



Columbus Advisory Committee on Disability Issues

Minutes of Meeting January 25, 2018

Attendees:

Karen Kostelac
Tricia Kovacs
Steve Wasosky
Zane Jones
Marlene Stewart
Tiffany McClain
Paul Walker
Bob Roehm
Sue Willis

Steve Wasosky presentation on update to ADA guidelines

Steve Wasosky, engineer with Columbus Public Service Department, explained the updates to the Columbus ADA Rules and Regulations which were shared with us prior to the meeting. We were asked to send comments on the document by January 31.

https://docs.google.com/document/d/1Q6zAg6DjTXb5RbhmvKB1EOVwX1NaRFwePEX6W_G4m1g/edit?usp=sharing

Steve said that the city will replace the curb ramp on the opposite side of the street when they replace a curb ramp that is in the public right of way. The requirements vary based on if the project initiating the ramps is a public Capital Improvement Project (street improvement), public utility project, private utility project, or private development project. If construction is on a corner, then the opposite sides of the 2 corners will be replaced. In other words, 4 of the 8 total curb ramps will be replaced.

The city will take a fee in lieu of a new curb ramp or ramp replacement. Steve said he can't guarantee that the ramp will be done immediately but it should be completed within a year. The city also takes fees in lieu of new sidewalks associated with new construction. Sometimes the fee will be applied to other sidewalks in the city that are higher priority.

We had some discussion about crosswalk striping. The city only stripes crosswalks at signalized intersections, even though they add ramps at unsignalized intersections. Marlene asked about the curb ramps on Indianola outside the Deco Apartments. Prior to the road diet, there was a marked crosswalk, but after the road diet, the crosswalk was not re-marked. Marlene said it is difficult to cross without the marked crosswalk, although she can wait in the center turn lane for the traffic to clear in the opposite lane when crossing.

We talked about sidewalks but Nick Popa couldn't be at the meeting due to a family illness so we'll save that discussion for another meeting. But Steve did tell us that sidewalks are more expensive than they used to be because of stormwater mitigation. Because of the problem with combined sanitary and stormwater sewers, the city is installing the rain gardens. Sometimes it takes a while to get the sidewalk repaired after these new rain gardens are installed.

We talked about the new sidewalk on Kinnear Rd between the Lenox Town Center and Northstar Rd. OSU and Upper Arlington are planning to extend the sidewalk.

Steve talked about the different types of ramps and the hierarchy of building them. The perpendicular ramps are the preferred type, less preferable are the parallel or inline ramps which can sometimes hold water. The inline ramps are needed when there isn't room to build the perpendicular ramps.

We also discussed the location of marked crosswalks relative to the corner. Often, crosswalks are located further from the corner so that they are shorter. But then the pedestrians are less visible to motorists on the roadway. So Columbus will be painting crosswalks closer to the corner to improve visibility.

We talked about the intersection of Town and Green where it wasn't clear where to cross. A tactile arrow was added to the pedestrian button to make the direction to travel more clear.

Homeowners are not required to install ramps when they replace sidewalks, however they must get a waiver. The city is responsible for adding the ramps.

Developers used to have to design all 8 ramps when they designed an intersection project. Now they are only required to design the ramps in their project scope, but they do have to have a design build (which is a less detailed design).

Allows 2 crossings at non-signalized T intersections and also allows one crossing across an arterial at non-signalized intersections.

Where a signal is "demand-actuated" by vehicles, a pedestrian pushbutton is required. Some downtown intersections are timed so pushbuttons are not necessary.

Columbus will use the Public Right of Way Accessibility Guidelines (PROWAG) when it doesn't conflict with the Ohio standards document. The PROWAG has not been adopted by the DOJ but the city is working towards adopting those guidelines where possible.

Additional information regarding crosswalk questions

After the meeting, we received some clarification of guidelines for marked crosswalks which follows.

With the goal of determining the most effective measures to help pedestrians safely cross the street at locations where there is pedestrian demand, the City of Columbus has developed a procedure for determining which crosswalks at uncontrolled intersections should be striped and what additional enhancements may be recommended. This procedure is a two-step process, based on FHWA Reports FHWA-RD-01-075 and NCHRP Report 562. The first step is to determine if a crosswalk should be marked at a particular location, and the second step is to determine the appropriate crossing treatment.

Below is an outline of our crosswalk procedure:

Crosswalk Evaluation Procedure

Pedestrians are users of the roadway and pedestrian facilities should be included with all roadway design as part of the City's complete streets policy. Facilities to assist pedestrians in crossings should be provided at all locations where it is necessary and feasible. One type of facility to assist pedestrians in crossing is marking crosswalk.

When the City of Columbus receives crosswalk request (via city 311 system or other request), the Division of Traffic Management staff conducts a crosswalk justification analysis to determine if such request can be approved. This process likely occurs within 90 days after initial request is received, depending on the weather and temperature conditions, which has an impact on data collection equipment as well as the presence of pedestrians.

The first step is to collect following information about the location and any other information that may be pertinent to the investigation.

- speed limit
- lanes of traffic/directionality
- crossing distance
- street classification
- availability of existing crossings
- pedestrian crash history
- street lighting
- distance to other crossings
- sight distance
- available pedestrian generators (i.e. bus stops)
- pedestrian volume (peak hour)
- And traffic volume (peak hour)

If a marked crosswalk is not justified by the crosswalk study then the study process is terminated and the request is closed.

If the basic volume, nearest crossing and sight distance threshold is met, then Division of Traffic Management staff determines the appropriate crosswalk treatment.

Appropriate treatments are chosen based on traffic volumes, pedestrian volumes, speeds, sight conditions and crossing distance.

Tricia Fought

Traffic Studies Engineer

New Business

Vehicle For Hire

Vehicle For Hire is looking for an accessibility advocate to serve on their board. Marlene is interested.

Facility Review

Zane shared that Columbus will do a facility review of 8 buildings:

- 1111 E Broad St – Jerry Hammond Center
- City Hall
- 77 N Front St
- New building Public Service Department
- Franklin Park Adventure Center
- Police Headquarters
- 910 Dublin Rd – Water Plant
- 240 S Parsons Ave – Columbus Health Department

These buildings will be inspected by Derek Mortland at Center for Disability Empowerment. Let Zane know if there are other organizations which could perform ADA evaluation.

Other plans for Columbus ADA self-evaluation are to update policies and procedures, review Columbus website and other communications.

Signal request at Morse Rd & Sharon Dr.

Tricia shared that a pedestrian was killed on Cleveland Ave near Blake Ave, who was a former student at Ohio School for the Deaf. A teacher at OSD mentioned that Morse Rd does not have a pedestrian crosswalk where students cross to/from the bus stop in front of the school. The school had previously requested a traffic light at the intersection of Morse Rd & Sharon Dr but it was not warranted. Tricia submitted a 311 to request either a traffic signal or pedestrian beacon on behalf of OSD. The status is that a traffic study is in progress.

Future Meetings

February 22, Idea Foundry, 421 W State St, Smart Columbus presentation

March 22, Northside Library, 1423 N High St, Lois Barin, audiologist, hearing loss and assistance, Nick Popa, 2018 pedestrian projects

The meeting adjourned at 2:30pm.