

Preparing for the Growth How we planned, when we could not define what to plan for?

2024-2050 Transportation Plan

June 28, 2024

LCATS - 2050 Transportation Plan



Agenda:

- How did we do the plan in the past?
 - Why wouldn't this work this time?
- This plan, this time, what are we asking?
 - Public Engagement process determined the plan's scope
 - Once we knew the question(s), how do we find the answers?
- Scenario Planning
 - Traditional Growth vs. Infill Growth
- Public Return On Investments (PROI)
- What could we have done better?

How did we do the plan in the past?

• We couldn't project reasonably?



Starting Over:

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• Adopted - April 2020

- Starting all over October 2021 started advertising for consultant team for the new 2024 plan
 - MS Consultants Primary
 - Toole Design Group Rural A.T.P.
 - EBP-US Scenario Planning & P.R.O.I.
- Contract approved May 2022 \$242,000
- A whole new approach to doing transportation plans

This plan, this time, what are we asking (what are we planning for)?

» Bike paths connecting Price Rd. to Main St.

the community

Gorge

» Safety measures on 21st St.

» Trail along the riverfront

Table 2.21 Desired improvements by Visioning Workshop

» Protected lanes to downtown

» Trail around Buckeye Lake

» Continued trail maintenance

» Trail connection to New Albany

» Connect T.J. Evans Trail to Edwards Rd.

» Better pedestrian connections to Kroger

» Better pedestrian connections to the post

» Connection between Heath and Newark trails

office, library, and exercise classes

» Better pedestrian connections to services in

» Connect trails through Newark to Black Hand

Engagement Highlight

I would take the bus even if ...

once in awhile

... the bus only

comes once an h

...all of the above

Visioning Workshop

The goal of the workshop's transit board was to see what tradeoffs people would be willing to make between transit coverage and guality of service. Participants filled out tickets that had four kinds of trins they would notentially use transit for, and asked to draw the line showing which factors would stop them from using transit for that purpose. The board also contained a map of future transit routes planned for Licking County

... it was faster to Of the 26 respondents, only two indicated that they currently drive use transit services in Licking County. One used transit to commute to work, and the other used transit to trave outside the county. ...the bus stop was

More respondents were willing to take transit even if the out of my way stop was out of their way for social trips than for work or out of county travel. No respondents indicated that the bus running late once in a while would be an issue for work trips, but two out of the eight responses for out-of-county trips said it would stop them from using transit. The bus running only once an hour was less of an issue for out-of-county trip than it was for work or social trips.

About half of the respondents said they would not take transit for work or social trips if it was faster to drive. Transit taking longer than driving was indicated as a reason not to use transit by at least one respondent for all of the trip types and the fewest number of people would take transit if driving were faster (Figure 2.57).





Engagement Highlight Visioning Workshop One of the activity stations at the LaunchLCA Visioning

Workshop was centered around active transportation. The goal of the station was to identify places and routes where people currently bike or walk and where they wish they could. Maps were available for the county, City of Newark, Granville, and Johnstown (Figure 2.61). Across the county, respondents said they would like to see connections between existing trails particularly through Newark and around Buckeye Lake. A future park in the northwest corner of the county near the Ohio to Erie Trail

would be nice to connect to other Licking County trails. In Newark, Hebron, and Alexandria, participants raised concerns about connections to services in the community like grocery stores, post offices, and libraries. Low income housing near Price Road in Newark was described as

being separated from services with little to no pedestrian infrastructure. Residents from Hanover requested a 100 foot right of way with protected bike lanes to attract people from participants the Black Hand Gorge trail into town (Table 2.21).

There was additional discussion regarding how shift schedules and bus schedules could be better aligned to serve workers and attract high-guality employees to Licking County, A strong active transportation network supports transit, providing riders with first mile and last mile connectivity with stops and destinations.



If you felt like you were always stuck in traffic, what would you



Engagement Highlight

Safety Over Speed

Sometimes, improving safety for all road users requires vehicles to slow down. For example, to allow more time for people walking to cross the street, a vehicle may need to wait longer at a traffic light. The LaunchLCA public survey asked people how they feel about the tradeoff between safety and speed, and the result was surprising (Figure 2.65).

Figure 2.64 shows the increase in travel delay survey takers would accept if it meant greater safety for themselves and other road users. Overall, people were willing to support greater safety even if it meant an increase in travel time. While the question asked in the survey was not based in a real proposition, and there are no plans to increase travel times intentionally, it is worth noting that there is strong public support to prioritize safety and slow vehicle traffic at key locations when necessary.

Would you be willing to increase your daily travel time if it reduces crashes and increases safety?

Yes, by as much times as needed

Figure 2.65 | LaunchLCA survey question 2 results





LESSONS LEARNED

329

Biking, Walking, & Transit

The scenarios partially account for the future construction of the planned regional active transportation network and the transit routes Figure 312 shows the proposed regional hike network described in Chapter Two and future transit stops. Buffer distances are shown representing reasonable access to these proposed facilities

If robust transit and active transportation options were available, convenient, and connected to key destinations like work places and shopping centers, for at least some of their transportation trips. This was a key finding of the public, engagement for LaunchLCA.

One of the limitations of travel demand modeling is that incorporation of non-driving modes into the transportation network is difficult and does not always result in a true forecast of how many people might shift to these modes. So, the LaunchLCA scenario outcomes like Vehicle Miles Traveled, Air Quality, and others do not account for the planned investments into transit and active transportation.

Because active transportation and transit are such important topics to the public, the project tearn assessed how well the region's planned active transportation and transit would Figure 3.12 Proposed transit and active transportation networks benefit the public under each scenario. Figures 3.13 and 3.14 show the percentage of households that would have access to a bike trail and a transit route in each scenario.



This plan, this time, what Else are we asking? Connecting the Disconnected (E.J. Populations)

Disabilities in the LCATS Region



Sources: ACS 5-Year estimates 2020 Tables B23024, B22010

Households with at Least One Person with a Disability, 2020



Vehicle Access



Source: ACS 5-Year estimates 2020 Table B25045

In 2020, 11.3

percent of

households in

the LCATS region

were in poverty.

The United Way

estimates that

another 24 per-

cent are Asset

Constrained.

Employed

(ALICE).

Sources: ACS 5-Year estimates 2020 Table B17017; United

Way of Licking County

Limited, Income

Poverty

While some areas of the State and Country are seeing more people choose to not own a car. in favor of walking, biking, or transit, this does not appear to be the case in Licking County today, Just 1.2 percent of workers in Licking County reported not owning a vehicle in 2020.* In Licking County, owning a car is an economic necessity. For "Source: ACS 5-Year estimates 2020 Table

those living in poverty or in the ALICE threshold, owning, leasing, and maintaining vehicles is a necessity that can create hardship in other financial areas.

B08541



Source: ACS 5-Year estimates 2020 Table B28001 (LCATS region)



households that earn more than the poverty level but struggle to pay basic expenses. The mounting costs of transportation, medical care, child care, groceries, and rent cause ALICE households to make difficult trade-offs. "One flat tire away from poverty"

WHAT IS ALICE?

ALICE stands for Asset

Limited, Income Constrained, and

Employed. This definition was created

by the United Way to raise awareness of

captures the lived experience of many.

Scenario Planning (Preparing for 2035 & 2050)

	Baseline	Scenario	
	2050	2035	2050
New People	50,500	53,000	79,500
Total people	188,300	190,800	221,300
Households	70,070	71,000	81,762
Employment	74,935	75,930	88,625

For Context:

- Newark City's 2023 Population Estimate = 51,046
- Newark, Heath, Granville, Hebron & Buckeye Lake = 71,169





LaunchLCA Goals Defined

Slide 5 – What issues were we told to include by the surveys, stakeholders & LCATS Board Members (Transit, Bike/Walk, Less time in vehicles, less congestion, fewer crashes)

+ People want to live closer to where they work and the communities around them? Scenario is Defined (Shorten their trips to work)

Slide 6 – Connecting the Disconnected (EJ Populations)

+ (at this point plans goals were known, so project applications could start)

Slide 7 – The trend analysis, thresholds Baseline vs Scenarios (the numbers)

= (Now, back to the stakeholders and show what we found)

Defined, what this plan has to accomplish (To this point has taken a year!)

** Skip the six months of Transportation Planning **



Baseline Includes \$164 million in projects

Represents current planning forecast







Scenarios

Outcomes – Travel Burden

- 2050 81,762 HHs (Baseline 70,070)
- 514,690 Daily VMT (6.3 miles/HH)
- 13,313 Daily VHT (9.8 minutes/HH)
- Increases access to transit 1,540 of HHs
- Increases access to bike & walk 13,081 of HHs





LAUNCH LCA

Public Return on Investment

Travel Burden



2050 MTP Board Presentation – May 14, 2024



LAUNCH LCA

s consultants, inc.

What would we do different?

- 1. Due to complexity of the area, two years was not enough, 2 ½ would have been better.
- 2. Baseline vs. Scenario modeling, would have had MORPC do the Baseline.
 - a) Pay consultant do the Scenario modeling.
- 3. Survey Questions, don't ask open ended:
 - a) 12% avoid traveling, what do they do? work from home, virtual work, retired, grocery delivery.
 - b) 16% of 16-34 year old's don't have access to a vehicle, why? is it a choice, a funding issue, live close enough walk/bike/transit.

Questions?



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Newark Advocate.

LOCAL

Licking County housing needs to grow up in populated areas, not out, study director says



Kent Mallett

Newark Advocate

Published 6:04 a.m. ET June 20, 2024 | Updated 6:04 a.m. ET June 20, 2024

NEWARK – New housing in Licking County should grow vertically in populated areas, instead of spreading out into rural areas, according to Matt Hill, the Licking County Area Transportation Study technical study director.

Menu

GROWTH AND DEVELOPMENT

Licking County development plans focus on increasing housing density in cities to avoid sprawl, save farmland and reduce transportation costs

"What we've done in the past 40 years – if we continue that in the next 20 years, we will have failed," Matt Hill, technical study director for the Licking County Area Transportation Study office, said in presenting the plan during a May 20 Licking County Planning Commission meeting.

