



THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

RECREATION AND PARKS
DEPARTMENT

Olentangy Trail Completion
Public Feedback – Grouped Responses
April 2021

What about the option of having an Overpass/Bridge or Tunnel Alternative?

A separate memorandum was prepared to provide an overview of the options for the trail to go over or under North Broadway, it details the issues with running the trail under the North Broadway Bridge and under North Broadway Road, and a bridge over North Broadway. The current bridge height and the presence of sanitary sewer lines are the primary obstacles.

Why was a trail under the North Broadway Olentangy River Bridge not included as an alternative?

The existing vertical clearance under the bridge is 5 feet, is not sufficient for the trail. The study team reached out to the Franklin County Engineer's Office and confirmed that there are no plans to replace the bridge in the near future. The trail, however, would be designed so that a future connection could be extended under the bridge for through trail users when the bridge is replaced in the future.

I think the current path would be safer if some improvements were made. Going north from Como Park on to Olentangy River Road, local traffic only sign and bike Lanes. Continuous turn for bikes either direction at Olentangy and Delhi, Delhi and Milton, Milton at Kenworth, And Olentangy at Northmoor Park entrance. New pavement and widening Delhi between Milton and Olentangy. Sidewalks on both sides of Milton between Delhi and Kenworth.

Why not widen Milton and paint bike lanes on the roads?

No build seems best, if Milton and other roadways can be made wider and safer, including continuous right and left turns for bikers. One bridge over from Como to Future development at Kohl's site.

Save the money and make intersection improvements to Milton and WNB instead. Then run the trail up WNB to connect to the existing trail on Olentangy River Rd.

Have you considered investing in upgrades to the existing trail segment? - widening Milton, installing more prominent flashing lights at the North Broadway crossing, etc.

One of the goals of this project is to provide a dedicated path that is safe for all users by separating trail users from vehicle traffic along these narrow streets. The existing streets and right-of-way are not wide enough to add bike lanes and sidewalks along streets that currently do not have them. There is limited space to acquire additional right of way without impacting adjacent existing houses.

Can we complete a functional sidewalk on the south side of W. N Broadway for the users to walk or bicycle from Ohio Health to Milton and proceed on the trail there?

This improvement, by itself, would not improve the connection between Clinton-Como Park and Northmoor Park for through trail users, which is part of the goal for this project. The addition of a sidewalk on the south side of the North Broadway bridge over the Olentangy River would be a separate improvement project. The Franklin County Engineer's Office is currently evaluating the feasibility of alternatives to add a sidewalk to the south side of the bridge, which would become a separate project.

I suggest a traffic study to examine the design of a signaled one-lane road for the section of Milton that runs north of N. Broadway to Kenworth. The section of Milton would only have traffic on one direction at a time and alternate between northbound and southbound. This stretch of Milton is the most intensive in terms of car-pedestrian/bike interactions. The traffic signal would be placed at N. Broadway and at the intersection of Milton and Kenworth. With clear markings on the road way, including some bollards and sidewalks, it would be obvious where the various road users should be. It would take some creativity but at much lower cost than multiple bridge crossings.

This type of traffic operation for Milton would create safety concerns due to potential vehicle backups on North Broadway as they would wait for the northbound signal. These backups, especially westbound, where there is no right turn lane, could potentially cause an increase in rear-end crashes. Similar back-ups on Kenworth Road would disrupt traffic flow for vehicles intending on going straight through the intersection. Even with clear signing, there is potential for vehicles to be travelling the wrong way, creating another safety concern on Milton itself. This change to Milton would not improve the remaining portions of the narrow neighborhood streets that are used by the trail today and would not improve safety by separating trail users from vehicle traffic on these streets.

I think that one-way auto traffic on some E/W neighborhood streets should be designated for autos and so that runners have space on the streets. Cyclists would have to connect between parks using one-way E/W streets and High St from N to S direction (instead of Milton). Milton could be one-way from S to N direction except runners could go both ways on Milton.

The purpose of this study is to improve safety and access for the Olentangy Trail by constructing a dedicated trail between Clinton-Como Park and Northmoor Park. Since there is no dedicated trail or bike lanes along High Street, this option would have southbound cyclists sharing the roadway with heavy vehicle traffic. It would also be a less direct route than the existing one, adding at least 0.5 mile of distance. There would not be any improvement to safety for pedestrians and other trail users along Milton and other neighborhood streets, where they would continue to share the narrow roadway with vehicle traffic.

I would have liked to see an alternative involving reconfiguration of the existing alignment along Milton, an alternative that made use of the shoulders on the North Broadway bridge (or possible parallel

additions to the bridge), and an alternative that connected North Broadway with the bridge by Union Cemetery on the west side of the river.

The reconfiguration of Milton Avenue to provide a separate pedestrian and/or bike facilities would have significant impacts to the street. Additional right of way would need to be acquired and there would be significant property impacts due to the small setbacks to houses along this street.

While the Franklin County Engineer's Office is investigating the feasibility of adding a sidewalk to the south side of the North Broadway bridge over the Olentangy River, as a separate project, this improvement alone would not be a useful component to the goal of an improved connection for the Olentangy Trail, between Clinton-Como Park and Northmoor Park. Routing a dedicated trail to the bridge to use this in place of the planned north river crossing would be more impactful to the residential area north of North Broadway, along the east side of the Olentangy River (similar to Alternative 5).

Connecting North Broadway to the existing Olentangy Trail, south of Union Cemetery would impact the cemetery. There is a pinch point along the Olentangy River where the Union Cemetery property abuts the river.

With a crosswalk and a conventional green/yellow/red traffic light on demand, a mid-block Broadway crossing would be little different from the existing Broadway crossing at Milton, and may be safer than the one proposed at Ohio Health Pkwy.

The addition of a new traffic signal along North Broadway for a dedicated Olentangy Trail mid-block crosswalk was considered less safe than crossing the trail at an existing signalized intersection for a couple of reasons. A new traffic signal would increase the potential for additional vehicle crashes along North Broadway (such as rear end crashes) when the red light is activated.

General Comments: Will there still be a paved trail for cyclist to access the new trail if traveling south from Riverside Drive at the northwest corner of Como Park?

The connection to the Olentangy Trail from the Riverside Drive-W. Como Avenue intersection would remain.

For Alternative 3, does the existing trail stay that runs through Como Park and connect into the new trail where the bridge crosses the river between Como and Clinton Park?

Correct.

Do you plan on removing the existing paved trail at Northmoor Park up to the parking lot from where the new paved trail begins?

This connection would remain.

At the Area Commission meeting, someone commented that Alternative 4 wasn't exactly ideal due to a portion of the new trail that runs east and west on the north side of Kohls, because it would be competing with truck traffic... There needs to be a discussion with Crawford Hoying on what if any negative impact the new trail on Alternative 4 would have with their new development. There may very well be no truck traffic concerns.

A specific plan for how or when the property may re-develop is unknown at this time. The City has been in contact with private property owners that may be involved in Alternatives 1, 2 and 3. As of February, there are not redevelopment plans on file with the City for the site.

Where cyclists and people exit and enter the bridges, will there be a trail apron? Will it be widened?

This is a good suggestion and will be investigated as part of more detailed planning for the project as it is further developed.

Comment: Unless significant safety precautions are incorporated at the proposed WN Broadway street crossing, it won't be any safer than crossing at Milton and WN Broadway.

We are further coordinating the crosswalk improvements at this intersection with the Department of Public Service to further enhance the safety of this crossing. The new crosswalk will have more pronounced striping, to make it more visible, similar to the recently constructed trail crossing at the Bethel Road-Olentangy River Road intersection. Advanced trail crossing signing and additional trail crossing signing at the intersection is proposed for the North Broadway, approaching the intersection. Restrictions for right turns on red are also proposed to prevent vehicles from encroaching into the crosswalk. Aesthetic enhancements will also be incorporated into the project to provide safe staging and visibility at the crossing.

Will the new proposed trail west of the Northmoor Park parking lot (Alt. 1, 2 and 3) impact the canoe launch? It appears that it will.

Access to the canoe launch will be maintained.

What about including a bridge with Alternative 5?

A bridge over North Broadway on the east side of the river (Alternative 5) would be similar in height and cost as the one described for the west side of the river. This bridge would be approximately 25 to 30 feet river water level and would be very close to existing residences along the east side of the river. Since the bridge would extend along Riverside Drive, as far south Delhi Avenue, it would have more impacts to residential structures on the south side of North Broadway than the proposed Alternative 5. These additional residential impacts would be in addition to the proposed cost for the overpass proposed along the west side of the river.

What is the length of each alternative?

The approximate length of each alternative between Clinton-Como Park and Northmoor Park is as follows:

0.75 Mile – Existing on-street

0.57 Mile – Alternative 1

0.59 Mile – Alternative 2

0.63 Mile – Alternative 3 (note the longer length due to the southern river crossing being further south)

0.65 Mile – Alternative 4

0.44 Mile – Alternative 5

Will there be exits along the trail, including the area around Kohl's?

There are no barriers proposed at this time along the Kohl's property. No specific access points are proposed at this time but will be further developed as the project progresses.

We have safety concerns for all users including children and women for the area behind Kohl's. How will these concerns be addressed for Alternative 4?

Safety measures will be further investigated behind Kohl's if Alternative 4 is determined to be the preferred alternative. Appropriate safety measures will be determined and implemented as the project progresses for the preferred alternative.

As a bicyclist, pedestrian bridges should not be at 90 degree angles. This makes the turns very difficult.

The trail design is based on AASHTO Guide for the Development of Bicycle Facilities along with Americans with Disabilities Act (ADA) Guidelines and City of Columbus requirements. The bridge approach radii for the alternatives, as currently shown, are designed with a minimum 60 foot radius for an 18 MPH design speed. The design will be further refined as the project progresses.

What are the funding sources for the project? How much will be provided by federal funds? How much from private contributions such as =OhioHealth and Crawford Hoying?

\$3.7 Million in federal funds are committed to the project through the Mid-Ohio Regional Planning Commission (MORPC). Up to \$3 million has been committed to the project from the City of Columbus. No other funding are committed at this time.

What's the current tree inventory (quality, caliper size, species) that'll be removed in total as a result per each option?

The proposed trail route was planned in part to minimize the number of large trees impacted by the project. During detailed design, a full tree species inventory for the alignment will be completed. No trees larger than 16 inch diameter will need to be removed for any of the

proposed alternatives. The City of Columbus Tree Removal & Mitigation Plan Requirements will be followed.

What stormwater BMP's will be added to reduce impacts on the Olentangy?

The stormwater management requirements of the City of Columbus Stormwater Drainage Manual (COC SWDM) will be followed. With a majority of the project being located within the 100-year floodplain, stormwater quantity control will be obtained with off-site mitigation as required by the COC SWDM. Utilizing the criteria established for runoff control of peak discharge, a stormwater basin would be required to be approximately 1.46 acres in size, at a location to be determined through coordination with City of Columbus Recreation and Parks Department, Department of Public Service, and Department of Public Utilities.

Has any consideration been given to removing the Como low head dam prior to installing the new proposed infrastructure?

Removal of the dam is beyond the scope of this project. A previous study completed by Department of Public Utilities determined that the dam should remain, due to the trunk line sewer within it.

Provide map showing the impacted delineated wetlands, class rating? What are the mitigation plans? USACE and EPA permits?

All environmental documents will be prepared in accordance with the National Environmental Policy Act. The locations and quality of wetlands has not been coordinated yet with the regulatory agencies. Waterway permits (US Army Corps of Engineers and/or the Ohio EPA) will be obtained prior to construction. Mitigation for tree clearing and/or wetland and stream impacts will be completed in accordance with all local, federal and state regulations.

Please provide crash data for the Broadway area.

Crash statistics in Columbus can be found at the following Vision Zero Columbus Crash Data link:

<https://columbus.maps.arcgis.com/apps/MapSeries/index.html?appid=0ff6f8f1fa134b848959ba4fc3c35bbb>