

COLUMBUS TRANSPORTATION AND PEDESTRIAN COMMISSION
REGULAR MEETING MINUTES
109 NORTH FRONT STREET, GROUND FLOOR, ROOM 100
TUESDAY, MAY 8, 2012
5:00 P.M

Present were:

Voting Members: Carr, Croasmun, Stitt, Wood

Advisory Member: Mull

Division of Mobility Options Staff: Bowman, George, Keeran, Lewis

Division of Planning and Operations Staff: Kendrick, Wilfong

Guest: Alexis Fabrizio

Call to Order: Acting Chairperson Croasmun called the meeting to order at 5:07 p.m.

Motion for approval of March 13, 2012, minutes: Wood; 2nd, Stitt. Motion carried.

ACTION ITEMS:

Residential Permit Parking Request – Neil Avenue (east side) from 6th Avenue to King Avenue

Staff recommendation: Keith Keeran gave a detailed PowerPoint presentation on this issue. (Copies of slides are available upon request.) The Division of Mobility Options staff received valid petitions for residential permit parking on the east side of Neil Avenue from 6th Avenue to King Avenue. Restriction sought is no parking 8:00 a.m. to 5:00 p.m. weekdays, except for City permit "B" or "P." All criteria are met; approve request.

Discussion.

Alexis Fabrizio spoke in support of staff's recommendation.

Motion to approve request, as presented, for residential permit parking on the east side of Neil Avenue from 6th Avenue to King Avenue: Stitt; 2nd, Carr. Motion carried.

Speed Limit Adjustments

Winchester Pike East of Ebright Road

Staff recommendation: Jessica Kendrick reported there is currently 1/3 of a mile of Winchester Pike east of Ebright with a posted speed limit of 35 miles per hour in between two 55 mile-per-hour zones. The segment is too short to be a speed zone. Staff's speed study indicated the calculated speed was 53 mph on this section of roadway. Staff recommended raising the speed limit to 55 mph.

Discussion.

Motion to approve staff's recommendation: Croasmun; 2nd, Wood. Motion carried.

Parsons Avenue – I-270 Overpass to Rathmell Road

Staff recommendation: Jessica Kendrick reported this speed study was triggered because there are no speed limit signs posted in this area. The last known speed limit appears to have been 35 mph. The county jurisdiction to the south is posted at 50 mph, the county section to the north is not posted, and the city section north of that is posted at 35 mph. Staff's study indicated 50 mph should be the recommended speed limit for the city's section.

Discussion.

Motion to approve study, with the request to gain a report from staff on their discussion with Franklin County to study the county section adjacent to the city's study. Carr; 2nd, Croasmun. Motion carried.

Potential Parking Code Amendment

Staff recommendation: Randy Bowman indicated staff was approached by two neighborhood leaders who are concerned about the condition of the tree lawn along Hague Avenue from just north of Broad to just south of Sullivant Avenue. The complaint is that residents who live along that section of Hague Avenue are parking over the curb and tires are leaving ruts in the tree lawn, and they want the City do something about it. In response to their concerns, the Department of Public Service, in coordination with the Department of Public Safety/Division of Police, and the Code Enforcement Section of the Department of Development, developed an action plan. Mr. Bowman reviewed the action plan (copies available upon request). Mr. Bowman also reviewed and requested Commission approval of draft ordinance that would amend City parking regulations and restrict vehicles from parking over the curb onto the street lawn area, and prohibit vehicles from parking in a bike lane. Staff has met with the Greater Hilltop Area Commission; they support the City's action plan, the creation of the parking infraction, and the City's outreach efforts. Mr. Bowman requested a volunteer to represent this Commission.

Discussion.

Motion to approve the parking code amendment presented by staff with the revision to add the \$50.00 fee for parking in a bike lane: Croasmun; 2nd, Wood. Motion carried.

OLD BUSINESS

Planning Studies Update

Gary Wilfong gave updates on planning studies as follows:

Creative Campus

Staff and stakeholders had a walk through on April 11. Staff received a lot of feedback from the walkthrough. The consultant is now working on meeting with each of the stakeholders. Staff wants to know about their individual site plans. Staff hopes to begin laying out alternatives in a few months. The biggest change will be on Gay Street. The City will consider brick pavement for Gay Street, and will try to discourage vehicular traffic on Gay between Cleveland and Washington.

Short North

Staff walked the corridor April 13 with representative from the Short North SID. SID is the group that pushed for this project and got the funding from the Mayor's office to do the preliminary engineering study. Staff will meet with the consultant next week to come up with public involvement plan. There are a lot of different commissions and area groups along that stretch. Staff will utilize SID to do a lot of the outreach. There is already one change, the north project limit initially ended at 7th by the new Kroger; that has been extended to 9th. The Department of Development made that request as they had some funding available to extend the project up to 9th and finish that stretch. The time line is similar to that of Creative Campus, but there will be more public outreach needed and a lot of stakeholder involvement.

Hamilton Road

The data collection is complete. The land use projection for the area where the "S" curve will go is being finalized. Staff has met with CASTO; they are providing staff with what they are hoping to put in that area to help with traffic projects. Once that is finalized, MORPC will assist staff with the traffic modeling. Once staff receives the modeling from MORPC, they can finalize what the cross section will be. Within a month or two, Mr. Wilfong will bring some typical sections to look at.

Downtown Action Plan Update

Randy Bowman gave a PowerPoint presentation on this issue. Copies of slides are available upon request.

Discussion.

Lane Avenue Campus Safety Update

Bill Lewis gave an update on this issue as follows:

At the last meeting, staff reported the results of staff's investigation of crosswalk requests from the OSU student government along a couple of intersections on Lane Avenue east of High Street. At that time, the Commission expressed some concerns. Today's update responds to those concerns.

Staff received a request to install crosswalks at Waldeck and at Tuller. Lane Avenue is three lanes with parking on one side. Waldeck and Tuller are two-lane streets intersecting Lane Avenue. The pedestrian crossing data was collected in January after classes had started. The weather was sunny but cold (35 degrees), still there were a number of pedestrians crossing north/south lane. Staff did not count pedestrians crossing east/west along Lane because those intersections are also stop controlled, so there is really no other treatment staff could recommend. Staff was looking for a recommended treatment for pedestrians crossing the uncontrolled approaches crossing north/south on Lane. Staff counted 118 pedestrians in one hour (9:30 a.m. to 10:30 a.m.) on both approaches at Lane and Tuller crossing north/south, and then 35 pedestrians the same direction at Waldeck. Once staff gathers this data, as well as the average daily traffic data on both streets, they do engineering analysis which gives two answers. One, is a crosswalk justified, and, two, if it is justified, what is the recommended treatment of that crosswalk. The results showed a crosswalk was justified at Tuller, and the recommendation is to put in a type two ladder crosswalk on both approaches, as well as the City's standard pedestrian crossing and advance crossing signs. Staff felt that is sufficient given the speed limit, the volumes, and the width of crossing that the pedestrian encounters. At Waldeck, there were fewer pedestrians crossing, so staff chose not to improve that crossing at this time, given the pattern of the crossing traffic observed was basically to the south and to the west toward High Street and the main parts of campus. Staff's approach is to mark the Tuller street crosswalk, and see if that affects or impacts the directionality of pedestrians crossing Waldeck. The thought being that they may travel on Lane west and actually cross at Tuller rather than Waldeck. Also, at Waldeck, in addition to any signs and markings that could be justified, the City would need to install curb ramps to make it ADA compliant, so that is a little more of a long-term improvement. The curb ramps at Tuller are already compliant. Work orders have been issued to City crews to do the marking and signing at Tuller. Staff will then monitor traffic at Waldeck to see if any pedestrians shift to Tuller. Staff will recount pedestrians in August or September of this year.

Staff will provide the University Area Commission with a project update and description. Staff has tried twice to meet with the OSU students and rescheduled twice at their request. Staff has not heard back from the students.

Discussion.

NOTE: NO LONGER HAVE QUORUM

Near East and South Area Traffic Control Modification

Jessica Kendrick reported staff is still working through meetings with the various parties to inform them of the signal removal project. Staff will meet with the liaisons to the neighborhoods later this month. Then staff will go on to the area commissions and then the public open house. Staff will provide Commissioner Croasmun with date of open house and an updated project schedule.

Bicycle Subcommittee

There was nothing to report on this issue as the subcommittee did not meet in April.

Parking Policy Update

Randy Bowman reported on this issue as follows:

Residential Permit Parking

Staff will be meeting, within the next month, with representatives from Italian Village Society, University Area Commission, and the Short North Business Association, to get their input on some potential changes.

Loading Zones

Brent Simonds, John Angelo, and Cleve Ricksecker will be providing staff with some input about the changes in the loading zone policy. They have some good ideas – they want to prevent unintended consequences. Their concern is if we limit the availability of loading zones, or make it very costly, the small businesses may suffer. Staff will be meeting with them again in about a month.

On-street Handicap Parking.

Staff will meet in the next few weeks with a representative from the ADA-mandated state agency that serves the disabled community. The representative has asked to look at the policy draft. Once staff has her input, staff will brief this Commission in detail and ask for recommendation to the Public Service Director.

NEW BUSINESS

Town Street/Rich Street Two-way Conversion – State Route 315 to Belle Street

Bill Lewis reported this is a new effort staff is undertaking for the east Franklinton area. Currently Town and Rich Street are one-way streets from the bridges to SR-315. On either side of that, they are two-way. A number of studies have recommended looking at converting them from one way to two way. The Franklinton Community Mobility Plan had that recommendation and the Bicentennial Bikeways Plan recommends some sort of bike facility in the Town and Rich corridor. Also, there is now occurring a planning study for the east Franklinton Creative District, which is an effort to try to revitalize East Franklinton. One of their recommendations is also to two-way each street. In response to that, staff has undertaken a preliminary engineering study

to determine the feasibility of converting each of those streets from one way to two way. Staff is looking at traffic volumes and parking. Staff is also looking at the safety aspects.

Staff is looking at two different phases. One is a look at it from the bridges to just west of the interchange. With the results of that analysis, staff, hopefully, will be able to tell ODOT, as they redesign the SR-315 Town and Rich interchanges, how much room we have to leave underneath the bridges when they do reconstruct the interchange. However, in the meantime, staff is going to be looking just east of the interchange to see where to change over from one way to two way, either at Gift Street or Grub Street. That will be part of the preliminary engineering analysis as well. After the preliminary engineering study is complete, detailed design will begin. There are two components to that. One is the roadway ramps, lane control, signal modifications, and two-way operation. Another part of that design effort is streetscapes and gateways. There is a large interest in not only redeveloping the area, but also to make it look more inviting and give it a character that is more telling of what East Franklinton wants to be. As part of that, there is a separate effort to guide staff as to what other streetscape items they would be interested in seeing. There is a large interest to hide/minimize the railroad bridges going in and out of East Franklinton. So a big part of that effort is going to be designing some gateway features.

The preliminary study is expected be done in August. Staff is going to accelerate design and try to get that done by April. The goal is to have everything completed by October of 2013. Staff will be outreaching to the Franklinton Community and a number of different organizations. There are several public meetings scheduled. Staff will be going in front of the Arts Commission regarding gateway features that would be developed as part of this effort as well.

Mr. Lewis requested a volunteer to represent this Commission. Commissioner Stitt volunteered.

ADJOURNMENT

There being no further business, the meeting was adjourned at 6:50 p.m.

Respectfully submitted,

Patricia R. Grove
Recording Secretary

Valerie Croasmun, Acting Chairperson
Chairman

Patricia A. Austin
Executive Secretary

THIS MEETING WAS RECORDED; RECORDING IS ON FILE
AT 109 NORTH FRONT STREET