



3 The Regional Transportation System

The purpose of the CORPO region’s transportation system is to safely accommodate the travel needs of its users. CORPO’s transportation system is made up of several components or sub-systems that should seamlessly connect to provide fluid movement of people and goods across the system and the region. These include roadways, transit, railroads, bikeways, pedestrian facilities, and the intermodal facilities that interface these surface modes with ground and air freight. These components each serve their own purpose in moving people and goods throughout the region. This section describes these individual systems and intermodal connections that make up the CORPO region surface transportation system.

3.1 Regional Roadway System

The roadway system is the primary component of the transportation system in central Ohio. Nearly all the transportation systems described later in this chapter require access to the roadway system to function. To accommodate growth in travel, the capacity of the roadway system continues to expand through the widening of existing roads and the construction of new roads. Other physical improvements improve safety and access along existing roadways and intersections.

Functional Classification

For the purposes of the CTP, CORPO focuses on roads classified as “collectors” or higher. As of 2023, this includes about 5,120 lane miles of roadways in the CORPO planning area. This “lane mile” figure includes the length of each roadway (in miles), multiplied by the number of lanes in each roadway. For example, a mile of road with four lanes contributes four lane miles in the calculation. Table 3.1 and Figure 3.1 break down the 5,120 lane miles by roadway classification.

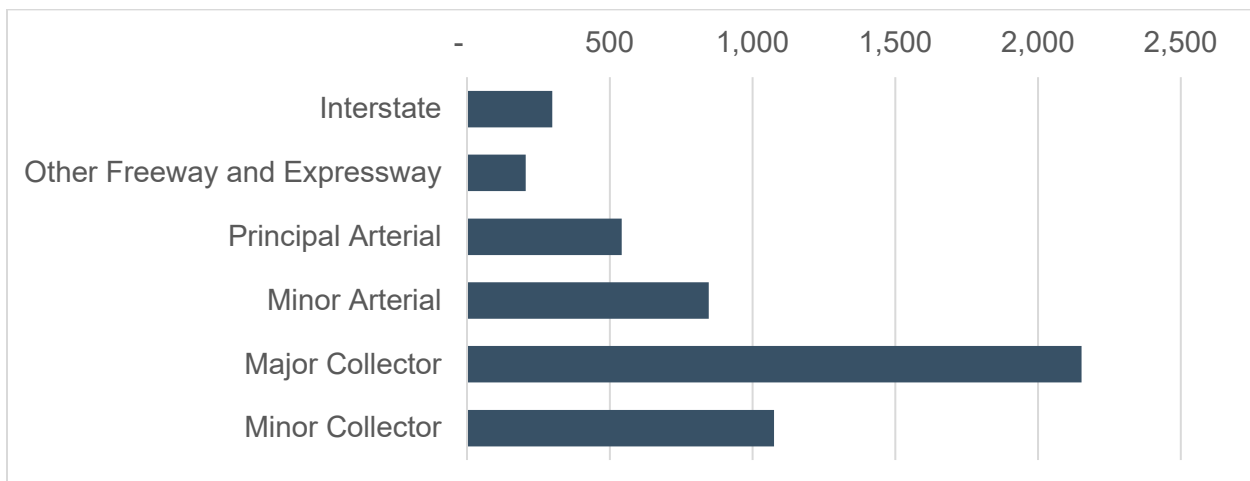


FIGURE 3.1 CORPO REGION LANE MILES BY FUNCTIONAL CLASSIFICATION, 2023

Source: ODOT TIMS



Major collectors account for more than 42% of the lane miles in the CORPO region. Minor collectors and minor arterials account for the next most lane miles, at 21% and 16.5% respectively. For comparison, as of 2020, the MPO planning area included 5,650 lane miles, with minor arterials representing 28% of the lane miles and major collectors representing 24% of the lane miles. Each county appendix includes a county map showing the functional classification of roadways.

Functional Classification Code	Functional Classification Type	CORPO Lane Miles	% of Total Lane Miles
1	Interstate	298.2	5.8%
2	Other Freeway and Expressway	205.2	4.0%
3	Principal Arterial	542.4	10.6%
4	Minor Arterial	846.3	16.5%
5	Major Collector	2,152.3	42.0%
6	Minor Collector	1,075.4	21.0%
Total		5,119.8	100.0%

TABLE 3.1 CORPO REGION LANE MILES BY FUNCTIONAL CLASSIFICATION, 2023

Source: ODOT TIMS



Vehicle Miles Traveled (VMT)

Where lane miles illustrate the extent of the roadway system, “vehicle miles traveled” (VMT) depicts the use of the roadway system. Mathematically, VMT is a combination of the distance traveled by all vehicles in each area over a specific period, which is usually a day. County daily VMT is sourced from ODOT and computed using the Ohio DOT Roadway Information Files and the annual Highway Performance Monitoring System Summary Reports. Daily VMTs are computed for all the Federal Functional Class (FC) categories within each of Ohio’s counties. For roadways that are part of the State Highway System, counts are fully accurate. For roadways that are not part of the State Highway System, various representative counts are used and may be less accurate. Daily VMT data in this section is more accurate on roads functionally classified as collector or above.

As can be seen in Table 3.2 and Figure 3.2, VMT have increased significantly since 2013, however, VMT peaked in 2017, then experienced a sharp decline in 2020 during the global COVID-19 pandemic, mirroring the national trend that year. Since the global COVID-19 pandemic in 2020, VMT in the CORPO region has returned to similar levels seen before the pandemic. As discussed in Chapter 2 in the Regional Travel Patterns section, more than 9% of CORPO region workers worked from home per 2021 ACS 5-Year Estimates. It remains to be seen if the percentage of CORPO region workers working from home post-pandemic will impact the upward trend of VMT traveled each year.

Year	VMT	% Change
2022	14,609 K	1.46%
2021	14,399 K	10.63%
2020	13,016 K	-11.29%
2019	14,673 K	0.76%
2018	14,563 K	-2.34%
2017	14,912 K	3.06%
2016	14,469 K	1.47%
2015	14,260 K	6.77%
2014	13,356 K	0.69%
2013	13,264 K	

TABLE 3.2 CORPO REGION VMT & VMT CHANGE BY YEAR, 2013-2022

Source: ODOT Traffic Monitoring, Daily Vehicle Miles Traveled, 2013-2022

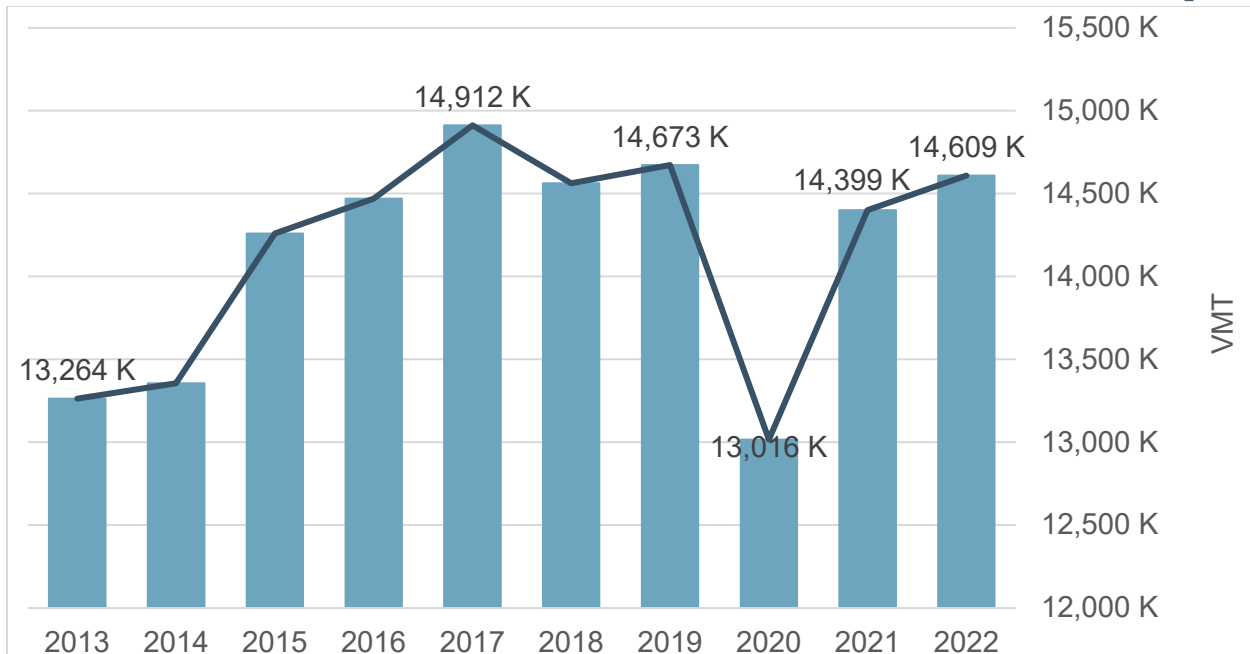


FIGURE 3.2 CORPO REGION VMT BY YEAR, 2013-2022

Source: ODOT Traffic Monitoring, Daily Vehicle Miles Traveled, 2013-2022

As seen in Table 3.3, VMT in the CORPO region has increased by over 10% since 2013, but not all CORPO counties experienced the same increase in VMT over that period. VMT in Marion County has decreased by over 11% between 2013 and 2022, whereas Union County VMT increased by over 42%.

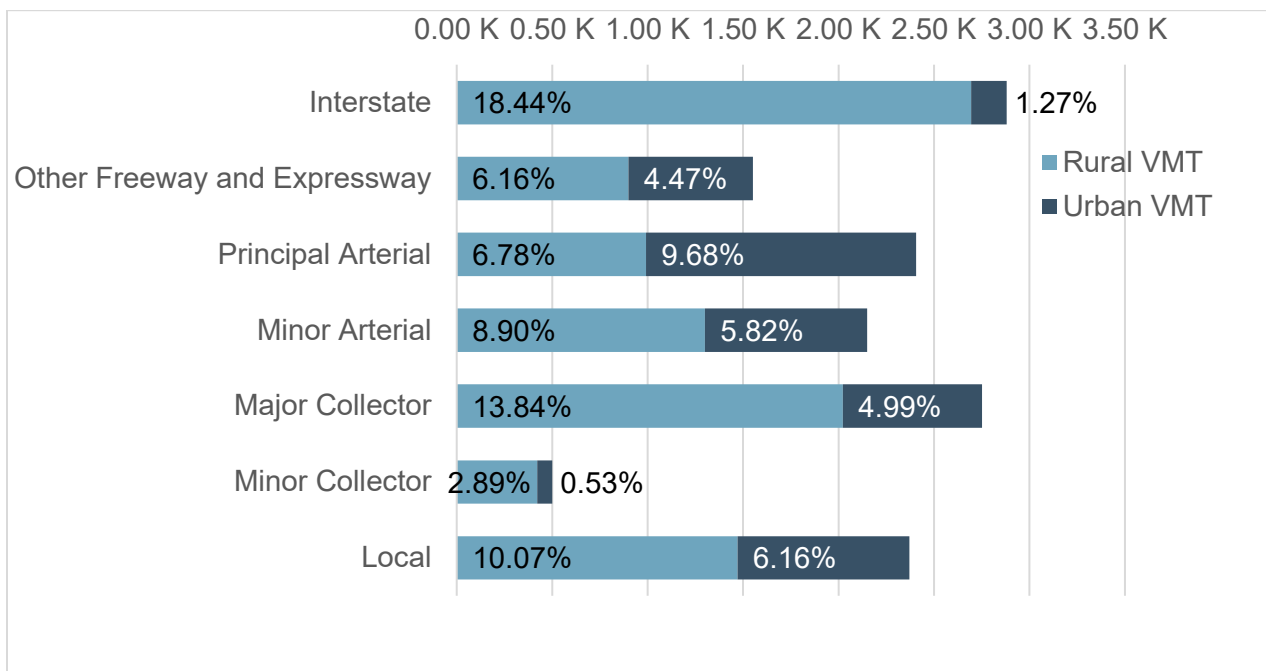
COUNTY	VMT		% Change
	2013	2022	
Total All CORPO	13,263.97 K	14,608.92 K	10.1%
Fairfield	3.16 K	3.23 K	2.2%
Knox	1.11 K	1.15 K	4.0%
Madison	1.98 K	2.32 K	16.9%
Marion	1.70 K	1.50 K	-11.5%
Morrow	1.71 K	1.93 K	12.9%
Pickaway	1.80 K	1.91 K	6.4%
Union	1.80 K	2.56 K	42.1%

TABLE 3.3 VMT & VMT CHANGE BY CORPO COUNTY, 2013 & 2022

Source: ODOT Traffic Monitoring, Daily Vehicle Miles Traveled, 2013 & 2022



In 2022, roadways classified as rural interstates accounted for the largest percentage of VMT in the CORPO region, accounting for over 18.4% of all VMT (Figure 3.3). Rural Major Collectors were the next highest source of VMT, accounting for 13.84% of the total VMT, and then rural local roads at 10.07%. As seen in Figure 3.4, the Minor Collector classification accounts for the smallest percentage of VMT traveled in 2022 but makes up more than 20% of all lane miles in the CORPO region. Interstates account for only around 5% of the total lane miles in the CORPO region, however, and account for the highest percentage of VMT.



Functional Classification Code	Functional Classification Type	Rural VMT	% of Total	Urban VMT	% of Total
1	Interstate	2.69 K	18.44%	0.19 K	1.27%
2	Other Freeway and Expressway	0.90 K	6.16%	0.65 K	4.47%
3	Principal Arterial	0.99 K	6.78%	1.41 K	9.68%
4	Minor Arterial	1.30 K	8.90%	0.85 K	5.82%
5	Major Collector	2.02 K	13.84%	0.73 K	4.99%
6	Minor Collector	0.42 K	2.89%	0.08 K	0.53%
7	Local	1.47 K	10.07%	0.90 K	6.16%
Total		9.80 K	67.08%	4.81 K	32.92%

FIGURE 3.3 2022 CORPO VMT BY FUNCTIONAL CLASSIFICATION

Source: ODOT Traffic Monitoring, Daily Vehicle Miles Traveled, 2022

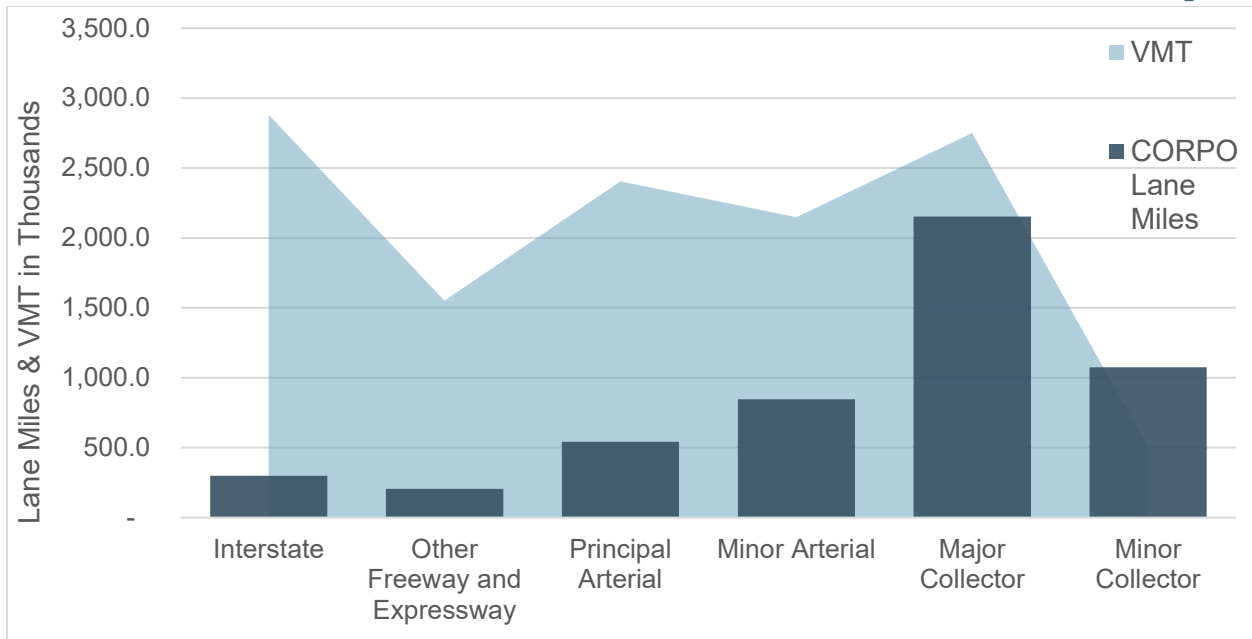


FIGURE 3.4 CORPO LANE MILES & VMT BY FUNCTIONAL CLASSIFICATION

Source: ODOT TIMS and ODOT Traffic Monitoring, Daily Vehicle Miles Traveled, 2022

Though interstates account for a smaller portion of total lane miles and the highest percentage of VMT overall in the CORPO counties, when looked at on the county level, counties with higher numbers of lane miles generally have higher VMT. For example, Fairfield County has more lane miles than any other CORPO county and had the highest VMT in 2022 (see Figure 3.5). Knox County and Marion County are exceptions to this generalization, Marion especially. Marion County has the second most lane miles of any CORPO county but had the second lowest VMT in 2022.

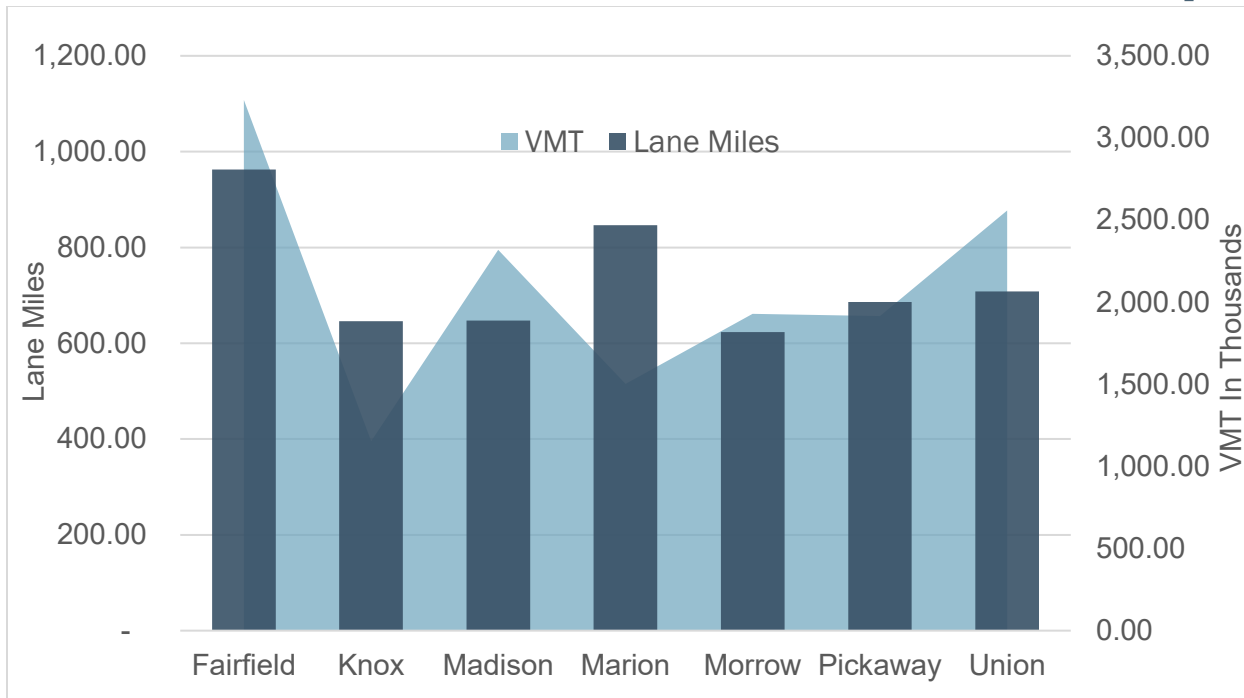


FIGURE 3.5 LANE MILES & 2022 VMT BY CORPO COUNTY

Source: ODOT TIMS and ODOT Traffic Monitoring, Daily Vehicle Miles Traveled, 2022

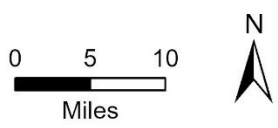
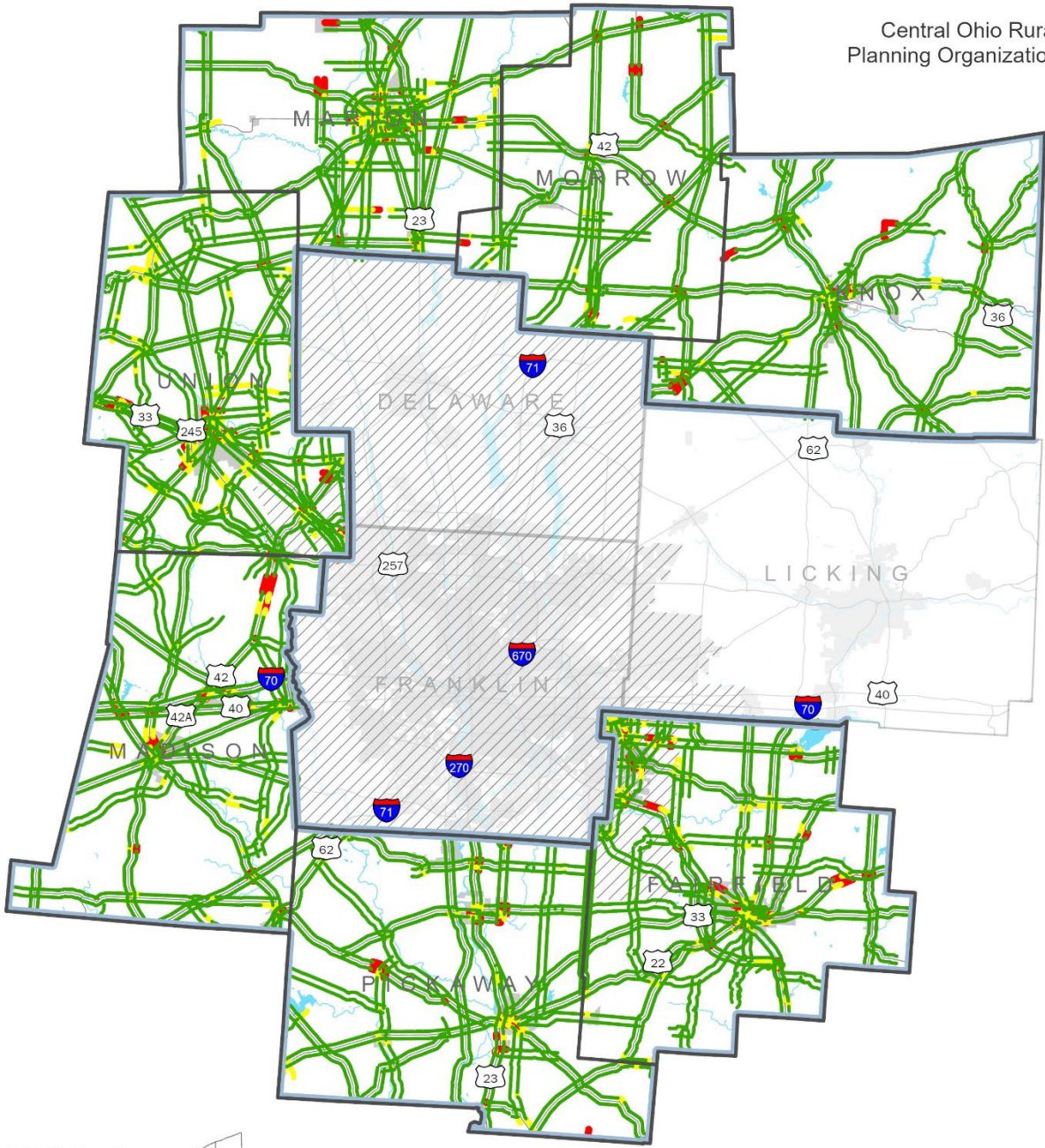


Congestion

While VMT depicts overall use of the roadway system, it alone cannot demonstrate where roadway capacity adversely affects traffic congestion. Growth and development of the region over the past several decades has led to congestion on the roadway system in Central Ohio. Figure 3.4 and Figure 3.5 show traffic conditions during peak periods on major roadways in the CORPO planning area in 2023. Roadway segments in green (no congestion), yellow (moderate congestion), and red (severe congestion) portray how traffic puts stress on Central Ohio's roadway system. The AM peak period in Figure 3.4 portrays conditions between 6 am and 9 am and the PM peak period in Figure 3.5 portrays conditions between 3 pm and 7 pm. The congestion level color-coding is reflective of a five-day work week. Green segments represent areas where congestion conditions resulting in 50% extra travel time are experienced less than 20% of the time, or less than one day per five. Yellow represents segments where 50% extra travel time is experienced 20-60% of the time, or two to three days of the week. Red represents segments where 50% extra travel time is experienced more than three days of five. As can be seen in the Figures, many of the red congestion segments in the CORPO region are concentrated near the more population dense areas of the CORPO counties, around interstate interchanges, and on corridors that carry commuter traffic to the metropolitan area. These congestion maps are included in each of the county appendices as well.

FIGURE 3.6 CORPO REGION AM PEAK CONGESTION, 2023

Central Ohio Rural
Planning Organization



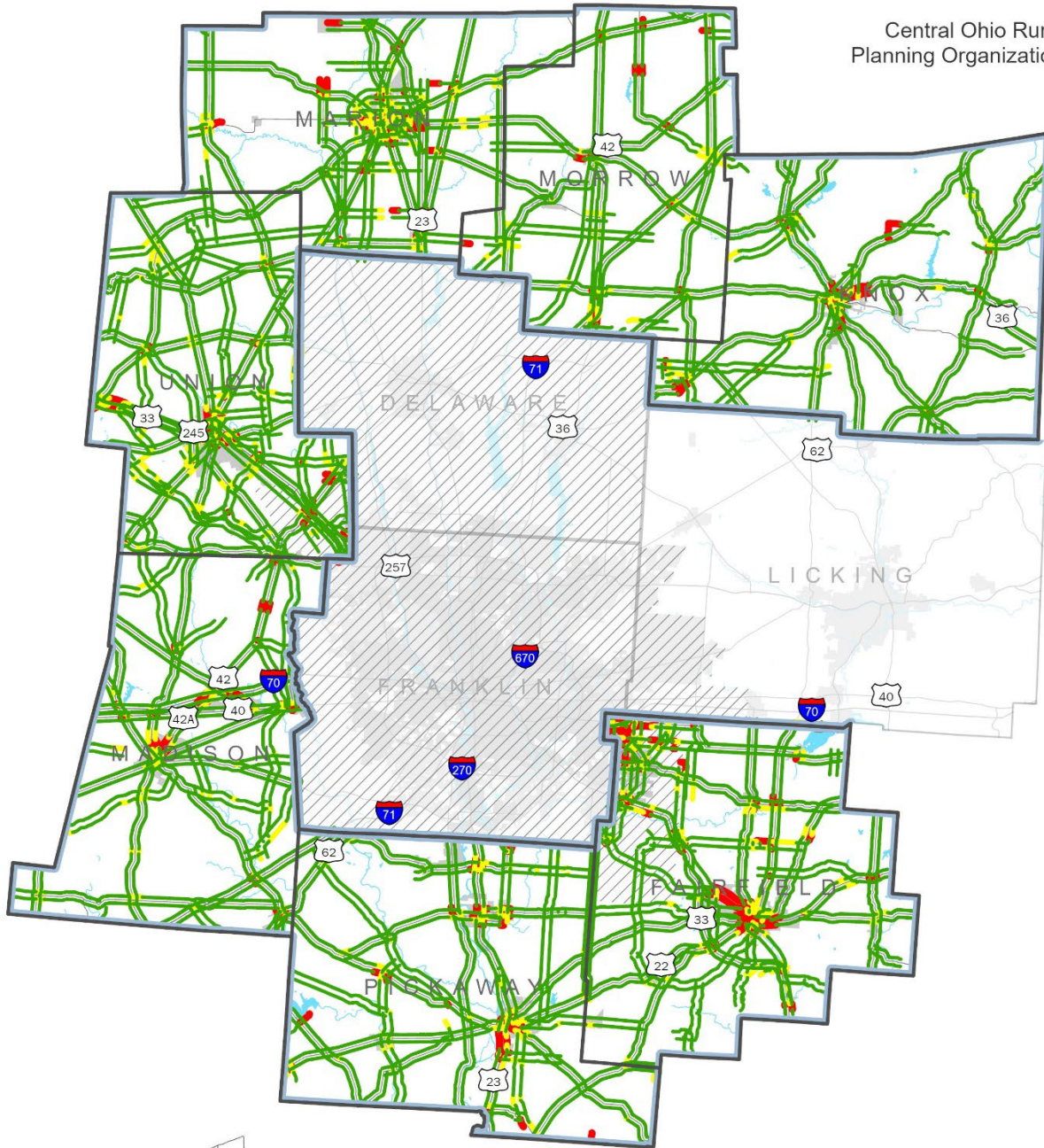
* Congestion: more than 50% extra travel time
Source: INRIX Travel Time data



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 3.7 CORPO REGION PM PEAK CONGESTION, 2023

Central Ohio Rural
Planning Organization



% Days Congested 2023 PM*

- <=20% (< 1 day per wk)
- 20 - 60% (2-3 days per wk)
- > 60% (3+ days per wk)
- MORPC MPO Boundary
- CORPO Boundary

* Congestion: more than 50% extra travel time
Source: INRIX Travel Time data



The information shown on this map is compiled from various sources available to us which we believe to be reliable.
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11/14/2023



Roadway Condition Performance Measures

A system performance report describes the condition and performance of the transportation system regarding established state and federal performance measures and regional targets. To develop regional targets and measure progress toward targets, baseline or “benchmark” data needs to be identified for each performance measure. Pavement and bridge condition are two areas with federal performance measures and CORPO adopted performance measures described in this section.

PAVEMENT CONDITION RATINGS

Pavement condition ratings are a performance measure used to communicate the physical condition of roadway pavement. As described in the [ODOT Pavement Condition Rating Manual](#), the rating method is based upon visual inspection of pavement distress and provides a procedure for uniformly identifying and describing, in terms of severity and extent, pavement distress. The mathematical expression for pavement condition rating (PCR) provides an index reflecting the composite effects of varying distress types, severity, and extent upon the overall condition of the pavement. The pavement condition rating scale reflects the results of the mathematical equation on a scale ranging from 0 to 100. To give additional illustrative context to the scale numbers, ranges on the scale are also given the following descriptors- Very good (100-90), good (90-75), fair (75-65), fair poor (65-55), poor (55-40), or very poor (below 40). As part of its Transportation Management System, ODOT collects PCR data, which uniformly measures conditions on roadways classified as collector and above in Central Ohio. Figure 3.1 geographically shows PCR throughout the CORPO region. County level PCR maps are available in each of the county appendices.

Pavement Condition
Rating

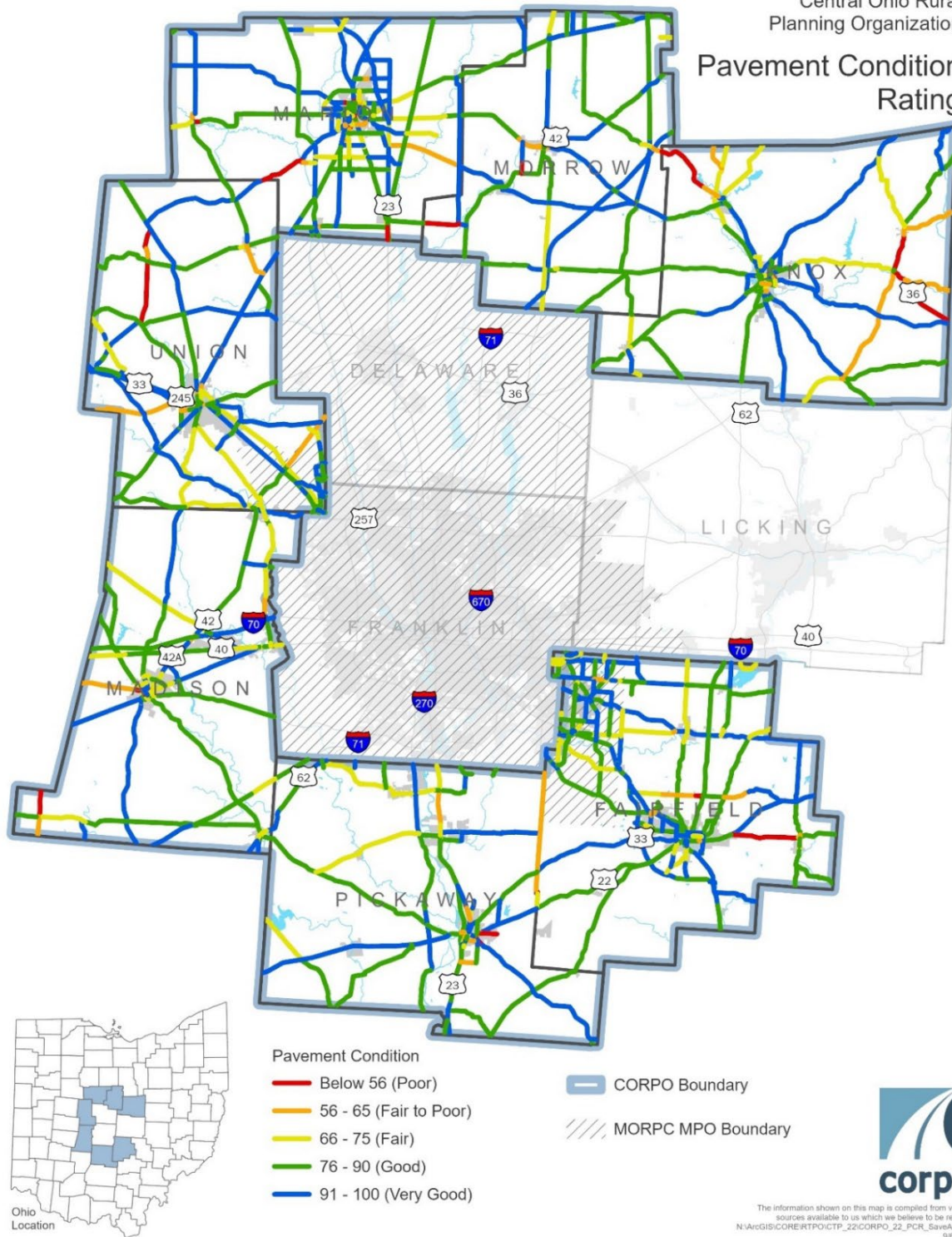


FIGURE 3.8 CORPO ROADWAY NETWORK, PAVEMENT CONDITION RATINGS, 2022

Source: ODOT Traffic Management System, PCR



Federal performance management procedures require the pavement conditions of the National Highway System (NHS) to be monitored and reported. The adopted performance measures for CORPO report pavement conditions for levels or subsets of all the roadways, including NHS and non-NHS roadways to allow for a comprehensive understanding of the condition of the system. Table 3.4 and Figure 3.7 show what portion of each subsystem meets acceptable PCR criteria. The benchmarks established in Table 3.4 can serve as baseline data for the future development of regional targets.

ID#	RTPO Area	PCR threshold	Lane miles above or equal to threshold	% ABOVE THRESHOLD (2023 BENCHMARK)	Total lane miles	Lane miles below threshold	% BELOW THRESHOLD (2023 BENCHMARK)
TOTAL CORPO REGION							
	Priority	65	665.52	98.31%	676.97	11.45	
	General	60	3,149.93	95.81%	3,287.53	137.60	
	Urban	55	184.04	97.36%	189.03	4.99	
	TOTAL CORPO REGION		3,999.49	96.29%	4,153.52	154.03	3.71%
INTERSTATE							
	Priority	65	281.97	100.00%	281.97	-	
	General	60	-	0.00%	-	-	
	Urban	55	-	0.00%	-	-	
1	INTERSTATE TOTAL		281.97	100.00%	281.97	-	0.00%
NON-INTERSTATE NHS							
	Priority	65	383.55	97.10%	395.00	11.45	
	General	60	114.98	100.00%	114.98	0.00	
	Urban	55	9.59	100.00%	9.59	0.00	
2	NON-INTERSTATE NHS TOTAL		508.12	97.80%	519.57	11.45	2.20%
NON-NHS							
	Priority	65	-	0.00%	-	-	
	General	60	3,034.95	95.66%	3,172.54	137.60	
	Urban	55	174.45	97.22%	179.43	4.99	
3	NON-NHS TOTAL		3,209.39	95.75%	3,351.98	142.58	4.25%
NON-NHS FEDERAL AID							
	Priority	65	-	0.00%	-	-	
	General	60	3,028.83	95.65%	3,166.42	137.6	
	Urban	55	174.45	97.22%	179.43	5.0	
6	NON-NHS FEDERAL AID TOTAL		3,203.27	95.74%	3,345.86	142.6	4.26%

TABLE 3.4 CORPO REGION PCR, 2022

Source: ODOT Traffic Management System, PCR

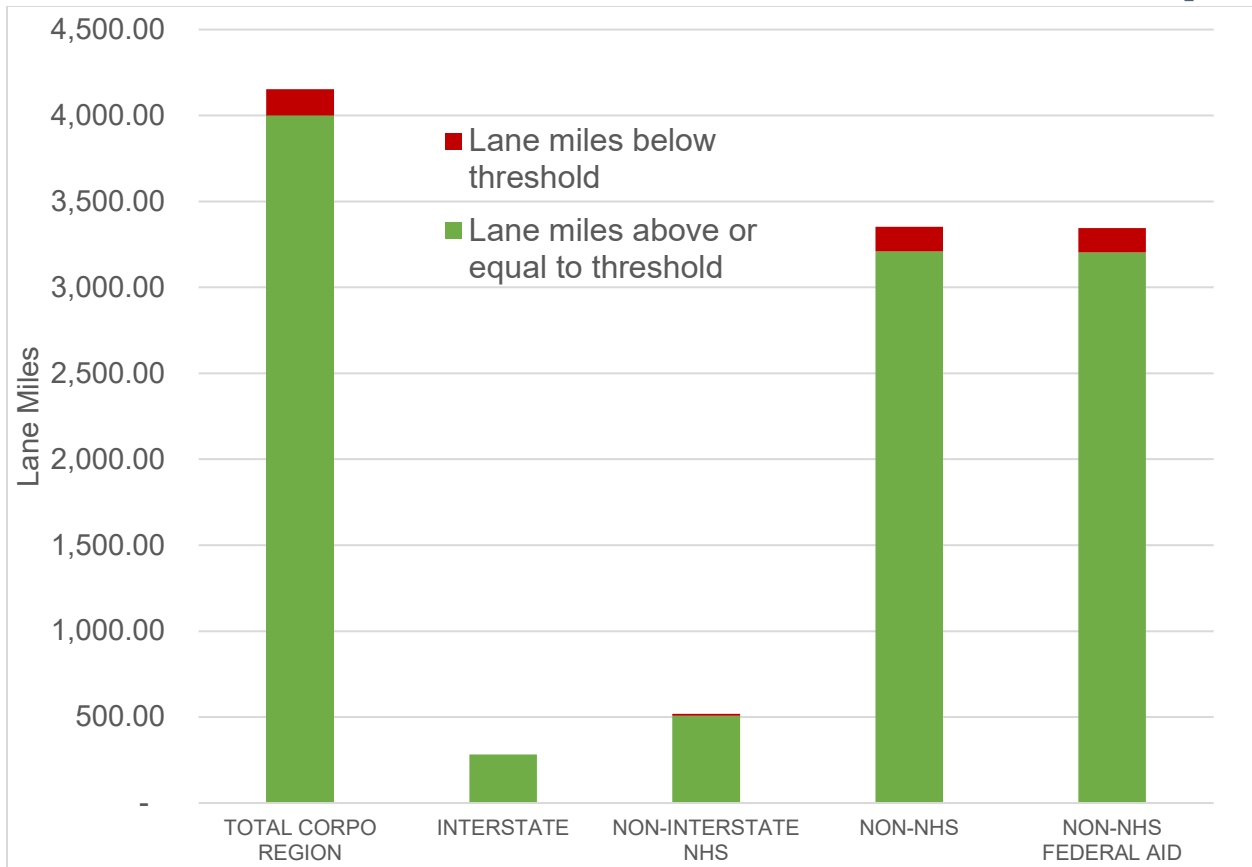
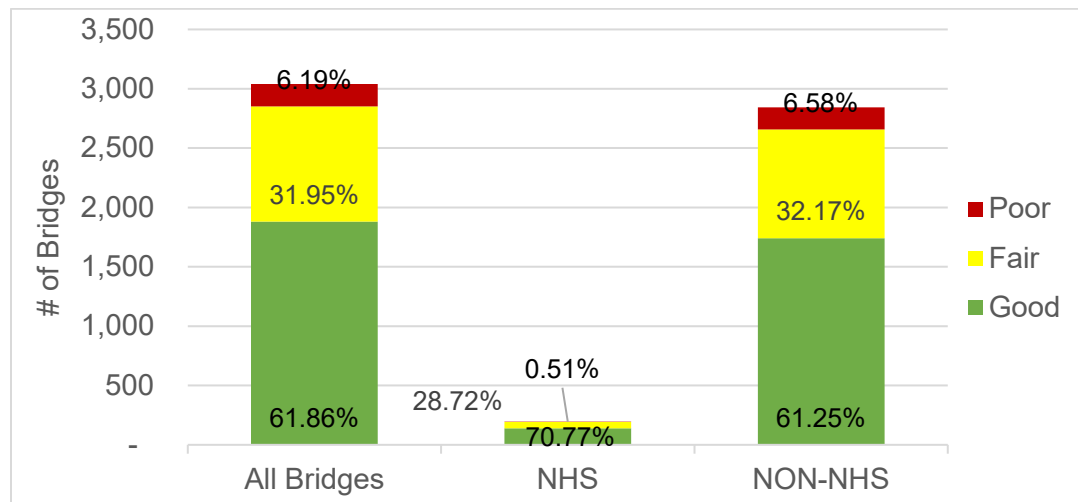


FIGURE 3.9 CORPO REGION PCR, 2022

Source: ODOT Traffic Management System, PCR

BRIDGE CONDITION APPRAISALS

Ohio law requires an annual inspection for all bridges in that state, regardless of who owns them. Like PCR, the federal performance management process also includes bridge condition measures on NHS bridges, and monitors those in good condition and poor condition. In addition to being a federal performance measure, CORPO adopted bridge condition ratings as a performance measure and established benchmarks as part of the 2023-2050 CTP update process. The National Bridge Inventory (NBI) is a database compiled by FHWA with information on all bridges and tunnels in the US that have roads passing above or below them. The NBI includes a structural evaluation of deck, superstructure, substructure, and culvert on a 0-9 scale. Bridges or tunnels scoring between 0-4 on this scale likely need replacement, scoring 5-6 represent structures that likely need maintenance, and scores above 6 reflect structures in good condition. The current condition of bridges within the planning area are shown in Figure 3.2 further described in Figure 3.10.

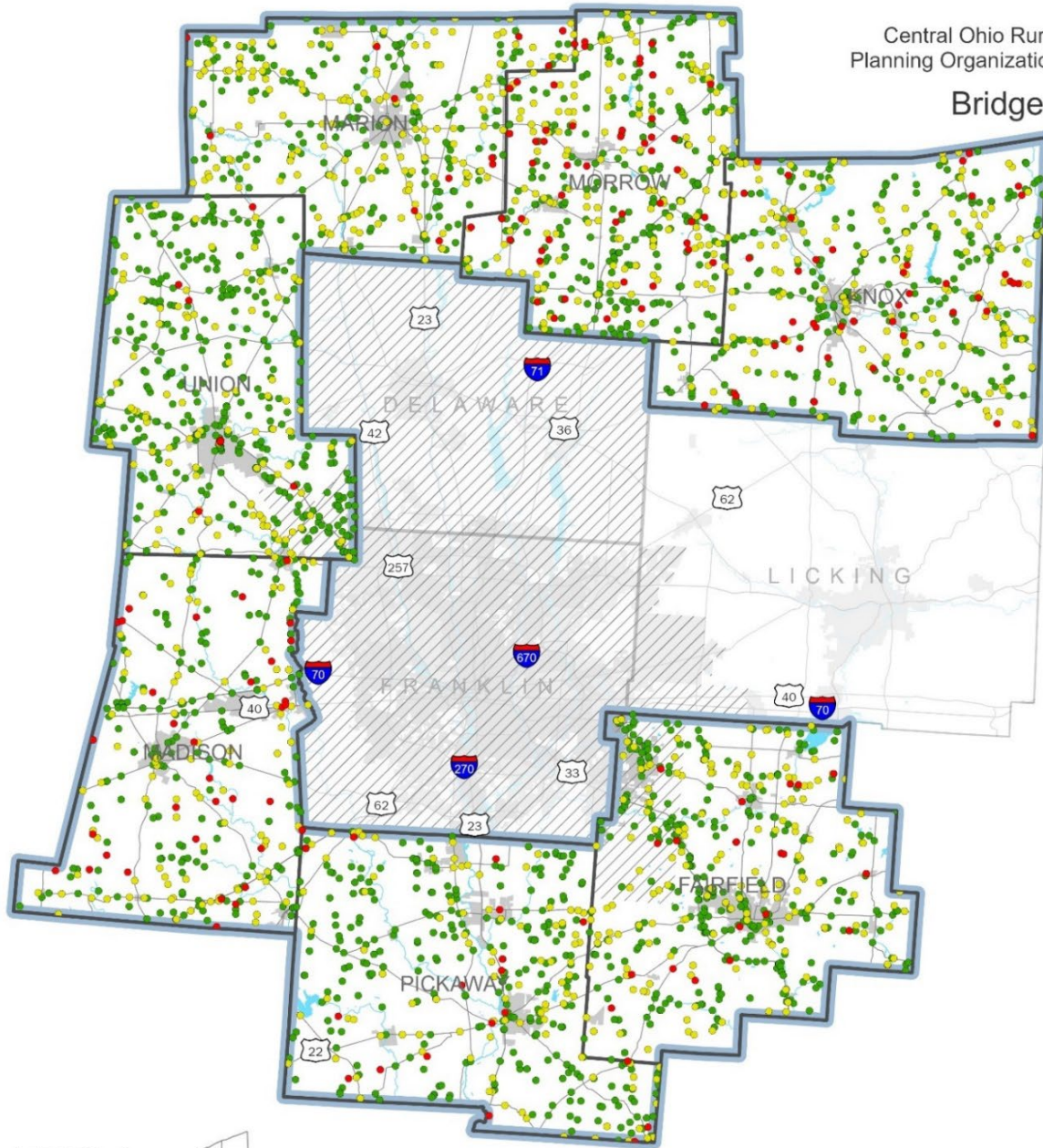


ID#	RTPO Area	# of Bridges	% of Bridges
	All Bridges	3,039	% All
	Good	1,880	61.86%
	Fair	971	31.95%
	Poor	188	6.19%
	NHS	195	% NHS
4	Good	138	70.77%
	Fair	56	28.72%
4	Poor	1	0.51%
	NON-NHS	2,844	% NON-NHS
5	Good	1,742	61.25%
	Fair	915	32.17%
5	Poor	187	6.58%

FIGURE 3.10 CORPO REGION BRIDGE CONDITIONS, 2022

Source: National Bridge Inventory

Central Ohio Rural
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Bridges



Bridge General Appraisal

- 0 - 4 (Likely Needs Replaced)
- 5 - 6 (Likely Needs Maintenance)
- 7 - 9 (Good)

— 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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9/6/2023

FIGURE 3.11 CORPO ROADWAY NETWORK, BRIDGE GENERAL APPRAISAL, 2022

Source: National Bridge Inventory



TRAVEL TIME UNCERTAINTY INDEX

In analyzing congestion, transportation planners and engineers consider four dimensions of congestion: extent, intensity, duration, and reliability. The “Travel Time Uncertainty Index” is a measure of the reliability dimension, meaning it measures congestion in terms of the variation of congestion on the system, generally measured by buffer time. The index compares the worst traffic conditions in each period to average traffic conditions for the same period considered. This index is calculated as a ratio of 95th percentile travel time to average travel time for a specific roadway segment. The 95th percentile travel time represents the worst congestion condition in one month.

Travel time data was obtained from INRIX for the roadway segments in the CORPO counties. An index was calculated for each segment with travel time available, and then a region-wide index was estimated by averaging individual indices across the segments weighted on their average travel time.

The numbers shown in Table 3.6 are the travel time uncertainty indices from 2023, for AM and PM peak periods, respectively. For example, the index for 2023 PM peak period is 1.18, which means that compared to a typical PM peak period, it could take a traveler 18% more time to make a trip than in average travel conditions. This measure is meant to provide an indicator of how much extra time a traveler should plan to add to one’s trip when traveling during peak periods, to account for delays caused by “worst-case scenario” congestion.

ID #	TRAVEL TIME UNCERTAINTY INDEX	2023 BENCHMARK
20	AM Peak (6:00 – 9:00 AM)	1.18
20	PM Peak (3:00 – 7:00 PM)	1.18

TABLE 3.5 TIME TRAVEL UNCERTAINTY INDEX BENCHMARKS

Source: INRIX



Roadway Safety Performance Measures

In addition to measuring roadway condition, performance measures are also a means to measure roadway safety. Crash data for the 2017-2021 period was analyzed to identify critical safety priorities for the CORPO planning area. During this five-year timeframe, more than 50,000 crashes were reported throughout the CORPO planning area. Approximately 4 percent of those crashes resulted in a fatality or serious injury. As a result, 320 people were killed and more than 2,000 were seriously injured in crashes on our roadways over those five years. The map in Figure 3.3 illustrates the individual locations where these fatal and serious injury crashes occurred in each county over the 2017-2020 timeframe. The map in Figure 3.4 illustrates the density of those crashes and highlights the locations in each county with the greatest concentration of severe crashes.

The chart in Table 3.2 documents the current baseline conditions for the CORPO safety performance measures. This includes the *average* number of fatalities and serious injuries *per year* over the 2017-2021 timeframe. It also includes the *average* number of just the non-motorized fatalities and serious injuries (those involving people walking and bicycling) per year. The final two performance measures are the *rate* of fatality and serious injury per one hundred million vehicle miles travelled.

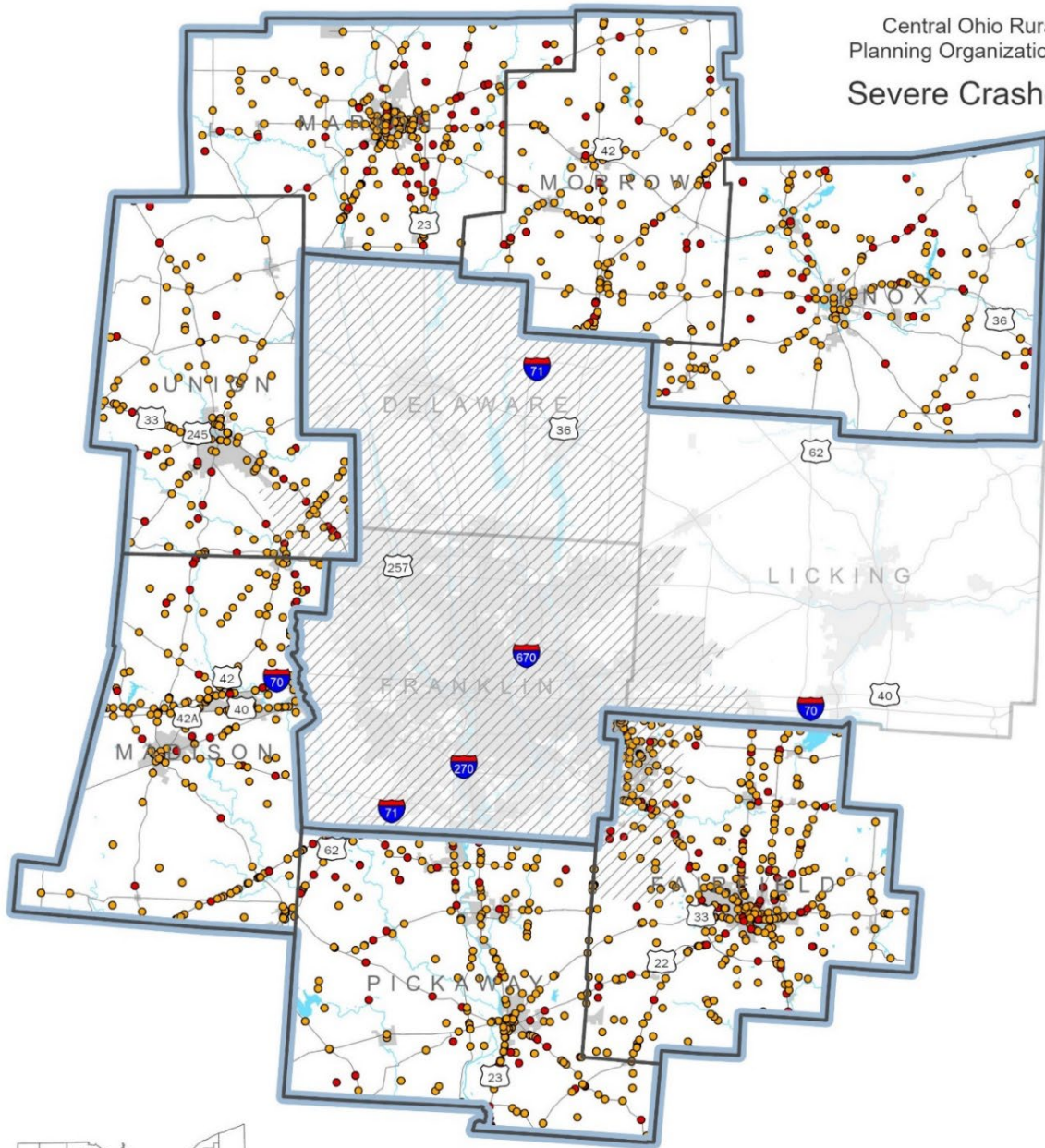
ID#	SAFETY PERFORMANCE MEASURES	2017-2021 Benchmark
7	Number of Fatalities*	64
9	Number of Serious Injuries*	402
11	Non-Motorized Fatalities and Serious Injuries*	29
8	Rate of Fatalities per 100 MVMT	1.23
10	Rate of Serious Injuries per 100 MVMT	8.51

TABLE 3.6 CORPO SAFETY PERFORMANCE MEASURE BENCHMARKS

*Five-year rolling average

Source: ODOT-provided crash data

Central Ohio Rural
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Severe Crashes



Severe Crashes (2017-2021)

- (1) Fatal
- (2) Serious Injury

— CORPO Boundary

//// MORPC MPO Boundary

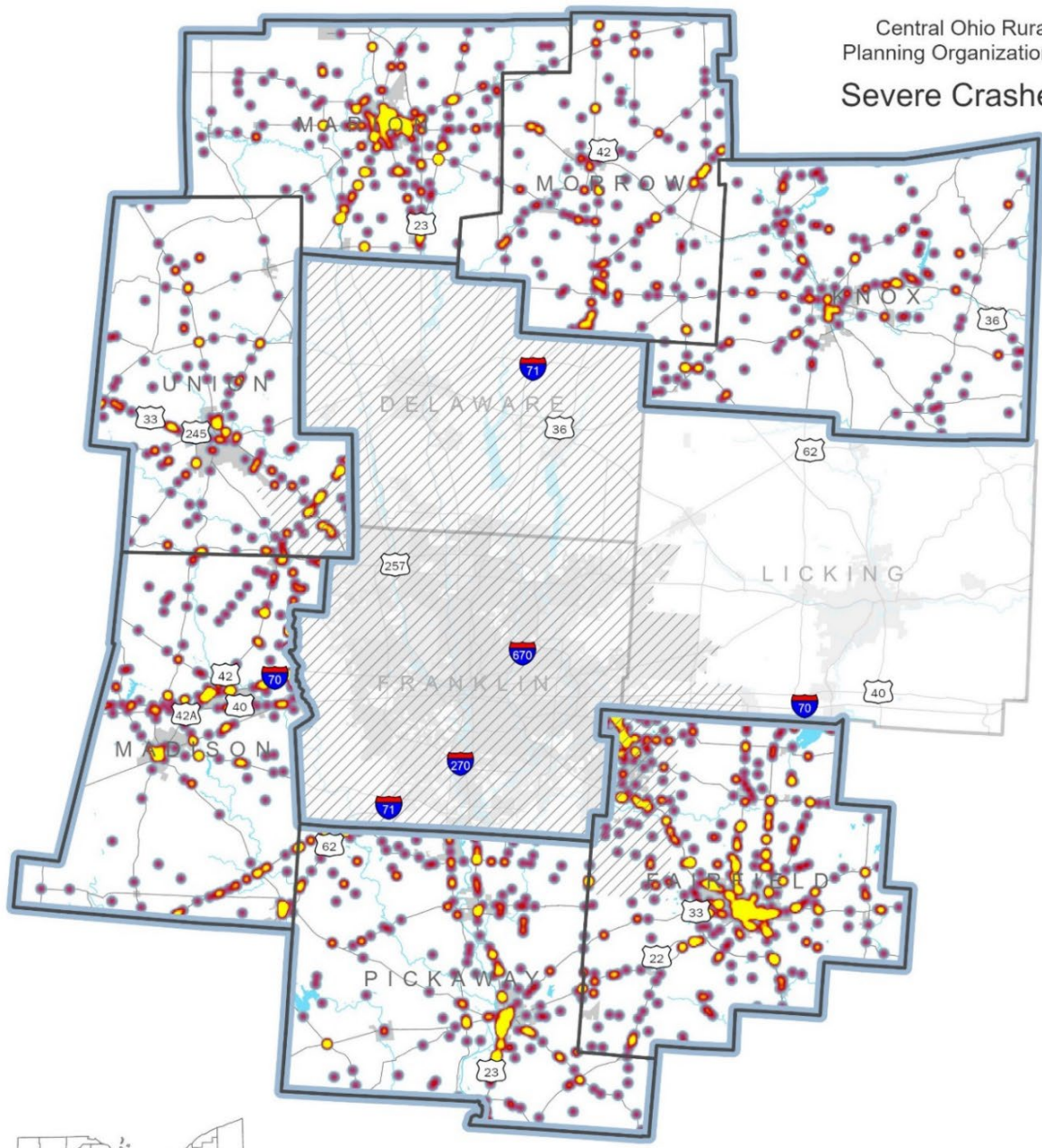


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FIGURE 3.12 CORPO FATAL AND SERIOUS INJURY CRASH LOCATIONS 2017-2021

Source: ODOT-provided crash data

Central Ohio Rural
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Severe Crashes



Fatal and Serious Injury
Crash Density (2017-2021)

Sparse
Dense

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 3.13 CORPO FATAL AND SERIOUS INJURY CRASH DENSITY 2017-2021

Source: ODOT-provided crash data



COMMON CRASH TYPES

The most common types of crashes resulting in a fatality or serious injury included:

- **Fixed object crashes-** a motorist leaves the roadway and strikes a roadside object, such as a tree, utility pole, etc.
- **Angle crashes-** a motorist fails to yield at an intersection and strikes another vehicle.
- **Head-on crashes-** a motorist crosses the centerline and strikes an oncoming vehicle (front end to front end).

These three crash types comprised more than 60% of all fatalities and serious injuries in the CORPO planning area over the 2017-2021 timeframe.

VULNERABLE ROAD USERS

People walking, bicycling, and riding motorcycles experienced significantly higher rates of fatality and serious injury within the CORPO planning area during the 2017-2021 timeframe. These three user types comprised approximately 2.5 percent of all crashes, but nearly 20 percent of all fatalities and serious injuries that occurred. Motorcyclists represented the greatest proportion, comprising nearly 13 percent of all fatalities and serious injuries. Additionally, nearly 40 percent of all crashes involving *either* a motorcyclist or a pedestrian resulted in a fatality or serious injury.



3.2 Regional Pedestrian and Bike System

Overview

Bicycle and pedestrian facilities, or active transportation facilities, are an important part of the transportation network. Many people use bikes for transportation, and every trip, whether it involves travel by car, bus, bike, rail, or air, begins and ends with walking. Some individuals may not drive because they are unable due to age, economics, health, or simply choose not to. A convenient and safe active transportation network accommodates these users and could attract others to make short trips by biking or walking, rather than by automobile.

BICYCLE FACILITIES

Each individual county within the CORPO planning area has varying types and mileage of existing infrastructure bicycling. Limited data currently exists to document the existing bicycle facilities throughout the CORPO area. However, the map in Figure 3.5 illustrates the data that is currently available for existing bicycle facilities in each county. Note that this likely does not include all facilities that exist today. The facilities documented in this dataset include on- and off-street facilities, which are comprised of the following facility types:

- **Multi-use paths:** A multi-use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Multi-use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.¹
- **Bicycle lanes:** Bike lanes designate an exclusive space for bicyclists by using pavement markings and optional signs. A bike lane is located directly adjacent to motor vehicle travel lanes and follows the same direction as motor vehicle traffic.¹
- **Paved shoulders:** Paved shoulders on the edge of roadways can be enhanced to serve as a functional space for bicyclists and pedestrians to travel in the absence of other facilities with more separation.¹
- **Signed bicycle routes:** Signed bicycle routes are shared travel lanes (bicyclists and motorists operate in the same space) that are designated for use by bicyclists with pavement markings and/or signage.²

¹ *Small Town and Rural Multimodal Networks*, Federal Highway Administration (FHWA)

² *Multimodal Design Guide*, Ohio Department of Transportation (ODOT)



Only multi-use paths and on-street bicycle lanes are currently included in the benchmark data, which is shown in Table 3.3. These are the facility types that are most comfortable for users of all ages and abilities. The data for these two facility types is also likely to be the most accurate.

ID#	Bikeway Facility Type	2023 Benchmark (miles)
	Multi-use Path	234
	On-street Bicycle Lane	12
14	TOTAL MILES OF BIKEWAYS	246

TABLE 3.7 TOTAL MILES OF BIKEWAYS PERFORMANCE MEASURE

Source: MORPC Bikeway GIS data

Central Ohio Rural
Planning Organization
Bicycle Facilities

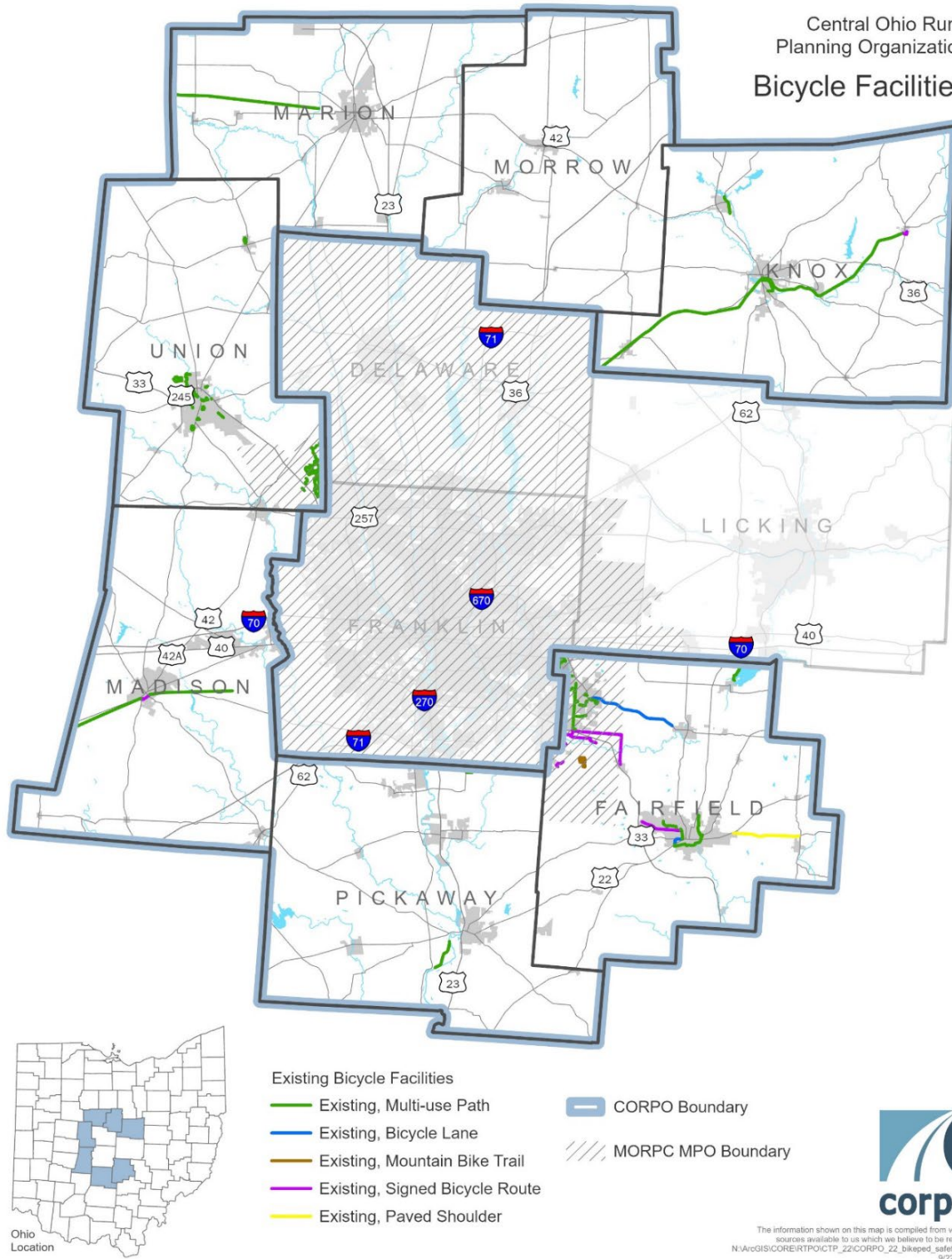


FIGURE 3.14 CORPO EXISTING BICYCLE FACILITIES 2023

Source: MORPC regional datasets

PEDESTRIAN FACILITIES

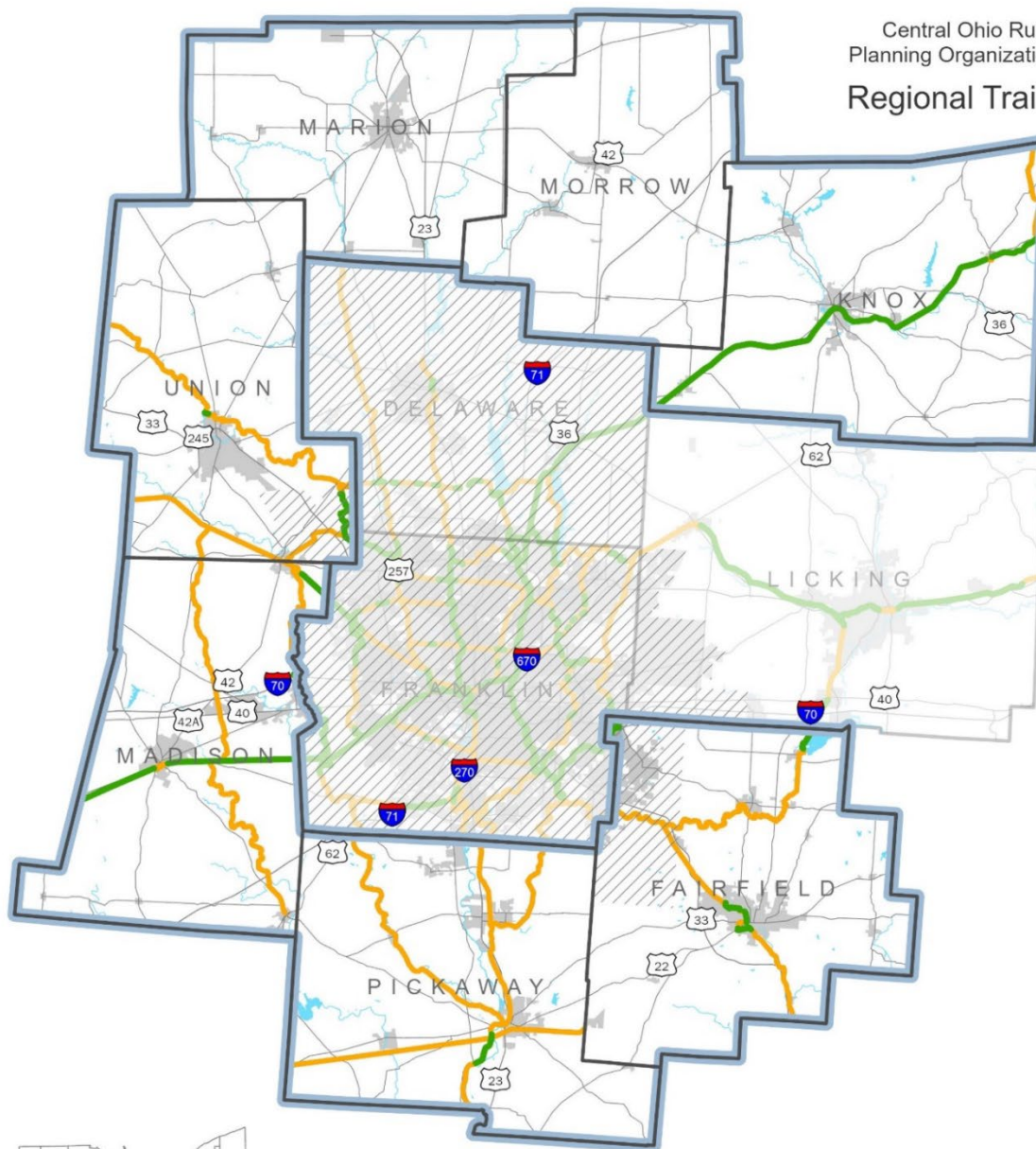
The transportation system *should* provide comfortable and safe walking conditions for everyone. To provide such conditions, several factors must be considered, such as street widths, number of travel lanes, traffic volumes, travel speeds, and roadside connections, which include sidewalk width and separation from moving traffic. A comprehensive network of pedestrian facilities provides for direct and convenient pedestrian travel within and between residential areas, places of employment, neighborhood activity centers, and other destinations. In very rural areas, a paved shoulder may be an appropriate pedestrian facility; in more developed areas, a sidewalk is most appropriate. Multi-use paths are a vital component of a pedestrian network as well.

No data currently exists regarding existing pedestrian facilities within the CORPO planning area.

REGIONAL TRAIL SYSTEM

The Central Ohio Greenways (COG) regional trail network serves as the backbone of the bicycle network and consists of trails along the region's five major waterways as well as multi-use paths along key roadway corridors. Currently, the COG regional trail network extends more than two hundred miles throughout eight counties in Central Ohio, providing separate facilities for people to walk and bike both for transportation and recreation. The map in Figure 3.6 illustrates the existing COG trails as well as the proposed COG trails identified in the Regional Trail Vision that was adopted by the COG Board. This vision is regularly updated as new trails are built, and proposed trails are determined to be regionally significant. Currently, Marion and Morrow counties are not included in the COG regional vision. The COG board may consider expanding their regional trail vision to include these counties in the future.

Central Ohio Rural
Planning Organization
Regional Trails



Central Ohio Greenways
— Existing, Multi-use Path
— Proposed/Future

 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 3.15 CENTRAL OHIO GREENWAYS REGIONAL TRAIL NETWORK (VISION)

Source: Central Ohio Greenways Board Vision



3.3 Regional Transit and Mobility Systems

Transit Services

The need and demand for transit services changes in response to both underlying demographic changes in central Ohio's population and cultural preferences. Public transit can offer a more convenient, economical, and environmentally prudent choice over other modes of transportation. The presence of a convenient and accessible transit system may help attract and retain a skilled workforce and enhance quality of life. Additionally, some individuals may not be able to afford personal transportation or may lack the ability to or interest in driving. Public transit may provide the only independent means of transportation for these individuals.

There are both fixed route and on-demand transit services that operate in CORPO counties. Fixed route transportation services in the CORPO counties use buses or other vehicles to operate on a predetermined route according to a fixed schedule. On-demand transit services enable passengers to book and pay for rides via an application or phone call.

The US DOT Federal Transit Administration (FTA) funding sources, 5310 and 5311, provide funding for transit services in the CORPO counties. 5311-grant program funding provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations less than 50,000. **The purpose of the 5310-grant program is to enhance the mobility of seniors and individuals with disabilities.** The following section discusses transit services available by the CORPO counties in which they operate.

FAIRFIELD:

Transit services in Fairfield County are provided by the Lancaster – Fairfield Public Transit System. Currently the service operates [six deviated loop routes](#) (#6 is currently a pilot loop in Pickerington). These routes operate Monday through Friday with numerous stops along the route. The looped routes charge a cash fare of anywhere from ten to fifty cents, with children riding for free. On-demand curb to curb demand response services are also available to all individuals. Longer distance and rural trips may be scheduled in advance and are charged based on the miles of travel. Fees for longer-distance travel can range anywhere from two to sixty dollars.

Fairfield County Commissioners are looking to take over the transit operations from the City of Lancaster. The need for transportation, particularly workforce transportation, has grown to the point where the commissioners are looking to assist in filling in the gaps in transit service outside the city.



UNION:

5310 transportation services in Union County are provided by the Union County Agency Transportation Service (UCATS). Currently UCATS owns ten vehicles, all of which are handicap accessible, that provide access to a variety of appointments within Union County and to adjacent counties. UCATS provides on-demand transportation services to residents over 60 years old and for individuals referred by other agencies. UCATS transports eligible individuals to medical appointments, community meal sites and social activities.

MARION:

Transit services in Marion County are provided by Marion Area Transit (MAT). MAT provides curb to curb, demand response transit bus service, along with an enhanced service bus at a higher fare. The demand response service operates within the City of Marion limits. Buses run every half an hour and trips can be prescheduled or walk-on service. The enhanced service operates from origin to destination without transfers but must be scheduled 24 hours in advance. All services are available to the public. MAT is operated by the City of Marion and funded in part by ODOT and the FTA.

GOBUS:

Rural inter-city bus service is provided by GoBus. This service is designed to address low cost and geographically accessible intercity bus transportation needs of the entire state by supporting projects that provide transportation between non-urbanized areas and urbanized areas that result in connections of greater regional, statewide, and national significance. Funding for the rural inter-city bus is administered by ODOT, and the service is coordinated with Barons Bus Lines, Greyhound Lines, and other local and national providers.

GoBus Routes

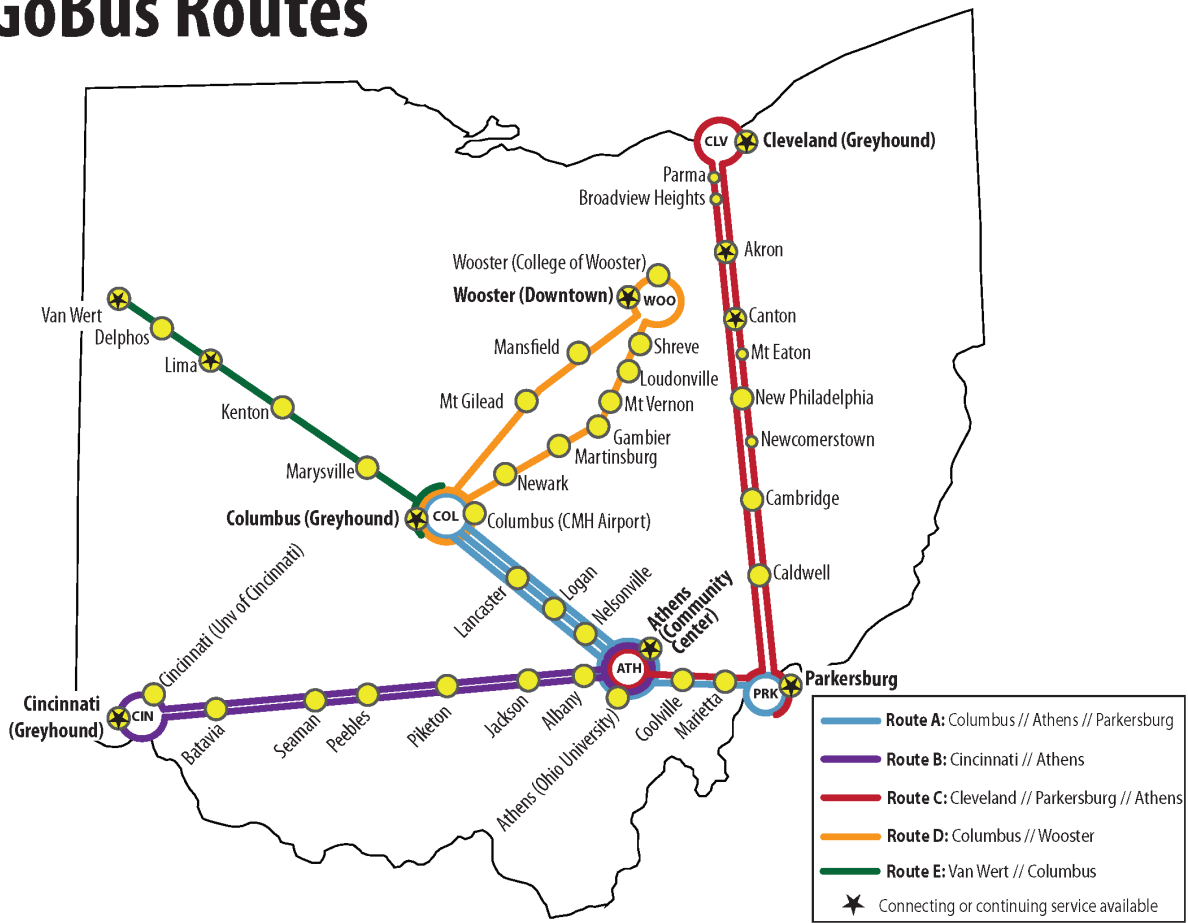
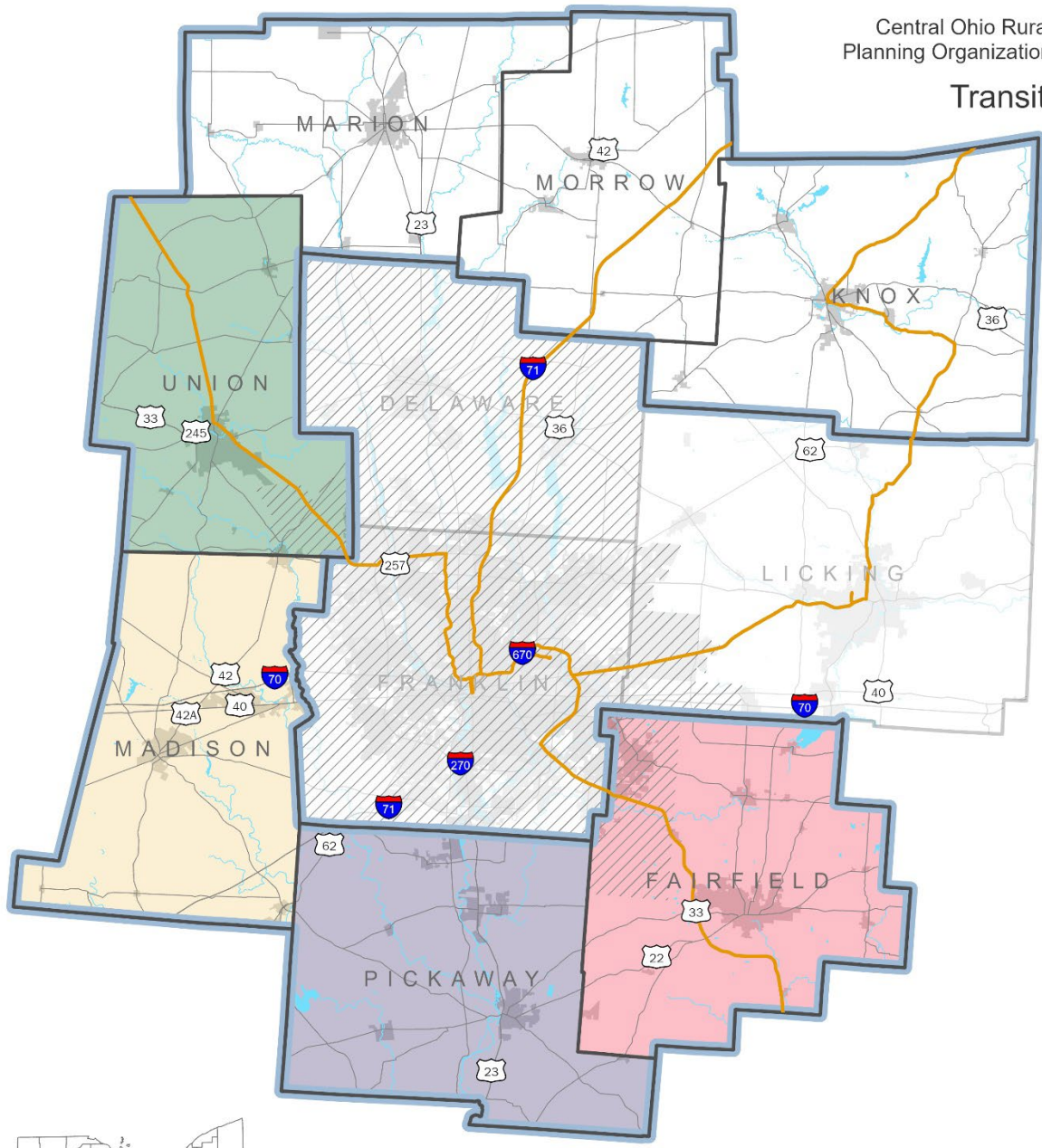


FIGURE 3.16 GOBUS ROUTE MAP, 2023

Source: GoBus website



Transit Service Areas

- Lancaster-Fairfield Public Transit
- Madison County Ride
- Pickaway Area Rural Transit
- Union County Agency Transportation Service

- GoBus Route
- 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 3.17 CORPO COUNTY TRANSIT SERVICES AREAS, 2023

Source: MORPC regional datasets



Transit Services Performance Measures

Performance measures related to transit services can help illustrate the extent of transit services in the CORPO region. Table 3.9 lists the adopted CORPO performance measures related to transit services and 2023 benchmarks for the performance measures.

ID#	TRANSIT PERFORMANCE MEASURES	2023 BENCHMARK
12	Amount of fixed route transit services hours	<5%
13	Proportion of day/area served by on demand transit for the public	6AM-6PM/100% of urban areas

TABLE 3.8 TRANSIT SERVICES PERFORMANCE MEASURES, 2023



Mobility & Coordinated Plans

All CORPO (Central Ohio Rural Planning Organization) Counties are included in their respective Coordinated Public Transit-Human Services Transportation Plans. Coordinated plans are required for eligibility for the FTA's Section 5310 program funds. The purpose of the 5310-grant program is to enhance the mobility of seniors and individuals with disabilities. ODOT (Ohio Department of Transportation) makes 5310 project selections for small and rural Ohio counties.

Mobility management projects are capital projects funded by 5310-grants. Mobility managers increase access to mobility options for seniors, people with disabilities, and other populations disadvantaged by transportation. They do this through increasing understanding and awareness of transportation needs and promoting coordination between transportation providers to increase options as well as administering the coordinated plan.

Six out of seven counties in CORPO's region currently have mobility managers working to increase coordination between transportation providers and increase access and awareness to accessible transportation options to their communities. This section includes a brief description of coordinated plans and mobility management projects in each CORPO county.

REGIONAL MOBILITY PLAN

Fairfield, Madison, Pickaway, and Union Counties are all included in the Regional Mobility Plan that was completed in 2022. The Regional Mobility Plan was administered by MORPC with the support of transit agencies, transportation providers, transportation planners, human service organizations, and other community partners in ODOT Human Service Transportation Coordination Region 6. The goals of the Regional Mobility Plan are to identify community resources for transportation and mobility, understand the unmet needs, and determine appropriate responses to addressing gaps and needs in the region. Fairfield, Pickaway, and Union counties each have a mobility manager responsible for leading their counties local goals and strategies. Madison County does not currently have a mobility management project, but still has local goals and strategies as well as contributes to the regional goals and strategies.

PUBLIC TRANSIT-HUMAN SERVICES COORDINATION TRANSPORTATION PLAN

Marion and Morrow Counties are included in the Public Transit-Human Services Coordination Transportation Plan for Crawford County, Marion County, and Morrow County Ohio. The original plan was written in 2017 and was rewritten most recently in January of 2022. The coordinated plan identifies both regional and local needs for each county, including increasing coordination between 5310 providers, increasing awareness of transportation options, and increasing access to out of county transportation. Marion and Morrow counties are both served by the same mobility management project.



KNOX COUNTY COORDINATED PLAN

Knox County's Coordinated Plan was originally written in 2017 and rewritten in 2021. Knox County's plan is administered by a mobility manager. The coordinated plan's main goals are to identify community transportation resources, identify and prioritize community transportation needs, and establish a plan for achieving shared goals for the county.

Passenger Rail

Central Ohio has not had any public passenger rail service since the discontinuance of several routes in the 1970s. With the passage of the Bipartisan Infrastructure Law in 2021, federal funding for rail was increased to over \$100 billion, with new programs supporting passenger rail planning, construction, and operation. In 2023, the Ohio Rail Development Commission submitted two applications to the new Corridor Identification and Development Program (Corridor ID Program) through the Federal Railroad Administration (FRA). One application sought to develop a passenger rail route between Cincinnati, Dayton, Columbus, and Cleveland ("3C&D"), which would potentially run through Madison and Morrow Counties. Additionally, MORPC co-sponsored an application with the City of Fort Wayne, Indiana to similarly study a route between Chicago, Columbus, and Pittsburgh, building on previous feasibility studies by the Rapid Speed Transportation Initiative (RSTI). This line, also known as the "Midwest Connect" route, would pass through Union County. Future study of these routes, if awarded, would identify the service characteristics, station locations, capital upgrades, and financial plan needed to implement the routes and provide service.



3.4 Regional Freight Rail and Multimodal Connections

Goods are moved, transferred, and distributed from communities in CORPO counties to destinations across the United States and around the world. Whether by truck, rail, or air, the CORPO region’s efficiency in the movement of goods is an important part of the region’s economic competitiveness, trade, and commodity flow.

Today’s economy requires rail, truck, water, and air modes to work together to provide the best value for their customers. The Central Ohio region is crossed by eight major interstate highways, has air cargo routes to premier air cargo hubs around the world, and combined, intermodal facilities in the region handle 800,000 container lifts annually. Central Ohio’s strategic location provides the region access to 46% of the U.S. population and 61% of its manufacturing capacity within a 10-hour truck drive.

CORPO Region Surface Freight Facilities

The NHS consists of roadways important to the nation’s economy, defense, and mobility and is the network for surface freight throughout the country. Many NHS routes cross through CORPO counties including US-33 (Union, Fairfield), US-22 (Fairfield, Pickaway), US-23 (Marion, Pickaway), US-36 (Union), US-42 (Madison, Union), and SR-13 (Knox), providing connections throughout the region and to nearby highways I-270, I-71 (Madison, Pickaway, Morrow), and I-70 (Madison).

FREIGHT PERFORMANCE MEASURES

Travel time data was obtained from NPMRDS INRIX for freight significant interstate segments in the CORPO planning area. An index was calculated for each segment with travel time available by dividing the 95th percentile travel time by the median travel time (50th percentile) grouped in five time periods. Then a region-wide index was estimated by calculating the average of the largest individual indices across the periods weighted on their interstate segment length. The number shown in Table 3.10 is the truck travel time reliability index for January – August 2023. This means that a commercial vehicle operator moving goods across the CORPO planning area, would have to add approximately 12% more time under “worst-case scenario” than the average travel condition.

ID#	FREIGHT PERFORMANCE MEASURES	2023 BENCHMARK
18	Level of truck travel time reliability	1.12

TABLE 3.9 CORPO REGION TRUCK TRAVEL TIME RELIABILITY

Source: NPMRDS INRIX



Intermodal Lifts & Rail

The Heartland Corridor allows double-stacked freight trains to travel between Central Ohio and Virginia Ports, passing directly through Central Ohio and Marion and Pickaway counties, including an intermodal facility in Marion County. Several rail services serve CORPO counties including Union, Marion, Morrow, and Pickaway.

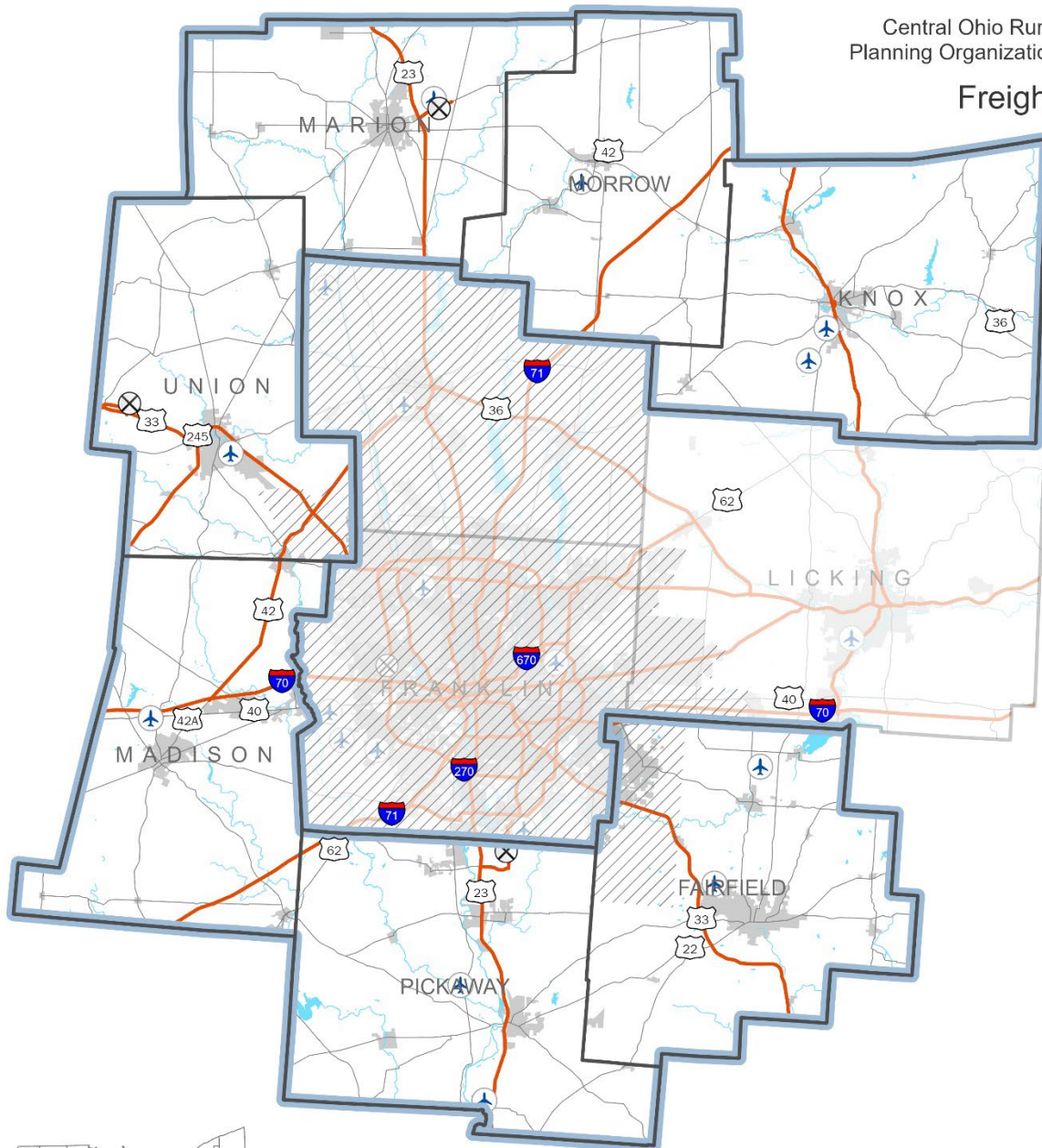
Union County and Fairfield County also have intermodal facilities at Honda and Lancaster, respectively. An important intermodal facility at Rickenbacker is close to Pickaway County. The intermodal facilities in Marion and Lancaster are approved intermodal facilities for international sealed containers by ODOT.

NHS freight connectors are the public roads that connect major intermodal terminals to the highway network. These routes are critical components of the transportation system and function as conduits for the reliable delivery of goods and services. In designating NHS freight connectors, several criteria are considered, including the level of activity of an intermodal terminal and its importance to a state's economy. In Marion County, the Marion Intermodal Center begins at the ramp at US-23 and continues to the US-23 NE ramp on SR-309.

Aviation Facilities

While air transportation is not directly within the purview of RTPO planning activities, connectivity of airports to the rest of the region through surface transportation is a part of the CORPO Transportation Plan, and it is important to plan for the continued success of this relationship.

The CORPO region and freight network have access to the nearby John Glenn Columbus International Airport and Rickenbacker International Airport. Each CORPO county is also home to a regional or general aviation airport, serving local and regional interests.



- Intermodal Facility
- Airport
- National Highway System
- 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 3.18 CORPO FREIGHT NETWORK & INTERMODAL FACILITIES, 2022

Source: MORPC regional datasets