"Transportation is not an end – it is a means to having a more enjoyable life – the real goal is not to improve transportation, but to improve the quality of life."

Transportation

Old Hilliard

Enrique Peñalosa, Former Mayor of Bogota, Colombia – recognized as one of the world's most multi-modal cities.

# Chapter 6: **Transportation**

## **Transportation Goal**

Hilliard will develop a safe, efficient, and balanced transportation network that provides all users with mobility choices, connects land uses, enhances the environment, and improves the quality of life for those who live and work in Hilliard.

The rapid growth Hilliard has undergone over the past 50 years has led to dramatic shifts in how people travel within and through the city. As development has expanded outward, land uses have grown more segregated and farther apart. Closely connected to these changing land use patterns is the transition from the traditional grid network of Old Hilliard to a suburban street system, with a strong hierarchy of arterial, collector, and local streets. This development pattern has resulted in longer trip distances, increased congestion, and a greater reliance upon personal automobiles to move about the city. Hilliard has made significant strides to upgrade and add capacity to

the road network by building new arterial connections; however, more has yet to be done to address congestion in parts of the city.

Comments expressed by residents, stakeholders, and task force members throughout the public input process reflect a strong desire to continue building upon Hilliard's efforts to improve connectivity in the city. This input focused on advancing current priorities of addressing traffic congestion, improving connectivity throughout the city, and improving and expanding multi-modal options.

## Transportation Key Findings

By analyzing the existing conditions data, which included extensive traffic analyses, an inventory of current pedestrian, bike, road, and transit facilities, and a review of City policies, along with input received from the public, the planning team identified several key findings that this Plan must address in order to meet the current and anticipated transportation needs of the City over the next twenty years. The major issues affecting Hilliard's transportation system include:

- The need for improved north/south routes parallel to I-270 and Main Street;
- Limited east/west connections from the west side of Hilliard to Columbus;
- Suburban development patterns that have led to a disjointed transportation system, contributing to auto-dependency and congestion problems (Figure 6.1);
- Limited connectivity between Old Hilliard and the rest of the city;
- Barriers such as I-270, the railroad corridors, the Franklin County Fairgrounds, and the Hilliard City Schools complex, which limit mobility and connectivity, especially for

pedestrians and bicyclists, and concentrate traffic along a few key routes;

- City standards and regulations that discourage or preclude pedestrian oriented development, such as the dimensional requirements for designated zoning districts and development standards for planned residential and planned unit development districts;
- Several key routes provide a good base for the pedestrian/bike network, but more routes and better connections to neighborhoods, destinations, and between routes are needed;
- A lack of infrastructure along necessary pedestrian and bicycle routes; and
- Public transit is not considered a viable option by most residents due to limited service and negative perceptions.

#### **Thoroughfare Plan Development**

Traveling by automobile will continue to be the primary mode by which trips are achieved in Hilliard for the foreseeable future. Ensuring a safe and efficient network for both local and regional automobile traffic is a critical need for those who live and do business in Hilliard. At the same time,



**Figure 6.1** — The disconnected nature of the suburban cul-de-sac development (below the collector road) as compared to the more urban grid-style development (above the collector road) causes increased reliance on collector and arterial streets to make trips between different land uses, resulting in higher levels of congestion.



improving the integration of automobiles with other modes of travel will become increasingly important as modal shifts occur. As such shifts occur, there will be an increasing demand for Complete Streets – roadway facilities designed to accommodate users of multiple modes of travel.

As part of the comprehensive planning process, the City has completed an update to its current thoroughfare plan. This document assigns a functional classification to all roads in the planning study area (Key Concepts 6.1), and analyzes the current traffic conditions throughout the City in order to identify existing capacity needs. The Thoroughfare Plan also uses regional traffic modeling and future land use mapping to project future travel demands. This information is used to plan roadway system enhancements, establish right-of-way needs, and preserve future travel corridors. While the Thoroughfare Plan is provided as Appendix B of this Plan, Map 6.1 on page 117 shows the roadway network that would result from the completion of the Thoroughfare Plan.

The iterative planning process described in the Introduction Chapter was a key component of the Thoroughfare Plan update. By completing the future land use and thoroughfare plans concurrently, the impacts of development decisions on the future transportation network were immediately evident. This allowed the planning team to make incremental changes to proposed land uses and roadway characteristics to achieve a plan that balances future development needs with acceptable roadway capacities and infrastructure costs. Through this process, some conflicts between future land uses and transportation demands emerged, creating potential congestion concerns during peak travel times.

Traditional thoroughfare planning primarily resolves congestion issues by widening roads to increase vehicular capacity and reducing proposed land use densities to eliminate trips from the network. The result of these methods is a community with wide, often high-speed, roads and sprawling, auto-centric development patterns, which in turn limit the types and amount of economic growth that can occur. Taking into account comments from the public and the goals of the plan, it was determined that widening roads and encouraging low-density development should be discouraged in most areas of the City.

The decision was made to employ several alternative methods to accommodate future travel demands and resolve projected congestion concerns. The planning team and Task Force first agreed that the criteria used to define acceptable roadway capacity should be revised to provide a more balanced perspective. Two measures are generally used to assess roadway performance, Level of Service (LOS), which measures delay at

#### Key Concepts 6.1 – Roadway Functional Classifications



**Major Arterial** Roadways that serve the major activity centers, the highest traffic volume corridors, and the longest trips. Service to abutting land should be subordinate to travel service. This system carries the major portion of trips entering and leaving an urban area - as well as the majority of through movements desiring to bypass the area. Major arterials range from interstates to principal

streets and highways.

Minor Arterial Streets and highways interconnecting with and augmenting the major arterial system - and providing service to trips of moderate length at a somewhat lower level of travel mobility. This system places more emphasis on land access and distributes travel to geographic areas smaller than those identified with the higher

system.



Network Collector

Streets that penetrate development subareas and neighborhoods, collecting traffic from local streets and channeling it into the arterial systems. Though a minor amount of through traffic may be carried on collector streets, these streets primarily provide access to adjacent users from within residential, commercial, and industrial areas.



Local Street Streets not classified in a higher system, primarily providing direct access to abutting land and access to the higher systems. These roads offer basic access to local users and may discourage through traffic. intersections, and Volume to Capacity (v/c) ratio, which compares the amount of traffic using a road with the carrying capacity of the road (Table 6.1). A v/c ratio of 1.00 means that a road is carrying the maximum number of vehicles it can

# Table 6.1 – LOS and AssociatedVehicle Delay

LOS	Stop Controlled Intersection	Signalized Intersection
А	≤10 sec.	≤10 sec.
В	>10 and ≤15 sec.	>10 and ≤20 sec.
С	>15 and ≤25 sec.	>20 and ≤35 sec.
D	>25 and ≤35 sec.	>35 and ≤55 sec.
E	>35 and ≤50 sec.	>55 and ≤80 sec.
F	>50 sec.	>80 sec.

Source: Highway Capacity Manual, 2000

A v/c ratio of 1.00 means that a road is ng the maximum number of vehicles it can accommodate; this level of congestion is generally associated with LOS F. Both of these measures prioritize the movement of vehicles through a corridor as quickly as possible.

Traditional transportation planning seeks to achieve LOS C or D and v/c ratios below 0.9 during peak travel hours, which are generally the morning or afternoon rush hours. The resulting roads meet capacity demands during the busiest hours of the day, but are often grossly over-designed during the other 20-22 hours of the day. In order to meet these

criteria, several roads and intersections throughout Hilliard would need to be widened with additional travel and turn lanes, potentially adversely impacting the community's character, livability, and safety. Whereas the traditional approach is to continually add capacity to meet ever growing demands regardless of the impacts, Hilliard made a decision to cap the size of many roads and intersections to protect community character, better balance travel modes, and control infrastructure costs (Figure 6.2).

More importantly, City officials have recognized the impact that encouraging more dense infill and mixed-use development will have on the future transportation network. By focusing development efforts in areas such as Old Hilliard, the Retired



**Figure 6.2** – In high activity locations, such as Main Street in Old Hilliard, moderate levels of congestion can provide several benefits including speed reductions that improve safety for all road users, more "park once trips" in which visitors park then walk to several locations rather than driving to each, increased patronage of nearby businesses by area employees (i.e. running errands or going to happy hour after work), and a contribution to the activity of the street that draws interest and vitality to the area.

Railroad Corridor, and the I-270 Corridor, fewer roads will need to be built and maintained. Additionally, including a mix of uses in these infill areas, particularly residential development in close proximity and well connected to both retail and employment destinations, will provide Hilliard residents with viable alternatives to driving. Eliminating vehicular trips from the road network and reducing the length of many remaining trips can be an extremely cost effective way to lessen strain on the existing system and reduce the need to expand roadways in the future. This and other

travel demand management (TDM) methods are discussed in more detail later in this chapter.

While some existing roads will still need to be widened and several new roads will be built, the City's new thoroughfare plan reflects an enhanced emphasis on community connectivity, a better balance of travel modes, and improved safety for all system users.



Map 6.1 – Thoroughfare Network



Note: The Thoroughfare Network map is a simplified version of the Thoroughfare Plan (see Appendix B) of which specifies right-of-way widths and roadway section profiles.

#### **Pedestrians and Bicyclists**

Far more than a recreation amenity, a city's pedestrian and bicycle network is an important piece to the overall transportation system. For some residents and workers, driving may not be an option due to age, ability, or economic constraints. For others, it may be more efficient and healthy to make a trip by foot or bike. Some trips are casual, at a slow and leisurely pace, while others are made to commute from one location to another as quickly as possible. Regardless of whether a trip is to the corner store, one's place of employment, or a park, the presence of a safe, connected, and well supported network is critical to the viability of making that trip using active transportation.

Increasing the number of trips made by walking and biking is an important component of Hilliard's effort to reduce auto-dependency, control the growth of both vehicle miles traveled per year and roadway infrastructure, and encourage healthy lifestyles. Given the slower travel speeds and lower tolerance for trip length of pedestrians and bicyclists, the distance between destinations and directness of a route are of critical importance in one's decision of whether or not to walk or bike instead of drive. Recommendations in both the Land Use and Focus Area chapters support this goal by encouraging denser, mixed-use developments built at walkable or bikable scale. In addition, significant planning, implementation of supportive policies, and infrastructure development will all be required to achieve a measurable modal shift in Hilliard.

Specific to cycling, it is important to note that not all users are of the same ability or comfort level when it comes to using different facility types. For the purpose of planning the future network, cyclists are categorized into two general groups:



Hilliard Comprehensive Plan

**Figure 6.3** – Already a major recreational route, the Heritage Rail Trail is one of the most heavily used multi-use paths in the City of Hilliard and the central Ohio region and forms the backbone of Hilliard's ped/bike network. Extending this high quality pedestrian and bicycle facility southeast through the city will increase its use as a transportation route as well, by connecting it with the regional bicycle network and to additional residential and commercial developments in the city.

*Casual or less confident riders* – generally ride at slower speeds and are more comfortable riding on paths and on-street facilities located on low speed, low volume roads. Casual riders may ride out of their way to access a bike facility or to avoid heavy volume roads.

*Experienced or confident riders* – generally ride faster, and are more comfortable riding in bike lanes or in open traffic on higher volume, higher speed roadways. Experienced riders usually prefer more direct routes even if it means riding in traffic.

Hilliard has made great strides in developing its pedestrian and bicycle network over the past decade (Figure 6.3); however, more has yet to be done to establish a comprehensive system that is easily accessed and allows all users to make trips around the block or across the city. More than an assembly of individual paths and routes, a true network needs to be cognitively identifiable, allowing users to confidently navigate around the city. Similar to its thoroughfare network, Hilliard's strategy for achieving this system is the creation of a simplified functional classification for pedestrian and bicycle facilities (See Key Concepts 6.2, page 120). A bike facility functional classification map is provided in Appendix C.

Each classification is an important component of the overall system, and each must be thoughtfully linked to the rest of the network. Several different facility types, ranging from separated multi-use paths to on-street signed routes, will be incorporated into the network. Upon completion, Hilliard's bicycle network will span over 150 miles (see Map 6.2), providing connections between



#### Key Concepts 6.2 - Ped/Bike Facility Functional Classifications





These are routes that traverse the city, connecting to neighboring communities and the regional network. Generally these routes are wide paths or include a combination of on-road and off-road facilities such as sharrows or a bike lane along with multi-use paths to accommodate both casual and experienced riders. Examples of Primary Routes in Hilliard include the Heritage Rail Trail, Britton Parkway, Davidson Road, and Hilliard Rome Road/Main Street/Avery Road.



#### **Secondary Routes**

Making up the majority of the network, secondary routes help complete trips within the city, but generally do not provide regional connectivity. These routes may include on-road facilities, multi-use paths, or a combination of both. Secondary Routes in Hilliard include Leap Road, Trueman Boulevard, Anson Drive, and Northwest Parkway.



#### Connector Routes

These routes are typically located on low speed residential streets providing connections from local neighborhoods and destinations to the larger pedestrian and bicycle network, as well as connections between primary and secondary routes. Numerous roads in Hilliard act as connector routes but are not signed as such. Examples of connector routes would include Britton Farms Drive, Davidson Road west of Avery, and Westbrook Drive. Connector routes may be signed as such with "Share the Road" and wayfinding signage.

destinations in all areas of the city, as well as the regional bikeway network. Between the planned bicycle facilities and Hilliard's already extensive sidewalks, pedestrians and cyclists will have access to all areas of the City via a comprehensive pedestrian and bicycle network that will include over 315 miles of dedicated facilities.

Nearly as important as the creation of a well connected network are the facilities to support that network. Support facilities such as bicycle parking, wayfinding signage, drinking fountains, and street furniture enhance the comfort of users and improve the viability of walking and biking as transportation options. See Pedestrian and Bicycle Facility Types on page 121, and Pedestrian and Bike Support Facilities on page 122, for a description of facility types and amenities that should complement a pedestrian and bicycle network.

Additionally, it is important to understand and accommodate the unique needs of various special populations when planning and designing a pedestrian and bicycle network. User groups such as children, disabled persons, and the elderly tend to be disproportionately dependent on alternative modes of transportation. Each of these groups also requires special consideration to ensure their safety and comfort when using the system. Children are at a higher risk of being involved in crashes because of impulsive actions (darting into the street); poor judgment of time, speed, and distance; and a lack of knowledge of the "rules of the road." Providing facilities conducive to walking and biking is critical for helping children to learn safe pedestrian behavior and live healthy, active lifestyles.

Disabled persons face a range of challenges to walking and biking. Common struggles include: difficulty seeing crosswalks, hazards, and approaching vehicles; difficulty negotiating curbs, inconsistent materials, and cracked or heaved sections of sidewalk; difficulty passing other users on narrow walks; and slower travel speeds requiring more time to cross at intersections. Though many of these concerns are addressed by the ADA Standards for Accessible Design, some aspects of the built environment still remain difficult to navigate.

Elderly persons typically walk at a slower pace, are uneasy walking on sloped surfaces, or may require mobility devices. Diminishing eyesight, hearing, reaction time, and fatigue are also of particular concern. As the baby boomer generation ages, the provision of elderly-friendly facilities will be increasingly important to maintain health and access to services for this growing segment of the population.

By incorporating features of universal design in the pedestrian and bicycle network, the overall system will become more safe, accessible, and comfortable for all users.





#### Key Concepts 6.3 – Pedestrian and Bicycle Facility Types

**Sidewalks** are paths designed for exclusive use by pedestrians, and should support surrounding uses. In residential areas, sidewalks should be at least five and preferably six feet in width. Ten to 12 foot widths are appropriate in commercial and high activity areas and where street furniture such as benches, lights, and street trees are provided. Where possible, sidewalks should be buffered from vehicular traffic with a tree lawn or on-street parking to improve pedestrian safety and comfort. While not intended for bicycle use, it may be appropriate for slow moving recreational cyclists to use a sidewalk as long as they are courteous and yield to pedestrians.

A **multi-use path** is a facility on exclusive right-of-way with minimal cross flow by vehicular traffic. These paths serve a wide range of uses including bike riding, walking, running, rollerblading, and skateboarding. A recommended width of 10 feet is required for such facilities. Widths of 11-14 feet are recommended where heavy pedestrian and bike activity is expected. Similarly, it may be necessary to designate different parts of the path for different modes (i.e. separating pedestrians from cyclists).

A **bike lane** is a striped travel lane for the exclusive use by bicycles. These are most commonly found on major collectors and arterial streets where vehicle speeds or volumes warrant a separation from vehicular traffic. Common recommended widths are four feet on paved shoulders, five feet when adjacent to a curb, and six feet when adjacent to a parking lane. Due care is required to ensure gutters and drainage inlets are safe for cyclists.

**Shared lane markings**, more commonly known as "sharrows," are pavement markings used to remind motorists to share the lane with bikes and indicate to cyclists where to position themselves in a shared travel lane. Sharrows consist of two chevrons above a bike symbol and are most often placed on the right side of a wide curb lane or in the middle of a standard width lane. "Share the Road" signage should accompany shared lane markings. **Signed shared roadways** are on-road bike routes that link users to, and close gaps between higher level bike facilities. Typically placed on low volume, low speed roads, these routes should be accompanied by "Share the Road" signage as well as directional signs to point users toward the destinations and bike facilities to which they connect.

A **bike boulevard** is a road on which signage, pavement markings, and traffic calming are used to give cyclists priority over other modes. These facilities can be implemented on low volume roads to connect gaps in a bike route or to provide a safe parallel alternative to riding on a busy road. Calming measures can be used to help discourage through vehicular traffic and intersection operations can be altered to favor cyclists. This reduces traffic volumes and speeds on the bicycle boulevard while providing a direct and efficient route for cyclists.



#### Key Concepts 6.4 – Pedestrian and Bike Support Facilities

**Street furniture** typically includes benches, trash cans, bike racks, bollards, pedestrian scale lighting, street trees and a variety of other amenities that help support the users of a sidewalk or multi-use path. Benches are particularly important for elderly and disabled persons who may be unable to walk long distances, as well as recreational path users who may need to rest. When incorporated into an urban streetscape, street furniture helps to define the pedestrian environment by acting as a buffer between pedestrians and vehicles, and street trees can provide shade for sidewalk/path users.

**Wayfinding signage** are signs sized and oriented to provide destination and route information to pedestrians and cyclists. This can include simple directional signage to key destinations as well as area maps highlighting businesses and attractions. Color coding and symbols can be used, but should be coordinated with city and regional pedestrian and bicycle signage to the extent feasible.

**Bike parking** facilities are essential for providing cyclists a place to secure their bikes after reaching a destination. Attractive, safe, and convenient parking should be located at all recreation and retail uses, as well as places of employment. Short term parking should be located near an entrance and be highly visible to ensure good surveillance. It should be installed on a concrete or gravel pad, and preferably be covered. Long term parking can be provided in a storage room or by providing bike lockers.

**Public restrooms and drinking fountains** are very important amenities for those who choose to walk or bike to their destinations. Such trips take longer than a typical automobile trip and having facilities available for use is important, especially for the elderly and children who may easily get dehydrated. Where facilities already exist, the provision of signage is helpful for those may not know where those facilities are.

**End of ride facilities** provide amenities to bicyclists and other users to help support their use of regional multiuse trails such as the Heritage Rail Trail. These facilities can include restrooms, showers, clothing lockers, a bike maintenance station, and covered and uncovered bike parking. Use of these facilities may be permitted on a membership or fee basis.



#### Transit

The establishment of a safe, comfortable, and reliable transit service is another important step toward the goal of improving connections and achieving a balanced transportation system in Hilliard. Such service will help residents and workers get around the city and travel to regional shopping and employment centers. Public transit will be an increasingly important service for those who cannot drive, as well as those who strive to reduce their dependence on automobiles. Significant investments in transit service could help to attract new economic development opportunities, as well as new residents and businesses to Hilliard.

Transit services will generally fall into two categories:

- Intra-city (Local) Transit Services built to improve connectivity within a metropolitan region, typically comprised of bus and rail systems;
- *Inter-city (Long Distance) Transit* Services aimed at improving connectivity between metropolitan regions, generally provided by airplanes, buses, and passenger trains.

Within the city, transit services are provided by the Central Ohio Transit Authority (COTA). Transit in Hilliard currently consists of express bus service to help residents travel between Hilliard and downtown Columbus or The Ohio State University during the morning and afternoon rush hours. While provision of access to employment centers is a key function of public transit, the limited frequency and destinations of service in Hilliard means that transit is a viable option for



**Figure 6.4** – The Hilliard/Dublin station could be the first stop outside of Columbus along the proposed Ohio Hub route to Chicago, Detroit, and Toledo.

a very small percentage of residents. Additionally, COTA's two Park & Ride facilities in Hilliard are not well connected to residential neighborhoods or complementary retail or commercial centers.

Looking ahead, local transit investments are likely to include more bus routes, and possibly bus rapid transit or rail-based transit services to Columbus and other central Ohio communities. Though current inter-city travel options are primarily limited to airports and a bus terminal in Columbus, intercity rail transit may become a reality in the next 20 years. With an active rail corridor passing through Hilliard, the city could be in the running to host a station as a part of the Ohio Rail Development Commission's (ORDC) Ohio Hub project (Figure 6.4). The presence of this rail corridor near I-270 and the proposed Transit Oriented Development (TOD) area in the I-270 Corridor Focus Area make Hilliard an ideal location for a rail station serving both long-distance and central Ohio commuter rail. A station in the I-270 Corridor Focus Area would serve Hilliard and the western half of the central Ohio region, possibly becoming a catalyst for further economic growth within close proximity of the station.

### Transportation Recommendations

#### Goal

Hilliard will develop a safe, efficient, and balanced transportation network that provides all users with mobility choices, connects land uses, enhances the environment, and improves the quality of life for those who live and work in Hilliard.

**Objective T-1: Develop Complete Streets on which all modes can safely share the right-of-way.** Though ensuring safe and efficient automobile travel is important, Hilliard should ensure its roadways are safe and accessible to other users, specifically pedestrians, bicyclists, and transit users.

• Action T-1.1: Adopt a Complete Streets policy that accounts for the needs of all transportation system users in the development of improvements and new facilities.

The policy should ensure that pedestrian, bicycle, transit, and vehicular travel needs are given equal consideration, along with the needs of special populations. The regional Complete Streets Policy recently developed by the Mid-Ohio Regional Planning Commission should be utilized as a resource in developing the City's policy. For more information, see Key Concepts 6.5 – Complete Streets section on page 125.

- Action T-1.2: *Revise applicable sections of City Code to support the recommendations of this plan.* As currently written, several sections of the City Code, particularly the zoning and building codes, are outdated and do not support the development of a multi-modal and a well connected transportation network. In order to achieve the goals and objectives of this chapter, these sections should be updated. The recommended code revisions include:
  - A) Revise the sidewalk specifications to meet current ADAAG guidelines, at present requiring a minimum sidewalk width of five feet and a maximum cross-slope of 2%. Language should be added to require sidewalk or multi-use path to be constructed on any new or improved public street.
  - B) Reduce the minimum number of offstreet parking spaces required and establish



C) Revise parking requirements for walkable districts (such as mixed-use (re)developments and Old Hilliard) encouraging the provison and use of public parking spaces on the street and in public parking lots, and encouraging shared parking agreements, reducing the overall need for parking and encouraging drivers to "park once" and walk to destinations. In congruence with Action FA 6.5, "An appropriate standard may be the suggested standard of a minimum of 50% of the required parking spaces being provided





as public parking spaces in the form of onstreet parking, a public parking lot maintained by the building owner (on site), and/ or a fee-in-lieu (and yearly maintenance fee) of providing the spaces." As infill development occurs, parking lots will be repalced with development and parking garages (See T-6). These improvements can reduce the overall number of spaces in a district by upwards of 30 percent.

- D) Establish bicycle parking requirements and encourage local businesses to come into compliance with the new standard.
- E) Revise numerous components of the subdivision regulation street design standards that discourage or prohibit development of a grid-style network. Regulations should be updated to encourage multiple connections on all sides of new developments. Large housing developments should provide multiple connections to adjacent neighborhoods and major streets, reducing congestion and through traffic on all streets within

the development. Stub streets and paths in adjacent developments should be connected to the new development. Where the adjacent property has (re)development potential, stub streets should be built to facilitate new connections in the future. Ped/Bike connections should be made between neighborhoods and residential and non-residential uses. Developers should require special permission to include loop and cul-de-sac streets where necessary in their subdivisions.

 F) Amend City Code to permit bicyclists of any age to ride their bikes on sidewalks so long as they ride at low speeds, are courteous, and yield the right-of-way to pedestrians.

#### Objective T-2: Implement the Thoroughfare Plan to address the infrastructure needs of today and tomorrow.

Numerous transportation improvements will be necessary to improve the current network and meet the demand anticipated as a result of future development. The Thoroughfare Plan has been

#### Key Concepts 6.5 – Complete Streets

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street. Some of the benefits of complete streets include:

- Economic development
- Better air quality
- More vibrant streets and communities
- Improved safety for all users
- Enhanced accessibility
- Lower transportation costs



developed to address both concerns and should be used to ensure adequate rights-of-way are preserved and prescribe the appropriate character of the roadways that comprise the thoroughfare network.

Implementing the Thoroughfare Plan will require the improvement of existing travel corridors, the preservation of right-of-way for future roadway projects, and the construction of new roadways to accommodate new development and improve the thoroughfare network.

The Thoroughfare Plan includes several planned roadway projects intended to lessen barriers by making new connections. Though Hilliard has made a lot of progress toward improving cross-city connections over the past decade, this will continue to be a key priority. Making new connections across barriers such as I-270, the retired railroad corridor, and large single owner land parcels will improve network performance and provide capacity to accommodate the anticipated demands of future development.

• Action T-2.1: Implement the Thoroughfare Plan as warranted by development. Numerous transportation improvements will be necessary to meet the anticipated demand created by future development. The thoroughfare plan should be referenced to ensure adequate rights-of-way are preserved and to determine the appropriate character of the roads. As previously discussed, some new roads will need to be constructed, others widened, and others will maintain existing capacities but may require intersection improvements. The City should work with developers and neighboring communities to reach an equitable cost sharing for the construction of network improvements.

**Figure 6.5** – The highest priority projects in the Thoroughfare Plan focus primarily on improving access within and through Hilliard by creating new connections across existing barriers. Extending Anson Drive across I-270 will better link development on both sides of the interstate, and reduce congestion at the Cemetery Road/I-270 interchange.

**Figure 6.6** – Between 2006 and 2008, the number of crashes at the intersection of Hayden Run Road with Wilcox Road has increased each year, growing from two in 2006 to seven in 2008. Due in part to high vehicle speeds on Hayden Run Road, nearly onethird of these crashes resulted in injury. As development in the area continues, it will be necessary to improve these once rural roads and intersections to safely accommodate higher traffic volumes.





A list of high-priority Thoroughfare Plan projects are listed below and are shown on Map 6.3, page 130. (Note: projects are labeled by their action number and sub-action letter.) All projects are to include pedestrian and bicycle facilities as outlined in the Thoroughfare Plan.

- A) Construct a connection between Alton Darby and Cosgray roads;
- B) Extend Anson Drive across I-270 to Trueman Boulevard, (Figure 6.5);
- C) Widen Scioto Darby Road to a four-lane boulevard from Bradford Drive to Cosgray Road;

- D) Extend Center Street from Old Hilliard northwest to Leppert Road, and southeast to Cemetery Road (via Franklin Street);
- E) Extend Jeanette Road across the retired rail corridor to Scioto Darby Road;
- F) Widen Cosgray Road to a four-lane boulevard from Scioto Darby to Hayden Run roads;
- G) Extend Norwich Street south to the intersection of Scioto Darby and Walcutt Roads;
- H) Extend Wilcox Road from Hayden Run Road to Davidson Road;
- I) Partner with ODOT and MORPC for a long-range capacity improvement at the Cemetery Road interchange.
- Action T-2.2: Construct intersection and signal improvements to improve operational efficiency and address site specific safety concerns. Several traffic studies were completed as a part of this comprehensive planning effort. These studies included a city-wide review of crash data from 2006-2008 and analysis of intersection performance across the City. Based on these studies, several locations were identified for improvements or upgrades. The following high priority intersection projects are recommended (See Map 6.3, page 130):
  - A) Implement improved signal progression and traffic flow along Cemetery Road from I-270 to Main Street as recommended by the Cemetery Road Signal Timing report;

 B) Lengthen the eastbound left turn lane from Cemetery Road onto northbound I-270 as a short-term improvement to interchange capacity;

A recent Signal Warrant and Traffic Crash analysis report concluded that several intersections met vehicular warrants for signalization. City staff is advised to study the following intersections to determine if improvements should be made:

- C) Scioto Darby Road and Veteran's Memorial Drive (as a part of the widening of Scioto Darby Road, Action T-2.1.C);
- □ D) Northwest Parkway and Leap Road;
- E) Davidson Road and Coolbrook Drive/ Dexter Falls; and
- F) Hayden Run Road and Wilcox Road, (Figure 6.6).
- Action T-2.3: Update and consolidate the City's standard roadway drawings to better define desired road functions, lane widths, and accommodate multi-modal facilities.

The City's typical section and intersection detail drawings set the design standards for new roads and improvements to existing roads, and therefore are key tools in creating an effective system for all users. The new typical sections should coincide with the street network called for in the Thoroughfare Plan, and should incorporate Complete Streets principles.

Street and intersection design should better accommodate all users, especially children, the disabled, and the elderly. Crossing distances at



intersections should be minimized to the extent feasible. For overly-wide neighborhood collector streets such as Darby Glen Boulevard, curb extensions should be included at intersections to control vehicle speeds and improve pedestrian safety. Where possible, curb ramps should be wider and have minimal slopes removing a possible trip hazard and providing more space for all users including those using mobility devices, riding bikes, or pushing strollers (Figure 6.7). Revised drawings reflecting these recommendations have been created for the City Engineer and are on file with the City.

In addition to traditional residential, collector, and arterial roads, several special character typical sections have been proposed. A conservation boulevard and a conservation residential street were developed for use in the Big Darby Focus Area. These streets are designed to reduce pavement widths and stormwater impacts, encourage bicycle and pedestrian travel, and create an aesthetically unique street network in the Big Darby Watershed. An urban street typical section was also designed for use in Old Hilliard, the retired railroad corridor, and the TOD development area of the I-270 Focus Area. This section has similar design characteristics to the recent improvements to Main and Norwich streets and accounts for increased pedestrian activity and parking needs in busier areas of the city.

The sidewalk and multi-use path (formerly bike path) standard drawings should be revised to allow a maximum cross-slope of 2% and minimum widths of five feet and 10 feet respectively. Concerning multi-use paths, actual widths may be wider in areas to better accomodate projected usage, and path strength should be increased to reduce damage caused by City service vehicles when they maintain the paths.

• Action T-2.4: Apply new access management standards to all future roadway and development projects.

As part of the Thoroughfare Plan (Appendix B), revised access management guidelines and standards were developed. These new standards provide for a better balance of travel modes by encouraging pedestrian scale road and driveway spacing along most streets in the City. While the previous access management guidelines focused solely on the speed limit and size of a road to determine appropriate spacing and design criteria, the revised standards also consider the character of the surrounding area and importance of access for all users, regardless of mode. The City's new access management standards will support the creation of a better connected, grid-style network in future development areas.

• Action T-2.5: Coordinate Thoroughfare Plan revisions and transportation improvements within the larger context of northwestern Franklin County

Hilliard's Thoroughfare Plan and Capital Improvement Program should be periodically assessed for opportunities to partner with and coordinate efforts to improve the performance of the larger transportation network of northwestern Franklin County. Hilliard should dialogue with its neighboring communities and efforts led by the Mid-Ohio Regional Planning Commission to ensure the City's priorities are heard and efforts are coordinated. As necessary, the Thoroughfare Plan should be re-evaluated.



**Figure 6.7** – Designing the pedestrian realm to better accommodate all users will require going above and beyond ADA specifications such as the above example of a curb ramp with minimal slope and additional width (eight feet) to accommodate multiple users and avoid trip hazards such as unseen slopes for those with vision impairments. Simple enhancements like these better accommodate all users.

• Action T-2.6: Develop context sensitive solutions that protect the local environment and respect community character.

Hilliard should strive to advance context sensitive solutions that complement local land uses, as well as their occupants and users. Additionally, solutions should be designed to protect natural resources, and include efforts to restore habitats where applicable. Due care should be taken to ensure new roadway projects complement and accentuate community character.

 Action T-2.7: Utilize financing tools to help pay for City-led roadway projects that support development throughout the city.
 Financing tools, such as TIF agreements or impact fees, should be used to help finance roadway capacity enhancements needed to support development. An example of such a project would be the widening of Scioto Darby Road, a project that should occur to support the large number of motorists traveling between

anticipated development west of Cosgray Road and the Triangle (Scioto Darby Road/Main Street/Cemetery Road)

• Action T-2.8: Begin working with ODOT and MORPC to secure funding for regional transportation improvements in the Hilliard area, including a long-term capacity improvement to the Cemetery Road-I-270 interchange.

#### Objective T-3: Promote options for active transportation through the creation of a comprehensive network, improved connectivity, and the provision of support facilities.

Hilliard's network should consist of various facilities including multi-use paths, sidewalks, and on-street facilities. This network should eventually be citywide providing connections across large barriers such as I-270, the retired railroad corridor, busy arterial streets, and large single land owner parcels. Support facilities should be provided allowing people to transfer easily and safely from one mode of transportation to another. In addition to infrastructure, Hilliard should pursue numerous policy items to encourage the development, use, and recognition of its efforts to become a more walkable and bikable city.

• Action T-3.1: Continue to develop the pedestrian and bicycle network to create a system of on- and off-road facilities that meets the needs of all user groups.

Aggressive yet achievable targets should be set to facilitate completion of the network, prioritization of funding and projects, and measurement of progress. In the next five years, Hilliard should double its existing bicycle network, reaching 50 miles of facilities by 2016. Continuing this momentum, the City should seek to add an additional 50 miles of bicycle facilities by 2026. Substantial expansion can be completed in the short-term through signing and striping projects, which require no construction and cost little to implement, particularly when paired with the City's street resurfacing program. Expansion of off-road facilities will progress over a longer time frame, as they are generally more complex and costly. Priority path projects should be included in the Capital Improvement Program (CIP), and when possible, completed in conjunction with roadway projects.

Several of the highest priority pedestrian and bicycle network recommendations are included below and shown in Map 6.3, page 130. The letter in parentheses following each project corresponds to the labels on the map and does not indicate a prioritization of individual projects. These projects focus on establishing better system continuity, with a particular emphasis on improving connections to Old Hilliard and across existing barriers.

- A) Extend the Heritage Rail Trail from Old Hilliard southeast to the Columbus corporation limit;
- B) Work with other agencies and developers to construct a new bikeway between Municipal Park and Prairie Oaks Metro Park;
- C) Designate Wayne, Columbia, and Madison Streets as bicycle boulevards;
- D) Create a multi-use path connection between Old Hilliard and Municipal Park,

through the Hilliard City School's complex (Darby High School);

- E) Complete an east-west pedestrian and bicycle route and greenway corridor between Old Hilliard and Trueman Boulevard;
- F) Construct multi-use path along Cemetery Road from Trueman Boulevard to Britton Parkway;
- G) Connect the Scioto Run Nature Trail and Scioto Run Boulevard to Trueman Boulevard via a multi-use path spur;
- H) Install sharrows on Cemetery Road between Park Mill Run Drive and Main Street;
- I) Install sharrows or bike lanes on Davidson Road between Dublin and Avery roads;
- J) Construct multi-use path along both sides of Davidson Road from Trueman Boulevard to Britton Parkway;
- K) Establish sign-shared roadways on neighborhood streets to help connect residents to the larger bicycle network (K not shown on map); and
- L) Construct a multi-use path from Cemetery Road, across Northwest Parkway, to Claymill Drive – connecting the library, area schools, the fairgrounds, and local neighborhoods.
- M) Construct a multi-use path along Davidson Road from Trueman Boulevard to Dublin Road.



- Action T-3.2: Construct spot improvements to address site specific barriers and safety concerns in the pedestrian and bicycle network. Several key projects have been identified to lessen barriers, both physical and perceived, that may inhibit walking and biking (See Map 6.3, page 130). These include:
- A) Pursue short and long term solutions to improve safety at the intersections of the Heritage Rail Trail with Leppert and Cosgray Roads in Hilliard. See Figure 6.8;
- B) Upgrade access to Municipal Park from Hoffman Farms and the Hilliard City Schools complex (Darby High School) by improving the crossing at Veteran's Memorial Drive and installing a new crossing at the multi-use path through Hoffman Farms, just east of Coventry Manor Way;

- C) Create a safer pedestrian crossing across Cemetery Road between the J.W. Reason Elementary School driveway and the Hilliard Square Shopping Center signals, possibly a pedestrian refuge island at the intersection of Cemetery Road and Outer Street;
- D) Enhance the safety of crossing Hilliard-Rome Road at Gillette Avenue/Tinapple Plaza;
- E) Improve the intersection of Cosgray Road and Woodsview Way to provide a safe pedestrian connection from Hoffman Farms to the YMCA;
- F) Implement pedestrian crossing enhancements on Hilliard-Rome Road at Heritage
  Club Drive North or Constitution Boulevard.

- Action T-3.3: Install bicycle and pedestrian support facilities throughout the city. It is vital that the pedestrian and bicycle network be accompanied by a variety of support facilities to meet the needs of system users (Figure 6.9). The City should provide such facilities in the public realm, and create incentives to encourage their inclusion in private development. The recommendations for support facilities include:
  - A) Continue to proactively install bike racks within the public right-of-way, focusing on destinations such as retail, recreation, and institutional uses, and consider installing bike lockers in select locations (e.g. Old Hilliard and park and ride locations) to provide a secure long-term parking option.







**Figure 6.9** – The recent streetscape improvements to Main and Norwich streets in Old Hilliard include a variety of support facilities for pedestrians and cyclists. As seen in the photo above, the benches and bike racks are well used. Additionally, pedestrian scale lighting, located just in front of the bike racks, improves visibility at the intersection.



Note: projects are labeled by their action number and sub-action letter.

Hilliard Comprehensive Plan

- B) Install public bathrooms and drinking fountains at all City parks. Additional drinking fountains should be installed along routes where access to water may not otherwise be available for long stretches.
- C) Include high-quality and attractive street furniture such as benches and trash receptacles along streets and multi-use paths, particularly in locations with heavy pedestrian activity.
- D) Develop and install uniform wayfinding signage on routes throughout the city to help users navigate around the network.
- E) Construct a bike station with parking, maps, maintenance facilities, and lockers at the Heritage Rail Trail trailhead. Such facilities should be added at other trailheads as regional trails are developed.
- Action T-3.4: Identify and acquire parcels to create multi-use path spur connections.



**Figure 6.10** – Achieving the Bicycle Friendly Community designation will be a milestone in the development of Hilliard's pedestrian and bicycle network. In order to garner this designation, Hilliard must make a committed and holistic effort to improve cycling conditions, safety, and ridership throughout the city.

In seeking to facilitate connectivity and active transportation, the City should identify locations in existing neighborhoods where discontinuous and circuitous streets create overly long trips or prevent connections to the pedestrian and bicycle network. In such areas, spur connections should be made by acquiring available property and establishing neighborhood pocket parks. Future subdivisions should be well connected (with shared-use paths and/or sidewalks along stub streets) to adjacent development, multi-use paths, and rail trails.

• Action T-3.5: Reestablish annual CIP funding for low and medium cost bicycle and pedestrian projects.

This dedicated funding source will ensure continued progress toward completing the city's pedestrian and bicycle network. Likely projects for this funding would include multi-use path spur connections, signing and striping projects, and installation of support facilities.

• Action T-3.6: Create a Pedestrian and Bicycle Advisory Committee (PBAC) to aid in the implementation of network improvements and programs.

The role of the committee will be to help city staff plan, prioritize, and implement the pedestrian and bike projects and programs recommended in this plan. Potential PBAC members may include representatives from city government, the police department, the school district, advocacy groups, and MORPC, as well as various system users such as students, cyclists (both experienced/confident and casual/less confident), as well as runners and walkers.



**Figure 6.11** – Above, students from Norwich Elementary School pause for a photo on their way to school during the 2009 International Walk to School Day. Hilliard City Schools, in partnership with the city administration, Hilliard Police Department, and ODOT, has held very successful Walk to School Day events each of the past three years. In order to move beyond single day events, a district-wide Safe Routes to School program should be implemented.

• Action T-3.7: Identify a reasonable time frame to apply for and achieve the League of American Bicyclists' Bicycle Friendly Community (BFC) designation.

Achieving this designation (Figure 6.10) will be an important milestone in Hilliard's growth as a well connected, multi-modal city. More than just a status symbol, the BFC designation recognizes extensive planning, investment, and development of infrastructure, policies, and programs for bicycles. It will also serve as an indicator to current and prospective residents, employees, and businesses of Hilliard's commitment to be a livable, accessible community.

 Action T-3.8: Continue to support Walk to School Day and ped/bike safety events at schools to encourage more active transportation to and from schools.

Hilliard should continue to work with the school district to improve the walking and

biking environment for students (Figure 6.11). Should the school decide to pursue a Safe Routes to School program, the City should partner with them to implement infrastructure and enforcement recommendations.

- Action T-3.9: Conduct encouragement activities to advance cycling as a mode of choice in Hilliard. Such events and programs will raise the profile of cycling and help encourage more residents to consider biking for a wider variety of trips. Possible events could include:
- A) Cyclovias (or Sunday Parkways) A community event where selected roads are closed to automobile traffic, encouraging people to gather, mingle, and enjoy the space by walking and biking. Originating in Bogota, Colombia, cyclovias are gaining in popularity in cities across the United States.

# Key Concepts 6.6 – Pedestrian and Bike Network Maps

Readily accessible and easy to read pedestrian and bicycle maps are a very useful tool in supporting multi-modal travel throughout a city. At right, an example of a map from the City of Seattle helps users find facility types for different modes, and provides key route information such as where signalized intersections and key destinations are. Distance is displayed in both miles and minutes to walk, helping users accurately plan their trips. Maps should be available online and in print at major pedestrian destinations throughout the city.

- B) Bike Hilliard Week A promotional event where major employers provide incentives for biking to work, local businesses provide discounts for cyclists, training and maintenance classes are provided to riders, and the city strives to achieve a mode shift target for the week.
- C) Events or Races Sponsor a community ride or a competitive race to promote cycling, safety, and healthy living.
- Action T-3.10: Provide education, training, and materials to support use of the pedestrian and bicycle network.

This could include:

 A) Offer training classes for students and members of the community to learn bicycle maintenance, safe riding, and rules of the road.

- B) Provide informational materials such as online and printed maps of Hilliard's pedestrian and bike facilities (See Key Concepts 6.6 Pedestrian and Bike Network Maps), as well as helpful information such as the health benefits of riding and tips on how to safely share the road and paths.
- Action T-3.11: Implement targeted enforcement and maintenance efforts to improve the safety of cyclists and pedestrians. Enforcement efforts should:
  - A) Establish, target, and enforce specific laws that most impact pedestrian and cyclist safety such as failure to yield, a mandatory helmet law, and the legality of bicyclists riding on the sidewalk.





- B) Address failures to properly maintain facilities, including the enforcement of snow removal and maintenance of private walks.
- C) Conduct regular inspections of public walks and paths to ensure they meet accessibility standards. Advertise on the City website and on pedestrian and bike facility maps how users can report maintenance problems or other concerns to the City.
- D) Establish a policy to remove snow from crosswalks, curb ramps, and city-owned multi-use paths.
- □ E) Increase police and volunteer patrols on the multi-use path network.
- Action T-3.12: Identify evaluation criteria to establish benchmarks and then track development and usage of the pedestrian and bicycle network.
  - A) Conduct pedestrian and cyclist counts every two years at key locations throughout the City and use the data to estimate modal split for bicyclists.
  - B) Conduct an annual or biennial survey to collect more detailed information about walking and cycling in the City.
  - C) Develop a pedestrian and bicycle network inventory (See Key Concepts 6.7 - Pedestrian and Bicycle Network Inventory). At minimum, this inventory should include:

• Width

- Facility type
- Facility/street name Material
- Start & end points Grade/rating



Objective T-4: Strengthen the relationship between the transportation network and land uses to enhance community connectivity, encourage modal shift, and support redevelopment efforts in Old Hilliard, the Retired Railroad Corridor, and the I-270 Corridor focus areas.

of feature data.

- Action T-4.1: Adopt modal shift goals for encouraging city residents and employees to take modes other than driving alone.
- Formally adopt the following mode shift goals: two percent by 2016, and ten percent by 2031.

These percentages reflect the shift of trips from driving alone to other modes, including: carpooling, riding a bicycle, walking, or taking transit. Survey data and data from the US Census Bureau should be used to evaluate the effectiveness of meeting the established goals.

• Action T-4.2: Create additional public parking and signage in high demand areas. Construct on-street parking as a part of all

street reconstruction projects in Old Hilliard, the Retired Railroad Corridor, and the I-270 Corridor Focus Areas. In Old Hilliard alone,



#### Key Concepts 6.8 – Public Parking

Public parking lots should be located within <sup>1</sup>/<sub>4</sub> mile (5 minute walk) of key destinations and retail uses. Preferably, they should be accessed from side streets or alleys, allowing primary street frontage to be reserved for active uses such as retail and offices that preserve the streetwall and enhance the pedestrian experience. Parking lots should generally be located behind occupied structures, or at least a block off the primary street. Surface lots that front on a street should always be screened with attractive landscape elements.

Once density and demand warrant the construction of a parking garage, the structure should be integrated into surrounding development. Unlike surface lots, a garage may front on a primary street if the first floor frontage consists of active uses such as shops and sidewalk cafés. Such uses can help to defray some of the higher costs associated with constructing a parking structure rather than a surface lot. A garage should also include ample free covered bicycle parking to promote active transportation.

over 300 parking spaces could be added by simply adding on-street parking bays along all side streets, nearly doubling the 385 public spaces currently available. Designing new roadways in the Retired Rail Corridor and I-270 Corridor Focus Areas could be equally successful, reducing the need for private parking. Development, where prudent, should be required to provide on-street parking in lieu of additional on-site parking spots. Large developments should contribute land or an in lieu fee to help support the eventual development of public parking lots and facilities. Other recommendations include:

 A) Construct Public Parking as Needed: As higher densities are achieved and the demand of on-site and on-street parking exceeds the supply, the City should construct additional on-street parking, as well as public parking lots, and if warranted, public parking garages to provide necessary parking. See Key Concepts 6.8 – Public Parking for recommendations about how to design parking facilities that do not detract from their surroundings.

 B) Improve Public Parking Signage: To address the perceived shortage of public parking in Old Hilliard, wayfinding signage should be installed that directs motorists to the public parking lot along Center Street just north of Wayne Street. If other public lots are constructed in the future, similar signage should be installed. Time constraints or parking meters should also be considered in high demand areas such as Main Street to maximize availability of short-term parking near businesses.

• Action T-4.3: Employ a comprehensive Transportation Demand Management (TDM) program to effectively manage and mitigate current and future demands on the transportation system.

Limiting the expansion of vehicular capacity in the future means that Hilliard must make more efficient use of its existing transportation network. Through the implementation of a variety of TDM strategies, the City can continue to meet travel demands while controlling the growth of vehicle trips and arterial streets.

The key to improving system efficiency through TDM is the incorporation of wide ranging yet complementary strategies that, when implemented together, provide people with options of when, where, and how they travel. Important components of a successful TDM approach

"Although many TDM strategies have modest impacts, only affecting a few percent of total trips, their impacts are cumulative and synergistic (total impacts are larger than the sum of individual impacts). A comprehensive TDM program can often affect a significant portion of total travel and provide large total benefits."

- Todd Litman, Victoria Transport Policy Institute



include: creating mixed use, pedestrian scale developments; implementing parking management; developing streets in a grid pattern and requiring connections between developments; improving multi-modal networks and support facilities; and reducing employee commute trips through telecommuting, flextime, financial incentives, and other employer- or city-run programs.

Many of the strategies used to manage travel demand are already incorporated as other recommendations in this plan. In this way, TDM combines aspects of the land use, focus areas, and transportation chapters to create safer and more efficient access for all users of the network. The City should identify indicators by which the success of different aspects of the program could be measured and compared against other communities. These indicators should be tracked over time to help Hilliard identify which strategies are most effective and can be implemented on a larger scale throughout the city.

 Action T-4.4: Create the position of Pedestrian, Bicycle, and TDM Coordinator.
 The responsibilities of this new staff position would primarily consist of implementing the recommendations outlined in this chapter.
 The addition of new staff will be necessary to properly plan for and accommodate anticipated growth of the pedestrian and bicycle network and to coordinate the new programs designed to foster and support this growth. Significant

coordination with other City staff and organizations will be critical to the success of new programs such as Safe Routes to School and TDM. Objective T-5: Provide attractive, affordable, and accessible public transportation to important destinations within and outside the Hilliard area.

- Action T-5.1: Create new transit options for residents and employees in Hilliard. The City should work to make transit a more viable transportation option by improving existing and exploring new services. Transit service within the community as well as improved access to COTA's existing system should be considered to provide for a wide range of trips. To expand and improve transit service and ridership, the city should:
  - A) Work with COTA to relocate the Park & Ride facility on Parkway Lane to the north side of Cemetery Road to support the transit oriented development in the I-270 Focus Area. The new Park & Ride should be adjacent to the proposed hotel and conference center as well as the future railroad station;
  - B) Along with COTA and Dublin, investigate the feasibility of a local route between the two cities linking major employers, shopping areas, and other destinations;
  - C) Investigate the feasibility of a local trolley or neighborhood circulator to connect Old Hilliard, the retired railroad corridor, and other destinations throughout the city; and
  - D) Work with COTA and local retail centers, such as the Hilliard Square Shopping Center (Figure 6.12), to locate Park and Ride facilities in their parking lots, allowing



**Figure 6.12** – Ample parking at the Hilliard Square Shopping Center and the presence of several "transit friendly" uses such as the library, BMV, and grocery store make it an ideal location to encourage transit ridership. The existing routes that travel along Cemetery Road could be routed through the shopping center parking lot to improve access to the businesses.

commuters to easily walk, bike, or drive to the stop. These bus stops should be equipped with shelters as well as long term and short term bicycle parking. Pairing bus stops with retail uses will reduce trips and improve surveillance for those who park their cars or bikes at the stops.

• Action T-5.2: Actively pursue establishment of an inter-city and/or commuter rail station on the active rail line.

By implementing land use plans and controls to produce supportive development (see Focus Areas Chapter), preserving space for a station adjacent to other transit, and coordinating with COTA and Ohio Rail Development Commission officials, the City can ensure that it is well positioned to attract a rail stop when passenger rail is implemented in northwest Franklin County.