

Attendees:

Members: Lori Duguid, Laura Shinn, James Silcott, Aaron Schill, Joshua Kimsey

Advisory Member: Barb Seckler

Staff: Bill Lewis, Jim Christian, Chris George, Daniel Moorhead

Guests: Jody Dzurainin, David Roseman

Members Not in Attendance: None

The following notes summarize the items which were discussed at the Bicycle Sub-Committee (BSC) meeting held on November 6, 2013:

Previous Meeting Notes

- Add discussion about potential road diet on Morse Road to meeting notes under Morse Road Spot Improvements.

Recent Bikeway Construction

- Roberts Road diverging diamond interchange (DDI) and bike lanes
 - Project was opened to traffic in late October; final pavement markings will be installed in the Spring
 - First DDI in Ohio, eastbound traffic crosses over to the north side of the roadway and vice versa
 - First DDI in the country with bicycle lanes
 - See the [project website](#) for more information
- Twin Rivers Drive sharrows and connection to Scioto Trail
 - Work is nearing completion on this project
 - A shared-use path connection from the Scioto Trail across US-33 to Twin Rivers Drive is being constructed.
 - Sharrows on Twin Rivers Drive between US-33 and Goodale St
 - Twin Rivers Dr @ Goodale St
 - Discussion on how pavement markings should be applied for northbound bicyclists
 - Suggestion to apply a sharrow at each decision point: beginning of the left turn lane, beginning of the right turn lane, and beginning of the right through lane

- Suggestion to apply bicycle detector markings in the left turn lane and the right through lane.
- Wayfinding signage was suggested for this intersection
- Westerville Road paved shoulder widening
 - Work on this project was recently completed
 - Feedback that widened shoulder north of Wallingford Ave ends suddenly and transition to guardrail is abrupt
 - Question: Will this pavement be signed/marked as a bike lane. Answer: No, because that would send the wrong message to bicyclists and potentially reduce the likelihood of further improvements on this corridor.
 - The City will investigate how the money was spent on this project to ensure that the full amount allocated for paved shoulder widening was used for its intended purpose.
- Livingston Avenue @ Alum Creek Trail Spot Improvement
 - Work on this project was recently complete
 - Enhanced crossing of Livingston Avenue for Alum Creek Trail
- College Ave @ Petzinger Road Spot Improvement
 - Construction in progress
 - Enhanced connection from Alum Creek Trail across US-33 at Petzinger Drive

Upcoming Bikeway Construction

- West Broad Street bike lane enhancement (Hague Avenue to I-70)
- Gay Street sharrows (Front Street to Cleveland Avenue)
- Steele Bike Blvd pavement marking repairs
- Three new bicycle corrals
- 25 new bicycle racks
- Goodale Street shared-use path and connection to Olentangy Trail

2014 Resurfacing Bikeways Preview

- Three new bicycle boulevards
- Binns Avenue (Briggs Road to Sullivant Avenue to be resurfaced)
 - Bicycle Boulevard between Briggs Rd and Olive St
 - Bicycle Boulevard between Westgate Ave and Hague Ave
- Hiawatha Street (Hudson Street to Weber Road to be resurfaced)
 - Sharrows on Hiawatha Park Dr between Velma Ave and Maynard Ave
 - Bicycle Boulevard on Hiawatha Park Dr between Maynard Ave and Hudson St
 - Bicycle Boulevard on Hiawatha St between Hudson St and Oakland Park Ave

- Sharrows on Oakland Park Ave between Hiawatha St and Karl Rd
- Linworth Road East (Wilson Bridge Road to Linworth Road to be resurfaced)
 - 12' speed humps to be replaced by 14' speed humps with 2' clear space for bicycles
 - Bicycle boulevard markings will replace centerline and edge lines

Shared-use Path Curb Ramps

- The City solicited feedback regarding shared-use path curb ramps at intersections
- Two strategies: perpendicular vs. skewed
 - Perpendicular: Path of travel along the ramp will be established so that it crosses the curb at a right angle.
 - Advantage/disadvantage: straight path of travel doesn't force bicyclists to slow down or turn on approach to intersection
 - Advantage: smaller footprint potentially requires less right-of-way
 - Skewed: Ramp constructed so that the path of travel is unchanged through the ramp
 - Advantage/disadvantage: curvature introduced on approach to curb ramp forces bicyclists to turn and slow down as they approach intersection
 - Advantage: bicycle rider given better view of traffic approaching from behind and from the right
 - Advantage: usually easier to tie into other shared-use paths or sidewalks
 - Advantage: better drainage at base of ramp
- Feedback
 - Special needs users should be a priority
 - Apparent inconvenience in making bicyclists slow down at intersections is outweighed by the potential safety benefit of fewer bicycle/automobile conflicts
 - Angle shouldn't be so severe that bicyclists are forced to dismount
 - Don't put path of travel in way of a hazard
 - Allow for bicyclists queue space at the intersection

Bicycle Parking Security

- Topic deferred to next meeting in interest of time
- The City will be soliciting feedback regarding best practices in bicycle parking security from the perspective of both residential and commercial users

Parking Lot

- Not Discussed

Other Business

- The next two regularly scheduled meetings would be on the Wednesday before Thanksgiving and Christmas Day, so they will be consolidated into one meeting between Thanksgiving and Christmas.
- Report of issue with signage along new Henderson Road shared-use path – issue was already resolved.
- Report that wayfinding signage at intersection of Steele Ave and Eureka Ave does not effectively communicate the Ohio to Erie Trail turn from eastbound Steele Ave to northbound Eureka Ave. City will investigate.
- Question: Will Columbus submit its intent to apply for the Green Lane Project part 2.
Answer: The City has already submitted an intent to apply,
- Consider Biking has requested that a “green wave”, where traffic signal timing is adjusted to favor bicycles, be implemented on High St.
- Report of missing signage on the Olentangy to Alum Creek Connector at the Milton Ave / Kanawha Rd intersection.

Action Items Summary

1. *Subcommittee to continue to be prepared to be consulted regarding Downtown Action Plan*
2. *City to investigate wayfinding signage at intersection of Steele Ave and Eureka Ave.*