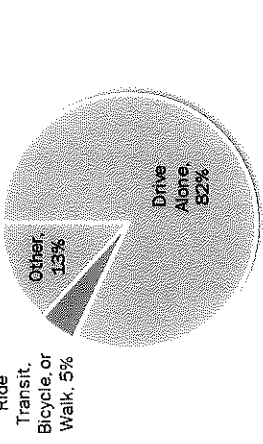
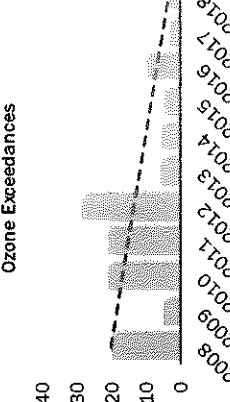




Measure	Benchmark (2016)	2019 Grade	2020 Target	2040 Target
% commuters driving alone	82%	○	80%	75%
% commuters riding transit, bicycle, or walking	5%	○	6%	10%
Vehicle miles traveled (VMT) per capita	9,700	🎯	9,200	6,800
Meet EPA air quality standards for each pollutant	Ozone Non-Attainment PM2.5 Attainment	🎯	Ozone Attainment PM2.5 Attainment	Ozone Attainment PM2.5 Attainment
Number of freeway locations at risk for flooding	3	🎯	3	2
Jobs reachable within 20 minutes via automobile	332,000	○	350,000	365,000
Jobs reachable within 40 minutes via transit	32,000	🎯	35,000	38,500
% of vehicle miles traveled under congested conditions	Daily: 3.1% Peak: 6.9%	🎯	Daily: <5% Peak: <10%	Daily: <5% Peak: <10%
Region-wide uncertainty index	AM Peak: 1.31 PM Peak: 1.35	○	1.3	1.25
% communities with adopted complete streets policies	14%	○	45%	100%
People + jobs per acre (activity density) within 3/4 mile of arterials	4.3	🎯	5	6
% of arterials and collectors with sidewalk coverage	36%	🎯	40%	85%
% of population living within 3/4 mile of a transit stop	70%	🎯	72%	80%
% of population living within 3/4 miles of a bikeway	71%	🎯	72%	80%
% of funding from non-public sources on transportation projects	1.3%	○	5%	20%
% of projects utilizing innovative initiatives	1%	🎯	4%	8%
% of mileage utilizing coordinated ITS technologies	20%	🎯	30%	90%
% of transit vehicles/facilities with surveillance capabilities	79%	○	90%	100%
% of arterials and above under video surveillance	18%	🎯	25%	90%
Average trip travel time for disadvantaged populations compared to regional average	5% less than average	🎯	Within 5%	Within 5%
% of bridges with GA ratings of 5 or better	95%	🎯	95%	98%
% of pavement miles in unacceptable conditions	5%	🎯	No more than 5%	No more than 5%
% of transit fleet older than useful life	6%	○	0%	0%
Total miles of bikeways	580	🎯	630	830
Fatalities per 100 million VMT	0.69	○	0.63	0.42
Serious injuries per 100 million VMT	6.4	○	5.83	3.91
Number of fatalities	96	○	10% reduction	39% reduction
Number of serious injuries	896	○	10% reduction	39% reduction
Number of non-motorized fatal and serious injuries	138	○	10% reduction	39% reduction



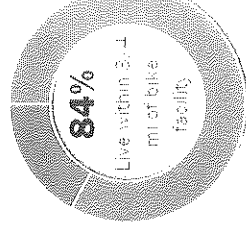
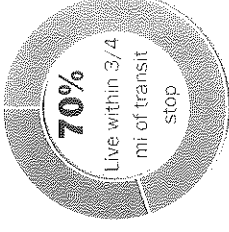
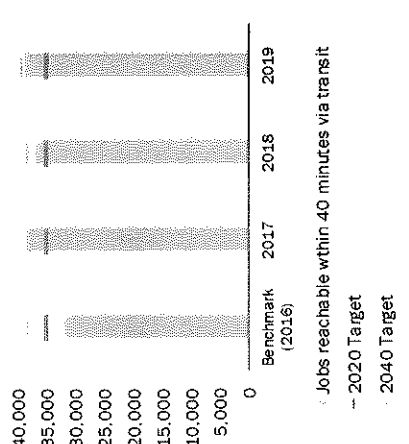
A detention basin installed as part of the I-71/Stringtown Rd. interchange project should resolve ongoing flooding issues in the southbound right lane of I-71.



Jobs reachable within 20 minutes via automobile has declined, but remained steady.

Jobs reachable within 40 minutes via transit has surpassed both 2020 and 2040 targets.

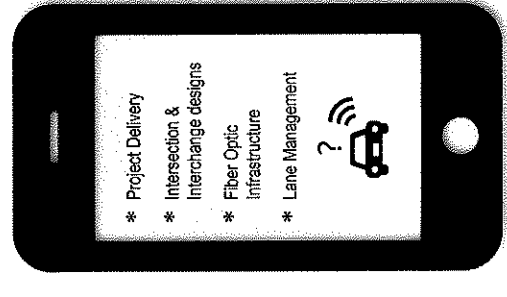
Travel under congested conditions is within the targeted ranges, but travel uncertainty has increased.



Franklin County adopted a complete streets policy this year, and two communities have policies in development.

The 2020 targets for activity density and sidewalk coverage have been reached.

While the percent of population living within 3/4 mile of transit stops has remained steady and below the target, the percent of population living within 3/4 mile of a bikeway continues to increase.

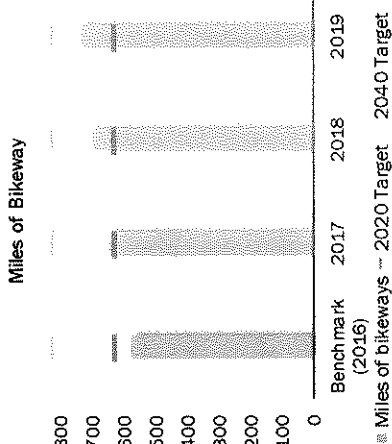


Percentage of new projects using non-public funding has remained steady and is not nearing set targets.

Percentage of new projects utilizing innovative initiatives has surpassed the 2020 and 2040 targets.

Coordinated Intelligent Transportation System mileage and mileage under surveillance have increased and have met near-term targets.

Surveillance capabilities in transit vehicles and facilities has decreased.



Travel time for disadvantaged populations remains within 5% of the regional average travel time.

Bridge and pavement conditions have remained steady and within targets.

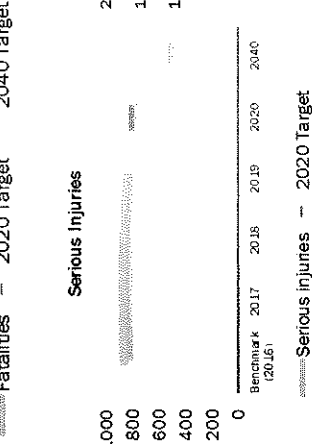
The percentage of transit fleet older than useful life has increased, and is not on track to meet the 2020 target.

Approximately 170 miles of bikeways have been built or accounted for since MTP adoption, surpassing the near term target.

Crashes in all three categories have remained relatively steady. Reducing crash rates continues to be a challenge for the region.



Fatalities per 100 million VMT



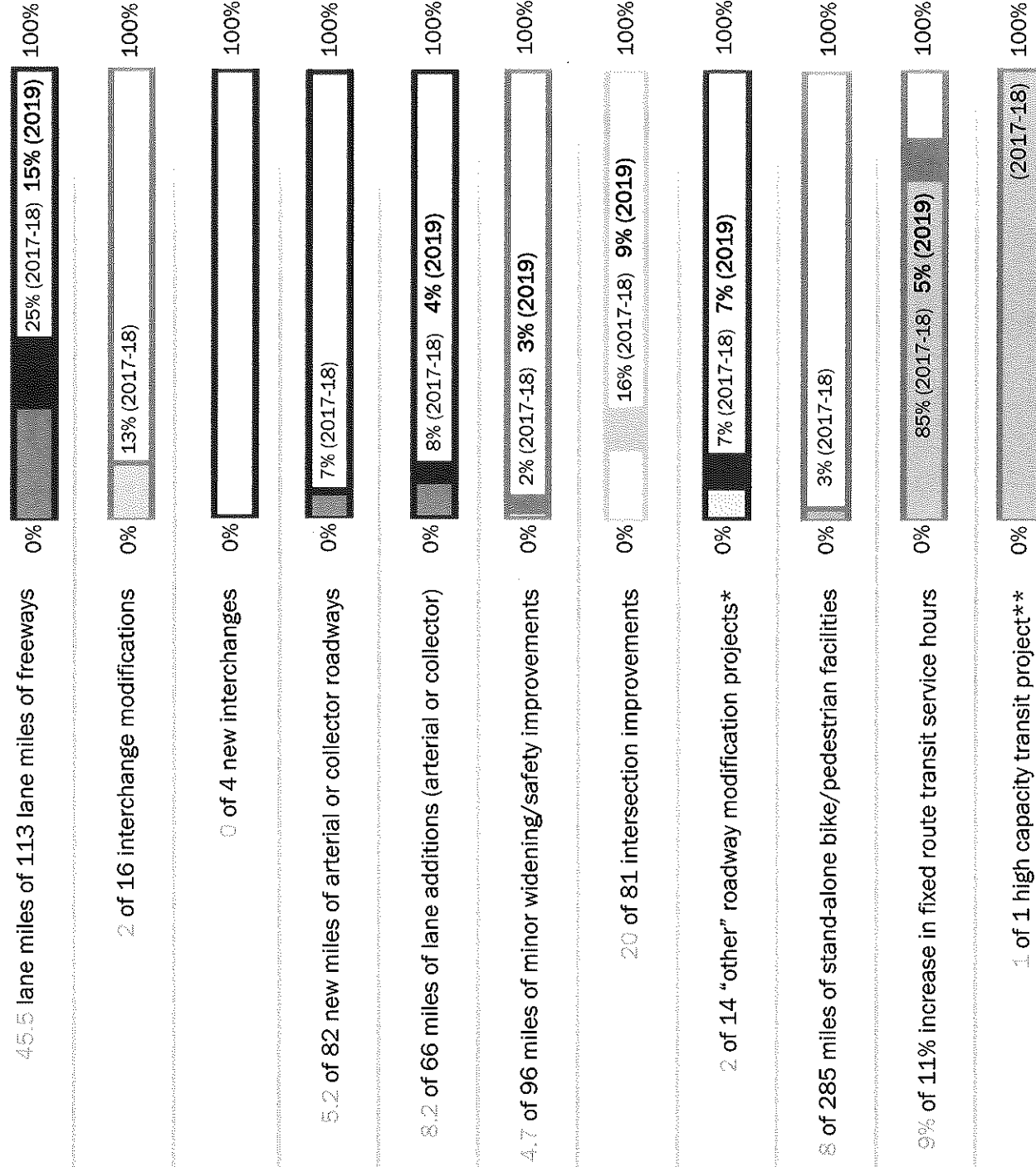
Serious injuries per 100 million VMT

Number of fatalities

Number of serious injuries

Number of non-motorized fatal and serious injuries

Of the specific projects identified, construction has started on:



*Category includes access management, lane management, other traffic operations management. Project built in 2019 is the hard-shoulder running along I-670, branded as SmartLane.

**In addition to one funded project, 18 high capacity transit corridors are listed in the MTP for further study, two of which (and portions of others) have had study activity completed through *Insight2050 Corridor Concepts*.



2019 Columbus Area Metropolitan Transportation Plan

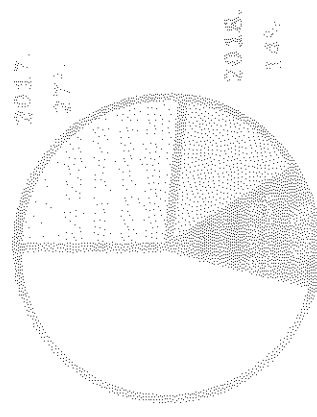
2019 Report Card

Other Construction Activity

Many smaller activities are included by categorical line item in the MTP and not individually identified. Among these categories are isolated intersections/coordinated signalization and additional stand-alone bike/pedestrian projects.

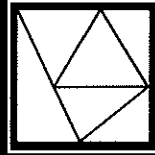
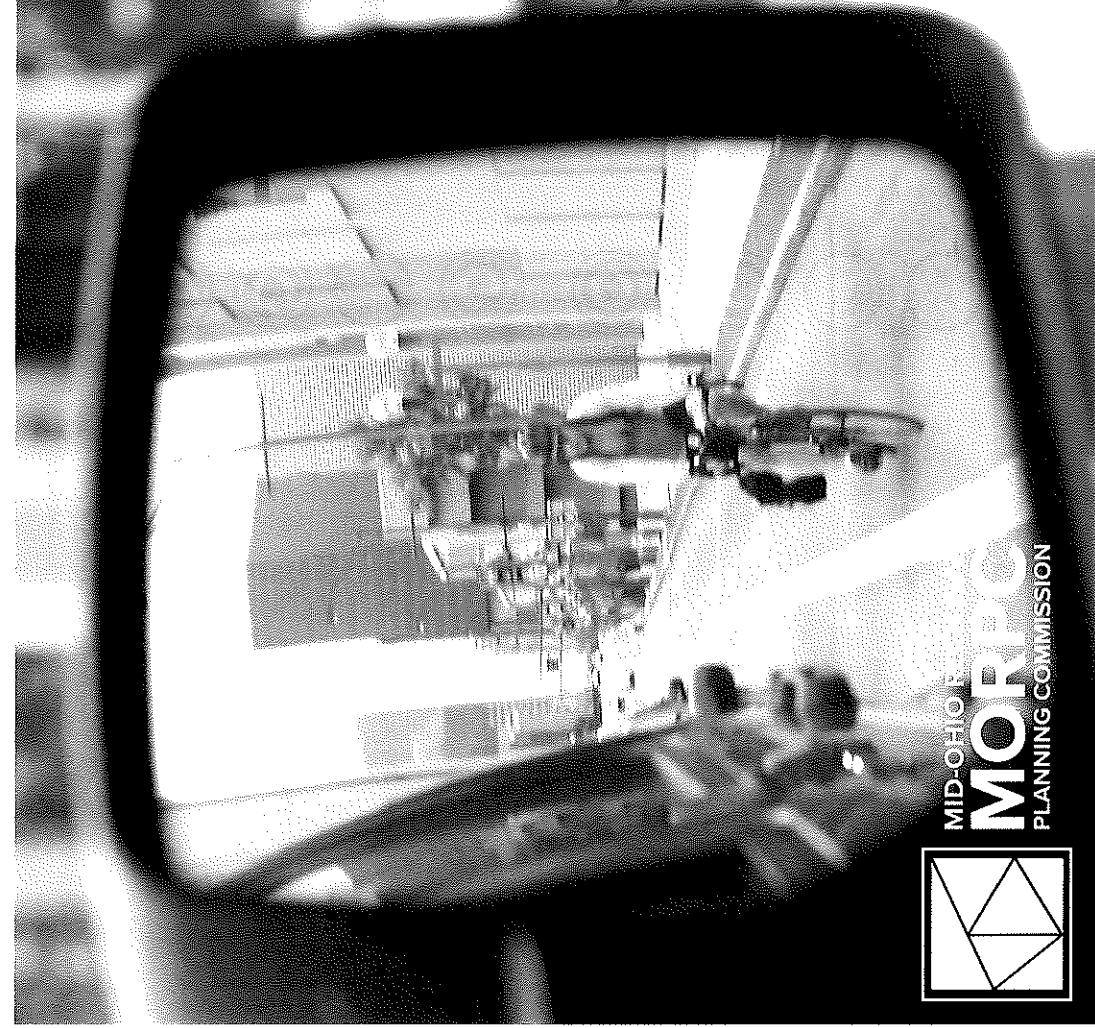
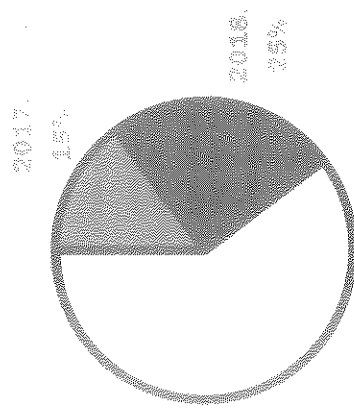
Isolated Intersections & Coordinated Signalization

20 projects totaling over \$68 million have gone to construction since the MTP adoption, utilizing 54% of the \$149 million forecasted.



Stand-alone Bike/Pedestrian Projects

Six projects totaling over \$29 million have gone to construction since the MTP adoption, utilizing 40% of the \$75 million forecasted.



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Collaboration

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Health, Safety & Welfare