

# Hilltop Community Mobility Plan

## Steering Committee October 21, 2009

[www.hilltopmobility.com](http://www.hilltopmobility.com)



Mayor Michael B. Coleman



MICHAEL B. COLEMAN, MAYOR

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# Agenda

- Review of Public Involvement
- W Broad St-East of Hague – new alternative
- Prioritization of Mobility Plan Improvements

## Study Overview

- Community Mobility Plan Goals
  - Balance the transportation infrastructure for moving people and goods among all modes in accordance with Columbus' Complete Streets Policy
  - Reduce traffic violations, both ticketed and not detected (speeding, failure to yield to pedestrian, running red-light, etc)
  - Strengthen the connection between land use and transportation
  - Promote distinct and vibrant neighborhoods
  - Address issues from public workshops, walk audits, 311 database (traffic calming, crosswalks, sidewalks, etc.), area plans and pedestrian crash history
  - Coordinate with the Columbus Bicentennial Bikeways Plan



# Public Involvement Review

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# Public Involvement Review

- Meetings and Events So Far
  - Steering Committee Kick-off Meeting – Dec. 3, 2008
  - Community Stakeholders Meeting – Jan. 13, 2009
  - Public Open House – Jan. 29, 2009
  - Public Outreach in Community – Jan. 13 - Feb. 13, 2009
  - Steering Committee Meeting #2 – Mar. 4, 2009
  - Walk Audits – June 20 & June 27, 2009
  - Steering/Stakeholder Mtg – Aug 6, 2009
  - Public Open Houses – Aug 19 & 25, 2009

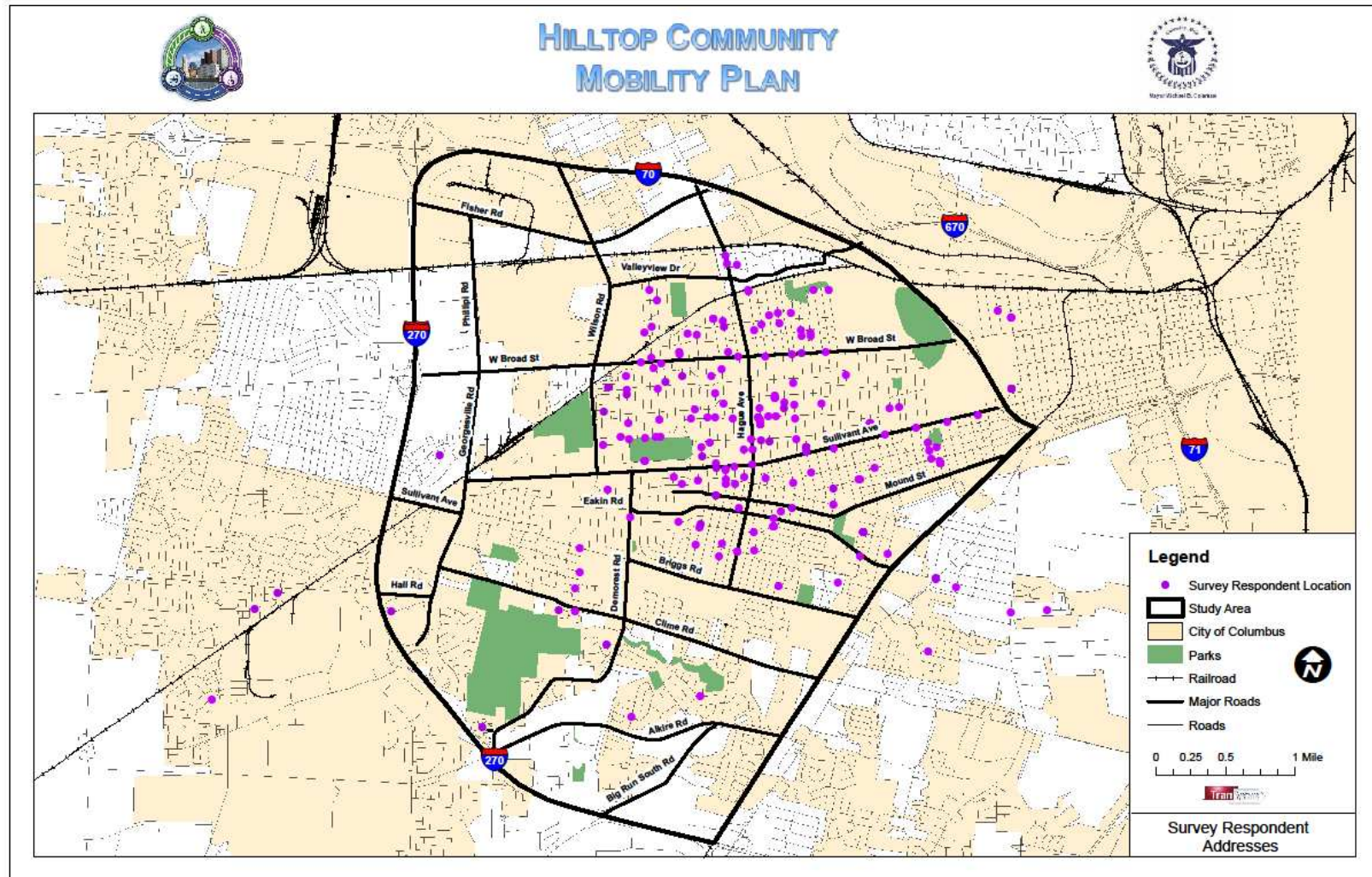


# Public Involvement Review

- Public input regarding recommendations
- Approximately 250 people gave written comments



# Public Involvement Review



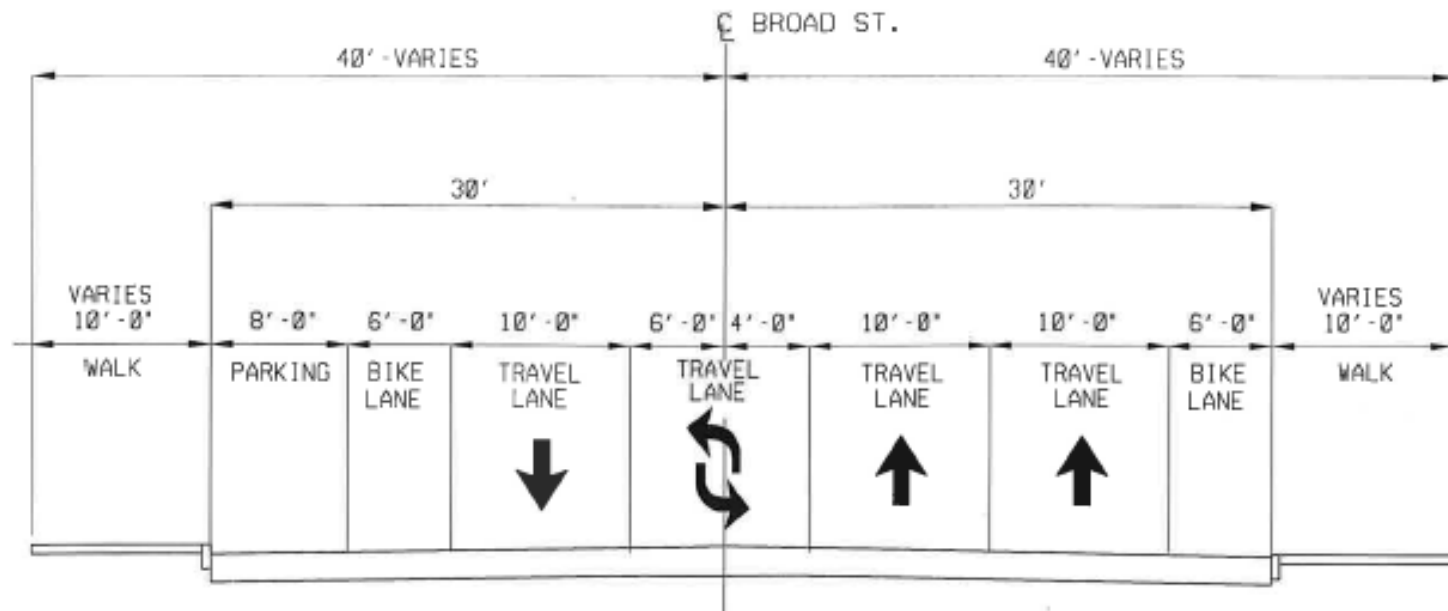
- Key findings for W Broad St:
  - **79% support** reducing number of travel lanes from 6 lanes to 4 lanes on W Broad St between railroad tracks near Wilson and ODOT/ODPS to provide bike lanes, full-time parking, and/or pedestrian benefits
  - **86% support** “East of Hague-Alt 2” – striped parking on one side (alternating) and bike lanes
  - **49.5% support** “West of Hague-Alt 2” – striped parking on one side (alternating) and bike lanes
    - 30% support Alt 3 – no parking; 4 lanes with bike lane buffer
    - 22% support Alt 1 – no parking; 5 lanes w/center turn lane
- Key finding for W Mound St:
  - **84% support** reducing lanes in order to provide sidewalks without impacting adjacent private property



# W Broad St – East of Hague

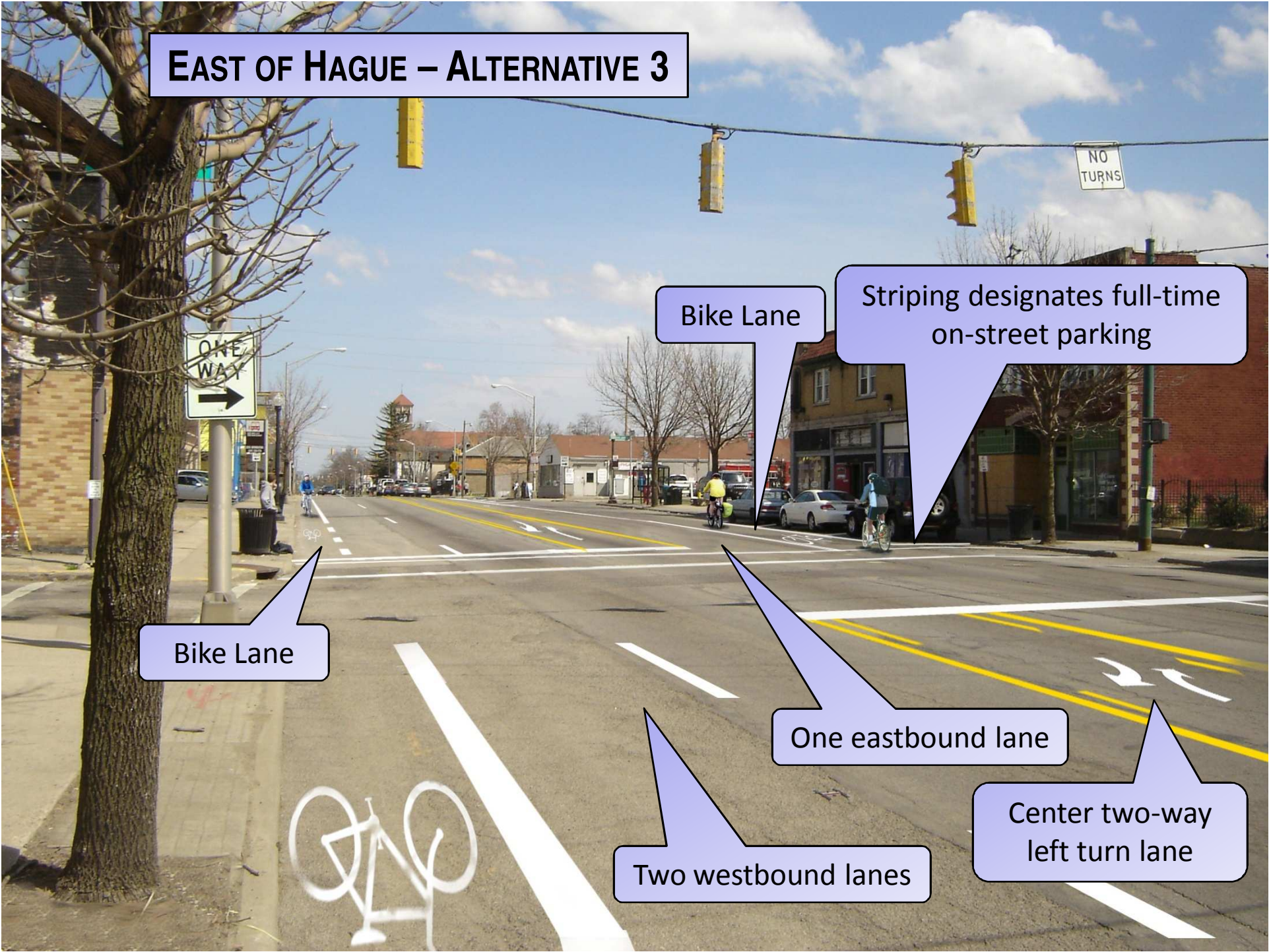
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# W Broad St – East of Hague



ALTERNATIVE 3 TYPICAL SECTION  
BROAD - EAST OF HAGUE  
NOT TO SCALE

# EAST OF HAGUE – ALTERNATIVE 3



Bike Lane

Bike Lane

Striping designates full-time on-street parking

One eastbound lane

Center two-way left turn lane

Two westbound lanes

# W Broad St – East of Hague



# W Broad St – East of Hague





# Prioritization of Improvements

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## Identification of Top Issues – after initial public involvement

1. **W Broad St** – economic development
2. **Bike lanes** on major roads, especially Broad, Sullivant. Bike access to downtown.
3. **W Broad St** – on-street parking 24/7 east of Hague, possibly east of Demorest
4. **Sullivant Ave** – speeding, running red lights, too narrow
5. **Mound St** –needs sidewalks, narrow, can remove lanes
6. **Hague Ave** – deteriorating curbs, parking on curbs
7. **Westgate & all residential areas east of Hague** – speeding, public says roads too narrow, parking on both sides a problem
8. **Wilson** - sidewalks between Broad and Sullivant
9. **Sidewalks** needed everywhere. Where they exist, they need repaired.
10. **Bicycle emphasis** needed everywhere.

Other top issues:

11. Potholes and street maintenance
12. Sidewalks on Broad west of Wilson, and on Georgesville (Franklin Township)
13. Maintenance and appearance of bus stops and shelters; bus education to Hispanic and non-English speaking populations (COTA)
14. Crime



# Prioritization of Improvements

- Data inputs
  - 311 Call Center speed complaints and traffic calming requests
  - Pedestrian and bicycle crash data
  - Speed data
  - Traffic volume data
  - Adopted Bicentennial Bikeways Plan
  - Walk Audits, open houses, community meetings, other public involvement
  - Field Visits – study team walked many streets in every neighborhood in addition to Walk Audits
  - GIS data of existing traffic calming devices, traffic signals, and brick roads
  - Automobile crash locations
  - Manual inventory of one-way roads and stop signs in some neighborhoods
  - Goals of the mobility plan



# Prioritization

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