



LINKUS

**MORE COTA
MORE SIDEWALKS
MORE OPPORTUNITY**

September 6, 2024

COTA

Franklin County
**BOARD OF
COMMISSIONERS**

MID-OHIO REGIONAL
MORPC
PLANNING COMMISSION

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

COLUMBUS
PARTNERSHIP



Link us
Moving our region. Together.



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MORPC

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Principal Planner
MORPC



BUILDING A WORLD-CLASS TRANSPORTATION SYSTEM

NOVEMBER 5

COTA's Board of Trustees voted to place a ballot initiative **on the November 2024 ballot** to help fund LinkUS, COTA's comprehensive transit and growth plan.





THE NEED FOR LINKUS

LinkUS helps us to address three of our biggest community challenges

GROWTH



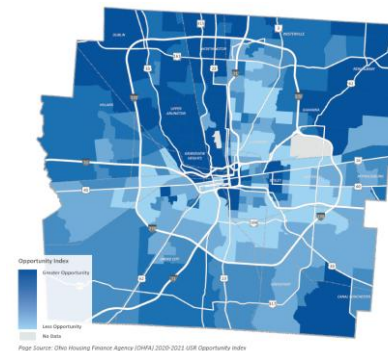
nearly 1 million new neighbors
expected by 2050

HOUSING



200,000 unit housing
shortage. Central Ohio
median home sale price up
45% since 2020.

OPPORTUNITY GAPS



OSU Kirwan Institute Opportunity
Index
(lighter = less opportunity)

40,000 Franklin County households
lack access to a personal vehicle. 1/3
of residents live in areas with
persistent opportunity gaps.

MORE COTA

MORE SIDEWALKS

MORE OPPORTUNITY

MOVING OUR REGION FORWARD, TOGETHER

- **Faster, more reliable public transportation**
45% more service hours
- **Safer and expanded sidewalks, bikeways and trails**
500+ miles and \$60 million invested annually
- **More opportunity**
Building the infrastructure we need to grow our economy while creating walkable communities with more access to work, home and entertainment



WHO WILL BENEFIT?

**THE ENTIRE COTA SERVICE
AREA WILL BENEFIT FROM
EXPANDED TRANSIT AND
NEW SIDEWALKS, BIKEWAYS
AND TRAILS.**

Franklin County and Portions of:

Delaware, Fairfield, Licking and Union Counties

17 Cities:

Bexley, Canal Winchester, Columbus, Dublin, Gahanna, Grandview Heights, Grove City, Groveport, Hilliard, New Albany, Obetz, Pickerington, Reynoldsburg, Upper Arlington, Westerville, Whitehall, and Worthington

8 Villages:

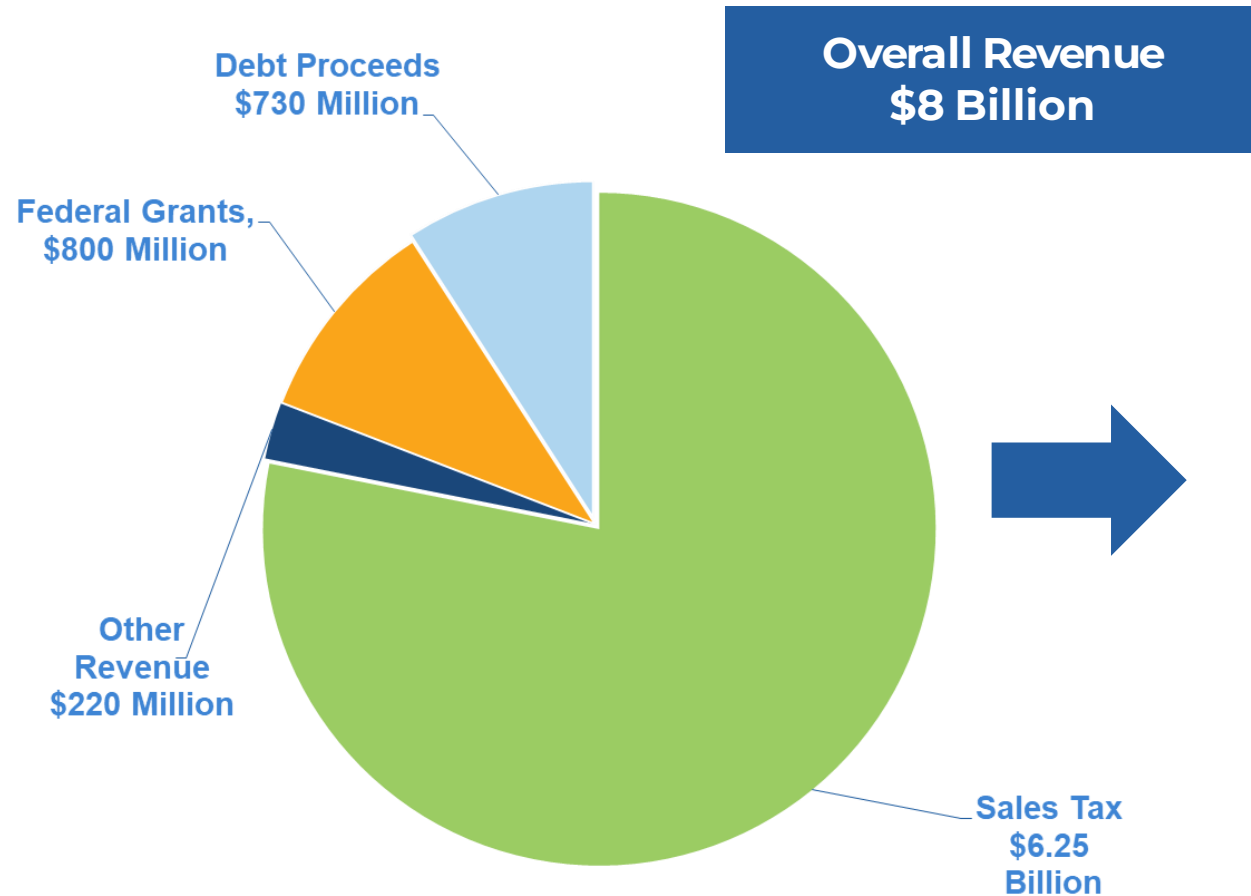
Brice, Harrisburg, Lockbourne, Marble Cliff, Minerva Park, Riverlea, Urbancrest, and Valleyview

17 Townships:

Blendon, Brown, Clinton, Franklin, Hamilton, Jackson, Jefferson, Madison, Marion, Mifflin, Norwich, Perry, Plain, Pleasant, Prairie, Sharon, Truro, and Washington



INVESTMENTS



Assumes adding a new
0.5% COTA sales tax to the existing
0.5% COTA sales tax
(November 2024)

= 1% continuing COTA sales tax

Consistent with investment levels
in Cuyahoga and Hamilton Counties.

Leveraged to secure at least **\$800million**
in federal funding

~\$2 billion by 2030 and \$8 billion in new
revenue by 2050



MORE COTA

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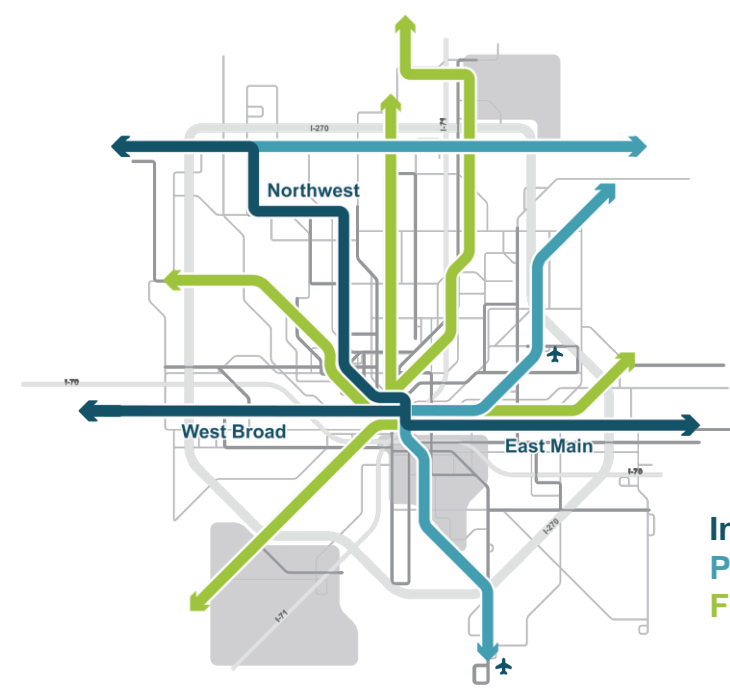
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REGIONAL TRANSIT VISION



In Progress
Planned for Near-term Study
Future Study

EXISTING

Transit Service



+



8 New
COTA//Plus
Zones

+

14

New or
Improved
Transit Lines

+

5

Rapid
Transit Lines

=

45%

More
Service

BENEFITS OF RAPID TRANSIT



STATION IN CONTEXT





MORE SIDEWALKS

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SIDEWALKS, BIKEWAYS, TRAILS

INVESTING IN COMMUNITY



- 27.5% of new 0.5% COTA sales tax is dedicated to expanding sidewalks, bikeways and trails throughout the region
- Financial model estimates this could average \$60 million annually
- This investment will fund 500+ miles of sidewalks, bikeways and trails by 2050



TSI COMMITTEES



Technical Working Groups (TWGs)

- Direct representation for each jurisdiction
- Technical staff (planners, engineers, financial managers)
- Identify and prioritize TSI projects within each geographic quadrant

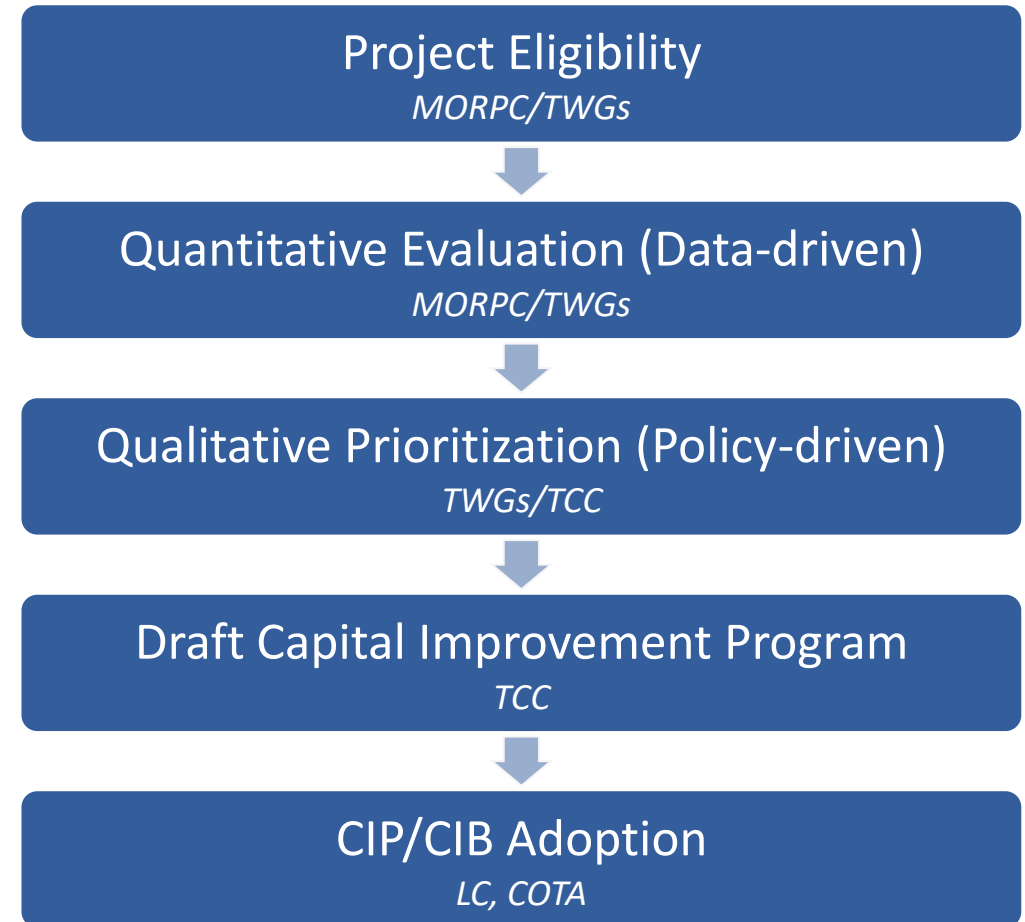
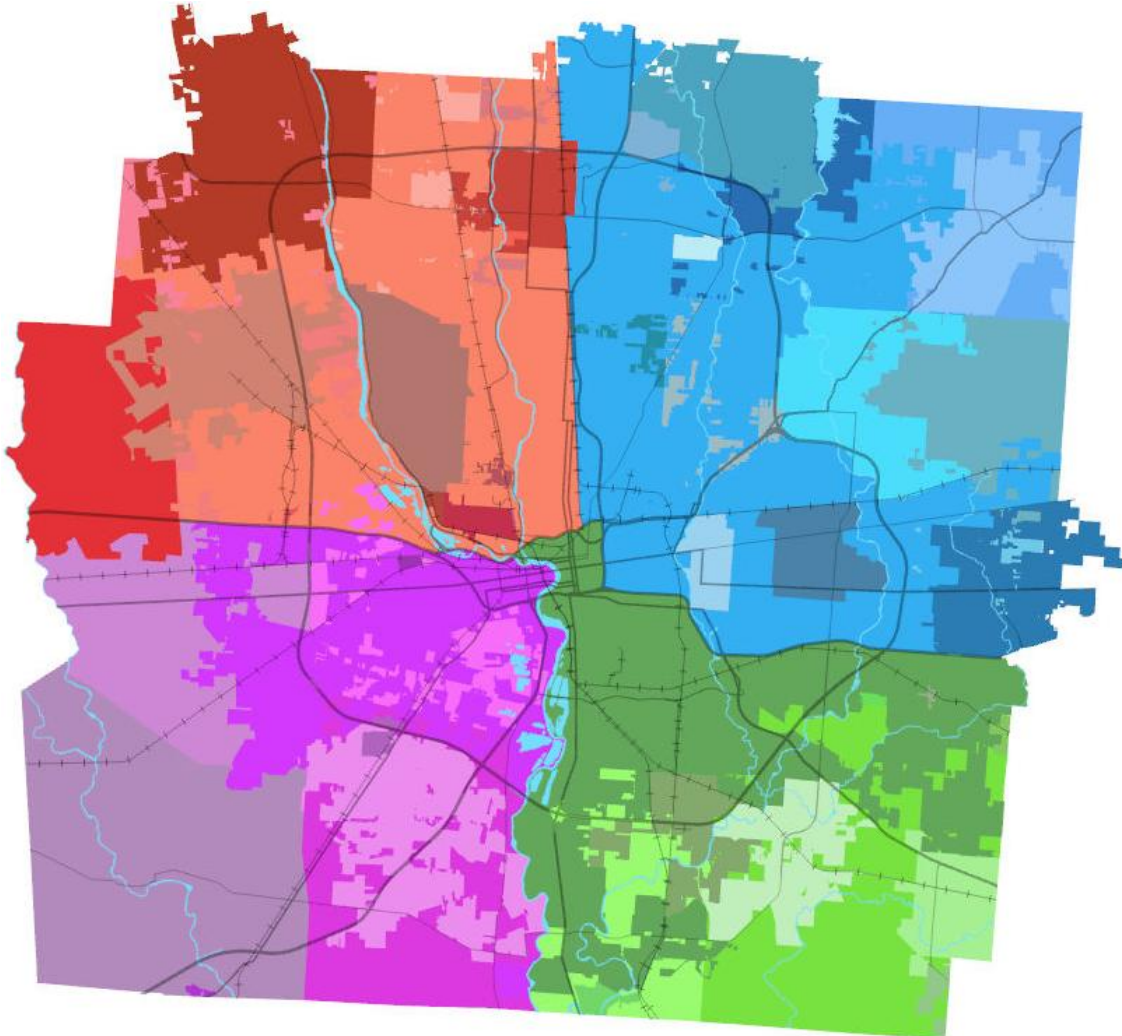
Technical Coordinating Committee (TCC)

- Subset of TWG members
- Build consensus between quadrants and recommend regional CIB/CIP
- Maintain pipeline of projects for future CIP updates

Leadership Committee (LC)

- Elected/executive level officials
- Approves bylaws, policies, and procedures
- Review and approve recommended TSI CIB/CIP
- Determine overall programmatic strategy with TCC

POWER OF REGIONALISM





PRIORITIZATION AND EVALUATION

Evaluation Criteria

- Increase in number of people with transit access
- Increase in number of jobs accessible by transit
- Number and rate of VRU crashes
- Estimated TSI investment per mile
- Estimated TSI investment per user

Prioritization Factors

- Project readiness
- Proximity to transit routes
- Timing with transit improvements
- Sponsor commitment and project delivery history
- Multi-jurisdictional projects
- Geographic equity
- Expansion of designated networks (e.g., COG)

PROJECT EVALUATION

- Network-based isochrone analysis
- Initial approach
 - Made walksheds/bikesheds for each project
 - Focused on who has immediate access to the new facility
 - Drawback: no way to assess improvement to transit access
- New approach (in development)
 - Creating build/no-build scenarios with the existing active transportation network
 - Transit stops used as “access points” to estimate how many more people can get to transit



EVALUATION RESULTS

Project	Sponsors	Type	Length (mi)	Sum of Rank	Composite Rank (unweighted)	Population (2023 est)	Population per mile	Population per mile rank	Households (2023 est)	Households per mile	Households per mile rank	Jobs (2023 est)	Jobs per mile
Broad St SUP extension	Columbus	Path	0.03	59	1	5,730	182,403	1	2,582	82,193	1	1,263	40,205
Mound Street	Columbus	Complete Streets Facilities	3.49	66	2	27,064	7,744	11	10,151	2,904	12	4,603	1,317
Broad St I-70 Interchange SUP	Columbus	Path	0.57	71	3	5,558	9,776	9	1,916	3,370	11	802	1,411
Eakin Rd SUP	FCED, Columbus, Franklin Twp	Path	0.87	74	4	8,720	10,069	8	3,503	4,045	9	668	771
W Broad Area Sidewalk Extension	Columbus	Sidewalk	0.51	74	4	4,771	9,299	10	2,145	4,181	7	3,830	7,465
Norton Rd Protected Bike Lanes	Columbus, FCED, Prairie Twp	Bike Lanes	1.45	89	6	16,134	11,116	5	6,632	4,569	6	2,608	1,797
Arena District/Franklinton Connection	Columbus	Path	0.33	104	7	3,647	10,932	6	2,473	7,413	4	28,968	86,833
Hague Ave SUP	FCED, Columbus, Franklin Twp	Path	2.22	109	8	9,223	4,160	17	3,817	1,722	18	2,116	954
Sullivant Ave SUP	Columbus	Path	2.45	109	8	17,902	7,292	13	6,477	2,638	13	3,621	1,475
Hopkins Ave SUP	FCED	Path	0.56	110	10	1,656	2,959	22	629	1,124	21	540	965
Scioto Trail Extension North	Columbus	Trail/Path	0.35	110	10	5,256	15,184	4	2,897	8,369	2	7,906	22,839
Coolidge Ave Sidewalks	Franklin Twp, FCED	Sidewalk	0.24	117	12	454	1,896	28	163	681	29	39	163
Greenlawn Ave	Columbus	Complete Streets Facilities	1.01	117	12	7,602	7,520	12	4,097	4,053	8	8,876	8,781
Clime Road	Columbus	Road diet and protected bike lanes	2.99	118	14	9,472	3,173	19	3,189	1,068	24	1,471	493
Georgesville Rd SUP	Columbus	Path	0.86	125	15	4,673	5,436	15	1,566	1,822	16	865	1,006
McDowell Rd SUP	Grove City	Path	0.43	126	16	1,621	3,786	18	780	1,822	17	3,036	7,091
Harrisburg Pike SUP	FCED, Columbus, Grove City, Franklin Twp	Path	3.84	131	17	10,919	2,843	24	4,114	1,071	22	3,332	868
Brown Rd (Sidewalks+Bike Lanes)	FCED	Bike Lanes and Sidewalks	1.90	133	18	4,554	2,402	26	1,626	858	26	1,238	653
Hall Road	Columbus	Complete Streets Facilities	2.65	136	19	15,643	5,894	14	5,936	2,236	14	804	303
Galloway Rd	Columbus	Sidewalk	0.05	137	20	1,221	23,637	2	397	7,685	3	15	290
White Rd SUP	Grove City, Jackson Twp	Path	0.50	145	21	2,261	4,546	16	1,083	2,178	15	1,244	2,501
McKinley Ave SUP	FCED, Columbus	Path	4.38	151	22	5,067	1,158	32	2,403	549	31	4,729	1,080
Orders Rd/Pinnacle Park Dr Connection	Grove City	Path	0.31	152	23	4,707	15,200	3	1,632	5,270	5	269	869
Franklin Twp Sidewalks	Franklin Twp, FCED	Sidewalk	3.32	161	24	569	171	41	232	70	41	204	61
Frank Road	Columbus	Complete Streets Facilities	2.51	169	25	2,796	1,116	34	1,011	404	35	1,062	424

EVALUATION CRITERIA – LESSONS LEARNED

COMMON OBSERVATIONS/COMMENTS

- **Better define the evaluation and prioritization criteria and potential weights**
- **Compare like project types/scopes – apples to apples**
- **Ensure competitiveness of smaller projects or those in suburban/rural areas**
- **Additional criteria to consider:**
 - Access to schools, community centers, other services, etc.
 - Access to parks, recreation, attractions
 - Barrier elimination/closing gaps
 - Adding proactive safety features (comfort vs. crash reduction)
 - Prioritize projects with a history of development, leveraging funds, etc.

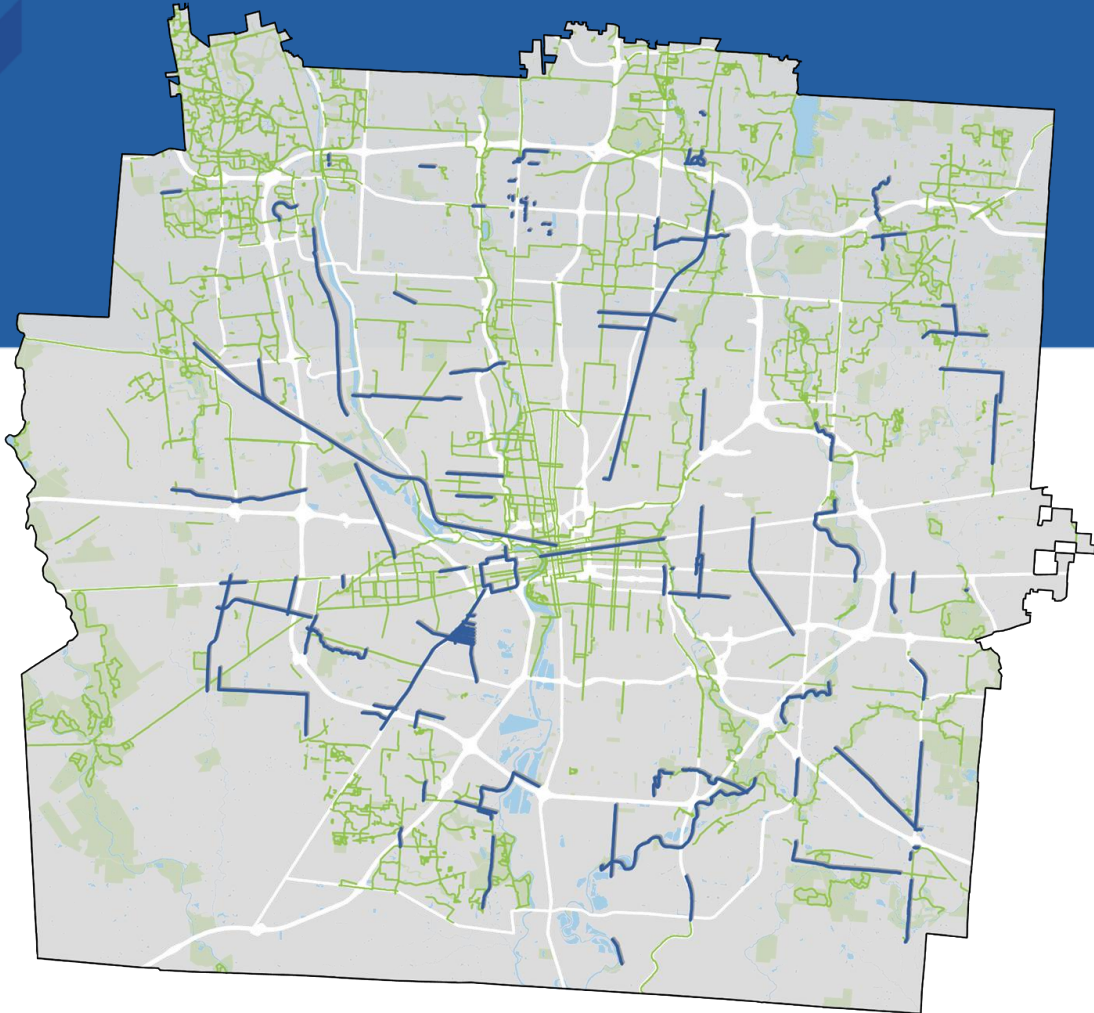
ALTERNATIVE PROGRAMMATIC STRATEGY

IS THERE AN INTERIM SOLUTION?

- **Feedback clear that the evaluation criteria were biased to higher-density areas**
- **Shift to local priorities**
 - Lean on local planning and engagement to elevate projects already included in local plans
 - Ensure that all participating municipalities benefit
 - Prioritize readiness, early construction

2026-2030 CIP

DRAFT ACTIVE PROGRAM



83 PROJECTS
\$256M (2024 \$)

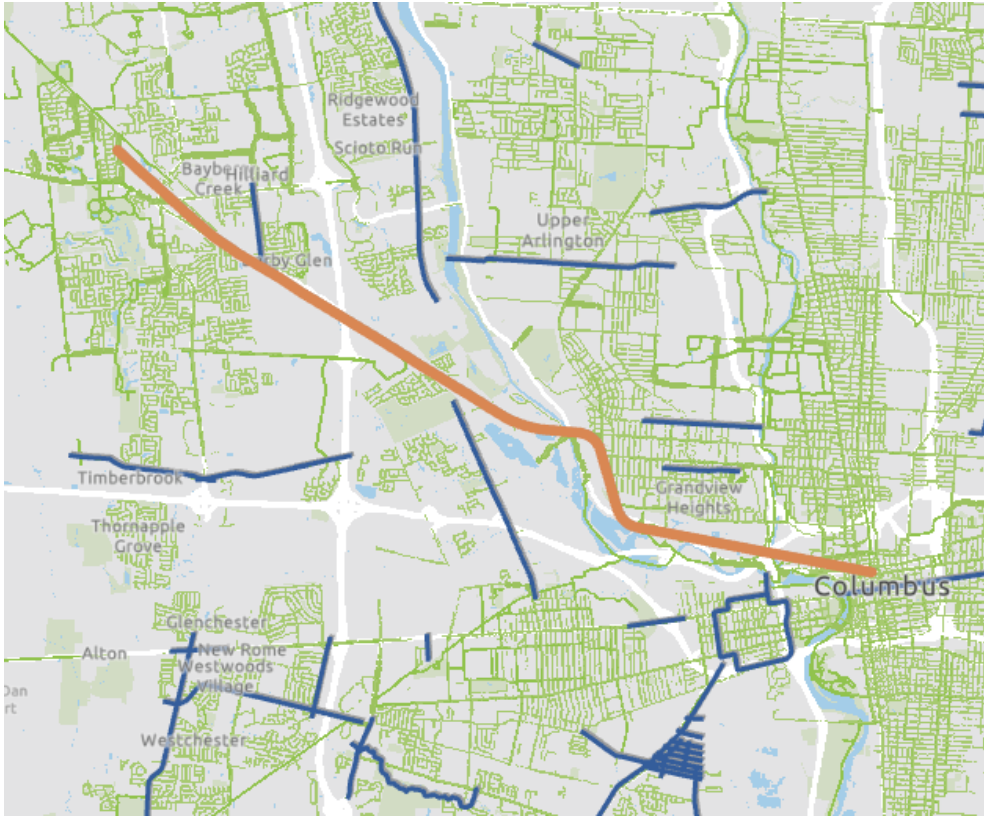
**150+ MILES OF
IMPROVEMENTS**

**55 MULTI-JURISDICTIONAL
PROJECTS**

**65 PROJECTS UNDER
CONSTRUCTION BY 2030**

35 JURISDICTIONS

EXAMPLE PROJECT (NW): HERITAGE TRAIL EXTENSION



- Nearly ten miles of new, multi-use greenway connecting Hilliard, Columbus, Upper Arlington, Marble Cliff, Grandview Heights and terminating in the Arena District
- Will bring expanded access to other greenways (Olentangy, Scioto Trails), local parks, Quarry Trails Metro Park, jobs, retail and thousands of residents
- Potential connections to six COTA lines (Lines 3, 5, 8, 21, 32, 75)



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BUILDING THE INFRASTRUCTURE OUR ECONOMY NEEDS TO GROW

OUR TRANSPORTATION SYSTEM CANNOT AFFORD 1 MILLION MORE CARS

- Focusing future growth along key transit corridors while locating housing, jobs and services near transit to improve opportunity for all people.
- Better connecting community to 380,000 jobs and creating walkable, bikeable communities
- Every community benefits from improved access and quality of life



EQUITABLE TRANSIT-ORIENTED DEVELOPMENT (ETOD) ACTION PLAN



Preserves existing housing, jobs, businesses and community resources.

Creates new housing, business investments, jobs and amenities.

Ensures affordable housing and access to opportunities, services and amenities for all residents.

Develops action plan to be completed by September.

RAPID TRANSIT CASE STUDY

CLEVELAND HEALTHLINE

4.5

Number of miles on
dedicated transit guideway

\$200M

Total cost

\$9.5B+

Amount of economic development—\$190 gained for every dollar
spent on creating and launching the service

8,800

Number of residential units
built along HealthLine

13,000

Number of jobs created
along the HealthLine



RAPID TRANSIT IMPACT IN TWIN CITIES REGION SINCE 2009

\$16 billion in new development

37% of all regional development
on only 3% of land

52,000 new housing units





NEXT STEPS

- Continue engagement of community, government, non-profit and business stakeholders
- Continue corridor design and federal grants process
- November 5th Election

STAY CONNECTED

- Visit our website at **LinkUSColumbus.com** and sign up for project updates.



- Send us an email at **info@LinkUSColumbus.com** with questions and comments.
- Follow us on social media **@LinkUSColumbus** to keep up with the latest happenings about LinkUS.
- Check out our YouTube channel **@LinkUSColumbus** for program videos and presentations.

