Connect Columbus MMTP Update

Public Hearing

7.24.19

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

Project Timeline

CONNECT COLUMBUS
BUILDING COLUMBUS' TRANSPORTATION FUTURE

NEXTGEN IT'S YOUR MOVE

insight 2050 | CORRIDOR CONCEPTS
Options for Focused Growth and Mobility

Project Start

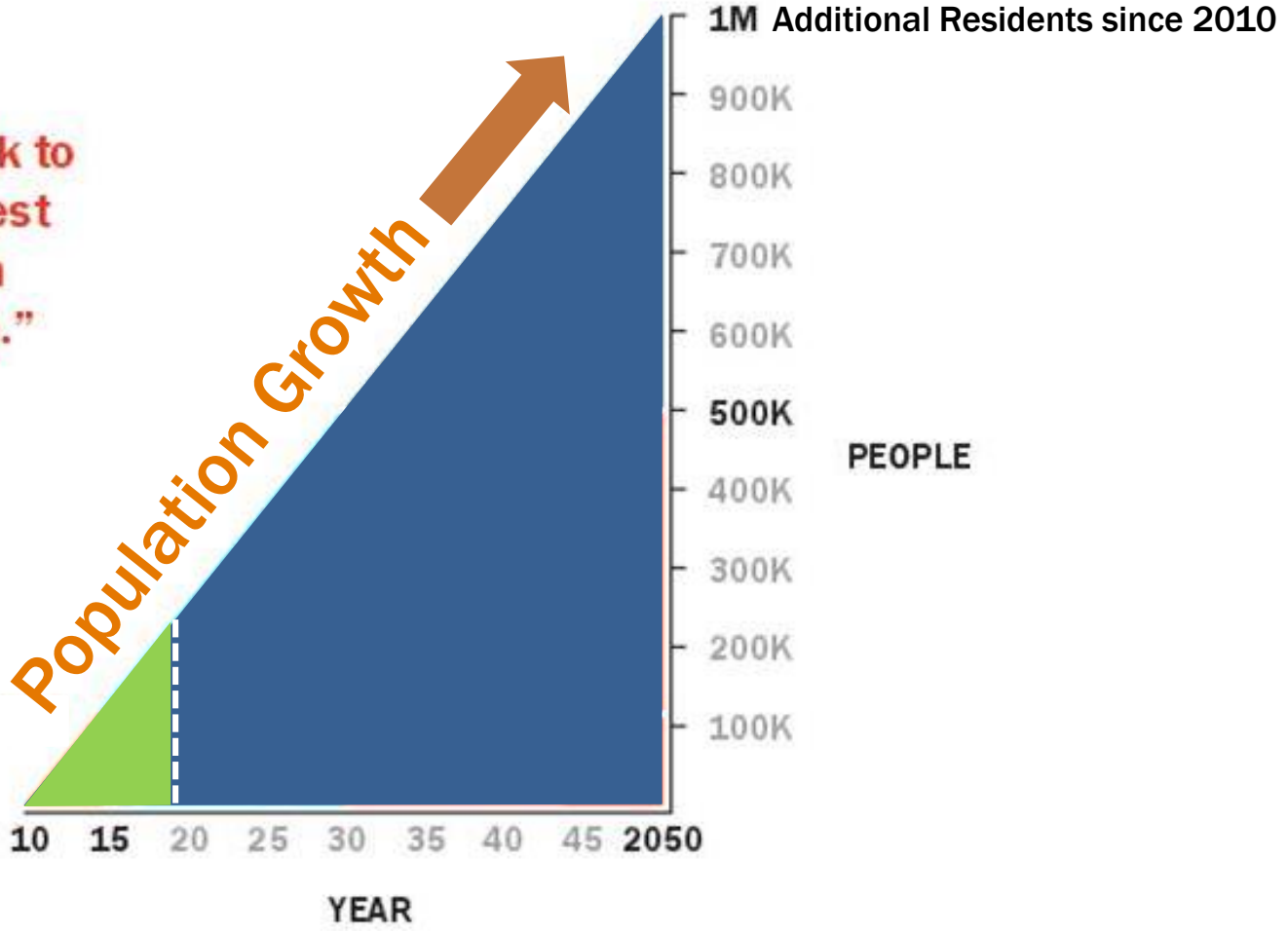
SMART COLUMBUS

C2P2

Shared mobility and transit:
Lime
BIRD
downtown C-pass

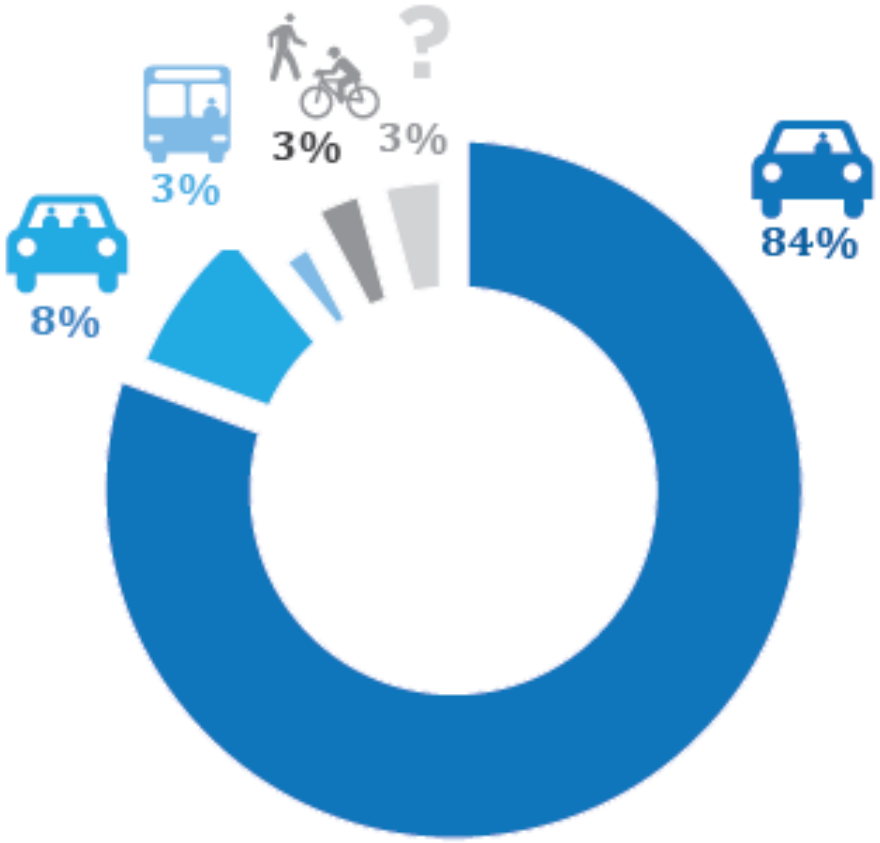
A Region of 3 Million by 2050

"We are on track to being the largest metropolitan region in Ohio."



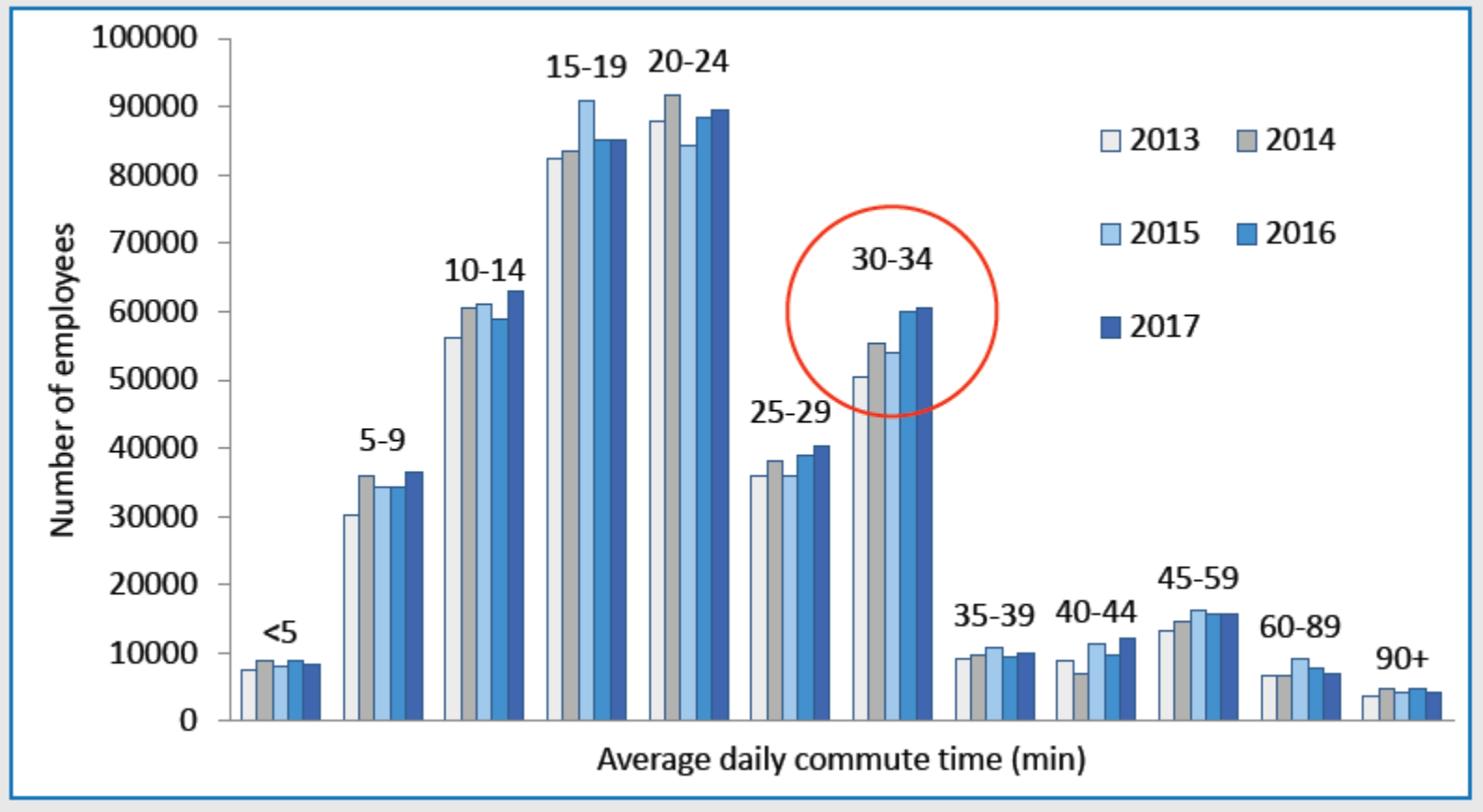
Challenges for Columbus

The Daily Commute

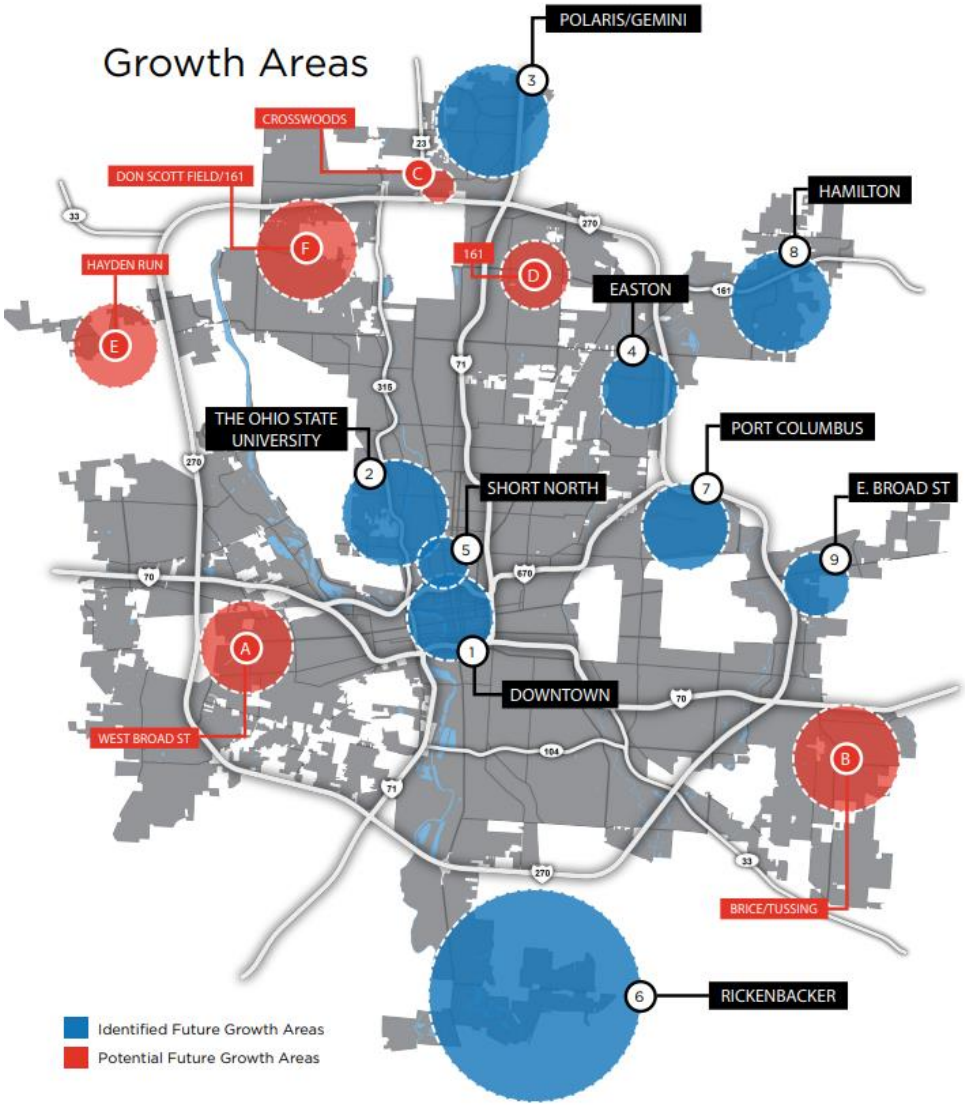


4 of every 5 people in the City of Columbus drive alone to work. Nearly 400,000 commute to work every

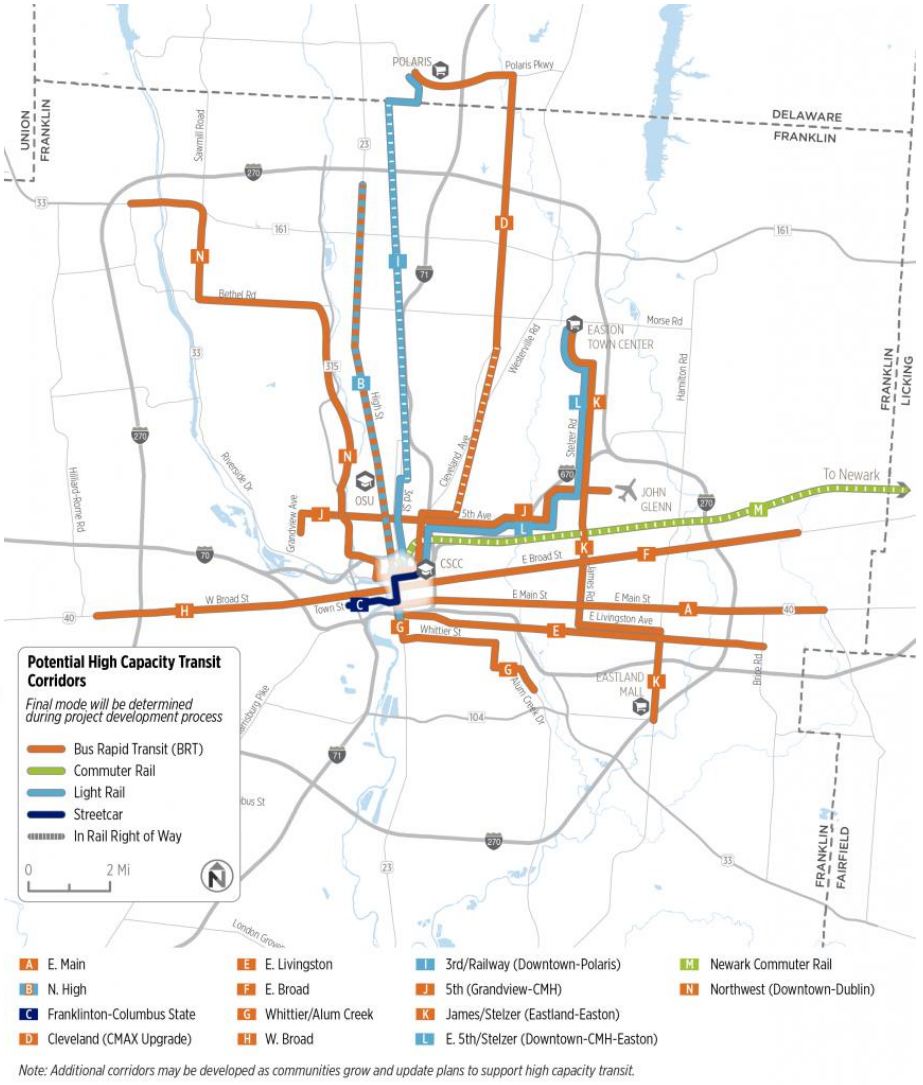
The Daily Commute



Growth Context



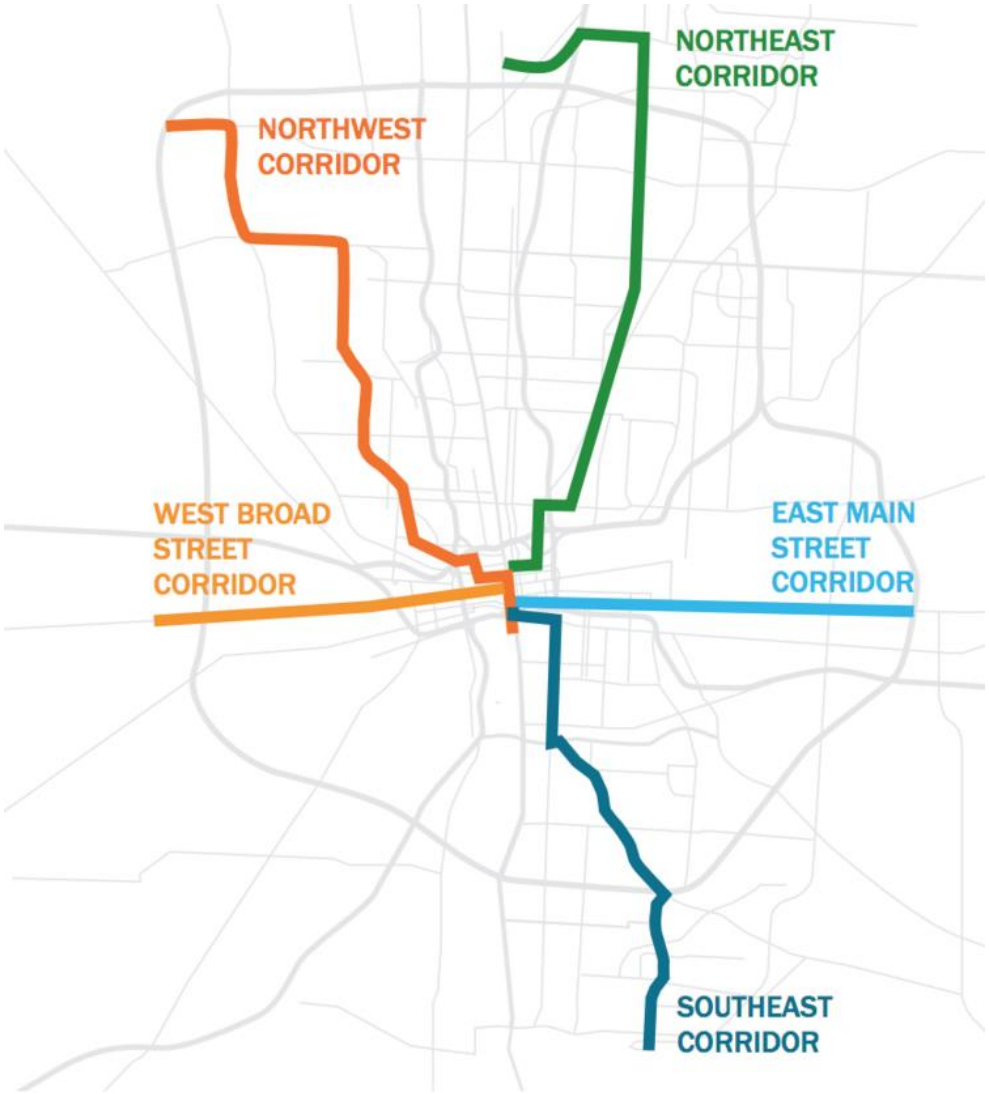
COTA NextGen



insight 2050

CORRIDOR CONCEPTS

Options for Focused Growth and Mobility



* These five corridors were analyzed to better understand two development scenarios for large corridor redevelopment in our region.

Focused Corridor Regional Scenario (Corridor Concepts, 2019)

REGION-WIDE BENEFITS

3x HIGHER
Tax Revenues Per Acre

$10 BILLION LESS
Infrastructure Costs

CORRIDOR-WIDE BENEFITS

$8500 LESS
Costs Per Household

29% OF TRIPS
By Transit, Walking, Biking

30% LESS
Greenhouse Gas Emissions

Connect Columbus Goals

CONNECT COLUMBUS
BUILDING COLUMBUS' TRANSPORTATION FUTURE

Mode Choice

Adaptability

Neighborhood Vitality

Health and Safety

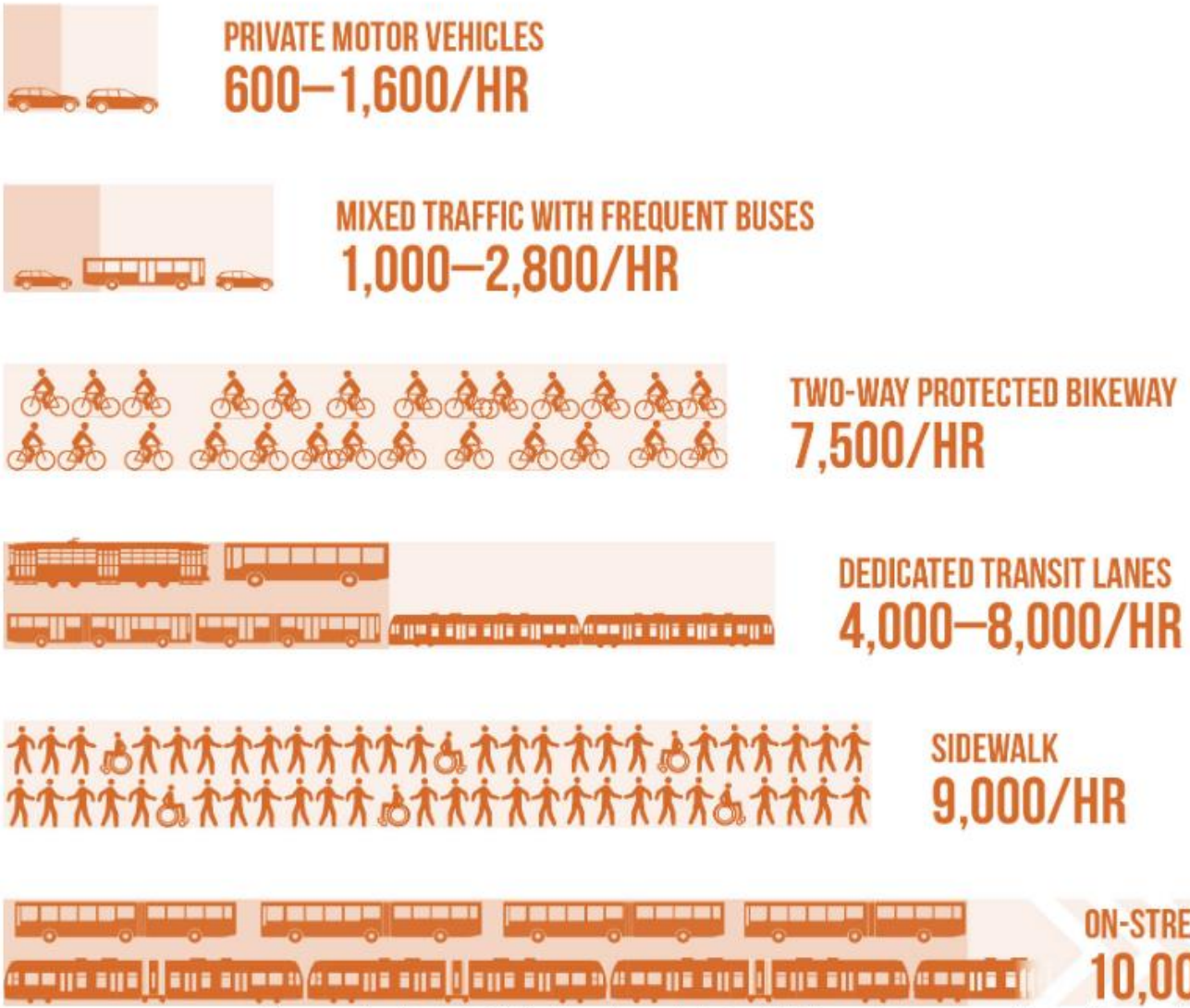
Equitable Access

Fiscal Sustainability

Environmental Sustainability

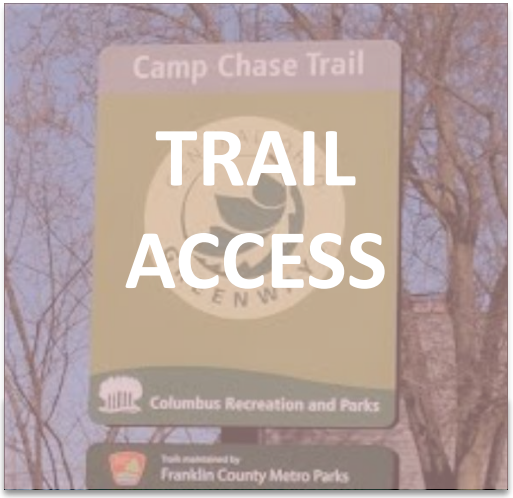
Economic Development

Beyond Just Moving Traffic



The capacity of a single 10-foot lane (or equivalent width) by mode at peak conditions with normal operations.

Multiple Objectives



Emerging Mobility Trends & Street Uses

Integrating Flexible Services

Flexible

Personal Bike | Walking | For-Hire Vehicle | Point-to-Point Car Share

Bike Share | Microcar Share Scooter Share

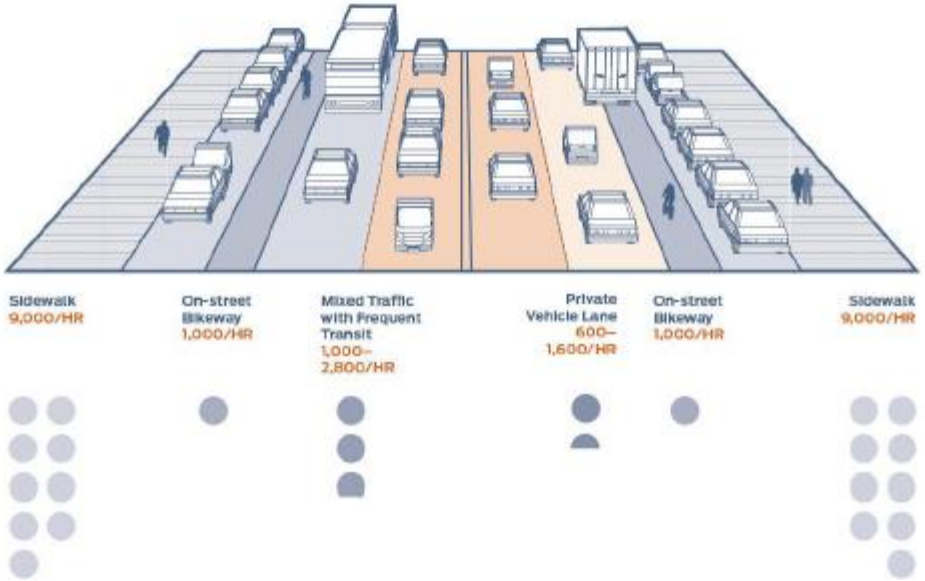
Micro-transit and Delivery

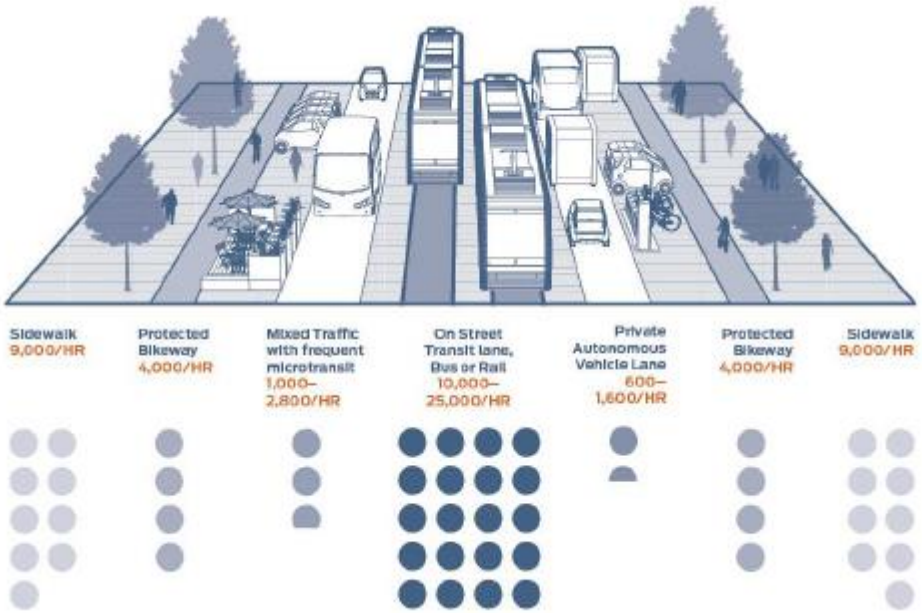
Local Bus | Rapid Bus
Metro or Subway | Light Rail | Regional Rail

Fixed

Move More People With Fewer Vehicles

1,000 PEOPLE/HR (assuming 10-foot wide lanes)





NACTO

A Phased Approach

- **Multimodal Thoroughfare Plan**
- **Connect Columbus Transportation Policy Framework**

- **Operating Manuals**
  - Design Guide – Complete Streets
  - TIS/Access Management

- **Low Stress/Active Transportation Network**
- **Code Housekeeping** – Multiple Departments

Policy Framework

COORDINATE LAND USE AND TRANSPORTATION

USE TRANSIT AS A CATALYST FOR INFILL DEVELOPMENT (AND VICE VERSA)

Policy Framework

MANAGE TRANSPORTATION SYSTEM DEMAND

LEVERAGE EMERGING TECHNOLOGIES & NEW MOBILITY OPTIONS

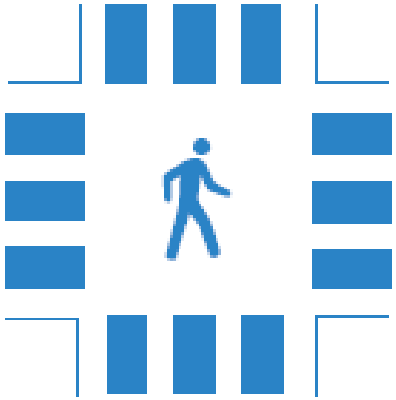
Policy Framework

IMPROVE MULTIMODAL CONNECTIVITY

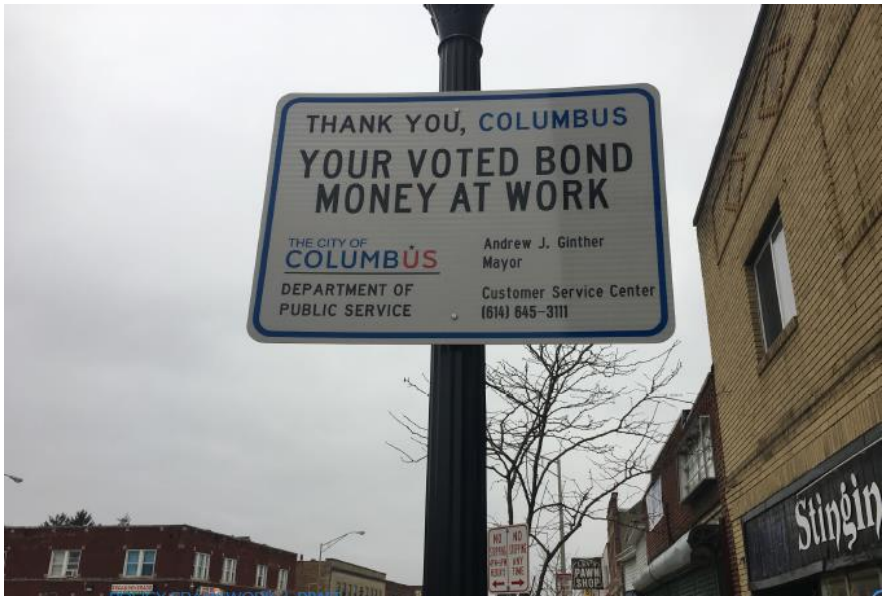
WORK WITH REGIONAL PARTNERS

Policy Framework

BUILD AND MAINTAIN COMPLETE STREETS



EVALUATE FUNDING OPTIONS FOR MULTIMODAL IMPROVEMENTS



Policy Framework

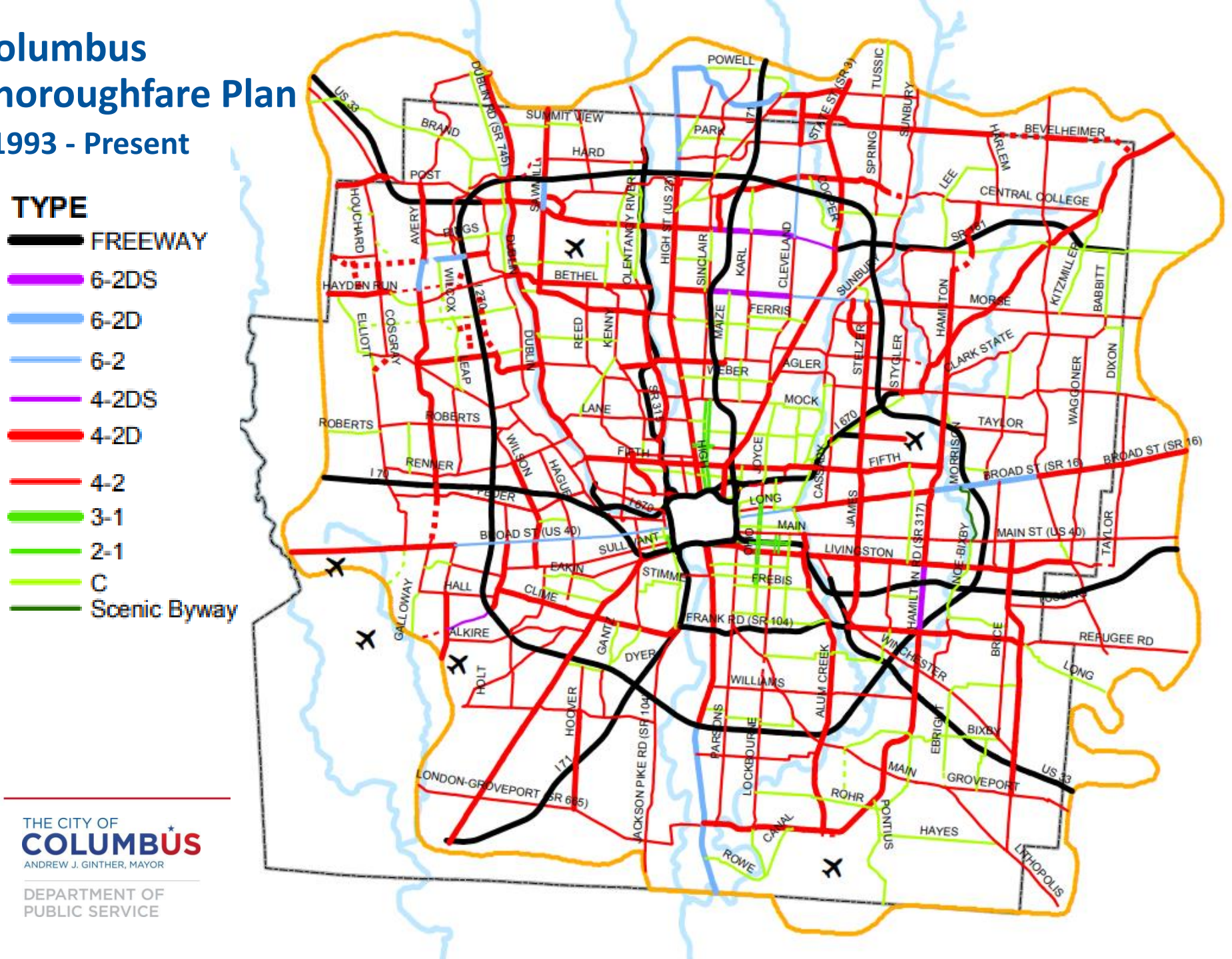
UPDATE RULES & REGULATIONS

Standards for designing the space within the ROW

Regulations for the development of private land

Columbus Thoroughfare Plan

1993 - Present



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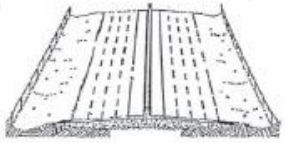
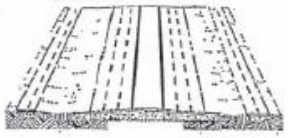
Arterial Classifications

TYPE "F" ARTERIAL — R/W Varies



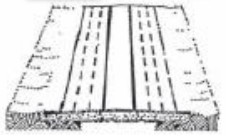
A Type "F" Arterial is any arterial street as defined in Chapter 2101, bus City Codes as a "Freeway" or "Expressway." Such arterials shall have way and pavement widths as determined to be necessary to accommoda needs.

TYPE "6-2DS" ARTERIAL — 220'



A Type "6-2DS" Arterial is an arterial street having a minimum right width of 220 feet wherever possible. Such arterial streets shall wherever p be designed to accommodate an 88 foot pavement consisting of six movi with median divider on mainline sections and parallel service roads.

TYPE "6-2D" ARTERIAL — 160'

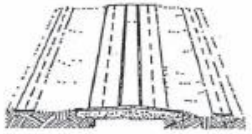


A Type "6-2D" Arterial is an arterial street having a minimum right width of 160 feet wherever possible. Such arterial streets shall, whereve ble, be designed to accommodate an 88 foot pavement consisting of six lanes with median divider on mainline sections.

TYPE "6-2" ARTERIAL — 120'

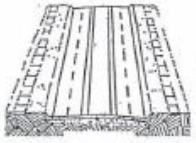
A Type "6-2" Arterial is an arterial street having a minimum right- width of 120 feet wherever possible. Such arterial streets shall, wherever ble, be designed to accommodate a 72 foot pavement consisting of six lanes on mainline sections.

TYPE "4-2DS" ARTERIAL — 196'



A Type "4-2DS" Arterial is an arterial street having a minimum right- width of 196 feet wherever possible. Such arterial streets shall, wherever ble, be designed to accommodate a 72 foot pavement consisting of four lanes with median divider on mainline sections and parallel service roads.

TYPE "4-2D" ARTERIAL — 120'

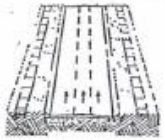


A Type "4-2D" Arterial is an arterial street having a minimum right-of-way width of 120 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 72 foot pavement consisting of four moving lanes with median divider on mainline sections.

TYPE "4-2" ARTERIAL — 100'

A Type "4-2" Arterial is an arterial street having a minimum right-of-way width of 100 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 56 foot pavement consisting of four moving lanes on mainline sections.

TYPE "3-1" ARTERIAL — 80'



A Type "3-1" Arterial is an arterial street having a minimum right-of-way width of 80 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 52 foot pavement consisting of three moving lanes and two parking or additional moving lanes in one direction.

TYPE "2-1" ARTERIAL — 60'

A Type "2-1" Arterial is an arterial street having a minimum right-of-way width of 60 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 36 foot pavement consisting of two moving lanes and two parking or additional moving lanes in one direction.

TYPE "C" ARTERIAL — 60'

A Type "C" Arterial is an arterial street having a minimum right-of-way width of 60 feet wherever possible. Such arterial streets shall, wherever possible, be designed to accommodate a 36 foot pavement consisting of two moving lanes and two parking or additional moving lanes in two directions.

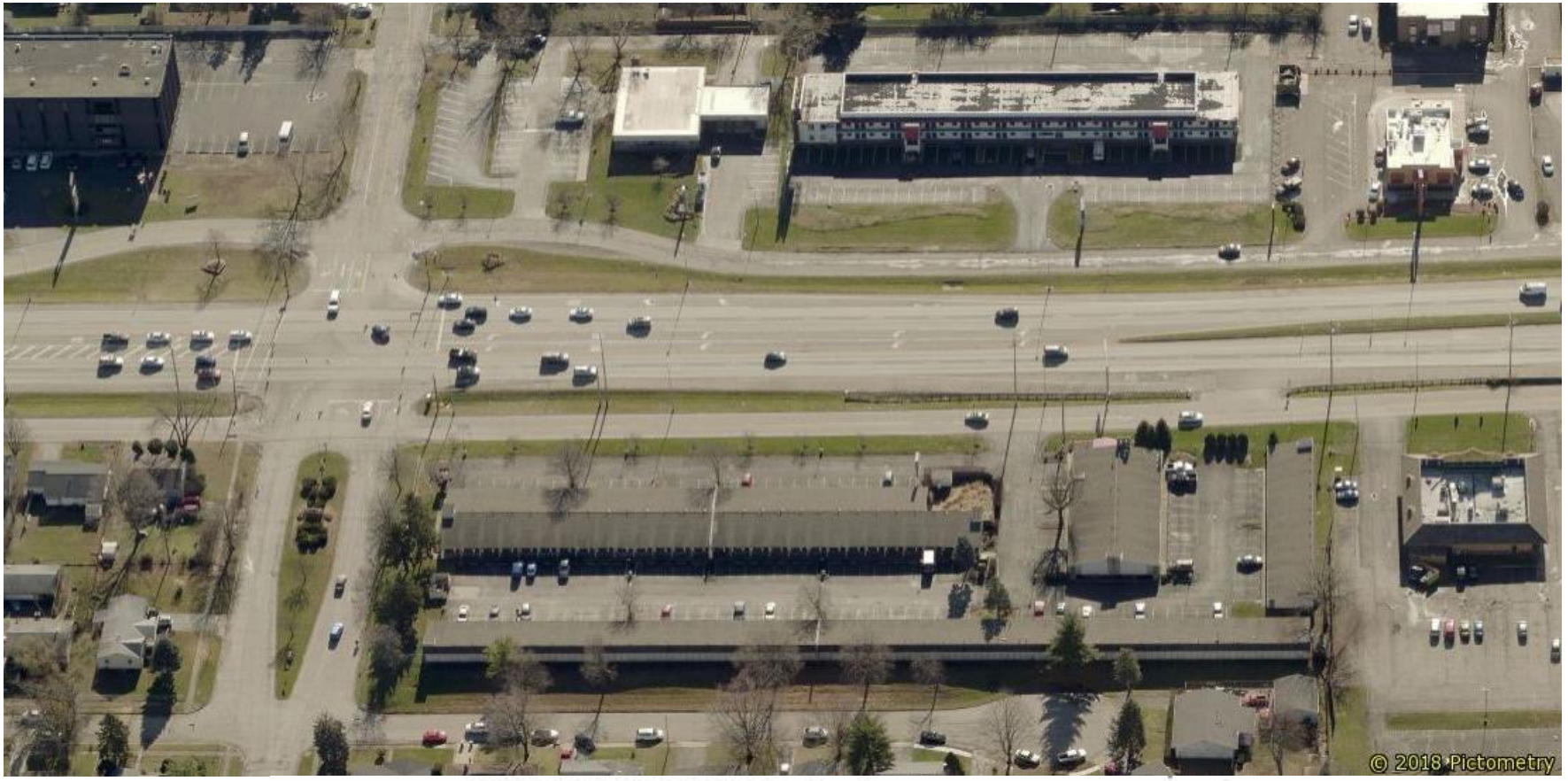
Arterial Classifications

Arterial Type	Minimum Right-of-Way	Number of Moving Lanes	Pavement Width	Median Divider	Service Road
F	varies	varies	varies	yes	no
6-2DS	220 ft.	6	88 ft. A,B	yes	yes
6-2D	160 ft.	6	88 ft. B	yes	no
6-D	120 ft.	6	72 ft.	no	no
4-2DS	196 ft.	4	72 ft. A,B	yes	yes
4-2D	120 ft.	4	72 ft. B	yes	no
4-2	100 ft.	4	56 ft.	no	no
3-1	80 ft.	3	52 ft.	no	no
2-1	60 ft.	2	36 ft.	no	no
C	60 ft.	2	36 ft.	no	no

A Includes only arterial pavement. Service road pavements of 24 foot width are normally located approximately 40 feet from outside edge of arterial pavement

B Includes median divider.

East 161 as a 6-2DS Arterial



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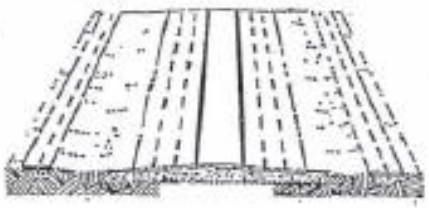
PUBLIC SERVICE

TYPE "6-2DS" ARTERIAL



A Type "6-2DS" Arterial is an arterial street having a minimum right-of-way width of 220 feet wherever possible. Such arterial streets shall wherever possible, be designed to accommodate an 88 foot pavement consisting of six moving lanes with median divider on mainline sections and parallel service roads.

Why Update the Thoroughfare Plan?

- Changing travel demands and evolving needs
- Need for multimodal design considerations
- Regular exemptions to R/W dedication
- Zoning overlays and C2P2 encouraging urban form
- Consideration of surrounding development context
- Increasing demand for curbside uses

How the Thoroughfare Plan Works

1. Guide the CIP (R/W Acquisition, Design & Construction)
2. Private Development (R/W Dedication, Traffic Impacts/Improvements, Preservation of R/W for future CIP improvements)

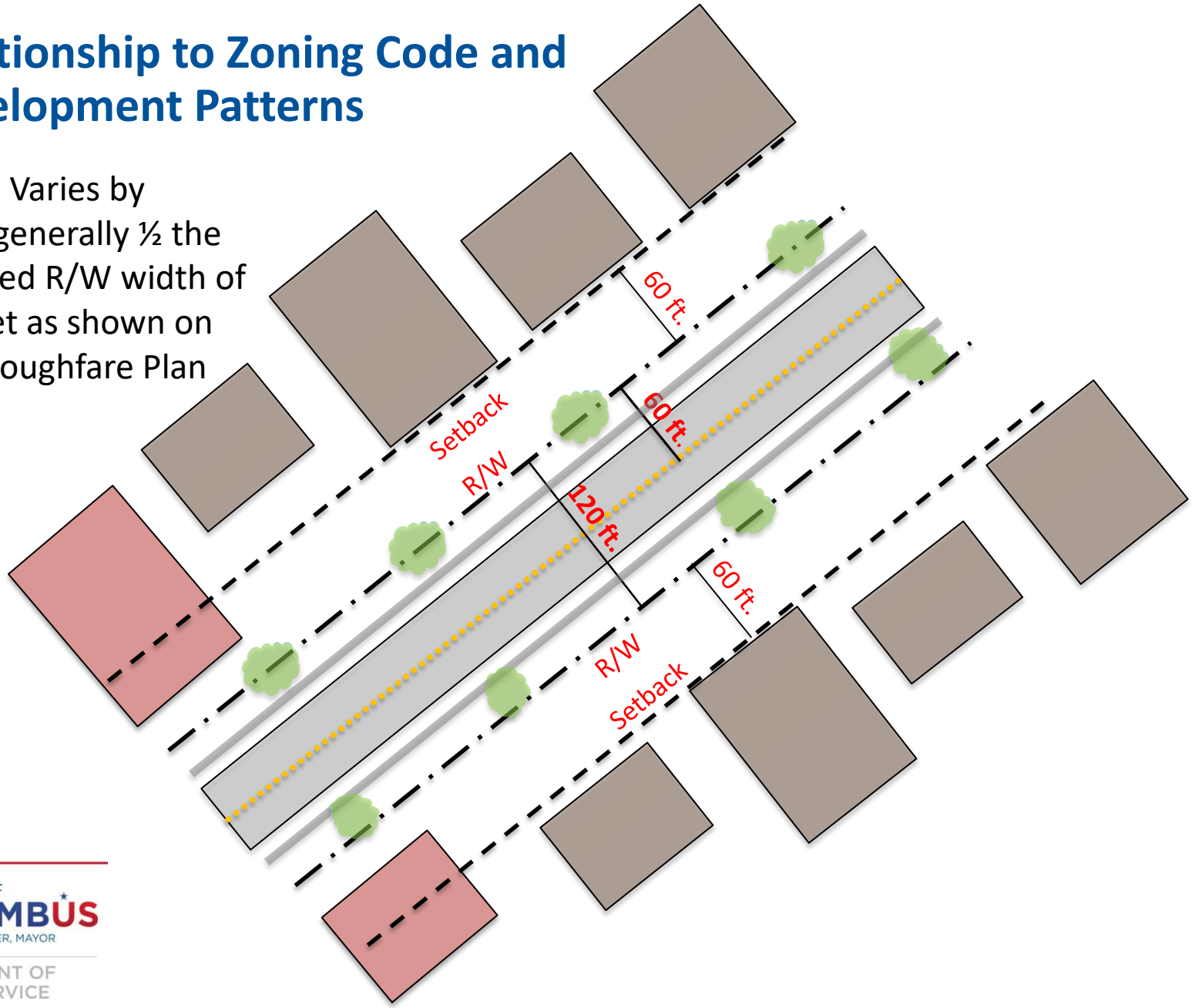
Columbus Thoroughfare Plan R/W Dedication Triggers

Rezoning	Council/BZA Variance	Site Plan Review*	Subdivision Plat	Special Permit
✓	✓	-	✓	✓

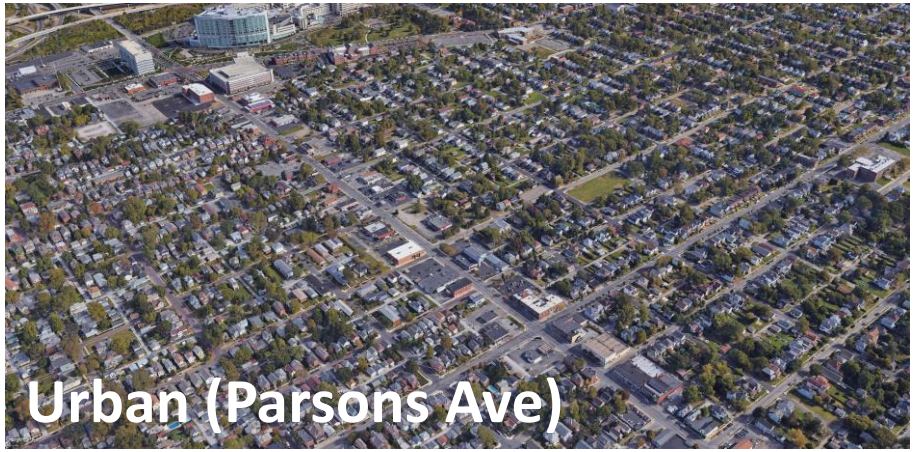
* Site Plan Review does not automatically trigger Thoroughfare Plan R/W dedication, but does provide alternate impact study-based mechanism to dedicate R/W for specific improvements

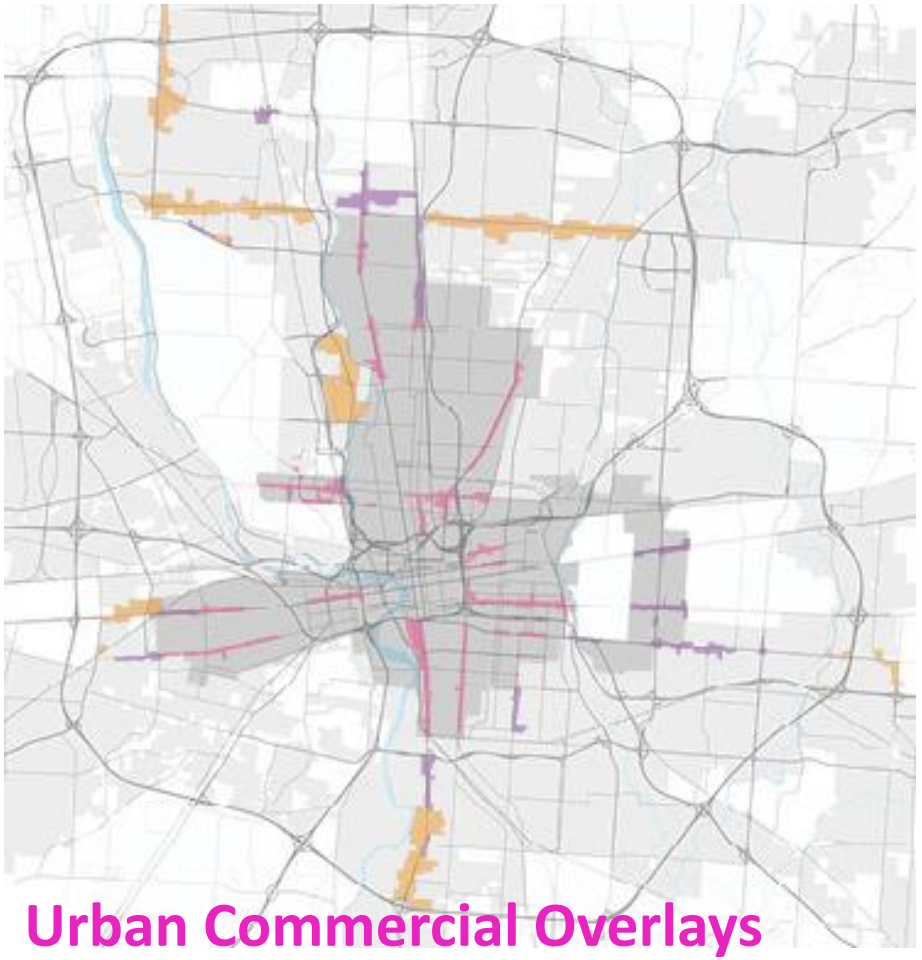
Relationship to Zoning Code and Development Patterns

Setback: Varies by district, generally ½ the designated R/W width of the street as shown on the Thoroughfare Plan



Land Use & Zoning Context





Urban Commercial Overlays

Urban Constraints

Incremental Improvements

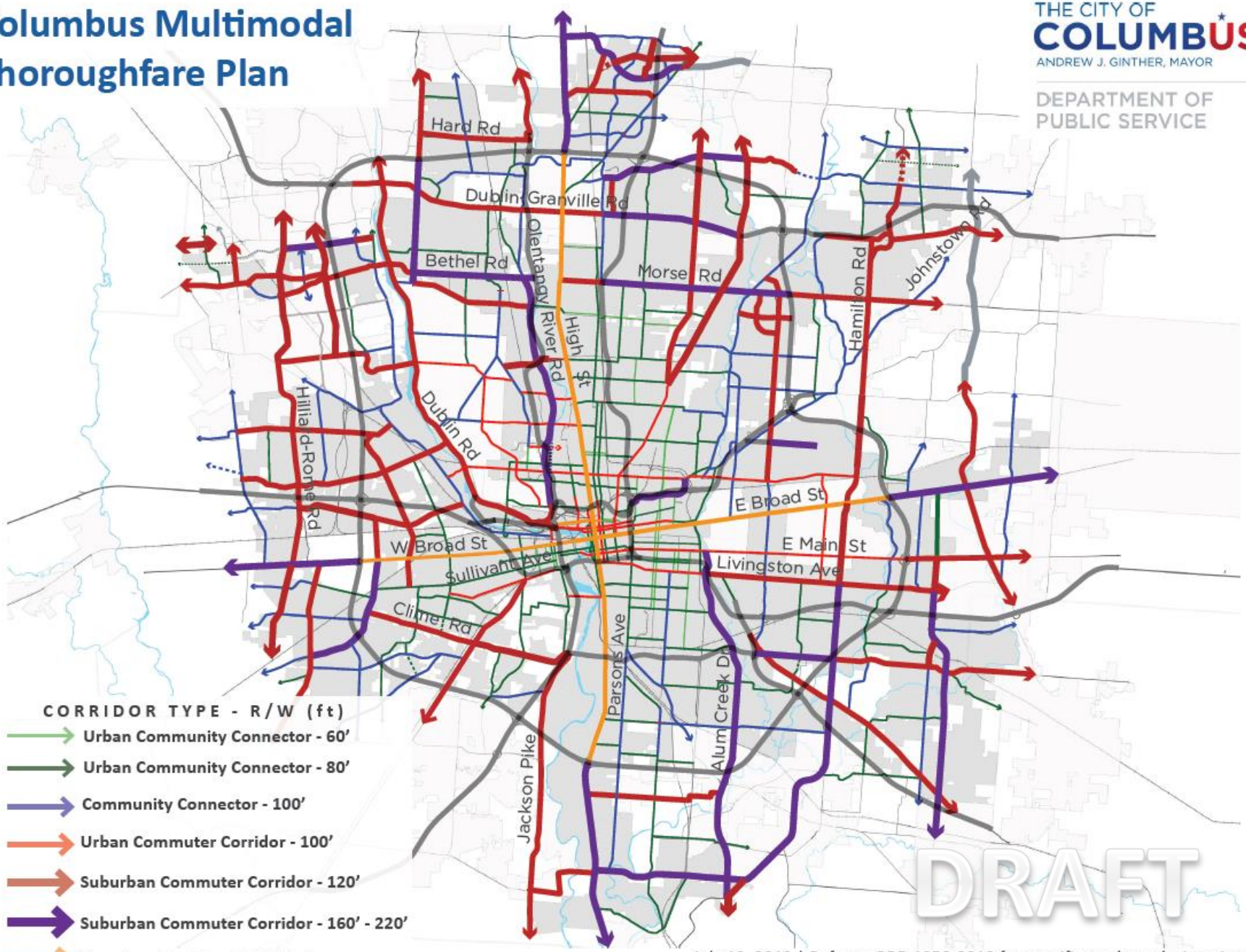
Structure of the Proposed Multimodal Thoroughfare Plan

- **Section 1:** Redefines **Streets for Moving People**, not only cars
- **Section 2:** Corridor Map
- **Section 3:** Recommends **Context-Sensitive Street Planning and Design** based on NACTO, AASHTO, and other best practices
- **Section 4:** Exemptions, with **consideration of transit, bike, and pedestrian** needs
- **Section 5:** Establishes **Urban and Suburban** Corridor Types
- **Section 6:** Roadway Classification Table
- **Section 7:** Repeals and replaces 1993 ORD and amendments

Columbus Multimodal Thoroughfare Plan

THE CITY OF COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF PUBLIC SERVICE



CORRIDOR TYPE - R/W (ft)

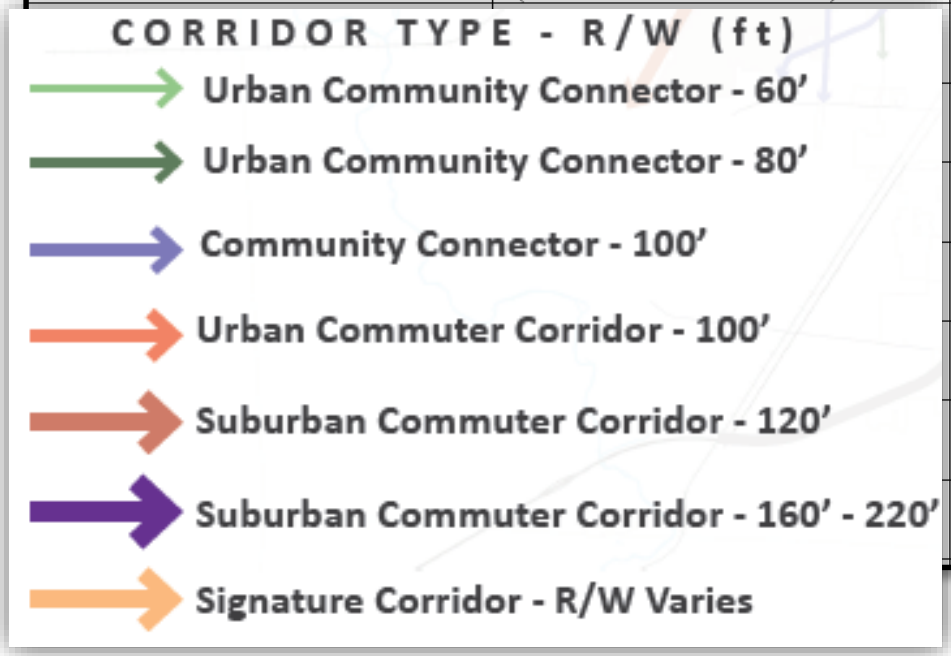
- Urban Community Connector - 60'
- Urban Community Connector - 80'
- Community Connector - 100'
- Urban Commuter Corridor - 100'
- Suburban Commuter Corridor - 120'
- Suburban Commuter Corridor - 160' - 220'
- Signature Corridor - R/W Varies

DRAFT

July 10, 2019 | Refer to ORD 1950-2019 for specific roadway designations

Phase 1: Connect Columbus Policy Framework + MMTP

Champion Avenue	Mount Vernon Avenue	Joyce Avenue at Leonard Avenue	60 – Urban Community Connector
Cherry Bottom Road	Columbus Corp. Limit (south)	Columbus Corp. Limit (north)	100 – Suburban Community Connector
Civic Center Drive	Rich Street at Second Street	Marconi Boulevard (north of Broad Street)	80 – Urban Community Connector
Cleveland Avenue	Broad Street	Westerville Road	100 – Urban Commuter Corridor
Cleveland Avenue	Westerville Road	Dublin–Granville Road	120 – Suburban Commuter Corridor
Cleveland Avenue	Dublin–Granville Road	Columbus Corp. Limit	120 – Suburban Commuter Corridor
College Avenue	Columbus–Lancaster Road (south of Haddon Road)	Livingston Avenue	80 – Suburban Community Connector
		Schrock Road	80 – Suburban Community Connector
		Dublin Corp. Limit	120 – Suburban Commuter Corridor
		Cosgray Road	80 – Suburban Community Connector
		Cosgray-Rings Connector	80 – Suburban Community Connector
		Refugee Road	80 – Suburban Community Connector
		Livingston Avenue	80 – Suburban Community Connector
		Alkire Road (at I–270)	80 – Suburban Community Connector



Adaptability + Context + Modal Emphasis

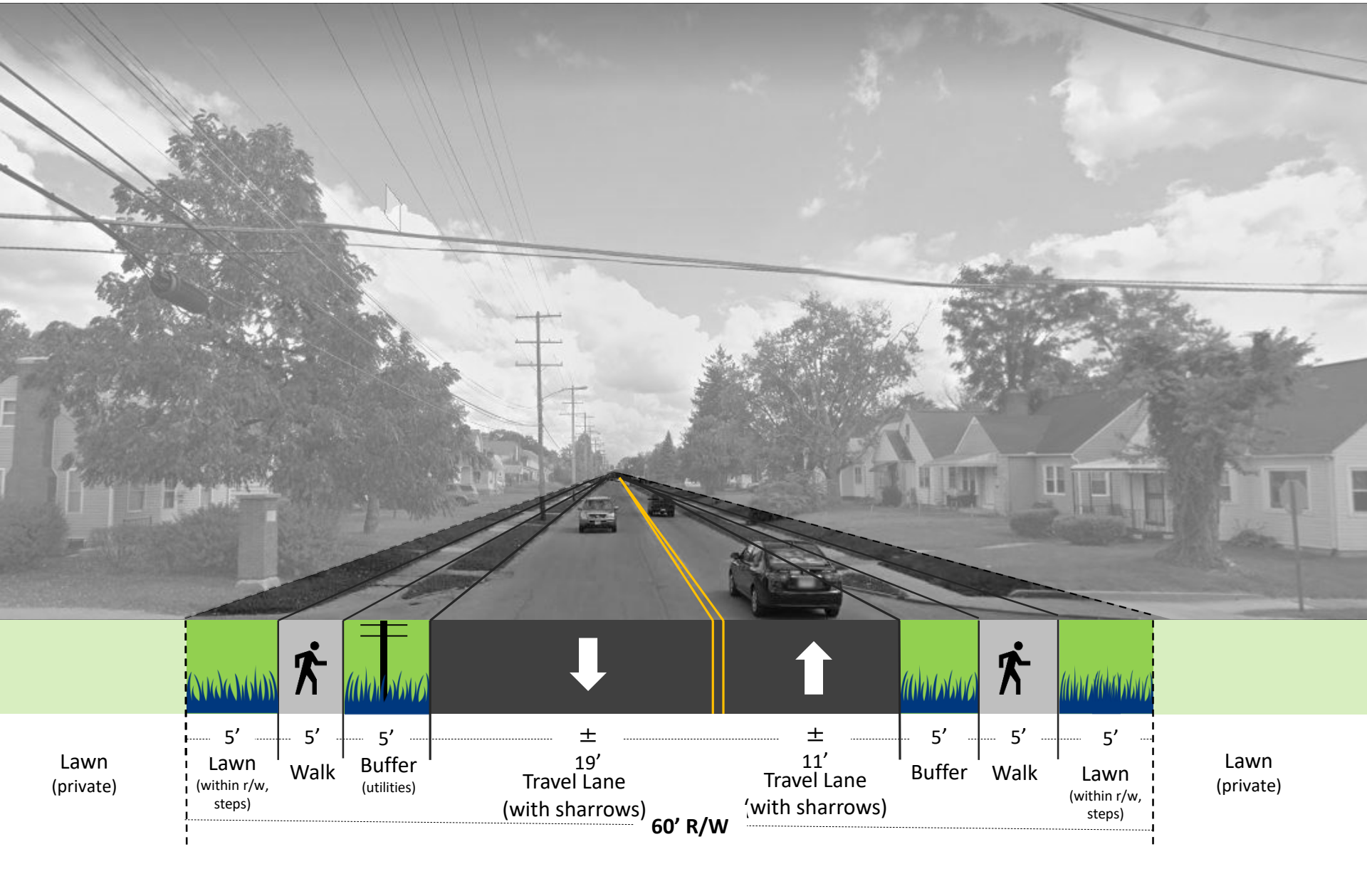
Urban Context Examples

- 80 feet of right-of-way can be arranged in many ways to accomodate different priorities and modes depending on adjacent land use
- Curb-to-curb space can be reallocated over time to respond to demand
- The most-dense or highest transit usership corridors may be updgraded with high capacity transit when appropriate
- Complete streets facilities and multi-modal options emphasized to promote mode choice

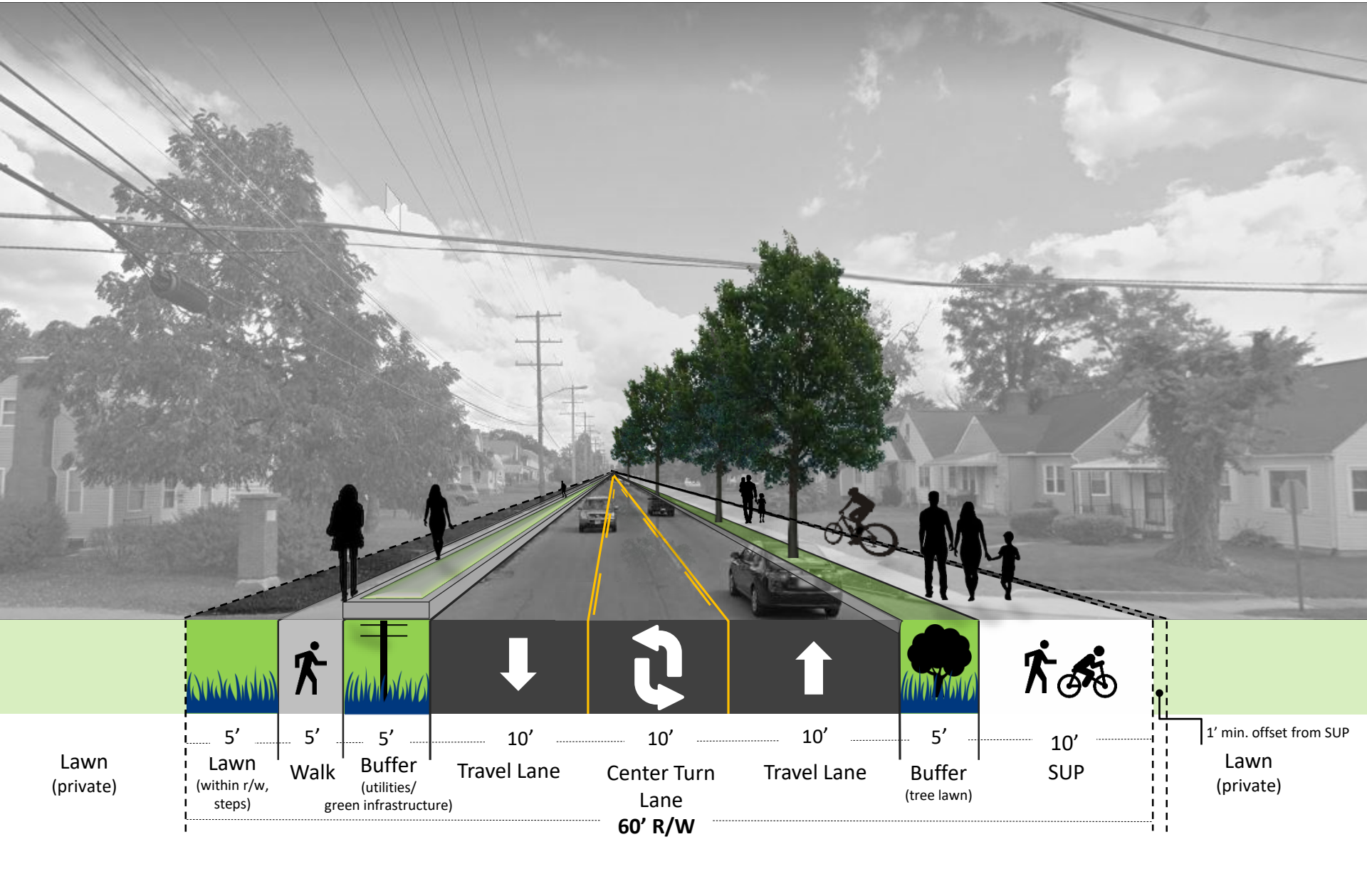
Flexibility in Design

Urban Community Connector
Hudson Street Example

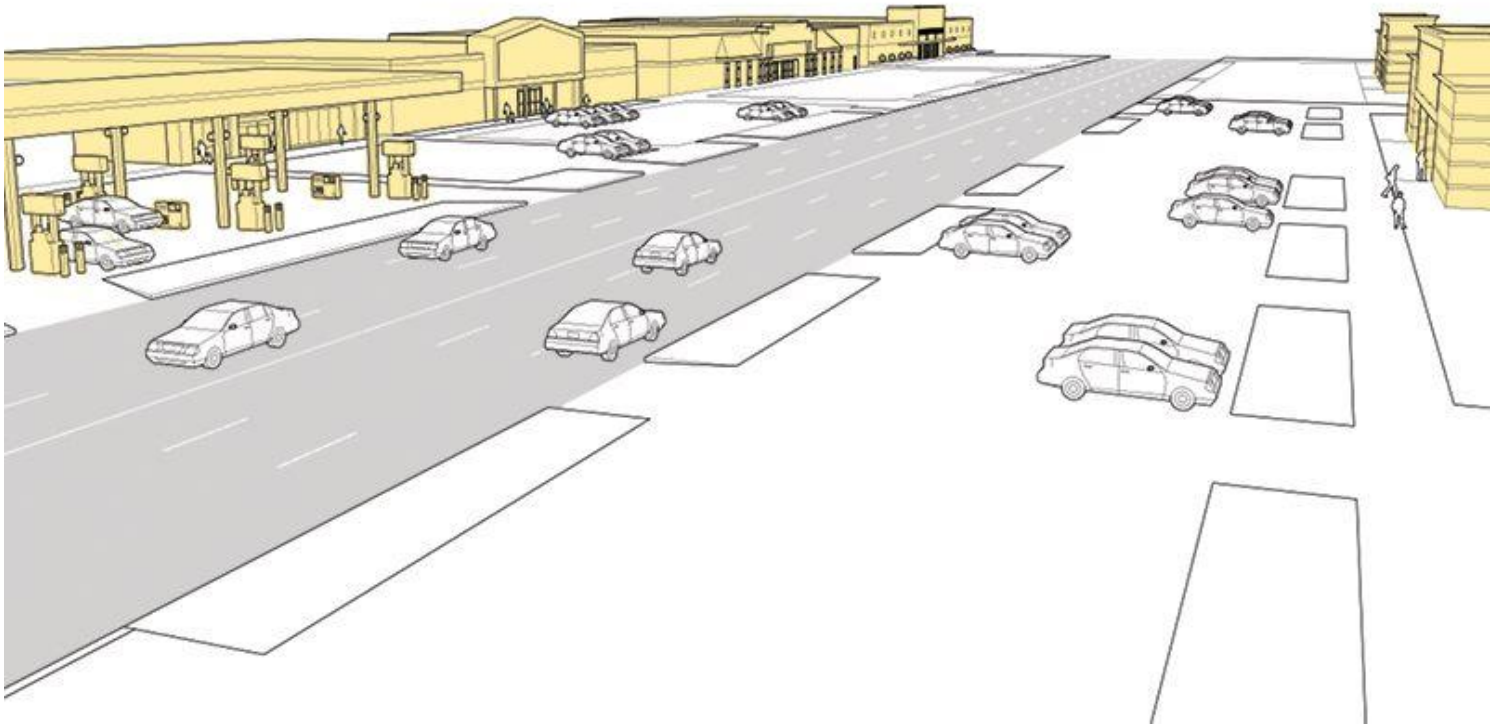
Urban Community Connector
Hudson Street Example



Urban Community Connector
Hudson Street Example



Flexibility in Design – Responding to Land Use Changes
Suburban Context



Flexibility in Design – Responding to Land Use Changes
Urban Context

Questions?

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