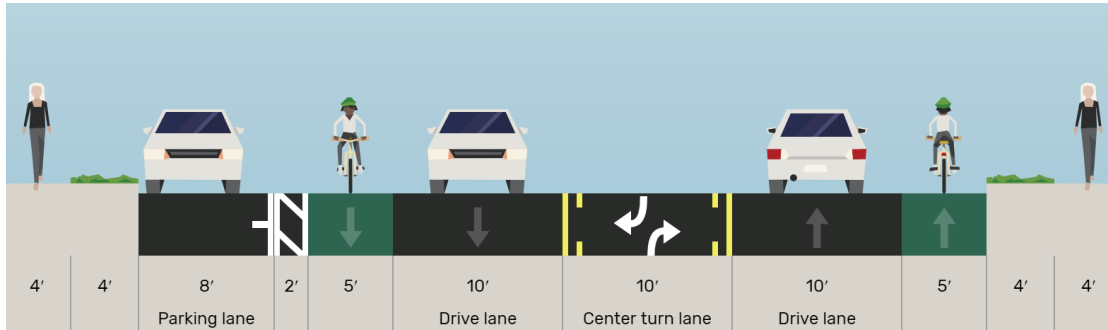


# INDIANOLA AVENUE COMPLETE STREETS STUDY



## Frequently Asked Questions January 2022



### What is the timeline for the Indianola Avenue Complete Streets Study?

This study is being completed in conjunction with a planned and funded urban repaving project scheduled for construction in 2024 and in partnership with the Ohio Department of Transportation. The scope of this study aligns with the planned repaving project, which will resurface Indianola Avenue/U.S. 23 from Hudson Street to N Broadway. This study provides a plan to restripe the roadway within the existing curb lines. The Department of Public Service will make the final decision regarding the proposed improvements to be implemented with the resurfacing project in conjunction with ODOT. The recommended alternative was finalized in December 2021 and will begin design by early 2022.

### What will be included in the planned resurfacing project?

The project will resurface the roadway on Indianola Avenue/U.S. 23 from Hudson Street to N Broadway in 2024. The study proposes to restripe the roadway after resurfacing to accommodate bicycle facilities, on-street parking, travel lanes, and a two-way center turn lane throughout the majority of the corridor. The resurfacing project will also include spot location curb and sidewalk repair. Funds for additional improvements as part of this project may be available through partnership with the Clintonville and University Area Commissions through the Urban Infrastructure Recovery Fund or other capital budget requests. New marked crosswalk locations are proposed at Walhalla Ave\*, Milford Ave\*, Melrose Ave\*, Crestview Rd, and Cliffside Dr (\*pending COTA bus stop relocation).

### Why are bike lanes being considered for Indianola Avenue?

Bike lanes along Indianola Avenue have been identified as a proposed project in the [Columbus Bicentennial Bikeways Plan](#) since 2008. Planning for better bicycle facilities also aligns with the Ohio Department of Transportation's [Walk.Bike.Ohio](#) plan and the Mid-Ohio Regional Planning Commission's [Active Transportation Plan](#). There is a network gap from Hudson Street to N Broadway that if filled, provides 7 miles of continuous bike facilities from Downtown to Morse Rd. A survey was conducted by the Clintonville Area Commission in early 2021 showing a need for traffic calming, safety improvements, and bicycle facilities with 780 residential responses in Clintonville. Reducing the number of travel lanes and providing a bike facility will also help to improve safety and meet the goals of the city's [Vision Zero Program](#). This project specifically meets the objectives of the following goal: "plan and build safe streets for all users" by reducing speeds on the High Injury Network and reconfiguring lanes to include more modes of transportation. Vision Zero is focused on ending crash-related fatalities and serious injuries on our streets, while increasing safe, healthy, and equitable mobility for all.

### Will anyone use the proposed bike lanes?

Bicycle counts were collected during the study on a typical weekday in September 2020, showing 110 bicyclists bicycle trips along this stretch of Indianola Avenue over 24 hours. Currently, this portion of Indianola Avenue is considered high stress for bicyclists, meaning that only experienced cyclists would feel comfortable biking in this roadway. Adding bike lanes and making changes to ensure safer vehicular speeds will encourage a greater number of bicyclists to utilize Indianola Avenue to reach their destinations. During multiple field observations and various times of day, people were frequently observed bicycling or using e-scooters through this stretch of the corridor. Runners and parents pushing strollers have also been observed using the street.

Bicycle counts were also collected earlier this year on the northern portion of Indianola Avenue where bike lanes already exist from Oakland Park Ave. to Morse Rd. 52 bicyclists were recorded using the bike lanes on a typical weekday in June 2021.

## How will the proposed bike lanes connect to other existing bikeways?

The proposed bike lanes will connect south via the Summit Street cycle track and north of N Broadway to the existing bike lanes ending at Morse Rd. A northbound buffered bike lane is also planned on Indianola from Hudson to Arcadia to connect to the existing bike lane on the west side of Hudson Street. The connection from Arcadia Ave to Summit St is recommended to make a lower stress bike facility. [Low stress bikeways](#) can be used by more bicyclists and not only experienced cyclists.

## Will improvements be made for pedestrians using Indianola Avenue?

There are numerous improvements that will benefit pedestrians traversing Indianola Avenue. Most notably, the addition of five marked crosswalk locations, shorter crossing distances across travel lanes, and reduced vehicle speeds through less travel lanes, more consistent parking and bike lanes.

## Will sidewalks be replaced?

The condition and width of sidewalks along Indianola Avenue has been specified as an issue for the community and especially for those traveling with strollers or using mobility devices. The resurfacing project will also include spot location curb and sidewalk repair. Funds for additional improvements as part of this project may be available through partnership with the Clintonville and University Area Commissions through the Urban Infrastructure Recovery Fund or other capital budget requests.

## How were travel pattern changes due to COVID-19 addressed in this study?

Traffic counts collected in 2020 for vehicle speeds and volumes were factored using 2019 counts to account for any discrepancies of lower traffic volumes due to COVID-19 impacts. Additionally, traffic data were forecasted for 2020, 2024 (opening year), and 2044 (design year) to assess design hour volumes and daily traffic forecasts consistent with the Ohio Department of Transportation methodologies. The recommendation to reconfigure the existing roadway was based upon these analyses and takes into account a 20-year forecast horizon.

## How will parking be impacted?

Additional parking counts were collected in fall 2021. These observations support the original parking utilization study, indicating that the proposed configuration will provide sufficient parking to accommodate typical parking demand in the business area north of Weber Rd. Parking counts conducted in September 2020 and April 2021 show 83 spaces being used during the highest observed parking utilization. There are currently 299 total spaces on Indianola Avenue from Hudson Street to N Broadway. Additional parking counts were conducted from September 18, 2021 through October 2, 2021 spanning 25 observation periods over multiple times of day. The average number of spaces used closely reflected the original parking study, averaging 76 spaces in the supplemental counts vs. 75 in the original study. The greatest parking utilization occurred on a Saturday afternoon with 107 spaces being used. The study is recommending to preserve approximately 108 spaces along the corridor, with on-street parking planned for the west side of the street from Parkview to N Broadway.

## Where will visitors and residents park if parking is removed?

Not all on-street parking will be removed. There will be enough on-street parking to accommodate visitors and residents without off-street parking. On-street parking will be maintained on one side of Indianola Avenue from Parkview to N Broadway. The peak hour parking restrictions will be removed and will allow for parking at all times in the designated spaces. ADA Accessible Parking spaces outside of the business area will be designated as part of the project, though the number of spaces is yet to be determined.

## Will trees be removed as part of this project?

The resurfacing project will primarily take place within the existing curb lines. There may be work on sections of curbs, but there are no plans to replace utility poles or remove street trees at this time.

## Can the speed limit be lowered on Indianola Avenue to 25 MPH?

The proposed improvements to be implemented with the resurfacing project would contribute to lowering vehicular speeds on Indianola Ave. Reducing the number of travel lanes and relocating this space for permanent on-street parking and bike facilities [improves safety and operational use](#) of the roadway. Roadways are typically designed in excess of posted speed limits and lowering the speed limit would need to be paired with physical design changes in order to effectively slow speeds.

Data collected after implementation of the lane reconfiguration from Oakland Park Avenue to Morse road, which added a center left turn lane and bike lanes, has shown positive results in terms of speed management and crash reduction.