



**rails-to-trails**  
conservancy

**TRAILNATION PLAYBOOK IN ACTION:  
MAPPING AND GAP-FILLING  
STRATEGIES TO ACCELERATE  
NETWORK DEVELOPMENT**

**NOV. 28, 2023 WEBINAR**

ANACOSTIA RIVER TRAIL | PHOTO BY JOE FLOOD





**★ TRAIL  
NATION**  
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**TRAIL  
NATION**  
PROJECTS

**TRAIL  
NATION**  
PLAYBOOK

**TRAIL  
NATION**  
COLLABORATIVE

# Technical Support

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- Listen by phone: +1 301 715 8592 ; meeting ID: 847 1122 3037
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# TRAIL NATION

PROJECTS

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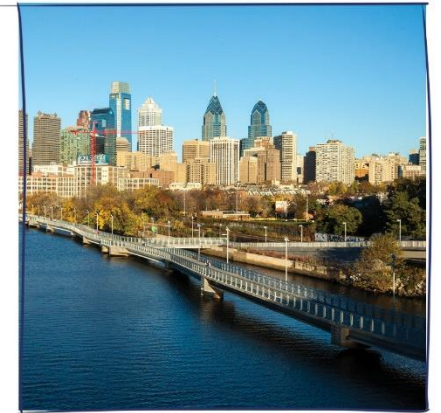
*Capital Trails Coalition  
Washington, D.C. Region*



*Baltimore Greenway  
Trails Network*



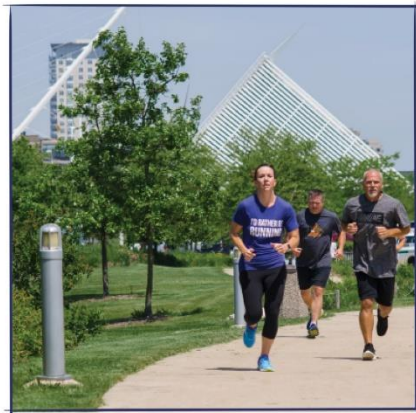
*New England  
Rail-Trail Network*



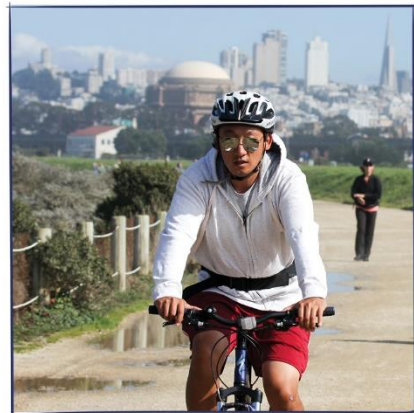
*The Circuit Trails  
Greater Philadelphia Region*



*Industrial Heartland  
Trails Coalition*



*Route of the Badger  
Southeastern Wisconsin*



*Bay Area Trails  
Collaborative*



*Caracara Trails  
Southeastern Texas*



*The Miami LOOP*



# Panelists



**Derek Strout**  
GIS Specialist  
Rails-to-Trails Conservancy



**Curtis Bridges, AICP**  
Database & Active Transportation Planner  
Charlotte Regional Transportation  
Planning Organization



**Kalli Krumpos**  
Senior Organizing Manager  
Washington Area Bicyclists  
Association



**Jordan Petrov**  
Associate Planner  
Mid-Ohio Regional Planning Commission

## District of Columbia

## Virginia

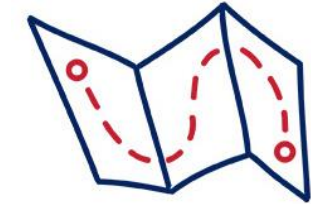
City of Alexandria  
Arlington Co.  
Fairfax Co.

## Maryland

Prince George's Co.  
Montgomery Co.







**MAPPING AND ANALYTICS**

**Develop Vision**

**Gather Data**

**Network Emerges**

**Refine Data**

**Data Informs  
and Engages**



### Assess geospatial expertise across your coalition

- Existing GIS capacity and capabilities of coalition members
- Short and long-term goals
- Roles and responsibilities, data stewardship

Be prepared to keep the data updated, as hopefully there will be lots of progress!

### Begin (or continue) defining trail and network characteristics

- Width, surface, use types
- Connections to other bike ped facilities
- Connections to parks, schools, job centers, etc.
- Assess potential priority areas through an equity lens





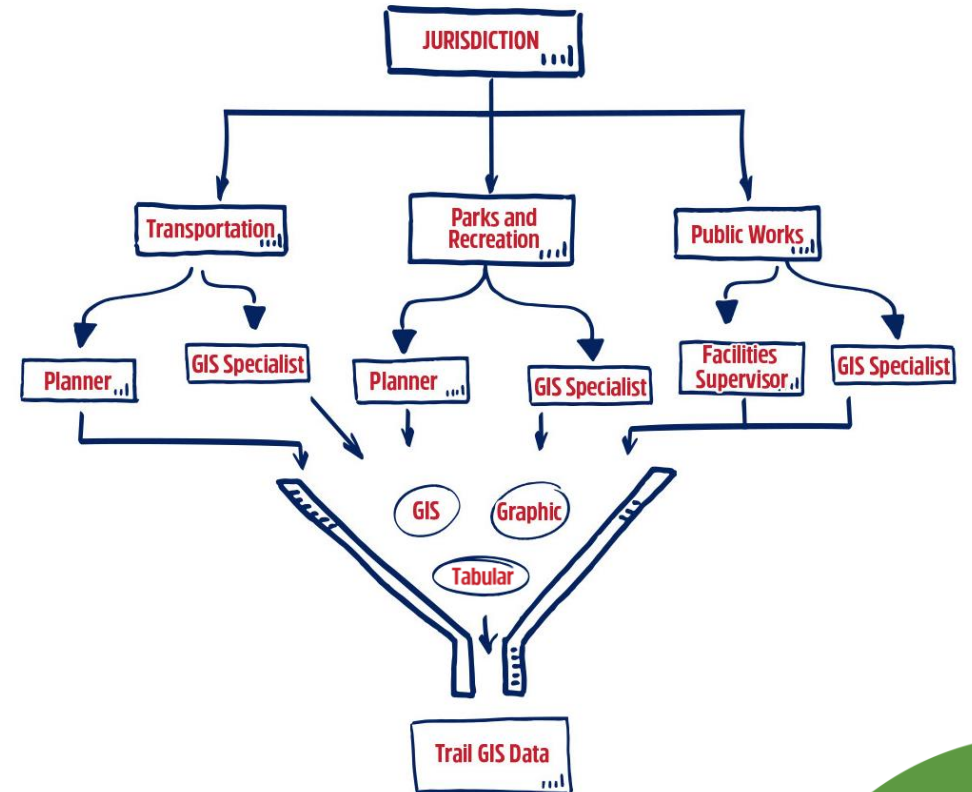
**Spatial**

Trail lines, trail user counts, trail access points, etc.

**Non-spatial**

Planning/budget docs, priority project lists, etc.

- **Consider a plan review**
- **Meet with GIS professionals**  
Note sources and dates in metadata/attribute table
- **Can be a valuable process for data partners as well**
- **Assess and standardize attributes**  
Trail uses, surface types, naming conventions, etc.



Develop Vision

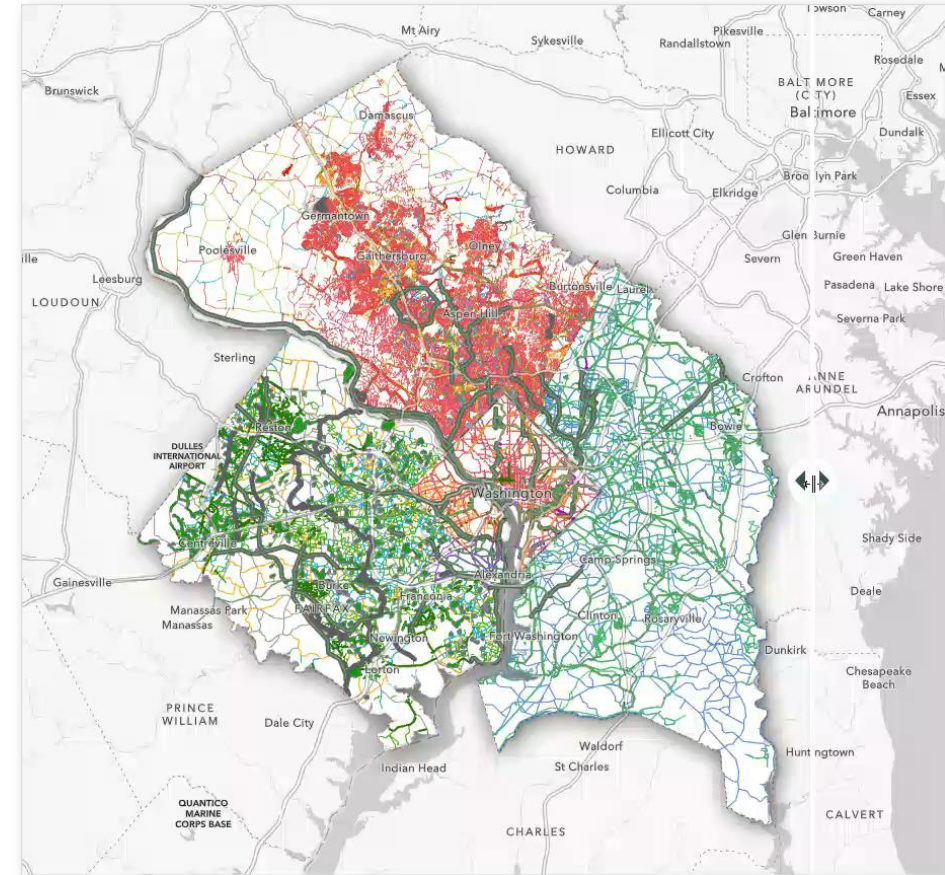
Gather Data

Network Emerges

Refine Data

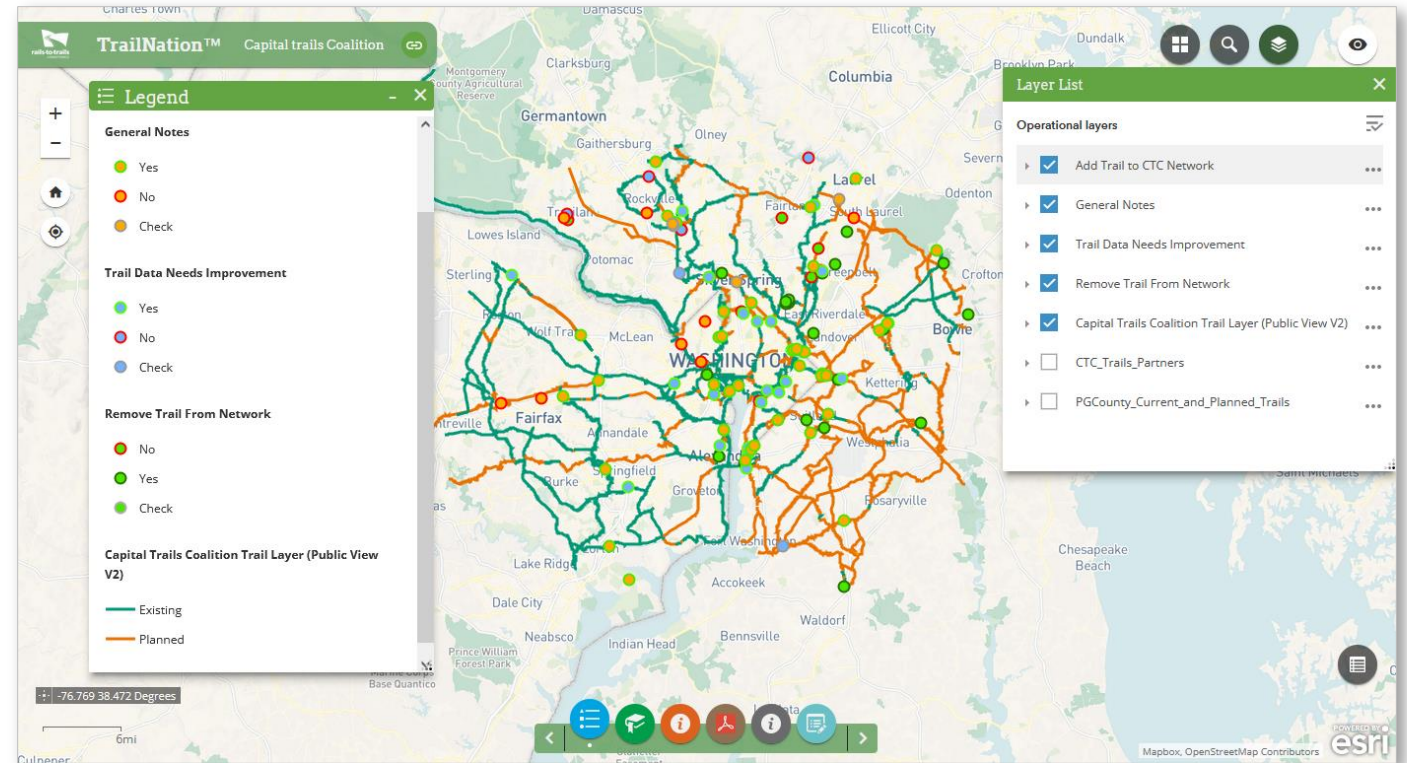
Data Informs  
and Engages

- **Known spines and gaps will be evident**  
Important connectors and additional gaps will start to become apparent.
- **Original criteria will be tested**  
Consider designation of official routes and unofficial connectors.
- **Important to revisit and refine criteria**  
...without compromising the impact of the overall vision.



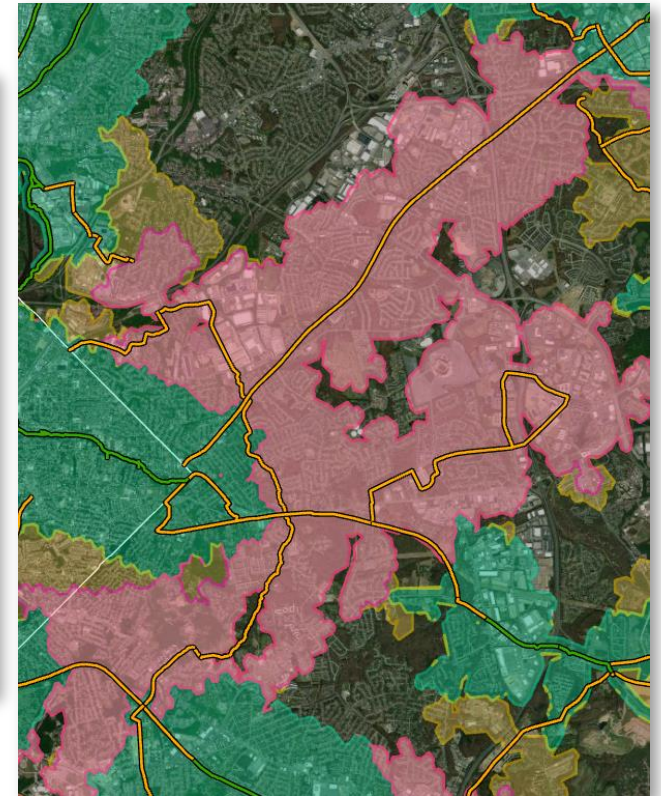
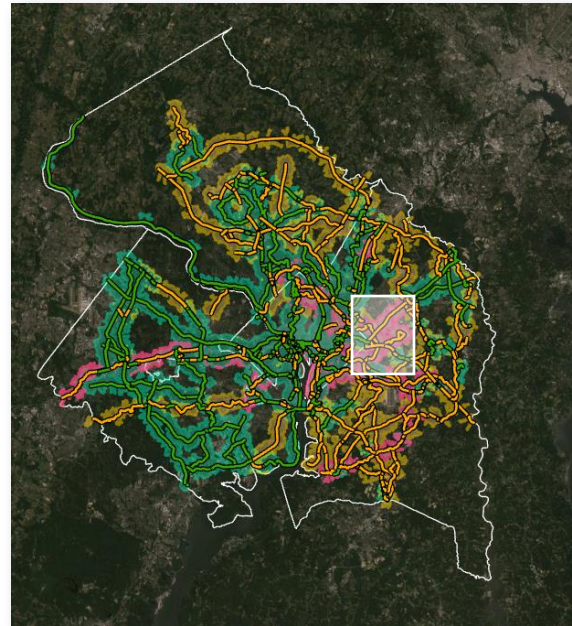


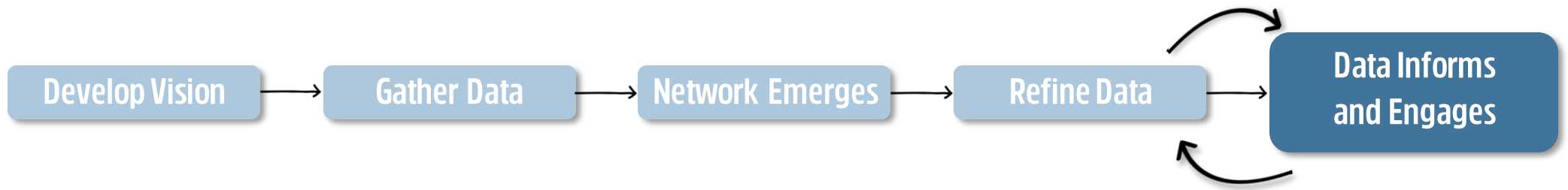
- **Improve attributes and geometries**
- **Assess new data against criteria**
- **Stay engaged with data partners**
- **Consider gathering feedback**



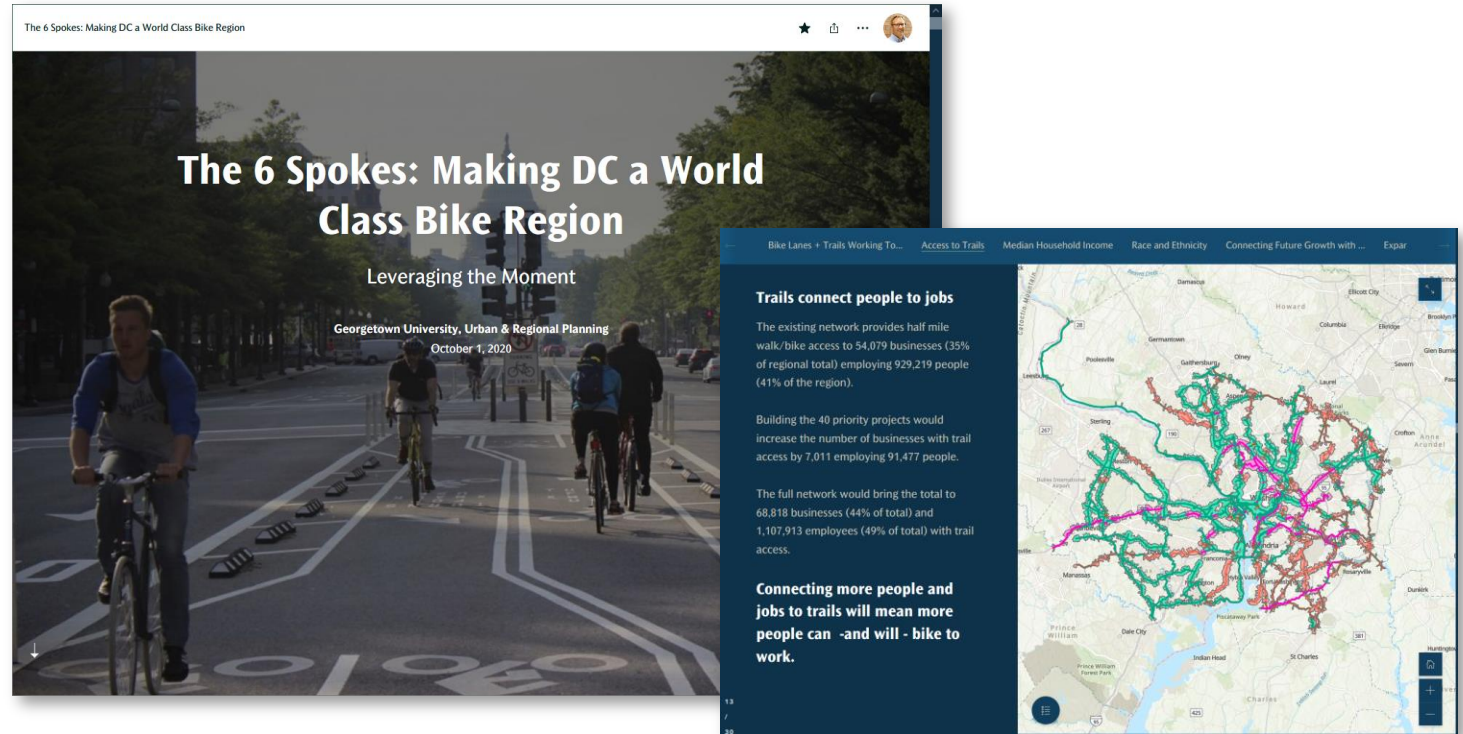


- **With all trail data in one place**, exploration of the network will now be more efficient
- **Consider enriching your data** with additional info like cost estimates for project segments
- **Generate service areas** to gain a better understanding of the communities that have or need access to your trail system





- **Continue dedication** to maintaining accurate, authoritative trail data for your network
- **Build user-friendly maps** and apps to showcase the vision, keeping in mind the audience and purpose
- **Dive deeper into your data** and craft compelling stories about what a connected future will look like





## **Capital Trails Coalition**

**Advancing a Regional Network of Multi-Use Trails**



# About the Capital Trails Coalition



The Capital Trails Coalition seeks to create a world-class network of multi-use trails that are equitably distributed throughout the Washington, D.C. metropolitan region.

The regional trails network will transform public life by providing low-stress access to open space and reliable transportation for people of all ages and abilities.

**Status: 51% to goal**  
**(551.6mi complete /1,006 mi total)**



# Building a Network Map

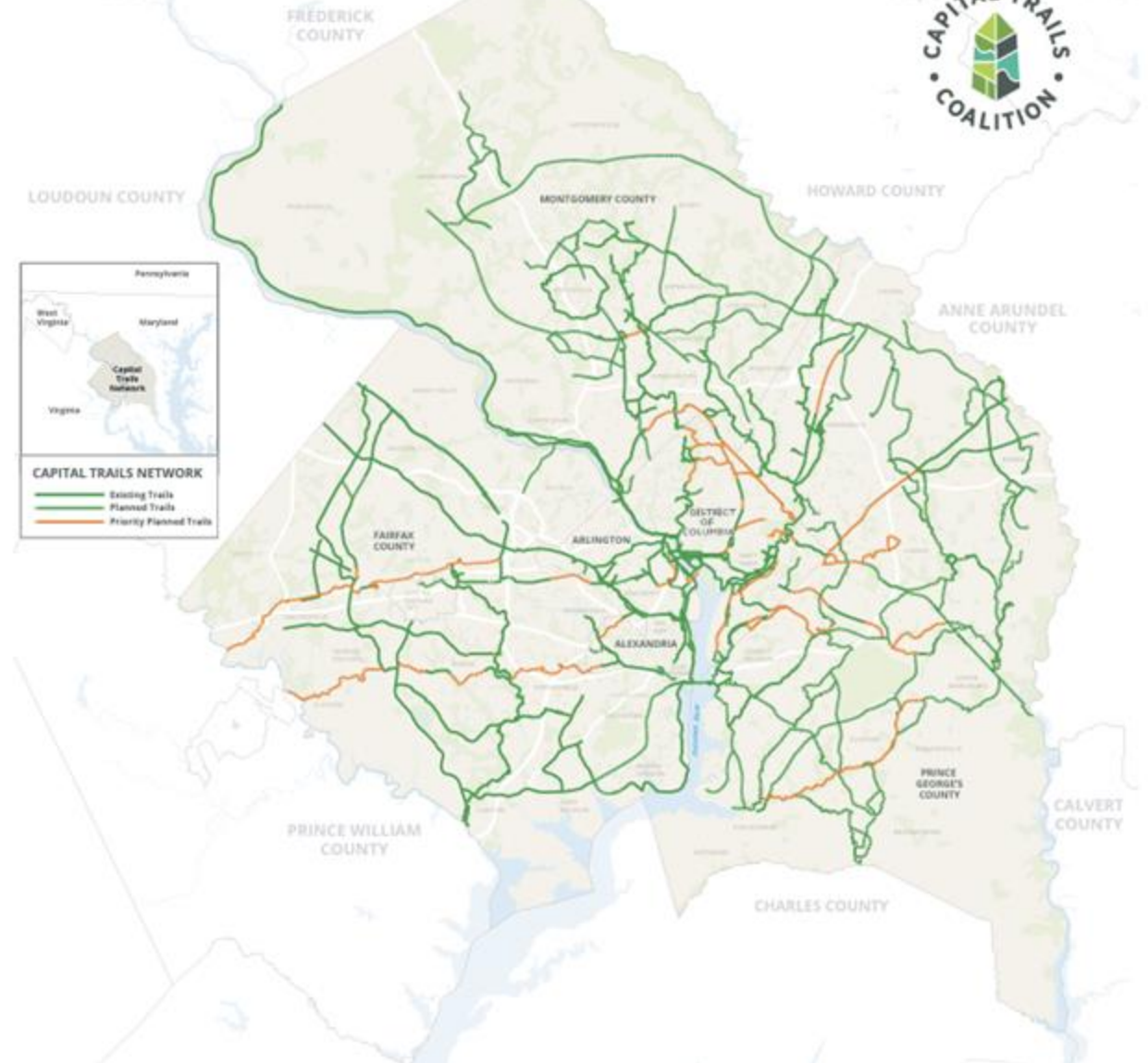
In 2017, the CTC convened a meeting with employees from all 6 core jurisdictions (and the National Park Service).

The goal of each meeting was to build a mapping portal for the coalition and to understand each jurisdiction's definition of planned and proposed trails.

## Capital Trails Network

■ Complete  
**479 Miles**

■ Planned  
**402 Miles**



# Criteria for Network Inclusion

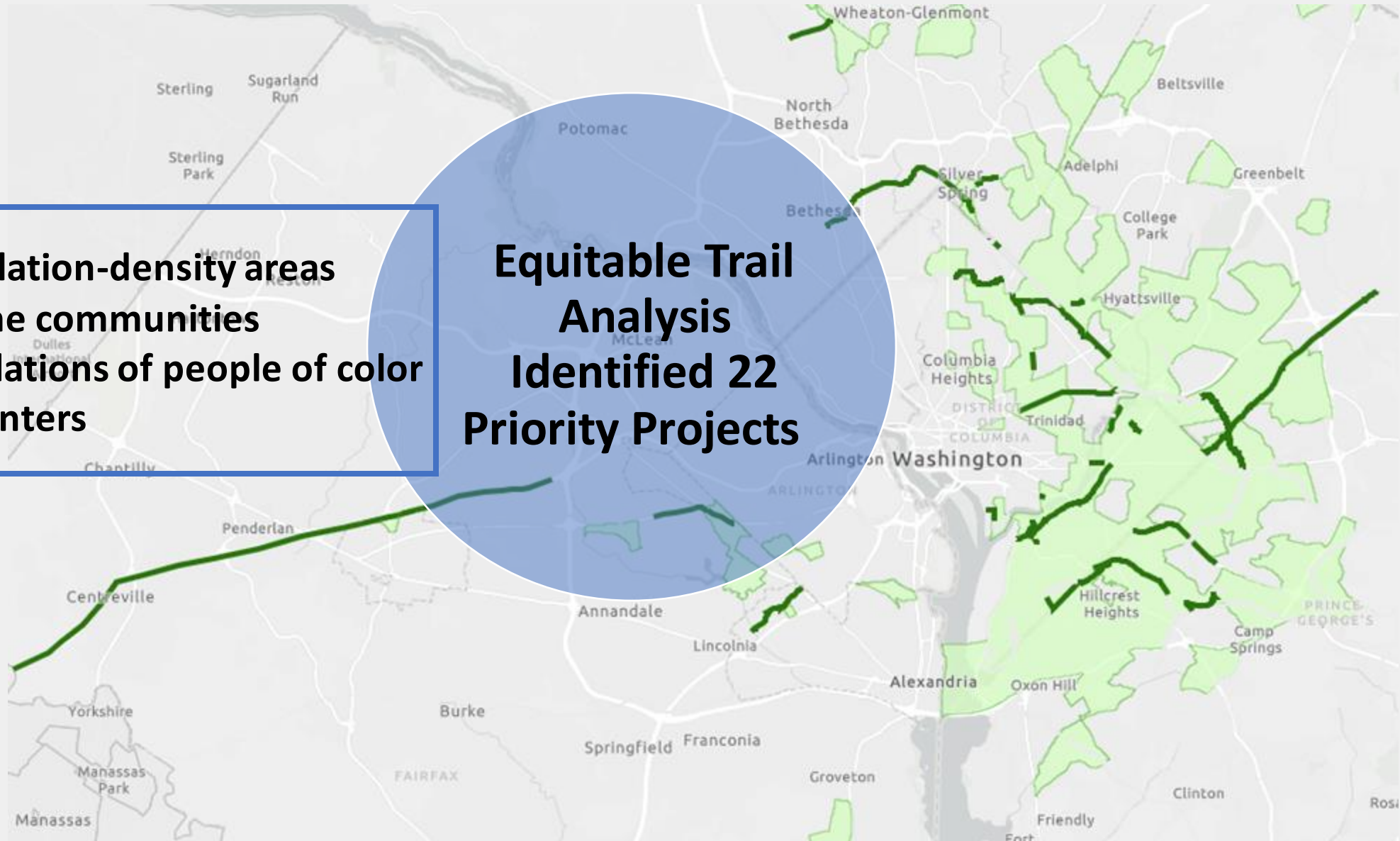


<b>Off-road / On-road</b>	<ul style="list-style-type: none"> <li>• Off-street, separated from moving traffic</li> <li>• Provision for on-street facilities for connection</li> <li>• On-street facility trail connectors may not be accessible to all ages and abilities and will be marked as “needs improved” for continuous trail connection.</li> </ul>
<b>Width</b>	<ul style="list-style-type: none"> <li>• 10-12 feet minimum</li> <li>• Designed for probable use</li> <li>• Wider if demand warrants</li> <li>• Narrower in short segments to accommodate design constraints</li> <li>• 8 feet minimum acceptable for existing trails (2017), but 10 feet minimum required for new trails</li> </ul>
<b>Design Standards</b>	<ul style="list-style-type: none"> <li>• New trails (from Planned to Existing, post-2017) designed according to best practices (E.g. AASHTO standards)</li> </ul>
<b>Types of Use</b>	<ul style="list-style-type: none"> <li>• Designed for non-motorized use</li> </ul>
<b>Paved / Unpaved</b>	<ul style="list-style-type: none"> <li>• Paved</li> <li>• Firm, crushed stone where appropriate</li> <li>• Boardwalks and bridges are acceptable</li> </ul>
<b>Relation to the Network</b>	<ul style="list-style-type: none"> <li>• Is directly connected to the overall system or will be part of the system with the completion of future planned trails</li> <li>• This connection also needs to be in the form of a physical multi-use trail</li> <li>• “Thematic” connections are not acceptable</li> <li>• Each trail should connect to the overall network at at-least one point</li> <li>• Even if individual trail segments are short, the completed trail should connect places</li> </ul>
<b>Transportation / Recreation</b>	<ul style="list-style-type: none"> <li>• Well-suited for serving both transportation and recreation purposes</li> <li>• Connecting people to transit, activity centers, and recreation areas</li> </ul>
<b>Feasibility</b>	<ul style="list-style-type: none"> <li>• Right of way identified and trail capable of being built within 25 years</li> <li>• Planned trails must have associated, locally approved plan</li> </ul>

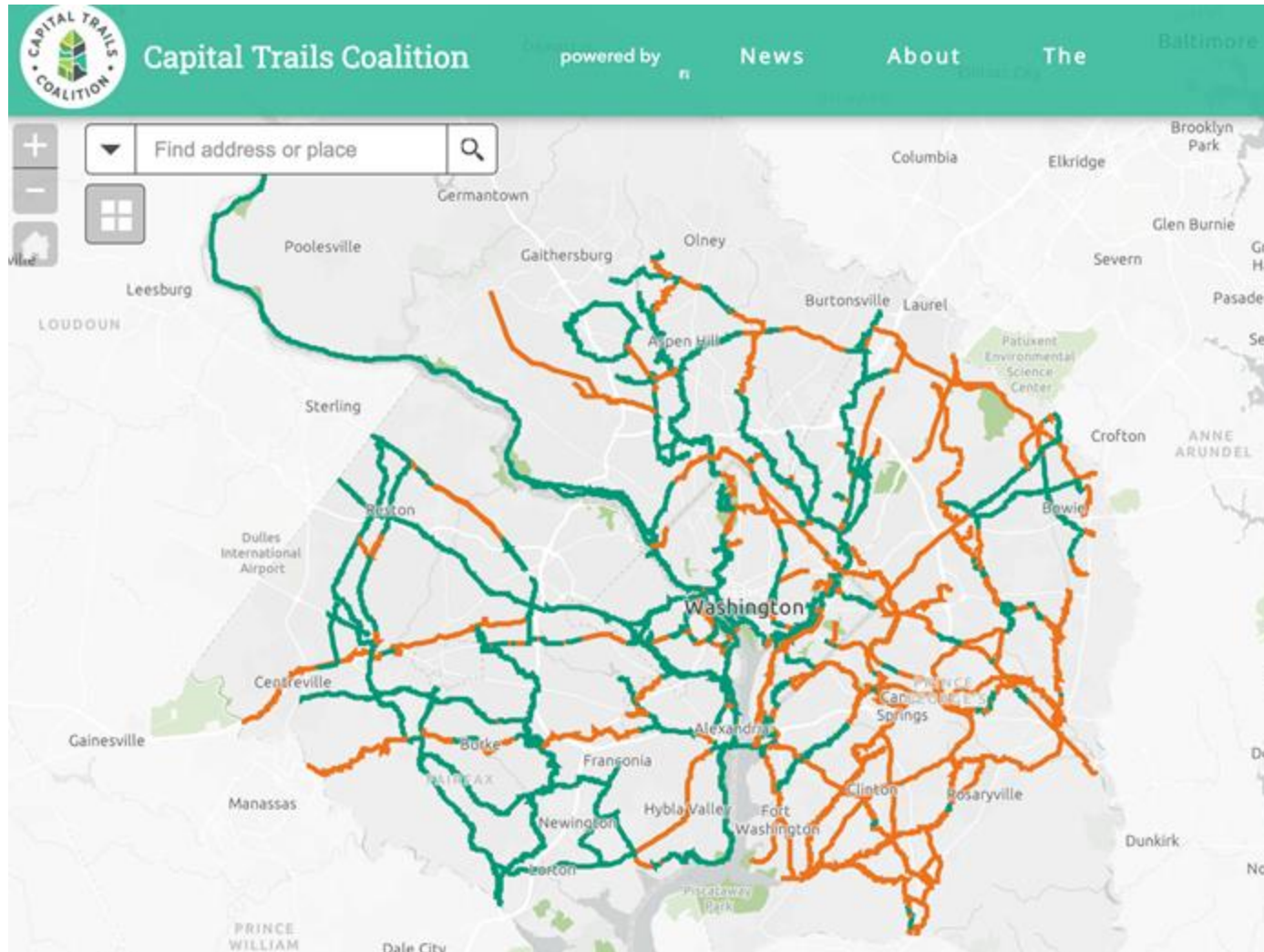
# Centering Equitable Trail Development

- High-population-density areas
- Low-income communities
- High populations of people of color
- Activity Centers

**Equitable Trail  
Analysis  
Identified 22  
Priority Projects**



# Interactive Trail Map



The interactive map allows stakeholders to learn more about the existing network and visualize the planned segments.

*Find it online at  
[capitaltrailscoalition.org/map](https://capitaltrailscoalition.org/map)*

# Gap Filling Efforts



PROJECT VISION



MAPPING AND ANALYTICS



GAP-FILLING STRATEGY



Work Begins on Missing Link to Trolley Trail off Route 1 in Hyattsville

Posted on November 4, 2022 by Alisa

County Executive Angela Alsobrooks  
@CEXAlsobrooks

ICYMI: We worked with our federal delegation to secure a \$25 million RAISE grant to build new trails in Prince George's and across the region, including the Central Avenue Connector Trail. Check out our special edition newsletter to learn more:  
[content.govdelivery.com/accounts/MDPGC...](https://content.govdelivery.com/accounts/MDPGC...)



2:00 PM · Jul 28, 2023 - 592 Views



New trail on Mount Vernon Memorial Highway has been completed

Acacia James May 11, 2023 at 3:30pm



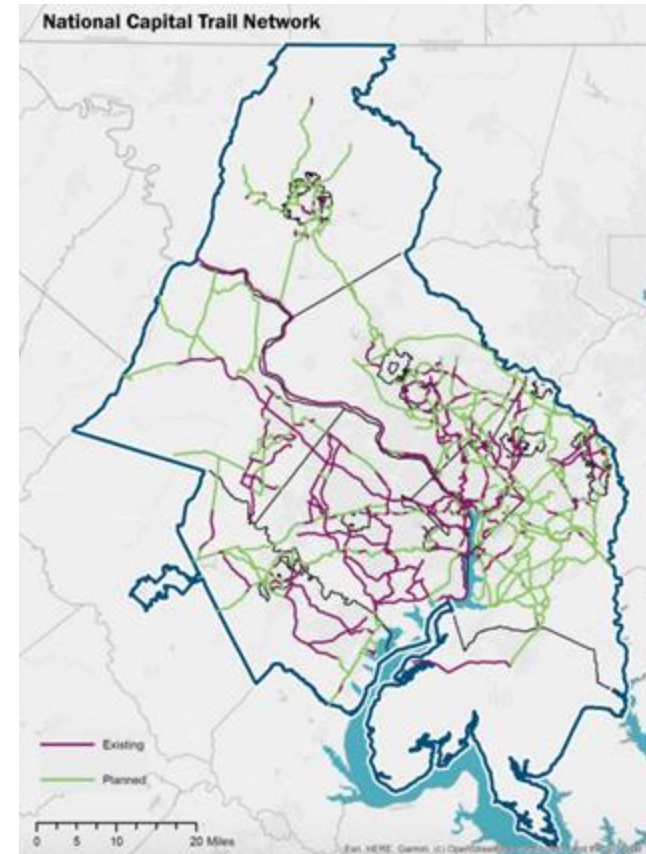
# MPO Adopts National Capital Trail Network



- The NCTN network has about 1,400 miles of facilities (645 miles already exist).
- Prioritizes trail projects for funding.
- 136 of 141 Activity Centers and 308 of 351 Equity Emphasis Areas are within ½ mile of the network.
- Once completed, over 4 million people in the Washington region will have access to trails within ½ a mile of their home.



2018



2020









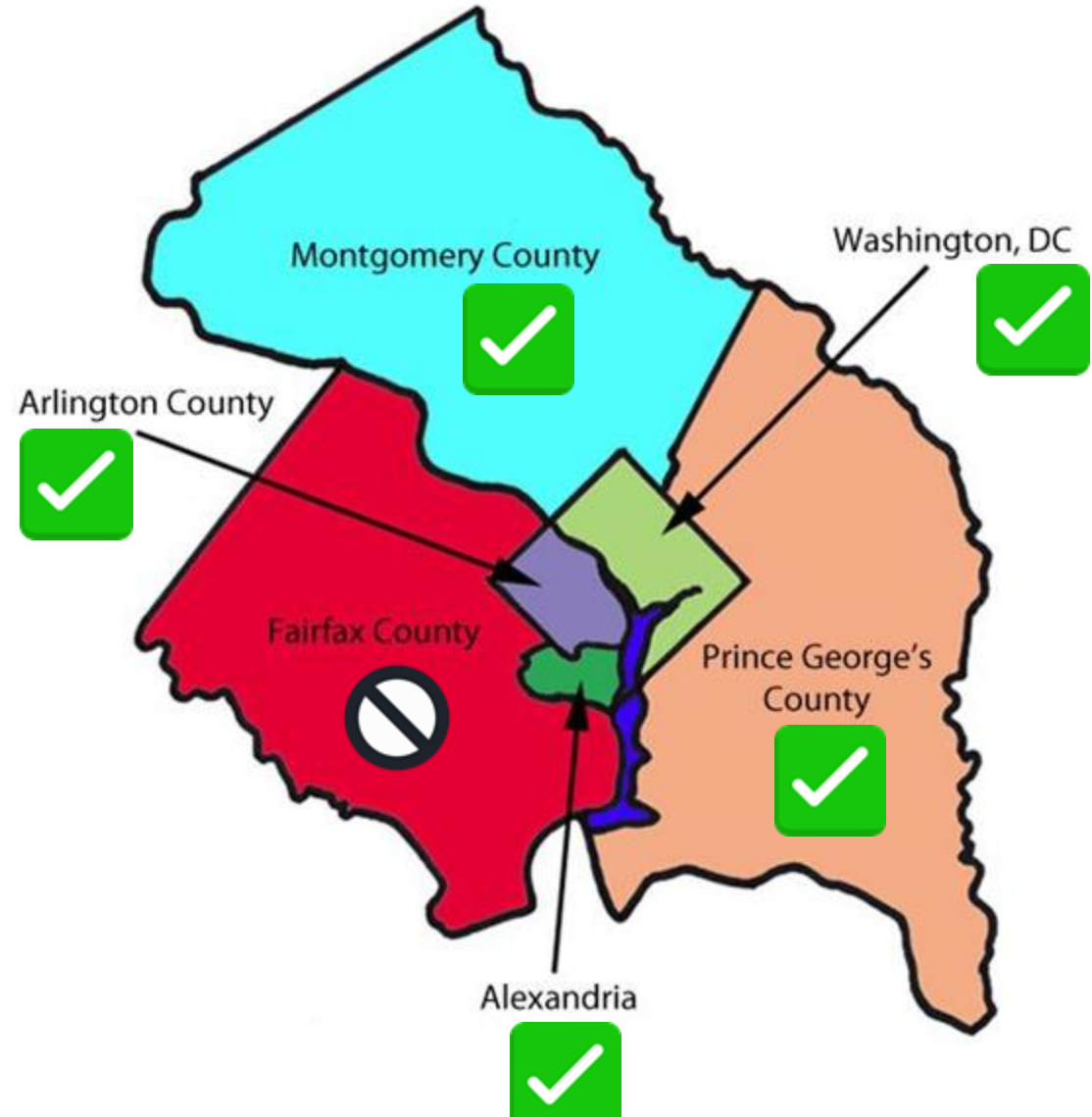
# Regional Resolutions Supporting Trails

5 out of 6 jurisdictions passed resolutions indicating their commitment to completing the remaining top 40 priority projects identified by the Capital Trails Coalition and the jurisdiction partners by 2025 and complete the full CTC network by 2030.

Why this strategy? To show regional unity, raise the stature of the trail network, build awareness so that it becomes a priority with dedicated resources, and embolden political will and commitment.

## Jurisdictional Resolution Status:

- Montgomery County 
- Prince George's County 
- Arlington County 
- DC 
- City of Alexandria 
- Fairfax 

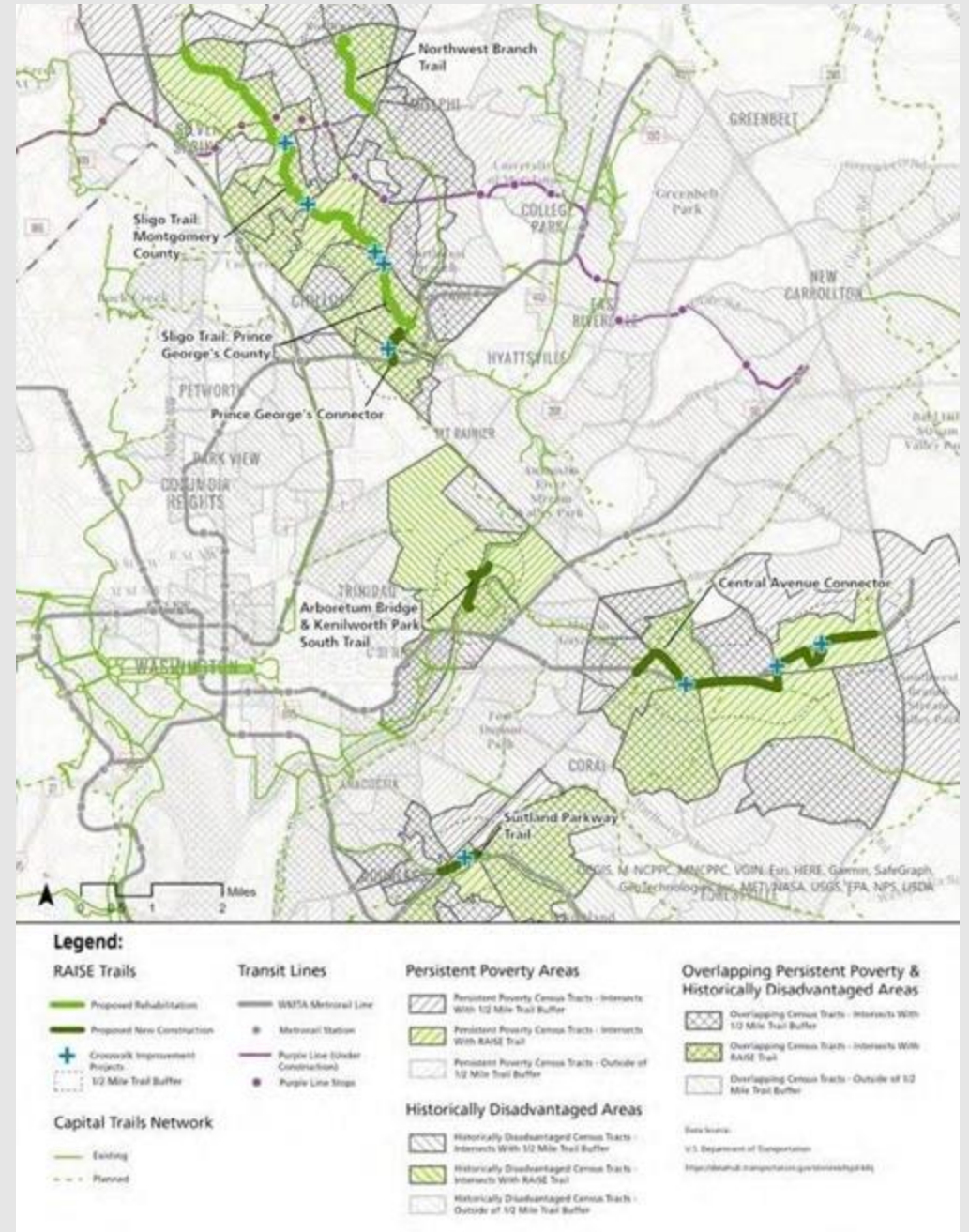




# Prioritizing Gap Filling in Funding Proposals

**\$25 Million in FY 2023 RAISE Program funds**

to address an urgent and critical need to **rehabilitate existing and construct new multi-use paths** to fill key gaps in the regional bicycle and pedestrian trail network.



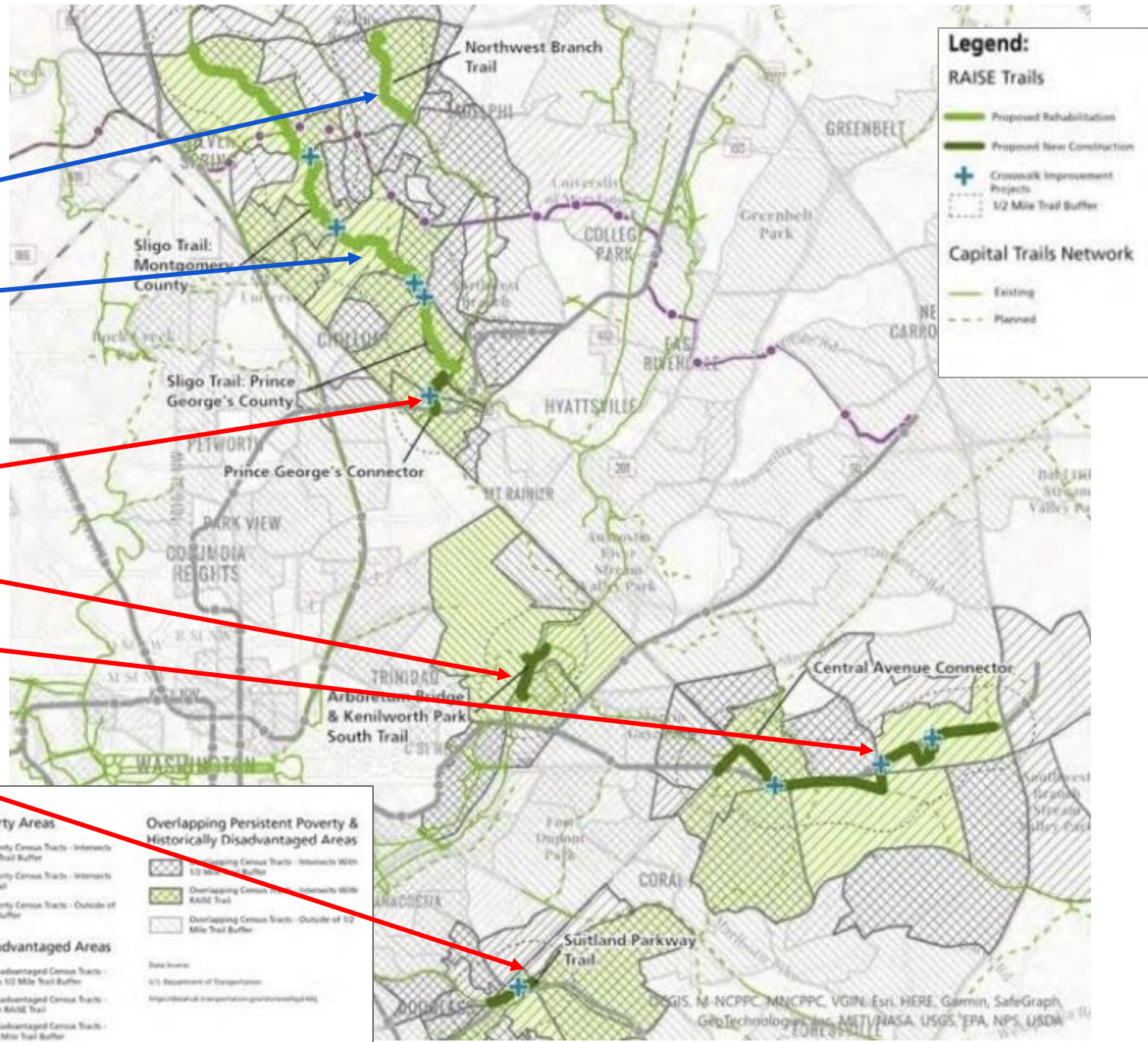
# Maryland & DC Projects:

## Rehabilitation of:

- Northwest Branch Trail (Montgomery)
- Sligo Creek Trail Rehab (Prince George's County & Montgomery County)

## Construction of:

- Prince George's Connector/Anacostia Gateway (Prince George's)
- Arboretum Bridge & Kenilworth South Park Trail (DC)
- Central Avenue Connector – Phase 2 (Prince George's)
- Suitland Parkway Trail (Prince George's)



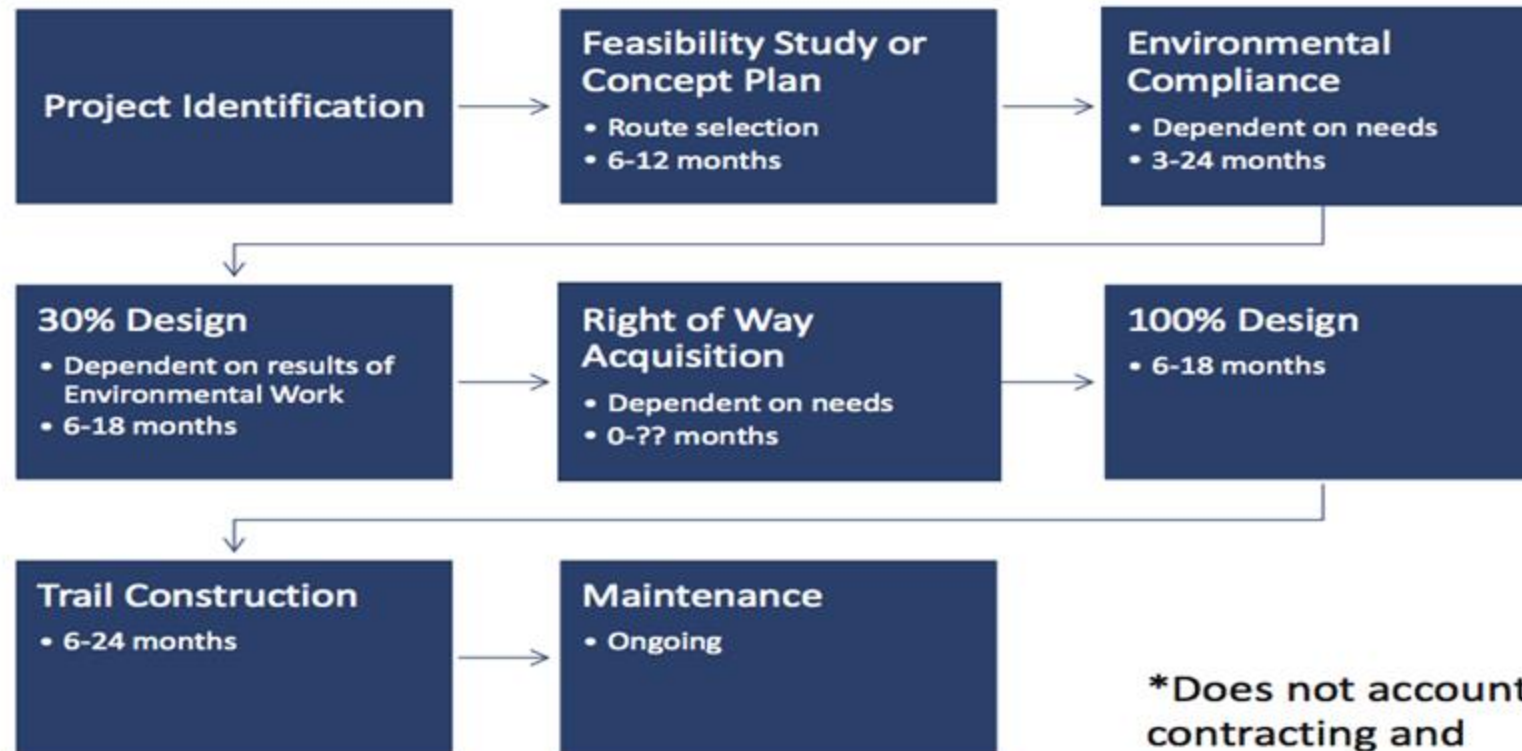
# Creating Equitable Connections on the Capital Trails Network



Equity Emphasis	Safety Improvements	Increased Access
<ul style="list-style-type: none"><li>• Each project is located completely within <b>Areas of Persistent Poverty and/or Historically Disadvantaged Communities</b>, as defined by the U.S. Department of Transportation.</li><li>• 15 miles of trail construction and rehabilitation spread across <b>40 impoverished census tracts</b> in Prince George's and Montgomery Counties in Maryland and the District of Columbia.</li></ul>	<ul style="list-style-type: none"><li>• Safer connections to <b>nine rail stations, including four new trail connections</b> to Metrorail Green and Blue Line stations, enabling and encouraging more multimodal transportation.</li><li>• Connections across our communities by bridging the Anacostia River and implementing <b>safety improvements at nine major intersections and at-grade trail crossings</b>.</li></ul>	<ul style="list-style-type: none"><li>• The project creates and improves <b>meaningful regional trail connections where 600,000 people live</b>, providing access to national and local parks, jobs, and everyday destinations.</li><li>• The project will enhance both recreational and economic opportunities in the region, provide <b>non-motorized commuting options to the 53,000 workers</b> that are within half a mile of the trails.</li></ul>

# Opportunities in the Trail Development Cycle

## Trail Development Process\*



\*Does not account for contracting and procurement

# Thank You!

Please send any questions or  
comments to  
[kalli.krumpos@waba.org](mailto:kalli.krumpos@waba.org)



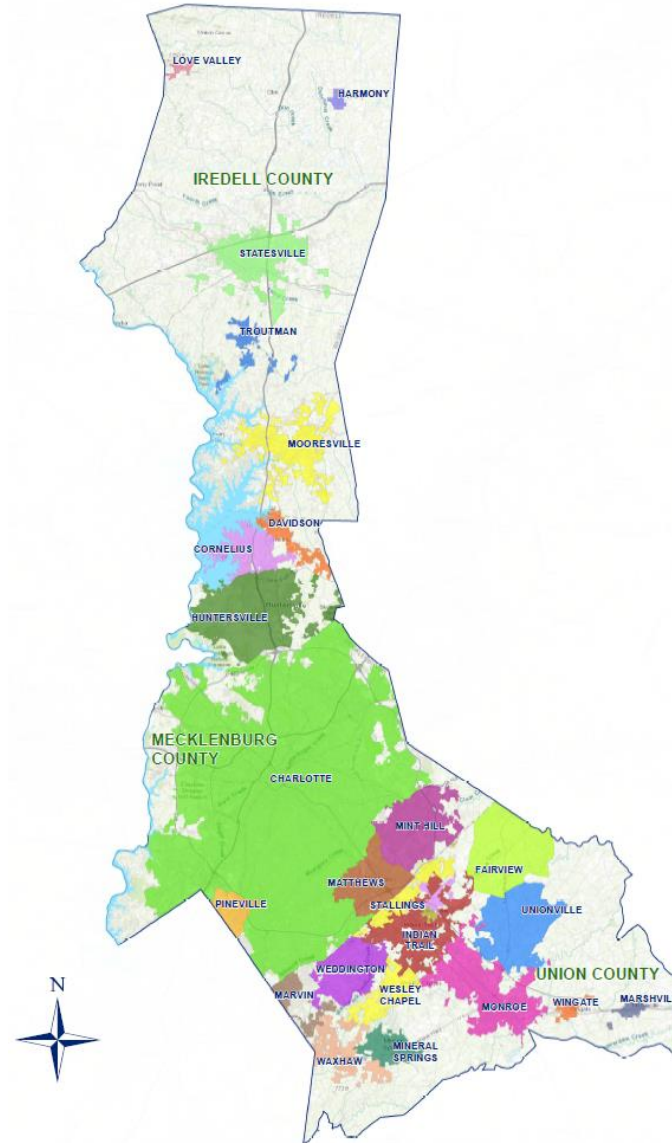


# TrailNation Playbook in Action

November 28, 2023

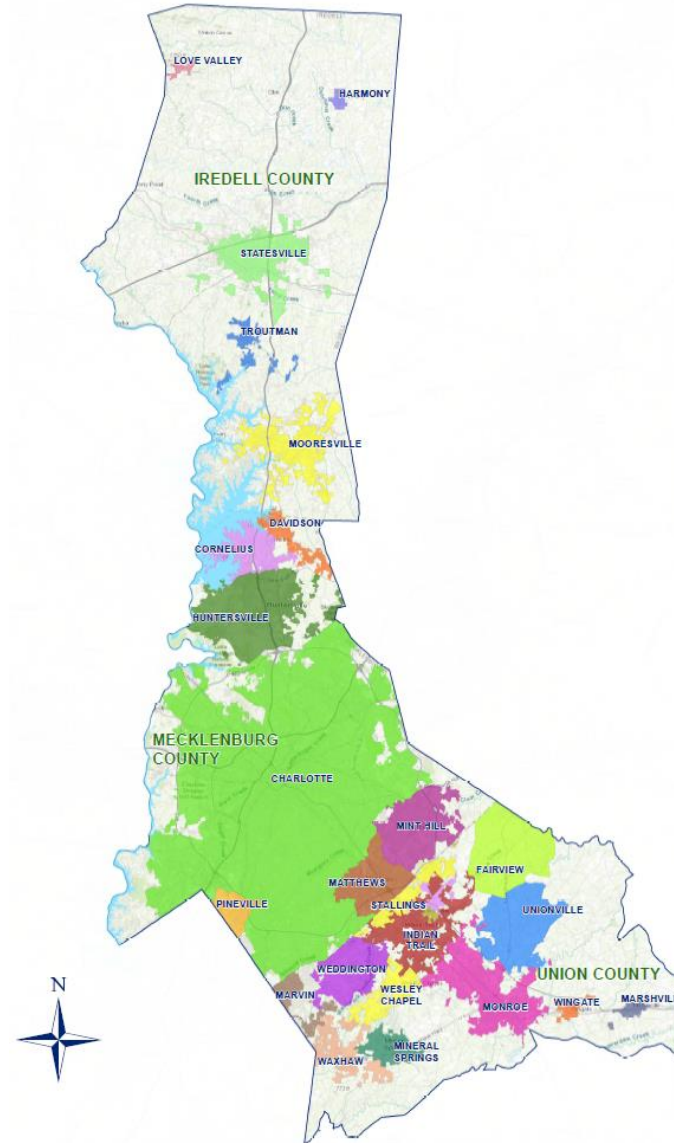
## Charlotte Regional Transportation Planning Organization

- 1.5+ Million Population
- 1,560 Sq Miles
- 27 Voting Members
- 24 Municipalities
- 3 Counties
- 2 NCDOT Divisions



### Prioritize & Allocate Funding

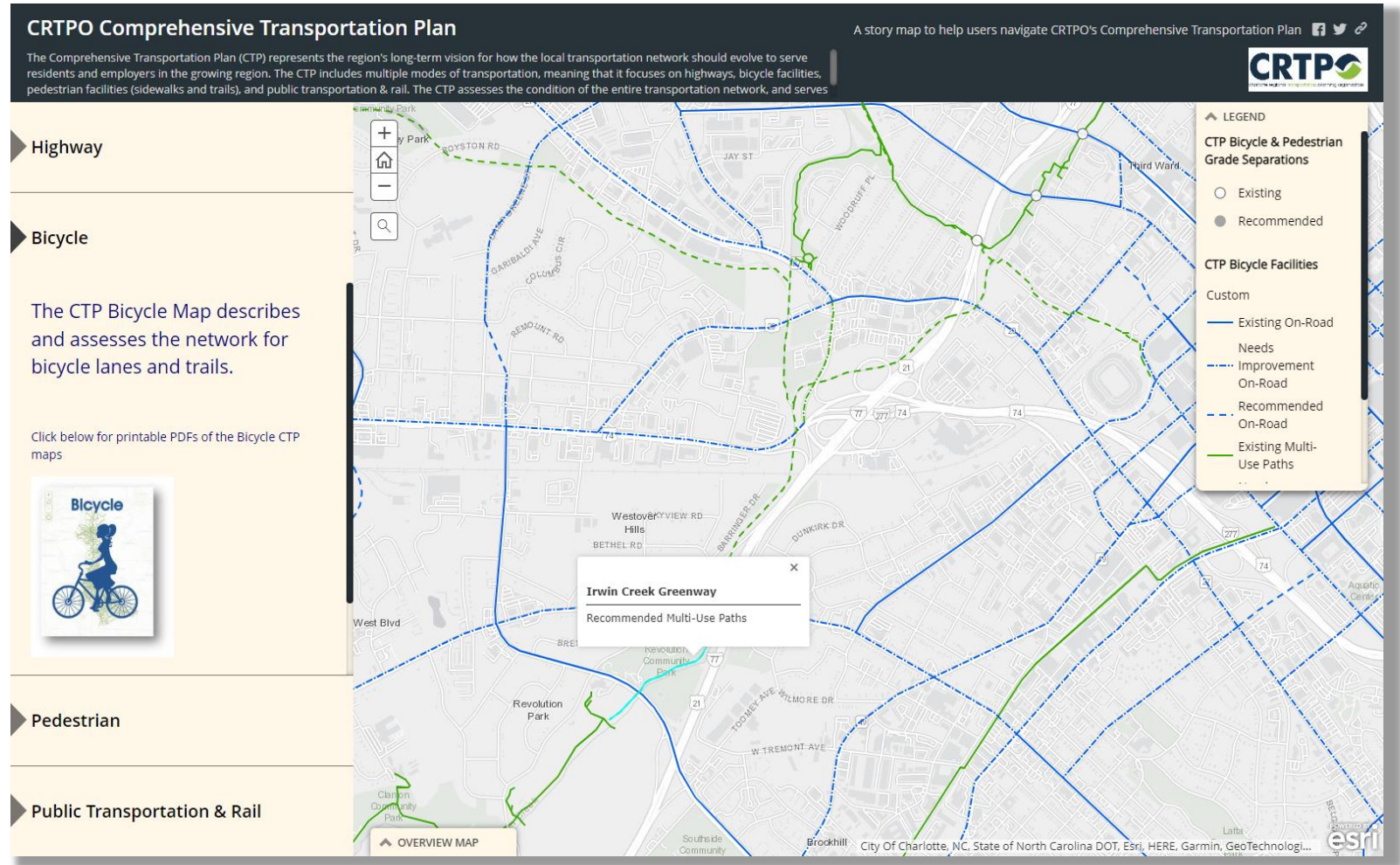
- Submit projects for NC's **Strategic Transportation Investments (STI) Program** and **STIP**
- Award **MPO Discretionary Funding** to Projects
- Coordinating Submittals for **IJA Grants**





## “Filling the Gaps”


- Comprehensive Transportation Plan (CTP)
- Active Transportation
  - Pedestrian Facilities
  - Bicycle Facilities
  - Shared Use/ Greenways



## Active Transportation – Discretionary Funding

Congestion Mitigation & Air Quality (CMAQ), TAP, Carbon Reduction Program (CRP), and Planning (PL) Funds

- Connectivity
- Safety
- **Health & Environment/Equity**
- Feasibility



**Charlotte Regional Transportation Planning Organization**

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### Transportation Alternatives Criteria Scoring

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January 2022

Health & Environment

**Emission & Pollutant Reduction (Vehicle Mile Reduction)**

Will this project result in reducing vehicle miles traveled locally?

<b>20 Pts</b>	300+ Daily Veh Miles
<b>15 Pts</b>	200 - 299 Daily Veh Miles
<b>10 Pts</b>	100 - 199 Daily Veh Miles
<b>5 Pts</b>	0 - 99 Daily Veh Miles

1. Assume vehicle trips equal 2% of the AADT total from the Vehicle Traffic criteria.  
-OR-  
Where AADT/ADT is unavailable, estimate the daily usership of the proposed facility. Assume that each user represents a vehicle trip removed from the road.

2. Measure roadway miles that bicyclists or pedestrians would otherwise travel, if not for the proposed facility.

3. Multiply vehicle trips by roadway miles to determine vehicle miles reduced.

Emissions Reduction Score \_\_\_\_\_

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**Social Equity**

Please reference CRTPO's EJ Degree of Impact mapping which identifies geographically-based concentrations of racial, car-less, and low income populations.  
[EJ Degree of Impact Mapping](#)

Does the project provide access (direct or adjacent contact) for environmental justice (EJ) populations?

High Impact <b>10 pts</b>	Moderate Impact <b>5 pts</b>	Low Impact <b>2pts</b>	No Impact <b>0pts</b>	Social Equity - EJ Score _____
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Does the project provide access (direct or adjacent contact) for carless households?

Yes <b>5 pts</b>	No <b>0pts</b>	Social Equity - Carless Score _____
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**Environmental Quality**

Does the project include significant benefits which address wildlife safety, water quality, or other improvements? Examples of benefits may include, but are not limited to: pervious surfaces, rain gardens, routing to avoid wildlife habitats. Please list any proposed benefits/improvements.

Yes (5 Pts)                      No (0 Pts)

Environmental Quality Score \_\_\_\_\_

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**Health Equity**

Does this project provide access for people at greater risk of chronic disease? Please reference the most current CRTPO TAP Health Focus Areas Mapping, which uses education and income level as social determinants of populations at greater risk for chronic disease.

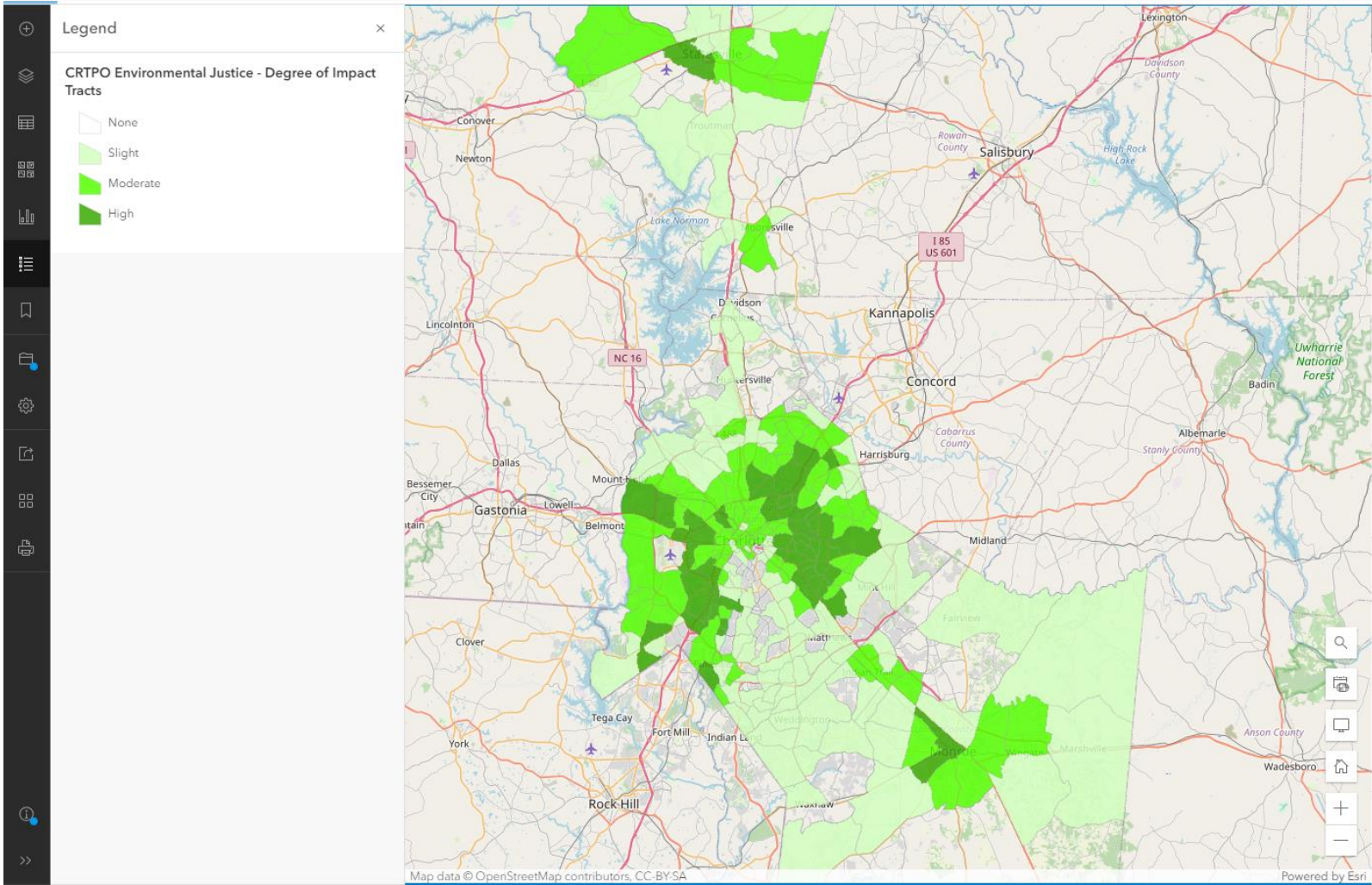
12% or more residents were living below the poverty level within the past 12 months AND 10% or more residents have less than a high school diploma	5% - 11.9% of residents were living below the poverty level within the past 12 months OR 5%-9.9% of residents have less than a high school diploma	Less than 5% of residents were living below the poverty line within the past 12 months AND less than 5% of residents have less than a high school diploma
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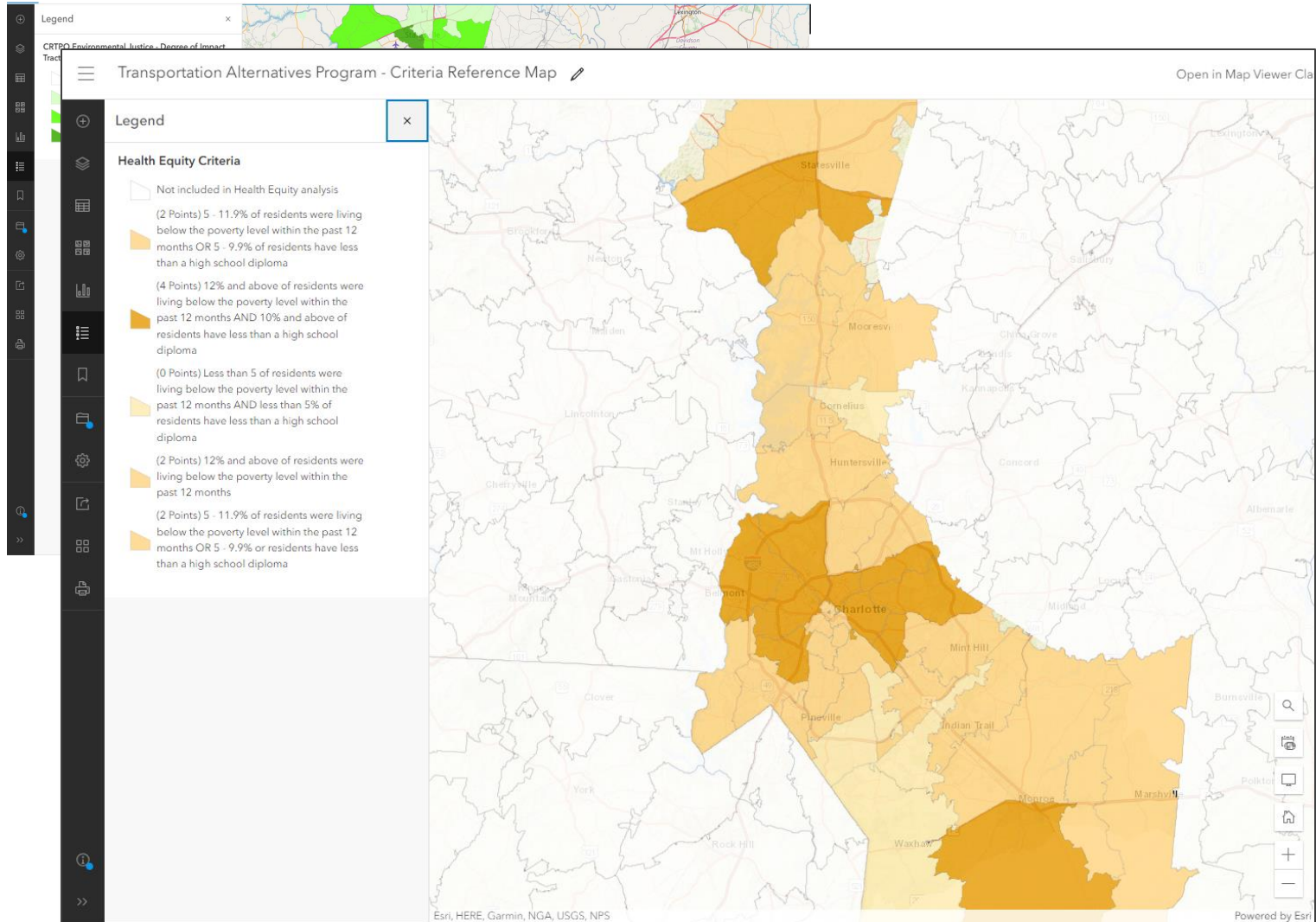
Yes (5 Pts)                      Yes (3 Pts)                      No (0 Pts)

Health Equity Score \_\_\_\_\_

### Social Equity: Environmental Justice Degree of Impact

- Historically Underrepresented Communities
- Low Income Households
- Carless Households





### Health Equity Criteria:

- Mecklenburg County Public Health
- Policy research linking health outcomes with income and education
- Significant thresholds for residents living **below poverty level (12%)** and **less than a high school diploma (10%)**

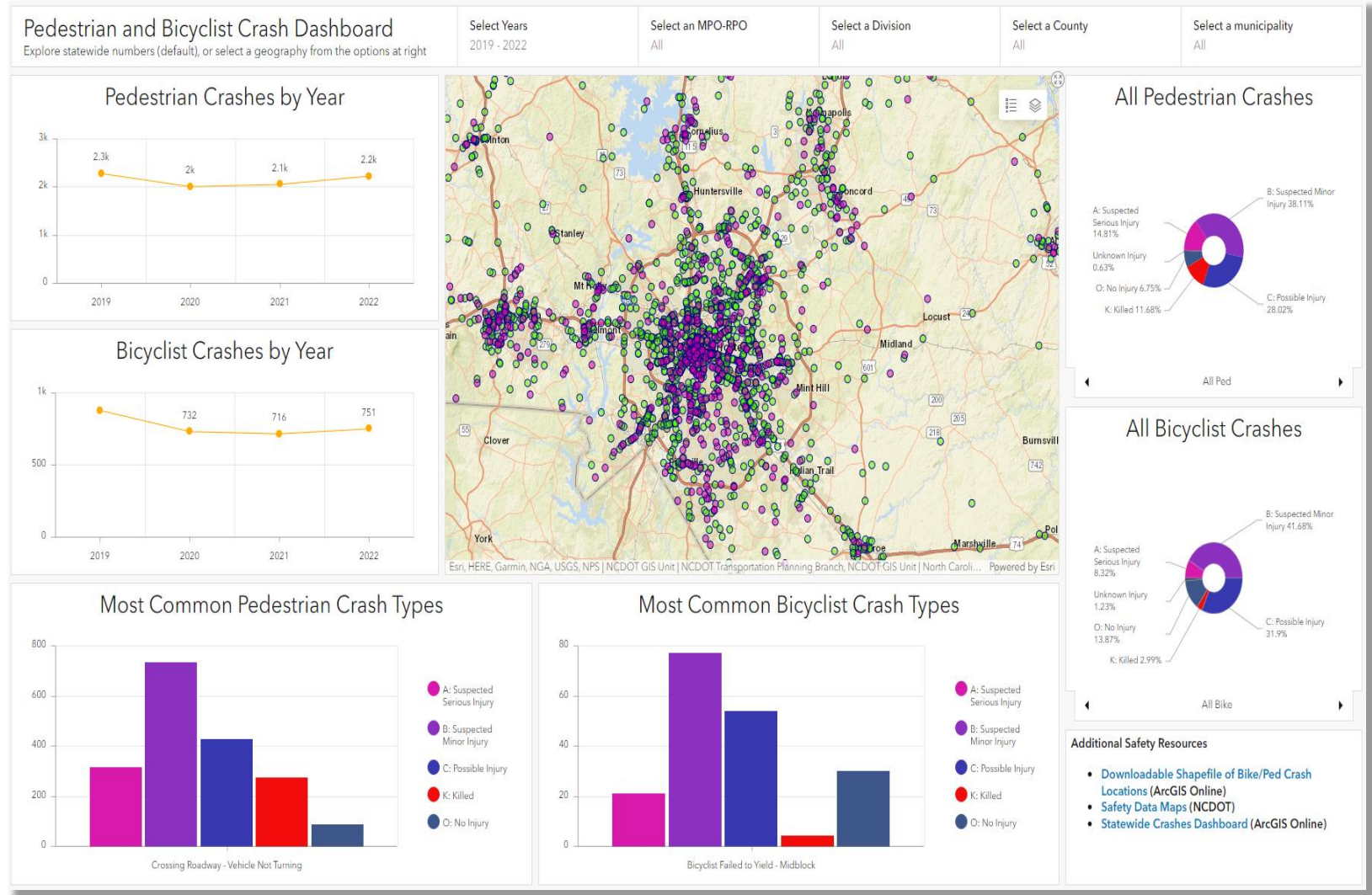
## CRTPO Discretionary Program

- 20% Target for Active Transportation
- \$14.9 Million awarded in Fall 2022

Project Category	CRTPO Discretionary Project Status	Number of Applications Received	Number of Projects Recommended	Total Discretionary Recommended Amount (in Millions)	Ratio of Funding by Category
Highway	New Projects	9	9	\$28.6	62%
	Existing Discretionary	2	2	\$7.8	
Non-highway: Bicycle & Pedestrian	New Projects	14	7	\$14.6	25%
	Existing Discretionary	1	1	\$0.3	
Non-highway: Carbon Reduction Projects	New Projects	3	3	\$7.2	12%
Local Planning Projects	New Projects	5	5	\$0.5	1%
<b>TOTAL RECOMMENDED DISCRETIONARY PROJECTS</b>		<b>34</b>	<b>27</b>	<b>\$59.1</b>	<b>100%</b>

## NCDOT Vulnerable Road User (VRU) Program

- Safety
- Equity: Overrepresentation in crashes with fatality or serious injury



## CRTPO Active Transportation Corridors

- Short Trips
- Safety
- Transit
- AADT
- Environmental Justice
- Regional Significance
- Jurisdictional Priority

### Approach to Corridor Screening

To develop a candidate active transportation corridor list as part of the screening tool, a comprehensive inventory of sidewalks, on-street bicycle facilities, and shared-use path corridors that need improvement or are recommended in the CRTPO's CTP and local plans was compiled. The list of corridors included for consideration in the screening tool was then evaluated using the following six criteria flags:

- Short Trip Opportunity
- Safety
- Transit
- Conflicts
- Environmental Justice
- Regional Significance

Any corridor that met one of these criteria received a flag within the screening tool, for a total of six flags. A seventh Jurisdictional Priority Flag is also included, to encourage coordination and ensure the priorities of the CRTPO's member jurisdictions were considered to the right and each are included in a table of the results.

### Corridor Screening

An evaluation of the corridor with the highest number of flags in that jurisdiction was completed, a priority jurisdiction, whether they received flags in that jurisdiction most flagged corridor from 40 corridors in CTP of five or six flags) to (with one flag).

### Active Transportation Corridor Flags

#### Short Trip Opportunity

This flag was developed to generate short trip made by bicycling or walking.

Data Point	Score
Population Density	<ul style="list-style-type: none"> <li>• 5-200</li> <li>• 1-100</li> <li>• 200-1 mile</li> <li>• &gt;1,000 mile</li> </ul>
Employment Density	<ul style="list-style-type: none"> <li>• 10-15</li> <li>• 15-20</li> <li>• &gt; 20</li> <li>• 10-20 houses</li> </ul>

### Safety Flag

This flag identifies corridors along

### Environmental Justice Flag

This flag aims to identify corridors within

Table F-1 Sidewalk Corridors and Results

Facility	Status	From	To	Length (mi)	Project Location	County	SHORT TRIPS	SAFETY	TRANSIT	AADT	EJ	REGIONAL	JURISD	TOTAL
Albemarle Rd	Needs Improvement	Central Av	Reddman Rd	0.10	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Albemarle Rd	Needs Improvement	Starkwood Dr	Reddman Rd	0.37	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Albemarle Rd	Needs Improvement	Wilora Lake Dr	Lake Forest Rd East	1.59	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Beatties Ford Rd	Needs Improvement	Gilbert St	Capps Hill Mine Rd	1.39	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Central Av	Needs Improvement	Glenn St	Medford Dr	0.14	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
E Sugar Creek Rd	Needs Improvement	The Plaza	The Plaza	0.14	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
E Sugar Creek Rd	Needs Improvement	The Plaza	Anderson St	0.16	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Freedom Dr	Needs Improvement	Lucky Penny St	Marlene St	0.22	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Idlewild Rd	Needs Improvement	Monroe Rd	Conference Dr	0.48	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Idlewild Rd	Needs Improvement	Piney Grove Rd	Conference Dr	1.54	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Little Rock Rd	Recommended	Little Rock Rd	N BS Little Rock Rd R	0.18	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Monroe Rd	Needs Improvement	Monroe Rd	Monroe Rd	3.24	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
N Tryon St	Needs Improvement	N Tryon St	N Tryon St	0.77	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
N Tryon St	Needs Improvement	Old Concord Rd	N Tryon St	0.29	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
N Tryon St	Needs Improvement	Sandy Av	Stetson Dr	0.33	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Rama Rd	Needs Improvement	Sandy Rd	Bluebonnet Rd	1.72	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Reddman Av	Needs Improvement	Central Av	Albemarle Rd	0.09	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
South By	Needs Improvement	Emorywood Dr	Longleaf Dr	3.29	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5
Statesville Av	Needs Improvement	Carline St	S-185 Hy	0.36	Charlotte	Mecklenburg	✓	✓	✓	✓	✓	✓	✓	5

Figure F-5 Environmental Justice

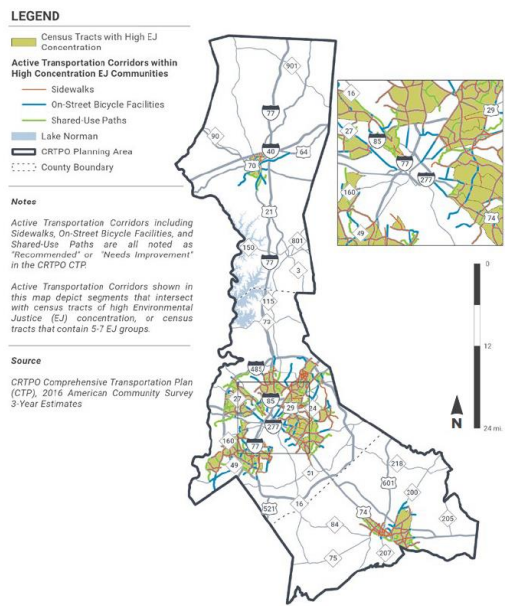
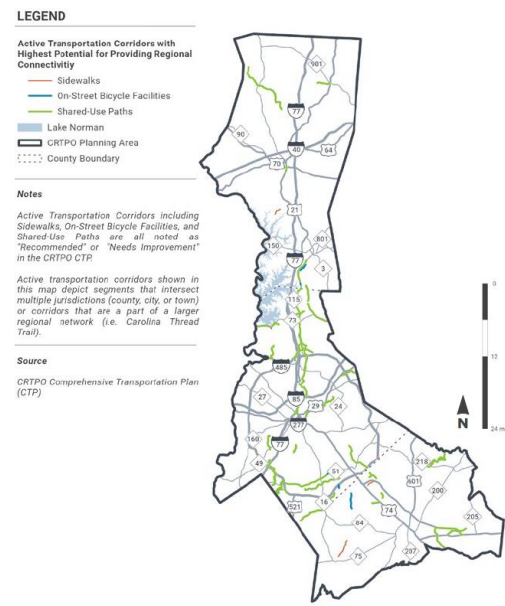
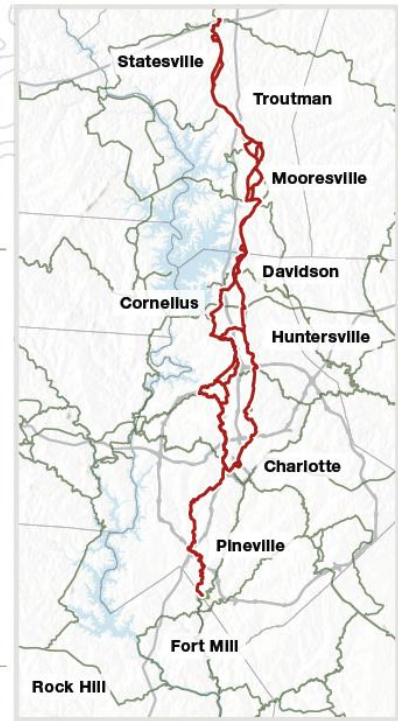


Figure F-6 Regional Significance



## “The Seam”

- 50+ Mile Greenway
- 11 Municipal and County Stakeholders
- “Stitch” together communities along the corridor

### The Vision


The Seam will build on the existing active transportation networks and Carolina Thread Trail communities, providing more than 50 miles of comfortable walking and biking connectivity to people of all ages and abilities.

This transformative corridor will create equitable investments in marginalized communities and celebrate the rich history and cultural diversity of the region.

### Complete Our Community Input Survey

Community input ensures that the alignment and design of the future 50+ mile trail meets the needs of the region. Help us by completing our 5-minute survey and telling us what is most important to you.

SCAN THIS CODE



OR VISIT SEAMTRAILNC.COM

The Seam is a future multi-modal trail stitching communities together from Statesville to Pineville.





# Trail Networks & Gap-Filling

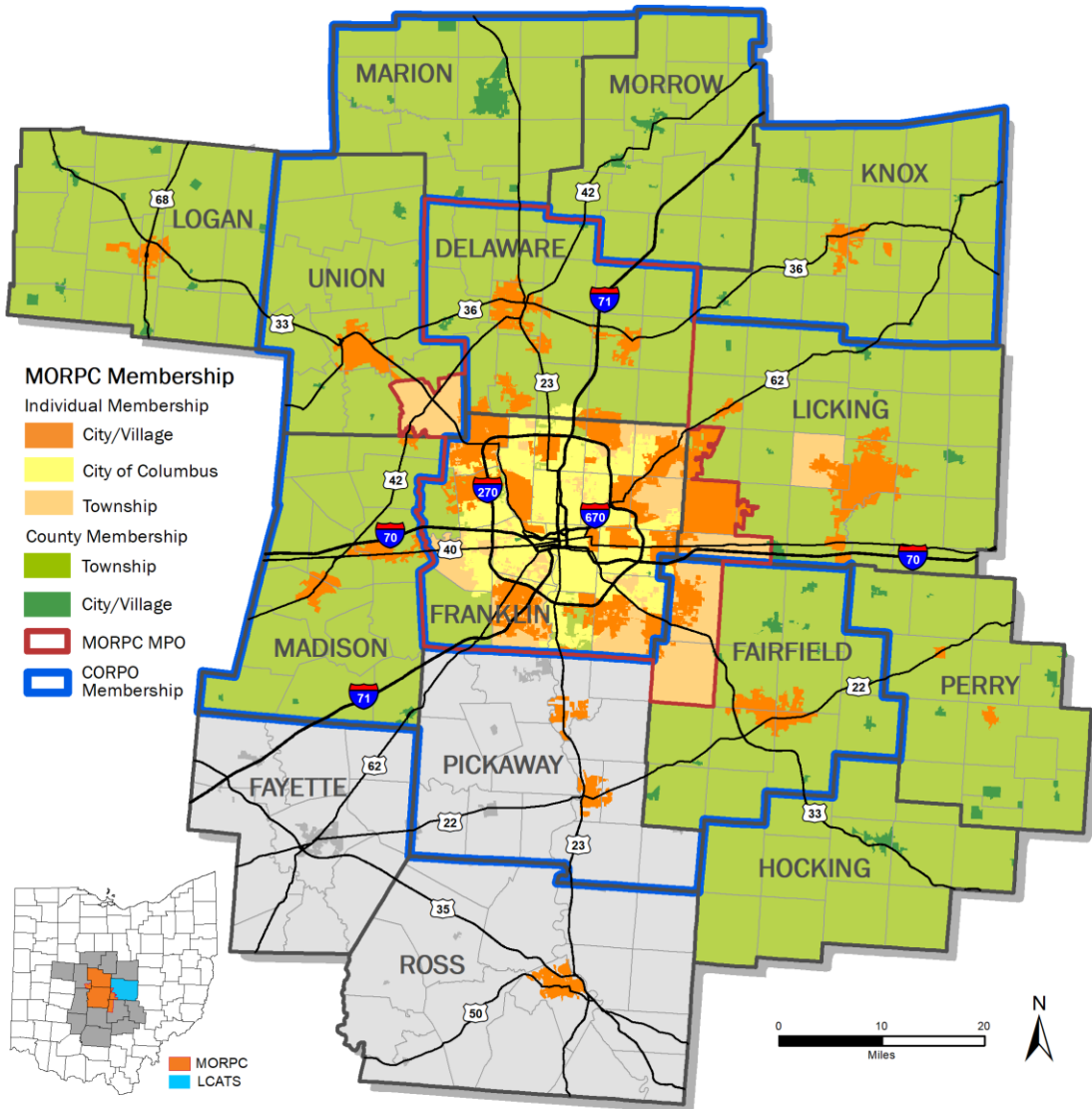
Deciding Where to Start

*RTC | November 28<sup>th</sup>, 2023*



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# About MORPC



## WHO WE ARE

MORPC is **Central Ohio's regional council** for more than 80 communities and regional partners. We bring communities of all sizes and interests together to **collaborate on best practices and planning** through a variety of programs, services, projects, and initiatives to help **drive a sustainable and prosperous future and improve the quality of life for everyone in Central Ohio.**

## WHAT WE DO

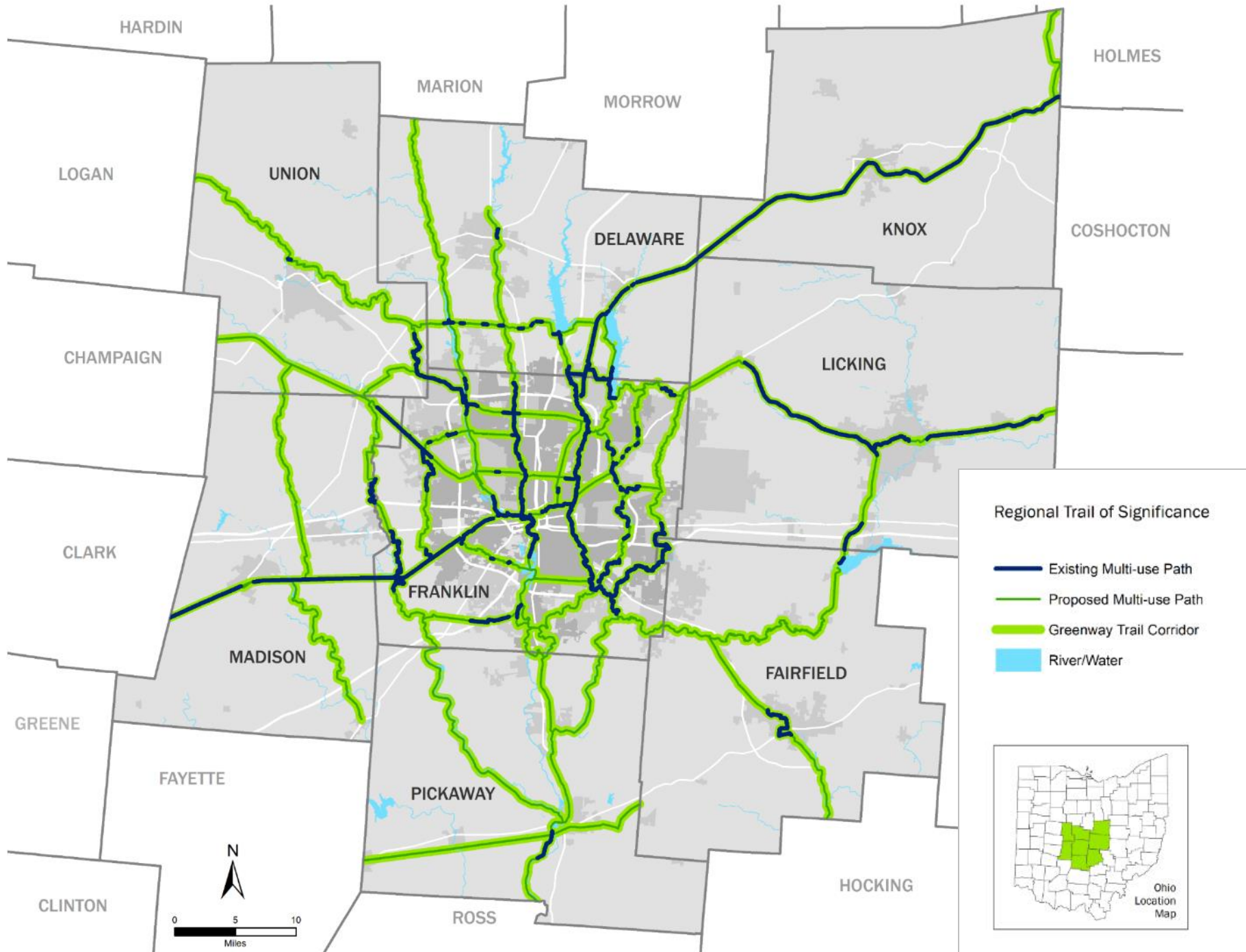
- Central Ohio's resource hub and leadership forum
- Convene local governments to plan, prioritize, and advance strategic transportation and infrastructure investments.
- Provide data tools, insights, and technical assistance for sustainability programs, growth planning, residential services, and shared solutions.
- Engage and represent Central Ohio's community leaders, residents, and partner organizations on public policy.



# Regional Trail Vision

500+ Proposed Trail Miles

230+ Existing Trail Miles





MORPC

# Central Ohio Greenways

Regional Trail Vision Prioritization

Mid-Ohio Regional Planning Commission

January 20, 2021



## Connectivity

Low Stress Roads

Existing Trails

Existing Access Points

Proposed Access Points

Bus Stops

Barriers



## Health / Environment

Acres of Parks

Miles of Riparian Corridor

Number of Crashes



## Social Equity

Poverty

Unemployment

Race

Disability

Population

Zero Car Household



## Economy

Jobs

Education Facilities

Cultural Amenities

Access to Existing Trails

Access to Proposed Trails

Highest Priority Proposed Trails

Need-Based Trail Network



### High-Poverty Neighborhoods Connected by Trails

- Existing Trails – 40%
- Proposed Trails – 59%
- Recommended Trails – 85%

**Central Ohio Greenways**  
Bikeway Status, Bikeway Type

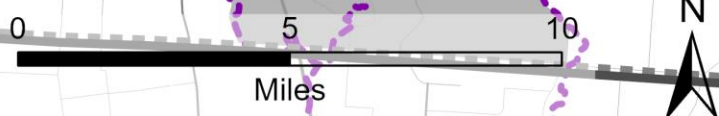
- Existing, Multi-use Path
- - - Proposed/Future

**Recommended Trails**

- Additional Corridors

**High-Poverty Neighborhoods**

- Access to Existing Trail
- Access to Proposed Trail
- Access to Recommended Trail
- No Access



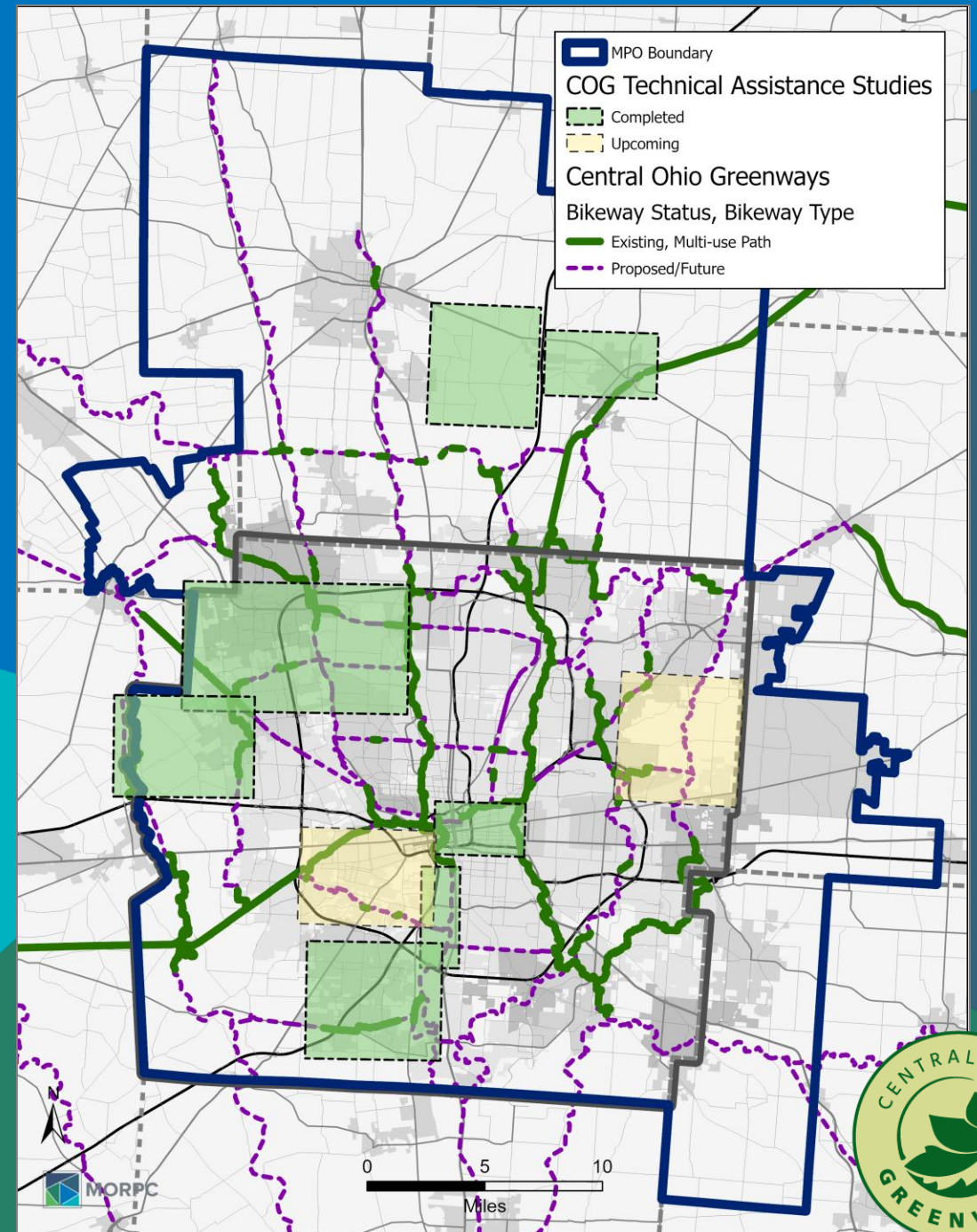
# Local Case Studies



MID-OHIO REGIONAL  
**MORPC**  
PLANNING COMMISSION

# TECHNICAL ASSISTANCE STUDIES

- 6-9-month, staff-time-based studies
- Study components
  - Public, Stakeholder Engagement
  - Opportunities, Existing Conditions, and **Alternatives/Access Analyses**
  - Implementation Plan – roadmap forward
- COG-Related Studies
  - Trail Vision Refinements
  - **Trail Access & Connectivity**



# Case Study: City of Columbus



**Central Ohio Greenways**  
Bikeway Status, Bikeway Type

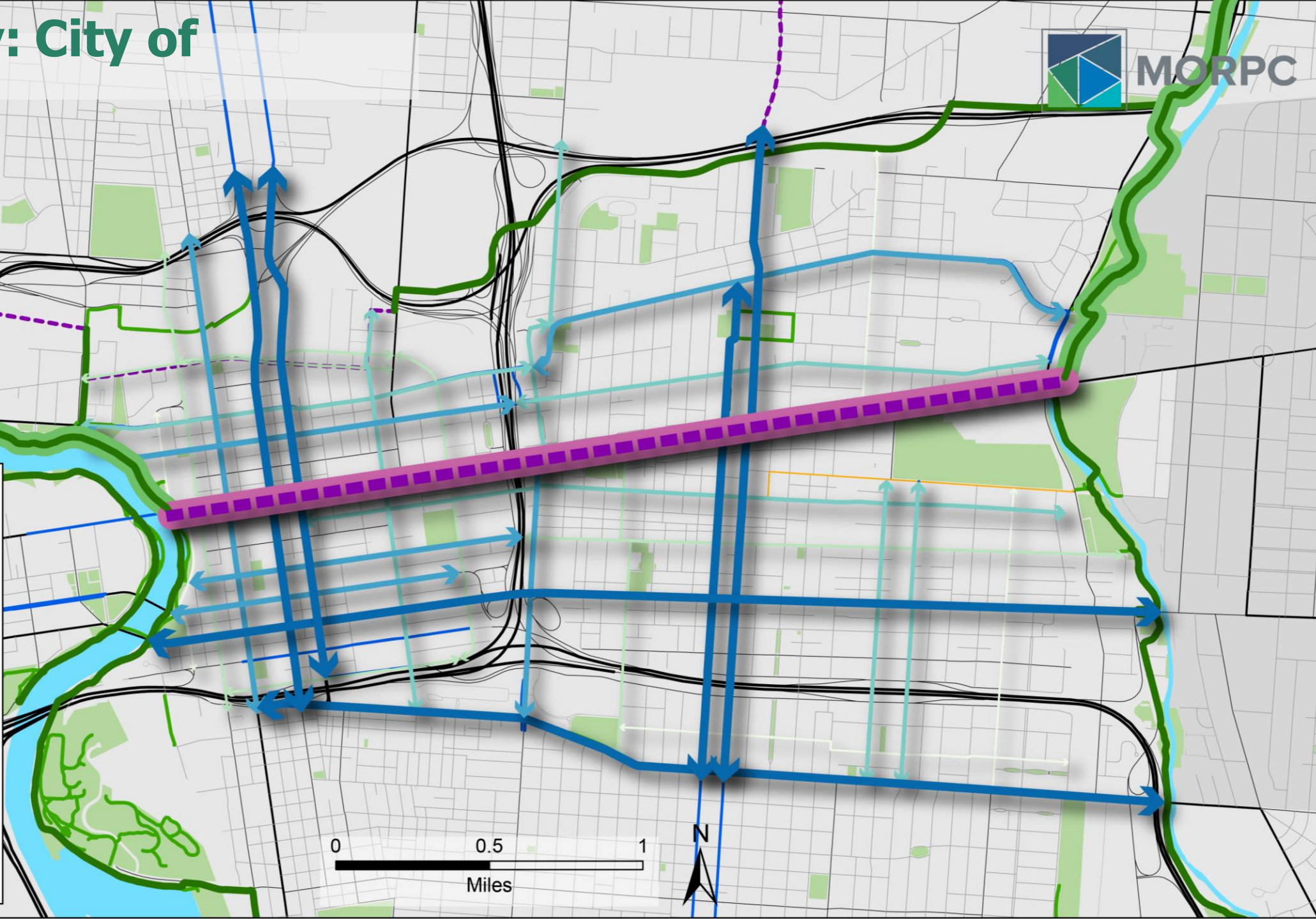
- Existing, Multi-use Path
- Proposed/Future

**Central Ohio Bikeways**  
Bikeway Status, Bikeway Type

- Existing, Multi-use Path
- Existing, Bicycle Lane
- Existing, Bicycle Boulevard

**Potential Bike Corridors**  
Composite Scores

- Lowest
- Lower
- Middle
- Higher
- Highest

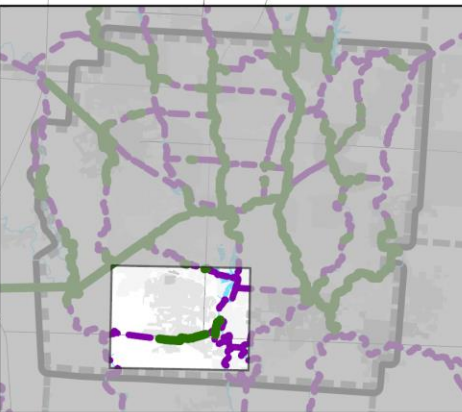




# Case Study: City of Grove City

MORPC

GROVE CITY

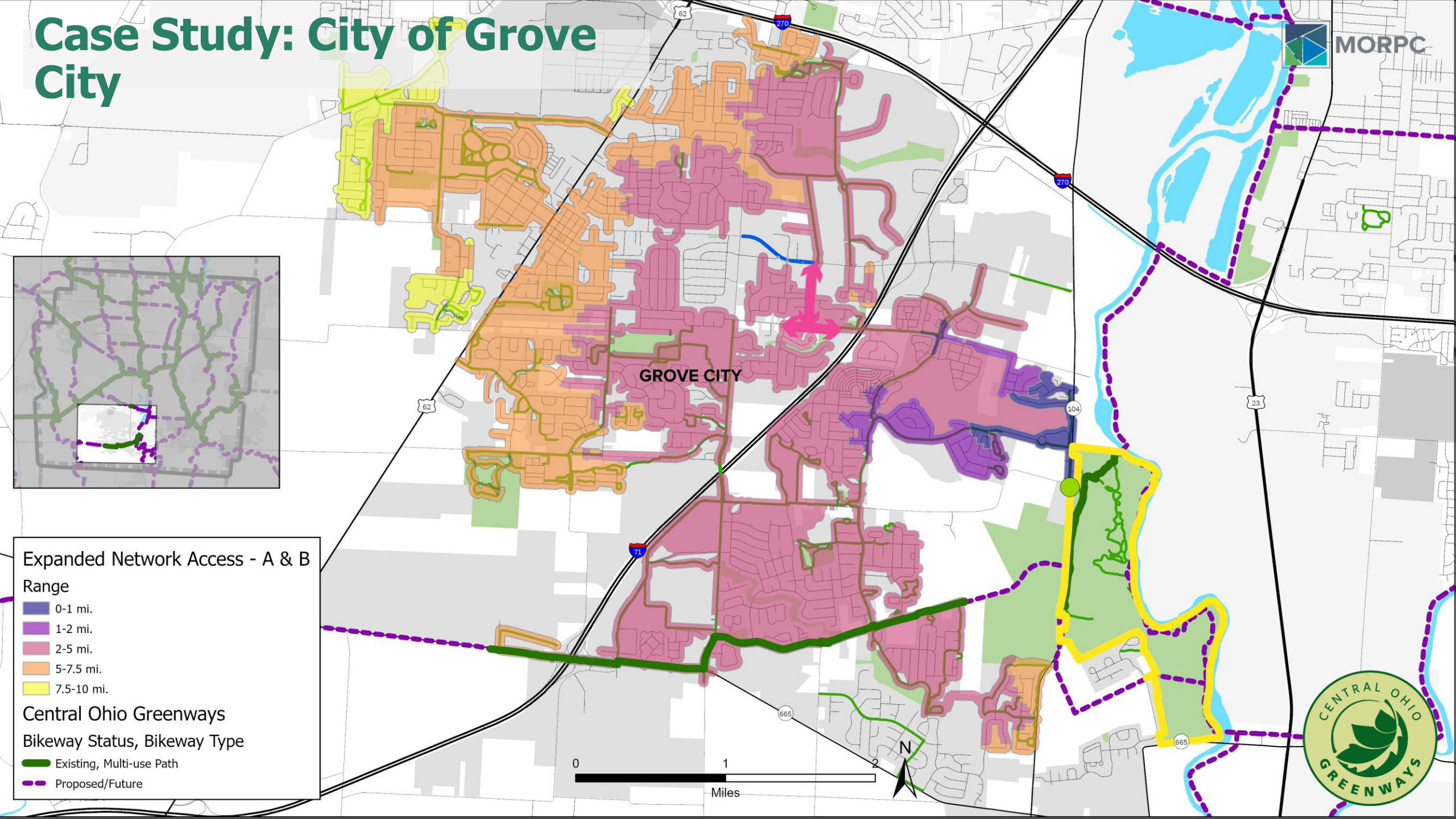
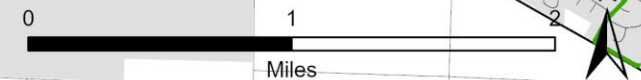


**Expanded Network Access - A & B Range**

- 0-1 mi.
- 1-2 mi.
- 2-5 mi.
- 5-7.5 mi.
- 7.5-10 mi.

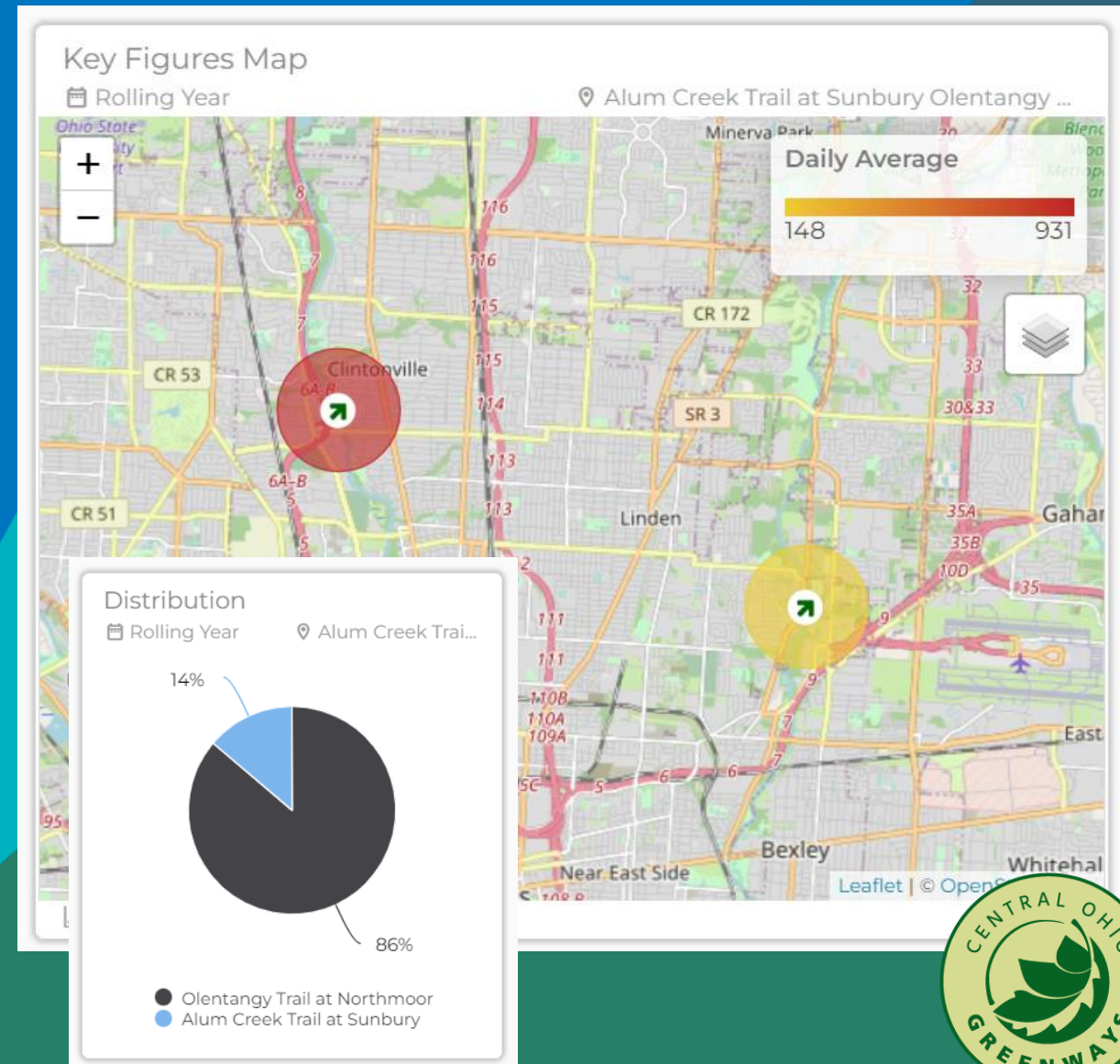
**Central Ohio Greenways Bikeway Status, Bikeway Type**

- Existing, Multi-use Path
- Proposed/Future



# Concluding Thoughts & Considerations

- Sophistication vs. Constraints
  - Buffer analysis
    - Coarse, further from ground-truth
    - **Relatively quick, accessible**
  - Network analysis
    - Detailed, closer to ground-truth
    - **Time- and data-intensive**
    - Accessibility
- Data
  - **MPOs**
  - Big Data
    - Streetlight, StravaMetro
- Non-Motorized Data Collection (NMDC)
  - **Where people are walking and/or biking**



# MORPC's NMDC Program

## Increase Counting Capacity

### 2023 Safe Streets & Roads for All Application

- Transformational increase in permanent counters
- Consultant assistance

## Expand the Monitoring Area

### Additional permanent counters to bootstrap passive data

- Streetlight, Strava Metro
- On- and Along-Street Facilities

### Support local members

- Grant applications



# THANK YOU!

## JORDAN PETROV

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