



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?

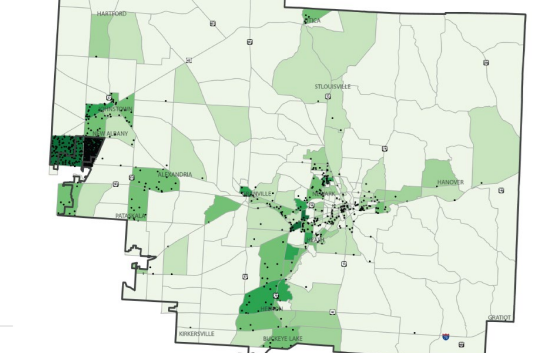
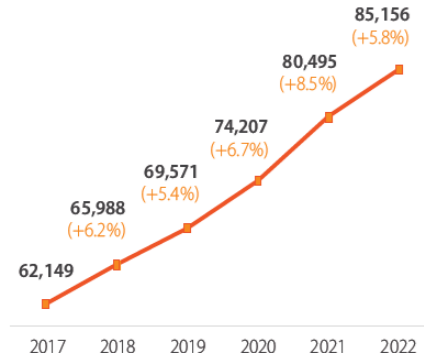
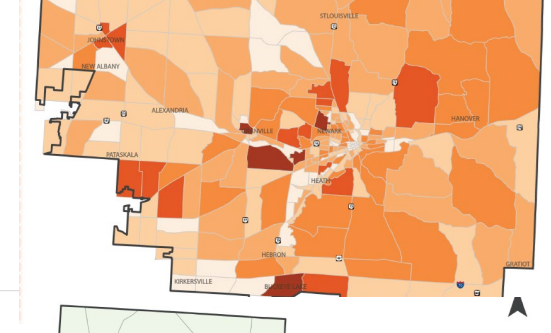
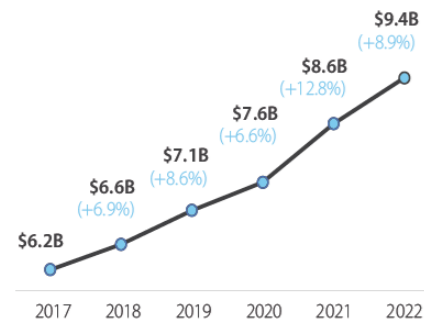
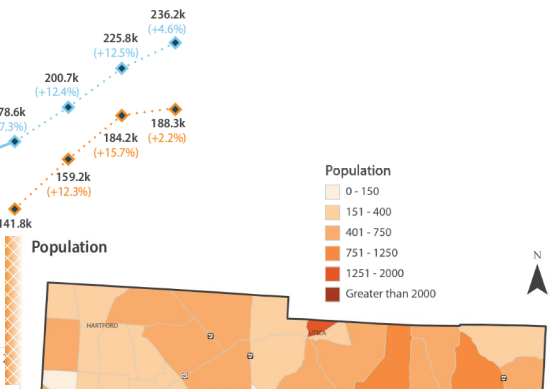
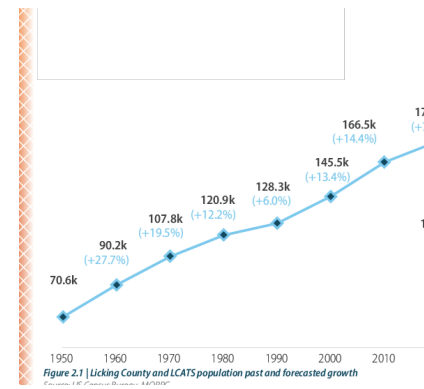
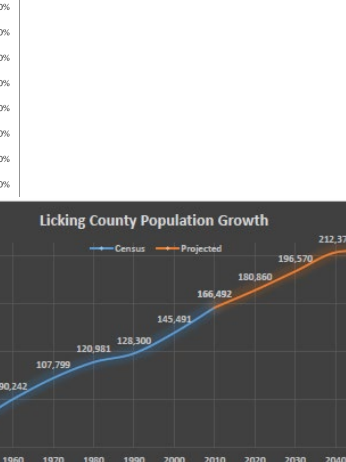
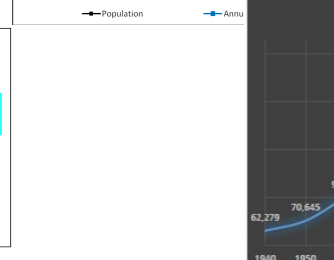
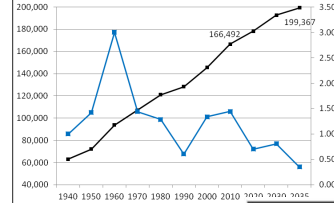
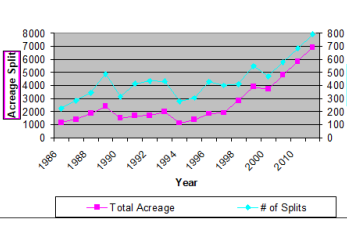
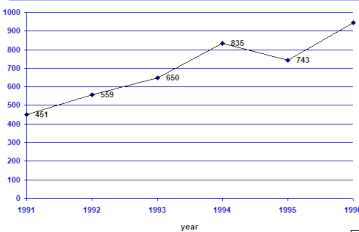
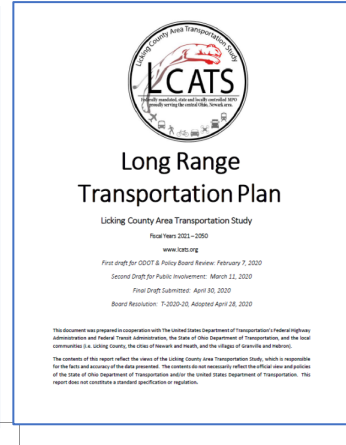
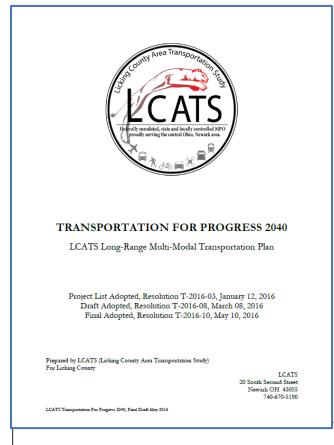
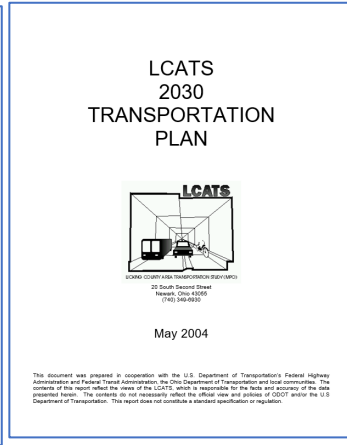
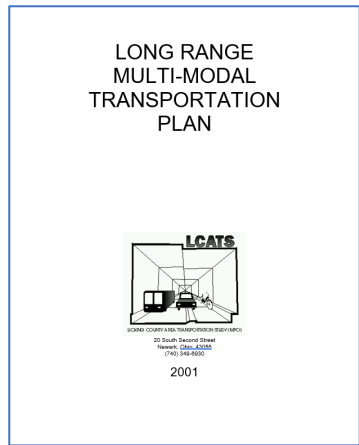


[LaunchLCA Plan](#)

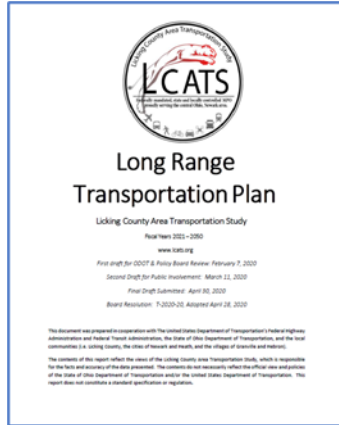
How did we do the plan in the past?

- We couldn't project reasonably?

- Why wouldn't this work this time?



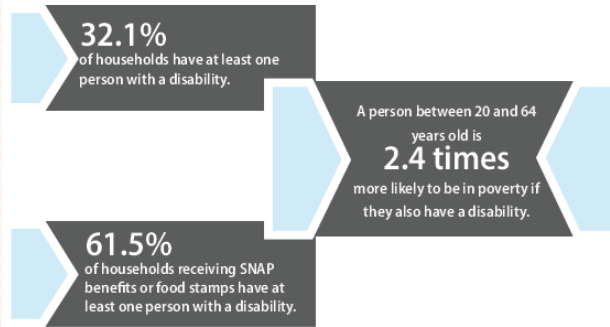
Starting Over:



- 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

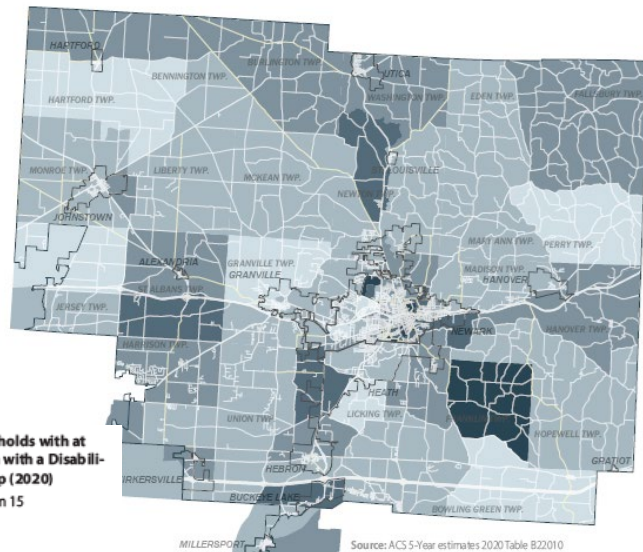
This plan, this time, what Else are we asking? Connecting the Disconnected (E.J. Populations)

Disabilities in the LCATS Region



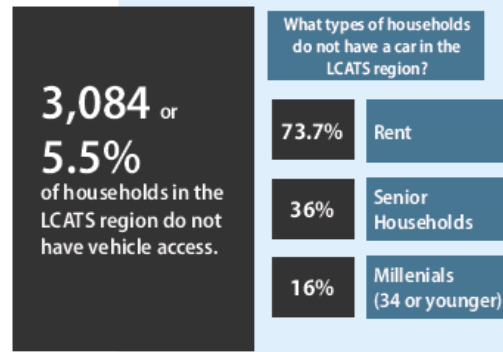
Sources: ACS 5-Year estimates 2020 Tables B23024, B22010

Households with at Least One Person with a Disability, 2020



Sources: ACS 5-Year estimates 2020 Table B22010

Vehicle Access

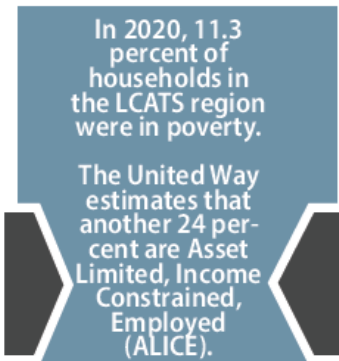


Source: ACS 5-Year estimates 2020 Table B25045

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 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.

*Source: ACS 5-Year estimates 2020 Table B08541

Poverty



Sources: ACS 5-Year estimates 2020 Table B17017; United Way of Licking County

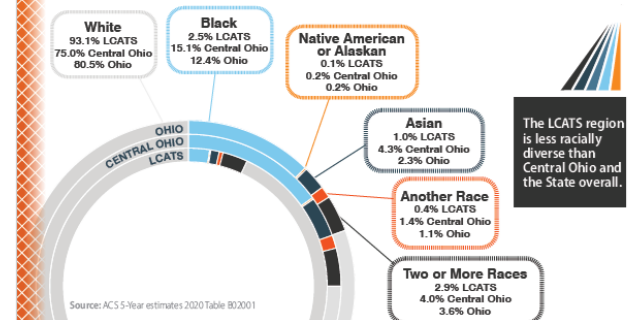
WHAT IS ALICE?

ALICE stands for Asset Limited, Income Constrained, and Employed. This definition was created by the United Way to raise awareness of 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" captures the lived experience of many.



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

Race



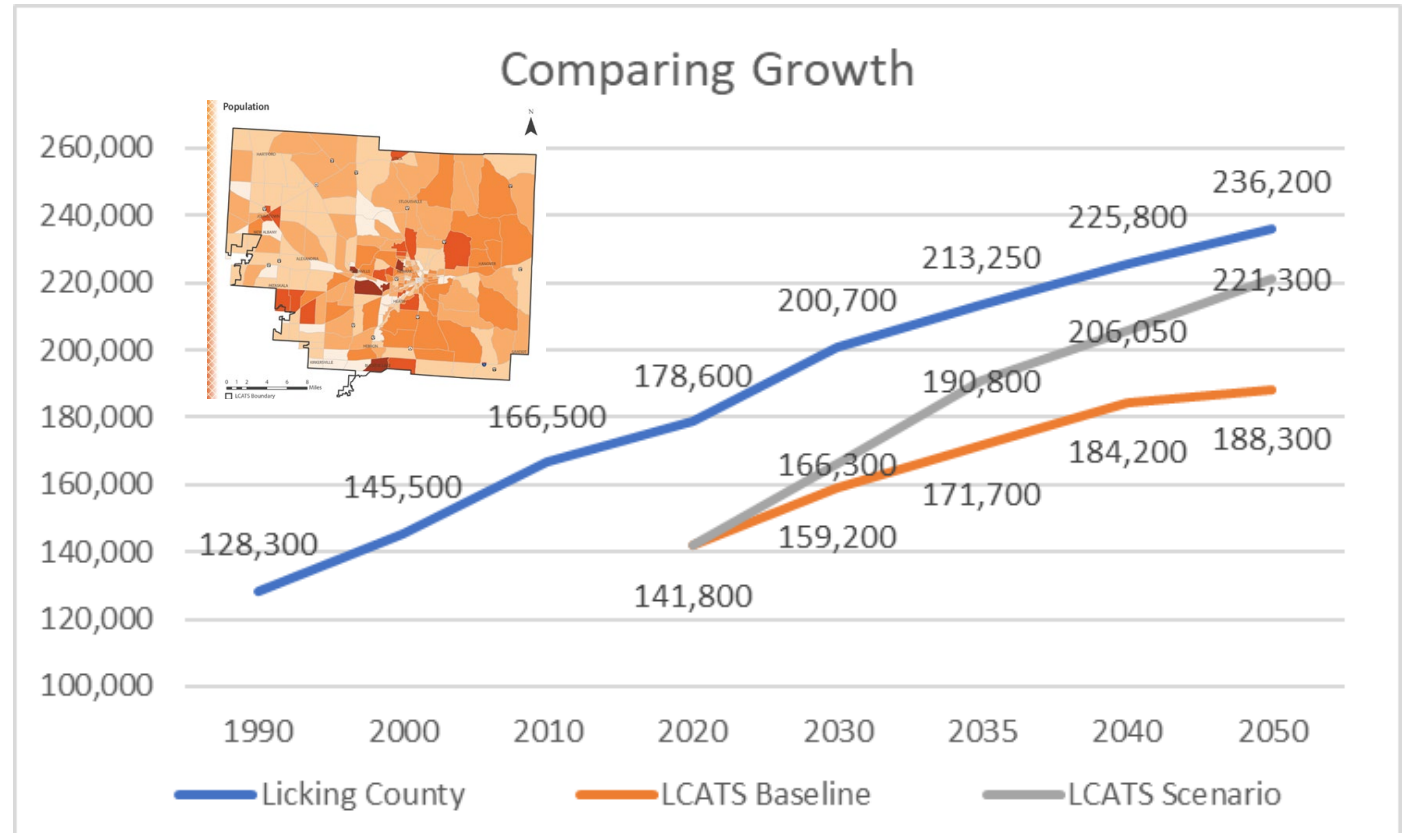
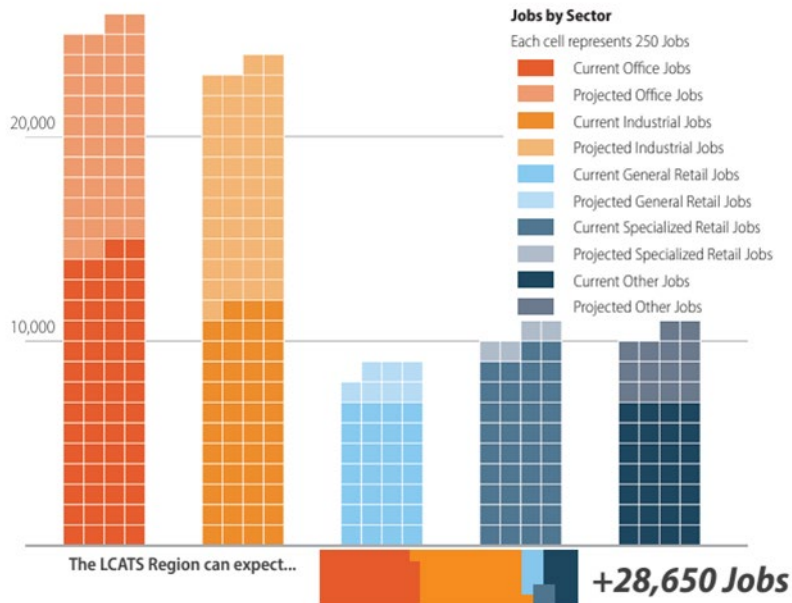
Source: ACS 5-Year estimates 2020 Table B02001

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

**Two new scenarios
each with 11,000 additional households (beyond Baseline)**

**Scenario 1:
Status Quo Growth**

Additional growth occurs in residential rural areas

**Scenario 2:
Mixed Housing Growth**

Additional growth occurs in areas near urban centers able to support moderate density



Scenarios

Status Quo Growth



**Policy Test Question - 11,000 additional households, all or nothing **

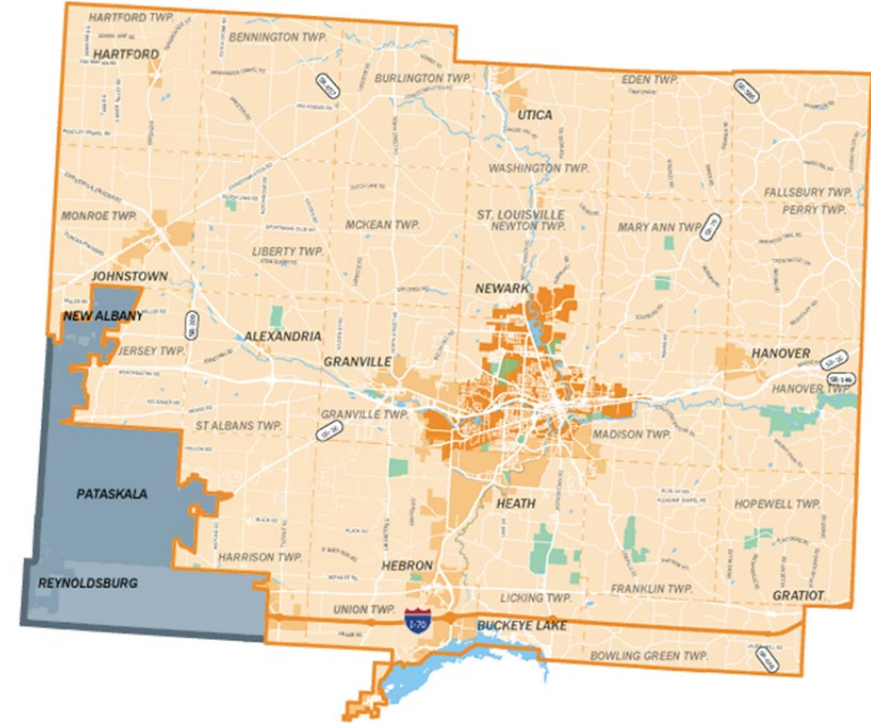
Mixed Housing Growth





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





Public Return on Investment

Travel Burden

When compared with Status Quo Growth, the average household in the **Mixed Housing Growth Scenario** would...



save
42 hours

of travel
time
annually



save
\$875

in vehicle
operating costs
annually



- 81,762 HHs
- \$71,541,750 Annually

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?



Matt Hill
LCATS
20 S. Second St.
Newark, OH 43055
MHill@LickingCounty.Gov
740-670-5191

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.



by Alan Miller

June 13, 2024