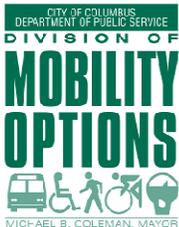


Hilltop Community Mobility Plan



Prepared for:
City of Columbus
Department of Public Service
Division of Mobility Options

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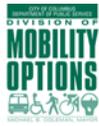


EXPERIENCE | Transportation



Executive Summary





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Transportation planning over the past half century regularly prioritized the needs of automobiles, often to the detriment of pedestrians, bicyclists, children, people with disabilities, the elderly, and the community at large. By contrast, the Hilltop Community Mobility Plan takes a comprehensive approach that balances the needs of all people traveling across all modes of transportation.

Community mobility planning emphasizes a transportation system that is suitable to the surrounding environment. The Hilltop is located three miles west of downtown Columbus and is comprised of several residential neighborhoods that surround commercial corridors. The Hilltop is a place where residents are often a short distance to a school, park, or store.

The Hilltop Community Mobility Plan recommends more than 150 infrastructure improvements throughout the twelve square miles of Columbus' Hilltop neighborhood, in addition to education and encouragement programs.

Public Involvement

The Hilltop Community Mobility Plan includes extensive public involvement that is unprecedented for a neighborhood plan in Columbus. More than 950 people provided input into the plan through a variety of methods.

A Community Steering Committee of twelve community leaders acted as a working group for the Greater Hilltop Area Commission and was engaged throughout the planning process. The study team invited fifty-seven organizations active in the Hilltop area, fifty-five Hilltop churches and other faith groups, and twenty-two Hilltop schools to participate in stakeholder group meetings. Several public meetings including three open houses were supplemented by sixteen hours of public Walk Audits. The study team visited and spoke at community groups' regularly scheduled meetings on nine occasions.

Study team members also talked to residents at the places that people visit in their daily lives: the public library, a hardware store, a thrift store, a Hispanic outreach center, a neighborhood health center, and on residents' front porches. This method resulted in substantial input from people who may not have the desire or the means to attend public meetings.

The public input showed that the Hilltop community is overwhelmingly in favor of complete streets that balance the needs of all users.

West Broad Street

West Broad Street is the main transportation corridor through the Hilltop and is a key focus of the Hilltop Community Mobility Plan. The study team analyzed how to improve safety and mobility for all users while enhancing the quality of life of the surrounding community.

The Hilltop Community Mobility Plan recommends reducing the six lanes on West Broad Street to four lanes between Harris Avenue and Clarendon Avenue. The changed roadway would include permanent parallel parking on the south side, one eastbound lane, center two-way left turn lane, two westbound lanes, and bike lanes on both sides of the street. The bike lanes will extend east to Central Avenue.



Wilson Road



Public Open House at Hilltop Branch Library



Public Walk Audit in Highland West neighborhood



West Broad Street near Eldon Avenue



West Broad Street near
Brinker Avenue

This recommendation is being implemented in Fall 2010 with a variation that provides a westbound signed shared lane for motorists and bicyclists, and off-peak parallel parking on the north side, instead of a westbound bike lane west of Wheatland Avenue. The rapid implementation of this road diet signifies the City of Columbus' dedication to creating balanced transportation and sustainable communities.

Between Hague Avenue and Southampton Avenue, the Hilltop Community Mobility Plan also recommends reducing the six lanes to four lanes while installing bike lanes on both sides of the street. The changed roadway would include permanent parallel parking on the south side between Brinker Avenue and Westgate Avenue and alternating on one side of the street throughout the corridor.

The changes to West Broad Street will maintain traffic flow, improve pedestrian safety, increase bicycle mobility, and create a more vibrant business corridor through the heart of the community.



Children walking along West
Mound Street

West Mound Street

West Mound Street was the top focus of public comments regarding the need for pedestrian safety improvements. Between Wayne Avenue and Binns Boulevard, a lack of sidewalks forces large numbers of schoolchildren to walk dangerously close to moving traffic. Overwhelming public support exists for the Hilltop Community Mobility Plan's recommendation to reduce the number of travel lanes on West Mound Street to accommodate sidewalks.

Additional Recommendations



Sullivant Avenue

Sullivant Avenue Recommendations for Sullivant Avenue include infrastructure improvements and education to improve pedestrian safety. These recommendations supplement planned implementation of bike lanes on Sullivant Avenue as described in the Bicentennial Bikeways Plan.

Hague Avenue The mobility plan recommends installing curb extensions and rehabilitating existing pedestrian infrastructure along Hague Avenue between West Broad Street and Sullivant Avenue. Curb extensions at intersections with local streets will enhance pedestrian safety by increasing visibility and decreasing crossing distance.

Wilson Road Wilson Road is recommended for a shared use path to increase connectivity for pedestrians and bicyclists between West Broad Street and Sullivant Avenue. This path will remove a key barrier to active transportation between neighborhoods to the south and commercial areas to the north.

School Travel Plan The study team created a School Travel Plan for Valleyview Elementary School and Westmoor Middle School as part of the federal Safe Routes To School program. Recommendations include a shared use path and other enhancements in the vicinity of Hague Avenue and Valleyview Drive, in addition to education and encouragement programs.

Residential Streets The Hilltop Community Mobility Plan includes a diverse set of traffic calming improvements across the variety of Hilltop's neighborhood streets. These include chicanes, traffic circles, intersection speed tables, curb extensions, two-



Children on railroad tracks
walking home from school

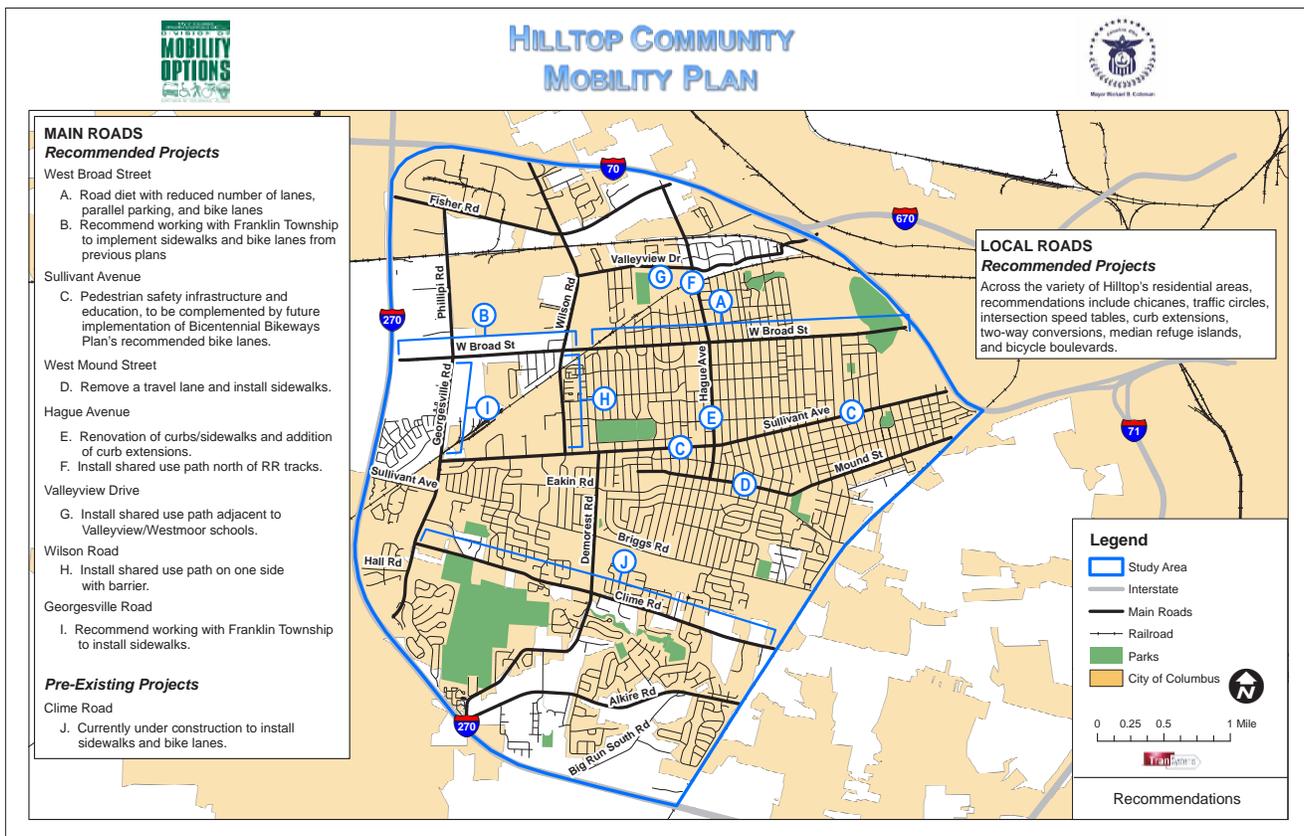
way conversions, median refuge islands, and bicycle boulevards. The recommended improvements aim to reduce speeding vehicles and decrease the potential for crashes with vulnerable road users along residential streets. In many cases, recommendations work together, as in a bicycle boulevard that includes traffic circles.

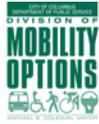
A Safer, More Vibrant Community

The Hilltop Community Mobility Plan's recommendations will guide transportation improvements in the Hilltop for years to come. The goal will be street environments in which vehicles travel the speed limit, non-motorized users can move safely and comfortably, roads operate sensitive to their surroundings, and all modes of transportation are balanced.



Westgate neighborhood





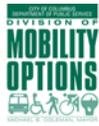


Acknowledgements

The study team thanks members of the Community Steering Committee. These local residents with a history of dedication to the Hilltop volunteered their time to attend meetings, support public involvement, and help guide the Hilltop Community Mobility Plan: Dru Bagley, Gary Baker II, Lisa Boggs, Reverend Patricia Cook, Charles Gaul, Lisa Grazier, Kathy Hoke, Marian Lupo, Chuck Patterson, Gary Smith, Stan Thornburgh, and Robin Traxler.

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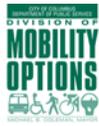
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