



TO: Reynaldo Stargell, Administrator – Division of Traffic Management
Justin Goodwin, Transportation Planning Manager – Division of Traffic Management

FROM: Michael Liggett, Transportation Planner – Division of Traffic Management

DATE: 04-23-2021

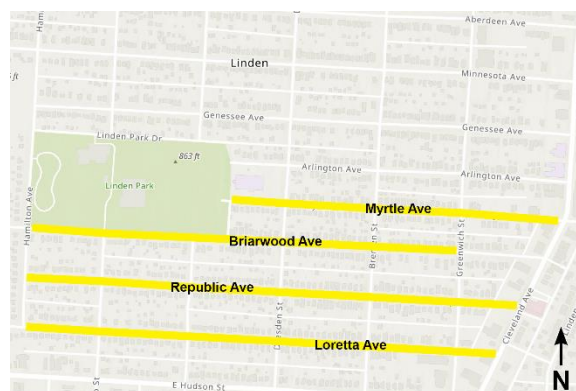
SUBJECT: Slow Streets Linden Pilot

Background

Speeding, both perceived and real, on residential streets is a concern that is communicated from neighborhoods across the City of Columbus through hundreds of 311 Service Requests filed each year requesting evaluation for traffic calming. Hundreds more service requests are filed seeking additional police enforcement of the posted speed limit. In fact, the Columbus 311 Service Center fielded more than 7,000 speed related service requests over the past 5 years.

Begun in 2018 the Slow Streets Study commenced with two primary objectives: expand the city's traffic calming toolkit, and include rapid implementation techniques which can be paired with longer-term capital improvements. One of these rapid techniques is converting one-way residential streets into two-way yield streets. To explore the feasibility and need of this technique, the Linden & Hilltop neighborhoods were selected for the study to review options and conduct pilot demonstrations.

A pilot project was launched in September of 2020 in the North Linden neighborhood where 4 streets adjacent to the new Linden Opportunity center were converted from one-way to two-way. The streets converted are: Loretta Ave, Republic Ave, Briarwood Ave and Myrtle Ave.



Pilot Launch

Prior to pilot launch, DPS staff conducted an engineering and safety review of the selected streets. This review documented the needed sign and pavement alterations required for converting the street. The review also assessed the sight distance of where each street intersects with Cleveland Avenue. It should be noted that based on the sight distance review, Briarwood Avenue has been kept one way between Cleveland Avenue and Greenwich Street.

Conversion of the streets occurred between the weeks of September 8, 2020 and September 21, 2020. Ahead of the streets conversion the neighborhood was canvassed with flyers in an effort to communicate the coming change. Further DPS staff engaged with a number of area stakeholders including both the North and South Linden Area Commissions, faith organizations, and human services organizations as well as a number of department internal stakeholders.

Data

In August, ahead of the launch, speed and volume data were collected for all four streets to set a baseline for comparison. During the pilot period data was collected on the converted streets at two different times, each for a 24-hour period. The post-conversion data collection occurred in November of 2020. Additional data was collected over a 24 hour period on Loretta Ave in early January of 2021.

Results from the November data collection showed the bi-directional speed on Briarwood Ave and Republic Ave decrease in both average speed and 85th percentile speed when compared with the August baseline. Both of these streets saw a 3+ MPH speed reduction.

Prior to conversion the average speed Myrtle Ave was found to be below the 25 MPH posted speed limit, with an 85th Percentile Speed only slightly above the 25 MPH speed limit. Post conversion, speed data was within the same range as the streets pre-conversion speed data.

The second data collection for Loretta Ave which occurred at the end of November, 2021 showed a significant speed increase. Due to this anomaly, additional data for Loretta Ave was collected in early January. The results of this additional data collection showed a decrease in speed as compared to the August baseline and results that are more in-line with the decreases seen on the neighboring streets of Republic Ave and Briarwood Ave.

It is important to note that this pilot occurred during a period of unique complexity. The COVID-19 public health crisis did not affect the Departments ability to convert the streets. However, the health crisis did impact the amount of post-conversion data that was originally desired to be collected. Operational capacity limited post-conversion data collection to two times instead of the originally intended three collections of all four streets prior to the onset of winter weather. Further, during this pilot period significant amount of construction on and off of the public right-of-way was occurring in the neighborhood (i.e. the Linden Opportunity Center and Medina Ave reconstruction) which may have had an impact on traffic patterns and driver behavior in the pilot area, then reflected in the data collected post-conversion.

Review Appendix A for volume and speed data results.

Public Feedback

While yield street conditions are common in many residential neighborhoods in Columbus, including within Linden, the concept of street directional conversion as a traffic calming technique is relatively new to pilot area residents. A majority of identified community stakeholders have viewed the project positively and expressed support for the Cities efforts to pilot new techniques to assist in calming traffic. During this pilot period there was vocal opposition to the project from a small handful of residents of whom the majority of comment submissions can be attributed to.

For full comments, please refer to Appendix B.

Crash Reports

Utilizing ODOT GCAT, crash reports were reviewed from early-September when street conversions began through the end of December (official end of the pilot). None of the reported crashes indicated relation to the change in street direction. Common crash themes included side-swipes of parked vehicles (an already existing issue), failure to obey stop signs, and reckless driver behavior.

Details of the crash reports can be found in appendix F.

Lessons Learned

A. Engagement

Ahead of future conversions a mailer should be considered to notify each of the properties which abut the streets being converted. This will ensure that each household has adequate notification. Further, public notification should occur further in advance in order to allow more time for public comment ahead of implementation.

Communication to stakeholders during the conversion process functioned well during the pilot. Increased coordination between the Project Manager and the Traffic Maintenance Section is desired to ensure that the Project Manager is consistently notified ahead of time on each streets conversion.

Additional education materials should also be included in the mailer that is sent pre-conversion. Items such as how to properly park, as well as staying clear of intersections and driveways should also be included in the initial mailer.

Further collaboration with the Division of Police should also occur. This should include providing the local precinct with education materials that can be used in lieu of ticketing during the acclimation period, but also a defined date in which parking violations may be written for continued non-compliance to parking regulations.

B. Parking Utilization

While parking utilization was investigated in the early stages of the Slow Streets Study that data is now more than two years old. Staff should conduct site visits – both AM and PM – in the early stages of conversion planning to assess current utilization and needs for inclusion of dedicated pull-over areas.

C. Data Collection

Only a select number of streets should be utilized for pre and post-conversion data collection. Future conversion areas will be larger in scale than the Linden pilot area and it will not be feasible to collect data for each individual converted street. Further, conversions should be planned for the spring months through early fall in order to allow for at a minimum, to post-conversion data collections.

D. Speed Reductions Results

The pilot project successfully demonstrated that conversion from a 1-way street to a 2-way yield street can influence driver behavior resulting in overall reduction of vehicular speeds, lowering both average and 85th percentile speeds. However, additional measures – both short and long term – may be considered in addition to directional conversion. For example, if a street see's its 85th Percentile Speed lowered but remaining above 30 MPH, additional calming measures may be considered to further influence driver behavior and reduce speeds.

E. Signage

When feasible, future conversions should consider additional signage to communicate that the streets are now two-way. Resident feedback included concerns that signage was not clear enough or posted frequently enough. It will be important to balance this concern with the potential to “litter” neighborhoods with excessive signage, though opportunities for additional signage should be explored where appropriate. Consideration should be given both to additional permanent signage and/or o additional temporary signage.

Corner clearance signage is another element that is recommended for further consideration. Within the Linden pilot area, a common communicated frustration from residents was vehicles parking too close to, or even immediately at the intersection corner, creating a safety hazard and sight visibility issue.

Recommendation

Consider the pilot period closed and conversions to be considered a now permanent condition (though subject to future reconsideration should traffic conditions in the area change). Based on the results of this pilot project it is recommended that the remainder of Linden streets, as identified in the Slow Streets Study, be converted and that the Department commence with the Hilltop Pilot Project.

Appendix A

Speed and Volume Data

	BI-DIRECTIONAL		
	Average Speed		
	August	November_1	November_2
Myrtle	21	22	22
Briarwood	26	23	22
Republic	24	22	22
Loretta	29	29	36
	85th Percentile		
	August	November_1	November_2
Myrtle	27.2	27.2	28.29
Briarwood	32.97	29.38	28.82
Republic	31.12	28.85	28.27
Loretta	36.23	35.57	47.76
	Volume		
	August	November_1	November_2
Myrtle	336	605	549
Briarwood	441	879	646
Republic	443	561	660
Loretta	639	509	915

	Directional					
	AVERAGE SPEED					
	August		November_1		November_2	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Myrtle	21	X	20	24	21	23
Briarwood	X	26	23	23	22	23
Republic	24	X	22	21	22	21
Loretta	X	29	X	29	43	30
	85th Percentile					
	August		November_1		November_2	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Myrtle	27.2	X	26.16	29.04	28.33	28.24
Briarwood	X	32.97	28.46	30	27.34	29.24
Republic	31.12	X	29.65	27.65	29.64	25.54
Loretta	X	36.23	X	35.57	68.5	36.82
	Volume					
	August		November_1		November_2	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Myrtle	336	X	302	303	278	271
Briarwood	X	441	443	436	320	326
Republic	433	X	281	280	328	332
Loretta	X	639	X	509	449	466

	Loretta Ave January Collection		
	Bi-Directional	EB	WB
Average	27	27	26
85th	33.48	33.16	33.67
AADT	1066	536	530

Appendix B

Slow Streets Linden Pilot Public Feedback

Via Phone Call

- Resident wishing to know if street will remain 2-way permanently; concerned that vehicles will not yield to each other
- Resident concerned the vehicles will not yield; concern over driveway clearance; concern that there is lack of room to yield.
- Resident concern over intersection clearance

Via 311

- CALLER STATES SHE WANTS TO MAKE A COMPLAINT ABOUT THE CITY TURNING LORETTA RD ALL THE WAY TO CLEVELAND AVE TO A TWO WAY STREET. CALLER IS REQUESTING THIS STAYS A ONE WAY STREET. STATES THE STREET IS NOT DESIGNED TO BE A TWO WAY STREET. CALLER REQUESTING SPEED BUMPS BE PUT IN VS BEING TURNED INTO A TWO WAY STREET. STATES CARS ALREADY DO NOT HAVE A LOT OF ROOM FOR PARKING AS IT IS.
- CALLER CALLED ABOUT THE LINDEN ONE PLAN PILOT REFERRING TO THE FACT THAT LORETTA IS A ONE WAY STREET AND IS BEING CONSIDERED FOR BEING CONVERTED TO A 2 WAY STREET. CALLER STATES WITH PARKING ON BOTH SIDES OF THE STREET THERE IS NO SAFE WAY TO HAVE 2 WAY TRAFFIC ON THE STREET CALLER HAS LIVED HERE SINCE 1972.
- CALLER STATES THE CITY IS ABOUT TO CHANGE BRIARWOOD FROM A ONE WAY TO A TWO WAY STREET. STATES THIS DOES NOT NEED TO HAPPEN. THIS HAS ALWAYS BEEN A ONE WAY STREET AND WOULD HAVE BEEN NICE IF THE RESIDENTS ON THE STREET WERE ADVISED OF THIS. STATES THE STREET IS TOO SMALL TO BE A TWO WAY.
- WE WERE TOLD TO LET CITY KNOW ABOUT MAKING SOME STREETS 2 WAY. I LIVE ON BRIARWOOD AND A FEW EX DRIVER JUST HAD TO PULL OVER HIS HUGE DELIVERY TRUCK AND SAID THAT THIS WAS RIDICULOUS AND DIDN'T SEE HOW THIS WOULD WORK TO HELP ANYTHING. JUST PASSING IT ON
- CALLER IS CONCERNED ABOUT THE TRAFFIC PATTERN ON BRIARWOOD AND DRESDEN STATES PEOPLE ARE PARKING THE WRONG WAY ON BRIARWOOD AND ITS CAUSING ALOT OF TRAFFIC ISSUES. CALLER STATES THE VEHICLES ARE PARKING TOO CLOSE TO THE CORNER AND IF THE STREETS ARE NOT 2 WAY YET SOMETHING NEEDS TO BE DONE THANK YOU

- RESIDENT STATED THAT SHE IS A PART OF THE LINDEN PROJECT AND HER CONCERN IS SPEEDING BUT THE BIGGER CONCERN FOR HER IS PARKING - PROBLEM ACROSS THE STREET FROM HER HOME IS A FIRE HYDRANT AND PEOPLE ALWAYS PARK BLOCKING THIS HYDRANT DAILY AND THIS PARKING BLOCKS HER DRIVEWAY EVERY DAY GETTING IN AND OUT RESIDENT IS ASKING THE CITY TO PUT UP SIGNAGE AND/OR MARK THE CURB SHE MADE IT CLEAR TO MAKE HER REQUEST A PART OF THE LINDEN PROJECT SO THAT IT WOULD BE ADDRESSED WHILE THE SPEEDING ISSUE IS ADDRESSED
- CALLER IS WANTING TO KNOW SINCE THIS WILL BE A 2 WAY STREET IF RESIDENTS WILL BE ABLE TO PARK ON BOTH SIDES OF THE STREET. SAYS THE STREETS ARE TOO NARROW AND DOESN'T THINK IT WILL WORK BECAUSE THERE WOULD BE NO WHERE FOR SOMEONE TO PULL OVER TO PASS. SHE IS ALSO CONCERNED ABOUT SIGNS BEING PUT UP THAT IT IS A TWO WAY OR PUTTING A 4 WAY STOP OR A TRAFFIC LIGHT BECAUSE A LOT OF PEOPLE DON'T SEE THE 1 STOP SIGN THAT IS ALREADY THERE.
- RESIDENT WANTS SOMEONE TO CALL HER AND LET HER KNOW WHY RESIDENTS COULD NOT VOTE ON CHANGING LORETTA FROM A 1 WAY STREET TO A 2 WAY STREET - SHE STATES THAT SPEED BUMPS WILL SOLVE THE ISSUE NOT CHANGING TRAFFIC FLOW
- CALLER IS WANTING 2 WAY SIGNS ON EACH INTERSECTION THAT HAS BEEN CONVERTED FROM ONE WAY TO 2 WAY STREET--SHE SAYS CARS ARE PARKING IN THE WRONG DIRECTION ON THE STREET AND THERE NEEDS TO BE FLASHING SIGNS OR SOMETHING TO INDICATE THE STREETS ARE NOW 2 WAY REPUBLIC BRIARWOOD LORETTA AND ALL OTHER STREETS INVOLVED IN THE CONVERSION
- CALLER STATES LORETTA WAS TURNED FROM 1 WAY TO A 2 WAY TO ASSIST WITH SPEEDING BUT DOES NOT FEEL LIKE THIS IS HAPPENING. CALLER STATES THERE IS STILL EXCESSIVE SPEEDING BECAUSE THERE IS NOT MUCH TRAFFIC THAT COMES UP AND DOWN IT'S USUALLY JUST 1 CAR ON THE STREET AT A TIME. STATES THERE HAS ALREADY BEEN AN ACCIDENT SINCE THE TRAFFIC PATTERN CHANGED.
- HELLO, ACCORDING TO THE NOTIFICATION WE RECEIVED ABOUT THE TRIAL FOR BRIARWOOD BEING MADE TWO WAY, WE CAN SEND OUR CONCERNS AND IDEAS TO CITY. BECAUSE BRIARWOOD IS SO NARROW WITH CARS ON BOTH SIDES, ESPECIALLY AT NIGHT, WE THINK IT WOULD WORK OUT BETTER KEEPING DRESDEN TO CLEVELAND AVE AS ONE WAY. BUT, THEN, MAKING MCGUFFEY TO DRESDEN 2 WAY, WHERE THE STREET IS WIDER BECAUSE OF THE NEW REMODELED REC CENTER, AND HARDLY ANY CARS PARK ON BOTH SIDES. THAT MAKES MORE SENSE TO ALL OF US. PLEASE TAKE THIS INTO CONSIDERATION. PLEASE PASS THIS ON TO WHATEVER DEPT., IT SHOULD GO TO. THANK YOU FOR ALL YOU DO FOR OUR CITY, ESPECIALLY NOW DAYS. GOD BLESS.
- CALLER STATES THE RESIDENTS AT THIS ADDRESS PARK ON DRESDEN RIGHT NEAR CORNER ON WEST SIDE OF ROAD AND THE PARKED CARS MAKE IT

IMPOSSIBLE FOR THOSE ON LORETTA TO SEE DRESDEN TRAFFIC NORTHBOUND TO SEE IF COAST IS CLEAR. PLEASE ADDRESS. POSSIBLY ADD NO PARKING SIGNS AT THE FIRST SPACE AT LORETTA AND DRESDEN.

- HELLO, ACCORDING TO THE NOTIFICATION WE RECEIVED ABOUT THE TRIAL FOR BRIARWOOD BEING MADE TWO WAY, WE CAN SEND OUR CONCERNS AND IDEAS TO CITY. BECAUSE BRIARWOOD IS SO NARROW WITH CARS ON BOTH SIDES, ESPECIALLY AT NIGHT, WE THINK IT WOULD WORK OUT BETTER KEEPING DRESDEN TO CLEVELAND AVE AS ONE WAY. BUT, THEN, MAKING MCGUFFEY TO DRESDEN 2 WAY, WHERE THE STREET IS WIDER BECAUSE OF THE NEW REMODELED REC CENTER, AND HARDLY ANY CARS PARK ON BOTH SIDES. THAT MAKES MORE SENSE TO ALL OF US. PLEASE TAKE THIS INTO CONSIDERATION. PLEASE PASS THIS ON TO WHATEVER DEPT., IT SHOULD GO TO. THANK YOU FOR ALL YOU DO FOR OUR CITY, ESPECIALLY NOW DAYS.
- STREET WAS MADE A ONE WAY INTO A TWO WAY. THIS HAS BEEN THIS WAY FOR TWO WEEKS. THEY HAD JUST RECENTLY HAD SOMEONE GET HIT ON A BIKE. THE GUY HAD TO GET HIS FOOT AMPUTATED. ANOTHER STOP SIGN IS NEEDED PUT UP HERE ON LORETTA. MAYBE THIS WILL STOP OR SLOW DOWN THE TRAFFIC DOWN WHEN COMING THROUGH. CITIZEN STATES A FOUR WAY STOP WOULD HELP OUT HERE WITH TRAFFIC. VERY DANGEROUS. PLEASE CHECK OUT AND HELP AND CHECK OUT AND SEE WHAT CAN BE DONE. THANKS THERE IS A CARRY OUT AND GAS STATION AND A DRIVE THROUGH AND RESTAURANT AND STUFF UP THE STREET AND PEOPLE COME THROUGH THIS AREA. THE NEW LINDEN PARK RECREATION CENTER IS BEING BUILT AROUND HERE. BUSY AREA. THANKS
- LINDEN STREET PROJECT CALLER STATES THE CITY IS DOING A LINDEN STREET PROJECT IN THIS AREA - ALSO CONSTRUCTION GOING ON AT THE LINDEN PARK. STATES A CITY WORKER ADVISED HER AND NEIGHBORS PARKING WAS NOT GOING TO BE ENFORCED WHILE THE CONSTRUCTION WAS BEING DONE. ON SATURDAY AN OFFICER CAME OUT AND GAVE A BUNCH OF TICKETS TO PEOPLE PARKING ON THE STREET. CALLER STATES THEY ARE PARKING AGAINST TRAFFIC AND WAS ADVISED THIS WOULD BE FINE UNTIL THE CONSTRUCTION OF THE REC CENTER WAS FINISHED. STATES SOME TYPE OF COORDINATION BETWEEN THE CITY AND CPD NEEDS TO BE MADE BECAUSE THE OFFICER WAS NOT AWARE AND STILL GAVE EVERYONE TICKETS. MAYBE A TEMP SIGN CAN BE PUT UP STATING HOW THE PARKING IS OKAY, IF INDEED IT IS.
- THERE IS, OR WAS, A PILOT PROGRAM GOING ON, TO MAKE A FEW STREETS TWO WAY, INSTEAD OF ONE WAY. IS THE PILOT PROGRAM STILL GOING ON? PEOPLE ARE PARKING ALL KINDS OF WAYS. CARS STILL SPEEDING AND VISUALLY, YOU CAN'T SEE CARS GOING EAST WHEN COMING TO A STOP TO TURN WEST. CAN'T SEE AROUND CARS PARKED. WE HAVE TO PULL INTO INTERSECTION AND THERE IS NO STOP SIGN FOR SPEEDING CARS GOING EAST. PLEASE RETHINK THIS...PLEASE. CORNER OF BREMEN AND BRIARWOOD., GOING NORTH AND TURNING ONTO BRIARWOOD GOING WEST. CARS COMING EAST ARE SPEEDING AND DRIVERS NOT PAYING ATTENTION. IT WOULD BE BETTER, BEING 2 WAY FROM MCGUFFY EAST TO DRESDEN, THEN

BACK TO ONE WAY FROM DRESDEN EAST TO CLEVELAND AVE. ITS STILL ONE WAY FROM GREENWICH EAST TO CLEVELAND.

- RECENTLY LORETTA WAS MADE A 2 WAY STREET INSTEAD ON 1 WAY - CALLER STATED THAT SPEEDING HAS NOT STOPPED AND HE THINKS THAT CHANGING THE TRAFFIC FLOW WAS NOT A GOOD IDEA
- NOW THAT THE SLOW PILOT IS GOING ON ON LORETTA CARS ARE SPEEDING IN BOTH DIRECTIONS. PIOLT DOESN'T APPEAR TO BE WORKING. WHAT WOULD WORK IS A 4 WAY STOP AT EVERY INTERSECTION ALONG LORETTA THAT DOESN'T ALREADY HAVE ONE: LORETTA AND MEDINA LORETTA AND ONTARIO ONE OR TWO SPEED HUMPS WOULD ALSO HELP
- CALLER SAYS SHE HAS LIVED HERE 52 YEARS AND SAYS SHE ALMOST GOT HIT LAST NIGHT BECAUSE SHE COULDN'T SEE THE ONCOMING VEHICLE AND SAYS THERE HAS NEAR MISS CAR ACCIDENTS SINCE THIS HAS BECAME A ONE WAY STREET -- CALLER SAYS THIS HAS MADE TRAFFIC FASTER IT DIDN'T SLOW TRASH DOWN
- CALLER IS WANTING THIS STREET CONVERTED BACK TO A ONE WAY STREET
- THE CALLER SAYS CONVERTING LORETTA TO A 2 WAY DIRECTIONAL FROM ONE WAY EXCESSIVE SPEEDING HAS INCREASED

Via Email

- This is one of the worst decisions I have ever seen. Instead of people speeding one way west on Loretta Ave now we have speeders in both directions. Our concern is children will get hit or maybe a head-on collision. My hope is that the decision to allow two-way traffic is not permanent. We have already seen near misses. Residents on Loretta Ave have been trying to get speed Bumps for years. There have been a few bad accidents that could have been prevented with 3 way stop signs and speed bumps.

Via Online Comment

- My mom has a handicap parking space that would face the wrong direction if the street is converted to a 2 way street. How will this affect her parking? Just so you are aware, I have watched people run stop signs and speed down the current 2 way streets in the area. Honestly this will not slow traffic and will cause more road rage as people don't want to pull over because they stop in the middle of the street to chat. I've personally been yelled at for honking trying to get by so I'm not late for work. We will need more policing.
- I live on Cleveland Ave and i have seen so many accidents and its not because of the one way streets its caused by drivers speeding down Cleveland. They speed around the curb at myrtle going south bound and loose control. Plus i have seen accidents from people going the wrong way on briarwood onto Cleveland Ave and someone trying to turn onto briarwood.

- Bad idea. The streets were too narrow for speed bumps so how are they wide enough for two way traffic? Most people park on the streets because alleys aren't safe this does not leave very many places to pull over. The inconsiderate people who speed will be the same ones refusing to yield.
- I have a habitual speeder that was speeding, now flying. up Audubon, s2n, between midnight and 0030. If someone were walking our sidewalk-less street, Or some poor animal crossing the street, at the speeds s/he's moving, s/he would NEVER be able to slow or swerve in time
- I'm reading about changing streets (to 2-way) in Linden to rely on courtesy to calm traffic. My response is...are you kidding me? I haven't experienced any form of courtesy while driving in Linden since the 1960s! I spent 23 years at my current residence sending crash photos, requests for traffic calming/a stop sign; watched a dead man get extricated from his unrecognizable vehicle in the middle of the night; & lost count of the high-speed (inconsiderate/reckless) drivers taking out telephone poles, trees, fire hydrants, fencing & coming close to driving into homes before the city put the stop sign on E. North Broadway at Howey. That was around 8 years ago...what percentage of drivers actually stop? I only see vehicles stop when another vehicle is turning onto North Broadway. Yes, it has slowed down some of the traffic; however, being jolted from sleep by the metallic sound of vehicles bottoming out after flying through the dip (at Howey) or the screeching of tires as they attempt to maintain control (causing a person to brace for the impact--where are they going to land?); hearing the indescribable noise from vehicles/motorcycles with illegal exhaust systems (at times literally racing/showboating) & the windows rattling from the bass of the large majority of vehicles who think it has some relation to music continues to be literally a nightmare. My opinion has been, & continues to be, a lack of enforcement. I support CPD, et al, but they are overworked, under-supported, & expected to do their jobs with one hand tied behind their backs. Anyone who has lived in this area for a period of time knows that there is zero enforcement (& I rarely see cruisers & didn't even know about the bike patrols because I have yet to see one). The problem with Columbus (both traffic & criminal) is that there are no actual deterrents to breaking the law. It feels like a lawless city. I've lost count of the crimes committed where I'm told police cannot do anything! Somebody needs to start doing something! And speaking of traffic...I've never been anywhere else that has the amount of trash & litter along the streets & roadways. Bring back the chain gangs! Have the prisoners that are treated so passively pick up some of the garbage that they have no doubt contributed to. I know, no one wants to hear from me because I am not going to sugarcoat any of the problems I've watched over the years. I tried & tried to get so-called leaders & other neighbors to take actions to improve the neighborhood...it took all this time, watching the decline to finally get it through my head that people just don't care or are afraid.
- Please reconsider making Loretta ave. A two way street. It is too small a space for two cars going opposite ways to fit through. They will collide. I've been living here on Lorreta for 3 years and cars go Excell 50mph down this street. Also children play and live on this street. I would just recommend not making or including Lorreta ave. As a two way street. It's for the safety and we'll being of the residents that live here. Thank You

Appendix C

Slow Streets Linden Pilot Flyer

(Front)



LINDEN PARK PILOT PROJECT

Background

Speeding on residential streets negatively impacts City of Columbus residents and neighborhoods. All residents, pedestrians and roadway users have a right to safely use the city's transportation network.

A review of 311 service requests found clusters of traffic calming requests for one-way residential streets, especially in the Linden and Hilltop neighborhoods. A review of existing speed data showed higher speeding rates on one-way streets in these neighborhoods. The findings, along with a recommendation from the One Linden Plan, initiated the Slow Streets Study to consider converting one-way streets to two-way streets, also known as yield streets. This study will also review other potential tools for traffic calming.

What is a Yield Street?

A yield, or courtesy, street is a two-way residential street that is 22 to 28 feet wide with parking. Drivers must yield to each other to pass. This yield condition can slow speeds. Yield streets are a common residential street configuration throughout the City, including in Linden.

Pilot Project Area & Streets

As a part of the city's Slow Streets effort in Linden, and to support safer traffic flow when the new Linden Community Center and Park opens later this year, the Department of Public Service will conduct a pilot project that converts these streets from one-way to two-way:



Myrtle Ave (Dresden to Cleveland)
Brianwood Ave (Hamilton to Greenwich)
Republic Ave (Hamilton to Cleveland)
Loretta Ave (Hamilton to Cleveland)

Work to convert the streets begins on September 8 and will be completed the week of September 21.

Monitoring & Feedback

Monitoring

During the three-month pilot, data detection devices will collect speed and volume data to analyze and compare to data collected during the initial phase of the Slow Streets study.

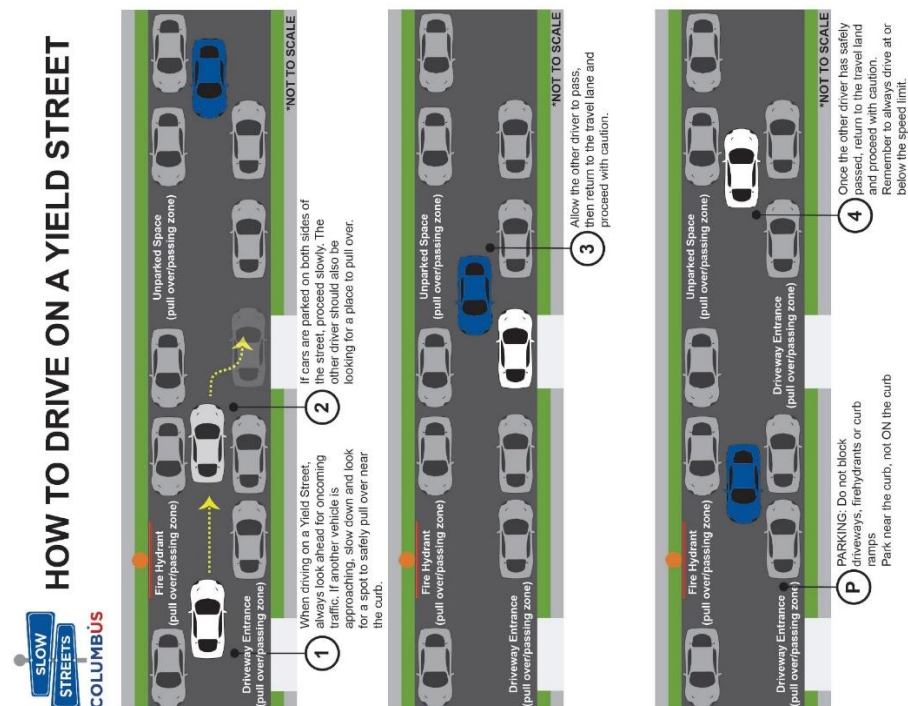
Feedback

We want to hear from residents during the street conversions pilot. Share your comments using one of these options:

- Visiting bit.ly/SlowStreetsCbus (look for the "Comments/Feedback" section)
- Email (send to SlowStreets@columbus.gov)
- Contacting the 311 Service Center at 614-645-3111 (select "Slow Streets Linden Pilot" service request type)



(Back)



Appendix D

Slow Streets Linden Parking Reminders (warning tickets)

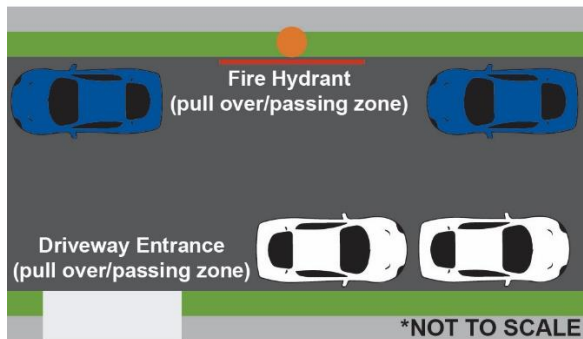
REMINDER!

*Not an Actual Ticket

Parking on a TWO-WAY Street

This street has been converted to TWO-WAY traffic. Please park your vehicle in the proper direction.

On TWO-WAY streets, your passenger side door should align with the curb.



THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

Slow Streets Linden Park Pilot Project



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A review of existing speed data showed higher speeding rates on one-way streets in these neighborhoods. The findings, along with a recommendation from the One Linden Plan, initiated the Slow Streets Study to consider converting one-way streets to two-way streets, also known as yield streets. This study will also review other potential tools for traffic calming.

Learn more at <https://bit.ly/SlowStreetsCbus>

Department of Public Service
111 N. Front Street, 7th Fl
Columbus, OH 43215
SlowStreets@columbus.gov

Appendix E

Implementation Communications Plan

Slow Streets Linden Park Pilot Implementation Communications

Core Contacts:

Name	Organization	Email
DeLena Scales	Dept. of Neighborhoods	DPscales@columbus.gov
Sandra Lopez	City Council, Engagement	SRlopez@columbus.gov
Gretchen James	Celebrate ONE	GDJames@columbus.gov
Lawrence Calloway	SLAC – Chair	callowaylawrenceslac@gmail.com
John Lathram	NLAC – Chair	John.lathram@gmail.com
Alesia Zacher	CPD	AZacher@columbuspolice.org
Shawn Lutz	CPD	SPLutz@columbuspolice.org
TBD	Fire	
Adam Troy	Community of Caring Dev.	atroy@newsalemcare.com
Jasmine Ayres	Community of Caring Dev.	ayrestjasmine@gmail.com
Charles Tatum	Concerned Linden Pastors	Chas1956@sbcglobal.net
Lydia Prenger	Habitat for Humanity	LPrenger@habitatmidohio.org

Email

Prior to Conversion (~24hrs ahead notice)

Greater Linden Area Partners,

Tomorrow, September XX, our crew will begin the conversion of **STREET** from **A-STREET** to **B-STREET** to two-way traffic. All work is expected to be completed on this day. If all work is not completed, I will inform you ASAP. Otherwise, my next email to you will be confirmation that all work on **STREET** has been completed.

Completion of Conversion

Greater Linden Area Partners,

This email is confirmation that all work on **STREET** has been completed and it is now two-way from **A-STREET** to **B-STREET**.

Social Media

- Facebook
- Twitter
- NextDoor

Post 1

Copy: Today we begin our Slow Speeds Linden Park Pilot Project on Myrtle Ave. As a part of our Slow Speeds Study, we will be converting four streets in the Linden Park area from 1-way to 2-way Yield Streets in an effort to slow motor vehicle speeds. Learn more at [\(link\)](#)

Image: Slow Speeds logo

Post 2

Copy: What is a yield street? And how do you drive on one?

Yield streets are residential streets from 22-28' wide with on-street parking. There is a shared center travel lane in which crossing motorists must yield to each other in order to pass. This street type is one of the traffic calming tools that can be used to slow motorists down.

Image: "How to Drive on a Yield Street" graphic.

Post 3

Copy: Work continues today on our Slow Streets pilot project with the conversion of Briarwood Ave from 1-way to a 2-way Yield Street.

Learn more about our Slow Streets Study and our ongoing Linden Park Pilot Project here: [\(link\)](#)

Image: (Flyer, front page)

Additional Posts

- Utilize copy from post 3 for Republic & Loretta (utilize field photos)
- Formulate other information posts about TC and Slow Streets
 - 7,000 speeding related 311 SR's in the past 5 years
 - Holistic approach to TC
 - continued education on how to drive on a yield street
 - talk about use of rapid implementation tools, like yield streets
- Posts about providing feedback on the pilot

Appendix F

Crash Reports

September

- 1) Loretta at Ontario, 9-27-2020, 7:56 PM
Cyclist traveling SB on Ontario failed to stop at stop sign (cited failed to stop)
Driver Traveling NB on Ontario turned to go WB on Loretta & struck cyclist, severe injury
- 2) 1313 Republic Ave, 9/20/2020, 3:40 PM
WB fire truck striking parked vehicle
- 3) 1627 Briarwood, 9/26/2020, 2:36 AM
WB vehicle lost control and struck two other vehicles (this section stayed 1-way WB)
- 4) 1552 Myrtle Ave, 9/27/2020, 10:09 AM
Vehicle struck parked car while attempting to parallel park

October

- 1) Loretta at Bremen, 10-4-2020, 1:05 AM
WB vehicle side-swipes parked car
- 2) 1603 Briarwood Ave, 10-23-2020, 9:56 AM
Vehicle involved in drive-by shooting struck parked vehicle and fled the scene

November (0)

December

- 1) Loretta at Bremen, 12-20-2020, 1:49 AM
NB vehicle on Bremen was struck by stolen vehicle traveling EB on Loretta
Driver of stolen vehicle fled the scene
- 2) Republic Ave E of Bremen, 12-14-2020, 3:06 PM
EB vehicle struck parked car
- 3) Briarwood Ave W of Greenwich, 12-17-2020, 5:37 PM
WB vehicle lost control and struck (2) parked vehicles
This section of Briarwood remains WB and was not converted to 2-way traffic