CONNECT COLUMBUS
Building Columbus’ Transportation Future

Project Update
11/17/16
Project Process

1. Discovery
2. Desire
3. Design
4. Documentation
## Project Schedule

<table>
<thead>
<tr>
<th>August</th>
<th>Outreach</th>
<th>Recommendations / Final Plan</th>
<th>Operating Manuals</th>
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<tbody>
<tr>
<td>1. General agreement on Nov 15th meetings</td>
<td>1. Produce detailed outline of the final report and begin drafting content</td>
<td>1. Final discussion with staff about remaining design guide items</td>
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<tr>
<td>2. Book and schedule outreach times and locations</td>
<td>2. Discuss NW Corridor development sites w/ Development Staff</td>
<td>2. Submit drafts of operating manuals to City for review</td>
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<tr>
<td>3. Review outreach/stakeholder list and begin strategy on how to connect with individuals/groups</td>
<td>3. Continue Thoroughfare Plan discussions</td>
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<td>4. Formalize outreach plan and get buy in from Mayor’s Office, etc.</td>
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<th>September</th>
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<tbody>
<tr>
<td>1. Finalize meeting locations and details</td>
<td>1. Draft meeting presentations/content</td>
<td>1. Revisions to operating manuals based on staff comments</td>
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<td>2. Coordinate w/ Smart Columbus and other</td>
<td>2. Continue drafting thoroughfare plan</td>
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<td>3. Begin setting up stakeholder meetings</td>
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<th>October</th>
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<tbody>
<tr>
<td>1. Key stakeholder meetings on operating manuals and recommendations</td>
<td>1. Finish drafting content for final report</td>
<td>1. Final drafts of Operating Manuals to City for review</td>
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<tr>
<td>2. Development / ULI meetings - recommendations and project list</td>
<td>2. Finalize recommendations and meeting materials</td>
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<td>3. Script outreach materials</td>
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<td>4. Begin meeting notices</td>
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<tr>
<td>2. Proactively seek ‘feedback’ from community leaders, stakeholders, public at large</td>
<td>1. Fact Book</td>
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<td>3. Media promotion</td>
<td>2. DRAFT Recommendations</td>
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<tr>
<th>December</th>
<th>Outreach</th>
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<tr>
<td>1. Gather feedback</td>
<td>1. Revisions to final documents based on input</td>
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<tr>
<td>2. Continue marketing materials for public input</td>
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<tr>
<th>January / February</th>
<th>Outreach</th>
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<tbody>
<tr>
<td>1. Respond to feedback</td>
<td>1. Final Plan</td>
<td>1. Final Operating Manuals</td>
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Upcoming Public Meetings

Share your input on initial recommendations at one of the following open house meetings:

**WEDNESDAY**
**NOVEMBER 16**
5 PM - 8 PM
WHETSTONE SHELTER HOUSE
3901 N High St, Columbus, OH 43214

**THURSDAY**
**NOVEMBER 17**
11:30 AM - 1 PM
COLUMBUS STAT ROOM
77 N Front St, Columbus, OH 43215

**THURSDAY**
**NOVEMBER 17**
5 PM - 8 PM
WESTGATE SHELTER HOUSE
3271 Wicklow Rd, Columbus, OH 43204
What is Connect Columbus?

- Citywide Policy Document
- Capital Spending Alternatives
- Updated City Procedures
- Final Plans (e.g. Thoroughfare Plan)
Community Goals

**NEIGHBORHOOD VITALITY**
Through placemaking and community development, be responsive to neighborhood’s character and needs.

**HEALTH + SAFETY**
Balanced access for walking, biking, and active transportation that promotes health, well-being, and safety citywide, while protecting needs of our most vulnerable populations.

**EQUITABLE ACCESS**
Provide quality transportation choices to jobs, housing, education, social services and general city life that are socially and economically inclusive of all.

**SUSTAINABILITY**
Promote sustainable and renewable transportation options, aimed at reducing resource consumption.

**ECONOMIC DEVELOPMENT**
Build infrastructure to attract and retain jobs and minds, while connecting and enhancing access.

**FISCAL SUSTAINABILITY**
Prioritize transportation investments that can be sustained long term.
Outreach - Workshops

4 PUBLIC WORKSHOPS

PLAN VAN STOPS REACHED

18 LOCATIONS
Community Goals

- Online:
  - Wikimap
  - Social Media

- Festivals and other events:
  - Moonlight Market
  - Open Streets
  - Arts Fest

- Community Groups
  - Village Connections
  - Boy Scouts
  - OSU Planning Studio

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Public Comments

- Bike: 196
- Walk: 156
- Transit: 439
- Car: 127
- Other: 131
What Does the City Need to Thrive?

- Increasing population and employment
- Places to live, work, and play throughout the day
- Access to jobs, education, and healthy opportunities
- A strong community identity, sense of place, and neighborhood character
What Does Transit Need to Thrive?

- Critical mass of potential riders
- Travel demand throughout the day
- Local connectivity to stations (via all transportation modes)
- Regional connectivity to high-demand destinations
How Does Columbus Stack Up?

In 2013 the average travel time for commuters driving alone to work in the Columbus Metro Area was 23 minutes; that is shorter than comparable cities like Atlanta (29 minutes), Austin (26 minutes), Cleveland (24 minutes), Minneapolis (25 minutes), and Portland (26 minutes).

Average Travel Times by Mode

- **Drove Alone**: 23 Minutes
- **Carpool**: 25 Minutes
- **Transit**: 39 Minutes

Despite the relatively short commute times, the average commuter in Columbus spent 41 hours sitting in traffic in 2014.

Source: American Community Survey, 2013
Source: Texas A&M Transportation Institute, 2015 Urban Mobility Scorecard
Columbus is Growing

MORPC 2050 Forecast

Population Growth Over Time

More People
More Jobs
More Daily Trips

MORPC 2050 Forecast
The Connect Columbus Scenarios

**TREND SCENARIO**

- Growth and investment continues as usual
- Emphasis on roadway widening projects
- Strain on existing resources

**INFILL SCENARIO**

- Growth and investment is concentrated in compact regional centers
- Emphasis on premium transit, bicycle facilities, and creating walkable cores
Funding Scenarios

**TREND**
- $300-350 million annually
- 93%
- 1%
- 6%

**INFILL**
- $300-350 million annually
- 85%
- 4%
- 11%

**COMPOSITE**
- $300-350 million annually
- 88%
- 4%
- 8%

(BASED ON REGIONAL SPENDING)
Funding Changes

COMPOSITE SCENARIO
REPRIORITIZES TRANSPORTATION SPENDING TOWARDS THE COMMUNITY GOALS

MORPC TIP 2016-2019

- 2%  (Bicycles)
- 3%  (Bus)
- 8%  (Pedestrians)
- 4%  (Walking)

COMPOSITE

- 88%  (Cars)
- 95%  (Vehicles)
Existing Low-Stress Bike Network
Proposed Low-Stress Bike Network
Estimated Shifts in Bike Mode Share

Source: Census American Community Survey.
Chart by BikePortland.
Increase in Access to Green Space

2-3x increase in # of people who can safely bike to parks

Nearly 40% of the City’s population
Current Transit Network (COTA TSR)
Additional Developing Destinations
Potential Corridors to Connect Destinations

- Northwest Corridor
- Airport Corridor
- East Corridor
Potential Increase in Car-Free Living

4 - 8x increase in # of people with option to live car-free

Nearly 25% of the City’s population
High Quality Service Types

Frequent Bus Service
- Regular bus service
- Headways of 15 minutes or less

Premium Bus Service
- Branded bus service
- Bus stop infrastructure and amenities
- Wider stop spacing
- Transit Signal Priority
- Headways of 15 minutes or less
High Quality Service Types

Guideway Transit – Full BRT

- Branded, high-capacity bus service
- Dedicated guideway (bus-only lanes)
- Bus stop infrastructure and amenities
- Wider stop spacing
- Transit Signal Priority
- Headways of 15 minutes or less

Guideway Transit – Light Rail

- High-capacity light-rail service
- Dedicated guideway (with rails)
- Stop infrastructure and amenities
- Wider stop spacing
- Transit Signal Priority
- Headways of 15 minutes or less
NEW FUNDING IS NEEDED TO MAKE THE OVERALL POT **LARGER FOR TRANSIT**
The right level of density won’t happen on its own
City should develop community plans around key station areas
Tools to encourage the right densities – operating manuals (DPS)
Peer Cities – What Does This Look Like?

Cincinnati

Philadelphia

Chattanooga

(Dallas)
Charlotte – Transit Supportive Density
Charlotte – Station Area Planning

Celriver Station (Celanese Site)

1. Develop a well connected street network with a regular block pattern that enhances connectivity and supports higher intensity development.

2. Encourage new transit supportive mixed use development with multi-family residential around the station.

3. Extend Riverside Dr. across Cherry Road to form a parkway along the river with development on one side overlooking the river and the green space.

4. Encourage transit supportive employment intensities to capitalize on this site’s good visibility from the freeway.

5. Encourage new transit supportive residential development which can be developed as a mix of multi-family and single family residential within a 10 minute walk of the station. Civic amenities, parks and open spaces should be an integrated within this development.

6. Opportunity for public space at transit station.
“Trying to cure traffic congestion with more capacity is like trying to cure obesity by loosening your belt.”
THANK YOU