



# CLEVELAND AVE. FEASIBILITY STUDY

**BURGESS & NIPLE**  
Engineers ■ Planners

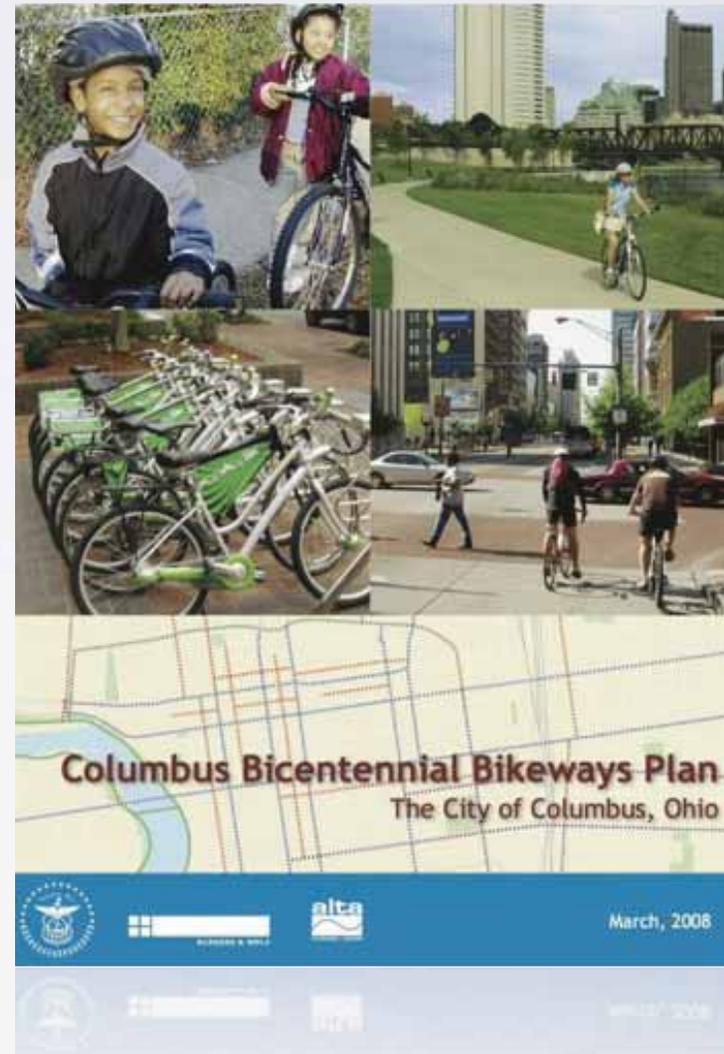
August 2012

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

DEPARTMENT OF  
PUBLIC SERVICE

# PURPOSE

- Corridor identified in Bicentennial Bikeways Plan (BBP)
- Summary of report
- Gather feedback



# STUDY LIMITS

E BROAD ST

LONG ST

CLEVELAND AVE

11TH AVE



# STUDY LIMITS

14TH AVE

CLEVELAND AVE

WEBER RD

WESTERVILLE RD



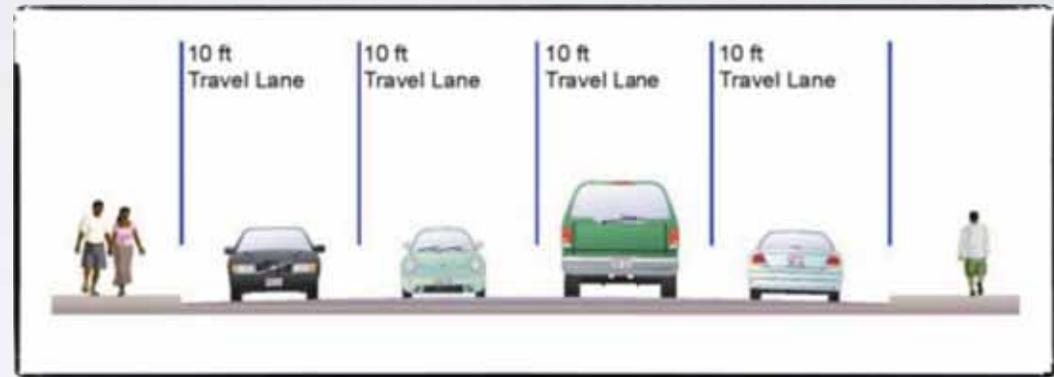
# EXISTING CONDITIONS

- Broad St. to Westerville Rd.
- Typically 4-lanes
- 10' - 11' lanes
- Parking and bus stops

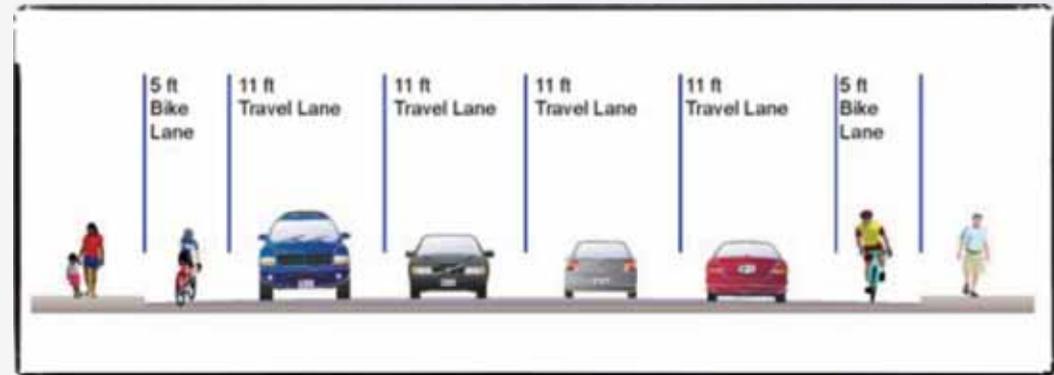


# USE EXISTING ROADWAY

- Existing roadway width is 40'
- Minimum 54' width required (4 - 11' Lanes & 2 - 5' bike lanes)
- Existing roadway 14' too narrow
- Moving curb & drainage structures costly (\$3.1-mil)



Existing 4-Lane Section



Ultimate 4-Lane Section  
(requires 14' widening)

# ROAD DIET

- Investigated reducing vehicle lanes
- ADT in excess of 20,000
- Poor LOS (E & F)
- Requires removing parking

Capacity Analysis Results					
	Approach	2012		2035	
		AM	PM	AM	PM
		LOS		LOS	
Cleveland at Long	Eastbound	C	D	C	C
	Westbound	-	-	-	-
	Northbound	A	B	A	D
	Southbound	A	B	A	C
	Overall	<b>B</b>	<b>C</b>	<b>B</b>	<b>C</b>
Cleveland at Spring	Eastbound	-	-	-	-
	Westbound	D	D	C	C
	Northbound	A	A	B	C
	Southbound	A	A	C	B
	Overall	<b>C</b>	<b>B</b>	<b>B</b>	<b>C</b>
Cleveland at Jack Gibbs	Eastbound	-	-	-	-
	Westbound	C	D	C	E
	Northbound	B	B	A	D
	Southbound	B	B	B	B
	Overall	<b>B</b>	<b>C</b>	<b>B</b>	<b>D</b>
Cleveland at 11th	Eastbound	D	F	E	F
	Westbound	C	E	D	F
	Northbound	C	F	D	F
	Southbound	E	B	D	C
	Overall	<b>D</b>	<b>F</b>	<b>D</b>	<b>F</b>
Cleveland at 17th	Eastbound	-	D	-	E
	Westbound	-	D	-	F
	Northbound	-	C	-	F
	Southbound	-	E	-	D
	Overall	-	<b>D</b>	-	<b>F</b>
Cleveland at Hudson	Eastbound	-	C	-	C
	Westbound	-	F	-	F
	Northbound	-	D	-	F
	Southbound	-	D	-	F
	Overall	-	<b>D</b>	-	<b>F</b>
Cleveland at Westerville	Eastbound	-	-	-	-
	Westbound	C	F	C	F
	Northbound	B	E	B	F
	Southbound	B	A	B	A
	Overall	<b>B</b>	<b>E</b>	<b>C</b>	<b>F</b>

# ALTERNATE ROUTES

- Road diet not feasible
- Few parallel routes (south end)
- Fourth St. (0.33-miles west)
- St. Clair Ave. (0.5-miles east)



# BROAD ST. TO ESSEX AVE.

- Use Cleveland Ave. at south end
- Connects to future Broad St. bikeway and Downtown Bikeway Connector
- Broad St. to Westbound I-670: Sharrows (no parking)
- WB I-670 to Essex Ave.: Signed route (parking)



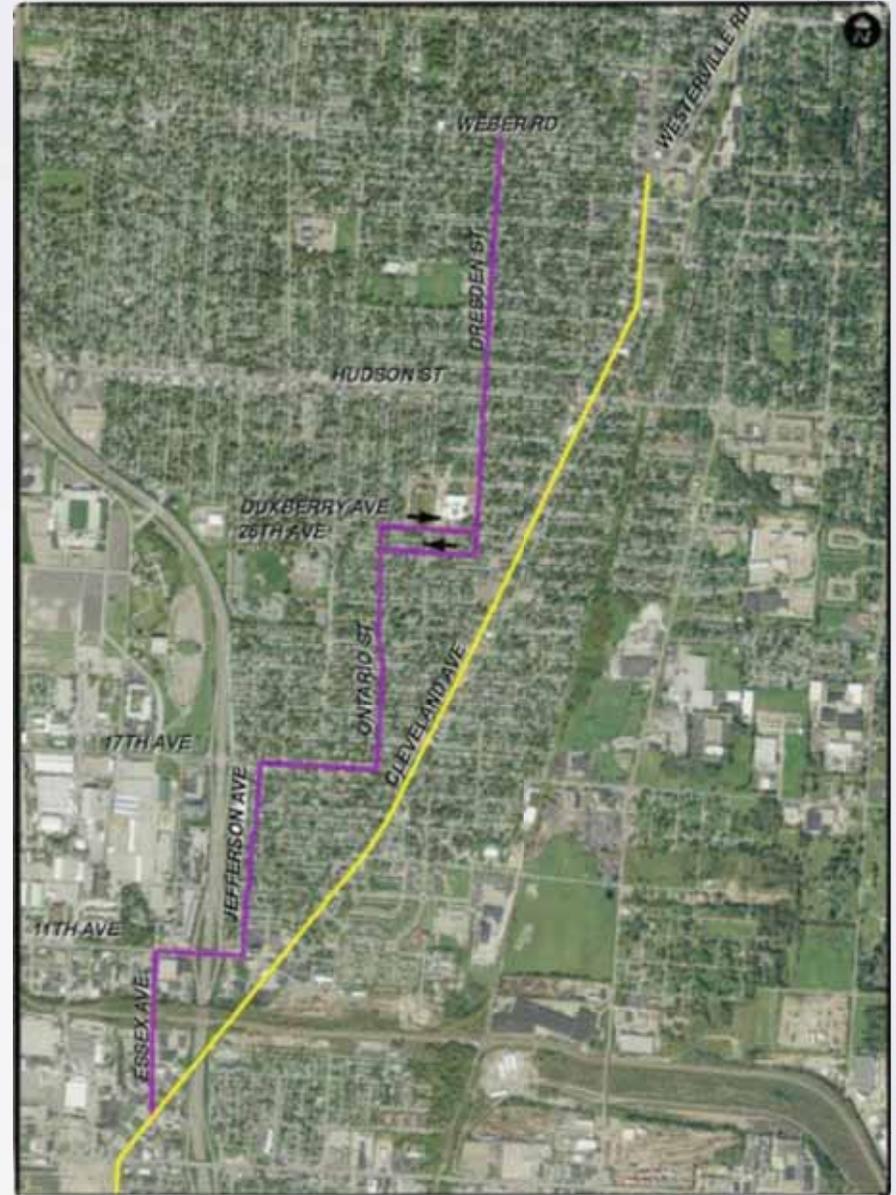
# ESSEX AVE. TO WESTERVILLE RD.

- Cleveland Ave. cuts across street grid
- Developed criteria for routes
  - Pavement Conditions
  - Traffic Volumes
  - Speed
  - Connection to BBP Routes
- Two routes identified



# WEST ROUTE

- Connects to four future bikeways
- Connects to three east-west connectors
- Meets criteria established
- Utilizes residential streets shown in Columbus Metro Bike Map
- Sharrows and signs



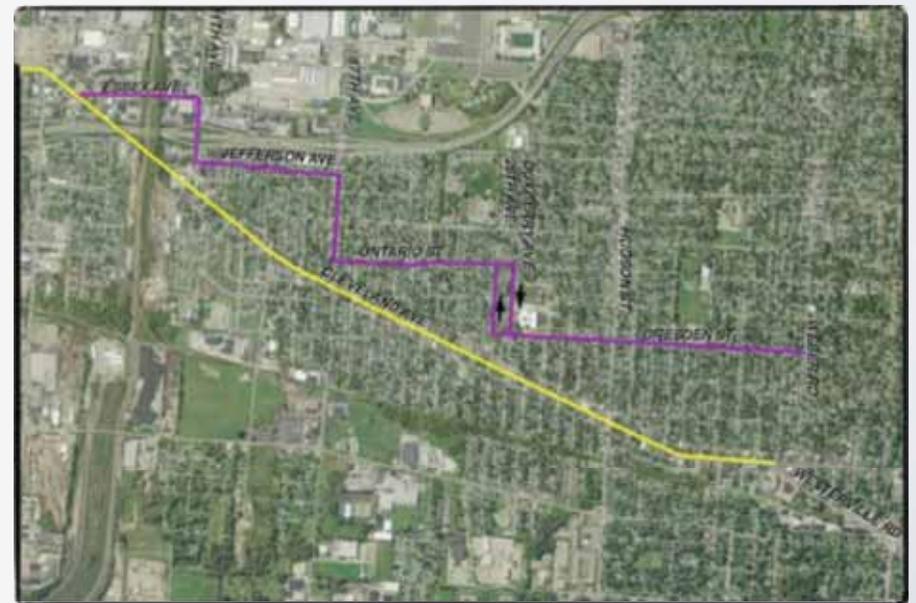
# EAST ROUTE

- Connects to two future east-west connectors
- Meets criteria established
- Utilizes many residential streets
- Joyce Ave. 0.08-miles to east



# PREFERRED ROUTE

- Broad St. to WB I-670: Sharrows
- WB I-670 to Essex Ave.: Signed Route
- West Route - Essex Ave. to future Dresden St. Bikeway
- Connects to several east-west connectors
- Connects to future north-south route
- Approximately \$110,000



# QUESTIONS & COMMENTS

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