

# 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

## CHAPTER 1: PLAN PURPOSE & DEVELOPMENT

The 2024-2050 Metropolitan Transportation Plan (MTP) documents the transportation planning process of the Mid-Ohio Regional Planning Commission (MORPC) and its partners. It includes recommended strategies, including projects, that will maintain, manage, and improve, central Ohio's transportation system over the next 26 years. The MTP process is continuous, comprehensive and cooperative. The next update is scheduled for 2028.

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

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



## 1.a INTRODUCTION

The 2024-2050 Columbus Area Metropolitan Transportation Plan (MTP) for the Columbus region:

- Documents the ongoing transportation planning process carried out by the Mid-Ohio Regional Planning Commission and its partners, and
- Identifies strategies and projects to maintain, manage, and improve the transportation system between 2024 and 2050.

The MTP, in its publication and adoption, replaces the 2016-2040 Metropolitan Transportation Plan in fulfillment of the requirements of a long-range transportation plan as laid out in federal legislation.

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

### **WHAT IS AN MPO?**

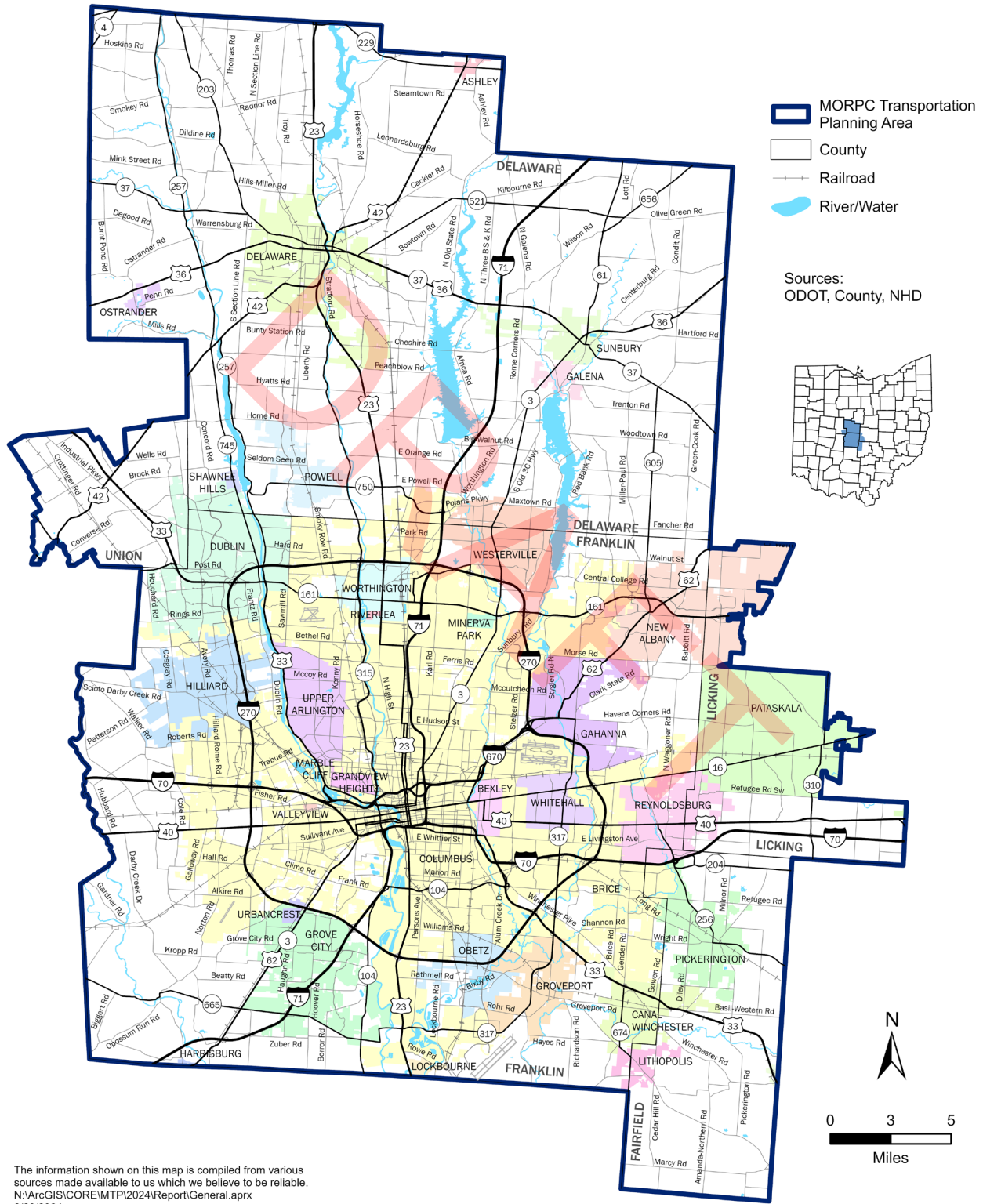
Federal law establishes a Metropolitan Planning Organization (MPO) in all regions with an urbanized area having a population of 50,000 or more. The MPO carries out the “3-C” transportation planning process. The “3-Cs” describe the process, which must be continuing, cooperative and comprehensive. Because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

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

The Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs Act (IIJA) was signed into law in 2021 and is the current federal transportation legislation under which an MPO operates.

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

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The information shown on this map is compiled from various sources made available to us which we believe to be reliable. N:\ArcGIS\CORE\MTP\2024\Report\General.aprx 2/20/2024

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## WHAT IS THE METROPOLITAN TRANSPORTATION PLAN?

The MTP, in its publication and adoption, replaces the 2024-2050 Metropolitan Transportation Plan in fulfillment of the requirements of a long-range transportation plan as laid out in federal legislation. Many different agencies and local governments conduct studies on and complete improvements to the transportation system. However, MORPC is the principal public agency conducting regional transportation studies for the Central Ohio area because it serves as the designated Metropolitan Planning Organization (MPO) for the Columbus Urbanized Area. It covers Franklin County, Delaware County, and portions of Fairfield, Licking, and Union counties as shown in Figure 1.1

### 1.b PLANNING PROCESS & PUBLIC INVOLVEMENT

MORPC brings together local governments from Central Ohio as part of its ongoing transportation planning process. It also coordinates with ODOT and the Licking County Area Transportation Study (LCATS), the MPO for the balance of Licking County. Independently and cooperatively, all of these entities collect data and identify transportation needs. MORPC then prioritizes and coordinates strategies and projects to meet transportation needs between now and 2050 through the following process:

- Identify regional goals
- Set measurable objectives to track progress in advancing the goals
- Monitor and forecast development, population, and employment growth, and changes to the transportation system
- Forecast travel demand
- Identify needs across the multimodal transportation system, including system management, system expansion, and the management of travel demand
- Consider strategies to be implemented and projects to be completed that will advance the transportation goals for the region as well as accomplish key factors as laid out in federal legislation
- Forecast the amount of transportation funding estimated to be available through 2050
- Identify strategies and projects to be included, considering the objectives, public input, and forecast of expected funding
- Measure the aggregate impact of the strategies and projects on the environment, air quality, and social equity

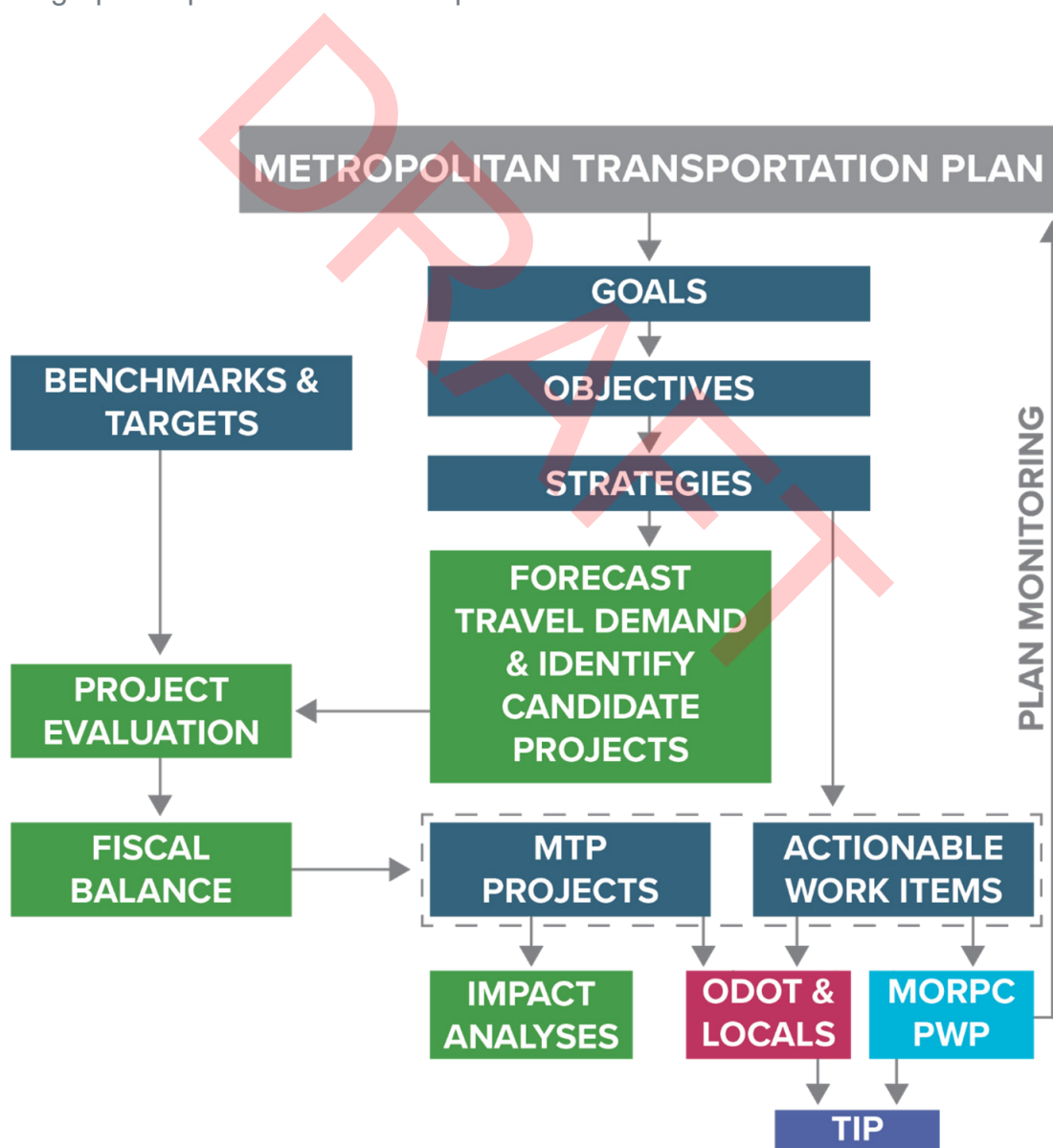
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- Solicit and incorporate public review and comment throughout the entire process
- Monitor performance of strategies and projects through established objectives

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

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

Figure 1.2 is a graphic representation of this process.



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## PUBLIC INVOLVEMENT

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

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

The webpage also contained a link to one of the more significant public outreach efforts—the interactive webmap. The interactive webmap allowed any user to make specific project suggestions by drawing directly on the map. The project suggestion could then be added to the list of candidate projects being considered for inclusion in the plan. The interactive webmap also allowed any user to submit comments on any candidate project on the map. Over 170 project suggestions were made through the webmap, and over 1,000 comments were submitted throughout the process. Updates were also reported on social media platforms and in MORPC's electronic newsletter, Esource, which is sent out biweekly to regional stakeholders and community members. Additionally, to solicit further feedback, MORPC staff visited approximately 60 local jurisdictions, community groups, and neighborhood and civic associations to present the MTP to local community members.

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

## PLAN COORDINATION

MORPC takes great effort to develop a regional MTP that is consistent with local transportation and development needs. Local land use and comprehensive plans, thoroughfare plans, and capital improvements programs are reviewed and incorporated into the planning process from the beginning. Additionally, numerous regional planning activities were consulted and considered during the development of this MTP:

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## Local Plans

- Local Comprehensive and Land Use Plans, Local Planning Agencies
- Local Capital Improvement Programs, Local Planning Agencies
- Local Active Transportation Plans, Local Planning Agencies

## Regional Plans

- LinkUS Community Action Plan, LinkUS Partners
- LinkUS Transit Supportive Infrastructure, LinkUS Partners
- Central Ohio Greenways Vision, Regional Partners
- Central Ohio Transportation Safety Plan, MORPC
- Transportation Demand Management Strategic Plan, MORPC
- Midwest Connect Passenger Rail Study, MORPC
- Franklin County Energy Baseline Study, MORPC
- Regional Mobility Plan, MORPC
- Long-Range Transit Plan, Delaware County Transit
- Central Ohio Workforce Transit Plan, ODOT
- Regional Housing Strategy, MORPC
- Competitive Advantage Projects, MORPC
- Comprehensive Economic Development Strategy, MORPC
- Sustainable2050, MORPC

## State Plans

- Ohio State Freight Plan, ODOT
- Ohio Rail Plan, Ohio Rail Development Commission
- Transportation Asset Management Plan, ODOT
- Access Ohio 2045, ODOT's statewide transportation plan
- Walk.Bike.Ohio, ODOT's statewide Bike and Pedestrian Plan
- Multimodal Design Guide, ODOT

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## MODES & USERS

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

In addition to these traditional modes, the MTP also discusses shared mobility modes such as Transportation Network Companies (TNC) like Uber and Lyft, electric scooters, and other emerging technologies.

The specific projects included in the MTP are meant to depict the concept envisioned for the facility by the horizon year of 2050. The implementation of the concept may be a single project or a series of projects implemented over time that leads to the overall facility concept. For example, a specific project that widens a four-mile road from two lanes to four lanes with complete street facilities may be implemented as a combination of shorter segment widening projects, intersection improvements and/or addition of sidewalk and bike facility projects.

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



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## 1.c REGIONAL GOALS

The 2024-2050 Metropolitan Transportation Plan has been developed around a set of goals that give direction to making regionally based investments in the transportation system. These goals remain consistent from the 2020-2050 Transportation Plan goals, with minor updates to language to reflect renewed focus on equity and inclusion and continuity in monitoring progress in achievement.

The content of the goals was checked against federal and state initiatives to ensure goals were in alignment with federal and state goals.

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

### GOALS



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



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



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



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



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



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

### FEDERALLY REQUIRED PLANNING FACTORS

Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency

Increase the safety of the transportation system for all users

Increase the security of the transportation system for all users

Increase the accessibility and mobility of people and for freight

Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

Promote efficient system management and operation

Emphasize the preservation of the existing transportation system

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## 1.d PLAN OBJECTIVES & TARGETS

The progress of achieving each of the plan’s goals will be measured by several objectives. Two to five objectives have been identified for each goal. Objectives were chosen to measure certain aspects of each goal that can be impacted through transportation or the transportation system, and are based on data availability and measurability.

For each objective, the existing condition, or benchmark, is documented and used to establish a short- and long-term target (years 2030 and 2050). The region's progress toward reaching these targets will be reported on annually. The objectives and targets related to each goal are shown in Table 1.1, and discussed in detail in Chapter 9.

<b>GOAL:</b> Position central Ohio to attract and retain <b>economic opportunity</b> to prosper as a region and compete globally	<b>OBJECTIVE:</b> Increase the average number of jobs reachable within 20 minutes and within 40 minutes via automobile, transit, cycling, and walking.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Access to jobs within reasonable travel time is important for the vitality of a region's economy.	490,000 average jobs reachable within 20 minutes via automobile; 981,000 jobs reachable within 40 minutes via automobile	515,000 average jobs reachable within 20 minutes via automobile; 1,031,000 jobs reachable within 40 minutes via automobile	539,000 average jobs reachable within 20 minutes via automobile; 1,079,000 jobs reachable within 40 minutes via automobile
		14,000 average jobs reachable within 20 via transit; 63,000 jobs reachable within 40 minutes via transit.	15,000 average jobs reachable within 20 via transit; 66,000 jobs reachable within 40 minutes via transit.	16,000 average jobs reachable within 20 via transit; 70,000 jobs reachable within 40 minutes via transit.
		492 average jobs within 20 minutes via low stress bike network; 541 average jobs within 40 minutes via low stress bike network	520 average jobs within 20 minutes via low stress bike network; 568 average jobs within 40 minutes via low stress bike network	550 average jobs within 20 minutes via low stress bike network; 610 average jobs within 40 minutes via low stress bike network
	677 average jobs within 20 minutes via pedestrian network; 813 average jobs within 40 minutes via pedestrian network	710 average jobs within 20 minutes via pedestrian network; 850 average jobs within 40 minutes via pedestrian network	745 average jobs within 20 minutes via pedestrian network; 900 average jobs within 40 minutes via pedestrian network	
	<b>OBJECTIVE:</b> Minimize the percentage of total vehicle miles traveled under congested conditions .			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Efficient mobility of people and freight is an important element of a vibrant economy.	Percent of total vehicle miles traveled under congested conditions: 11% during peak hours and 7% daily	Total vehicle miles traveled under congested conditions: Daily: <5% Peak Periods <10%	Total vehicle miles traveled under congested conditions: Daily: <5% Peak Periods <10%
		Number of Annual Hours of Peak Hour Excessive Delay Per Capita: 4.1		
<b>OBJECTIVE:</b> Minimize the amount of extra, or buffer, travel time necessary when planning expected trip travel time.				
<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>	
Freight carriers, commuters and businesses need reliable and consistent travel times to ensure the on-time delivery of goods and most efficiently use their time.	Region-wide Uncertainty Index: AM 1.24, PM 1.26	Region-wide Uncertainty Index: AM <1.25, PM <1.25	Region-wide Uncertainty Index: AM <1.2, PM <1.2	
	Travel time reliability ratio less than federal threshold: 94% interstates, 93% non-interstates	Travel time reliability ratio less than federal threshold: >95% interstates, >95% non-interstates	Travel time reliability ratio less than federal threshold: >95% interstates, >95% non-interstates	
	Truck Travel Time Reliability Index: 1.41	Truck Travel Time Reliability Index: <1.5	Truck Travel Time Reliability Index: <1.5	

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<b>GOAL:</b> Provide transportation and mobility options to benefit the <b>health, safety, and welfare</b> of all people	<b>OBJECTIVE:</b> Ensure trip travel time for disadvantaged populations is comparable or better than the average of the entire population.			
	Rationale	2024 Measure	2030 Target	2050 Target
	The transportation system should equitably serve all of the region's population.	Average trip travel time for disadvantaged populations compared to the regional average. <b>Auto Travel:</b> average travel time all population: <b>9.6 minutes</b> , average travel time minority population: <b>8.95 minutes (90.6%</b> of regional average), average travel time poverty population: <b>8.1 minutes (83.2%</b> of regional average). <b>Transit Travel:</b> average travel time all population: <b>55.7 minutes</b> , average travel time minority population <b>53.9 minutes (95%</b> of regional average), average travel time poverty population <b>50.1 minutes (88.8%</b> of regional average)	Average trip travel time for disadvantaged populations within <b>5% or better</b> of regional average	Average trip travel time for disadvantaged populations within <b>5% or better</b> of regional average
	<b>OBJECTIVE:</b> Maintain infrastructure in a state of good repair by minimizing the percentage of bridges and pavements in poor condition and maintaining transit fleet of a useful life .			
Rationale	2024 Measure	2030 Target	2050 Target	
Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments	<b>60%</b> of pavements of the Interstate System in Good condition <b>1.7%</b> of pavements of the Interstate system in Poor condition <b>29%</b> of pavements of the non-interstate NHS in Good condition <b>3.1%</b> of pavements of the non-Interstate NHS in Poor condition <b>33%</b> of Federal-aid non-NHS pavements in Good condition <b>6.1%</b> of Federal-aid non-NHS pavements in Poor condition <b>73%</b> of NHS bridge deck area classified as in Good condition <b>4%</b> of NHS bridge deck area classified as in Poor condition <b>65%</b> of Non-NHS bridge deck area classified in Good condition <b>1.4%</b> of Non-NHS bridge deck area classified in Poor condition	<b>&gt;50%</b> of pavements of the Interstate System in Good condition <b>&lt;1%</b> of pavements of the Interstate system in Poor condition <b>&gt;35%</b> of pavements of the non-interstate NHS in Good condition <b>&lt;3%</b> of pavements of the non-Interstate NHS in Poor condition <b>&gt;50%</b> of Federal-aid non-NHS pavements in Good condition <b>&lt;5%</b> of Federal-aid non-NHS pavements in Poor condition <b>&gt;70%</b> of NHS bridge deck area classified as in Good condition <b>&lt;5%</b> of NHS bridge deck area classified as in Poor condition <b>&gt;60%</b> of Non-NHS bridge deck area classified in Good condition <b>&lt;10%</b> of Non-NHS bridge deck area classified in Poor condition	<b>&gt;50%</b> of pavements of the Interstate System in Good condition <b>&lt;1%</b> of pavements of the Interstate system in Poor condition <b>&gt;35%</b> of pavements of the non-interstate NHS in Good condition <b>&lt;3%</b> of pavements of the non-Interstate NHS in Poor condition <b>&gt;50%</b> of Federal-aid non-NHS pavements in Good condition <b>&lt;5%</b> of Federal-aid non-NHS pavements in Poor condition <b>&gt;70%</b> of NHS bridge deck area classified as in Good condition <b>&lt;5%</b> of NHS bridge deck area classified as in Poor condition <b>&gt;60%</b> of Non-NHS bridge deck area classified in Good condition <b>&lt;10%</b> of Non-NHS bridge deck area classified in Poor condition	
<b>OBJECTIVE:</b> Reduce the number of fatalities and serious injuries from crashes .				
Rationale	2024 Measure (5-year rolling average 2018-2022)	2030 Target	2050 Target	
Crash reduction is a direct measurement of safety.	<b>1.09</b> fatalities per 100 million VMT <b>6.63</b> serious injuries per 100 million VMT Number of fatalities: <b>138.2</b> Number of serious injuries: <b>844.6</b> Number of non-motorized fatal and serious injuries: <b>155.6</b>	<b>2%</b> annual reduction	<b>2%</b> annual reduction	

<b>GOAL:</b> Create sustainable neighborhoods to improve all residents' quality of life	<b>OBJECTIVE:</b> Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements .			
	Rationale	2024 Measure	2030 Target	2050 Target
	Complete streets allow for transportation choices, which enhance quality of life.	<b>16%</b> of MORPC member communities that have adopted complete streets policies or policies that contain those elements.	<b>20%</b> of MORPC member communities that have adopted complete streets policies or policies that contain those elements.	<b>100%</b> Percent of MORPC member communities that have adopted complete streets policies or policies that contain those elements.
	<b>OBJECTIVE:</b> Increase the amount of interconnected bicycle and pedestrian infrastructure.			
Rationale	2024 Measure	2030 Target	2050 Target	
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	<b>844</b> miles of low to moderate stress bikeways <b>69%</b> of arterials and collectors within urbanized area that have pedestrian facilities (sidewalk or MUP)	<b>905</b> miles of low to moderate stress bikeways <b>75%</b> of arterials and collectors within urbanized area that have pedestrian facilities (sidewalk or MUP)	<b>1,100</b> miles of low to moderate stress bikeways <b>100%</b> of arterials and collectors within urbanized area that have pedestrian facilities (sidewalk or MUP)	
<b>OBJECTIVE:</b> Target infrastructure development to serve a higher number of people and jobs .				
Rationale	2024 Measure	2030 Target	2050 Target	
Sustainable neighborhoods provide adequate bicycle and pedestrian infrastructure to provide viable transportation options.	Percent of population within ½ mile of: Arterials/Collectors - <b>98%</b> , Transit Stop - <b>59%</b> , High-Capacity Transit Stop - <b>0%</b> , Low/Moderate Stress Bikeway - <b>74%</b> Percent of jobs within ½ mile of: Arterials/Collectors - <b>99%</b> , Transit Stop - <b>75%</b> , High-Capacity Transit Stop - <b>0%</b> , Low/Moderate Stress Bikeway - <b>81%</b>	Percent of population within ½ mile of: Arterials/Collectors - <b>&gt;99%</b> , Transit Stop - <b>65%</b> , High-Capacity Transit Stop - <b>25%</b> , Low/Moderate Stress Bikeway - <b>80%</b> Percent of jobs within ½ mile of: Arterials/Collectors - <b>99%</b> , Transit Stop - <b>80%</b> , High-Capacity Transit Stop - <b>25%</b> , Low/Moderate Stress Bikeway - <b>85%</b>	Percent of population within ½ mile of: Arterials/Collectors - <b>&gt;99%</b> , Transit Stop - <b>70%</b> , High-Capacity Transit Stop - <b>50%</b> , Low/Moderate Stress Bikeway - <b>&gt;99%</b> Percent of jobs within ½ mile of: Arterials/Collectors - <b>99%</b> , Transit Stop - <b>85%</b> , High-Capacity Transit Stop - <b>50%</b> , Low/Moderate Stress Bikeway - <b>90%</b>	

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<b>GOAL:</b> Increase regional collaboration and employ innovative transportation solutions to maximize the return on public expenditures	<b>OBJECTIVE:</b> Maximize the amount of non-regional transportation dollars (i.e. federal discretionary programs) utilized on regional transportation projects.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Creative funding partnerships are a result of regional collaboration and seeking out innovative solutions.	11.6% of funding from non-regional sources.  \$128,000,000 non-regional discretionary dollars annually (Source: TRAC + Federal Discretionary)	5% increase annually	5% increase annually
	<b>OBJECTIVE:</b> Increase the number of projects utilizing innovative initiatives on functionally classified Principal Arterials and above			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently.	Number/percent of projects utilized innovative initiatives \$X	5% increase annually	5% increase annually
	<b>OBJECTIVE:</b> Increase the percentage of functionally classified Minor Arterials and above facilities employing coordinated Intelligent Transportation System (ITS) technologies, and increase the mileage of facilities with vehicle to infrastructure communication capabilities.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues.	Percent of mileage that utilizes coordinated ITS technologies Percent of network that incorporates digital infrastructure	5% increase annually	5% increase annually
	<b>OBJECTIVE:</b> Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of functionally classified Principal Arterials and above with video surveillance .			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Surveillance capabilities allow for real-time response to incidents and security issues.	58% of functionally classified Principal Arterials and above under video surveillance	65% of functionally classified Principal Arterials and above under video surveillance	85% of functionally classified Principal Arterials and above under video surveillance
	<b>OBJECTIVE:</b> Encourage and support MORPC member communities to adopt Smart Streets policies or policies that contain those elements .			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Smart streets policies are a tool communities can use to integrate technology into transportation projects.	0% of MORPC member communities that have adopted smart streets policies or policies that contain those elements.	20% of MORPC member communities that have adopted smart streets policies or policies that contain those elements.	100% of MORPC member communities that have adopted smart streets policies or policies that contain those elements.

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<b>GOAL:</b> Reduce per capita energy consumption and promote alternative fuel resources to increase affordability and resilience of regional energy supplies	<b>OBJECTIVE:</b> Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Reducing single occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.	Percent of commuters that drive alone: <b>77.5%</b> Percent of commuters that ride transit, bicycle, or walk: <b>3.4%</b> (19.1 percent reported other, including telecommute, as primary mode)	Percent of commuters that drive alone: <b>80%</b> Percent of commuters that ride transit, bicycle, or walk: <b>7%</b>	Percent of commuters that drive alone: <b>75%</b> Percent of commuters that ride transit, bicycle, or walk: <b>10%</b>
	<b>OBJECTIVE:</b> Reduce vehicle miles traveled (VMT) per capita.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.	VMT per capita	VMT per capita	VMT per capita
	<b>OBJECTIVE:</b> Increase the percentage of vehicles using alternative fuels.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage.	Percent of registered vehicles that use alternative fuels: <b>1%</b> (Source: Franklin/Delaware County vehicle registration data)	<b>5%</b> of registered vehicles use alternative fuels	<b>40%</b> of registered vehicles use alternative fuels
	<b>OBJECTIVE:</b> Increase the number of alternative fuel stations.			
<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>	
Alternative fuel infrastructure supports the adoption of alternative fuel vehicles.	Number of electric vehicle charging ports (does not include private home charging): <b>534</b> total ( <b>36</b> Multi-Unit Dwelling ports, <b>75</b> Public Access Ports, <b>248</b> Workplace Ports, <b>175</b> Fleet Charging Ports) Source: Smart Columbus (7-county region)	<b>620</b> EV charging ports	<b>&gt;900</b> EV charging ports	
<b>GOAL:</b> Protect natural resources and mitigate infrastructure vulnerabilities to maintain a healthy ecosystem and community.	<b>OBJECTIVE:</b> Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
	Clean air an essential natural resource and is a key indicator of a healthy community.	Ozone Attainment Status PM2.5 Attainment Status	Ozone Attainment Status; PM2.5 Attainment Status	Ozone Attainment Status; PM2.5 Attainment Status
	<b>OBJECTIVE:</b> Maintain the condition of critical transportation infrastructure to enhance the resiliency of the transportation system.			
	<b>Rationale</b>	<b>2024 Measure</b>	<b>2030 Target</b>	<b>2050 Target</b>
Maintainence of critical infrastructure during extreme weather events or other disruptions is important for emergency response and the region's economy	Amount of <i>PROTECT</i> -like investments in resilient regional infrastructure. Condition rating of "critical infrastructure" for resiliency goals	Methodology in development	Methodology in development	

## 1.e STRATEGIES

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

The strategies will be introduced throughout the MTP document. Details about each of the strategies and projects can be found in the following chapters with a summary of the strategies in Chapter 8.



Performance Measures & Targets  
Figure 1.3: Role of Plan Elements

# 2024-2050 COLUMBUS AREA METROPOLITAN TRANSPORTATION PLAN

## 1.f DOCUMENT ORGANIZATION

The 2024-2050 Metropolitan Transportation Plan document is divided into the following nine chapters:

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

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

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

**CHAPTER 3:** Summarizes the existing multimodal transportation system, including roadway, transit, bikeway, pedestrian, and freight and intermodal facilities.

**CHAPTER 4:** Describes the various efforts underway to manage the transportation system, such as preservation and maintenance, intelligent transportation systems, and transportation safety and security.

**CHAPTER 5:** Describes current regional efforts to manage traffic demand by advancing programs and incentives to reduce single-occupancy vehicle trips.

**CHAPTER 6:** Describes the strategies and projects associated with the expansion of the transportation system, including roadway, transit, bikeway, pedestrian, and freight and intermodal systems.

**CHAPTER 7:** Describes the process used to select strategies and narrow the 1,200+ project candidates down to the projects that can be completed with the expected available resources through 2050.

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

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

**TECHNICAL APPENDICES:** Each of the technical appendices contains detailed technical data, analyses methodologies, and/or further information than is included in the body of this document, about the title subject.