CHAPTER 2

Vision & Goals

Vision

Through a facilitated process with the AT Plan Steering Committee, MVRPC staff developed a comprehensive vision statement for the plan, and four goals by which to measure success of the plan and its implementation over the coming years. The vision statement describes the intended outcome of successful implementation of the AT Plan. The Steering Committee came to consensus on the following vision statement for this plan:

The Miami Valley's Active Transportation network provides safe and equitable walking, biking and transit connections which enhance access to opportunity, well-being, environmental benefits, and quality of life for all.

Members of the AT Plan Steering Committee were surveyed to inform the development of the vision statement themes and concepts they felt were most important for the plan. Figure 2 reflects the survey options and the results of the exercise. The top four results were used as concepts to develop the vision statement for the plan.

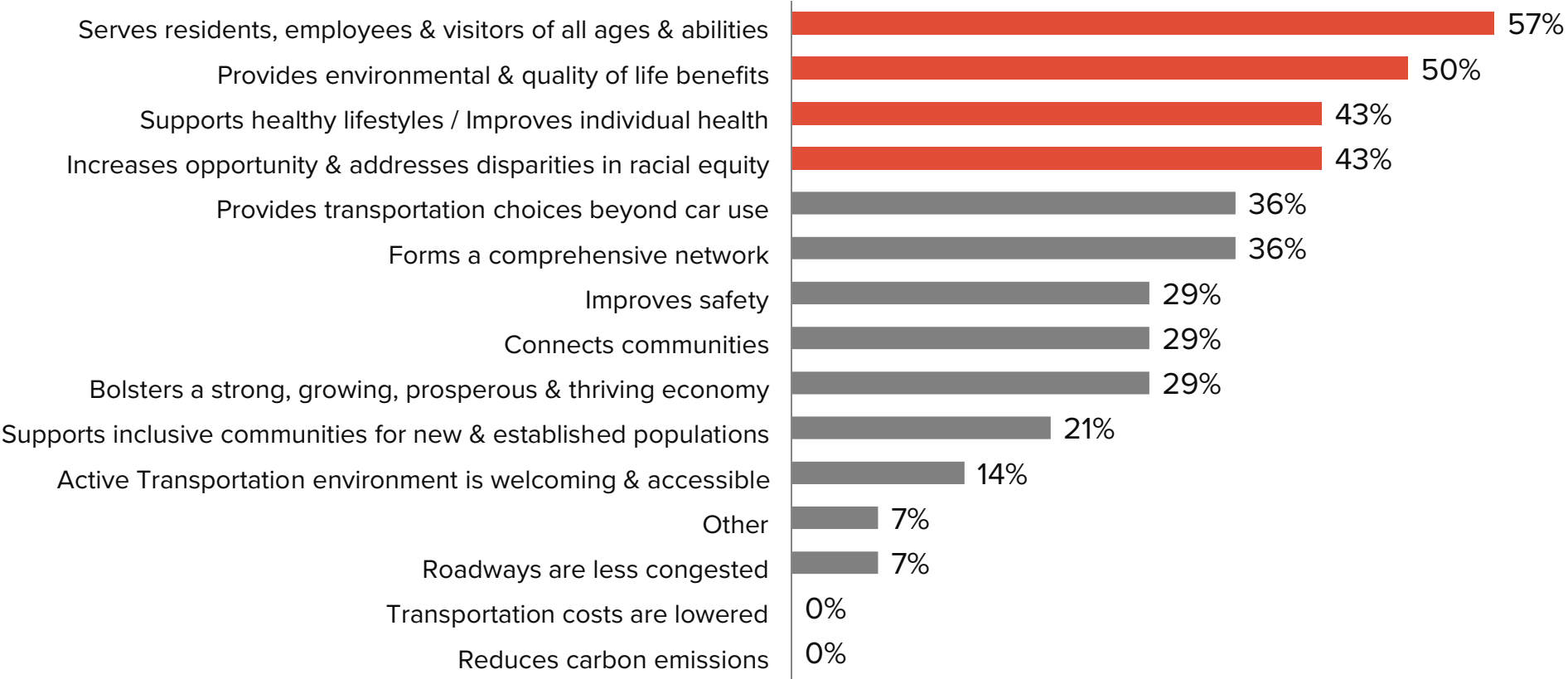## KEY CONCEPTS THAT SHOULD BE INCLUDED IN THE VISION:

Concept	Percentage
Serves residents, employees & visitors of all ages & abilities	57%
Provides environmental & quality of life benefits	50%
Supports healthy lifestyles / Improves individual health	43%
Increases opportunity & addresses disparities in racial equity	43%
Provides transportation choices beyond car use	36%
Forms a comprehensive network	36%
Improves safety	29%
Connects communities	29%
Bolsters a strong, growing, prosperous & thriving economy	29%
Supports inclusive communities for new & established populations	21%
Active Transportation environment is welcoming & accessible	14%
Other	7%
Roadways are less congested	7%
Transportation costs are lowered	0%
Reduces carbon emissions	0%

Figure 2: AT Plan Steering Committee Survey Results

Goals

The plan's vision and goals were established to guide the planning process and to direct implementation of the plan. The goals reflect specific target areas with performance measures to monitor the progress towards achieving each goal. Figure 3 reflects the four key concepts identified by the AT Plan Steering Committee which helped establish the vision statement and inform the development of the goals of the plan:

KEY CONCEPT	MEASURABLE GOAL	DATA SOURCE & BASELINE
Serves residents, employees & visitors of all ages & abilities	Increase accessible pedestrian and bicycle routes in areas identified as "High Demand" for active transportation infrastructure	**Walk.Bike.Ohio High Demand Analysis:** See Existing Conditions analyses for bike and pedestrian facilities in Chapter 5
Provides environmental & quality of life benefits	Increase the sum of walk, bike and transit commute mode shares	**American Community Survey:** Sum of walk, bike and transit commute mode shares identified by the 2019 American Community Survey (ACS)[5] is 2.4%
Increases opportunity & addresses disparities in racial equity	Increase accessible pedestrian and bicycle routes in areas identified as "High Need" for active transportation infrastructure	**Walk.Bike.Ohio High Need Analysis:** See Existing Conditions analyses for bike and pedestrian facilities in Chapter 5
Supports healthy life styles / improves individual health	Reduction of chronic disease rates (by county), and fatality/injury rates resulting from bike and pedestrian crashes (regionally)	**2019 Community Health Needs Assessment & MVRPC 2017-2019 Crash Analysis:** 235 bicycle-motorist and 487 pedestrian-motorist crashes for the 2017-2019 period. The regional CHNA[6] has the most recent chronic disease and health outcome data to compare across counties in the Miami Valley Region

Figure 3: Regional Active Transportation Goals

Serves residents, employees & visitors of all ages & abilities

The plan will focus on serving residents, employees and visitors of all ages and abilities by increasing accessible pedestrian and bicycle routes in areas identified by WBO as "High Demand" areas for active transportation infrastructure. The WBO High Demand Analysis completed a very detailed review of multiple factors to establish areas of high active transportation demand at the Census block group level. "Demand" in this case references the density of destinations that are located in the block group that can be expected to attract active transportation trips. Proximity of educational facilities, retail/commercial job centers, and parks were factors in this ODOT-led analysis. This goal will track the development of active transportation infrastructure in the "High Demand" locations within the Miami Valley. For more information about the WBO High Demand Analysis, see Chapter 5.

Provides environmental & quality of life benefits

In order to improve environmental and quality of life benefits for the Region, the plan will focus on increasing the sum of walk, bike and transit commute mode shares identified by the 2019 American Community Survey (ACS); therefore increasing the total active transportation commute modes for the region. The Miami Valley is a very automobile-dependent region.

Journey to work data from the 2019 five year ACS shows fully 83 percent of commutes within the Miami Valley were accomplished by driving alone in an automobile. Carpooling represented 8.1 percent of commutes; public transportation represents 1.9 percent of commutes; and 3.7 percent worked from home. Walking, biking and transit combined represents only 5.5 percent of commutes in the Miami Valley. While daunting, the high percentage of single-occupant-vehicle (SOV) commutes represents an opportunity to move the needle for active transportation in the Miami Valley. At 1.9 percent of commute trips, transit use in the Miami Valley also comes in below the national and Ohio statewide average for transit mode share. This goal will assess trends in active transportation mode use for Miami Valley.

Increases opportunity & addresses disparities in racial equity

A key priority of the plan is to increase access to opportunity and address disparities in racial equity for the regional active transportation network. In order to improve both access and equity within the Regional network, the plan will target adding accessible pedestrian and bicycle routes in areas identified by WBO as "High Need" areas for active transportation infrastructure. The WBO Needs Assessment completed a very detailed analysis of multiple factors to establish areas of high active transportation need at the Census block group level. "Need" in this case references the density of populations of Ohio residents that have been historically disadvantaged or are otherwise considered

vulnerable to unsafe, disconnected, or incomplete active transportation networks. Block group based estimates of populations such as minority groups, youth, older adults, people living in poverty, people with limited English proficiency, people without a high school diploma and zero-car households were factors in this analysis. This goal will track the development of active transportation infrastructure in the locations where populations identified as high need live in the Miami Valley. For more information about the WBO High Demand Analysis, see Chapter 5.

Supports healthy lifestyles / improves individual health

To support both healthy lifestyles and improve individual health, the plan will target a reduction of chronic disease rates by county and bike and pedestrian crashes and fatalities for the entire region. A key benefit of strong active transportation system is overall health improvements derived from regular physical activity and a reduction of many chronic disease conditions especially through increased physical activity in daily tasks. Therefore increasing access to active transportation for personal trips can be an easy, time-saving path to getting recommended levels of physical activity each week. This goal will monitor trend data regarding chronic disease, traffic injuries and deaths to document broad public health benefits across the Miami Valley through tracking pedestrian-motorist crash trends and monitoring local community health assessments.