The Network Plan
Creating a Minimum Grid to realize the four strategies

The proposed network plan serves as a starting point for a connected Columbus where people can easily walk, bike or take public transport. The selected streets form an overall network that connects across neighborhoods and between Favorite Places.*

The network prioritizes streets that can:

- Improve connectivity between destinations and favorite places;
- Become places, with enhanced design and programming;
- Provide more convenient and comfortable options to move around the city; and
- Accommodate everyday invitations to walk, bike or spend time.

The network should be evaluated and adapted over time, according to future City projects, changes in people’s walking and biking behavior, and changing needs and desires.

Street Typology and Treatment

Many of the streets and intersections in the network can benefit from the same types of treatments that can calm traffic and support walking and biking (such as the addition of bike lanes, crosswalks, and sidewalks). Yet it is important to note that all streets need to be studied in their local context, and the unique character of each street should be considered to identify the best possible solution to enhancing options for walking and biking.

For example, larger streets with higher traffic volumes require a balance that provides safe space for all modes, including high quality connected sidewalks, separated bike lanes and upgraded intersections. Local, neighborhood residential streets, that are narrower, with less space to work with, require a different approach. These solutions may focus on traffic calming with chicanes, narrowed car lanes and upgraded /new crossings and intersections.

For all streets, streetscape enhancements should be included. Street greening, lighting, having places to meet and rest, signage and wayfinding are all important factors in creating a more desirable walking and cycling environment.

*Smaller, local streets are not integrated in the overall network plan. This does not mean that they are not important or could not potentially be subject for redesign and programming. They should be addressed as the network develops and when they are integral to supporting the network’s expansion. See Focus Area plans 1-5 and pilot projects for how to integrate neighborhood streets.
The network plan highlights short- and long-distance connections between and within Uptown and MidTown

Improved mobility requires creating a range of invitations to walk, bike or take the bus. These may involve enhanced opportunities to walk within neighborhoods and to bike or walk and/or take the bus between neighborhoods, such as from Uptown to MidTown’s Lakebottom Park. Creating a Minimum Grid is about creating options - some days walking may be more appealing, others biking and still others driving. The overarching purpose of the network plan is to strive for a network where walking, biking, taking the bus, and driving are comfortable, convenient and connected.

Focus Areas
The focus areas represent locations that were mentioned the most frequently during workshops and meetings over the past six months, both for their importance as places to connect Favorite Places and the Uptown and MidTown neighborhoods, as well as northern and southern parts of MidTown (such as across Macon or Buena Vista roads). They help identify major destinations and connection points that bridge places and communities. They were selected to help identify the most strategic locations for pilot projects. They are:

1 - 13th Street
Connecting people from woods to water, and a few places in between

2 - Civic Commons
Creating fine grain connections between major civic assets

3 - Uptown
Connecting the public life of Uptown and activity along the RiverWalk

4 - Columbus Museum
Activating the streets with arts and culture

5 - Buena Vista
Connecting people to Favorite Places and workplaces
In workshops and surveys people said they wanted more choices for how to travel between Uptown - an entertainment and recreation hub - and MidTown - a residential area with Lakebottom Park at its heart. At the center of this focus area is a protected cycle lane along 13th Street. But this new lane will need to be supported with shade, calmer intersections and more active open spaces along the route.

- **A Multi-Modal Street** - balance space between driving, walking, and biking by clearly designating space for all modes.
- **Create protected cycling facilities along the road, especially on the bridge.**

- **A Shadier Street (not that kind of shady!)** - provide shade and greenery along 13th Street to make walking or biking more pleasant.

- **Calmer Intersections** - prioritize more vulnerable travelers, such as walkers and cyclists, and ensure they have the right of way.
- **Active Open Spaces** - create opportunities to stay and to invite people along in open spaces adjacent to the street, such as Piggly Wiggly and at the Village on 13th.

Utilize green areas in front of Wynnton Towers for neighborhood pocket park, play, exercise, dog walking.

Upgrade sidewalks according to desire lines and improve connections to Warren Williams Rd.

Activating the sidewalk and improving access to the Piggly Wiggly Parking Lot, the Village on 13th, and the parks.

Create high quality bus stops with seating, shade, and pedestrian connections.

Safer crossing between Macon Rd & Lawyers Lane.

Create high quality bus stops with seating, shade, and pedestrian connections.
Wouldn’t it be nice to walk to lunch? Or to safely enter the Library from the bus stop on Rigdon Road? People told us they want to walk from the Citizens Service Center to Cross Country Plaza – they know it’s technically close, but they don’t feel it’s safe or convenient to do so. Connecting the Civic Commons focuses on making it easier and more inviting to cross Macon Road and to access and spend time at some of Columbus’ most loved places, such as the Library and the Aquatic Center.

Improve the waiting experience and with to and from bus stops
Create a protected bike lane on Rigdon Road

Improve pedestrian driveways and connections at Macon Road, Sherwood Boulevard and between places such as the Library and playgrounds
Government Center and popular lunch restaurants by connecting sidewalks, crosswalks, bus stops and destinations

Calm traffic on Macon Road with a green median

Activate under-used green and open spaces such as the Library’s front lawn (called “Wednesday Night Market” or MidTown Pop-Up shops)

Enhance the micro-climate with trees and plantings in medians and on sidewalks

Create wayfinding between key destinations and bus stops

Shaded Streets – sidewalks are only one invitation to walk – but without shade and a pleasant look they may not be more appealing than a car. Greenery can help to provide shade, and also reduce exposure to noise from traffic and reduce the perceived waiting time at bus stops.

Quality Bus Stops – provide information, seating and ensure access to bus stops for all user groups

Involve Columbus Outside – use the large, open green spaces to bring cultural offerings outside and activate the lens. – build on the high visibility of the area to host movie screenings or markets.

Connected Crossings – Major destinations are on either side of Macon Road – and mile-wise they are close together, but crossings need to be made more direct and convenient to connect these places.
Connecting to Martin Luther King Blvd
Connecting to South Broadway
Connecting to Linwood Blvd & 17th St
Connecting to South Broadway
Connecting to Martin Luther King Blvd

The RiverWalk and Broadway between 10th and 12th Street were some of the most frequently mentioned Favorite Places. While they are physically close together it’s not clear how to move between the two - especially if you’re new to Columbus. This pilot focuses on connecting these two assets while also expanding the public life they support into more of Uptown.

Know Your Way - Expand the life generated by Uptown’s cultural and recreational assets beyond Broadway and the River, and into the side streets throughout the district.

The Playful City - Bring the playfulness of the RiverWalk into the streets of Uptown. People travel from across the region to enjoy the Riverfront - how can they also be invited to enjoy Uptown?

Access With Ease - People bike and walk in Uptown to get to the River, but where to enter, especially with a bike, is unclear. Provide clearer, more direct access points between the RiverWalk and Uptown.

Know Your Way - Expand the life generated by Uptown’s cultural and recreational assets beyond Broadway and the River, and into the side streets throughout the district.

The Playful City - Bring the playfulness of the RiverWalk into the streets of Uptown. People travel from across the region to enjoy the Riverfront - how can they also be invited to enjoy Uptown?

Access with Ease - people bike and walk in Uptown to get to the River, but where to enter, especially with a bike, is unclear. Provide clearer, more direct access points between the RiverWalk and Uptown.

The Playful City - bring the playfulness of the RiverWalk into the streets of Uptown. People travel from across the region to enjoy the Riverfront - how can they also be invited to enjoy Uptown?
The Columbus Museum is at the intersection of so many things - residential communities, a commercial shopping area with a large grocery store, and Dinglewood Park. To the south, it connects to busy Wynnton Road. Yet if one does not know about the Museum, it could be missed. This intervention is about bringing the culture from inside the Museum, outside to 13th Avenue and the surrounding area as a way to activate the street and improve walkability.

Connect the Museum to the north by enhancing the path on the hill and improving access from Buena Vista and 13th Ave. | Leverage the trees and topography - could there be a slide down the hill? | Create opportunity to bring Columbus Museum offer outside.

Connect the Museum and the Park with sidewalks and wayfinding.

Connect to 13th St Bridge & Uptown Area

Connect to 5 Points Linwood Blvd., 17th St. and Fall Line Trace / CSU

Connect to Linwood Blvd

Connect to Upstown Area

Connecting to South MidTown / Vietnam Veterans Memorial Park

Connecting to Buena Vista Rd

Connecting to Wynnton Rd

Connecting to Lakebottom Park

Connecting to 13th St Bridge & Uptown Area

Creative Connections and Art Outside - create fun ways to interact with the museum and enter or exit, such as with a slide down the hill on the north side; and re-purpose open spaces around the museum as places to view and experience art.

Follow the Desire! - prioritize sidewalk extensions where there are clear desire lines between destinations, such as along 13th Ave between Warren Williams Road and 13th Street.

Streets as Places - use the great arts and culture in the museum to activate the surrounding streets as places, and create space to show art outside.

Priority intersections

Priority access points

Network and Focus Areas

Cultural institutions

Priority pilot areas

Connect the Museum to the north by enhancing the path on the hill and improving access from Buena Vista and 13th Ave. | Leverage the trees and topography - could there be a slide down the hill? | Create opportunity to bring Columbus Museum offer outside.

Connect the Museum and the Park with sidewalks and wayfinding.

Connect to 13th St Bridge & Uptown Area

Connect to 5 Points Linwood Blvd., 17th St. and Fall Line Trace / CSU

Connect to Linwood Blvd

Connect to Upstown Area

Connecting to South MidTown / Vietnam Veterans Memorial Park

Connecting to Buena Vista Rd

Connecting to Wynnton Rd

Connecting to Lakebottom Park

Connecting to 13th St Bridge & Uptown Area

Creative Connections and Art Outside - create fun ways to interact with the museum and enter or exit, such as with a slide down the hill on the north side; and re-purpose open spaces around the museum as places to view and experience art.

Follow the Desire! - prioritize sidewalk extensions where there are clear desire lines between destinations, such as along 13th Ave between Warren Williams Road and 13th Street.

Streets as Places - use the great arts and culture in the museum to activate the surrounding streets as places, and create space to show art outside.

Priority intersections

Priority access points

Network and Focus Areas

Cultural institutions

Priority pilot areas
Buena Vista Road Focus Area – Connecting people to Favorite Places and workplaces

Buena Vista Road is a link between North and South Columbus, and a connector of parks, businesses and major employers, such as Aflac. Yet when not in a car, these places feel far apart. This pilot intervention is about following the desire lines of where people travel and creating more direct and visible connections to local shops, Veterans Memorial Park and major employers. These changes may create opportunities for businesses and employers to have a more visible presence.

Aflac

Connecting to Columbus Museum and the Village on 13th

A high quality bus stop with seating and shade.

Improves sidewalk continuity and connectivity.

Connect destinations and enhance or create new crosswalks between the park, church, Piggly Wiggly and bar-b-q restaurant with sidewalk connectivity and traffic calming (35th Avenue and Buena Vista near park).

Create a high quality cyclist lane along Buena Vista Road.

Partner with a business to improve end of trip facilities, such as bike parking, showers and other facilities.

Investigate potential for new use of vacant lots and green areas along the street. Use for community activities or for new buildings in order to create more activity and destinations.

Create a high quality cyclists’ lane along Buena Vista Road.

Options to Walk or Bike to Work or to Run Errands – enhance crossings by following pedestrian desire lines and commuter behavior, and thereby making people not in cars more visible on the street.

Employer Partner- ships and End of Trip Facilities – partner with Aflac to support people who walk or bike to work by providing clear bike parking or places to wash-up after one’s commute.

Priority intersections

Bus stops
Network Plan and Focus Area Workshop

Public feedback

Community feedback has been crucial to this project. Gehl has been fortunate to hear from so many engaged stakeholders, from the 130 who attended the first March workshop to the 40 who volunteered to survey and collect data, to the hundreds who helped prioritize where to focus and develop pilot projects in September.

This feedback helps to understand how people want to travel, what the Minimum Grid should look like, and the long-term vision for a more connected Columbus.

The feedback summarized here was collected at two September workshops - one in Lakebottom Park and one at the Citizens Service Center - to discuss the network plan and preliminary focus areas.

Community comments helped identify where the pilot projects should be developed and how they can be used to test components of the Minimum Grid in Columbus.

PEOPLE TOLD US THEY WANT

... to walk and bike in a nice and safe environment
... better connections between destinations, and wayfinding to guide them
... programming in public spaces with events, activities, art and culture

54% of the most frequently mentioned comments were about moving around, by foot, bike or public transportation
25% of the most frequently mentioned comments had to do with the hardware of the streets - such as trees, benches, lights and general aesthetics
21% of the most frequently mentioned comments involved software - such as general programming of the public spaces for activities and events
Public Feedback: Network Plan and Focus Areas Workshop

Walking and Biking

54% of the comments were about moving around, by foot, bike or public transportation

Street design (hardware)

25% were about the hardware of the streets - such as pedestrians crossings, trees, benches, & lights

"Wide bike paths feel safer"

"More signs directing pedestrians"

"Consider shade in all pedestrian designs"

"Shade at bus stops, and crosswalks that connect to them"
Public Feedback: Network Plan and Focus Areas Workshop

### Programming & Events (software)

21% were about software - programming, activities and events

---

#### Most frequently mentioned locations

##### Network Plan Overall

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>The Viaduct</td>
<td>Calls for a safer pedestrian and cyclist environment.</td>
</tr>
<tr>
<td>02</td>
<td>13th Street and 13th Avenue</td>
<td>Calls for enhanced streetscape with active retail.</td>
</tr>
<tr>
<td>03</td>
<td>Lakebottom Park to the Village on 13th St</td>
<td>Calls for better connections for pedestrians and cyclists.</td>
</tr>
</tbody>
</table>

##### 13th Street Focus Area

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>The Viaduct to 13th Avenue</td>
<td>A safer pedestrian and cyclist environment.</td>
</tr>
<tr>
<td>02</td>
<td>13th St and 13th St by the shops</td>
<td>Enhanced streetscape with active retail.</td>
</tr>
<tr>
<td>03</td>
<td>Lakebottom to the Village on 13th St</td>
<td>Better connections for pedestrians and cyclists.</td>
</tr>
</tbody>
</table>

##### Civic Commons Focus Area

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>The Library and library greens</td>
<td>More openness and better use of the Library’s outdoor space.</td>
</tr>
<tr>
<td>02</td>
<td>Macon Road</td>
<td>Safer crosswalks.</td>
</tr>
<tr>
<td>03</td>
<td>Civic Commons</td>
<td>Increased accessibility and more programming.</td>
</tr>
</tbody>
</table>

##### Uptown Focus Area

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>The RiverWalk</td>
<td>Better connectivity and more options for dining and retail.</td>
</tr>
<tr>
<td>02</td>
<td>10th Street / RiverCenter</td>
<td>More programming outside the RiverCenter.</td>
</tr>
<tr>
<td>03</td>
<td>Side streets</td>
<td>Improved streetscapes to extend the network of Uptown.</td>
</tr>
</tbody>
</table>

##### Columbus Museum Focus Area

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>The Museum Grounds</td>
<td>Open the back of the Museum with an entrance &amp; activities.</td>
</tr>
<tr>
<td>02</td>
<td>Old Bradley Library</td>
<td>Make better use of area around the building.</td>
</tr>
<tr>
<td>03</td>
<td>Path through Dinglewood Park</td>
<td>Connections for bicyclists and pedestrians from 13th Street.</td>
</tr>
</tbody>
</table>

##### Buena Vista Road Focus Area

<table>
<thead>
<tr>
<th>#</th>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>Veterans Memorial Park</td>
<td>Better use of the open spaces along the street.</td>
</tr>
<tr>
<td>02</td>
<td>Buena Vista Road</td>
<td>Streetscape improvements: sidewalks and aesthetics.</td>
</tr>
<tr>
<td>03</td>
<td>Buena Vista Road</td>
<td>Enhance the green areas along the road.</td>
</tr>
</tbody>
</table>

---

See Appendix for details