

4. MOBILITY AND CONNECTIVITY

Goal

A safe, smart, and efficient transportation network that features strong connectivity, serves people of all ages and abilities, offers attractive choices for biking and walking, and supports placemaking.

Objectives

- *Improve thoroughfare plan streets to support future land use, placemaking, and travel priorities*
- *Connect all parts of the city with walking and biking facilities (Big Ideas 3 and 4)*
- *Make walking and biking safer, more comfortable, and more accessible for a wider range of people*
- *Reduce, and one day eliminate, serious injury and fatal crashes for all modes of travel*
- *Prepare for future mobility options*

Connectivity was one of the most prominent themes from community input. Transportation infrastructure—streets, intersections, sidewalks, paths, etc.—are closely connected to land use and development character and a place's economic health. This chapter includes the City's updated Thoroughfare Plan, the proposed active transportation network, and actions that support the City's mobility and connectivity objectives.



Chapter organization

- Key Findings and Opportunities
- Street Network Map
- Active Transportation Network Map
- Active Transportation Projects
- Objectives and Actions

CONTEXT: KEY FINDINGS AND OPPORTUNITIES

The city's pedestrian mobility and transportation networks were analyzed to identify key challenges and trends in moving all residents, workers, and visitors safely and reliably throughout the city. The findings summarized below directly inform the recommended programs and policies in this chapter and elsewhere in the plan. See the appendices for additional analysis.

Public Input Highlights

Understanding community input provides context for several of the key findings that follow. During the first round of community input, participants were asked, *"When you think about how you will move around Hilliard in the future, what is most important to you?"* The most common themes from responses were:

More pedestrian and bike friendly mobility options and connections throughout the city (54% of responses)

- Less reliance on car for travel within Hilliard (walk or bike anywhere)
- Walkable, connected neighborhoods, sidewalks and multi-use path connections
- Heritage Rail Trail extension
- Sidewalks along all streets
- Separated bike paths

Safety (22% of responses)

- Lights, crosswalks, sidewalks, accessibility
- Slowing vehicular speeds
- Bike safety classes or other means to keep kids safe riding bikes

Traffic/congestion management (18% of responses)

- More roundabouts
- Street widening (i.e. Cemetery, Scioto Darby and Alton Darby Roads)
- Improving older roads

Transit options (16% of responses)

- Park n' Rides, light rail, LinkUS coordination, COTA coordination
- A shuttle within the city
- Accommodate alternatives such as scooters

Corridor appearance and aesthetics (7% of responses)

- Tree coverage
- Medians, landscaping
- Cemetery Road appearance

Transportation Conditions and Trends

Lack of sidewalks and paths discourages safe walking and biking in Hilliard. Hilliard has made good progress to improve access for pedestrians and bicyclists. More needs to be done, especially for older adults, people with disabilities, and families with young children. Key issues include:

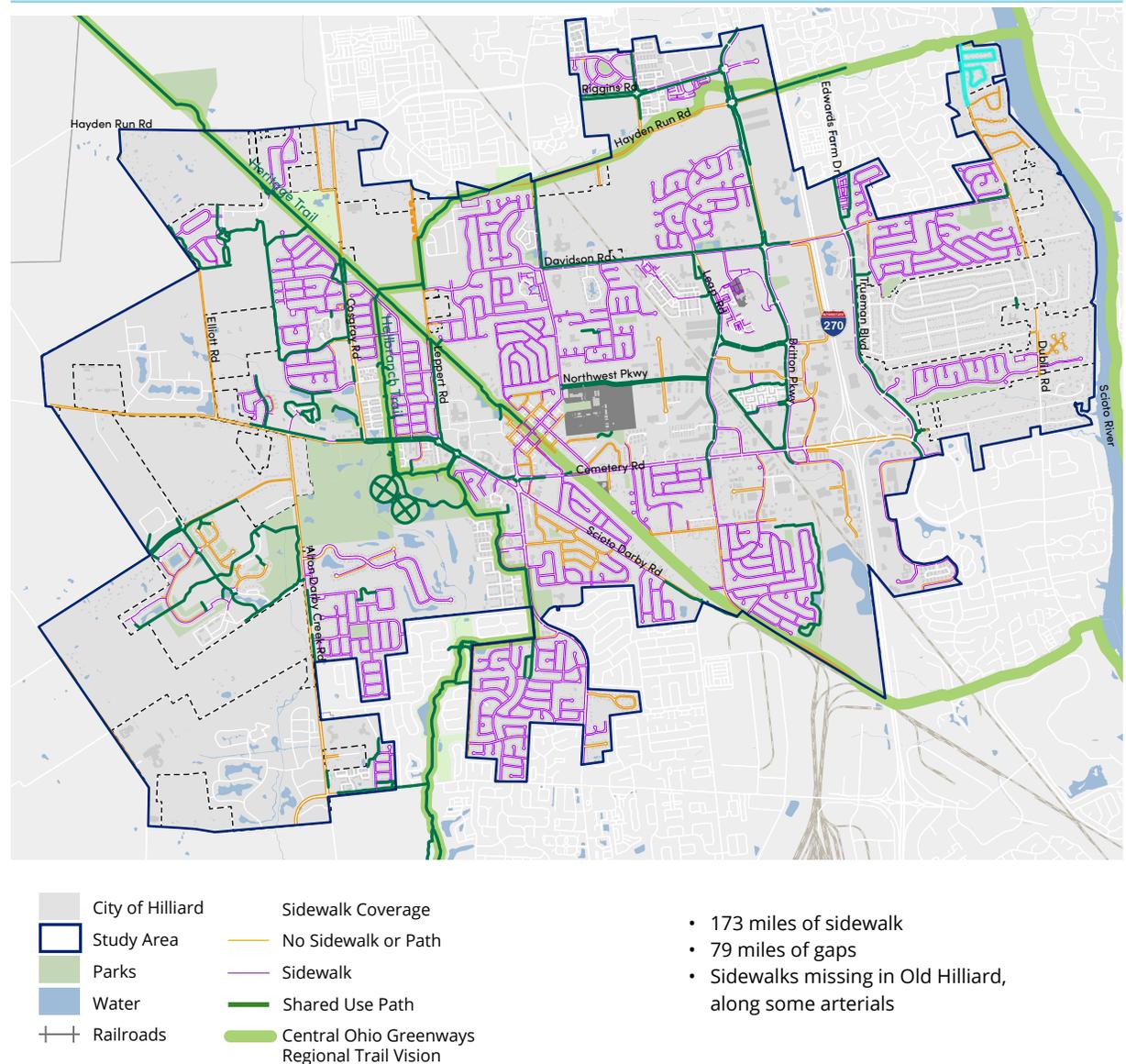
- Only one narrow sidewalk that connects portions of the city separated by I-270.
- Substantial lengths of major and minor arterials lack on- or off-street bike facilities or paths, including portions of Scioto Darby, Leap, Alton & Darby Creek, Hayden Run, and Cosgray roads.
- Key commercial corridors of Cemetery Road and Main Street south of the Triangle (Cemetery Road, Scioto Darby Road, and Main Street roundabouts) lack on- or off-street bike facilities—discouraging bike trips in these corridors.
- Lack sidewalks in Old Hilliard.
- Existing shared use paths do not form a complete and connected network between residences and destinations.

Based on resident feedback, trails and paths are some of the most valued amenities in the city. Thirty-eight miles of existing trails connect people to Old Hilliard, neighborhood parks, regional parks, and other residential areas within the city. Separating vulnerable road users from vehicles through the use of trails makes walking and biking more comfortable, especially along roadways with above thirty-five miles per hour speeds.

In addition to Hilliard trails, there are three regional [Central Ohio Greenways](#) trails in Hilliard: Heritage Trail, Hellbranch Trail, and a small section of the Hayden Run Trail. The Heritage Trail is the most popular, providing direct access to Old Hilliard and Homestead Metro Park. There is wide community support for extending the trail south along the Retired Rail Corridor into Columbus.

The majority of people in Hilliard use a car to get around for their daily trips. Hilliard has lower rates of walking, cycling, and transit usage compared to Franklin County as a whole. In 2019, only two percent of residents walked, biked, or used transit to get to work, while 5.2% worked from home. Despite current commute trends, public input shows that there is interest in shifting some short, non-work trips (three miles or less) to walking or biking if it is safe, comfortable, and convenient. Residents indicate that they would like to be able to walk or bike to schools, parks, libraries, and amenities in Old Hilliard.

Map 4.1. Existing Pedestrian Facilities



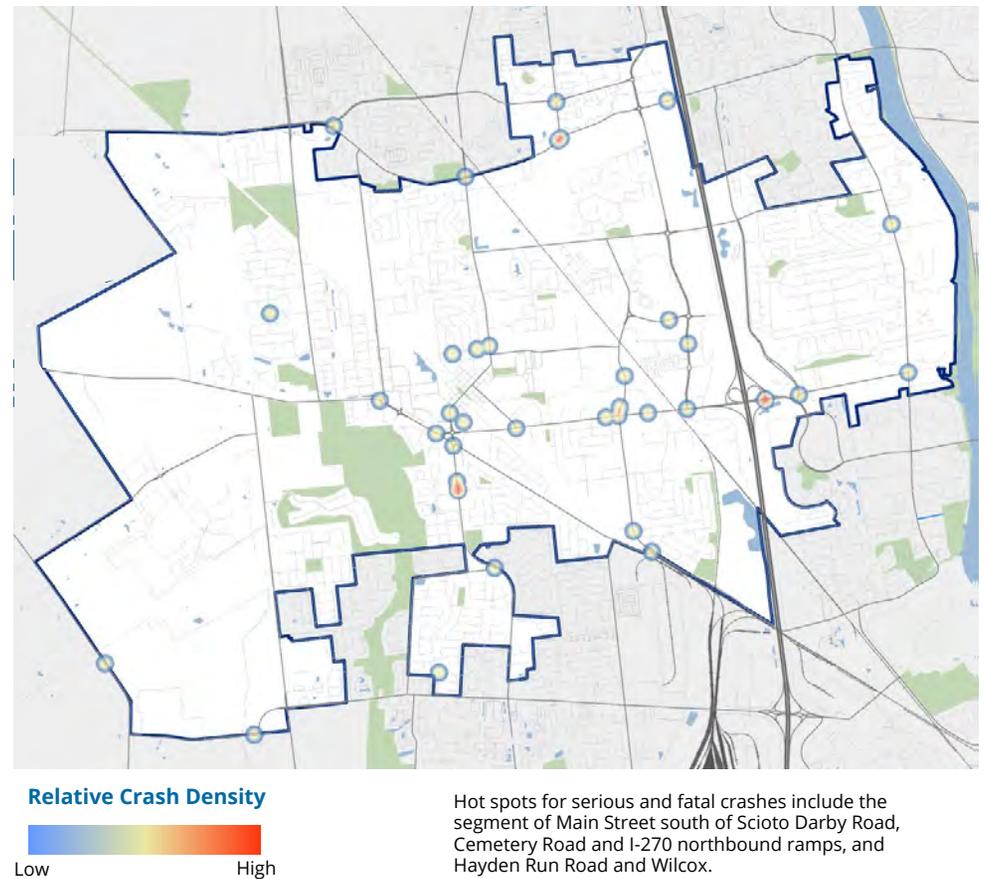
Transit is not currently a highly used mode of transportation for Hilliard residents. There are three COTA lines that run through Hilliard: local routes #21 and #32, and peak-hour express route #71. There is also one COTA Park & Ride location in the city at Parkway Lane. In 2019, only 0.3% of Hilliard residents took public transportation to work. Yet, public input indicates a desire to make Hilliard more transit-friendly through land use and development changes that will make public transportation more convenient and feasible. There is currently one publicly funded rideshare service: Hilliard Express. It is a free, wheelchair-accessible, on-demand transit service that runs seven days a week for anyone 55 years and older. Hilliard Express is a valuable transit option for seniors, but it is not a well-known resource in the community.

Hilliard has also worked with the Mid-Ohio Regional Planning Commission (MORPC) to carry out a planning study and Tier I Environmental Impact Statement for a new Amtrak passenger rail route between Chicago, Columbus and Pittsburgh along the existing CSX rail line, with potential for a station to be located in Hilliard. Hilliard joined 30 other communities in submitting letters of support to include this proposal in the Amtrak System 2035 Plan. MORPC intends to seek funding from the Federal Railroad Administration to further advance the proposal.

Safety is increasingly a concern and moving toward speed safety and zero deaths due to traffic crashes is a priority. The City places a high value on making its streets safer. Most notably, the City adopted its Safe Streets for Hilliard safety action plan on September 12th, 2022 (Resolution 22-R-71). This plan included an analysis of crash data and contributing factors, defining its High Injury Network—streets where injury or fatality crashes are most common, and its action plan to improve safety.

An analysis of crash data from 2015 through 2019 shows that intersections along Cemetery Road and, to a lesser extent, Main Street south of the Triangle have a high concentration of injury crashes (Map 4.2), and account for a substantial number of fatal and serious injury crashes (FSI). Cemetery Road from Main Street east to Fishinger Road, and Main Street/Hilliard Rome Road from south of Hilliard's

Map 4.2. Fatality and Serious Injury (FSI) Crashes, 2015-2019



corporation limit north to Cemetery Road are recognized by MORPC and the city as part their respective High Injury Networks.

The Triangle had the highest concentration of crashes between 2015 and 2019. The city has implemented incremental improvements in 2019 and 2021, which are now reducing the total number of crashes. Additionally, since roundabouts were constructed in 2011, the Triangle is no longer a hotspot of FSI crashes.

Speeding is a top transportation concern and occurs mainly along major roadways such as Cemetery Road and Hilliard-Rome Road, and residential areas with cut-through streets. In 2022, the City updated its Neighborhood Traffic Calming Program which addresses speeding in neighborhoods. Combined with Hilliard's safety action plan, these initiatives work together to make driving, walking, and cycling safer throughout Hilliard.

As Hilliard and northwest Franklin County grow, so will traffic volumes and congestion. Today, congestion is predominantly a time-of-day issue resulting in slowdowns and queues in several areas:

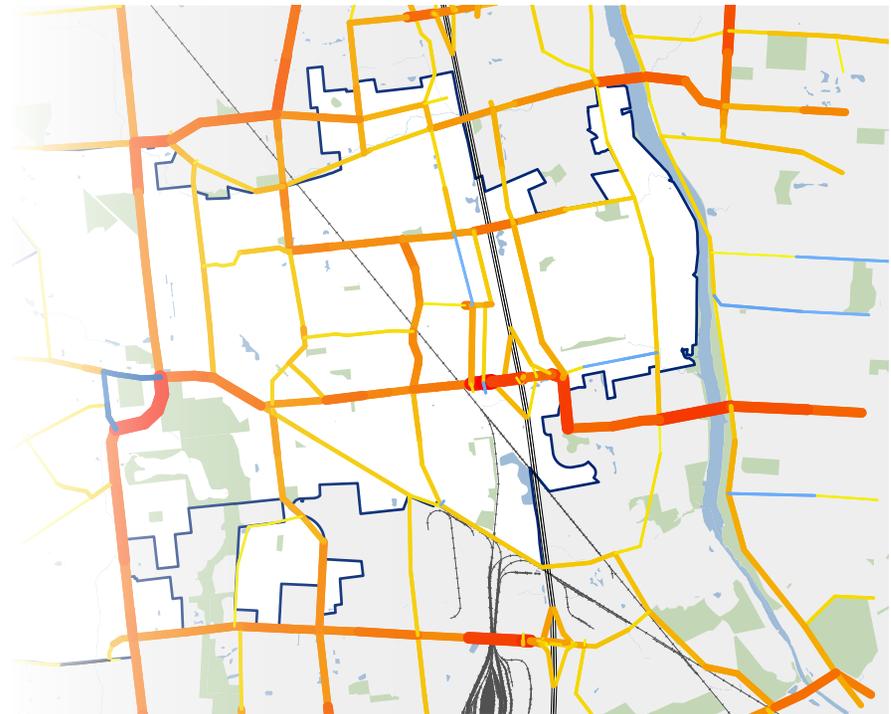
- Along Cemetery Road, near its interchange with I-270 and the Triangle.
- Avery and Davidson roads near Davidson High School.
- Scioto Darby and Leppert roads near Darby High School
- Near Scioto Darby and Cosgray roads.
- Along Main Street in Old Hilliard.

While traffic congestion is fairly limited today, as the City and northwest Franklin County continue to grow, increases in traffic volumes are expected to lead to more congestion. Those areas listed above are likely to become more congested, as will the following additional areas:

- The Alton & Darby Creek and Cosgray roads north-south corridor.
- Scioto Darby Road between Cosgray Road and the Triangle.
- Portions of Davidson Road east of Avery, and Avery Road north of Davidson.

While congestion is expected to become more of a challenge, street widening projects are very expensive, impact private property, and can worsen street safety by making it easier for motorists to travel at excessive speeds and harder for pedestrians, bicyclists, and motorists to safely cross the street. City officials are encouraged to monitor congestion and incrementally pursue projects to help manage its affects by improving network connectivity, safety, and multimodal access.

Map 4.3. MORPC Travel Demand Model through 2050



Street segments shown with wide red lines are anticipated to see the most growth in traffic based on projections from the Mid-Ohio Regional Planning Commission's Travel Demand Model.

FUTURE STREET NETWORK

As noted, increasing traffic volumes and congestion will become more of a concern as the city and northwest Franklin County continue to grow. A key part of Hilliard's strategy to address congestion will be increasing connectivity, as well as targeted incremental improvements to specific intersections through the use of roundabouts to enhance safety and increase capacity. Because of the high cost and negative impacts to safety, widening of critical portions of certain thoroughfares should be scrutinized and considered only after careful consideration of impacts to all users. The following improvements are numbered and shown on Map 4.4 (next page).

In the near term, key projects to build out and improve the Future Street Network include:

- ① A new alignment project is the Cosgray Road extension, directly connecting Cosgray Road with Alton & Darby Creek Road.
- ② Safety and mobility enhancement improvements along Cemetery Road between Norwich Street and Trueman Boulevard, including a median, shared-use trail, and streetscape enhancements.
- ③ Safety and mobility enhancement improvements along Main Street/Hilliard-Rome Road between Whirlwind Cove Drive (city limit) to Cemetery Road, including a median, shared-use trail, and streetscape enhancements.
- ④ Minor roundabout improvements at Britton Parkway and Hayden Run Road.
- ⑤ Construction of roundabouts along Cosgray Road at Scioto Darby Road, Woodsvie Way, and Hoffman Farms Drive/Jeffrelyn Drives.
- ⑥ Aesthetic and multimodal improvements along Davidson Road between Britton Parkway and Trueman Boulevard

As development occurs, street improvements and new streets including:

- ⑦ Realignment of Scioto Darby Road and a new roundabout near its intersection with Leap Road, in partnership with the City of Columbus.

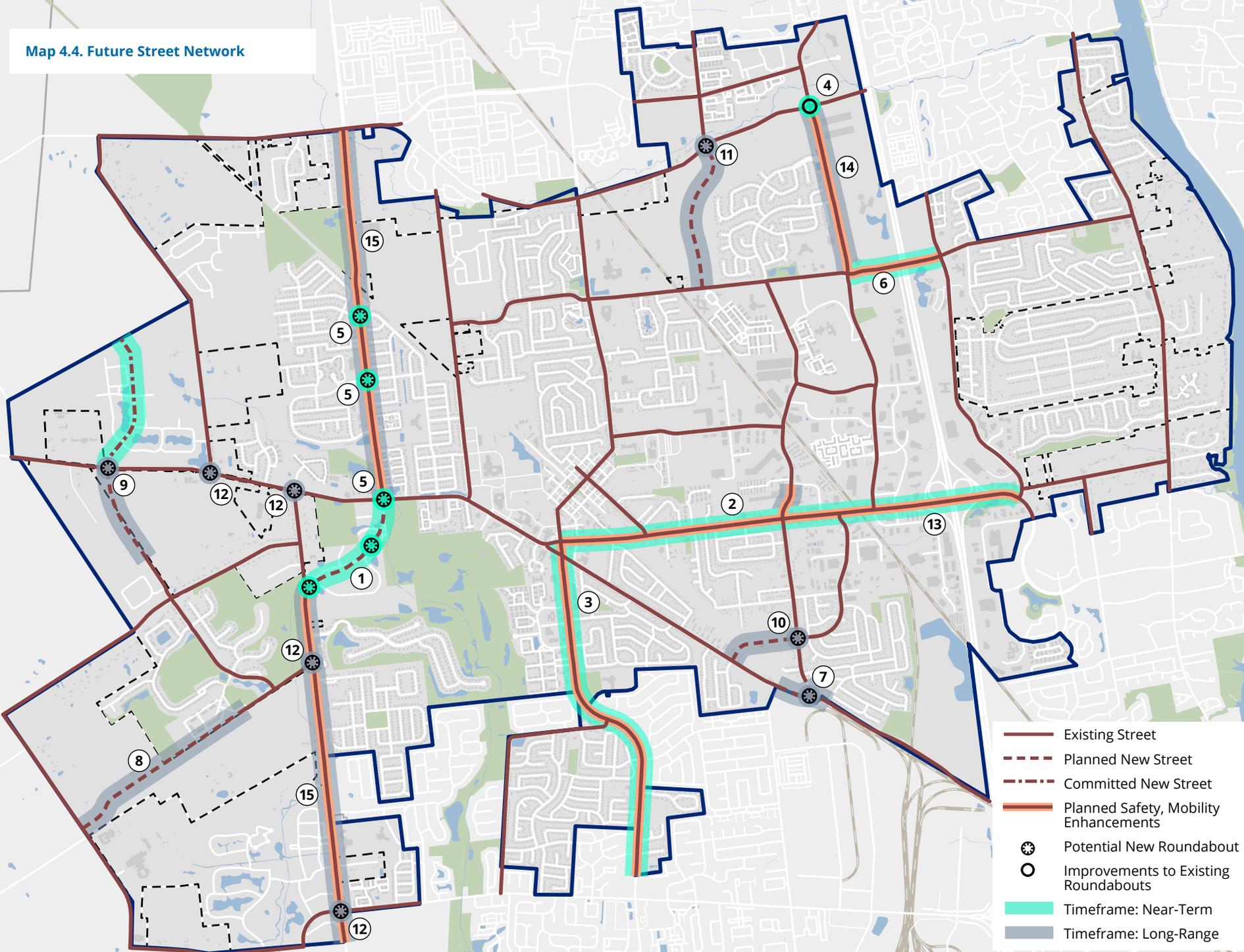
- ⑧ Muir Parkway extension west to Walker Road.
- ⑨ Audubon Avenue extension from its terminus north to Scioto Darby Road, a roundabout, and then to points northwest.
- ⑩ Lacon Road extension from a new roundabout intersection with Leap Road west to Scioto Darby Road.
- ⑪ Wilcox Road extension from a new roundabout intersection at Hayden Run Road south to Davidson Road.
- ⑫ Roundabouts along Scioto Darby at Elliott Road and Alton & Darby Creek Road; and along Alton & Darby Creek Road at Muir Parkway and Roberts Road.

Over the long-run, key projects to build out and enhance the street network may include:

- ⑬ Widening of Cemetery Road between Britton Parkway and Trueman Boulevard, and potentially interchange modifications to improve safety, multimodal access, and congestion issues.
- ⑭ Aesthetic and multimodal improvements and possible widening of Britton Parkway between Davidson and Hayden Run roads.
- ⑮ Safety and mobility enhancements improvements along Alton & Darby Creek and Cosgray roads, including a median, shared-use trail, and streetscape enhancements.

These projects will be expensive and disruptive, yet incremental improvements may help forestall when widening is ultimately needed such as intersection capacity improvements.

Map 4.4. Future Street Network



- Existing Street
- Planned New Street
- Committed New Street
- Planned Safety, Mobility Enhancements
- Potential New Roundabout
- Improvements to Existing Roundabouts
- Timeframe: Near-Term
- Timeframe: Long-Range

CONTEXT AND FUNCTIONAL CLASSIFICATIONS

Thoroughfares within the City of Hilliard have been assigned Context and Functional classifications.

The **Context Classification** (see below) reflects each street’s planned land use context, ensuring it is designed in such a way that supports planned development along the corridor. This plan uses three contexts — Transitional Suburban, Suburban, and Activity Center. By example, much of Cemetery Road is classified as Activity Center Context which complements the Cemetery Road Focus Area vision for transforming the corridor into a walkable main street. Activity Center streets may have on-street parking, landscaped medians, and frequent crosswalks to promote local commerce and facilitate visitors parking once and walking to multiple destinations.

A street’s **Functional Classification** reflects how the street supports travel within the overall system—balancing the needs of through commuting traffic versus local access. Major Arterials tend to favor moving substantial volumes of through traffic versus Minor Arterials and Network Collectors which progressively move less through, long-distance traffic and favor shorter trips and provide access to Major Arterials. Combined, these systems help balance the needs for livability, mobility, and access.



Transitional Suburban Context

Areas transitioning from rural to suburban in character, including agricultural fields, open space, and new development with large setbacks, connected by streets and paths.



Suburban Context

Automobile-oriented large, contiguous residential, commercial, and mixed-use developments with smaller setbacks, connected by streets, paths, and sidewalks with targeted crosswalk improvements at key locations.



Activity Center Context

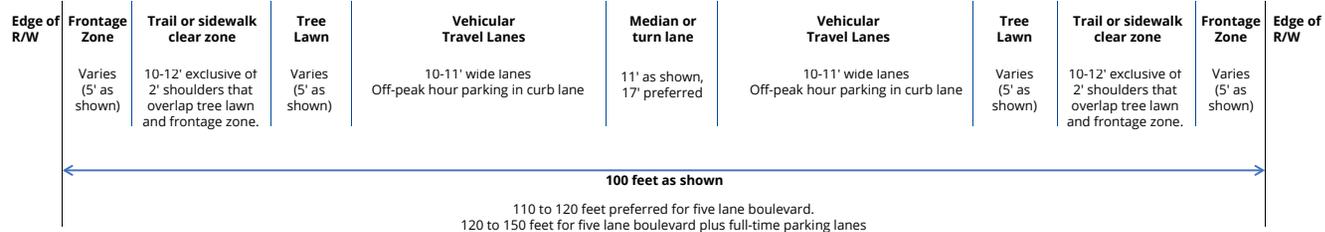
Pedestrian-oriented smaller commercial, residential, and mixed-use developments built up to the right-of-way line, with on-street and rear shared parking, connected by streets and sidewalks.

Street design in a variety of contexts

Streets should serve a variety of users and support the desired character in which they exist. While vehicular movement is a component of mobility, it should not be the only consideration when street improvements are proposed. Different kinds of places require a different set of design priorities to create a “place” as well as to achieve desired mobility objectives (travel speeds, walkability and transit readiness).

The following diagrams show typical street designs based on context and functional classification. They assume a specific width of right-of-way which may not be available in all locations. In constrained settings, some design elements may be reduced or infeasible. For example, Cemetery Road (Activity Center – Major Arterial), which generally has 100 feet of right-of-way today, would not support four travel lanes plus space on-street parking. In that context, on-street parking could be omitted or be accommodated within a travel lane during off-peak times.

Activity Center – Major Arterial (Typical)

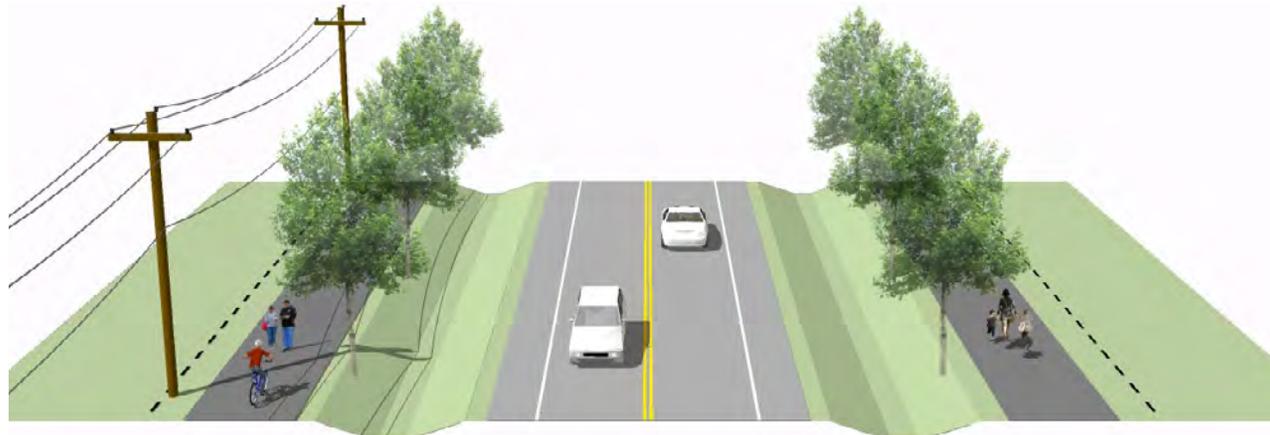


Suburban – Minor Arterial (Typical)



Edge of R/W	Shared-use Trail and Utilities	Tree Lawn	Vehicular Travel Lanes	Tree Lawn	Sidewalk	Width for future Shared-use Trail and Utilities	Edge of R/W
	10' Trail 8' aerial utility zone (overlaps trail)	10' as shown Trees planted 5' behind face of curb	10-11' wide lanes Two-way left turn lane or median (optional) 2' curb and gutter	10' as shown Trees planted 5' behind face of curb	6' as shown	4' additional width for trail. 8' aerial utility zone (overlaps trail)	
90 feet as shown							

Transitional Suburban – Major Arterial (Typical)



Edge of R/W	Shared-use Trail, Street Trees, and Utilities	V Swale Over Culvert	Shoulder	Vehicular Travel Lanes	Shoulder	V Swale Over Culvert	Future Sidewalk or Trail, Street Trees, and Utilities	Edge of R/W
	Trees planted 18' off edge line 10' future trail with 8' Utility zone (overlaps trail)	Varies, 9' as shown	5' Asphalt 3' Graded	10-11' wide lanes Two-way left turn lane (optional)	5' Asphalt 3' Graded	Varies, 9' as shown	Trees planted 18' off edge line 10' future trail with 8' Utility zone (overlaps trail)	
110 feet as shown								

ACTIVE TRANSPORTATION NETWORK MAP

The proposed active transportation network is a vision for providing a connected network throughout the city that serves users of all ages and abilities.

Some type of pedestrian or bicycle facility should be provided on both sides of thoroughfare plan streets in most contexts. In the suburban transitional context, pedestrian or bicycle facilities may be provided on only one side of the street provided that enhanced safety crossings are provided at key locations to connect to neighborhoods and amenities on opposite sides of the street. The city preference is to provide fully separated shared use paths on at least one side of major roadways whenever possible to maximize safety and comfort.

While mapped facilities are shown as "existing" or "proposed", the proposed facilities include some that are currently under construction, some that have funding and are being designed, some that have been planned and publicly vetted, and some newly proposed facilities that have been identified as logical or needed connections.

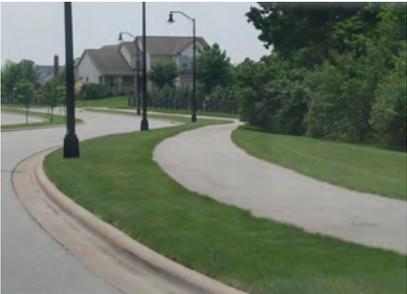
The Active Transportation Network Map identifies the following facility types:

Sidewalk



Sidewalks are typically at least six-feet wide and are intended for pedestrian use, but may accommodate cyclists in low volumes.

Shared Use Path



Shared Use Paths are used by people walking, biking, and rolling. They may be along the side of a roadway or follow independent alignments. They are usually eight to ten feet wide. In limited situations where right-of-way space is constrained, a planned shared use path might be constructed as a protected bicycle lane within the roadway.

Enhanced Wayfinding Route



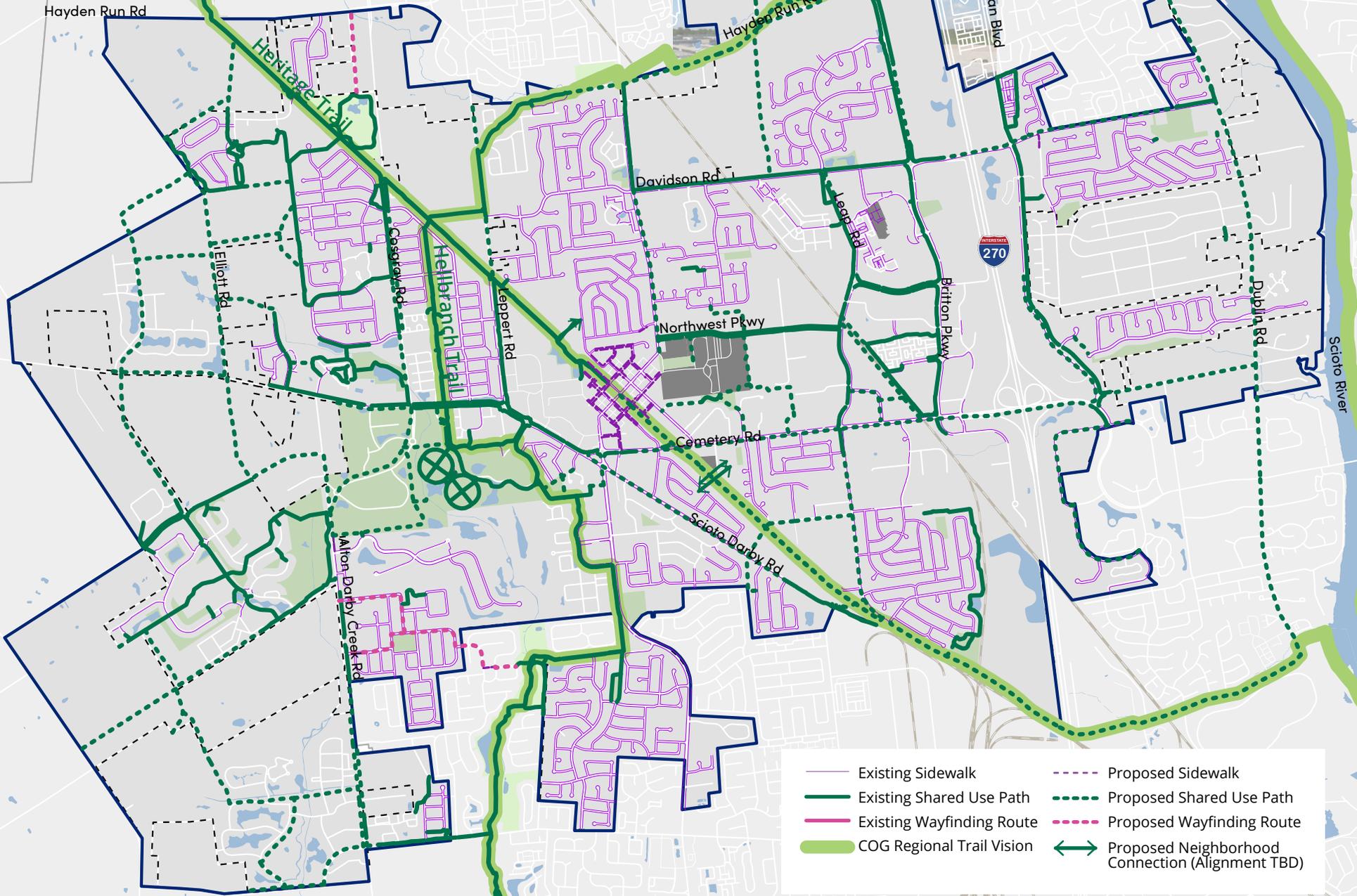
Enhanced wayfinding routes are low-volume (often residential) streets that include features to guide bicyclists to through a neighborhood to their destination. These features may be fun or artistic, such as colored pavement markings, paw prints, street art, or small signage.

Bicycle Lane



Bicycle lanes are sections of a roadway for exclusive use by bicyclists. While these facilities exist in the city, they are not the preferred facility type. Two-foot to five-foot wide paved shoulders may be considered on Transitional Suburban context roadways in lieu of on-street marked bicycle lanes to serve experienced cyclists.

Map 4.6. Proposed Active Transportation Network

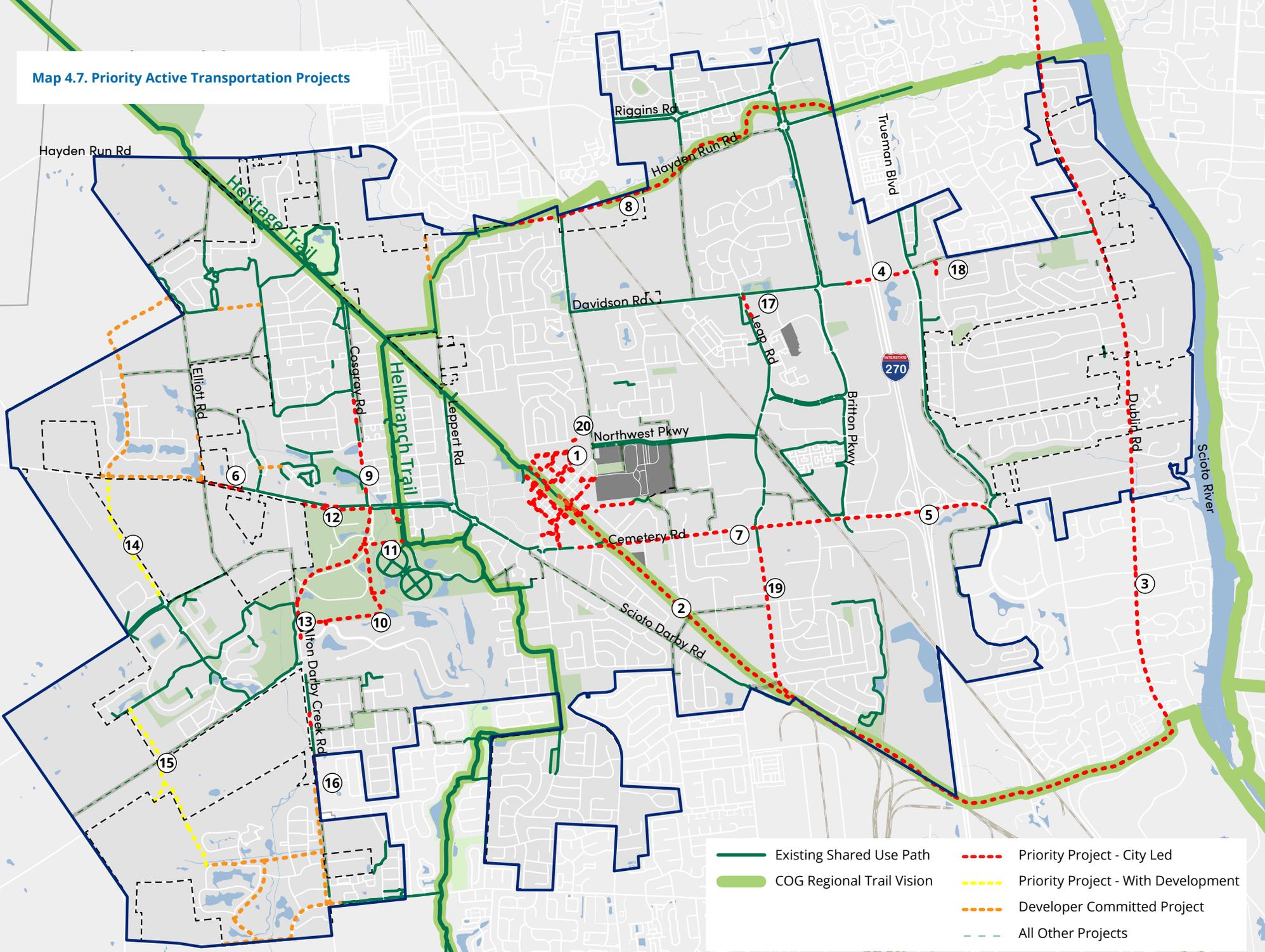


PRIORITY ACTIVE TRANSPORTATION PROJECTS

Priority active transportation projects are shown in the accompanying map and listed in the table below. Numbered priority projects are those already funded or in design; key projects located in Focus Areas; and projects which would help complete or linked to the regional greenway network. The map also shows projects committed by developers or priority projects that should be built as part of future developments.

ID	Project Type	Status	Street or Trail Name	Extents
①	Sidewalks	Proposed	Old Hilliard Sidewalks	Throughout Old Hilliard where sidewalks are missing
②	Shared Use Path	Planned	Heritage Rail Trail Extension	Columbia Street to Quarry Trails Park
③	Shared Use Path	Planned/Funded	Dublin Road	Quarry Trails Metro Park to Limestone Ridge Drive (Dublin)
④	Shared Use Path	Planned	Davidson Road	Lyman Road to Trueman Boulevard
⑤	Shared Use Path	Planned/Funded	Cemetery Road (south side)	Britton Parkway to Trueman Boulevard
⑥	Shared Use Path	Proposed	Scioto Darby Road	Fill gap east of Elliot Road to west of Glynwater Lane
⑦	Shared Use Path	Proposed	Cemetery Road (south side)	Britton Parkway to High School Road
⑧	Shared Use Path	Proposed	Proposed Hayden Run Trail	Britton Parkway to Eventing Way
⑨	Shared Use Path	Construction/Funded	Cosgray Road (west side trail gaps)	South of Woodsvie Way to north of Scioto Darby Road
⑩	Shared Use Path	Design/Funded	New Community Center trails	Alton & Darby Creek Road to Scioto Darby Road
⑪	Shared Use Path	Planned	New Community Center trail connections	New Community Center trails to Veterans Memorial Drive
⑫	Shared Use Path	Design/Funded	Scioto Darby Road (south side)	Cosgray Road to Alton & Darby Creek Road
⑬	Sidewalk	Design/Funded	Alton & Darby Creek Road (east side)	Heritage Lakes Drive to new Community and Wellness Center trails
⑭	Shared Use Path	Proposed	Proposed Western Greenbelt	Scioto Darby Road to Davis Road
⑮	Shared Use Path	Proposed	Proposed Western Greenbelt	New development committed trails to Heritage Preserve trails
⑯	Shared Use Path & Crossing Improvements	Proposed	Alton Darby Creek Road	Fill gaps south of Muir Parkway
⑰	Sidewalk	Planned	Leap Road (east side)	Fill gap south of Davidson Road
⑱	Sidewalk	Proposed	Schirtzinger Road (west side)	Fill gap south of Davidson Road
⑲	Sidewalk Improvement	Planned	Leap Road	South of Cemetery Road to Scioto Darby Road
⑳	Sidewalk	Proposed	Dexter Ave (south side)	Fill sidewalk gap east of Circle Drive

Map 4.7. Priority Active Transportation Projects



ACTIONS

In addition to the Future Street Network and Future Active Transportation Maps, the following actions support the mobility and connectivity objectives. These actions are strategic projects, policies, and programs that supplement existing City activities.

Improve thoroughfare plan streets to support future land use, placemaking, and travel priorities

- mc 1 Provide comfortable bicycle and pedestrian facilities along key thoroughfares with priority for shared use paths where feasible.** Incorporate bicycle and pedestrian facilities into all roadway reconstructions and continue to ensure that pedestrian facilities (either sidewalk or shared use path) are provided on both sides of the roadway on key thoroughfares. Fill critical missing gaps in the network. Use buffers, landscaping, shade trees, street furniture, public art, and/or other features to provide a comfortable environment and separation from motor vehicles. In areas with anticipated high levels of bicycle and pedestrian activity, provide adequate space for or separation between modes. In constrained situations, on-road bicycle facilities might be considered and should incorporate as much separation as possible.
- mc 2 Create a maintenance plan for bicycle and pedestrian facilities.** Year-round and consistent maintenance of bicycle and pedestrian facilities recognizes their importance as part of the transportation network for people of all ages and abilities. Develop a system for prioritizing snow removal along key shared use paths and sidewalks to improve safety and year-round use. Incorporate routine maintenance for bicycle and pedestrian facilities (such as sweeping, resealing, and repaving) into annual budgets.



Sidewalk and trail maintenance, cleaning, and snow removal

Regular maintenance activities for active transportation facilities include pavement preservation and repair, sweeping and vegetation management, drainage cleaning and repairs, ADA compliance, pavement marking inspection and replacement, snow and ice control, and signage maintenance and replacement.

Hilliard can look to communities like Madison, Wisconsin, for creative ideas on how to manage maintenance for bicycle and pedestrian facilities. In Madison, additional capacity for snow removal on pedestrian facilities was gained when the City hired new full-time employees to split their time between various departments, including Traffic Engineering and Parks. This interdepartmental coordination allowed the City to prioritize bikeway maintenance year-round in a cost-effective way.

mc 3 Assess the secondary impacts of transportation capital improvement projects and prioritize those which enhance safety, multimodal access, and livability. As a policy, priority should be given to projects which improve quality of life by addressing issues such as safety, access and comfort for pedestrians and bicyclists, and otherwise enhance livability. Projects that serve only to address peak-hour congestion should be deprioritized. Staff are directed to assess prospective projects based on their secondary societal impacts and consider these ratings when deciding which projects to advance.

mc 4 Continue capital improvement funding for programs to incrementally improve safety, multimodal, and active transportation needs. Incorporating line-item budgets for to-be-determined capital improvements provides flexibility to staff to quickly address issues and make lower-cost incremental improvements on an annual basis.

Pursue key capital projects that facilitate redevelopment and improvement of focus areas. (see Focus Areas chapter for specific recommendations)

Connect all parts of the city with walking and biking facilities (Big Ideas 3 and 4)

mc 5 Establish Hilliard as a regionally recognized Trail Town. Develop and implement a local Trail Town program that includes transportation, economic, and land use-related guidance for considerations such as bicycle parking, restrooms, trail access to businesses, and incentives for people walking and biking. Prioritize implementation of Trail Town strategies in Old Hilliard and along the Retired Rail Corridor.

Create safer connections for pedestrians and cyclists to get across I-270. (Refer to I-270 Focus Area plan for details).

Trail Town Strategies for Hilliard

A "Trail Town" is a community that supports trail users with services, promotes the trail to its residents, and embraces the trail as a resource to be protected and celebrated.

Participate in the Regional Trail Town brand program

MORPC Central Ohio Greenways Board is leading regional efforts to create a cohesive brand that can foster pride and connectedness among Central Ohio communities that are linked by the regional trail network. Hilliard may gain benefits like customized logos, marketing support, branded signage, or technical assistance.

Consider policies or programs for art and culture along trails

Public art creates vibrancy and is a great way to build local enthusiasm. Hilliard can explore bicycle, railroad, or other themes that highlight both local history and future goals. In addition, group rides and walks on the trails could be organized by the Parks Department or community partners to encourage trail use.

Work local businesses to be positioned to access the trail market

It will be important to raise awareness, find local champions, and support the needs of business owners and employees to maximize the economic benefits of being a trail town.

Provides trail-oriented development

A variety of development including housing, restaurants, activities and shops as well as trail amenities that cater to short- and long-distance travelers will help Hilliard become a trail destination. See the Retired Railroad Corridor section of the Focus Areas chapter for more on trail-oriented development.



mc 6 Determine potential alignments for the future Hayden Run COG Regional Trail. Conduct a feasibility study to determine alignment alternatives for the Hayden Run Trail. Coordinate with Central Ohio Greenways and nearby jurisdictions to ensure connectivity into the regional trail system.

Make walking and biking safer, more comfortable, and more accessible for a wider range of people

mc 7 Improve the safety and comfort of intersections and midblock crossings for people walking and biking. Continue to evaluate and program crosswalk improvements using a data-driven approach to improve safety of crossings, particularly along thoroughfare plan streets in areas with high numbers of pedestrians are present or expected in the future. Assess the frequency of crossings on Thoroughfare Plan roads to provide a connected and direct walking network.

mc 8 Provide sidewalks on both sides of all streets in Old Hilliard. Old Hilliard maintains its original pedestrian-scaled street grid but is one of the only parts of the city still lacking sidewalks on one or both sides of most streets. To support the vision to develop the area as a walkable mixed-use destination, the sidewalk network throughout Old Hilliard should be completed. As redevelopment occurs, the sidewalk network should be built as part of all development proposals. If redevelopment of critical areas is not planned, the city should implement capital project to fill sidewalk gaps.

Active Transportation Wayfinding

An active transportation wayfinding system should be designed to help people navigate the network, reach parks and public spaces, and locate key amenities. This plan recommends the development of a wayfinding plan for the city.

Wayfinding Steps

Orientation: Use landmarks to provide strong orientation cues. Maps can also help in the orientation step.

Route Decision: Limit the number of decisions/destination choices and provide signs or prompts at decision points. Maps can help improve route decision making.

Route Monitoring: “Breadcrumbs”—visual cues highlighting the route taken—can aid route monitoring, particularly to help people avoid backtracking to check if they are on the right route.

Destination Recognition: Give destinations clear and consistent markers, such as confirmation or gateway signs announcing each destination name.

Principles of Wayfinding

The following principles should always be applied to wayfinding design including signage such as informational, directional, regulatory and mile marker signs.

- Keep it simple – Provide basic information on distance, direction, and destination. Wayfinding signs should not contain too much information or be confused with educational signing.
- Be consistent - Wayfinding should be consistent and predictable.
- Design for the inexperienced user - Design for users who prefer low-stress bicycling conditions and people who may have never used a facility before.
- Be inclusive - Design signs with people with low vision or vision disabilities and people with limited English in mind to maximize audience.
- Make connections - Wayfinding should help people get from point A to point B.

mc 9 Establish a Wayfinding Plan and program to improve access to key destinations for people walking and biking. Develop a bicycle and pedestrian wayfinding plan that increases resident and visitor awareness of community destinations and encourages walking and biking to parks and top public spaces and on city trails. In collaboration with MORPC and Central Ohio Greenways, create a wayfinding brand that emphasizes Hilliard’s identity as a Trail Town and part of the regional trail network. Utilize walk audits and bicycle audits to better understand wayfinding needs during the planning process.

Reduce, and one day eliminate, serious injury and fatal crashes for all modes of travel

mc 10 Identify systemic safety improvements to reduce serious injury and fatal roadway crashes for all modes. Implement the recommended infrastructure improvements identified in the Safe Streets for Hilliard plan. Prioritize strategies that address intersection safety, speeding drivers, young drivers, and vulnerable road users. Implement the recommended policy, programming, and non-infrastructure strategies in the Safe Streets for Hilliard plan.

mc 11 Reduce vehicle speeds along Thoroughfare Plan Streets. Use roadway design, speed limit reduction, education, enforcement, and land use tools to reduce driving speeds on thoroughfare plan streets. Prioritize multi-lane corridors with adjacent land uses that have potential to generate pedestrian activity, including commercial, mixed-use, and residential.

mc 12 Reduce vehicle speeds on priority residential streets. Utilize the prioritization matrix and data-driven approach identified in the 2022 Neighborhood Traffic Calming Program to reduce driving speeds and improve safety and quality of life for all users on residential streets.

Safe Streets

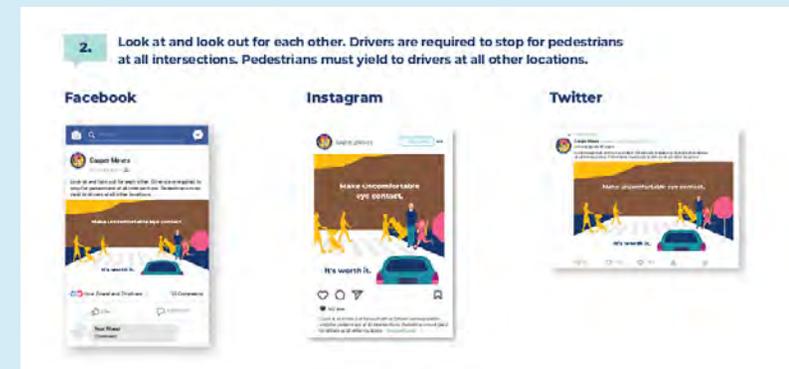
The [Safe Streets for Hilliard Action Plan](#) completed in 2022 is a collaborative program of policies and strategies to prevent fatal and serious injury crashes on Hilliard’s roadways. The action plan aims to do this by focusing on three solutions for the top transportation issues in Hilliard:

Safer Roads: Improving roads through planning, engineering, and design to facilitate safe travel for all road users. The action plan identifies eleven strategies in this category to be led by the Hilliard Division of Transportation & Mobility.

Safer Road Users: Encouraging road users to execute safe driving behaviors and enforcing traffic laws. This can be done through actions like safety education campaigns. In this category, the action plan lists ten strategies to be implemented by various agencies including Hilliard City School District, Franklin County Safe Communities, Hilliard Division of Police, and Franklin County Public Health.

Safer Speeds: Considering speeds in coordination with the surrounding environments and contexts. The Hilliard Division of Transportation & Mobility and the Division of Planning will collaborate to implement the seven strategies listed in this section of the action plan including zoning changes and infrastructure countermeasures.

In addition to outlining the ways Hilliard can achieve its transportation safety goals, the action plan ensures that Hilliard is eligible for federal funding the USDOT Safe Streets for All Program through at least 2027.



Example of a safety education campaign in Casper, WY



Hilliard recently updated the Neighborhood Traffic Calming Program Guide, along with a toolkit of strategies based on national guidance. The toolkit includes information about the speed reduction effectiveness, crash reduction effectiveness, maintenance considerations, impact to City services, and relative cost of various infrastructure. Through the program, Hilliard can implement infrastructure like high-visibility crosswalk markings, speed feedback signs, or traffic circles to reach neighborhood safety goals. For more information about eligibility, public involvement opportunities, and program implementation visit <https://hilliardohio.gov/traffic-calming/>.

Prepare for future mobility options

- mc 13 Establish a pilot program to implement a shared micromobility system in the city.** As Hilliard becomes better connected to neighboring communities through expansions to the trail network, develop a bikeshare, e-bike share, and/or e-scooter share pilot in Hilliard with private, non-profit, and/or public partners. Focus the pilot program on increasing access to active transportation in areas like Old Hilliard, the Retired Rail Corridor Focus Area, Cemetery Road Focus Area, and Municipal Park. Coordinate implementation efforts with neighboring jurisdictions and regional initiatives.
- mc 14 Elevate and expand Hilliard Express service.** Develop a multifaceted campaign to promote availability of the existing Hilliard Express service to older adults and eligible residents. Extend Hilliard Express hours of operations to include evenings and weekends, expand eligibility to include all Hilliard City Schools students.
- mc 15 Position Hilliard to capitalize on future regional or interstate public transportation initiatives.** Continue to include considerations for future Amtrak, Hyperloop, bus rapid transit, or other regional or interstate transit options into long-range planning efforts. (Refer to Cemetery Road Focus Area plan for more details on Amtrak expansion).



The City of Dublin is using a pilot program with Bird scooters to observe and plan for how residents and visitors use micromobility for transportation. The pilot will inform decision-making to create a safe, comfortable, and convenient system that balances all roadway users in key mixed-use districts. The project will be implemented in two phases. As of Fall 2022, over 6,000 unique riders have ridden 15,000 miles. In addition to scooters, CoGo bikeshare will be implemented, providing traditional and e-bicycle access for users.



LinkUS is a growth and mobility initiative to better connect the region's community and businesses so everyone can share in Central Ohio's success. The project intends to create a rapid transit system for the region to support more sustainable growth patterns, protect open space, limit traffic impacts, and offer reliable transit options.

The Northwest Corridor is the first LinkUS corridor where future bus rapid transit will be implemented. It is one of central Ohio's most critical transportation connections, linking major institutional and employment centers including The Ohio State University, the Ohio Health hospital campus, Grandview Yard, Downtown and the Arena District.

While Hilliard is not directly on the planned corridors, some of the initiative's focus includes support for improving "first-mile, last-mile" connections to transit corridors. Future population growth and densification in Hilliard could also support the need for improved transit connections to the regional network.

