Demographics

Forecasting

Finances

Economic Development

Market Demand

Energy

Environmental Impact

Land Use

Transportation

Research

Strategic Planning

Population Growth

Public Health

Community

Future

Infrastructure

Growth Patterns

Vitality

Quality of Life

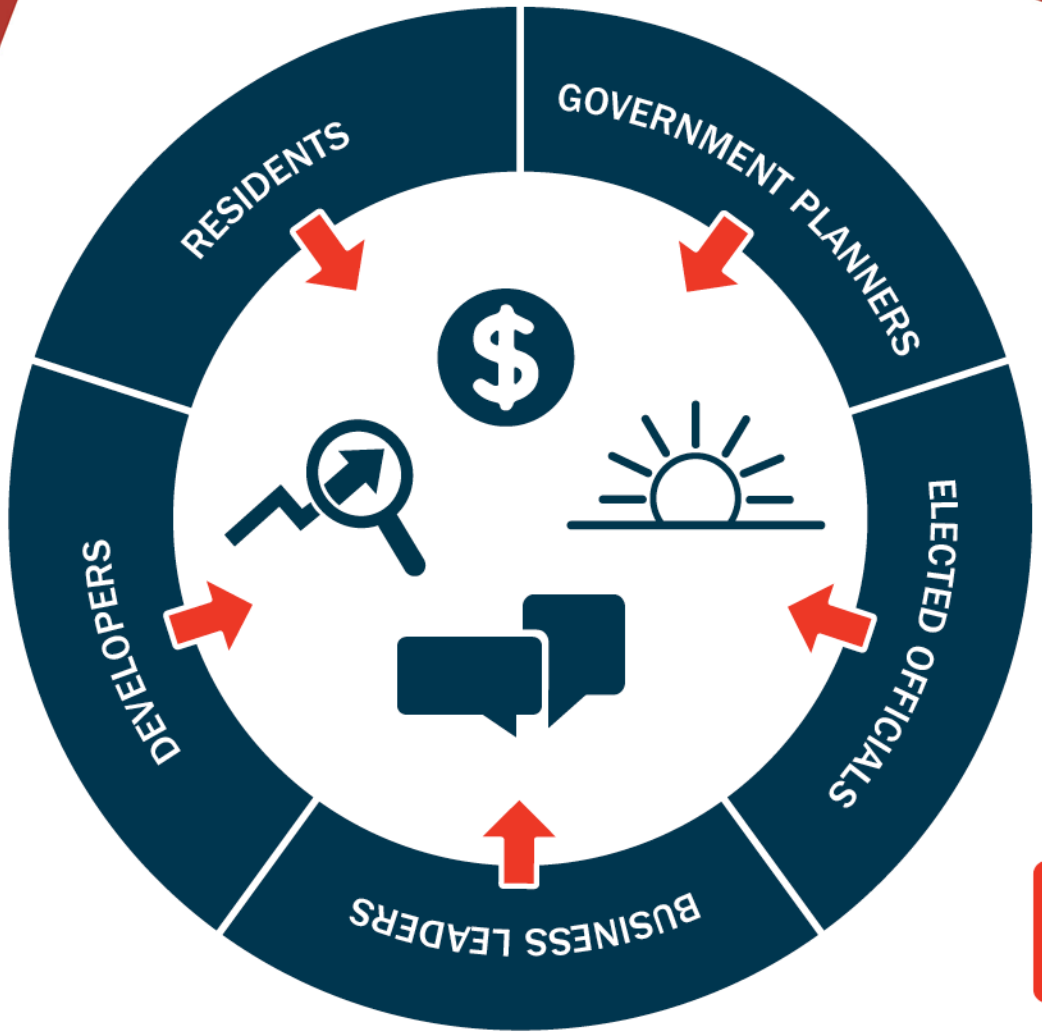
Budget

Data

Sustainability

insight 2050

Phase II



insight 2050

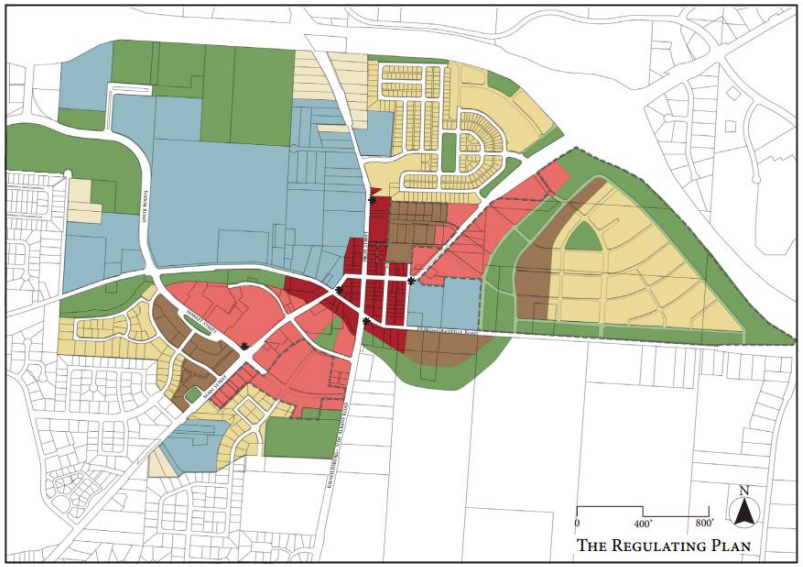
Continued Outreach

On average two presentations or events a week…

Community Typology

Best Practices

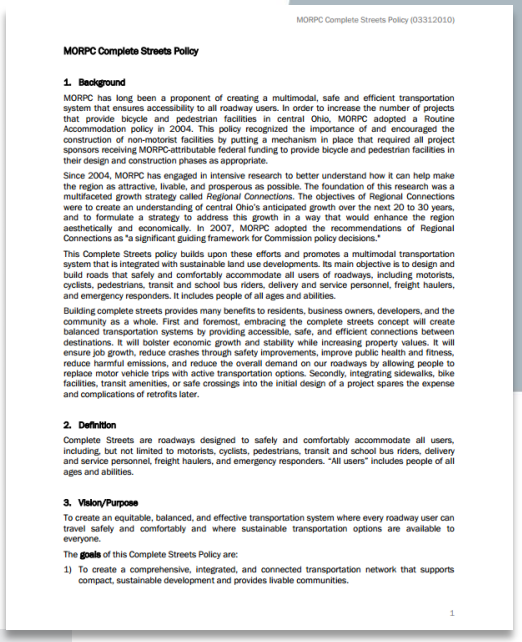
New Albany
Urban Center Code



- Historic Center
- Village Core
- Core Residential
- Village Residential
- Rural Residential
- Campus
- Open Space
- Conceptual Area Boundary

The area inside the boundary is conceptual only for the purposes of determining recommended sub-districts and street layout.

- Required Architectural Focal Point



MORPC Complete Streets Policy (03312010)

MORPC Complete Streets Policy

1. Background

MORPC has long been a proponent of creating a multimodal, safe and efficient transportation system that ensures accessibility to all roadway users. In order to increase the number of projects that provide bicycle and pedestrian facilities in central Ohio, MORPC adopted a Routine Accommodation policy in 2004. This policy recognized the importance of and encouraged the construction of non-motorist facilities by putting a mechanism in place that required all project sponsors receiving MORPC-attributable federal funding to provide bicycle and pedestrian facilities in their design and construction phases as appropriate.

Since 2004, MORPC has engaged in intensive research to better understand how it can help make the region as attractive, livable, and prosperous as possible. The foundation of this research was a multifaceted growth strategy called *Regional Connections*. The objectives of Regional Connections were to create an understanding of central Ohio's anticipated growth over the next 20 to 30 years, and to formulate a strategy to address this growth in a way that would enhance the region aesthetically and economically. In 2007, MORPC adopted the recommendations of Regional Connections as "a significant guiding framework for Commission policy decisions."

This Complete Streets policy builds upon these efforts and promotes a multimodal transportation system that is integrated with sustainable land use developments. Its main objective is to design and build roads that safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, transit and school bus riders, delivery and service personnel, freight haulers, and emergency responders. It includes people of all ages and abilities.

Building complete streets provides many benefits to residents, business owners, developers, and the community as a whole. First and foremost, embracing the complete streets concept will create balanced transportation systems by providing accessible, safe, and efficient connections between destinations. It will bolster economic growth and stability while increasing property values. It will ensure job growth, reduce crashes through safety improvements, improve public health and fitness, reduce harmful emissions, and reduce the overall demand on our roadways by allowing people to replace motor vehicle trips with active transportation options. Secondly, integrating sidewalks, bike facilities, transit amenities, or safe crossings into the initial design of a project spares the expense and complications of retrofits later.

2. Definition

Complete Streets are roadways designed to safely and comfortably 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.

3. Vision/Purpose

To create an equitable, balanced, and effective transportation system where every roadway user can travel safely and comfortably and where sustainable transportation options are available to everyone.

The **goals** of this Complete Streets Policy are:

1) To create a comprehensive, integrated, and connected transportation network that supports compact, sustainable development and provides livable communities.

1

An Ideal Complete Streets Policy:

- *Includes a vision for how and why the community wants to complete its streets.*
- *Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.*
- *Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.*
- *Is adoptable by all agencies to cover all roads.*
- *Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.*
- *Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.*
- *Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.*
- *Directs that complete streets solutions will complement the context of the community.*
- *Establishes performance standards with measurable outcomes.*
- *Includes specific next steps for implementation of the policy.*

Source: National Complete Streets Coalition (www.completestreets.org).

Infill Opportunity Directory

Resolutions

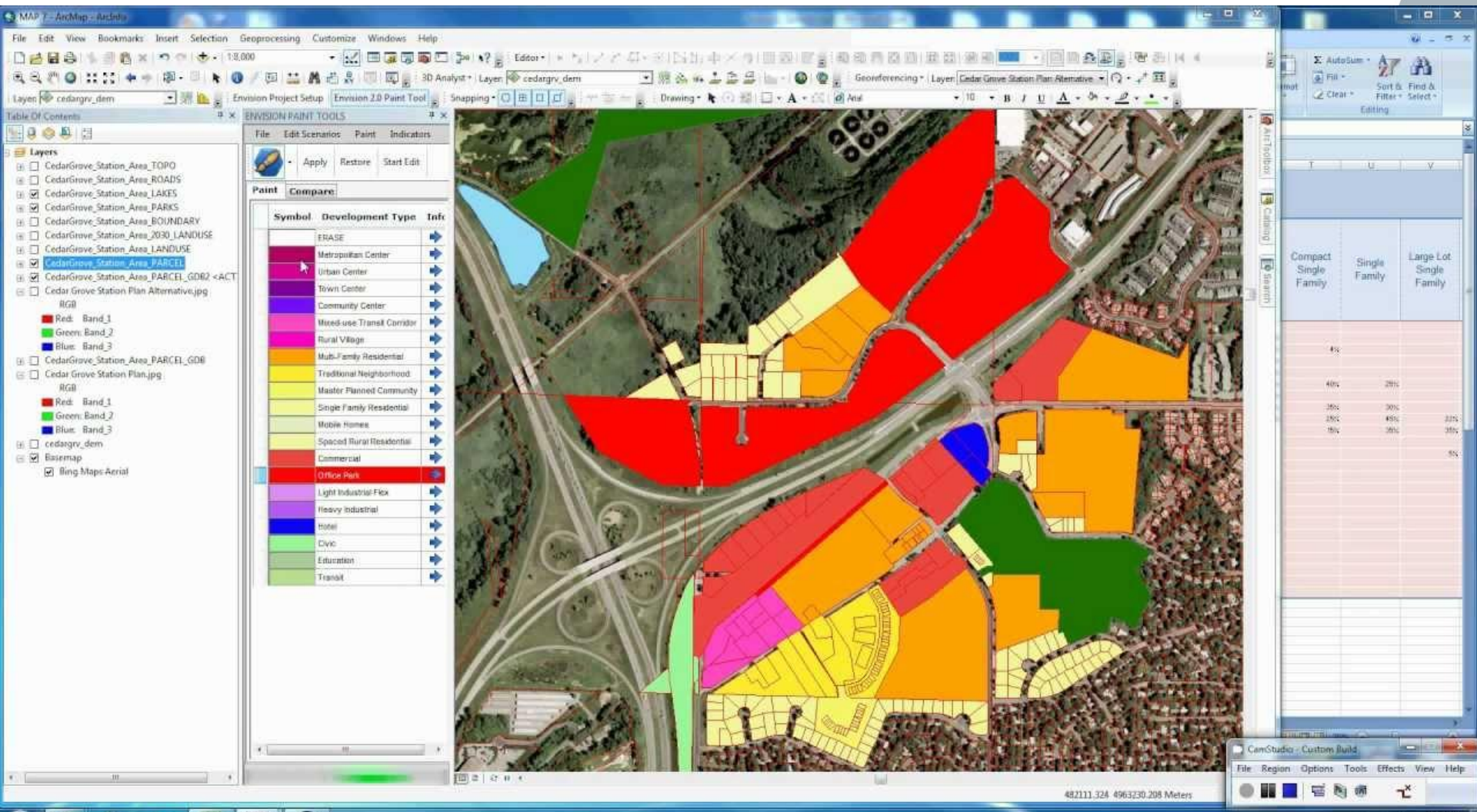
- RESOLUTION 06-15

  “AUTHORIZING THE EXECUTIVE DIRECTOR TO PROCURE AND ENTER INTO AN AGREEMENT TO RECEIVE LOCAL FUNDS”

- RESOLUTION T-5-15

  "AMENDING THE SFY 2015 PLANNING WORK PROGRAM TO MODIFY AN EXISTING WORK ELEMENT”

Phase II B: Local Scenario Planning Tool



Phase II C: Research & Studies

Website

ABO[redacted]FT REPORT · RESOURCES · FEEDBACK · NEWS & EVENTS · CONNECT

insight 2050

Population Growth

Central Ohio's population will grow a full 25% by 2050 while the rest of Ohio will experience a 3% decline.

Read more →

Housing Needs

As demand for larger lot, single family homes drops dramatically; attached and smaller-lot homes will become preferred housing.

Read more →

Metrics Summary

Compare the impacts of four future growth scenarios among eight different metrics, including transportation, environmental, fiscal, and other areas.

Read more →

getinsight2050.org

Kerstin Carr
Director, Planning & Environment

614-233-4163
kcarr@morpc.org