

A photograph of the Columbus skyline featuring several tall skyscrapers under a clear blue sky. In the foreground, there is a green park area with a curved path and a bridge structure.

# CONNECT COLUMBUS

Building Columbus' Transportation Future

Project Update  
11/17/16



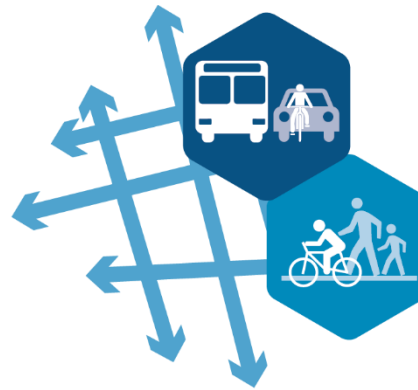
# Project Process



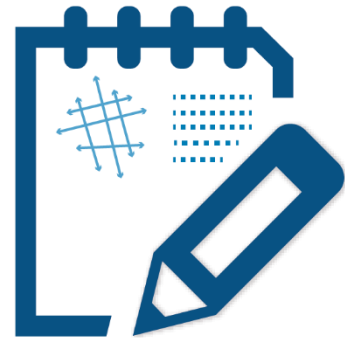
**1. Discovery**



**2. Desire**



**3. Design**



**4. Documentation**

# Project Schedule

	OUTREACH	RECOMMENDATIONS / FINAL PLAN	OPERATING MANUALS
August	<ol style="list-style-type: none"> <li>General agreement on Nov 15<sup>th</sup> meetings</li> <li>Book and schedule outreach times and locations</li> <li>Review outreach/stakeholder list and begin strategy on how to connect w ith individuals/groups</li> <li>Formalize outreach plan and get buy in from Mayor's Office, etc.</li> </ol>	<ol style="list-style-type: none"> <li>Produce detailed outline of the final report and begin drafting content</li> <li>Discuss NW Corridor development sites w ith Development Staff</li> <li>Continue Thoroughfare Plan discussions</li> </ol>	<ol style="list-style-type: none"> <li>Final discussion w ith staff about remaining design guide items</li> <li>Submit drafts of operating manuals to City for review</li> </ol>
September	<ol style="list-style-type: none"> <li>Finalize meeting locations and details</li> <li>Coordinate w ith Smart Columbus and other</li> <li>Begin setting up stakeholder meetings</li> </ol>	<ol style="list-style-type: none"> <li>Draft meeting presentations/content</li> <li>Continue drafting thoroughfare plan</li> </ol>	<ol style="list-style-type: none"> <li>Revisions to operating manuals based on staff comments</li> </ol>
October	<ol style="list-style-type: none"> <li>Key stakeholder meetings on operating manuals and recommendations</li> <li>Development / ULI meetings - recommendations and project list</li> <li>Script outreach materials</li> <li>Begin meeting notices</li> </ol>	<ol style="list-style-type: none"> <li>Finish drafting content for final report</li> <li>Finalize recommendations and meeting materials</li> </ol>	<ol style="list-style-type: none"> <li>Final drafts of Operating Manuals to City for review</li> </ol>
November	<ol style="list-style-type: none"> <li>Week of public meetings (15 – 18)</li> <li>Proactively seek 'feedback' from community leaders, stakeholders, public at large</li> <li>Media promotion</li> </ol>	Public Meeting Materials: <ol style="list-style-type: none"> <li>Fact Book</li> <li>DRAFT Recommendations</li> </ol>	<ol style="list-style-type: none"> <li>Release final drafts of Operating Manuals for public comment</li> </ol>
December	<ol style="list-style-type: none"> <li>Gather feedback</li> <li>Continue marketing materials for public input</li> </ol>	<ol style="list-style-type: none"> <li>Revisions to final documents based on input</li> </ol>	<ol style="list-style-type: none"> <li>Revisions to final documents based on input</li> </ol>
January / February	<ol style="list-style-type: none"> <li>Respond to feedback</li> <li>Update reports and recommendations</li> <li>Communicate results</li> </ol>	<ol style="list-style-type: none"> <li>Final Plan</li> </ol>	<ol style="list-style-type: none"> <li>Final Operating Manuals</li> </ol>

# 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.



## SUSTAINABILITY

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



## 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.



## ECONOMIC DEVELOPMENT

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



## EQUITABLE ACCESS

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



## FISCAL SUSTAINABILITY

Prioritize transportation investments that can be sustained long term.



# Outreach - Workshops

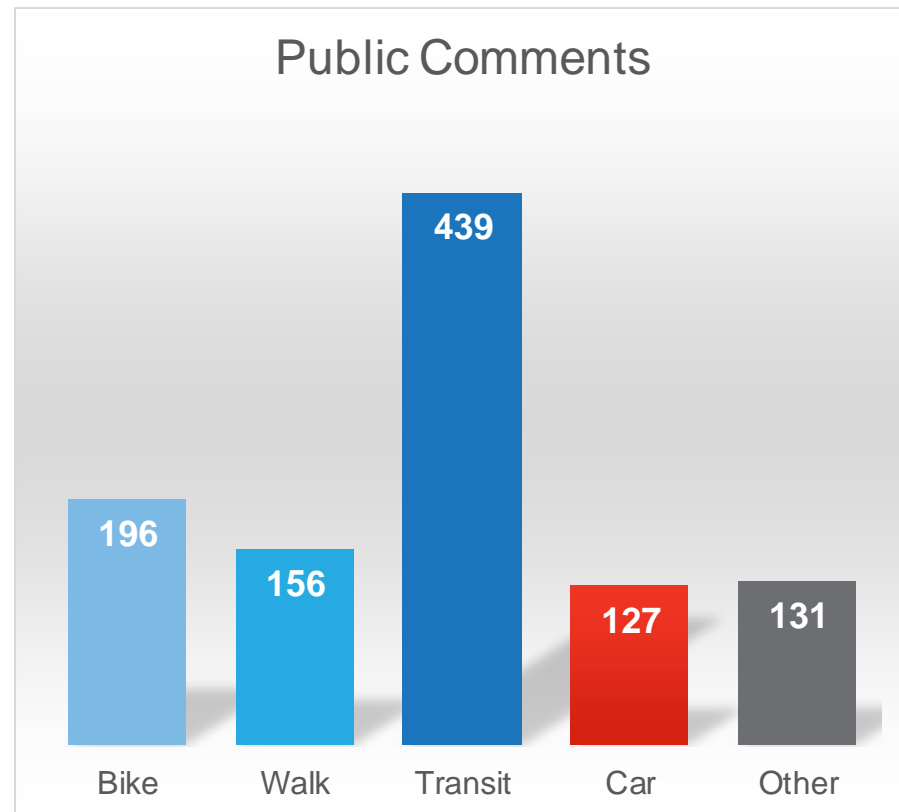


PLAN VAN  
STOPS  
REACHED



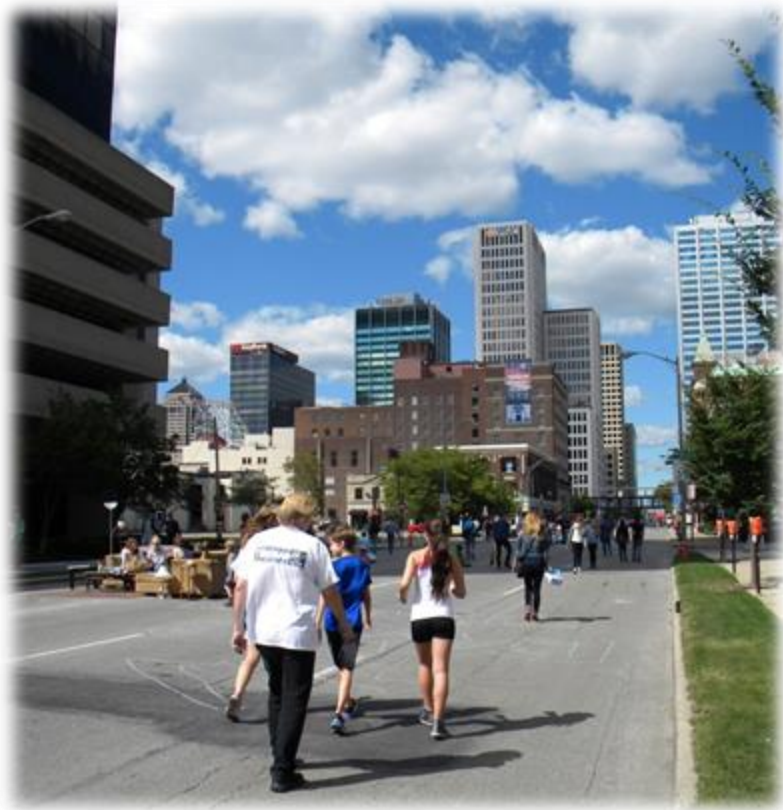
# Community Goals

- Online:
  - Wikimap
  - Social Media
- Festivals and other events:
  - Moonlight Market
  - Open Streets
  - Arts Fest
- Community Groups
  - Village Connections
  - Boy Scouts
  - OSU Planning Studio





# 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



# Columbus in Context

## 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).



CITY OF COLUMBUS MODE SHARE

**4 of every 5** people in the City of Columbus **drive alone to work.**

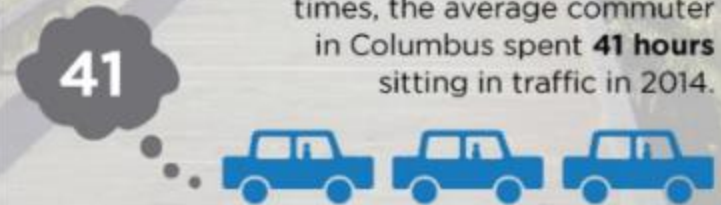
Source: American Community Survey 2013

## Average Travel Times by Mode



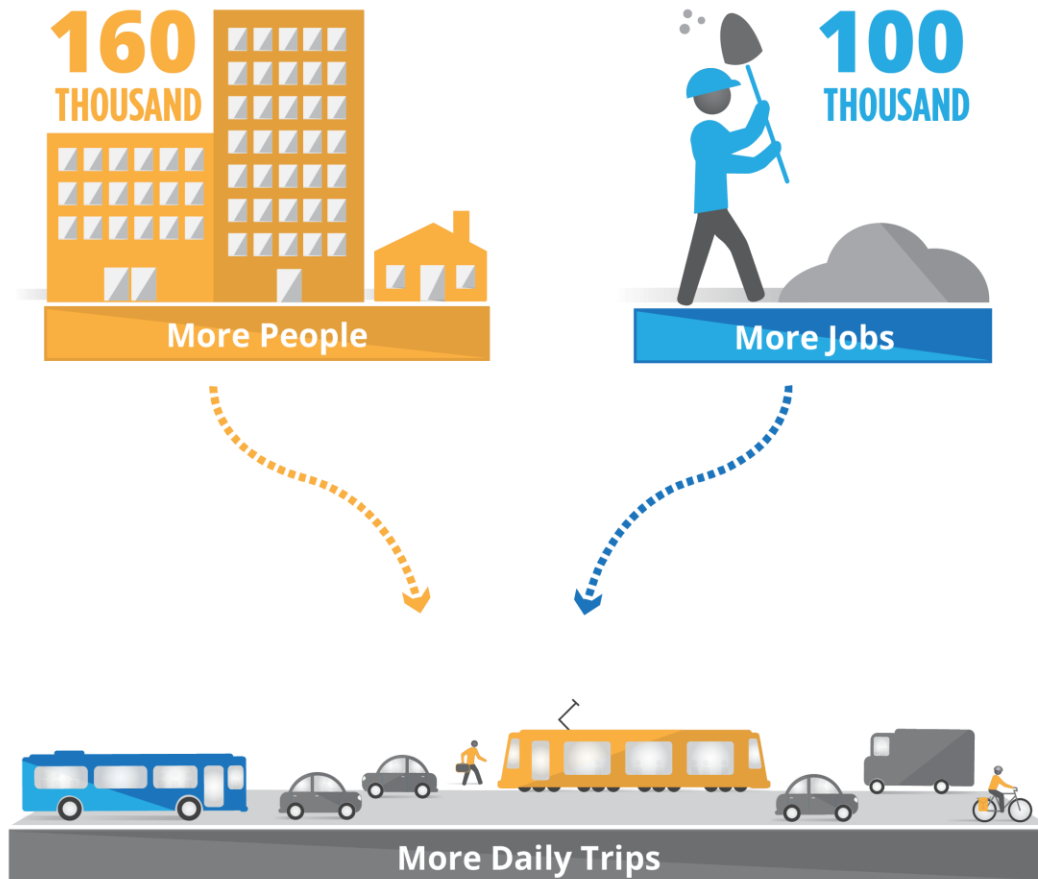
Source: 2013 American Community Survey

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

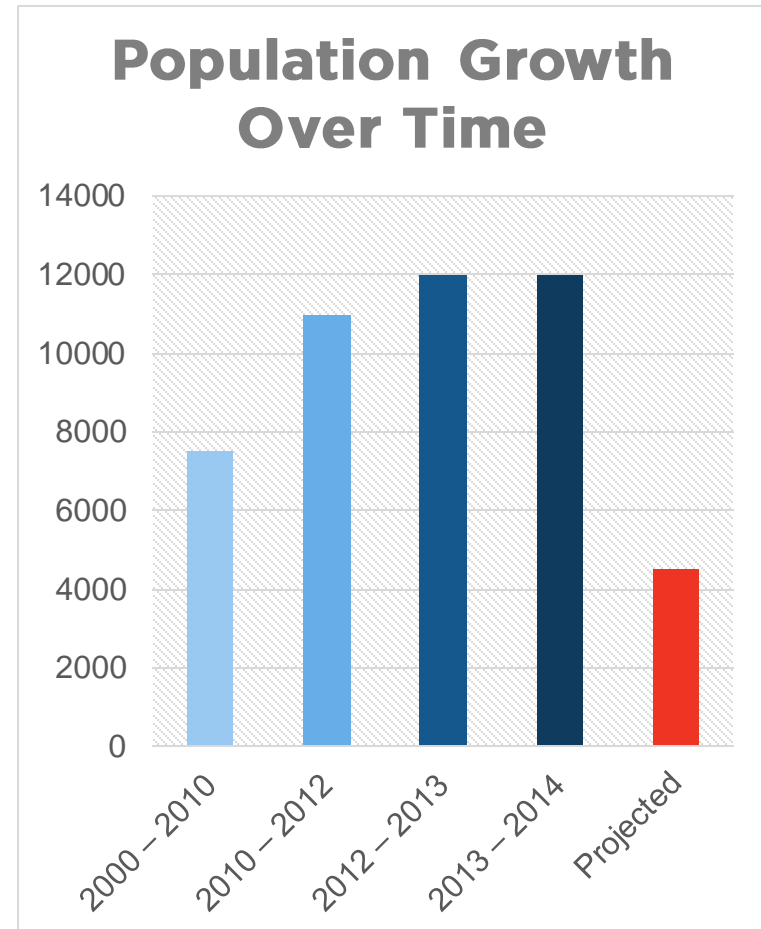


Source: Texas A&M Transportation Institute, 2015 Urban Mobility Scorecard

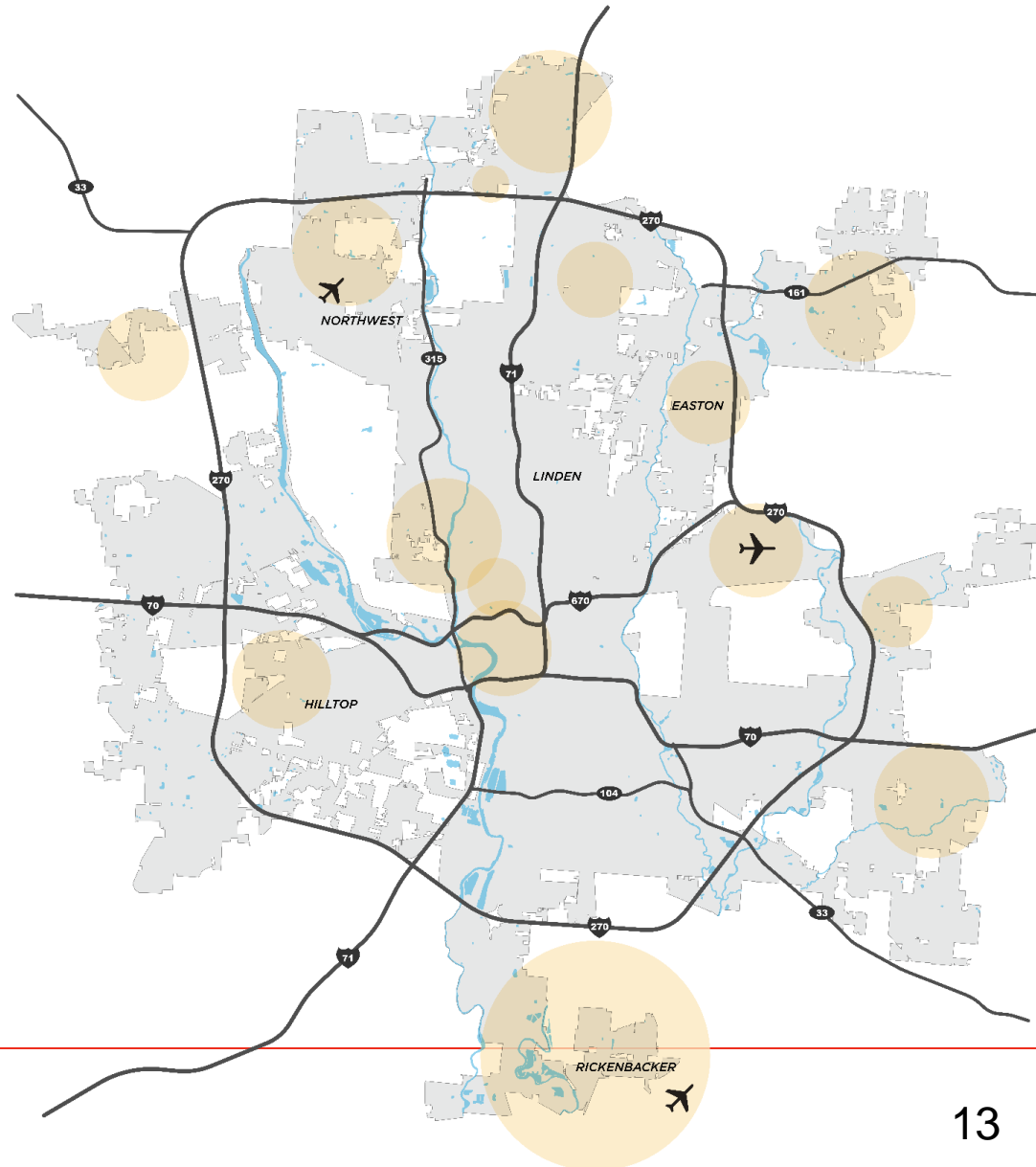
# Columbus is Growing



MORPC 2050 Forecast



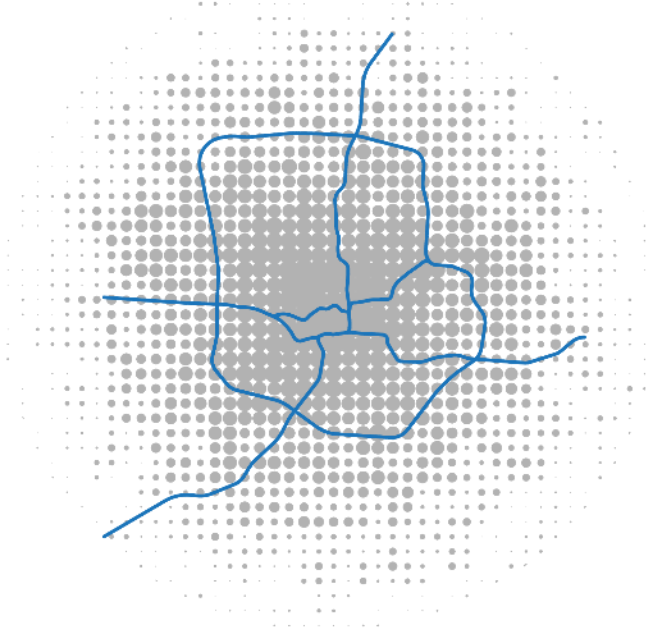
# Rethinking Growth





# The Connect Columbus Scenarios

## TREND SCENARIO

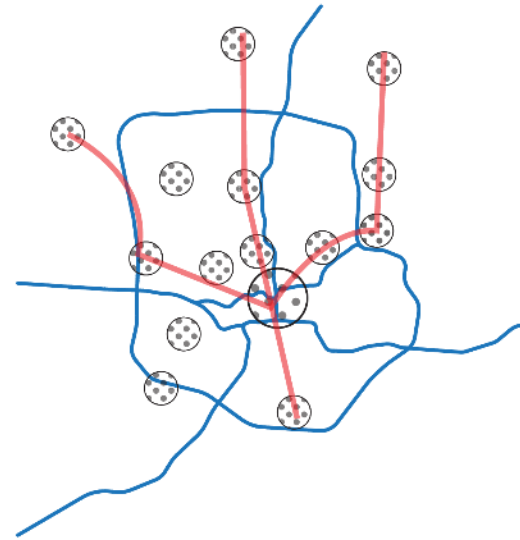


Growth and investment continues as usual

Emphasis on roadway widening projects

Strain on existing resources

## INFILL SCENARIO



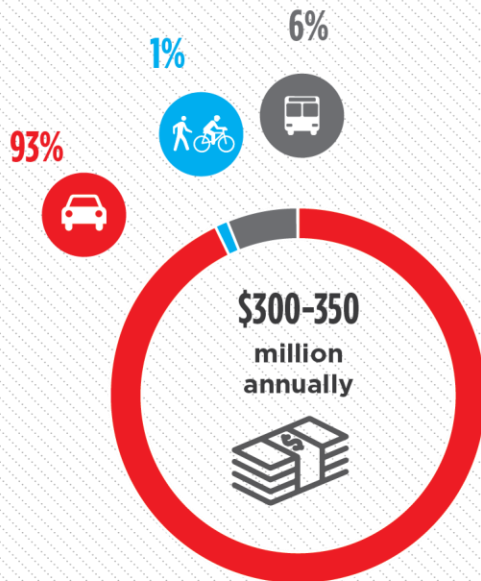
Growth and investment is concentrated in compact regional centers

Emphasis on premium transit, bicycle facilities, and creating walkable cores

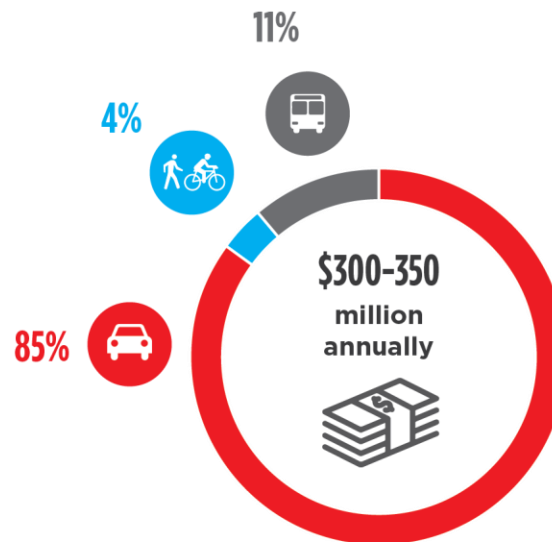


# Funding Scenarios

## TREND

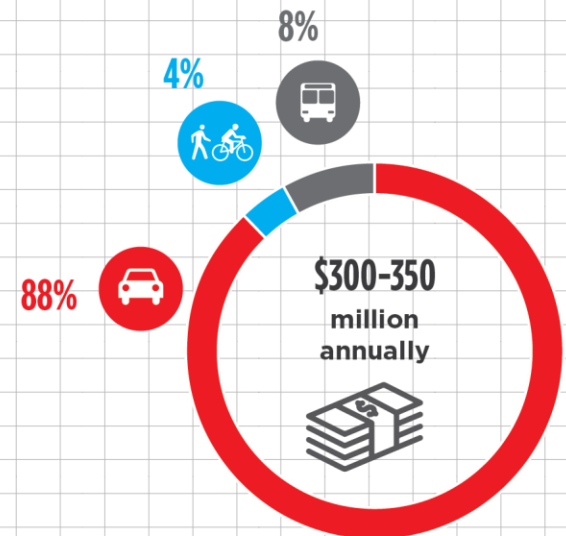


## INFILL



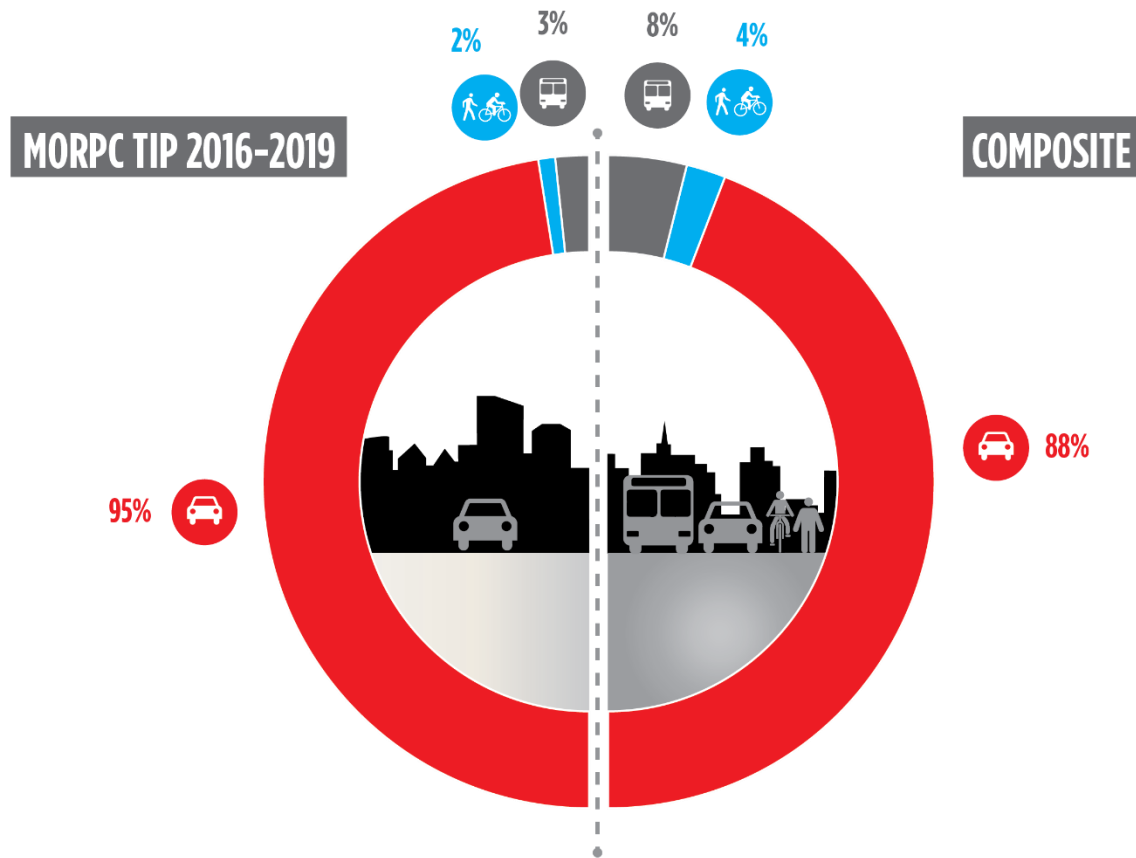
(BASED ON REGIONAL SPENDING)

## COMPOSITE

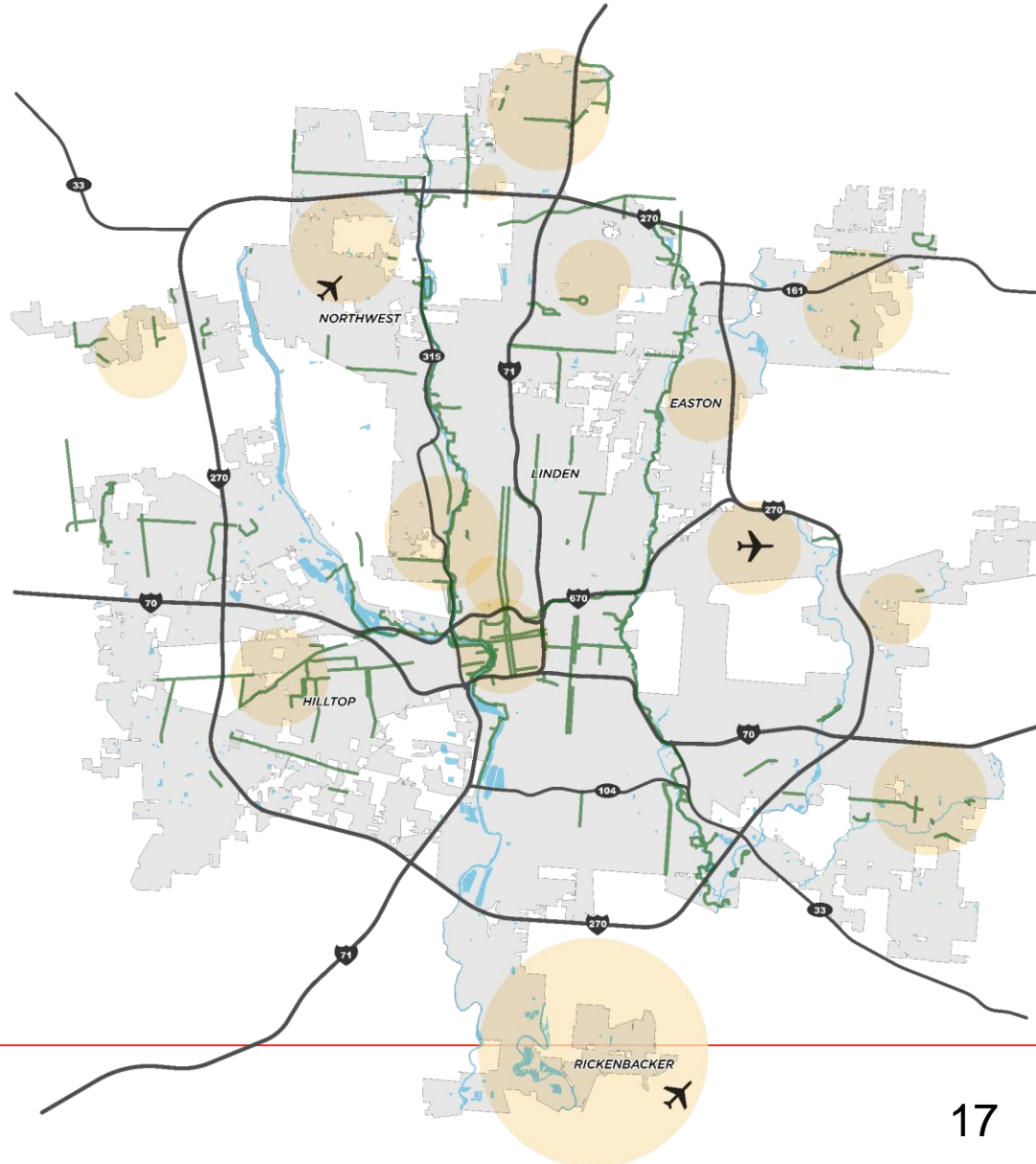


# Funding Changes

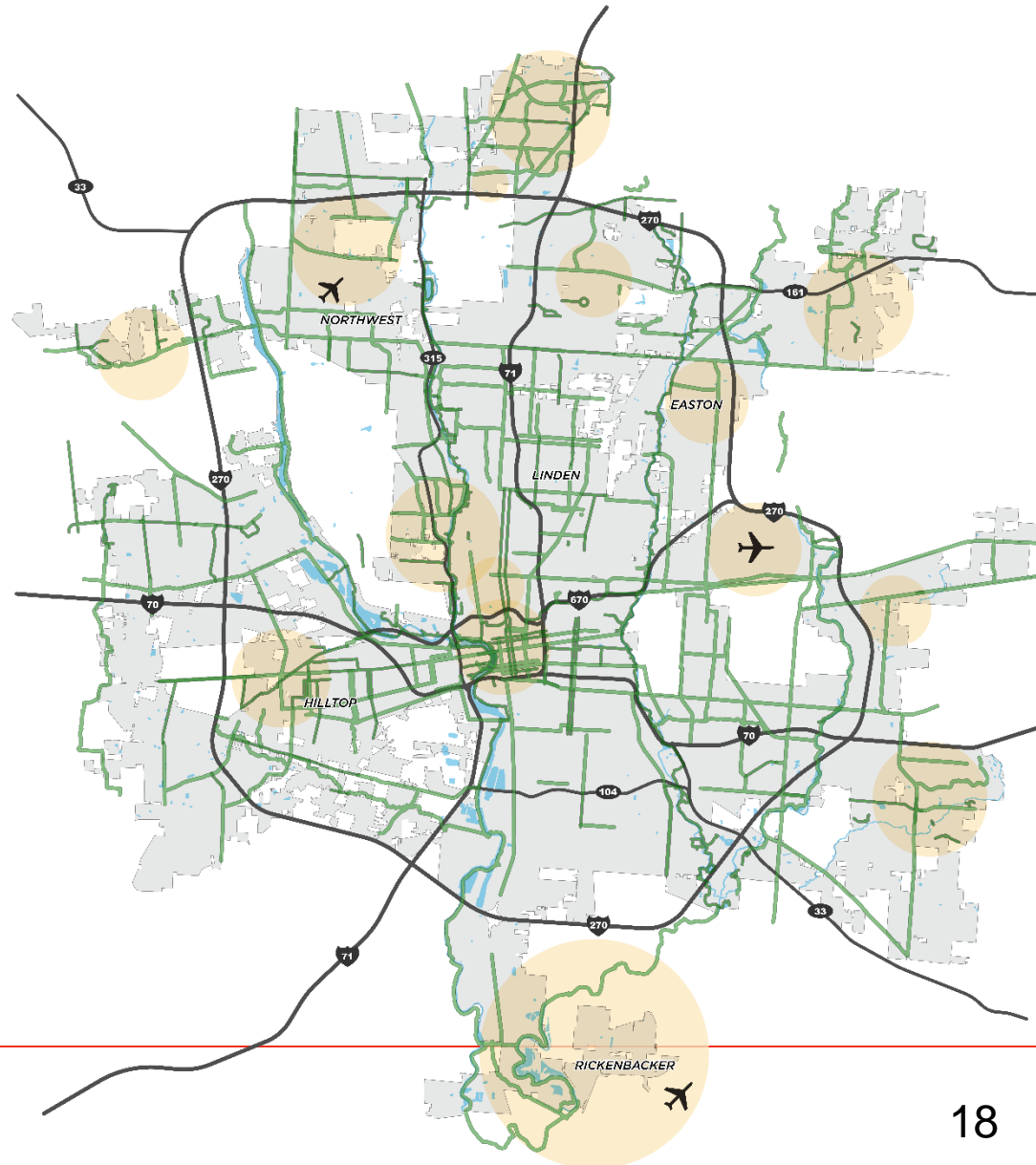
## COMPOSITE SCENARIO REPRIORITIZES TRANSPORTATION SPENDING TOWARDS THE COMMUNITY GOALS



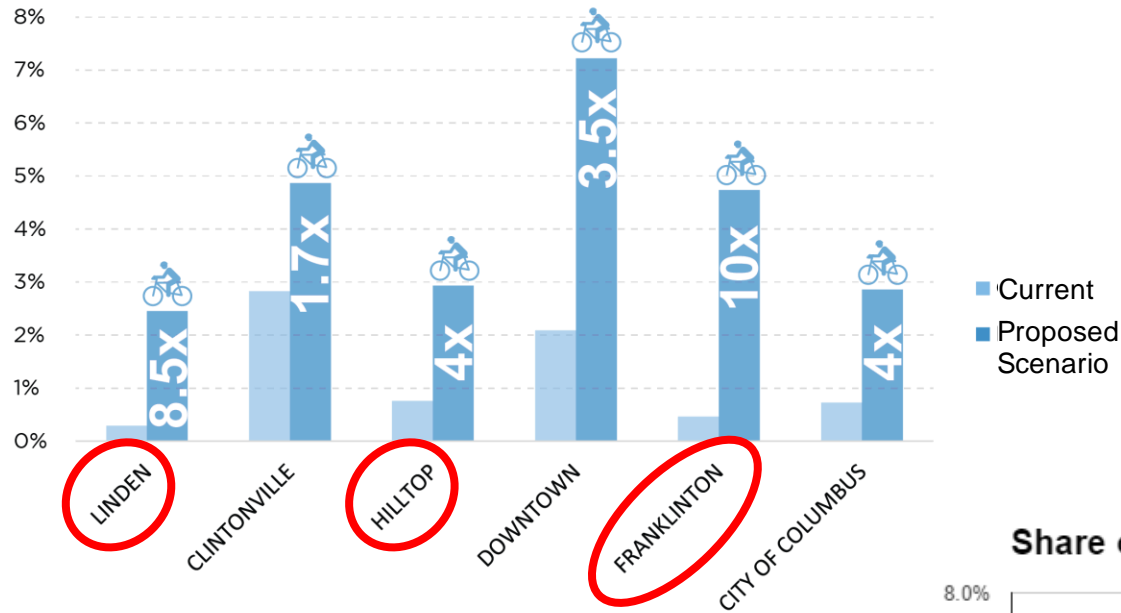
# Existing Low-Stress Bike Network



# Proposed Low-Stress Bike Network

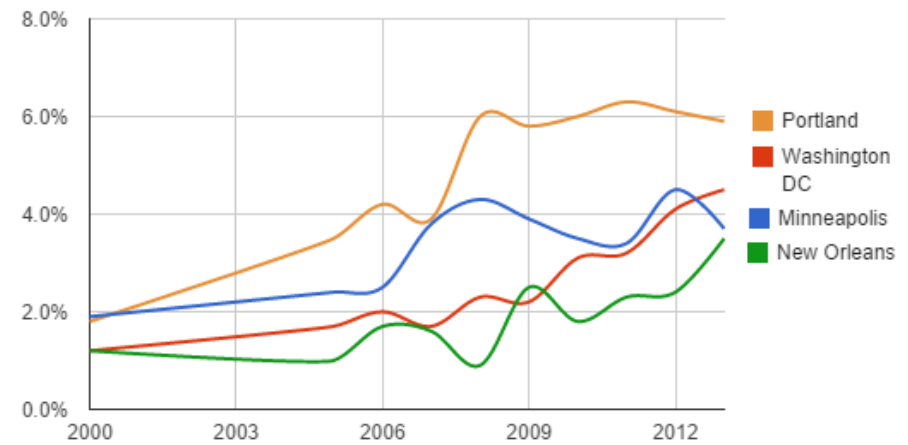


# Estimated Shifts in Bike Mode Share



bikeportland.org

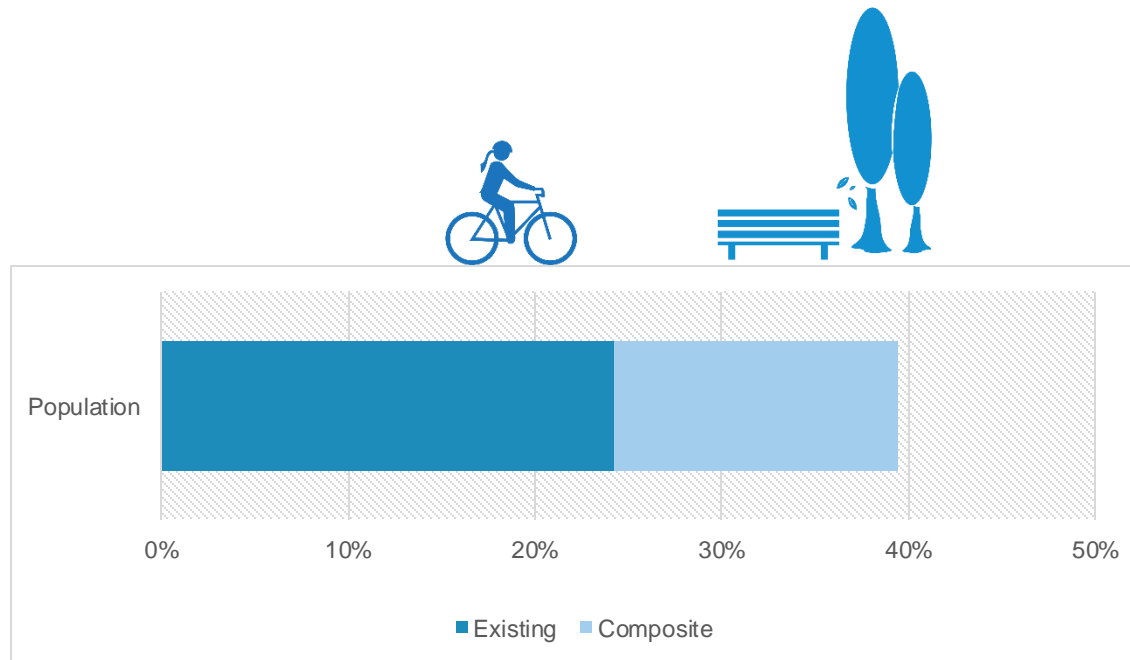
Share of workers commuting by bike



Source: Census American Community Survey.  
Chart by BikePortland.

# Increase in Access to Green Space

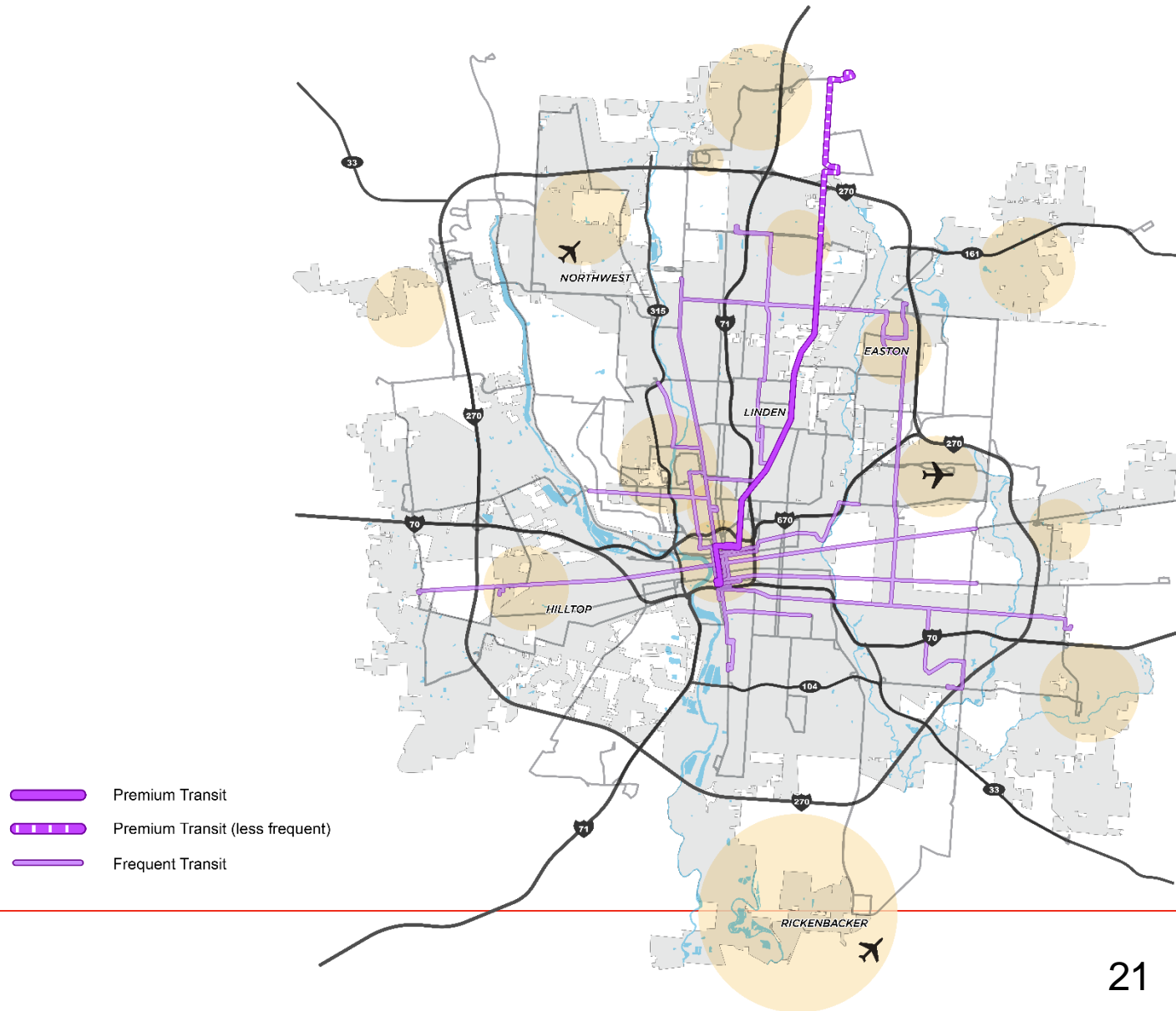
**2- 3x** increase in # of people who can *safely bike to parks*



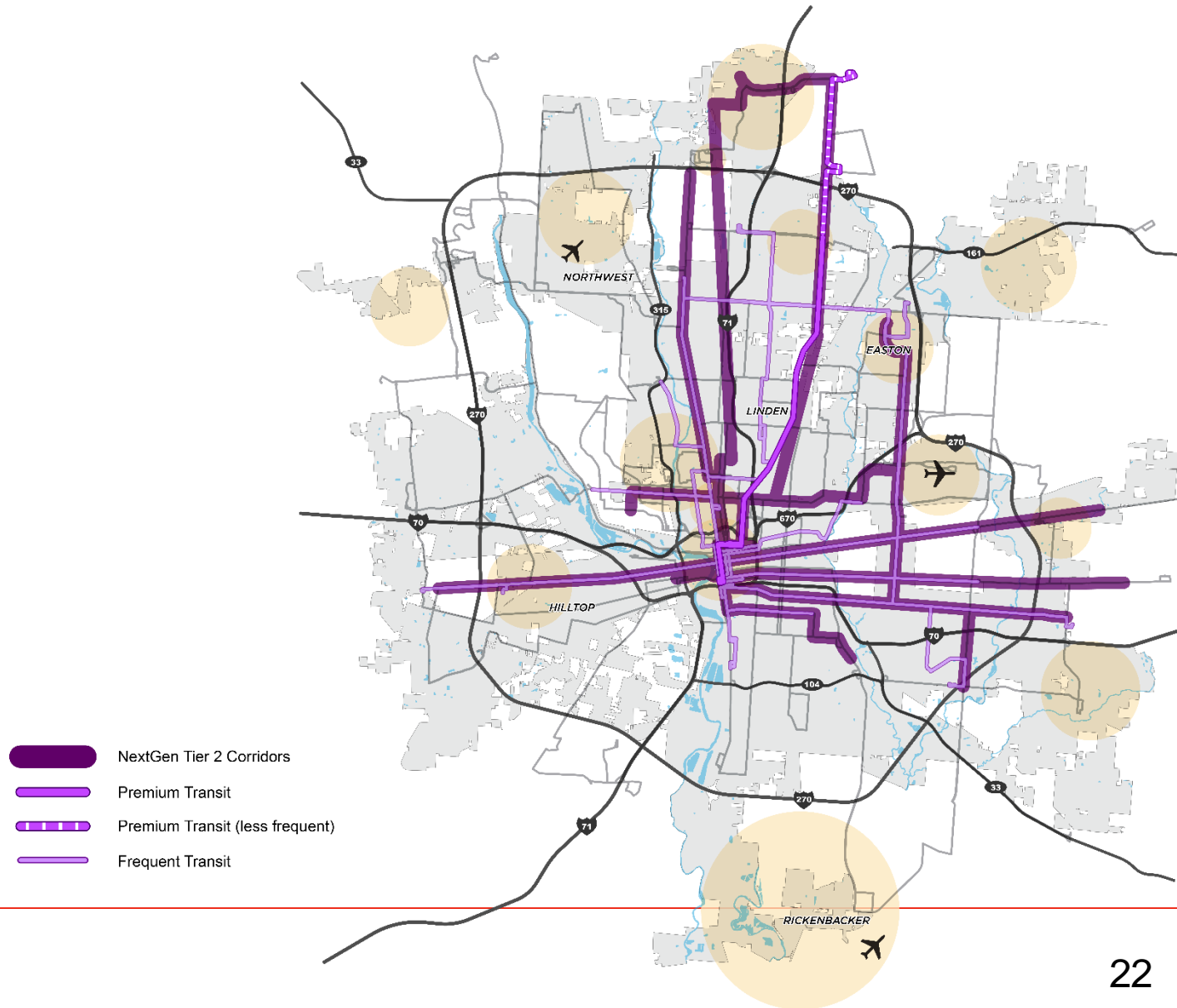
Nearly **40%** of the City's population



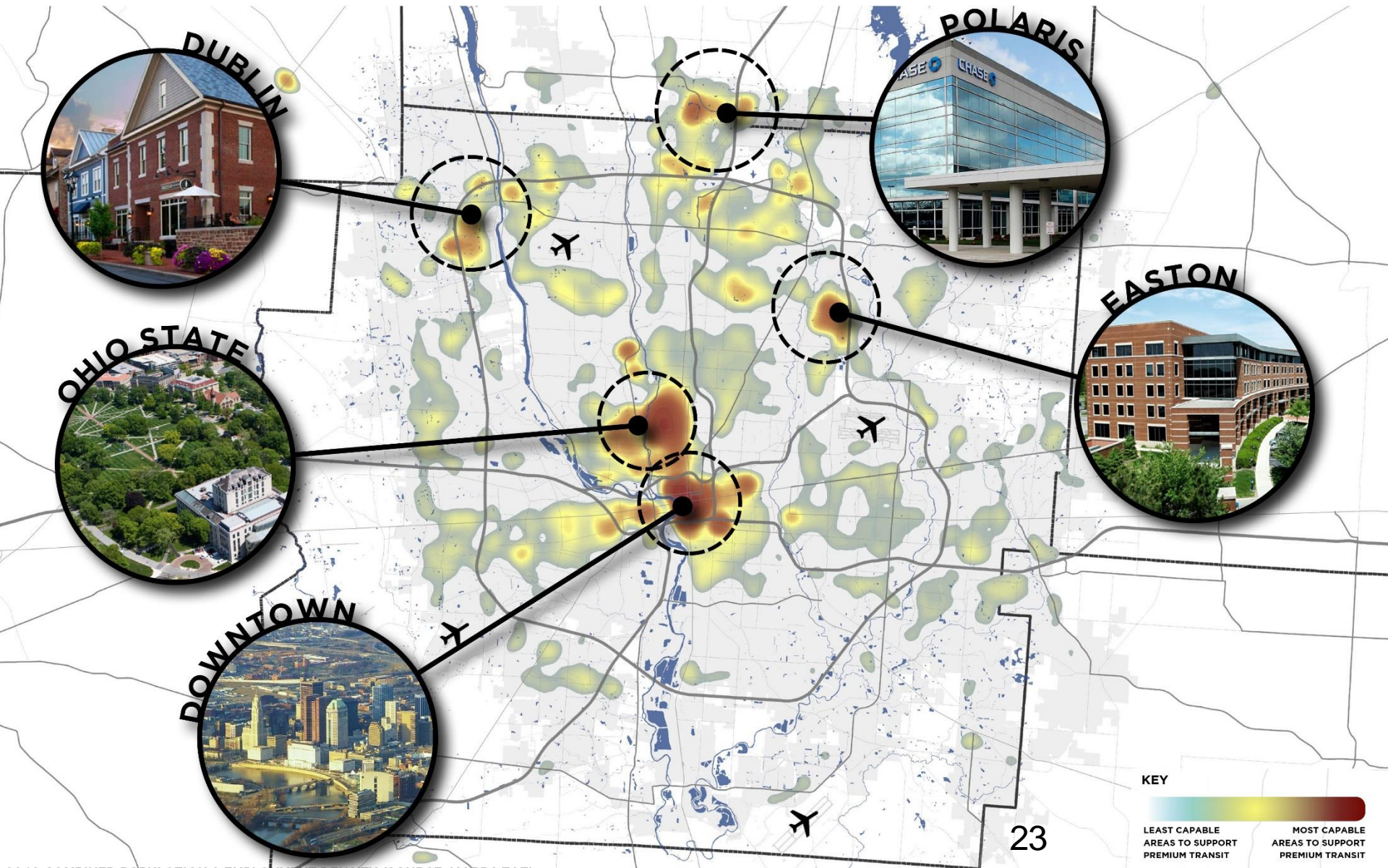
# Current Transit Network (COTA TSR)



# COTA NextGen Tier 2 Corridors

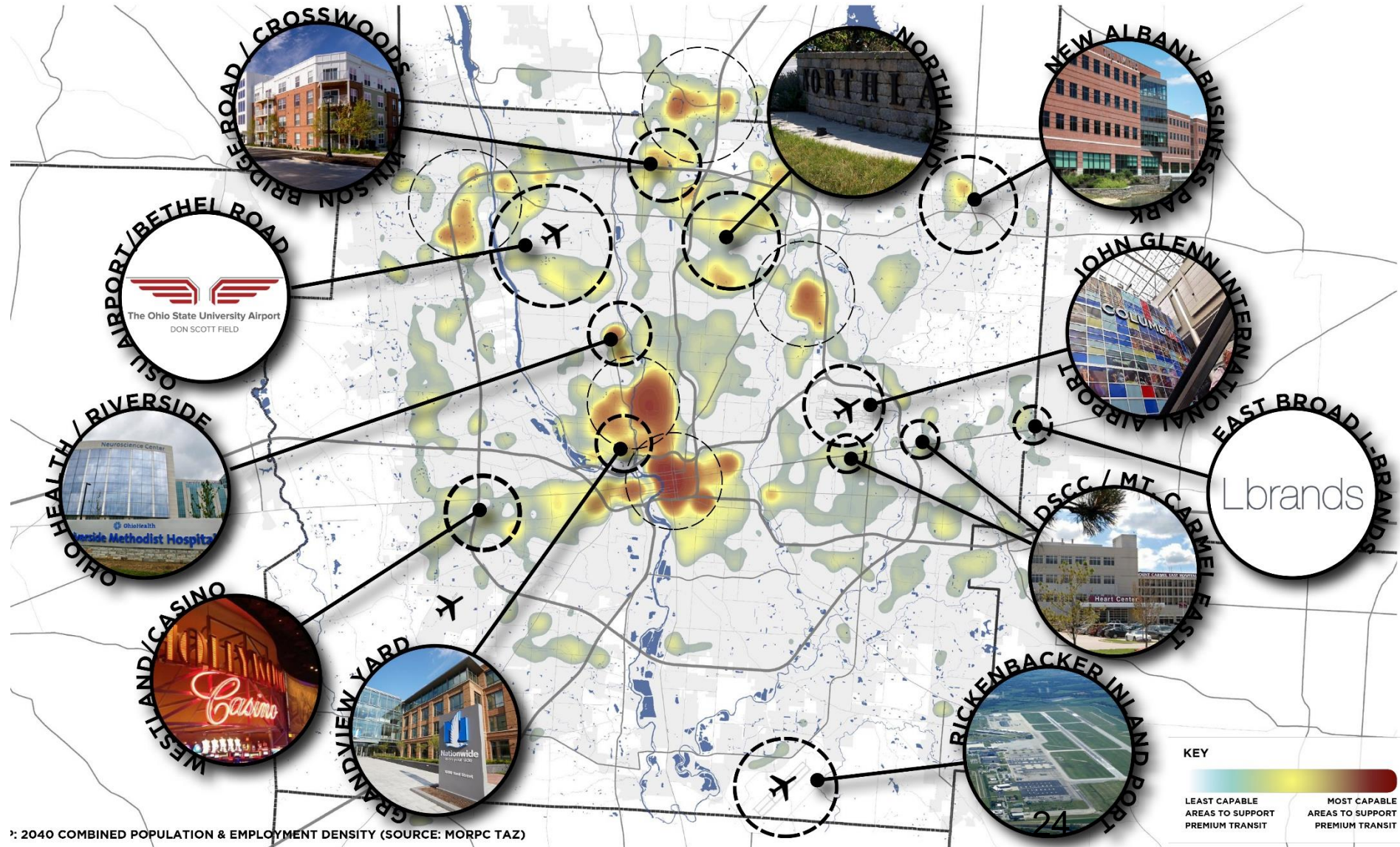


# Major Existing Destinations





# Additional Developing Destinations



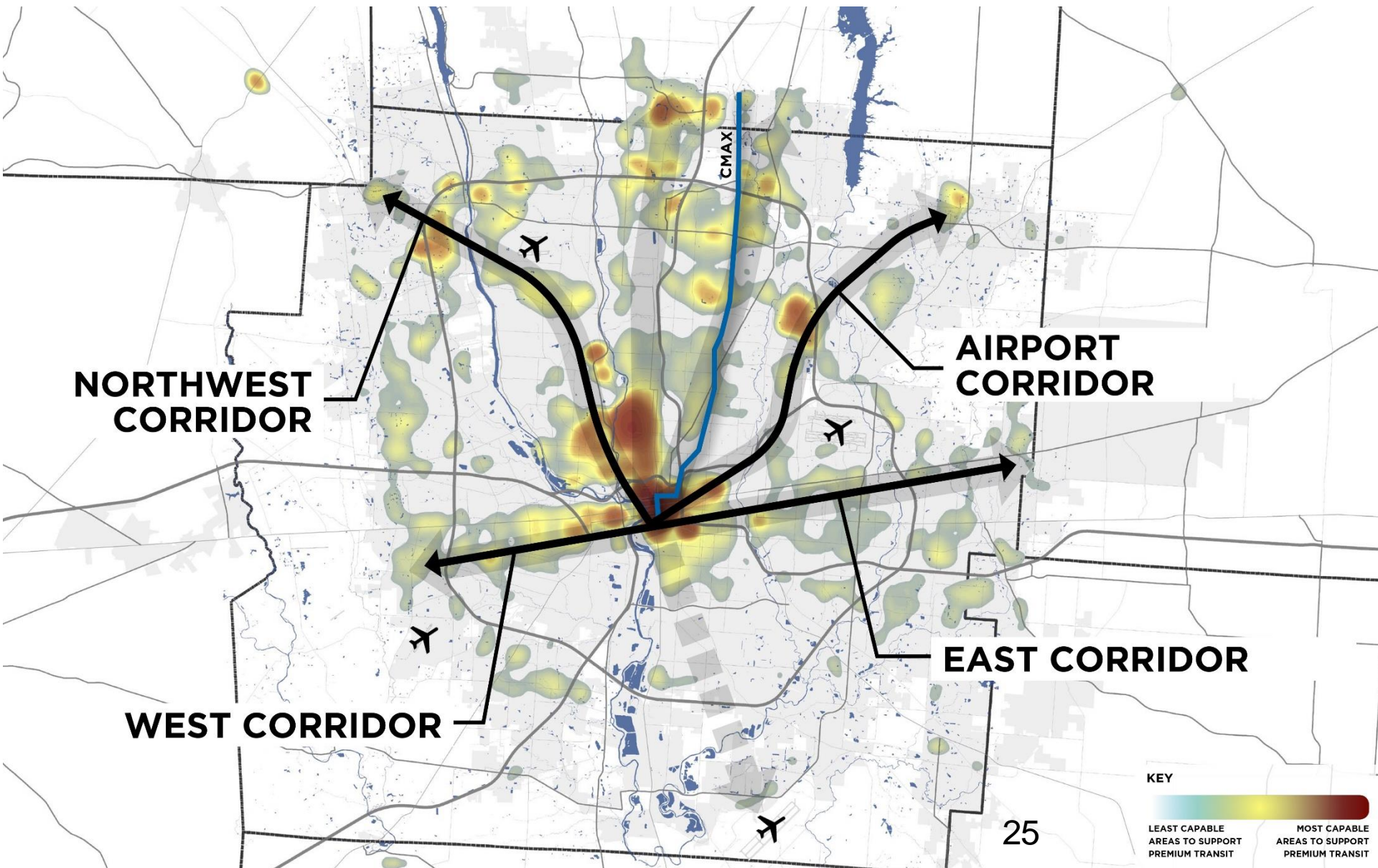
KEY

LEAST CAPABLE  
AREAS TO SUPPORT  
PREMIUM TRANSIT

MOST CAPABLE  
AREAS TO SUPPORT  
PREMIUM TRANSIT

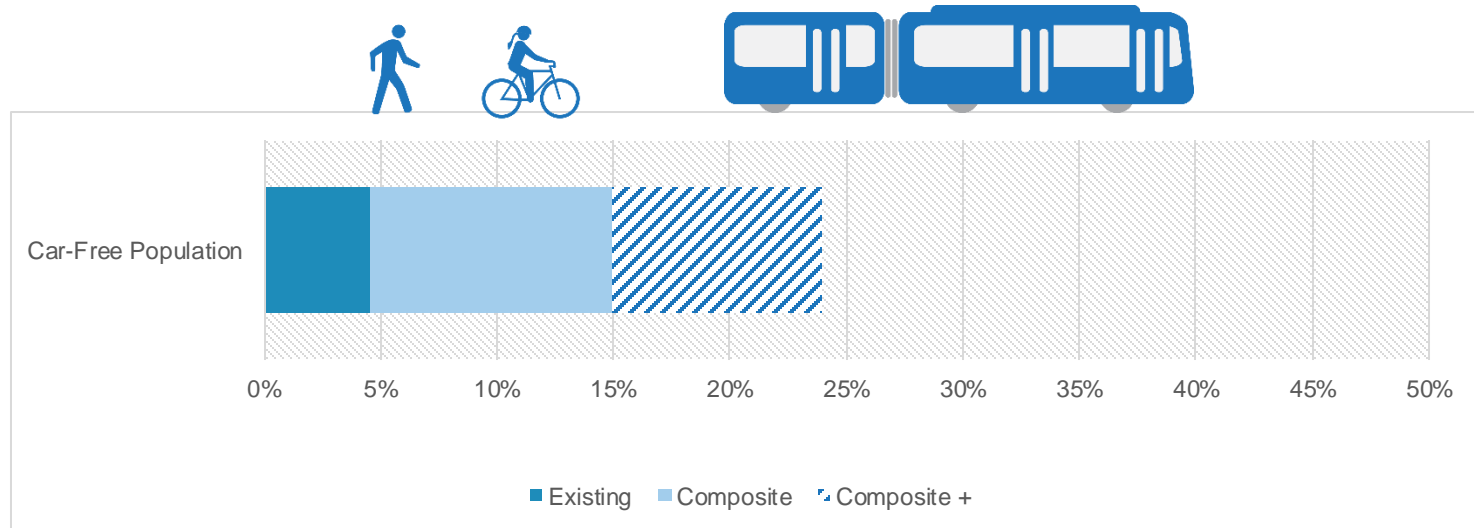


# Potential Corridors to Connect Destinations



# 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

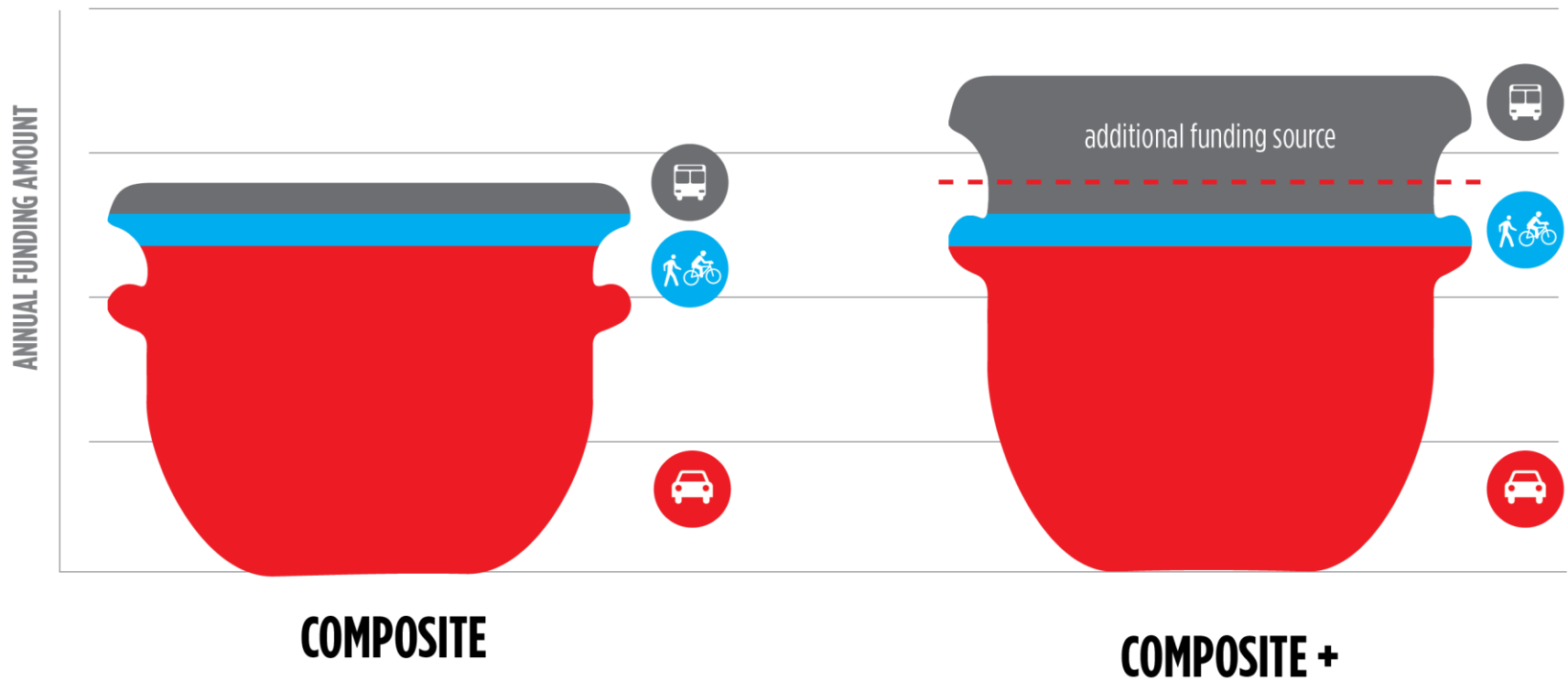
## Guideway Transit – Light Rail



- 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

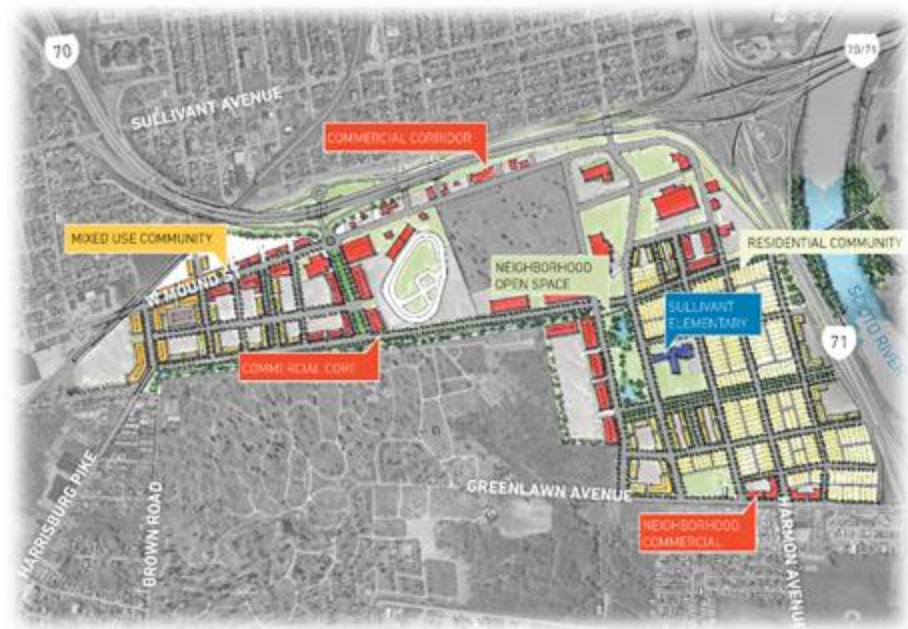
# Realities

**NEW FUNDING IS NEEDED TO MAKE THE OVERALL POT **LARGER FOR TRANSIT****



# Realities

- 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

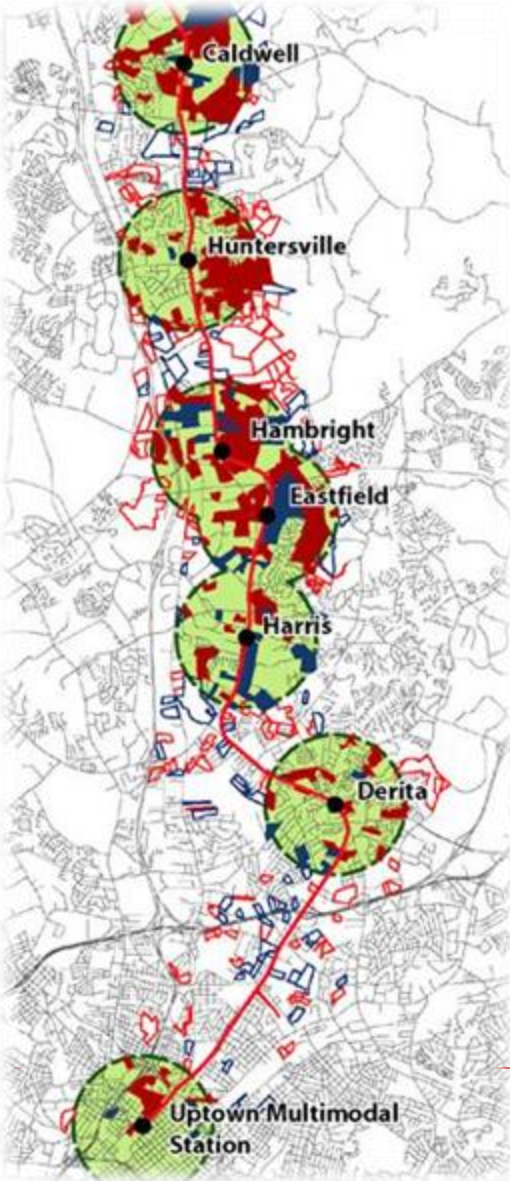


(Dallas)





# Charlotte – Transit Supportive Density





# Charlotte – Station Area Planning



Legend - Zoning - Rock Hill

<ul style="list-style-type: none"> <li>Downtown (DTWN)</li> <li>Community Commercial (CC)</li> <li>General Commercial (GC)</li> <li>Industry General (IG)</li> <li>Industry Heavy (IH)</li> <li>Limited Commercial (LC)</li> <li>Multi-Family 15 (MF-15)</li> <li>Multi-Family 8 (MF-8)</li> <li>Mobile Home Park (MHP)</li> <li>Mixed Use Corridor (MUC)</li> <li>Neighborhood Commercial (NC)</li> <li>Neighborhood Mixed Use (NIMU)</li> <li>Neighborhood Office (NO)</li> <li>Office and Institutional (OI)</li> <li>Planned Development Commercial (PD-C)</li> <li>PD Major Employment (PD-ME)</li> <li>PD Planned Educational District (PD-PED)</li> <li>PD Residential (PD-R)</li> </ul>	<ul style="list-style-type: none"> <li>PD Traditional Neighborhood Development (PD-TND)</li> <li>Planned Residential Development (PRD)</li> <li>Planned Unit Development (PUD)</li> <li>PUD Commercial (PUD-C)</li> <li>PUD General Commercial (PUD-GC)</li> <li>PUD Institutional (PUD-I)</li> <li>PUD Manufacturing (PUD-M)</li> <li>PUD Mobile Home (PUD-MH)</li> <li>PUD Office (PUD-O)</li> <li>PUD Residential (PUD-R)</li> <li>Rural Holdings (RH)</li> <li>Single Family 2 (SF-2)</li> <li>Single Family 3 (SF-3)</li> <li>Single Family 4 (SF-4)</li> <li>Single Family 5 (SF-5)</li> <li>Single Family 8 (SF-8)</li> </ul>
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## TSD-M: Transit Supportive Mixed Use Development

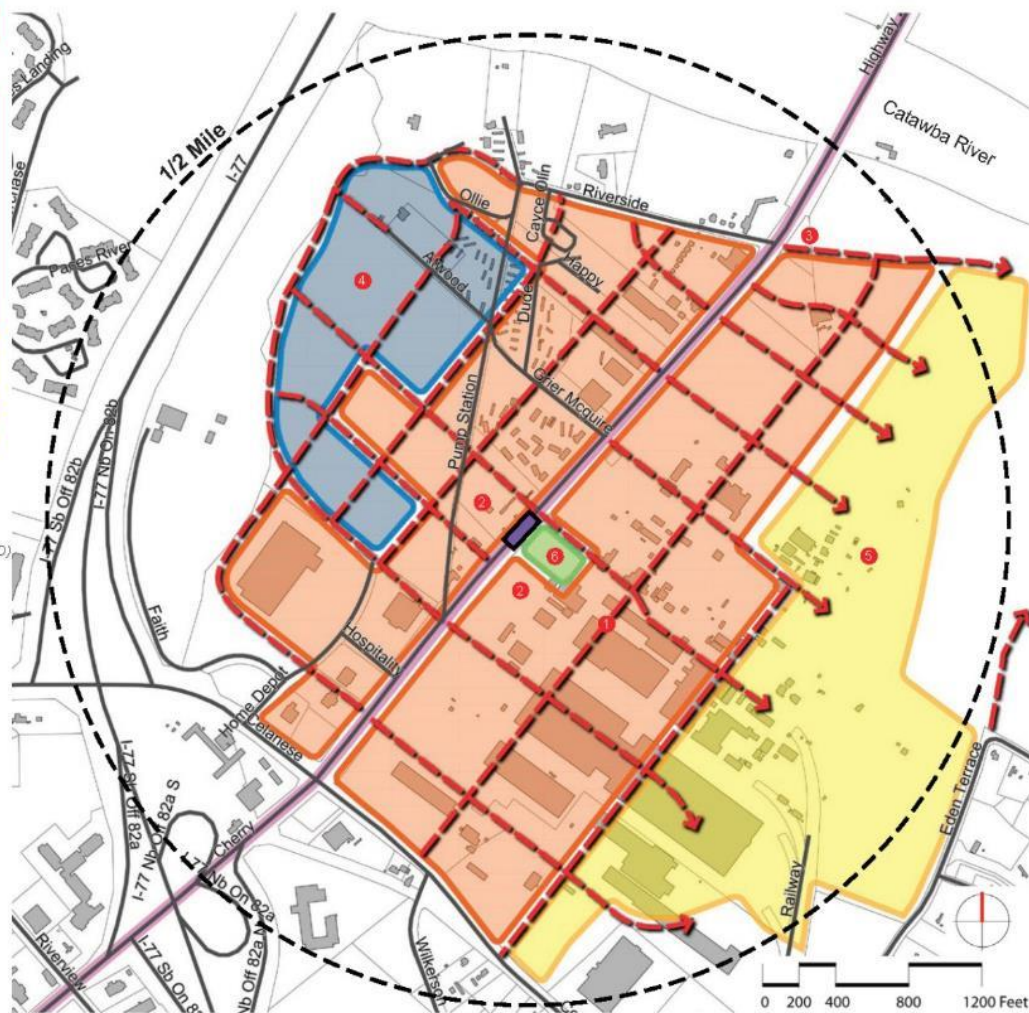
20% Retail (0.2 FAR)  
10 - 20% Office (0.5 - 0.8 FAR)  
80 - 70% Residential (18 - 25 units/acre)

## TSD-R: Transit Supportive Residential Development

15 - 20% Retail (0.15 - 0.2 FAR)  
0 to 10% Office (0.15 - 0.2 FAR)  
70% to 80% Residential (18 - 25 units/acre)

## TSD-E: Transit Supportive Employment

10 - 20% Retail (0.1 - 0.2 FAR)  
60 - 80% Office (0.65 - 0.8 FAR)  
15 - 30% Residential (15 - 20 units/acre)



## Legend

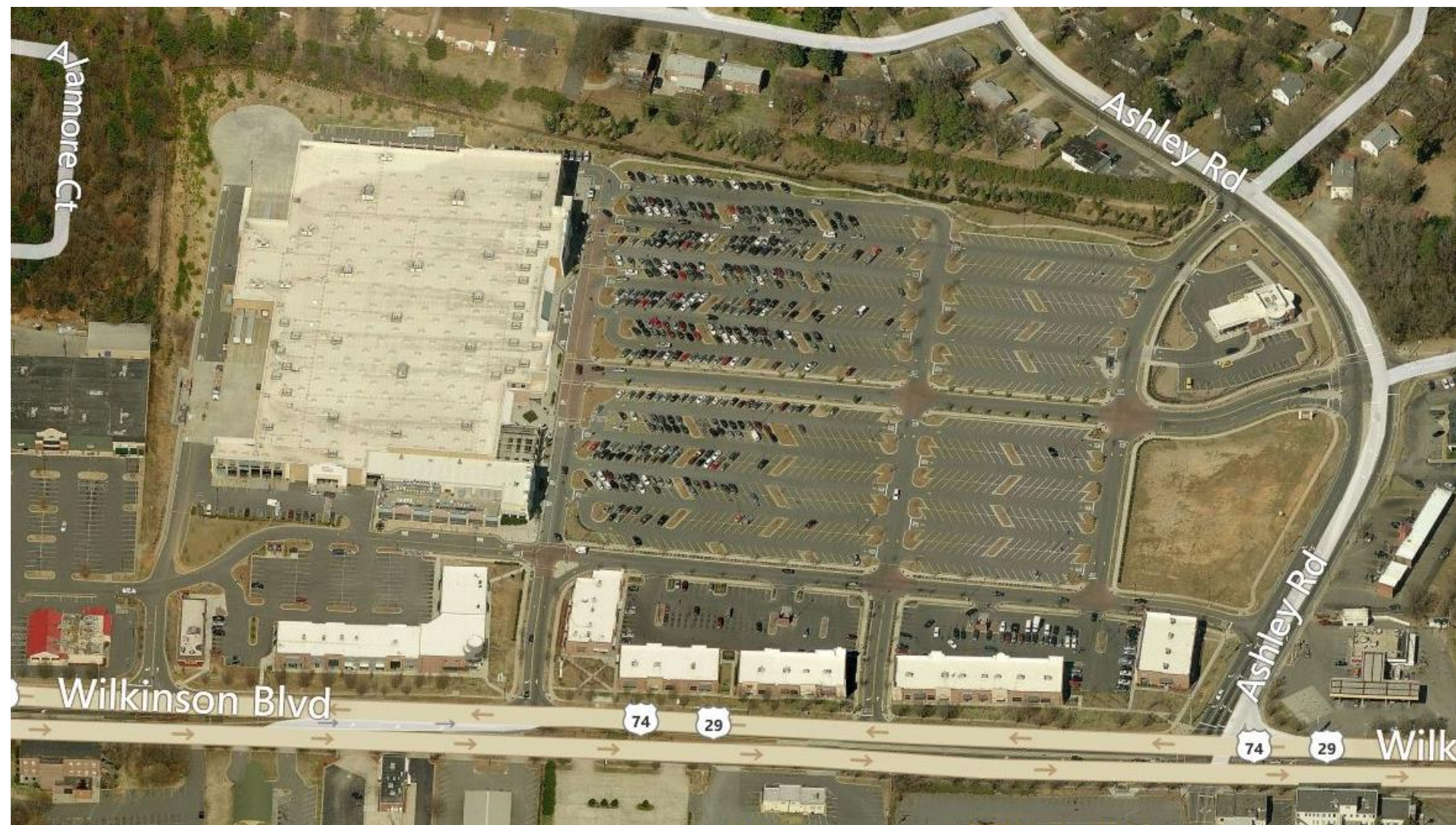
New Station	Transit Alignment	Potential New Streets
TSD-M (Mixed Use)	TSD-E (Employment)	TSD-R (Residential)

## 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.

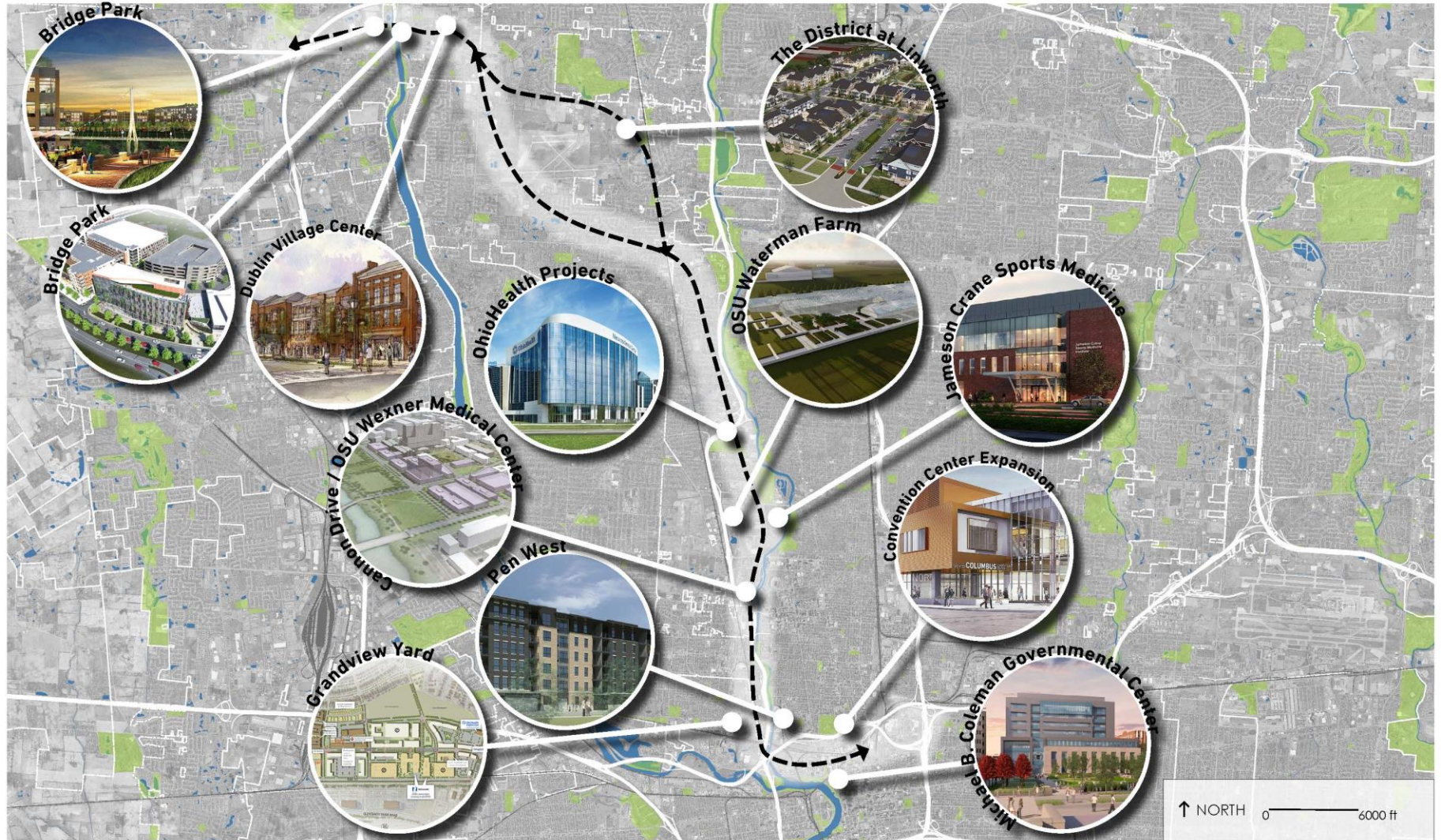


# Charlotte – Site Planning





# Test Case – Northwest Corridor





# Alternative – Chasing Congestion



*“Trying to cure traffic congestion with more capacity is like trying to cure obesity by loosening your belt.”*

**THANK YOU**