CHAPTER SEVEN
NEXT STEPS
VII – NEXT STEPS

As suggested in the previous sections, the completion of this Alternative Transportation Study is just the first of many steps towards implementing the recommendations. The Columbus Consolidated Government has taken an increasingly progressive approach to alternative transportation such as Mayor Tomlinson’s desire for Columbus to become the first Georgia community with a Silver Certification as a Bicycle Friendly Community from the League of American Bicyclists, and should consider the various policy and funding recommendations indicated on Page 50. In general, should they be pursued, the implementation challenges and timeframes for these recommendations vary. It should be understood that further study and development will be necessary to implement the recommendations. Similarly, with the passage of time and changing community priorities, the policy recommendations should be considered to be a snapshot of the time that this study was developed. Certain recommendations contained within may eventually become too ambitious or too modest given such changes in priority and should be reassessed and refined at regular intervals.

The transit considerations, included on page 51 will likely be refined and expanded in the near future as a public transit needs assessment study was commencing at the time this Alternative Transportation Study was being finalized. Likewise, the feasibility of high speed rail from Columbus to Atlanta was also being investigated at the conclusion of this study. A continued pursuit and eventual implementation of this type of service could have tremendous impact on the need for additional alternative transportation investments in Columbus. In general, the policy and corridor recommendations of this study were developed so they could complement implementation of other transportation projects but would not be totally reliant on them in order to be successful.

Finally, the corridor recommendations, summarized beginning on pages 53, are based on planning level analyses. Such planning level analyses are intended to establish a vision and identify locations where future investment can be made. This means that additional study will be required to verify the feasibility and refine/finalize design elements for the individual corridor recommendations. In general, the implementation of any given recommendation will require an engineering phase in which the corridor is analyzed and designed using site-specific data and detailed methods that are not appropriate for use in a planning analysis. Likewise, the cost estimates developed for each corridor are planning level estimates and will need to be refined using more detailed methods as any given corridor moves closer to implementation.

It has been the study team’s pleasure to work with the Columbus Consolidated Government staff and the community to develop this study. We believe that the recommendations contained within meets the community’s stated goals and vision for alternative transportation and that the eventual full implementation of this study recommendations will make Columbus an even greater place!