

WEINLAND PARK COMMUNITY MOBILITY PLAN

INTERIM FINAL VERSION

University Area Commission
September 21, 2011



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Outline

- Purpose
- Plan Development Process
- WPCMP –Interim Final Version
- Contents
- Priority Projects
- Public Review Comments
- Safe Routes to School
- Request Motion

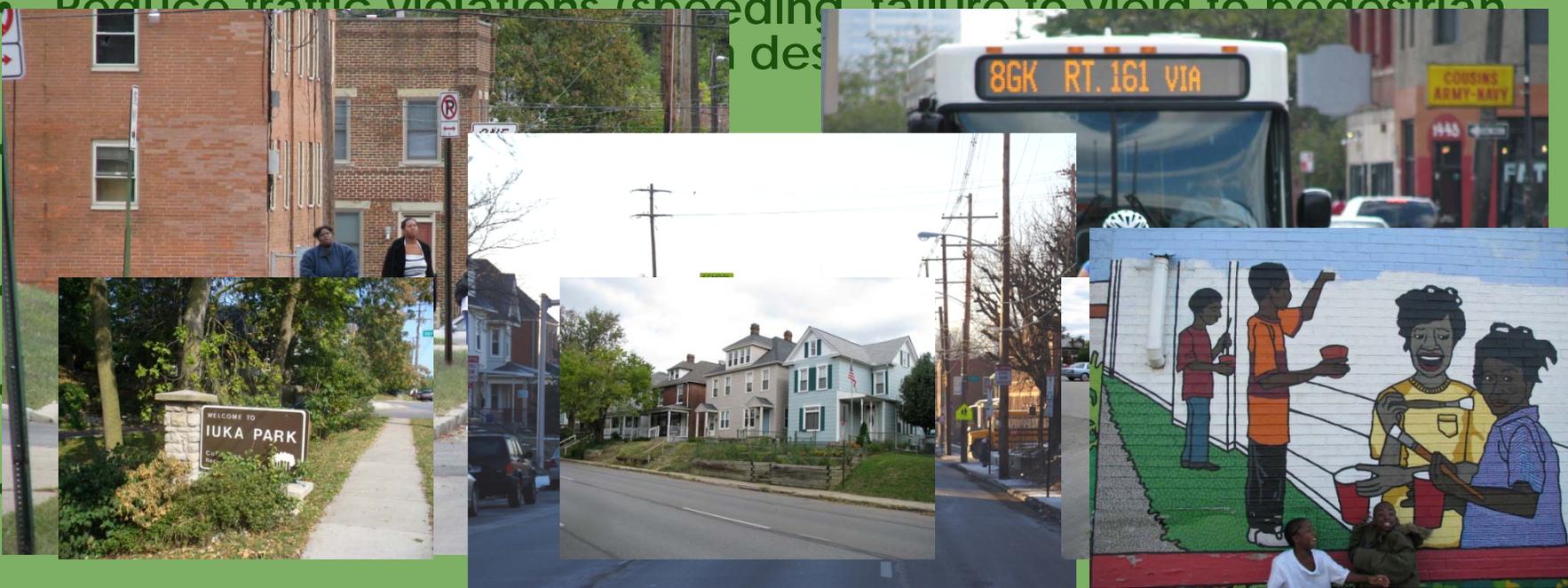


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Purpose of the Plan

- Balance the transportation system for moving people and goods by all modes (pedestrian, bicycle, automobile, transit, and rail), in accordance with Columbus' Complete Streets principles
- Reduce traffic violations (speeding, failure to yield to pedestrian, etc.) in design



The Weinland Park Community Mobility Planning Process

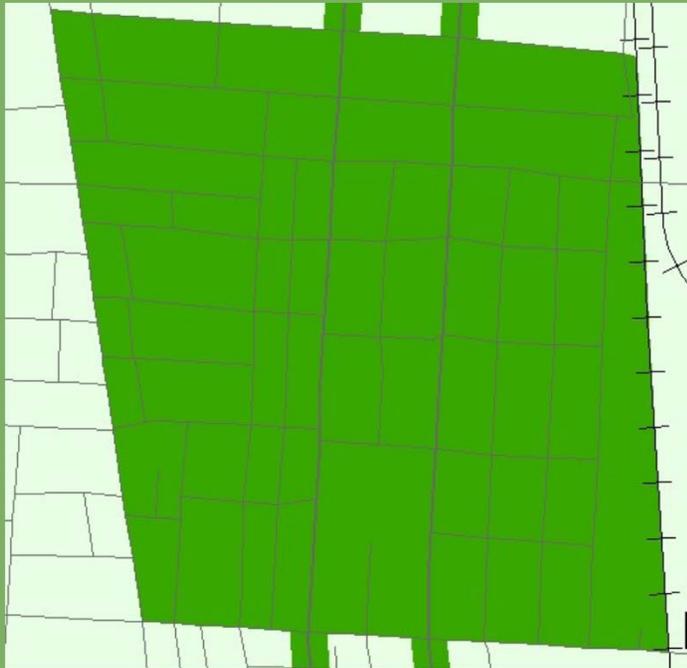


The Process

- Gathered existing data and input from community
- Conducted technical studies and developed solutions on areas of concern identified by the community
- Finalized prioritization plan with steering committee
- **Seek approval from community and city organizations**
- Design & implement solutions

Study Area

- The Weinland Park CMP boundary is:



- 12th Avenue to the north
 - 5th Avenue to the south
 - High Street to the west
 - The railroad tracks to the east
-
- Study area also includes the 4th and Summit one-way pair from I-670 to Hudson Street



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Interim Final Plan



Interim Final Plan

- Interim plan excludes 4th St, Summit St and 5th Ave west of Grant Ave
- Engineering study still ongoing (ODOT/Columbus)
- Interim plan lets progress continue
- Final plan will include 4th St, Summit St, 5th Ave

Resources and Timeline

- WPCMP 2011 - 2012 Projected Budget
 - Design \$135,000
 - Construction \$125,000
- Design begins October 2011
- Interim Plan – Future Meetings
 - WPCCA – September 28, 2011
 - Transportation and Pedestrian Commission – October 11, 2011



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Public Comment Compilation



Public Input Opportunities

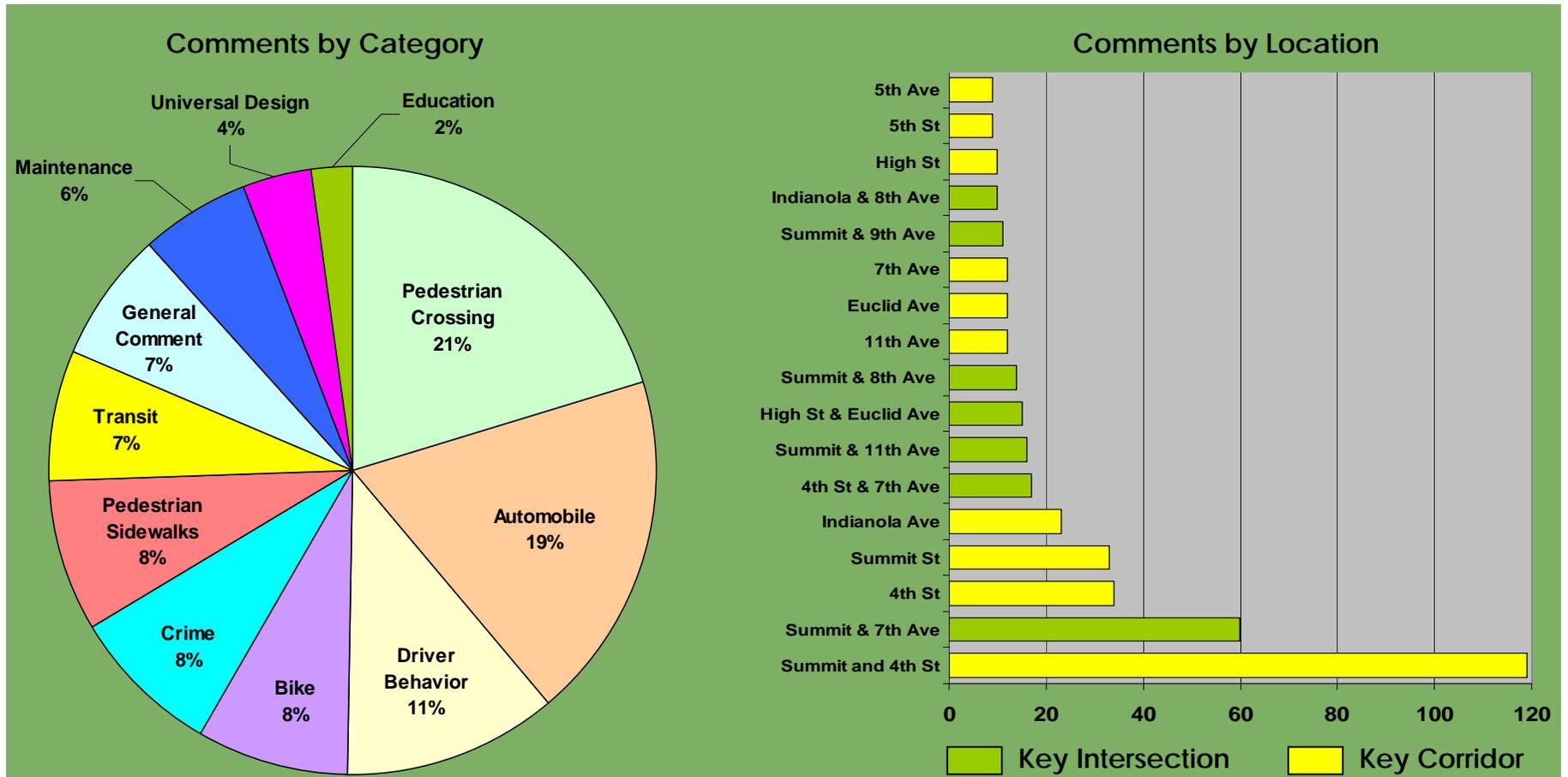
- September - November 2008: Formally scheduled public involvement events
 - Introductory open house
 - Two community workshops
 - Day-long walk audit
- September 2008 – January 2009: One-on-one stakeholder meetings with about 30 organizations and businesses
- September 2008 – January 2009: Porch chats and surveys
 - November 2008 – Closing Workshop
 - January 2009 – UAC Public Meeting
- February 2010 – WPCMP Steering Committee Meeting
- September 2010 – Traffic Calming Tour with steering committee
- February 2011 – Updated to WPCMP transportation committee
- August 22, 2011 – WPCMP Steering Committee Meeting
- August 24, 2011 - WPCCA



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Summary of Public Input



Toolbox of Solutions



Street Improvements

- Motor Vehicle – lawful & Safe Operation
- Pedestrian safety
- Bicycle accommodation
- Transit

Improvements: Vehicle Lawful & Safe Operation

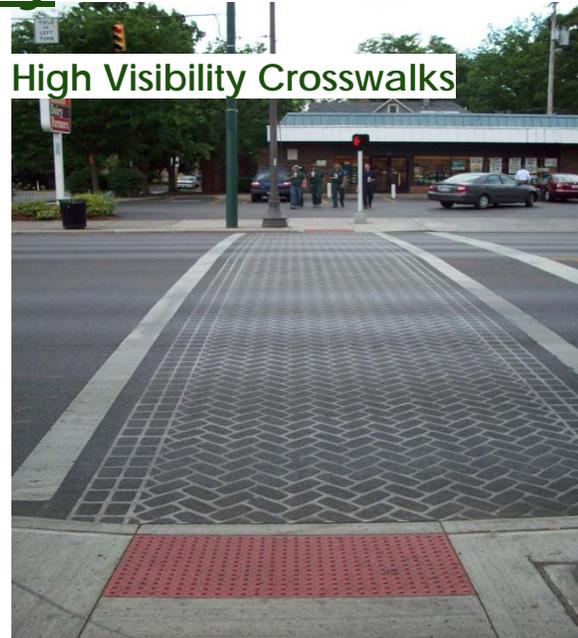


Improvements: Pedestrian Safety

New Sidewalk (5' Width)



High Visibility Crosswalks



Improved Signage

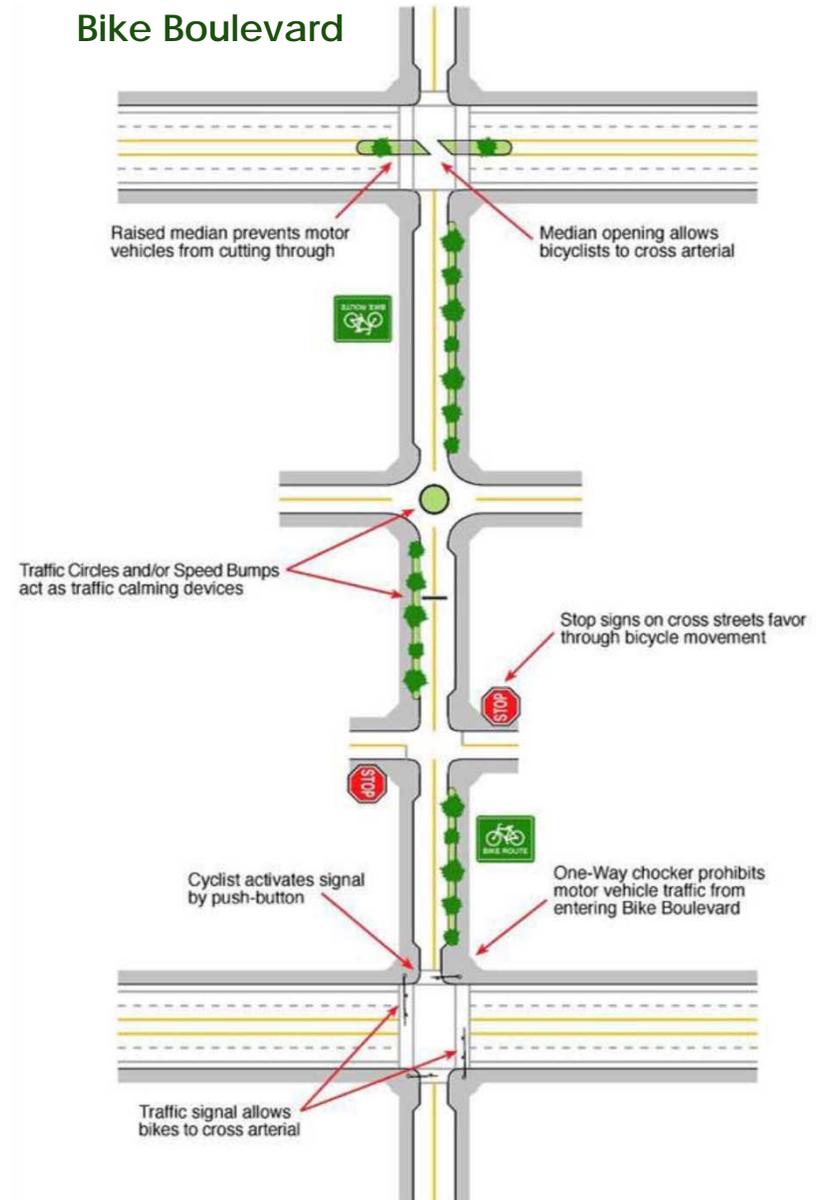


Improvements: Bikeways



Photo courtesy City of Seattle

Bike Boulevard



Transit Improvements

- Upgrade Bus Stops:
 - Install bus shelters where curb extensions are recommended (if ridership warrant is met)
 - Improve lighting, signage/maps, and benches
- Increase Frequency and Extend Hours of Service: Residents working evening/night shifts and weekends are often not able to take the bus despite living on a route due to service not being offered at the needed time
- Neighborhood Circulator (Jitney) Route: A smaller size bus that circulates throughout the neighborhood on an approximately 30 minute route. Connects to key destinations in the community and to larger bus routes
- Primary contact for improvements is COTA



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Sidewalk Inventory



Sidewalk Inventory

- Consists of:
 - Missing sidewalk
 - Degraded sidewalks
 - WPCMP has a sidewalk condition rating
 - Responsibility of property owner



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Sidewalk Rating System

A	Excellent	A new or recently improved walkway with the following characteristics: continuous for whole block, uniform material (brick, concrete) even surface with no ponding water, no trash/debris/dirt, no cracking/heaving/spalling, no tree roots or grass present, and having an overall aesthetically, pleasing appearance
B	Good	A sidewalk that exhibits only 1-2 demerits (minor in nature) but overall still viewed as above average
C	Fair	A sidewalk that exhibits 2-3 demerits (minor in nature) or 1 demerit (serious in nature) and overall viewed as average
D	Poor	A sidewalk that exhibits 4-5 minor demerits or 2-3 serious demerits and overall viewed as well below average
E	Very Poor	A sidewalk that exhibits more than 3 major negative characteristics and overall viewed as well below average
F	Failing/No Sidewalk	A sidewalk in total disrepair/terrible condition or no sidewalk present
UC	Under Construction	Under Construction



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Sidewalk Results

Rating	% Within Study Area
A	2%
B	6%
C	15%
D	40%
E	27%
F	7%
UC	2%



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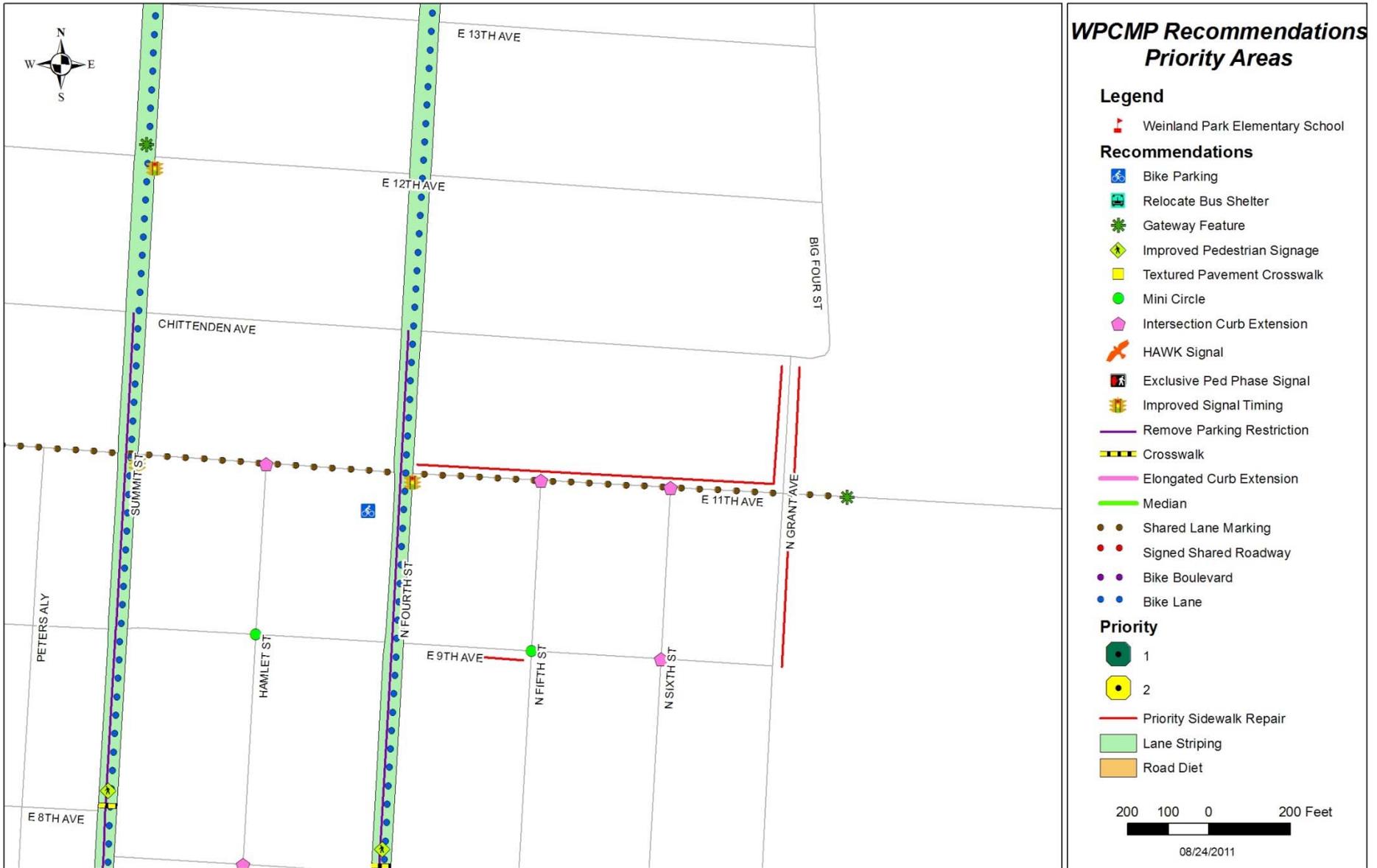
Recommended Solutions and Priorities



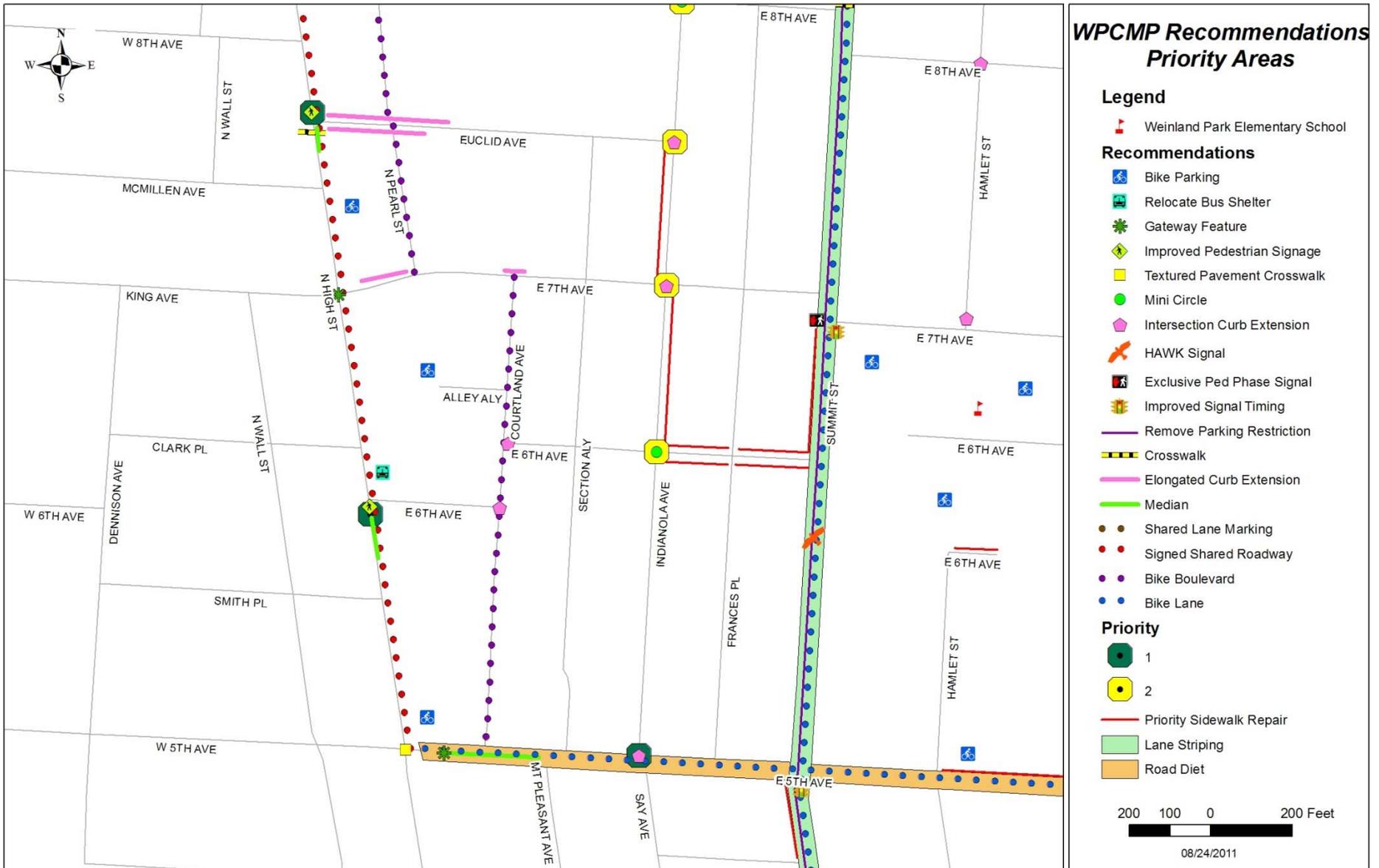
Northwest Solutions



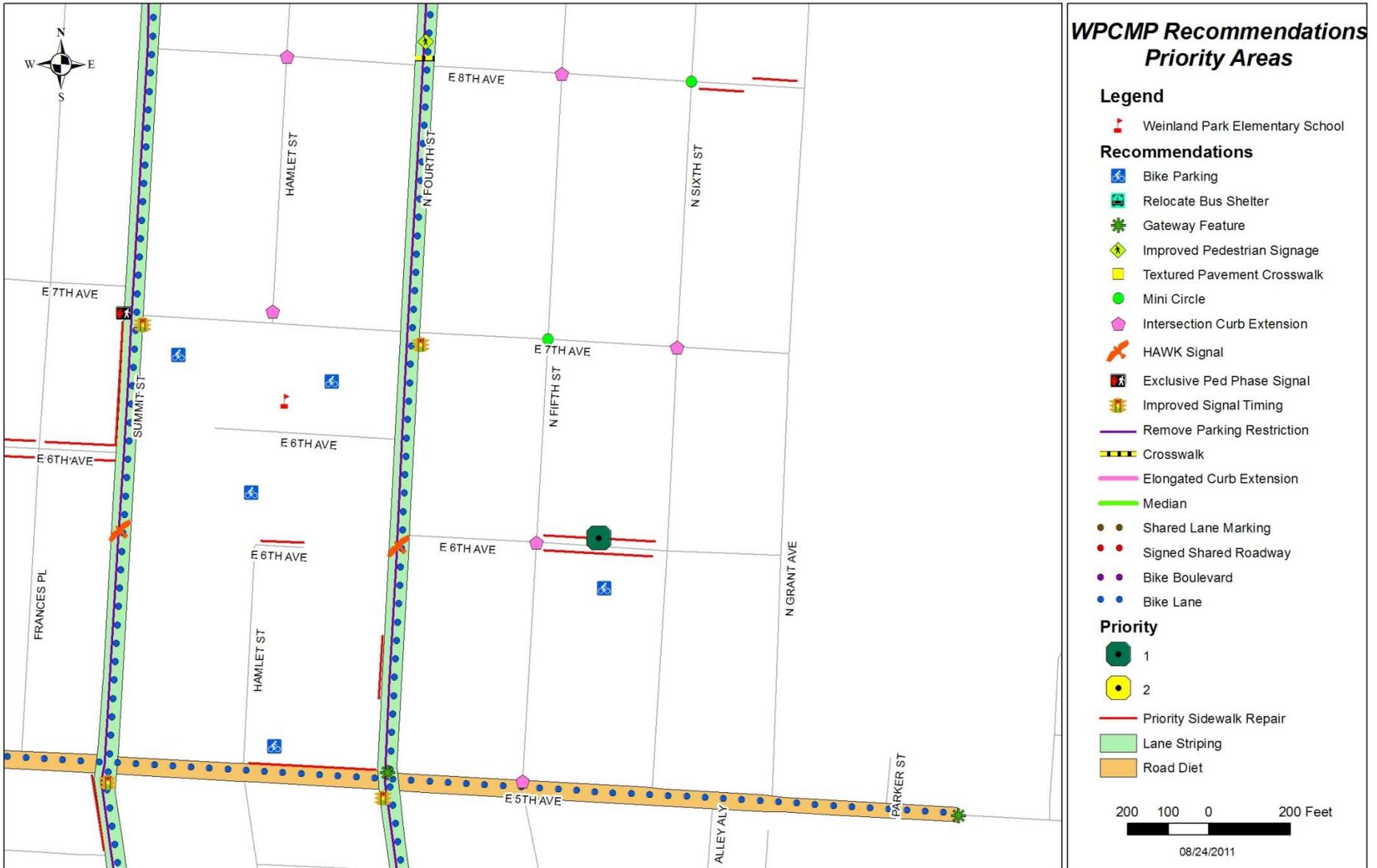
Northeast Solutions



Southwest Solutions



Southeast Solutions



Community Participation



Community Participation

- Notification to Residents
- Landscape Maintenance
- Sidewalk Program

Comments

- Comments received since WPCCA August Presentation
- Summit Street, North 4th Street and East 5th Ave
 - Address in Final WPCMP



Weinland Park Safe Routes to School Program

- Safe Routes to School
 - Federal Program
 - Ohio Department of Transportation
- Funding mechanism
 - Infrastructure (recommendations for WPCMP)
 - Non-infrastructure (education, enforcement...)
- City of Columbus
 - Consultant
 - Weinland Park School Travel Plan – SRTS requirement



Next Steps

- WPCCA September 28 meeting
 - Second meeting
- Transportation and Pedestrian Commission – October 11, 2011
- Plan posted here:
<http://publicservice.columbus.gov/WPCMP/>
- Project Manager:
 - Terry Stewart, PE, TLStewart@Columbus.gov

Request

- Request Motion
- Approval of Interim Final Plan