Mid-Ohio Regional
Planning Commission

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Memorandum

TO: Community Advisory Committee
Transportation Advisory Committee

FROM: Thea J. Walsh, Director of Transportation Systems & Funding

DATE: September 29, 2014

SUBJECT: Attachment A to Resolution T-15-14: "Establishing Priorities for Central Ohio Candidate Projects Submitted in 2014 for TRAC Funding"

This memo and attachments relate to the 2014 TRAC applications. As outlined in a memo dated September 22, 2014, four applications were submitted for projects within MORPC's MPO area, all existing TRAC projects. As in years past, TRAC has requested MORPC's formal involvement in submitting its priorities for these projects.

The public comment period ended on September 24th, and four emails were submitted (attached). Furthermore, in past years, MORPC's committees have asked for guidance from MORPC staff on prioritizing TRAC projects. Attached are all comments submitted by the public for this year's applications, as well as the prioritization table resulting from a ranking analysis conducted by MORPC staff. The prioritization is based on ranking safety, employment, and truck traffic indicators, as well as project status.

Attachments:
Attachment A to Resolution T-15-14

William Murdock, AICP
Executive Director

Eric S. Phillips
Chair

Matt Greeson
Vice Chair

Rory McGuiness
Secretary

MORPC Staff Prioritization

Staff Rank	Sponsor - Project	Tier	2014 TRAC $ Request	Total Project Cost
1	**ODOT D6** – Innerbelt: I-70/I-71 Interchange (Phase 4A)	I	**$53.72 M for Construction**	$148.52 M
2	**ODOT D6** – Innerbelt: I-70/I71/SR315 Interchange (Phase 6B)	III	**$5 M for Detailed Design**	$58 M
3	**ODOT D6** – Far East Freeway: I-270/Brice Rd. Interchange	II	**$7 M for Detailed Design**	$77.6 M
3	**ODOT D6** – South Outerbelt: I-270/US 23, I-71/I-270, I-71/Stringtown Rd. Interchanges	II	**$4.5 M for Detailed Design**	$137.5 M

Dina Lopez

From: Ira Weiss [iraweiss@wowway.com]
Sent: Monday, September 22, 2014 4:34 PM
To: Dina Lopez
Cc: 'Dave Paul'
Subject: TRAC Comments

Dina,

Here are my comments. I have grouped them separately into two groups: design and construction.

Design

ODOT District 6: Far East Freeway: I-70/I-270/Brice Road Interchange Improvements

This project when completed will improve the I-70 corridor from east of Downtown Columbus to Brice Road.

In this project, my highest priority is the $7 million currently being proposed for detailed design to modify the loop ramps between I-270 and I-70. I cannot tell you the number of times I have observed these ramps closed when a semi has overturned while trying to negotiate the curves. As I use this interchange daily I find the merges to be hair-raising. What is proposed will alleviate my concerns and reduce the congestion.

It is unfortunate that the congestion between I-270 and Brice Road factored heavily in the closing of the retail areas in the Brice/Gender/Tussing road areas. Many of the formerly going concerns have been bulldozed. It became too difficult to get there to shop. Two years ago those of us from Pickerington and Violet Township commented that it was more important to spend the money in this area first rather than improve the I-70/SR 256 interchange. The proposed changes to the I-70/I-270/Brice Road area will increase the opportunity for economic renewal in that commercial area.

ODOT District 6: South Outerbelt Phase 3

Now that the Pickaway East-West Connector project is a reality this project is critical to facilitate the movement of goods to and from the Rickenbacker intermodal facility. To keep this project moving forward I would recommend that ODOT provide the requested $4.5 million for detailed design

I am very familiar with the area and am pleased to see that several of the loop ramps are being phased out in the proposed plans.

Even more important is the widening of I-270 between I-71 and US 23. The largest piece, the widening of the bridge over the Scioto River, has been completed and I've observed additional construction as I've traversed the area although I avoid the merge from I-71 to I-270 east as it is unsafe. Traveling from I-71 to I-270 eastbound is the scariest merge in Central Ohio. A lot of the issues could be alleviated if travelers would move to the left lane on I-270 eastbound and stay there until they pass US 23. The problem is they do not. Nor do they clear the right lane as traffic merges into that lane of I-270 from I-71. So, you have traffic from three lanes merging into one in a short distance. No wonder I'm scared.

It is critical that all of these pieces come together to facilitate the movement of freight into and out of Rickenbacker and (bad joke) to connect the Hollywood Casino to the Scioto Downs Racino.

It's also important to accommodate the growth that has taken place in Grove City by improving the Stringtown Road interchange.

ODOT District 6: I-70/I-71/SR 315 Project (Innerbelt Phase 6B)

This project is moving along and I it is important that it continue and that the traveling public not be left in mid-stream. Currently there is construction which has changed the traffic pattern between I-71 westbound and SR 315 northbound. What additional designs will be done in Phase 6 that will be paid for by the $5 million request?

Construction

ODOT District 6: I-70/I-71/SR 315 Project (Innerbelt Phase 4A)

As this is the only construction request I continue to support it as I have done in the past. Again, it would be helpful to see the relationship between phases so I would know how the $53.27 construction budget related to previously constructed and future construction now proposed for the design phase.

I hope these comments are helpful.

Ira S. Weiss
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Pickerington, OH 43147
iraweiss@wowway.com

Dina Lopez

From: David Roseman [djroseman@msn.com]
Sent: Monday, September 22, 2014 1:53 PM
To: Dina Lopez
Cc: Kerstin Carr
Subject: TRAC project public input comments

Dear Dina López,

On forthcoming MORPC TRAC plans for downtown Columbus freeway intersection/ramps of I-70/I-71/SR-315 (Innerbelt Phase 4A & 6B, etc.) please ensure there's underpass space/public access to extend Scioto Greenway Trail - north/south along the **west** side of Scioto River bank from between Dodge Park and Scioto Blvd/Greenlawn Ave. See aerial map of existing condition https://goo.gl/maps/j7aLO. Appreciate help to fill a critical missing bike/ped link.

On any TRAC highway/interchange/public roadway expansion or reconfiguration projects, please ensure that related bridges, local roadways, local underpasses or local overpasses provide safe accommodations for non-motorized travelers:
1) Pedestrians - via sidewalks (min. five foot width) along both sides of all travel corridors and crosswalks.
2) Bicyclists - via dedicated bike-lanes, as per ASHTO, MUTCD, etc.
3) Bikes & Pedestrians - via shared-use path (min. ten foot width) asphalt pavement on at least one side of all travel corridors, when both bike lanes & sidewalks cannot be provided.

Despite MORPC adopting 'Complete Streets policy' there have been recent construction projects within Central Ohio where ODOT District 6 has failed to comply with standards and best practices. For example in my neighborhood, the Cleveland Avenue bridge rebuild over I-270, and Westerville Rd/SR-3 roadway improvement below E. Dublin Granville Rd/SR-161, both fall short.

Thank you for considering and hopefully including my recommendations for adoption within the TRAC projects.

Sincerely,

David Roseman
2843 Blendon Woods Blvd
Columbus, OH 43231

Dina Lopez

From: Matt Brown [mlbrown13@gmail.com]
Sent: Monday, September 22, 2014 12:06 PM
To: Dina Lopez
Subject: TRAC applications

Dear Ms. Lopez,

Thank you for the opportunity to provide comments on the proposed funding of four TRAC projects in the MORPC area. If the proposed projects are funded, the State will spend $16.5 million dollars on detailed design work for three projects alone with an unknown construction cost. These three projects are proposed in order to reduce congestion, increase capacity and improve safety. I fully support projects that improve safety however, the need for capacity and congestion projects could be offset if the State were to focus on providing alternative transportation options.

Roadway projects intended to increase capacity and reduce congestion lead to more people utilizing the roadway which results in a need for additional capacity and congestion projects in the future. Continuing to implement capacity projects along our interstate system promotes sprawling development patterns and detracts from the redevelopment of downtowns both big and small. Sprawling development has many side effects including the loss of farmland and rural character, negative impacts to our environment and water quality, and high infrastructure costs for local governments.

I believe that if central Ohio communities and residents want to maintain a high quality of life and continue to enjoy the areas in which they chose to live then central Ohio needs alternative transportation options. Money currently being spent on roadway capacity projects could be better used for alternative transportation options. As the Metropolitan Planning Organization for central Ohio, MORPC has the ability to promote such a change in our transportation system while achieving MORPC's Environmental Policy objectives.

Thank you again for the opportunity to provide comments.

Sincerely,

Matt Brown

Dina Lopez

From: Tony Manch [tonyma19@yahoo.com]
Sent: Monday, August 25, 2014 7:54 PM
To: Dina Lopez
Subject: Comments on TRAC

ODOT's addition of projects to the TRAC all seem to be high profile projects. Did they remove other projects to keep the funding limit within the budget? First, I think that the Brice Road Interchange does need improvement. I think that if there is no money, then the Brice Rd. project can wait until the money is available. I guess that the Brice Road project meet or surpasses the ranking criteria?
Thank you for the opportunity to participate.
Respectfully,
A.J. Manch
614-459-2417

Metrics Used for Staff Prioritization for 2014 TRAC Draft List

General information about the TRAC projects in the MORPC area:

				TRAC Funding			Other Funding				
	Project	Current Tier	New Tier	Request	Previous	Future	Local	ODOT Non-TRAC	Total Costs	MTP	Phases covered in application
D6	Far East Freeway (I-270 and Brice Rd interchanges)	II	II	$7 M	-	$70.6 M	-	-	$77.6 M	Y	DD
D6	South Outerbelt (I-270/US 23, I-71/I-270, I-71/Stringtown interchange)	II	II	$4.5 M	$8 M	$125 M	-	-	$137.5 M	Y	DD
D6	Innerbelt: I-70/I-71 (Phase 4A)	I	I	$53.72 M	$103.98 M	-	$13.25 M		$148.52 M	Y	C
D6	Innerbelt: SR315/I-70/I-71 (Phase 6B)	III	III	$5 M	-	$53 M	-	-	$58 M	Y	DD

Percent of Primary Jobs in Region of the Projects

Staff defined primary jobs as those with the NAICS codes relating to manufacturing, office, institutional, agricultural, (most) entertainment, wholesaling (distribution), medical and some personal/household services.

Percent of primary jobs in the region in the area around these projects (out of 587,550 in MPO region)		
	Project	%
D6	Far East Freeway (I-270 and Brice Rd interchanges)	3%
D6	South Outerbelt (I-270/US 23, I-71/I-270, I-71/Stringtown interchange)	5%
D6	Innerbelt: I-70/I-71 (Phase 4A)	23%
D6	Innerbelt: SR315/I-70/I-71 (Phase 6B)	23%

Traffic Survey Report and Expected Growth for the Projects

MID	Project	ODOT TIMS (2012)*			Growth 2014-35 **	
		Truck	Total	Truck %	Truck	Total
1	Columbus Crossroads Phase 4A	15,310	**124,278**	12.3%	86.0%	22.1%
2	Columbus Crossroads Phase 6B	5,918	**83,566**	7.1%	63.3%	23.5%
3	Far East Freeway Phase 2 & 3	11,672	**123,613**	9.4%	79.5%	32.2%
4	South Outerbelt (I-270/US 23, I-71/I-270, I-71/Stringtown interchange)	26,685	**164,999**	16.2%	76.4%	38.4%

*Derived from MORPC Travel Demand Model.

TRAC Projects – Safety Comparison (2009-2011)

Project	Search Area	Fatal Crash	Injury Crash	Property Damage Crash	Total Crashes	Severity index	Injury Rate	SI Rank	Segments on ODOT High-Crash Lists	Ranking
I-70 / I-270 / Brice Rd.	GIS Project extents	2	122	331	455	1.58	0.27	1	4	Medium (2)
I-70/I-71 Phase 4A	GIS Project extents	0	216	562	778	1.56	0.28	2	14	High (1)
I-70/I-71 Phase 6B	GIS Project extents	0	34	104	138	1.49	0.25	4	2	? (4)
South Outerbelt (I-270/US 23, I-71/I-270, I-71/Stringtown interchange)	GIS Project extents	2	201	562	765	1.55	0.27	3	3	Medium (3)

*High crash urban, rural, or rural non- freeway list **Includes a segment that is 2nd on the ODOT high-crash list.