

Bicentennial Bikeways Program Sullivant Avenue Connector

Overview

- Bicentennial Bikeways Plan
- Benefits of Complete Streets approach
- Sullivant Avenue-area recommendations



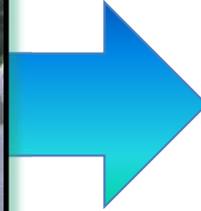
Bicentennial Bikeways Plan: Making Columbus Safer and More Active

- Adopted 2008
- Extensive community input
- Goals:
 - Citywide bicycle network
 - Transportation choices
 - Active, healthy transportation
 - Make it easy for citizens to ride bicycles to parks, neighborhood gathering places, businesses



Reducing Cars-Only Focus

- Previous emphasis was on capacity and safely moving vehicles
- Now focused on safely accommodating **all** users



Accomplished So Far

- **Engineering**

- 60 miles shared-use paths
- 48 miles on-street bikeways
- 710 sharrow pavement markings
- 368 bike racks
- 127 Share the Road signs
- 10 bike parking shelters



Accomplished So Far

- **Enforcement**
 - Code changes
 - Police on bikes
- **Encouragement**
 - Bike events
 - Share the Road Organizing Committee



Accomplished So Far

- Education

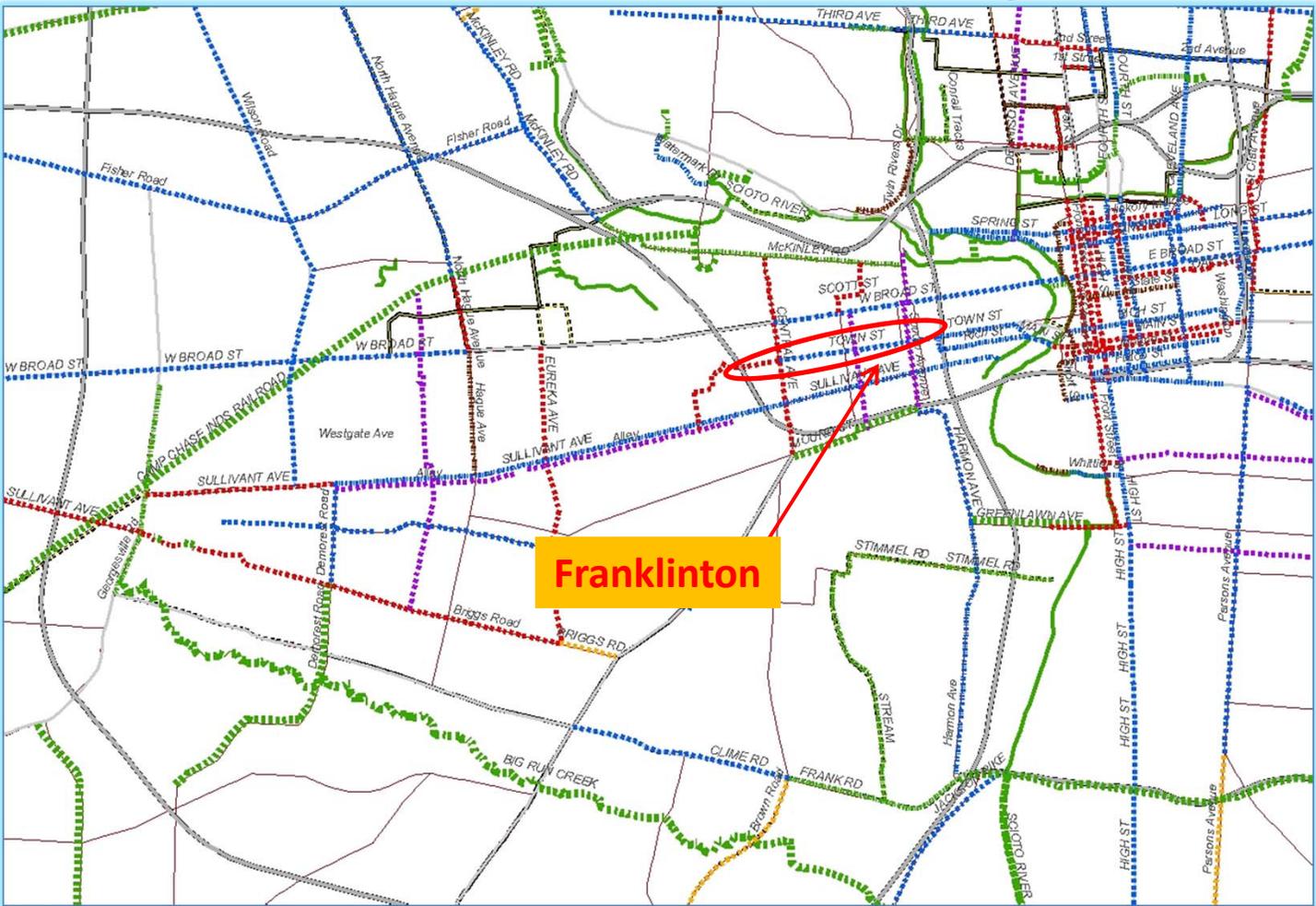


Bicycling Market Share

CITY	% IN 2000	% IN 2009	% INCREASE
Portland	1.8%	5.8%	222
Minneapolis	1.9%	3%	58%
Chicago	0.5%	1.1%	120%
Columbus	0.3%	0.7%	133%
Cincinnati	0.2%	0.6%	200%
Cleveland	0.2%	0.4%	100%

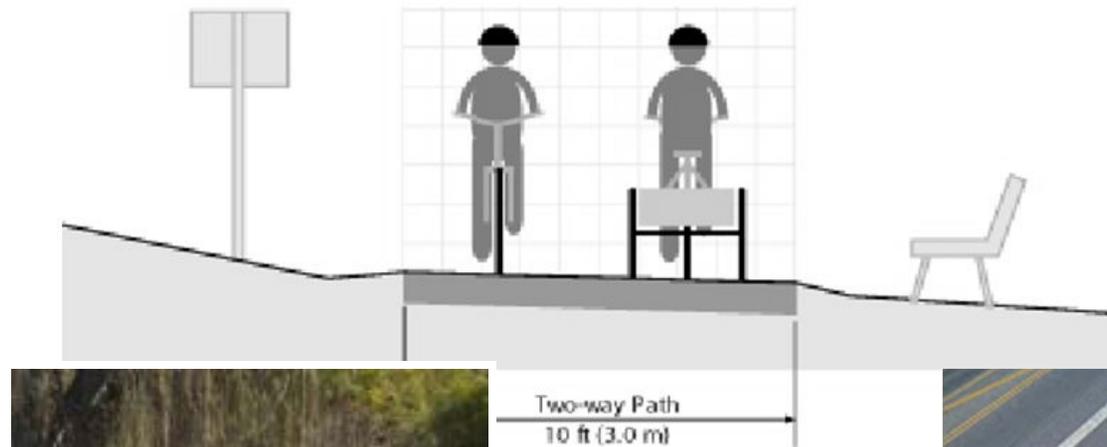
Reported in September, 2011 by Mark Byrnes, Fellow, The Atlantic Cities. Data from 2000 U.S. Census figures and 2005 – 2009 American Community Survey.

Western Portion Planned Bicentennial Bikeway Network



Tonight's Focus: Sullivant Avenue-Area Recommendations

Shared-use path



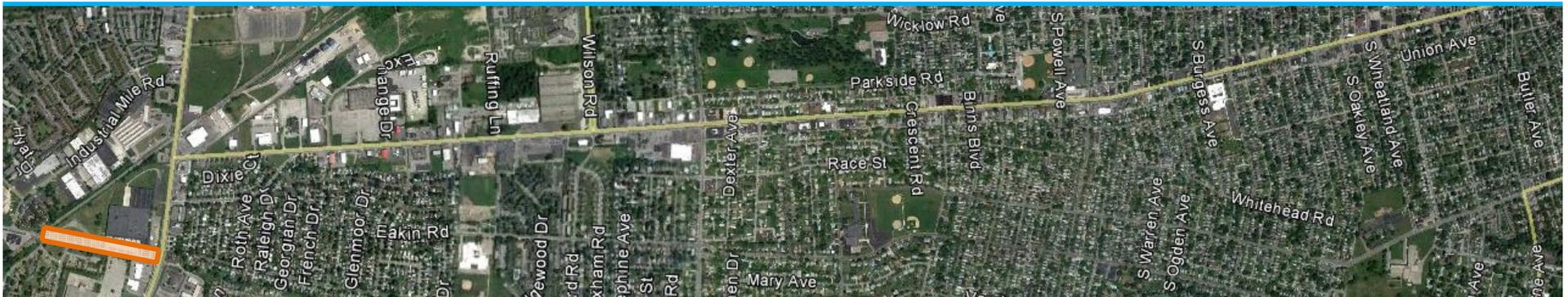
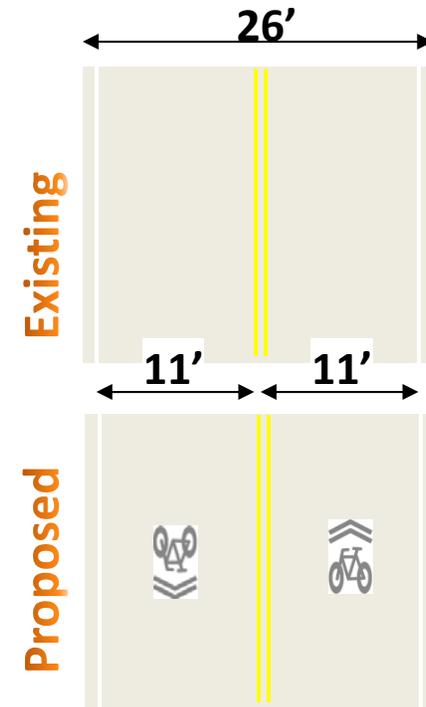
Signage and sharrows (pavement markings)



Sharrows

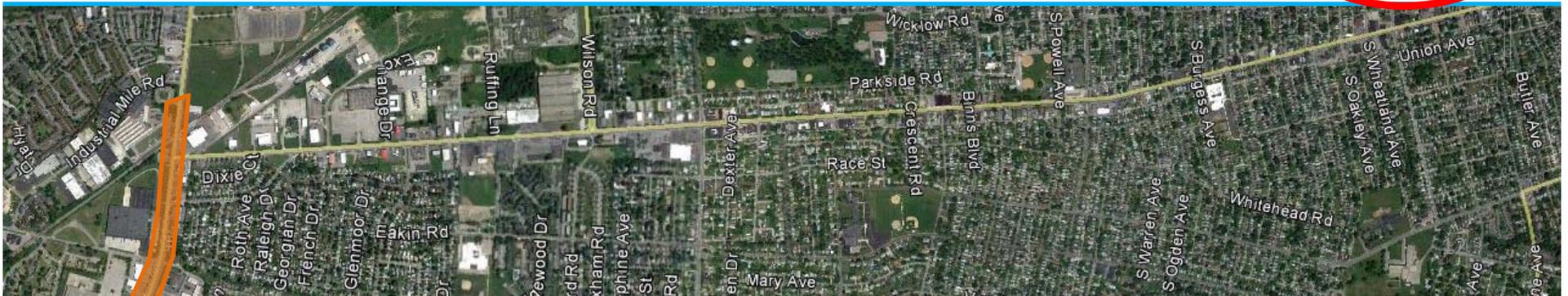
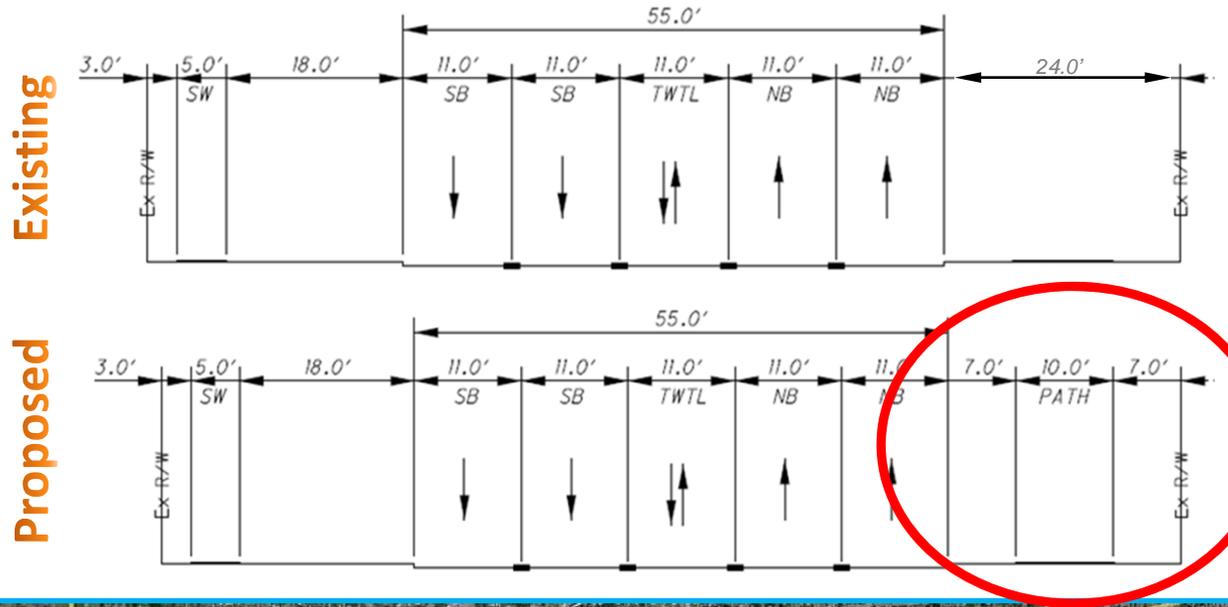
Sullivant Avenue: Camp Chase RR to Georgesville Road - 0.25 miles

Add signing and striping (sharrows)



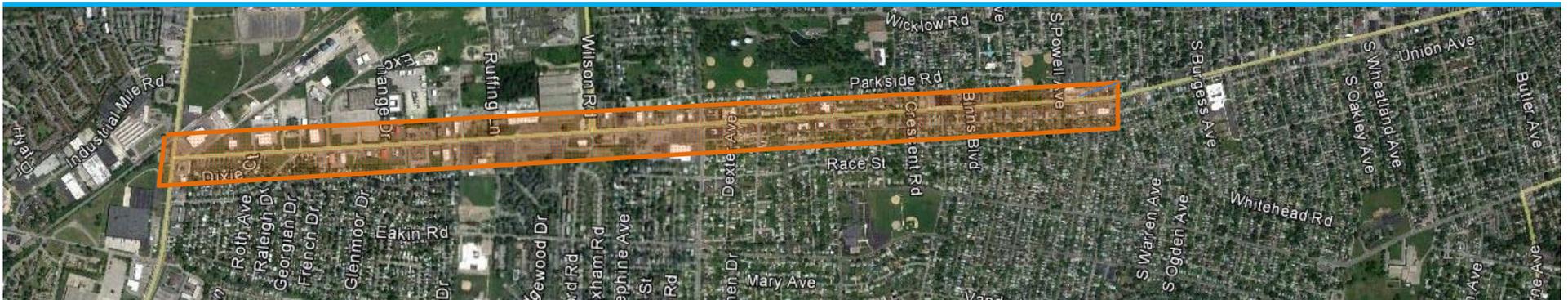
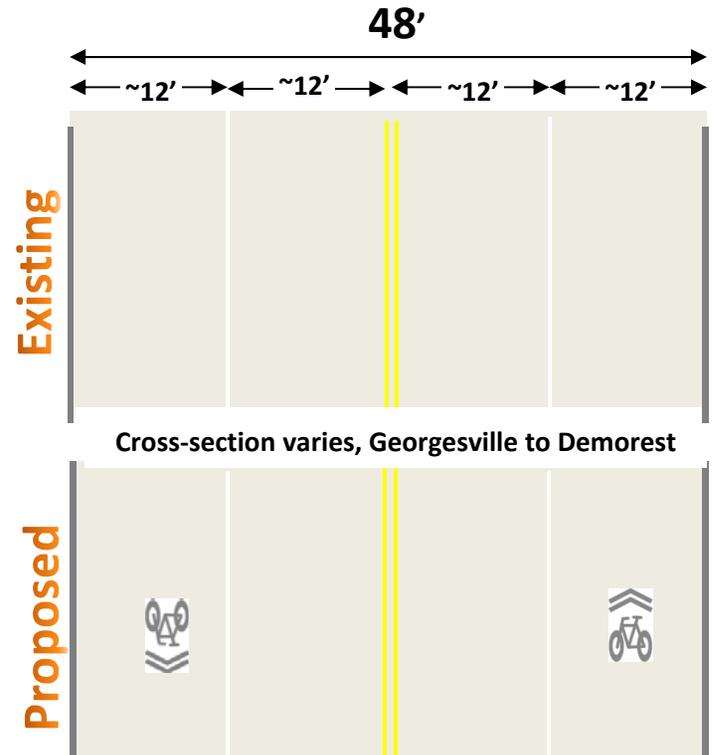
Georgesville Road: Clime Road to 200' North of Camp Chase RR Crossing - 0.75 miles

Add off road 10' shared use path



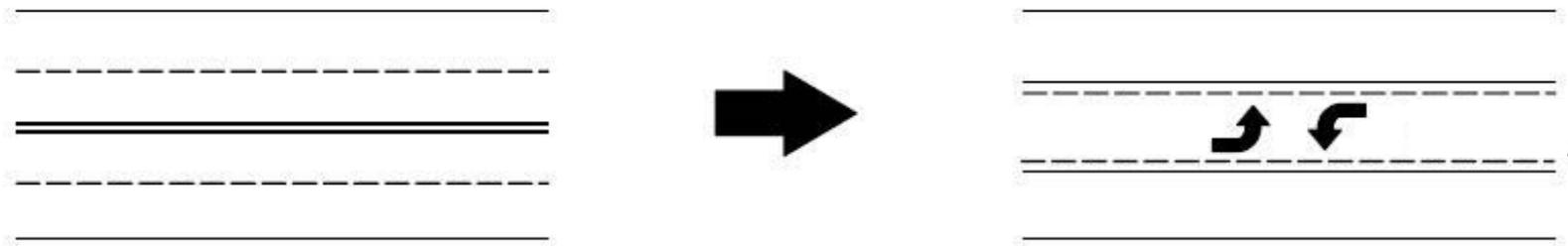
Sullivant Ave: Georgesville Road to S. Hague Avenue – 2 Miles

Add signing
and striping
(sharrows)



Two Way Left Turn Lanes: Benefits

Add signing and striping (sharrows), full-time parking on one side and dual left-turn lanes



- Reduces accident rates involving left turning movements, sideswipes, rear-ends and crossing traffic
- Reduces areas where existing four lane road is operating like a three-lane road, with the inside lanes operating as left turn lanes

Improves Visibility



Improves Visibility



Sullivant Ave: S. Hague Avenue to Yale Avenue: Safety Benefits

- Benefits of a road diet include:
 - Reduced vehicle speeds
 - Improved mobility and access
 - Reduced collisions and injuries
 - Improved livability and quality of life
- FHWA reports an average crash reduction of 29%
- Studies have demonstrated between 6% to 75% reduction in crashes.

Sullivant Ave: S. Hague Avenue to Yale Avenue – Parking Study Results (Franklinton Only)

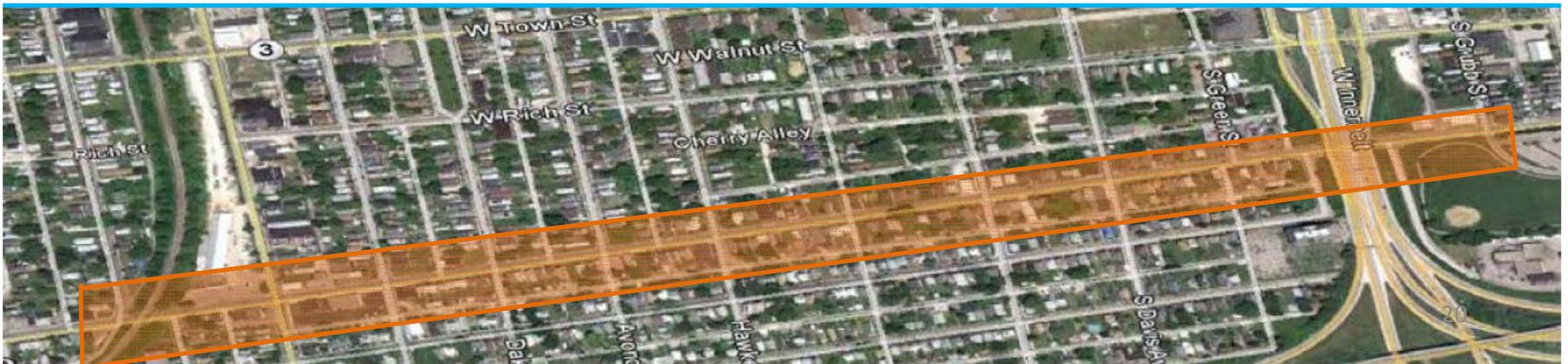
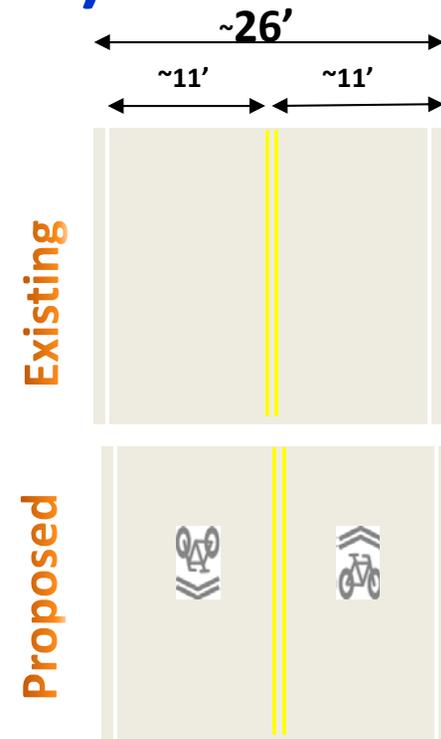
- Current parking capacity is approximately 75 total spaces
 - 20% parks on the north side (80% goes unused)
 - 35% parks on the south side (65% goes unused)
- Parking is proposed on the south side only
 - Adds 24-hour parking
 - Eliminates half of parking spaces overall
 - Maximum occupancy would be ~45%

Some blocks closer to 75%, but still excess capacity

Sullivant Ave:

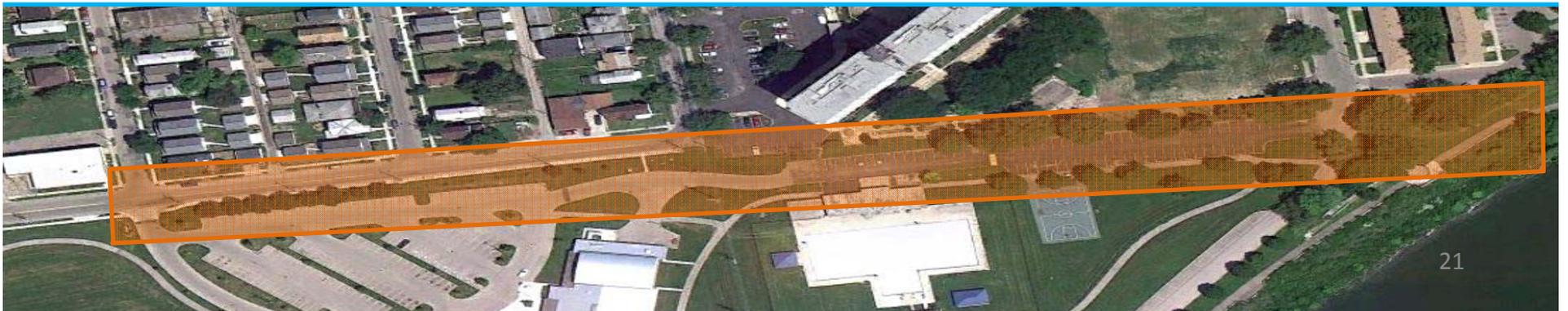
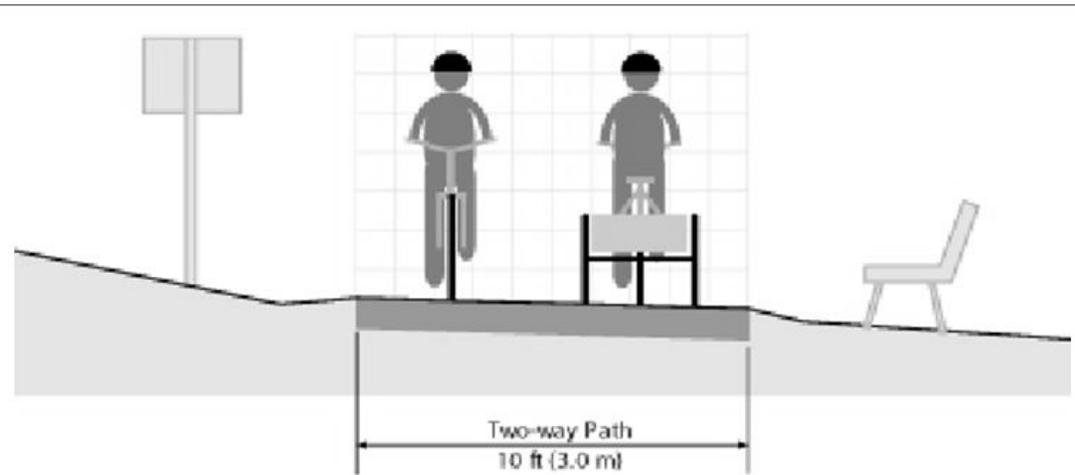
S. Yale Ave. to S. Grubb St. (Dodge Park) - 0.75 miles

Add signing and striping (sharrows)



Sullivant Ave: S. Grubb St. to Scioto Trail (Dodge Park) - 0.25 miles

Off road 10' shared-use path



Summary of Benefits

- Reduces vehicle conflicts, which cause crashes
- Reduced travel lanes have been shown to slow traffic speeds
- Better serves increasing number of people riding bicycles to reach schools, jobs and other destinations
- Consistent with Bicentennial Bikeways Plan for safer, more active Columbus



Next Steps

- Provide feedback – Public Meeting September 25
 - 6:30 – 8 pm, Franklinton Library
- Encourage your residents to safely share the road



Questions/Comments



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