



CLINTONVILLE AREA COMMISSION MOBILITY FRAMEWORK

Planning and Development Committee June 2015

1. INTRODUCTION

Introduction

Recognizing the need to consider neighborhood mobility issues and opportunities in a holistic manner, the Clintonville Area Commission (CAC) deputized the Planning and Development Committee to conduct a planning process to gain community input and organize improvement recommendations for Clintonville. Building from the existing Urban Infrastructure Recovery Fund (UIRF) process, the Planning and Development Committee has created this Mobility Framework to guide future neighborhood mobility improvements.

This study has four sections. The process and purpose of this framework is outlined in the **Introduction**, then potential improvement types and benchmark examples are covered in the **Best Practices Toolkit**. How these best practices could be applied to specific corridors and places in Clintonville is detailed in the **Potential Improvements** sections. Finally, the **Implementation** section catalogs all existing and potential future improvements and suggests potential sources of funding.

It is the intent of this framework to be a “living document” that is updated annually by the Planning and Development Committee to allow the CAC to track progress with the City and to incorporate new community ideas that will improve mobility options.

1. INTRODUCTION

Process

The Planning and Development Committee used several sources of community input to create this Mobility Framework. Throughout the past decade, there have been numerous ideas and suggested solutions identified by the community. As a primary resource, the committee consulted recommendations from the 2009 Clintonville Community Plan. Many of the improvements suggested in this study were documented in the Community Plan--it is the intent now to move these forward to implementation. Other sources of information included previous committee, task force and Area Commission reports as well as requests made by the community through the Urban Infrastructure and Recovery Fund (UIRF) process. To augment these sources of information, the Planning and Development Committee conducted a public meeting in December 2013 to gain additional input (see box at right for a summary of meeting outcomes and p. 5 for results of a visual preference survey).

Another important source of information was the current UIRF funding cycle, which just concluded in January 2015. The Planning and Development Committee worked with the City of Columbus Division of Planning to develop a new list of neighborhood transportation, mobility and infrastructure projects. In addition to the typical process, the City initiated a UIRF website to make it easier for residents and organizations to submit ideas. Throughout the late summer and early fall of 2014, these ideas were vetted and prioritized before being approved by the CAC. See page 6 for a full list of funded projects.

In addition to the list of UIRF projects vetted by the City, this document has included additional ideas for improvements by members of the community. It should be noted that outside the approved list of projects on page 6, these other ideas will need to be discussed further with the City before the community can move forward with any funding or implementation steps. It is recommended that the CAC focus on implementing the current list of UIRF funded projects prior to other items cataloged in this Mobility Framework.

Purpose

This study has two purposes:

1. To catalog past and current transportation and mobility improvement ideas to both organize and document them, and to aid in implementation and prioritize funding. The Area Commission should continue to use this study as a "living document," keeping it updated as projects are completed and new improvements are suggested. In this way, it will become a common document to guide the Area Commission, neighborhood, and City.
2. Another key part of this study is to suggest design opportunities to influence the function, design, and aesthetics of improvements that have already been funded.

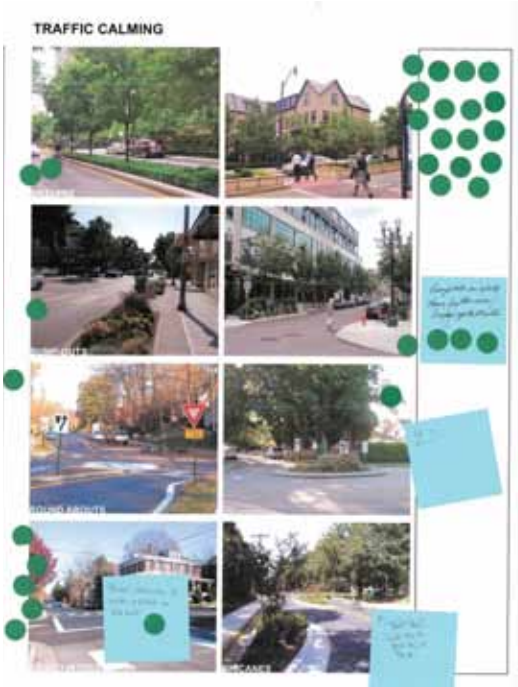
Taken together, these two elements will lead to a more organized community effort when it comes to funding future projects and ensure that the projects that have been funded have the desired result.

SUMMARY OF MEETING COMMENTS

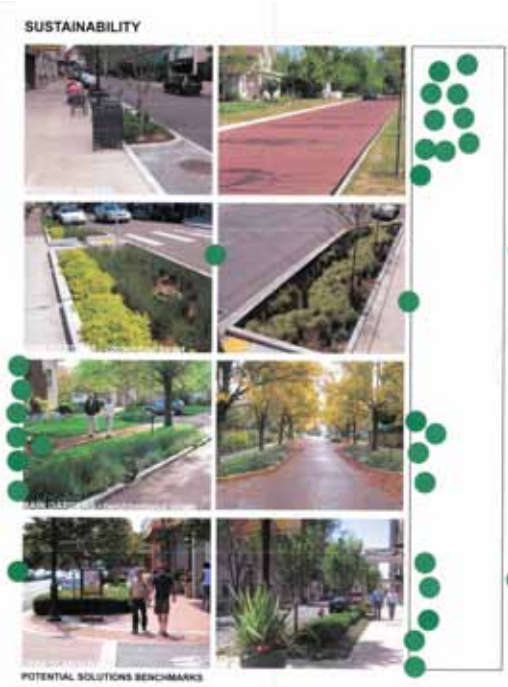
- Indianola Avenue: Sidewalk repair and additions; medians; crosswalks; bike connection
- Calumet Street: Road diet; bike connection
- North Broadway Street: Traffic calming on West North Broadway; crosswalks; medians
- Olentangy Trail: Improved connections from neighborhood to trail
- Sidewalks: Requested in Northmoor and Beechwood
- Other: Bury utilities on High Street; street tree replacement

VISUAL PREFERENCE SURVEY

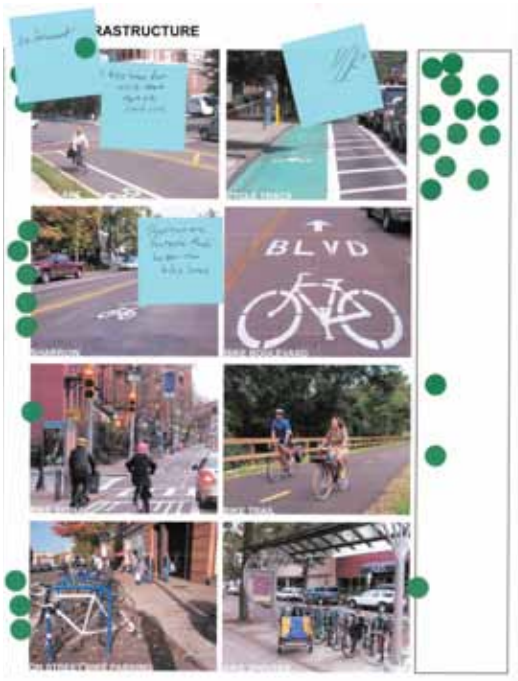
Traffic Calming: 31 votes



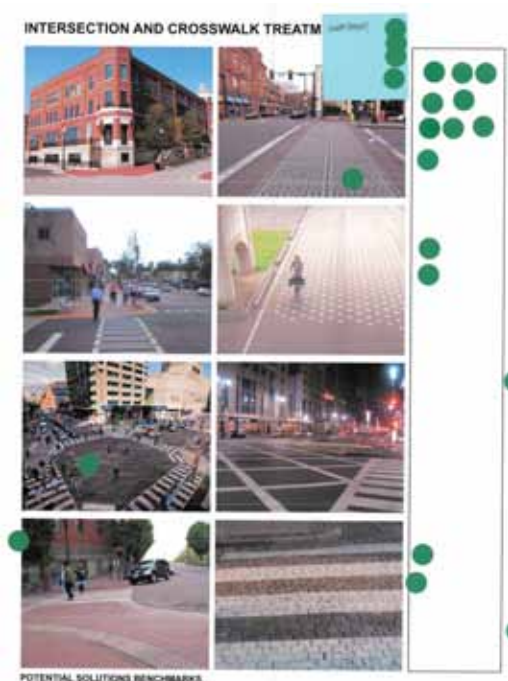
Sustainability: 29 votes



Bike Infrastructure: 28 votes



Intersection/Crosswalk Treatments: 16 votes



1. INTRODUCTION

CURRENT UIRF FUNDED PROJECTS

Clintonville UIRF Plan (2015)		
Project	Location/Description	Approx. Cost Estimates
Planted median	One location on High Street, south of North Broadway	\$250,000
Planted median	One location on Indianola, south of Weber	\$250,000
Road diet	Indianola between North Broadway and Morse	\$275,000
Bike lanes	Indianola between North Broadway and Morse	\$100,000
Road diet study	West North Broadway between SR 315 and High Street	\$65,000
New sidewalks	Indianola (west side) from Garden to Jeffrey	\$300,000
Bike facility	North-South bike connector (including Calumet and other sections to be determined)	\$350,000

UIRF Projects (2012)	
Project Description	Dollars Allocated
Street trees along both sides of High Street from Morse Road to Chase Road.*	\$30,000
Traffic study to determine locations of planted medians on High Street and Indianola**	\$50,000
Construction of planted medians on High Street between Como and Clinton Hts and south of Weber and on Indianola between North Broadway and Morse and between Milford and Melrose.***	\$250,000
Connect Glen Echo Park walkway to the steps at the bridge on Indianola that spans the ravine	\$25,000
Planting of understory trees to reduce storm water runoff into the Olentangy River	\$10,000
Brick crosswalks. North High Street at: <ul style="list-style-type: none"> • W. Rathbone Avenue/Morse Road • Hollenback Road/Acton Road • Henderson Road • E. Dominion Boulevard 	\$110,000****

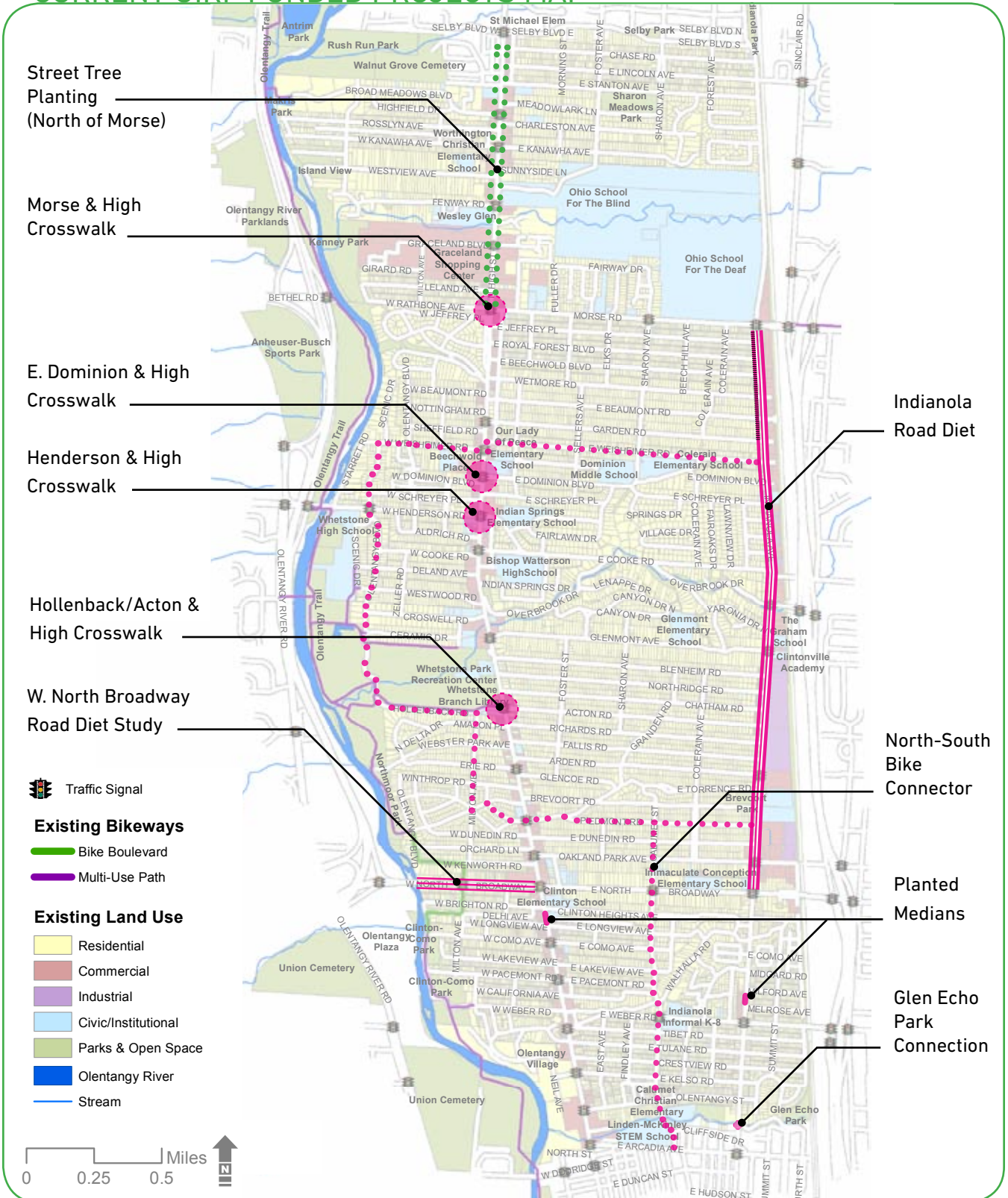
* Some trees have been planted.

** This study has been completed.

*** The study mentioned above recommended two locations for medians: Indianola at Milford and High at Oakland. Other locations were studied, but these two are able to move forward now because they do not impact access.

**** The 2009 Clintonville Crosswalk Task Force Report identified these and other crosswalks for improvements using prior UIRF funding allocations. Remaining dollars from prior funding cycles should be confirmed with the City of Columbus.

CURRENT UIRF FUNDED PROJECTS MAP



2. BEST PRACTICES

Best Practices Toolkit

To guide current and future projects, the following toolkit was developed that provides examples of improvements and solutions. These “best practices” should be considered both as funded improvements are designed and as future solutions are suggested and funded. These benchmarks illustrate the desires of the community and provide a common understanding between the Area Commission and the City as implementation takes place.

While not exhaustive, the toolkit covers the following categories:

- Traffic Calming
- Pedestrian Improvements
- Bike Improvements
- Green Infrastructure

2. BEST PRACTICES TOOLKIT

Traffic Calming

Traffic calming aims to reduce roadway speed, and increase safety and visibility for people walking, biking and driving. Medians are being considered for numerous locations along High Street and Indianola Avenue and Bumpouts and Traffic Circles have applications both on major corridors and neighborhood streets.

MEDIANS: Medians occupy portions of center turn lanes to visually narrow a street and to slow traffic. In many cases, medians also create a pedestrian refuge at crosswalks, increasing safety. Median spaces can include hardscape and landscape treatments to further improve traffic calming and beautify neighborhoods.



BUMPOUTS: On streets with on-street parking, bumpouts extend the sidewalk to create additional space for pedestrians. Usually located at intersections, bumpouts shorten crosswalk distances and visually signify on-street parking. They can also be located along a block, with this extra pedestrian space used for plantings, on-street dining, or seating areas.



TRAFFIC CIRCLES: Traffic Circles are raised islands placed in intersections around which traffic circulates. They allow for a continuous flow of vehicular traffic and can improve intersection safety and efficiency. Traffic generally travels at slower speeds, allowing for pedestrians and vehicles to navigate intersections with a greater degree of safety.



Pedestrian Improvements

Pedestrian Improvements include standard sidewalks as well as facilities to ensure that people walking can safely cross and navigate neighborhood streets. Many of these facilities are lacking around school zones in Clintonville. There are also long stretches of Indianola Avenue and High Street between signalized intersections that do not have places to safely cross the street.

SIDEWALKS: In addition to maintaining existing sidewalks and adding them in places in the neighborhood where they do not already exist, sidewalks should be designed to accommodate pedestrians and provide ADA accessibility and safety.



HIGH VISIBILITY CROSSWALKS: Visual cues to alert people driving to the presence of people walking. These can include a variety of pavement markings and differentiated pavement materials.



SIGNALS: In addition to standard traffic signals, there are numerous options for signaling (HAWK Signals or the Rectangular Rapid Flash Beacon shown at right) the presence of people walking at mid-block intersections or at intersections that don't have standard traffic signals.



2. BEST PRACTICES TOOLKIT

Bike Improvements

Bike Improvements provide either dedicated space within the right of way for people bicycling or pavement markings that alert people driving to the presence of people bicycling. Bike lanes are more appropriate for larger, higher speed corridors like High Street or Indianola Avenue, while Sharrows and Bicycle Boulevards are more appropriate for neighborhood streets.

BIKE LANES: Located adjacent to the curb or edge of pavement, bike lanes provide striped and/or colored spaces along roadways for people bicycling.



SHARROW: A pavement marking that alerts people driving to the presence of people bicycling and encourages each to share the road. This indicates that a cyclist may use the full lane.



BICYCLE BOULEVARD: A pavement marking that alerts people driving to the presence of people bicycling and encourages each to share the road. Appropriate for a low-traffic street with traffic that is slowed to approximately the same speed as people biking.



Green Infrastructure

Green infrastructure slows, infiltrates and treats stormwater on site. While they play an important engineering function, they can also serve to green neighborhood streets, buffer people walking from traffic and provide traffic calming. The solutions below can be provided throughout Clintonville on major corridors and neighborhood streets.

PERVIOUS PAVEMENT: Pavement material that allows for stormwater infiltration. Appropriate in parking areas, parking lanes, alleys and other low-traffic locations.



RAIN GARDENS (bump outs and planters): Larger planting areas that are sized to allow for stormwater infiltration and storage. Can be located in bump outs, in sidewalk planters, or as swales in existing tree lawns.



TREE PLANTERS: Either planters or tree grates that accommodate trees and allow for additional tree cover and infiltration areas.



3. POTENTIAL IMPROVEMENTS

Potential Improvements

On the following pages, recommended corridor-wide improvements are outlined for the following streets within Clintonville:

- High Street
- Indianola Avenue
- North Broadway
- Calumet Street

Additional improvements are also suggested for specific locations on Henderson Road, Morse Road, Weber Road, Tibet Road and Milton Avenue. Traffic calming is recommended for several east-west streets between High Street and Indianola Avenue. School Zone improvements are also suggested and potential routes for a Neighborhood Greenway are outlined.

3. POTENTIAL IMPROVEMENTS

High Street

Medians

Medians are recommended in various locations to improve community aesthetics, calm traffic and ideally, to provide protected pedestrian refuge areas when coupled with marked crosswalks. Medians are not recommended to restrict access to or from side streets.

- Dunedin Road at High Street: This median is funded, but needs to be designed to include a pedestrian refuge and crosswalk (see photo at right).
- Another location identified but not selected from the recent median study is at Kelso Road and High Street. A median should be considered at this location.
- Other potential locations include: Clinton Heights Avenue, Kenworth Road, Chatham Road, and Beechwold Boulevard.*

Signalized Crosswalks

Signalized crosswalks (either HAWK or RRFB) should be studied at locations with large gaps between crossings and/or with high amounts of pedestrian traffic:

- High Street and Walhalla Road
- High Street and Tulane Road
- High Street at Fallis Road or Webster Park Avenue
- High Street at Beechwold Boulevard

Other Improvements

- Add off-peak on-street parking to High Street between W. Cooke Road and Acton Road
- Street tree replacements and additions
- Study burying utilities or consolidating along alleys to the east and west of High Street.
- Add decorative street lighting to existing utility poles North of Morse.

* In particular, Beechwold Boulevard, or a nearby intersection, would provide a needed crossing between Garden Road and Morse Road, a span of nearly one-half mile and the longest stretch of High Street with no traffic signals or marked crosswalks in Clintonville.



An off-duty police officer is necessary to help Farmer's Market patrons cross High Street at Dunedin Road



At East Jeffrey Place and High Street there is no way to safely cross the street.



Curbs have completely deteriorated along many portions of High Street

FUNDED AND POTENTIAL HIGH STREET IMPROVEMENTS

Signalized crosswalk with planted median between Garden and Morse

Street tree plantings in empty tree lawns. Create new planting areas where space allows

Off-peak on-street parking between W. Cooke and Acton



Planted medians in front of Whetstone Library

Signalized crosswalk with planted median at Fallis and Webster Park

Planted median at Dunedin (UJRF Funded). A coordinated crosswalk improvement should also be pursued.

 Traffic Signal

Existing Bikeways

 Bike Boulevard
 Multi-Use Path

Existing Land Use

 Residential
 Commercial
 Industrial
 Civic/Institutional
 Parks & Open Space
 Olentangy River
 Stream

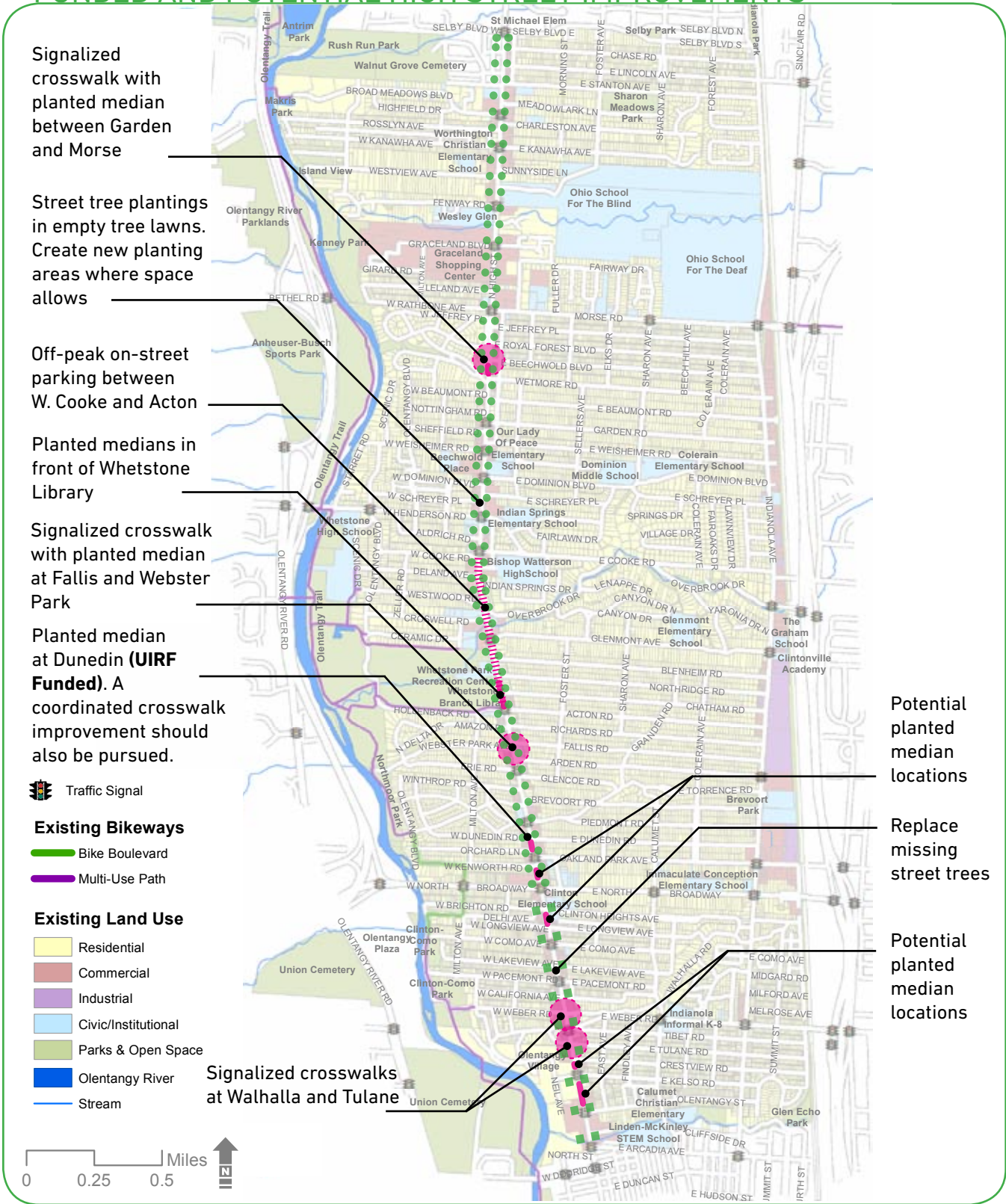
Signalized crosswalks at Walhalla and Tulane



Potential planted median locations

Replace missing street trees

Potential planted median locations



3. POTENTIAL IMPROVEMENTS

Indianola Avenue

South of North Broadway

- The funded median on Indianola Avenue at Milford Avenue near Studio 35 should be designed to include a pedestrian refuge and crosswalk.
- Consider allowing on street parking at all hours. Parking lanes should be defined by painted lines and/or by the construction of bump outs at intersections.
- Study signaling Crestview Road and Indianola Avenue (or installing a pedestrian signal and crosswalk) to improve safety. This could also be a location for a median.
- Additional pedestrian crossings should be considered at either Walhalla Road or Como Road.
- At a minimum, sharrows should be added to accommodate people bicycling.
- Sidewalk and curb replacement where necessary.

North of North Broadway

- Road diet (funded) to create a street section that includes one moving lane in each direction and a center turn lane. This would allow for a bike lane to be added along this stretch of the Indianola Avenue corridor.
- New sidewalks from Garden Road to Jeffrey Place (funded), and in other sections with missing gaps.
- Study signalized crosswalk or traffic signal at Indianola Avenue and Garden Road or Weisheimer Road.
- Retain HAWK signal between Dunedin Road and Piedmont Road across from the former Olympic Pool site or create signalized intersection as part of new development.
- Curb replacement where necessary.

North of Morse Road:

- Bike path shoulder to link planned bike lane improvements along Morse Road and Indianola Avenue south of Morse Road and to link up with the bike facility on Lincoln Avenue. Doing so would create a more complete bicycle network.





FUNDED AND POTENTIAL INDIANOLA AVENUE IMPROVEMENTS

Sidewalk installation between Garden Road and E. Jeffrey Place (UIRF Funded)

Potential pedestrian crossing locations, co-located with pedestrian-activated signals and medians where possible (Note: Current UIRF funding includes one median between Milford Avenue and Melrose Avenue)

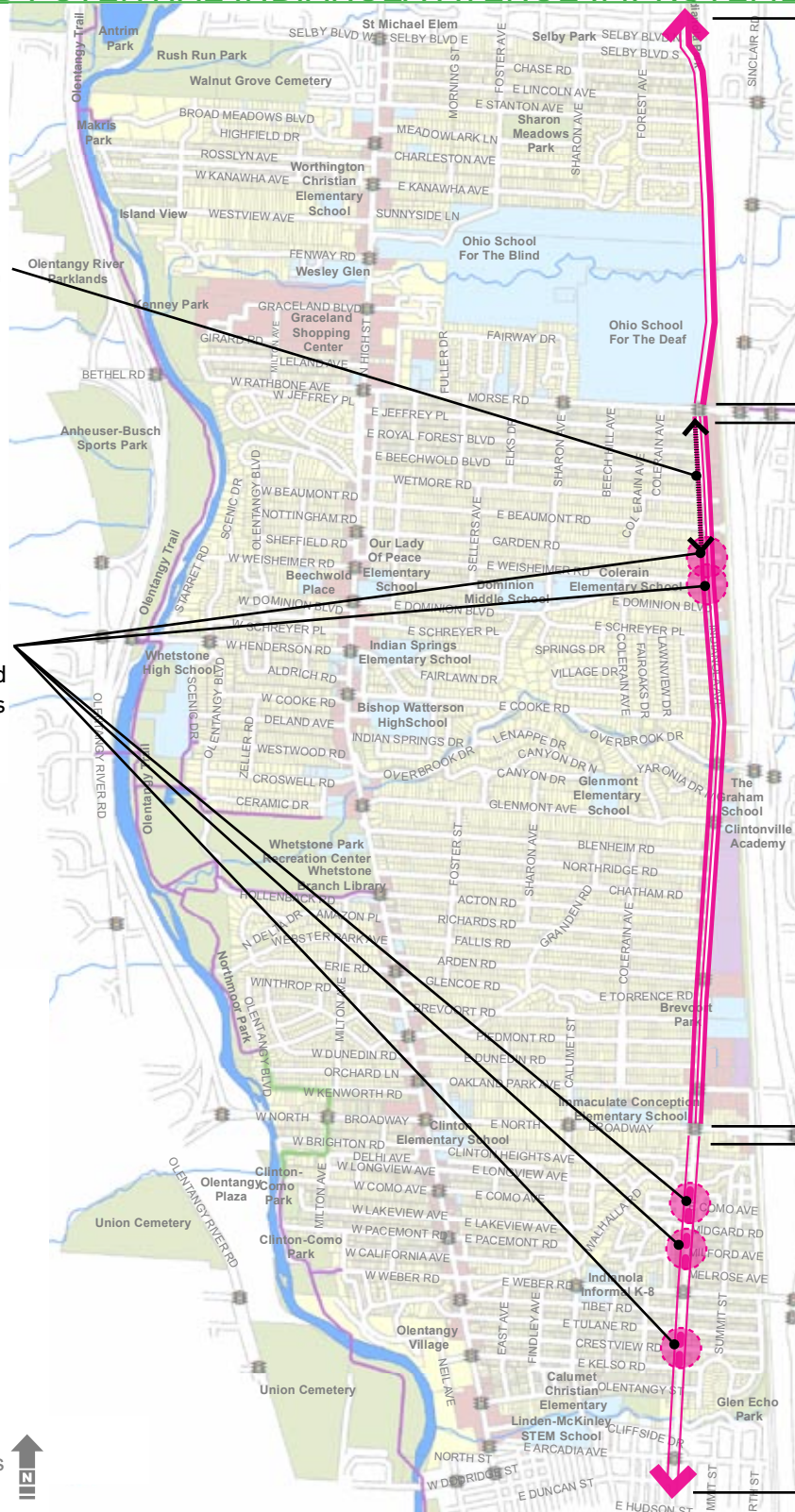
 Traffic Signal

Existing Bikeways

-  Bike Boulevard
-  Multi-Use Path

Existing Land Use

-  Residential
-  Commercial
-  Industrial
-  Civic/Institutional
-  Parks & Open Space
-  Olentangy River
-  Stream



Bike path shoulder north of Morse

Road diet with bike lanes between North Broadway and Morse (UIRF Funded)

Dedicated on-street parking with sharrows south of North Broadway

3. POTENTIAL IMPROVEMENTS

West North Broadway

The current round of UIRF funding has allocated dollars to a Road Diet study for West North Broadway. This should consider the following:

- Bump outs or medians to slow cars down
- Bike Lanes
- A Crosswalk at West North Broadway and Hennepin Avenue
- Ladder crosswalks at Milton Avenue on all four sides
- New bridge on West North Broadway with sidewalks on both sides
- On-street parking
- Study alternative designs of the West North Broadway ramp from 315
- Make Kenworth Road more accessible to people bicycling
- Make Milton Avenue and West North Broadway no turn on red in all directions



Improvements to the Milton Avenue intersection with West North Broadway should be studied to improve the safety of people bicycling and walking

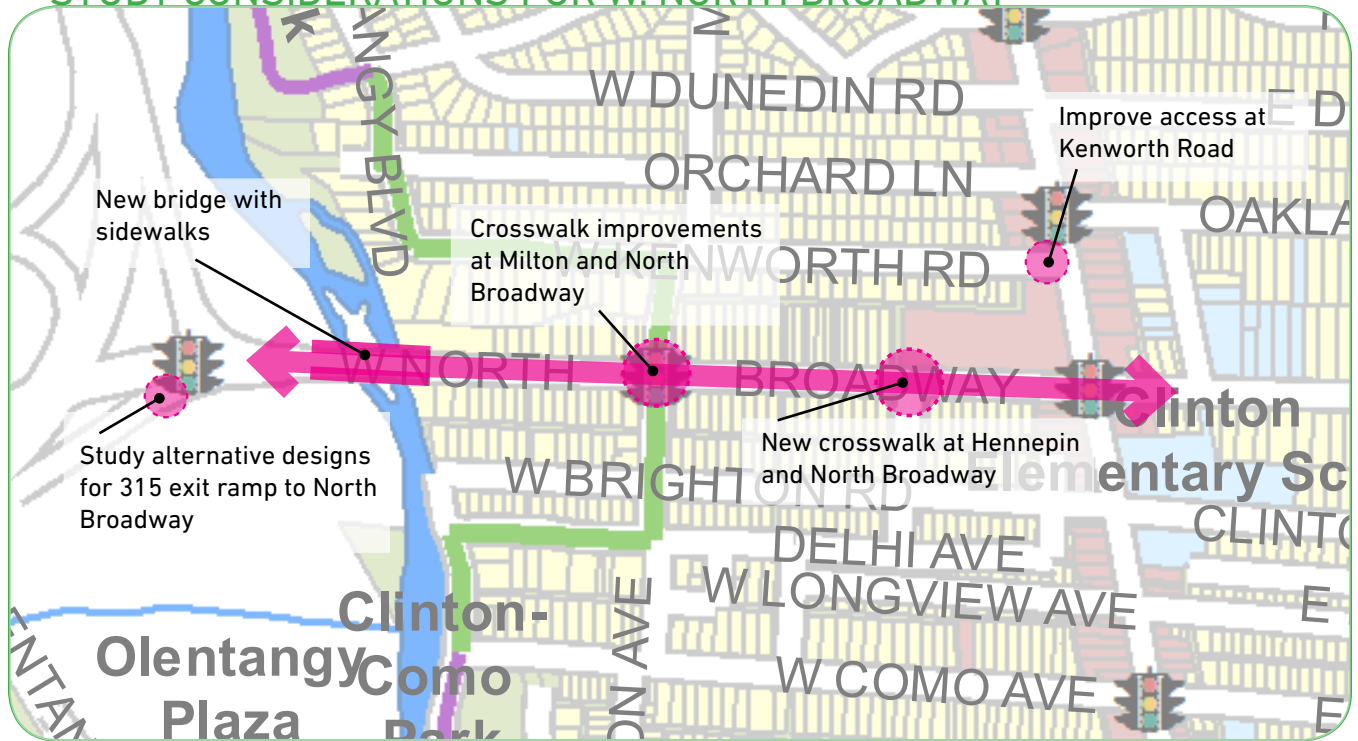


The 315 ramp to West North Broadway dumps fast moving traffic onto this residential street



Kenworth Road should be made to be more accessible for people bicycling

STUDY CONSIDERATIONS FOR W. NORTH BROADWAY



3. POTENTIAL IMPROVEMENTS

Calumet Street

Calumet Street is a critical north-south linkage within the neighborhood. A lower speed and lower traffic alternative to both High Street and Indianola Avenue, this is an attractive street for both people walking and people bicycling. Unfortunately, the limited width of the street and the current design of the street make these activities unpleasant and unsafe. North of Weber Road, Calumet lacks a painted center line, and while on-street parking is allowed on portions of the street, the lack of pavement markings in reality creates a 30-foot-wide lane that encourages speeding. The lack of a tree lawn and narrow sidewalks also means that sign poles and telephone poles are often obstructing pedestrian pathways.

While the UIRF funding has been approved for a North-South Neighborhood Greenway (see page 30) that will improve bikeability along the corridor, other improvements are necessary including:

- Pavement markings: center line striping where missing and parking lane striping (similar to East North Broadway and Weber Road)
- Crosswalk improvements at multiple intersections, especially around schools (see page 28)
- Rain garden bump outs on the west side of Calumet to provide needed green space, control stormwater and define the parking lane



The lack of a defined parking lane or a centerline creates a visually wider street that encourages speeding

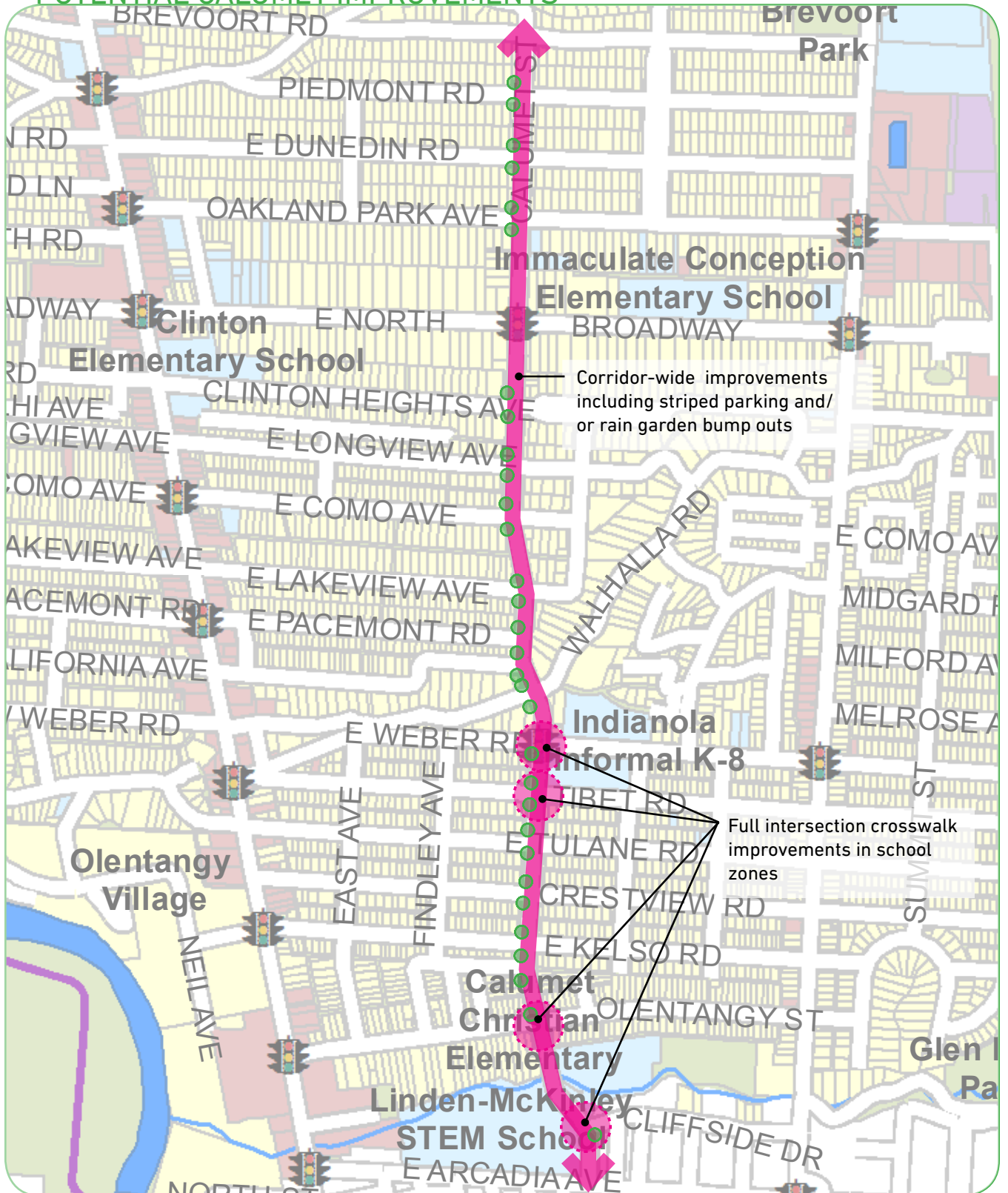


Already narrow sidewalks are blocked by sign poles and telephone poles



Rain garden bump out demonstration at Calumet Street and Tibet Road showing how such a facility could define the parking lane and add needed greenspace and stormwater treatment

POTENTIAL CALUMET IMPROVEMENTS



Corridor-wide improvements including striped parking and/or rain garden bump outs

Full intersection crosswalk improvements in school zones

3. POTENTIAL IMPROVEMENTS

East/West Streets

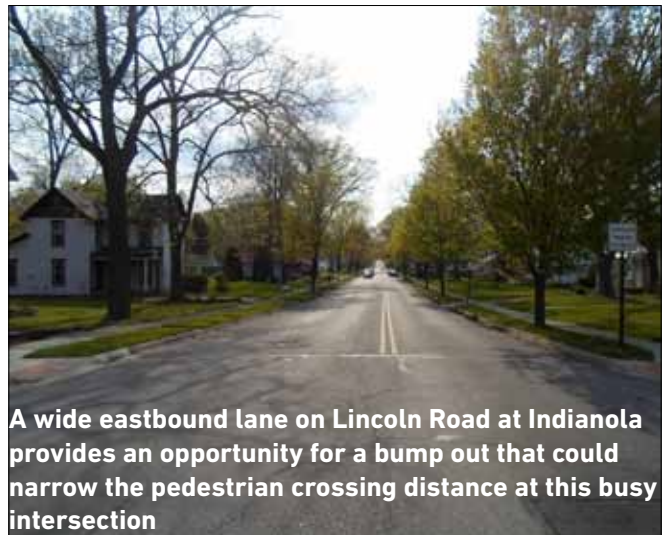
Throughout Clintonville there are east-west streets that connect High Street and Indianola Avenue. The streets that have a traffic light at each or either end, tend to receive additional traffic. In an effort to calm traffic and to aid in controlling stormwater runoff, there is an opportunity to explore green infrastructure facilities along these corridors. As part of the City's Blueprint initiative, the Department of Public Utilities is exploring how this might be possible. While they are beginning in the Adena Brook area (roughly Weisheimer Road to Glenmont Avenue), there are numerous such opportunities across the neighborhood.

To the extent that it is possible, these improvements should be studied to see what infrastructure could be built that could both serve the stormwater goals and neighborhood traffic calming goals. These include:

- Sidewalks (with stormwater storage below)
- Permeable pavement roadways or parking lanes
- Rain garden bump outs
- Other rain gardens in tree lawns or areas of leftover pavement



Demonstration on Weisheimer Road at Colerain Elementary School to illustrate how a rain garden bump out and sidewalk could improve this street




A wide eastbound lane on Lincoln Road at Indianola provides an opportunity for a bump out that could narrow the pedestrian crossing distance at this busy intersection





This leftover space at the intersection of Tibet Road and Weber Road could be repurposed to capture stormwater and clarify both pedestrian and vehicular movements

POTENTIAL EAST/WEST STREET IMPROVEMENTS



Priority streets are highlighted with potential intersection bump out locations identified. Specific locations and configurations of recommended improvements will require further study. Similar improvements should be explored on other streets throughout Clintonville.

 Traffic Signal

Existing Bikeways

-  Bike Boulevard
-  Multi-Use Path

Existing Land Use

-  Residential
-  Commercial
-  Industrial
-  Civic/Institutional
-  Parks & Open Space
-  Olentangy River
-  Stream



3. POTENTIAL IMPROVEMENTS

Other Corridors

While not corridor-wide, there are many other specific improvements needed along other major roadways in Clintonville. These include:

Henderson Road

- Study median with pedestrian refuge and crosswalk at Starrett Road to enable pedestrian and bicyclist movement across Henderson Road to and from the Olentangy Trail.

Morse Road

- Implement planned road diet and bike lane west of Indianola.
- Add crosswalk striping and traffic light functionality change at the intersection of Morse Road and Sharon Avenue allowing for pedestrian and bicycle traffic to cross Morse Road safely via a signal change forcing vehicular traffic to stop. Currently the light is a flashing yellow with no ability to trigger the light to turn red.

Weber Road/Tibet Road

- Study Bike Boulevard opportunities.
- Implement previous UIRF request for high visibility crosswalk at High Street.

Milton Avenue

- Additional bicycle improvements. Study potential of sidewalks.
- Study traffic circle at "six point" intersection in the Northmoor neighborhood.

Sidewalks

- Specific parts of the neighborhood (Beechwold and Northmoor) have requested sidewalks. Some streets lack sidewalks completely, while others have gaps in the sidewalk system. CAC commissioners should consult with other areas of Clintonville to determine community interest and priority locations for sidewalk completion.



A median with a pedestrian refuge and crosswalk would aid connectivity across Henderson Road and calm traffic



The flashing signal and single crosswalk at Morse Road and Sharon Avenue is not sufficient to slow traffic and enable safe crossing



This leftover space at the six point intersection on Milton Avenue could become a traffic circle and rain garden that would calm traffic and beautify the neighborhood

POTENTIAL OTHER IMPROVEMENTS

Road diet with bike lanes for Morse Road west of Indianola
 (Note: Current UIRF funding includes bike lanes on Morse Road)

Improve crosswalk and traffic signal function at Morse and Sharon

Median with pedestrian refuge and crosswalk at Henderson and Starrett Road











East Beechwood neighborhood sidewalk completion

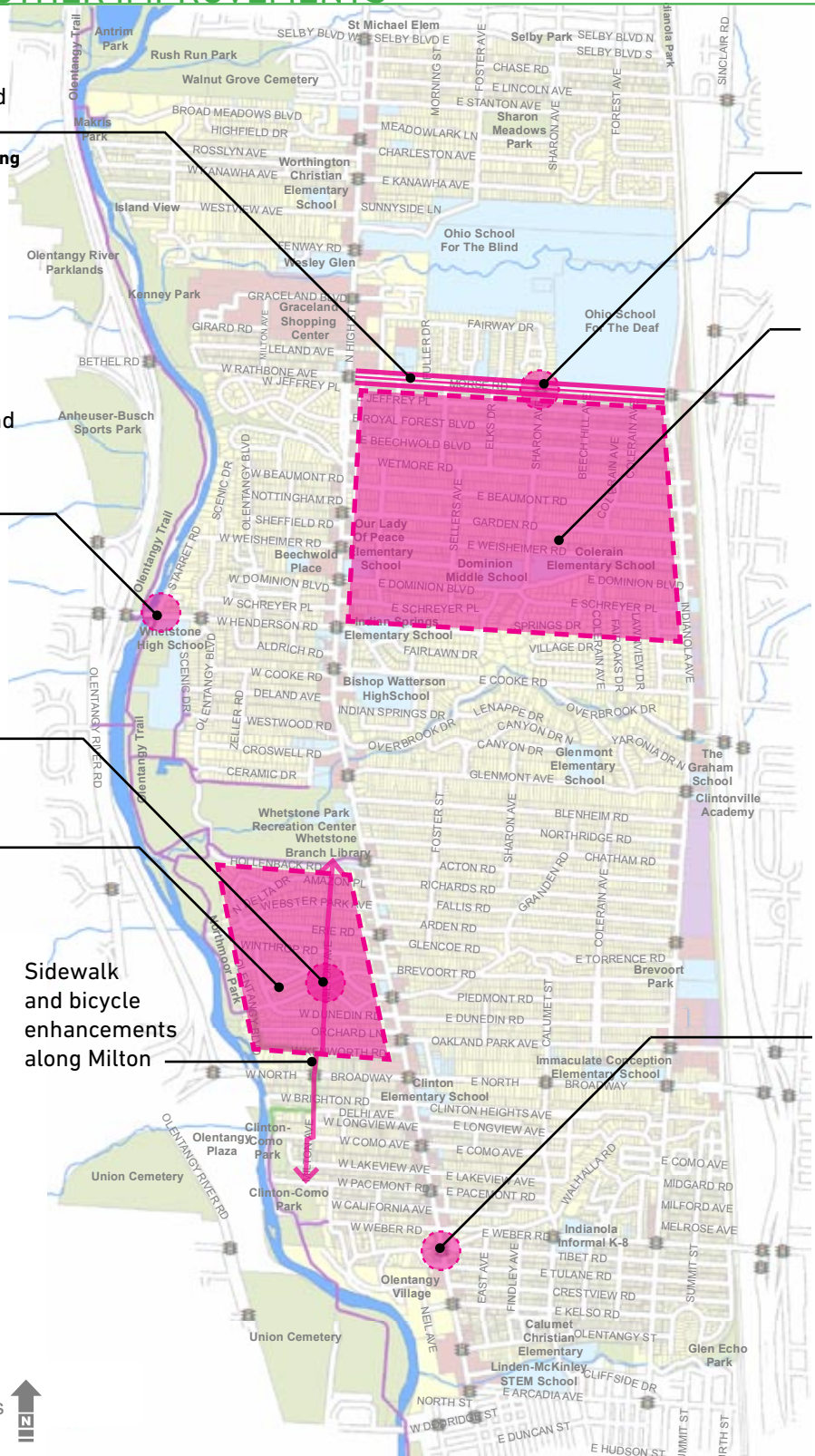
Traffic circle at "six point" intersection

Northmoor neighborhood sidewalk completion

Sidewalk and bicycle enhancements along Milton

High visibility crosswalk at Weber/ Tibet and High

-  Traffic Signal
- Existing Bikeways**
-  Bike Boulevard
-  Multi-Use Path
- Existing Land Use**
-  Residential
-  Commercial
-  Industrial
-  Civic/Institutional
-  Parks & Open Space
-  Olentangy River
-  Stream



3. POTENTIAL IMPROVEMENTS

Clintonville is home to 10 public, private, charter or parochial schools. There are two additional schools on the border between Clintonville and the University Area commissions areas and one more (slightly farther away) which many Clintonville students attend.

Parents in Clintonville, like all parents throughout Columbus, want our students to feel protected and cared about as they make their way to school. We would like for our all of our schools to have every possible protection that is possible to ensure that drivers are aware of pedestrian activity and school zones. Many of our schools are on streets without sidewalks which, therefore, do not qualify for crosswalks in spite of the fact that the neighborhood is extremely walkable.

Instead of providing only what is minimally required, we ask that the city consider providing everything that can be done to show we value our children. Children will be walking to school grounds at all times of the day to access some of its facilities and we would like city policy to reflect that reality.

In addition to providing sidewalks on streets adjacent to schools (primarily in the northern section of Clintonville), the following are school zone safety measures should be considered:

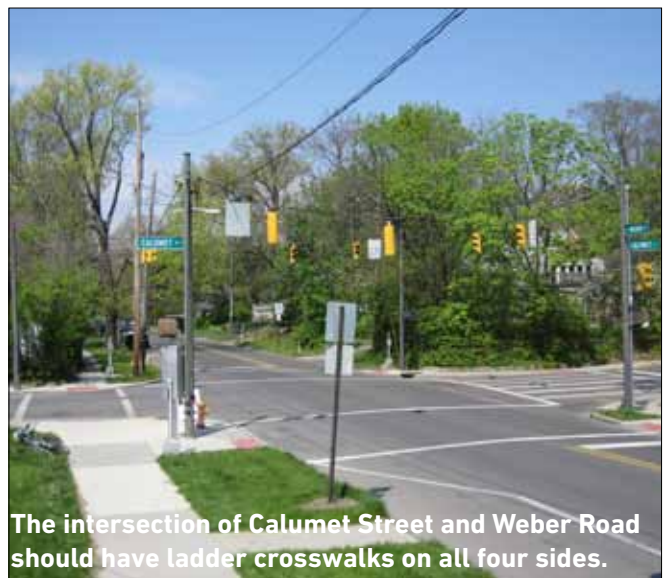
- Traffic calming on E. Cooke Road and E. Henderson Road by way of planted medians with pedestrian crosswalks incorporated within medians.
- Pedestrian triggered lighted crosswalks for Bishop Watterson High School and Indian Springs Elementary School.
- Add crosswalk striping for Dominion Middle School; two crossings, one at Sharon Avenue and one at the intersection of E. Dominion and Ingham Avenue.
- Clinton Elementary: Median between Como Avenue and Clinton Heights Avenue.
- Indianola Informal: Ladder crosswalks at all four legs of the intersection of Weber Road and Calumet and Tibet Road and Calumet Street. This is already present at the intersection of Calumet Street and E North Broadway close to Immaculate Conception Elementary School.
- Additional traffic calming along Calumet Street to decrease average vehicular speeds, enable bicycling and increase the safety of pedestrians (see page 22).



Ladder crosswalks and signs alone at Bishop Watterson High School are not effective. RFBB or HAWK signals are necessary (in addition to sidewalks on both sides of the street).

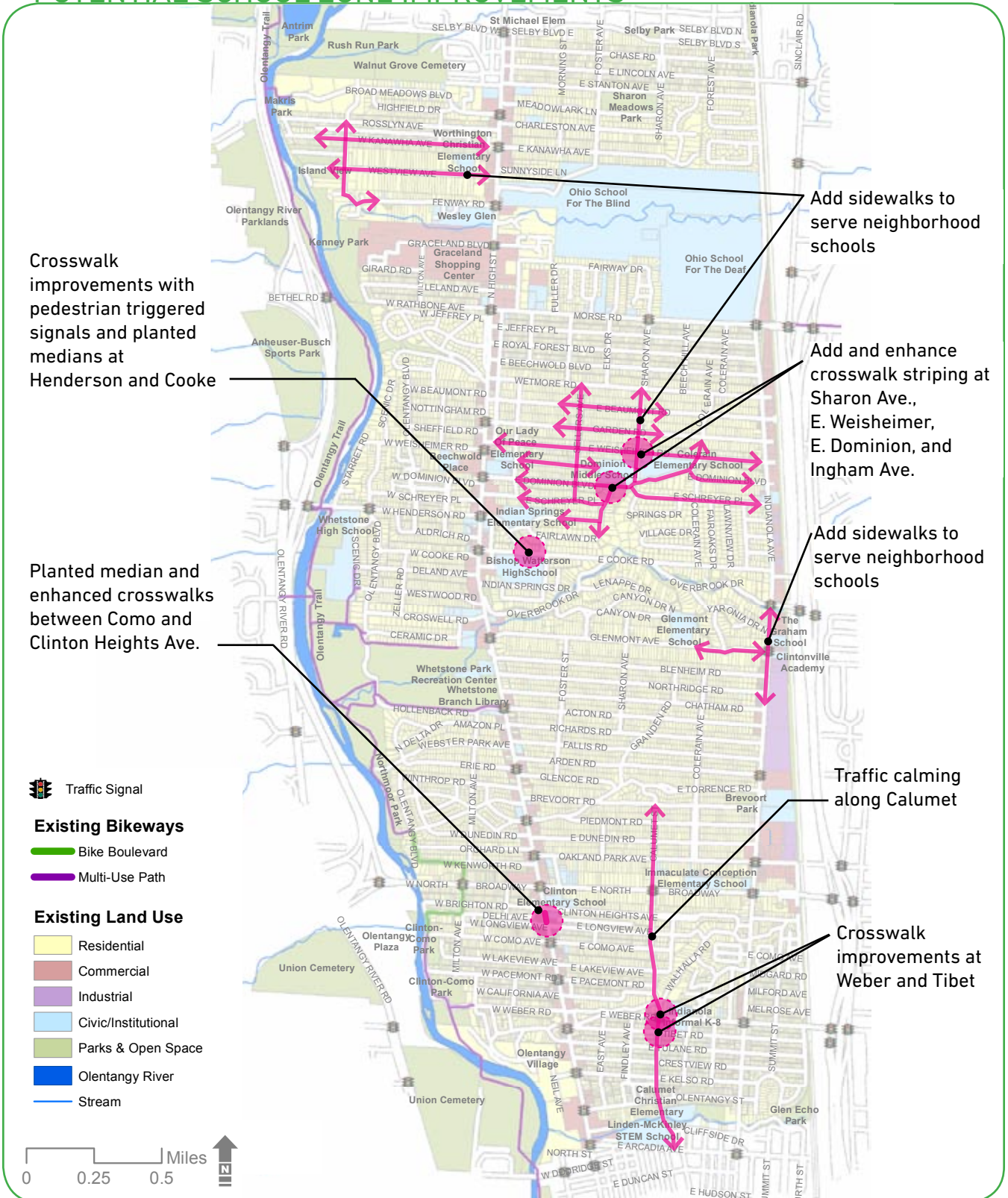


Dominion Middle School is surrounded by streets without sidewalks



The intersection of Calumet Street and Weber Road should have ladder crosswalks on all four sides.

POTENTIAL SCHOOL ZONE IMPROVEMENTS



3. POTENTIAL IMPROVEMENTS

North-South Neighborhood Greenway

The 2009 Clintonville Neighborhood Plan identified the need for a north-south bikeway to act as a secondary network that connected neighborhoods to destinations. Initially conceived as following Calumet Street north from Arcadia along a series of other streets, this idea has been expanded to create greater connectivity throughout the neighborhood to enable more residents to bike and walk more safely. This new concept of a Neighborhood Greenway received UIRF funding and is in the early stages of implementation.

Neighborhood Greenways are a network of streets where people biking and walking are given priority. These slower, quieter streets create safe routes to bike and walk around Clintonville without using High Street or Indianola. This encourages more people to bike and walk to work, to shop, to socialize, and to just have fun. Neighborhood Greenways are designed to feel safe for people of all ages and abilities. They appeal to a large cross-section of people, sometimes referred to as the “bike curious,” who would bike and walk more if they felt safe on the roads.

Greenways benefit the whole neighborhood:

- By creating a quieter, more pleasant street environment that improves safety for everyone.
- By building a stronger sense of community and neighborhood identity. With more people biking and walking, there are more opportunities for social encounters where neighbors and friends can meet and interact. These impromptu meetings make the neighborhood friendlier, safer and more pleasant for everyone.
- By encouraging increased patronage of local businesses. People biking and walking visit local businesses more frequently and spend more money over time than people driving.
- By raising property values. Studies show that greenways and bike trails increase home values. The National Association of Homebuilders and the National Association of Realtors report that greenways are one of the top amenities homebuyers want.
- By creating more “eyes on the street”. More people and a slower street environment result in more awareness of neighborhood activities.



The Neighborhood Greenway will be defined by pavement markings and signage,



The initial phase of the Neighborhood Greenway would link 8 different schools and provide a safe way for students to ride or walk to school.



The Neighborhood Greenway would also connect to High Street retail including the Farmer's Market.



Whetstone Park, Library and Recreation Center is a key destination along the Neighborhood Greenway.

NORTH-SOUTH NEIGHBORHOOD GREENWAY



4. IMPLEMENTATION

Implementation

Dozens of mobility improvements have been outlined in this study. Several of them are already underway and are slated for design and implementation.

Others will need to be funded by subsequent rounds of UIRF funding or by other sources of City or community monies. The projects discussed within this study have been cataloged in the matrix that follows. This tool is to be used by the Clintonville Area Commission, the community and the City to track progress on projects that are currently funded and to advocate for and identify funding for those that are not.

This resource should be updated annually by the Planning and Development Committee through discussion with the Area Commission, community members, the City and, as is applicable, future UIRF funding processes.

IMPLEMENTATION

CURRENT UIRF FUNDED PROJECTS

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Street trees along both sides of High Street from Morse Road to Chase Road.*	\$30,000
Traffic study to determine locations of planted medians on High Street and Indianola**	\$50,000
Construction of planted medians on High Street between Como and Clinton Hts and south of Weber and on Indianola between North Broadway and Morse and between Milford and Melrose.***	\$250,000
Connect Glen Echo Park walkway to the steps at the bridge on Indianola that spans the ravine	\$25,000
Planting of understory trees to reduce storm water runoff into the Olentangy River	\$10,000
Brick crosswalks. North High Street at: <ul style="list-style-type: none"> • W. Rathbone Avenue/Morse Road • Hollenback Road/Acton Road • Henderson Road • E. Dominion Boulevard 	\$110,000

* Some trees have been planted

** This study has been completed

*** The study mentioned above recommended two locations for medians: Indianola at Milford and High at Oakland. Other locations were studied, but these two are able to move forward now because they do not impact access.

**** The 2009 Clintonville Crosswalk Task Force Report identified these and other crosswalks for improvements using prior UIRF funding allocations. Remaining dollars from prior funding cycles should be confirmed with the City of Columbus.

POTENTIAL IMPROVEMENT MATRIX

Street	Improvement	Potential Funding Sources
High (p. 16)	Medians at Kelso, Clinton Heights, Kenworth, Chatham and Beechwold	UIRF, City Capital Budget
High	Signalized Crosswalks at Walhalla, Tulane, Fallis/ Webster Park, Beechwold	UIRF, City Capital Budget, Department of Public Service
High	Add on-street parking between W. Cooke and Acton	Department of Public Service
High	Street tree replacements and additions	UIRF, Recreation and Parks
High	Buried Utilities	City Capital Budget
High	Decorative Street Lights from Morse to Corporate Limits	City Capital Budget
Indianola (p. 18)	Allow on-street parking at all hours south of North Broadway	Department of Public Service
Indianola	Striped parking lanes or rain garden bumpouts	UIRF, City Capital Budget, Department of Public Service
Indianola	Signalize Crestview or provide signalized crosswalk	UIRF, Department of Public Service
Indianola	Signalized Crosswalks at Walhalla or Como	UIRF, City Capital Budget, Department of Public Service
Indianola	Sharrows south of North Broadway	UIRF, Department of Public Service
Indianola	Sidewalk and curb replacement where necessary south of North Broadway	Department of Public Service
Indianola	Signalized Crosswalks at Garden or Weisheimer	UIRF, City Capital Budget, Department of Public Service
Indianola	Retain HAWK Signal at Olympic Pool site	N/A
Indianola	Curb Replacement	Department of Public Service
Indianola	Bike path shoulder north of Morse Road	UIRF, City Capital Budget, Department of Public Service
Calumet (p.22)	Center line striping north of Weber	Department of Public Service
Calumet	Parking lane striping	Department of Public Service
Calumet	High Visibility crosswalks at Tibet and Weber	Department of Public Service
Calumet	Rain garden bump outs	UIRF, City Capital Budget, Department of Public Utilities

IMPLEMENTATION

POTENTIAL IMPROVEMENT MATRIX

Street/ Location	Improvement	Potential Funding Sources
East/West Streets (p.24)	Sidewalks with storage below	Department of Public Utilities
East/West Streets	Permeable pavement roadways or parking lanes	Department of Public Utilities
East/West Streets	Rain Garden bump outs and planters	Department of Public Service
East/West Streets	Street tree replacements and additions	UIRF, Recreation and Parks
Henderson (p.26)	Median at Starret	UIRF, City Capital Budget, Department of Public Service
Morse (p.26)	Bike lane west of Indianola	City Capital Budget, Department of Public Service
Morse	Signalized Crosswalk at Sharon	UIRF, City Capital Budget, Department of Public Service
Tibet (p.26)	Bike Boulevard on Tibet	UIRF, City Capital Budget, Department of Public Service
Weber/Tibet (p.26)	High Visibility Crosswalk at High	UIRF, City Capital Budget, Department of Public Service
Milton (p.26)	Bike improvements, sidewalks	City Capital Budget, Department of Public Service
Milton	Traffic Circle at six points intersection	UIRF, City Capital Budget, Department of Public Service
Northmoor/ Beechwold (p.26)	Sidewalks	City Capital Budget
Cooke/ Henderson (p.28)	Medians and crosswalks	UIRF, City Capital Budget, Department of Public Service, Safe Routes to School
Bishop Watterson (p. 28)	Crosswalk striping	UIRF, City Capital Budget, Department of Public Service, Safe Routes to School
Indian Springs Elementary (p.28)	Signalized Crosswalks	UIRF, City Capital Budget, Department of Public Service, Safe Routes to School
Dominion Middle (p.28)	Crosswalks at Sharon and Ingham	UIRF, City Capital Budget, Department of Public Service, Safe Routes to School
Dominion Middle (p.28)	Sidewalks on Dominion from High Street to Indianola	UIRF, City Capital Budget, Department of Public Service, Safe Routes to School
Colerain Elementary (p.28)	Sidewalks on Weisheimer from High Street to Indianola	UIRF, City Capital Budget, Department of Public Service, Safe Routes to School

POTENTIAL IMPROVEMENT MATRIX

Street/ Location	Improvement	Potential Funding Sources
Clinton Elementary (p.28)	Median between Como and Clinton Heights	UIRF, City Capital Budget, Department of Public Service
Indianola Informal (p. 28)	High Visibility Crosswalks on Calumet at Weber and Tibet	UIRF, City Capital Budget, Department of Public Service, Safe Routes to School

