PARKS ARE AN **ESSENTIAL BUSINESS**

MKSK

TODAY'S **SPEAKERS**

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Chris Hermann, AICP
Principal
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MKSK

Andrew Overbeck, AICP
Principal
aoverbeck@mkskstudios.com

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TODAY'S **AGENDA**

1 | LESSONS LEARNED FROM **2020**

2 | HOW HAVE CITIES **RESPONDED?**

3 | HOW CAN COLUMBUS **IMPROVE?**

4 | WHAT COULD THE **FUTURE LOOK LIKE?**

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1 | LESSONS LEARNED FROM 2020

SOCIAL EQUITY, IMPLICIT BIAS AND PUBLIC SPACES

SOCIAL EQUITY: Equal treatment to which all are entitled by virtue of being human.

Source:
Adler, M. (1981). Six Great Ideas.
New York: Collier Books

IMPLICIT BIAS: Refers to the attitudes or stereotypes that affect our understanding, actions, and decisions in an unconscious manner. These biases, which encompass both favorable and unfavorable assessments, are activated involuntarily and without an individual's awareness or intentional control.

Source:
Kirwan Institute, CNN

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SOCIAL EQUITY, IMPLICIT BIAS AND PUBLIC SPACES

Source: theundefeated.com

SOCIAL EQUITY, IMPLICIT BIAS
AND PUBLIC SPACES

CHRISTIAN COOPER
New York Audubon

Source: New York Times

SOCIAL EQUITY, IMPLICIT BIAS AND PUBLIC SPACES

SHOLA RICHARDS
Los Angeles, California

"Twice a day, I walk my dog Ace around my neighborhood with one, or both, of my girls. I know that doesn't seem noteworthy, but here's something that I must admit:

I would be scared to death to take these walks without my girls and my dog. In fact, in the four years living in my house, I have never taken a walk around my neighborhood alone (and probably never will)...

It's equal parts exhausting and depressing to feel like I can't walk around outside alone, for fear of being targeted."

SOCIAL EQUITY, IMPLICIT BIAS AND PUBLIC SPACES

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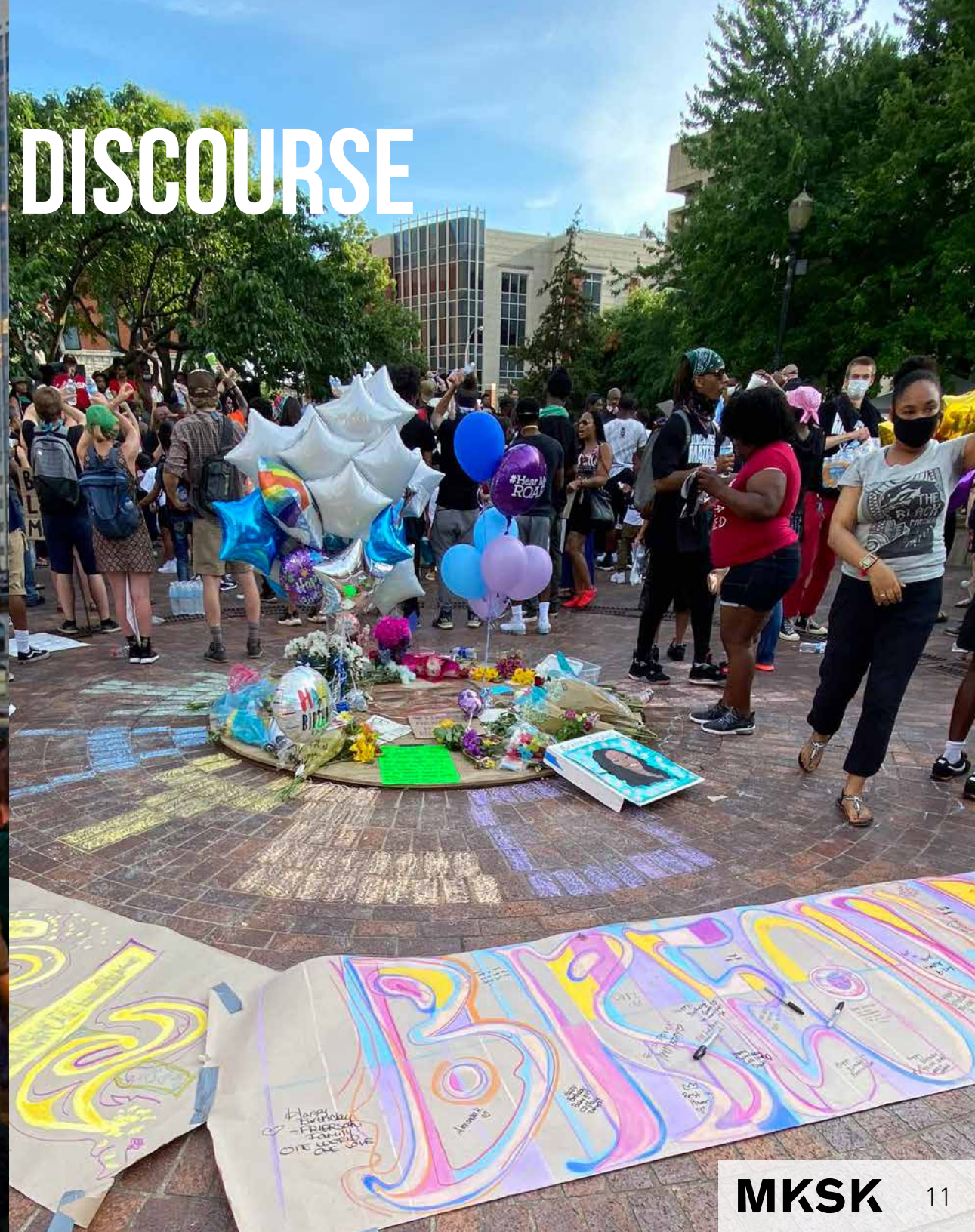# PUBLIC SPACE IS FOR **PUBLIC DISCOURSE**

Ohio State House | Columbus, OH
Source: WOSU

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PUBLIC SPACE IS FOR **PUBLIC DISCOURSE**

Jefferson Square | Louisville, KY
Source: WLKY

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PUBLIC SPACE IS FOR **PUBLIC DISCOURSE**

Columbus, OH

LESSONS LEARNED FROM THE PANDEMIC

181.7 MILLION
WORLDWIDE
CASES

599,089
DEATHS IN
THE U.S.

42.6 MILLION
UNEMPLOYMENT
CLAIMS

3.5%
GDP DECLINE
IN 2020

Source: WHO

Source: WHO

Source: CNBC

Source: Reuters

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DISPROPORTIONATE DEATH RATES
AMONG AFRICAN AMERICAN POPULATION

Proportion of African Americans in Overall Population vs. Percentage of COVID-19 Deaths (as of May 2020)

Michigan
14% of the population and 40% of deaths

Wisconsin
7% of the population and 33% of deaths

Ohio
12% of the population and 20% of deaths

Underlying health conditions that increase vulnerability to COVID-19:

Hypertension & Cardiovascular Disease
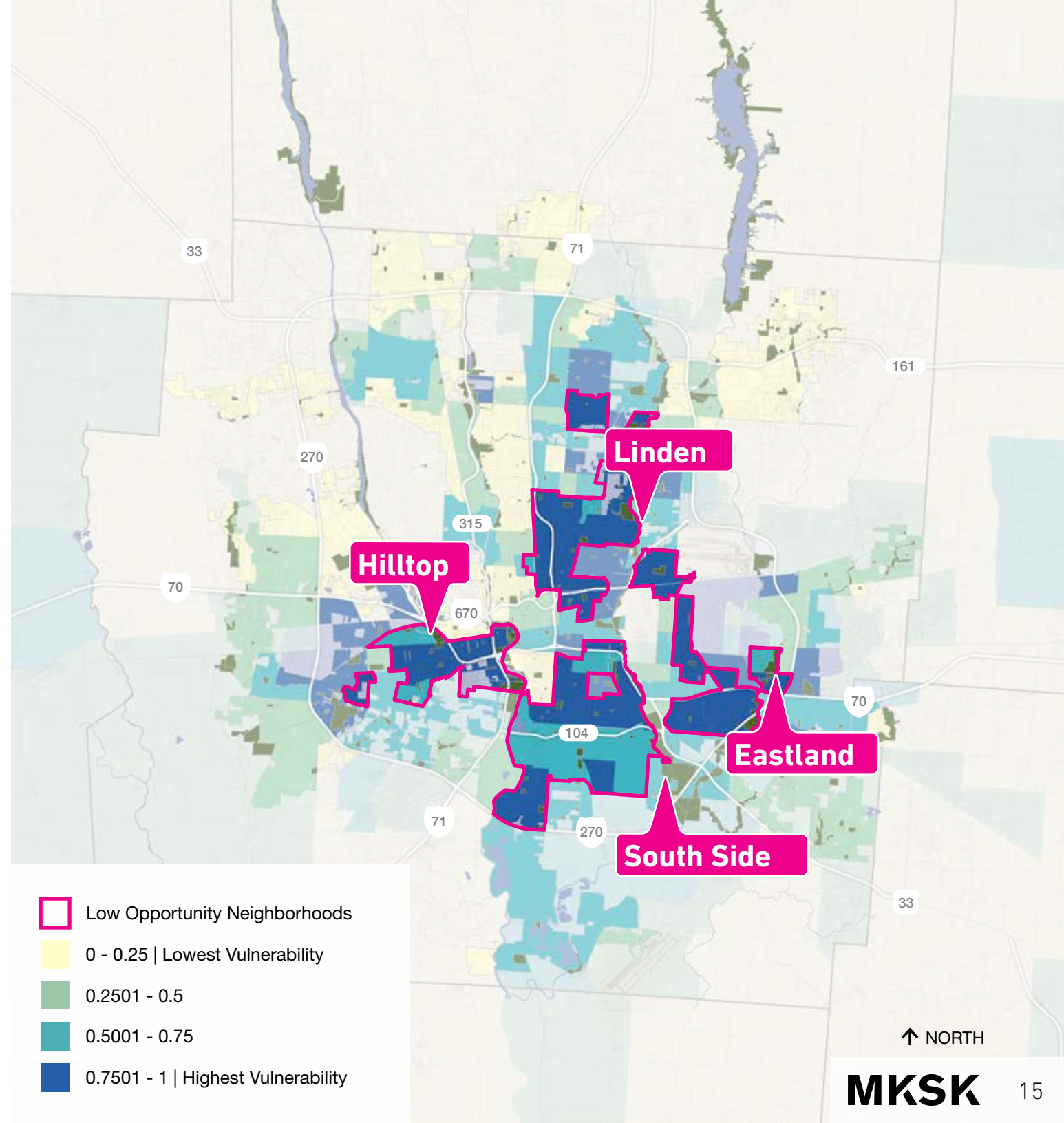
Obesity

Diabetes

Chronic Lung Disease

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14

LOW OPPORTUNITY
NEIGHBORHOODS

Neighborhood tracts categorized as "very low" opportunity.

Life expectancy in the lowest income neighborhoods in Columbus is **26 years lower** than in the highest income neighborhoods.

Source: Kirwan Institute, New York Times

Linden

Hilltop

Eastland

South Side

☐ Low Opportunity Neighborhoods

⬜ 0 - 0.25 | Lowest Vulnerability

⬜ 0.2501 - 0.5

⬜ 0.5001 - 0.75

⬛ 0.7501 - 1 | Highest Vulnerability

↑ NORTH

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PHYSICAL DETERMINANTS OF HEALTH

Natural environment, such as green space (e.g., trees and grass) or weather (e.g., climate change)

Built environment, such as buildings, **sidewalks, bike lanes, and roads**

Worksites, schools, and **recreational settings**

Housing and community design

Exposure to toxic substances and other physical hazards

Physical barriers, especially for people with disabilities

Aesthetic elements (e.g., good lighting, trees, and benches)

HEALTH BENEFITS
OF PARKS

"**An avalanche of findings over the past 30 years has bolstered with evidence what most of us feel the truth of in our bones...** *that nature can soothe, buoy, and restore.*"

Colin Ellard, Neuroscientist
Urban Realities Laboratory
University of Waterloo, Toronto

physical

Improve immune function
Speed recovery from injury & illness
Reduce obesity
Promote healthier cardiac patterns
Lower stress
Increase fitness
Reduce prevalence of obesity, cancer, diabetes and heart disease

mental

Improve relaxation & restoration
Increase neighborhood cohesion
Promote pro-social behaviors
Improve cognitive function
Improve real and perceived safety
Increase feelings of happiness
Enhance trust, empathy & altruism

HEALTH BENEFITS OF PARKS

▶ **Getting enough physical activity could prevent 1 in 10 premature deaths**

▶ **Not Getting Enough Physical Activity Costs Money**

177 billion dollars in annual health care costs are associated with inadequate physical activity.

▶ **Building active and walkable communities can help:**

Increase levels of retail economic activity and employment

Increase property values

Support neighborhood revitalization

Reduce health care costs

HEALTH BENEFITS OF PARKS

Benefits for Children

Reduces risk of depression

Improves aerobic fitness

Improves muscular fitness

Improves bone health

Promotes favorable body composition

Improves attention and some measures of academic performance

Benefits for Adults

Lowers risk of high blood pressure

Lowers risk of stroke

Improves aerobic fitness

Improves mental health

Improves cognitive function

Reduces arthritis symptoms
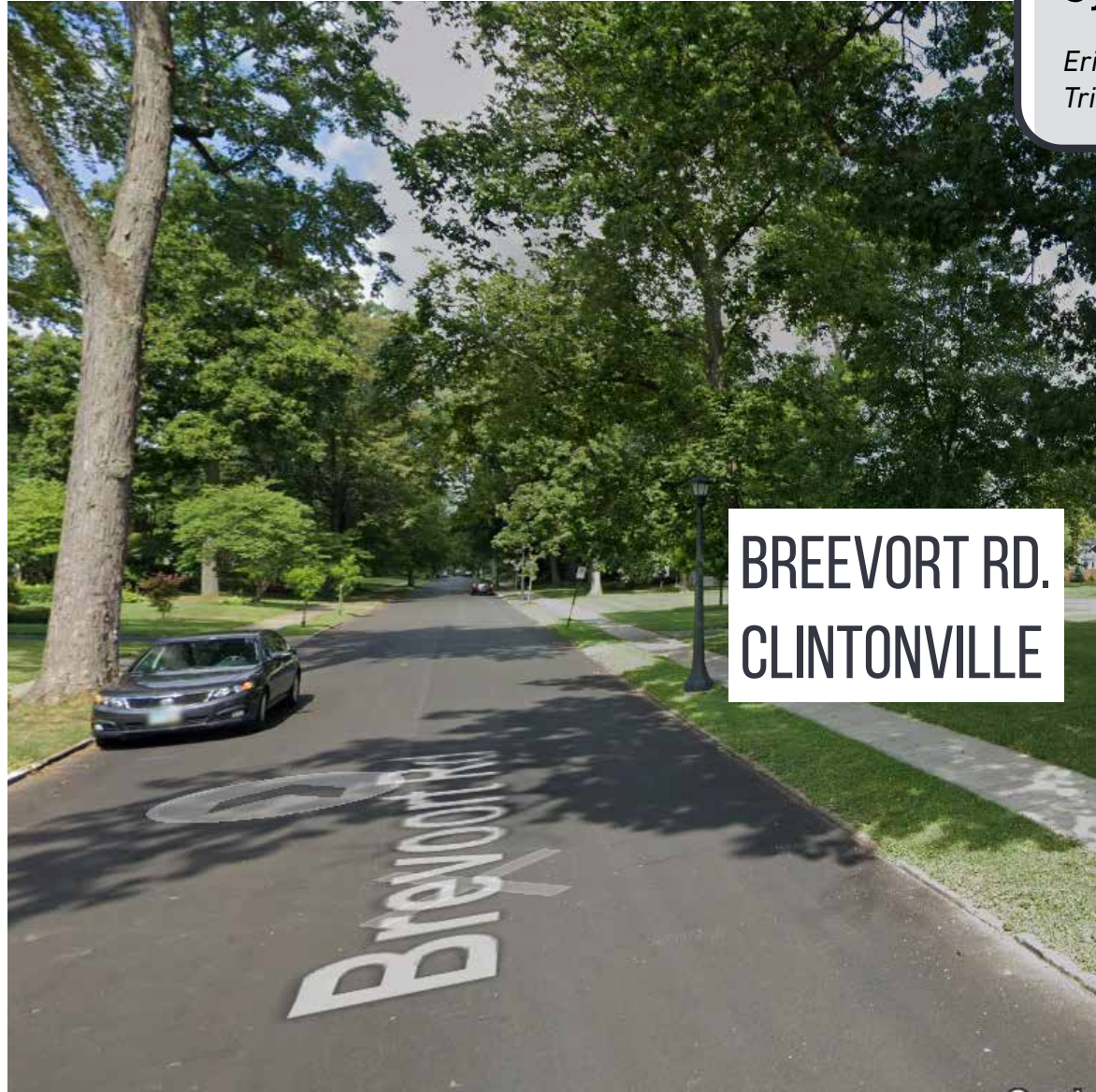
Prevents weight gain

Benefits for Healthy Aging

Improves sleep

Reduces risk of falling

Improves balance

Improves joint mobility

Extends years of active life

Helps prevent weak bones and muscle loss

Delays onset of cognitive decline

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IS ACCESS EQUITABLE?

ELK RUN PARK
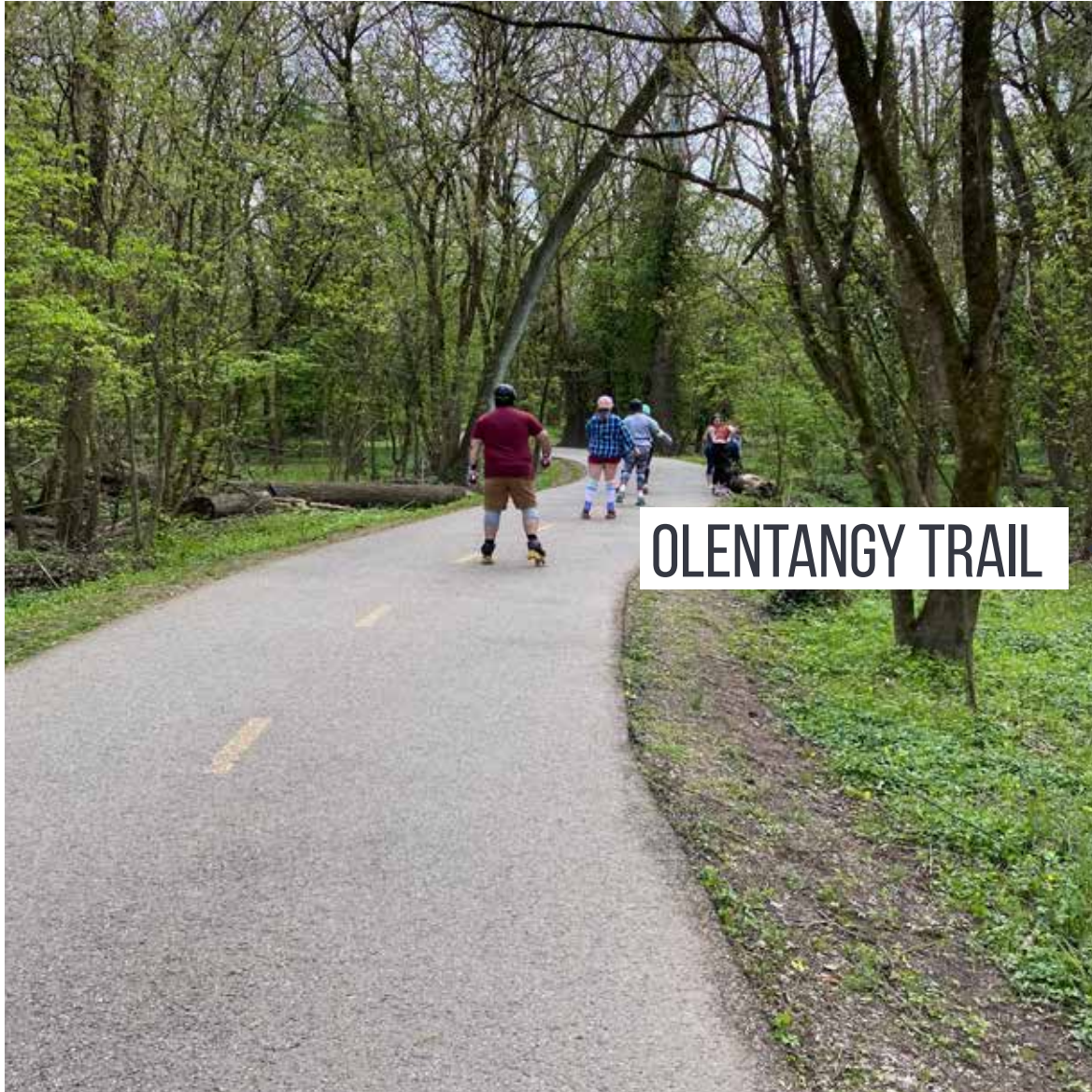
JOAN PARK

IS ACCESS **EQUITABLE?**

> *"**Living near blighted urban spaces generates recurrent surges in stress** and, with them, 'inflammatory changes and dysregulation of cardiovascular, neurological, and endocrine systems over a lifetime for persons repeatedly exposed.'"*
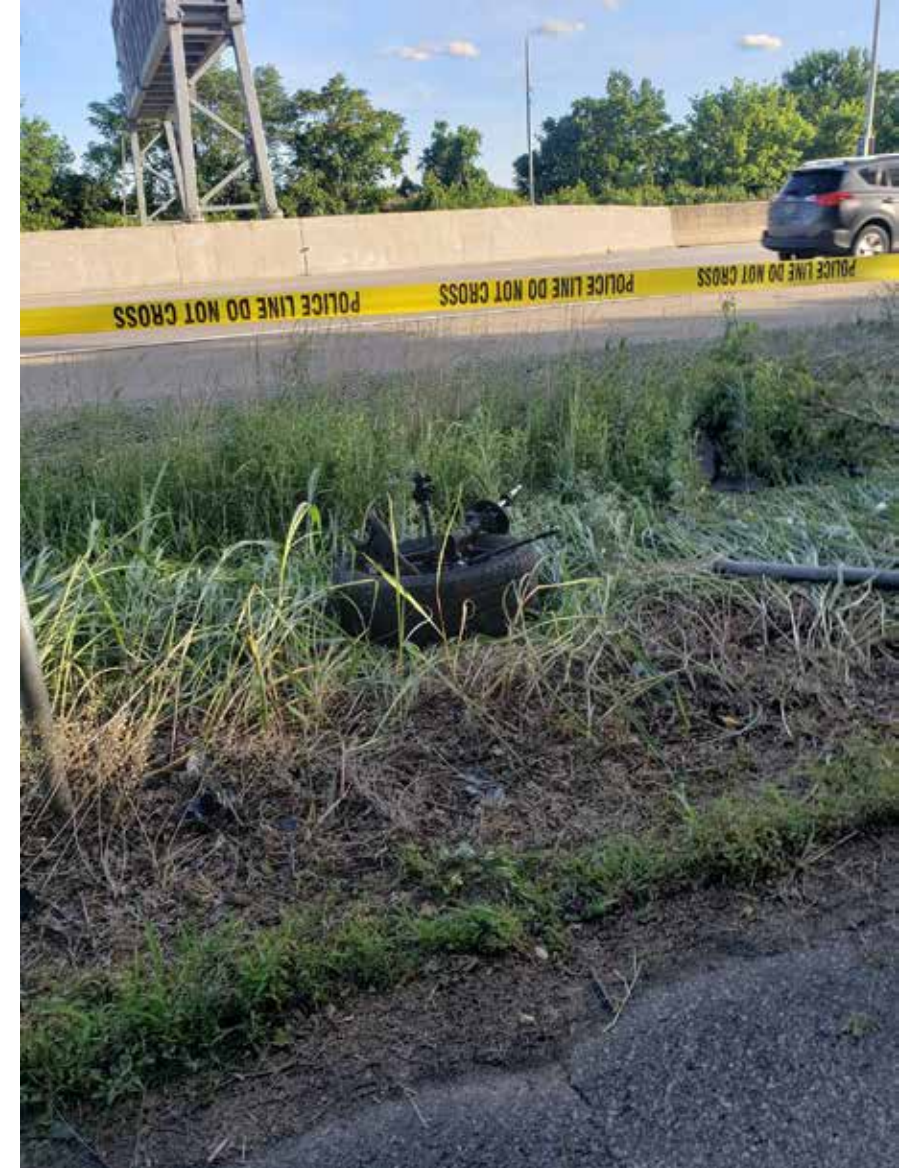>
> *Eric Klinenberg, Palaces for the People referencing Neighborhood Blight, Stress, and Health: A Walking Trial of Urban Greening and Ambulatory Heart Rate (South, Kondo, Cheney, Branas)*
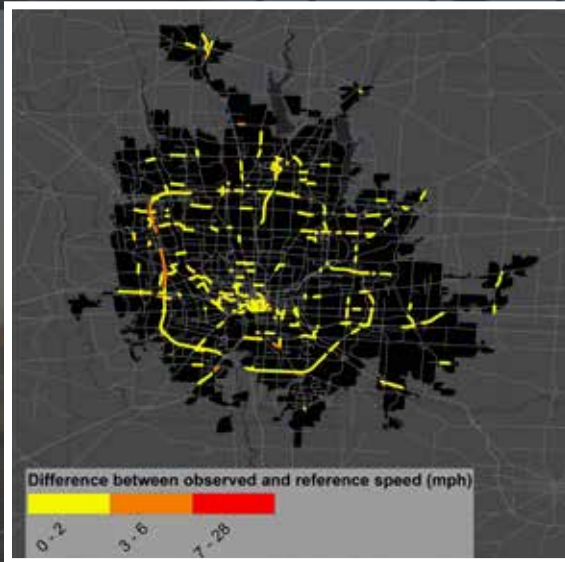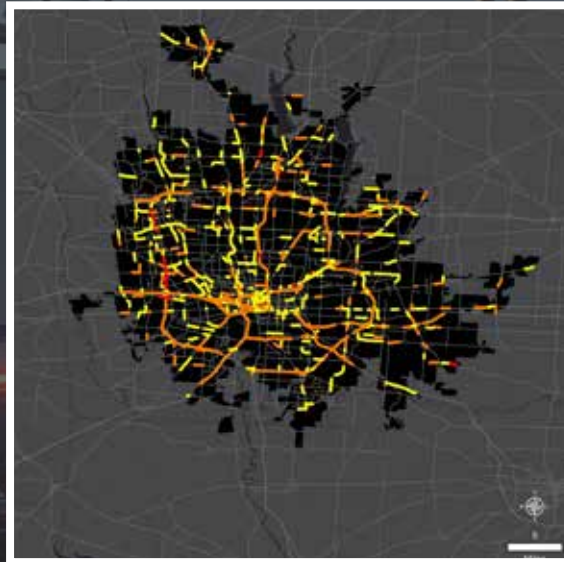

BREEVORT RD.
CLINTONVILLE

HUDSON ST.
LINDEN

ARE OUR TRAILS **WIDE ENOUGH**?

OLENTANGY TRAIL

DOWNTOWN CONNECTOR TRAIL

ARE OUR TRAILS **SAFE ENOUGH**?

ARE OUR STREETS **SAFE?**

Before (2019)

After (2020)

17.8%
SPEEDING ROAD SEGMENTS
3/28 TO 4/19 (2019)

➔

57%
SPEEDING ROAD SEGMENTS
3/28 TO 4/19 (2020)

During the shelter-in-place orders in 2020, state data showed that:

Traffic volumes are lower

Crash rates are higher

Injury and fatality rates are higher

Evidence points to higher rates of speeding

From 2015 to 2019, 74 pedestrians and 4 bicyclists were killed in Columbus.

Source: Vision Zero Columbus Action Plan

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DO WE HAVE ENOUGH **BIG PARKS?**

WHETSTONE PARK

DO WE HAVE ENOUGH **BIG PARKS?**

SCIOTO GREENWAY

PAST PUBLIC HEALTH CRISES INFLUENCED
URBAN PLANNING AND DESIGN

"The urban parks movement, led by Olmsted, was built on the notion that green space was the respiratory apparatus for any urban environment, the prerequisite for expectations of sound collective health."

– Ginia Bellafante, New York Times

Photo by Jermaine Ee on Unsplash

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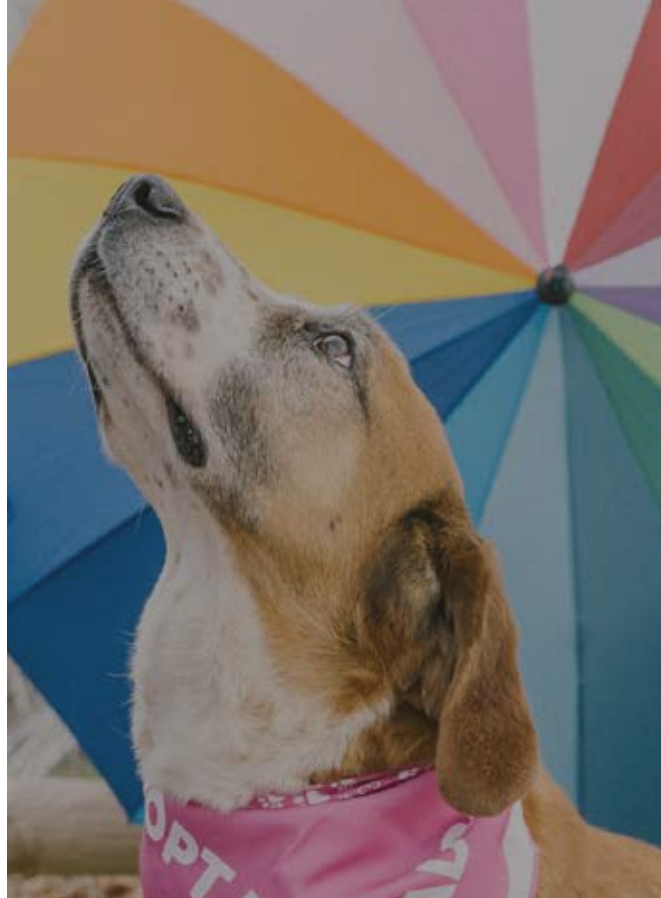# HOW HAVE CITIES **RESPONDED?**

OLENTANGY TRAIL

WORKING MORE,
GETTING OUTSIDE MORE

20X
INCREASE IN
ZOOM USERS
(REUTERS)

3 HOURS
EXTRA HOURS WORKED
PER DAY BY U.S. WORKERS
(NORDVPN TEAMS)

90%
INCREASE IN DOG
FOSTERING
(HUMANE SOCIETY)

50%
INCREASE IN
BIKE SALES
(APRIL SALES FIGURES, KENT INTERNATIONAL)

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WORKING MORE, GETTING OUTSIDE MORE

THE SAME CAN BE SAID FOR PARKS IN OHIO

60%
INCREASE IN FRANKLIN COUNTY METROPARKS VISITORS

34%
INCREASE IN GREAT PARKS OF HAMILTON COUNTY VISITORS

83%
INCREASE IN GREAT PARKS OF HAMILTON COUNTY TRAIL USERS

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INCREASING **PEDESTRIAN SPACE**
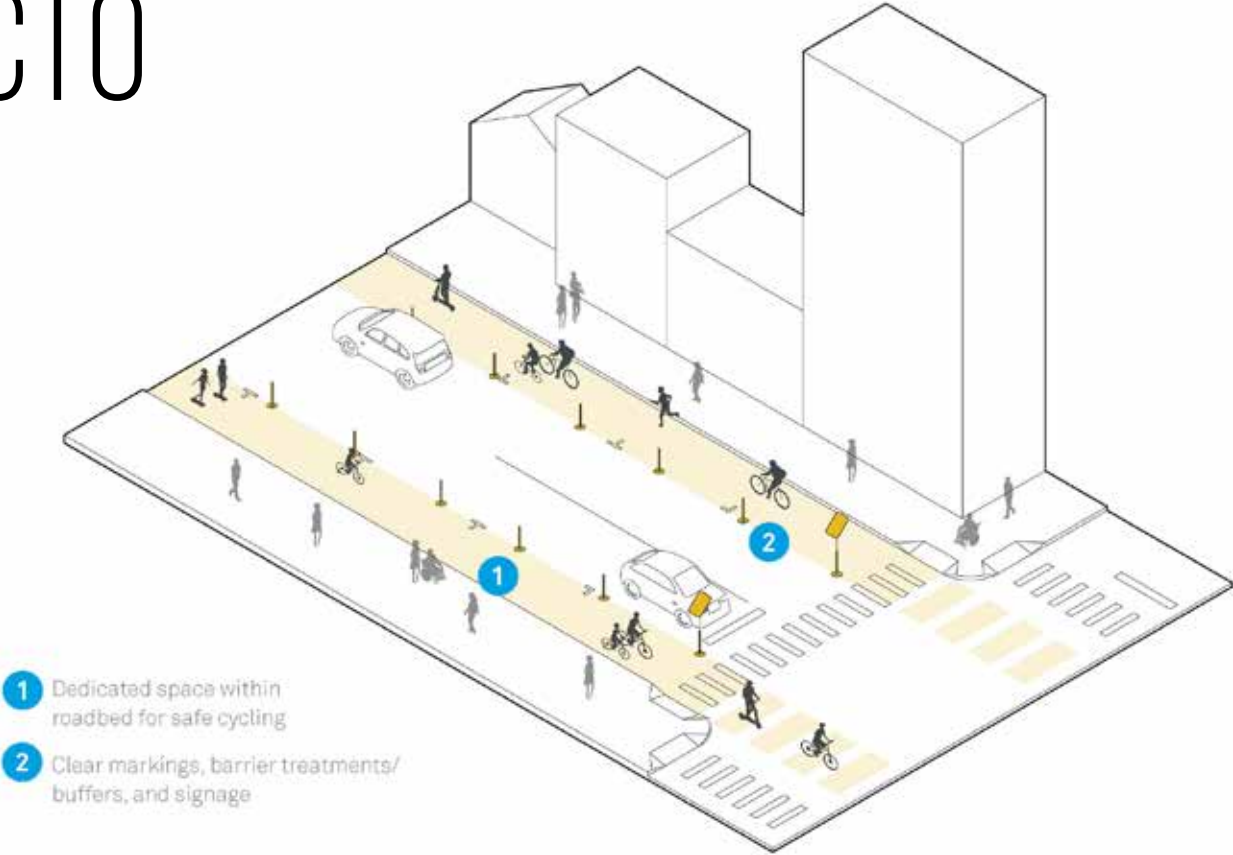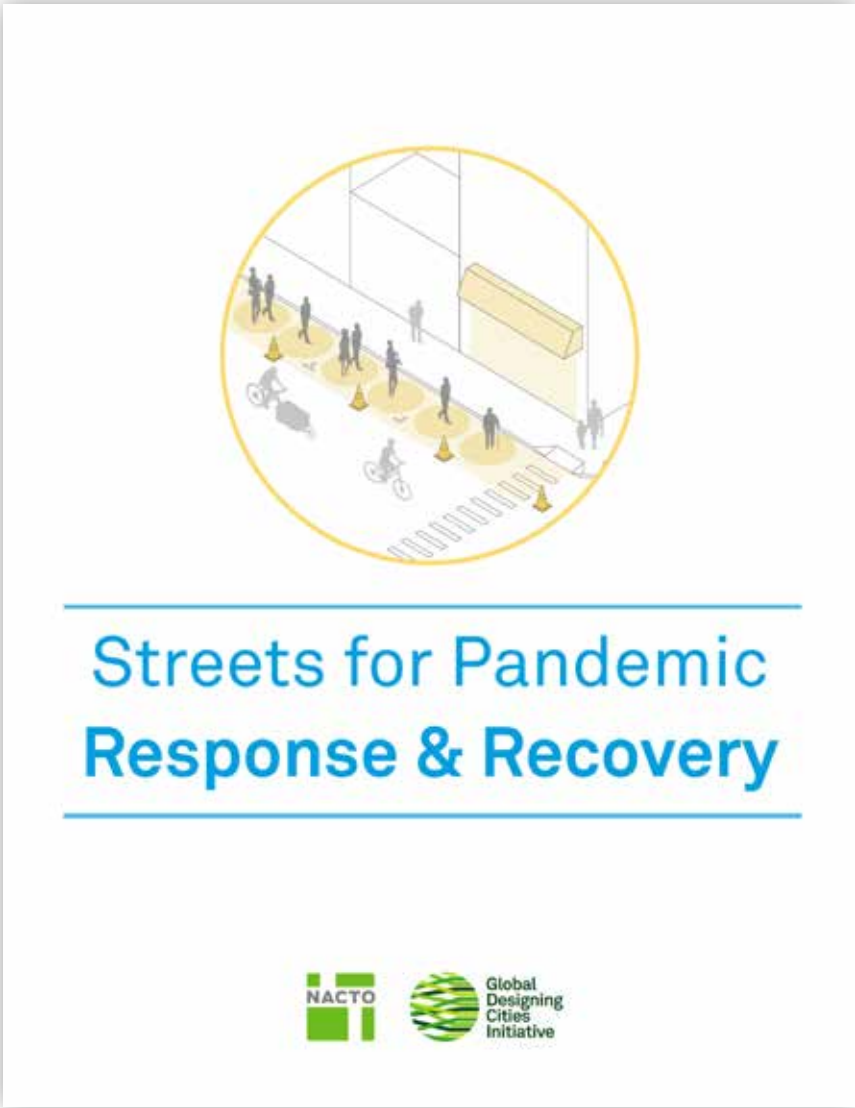
TRAVEL LANE CONVERSION: MILAN

After lockdown, Milan rolls out plan to open more streets to cyclists and pedestrians

The Strade Aperte plan, translated as "Open Roads," is one of the world's most dramatic examples of how city planners around the world, after COVID-19 lockdowns, are redesigning city streets to be friendlier to pedestrians and cyclists.

Source: Anna Kusme, PRI

RME
RETE DI MOBILITÀ D'EMERGENZA

Piano di azione per la mobilità urbana post COVID

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DESIGN GUIDELINES: NACTO

TEMPORARY STREET CLOSURES: CRITICISM

ziwe
@ziwe

there are two americas: one fights for black lives and the other fights for brunch

Demonstrators on their bikes face police officers outside of the White House on May 30 in Washington, D.C. // Eris Baradat/AFP via Getty Images

PERSPECTIVE

'Safe Streets' Are Not Safe for Black Lives

A transportation planner warns pedestrian-friendly street redesigns that happen without diverse public input can end up harming the communities they serve.

JUNE 8, 2020

OAKLAND: **SLOW STREETS**

Slow Streets & Essential Places Network

Corridors   Locations

June 5 Installation

Completed

Last updated June 4, 2020

The City of Oakland Slow Streets Program is intended to support safe physical activity by creating more space for physical distancing for all Oaklanders.

All Slow Streets with and without soft closure barriers are Closed to Through Traffic so that people can more comfortably use these low-traffic streets for physically distant walking, wheelchair rolling, jogging, and biking all across the City.

As of 6/5/2020, the City has installed over 20 miles of slow streets along 19 corridors.

Source:
https://www.oaklandca.gov/projects/oakland-slow-streets

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OAKLAND: ESSENTIAL PLACES

The Essential Places initiative is an evolution of Slow Streets driven by community feedback and advocacy, especially from East Oakland residents and community groups.

While the Oakland Slow Streets program overall continues to receive overwhelming support among community survey respondents, those responding to surveys are more likely to be white, have high incomes and live in North Oakland.

Any potential installation of new Slow Streets would be the result of extensive community engagement in low income communities and communities of color.

Source:
https://www.oaklandca.gov/projects/oakland-slow-streets

HAPPENING TODAY

FOX2 OAKLAND ADDING 4 MORE 'ESSENTIAL PLACES'
4:17 E SAID AFRICAN AMERICANS HAVE BEEN HURTING AND SCARED FO | TOP STORIES

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TPL PARKSCORE

Columbus TPL Parkscore Scorecard

52 — **National Rank for Columbus**
Out of **100** Most Populated Cities

48.6 — **Total Points (Weighed)**
Out of 100 Max

Acreage

60 — **Total Points for Acreage**
Out of 100 Max

75 — **Points for Median Park Size (7.7 Acres)**
Out of 100 Max

45 — **Points for Parkland as Percent of City Area (8.8%)**
Out of 100 Max

Services & Investment

50 — **Total Points for Investment**
Out of 100 Max

50 — **Points for Spending Per Capita ($100.60)**
Out of 100 Max

Access

40 — **Total Points for Access**
Out of 100 Max

59% — **Percent of Columbus residents within a 10-minute walk from a Park**
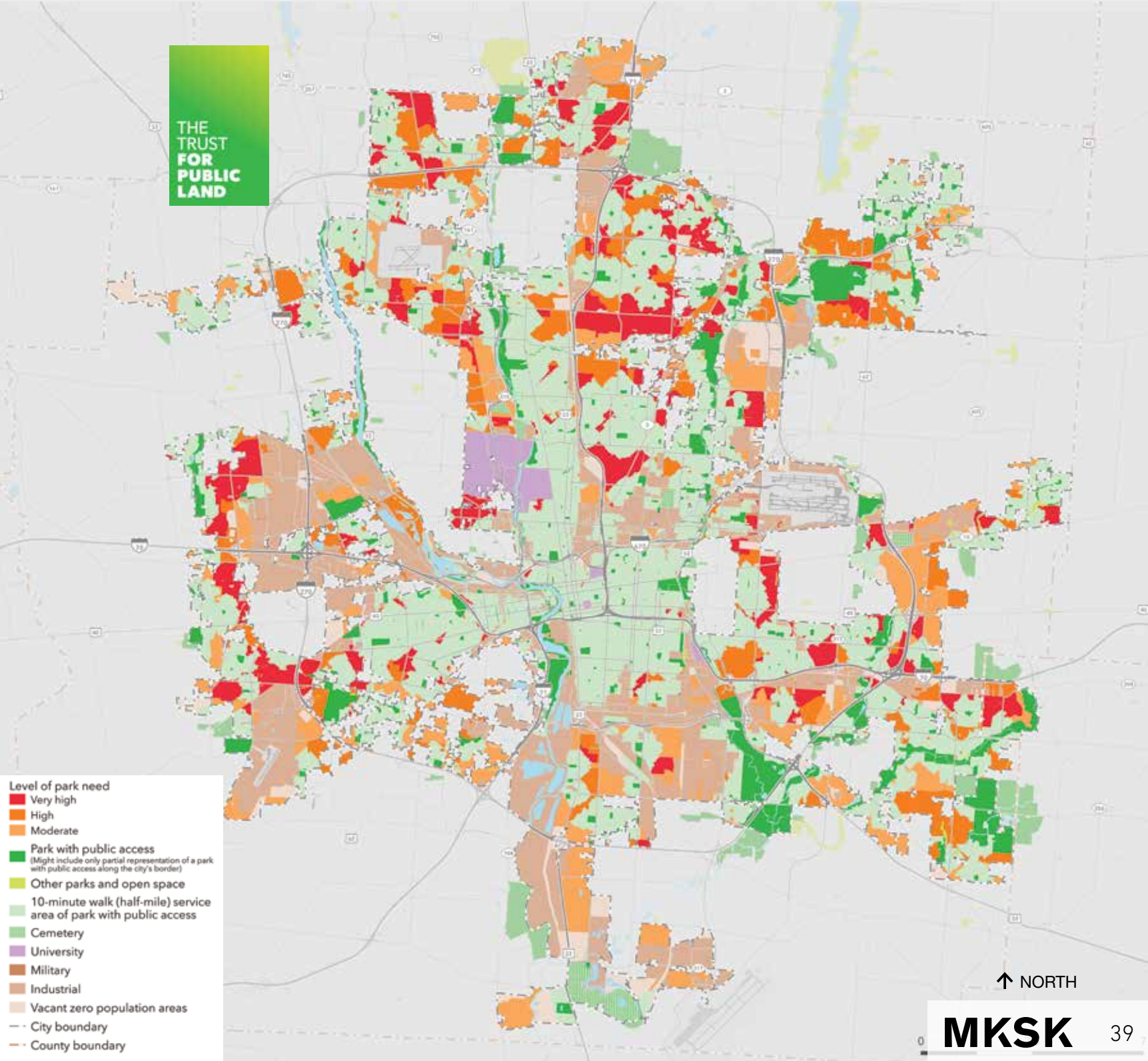
Amenities

45 — **Total Points for Amenities**
Out of 100 Max

50 — **Points for Playgrounds per 10,000 Residents (2.9 Playgrounds/10,000 Res.)**
Out of 100 Max

42.5 — **Points for Com. Centers per 10,000 Residents (0.7 Centers/10,000 Res.)**
Out of 100 Max

About ParkScore Scoring

195 — **Total Raw Score**
Each city can earn a maximum of 400 points, which is then normalized to a scale out of 100.

THE TRUST FOR PUBLIC LAND

Level of park need
- Very high (red)
- High (orange)
- Moderate (light orange)
- Park with public access (green) — Might include only partial representation of a park with public access along the city's border
- Other parks and open space (yellow-green)
- 10-minute walk (half-mile) service area of park with public access (pale green)
- Cemetery (green)
- University (purple)
- Military (brown)
- Industrial (tan)
- Vacant zero population areas (pale)
- — City boundary
- — County boundary

↑ NORTH

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COLUMBUS RECREATION AND PARKS DEPARTMENT LAND PLAN METHODOLOGY

The park and trail access analysis focuses on identifying how many residents are within a 10-minute walk of a CRPD park or trail. The analysis consisted of the following steps:

1 Existing Facilities

1. **Identified CRPD facilitie**s with public access.
2. **Geolocated and mapped park access** points for publicly-accessible parks.
3. **Geolocated trailheads** and created 0.25-mile trail intervals in all CRPD trails.
4. **Created 10-minute walksheds** from access points for parks, trailheads, and trails.
5. **Calculated populations within a 10-minute walkshed** of existing parks and trails, and identified "underserved" areas (those outside of the walkshed).

2 Partner Impact

6. **Looked at partners also serving City of Columbus residents** (public schools, other jurisdictions, and Metro Parks), identifying facilities within a quarter-mile of the City of Columbus boundary and geolocating public access points.
7. **Created 10-minute walkshed from partner access points**, and calculated impact of these facilities on the percentage of population within a 10-minute walk of a park or trail.

3 Potential Facilities

8. **Identified "properties of interest" for potential acquisition** within City of Columbus boundaries and geolocated potential access points.
9. **Using regional data, identified planned and potential trail connections**, geolocating potential trailheads and access points.
10. **Created 10-minute walksheds** from access points for potential/planned parks, trailheads, and trails
11. **Calculated the impact of potential trails and "properties of interest"** on population within a 10-minute walk from a park or trail.
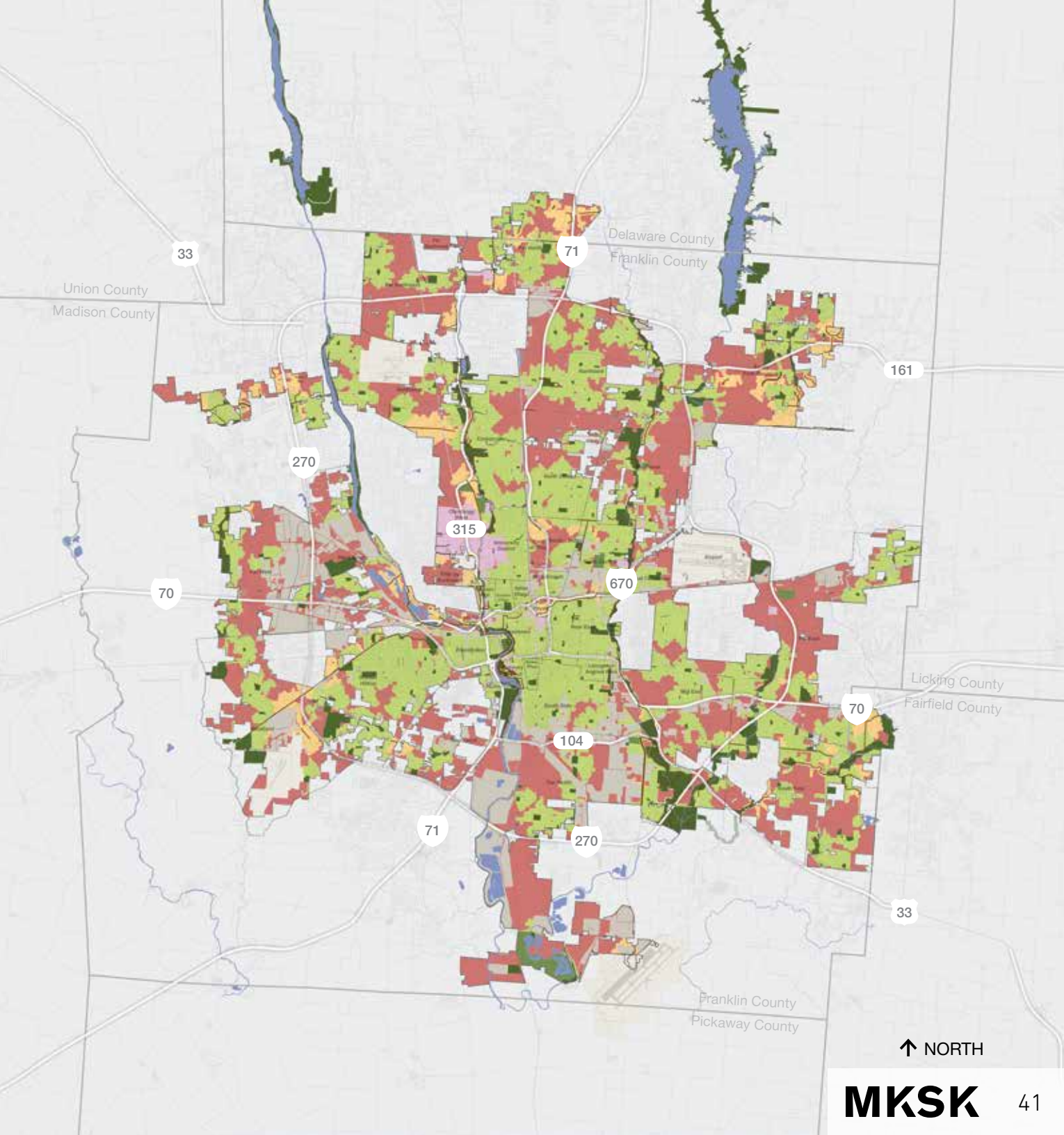
EXISTING ACCESS

Walkshed Analysis: Existing (2018)

Residents within Walkshed: 64.5%

Residents Outside Walkshed: 35.5%

Legend

- Industrial Land Uses
- Airports
- College & University Campus
- Cemetery
- CRPD Parks with Public Access
- Other CRPD Parks/Easements
- CRPD Parks - 10-Minute Walksheds

- CRPD Trails: Existing
- CRPD Trails - 10-Minute Walksheds
- Areas outside 10-Minute Walksheds
- Properties of Interest (POI)
- POI - 10-Minute Walksheds
- CRPD Trails: Potential
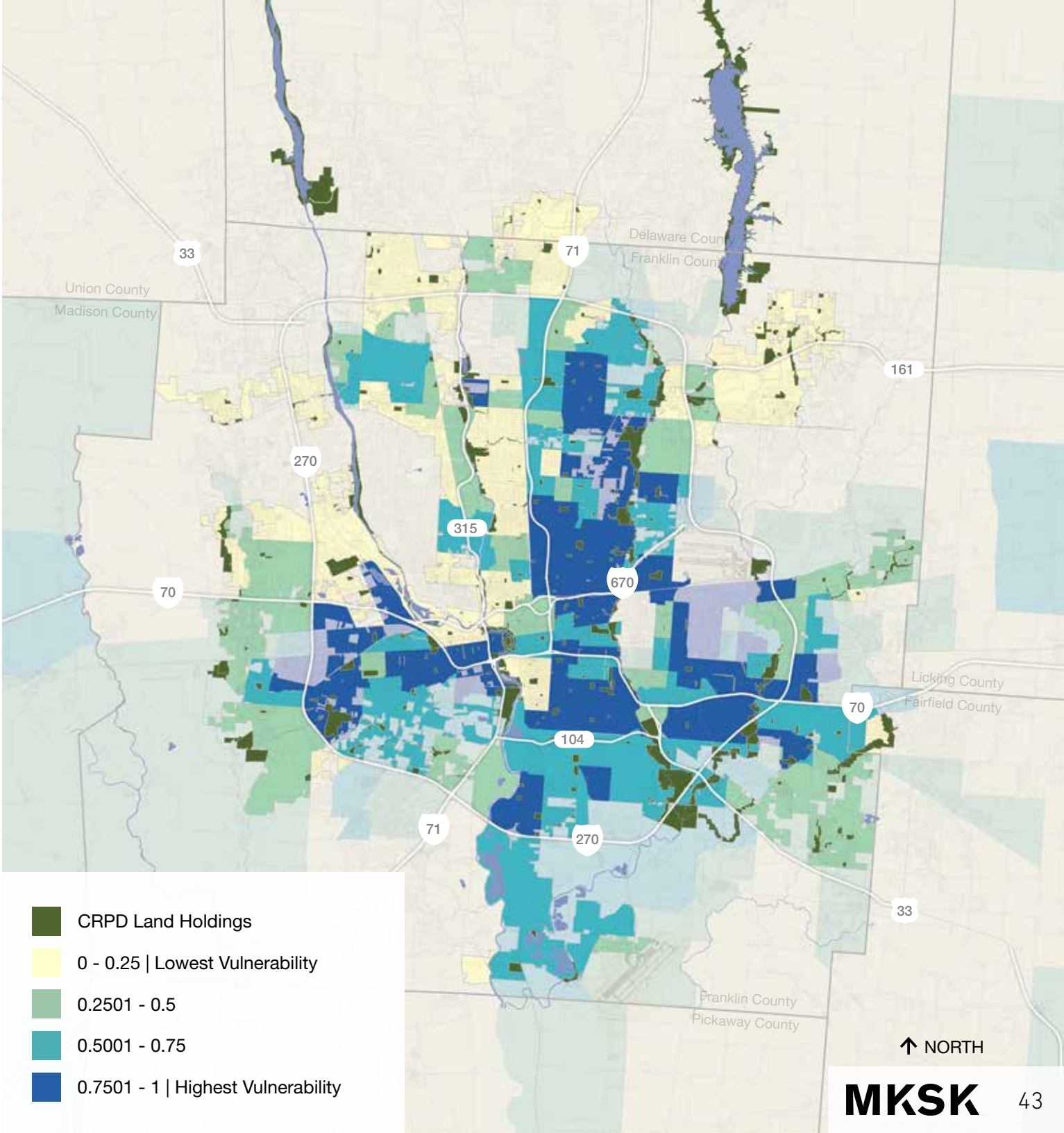- Potential CRPD Trails - 10-Minute Walksheds

↑ NORTH

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EXISTING ACCESS

Walkshed Analysis: Existing (2018)

1950 Corporate Boundary

1950 Boundary

	Industrial Land Uses		CRPD Trails: Existing
	Airports		CRPD Trails - 10-Minute Walksheds
	College & University Campus		Areas outside 10-Minute Walksheds
	Cemetery		Properties of Interest (POI)
	CRPD Parks with Public Access		POI - 10-Minute Walksheds
	Other CRPD Parks/Easements		CRPD Trails: Potential
	CRPD Parks - 10-Minute Walksheds		Potential CRPD Trails - 10-Minute Walksheds
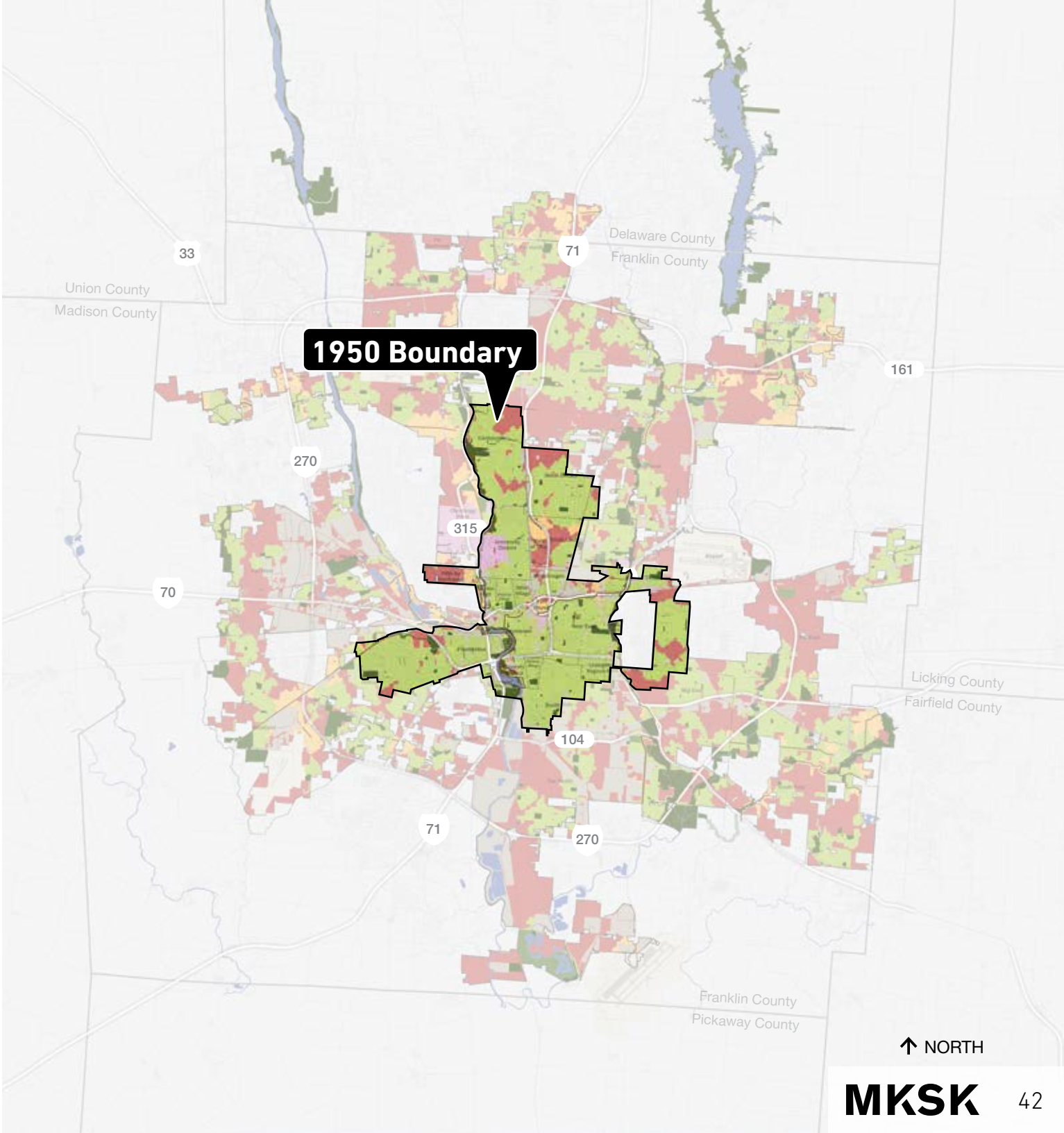
↑ NORTH

SOCIAL **VULNERABILITY**

Social Vulnerability Index

The Social Vulnerability Index (SVI) was created by the Centers for Disease Control (CDC) using U.S. Census data to determine the social vulnerability of every census tract.

The list below ranks planning areas from least vulnerable to most vulnerable, according to the average SVI of census tracts within their respective boundaries:

1. Southeast Planning Area | Average SVI of 0.63 (Highest Vulnerability)

2. Southwest Planning Area | Average SVI of 0.55

3. Central Planning Area | Average SVI of 0.54

4. In-Town Planning Area | Average SVI of 0.51

5. Northeast Planning Area | Average SVI of 0.44

6. Northwest Planning Area | Average SVI of 0.21 (Lowest Vulnerability)

Legend:

- CRPD Land Holdings
- 0 - 0.25 | Lowest Vulnerability
- 0.2501 - 0.5
- 0.5001 - 0.75
- 0.7501 - 1 | Highest Vulnerability

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LOW OPPORTUNITY
NEIGHBORHOODS

Neighborhood tracts categorized as "very low" opportunity.

Source: kirwan institute 2019

Legend:

- Low Opportunity Neighborhoods
- 0 - 0.25 | Lowest Vulnerability
- 0.2501 - 0.5
- 0.5001 - 0.75
- 0.7501 - 1 | Highest Vulnerability

↑ NORTH

MKSK   44
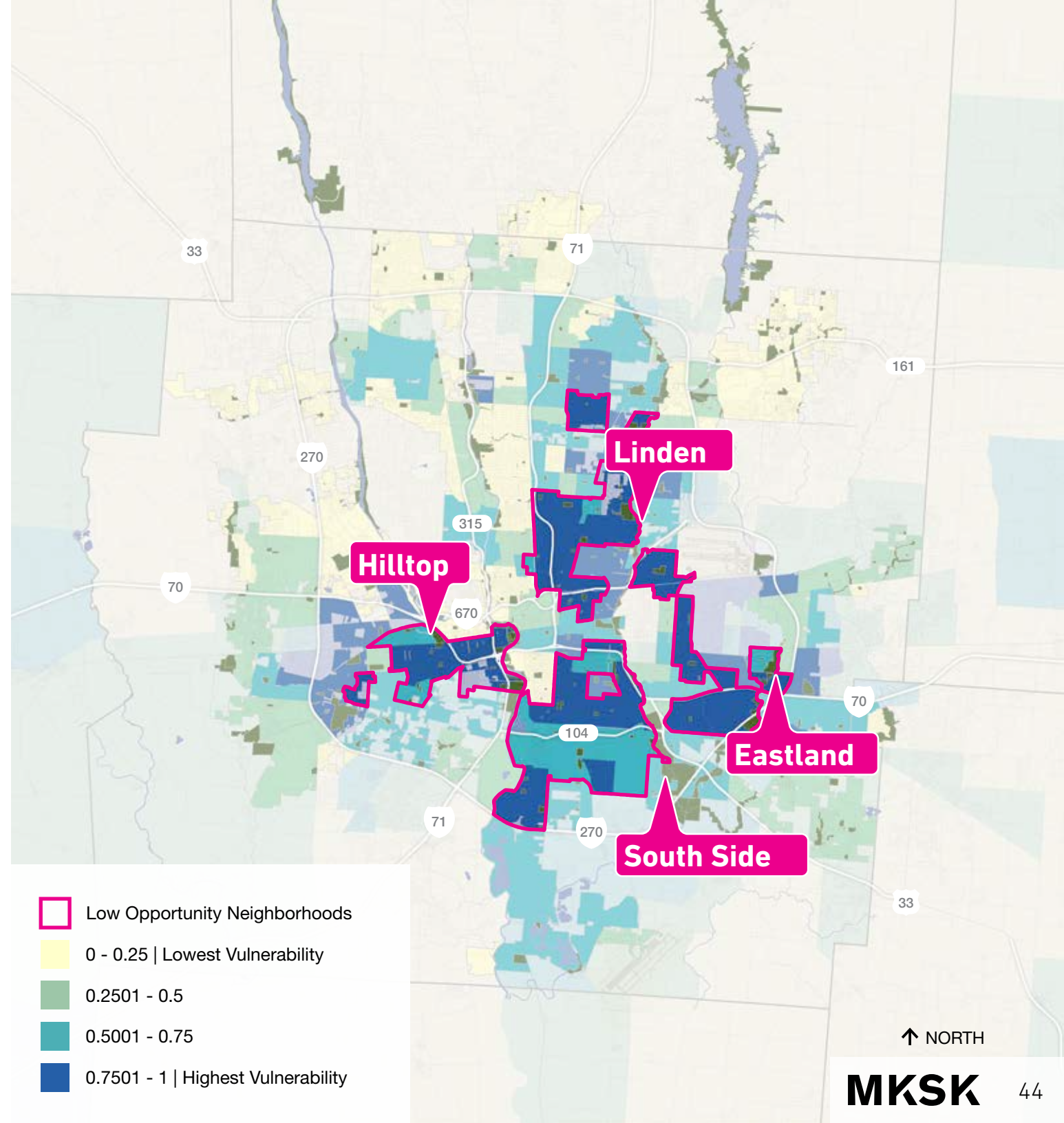
SIDEWALK GAPS

Density of areas with streets with out sidewalks.

Source: MORPC

Low Opportunity Neighborhoods

Sidewalk Gaps

MKSK   45
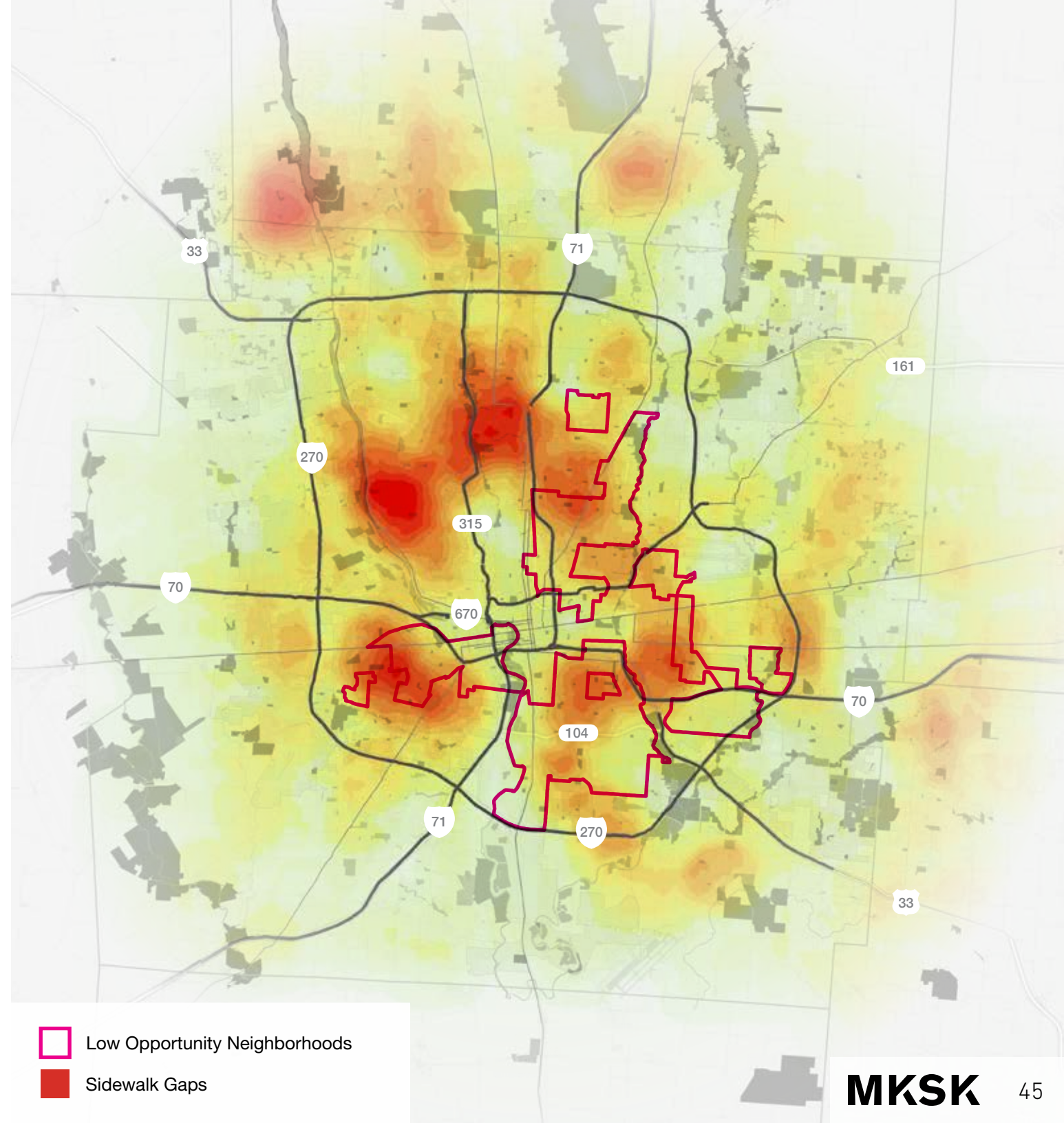
PEDESTRIAN SAFETY

Accidents involving pedestrians.
2015-2019

Source: ODOT

Low Opportunity Neighborhoods

Accidents Involving Pedestrians

MKSK   46
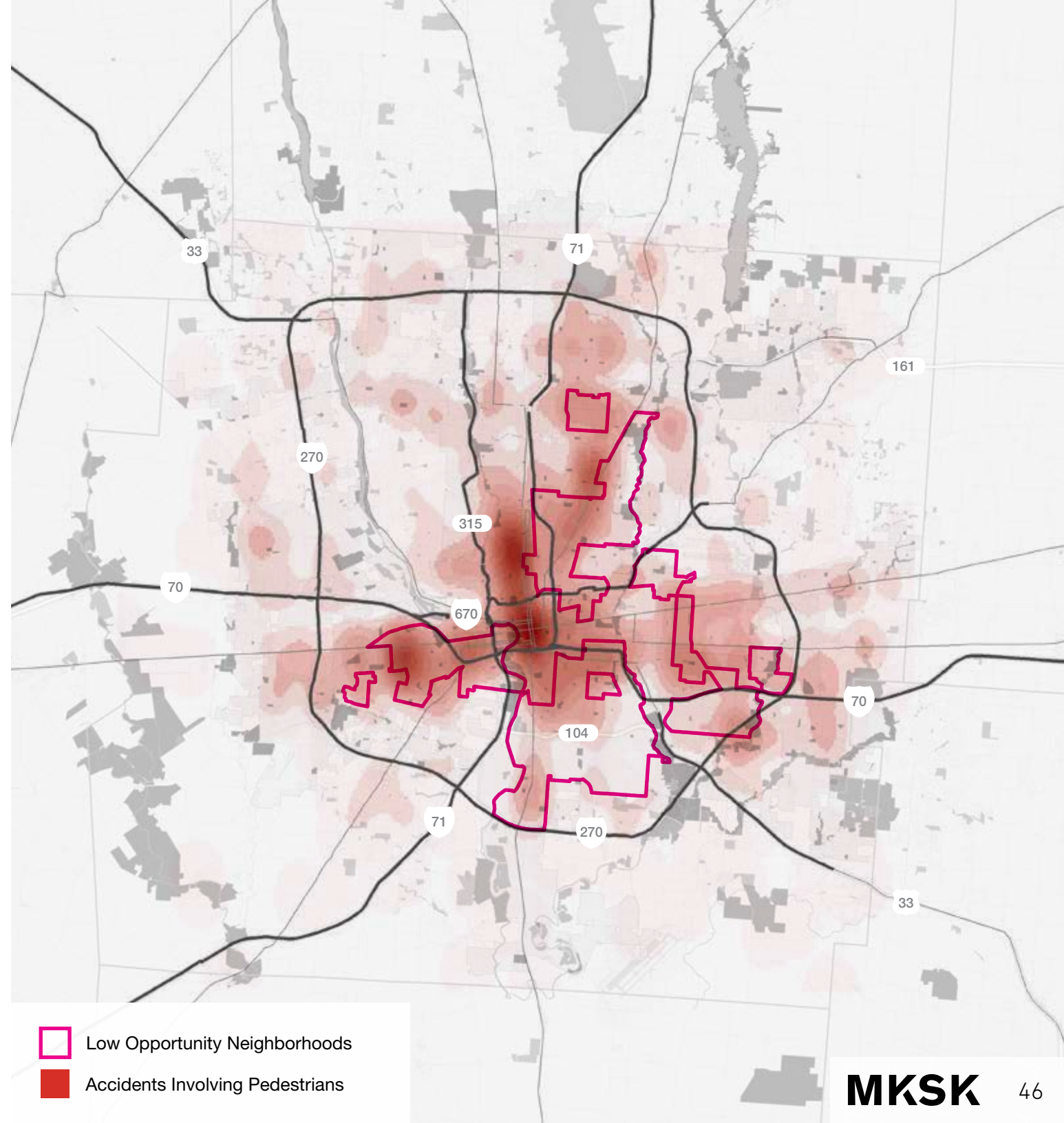
BIKE SAFETY

Heat map of accidents involving
cyclists. 2015–2019

Source: ODOT

Low Opportunity Neighborhoods

Accidents Involving Cyclists
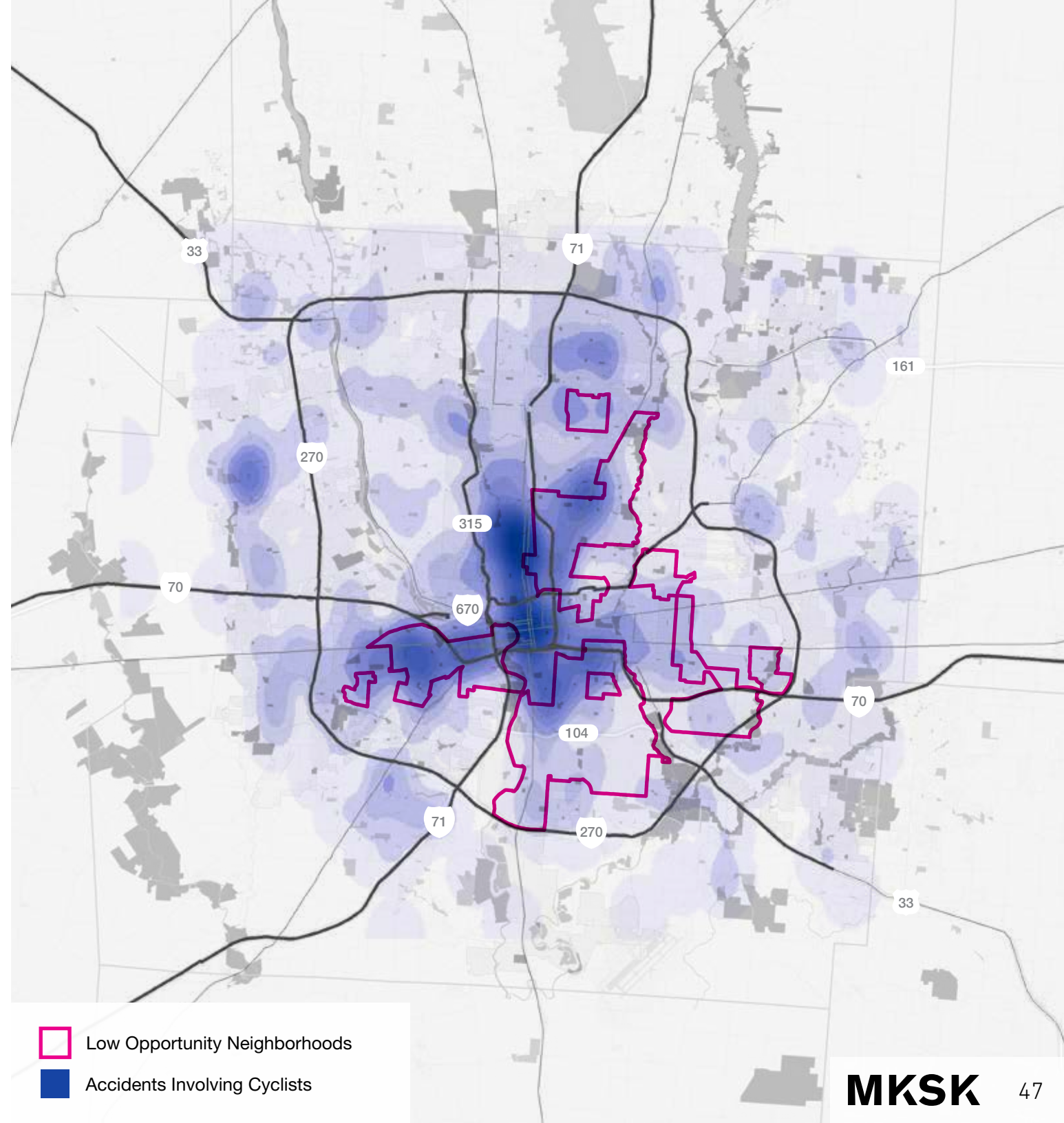
BIKE COMFORT

Roadway level of stress rating for cyclists.

Source: MORPC

Low Opportunity Neighborhoods

Low Stress

Intermediate Stress

High Stress
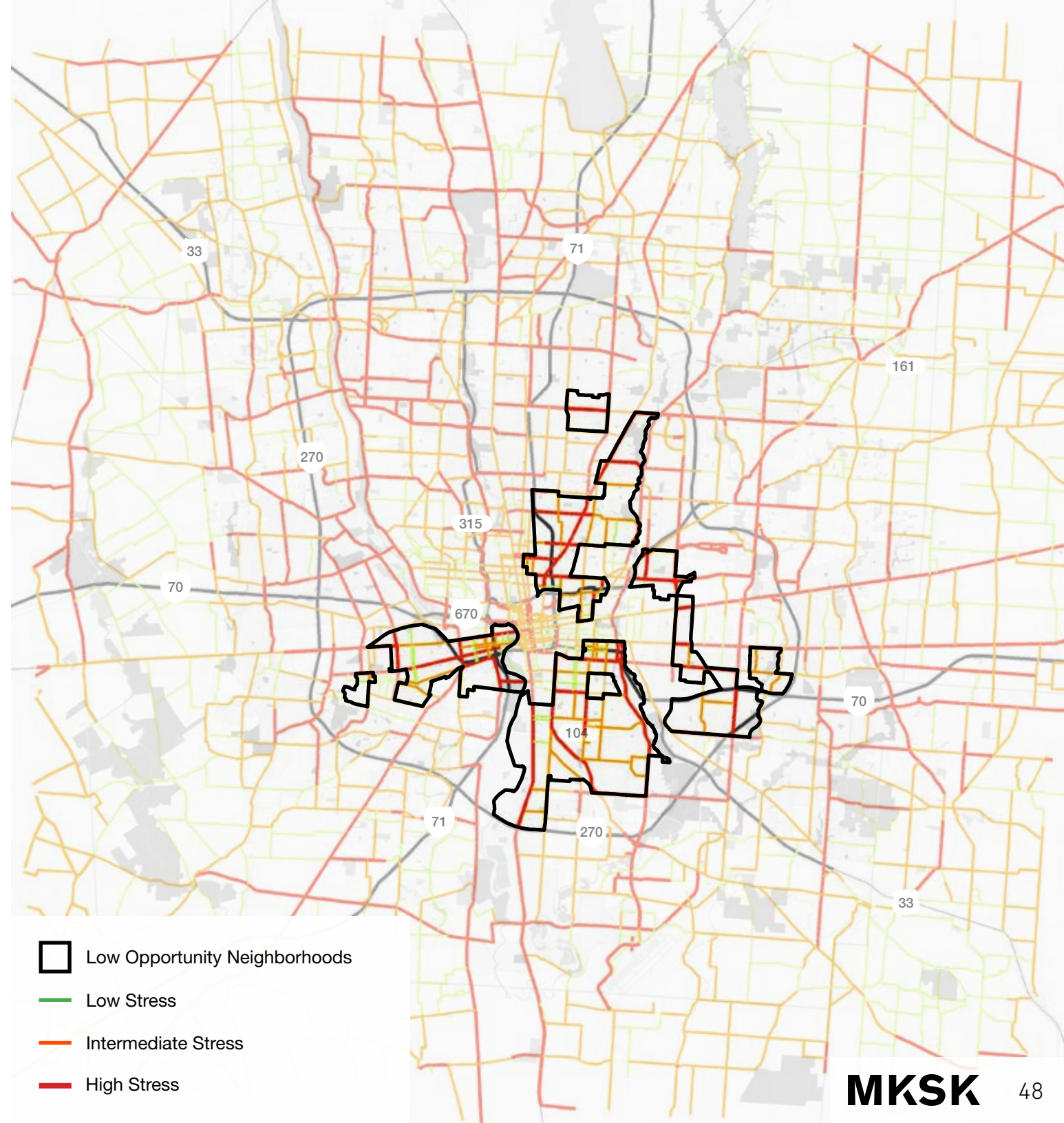
NEIGHBORHOOD **BIKEWAYS**

35 miles of low-stress neighborhood bikeways

Five neighborhoods:
Clintonville
Hilltop
Near East
North Linden
Southside

Southside

Hilltop

Near East

North Linden

NEIGHBORHOOD BIKEWAYS: CLINTONVILLE
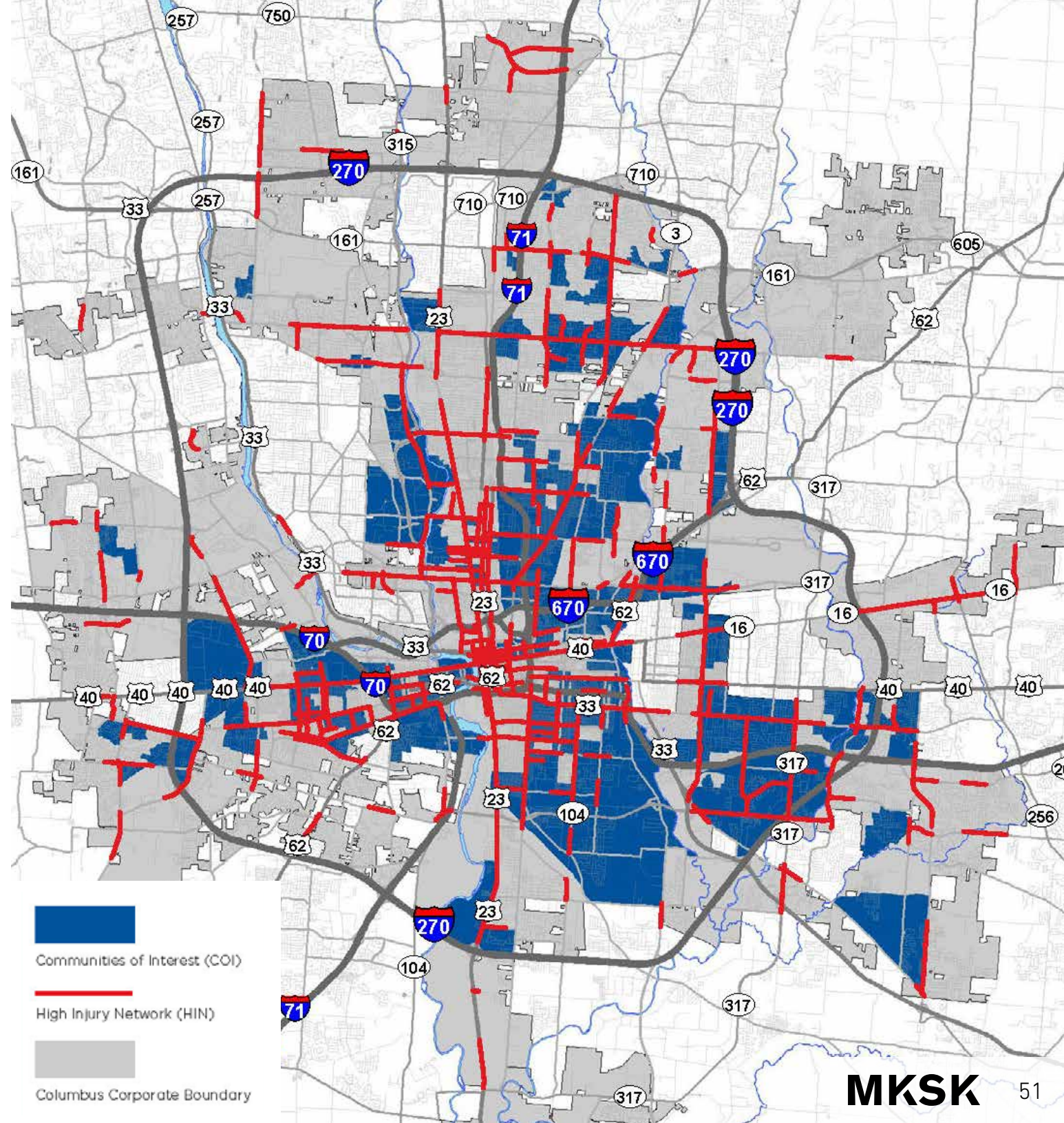
VISION **ZERO**

The City of Columbus recently conducted a Vision Zero Columbus initiative, part of a global initiative to eliminate all roadway deaths and severe injuries, while ensuring safe, equitable mobility for all.

The program analyzed data and engaged the public to understand the locations, severity, and types of crashes throughout the city.

The City analyzed crash data over the past 4 years to identify a "High Injury Network" – streets with a history of crashes involving fatalities, serious injuries, and vulnerable roadway users (i.e. pedestrians, bicyclists, and motorcyclists).

The city adopted an action plan this spring to improve safety throughout the network.
https://vision-zero-columbus.hub.arcgis.com/

Communities of Interest (COI)

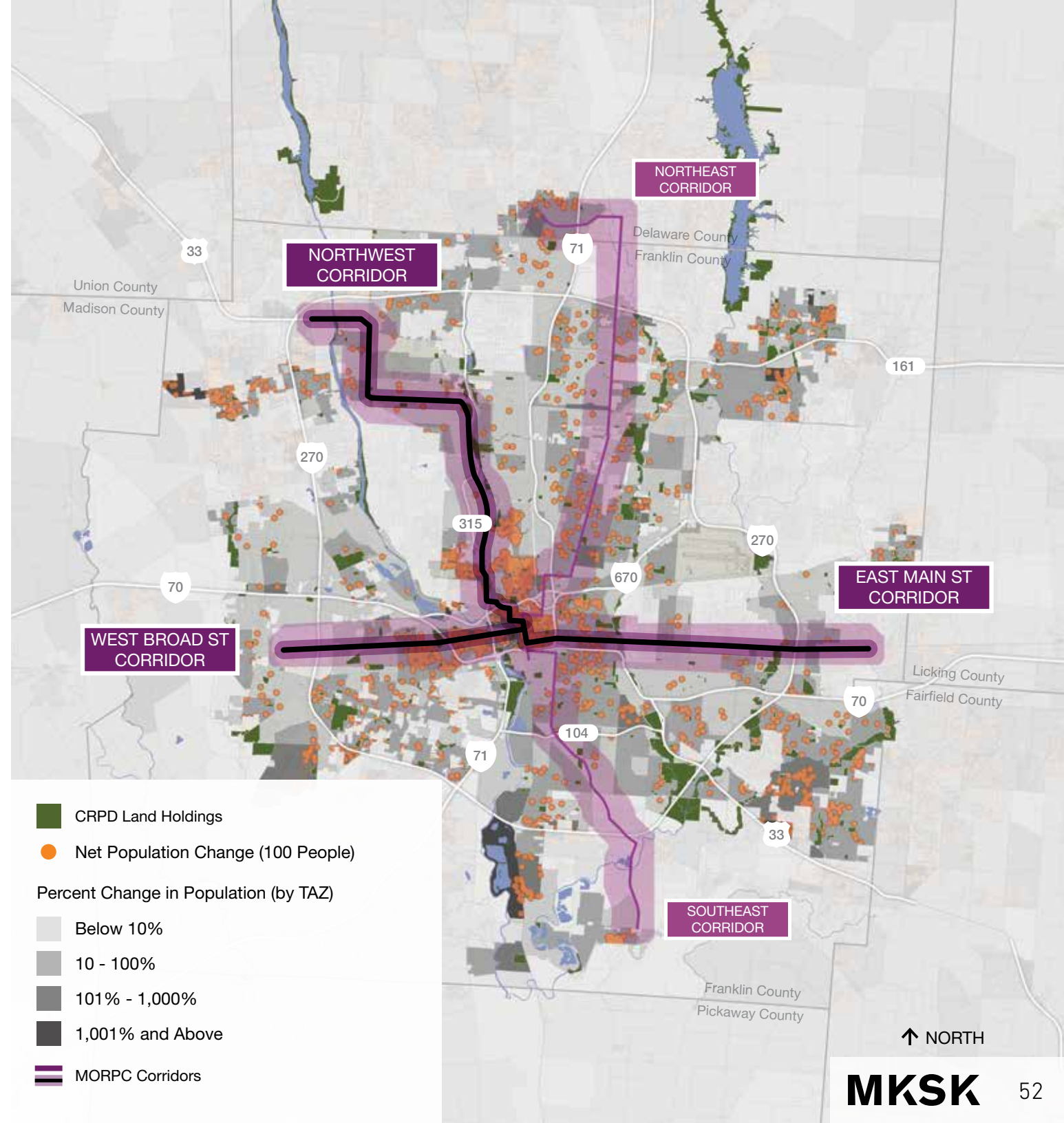High Injury Network (HIN)

Columbus Corporate Boundary

MORPC CORRIDORS

The City of Columbus is partnering with COTA, MORPC and other funding partners to advance the first of these corridors – the Northwest Corridor to create an implementation strategy for a complete multi-modal transportation system in the corridor. This will:

- **Promote a balanced, complete, safe, and integrated transportation system** that meets the needs for all travel modes
- **Address the connection** between multi-modal transportation demands and changing land use patterns
- **Prioritize pedestrian, bicycle, transit, and vehicular** transportation improvements for implementation

This project is intended to also serve as a precedent for other corridor efforts, with an emphasis on connecting people to jobs and opportunity and providing equitable transportation investments throughout the city.
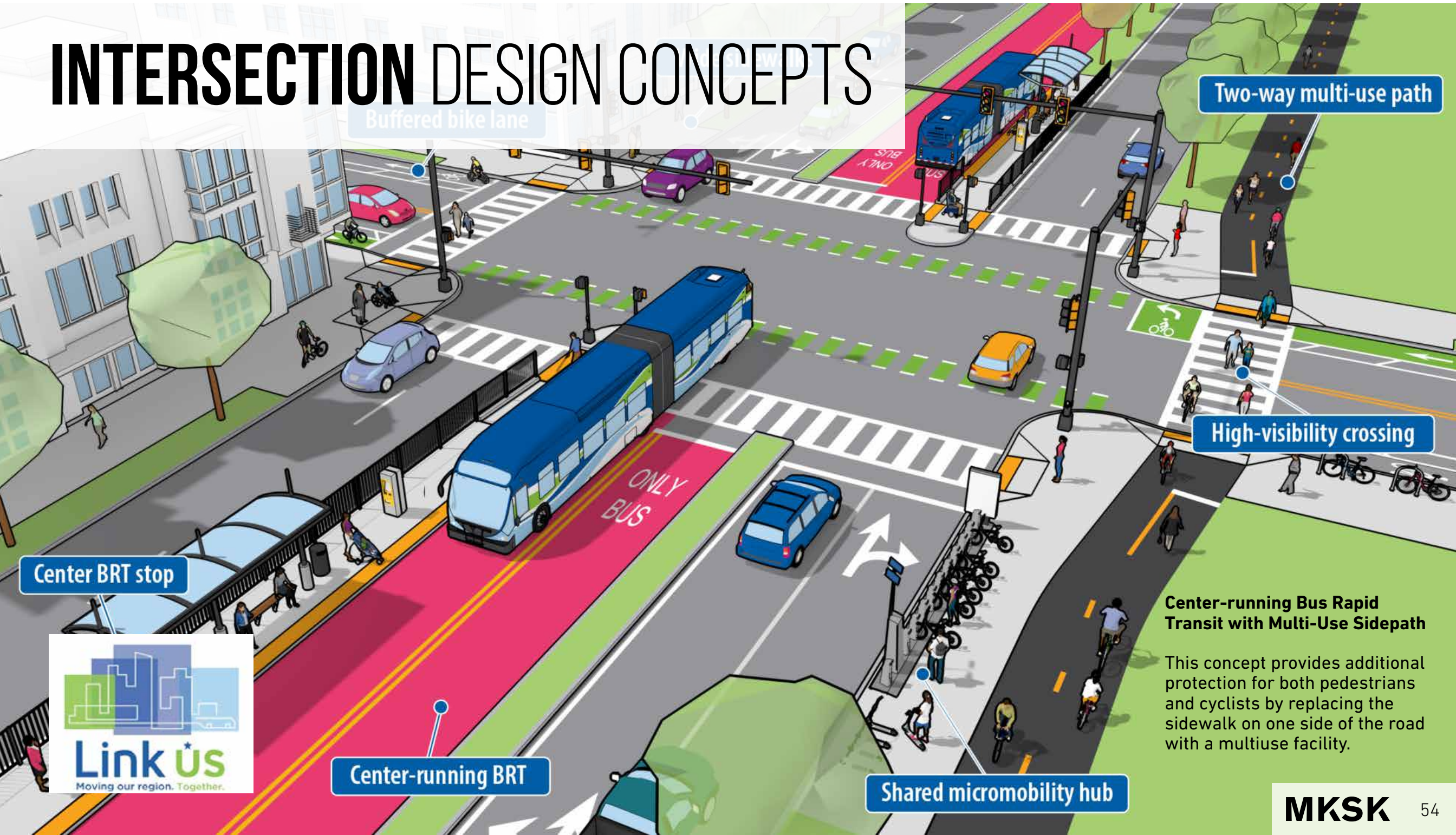

Legend:
- CRPD Land Holdings
- Net Population Change (100 People)

Percent Change in Population (by TAZ)
- Below 10%
- 10 - 100%
- 101% - 1,000%
- 1,001% and Above
- MORPC Corridors

↑ NORTH

INTERSECTION DESIGN CONCEPTS

Buffered bike lane

Two-way multi-use path

Center BRT stop

High-visibility crossing

Center-running BRT

Center-running Bus Rapid Transit with Multi-Use Sidepath

This concept provides additional protection for both pedestrians and cyclists by replacing the sidewalk on one side of the road with a multiuse facility.
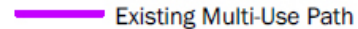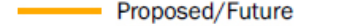
Shared micromobility hub

Link ús
Moving our region. Together.

BUILDING **TRANSIT SUPPORTIVE** ENVIRONMENTS

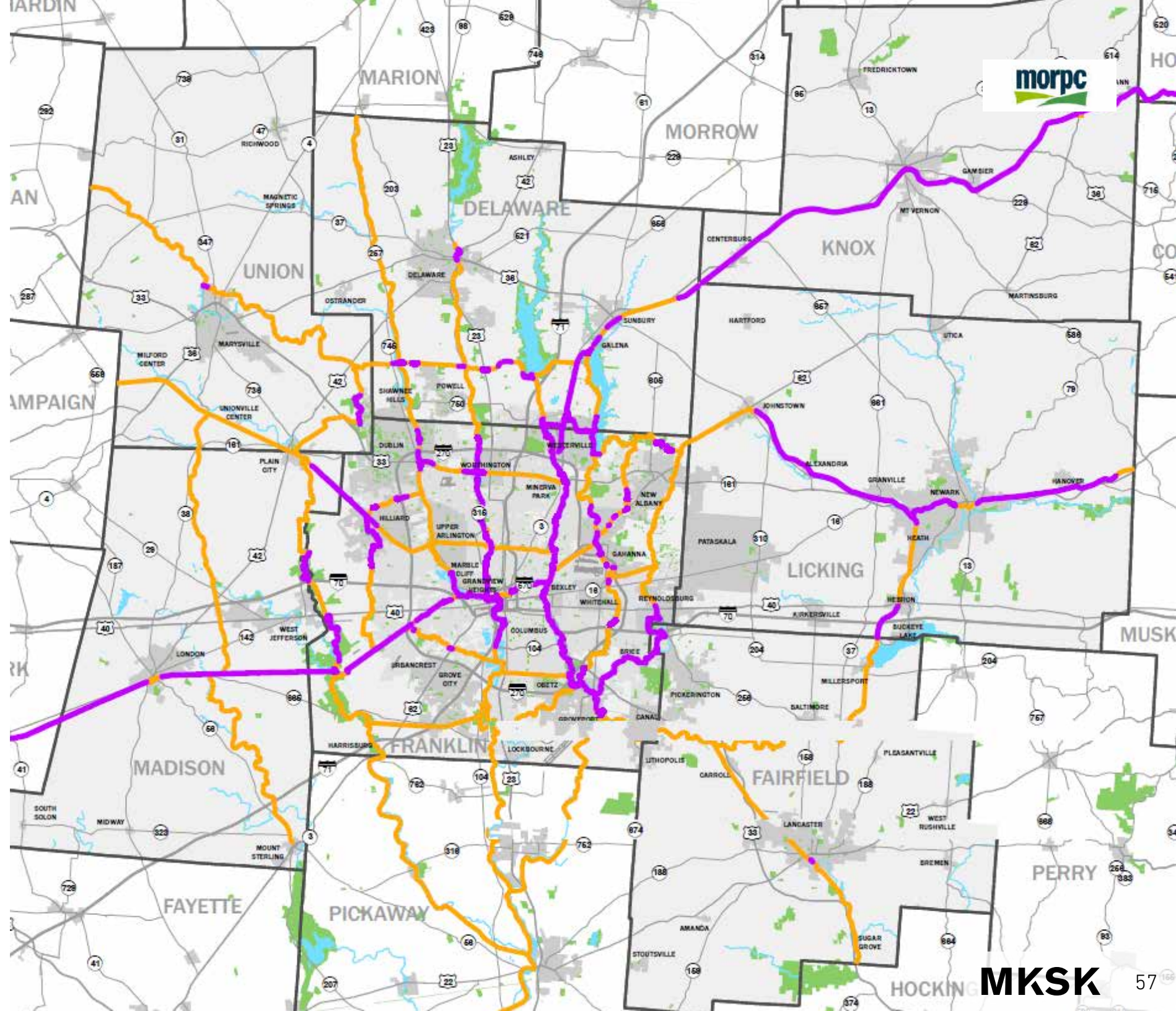Existing

Link us
Moving our region. Together.

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CENTRAL OHIO GREENWAYS
VISION

11.6M
TRAIL MILES
TRAVELED IN 2017

500
TRAIL MILES
PLANNED

Regional Trail of Significance

— Existing Multi-Use Path

— Proposed/Future

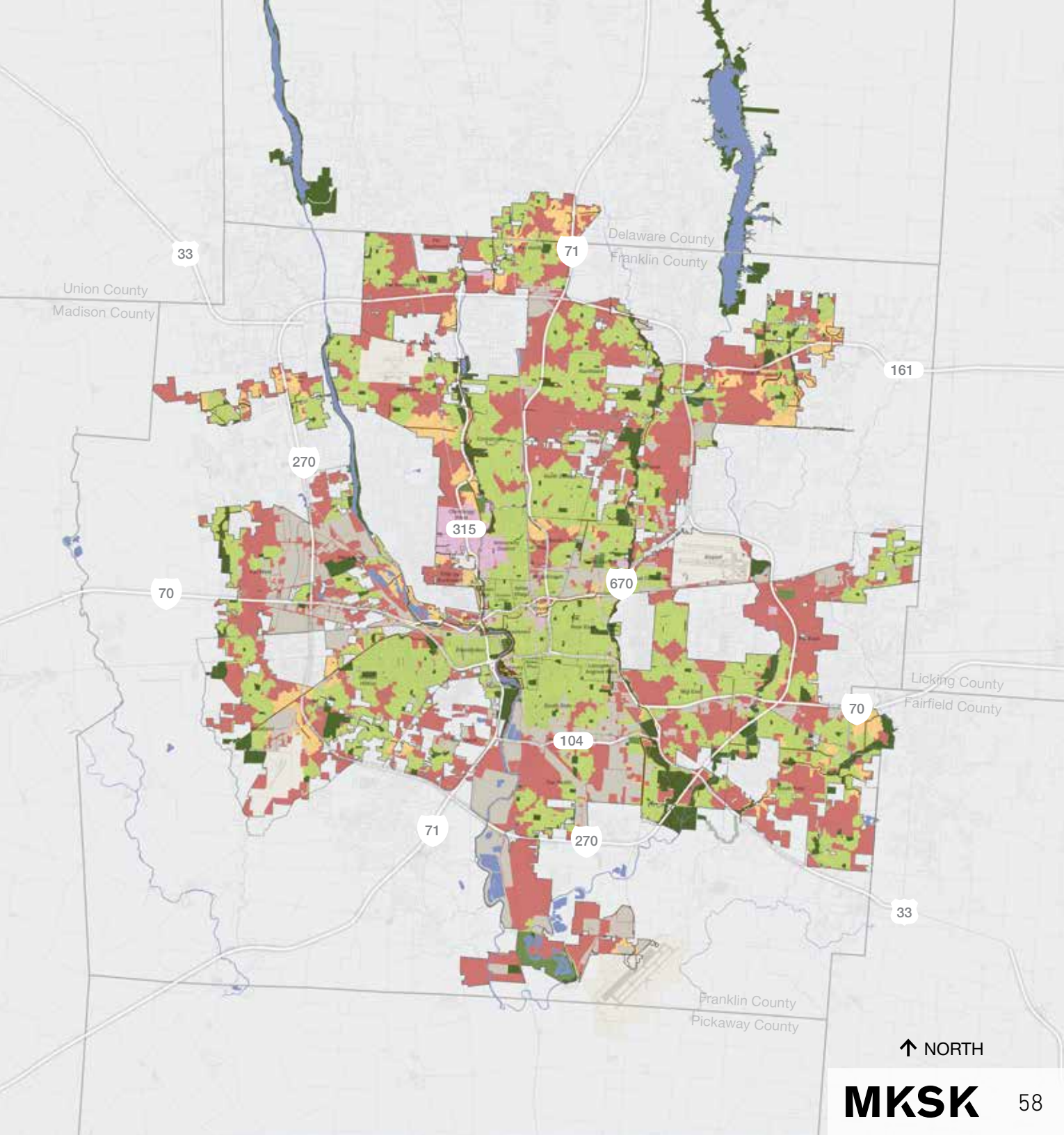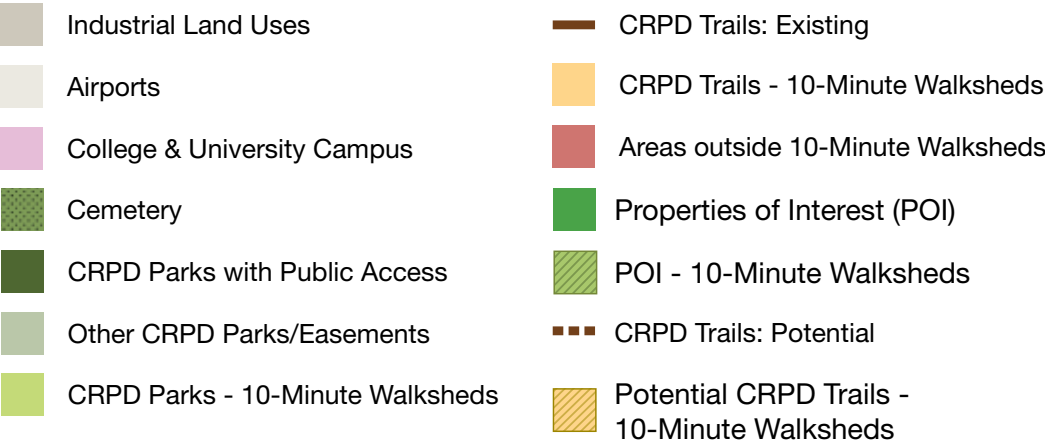733 Total Miles
233 Existing Multi-use Path
500 Proposed/Future

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CRPD LAND PLAN EXISTING ACCESS

Walkshed Analysis: Existing (2018)

Residents within Walkshed: 64.5%

Residents Outside Walkshed: 35.5%

Legend

- Industrial Land Uses
- Airports
- College & University Campus
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- CRPD Parks with Public Access
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- CRPD Trails - 10-Minute Walksheds
- Areas outside 10-Minute Walksheds
- Properties of Interest (POI)
- POI - 10-Minute Walksheds
- CRPD Trails: Potential
- Potential CRPD Trails - 10-Minute Walksheds
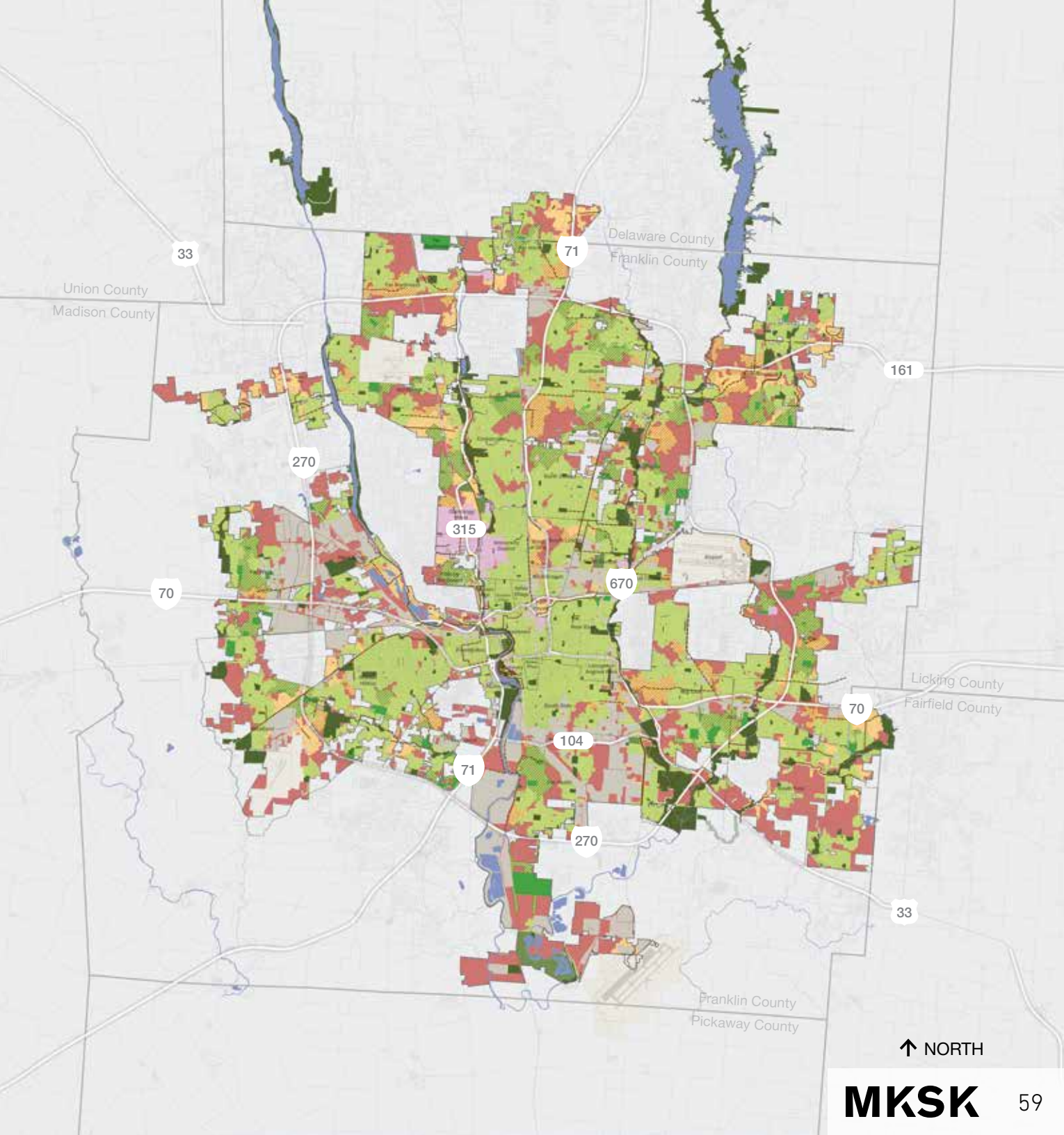
↑ NORTH

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POTENTIAL ACCESS

Walkshed Analysis: Potential with
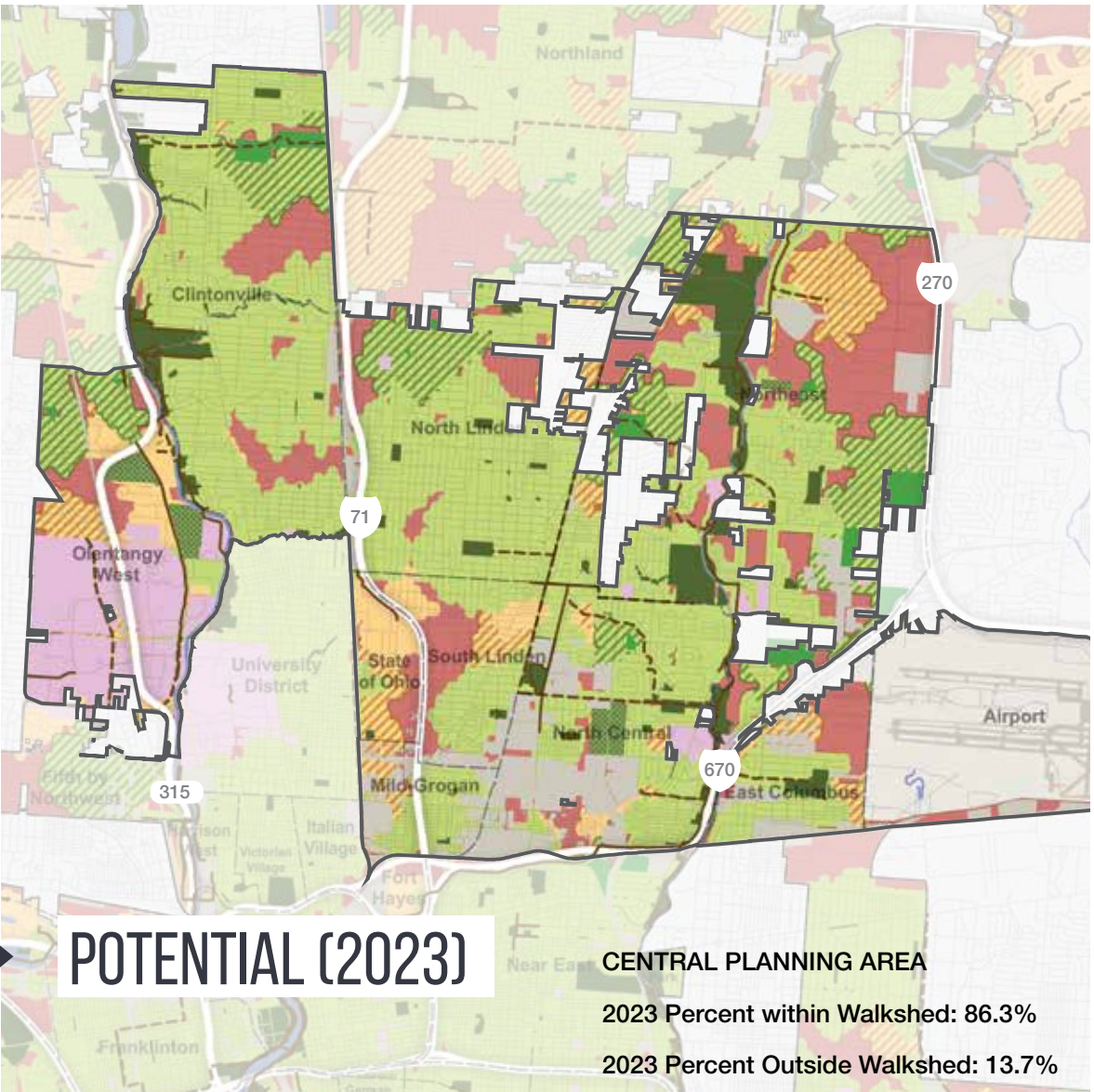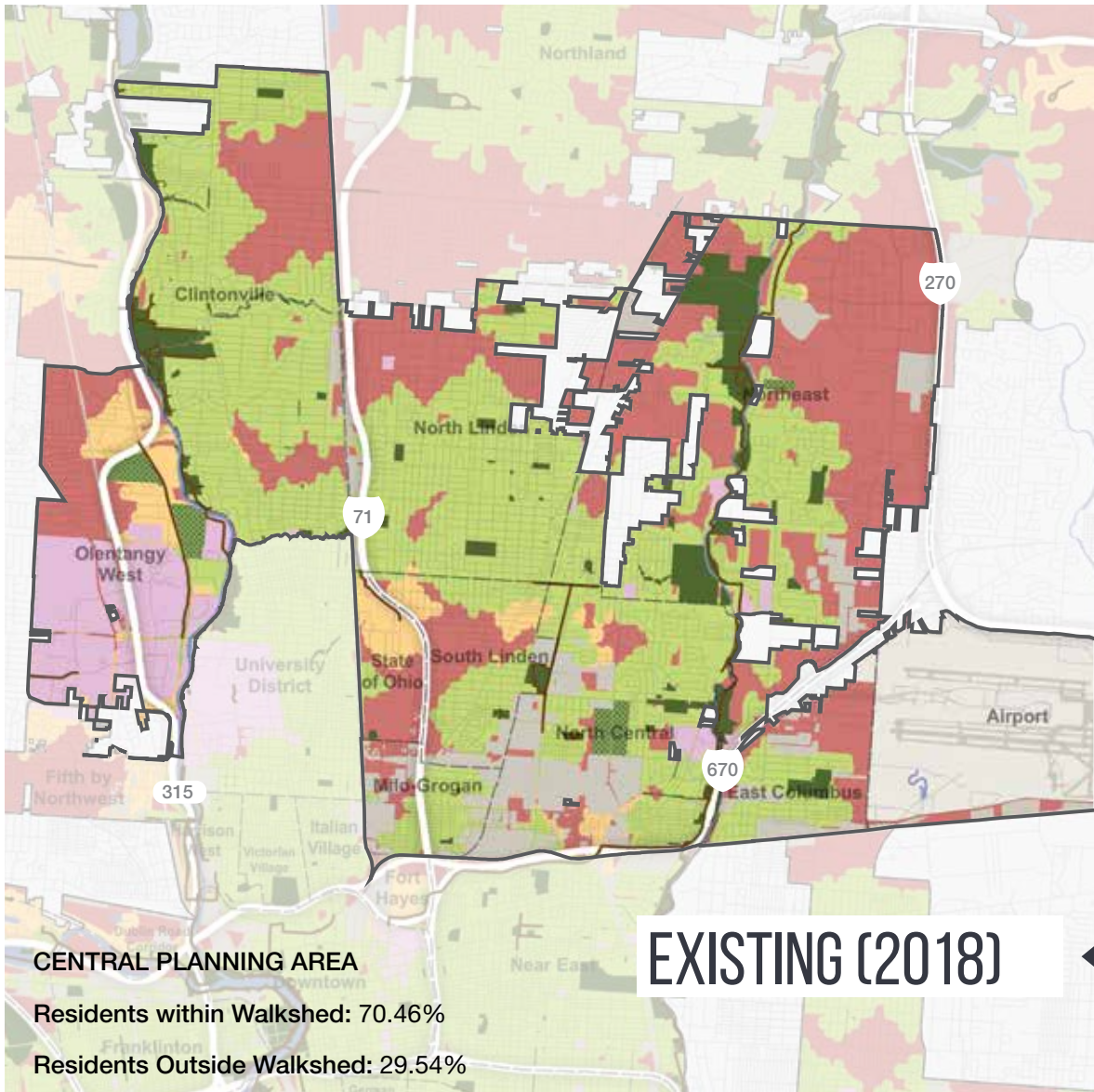Properties of Interest & Trails (2023)

2023 Percent within Walkshed: 79%
2023 Percent Outside Walkshed: 21%

POI Acres: 2,263 Acres

Potential Trail Miles: 96 Miles

POI & Pot. Trail Impact: +14.5%

Legend	
Industrial Land Uses	CRPD Trails: Existing
Airports	CRPD Trails - 10-Minute Walksheds
College & University Campus	Areas outside 10-Minute Walksheds
Cemetery	Properties of Interest (POI)
CRPD Parks with Public Access	POI - 10-Minute Walksheds
Other CRPD Parks/Easements	CRPD Trails: Potential
CRPD Parks - 10-Minute Walksheds	Potential CRPD Trails - 10-Minute Walksheds

↑ NORTH

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EXISTING VS. POTENTIAL ACCESS

EXISTING (2018)

POTENTIAL (2023)

CENTRAL PLANNING AREA

Residents within Walkshed: 70.46%

Residents Outside Walkshed: 29.54%

CENTRAL PLANNING AREA

2023 Percent within Walkshed: 86.3%

2023 Percent Outside Walkshed: 13.7%

RAPID 5:
REDEFINING OUR REGION

5 RAPID PROJECT

PROJECT **FUNDERS**

5 RAPID PROJECT

Platinum:

Advanced Drainage Systems (ADS) Foundation
City of Columbus
The Columbus Foundation
The Ohio State University
Thrive Companies

Gold:

City of Dublin
COTA
Columbus and Franklin County Metro Parks
Mid-Ohio Regional Planning Commission
Nationwide Realty Investors and Capital Square, Ltd

Silver:

AEP
CASTO
City of Bexley
City of Gahanna
City of Grove City
City of Hilliard
City of New Albany
City of Obetz
City of Reynoldsburg
City of Upper Arlington
City of Westerville
City of Whitehall
City of Worthington

CDDC
Corna Kokosing
ENGIE
Franklin County Engineer
M/I Homes
Nationwide
One Columbus

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INTRODUCTION

Our greenways and waterways are the future of connection between environment, recreation, and Central Ohio's communities. **The RAPID Project aims to create a vision for one regional park network.**

THE BUILDING BLOCKS
OF OUR OPEN SPACE SYSTEM

146 Miles

Blueways and
Riparian Corridors

38,300 Acres

Parks and
Greenspace

143 Miles

Trails and
Connections

315 Miles

On-street Bike/PED
Facilities

GROWTH OPPORTUNITIES
IN FRANKLIN COUNTY

5 RAPID PROJECT

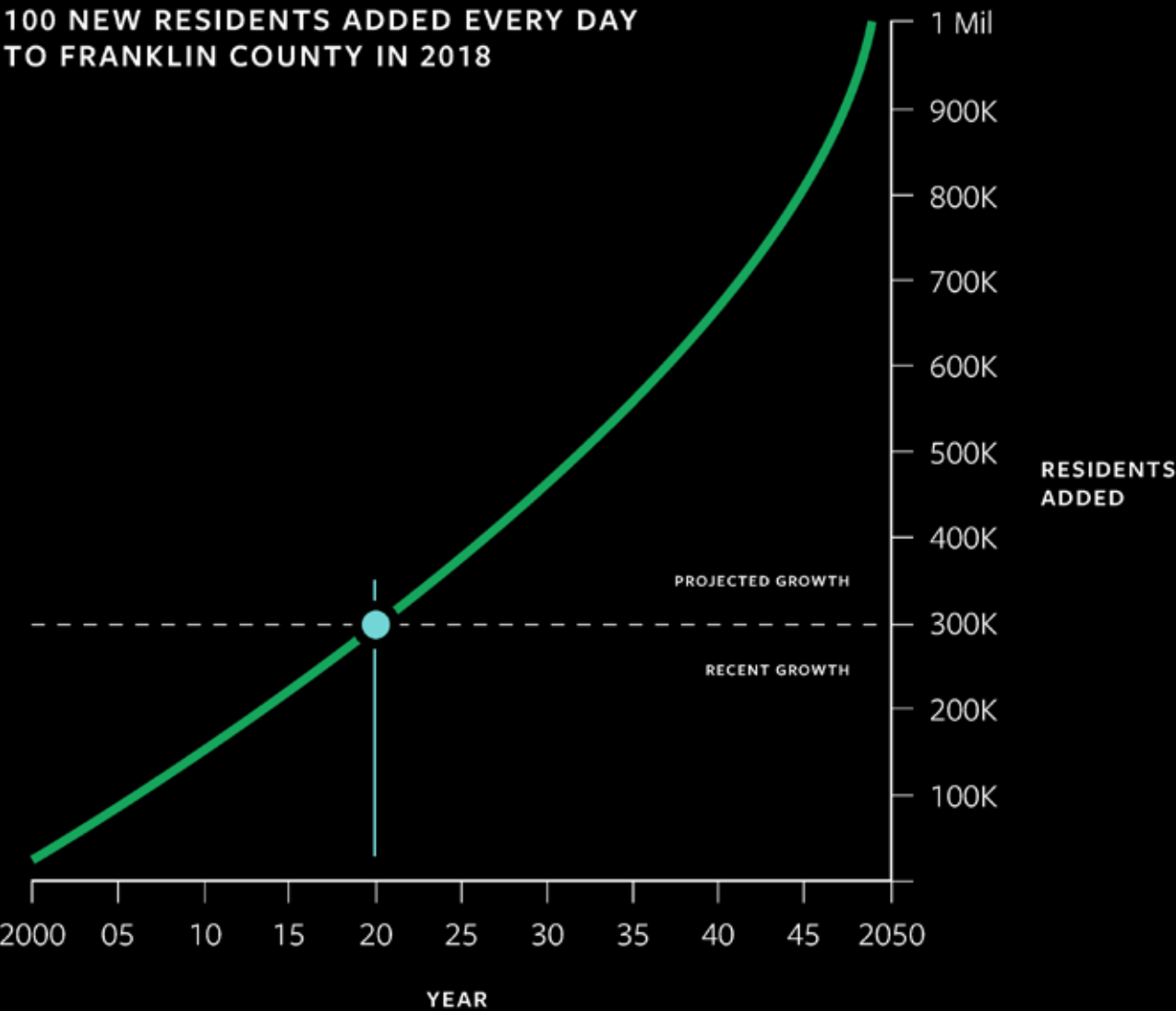**100 NEW RESIDENTS ADDED EVERY DAY TO FRANKLIN COUNTY IN 2018**

100 New Residents added every day to Franklin County in 2018

30,000 Residents added to Franklin County in 2018 alone

695,000 Additional Residents expected by 2050

RESIDENTS ADDED

PROJECTED GROWTH

RECENT GROWTH

YEAR

1 Mil
900K
800K
700K
600K
500K
400K
300K
200K
100K

2000 05 10 15 20 25 30 35 40 45 2050

BENEFITS IMPROVING OUR COMMUNITY

- ♡ Health & Wellness
- 📍 Mobility Choice
- 🌐 Environmental Stewardship
- 🏠 Economic Vitality
- 👍 Social Equity

PEOPLE & PLACES
IMPACTED

RAPID PROJECT

- 🏫 Schools & Students
- 🏪 Businesses & Employees
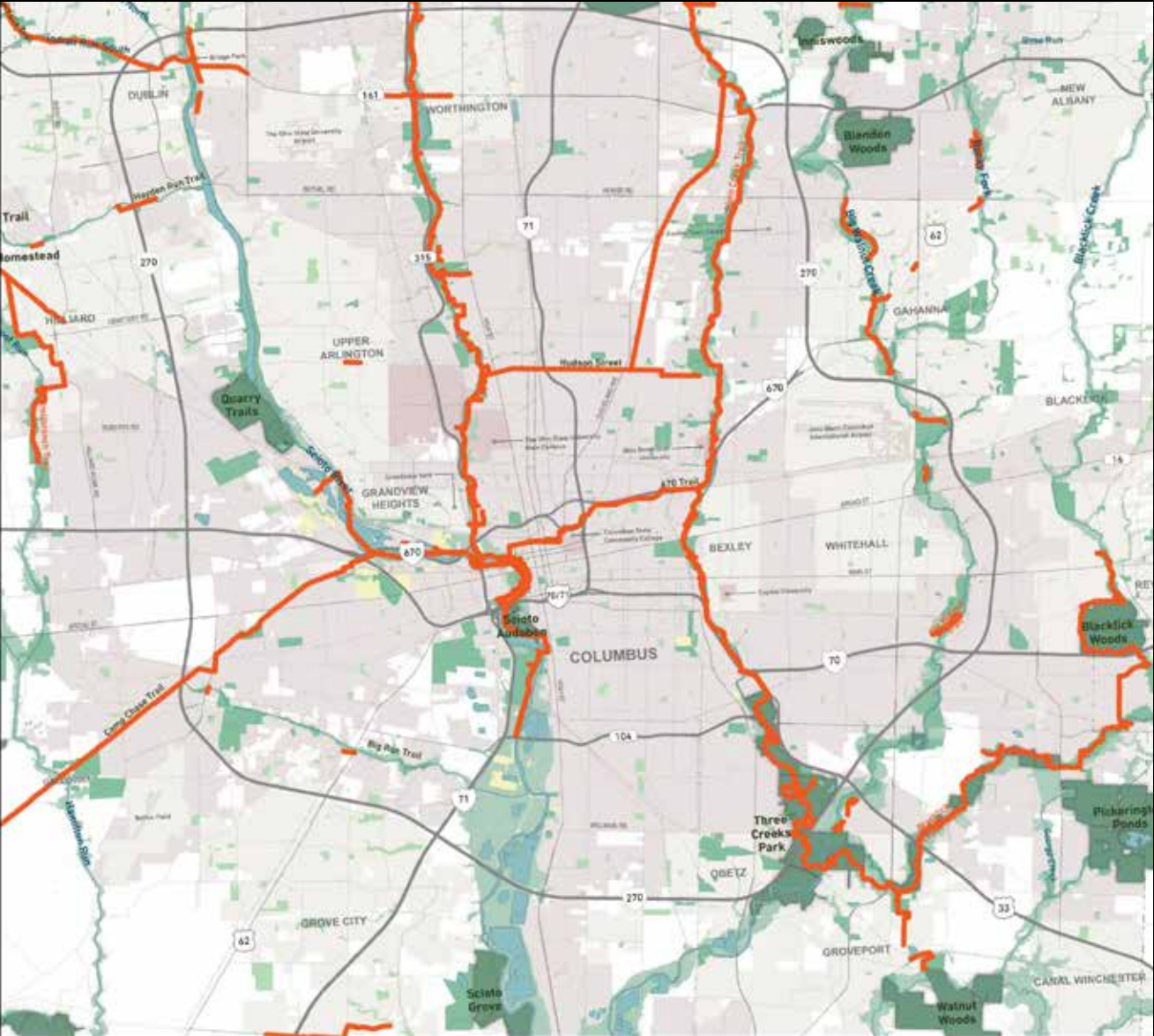- 🏠 Residents & Neighborhoods
- 🏛 Cultural Institutions
- 👥 Marginalized Communities

OUR SYSTEM TODAY

275 schools within 1/4 mile of existing park or trail

524k jobs within 1/4 mile of existing park or trail

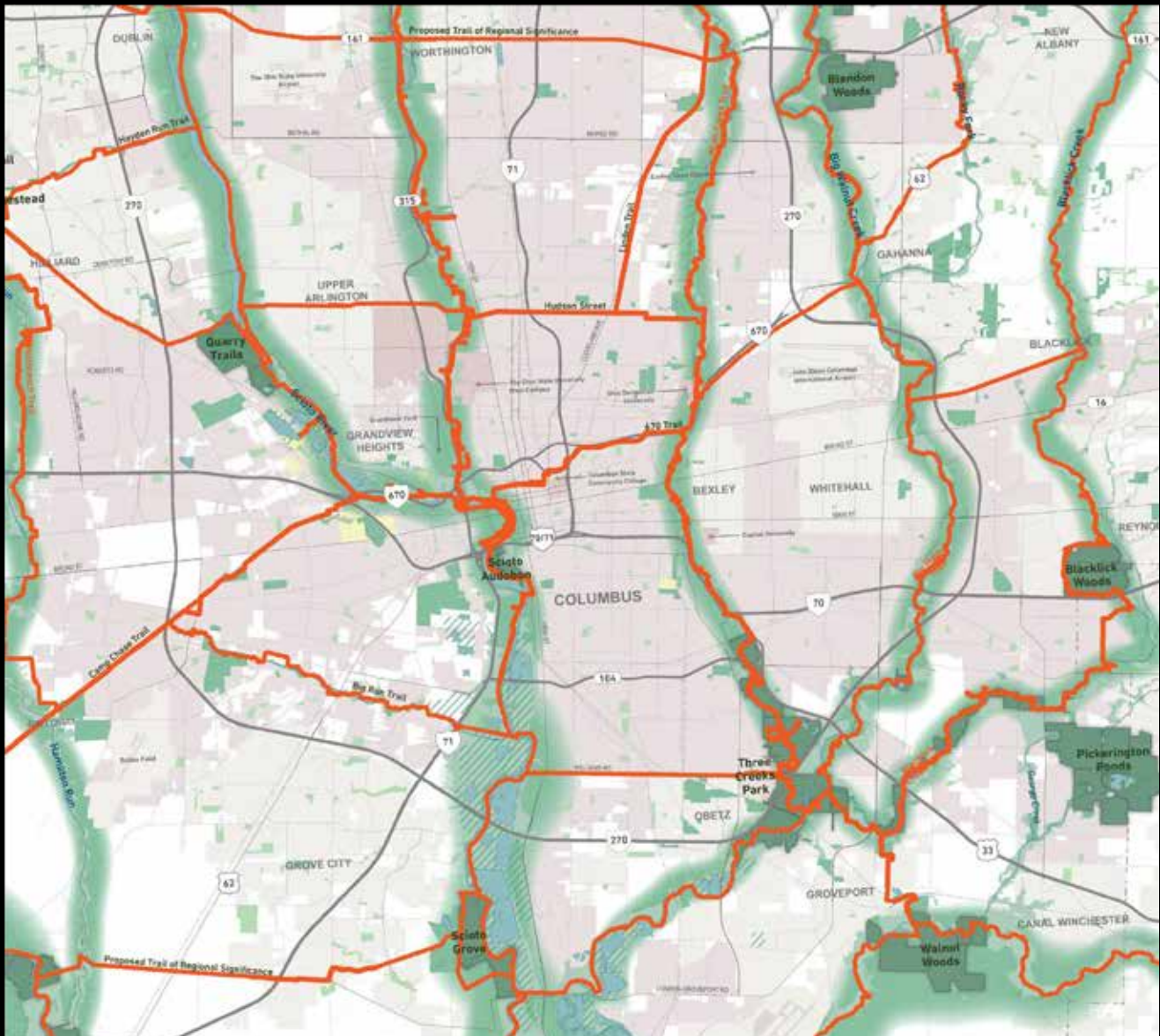840k residents within 1/4 mile of existing park or trail

500 activity centers within 1/4 mile of existing park or trail

less than 60% of very low opportunity neighborhoods within 1/4 mile of existing park or trail

OUR SYSTEM TOMORROW

320 Schools within 1/4 mile of existing park or trail
45 (16%) more than today

660k jobs within 1/4 mile of existing park or trail
135k (26%) more than today

1.108m residents within 1/4 mile of existing park or trail
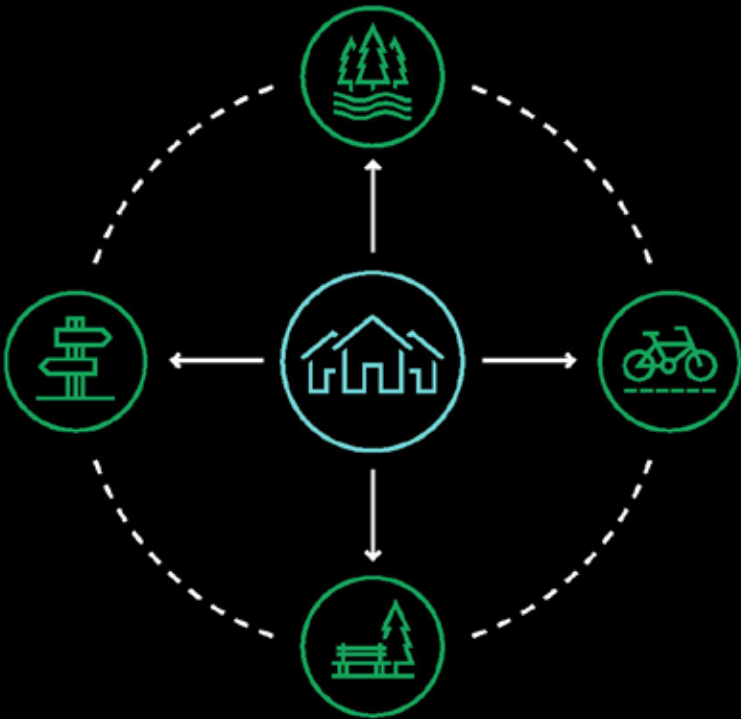268k (32%) more than today

590 activity centers within 1/4 mile of existing park or trail
90 (18%) more than today

more than 77% of very low opportunity neighborhoods within 1/4 mile of existing park or trail
28% more than today

OUR SYSTEM TOMORROW

Every Franklin County resident will be within 1.5 miles of a park or greenway
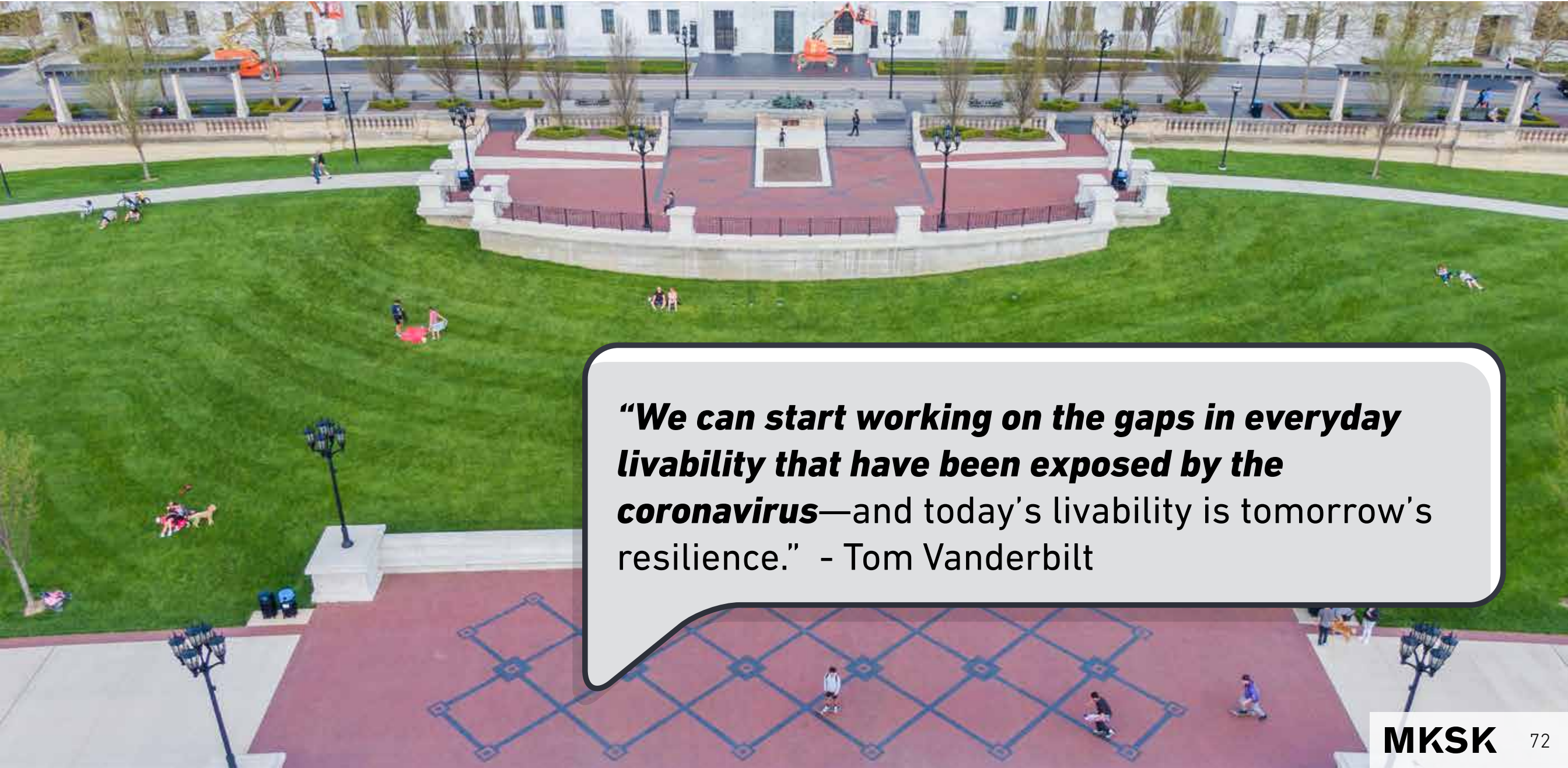
JOIN US ON
WEDNESDAY, JULY 21

Rapid 5: The Power of
Parks and Waterways

**Networking & Registration
Cocktails and Networking 4:30 pm**

**Program
Program 5:00 pm**

**REGISTER at
https://columbusmetroclub.org/**

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PARKS ARE AN **ESSENTIAL BUSINESS**

"We can start working on the gaps in everyday livability that have been exposed by the coronavirus—and today's livability is tomorrow's resilience." - Tom Vanderbilt

Q & A