

# FAQ

## Frequently Asked Questions



### WHAT IS THE KEEP POWELL MOVING INITIATIVE?

You're on the move and it's our job to make sure you get there safely and timely. You had a vision in mind and our comprehensive plan put it on paper. Now we're putting that plan into action, with the Keep Powell Moving initiative. We are taking a number of immediate steps to improve traffic circulation, add parking and increase walkability and bicycling in our ever-evolving city. This includes re-routing traffic to and from the Columbus Zoo and the Polaris area where possible.

### WHY FOCUS ON TRAFFIC CONGESTION NOW?

While six out of ten people believe Powell is an exceptional place to live, only one resident in three is satisfied with local traffic.<sup>1</sup> Traffic has dramatically increased over the years, and you're frustrated. You've spoken, we've listened. The City has a plan in place to keep Powell on the move.

### WHAT PROJECTS ARE IN PLACE AND WHEN WILL THEY BE COMPLETED?

Here are some specific ways the City of Powell, Ohio Department of Transportation (ODOT), Delaware County and the City of Columbus are improving your commute. This list will be updated as projects are completed, funding is secured or construction begins.

PROJECT	EXPECTED COMPLETION
Murphy Parkway extension (Powell)	Opened Fall 2016
Widening State Rt. 750 and new shared-use path (Powell/ODOT/Township/Delaware County)	Opened Fall 2016
Sawmill Parkway extension (Delaware County)	Fall 2016
Widening Hard Road to State Rt. 315 (Columbus)	Winter 2016 - See more information at <a href="#">City of Columbus</a>
Shared-use bike path connections on Liberty Street & Rutherford Road (Powell)	Spring 2017
New traffic signals on Grace Drive at Olentangy Street & North Liberty Street (Powell)	Spring 2017
Improvements at Liberty Road & Seldom Seen Road intersection (Delaware County)	Seeking grant funds

### WHY NOT WIDEN EVERY ROAD?

While it may seem logical to widen roads to solve traffic jams, research proves you can't always pave your way out of congestion. Widening roadways can actually attract more vehicles. Plus, some roadway expansions just aren't practical or sustainable. If we widened roads to meet traffic forecasts:

- » State Rt. 315 would need to be widened to five lanes south of Carriage Road. Obviously, we don't want to expand into the Olentangy River!
- » State Rt. 750 would need to have at least five lanes all the way from Sawmill Parkway to US 23. To make that possible, many buildings in downtown Powell would need to be removed.

<sup>1</sup> 2016 Community Attitude Survey

### WHY NOT FOCUS ON THE RAILROAD CROSSINGS?

We are often asked why we don't build an under- or overpass at the railroad crossings in Powell. Unfortunately, the space and cost required to construct a railroad under/over pass would be substantial. Railroad overpasses built in the last ten years typically cost around \$20-\$30 million.

Construction of a Railroad overpass is possible, but would require acquisition of some nearby property; and likely involve closing of State Rt. 750 at the crossing for up to 1.5 years for construction.

To put it in perspective, there would be major disruption of our historic downtown to make room for the access needed for what would be a long-term benefit. Downtown Powell is a huge part of who we are and we plan to preserve its charm as much as possible, so we have looked to other methods of crossing the railroads safely.

## HOW WILL THE CITY OF POWELL PAY FOR IT?

There is never enough budget to pay for all of a city's needs and Powell must rely on multiple sources of funds to pay for infrastructure improvements. The following is a list of local, state and federal sources.

### »» City of Powell Budget

The City of Powell has the fifth lowest income tax rate in Ohio, at 0.75 percent. Those income taxes account for about 45 percent, or \$5.5 million, of Powell's annual budget, and go toward operating and maintaining the status quo. An additional \$550,000 is generated each year via Powell's local share of the gasoline tax and driver/vehicle licensing fees. These funds are directed toward road improvements.<sup>2</sup> Also, Powell receives approximately five cents of every dollar in property taxes.

Powell also has three tax-increment financing (TIF) districts, where it uses growth in property taxes generated in those specific areas to help fund infrastructure improvements.

### »» Bond Packages

City of Powell residents passed a \$7.1 million renewal bond levy in 2012 to fund a portion of Powell's infrastructure needs. This is helping to pay for the Murphy Parkway extension, shared-use path connections, traffic signals and a portion of The Park at Seldom Seen.

### »» Grants

There are a variety of state and federal grants that can be pursued; however, no one grant source will likely cover the entire cost of any major transportation improvement. Local and/or private funds are typically needed to "match" grant funds. Potential sources include ODOT, the Ohio Public Works Commission and the Mid-Ohio Regional Planning Commission.

### »» New Development

New development can bring jobs and provide some needed infrastructure improvements (roads, sidewalks, etc.) based upon its location and impact.

## WILL DEVELOPMENT BRING MORE TRAFFIC?

Development can generate more traffic, but if planned well it can help ease the dependence on cars or help pay for improvements to handle additional traffic. The City works closely with developers to identify strategies to address these issues. It is always a delicate balance, as it is important to welcome new development that brings new jobs and places to live and play, while still ensuring that our community retains what made it great in the first place.

It is also important to note that development is critical to accommodating the influx of newcomers to Central Ohio which will grow by at least 500,000 people and 300,000 jobs between 2010 and 2050. For more on Central Ohio's growth, visit [Insight 2050](#).

## WHERE CAN I LEARN MORE?

We have worked with residents and businesses over the past several months to develop the Downtown Powell Street System & Circulation Plan that will serve as a guiding document for the future of downtown Powell. This Plan facilitates better traffic movement through and around the Four Corners (Olentangy & Liberty Street), enhances access, parking and circulation to downtown businesses and events, and preserves our downtown character and walkability. We will also soon be working with ODOT and Delaware County to add more signs to direct through traffic around downtown Powell. Stay connected with the community's Keep Powell Moving Initiative by following us on any of the City of Powell networks on social media. Thank you for your patience, while working together, we Keep Powell Moving.

<sup>2</sup>See *Fiscal Analysis*, City of Powell Comprehensive Plan, for more detail on the sources of Powell revenue and how they are spent.

