

Strawberry Farms Traffic Calming Master Plan



July, 2004

Developed by: Walkable Communities, Inc.

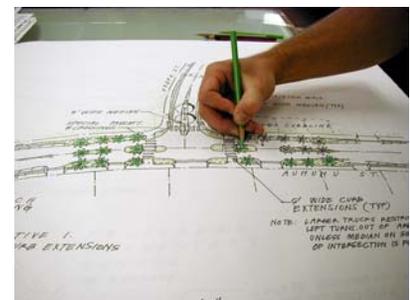
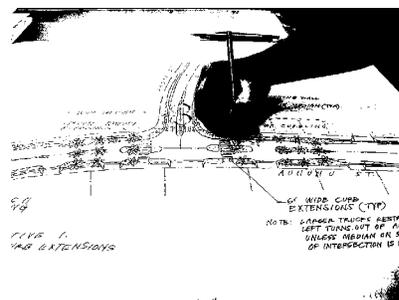
Sponsored by: City of Columbus, Ohio

Transportation Division



Table of Contents

I. Project Description	
<i>Background</i>	3
<i>Process</i>	3
<i>Study area</i>	4
<i>Existing conditions</i>	5
<i>Four E's: Education, Enforcement,</i>	
<i>Engagement and Engineering</i>	6
II. Traffic Calming Tools and Locations	
<i>Master plan overview</i>	12
<i>Gateways</i>	13
<i>Dublin-Granville</i>	14
<i>Forest Edge</i>	16
<i>Chokers and Crossing Islands, Short Medians</i>	18
<i>Median Islands and Curves</i>	19
<i>Watt and Magnolia Blossom</i>	20
<i>Speed Table on Watt Road</i>	21
<i>Short Median on Watt Road</i>	22
<i>Summary, Next Steps</i>	23
III Appendix	
<i>Gateways</i>	B2



Project and Process

I. Project Description

Traffic calming is an effort to reduce the speeds of motorists, to improve traffic flow, to increase yielding to and safety for pedestrians, pets and motorists, to reduce noise, and to improve the quality of life and property values within the Strawberry Farms Neighborhood.

Process

Community leaders, citizens, staff, and agency representatives were invited to participate in a highly interactive process to identify problems, issues and needs, figure out working solutions and establish priorities. The process included an evening workshop, a walking audit, and a final workshop to review and refine solutions.

The purpose of the final workshop was for neighbors to review preliminary engineering designs and to reach consensus on what traffic calming approaches and devices have community support.

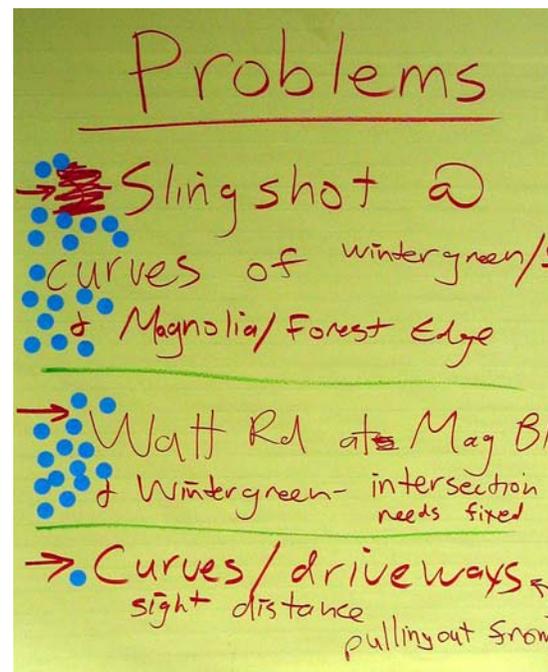
Healthy streets require appropriate travel speeds and increased motorist awareness and consideration of other roadway users, such as pedestrians and bicyclists. Neighborhood traffic calming creates a level playing field for all modes of travel and improves the quality of life within the neighborhood. Most importantly, traffic calming requires residents to take ownership of their community and to work together to create a safer environment.

What we heard ...

- Strawberry Farms is already receiving added traffic from drivers looking for more direct ways to get to places like Easton.
- With new roadway construction projects now underway even more cut-thru traffic is anticipated.
- Key areas in the neighborhood lacking sidewalks, especially near entries.
- Some sidewalks are poorly maintained.
- On-street parking and narrow, curvy streets must be addressed.
- Gateway entries are problematic. They invite high entry speeds.



Participants above are working on solutions, picking those kinds of tools that will best meet their needs. After listening to a presentation on traffic calming tools used by similar neighborhoods have used residents worked through a listing of their problems and choice of tools that they could live with on streets where they reside.



Existing Conditions



Strawberry Farms Boulevard



Watt and Magnolia Blossom



Watt and Sunbury



Forest Edge and Strawberry Farms



Strawberry Farms Boulevard



Old Watt Road



Forest Edge Drive



Strawberry Farms Boulevard

What we saw....

Successes

- Mix of multi-family and single family
- Attractive entry gardens
- Many well kept properties
- Effective neighborhood organization
- Some diversity of land use, churches
- Most roads are not overly wide
- Well defined neighborhood boundaries
-

Challenges / Opportunities

- Overly wide entries
- High entry speeds into neighborhood
- Motorists passing prudent drivers
- Difficulty for peds to cross some streets
- Traffic speed and traffic volume high
- Poor yielding behavior (to peds)
- Incomplete walkways near entrances
- Some unattractive/degraded properties
- Curves and restricted sight distances
- Significant on-street parking in some places



Background and Resources

Traffic Management Strawberry Farms Neighborhood

Conceptual design report July 18, 2004

Visitors to the Strawberry Farms Neighborhood Traffic Management Plan workshop about traffic management. The purpose of the workshop is for neighbors to review preliminary engineering designs and to work consensus on what traffic management approaches and devices have community support.

Traffic management is an effort to reduce the speeds of motorists, to improve traffic flow, to increase visibility to and safety for pedestrians, pets and bicyclists, to reduce noise, and to improve the quality of life and property values within the Strawberry Farms Neighborhood.

Healthy streets require appropriate road width and functional roadway measures and consideration of other roadway users, such as pedestrians and bicyclists. Single-lane traffic management creates a level playing field for all modes of travel and improves the quality of life within the neighborhood. When appropriate, traffic management engineers evaluate to take advantage of these concepts and to work together to create a safe environment.

Strawberry Farms Traffic Management Plan
 Community Design Report
 Prepared by the City of Columbus
 2004

Strawberry Farms Traffic Management Plan

Five Step Public Process

Existing Conditions

Why People Speed

Step 1. Selection of area to be traffic managed
 Strawberry Farms Neighborhood residents are concerned with traffic safety issues in their community, predominantly pedestrian safety, speeding on primary streets, parking too close to curbs, high speed gateway routes, on-site traffic, noise, right-of-way encroachment that restricts left-turn lanes for people within the neighborhood. Residents are eager to take action upon recognizing these neighborhood. For these reasons the Strawberry Farms Neighborhood was selected by the City as the second neighborhood for working on its traffic management program. When a series of neighborhood meetings, community members were eager to draft potential solutions to traffic concerns in their neighborhood. Such focus on assessment and ownership of neighborhood issues is integral to the success of community-based traffic management.

Step 2. Field audits and photo-documentation of area.
 The Neighborhood Traffic Management Team was formed to investigate the neighborhood through a walking audit and site inspections. Still and digital photographs were taken while walking all principal streets in the neighborhood. The City of Columbus and Walkable Communities, Inc. team took street width measurements, estimated block lengths, observed motorist behaviors, collected speed and traffic volume counts, interviewed pedestrians and other motorists, and generated maps.

Step 3. Field chemistry (community-based planning workshop)
 In the July 18th workshop, residents created and prioritized a list of traffic issues to be addressed. This resulted in the community members to traffic management principles, practices and potential physical treatments. Using this as a base line, residents were then given the opportunity to draft their vision of a new traffic environment.

Step 4. Design and place traffic management devices
 The engineering and neighborhood traffic management development team worked with the community to generate consensus and solutions to prepare a neighborhood traffic management master plan. Draft solutions were filtered through several engineering, financial and regulatory systems concerns and judged on potential effect on motorist behavior in discussion around funding. The team then prioritized engineering measures, allowing for the identified location where which traffic management will be selected.

Step 5. Final workshop today
 Today, the Strawberry Farms Neighborhood has a final workshop in which residents can see and present the recommendations of the Neighborhood Traffic Management Team.

Traffic Calming

People speed for many reasons. Often roads feel wide, long or stark. Motorists want to stay in motion and feel punished when too many neighborhood stop controls are used. Many people spike their speeds between these stops. Traffic calming changes motorist behaviors by keeping them in motion, but at appropriate speeds.

Other causes of problems: Planning and engineering must avoid 40% or better. Being able to adjust to the changing conditions that will do so get the message. Traffic calming and engineering is a partnership with good engineering. Engagement of residents is key to success.

Other causes of problems: Planning and engineering must avoid 40% or better. Being able to adjust to the changing conditions that will do so get the message. Traffic calming and engineering is a partnership with good engineering. Engagement of residents is key to success.

Other causes of problems: Planning and engineering must avoid 40% or better. Being able to adjust to the changing conditions that will do so get the message. Traffic calming and engineering is a partnership with good engineering. Engagement of residents is key to success.



Strawberry Farms residents learned that unwarranted stop signs and speed humps are not considered effective tools for traffic calming ... often creating more problems than they solve. Inappropriate tools and placements also simply move problems to other areas inside the same neighborhood.

For these reasons the Strawberry Farms Neighborhood Traffic Calming Master Plan presented here is a compilation of effective measures that can solve problems not only in one location, but throughout the entire neighborhood.

Why Do People Speed?

People speed for many reasons. Often roads feel wide, long or stark. Motorists want to stay in motion and feel punished when too many neighborhood stop controls are used. Many people spike their speeds between these stops. Traffic calming changes motorists' behaviors by keeping them in motion, but at appropriate speeds.



Strawberry Farms Traffic Management Plan

Concerns

Residents are concerned with: (1) Motorists driving left of center, (2) Downhill speeding, (3) Speeding on Watt Road, (4) Speeding on Magnolia Blossom, (5) Speeding on Forest Edge, (6) Speeding through curves, (7) Speeding on Strawberry, (8) Parking too close to curbs, (9) Increased cut-thru traffic during highway/intersection construction, (10) Speeding on gateway entries, (11) Watt at Magnolia intersection.

Suggestions

(1) Narrow travel lanes on Forest Edge and Strawberry Farms and Watt by painting edge stripes, (2) Enact neighborhood Pace Car program, (3) Build medians on specific sections of Strawberry Farms, Forest Edge, Magnolia Blossom, Orange Blossom and Watt, (4) Provide curb extensions on chokers with crossing islands on Magnolia Blossom, (5) Place angled slow points in location shown, (6) Place speed table(s) on Old Watt Road, (7) Place additional chokers in locations shown, (8) Place roundabout and mini-roundabout as long term solution for Forest Edge at Strawberry Farms (9) Place speed tables on Watt.

Legend:

- Intersection medians
- Choker with crossing island
- Choker
- Optional roundabout
- Mini-roundabout (optional)
- Speed table
- Speed table with three sets

As part of the neighborhood traffic calming workshops residents reviewed the above handout. Additional copies of this handout are available through the City of Columbus, and through the Strawberry Farms Civic Association.



Four E's — Education



Traffic Behavior and Driving Practices. There is no single reason why people drive irresponsibly through neighborhoods. We all have too many places to go and things to do. Many people no longer look forward to spending as much time in their cars as they do. At one time streets were designed and constructed in ways that made it difficult to speed, turn corners fast or pass illegally. Today many people are driving in ways they would not want others to do in their neighborhoods. Many people are even driving this way in their own neighborhoods.

Comprehensive Approach. This section of the report addresses the comprehensive set of tools needed to correct inappropriate, unsafe driving practices. Four measures are offered. Each of the four will enhance the effects of the others.

- (1) The most affordable set of solutions are educational measures taken by the city and the neighborhood.
- (2) the second set of measures includes all levels of enforcement, some of which are now underway,
- (3) the third is engagement of people in the neighborhood,
- (4) and the fourth is engineering.

Nothing is as effective in bringing about change than sincere, unbridled, enthusiasm displayed by residents solving their own problems. Nothing!



This Pace Car project embraces a number of disciplines to address speeding and cut-thru traffic. Education, enforcement, engagement and engineering measures should all be taken to address traffic calming in the Strawberry Farms Neighborhood.

The Pace Car Program, developed originally in Brisbane, Australia, then Boise, Idaho, should be implemented in Central Ohio. The program has both visual reminders (signs on entry to the neighborhood and bumper stickers on participating neighborhood cars). With sufficient people driving the legal speed limit, most speeding issues are resolved.

The program needs a little more people willing to drive the speed limit and unafraid to put Pace Car Stickers on their cars. These are people who lead by example, establishing a new neighborhood culture for safe driving practices.

The Columbus Neighborhood Pace Car Program (CNPCP) needs people who are willing to set good examples of what courteous drivers are and not purposely anger or punish other drivers. These people are willing to show they care about neighborhoods.

CNPCP needs people who want to help make Strawberry Farms Neighborhood a better and safer place to live and raise families. These people are willing to be part of the solution.

CNPCP needs people who understand that Columbus City Police cannot be expected to solve all traffic problems. These people know that each individual is responsible for their own driving habits.



Four E's – Education

Education. During the three months after the charrette a series of 2-3 neighborhood street reclaiming workshops should be held in various parts of Strawberry Farms Neighborhood. Both gateways should be featured, perhaps one at each workshop. One or more points on Forest Edge, Magnolia Blossom and Strawberry Farms should also be included as these workshop sites move around the neighborhood.

Although this period of time will be excellent for testing the geometry and placement of proposed traffic calming measures — the workshops will also be major educational achievements.

It is suggested that the City and Civic Association work together to develop several entry signs and some *special* advance warning signs (“SLOW—Neighborhood Traffic Calming Project Ahead”). As motorists slow for safety reasons before treatment areas, they can be interviewed by residents, provided literature, and encouraged to join the PACE Car Program.

The most important reason for these educational workshops is to alert the great majority of residents that a new culture of driving courteously and safely in the neighborhood has begun.

Other results include: increased awareness of problems, problem locations, and likely placement of new gateway and other treatments. Some residents state their position on the problems and solutions.

Some drivers will be openly opposed, but better informed, and aware that it is their own neighborhood bringing about the change. Some will quietly accept the change, and some will join in efforts to set proper PACE and courtesy levels.



Shown above: A series of traffic calming reclaiming the streets events in Whittier, California. Hundreds of residents learn more about their neighborhood problems and issues.

Suggested Education Event – Safety First

1. High Visibility Clothing. Special high visibility (lime green or orange fluorescent) tee shirts should be created and worn by all neighbors and city staff taking part in the field workshops. These tee shirts should have bold lettering, perhaps “Traffic Calming Team” or “Street Doctors.”

2. Educational/Warning Signs. Special signs or materials can also be developed by the City. These signs will include (1) Gateway entry signs announcing the times of the workshops in advance. (2) Additional signs indicating a workshop is in progress. (3) Signs placed 200-300 feet from the field test site, (4) Signs at the field test site. These signs should be high visibility materials, similar to those in use at construction zones.

3. Field Test Sites. Each field test site (2-3 per workshop event) can be measured and marked in chalk in advance. During tests dozens of cones are placed to simulate proposed physical features. The cones may be adjusted during the tests to better accommodate oversize vehicles, yet still retain the speed reduction goals set by the neighborhood plan.

4. Literature will be developed. Literature should be simple, a single sheet handout is fine. One or two graphics from the original set of workshops, extra copies of the plan handout, and other materials can be improvised and produced. These can also be distributed to all households before the first event.

5. Results will be recorded. Traffic calming teams will evaluate what they learn at each site, make adjustments, and approve that portion of the plan.



Four E's – Education

Invite the Media. Another reason for sponsoring a series of weekend workshops is to attract TV crews, newspaper and even magazine writers to feature the extra pride, activity and involvement of neighbors solving their own problems. The more city-wide publicity you can gain, the more all residents and others will pay attention to the program and alter their behavior.



Promotional posters can be printed commercially or prepared by residents or children at a work party. Consider bringing food and beverages and make each event a social occasion. You may be able to find a realtor to provide the push-in stakes, making it easier to apply your signs in a variety of corners. Dozens of sites can be so marked, especially on corners and places where people normally slow or stop.



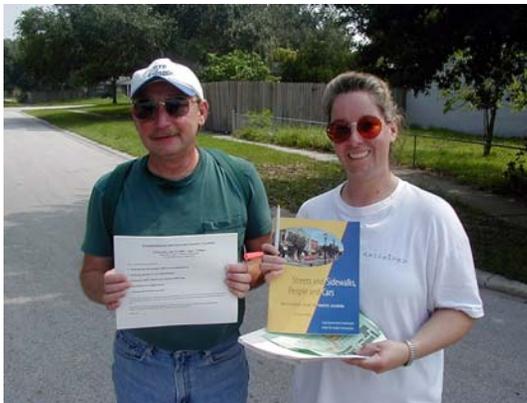
Sample Invitation Letter:

The Strawberry Farms Civic Association, in conjunction with the City of Columbus, invites you to a workshop on Saturday, October 5th, to observe possible solutions to cut thru traffic and related traffic problems in our neighborhood. The event starts at 10:00 am, and ends at 2:00 pm. The event will be held on the street near the Dublin-Granville entry. Parking is available at the church.

A second event will be held on Saturday, October 19th, also from 10:00 am until 2:00 pm. This event will be held at Sunbury and Watt Roads.

If you cannot attend and take part, and you are passing by, consider stopping to let us know your ideas how to improve the neighborhood. Tell us your observations about what is proposed.

These workshops are helping the neighborhood improve safety and security of our families, and to get everyone to agree to drive sensibly and courteously at all times.



Variable Message Board: Clearwater, Florida A variable message board used for a week before their event alerted motorists of the upcoming workshop. The board can include several displays, including location and time of the event. At other times the board can alert motorists to join the PACE car program, and let people know that the program is in progress. Below, center, there is nothing more powerful than a group of neighbors walking door to door, inviting neighbors to learn from one another to take part in the plan implementation.



Four E's – Enforcement

Law Enforcement

The City of Columbus is working out details for an expanded region-wide emphasis on police training to increase pedestrian and motorist traffic safety. John Moffat (upper and lower right photos) is a national expert to be invited to offer comprehensive traffic safety training to Central Ohio law enforcement officers.

John has served both as Captain in charge of traffic for Seattle, and Washington Governor's Highway Safety Representative. Under John's leadership, Seattle and the state of Washington now have one of the most exemplary traffic safety programs in the nation.

Now in retirement, John is contracted by communities to train police officers to better address pedestrian and traffic safety programs.

Strawberry Farms can be one of the first neighborhoods where an expanded emphasis on motorcycle officers and other enforcement programs are featured.



Four E's – Enforcement



Without law enforcement only the most prudent drivers will obey traffic laws. Today many of the people misbehaving in the Strawberry Farms Neighborhood are average citizens. Indeed, many residents receive tickets when police are present.

In the future, with a comprehensive approach to education, engagement and engineering, those getting tickets are likely to be the final 15% of errant drivers ... those unlikely to change their behavior without severe penalties.

Through a comprehensive approach to traffic calming everyone will know to behave. Those choosing not to will understand why they are being "singled out" for special attention and fines.



Recommendation: (1) Columbus should provide enhanced training of law enforcement officers in the next few months. (2) A member of the Columbus Police Department should be assigned as liaison to work with the Strawberry Farms Civic Association as it develops plans for implementing programs. (3) Officers should be present during all traffic calming field activities.



The training cycle is complete

Slow down, Waimanalo residents warn drivers

Parents fear for children's safety

By The Reporter
Aurora Newsroom News

WAIMANALO—About 10 Waimanalo residents and their children stood along Meleia Street yesterday after

no tomorrow," she said. "They see kids playing and they'll slow down, but after that they pick up their speed again."

Accidents have happened on Meleia, she said, and there was a fatal accident on Kaulaia, the long street Meleia joins at 8 tracks north.

In that accident in August 1998, a 19-year-old Kaulaia man was killed when his car was brooled in the inter-

p.m., the signs warning campaign will arrive in nearby Paliwala Street. As they did yesterday, officers from the Waimanalo Community Policing Team will warn speeding motorists; in the next week, police will write tickets.

Residents will meet at 7 p.m. Nov. 8 at Waimanalo Elementary School to seek other ways to calm traffic on Meleia, Kaulaia said. In the

"All we ask is for the community's support to help us get the traffic



Four E's – Engagement



Other Tips: Reward good behavior

Engage Children. Children can be an effective part of the traffic calming program. In some European cities children work alongside adults to reward motorists who show appropriate courtesy. The motorist who yields to pedestrians is noticed. Adults with children are standing nearby. Motorists are handed lollipops by children. The media loves to feature these positive activities on evening broadcasts, furthering media attention and focusing on good behavior and rewards this brings about.

Support Police. Police who are working in the neighborhood, writing speeding tickets, or taking other actions should be given acknowledgement by area residents that their special efforts are appreciated. Next time you notice the police helping the neighborhood, let the officer know how much it is appreciated. Write a letter to the chief of police and let him know how often officers are seen paying attention to your neighborhood. Even one phone call or e-mail can make the difference.

Stand Together

Police, engineers, planners, the media ... everyone wants to work with a winning team. The best thing the Strawberry Farms Neighborhood has going for it is the commitment of its residents and leaders to work together — to engage one another, politicians, city staff, and others to solve problems. The Traffic Calming master Plan you have developed is to be a model for the entire city and region.

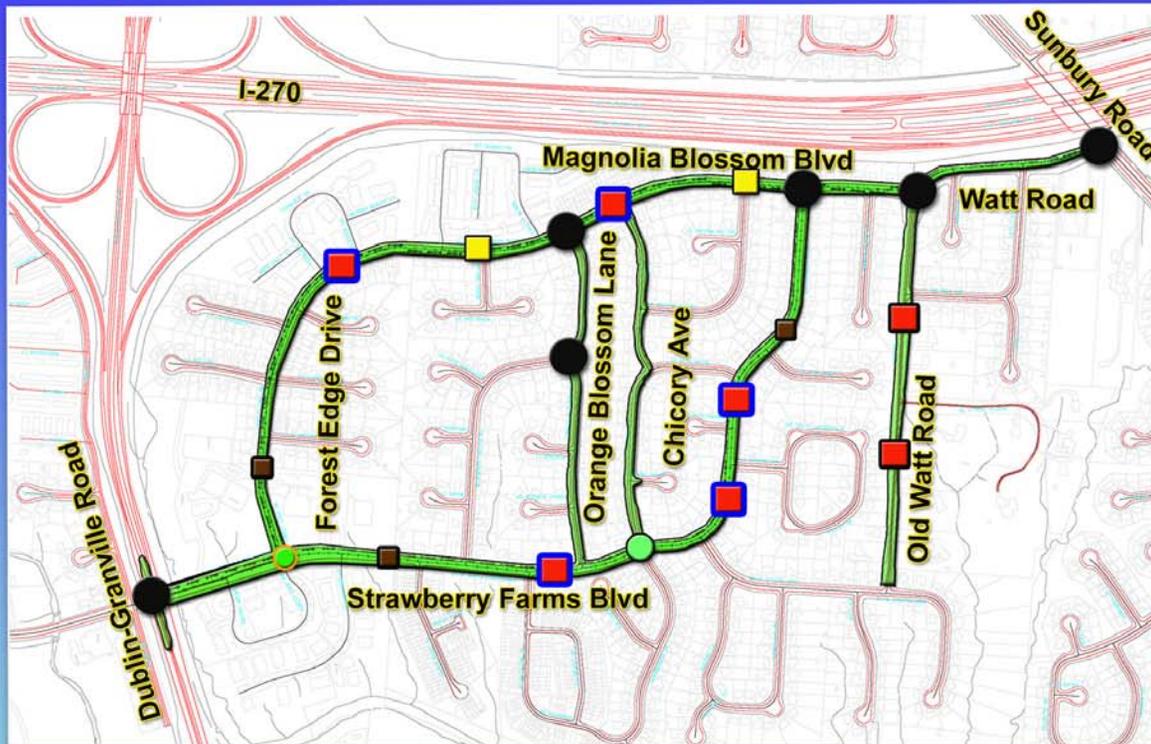
In the next six months to three years no one in the region will not know about the Strawberry Farms Neighborhood efforts.

This is important. Some of those who initiated to the program may not be able to devote as much energy as in the past. But others will emerge to join with the leadership of the Strawberry Farms Civic Association. It is the staying power of this organization and the greater neighborhood that will allow everyone to take notice that in this neighborhood the culture of driving has shifted.



II. Traffic Calming By Location and Priority

Strawberry Farms Traffic Management Plan



Legend

- Intersection medians
- Choker with crossing island
- Choker
- Optional roundabout
- Mini-roundabout (optional)
- Speed table
- Speed table with tree wells

Master Plan – The plan includes some immediate lane markings and other visual treatments to help slow traffic on Strawberry Farms, Forest Edge, Magnolia Blossom and Watt. First priority treatments are to include gateway changes to slow traffic on entry to the neighborhood. A series of chokers and chokers with crossing islands will make up the majority of treatments. Watt Road will have two speed tables to maintain low speed along this corridor. An angled slow point and oval median are two treatments that can be used in addition or to substitute another treatment. A roundabout at Strawberry Farms and Forest Edge will address many needs, including U-turns, gateway slowing, intersection safety. Medians will be provided on Dublin Granville Road, Sunbury Road and the entry section of Strawberry Farms Boulevard.



II. Traffic Calming By Location and Priority

Recommendations

Gateways

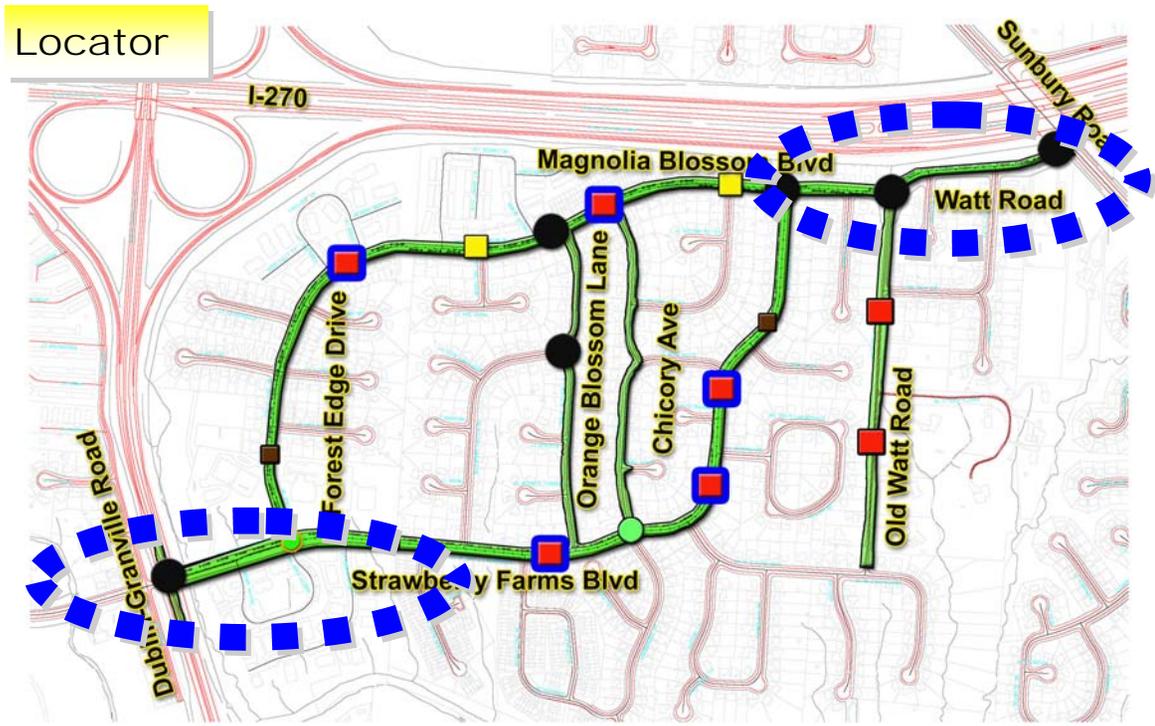
Short Term

- Re stripe to 10' lanes + bike lanes
- Pigment bike lanes to create visual narrowing
- Create crossing islands at key crossing locations. Use enhanced crosswalk markings and assure good lighting



Long Term

- Change to wide boulevards (medians) with aggressive traffic calming controls
- Create a signature street using unique landscaping features to identify these streets ((Watt and Strawberry Farms) as special places
- Create strong gateway entries, providing a sense of arrival on both Strawberry Farms and Watt.

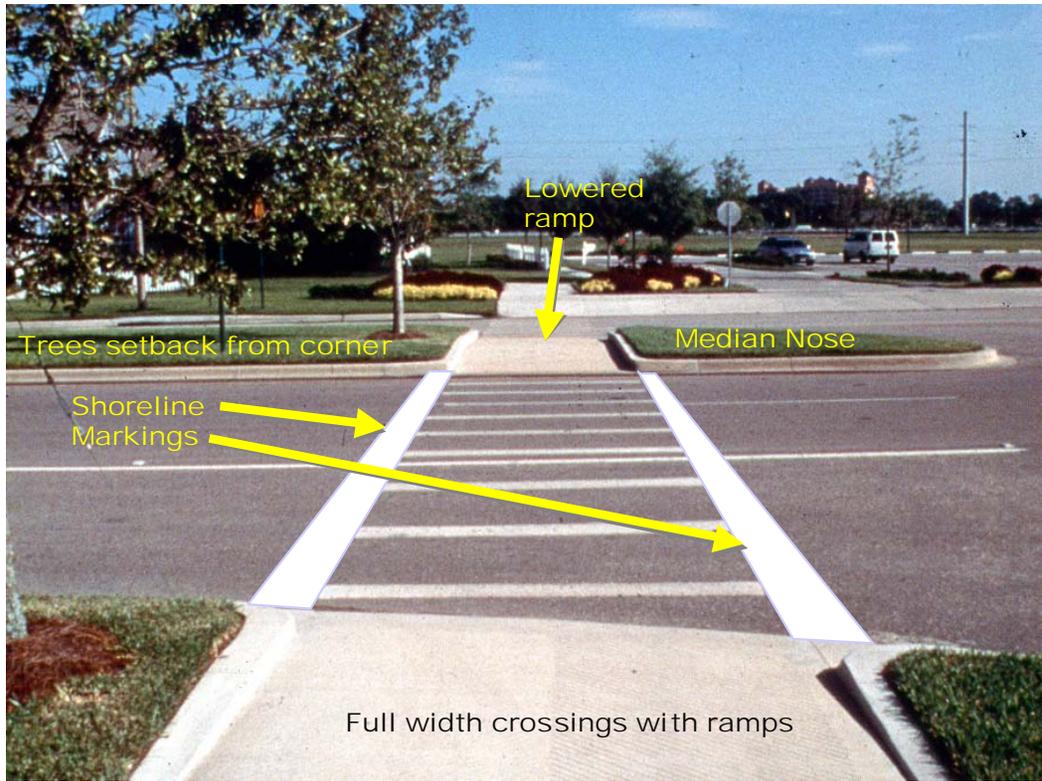


What Will Be Built, and When? This plan is conceptual. Not all treatments shown on this map will be built, nor in these exact locations. Many practical decisions will need to be made by neighbors, residents and City Staff working together. Perhaps one-half to two-thirds of treatments will be built. All work will be phased. All work requires incremental funding. The most affordable and essential features on this map should be built first. If a problem is well addressed with the PACE car program and the first 2-8 priority treatments, there is no need to build other elements.

The first priority for the Strawberry Farms neighborhood is to address both gateways. Both roadway entries are overly wide, inviting high speeds into the neighborhood. Although costs for treating these wide streets must be addressed, the extra width allows many choices in treatments. Some immediate changes can be made with lane lines. Any changes that are made should be measured, monitored and further refined.



Gateways – Top Priority



Dublin-Granville Intersection

Short Term

- Review ODOT construction plans and add median with median nose to east, west and south quadrants to slow entering speeds. Medians can be extended on Strawberry Farms Blvd.
- Add landscaping material to make entry more dense, broad, safe and effective as a gateway
- Create crossing islands and median noses as appropriate
- Narrow travel lanes on entry onto Strawberry Farms. Storage lanes can be ten feet wide. Travel lanes can neck down to 10 feet about 150 feet from the turning radius.
- Use 10” wide edge lines to narrow travel lanes. The newly created space can be used as buffer lanes to the street edge.

Long Term

- Evaluate medians for added vertical height (trees), especially on Strawberry Farm Boulevard.
- Fund an increase in width of medians, to at least 8 to 10 feet wide, and provide sidewalks.
- Create a signature street using unique landscaping features to identify this street as a special place
- Create a strong gateway entry from the north, providing a sense of arrival

Medians provide extra buffers, separation and control over turning speeds into the neighborhood. Use of appropriate width medians allows a pause point for pedestrians crossing the street. These provide extra margins of safety to all roadway users, including maintenance crews.

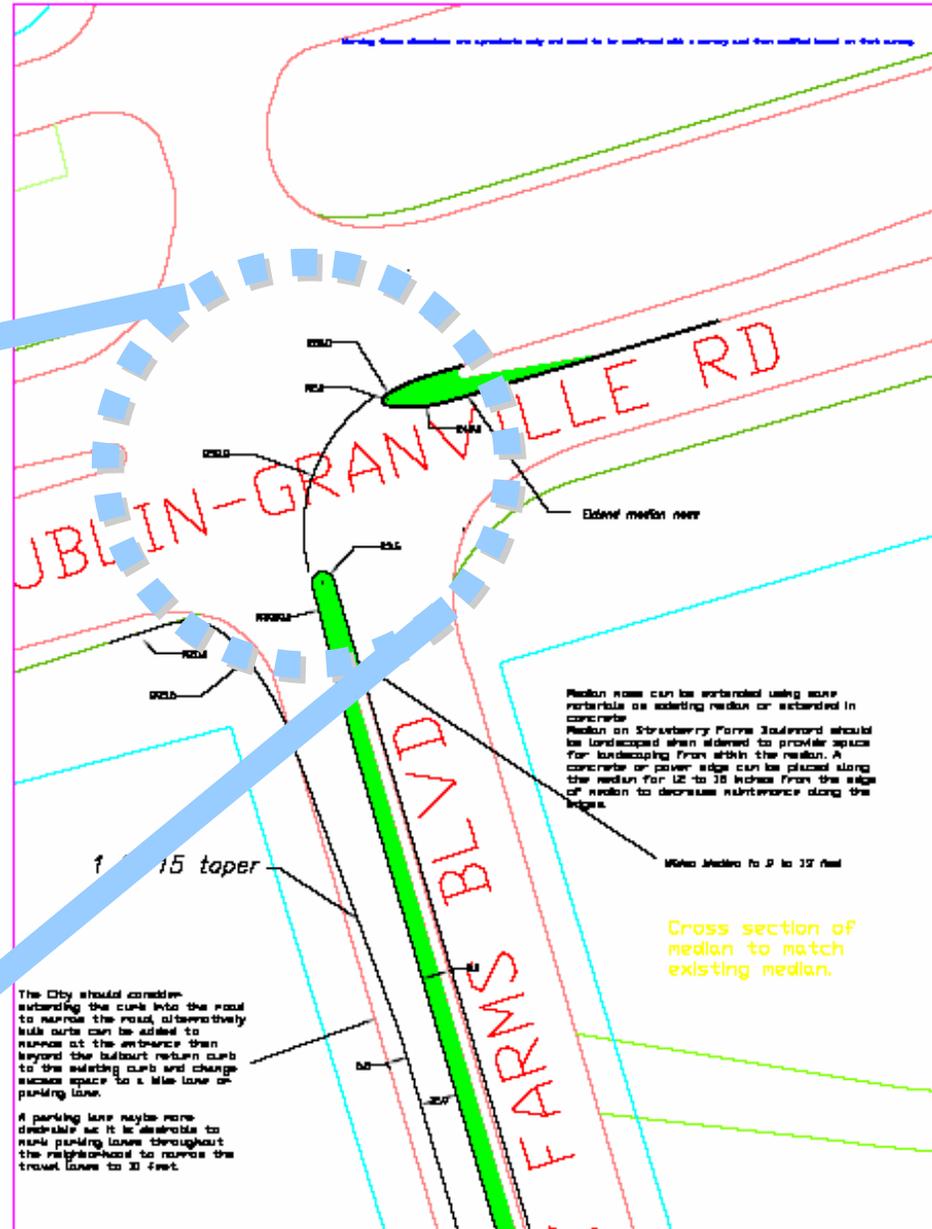
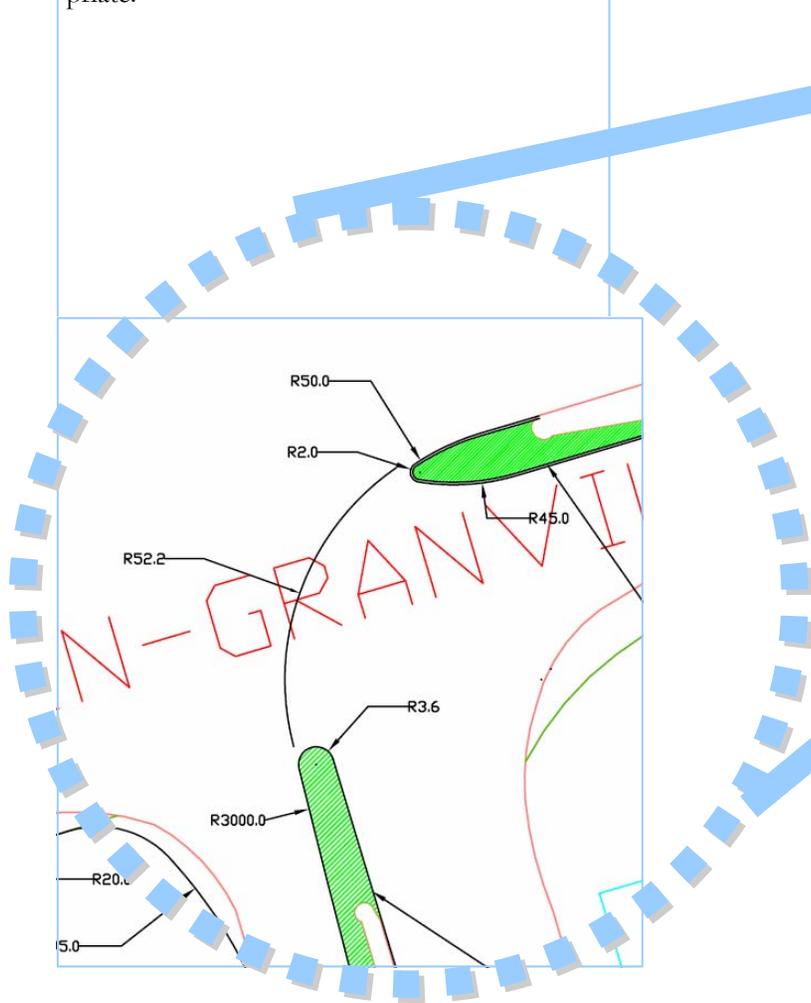
Photo, bottom left: Easton in Columbus, Ohio.



Gateways – Top Priority

Gateway visual elements will include a wider median (8– 12 feet) and throat entry that narrows to 10 foot lanes.

Excess roadway space can be devoted to bike lanes, bulbouts or on-street parking, if appropriate.



Gateways

Forest Edge Boulevard

Near Strawberry Farms Boulevard

Short Term

- Re stripe to 10 foot lanes + buffer lanes
- Pigment outer lanes to create visual narrowing
- Create high emphasis crosswalks and crossing islands at locations shown on map

Long Term

- Provide a median, with driveway cuts
- Provide sidewalks and planter strips
- Provide a strong vertical wall of trees, with large cluster toward, but not at the intersection. This visual tunnel effect can be both attractive, and reduce the tendency to speed in the area.
- If a roundabout is not added, add curb extensions and tighten the intersection to an appropriate compact form.
- Allow left turn access to all driveways. Consider short turn lane into church property.



Colorized edges help create buffers between moving lanes and either parking areas or bike lanes. This treatment is one of many ways to colorize and visually tighten a roadway. Areas where colorization can be most effective include gateway or other areas where roadway widths are greater than they need to be.

Bulbouts can be especially helpful in overly wide intersections, such as Forest Edge and Strawberry Farms. Important entry intersections can also be featured for landscaping material. Many communities find business, civic or other sponsors for these medians. Often the work to maintain the medians and planting gardens is contracted. All of these steps require extra work, but they can add value to neighborhoods.



Gateways

Alternative Gateway Entry At Strawberry Farms Boulevard and Forest Edge

Short Term

- Install buffer lanes to remove excess travel lane width and large opening. The current, wide entry width invites speed into the neighborhood
- Pigment these lanes to visually tighten the entry. Lane stripes should be 10 inches wide (based on maintenance equipment)
- Travel lanes can be reduced to 10 feet to heighten visual effects

Long Term

- Construct a roundabout for the Strawberry Farms and Forest Edge intersection.
- Provide missing sidewalks on all approaches. Sidewalks should be 5-8 feet wide, made of durable (concrete preferred) material.
- Add a triple canopy of trees. This planting includes trees on both edges and trees in medians.
- Provide significant color using ground cover, especially on the noses of entryways, where a showcase of color is most dramatic. See previous page for examples.
- Roundabout to be designed for 15-20 mph

Roundabout Cost:

Cost Range: \$120-260,000. Costs can vary according to complications with drainage, quality of features such as curb extensions, landscaping, choice of materials. The treatment to the right, in Sacramento, California cost \$220,000.



Above: Example roundabout placement. Roundabouts have multiple advantages including: slowing entry speed into neighborhoods to 15-20 mph, reduced crossing distances and speeds benefiting pedestrians and motorists, reduced delay, effective gateway treatments.



Chokers and Crossing Islands

Which Tool Do We Use?

The final selection of each traffic calming tool (chokers, crossing island, tree wells, angled slow point) must be made through collaboration between neighborhood leaders, City staff, engineers and neighborhood residents. Factors include cost, right-of-way, drive locations, etc.

Drawings provided in this plan illustrate example locations and features. These illustrations provide an idea of how much parking will be impacted by placing appropriate length bulbouts and medians. On some blocks the small loss of parking will not be significant. On a few blocks the loss of a single parking space may be significant.

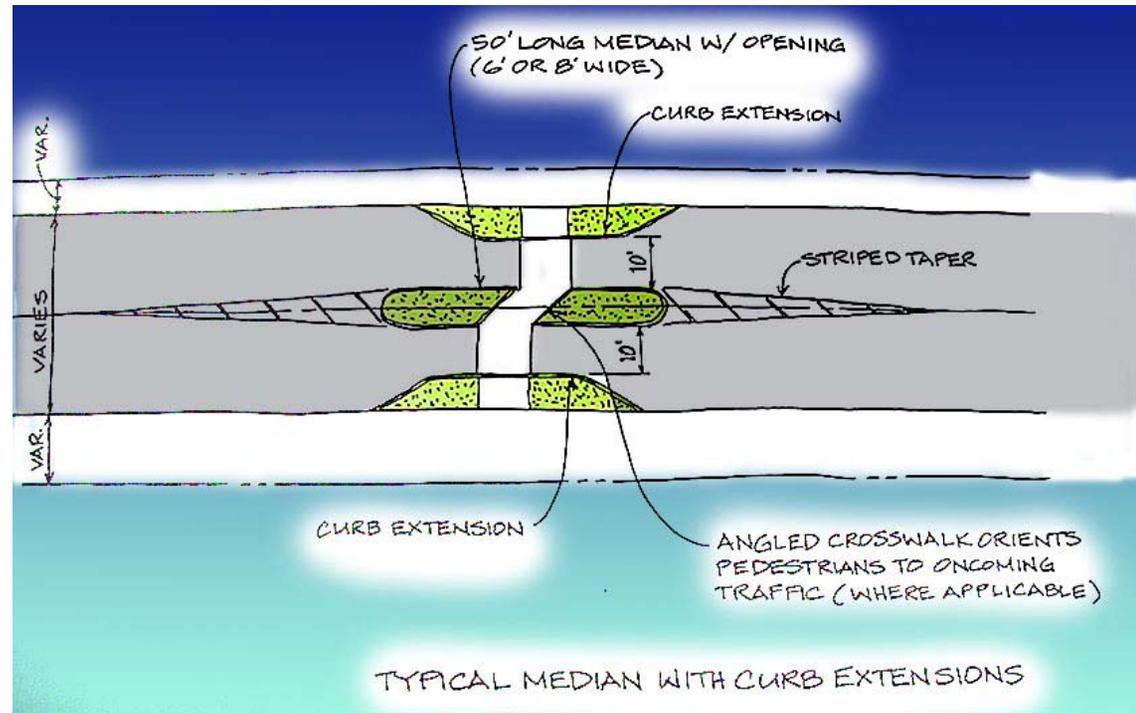
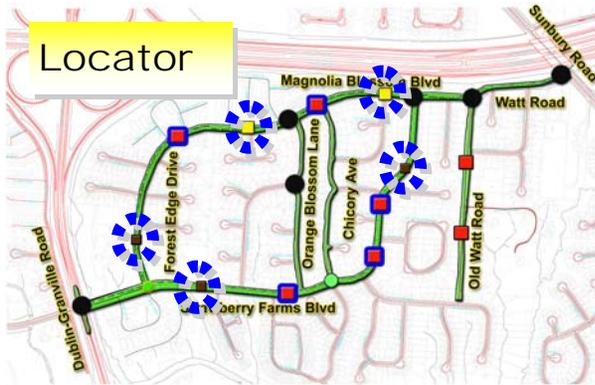
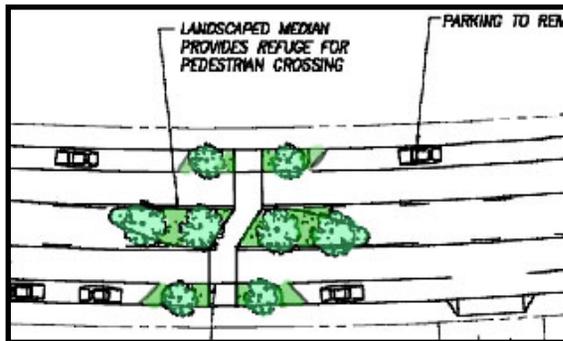


Photo : Example choker at a school crossing. This crossing includes two curb extensions and a crossing island. The crossing island should be a minimum of six feet wide in order to allow pedestrians to pause and recheck for traffic at the midway point. Well designed chokers hold average motorist speeds to 15-25 mph. Landscaping is essential for detection of islands, visual effects, and neighborhood acceptance. Chokers also have greater effect over longer distances when landscaping can be seen from a distance.



Median Islands and Median Curves

Median Islands

Median islands are recommended in a number of locations to help slow entering traffic into key areas of neighborhoods. Median islands are potential solutions in all locations on the map. In some cases medians can be well landscaped. In a few they will need to be kept low to allow oversized vehicles to mount them. Only field testing will determine which type/style of median will work in tight locations.

Steps for Implementation:

- Test location and sizing of median islands shown in the adjacent map with a weekend/evening block party.
- Decide which locations and types of islands will work with driveways, trucks, buses and other operational and access needs. Then design and build a variety of islands with the first round of funding.
- Based on early success and ongoing community interest and need, continue to construct sets of median islands for overall effects.



Median Islands

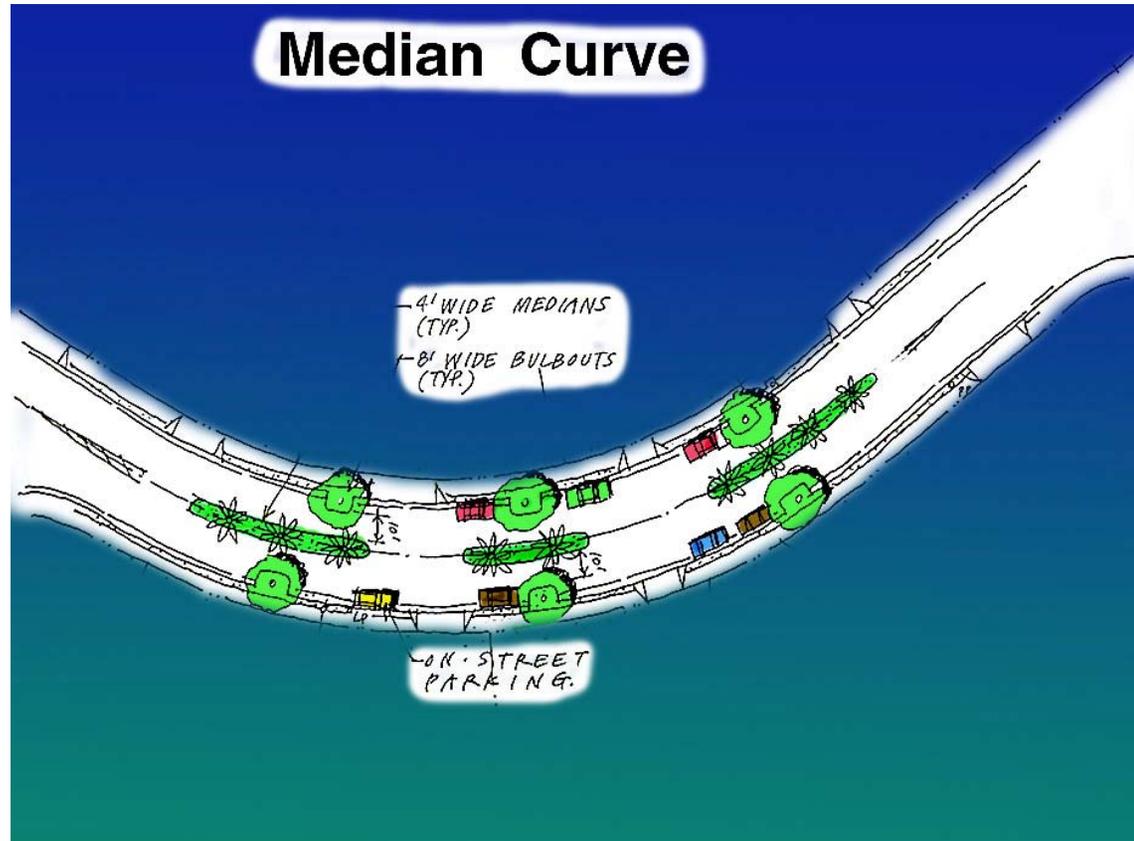


Median Islands with Tree Wells on Curves

Medians with Tree Wells

In order to eliminate motorists passing prudent drivers and their ability of motorists to “slingshot” their speeds through curves, a series of well positioned medians or medians with tree wells on curves shall be considered.

Michael Wallwork, P.E. worked especially hard to find locations where these treatments may work. In the end he chose a variety of tools, but leaves it up to the neighborhood and field testing for final placements. Traffic calming tools and placement has different impacts on driveways, parking, and large vehicles. These impacts can only be worked out by local neighbors and property owners, with City staff support. Area neighbors best know how serious speeding problems are by them, and how much they would welcome a particular treatment on their block.



Tree Wells



Median and Median Curves

Watt Road and Magnolia Blossom

This intersection is an essential control point for speed, turns and visual enhancements. The City, neighbors and block residents should carefully work out designs for this location adding aesthetic appeal to the neighborhood. Lanes should be constrained on approach and departure to the intersection. Sight distances should be improved with curb extensions. An appropriate speed through this area is 20 mph, and 10-12 mph through any turns.

Residents have had more than their fair share of drivers losing control and coming into their properties. Due to high speeds here, the resident on the right side of this photo finds it unsafe to park his car in his driveway and has found an auxiliary place to park where he can safely enter the roadway. Notice tire marks on the curb extension (lower center photo). These marks are referred to as “teaching points.” To prevent oversize trucks from damaging such corners, consider adding extra depth/strength to corner sections. Radii are to be designed to allow skilled truck drivers turning at safe, not excessive, speeds.



Lower price, higher Maintenance

Higher price, lower maintenance



Speed Tables

Tool Restrictions / Details

Vertical deflection tools are used as last resort in neighborhoods. These tools include speed humps, speed tables (flat on top) and raised intersections. As a general rule speed humps are the least preferred, tables are the most common, and intersections are more sparsely used, due to their higher cost.

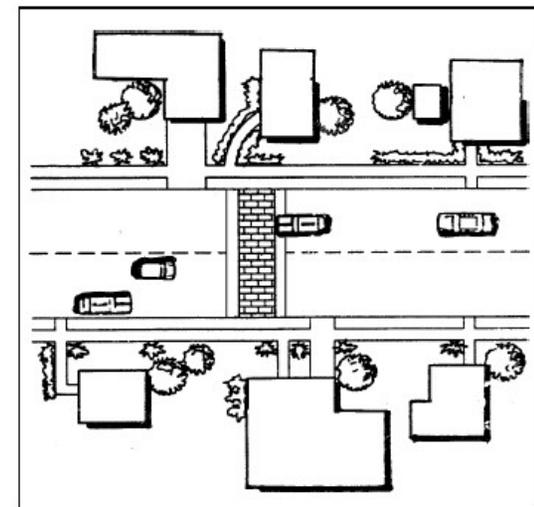
Speed humps have many negative impacts, including increase in emergency response times, increased noise, and inability to slow large SUV's. Meanwhile, flat top speed tables are more effective, slowing all vehicles, providing effective controls, and allowing more design flexibility.

Speed tables often fit where few other tools can be used. They are often used, as on Watt Road, where streets are narrow, lack curbing, and are rural in character. For these reasons speed tables are recommended for this limited application in the Strawberry Farms Neighborhood.

Below: Two well designed speed tables. The one on the left prevents motorists from attempting to go around the device. This device keeps construction costs affordable by not interrupting drainage. The device on the right uses Seminole markings, which create further visual calming effects. A rumble effect is created on outer edges to keep motorists from going around. Both are in Honolulu, Hawaii.



Speed Tables



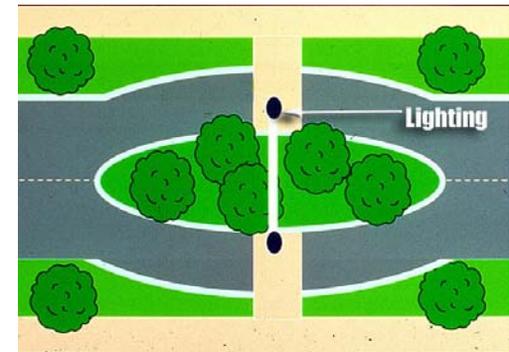
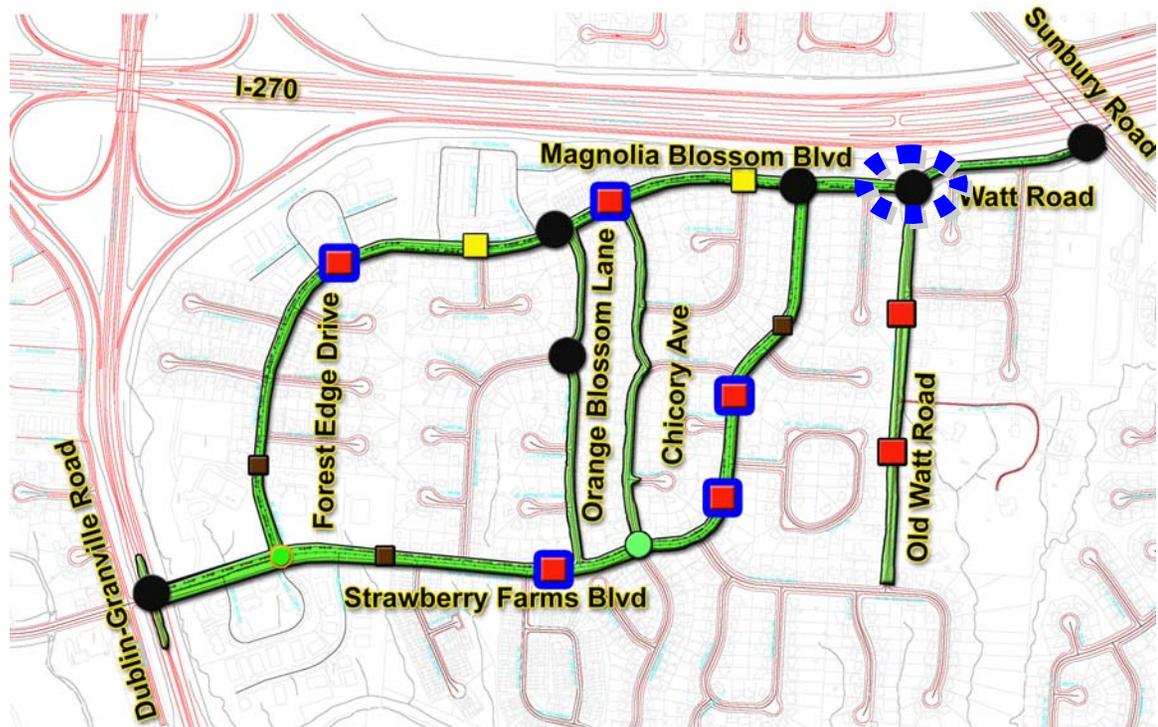
Short Medians

Short Medians / Details

A short median is recommended as a gateway treatment onto Watt Road from Sunbury. This feature can easily fit into the right-of-way and assure that all motorists slow to appropriate speeds. Properly designed, the feature also gives the appearance that the street ends at that location. Visually, cut-thru traffic now feels like an intruder into somebody else's place.

This treatment will be one of the easiest and more affordable traffic calming features for its size. The exact location of the feature can be determined through coordination with the neighborhood and City, preferably 250-350 feet back from the intersection on Sunbury Road.

If the treatment were closer to the intersection, it could complicate the signal. If it is positioned too far into the neighborhood, it allows high speeds and comes too close to the intersection with Magnolia Blossom.



Summary and Next Steps

Summary

The primary objectives of this process were to: 1) identify issues and concerns, 2) determine workable solutions, and 3) most importantly, help residents and board members develop ownership and commitment to solving problems that affect their safety, property values and quality of life. This effort is a citizen's hands-on program, working with government staff. Citizen input is essential for success.

Strawberry Farms Neighborhood residents on the final workshop day agreed on a prioritized list of the most important issues that they wanted to see addressed in their neighborhood. This list included gateway area speed reductions, reduced motorist crossing over roadway centerlines, reduced cut-thru traffic.



Next Steps

The process used has led to consensus building, workable solutions, and effective partnership between the City and the Strawberry Farms Civic Association. This partnership should ensure that issues are properly addressed, costs are minimized, and results will provide maximum benefit. The following steps are recommended and are vital to success.

- Strawberry Farms Civic Association will be a partner with the City of Columbus in carrying out all phases of this program. The City should provide updates on implementation of the plan. The Association should have an opportunity to review any proposed changes to the plan.
- At the Association's request, a weekend event can be planned with neighborhood leaders and city staff to position traffic cones and test various tools in approved locations to see what adjustments may be needed to meet approval of adjacent property owners. Large vehicles should be on hand to test these temporary trial treatments. Details are provided in the opening section of this report.
- Neighbors taking part in the plan development must take it upon themselves to share copies of this report, as well as other literature, with their neighbors (door to door), gaining added insight, awareness and support.
- Other effective means of building consensus might be to conduct Traffic Calming Open Houses at area residences, to hold block parties or other events.
- To see significant and visible changes immediately, residents should launch a PACE Car program, to gain traffic calming effects and discourage cut-thru traffic (see front section of this report).
- Once a construction budget is allocated, final engineering designs and construction of improvements will be scheduled. These plans should be discussed at civic association meetings.

For further information, and copies of this report please contact:

<http://pubserv.ci.columbus.oh.us/transportation/SFTraffic.htm> (Neighborhood Liaison Area 10—Jim Graham, cjgraham@columbus.gov, 645-5652)

