



## RICKENBACKER • AREA STUDY •



## THEMES:

Throughout the course of the study, 5 common themes emerged that capture the area's most critical needs. These themes became the basis for organizing the findings and recommendations:

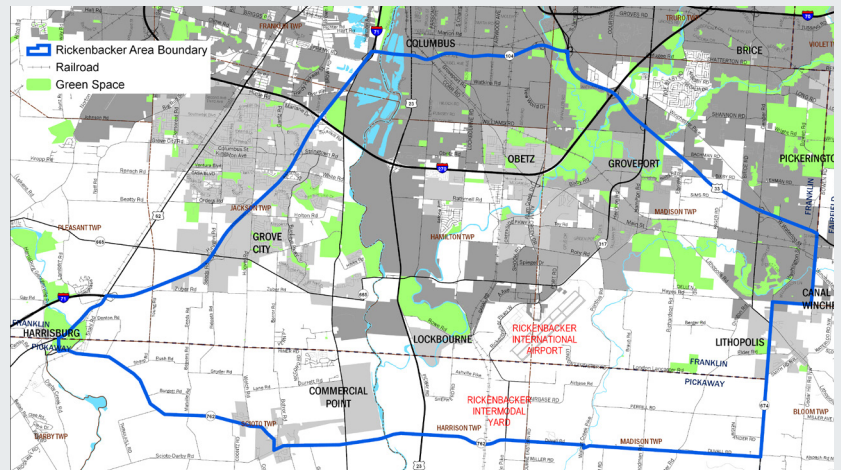
- Business Attraction & Retention
- Workforce Mobility & Safety
- Freight Routing & Access
- Resiliency & Technology Innovation
- Quality of Life

## ABOUT THE STUDY:

- Located in the southern portion of the Columbus metropolitan area, the Rickenbacker area has been a focus of public and private investment for the Central Ohio region for more than 30 years. Home to one of the world's few cargo-focused airports, a rail intermodal yard, and over 75 million square feet of industrial space, Rickenbacker is a prominent intermodal hub for transferring freight between air, truck, and rail modes.
- Rickenbacker is one of the region's most valuable economic assets. Central Ohio stakeholders have come together roughly every 10 years to study the next generation of improvements necessary to keep traffic flowing smoothly, and to support job-generating new land development.
- MORPC has been the lead agency to coordinate planning studies for this area. The study includes recommendations for improvements geared towards strengthening the area's communities, as well as continued economic growth. This comprehensive approach looks at:
  - Economic development factors
  - Roadway improvement needs
  - Workforce mobility
  - Housing affordability
- MORPC collaborated with multiple area stakeholders to deliver a community-driven study that will help position the area as a successful international logistics hub.

## STUDY AREA:

The study area is bounded by SR-762/Duval Road on the south, SR-674/US-33 on the east, SR-104 on the north, and I-71 on the west.



## CONTACT INFORMATION:

**DINA LÓPEZ**

*Strategic Projects Manager* | Mid-Ohio Regional Planning Commission  
**T. 614.233.4149**  
[dlopez@morpc.org](mailto:dlopez@morpc.org)

**View the entirety of the study findings and recommendations at**  
[morpc.org/rickenbackerstudy](http://morpc.org/rickenbackerstudy).

## KEY FINDINGS:



- Employers in the study area have identified workforce access as a key challenge. Employees do not live close to area businesses, and the transportation system has many gaps. Transit service is limited and the bicycle and pedestrian networks lack connectivity. This causes high rates of absenteeism and turnover, which cost businesses thousands of dollars a year. Comprehensively implementing a variety of solutions to address workforce mobility issues can give the Rickenbacker area a competitive edge when competing for economic development deals.



- An on-board survey of Groveport Rickenbacker Employee Access Transit (GREAT) shuttle users found:
  - Most workers live outside the Rickenbacker study area.
  - Most transit riders do not feel safe from vehicular traffic during their walk between the transit stop and final destination.
  - Workers are given no exceptions for lateness, so timeliness of transit service in the area directly affects job retention.



- The study area's most congested road segments include US-23, Williams Road, and Rohr Road.
- The majority (66%) of existing commercial vehicle trips with origins or destinations within the core logistics hub are utilizing I-270 East or West. A smaller portion (15%) of commercial vehicle trips are accessing the core logistics hub via I-71 South.



- Many households in the study area have a higher than recommended proportion of household income spent on housing and transportation.
- There is an opportunity to leverage the area's rivers as an asset for placemaking and tourism development. The Scioto River, Alum Creek, and Big Walnut Creek all flow through the study areas, and there are seven public access points within or in close proximity to the study area.



- Several ZIP codes in the study area have higher-than-average energy burdens, with one ZIP code's energy burden considered unaffordable. This means they are using a higher proportion of their household income for energy.

## STUDY RECOMMENDATION HIGHLIGHTS:

- Create a committee to oversee the implementation of this study's recommendations, which would include Rickenbacker stakeholders such as jurisdictions, the airport authority, and others with a vested interest in the success of this area.
- Build a Mobility Center that enables the safe connection and transfer of multi-modal transportation options, including GREAT and COTA transit services, biking, walking, park and ride, and others.
- Increase COTA service frequency on Lines 22 and 24, and add another GREAT route.
- Implement a low-stress bicycle and pedestrian network – or a “highway” network of separated bike and pedestrian pathways, with a supporting network of key pedestrian connections.
- Pursue prioritized roadway improvements including:
  - Interchange improvement at US-23 South and I-270 South.
  - Improved access management on US-23 with eventual conversion to freeway.
  - New interchange at US-23 and SR-762.
  - Widening of Alum Creek Drive.
  - Rickenbacker Parkway extension around the southeast side of airport.
- Implement place-making strategies on key corridors for community development, business core marketing and branding, and recreational and tourism opportunities.
- Strategize to leverage the connected network of waterways and water entry for recreational and tourism development.
- Collaborate on strategic public fiber and broadband infrastructure.
- Work to attract manufacturing and other uses to add a diverse mix of industry, and to benefit from the transportation assets and Foreign Trade Zone.