

Banks Intermodal Center Subarea Analysis

Andrew Rohne

Transportation Modeling Manager

OKI Regional Council

OTDMUG Meeting • September 16, 2010



Background

- Mixed use development
- Between Stadiums
- Planning started 1996
 - FWW Reconstruction 1998
 - Riverfront Imploded 2002
 - GABP Opened 2003; PBS Opened 2000
- Groundbreaking April 2, 2008
- Estimated Completion 2018



Issues and Goals

- Parking Garage part of Banks Development
- Funded (in part) by CMAQ Funding
 - Rideshare Discount
 - Fringe Parking
- Transit Implications
 - Metro Parking Meeter Route
 - Cincinnati Streetcar
 - Southbank Shuttle



The Question Asked...

Will 520 people use transit once they park?

Ohio • Kentucky • Indiana
Regional Council of Governments



One Last Issue...

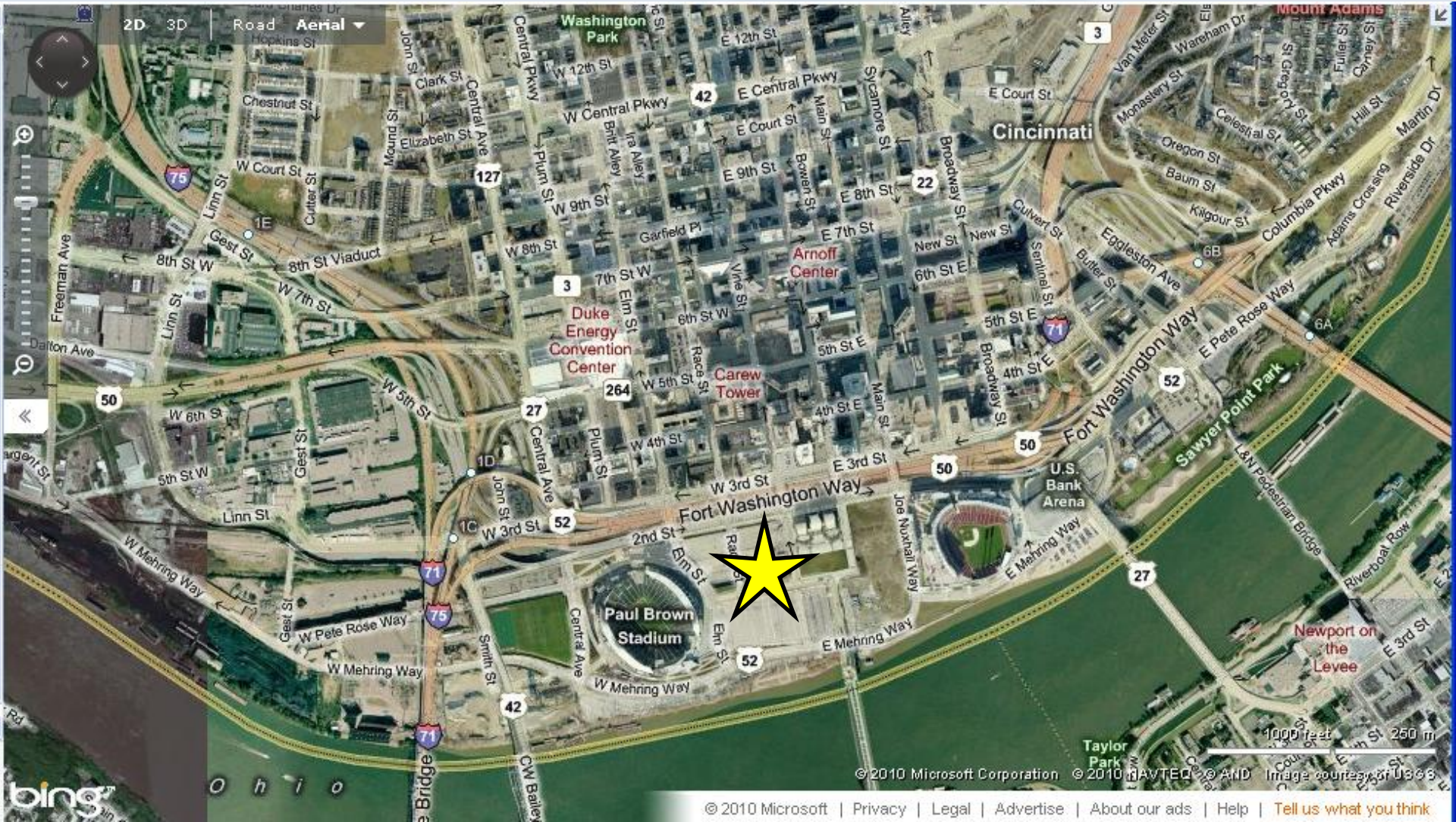
FHWA's Decision: 1 month

Modeling Deadline: 1 week

Ohio • Kentucky • Indiana
Regional Council of Governments



The Area

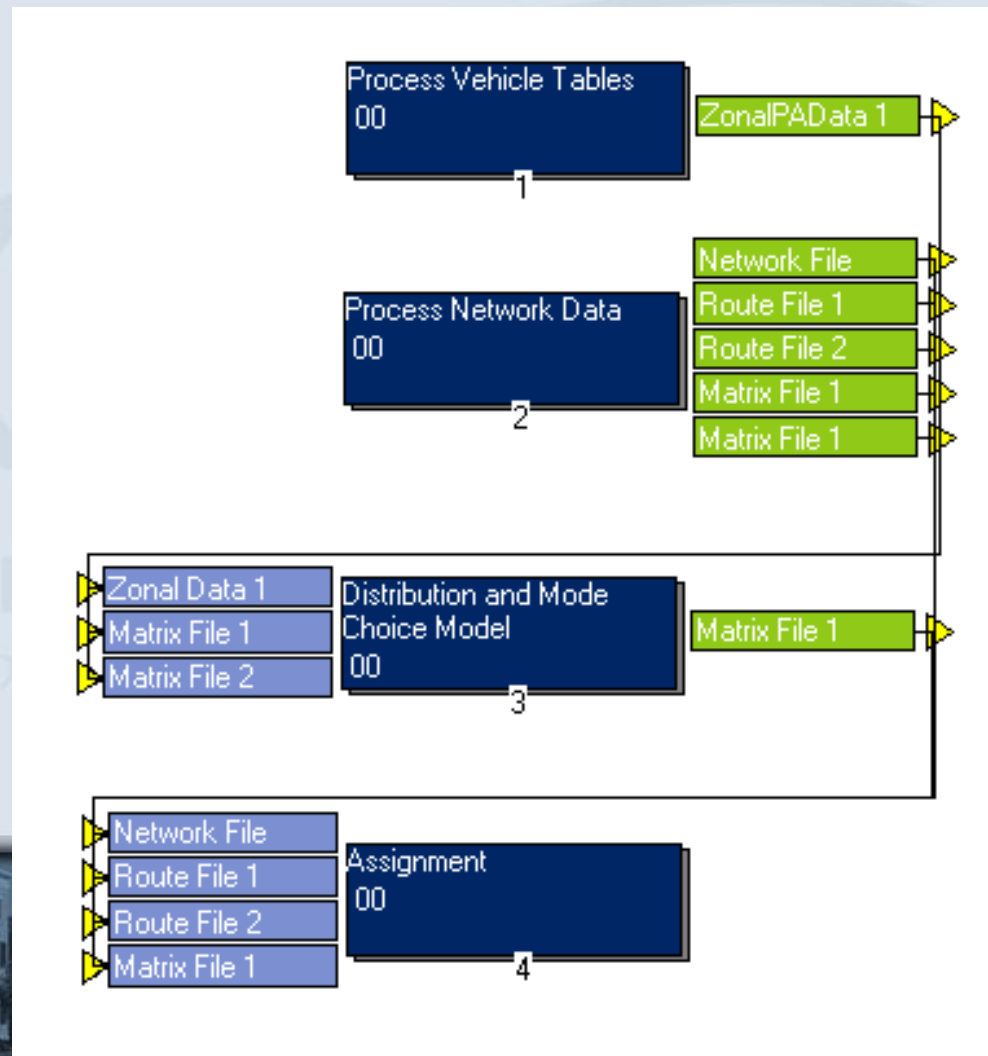


Methodology

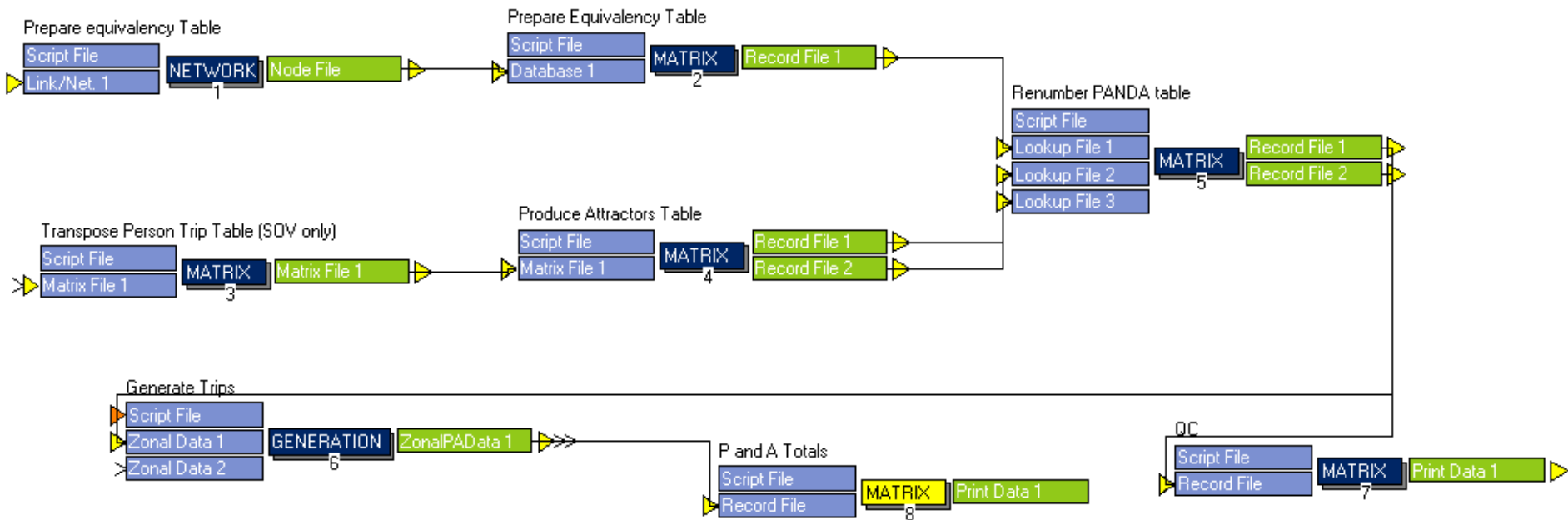
- Used SOV Trip Ends = Attractions
- Got Parking Data = Productions
- Distribution
 - Mode Choice Utilities
 - Fratar
- Mode Choice
 - Accessibility + Travel Time



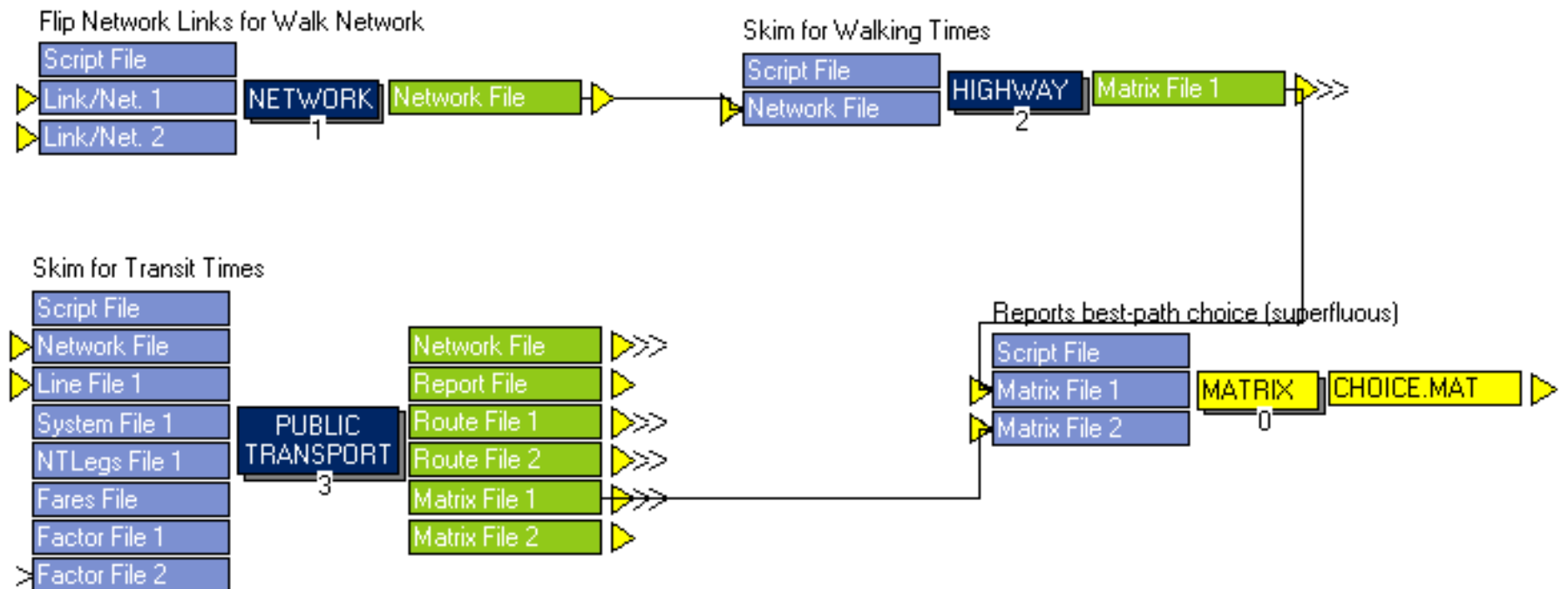
Cube Model



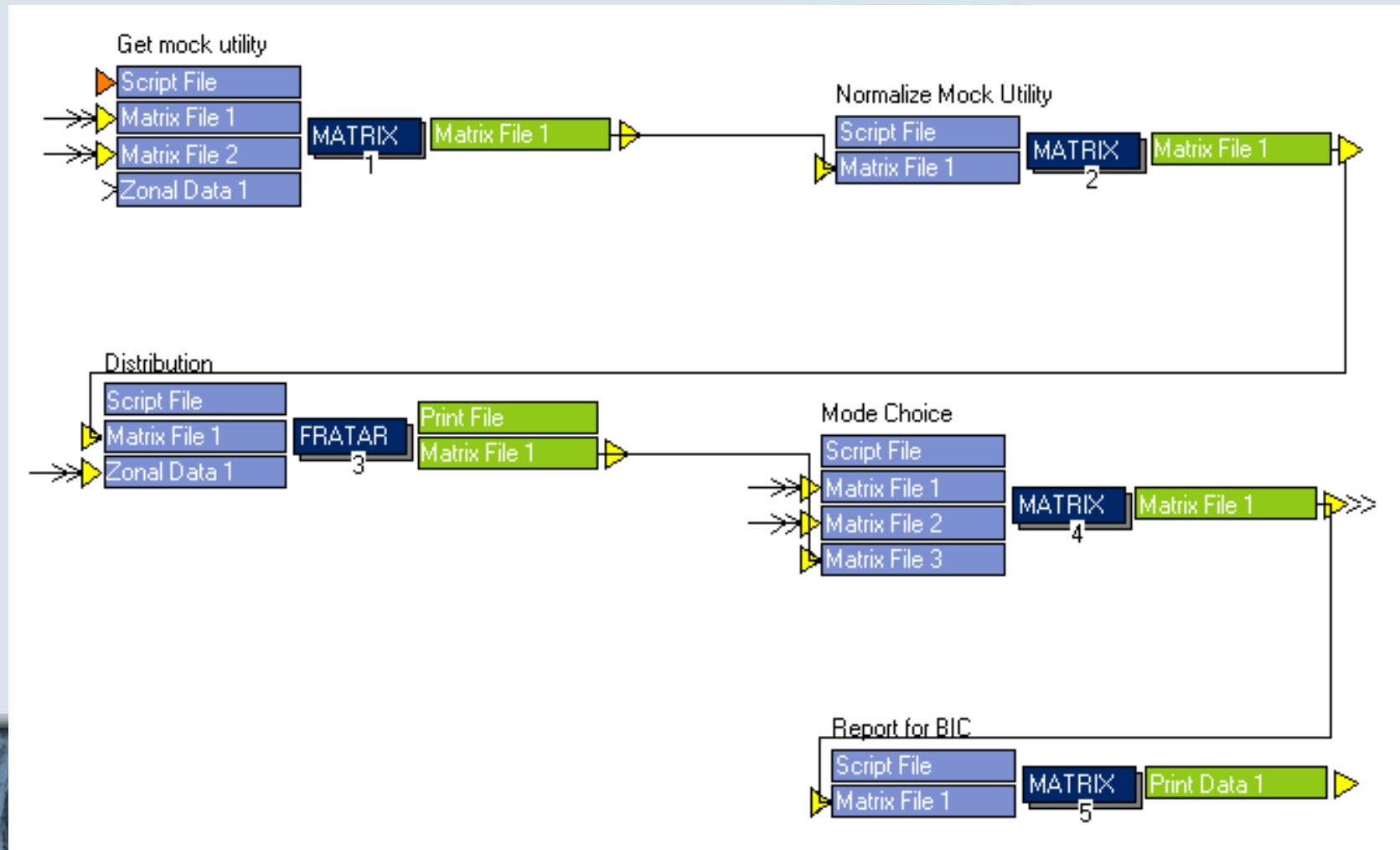
Process Vehicle Tables



Process Network Data



Distribution and MC

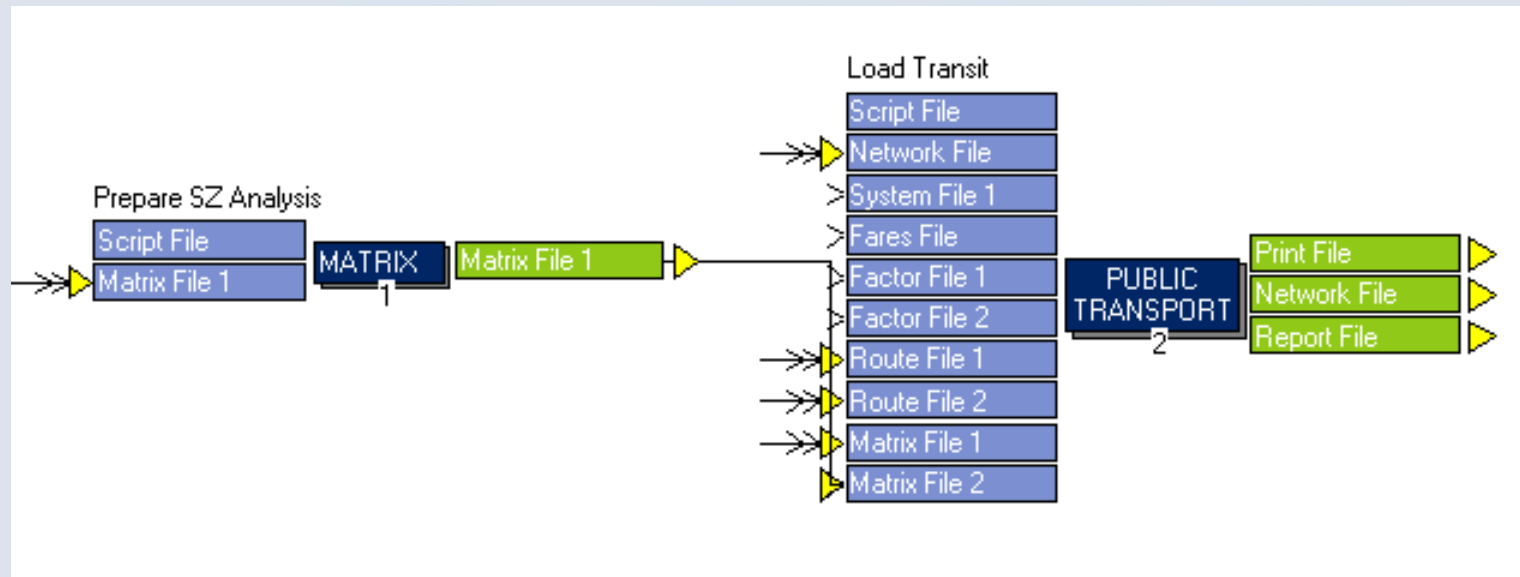


Mode Choice

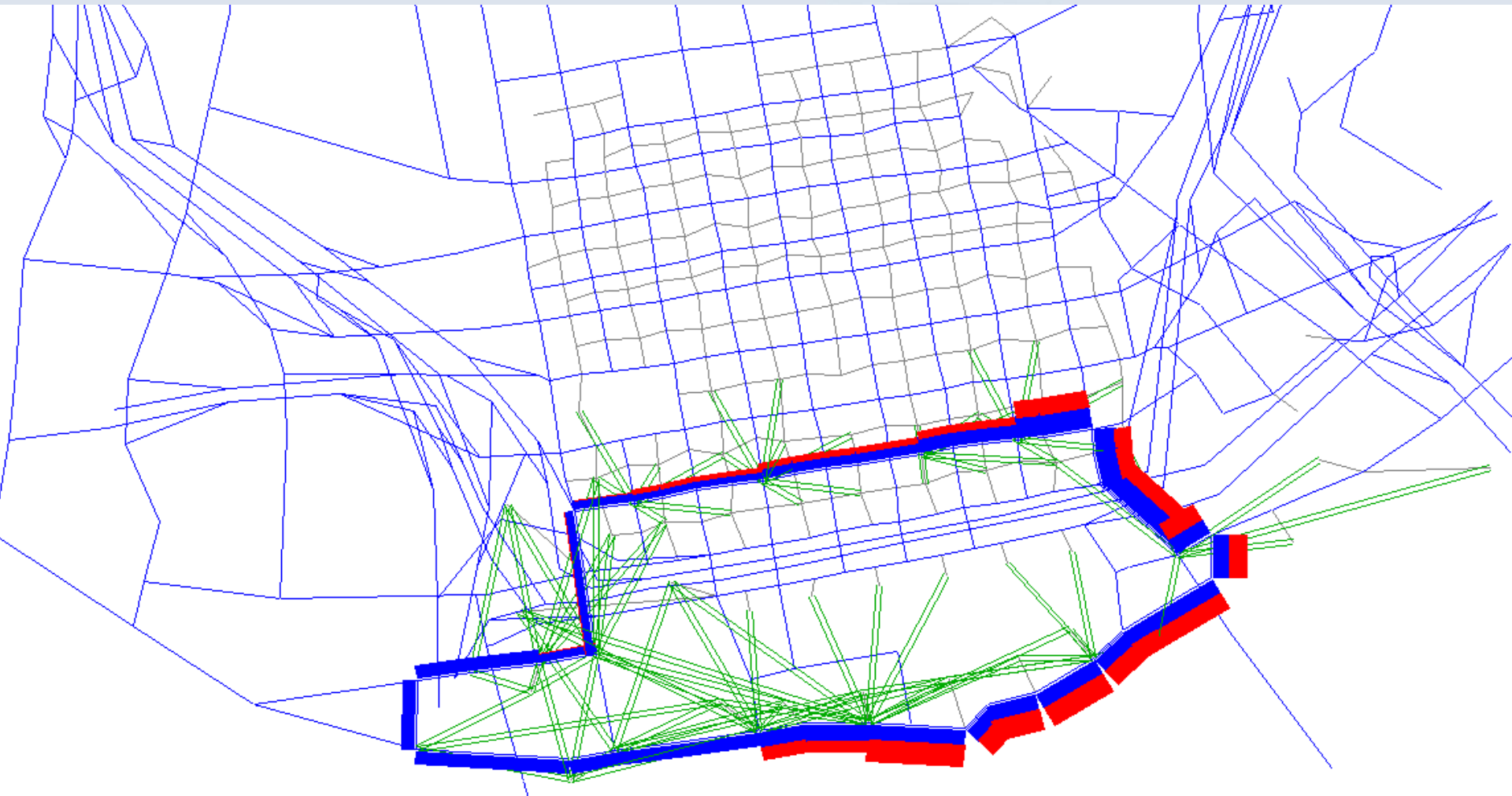
- If walk < 5 min = walk
- If no transit = walk
- Linear by percent
 - Walking > 70% of Transit Time = 37.5% Walking
 - Transit > 70% of Walking Time = 62.5% Walking
- Calibrated via Metro Stop-Level Data
- Gamed percent (e.g. 70%)



Assignment



Loaded Transit Volumes (2005)



Loaded Transit Volumes (2030)



Results

	2005	2020	2030
Walk	3,996	10,266	9,729
Private Shuttle	225	225	225
Circulator Transit	177	713	681
Total Transit	402	938	906

