State Route 161
Shared Use-Path
Welcome

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

Project Team: City of Columbus Korda

- Work Group
- Affected Jurisdictions
- Property Owners
- Public Meetings (+Website)

City of Columbus Mayor, City Council Ohio Dept of Transp

Study & Recommend
Engage & Advise
Review & Decide
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
Introductions

• Your name
• Your interest
  – Resident?
  – Business?
  – Pedestrian or bicyclist?
  – Affected municipality or public agency?
  – Other?
Vision and Context

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)
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
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
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.
Concept shown here exceeds AASHTO signage guidelines.
Could the Path be on Both Sides, or a Combination?

- 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.
What Happens if You Need Some of My Property?

- 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
Path from Brookdown to McVey Blvd.
South Path Requires Turn Lanes and Signals at McVey

SR 161 Shared Use Path

McVey Boulevard

The City of Columbus
Michael B. Coleman, Mayor
Path from McVey to Linworth Road
What are Plans for the SR 161-Linworth Intersection?

• 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
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

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>PROJECT GOALS/CONSTRAINTS</th>
<th>SAFETY</th>
<th>PROJECT GOALS/CONSTRAINTS</th>
<th>COMMUNITY CONNECTIVITY</th>
<th>RIGHT OF WAY</th>
<th>OTHER</th>
<th>OVERALL SCORE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CATEGORY</td>
<td>VALUE</td>
<td>SR 161 Crossings</td>
<td>Sidewalk and Heavy Commercial Diver Crossings</td>
<td>Light Commercial Diver Crossings</td>
<td>Residential Interchanges</td>
<td>Impacts to SR 161 Material</td>
</tr>
<tr>
<td>ALTERNATIVE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTH SIDE TO SOUTH SIDE</td>
<td>All through users of path must cross SR 161 at one location, and users accessing the path from adjacent areas north of SR 161 must cross SR 161 at another location.</td>
<td>2</td>
<td>14</td>
<td>15</td>
<td>0</td>
<td>Requires 2 additional traffic signals.</td>
<td>12,500</td>
</tr>
<tr>
<td>NORTH SIDE ONLY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SOUTH SIDE ONLY</td>
<td>All users crossing the path from adjacent areas north of SR 161 must cross SR 161 for access.</td>
<td>2</td>
<td>13</td>
<td>18</td>
<td>1</td>
<td>Requires 2 additional traffic signals.</td>
<td>100</td>
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</tbody>
</table>

**Legend** - Results are 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)

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>SR 161 Crossings</th>
<th>Sidestreet and Heavy Commercial Drive Crossings</th>
<th>Light Commercial Drive Crossings</th>
<th>Residential Driveways</th>
<th>Impacts to SR 161 Motorists</th>
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</thead>
<tbody>
<tr>
<td>NORTH SIDE TO SOUTH SIDE</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td>Requires 2 additional traffic signals.</td>
</tr>
<tr>
<td>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</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTH SIDE ONLY</td>
<td></td>
<td>14</td>
<td>15</td>
<td>0</td>
<td>No new signals or crossings.</td>
</tr>
<tr>
<td>SOUTH SIDE ONLY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Requires 2 additional traffic signals.</td>
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**PROJECT GOALS/CONSTRAINTS**

- CATEGORY
- VALUE (1-10 = column width)

**SAFETY**

- 10
- 5
- 3
- 2
- 6

**PROJECT GOALS/CONSTRAINTS**
## Overview of Findings
(Subject to Environmental Review)

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<th>COMMUNITY CONNECTIVITY</th>
<th>PROJECT GOALS/CONSTRAINTS</th>
<th>OTHER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>RIGHT OF WAY</td>
<td></td>
</tr>
<tr>
<td>VALUE (1-10 = column width)</td>
<td>9</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>ISSUE</td>
<td>Connectivity</td>
<td>Estimated Acquisition Costs</td>
<td>Number of Property Owners Affected</td>
</tr>
<tr>
<td>ALTERNATIVE</td>
<td>Adjacent Users</td>
<td>(Approximate Population)</td>
<td></td>
</tr>
<tr>
<td>NORTH SIDE TO SOUTH SIDE</td>
<td>12,500</td>
<td>$963k</td>
<td>20</td>
</tr>
<tr>
<td>NORTH SIDE ONLY</td>
<td>13,500</td>
<td>$827k</td>
<td>22</td>
</tr>
<tr>
<td>SOUTH SIDE ONLY</td>
<td>700</td>
<td>$785k</td>
<td>15</td>
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</table>
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
Thank You!

sharetheroad.columbus.gov