FRANKLINTON COMMUNITY MOBILITY PLAN

Final Report
December 2008

Mayor Michael B. Coleman

MORPC
Mid-Ohio Regional Planning Commission

McKenna ASSOCIATES INCORPORATED

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Engineers. Surveyors. Planners. Scientists

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Final Report

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INTRODUCTION

The Franklinton Community Mobility Plan is intended to guide future efforts to improve mobility and related livability issues in the Franklinton area of the City of Columbus. Situated on the west bank of the Scioto River across from Downtown Columbus, Franklinton is one of the most historic areas of the City. Accordingly, the area is characterized by grid streets, older housing stock, and a variety of land uses that pre-date current zoning and land-use plans. Franklinton was selected for a number of reasons; some of which include new development potential due to the floodwall, the number of pedestrian crashes in the area, and the capability and representation of the Franklinton Area Commission and Franklinton Board of Trade.

The Franklinton Community Mobility Plan (FCMP) will complement and further detail the recently completed Franklinton Plan and the East Franklinton Overlay. The purpose of the FCMP project is to develop a plan with the community directed towards goals that:

- Balance the transportation infrastructure for moving people and goods by several modes, notably including pedestrian, bicycle, automobile, transit, truck, and rail
- Reduce traffic violations, ticketed and non-ticketed (speeding, failure to yield to pedestrians, running red-light, etc.)
- Recognize and strengthen the connection between land use and the transportation system
- Promote distinct and vibrant neighborhoods
- Satisfy "Safe Routes to School" criteria

The FCMP project has been outlined in 5 major project steps in order to provide a timeline for completion of specific activities, as listed below.

- Step 1 – Project Initiation – April 1, 2007 to May 15, 2007
- Step 2 – Data Collection – April 11, 2007 to June 12, 2007
- Step 3 – Public Involvement – May 28, 2007 to November 19, 2007
- Step 4 – Analysis and Recommendations – June 20, 2007 to November 23, 2007
- Step 5 – Reporting and Documentation – October 2, 2007 to December 31, 2007

STEP 1 – PROJECT INITIATION

1.1 Project Initiation Meeting

The consultant team met with Transportation Division staff to review study area boundaries and data collection sources, establish key points of contact, discuss evaluation criteria, and review project scope, schedule, and milestones. The meeting took place on Monday, April 16, 2007, at the City of Columbus Transportation Division headquarters at 109 North Front Street. The attendees are listed in ***Table 1.1***, along with their specific role in the project. MORPC documented the meeting and prepared a detailed summary of items discussed.

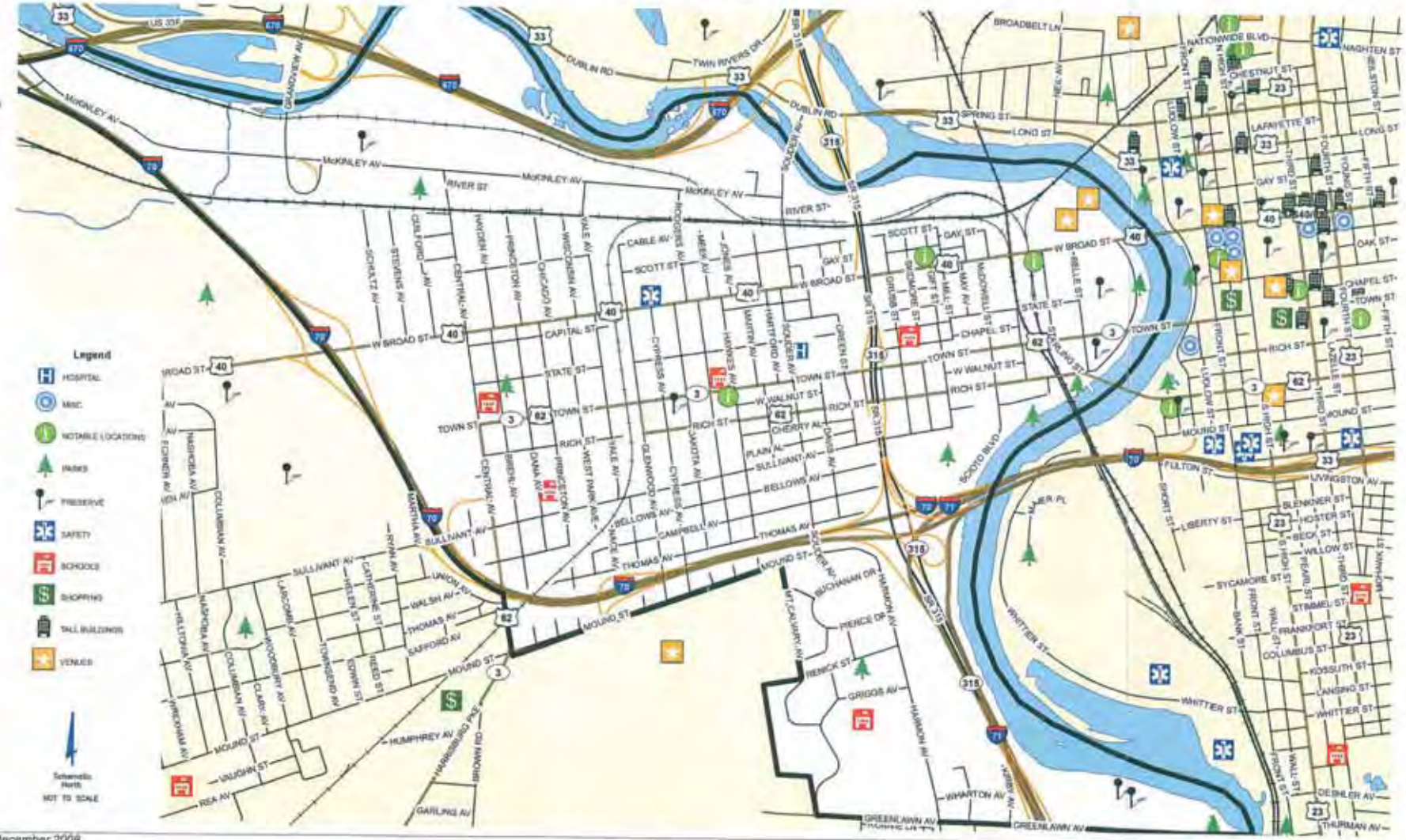
Table 1.1 – Project Initiation Meeting Attendees

Name	Agency	Role
Terry Stewart	City of Columbus - Transportation Division	Project Manager
Bill Lewis	City of Columbus - Transportation Division	Team Member
Nick Popa	City of Columbus - Transportation Division	Team Member
Chris George	City of Columbus - Transportation Division	Team Member
Dave Mackey	City of Columbus - Transportation Division	Team Member
Mark Dravillas	City of Columbus - Planning Division	Team Member
Larry Creed	Evans, Mechwart, Hambleton & Tilton, Inc.	Prime Consultant - Project Manager
Nick Shultz	Evans, Mechwart, Hambleton & Tilton, Inc.	Prime Consultant - Team Member
Brad Schwab	McKenna Associates, Inc.	Sub-Consultant - Main Contact
Dilip Karpoor	Mid-Ohio Regional Planning Commission	Sub-Consultant - Main Contact
Bernice Cage	Mid-Ohio Regional Planning Commission	Sub-Consultant - Team Member

1.2 Study Area

The study area limits were finalized in a project management meeting held on Tuesday, May 1, 2007. The study area is highlighted in white on ***Figure 1.2*** and includes any underpasses, including those along the boundary line. The general project area is bound by the Scioto River to the north and east, I-70 and Greenlawn Cemetery to the west, and Greenlawn Avenue and Mound Street to the south. The study area encompasses just over 3.0 square miles.

Figure 1.2 - Study Area



1.3 Communication Plan

A Communication Plan was developed to guide public involvement efforts throughout the project. The Communication Plan is a separately reviewed and approved document and has been reproduced below for documentation:

FRANKLINTON COMMUNITY MOBILITY PLAN
Communications Plan

1.0 Introduction

The City offers the Franklinton Area Commission the opportunity to be the next community in which to develop a plan that will guide future efforts to improve mobility and related livability issues in Franklinton. Franklinton was selected for a number of reasons, some of which include the new development potential due to the floodwall, the high number of pedestrian crashes, and the capability and representation of the Franklinton Area Commission and Franklinton Board of Trade.

The Franklinton Community Mobility Plan (FCMP) will complement and further detail the recently completed Franklinton Plan and the East Franklinton Overlay. The purpose of the FCMP project is to develop a plan with the community that will recommend efforts directed towards goals that:

- *balance the transportation infrastructure for moving people and goods by several modes, notably including pedestrian, bicycle, automobile, transit, truck, and rail.*
- *reduce traffic violations, ticketed and non-ticketed (speeding, failure to yield to pedestrian, running red-light, etc)*
- *recognize and strengthen the connection between land use and the transportation system*
- *promote distinct and vibrant neighborhoods*

The boundary of the plan will be the Franklinton Area Commission boundary, while addressing those travel ways in and out of the boundary.

2.0 Purpose

The purpose of the Communications Plan for FCMP is not only to inform and educate, but also to engage stakeholders and the public in the process, the analysis, and ultimate outcomes of the decisions that will affect them and the Franklinton neighborhoods. Early involvement with the community will increase public interest in and ownership of the FCMP. The involvement of concerned community leaders will enhance the effectiveness of the recommended strategies and establish trust and confidence in the outcomes.

3.0 Public Involvement Goals and Objectives

The goal of the Communication Plan is to produce a plan of activities that is:

- *Engaging and informational to the stakeholders and public*
- *Comprehensive*
- *Result-oriented*
- *Inclusive of government organizations*

The Consultant team, representing EMH&T, McKenna & Associates, Mid-Ohio Regional Planning Commission, and Walkable Communities, Inc. envisions executing a Communications Plan that is both comprehensive and result-oriented. Objectives that illustrate these qualities include:

1. *Ongoing coordination, collaboration and communication with city of Columbus staff.*
2. *Generation of the greatest amount of participation, interest and support possible from all.*
3. *Formation and provision of staff support for the Franklinton Community Mobility Advisory Group.*
4. *Identification of key opinion leaders for one-on-one, high-level communication that will minimize public/stakeholders' discord and promote awareness.*
5. *Conduct of preliminary outreach in the study area to assess the level of knowledge, interest and areas of concern to area residents regarding the study.*
6. *Production of a high level of factual awareness about the study area and its components among public sectors/stakeholders.*
7. *Provision of a variety of mechanisms for continuous input and feedback; e.g., the Internet, public meetings, surveys, etc. Preparing presentations, conducting meetings and distributing material to advise selected publics of the plan.*
8. *Design of supportive printed materials for education and promotion of FCMP recommendations.*
9. *Identifying unanticipated opportunities.*

The first task in the Communications Plan is to provide a strategy to communicate with the stakeholders and public.

4.0 Public Involvement Audiences

The communications plan for the FCMP will be developed to encourage participation from a variety of audiences and will provide the community with multiple vehicles for obtaining information and providing feedback. A variety of outreach and communications forums will be employed to engage the public and facilitate discussions with numerous audiences. Such audiences include but are not limited to:

Area Residents
Neighborhood and Civic Associations
Schools
Businesses
Faith-based Organizations
Economic Development Corporations
Community Groups
Disabled Community
Safe Routes to School
Restaurants
Parks and Recreation Departments
State Legislators
Mayor's Office
City Council
Public Agencies
Libraries
COTA
News Media
Design Centers
Emergency Services
Columbus Area Pedestrian Safety Committee

5.0 Public Involvement Activities

- *Coordination*

The Consultant and City Project Managers will engage City departments outside the core project management group that may have an interest in the project. City "Project Managers" expected to participate in meetings throughout the project include representatives of the Transportation, Planning, Police, and Health Departments.

This item of work provides for meetings with other City departments as follows: Fire, Development (Economic Development, Neighborhood Services, Housing, Downtown Development), Building Services, Utilities, Recreation and Parks, and COTA. Up to three meetings will be attended to update City Departments on the project and encourage comments and dialogue. MORPC will organize, lead and document this meeting. See the attached for a complete listing of City departments.

- *Outreach*

Various communication methods and tools will be used to encourage public involvement in the study. Outreach to the public sectors/stakeholders located in and near the greater Franklinton area as well as audiences who are interested in or have an interest in the project will include but not be limited to the following efforts:

Article I.

a. Meet with Stakeholders

i. ***Identify Stakeholders****-The Consultant team will work with City staff to identify stakeholders. City staff will prepare a contact database if one is required including names, addresses, email, etc.*

ii. ***One-on-One Meetings with Stakeholders****-The Consultant, EMH&T, will meet with select stakeholders, together with City staff, for the purpose of identifying traffic, parking, transit, and pedestrian problems, needs, and goals associated with specific businesses, institutions, and neighborhood groups in Franklinton. Discussion of goals will include measures of effectiveness and evaluation criteria for alternative solutions to be developed later in the study process.*

iii. ***Stakeholder meetings*** *will precede general public meetings (charrettes and open houses) and will inform Stakeholders about project progress to date and the specific material to be discussed at the general public meeting. MORPC will organize, lead and document this meeting.*

b. Open House

i. *An initial open house meeting will be held in the Franklinton area to introduce the project to the community, explain the process to be used, and solicit early input on the problems, needs, and goals to be addressed. Evaluation criteria will be discussed for use in evaluating alternative solutions later in the study process.*

ii. *A final open house meeting will be held in the Franklinton area to present the final recommendations of the study including the prioritization plan.*

iii. *MORPC will organize, lead and document these meetings.*

c. Charrettes

i. ***Opening Charrette****-An opening charrette will be held in the Franklinton area prior to the neighborhood walk audit. The charrette will provide an opportunity for public participation, problem identification, discussion of evaluation criteria, and public education.*

ii. ***Closing charrette****-A closing charrette will be held to provide an opportunity for the Consultant team and City staff to return to the public with a summary of the walk audit process and recommended solutions to identified problems. Criteria for evaluating and comparing conceptual alternate solutions will be discussed and used to develop an evaluation matrix.*

iii. *MORPC will organize, lead and document this meeting.*

d. Walk Audit

i. *A walk audit will be conducted with the Consultant team and City staff on a weekend day to review and discuss problem areas.*

ii. *MORPC will organize, lead and document this meeting.*

e. Overview to Mayor, Council, and Service Director

i. *The Consultant will work with City staff to present an overview of the project to the City Administration and Council. Up to 3 meetings will be attended and the Consultant will provide exhibits, hand-outs, and visual aids as necessary.*

ii. *MORPC will organize, lead and document this meeting.*

f. Printed Material

i. *The Consultant, EMH&T, will provide display boards, projection equipment, drawings, and exhibits as appropriate to communicate the scope of the project, and the purpose and need for proceeding. Results of problem identification,*

alternatives analyses, and prioritization will be presented with an emphasis on linking recommended solutions to problems, needs, and goals articulated by the community. Comfort items including snacks and beverages will be provided by the Consultant, EMH&T.

ii. *MORPC will prepare a meeting notification flyer for distribution by City staff that provides notification for the opening and closing Charrette, walk audit and open houses. Postage, distribution, printing costs and preparation of mailing lists will be performed by the City and are not included in the Consultant scope of services.*

g. *Mary Carran Webster, Assistant Director of Public Service, 614.645.7263, email, mcwebster@columbus.gov will be the media contact for the FCMP.*

h. *Internet Website*

i. *A project web site will be established by the Consultant, EMH&T, and hosted on the Consultants servers. The web site will provide a summary of the purpose and goals of the project, display graphics and documents describing project activities, findings, and recommendations, and provide notice of upcoming meetings and events.*

6.0 Comments, Recordings and Documentation

Meeting minutes, summaries of public comments, and other appropriate documentation of public meetings will be prepared by MORPC and distributed to City staff for review and comment.

1.3.1 Stakeholder Identification

Stakeholders were identified at two levels: 1) key stakeholders and 2) contacts. Key Stakeholders are individuals or organizations that have special interests in the Franklinton Community and have the ability to provide a leadership and guidance role. Six Key Stakeholder groups were identified and one-on-one meetings were held to discuss project goals. ***Table 1.3.1*** provides a summary of the six Key Stakeholder groups. Detailed discussions have been recorded in meeting minutes prepared for each meeting with Key Stakeholders.

Contacts are the remaining stakeholders in the area, such as residents and businesses owners. They were not assigned an individual meeting, but were invited to open-house events and provided with information in a number of ways including direct mail and the project web site. A database of both Contacts and Key Stakeholders has been provided as ***Appendix A***.

Table 1.3.1 – Key Stakeholders

Group	Date of Meeting	Business/Organization
Safe Routes to School	Thursday, June 7, 2007	City of Columbus - Board of Education
		City of Columbus - Health Department
		City of Columbus - Parks and Recreation
		City of Columbus - Planning Division
		City of Columbus - Police Division - Precinct 8
		ODOT District 6 - Safe Routes to School
Franklinton Area Organizations	Monday, June 11, 2007	Franklinton Area Commission
		Franklinton Board of Trade
		Franklinton Development Association
		Franklinton Homeowners Association
		Franklinton Neighborhood Pride Center
COTA	Friday, June 15, 2007	COTA
Business Group #1	Tuesday, July 3, 2007	City of Columbus - Economic Development
		Franklin County - Economic Development
		Mount Carmel West Hospital
Franklinton Ministerial Association	Tuesday, July 10, 2007	Chicago Avenue Christian Church
		Gladden Community House
		Holy Family Roman Catholic Church
		Jericho's Light Club
		Lower Lights Ministeries
		West Park United Methodist Church
Business Group #2	Tuesday, July 17, 2007	COSI
		Franklin County - Veterans Memorial

1.3.2 Project Web Site

A project web site was established and is presently hosted on the Consultants server. The web site currently provides a summary of goals and objectives of the project, display graphics, documents describing project activities, and notices of upcoming meetings and events. The website has been designed to provide a portal for all community mobility plans and will be turned over to the City after completion of this plan. The project website domain name is: www.columbusmobility.info

1.4 General Coordination for Step 1

Regular project management meetings were organized to apprise City staff of work progress, receive comments on submitted items, and exchange information. Project management meetings were held on the following dates:

- Tuesday, May 1, 2007
- Thursday, May 24, 2007
- Thursday, May 31, 2007
- Tuesday, June 26, 2007
- Thursday, July 19, 2007
- Tuesday, July 24, 2007

Meeting minutes were prepared for all project management meetings.

STEP 2 – DATA COLLECTION

2.1. Technical Study Data

2.1.1. Existing Data

Existing data sources related to traffic and crash data, land planning information, previous studies, and other resources were obtained. Historical traffic count and crash data from the last four years has been collected from various sources including the City of Columbus, Mid-Ohio Regional Planning Commission, and Ohio Department of Transportation. ***Table 2.1.1a*** contains a list of area development/land planning documents obtained and ***Table 2.1.1b*** shows the transportation planning documents collected.

Table 2.1.1a – Development/Land Planning Documents

Title	Source	Date
McKinley Avenue Corridor Plan	City of Columbus Department of Development	September 2000
The Franklinton Plan	City of Columbus Department of Development	July 21, 2003
East Franklinton Overlay	City of Columbus Department of Development	March 15, 2004
Urban Commercial Overlay	City of Columbus Department of Development	October 2005
East Franklinton Redevelopment Plan (Unadopted)	Franklinton Development Association	February 2005
West Broad Street Economic Development Strategy*	City of Columbus Department of Development	July 18, 2005
315 Research + Technology Corridor Master Plan	City of Columbus Economic Development	November 16, 2006
Franklinton Briefing Book	Franklinton Development Association	July 6, 2007

* For Hilltop Area

Table 2.1.1b – Transportation Planning Documents

Title	Source	Date
Columbus Pedestrian Thoroughfare Plan, Volume 1: Handbook	Mid-Ohio Regional Planning Commission	2007
Downtown Columbus Circulation Study	Mid-Ohio Regional Planning Commission	March 17, 2006
MORPC Regional Bikeway Plan for Franklinton Area	Mid-Ohio Regional Planning Commission	April 2007
Walkable Streets, Report 1: Columbus Trends and Hot Spot Identification	Mid-Ohio Regional Planning Commission	April 2007
Walkable Streets, Report 2: Street Corridor Crash Analysis	Mid-Ohio Regional Planning Commission	April 2007

2.1.2. Traffic Counts

Twenty-four hour machine traffic counts were performed by the Consultant at 6 locations to document directional volume, vehicle classification, and speed characteristics of selected study area roadways, as specified by City of Columbus staff. ***Table 2.1.2a*** summarizes basic count information. Additional counts were performed by City forces with results summarized in ***Table 2.1.2b***.

Table 2.1.2a – Traffic Counts Performed by Consultant

ROAD	FROM	TO	DIRECTION	ADT	85th % Speed	DATE
RICH ST	DAKOTA AV	AVONDALE AV	EB	595	28.2	Tuesday May_22, 2007
	MARTIN AV	HAWKES AV	WB	531	28.6	
	DAKOTA AV	MARTIN AV	EB/WB	1,126	28.4	
SULLIVANT AV	DANA AV	PRINCETON AV	EB	4,514	36.5	Tuesday May_22, 2007
			WB	4,567	35.1	
			EB/WB	9,081	35.8	
SULLIVANT AV	DAVIS AV	GREEN ST	EB	1,488	35.1	Tuesday May_22, 2007
			WB	1,958	30.5	
			EB/WB	3,446	32.8	
TOWN ST	DAKOTA AV	AVONDALE AV	EB	1,361	33.2	Tuesday May_22, 2007
			WB	1,336	31.6	
			EB/WB	2,697	32.4	
TOWN ST	BREHL AV	DANA AV	EB	1,355	33.2	Tuesday May_22, 2007
			WB	2,114	32.7	
			EB/WB	3,469	33.0	
W BROAD ST	HAYDEN AV	DANA AV	EB	10,234	37.9	Tuesday May_22, 2007
			WB	10,508	36.2	
			EB/WB	20,742	37.0	

Table 2.1.2b – Traffic Counts Performed by City of Columbus

ROAD	FROM	TO	DIRECTION	ADT	85th % Speed	DATE
BELLOWS AV	HAWKES AV	SOUDER AV	EB	271	20.9	Monday June_18, 2007
			WB	248	21.6	
			EB/WB	519	21.2	
DAKOTA AV	RICH ST	TOWN ST	NB (East Side)	342	45.8	Tuesday June_12, 2007
			NB (West Side)	281	25.7	
			NB (Total)	623	37.8	
DAKOTA AV	TOWN ST	STATE ST	NB (East Side)	670	32.7	Wednesday June_13, 2007
			NB (West Side)	327	14.3	
			NB (Total)	997	29.5	
HARTFORD AV	TOWN ST	STATE ST	NB	251	26.8	Wednesday June_13, 2007
			SB	412	24.6	
			NB/SB	663	25.4	
MARTIN AV	TOWN ST	STATE ST	NB (East Side)	889	31.6	Thursday June_14, 2007
			NB (West Side)	n/a	n/a	
			NB (Total)	n/a	n/a	
TOWN ST	HARTFORD AV	SOUDER AV	EB	1,551	33.2	Wednesday June_13, 2007
			WB	1,540	43.2	
			EB/WB	3,091	40.2	
WEST PARK AV	RICH ST	TOWN ST	NB	500	34.6	Wednesday June_13, 2007
			SB	n/a	n/a	
			NB/SB	n/a	n/a	

2.1.3. Existing Codes, Programs, and Area Plans

The Consultant compiled and reviewed current city codes and planning documents as applicable to the study area. Code enforcement and police reports for the last 3 years from Columbus's "311" system were provided by city staff. Information pertaining to existing walk-to-school pedestrian programs was collected as well, including "walk-smart" routes to school.

2.1.4. Crash Data

Pedestrian crash data has been analyzed by City staff and plotted on GIS base mapping for the Franklinton area. MORPC provided additional crash data for recent years. Pedestrian crash data in areas with notable trends is mapped on ***Figure 2.1.4***.

Figure 2.1.4 - Pedestrian Crash Locations

The Ohio Department of Transportation's Highway Safety Programs (HSP) were examined to determine if any roadways (non-freeway) within the Franklinton Community qualify as high-crash or congested locations. These are chosen based on crash rate, frequency, density, severity, and other analytical factors. Based the "2007 HSP List - Top 400 Non-Freeway (2005 to 2007 Crash Data)", the following road segments within Franklinton qualify:

- Rank #218, US 40 at Log point 10.40 (Stevens Avenue Intersection)
- Rank #252, US 40 from Log point 7.87 to Log point 12.05 (West of Franklinton to Glenwood Avenue)
- Rank #259, US 62 from Log point 11.87 to Log point 12.30 (Mound Street to I-70 Exit Ramp)

Based on the "2007 Hot Spot Non-Freeway List (2005-2007 Crash Data)" the following road segments within Franklinton qualify:

- Rank #36, US 40 from Log point 10.00 to Log point 12.00 (I-70 Eastbound Ramps to Glenwood Avenue)
- Rank #195, US 62 from Log point 12.00 to Log point 14.00 (I-70 Overpass to Starling Street)

The Mid-Ohio Regional Planning Commission (MORPC) recently prepared a publication for the City of Columbus that identifies pedestrian and bicycle crash "hot spots" within the City of Columbus. The "Walkable Streets, Measuring Pedestrian Safety, Report 1, Columbus Trends and Hot Spot Identification" report dated April 2007 identifies locations based on crash information for years 2000-2004. Broad Street has been ranked #1 as the overall highest rate-per-mile for: total crashes, pedestrian crashes, bicycle crashes, crashes involving children under 15 and crashes resulting in fatality or serious injury.

The following locations within the Franklinton Community have been identified as "hot spot" locations for bicycle crashes:

- Rank #9, West Broad Street at Chicago Avenue (4)
- Rank #10, West Broad Street at Stevens Avenue (4)

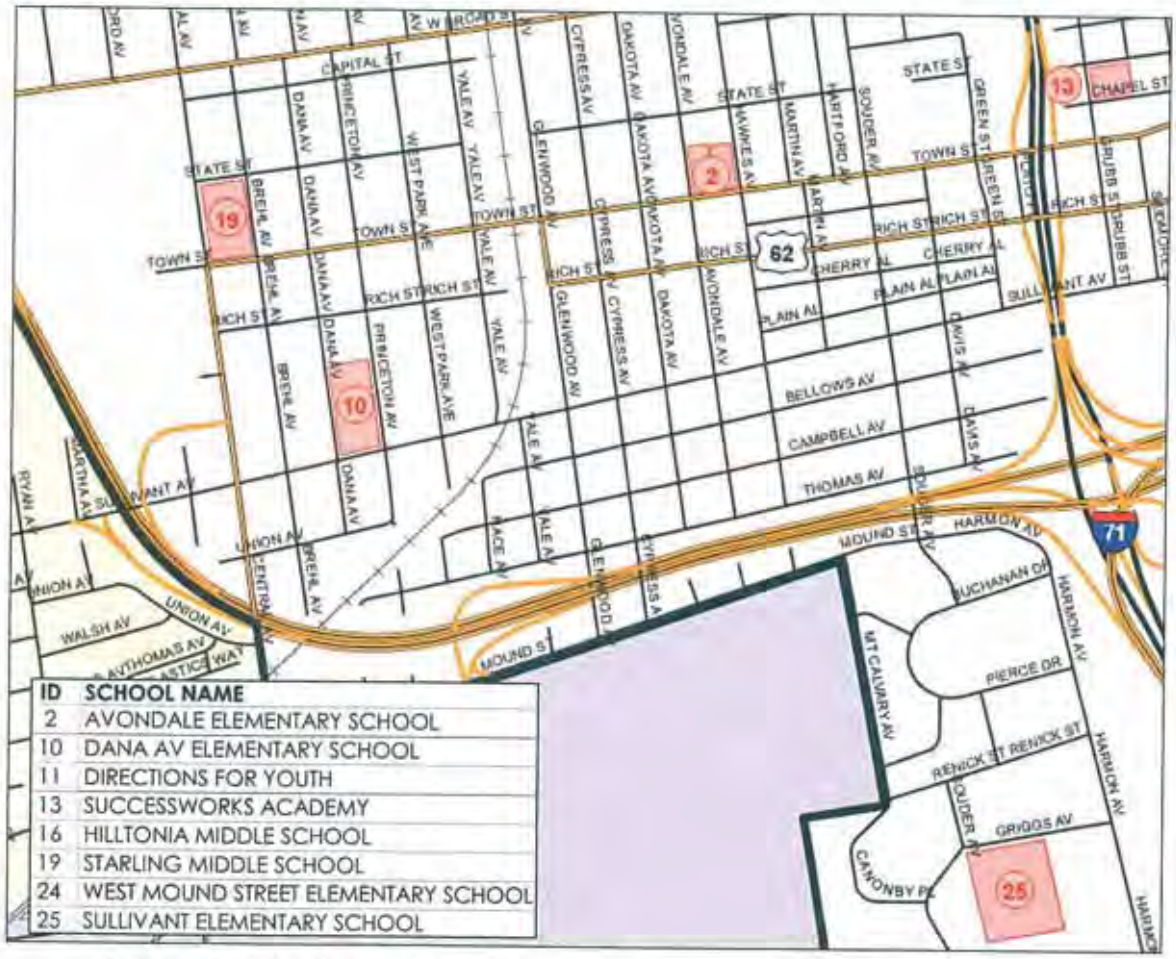
The following locations within the Franklinton Community have been identified as "hot spot" locations for pedestrian/bicycle crashes involving children under the age of 15:

- Rank #2, West Broad Street at Hawkes Avenue (6)
- Rank #8, West Broad Street at Chicago Avenue (4)

2.1.5. School Locations and Walk Routes

There are four elementary schools and a middle school in the Franklinton area and are documented on ***Figure 2.1.5***. Sullivant Elementary School moved from the corner of State Street and Grubb Street to its current location in Spring 2007. The previous location is now the Successworks Academy. Avondale Elementary School will be closed for remodeling from 2007 to 2009.

Figure 2.1.5 – School Locations



ID	SCHOOL NAME
2	AVONDALE ELEMENTARY SCHOOL
10	DANA AV ELEMENTARY SCHOOL
11	DIRECTIONS FOR YOUTH
13	SUCCESSWORKS ACADEMY
16	HILLTONIA MIDDLE SCHOOL
19	STARLING MIDDLE SCHOOL
24	WEST MOUND STREET ELEMENTARY SCHOOL
25	SULLIVANT ELEMENTARY SCHOOL

2.1.6. Traffic Control Inventory
2.1.7. Sidewalk and Pedestrian Trail Inventory
2.1.8. Roadway Inventory

Items 2.1.6 through 2.1.8 were performed by the Consultant with field visits and records review. Aerial photography was used to supplement field inventory efforts. Tables 2.1.8a and 2.1.8b summarize the items inventoried, as well as the parameters

attributed to each item. All inventory items have been loaded into the GIS base mapping system. Select exhibits, including curb ramp conditions and COTA routes are provided in ***Appendix B***.

Table 2.1.8a – Intersection Inventory

Item	Parameters
Crosswalk	Standard - Ladder - Standard with Ladder
Curb Radii (on West Broad Street only)	Low (0'-10') - Medium (11'-30') - High (31' or More)
Curb Ramp	Compliant - Non-Compliant
Intersection Control	Signal - Stop - Flashing Yellow or Red - Yield
Lane Control	Left or Right Turn Lanes
Overhead Pedestrian Signage	Existent/Non-Existent
Pedestrian Push Button	Existent/Non-Existent
Pedestrian Signals	Existent/Non-Existent
Turn Restrictions	Left or Right Turn Restriction - Time of Restriction

Table 2.1.8b – Corridor Inventory

Item	Parameters
Bike Racks	Existent/Non-Existent
COTA Bus Stop	Pole - Bench - Shelter
Curb	Non-Functional (4" or Less) - Functional (More than 4")
Empty Tree Grates	Number
Marked Mid-Block Pedestrian Crossing	Standard - Ladder - Standard with Ladder
Median/Linear Park	Grass - Concrete
On Street Parking Signage	Permitted - Restricted - Time Restrictions
Operation	One-Way - Two-Way
Pavement Markings	White Edge Line - Double Yellow - Intersection Only
Presence of Driveways	Existent/Non-Existent
Presence of Sidewalks	Full - Partial
Quality of Sidewalks	Poor - Fair - Good
Roadway Width*	Width in Feet
School Zone	Existent/Non-Existent
Sidewalk Distance from Bridge Abutment*	Distance in Feet
Sidewalk Distance from Curb*	Distance in Feet
Sidewalk Width*	Width in Feet
Speed Bump	Existent/Non-Existent
Speed Limit	Value if Posted - Not Posted
Street Lighting	Highway - Pedestrian
Trees in Boulevard	Number

* Field Measured Under All Bridge Overpasses

2.1.9. Code Compliance Issues

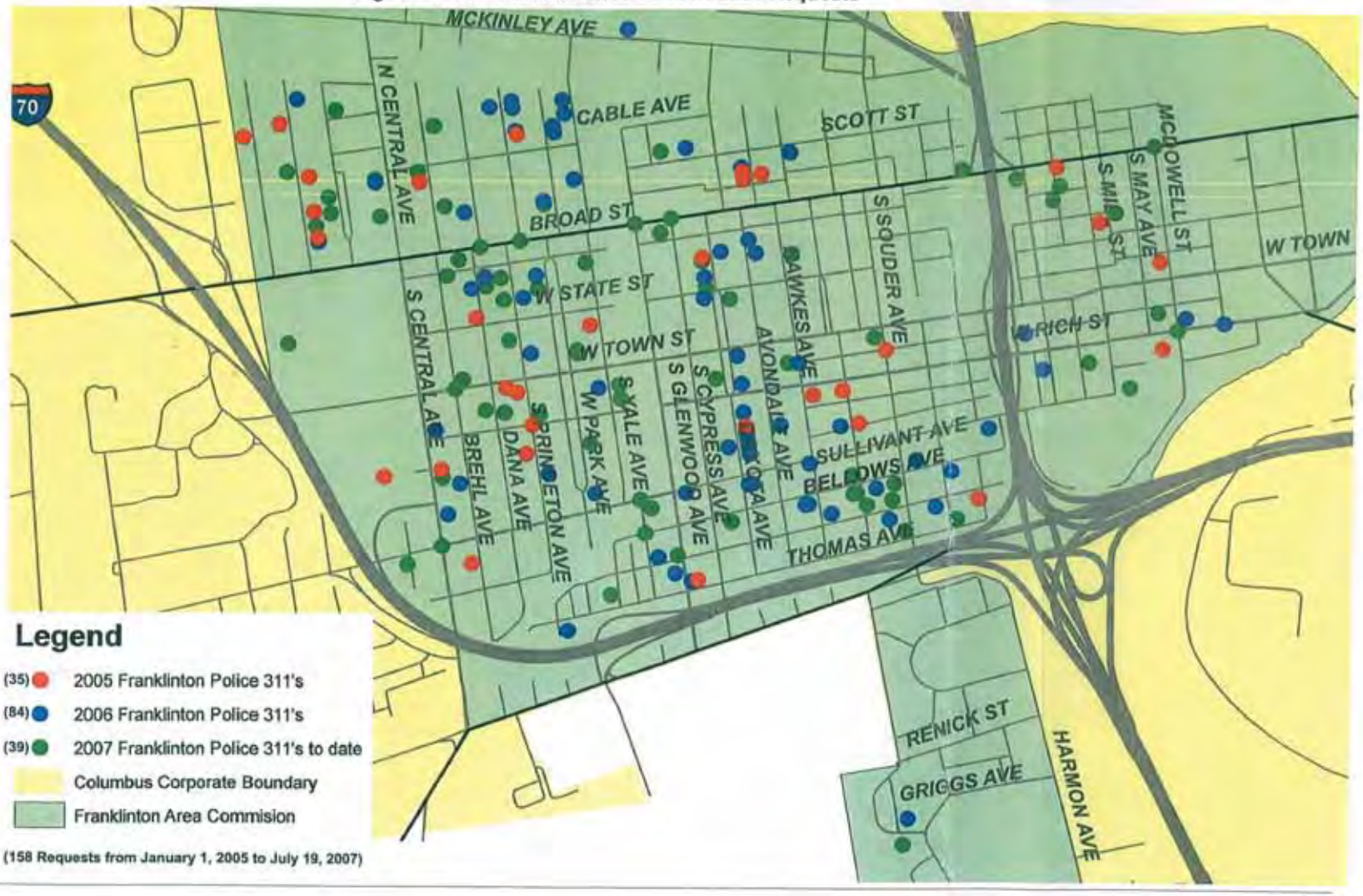
Using relevant codes and planning documents identified in Tables 2.1.1a and 2.1.1b, City standards and goals were reviewed related to land use, parking, building standards, and other matters. Community interest in these areas was summarized by the City of Columbus as shown in the following figures:

Fig. 2.1.9a Franklinton-311 Community Mobility Requests
Fig. 2.1.9b Franklinton-311 Police Requests
Fig. 2.1.9c Franklinton-311 Code Enforcement Requests

Existing study area conditions were observed in the field and a general description of compliance issues was prepared.

Figure 2.1.9a - Franklinton Area 311 Community Mobility Requests

Figure 2.1.9b - Franklinton Area 311 Police Requests



2.1.10 Assess Parking, Circulation, and Access

A general understanding of off-street parking practices was gleaned from discussions with stakeholders, and City staff, as well as from field review. On-street parking regulated with signage was specifically inventoried. ***Figure 2.1.10b*** documents signed on-street parking regulations and one-way street patterns in the Study Area. Traffic circulation associated with major events and major traffic generators in the Study Area such as COSI, Veterans Memorial Auditorium, and Mt. Carmel Hospital were discussed during individual meetings with those Key Stakeholders.

Residential Properties

Most residential blocks in Franklinton contain structures that were designed as single-family homes. Parking for these homes is provided by a combination of off-street parking accessed by a rear alley and on-street parking in front of the house. As illustrated in ***Figure 2.1.10a***, this provides a total of 3.7 to 4.7 spaces per lot.

Zoning in several portions of Franklinton permits the conversion of single-family homes to accommodate as many as four families. Depending on the size of the individual units, the Columbus Zoning Code requires 1.5 to 2 parking spaces per unit. A four-unit structure would require between six and eight parking spaces, which exceeds the available 3.7 to 4.7 spaces per lot.

Figure 2.1.10a: Available Parking for a Typical 30-Foot-Wide Residential Parcel in Franklinton

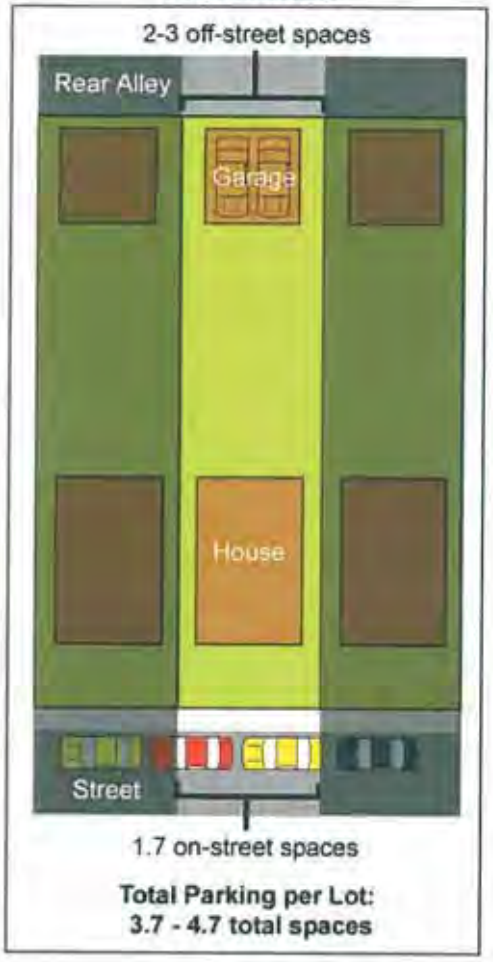
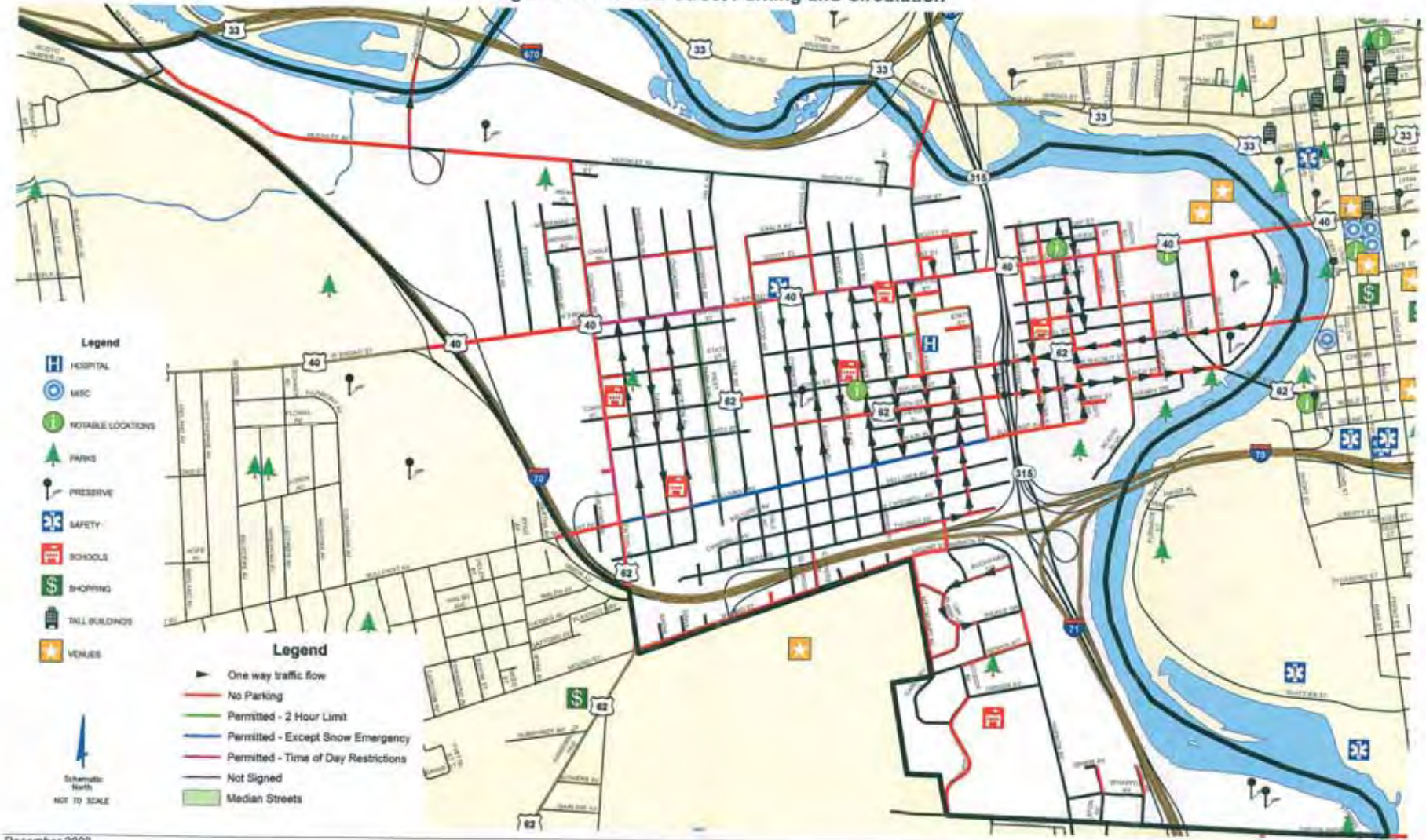


Figure 2.1.10b - On-Street Parking and Circulation



The *Franklinton Plan* (2003) recommended the rezoning of single-family neighborhoods to restrict multi-family conversions of single-family homes. This would prevent parking shortages and maintain stability in residential portions of Franklinton.

West Broad Street

The Consultant team completed an analysis of access and parking issues for two sample blocks of West Broad Street in Franklinton. The purpose of the analysis was to identify the extent of parking and access problems for businesses along the urban sections of Broad Street, and provide a basis for access and parking recommendations.

The Consultant team analyzed conditions of two adjacent blocks on the south side of West Broad Street. As illustrated in ***Figure 2.1.10c***, Block 1 is located between Avondale Avenue and Hawkes Avenue. Block 2 is located between Hawkes Avenue and Martin Avenue. These two blocks were selected because they exemplify the range of parking and access issues found along the densely developed, urban sections of Broad Street in Franklinton.

Below is a discussion of the issues unique to each block, as illustrated on ***Figure 2.1.10c***:

Access and Parking Issues

Block 1

- *Insufficient off-street parking*: No off-street parking other than a used-car lot, which is used to display merchandise.
- *Narrow, deteriorated and dimly lit alley*: An unkempt appearance and a perceived lack of safety may discourage drivers from using the alley to access the properties.
- *Poorly screened residential properties*: A lack of fencing and/or vegetation along the alley exposes adjacent homes to noise and security problems.
- *Lack of separation between parking lots and sidewalk*: The lack of a physical barrier between the used car lot and the sidewalk detracts from the aesthetics and pedestrian safety of Broad Street.

Block 2

- *Lack of "eyes on the street"*: The abundant parking on Block 2 comes at the expense of buildings, which increase surveillance and vitality of public spaces along Broad Street.
- *Excessive left turns onto and off of Broad Street*: A mid-block curb cut creates additional turning movements, increasing traffic conflicts. Access should be limited to side streets and rear alleys.

Figure 2.1.10c – Existing Parking Conditions – West Broad Street

	Block 1	Block 2	TOTAL
Minimum Parking Spaces Required	42	48	90
Existing Parking Spaces	0	75	75
Surplus/(Deficit)	(42)	27	(15)

Parking Analysis

The parking analysis includes a comparison of existing parking supply to parking requirements of the Columbus Zoning Code. Additionally, the analysis studies the implications of reuse and redevelopment on parking supply and code requirements.

The two sample blocks, like most of West Broad Street in Franklinton, are in the City's Urban Commercial Overlay (UCO) District. The UCO designation permits the City to reduce parking requirements by up to 50%, based on the presence of on-street parking, public, permit or shared parking, available transit service, pedestrian traffic and accessibility, elimination of curb cuts, hours of operation and the existing/proposed land use. This analysis assumes that the full 50% reduction has been granted.

Since parking code requirements are linked to building floor area or number of residential units, the analysis included an inventory of floor area and units by land use for the sample blocks. Existing square footage and numbers of units were based on information provided by the Franklin County Auditor.

The table on Figure 2.1.10c depicts existing conditions on each block. Based on zoning requirements, Block 1 has a deficit of approximately 42 off-street parking spaces, while Block 2 has a surplus of approximately 27 spaces. The combined parking differential of both blocks is a deficit of approximately 15 spaces.

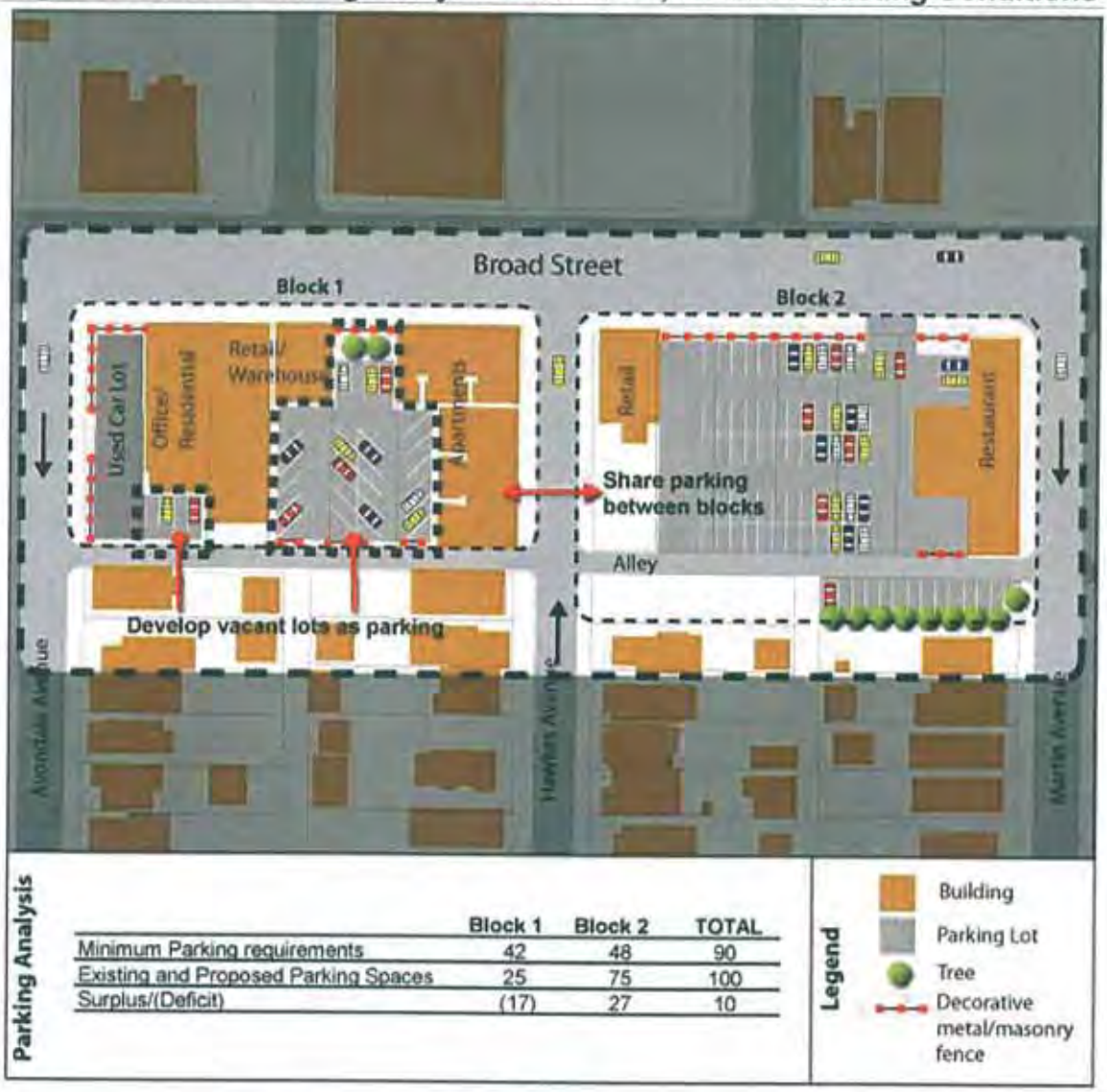
A lack of parking can be a substantial detriment to the marketability of businesses and residences. The following two scenarios demonstrate (1) how existing parking needs can be addressed, and (2) the impact of future reuse and redevelopment on parking supply.

- ***Scenario 1: Address Existing Needs***

  The existing parking deficit can be partially addressed by exploring shared parking arrangements with Block 2. An additional strategy is to develop the remaining vacant lots on Block 1 as parking, as illustrated in ***Figure 2.1.10d***.

  As demonstrated in the table on ***Figure 2.1.10d***, developing parking lots on the vacant lots on Block 1 yields approximately 25 additional spaces. This reduces the parking deficit on Block 1 to 17 spaces. The total combined parking differential for both blocks in this scenario is a surplus of approximately 10 spaces. The combination of shared parking and development of new

Figure 2.1.10d – Parking Analysis Scenario 1, Address Existing Conditions



parking lots on existing vacant lots will address the current parking needs of the sample blocks.

Scenario 2: Encourage Redevelopment/Reinvestment

While shared parking and existing vacant lots may accommodate the current parking needs of the sample blocks, more parking will be needed to accommodate redevelopment projects and more parking-intensive uses such as restaurants. ***Figure 2.1.10e*** demonstrates a scenario in which the retail/warehouse buildings on Block 1 are converted to a 5,000

Figure 2.1.10e: Parking Analysis Scenario 2 – Address Reuse/Redevelopment

square foot restaurant with 6 apartments on the upper floor. This change in use increases the parking requirement to 73 spaces on Block 1.

This scenario also involves redevelopment of a portion of Block 2 to accommodate a 10,000 square foot drug store, replacing an existing structure containing 2,204 square feet of retail and 2,204 square feet of storage. Such a project would increase the parking requirements on Block 2 to 87 spaces. The combination of reuse and redevelopment on the sample blocks increases the overall

parking requirements to 137 spaces, an increase of 52% from existing conditions.

Additional off-street parking spaces are needed in order to address the increased parking demand. If no remaining vacant lots are available nearby, and if all shared parking options have been explored with neighboring blocks, one solution is to acquire and redevelop residential properties south of the rear alley. The *Franklinton Plan* recommends that parking for businesses be permitted in residential areas, as long as the parking lot extends no further than two parcels from the alley that parallels Broad Street.

On the two sample blocks, the redevelopment of residential lots within 2 parcels of the alley yields approximately 56 additional spaces. Taking into account the reduction in spaces on Block 2 to accommodate the drug store, the total increase in parking on both blocks is 48 spaces, which is nearly 50%.

With the additional parking lots, Block 1 has a parking deficit of 12 spaces, while Block 2 has a surplus of 23 spaces. The total parking differential for both blocks is a surplus of 11 spaces.

Parking Analysis Conclusion

The two parking analysis scenarios demonstrate that existing parking needs can be met through shared parking arrangements and the development of vacant lots as off-street parking lots. However, parking demand will increase if revitalization efforts are successful along Broad Street. Additional parking supply will be needed to accommodate and support redevelopment and rehabilitation efforts. In some cases, it will become necessary to redevelop residential properties as new parking lots.

2.1.11 One-on-One Meetings with Stakeholders

The Consultant team, together with City staff, met individually with the key stakeholders listed in Table 1.3.1 for the purpose of identifying traffic, parking, transit, and pedestrian problems, needs, and goals. Detailed meeting notes were prepared and comments that could be mapped by location have been provided on ***Figure 2.1.11***.

2.2 Graphical Data Base

2.2.1 Electronic Base Mapping

A GIS base map has been prepared using ArcGIS, version 9, software and attributed with data collected for the project. Franklin

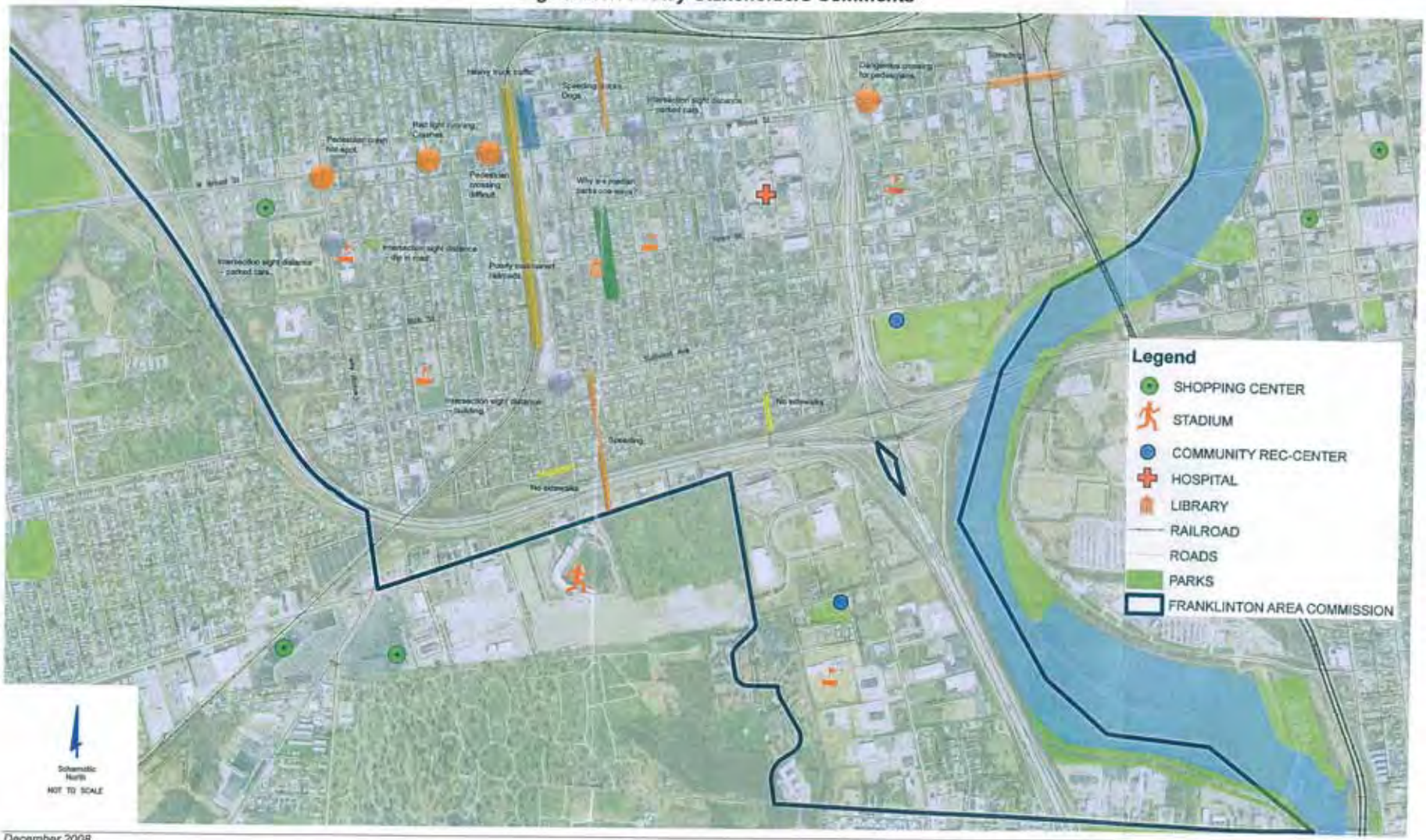
County Auditor base mapping and aerial photos were used as the base. The GIS base was used as a platform for meeting and report graphics and for recording inventory and other data.

2.2.2 Inventory Data

Field data, record information, and research results have been presented graphically on the GIS base map. Detailed bus route information has been provided by COTA and integrated into the electronic base map. All of the inventory features listed in Tables 2.1.8a and 2.1.8b were recorded graphically on the base map. Other features such as school and park locations, and existing traffic calming features were also mapped.

Multiple map products have been generated to facilitate presentation and discussion of Study Area conditions. Inventory exhibits were constructed and used for public involvement open houses and workshops. Exhibits have been posted to the project web site.

Figure 2.1.11 - Key Stakeholders Comments



STEP 3 – PUBLIC INVOLVEMENT

3.1. Initial Public Open House

3.1.1. Meeting with City Departments

A meeting was held with City departments that may have an interest in the project outside the core project management group. City departments were contacted to attend a briefing on the FCMP project that was held on Thursday, May 31, 2007, at the City of Columbus Transportation Division headquarters. ***Table 3.1.1*** lists the departments invited and also those that were in attendance. Representatives who were not in attendance were contacted and notified about upcoming events. Many departments that did not attend this meeting were represented at other project events. Detailed items of discussion have been summarized in Table 3.4.2.

Table 3.1.1 – City Department Meeting

City Department	Attendance
Building Services	---
Code Enforcement	---
Downtown Development	---
Education	---
Fire	---
Home Again	Present
Mayor's Office	---
Public Information	Present
Utilities	---

3.1.2. Meeting with Key Stakeholders

A meeting preceded the public open house in order to inform Key Stakeholders about project progress to date and the format of the open house. The meeting was held at 3:30 PM on Tuesday, June 19, 2007, at Gladden Community House. Members from the following groups were in attendance:

- Boys and Girls Club
- City of Columbus, Department of Economic Development
- City of Columbus, Department of Public Health
- City of Columbus, Home Again
- City of Columbus, Paving the Way
- COSI
- COTA
- Franklinton Homeowners Association

- Franklinton Library
- Gladden Community House
- Lower Lights Ministries

City staff and the consultant team made a presentation including an overview of the project process, goals and objectives. The presentation also included a discussion about traffic calming and neighborhood design concepts that drew input from attendees and illustrated project objectives.

3.1.3. Open House

An initial open house was held at 5:30 PM on Tuesday, June 19, 2007, at Gladden Community House to introduce the project to the community, explain the process to be used, and solicit early input on problems, needs, and goals to be addressed. ***Table 3.1.3*** provides a list of members of the public present.

Table 3.1.3 – Public Open House Attendees

Stakeholders		Study Team	
Name	Organization	Name	Organization
Roger Wycoff	Resident	Terry Stewart	City of Columbus, Transportation
Chris Winchester	Resident	Nick Popa	City of Columbus, Transportation
Jennifer Flynn	Resident	Larry Creed	EMH&T
Carol Stewart	Resident	Nick Shultz	EMH&T
Nan Merritt	Mount Carmel Consultant	Beth Sliemers	EMH&T
Michelle Louks	Resident	Dan Burden	Walkable Communities
Everett Blankenship	Resident	Brian Forschner	McKenna Associates
Sandy McCarty	Resident	Bernice Cage	MORPC
Carol Ann Johnson	Resident	Dilip Karpoor	MORPC
Emma Smith	Resident	Kymberlee Dudley-Thompson	MORPC
Brenda St. Clair	Resident	Chris Gawronski	MORPC

3.1.4. Meeting Preparation and Exhibits

In order to facilitate discussion, the following exhibits were produced and displayed at the open house:

- Site Location Map
- School and Park Locations
- Pedestrian Crash Locations
- Examples of Code Violations
- COTA Bus Routes

Exhibits were displayed at individual stations occupied by study team members to receive public feedback. An informal slideshow presentation was prepared showing existing area conditions and general mobility solutions. Refreshments were provided.

3.1.5. Notification

An extensive notification effort was launched to maximize potential for public participation. A flier was prepared detailing the upcoming public open house. The flier was posted to the web site and was distributed to residents and stakeholders using several methods. City staff mailed 3,898 fliers on Saturday, June 9, 2007. The post office returned 1,382 fliers, suggesting 2,516 fliers reached their destination. All key stakeholders, as well as other known contacts, were notified via email correspondence, when available.

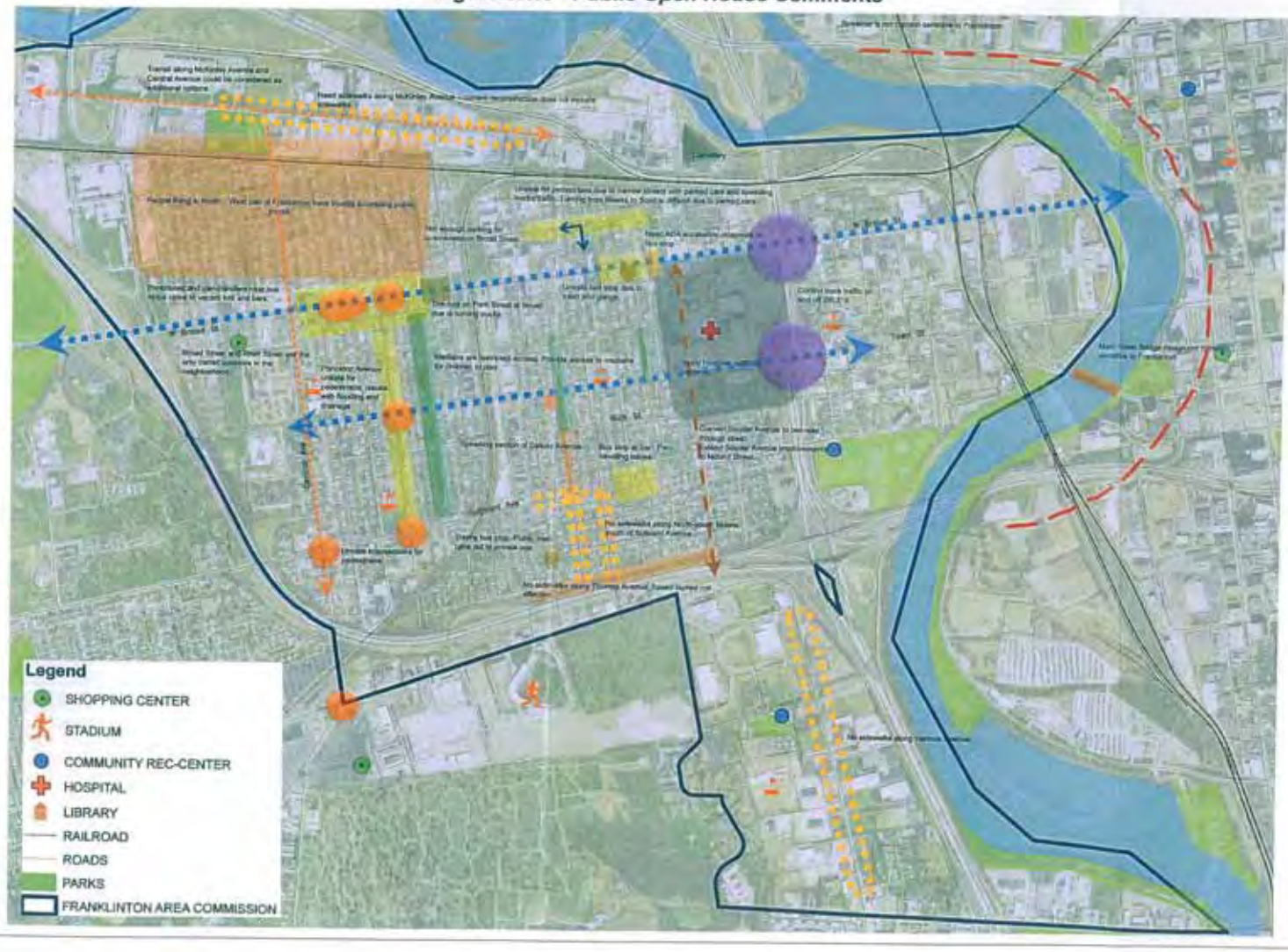
An article detailing the event was published on the front page of the June 2007 issue of the Franklinton News. The Franklinton News is a community newspaper published by the Gladden Community House.

A presentation of the mobility plan was presented to the Franklinton Area Commission on Tuesday, June 12, 2007. The upcoming open house was mentioned and fliers were given to the commissioners to distribute to area residents.

3.1.6. Meeting Documentation

Meeting minutes and summaries of public comments were prepared by MORPC. Comments have been summarized in Table 3.4.2. Geographical comments provided by the public have been mapped on ***Figure 3.1.6***.

Figure 3.1.6 - Public Open House Comments



3.2. Opening Charrette (Workshop)

An opening charrette was held at 5:30 PM on Friday, July 13, 2007, to provide an opportunity for public participation, problem identification, discussion of evaluation criteria, and public education as an introduction to the Walk Audit held the following day. In an effort to increase public participation by reducing confusing terminology, the word "charrette" was replaced with "workshop" on all publications.

3.2.1. Meeting with City Staff

In view of poor attendance at the initial meeting targeted at City Departments, a second meeting of this type was not held. City Department staff attended other project events and all Departments listed in Table 3.1.1 were invited to the Opening and Closing Charrettes and Walk Audit.

3.2.2. Meeting with Key Stakeholders

A meeting with key stakeholders did not precede the opening workshop as originally planned. It was observed that key stakeholder attendance at the June 19, 2007 Open House was lessened by the preceding key stakeholder meeting. Stakeholders tended not to attend both meetings.

3.2.3. Workshop

The opening workshop was held by representatives of City staff, EMH&T, MORPC, and Walkable Communities, Inc. ***Table 3.2.3*** provides an attendance list for the opening workshop.

Table 3.2.3 – Opening Workshop Attendees

Stakeholders		Study Team	
Name	**Organization**	**Name**	**Organization**
Kevin Chambers	Franklinton Ministerial Association	Terry Stewart	City of Columbus, Transportation
Branda Dutton	Franklinton Library	Nick Popa	City of Columbus, Transportation
Pauline Edwards	Franklinton Area Commission	Larry Creed	EMH&T
Jennifer Flynn	Resident	Nick Shultz	EMH&T
Jane Falks	Resident	Beth Sliemers	EMH&T
Gloria Fitzpatrick	Resident	Dan Burden	Walkable Communities
Rebecca Hunley	Franklinton Area Commission	Brian Forschner	McKenna Associates
Sherry Koch	Franklinton Area Commission	Bernice Cage	MORPC
Steven Lambert	Resident	Dilip Karpoor	MORPC
Sheila Lutz	Resident	Ahmad Al-Akhras	MORPC
Sandy McCarty	Resident	Chris Gawronski	MORPC
David Paul	Resident	Tony Hull	MORPC
Carol Stewart	Franklinton Area Commission	Brenda Noe	MORPC
Chris Winchester	Resident		
Donna Woods	Gladden Community House		
Beth Clark	Mount Carmel West		
Christine Godward	City of Columbus, Public Health		
Jim Hutcherson	COTA		
Nan Merritt	Mount Carmel West		
Jim Sweeney	Franklinton Development Association		
Julie Walcott	ODOT, Safe Routes to School		

3.2.4. Meeting Preparation and Exhibits

Dan Burden, from Walkable Communities, prepared a formal presentation to enlighten the public on project goals and possible outcomes and to highlight upcoming events. Community members were organized into groups and were asked to comment on mobility issues. One member from each group presented their findings to the entire audience and issues were then prioritized by community members.

In order to facilitate discussion, the following exhibits were produced and displayed:

- Aerial Photograph of Franklinton
- COTA Bus Routes (Updated with detailed information provided by COTA)
- Sidewalk Conditions
- Traffic Control Devices

Refreshments were provided.

3.2.5. Notification

With the goal of stimulating greater public participation compared to the initial public Open House, a different communication method was used to promote public involvement for the Opening Workshop and Walk Audit. A flier was produced detailing the upcoming workshop and neighborhood walk and were distributed to key stakeholders, to businesses along West Broad Street, and many were posted in windows. Posters were displayed at Dodge Recreation Center, Franklinton Library, and

Mount Carmel West Hospital. Several community events were attended in an attempt to promote the upcoming workshop and walk.

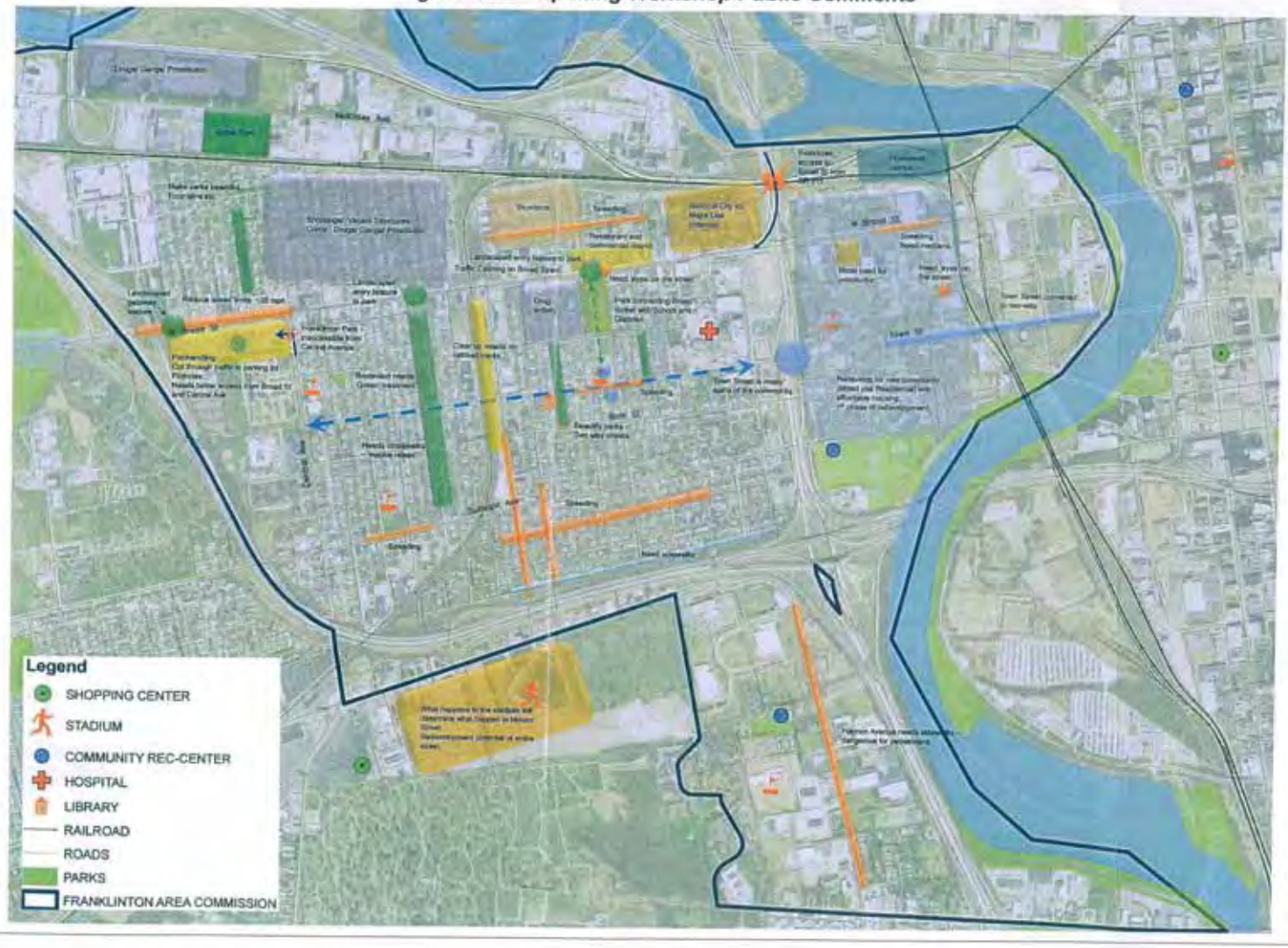
3.2.6. Meeting Documentation

Area issues identified by citizens in attendance were ranked in terms of significance, as listed below:

1. No Grocery/Hardware Store in Franklinton – 10 Votes
2. Properties Not Taken Care Of – 7 Votes
3. Parks Inaccessible by Foot/Lack of Surveillance – 7 Votes
4. Personal Safety – 6 Votes
5. Inappropriate Land Uses on Broad Street – 6 Votes
6. Unsafe to Walk – 5 Votes
7. Vacant Properties – 5 Votes
8. Vagrants and Prostitutes – 5 Votes
9. No Quality Restaurants after Business Hours – 5 Votes

Meeting minutes and summaries of public comments were prepared. Comments have been summarized in Table 3.4.2. Geographic comments provided by area citizens have been mapped on ***Figure 3.2.6***.

Figure 3.2.6 - Opening Workshop Public Comments



3.3. Walk Audit (Neighborhood Walk)

3.3.1. Neighborhood Walk

A neighborhood walk was conducted by Dan Burden of Walkable Communities on Saturday, July 14, 2007, and attended by City staff and the consultant team as well as the general public. Walks were an interactive event with community members designed to observe existing study area conditions, isolate problem areas, and to describe and experience possible solution alternatives. The walk was divided into four sections as described in ***Table 3.3.1***.

Table 3.3.1 – Neighborhood Walk Routes

Walk Route	Time	Meeting Location
Area North of Town Street, West of SR 315	8:00 AM - 10:00 AM	Franklinton Library
Area South of Town Street, West of SR 315	10:00 AM - 12:00 PM	Franklinton Library
Area East of SR 315	1:00 PM - 3:00 PM	Franklinton Library
Area West of Harmon Avenue, South of Mound Street	6:00 PM - 7:00 PM	Sullivant Elementary

3.3.2. Meeting Preparation and Exhibits

No additional exhibits were prepared for the neighborhood walk. Refreshments were provided at the meeting locations.

3.3.3. Meeting Documentation

The neighborhood walk was documented via photography, videography, and hand written notes. Meeting minutes and summaries of public comments were prepared by MORPC. Comments have been summarized in Table 3.4.2.

3.3.4. Walkability/Bikeability Index

Walkability and bikeability checklists obtained from the "Safe Routes to School" program were distributed to participants at the public open house and opening workshop. Comments were collected and substantiated during the neighborhood walk process.

3.4. Closing Workshop

3.4.1. Workshop

A closing workshop was held at 5:30 PM on Thursday, July 26, 2007, at Gladden Community House in order to provide an opportunity for City staff and the Consultant team to return to the public with a summary of the neighborhood walk process and problems identified. General solutions for identified problems were discussed. Criteria for evaluating and comparing conceptual alternate solutions was discussed and prioritized by community members. A steering committee was established that will be contacted throughout the project as a means to relay information to the community and obtain feedback. A secondary committee was also established that will be contacted for milestone events. ***Table 3.4.1*** provides a list of committee members.

Table 3.4.1 – Committee Members

Steering Committee	Advisory Committee
Pauline Edwards	Cathy Fynes
Carol Stewart	Brenda Dutton
Judy Basham	Sandy McCarty
Steven Lambert	Chris Winchester
Bruce Warner	
Kevin Ballard	
Jennifer Flynn	
Sandy McCarty	

3.4.2. Meeting Preparation and Exhibits

Additional meeting exhibits were prepared to provide an overview of recommended improvements and to educate the community on possible solution alternatives. The following exhibits were prepared for the closing workshop:

- **Mapped Community Comments** (Comments provided by key stakeholders and community members throughout the public involvement process)
- **Results of the Neighborhood Walk** (Map showing possible solutions developed by Dan Burden)
- **Modern Roundabouts** (Educational information on modern roundabouts, as well as schematics of Mound Street/Harrisburg Pike and Central Avenue/Sullivant Avenue intersections as modern roundabouts.)

3.4.3. Meeting Documentation

Meeting minutes, summaries of public comments, and other appropriate documentation of public meetings were prepared. A summary of individual comments received throughout the public involvement process are summarized and categorized in ***Appendix C***. Community members ranked alternative solutions resulting from the neighborhood walk by preference, as listed below:

1. Broad Street/Central Avenue Intersection Improvements – 14 Votes
2. Central Avenue Corridor Improvements – 12 Votes
3. Gateway Features – 9 Votes
4. Broad Street/Grubb Street Intersection Improvements – 8 Votes
5. Gift Street/State Street Intersection Improvements – 8 Votes
6. Rebuild Sidewalks – 8 Votes
7. Mound Street/Harrisburg Pike Roundabout – 7 Votes
8. Town Street/Glenwood Avenue Roundabout – 7 Votes
9. Broad Street/Hawkes Avenue Intersection Improvement – 7 Votes
10. Glenwood Avenue/Mound Street Intersection Improvements – 7 Votes

Table 3.4.3 provides an attendance list for the closing workshop.

Table 3.4.3 – Closing Workshop Attendees

Residents	Stakeholders		Study Team	
	Name	Organization	Name	Organization
Amanda Brauner	Carol Stewart	Franklinton Area Commission	Terry Stewart	City of Columbus, Transportation
Jennifer Flynn	Jim Sweeney	Franklinton Development Association	Bill Lewis	City of Columbus, Transportation
Mark Fowler	Barry Peel	City of Columbus, Department of Development	Tammy Peters	City of Columbus, Transportation
John Heiss	Mike Smeltzer	City of Columbus, Health Department	Larry Creed	EMH&T
Francine Kempe	Christine Godward	City of Columbus, Public Health	Nick Shultz	EMH&T
Michael Kennerd	Ann Lewicki	City of Columbus, Health Department	Dan Burden	Walkable Communities
Steven Lambert	Kelly Angel	ODOT District 6, Safe Routes to School	Bernice Cage	MORPC
Maureen Lorenz	Kelly Brooker Scocco	ODOT Central Office	Dilip Karpoor	MORPC
Sheila Lutz	Mark Dravillas	City of Columbus, Department of Development	Ahmad Al-Akhras	MORPC
Sandy McCarty	Sgt. Lamar Glenn	City of Columbus, Police Department	Chris Gawronski	MORPC
Mike Phillips	Jim Hutcherson	COTA	Nathaniel Voigt	MORPC
Bart Overly	Steve Simmons	City of Columbus, Public Schools	Brenda Noe	MORPC
Alton Willis	Chuck Penwell	City of Columbus, Fire Department		
Chris Winchester	Bruce Warner	Franklinton Homeowners Association		
	Judy Bashum	Franklinton Board of Trade		
	Pauline Edwards	Franklinton Area Commission		
	Brenda Dutton	Franklinton Library		
	Cathy Fynes	Boys/Girls Clubs of Columbus		
	Donna Woods	Gladden Community House		
	Rebecca Hunley	Franklinton Area Commission		
	Jane Fulks	Lower Lights Ministries		

STEP 4 - ANALYSIS AND RECOMMENDATIONS

4.1. Technical Analysis

4.1.1. Problem Statement

The public input process resulted in 321 discrete comments about conditions in the Franklinton Study Area. All comments were documented as shown in Appendix C. Comments were grouped by location and categorized by type of issue presented. Location characteristics are discussed at 4.3.2 Infrastructure Prioritization Plan.

Table 4.1.1 shows 22 issue categories that were used to summarize the 321 individual comments received and facilitate development of solutions. Each issue category was further identified as relating to either an infrastructure deficiency or a policy need. Infrastructure issues generally require construction improvements to be prioritized and budgeted over time. Policy issues involve planning goals, programs or regulations that can be accomplished at less capital cost.

Table 4.1.1 – Problem Statement

Infrastructure	Policy
Traffic Operations	Crime and Personal Safety
Speed	Transit
Pedestrian Crossings	General Apperance
Sidewalks	Redevelopment
Schools	Parking
ADA Compliance	Traffic Circulation
Sight Distance	Truck Traffic
Parks	Code Enforcement
Alleys	Land Use
Access	Railroad Property Maintenance
COSI/Vets Events Traffic	
Bicycles	

Approximately two out of three comments fell into the "Infrastructure" category, indicating a need for improvements in the Franklinton Community. All 22 issue categories shown in Table 4.1.1 are provided in order so that the most commented-on issues appear at the top of the Table and the least commented-on issues appear at the bottom for each list (infrastructure and policy).

A general toolbox of solutions was developed to address the 22 issue categories and thus respond to the problems identified by the Franklinton community. Solution tools are categorized as either "Infrastructure" or "Policy" according to their primary characteristics and impacts. Solution tools typically address more than one issue category however, and often respond to both infrastructure related concerns and policy issues. The issue categories and infrastructure/policy distinction were used simply for convenience in discussing and presenting issues and recommendations in the Study Area. This methodology was not used to exclude any public comments or potential solutions.

Each solution tool is described in detail in the following sections:

4.1.2 – Policy Tools and Recommendations

4.1.3 – Infrastructure Tools and Recommendations

4.1.2. Policy Tools and Recommendations

Policy tools include non-infrastructure recommendations that achieve Mobility Plan goals. Policy tools involve regulations and programs that help to create a convenient, safe, and attractive neighborhood.

Convenience and safety increase mobility by encouraging movement of pedestrians and automobiles. An attractive appearance encourages motorists to slow down and take notice of an area.

Policy tools are divided into five primary categories:

A) Access and Parking
B) Community Programming
C) Housing Revitalization
D) Crime Prevention Through Environmental Design
E) Gateway Enhancements

This section includes a summary of the issues, recommendations, and implementation mechanisms associated with each policy tool.

A) Access and Parking Policy Tools

The intent of the access and parking tools identified in this section is to balance the convenience, access, and safety needs of automobiles with those of pedestrians. The tools include strategies that aim to:

- Increase supply and efficient use of off-street parking.
- Preserve and enhance urban fabric and pedestrian orientation of Franklinton by placing buildings close to street.
- Improve utilization of alleys as a primary means of access.
- Provide for bicycle access to properties.

A1 - West Broad Street

Access and parking tools for Broad Street are illustrated in ***Figure 4.1.2.A1*** and summarized in ***Table 4.1.2.A1***. A more detailed description follows ***Table 4.1.2.A1***.

Figure 4.1.2.A1 – Broad Street Access and Parking Tools

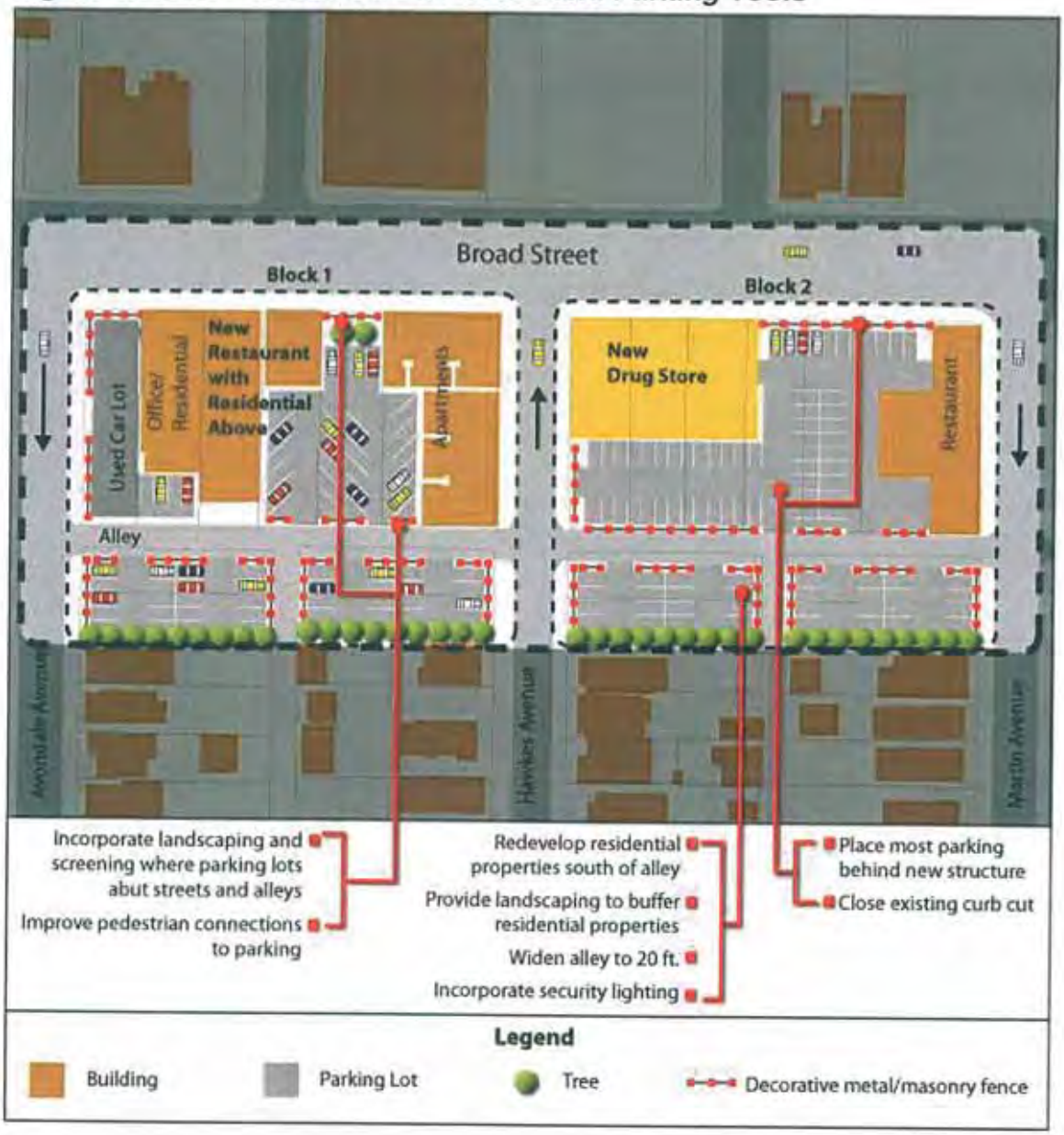


Table 4.1.2.A1 - Summary of Broad Street Access and Parking Policy Tools

Policy Tool	Issue Summary	Issue Categories	Recommendations	Implementation Mechanism
Strategic Parking Plan	• Insufficient parking for businesses on Broad Street	• Access • Parking	• Prioritize and implement opportunities for: o Vacant lot redevelopment o Shared parking agreements o Expansion of parking into residential blocks o Public metered surface lots • Provide wayfinding signage for parking lots	• Zoning/design guidelines • Shared parking agreements • Partnerships between City, community organizations and business/ property owners
Alley widening and enhancement	• Narrow, deteriorated and dimly lit alleys	• Alleys	• Improve alley appearance and security with lighting and landscaping in rear parking lots • Widen alleys to 20 feet where feasible. Coordinate with the expansion of parking lots into residential blocks	• Partnerships between City, community organizations and business/ property owners
Residential Buffering	• Poorly screened residential neighborhoods	• Land Use	• Provide landscaping to buffer residential properties from Broad Street businesses and parking where feasible • Coordinate with the expansion of parking lots on residential lots	• Zoning • Partnerships between City, community organizations and business/ property owners

Table 4.1.2.A1 - Summary of Broad Street Access and Parking Policy Tools (continued)

Policy Tool	Issue Summary	Issue Categories	Recommendations	Implementation Mechanism
Parking lot screening	• Lack of separation between parking lots and sidewalks • Current screening standards allow excessive solid fence height	• Parking • General Appearance • Crime and Personal Safety	• Incorporate landscaping and screening where parking lots abut sidewalks • Reduce allowable height for solid portion of a screening wall/fence from 4 feet to 3 feet	• Zoning/design guidelines
Rear parking lots	• Lack of "eyes on the street" where parking lots abut Broad Street	• Parking • Land Use • Crime and Personal Safety	• Uphold current requirements to place new parking lots behind buildings. • Encourage pedestrian connections to rear parking lots through zoning and/or design guidelines • Security lighting	• Zoning/design guidelines
Closure/ prevention of driveway curb cuts	• Excessive mid-block curb cuts	• Traffic Circulation • Access	• Close existing mid-block curb cuts during redevelopment and street improvements • Prohibit future driveway curb cuts	• Zoning • Street improvement process
Bicycle racks	• Lack of bicycle parking facilities	• Transit • Access	• Encourage/install bicycle racks along sidewalk, outside of clear walking zone	• Street improvement process

Strategic Parking Plan

Community input and a sample block parking analysis indicate that there is insufficient parking on many blocks of Broad Street. A substantial number of vacant lots may provide opportunities to meet the parking needs of existing businesses. However, the long-term vitality of Broad Street as an urban business corridor depends on a high density of businesses and buildings placed close to the street, without large fields of parking that interrupt the urban fabric.

The City and community-based organizations such as the Franklinton Board of Trade can provide leadership in developing a strategic parking plan for Broad Street that meets these needs. The plan must address existing parking needs by identifying:

- *Strategic vacant lots for parking development (Private).* Lots should be selected based on their location and the willingness of the property owner to sell or develop them as parking. Private surface lots can provide direct access to businesses, but are costly due to land acquisition and only service a limited area. Shared parking agreements can help alleviate these issues.
- *Opportunities to facilitate shared parking agreements between property owners (Private).* The best opportunities for shared parking are land uses that have different peak hours of operation. Shared parking should be located within 500 feet off all participating land uses. Signage on shared parking lots should clearly indicate that shared parking is permitted. Shared parking agreements should identify the location of spaces to be designated for shared parking, means of access to the spaces, and responsibility of maintenance for shared parking areas.
- *Opportunities for public metered parking (Public).* Metered parking can potentially improve business in the area if "free" parking creates a situation where there are never any spaces available. The inability to find a parking space can be as much of a deterrent as the need to pay for one. If charging a nominal fee for parking means that there are usually a few spaces available, this may make the area more attractive to customers.

Profits from metered parking can be reinvested into the community to further enhance livability and appeal of the area.

On-street or off-street lots should be considered where appropriate. Metered parking should be located near existing or planned developments that generate a need for high-turnover parking, such as cafes and specialty stores. Off-street parking can provide for a greater number of spaces and allows for existing street pavement to be utilized for other uses, but is more costly than on-street parking.

On-street metered parking is less costly and maintains the urban fabric of the corridor; however, it can limit the use of existing pavement for bike lanes, transit, and turn lanes. Several roadway options balancing on-street parking, bike lanes, and transit are discussed in more detail in Section 4.2.1.

The strategic parking plan must also address the long-term vitality and growth of Broad Street. Parking should be placed at the rear of Broad Street properties, allowing for an unbroken "wall" of buildings along Broad Street. This approach may require, in some cases, acquisition and demolition of residential structures that are behind Broad Street businesses. Wayfinding signs can be provided on West Broad Street to direct traffic to parking areas. In order to accommodate business needs while preserving stability of residential blocks, the strategic parking plan should:

- Uphold the recommendations of the Franklinton Plan (2003) to restrict parking lots to within two parcels of an alley that is parallel to Broad Street.
- Identify deteriorated and/or vacant homes within this allowable parking area to be acquired and demolished for future parking.
- Prioritize sections of the Broad Street corridor with the following characteristics:
  - Relatively high parking deficits.
  - Locations where additional parking would support a redevelopment project.
  - Locations where all other opportunities for parking have been explored, including structured parking.

Alley Widening and Enhancement

The current condition of alleys along Broad Street discourages their use as a vital component of the access and circulation system.

Alleys provide rear access to parking and loading areas, preventing the need for curb cuts along Broad Street.

Security lighting in rear parking lots placed close to the alley can help improve the perception of alley safety. Landscaping or decorative walls placed along the edges of rear parking lots can help visually enhance the alleys. These features can be encouraged through zoning and design guidelines. Community organizations, such as the Franklinton Board of Trade, can provide leadership and education to encourage property owners to enhance rear alleys.

Acquisition of residential properties for future parking expansion will create an opportunity for the City to widen alleys to 20 feet, accommodating two lanes of traffic. Widening efforts could also be completed in conjunction with private development.

Residential Buffering

Residential properties directly abut Broad Street alleys with no separation from noise, odors and other potentially negative impacts of Broad Street businesses. Acquisition of residential properties for future parking expansion will create opportunities to screen residential uses with landscaping and fencing. Zoning regulations and design guidelines must require screening as future parking lots are constructed.

Parking Lot Screening

A lack of physical separation between parking lots and sidewalks detracts from the appearance and pedestrian safety of the sidewalk. A lack of a building "street wall" gives Broad Street a more suburban appearance and less of a sense of enclosure for pedestrians. A lack of physical barriers also allows vehicular movement onto the sidewalk, creating safety conflicts for pedestrians.

The *Urban Commercial Overlay District* currently requires a four-foot decorative fence (brick and/or decorative metal tubing) between a parking lot and the right-of-way along most of Broad Street. However, the requirements permit a solid four-foot brick wall. Such a barrier is excessive and may create hiding places adjacent to the sidewalk. The requirements should be amended so as to restrict the solid portion of the wall to 3 feet or less. The remaining height of the wall should be a transparent material, such as wrought iron posts.

Rear Parking Lots

Parking lots that directly abut Broad Street create "dead spaces" in the Broad Street streetscape. Vibrant urban streets need the enclosure and natural surveillance provided by buildings adjacent to the sidewalk.

The *Urban Commercial Overlay District* currently requires off-street parking be placed to the rear or side of buildings along most of Broad Street. This requirement must be maintained in order to create a vibrant business district. As additional parking spaces are developed to the rear of Broad Street businesses (including redevelopment of residential lots as discussed earlier), parking lots along Broad Street should be viewed as opportunities to develop new structures and rebuild the urban fabric.

While parking may be located to the rear of a structure, main entrances are often located at the front of the structure. A prominent rear entrance or pedestrian walkway to the front entrance is needed to ensure a safe pedestrian connection. Rear entrances and walkways should be attractively designed and well-lit. Such features can be encouraged through zoning and/or design guidelines.

Closure/Prevention of Driveway Curb Cuts

Closely spaced driveways and intersections create numerous traffic conflicts along Broad Street. The City should work with property owners to eliminate existing curb cuts where possible during the implementation of Broad Street traffic calming improvements and as redevelopment occurs. The Urban Commercial Overlay District

already prohibits new curb cuts along Broad Street where access is possible from a rear alley.

Bicycle Racks

Businesses and cyclists would benefit from improved bicycle access to storefronts along Broad Street. Bike racks can be provided in conjunction with roadway reconstruction and improvements. "Bike hitch" and "inverted u rack" types are recommended. Such parking should be located near main building entrances to encourage convenience, visibility, and safety and near transit stops to encourage multi-modal travel. Three feet of separation between each rack should be provided to allow maneuvering. Racks should be placed outside the clear walking zone, as defined by the "Columbus Pedestrian Thoroughfare Plan." Most of West Broad Street is a pedestrian class 3 which requires a 7-foot clear zone. In these areas of West Broad Street, approximately 10 feet of walk is available from right of way to face of curb. The estimated cost, including installation, for these types of bicycle racks is approximately $250 to $375 per bicycle parking space.

A2 - Residential Areas

Table 4.1.2.A2 provides a summary of access and parking tools that apply to residential areas. A more detailed discussion follows ***Table 4.1.2.A2***.

Table 4.1.2.A2 – Summary of Residential Access and Parking Policy Tools

Policy Tool	Issue Summary	Issue Categories	Recommendations	Implementation Mechanism
Limitation on Multi-Family Conversions	• Insufficient parking to accommodate conversions of homes from single-family to four-family.	• Parking • Land Use	• Limit multi-family conversions in single-family neighborhoods west of SR 315	• Zoning
Alley Enhancement	• Deteriorated and dimly lit alleys.	• Alleys • Crime and Personal Safety • General Appearance • Code Enforcement • Traffic Circulation	• Encourage residential property owners to install security lighting on garages and other outbuildings that are adjacent to alleys • Enforce property maintenance codes on issues such as tall weeds that affect alleys	• Education • Code Enforcement
Bicycle Racks	• Bicycle thefts at schools	• Schools • Access	• Install bicycle racks at school sites	• Safe Routes to School

Limitation on Multi-Family Conversions

Current AR-1 zoning, which is located throughout central Franklinton, allows conversions of single-family homes to house up to four units. A four-unit structure overwhelms the available on- and off-street parking of a standard 30-foot-wide lot in Franklinton. Multiple-unit rental conversions also undermine the stability of a single-family block. Zoning in such areas should allow only single family homes, with the following exceptions:

- A single accessory dwelling. Allowing a single rental unit will provide homeowners with an additional means of supporting their income.
- Appropriately designed multi-family development.

Alley Enhancement

Poor lighting and generally deteriorated conditions contribute to unsafe and unattractive alleys. Alleys are an important component of access and circulation in residential areas, so it is important that alleys be maintained functionally and aesthetically. Lighting installed on residential garages can help to improve safety. Code enforcement efforts can reduce overgrown weeds and repair or eliminate deteriorated outbuildings along alleys.

Bicycle Racks

Residents commented during the planning process about students' bicycles being stolen from school sites because of a lack of bicycle parking and locking facilities. Installation of bicycle racks at school entrances will encourage more students to ride their bicycles to school. Bicycle racks should follow the same guidelines as bicycle racks along Broad Street, as discussed earlier.

B) Community Programming Tools

Community programming includes events, initiatives, and programs supported by local residents, organizations, and institutions. These efforts improve mobility throughout the community by ensuring easy and safe access to community focal points – including schools, parks, and businesses. Local involvement by residents, business owners, organizations, and institutions ensures that efforts are responsive to community needs and are more likely to be supported by the community on an ongoing basis.

Table 4.1.2.B - Summary of Community Programming Policy Tools

Policy Tool	Issue Summary	Issue Categories	Recommendations	Implementation Mechanism
Safe Routes to School	• Lack of safety for children walking to schools	• Schools • Crime and Personal Safety	• Implement Safe Routes to School programs and activities including Walking School Bus and Walk to School Days	• Local involvement by residents, business owners, organizations, and institutions
Community Cleanup	• Litter on streets and sidewalks and in yards • Overgrown weeds • Abandoned and junk vehicles • Graffiti	• General Appearance	• Take advantage of City programs and resources that clean up streets of Franklinton • Promote additional, regular community-wide clean-up events with support from local businesses, organizations, and institutions • Encourage Franklinton Pride Center to be a lead partner in community-wide clean-up efforts	• City programs such as Graffiti Blasters and Keep Columbus Beautiful • Local involvement by residents, business owners, organizations, and institutions • Franklinton Pride Center
Neighborhood Events	• Underutilized and/or isolated parks	• Parks • Crime and Personal Safety	• Promote neighborhood events to encourage neighborhood pride and vibrancy	• Local involvement by residents, business owners, organizations, and institutions

Safe Routes to School

Safe Routes to School (SRTS) is a federal program with the goal of improving the ability of primary and middle school students to walk and bike to school safely. The program, established in 2006, includes funding opportunities for infrastructure projects and non-infrastructure activities. A School Travel Plan that follows Ohio Department of Transportation SRTS program guidelines has been prepared for Franklinton and was submitted to ODOT for approval in October. This report discusses non-infrastructure activities, such as education, enforcement, and encouragement programs.

- *Walking School Bus.* The walking school bus is an informal way to get more children to walk to school safely. The walking school bus is a group of children walking to school with one or more adults. The walking school bus can also take the form of a bicycle train with adults supervising children riding their bicycles to school. Walking school buses can be started by neighborhood parents and can grow to accommodate more students as interest grows. Adult supervision ensures a safer walk or bicycle ride to school for students while students benefit from exercise and fun with friends. More information on establishing a walking school bus is available at the Walking School Bus website (www.walkingschoolbus.org).

- *Walk to School Day.* On Wednesday, October 3, 2007, 2,755 schools in the U.S. participated in Walk to School Day. More than 25 of those schools were located in Ohio. Walk to School Day is observed throughout the nation and the world. On a selected day in October each year, students are encouraged to walk or ride a bike to school. While the event lasts only one day, communities are using Walk to School Day as a first step to create a community that is walkable and safe for all residents. Walk to School Days can lead to enhanced child health and safer routes for walking and bicycling to schools. More information on establishing Walk to School Day events in Franklinton neighborhood schools – including information on getting partners, planning, registering events, and promoting events – is available at the Walk to School Day website (www.walktoschool.org).

Community Cleanup

Community cleanup activities, including programs and initiatives aimed at ridding Franklinton of graffiti, litter, and overgrown weeds, improve the general appearance of the neighborhood. The appearance of the community can have an impact on the perceived

safety of neighborhoods and mobility. An unkempt environment may make an area seem unsafe for pedestrians and may encourage motorists to speed through the area. Community cleanup activities often provide the stimulus for further neighborhood improvement by demonstrating residents' commitment to positive neighborhood change.

- *Graffiti.* Graffiti tagging, often associated with gang activity, damages public and private property and negatively impacts the general appearance of Franklinton. The City of Columbus has two programs aimed at addressing graffiti. These include the Transportation Division's Graffiti Blasters team and the Keep Columbus Beautiful Program.

  The Graffiti Blasters program removes graffiti from public property, including bridge structures, sidewalks, traffic signs, control boxes, light poles, utility poles, parking meters, and refuse containers. The Keep Columbus Beautiful program includes initiatives and resources for the prevention and removal of graffiti. Through the Keep Columbus Beautiful Program, residents and business owners can organize a graffiti paint-out. Volunteer paint-out groups receive loaner kits with the tools necessary to eliminate graffiti.

- *Litter and Overgrown Weeds.* Many residents expressed concerns throughout the process relating to code enforcement issues, including overgrown weeds, abandoned and junk cars, and litter. If not addressed, these issues create the impression that the community is not cared for and is unsafe for pedestrians and motorists. Additionally, overgrown weeds on public and private property create hiding places for vagrants, creating real issues of safety for pedestrians.

  In 2007, Franklinton was a City of Columbus Pride neighborhood. During Franklinton Neighborhood Pride Week, a range of services were provided to Franklinton, including clean-up of parks and rights-of-way, street and alley clean sweeps, graffiti removal on public property and in rights-of-way, street light repair, trimming and removal of trees in

rights-of-way, and trash removal. The results of Pride week are cleaner, safer, and more vibrant streets.

The successes resulting from Franklinton Neighborhood Pride Week must be maintained throughout the year. Local organizations, institutions, businesses, and community groups must come together to support regular neighborhood wide clean-up efforts. Involving residents throughout the community on a regular basis is the key to creating and maintaining clean streets. Community members will become more invested in the appearance of their neighborhood and potential offenders will be discouraged from tagging or littering when cleanup occurs more frequently.

With its concentration of City services, including code enforcement, solid waste inspectors, and refuse collection division, the Franklinton Pride Center could likely become the lead partner in these efforts.

Neighborhood Events

As natural community gathering spots, parks and recreational areas provide an ideal setting for neighborhood events. Neighborhood events provide residents with an opportunity to meet one another, mingle with old friends, and discuss neighborhood issues in a relaxed, fun setting. The benefits of these events are likely to increase pride in Franklinton and will also likely encourage attendees to explore other parts of Franklinton, including local business offerings.

C) Housing Revitalization Tools

Residents provide the backbone of any community. The vibrancy of Franklinton depends on the commitment of its residents and the quality of its housing stock.

Absentee landlords in Franklinton have contributed to an aging and ill-maintained rental housing stock. In order to combat these problems, programs and initiatives should be concentrated geographically to create the greatest benefit for each investment. Continuing efforts to build a safe, well-maintained owner-occupied housing stock will create an attractive and safe environment for residents and visitors.

Table 4.1.2.C - Summary of Housing Revitalization Policy Tools

Policy Tool	Issue Summary	Issue Categories	Recommendations	Implementation Mechanism
Housing Code Enforcement	• Deteriorated homes (especially rentals) • Widespread housing and building code violations • Unsecured vacant homes	• General Appearance • Code Enforcement • Speed • Sidewalks	• Continue to report all violations to the Franklinton Pride Center • Target code enforcement efforts on select blocks • Coordinate efforts with homeownership programs	• Franklinton Pride Center • Neighborhood Pride Week • Franklinton Development Corporation
Homeownership Programs	• Absentee landlords • Deteriorated rental properties • High rental percentage • Lack of ownership in the community	• General Appearance • Redevelopment • Parks • Sidewalks	• Support public and private efforts to increase homeownership • Target rehabilitation and redevelopment efforts and coordinate with code enforcement activities	• Home Again • Columbus Housing Partnership • Housing Trust • Residential Tax Incentive • Mount Carmel
Vacant Building Registration	• Large number of unsecured vacant homes • Tendency of vacant homes to harbor criminal activity	• Crime and Personal Safety • Code Enforcement • Speed • Sidewalks	• Support the vacant building registration program for nuisance vacant properties • Support the Home Again program's efforts to rehabilitate vacant housing • Explore additional partnerships to address vacant lots	• City's Vacant Building Registration • Home Again
Zoning Amendments	• Incompatible industrial and residential uses, especially in the neighborhood west of SR 315 and north of W. Broad Street	• Land Use • Truck Traffic • Redevelopment	• Implement the *Franklinton Plan* (2003) recommendations to establish compatible land uses in these areas. • Encourage businesses to relocate to more suitable locations in the City • Encourage existing businesses to provide additional buffering	• Zoning changes for permitted land uses and buffering

Housing Code Enforcement

The Housing and Building Codes of the City of Columbus establish standards that create and maintain decent, safe, and sanitary conditions. Widespread code violations reported throughout this process create an unsafe, unattractive environment for pedestrians and motorists.

These violations also discourage investment in homes. For example, a resident may be less likely to invest in upgrades to their home if three other homes in the neighborhood are deteriorated or abandoned. Upgrades that should increase the value of a home will likely be negated by nearby problem properties.

Because violations are so numerous and scattered throughout Franklinton, code enforcement efforts would benefit from a targeted approach. Proactive code enforcement efforts should focus on select Franklinton blocks where redevelopment or housing rehabilitation activities are already underway. The targeted effort should be highly publicized in order to bring attention to problem properties and motivate residents to invest in their homes.

The result will be increased homeowner confidence and the creation of one cohesive, stable, and safe block at a time. Once a block has been stabilized, targeted enforcement should move to neighboring blocks, helping to continue the momentum created on the first block.

The City's Neighborhood Pride Weeks are excellent examples of targeted code enforcement. The 2007 Franklinton Neighborhood Pride Week included the issuance of numerous code violation notices, the majority of which were for housing violations. Several violations were resolved by the end of the week.

Homeownership Programs

Increased homeownership leads to more residents having a greater interest in the future of Franklinton. Homeowners have a vested interest in maintaining and increasing property values, and are therefore more likely to provide "eyes on the streets" and help to maintain public infrastructure improvements provided by the City.

The City and other various organizations already promote homeownership through programs such as:

- *Home Again*: In 2006, the City signaled its commitment to Franklinton and neighborhoods throughout Columbus by kicking

off Home Again, which is a homeownership rehabilitation program.

- *The Columbus Housing Partnership and the Housing Trust for Columbus and Franklin County*: These two organizations work cooperatively with the City to encourage homeownership opportunities. They help to provide needed services such as credit and budget counseling and down payment assistance for eligible potential homeowners.
- *Residential Tax Incentive*: The City of Columbus offers a 100% tax abatement for up to 15 years for newly constructed homes in Franklinton.
- *Mount Carmel Medical Center*: Mount Carmel has partnered with the City to rehabilitate homes near its campus.

Like code enforcement efforts, the City and its partners should target rehabilitation and rebuilding resources in limited areas. Targeting the location of housing improvement projects within a small neighborhood or a few blocks of Franklinton will have a more visible, sustainable impact than scattered site improvements. Coordinating these efforts with targeted code enforcement will encourage homeowners surrounding the projects to invest in their properties as well.

Homeownership projects should initially be targeted in areas surrounding neighborhood anchors such as schools, parks, and Mount Carmel Medical Center. This strategy will increase safety around these important neighborhood assets and use them as catalysts for broader neighborhood revitalization.

Vacant Building Registration

Vacant and abandoned houses can have a negative impact on adjacent homes, neighborhoods, and the entire community. Through the vacant building registration program established

by the City of Columbus in 2004, owners of vacant homes that fail to comply with the orders of code enforcement, Safe Neighborhood Review Boards, or the Court are required to register with the City for a fee. The registration program enables the City to prosecute the owners of abandoned homes that have become community nuisances and take other proactive measures to alleviate the resulting blight.

The City links its vacant building registration program with the Home Again program. Vacant buildings that are declared public nuisances may be conveyed to the Home Again program for rehabilitation or redevelopment as new housing. This approach eliminates abandoned structures that once attracted criminal activity and creates new opportunities for homeownership.

Vacant building registration is an additional tool, like code enforcement and homeownership programs that should be targeted geographically to leverage the greatest benefit. Additionally, community leaders, organizations, and institutions must continue to identify additional partnerships to fund efforts to address vacant buildings.

Zoning Amendments

The Franklinton Plan recommends the establishment of compatible land uses in residential neighborhoods. Current zoning allows an incompatible mix of industrial and residential uses in portions of Franklinton, including the area west of SR 315 and north of Broad Street. Residents are affected by noise, fumes and truck traffic, while businesses face limited areas to expand and awkward truck routes. The Mobility Plan supports the *Franklinton Plan* (2003) recommendation to transition these areas away from industrial toward single-family residential uses.

Despite their impacts, these businesses remain valuable members of the Franklinton community. The following strategies effect a gradual, market-led land use transition:

- Encourage the relocation of heavy industrial uses to other industrial districts in the City, such as McKinley or Harmon Avenues.
- Rezone areas to residential as businesses relocate to other areas.
- Encourage existing industrial uses to install buffering near residential uses.

In the meantime, truck traffic should be directed to Glenwood Avenue, via West Broad Street. Signs should be posted instructing truck traffic to use Glenwood Avenue and prohibit use of neighborhood streets. The Glenwood Avenue/West Broad Street intersection should be improved to accommodate truck traffic. When installed, proposed curb extensions on West Broad Street and Souder Avenue should further prevent cut-through traffic. A detailed truck access plan is provided in ***Appendix G***.

D) Crime Prevention through Environmental Design (CPTED)

Fear of theft, assault, and other criminal activity were reported as concerns throughout this process. These fears inhibit the mobility of community residents, especially children, the elderly, and disabled. Crime Prevention through Environmental Design (CPTED) is a set of strategies that can help to reduce the fear of crime and the opportunity for criminal activities through the design of the built environment. CPTED consists of four strategies:

- *Natural Surveillance.* Natural surveillance involves the placement of physical features, activities, and people in such a way that maximizes visibility to the street or adjoining areas.

This strategy is based on the premise that if intruders or other vagrants are easily observed, they are less likely to commit criminal acts.

- *Natural Access Control.* Natural access control design techniques clearly delineate public spaces from private spaces. By strategically designing streets, sidewalks, building entrances, landscaping, and neighborhood gateways, people are guided through public routes and discouraged from entering private areas.
- *Territorial Reinforcement.* Territorial reinforcement also includes design features that distinguish public spaces from private spaces. Landscaping, pavement design, gateway treatments, signage, and fencing divides public from private space while maintaining visibility. Through design and enhancement of private and public spaces, users develop a sense of territorial control while potential offenders perceive this control and are discouraged.
- *Maintenance.* CPTED design elements, including landscaping, fencing, and lighting, must be well maintained in order to remain effective. Evidence of deterioration indicates less concern and control by users and a greater tolerance for disorder.

CPTED principles can be applied to residential, commercial, and public environments. ***Table 4.1.2.D*** lists principles that can be used throughout Franklinton. Following ***Table 4.1.2.D*** are specific design guidelines for residential and commercial spaces. These guidelines can be incorporated in commercial and residential design guidelines and future public improvement projects, and should be encouraged to be used in development and redevelopment opportunities.

Table 4.1.2.D - Summary of CPTED Policy Tools

Policy Tool	Issue Summary	Issue Categories	Recommendations	Implementation Mechanism
CPTED – Eyes on the Street	• Lack of eyes on public spaces, like parks • Lack of eyes on street	• Crime and Personal Safety • Parks • Redevelopment	• Locate windows and doorways so that they overlook streets and other public spaces, such as parks • Locate commercial activities such as shops and offices at the front of buildings • Orient frequently used residential spaces such as kitchens, living rooms, and family rooms toward the street • Incorporate low fencing and fencing that provides visibility between private buildings and public spaces • Ensure that parks are overlooked by streets and houses	• Design guidelines • Redevelopment design recommendations
CPTED - Activity on the Street	• Streets frequented by vagrants • Streets feel empty and unsafe	• Crime and Personal Safety • Land Use • Redevelopment • Sight distance	• Place pedestrian routes adjacent to vehicular routes so they are highly visible • Encourage a mix of uses so that the space is used throughout the day and evening	• Design guidelines • Redevelopment design recommendations
CPTED - Pedestrian Sight Lines and Lighting	• Inadequate lighting for pedestrians • Overgrown weeds	• Crime and Personal Safety • Land Use • Redevelopment • Sight distance • Code enforcement	• Ensure that landscaping does not grow to obscure the view or provide hiding places for offenders • Avoid dark recesses or concealed corners adjacent to pedestrian routes • Incorporate lighting on public rights-of-way that illuminate both street and pedestrian areas • Provide consistently-placed, high quality lighting that will not conflict with landscaping or create large shadows	• Design guidelines • Redevelopment design recommendations • Franklinton Pride Center

Single-Family and Multi-Family Homes

- Entrances should be well lit, with lighting properly maintained.
- The front door should be at least partially visible from the street.
- Windows should provide visibility of all sides of the property.
- Appropriate illumination should be provided for sidewalks and all areas of the yard.
- Landscaping should provide unobstructed views of doors and windows from the street and other properties.
- Plantings, pavement treatments, or appropriate fences should be used to define property lines.
- The street address for each home should be clearly visible form the street and alley, with numbers generally at least six inches high.
- Trees, shrubs, and other landscaping should be trimmed back from points of visibility, like windows and doors, and walkways.
- Yard should be kept orderly at all times, and should be free of litter and trash.

- Front porches and stoops provide a transition from public to private areas.
- Walkways/landscaping direct visitors to the main entrance, away from private areas.
- Homes and garages should be kept in good repair.
- In the case of multi-family homes, no more than four units should be accessed by one entrance.

Commercial

- Signs should be used to direct patrons to parking and entrances.
- Window signage should be limited to no more than 25 percent of the window area to allow visibility.
- Building exteriors and parking and walkway areas should be illuminated at night.
- The design of loading areas should avoid the creation of hiding places.
- Clear visibility from the store to the street, sidewalk, parking areas, and passing vehicles should be provided – including parking areas to the rear of the building
- Where possible, mark property boundaries with hedges, or low fences.
- Identify shops with wall signs facing rear parking areas
- Keep the building and grounds, including landscaping, signs, and lighting in good repair
- Walkways from rear parking areas to building entrances should be clearly marked and as direct as possible

E) Gateway Enhancement Tools

Gateway enhancements include lighting fixtures, street furniture, landscaping, signs, and other design elements. Proposed gateways provide a sense of arrival when entering Franklinton and signal transitions between unique neighborhoods. Gateways can also enhance various forms of mobility through proper signage and traffic calming elements, such as roundabouts.

Table 4.1.2.E - Summary of Gateway Enhancement Policy Tools

Policy Tool	Issue Summary	Issue Categories	Recommendations	Implementation Mechanism
Railroad and Expressway Overpasses	• Overgrown weeds • Dark walkways • Impassible sidewalks • Poor maintenance	• Crime and Personal Safety • General Appearance • Code Enforcement • Speed • Railroad Property	• Support City maintenance of rights-of-way • Continue to report all violations to the Franklinton Pride Center • Improve overpass lighting for pedestrians • Power-wash overpasses. • Explore painting and/or public art projects to improve overpass appearance	• Franklinton Pride Center • Coordination with railroad owners and public utilities • Local involvement by residents, business owners, organizations, and institutions
315 Research + Technology Corridor	• 315 Corridor signature signage and streetscape improvements	• General Appearance	• Coordinate Franklinton and 315 Corridor signage and streetscape improvements	• City public infrastructure improvements • COSI • 315 Research + Technology Corridor stakeholders

<u>Railroad and Expressway Overpasses</u>

Residents and stakeholders throughout the planning process identified railroad and expressway overpasses as key locations that create a negative impression of Franklinton. The overpasses are currently characterized by a combination of poor lighting,

overgrown weeds, impassible sidewalks, and generally poor maintenance.

Overpasses throughout Franklinton neighborhoods are numerous, generally running north and south. As a result, pedestrian movement running east and west is limited due to the unsafe environment created by poorly maintained overpasses. The following recommendations reduce the impact of the overpasses and create an attractive, pedestrian-friendly environment:

- *Trim overgrown weeds.* Weeds located in the right-of-way should be trimmed or removed. Overgrown weeds impair pedestrian mobility along sidewalks and provide hiding places for vagrants. Code enforcement measures should be pursued to address overgrown weeds on private property that create the same impediments to pedestrian mobility.
- *Improve lighting.* Lighting under and leading to overpasses should be improved to provide adequate illumination for pedestrians. Lighting provides a sense of security by allowing pedestrians to view their surroundings and removes possible hiding spaces for vagrants. Lighting options include pole-mounted, structure-mounted, or even in-ground lighting.
- *Power-wash overpasses.* Power-washing the overpasses is quick and relatively cost effective. It should be completed in combination with improved lighting and/or painting or public art projects.
- *Painting and art projects.* Applying a fresh coat of paint to the overpasses is also relatively cost effective and can instantly

improve the appearance of the overpasses. In coordination with organizations committed to the vitality of Franklinton like the Franklinton Arts District, public art projects can provide an opportunity for community members to become engaged with overpass improvements. The resulting unique artwork can also contribute to an identity for Franklinton and by creating unique gateway entrances. Public art proposals including paintings and murals are regulated by the Columbus Art Commission under City Code § 3115. Prior approval of the commission is required and should be coordinated with the Franklinton Area Commission.

315 Research + Technology Corridor

The *315 Research + Technology Corridor Master Plan* outline key strategies and action steps necessary to turn the 315 Corridor into a "premier international destination where human innovation and technology devise solutions to some of the world's most intractable problems". The Master Plan identifies the COSI area in Franklinton as the Gateway to the Corridor.

As the Corridor Gateway, COSI will provide a powerful education tool and will act as a marketing tool to attract companies, researchers, and entrepreneurs. Recommendations for the area include a signature design approach consisting of light poles, street furniture, landscaping, and signs, with the logo and graphics associated with the Corridor made prominent. Gateway points identified within Franklinton are located just west of COSI along West Broad and Town Streets. The location of gateways recommended by the *315 Research + Technology Corridor Master Plan* corresponds with gateway locations identified by this plan. Signage and graphics associated with Franklinton and the 315

Corridor should be coordinated and integrated where possible.

4.1.3. Infrastructure Tools and Recommendations

Infrastructure tools include recommendations that achieve mobility goals through modification of existing infrastructure. Infrastructure tools will require construction improvements to be prioritized and budgeted over time. ***Table 4.1.3*** identifies the infrastructure tools recommended for Franklinton along with the issue categories addressed by each tool.

Table 4.1.3 – Infrastructure Solutions Toolbox

Infrastructure Tools	Issues Resolved	
	Infrastructure	Policy
Curb Extension	Traffic Operations	General Appearance
	Speed	Parking
	Pedestrian Crossings	Traffic Circulation
	Schools	Truck Traffic
	ADA Compliance	
	Sight Distance	
	Parks	
	Alleys	
	Access	
Landscaping	Traffic Operations	Crime and Personal Safety
	Speed	General Appearance
	Schools	Railroad Property Maintenance
	Parks	
Median	Traffic Operations	General Appearance
	Speed	
	Pedestrian Crossings	
Median Park Extension	(Same as Curb Extension)	(Same as Curb Extension)
Mini-Circle	Traffic Operations	General Appearance
	Speed	Truck Traffic
Modern Roundabout	Traffic Operations	General Appearance
	Speed	Traffic Circulation
	Pedestrian Crossings	
	Access	
	COSI/Vets Event Traffic	
One-Way to Two-Way Conversion	Traffic Operations	General Appearance
	Speed	Traffic Circulation
	Pedestrian Crossings	Truck Traffic
	Access	
Road Diet	Traffic Operations	Transit
	Speed	General Appearance
	Pedestrian Crossings	Parking
	Sight Distance	Traffic Circulation
		Truck Traffic
Sidewalk	Pedestrian Crossings	Crime and Personal Safety
	Sidewalks	Transit
	Schools	General Appearance
	ADA Compliance	

A) Curb Extension

Curb extensions essentially move the curb line into the existing roadway, narrowing the total street width at intersections or at mid-block locations. Without curb extensions, the total width of a street may include on-street parking or excessive lane width that contributes to higher speeds and wider than necessary pedestrian crossings. If parking is permitted along a street, curb extensions define the parking lane by insetting parking areas between intersections. The narrower traveled portion of the roadway remaining after curb extensions are installed is more accessible to pedestrians and helps to control speed. Extensions can be applied at intersections or mid-block locations. Curb extensions may improve lines of sight and reduce illegal parking.

B) Median

Medians are curbed islands placed in the center of the roadway. Medians are used on wide streets to visually isolate each direction of travel making the roadway appear narrower and less conducive to high speed. In certain applications, medians can create pedestrian refuge areas so that pedestrians can cross a road, one-half at a time, if necessary. Medians help define vehicular lanes and are useful on curves to prevent vehicles from crossing over into the opposing lane of traffic. By reducing effective pavement width, both visually and physically, medians help control vehicle speeds, encourage pedestrian activity, and provide an attractive amenity.

C) Median Park Extension

Median park extensions are an alternative form of curb extensions. Franklinton has a few residential corridors with boulevard streets in which a grass median separates street pavement on either side. Medians have been referred to as "median parks" because they are publicly maintained and often contain trees, and trash receptacles consistent with their function as "mini-parks" in the neighborhood. Unfortunately, the median parks were originally built so that the green median is pulled well back from cross streets at intersections. The result is overly large intersection areas with excessive pavement that encourages higher vehicle speeds and creates long pedestrian crossings. Recommended median park extensions will extend green median areas into existing pavement in order to scale down neighborhood intersections and define shorter road crossings for pedestrians. Median park extensions have similar benefits as curb extensions, but provide for more opportunity for landscaping and beautification.

D) Mini Circle

Mini circles are curbed circular islands placed in the center of an existing intersection in residential neighborhoods. Because of their geometry, mini circles force motorists to slow in order to traverse the intersection. They also visually shorten long street corridors creating a traffic calming effect that discourages speeding. Mini circles also reduce conflict points and contribute to a better pedestrian crossing environment.

E) Modern Roundabout

A modern roundabout is a circular intersection with specific design features including a center island, yield on entry operation, and entry deflection among others. Its' specific attributes allow a modern roundabout to function

on high capacity roadways, often as an alternative to signalization. Unlike mini circles, modern roundabouts in Franklinton were recommended on major thoroughfares at key intersections that required a solution capable of managing large volumes of traffic. Modern roundabouts are a highly effective tool because they accommodate all intersection movements without added turn lanes, reduce vehicle speeds, shorten pedestrian crossings, and significantly decrease crashes.

F) Road Diet

A road diet consists of the reduction in the number and/or width of travel lanes. The extra space is utilized for other uses, such as bike lanes, parking, and left turn lanes. Alternative uses of roadway width can be defined with paint and/or amenities such as curb extensions and medians. The resulting benefits include reduced vehicle speeds, improved mobility and access, and increased pedestrian and vehicle safety.

G) One-way to Two-way Conversion

Converting existing one-way streets to allow for two-way operation can provide traffic calming benefits, as well as improve traffic operations. In the case of multi-lane roadways, conversions reduce the ability to pass and remove other features that contribute to speeding. One-way to two-way conversions can improve accessibility to properties and reduce "around the block" driving. In median park areas, conversions can address "drag racing" indicated by area citizens.

H) Landscaping

Landscaping should be considered to multiply the impact of other infrastructure tools when the two are combined together. Compared to hardscape (concrete) medians, curb extensions, etc., landscaped features

create a visual impact that further discourages undesirable driver behavior. Landscaping raises roadside features above pavement level to reinforce the visual impact of traffic calming measures. Landscaping street corridors also plays an integral role in the recovery of adjacent private property by enhancing the appearance of the entire area.

I) Sidewalk

Sidewalks are an integral part of pedestrian accessibility. Sidewalks should be provided in all residential areas and should be designed to meet ADA requirements and requirements set forth in the "Columbus Pedestrian Thoroughfare Plan." Approximately 8 miles of streets in Franklinton are unequipped with sidewalk. It is the city's priority to install new sidewalk on arterial streets, particularly near elementary schools.

Figure 4.1.3a and ***Figure 4.1.3b*** illustrate infrastructure solutions tools applied to site specific locations.

Figure 4.1.3a - Infrastructure Recommendations

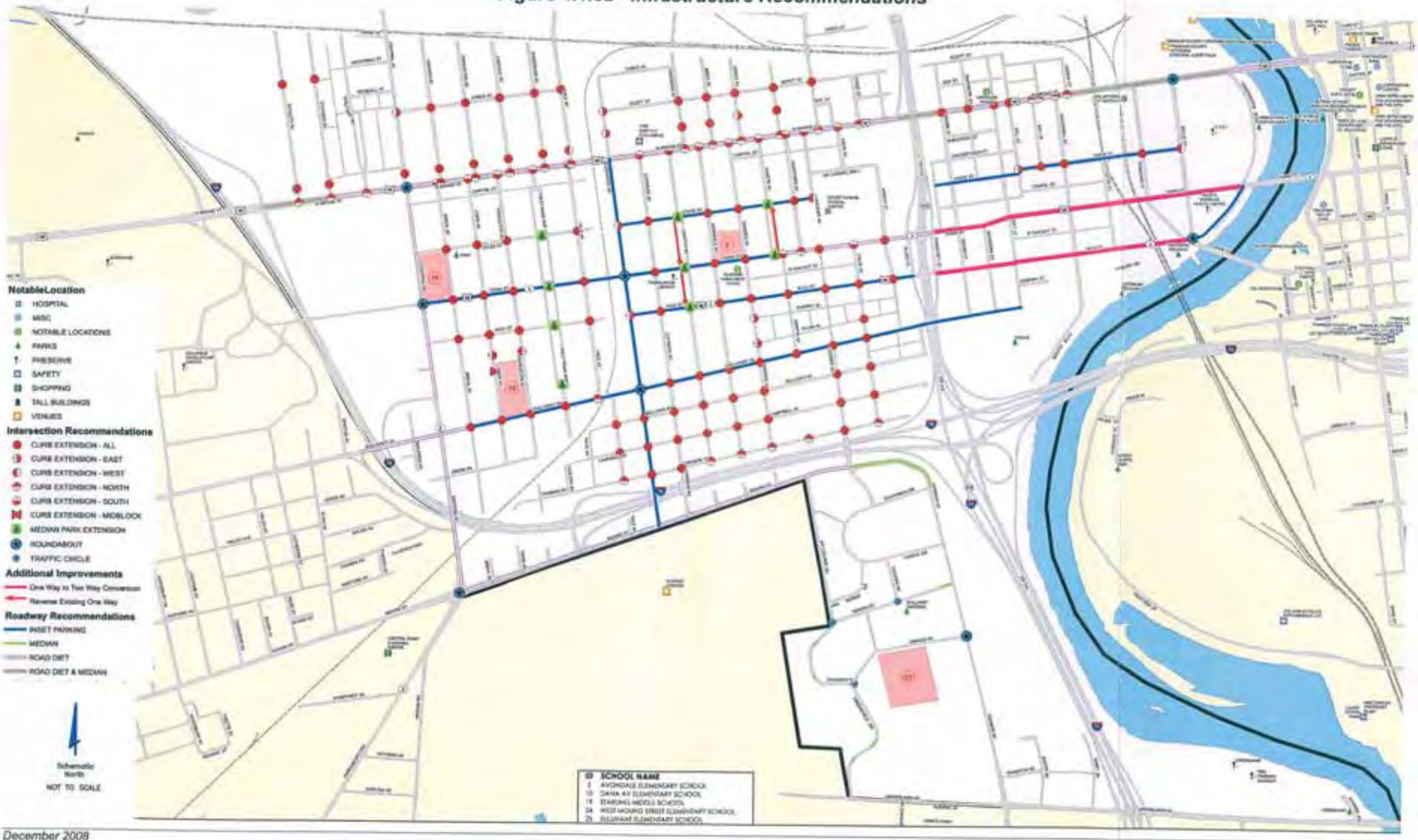


Figure 4.1.3b - Infrastructure Recommendations (Sidewalks/Crosswalks)

4.2. Constructability Review

4.2.1. Typical Drawings

Conceptual typical designs were developed for individual infrastructure tools that can be applied at typical locations, such as curb extensions and medians. Site-specific conceptual designs were prepared for modern roundabouts and mini circles. Design criteria for typical drawings were approved by city staff. Typical drawings are included in ***Appendix D*** and design criteria for each individual improvement have been summarized below.

Curb Extensions

Curb extensions were designed to accommodate a City of Columbus ladder fire truck with the following dimensions provided:

- 24' Front Axle to Rear Axle
- 48'7" Front Bumper to Back of Ladder Bucket
- 6'8" Front Bumper to Front Axle
- 7-10' Rear Bumper to Back of Ladder Bucket

At the request of city staff, a maximum curb radius of 25-feet was achieved and the desired travel lane width was considered to be 10 feet. Curb extension typical drawings were prepared for two situations: 1) One-way, one-lane street crossing a two-way, two-lane street and 2) Two-way, two-lane street crossing a two-way, two-lane street.

Situation 1 requires:

- 5:1 truck taper on one-lane street
- Throat width of 12 feet on one-lane street
- The design vehicle (fire truck) to cross into opposing lanes of traffic to complete right turn movements. Normal users (passenger cars and single unit trucks) will not have to cross into opposing lanes.

Situation 2 requires:

- The design vehicle (fire truck) to cross into opposing lanes of traffic to complete right turn movements.

Median Park Extensions

Median park extensions are essentially the combination of two adjacent curb extensions. Design criteria are similar to that of a Situation 1 curb extension.

Medians

Two types of medians are considered in the Franklinton Plan. Neighborhood medians are recommended in the southern study area on curvilinear neighborhood streets. Typical designs have been developed to provide the width needed to accommodate the design vehicle along the curve. Other medians are located on major thoroughfares where the median design will be determined by the future selection of amenities such as bike lanes, parking, and turn lanes. As such, typical median designs were not prepared for those locations except as shown on corridor alternatives.

Neighborhood medians were designed based on the City of Columbus ladder fire truck. Each recommended location was checked with the turning template of the design vehicle to identify the maximum allowable median width. Based on the analysis, a maximum median width of 5 feet, face-of-curb to face-of-curb, was determined for each location.

Mini Circle

Mini circles were recommended for three neighborhood locations in the southern portion of the Study Area and may be an option to curb extensions in other locations. Mini circles are generally constructed by simply adding a curbed circular island in the center of the intersection; however, several factors exist at the three recommended locations that require major reconstruction in order to accommodate a mini circle. Each location is a tee intersection with narrow roadway widths and small curb radii, requiring substantial curb adjustments.

The City of Columbus ladder fire truck was used as the design vehicle with the following assumptions:

- The design vehicle (fire truck) must cross in front of the center island to complete left turn movements. This is not the intended operation for all other vehicle types.
- The design vehicle must utilize the truck apron to traverse the intersection and passenger cars do not.

Modern Roundabouts

Several single-lane and double-lane modern roundabouts are recommended in the Franklinton Community. Due to the site-specific nature of roundabout intersections, typical drawings have not been prepared. Modern roundabouts have been shown on sketch conceptual plans prepared for select corridors as discussed below. These sketch concepts are intended to convey the general

operation of the modern roundabout and show its approximate size and impacts on adjacent property. Detailed design work will be required to refine each modern roundabout location.

Sketch Conceptual Plans

In addition to typical details for individual infrastructure tools, sketch conceptual plans have been prepared for select corridors detailing the overall appearance of the corridor with the recommended improvements in place. The drawings have been prepared to illustrate site-specific recommendations, such as roundabouts and road diets. ***Appendix E*** is a collection of roadway exhibits prepared for the following corridors:

- Central Avenue
- Harmon Avenue
- Mound Street
- State Street
- Sullivant Avenue
- Town Street
- West Broad Street

Sketch conceptual plans prepared for West Broad Street and Town Street reflect application of infrastructure tools similarly on both sides of the street. Alternative roadway typical sections were prepared for Town Street and West Broad Street to show how different combinations of the tools could be applied to achieve different objectives. Several alternate roadway typical sections were prepared to illustrate the use of bike lanes and/or parking lanes, as illustrated in **Appendix D**. Special consideration should be given to roadways with bus routes. Buses typically require 11 foot travel lanes and consideration should be given to existing bus stops.

Given its complexity, West Broad Street corridor options are discussed in more detail below. Before implementation, detailed analyses should be conducted to weigh the costs and benefits of alternative strategies. Those costs and benefits are not just financial, as different street treatments impact pedestrian safety and accessibility, the amount of parking available, and the ability of the corridors to accommodate bikes among other concerns. If the bike route designated in the Columbus Bicentennial Bikeways Plan can be relocated or reassigned, then alternatives with curb extensions are the preferred pedestrian facility.

West Broad Street

Existing Conditions

Currently, West Broad Street has six, ten foot lanes for a total width of 60-feet. In general, the outside lanes provide parking during off-peak hours and are used as travel lanes during peak hours. Parking is restricted in the eastbound curb lane during the 7 AM to 9 AM commuter hours. Parking is restricted in the westbound curb lane during the 4 PM to 6 PM commuter hours. Bus stops utilize the curb lane in both directions west of Anson Street.

The portion of West Broad Street from Anson Street to Washington Boulevard currently has two eastbound travel lanes and a left turn lane. Parking is restricted. Pull-off areas are provided for eastbound bus stops.

Possible Road Diet #1

West Broad Street has been identified as a top 20 location for bikeway facilities by the City of Columbus. In this alternative, bike lanes are proposed on either side of the street. Parking is removed on the south side of the street and curb extensions are added on the north side of the street to define the parking area. As a result, four travel lanes are available (two in each direction) instead of six.

Possible Road Diet #2

This alternative best shows the basic infrastructure tools applied to both sides of Broad Street. It is the alternate reflected in the sketch concept plan. Curb extensions are shown on both sides of the street, significantly shortening pedestrian crossing distances at intersections and improving accessibility in that regard. Curb extensions define parking lanes against existing curb on both sides of Broad Street thus reducing the number of travel lanes to four. Bike lanes are not available in this alternate.

Possible Road Diet #3

A two-way left turn lane and four travel lanes is reflected in this scenario. Parking on the south side of the road will be lost, but defined parking areas will be provided with curb extensions on the north side of the street. The number of lanes on most of Broad Street will be reduced from the existing 6 to 5 including a center two-way left turn lane. This alternate shows the impact of adding a dedicated left turn lane on parking and on curb extensions. Note that without curb extensions on the south side of the street, pedestrian crossing distance will be longer than alternate #2 and that bike lanes are not available.

Possible Road Diet #4

This scenario consists of four travel lanes and a center landscaped median. This alternative can be applied to areas where on-street parking is not needed, such as on the east and west ends of the project area while one of the other alternates is applied to the middle section. Note however that if bike lanes are desired they must be consistently provided throughout the corridor and this option would not be available in that case. At the east and west ends of the project area, the median can provide gateway features into the community. Left turn lanes can be cut into the median where needed.

Possible Road Diet #5

Parking on both sides of the street will be lost with this scenario but bike lanes can be added. A two-way left turn lane and four travel lanes are included similar to alternative #3 but because bike lanes are used instead of parking no curb extensions can be provided on either side of Broad Street. The width of pavement for pedestrians to cross will remain the same as exists today.

Possible Road Diet #6

A multi-modal (cars, bikes, pedestrians) street is accomplished with this alternative although significant traffic carrying capacity is forfeited in favor of bike lanes and pedestrian improvements. Curb extensions will provide defined parking areas on both sides of the street and reduce pedestrian crossing distances. A bike lane between the curb extension and travel lane on either side of the street will accommodate bicyclists. A center two-way left turn lane will separate left turn movements from the two travel lanes.

Possible Road Diet #7

This alternative features a bi-directional bike lane on the south side of the street. The bike lane is separated from the travel lanes by a small curbed divider. A two-way left turn lane and four travel lanes can be accommodated to move traffic in this scenario similar to alternate #5. Rather than eliminating parking as in alternate #5, this scenario makes the outside lanes available for on-street parking during off-peak hours. Parking likely would be banned during peak commuter times. Note that the lack of dedicated curb parking lanes means that no curb extensions can be installed on either side of Broad Street so that pedestrian crossing distances will be approximately the same as they exist today and there will be limited opportunity for streetscape enhancements.

4.2.2. Field Review and Constructability

Typical drawings were applied to recommended locations and representative locations (Bellows Avenue/Dakota Avenue, Cable Street/Hayden Avenue, and Town Street/Dakota Avenue) were chosen to conduct detailed field review. Information obtained was used to prepare general cost estimates for infrastructure tools. General constructability issues discovered are summarized in ***Table 4.2.2***.

Table 4.2.2 – Constructability Issues

Constructability Issues[1]	Infrastructure Tool							
	Curb Extension	Median	Median Park Extension	Mini Circle[2]	Modern Roundabout	One-Way to Two-Way Conversion	Road Diet	Sidewalk
Utility Poles	✓			✓	✓			✓
Sewer Structures	✓		✓	✓	✓			✓
Water Structures	✓		✓	✓	✓			✓
Storm Structures	✓		✓	✓	✓			✓
Ex. Trees/Shrubbery				✓	✓			
Traffic Signs	✓		✓	✓	✓	✓	✓	
Traffic Signals					✓	✓	✓	
Pavement Condition	✓	✓	✓		✓		✓	
Pavement Markings					✓	✓	✓	
Driveway Locations	✓	✓	✓	✓	✓			✓
Building Locations					✓			
Right-of-Way				✓	✓			
Maintenance of Traffic	✓	✓	✓	✓	✓		✓	
Sidewalk	✓		✓	✓	✓			✓
Bus Stops	✓		✓		✓	✓	✓	

[1]Constructability issues were identified at one sample location for each infrastracture tool

[2]All three intersections recommended for mini circles require substantial intersection improvements

Access Management

Existing driveway locations should be examined in further detail as recommended infrastructure improvements are designed and implemented. Coordination with existing access points is important with most of the infrastructure tools recommended, but will be especially critical near major intersections, including modern roundabout locations. Care should be given to ensure access is maintained to adjacent properties, while ensuring safe and efficient

operations. Consolidation of driveways, utilizing the existing alley system, should be considered wherever possible.

Preliminary schematic drawings for the recommended roundabout at the West Broad Street/Central Avenue intersection exemplify a situation where restructuring of access points may be possible. Existing access points for properties fronting West Broad Street are very closely spaced near the intersection. The reconstruction of the intersection to a modern roundabout will provide for full movements in the intersection, but will require modification of access point locations. The alley system parallel to West Broad Street would provide for an ideal location to access properties fronting West Broad Street.

Roadway Cross-Slope

As engineering design proceeds on individual improvements, existing pavement conditions may lead to more expense than otherwise anticipated. It is possible that years of pavement overlays without the removal of existing pavement could have caused a situation where the crown of the road has been elevated well above its original position. When curb extensions or median park extensions are constructed where this situation exists, an excessive slope in the road could be created that does not meet ADA requirements. To resolve the issue, full depth pavement repairs may be necessary.

Maintenance

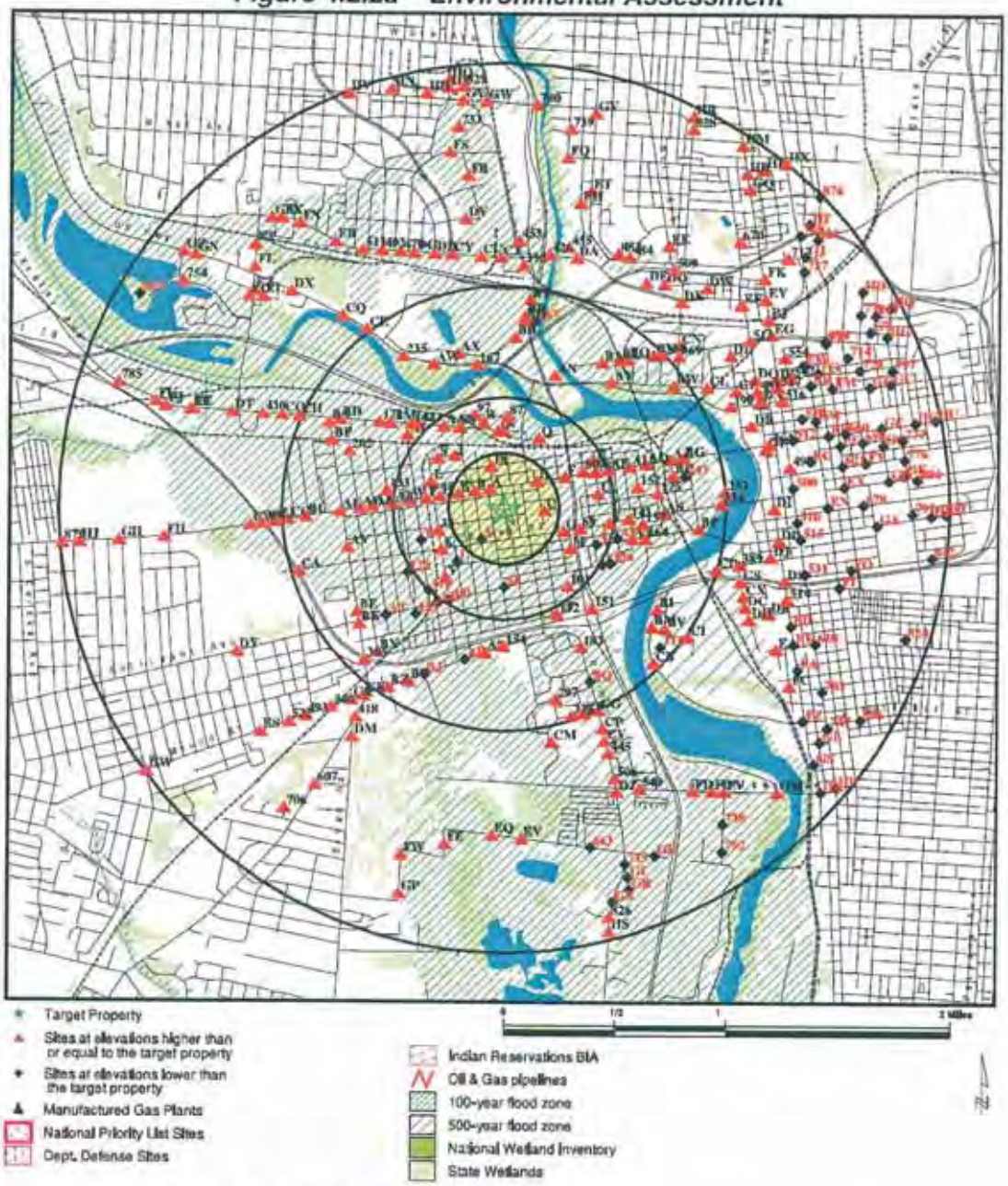
Maintenance of proposed infrastructure improvements should be considered prior to installation. Several green spaces are recommended in conjunction with neighborhood traffic circles, modern roundabouts, medians, and median park extensions. The steering committee should encourage the establishment of a landscape maintenance agreement in accordance with City policy to allow residents or organizations to maintain landscaping in the public right-of-way. Maintenance of new sidewalks constructed in

conjunction with median park extensions should be considered as well, including snow removal.

Environmental Red Flag Sites

An environmental database search was performed to identify potential environmental sites in the Study Area. These potential "Red Flag" sites should receive closer scrutiny as individual projects are scoped and designed. Most sites identified were listed as either having underground storage tanks or as being involved in the handling, transportation, or disposal of hazardous substances. The majority of the sites are located on major street corridors and historically industrial areas of Franklinton including the West Broad Street, McKinley Avenue, and Harmon Avenue corridors. ***Figure 4.2.2a*** provides an overview of environmental red flag areas identified through the database search.

Figure 4.2.2a – Environmental Assessment



Historic Properties

There are 9 sites in the Franklinton area that are registered as a national historic property. One site on Town Street is listed as eligible. Major reconstruction improvements are not recommended

near any of these particular sites. National registered historic properties are shown on ***Figure 4.2.2b***.

Water Quality

Current design standards require that construction projects include measures to manage post-construction storm water quality if the project disturbs an acre or more of earth. This is important to consider when scoping future projects because storm water quality basins and underground systems require significant space and are expensive. Other approaches, like rain gardens, may be able to be incorporated in the project design at the outset if the requirements are addressed early in the process.

Many of the infrastructure solutions recommended for Franklinton are spot improvements such as curb extensions that may actually reduce the amount of impervious pavement depending on how they are designed. Solutions may also involve milling/filling of existing paved area which may not be considered a "disturbance" that would trigger the regulation. While many such improvements may not require storm water quality measures, other solutions, such as modern roundabouts, are likely to trigger the requirement. Water quality improvements should be reviewed for each project as it is developed under the Franklinton Community Mobility Plan.

Adequacy of Storm Water Conveyance System

Any street construction designed in Franklinton today will normally provide storm water facilities capable of handling runoff from a design storm event. Current standards call for the use of a more intense storm event than likely was used when the bulk of the Franklinton system was installed. Existing pipes and drainage system outfalls could be undersized by current day standards. Many of the infrastructure solutions recommended for Franklinton will require adjustment of the drainage inlet typically located in the center of the intersection curb radius. The extent of any required investigation or design of storm water system upgrades should be identified in the scope of any design project that moves forward in the Franklinton area.

Combined Sewers

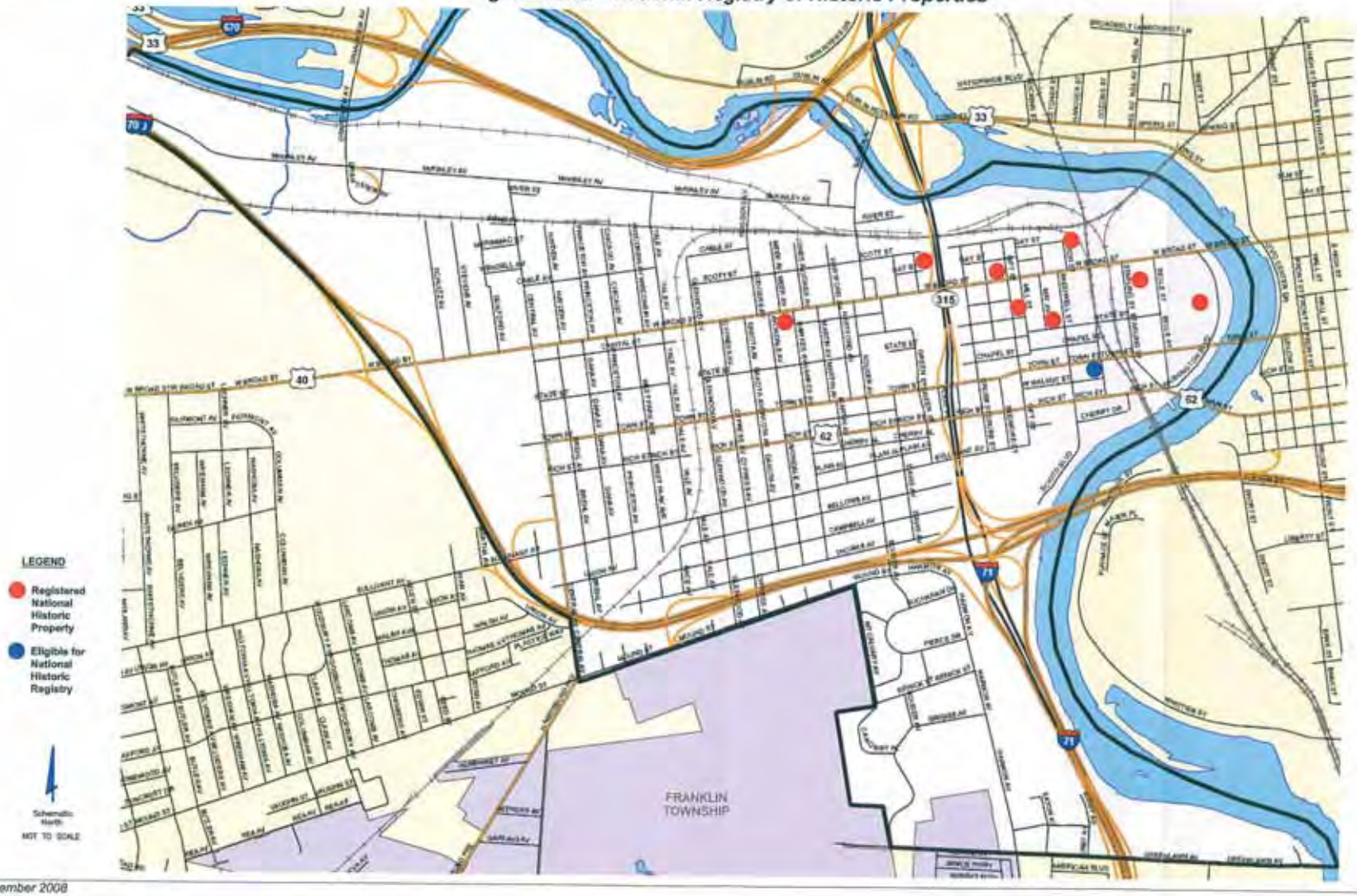
A review of Columbus sewer atlas maps indicates that combined sewers may be located in the following areas:

- Town Street from Souder Avenue To Belle Street
- Belle Street

- McDowell Street
- Gift Street north and south of West Broad Street
- Mill Street north and south of West Broad Street
- Skidmore St. North of West Broad Street
- Broderick Street
- Anson Street north of West Broad Street
- Scott Street from Hartford Avenue to Green Street

City policy typically requires combined sewers to be separated any time they are impacted by other work. Specific requirements for sewer separation should be addressed as each project is refined and developed.

Figure 4.2.2b - National Registry of Historic Properties



4.3. Cost Estimate and Prioritization

4.3.1. Construction Cost Estimate

Cost estimates have been prepared for recommended infrastructure improvements, based on typical sections and sketch plans. Constructability issues have been identified and included in cost estimates. All cost estimates are based on end of year 2007 costs and include:

- 25% Contingency
- 10% Engineering Design Fee
- 10% Construction Inspection

Detailed cost estimates have been provided in ***Appendix F***. Cost estimates for individual infrastructure tools have been summarized in ***Table 4.3.1a*** and cost estimates for complete corridor improvements based on sketch plans have been summarized in ***Table 4.3.1b***.

Table 4.3.1a – Infrastructure Tool Cost Estimates

Infrastructure Tools		
Name	Estimated Cost	Notes
Curb Extension (Substantial)	$138,100 Per Intersection	includes all 4-corners of intersection includes sidewalk/curb ramps includes maintenance of traffic maximum curb extension (10 feet into roadway) significant drainage adjustments
Curb Extension (Minimal)	$86,500 Per Intersection	includes all 4-corners of intersection includes sidewalk/curb ramps includes maintenance of traffic minimal curb extension into roadway minimal drainage adjustments
Landscaping	Varies	included in medians/mini circles/roundabouts community must maintain
Neighborhood Median	$18,000 Per 100 Foot Section	4-foot wide median in neighborhood areas based on 100-foot section includes maintenance of traffic includes landscaping
Corridor Median	$27,000 Per 100 Foot Section	12-foot wide median on major corridors based on 100-foot section includes maintenance of traffic includes landscaping
Median Park Extension	$230,000 Per Intersection	includes all 8-corners of the median intersection includes sidewalk/curb ramps includes maintenance of traffic includes landscaping signifiicant drainage adjustments
Mini Circle	$180,000 Per Intersection	significant curbline adjustments includes right-of-way acquisition includes utility pole relocation includes sidewalk/curb ramps includes maintenance of traffic includes landscaping
Modern Roundabout (Single-Lane)	$1,500,000 Per Intersection	complete intersection reconstruct includes removal of structures includes right-of-way acquisition includes utility pole relocation includes sidewalk/curb ramps includes maintenance of traffic includes landscaping
Modern Roundabout (Double-Lane)	$2,250,000 Per Intersection	(Same as Single-Lane)
One-Way to Two-Way Conversion (Median Park Streets)	$10,000 Dakota Avenue and Martin Avenue	only portions with median parks includes signage removal and replacement includes changeable message sign use includes notifications prepared and mailed
One-Way to Two-Way Conversion (Town and Rich Streets)	Varies	includes signage removal and replacement includes changeable message sign use Includes pavement markings includes signal modifications
Road Diet	$100,000 Per Mile	pavement markings only no signal modifications or curb extensions includes pavement marking removal and replacement includes signs removed and replaced Includes maintenance of traffic
Sidewalk	$500,000 Per Mile	includes curb ramps includes drive apron adjustments includes signage removal and replacement includes utility adjustments

Table 4.3.1b – Complete Corridor Improvement Cost Estimates

Corridor	Estimated Cost	Notes
Central Avenue	$357,400	from West Broad Street to Mound Street road diet only roundabouts not included, see east/west corridor estimates includes traffic signal modifications
Harmon Avenue/ Mound Street	$5,002,600	from Central Avenue to Griggs Avenue (1) two-lane roundabout (1) single-lane roundabout 573 feet of 12-foot landscaped median includes traffic signal modifications
State Street	$2,695,300	from Central Avenue to Souder Avenue from Mill Street to Belle Street (11) curb extensions (2) median park extensions includes traffic signal modifications
Sullivant Avenue	$5,323,300	from Central Avenue to Davis Avenue (2) single-lane roundabouts (11.5) curb extensions includes traffic signal modifications
Town Street	$6,891,600	from Central Avenue to Plato Place (2) single-lane roundabouts (11.5) curb extensions (2.5) median park extensions includes traffic signal modifications
West Broad Street	$10,807,300	from I-70 WB Ramps to Washington Boulevard combination of road diet options #2 and #4 (2) double-lane roundabouts (20.5) curb extensions 1,143 feet of 12-foot landscaped median includes traffic signal modifications

4.3.2. Infrastructure Prioritization Plan

Throughout the public involvement process, numerous individual comments pertaining to the Franklinton Community were collected from citizens, key stakeholders, and public officials. Comments were categorized by type of issue, and listed in order of priority in Table 4.1.1. A summary of all public comments received, sorted by type of issue, has been provided as ***Appendix C.***

In addition to prioritizing issues by the number of comments received, site specific infrastructure issues were organized by location. Forty-one general locations were identified, mostly consisting of street corridors, but also including locations such as "schools", "parks", etc. Greater specificity in locating issues within Franklinton (such as particular intersections) could not be supported by the comments received, at least for this exercise of ranking overall priorities. This generalized approach to locating areas of concern within Franklinton for prioritization is inclusive of all input received from the public which varied significantly in the level of detail provided.

Locations ranking in the top 15 were selected to represent high priority areas and constitute 80-percent of all location specific comments. The top 15 priority areas are shown in ***Figure 4.3.2a*** and listed below:

1) West Broad Street
2) Schools
3) Scott Street
4) Parks
5) Town Street
6) Mound Street
7) Souder Avenue
8) Sullivant Avenue
9) Thomas Avenue
10) Harmon Avenue
11) Central Avenue
12) State Street
13) Cypress Avenue
14) Dakota Avenue
15) Yale Avenue

A separate plan has been prepared to prioritize installation of missing sidewalk. Missing sidewalk links have been shown in black on ***Figure 4.3.2b***. The City of Columbus policy is to install new sidewalks on arterial streets, particularly near elementary schools. "Walk Smart" drawings prepared for Franklinton elementary schools were used to determine walk routes for elementary students. Areas on walk routes with missing sidewalk were given highest priority. The missing sidewalk priority plan has been provided on ***Figure 4.3.2c***. Missing sidewalks have been prioritized utilizing the following criteria:

1) "Walk Smart" routes
2) Harmon Avenue (Multiple comments received from public)
3) Thomas Avenue (Multiple comments received from public)
4) Residential Areas
5) Commercial Areas
6) Allows for sidewalk on both sides of street
7) Pedestrian activity not encouraged

The top priority for sidewalk construction with public funds should be walk-to-school routes which should focus first on elementary school routes on arterial streets. The second and third priorities are the Harmon Avenue and Thomas Avenue corridors which generated a number of requests from the public. The next lower priorities should be the balance of residential and commercial areas that currently lack sidewalk on both sides of the street followed by areas that lack sidewalk on one side of the street but have sidewalk on the other side. Finally, industrial areas, such as the McKinley Avenue corridor, are not designed to encourage pedestrian use.

Figure 4.3.2a - Infrastructure Prioritization Plan

Figure 4.3.2b - Existing Sidewalk Conditions

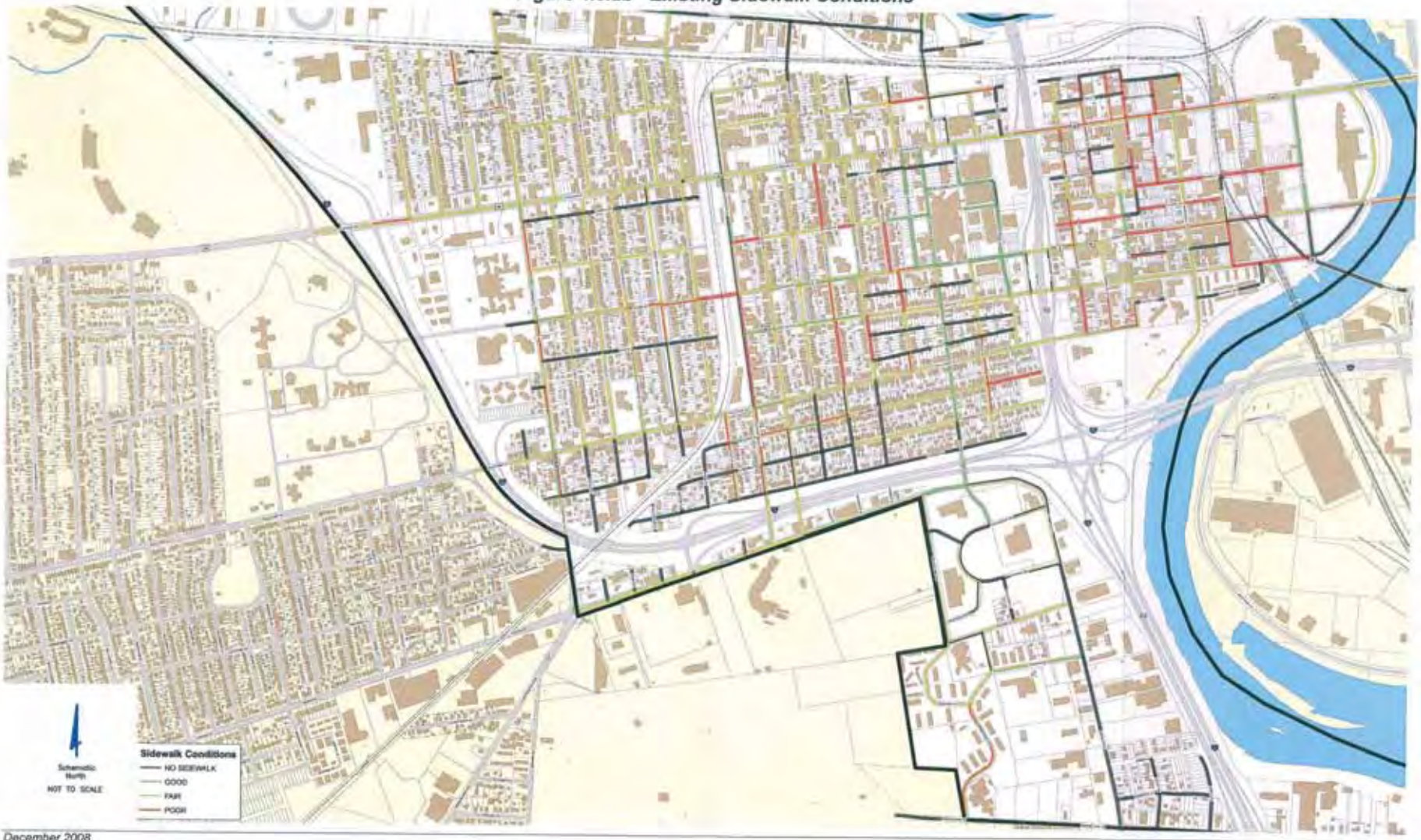


Figure 4.3.2c - Missing Sidewalk Prioritization Plan

Maintenance and replacement of existing sidewalk is property owner responsibility, as specified in Chapter 905 of the City of Columbus Code. As shown on ***Figure 4.3.2b***, several sidewalk locations in the Franklinton area are considered to be in "poor" condition. For purposes of this study, a sidewalk is deemed to be in "poor" condition if it is visually identified as being dilapidated to the point where wheelchair use would be difficult. Detailed criteria for identifying poor sidewalk conditions requiring rehabilitation is provided in Chapter 905.11 of the City Code.

The City will issue notices to people in violation; however, this is generally complaint driven through the 311 system. The City does not currently have a program in place to assess property owners who do not comply with the notice of violation, but in theory, the City can fix the sidewalks and then charge the property owner through their property taxes. In order to assist the City with funding and enforcement decisions, a prioritization plan was completed based on the following criteria:

1) "Walk Smart" routes (within one block from school)
2) Columbus Pedestrian Thoroughfare Plan – Class 1
3) Columbus Pedestrian Thoroughfare Plan – Class 2
4) Columbus Pedestrian Thoroughfare Plan – Class 3
5) "Walk Smart" routes (within two blocks from school)

The top priority for sidewalk reconstruction should be walk-to-school routes which should focus first on elementary school routes on arterial streets. The next lower priorities are based on the Columbus Pedestrian Thoroughfare Plan and associated classification levels. A Class 1 facility has the highest pedestrian demand, while a Class 3 facility has a moderate pedestrian demand. Priority areas were selected if sidewalk on both sides of the street segment were considered to be in "poor" condition or if sidewalk on one side of the street is missing and the other side is considered to be in "poor" condition. The recommended sidewalk reconstruction priority areas are illustrated on ***Figure 4.3.2d***.

Figure 4.3.2d - Sidewalk Reconstruction Prioritization Plan

4.3.3. Infrastructure Phasing Plan

The priority plan provides a means of understanding locations and issues in which the community is primarily concerned. Infrastructure recommendations are not intended to be implemented in the exact order presented in the priority plan. Budget constraints will constrict the number of improvements that can be constructed at a given time and funding opportunities may dictate what improvements can be funded by a particular program. Furthermore, some proposals may require addressing an entire corridor at once while others can be implemented on a smaller scale in phases. If bike lanes are installed on West Broad Street or on Town Street, for example, they should have logical termini that will likely traverse the entire study area at once.

A phasing plan was constructed assuming an annual budget of $250,000 devoted to implementing the Franklinton Community Mobility Plan. Based on the FCMP funding, a recommended five-year phasing plan has been provided in ***Table 4.3.3a***. The recommended five-year phasing plan, in conjunction with the priority plan, has been illustrated on ***Figure 4.3.3***. The Ohio Department of Transportation's "Project Inflation Calculator" was used to project cost estimates for improvement alternatives in future years. Based on the "Project Inflation Calculator," the following construction inflation rates were applied to Phase 1 construction costs:

- Phase 2 – 20.5%
- Phase 3 – 29.3%
- Phase 4 – 36.6%
- Phase 5 – 43.4%

Table 4.3.3a – Phasing Plan

Phase	Improvement	Type	Location	Public Comment Addressed	Estimated Cost
1	One-Way to Two Way Conversion	construction	Dakota Avenue from State St to Rich Street	Speeding on Dakota Ave (3 Comments)	$5,100
	One-Way to Two Way Conversion	construction	Martin Avenue from State Street to Town St	Confusion at intersections due to median streets with traffic flowing in same direction on both sides of median	$4,000
	Continental Style Crosswalks on Walk Smart Routes	construction	Dana Ave/Sullivant Ave (North Leg) Hawkes Ave/Rich St (North,South,West Legs) Rich St/Avondale Ave (South Leg) West Broad St/Hawkes Ave (South,West Legs) Souder Ave/Griggs Ave (East,West Legs)	Schools-Ranked #2 in Infrastructure Prioritization Plan. Crosswalk paint is very faint and needs repainted. Children cross Broad to get to school. School crossing issues.	$4,300
	Sidewalk	construction	sidewalks under railroad overpasses	poor condition of sidewalks	$239,400
	Sidewalk	design	Rich St (South Side) from Central Avenue to Yale Avenue	Install/Rebuild Sidewalks Area Wide - Ranked #6 at Closing Workshop	$9,720
	Truck Access Plan	design	Glenwood Avenue/West Broad Street Intersection Improvements	Truck traffic in residential areas north of West Broad Street (4 comments)	?
	Curb Extension	design	Town Street, West of Dakota Avenue (No Improvements on Dakota Avenue)	Ponding on curb ramps (5 comments) Crossings and sidewalks poor, wheelchair users mostly use street	$6,284
	Neighborhood Median	design	Greenfield Drive (Canonby Dr shown) (See typical drawing)	Truck traffic traverses neighborhood streets where kids are playing	$7,699
				Phase 1 (2008 est)Total Project Costs	**$276,502**
2	Curb Extension	construction	Town Street, West of Dakota Avenue (No Improvements on Dakota Avenue)	Ponding on curb ramps (5 comments) Crossings and sidewalks poor, wheelchair users mostly use street	$76,922
	Road Diet (Without Signal Mods)*	design	Mound Street from I-70 Ramps to Souder Avenue	Mound Street/Glenwood Avenue Intersection Improvements - Ranked #10 at Closing Workshop	$8,345
	Curb Extension	design and construction	Town Street/Avondale Avenue	Ponding on curb ramps (5 comments)	$166,411
				Phase 2 (2009 est)Total Project Costs	**$251,677**
3	Curb Extension	design and construction	Town Street/Cypress Avenue	Sidewalks and better curb ramps needed at Town/Cypress. Speeding on Cypress (3 comments).	$178,563
				Phase 3 (2010 est) Total Project Costs	**$178,563**
4	Neighborhood Median	construction	Greenfield Drive (Canonby Dr shown) (See typical drawing)	Truck traffic traverses neighborhood streets where kids are playing	$107,865
	Curb Extension	design and construction	Town Street/Hawkes Avenue	Ponding on curb ramps (5 comments)	$188,645
				Phase 4 (2011 est) Total Project Costs	**$296,510**
5	Truck Routing Plan (Signage Only)	construction	North of West Broad Street from Glenwood Avenue to Souder Avenue	Truck traffic in residential areas north of West Broad Street (4 comments)	$2,294
	Truck Access Plan	construction	Glenwood Avenue/West Broad Street Intersection Improvements	Truck traffic in residential areas north of West Broad Street (4 comments)	?
	Road Diet (Without Signal Mods)*	construction	Mound Street from I-70 Ramps to Souder Avenue	Mound Street/Glenwood Avenue Intersection Improvements - Ranked #10 at Closing Workshop	$100,783
	Sidewalk	construction	Rich St (South Side) from Central Avenue to Yale Avenue	Install/Rebuild Sidewalks Area Wide - Ranked #6 at Closing Workshop	$141,861
				Phase 5 (2012 est)Total Project Costs	**$244,938**

Figure 4.3.3 - Infrastructure Phasing Plan (Year 2008 - Year 2012)

Alternate funding sources should be sought for major improvements, such as roundabouts and corridor projects. ***Table 4.3.3b*** is a sample list of funding sources that could be pursued to fund significant improvements or to supplement Franklinton Community Mobility funds.

Table 4.3.3b – Sample Funding Sources

Funding Program	Funding Agency	Eligibility Criteria		Funding	Application Dates
		Agency	Project		
State Capital Improvement Program (SCIP) - Issue I	Ohio Public Works Commission (OPWC)/Mid Ohio Regional Planning Commission (MORPC)	Counties Cities Villages Townships Sanitary Districts Regional Water and Sewer Districts	Bridges and Culverts Roads Solid waste disposal facilities Storm and Sanitary collection, storage and treatment facilities Water supply systems Wastewater treatment systems	Grant Loan Loan Assistance	September/October Annually
Local Transportation Improvement Program (LTIP) - Issue I	Ohio Public Works Commission (OPWC)/Mid Ohio Regional Planning Commission (MORPC)	Counties Cities Villages Townships	Bridges and Culverts Roads	Grant	September/October Annually
Clean Ohio Revitalization Fund (Brownfield Grant Program)	MORPC/OPWC	Local governing agency Port Authority Conservancy or Park District Nonprofit Organization working with LDA	Clean-up and remediation of brownfield properties Closure or corrective action of landfills	Grant	Spring - Annually
Clean Ohio Conservation Fund (Open Space and Watershed Conservation)	MORPC/OPWC	Local governing agency Port Authority Conservancy or Park District Nonprofit Organization	Acquisition and Development of Open Space Protection and enhancement of Riparian Corridors or Watersheds Construction or Enhancement of Trails	Grant	Spring - Annually
Clean Ohio Trails Fund (Recreational Trail Development)	MORPC/Ohio Department of Natural Resources (ODNR)	Local governing agency Port Authority Conservancy or Park District Nonprofit Organization	Purchase land or interests in land of recreational trails Construction of trails	Grant	Spring - Annually
Transportation Enhancement Program (TEP)	MORPC/ODOT	Political Subdivisions located within the MORPC Transportation Planning Area Park Districts	Must have a direct relationship to surface transportation Must demonstrate a public benefit Must be accessible to the general public or targeted to a broad segment of the general public and be available for public use throughout its reasonable life Must meet criteria for at least one of the three eligible categories: Historic & Archaeological, Scenic & Environmental, Bicycle & Pedestrian	80% Federal reimbursement 20% minimum local match	
Surface Transportation Program (STP)	MORPC/ODOT	Political Subdivisions within MORPC urbanized area	Highway Expansion and reconstruction, transit enhancements, safety and signals	80% Federal reimbursement 20% minimum local match	
Congestion Mitigation Air Quality	MORPC/ODOT	Political Subdivisions located within the MORPC Transportation Planning Area	Must improve air quality: signal systems, transit, travel demand management, bottle-neck/ congestion and emission reduction programs	80% Federal reimbursement 20% minimum local match	
Highway Safety Program	Ohio Department of Transportation (ODOT)	ODOT District Offices Local government officials	Areas with more than 10 crashes in 3 years annual crash rate greater than 1.0 crashes/MVM Project cost greater than $50,000		September 30 or April 30
Brownfield Program	Ohio Water Development Authority (OWDA)	Local Government Agencies with: • Plans designated by certified professionals • Plan approval by OEPA Private Entities with: • VAP certified engineer directing the remediation effor • Evaluation of potential effectiveness of	Planning/Design and/or Construction of Brownfield Site Remediation	Loan Max Planning or Design Loan: $500,000 No Max for Construction	15th of the month
Nonpoint Source Pollution Control	Environmental Protection Agency (EPA)	Local Governing Agency	Planning and Implementation of Best Management Practices for nonpoint source pollution control	Grant	
Community Development Block Grant (CDBG)	Community and Economic Development Department (CEDD)	Local Governing Agencies	Projects must serve at least 51% LMI Households as determined by 2000 Census Data (target area map)	Grant	Fall-Annually
Urban and Rural Initiative	Ohio Department of Development (ODOD)	Local Governing Agency: Nonprofit Organizations	Infrastructure improvements connected with the creation of industrial parks, brownfield site cleanup and economic reuse	Grant	
CDBG Water and Sanitary Sewer Program	Ohio Department of Development (ODOD)	Local Governing Agencies with projects that: • Serve 51% LMI Households • Serve at least 80% residential customers • Water and Sewer rates must equal 1% of the Median Household Income or $30/mo • Combined Water and Sewer rates must equal 2% of the Median Household Income or $60/mo	Water/Wastewater Infrastructure	Grant Max $500,000 Construction	Summer - Annually
CDBG Formula Program	Ohio Department of Development (ODOD)	Non-entitlement County with projects that: • Serve 51% LMI Households • Are completed within 12 months	Water/Wastewater Infrastructure	Grant	Spring/Summer - Annually
Safe Routes to School (See Appendix F)	Ohio Department of Transportation (ODOT)	Counties Cities Villages Townships School Districts	1) School Travel Plan Development 2) Non-infrastructure: improve safety around schools by, developing educational materials, providing encouragement programs, and helping municipalities with enforcement programs. 3) Infrastructure: improve safety by improving pedestrian crossing signals, completing sidewalks, building small pedestrian bridges and improving signage.	Grant	

4.4. Present Recommendations

4.4.1. Meet with City Departments

The project team met with engineers from the City of Columbus Transportation Division on Monday, October 22, 2007 and presented draft findings. A draft of the presentation to be shown at the upcoming stakeholder meeting and open house was presented. The draft prioritization plan and roadway exhibits were discussed in detail and comments were provided. Comments were addressed and detailed meeting summary notes were prepared.

4.4.2. Present Project Overview to Mayor, Council, and Service Director

In order for the plan to become adopted, several steps must be followed. First, the plan must be reviewed by city staff and the Director of Public Service. Then, the Columbus Transportation and Pedestrian Commission must consider the plan at one of its meetings normally held on the second Thursday of every other month, beginning in January at 3:30 PM. Following approval by the Commission, the plan should be presented to City Administration and City Council and finally, legislation for adoption can be considered by City Council.

4.4.3. Meet with Stakeholders

A Stakeholder meeting preceded the general public open house to inform Stakeholders about project progress and specific material to be discussed at the final public open house. Meeting notifications were sent to stakeholders on Wednesday, October 17, 2007. Multiple exhibits were produced to illustrate proposed recommendations and prioritization, as listed below:

- Neighborhood Walk Results
- Priority Areas
- Traffic and Parking Changes
- West Broad Street Parking Analysis
- Summary of Plan Recommendations
- Infrastructure Exhibits for:
  - Central Avenue
  - Mound Street/Harmon Avenue
  - State Street
  - Sullivant Avenue
  - Town Street
  - West Broad Street (with and without bike lane)

- Roadway Typical Sections for:
  - Town Street
  - West Broad Street

The meeting was held at 3:30 PM on Thursday, November 1, 2007, at the Franklinton Library. ***Table 4.4.3*** provides the attendance list.

Table 4.4.3 – Final Stakeholder Meeting Attendees

Stakeholders		Study Team	
Name	**Organization**	**Name**	**Organization**
Jim Hutcherson	COTA	Terry Stewart	City of Columbus, Transportation
Steve Simmons	City of Columbus, Public Schools	Nick Popa	City of Columbus, Transportation
Barry Peel	City of Columbus, Economic Development	Larry Creed	EMH&T
Lamar Glenn	City of Columbus, Police Department	Nick Shultz	EMH&T
Bruce Warner	Franklinton Homeowners Association	Brian Forschner	McKenna Associates
Jeff Stephens	City of Columbus, Transportation Commission	Bernice Cage	MORPC
Brenda Dutton	Franklinton Library	Dilip Karpoor	MORPC
Christine Godward	City of Columbus, Public Health Department		
Elizabeth Linville	City of Columbus, Department of Development		
Mark Young	City of Columbus, Parks and Recreation		
Reza Reyazi	Franklinton Development Association		
David Hoole	Franklinton Neighborhood Pride Center		
Kelly Angel	ODOT, District 6, Safe Routes to School		
Kelly Brooker Scocco	ODOT, Central Office		

4.4.4. Finalized Prioritization Plan

The prioritization plan presented in section 4.3.2 was discussed in draft form with city staff and City Department representatives at the October 22, 2007 meeting. Refinements to corridor improvement alternatives, cost estimates, and implementation strategy for sidewalk improvements were made as a result of this input.

4.4.5. Final Public Open House

A final open house meeting was held to present the final recommendations of the study.

The open house was held at 5:00 PM on Monday, November 19, 2007, at the Gladden Community House. Final results of problem identification, alternatives analyses, and the prioritization plan were presented to the community. The attendance list is illustrated in ***Table 4.4.5***.

Table 4.4.5 - Final Open House Attendees

Residents	Stakeholders		Study Team	
	Name	Organization	Name	Organization
Rich Figley	Eric Brandon	City of Columbus, Mayor's Office	Terry Stewart	City of Columbus, Transportation
Chuck Hathaway	Brenda Dutton	Franklinton Library	Nick Popa	City of Columbus, Transportation
Steven Lambert	Pauline Edwards	Franklinton Area Commission	Larry Creed	EMH&T
Michelle Louks	Jane Fulks	Lower Lights Ministries	Nick Shultz	EMH&T
Brenda St. Clair	Robert Herr	City of Columbus, Utilities	Brian Forschner	McKenna Associates
Jan Warner	Steve Simmons	City of Columbus, Public Schools	Dan Burden	Walkable Communities
	Carol Stewart	Franklinton Area Commission	Bernice Cage	MORPC
	Jim Sweeney	Franklinton Development Association	Dilip Karpoor	MORPC
	Bruce Warner	Franklinton Homeowners Association	Ahmad Al-Akhras	MORPC
	Donna Woods	Gladden Community House	Chris Gawronski	MORPC
			Brenda Noe	MORPC
			Nancy Regar	MORPC

4.4.6. Meeting Preparation and Exhibits

In addition to the exhibits presented at the November 1, 2007 stakeholder meeting, an exhibit detailing the project process and analysis procedures was prepared. The meeting was conducted presentation style to facilitate communication from the study team to the public as to how public input was addressed in the plan recommendations. A slideshow presentation was delivered by representatives of city staff, EMH&T, McKenna Associates, and Walkable Communities.

4.4.7. Notification

Meeting notifications were sent to everyone on the contact list contained in ***Appendix A***, as well as steering committee and task team committee members listed on Table 3.4.1. Fliers were posted throughout the community and a newspaper article was published in the November 2007 issue of the Franklinton News, "A Community Newspaper Published by Gladden Community House." ***Figure 4.4.7*** shows the meeting announcements.

4.4.8. Meeting Documentation

Meeting minutes, summaries of public comments, and other appropriate documentation of public meetings were prepared. The project web site was updated with the exhibits and slideshow presentation from the November 19, 2007 meeting.

4.5. Project Management for Step 4

Regular project management meetings were organized to apprise City staff of work progress, receive comments on submitted items, and exchange information. Project management meetings were held on the following dates:

- Tuesday, August 28. 2007
- Wednesday, September 12, 2007
- Thursday, September 25, 2007
- Tuesday, October 2, 2007
- Tuesday, October 16, 2007
- Monday, October 22, 2007
- Monday, November 19, 2007
- Tuesday, November 27, 2007

Meeting minutes were prepared for all project management meetings.

Figure 4.4.7 – Meeting Notification

FRANKLINTON NEWS

A Community Newspaper Published by Gladden Community House

FRANKLINTON HOMEOWNERS ASSOCIATION

The Franklinton Homeowners Association meets the 3rd Tuesday each month at 6:30 p.m. at the Franklinton Library, 1061 West Town Street

Every day brings new challenges and opportunities for the residents and property owners of Franklinton. We need to meet and solve these challenges as a group and grasp opportunities as they become available. Individuals are hard pressed to be heard, but when folks work as a group their voices become much louder. The Franklinton Homeowners Association seeks to be that voice.

The FHA wants your input on Franklinton issues. What issues would

Remember to Vote November 6!

Gladden Community House endorses Issue 14, the Senior Services Levy, which provides funding for outreach services, transportation, and home food deliveries for hundreds of seniors each month here in our community.

City Proposes Safety Solutions in Franklinton

Public Open House Monday, November 19, Gladden Community House

Mayor Michael B. Coleman and Columbus City Council invite residents and businesses to attend a public open house on Monday, November 19, 2007, at 5:00 p.m. at Gladden Community House, 183 Hawkes Avenue, to reveal the initial results of how the City proposes to make Franklinton a more "walkable" community. "Over the years, too much emphasis has been placed on the movement of vehicles at the expense of neighborhoods," the Mayor said. "Cars and walkers must exist in harmony, allowing traffic to move smoothly and pedestrians to walk safely to their destinations."

The City of Columbus met with Franklinton residents and businesses to review crash, speed and road information. They also walked the entire area as part of the effort to develop a comprehensive plan that will result in improved striping, more pedestrian-friendly crosswalks, roundabout intersections, pedestrian islands and medians located throughout the neighborhood.

You are invited to attend the meeting on November 19 to see how Columbus translated the traffic and transportation concerns of the neighborhood into results that will provide a safe area for walking, biking and more. Come see the changes Columbus suggests for your street. Light refreshments will be served.

Residents can call Bernice Cage at the Mid-Ohio Regional Planning Commission (614-233-4157) to get more information.

is the lunch room manager of the Fair Avenue Elementary School. Crystal has three children, Bob, Greg, and Sarah and four grandchildren. Her hobbies are home remodeling, flower gardening (both of which are very evident), bible study, and collecting old bibles. But the thing she enjoys the most is playing with and spoiling her grandchildren. We extend to Crystal Many Thanks for being a great neighbor and a caring homeowner.

Each month a home in Franklinton will be designated as the "Pride of Franklinton." The Franklinton Homeowners Association and the Franklinton Kiwanis are proud to sponsor this monthly award. Nominate those homes in Franklinton that you believe make Franklinton a better neighborhood. Nominations may be made at the Homeowners meetings, by mail addressed to the Franklinton Homeowners Association c/o Gladden Community House, 183 Hawkes Avenue 43223, by contacting Helen Evans at Gladden at 221-7881, or by contacting Bruce Warner at 228-4352.

FRANKLINTON COMMUNITY MOBILITY PLAN

FINAL PUBLIC OPEN HOUSE

Monday - November 19, 2007

WHERE:
Gladden Community House
183 Hawkes Avenue
Columbus, OH 43223

WHEN:
Starts at 5:00 pm
Presentation at 5:30 pm
Light refreshments will be provided.

The City of Columbus invites you to attend the Final Public Open House on the Franklinton Community Mobility Plan. Thank you for your participation in this important process. Come to the Open House and see what your involvement has helped create!

For more information, call Bernice Cage at MORPC (614) 233-4157 or log on to www.columbusmobility.info