



2 Regional Trends and Forecasts

Central Ohio is the fastest growing region in the Midwest and one of the fastest growing regions in the country, and some of the CORPO counties are seeing the same trends. In 2021, the seven CORPO counties were home to over 493,000 residents and almost 184,000 jobs. By 2050, the CORPO area is expected to be home to over a half a million residents, representing over 4% of the state’s total population, and over 230,000 jobs. This magnitude of development and the patterns it occurs in will impact the region’s transportation system.

2.1 Growth and Development Patterns

By 2050, the CORPO region is expected to experience significant population, household, and employment growth, growing to over a half a million people and almost a quarter of a million households and jobs. Reaching over a half a million people by 2050 will require the CORPO region to add more population each year than was added each year during the 1980-2021 period.

Land uses and economic systems are the driving sources behind travel patterns, and transportation systems provide the means for connecting them. It’s vital that long-range transportation planning recognizes the potential impacts of current and future development to effectively plan for a multimodal system that supports rural Central Ohio’s inter-regional economic connections and serves the intra-regional mobility needs of residents and commerce in all CORPO communities.

Regional Population, Employment, and Households Overview

By 2050, the seven-county CORPO region is anticipated to add over 133,000 people, reaching a population above 626,100. With this population growth, the region is forecasted to add over 47,000 additional households and additional jobs, reaching over 231,000 households in the region and over 226,000 jobs, as shown in Figure 2.1.

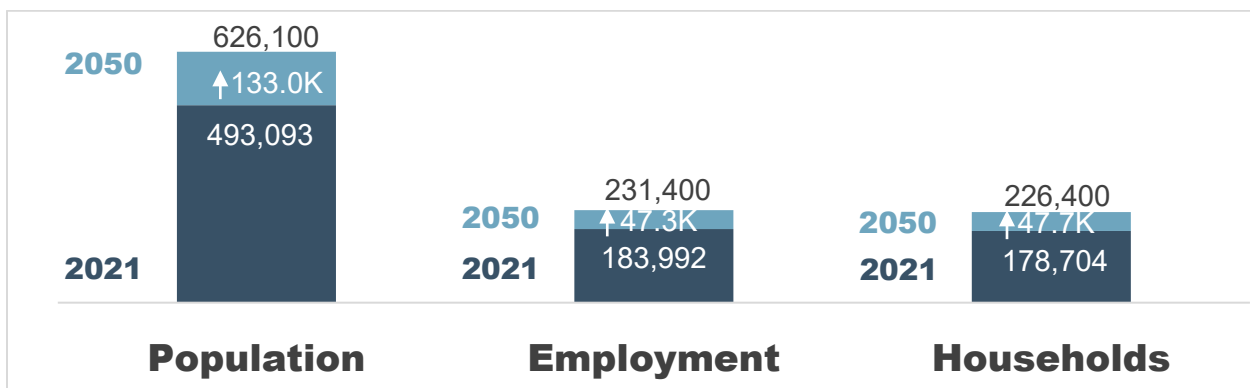


FIGURE 2.1 PROJECTED POPULATION, HOUSEHOLDS, AND JOBS GROWTH

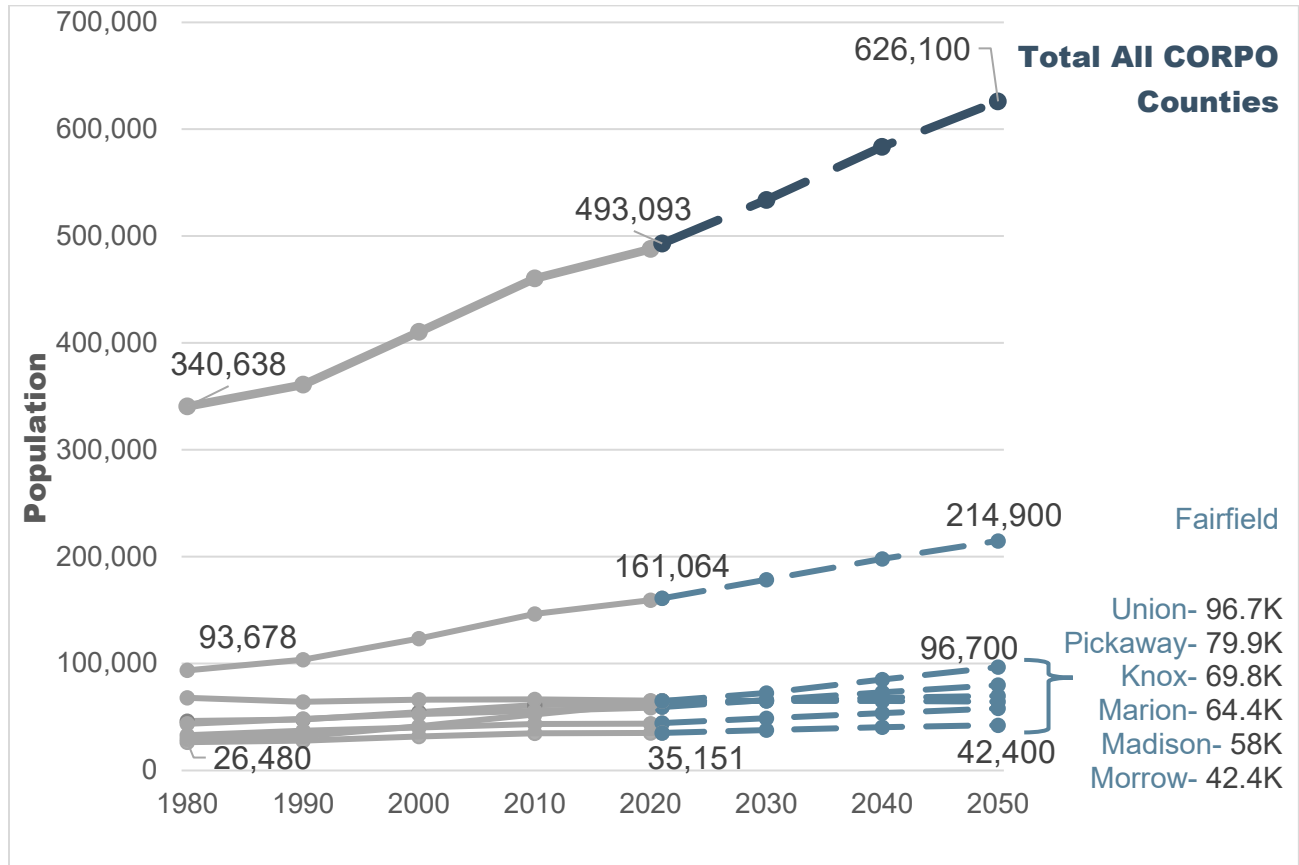
Source: MORPC Forecasts

*Forecasted population, employment, households rounded to nearest 100



CHARACTERISTICS OF POPULATION GROWTH

Between 1980 and 2021, the CORPO area grew in population from 340,638 people to 493,093 estimated in 2021, as seen in Figure 2.2.



	HISTORIC					FORECASTED		
	1980	1990	2000	2010	2021	2030	2040	2050
Total All CORPO	340,638	360,911	410,413	460,393	493,093	533,800	583,600	626,100
Fairfield	93,678	103,823	123,485	146,417	161,064	178,400	197,900	214,900
Union	29,536	32,010	41,338	52,464	64,971	72,500	85,000	96,700
Pickaway	43,662	48,257	52,808	55,740	59,333	65,900	73,200	79,900
Knox	46,304	47,637	54,616	61,090	62,897	65,300	68,100	69,800
Marion	67,974	64,289	66,135	66,458	65,291	65,200	65,100	64,400
Madison	33,004	37,111	40,218	43,434	44,386	48,800	53,700	58,100
Morrow	26,480	27,784	31,813	34,790	35,151	37,700	40,500	42,400

FIGURE 2.2 POPULATION GROWTH, HISTORIC AND FORECASTED

Source: Census Population Estimates Program & MORPC Population Forecasts

*Forecasted populations rounded to nearest 100



When considered annually by the number of people, the increase in population from 1980 to 2021 (340,638 people to 493,093 people) added about 3,718 people each year during the 41-year period, as seen in Table 2.1. To reach 626,100 people by 2050, the CORPO region will add about 4,587 people each year for the 29-year period between 2021 and 2050.

County	Historic Growth Overview				Forecasted Growth Overview			
	1980 - 2021				2021 - 2050			
	Growth	% Growth	Period Annual Growth Rate	Period Annual Growth	Growth	% Growth	Period Annual Growth Rate	Period Annual Growth
Total ALL CORPO	152,455	44.8%	0.91%	3,718	133,007	27%	0.83%	4,586
Fairfield	67,386	71.9%	1.33%	1,644	53,836	33%	1.00%	1,856
Union	35,435	120.0%	1.94%	864	31,729	49%	1.38%	1,094
Pickaway	15,671	35.9%	0.75%	382	20,567	35%	1.03%	709
Knox	16,593	35.8%	0.75%	405	6,903	11%	0.36%	238
Marion	-2,683	-3.9%	-0.10%	(65)	-891	-1%	-0.05%	(31)
Madison	11,382	34.5%	0.73%	278	13,714	31%	0.93%	473
Morrow	8,671	32.7%	0.69%	211	7,249	21%	0.65%	250

TABLE 2.1 POPULATION GROWTH RATES, HISTORIC AND FORECASTED

Source: Census Population Estimates Program & MORPC Population Forecasts

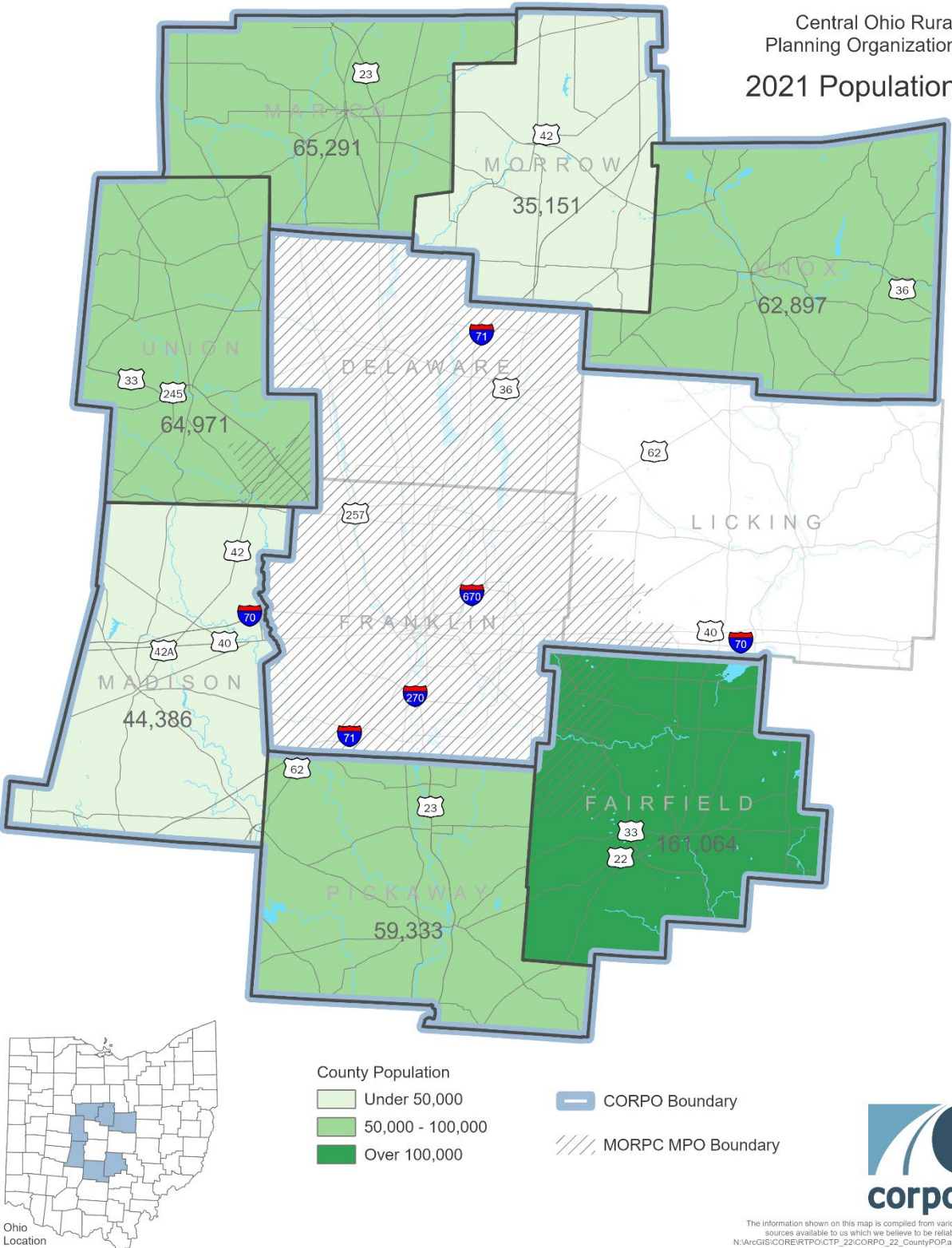
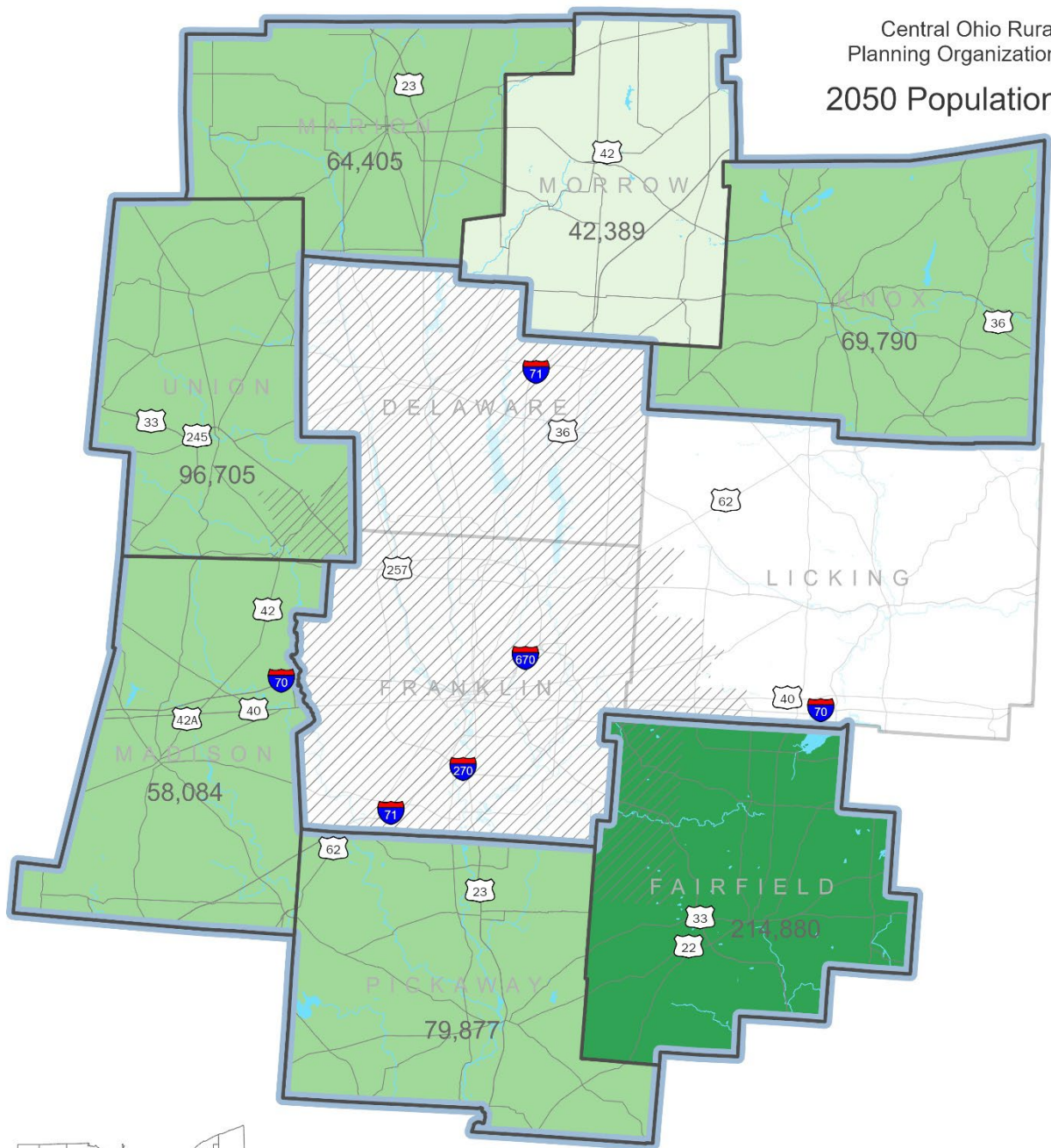


FIGURE 2.3 2021 POPULATION BY CORPO COUNTY
 Source: MORPC Population Forecasts

Central Ohio Rural
Planning Organization
2050 Population



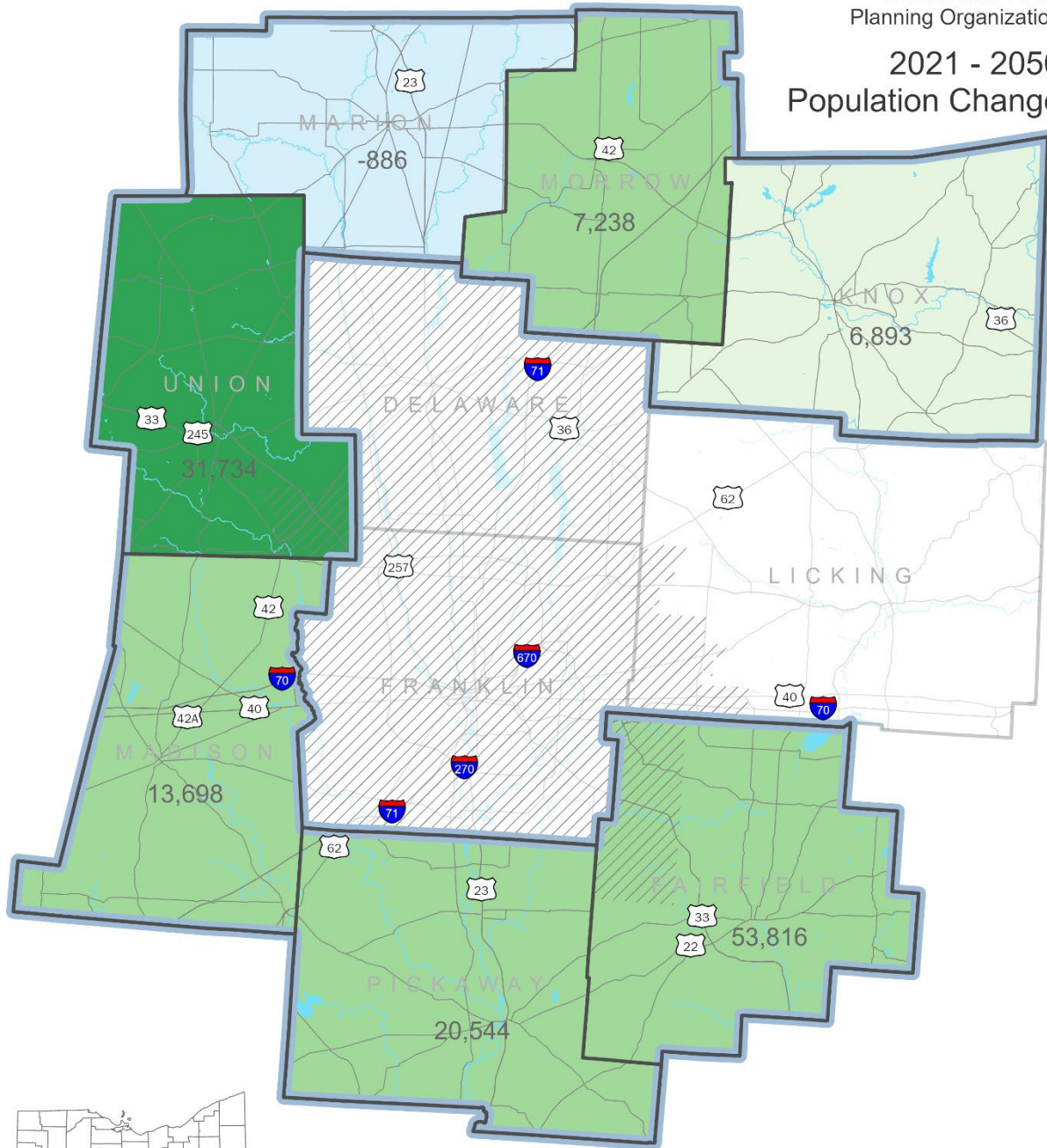
- County Population
- Less than 50,000
 - 50,000 - 100,000
 - Over 100,000
- CORPO Boundary
 - MORPC MPO Boundary



The information shown on this map is compiled from various sources available to us which we believe to be reliable. N:\ArcGIS\CORE\TPO\CTP_22\CORPO_22_CountyPOP.aprx 9/28/2023

FIGURE 2.4 2050 FORECASTED POPULATION BY CORPO COUNTY
Source: MORPC Population Forecasts

2021 - 2050
Population Change



County Population Change

- Loss
- Below 20%
- 20 - 40%
- Over 40%

- County Boundary
- CORPO Boundary



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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FIGURE 2.5 2021-2050 PERCENT POPULATION CHANGE BY COUNTY

Source: MORPC Population Forecasts

AGE

Age can be a determining factor in influencing decisions that impact the transportation system, often contributing to changes in development patterns through preferences for household types and locations, and to changes in needed transportation services. Between 2021 and 2050, the percentage of the population represented by each age group is anticipated to change slightly. The youngest members of the Baby Boomer generation were about 55 years old in 2021. By 2030, the Baby boomer generation will all be 65 and older, contributing to the increase in the percentage of the population represented by this age group in 2030 and 2040, as shown in Figure 2.6.

In 2050, the percent of the population 65 years of age and older is forecasted to be 16.9% for the 15-county central Ohio region as a whole (Delaware, Fairfield, Fayette, Franklin, Hocking, Knox, Licking, Logan, Madison, Marion, Morrow, Perry, Pickaway, Ross, Union), which is over 2% less than the same age group in the seven county CORPO region. The CORPO region aligns with national predicted trends; rural communities are currently home to more people ages 65 and over than urban communities and forecasts show that the share of older adults in rural communities may continue to grow. Nationally, by 2040, 25% of households in rural communities may be ages 65 and over, compared to only 20% in urban communities according to the U.S. Census of Population and Housing.

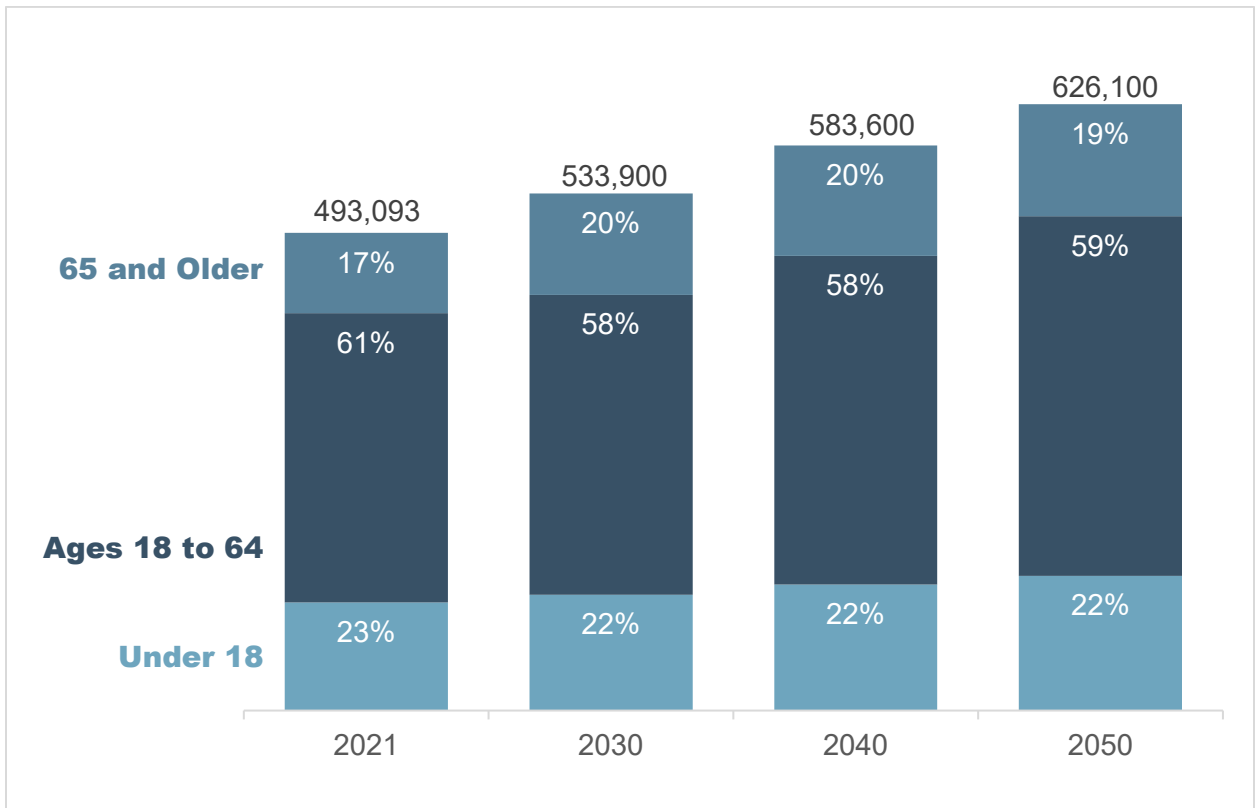


FIGURE 2.6 POPULATION GROWTH BY AGE GROUP, ALL CORPO COUNTIES

Source: MORPC Population Forecasts

*Forecasted populations rounded to nearest 100



ENVIRONMENTAL JUSTICE, POPULATION DEMOGRAPHICS, & SOCIOECONOMIC FACTORS

Growth and development are integral to understanding and planning for the transportation needs of the region and the consideration of social and economic characteristics of residents sits at the nexus of regional patterns of housing, employment, and transportation system development. It is imperative that planning for growth is evaluated through a lens of the diverse races, cultural backgrounds, financial circumstances, and abilities of the residents that comprise the region.

Furthermore, some populations have historically been disproportionately impacted by changes made to the transportation system. As such, all RTP planning processes are subject to analysis of the benefits and adverse impacts to environmental justice (EJ) populations from the projects and programs funded. According to the US Environmental Protection Agency, Environmental Justice addresses “fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people, including racial, ethnic, or socioeconomic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local, and tribal programs, and policies.”

As the geographic area of the long-range plan impacts the entire CORPO-region, the area evaluated in the following section includes the entire CORPO-region. To see more on the environmental justice analysis, refer to Appendix D.

Race & Ethnicity

When compared to the state and the central Ohio region, the CORPO counties are less racially diverse. In the 2020 American Community Survey (ACS) 5- Year estimates (2016-2020), 78% of the population in the state of Ohio self-identified as white alone. In estimates for the same period, 87% of the population in the CORPO area self-identified as white alone, almost 10% higher than the state. In the 2021 ACS 5-Year estimates (2017-2021), 86.47% of the population in the CORPO region self-identified as white alone, compared to only 72% of the population of the central Ohio 15-county region.

Though the CORPO region has a higher percentage of population that identifies as white-only than the state of Ohio and 15-county region, the CORPO-region is experiencing an increase in diversity. The CORPO population still predominantly self-identifies as white alone, however, between the 2010 ACS 5-Year estimates (2006-2010) and 2021 ACS 5-Year estimates (2017-2021), the percentage of the population in the CORPO region that self-identified as white alone dropped from 90.89% to 86.47% as seen in Table 2.2 and Figure 2.7. Figure 2.7 shows that the percentage of the population that identifies as white alone decreased six of the seven CORPO counties between 2010 ACS 5-Year estimates and 2021 ACS 5-Year estimates. With the drop in percentage of the population identifying as white-only, all other self-identified racial categories increased in percentage of the population. Most notably, the percentage of the population self-identifying as two or more races, increased from only 3.85% of the population in the 2010 ACS 5-Year estimates, to over 6.5% of the population in the 2021 ACS 5-Year estimates; an almost 2.7% increase.



Race(s)	2010 5-Year*		2021 5-Year*	
	#	% of population	#	% of population
Total Population All CORPO	463,099	100.00%	500,988	100.00%
White alone	420,897	90.89%	433,222	86.47%
Black or African American alone	17,258	3.73%	23,160	4.62%
American Indian and Alaska Native alone	1,010	0.22%	501	0.10%
Asian alone	4,186	0.90%	7,753	1.55%
Native Hawaiian and Other Pacific Islander alone	33	0.01%	231	0.05%
Some other race alone	1,867	0.40%	3,349	0.67%
Two or more races:	17,848	3.85%	32,772	6.54%

TABLE 2.2 SHARE OF POPULATION BY RACE, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

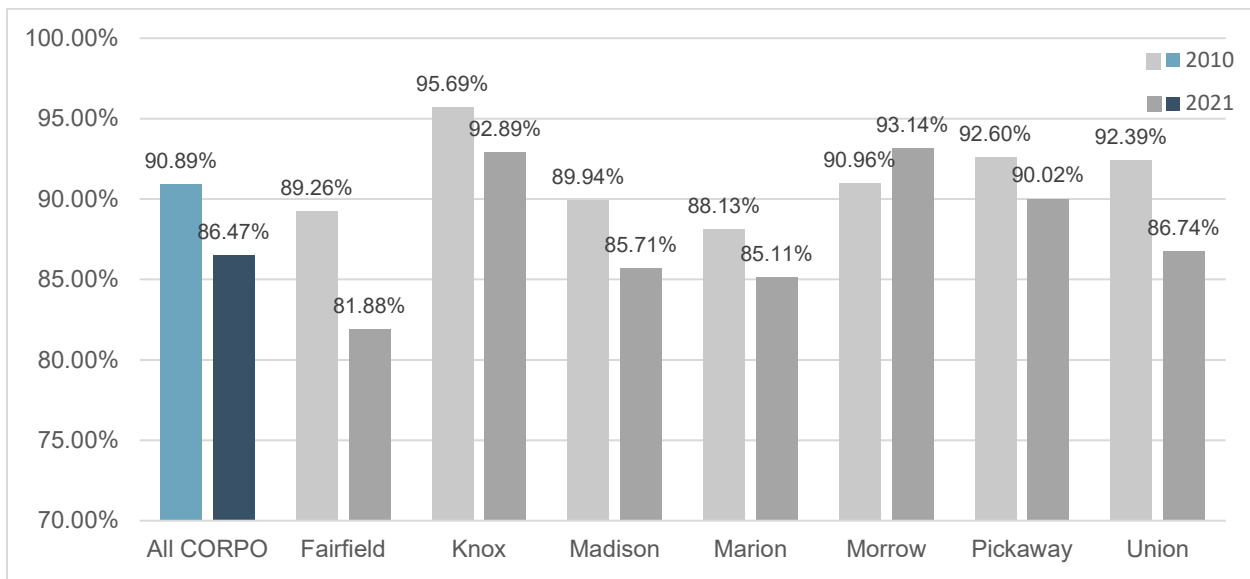


FIGURE 2.7 SHARE OF POPULATION IDENTIFYING AS WHITE ALONE, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate



During the same period the CORPO region experienced an increase in racial diversity, the region also increased in ethnic diversity. The percentage of the population of the CORPO region that self-identified as Hispanic or Latino increased from only 1.7% of the population in the 2010 ACS 5-Year estimates to 2.7% in the 2021 ACS 5-Year estimates, as seen in Table 2.3 and Figure 2.8. Figure 2.8 shows that the percentage of the population that self-identified as Hispanic or Latino increased in each of the CORPO counties between the 2010 ACS 5-Year estimates and the 2021 ACS 5-Year estimates. The increase in the percentage of the population identifying as Hispanic or Latino in the CORPO areas follows the trend at the state level.

Ethnicity	2010 5-Year*		2021 5-Year*	
	#	% of population	#	% of population
Total Population All CORPO	463,099	100.00%	500,988	100.00%
Hispanic or Latino	7,865	1.7%	13,540	2.70%
Not Hispanic or Latino	455,234	98.3%	487,448	97.30%

TABLE 2.3 SHARE OF POPULATION BY ETHNICITY, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

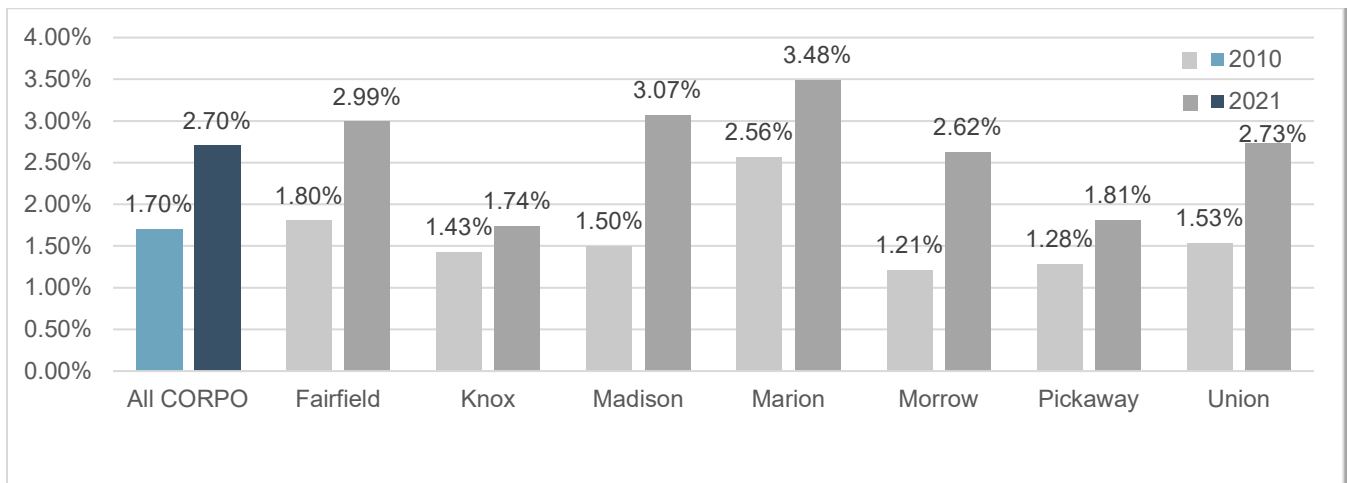


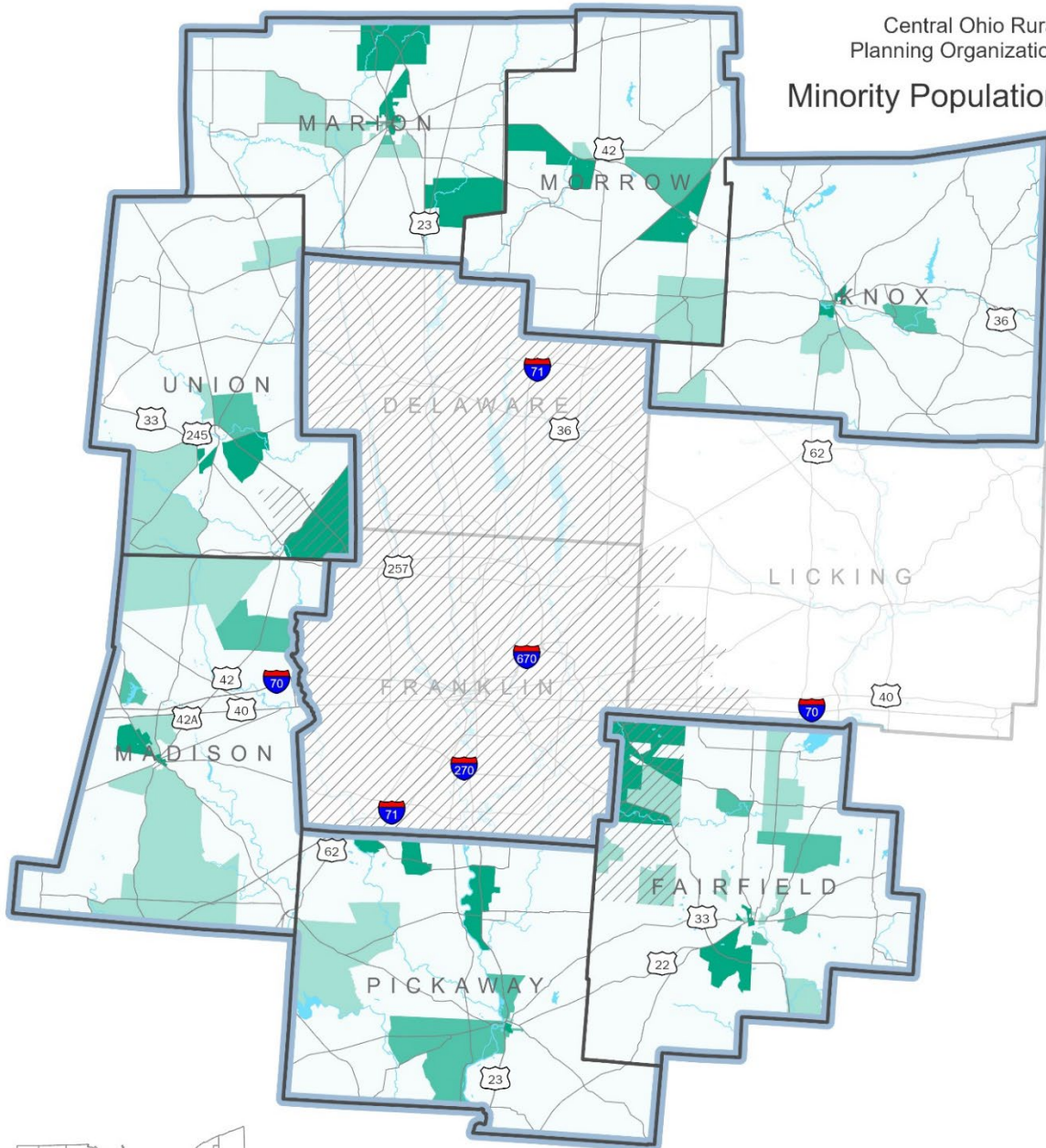
FIGURE 2.8 SHARE OF POPULATION IDENTIFYING AS HISPANIC OR LATINO, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

Figure 2.8 shows the minority populations of the CORPO counties by block group, and as can be shown by the color scales of the maps, many of the higher concentrations of minority populations mirror block groups with larger populations, encompassing county seats and municipalities

Minority Population



% Minority Population
by Block Group

- Below 8.6%
- 8.6 - 11.4%
- 11.4 - 14.3%
- Above 14.3%

CORPO Region
Average: 11.4%

- CORPO Boundary
- MORPC MPO Boundary



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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FIGURE 2.9 ETHNIC & RACIAL DIVERSITY BY COUNTY, 2021*

Source: American Community Survey, *5-Year Estimate, 2017-2021



LIMITED ENGLISH PROFICIENCY

Limited English proficiency (LEP) is a term used in the United States that refers to a person who is not fluent in the English language, often because it is not their native language. Both LEP and English-language learner are terms used by the Office for Civil Rights, a sub-agency of the U.S. Department of Education. Understanding the extent of LEP in the planning area is important in expanding outreach and identifying where language assistance improvements are needed. The CORPO counties collectively have a lower percentage of LEP population than the state, as seen in Figure 2.8. The percentage of the LEP population has increased since 2010 in the CORPO region collectively, however, and has increased in almost all counties except for Knox County.

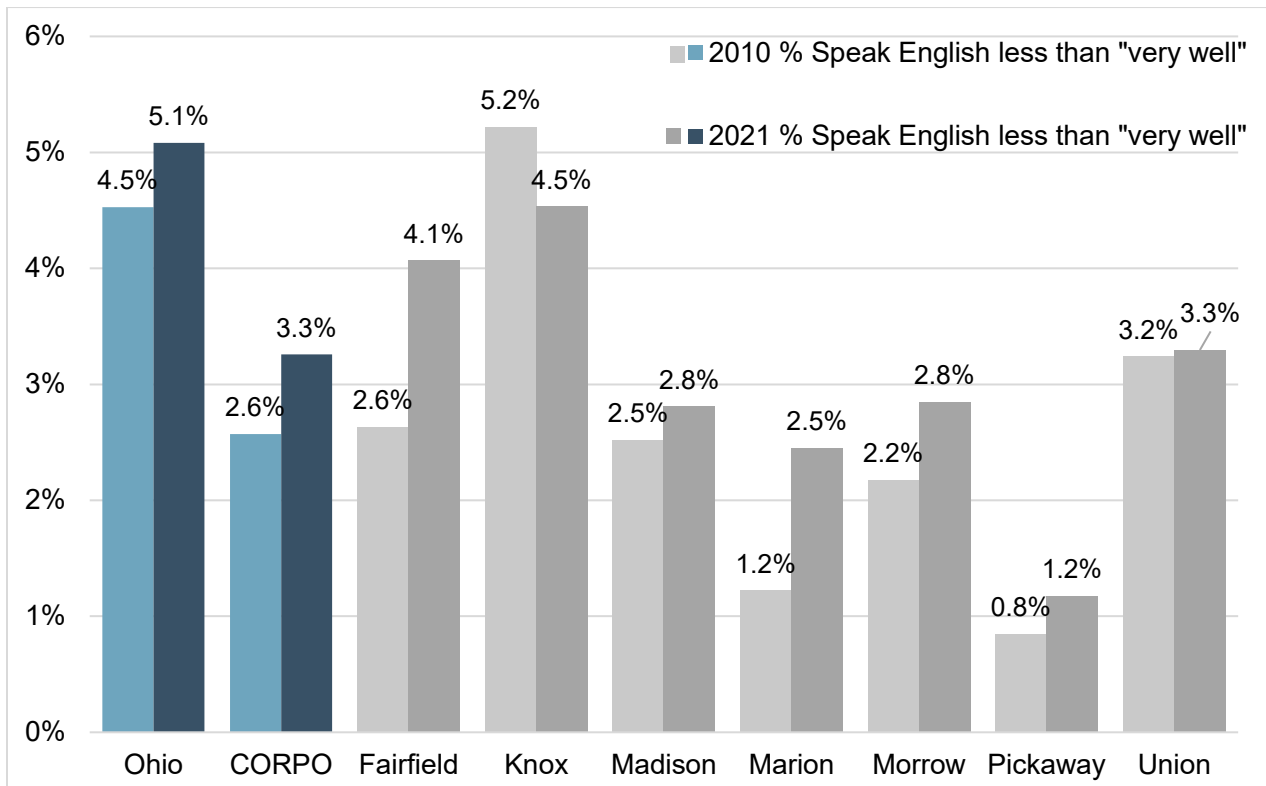


FIGURE 2.10 PERCENT OF THE POPULATION AGE 5 YEARS & OVER, LEP, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

Disability Status

While there exists a tremendous range within this subgroup of the population, people with disabilities often have distinct needs around transportation, housing, and employment. Certain disabilities may create limitations in mobility and independence that are magnified by accessibility limitations in the built environment. Rural non-drivers—including older adults, low-income individuals, school-aged children, and people with disabilities—need independent mobility options to take advantage of social and economic opportunities.

Figure 2.9 lists the percent of the CORPO region population with several denoted types of disabilities. A person may have more than one denoted disability. The age group covered for each denoted disability varies based on available data, as described by the caption.

Generally, rural counties have higher proportions of people with disabilities. Per the Center for Disease Control, almost one in three adults in rural communities live with a disability, compared to one in four in the U.S. overall¹. Compared to the overall 15-county MORPC region, the seven CORPO counties have higher rates of the population with denoted cognitive, independent living, hearing, and self-care disabilities. When compared to an urban county in the region such as Franklin County, the CORPO region has higher rates of denoted disabilities almost across the board (Franklin County denoted disability percents- Ambulatory: 6.5%, Cognitive: 5.3%, Independent Living: 4.7%, Hearing: 2.9%, Self-Care: 2.3%, and Vision: 2.26%).

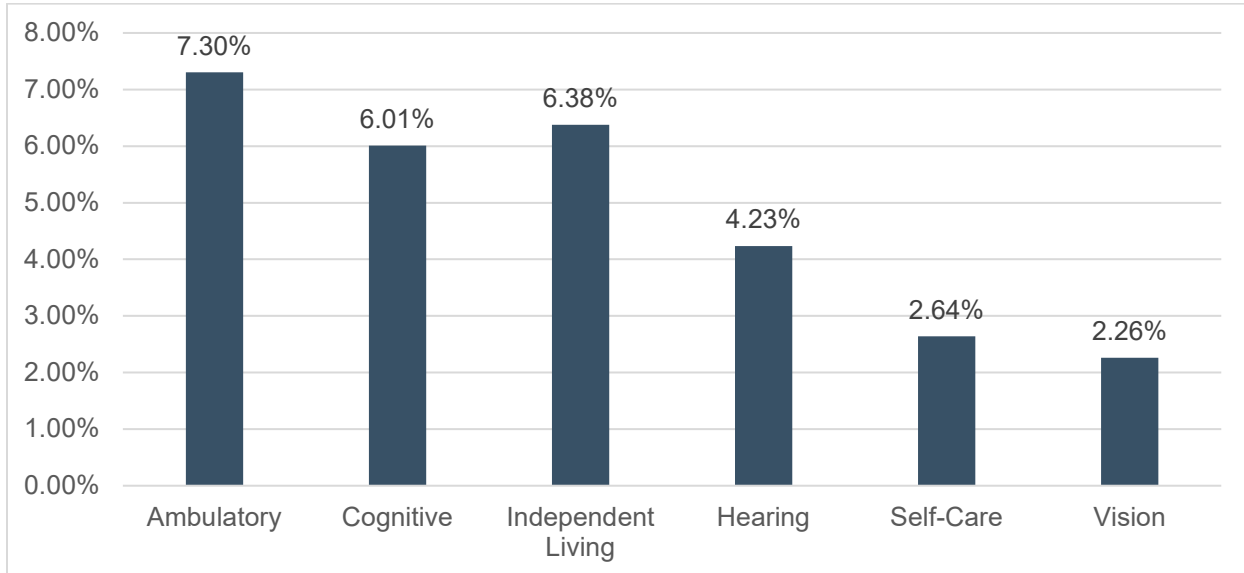


FIGURE 2.11 PERCENT OF CORPO POPULATION* WITH DENOTED DISABILITIES, 2021**

**Populations of Interest age groups- Ambulatory, Cognitive, and Self-Care disabilities cover populations over 5 years of age, independent living disability covers populations over 18 years of age, and hearing and vision disabilities cover all ages.*

** Persons may have more than one denoted disability*

*Source- American Community Survey 5-Year Population Estimates, **2017-2021*

¹ *An Active Roadmap: Best Practices in Rural Mobility*, Smart Growth America, 2023

Figure 2.10 lists the percent of the population with denoted disabilities by CORPO county. Again, the age group covered for each denoted disability varies based on available data, as described by the caption. Marion County has a higher percentage of population with almost every denoted disability, other than vision disabilities, which Knox County has the highest percentage of.

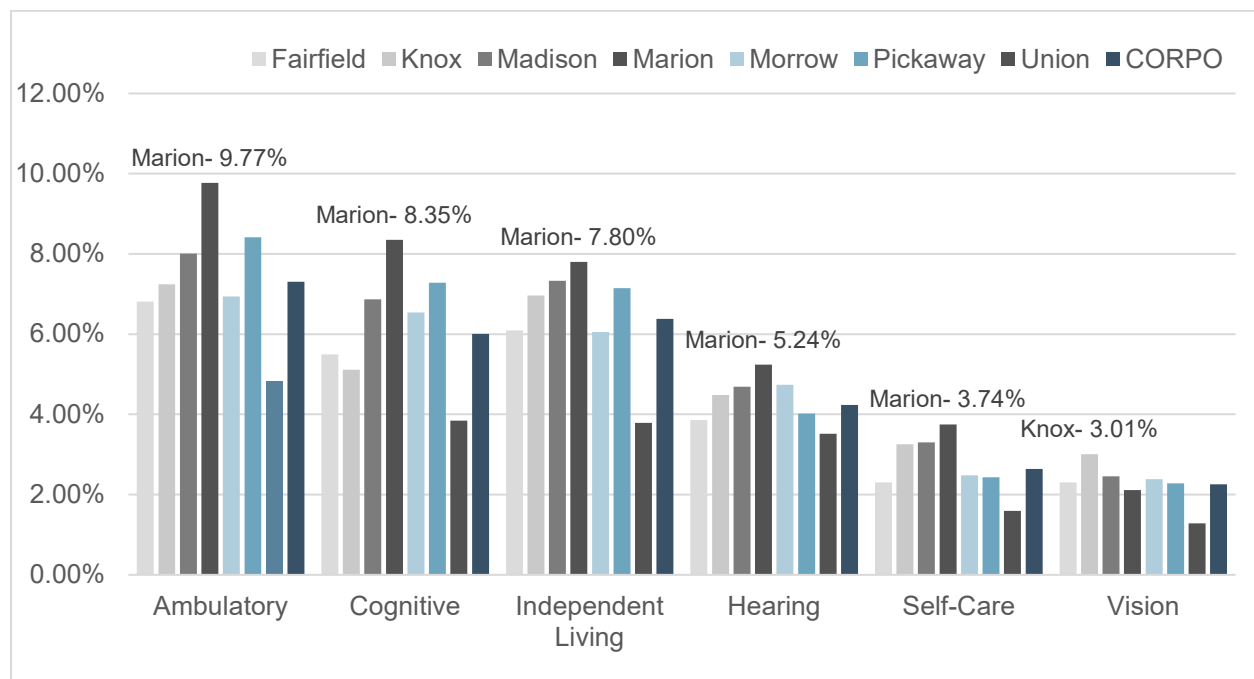


FIGURE 2.12 PERCENT OF POPULATION* WITH DENOTED DISABILITIES BY COUNTY, 2021**

*Populations of Interest age groups- Ambulatory, Cognitive, and Self-Care disabilities cover populations over 5 years of age, independent living disability covers populations over 18 years of age, and hearing and vision disabilities cover all ages.

* Persons may have more than one denoted disability

Source- American Community Survey 5-Year Population Estimates, **2017-2021



Population in Poverty

The Department of Health and Human Services issues federal poverty guidelines each year and the federal poverty level is commonly used to refer to these guidelines. The federal poverty guidelines are specified as an income that is used to determine eligibility for various income-based public programs. The American Community Survey measures poverty rates compared to the federal poverty level. The percent of the population living below 100% of the federal poverty level, shown in Figure 2.10, reflects the poverty rate. The CORPO region had a lower poverty rate than the state of Ohio in 2010 and 2021. Of the CORPO counties, Marion County had the highest poverty rate, both in 2021 and 2010, and had a poverty rate higher than the state. Union County has the lowest poverty rate of the CORPO counties, with a rate that is almost half the rate of the next lowest county, Fairfield County. When looking at the percent of the population that is living below 200% of the federal poverty line, shown in Figure 2.11, the trends are similar to 100% of the federal poverty level; the CORPO region has a percentage of its population under 200% of the federal poverty level than the state and Marion County has the highest percentage of its population living under 200% of the federal poverty level compared to the other CORPO counties.

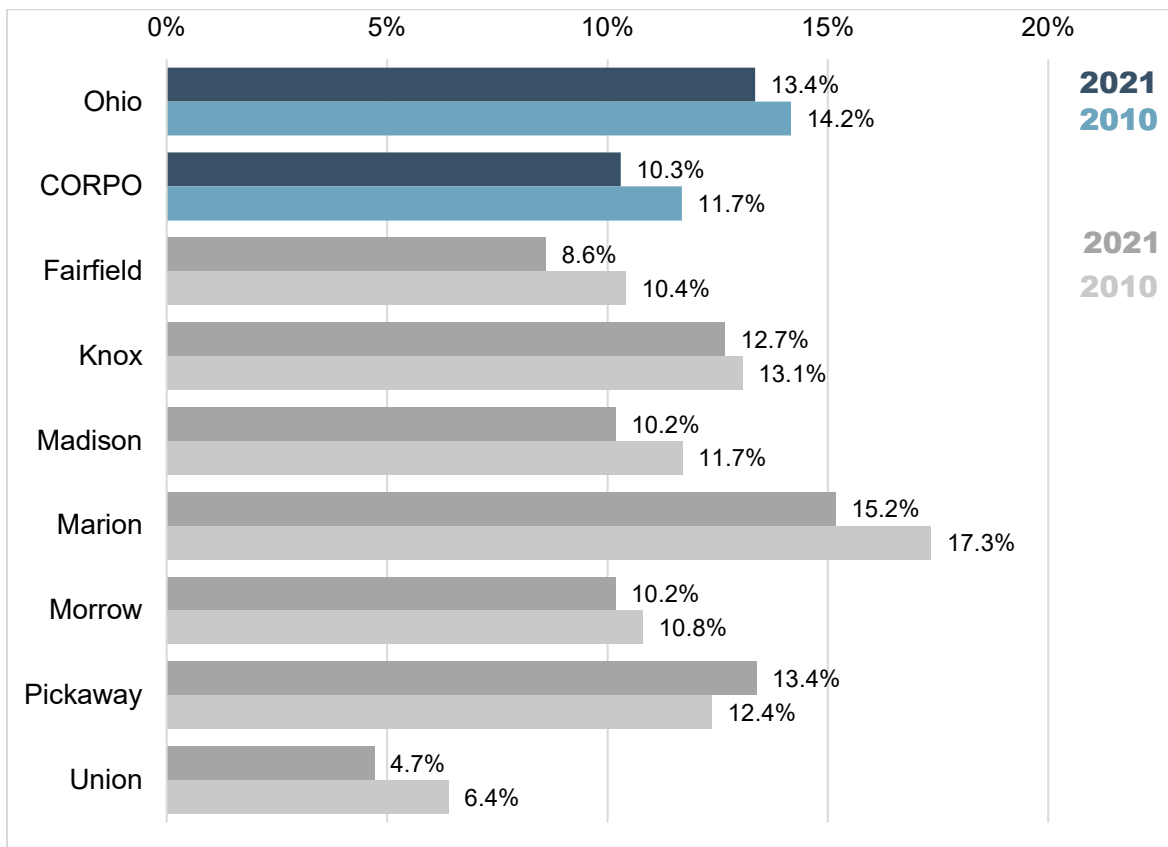


FIGURE 2.13 PERCENT OF POPULATION UNDER 100% FEDERAL POVERTY LINE, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

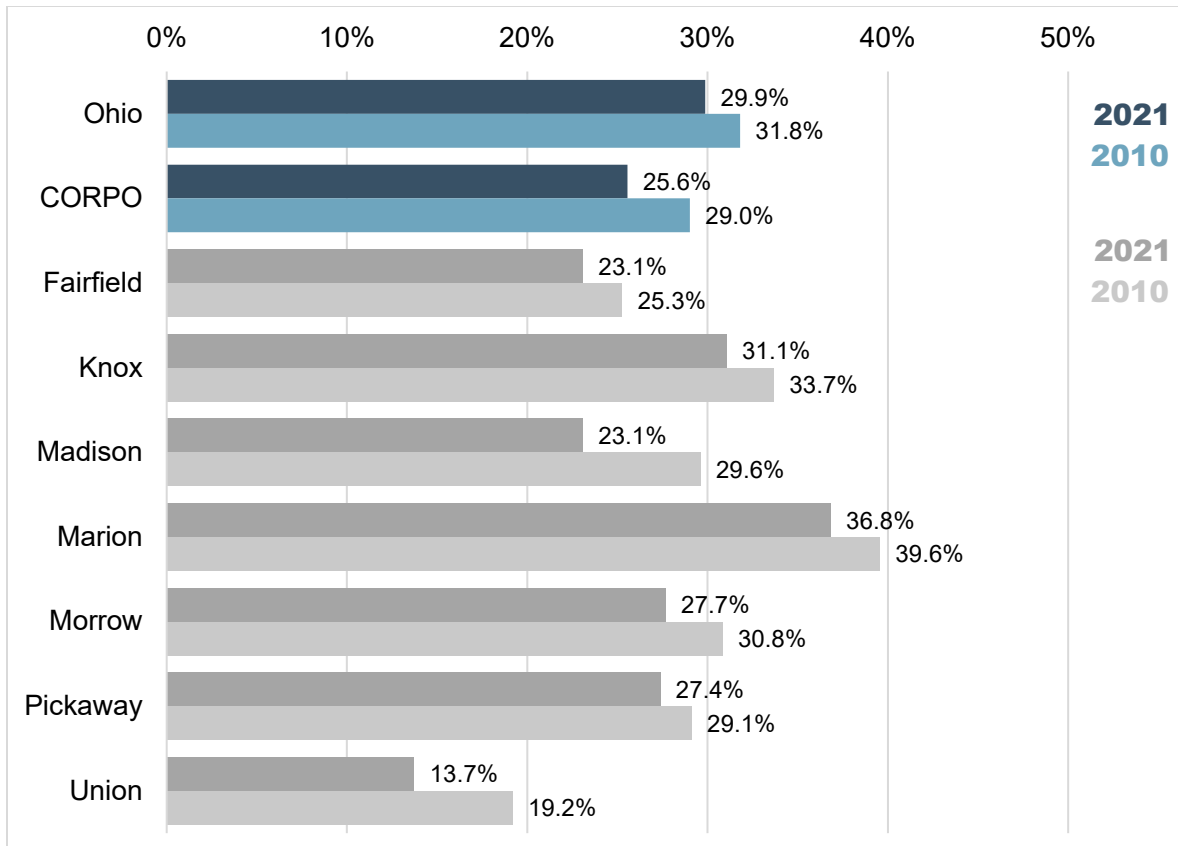
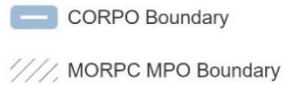
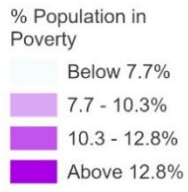
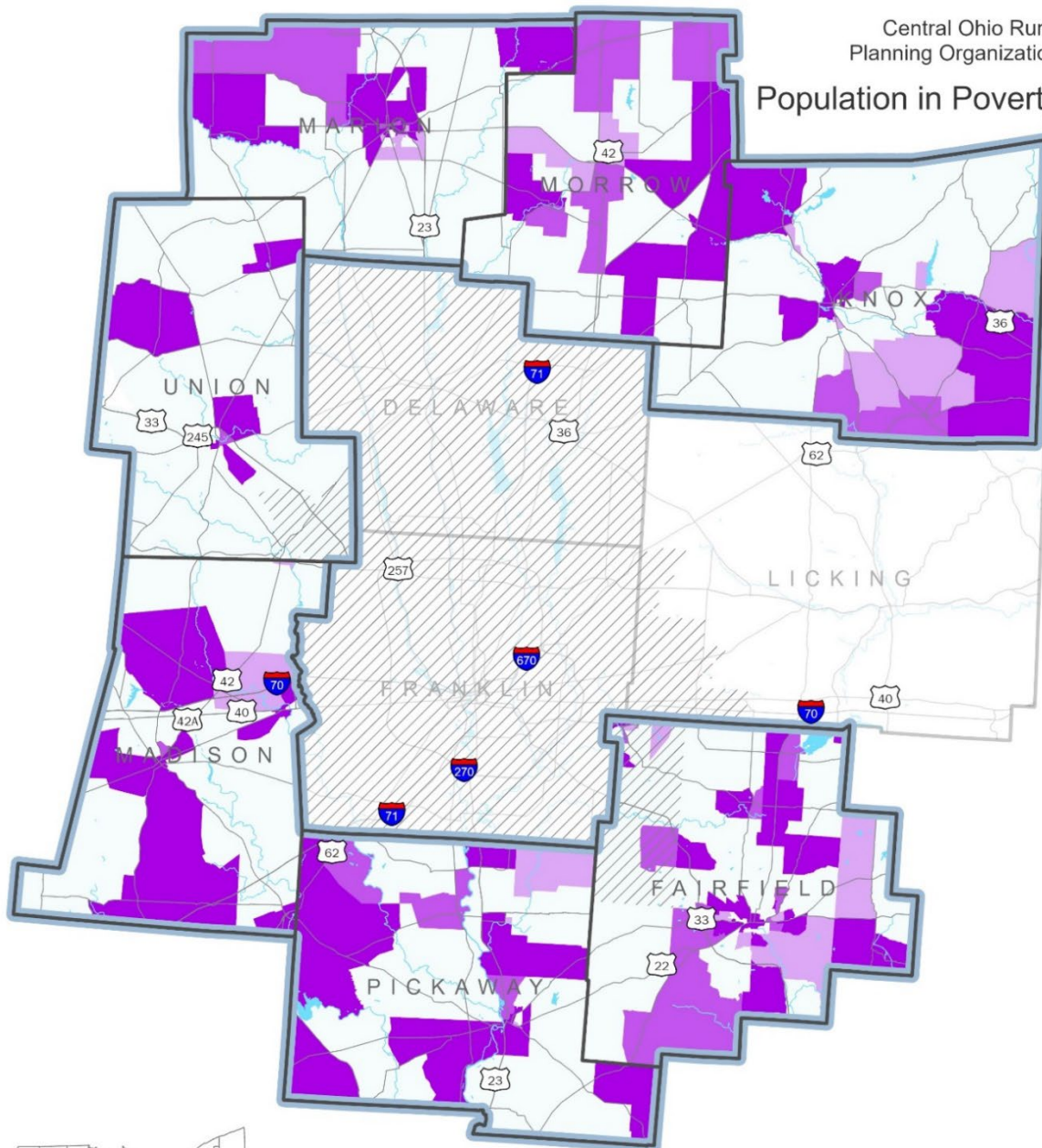


FIGURE 2.14 PERCENT OF POPULATION BELOW 200% FEDERAL POVERTY LINE, 2010 & 2021

Source: American Community Survey, 5-Year Estimates
 *2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

Like the locations of areas with higher concentrations of minority populations, many of the areas in the CORPO region with higher concentrations of poverty are reflective of the block groups with larger populations in the CORPO counties, as seen in Figure 2.12.

Population in Poverty



CORPO Region
Average: 10.3%



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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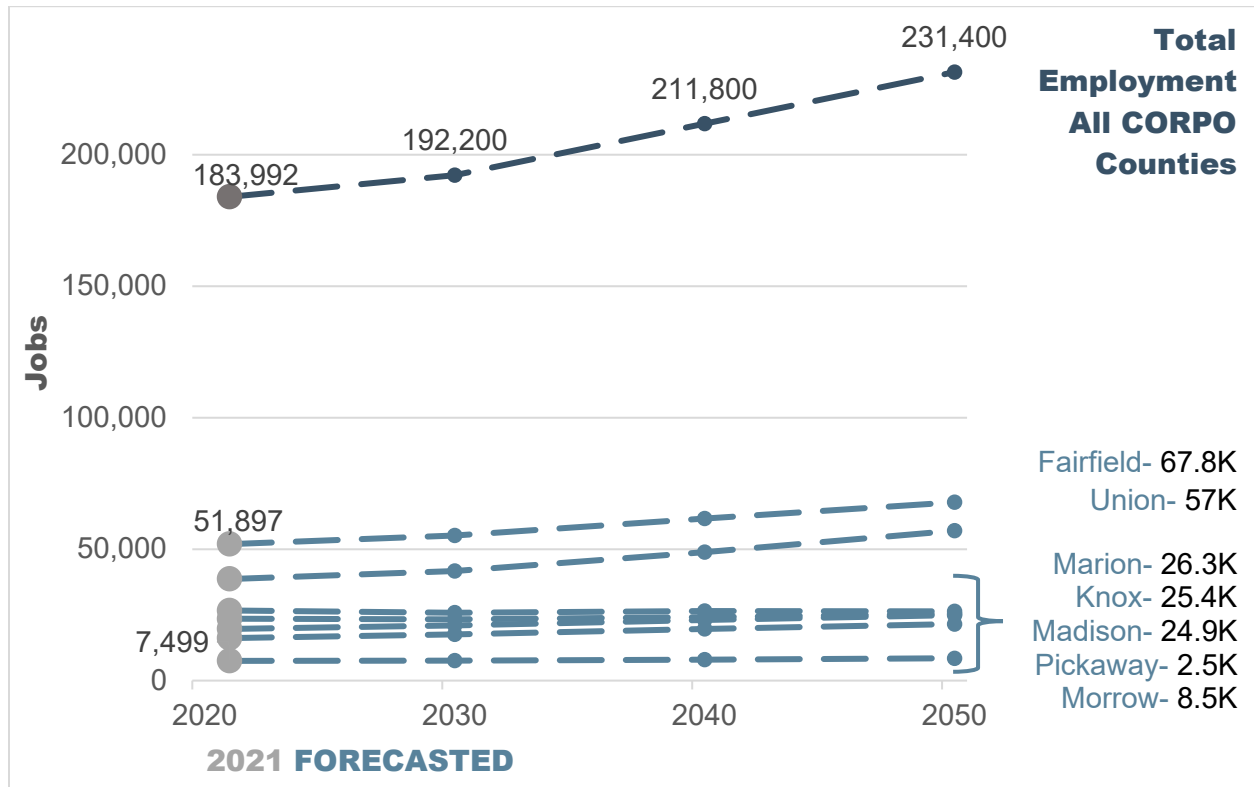
FIGURE 2.15 INCOME AND POVERTY, 2021*

Source: American Community Survey, *5-Year Estimates, 2017-2021



CHARACTERISTICS OF EMPLOYMENT GROWTH

As almost all the CORPO counties are forecasted to see population growth between 2021 and 2050, it's not surprising that all the CORPO counties are also anticipated to see employment growth over the same period to support the population growth. Figure 2.13 shows that by 2050, the CORPO region is anticipated to have over 231,000 jobs.



County	2021	Forecasted		
		2030	2040	2050
Total All CORPO	183,992	192,200	211,800	231,400
Fairfield	51,897	55,200	61,600	67,800
Union	38,627	41,700	48,900	57,000
Marion	26,665	25,800	26,400	26,300
Knox	23,493	23,300	24,200	25,400
Madison	19,646	21,000	23,000	24,900
Pickaway	16,165	17,600	19,700	21,500
Morrow	7,499	7,600	8,000	8,500

FIGURE 2.16 TOTAL EMPLOYMENT TREND, 2021-2050

Source: MORPC Employment Forecasts

*Forecasted employment rounded to nearest 100



Central Ohio continues to be positioned better than most to weather and recover from future economic downturns more quickly. The usual narrative surrounding rural areas tends to characterize these communities by a history of waning industry, but this is largely untrue in recreation-oriented areas nationwide². Several large-scale developments are expected to add significant employment opportunities in the next decade in the central Ohio region, and CORPO counties will likely add employment opportunities supporting this growth.

UNEMPLOYMENT

With the continued growth of employment opportunities, the unemployment rate across the CORPO counties is forecasted to drop to just above 4%, a drastic decrease from the over 7% unemployment rate in 2011 as the counties were emerging from the Great Recession (see Figure 2.14).

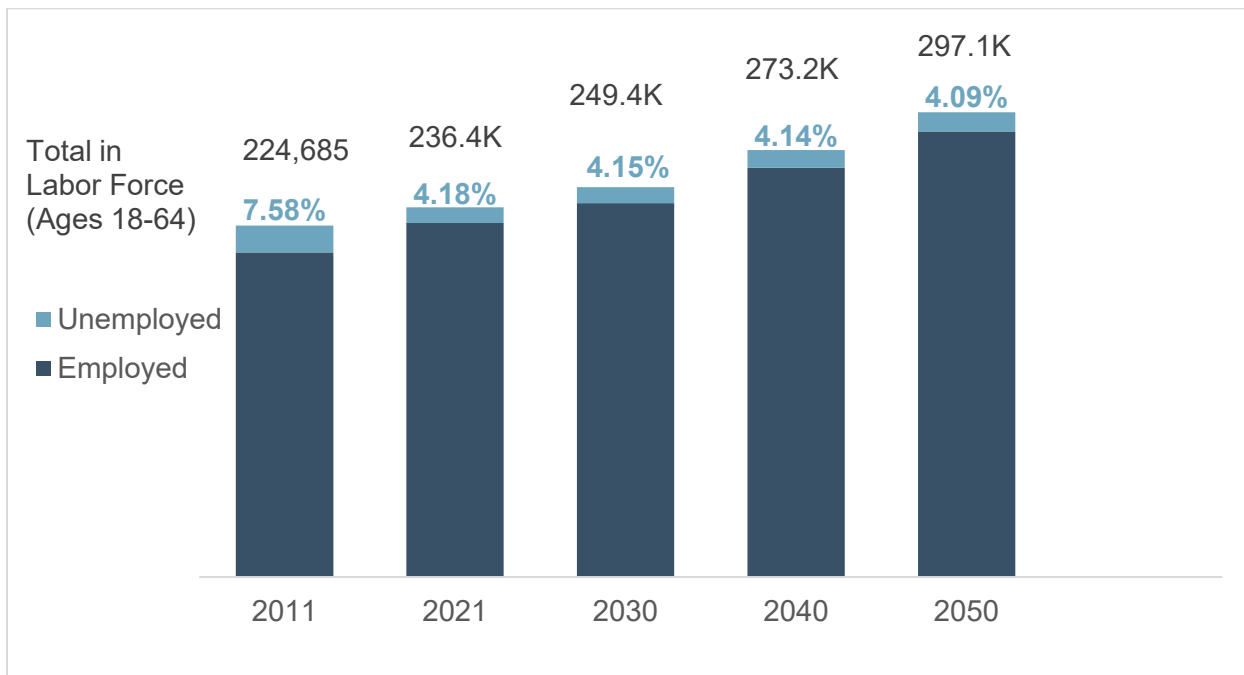


FIGURE 2.17 UNEMPLOYMENT HISTORIC AND PROJECTED

Source: 2011- ACS 5-Year Estimates 2007-2011; 2021-2050-MORPC Employment Forecasts

*Forecasted employment rounded to the nearest 100

² *An Active Roadmap: Best Practices in Rural Mobility*, Smart Growth America, 2023

INDUSTRIES

The largest type of employment in the CORPO counties is industrial employment, followed by office, and then other employment types, as shown in Figure 2.15. These stable industries are expected to reflect similar percentages of the total CORPO employment by the 2050 horizon.

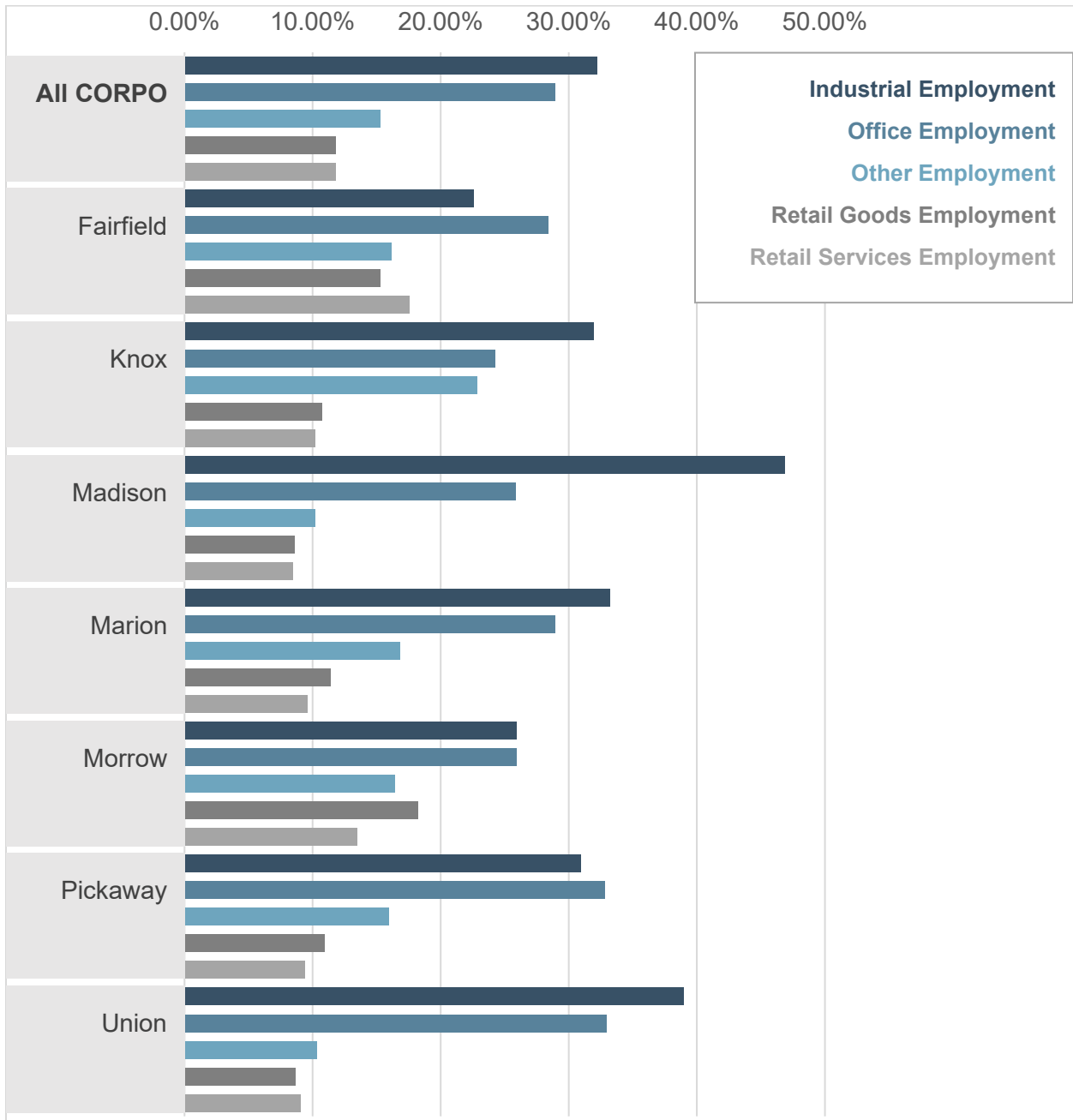


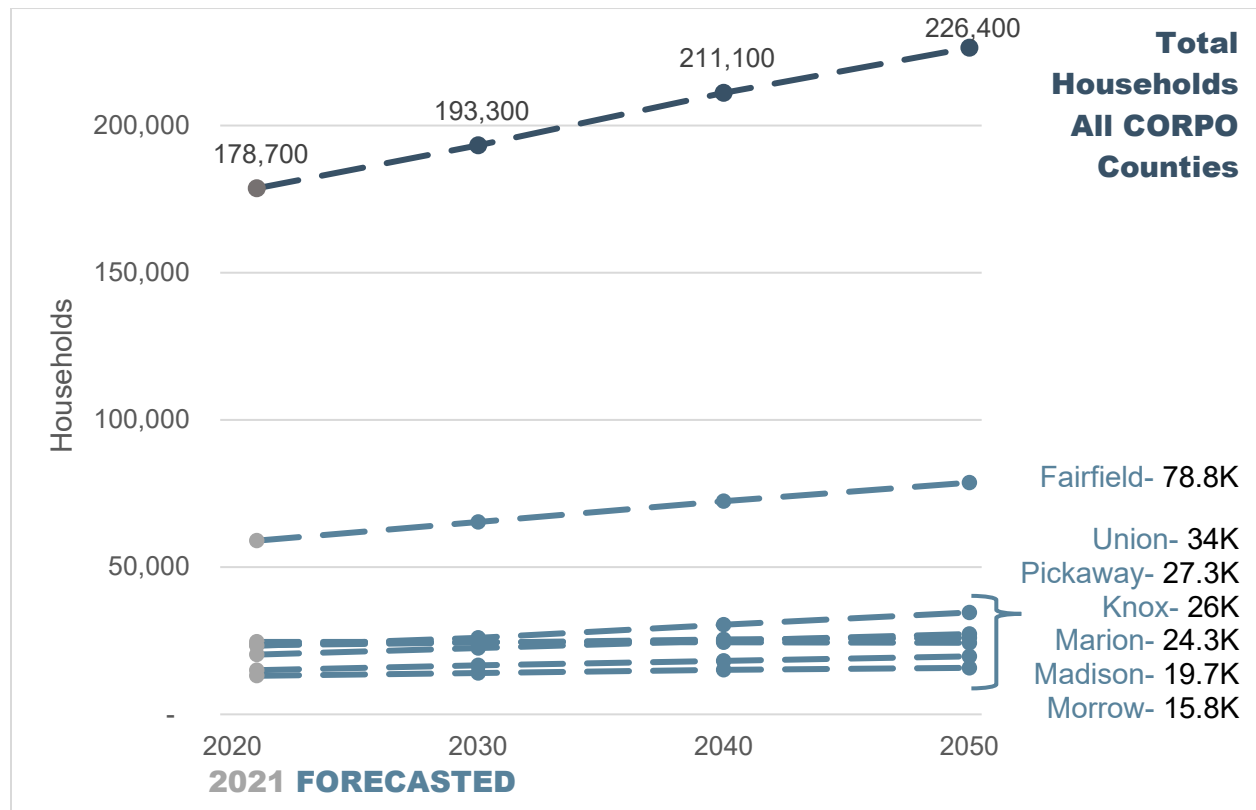
FIGURE 2.18 SHARE OF EMPLOYMENT BY INDUSTRY, 2022

Source: MORPC Employment Forecasts



CHARACTERISTICS OF HOUSEHOLD GROWTH

As mentioned, the seven-county CORPO region is anticipated to add over 133,000 people by 2050 and add 231,000 households to support this growth as shown in Figure 2.1. Below, Figure 2.16 shows the household growth projects for CORPO as a whole and each of the counties.



County	2021	Forecasted		
		2030	2040	2050
Total all CORPO	178,700	193,300	211,100	226,400
Fairfield	59,000	65,300	72,400	78,700
Marion	24,600	24,600	24,500	24,300
Knox	23,500	24,400	25,400	26,000
Union	23,300	26,000	30,400	34,600
Pickaway	20,300	22,500	25,000	27,300
Madison	15,000	16,600	18,200	19,700
Morrow	13,100	14,000	15,100	15,800

FIGURE 2.19 HOUSEHOLD GROWTH PROJECTION, CORPO COUNTIES, 2021-2050

Source: MORPC Population Estimates



HOUSEHOLD SIZE

Changing household sizes can affect the patterns of residential development. Household size in the CORPO region increased slightly between 2010 and 2021, according to American Community Survey estimates (Figure 2.17). During this time, household size in the state of Ohio decreased, a trend mirrored by only Pickaway County of the seven CORPO counties.

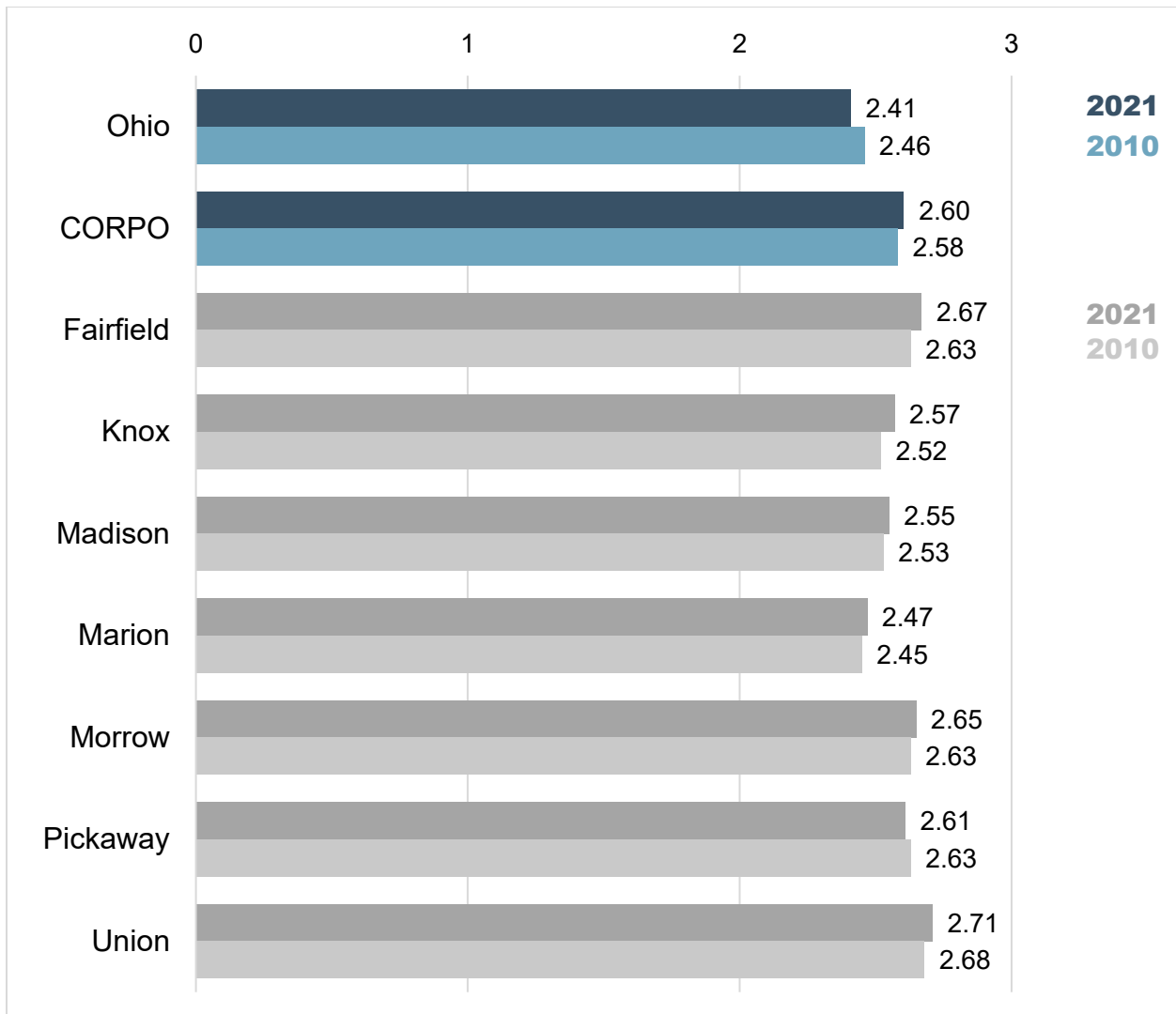


FIGURE 2.20 HOUSEHOLD SIZE, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate



HOUSEHOLD INCOME

Median household income can be an influencing factor in transportation decisions and residential development patterns. Figure 2.18 shows median household income for the state, CORPO region, and each CORPO county in 2010 & 2021. When adjusted for inflation to 2021 dollars, median household income in the CORPO region decreased between 2010 and 2021 per American Community Survey data. Despite the decrease in median household income, the CORPO region still has a median household income higher than the state of Ohio. At the county level, Union County has a significantly higher median household income than the other CORPO counties- almost \$20,000 higher than the next highest county, Fairfield County.

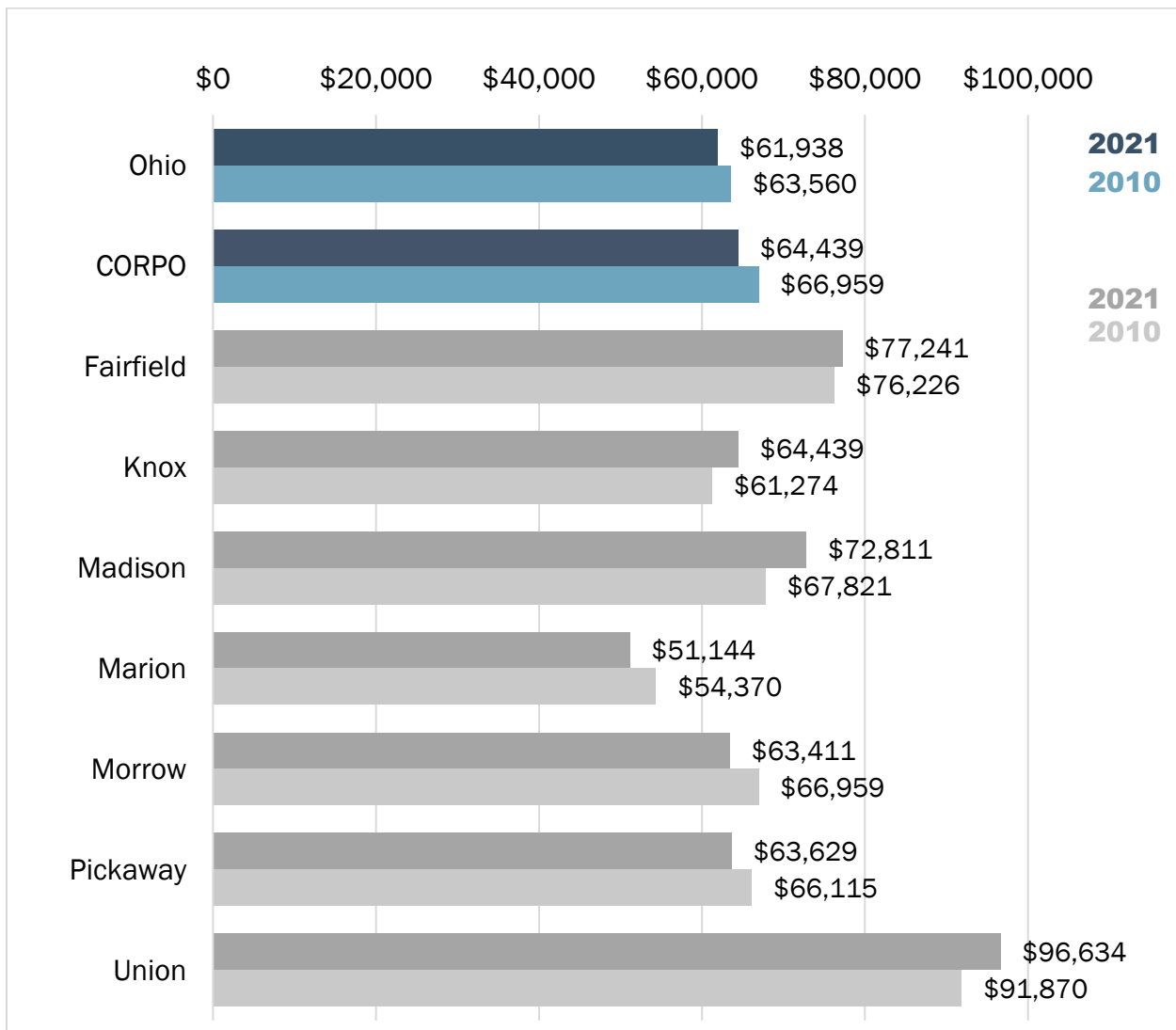


FIGURE 2.21 MEDIAN HOUSEHOLD INCOME, 2010 & 2021 (INFLATION ADJUSTED TO 2021 DOLLARS)

Source: American Community Survey, 5-Year Estimates
 *2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimates



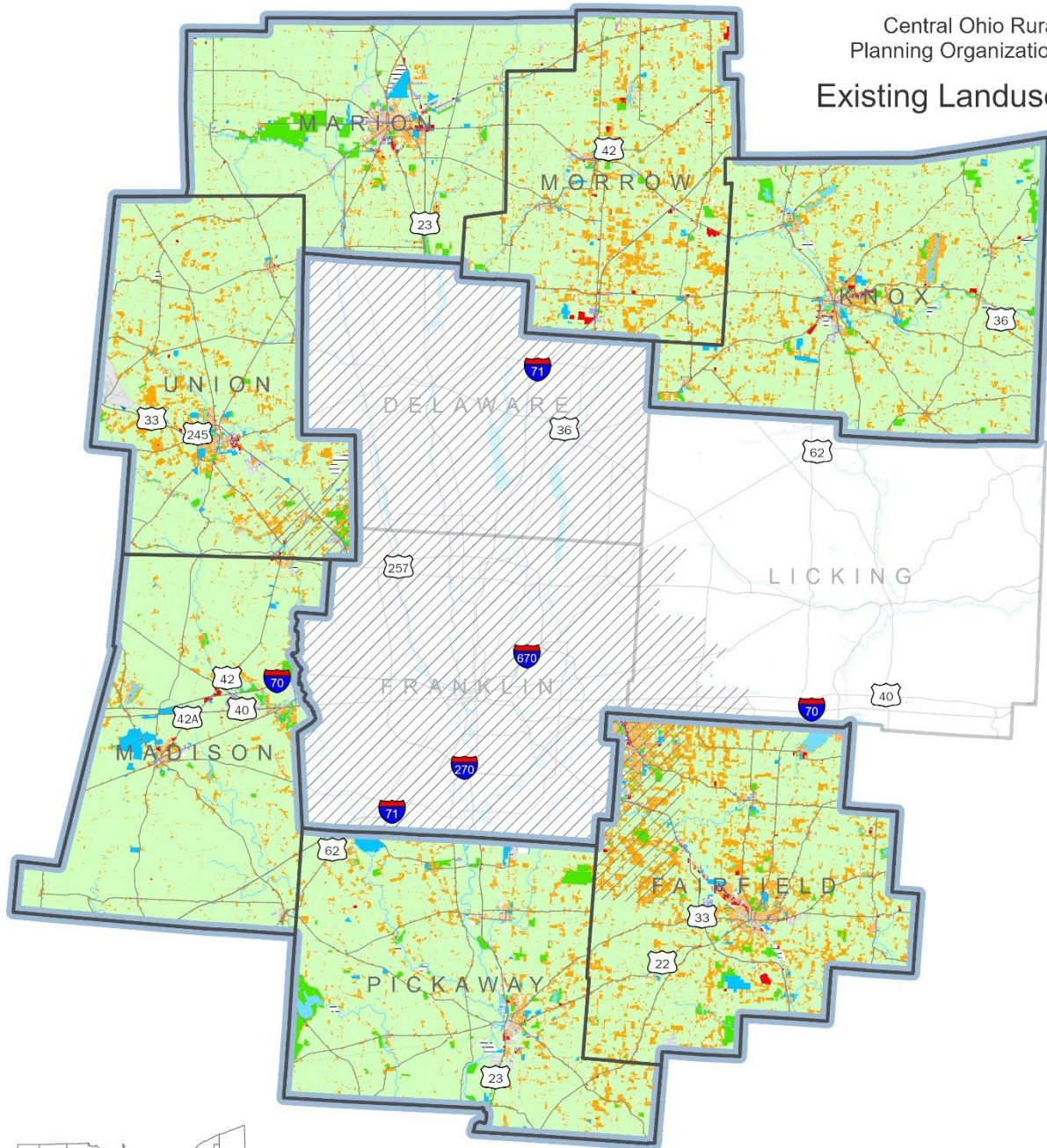
2.2 Regional Land Use and Development Patterns

Regional Land Use

As mentioned in the opening of the section, land uses and economic systems are the driving sources behind travel patterns, and transportation systems provide the means for connecting them. Land use policies largely determine the locations of land uses and subsequently drive the development of the transportation system to serve uses.

As can be seen in Figure 2.19, agricultural and residential uses dominate the landscape of the CORPO counties, with other uses such as commercial and mixed-uses, mainly appearing near population centers in the counties. In many instances, identified points of interest in the CORPO counties correlate with the locations of commercial, park/open space, and mixed-use land uses, as shown in Figure 2.20.

Central Ohio Rural
Planning Organization
Existing Landuse



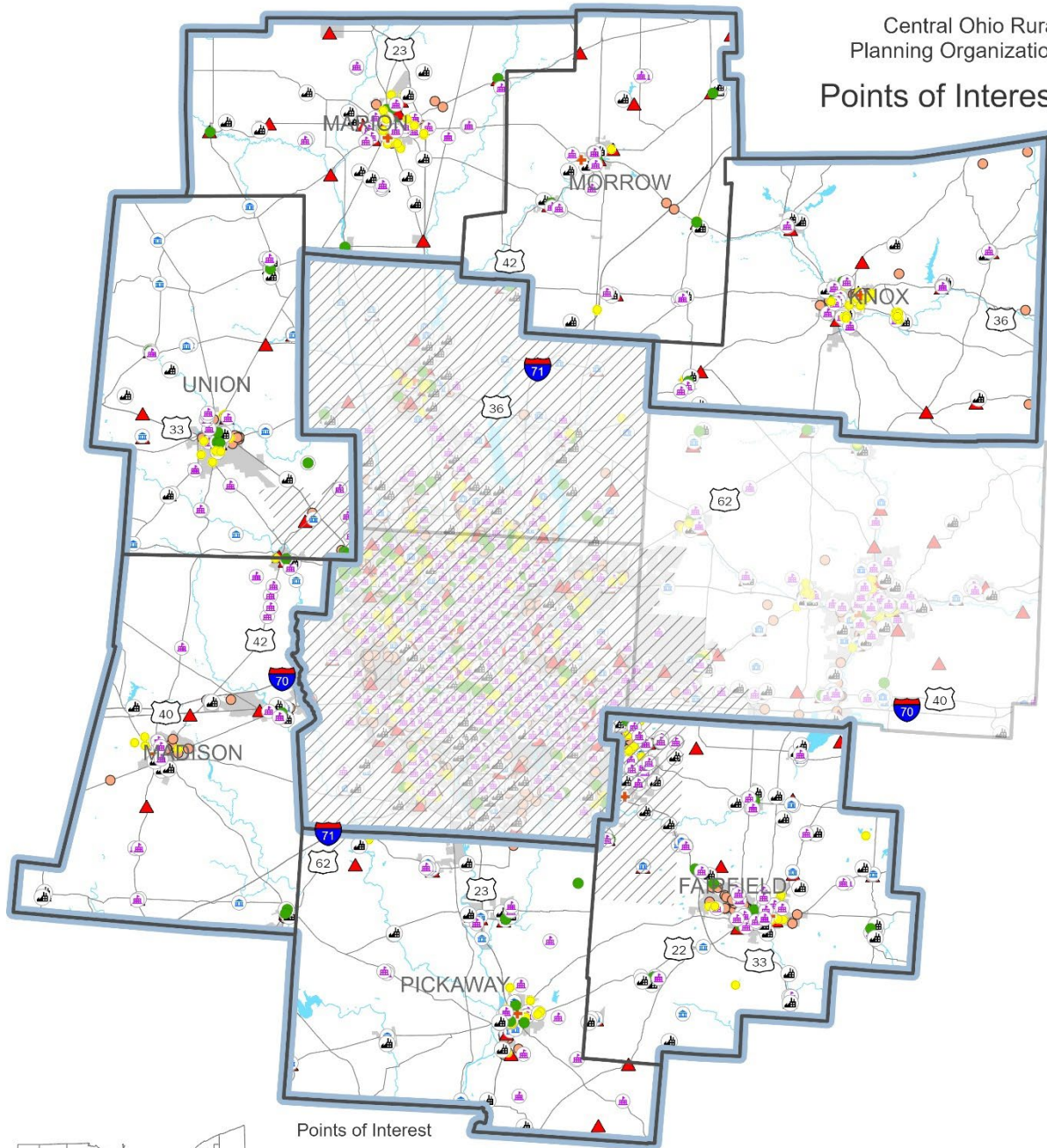
- | | | |
|--|--|--|
| ■ Commercial | ■ Residential | CORPO Boundary |
| ■ Mixed-Use | ■ Agriculture | MORPC MPO Boundary |
| ■ Office | ■ Public Service | |
| ■ Industrial | Quarry | |
| ■ Park/Open Space | ■ Warehouse | |



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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FIGURE 2.22 EXISTING LAND USE, 2022

Central Ohio Rural
Planning Organization
Points of Interest



- Points of Interest
- Commercial
 - 🏫 Education
 - ▲ Emergency Response
 - 🏛️ Government
 - Group Quarters
 - 🏭 Industrial
 - + Medical
 - Public Places
- CORPO Boundary
 - MORPC MPO Boundary



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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FIGURE 2.23 CORPO POINTS OF INTEREST, 2022



RESIDENTIAL DEVELOPMENT TRENDS

The volume, type, and pattern of residential development that occurs in the region impacts the transportation system, often as a contributing factor in the location of new improvements and capacity adding improvements.

RESIDENTIAL PERMITS

The number of building permits issued can be a good indicator of the intensity and pattern of development occurring. Single-family dwellings are frequently associated with more spread-out patterns of development, whereas multi-family dwellings frequently coincide with more compact development patterns. Figure 2.21 lists the number of permits issued each year in the 15-County Central Ohio region and the subset 7-County CORPO region between 2015 and 2021. As can be seen in the figure, other than in 2019, permits issued yearly have been steadily increasing. As the CORPO counties are primarily suburban or rural areas with larger lot development dominating the residential landscape, it's not surprising that in most years the volume of single-family building permits issued is more than double that of multi-family building permits issued. In 2022, the single-family building permits issued in the CORPO region accounted for more than 30% of the total single-family buildings permits issued in the 15-County region.

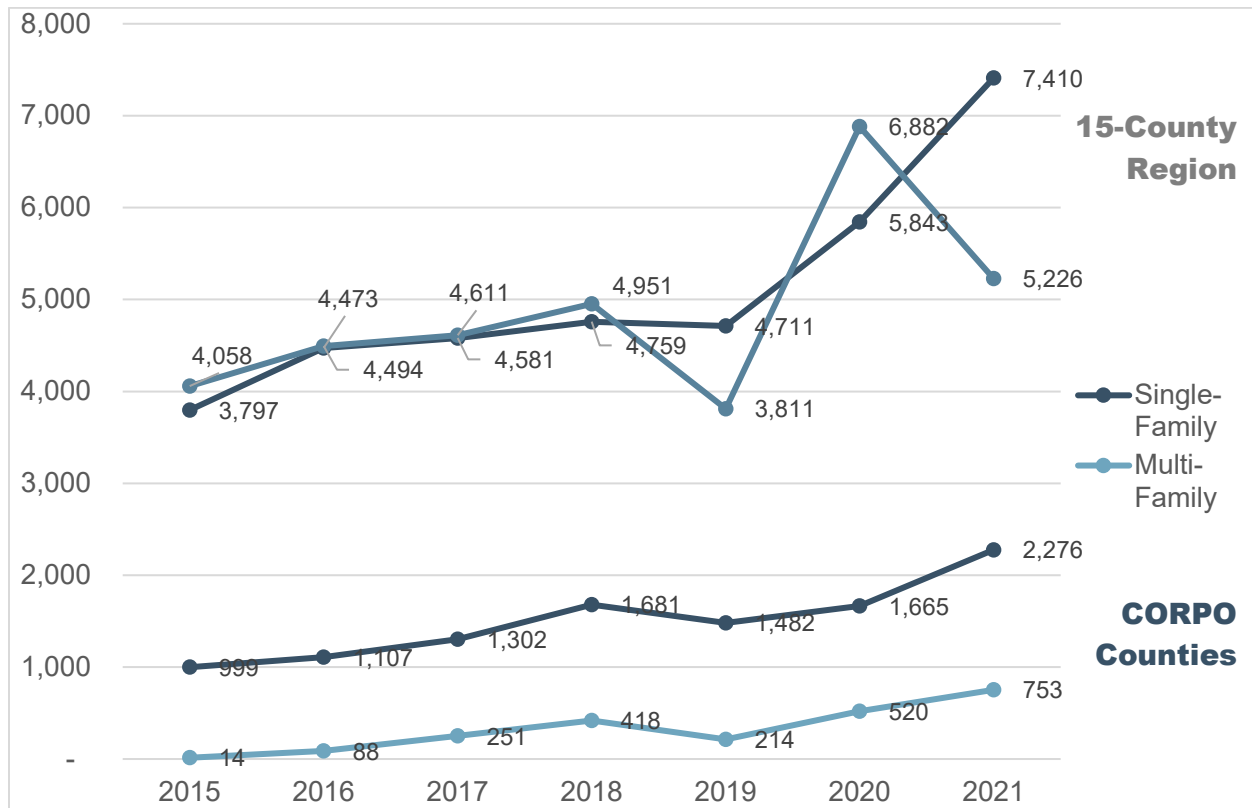


FIGURE 2.24 15-COUNTY REGION & CORPO RESIDENTIAL PERMITS ISSUED, 2015-2021

Source: Census Building Permit Survey Data, 2015-2021

Figure 2.25 Shows the total number of single-family and multi-family residential building permits issued in each of the CORPO counties between 2015 and 2021. Both Fairfield and Union counties issued over 4,000 single-family building permits during this timeframe, accounting for more than half of the total single-family building permits issued in the CORPO region during this timeframe. It’s also worth noting that Union County alone issued over 1,500 multi-family building permits from 2015-2021, accounting for over half of the multi-family building permits issued in the CORPO region during this time.

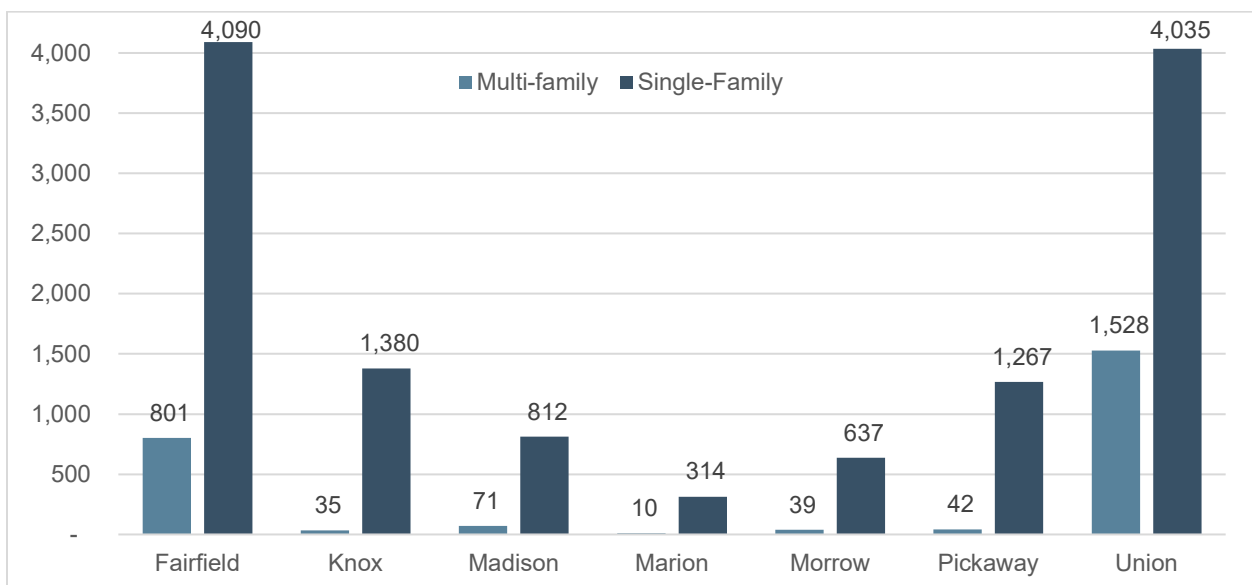


FIGURE 2.25 TOTAL RESIDENTIAL BUILDING PERMITS ISSUED, 2015-2021

Source: Census Building Permit Survey Data, 2015-2021

RESIDENTIAL TENURE

Compared to the state, the CORPO region has a higher percentage of households that are owner-occupied as opposed to renter occupied, as seen in Figure 2.22. As many single-family dwellings are owner-occupied and many multi-family dwellings are renter-occupied, the higher percentage of owner-occupied dwellings in the CORPO region coordinates with the higher numbers of single-family building permits issued. Since 2010, the percentage of renter-occupied housing has increased slightly, coinciding with a mostly consistent increase in the number of multi-family building permits issued annually.

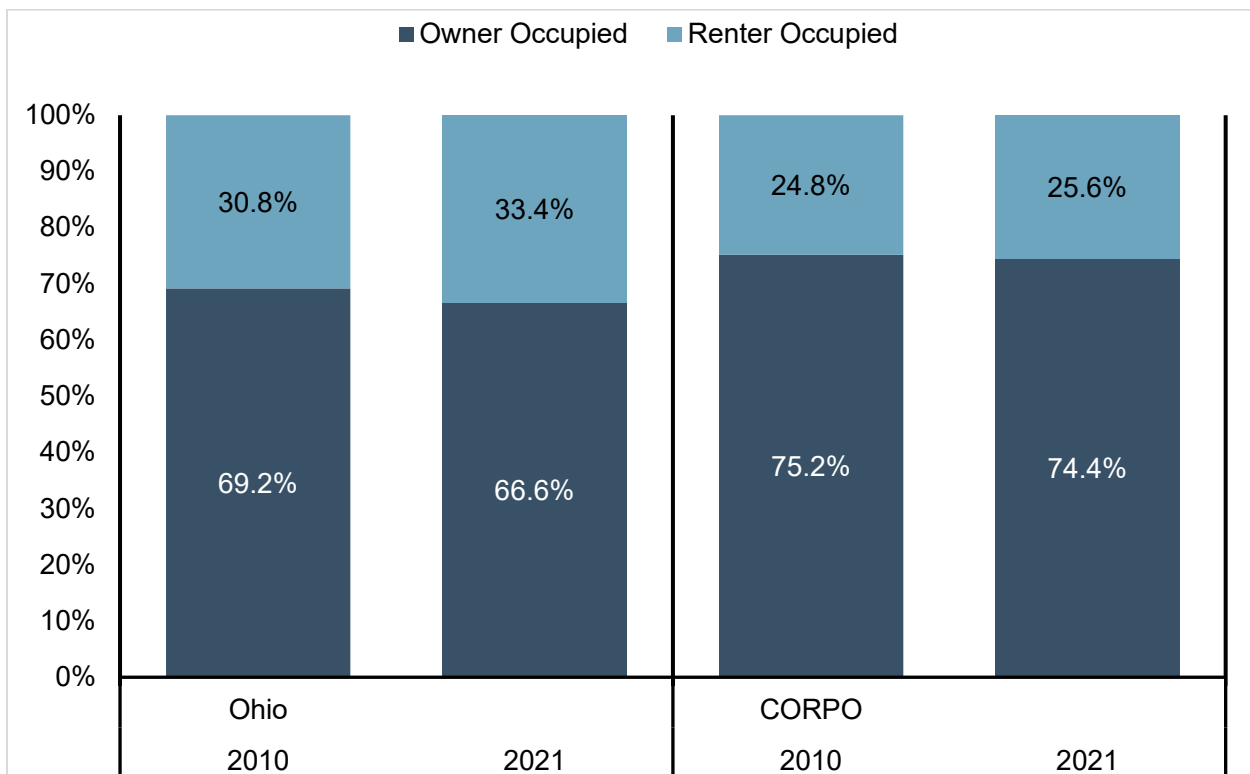


FIGURE 2.26 HOUSING TENURE CORPO & OHIO, 2010* & 2021*

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

Figure 2.27 shows housing tenure by county in 2010 ACS 5-Year estimates and 2021 ACS 5-Year estimates. As can be seen in the figure, almost every county, other than Madison and Union counties, experienced a small increase in the percentage of rental tenure between 2010 and 2021.

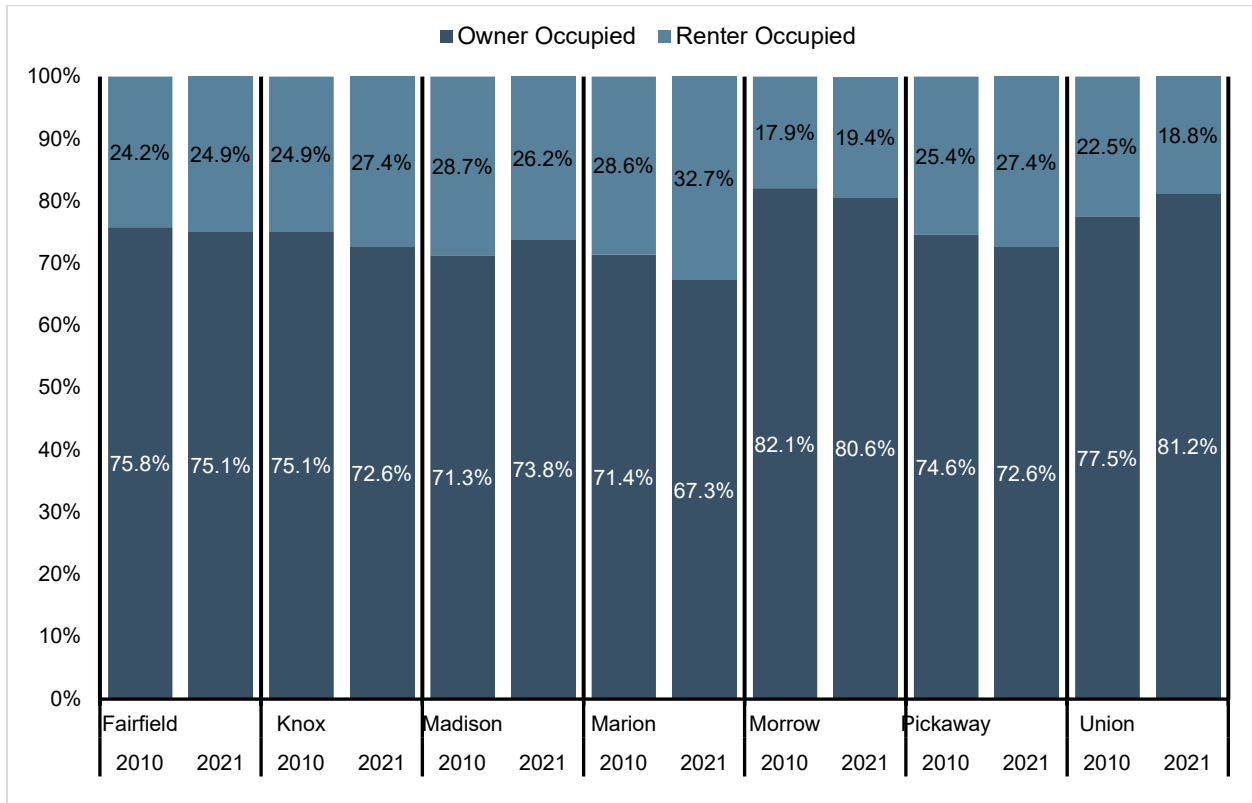


FIGURE 2.27 HOUSING TENURE BY COUNTY, 2010* & 2021*

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate



HOUSEHOLDS & JOBS GROWTH

As shown in Figure 2.1 earlier in this chapter, the seven CORPO counties are expected to add over 47,700 households and over 47,300 jobs before 2050. Predicting where this household and employment growth will be located is crucial to understanding the future needs of the transportation system.

As the location of residential development and economic development is largely influenced by land use policies, it's not surprising that areas expected to see the most increase in household development and employment density largely reflect existing land use patterns. When comparing Figure 2.19 with Figure 2.24 and Figure 2.25, the correlation between existing centers of residential development and employment areas, such as commercial, mixed-use, or industrial areas, and projected areas of residential development and employment growth can be seen.

MORPC used an approach to develop forecasts that begins with projections of growth of households and jobs by industry type at the county level. The process requires multiple stages (the next dependent on the last) starting with projections for overall population growth. The process begins with the overall trajectory of population growth at the county level, using a statistical model that accounts for the cyclical pattern of population growth in the observed trend. This cyclical pattern is largely driven by changes in migration, which are influenced by global and national geopolitical, economic, and social factors, as well as regional and local policies and initiatives. In addition to using historic trends in births, deaths and migration to predict growth at the county level, population projections are broken down into key subgroups (population by age, population in households versus group quarters, and population in the labor force and employed workers), then translated into the number of households (based on household size and occupancy rates of housing units) and jobs (based on county-to-county commuting patterns) that would likely correspond with those additional people.

As mentioned, land use and economic development are two of the driving forces behind the development of the transportation system. Areas with the largest expected increases in household and employment growth can be expected to be supported with expansions of or adds to the transportation systems. Conversely, areas with lower household and employment growth might expect more needs that align with preservation and maintenance of the transportation system or filling existing gaps more frequently than needs that add capacity or new transportation elements.

Central Ohio Rural
Planning Organization
Household Growth

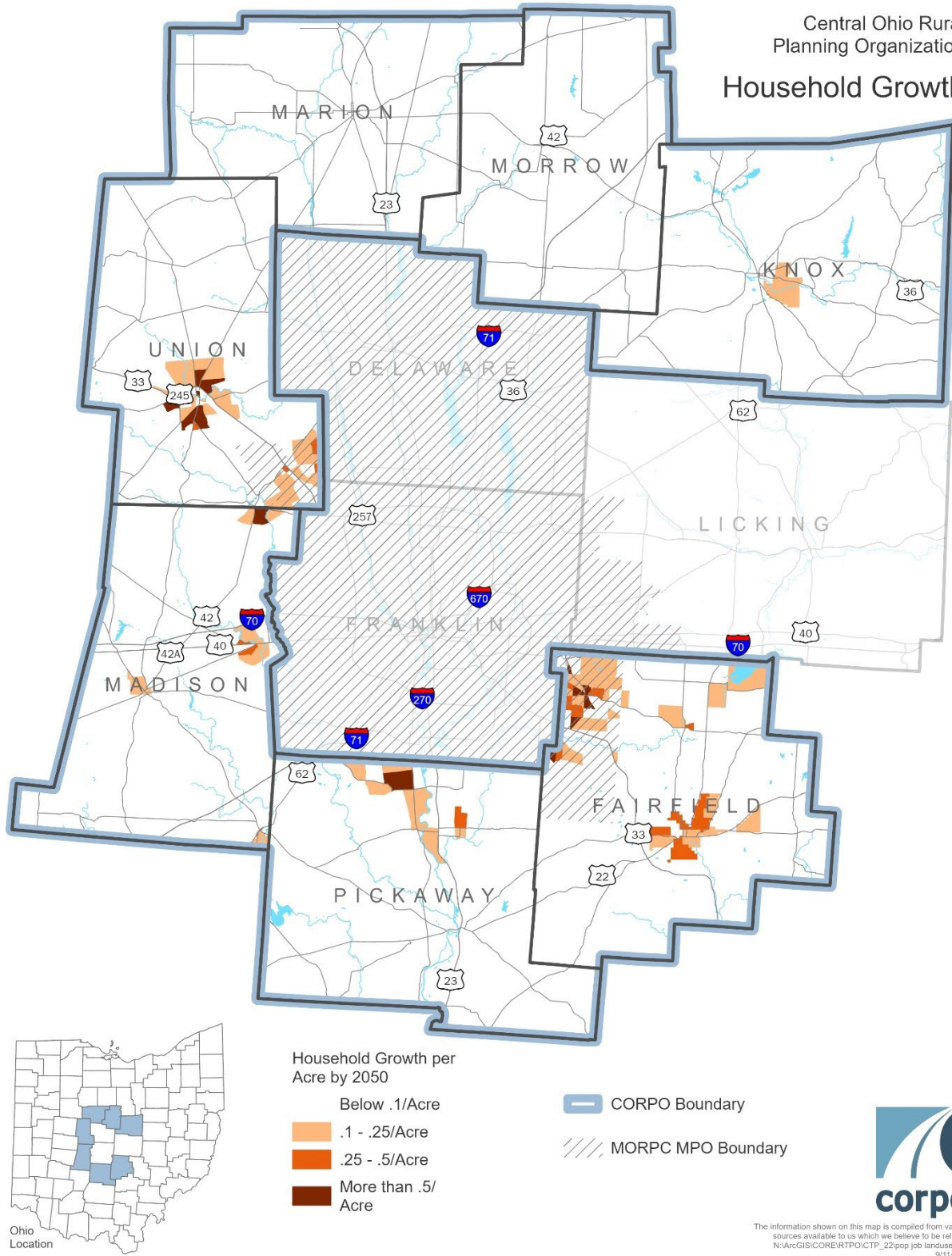
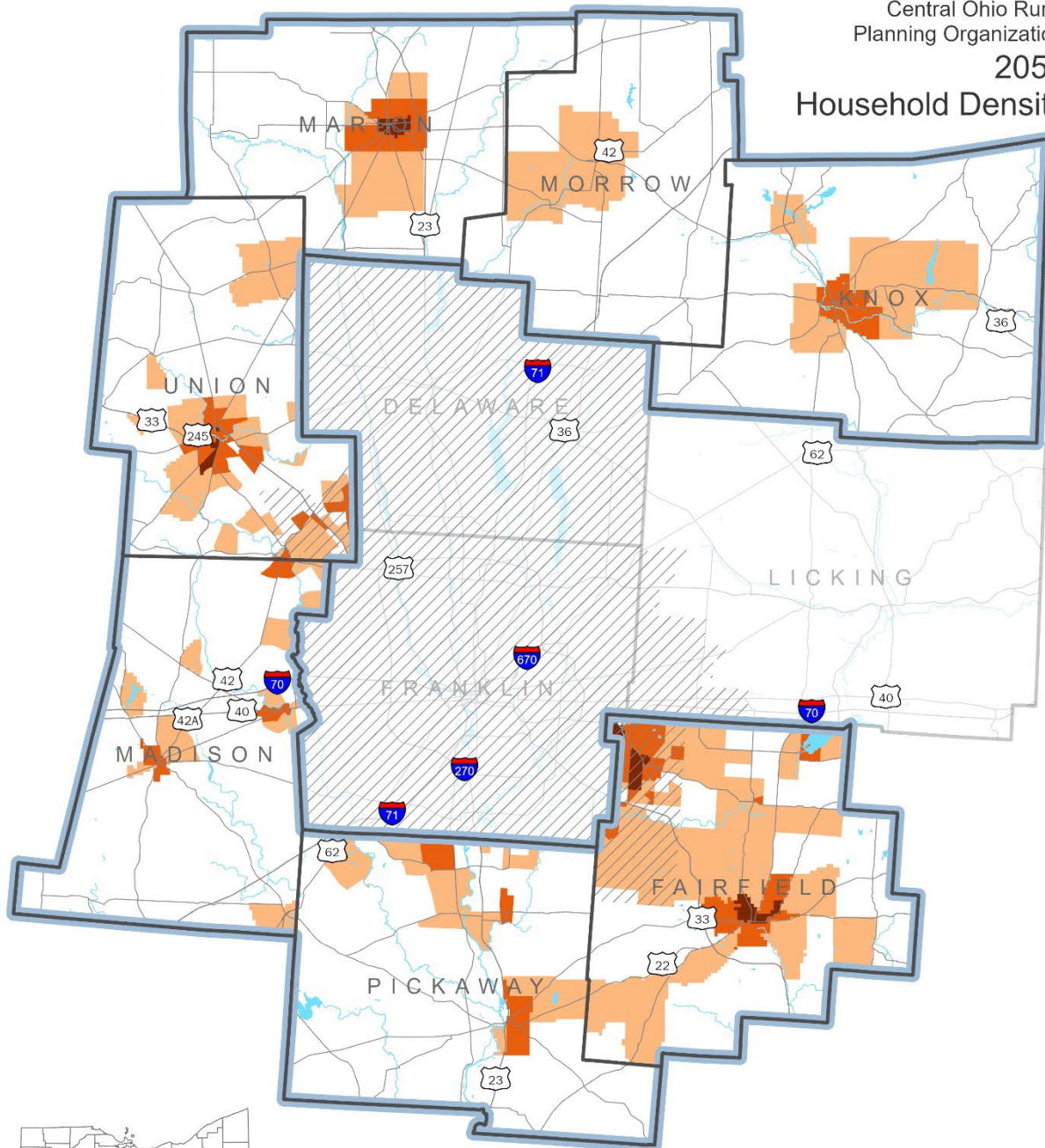


FIGURE 2.28 HOUSEHOLD DENSITY GROWTH 2021-2050

Source: MORPC Population Forecasts



Households per Acre
2050

- Below .1/Acre
- .1 - .5/Acre
- .5 - 2/Acre
- More than 2/
Acre

- CORPO Boundary
- MORPC MPO Boundary

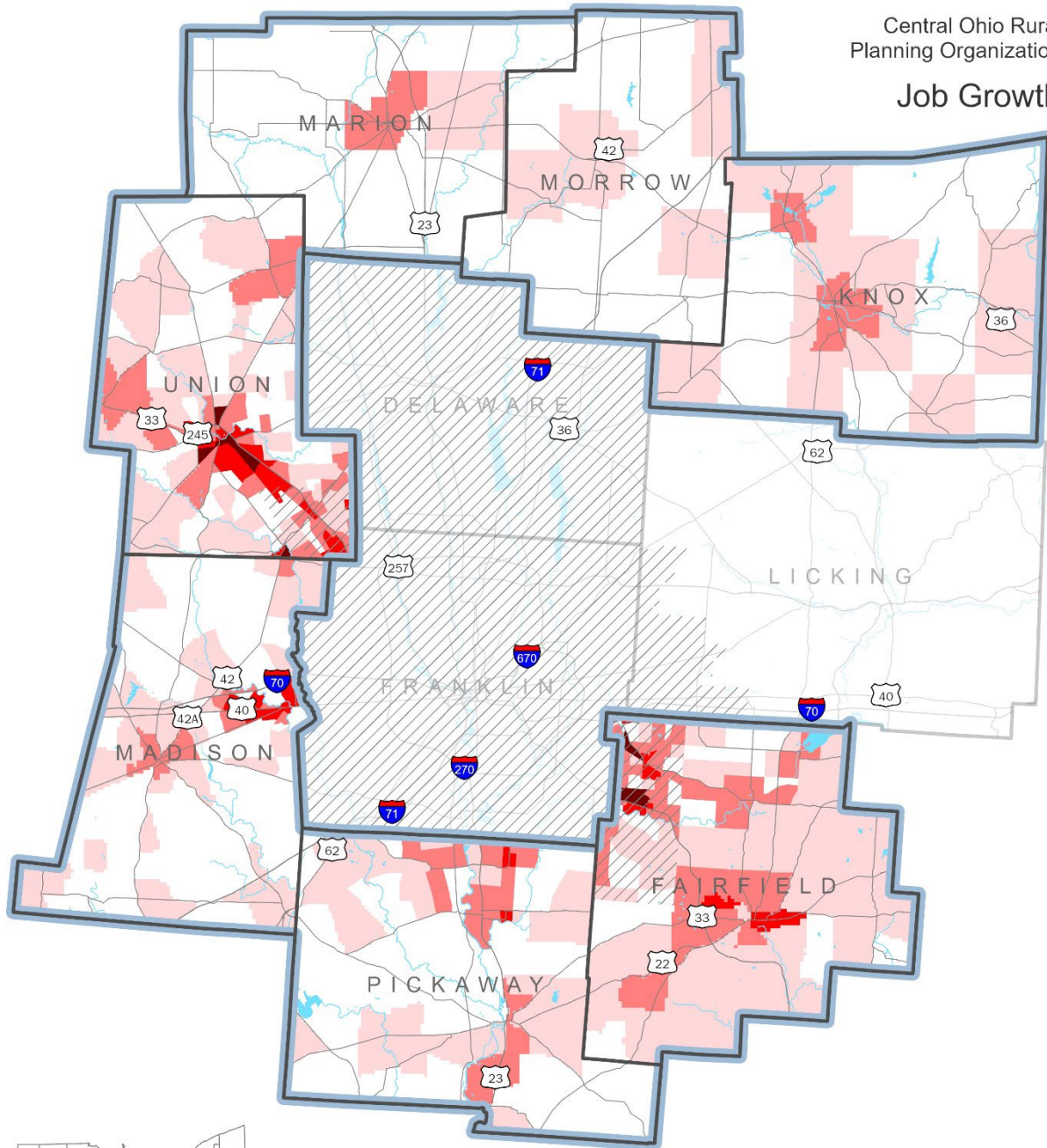


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FIGURE 2.29 HOUSEHOLD DENSITY 2050

Source: MORPC Population Forecasts

Job Growth



Job Growth Density by
2050

- Lowest
- Low
- Medium
- High
- Highest

CORPO Boundary

MORPC MPO Boundary

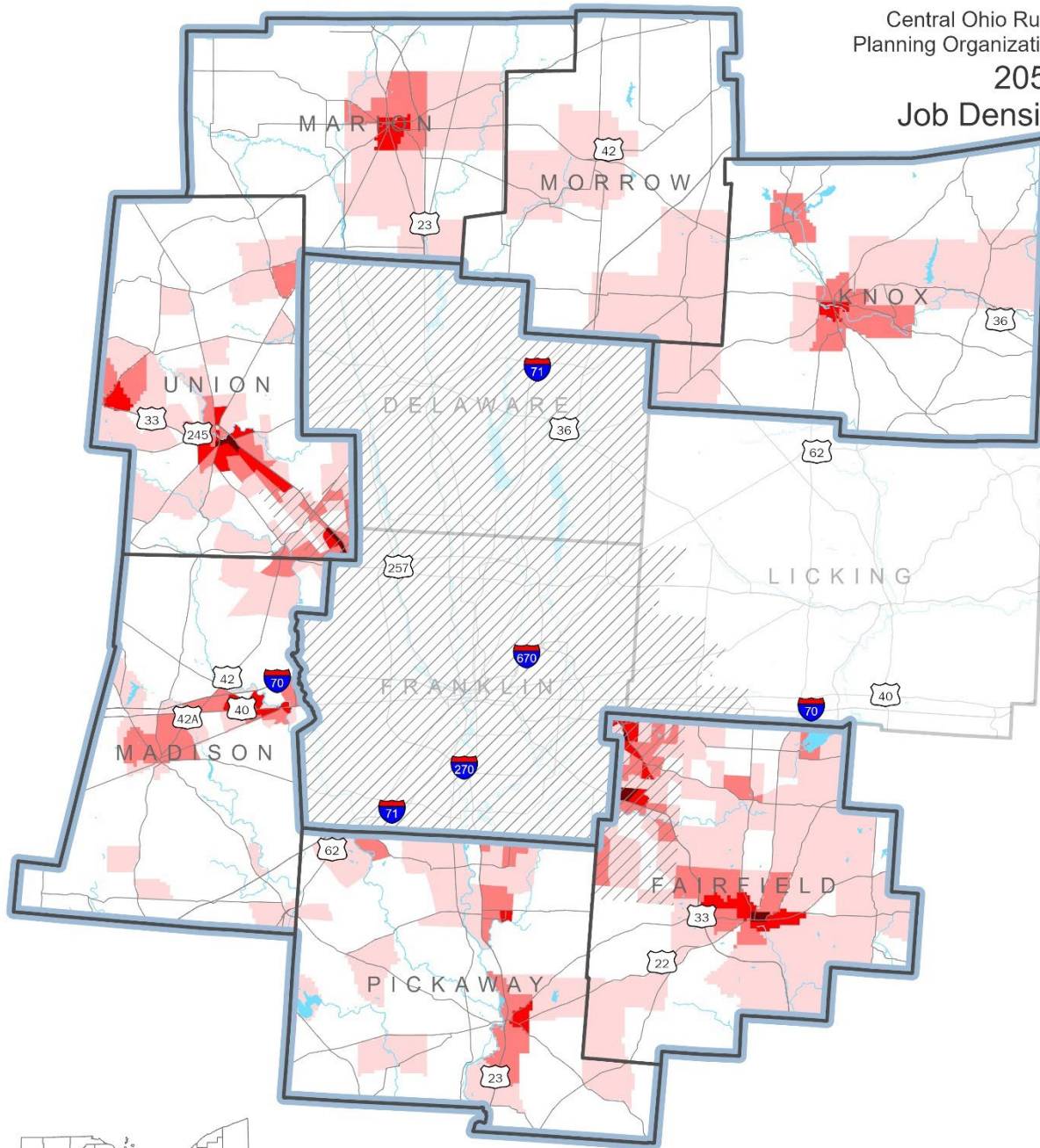


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FIGURE 2.30 JOB DENSITY GROWTH 2021-2050

Source: MORPC Population Forecasts

Central Ohio Rural
Planning Organization
2050
Job Density



2050 Jobs per Acre

- Lowest
- Low
- Medium
- High
- Highest

- CORPO Boundary
- MORPC MPO Boundary



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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FIGURE 2.31 JOB DENSITY 2050

Source: MORPC Population Forecasts



Regional Travel Patterns

Limited funding for expanded highways, unstable fuel prices, increased congestion, and concern for our air quality emphasize the need for reducing driving alone in urban and suburban areas. For many years now, transportation demand management (TDM) strategies have shown effectiveness in reducing traffic congestion and environmental pollution caused by motor vehicles. Managing transportation demand should not be relegated to only urban areas. TDM strategies and projects focus on the opportunities to rideshare, use transit, bike, or walk to meet some of the travel needs of the region. Alternatives that reduce travel demand also include telecommuting and alternate work schedules that compress the work week or allow for commuting at non-peak hours.

This section discusses regional commuter patterns, travel times, and vehicle access, which are all factors that influence traveler choices.

COMMUTING PATTERNS

With most of the transportation infrastructure in the CORPO counties devoted to cars, it's no surprise that 88% of those in CORPO counties commute via single-occupancy vehicle (SOV). Only 12% of CORPO commuters rely on transportation other than a SOV for their commute, with the majority of those not commuting by SOV instead carpooling (8.8% of commuters). Table 2.4 provides a breakdown of modes used by CORPO commuters and Table 2.5 lists the commuting performance measure. It's worth noting that per the 2021 American Community Survey 5-year estimate, that around 9.3% of the CORPO working population does not commute and instead works from home. This high percentage of the population working from home is likely reflective of the global COVID-19 pandemic when many workers shifted to work from home protocols. It remains to be seen if the higher percentage of workers working from home and not commuting will maintain at this level or decrease/increase as the long-term effects of the pandemic continue to influence workplace habits. When the working population that does not commute is removed from consideration of commuting patterns, only 10.9% of the CORPO working population commutes via non-SOV modes.



CORPO COMMUTING PATTERNS	% of Commuters
Total Percentage Non-SOV Commuters*	12%
Carpool	8.8%
Public Transit/Bike/Walk	2.1%
Other	1.1%
SOV Commuters*	88%

TABLE 2.4 CORPO COMMUTING PATTERNS MODES, 2021

Source: American Community Survey, 5-Year Estimates, 2017-2021

ID #	PERCENT OF NON-SOV COMMUTES	2023 BENCHMARK
21	Total Percentage Non-SOV Commuters*	12%
21	Total Percentage SOV Commuters of Commuters*	88%

TABLE 2.5 COMMUNITING PERFORMANCE MEASURE

Source: American Community Survey, 5-Year Estimates, 2017-2021

When considering employment, knowing the number of people in your community who are employed and how they get to work is very important. To make appropriate transportation planning decisions, knowing where they work is vital. Much of the CORPO population lives and works in other CORPO counties and Franklin and Delaware counties. For commuting patterns for each county, reference the county appendices.

COMMUTE TIME

As the population, households, and employment grew in the CORPO region between 2010 and 2021, it's not surprising that commute time has increased over the same period. Research from Transportation for America and Third Way finds that households in rural areas and urban areas alike are driving significantly farther per trip on average in 2017 than they were in 2001 to accomplish their commutes and daily tasks, 12 percent, and 10 percent farther, respectively. While these trends look similar across rural and urban areas, longer trips have the potential to create much greater burdens on rural communities, negatively impacting their economic opportunities, quality of life, and healthcare access³. Figure 2.27 shows that commute times for the state and each CORPO county increased from 2010 ACS 5-year estimates to 2021 ACS 5-year estimates.

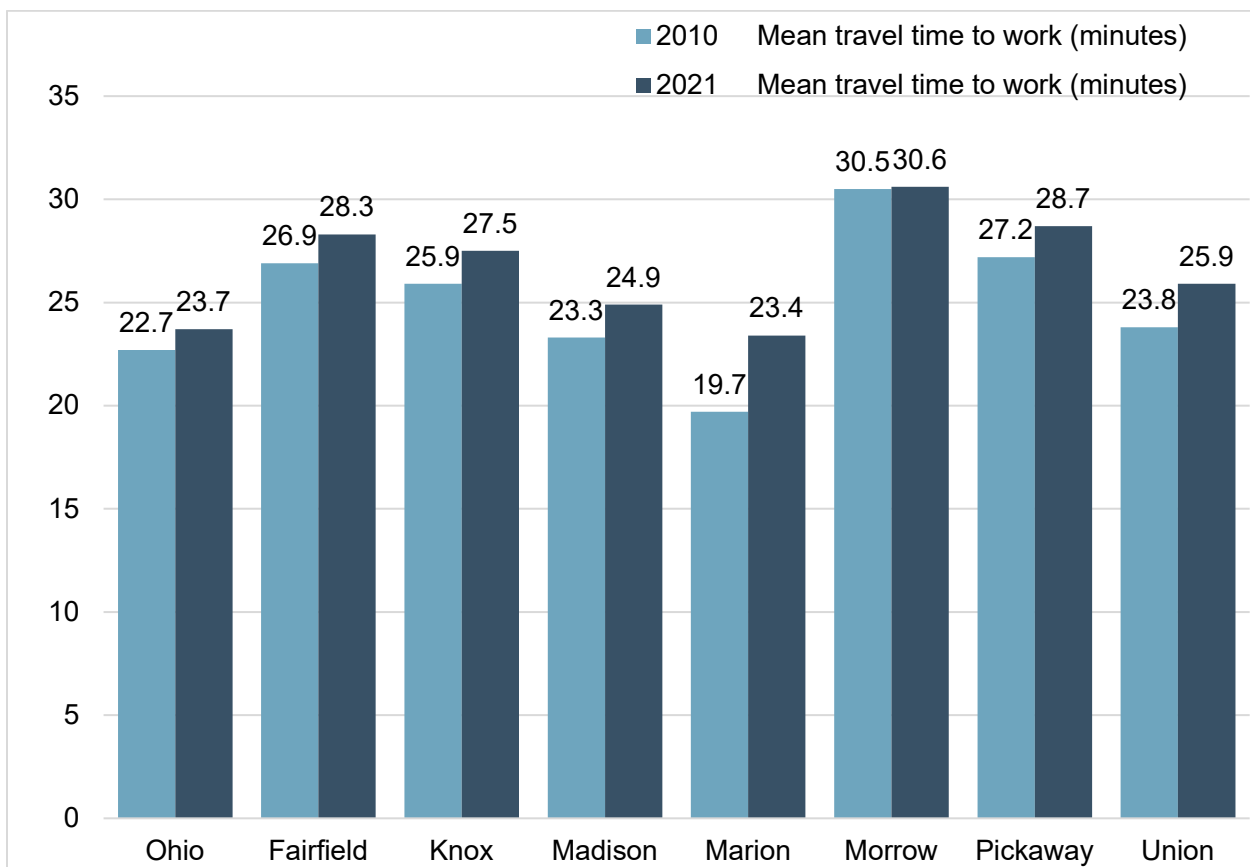


FIGURE 2.32 STATE AND CORPO COUNTY COMMUTE TIMES, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate

³ *An Active Roadmap: Best Practices in Rural Mobility*, Smart Growth America, 2023

VEHICLE ACCESS

Vehicle access is another factor that contributes to the transportation needs of the population. Households without access to a vehicle require access to other forms of transportation, such as multimodal facilities, vehicle for hire companies, ride share companies, and/or fixed route and on demand transit services. The percentage of households in the CORPO counties with no vehicle access declined slightly from 2010 ACS 5-Year estimates to 2021 ACS 5-Year estimates, from 5.2% of households to 4.8% of households, as shown in Figure 2.28 Percent of Households with no Vehicle, 2010 & 2021. Although this may seem like a small percentage of the population, 4.8% of CORPO households in 2021 was around 8,500 households without access to a vehicle. The number and percentage of households without a vehicle available emphasizes the importance of continuing to develop a multimodal transportation system and additional transit and mobility options to serve the CORPO counties.

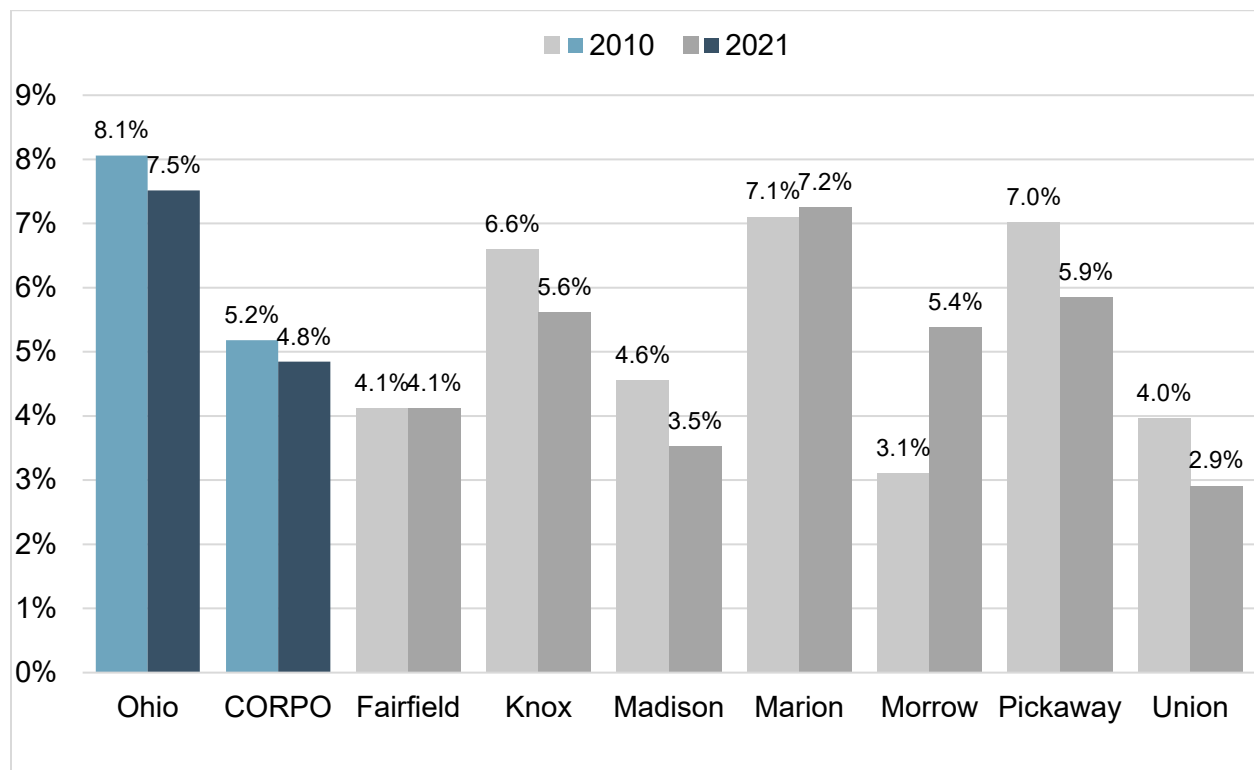


FIGURE 2.33 PERCENT OF HOUSEHOLDS WITH NO VEHICLE, 2010 & 2021

Source: American Community Survey, 5-Year Estimates

*2006-2010 ACS 5-Year Estimate, 2017-2021 ACS 5-Year Estimate



2.3 Key Issues, Challenges, and Concerns

As the CORPO counties continue to experience population, employment, and household growth and share in the increasing prosperity of the central Ohio region, continued growth is not without growing pains and challenges. To manage the growing pains and address the challenges, coordination among state, regional, and local governments, businesses, and community organizations will be key. This section highlights some of the key issues and challenges to be addressed that were identified in reviewing existing conditions and trends and in discussions with the CORPO communities.

Affordability and Housing Supply

Adding over 133,000 residents and over 47,700 households will put stress on the CORPO counties already struggling to meet housing demand with availability. Providing and developing enough housing to meet demands is needed to keep housing costs affordable. If housing costs continue to rise, many families in CORPO counties could be pushed to seek housing further from their places of employment, adding a burden of longer commutes and higher transportation costs.

Expanding Infrastructure to Keep Pace with Demand

Several CORPO counties identified developing and expanding infrastructure as one of the largest barriers to adding more housing and keeping pace with growth. Many rural areas of the CORPO counties are on septic systems, are served by wells, and are served by rural local roads that aren't designed for high levels of traffic. To add housing and employment to keep pace with demand, CORPO counties first need to expand or improve existing systems to accommodate additional development.

Preserving and Maintaining Existing Infrastructure & Availability of Funding

Preserving and maintaining the existing transportation infrastructure is the first goal of the CORPO Transportation Plan and continues to be a priority for the CORPO region, with over 15% of estimated funds in the planning horizon (2023-2050) allocated toward improvement and maintenance projects on existing roads and bridges. Expected declines in gas tax revenues and increasing inflation mean fewer projects and slower progress, making it ever more difficult for municipalities to address system preservation and maintenance.

Access to Recreational Amenities and Open Space

With large tracts of open space and many regional parks, it would be easy to assume that populations in more rural CORPO counties have better access to natural areas and other recreational destinations than their counterparts in urban areas. This is not necessarily true, however, as access is not only about proximity, but also about being able to reach local parks and green spaces safely and affordably. With population growth, limited transit services, and gaps in multimodal systems, keeping pace with development and providing access to open spaces and recreational amenities to residents of CORPO counties is a challenge.



Diversity & Demographic Shifts

The CORPO region is becoming increasingly diverse and the percentage of the population over age 65 will continue to grow. Though the CORPO counties are still less racially and ethnically diverse than the central Ohio region and the state, between 2010 and 2020, the population in the CORPO planning region that identified as white alone dropped from over 90% to 86.4% and the population that identified as Hispanic or Latino increased from only 1.7% to 2.7%.

Additionally, like national trends for rural areas, CORPO counties have a larger percent of the population over age 65 than the 15-county region, and the share of the population over 65 will continue to increase, representing 19% of the population by 2050. As the region's population continues to age and diversify, it is essential to account for the transportation needs of these populations and ensure their participation in the transportation planning process.

Roadway Safety & Vulnerable Road Users

Between 2017 and 2021, over 50,000 crashes were reported throughout the CORPO planning area and around 4% of those crashes resulted in serious injuries and fatalities. People walking, biking, and riding motorcycles represented only 2.5% of the total 50,000 crashes, but nearly 20% of all fatalities and serious injuries that occurred. Nearly 40% of all crashes involving a motorcyclist or pedestrian resulted in a fatality or serious injury. To address these high rates, it will be important to utilize strategies to modernize corridors to allow safe access for all users, implement improvements that reduce crash severity at intersections, and connect active transportation networks.