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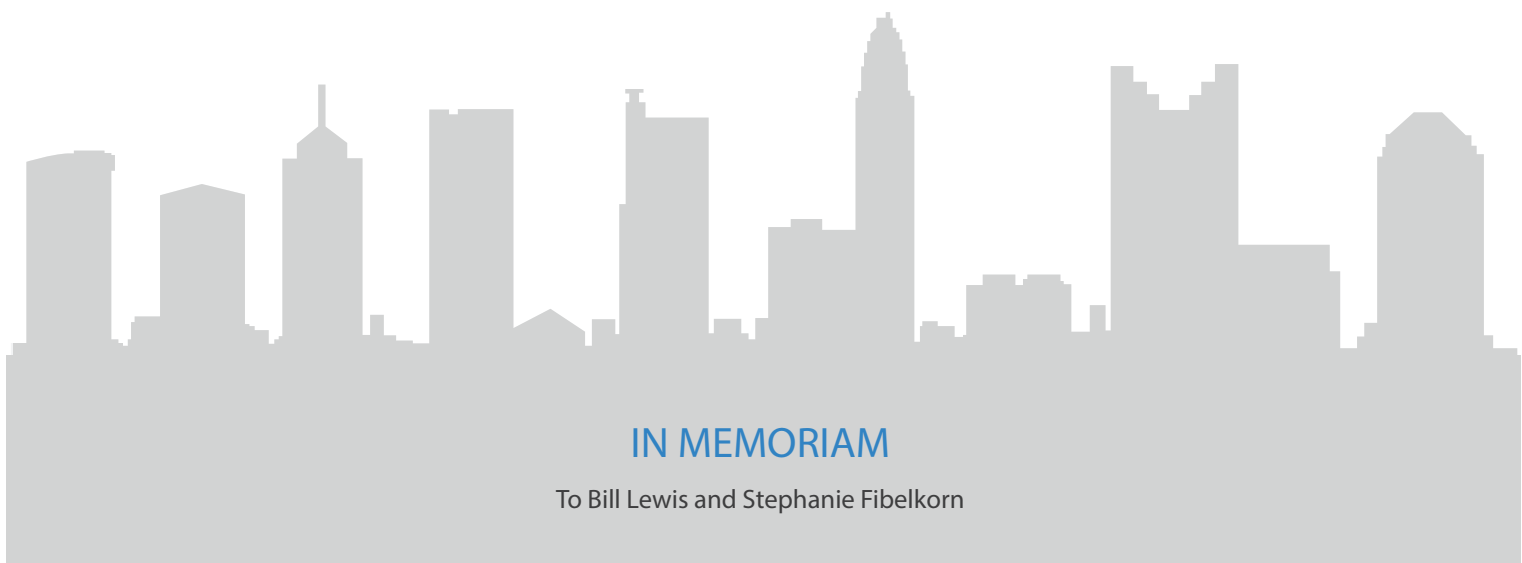
8.13.19



CONNECT COLUMBUS

TRANSPORTATION POLICY FRAMEWORK

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IN MEMORIAM

To Bill Lewis and Stephanie Fibelkorn

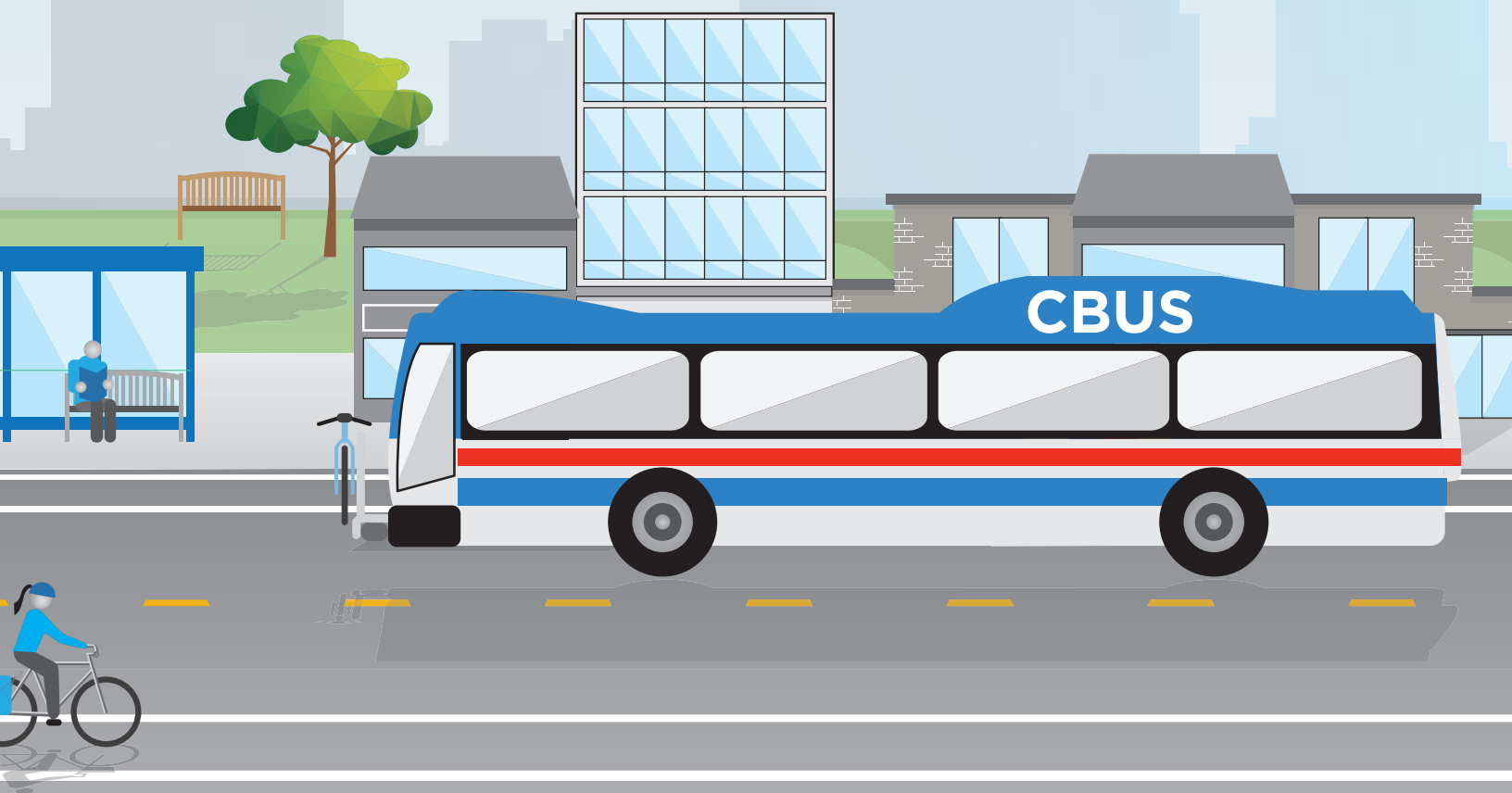
INTRODUCTION

WHY A TRANSPORTATION POLICY PLAN?

Throughout the United States, attention has shifted back to city centers in the past several years. Cities are leading the way in job creation and housing construction. Businesses are looking to locate in vibrant, attractive urban areas where their workers want to live. More and more people of varying ages and demographics want options for where they can live and how they move about their city. This trend is happening amidst a revolution in the world of urban transportation, with new technologies and mobility services rapidly entering the market. Due to this changing landscape, cities must adapt their transportation systems to meet the changing mobility needs and expectations of their citizens.



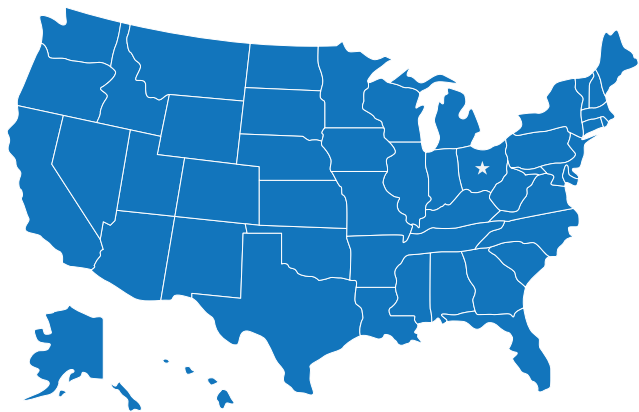
Within this context of growth and change, Connect Columbus provides a Citywide Transportation Policy Framework. The City of Columbus envisions a future where walking, bicycling, shared mobility, and using transit is easy and convenient, providing a variety of mobility choices that meet the needs of all residents. This policy framework guides future transportation decisions and investments throughout the city. It informs the development of a new multimodal thoroughfare plan, updated rules and regulations, and guides future transportation decisions and investments throughout the city by establishing goals and strategies for future transportation initiatives and partnerships.



SETTING THE STAGE

There is tremendous opportunity for Columbus to attain its vision in the future.

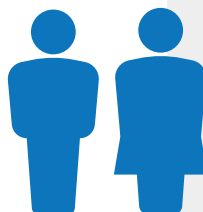
14th largest city
in the United States
since the year 2016



The city alone has seen an average yearly population growth of

13,000

per year over the last 5 years, and
this growth is expected to continue



The U.S. Census
Bureau estimates
the 2018 City
population at
just over
892,000



CONNECT COLUMBUS GOALS

These goals are intended to guide development and implementation of future transportation policies, initiatives, and improvements.



Mode Choice

Future transportation investments should increase options for residents to travel by various modes, as best suits their needs, budgets, and preferences.



Adaptability

Future transportation investments should recognize the evolving trends in transportation technology, market demands, and best design practices.



Neighborhood Vitality

Future transportation investments should contribute to the creation of strong and vibrant neighborhoods, and be responsive to each neighborhood's unique character and needs.



Health and Safety

Future transportation investments should contribute to healthy living and quality of life for all residents, creating balanced access to transportation that promotes health, well-being, and safety.



Equitable Access

Future transportation investments should address the needs of all users, and provide quality transportation options that are socially and economically inclusive.



Fiscal Sustainability

Future transportation investments should be affordable for current and future generations, with a priority on those that can be sustained through the long term.



Environmental Sustainability

Future transportation investments should seek to improve air quality, reduce resource consumption, and promote sustainable transportation options.



Economic Development

Future transportation investments should promote economic opportunity and community prosperity by building infrastructure that helps to connect people to jobs and enhance overall access.

A CRITICAL JUNCTION

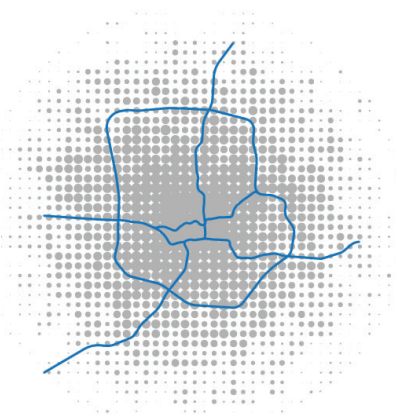
RETHINKING GROWTH

In recent years the City of Columbus has experienced dramatic population growth. While suburban expansion at the city's edges has continued, much of the new growth has occurred in the form of urban infill within and near downtown neighborhoods, and along many of the city's arterial roadway corridors. Urban development, both within Columbus and throughout the Central Ohio Region, is expected to continue for the foreseeable future.

The Mid-Ohio Regional Planning Commission's Insight 2050 initiative has forecast regional growth of up to 1 million additional people by the year 2050. Although not all of this growth will occur within the City of Columbus' jurisdiction, much of it will, and it will have major implications for the city's land use patterns and transportation system alike.

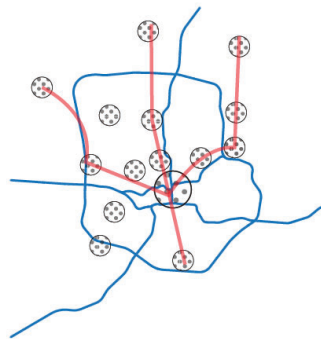
The Insight 2050 Corridor Concepts study, completed in 2019, further emphasizes the interrelated nature of land use and transportation, highlighting a vision of vibrant, economically productive and equitable urban development corridors that support high capacity transit and multi-modal mobility options throughout the region.

To achieve the vibrancy envisioned by the community, Columbus must increase its ability to retain and attract workers and ensure new growth is beneficial, equitable, connected, and sustainable. Redevelopment that is focused along corridors with access to transit, as well as walkable and bikeable connections to neighborhoods can provide this future.



PAST TRENDS SCENARIO

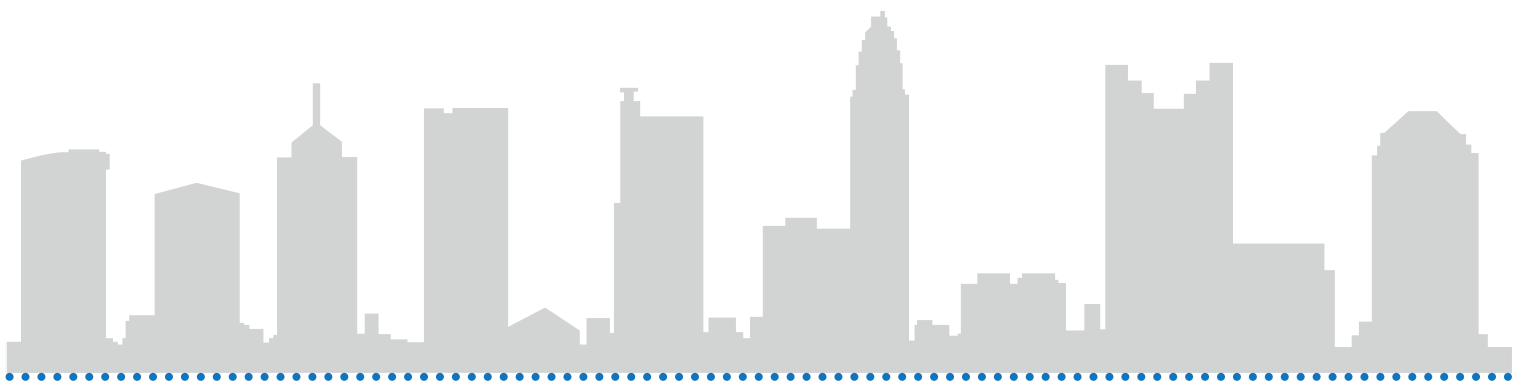
Development is spread out and disconnected.



INFILL SCENARIO

Development is focused and connected with multimodal infrastructure

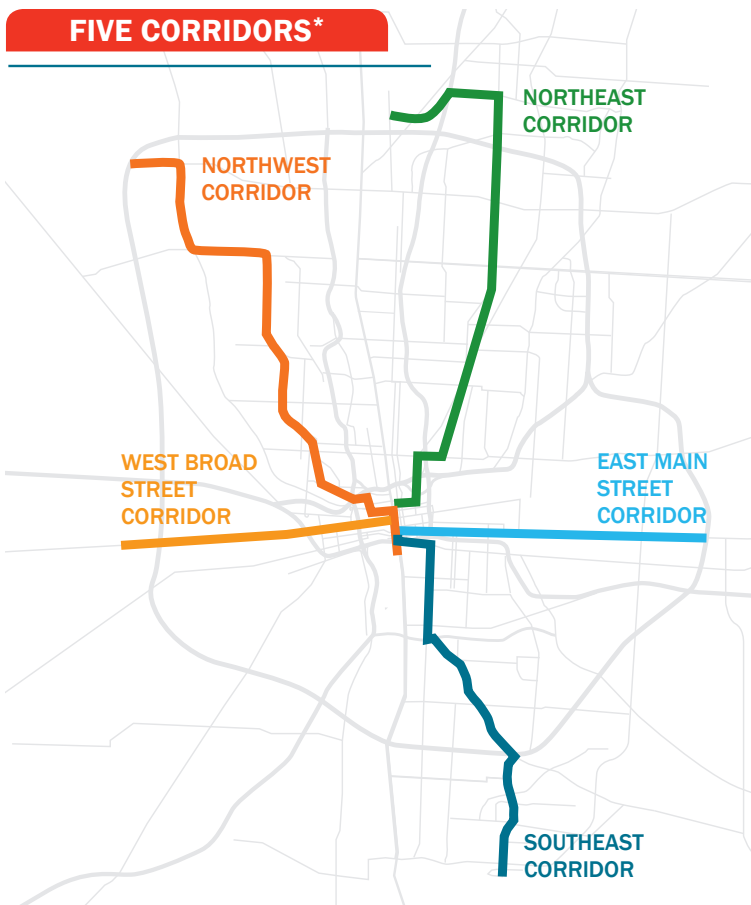
Transportation demands are largely influenced by the relationship between transportation infrastructure and land use patterns. Continuing past trends of outward expansion will put increased stress on the roadway system, and will encourage driving by placing destinations farther from one another. However, shifting growth to more compact infill development, with an emphasis on premium transit, bicycle networks, and walkability will allow transit and active transportation modes to become viable alternatives to driving.



insight 2050 | CORRIDOR CONCEPTS

Options for Focused Growth and Mobility

FIVE CORRIDORS*



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

GROWTH NODES & CORRIDORS

Corridor Concepts studied five major corridors within Columbus and providing connections to neighboring jurisdictions. It should be noted that these are intended to be representative - they are not the only corridors that will experience new development. The study emphasizes that these corridors can serve as models to inform both land use and transportation strategies elsewhere within the city and region. Focused growth, along multimodal corridors and in denser development nodes, will support and be supported by high capacity mass transit.



Many corridors throughout the city are already experiencing new, more dense and more urban forms of development, even in advance of significant investments in high capacity transit. These development patterns are guided by the Columbus Citywide Planning Policies (C2P2), which serve as a framework for land use planning throughout the city. The guiding principles of C2P2 promote walkable development in locations with access to transit and neighborhood connections with sidewalks, bikeways and multimodal transportation options.

THE DRIVING FORCES IN COLUMBUS

Connect Columbus was developed based on a thorough evaluation of current trends impacting the future of Columbus. Through a combination of comprehensive data analysis, public outreach efforts, and consultation with numerous stakeholders, the Department of Public Service gained critical insight and understanding of the evolving needs throughout the city. Here are some of the key trends that set the stage for Connect Columbus.



Columbus is Growing

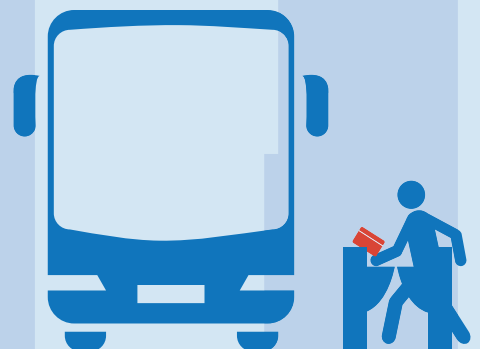
Over the last 5 years, the City of Columbus has grown by an average of 13,000 people per year, and this growth is expected to continue.

This will increase demand for housing and add

stress to the current transportation system. It will be critical for Columbus to focus future growth in areas that can accommodate it, and plan for a transportation system that will support all of the additional growth.

Transit Ridership is Up

In 2011, COTA was the transit agency with the highest ridership increase in the nation, having expanded their ridership more than 10% since 2010. In 2014, COTA reached its highest ridership level since 1988, serving more than 19 million passengers. While ridership has steadied since 2014, system improvements implemented in 2017 significantly streamlined service and increased ridership. In 2018, COTA was recognized the award for Outstanding Public Transportation System Achievement Award from the American Public Transportation Association.



Growing Interest in City Living

Demand for housing in central areas of Columbus has grown significantly in recent years. In the year 2000, only 3,500 people were living in Downtown. Plans to revitalize Downtown and major housing initiatives have since facilitated an increase in the number of residents Downtown and in Downtown-adjacent neighborhoods. Nearly 10,000 people are now living in Downtown, and more than 2,800 new residential units are either under construction or proposed for development.



Technology and New Mobility

A number of technological advancements are rapidly changing transportation and mobility options in urban areas. Each of these advancements plays a different role for every user, and these roles will evolve over time as consumer needs and desires change, and the overall

transportation system evolves around them. Through the Smart Columbus effort, as well as other recent policy changes and transportation investments, Columbus is already at the forefront of cities in the U.S. thinking about how to integrate these new technologies into the existing transportation system.

Commute Times are Tolerable, For Now

The commute time across all potential modes of transportation for Columbus workers is 21.6 minutes, the second shortest average commute time of any US city. Compared to some of its peer cities like Atlanta (26.3 minutes), Austin (24.1 minutes), or Cleveland (24.1 minutes), Columbus has the shortest average commute time. However, as the city continues to grow and more people hit the roads, congestion is likely to increase and impact the travel times experienced in the future. Highway congestion is already becoming a growing point of conversation amongst commuters, with common observations that rush hour has been getting worse in recent years.



LOCAL + NATIONAL TRENDS

People driving less overall

Over the past decade **national trends in driving have trended downwards**, marking a shift in steady increases in vehicle miles travelled (VMT) since the 1950s. This trend suggests that people are looking for alternatives to driving in congested conditions, and are more open to getting around using other means of transportation than ever before.



Younger generations are driving less and waiting longer to get a license

Younger age cohorts are showing a strong preference for walking, bicycling and public transportation, suggesting that in the future, vehicle ownership and driving may not be as valued as they are now and in the past.



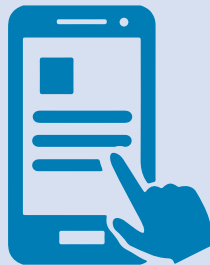
For young people today

A driver's license is no longer as important as during past generations.



Shared mobility is reshaping urban mobility

Ride sourcing via digital apps such as Uber and Lyft introduce a new dynamic to the transportation system. It provides a quick and relatively affordable alternative for short trip, boosting alternatives to car ownership.



Demand for transit is rising

Nationwide, transit ridership is on the rise and trends suggest that younger generations are actively relying on transit as an alternative to driving.



Demand management is helping manage transportation systems with limited capacity

Demand Management measures like roadway pricing, parking pricing, and employee based transit benefits, are emerging as essential tools for transportation planning.





Renewed desire to live in urban areas

Millenials like having the world at their fingertips. With the resurgence of cities as centers of economic energy and vitality, a majority are opting to live in urban areas over the suburbs or rural communities.

62% indicate they prefer to live in the type of mixed-use communities found in urban centers, where they can be close to shops, restaurants and offices.



Millenials are currently living in urban areas at a higher rate than any other generation, and 40% say they would like to live in an urban area in the future.

As a result, for the first time since the 1920s growth in U.S. cities outpaces growth outside of them.



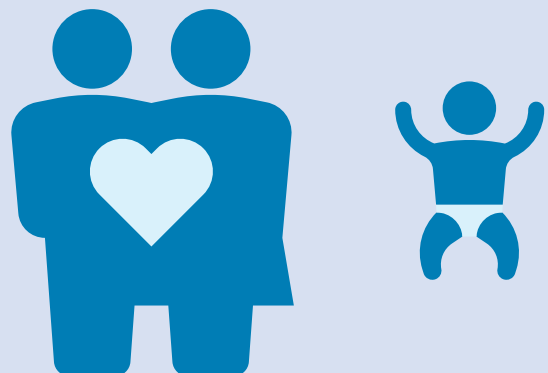
Expected increases in delivery freight

Shoppers are making fewer trips to stores, instead, opting to shop from their keyboard. The digital footprint will continue to grow, and more goods will come to people, rather than them going to the goods. This means an increase in deliveries is to be expected.



More single households

Younger generations are also waiting longer than before to get married and have children. This means that housing preferences and travel patterns observed in family households are not emerging as strongly as before.



EMERGING TECH & NEW MOBILITY

Columbus is at the forefront in managing and integrating the rapid evolution in transportation options, technology, and information currently underway.

The promise of autonomous and connected vehicles emerging on the market within the coming decades, along with the shift we are already seeing towards shared mobility, will fundamentally shift the way we plan, build, and design transportation networks in the future.

Through the city's Smart Columbus

initiative, Columbus is developing a series of projects, strategies, and approaches to become the country's first city to fully integrate innovative technologies – self-driving shuttles, connected vehicles, and smart sensors – into the transportation network.

The Connect Columbus Policy Framework is an important complement to this effort by guiding the city's urban form and existing transportation networks to improve safety, enhance mobility, create ladders of opportunity for those who may have been left behind in the past, and address climate change by reducing emissions.

SMARTCOLUMBUS

CONNECTED AND SMART COLUMBUS

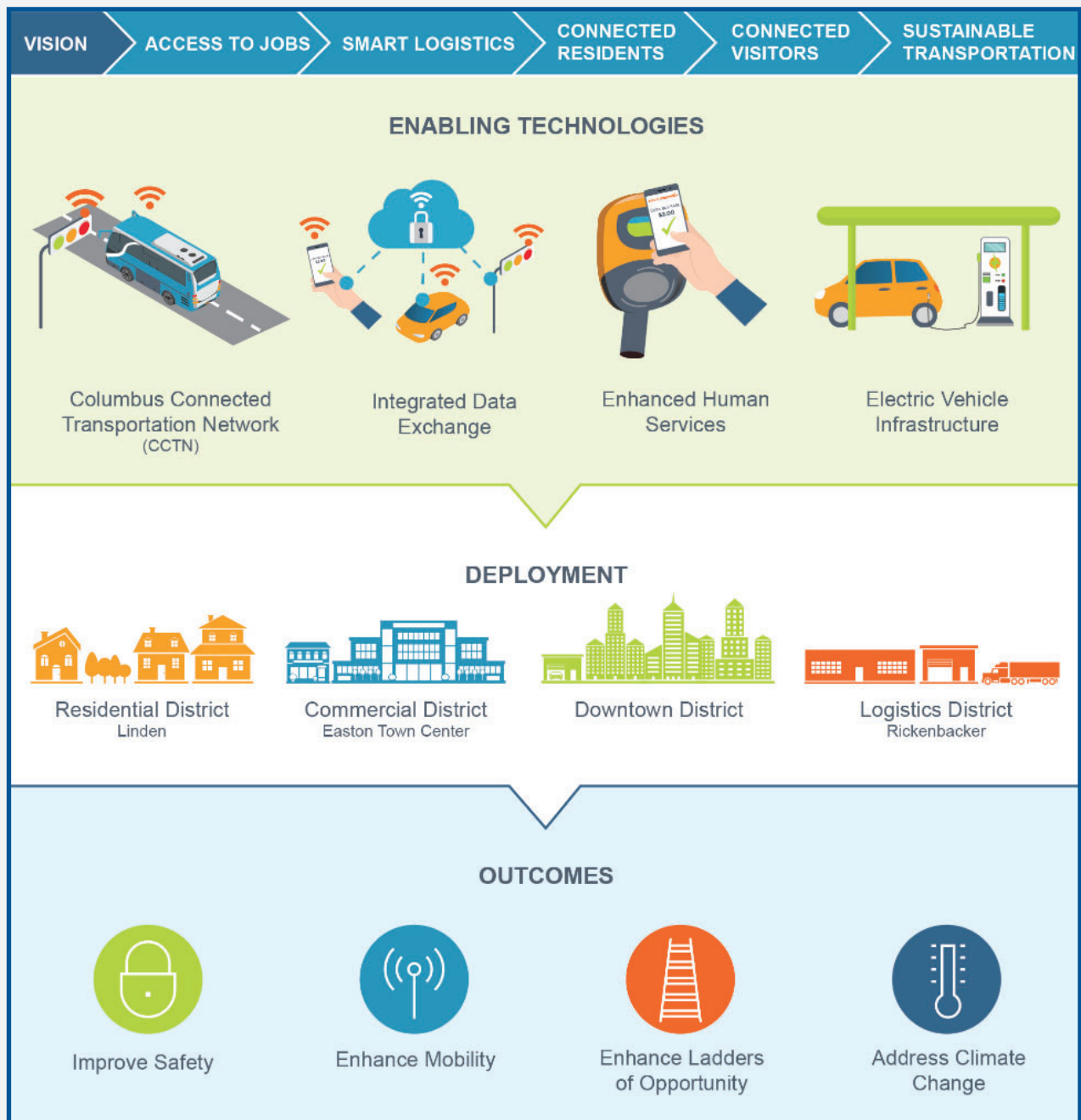
The City of Columbus won the U.S. Department of Transportation (USDOT) \$40 million Smart City Challenge in June of 2016 after competing against 77 cities nationwide to implement a holistic vision for how technology can help all residents to move more easily and to access opportunity. Columbus was also awarded a \$10 million grant from Paul G. Allen's Vulcan Inc. Foundation to reduce greenhouse gas emissions through the de-carbonization of the electric supply and transportation sectors.

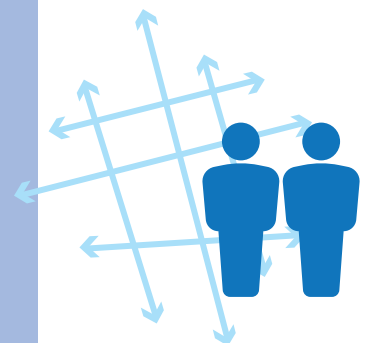
The vision of Smart Columbus is aligned with the goals of Connect Columbus:

- » Improve access to jobs through expanded mobility options in major job centers
- » Compete globally through smart logistics
- » Link Columbus residents to safe, reliable transportation that can be accessed by all
- » Better connect our visitors to transportation options
- » Develop a more environmentally-sustainable transportation system

Smart Columbus is bringing innovative new technologies and transportation solutions to the City of Columbus. However, it is important to recognize that this only one piece of a much larger puzzle. While Smart Columbus is working to plan, test, and deploy these new technologies, the City must also ensure people are able to access these new mobility options and technology strategies. It will be necessary to combine basic infrastructure investments with the enhanced transportation improvements from Smart Columbus – such as sidewalks that connect residents to new services – in order to build the best possible transportation future for all of Columbus.

As the City begins to mine its data to provide insights to visitors and businesses, Connect Columbus can ensure that mobility choices are available at key destinations. And as the city moves forward with investments, programs and creative incentives for energy efficiency, transportation electrification, and greenhouse gas reduction that is environmentally and financially sustainable, the city will begin to reduce the vehicle miles travelled in Columbus every day by providing safe and convenient infrastructure to walk, bike, use micro-mobility devices, and take transit.





COMMUNITY DESIRES FOR MORE OPTIONS

The Connect Columbus planning process involved a series of engagement activities, meetings, and workshops with community members and stakeholders. The overall project goals, as well as strengths and opportunities in the current transportation system, were established, to guide subsequent efforts. This process helped to ensure policies and future planning efforts advance the needs and desires of the community.

COMMUNITY WORKSHOPS

Public workshops were interspersed within the project schedule to provide community members with a space, and the necessary tools, to share their thoughts at critical points in the project. The four workshops were publicized via social media and other media outlets, and took place in various locations throughout the City to reach a wide array of people.

MOBILE POP UPS

The mobile workshop team traveled around in a large van, dubbed the “Connect Columbus Plan Van,” carrying maps, project information, workshop activities, and other materials that were used to engage the public. Designed to reach a broad and non-traditional public audience, these mobile workshops traveled to neighborhoods and events across the city, setting up shop at COTA transit centers, job fairs, and major city festivals.

WHAT WE HEARD

- » Equity, access, neighborhood development, economic development, health and access, and sustainability were among the top goal statements.
- » There was a strong desire for greater and more connected public transportation service.
- » Residents considered neighborhood vitality and connectivity to be a key outcome.







CHALLENGES & OPPORTUNITIES

COLUMBUS IS GROWING

The 1950s marked a significant shift in development policy for the City of Columbus. The city started to expand as a result of an aggressive annexation policy to capture suburban growth.

Much of the growth that occurred was enabled by the shift to an automobile-dominant transportation system, and the construction of the outerbelt in the late 60s/early 70s. Prior to this outward expansion, the city's population was close to 400,000 people with around 30,000 living in downtown. As the city expanded and the highways were constructed the population moved along with it, leaving the downtown and inner city for the suburbs. By the year 2000, Columbus had become the 15th largest city in the U.S. by population, but only 3,500 people were still living downtown.

Columbus is now the 14th largest city in the country, and previous trends are now reversing. The continued revitalization of downtown and major housing initiatives have since facilitated an increase in the number of residents living in the city. National trends point toward a continuation of this type of growth, and growing demands for more transportation options.

According to 2017 Census data, nearly 10,000 people are now living in downtown Columbus. While this shift represents the first long-term increase in the downtown population since 1950, a majority of Columbus residents still live outside of the core. The city's population only accounts for around 42% of the entire metropolitan area.

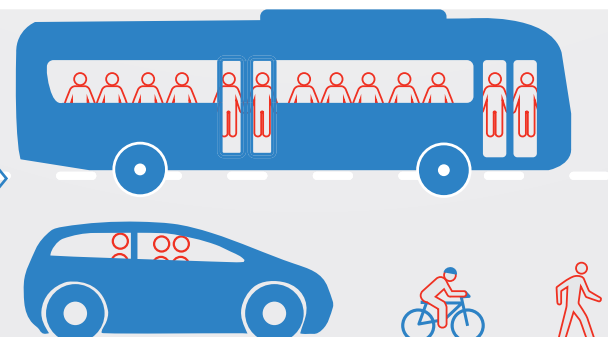
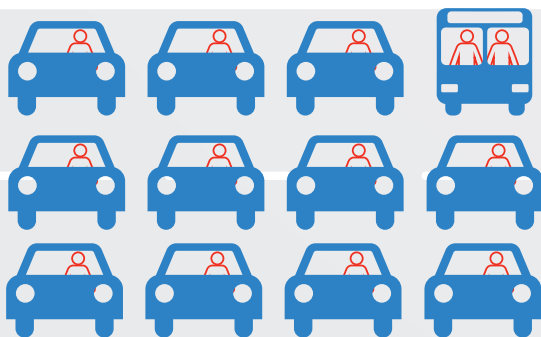
CHALLENGES FOR COLUMBUS

While there are positive trends guiding transportation improvements in Columbus, there are challenges the city faces that must also be addressed by future investments, initiatives, and partnerships.

INCREASING TRANSPORTATION DEMAND

Population and employment density are two key factors that drive the potential load on the transportation system. Typically, areas of high density can support public transportation, reducing the stress on a roadway system from vehicular traffic.

However, where density is high and transit is not available or is insufficient, the road network can be quickly overwhelmed. Since 2014, the city's population has grown by an average of 13,000 people per year, and that growth is expected to continue. The impact of this growth can already be seen on a number of major corridors throughout the city that are quickly reaching capacity and this strain on existing resources will only increase as growth continues. New strategies are needed for managing these demands on our transportation system while ensuring growth is sustainable, equitable, and economically productive.



More than 50% of streets in Columbus have existing sidewalks, but a lack of sidewalk connectivity in some areas presents a significant barrier to pedestrian mobility. The absence of sidewalks and other pedestrian facilities is the greatest obstacle for pedestrians, but other factors also serve to discourage walking. Sidewalks in poor condition, narrow buffers between the sidewalk and roadway, numerous curb cuts and driveways, and physical barriers such as highways or rail crossings are some additional factors that impact the walking experience. These conditions are present on many major roadways in various parts of Columbus, including areas that have demonstrated demand for walking.

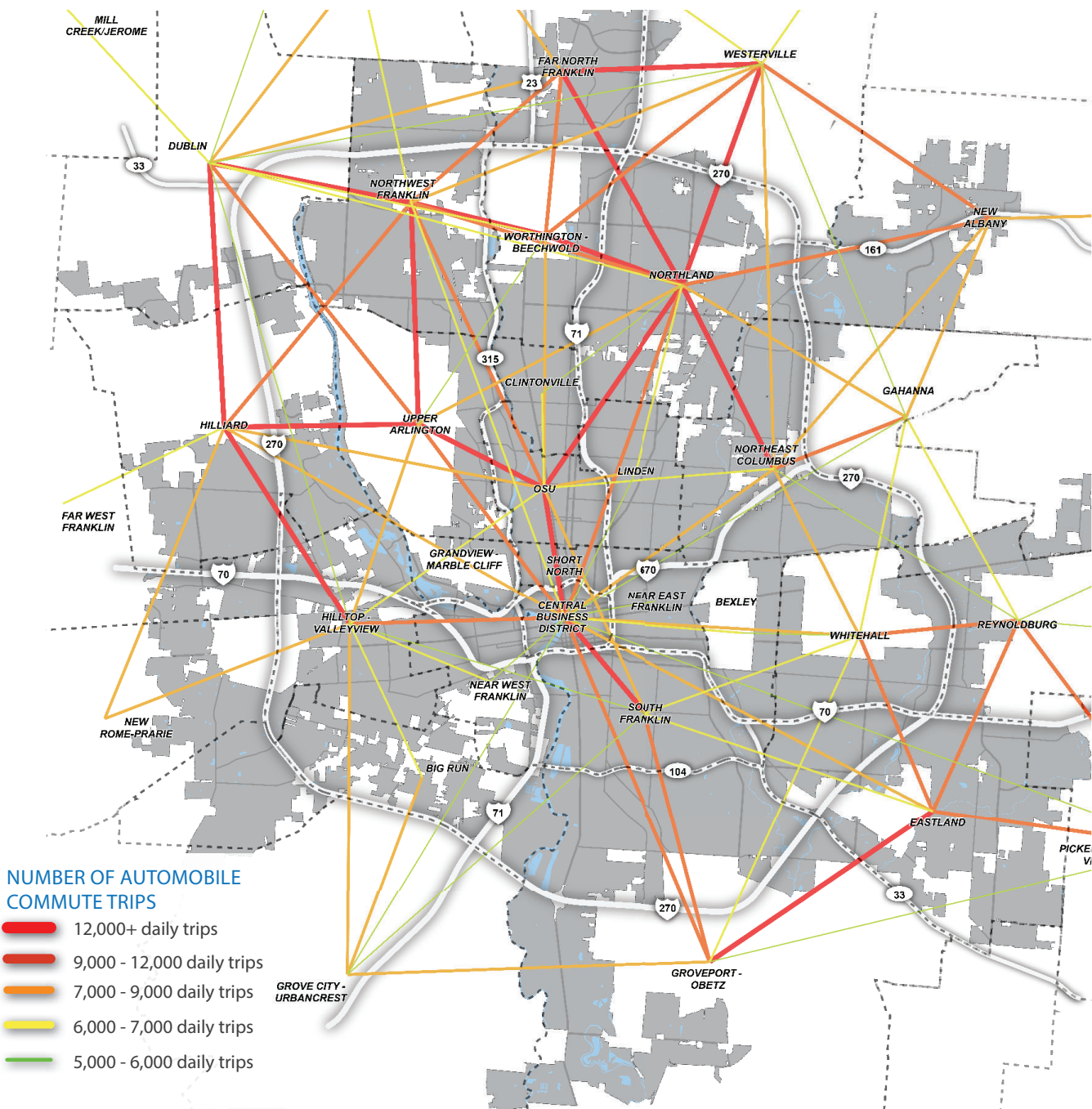
One of the main challenges for Columbus improving its bike friendly status is weaving together the growing number of bicycle facilities into a seamless network. Facilities developed in isolation have less ability to encourage those who may be interested in bicycling, but are concerned about safety. Conversely, connected facilities can make longer bicycle trips more feasible and attract more riders. Gaps in the network can create challenges for people on bikes in navigating and arriving safely at their destinations. Gaps are present in various forms, from streets with no bike facilities to challenging intersections that are not comfortable for most people to bike through. System gaps have a significant influence on a person's decision to travel by bicycle. However, Columbus has also seen an upswing in bicycle travel in recent years, with more people taking advantage of the growing low-stress bicycle network. This also includes the introduction of shared micro-mobility devices such as e-scooters and e-bikes, which are expanding the demand for bike-friendly facilities.



TRAVEL PATTERNS

Regional trip data from MORPC illustrate the widely dispersed commute patterns in Columbus. With only 17% of jobs in the city located within Downtown, travel demand into and out of Downtown is much lower than in most Central Business Districts (CBDs). Other major employment centers within the city include Easton, Polaris, and Ohio State University (OSU).

Each of these areas have similar travel demand as Downtown, spreading out the demand on the road network. These four employment centers sit amongst the top 12 locations inducing the highest travel demand in the Central Ohio Region, but account for less than 15% of all trips being made regionally. This highlights the importance of a robust transportation system that serves all areas of the city.



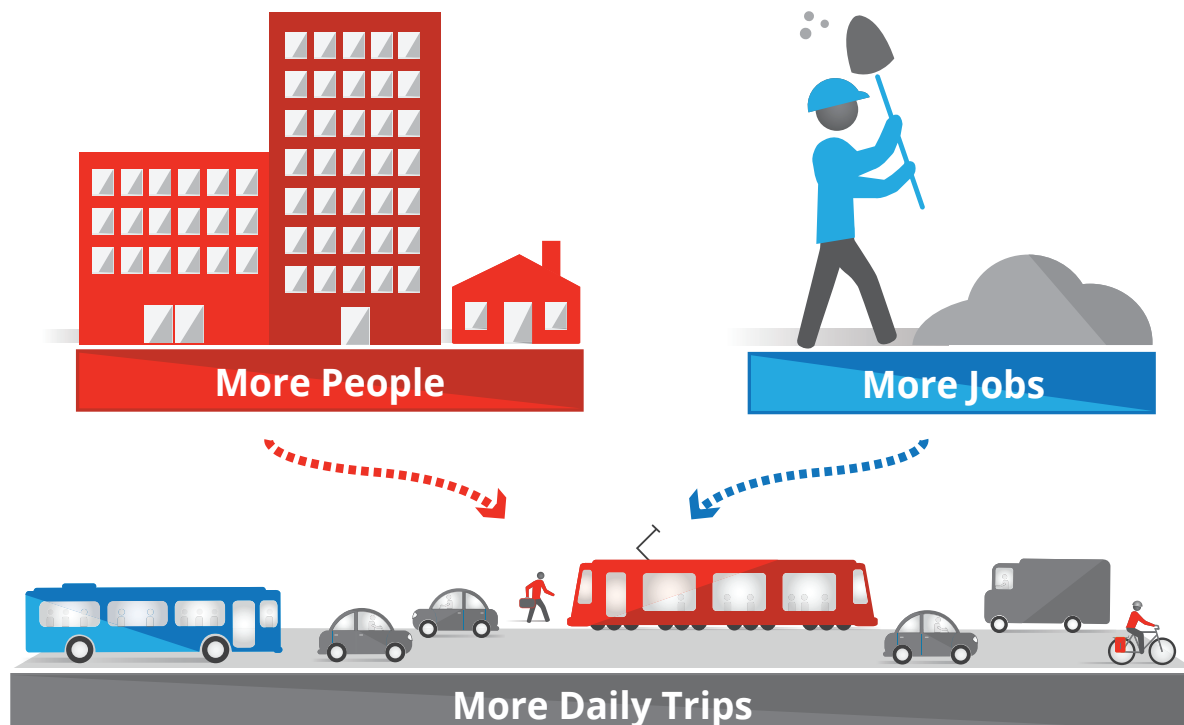
TRANSPORTATION DEMAND

With an average commute time of only 21.6 minutes, it is no surprise that 4 out of every 5 commuters in Columbus currently drive alone to work. Compared to peer cities Columbus has the shortest commute times and the highest percentage of commuters driving to work alone.

Population and employment density are two key factors that drive the potential load on the transportation system. Typically, areas of high density can support public transportation, reducing the stress on a roadway system from vehicular traffic. However, where density is high and transit is not available or is insufficient, the road network can be quickly overwhelmed. Since 2014, the city's population has grown by an average of 13,000 people per year, and that growth is expected to continue.

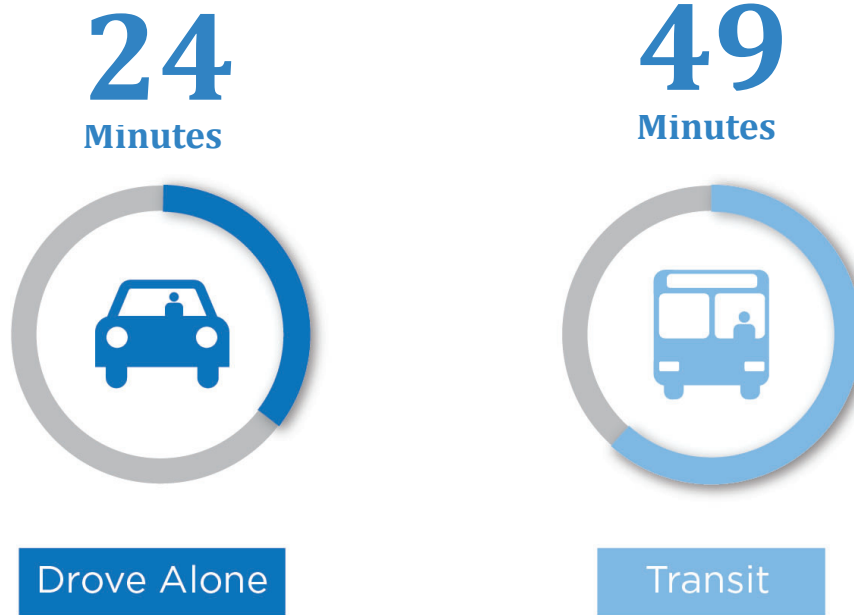
The impact of this growth can already be seen on a number of major corridors throughout the city that are quickly reaching capacity and this strain on existing resources will only increase as growth continues.

With many of the most congested corridors in areas of Columbus where there is little space available for expanding the transportation infrastructure, there are limited opportunities for addressing the projected demand. This reinforces the need for Columbus to focus on multimodal improvements in order to continue being a thriving city. Without significant improvements in transit and bicycle infrastructure, the roadway system will be forced to bear the burden of all future growth. Not only will this impact residents who use the roadway, but freight and commercial traffic as well.

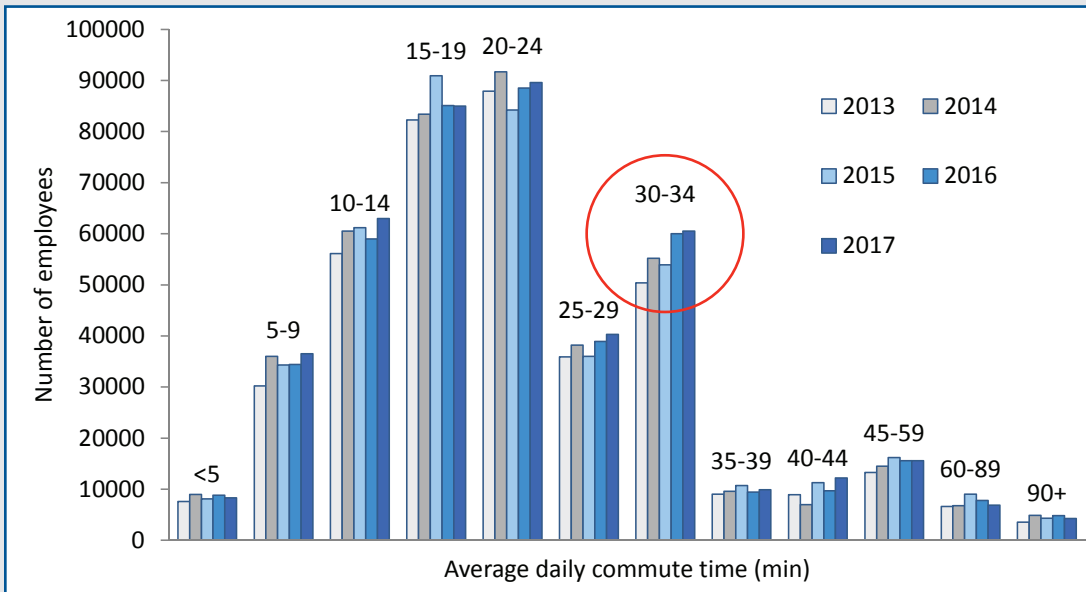


THE DAILY COMMUTE

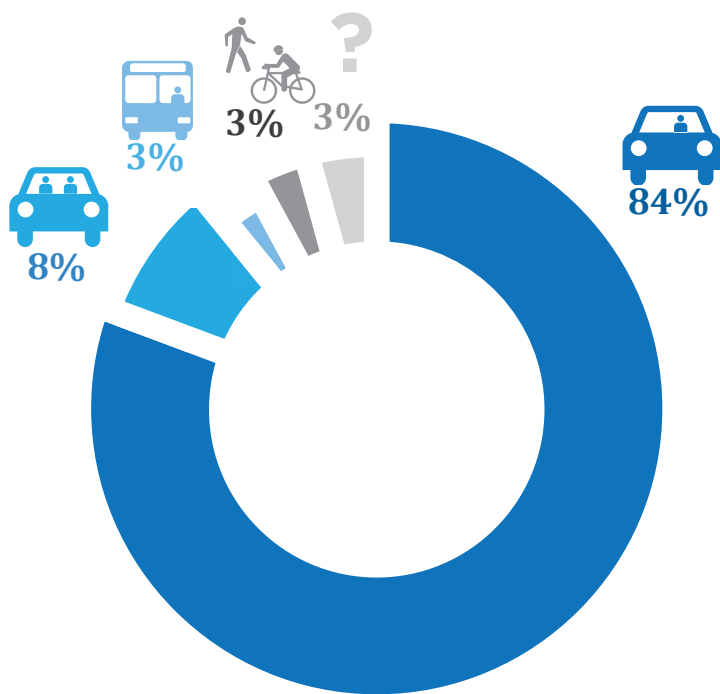
SOURCE: 2017 AMERICAN COMMUNITY SURVEY FOR THE ENTIRE COLUMBUS METRO AREA



SOURCE: 2017 AMERICAN COMMUNITY SURVEY

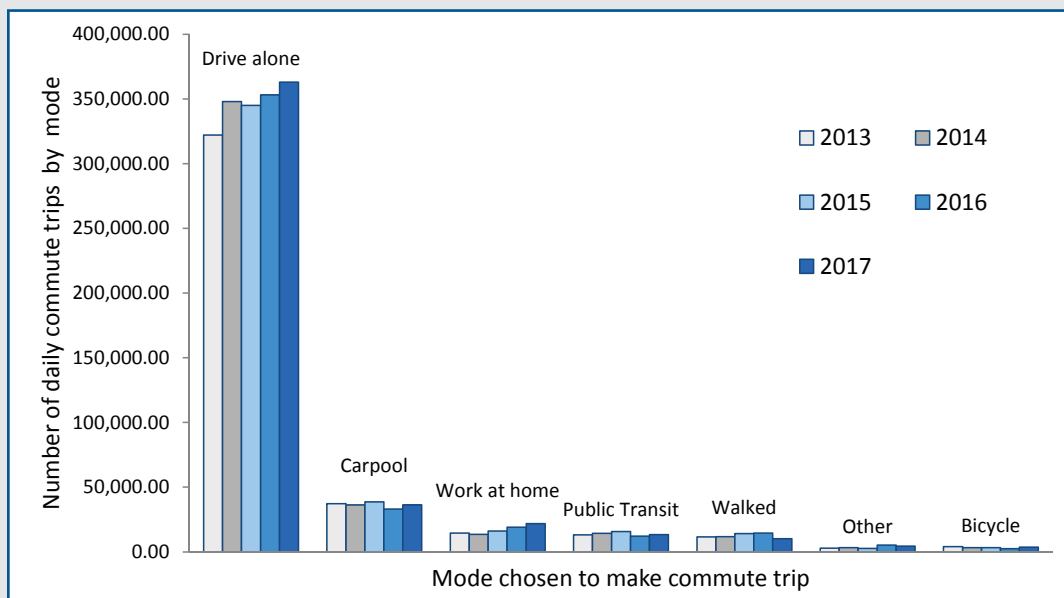


As Columbus grows, more people are making longer commutes to work. Columbus now has over 430,00 residents who commute every day, an increase of 40,000 over the past 5 years. Although the average commute time has remained very stable over the past decade, that doesn't represent what many Columbus residents are experiencing - a longer morning commute than ever before. Today, nearly 150,000 people's commutes take more than 25 minutes, up 17% from 2013.



4 of every 5 people in Columbus drive alone to work. Nearly 400,000 commute to work every morning using a car.

SOURCE: 2017 AMERICAN COMMUNITY SURVEY



Columbus has historically grown as a car-dependent city. Today, when considering both those that carpool and drive alone, nearly 400,000 commute to work each day using a car. That equates to 40,000 more cars on the road every morning than just 4 years ago, and as roadway capacity has little room to increase, congestion may get even worse unless strategies to manage the growing transportation demand are implemented.

TRANSIT

Public transit service offers the greatest potential for reducing demand on the road network, due to its high volume carrying capacity. With only 3% of commuters in Columbus using transit, but more than 50% of Franklin County residents living within a 10-minute walk of a bus stop, there is great potential for transit to replace trips currently being made by automobile, and to accommodate new growth.

The Central Ohio Transit Authority (COTA) provides fixed-route bus and paratransit (demand-response) service to over 1 million people in Central Ohio. Service improvements in recent years have led to the highest ridership seen in decades, and ongoing initiatives are expected to extend that ridership growth into the future.



NEW TRANSIT SERVICES AND INITIATIVES

CBUS

The CBUS is a free downtown circulator that allows people to travel between major attractions in downtown, the Short North, German Village and the Brewery District. The CBUS began operations in 2014 and evolved out of a partnership with downtown employers and developers. The CBUS carries an average of 1,600 riders per weekday.

Transit System Redesign (TSR)

The TSR, completed in 2017, realigned COTA's bus network and doubled (from 6 to 12) the number of bus routes that operate with 15-minute or better service frequencies. The TSR also reorients the bus network more along the lines of a "grid", which increases opportunities for transferring between routes. Scheduling improvements make transfers even easier and more efficient. The TSR also increased weekend service.

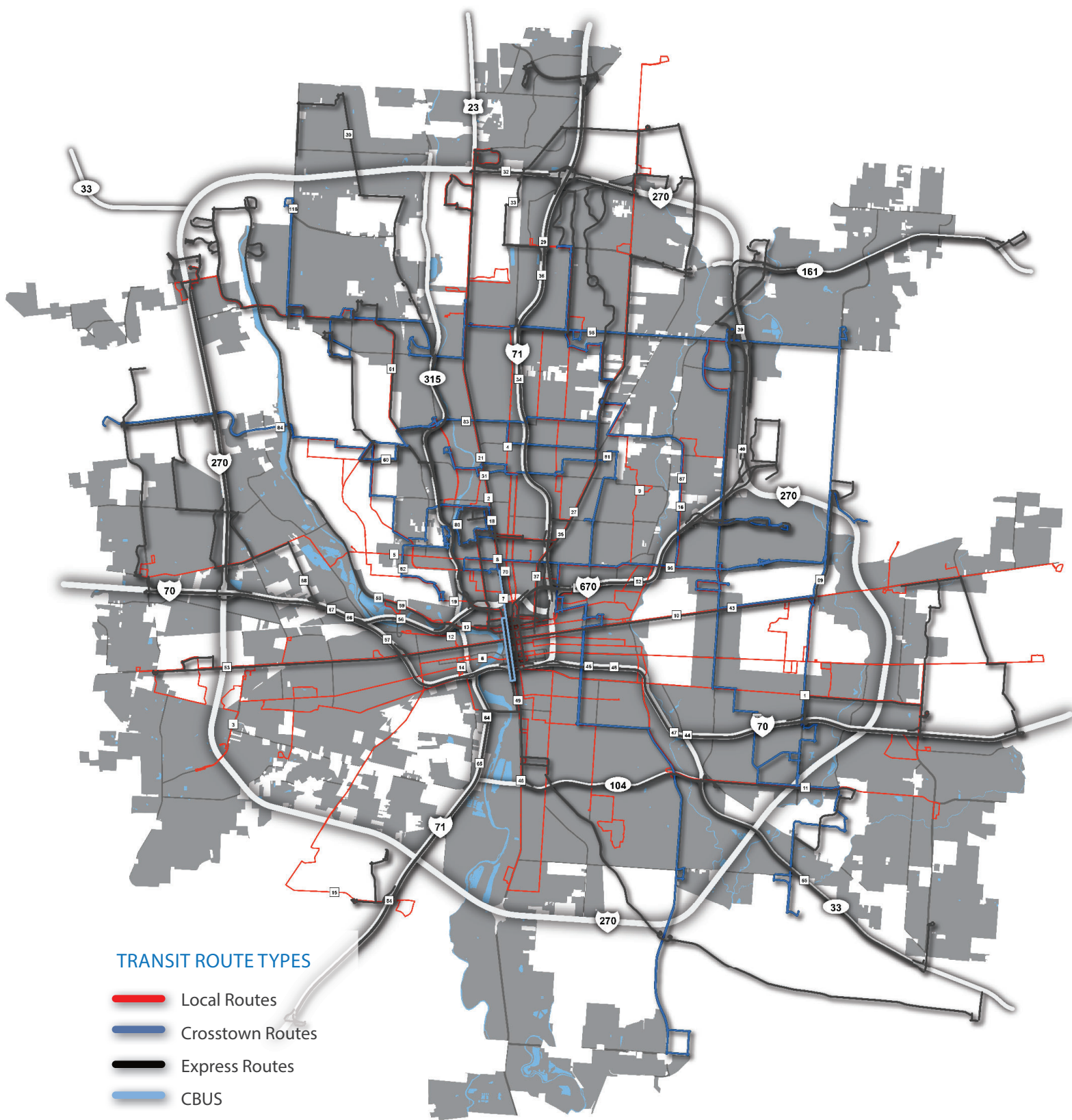
CMAX

The CMAX is a 15.6 mile Bus Rapid Transit (BRT) service that was implemented along Cleveland Avenue in 2018. The CMAX operates faster, more direct and more frequent service along Cleveland Avenue linking downtown Columbus and the Columbus Square Shopping Center. Slightly less frequent service is available to Westerville and Ohio State Medical Center.

NextGeneration 2050 (NextGen)

COTA's NextGen is a planning effort designed to create a long-term perspective on transit investment opportunities through the coming decades. The NextGen and Connect Columbus planning efforts served to inform the Insight 2050 Corridor Concepts initiative.

Transit Services



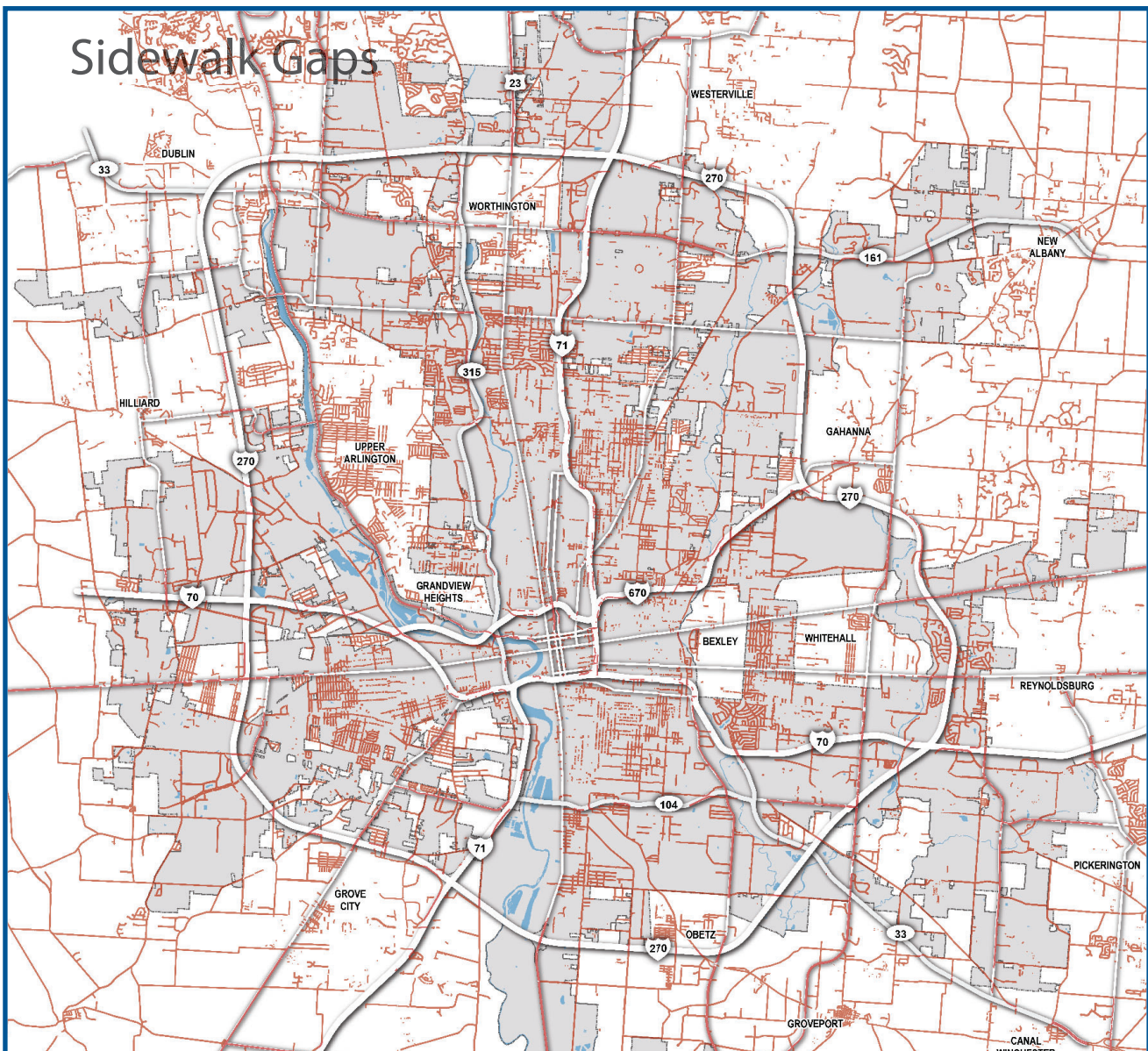
TRANSIT ROUTE TYPES

- Local Routes
- Crosstown Routes
- Express Routes
- CBUS

WALKING

Approximately 3% of commuters in Columbus travel to work on foot, compared to only around 1% who travel via bicycle. More than 50% of streets in Columbus have existing sidewalks, but a lack of sidewalk connectivity in some areas presents a significant barrier to pedestrian mobility. The absence of sidewalks and other pedestrian facilities is the greatest obstacle for pedestrians, but other factors also serve to discourage walking.

Sidewalks in poor condition, narrow buffers between the sidewalk and roadway, numerous curb cuts and driveways, and physical barriers such as highways or rail crossing are some additional factors that impact the walking experience. These conditions are present on many major roadways in various parts of Columbus, including areas that have demonstrated demand for walking.





THE BIKE NETWORK

Growth in bicycling in Columbus in recent years can be partially attributed to a concerted effort by the City to expand the bicycle network and enhance other bicycle facilities, such as bike parking. Designated bike lanes have been installed on a variety of major roads, and a handful of other innovative facilities have been installed or are in the process of being implemented.

Columbus has been ranked as a bronze-level Bicycle Friendly Community (BFC) by the League of American Bicyclists since 2009. One of the main challenges for Columbus improving its bike friendly status is weaving together the growing number of bicycle facilities into a seamless network.

Gaps in the bicycle network can create challenges for people on bikes in navigating and arriving safely at their destinations. Gaps are present in various forms, from streets with a complete lack of bike facilities

to those with poorly-defined bike facilities or even just challenging intersections that are not comfortable for most people to bike through.

These system gaps have a significant influence on a person's decision to travel by bicycle, and often discourage potential new riders. A lack of safety, whether perceived or real, is a primary factor in deciding whether to bike, particularly for those with less experience. Facilities developed in isolation have less ability to encourage those who may be interested in bicycling, but are concerned about safety. Conversely, connected facilities can make longer bicycle trips more feasible and attract more riders.

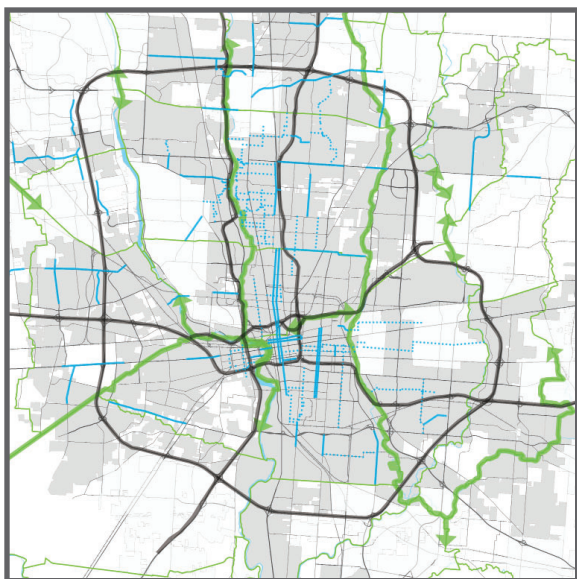
Bike facilities are now serving more than bikes.

It should be noted that with the introduction of shared micro-mobility devices to the Columbus market, bike lanes are serving more users than ever before. Network planning will likely need to evolve to accommodate the growth of small, slow-moving personal mobility devices as a significant part of the transportation system.

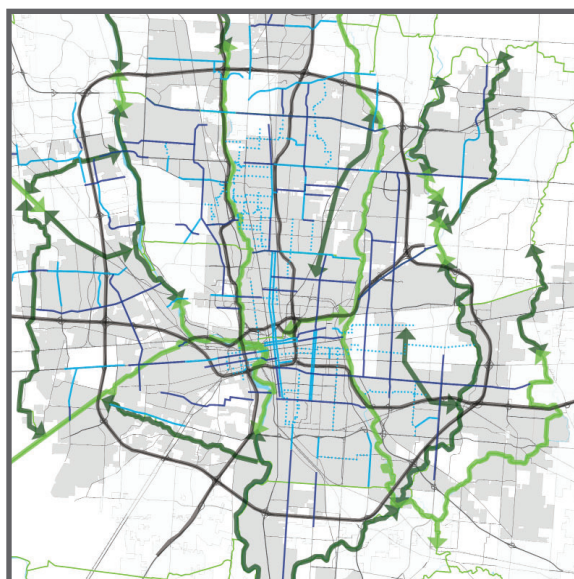


Low-stress bicycle facilities account for nearly 200 miles of both on and off-street bicycle infrastructure in Columbus today. The regional trail network and other shared use paths make up about 120 of those miles.

EXISTING LOW-STRESS NETWORK



POTENTIAL LOW-STRESS NETWORK*



* This represents a conceptual network. Additional planning and analysis will be needed to identify priority connections and facility types to be implemented.

Expanding the bicycle and micro-mobility network could result in a dramatic shift in the percentage of commuters traveling by bicycle or shared mobility devices. Near-downtown urban neighborhoods could experience a significant increase in residents traveling by bicycle or other non-auto modes for commuting, either daily or as a periodic choice with a shift toward multimodal options.

An expanded low-stress active transportation network would also significantly increase the number of people who could safely ride their bicycles, walk, or run to a nearby park. Low-stress facilities could also connect to the growing Central Ohio Greenways system, providing regional connections multiple metroparks and other recreation destinations, as well as improved connections to regional transit.

LOW-STRESS BIKE FACILITIES

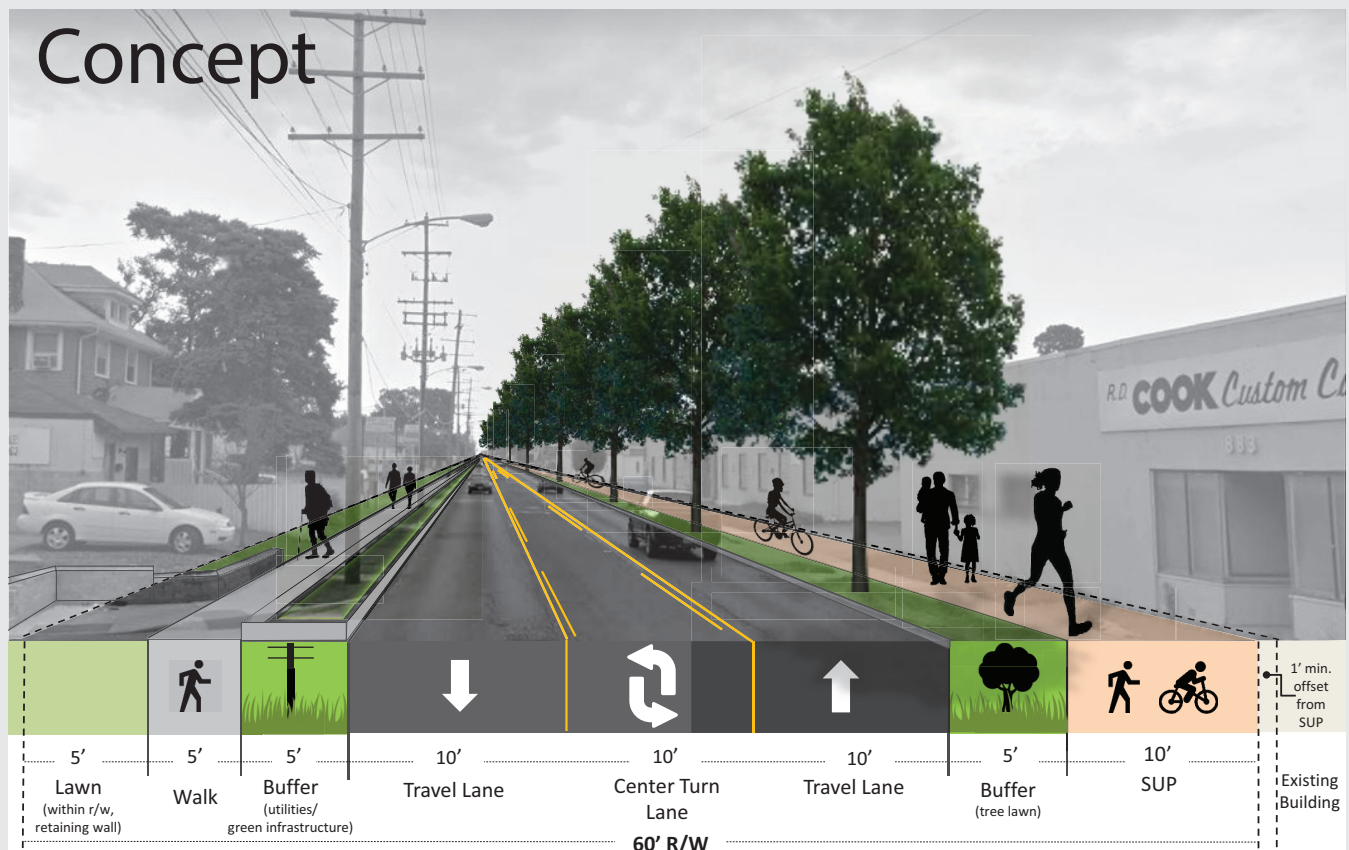
Low-stress bicycle facilities are those that are specifically designed to provide a comfortable experience for bicyclists of all ages and abilities. Often this means dedicated space on- or off-street, with some kind of separation from vehicular traffic. However, facilities such as bicycle boulevards, which are simply low-speed, low-volume streets with markings for bicyclists can also be considered low-stress facilities, and can often provide critical links between other facilities in the overall network.

A 2012 study conducted by the Mineta Transportation Institute identified four different levels of traffic stress to help classify the comfort levels experienced using different bicycle facility types.

- Level 1 is a suitable environment for bicyclists of all ages and abilities, providing a relaxing experience with little traffic stress. Level 1 environments are often separated from vehicular traffic or on a street with slow speeds (25 mph or less) and low traffic volumes. Potential examples include: buffered and/or protected bike lanes, shared use paths, and bicycle boulevards.
- Level 2 is a suitable environment for most adult bicyclists, but is slightly more stressful than level 1. Level 2 environments may include some separation from vehicular traffic, but often are directly adjacent to a slow speed (30 mph or less) travel lane. Potential examples include: bike lanes.
- Level 3 is a suitable environment for experienced bicyclists, but is not up to the level of stress experienced riding in multi-lane traffic. Level 3 environments may offer dedicated space for bicycles adjacent to moderate speed (35 mph or less) vehicular traffic, but more often are simply shared spaces with vehicles on moderate speed streets. Potential examples include: bike lanes, bike routes, and sharrows.
- Level 4 is not a desirable environment for bicyclists.



As the city reinvests in neighborhoods and rebuilds aging infrastructure, there will be new opportunities to redesign streets with bicycle and shared pedestrian/bike facilities such as shared use paths (SUPs). New designs, such as the concept shown below for East Hudson Street in Linden should be sensitive to the context and character of different neighborhoods and needs of multiple users. Where possible, facilities should extend routes or interconnect with the Central Ohio Greenway system.



SAFETY

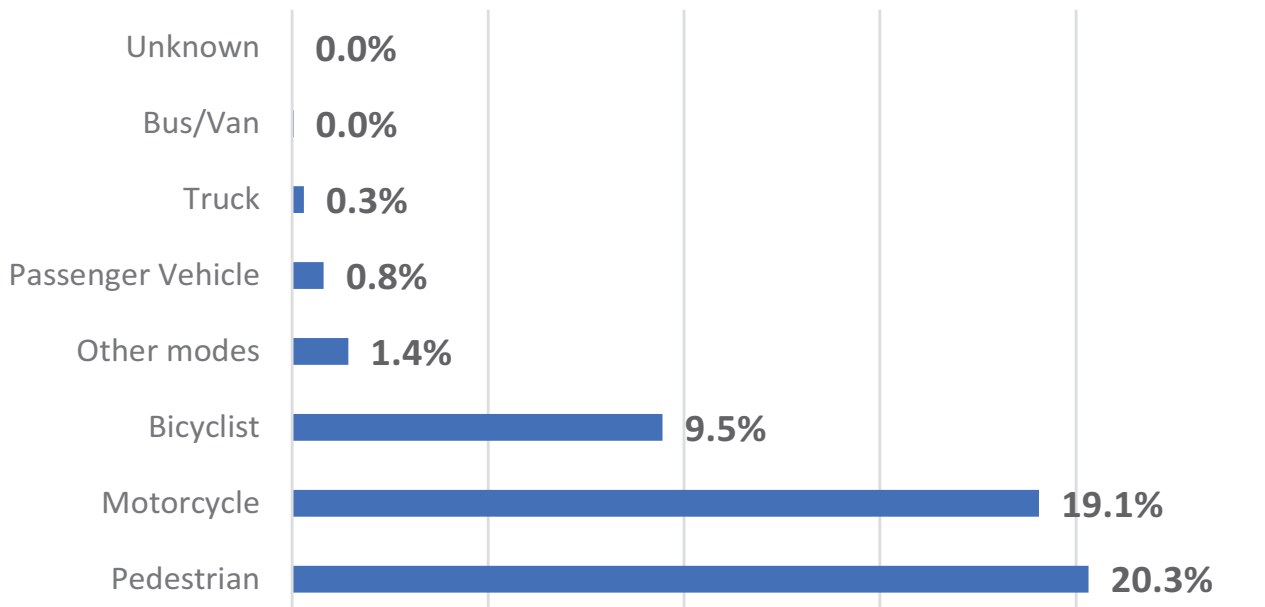
Nationwide, cyclists, pedestrians, and vulnerable roadway users continue to represent a larger share of fatalities on our roads. The number of pedestrian and bicyclist fatalities increased by 32 percent in the ten-year period between 2008 and 2017. This occurred during a time when vehicle occupant fatalities were decreasing.

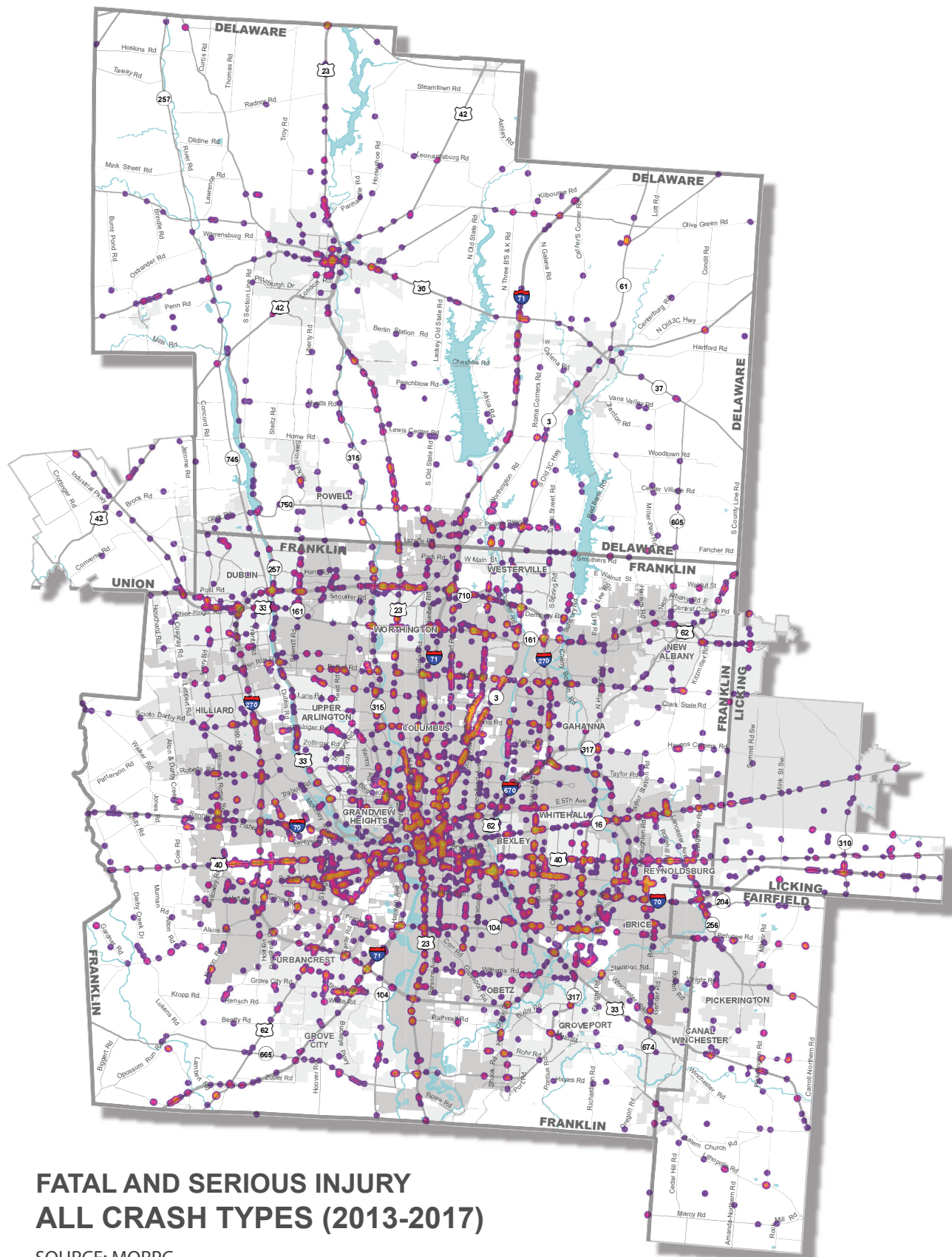
The national trend is occurring locally as well. According to MORPC, fatal crashes in Central Ohio involving pedestrians increased from 2013 to 2017. Pedestrians accounted for more than 12% of all serious injuries or fatalities, despite comprising less than 1% of the population involved in crashes. Pedestrians are also much more likely to be injured seriously, as opposed to passenger vehicle occupants (MORPC, 2019).

Within Central Ohio, land use context matters too. More than 75% of all pedestrian and bicycle crashes in the MORPC region occurred on a city-maintained roadway, as opposed to a county maintained roadway. Approximately 60% of all fatal and serious injury crashes also occurred on a city-maintained roadway. In part this is due to more vulnerable roadway users being present on city-maintained roadways, but is also a factor of crash types. Urban areas have more intersections, which may lead to more angle crashes and left turn crashes. City roadways typically have more vehicles miles traveled per user. The adjacent figure represents the density of fatal and serious injuries, 2013 – 2017 for the MORPC region.

The projected population growth, increasing land use density, and need to accommodate mode choice for residents means more roadway preferences and users. As Columbus continues to densify and as the population ages, the City will experience more multi-modal transportation activity and increased needs to consider vulnerable roadway users in roadway design, with the goal of minimizing and ultimately eliminating severe crashes and fatalities.

Fatal and Serious Injury Rate (2013 - 2017)



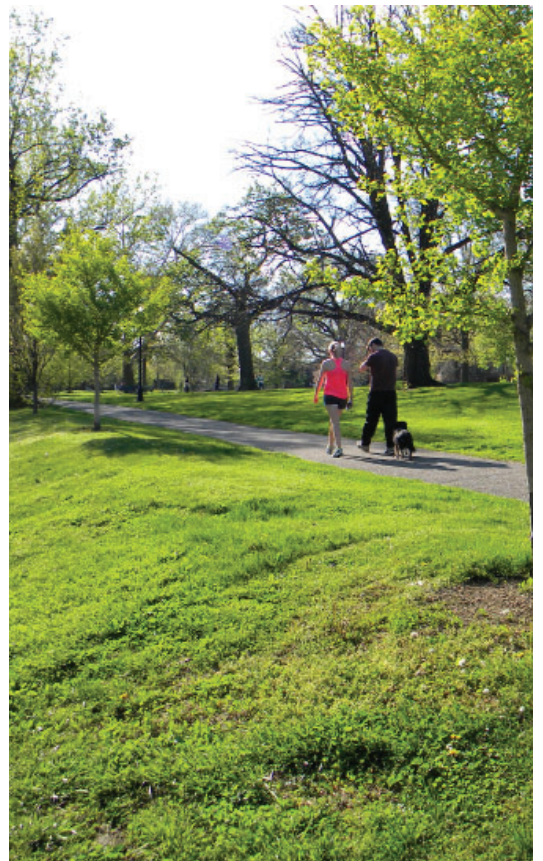


HEALTH

Increased congestion is not the only concern raised by an expanding, automobile-dependent population. Because the transportation system of a city shapes how communities are designed and operate, it can also have a significant impact on public health. Travel decisions – and their levels of physical activity, air pollution exposure, and crash risks – can greatly influence health outcomes. According to Columbus Public Health, the percentage of adults in Franklin County that are considered overweight or obese has increased from 48% to 64% since 1995.

The primary reason for this increase is a reduction in physical activity associated with transportation. Automobile travel is positively associated with sedentary living and increased body weight, whereas walking, bicycling, and public transit ridership are correlated with reduced chronic disease.





New Mobility in Columbus



MICRO-MOBILITY

DOCK-BASED*

A dock-based bike share system that allows users to check out a bike from a dock using a credit card or membership card. Bicycles can be returned to other docks within the system. This type of system currently exists in Columbus and is operated by Motivate.

In July of 2013, the City of Columbus launched CoGo Bike Share, a dock-based system with 30 stations and 300 bicycles within Downtown and the Short North. The system has since expanded to 72 stations, and 597 bikes. 2017 saw the introduction of electric scooters in Columbus, with several brands entering the market.

DOCKLESS*

Relying on GPS locators and smart phone technology, this system allows users to reserve bicycles and scooters near them. Micro-mobility devices can be picked up and returned at any ordinary bicycle rack within a designated service area, which significantly expands access points, and simplifies the return process.

PEER-TO-PEER*

Bringing the sharing economy to bike share, this system connects bicycle owners to potential renters via an online interface. Using a special lock, owners can list their bicycle as available for reservation. Bicycles can be picked up and returned at ordinary bicycle racks within pre-determined service area.

CAR SHARING

ROUND-TRIP (Traditional)

Round-trip car sharing services are a type of car rental that is designed to be convenient for people who rent cars for short periods of time. These services are membership based and typically charge by the hour. Reservations are made online and cars are unlocked with a specialized membership card. Cars are scattered throughout a service area, and must be returned to the same pick-up location.

ONE-WAY

One-way car sharing operates similarly to traditional car-sharing but cars can be "returned" by parking them anywhere in the service area – no return trip necessary. This makes the user experience more flexible.

Car sharing programs are gaining popularity nationwide. In 2018, Columbus welcomed Zipcar. Short term car rentals, paired with a smartphone app, allow for an easy, convenient, cost sharing method for hourly or daily rentals. Short term car rentals can help fill gaps in the transit and bike network for non-routine trips.

PEER-TO-PEER

This system connects car owners with potential renters via an online interface. Owners list their available vehicles online, and typically install hardware to the vehicle to allow immediate access to renters. Reservations for vehicles are made online and vehicles are returned to the pick-up location, or at least nearby, when trips are completed.

CLOSED NETWORK

This system is a private car share service for a specific development. These work similarly to traditional car sharing services, the car is managed by a property owner, and available only to tenants.

RIDESOURCING

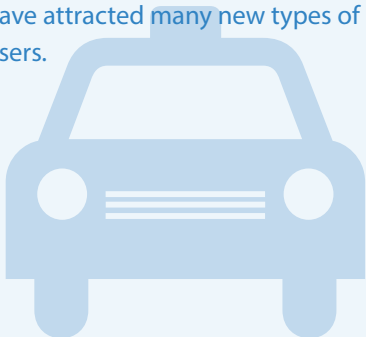
TAXICAB/ LIMO

These services provide for-hire vehicles, which are staffed by professional drivers licensed to transport passengers. Columbus has 500 licensed cabs operating 24 hours a day, and serving all areas of the City.

Lyft and Uber, two TNCs known throughout the U.S., launched in Columbus in February of 2014 and both companies are still providing service in Columbus today. Port Columbus International Airport has a designated staging lot for TNC vehicles to wait for passenger requests, as well as a designated pickup location in the Arrivals area.

Transportation Network Company (TNC)

Such companies use an online/mobile platform to connect passengers to drivers. Drivers use their own personal vehicles, and do not require a special license to transport passengers. Typically more affordable than taxicabs, TNC services make it easier for people to leave their vehicles at home. The speed and smooth user interface of these services have attracted many new types of users.



RIDESHARING

CARPOOLING

Carpooling is simply an arrangement between multiple people to make a trip in a single vehicle. A classic example of carpooling is coworkers who live near each other organizing to share a vehicle to work.

VANPOOLING

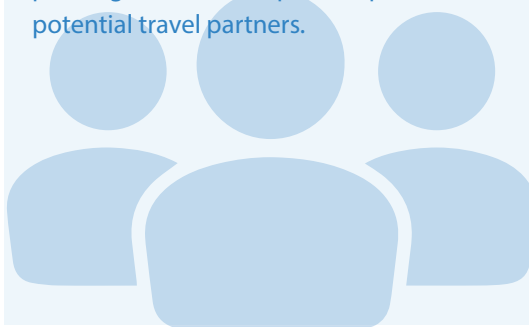
Vanpooling services are typically fee-based operations operated by a third party. The van travels on an agreed upon schedule to and from pick up/drop-off locations, and is operated by one of the commuters.

VANPOOLING SUBSCRIPTION SERVICE

These services require users to pay for each trip, provided door-to-door commuting service to people outside of traditional transit service areas and/or hours. Trips must be booked in advance, and subsidies may be utilized for lower-income users. This service fulfills travel needs not met by transit networks.

DYNAMIC RIDESHARING

This system connects passengers and drivers on an online system, pairing individuals making a similar trip. Passengers agree upon and pay a share of the trips cost. This is an expansion from traditional carpools, as it provides drivers/passengers with an expanded pool of potential travel partners.



TRANSIT

PUBLIC TRANSIT

Public transit provides traditional fixed-route services, typically along high-volume corridors for the use of the general public for a minor fee. Encompassing buses, rapid transit, light rail, trolleybuses, passenger trains, ferries, and more, transit is the high-volume workhorse of transportation modes. Some public transit systems provide paratransit services for the elderly and handicapped in accordance with ADA requirements.

The Central Ohio Transit Authority (COTA) provides both fixed-route bus and paratransit services for Columbus and its neighboring cities. The transit agency opened its first bus rapid transit (BRT) line, known as CMAX, along Cleveland Avenue in 2018. COTA is also in the process of launching numerous innovative mobility services throughout its system.

SHUTTLE

Shuttles are privately owned services that operate on a fixed route to pick up and drop off employees of a specific company or visitors to a major destination. These services can be planned to consider major transit locations along the route to accentuate the transit system.

MICROTRANSIT

This online service picks up passengers by using dynamically generated routes based on demand and customer locations. These services charge a fee per ride, typically more expensive than public transit, but less expensive than taxicabs or transportation network company services.





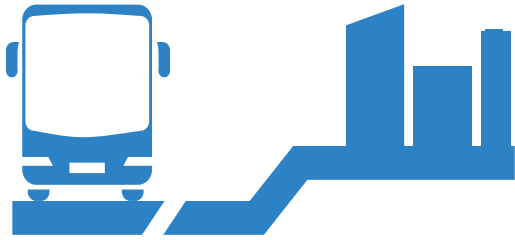
POLICY ACTION AGENDA

STRATEGIES FOR THE FUTURE

Columbus is well-situated to achieve the goals it has set for itself and create a high quality transportation system. Strategic policies must be implemented to shape and guide the transportation investments going forward.

These policies will help Columbus to meet existing transportation needs, anticipate future demand, and ensure both long-term sustainability and a high quality of life.

COORDINATE LAND USE AND TRANSPORTATION



Land use and transportation systems are the fundamental building blocks that form the most defining aspects of a community's character. As Columbus prepares for anticipated population growth over the next several decades, development should be coordinated with transportation system investments to maximize efficiencies. Planning the city's future land use and transportation to be well integrated will be critical to ensure that the resources necessary to support the future growth are put into place.

In recent years, cities like Kansas City, Indianapolis, and Charlotte have made policy decisions and capital investments to build transportation systems that give their citizens the housing and mobility options they desire. Planning land use and transportation simultaneously in these cases has resulted in not just successful transit lines, but economic successes as well.



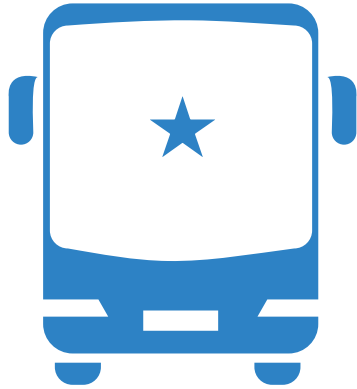
Corridor, neighborhood, and other development plans throughout Columbus should be designed to ensure that land use recommendations support and also leverage any planned transit investments or other transportation infrastructure, such as bicycle and micro-mobility facilities. Conversely, transit plans should be designed to include station area planning that incorporates the relevant transit-supportive guidelines of the Columbus Citywide Planning Policies. Station area plans should feature Transit Oriented Development (TOD) that responds to the context of the area. These TODs should include a diverse housing mix, neighborhood retail and services, and walkable urban design to support and encourage connections to transit.

TODs are an intentional development strategy that mix land use and transit through the creation of compact communities within walking distance of a transit stop or station. The goal of TOD is to bring people, jobs, and services together, designed in a manner that makes it safe, efficient, and convenient to travel on foot, by bicycle or shared mobility devices, on transit, or by car.

While ideally, Transit Oriented Development is planned simultaneously with high capacity transit route planning, it is not necessarily a prerequisite to know exactly when and where a specific transit improvement will take place. Transit-supportive or transit-ready development should be encouraged along all of Columbus' major arterial corridors, especially (but not limited to) those highlighted in the Insight 2050 Corridor Concepts study and COTA's Next Gen Plan.



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



The residents of Columbus have expressed a strong preference for more and better premium transit service. The viability of such service depends on concentrations of medium-to-high density development, walkability, and a mix of uses that complements the character of the surrounding neighborhood. There are many areas throughout Columbus where these characteristics are already present or in the process of emerging. Land use policies in these areas must be designed to ensure that the necessary (and neighborhood-appropriate) level of density, walkability, and mix of uses occurs.



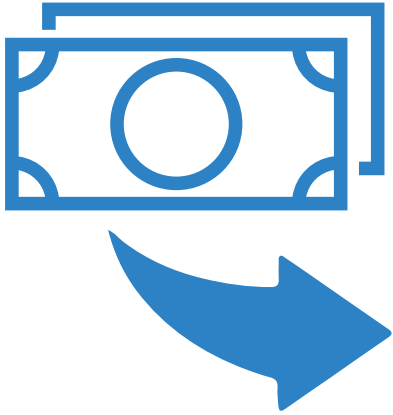
HIGH CAPACITY TRANSIT & DEDICATED RIGHT-OF-WAY

One of the key recommendations of the Insight 2050 Corridor Concepts Study is that high capacity transit, to be truly effective in efficiently moving large amounts of people, must operate within its own dedicated right-of-way. The report does not specify exactly what high capacity transit should look like in Columbus or in any of the potential corridors. The mode (i.e. type of vehicle and associated infrastructure) and the right-of-way design might look different in different corridors, depending on development context, available space or physical constraints, costs and available technologies.

Capitalizing on redevelopment opportunities around planned transit lines with higher density, mixed-use development can help to reduce reliance on the automobile by making mass transit, micro-transit, walking, bicycling and emerging mobility alternatives more attractive options. Developing these mixed-use neighborhood centers, and enhancing the transportation options within the ones that already exist, can lead to increased bicycling, shared mobility use, and walking in the near term and support both current and future transit corridors. Development that occurs near high frequency transit in walkable, bikeable neighborhoods is also a more efficient use of infrastructure.

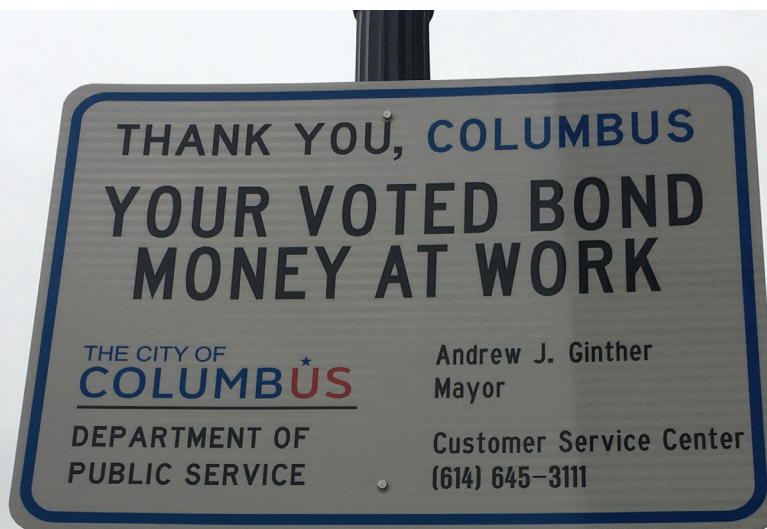


EVALUATE FUNDING OPTIONS FOR MULTIMODAL IMPROVEMENTS



Most Columbus residents currently get around town by car, and that is expected to continue in the future. As such, it makes sense for a majority of transportation spending to be dedicated to the maintenance and preservation of the roadway system. However, through the Connect Columbus planning process citizens expressed an overwhelming desire for greater mobility choice, particularly for more transit options. In order to provide these mobility options, Columbus and the Central Ohio Region as a whole must prioritize and fund alternative modes of transportation as well.

Better transit service was one of the most common desires expressed by Columbus residents during the Connect Columbus public outreach process. Improved bus service, rapid bus transit corridors, and even light rail investment are all on the minds of citizens. While emerging technologies will influence the feasibility of any specific mode of mass transit that might be implemented in Columbus, any improvements will require additional funding, both in terms of capital dollars as well as operating dollars.

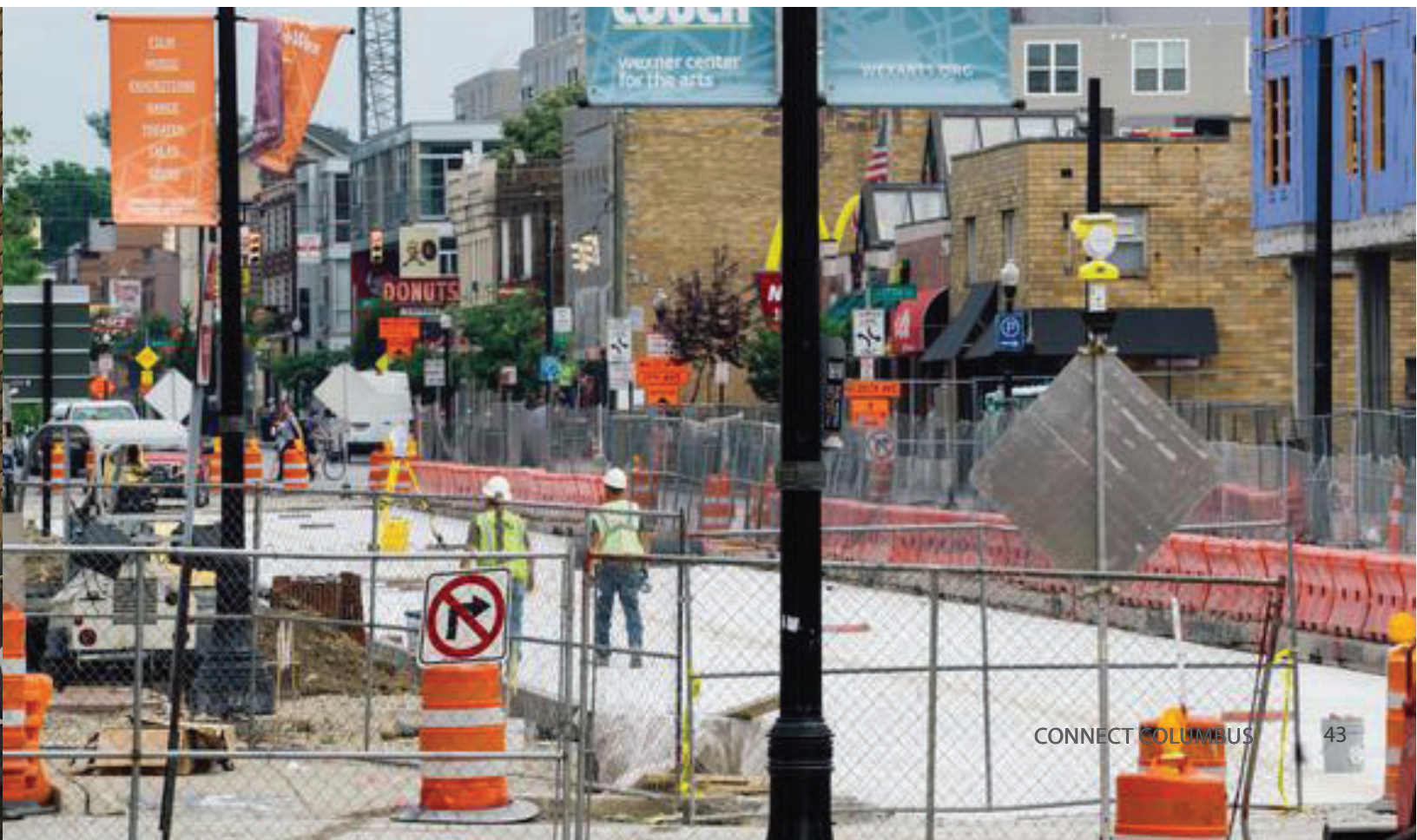


If Columbus is to take the next step and remain competitive with peer cities that are making strategic and extensive investments in their transportation networks, new and sustainable sources of funding for transit must be identified. The Insight 2050 Corridor Concepts Implementation Framework outlines a number of potential funding strategies to support the development of high capacity transit.

Given the gap between current funding and the funding needed to implement premium transit services, it is clear that additional funding sources will be necessary to execute the recommendations in Connect Columbus. It is important to recognize a distinction between funding sources (a revenue stream) and financing mechanisms. A financing mechanism, such as a bond, generates money in the short term that must be paid back with interest. On the other hand, a revenue stream produces

more of a steady and predictable source of funding through the use of tools like taxes and user fees.

While major transit improvements will require significant new funding sources, it takes relatively few dollars to make significant progress in the implementation of robust bicycle and pedestrian networks. Nevertheless, funding for new improvements should be leveraged for the best possible outcomes through public-private partnerships, inter-agency coordination (such as the City and MORPC, ODOT, etc.), and inter-jurisdictional projects wherever possible.



IMPROVE MULTIMODAL CONNECTIVITY



To the extent possible, and where appropriate, multimodal connections should be made to link key destinations and cross barriers when opportunities exist. Developing well-connected transportation networks for walking, bicycling, and micro-mobility users will improve connectivity between surrounding neighborhoods, limit out-of-direction travel and further encourage transit and non-motorized modes. Providing more transportation options between transit stops and origins or destinations, known as the first mile/last mile, can improve transit usage, especially beyond the quarter mile walkshed commonly assumed to serve the majority of riders.



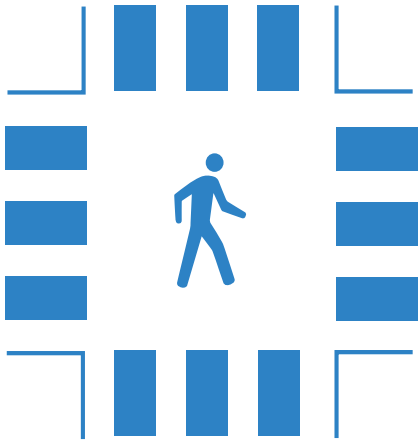
Connect Columbus recommends improving existing roads but avoiding significant expansion of roadway infrastructure at the city's outer edges, and focusing capacity expansions where they are clearly needed to accommodate near term congestion issues. Instead, roadway improvements should focus on preserving and enhancing the existing roadway system, while systematically building in a robust bike and pedestrian network alongside it. Columbus is and must be mindful of maintenance requirements when evaluating infrastructure options, because if it is built it must be maintained, and that comes at a cost.

Capacity building should include sustainable and healthy options such as transit, bike and pedestrian infrastructure.

- » Continue to expand bicycle networks throughout the metropolitan area, with priority given to eliminating gaps, crossing key barriers, and developing facilities in areas where anticipated use is high.
- » Leverage smart technology to increase public awareness of travel options and provide seamless connections between multiple modes of transportation. The multimodal trip app (COTA pivot), currently being developed by Smart Columbus, will help fill this need.



BUILD AND MAINTAIN COMPLETE STREETS



Complete Streets are streets that work for everyone in the community, regardless of how they get around. This does not mean every street should have bike lanes or transit-only lanes, but rather that the street accounts for all users and balances their needs in a safe, comfortable and integrated environment that is appropriate to the surrounding development context. While Columbus has made significant strides toward complete streets, in keeping with the Complete Streets Policy adopted by City Council in 2008, many streets have historically been designed and built to prioritize moving and storing cars. As these streets are rebuilt or modified over time, there will be new opportunities to assess the balance between users and safely accommodate all users, including pedestrians, cyclists and micro-mobility users, drivers, transit riders and residents - without a one-size-fits-all solution.



Roadway investments in Columbus should be aligned with the City's overall goals for expanded mobility choices, improved safety and health, and enhanced neighborhoods, as well as promoting environmental sustainability.

In 2018, the City of Columbus became an official member of NACTO, the National Association of City Transportation Officials, signifying commitment to implement best practices in street design, such as those recommended by the NACTO Urban Street Design Guide. While complete street design principles will remain constant, every context is different and designs should reflect the unique needs of each location.

- » Incorporate Complete Streets design components when constructing new and reconstructing existing streets and roadways. Designs should balance level of service objectives and prioritize safety of all roadway users.

- » Adopt a "Fix-It First" policy ensuring that pavement quality is maintained at an appropriate level. A "Fix-It First" policy prioritizes the maintenance of roadway facilities over significant expansion, although some capacity expansion is warranted to accommodate orderly development (primarily on the periphery of the City).
- » Reconstruct streets when they reach the end of their useful life and incorporate utility repairs or upgrades during construction. Integrate Complete Streets elements into ongoing roadway construction and improvement projects. Continue to monitor street condition and utilize cost effective maintenance procedures. Continue cost-effective maintenance practices that extend the life of roadways.



MANAGE TRANSPORTATION SYSTEM DEMAND



Managing trips throughout Columbus is a top priority. Transit improvements, parking management, and a walkable, bikeable urban core are critical. Building on what has worked so far, the City can implement the next generation of TDM measures, updating city policies and leveraging institutional partnerships. Prioritization of these efforts should focus on the downtown core, citywide major employers, and major corridors that serve the commuting public as well as surrounding neighborhoods.

The City should explore the implementation of Travel Demand Management (TDM) programs to lessen the number of people driving to areas served by high-quality transit, such as downtown and core neighborhoods. TDM evaluates transportation spending and directs dollars where the most public benefit can be



gained. For example, if it costs \$90 per month to build and maintain a parking space, it would be cheaper to offer commuters a monthly transit pass. If transit is a realistic option, a percentage of people will exercise this option – providing significant peripheral benefits (lower congestion, better air quality, better farebox performance) to the community. The CPASS pilot program serves as a successful example, with multiple downtown employers partnering with COTA and the Captial Crossroads and Discovery District Special Improvements Districts to offer free COTA passes to employees, thus lessening the demand on roadways and on downtown parking.

- » Institute employer-based Transportation Demand Management (TDM) measures as part of a comprehensive Citywide TDM program, in order to enhance the desirability of non single-occupancy

vehicle (SOV)-based transportation modes – including public transit, ridesharing/ micro-transit, bicycle/micro-mobility and pedestrian transportation.

- » Support ridesharing to relieve traffic congestion, reduce parking demand, conserve energy, and improve air quality. Give priority to facilities and services which encourage ridesharing for work and school trips.
- » Incentivize employers to provide employees with transit commute passes, especially in core service areas, retail and service sector jobs, and projects receiving City assistance.
- » Encourage residential developers to incorporate multimodal facilities into new developments, including bike share, bike and scooter parking areas, transit stop amenities in coordination with COTA, and programs to incentivize tenants to use alternate forms of transportation.



WORK WITH REGIONAL PARTNERS



The transportation network in Columbus is a regional asset that is used and maintained by many different entities. Trips in Columbus don't always start or stop at the City's borders - they are often part of larger regional travel patterns. With so many trips occurring across jurisdictional boundaries, regional collaboration is a critical factor in improving the transportation system.

While a majority of the corporate boundary of the City of Columbus is located within Franklin County, there are small portions of the City that extend into adjacent counties - Delaware and Fairfield. There are also a number of smaller municipalities that are encircled by the City of Columbus boundary.



The cities of Upper Arlington, Grandview Heights, Bexley, Whitehall, and Worthington are just a few of the municipalities that share responsibilities over the transportation infrastructure that serves many Columbus residents.

Additionally, there are many unincorporated areas within the larger Townships that are also served by the Columbus transportation system. With many, if not all, of these jurisdictions conducting planning and development in such close proximity, any major transportation decisions will require regional coordination to create a truly seamless system. MORPC and COTA will also be critical partners for the City, as they have experience working with multiple jurisdictions and thinking about planning (particularly in transportation) from a regional perspective.

The Insight 2050 Corridor Concepts study highlights the need for inter-jurisdictional collaboration to implement high-capacity transit within the region. Each of the five model corridors, though centered within Columbus, extend through multiple adjacent cities and townships. Likewise, many other major arterial corridors also extend through multiple jurisdictions. Even where roadway improvements are not likely to focus on transit in the near term, coordination with adjacent jurisdictions should ensure compatible treatments in roadway designs, capacities and signalization, and active transportation facilities.



LEVERAGE EMERGING TECHNOLOGIES & NEW MOBILITY OPTIONS



As technology improvements in the transportation sector continue to rapidly evolve, major benefits such as improved safety, increased mobility and ease of use are on the horizon. Transportation technology is changing how people get around and the tools available to manage the transportation system. Though the Smart Columbus effort, Columbus is already at the forefront of cities in the U.S. thinking about how to update existing infrastructure, integrate data, and deploy technologies to maximize efficiency and safety of the network.

While self-driving cars are likely to be the norm someday, several technologies are already providing, or are poised to provide, significant transportation improvements. Initial gradations of vehicle automation and connectivity are already appearing in vehicles. Driver assisted technologies, such as lane departure warnings and adaptive cruise control, have continued to improve safety.



Columbus is also in the process of testing automated shuttle technologies, such as the Smart Circuit in downtown, and a planned test circuit in the Linden neighborhood.

As vehicle to vehicle (v2v) and vehicle to infrastructure (v2i) communication become common, we are expected to see a reduction in crashes. Technologies have the potential to increase the capacity of existing roadways and intersections, through more efficient signal timing and tighter vehicle spacing. Over time, this may allow for capacity expansion without roadway widening, or even the potential to maintain or increase capacity while re-allocating roadway space to other modes and users.

Columbus should continue to forge the way in research and deployment of new technologies to help solve our transportation challenges.

At the same time, it is critical to ensure the advancements in new vehicle technologies are implemented in a way that preserves and enhances the safety and convenience of vulnerable roadway users, including pedestrians, cyclists and those using personal mobility devices on our roadways.



UPDATE RULES & REGULATIONS



MULTIMODAL THOROUGHFARE PLAN

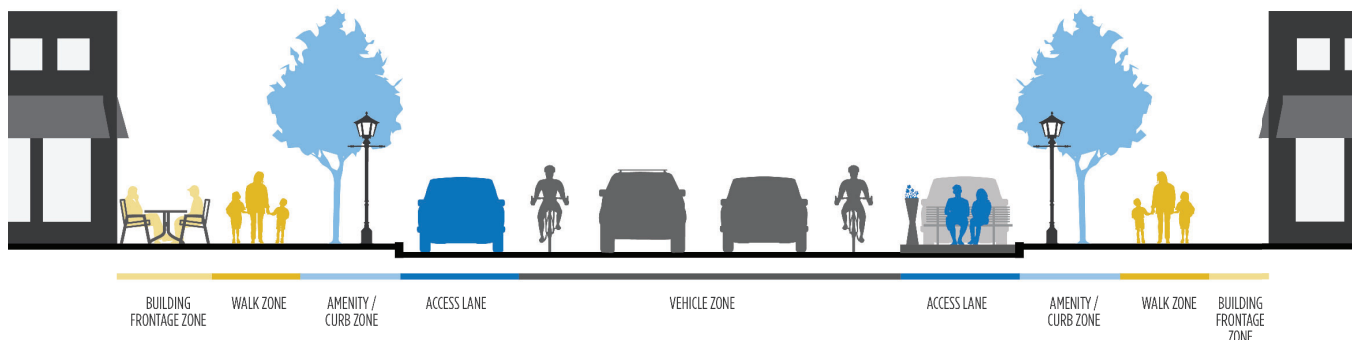
Prior to the updated Multimodal Thoroughfare Plan (MMTP), the previous Columbus Thoroughfare Plan had been adopted in 1993 as part of the City's Comprehensive Plan. The thoroughfare plan previously included a table, a map of key transportation corridors designating necessary minimum right-of-way widths, and 10 distinct "arterial" roadway classifications. Each classification designated a planned vehicular lane configuration with excessive pavement and lane widths, sometimes with suburban access roads. The traditional thoroughfare designations were exclusively geared toward auto-oriented lane configurations, and did not consider alternate modes.

The old Columbus Thoroughfare Plan had become outdated and the City had already discontinued implementing certain types of roadway designs that were no longer best practice. In 2019, Columbus City Council passed the Multimodal Thoroughfare Plan (ordinance 1950-2019), providing a different approach to classifying thoroughfare corridors. The intent of the new Multimodal Thoroughfare Plan is to permit needed design flexibility, plan for multiple modes of transportation for varying contexts throughout the city, and to inform associated right-of-way needs.

The MMTP recognizes that all roadway corridors may serve multiple types of users, but with different emphasis on various modes, depending on mobility needs, land use context, and availability of right-of-way. The design treatment for emphasized modes must be flexible and sensitive to variables such as location within the larger transportation network, surrounding development character, speed limit, and design feasibility.

It should also be recognized that alternate mode networks may overlap within certain corridors (e.g. Transit Priority Corridors, Low Stress Bicycle Network, etc.). This approach recognizes that many roadway corridors serve multiple modes, but each mode operates as its own network.

The MMTP recognizes the connection between land use and multi-modal transportation function, and the potential for street designs to evolve as density, development, and transportation technology conditions change.



STREET DESIGN GUIDELINES

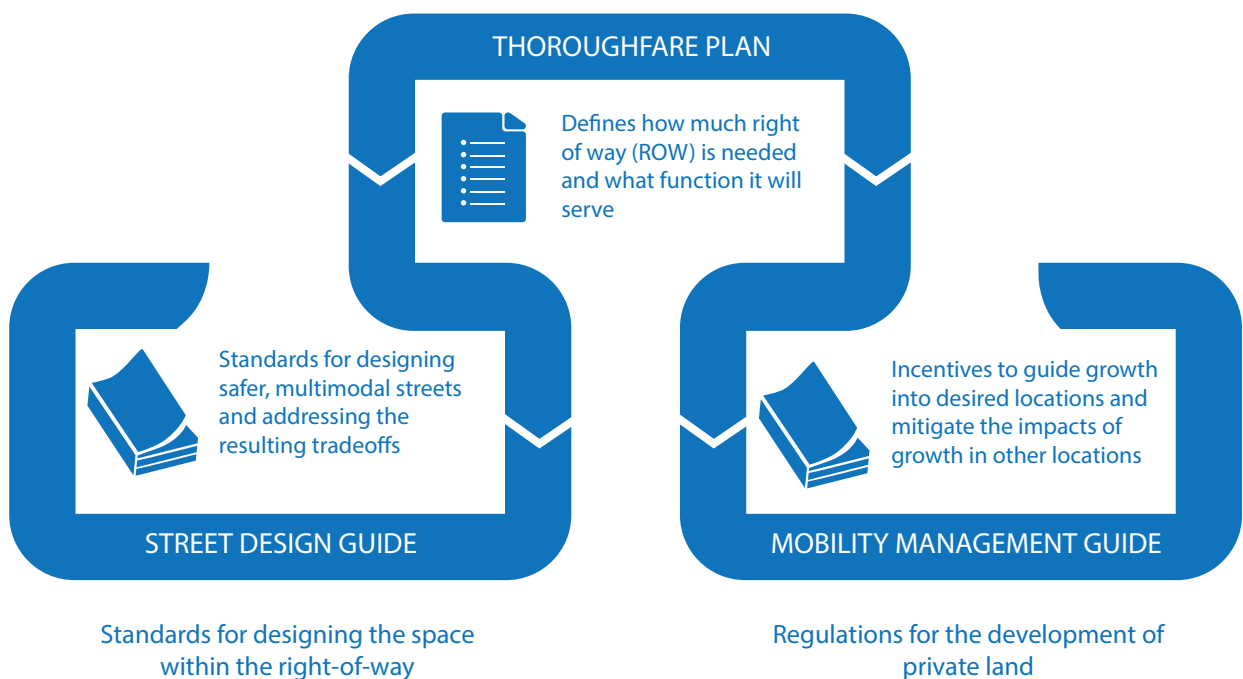
The streets of Columbus accommodate a variety of users and uses, including freight movement, transit riders, motorists, motorcyclists, pedestrians, bicyclists, and shared mobility device users of all ages and abilities. Updated street design guidelines, to follow adoption of the updated Multimodal Thoroughfare Plan, will ensure that streets are designed to safely accommodate all users of the transportation system.

A complete street provides a safe space for walking and bicycling, invites access via transit, and introduces sustainable design practices that enhance the pedestrian experience. In addition, improvements to the streetscape facilitate economic development throughout the community, by making streets a destination that invite residents to linger and connect to their community. Maintaining and enhancing the city's livability and quality of life is a key component of the City's vision for the future of its streets.

MOBILITY MANAGEMENT GUIDELINES

Columbus uses Transportation Impact Studies (TIS) to work with private developers to assess the potential transportation effects of proposed development projects on local transportation in communities. New development or redevelopment in the city generates many positive outcomes for the community, but can also place additional demands on the infrastructure needed to serve it. Updated guidelines should build on existing Traffic Standards Codes and provide City staff and developers with clear direction on how to assess these transportation effects and define any mitigation needed to offset them. New guidelines should be developed to streamline the requirements for transportation improvements and operational analysis for development applications, while also building a more livable, walkable community.

This includes standards for access management that balance access to land development with the safety and efficiency of the transportation network. Development activities and transportation projects within the city often involve balancing traffic operations and safety with the needs of property owners. Access management provides the quantitative tools to successfully achieve this balance.



MOVING FORWARD

Connect Columbus provides the city and its residents with a framework to achieve its vision for the future of transportation in the region and guide development to achieve its goals. However, without significant and continued collaboration with partners and stakeholders, these policies will be difficult to implement. The City of Columbus must take an active approach to adopt policies and prioritize transportation projects. Listed below are steps that can be taken to help advance these goals and strategies.

FOSTER REGIONAL PARTNERSHIPS

The City should advance policy implementation through continued partnerships and stakeholder engagement. Because transportation decisions have impacts far beyond the transportation system, City efforts should be inter-departmental in nature. Partners include:

- » All City Departments
- » COTA
- » MORPC
- » Smart Columbus
- » Transportation Advocacy Organizations
- » Neighborhood/community groups
- » The Columbus Partnership
- » The Development Community
- » Other Central Ohio jurisdictions

Engagement with these groups reflects the Policy Framework's focus on bringing together issues of transportation, land use, health, and economic development.





PROJECT SELECTION AND EVALUATION

Going forward, the City must identify and prioritize needs to determine which projects should be constructed and/ or implemented first. Project selection should include evaluation of those projects most likely to be effective in making progress toward the City's goals. A series of more specific objectives and metrics should be developed to help guide project selection. In particular, it will be necessary for the City to undertake a systematic process for prioritizing and selecting corridors to implement the recommendations of the Insight 2050 Corridor Concepts Study.



FUNDING IDENTIFICATION

While federal and state funding sources exist for many infrastructure projects, Columbus will need to identify various sources of funds to be allocated for multimodal transportation projects. Linking projects to established goals and metrics as noted above can assist in pursuing alternative funding sources such as grants and leveraged partnership funding.



INCREASE COLLABORATION WITH COTA

Much of the beneficial impacts of a multimodal transportation system are a result of developing denser community nodes characterized by increased walkability and activity. In order to create an effective network of community nodes, it is necessary for growth to happen in areas that are well connected to transit. As such, the City and COTA must continue to collaborate in order to best serve the community. Items to be considered include, but are not limited to, the development of premium BRT service, improving the passenger experience by expanding real-time data availability, and strengthening connections to other modes by developing vibrant and effective Transit Oriented Developments along key routes, as recommended by the Corridor Concepts initiative.

