

A photograph of the Columbus, Ohio skyline at dusk, featuring several tall skyscrapers. In the foreground, there is a green park area with a curved path and a bridge over a body of water.

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

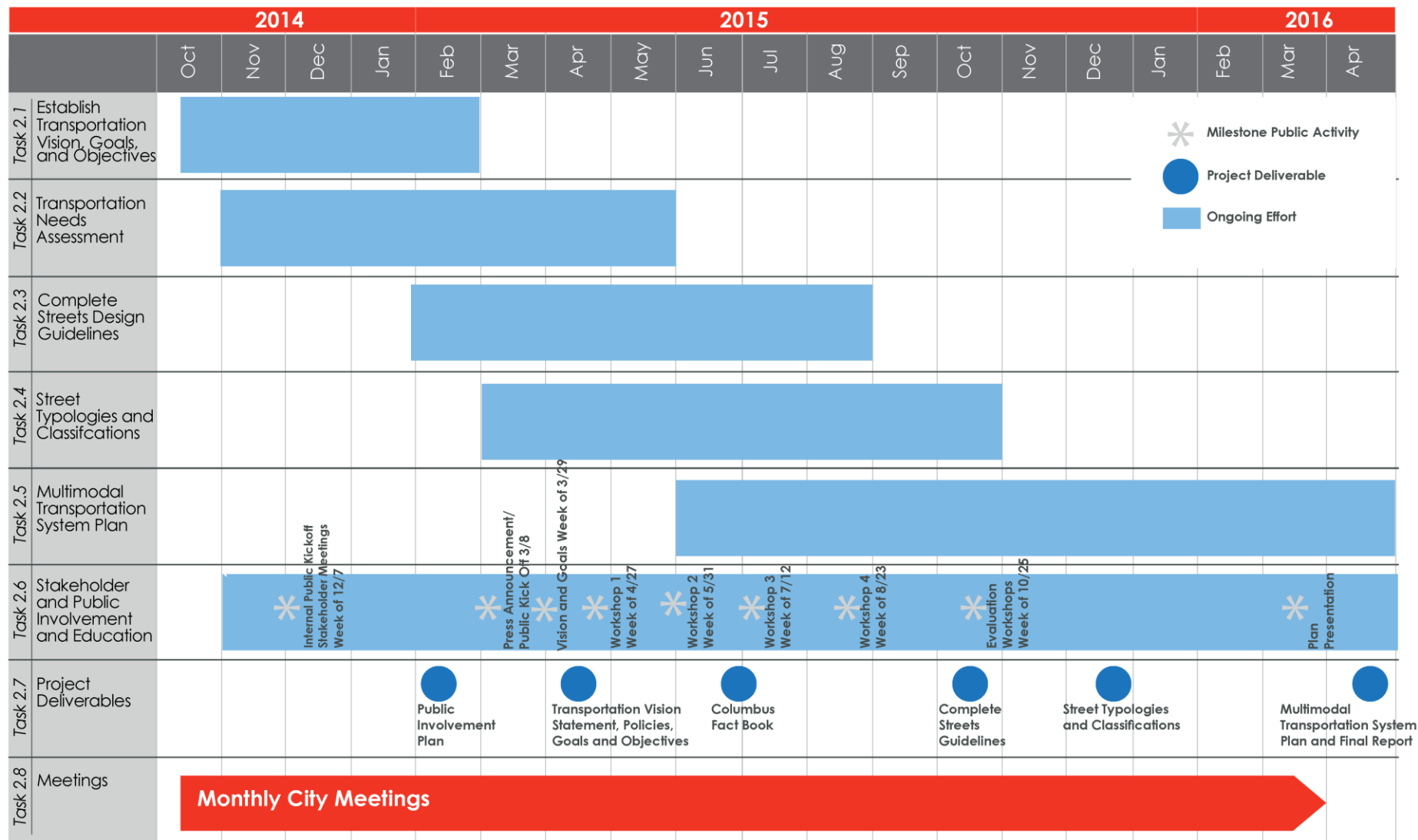


3. Design

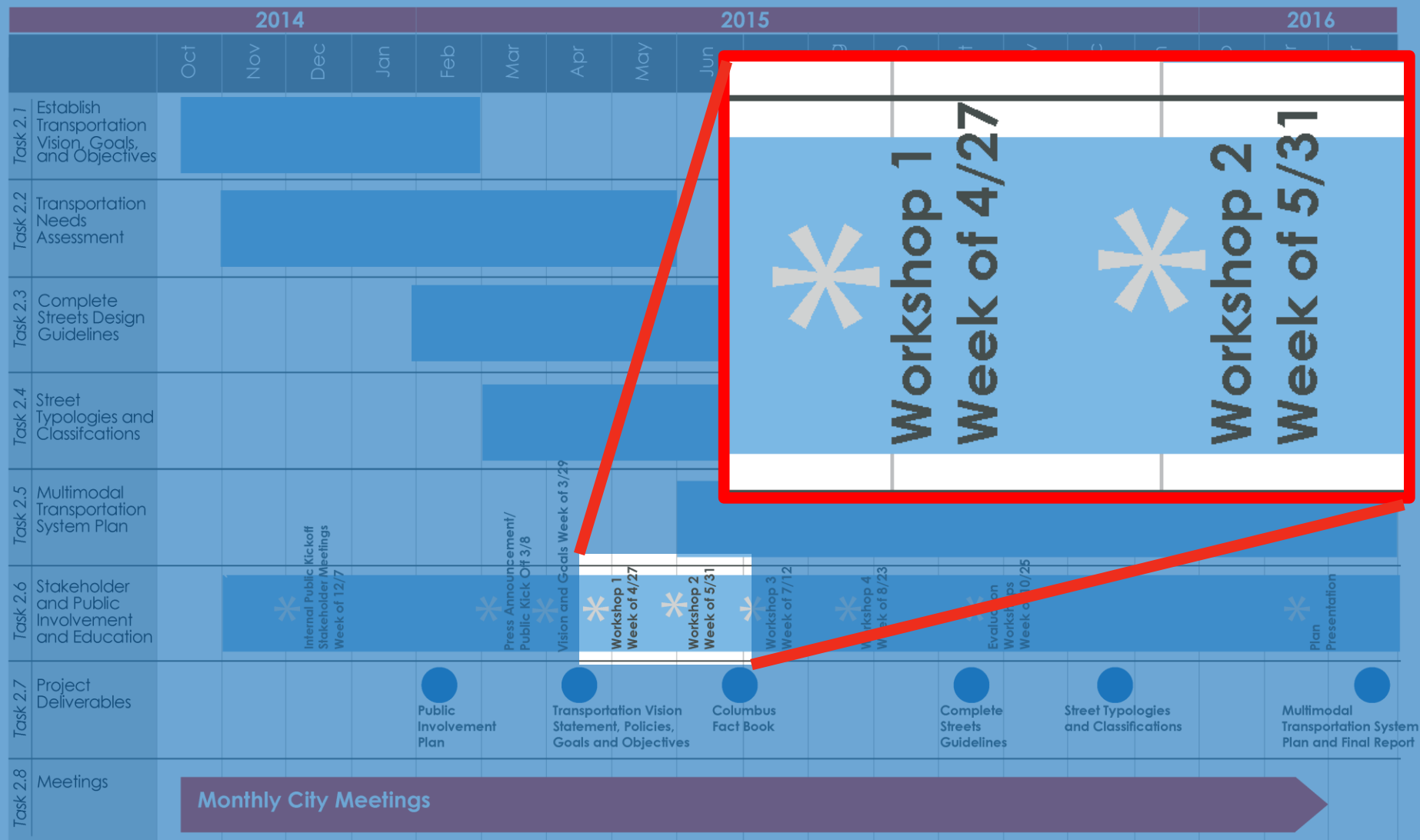


4. Documentation

Project Schedule



Project Schedule



Project

Goals



4 Community Meetings

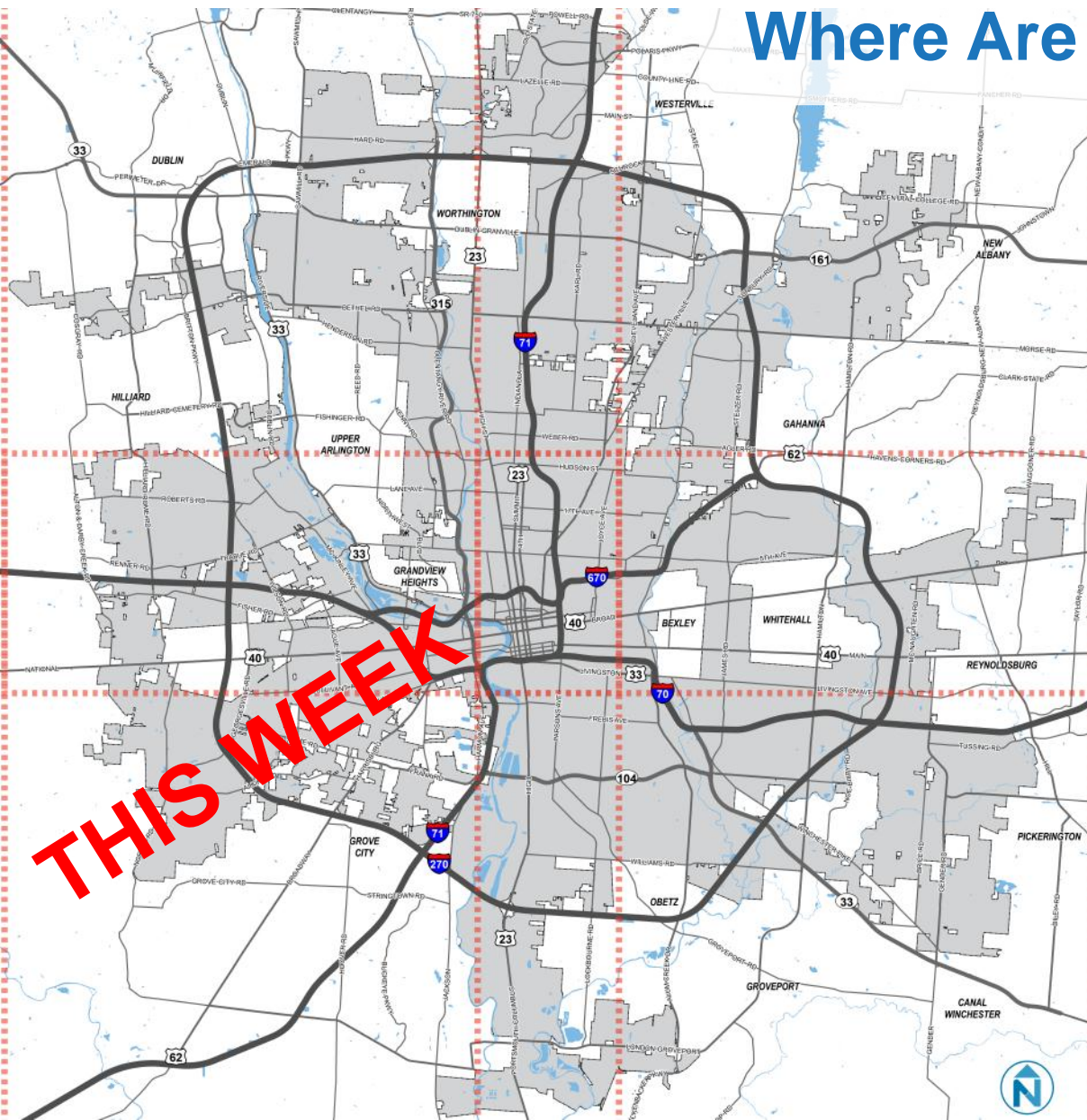
Revised Goals (DRAFT)

- **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

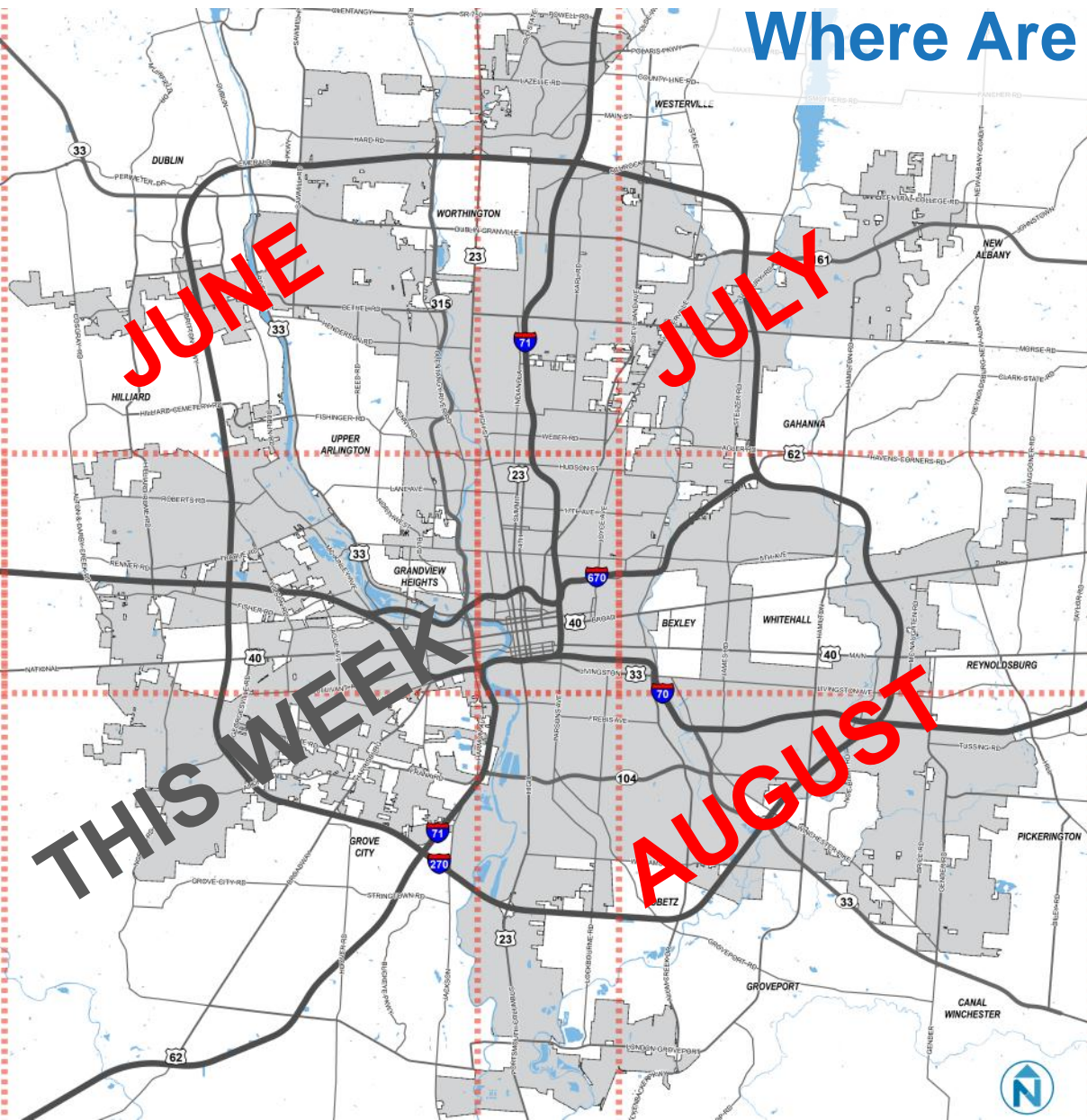
This Week's

Work

Where Are We Concentrating?



Where Are We Concentrating?





**CONNECT
COLUMBUS**



A. 7:30 - 9:30am 3561 Cleveland Ave
B. 11am - 1pm 1050 N. 4th St
C. 1:30 - 3:30pm 240 Parsons Ave
D. 4 - 7 pm 1808 E. Broad St.

Wed. April 29th Locations

E. 9:15 - 10:30am	551 S Richardson Ave
F. 11:30am - 1pm	59 Spruce St
G. 1:30 - 3:30pm	3850 Steiner Rd
H. 4 - 6pm	550 E Spring St

Northern Lights Shopping Center Park & Ride
Neighborhood Services Food Pantry
City of Columbus Dept. of Public Health
Academy of Urban Scholars

John Burroughs Elementary School
North Market
ABC 6 Jobs Boot Camp
Columbus State Community College

**CONNECT
COLUMBUS**

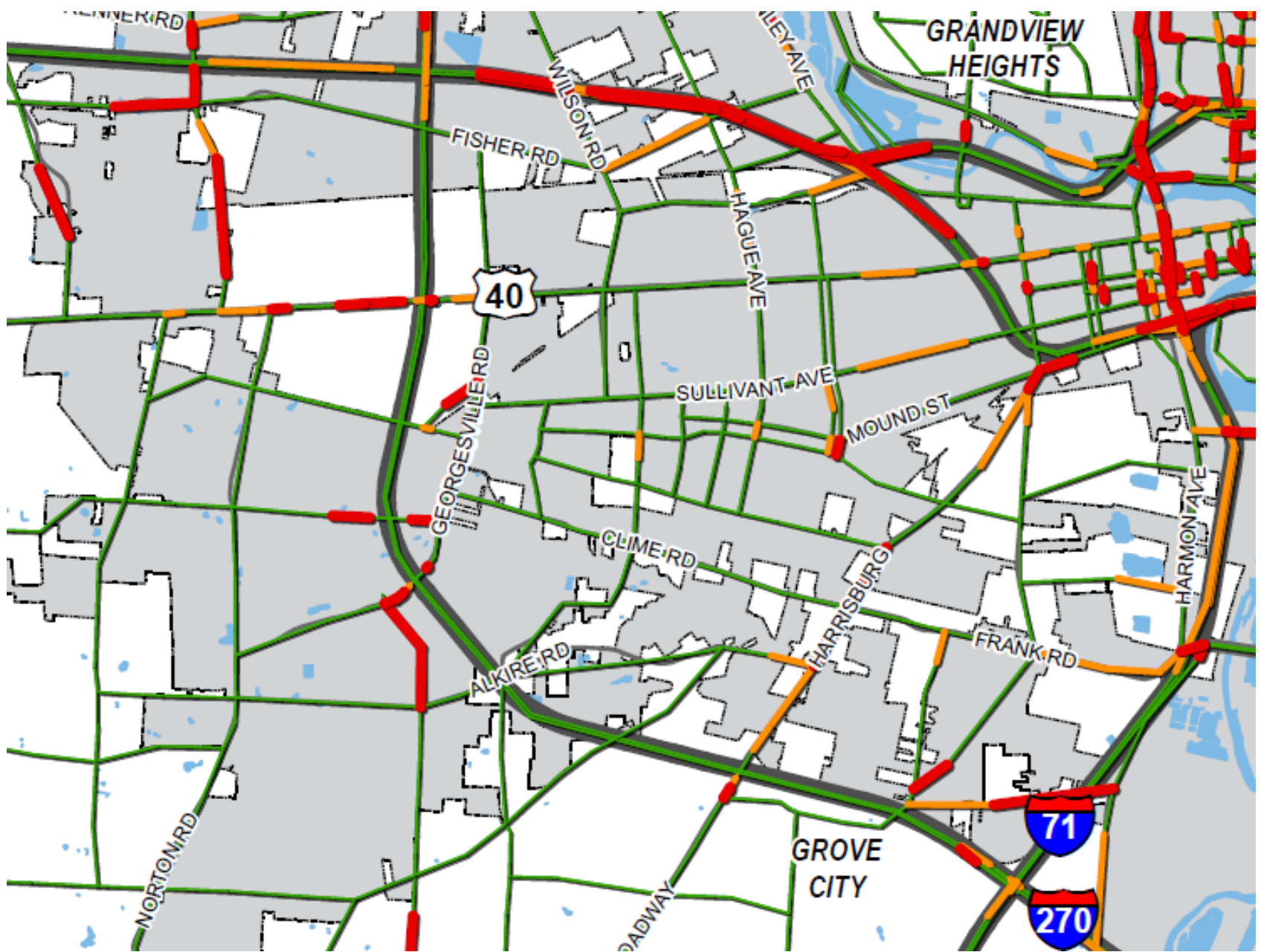
Burroughs School





Issues and Ideas

Driving in Southwest Columbus



17 Min
19 Min
10 Min

30 Min

39 Min
41 Min
36 Min

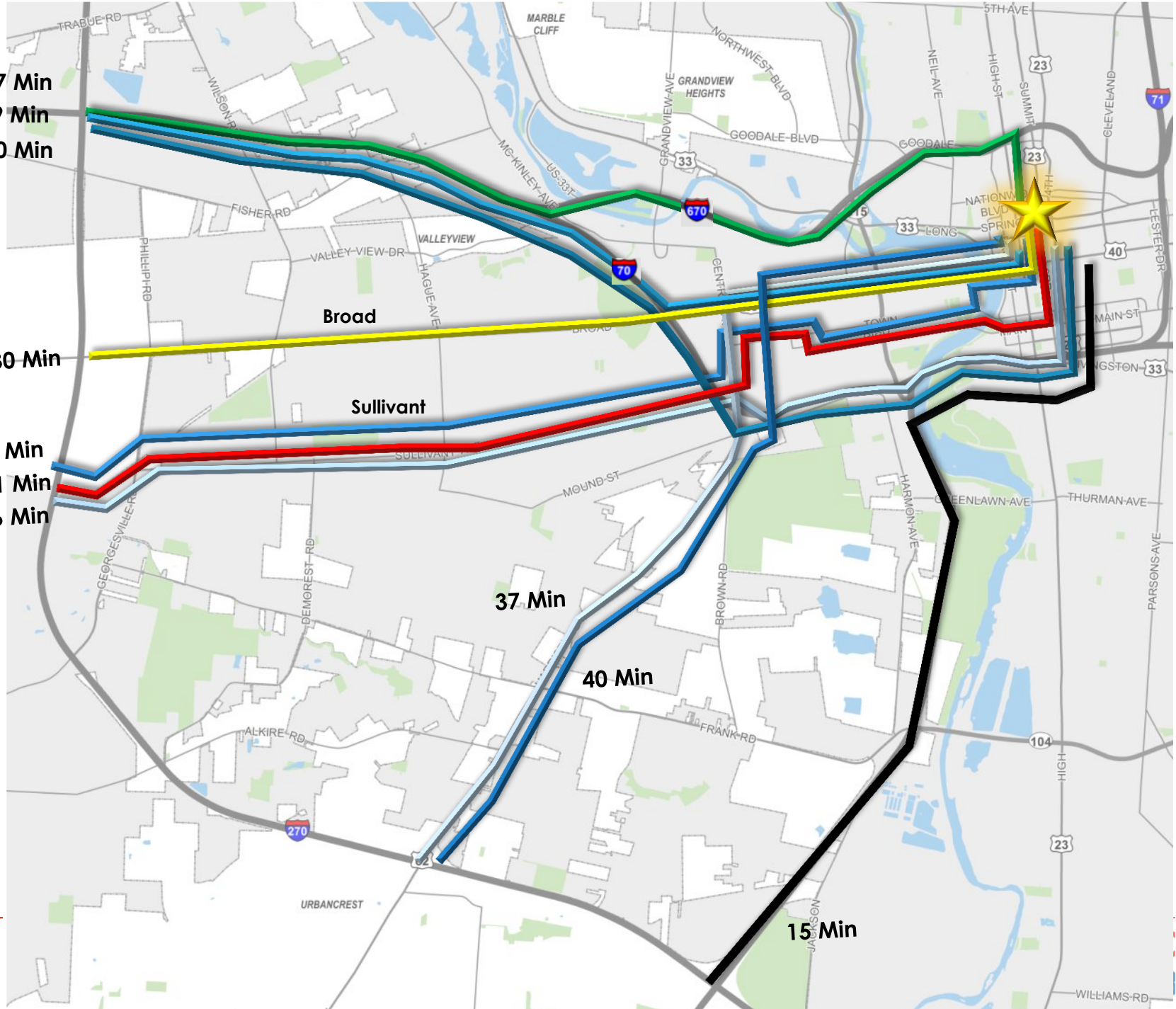
Broad

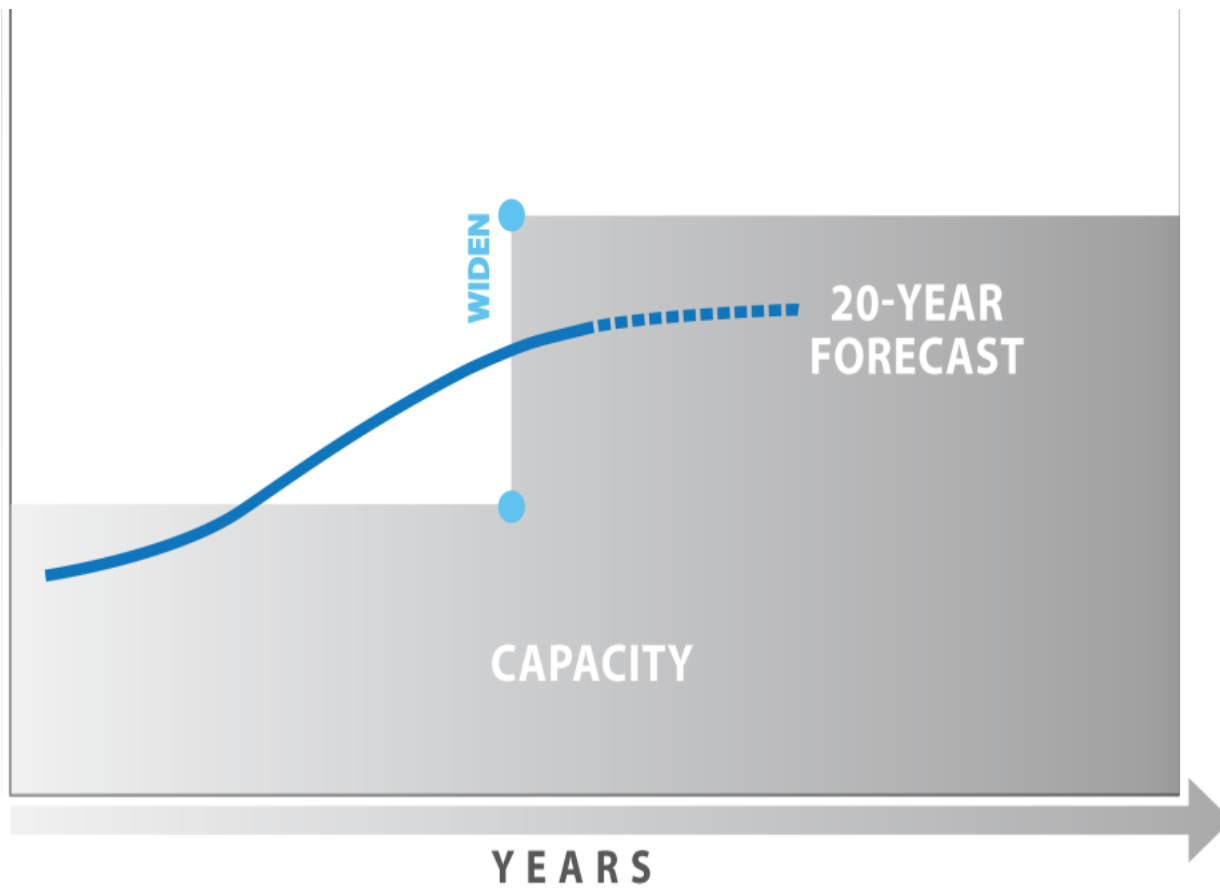
Sullivant

37 Min

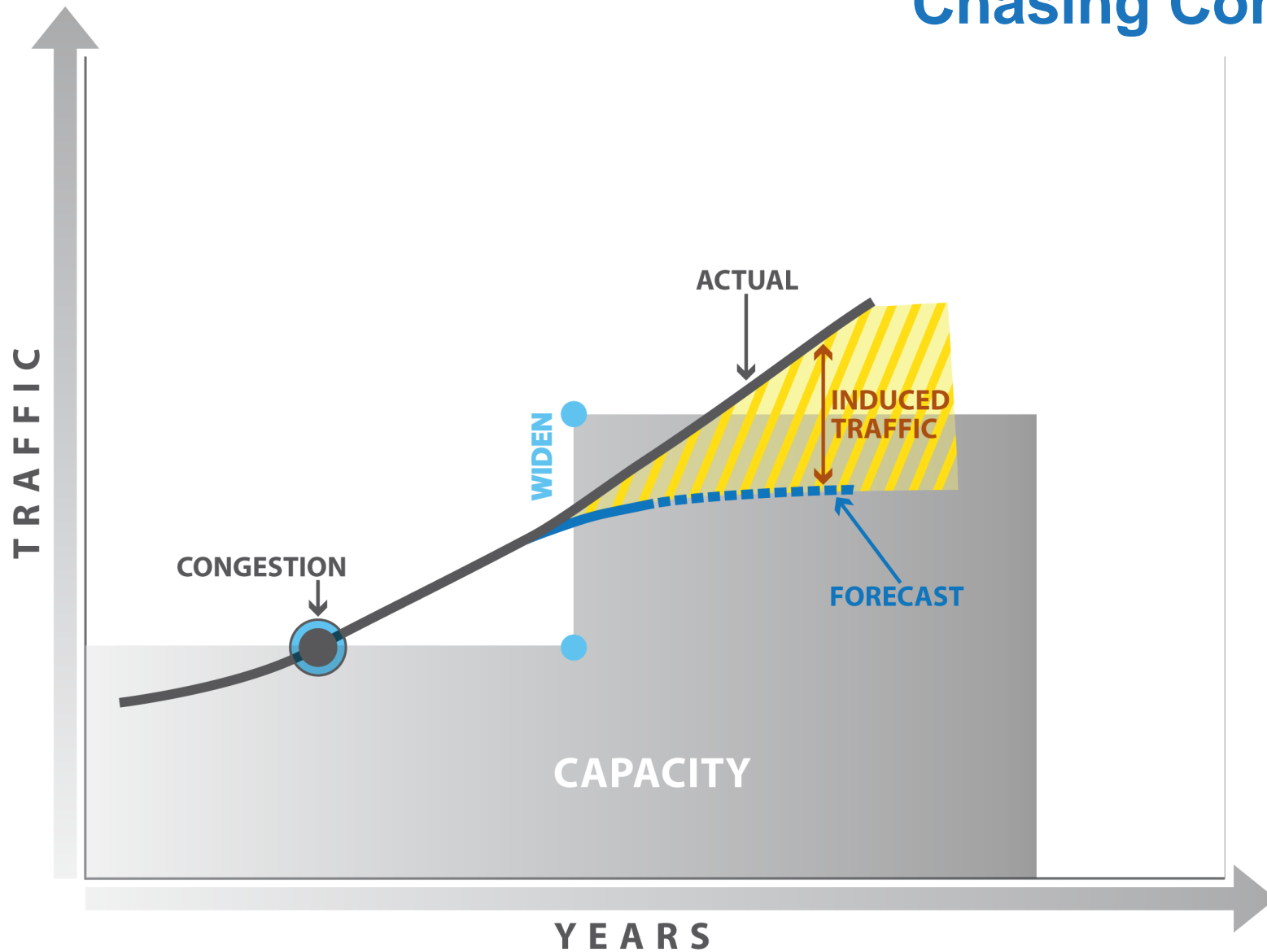
40 Min

15 Min

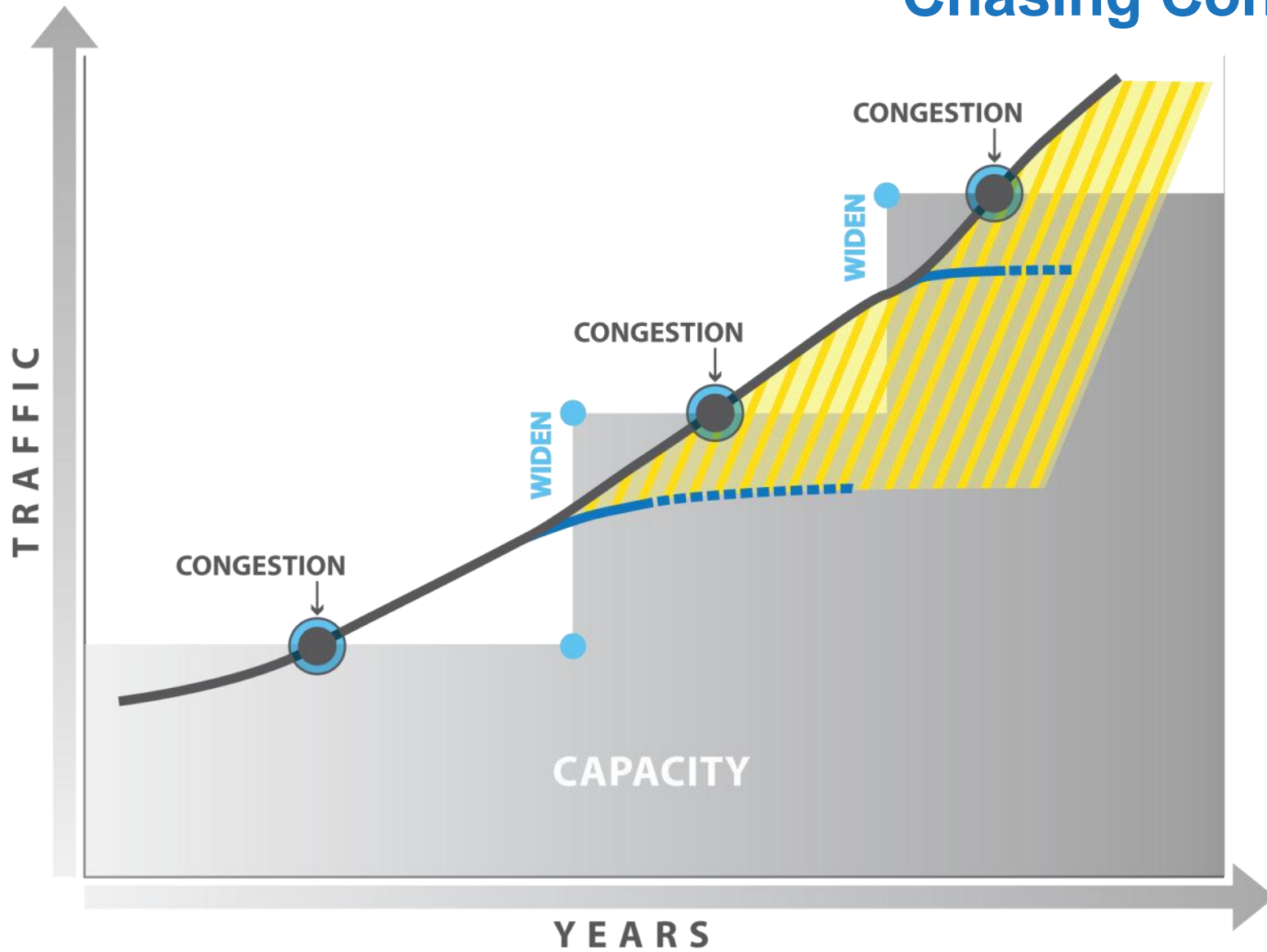




Chasing Congestion



Chasing 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



U.S. METROS RANKED BY HOURS WASTED IN TRAFFIC YEARLY*

#1

Los Angeles

31.3
hours

#6

New York

20.8
hours

#15

Chicago

14.9
hours

#19

Minneapolis

13.5
hours

#49

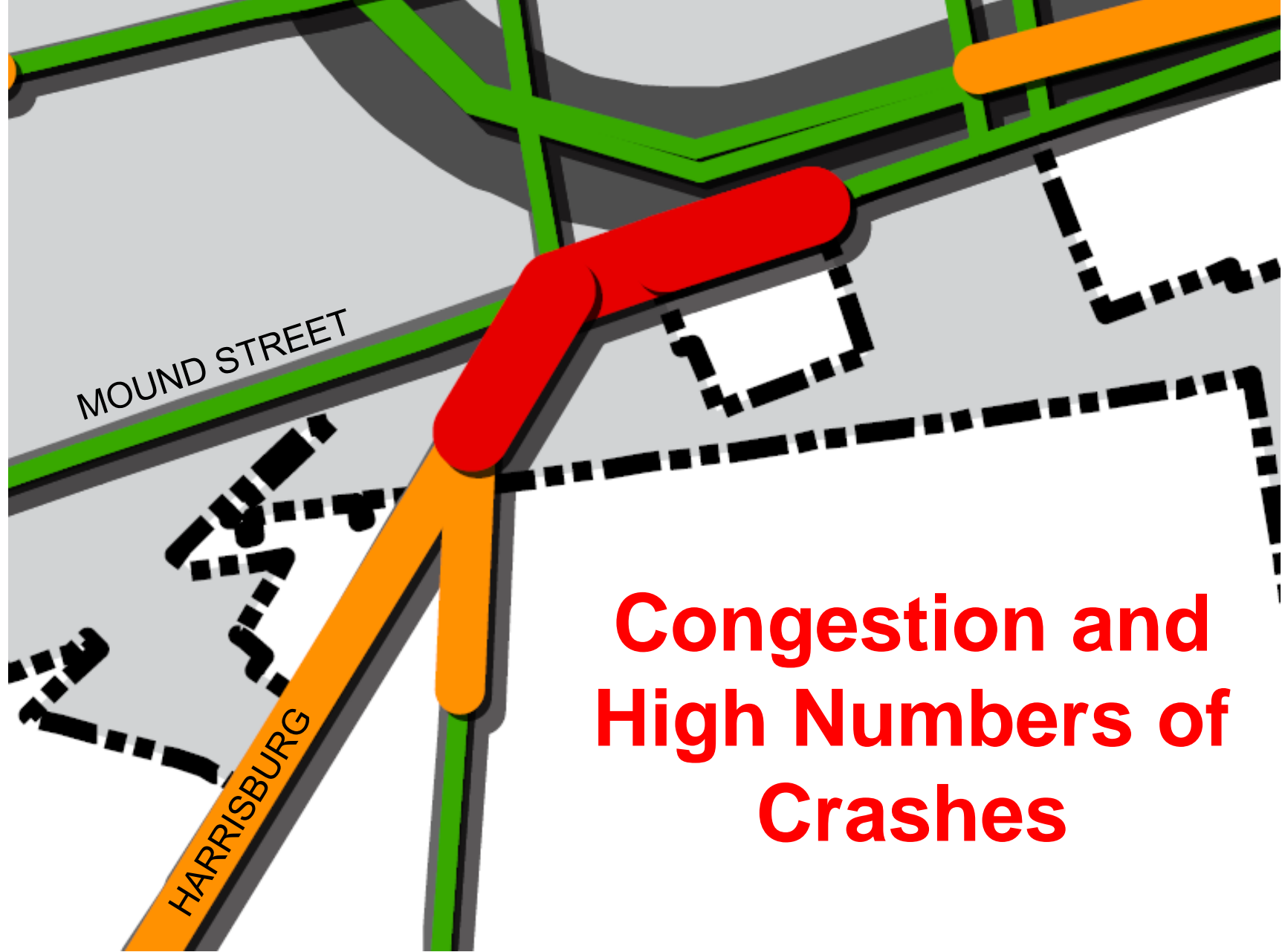
Cincinnati

6.5
hours

#52

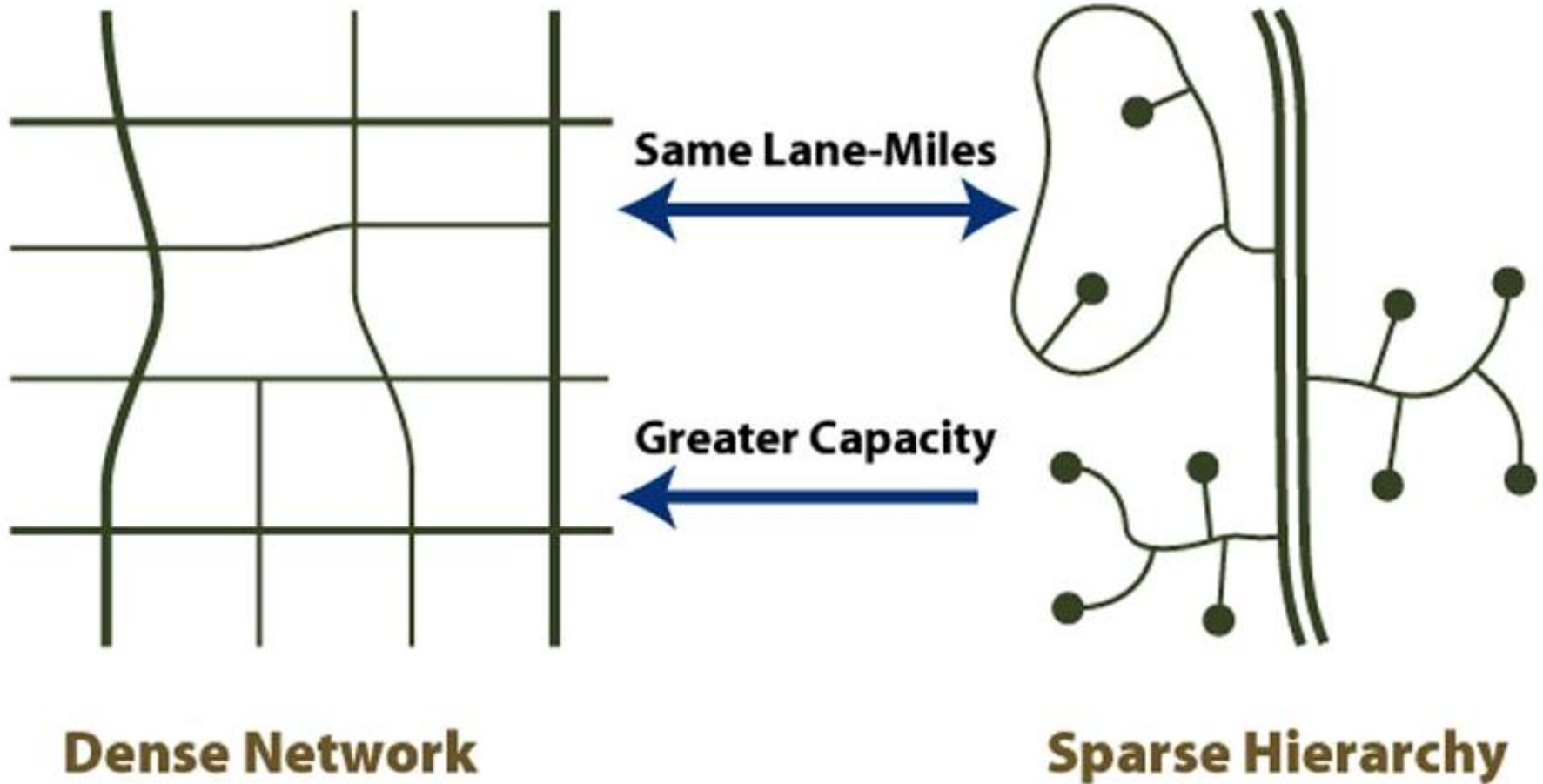
Columbus

5.9
hours



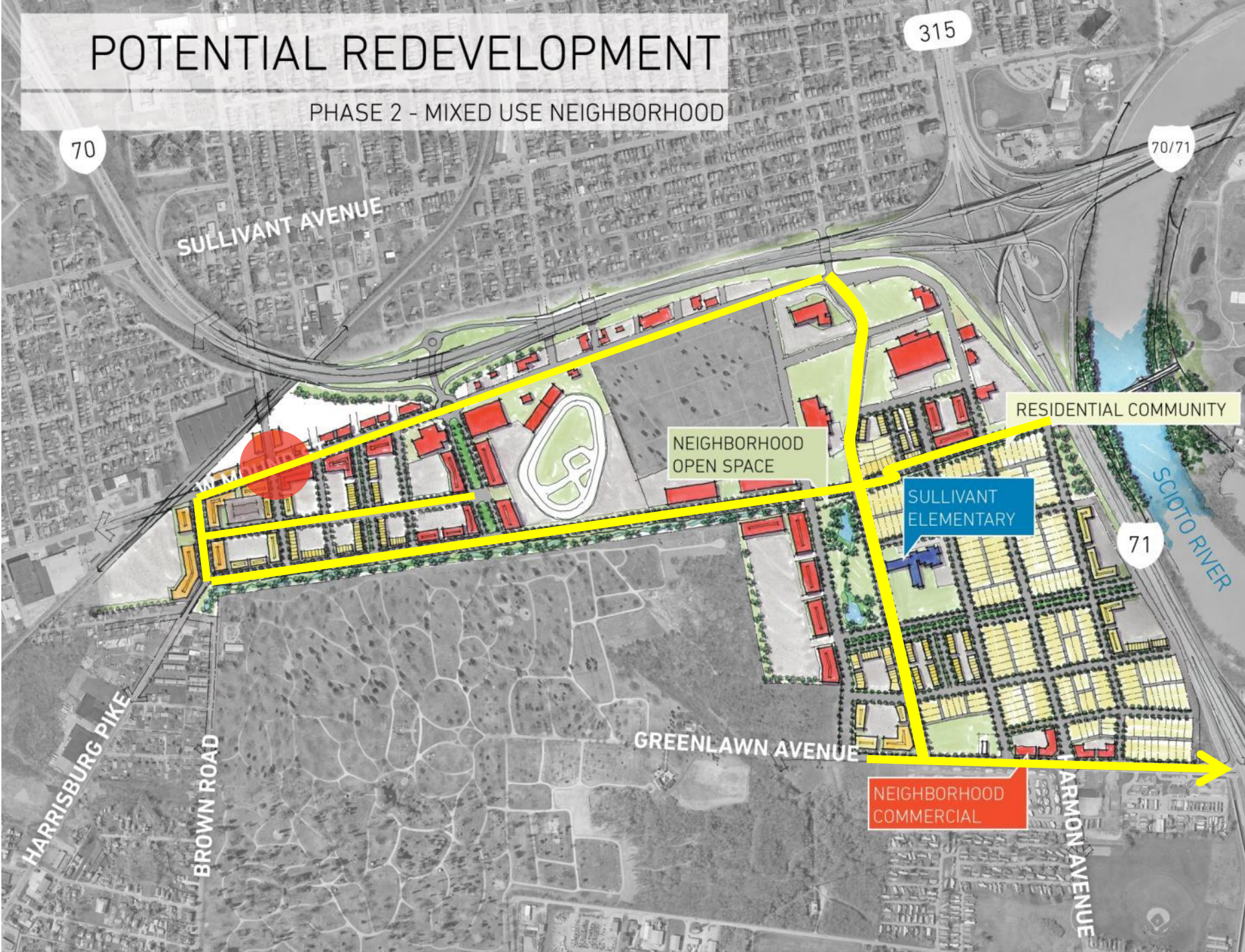
Congestion and High Numbers of Crashes

Street Network

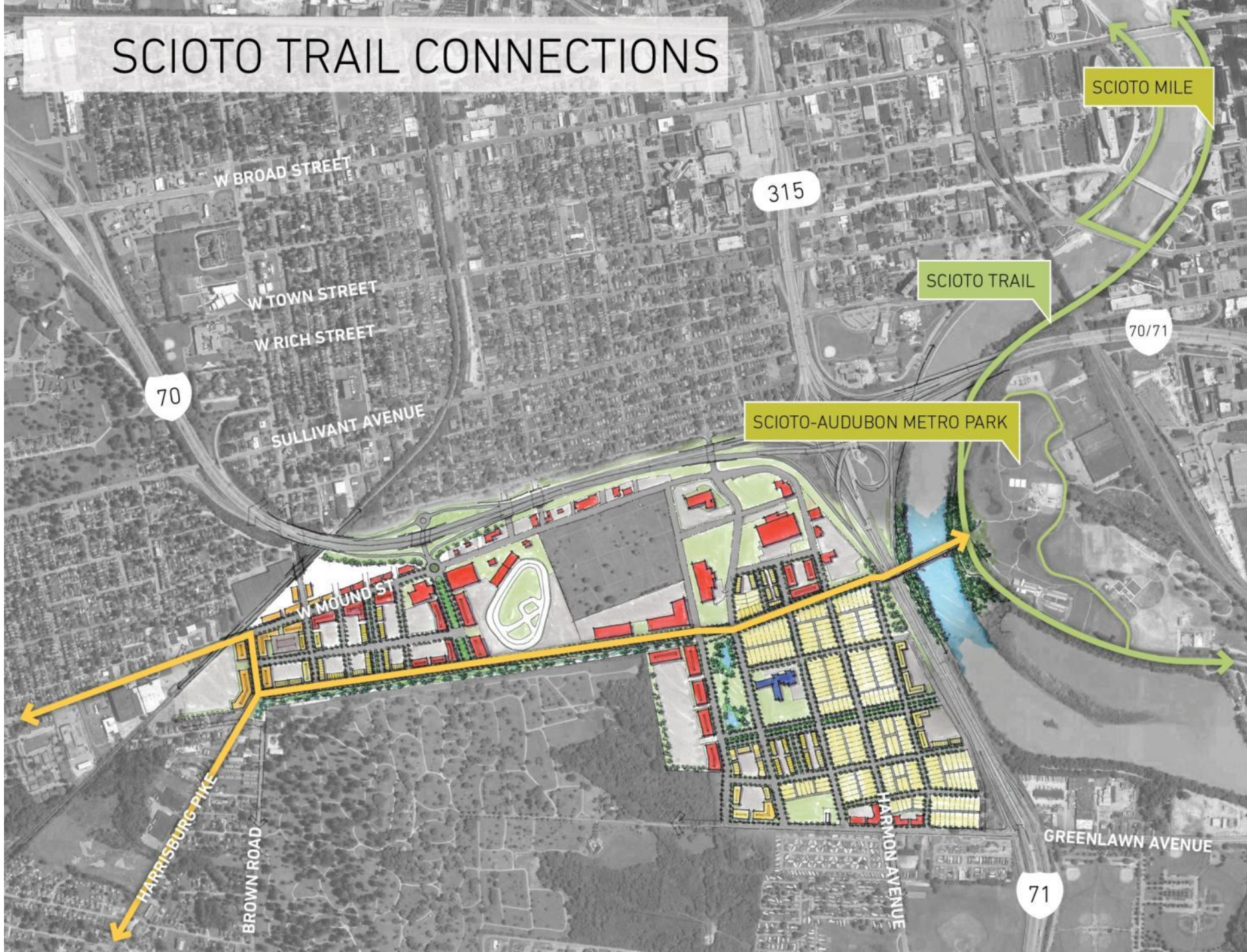


POTENTIAL REDEVELOPMENT

PHASE 2 - MIXED USE NEIGHBORHOOD



SCIOTO TRAIL CONNECTIONS





PHOTOGRAPHY BY HAROLD KYLE

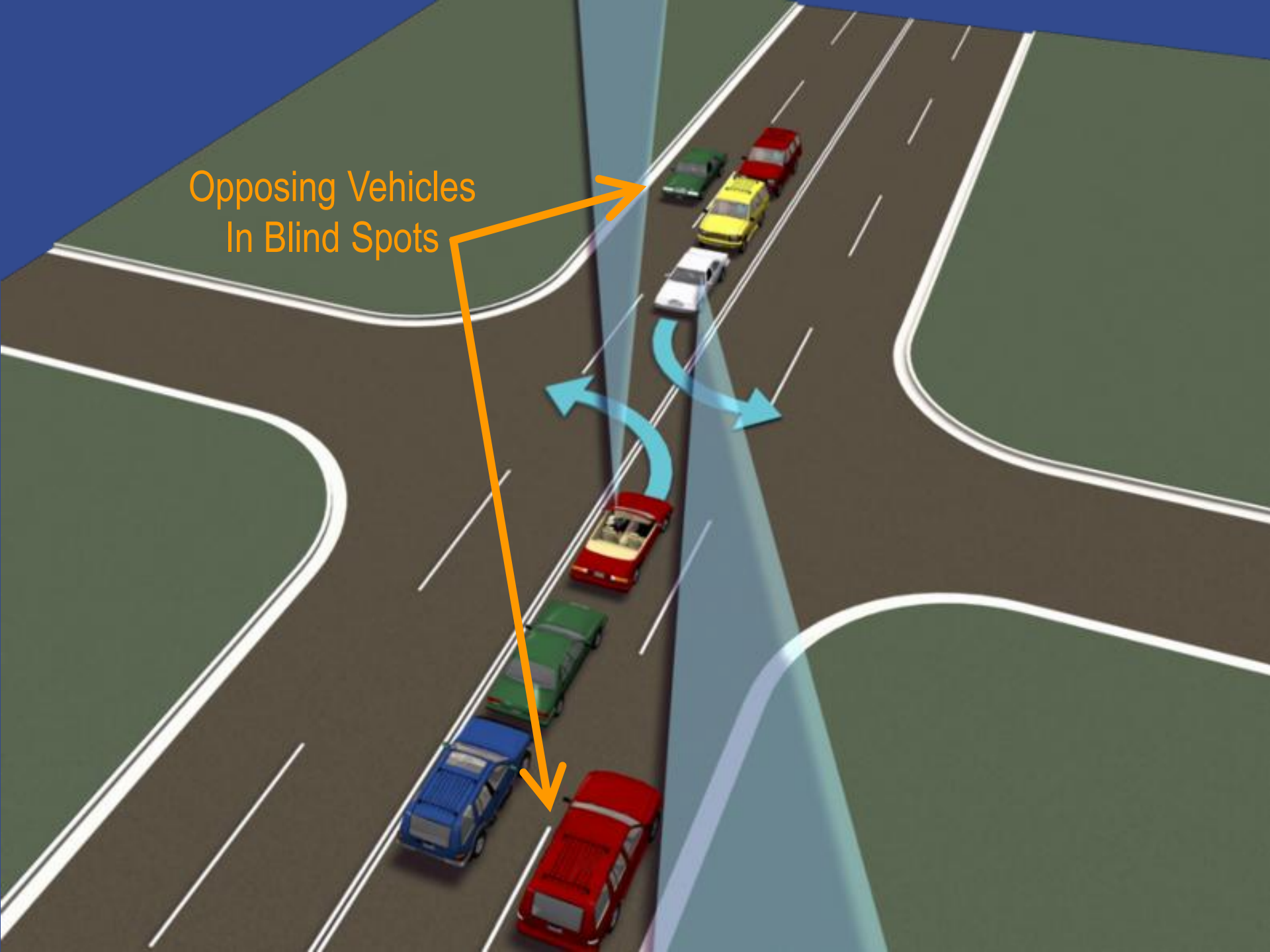


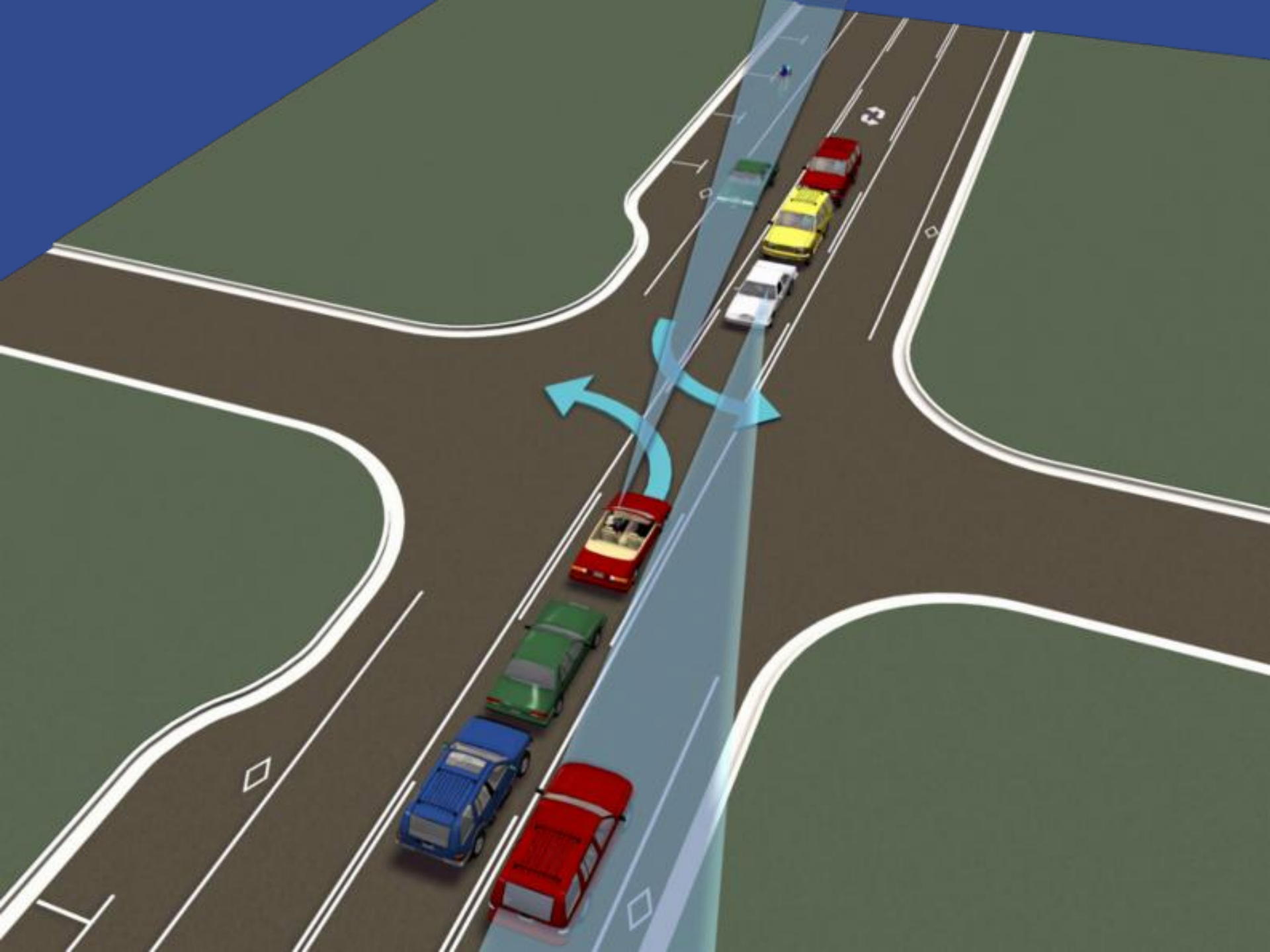




Right Sizing Streets

Opposing Vehicles
In Blind Spots

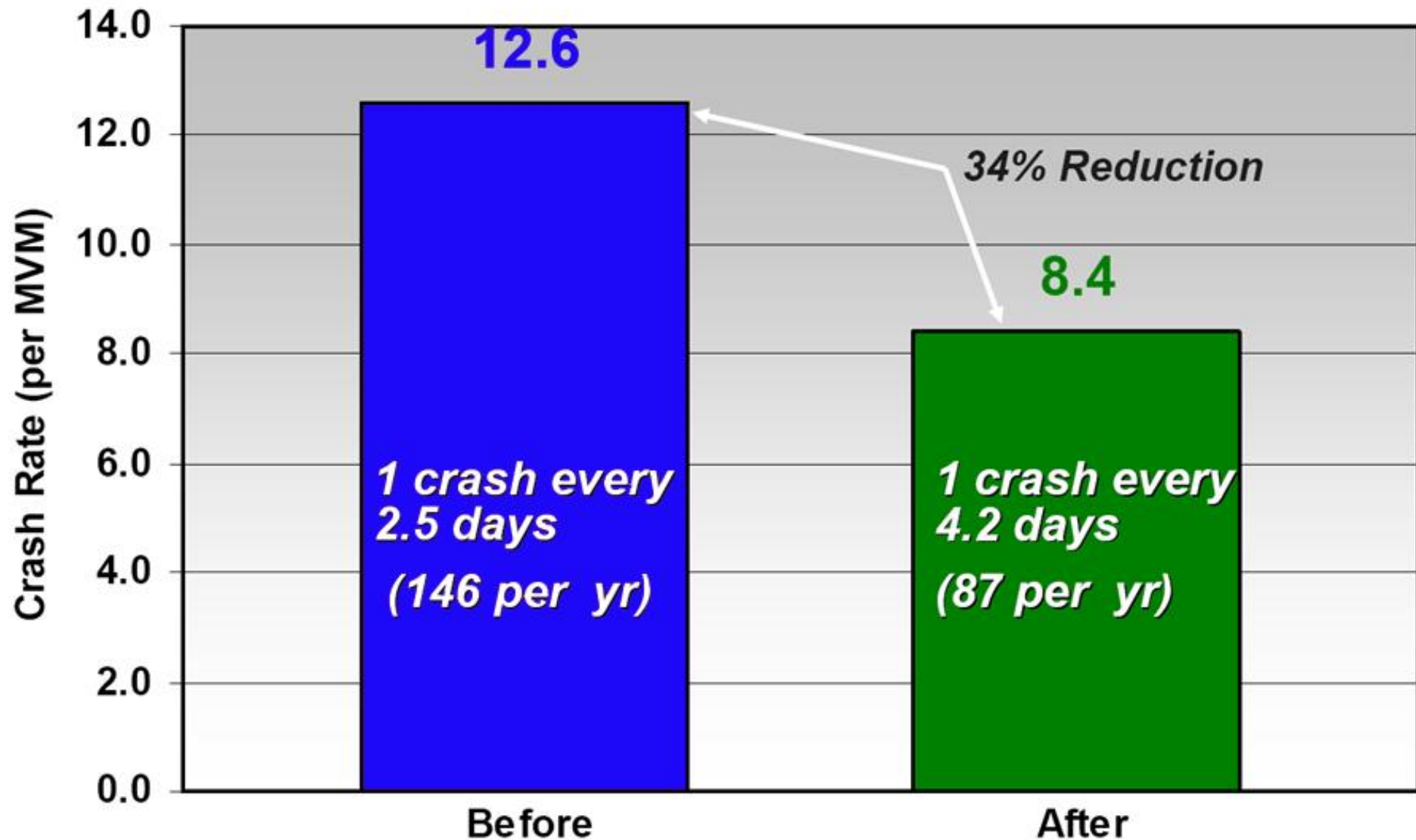


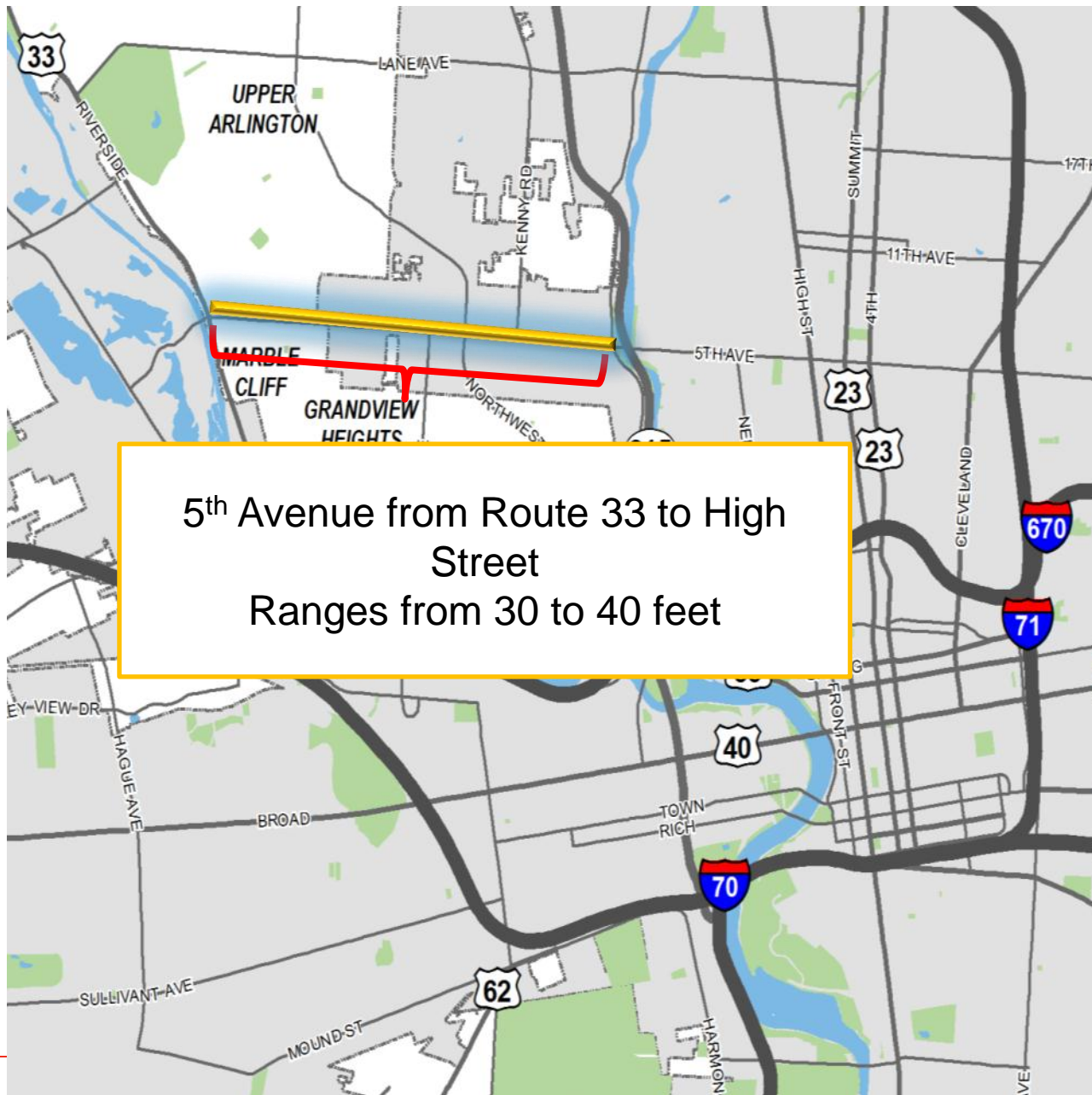




Edgewater Drive – Orlando, FL

Safety Enhancements



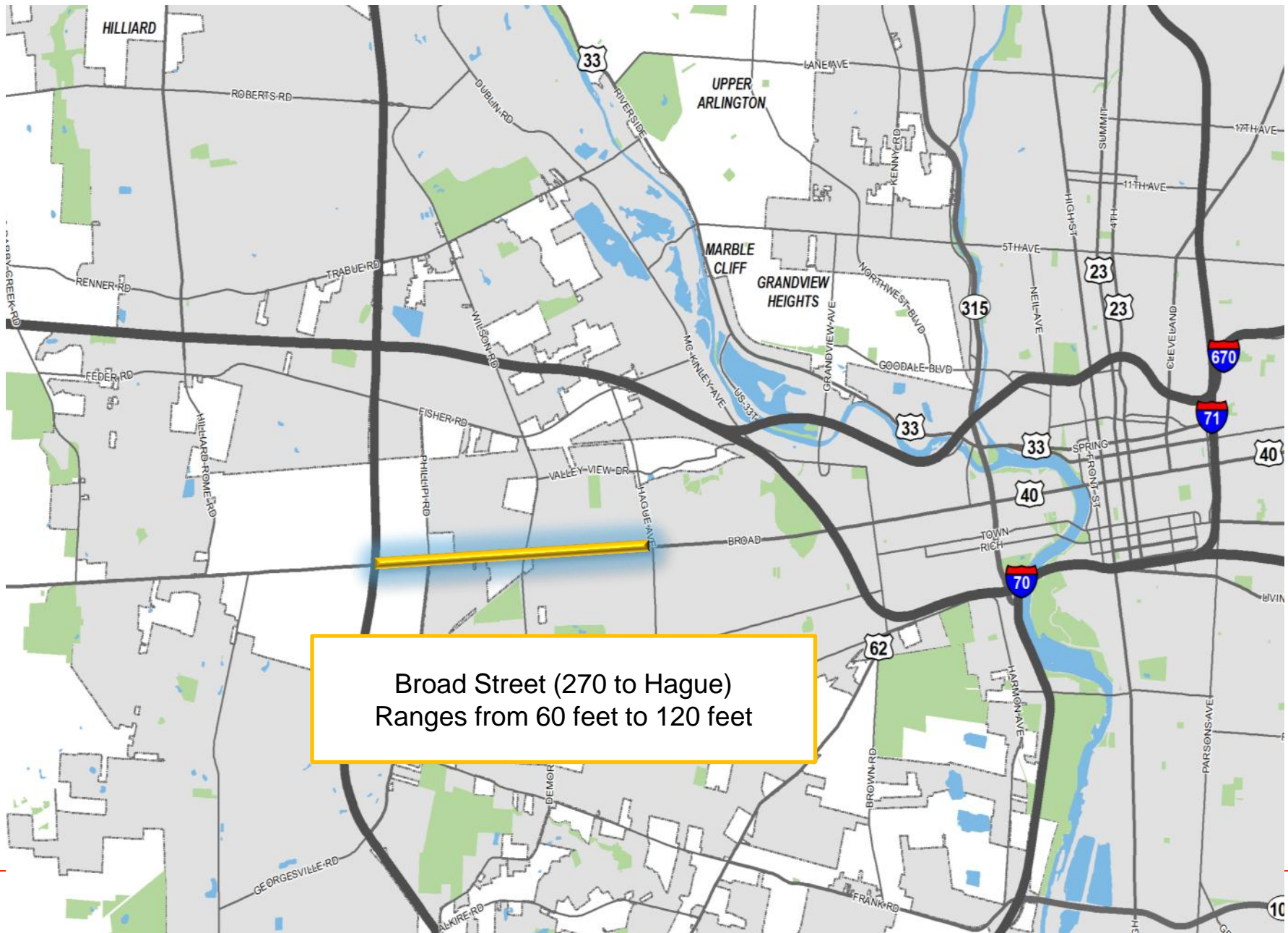


5th Avenue (Kenny to Gerrard) ROW 36 feet



5th Avenue (Kenny to Gerrard) ROW 36 feet Bike Lane





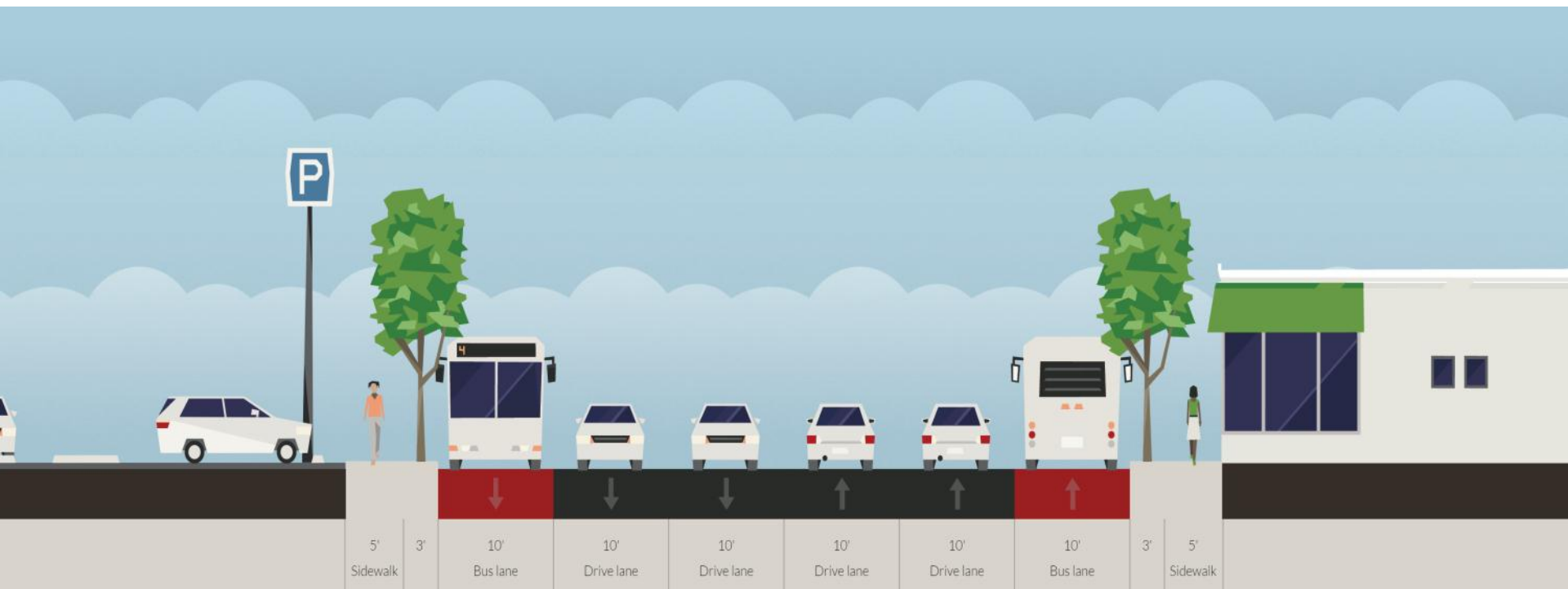
Broad Street (270 to Hague)
Ranges from 60 feet to 120 feet

W Broad (Powell and Chase) Existing 60 feet



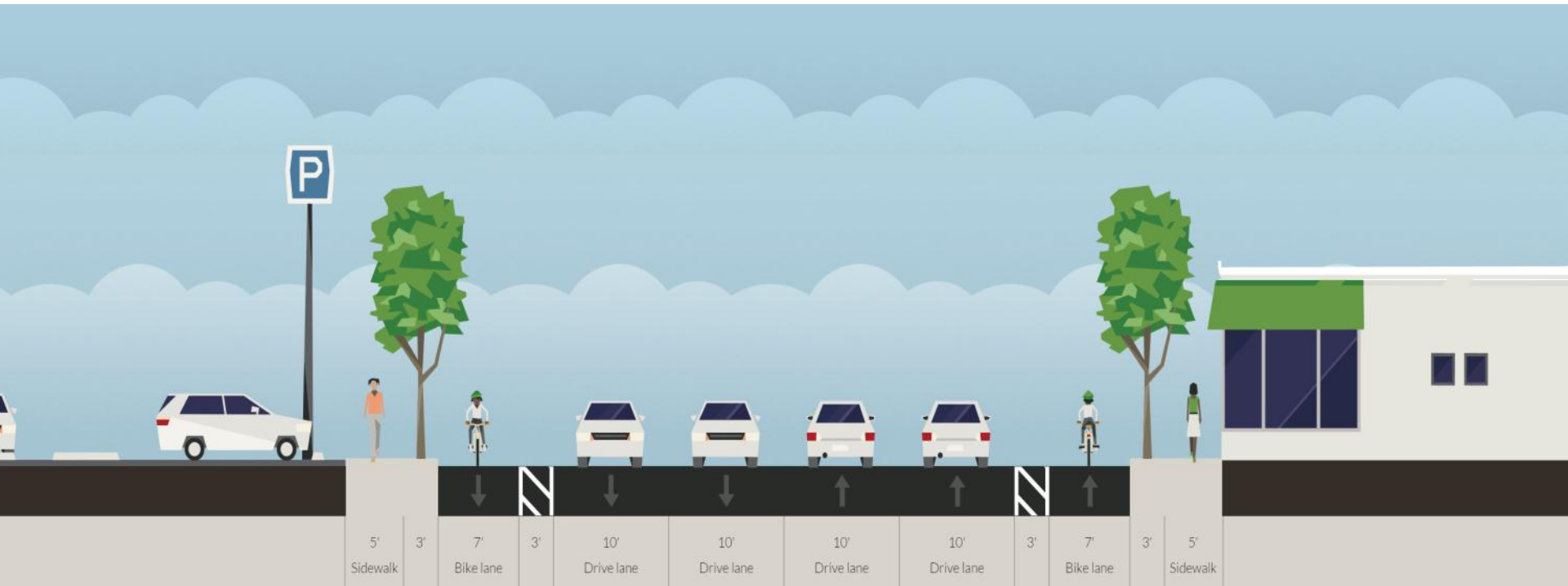
Ranges from 60 feet to 120 feet

W Broad (Powell and Chase) Proposed Transit



Ranges from 60 feet to 120 feet

W Broad (Powell and Chase) Proposed Bicycle

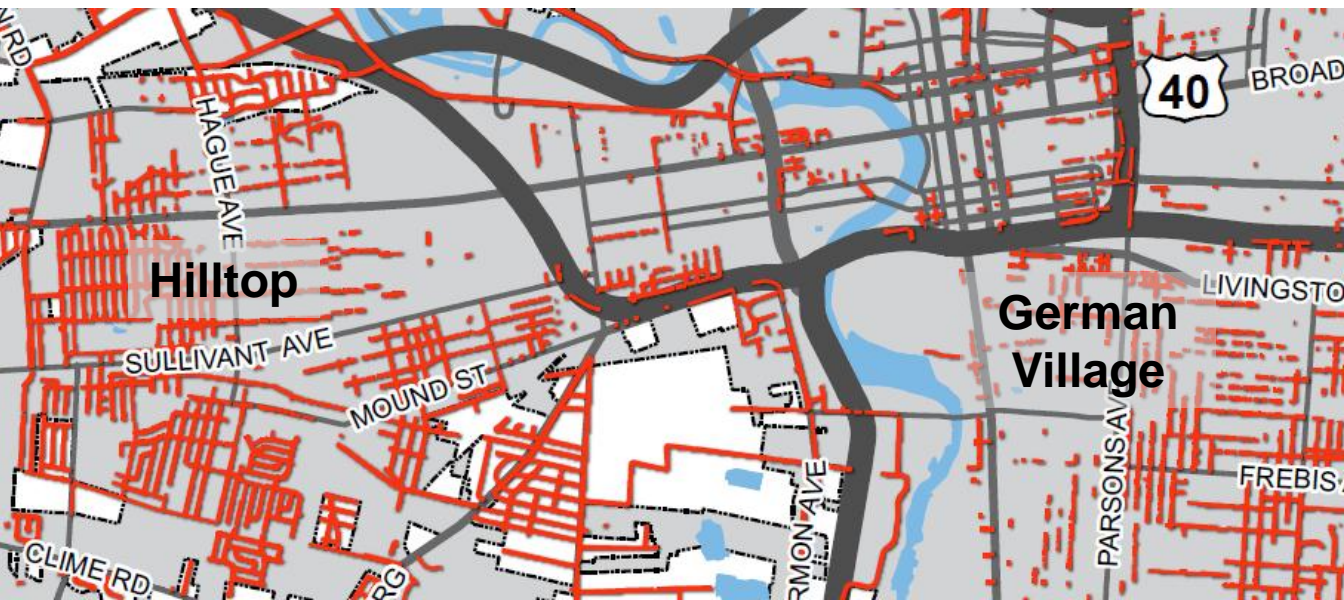


Ranges from 60 feet to 120 feet



Walking in Columbus







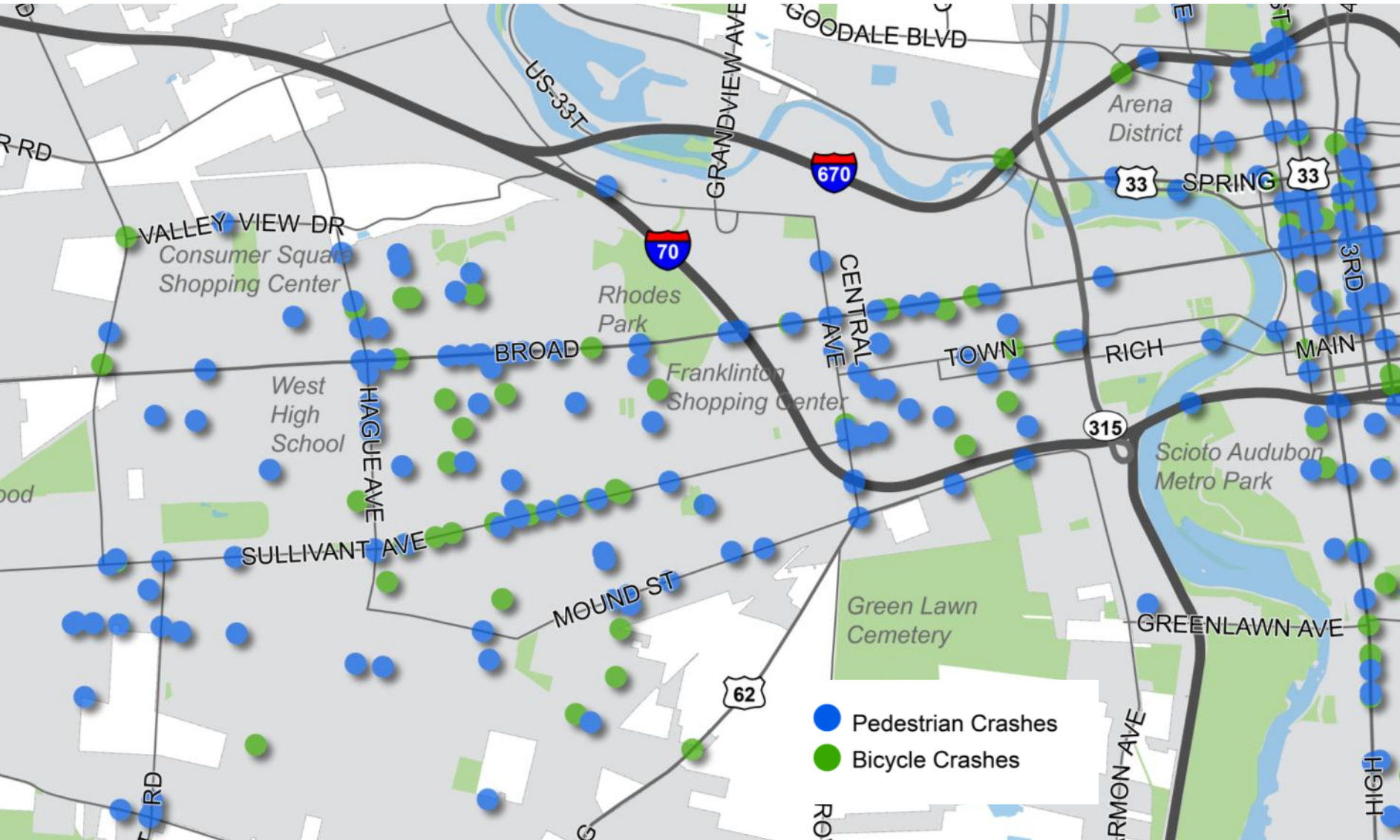
There is more to life than increasing its speed.

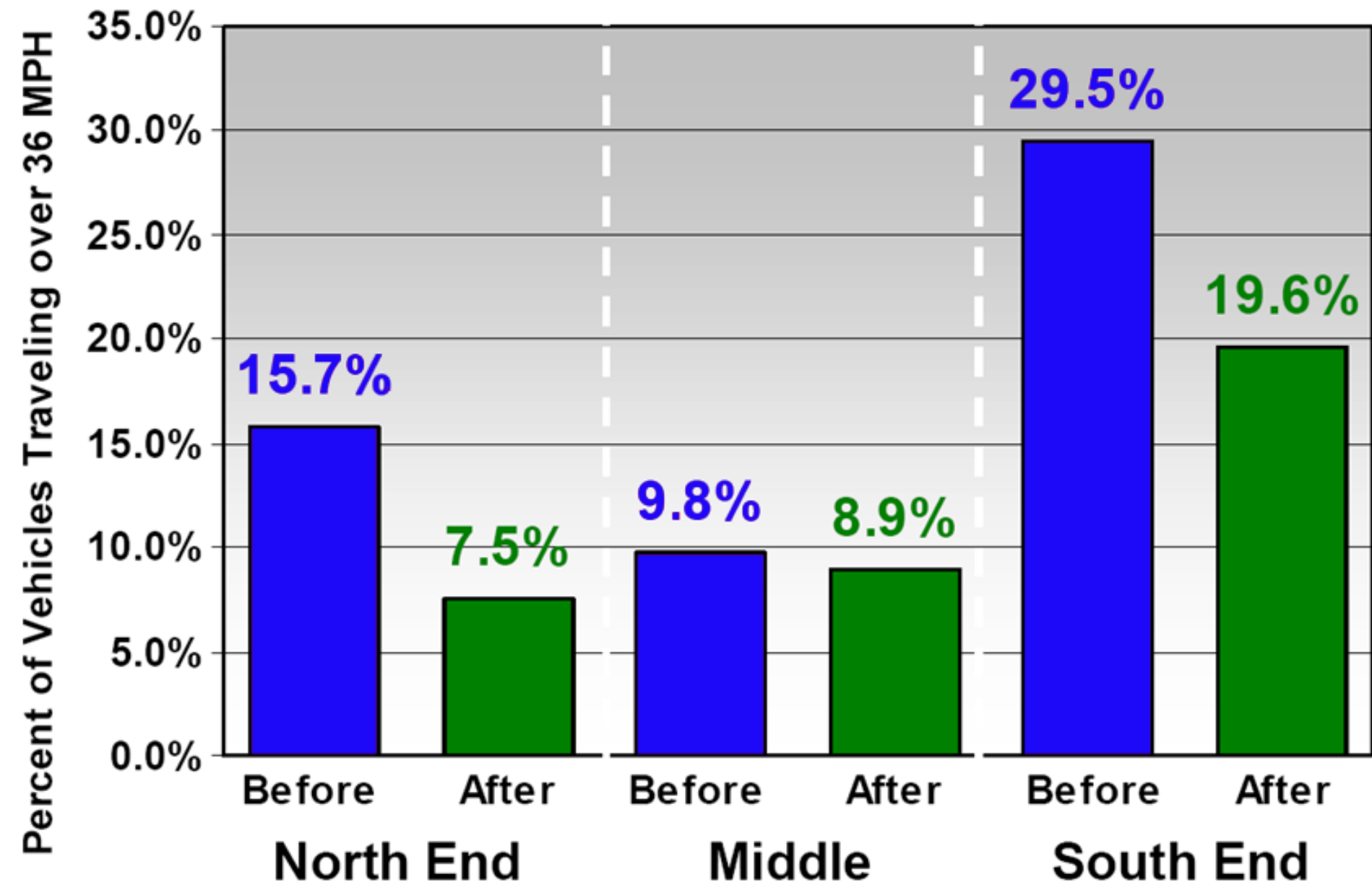
- Mahatma Gandhi

Vehicle Speed	Percentage of Pedestrian Fatalities in accidents
15 Mph	3.5%
31 Mph	37.0%
44 mph	83.0%

*Source: National Highway Traffic Safety Administration
Federal Highway Administration*

Pedestrian Crashes (2011-2013)





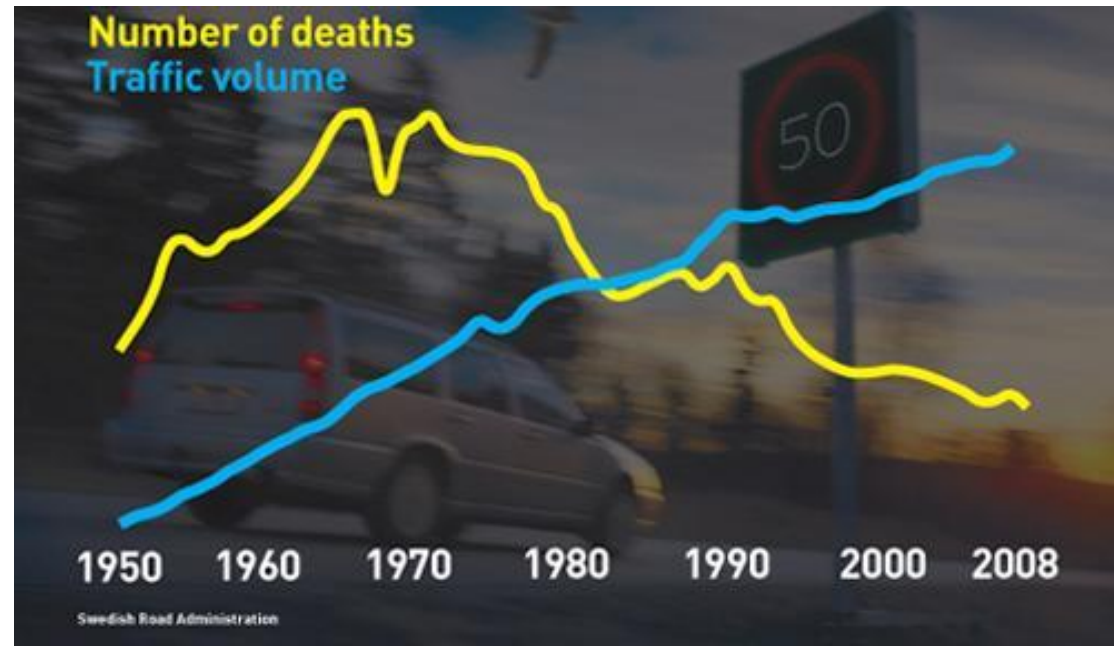
Data: Edgewater Drive, Orlando, FL

Vision Zero

Premise: No loss of life is acceptable

Approach

- 1. Preserve Freedom to Move**
- 2. Manage Speeds**
- 3. Build Safety into Design**

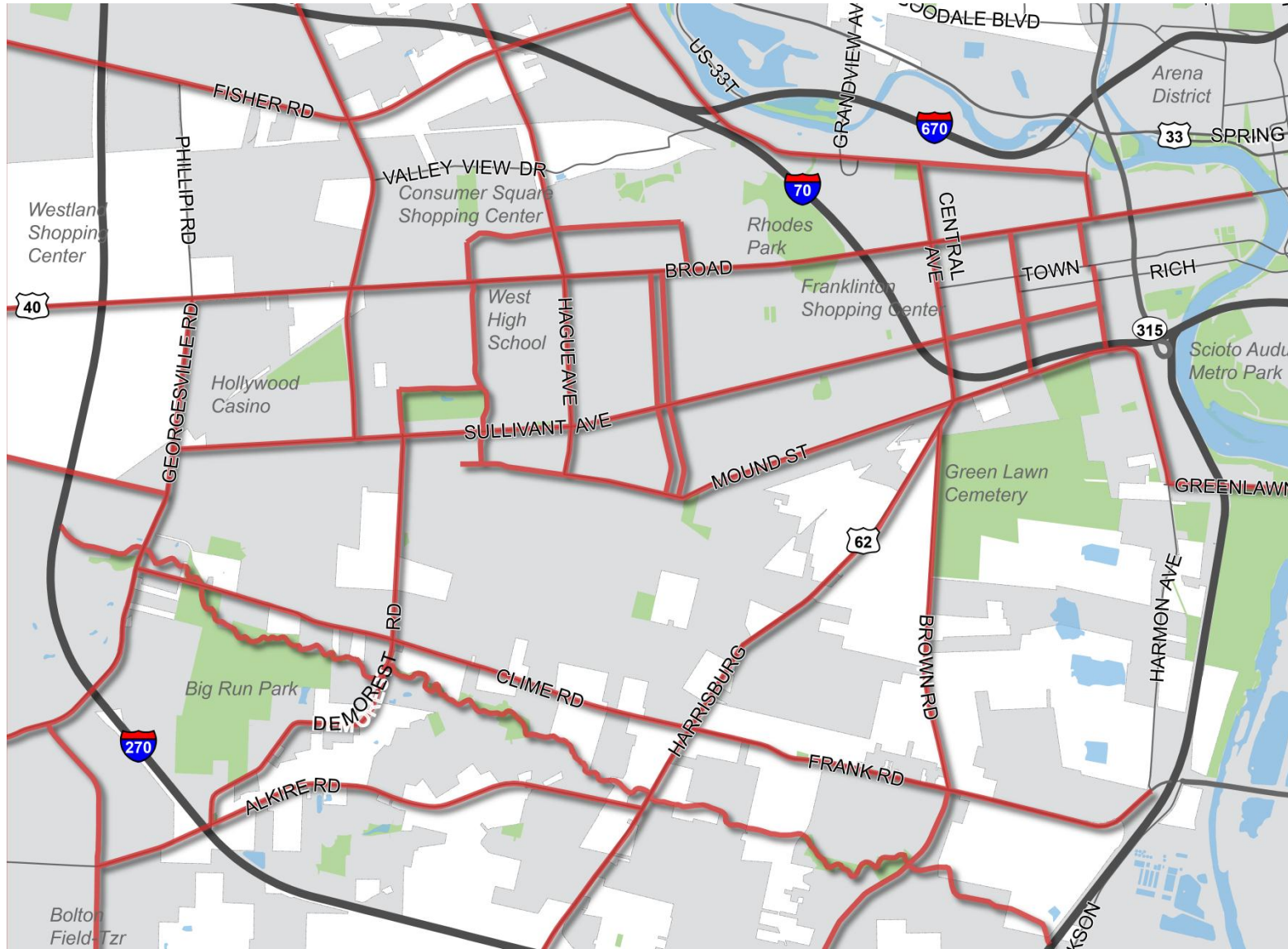




Biking in Columbus



Potential Bike Network



Bike System Users



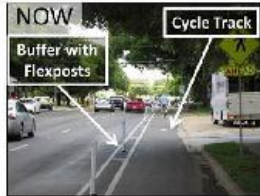


HOW DID BIKE TRAFFIC ON THE STREET CHANGE AFTER ONE YEAR OF THE PROTECTED LANE?

AUSTIN, TX

BARTON SPRINGS

+58%



BLUEBONNET

+46%



RIO GRANDE

+126%



WASHINGTON D.C.

L STREET

+65%



CHICAGO, IL

DEARBORN

+171%



MILWAUKEE

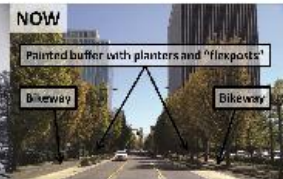
+21%



PORTLAND, OR

MULTNOMAH

+68%



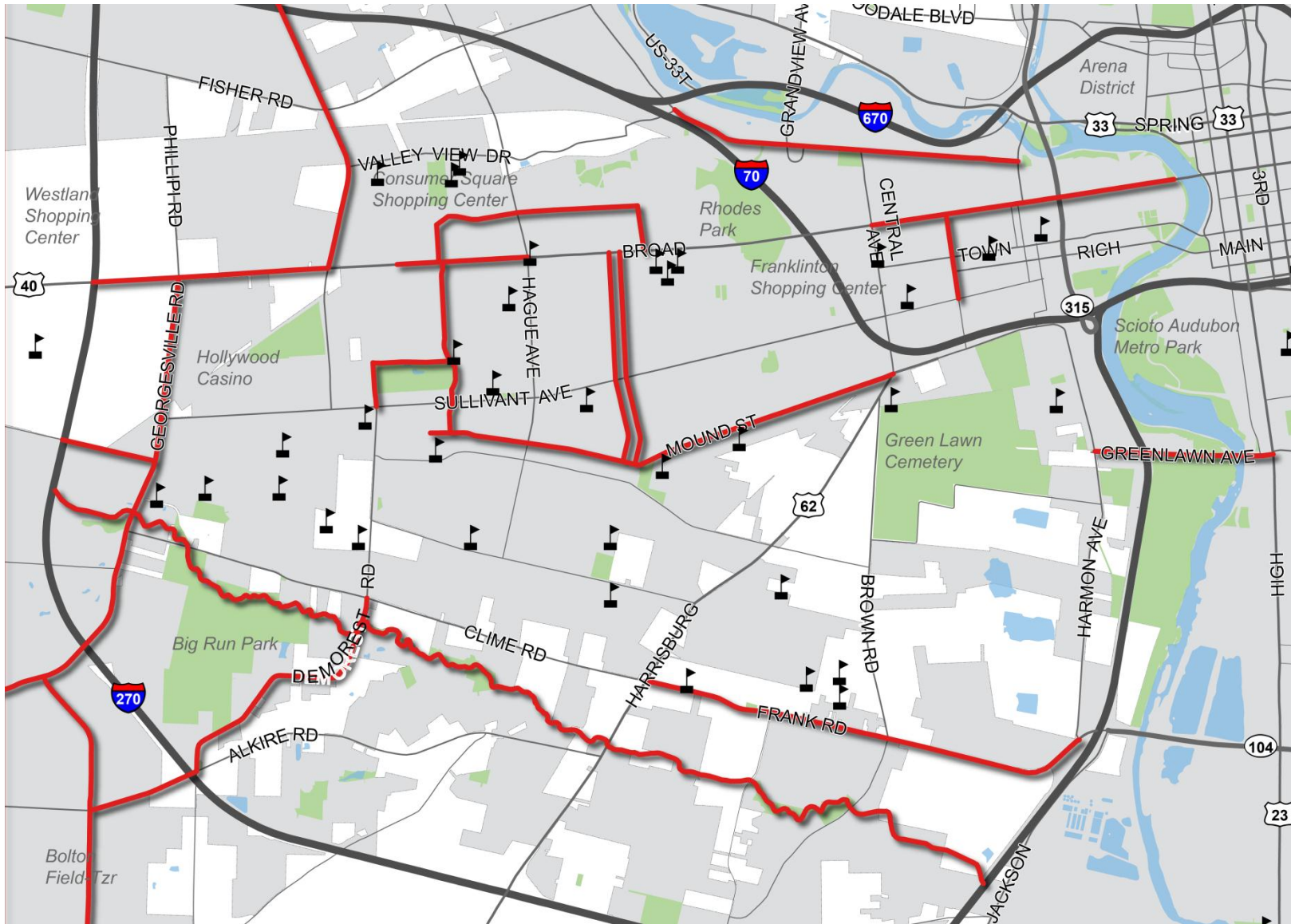
SAN FRANCISCO, CA

FELL

+46%



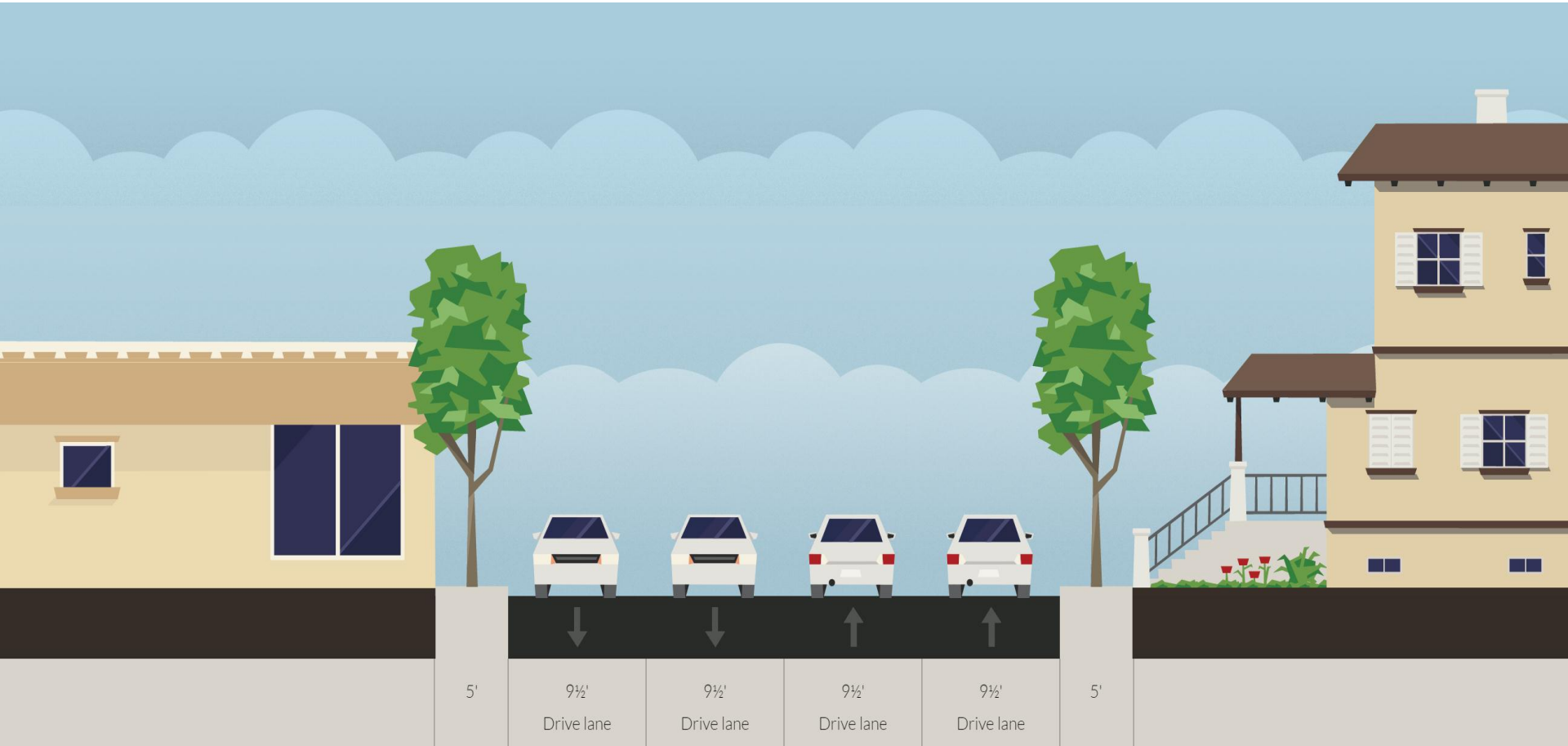
Potential Low-Stress Network





Camp Chase Trail

Mound (Richardson to Burgess) Existing (38 feet ROW)



Mound (Richardson to Burgess) Proposed





Mound Street

Bike Boulevards



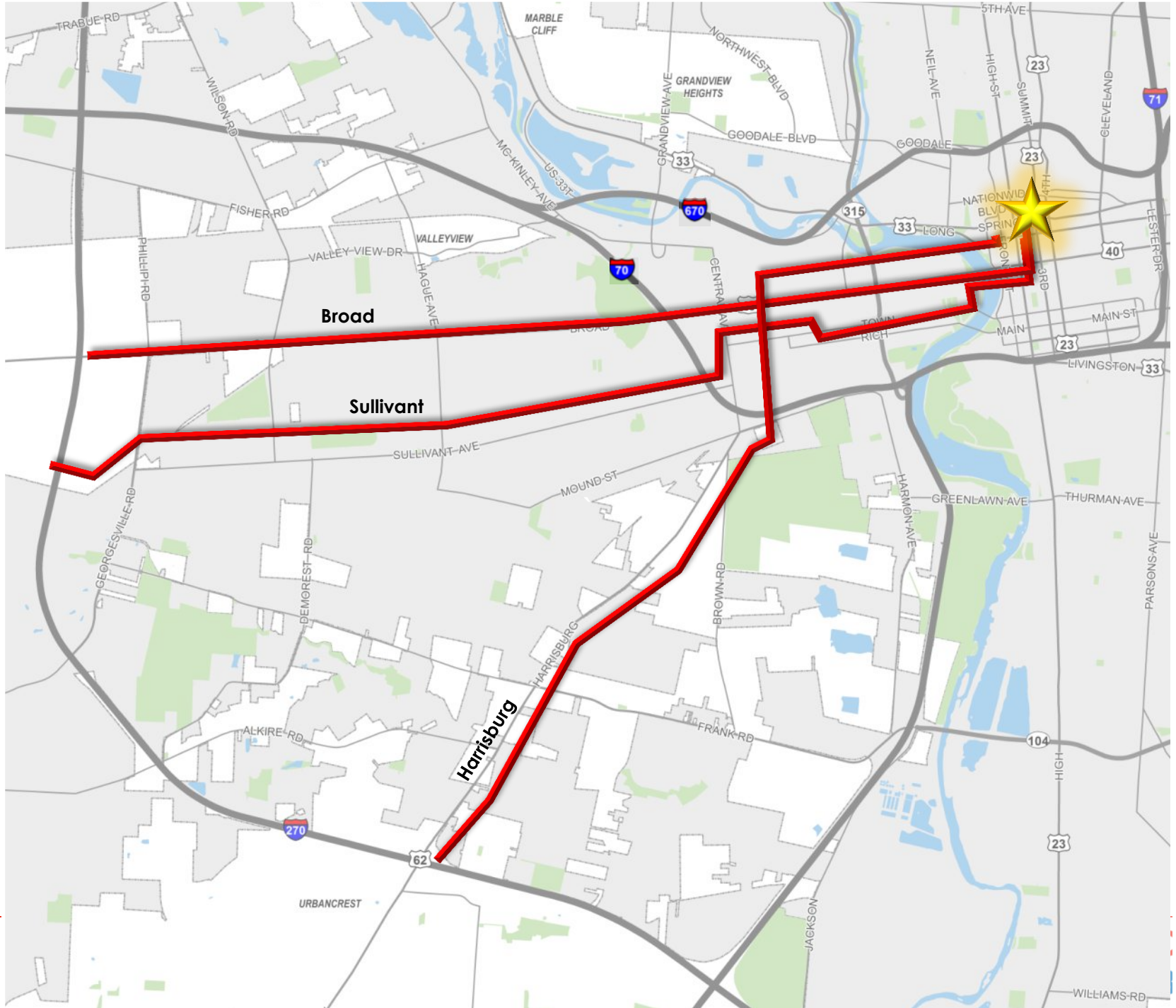
System

Maintenance



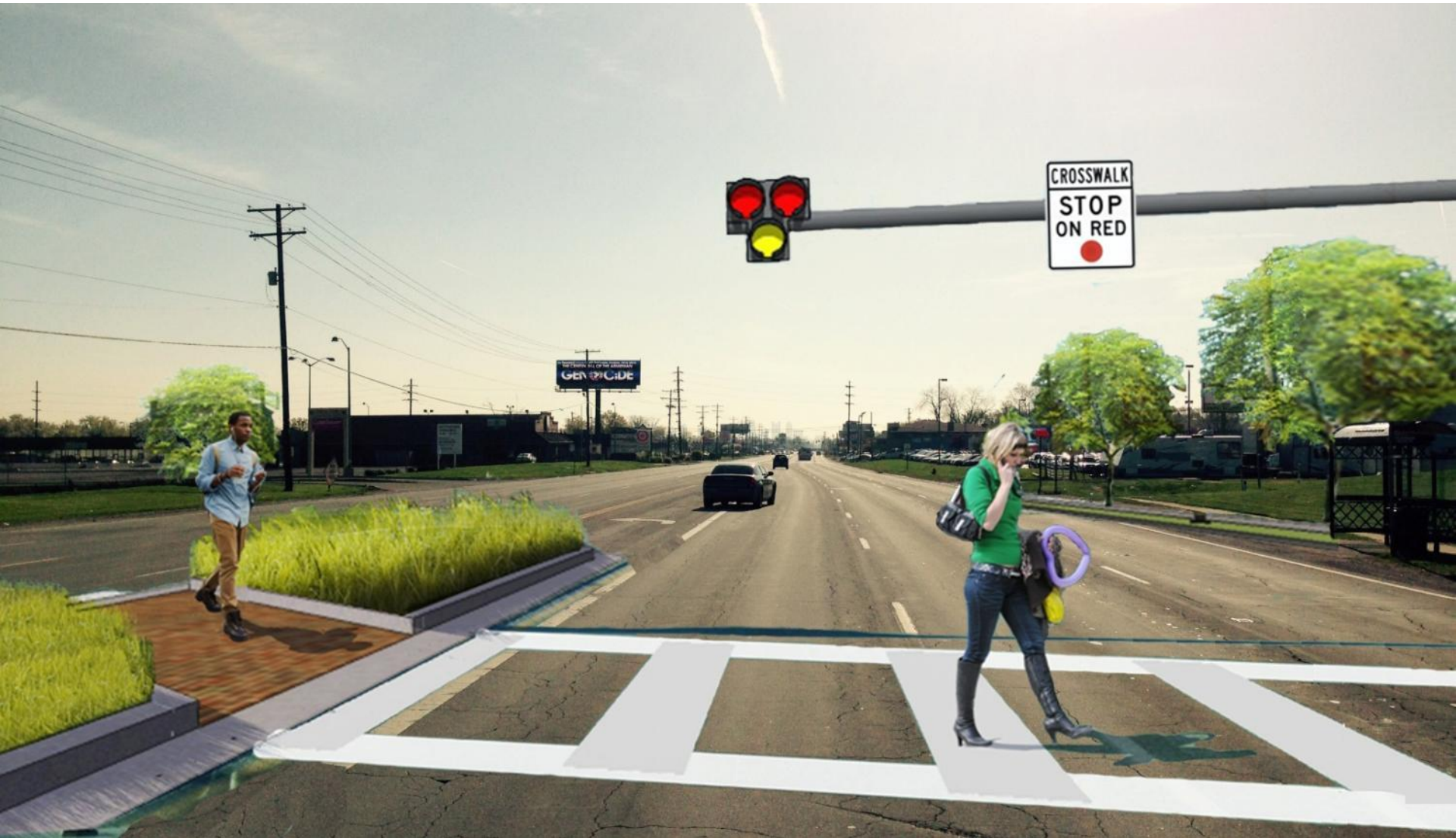
Broad Street

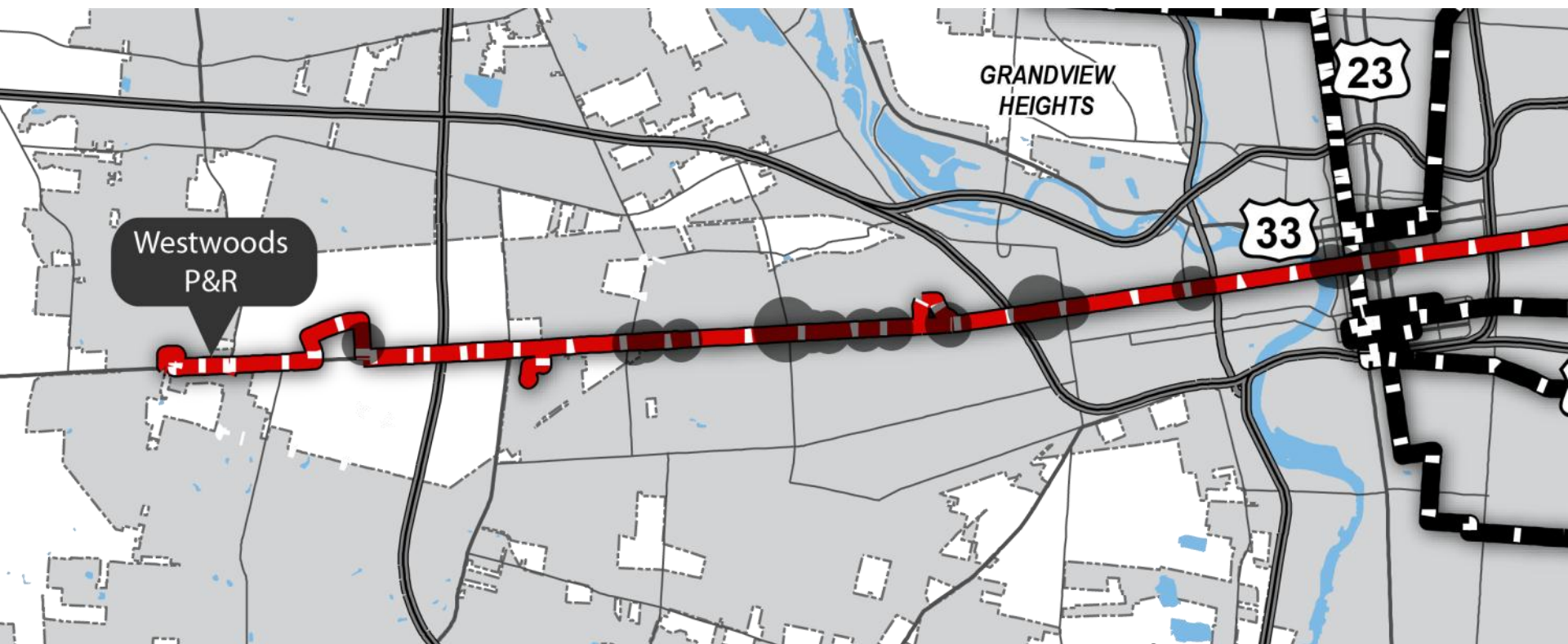
The Workhorse



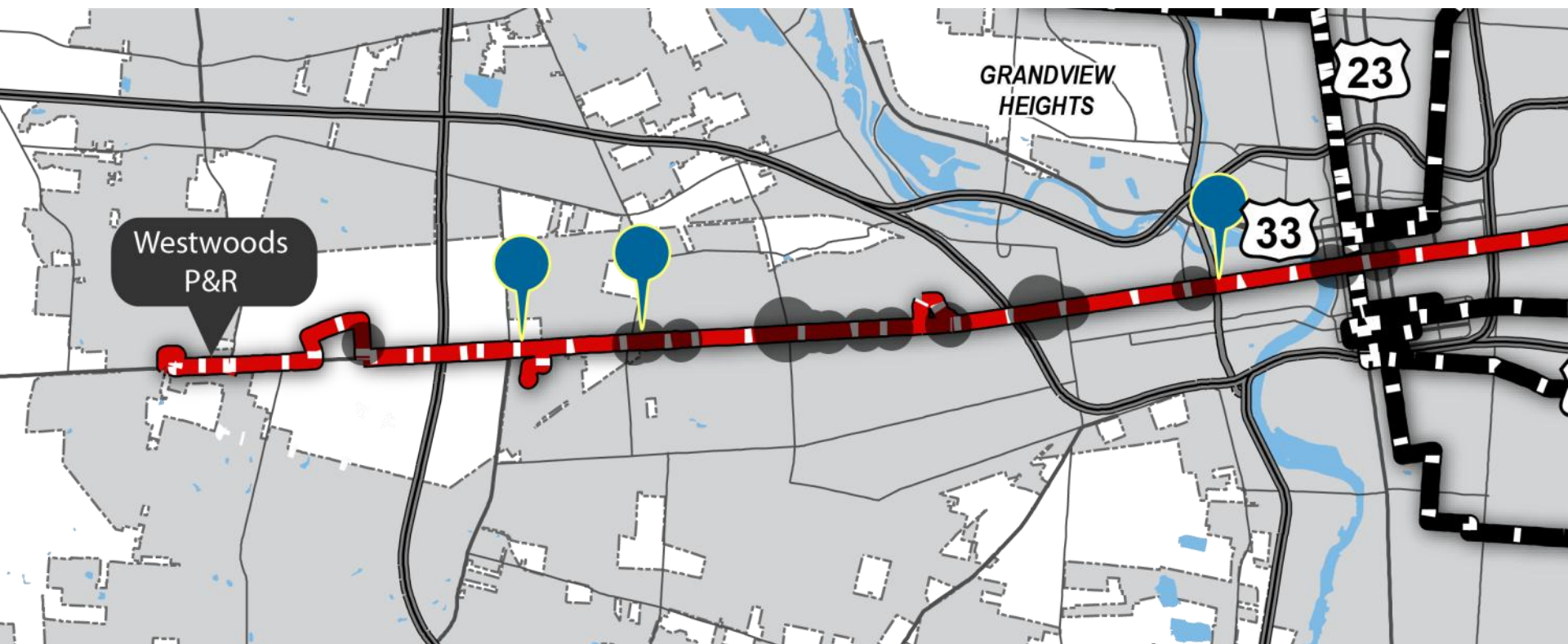


Protected Crossing – Broad Street

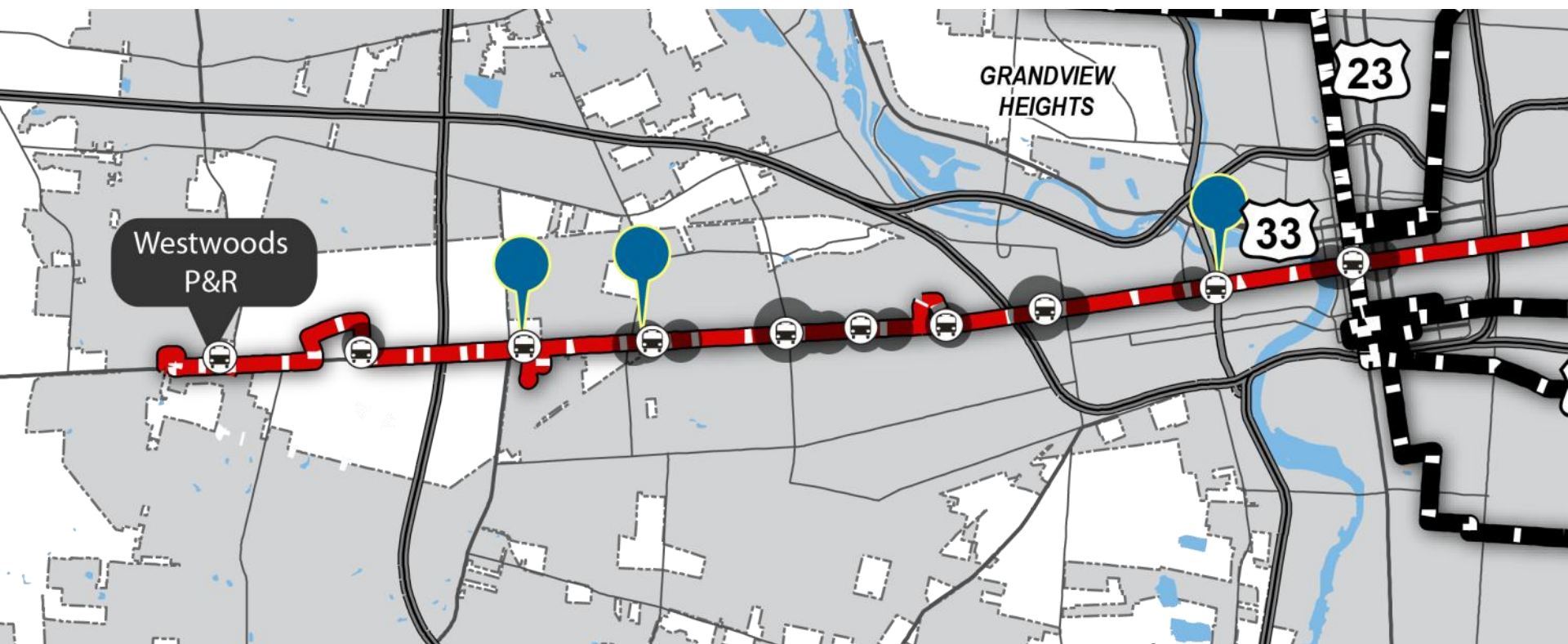




Route 10 – West Broad
Stops with more than 100 average daily riders



Route 10 – West Broad
Stops with more than 100 average daily riders
Development at Georgesville, Marshall, and 315

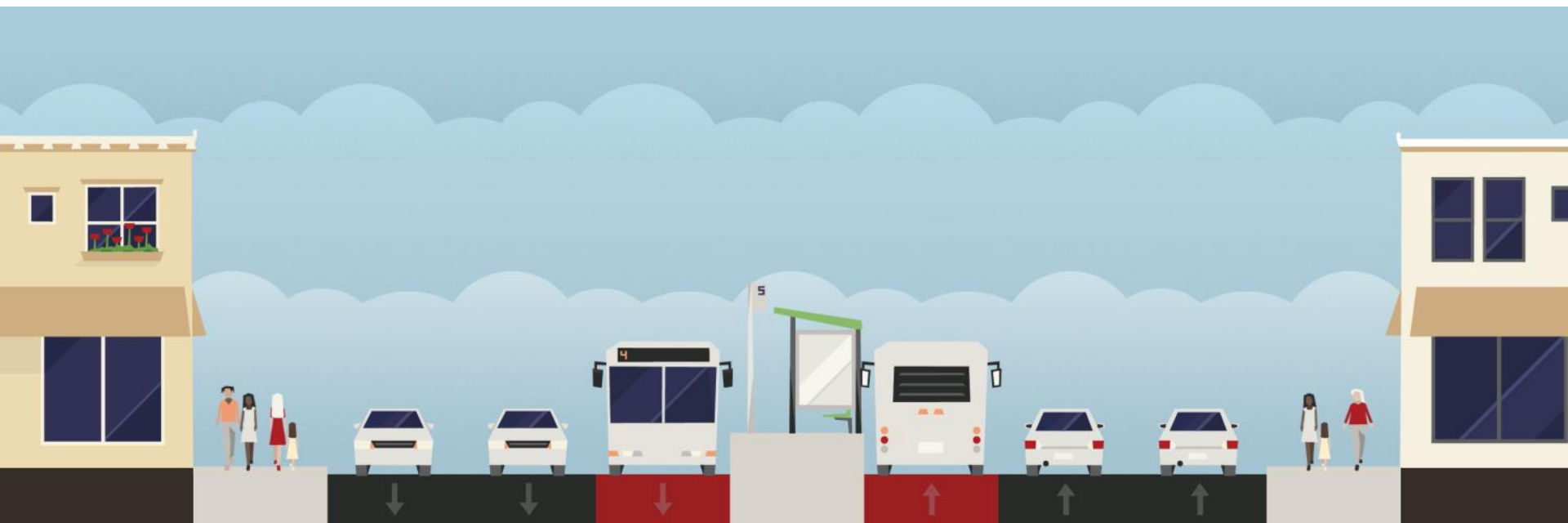


Route 10 – West Broad

Stops with more than 100 average daily riders

Development at Georgesville, Marshall, and 315

Limited stop express route operating on top of local service



W BROAD STREET

PHILLIP ROAD

GEORGESVILLE ROAD

POTENTIAL NEW ROAD

POTENTIAL REDEVELOPMENT

Streetscape enhancements include:

- trees
- sidewalks
- street lights
- shorter crossing distance
- lane removals supplemented by addition of secondary road network



POTENTIAL REDEVELOPMENT





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

N WILSON

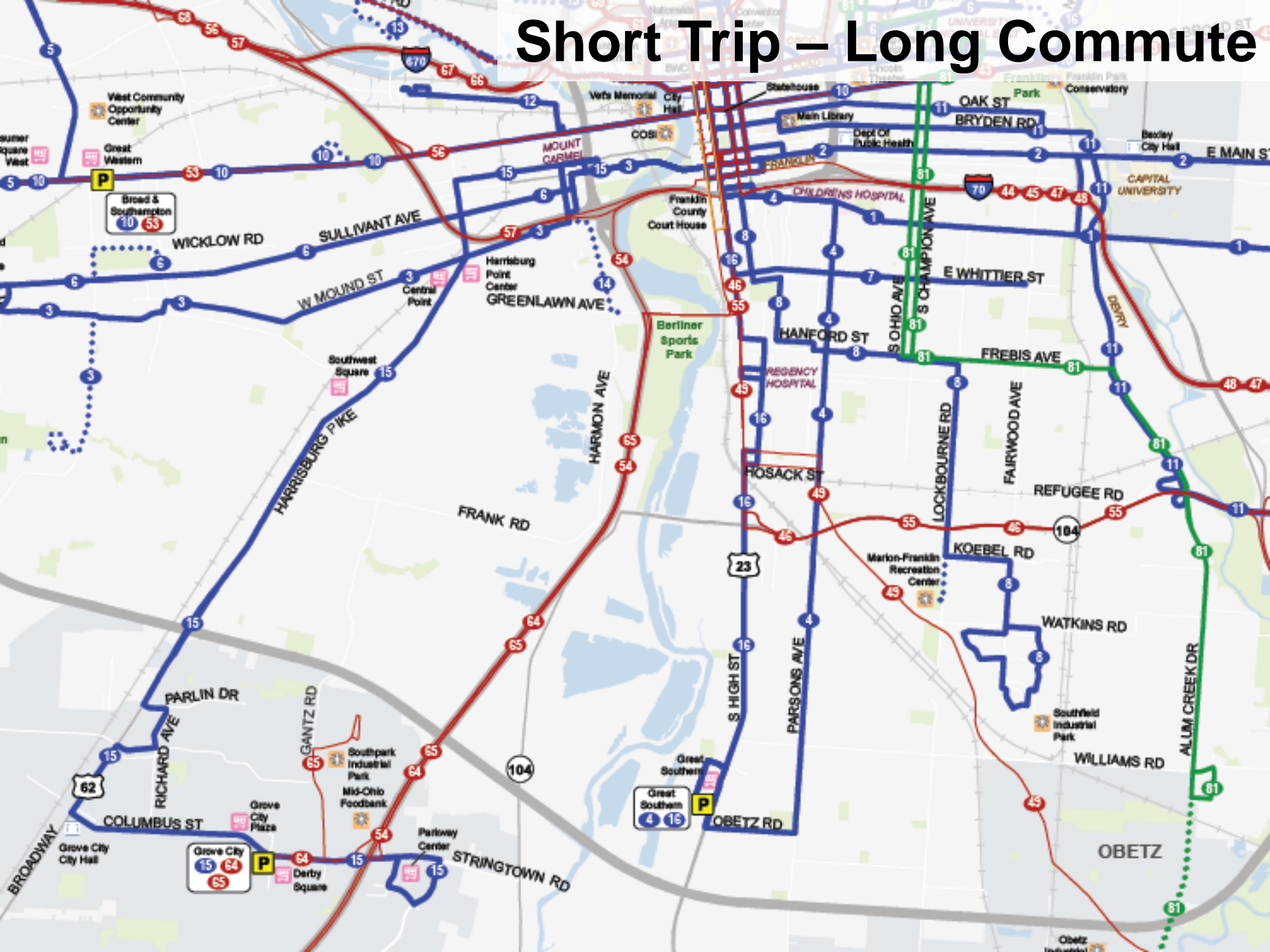




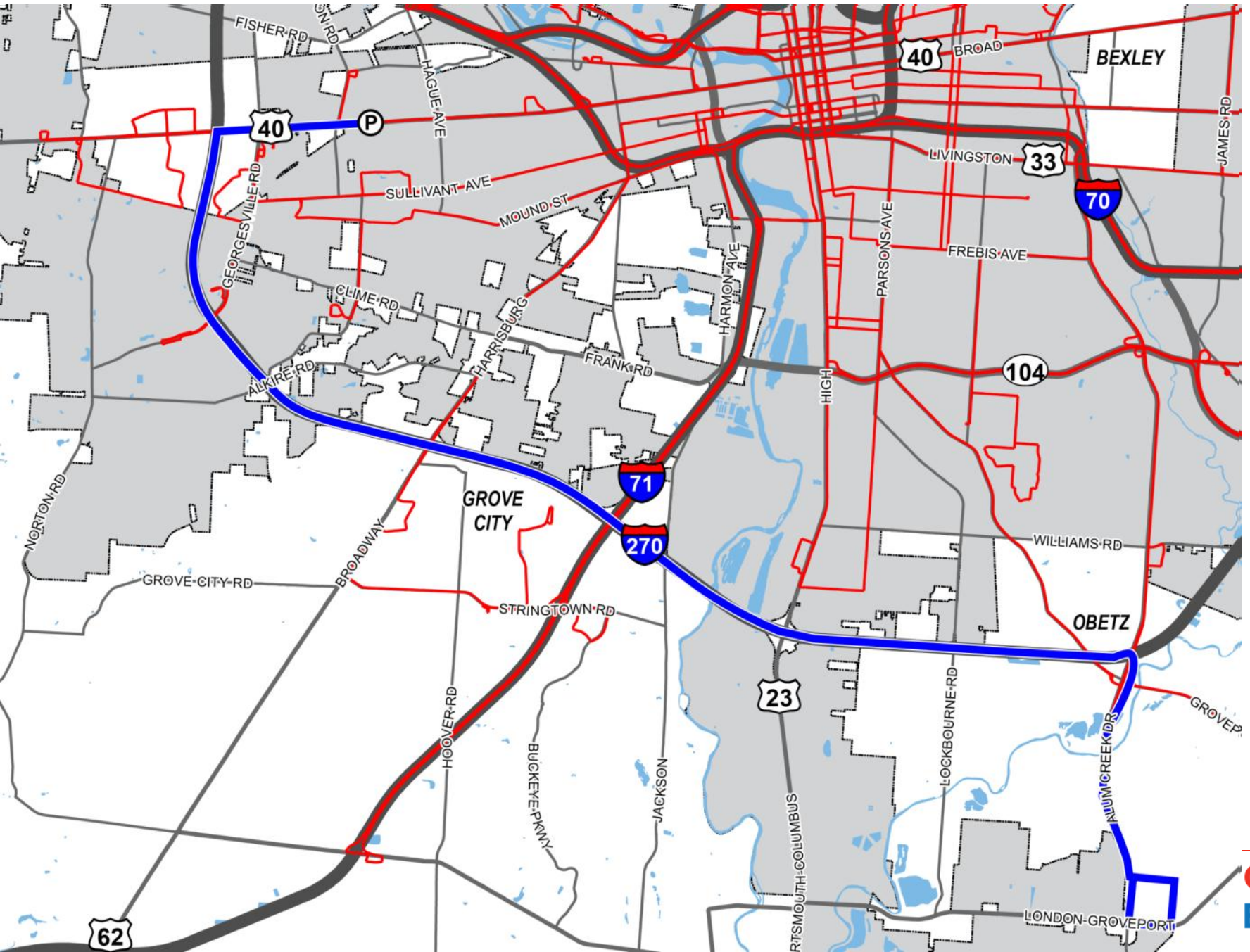
Better

Transit

Short Trip – Long Commute



Short Trip – Long Commute



Premium Transit Model - Charlotte, NC

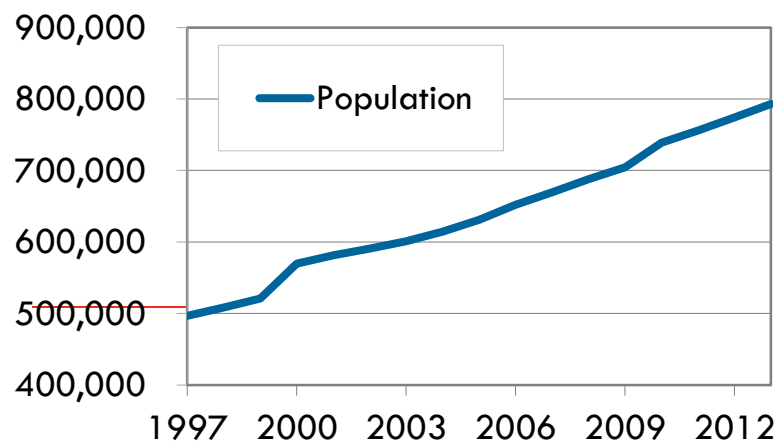
Purpose

- 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

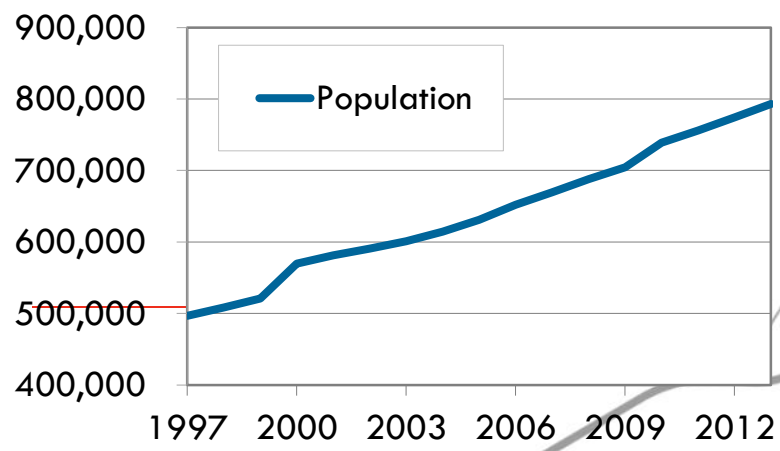
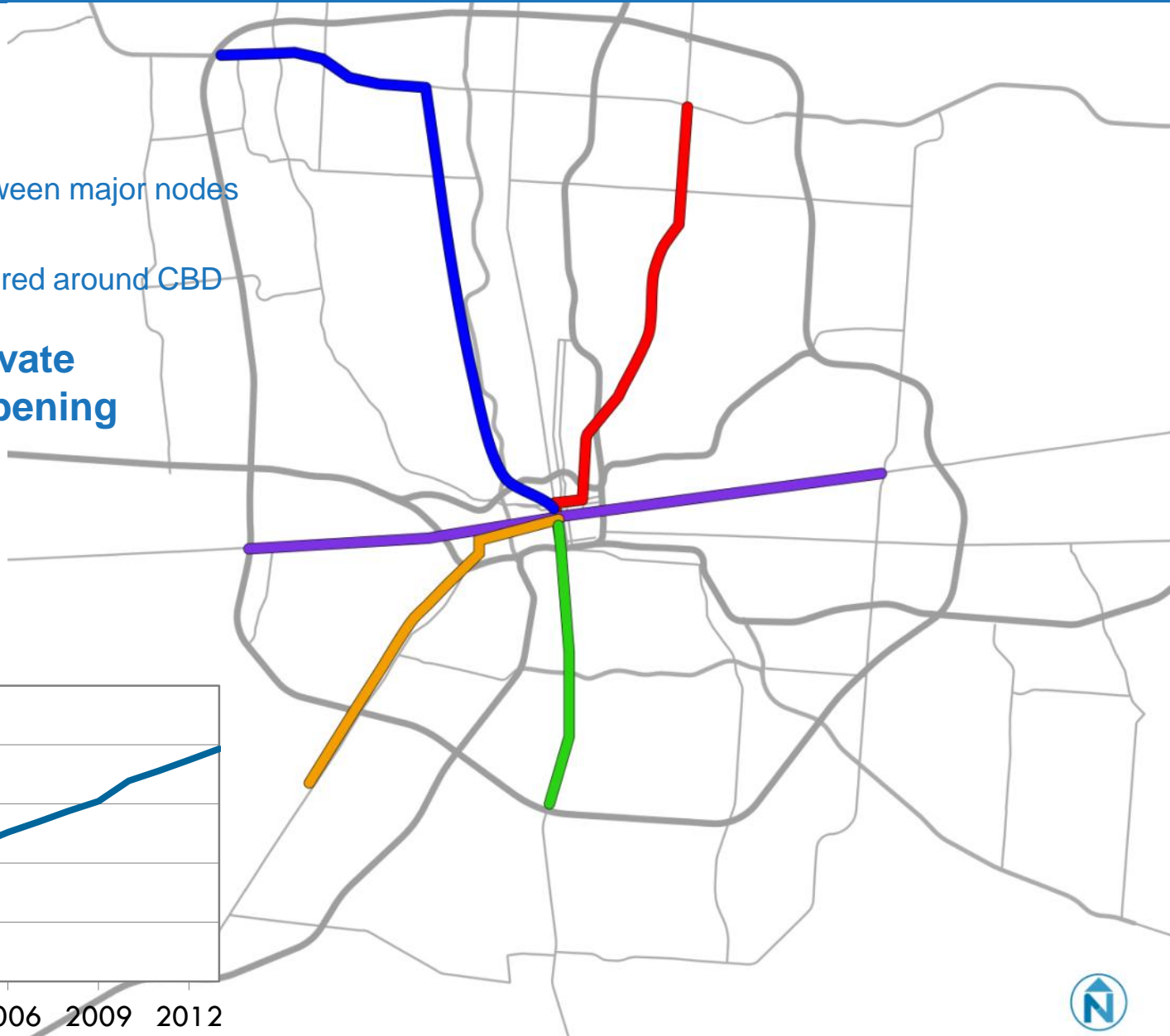
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Premium Transit Model – Portland, OR

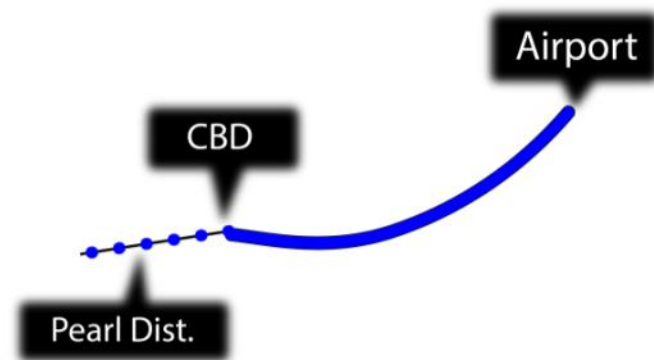
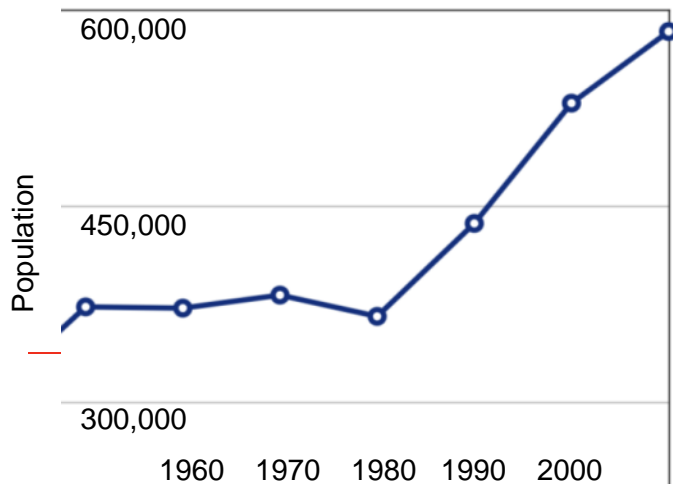
Purpose

- 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

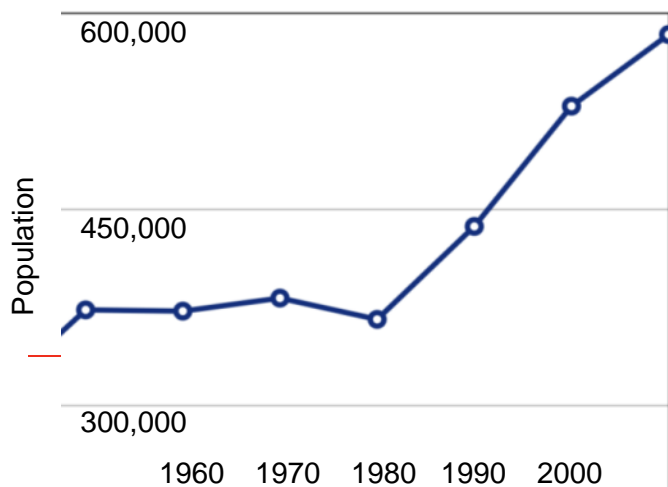
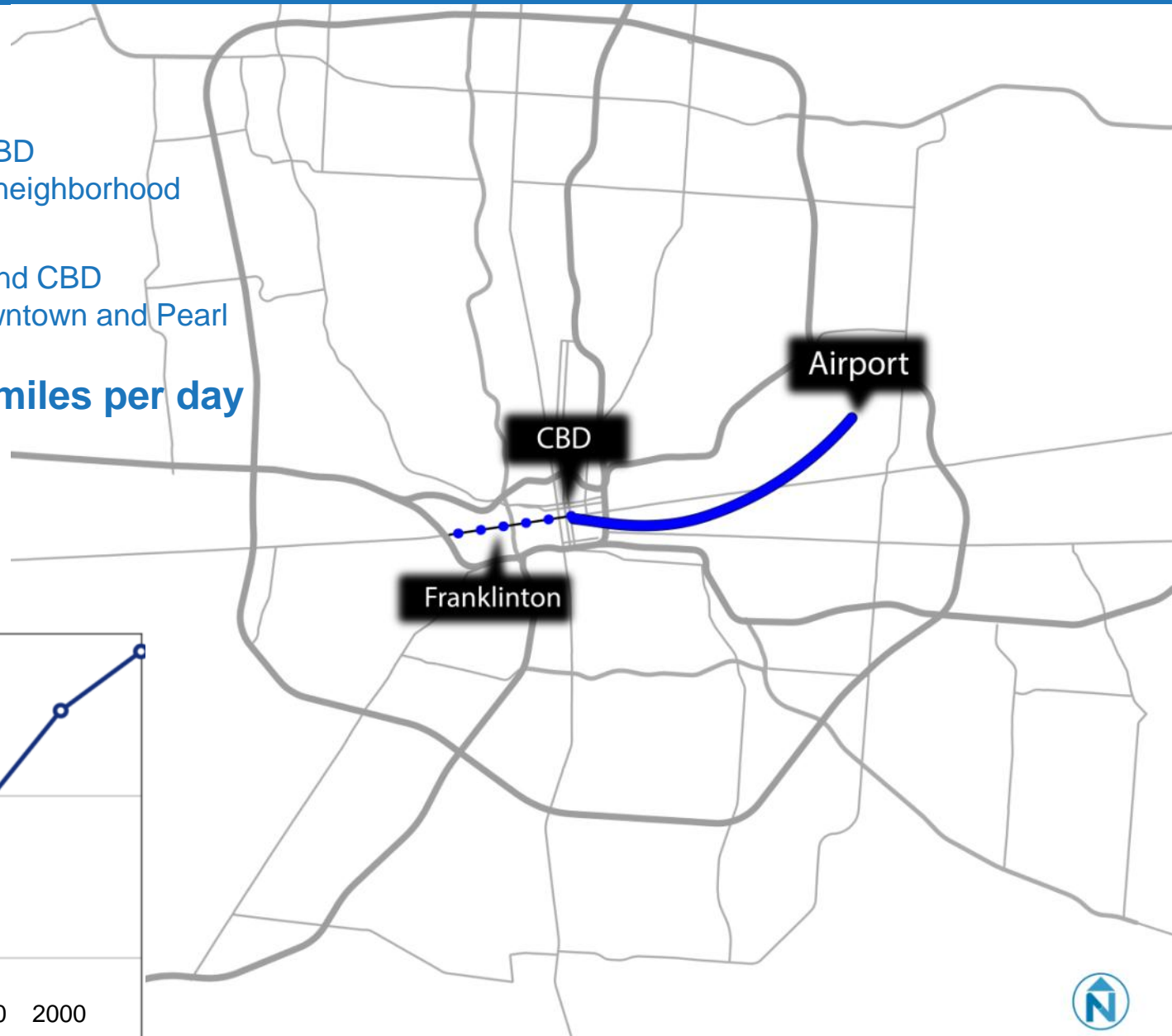
Purpose

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- LRT between airport and CBD
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Premium Transit Model – Salt Lake City, UT

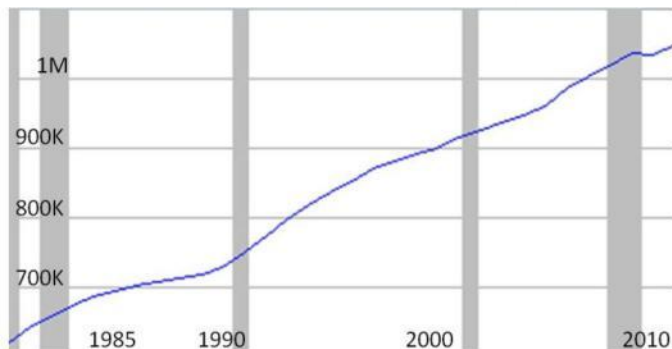
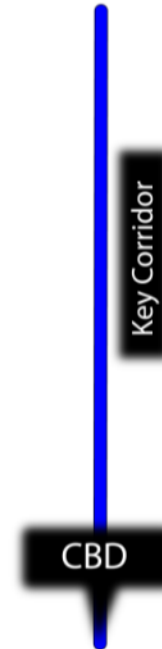
Purpose

- 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

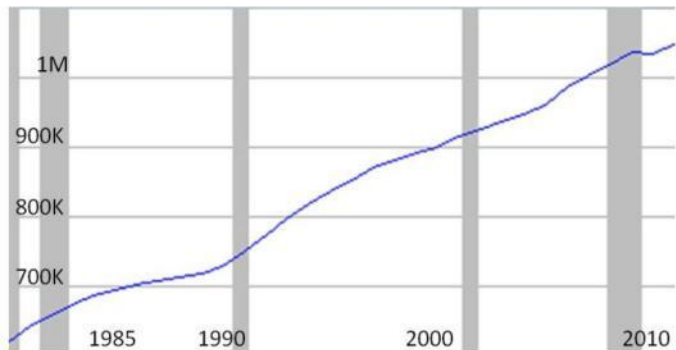
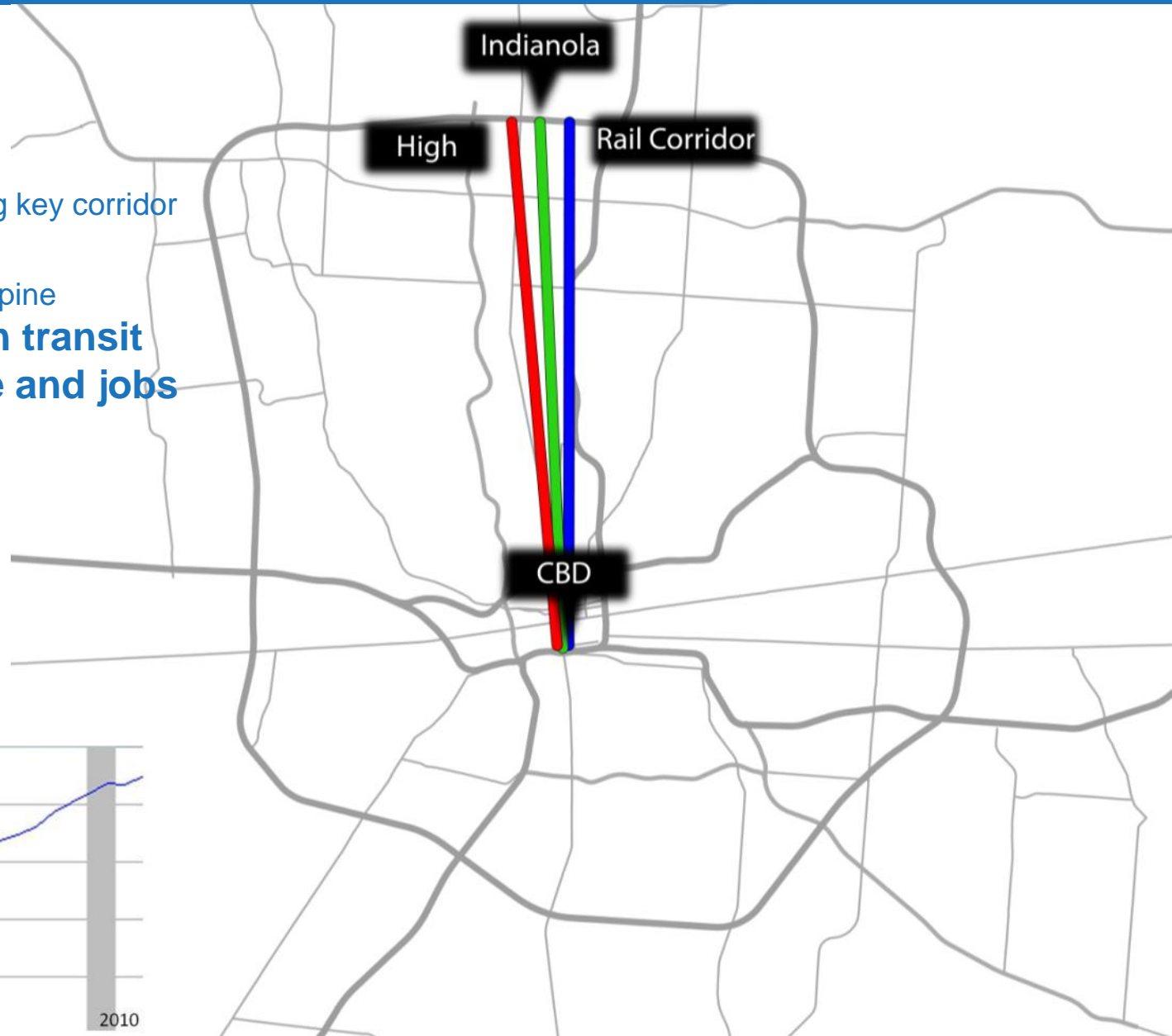
Purpose

- Strengthen existing key corridor

Service Model

- North/South LRT spine

SLC tops the US in transit connecting people and jobs



Economic

Development

POTENTIAL REDEVELOPMENT

670

315

RIVER/TRAIL & OPEN
SPACE ACCESS

EXISTING HIGHWAY
OVERPASS/UNDERPASS

NARROWED HIGHWAY PROFILE

NEW HIGHWAY FRONTAGE STREETS
LINED WITH DEVELOPMENT

CONSOLIDATE HIGHWAY ENTRY/
EXIT TO DISTRICT EDGES

W BROAD STREET

W TOWN STREET

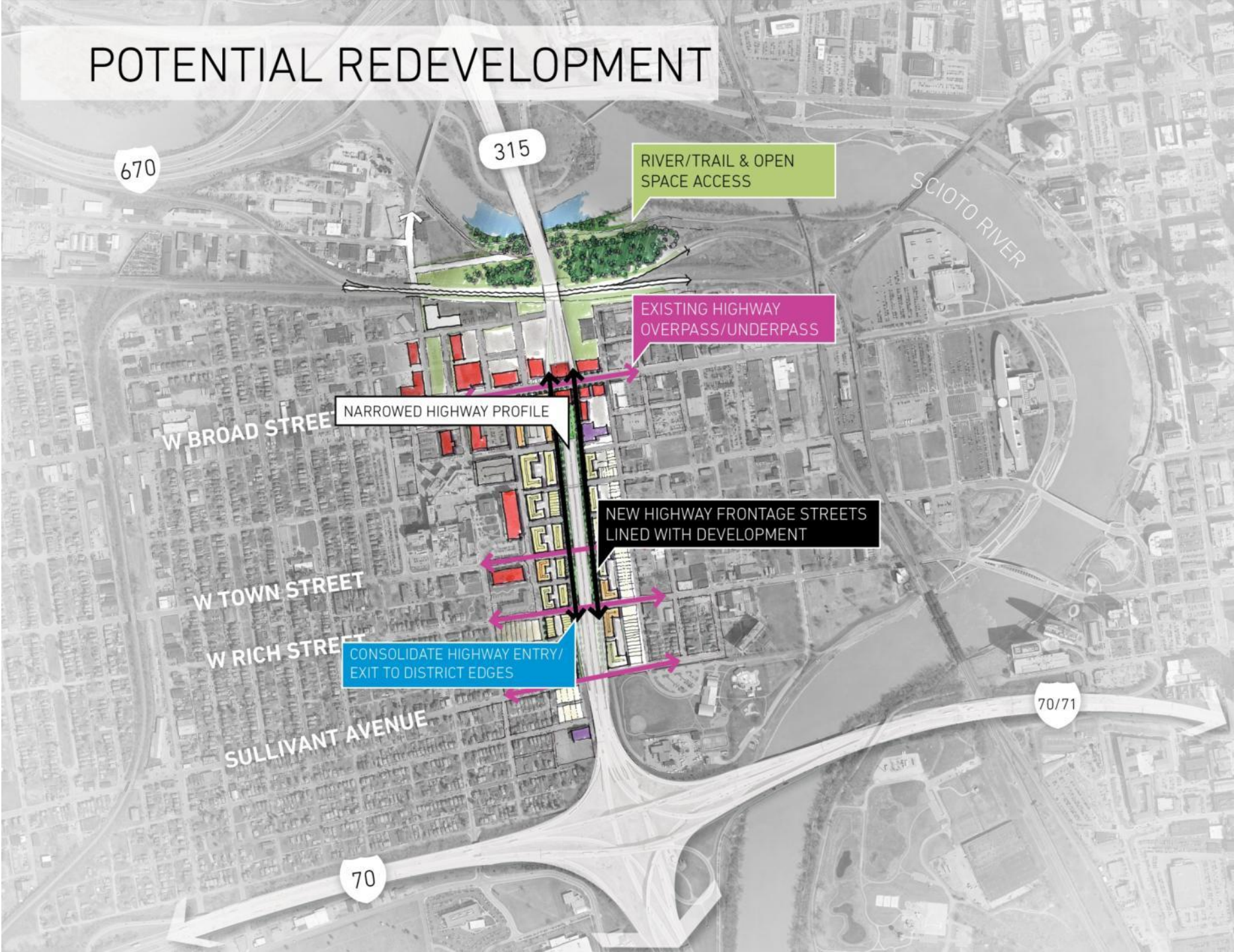
W RICH STREET

SULLIVANT AVENUE

SCIOTO RIVER

70/71

70



POTENTIAL REDEVELOPMENT

NORTH SECTION



Fort Washington Way

Cincinnati, Ohio



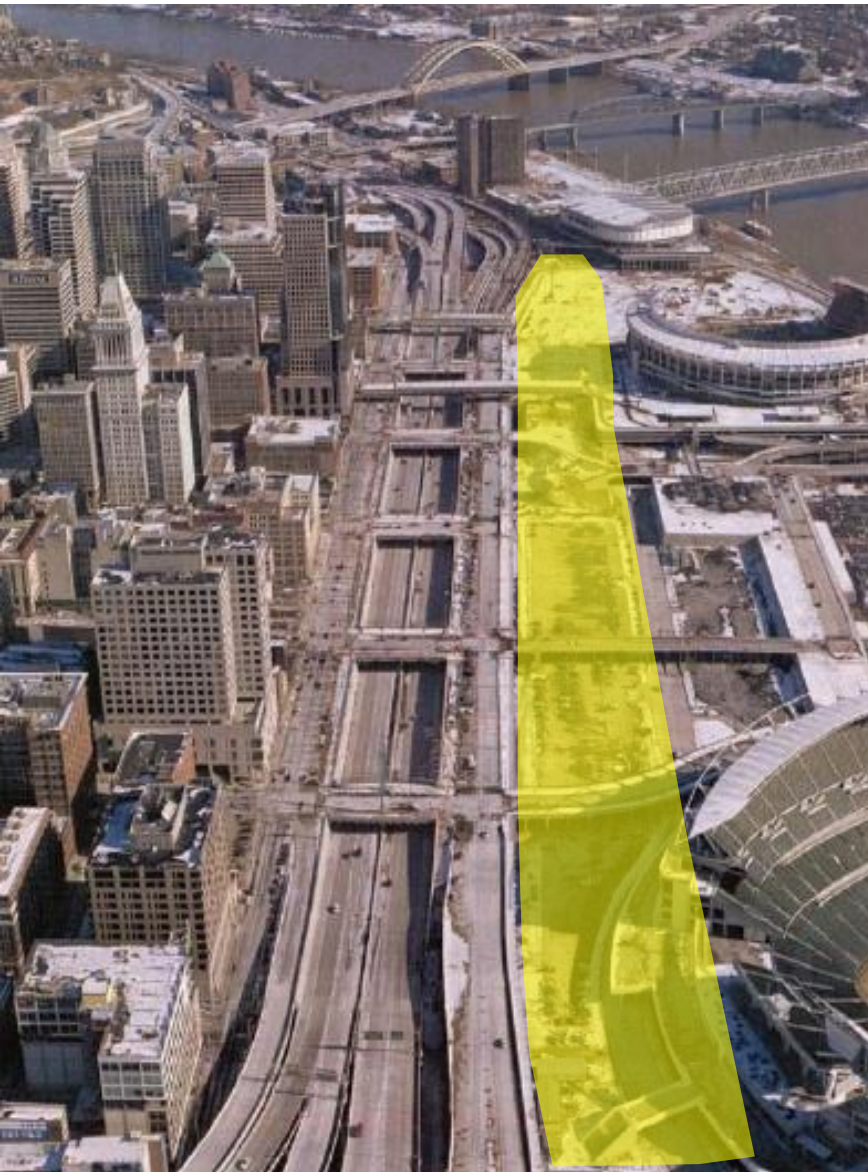
Fort Washington Way

Cincinnati, Ohio



Fort Washington Way

Cincinnati, Ohio



Fort Washington Way

Cincinnati, Ohio



DISCUSSION

THANK YOU