

# CAMPO LRPT Modeling Results Public Comments

LRTP Public Open Houses July 27 & August 2, 2016

What local issues might pop up if urban (multi-family) and suburban (single family) were separated?

Mill Race Center is currently exploring options to provide rural transit services. We would like to begin discussions with stakeholders.

Consider untethering the bus routes from Mill Race Center. Multiple mini-hubs might improve service (overlapping routes without a single hub).

Why not separate roundabouts from road diets?

Long-range goal would be to have adequate pedestrian access by incorporating road reduction from US 31 to 8<sup>th</sup> Street on Washington Street. Eventually up north of US 31.

People trails and existing infrastructure needs to be maintained to be fully accessible to all non-motorized users and to keep up with growth.

There seems to be a real opportunity on Franklin, Lafayette, and Chestnut streets to install protected bike lanes. They are 2 lanes and one-way. Just have the street parking in the buffer between traffic and the path.

Thanks for hold this. I support complete street designs and sustainable solutions. Note: there is no reason for lawn at the center of a roundabout. Consider more sustainable and creative solutions.

A tram in Columbus would be amazing. Please consider light rail/tram/street car options in the LRTP.

Clearly, dealing with the E/W railroad dilemma is a priority. Other solutions, all of which have merit, would depend on how well we can leverage state and federal \$ to address the railroad issue.

Long-range goal would be to have adequate pedestrian access by incorporating road reduction from 31 to 8th Street on Washington. Eventually up north of 31. People trails and existing infrastructure needs to be maintained to be fully accessible to all non-motorized users and to keep up with growth.

Education is needed to make drivers more aware of pedestrian safety. Drivers only look one way when turning and may not see pedestrians trying to cross in front of them. 10th Street is an example of this.

The city should conduct an exercise for elected officials/leadership to try out wheelchairs and strollers on sidewalks in some of our neighborhoods. This was done some time ago when Charlie Day was county engineer.

How about a scenario that combines elements of the 5 scenario to show the highest need of each? For example, a high priority roundabout, the most demanded bus route, a neighborhood that needs sidewalks (maybe one near a school with low car ownership).

Congestion on SR 46 west of Columbus is caused not only by rail traffic, but also by the traffic lights and drives along the road.

Connections are needed to destinations on other streets, like schools, connections to the People Trail.

Can the benefits of a road re-design translate into cost savings? Can it be shown that an investment in transportation lead to savings in accident costs?

Less traffic if street is narrowed. It should go to the street more suited to accommodate.

I'm writing to speak to the people trail extension from Rocky Ford Rd on Taylor to 25<sup>th</sup> St. This much needed extension would be greatly improved if it continued across 25<sup>th</sup> Street and down Waycross to Jolinda. This would take us to National Road. If we had signage and adequate markings at this intersection we could cross safely to the 17<sup>th</sup> street bike lanes. Waycross and Jolinda are wide roads with sidewalks and reduced speed limits. It seems this might be an inexpensive connector. The National Road crossing is currently being used by bicyclists and is frightening.

Sidewalk, please (map comment - indicating north side of 27th Street between Washington and Sycamore streets).

Sidewalk, please (map comment - indicating west side of Marr Road, between area of Pavilion Drive and north across 10th Street).

Need a better way for a car leaving CSA New Tech lot to get easily to Central Avenue (map comment).

Extend Hartman Drive to Willoughby (map comment).

Yes, extend Hartman Drive (map comment).

Fix road behind Circle K and in front of Hoosier Air Transport (map comment).