

# State Route 161 Shared Use-Path



THE CITY OF  
**COLUMBUS**  
MICHAEL B. COLEMAN, MAYOR

DEPARTMENT OF  
PUBLIC SERVICE

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# Welcome

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**Marie Keister, AICP**

Facilitator and Public Involvement Lead

Engage Public Affairs, LLC /Korda Team

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# Meeting Purpose and Agenda

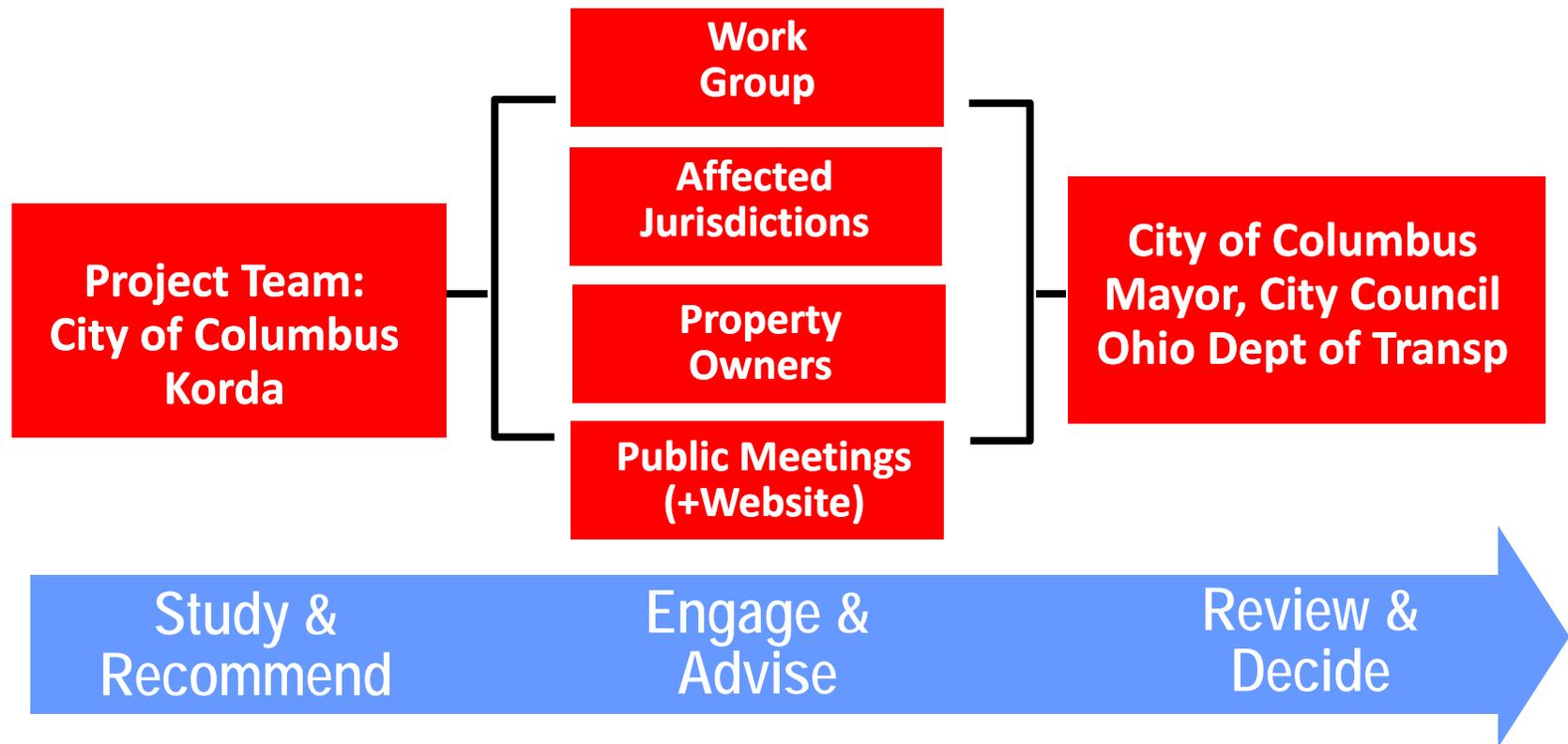
1. Review the project purpose, vision and context
2. Answer questions raised at the Oct. 4, 2012 Work Group meeting
3. Share additional technical analysis and the outcome of coordination efforts
4. Review the strengths and weaknesses of the north and south routes
5. Outline steps moving forward

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# Roles

- 
- Facilitator role
    - Make sure we hear what you have to say
    - Keep discussion on track
  - Your role (Work Group)
    - Represent diverse interests
    - Advisory input on issues, trade-offs
    - Communication
  - City of Columbus role
    - Plan, design and build a safe shared-use path

# Decision-Making Roles And Process



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# Discussion Ground Rules

- 
- Cell phones on mute or vibrate
  - All Work Group members will be heard
  - It's okay to disagree, but not to be disagreeable
  - Respect everyone's opinions
  - Respect everyone's time

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# Introductions

- 
- Your name
  - Your interest
    - Resident?
    - Business?
    - Pedestrian or bicyclist?
    - Affected municipality or public agency?
    - Other?

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# Vision and Context

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**Nick Popa, P.E.**

Division of Planning & Operations

Department of Public Service

City of Columbus

# Bicentennial Bikeways Plan

- Provides a long term vision for the development of a citywide bicycle network consisting of off street trails and on street bike facilities complemented by education, encouragement, and enforcement programs
- Promotes active, safe and healthy transportation choices
- Makes Columbus a more attractive and bikeable city for residents and visitors



# Project and Work Group Focus

- Proposed design and location for a new shared-use path on State Rt. 161 from Linworth to Sawmill Roads (2.2 miles)



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# Your Questions

## **Marie Keister, AICP**

Facilitator and Public Involvement Lead  
Engage Public Affairs, LLC/Korda Team

## **John Panovsky, P.E.**

Principal-in-Charge  
Korda Engineering

# Why State Route 161?

- Dangerous for bicyclists and pedestrians
- Opportunity to connect residents with popular destinations
- Major east-west bike connector
- Top 12 priority in Bikeways Plan, based on analysis and public input



**State Rt. 161 today**

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# Why Not Locations Nearby?

- 
- The scope of this project is focused solely on SR 161 between Linworth and Sawmill
  - Other geographic areas can be addressed through other planning and design efforts
    - We are listening to your suggestions, 311 requests and input received at various meetings
    - Bicentennial Bikeways Plan to be updated soon; schedule not yet confirmed

# Why a Shared Use Path?

- Fills a gap between two shared-use paths (Worthington and Dublin)
- Serves pedestrians as well as bicyclists
- Attracts families and encourages healthy, active living



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# Who Will Maintain the Path?

- 
- The City of Columbus will maintain the path
    - This requires a clarification in City policy, which currently requires residents to maintain sidewalks on their property (City Code 905.11)
    - Columbus is in the process of changing this; updated policy anticipated by construction
    - Columbus will also maintain the path through Perry Township; agreements will be prepared between the two entities
    - Maintenance includes physical path maintenance, snow removal and mowing the green strip between the path and the roadway

# Is it Safe for a Path to Cross Driveways and Streets?

- It's been done successfully in Columbus and throughout the country
- In some cases, some additional signage will be provided to alert motorists and cyclists to be alert for each other
- We also anticipate distributing educational material prior to the path's opening

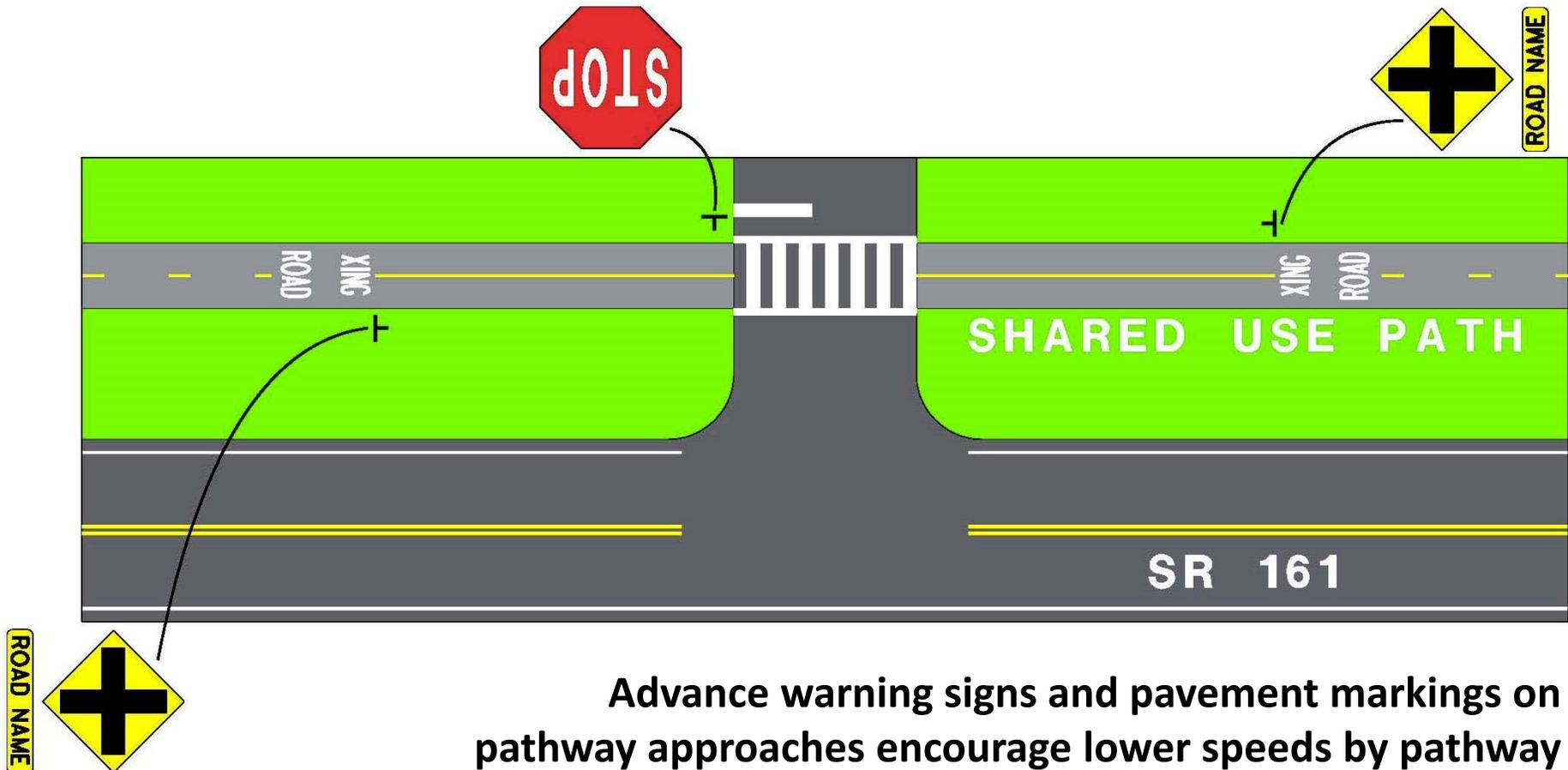


**Henderson Rd. at Reed**



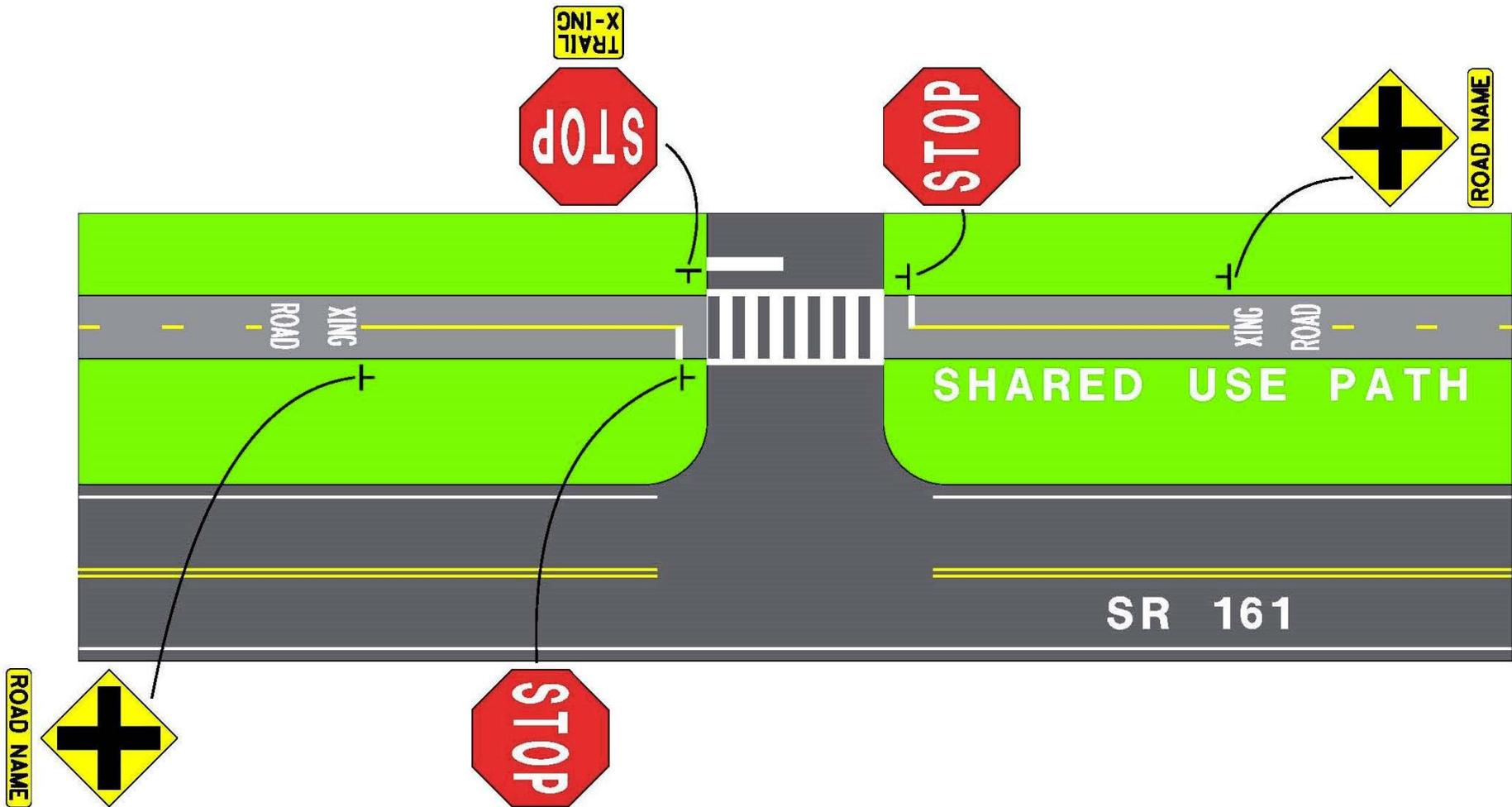
**Dublin Rd. at W. Fifth Ave.**

# Intersection Safety: Crossing Major Side Streets



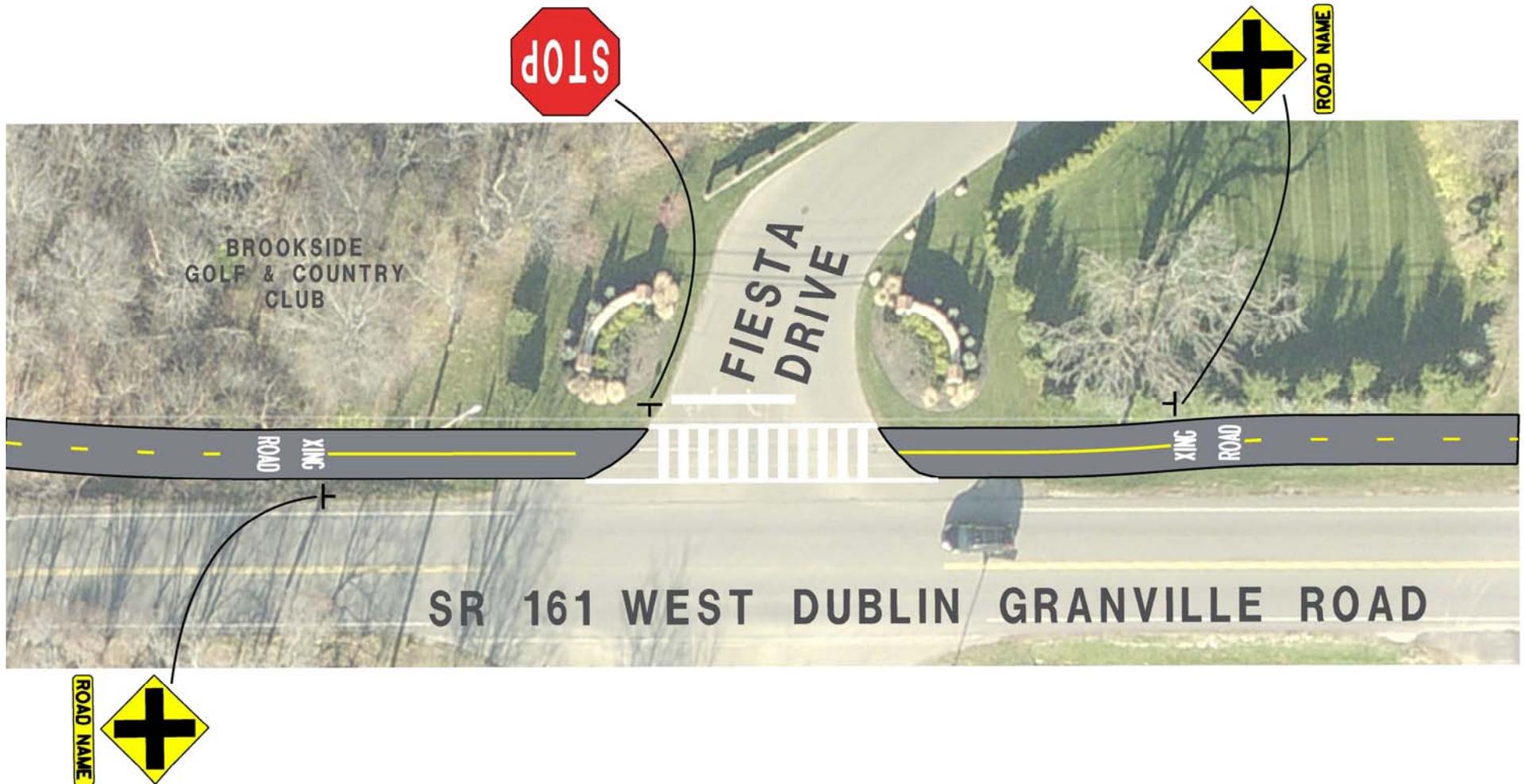
Advance warning signs and pavement markings on pathway approaches encourage lower speeds by pathway users. Concept shown here reflects AASHTO signage guidelines.

# Intersection Safety: Crossing Major Side Streets



Concept shown here exceeds AASHTO signage guidelines.

# Intersection Safety: Crossing Major Side Streets



Concept shown here reflects AASHTO signage guidelines.

# Intersection Safety: Crossing Major Side Streets



Concept shown here exceeds AASHTO signage guidelines.

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# Could the Path be on Both Sides, or a Combination?

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- Funding only allows for a path on one side of SR 161
- The team looked at combining a north and south option, but found that the additional crossings would increase safety concerns and drive up costs considerably. (More on this later.)

# How Will Existing Trees and Landscaping be Affected?

- The path will be designed to keep as many of the existing trees and landscaping as practicable
- Property owners with landscaping and trees outside existing SR 161 right-of-way affected by construction will be compensated during the acquisition process



*Before*



*After*

**Alum Creek trail, east of Sunbury Rd.  
south of Mock Rd.**

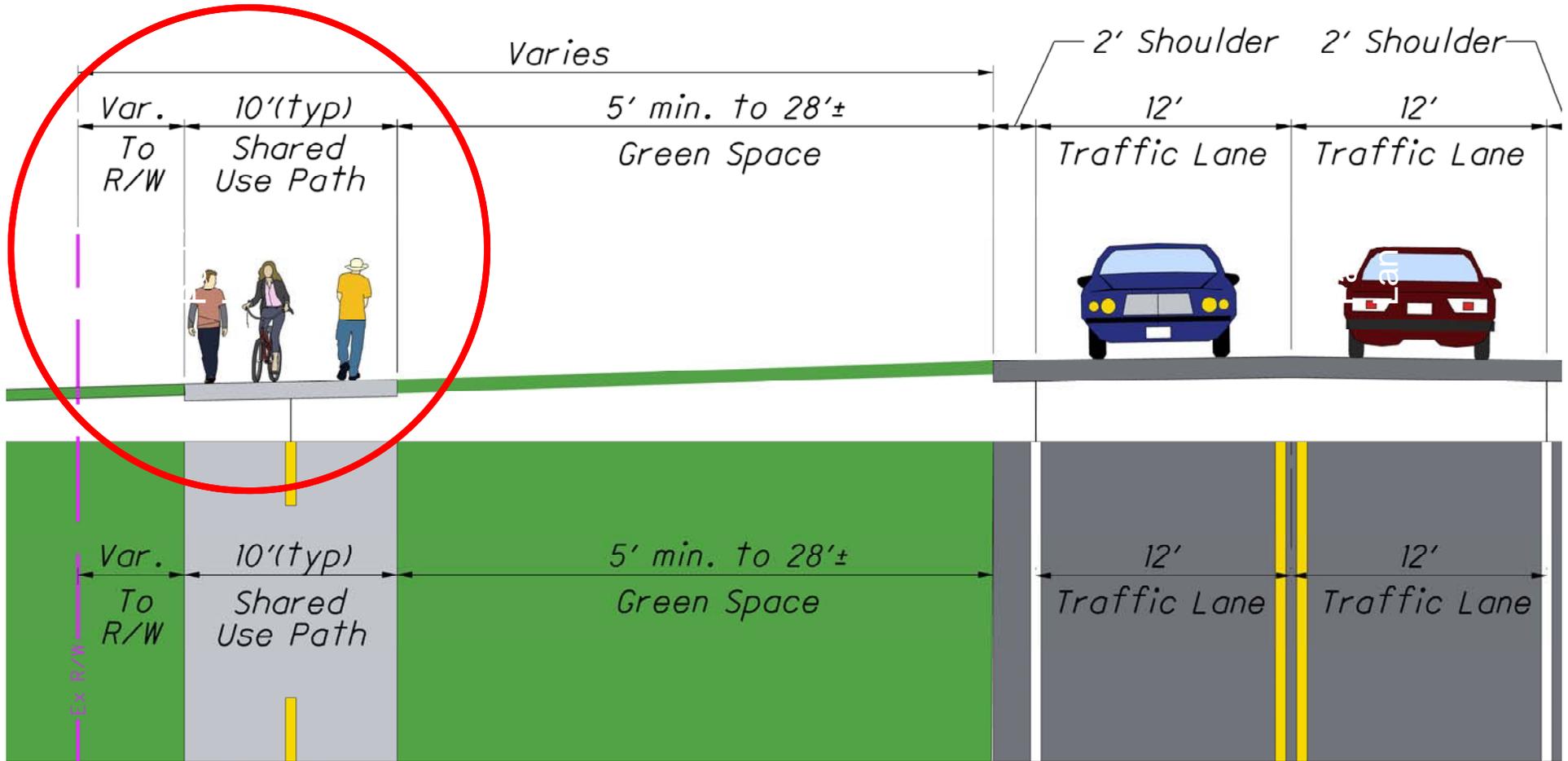
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# What Happens if You Need Some of My Property?

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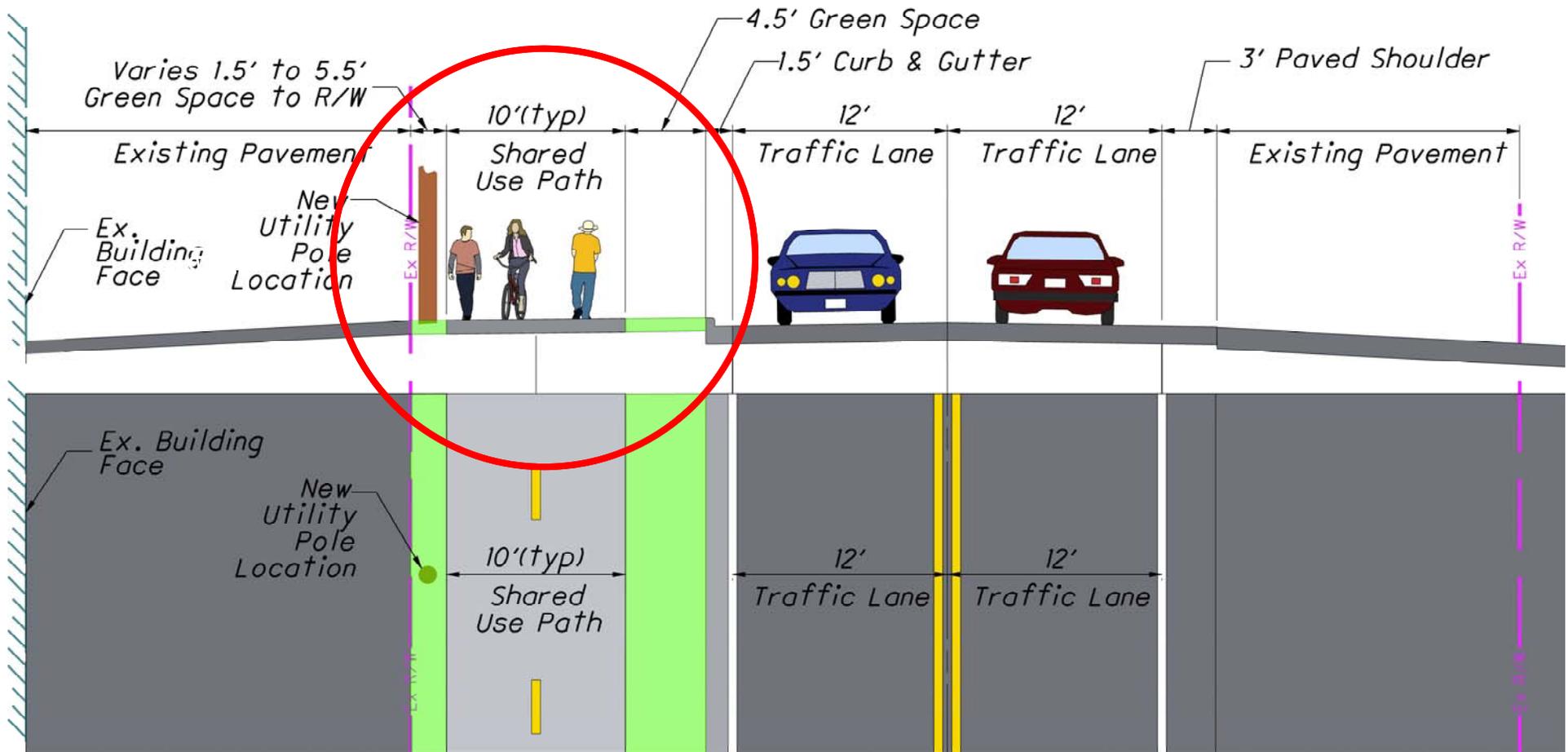
- Each acquisition is negotiated with each individual owner, following federal guidelines

# Proposed Path in Most Areas



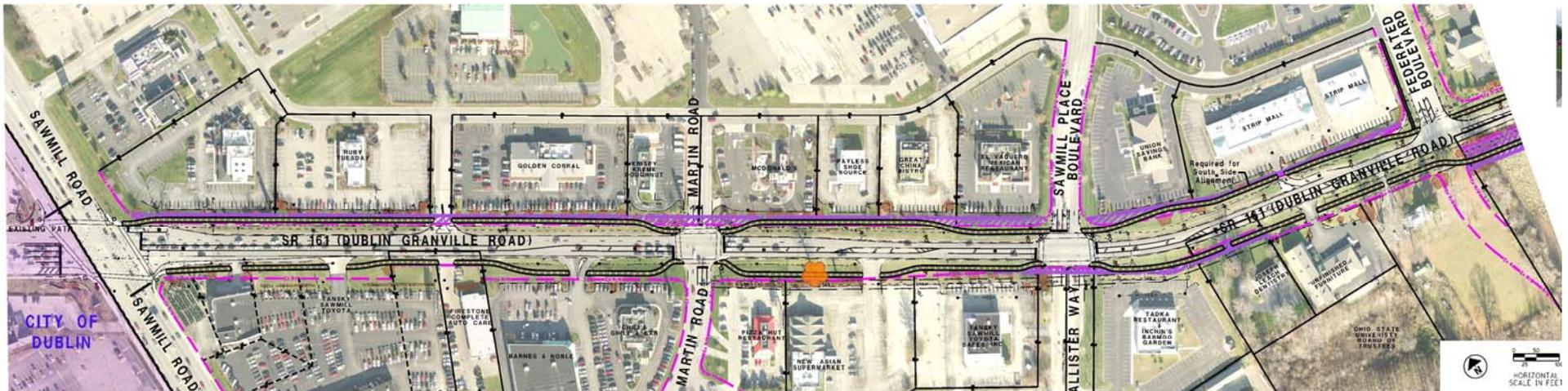
**Separation from the roadway creates a safer,  
more pleasurable ride and walk**

# Proposed Path in Linworth Area

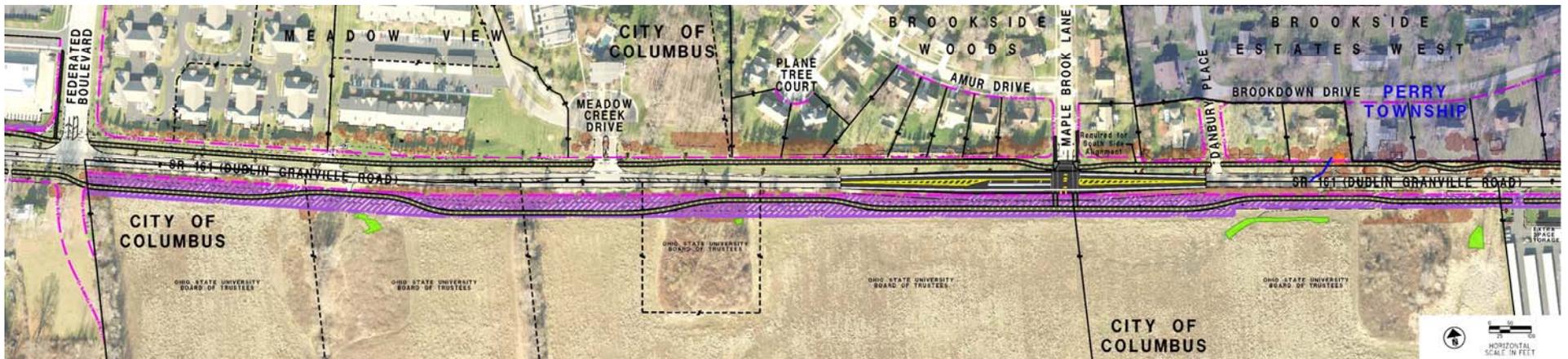


**Less separation between path and road where  
45 mph speed limit drops to 35 mph.**

# Path from Sawmill to Federated Blvd.



# Path from Federated to Brookdown Drive



# South Path Requires Turn Lanes & Signals at Maple Brook

**SR 161 SHARED USE PATH**



**Maple Brook Lane**



# Path from Brookdown to McVey Blvd.



# South Path Requires Turn Lanes and Signals at McVey

**SR 161 SHARED USE PATH**

 **Mcvey Boulevard**



# Path from McVey to Linworth Road



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# What are Plans for the SR 161-Linworth Intersection?

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- ODOT completed a preliminary study at the intersection, but has no plans to upgrade the intersection at this time
- The SR 161 project will improve pedestrian/bicycle crossing with:
  - Crosswalk improvements
  - Wheelchair ramps and push buttons
  - Pedestrian signal timing improvements
  - Signal pole relocation to provide proper clearances

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# Priority Considerations

- 
- Safety
  - Location of most users
  - Location of destinations (local and otherwise)

# Overview of Findings

## (Subject to Environmental Review)

### SR 161 SHARED USE PATH



### Design Evaluation Matrix

CATEGORY	PROJECT GOALS/CONSTRAINTS					PROJECT GOALS/CONSTRAINTS					PROJECT GOALS/CONSTRAINTS				OVERALL SCORE
	VALUE (1-10 = column width)	SAFETY				6	COMMUNITY CONNECTIVITY		RIGHT OF WAY			OTHER			
		10	5	3	2		9	2	2	2	2	2	4		
ISSUE	SR 161 Crossings	Sidestreet and Heavy Commercial Drive Crossings	Light Commercial Drive Crossings	Residential Driveways	Impacts to SR 161 Motorists	Connectivity Adjacent Users (Approximate Population)	Estimated Acquisition Costs	Number of Property Owners Affected	Estimated Acreage	Environmental	Utility	Estimated Construction Cost			
ALTERNATIVE															
NORTH SIDE TO SOUTH SIDE	2 All through users of path must cross SR 161 at one location, and users accessing the path from adjacent areas north of SR161 must cross SR161 at another location.	14	15	0	Requires 2 additional traffic signals.	12,500 - 2 signalized intersections	\$963k	20	3.7	Minimal	Moderate	\$3,158,000	34		
NORTH SIDE ONLY	0	17	16	5	No new signals or crossings.	13,500 - No signalized intersection	\$827k	22	1.8	Moderate	Moderate	\$2,653,000	69		
SOUTH SIDE ONLY	2 All users accessing the path from adjacent areas north of SR161 must cross SR161 for access.	13	18	1	Requires 2 additional traffic signals.	700 - At an existing signalized intersection	\$785k	15	5.7	Least	Moderate	\$3,308,000	24		

Legend - Results as compared to each other.

	Favorable (+2 points)
	Neutral (+1 point)
	Unfavorable (+0 points)

**Neutral (+1 points)**  
**Unfavorable (0 points)**

# Overview of Findings: Safety

## (Subject to Environmental Review)

	PROJECT GOALS/CONSTRAINTS		PROJECT GOALS/CONSTRAINTS		
CATEGORY	SAFETY				
VALUE (1-10 = column width)	10	5	3	2	6
ISSUE	SR 161 Crossings	Sidestreet and Heavy Commercial Drive Crossings	Light Commercial Drive Crossings	Residential Driveways	Impacts to SR 161 Motorists
ALTERNATIVE					
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# Overview of Findings

## (Subject to Environmental Review)

CATEGORY	PROJECT GOALS/CONSTRAINTS							OVERALL SCORE
	COMMUNITY CONNECTIVITY	RIGHT OF WAY			OTHER			
	VALUE (1-10 = column width)	2	2	2	2	2	4	
ISSUE	Connectivity Adjacent Users (Approximate Population)	Estimated Acquisition Costs	Number of Property Owners Affected	Estimated Acreage	Environ- mental	Utility	Estimated Construction Cost	
ALTERNATIVE								
NORTH SIDE TO SOUTH SIDE	12,500 Two signalized intersections	\$963k	20	3.7	Minimal	Moderate	\$3,158,000	34
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SOUTH SIDE ONLY	700 At existing signalized intersections	\$785k	15	5.7	Least	Moderate	\$3,308,000	24

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# Next Steps

- 
- March -- Post meeting summary online
  - Spring, 2013 – Move into final design and any outstanding environmental studies
  - Fall, 2013 -- Submit environmental document to ODOT for review and approval
  - 2014 – Produce final design documents
  - 2014 - 2015 – Right of way/easement acquisition
  - 2016 – Construction

*All materials will be placed online at [sharetheroad.columbus.gov](http://sharetheroad.columbus.gov)*

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# Your Questions and Comments

THE CITY OF  
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MICHAEL B. COLEMAN, MAYOR

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# Thank You!

THE CITY OF  
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*[sharetheroad.columbus.gov](https://sharetheroad.columbus.gov)*