

Public Meeting

September 16, 2021



THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

INDIANOLA AVENUE COMPLETE STREET STUDY

Presenters

- Donna Marbury, Warhol & Wall St.
- Kevin Dickens, Michael Baker International
- Emma Kogge, City of Columbus
- Justin Goodwin, City of Columbus
- John Ryan, City of Columbus



DEPARTMENT OF
PUBLIC SERVICE



Housekeeping

- Please mute to be respectful
- We know you may have specific questions about this project
 - You can type questions in the chat and we will make time to address them
 - You will have an opportunity to ask questions at the end
 - Use the “Raise Hand” function
- Send your more detailed questions after the meeting to Indianola@columbus.gov

Agenda

- Project Purpose and Background
- Public Engagement
- Study Findings
- Conceptual Alternatives
- Next Steps
- Q&A

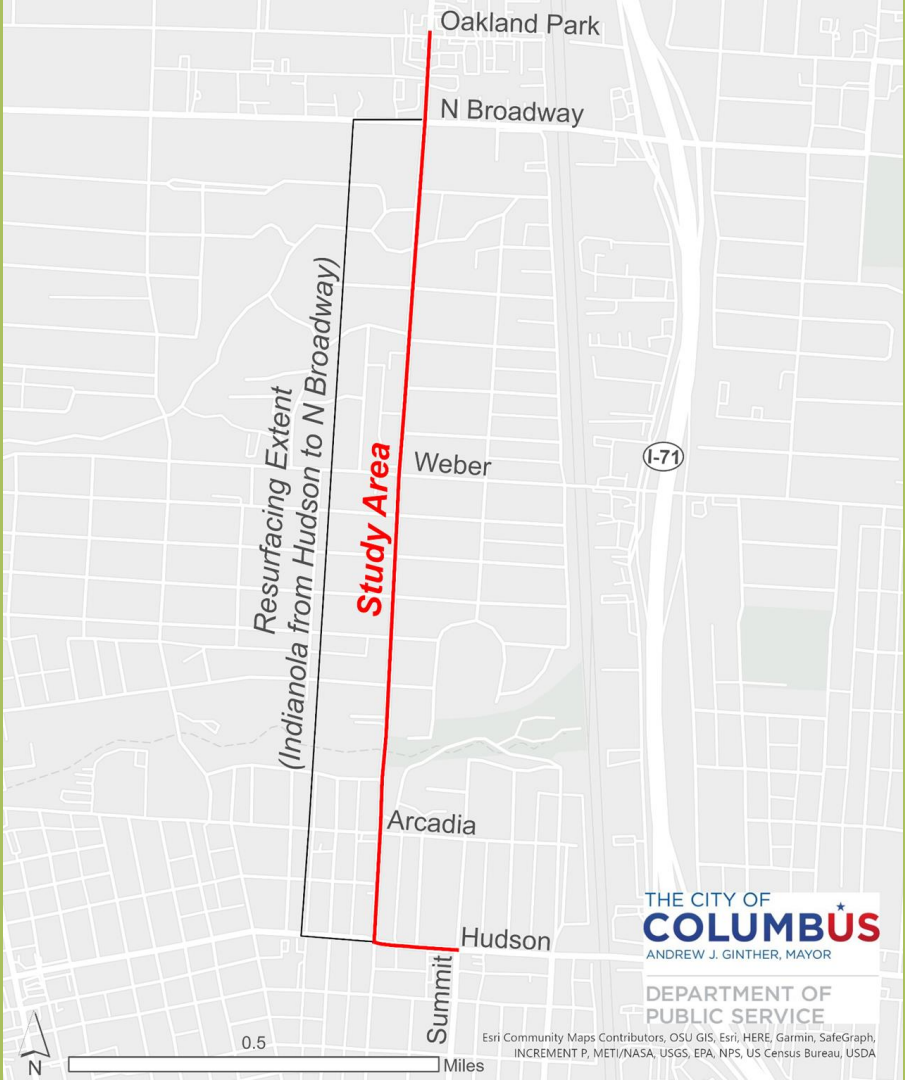
What is your relationship to
Indianola Avenue?

Enter your response in the chat

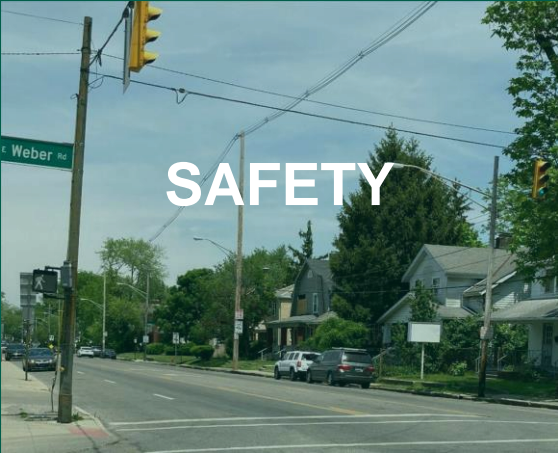


Indianola Avenue Complete Streets Study Overview

Study Area



Goals for Complete Streets



What is Vision Zero?

More than 50 people die each year in traffic crashes on Columbus streets.

- Vision Zero focuses on eliminating fatal and serious injury crashes;
- Promotes safe, healthy, and equitable mobility options; and
- Prioritizes protecting human lives.



ANATOMY OF A DANGEROUS STREET

Source: Vision Zero Action Plan

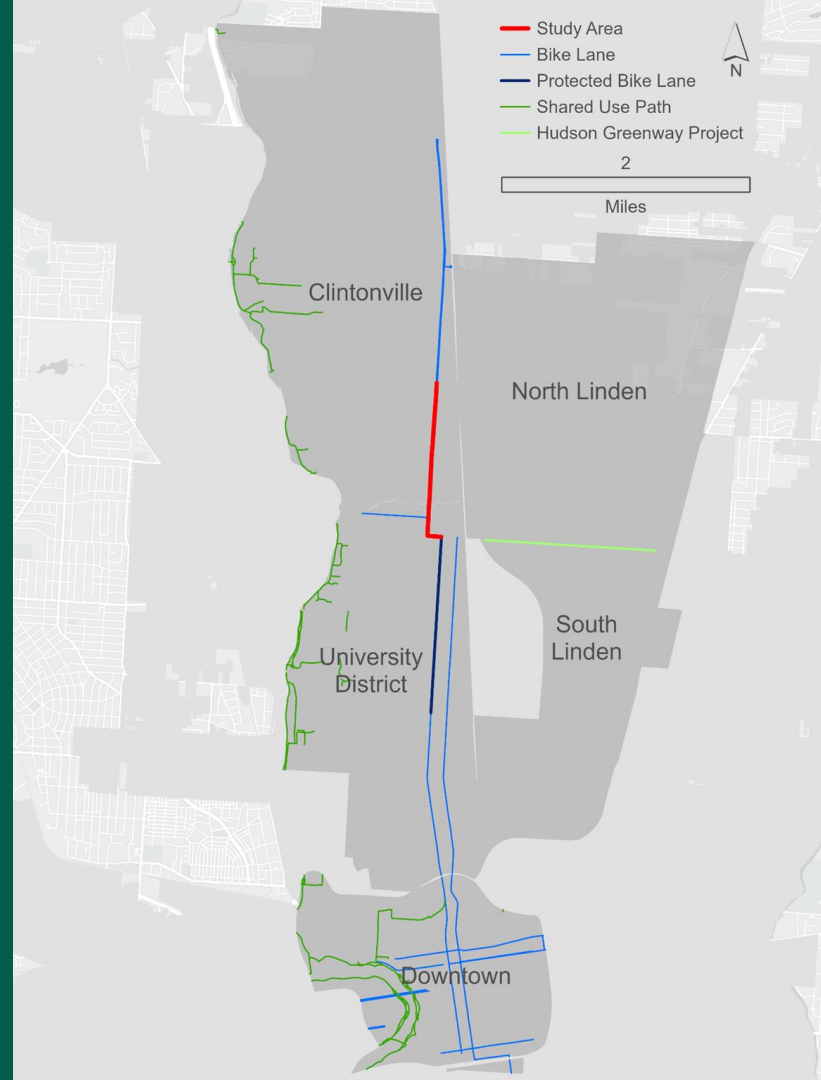
Bikeways

- Network gap between Hudson Street and Oakland Park Avenue

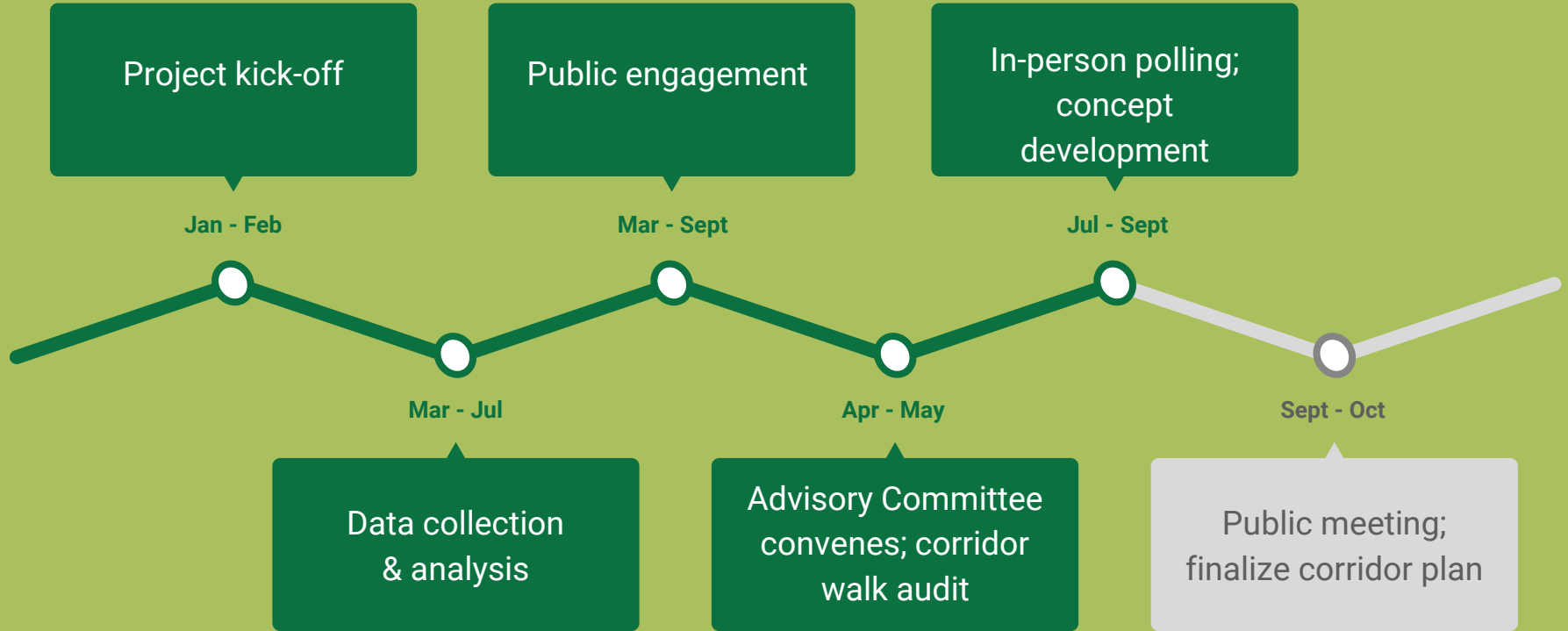


Bikeways

- Network gap between Hudson Street and Oakland Park Avenue (study area)
- Seven miles of continuous facilities if filled from Downtown to Morse Road
- Opportunity to connect to the Summit Street cycle track



Timeline (2021)





Joe K...
BOWLERS PRO

3049

USBC
United States Bowling Congress

OPEN

STUD

Public Engagement Overview

Public Engagement

- Advisory Committee
- Walk Audit
- In-Person Polling
- Clintonville Area Commission
Mobility Survey Results
- Public Comments



Overall Priorities



In-Person Polling

- 70% drove and primarily parked on Indianola whereas only 55% drove when typically visiting
- Concern over losing parking for businesses
- General need for traffic calming; pedestrian, bike, and transit improvements



Over 100 people surveyed over 2 days (July 2021)

Public Comments

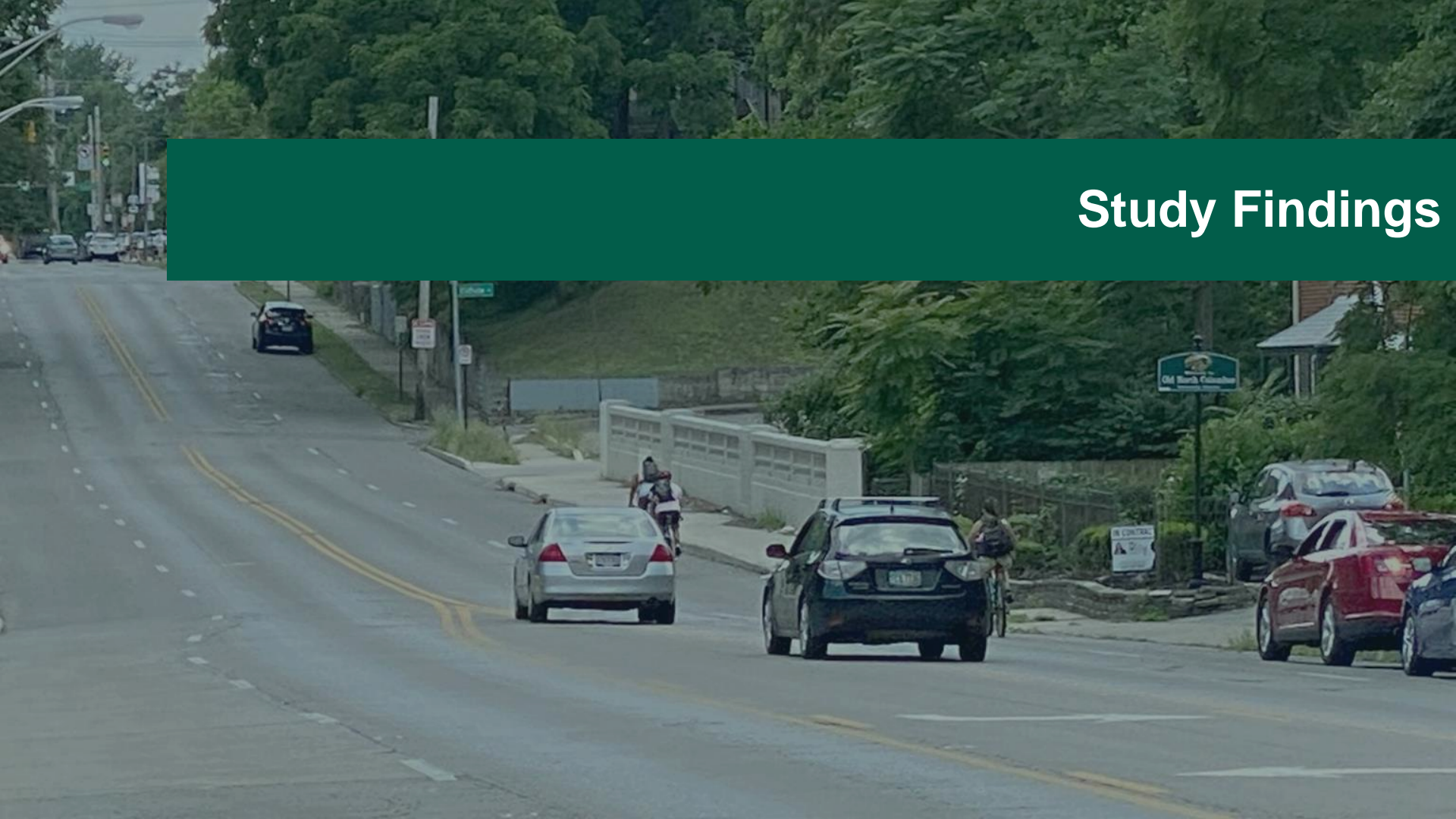
“If there's a way this road stretch could have reduced speed, better traffic flow, and safer pedestrian walkways, that would be ideal!!”

“Please consider traffic calming.”

“I would love to safely bike on Indianola so I can reach the businesses around Indianola and Broadway.”

“Improvements to the intersections of Indianola at both Hudson and Arcadia would also be very welcome.”

Study Findings

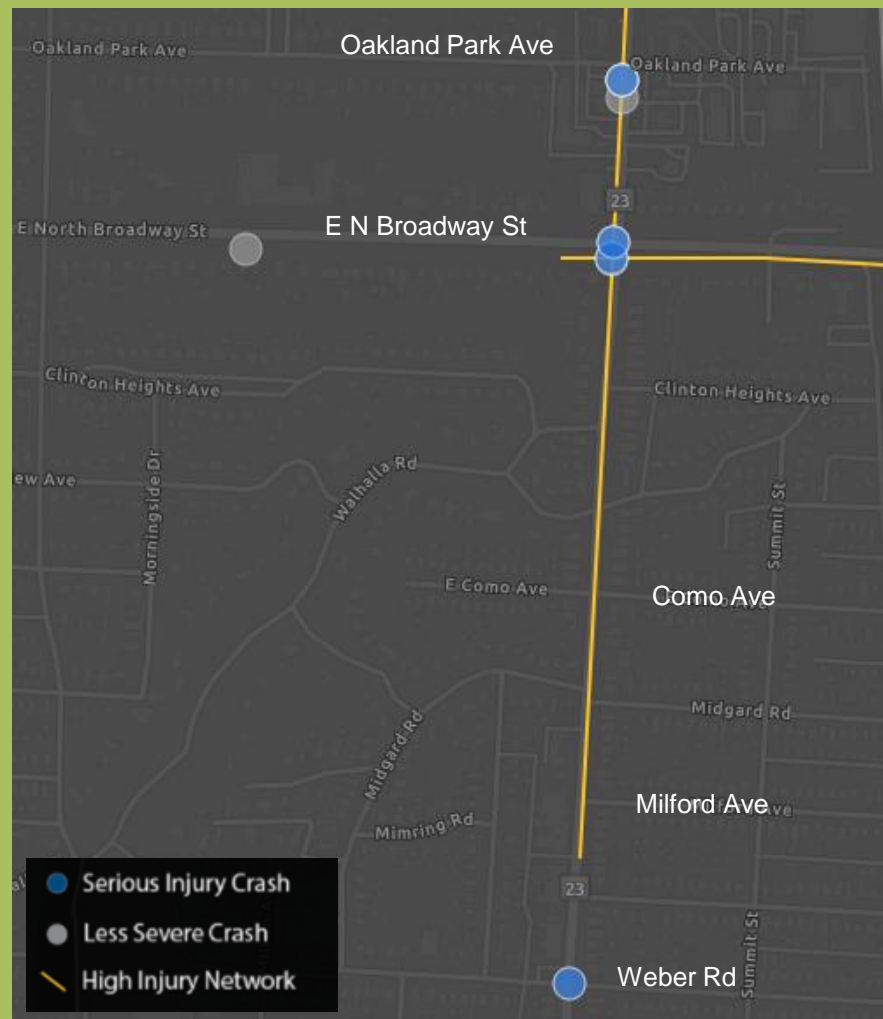


Data & Analysis

- Safety review
- Parking utilization study
- Crosswalk analysis
- Traffic capacity analysis
- Previous lane reallocation results

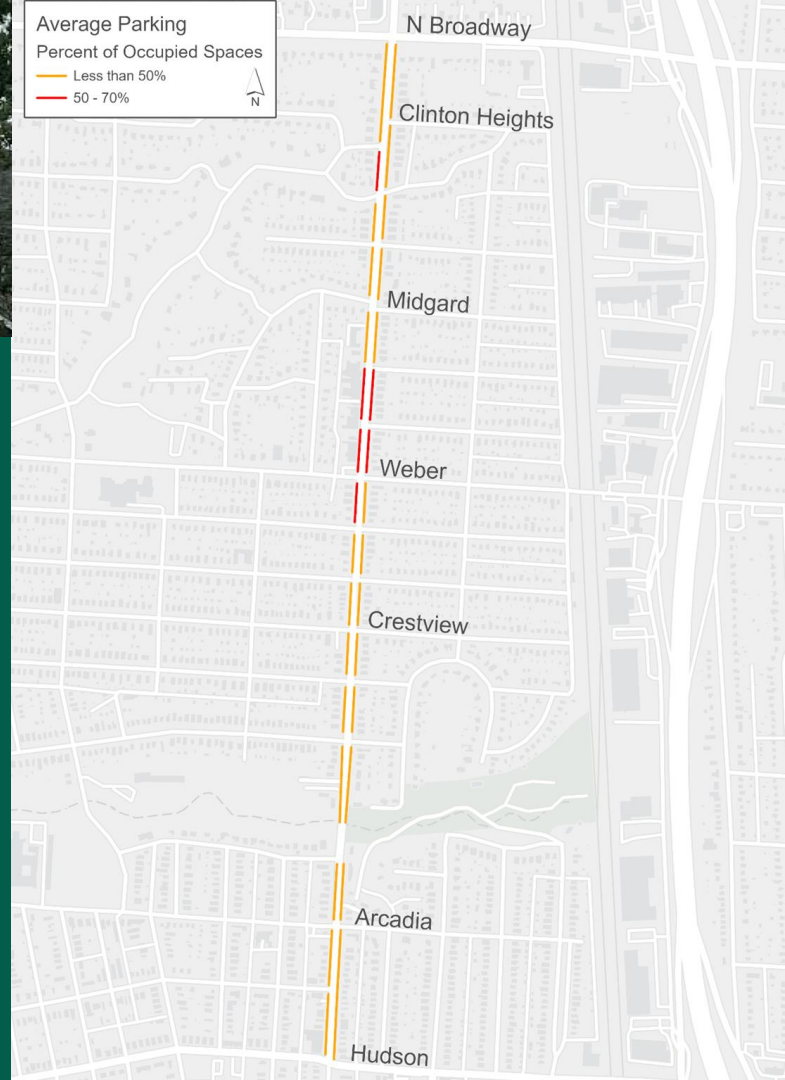
Safety Review

- High Injury Network
 - Section of study area from Melrose/Milford to Oakland Park
- 7 vulnerable user crashes (2015-2019)
 - 2 serious injury crashes
 - 2 crashes involving pedestrians
 - 2 crashes involving bicyclists
 - 2 crashes involving motorcycles
 - 1 vehicle crash with serious injuries



Parking Study

- Peak hour restrictions →
- Data collection overview
 - 2pm and 7pm on Friday 9/25/20
 - 2pm and 7pm on Saturday 9/26/20
 - 10pm on Wednesday 4/14/21
- Parking Inventory
 - 299 total spaces
 - 83 spaces being used during highest observed
 - Utilization under 50% for majority of corridor (see map)

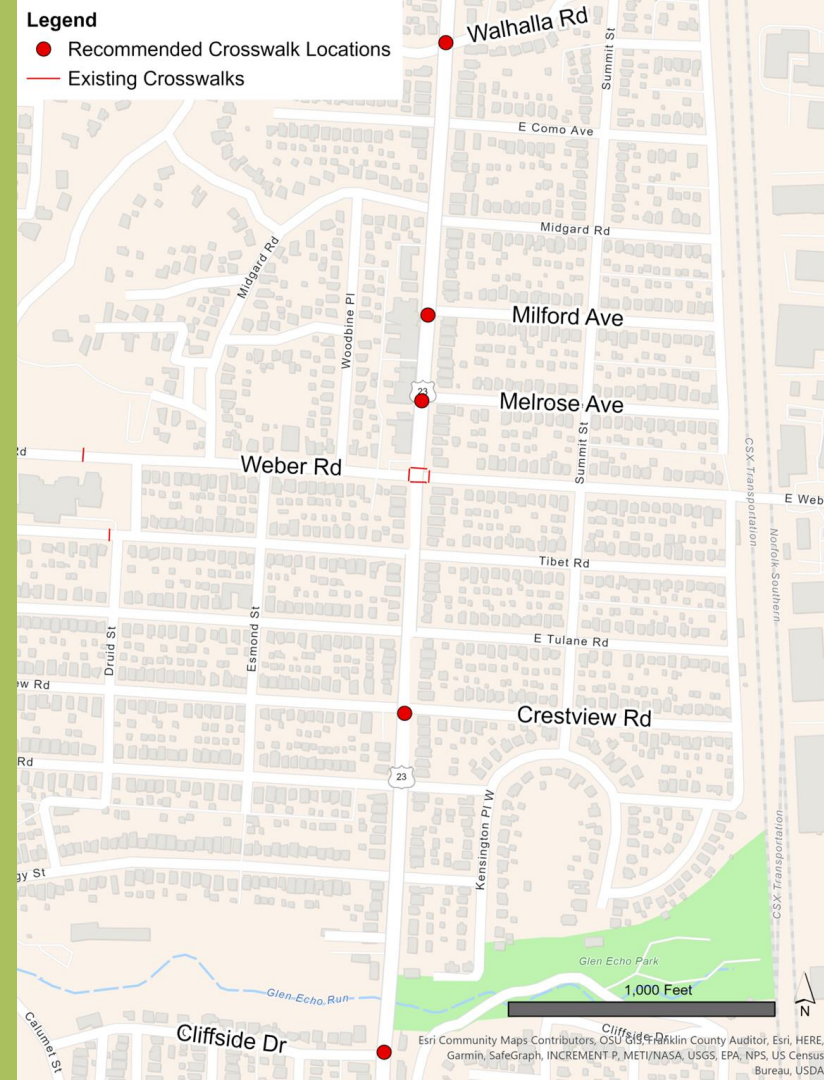


Crosswalk Recommendations

Initial findings support marked crosswalks at the following locations:

- Walhalla Rd*
- Milford Ave*
- Melrose Ave*
- Crestview Rd
- Cliffside Dr

*Pending COTA bus stop relocation



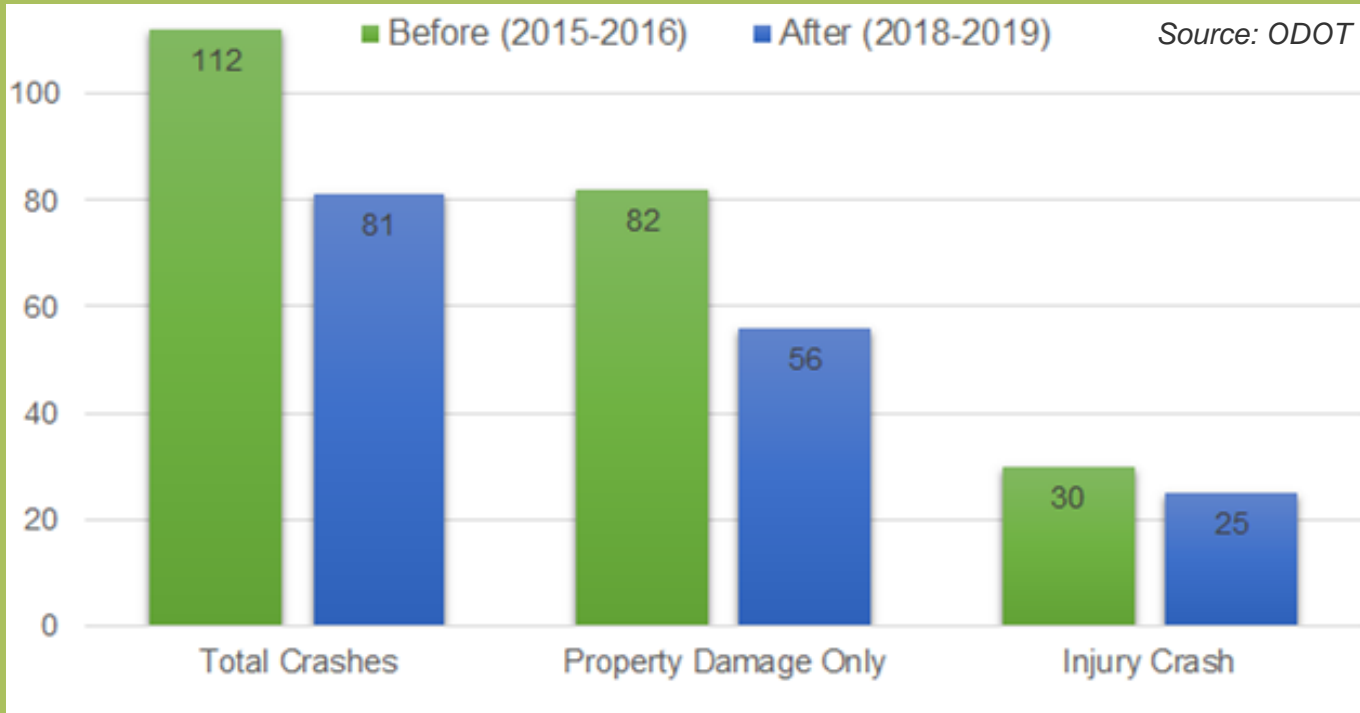
Capacity Analysis Results

- Corridor-wide results
 - Supports 3 lane configuration along each segment and at the Weber, Arcadia intersections
- North Broadway
 - Intersection is a capacity constraint
 - Columbus staff investigating alternative lane configuration on Indianola Ave approaches within existing pavement width
- Hudson St
 - Initial results show EB lane reduction not feasible
 - Removed from consideration with this study



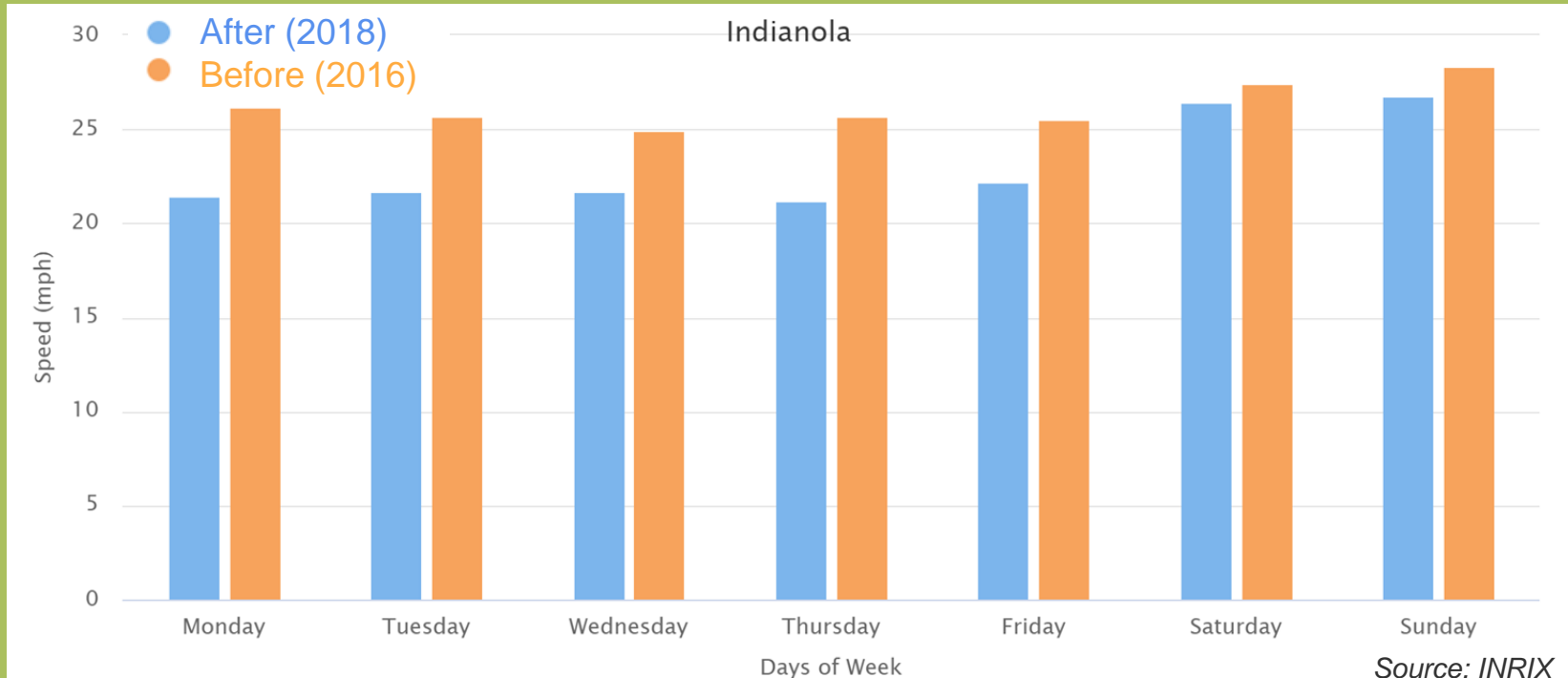
Lane Reallocation Results: Crash History

- Indianola Avenue from Oakland Park Ave. to Morse Rd.
- Before (2015-2016) and After (2018-2019) crash history



Lane Reallocation Results: Travel Speeds

- Indianola Avenue from Oakland Park Ave. to Morse Rd.
- Before and after space mean speed (entire day – 24 hours)



Alternatives

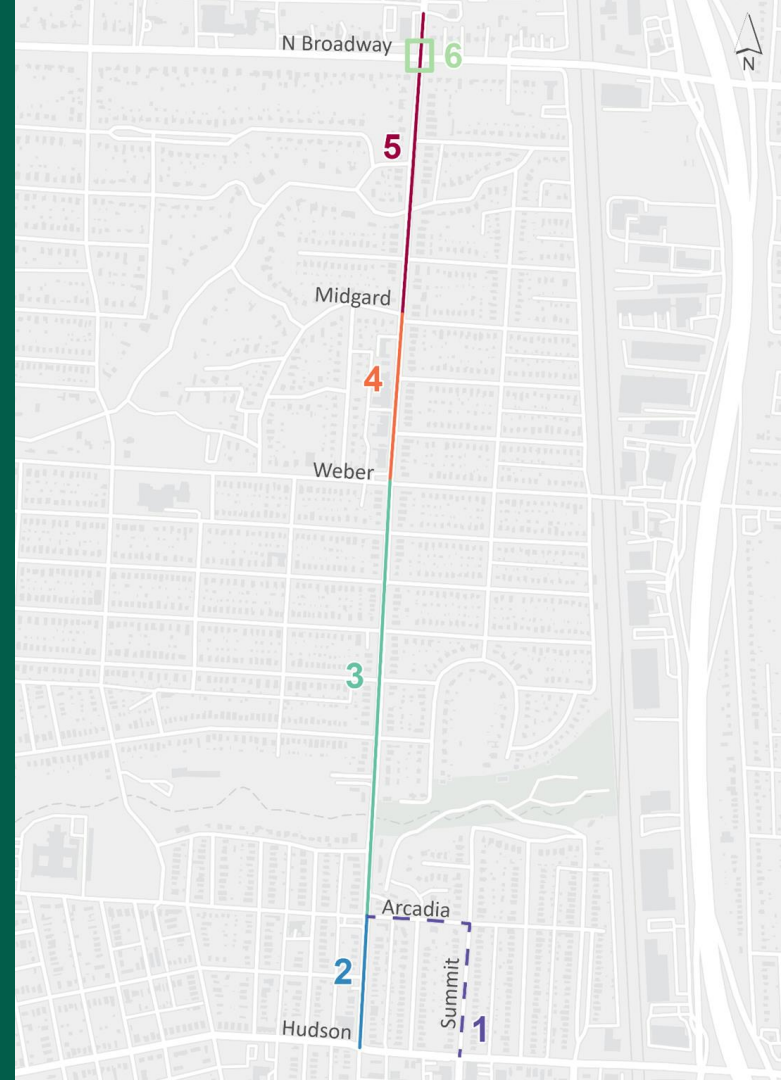


Alternatives Analysis

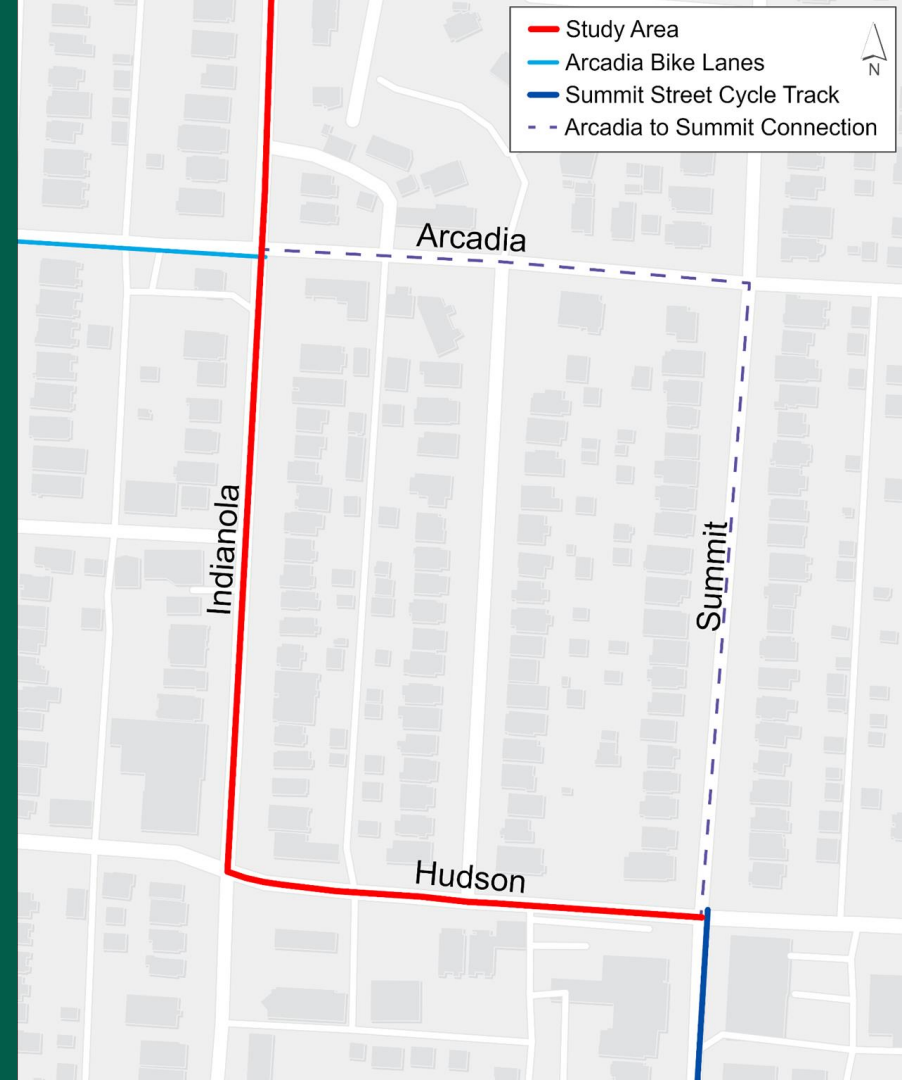
- Alt 1a. No build
- Alt 1b. Remove peak parking restriction; parking on both sides
- Alt 2. Two-way cycle track with parking removed
- Alt 3. Buffered bike lanes with parking removed
- Alt 4. Bike lanes with parking

Alt 4. Bike Lanes with Parking

1. Summit to Arcadia
 - Bikeway Connection to Cycle Track
1. Hudson to Arcadia
 - Parking on East Side
1. Arcadia to Weber
 - Bike Lanes with Parking on West Side
1. Weber to Midgard
 - Sharrows and Parking on Both Sides
1. Midgard to N Broadway
 - Bike Lanes with Parking on East Side
1. N Broadway to Oakland Park



Alt 4. Arcadia to Summit Connection



Existing Conditions:
Summit & Hudson



Shared Bicycle Contraflow Streets



Vancouver, BC

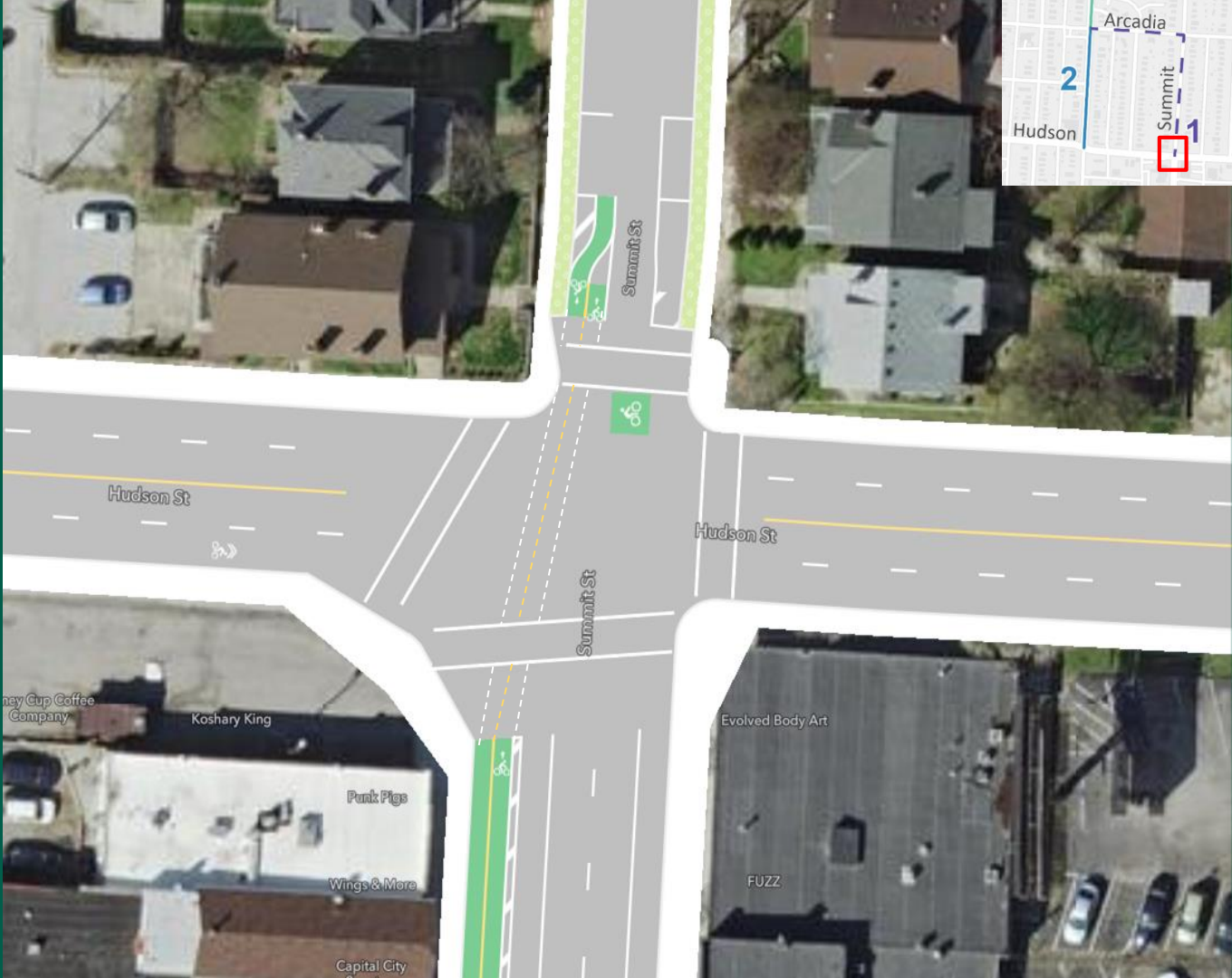


Hancock St. Somerville, MA



Milvia St. Berkeley, CA

Alt 4. Summit St. Connection



Note: These images are for illustrative purposes only. Final pavement markings will be determined in design.

Existing Conditions: Arcadia Intersection



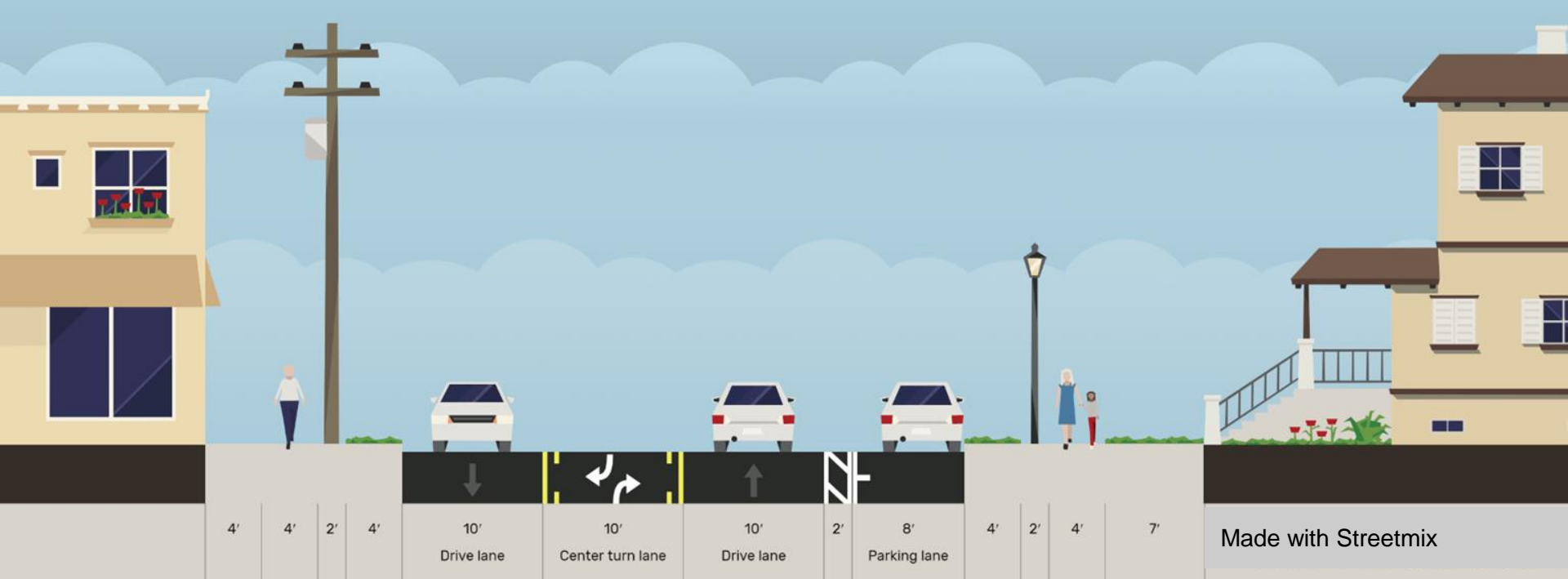
Existing Conditions: Hudson to Duncan



Made with Streetmix

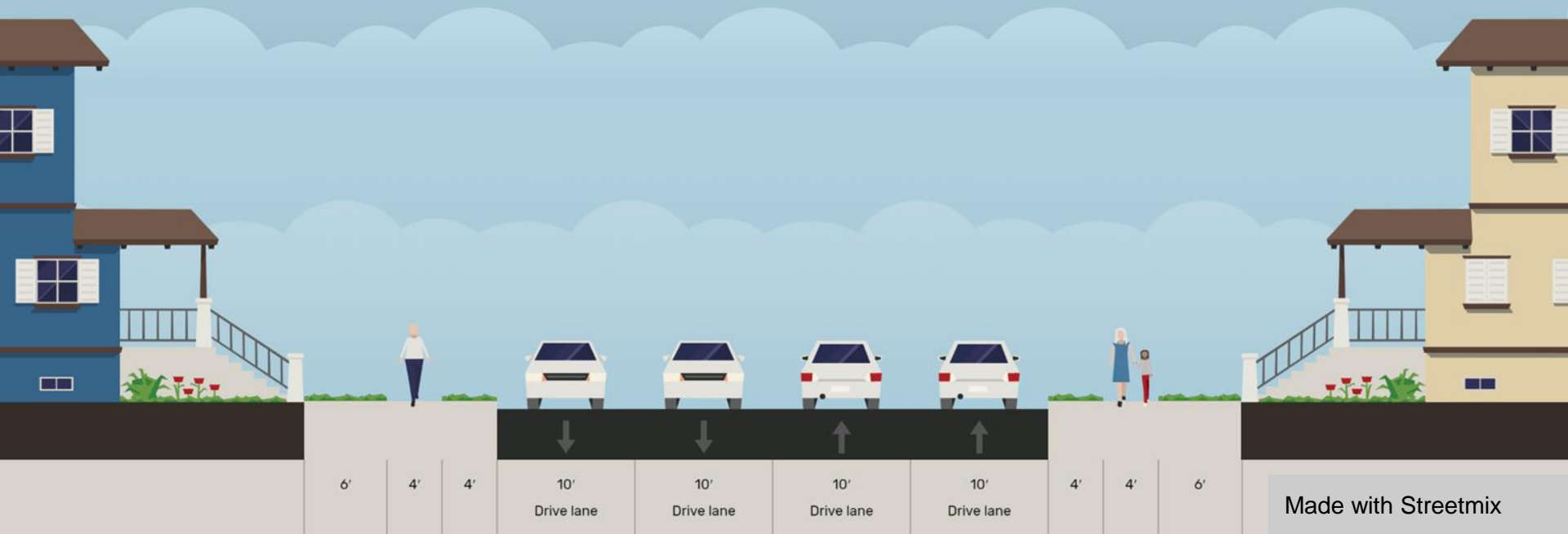
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Alt 4. Hudson to Duncan



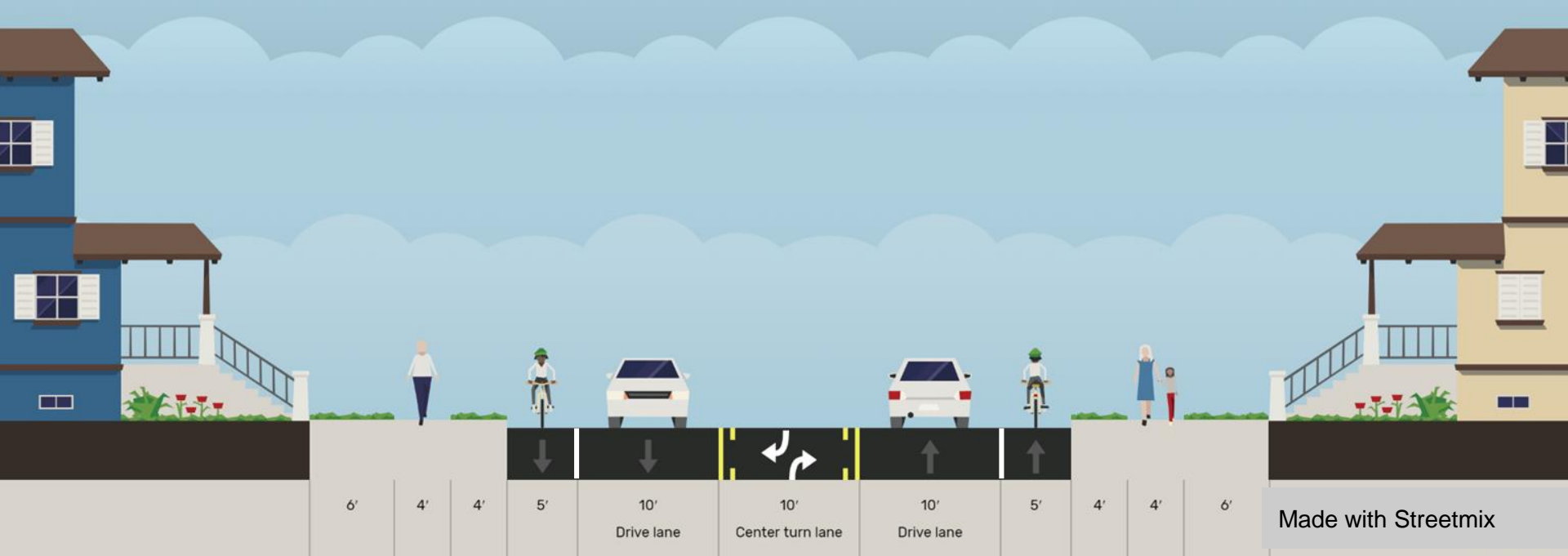
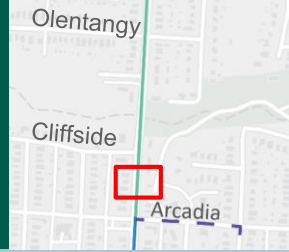
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Existing Conditions: Arcadia to Cliffside



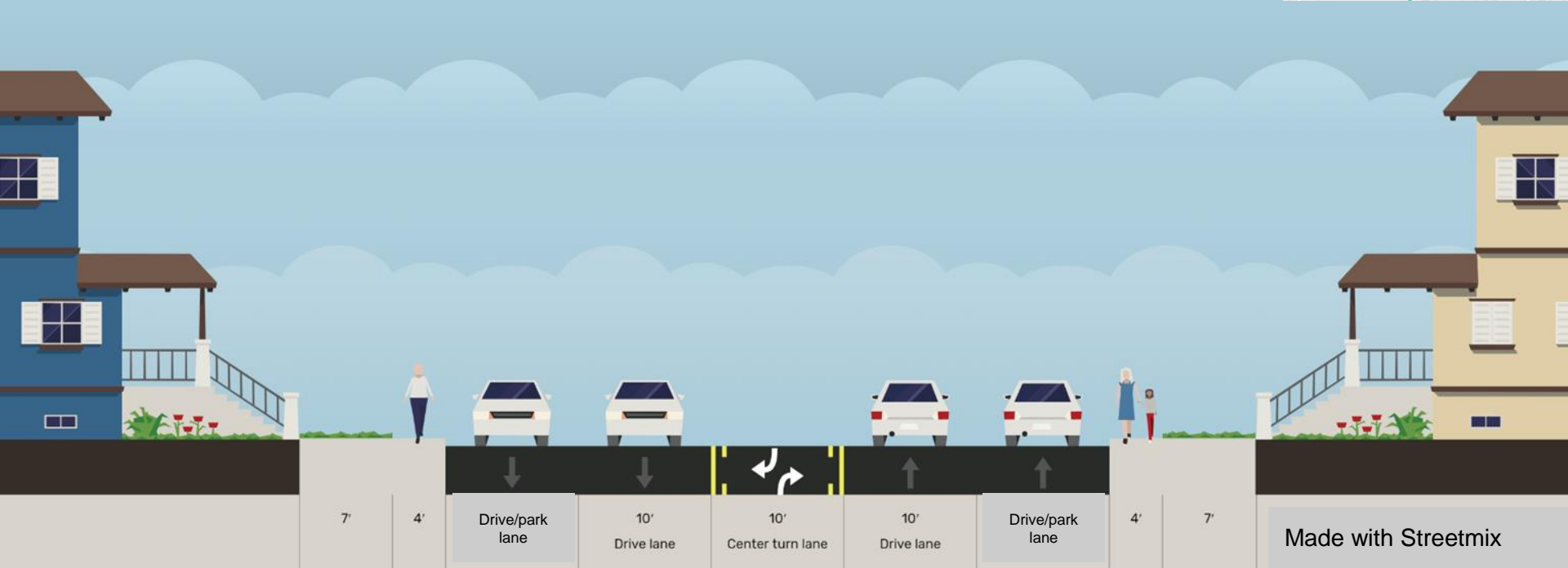
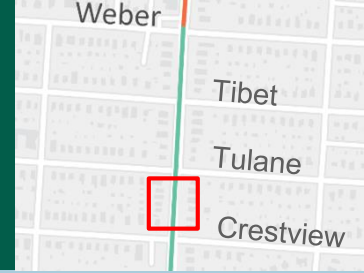
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Alt 4. Arcadia to Cliffside



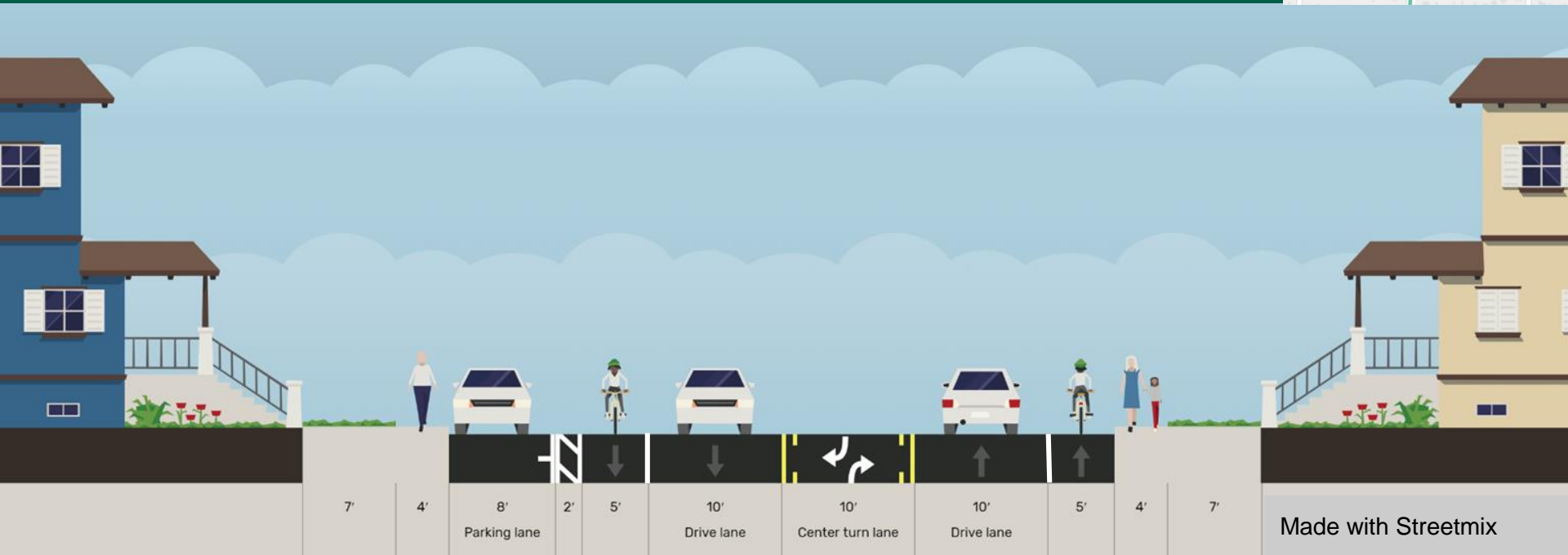
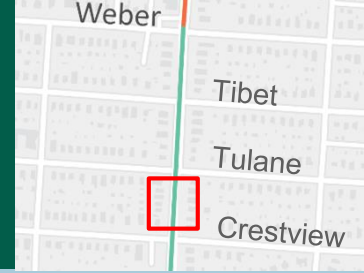
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Existing Conditions: Crestview to Tulane



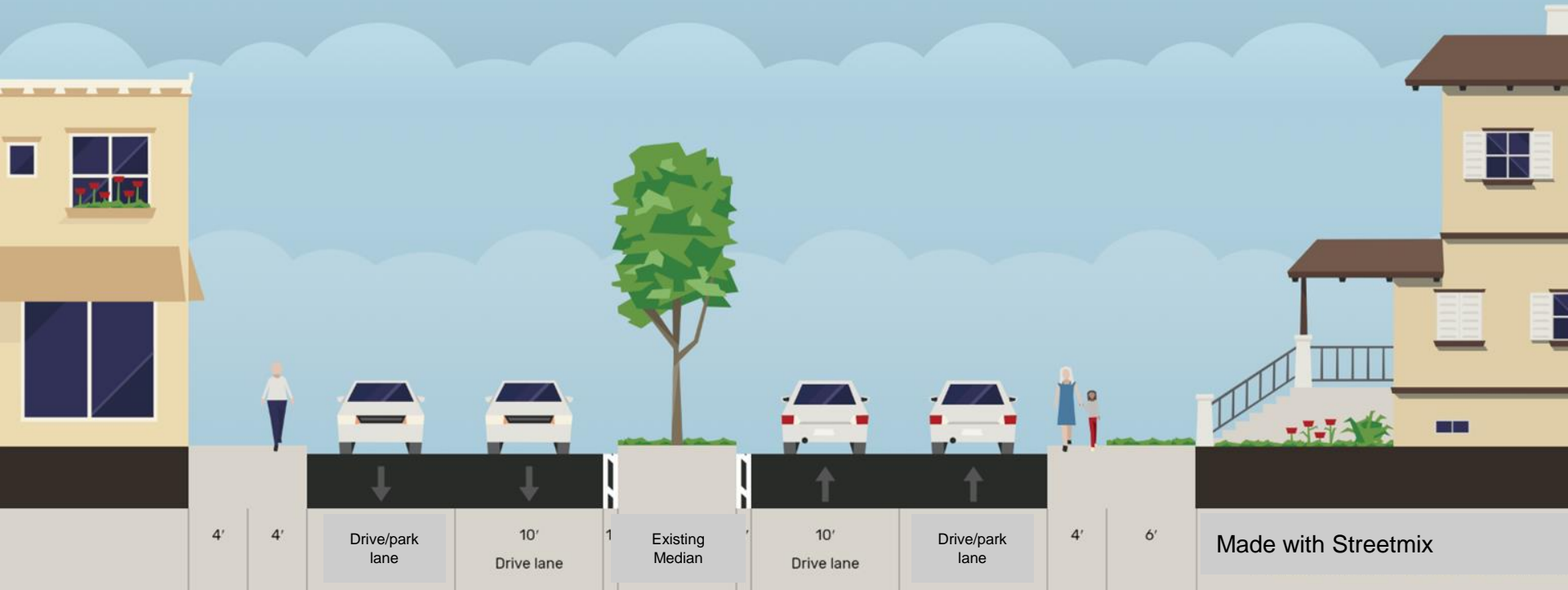
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Alt 4. Crestview to Tulane



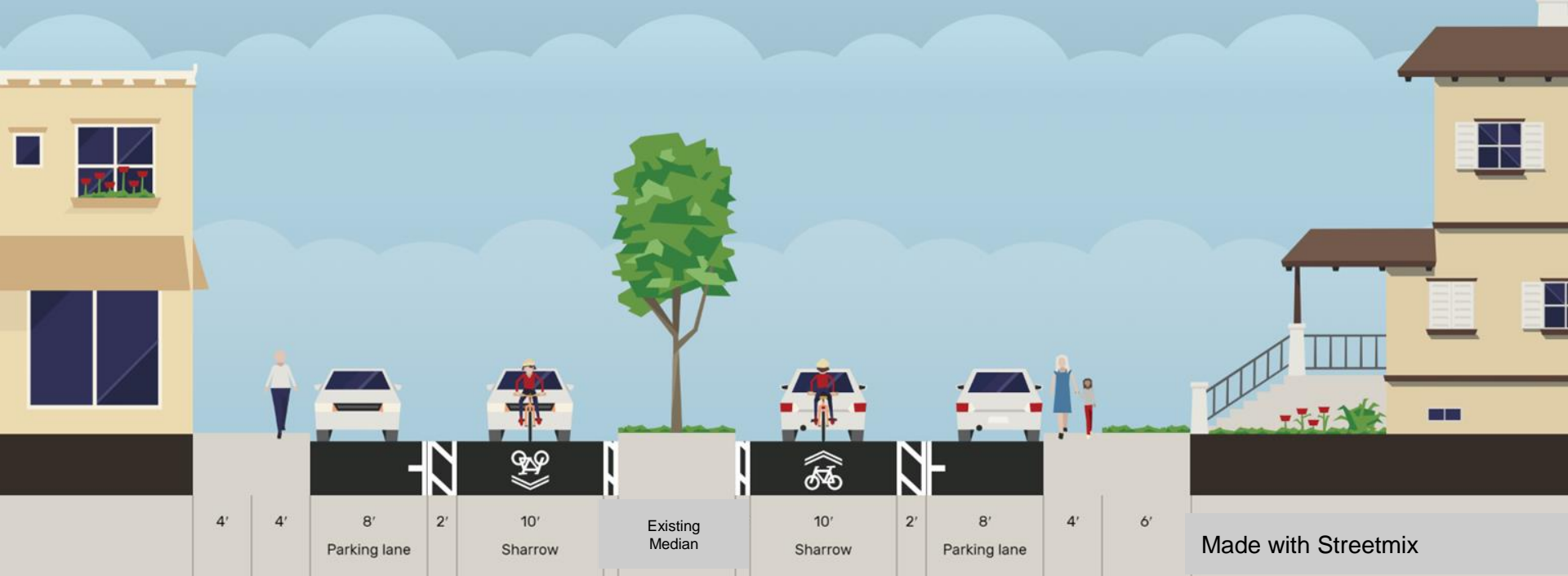
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Existing Conditions: Melrose to Milford



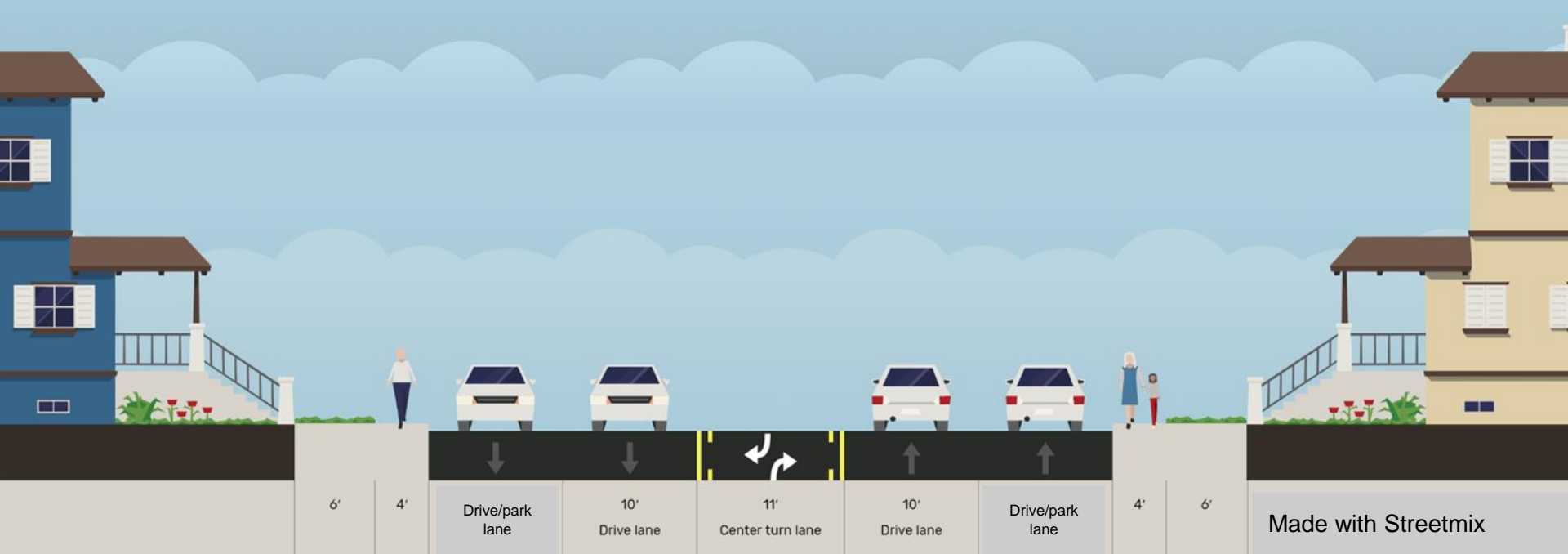
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Alt 4. Melrose to Milford



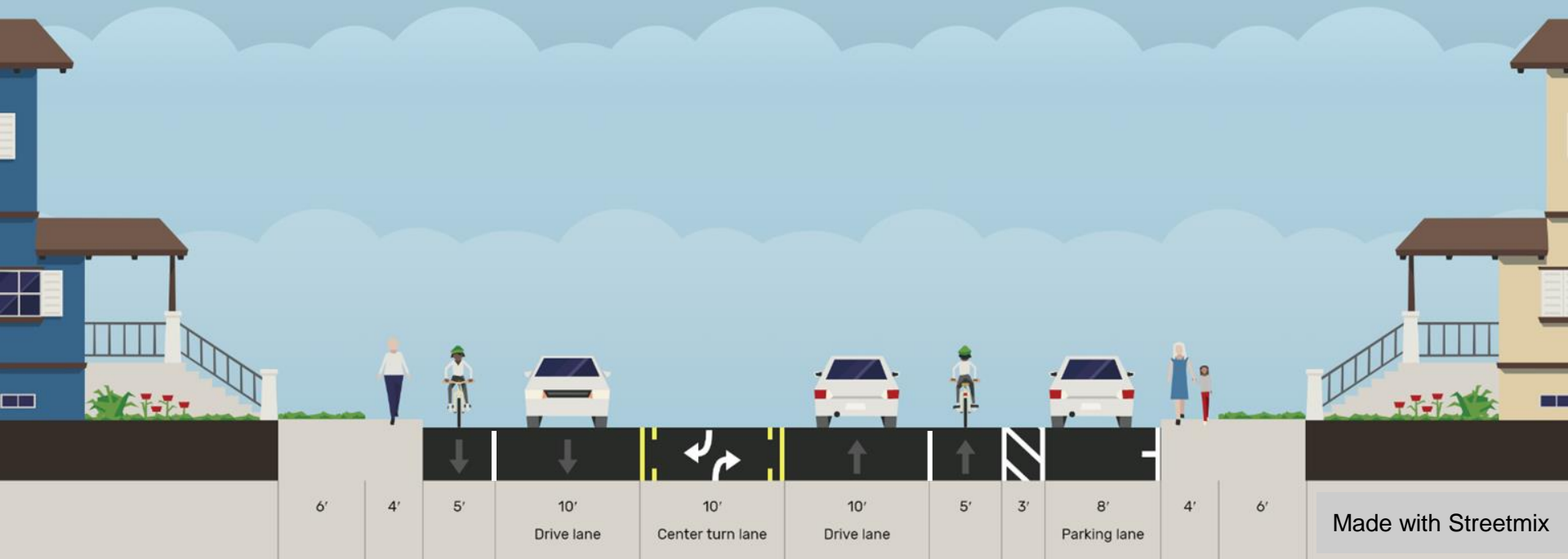
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Existing Conditions: Como to Walhalla



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Alt 4. Como to Walhalla

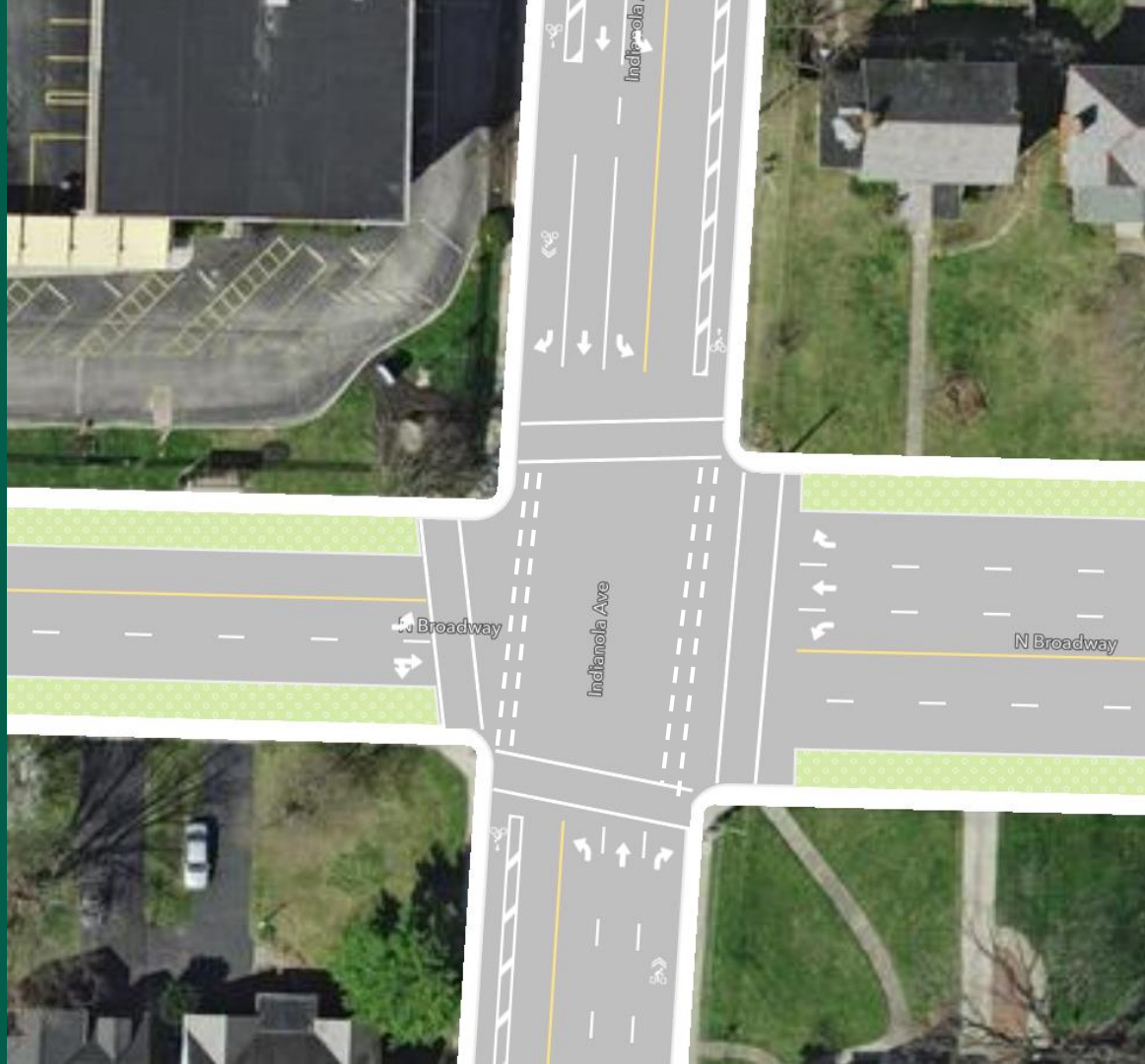


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Existing Conditions:
N Broadway
Intersection



Alt 4. N Broadway Intersection



*Note: These images are for illustrative purposes only.
Final pavement markings will be determined in design.*

Next Steps

- **Public comment period until October 1st**
 - Review materials and provide comments at tinyurl.com/cbusindianola
 - Or send comments and questions to Indianola@columbus.gov
- Finalize the corridor plan
- Design alternative in alignment with urban repaving project

Q&A

Type questions in the chat

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Thank You for Joining Us



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