

# Appendix L

## Specific Public Engagement



Comments Made on Post Its at the Public Meeting

Comment Location	SLM	Location Type	Comment Focus	Comment
Legend			Legend	Proposed Shared Use Path - (10 ft wide asphalt path), Bikes & Peds & Wheels
Legend			Legend	Add dashed ex sidewalk, ex SUP
Legend			Legend	Add Cota Stops
Legend			Legend	Add school bus stops & show how stops being treated (pull off Renner?)
Renner Rd b/w Alton Darby Creek Rd and Spindler Rd	6.101	Segment	Pedestrian/Bike	RRFB is necessary at this proposed crossing from a school safety perspective
Renner Rd General		Segment	Transit	How will bus stops with covered shelters (hope we'll have them before long!) be integrated into the SUPs/sidewalk systems?
Renner Rd b/w Bellow Falls Pl and Tanglewood Park Blvd	6.582-6.773	Segment	Pedestrian/Bike	Why no sidewalk between Bellows Falls and Tanglewood?
Renner Rd b/w Spindler Rd and Hilliard Rome Rd	6.289-7.058	Segment	Pedestrian/Bike	Prioritize sidewalks from Spindler to HRR
Renner Rd b/w Tanglewood Park Blvd and Hilliard Rome Rd	6.773-7.058	Segment	Access Management	Traffic mgmt for retail. Inability to turn out.
Renner Rd near Klein Cir	6.98	Segment	Pedestrian/Bike	Eliminate this sidewalk disconnect (crossing of roadway)
Renner Rd & Hilliard Rome Rd		Intersection	Intersection	This intersection needs massive overhaul for truck traffic, vehicular & peds/bicycles
Hilliard Rome Rd & I-70 Ramps		Intersection	Intersection	Poorly executed bottleneck
Renner Rd east of Hilliard Rome Rd	7.058-7.190	Segment	Vehicular Movement	Tis corridor is slow bottleneck & parade of red lights poorly timed
Renner Rd east of Hilliard Rome Rd	7.058-7.190	Segment	Pedestrian/Bike	Prioritize pedestrians/folks using SUPs and sidewalks so there are no gaps (from being installed piecemeal) where they have no safe/paved surface to use.
Trabue Rd & Walcutt Rd		Intersection	Access Management	(Signalized Option - access to 5210 Trabue Rd) If this option is utilized, need more adjustment to enforce RI/RO at this entrance.
Trabue Rd & Walcutt Rd		Intersection	Intersection	(Signalized Option) Better use than a roundabout at this intersection w/ all the UPS trucks, asphalt trucks, etc.
Trabue Rd & Walcutt Rd		Intersection	Intersection	Poor management of semi traffic on Trabue
Trabue Rd near UPS facility	7.888-7.948	Segment	Access Management	This area needs help. UPS traffic is complicated.
Trabue Rd east of bridge over railroad tracks	8.278	Segment	Pedestrian/Bike	Show dashed lines for ex SUP connection.
Trabue Rd east of bridge over railroad tracks	8.477	Segment	Pedestrian/Bike	Need to communicate to peds on N sidewalk to use Westbelt, same for peds on N over RR area. SUPs on bridges on S only. (RR & I-270)
Trabue Rd near Amazon Fulfillment Center	8.658	Segment	Transit	COTA Stops Add Stops? Seating/covered Not more benches w/ ads please! Add bus lane - load/unload
Trabue Rd near Amazon Fulfillment Center	8.658	Segment	Transit	Safe Roads to School - Are there school bus stops along here? Work w/ Schools.
Trabue Rd & Trabue Run Rd		Intersection	Intersection	Brookforest subdivision entrance traffic light
N. Wilson Rd south of Study Area	7.617		Development	Need to bomb the 'new' bus station
Trabue Rd b/w N. Wilson Rd & McKinley Rd	9.420-10.653	Segment	Pedestrian/Bike	Keep SUP on S side between Wilson & McKinley. Wilson Rd is a tough inters. to cross due to speeding at lane drop. (Comment seconded)
Trabue Rd east of N. Wilson Rd	9.420-9.755	Segment	Vehicular Movement	Widening Rd needed w/ increase in apartments
Trabue Rd & Bendelow Dr		Intersection	Intersection	Please add a traffic signal here!
Trabue Rd & Bendelow Dr		Intersection	Intersection	Need a traffic signal. Unsafe.
Trabue Rd & Bendelow Dr		Intersection	Intersection	Add traffic signal (now!)
Trabue Rd & Bendelow Dr		Intersection	Intersection	This is unsafe now. Add traffic signal!
Trabue Rd & Bendelow Dr		Intersection	Intersection	Traffic light at Trabue and Bendelow now.
Trabue Rd & Bendelow Dr		Intersection	Intersection	Needs a traffic signal @ Bendelow Dr.
Trabue Rd & Bendelow Dr		Intersection	Intersection	Don't add more stop lights on Trabue
Trabue Rd near Raymond Memorial Golf Course	9.755-10.260	Segment	Vehicular Movement	Ensure that future development is accounted for along this stretch of roadway. Can this remain or need widened.
Trabue Rd b/w N. Wilson Rd & N. Hague Ave	9.420-10.260	Segment	Pedestrian/Bike	Provide buffer BTW SUP & Street & BTW sidewalk & Street w/ a planted tree lawn
Trabue Rd & N. Hague Ave		Intersection	Intersection	(Franklin County is studying this intersection) Q - How can you do corridor study without this information shown?
Trabue Rd & N. Hague Ave		Intersection	Intersection	Show an outline here like HRR & Renner

Trabue Rd b/w N. Hague Ave & McKinley Ave	10.260-10.653	Segment	Pedestrian/Bike	The way the SUP is shown now (swapping sides/crossings) I would feel more comfortable riding my bike w/ traffic. Too many crossings!
Trabue Rd & Preferred Living Access		Intersection	Access Management	Center island to distract left turn
Trabue Rd & Preferred Living Access		Intersection	Access Management	This entrance/egress needs median to keep people from turning left onto Trabue!
Trabue Rd & Preferred Living Access		Intersection	Access Management	Need westbound exit (left turn only) out of Preferred Living complex.
Trabue Rd b/w McKinley Ave & Quarry Trails Dr	10.660-10.965	Segment	Pedestrian/Bike	Keep SUP on one side of the street
Trabue Rd b/w McKinley Ave & Quarry Trails Dr	10.660-10.965	Segment	Pedestrian/Bike	If possible, keep SUP on N side.
Trabue Rd b/w McKinley Ave & Quarry Trails Dr	10.660-10.965	Segment	Pedestrian/Bike	I think safer for mixed use on south side of Trabue. If N how do people on McKinley access?
Trabue Rd & Quarry Trails Dr		Intersection	Intersection	Reduce immediately of this traffic light to change w/ every car that pulls up
Trabue Rd & Quarry Trails Dr		Intersection	Intersection	Add right turn lane in to Quarry Trails Dr. (westbound)
Trabue Rd & Riverside Dr		Intersection	Pedestrian/Bike	More SUP behind businesses
Trabue Rd & Riverside Dr		Intersection	Intersection	No right on red from Trabue to S Riverside
Trabue Rd & Riverside Dr		Intersection	Pedestrian/Bike	Need crosswalk on west side of Riverside/Trabue
Trabue Rd & Riverside Dr		Intersection	Intersection	Should be no RTOR. Need to check sight distance for EBR @ Riverside.
Legend			Legend	Show traffic signals on proposed plans!
Legend			Legend	Show proposed bus stops on plans!
Legend			Legend	Will a park'n'ride COTA facility be proposed?
McKinley Ave & Harrison Rd		Intersection	Intersection	Realign Harrison Road to "T" intersection
McKinley Ave & Harrison Rd		Intersection	Pedestrian/Bike	Avoid having to cross twice for the SUP
McKinley Ave b/w Harrison Rd & Harper Rd	2.182-2.525	Segment	Pedestrian/Bike	Please consider keeping the multi use path all on one side of the road!
McKinley Ave b/w Harrison Rd & Harper Rd	2.182-2.525	Segment	Pedestrian/Bike	Move shared use path to one side of the road
McKinley Ave b/w Harrison Rd & Harper Rd	2.182-2.525	Segment	Pedestrian/Bike	Move path to other side
McKinley Ave b/w Harrison Rd & Harper Rd	2.182-2.525	Segment	Transit	Are there school bus stops along here? City bus stops w/ covered seating? Are there lanes for them to occupy while loading/unloading?
McKinley Ave corridor		Segment	Pedestrian/Bike	I don't want to walk on SUP that will also be used by scooters. Dog hit by scooter. Too fast!
Walcutt Road Roundabout		Intersection	Intersection	Not safe - UPS double trucks asphalt trucks etc. can't navigate a roundabout
Walcutt Road Roundabout		Intersection	Pedestrian/Bike	Add blinking warning lights for all pedestrian/bike crossings at roundabout
Walcutt Road Roundabout		Intersection	Intersection	Roundabout is not feasible, especially 1 lane, with the semi truck traffic traveling through this area. And I love roundabouts.
Walcutt Road Roundabout		Intersection	Intersection	Okay w/ roundabout here if sized for trucks
Walcutt Road Roundabout		Intersection	Intersection	How big will this roundabout need to be to accommodate semi-trucks-full sized dump trucks-Fed Ex., etc.?
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Pedestrian/Bike	(West of RAB) Where is the pedestrian crossing in this area? We need a pedestrian bridge.
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Intersection	This is a cumbersome way to move traffic through this intersection. Pls go back to the drawing board on this design.
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Intersection	Don't do peanut roundabout here
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Intersection	Left hand turn proposal here is not amicable. Please propose additional concepts.
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Intersection	Can Dublin be rerouted where the Oil company is now to be directly across from McKinley so there could be just 1 roundabout?
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Pedestrian/Bike	Reduce number of times peds have to cross to keep going
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Intersection	People who drive on Trabue are not smart enough for this design
Trabue Road/McKinley Avenue/Dublin Road Roundabout		Intersection	Pedestrian/Bike	Move SUP to further south on McK to reduce crossings near the roundabout
Riverside Drive Intersection Improvements		Intersection	Pedestrian/Bike	(at Quarry Trails Dr intersection for SUP) Signage to warn about Riverside crossing
Riverside Drive Intersection Improvements		Intersection	Pedestrian/Bike	(between Riverside Dr & Quarry Trails Dr) Warn eastbound pedestrians/cyclists using the north side of sidewalk to use south sidewalk if they plan to cross Riverside Dr. into U.A.
Riverside Drive Intersection Improvements		Intersection	Intersection	Move path further off the street/intersections to avoid car/ped collisions

Riverside Drive Intersection Improvements		Intersection	Intersection	If this was managed like 5th Ave eastbound Trabue would not limit Cambridge traffic
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Comments Made on Comment Cards at the Public Meeting

Comment

- 1) Shared use/sidewalk plan for Trabue should focus on south side of road since that is the residential side.
- 2) Truck traffic on Trabue make roundabout proposal at Walcutt subject to damage and likely to create safety issue for pedestrian traffic.

Please provide an update on the 5th Ave to Griggs bike trail expansion. Thank you! (Att: Michael Liggett)

I would be 100% against the dogbone intersection concept @ Trabue and McKinley Roads. The left turn situation (McKinley north to Trabue west and Dublin Rd south to Trabue East) is very poorly thought out. These high traffic areas.

Chelsea Cousins was a fantastic help! She answered all of our questions and gave us a wonderfully helpful overview of our intersection. (Riverside, Trabue, Cambridge Blvd.) We feel better informed, and confident with how to stay engaged going forward.

- 1) No roundabout at Trabue/McKinley nor Walcutt/Trabue.
- 2) Stoplight at Trabue/Trabue Run would be better.
- 3) Shared-use path should be on south side of Trabue - as it currently is rather than forcing people to cross Trabue @ Wilson.

The plans look very nice, especially the idea of bike paths. Hope the funding becomes available. It should would be nice to get rid of the adult book store and bar on Trabue.

Avoid commercial/trucking development on Trabue by I-270. Most adjacent/nearby properties are residential/apartments.

Roundabouts work! They save time and reduce accidents!

Need to include Wilson Rd. No scooters or bikes where I am walking my child or dog. Too fast. No tax dollars. I can't afford it.

Need a traffic light at entrance to Brook Hollow subdivision (Trabue Run and Trabue Rd). Increased traffic makes it hard to get in and out of subdivision. Also needs to slow traffic down coming eastbound from overpass.

Email Comments

Comment

I was at the Franklin County Engineer Maintenance Facility this week looking over the plans for the Trabue/McKinley/Renner Road plans and am requesting the shared use path along McKinley and Trabue Rds that go to the Quarry Trails Metro Parks to be a priority project for all the homes and apartments along McKinley Ave.

Thank you for hosting an open house.

The comments on the sidewalk plans and roundabout intersections were overwhelmingly negative. My neighbors and I do not believe the proposed intersections will solve any of the congestion and traffic problems.

The increased traffic from UPS and more recently the constant stream of dump trucks from RAP industries on Walcutt have created hazardous congestion for cars and pedestrians, not to mention unacceptable levels of noise pollution. It seems common sense that semi-trailer trucks and school buses are an unacceptable combination on city streets. The new construction of acres and acres of warehouse space along the Trabue corridor is only going to make traffic and congestion more dangerous for the residents of our neighborhood. Video game roundabouts are not going to solve real world problems.

The only solution is to separate truck and commercial traffic from pedestrians and cars. None of the plans proposed by the West Scioto Area RTMC solve any of these problems.

The existing sidewalks on Roberts road and Hilliard Rome road are mostly unused. Sidewalks on Trabue and Renner road serve no purpose. They are a waste of taxpayer funds. Litter is already a huge problem along Trabue and sidewalks will only make crime and litter worse along the Trabue corridor. Speeding and reckless driving make conditions unsafe for pedestrians and bikers currently, so it does not make sense to increase pedestrian and biking accessibility without addressing safety concerns.

Seven years ago, I attended several zoning board meetings with hundreds of my neighbors to stop the rezoning of land on Trabue for apartment building construction and industrial development. We were concerned that building large new apartment complexes and new industry would create significant traffic congestion, crime, pollution and litter in our neighborhood. Instead, we proposed revitalizing the Fisher Road corridor and the neighborhoods around the Casino to help alleviate the housing shortage crisis in Columbus. Needless to say, we were ignored. Traffic congestion, crime, pollution and litter in our neighborhood have increased every year in the past 7 years.

My neighbors and I have stopped attending zoning and planning commissions. We know we will be ignored.

After attending the meeting last week and considering the proposed area improvements I'm writing to request that the shared use path along McKinley and Trabue roads leading to the Quarry Trails Metro Park be a priority project. This would be a welcome improvement for the area.

I am requesting the shared use path along McKinley and Trabue Roads that goes to the Quarry Trails Metro Park be a priority project.

I live in the Scioto Station condos and I moved here because of the future development I was looking for. I am requesting the shared use path along McKinley and Trabue Rds that go to the Quarry Trails Metro Parks to be a priority project.

We can't safely access the park unless we drive. We must be given the opportunity to access the park and all it offers by foot or bike SAFELY! Please, please don't be reactive- be proactive and move it forward-make it a priority!

My wife and I attended the meeting last week on the RTMC Mobility Study. We talked at some length about this issue to Gina Balsamo from Carpenter/Marty, and also to Tricia Fought from the City of Columbus. Both ladies were very receptive and helpful, so we appreciated that! Tricia suggested logging a request thru the city 311 service. The lady there informed me that Trabue Rd at that intersection is not under the jurisdiction of the city - she said a short stretch from Demaret to Hague (or maybe McKinley?) was Hilliard's. NOTE: Gina subsequently found that it is actually under Franklin County.

Nonetheless, the problem is that with current and future development increasing traffic along Trabue it is becoming difficult if not impossible to exit the Scioto Woods sub-division (where we live) at this one of only two reasonable exits available; Newell/Wilson being the other. (Demaret is the same and not practical, and Westmills/N.Hague is well out of the way - and also dangerous BTW) Of course as Bendelow becomes even more hazardous additional residents will use the Newell exit, and the side streets leading to it.

Its probably not too uncommon in your business but our little sub-division is getting trapped! Obviously this situation is not true 24/7, but we strongly believe its an increasingly dangerous intersection, and that a signal or extended turn lane would help solve the problem. Hopefully at the least a proper

I live at Scioto Station off of McKinley Ave. A shared use path for all residents from 5th Ave. to Trabue would be a great addition to keep people safe from speeding trucks and cars.

Scioto Station does not have a left turn lane into the community while all other communities on McKinley Ave. have one. I cringe every time I need to turn into the complex. The speed limit is 50 miles per hour which means everyone is going much faster. With all of the residents and walkers from the new complexes, it makes sense to lower the speed limit to keep bikers and walkers safe.

I would love a bike lane along the entire corridor. Ideally, it should be a protected bike lane, but if that's not feasible, I'll settle for a painted bike lane. Also, Renner Rd in particular needs more sidewalks. Currently, if I wish to walk from my house to the Meijer on Hilliard-Rome I would have to cross the street twice just to stay on a sidewalk, and that's simply unacceptable on a road with 45 mph traffic.

I would like to give input on the RTMC Mobility Study. I live off Renner Rd, and know that bike and pedestrian facilities are very much needed along this corridor, both for local and through destinations. There are many cyclists and pedestrians and very limited to no safe infrastructure. I routinely walk (in the ditch) or bike (on the road) along Renner Rd to get to businesses near Hilliard Rome, so I tend to notice all the other people doing the same. I have even seen a wheelchair user in the grass waiting to cross Tanglewood and have no idea how she manages given the lack of accessibility. I have an ebike and can get to many destinations in Hilliard now, even though I live in Columbus. But I'm unable to safely get to any other part of Columbus because there is no safe infrastructure and the proposed shared use path is definitely needed because it is the exact connection people on the far west side need, especially given vehicle speed and heavy truck traffic along this route. When there is heavy traffic backing up at intersections along Renner/Trabue, if there was bike infrastructure, my ebike could actually be faster than driving. I also would use the shared use path along McKinley to get to downtown. I know these things take time, but this proposed path is such a big need and should really be built as quickly as possible. Every day this path does not exist, many people's lives are literally at risk from death by car or truck.

My additional feedback, on Sheet 17, you should create a way for cyclists to safely continue through from Trabue to Cambridge. When I bike Trabue to get to destinations in north central Columbus, this is the way I go. But it looks like the shared use path is on the north side of Trabue and there is no way to continue straight. If it was me riding after you built this, I would probably end up crossing at McKinley and just riding on the sidewalk, but that is not ideal, unless you make it shared use on both sides. This would also not be helpful for a cyclist unfamiliar with the area that gets to that NW corner and needs to cross. Maybe an extra crosswalk and a bike box? Similarly, build a way for a cyclist going west on Cambridge to Trabue to hop on the shared use path at the corner.

So, in Summary:

#### Walcutt Roundabout vs Signal:

I recommend against the proposed roundabout at Walcutt and Trabue. Ordinarily I am a proponent of roundabouts, but it is ill-advised at this location given the immense truck traffic from UPS, the asphalt recycling plant, the soon-to-open warehouses at the former Buckeye Rail Yard (which enters/exits from Trabue Road just east of this intersection), in addition to general truck traffic traversing Trabue and Walcutt the myriad industrial, manufacturing, and commercial entities within a short distance from each other.

There needs to be consideration for a signal for UPS, at least during times when trucks are exiting on to Trabue. At present, there is (or was) an off-duty police officer to stop through traffic to let the trucks out. That model doesn't seem sustainable.

In addition, there will likely be a need for a signalized intersection where the new warehouses are taking the place of the former Buckeye Rail Yard. Given its proximity to UPS, this could be an interesting fix.

Overall recommendations: sidewalks/dedicated bike paths along the route for multiple modes of travel for work, school, recreation, shopping, worship, etc. The proposed plans include these wherever possible, but some appear to switch from the south side of the road to the north side without a safe crossing via a signalized intersection. To encourage safety of all involved and to meet the goals of Vision Zero, the back-and-forth of paths from north to south should be studied and methods to mitigate safety planned and executed.

I live off Roberts Rd and work downtown. I like to ride my bike to work but have to ride on busy streets Hilliard-Rome (or Spindler/Renner/Hilliard-Rome), Fisher & McKinley where there is no bike lane and in places no sidewalk or barely a shoulder to ride on. There is also limited bus service from the area to downtown, so I usually end up driving downtown. Please add bike paths or a dedicated bike lane to make the trip safer for bikers trying to ride

After walking along Renner Rd today, I have additional feedback I thought of. I observed a second wheelchair user (with caregiver) crossing at the Renner/Tanglewood intersection, as well as 3 boys running directly across Renner Rd from the back of Willow Bend apartments to Gadston Way. I took another look at the plans, and noticed you added a pedestrian crossing at Renner Pk Dr, which I agree with.

My suggestion is to add additional crosswalks at areas like this with frequent crossings. Even though the children ran across the middle between two neighborhoods, they were near Whispering Willow Ln/Bellow Falls. With the current infrastructure, this is a frequently used crossing point. I think you should consider a crossing at, or near, that intersection with a flashing light, and you may be able to identify more useful crossings along the corridor for

As a resident of Scioto Woods I would not be in favor of the loop. Roundabouts are not the answer. They seem to be everywhere, and some are helpful. However, those that are used heavily during peak hours are more dangerous, and for those coming up McKinley and not being able to turn left - they would have to go all the way around the loop if they were headed west on Trabue. We have too many confusing loops, the one on 33 & 161, and the double one in Hilliard come to mind. I am not in favor of this project.

## **RTMC Public Open House – Responses to Main Comments/Topics**

### Preferred Living Access to Trabue Rd

This development – which is adjacent to the Trabue/McKinley Intersection – is still in the process of producing a site access plan that will need to be submitted to the city for review and approval.

### Hilliard-Rome at Renner Improvements

Prior to the start of the RTMC Mobility Study, plans for improvement to this location had already commenced. The Department of Public Service is currently in the process of contracting with an engineering consultant to develop design plans.

### Trabue Rd at Walcutt

Two alternatives were developed to improve this intersection: a roundabout intersection, and a signalized intersection. The community overwhelmingly gave preference to the signalization option.

### Trabue Rd at Bendelow Dr

Non-major intersections were not reviewed as part of this mobility study. This specific location is under the jurisdiction of the Franklin County Engineer's Office. Future changes to traffic control and/or access will be the purview of the County Engineer's Office.

### Trabue Rd at N. Hague

The Franklin County Engineers Office has finalized a feasibility study for improvements to this intersection. The Franklin County Engineer's Office has been an integral partner to the RTMC Mobility Study and has continually shared updates and information that surround their study of this location.

### Trabue Rd at Dublin/McKinley

This location encompasses multiple challenges, such as topography and railroad tracks, and will require further feasibility study for the development of improvements. A double/dog-bone/peanut roundabout was presented during the open house as a potential improvement to this intersection and received mixed reviews.

### General: Shared-Use Path and Sidewalk

A top focus of this study is bicycle and pedestrian connectivity. Both have been heavily supported by the community in the community survey and through comments submitted during and after the public open house. This corridor provides many challenges including+ limited right-of-way and multiple bridges. *Due to these challenges, there are locations where the facilities will need to switch sides of the road.*

### Transit

Future improvements to transit along this corridor will be led by COTA, including improvements to existing COTA stops and ridership needs.

### School Bus Stops

The City of Columbus works with Columbus City Schools (CCS) to receive drop-off/pick-up locations for CCS buses. While the City of Columbus does provide feedback on these locations it is ultimately up to the school district as to where these locations are.

Additionally, these locations change frequently based on student need. For more information about CCS student transportation visit

<https://www.ccsok.us/transportation.aspx>