

Chapter 2: Demographic / Community Overview

CHAPTER 2: DEMOGRAPHIC/ COMMUNITY OVERVIEW

PURPOSE

The foundation for the *Columbus Recreation and Parks Master Plan* is the **demographic analysis** of Columbus and Franklin County.

The demographic data in this report include historical population data, population projections, and information on **age, gender, education, race, and household income**. The review and analysis of historical demographic data—and the population projections for this plan’s timeframe (through 2010)—will influence the following aspects of the master plan:

- Recommendations for **program development**;
- **Size and type** of recreation and park facilities; and
- The **distribution** of these assets throughout the city.

This overview also includes data on the **local economy, public safety, growth trends and land use, natural and cultural resources, and transportation** as they relate to recreation and parks.

The demographic analysis for the master plan is based on the City of Columbus’ Planning Areas. The Columbus Planning Division established these Planning Areas in the 1980s to provide boundaries for researching demographic information and for establishing planning policies. Because of annexation, the city’s municipal boundary is fragmented; thus, the **30 Planning Areas extend beyond city limits**, completely encompassing Columbus and Franklin County. Planning Areas are listed in **Table 2-1** and illustrated in **Figure 2-1**. **Figure 2-2** illustrates Planning Areas within the City of Columbus.

The primary source for the demographic data used to develop this report was the City of Columbus Web site (columbusinfobase.org). Other sources referenced included recently released data from the U.S. Census Bureau and from MORPC:

- Demographic data from the city’s Web site provided only 1990 data, estimates for 1998, and projections for 2003.
- U.S. Census Bureau data included year 2000 population data and race data.
- MORPC data included population projections for 2005 and 2010.

**Table 2-1
Planning Areas**

No.	Planning Area
1	Dublin Planning Area
2	Far Northwest Planning Area
3	Josephinum/Spring Hollow Planning Area
4	Northeast Planning Area
5	Northwest Planning Area
6	Northland Planning Area
7	Hilliard Planning Area
8	West Scioto Planning Area
9	West Olentangy Planning Area
10	Clintonville Planning Area
11	North Linden Planning Area
12	Agler/Cassady Planning Area
13	Near North/University Planning Area
14	South Linden Planning Area
15	Hilltop Planning Area
16	Franklinton Planning Area
17	Greenlawn/Frank Road Planning Area
18	Downtown Planning Area
19	Near East Planning Area
20	Eastmoor/Walnut Ridge Planning Area
21	Far East Planning Area
22	Near South Planning Area
23	Buckeye Planning Area
24	Marion-Franklin Planning Area
25	Eastland/Brice Planning Area
26a	Southwest One Planning Area
26b	Southwest Two Planning Area
27a	Southeast One Planning Area
27b	Southeast Two Planning Area
27c	Southeast Three Planning Area

POPULATION

In the past, the City of Columbus has experienced **population trends considered atypical** for the region. For example, while Ohio and most of the northeastern United States struggled to maintain population in the 1980s, **Columbus continued to grow at a steady pace** (Columbus Comprehensive Plan, 1993). It was projected that these growth trends would continue for Columbus, Franklin County, and the entire Columbus Metropolitan Statistical Area (MSA).

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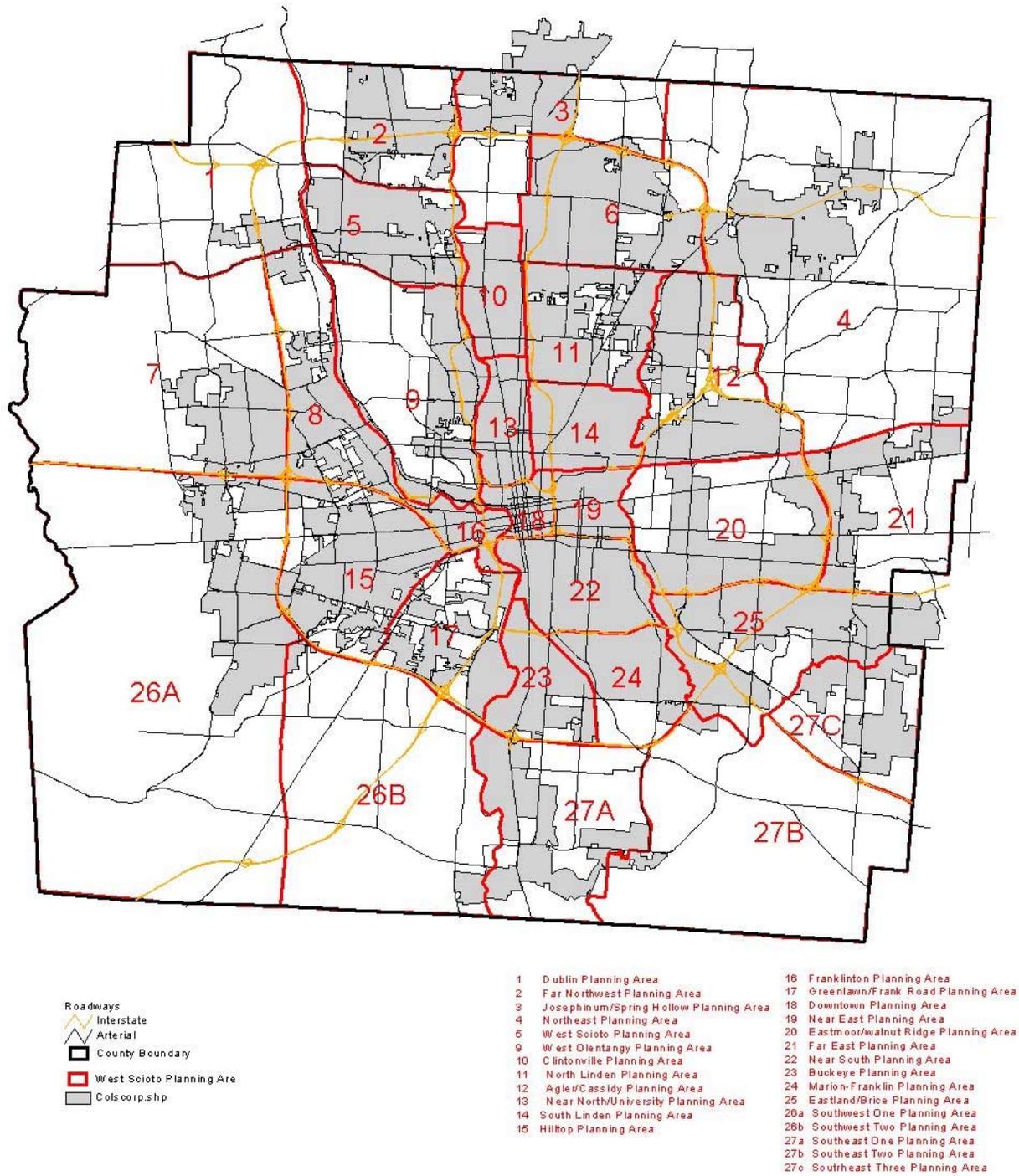


Figure 2-2

Planning Area Map Recreation and Parks Master Plan City of Columbus, Ohio



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Columbus has continued to grow since the 1980s. The 1990 population for Columbus was reported to be 632,910—an increase of more than 12 percent during the decade. (While only some of the 2000 U.S. Census information is available, the 2000 population for the City of Columbus was reported to be 711,470.)

The Columbus Planning Division, which conducted a population trends analysis, stated that the city's 1998 population was 665,458 persons—an increase of more than 5 percent in eight years (32,548 persons). **These same growth trends are also true for Franklin County**, which increased in population by more than 6 percent within the same timeframe, reaching a total 1998 population of 1,022,262.

The Mid-Ohio Regional Planning Commission (MORPC) has completed population projections for each of the Planning Areas for 2000, 2005, and 2010. (See **Table 2-2.**)

The population is expected to increase but at a slower pace compared to the 1980s.

Based on these projections, the population of the entire area—all 30 Planning Areas combined—was 1,068,798 persons in 2000.

The area is projected to grow nearly 6 percent between 2000 and 2005, reaching a population of 1,115,924, and then reaching a population of 1,164,578 in 2010—a growth of more than 4 percent. (See **Figure 2-3.**) The majority of the growth is projected to occur in the southern tier of Planning Areas, and in the north and northeastern areas, with a loss of population projected in the central portion of the city. **The migration of people from the central city to the suburbs is a common trend** occurring nationwide; this helps explain the projected population growth patterns.

AGE AND GENDER

Because **different age groups have different needs**, the city's age distribution is an important element to consider when planning for services and amenities.

According to the Ohio Department of Aging, the growth and change of the 60+ population is one of this century's most important demographic developments. **Increased longevity** is transforming the elderly from a small segment to a significant part of the overall community

population (Ohio Department of Aging State Plan, 2000-2003).

Additional trends related to the aging population are evident. **One trend is that longevity rates are not equal for men and women.** Women tend to live longer and have a lower mortality rate than men. The 1990 U.S. Census reported that gender distributions in Franklin County and the City of Columbus were consistent with nationwide trends. Both the city and county reported population distribution as **51.8 percent female and 48.2 percent male.** These distributions are expected to continue into the future.

The second trend is that the elderly minority population is expected to exceed the elderly white population throughout Ohio. The Ohio Department of Aging attributes this growth to increased immigration.

To identify concentrations of elderly and youths within the city, specific **age breakdowns were analyzed** for the 30 Planning Areas. These 30 Planning Areas were then grouped into **quadrants**—Northwest, Northeast, Southwest, and Southeast—so further generalizations could be made. (See **Figure 2-4** for a map showing Concentrations of Youths and Seniors according to Planning Areas and Quadrants.)

The existing and projected populations were divided into the age cohorts of 0 to 9, 10 to 19, 20 to 54, and 55 and older. (See **Table 2-3 and Figures 2-5 through 2-8.**) According to year 2000 data, the **oldest and youngest populations currently are located in the eastern portion of the city.** While it is projected that the youngest populations—youths and teens—will remain in this general area in the future, the **older population will shift to the Northwest Quadrant** of the city.

The Northeast Quadrant is projected to have the highest population in 2003 for teens (classified as ages 10 to 19) at 32,410 persons, followed closely by the Northwest Quadrant with 30,115 persons. While the **Southwest Quadrant is expected to have the highest percentage of growth** from 1990 to 2003—21.4 percent—it also is expected to have the lowest population in this age category, with 12,268 persons.

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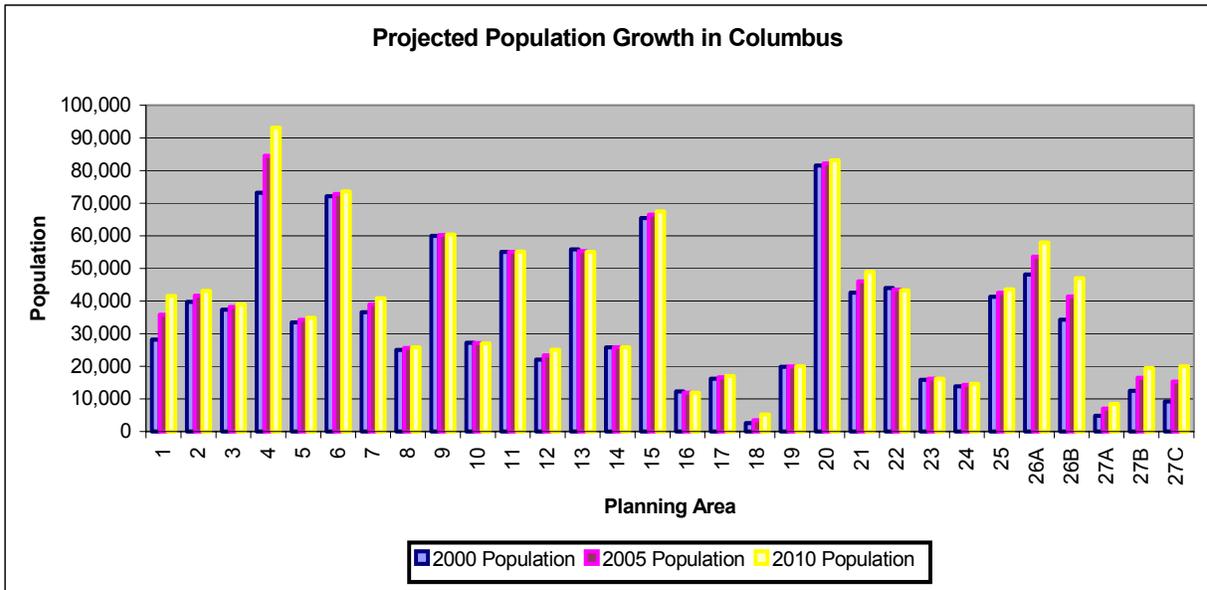
**Table 2-2
Population by Planning Area**

Planning Area No.	Population 2000			Population 2005 ⁴	Percentage Change From 2000-2005 ⁵	Population 2010	Percentage Change From 2005-2010
	USCB ¹	MORPC ²	Columbus ³				
1	30,100	28,203	3,678	35,791	26.90%	41,555	16.10%
2	40,087	39,788	33,541	41,662	4.71%	43,089	3.43%
3	41,977	37,352	19,567	38,178	2.21%	39,010	2.18%
4	71,982	73,201	17,461	84,566	15.53%	93,163	10.17%
5	35,788	33,408	33,991	34,223	2.44%	34,811	1.72%
6	72,991	72,135	66,269	72,848	0.99%	73,564	0.98%
7	43,137	36,546	20,476	38,980	6.66%	40,882	4.88%
8	25,835	24,998	18,111	25,610	2.45%	25,777	0.65%
9	59,966	60,022	17,844	60,238	0.36%	60,369	0.22%
10	26,344	27,153	25,607	27,091	-0.23%	27,030	-0.23%
11	54,831	55,078	48,786	55,096	0.03%	55,126	0.05%
12	22,857	22,032	11,409	23,393	6.18%	25,041	7.04%
13	54,691	55,875	54,691	55,344	-0.95%	55,073	-0.49%
14	22,384	25,807	22,384	25,872	0.25%	25,842	-0.12%
15	66,092	65,467	58,944	66,512	1.60%	67,455	1.42%
16	12,790	12,260	12,637	11,912	-2.84%	11,869	-0.36%
17	14,785	16,186	9,847	16,602	2.57%	17,004	2.42%
18	2,973	2,605	2,973	3,453	32.55%	5,213	50.97%
19	22,607	19,865	22,607	19,900	0.18%	20,013	0.57%
20	81,202	81,586	48,803	82,195	0.75%	83,135	1.14%
21	42,599	42,617	15,670	46,053	8.06%	49,014	6.43%
22	43,444	44,015	43,444	43,489	-1.20%	43,256	-0.54%
23	14,395	15,850	14,018	16,207	2.25%	16,147	-0.37%
24	12,551	13,826	9,524	14,261	3.15%	14,617	2.50%
25	43,139	41,315	32,801	42,533	2.95%	43,602	2.51%
26A	52,728	48,144	28,854	53,573	11.28%	57,942	8.16%
26B	32,688	34,270	990	41,443	20.93%	47,031	13.48%
27A	4,350	4,806	79	7,070	47.11%	8,469	19.79%
27B	13,830	12,497	2,202	16,497	32.01%	19,491	18.15%
27C	5,655	9,227	4,789	15,332	66.16%	19,988	30.37%
Total	1,068,798	1,056,134	701,997⁶	1,115,924	5.66%	1,164,578	4.36%

Notes: ¹U.S. Census Bureau year 2000 population.
²Year 2000 estimate by the Mid-Ohio Regional Planning Commission.
³Population of Columbus residents in Planning Area (www.columbusinfobase.org, 2002).
⁴Population projects prepared by the Mid-Ohio Regional Planning Commission.
⁵Percentage change based on Mid-Ohio Regional Planning Commission estimates and projections.
⁶U.S. Census Bureau year 2000 population was reported at 711,470 and not 701,997.
⁷The city estimates are based on a combination of block group and GIS data, which causes some discrepancies between the census and city's estimates.

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Figure 2-3
Population Growth from 2000-2010
 (Source: MORPC, 2000)



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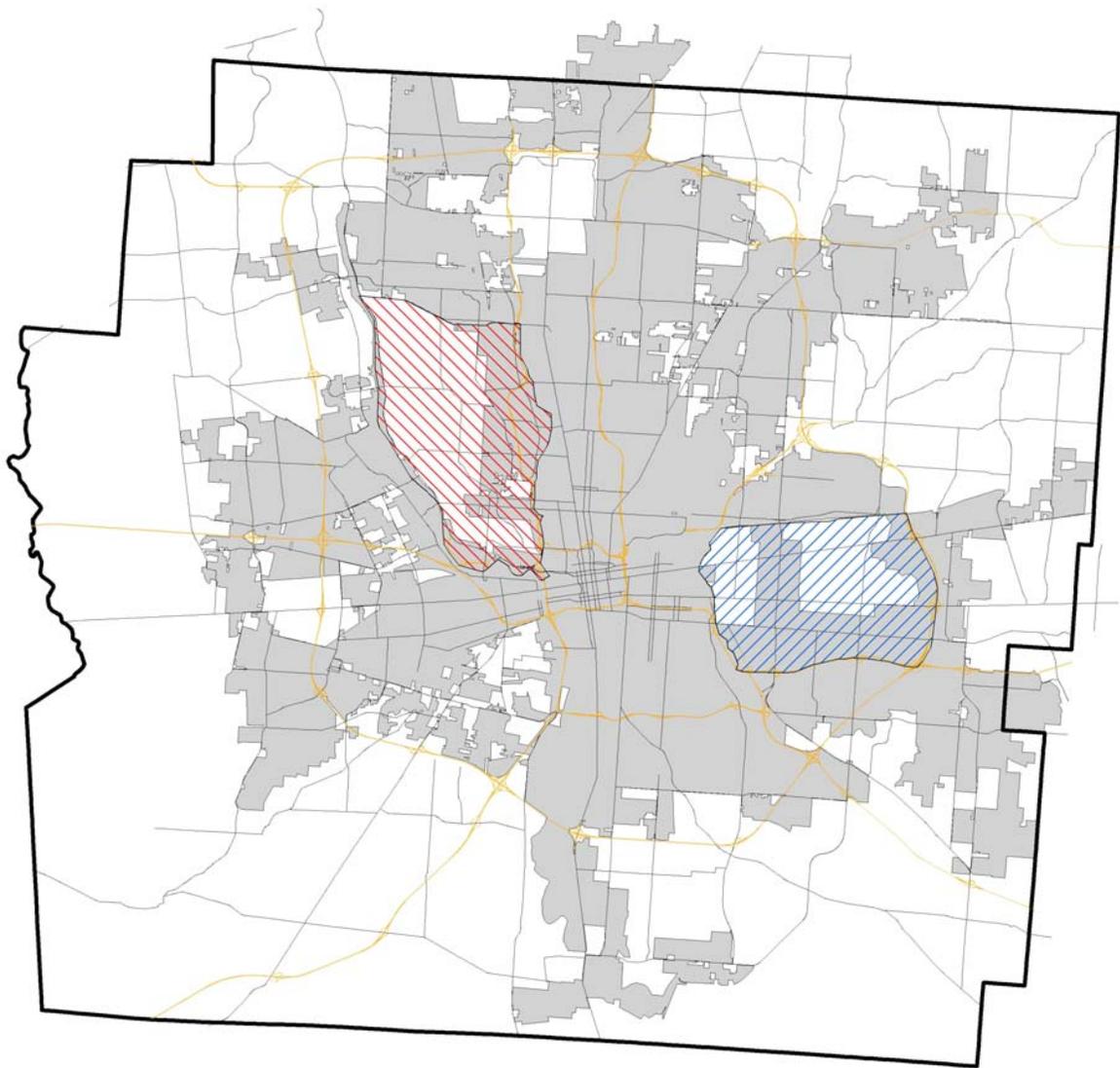


Figure 2-4
Concentration of Youths and Seniors
According to Planning Areas
and Quadrants
Recreation and Parks Master Plan
City of Columbus, Ohio



Legend

-  Youths
-  Seniors
-  Interstate
-  Arterial
-  County Boundary
-  Colscorp.shp

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**Table 2-3
Population by Age**

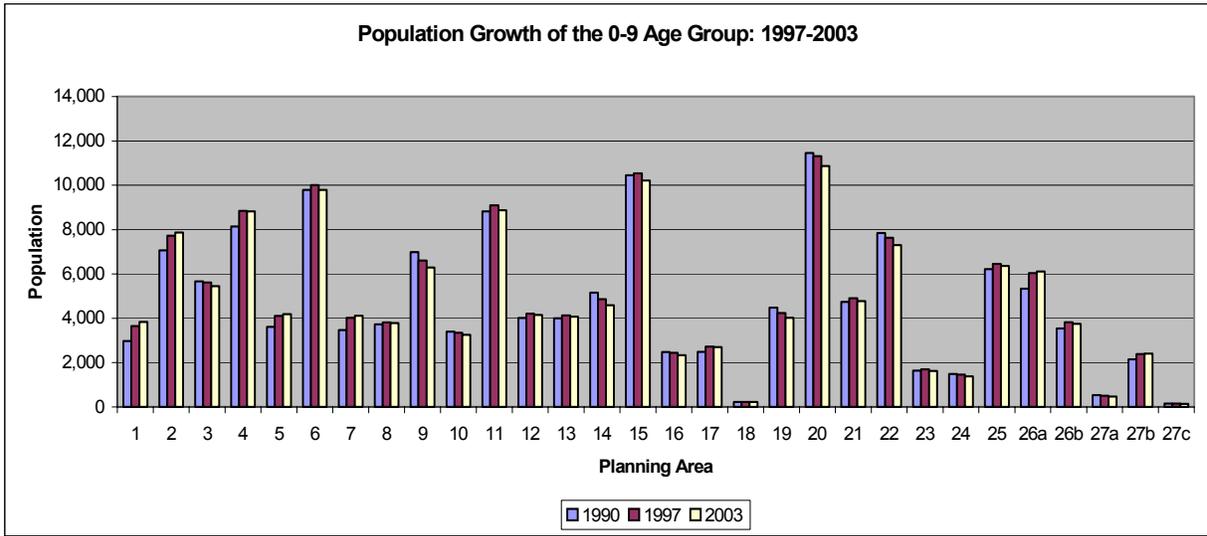
Area No.	1990				1997				2003			
	0-9	10-19	20-54	55+	0-9	10-19	20-54	55+	0-9	10-19	20-54	55+
1	2,972	2,032	8,928	1,594	3,645	2,605	11,623	1,945	3,829	3,001	12,489	2,340
2	7,064	4,742	22,747	2,938	7,725	5,272	25,359	3,196	7,866	5,823	26,168	3,700
3	5659	5,219	23,014	6,071	5,619	5,443	23,523	6,380	5,452	5,754	23,623	7,042
4	8,138	8,044	28,741	7,212	8,841	9,053	33,456	8,360	8,823	9,404	34,792	9,691
5	3,605	2,217	20,073	4,510	4,100	2,610	22,143	5,251	4,188	2,896	22,800	5,995
6	9,786	8,170	40,610	10,279	10,005	8,665	42,574	10,793	9,793	9,257	43,092	12,018
7	3,473	2,862	10,975	2,683	4,027	3,471	13,200	3,406	4,115	3,887	13,845	4,074
8	3,730	2,129	12,655	2,443	3,810	2,292	13,236	2,603	3,782	2,491	13,329	2,976
9	6,977	5,993	32,571	15,807	6,608	5,841	32,689	15,854	6,282	6,017	32,480	17,020
10	3,397	2,304	14,766	7,160	3,346	2,373	15,273	7,760	3,261	2,522	15,233	8,503
11	8,817	6,705	28,207	10,922	9,088	7,236	29,561	11,846	8,871	7,750	29,822	13,117
12	4,005	3,528	11,167	3,945	4,213	3,887	12,380	4,435	4,148	4,188	12,739	5,006
13	3,993	10,784	40,635	3,831	4,133	11,572	40,860	4,303	4,067	11,751	41,557	4,797
14	5,149	5,129	12,691	5,674	4,862	5,033	12,463	5,635	4,592	5,206	12,317	6,109
15	10,453	9,691	32,862	12,911	10,538	10,123	34,137	13,991	10,214	10,712	34,286	15,474
16	2,473	1,814	5,708	2,377	2,438	1,844	5,717	2,504	2,338	1,935	5,716	2,736
17	2,494	2,207	7,567	2,399	2,722	2,596	8,706	2,870	2,696	2,851	9,010	3,316
18	221	329	3,670	1,456	225	342	3,608	1,602	220	354	3,583	1,727
19	4,487	3,581	10,213	5,631	4,239	3,564	10,016	5,786	4,025	3,716	9,870	6,230
20	11,454	10,348	42,504	19,069	11,305	10,667	43,728	19,999	10,864	11,222	43,822	21,880
21	4,737	4,390	19,716	6,234	4,906	4,737	21,338	6,804	4,777	5,066	21,744	7,659
22	7,843	7,171	24,095	9,423	7,632	7,233	24,197	9,722	7,303	7,581	24,112	10,603
23	1,644	1,886	5,986	2,453	1,697	2,042	6,536	2,620	1,633	2,163	6,658	2,943
24	1,491	1,769	4,950	2,197	1,457	1,785	5,133	2,235	1,375	1,848	5,149	2,468
25	6,218	5,491	22,075	3,810	6,454	5,906	23,707	4,149	6,362	6,359	24,243	4,727
26a	5,336	5,091	18,979	4,912	6,043	5,901	22,176	5,377	6,104	6,508	23,271	6,120
26b	3,537	3,600	12,283	4,929	3,822	4,027	14,110	5,772	3,748	4,329	14,584	6,623
27a	525	675	2,182	1,118	504	680	2,269	1,135	473	698	2,269	1,240
27b	2,147	1,912	6,525	1,863	2,388	2,244	7,772	2,296	2,402	2,482	8,201	2,684
27c	152	169	629	478	149	175	663	525	141	181	666	570

Source: http://www.columbusinfobase.org/_private/pa/1/populate.htm, 07/19/2000.

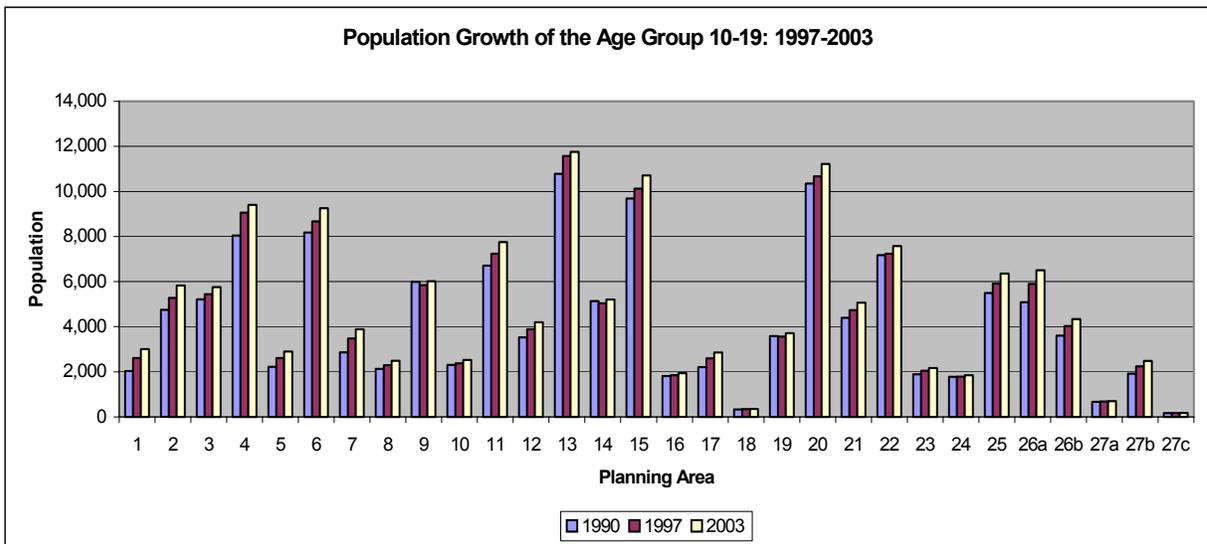
Note: Data by age cohort is not available for populations within the City of Columbus.

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**Figure 2-5
Population Growth of Age Group 0-9**

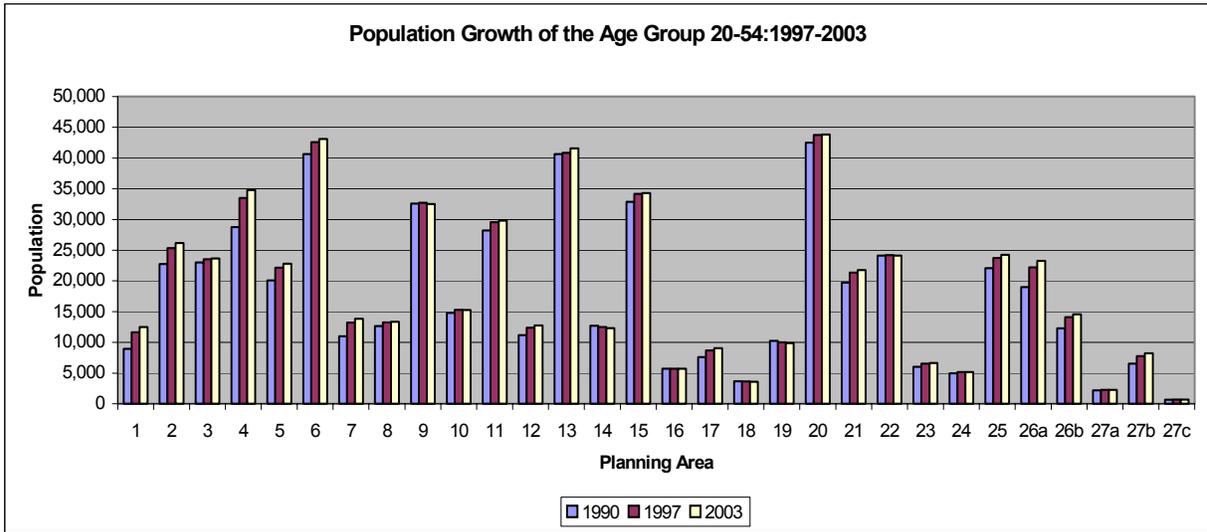


**Figure 2-6
Population Growth of Age Group 10-19**

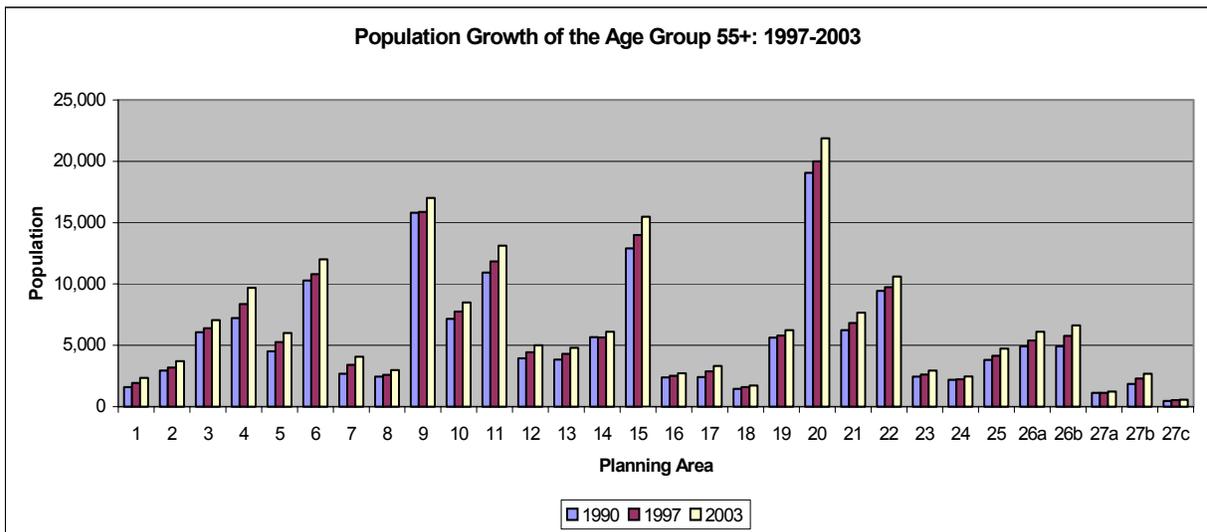


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**Figure 2-7
Population Growth of Age Group 20-54**



**Figure 2-8
Population Growth of Age Group 55+**



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The Northeast Quadrant is projected to have the largest population of youths (ages 0 to 9) in 2003, with 34,506 persons. But this population is expected to decrease from 1990 by 3 percent. The Northwest Quadrant is projected to have the second-largest youth population in 2003, while the Southwest Quadrant is expected to have the highest percentage of growth in its youth population—5.4 percent.

In 2003, it is projected that the **oldest populations** (age 55+) will be in the **Northwest Quadrant and along the city's outer boundaries**. For the same time period, it is projected that the **youngest populations** (youths and teens) will be in the central portion of the city.

The Near North/University Planning Area (Planning Area 13) contains **the greatest number of teens** (ages 10 to 19). However, because The Ohio State University is located in this Planning Area, the numbers may be skewed. The population of youths (ages 0 to 9) in this area is one-third of the teen population.

The Eastmoor/Walnut Ridge Planning Area (Planning Area 20) has the highest population of both teens (ages 10 to 19) and youths (ages 0 to 9). This is compatible with the residential neighborhood pattern in the area; Bexley and Whitehall are popular neighborhoods for families. The **Eastmoor/Walnut Ridge Planning Area is projected to continue to have the largest population of youths and teens** through 2003, with 10,864 youths and 11,222 teens.

Note that the data used for this analysis only provided projections to 2003. However, it is likely that more shifts in the concentration of youth, teens, and seniors could occur within the plan time frame (to the year 2010).

EDUCATIONAL ATTAINMENT

The Columbus metro area is considered to be a highly educated community. This can be attributed to the numerous educational institutions and advanced educational opportunities within the city.

Based on the 1990 population of persons over age 25 for the entire city, **nearly 80 percent have received at least a high school diploma** (303,353 persons). **Almost 50 percent of these persons have completed some post high school education.** These percentages are higher than the state averages. Based on 1990 U.S. Census data for Ohio, 60 percent of the total population obtained a high school diploma, with 39 percent participating in some post high school education. Note that Ohio has also been identified as being well below the national average in the number of adults with a college education but above the national average in the percentage of high school graduates. The state's high school dropout rate is one of the nation's lowest (Demographic Forecasts, Educational Attainment, and Sponsored Research in Ohio, 1996).

Educational attainment levels have been further analyzed based on Planning Areas. Overall, **persons living in the northern half of the city have obtained higher levels of education.** An average of 94 percent of these populations have received a high school diploma at a minimum. The **lowest educational attainment levels are in the central and southern sections** of the city. These areas report a maximum of 60 percent of the population over age 25 as finishing high school. **Table 2-4** and **Figure 2-9** include data on educational attainment by Planning Area.

RACE

Columbus—known for its diversity—is projected to become even more diverse over the next decade. Based on information from the Ohio Board of Regents, Ohio's population will become more ethnically and racially diverse over the next decade. This trend is expected as African American/black, Asian, and Hispanic populations continue to grow at a slightly more rapid pace because of higher birth rates and immigration levels. This is consistent with national trends.

The City of Columbus reported that **74 percent of the entire population in 1990 was white.** The second-largest racial component was the African American/black population, at 23 percent. The Asian population was only 2.4 percent for the entire area. These statistics indicate that **Columbus was slightly more diverse than Franklin County in 1990.**

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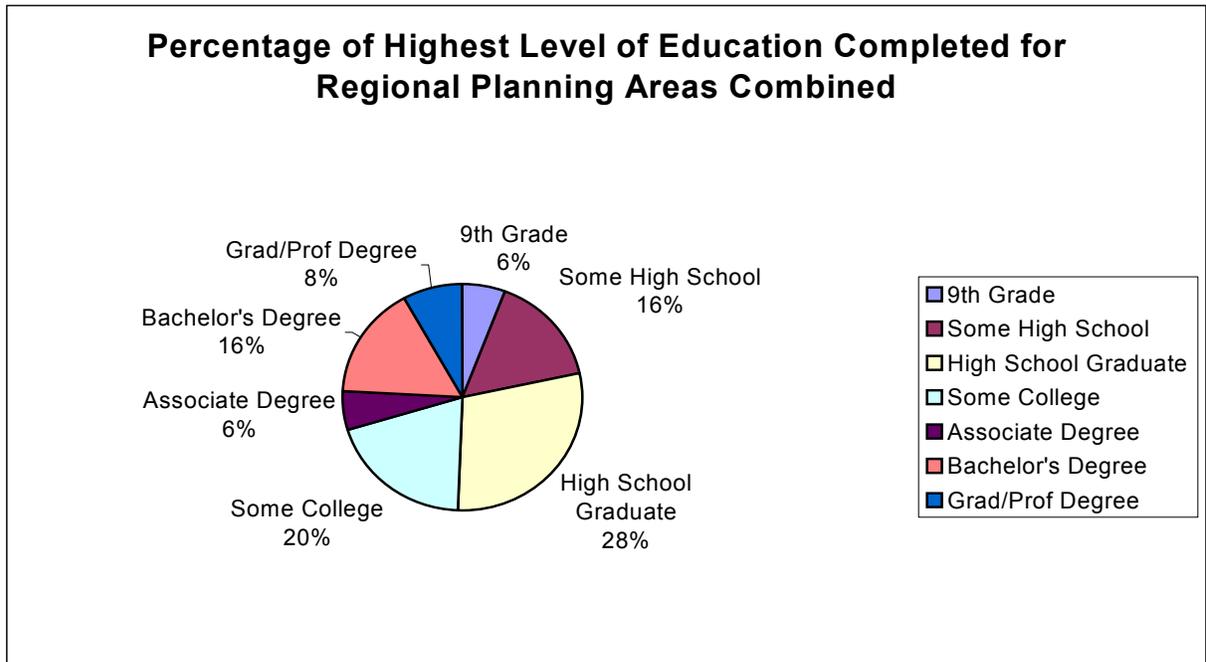
**Table 2-4
Education by Planning Area**

Planning Area	9th Grade	Some High School	High School Graduate	Some College	Associate Degree	Bachelor's Degree	Grad/Prof Degree	Total
Total City	22,537	61,598	112,042	75,882	21,672	62,097	31,660	387,488
1	102	321	1,752	1,833	642	3,680	1,730	10,060
2	208	422	3,640	4,750	1,651	8,452	4,055	23,178
3	375	1,221	4,768	5,635	1,748	7,539	4,339	25,625
4	541	2,184	8,398	7,301	2,415	8,663	3,764	33,266
5	287	717	3,564	4,403	1,350	6,501	3,644	20,466
6	1,003	3,739	13,271	10,552	3,203	8,955	3,107	43,830
7	489	1,630	4,389	2,657	795	1,955	648	12,563
8	318	1,049	2,900	3,082	978	3,597	1,779	13,703
9	756	1,826	6,728	8,210	2,340	13,459	9,995	43,314
10	295	1,237	4,076	4,063	1,103	5,876	3,849	20,499
11	2,445	7,109	12,657	6,623	1,749	2,802	1,022	34,407
12	907	2,390	4,568	2,812	807	1,346	584	13,414
13	1,325	2,656	3,671	4,736	994	5,265	3,942	22,589
14	1,871	5,218	5,448	2,488	544	724	272	16,565
15	3,428	9,756	16,005	6,539	1,711	2,369	724	40,532
16	1,236	2,761	2,100	654	207	121	71	7,150
17	931	2,454	3,325	1,240	319	381	51	8,701
18	327	866	867	825	204	556	401	4,046
19	1,844	4,174	4,101	2,326	601	794	430	14,270
20	2,260	7,440	18,012	11,867	2,676	8,222	4,579	55,056
21	664	2,117	7,272	5,068	1,760	3,988	2,017	22,886
22	3,300	7,846	8,910	4,399	1,306	2,586	1,333	29,680
23	1,084	2,352	2,965	806	187	157	53	7,604
24	628	1,865	2,406	1,074	184	197	75	6,429
25	792	2,866	8,564	5,190	1,481	2,417	720	22,030
26a	1,122	3,204	8,911	4,196	1,086	1,999	589	21,107
26b	893	2,278	6,381	3,059	867	1,566	606	15,650
27a	280	755	1,290	414	92	112	45	2,988
27b	270	1,188	3,015	1,497	469	744	325	7,508
27c	77	115	508	223	19	64	61	1,067

Note: Population figures for each **Planning Area** include the entire Planning Area—both inside and outside City of Columbus limits. Population figures for the **Total City** include populations from all Planning Areas inside City of Columbus limits.

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Figure 2-9
Education Levels



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Franklin County reported 82 percent of the population as white, 16 percent as African American/black, 2 percent as Asian, and 1.3 percent as Hispanic.

Racial estimates and projections have been completed for Columbus and Franklin County for 1998 and 2003. The racial composition is projected to change in both the city and county; **the white population will be decreasing in overall percentage.** It was estimated that in 1998, the white population was 71.5 percent of the total city population and would decrease to 70 percent by 2003. It was estimated that the African American/black population would increase to 25 percent and 26 percent of the total city population in 1998 and 2003, respectively. It also was estimated that the Asian population would increase to 3.1 percent and 3.5 percent of the total city population in 1998 and 2003, respectively.

U.S. Census data for 2000 revealed that the city's population was 67.9 percent white, 24.5 percent African American/black, 3.4 percent Asian, and 2.5 percent Hispanic. Other races accounted for 1.5 percent of the population.

Franklin County as a whole also experienced an increase in ethnic population. The 2000 census revealed that the population is:

- 75.5 percent white;
- 17.9 African American/black;
- 2.3 Hispanic;
- 0.3 percent Asian; and
- 1.7 percent other races.

Figure 2-10 illustrates the change in minority populations.

INCOME

Per capita and median household income increased substantially between 1990 and 1998 throughout Columbus and Franklin County. These increases are representative of a strong local economy and abundant job opportunities in and around the city.

During this eight-year period, the city's per capita income increased more than 30 percent, to \$17,397, and the median household income increased more than 30 percent, to \$34,791. The county's income, which is somewhat higher than the city's, grew slightly less aggressively

over the same eight years. The per capita income increased by 27 percent, reaching a high of \$18,090 in 1998, and the median household income for the county was reported at \$35,352, an increase of 29 percent from 1990.

Note that income statistics acquired from the City of Columbus Web site do not account for inflation. This information is summarized in **Table 2-5** and **Figure 2-11**.

Planning Areas with the highest 1998 median household income are in the far west side of the community; Planning Areas with the lowest 1998 median household income are in the very center of the city. The rest of the city has fairly evenly dispersed income. With the exception of the Southeast Three Planning Area, which still can be characterized as rural, **both per capita and median household incomes will continue to rise between 2000 and 2003 for both Columbus and Franklin County.** The per capita income in the Southeast Three Planning Area was projected to increase by 2003, but the median household income was projected to decrease by 2003 (City of Columbus Web site, www.columbusinfobase.org, 2000).

ECONOMY

The Columbus metropolitan area economy is very healthy because of several factors:

- An excellent regional location;
- A highly educated workforce; and
- A diversity of businesses.

The metro area is home to several Fortune 500 company headquarters including Wendy's International and The Limited, Inc. Federal, state, and local government employees make up a high percentage of the workforce. Education and health professions also employ a large number of Columbus residents. **Because the economy continues to grow at a healthy rate, the numbers of employees continue to rise, and the unemployment rate remains at a very low level.**

The annual unemployment rate for the metro area in 1999 was only 2.63 percent—extremely low compared to Ohio's rate, at 4.24 percent, and the nation's rate, at 4.04 percent.

Chapter 2: Demographic / Community Overview

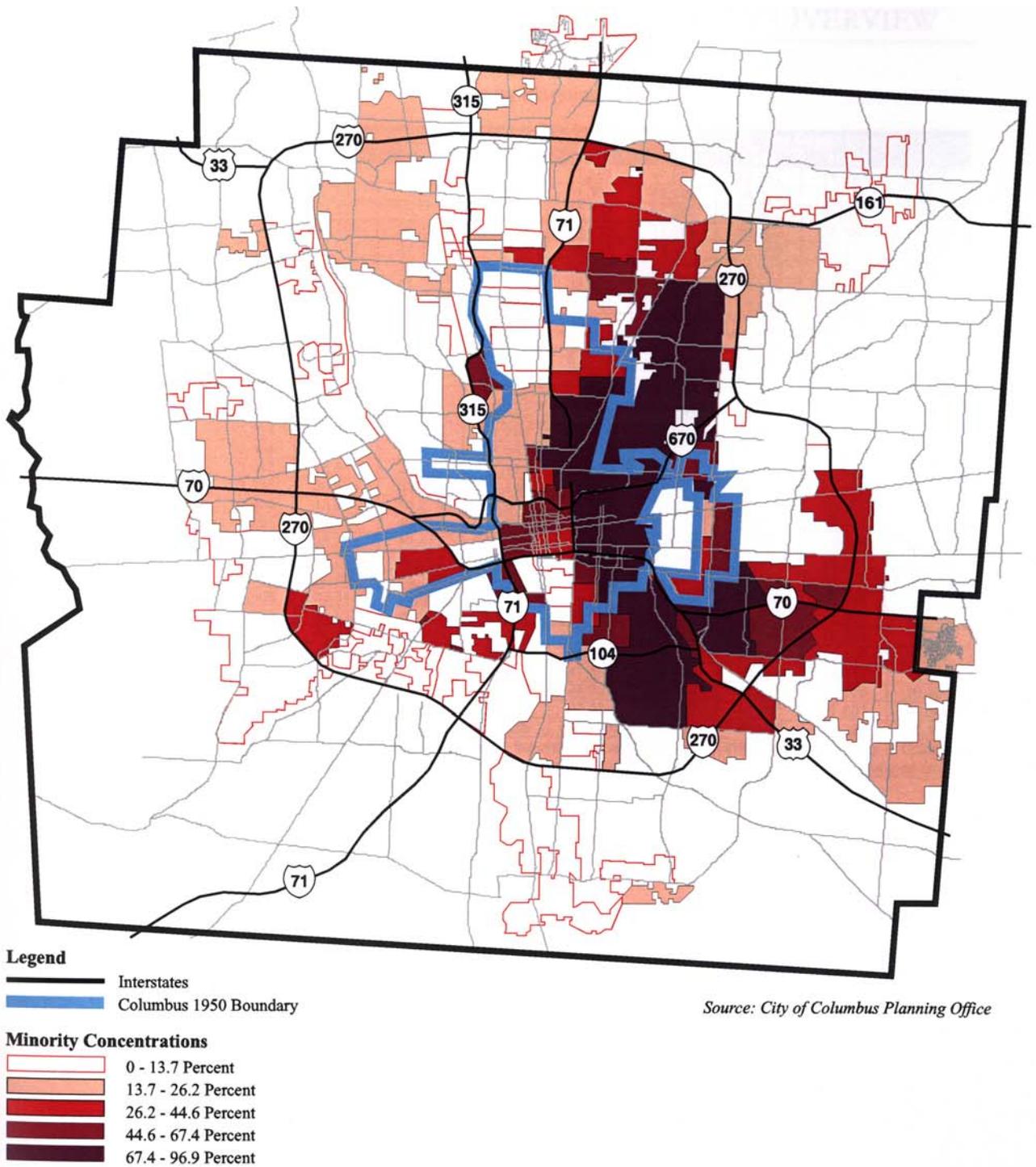


Figure 2-10

Minority Concentrations

Recreation and Parks Master Plan

City of Columbus, Ohio

Chapter 2: Demographic / Community Overview

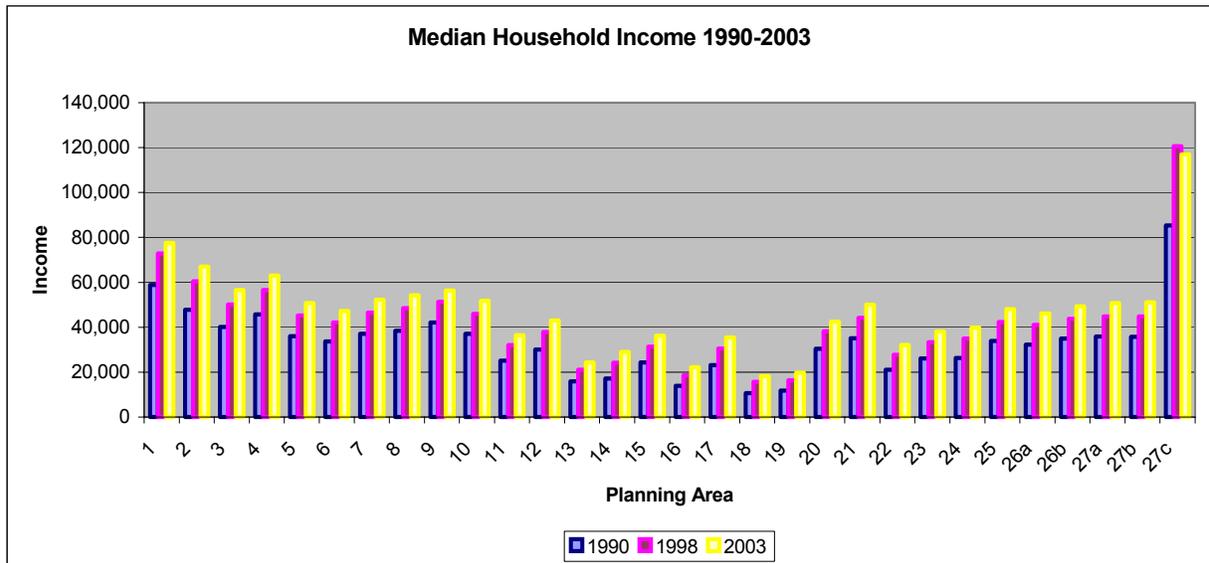
**Table 2-5
Income by Planning Area**

Planning Area	Median Household Income (\$)			Average Household Income (\$)			Per Capita Income (\$)		
	1990	1998	2003	1990	1998	2003	1990	1998	2003
Total City	26,651	34,791	39,681	31,860	41,357	47,233	13,151	17,397	20,106
1	58,815	72,761	77,423	66,845	81,397	89,780	24,395	30,365	33,994
2	47,759	60,445	66,956	62,638	77,223	85,808	21,922	27,803	31,250
3	40,139	50,155	56,529	52,343	64,416	71,769	20,202	25,030	28,252
4	45,729	56,528	62,934	51,633	65,024	73,425	18,960	23,433	26,786
5	36,022	45,198	50,675	41,077	52,426	59,350	19,543	25,561	29,316
6	33,623	42,036	47,255	37,516	48,305	54,909	15,710	20,554	23,656
7	37,072	46,513	52,190	40,511	51,791	58,939	13,954	18,718	21,558
8	38,476	48,483	54,173	42,592	52,363	58,893	17,955	22,427	25,450
9	42,064	51,297	56,358	50,837	59,744	66,197	22,354	26,952	30,341
10	37,017	45,941	51,736	40,352	51,044	57,611	18,776	24,034	27,495
11	25,104	32,067	36,484	27,735	35,951	41,354	11,278	14,863	17,309
12	30,018	37,833	42,991	31,768	41,535	47,835	11,255	14,907	17,406
13	15,892	21,006	24,293	20,744	27,283	31,432	9,882	13,162	15,321
14	17,234	24,205	28,958	21,249	28,298	33,082	7,648	10,432	12,315
15	24,364	31,273	36,280	28,062	36,243	41,682	10,829	14,442	16,819
16	13,947	18,611	22,159	17,183	22,623	26,455	6,347	8,551	10,101
17	23,155	30,536	35,374	27,448	35,834	41,461	9,561	12,351	14,345
18	10,604	15,636	18,279	16,801	21,353	24,127	9,000	12,094	13,984
19	11,797	16,390	19,719	17,545	23,247	27,060	7,304	9,879	11,617
20	30,433	38,219	42,417	44,345	50,710	56,839	18,387	21,228	24,111
21	35,112	44,222	50,003	42,201	53,834	60,854	16,933	22,274	25,509
22	21,089	27,750	32,121	26,050	32,698	37,442	11,413	14,624	16,871
23	26,066	33,343	38,068	30,191	38,971	44,753	10,893	14,045	16,327
24	26,268	34,913	39,832	30,134	39,289	45,059	10,427	13,807	16,036
25	33,858	42,290	48,083	33,466	43,170	49,363	12,346	16,224	18,784
26a	32,233	40,969	46,162	36,295	46,061	52,236	13,965	18,180	20,878
26b	34,950	43,685	49,291	36,891	47,697	54,520	13,801	18,042	20,894
27a	35,819	44,766	50,729	34,955	44,903	51,404	13,511	16,786	19,405
27b	35,714	44,792	51,017	38,952	49,634	56,337	13,661	17,891	20,568
27c	85,362	120,625	116,877	91,485	122,130	142,945	43,299	39,327	46,149

Note: Population figures for each **Planning Area** include the entire Planning Area—both inside and outside City of Columbus limits. Population figures for the **Total City** include populations from all Planning Areas inside City of Columbus limits.

Chapter 2: Demographic / Community Overview

Figure 2-11
Median Household Income



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In October 2001, the unemployment rate for Columbus was 3.5 percent. Unemployment rates as low as these create shortages of qualified employees within the metro area, forcing companies to recruit new employees from outside the region to meet staffing needs.

Although many factors affect a person's decision to relocate, quality of life and recreation opportunities are important factors in the decision-making process.

Communities with quality recreation programs and facilities help local businesses compete for quality employees.

portions of Columbus. This discussion in no way attempts to identify causes of crime; it is meant to reinforce the **potential for the CRPD to help prevent future crimes** by:

- Continuing to collaborate with the police department;
- Offering creative programming for at-risk youth; and
- Designing safe environments at parks and other CRPD facilities.

PUBLIC SAFETY

The Web site for the City of Columbus includes summary reports of annual criminal activity for each precinct. The most recent data encompassing an entire calendar year are for 1999. **Table 2-6** summarizes the number of reported crimes in the past few years.

Although the total number of reported crimes has increased since 1997, the numbers of each type of crime have varied over the past few years. For example, the number of murders has risen slightly; the number of rapes has decreased slightly.

**Table 2-6
Crime Statistics Listed by Year**

Offense	1997	1998	1999
Murder and Manslaughter	108	109	113
Forcible Rape	696	668	650
Robbery	3,104	2,615	3,026
Aggravated Assault	2,103	2,040	2,046
Other Assaults	19,040	20,372	19,306
Burglary	13,453	13,526	14,070
Larceny (Less than \$500)	26,644	8,732	8,919
Larceny (More than \$500)	9,239	27,606	25,740
Vehicle Theft	7,618	7,897	7,277
Forgery	1,170	1,311	2,268
Fraud/Embezzlement	1,662	2,049	1,906
Indecent Exposure	174	184	150
Molestation	256	292	249
Other Sex Crimes	—	—	193
All Other	—	—	19,585
Total	85,267	87,401	105,498

Source: City of Columbus, 2001.

The type of crime also varies by location.

The central portion of the city has a higher number of violent crimes. Less violent crimes such as larceny are more prevalent in the outer

GROWTH TRENDS AND LAND USE

The City of Columbus has a hierarchy of planning documents that creates the vision for future development patterns in the city.

This hierarchy stems from the city's 1993 Comprehensive Plan. The city also develops plans for distinct geographic areas to allow more specificity in analysis and recommendations. Such plans include Quadrant Plans (Northwest, Northeast, Southwest, and Southeast), a concept also used by MORPC for transportation planning. Interstate 70 and I-71 define the geographic boundaries of these quadrants.

Typically, historical growth in the metro area has been within the I-270 beltway. In recent years, however, growth outside the beltway has increased, and this trend is beginning to establish another geographic framework for planning.

The Columbus Planning Division further subdivides the city into 30 area plans, and special area plans such as the Far North Plan. As stated previously, the 30 Planning Areas incorporate the City of Columbus and the balance of Franklin County.

Growth in Columbus and Franklin County

During the 1980s, housing stock increased by 22 percent, and annexation produced most of the population growth. The city's land base has increased dramatically since 1950, when Columbus encompassed only 42 square miles. **By 2000 the city had grown to 220 square miles.**

Chapter 2: Demographic / Community Overview

While 1993 Comprehensive Plan indicated that growth was most likely in the Northwest Quadrant, growth patterns have changed in the past several years. All quadrants have experienced growth in recent years and this trend will likely continue in areas of Columbus and Franklin County. **(See Figure 2-12.)**

All areas of the county will experience some growth. The city has prepared plans that offer a vision for future development patterns and state policies to guide growth. These plans are summarized in the following paragraphs.

Future Land Use in Columbus and Franklin County

■ Northwest Quadrant

Historically, the Northwest Quadrant has been a high-growth area. **However, because much of the land has been developed, growth is expected to slow over the next few years.**

This area is characterized by large-scale commercial development, particularly along the Sawmill Road corridor. Other large-scale land uses such as Don Scott Field and Wendy's International headquarters influence the area's character. Multifamily residential developments also are becoming a prominent land use in the Sawmill Road corridor.

The city's recommendations for recreation land use in this area, which are similar to recommendations for the Northeast Quadrant, include providing **neighborhood parks within one-fourth of a mile of residential neighborhoods, and community parks within 2 miles of residential neighborhoods.**

Also located in the Northwest Quadrant is the Darby Creek watershed. Darby Creek has been designated as a National Scenic River, a Nature Conservancy "Last Great Place." By Ohio Environmental Protection Agency (EPA) standards, Darby Creek has water quality in full attainment for warm water habitat, the most rare and most desirable rating. Darby Creek extends into the Southwest Quadrant.

■ Northeast Quadrant

This portion of the county still has a large amount of undeveloped land. However, **several large-scale developments are reducing the amount of undeveloped land here.** The Limited, Inc., a Fortune 500 company with headquarters in Columbus, is developing a 1,100-acre site for a new corporate headquarters and distribution center complex. This site could employ approximately 16,000 people. The city has identified this site as a mixed-use development that incorporates office, distribution, and auxiliary retail uses. The distribution center and some office space has been constructed already. However, the site has not yet been fully built-out, and the time frame for complete build-out is unknown.

Another large-scale development that has occurred since publication of the Northeast Plan in 1994 is the Easton Town Center complex at I-270 and Easton Way.

The city's recommendations for residential development include **constructing low-density single-family units in appropriate areas**, to protect them from commercial and industrial developments, **and obtaining sites for future schools** in developing areas. Residential development densities will be affected by aircraft operations from Port Columbus International Airport and the existing residential character.

The city's **recommendations for commercial development** include the following:

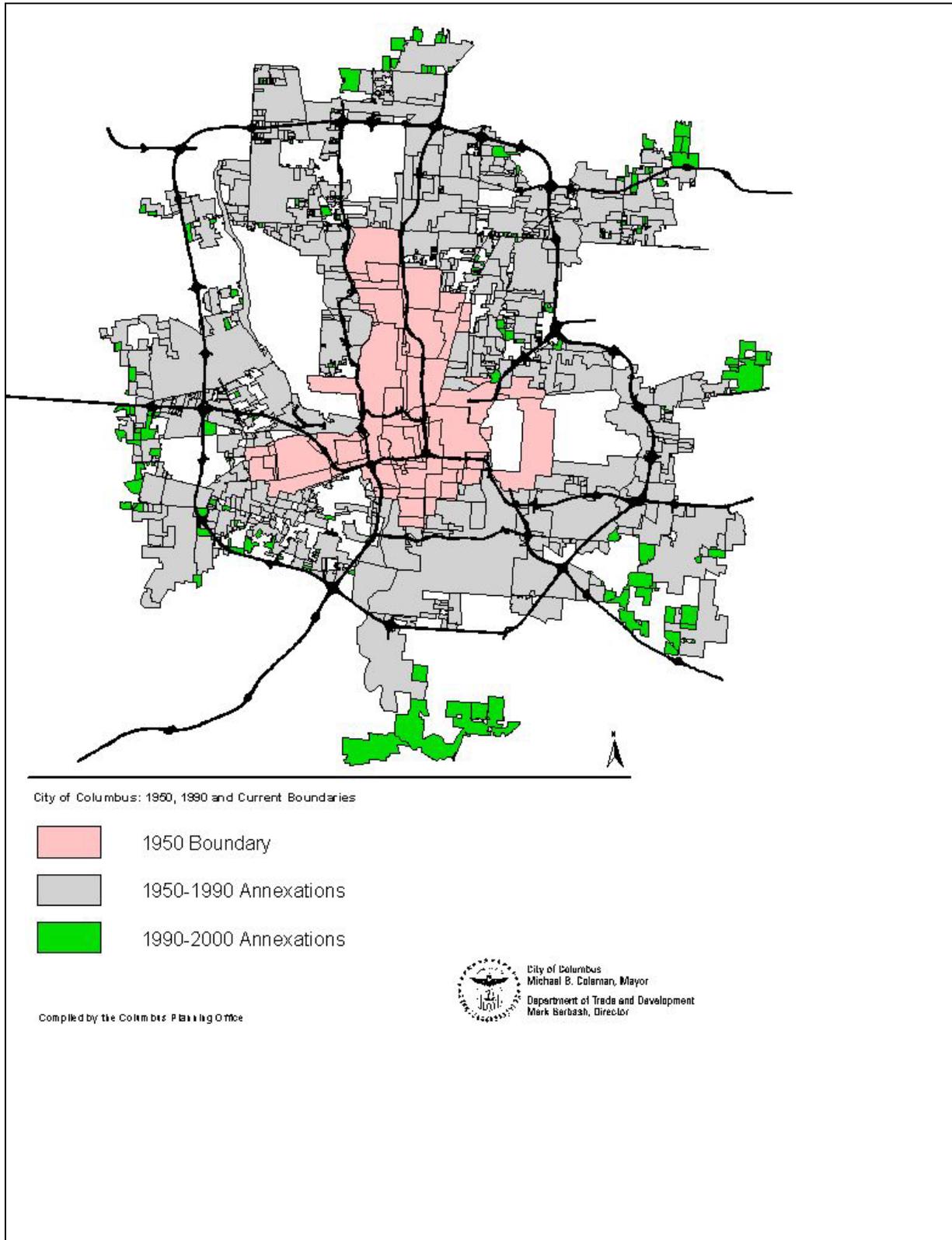
- Redeveloping existing commercial sites;
- Placing major commercial activity in planned or limited districts to ensure that developments meet proper standards,
- Using office developments as a transition between residential and commercial uses; and
- Providing commercial services at neighborhood scales.

The city's recommendations for **recreational land use** in the Northeast Plan include the following:

- Having parks within 2 miles of all residents;
- Making parks at least 5 acres; and
- Adding greenways between all parks to connect them and the various neighborhoods.

Chapter 2: Demographic / Community Overview

**Figure 2-12
Growth Patterns**



Chapter 2: Demographic / Community Overview

■ Southwest Quadrant

The Southwest Quadrant is considered a relatively low-growth area because of several environmentally sensitive areas. Most notable is the Darby Creek watershed. Darby Creek has been designated as a National Scenic River, a Nature Conservancy "Last Great Place." By Ohio Environmental Protection Agency (EPA) standards, Darby Creek has water quality in full attainment for warm water habitat, the most rare and most desirable rating.

These environmentally sensitive areas could provide opportunities for **larger parks and outdoor recreational uses.** Any new development proposed for this quadrant will be scrutinized to abide by the Hellbranch Watershed Overlay, which sets strict controls on development.

■ Southeast Quadrant

Implementing the land use recommendations for this area would produce a development pattern quite different from typical suburban development patterns on the edges of Columbus. The city plans to guide new development into **neo-traditional village/neighborhood districts, and hamlet and open-space-oriented subdivisions.** Although this development pattern is atypical for suburban development, older neighborhoods in Columbus such as Clintonville offer a glimpse of the future for the Southeast Quadrant. New Albany, located northeast of Columbus, is a recent example of this type of development pattern.

These new neighborhoods will have **denser housing** than typical housing developments in Columbus; setbacks will be shorter than in most suburban developments. What's more, a larger percentage of this housing will be **located within walking distance** of a neighborhood-scale commercial district and public open spaces and parks.

The most relevant issue related to the *Columbus Recreation and Parks Master Plan* is the **provision of public open spaces and parks.** Ideally, the villages will be organized around open space, and natural stream corridors will act as greenways that connect village to village. This development pattern will create more public open spaces and small parks than have been developed in recent years. The responsibility for design and

maintenance of these new public spaces will need to be determined.

NATURAL AND CULTURAL RESOURCES

Topography

The greater Columbus area falls within the till plains physiographic region. The topography in the region is dominated by nearly level and gently sloping terrain, with steeper ravines and valleys typically following major waterways. The elevations range from a high point of 1,130 feet above mean sea level (msl) northeast of U.S. 23 and I-270 near Sharon Woods, to a low of approximately 670 feet above msl along the Scioto River as it flows south out of Franklin County.

A unique geologic feature, called Ohio Shale, exists in Glen Echo Park, located east of the Olentangy River in an area of Clintonville in the central section. This outcrop of the band of shale dating from the Devonian period of geologic times stretches from southern to northern Ohio.

Soils

Soils within the region are generally deep and are derived from sedimentary bedrock strata and deposits from the Wisconsin glaciation that terminated about 16,000 years ago. The majority of soils in the region occur on uplands and vary from well drained to very poorly drained, depending on steepness of terrain.

Surface Water and Floodplains

The greater Columbus area has numerous **surface waterways that drain southward into the Scioto River**, the principal watershed. Major tributaries to the Scioto River include Big Darby Creek, the Olentangy River, Alum Creek, Big Walnut Creek, Little Walnut Creek, Blacklick Creek, and Hayden Run Creek. Portions of the Olentangy River and the Big Darby Creek are designated as state and/or national scenic rivers.

Chapter 2: Demographic / Community Overview

Floodplain areas exist along each of these watercourses. Floodplain areas are most significant along the Scioto River south of its confluence with the Olentangy River. (See **Figure 2-13.**)

The **Hoover Reservoir** in the Northeast Quadrant is the major water body in the area, as is the O'Shaughnessy Reservoir in the Northwest Quadrant. The **Griggs Reservoir** on the Scioto River is a much smaller yet still significant water body.

These reservoirs, the subject of a Waterways Taskforce for the City of Columbus, currently are administered by a joint committee consisting of the CRPD and Watershed Management, Division of Water.

Vegetation

The original vegetation dominating the greater Columbus area was **beech forest** across all but the Southwest Quadrant, where **mixed oak forest** dominated. Lesser areas of elm-ash swamp forest and oak-sugar maple forest were interspersed as well. Within the forested areas, red oak, white oak, black oak, hickories, sugar maple, and other species grew on the better drained soils. Red maple, American elm, black ash, green ash, silver maple, and cottonwood grew on the wetter soils.

Most of the surviving forested areas are in the northeastern and southwestern parts of greater Columbus. Currently, few large acreage tracts have forests within the city and county limits. Such forests, as well as managed grasslands, meadows, and old field habitats, are restricted largely to public parks, refuges, and riparian corridors of major waterways. Wetland areas that occurred where agriculture dominated were extensively drained, and remaining wetlands are now concentrated along riparian areas.

Wildlife

Wildlife diversity within greater Columbus is typical of a region comprised of urban, suburban, rural, and undeveloped areas. **The most productive areas for faunal diversity tend to be within nature preserves, county parks, and intact riparian corridors of major waterways** such as those mentioned above.

The greatest faunal diversity for vertebrates occurs among **birds**. Approximately 109 species of birds are known or suspected of breeding within Franklin County alone, according to breeding bird atlas studies conducted in the late 1980s. Additionally, some 30 species of amphibians, 26 species of reptiles, and 42 species of mammals may occur within this region.

Although the Columbus metro area is very urbanized, **there are still some areas—including CRPD properties—where distinctive biological diversity still exists.** Hoover Reservoir and a portion of Little Walnut Creek have been designated as the Hoover Nature Preserve. This designation is related to biological diversity and the importance of this area for nesting wildlife and migratory birds.

Through the heart of downtown, the Scioto River is a recognized flyway for migratory birds. The Audubon Society has recognized the importance of this zone by designating it as a "Great Bird Zone."

Threatened and Endangered Species

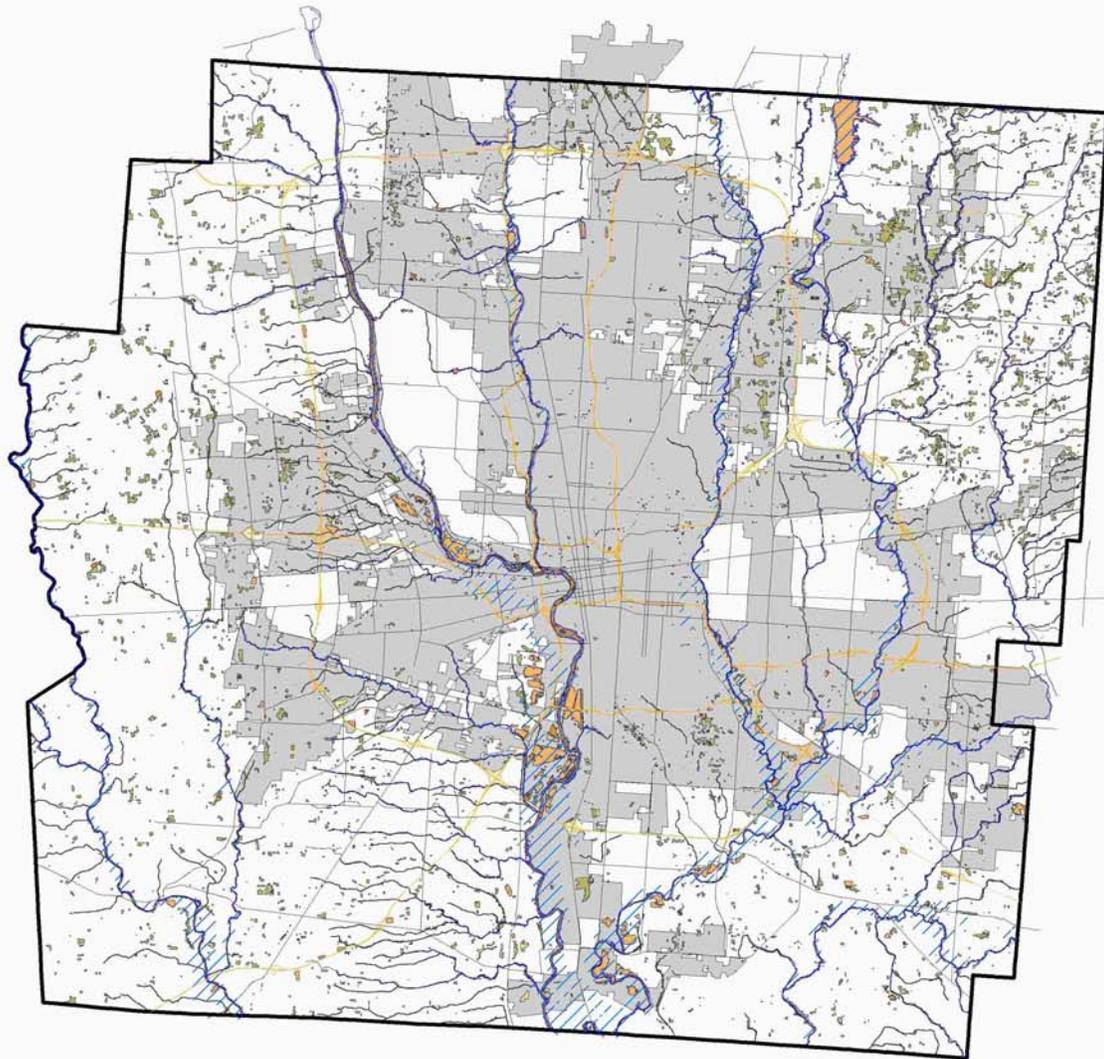
Threatened and endangered species of flora and fauna generally occur within high-quality terrestrial and aquatic habitat areas within greater Columbus. At least 17 state-listed species of flora and 33 state-listed species of fauna are known within Franklin County alone. Most of the listed fauna are either rare fish or mussel species, while many of the rare flora inhabit wetland and prairie habitats. The greater Columbus region also hosts five federal-listed species of fauna: the Indiana bat, Scioto madtom, clubshell mussel, northern riffleshell mussel, and eastern massasauga.

Another unique natural area within the CRPD system is Hayden Park. This urban park is characterized by unique geologic and riparian conditions that allow a state-endangered plant to grow.

Metro Parks

The Metro Parks system occurs in and around Columbus and complements the city's existing parks system. Metro Parks is a separate, political subdivision of the state that manages 14 parks encompassing nearly 20,000 acres throughout seven central Ohio counties.

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Legend

- Interstate
- Arterial
- Water
- /// Floodplain
- ▭ County Boundary
- Woods on Hydric Soil
- Open Water
- Shallow Marsh
- Shrub/Scrub
- Wet meadow
- Farmed Wetland
- Rivers/Stream
- Colscorp.shp

Figure 2-13
Natural Resources
Recreation and Parks Master Plan
City of Columbus, Ohio

✦
No Scale

Chapter 2: Demographic / Community Overview

Figure 2-14 is a map of the Metro Parks system. Each park ranges from 120 acres to 5,000 acres.

The Metro Parks programs and associated facilities are available year-round to Columbus and Franklin County residents thanks to a 1999 levy passed by the voters. This property tax levy gives \$650,000 to Metro Parks over 10 years (Metro Parks Web site, August 30, 2002).

The Metro Parks mission statement emphasizes a commitment “to conserving natural resources and providing the public with a meaningful and educational experience by maintaining a system of regional natural area parks.” Although overall habitats within the system vary greatly, the Metro Parks system attempts to focus on distinct habitat areas such as prairies, grasslands, and wetlands that once were common all over Ohio.

The goal of the Metro Parks resource management plans is “to manage the available resource base in a manner that provides the optimal amount of quality habitat, preserves or restores the composition of the native communities, and benefits the largest diversity of native species as possible.” (Metro Parks Web site, August 30, 2002). This resource-management approach focuses on multiple species and communities rather than an individual plant or animal. By using this method, Metro Parks can manage for a diversity of habitats to assist individual species in the area.

Within the Metro Parks region, more than 2,200 plant and animal species have been documented. The system is known for having a great deal of habitat potential for additional species.

Cultural Resources

The City of Columbus has a rich heritage reflected in the numerous historic districts, historic sites, cultural heritage areas, and modern cultural arts facilities. Many historic districts within Columbus are centered along High and Broad streets. *(See Figure 2-15.)* These historic districts provide a glimpse into the architecture, development patterns, and culture of Columbus in years past.

Numerous individual historic sites throughout the Columbus area—including the Ohio Statehouse, the Ohio Historical Center, and the Shrum Mound—give visitors the

opportunity to discover and experience significant architecture and life in early Ohio.



Photo 2-1. Kelton House in Columbus, a stop on the Underground Railroad (Kelton House Museum and Garden Web site, 2002).

One of the most significant resources in Columbus is a portion of the **Underground Railroad**. The Underground Railroad—a clandestine, loosely organized system of providing refuge and transport to runaway slaves—was one of the most dramatic protest actions against slavery in U.S. history. Neither underground or an actual railroad, this network of escape routes originated in the South, intertwined throughout the North, and eventually ended in Canada (Friends of Freedom Society, Ohio Underground Railroad Association).

Ohio’s role in the Underground Railroad was an integral part of this freedom movement. Routes spun like a spider web across Ohio; the Underground Railroad took its cargo through homes, churches, swamps, and caves; over mountains in southeast Ohio; and across rivers throughout the state, whose geography ranges from rolling hills and valleys in southern Ohio, to flat plains in the lake regions. **Alum Creek was just one of many routes used by this movement.** Even though many stories have been lost, there are hundreds of sites remaining whose stories should be commemorated and interpreted (Friends of Freedom Society, Ohio Underground Railroad Association).

Cultural resources give visitors the opportunity to experience art at institutions such as the **Columbus Museum of Art**. The art of science can be experienced at the **Columbus Museum of Science and Industry (COSI)**. While these facilities provide experiences to regional audiences, other facilities provide cultural art and hands-on experiences to the region and city residents. A primary example is the Columbus

Chapter 2: Demographic / Community Overview

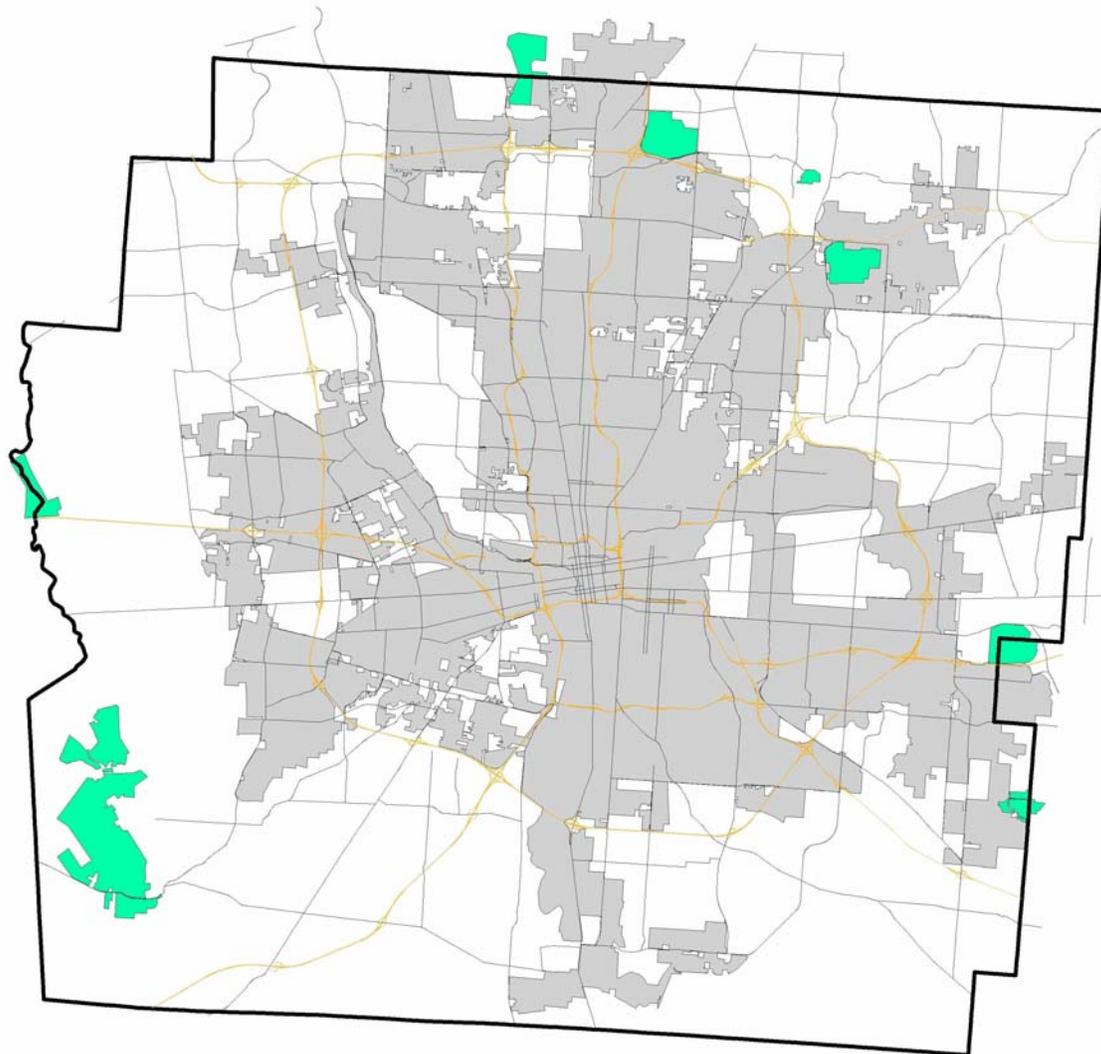
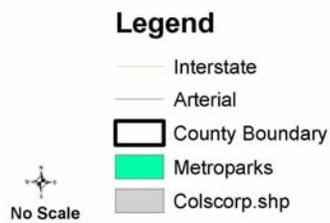


Figure 2-14
Metro Park Locations
Recreation and Parks Master Plan
City of Columbus, Ohio



Chapter 2: Demographic / Community Overview

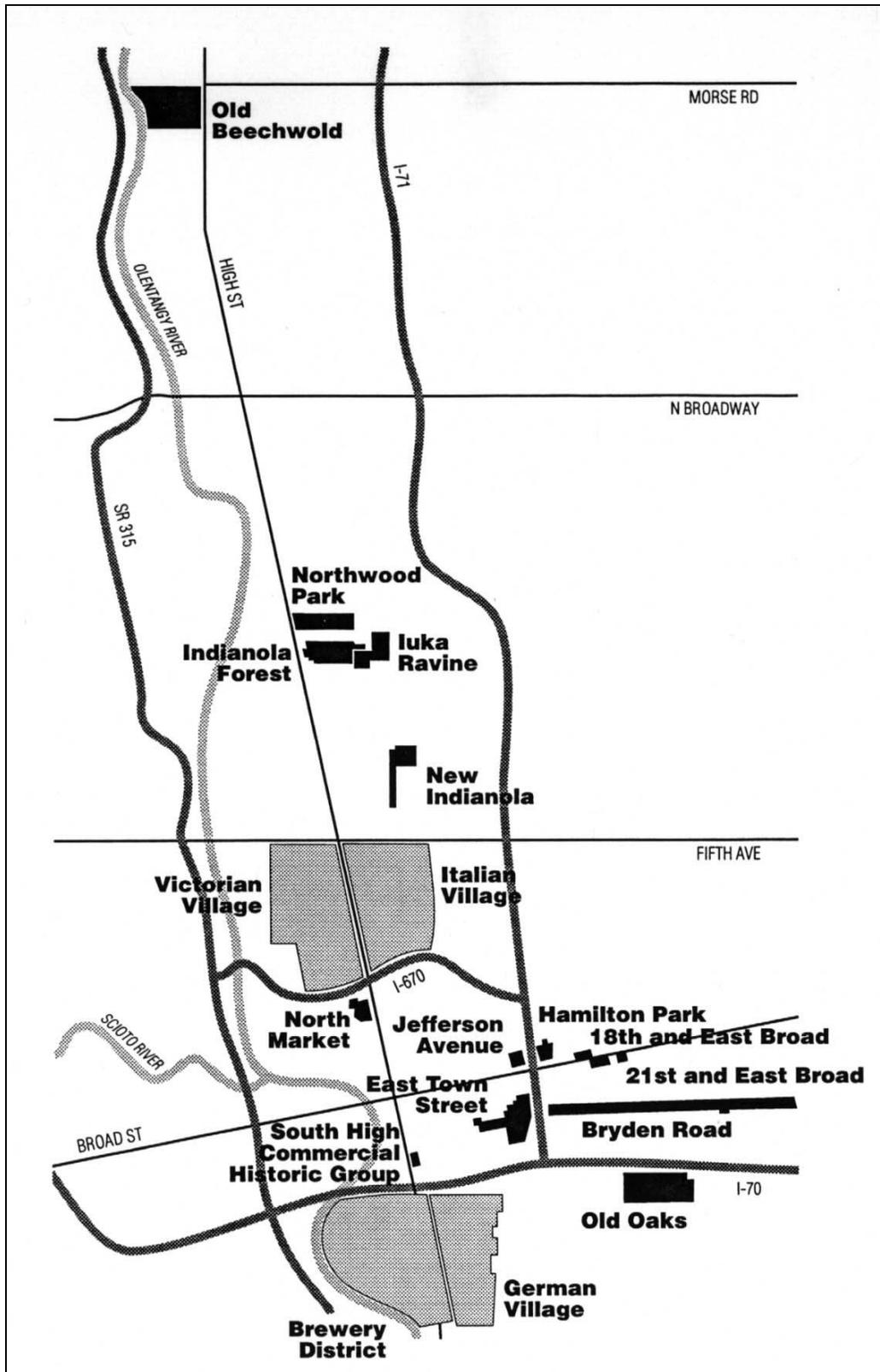


Figure 2-15
Historic Districts

Chapter 2: Demographic / Community Overview

Cultural Arts Center; historic preservation has been enhanced by the reuse of this building for arts programs.

TRANSPORTATION

Land use and demographic information provide the foundation for identifying a community's transportation needs. Different land uses create a wide range of traffic impacts, and **transportation improvements have a direct effect on development.** Without a rational and efficient transportation system, road congestion would increase and the quality of life for the Columbus metro area would be degraded.

The City of Columbus, the Central Ohio Transit Authority (COTA), and MORPC have collaborated to develop plans that address the transportation needs of the metro area for the next 20 years. The regional transportation system is intended to grow through road construction and improvements and through the development of alternative modes of transportation. It is anticipated that mass transit systems will increase throughout the region, and that pedestrian circulation also will be improved and expanded. CRPD will be a significant proponent of the expansion of the pedestrian circulation system.

2020 Transportation Plan

The 2020 Transportation Plan for the Columbus metro area considers several key elements: **demographics, land use, and current transportation systems.** Central Ohio has been growing rapidly over the past few decades, and MORPC has identified linkages between the economy, land use, and transportation to anticipate future transportation needs.

Since the mid-1970s, most of central Ohio's growth has been in suburban developments featuring single-family suburban homes and an automobile-centric transportation system of major arteries and freeways. Columbus' population, which grew by 8.2 percent during the 1990s, is expected to keep growing; the housing stock also has increased. On average, half of the land use within the transportation planning areas is residential, and 44 percent of this is low density. This suburban development is expected to continue into the future.

During MORPC's planning process, transportation issues related to these sprawling developments around Columbus were recognized, and response strategies were devised. (See transportation plans for each quadrant, below.) The cost of building or expanding the transportation system exceeds the available budget, and as development occurs farther out from existing transportation systems, the higher the cost to connect everything together.

MORPC's Transportation Plan includes 326 specific highway, transit, bikeway, and other projects with an estimated cost of \$1.9 billion. This includes an expanded bus system with transit centers and a multi-modal transportation terminal in downtown Columbus.

The transportation-planning region is divided into nine areas that extend beyond city and county boundaries. (**See Figure 2-16.**) The following discussion of transportation planning is presented by geographic areas and quadrants.

■ Transportation Plans for Area One

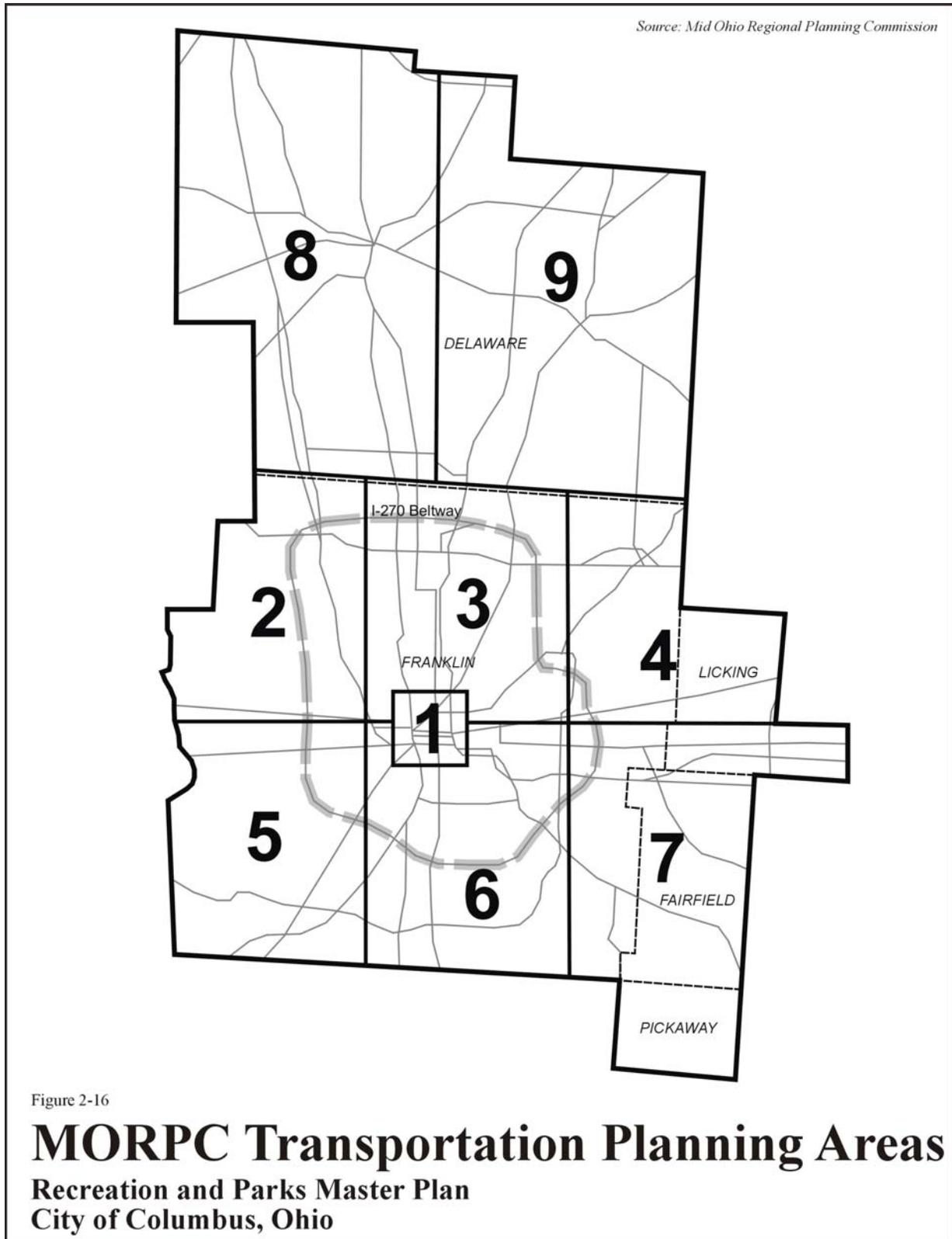
Area one is centrally located, with portions in all quadrants. Area one has a total of 26 funded projects and many other unfunded projects. Funded projects include minor widening, major widening, new roadways, intersection improvements, signal coordination, and operational improvements. One new roadway is a connector between Grant Avenue and Cleveland Avenue.

■ Transportation Plans for the Northwest Quadrant

Area two has 87 funded projects as well as many unfunded projects. Of all nine areas, area two has the most projects planned. Funded projects include minor widening, major widening, new roadways, intersection improvements, signal coordination, an interchange upgrade, and operational improvements. Of these projects, 23 are new roadways.

Area eight has 11 funded projects and several unfunded projects. Funded projects include minor widening, major widening, new roadways, intersection improvements, a new interchange, and operational improvements. Of these projects, three are new roadways: a connector from Section Line to U.S. 23, the

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Lewis Center connector, and the U.S. 23 connector to Curve Road.

■ Transportation Plans for the Northeast Quadrant

Area three, located primarily in the Northeast Quadrant, has a small portion in the Northwest Quadrant. **Area three has 55 funded projects and many other projects planned.** Funded projects include minor widening, major widening, new roadways, intersection improvements, signal coordination, an interchange upgrade, and operational improvements. Three of these projects are new roadways: an extension of Cleveland Avenue to Maxtown Road, the Polaris-Maxtown connector from Worthington Road to S.R. 3, and the extension of County Line Road from Cleveland Avenue to S.R. 3.

Area four has 24 funded projects and several unfunded projects. Funded projects include minor widening, major widening, new roadways, and intersection improvements. The new roadway projects include a connector between Clark State Road and Dixon Road; a connector between Taylor Station Road and Mann Road; an extension of Mann Road from Clark State Road to Morse Road; and a Hamilton Road extension from Hamilton Road (south of old S.R. 161) to Harlem Road.

■ Transportation Plans for the Southwest Quadrant

Area five has a total of 16 funded projects and many other unfunded projects. Funded projects include minor widening, major widening, a new roadway, intersection improvements, signal coordination, an interchange upgrade, and a new interchange. There is a proposal to create a new interchange, which will be located on I-70 east of Mink Street in Licking County.

Area nine has 22 funded projects and many other unfunded projects planned. Funded projects include minor widening, major widening, new roadways, and intersection improvements. An example of these projects includes a connector from Galloway Road to Hilliard Rome Road.

■ Transportation Plans for the Southeast Quadrant

Area six, located primarily in the Southeast Quadrant, has a small portion in the Southwest Quadrant. **Area six has 52 funded and several unfunded projects.** Funded projects include minor widening, major widening, new roadways, new bridges, a new interchange, intersection improvements, signal coordination, interchange upgrades, and operational improvements. One of these projects includes a potential new roadway, which will become the Pickering bypass from S.R. 256 to I-70.

Area seven has 27 funded projects and many other projects planned. Funded projects include minor widening, major widening, new roadways, new bridges, intersection improvements, and signal coordination. Of these projects, 10 are new roadways.

Transportation Improvement Program (TIP)

The four-year TIP consists of highway, transit, and bikeway improvements in the Columbus area. These improvements have a source of funding identified, are regionally significant, and are in some stage of development.

■ Plans for Improving Highways

Most of the major projects are located along I-71 north of the Central Business District (CBD), I-70 east of the CBD, the I-270 beltway between S.R. 23 and I-70, and some roads around these major highways. **The majority are widening and resurfacing projects.**

The proposed improvements to the regional transportation system, while not specifically tied to recreation and parks, will improve access and make the journey to such facilities safer.

■ Plans for Improving Public Transit by the Central Ohio Transit Authority (COTA)

COTA began operations in the mid-1970s after the purchase of the Columbus Transit Company's assets. In the late 1970s and 1980s, COTA expanded service and added routes to create a more comprehensive system. Ridership, which peaked in the mid-1980s,

decreased in the 1990s but has remained relatively stable in the past few years.

Approximately 5,500 bus stops exist throughout the Columbus metro area. **The recently completed Vision 2020 Plan includes a bus-system expansion and construction of new transit centers.** Most recreation centers are served by COTA and have pedestrian access; however, in some cases, there is a bus stop but no sidewalk to the recreation center. COTA's goal is to increase transit support for day care centers, health facilities, job-training centers, and other major activity centers. In addition, COTA is attempting to develop a light-rail system for commuters in the metro area.

■ Plans for Improving Bikeway and Pedestrian Travel

All levels of government in the Columbus metro area understand the **public's increased interest in modes of travel other than automobiles.** While COTA is expanding its system to meet some of these demands, Columbus' metro governments are beginning to establish opportunities for **bicycle and pedestrian travel.**

The Columbus Planning Division and CRPD initiated the Franklin County Greenways. CRPD built the first trail connection along the Scioto River in 1968. The **Franklin County Greenways Plan** intends to provide a better understanding of the metro area's riparian corridors and opportunities for multiple uses along those corridors.

Another alternative is explored in **MORPC's regional bikeway plan**, intended to bridge the gap between local community bikeways and create a regional system. Eventually, the bike network could extend into a 730-mile network of bike trails.

The MORPC planning process considers projects and strategies that:

- Increase the **safety and security** of transportation systems for non-motorized users;
- Increase the **accessibility and options** available to users; and
- Improve the **quality of life** and enhance the **integration and connectivity** of the transportation system as a whole.

Such projects and strategies include many elements that relate to bikeways and greenways.

The purpose of the MORPC regional bikeway plan is to:

- Provide a **bikeway planning guide** for local jurisdictions considering land development, roadway widenings, and highway improvements or zoning changes.
- Facilitate development of a transportation system that provides **direct and convenient bicycle travel** within and between residential areas, places of employment, and neighborhood activity centers.
- Provide for the **development of a regional bikeway system** meeting the travel needs of the bicycling public.
- Provide for a regional bikeway system that is **integrated with central Ohio's surface transportation** system.

Following are highlights from the MORPC regional bikeway plan:

Delaware County—The southern portion of Delaware County has **been very active in bikeway planning**; Dublin, Powell, and Westerville have bikeway facilities. Many municipalities in the area include **bikeway facility improvements** as part of their growth policies in a comprehensive plan, access management plans, and/or a bikeway plan. Numerous bikeways exist along various road corridors or rail rights-of-way. Some of the specific bikeway improvements proposed or planned include a 1.5-mile path from the Lincoln Avenue Park northwest along the CSX tracks to Smith Park at Troy Road, and a 2-mile bikeway on Stratford Road from Olentangy Avenue south to U.S. 23.

Columbus and Franklin County (Northwest Quadrant)—This quadrant, which includes The Ohio State University and the City of Dublin, has **significant interest in bikeway planning.** Dublin, which has an entire network of existing and proposed bikeways, is one of the most progressive communities in bikeway planning. Bikeways are located in and along Avery Road south of Glick Road, Avery Road south of Brand Road, Muirfield Drive between Brand Road and Post Road, Dublin Road from Brand Road to Emerald Parkway, and several other road corridors. Bikeways are proposed along Avery Road between Greyfriar and Brand Road, from the Griggs Reservoir along the east

side of the Scioto River to I-670, and in several other areas.

Columbus and Franklin County (Northeast Quadrant)—Several municipalities, including New Albany and Westerville, have been very **active in developing bikeway trail systems**, especially in conjunction with new development and existing road corridors. Proposed bikeways in the area include one along the east bank of Alum Creek, from Schrock Road to south of Westerville’s boundary, Dempsey Road between S.R. 3 and Big Walnut Creek. Bikeway connections are also planned between Morse Road and I-270, which would link the residents of Minerva Park to Westerville and provide service to Otterbein College and the retail establishments along S.R. 161 and Morse Road.

Columbus and Franklin County (Southwest Quadrant)—This area is benefiting from strong regional growth trends and has **several bike paths, bike lanes, or routes scheduled**. These include a lane on Norton Road between Broad Street and Hall roads, extending the Southwest Boulevard bike lane to Brookham Drive to Marlene Drive, to Hoover Road, south of Bryan Court, to Clover Blossom to Borror, and through a residential subdivision just north of S.R. 665, London-Groveport Road.

When completed, the **Ohio to Erie Trail** will form a statewide trail from Cleveland to Cincinnati. A corridor connecting the Southwest Quadrant to downtown Columbus is a possible location for a bikeway.

Columbus and Franklin County (Southeast Quadrant)—Bikeway enhancements within the Alum Creek Drive corridor, combined with what exists, would provide access to and connections between Rickenbacker Air Base and the Spiegel/Eddie Bauer complex as well as residential areas and Bexley. **Several bikeways are proposed** including one on Kimberly Parkway and along the rights-of-way of the old Ohio and Erie Canal, and along Courtright Road between Roswell Drive and Winchester Pike.

Additional Efforts Related to Bikeway and Pedestrian Travel—The MORPC Transportation Plan also recognized the need to improve **pedestrian connections** throughout the metro area. Some of the unmet needs in the metro area include linking facilities with high pedestrian activity and providing handicap access and safer pedestrian facilities.

The City of Columbus bikeway plan mirrors the MORPC regional bikeway plan and includes **recommendations for bike trails and improvements for pedestrian travel** throughout the city. These improvements are also reflected in area plans prepared by the Columbus Planning Division. The city is enhancing the regional trail system by creating bikeway linkages between CRPD multi-use trails.

Metro Parks is developing **multi-use trails that link parks within the system**. The Heritage Trail, a reuse of an abandoned railroad track, will connect with the Darby Creek Trail. These trails will connect the Battelle-Darby Creek Metro Park and Prairie Oaks Metro Park with the Ohio to Erie Trail.

Metro Parks also is collaborating with the CRPD on Three Creeks, a 1,400-acre regional park under development that includes multi-use trails.

SUMMARY OF THE DEMOGRAPHIC/ COMMUNITY OVERVIEW

The Columbus metro area has experienced continued growth for decades. This growth is anticipated to continue but at a slightly lesser rate than in the past. While the community grows, the demographic makeup of the city and metro area will change as well. **The percentage of senior residents and the minority population will continue to increase.** While the metro area’s population growth feeds the needs of local businesses, it is unclear whether the anticipated population growth can continue to match the demand for new employees.

For businesses to compete in new-employee recruiting, a community must have a high quality of life. **An important factor in determining a community’s quality of life is the number of parks, their location, recreational programs, and access to those facilities.**

The city’s **30 Planning Areas** have been used to provide a geographic framework for analyzing city/county demographics.

Although these Planning Areas function well for smaller planning studies, they may be unmanageable for recreation and parks planning. Most cities find that examining larger geographic units is more efficient when planning for recreation programs, parks, and facilities.

Columbus' continued population growth will be a combination of **immigration and annexation**. Both factors, as well as housing redevelopment in Columbus' urban areas, will influence city expansion. Physical growth patterns are anticipated to be in the north and in the Northeast Quadrant and in the Southeast Quadrant of the county. The development patterns in the north and in the Northeast Quadrant will likely reflect the **existing character of residential neighborhoods**; however, the Southeast Quadrant will reveal a new standard for suburban development—one based on **neo-traditional neighborhoods and villages**. This development pattern includes numerous **public open spaces and neighborhood parks**, which will require coordination between the Columbus Planning Division and the CRPD to determine park facility requirements and long-term maintenance responsibilities.

Although some housing redevelopment projects are bringing **younger professionals** back into the city, the recreation demands of these residents must be balanced with the needs of **seniors, youth, and minority residents** who are longtime residents of the urban center. CRPD programs must reflect the needs of residents in different parts of the city as well as residents' ability to pay for programs they desire.

Safety is a significant issue for all city residents. Although Columbus reflects nationwide trends in slowdowns of violent crime, overall crime numbers continue to rise. The issue of safety will require continued coordination with the city's public safety officials in facility and park design, as well as in day-to-day crime prevention.

Access to facilities and parks is another important aspect that determines the success of recreation programs and park use. As the metro area continues growing, **transportation systems are being improved** to meet the demands of residents, who need to get to places of employment, shopping districts, and locations for recreation.

Transportation planning in the metro area includes recommendations for alternative travel modes, most notably the **need for more bike and pedestrian travel opportunities** on streets, and multi-use trails along Columbus waterways. These modes of travel—while enhancing residents' use and enjoyment of the city's recreation and parks facilities—would maximize opportunities for all city residents to improve their health and experience the recreation programs and parks in Columbus.

The city's **natural and cultural heritage** provides a valuable resource for teaching about the region's past and protecting and reestablishing the natural environment. Preserving the city's natural environment and cultural heritage can result in an intersection of ideas, people, and programs that offers a holistic and sustainable approach to the past, present, and future.

ABOUT THE NEXT CHAPTER

Chapter 2: Demographic/Community Overview laid the foundation for the master plan by documenting the locations of existing populations and their different needs, and describing the community in detail. **Chapter 3: Programs, Parks, and Facilities** provides the findings and conclusions of a comprehensive survey of existing recreation programs, parks, and facilities.

