more work remains to be done. During the stakeholder engagement process, it was noted that the Harmon Road, Refugee Road, and North Center Street corridors would be excellent candidates for SRTS projects because they serve multiple schools, but lack safe pedestrian infrastructure. On Harmon Road and North Center Street in particular, it was mentioned that expanded pedestrian infrastructure could mitigate the need for school buses. More information on ODOT’s SRTS program and available funding is detailed in the next chapter.

It is recommended that PLSD, Violet Township, and the City of Pickerington reconvene a Safe Routes to School committee to regularly meet and discuss the SRTS plan, conduct a more complete update, and continue to collaborate on implementation. The plan must be updated every 5 years in order to continue being eligible for SRTS funding.

Preferred Bikeway Type for Interested but Concerned Bicyclists in Urban Core, Urban, Suburban and Rural Town Contexts



Source: Ohio Multimodal Design Guide and FHWA Bikeway Selection Guide

Pedestrian Zone and Sidewalk Widths for Different Land Uses

Adjacent Land Use	Minimum Sidewalk Width	Minimum Buffer Zone Width (by posted speed)	
		<= 35 MPH	> 40 MPH
Central Business District (CBD)	8-14 ft	4-8 ft	6-10 ft
Commercial	6-8 ft	4-8 ft	6-10 ft
Residential	5-7 ft	4-6 ft	6-8 ft

Source: Ohio Multimodal Design Guide

POLICIES AND PROGRAMS

To ensure the recommendations from this report are applied to their maximum extent and effect, the Township should consider adopting and implementing policies and programs that support and encourage walking and bicycling in the community. This could include updating zoning and development regulations, incorporating active transportation improvements into the standard maintenance program, setting aside funding for specific low-cost safety improvements that benefit people walking and bicycling, and many other potential options.

Sidewalks and Pedestrian Crossings

The Ohio Multimodal Design Guide establishes recommendations for sidewalks and pedestrian crossing design based on context-specific criteria. These recommendations should be considered for standard practice as the Township and its partners work to improve safety for people walking and bicycling. The two most important charts -- Pedestrian Zone and Sidewalk Widths, as well as Countermeasures for Uncontrolled Pedestrian Crossing Locations by Roadway Feature -- are included here for reference.

Application of Pedestrian Crash Countermeasures by Roadway Feature

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① 5 6 7 9	① 5 6 7 9	① 3 4 5	① 5 7 9	① 5 7 9	① 3 4 5	① 5 7 9	① 5 7 9
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 3 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 3 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① 5 7 8 9	① 5 7 8 9	① 5 8 9	① 5 7 8 9	① 5 7 8 9	① 5 8 9	① 5 7 8 9	① 5 8 9	① 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 7 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 7 8 9	① 5 6 8 9	① 5 6 8 9

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Rectangular Rapid-Flashing Beacon (RRFB)**
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)**

Source: Ohio Multimodal Design Guide and FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

Fairfield County Active Transportation Plan

In addition to advancing the implementation of the SRTS plan, the Township should continue to pursue policies and programs designed to improve walking and biking infrastructure. The Fairfield County Active Transportation Plan (ATP) provides examples of development regulations, maintenance program updates, and low-cost safety improvements that the Township could implement.

Examples from the Fairfield County ATP include:

- » *Develop a regular maintenance schedule that includes regular inspections and maintenance tasks. The frequency of maintenance will depend on the level of use and the condition of the active transportation infrastructure. Safety will be a top priority when planning maintenance activities.*
- » *Support trail maintenance by facilitating volunteer “adopt-a-trail” programs, local business fundraisers, and community clean-up events.*
- » *Construct sidewalks that connect travel destinations with neighborhoods to encourage more people to walk for transportation.*
- » *Provide education and encouragement programs for bicyclists and pedestrians, such as safety classes, group rides, and community events, to help build confidence and increase the number of people who use active transportation.*
- » *Provide education and encouragement programs for bicyclists and pedestrians, such as safety classes, group rides, and community events, to help build confidence and increase the number of people who use active transportation.*

- » *Invest in bike sharing infrastructure. Bike sharing infrastructure can be an effective way to encourage cycling as a transportation mode, especially for short trips. This infrastructure involves providing bicycles for rent at various locations around the community.*
- » *Expand shoulder width on roads (US 37- Buckeye Lake to Lancaster) to improve safety for bicyclists, pedestrians, and motorists alike.*
- » *Improve bike parking facilities along bike trails to encourage more people to use the trail and make it easier for them to access the trailhead.*
- » *Expand the easement on sidewalk width with buffer (8 feet + 1 feet), from 1-mile to 2-mile radius around schools. Use complete street design to buffer active transportation infrastructure.*

Aligning with these county-level active transportation initiatives provides an excellent opportunity for regionally coordinated bicycling and pedestrian improvements.

Trailheads and Trail Access

The recently completed [COG Wayfinding Strategy Guide](#) offers important best practices for the implementation of wayfinding improvements, placemaking investments, and strategic amenities that should be incorporated into efforts to enhance and expand the active transportation and trail network throughout the study area. A specific focus of the COG Wayfinding Strategy Guide that was discussed with the stakeholders was improving the Trail Access points in the area. This could include basic improvements to street crossings and access points, but could also involve development of a more formal Trailhead.

Trailheads can include the following:

Basic

- » A well-maintained information kiosk and map
- » At least one bench or other form of seating
- » Racks for at least 5 bicycles (standalone U-shaped racks preferred)
- » Car access only

Enhanced

- » All the amenities of a basic trailhead
- » Access to free, potable water
- » A transit stop within 1 mile along a comfortable route (where applicable)
- » Sidewalks leading to the trailhead
- » Temporary restrooms

Premier

- » All the amenities of basic and enhanced trailheads
- » A transit stop within ¼ mile along a comfortable route (where applicable)
- » Permanent restrooms
- » Shelter from the elements
- » Staffing, at least during regular business hours
- » A unique design and/or placemaking elements such as public art or interpretive signs

Trailhead and Trail Access Improvements - Examples from Central Ohio



Trailheads are the backbone of any trail wayfinding system. As gateways to both trails and the places they run through, trailheads have extraordinary capacity to influence trail users' wayfinding experience — and thereby their overall experience of trails.



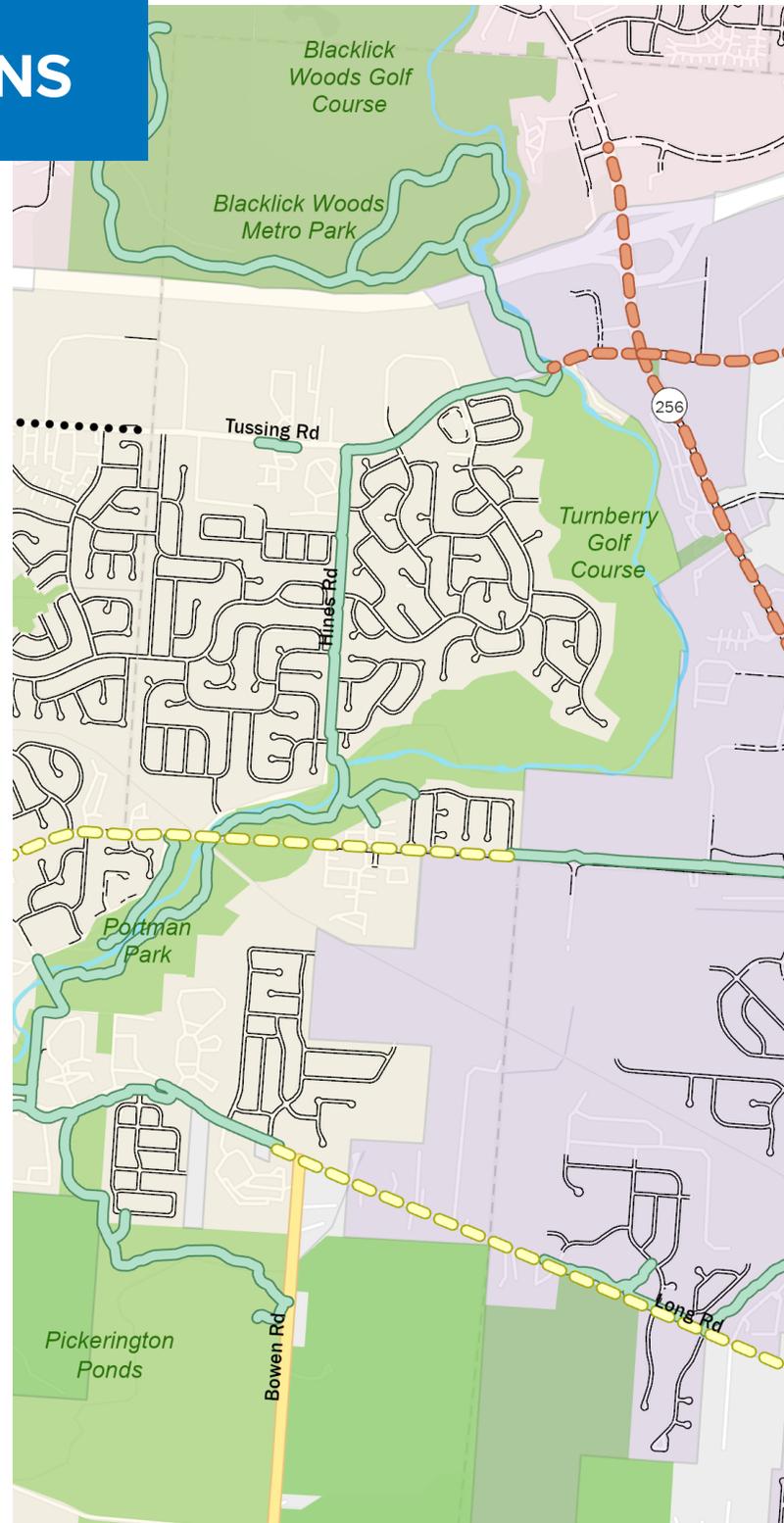
PRIORITY CONNECTIONS

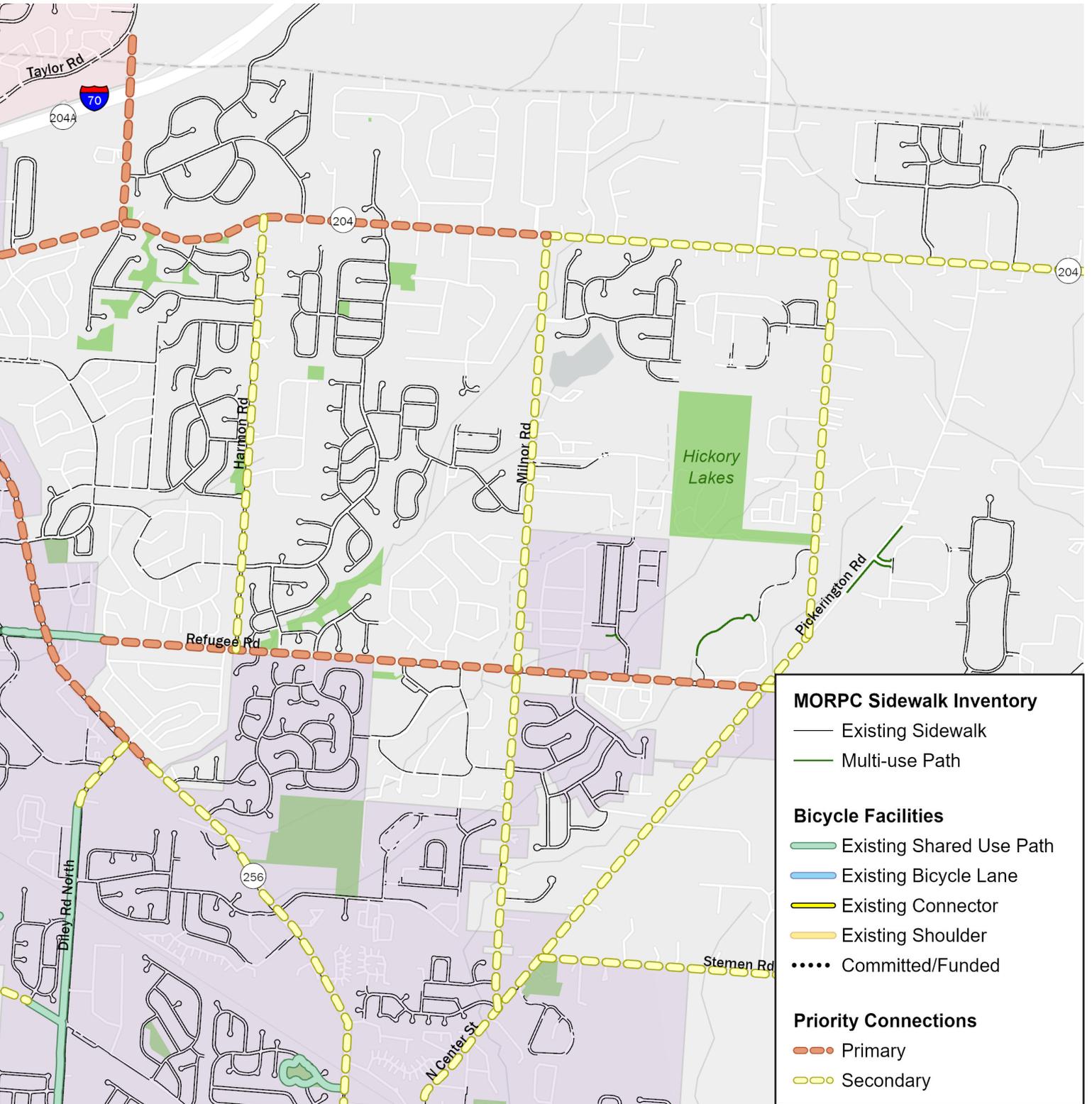
Based on the data analysis conducted, stakeholder feedback, existing plans, and Township staff priorities, the recommended connections were divided into two categories: Primary and Secondary Priorities.

1. Primary Priority: these corridors were identified as the most critical connections for implementation:

- SR-256 from I-70 to Diley Rd
- SR-204 from SR-256 to Milnor Rd
- Tussing Rd from the Blacklick Creek Greenway Trail to SR-256
- Refugee Rd from SR-256 to Pickerington Rd
- Taylor Rd from SR-204 across I-70

2. Secondary Priority: these corridors were seen as valuable connections to add to the active transportation network, but will require further coordination and planning for successful implementation.





TAYLOR ROAD

OVERVIEW

The Taylor Road corridor that is currently divided by Interstate 70 is planned to be converted to a full interchange, connecting Violet Township (at SR-204) to Reynoldsburg on the north side of the freeway. Current conditions for Taylor Road south of I-70 include an eastbound off-ramp for motorists exiting I-70 to SR-204, as well as local access to the Wigwam Center to the west and the residential subdivisions to the east of Taylor Road.

CORRIDOR CHARACTERISTICS

ROW Width	100 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	7,471 ⁽²⁰¹⁷⁾
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	55 mph
Total Segment Length	0.86 mi. (including future bridge)
Fatal/Serious Injury Crashes (2017-2021)	1

CURRENT PLANS

ODOT District 5 has included the improvements to the Taylor Road and I-70 interchange in their Far East Freeway Study project. The interchange project was assigned Project ID 96808. The estimated construction cost of the entirety of the interchange project is \$72 million and the construction date is currently TBD. Based on project plans discussed during stakeholder workshops with ODOT, the plans for the Taylor Road interchange include a shared-use path on the east side of Taylor Road to provide bike and pedestrian access through the new interchange.

STAKEHOLDER INPUT

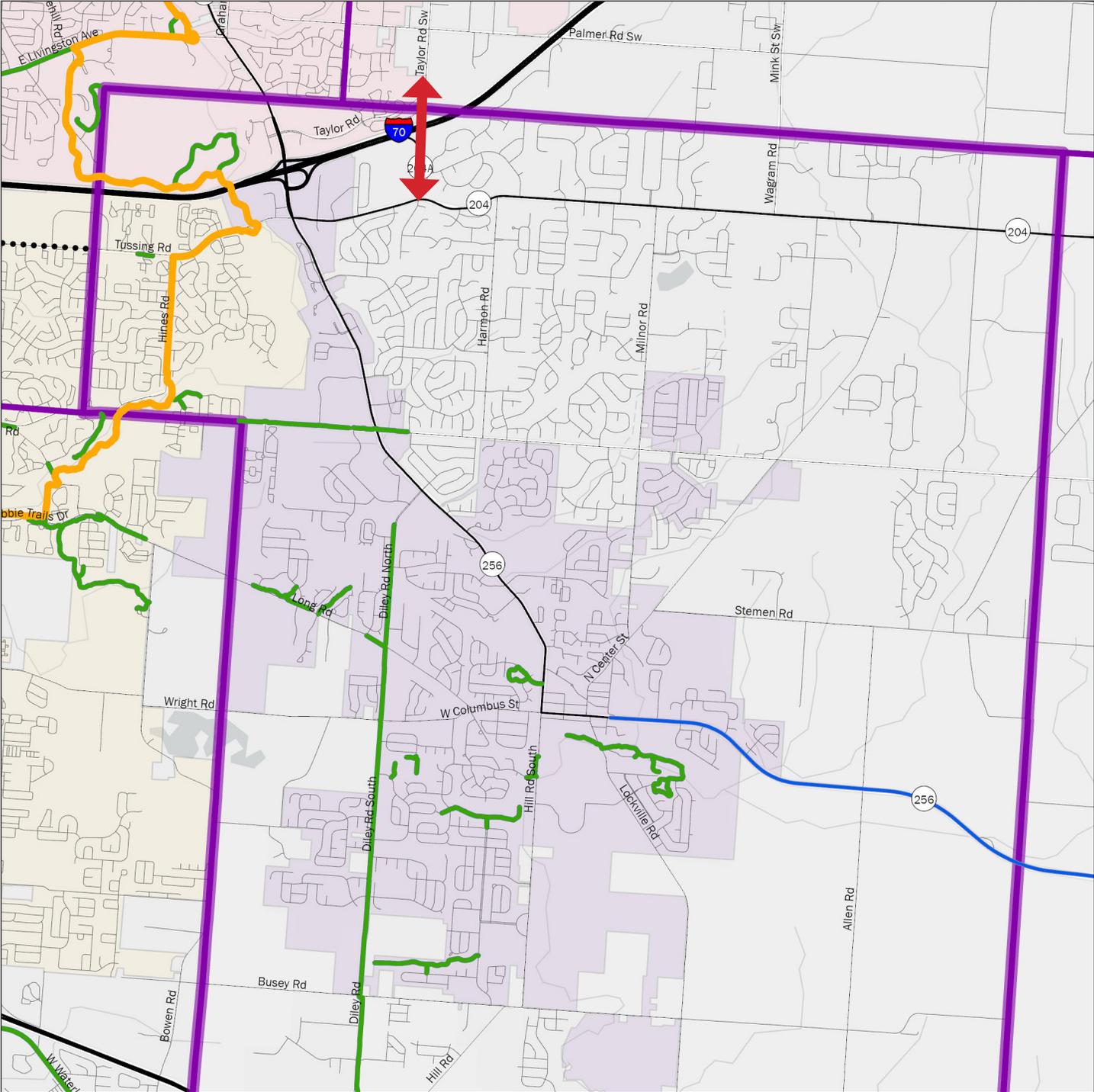
The Taylor Road corridor was emphasized by Violet Township staff and local stakeholders as a critical connection for the Township and City of Reynoldsburg, and key to providing access for people walking and bicycling. The current lack of dedicated bike/pedestrian infrastructure across I-70 was identified as a major obstacle regarding access to jobs, residences, and commercial destinations north of the freeway.

DATA ANALYSIS

The Taylor Road connection ranked 8th out of the 17 corridor segments analyzed. A shared use path along this corridor would provide walking and bicycling access for a comparatively higher percentage of low-income residents as well as older adults.

NEXT STEPS

- **Coordinate with ODOT District 5 and the project team** to ensure that the bike and pedestrian infrastructure components of the Far East Freeway project are implemented.
- **Request that the Taylor Road connection be included in the 2024-2050 MTP.** It could be included as an interchange project with added language explaining the planned bike/pedestrian components on the Taylor Road segment.
- **Plan for access to this bike/pedestrian path from other system links**, stressing the importance of safe crossings at all intersections, especially the Taylor Road/SR-204 intersection.
- **Coordinate with relevant partners** to ensure this connects into the larger bike and pedestrian network. All relevant jurisdictions, including Violet Township, Fairfield County, Reynoldsburg, etc. should be included in these conversations.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

BLACKLICK-EASTERN ROAD (SR-204)

OVERVIEW

The Blacklick-Eastern Road (SR-204) corridor, between SR-256 and Pickerington Road, is the primary east/west connection on the north side of the Township and it currently has no infrastructure for walking or bicycling. This corridor connects neighborhoods in the area to the retail and commercial destinations along SR-256 and further west to the Blacklick Creek Greenway Trail. This corridor also connects directly to Taylor Road, which will connect the Township to the City of Reynoldsburg and destinations north of I-70 in the future.

CORRIDOR CHARACTERISTICS

ROW	60-125 (varies)
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	13,699 ²⁰²¹
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	45 mph
Total Segment Length	7.6 mi.
Fatal/Serious Injury Crashes (2017-2021)	12

CURRENT PLANS

This corridor was listed on the 2017 Safe Routes to School plan for Pickerington Local School District. The plan called for multi-use path to be installed along the entirety of the corridor. The corridor was also identified in Vision for Violet as a key gap in the active transportation network.

STAKEHOLDER INPUT

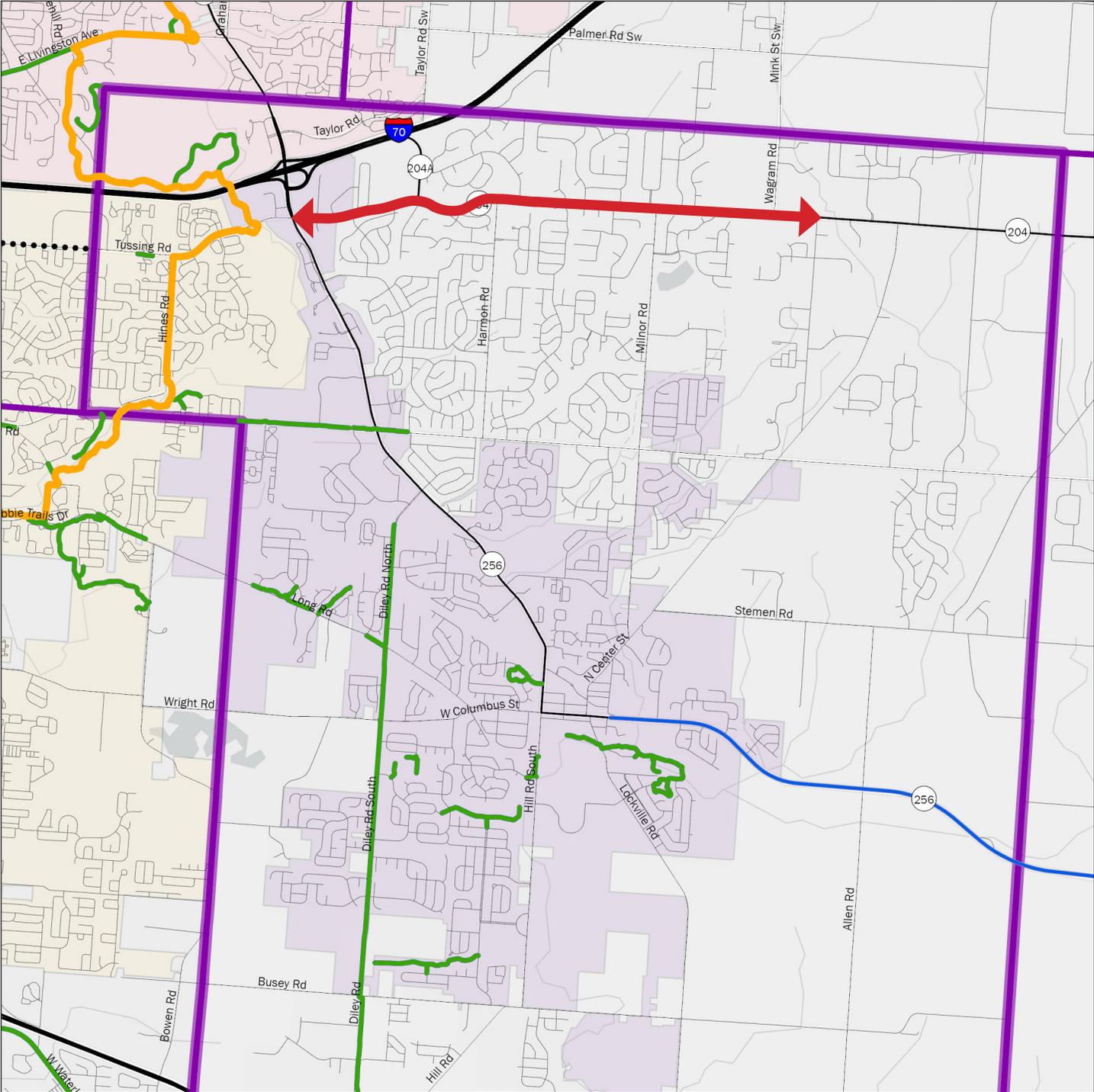
Dedicated infrastructure for walking and bicycling along Blacklick-Eastern Road was identified as a top priority by Violet Township staff as well as stakeholders. During both workshops, stakeholders stressed the importance of the connection, and indicated that a path on the north side of the road would be preferred. A large stretch of property on the north side of the road is owned by the Township, so there would be fewer properties impacted. Stakeholders also stressed the need for safe crossings at the intersection with the proposed Taylor Road facility.

DATA ANALYSIS

The Blacklick-Eastern Road (SR-204) connection ranked 7th out of the 17 corridor segments analyzed. This corridor did not rank significantly higher than the other corridors in any specific category, but rather ranked moderately across all categories.

NEXT STEPS

- **Request that the Blacklick-Eastern/SR-204 corridor be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Plan for access to this bike/pedestrian path from other system links**, including SR-256, Taylor Road, Milnor Road, and other key intersections. Ensure each intersection provides safe crossings and access to the facility.
- **Develop strategy for implementation.** Consider whether to implement in phases, with the western segment identified by the Township as the top priority. Consider any upcoming maintenance for the roadway to determine project timing, and work with MORPC, the Fairfield County Engineer’s Office, and ODOT to identify funding opportunities.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

TUSSING ROAD

OVERVIEW

The Tussing Road corridor, between SR-256 on the east and the Blacklick Creek Trail on the west, has large gaps in pedestrian facilities and no existing bicycle infrastructure. An active transportation facility in this area would provide connectivity to the Blacklick Creek Trail from residential areas along the Tussing Road Corridor. The facility would also provide a connection between the Blacklick Creek Trail and the proposed active transportation facility on Blacklick Eastern Road (SR-204), allowing residents of neighborhoods along SR-204 to safely walk or bike to the trail access point.

CORRIDOR CHARACTERISTICS

ROW	Varies (40-60 ft.)
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	12,464 ⁽²⁰²²⁾
LTS for Bikes	LTS 3- High Stress
Speed Limit	35 mph
Total Segment Length	0.22 mi.
Fatal/Serious Injury Crashes (2017-2021)	5

CURRENT PLANS

The identified section of Tussing Road was also cited as a corridor for a proposed bike route in the Pickerington Bikeway Plan, a section of the 2006 Parks and Recreation Facilities Master Plan published by the City of Pickerington.

STAKEHOLDER INPUT

The Tussing Road corridor was identified by Violet Township stakeholders as an important area of focus because of the importance of the link to the Blacklick Creek Trail. The intersection of Tussing Road and SR-256 lacks sidewalks and crosswalks, and despite this, township residents walk through the area to reach the shopping plaza at the intersection of Tussing Road and Winderly Lane.

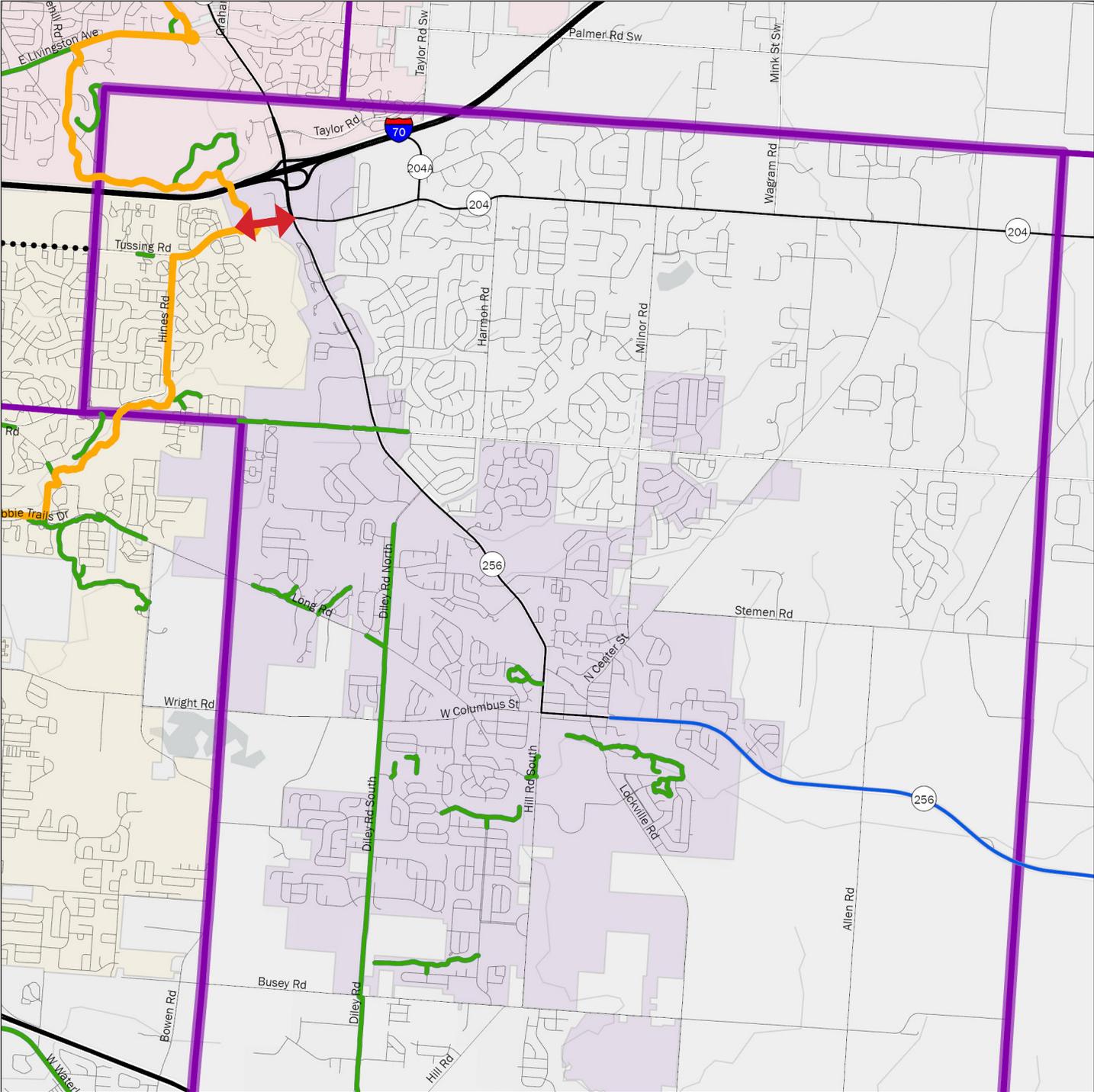
Stakeholders cited safety concerns along this corridor. According to Violet Township staff, this corridor is mainly residential, and many families with young children live near Tussing Road. Children often walk or bike on Tussing despite the lack of sidewalks and shared-use paths to get to another shared-use path south of the area.

DATA ANALYSIS

The Tussing Road connection ranked **2nd** out of the 17 corridor segments analyzed. A shared use path along this corridor would provide walking and bicycling access for a comparatively higher percentage of low-income residents, households without access to a vehicle, minority populations, as well as people under 18 and over 65 years of age.

NEXT STEPS

- **Request that the Tussing Road connection be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Pickerington** to plan for this potential connection, as this roadway is within Columbus jurisdiction.
 - Request that the Tussing Road connection be included in the Columbus Bike+ Plan as part of the Citywide Bike Network.
 - This link could be pursued in future collaborative efforts on trail access planning in the southeast quadrant of the metropolitan area.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

REFUGEE ROAD - WESTERN SEGMENT

OVERVIEW

The western segment of Refugee Road, though outside of Violet Township, is an important link in the broader active transportation network. This segment would link existing SUP along the corridor at the intersection of Gender Road, to the existing and proposed paths in the Violet Township and Pickerington segments of the roadway. Making this connection would provide a safe bike/pedestrian route to the Blacklick Creek Trail where it crosses Refugee Rd, and to the far east side neighborhoods of the City of Columbus.

CORRIDOR CHARACTERISTICS

ROW	110 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	14,326 ⁽²⁰²²⁾
LTS for Bikes	LTS 3 - High Stress
Speed Limit	40 mph
Total Segment Length	1.71 mi.
Fatal/Serious Injury Crashes (2017-2021)	5

CURRENT PLANS

This corridor was listed on the 2015 Connect Columbus Thoroughfare Plan, Columbus Bicentennial Bikeways Plan (2008), the MORPC Active Transportation Plan, and the 2016-2040 Metropolitan Transportation Plan.

STAKEHOLDER INPUT

Stakeholders noted the regional importance of the connection all the way along Refugee Road.

This entire corridor has significant potential in connection with the Central Segment that the Fairfield County Engineer is pursuing, and could be connected to the other existing segments of shared use path further to the west.

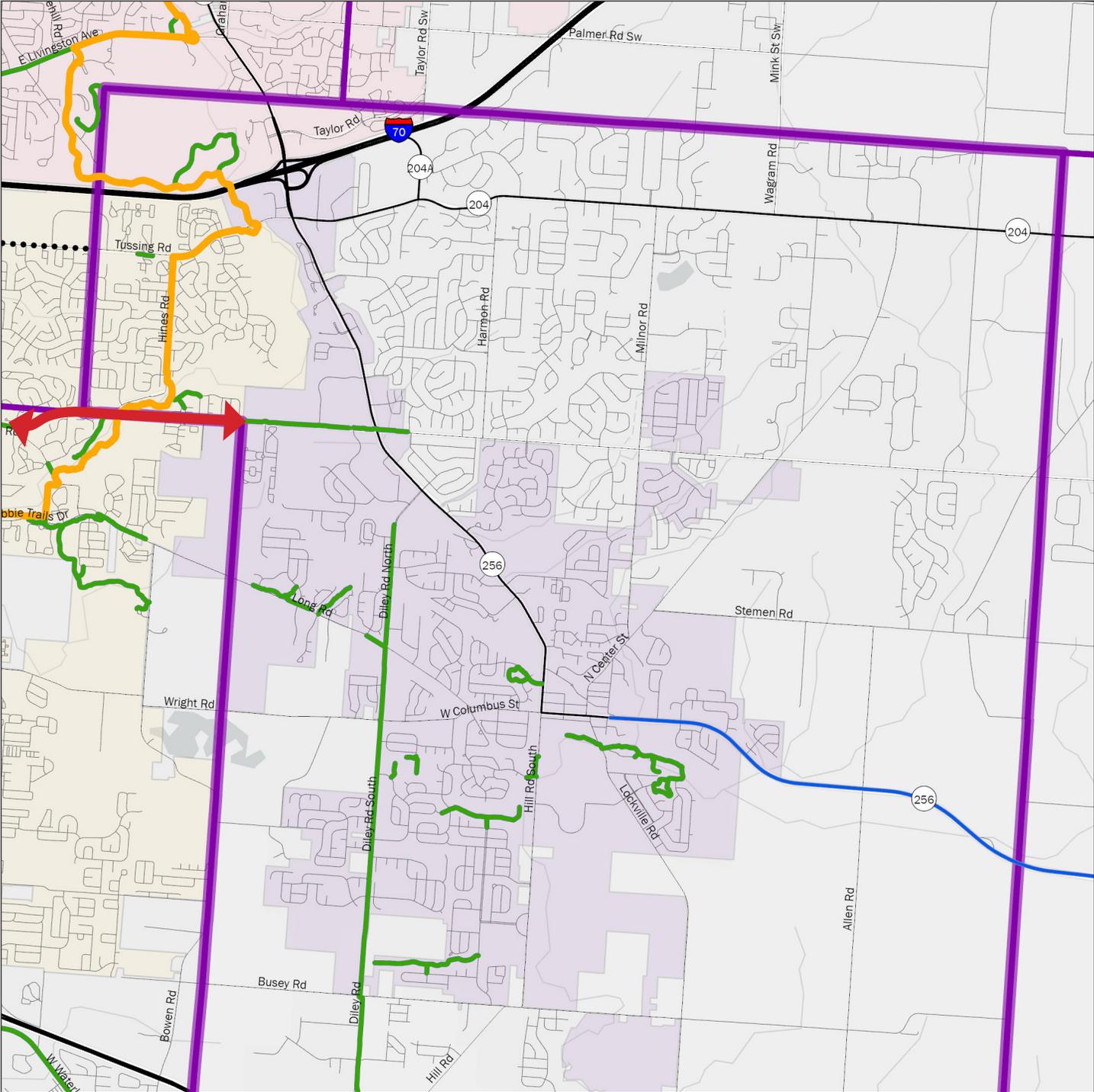
Conversations in the first workshop focused on the fact that the corridor was broken by a number of jurisdictional boundaries, so the importance of coordination with other jurisdictions (the City of Columbus in the case of the western segment) was stressed.

DATA ANALYSIS

The western segment of the Refugee Road corridor ranked **1st** out of the 17 corridor segments analyzed. A shared use path along this corridor would provide walking and bicycling access for a comparatively higher percentage of low-income residents as well as older adults.

NEXT STEPS

- **Request that the Refugee Road western segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with City of Columbus** and regional trail stakeholders to emphasize the importance of this link in the active transportation network.
 - Request that the Refugee Road connection be included in the Columbus Bike+ Plan as part of the Citywide Bike Network.
 - As development occurs along this corridor, each respective agency should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.
 - This link could also be pursued in future collaborative efforts on trail access planning in the southeast quadrant of the metropolitan area.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

REFUGEE ROAD - CENTRAL SEGMENT

OVERVIEW

This central segment of Refugee Road, within the jurisdiction of the Fairfield County Engineer, borders existing SUP in the City of Pickerington. Residential subdivisions are located on both sides of the corridor, which provides connections to businesses along SR-256, schools near the intersection of Pickerington Road and Refugee Road, and the potential connection to the Blacklick Creek Trail (assuming the western segment (referenced above) is completed).

CORRIDOR CHARACTERISTICS

ROW	Varies (100-130 ft.)
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	16,500 ⁽²⁰²²⁾
LTS for Bikes	LTS 3- High Stress
Speed Limit	40-45 mph
Total Segment Length	3.04 mi.
Fatal/Serious Injury Crashes (2017-2021)	11

CURRENT PLANS

The middle segment of Refugee was included in the 2017 Safe Routes to School plan for Pickerington Local School District. The segment was also listed in the 2016-2040 Metropolitan Transportation Plan.

STAKEHOLDER INPUT

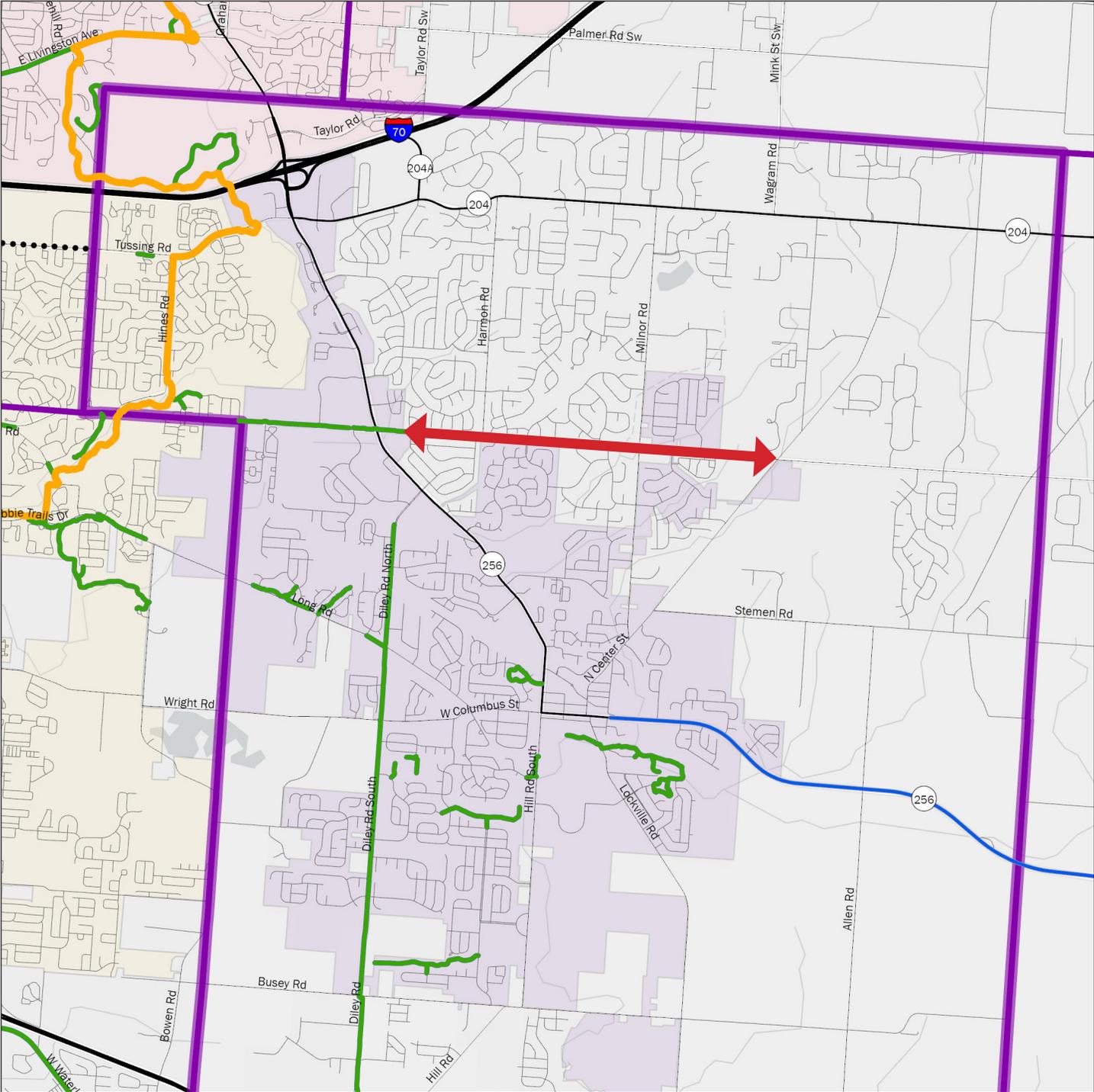
Stakeholder discussion of this corridor noted the proposal from the Fairfield County Engineer to construct a shared use path along this roadway as part of their Refugee Road project. Stakeholders representing a broad range of entities in the Township indicated their support of the proposal and the important connection it would provide through the Township.

DATA ANALYSIS

The central segment of the Refugee Road corridor ranked 10th out of the 17 corridor segments analyzed. A shared use path along this corridor would provide comparatively high walking and bicycling access to schools and parks along the corridor.

NEXT STEPS

- **Request that the Refugee Road central segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the Fairfield County Engineer’s Office** through planning and design of the Refugee Road corridor project(s) to ensure that the proposed path and sidewalk receive funding and are implemented to address the Township’s priorities regarding connectivity, safe pedestrian crossings, etc.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

REFUGEE ROAD - EASTERN SEGMENT

OVERVIEW

The eastern segment of Refugee Road, from Pickerington Road to the eastern boundary of the Township is located just east of the Fairfield County Engineer’s Refugee Road project (aka “Central Segment”). This segment is less densely populated than the rest of the corridor, but would provide a direct connection from residential areas to the west to Toll Gate Elementary and Middle Schools. It would also connect to the north/south Pickerington Road/ Ault Road corridors.

ROADWAY INFORMATION

ROW	105 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	8,275 ⁽²⁰²²⁾
LTS for Bikes	LTS 3 - High Stress
Speed Limit	45 mph
Total Segment Length	2.08 mi.
Fatal/Serious Injury Crashes (2017-2021)	8

CURRENT PLANS

This corridor was listed on the 2017 Safe Routes to School plan for Pickerington Local School District. The plan called for sidewalks to be installed along the entirety of the corridor. It was also referenced in the 2016-2040 Metropolitan Transportation Plan.

STAKEHOLDER INPUT

Stakeholders noted the regional importance of the connection all the way across Refugee Road, especially since the middle segment of the path is being pursued by the Fairfield County Engineer.

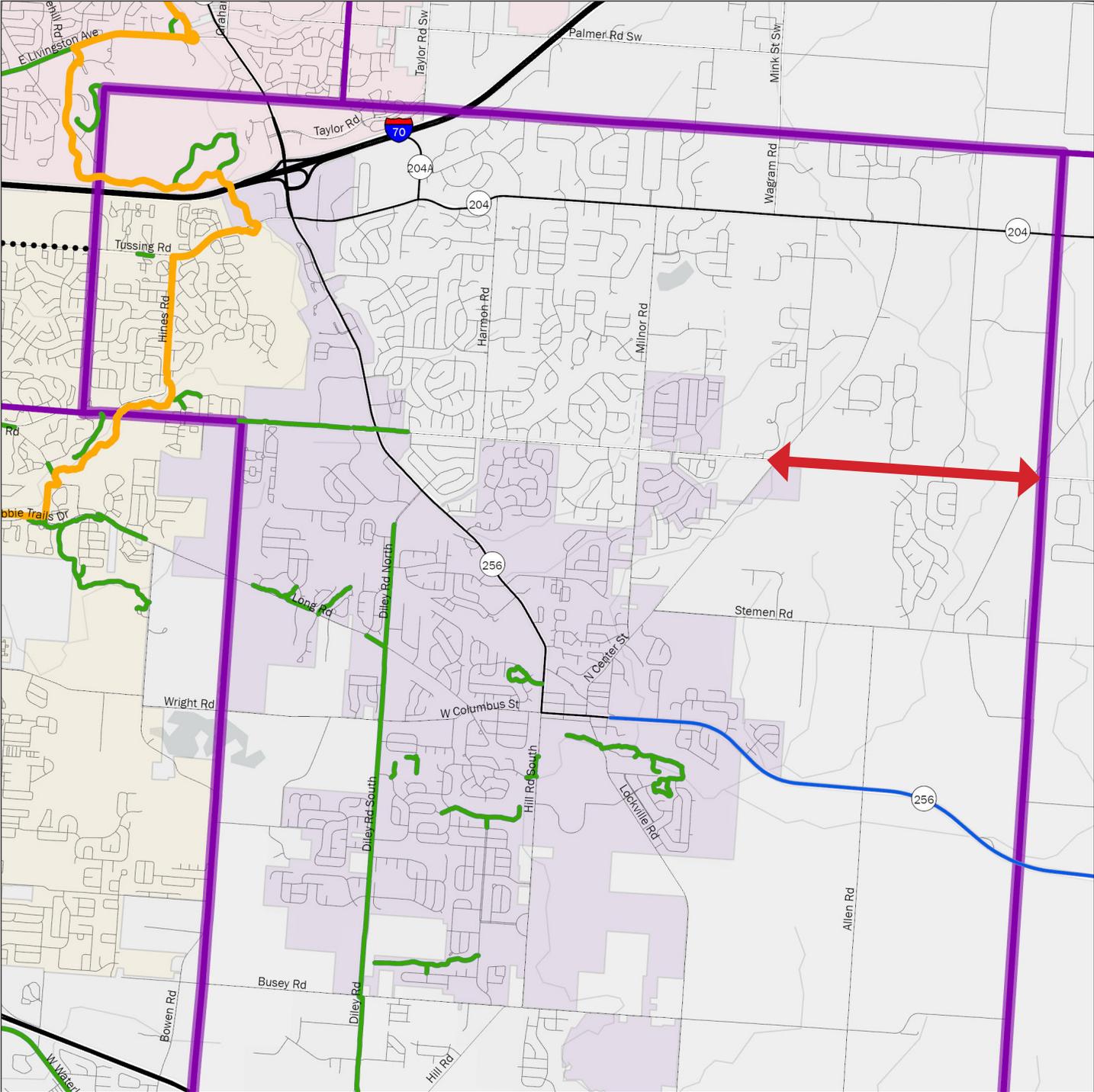
The eastern segment of Refugee Road, beyond the proposed “middle segment” is significantly less densely populated than the rest of the route west of Pickerington Road, and has lower traffic volumes, which led the township to view this as a lower priority than the rest of Refugee Road. However, this stretch does provide important connections on the eastern portion of the proposed active transportation network. Specifically, stakeholders mentioned the importance of providing safe connections to Toll Gate Middle School and Elementary to the north of the corridor.

DATA ANALYSIS

The eastern segment of the Refugee Road corridor ranked 15th out of the 17 corridor segments analyzed. A shared use path along this corridor would provide comparatively high walking and bicycling access to schools along the corridor.

NEXT STEPS

- **Request that the Refugee Road eastern segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the Fairfield County Engineer’s Office** to identify opportunities to extend the planned central segment path and sidewalk projects eastward. This stretch of Refugee Road is also within the Fairfield County Engineer’s Office jurisdiction.
- **As development occurs along this corridor,** each respective agency should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

SR-256 - NORTH SEGMENT

OVERVIEW

The northern segment of SR-256, where the roadway interchanges with I-70, is the primary north/south connection between Violet Township and Reynoldsburg. The roadway is very wide, and does not have active transportation facilities to cross I-70. The corridor intersects with ODOT’s Far East Freeway project, but this project does not have plans to provide bike/pedestrian infrastructure along this segment. The current road configuration uses most of the existing right of way, and would require reconfiguration to accommodate a path.

CORRIDOR CHARACTERISTICS

ROW	Varies (160-360 ft.)
Existing Configuration	8 travel lanes, bidirectional
Average Traffic Volume (AADT)	48,132 ⁽²⁰²²⁾
LTS for Bikes	LTS 4- Very High Stress
Speed Limit	40 mph
Total Segment Length	0.69 mi.
Fatal/Serious Injury Crashes (2017-2021)	16

CURRENT PLANS

This section of SR-256 is managed by ODOT, and current ODOT plans do not provide for a bike or pedestrian connection through the I-70 overpass. The project was referenced in MORPC’s Active Transportation plan as a location to implement future “complete streets” facilities.

STAKEHOLDER INPUT

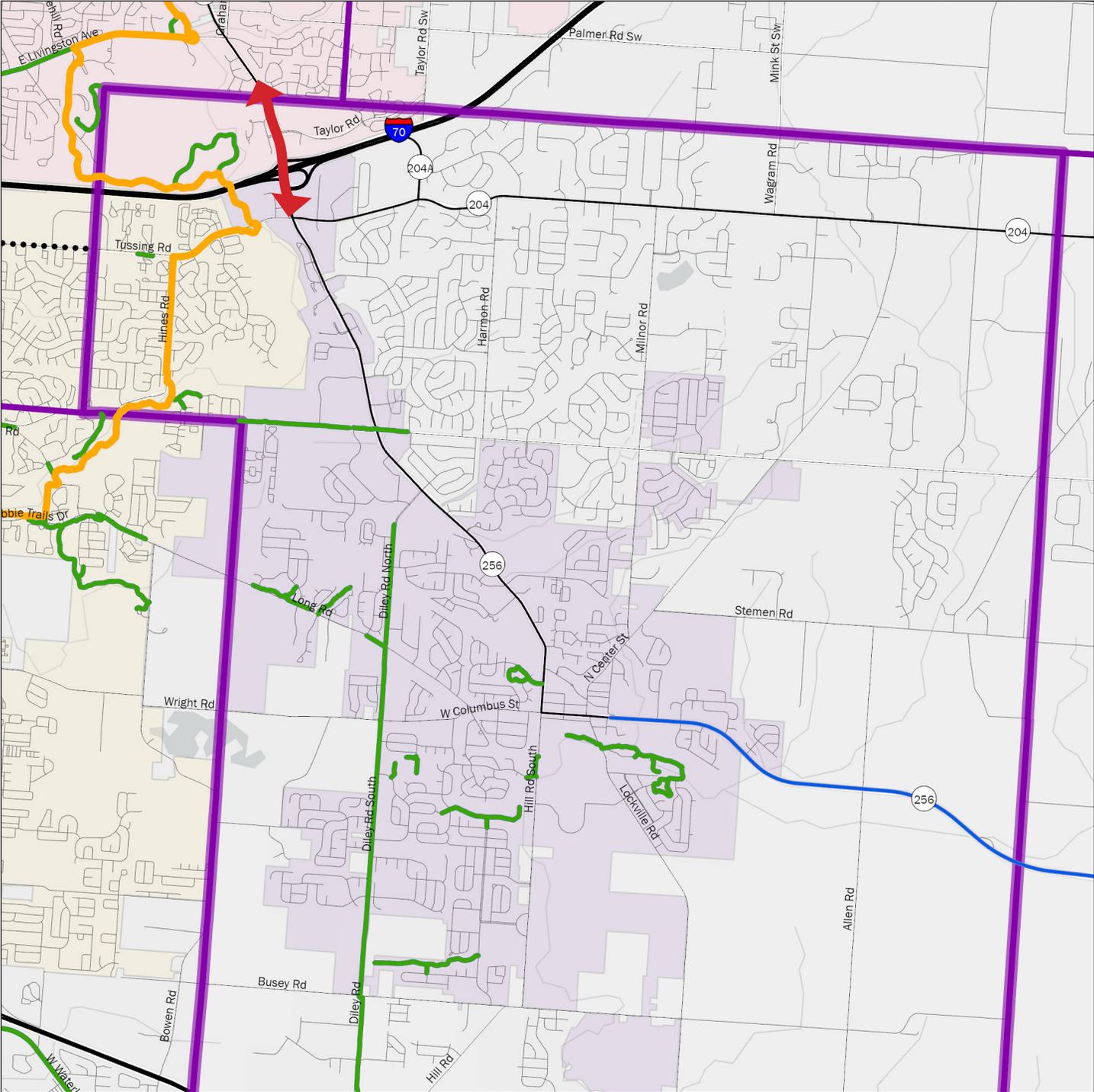
This segment was referenced by the Township on their application for the TA program as being one of their highest priorities. Stakeholders mentioned and demonstrated via pictures that despite the lack of safe crossings, the segment sees a great deal of pedestrian traffic on the corridor walking along the roadway berm. Residents noted many safety concerns and “near miss” events that they had witnessed in the area. These concerns are bolstered by the data showing a large number of crashes along this short stretch in the last 5 years. Discussion also stressed the importance of providing Township residents with a safe way to access jobs and destinations in the commercial area north of the freeway in Reynoldsburg.

DATA ANALYSIS

The north segment of the SR-256 corridor ranked 14th out of the 17 corridor segments analyzed. A shared use path along this corridor would provide walking and bicycling access to eateries and jobs on either end of the interchange.

NEXT STEPS

- **Request that the SR-256 north segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of future interchange improvements.
- **Coordinate with ODOT** on the Far East Freeway project and advocate for this active transportation connection to be included in the improvements to this interchange.
- **Collaborate with the City of Pickerington and City of Reynoldsburg** to conduct a feasibility study and determine the most appropriate location for a connection through the interchange.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

SR-256 - CENTRAL SEGMENT

OVERVIEW

The middle segment of SR-256, from SR-204 to just south of Diley Road North, currently has sidewalks along most of the corridor, with some gaps as it approaches SR-204. However, there are no bike paths and the roadway’s high speeds and heavy traffic make travel in mixed traffic untenable for most bicyclists. The segment provides access to many jobs/commercial areas and a relatively dense residential population.

CORRIDOR CHARACTERISTICS

ROW	130 ft.
Existing Configuration	5 travel lanes, bidirectional
Average Traffic Volume (AADT)	23,000 ⁽²⁰²¹⁾
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	45 mph
Total Segment Length	2.6 mi.
Fatal/Serious Injury Crashes (2017-2021)	27

CURRENT PLANS

This segment, due to having existing sidewalks, is not included on existing plans outside of the current Violet Township Active Transportation Study.

STAKEHOLDER INPUT

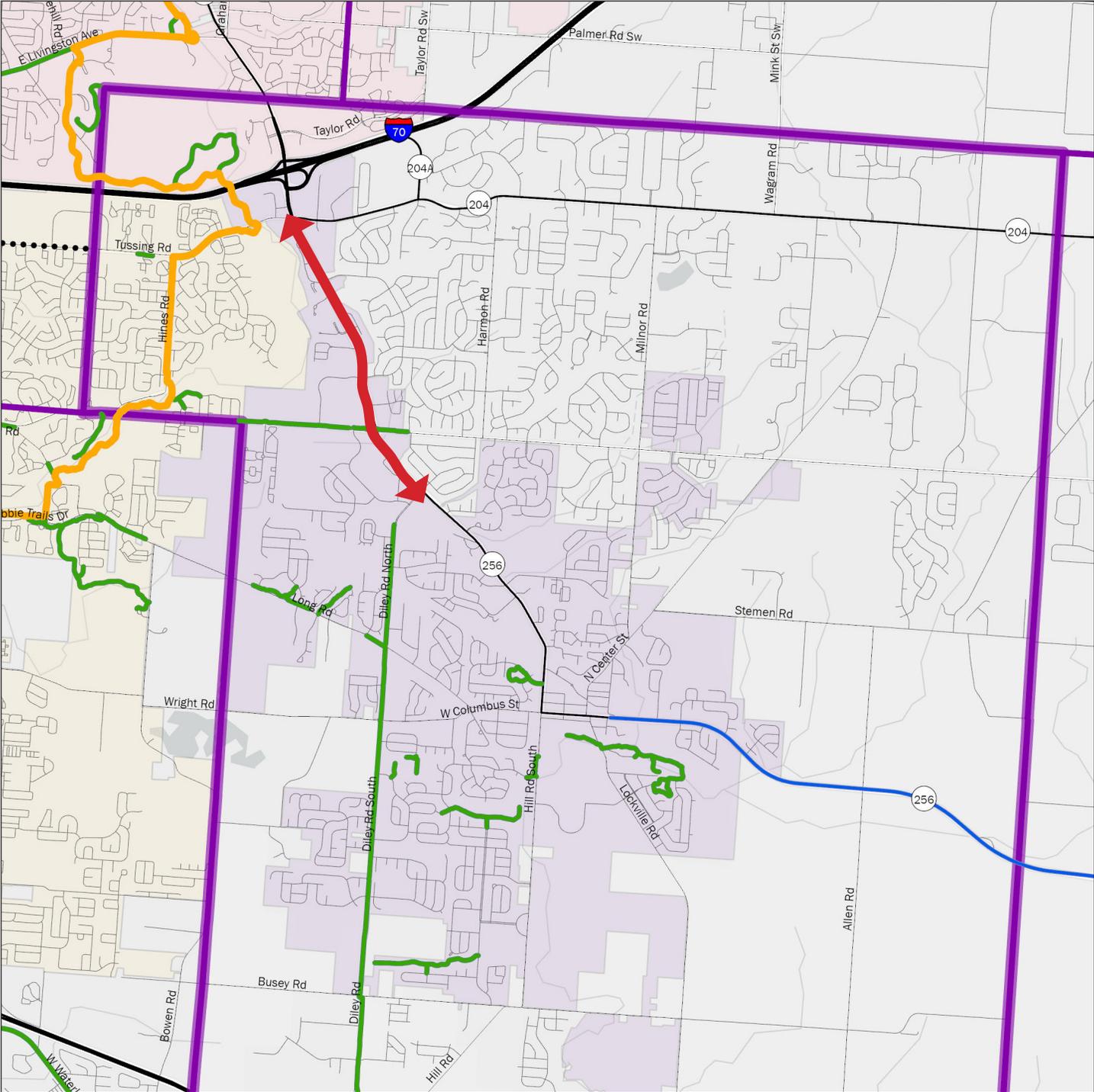
Stakeholders proposed replacing sidewalks along this segment with shared use paths that could accommodate both pedestrians and cyclists. They also noted that this segment was one of the more dense areas in the townships for both jobs and population, and that the connection could provide access to the Blacklick Creek Trail for a large number of residents (assuming the path along Tussing Road is constructed). Similar to the northern segment of SR-256, stakeholders noted that many people already bike and walk along this corridor despite a lack of safe or comfortable facilities.

DATA ANALYSIS

The central segment of the SR-256 corridor ranked **5th** out of the 17 corridor segments analyzed. A shared use path along this corridor would provide comparatively high walking and bicycling access to eateries and jobs along the corridor, as well as a moderate percentage of households, workers, and residents without access to a vehicle.

NEXT STEPS

- **Request that the SR-256 central segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Pickerington** to prioritize this corridor and suggest upgrades to include bike infrastructure in the future.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

HILL ROAD (SR-256) - SOUTH SEGMENT

OVERVIEW

The segment of SR-256 south of Diley Road through downtown Pickerington currently is a two lane section of road without bike/pedestrian facilities. Though the speed and volume is lower than the two segments to the north, the roadway is narrow and not ideal for cyclists to share the lanes with motorists. This segment is completely within the City of Pickerington and would provide a connection from downtown Pickerington to commercial and residential destinations in Violet Township to the north.

CORRIDOR CHARACTERISTICS

ROW	65 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	4,703 ⁽²⁰¹⁶⁾
LTS for Bikes	LTS 3- High Stress
Speed Limit	35 mph
Total Segment Length	2.39 mi.
Fatal/Serious Injury Crashes (2017-2021)	4

CURRENT PLANS

The southern segment of SR-256 was included as part of widening project in a number of plans dating from MORPC's 1998 Transportation Plan and has been included in a number of updates to the plan since then. Though the widening has not occurred (and was not included in the most recent MTP), the complete streets facilities could be proposed as a standalone project.

STAKEHOLDER INPUT

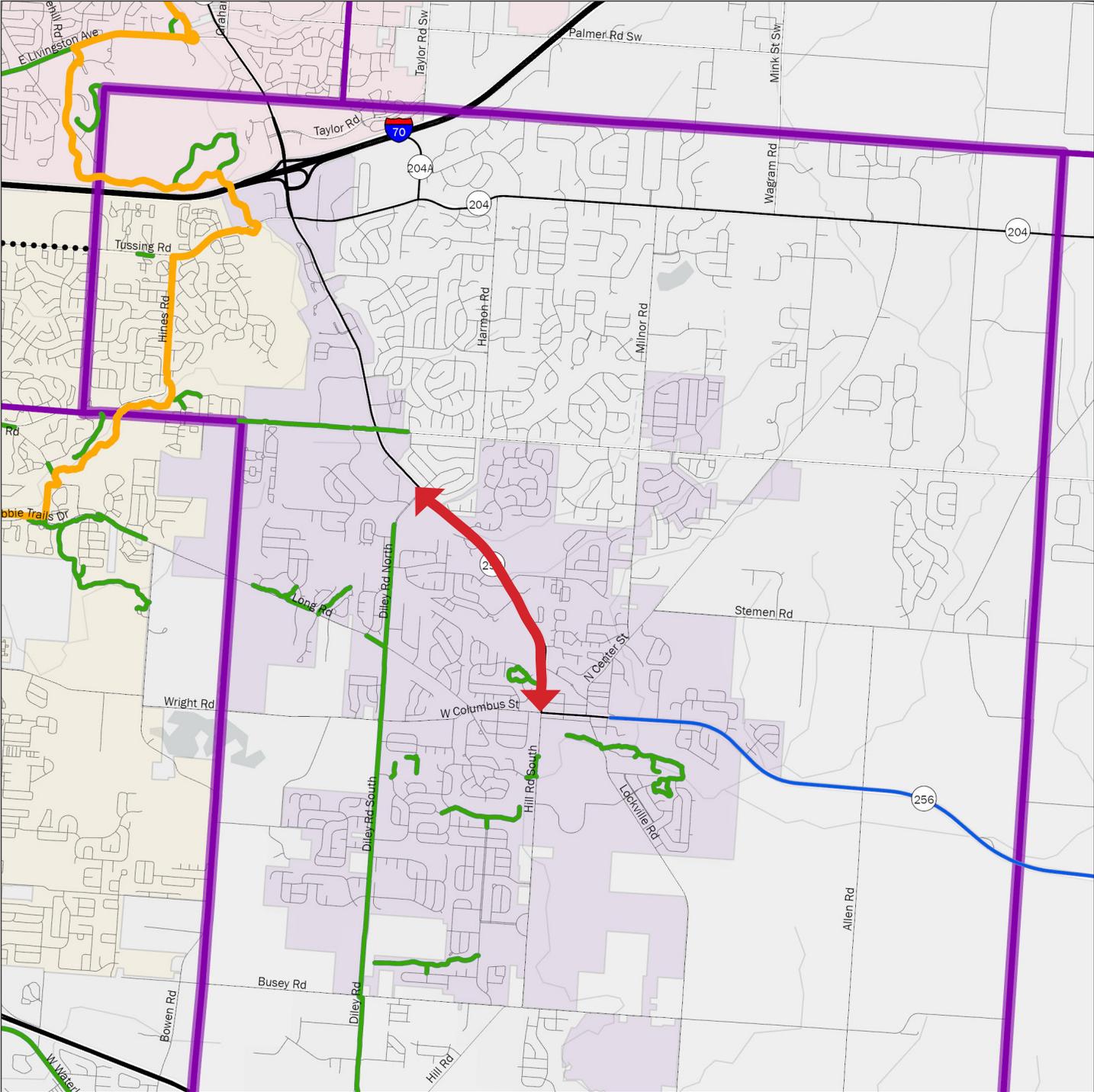
Stakeholders noted the importance of providing an active transportation connection along the entirety of the SR-256 corridor, to facilitate travel from Pickerington to the unincorporated parts of the Township. The segment was listed by the Township as a secondary priority since it is less dense than the northern segments, and is completely within incorporated areas of Pickerington, requiring further discussion.

DATA ANALYSIS

The south segment of the Hill Road/SR-256 corridor ranked 6th out of the 17 corridor segments analyzed. A shared use path along this corridor would provide comparatively high walking and bicycling access to parks along the corridor, as well as a moderate percentage of households, workers, and residents under the age of 18.

NEXT STEPS

- **Request that the south segment of Hill Road/SR-256 be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Pickerington** to prioritize this corridor and suggest upgrades to include bike and pedestrian infrastructure in the future.
 - As development occurs along this corridor, the City should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

DILEY ROAD

OVERVIEW

This short segment of Diley Road just south of SR-256 has existing sidewalks, which connect to a wider shared use path (SUP) to the south. Currently, bicyclists using the Diley Road SUP heading north have to either continue on the narrow sidewalk, or transition to the roadway into mixed traffic. Due to the high speeds on this roadway, a separated facility is preferred along the whole stretch.

CORRIDOR CHARACTERISTICS

ROW	135 ft.
Existing Configuration	4 Travel Lanes, bidirectional
Average Traffic Volume (AADT)	15,127 ⁽²⁰¹⁶⁾
LTS for Bikes	LTS 4- Very High Stress
Speed Limit	45 mph
Total Segment Length	.36 mi.
Fatal/Serious Injury Crashes (2017-2021)	4

CURRENT PLANS

This segment, due to having existing sidewalks, is not included on existing plans outside of the current Violet Township Active Transportation Study.

STAKEHOLDER INPUT

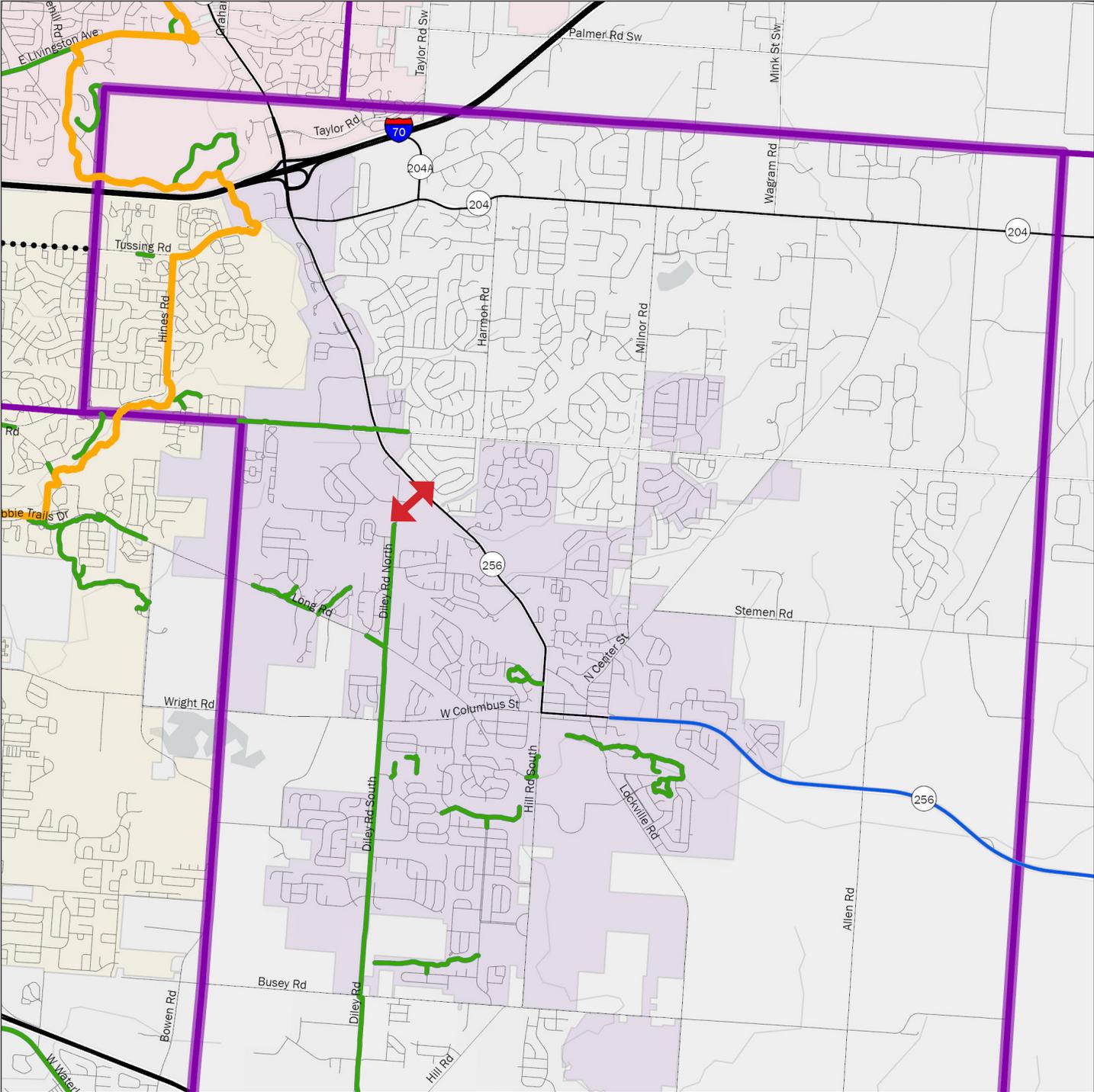
This small section with narrow sidewalks was pointed out during discussion in the first stakeholder workshop. Stakeholders noted that this segment would get more bike traffic if the proposed SR-256 path was constructed. They also mentioned that this would connect into the larger bike and pedestrian network, and that there did not appear to be right-of-way constraints to expanding the footprint of the sidewalk to match the width of the existing path to the south.

DATA ANALYSIS

The Diley Road connection ranked 11th out of the 17 corridor segments analyzed. A shared use path along this segment would provide walking and bicycling access for a moderate percentage of residents under the age of 18, over the age of 65, as well as workers.

NEXT STEPS

- **Request that this Diley Road segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Pickerington** to prioritize this corridor and suggest upgrades to include bike infrastructure in the future.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

PICKERINGTON ROAD/N CENTER STREET

OVERVIEW

The segment of Pickerington Road (or N Center Street within Pickerington) from Ault Road to downtown Pickerington is a primary connection from Pickerington into unincorporated Violet Township to the northeast. A path along this roadway would connect proposed paths along Refugee Road to residents in Violet Township and Downtown Pickerington. Currently, the roadway lacks sidewalks or bike infrastructure for the majority of the corridor (outside of downtown Pickerington).

CORRIDOR CHARACTERISTICS

ROW	Varies (65-100 ft.)
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	5,026 ⁽²⁰²²⁾
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	45 mph (25 mph in downtown)
Total Segment Length	2.8 mi.
Fatal/Serious Injury Crashes (2017-2021)	4

CURRENT PLANS

A bike/pedestrian connection along a portion of this corridor was recommended via public comment on the MORPC MTP Candidate Projects map.

STAKEHOLDER INPUT

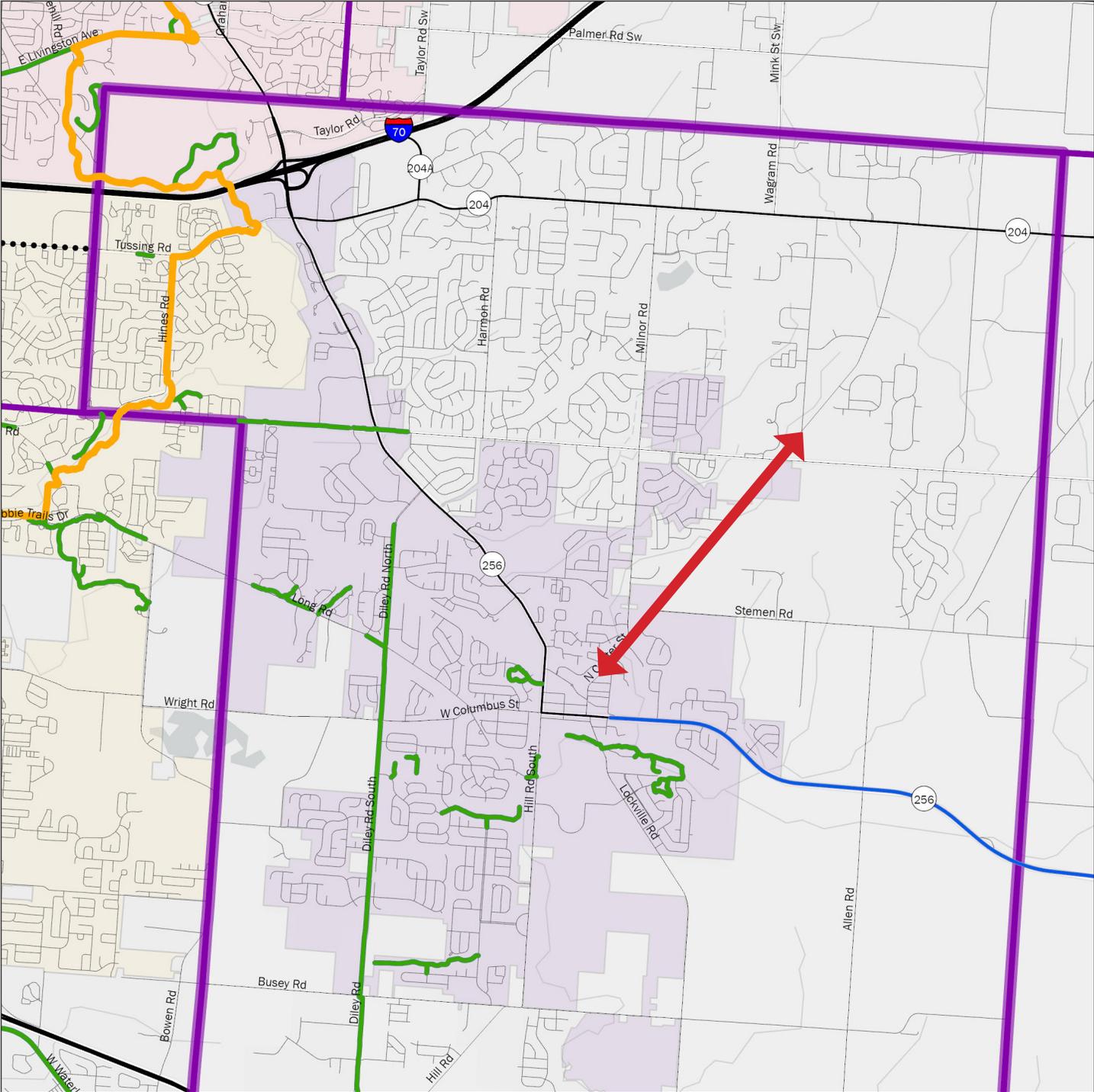
Stakeholders in the first workshop mentioned the lack of north/south connections into Pickerington and throughout the Township. They also stressed the importance of connecting to schools, including Heritage elementary school on the southern side of this corridor, and Pickerington North High School on the northern end.

DATA ANALYSIS

The Pickerington Road / N Center Street connection ranked 9th out of the 17 corridor segments analyzed. A shared use path along this segment would provide comparatively high walking and bicycling access to schools, as well as residents over the age of 65.

NEXT STEPS

- **Request that this Pickerington Road / N Center Street segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Pickerington and the Fairfield County Engineer** as this segment of the roadway falls within both the City of Pickerington and an unincorporated portion of Violet Township.
 - As development occurs along this corridor, each respective agency should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

HARMON ROAD

OVERVIEW

Harmon Road runs from Refugee Road to Blacklick-Eastern Road (SR-204). Harmon Middle School sits on the southern end of the road. South of the middle school, there are currently two narrow sidewalks on either side of the road, each separated from the road by a small grass buffer. However, north of the middle school, only the sidewalk on the western side of the road continues north. Given the high speed limit of this road, the school presence, and the gaps in sidewalk connectivity, this road would greatly benefit from the implementation of a shared-use path and general traffic calming measures.

CORRIDOR CHARACTERISTICS

ROW	Varies (50-90 ft.)
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	6,165 <small>(2022)</small>
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	40 mph.
Total Segment Length	1.52 mi.
Fatal/Serious Injury Crashes (2017-2021)	0

CURRENT PLANS

The segment of Harmon Road north of the middle school was identified in the PLSD SRTS plan as a corridor needing a new sidewalk.

STAKEHOLDER INPUT

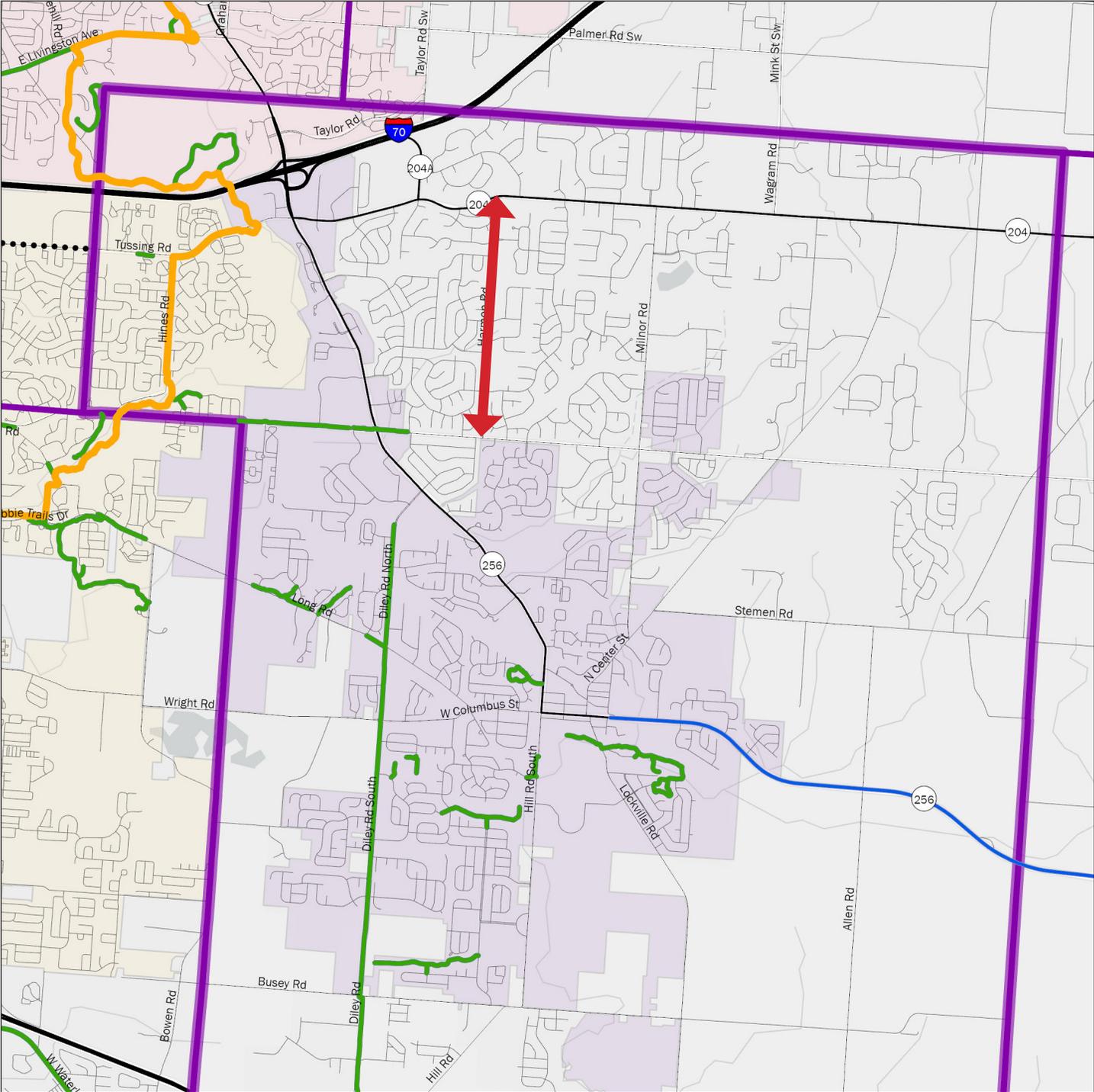
Stakeholders were adamant that this segment be considered for a future shared use path, given its proximity to the middle school and insufficient pedestrian and biking infrastructure. Stakeholders noted the road, which they had observed as having among the highest density of pedestrians in the Township, would be a good candidate for a shared used path, especially north of the middle school. It was also mentioned that sufficient pedestrian infrastructure on this road could mitigate the need for school buses for many area students.

DATA ANALYSIS

The Harmon Road connection ranked **4th** out of the 17 corridor segments analyzed. A shared use path along this segment would provide walking and bicycling access for a comparatively higher percentage of overall residents and households, people under 18, people over 65 years of age, as well as workers.

NEXT STEPS

- **Coordinate with the City of Pickerington and the Fairfield County Engineer** to apply for Safe Routes to School funding (or other sources) to implement this recommendation.
 - This may need to be completed in phases, depending on the source of funding, due to the length of the corridor.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

MILNOR ROAD

OVERVIEW

Milnor Road from SR-204 to Pickerington Road is a primarily residential corridor providing a north/south connection to primary east/west corridors including SR-204, Refugee Road, and Pickerington Road. The vast majority of the corridor does not have sidewalks, and there is no existing bike infrastructure. The roadway has relatively high speeds and narrow lanes which makes cycling along the roadway difficult for most travelers.

ROADWAY INFORMATION

ROW	95 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	6,106 ⁽²⁰²²⁾
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	45 mph
Total Segment Length	3.5 mi.
Fatal/Serious Injury Crashes (2017-2021)	4

CURRENT PLANS

This segment was listed as a location for proposed sidewalks on the 2017 Safe Routes to School plan for Pickerington Local School District

STAKEHOLDER INPUT

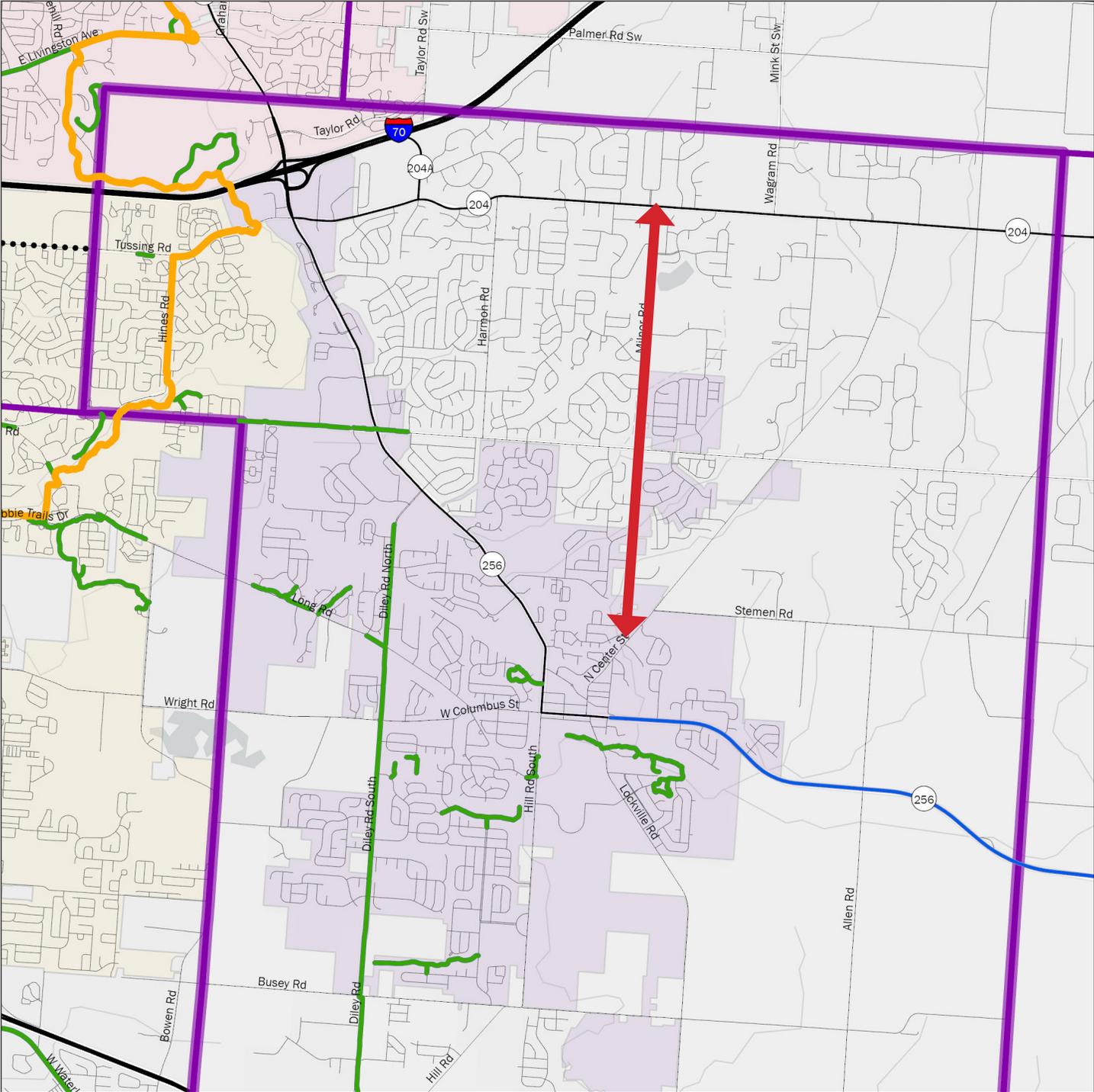
Stakeholders noted that this corridor was preferable for Active Transportation infrastructure compared to Harmon Road since it provides a connection to three of the major east/west corridors in the township, and would provide access to the network to the primarily residential developments along Milnor Road. A number of schools would be served that are located within a few blocks of the intersection of Milnor Road and Refugee Road, which was a point of emphasis for stakeholders.

DATA ANALYSIS

The Milnor Road connection ranked 12th out of the 17 corridor segments analyzed. A shared use path along this segment would provide walking and bicycling access for a moderate percentage of residents under the age of 18, as well as workers.

NEXT STEPS

- **Request that this Milnor Road segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Pickerington and the Fairfield County Engineer** as this segment of the roadway falls within both the City of Pickerington and an unincorporated portion of Violet Township.
 - As development occurs along this corridor, each respective agency should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

AULT ROAD

OVERVIEW

Ault Road between Pickerington Road and SR-204 is a narrow, high speed roadway without any existing bike and pedestrian infrastructure. While the corridor currently exhibits relatively low job and population density, it provides access to a number of schools, including Pickerington North High School and Pickerington Lakeview Junior High School.

CORRIDOR CHARACTERISTICS

ROW	85 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	1,775 ⁽²⁰²²⁾
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	45 mph
Total Segment Length	1.75 mi.
Fatal/Serious Injury Crashes (2017-2021)	2

CURRENT PLANS

This segment was listed as a location for proposed sidewalks on the 2017 Safe Routes to School plan for Pickerington Local School District

STAKEHOLDER INPUT

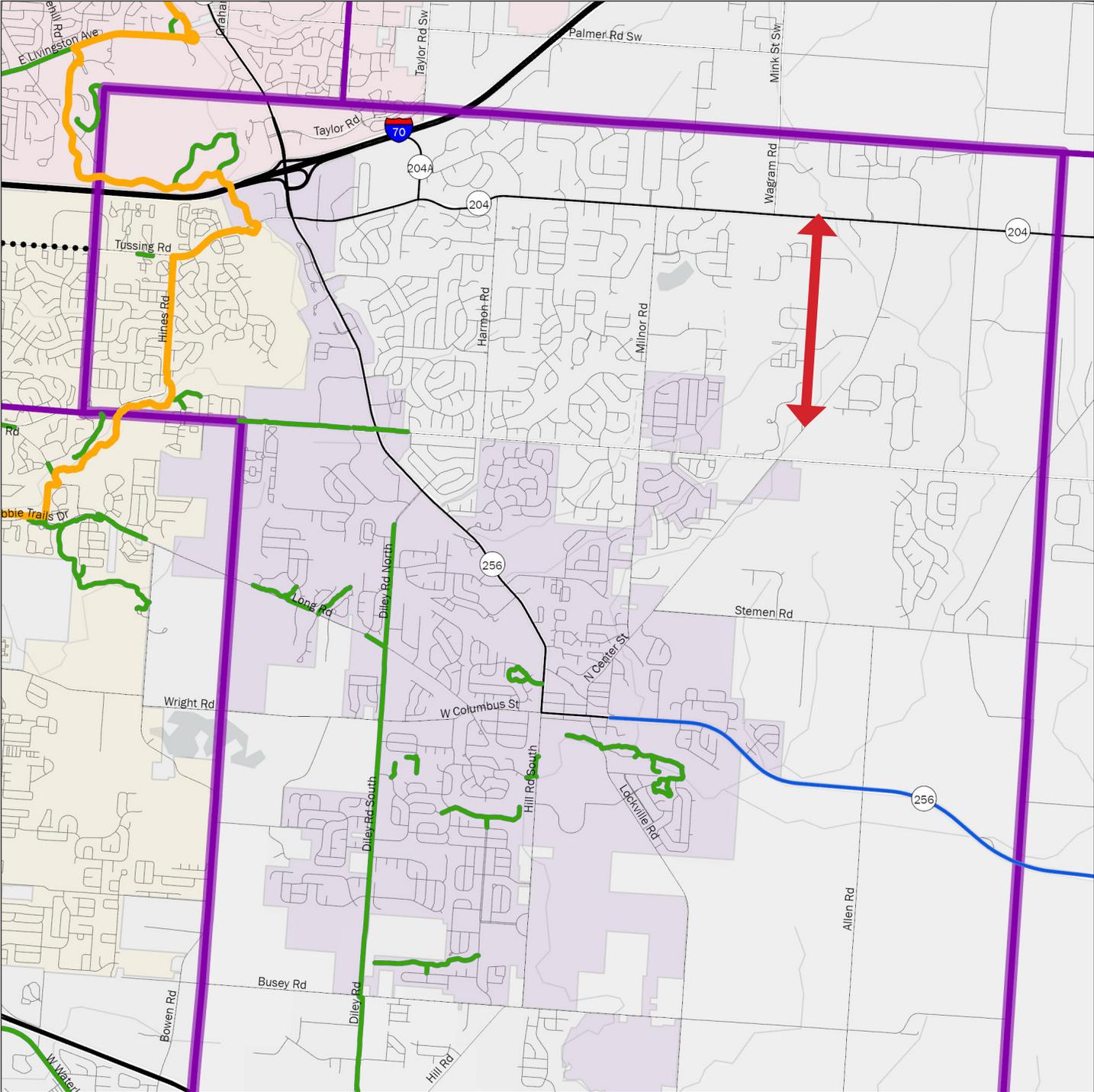
Stakeholders in the first stakeholder workshop mentioned that there was some existing sidewalk along the northern end of the corridor, but that they would like to see the connection made all the way to Pickerington North High School. The stakeholders also generally noted that Ault Road was an important corridor for school travel.

DATA ANALYSIS

Due to the low density along the corridor, the Ault Road connection ranked 17th out of the 17 corridor segments analyzed. A shared use path along this segment would provide walking and bicycling access to the aforementioned schools, but would not connect much existing population or employment.

NEXT STEPS

- **Request that this Ault Road segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Pickerington** and Pickerington Local School District to ensure that Ault Road remains a Safe Routes to School priority, and apply for funding where needed/when feasible.
- **As development occurs along this corridor,** the Township should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

STEMEN ROAD

OVERVIEW

The segment of Stemen Road from Pickerington Road to the Violet Township boundary is a narrow two lane roadway with high speeds and no existing bike or pedestrian infrastructure. Though on the periphery of the area being considered as part of the active transportation network, the connection would provide access from a number of new developments located north of this corridor into central Pickerington. Additionally, Stemen Road provides another opportunity to connect active transportation facilities eastward through the east side of the township.

CORRIDOR CHARACTERISTICS

ROW	45 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	2,050 ⁽²⁰¹⁸⁾
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	45 mph
Total Segment Length	2.46 mi.
Fatal/Serious Injury Crashes (2017-2021)	None Reported

CURRENT PLANS

This segment is not identified in any existing plans.

STAKEHOLDER INPUT

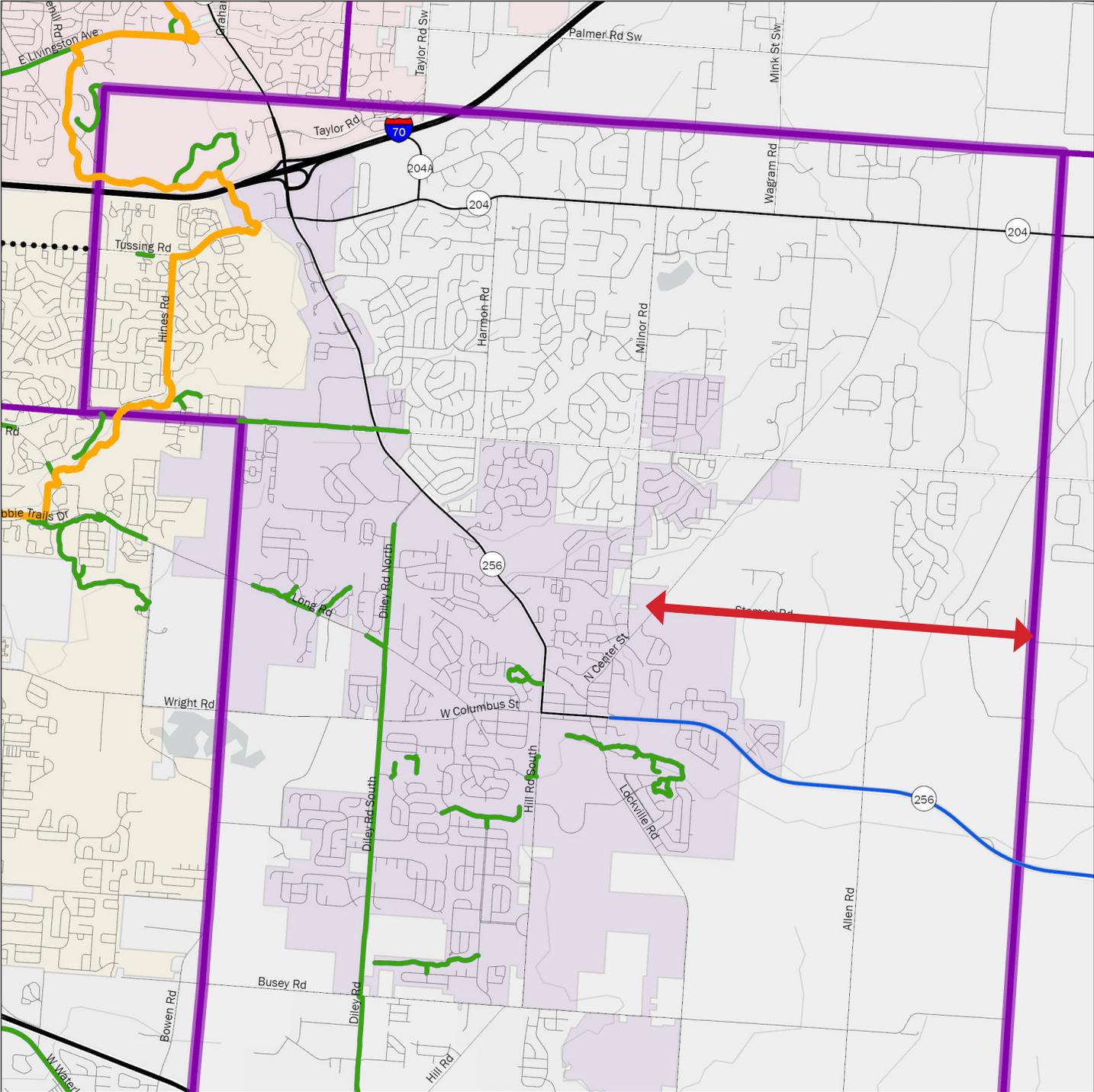
This segment was not specifically discussed at the two stakeholder workshops, but was identified in discussions between Violet Township and MORPC staff as a way to connect developments on the southeastern portion of the Township to the larger network. Some resident representatives in the stakeholder group noted that though less dense than the northwestern portion of the township, it is important to consider connections to the southeast.

DATA ANALYSIS

Due to the low density along the corridor, the Stemen Road connection ranked 16th out of the 17 corridor segments analyzed. A shared use path along this segment would provide walking and bicycling access to existing low density residential and any future development along the corridor.

NEXT STEPS

- **Request that this Stemen Road segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **As development occurs along this corridor,** each respective agency should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

WRIGHT ROAD

OVERVIEW

Wright Road from Bowen Road to Diley Road is currently a narrow two-lane road with high speeds. The corridor travels through land that is primarily owned by Columbus & Franklin County Metro Parks. A path along this roadway would provide a safe connection to Pickerington Ponds Metro Park, and further west into the City of Columbus.

CORRIDOR CHARACTERISTICS

ROW	85 ft.
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	2,364 ⁽²⁰¹⁸⁾
LTS for Bikes	LTS 4 - Very High Stress
Speed Limit	50 mph
Total Segment Length	1.21 mi.
Fatal/Serious Injury Crashes (2017-2021)	4

CURRENT PLANS

This segment was listed as a location for proposed sidewalks on the 2017 Safe Routes to School plan for Pickerington Local School District. The connection was also included in the Columbus & Franklin County Metro Parks Master Plan for improvements to Pickerington Ponds Metro Park.

STAKEHOLDER INPUT

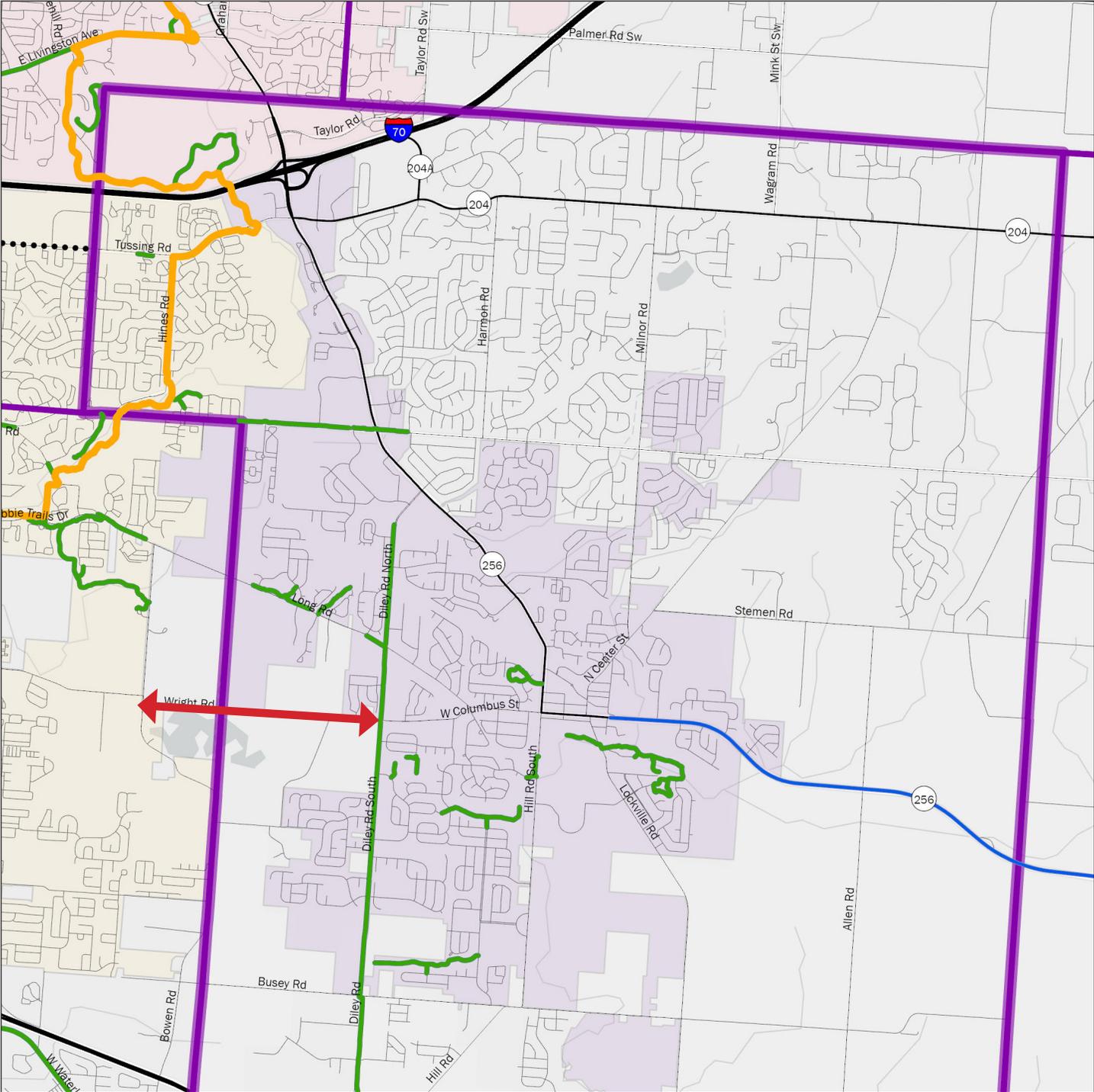
Stakeholders noted that this corridor may be a preferable option to Long Road, as it is a more direct connection to the Metro Park and the roadway is entirely maintained by the Fairfield County Engineer's office. Stakeholders noted the importance of providing a connection to Pickerington Ponds Metro Park for residents in the surrounding community.

DATA ANALYSIS

Due to the existing low density (and large park) along the corridor, the Wright Road connection ranked 13th out of the 17 corridor segments analyzed. A shared use path along this segment would provide walking and bicycling access to Pickerington Ponds Metro Park and the City of Columbus bike network.

NEXT STEPS

- **Request that this Wright Road segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with Columbus & Franklin County Metro Parks** to ensure that plans correspond with plans for park improvements and recreational trail connections.
- **Coordinate with the City of Columbus** to plan for this potential connection into their jurisdiction.
 - Request that the Wright Road connection be included in the Columbus Bike+ Plan as part of the Citywide Bike Network.
 - This link could be pursued in future collaborative efforts on trail access planning in the southeast quadrant of the metropolitan area.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded

LONG ROAD

OVERVIEW

Long Road between Bowen Road and Diley Road has short, disconnected segments of existing shared use path (SUP) already. One short segment is near the Diley Road intersection and another short segment connects along a private development on the north side of the road. The segments are not connected to each other, or the Blacklick Creek Trail just to the west. Filling these minor gaps would greatly expand the connectivity of the larger active transportation network.

CORRIDOR CHARACTERISTICS

ROW	Varies (85-115 ft.)
Existing Configuration	Two Travel Lanes; One in Each Direction
Average Traffic Volume (AADT)	4,012 ⁽²⁰²¹⁾
LTS for Bikes	LTS 3 - High Stress
Speed Limit	35 mph.
Total Segment Length	1.48 mi.
Fatal/Serious Injury Crashes (2017-2021)	2

CURRENT PLANS

This segment was listed on the 2016-2040 Metropolitan Transportation Plan as part of a minor widening/safety project.

STAKEHOLDER INPUT

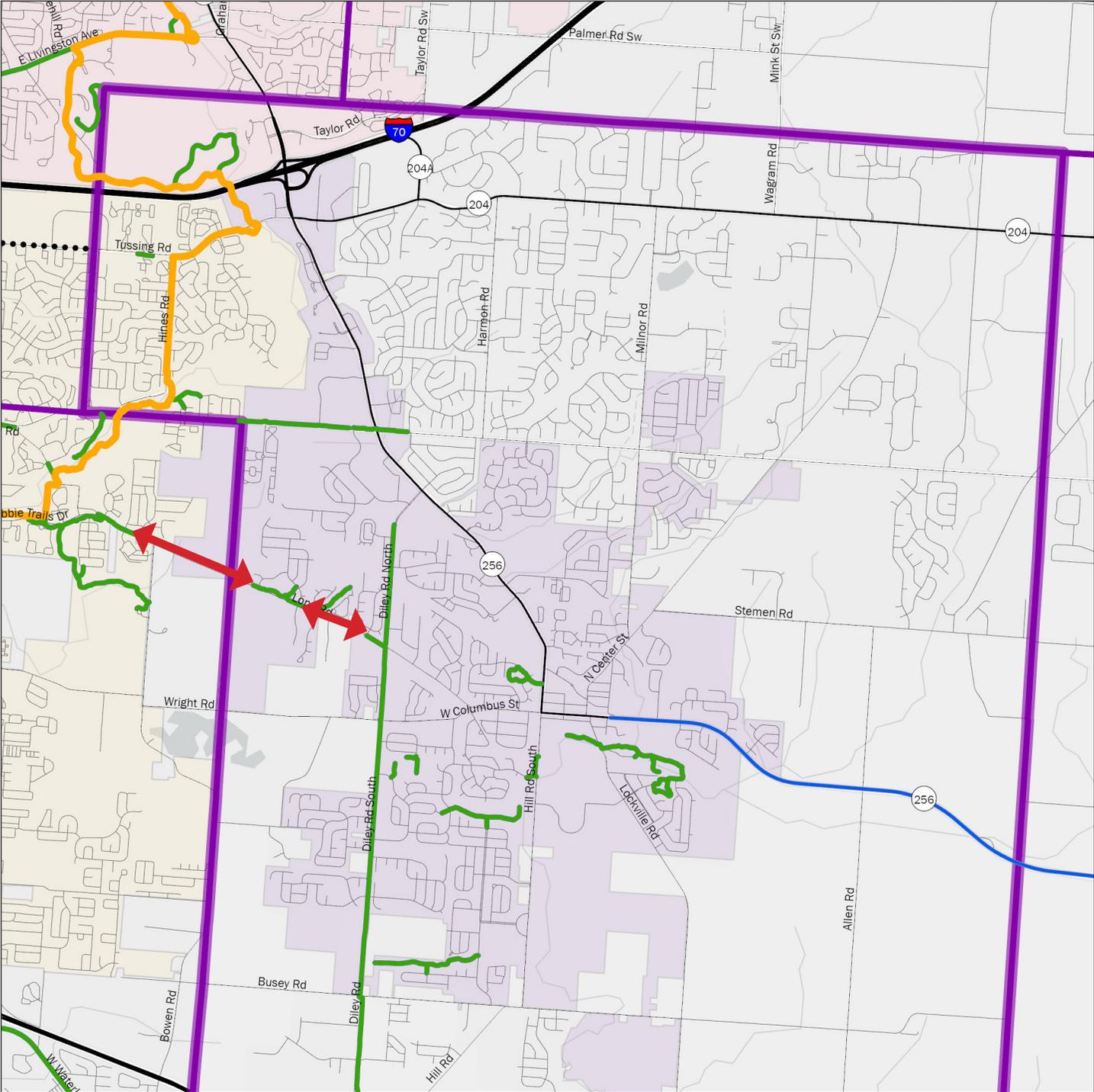
Stakeholders noted that an existing shared use path was present on this segment, which was installed as part of a private development, but that it had gaps on both sides of the facility and did not fully connect the community to Pickerington Ponds Metro Park.

DATA ANALYSIS

The Long Road connection ranked **3rd** out of the 17 corridor segments analyzed. A connected shared use path along this corridor would provide walking and bicycling access to Pickerington Ponds Metro Park and the Blacklick Creek Trail, as well as comparatively high percentages of residents under the age of 18, workers, minority populations, people living in poverty, as well as of the township population more generally.

NEXT STEPS

- **Request that this Long Road segment be included in the 2024-2050 MTP.** It could be added as a standalone bike and pedestrian infrastructure project or packaged as part of a larger road redesign/construction project.
- **Coordinate with the City of Columbus and City of Pickerington** to plan for this potential connection in their respective jurisdictions.
 - This link could be pursued in future collaborative efforts on trail access planning in the southeast quadrant of the metropolitan area.
- **As development occurs along this corridor,** each respective agency should require installation of sidewalks, shared use path, and other appropriate facilities needed to ensure safe walking and bicycling.



Central Ohio Greenways

Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Proposed/Future

Existing Central Ohio Bikeways

Bikeway Status, Bikeway Type

- Existing Shared Use Path
- Existing Bicycle Lane
- Committed/Funded





CHAPTER 6

Funding Opportunities

GRANT RESOURCES

There are many financial resources available for implementing the recommendations identified in this plan. Information about funding and grant opportunities that are available to local communities and organizations can be found at www.morpc.org/funding. Some highlights of key funding resources and programs are listed on the following pages.

MORPC Drive Investment Portal

The Drive Investment Portal (DIP) is a search platform that allows MORPC to connect members with available funding opportunities, including grant and loan programs from federal, state, and local organizations. The portal contains information on funding programs for housing projects, transportation infrastructure, and many other project categories. Information on funding opportunities is regularly updated by MORPC staff. The DIP provides MORPC members with a tool to stay informed on active funding programs, project requirements, and federal dollars available.

More information about the DIP can be found at www.morpc.org/drive-investment.

MORPC-Attributable Funding

As the designated Metropolitan Planning Organization (MPO) for the Columbus Metropolitan Area, MORPC is responsible for allocating federal funding to transportation projects throughout the MPO area. This federal funding includes funds authorized through the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP), and the new Carbon Reduction Program (CRP). These funds are what comprise the MORPC-Attributable Funds. In past years, the funding available annually to the MORPC MPO area has been around \$37 million.

However, additional funding became available with the adoption of Infrastructure Investment and Jobs Act (IIJA), or the Bipartisan Infrastructure Law (BIL). **Around \$48 million is now available annually in MORPC-Attributable Funding.**

There is a competitive application and evaluation process for local agencies interested in receiving these funds for transportation projects. **The funding cycle operates on a biennial process, with the next application window opening in summer 2024.** Local agencies can apply for funding for a variety of project types, including system preservation projects, roadway capacity/operational changes, and stand-alone bicycle and pedestrian facility projects. In order to be eligible for this funding, a project must already be identified in the Metropolitan Transportation Plan (MTP), as either a specific mapped project or a general line item. General line item funding includes allocations for stand-alone bicycle and pedestrian facility projects that are not specifically identified in the plan. Additionally, all projects that receive MORPC-Attributable Funding are required to comply with MORPC's Complete Streets Policy.

Because MORPC-Attributable Funds are federal dollars, there are certain requirements and restrictions that can make the use of the funds more complicated than using local funding sources. For this reason, it is typically recommended that a local agency only apply for MORPC-Attributable Funds for large-scale transportation projects (e.g., a minimum cost of around \$1 million), or find a way to bundle smaller projects to create a larger project.

Additionally, these funds require a 20% local match. It is also important to note that this funding will not be immediately awarded to a local agency. **The 2024 Attributable Funding Cycle will be allocating funds that will likely not be awarded until the state fiscal year (SFY) 2029 or later.**

More information about MORPC-Attributable Funding, eligibility, and how to apply can be found on MORPC's website at: www.morpc.org/program-service/morpc-attributable-funding-for-transportation.

ODOT Highway Safety Improvement Program

The Ohio Department of Transportation (ODOT) operates a statewide Highway Safety Improvement Program (HSIP) that provides more than \$180 million in funding each year to improve roadway safety. The funding is available to both ODOT and local agencies throughout the state through a competitive application process. The funds can be used to implement spot safety improvements or systemic safety treatments. **Local governments must coordinate with the District Safety Staff at least six (6) weeks in advance of the deadlines established for the different applications.**

Following is a summary of the program and options for applying for this funding:

Abbreviated Applications

Spot safety improvements that are relatively simple projects with an estimated cost lower than \$500,000 are eligible for the Abbreviated Safety Application process. Abbreviated applications can be submitted for review four times each year, with the following quarterly deadlines:

- » December 31st
- » March 31st
- » June 30th
- » September 30th

Priority is given to locations with a higher severity of crashes or those that include pedestrian safety improvements. Locations included in the application must have a minimum of three crashes per year and should address priorities identified within a state, county, or regional priority list or plan. Funding is available for construction only and projects must be completed within two years.

Eligible projects include relatively low-cost safety treatments such as: Proven Safety Countermeasures, safety signage, roadside fixed object treatments/removals, crosswalk improvements (PHB, RRFB, High Visibility Striping), and other pedestrian crossing equipment.

Systemic Applications

The HSIP Systemic Safety funding is dedicated to projects that proactively address common safety issues throughout the entire roadway system, whether or not a particular location has a history of crashes. Currently, the program is focused on addressing pedestrian-involved crashes and roadway departure crashes. In 2023, applicants were able to request up to \$2 million for pedestrian safety improvements and up to \$5 million for roadway departure safety improvements.

Specific eligibility criteria were established for the Systemic Safety applications, including the types of roadways and roadway characteristics where pedestrian safety and roadway departure safety treatments are most needed. Additionally, a list of Proven Safety Countermeasures for both pedestrian safety and roadway departure safety was developed to assist applicants in selecting the most appropriate funding eligible treatments. Applicants are asked to submit a list of prioritized locations, proposed countermeasures for each location, as well as estimated costs for those improvements.

The next application deadline for Systemic Safety Applications will be March 31st, 2025.

Formal Applications

Spot safety improvements that are more complex and have estimated costs greater than \$500,000 must submit a Formal Safety Application. Projects submitted through the Formal Application process should have a history of fatal and/or injury crashes and have demonstrated that lower cost safety improvements are not able to address the identified safety issues. Formal applications can only be submitted twice per year, with deadlines of:

- » March 31st
- » August 31st

Requirements for Formal Safety Applications include: a minimum of three crashes per year and at least 30% of crashes having resulted in injury; a formal safety study that identifies the safety issues and most appropriate strategies to mitigate those issues; and detailed analysis linking the identified crash patterns with the proposed safety improvement(s).

More information on HSIP funding can be found on ODOT's website at www.dot.state.oh.us/Divisions/Planning/ProgramManagement/HighwaySafety/HSIP.

ODOT Safe Routes to School

The ODOT Safe Routes to School (SRTS) program provides funding on a competitive basis to assist with planning for and implementation of projects that encourage and enable students to walk and bike to school. This funding was previously only available to K-8 schools, but the Bipartisan Infrastructure Law (BIL) established new guidelines that allow SRTS funding to now be used for K-12 schools.

The annual budget for the SRTS program was also recently increased from \$4 million to \$5 million. As a result of the increase in funding for this program, the caps for individual award amounts have also increased:

- » **Infrastructure projects** can receive up to \$500,000 in funding and often include repair and/or construction of new sidewalks, pedestrian crossing improvements, traffic calming, etc. The project must be within a 2-mile radius of a school and the applicant community must already have a School Travel Plan in place. *ODOT will reimburse up to 100% of eligible costs for all projects phases, including preliminary engineering, detailed design, right-of-way, construction, and construction engineering.*
- » **Non-infrastructure activities** can receive up to \$60,000 and often include materials for education and encouragement, or programming within the school to encourage walking to school.

The application window for SRTS funding is January through March of each year. More information about the ODOT SRTS program can be found at www.transportation.ohio.gov/programs/safe-routes-srts.

Ohio Public Works Commission (OPWC)

The Ohio Public Works Commission (OPWC) provides local infrastructure funding through the State Capital Improvements Program (SCIP) and the Local Transportation Improvement Program (LTIP). Local subdivisions, such as counties, municipal corporations, townships, sanitary districts or regional water and sewer districts, are eligible to apply.

- » **State Capital Improvement Program (SCIP):** Counties, cities, villages, and townships can apply for SCIP funding that is provided through grants, loans, and loan assistance or local debt support. Grants are available for up to 90 percent of the total project costs for repair/replacement and up to 50 percent for new/expansion. Loans can be provided for up to 100 percent of the project costs. Grant/loan combinations are also available.
- » **Local Transportation Improvement Program (LTIP):** Counties, cities, villages, and townships can apply for LTIP funding that is provided through grants and may cover up to 100 percent of project costs.

More information about the SCIP and LTIP funding process can be found on the OPWC website at <https://publicworks.ohio.gov/programs/infrastructure/scip-ltip/01-scip-ltip>.

AARP Community Challenge Grants

The AARP Community Challenge Grant provides small grants to help fund quick-action projects that improve community livability for people of all ages and abilities. Transportation projects are just one of many eligible project types, and this includes both permanent physical improvements as well as temporary demonstration projects. Most grants awarded through this program are \$15,000 or less. In 2023, the application window for this grant was January through March, with awardees being notified in mid-May and the requirement that all projects must be completed by the end of November.

More information about the Community Challenge Grant can be found at www.aarp.org/livable-communities/community-challenge.

FEDERAL AND NATIONAL

Bipartisan Infrastructure Law Discretionary Grants

The Bipartisan Infrastructure Law (BIL) represents unprecedented funding for transportation investments and includes not only increases to the traditional formula fund programs, but also establishes additional funding for both new and existing discretionary programs. The traditional formula funds include the Surface Transportation Block Grant (STBG) program, the Congestion Mitigation & Air Quality Improvement Program (CMAQ), and the Transportation Alternatives Program (TAP), which comprise the MORPC-Attributable Funds noted above. The new and existing discretionary programs include funding for a variety of potential project types. Relevant programs are highlighted here.

RAISE

RAISE discretionary grants, previously known as TIGER grants, can be used to fund a variety of transportation planning and infrastructure projects. In 2022, \$1.5 billion was made available for this program, representing a 50% increase in available funds compared to 2021. Applications for the 2023 funding cycle are due on February 28, and RAISE is anticipated to continue as an annual funding program for major transportation infrastructure investments. In 2021, grant funds were awarded for both capital projects as well as planning. Awards for capital projects ranged from \$2 million to \$25 million, while awards for planning projects ranged from \$200,000 to \$2 million.

More information about RAISE grants can be found at www.transportation.gov/RAISEgrants.

Safe Streets and Roads for All

The Safe Streets for All (SS4A) grant program is a new discretionary grant program that will provide \$5 billion in funding over the next five (5) years. The primary focus of this grant is addressing roadway safety through the reduction and/or elimination of roadway fatalities and serious injuries.

For FY23, there was just over \$1 billion in potential funding available to local agencies. There are two pots of funds available within the program:

1. Approximately 40% of the funds will be designated for developing comprehensive safety action plans, or supplemental planning efforts.
2. Approximately 60% will be designated for implementation of projects and/or activities identified in an existing action plan.

In order to be eligible for the implementation funds, the applicant must have a qualifying action plan already in place. The Central Ohio Transportation Safety Plan (COTSP) released by MORPC in 2019 would be considered a qualifying action plan and could potentially be used to identify appropriate applications for Implementation Grants. Violet Township could apply to the SS4A grant program to implement recommendations identified in this implementation plan that align with either the COTSP or a potential future local safety action plan.

MORPC staff are available to brainstorm potential applications and assist with the application process. More information about SS4A can be found at www.transportation.gov/SS4A.

Reconnecting Communities

The Reconnecting Communities Pilot (RCP) discretionary grant program is dedicated to reconnecting communities that have been isolated from economic opportunities by transportation infrastructure. It will provide \$5 billion in funding over the next five (5) years. In 2022, \$195 million was made available, with \$50 million allocated to Planning Grants for technical assistance, and \$145 million allocated for Capital Construction Grants. Applications for the 2022 funding cycle were due October 13, but the RCP program is anticipated to continue as an annual funding program for projects that restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation facilities and support economically disadvantaged communities' affordable and multimodal access to daily destinations.

MORPC staff are available to assist with notice of funding opportunity (NOFO) inquiries and the application process. More information about the RCP grant program can be found at <https://www.transportation.gov/grants/reconnecting-communities>.



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