CONNECT COLUMBUS
Building Columbus’ Transportation Future

Workshop #1
April 30, 2015
Tonight’s Agenda

1. Connect Columbus Process
2. Project Goals
3. This Week’s Work
4. Discussion
Connect Columbus
Process
Our Process

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

<table>
<thead>
<tr>
<th>Task</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
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<tr>
<td>2.1</td>
<td>Oct</td>
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<tr>
<td>Establish Transportation Vision, Goals, and Objectives</td>
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**Connect Columbus - Project Schedule**

03.09.15
# Project Schedule

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**Monthly City Meetings**

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**Connect Columbus - Project Schedule**

03.07.15
Community Meetings

Planning Documents Reviewed
Of those 215 planning documents reviewed by the Connect Columbus team, how many documents supported each of the goals?

4 Community Meetings
Revised Goals (DRAFT)

- **Neighborhood Vitality:** Through placemaking and community development, be responsive to neighborhood’s character and needs.

- **Health and Safety:** Balanced access for walking, biking, and active transportation that promotes health, safety, and well-being.

- **Equitable Access:** Provide quality transportation choices that are socially and economically inclusive of all.

- **Sustainability:** Promote sustainable and renewable transportation options, aimed at reducing resource consumption.

- **Economic Development:** Build infrastructure to attract and retain jobs and minds, while connecting and enhancing access.

- **Fiscal Sustainability:** Prioritize transportation investments that can be sustained long term.
This Week’s Work
Where Are We Concentrating?

THIS WEEK
Where Are We Concentrating?

JUNE

JULY

THIS WEEK

AUGUST

CONNECT COLUMBUS
A road for roller skaters, sigh. Genna.

We want more crosswalks.
Names: Taylor & Chelsea.

We want sidewalks:
Brydon, Desmond, Bradley, Eli.
Issues and Ideas
Driving in Southwest Columbus
1) Broad to High (30 Minutes)
   - Sullivant (Rich) (41 Minutes)
   - Sullivant (Belle) (39 Minutes)
   - Sullivant (70) (36 minutes)
2) I-70 to High (17 minutes)
3) I-70 to Broad (19 minutes)
4) I-70 to 670 (10 minutes)
5) US 62 to Broad (37 minutes)
   - US 62 via Glenwood (40 minutes)
6) I-71 to I-70 (15 minutes)

17 Min
19 Min
10 Min
30 Min
39 Min
41 Min
36 Min
37 Min
40 Min
15 Min
Chasing Congestion

- **Traffic** vs **Years**
- **Congestion** points indicate areas of concern.
- **Widen** strategy is shown to increase capacity and reduce congestion.
I-75 – Cobb County, GA

22 Lanes
Trying to cure traffic congestion with more capacity is like trying to cure obesity by loosening your belt.

- Glen Hiemstra
<table>
<thead>
<tr>
<th>Rank</th>
<th>City</th>
<th>Hours Wasted Yearly</th>
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<tbody>
<tr>
<td>#1</td>
<td>Los Angeles</td>
<td>31.3 hours</td>
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<tr>
<td>#6</td>
<td>New York</td>
<td>20.8 hours</td>
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<tr>
<td>#15</td>
<td>Chicago</td>
<td>14.9 hours</td>
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<tr>
<td>#19</td>
<td>Minneapolis</td>
<td>13.5 hours</td>
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<tr>
<td>#49</td>
<td>Cincinnati</td>
<td>6.5 hours</td>
</tr>
<tr>
<td>#52</td>
<td>Columbus</td>
<td>5.9 hours</td>
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Congestion and High Numbers of Crashes
Street Network

Dense Network

Sparse Hierarchy

Same Lane-Miles

Greater Capacity
POTENTIAL REDEVELOPMENT
PHASE 2 - MIXED USE NEIGHBORHOOD

SULLIVANT AVENUE

HARRISBURG PIKE

BROWN ROAD

GREENLAWN AVENUE

ARMON AVENUE

SULLIVANT ELEMENTARY

NEIGHBORHOOD OPEN SPACE

RESIDENTIAL COMMUNITY

NEIGHBORHOOD COMMERCIAL
Right Sizing Streets
Opposing Vehicles in Blind Spots
Safety Enhancements

Data: Edgewater Drive, Orlando, FL

Before: 12.6 crashes, 1 crash every 2.5 days (146 per yr)

After: 8.4 crashes, 1 crash every 4.2 days (87 per yr)

34% Reduction
5th Avenue from Route 33 to High Street
Ranges from 30 to 40 feet
5th Avenue (Kenny to Gerrard) ROW 36 feet
5th Avenue (Kenny to Gerrard) ROW 36 feet Bike Lane
Broad Street (270 to Hague)
Ranges from 60 feet to 120 feet
W Broad (Powell and Chase) Existing 60 feet

Ranges from 60 feet to 120 feet
W Broad (Powell and Chase) Proposed Transit

Ranges from 60 feet to 120 feet
W Broad (Powell and Chase) Proposed Bicycle

Ranges from 60 feet to 120 feet
Walking in Columbus
There is more to life than increasing its speed.

- Mahatma Gandhi
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<th>Vehicle Speed</th>
<th>Percentage of Pedestrian Fatalities in accidents</th>
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<tbody>
<tr>
<td>15 Mph</td>
<td>3.5%</td>
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<tr>
<td>31 Mph</td>
<td>37.0%</td>
</tr>
<tr>
<td>44 mph</td>
<td>83.0%</td>
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Source: National Highway Traffic Safety Administration
Federal Highway Administration
Pedestrian Crashes (2011-2013)
Data: Edgewater Drive, Orlando, FL

The diagram shows the percentage of vehicles traveling over 36 MPH in different locations before and after a certain intervention. Here are the percentages:

- **North End**:
  - Before: 15.7%
  - After: 7.5%

- **Middle**:
  - Before: 9.8%
  - After: 8.9%

- **South End**:
  - Before: 29.5%
  - After: 19.6%

The data suggests a reduction in speed violations in the North End and Middle sections, while the South End shows a slight increase.
Vision Zero

Premise: No loss of life is acceptable

Approach
1. Preserve Freedom to Move
2. Manage Speeds
3. Build Safety into Design
Biking in Columbus
Potential Bike Network
Bike System Users
HOW DID BIKE TRAFFIC ON THE STREET CHANGE AFTER ONE YEAR OF THE PROTECTED LANE?

AUSTIN, TX
BARTON SPRINGS
+58% Bike

BLUEBONNET
+46% Bike

RIO GRANDE
+126% Bike

CHICAGO, IL
DEARBORN
+171% Bike

MILWAUKEE
+21% Bike

PORTLAND, OR
MULTNOMAH
+68% Bike

WASHINGTON D.C.
L STREET
+65% Bike

SAN FRANCISCO, CA
FELL
+46% Bike
Potential Low-Stress Network
Camp Chase Trail
Mound (Richardson to Burgess) Existing (38 feet ROW)
Mound (Richardson to Burgess) Proposed
Broad Street

The Workhorse
Protected Crossing – Broad Street
Route 10 – West Broad
Stops with more than 100 average daily riders
Route 10 – West Broad
Stops with more than 100 average daily riders
Development at Georgesville, Marshall, and 315
Route 10 – West Broad
Stops with more than 100 average daily riders
Development at Georgesville, Marshall, and 315
Limited stop express route operating on top of local service
POTENTIAL REDEVELOPMENT

Streetscape enhancements include:
- trees
- sidewalks
- street lights
- shorter crossing distance
- lane removals supplemented by addition of secondary road network
POTENTIAL REDEVELOPMENT

- Multi Use Trail
- Open Space Network
- Daylight stream to create internal open space/stormwater management
- Sidewalk Enhancements
- Camp Chase Trail Corridor
- W Broad Street
**Premium Transit Model - Charlotte, NC**

**Purpose**
- Enhance mobility between major nodes

**Service Model**
- Radial corridors centered around CBD
- Mix of BRT and LRT

**Over $1 Billion in private investment before opening**
Charlotte Model In Columbus

Purpose
• Enhance mobility between major nodes

Service Model
• Radial corridors centered around CBD
• Mix of BRT and LRT

Over $1 Billion in private investment before opening
Premium Transit Model – Portland, OR

**Purpose**
- Connect airport and CBD
- Redevelop core inner neighborhood

**Service Model**
- LRT between airport and CBD
- Streetcar between downtown and Pearl District

**Citizens drive 4 less miles per day**
Portland Model In Columbus

**Purpose**
- Connect airport and CBD
- Redevelop core inner neighborhood

**Service Model**
- LRT between airport and CBD
- Streetcar between downtown and Pearl District

Citizens drive 4 less miles per day
**Purpose**
- Strengthen existing key corridor

**Service Model**
- North/South LRT spine

**SLC tops the US in transit**
**connecting people and jobs**
Salt Lake Transit Model In Columbus

Purpose
• Strengthen existing key corridor

Service Model
• North/South LRT spine

SLC tops the US in transit connecting people and jobs
Economic Development
THANK YOU