

Designing Communities for All:

The role of complete streets in improving accessibility
and enhancing economic competitiveness

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Hamilton County Regional Planning Commission

Kerstin Carr

Mid-Ohio Regional Planning Commission (MORPC)





MORPC

Public and Government Affairs

Center for Energy & Environment

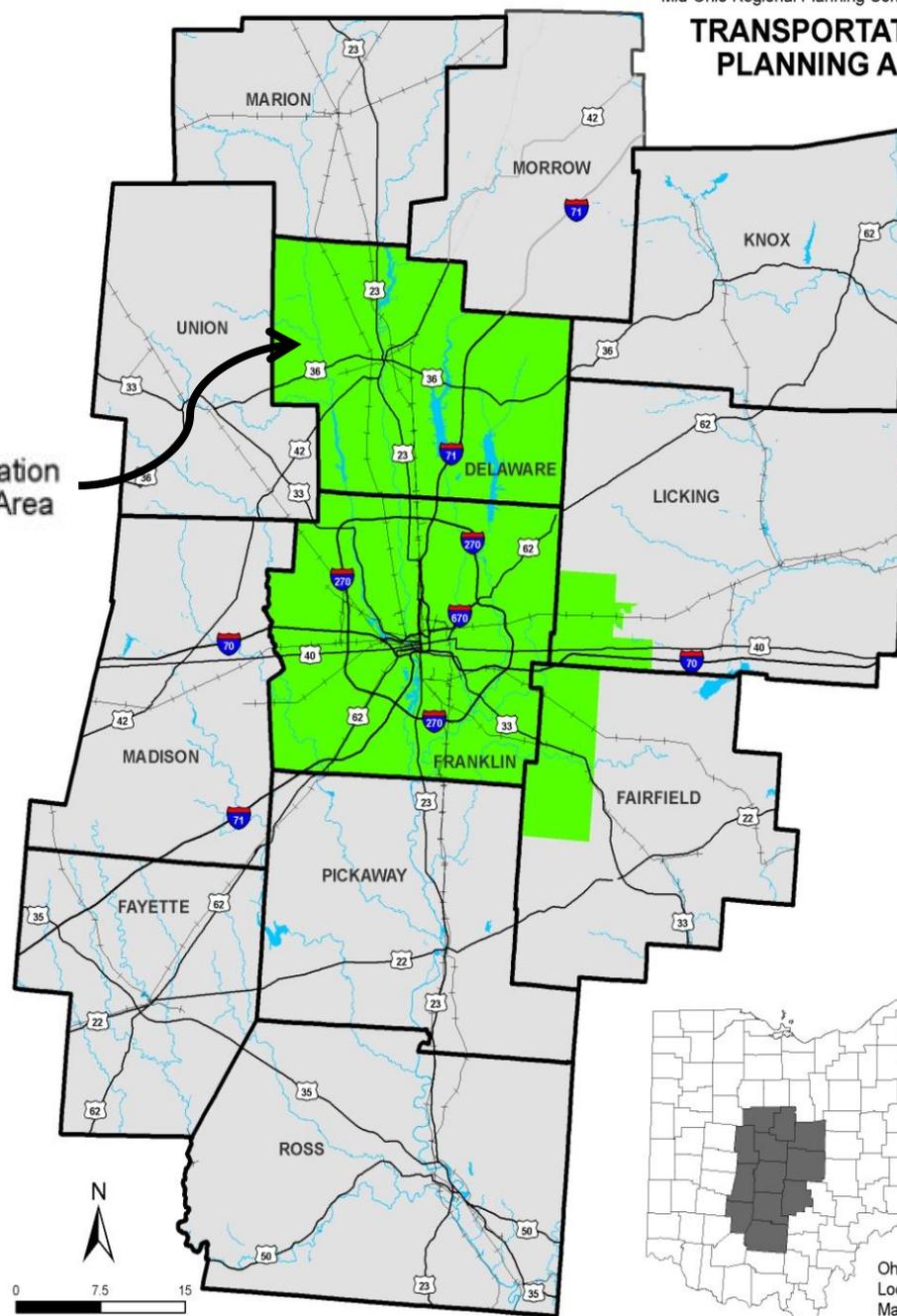
Housing Department

Transportation Department (MPO)

Mid-Ohio Regional Planning Commission

TRANSPORTATION PLANNING AREA

Transportation Planning Area





New Trends ...



...require new thinking



Changing U.S. Demographics & Lifestyles

Demographic group	Count	Lifestyles
Aging baby boomers	78 M	75% said they want to live in a mixed-age and mixed-use community
Younger baby boomers (late 40s / early 50s)		Flat incomes, lost equity in homes, less move-up buyers
Generation Y (children of baby boomers)	83 M	Value sense of community, diversity, environment, proximity to services
Immigrants, their children and grand children	40 M	Enjoy living close together, value sense of community

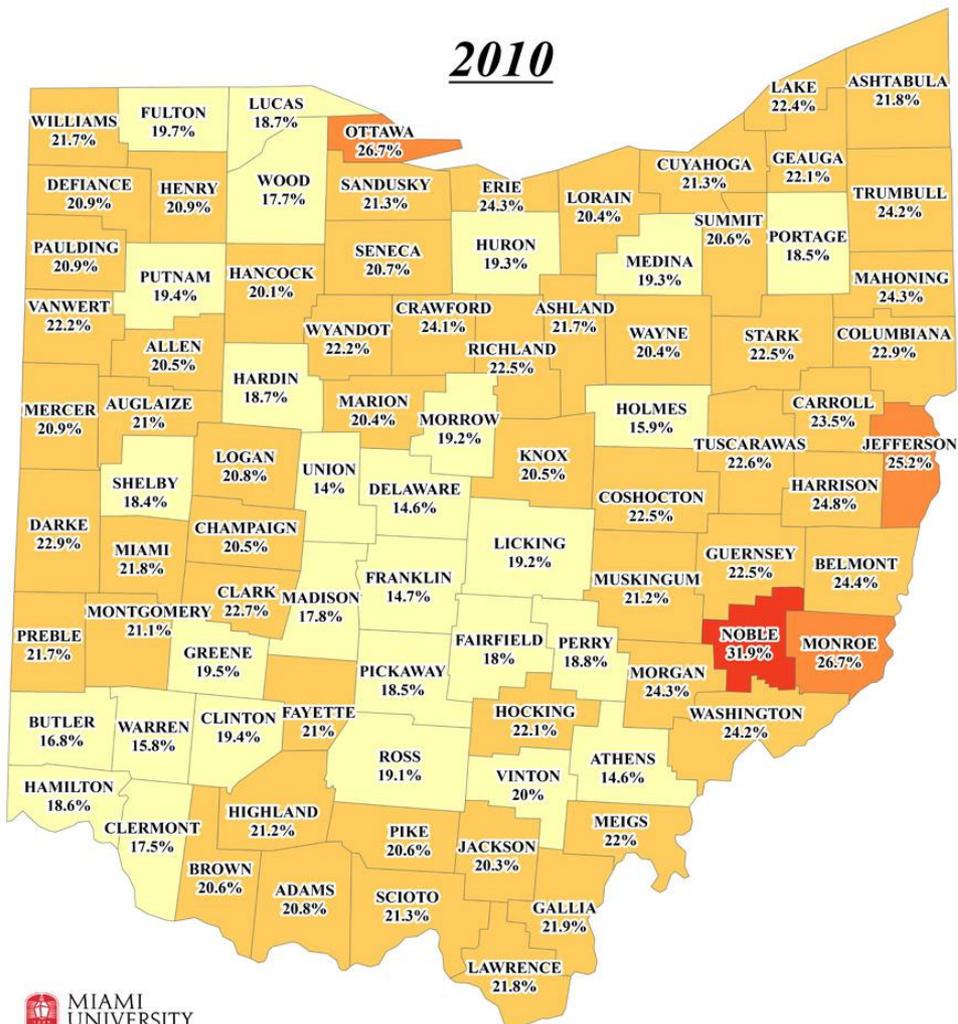
Est. population growth:
308 M to 438 M by 2050





Ohio Demographics - 2010

2010



% 60+ Population

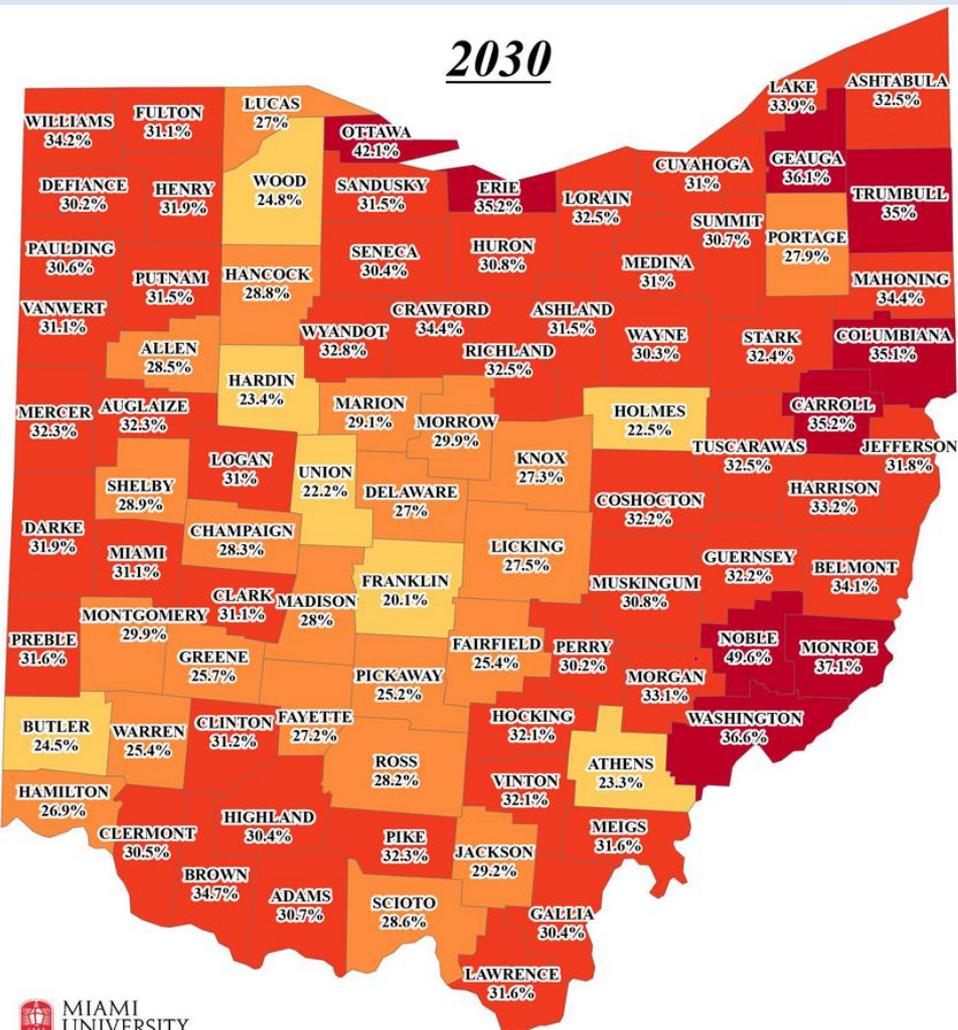
- n = 28 11.6% - 20%
- n = 57 20.1% - 25%
- n = 2 25.1% - 30%
- n = 1 30.1% - 35%

* (n) Number of counties



Ohio Demographics - 2030

2030



% 60+ Population



* (n) Number of counties



Housing Market & Demographics

“More and more households are aging into retirement and not being replaced by younger potential buyers.” (Ken Danter, 2010)

	Buying Households	Selling Households
2000	4	1
2014	1.8	1
2020	<1	1



“ Your constituents want their homes to hold their value. It’s the biggest investment they have. If there is no future demand for their homes, then they will not hold their value.” (Carol Coletta, 2010)



Transportation Challenges



“Most of the public spaces have been designed at auto-scale, so you appreciate what’s around it at the speed of the car. It has to be designed at the human scale.” (Yaromir Steiner, Developer, 2010)



Aging In Place





Young Professionals in Columbus



WHAT MAKES COLUMBUS COOL FOR THE YOUNG AND TALENTED?
2011 STATE OF THE YOUNG PROFESSIONAL



95% want to live closer to large centers

91% value living in a diverse + engaged community

96% value a vibrant community where people are “out and about”

Walk Score Customers



Next Steps

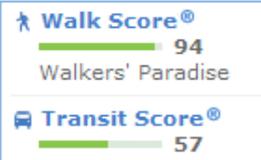
✉ [Get more info](#)

☎ Call 253-256-1634

Here's what our customers are saying:

“Walkability is a big part of deciding which homes to look at and to purchase.”

— Spencer Rascoff, CEO, [Zillow.com](#)



Zillow uses Walk Score APIs to show the Walk Score and Transit Score of millions of properties every day.

Customers: [Real Estate](#) | [Apartments](#) | [IDX](#) | [MLS](#) | [Mobile](#) | [Commercial Real Estate](#)

Walk Score is used by over 20,000 sites including:





Enhance Economic Competitiveness



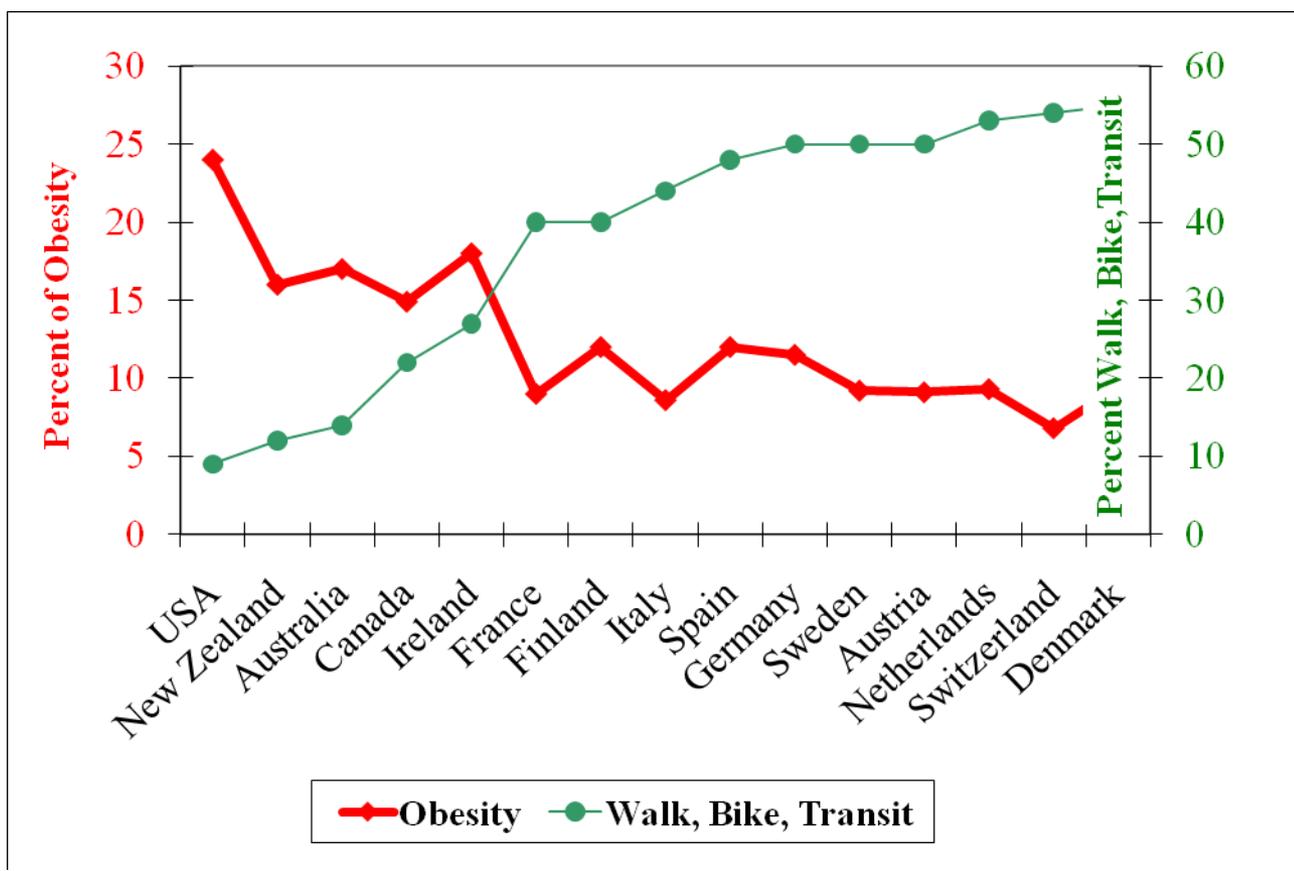
In most metro areas studied, every one-point increase in the 100-point Walk Score scale is associated with an increase in home value of \$500 - \$3,000.



Health Impacts

One study found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels.

Among individuals without safe place to walk, just 27% were active enough.





Community wants: Economic Prosperity

= Improve tax base of your community



- Maintain and attract home buyers
- Maintain and attract businesses

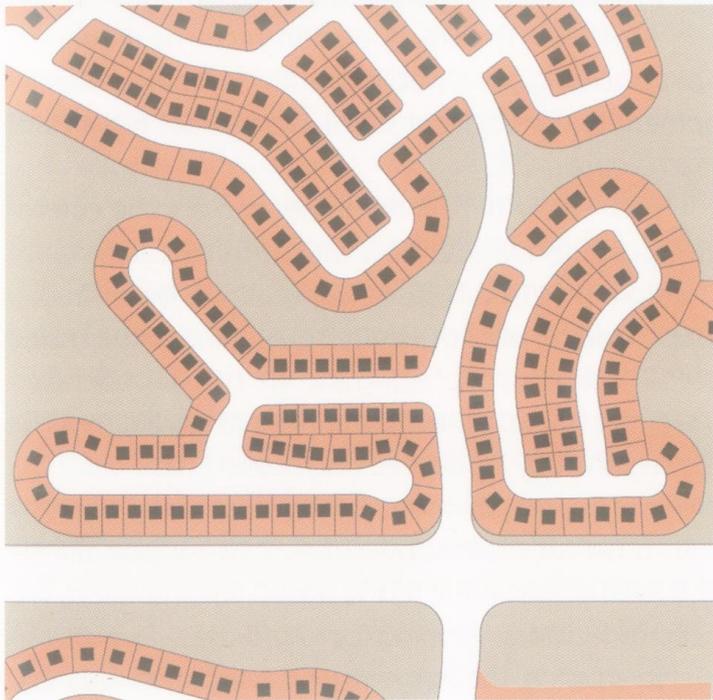


Create an attractive environment that people want to live, work, and play



Zoning Implications

“Zoning is particularly focused on the separation of uses, but real environments are about mixing uses.” (Yaromir Steiner)



4-27. Conventional single-use zoning



4-28. Transect-based zoning



Zoning Implications



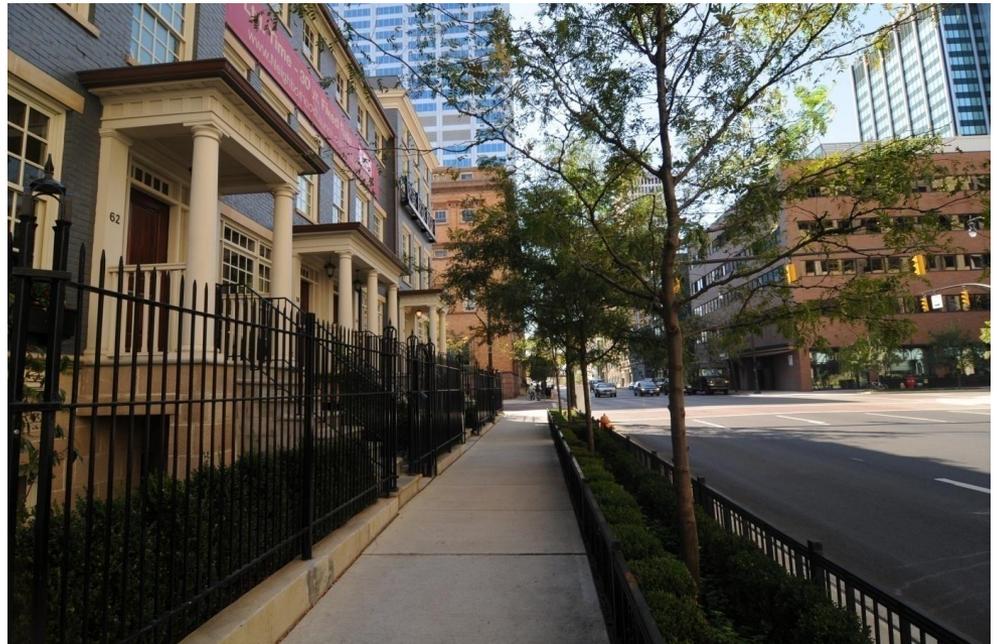
“If your legacy systems are leading you to develop something that the market no longer favors, you’ve got a problem, and you need to change these legacy systems.” (Carol Coletta, 2010)

Form-based code examples illustrating setback requirements (top), and requirements for a lot fronting a primary and a non-primary street (bottom). Source: Franklin County, OH Economic Development & Planning.



Rethinking the Public Realm

“The cities have a great advantage: They have an enormous amount of real estate that they are not looking at correctly. And that is all the streets and all the setbacks.” (Jack Lucks, Developer, 2010)





Video



www.morpc.org/completestreets

Video Stars

Rethinking Streets

for Successful Communities



Carol Coletta
Formerly: CEOs for Cities



Ken Danter
Real Estate Research



Terry Foegler
City Manager



Jack Lucks
Developer



Keith Myers
Landscape Architect



Yaromir Steiner
Developer



MORPC is Planning for Lifelong Communities

With our partners:

- Lunch events
- Workshops
 - Workforce development for seniors
 - Complete Streets
 - Developers vs. Zoning Staff





MORPC is Planning for Lifelong Communities

Internally:

- Complete Streets + Toolkit
- Balanced Growth Planning
- Zoning Code Review & Analysis



Balanced Growth Plan Watersheds





City of Columbus

Population

632,958 (1990)

787,033 (2010)

Household Size

2.38 (1990)

2.31 (2010)

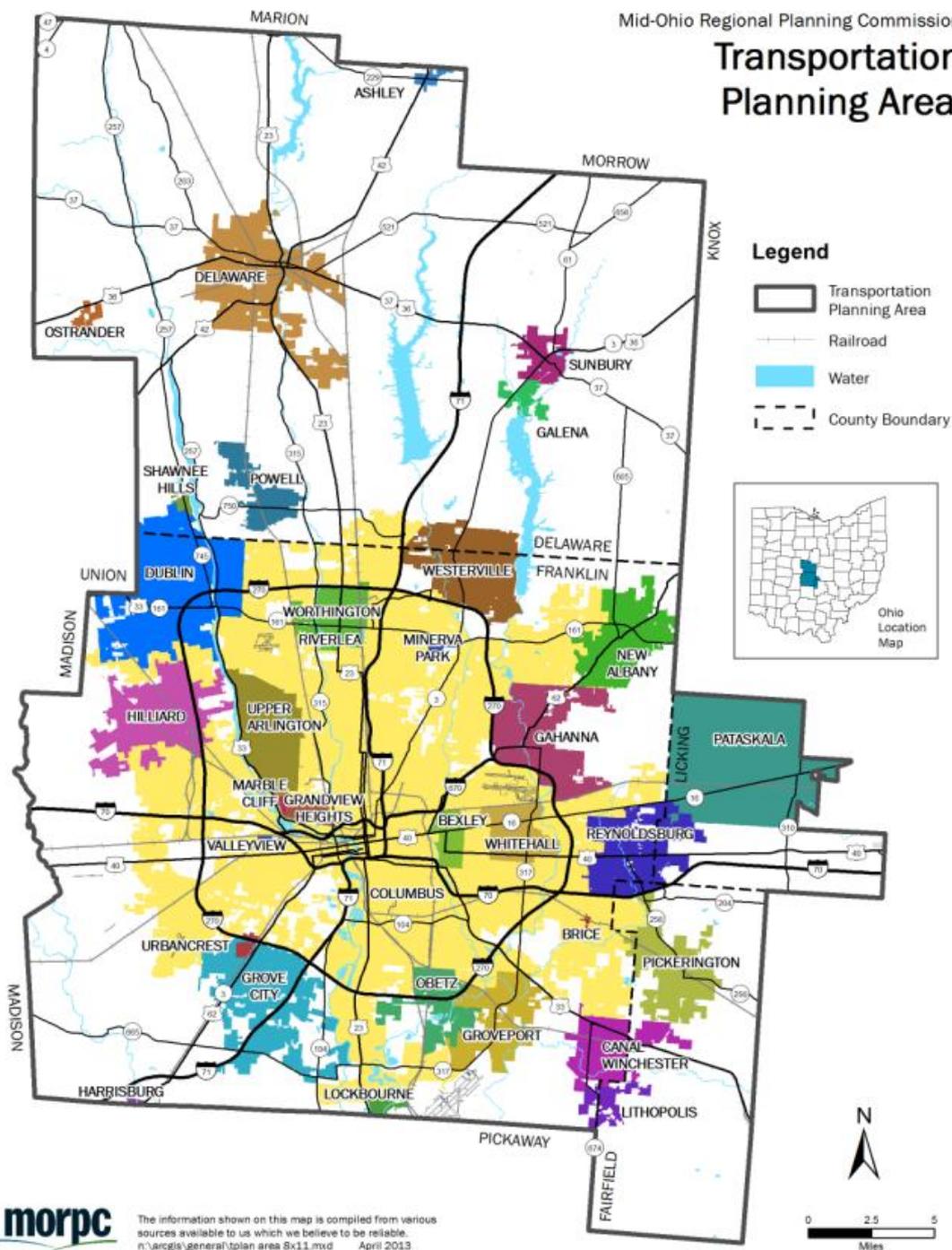
Houses per square mile

1441 (1990)

1486 (2010)

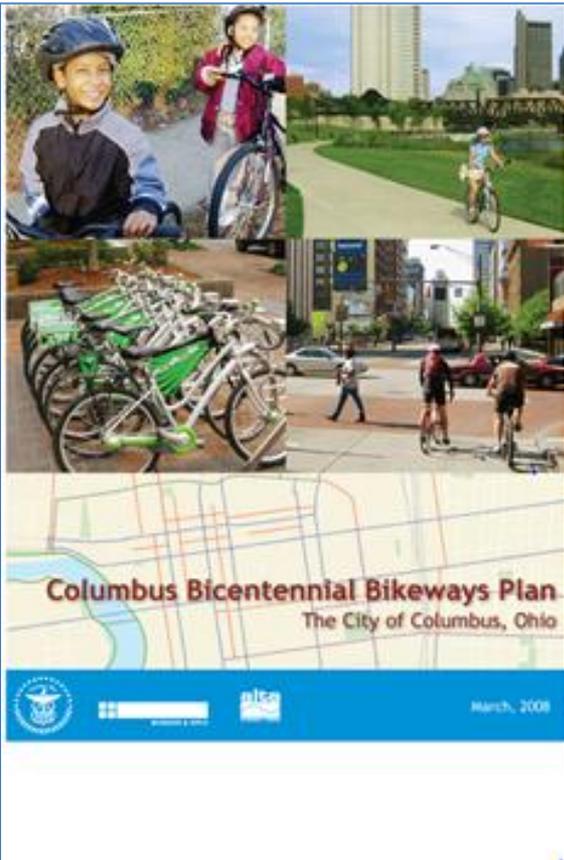
Mid-Ohio Regional Planning Commission

Transportation Planning Area





2008 Columbus Bicentennial Bikeway Master Plan





Bike Share in Columbus





Road Diet & Streetscapes on Gay Street





Complete Streets Ordinance

RESOLUTION NO. 2012-12

A RESOLUTION TO EXPRESS SUPPORT OF THE COMPLETE STREETS INITIATIVE.

WHEREAS, Complete Streets are designed and operated to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrian, bicyclists, transit riders, motorists, commercial and emergency vehicles and for people of all ages and of all abilities; and

WHEREAS, Complete Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network as well as decreasing consumer transportation costs; and

WHEREAS, Complete Streets support economic growth and community stability by providing accessible and efficient connections between home, school, work, recreation and retail destination by improving the pedestrian and vehicular environments throughout communicates; and

WHEREAS, the City of Westerville recognizes the importance of street infrastructure improvements and modifications such as sidewalks, crosswalks, shared-use paths, bicycle lanes, signage and accessible curb ramps that enable safe, convenient, and comfortable travel for all users; which improvements and modifications have been, are and will be components of the Annual Street Rehabilitation Program; the Annual Sidewalk Repair Program; South State Streetscape Improvement Projects; Cleveland Avenue Improvements, and Dempsey Road Improvements; NOW THEREFORE,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WESTERVILLE, OHIO:



Bike Hub





City of Dublin

Population

16,371 (1990)

41,751 (2010)

Household Size

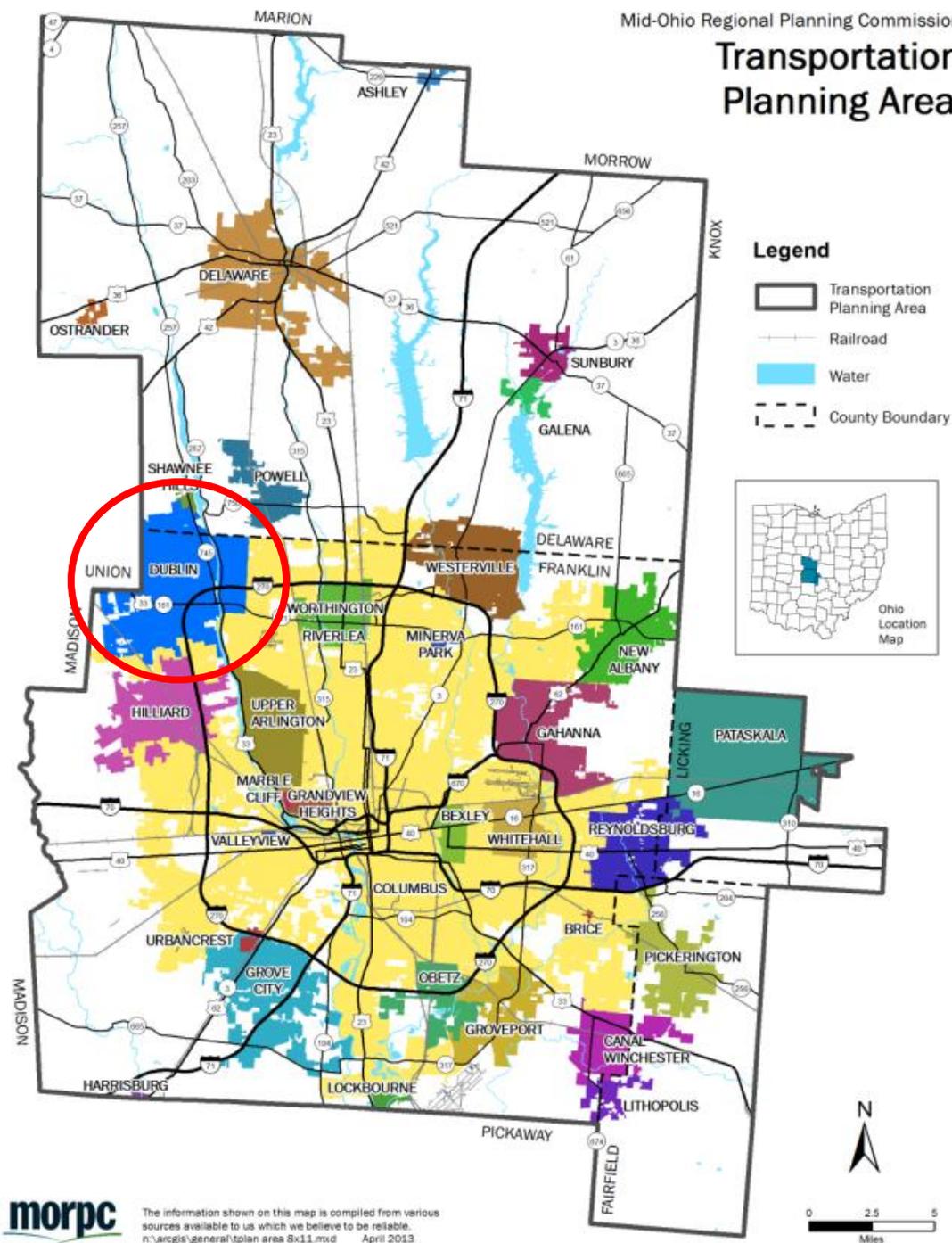
2.95 (1990)

2.78 (2010)

Houses per square mile

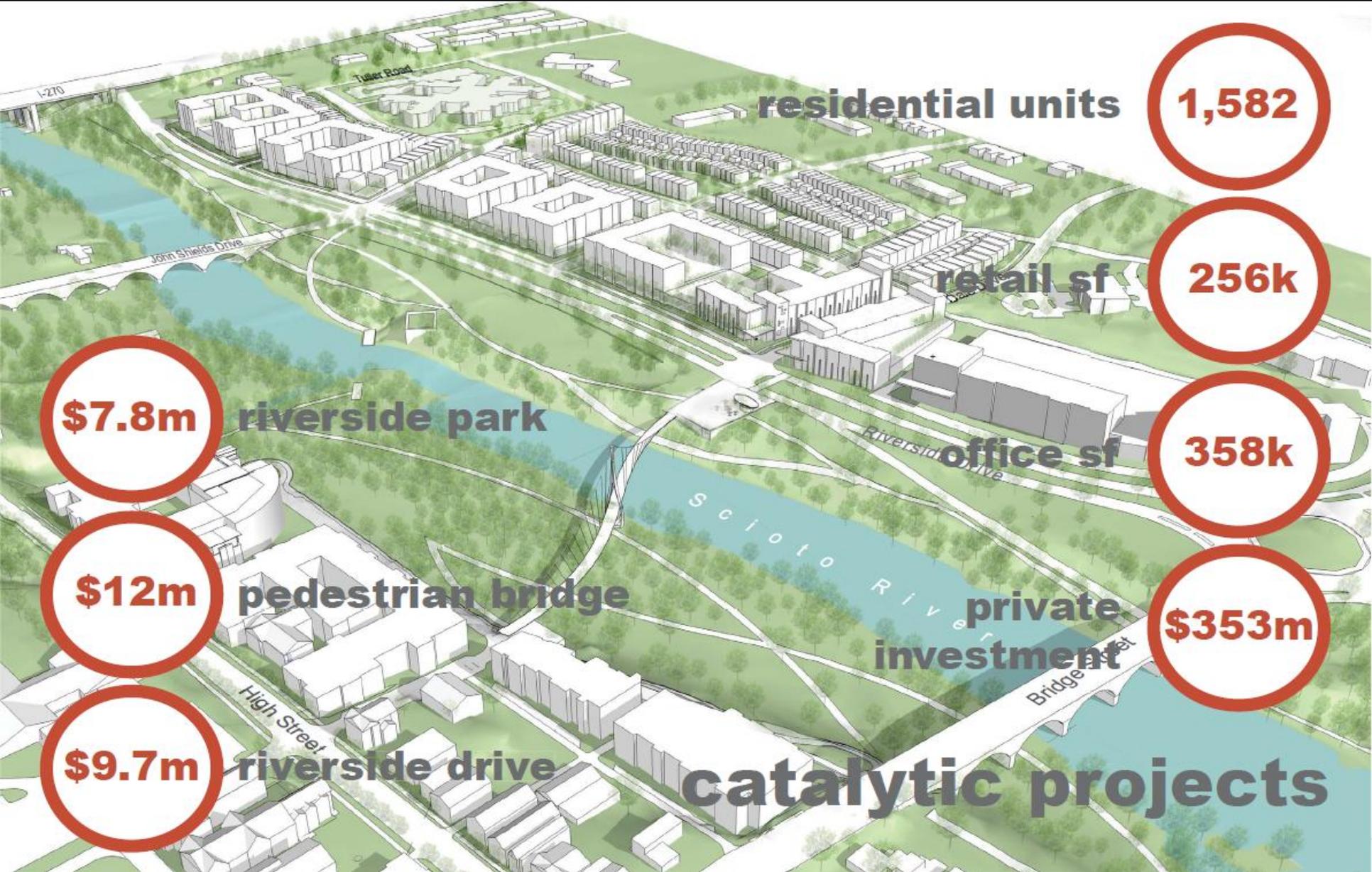
334 (1990)

604 (2010)





Bridge Street Corridor



Bridge Street Corridor



What's Next?

- Study of current and projected housing demand and supply
- Economic Impact of Trails Study
- Impact Models, e.g. Cincinnati Fiscal Impact Model



Little Miami Scenic Trail



For more information

www.morpc.org

www.morpc.org/completestreets

OKI – Comprehensive Planning Guidance and Tools

<http://www.oki.org/departments/landuse/srpp.html>

Kerstin Carr, Ph.D.

Manager, Active Transportation & Safety

kcarr@morpc.org

614.233.4163