

INDIANOLA AVENUE COMPLETE STREETS STUDY

Public Meeting Comments September 16, 2021

12:00p.m. Virtual Meeting (Zoom)

Poll Question: What is your relationship to Indianola Avenue?

- Hi! I'm Molly (she/her). I live on Glen Echo Dr, parallel to Indianola!
- Transit Service Operations
- I live nearby. Between High and Indianola.
- Live nearby - Glen Echo. Walk it frequently.
- I'm a nearby neighbor, walker, biker, driver.
- Live a couple blocks away and bike on it regularly
- Michael - near life long resident of Clintonville
- I live on Milford, a few houses down from Indianola.
- Nearby (Hudson/Findley)
- Commuter along the corridor, patron of local businesses
- I'm a Columbus resident that loves to frequent the great businesses along Indianola. I'm also a bike commuter without a car.
- I am resident and live nearby and myself and my family often walk up to the businesses around Studio 35 and Savor Growl
- Clintonville resident and Planning & Development committee member.
- Live within 100 feet, bike, use transit and walk along Indianola and visit businesses along the corridor.
- Clintonville resident. Live two blocks away
- I live pretty close, it's my bus line and my main way in and around the neighborhood. I'm also the CAC Chair.
- Recently invested in 3017, 3021 Indianola Building
- Business Owner CPMM Services Group 3785 Indianola Ave
- live in the neighborhood (Glen Echo) walk/drive/bike but often avoid Indianola for all but driving because it doesn't feel safe

Chat Comments

- Love the idea for one at Cliffside! [*in response to crosswalk recommendations*]
- EB is extended bike lane?
- are these just car crashes?
- Interesting data to see the results of the road diet on Indianola. Love that it has been measured as proof of concept!
- Is it possible to remove the median if necessary to make room for bike lanes?
- would speed limit be reduced to 25mph in business district where sharrows are being proposed?
- Are the sidewalks widened in this plan?
- Very excited for the left turn onto Arcadia
- agreed, it will help with safety!
- would 4way red lights be a possibility at Arcadia and Indianola with bikes and pedestrians getting free both direction crossing while all cars are stopped?
- how will bike lanes transition to sharrows?
- how will buses interact with the bike lanes in this proposal?

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- we have added office space which will add up to 17 individuals parking on Indianola during the hours of 9AM to 5PM
- This does not include the potential retail restaurant space planned for 2021.
- Can confirm - I feel safer on my motorcycle. and am not comfortable on a bicycle many places here.
- can you go over what happens on the bridge over Glen Echo ravine where the road narrows? would the center lane go away to allow the bicycle lanes to continue? how wide are the lanes? the ones already on Indianola are not safe to ride with kids or a trailer.
- I recognize this is a balancing act to serve all users and uses along Indianola. The addition of crosswalks and the consistent three lane section with bike infrastructure will improve this portion of Indianola for all.
- Agreed!
- If we have dedicated parking, can we bump out paving for traffic calming and pedestrian crossing?
- Hudson St is still the biggest challenge and the missing link to making this more accessible/equitable. As this group notes that it warrants more study, how can this be pushed forward now?
- in places with bike lane and parking, is it possible to have bike lane next to sidewalk so the parking is a buffer to the road?
- Are there limitations to bump outs because of "snow emergency" route restrictions?
- Same width on Milford from Indianola to the RR track (quick ortho measure). Where there isn't parking allowed on Milford, there are a lot of driveways and associated curb cuts. Seems worth taking a look at.
- I'd imagine daytime parking would be improved with the removal of the 7-9am and 4-6pm restrictions, correct?
- You could look at offering incentives to your office employees to use transit, walking and biking so they don't have as much need for parking.
- For business owners, it might be worth looking at the parking lot on the Christ International Church 382 WEBER RD to see if their lot could be used when they are not fully utilizing it. This could act as a satellite lot with proper signage and communication to patrons.
- I wish there was serious looking at making this corridor more bike and pedestrian friendly. It functions as a dangerous parkway to us bikers and walkers.

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6:00p.m. Virtual Meeting (Zoom)

Poll Question: What is your relationship to Indianola Avenue?

- I own and live in a house directly on Indianola.
- Resident
- I live on Deming and Cliffside
- I've lived on Indianola Ave for 19 years.
- business owner
- It runs through my CAC district.
- I live on the corner of ENB and Indianola. I am commissioner of CAC District 3
- home owner directly on Indianola
- I live nearby
- live on Indianola, since 2005
- Commute along the corridor (multiple modes) and patron of businesses
- Business owner, The Little Light Collective
- Business Owner
- resident of Milford Ave. right off Indianola, for 25 years.
- Homeowner
- Have lived on Melrose for 17yrs
- We live on Milford Avenue
- University Area Commissioner. Runner, bike rider, Glen Echo resident, customer of wonderful businesses
- cyclist and parent of young child
- Glen Echo homeowner
- Bike rider and transit rider
- Part of my neighborhood, I support the small businesses in that corridor.

Chat Comments

- I'd be interested in knowing the typical mode of transit in winter and inclement weather when visiting the business district.
- What's the parking like on the side streets during these times?
- What about flashing lights on demand at crosswalks like by the school on weber?
- anybody crossing at cliffside has to pray
- The parking study numbers look to be done during peak COVID shutdown. Is there an adjustment as our small businesses reopen?
- Parking on the side streets if not ideal in the evenings. I am at Indianola and Tibet and there are very few spots by my house after 6-7 PM
- the sidestreet parking should be taken into more account
- Could someone begin a campaign to educate drivers about pedestrians and that they need to stop for pedestrians?
- I agree, the study is worthless due to Covid impacts.
- Would the businesses be losing parking or losing convenient parking? Could the inconvenient auto parking be offset or improved by bicycle parking/visitors?

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- they will lose parking. once side streets have issues the people on side streets will be asking for permit parking.
- I have questions about if putting the bus stop at Weber is the best idea? Wouldn't it cause congestion at the intersection?
- Are the number of total crashes noted on the slide, between the time period that was noted and for that particular section of street, particularly high? Low?
- I believe the number was 9
- I've noticed quite a few traffic accidents at Indianola and weber in the last few months. Seems like more than the last 15 years I've lived here
- Will more information be shared about the capacity analysis?
- the bike lanes north of n Broadway make sense since there isn't any street parking there. however, the bike lanes south of Hudson are tough to navigate and worry me as a driver and pedestrian there due to the street parking.
- The lockdown effected traffic flow and accidents.
- and capacity analysis needs to include reduction in travel due to covid.
- this works fine on summit and third with parking and bike lane
- maybe parking on one side only
- Agree that parking study and pedestrian counts are compromised. Webernola residential parking is already difficult when good movies or World Cup Soccer is on the marquee. Also can't get a wheelchair down the Indianola sidewalk so the parking lane is used
- I cannot imagine parking being removed and having people navigate trying to park everywhere else in the neighborhood.
- they could bike and walk more
- or ride bus
- Taking the bus also helps :)
- bikes using Calumet would also help.
- The parking restriction between the bridge and Hudson is useless, people only ever drive in one lane there except to either pass a left turner, or go 50mph, and it means nobody can ever park there unless they always leave their house from 7a-7p
- As a parent of young children, one at Indianola, it is not practical or safe to bike or walk the whole family down Indianola year round.
- That parking is not useless. I live on Indianola. This is where visitors park. It is also where patrons of the crest and Studio 35 park.
- 14 stops from my house to work. Never taking bus.
- There is a ton of side street parking
- I mean the parking from Hudson to Arcadia only, the rush hour restriction from 7-9a and 5-7p
- The bike lanes are an amenity that requires some compromise. The idea is more people will walk and bike with the infrastructure. Please consider this option when you're considering support or opposition.
- This is a State Route, it will always be a busy road. It will never be ideal for a nice family stroll.
- but it should be with all of the residential

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- There will not be a ton of side street parking after the street residents begin to request permits.
- parking on side streets already difficult. And the beer trucks park in the suicide lane. Will they park in the fire lane instead?
- It can be family friendly. Other cities have made busier streets family friendly.
- As a resident of this neighborhood, biker and customer of many businesses between 2991 and 3055 Indianola, curious when those who live within the neighborhood will be approached for their thoughts, reactions and preferences on this project?
- car drivers don't know what sharrows are
- I am in this area and I was not approached for feedback.
- I don't think there is anyway to prevent parking in the neighborhood by non-residents. Addressing that is beyond the scope of this. I walk and ride the bus along Indianola and it is reasonably safe. Improvement in sidewalks would help. If the weather is truly unsafe to walk in, it's really not likely to be that much safer to drive in.
- We live in this area, why hasn't anyone asked us what we think? We live on Indianola
- there is a way to prevent non residents from parking. The area around the crest has permit parking. This idea will grow and there will be no parking for these businesses.
- Bike lanes generate new cyclists. Studies show that cyclists spend more money than drivers because they stop more often at businesses.
- the intersection with Duncan has the same problem
- If we build the lanes and work with the businesses, we can make the lanes work for everyone. We aren't impacting parking and not proposing a solution. Neighborhoods as far south as 5th Avenue will have direct access by bike to the business district. North Clintonville and Beechwold will have direct bicycle access to the business district. There is a lot of potential to increase customer capacity in the corridor.
- you are impacting parking. like I said this will create permit parking.
- I'm not clear on the transition for bikes going south. How do they transition to Fourth?
- have noticed having multiple lanes and parking restricted at peak leads to people trying to pass one another, or being surprised by a sporadic parked cars. have seen some cars struck from the rear because the restricted parking based on time of day leads to unexpected parked cars.
- I have also noticed some side streets like Milford have parking restricted on a portion of a block of the street, where parking is permitted on similar streets. is there an opportunity to add parking back in on some side streets?
- i don't see a lot of bikers using the lanes north of Broadway. Would like to see how many users a day took up lanes for traffic.
- if a cyclist takes the entire lane in a sharrow in this one lane section, they will be wrongfully blamed for the slowdown
- I echo previous comment about Calumet as a bike route. I always detour to Calumet on bike myself to avoid Indianola traffic, and it will still feel safer to me despite a potential indianola bike lane because there will still be less traffic there.
- removing parking restrictions is the dumbest idea yet
- Strongly recommend consistent infrastructure throughout the corridor. Sharrows aren't considered bicycle infrastructure by a lot of experts.

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- do tax paying residents of this area get a vote?
- Can this be stopped?
- If that happens and comes that big of an issue, maybe the business owners can get together and develop a designated parking area nearby they maintain. Even when the bike lanes are empty, it creates a safer experience for pedestrians since there is more space between sidewalk and the cars.
- question: what is the final completion date? how long would this take to complete?
- Just want to point out that this corridor serves more people than just the local residents.
- I live right on Indianola and I've seen stuff about this for months on a lot of different platforms
- any residents on advisory or just businesses?
- Please send Libby Wetherholt an email with your contact information so that I can add you to my email listserv
- who is the advisory committee?
- advisory=businesses
- libbywD3@gmail.com
- For those of you against this please email me at reedr137@hotmail.com.
- is there any evidence that sharrows work?
- there are not that many doors on Indianola to reach out to.
- Nobody gets door to door outreach on any project anywhere.
- we pay the taxes that build these roads
- there will be more permits.
- CAC sends postcards re: development projects before Zoning & Variance meetings to neighbors. Could that model not be replicated?
- unfortunately slowing down Indianola has caused the side street speeds to increase and cause unsafe conditions pedestrians
- Agreed. Thank you Eric for letting us all know that this zoom meeting was happening, as both a business owner on Indianola and a resident on Crestview I'm surprised I didn't find out about this any other way. I would've liked to have been surveyed.
- The fact that this plan has made it this far is awful. No community input until after they have a recommendation.
- hand out pedometers and make it a walking competition!
- There will be side street impacts from permit areas being requested.
- No one would want door to door.. how much do you with when someone knocks unexpectedly?
- I am really excited for this and can't wait to review the deck. Great work on really highlighting some great benefits of change! Thank you for being considerate asking us and taking time on this study work!
- Is it possible to only have parking on one side of the street?
- I really love the effort of this project and I have
- heard about it in a multitude of ways. Further, I run Indianola nearly daily and have to be constantly vigilant of cars turning into me. The bike lanes would provide an alternative to the sidewalks, which are very uneven and blocked on both sides (but mostly the east) by signs. This project would make me feel much safer personally. Similarly, I have had a

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friend hospitalized in a coma while riding because they were hit by a car. Specific area of interest for me is the Hudson Indianola intersection. I have nearly been hit by cars several times and the width of the sidewalk (which is not in scope, I believe) is too narrow for two people to pass at the same time on the NE corner

- Friends were not visiting during COVID-19
- please don't assume results of studies.
- The sample referenced 10pm on a Wednesday but weekends when businesses are having more events would be a better sample
- oh stop these are our houses. we pay the taxes.
- Absolutely
- The streets are public right-of-way and must serve everyone using the streets, not just resident parking. You live in an urban neighborhood.
- living on Melrose, it's been a huge pain already having people using parking...so it sounds like we need permits ...
- maybe we need a parking garage
- I am also very excited about improving safety for folks (like myself) who want to walk/ bike/ roll along Indianola.
- there will be permits everywhere.
- Would love to see Summit, Indianola, and Arcadia part of a more cohesive and continuous network.
- We will never be Chicago...
- Columbus isn't Amsterdam.
- oh, those scooters
- I have a preference for the green paint strategy and separate infrastructure for bikes. Shared lane strategies with sharrows have less of a safety benefit.
- sharrows don't work for single lane traffic
- Agree with Amber - the City should push for better and more consistent connectivity for the bike facilities.
- Amsterdam was once car dominant until it wasn't. It takes political will to get to that point.
- car drivers will verbally assault cyclists
- Great to see a commissioner here, thank you Katie!
- Also for everyone who is concerned about not having heard about this, I encourage you to provide that feedback to your area commissioner and make sure to engage with them. I got multiple emails about this from my commissioner
- I received multiple emails about this from Libby.
- Can more detail be provided about the supposed "capacity constraints" ?
- Shouldn't safety be a higher concern than moving cars through?
- I would love the bike path on Indianola! I don't think Calumet would be a good alternative because there are too many stops, specifically stop signs on that road to get moving and to have it be comfortable as a travel route. The 7 mile, mostly straight route is highly preferred!
- I personally commend the City for considering a road diet on Indianola. If we really do grow by a million people by 2050, Indianola is going to be one of the most important

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corridors in the City and it will need to become less auto oriented, more transit friendly, more bike and ped friendly, and safer for kids trying to get to and from school.

- People need to understand that not everyone is physically fit to ride a bicycle, can walk to a bus stop from their homes, can walk 6-10 blocks to a movie theatre or to visit other businesses in this corridor or other business corridors. You are not going to force people to use public transit nor is always practical. We need to look at all age groups of people and what their circumstances and situations are in terms of traveling. There needs to be some compromise.
- Is it true that this level of engagement for the corridor is unique for a resurfacing project? Thank you for having an opportunity for public input. It seems like most resurfacing uses the public right of way as it serves the general public best (not just immediate residents like myself). Roadway infrastructure is a public asset.
- another note, Indianola has been on the bike plan for quite some time as a future bike connection, and this section is the only gap between morse and downtown. It makes sense to connect morse road to downtown, and reduce speeds via a road diet. It does not make sense to maintain a gap of bike infrastructure. Bike lanes would also provide some buffer to the sidewalk and pedestrians instead of cars rushing by the narrow sidewalks, so it's not just for cyclists. it slows speeds, too.
- When are we getting continuous sidewalks on Indianola from Cooke to Morse?
- the crest already has to rely on valet parking on busy nights. this will impact business
- good question, I have to run in the bike lanes north of north Broadway due to lack of sidewalks
- Safety should be the number one concern, over trying to make these old neighborhoods and well traveled main streets viable for all avenues of transportation. Bicycles are a significant factor for maybe half the year in Ohio.
- Perhaps another way to increase parking would be improving the alleys behind businesses. The pot holes create huge alley-wide ponds. Even after the city "repairs" them, they fall apart rapidly.
- speed reduction will greatly help! agree chris
- Part of CAC's UIRF requests has been a section of sidewalk north of Cooke and south of Morse. Not sure when it might happen.
- Lower the speed and keep the current lanes.
- Is there any ADA street parking near the business districts? Would love to see some spaces converted if there is major concern about accessibility of persons unable to walk or bus or bike.
- public transit is already affordable, making it faster, more reliable, and more frequent and making sure that development decisions actually consider people's abilities to get to and from jobs and other amenities would go a long way to reduce our reliance on the automobile. It hasn't been that way for 100 years, but it was that way before hand. we're in the middle of an experiment here in America that is unique to this country and the automobile
- To Lark Witt - Submit a 311 about alleys and get your neighbors to do the same
- the current lanes cause issues with people attempting to pass one another. it's unsafe
- not very many sounds like a subjective term
- they don't repave alleys

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- Can you make the renderings publicly available?
- again, those against this, please email me at reedr137@hotmail.com
- Love the call out for ADA parking from Dr. McNair
- Alleys are repaved
- To the comment about the crest and parking, they also give a discount to people who ride their bike to the restaurant
- Please prioritize safety for people who don't drive.
- its the "Super top secret" part that has been happening for two years I have an issue with.
- CAC District 3 Commissioner, Libby Wetherholt, libbywD3@gmail.com
- what is the timeline?