



2016-2040 Columbus Area
Metropolitan Transportation Plan



**2016-2040
METROPOLITAN
TRANSPORTATION PLAN
OBJECTIVES**

JANUARY 2015



WHAT ARE WE ASKING OF YOU TODAY?

- Review proposed objectives for each goal
- No action required



GOALS OF THE MTP

Through transportation:

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

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

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

Create sustainable neighborhoods to improve residents' quality of life

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

Use public investments to benefit the health, safety, and welfare of people



OBJECTIVES

- Specific
Measurable
Attainable
Relevant
Time-specific
- Two to Four objectives for each goal
 - 18 total objectives
 - Rationale, Benchmark, Targets



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

OBJECTIVE: Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking**

OBJECTIVE: Reduce vehicle miles traveled (VMT) per capita

OBJECTIVE: Increase the percentage of vehicles using alternative fuels

**Objective carried forward from 2012-2035 MTP



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

OBJECTIVE: Reduce the percentage of commuters driving alone, and increase the percentage of commuters riding transit, bicycle, or walking**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Reducing single occupancy auto commutes and increasing commuters using alternative transportation modes will reduce per capita fuel and energy consumption.</p>	<p>XX% of commuters drive alone</p> <p>XX% of commuters ride transit, bicycle, or walk</p> <p><i>*American Community Survey</i></p>	<p>XX% of commuters drive alone</p> <p>XX% of commuters ride transit, bicycle, or walk</p>	<p>XX% of commuters drive alone</p> <p>XX% of commuters ride transit, bicycle, or walk</p>



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

OBJECTIVE: Reduce vehicle miles traveled (VMT) per capita

Rationale	Benchmark	2020 Target	2040 Target
Reducing vehicle miles traveled per person for any trip purpose will reduce per capita fuel and energy consumption.	XX VMT per capita <i>*2013 VMT over 2013 population on functionally classified Collectors and above</i>	XX VMT per capita	XX VMT per capita



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

OBJECTIVE: Increase the percentage of vehicles using alternative fuels

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Increased use of alternative fuel vehicles is a direct measurement of alternative fuel usage</p>	<p>XX% of registered vehicles use alternative fuels</p> <p><i>*2014 Bureau of Motor Vehicles</i></p>	<p>XX% of registered vehicles use alternative fuels</p>	<p>XX% of registered vehicles use alternative fuels</p>



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

OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant**

OBJECTIVE: Decrease the locations of freeway and expressway facilities that are at risk for flooding

**Objective carried forward from 2012-2035 MTP



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

OBJECTIVE: Reduce emissions from mobile sources to continuously meet EPA air quality standards for each criteria pollutant**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Clean air an essential natural resource and is a key indicator of a healthy community.</p>	<p>Ozone Non-Attainment PM2.5 Attainment NOX Attainment</p> <p><i>*2012 MOVES Model</i></p>	<p>Ozone Attainment PM2.5 Attainment NOX Attainment</p>	<p>Ozone Attainment PM2.5 Attainment NOX Attainment</p>



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

OBJECTIVE: Decrease the locations of freeway and expressway facilities that are at risk for flooding

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Flooding prohibits safe travel and is a result of vulnerabilities during extreme weather events.</p>	<p>XX locations at risk for flooding</p> <p><i>*2014 ODOT inventory of freeways and expressways</i></p>	<p>XX locations at risk for flooding</p>	<p>XX locations at risk for flooding</p>



GOAL: Position central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally

OBJECTIVE: Increase the average number of jobs reachable within 20 minutes via automobile and within 40 minutes via transit

OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions**

OBJECTIVE: Minimize the amount of travel time uncertainty when planning expected trip travel time.

**Objective carried forward from 2012-2035 MTP



GOAL: Position central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally

OBJECTIVE: Increase the average number of jobs reachable within 20 minutes via automobile and within 40 minutes via transit

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Access to jobs within reasonable travel time is important for the vitality of a region's economy.</p>	<p>330,947 jobs reachable within 20 minutes via automobile</p> <p>31,505 jobs reachable within 40 minutes via transit</p> <p><i>*2014 Travel Demand Model</i></p>	<p>XX jobs reachable within 20 minutes via automobile</p> <p>XX jobs reachable within 40 minutes via transit</p>	<p>XX jobs reachable within 20 minutes via automobile</p> <p>XX jobs reachable within 40 minutes via transit</p>



GOAL: Position central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally

OBJECTIVE: Minimize the percentage of total vehicle miles traveled under congested conditions**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Efficient mobility of people and freight is an important element of a vibrant economy.</p>	<p>Total vehicle miles traveled under congested conditions: Daily: 3.1%, Peak Periods 6.9%</p> <p><i>*2014 Travel Demand Model on functionally classified Collectors and above</i></p>	<p>Total vehicle miles traveled under congested conditions: Daily: <5%, Peak Periods <10%</p>	<p>Total vehicle miles traveled under congested conditions: Daily: <5%, Peak Periods <10%</p>



GOAL: Position central Ohio to attract and retain **economic opportunity** to prosper as a region and compete globally

OBJECTIVE: Minimize the amount of travel time uncertainty when planning expected trip travel time.

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Freight carriers need reliable and consistent travel times to ensure the on-time delivery of goods.</p>	<p>AM Peak Uncertainty Index: 1.31 PM Peak Uncertainty Index: 1.35</p> <p><i>*Oct 2013-Sept 2014 INRIX data, Franklin and Delaware Counties, NHS facilities Uncertainty Index = Planning Time / Expected Travel Time</i></p>	<p>AM Peak Uncertainty Index: XX PM Peak Uncertainty Index: XX</p>	<p>AM Peak Uncertainty Index: XX PM Peak Uncertainty Index: XX</p>



GOAL: Create **sustainable neighborhoods** to improve residents' **quality of life**

OBJECTIVE: Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements**

OBJECTIVE: Target infrastructure development to serve a higher number of people and jobs and increase sidewalk coverage of arterials and collectors**

OBJECTIVE: Target transit and bikeway infrastructure development to serve a higher number of people**

**Objective carried forward from 2012-2035 MTP



GOAL: Create **sustainable neighborhoods** to improve residents' **quality of life**

OBJECTIVE: Encourage and support MORPC member communities to adopt complete streets policies or policies that contain those elements**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
Complete streets allow for transportation choices, which enhance quality of life.	13% of MORPC member communities have adopted complete streets policies or policies that contain those elements.	45% of MORPC member communities have adopted complete streets policies or policies that contain those elements.	100% of MORPC member communities have adopted complete streets policies or policies that contain those elements.



GOAL: Create **sustainable neighborhoods** to improve residents' **quality of life**

OBJECTIVE: Target infrastructure development to serve a higher number of people and jobs and increase sidewalk coverage of arterials and collectors**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Activity density along major facilities and pedestrian access among the activity provides a more livable environment.</p>	<p>XX people + jobs per acre are within 3/4 mile of arterials</p> <p>XX% of arterials and collectors have sidewalks</p> <p><i>*2014 MORPC Land Use Data</i></p>	<p>5 people + jobs per acre are within 3/4 mile of arterials</p> <p>XX% of arterials and collectors that have sidewalks</p>	<p>6 people + jobs per acre are within 3/4 mile of arterials</p> <p>XX% of arterials and collectors have sidewalks</p>



GOAL: Create **sustainable neighborhoods** to improve residents' **quality of life**

OBJECTIVE: Target transit and bikeway infrastructure development to serve a higher number of people**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Sustainable neighborhoods have access to multiple transportation modes.</p>	<p>XX% of population live within 3/4 mile of a transit stop</p> <p>XX% of population live within 3/4 mile of a bikeway</p> <p><i>*2014 MORPC Land Use Data</i></p>	<p>XX% of population live within 3/4 mile of a transit stop</p> <p>XX% of population live within 3/4 mile of a bikeway</p>	<p>XX% of population live within 3/4 mile of a transit stop</p> <p>XX% of population live within 3/4 mile of a bikeway</p>



GOAL: Increase regional **collaboration** and employ **innovative transportation solutions** to maximize the **return on public expenditures**

OBJECTIVE: Increase the percentage of funding from non-public sources on transportation projects on the National Highway System (NHS)

OBJECTIVE: Increase the number of innovative initiatives utilized for projects on the National Highway System (NHS)

OBJECTIVE: Increase the percentage of National Highway System (NHS) facilities employing coordinated Intelligent Transportation System (ITS) technologies

OBJECTIVE: Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of National Highway System facilities under video surveillance



GOAL: Increase regional **collaboration** and employ **innovative transportation solutions** to maximize the **return on public expenditures**

OBJECTIVE: Increase the percentage of funding from non-public sources on transportation projects on the National Highway System (NHS)

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Creative funding partnerships are a result of regional collaboration and seeking out innovative solutions.</p>	<p>XX% of funding is from non-public sources on transportation projects on the NHS</p> <p><i>*projects completed 2010-2014</i></p>	<p>XX% of funding from non-public sources on transportation projects on the NHS</p>	<p>XX% of funding from non-public sources on transportation projects on the NHS</p>



GOAL: Increase regional **collaboration** and employ **innovative transportation solutions** to maximize the **return on public expenditures**

OBJECTIVE: Increase the number of innovative initiatives utilized for projects on the National Highway System (NHS)

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Encourage initiatives that advance innovation and partnership to deliver and build projects efficiently.</p>	<p>XX innovative initiatives utilized for projects on NHS</p> <p><i>*projects completed with Every Day Counts initiatives utilized for projects 2010-2014</i></p>	<p>XX innovative initiatives utilized for projects on NHS</p>	<p>XX innovative initiatives utilized for projects on NHS</p>



GOAL: Increase regional **collaboration** and employ **innovative transportation solutions** to maximize the **return on public expenditures**

OBJECTIVE: Increase the percentage of National Highway System (NHS) facilities employing coordinated Intelligent Transportation System (ITS) technologies

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
ITS provides for maximization of capacity on existing facilities and real-time response to incidents and security issues.	XX% of NHS facilities employ coordinated ITS technologies	XX% of NHS facilities employ coordinated ITS technologies	100% of NHS facilities employ coordinated ITS technologies



GOAL: Increase regional **collaboration** and employ **innovative transportation solutions** to maximize the **return on public expenditures**

OBJECTIVE: Increase the number of transit vehicles and facilities with surveillance capabilities and increase the miles of National Highway System facilities under video surveillance

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Surveillance capabilities allow for real-time response to incidents and security issues.</p>	<p>79% transit vehicles and facilities with surveillance capabilities</p> <p>18% of NHS facilities under video surveillance</p> <p><i>*2014 COTA, DATAbus, ODOT Inventories</i></p>	<p>XX% transit vehicles and facilities with surveillance capabilities</p> <p>XX% of NHS facilities under video surveillance</p>	<p>100% transit vehicles and facilities with surveillance capabilities</p> <p>100% of NHS facilities under video surveillance</p>



GOAL: Use public investments to benefit the **health, safety, and welfare** of people

OBJECTIVE: Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time**

OBJECTIVE: Maintain infrastructure in a state of good repair by minimizing the percentage of bridges with poor General Appraisals, minimizing pavement miles in unacceptable conditions, maintaining transit fleet of a useful life, and incorporating bike facilities**

OBJECTIVE: Reduce the number of fatal crashes and serious injury crashes**

**Objective carried forward from 2012-2035 MTP



GOAL: Use public investments to benefit the **health, safety, and welfare** of people

OBJECTIVE: Minimize the difference in trip travel time for disadvantaged populations relative to the regional trip travel time**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
The transportation system should equally serve all of the region's population.	Average trip travel time for disadvantaged populations is 4.8% less than the regional average trip travel time <i>*2014 Travel Demand Model</i>	Average trip travel time for disadvantaged populations within XX% of regional average trip travel time	Average trip travel time for disadvantaged populations within XX% of regional average trip travel time



GOAL: Use public investments to benefit the **health, safety, and welfare** of people

OBJECTIVE: Maintain infrastructure in a state of good repair by minimizing the percentage of bridges with poor General Appraisals, minimizing pavement miles in unacceptable conditions, maintaining transit fleet of a useful life, and incorporating bike facilities**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Maintenance and enhancement of existing infrastructure ensures the maximum lifespan and safe use of public investments</p>	<p>XX% of bridges with GA rating of 5 or better,</p> <p>X% of pavement miles in unacceptable conditions</p> <p>6% of transit fleet older than useful life</p> <p>XX miles of bikeways</p> <p><i>*2013 ODOT, 2014 COTA, DATAbus Inventories</i></p>	<p>XX% of bridges with GA rating of 5 or better</p> <p>No more than 5% of pavement miles in unacceptable conditions</p> <p>0% of transit fleet older than useful life</p> <p>XX miles of bikeways</p>	<p>XX% of bridges with GA rating of 5 or better</p> <p>No more than 5% of pavement miles in unacceptable conditions</p> <p>0% of transit fleet older than useful life</p> <p>XX miles of bikeways</p>



GOAL: Use public investments to benefit the **health, safety, and welfare** of people

OBJECTIVE: Reduce the number of fatal crashes and serious injury crashes**

<i>Rationale</i>	<i>Benchmark</i>	<i>2020 Target</i>	<i>2040 Target</i>
<p>Crash reduction is a direct measurement of safety.</p>	<p>XX fatal crashes per 100 million VMT</p> <p>XX serious injury crashes per 100 million VMT</p> <p>Number of fatal crashes: 98</p> <p>Number of serious injury crashes: 920</p> <p><i>*average number of crashes occurring 2009-2013</i></p>	<p>XX fatal crashes per 100 million VMT</p> <p>XX serious injury crashes per 100 million VMT</p> <p>Number of fatal crashes: XX</p> <p>Number of serious injury crashes: XX</p>	<p>XX fatal crashes per 100 million VMT</p> <p>XX serious injury crashes per 100 million VMT</p> <p>Number of fatal crashes: XX</p> <p>Number of serious injury crashes: XX</p>



NEXT STEPS

- Continue to refine benchmark data and set targets
- Full package for public comment by January 20, 2015
- Comments accepted through February 20, 2015
- Adopt objectives at March meeting



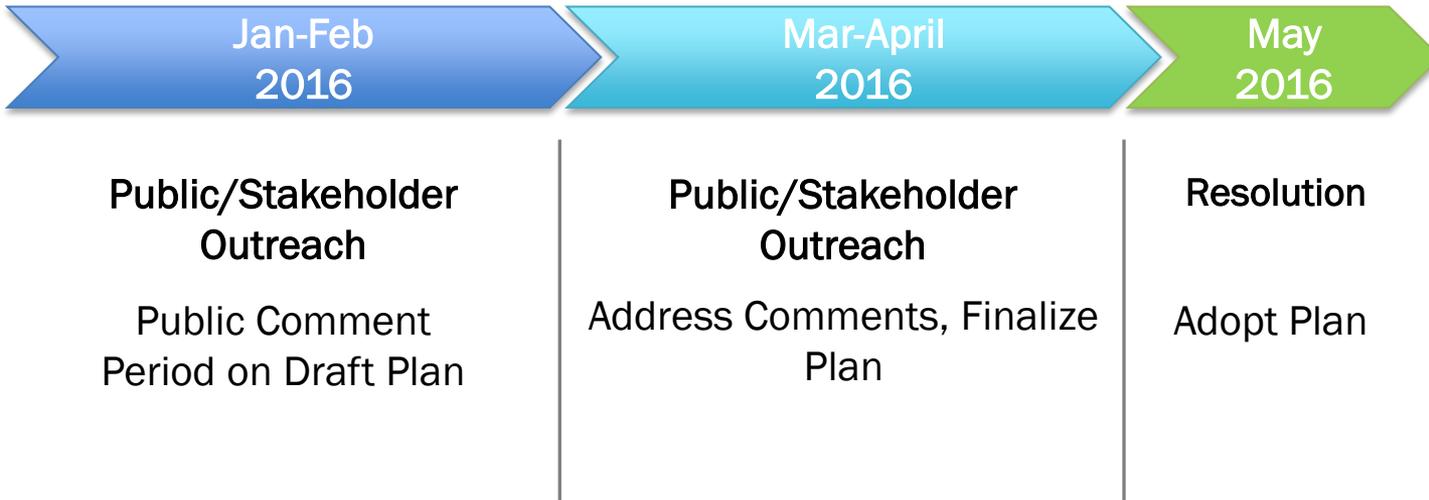
2016-2040 MTP TIMELINE



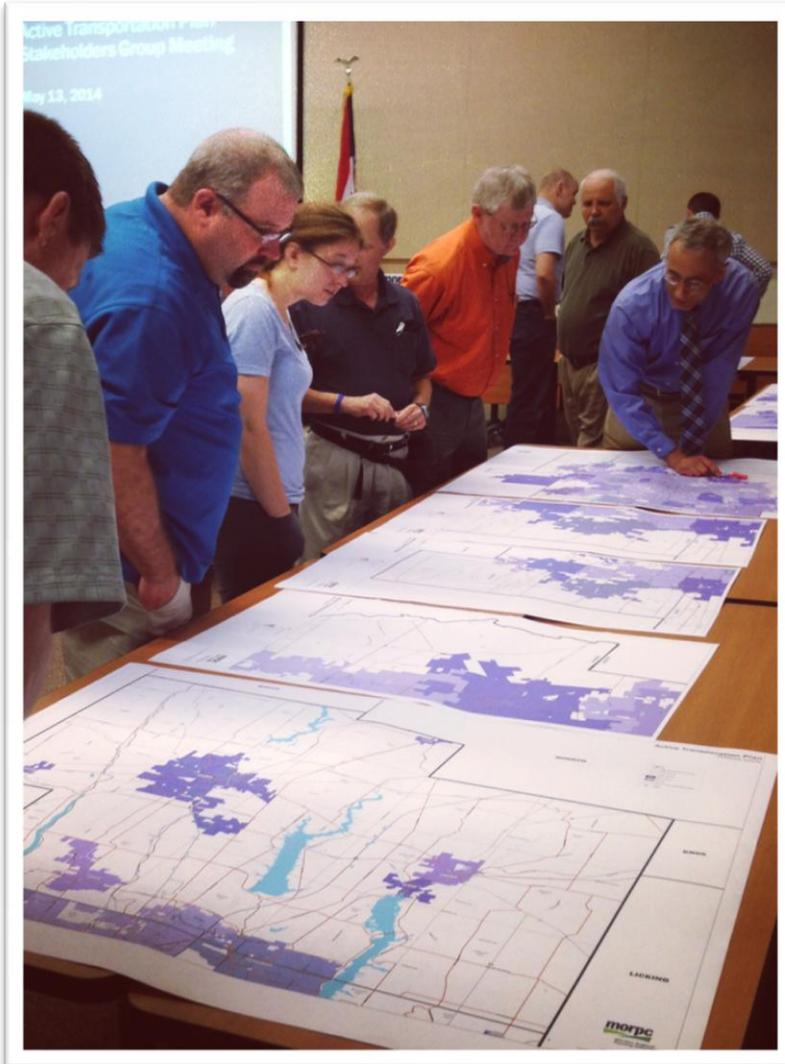
← Committee updates throughout →



2016-2040 MTP TIMELINE



← Committee updates throughout →



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