



Chapter 1: Plan Purpose and Development

The 2016-2040 Metropolitan Transportation Plan (MTP) documents the transportation planning process of the Mid-Ohio Regional Planning Commission (MORPC) and its partners. It includes recommended strategies, including projects, that will maintain, manage, and improve Central Ohio's transportation system through 2040. Planning for the MTP is continuous, comprehensive and cooperative. The next update is scheduled for 2020.

Planning for a transportation system that includes roadways, transit, bicycle facilities, pedestrian facilities, rail, and air must reflect federal and local priorities. Just as important, it must also consider any negative impacts on our communities, the environment and air quality.

The plan was developed with guidance from a set of regional goals established to advance the quality of life for residents in Central Ohio.



1.1 Introduction

The *2016-2040 Columbus Area Metropolitan Transportation Plan (MTP)* for the Columbus region:

- Documents the ongoing transportation planning process carried out by the Mid-Ohio Regional Planning Commission and its partners, and
- Identifies strategies and projects to maintain and improve the transportation system between 2016 and 2040.

The MTP, in its publication and adoption, replaces the *2012-2035 Metropolitan Transportation Plan* in fulfillment of the requirements of a long -range transportation plan as laid out in federal legislation.

Many different agencies and local governments conduct studies on and complete improvements to the transportation system. However, MORPC is the principal public agency conducting regional transportation studies for the Central Ohio area because it serves as the designated Metropolitan Planning Organization (MPO) for the Columbus Urbanized Area. It covers Franklin County, Delaware County, and portions of Fairfield, Licking, and Union counties as shown in Figure 1.1.

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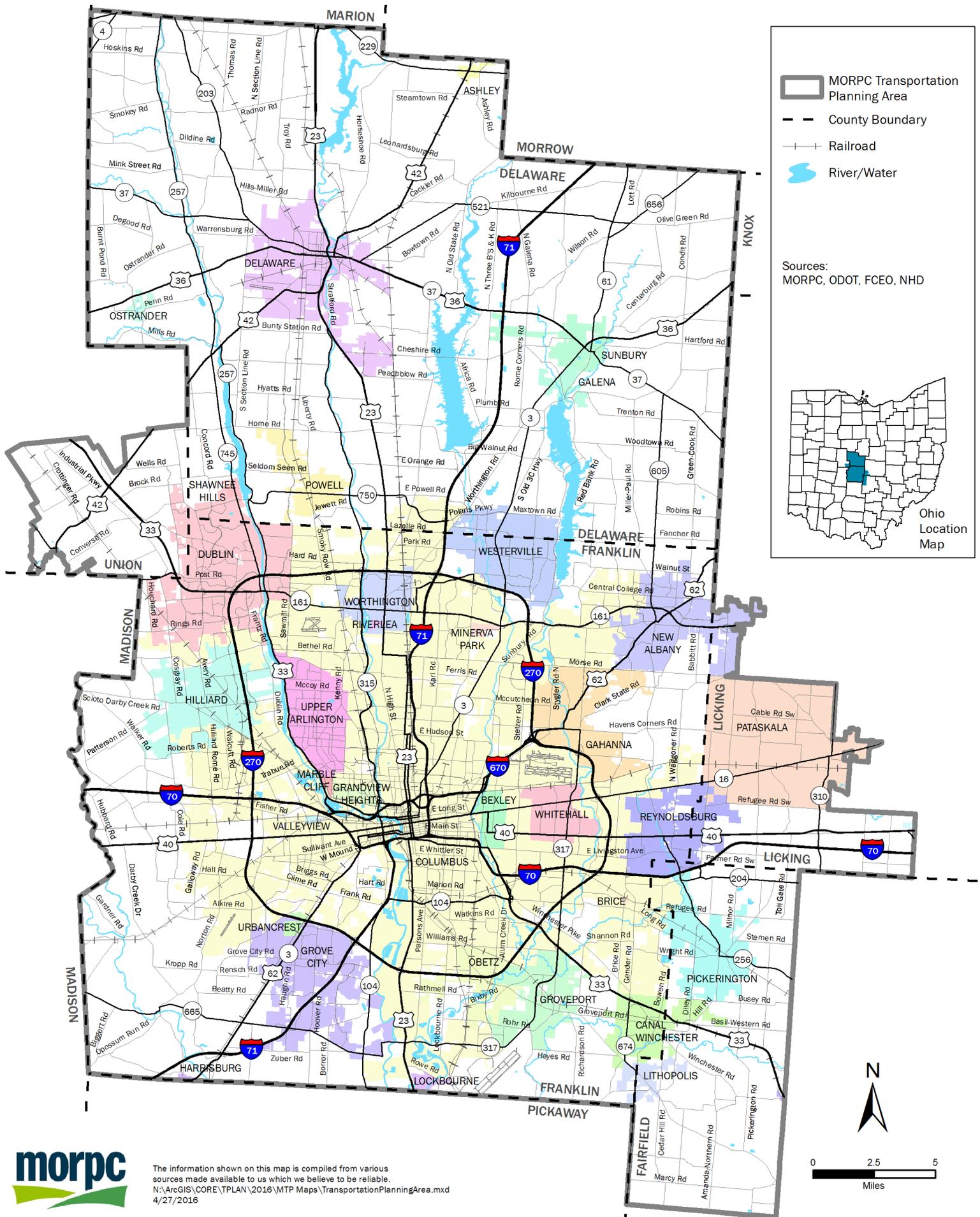
WHAT IS AN MPO?

Federal law establishes a Metropolitan Planning Organization (MPO) in all regions with an urbanized area having a population of 50,000 or more. The MPO carries out the “3-C” transportation planning process. The “3-Cs” describe the process, which must be continuing, cooperative and comprehensive. Because an MPO must foster cooperation among various agencies and local jurisdictions, decision-making is typically governed by a policy committee made up of local elected and appointed officials. In addition to the director and staff who provide information and guidance to the policy committee, most MPOs have a technical advisory committee and a citizen advisory committee.

Titles 23 and 49 of the Code of Federal Regulations guide the work of an MPO. Periodic surface transportation reauthorization acts by the US Congress are reflected in this Code. These acts also authorize the funding levels for the surface transportation programs over the life of the act.

Since the previous MTP was adopted in 2012, two different reauthorization acts have been passed by Congress. Moving Ahead for Progress in the 21st Century, or MAP-21, was enacted in 2012. The Fixing America’s Surface Transportation (FAST) Act was signed into law in 2015 and is the current federal transportation legislation under which an MPO operates.

Other federal legislation and action guides the work of an MPO, such as the Clean Air Act Amendments of 1990, Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations), and the National Environmental Protection Act of 1969.



The information shown on this map is compiled from various sources made available to us which we believe to be reliable.
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FIGURE 1.1
Transportation Planning Area



WHAT IS A METROPOLITAN TRANSPORTATION PLAN?

The MPO must produce a metropolitan transportation plan (MTP) every four years that looks at least 20 years into the future. It provides the basis for how federal transportation funding is spent to improve highways, transit, freight, bike-ways, and pedestrian facilities. The four-year cycle allows the MTP to account for continually changing conditions. The process is continuous so that the MTP strategies and projects reflect these current conditions.

The MPO must also maintain the transportation improvement program (TIP). It is a short-term program that operates in tandem with the MTP. When an implementing agency—local jurisdiction or the Ohio Department of Transportation (ODOT)—begins pursuing and developing a project on the MTP, it can request that it appear on the TIP. Projects on the TIP typically have funding committed for at least one phase.

1.2 Planning Process & Public Involvement

MORPC brings together local governments from Central Ohio as part of its ongoing transportation planning process. It also coordinates with ODOT and the Licking County Area Transportation Study (LCATS), MORPC's sister agency that functions as the MPO for the balance of Licking County. Independently and cooperatively, all of these entities collect data and identify transportation needs. MORPC then prioritizes and coordinates strategies and projects to meet transportation needs between now and 2040 through the following process:

- Identify regional goals
- Set measurable objectives to track progress in advancing the goals
- Monitor and forecast development, population, and employment growth, and changes to the transportation system
- Forecast travel demand
- Identify needs across the multimodal transportation system, including system management, system expansion, and the management of travel demand
- Consider strategies to be implemented and projects to be completed that will advance the transportation goals for the region as well as accomplish key factors as laid out in federal legislation
- Forecast the amount of transportation funding estimated to be available through 2040
- Identify strategies and projects to be included, considering the objectives, public input, and forecast of expected funding
- Measure the aggregate impact of the strategies and projects on the environment, air quality, and social equity
- Solicit and incorporate public review and comment throughout the entire process
- Monitor performance of strategies and projects through established objectives

Strategies and projects that emerge from this process are implemented through:

- The Transportation Improvement Program (TIP), a shorter-range funding program in which all projects must be derived from the MTP
- Actions identified in MORPC's Unified Planning Work Program (UPWP or PWP)
- Actions of other agencies and local governments in the MPO planning area.

Figure 1.2 is a graphic representation of this process.

Metropolitan Transportation Plan Development

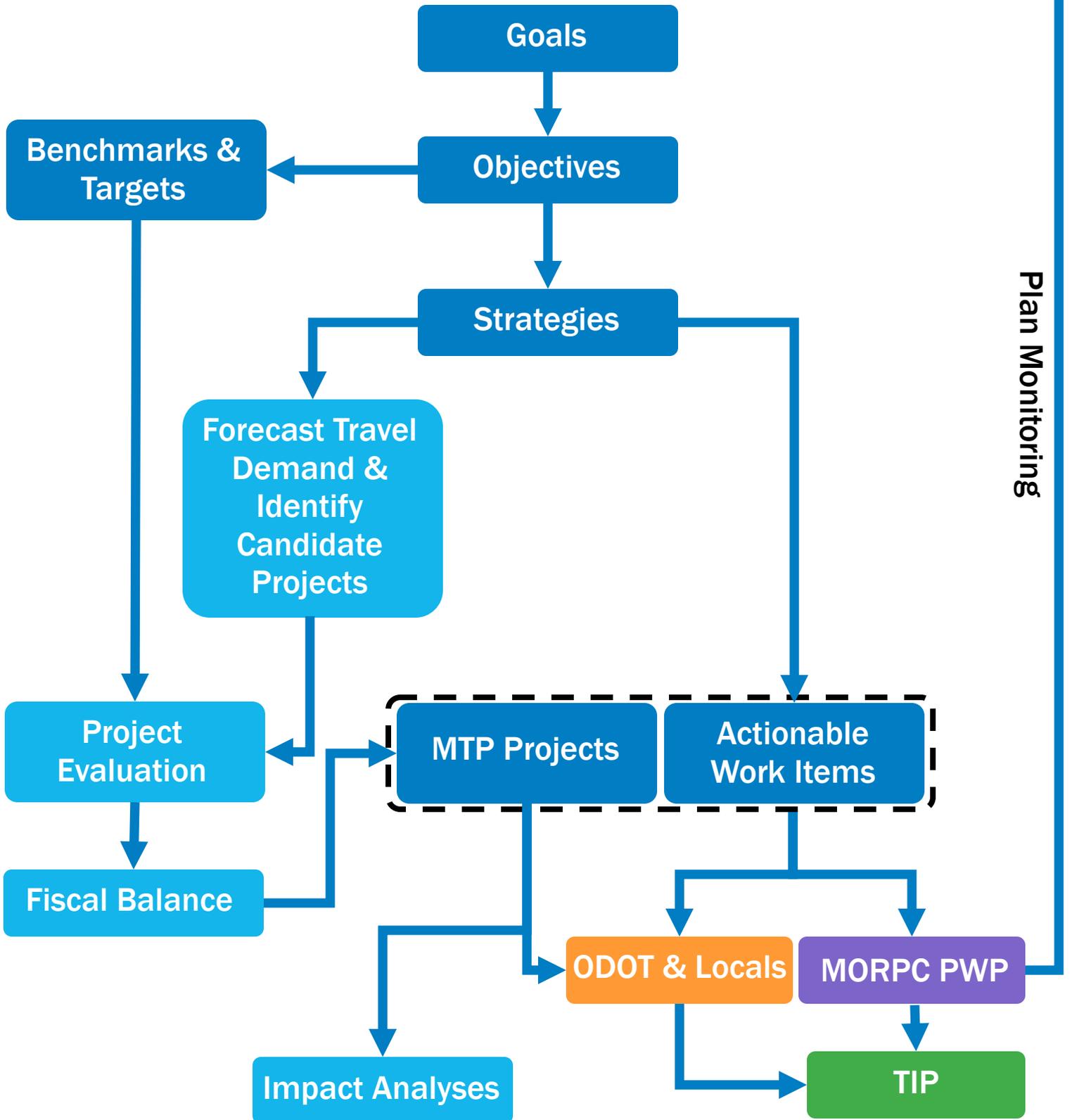


FIGURE 1.2
MTP Development



PUBLIC INVOLVEMENT

Throughout the plan development process, public feedback was sought continuously through a variety of methods and incorporated into the plan. MORPC’s Transportation Policy Committee, Transportation Advisory Committee, and Community Advisory Committee were each presented with information and status updates on planning activities on a monthly basis throughout the duration of plan development. These committees also endorsed, through the adoption of resolutions, each major milestone of the plan, including the adoption of the regional transportation goals, objectives, land use variables, project evaluation criteria, and this final MTP, which includes the strategies and projects.

Summary information on each of these milestones was also published in ten volumes of an MTP Newsletter. The newsletters were distributed at various meetings and events, and also published on the MORPC website. Press releases were also issued for the completion of major plan milestones.

MORPC’s website played a key role in disseminating information regarding the MTP. Summary information on each milestone, as well as technical details developed at each stage, were published on the page dedicated to the Metropolitan Transportation Plan. The webpage also allowed users to send emails directly to MORPC staff and sign up to receive periodic email updates.

The webpage also contained a link to one of the more significant public outreach efforts—the interactive webmap. The interactive webmap allowed any user to make specific project suggestions by drawing directly on the map. The project suggestion could then be added to the list of candidate projects being considered for inclusion in the plan. The interactive webmap also allowed any user to submit comments on any candidate project on the map. Over 300 project suggestions were made through the webmap, and over 500 comments were submitted throughout the process.

Updates were also reported on social media platforms and in MORPC’s electronic newsletter, Esource, which is sent out biweekly to regional stakeholders and community members.

Additionally, to solicit further feedback, MORPC staff visited approximately 50 local jurisdictions, community groups, and neighborhood and civic associations to present the MTP to local community members.

Appendix F includes more detailed information on the public involvement process, comments received, and how they impacted the plan.

PLAN COORDINATION

MORPC takes great effort to develop a regional MTP that is consistent with local transportation and development needs. Local land use and comprehensive plans, thoroughfare plans, and capital improvements programs are reviewed and incorporated into the planning process from the beginning.

As MORPC began the new metropolitan planning cycle and development of this Metropolitan Transportation Plan, a unique opportunity for regional coordination

Over 300 project suggestions were made through the webmap, and over 500 comments were submitted.



and collaboration presented itself when the City of Columbus, the largest city in the transportation planning area, and the Central Ohio Transit Authority (COTA) were both embarking on long-range transportation planning efforts simultaneously with MORPC. Each of the plans offers unique regional significance, but differs in scope and purpose. The city's plan, ConnectColumbus, is focused on developing a multimodal thoroughfare plan and setting a framework for alternative means of travel. COTA's NextGen plan provides a vision of the future of public transportation and transit investment options to support the changing demographics and travel preferences of our region.

The concurrent planning efforts presented an ideal opportunity for collaboration and coordination among each planning agency. Extra efforts were made to have regional consistency in the following areas:

- Data collection and analyses
- Public and stakeholder outreach
- Project timelines

In addition to these two major regional plans, numerous other regional planning activities were consulted and considered during the development of this MTP:

Local Plans

- Comprehensive Economic Development Study, Columbus2020
- Local Comprehensive and Land Use Plans, Local Planning Agencies
- Local Capital Improvement Programs, Local Planning Agencies

Regional Plans:

- insight2050, MORPC
- Balanced Growth Plan, MORPC
- Sustaining Scioto, MORPC
- Transportation Demand Management Plan, MORPC
- Regional Energy Action Plan, MORPC
- Transit System Redesign, COTA
- Human Services Transportation Coordination Plans
- Long-Range Transit Plan, DATABus
- Delaware Preservation, Metro Parks
- Jobs Expansion & Transportation Taskforce, regional partners
- Chicago-Columbus Rail, regional partners

State Plans

- Access Ohio, ODOT's statewide transportation plan
- Transit Needs Study, ODOT
- Active Traffic Demand Management Study, ODOT
- State Highway Safety Plan, ODOT
- Climate Study, ODOT
- Transportation Asset Management Plan, ODOT



1.3 Regional Goals

The 2016-2040 Metropolitan Transportation Plan has been developed around a set of goals that give direction to making regionally based investments in the transportation system. The six regional transportation goals were adopted in December 2014. These goals have been updated from the 2012-2035 Transportation Plan goals to reflect recent regional planning.

The content of the goals was checked against federal and state initiatives to ensure goals were in alignment with federal and state goals (see Table 1.1).

Progress in achievement of these goals will be measured by objectives and targets as described in the following section. The six goals are listed below.



Reduce per capita **energy** consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies



Protect **natural resources** and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community



Position Central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally



Create **sustainable neighborhoods** to improve residents' quality of life



Increase regional **collaboration** and employ innovative transportation solutions to maximize the return on public expenditures



Use public investments to benefit the **health, safety, and welfare** of people

Federally Required Planning Factors

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and for freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system



TABLE 1.1

Relationship of MTP Goals to Federal and State Transportation Planning Goals

Metropolitan Transportation Plan Goals		Energy 	Natural Resources 	Economic Opportunity 	Sustainable Neighborhoods 	Regional Collaboration 	Health, Safety, & Welfare 
National Goals	Access Ohio Goal Areas						
SAFETY - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Safety						
INFRASTRUCTURE CONDITION - To maintain the highway infrastructure asset system in a state of good repair	Preservation						
CONGESTION REDUCTION—To achieve a significant reduction in congestion on the National Highway System	Accessibility/Connectivity, Mobility/Efficiency						
SYSTEM RELIABILITY - To improve the efficiency of the surface transportation system	Accessibility/Connectivity, Mobility/Efficiency						
FREIGHT MOVEMENT AND ECONOMIC VITALITY - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Economic Development						
ENVIRONMENTAL SUSTAINABILITY - To enhance the performance of the transportation system while protecting and enhancing the natural environment	Stewardship						
REDUCED PROJECT DELIVERY DELAYS - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.	Accessibility/Connectivity, Mobility/Efficiency						



MODES & USERS

The MTP sets out to identify multi-modal improvements in the transportation system. This includes roadway, transit, bicycle, pedestrian, and freight components. Complete Streets are roadways designed to safely accommodate all users, including, but not limited to motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. “All users” includes people of all ages and abilities.

MORPC is leading the effort to implement Complete Streets concepts and policies in Central Ohio. In April 2010, MORPC adopted a Complete Streets Policy that requires all projects seeking MORPC-attributable federal funds to accommodate all users. Additionally, MORPC is encouraging its member agencies to adopt complete streets policies that would cover projects utilizing non-MORPC funds. MORPC has created a Complete Streets Toolkit, which is available online, and will monitor the adoption of Complete Streets policies by its member agencies through an adopted Performance Measure of this Metropolitan Transportation Plan.

The specific projects included in the MTP are meant to depict the concept envisioned for the facility by the horizon year of 2040. The implementation of the concept may be a single project or a series of projects implemented over time that leads to the overall facility concept. For example, a specific project that widens a four-mile road from two lanes to four lanes with complete street facilities may be implemented as a combination of shorter segment widening projects, intersection improvements and/or addition of sidewalk and bike facility projects.

Non-freeway projects will generally also incorporate infrastructure to accommodate all users, where appropriate, consistent with the Complete Streets concept. Stand-alone bicycle and pedestrian projects, as well as transit projects are also identified in the MTP.

1.4 Plan Objectives & Targets

The progress of achieving each of the plan’s goals will be measured by several objectives. Two to four objectives have been identified for each goal. Objectives were chosen to measure certain aspects of each goal that can be impacted through transportation or the transportation system, and are based on data availability and measurability. For each objective, the existing condition, or benchmark, is documented and used to establish a short- and long-term target (years 2020 and 2040). The region’s progress toward reaching these targets will be reported on annually. The objectives and targets related to each goal are shown in Table 1.2, and discussed in detail in Chapter 9.

For each objective, the existing condition, or benchmark, is documented and used to establish a short- and long-term target



TABLE 1.2
Objectives & Targets

 Energy	OBJECTIVE: Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking			
	Rationale	Benchmark	2020 Target	2040 Target
	Reducing single-occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.	82% of commuters drive alone 5% of commuters ride transit, bicycle, or walk <i>*2009-2013 American Community Survey</i>	80% of commuters drive alone 6% of commuters ride transit, bicycle, or walk	75% of commuters drive alone 10% of commuters ride transit, bicycle, or walk
	OBJECTIVE: Reduce vehicle miles traveled (VMT) per capita			
	Rationale	Benchmark	2020 Target	2040 Target
	Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.	9,700 vmt per capita <i>*2013 ODOT VMT on functionally classified Collectors and above, 2013 MORPC land use</i>	9,200 vmt per capita (5% reduction)	6,800 vmt per capita (30% reduction)
OBJECTIVE: Increase the percentage of vehicles using alternative fuels				
Rationale	Benchmark	2020 Target	2040 Target	
Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage.	XX% of registered vehicles use alternative fuels** <i>**Data and methodology under development</i>	XX% of registered vehicles use alternative fuels**	XX% of registered vehicles use alternative fuels**	

 Economic Opportunity	OBJECTIVE: Increase the average number of jobs reachable within 20 minutes via automobile and within 40 minutes via transit			
	Rationale	Benchmark	2020 Target	2040 Target
	Access to jobs within reasonable travel time is important for the vitality of a region's economy.	On average, 332,000 jobs reachable within 20 minutes via automobile On average, 32,000 jobs reachable within 40 minutes via transit <i>*2014 Travel Demand Model</i>	On average, 350,000 (5% increase) jobs reachable within 20 minutes via automobile On average, 35,000 (10% increase) jobs reachable within 40 minutes via transit	On average, 365,000 (10% increase) jobs reachable within 20 minutes via automobile On average, 38,500 (20% increase) jobs reachable within 40 minutes via transit
	OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions			
	Rationale	Benchmark	2020 Target	2040 Target
	Efficient mobility of people and freight is an important element of a vibrant economy.	Total vehicle miles traveled under congested conditions: Daily: 3.1% Peak Periods 6.9% <i>*2014 Travel Demand Model on functionally classified Collectors and above</i>	Total vehicle miles traveled under congested conditions: Daily: <5% Peak Periods <10%	Total vehicle miles traveled under congested conditions: Daily: <5% Peak Periods <10%
OBJECTIVE: Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.				
Rationale	Benchmark	2020 Target	2040 Target	
Freight carriers, commuters and businesses need reliable and consistent travel times to ensure the on-time delivery of goods and most efficient use of their time.	AM Peak Region-wide Uncertainty Index: 1.31 PM Peak Region-wide Uncertainty Index: 1.35 <i>*Calculated from Oct 2013-Sept 2014 INRIX data, arterials and above</i>	Region-wide Uncertainty Index: 1.3	Region-wide Uncertainty Index: 1.25	



TABLE 1.2
Objectives & Targets (continued)

 Natural Resources	OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant			
	<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
	Clean air an essential natural resource and is a key indicator of a healthy community.	Ozone Non-Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment
	OBJECTIVE: Decrease the locations of freeway and expressway facilities that are at risk for flooding			
	<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.	3 freeway/expressway locations at risk for flooding <i>*2014 ODOT Communication</i>	3 freeway/expressway locations at risk for flooding	2 freeway/expressway locations at risk for flooding	
 Collaboration	OBJECTIVE: Increase the percentage of funding from non-public sources on transportation projects on functionally classified Principal Arterials and above			
	<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
	Creative funding partnerships are a result of regional collaboration and seeking out innovative solutions.	1% of funding is from non-public sources on transportation projects** <i>*projects completed 2010-2014</i>	5% of funding from non-public sources on transportation projects**	20% of funding from non-public sources on transportation projects**
	OBJECTIVE: Increase the number of projects utilizing innovative initiatives on functionally classified Principal Arterials and above			
	<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
	Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently.	1% of projects utilized innovative initiatives** <i>*projects completed with Every Day Counts initiatives utilized for projects 2010-2014</i>	4% of projects utilized innovative initiatives**	8% of projects utilized innovative initiatives**
	OBJECTIVE: Increase the percentage of functionally classified Principal Arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies			
	<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
	ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues.	20% of mileage utilizes coordinated ITS technologies	30% of mileage utilizes coordinated ITS technologies	90% of mileage utilizes coordinated ITS technologies
	OBJECTIVE: Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance			
<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>	
Surveillance capabilities allow for real-time response to incidents and security issues.	79% of transit vehicles and facilities with surveillance capabilities 18% of functionally classified arterials and above are under video surveillance <i>*2014 COTA, DATABus and ODOT Inventories</i>	90% transit vehicles and facilities with surveillance capabilities 25% of functionally classified Arterials and above under video surveillance	100% transit vehicles and facilities with surveillance capabilities 90% of functionally classified Arterials and above under video surveillance	



TABLE 1.2

Objectives & Targets (continued)

 <p>Sustainable Neighborhoods</p>	OBJECTIVE: Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements			
	Rationale	Benchmark	2020 Target	2040 Target
	Complete streets allow for transportation choices, which enhance quality of life	14% of MORPC member communities have adopted complete streets policies or policies that contain those elements	45% of MORPC member communities have adopted complete streets policies or policies that contain those elements	100% of MORPC member communities have adopted complete streets policies or policies that contain those elements.
	OBJECTIVE: Target infrastructure development to serve a higher number of people and jobs and increase sidewalk coverage of arterials and collectors			
	Rationale	Benchmark	2020 Target	2040 Target
	Activity density along major facilities and pedestrian access among the activity provides a more livable environment	4.3 people + jobs per acre are within 3/4 mile of arterials 36% of arterials and collectors have sidewalks** <i>*2015 MORPC Land Use Data, Sidewalk Inventory</i>	5 people + jobs per acre are within 3/4 mile of arterials 40% of arterials and collectors that have sidewalks**	6 people + jobs per acre are within 3/4 mile of arterials 85% of arterials and collectors have sidewalks
OBJECTIVE: Target transit and bikeway infrastructure development to serve a higher number of people				
Rationale	Benchmark	2020 Target	2040 Target	
Sustainable neighborhoods have access to multiple transportation modes.	70% of population live within 3/4 mile of a transit stop 71% of population live within 3/4 mile of a bikeway <i>*2015 MORPC Land Use Data</i>	72% of population live within 3/4 mile of a transit stop 72% of population live within 3/4 mile of a bikeway	80% of population live within 3/4 mile of a transit stop 80% of population live within 3/4 mile of a bikeway	

 <p>Health, Safety, & Welfare</p>	OBJECTIVE: Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time			
	Rationale	Benchmark	2020 Target	2040 Target
	The transportation system should equally serve all of the region's population.	Average trip travel time for disadvantaged populations is 5% less than the regional average trip travel time <i>*2014 Travel Demand Model</i>	Average trip travel time for disadvantaged populations within 5% of regional average trip travel time	Average trip travel time for disadvantaged populations within 5% of regional average trip travel time
	OBJECTIVE: Maintain infrastructure in a state of good repair by minimizing the percentage of bridges with poor General Appraisals, minimizing pavement miles in unacceptable conditions, maintaining transit fleet of a useful life, and incorporating bike facilities			
	Rationale	Benchmark	2020 Target	2040 Target
	Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments	95% of bridges with GA rating of 5 or better, 5% of pavement miles in unacceptable conditions, 6% of transit fleet older than useful life 580 miles of bikeways <i>*2013 ODOT, 2014 COTA, DATABus, 2015 MORPC Inventories</i>	95% of bridges with GA rating of 5 or better, No more than 5% of pavement miles in unacceptable conditions, 0% of transit fleet older than useful life 630 miles of bikeways	98% of bridges with GA rating of 5 or better, No more than 5% of pavement miles in unacceptable conditions, 0% of transit fleet older than useful life 830 miles of bikeways
OBJECTIVE: Reduce the number of fatalities and serious injuries from crashes				
Rationale	Benchmark	2020 Target	2040 Target	
Crash reduction is a direct measurement of safety.	0.69 fatalities per 100 million VMT 6.4 serious injuries per 100 million VMT Number of fatalities: 96 Number of serious injuries: 896 Number of non-motorized fatal and serious injuries: 138 <i>*average number of crashes occurring 2010-2014</i>	0.63 fatalities per 100 million VMT 5.83 serious injuries per 100 million VMT 10% reduction in fatalities and serious injuries 10% reduction in non-motorized fatalities and serious injuries	0.42 fatalities per 100 million VMT 3.91 serious injuries per 100 million VMT 39% reduction in fatalities and serious injuries 39% reduction in non-motorized fatalities and serious injuries	



1.5 Strategies

Objectives were developed to measure progress in achieving each goal. Strategies, on the other hand, are the plan of action for moving the region forward. Many of the strategies apply to more than one of the goals. These strategies are meant to be executed through collaborative efforts among MORPC and other regional planning partners.

The strategies will be introduced throughout the MTP document. As they are introduced, the related goals will be identified. Details about each of the strategies and projects can be found in the following chapters with a summary of the strategies in Chapter 8.



1.6 Document Organization

The 2016-2040 Metropolitan Transportation Plan document is divided into the following nine chapters:

EXECUTIVE SUMMARY

The Executive Summary provides a concise overview of the information contained in the entire document. While the document includes many important details, the Executive Summary includes only the most relevant and significant information.

CHAPTER 1

Chapter 1 provides general overview information on the Metropolitan Planning Organization and what the Metropolitan Transportation Plan is and how it was developed. It also discusses the regional transportation goals, upon which the plan is based, as well as the objectives and targets that will be used to track progress in achievement of the goals. The strategies for achieving the goals are also introduced in Chapter 1.

CHAPTER 2

Chapter 2 summarizes population and economic trends and forecasts for the region. The way in which the region grows plays a key role in shaping the needs of the transportation system. Knowing who the users of the system are, and where they will be traveling lays the groundwork for identifying future transportation needs. This chapter describes the data and analyses used to develop these assumptions.

CHAPTER 3

Chapter 3 summarizes the existing multimodal transportation system, including roadway, transit, bikeway, pedestrian, and freight and intermodal facilities.

CHAPTER 4

Chapter 4 describes the various efforts underway to manage the transportation system, such as preservation and maintenance, intelligent transportation systems, and transportation safety and security.

CHAPTER 5

Chapter 5 describes current regional efforts to manage traffic demand by advancing alternatives to using one's personal vehicle to make a trip alone.

CHAPTER 6

Chapter 6 describes the strategies and projects associated with the expansion of the transportation system, including roadway, transit, bikeway, pedestrian, and freight and intermodal systems.

CHAPTER 7

Chapter 7 describes the process used to select strategies and narrow the 1,000 project candidates down to a financially feasible list of projects.

CHAPTER 8

Chapter 8 lists the strategies identified and describes specific ways to execute each strategy. Maps of the projects included in the MTP, and a list of the included projects with descriptions, cost estimates, and estimated construction timeframe can also be found here. This chapter includes summaries of how the included strategies and projects impact the region's air quality and transportation-disadvantaged populations.

CHAPTER 9

Chapter 9 describes how the MTP will be implemented through the work of MORPC and our regional and local planning partners. It also lists the performance measures, benchmarks, and targets, and details how progress toward reaching the targets is monitored and reported.

TECHNICAL APPENDICES

Each of the seven technical appendices contains detailed technical data, analyses methodologies, and/or further information that is included in the body of this document, about the title subject.