

**Application/Update Form for  
MORPC-Attributable Transportation Funding**  
State Fiscal Years 2010-2017

MORPC use only:          ID: _____
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Surface Transportation Program (STP)  
Congestion Mitigation and Air Quality (CMAQ) Improvement Program  
Transportation Enhancement (TE) Program  
Deadline: July 31, 2008 at 5 p.m.

**For instructions, please see the Application Procedure accompanying this form.**

**Reference Information**

- Project Title: WESTERVILLE TO ARENA DISTRICT BIKEWAY
- Local Jurisdiction / Area Served: City Of Columbus
- County-Route-Section: FRA - -
- ODOT PID (if assigned): 00000

**Applicant Information**

- Sponsoring Local Public Agency (LPA): City of Columbus

6. Project Legislation - Effective Date: <u>September/08</u> Check if attached: <input type="checkbox"/>
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- Other Participating Entities: None

8. LPA Project Manager:	<u>Brad Westall</u>	<u>Greenways Planner</u>
	Name	Title
	<u>1111 E Broad St</u>	
	Street	
	<u>Columbus</u>	<u>OH 43205</u>
	City	State ZIP
Phone: <u>614-645-2441</u>	Fax: <u>614-645-8869</u>	
E-mail: <u>brwestall@columbus.gov</u>		

9. Consultant Project Manager (Please provide if the applicant has retained a consultant for the project)	<u>N/A</u>	
	Name	Title
	<u></u>	
	Company	
	<u></u>	
	Street	
	<u></u>	<u></u>
City	State ZIP	
Phone: <u></u>	Fax: <u></u>	
E-mail: <u></u>		

### Basic Project Information

Respond either to #10 or #11 (not both) according to the location of the route.

<b>10. Urban Functional Classification</b>	<input type="checkbox"/> Interstate Highway <input type="checkbox"/> Minor Arterial <input checked="" type="checkbox"/> Other – Please specify: <u>Bikeway / Multi-Use Recreation Trail</u>	<input type="checkbox"/> Other Expressway <input type="checkbox"/> Collector	<input type="checkbox"/> Principal Arterial <input type="checkbox"/> Local Road*
* Local Roads have limited eligibility. See instructions.			

<b>11. Rural Functional Classification (ineligible for MORPC STP funding)</b>	<input type="checkbox"/> Interstate Highway <input type="checkbox"/> Major Collector <input type="checkbox"/> Other – Please specify: _____	<input type="checkbox"/> Other Principal Arterial <input type="checkbox"/> Minor Collector	<input type="checkbox"/> Minor Arterial <input type="checkbox"/> Local Road*
* Local Roads have limited eligibility. See instructions.			

**12. Project Limits –** From: E. 17<sup>th</sup> Ave To: Alum Creek @ Cooper Park

**13. Project Length:** 7 miles  
(36,960 l.f.)  
miles

- |  |   |
|--|---|
| <b>14. Existing ROW Width:</b> <u>66 feet</u>  | <b>15. Proposed ROW Width:</b> <u>N/A feet</u>      |
| <b>16. Existing Pavement Width:</b> <u>N/A feet</u>  | <b>17. Proposed Pavement Width:</b> <u>N/A feet</u> |
| <b>18. Existing Shoulder Width:</b> <u>N/A feet</u>  | <b>19. Proposed Shoulder Width:</b> <u>N/A feet</u> |
| <b>20. Existing Number of Lanes:</b> <u>N/A</u>  | <b>21. Proposed Number of Lanes:</b> <u>N/A</u>     |
| <b>22. Existing Speed Limit</b> <u>N/A MPH</u>   | <b>23. Proposed Speed Limit</b> <u>N/A MPH</u>      |
| <b>24. Number of railroad facilities within the project limits:</b> <u>This is a rail-to-trails project.</u> |   |

### 25. Information on Existing Bridge(s)

Location: <u>See attachment</u>	Location: _____
Structure File Number _____	Structure File Number _____
Sufficiency Rating (%) _____	Sufficiency Rating (%) _____
Structurally Deficient <input type="checkbox"/> Yes <input type="checkbox"/> No	Structurally Deficient <input type="checkbox"/> Yes <input type="checkbox"/> No
Functionally Obsolete <input type="checkbox"/> Yes <input type="checkbox"/> No	Functionally Obsolete <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> Information on additional bridges attached.	

### Bicycle and Pedestrian Accommodations

Existing	Proposed	26. Pedestrian Facilities
<input type="checkbox"/>	<input type="checkbox"/>	Not applicable
<input type="checkbox"/>	<input type="checkbox"/>	None
<input type="checkbox"/>	<input type="checkbox"/>	Incomplete
<input type="checkbox"/>	<input type="checkbox"/>	Sidewalk on 1 side
<input type="checkbox"/>	<input type="checkbox"/>	Sidewalk on 2 sides
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-use path
<input type="checkbox"/>	<input type="checkbox"/>	Other – Please specify: _____
N/A	N/A	Sum of widths in both directions/sides in feet

Existing	Proposed	27. Bicycle Facilities
<input type="checkbox"/>	<input type="checkbox"/>	Not applicable
<input type="checkbox"/>	<input type="checkbox"/>	None
<input type="checkbox"/>		Incomplete
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bicycle lanes
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-use path
<input type="checkbox"/>	<input type="checkbox"/>	Other - Please specify: _____
		Sum of widths in both directions/sides in feet

**28. Explain how the project is consistent with MORPC's Routine Accommodation Policy.**

The WAD Bikeway is a vision for the creation of an independent bicycle and pedestrian facility on an abandoned rail grade within densely populated Northeast Columbus. It will provide residents of all ages and abilities a safe, alternative means of travel within their community. It will improve transportation safety by diverting bicycle and pedestrian traffic off congested city streets. It will integrate with existing COTA bus routes. The grade is completely flat and therefore automatically ADA compliant. The path will play a part in reducing traffic congestion and air-pollution. It will place in service transportation infrastructure that has been out of service for 30 years. It will be an impetus to urban renewal. It will beautify the urban landscape. It will prevent loss of the ROW to partition and development. It will improve the quality of life for residents of NE Columbus, improve property values, and attract business activity. It will have positive economic effects on blighted areas of the city. It will bring recreational and alternative transportation options to a racially diverse population. It will provide children with a safe means of travel to and from their schools, friend's houses and after-school activities.

Primary Activity (select only one)	Secondary Activity (may select more than one)	29. Project Classification	Primary Activity (select only one)	Secondary Activity (may select more than one)	Project Classification
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Air Quality Improvement	<input type="checkbox"/>	<input type="checkbox"/>	Planning Activity
<input type="checkbox"/>	<input type="checkbox"/>	Bicycle Lanes	<input type="checkbox"/>	<input type="checkbox"/>	Program Administration
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Bicycle/Pedestrian (Multi-use) Path	<input type="checkbox"/>	<input type="checkbox"/>	Realignment
<input type="checkbox"/>	<input type="checkbox"/>	Bridge Deck Replacement	<input type="checkbox"/>	<input type="checkbox"/>	Reconstruction
<input type="checkbox"/>	<input type="checkbox"/>	Bridge Rehabilitation	<input type="checkbox"/>	<input type="checkbox"/>	Resurfacing
<input type="checkbox"/>	<input type="checkbox"/>	Bridge Replacement	<input type="checkbox"/>	<input type="checkbox"/>	Ridesharing
<input type="checkbox"/>	<input type="checkbox"/>	Interchange Modification	<input type="checkbox"/>	<input type="checkbox"/>	Sidewalk Modification
<input type="checkbox"/>	<input type="checkbox"/>	Intersection Improvement	<input type="checkbox"/>	<input type="checkbox"/>	Signalization
<input type="checkbox"/>	<input type="checkbox"/>	Major Widening (add through lane(s))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Safety Improvement
<input type="checkbox"/>	<input type="checkbox"/>	Minor Widening (add turn lane(s))	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Streetscape Improvement
<input type="checkbox"/>	<input type="checkbox"/>	New Roadway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Transit Activity
<input type="checkbox"/>	<input type="checkbox"/>	Maintenance Activity - Please describe: _____			
<input type="checkbox"/>	<input checked="" type="checkbox"/>	Other - Please describe: <u>Land acquisition</u>			

Primary Activity (select only one, if applicable)	Secondary Activity (may select more than one)	
<b>30. Transportation Enhancement Categories</b>		
<input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Pedestrian and bicycle facilities</li> <li>2. Pedestrian and bicycle safety and education activities</li> <li>3. Acquisition of scenic or historic easements and sites (including historic battlefields)</li> <li>4. Scenic or historic highway programs including tourist and welcome centers</li> <li>5. Landscaping and scenic beautification</li> <li>6. Historic preservation</li> <li>7. Rehabilitation and operation of historic transportation buildings, structures or facilities</li> <li>8. Conversion of abandoned railway corridors to trails</li> <li>9. Inventory, control, and removal of outdoor advertising</li> <li>10. Archaeological planning and research</li> <li>11. Environmental mitigation of runoff pollution and provision of wildlife connectivity</li> <li>12. Establishment of transportation museums</li> </ol>

<b>31. Primary CMAQ Category (all applicants choose one)</b>	
<input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<ol style="list-style-type: none"> <li>1. Provide alternatives to single-occupant vehicular (SOV) modes (transit, bike/ped, HOV lanes)</li> <li>2. Traffic flow improvements (signals, turn lanes, bottleneck elimination, intermodal freight)</li> <li>3. Transportation demand management (marketing, education, ridesharing, telecommuting)</li> <li>4. Emissions reduction only (alternative fuels, engine retrofits, idle reduction, public-private)</li> </ol>

<b>32. Briefly describe aspects of the project's scope not captured in the responses above.</b>
<p>Acquisition of a seven-mile stretch of abandoned RR ROW is the first major component of the WAD Bikeway project. The land is in private ownership. The owner is willing to sell. The ROW, comprising roughly 56 acre, was purchased from Conrail in 1998 for \$700,000.</p> <p>It is expected that land acquisition will be the most significant expense in this project. Many of the design and construction aspects - the road bed, cuts, fills, bridges and culverts - are already built, functional, and in prime condition, reflecting millions of dollars already invested. But the real estate is prime urban land.</p>

### Project Origin and Development

**33.** What was the origin of the proposed project?

There has long been a desire among residents of Northeast Columbus to put to better usage a poorly maintained, abandoned rail-grade running North-South through their community. More than a couple attempts to do so have been made over the years, and several of the City of Columbus Area Plans have long suggested the ROW be acquired for recreational and transportation purposes. Citizen initiative gained some traction in 2007 with the formation of the Westerville to Arena District (WAD) Bikeway Association. This grass-roots non-profit and its plan have since gained endorsements from ALL Area Commissions along the ROW. It has gained status as a "Recommended Project" in the City of Columbus Bicentennial Bikeways Plan. It is endorsed by the City of Columbus Recreation and Parks Department. There is no question that a wide range of benefits will accrue to the community as a result of this project. These include health benefits, economic improvements, urban renewal, crime abatement, reduced dependence on automobiles, and improved travel safety for children. The new, urban, car-free, transportation network facilitated by the "WAD" is almost beyond calculation. It promises to connect schools, businesses, workplaces, houses of worship, recreation centers, sports venues, shopping districts, government facilities, and residential neighborhoods. Once the WAD is built it will be a prime candidate for Safe Routes to School (SRTS) funding. SRTS funding would make available funds for bike-lane and sidewalk improvements leading from the trail to area schools. Over 60 schools lie within two miles of the proposed 11.5 mile bikeway. Over 40 are within two miles of the 7-mile segment being sought for acquisition, including OSU, the largest university in the nation.

**34.** MORPC Transportation Plan ID(s): \_\_\_\_\_  Non-project-specific activity

**35.** Which PDP process is the project currently following?

Major (14-Step)                       Minor (10-Step)                       Minimal (5-Step)

**36.** Describe the project's purpose and need or attach/provide the project's purpose and need statement.

See Attachment

The purposes of the Westerville to Arena District Bikeway (The WAD) are as follows:

- 1) Provide a safe, direct, car-free, bike-accomodating transportation route from Cooper Park near Westerville, to the Arena District of downtown Columbus.
- 2) Turn an unused transportation corridor into a community-unifying park, recreation facility, and commuter bikeway, thereby contributing to urban renewal, beautification and quality of life, and making Northeast Columbus more attractive to businesses and home buyers.
- 3) Provide an alternative transportation network that reduces dependence on automobiles, thereby reducing traffic congestion and resulting air-pollution. Make it possible to meet human needs without resorting to automobiles. Connect by multi-use trail, homes, workplaces, schools, recreation centers, sports venues, daycare cneters, shopping districts, places of worship, transit facilities, government offices, and etc.
- 4) Provide access to healthy outdoor activities that help reduce obesity in children and adults.
- 5) Help reduce criminal activity by encourage area residents to be out and about in their community. More eyeballs – less crime.
- 6) Preserve for the public good an abandoned railroad ROW that might otherwise be sold, partitioned, and developed, and lost in its potential value as an alternative transportation corridor and community park.

**37.** Red Flag Summary (RFS) – Summarize the red flags identified in the RFS that are involved in the remaining alternatives. How could MORPC obtain a copy of the Red Flag Summary?

Not known.

**38.** Summarize the results of each step of the PDP for the project. What alternatives were considered, how were they evaluated, and what was the reasoning for advancing and eliminating alternatives?

Determine scope  
Acquire right-of-way  
Develop Stage 3 design  
Prepare final plan package  
Award contract  
Construct project

<b>39. NEPA Requirements – What level of environmental documentation will the project require?</b>			
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> CE Level 1	<input type="checkbox"/> CE Level 2	<input type="checkbox"/> CE Level 3
<input type="checkbox"/> CE Level 4	<input type="checkbox"/> EA	<input type="checkbox"/> EIS	<input type="checkbox"/> Unknown
Can you provide documentation that ODOT agrees with this determination?			<input type="checkbox"/> Yes <input type="checkbox"/> No

<b>40. Are the scope, schedule, and budget for the project the result of a particular study or report (e.g., planning study report, strategic plan)? If so, please provide the document name and author and how MORPC can obtain a copy (web site URL, contact person).</b>
See City of Columbus Bicentennial Bikeways Plan (pdf page count: 88), under "Other Recommended Projects." Other references in the same document may be found by searching "westerville-arena district."
<a href="http://www.altaprojects.net/columbus/ColumbusBMPFinalApril2008.pdf">http://www.altaprojects.net/columbus/ColumbusBMPFinalApril2008.pdf</a>

## Project Schedule

**41.** Project Schedule Table – For programs, purchases, studies, and other projects that do not have a construction phase, please skip this table and continue to Item #42 below.

Project Development Steps	Expected/Actual START (month/year)	Expected/Actual END (final approval, concurrence)
Project programmed w/ODOT	/	/
Concurrence Point #1 MAJOR: Develop Strategic Plan (END = concurrence of stakeholders) MINOR: Determine Scope, Schedule, and Budget	/	/
Concurrence Point #2 MAJOR: Develop Conceptual Alternatives MINOR: Develop Scope of Services for Final Plan Development	/	/
MAJOR Concurrence Point #3: Develop Feasible Alternatives	/	/
MAJOR Concurrence Point #4: Develop Preferred Alternative	/	/
MAJOR Concurrence Point #5: Select Alternative	/	/
Prepare Environmental Clearance Document (START = consultant authorized, END = environmental document approved)	/	/
Stage 1 Design	/	/
Stage 2 Design	/	/
Right-of-Way Plans (END = ROW authorization)	/	/
Right-of-Way Acquisition (END = ROW certification)	/	/
Utility Relocation	/	/
Stage 3 Design	/	/
Final Tracings/Plan Package (END = Received by ODOT)	/	/
Project Implementation/Construction (Expected START = Award Date, END = project complete)	/	/

**42.** For programs, purchases, studies, and other projects that do not have a construction phase, please provide a schedule for project development and funding.

Program project with ODOT, MORPC, City Real Estate Attorneys' Office – 6/09  
 Real Estate Consultant Selection – 11/09  
 Field Review – 3/10  
 Title Search – 5/10 - 8/11  
 Appraisal – 5/11 - 8/11  
 Right-Of-Way Authorization – 10/11  
 Negotiation and Acquisition – 3/12 - 6/13

**43.** If the project award date has changed since the previous application, please explain the changes.

N/A



### Cost Estimate Table

#	Item	(Col. A) SFY	(Col. B) MORPC Federal (≤80%)*	(Col. C) Other Federal	(Col. D) Non- Federal	(Col. E) Phase Total (2008 \$)
<b>Right-of-Way (ROW) Costs</b>						
44	SOV Right-of-Way except turn lanes					
45	Other ROW (bike/ped, SOV turn lanes)					
46	Utility Relocation (for SOV ROW)					
47	Other Utility Relocation (non-SOV)					
48	<b>ROW SUBTOTAL</b>					
49	Percent ROW by Source		%	%	%	%
<b>Construction Costs</b>						
<b>Construction Contract Line Items</b>						
50	Roadway					
51	Bicycle/Pedestrian Facilities					
52	Turn Lanes					
53	Erosion Control					
54	Drainage					
55	Pavement					
56	Lighting					
57	Traffic Surveillance					
58	Traffic Control					
59	Traffic Signals					
60	Landscaping					
61	Retaining Walls					
62	Building Demolition					
63	Noise Barrier					
64	Structures					
65	Maintenance of Traffic					
66	Wetland Construction					
67	Aesthetic Upgrades					
68	Miscellaneous:					
69	Contingency Costs (≤30%)					
70	<b>Construction Contract SUBTOTAL</b>					
71	Construction Engineering (typ. 10%)					
72	<b>Construction SUBTOTAL (#70 + #71)</b>					
73	Percent Construction by Source		%	%	%	%
<b>Other Costs</b>						
74	Purchase of Equipment					
75	Labor					
76	Program Costs					
77	Other TE Eligible Costs					
78	Other CMAQ Eligible Costs					
79	Other: Land acquisition		2,700,000		300,000	3,000,000
80	Preliminary Engineering					
81	<b>Project TOTAL</b>					3,000,000

**Items #50 to #68 are required, if applicable, for projects scheduled to award before July 1, 2013 (SFY 2014). They are optional for projects awarding in SFY 2014 or later.**

\* Ridesharing and signalization projects can be 100% MORPC federally funded. See Procedures.

**82. Briefly summarize the cost estimate methodology.**

The land owner is reported to have asked \$20 million when approached by COTA for light-rail ROW. This amount would obviously constitute a highly speculative return for his initial \$700,000 investment. One particular advantage in this situation is that the WAD Bikeway Association is a 501(c)(3) non-profit corporation. If the land owner was paid only 2 or 3 times his original purchase price, he may be able to claim the remaining value as a charitable contribution and reap a large tax break. There are examples of this, one recently in southern Ohio. The \$3 million entered above is a worst case scenario, plus extra for associated fees.

**83. If the project cost estimate has changed by more than 10 percent (excluding inflation) since the previous application, please explain the changes.**

N/A

**84. Authorized Signature:** The undersigned certifies: (1) he/she is authorized to request and accept financial assistance from the Mid-Ohio Regional Planning Commission (MORPC); (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that the chief executive officer of the sponsoring agency is aware that he/she must enter into a partnering agreement with the Ohio Department of Transportation, MORPC, and the project consultant (if applicable)..

Signature

Date

Alan D. McKnight

Name (type/print)

Director, Recreation and Parks Department, City of Columbus

Title

If you are updating a project selected for funding in a previous funding cycle, **STOP HERE.** New projects or projects that must compete for funding, please continue.

### Applicant-Provided Evaluation Information

The number for each item references the measure as described in Section 10 of the Procedures.

#### Goal I: Provide a safe, secure, and efficient transportation system

**1D. Safety.** Briefly explain how the project will improve safety. MORPC can evaluate the project using its cleaned crash data; however, it does not have detailed data for intersections. Alternatively, you may submit your own crash data and methodology used. MORPC strongly encourages sponsors of intersection safety projects to conduct a crash study and provide results.

According to MORPC Collision Analysis Data, 7 to 8 bicycles crashes occur annually on Cleveland Ave between downtown and Morse Rd. The WAD Bikeway seeks to reduce this frequency by providing a separate bikeway facility.

**1E. Physical Condition.** Provide the Pavement Condition Rating (PCR), bridge sufficiency, or mean age of transit vehicles proposed to be replaced. MORPC can evaluate the project using PCR data from ODOT's most recent PCR survey. Alternatively, you may submit your own PCR data and methodology used.

N/A

**1H. Truck Traffic.** Provide the percentage of truck traffic (ODOT Type B and C Commercial). MORPC can evaluate the project using ODOT Traffic Survey Reports (if available). Alternatively, you may provide classification counts.

N/A

**1I. and 2E. Innovation.** For CMAQ-eligible projects, describe how the project or program employs new technology or innovative methods not generally used in central Ohio to provide emission reductions.

The WAD Bikeway is a zero-emissions transportation system.

**Goal II: Provide an accessible transportation system with a range of choices**

**2F. Mobility.** For CMAQ Category 3 Projects, provide the rationale and necessary documentation of other aspects of the project or program that increase mobility choices that are not captured in other measures (pedestrian and bicycle connections, TDM, intermodal service) for Category 3 Projects under Goal II (see CMAQ criteria).

Encourages pedestrian and bicycle travel in an automobile-dominated area. Integrates with COTA Bus system.

**Goal III: Protect the social, environmental, and economic well being of the citizens of the region**

**3A. Displacement.** Estimate the number of businesses and residences displaced by the improvement.

No businesses or residences will need to be displaced, although a few businesses that have spilled over onto the property will need evicting. One is on the north side of Hudson, and one on the south side of Genessee. There is also the junk yard at Maynard Towing, Oakland Park at Westerville. It is unclear whether Maynard is a renter or part-owner of the ROW. There is some evidence to suggest Maynard is a partner in Consolidated Railroad Utilities Corporation.

**3C. Sensitive Land.** MORPC staff will overlay your project's limits with base information to determine your project's impact on sensitive land. Optionally, you may use this space to provide us with additional information about your project's impact (or lack thereof) on sensitive land.

Sensitive land issues along Mt Vernon ROW - not known.

**3D. Air Quality Impact.** Provide data to allow for the calculation of the reduction in PM-2.5, VOC, and NOx individually (in tons per day). This is optional for highway projects, as MORPC can evaluate their impact using its model.

The WAD Bikeway is a zero-emissions transportation system. Air quality impacts will be in the plus column as area residents take advantage of this alternative transportation option.

**3E. Fuel Consumption Reduction.** Provide data to allow for the calculation of the reduction in fuel consumption (in gallons per day). This is optional for highway projects, as MORPC can evaluate their impact using its model.

The WAD Bikeway is a fuel-independent transportation system. It is for pedestrians and non-motorized wheeled vehicles, with the exception of electric-powered wheelchairs.

**3F. Storm Water Increase.** Acres of impervious pavement added by this project, and, optionally, any qualitative comments regarding storm water impacts.

The WAD Bikeway, when paved, will add approximately 8 acres of pavement to a ROW that is 56 acres total. Pavement will cover approximately 14% of the ROW. The remainder of the land is water-absorbing railroad ballast and/or cinders, mostly covered by grass or overgrowth.

**3H. Health Benefits.** For CMAQ Categories 1, 3, and 4 projects, provide rationale and detailed information about other health benefits that are not captured in the other measures under Goal III (see CMAQ criteria). These could include non-NOx particulates, toxic emissions, etc.

WAD Bikeway will send no emissions, harmful or otherwise, into the atmosphere.

## Transportation Enhancement Evaluation Information

If no portion of the proposed project is eligible for Transportation Enhancement funds, **STOP HERE.**

If some portion of the project might be eligible, please provide the requested information as it pertains to that portion of the project.

In the box below each criterion, write a brief paragraph explaining the project's relationship to that issue. If your project does not address that criterion, list "Not Applicable" as your response. It is expected that not all criteria will apply to each project.

### A. Transportation System Improvement

#### 1. Transportation Facility Enhancement – the project increases the usefulness of the transportation facility.

As it stands now, the Mt Vernon ROW stands vacant and neglected. Several area businesses have spilled over onto the ROW, taking advantage of the property owner's lax oversight. It is a place where trash and appliances are dumped, where homeless people live, and where illegal activities take place. The bridges are covered in gang graffiti and have no safety features. Much of the ROW is not fenced off. At bridges, injury or death are distinct risks. The current owner seems to have no concern for liability. Procuring the ROW for the public good would be a big step in revitalizing the area, and would increase the usefulness of a long defunct transportation corridor.

#### 2. Safety Considerations – the project improves public safety (e.g., lighting upgrades, hazard elimination, drainage, improved visibility, etc.).

The WAD Bikeway will have greatest impact on safety in the ring of city growth that occurred in the early part of the 20th century. This would be from Weber Road at Cleveland Avenue south. At that time the average person took streetcars or walked to get around. The width of roadways and the placement of buildings were narrow by today's standards. These conditions create hazards for current-day bikers and pedestrians. There are no shoulders on Cleveland Ave. Bikers must occupy car lanes and maneuver into the "fast" lane when passing buses or parked cars. Buildings come in close at street corners and create blind spots, a hazard for both motorists and bikers. Though experienced cyclists can deal with every contingency, most average citizens and especially children will reap huge safety benefits by having a separate bike and pedestrian facility.

Conditions may be tight in Linden, but at least it has a taming effect on motorists. Excessive car speeds become a problem as roadways begin to widen north out to the suburbs. It doesn't matter what the posted speed limit is, when motorists see wide pavement, they go faster. Westerville Road north of Innes Road can be an unforgiving place for bikers, and a no-man's land for pedestrians. The WAD Bikeway will be a safe haven. It will divert pedestrians and bikers off congested city streets. It will encourage the use of alternative modes of transportation. It is said that the inner city is not strong on bike culture, but the fact is, more people would choose it if they didn't feel so intimidated by automobiles.

#### 3. Intermodal Linkage – the project provides transportation linkages to facilities other modes (either existing or proposed in the vicinity of the project).

Bicycle to Bus: COTA Bus Stops accessible from WAD Bikeway: #74 at 17<sup>th</sup>; #81 at Genessee; #9, 87 at Agler; #1, 9, 38, 40, 87 at Innes; #95 at Morse; and #37 at Old Dublin Granville Rd. In Addition, #1, 8, 35, 37, 38 & 40 from Linden Transit Center (1/2 mile from bikeway); #1, 35, 37, 38, 40, 83, 87 from Genessee at Cleveland (50 ft from bikeway); #1, 35, 37, 38, 40, 83 from Weber at Cleveland (100 ft from bikeway); #1, 37 from Ferris at Cleveland (25 ft from bikeway); #1 from Minerva Lake at Westerville (50 ft from bikeway).

Bicycle to Car: Park and Ride locations: Northern Lights Shopping Center (1/3 mile from bikeway), Oakland Park at Westerville Rd (300 ft from bikeway).

**4. Integration with Transportation Projects** – the project enhances a current or recently completed transportation improvement project or a future phase of the project.

- 1) The WAD Bikeway will connect on its north end to the Alum Creek Trail.
- 2) The WAD Bikeway will integrate with bike lanes that will be extending east down Morse Rd.
- 3) The WAD Bikeway has its own take on the much-wished-for "Downtown Connector" (Columbus' own "Northwest Passage," a connection between the I-670 BikePath and the Olentangy Trail). The WAD version of the Downtown Connector is illustrated in an attachment.
- 4) The WAD Bikeway is part of a demonstration project listed in the City of Columbus Bicentennial Bikeways Plan. See 5.17 "Bike Lanes: Hudson Street/Joyce Avenue/Seventeenth Avenue Improvements," (pdf p124-125) (It is referred to here as a proposed shared-use path.). It has been further suggested that improvements to 17<sup>th</sup> Ave extend west to OSU, and that improvements to Hudson extend east to Mock Park where a mid-city connection to the Alum Creek Trail (when completed) can be made.

**5. Transportation Alternatives** – the project provides for safe pedestrian and bicycle travel where no adequate alternative route currently exists.

A bicyclist's current options for commuting downtown from Northeast Columbus are Sunbury Rd, Westerville Rd, and Cleveland Ave. It takes a seriously experienced cyclist to assert themselves in traffic on these roads. No one no matter how experienced would ever attempt Sunbury. No parent in their right mind would suggest Westerville or Cleveland for their children. The WAD Bikeway Association is composed of individuals residing in Northeast Columbus searching for safe and efficient options for commuting by bike to downtown Columbus. The WAD Bikeway is their solution. It is a car-free, flat, straight, direct route to downtown that is not flood-prone. This is an important point, as the Alum Creek Trail, even when completed, will remain flood-prone.

**6. Reduction in Auto Travel** – the project will reduce auto travel by encouraging a change in the modal travel (e.g., automobile to bicycle, or automobile to transit).

Automobile to bicycle. The WAD Bikeway will facilitate a whole lifestyle free of dependence on the automobile. Theoretically, every human need could be met without ever resorting to the automobile. Grocery stores, workplaces, post offices, dental and doctor offices, transit facilities, churches, community centers, schools, OSU, the Ohio State Fair, Crew Stadium, Lowes (at Hudson), countless restaurants, destinations downtown - all are located within two miles of the proposed WAD Bikeway. It will cause a significant reduction in car trips, especially of children going to after-school activities.

**B. Consistency with Planning Goals**

**7. Consistency with Community Plans** – the project is coordinated and consistent with adopted community plans and standards. (Include a listing of the plans in which the project is included.)

North Central Area Plan, 2002: "Implement the city and regional bikeway plan. The bikeway plan would include...off-street multi-use trails." (WAD Bikeway a Recommended Project in City of Columbus Bikeways Plan.)

North Linden Area Plan, 2003: "Encourage and support a trail system being developed within the abandoned railroad right-of-way adjacent to Westerville Road. This will help link North Linden residents to additional recreational opportunities."

Northeast Area Plan, 2007: "Ensure the preservation of the abandoned railroad right-of-way for future alternative modes of transportation and recreational purposes, including the potential for transit or multi-purpose trail. Consider city acquisition of this parcel/right-of-way."

Northland Area Plan, 2001: "Another possibility for a dedicated bicycle path is the abandoned Mount Vernon (Conrail) railway. While public transportation is the primary community objective, a bicycle lane would also be desirable should the alignment have adequate space." "...explore use of the abandoned Conrail line for a bike path."

Future plans to extend the WAD Bikeway from 17<sup>th</sup> Ave south into downtown dovetail nicely with the call for bike paths in the Milo-Grogan Area Plan:

Milo-Grogan Area Plan, 2007 "There are no bike paths in Milo-Grogan...Because the neighborhood is surrounded by railroads and industrial land uses, connectivity for pedestrians and bicyclists is an issue, and steps should be taken to improve connectivity to other neighborhoods." "Devise a long term strategy for better maintenance of the railroad right-of-way. Elements of the strategy might include...the development of a walking/bicycle path." "Very few, perhaps none, of the businesses in Milo-Grogan take advantage of their proximity to the railroad tracks...One impact of less rail activity in the neighborhood is the reduction in the number of tracks in the existing right of way which has resulted in green space along the tracks." "Second Avenue could serve as a bicycle boulevard."

**8. Consistency with Bikeway, Pedestrian and Greenways Plans** – the project is coordinated and consistent with adopted community bikeway, pedestrian and/or greenways plans and standards. (Include a listing of the plans in which the project is included.)

See # 7 above.

- 9. Services to Special Population or Needs** – the project directly serves the needs of a special population, such as one or more of the following:
- a. Economically Disadvantaged (Public Housing, Low-Income Inner City, Homeless Shelters)
  - b. Senior Citizens Community
  - c. Citizens with Disabilities
  - d. Day Care Community Care Centers
  - e. Schools or Education Centers
  - f. Transit Passengers

a) The WAD Bikeway travels through Linden, one of most economically depressed areas of Columbus. Near the 17<sup>th</sup> Ave end of the bikeway is the CMHA development known as Rosewind Terrace. Future phases of the project will take in CMHA Housing in the Milo-Grogan area of Columbus.

b) The proposed trail is flat, level, and straight, providing ideal walking conditions for seniors. It borders St Stephen's Community Center where senior activities take place. It also travels within 1 mile of the Martin Janis Senior Center, accessible by bus via the Linden Transit Center.

c) The proposed trail is ideal for individuals who are wheelchair-bound. It is flat and level, and, unlike city sidewalks, is unobstructed. The trail also intersects existing COTA bus routes at many road crossings, making mobility around town easier for those in wheelchairs. Rail grades are automatically ADA compliant in that they never exceed 2% grade.

d) Countless child care/day care centers exist in close proximity to the proposed trail, in churches, in community centers, private homes and rec centers. The trail will run through the very fabric of the community.

e) Over 60 schools exist within 2 miles of the proposed WAD Bikeway, including OSU. Five schools exist directly on or very near the bikeway: Hawthorne Elementary, Linden Elementary, Gladstone Elementary, Windsor Academy, and Harambe Christian. Once established, the WAD Bikeway will be eligible for Safe Routes to Schools funding, which will pay for bike lanes and similar improvements connecting local schools to the bikeway. The bikeway will address obesity among youths by encouraging outdoor activity, and in this case, a means of getting to and from school other than by bus or car.

f) Travelers on the WAD Bikeway will have easy access to many COTA bus routes. They will be able to catch buses at the Linden Transit Center, 17<sup>th</sup> Ave, Genessee Ave, Agler Rd, Innes Rd, Morse Rd, and Rt 161. The bikeway also travels very near Cleveland Ave and Westerville Rd at points, making for easy access to buses that travel those streets. The fact that COTA buses are now all equipped with bike carriers makes for easy integration of the trail into the COTA system.

- 10. Urban Redevelopment** – the project makes an effort to redevelop an older urban area or enhance such an area; i.e., inner city, first suburbs.

The WAD Bikeway is first and foremost a project for urban redevelopment and enhancement. It will bring a wide array of benefits to the older urban areas known as North Central, South Linden, North Linden, and the Northeast Area. Also to be benefited, but less in dire need, are the first suburbs of Northland and Minerva Park. Future phases of the WAD Bikeway project will bring similar enhancements to areas south of 17<sup>th</sup> Ave, namely, Milo-Grogan, Italian Village East and Short North -- again, Milo-Grogan being the area most in need of redevelopment.

**C. Community Support**

**11. Local Financial Commitment** – the project has achieved a significant level of local government commitment to the project.

The WAD Bikeway is also endorsed by the City of Columbus Recreation and Parks Department and is a "Recommended Project" in the City of Columbus Bicentennial Bikeways Plan. Endorsements attached. (Not financial support.)

**12. Private Financial Commitment** – the project has achieved a significant level of private commitment based upon the amount of private funds. (Insert funding table from B.4. here.)

Financial support has been applied for; none to report as of this filing.

**13. Project Sponsorship** – the project is well supported by the community as shown by the number of organizations that have financially supported the project; e.g., business groups, civic associations, chambers of commerce, neighborhood associations. (List organizations here.)

The WAD Bikeway has received endorsements from the following Area Commissions: South Linden AC, North Central AC, North Linden AC, Northeast AC, the Greater Linden Advisory Council, and the Northland Community Council. Endorsements attached. (No financial support received.)

**D. Aesthetic Considerations**

**14. Public Visibility of Project** – the project is easily visible from the transportation facility being enhanced (amount of setback from roadways vs. direct incorporation of project into the urban landscape)

The ROW crosses 12 roadways. Signage, crossing signals, and pavement markings will make it easy to spot. The ROW itself has long been a part of the urban landscape.

**15. Harmony with Surroundings** – the project is in harmony with its urban and natural surroundings and, from an aesthetic standpoint it complements other nearby beautification efforts either planned or ongoing in the project vicinity.

The WAD Bikeway seeks to create harmony and beauty by taking what is now an ugly, dividing wall, and a place to dump stuff, and transform it into a beautiful, quiet, community-unifying park. Plans include the planting of native Ohio wildflowers and prairie grasses on vacant areas of the ROW, and for community maintained garden-like plantings to be established at entry points into new neighborhoods and at road crossings. Future aspects of the trail may include an open-air flea market and/or performance space (called "Lyndon Station," named after a 1906 railroad map). The purpose of this would be to create a community focal point and also to beautify and uplift an area currently somewhat of a wasteland.

**16. Visual Appeal of Project** – from an aesthetic standpoint, the project is visually appealing.

The WAD Bikeway will traverse many blighted areas of the city. The multi-use trail will be an impetus to urban renewal and beautification. Of special potential is Westerville Rd at Agler Rd, currently a harsh, car-dominated no-man's land. It is hoped that the WAD Bikeway will bring infrastructure and visual improvements to this and other areas of the city. For instance, future phases of the WAD Bikeway will bring visual improvements and much needed parkland to the Milo-Grogan area of Columbus.

**E. Environmental Considerations**

**17. Threatened Loss of the Project Site** – the significant features or structures of the site will be lost and/or destroyed (either through neglect or through encroachment of development) if the project is not undertaken.

The ROW is in private ownership. It is known that the owner is willing to sell. The Quit-Claim Deed specifies that the land be preserved for railroad usages, but this would not prevent it from being parcelled out if a developer were willing to go through the title discovery process required to convert it to other purposes. No structures are at risk (RR stations or other buildings) other than the bridges and culverts already mentioned. As is highlighted in a July 31, 2008 Columbus Dispatch article (attached), there is a strong possibility that the ROW could revert back to the adjacent property owners.

The ROW has potential as a light-rail corridor. Though the WAD Bikeway Association has a vision for the ROW as a community park, a rails-with-trails arrangement could be a suitable compromise.

**18. Environmental Protection** – the project offers *significant* protection to wildlife, aquatic, vegetative habitat, or it ameliorates manmade degradation of the environment.

Aside from clearing overgrowth as necessary to make way for the trail, it is planned that mature trees be left in place, and that native wildflowers and prairie grasses be planted in open spaces (where not already present). It is hoped that this will engender bird, small mammal, and plant habitat, and slow storm run-off and erosion.

**19. Natural Preservation** – the project preserves significant and unique existing natural features of the site; i.e., geology, topography, scenic vistas, flora, etc.

The original cuts and fills of the railroad are in excellent condition. On the larger fills north of Ferris and Morse Roads some excellent wooded vistas open up. Pedestrians and bikers on the trail will have the sensation of traveling the railroad. In the more urban areas south of Innes Rd, it is hoped that wildflower and prairie grass plantings, as well as small community gardens, will beautify the urban landscape. The vision is for a park 66 feet wide and 7 miles long.

**F. Historic Considerations**

**20. Historical Importance** – the project preserves a historically or archaeologically significant site. (List whether the project site is: included on National or State Register; proposed for inclusion on a National or State register; eligible for inclusion on a National or State Register; has no effect on historically significant sites; or adversely affects a historically significant site.)

Four sets of limestone-block bridge abutments and one arched limestone-block culvert are remaining features dating back to the late 1800's. None are currently registered. See attached photos.

**21. Historical Significance to Community** – the project preserves or commemorates a structure or site that is/was:

- a. representative of a significant period in Ohio's history; or
- b. constructed using materials or techniques that are historically/archaeologically unique; or
- c. designed, constructed, or occupied by a person of historic importance; or
- d. one of only a few remaining examples of a once common structure/site in Ohio.

a) In its hey-day, the ROW in question was part of the Cleveland, Akron and Columbus Railroad (CA&C). It was established during the railroad boom of the post Civil-War era, a boom which peaked in the 1920's with six times the mileage in trackage as our current-day interstate highway system. The CA&C served Central and Northeast Ohio with passenger service, and with the transportation of agricultural products, lumber and coal. The railroad experienced heightened service during WW's I & II by delivering troops to Ft Hayes for transfer to points south. In the 20<sup>th</sup> Century the line came increasingly under the jurisdiction of the Pennsylvania RR. Many Pennsylvania RR employees called Linden home as it was the end of the line. The last scheduled service was in December 1950. The late 20<sup>th</sup> Century saw the line's consolidation and eventual abandonment under Conrail. The 7-mile portion under consideration went into private ownership in 1998.

**G. Administrative Issues**

**22. Project Construction/Implementation** – based upon the project's complexity and the amount of time necessary to develop the project, its construction schedule and cost are realistic.

Determined by staff based on project development and schedule information.

**23. Rights-of-Way** – the rights-of-way and/or easements needed for the project have been acquired or secured.

Determined by staff based on project development and schedule information.

**24. Useful Life and Maintenance Effort of the Project** – the project is expected to have a long useful life and will be easy to maintain by the responsible agency.

The railroad's original cuts, fill, bridges and culverts, and the substructure of the road itself, have stood in place for 135 years. Standard building and maintenance practices will be employed for paved multi-use trails. Saving of mature trees and low-maintenance plantings are suggested for vacant portions of the ROW. Maintenance issues for this ROW will most likely be less than for the Alum Creek or Olentangy Trails both of which must deal with flooding issues.

**25. Americans with Disabilities Act** – the project conforms to the Americans with Disabilities Act.

The grade never exceeds 2%, making it compliant with ADA requirements and ideal for people who travel by wheelchair.