

Metro Parks



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Westerville, Ohio
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metroparks.net

Board of Park Commissioners

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Tim Moloney

Metro Parks

Battelle Darby Creek
Blacklick Woods
Blacklick Woods
Golf Course
Blendon Woods
Chestnut Ridge
Clear Creek
Glacier Ridge
Heritage Trail
Highbanks
Homestead
Inniswood
Pickerington Ponds
Prairie Oaks
Quarry Trails
Rocky Fork
Scioto Audubon
Scioto Grove
Sharon Woods
Slate Run
Slate Run Living
Historical Farm
Three Creeks
Walnut Woods

May 20, 2024

The Honorable Pete Buttigieg
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue S.E.
Washington, D.C. 20590

Re: Support for the Hilliard Rome Road Grade Separation Project CRISI Application

Dear Secretary Buttigieg:

On behalf of the Columbus and Franklin County Metro Parks (“Metro Parks”), I am writing this letter to express our strong support for the City of Columbus’ Consolidated Rail Infrastructure and Safety Improvements (“CRISI”) application for the Hilliard Rome Road Grade Separation Project. The requested CRISI funding (approximately \$26.6 million) will allow Columbus to separate a hazardous at-grade railroad crossing on Hilliard Rome Road, improve transportation insecurity in two census tracts, and extend the impact and benefit of federal and local rapid transit investments.

Metro Parks is the largest park district in the Central Ohio Region, managing over 28,000 acres of parkland in one of the fastest-growing communities in the nation. The City of Columbus has been Metro Parks’ close partner since Metro Parks’ founding, and we have collaborated on many projects designed to enhance the quality of life in Central Ohio.

The at-grade crossing (513244C) on Hilliard Rome Road is one of the busier and more hazardous at-grade crossings in Ohio. This crossing sees an average of approximately 26,575 motor vehicles and 19 trains per day; and its hazard ranking is currently ranked 384th out of more than 5,600 at-grade crossings statewide. The Federal Rail Administration has received multiple reports of stopped trains blocking the crossing for extended periods of time since 2022. Pedestrians have been observed climbing on, over, or through the train cars during multiple reported incidents; and emergency responders have been observed unable to cross the tracks during one of the reported incidents. Separating the existing crossing and providing dedicated pedestrian and bicycle facilities will significantly improve safety at the crossing and through the entire corridor.

This is particularly important as two of the census tracts in the project area are identified as disadvantaged and having high transportation insecurity by USDOT’s Justice40 Rail Explorer: 39049008165 & 39049008171. The project will help connect these residents and others to the LinkUS West Broad Street Bus Rapid Transit (BRT) Corridor, which is less than a mile south of the at-grade crossing on Hilliard Rome Road. USDOT recently awarded a Neighborhood Access and Equity Capital Construction grant to the Central Ohio Transit Authority for the BRT’s construction; and the Hilliard Rome Road grade separation project will further extend the federal and local investments in the West Broad BRT Corridor by making it easier and safer to cross the railroad tracks and access the BRT.

The Ohio Rail Development Commission has already awarded this project \$3.3 million from Ohio's Rail Crossing Elimination Program. A CRISI award will continue the momentum to replace a hazardous at-grade crossing that lacks pedestrian or bicycle facilities with a separated crossing that includes pedestrian and bicycle facilities. We respectfully request that the U.S. Department of Transportation consider the transportation challenges created by the current crossing, and the need to separate it.

Sincerely,

A handwritten signature in blue ink, appearing to read 'T. Moloney', is written over the typed name and title.

Tim Moloney
Executive Director, Metro Parks