

Attendees:

Members: Lori Duguid, Laura Shinn, James Silcott, Aaron Schill, Joshua Kimsey

Advisory Member: Barb Seckler

Staff: Bill Lewis, Jim Christian, Chris George, Daniel Moorhead

Guests: Jody Dzurainin, Jim Good, Brian Hagerty

Members Not in Attendance: None

The following notes summarize the items which were discussed at the Bicycle Sub-Committee (BSC) meeting held on September 25, 2013:

Previous Meeting Notes

- No comments.

East Franklinton Bike Rack Locations

- Background
 - Rich St was recently converted to two-way operation with sharrows and Share the Road signs between Grubb St and Belle St.
 - Town St was recently converted to two-way operation with bike lanes between Grubb St and Belle St.
 - The Scioto Greenways project is expected to break ground in the next month.
 - The Sullivant Ave bikeway is anticipated to be implemented with a 2014 resurfacing project.
 - A corridor enhancement project is currently in design to be implemented in 2014.
- The City solicited from the Subcommittee suggested locations for bike racks in the East Franklinton Area. Suggestions within the limits of the corridor enhancement project can be implemented with the project.
- Suggestions received within project limits:
 - 400 W Rich St – Dining Hall, W Rich St and Lucas St and W Town St and Lucas St
 - 456 W Town St – Rehab Tavern
 - Toward Dodge Park – good to place them on the street to encourage people not to ride on sidewalk
 - Near COSI / access to Riverfront

- Gladden House – on Grubb?
- 115 S Gift St – Boys & Girls Club of Columbus, Charter School
- Unnamed destination on Grubb between Sullivant and Town
- Pilot Dogs
- Suggestions received outside of project limits:
 - 900 Block of W Broad St (West Franklinton),
 - Tommy's Diner (rack installed in 2009)
 - Milo's Deli (rack installed in 2010)
 - 937 W Broad St – Franklinton Tap Room
 - Spaghetti Warehouse, 397 W Broad St
 - Columbus Idea Foundry, 421 W State St
 - West toward Mt Carmel
 - 183 Hawkes Ave - Gladden Community House

Morse Road Spot Improvements

- Morse Road @ North High Street, Morse Road @ Sharon Ave, and Morse Road @ Indianola were identified in the Bicentennial Bikeways Plan (BBP) for spot improvements.
- The BBP recommended extending the proposed (at the time) bike lanes on Morse Road through the intersection with Indianola Ave, but the bike lanes ended up terminating east of I-71.
- The BBP only recommended general improvements for cyclist safety at the other two intersections.
- Morse Rd at Sharon Ave is stop controlled with a yellow flasher.
- The City solicited from the Subcommittee specific suggested improvements for bicyclists to be considered for a spot improvement project that includes all three intersections:
 - The tough stretch for bicyclists is under I-71.
 - There was a fatality bike crash in 2011 near Beach Hill Ave.
 - An outcome should be to slow traffic down on Morse Road. A road diet for bike lanes was discussed.
 - Traffic on Morse Rd tends to have significant peaks (e.g. in the afternoon there are a lot of westbound and southbound left turners on that stretch)
 - Questions:
 - Can a shared-use path be placed on north side? Available right-of-way is very limited in this segment.
 - Can Jeffrey Pl be a signed route or bike blvd? Study Jeffrey at same time to account for potential traffic diversion with road diet.

- Is there any information on whether traffic is growing or declining on Morse Rd?

2014 Resurfacing Bikeways Preview

- 2013 Resurfacing Follow-up:
 - Dresden Bike Blvd should be completed by end of 2013.
 - Near East Bikeways will be completed in spring of 2014.
- Sullivant Ave Bikeway is anticipated to be included with 2014 Resurfacing Package 1.
- 2014 BBP-Recommended Bike Lanes
 - Brice Rd – Gender Rd to Corp. Limit South of Channingway Blvd
 - Traffic volumes are not low enough to support travel lane reduction.
 - See [ODOT Far East Freeway Study](#).
 - Bethel Rd – Pickforde Dr to Bentley Lane
 - Traffic volumes are not low enough to support travel lane reduction.
 - Morse Rd – Cleveland Ave to Bridge west of Sunbury Rd lane
 - Width reduction may create enough space for bike lanes
 - 6 other streets to be studied for widening.
- 3-4 other streets are under consideration for bike blvd markings.

Parking Lot:

- Discuss prioritization criteria
- Prioritize missing links/gaps in the system
- Prioritize safety issues: bike crashes, anecdotal evidence
- Can we get a map of crashes in the Columbus area? → MORPC has a map on their website: <http://www.morpc.org/transportation/safety/safety.asp>
- Relatively low hanging fruit – e.g. Warning signs maybe should be prioritized, since it is lower cost; previous discussion w/ ODOT
- 2nd to bottom policy → railcrossing at Marconi
 - Legislation would be required to designate as shared-use path
 - Sign specifically prohibiting bikes seems unnecessary

Other Business:

- Bike/Pedestrian closed on Main St – why?
- New Henderson Rd shared-use path looks great
- Friends of Camp Chase Trail forming – for upkeep and outreach for trail

- Question: how would new recommendations come about when 2014 Resurfacing studies show that lane width reduction/road diet is unfeasible? The multimodal thoroughfare plan will address new recommendations.

Action Items Summary:

1. *Subcommittee to continue to be prepared to be consulted regarding Downtown Action Plan.*