



2024 - 2050 METROPOLITAN TRANSPORTATION PLAN UPDATE

Maria Schaper, MORPC



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

WHY IS THE MTP IMPORTANT?

- **Central Ohio is growing**
 - Demographics are changing
 - Development is changing
 - Demands on the transportation system are changing
- **Transportation projects must be on MTP to be eligible for federal funding**
 - Formula & Discretionary (BIL)
 - Guides the work of MORPC and regional and local planning partners

WHAT IS THE METROPOLITAN TRANSPORTATION PLAN (MTP)?

- Identifies regional transportation strategies and projects
- Long-range (20+ years)
- Fiscally constrained
- Formal document submitted to ODOT and USDOT every 4 years





By guiding investment in transportation and mobility infrastructure and services in Central Ohio, the MTP identifies strategies to advance the following six goals:



Create sustainable neighborhoods to improve all residents' quality of life.



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



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



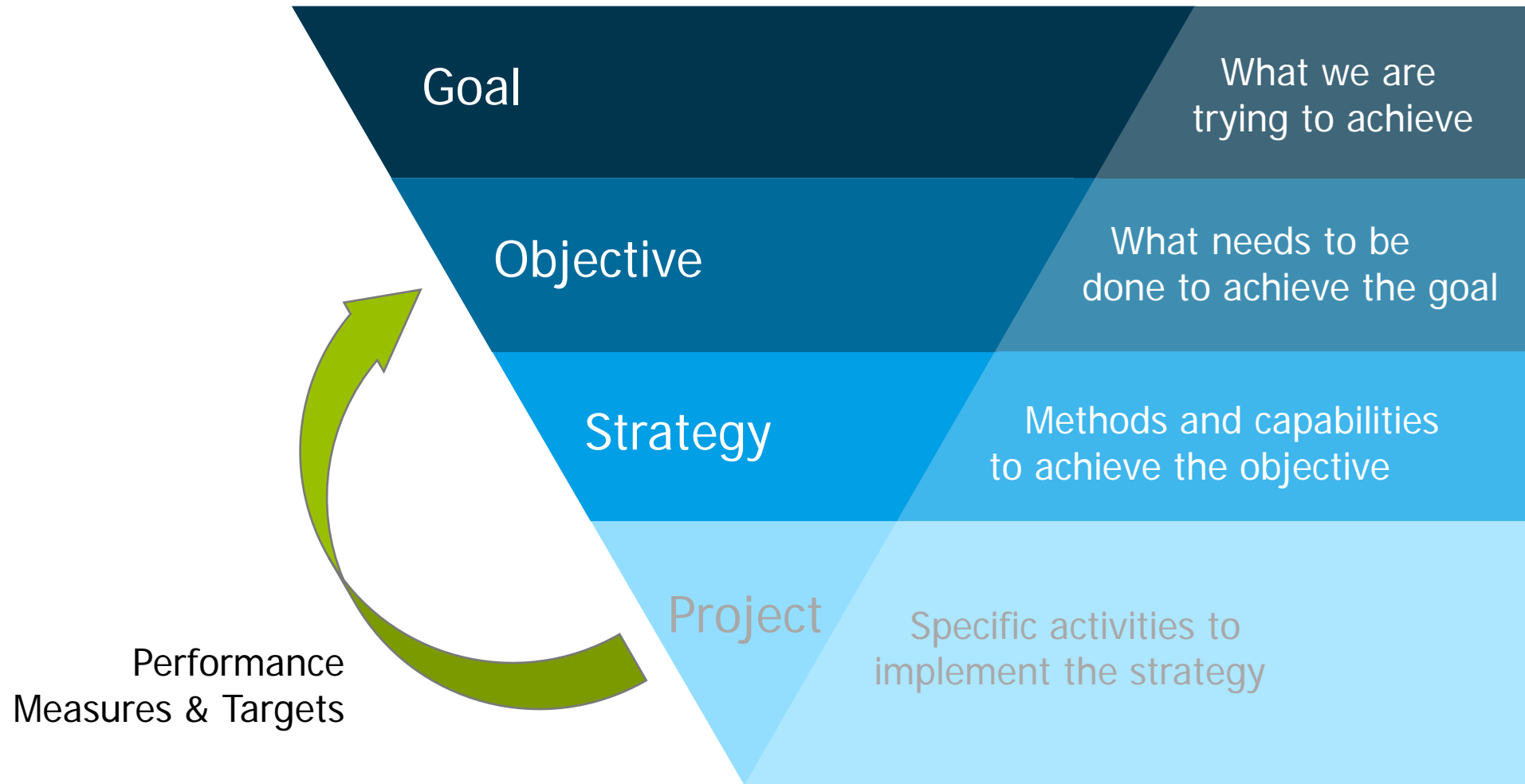
Provide transportation and mobility options to benefit the health, safety, and welfare of all people.



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



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





DRAFT STRATEGIES & PROJECTS

- System Management

- Preservation & Maintenance
- Technology & Intelligent Transportation Systems
- Demand Management
- Safety & Security

- System Development

- Infrastructure Projects
 - Bike/Ped
 - Transit
 - Freight
 - Roadways
 - Multimodal Connections & Hubs



DRAFT SYSTEM MANAGEMENT STRATEGIES

Physical Preservation

- PRES 1: Repair or replace bridges in poor physical condition
- PRES 2: Repave or reconstruct roads in poor physical condition
- PRES 3: Repave or reconstruct sidewalks and bikeways in poor physical condition
- PRES 4: Replace transit vehicles that are beyond their useful life
- PRES 5: Repair or replace transit facilities in poor physical condition
- PRES 6: Utilize advanced material and techniques to maximize life of transportation system components
- PRES 7: Continue to evolve consistent data collection and analysis procedures to rate the physical condition of the transportation system components



DRAFT SYSTEM MANAGEMENT STRATEGIES

Operations

- OP 1: Collect, develop, and maintain data on roadway, transit, bike and pedestrian conditions and other modes and share the data and information through technology.
- OP 2: Broaden the existing transportation system managed in a coordinated manner through Intelligent Transportation System technologies
- OP 3: Implement managed lanes along additional freeway corridors
- OP 4: Apply access management along arterial and collector corridors
- OP 5: Improve connections and coordination among transit system operators
- OP 6: Expand signal priority along additional roadway corridors for transit and emergency vehicles
- OP 7: Improve demand response transit service
- OP 8: Manage, improve and coordinate human service, private and public transportation, to better meet the needs and fill the gaps
- OP 9: Implement vehicle to infrastructure communications
- OP 10: Modify lane configurations of roadways, where appropriate, to safely match vehicle, transit, bike and pedestrian demand
- OP 11: Implement curbside management to facilitate package delivery and mobility as a service pick-up and drop-off while minimizing impact on transportation system operations
- OP 12: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration



DRAFT SYSTEM MANAGEMENT STRATEGIES

Safety

- SAF 1: Collect, develop, maintain, and analyze crash data and identify regional safety emphasis areas and priority safety locations
- SAF 2: Collect, develop, maintain, and analyze data on transit safety
- SAF 3: Implement countermeasures that address priority safety locations
- SAF 4: Implement countermeasures that address transit safety issues
- SAF 5: Advance educational initiatives that address regional safety emphasis areas
- SAF 6: Advance legislative initiatives that address regional safety emphasis areas



DRAFT SYSTEM MANAGEMENT STRATEGIES

Security

- SEC 1: Promote and strengthen security, including response and recovery plans for cyber security
- SEC 2: Promote and strengthen emergency preparedness efforts
- SEC 3: Collect, develop and maintain data and information to improve decision making
- SEC 4: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration



DRAFT SYSTEM MANAGEMENT STRATEGIES

Demand Management

- DM 1: Collect, develop, and maintain data on roadway, transit, bike and pedestrian conditions and other modes and share the data and information through technology
- DM 2: Collect, develop, maintain and analyze travel demand data to identify opportunities to provide appropriate mobility options
- DM 3: Collaborate to reduce the need for vehicle travel through development regulations
- DM 4: Educate and market travel demand management (TDM) programs to increase use of transit, ride-share, bicycling, and walking
- DM 5: Create travel demand management (TDM) partnerships among the facilitators and providers of all modes of transportation, community leaders, and institutions that make up high-density trip generating districts
- DM 6: Make neighborhoods safely walkable, bikeable, and accessible by transit through non-infrastructure projects and programs
- DM 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration



DRAFT SYSTEM DEVELOPMENT STRATEGIES

Bike & Pedestrian Infrastructure

- BP 1: Collaborate to build high comfort bicycle and pedestrian infrastructure through development regulations
- BP 2: Increase the quantity and quality of data on bicycle, pedestrian, and similar modes travel behavior
- BP 3: Expand high comfort bicycle and pedestrian networks through the implementation of complete streets
- BP 4: Implement the Central Ohio Greenways trail vision
- BP 5: Update the Active Transportation Plan and implement it to create high comfort regional pedestrian and bicycle transportation networks
- BP 6: Make neighborhoods walkable and bikeable through infrastructure projects that fill gaps in the high comfort pedestrian and bicycle networks
- BP 7: Ensure neighborhoods and employment locations have high comfort connections for pedestrians and bicyclists to the regional pedestrian, bicycle and transit networks
- BP 8: Facilitate multi-jurisdictional dialogue to improve opportunities through collaboration



DRAFT SYSTEM DEVELOPMENT STRATEGIES

Transit Infrastructure

- TRAN 1: Collaborate to build transit infrastructure through development regulations
- TRAN 2: Increase frequency on appropriate fixed route transit routes
- TRAN 3: Implement high capacity, **rapid** transit service along additional corridors
- TRAN 4: Expand geographic coverage of fixed route transit service
- TRAN 5: Implement appropriate additional/innovative service to address first/last mile needs
- TRAN 6: Make neighborhoods transit supportive through infrastructure projects
- TRAN 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration



DRAFT SYSTEM DEVELOPMENT STRATEGIES

Freight Rail Infrastructure

- FRE 1: Improve at-grade rail crossings and close or grade-separate crossings where feasible
- FRE 2: Address congestion points “bottlenecks” on the rail system
- FRE 3: Collect information on and analyze freight activity to identify developing trends and work to disseminate that information among partners and peers
- FRE 4: Maximize the efficiency and provide needed capacity of rail terminals
- FRE 5: Implement technology for freight movement
- FRE 6: Make transportation decisions that positively impact freight movements and maximize the effectiveness of the region's integrated freight transportation system
- FRE 7: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration



DRAFT SYSTEM DEVELOPMENT STRATEGIES

Multimodal Infrastructure Connections

- MULTI 1: Forge public/private partnerships to provide resources to maintain and expand key linkages between air, rail and roadway transportation modes
- MULTI 2: Maximize efficiency of existing transit terminals and construct new transit terminals, mobility centers and park and rides with safe bike, pedestrian, and vehicle access where there is a convergence of transit routes or intercity rapid speed transportation modes
- MULTI 3: Incorporate vehicle sharing needs at transit terminals, stations and major stops
- MULTI 4: Improve transit, bike and pedestrian connections to airports
- MULTI 5: Alleviate existing or anticipated congestion at roadway and rail terminal access areas
- MULTI 6: Alleviate existing or anticipated congestion at roadway and air terminal access areas
- MULTI 7: Incorporate ground needs for flying intraregional transport such as drones for package delivery and personal transport
- MULTI 8: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration



DRAFT SYSTEM DEVELOPMENT STRATEGIES

Roadway Infrastructure

- RDWY 1: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing freeways and at interchanges
- RDWY 2: Continue conversion of key divided expressways into limited access freeways
- RDWY 3: Construct new interchanges, where appropriate, to alleviate congestion or support regional development goals
- RDWY 4: Add capacity, where appropriate, to alleviate existing or anticipated congestion along existing arterial and collector corridors
- RDWY 5: Add capacity, where appropriate, at locations such as intersections to alleviate existing or anticipated congestion
- RDWY 6: Construct new roadways, where appropriate, to alleviate congestion or support regional or local development goals
- RDWY 7: Provide efficient connectivity of local roads to the arterial and collector roadway system
- RDWY 8: Facilitate multi-jurisdictional dialogue to improve opportunities for collaboration



DRAFT SYSTEM-RELATED STRATEGIES

- SYS 1: Collaborate to ensure localized and regional transportation systems needs are addressed in development decisions
- SYS 2: Develop transportation system to serve all demographic population groups
- SYS 3: Create plans and partnerships to attract investment in alternative fuel vehicles and infrastructure
- SYS 4: Implement best management practices for storm water runoff and implementation of green infrastructure



2022

- Review, update, adopt Goals, Objectives, Performance Measures ✓
- Develop and adopt 2050 population and employment growth projections ✓

2023

- Compile candidate strategies and projects ✓
- Project Evaluation Criteria ✓
- Interactive webmap ✓
- Strategy and project evaluation
- Fiscal Analysis
- Draft strategies and projects

2024

- Impact Analyses
- Full draft document
- Public comment period
- May: MTP Adoption

Public Participation

2024 ACTIVITY

- Public Comment Period
- Community Presentations:
December - February
- Impact Analyses
- Draft MTP document
- Public Comment Period & Open House
- MTP Adoption May 2024

JONATHAN HEIDER, AICP

Senior Planner

T: 614.233.4154

jheider@morpc.org

MARIA SCHAPER, AICP

Associate Director, Transportation Planning

T: 614.233.4153

mschaper@morpc.org

111 Liberty Street, Suite 100
Columbus, OH 43215



MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION