

Question #1: Which corridor treatments would you invest in for a safer and more comfortable bicycling environment in Columbus?

Columbus
Bike Plan



****Note****

Costs are order of magnitude adjusted. They do not represent the actual costs of infrastructure implementation, but rather present a relative comparison for the purposes of this exercise.

You have **\$100** to invest in bicycling infrastructure across Columbus over the next five years. See the description and relative cost of each treatment below. ****** Buy the amount of miles of each treatment you feel would be the best investment. Tally your sheet on your own, then, as a group, identify the top three preferred corridor treatments and the three least preferred options.

Corridor Treatments
(\$100 to invest)

	\$5/mile	\$3/mile	\$2/mile	\$1/mile	\$2/mile	\$1/mile
						
# miles:	# miles:	# miles:	# miles:	# miles:	# miles:	# miles:
total cost:	total cost:	total cost:	total cost:	total cost:	total cost:	total cost:
Cycle Tracks	Buffered Bike Lanes	Bicycle Lanes	Enhanced Sharrows	Bicycle Boulevard/ Neighborhood Greenway	Bicycle wayfinding signage	

Cycle tracks are bicycle-exclusive, on-street facilities. The user experience is similar to an off-street trail. They are either raised or at street level and use a variety of elements for physical protection from passing traffic.

Buffered bike lanes are widened bike lanes with painted buffer on one or both sides. Buffered lanes discourage vehicular encroachment and encourage bicyclists to ride outside of the "door zone"

These facilities use two stripes of paint or thermoplastic material to mark a travel lane for bicycles.

The "sharrow" typically consists of two chevrons and a bicycle symbol painted on the pavement. Enhanced sharrows use supplemental markings to increase the sharrows' visibility and show motorists where to expect bicycles.

Bicycle boulevards or neighborhood greenways are installed on low car traffic routes, often through residential areas. They use on-pavement bicycle symbols and a variety of traffic calming devices to reduce car speeds and volumes.

Wayfinding signage guides bicyclists along bicycle-preferred routes. Signage can also depict distance and travel time to popular destinations. Branding signage with city logos or a bike path logo/visual identity increases the route's recognition.



Question #2: Which spot treatments would you invest in for a safer and more comfortable bicycling environment in Columbus?

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You have **\$50** to spend on bicycling infrastructure across Columbus over the next five years. Buy the combination of treatments that you feel would be the best investment for making Columbus a safer and more comfortable place for bicycling. See the description and relative cost of each treatment below. **** Buy the number of locations of each treatment you feel would be the best investment. Tally your sheet on your own, then, as a group, identify the top three preferred spot treatments.**

Spot Treatments
(\$50 to invest)

 \$2/location	 \$2/location	 \$4/location	 \$1/location	 \$3/location
# locations: total cost:	# locations: total cost:	# locations: total cost:	# locations: total cost:	# locations: total cost:
Bicycle Intersection Safety Improvements	Green Pavement	Active Warning Beacons	High-visibility Crosswalks	Traffic Calming Strategies

****Note****
Costs are order of magnitude adjusted. They do not represent the actual costs of infrastructure implementation, but rather present a relative comparison for the purposes of this exercise.

Intersection improvements help reduce the chance of crashes within intersections and increase users' comfort in these areas. Treatment examples include colored pavement, bicycle markings, bicycle signals and bike boxes.

Designers use green pavement coloring as another method to remind others to look for bicycles. Coloring improves safety at conflict points between bicyclists and vehicles such as driveways and intersections.

Bicyclists or pedestrians activate flashing stop or caution lights at mid-block crossings or intersections to signal warning or "stop" to drivers. The beacons are combined with a pedestrian or bicycling crossing sign.

High-visibility crosswalks use thick "piano key" stripes to mark pedestrians' paths. Some crosswalks also use reflective paint and/or are paired with crossing signs and warning beacons.

Traffic Calming refers to devices designed to lower drivers' speeds and make a street safer for all roadway users. Speed bumps, bulb-outs, and traffic circles are examples of additions to a street that encourage this behavior.



Questions #1 and #2 supplemental descriptions and photos

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Cycle Tracks

Alternate Protection Strategies

12 Tubular Markers



7 Movable Planters



14 Raised Curb



Questions #1 and #2 supplemental descriptions and photos

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Intersection Treatment Examples



Questions #1 and #2 supplemental descriptions and photos

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Bicycle Boulevard/Neighborhood Greenway



Neighborhood Traffic Circle TUCSON, AZ



Diagonal Diverter PORTLAND, OR



Curb Extension Bioswale Retrofit PORTLAND, OR



Median Refuge Island DAVIS, CA

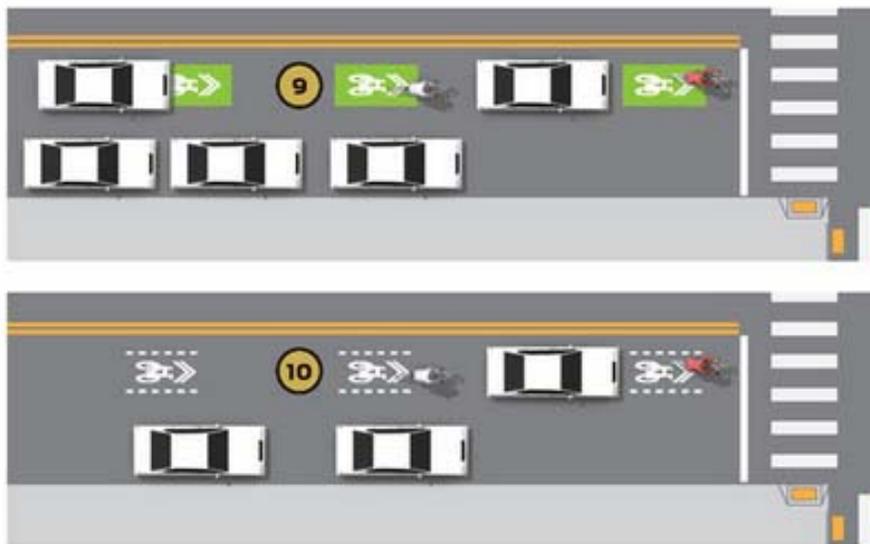


Questions #1 and #2 supplemental descriptions and photos

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Enhanced Sharrows



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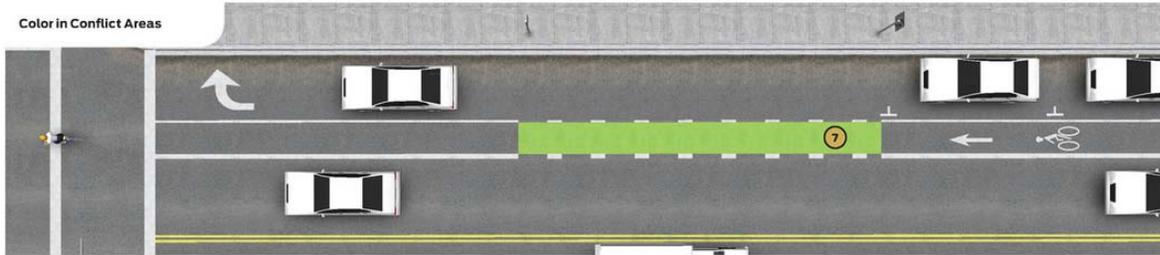
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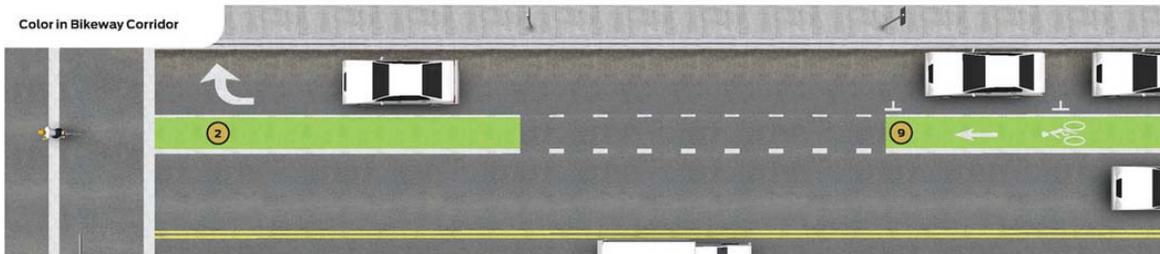


Colored Pavement

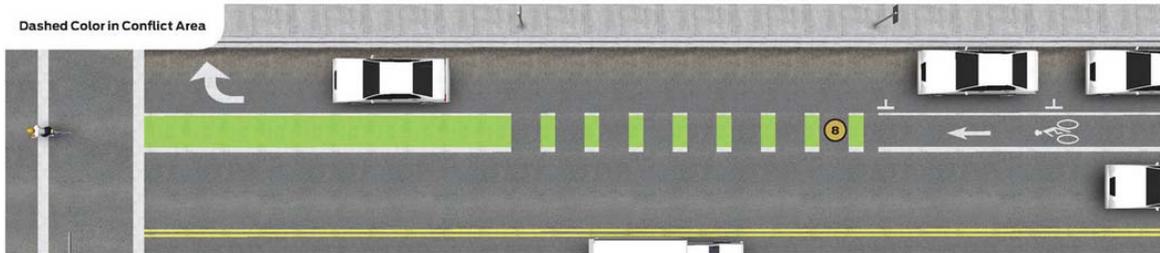
Color in Conflict Areas



Color in Bikeway Corridor



Dashed Color in Conflict Area



TUSCON, AZ



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Note Paper

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Question #3: Indicate how comfortable you would feel biking in each of these scenarios. Circle the notch on the scale that best describes your comfort level for each box below.

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Least Comfortable Most Comfortable	Least Comfortable Most Comfortable	Least Comfortable Most Comfortable	Least Comfortable Most Comfortable	Least Comfortable Most Comfortable
Residential street without bicycle facilities	Street with bike lane	Green bike lane and/or buffered bike lane	Shared-use path	4-6 lane arterial, no bicycle facilities
Least Comfortable Most Comfortable	Least Comfortable Most Comfortable	Least Comfortable Most Comfortable	Least Comfortable Most Comfortable	Least Comfortable Most Comfortable
Cycle track	Street with shared lane markings	Signed Bike Route with no other bicycle facilities	Wide outside lane, no shoulder	Bicycle boulevard/Neighborhood Greenway



Question #4: Identify Challenges and How to Address Them

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1. **Circle the items below that you agree are challenges to increasing the level of bicycling in Columbus. Add any others you can think of.**
2. **As a group, discuss how** community groups, residents, advocacy groups, the City and any other stakeholders might address these challenges.

- Ongoing trail maintenance
- Ongoing maintenance of existing or new bike lanes or other on-street treatments (such as bicycle detectors at intersections, cycle tracks)
- Bike parking supply vs. demand
- Developer bikeway fees
- Concerns over loss of car parking
- Concerns over safety
- Concerns over the viability of bicycling transportation in Columbus, or general unfamiliarity with bicycle transportation.

- _____
- _____
- _____

The City can address these challenges by:



Continue on back, if needed

