2025 MORPC Projects Public Feedback guide

Interactive Map:
https://morpc.maps.arcgis.com/apps/instant/reporter/index.html?appid=14471307f7dc4c59b0604af9d6494b6f

- Click on each project and leave comments on the left hand side

Full document with details on each proposal:
https://www.morpc.org/2023/wp-content/uploads/2025/01/MORPC-Attributable-Funding-Proposed-Projects-2024-with-appendices.pdf

New Projects

301 - E. Main Street BRT Construction & ROW Purchase

SCOPE: The proposed improvements include:

- 13.5 mile BRT Corridor in Columbus, Bexley, Whitehall, and Reynoldsburg
- BRT operates in 9 miles of dedicated bus lanes on existing E. Main Street and 4.5 miles in mixed traffic
- Minor widening at various intersections to accommodate shelters and/or turn lanes
- Includes 18 BRT Station platforms with shelter, pylon, ticketing, landscaping, and safety features (lighting, cameras, emergency phone)
- 7 mobility hubs along the corridor with bicycle amenities
- Approximately 4 miles reconstructed sidewalks, 0.5 mile new sidewalks (gaps), and 250 reconstructed ADA ramps
- New BRT station and park and ride at Eastwood Development (end of the line)

Feedback suggestions:

- Express support for the project overall, but request/emphasize the need for dedicated bus lanes throughout the corridor. Point out that mixed traffic areas will slow the entire system and is counter productive to BRT

405 - Big Walnut Trail- Cherrybottom Park to Morse Road

SCOPE: 1.5 mi. regional trail.

- Extension from Little Turtle to Alum Creek Trail (FY 26)
- Connection to 4 mi. Gahanna Trail
- 2 pedestrian bridges –Ravine and Ped bridge to Gahanna
- Finish the Morse Road Shared Use Path
- Enhanced Crosswalks at Morse, Appian Way & Stygler Rd
- New Trail Head/Kayak Launch at Columbus / Gahanna connection

Feedback suggestions

- Emphasize the need for protected bike and pedestrian infrastructure at Morse Road crossing, including: pedestrian signal priority, daylighting, no right turn on red for cars
- Request additional pedestrian safety measures at crosswalks, such as road narrowing and bump outs to physically reduce car speeds

204 – Cooke Road, Phase 2 (Glenmawr Avenue to Karl Road)

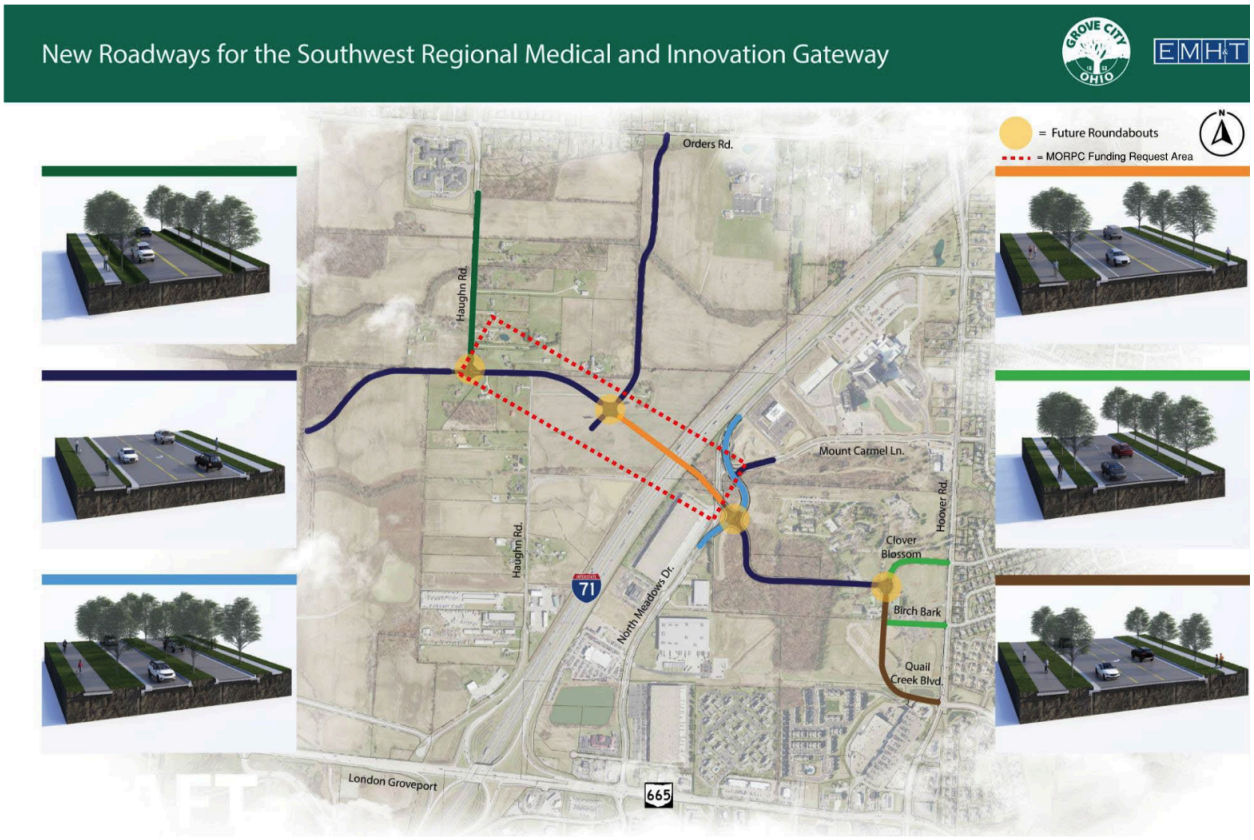
SCOPE:

- Reconstructed roadway with curb and gutter, drainage, and multi-modal facilities
- Construction of multi-use path on one side of Cooke Rd and sidewalk on the other
- Pedestrian path along service road adjacent to I-71
- Development or upgrades to digital infrastructure in coordination with the City of Columbus

Feedback suggestions

- Express support for project and emphasize need for additional pedestrian and multi modal safety infrastructure such as protected crossings and adequate lighting

106 – Southwest Regional Medical and Innovation Gateway Overpass



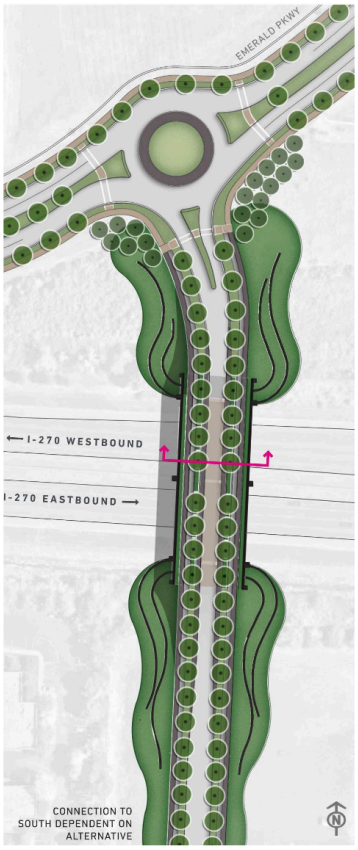
SCOPE: The proposed improvements include the following:

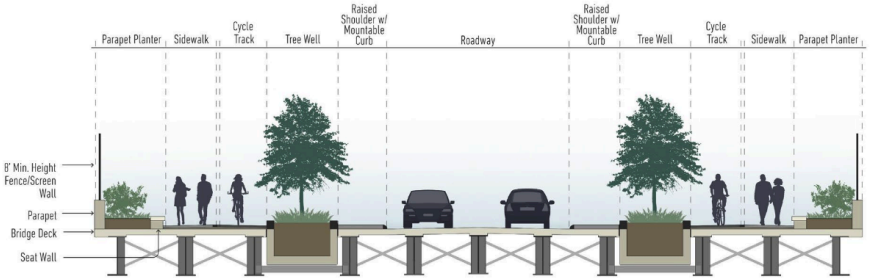
- 4,200 LF of new, 2-lane, curbed roadway connecting N. Meadows Drive to Haughn Road.
- Dedicated or shared left turn lanes at entrances to future development
- 2 roundabouts
- 5’-6’ wide sidewalk on the north side of the overpass
- 10’-12’ wide shared-use path on the south side of the overpass
- Storm sewer
- Street lighting
- Communications duct bank for public and private fiber occupancy

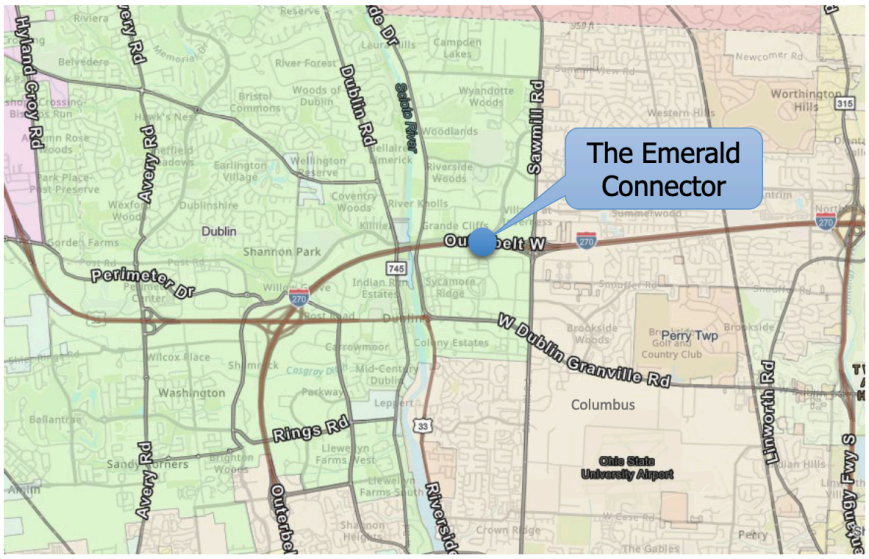
Feedback suggestions

- Express support for sidewalk and shared use path (SUP) and emphasize need for trees/protective infrastructure to further separate pedestrians and bicyclists from car traffic
- Emphasize need for proper lighting of sidewalk and SUP for added safety and visibility

105 - The Emerald Connector







SCOPE:

- New crossing over I-270 provides an alternate route for the Sawmill Road interchange
- Two-lane street connects the Bridge Street District with Emerald Parkway and the Bright Road neighborhoods
- Protected sidewalks and cycle tracks welcome and invite vulnerable roadway users
- Landscaping and aesthetic treatments enhance safety and comfort for all users

Feedback suggestions

- Express support for sidewalk, cycle tracks, and landscape treatment
- Emphasize need for proper lighting of sidewalk and cycle tracks for added safety and visibility

103 – East Broad Capital Trail

SCOPE:

- Construct a raised 12’ shared use path (SUP) along the south side of East Broad Street from Washington Avenue to the Alum Creek Trail
- This two-mile SUP will include a 4-foot buffer from driving lanes

- Road diet along the corridor reducing the two curb lanes to 11’ and the two middle drive lanes to 10’ resulting in an overall roadway width of 52’ as opposed to the existing 70’

Feedback suggestions:

- Express enthusiastic support

101 – Trabue Road at Walcutt Road



SCOPE:

- Install a roundabout at the intersection of Trabue Road and Walcutt Road
- Install a right turn lane on eastbound Renner Road from W St. James Lutheran Lane to Rentra Drive
- Replace the traffic signal at Renner Road and Rentra Drive
- Provide pedestrian and bicycle accessibility along Renner Road and Trabue Road from Westpointe Plaza Drive to Walcutt Road
- Construct an SUP on the north side of Renner Road and both sides of Trabue Road

Feedback suggestions:

- Express support for shared use path (SUP)
- Emphasize the need for safety measures where SUP intersects with driveways - e.g. ensure SUP is raised and visible
- Request physical barriers such as concrete bollards or retractable metal bollards on the shared use path to prevent cars from diving on it

Existing Projects

(Note that we are not including all existing projects here, but we encourage you to provide feedback)

173 – COTA W Broad St High Capacity Transit Corridor and transit service upgrades

- Emphasize dedicated bus lanes throughout the entire route
- Request protected or separated bicycle infrastructure - physically separated by concrete barriers, concrete bollards, trees, or other permanent structures (not plastic bollards or armadillos)