

City of Athens Bicycle and Pedestrian Plan

Public Workshop –Documentation of Public Input and Comments

November 12, 2009

List of Figures

Public Input

A Public Workshop was held on November 12, 2009 for the City of Athens Bicycle and Pedestrian Plan. Twenty-eight people attended. During the public workshop, participants were asked to evaluate and comment on the specifics of the proposed improvements of the preliminary plan. Nine different workstations with detailed maps of the key corridors were placed around the room and were available for participants to review and comment on at their own pace. There were also two large overview maps of the plan available. Participants also had the opportunity to mark if they agreed or disagreed with another participants comment. Listed below are the nine different focus areas where specific recommendations were given:

- **Columbus Road**, from Second Street to Terrace Drive
- **East State Street**, from Carpenter Street to US-33
- **East State Street (Far East Side)**, from I-33 to Farmer's Market
- **West State Street**, from West State Street Park to Mill Street
- **West Stimpson Avenue**, from Carpenter Street to Rock Riffle Road
- **Richland Avenue**, from Hopper Street to Existing Bike Lanes
- **West Union Street**, from 682 to Congress Street
- **Hockhocking-Adena Bikeway**, from US-33 (north) to US-50 including existing and proposed connectors/extensions
- **Uptown**, Congress Street and Court Street from President Street to Carpenter Street

Public Input Prioritization

At the end of the Workshop session, participants were asked to select three of the ten focus areas that they felt had the highest priority.

Columbus Road

There is a desire to place sidewalks on both sides of the Columbus Rd along with paved shoulder, or a wide pathway for two-way traffic on just one side of the road. There's also a suggestion to reclaim old trolley line grade as separate bike facility.

Map Comments:

1. Columbus Road top to bottom should be a one-phase project. Develop "sidewalk" as a dual purpose path both directions; one side of road only is adequate.
2. Sidewalk desired on Columbus Rd and Paved Shoulders kept free of glass and debris. (Agree - 7)
3. Bicycle Boulevard all along Columbus Road. There is no reason why cars need a straight blow. (Agree – 1)
4. Reclaim old trolley line grade as separate bike lane, all the way to 33. (Agree – 1)
5. Please add near-term crosswalk at 2nd/Lancaster/Columbus Intersection. (Agree – 2)
6. Utilize Old Railroad Bridge to connect Trail to Columbus Rd. (Agree – 2)
7. Stair system to connect Briarwood Dr neighborhood with town and provide access to ridge. (Agree – 1)
8. In regards to E State St west of Madison Av, look for other alternatives for bike lanes.
9. Sidewalks desired on both sides of Columbus Rd. (Agree – 1)

PROPOSED IMPROVEMENTS: Columbus Rd



Near-Term:

- Add Bike Lanes to Four Lane Segment of Columbus Rd Through a 4 to 3 Lane Conversion

Mid-Term:

- Evaluate Roundabout at the intersection of Columbus Rd, Columbia, N Lancaster St and Second St
- Wide Paved Shoulder (6'wide)

Long-Term:

- Sidewalk Along the East Side of Columbus Rd
- Sidewalks On Both Sides of Columbus Rd beginning a Mile South of Terrace Dr
- Crossing Improvements in Commercial Area

East State Street

There is a strong desire to keep the on-street parking along E State Street. Since bike lanes can only be added to E State Street in the near-term by removing on-street parking, it is recommended that on-street parking remain and some of the local roadways, such as Morris Ave and S May St become the alternative route for bicycles. There is also desire to have more improved road crossings.

Map Comments:

1. Approve Parking eliminations to place bike lanes on E State Street; at least on Upper E State St. (Agree – 1)
2. Shared-use Arrows could be placed on E State Street in place of removing parking. (Agree – 1)
3. Agree with proposed crossing improvement on E State St at Watt St. Visibility is a high priority and elimination of nearby on-street parking could help. (Agree – 1)
4. Existing Street Crossing at the intersection of May Av and E State St does not recognized bicycle on the street. Currently, bicycles need to get off of their bike to press the 'walk' signal button. (Agree – 2)
5. We REALLY need crossing help at Harris Av and E State St. An on-demand push button light would be best. (Agree – 1)
6. Agree to remove on-street parking between Madison and Marettta on E State Street to allow for Bike Lanes. However, do not agree to removing on-street parking between Madison Av and Morris Av. (Agree – 2)
7. A possible alternative to Bike Lanes on E State St between Morris Av and Harris Dr would be to use Morris Av to May or Shannon Rd. (Agree – 1)
8. Desire to have bike lanes paved smoothly on brick roads; throughout entire city. (Agree – 1)
9. Similar to comment #5, crossing Improvement needed at intersection of E State Street at Home St and Harris Dr for public library. (Agree – 1)
10. Agree with Connection between Bike Path and Morris Drive.
11. Leave E State St (from Stimson to May) for cars but make Morris and May Bicycle Boulevards.
12. An important thing that should influence what streets are chosen as Bicycle Boulevards is whether the street is paved or brick.

Potential Facilities

- Crossing Improvement
- Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Near-Term Shared-use Arrow
- Shared Use-Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

Map Labels:

- Remove On-Street Parking
- Crossing Improvement
- Bike Lanes
- Crossing Improvement
- Crossing Improvement
- Highland Park
- Woodsie Dr
- McGuffey Ln
- Ransom Dr
- Harris Dr
- Patton St
- Marieita Av
- N Shannon Av
- N May Av
- Tudman Rd
- 33
- Elmwood Pl
- Wynyside Dr
- Maplewood Dr
- Ohio Av
- Morris Av
- Construct Sidewalk
- Sidewalk Enhancement
- Hocking River
- E Stinson Av
- Home St
- Lorene Av
- Hudson Av
- Wallace Dr
- Lloyd St
- Franklin Av
- Grosvenor St

Long-Term:

- Enhance Plantings between Sidewalk and Street Along Entire Corridor

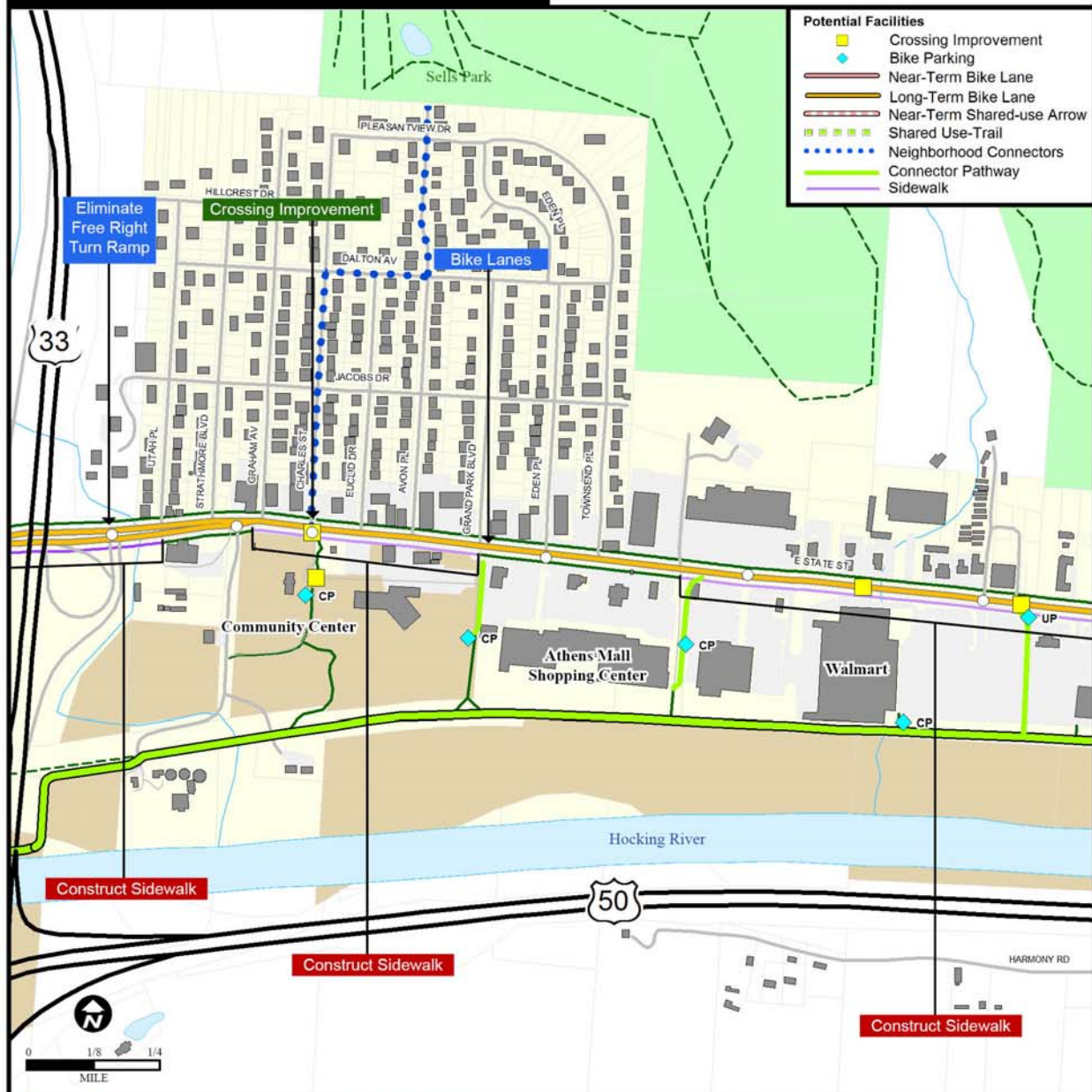
East State Street (Far East Side)

There is a strong desire to connect the bicycle path to the shopping area, along with more and improved road crossings.

Map Comments:

1. Agree to construct sidewalk to get to shopping mall. (Agree – 4)
2. Agree to Add Pedestrian Crossings along E State Street especially at Lowes, Walmart and Kroger. (Agree – 5)
3. Agree with connection between bike path and shopping center on the east side of Athens Mall Shopping Center. (Agree – 2)
4. Improve bicycle and pedestrian facilities on Jacobs Dr. (Agree – 1)
5. Improve crossing at the intersection of E State Street and Euclid Dr. (Agree – 1)
6. Improve crossing to Farmers Market. (Agree – 4)
7. Agree with crossing improvement at the intersection of E State Street and Charles St. Also, more frequent trigger for walker with a faster response time is desired. (Agree – 2)
8. Longer Crossing time at crosswalks.
9. A way to safely cross E State Street at Avon Pl for pedestrians and bicyclist. (Agree – 4)
10. Desire for covered bike shelters near farmers market. (Agree – 1)

PROPOSED IMPROVEMENTS: E State Street (Far East Side)



Near-Term:

- Review Zoning Codes to Make Future Development More Pedestrian and Bicycle Friendly. Evaluate Applying Form Based Code Principles and/or Guidelines
- Complete Sidewalk Gaps

Mid-Term:

- Add Links Between Sidewalk and Trail
- Add Bicycle Parking
- Add Medians Where Left Turn Lanes are Not Needed
- Road Crossing Improvements

Long-Term:

- Add Bike Lanes
- Enhance Corridor with Street Trees, Sidewalks and Pedestrian Scale Lighting between Sidewalk and Street.

West State Street

There is a desire for traffic calming, improved road crossings and better access to the bike path from E State St.

Map Comments:

1. Southbound bike lanes on College may be good for cyclists who wish to avoid the hill on Congress. (Agree – 1)
2. Desire to widen W State Street near overcrest by cemetery or add traffic calming. (Agree – 2)
3. Desire better access to W State from bike path via Shafer St or HDL Center Lot. (Agree – 2)
4. Desire traffic calming and pedestrian improvements at the intersection of W State Street and S Shafer St.
5. Desire to have crossing improvement at Byand St and S Shafer St.
6. Desire for better bicycle through traffic in area near Brown Av and First St. (Agree – 1)

PROPOSED IMPROVEMENTS: W. State Street



Near-Term:

- Add Bike Lane From High St to Congress by Removing On-Street Parking from One Side

Mid-Term:

- Add Bicycle Boulevard Elements from West State Street Park to High Street

Long-Term:

- Add Sidewalk on South Side of W State St from Central Ave to Miller Ave
- Add Sidewalk to North Side of W State St connecting to West State Street Park

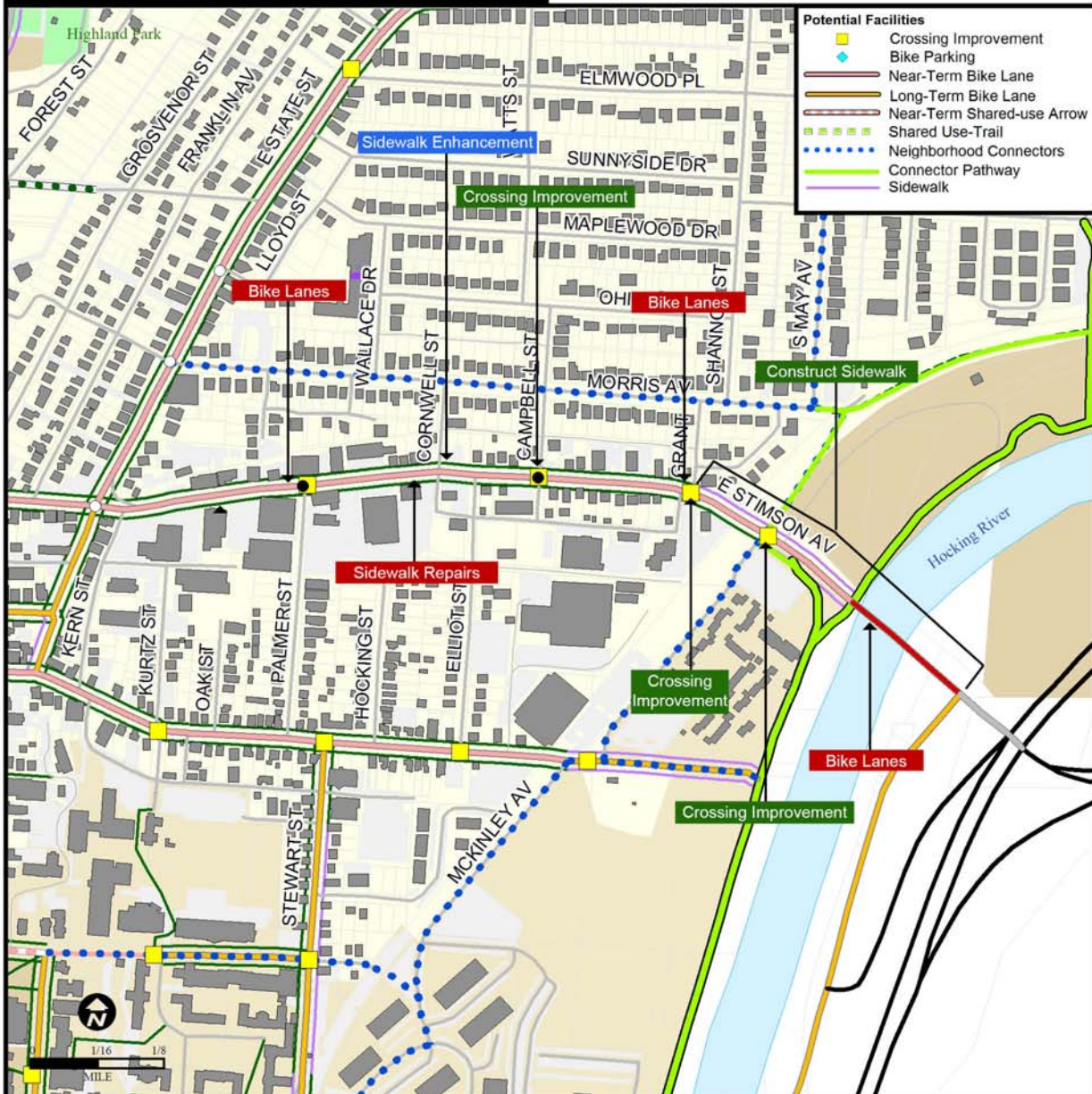
East Stimson Ave

There is a desire to have better road crossings and improved connections to the bike path on E Stimson Ave.

Map Comments:

1. Don't remove parking on E State Street between Stimson Ave and Madison Ave. (Agree – 2)
2. Consider Using Shannon St instead of S May for Neighborhood Connector Route. (Agree – 3)
3. Stoplight at the Intersection of Morris Av and E State Street need improvements because it does not recognize bicycles. (Agree – 3)
4. Desire for Bicycle Boulevard along S May Av. (Agree – 3)
5. Crossing Improvement on Stimson Av to get to Bike Path is a high priority. A hybrid pedestrian signal was suggested. (Agree – 4)
6. A stop sign is needed at the intersection of McKinley Av and Mill Street. Cars zoom around the corner endangering pedestrians crossing Mill St. (Agree – 2)
7. Traffic calming desired on Morris Av, S May and S Shannon. (Agree – 3)
8. Agree with crossing improvements on Stimson Ave for Pedestrians. (Agree – 2)
9. Improve access and Interchange between Stimson Ave and the Bike Path. (Agree – 3)

PROPOSED IMPROVEMENTS: E. Stimson Ave



Near-Term:

- Repair Existing Sidewalks
- Add Bike Lanes Between State Rd and Campbell Rd by Removing On-Street Parking.
- Add Bike Lanes from Grant Road to Bridge by Paving the Road Shoulder
- Add Bike Lanes Between Campbell Rd and Grant by Removing Center Turn Lane. Alternative to a Bike Lanes, Travel Lanes Could be Narrowed and a Shared-Use Arrow Could be Added

Mid-Term:

- Complete Sidewalks Gaps
- Road Crossings Improvements

Long-Term:

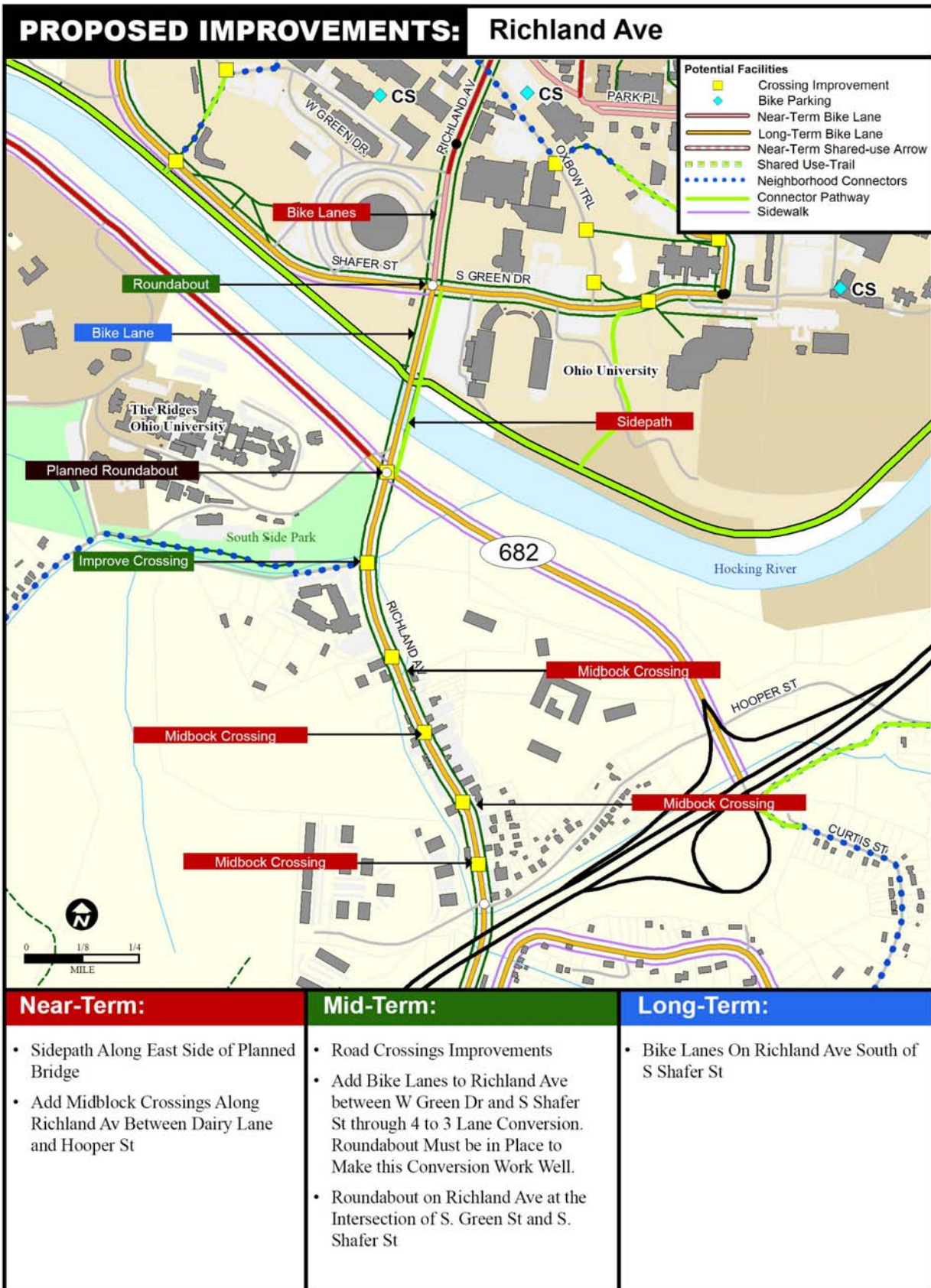
- Enhance Plantings Between the Sidewalk and The Street

Richland Ave

Many of the comments regarding Richland Ave had to do with road maintenance and repair. There was also some disagreement as to whether an upgrade is needed on the underpass and interchange where the bike path crosses Richland Ave. Currently, there is no marked crossing on Richland Ave where the bike path meets the road. It is recommended that improvements be made at this intersection.

Map Comments:

1. Approve of Roundabout on Richland Av at S Green Dr and Shafer St. (Agree – 2)
2. Need SERIOUS upgrade of underpass and interchange where the bike path crosses Richland Ave. (Agree – 3, Disagree – 2)
3. Repair pot holes on Richland Ave. (Agree – 2)
4. Agree with proposed bike path extension into Ohio University Campus connecting to S Green Dr along the West end of the Golf Course. (Agree – 3)
5. Remove pavement “rumble strips” from existing bike lanes on Richland Ave. (Agree – 1)
6. Brick to pavement transition very rough.

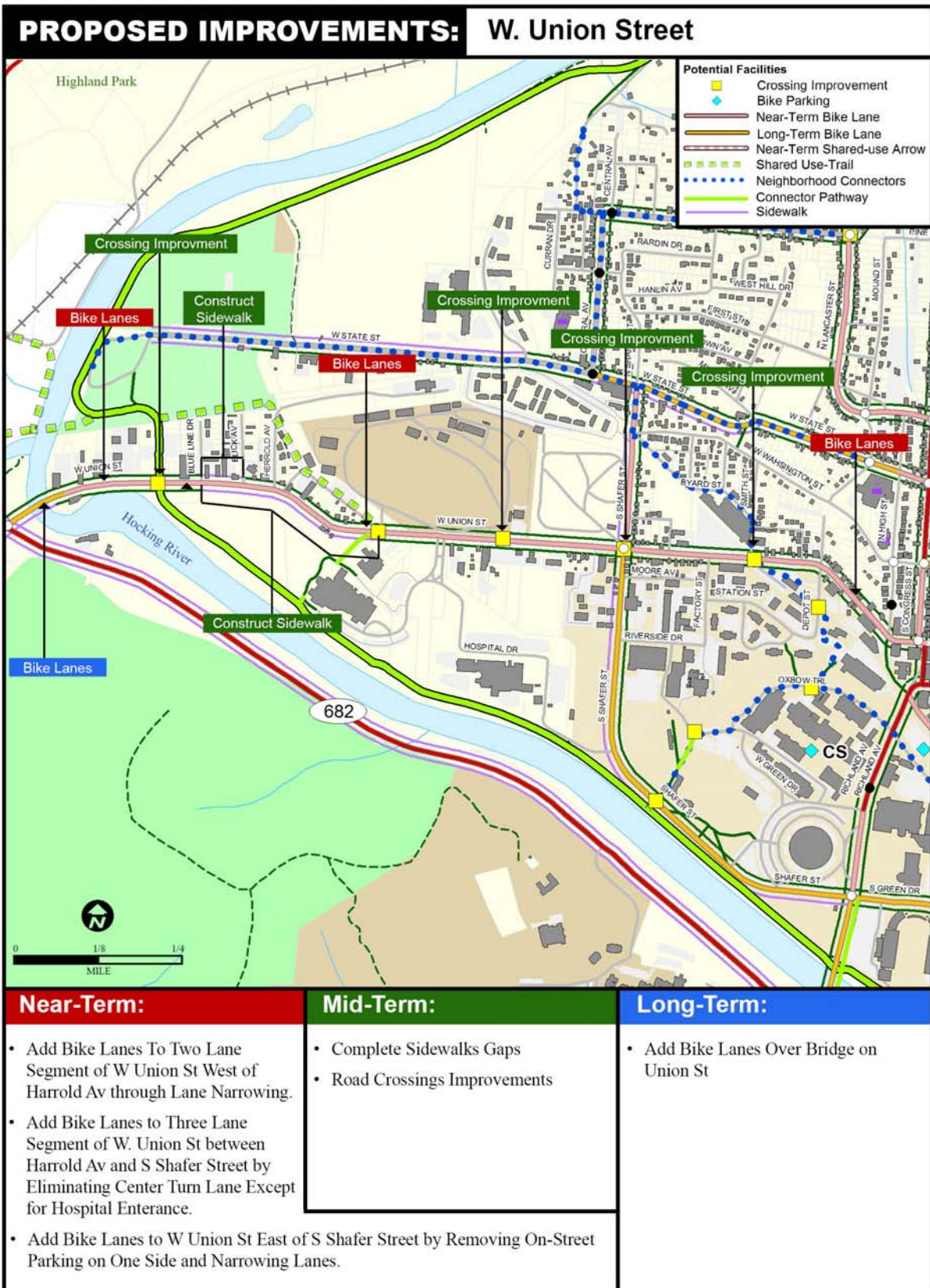


West Union Street

On W Union St there is some disagreement as to whether roads with a downhill slope should have bike lanes or shared-use arrows. There is also a desire for Guided Bike Routes from W State St to Businesses on W Union St.

Map Comments:

1. Suggestion to place Bike Lanes on the Uphill slopes and shared-use arrows on downhill slopes.
(Agree – 1)
2. Suggestion to place Bike Lanes on both the uphill and downhill slopes. (Agree – 1, Disagree – 1)
3. Desire for Guided Bike Routes from W State St to businesses on W Union St. (Agree – 1)
4. Add bike path extension to connect bike path to Shafer St.
5. Agree with potential extension of bike path over old rail road bridge to the west side of the river.
Some sort of bike/pedestrian connection is needed between the town and the new suburbs.
6. Agree with the construction of sidewalk along W Union Street.



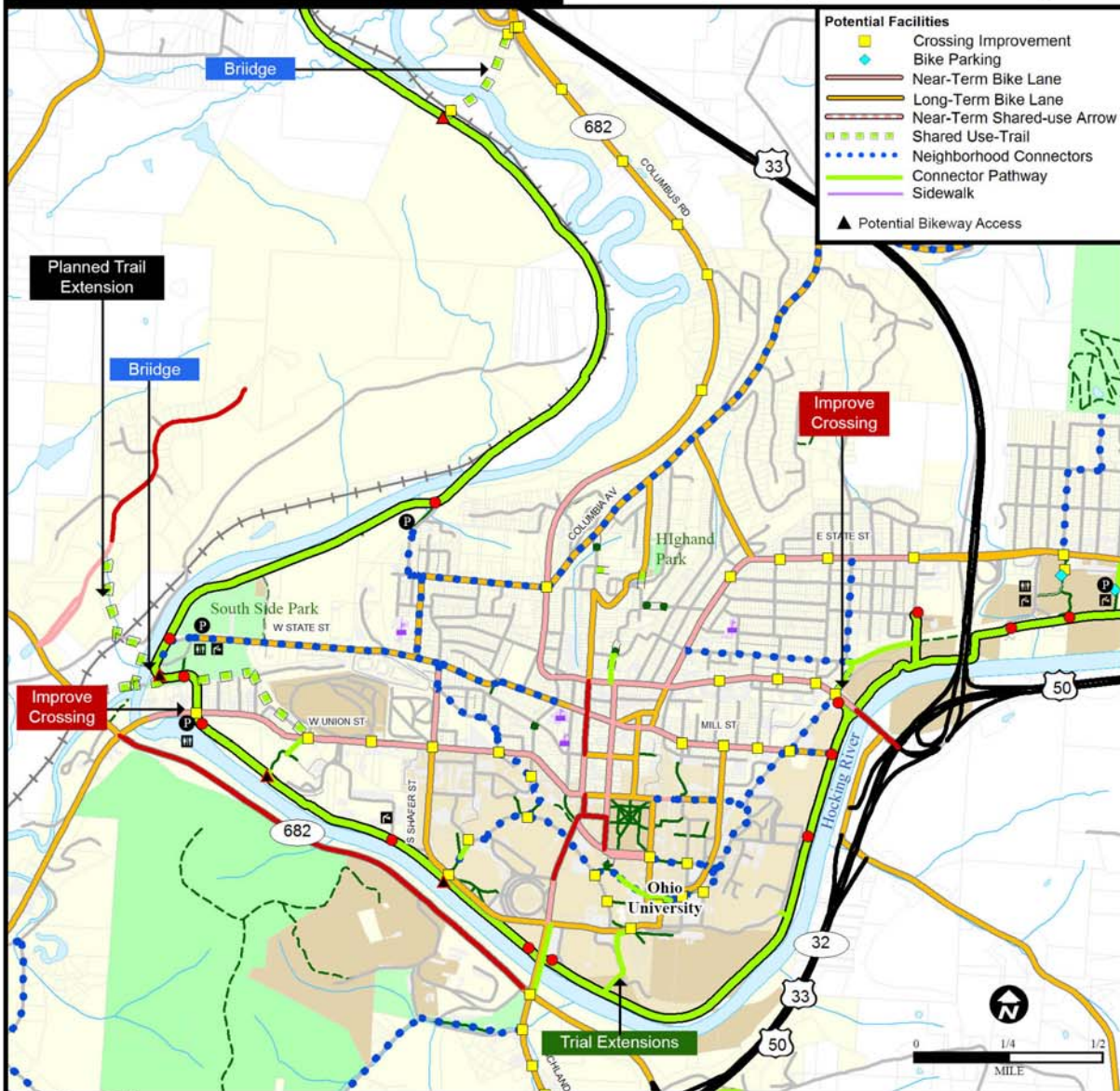
Hockhocking – Adena Bikeway

There is a strong desire to connect the bicycle path to the shopping area on the Far East side of E State Street. Road Crossings, pathway maintenance, bicycle parking and accessibility and connectivity to pathway were all concerns.

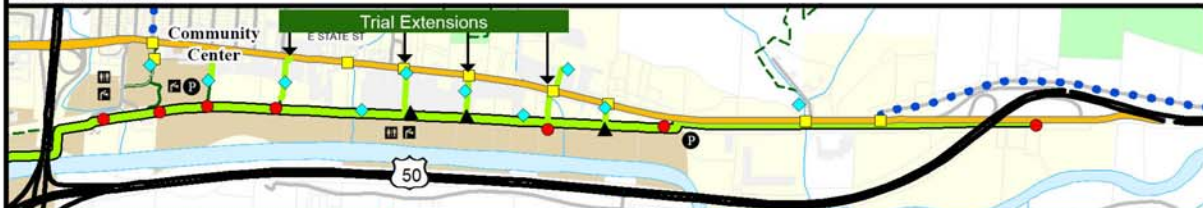
Map Comments:

1. Covered and Secured Bicycle Parking is very important from the Far East Side, especially for commuters. (Agree – 4)
2. Entire pathway needs surface improvements. (Agree – 6)
3. Agree with improved crossing of bike path at W. Union St.
4. Agree with proposed pathway extensions into town, they are very important. (Agree – 2)
5. Mill St Apartments Street and Stimson Ave is a high priority need for a crosswalk. (Agree – 2)
6. Agree with a Crosswalk between Lowe's Parking lot and the Farmer's Market, along with better access to pathway. (Agree – 5)
7. Fix broken drinking fountains. (Agree – 3)
8. Same as comment 6. (Agree – 7)
9. Pave Connectors at Walmart and Lowes. (Agree – 3)
10. Poor interchange where the bike path meets Stimson Ave. Desire to add ramp on north side of Stimson Av to improve the connection. (Agree – 4)
11. Desire to relocate main bikeway from sewer drain to sewage plant up to railroad grade. (Agree – 1)
12. Serious Desire to upgrade underpass and interchange of bike path at Richland Av. (Agree – 1)
13. Support the connection for bike traffic to Porter, Grove and Baker Ct.
14. Agree with access to Morris and S May. (Agree – 1)
15. The west end of South Side Park has potential to become a canoe access port. Racks for bike and kayak/canoes would be nice. (Agree – 1)
16. Desire to create sidewalk along Madison Ave and Columbia Ave.

PROPOSED IMPROVEMENTS: Hockhocking-Adena Bikeway



Far East Side:



Near-Term:

- Crossing Improvements

Mid-Term:

- Trial Extensions

Long-Term:

- Bridge Connections

Uptown

There were differing opinions for Court Street in the Uptown area, from keeping the street how it currently is, to removing all vehicular traffic and creating a pedestrian mall. There concerns with the type and amount of bike parking in the Uptown area and suggestions to where additional contra-flow bike lanes may be added.

Map Comments:

1. Desire to place contra-flow bike lane on Congress St on the right side, especially until Court Street is upgraded.
2. Traffic Light at W State St and Congress needs signal on south side for pedestrians crossing north.
3. Repair Brick on contra-flow lane on Court St. (Agree – 1)
4. Desire to switch to “U” design racks now!
5. Agree with proposed contra flow bike lane on Union between Court St and Congress. (Agree – 2)
6. Suggestion to create protected bike lane at Carpenter St and Court Street so bikes going west on Carpenter do not have to stop.
7. Suggestion to add bike route or bike lanes to W Carpenter where it becomes a local road to prevent going through the stop light at Lancaster. (Agree – 1)
8. Court Street is fine as it is. Suggestion to make no changes for reasons of business-toxicity. Extra space may be damaging. Give it an attractive streetscape. There are some parts of town where bikes just can’t go. (Agree – 1, Disagree – 2)
9. Approve narrowing court and enlarging sidewalks. (Agree – 2)
10. Desire to keep pedestrian mall as a long term goal.
11. Suggestion to consider making Court St a pedestrian mall on weekend only. (Agree – 1)
12. Access to Uptown via E State St and College St Instead of Carpenter due to lower grade and more direct.
13. Add Covered bike parking Uptown and add more bike parking by removal of car parking spaces.
14. No parking uptown, bike path

PROPOSED IMPROVEMENTS: Uptown



Near-Term:

- Add Bike Lanes to S Congress Between Union and Washington through Lane Narrowing
- Add Shared-Use Arrow to E Union St

Mid-Term:

- Evaluate Adding Bike Lanes to Court Street by converting it to Back-in Angled Parking on the West Side of the Street with One Through Lanes and Bike Lanes on both sides of The Street.

Long-Term:

- Add Bike Lanes to Washington St

*Bike Lanes May be Provided in the Downtown Area by Removing On-Street Parking on One Side. Alternatively, Shared-Use Arrows May be Used if Parking is to be Retained on Both Sides of the Street.

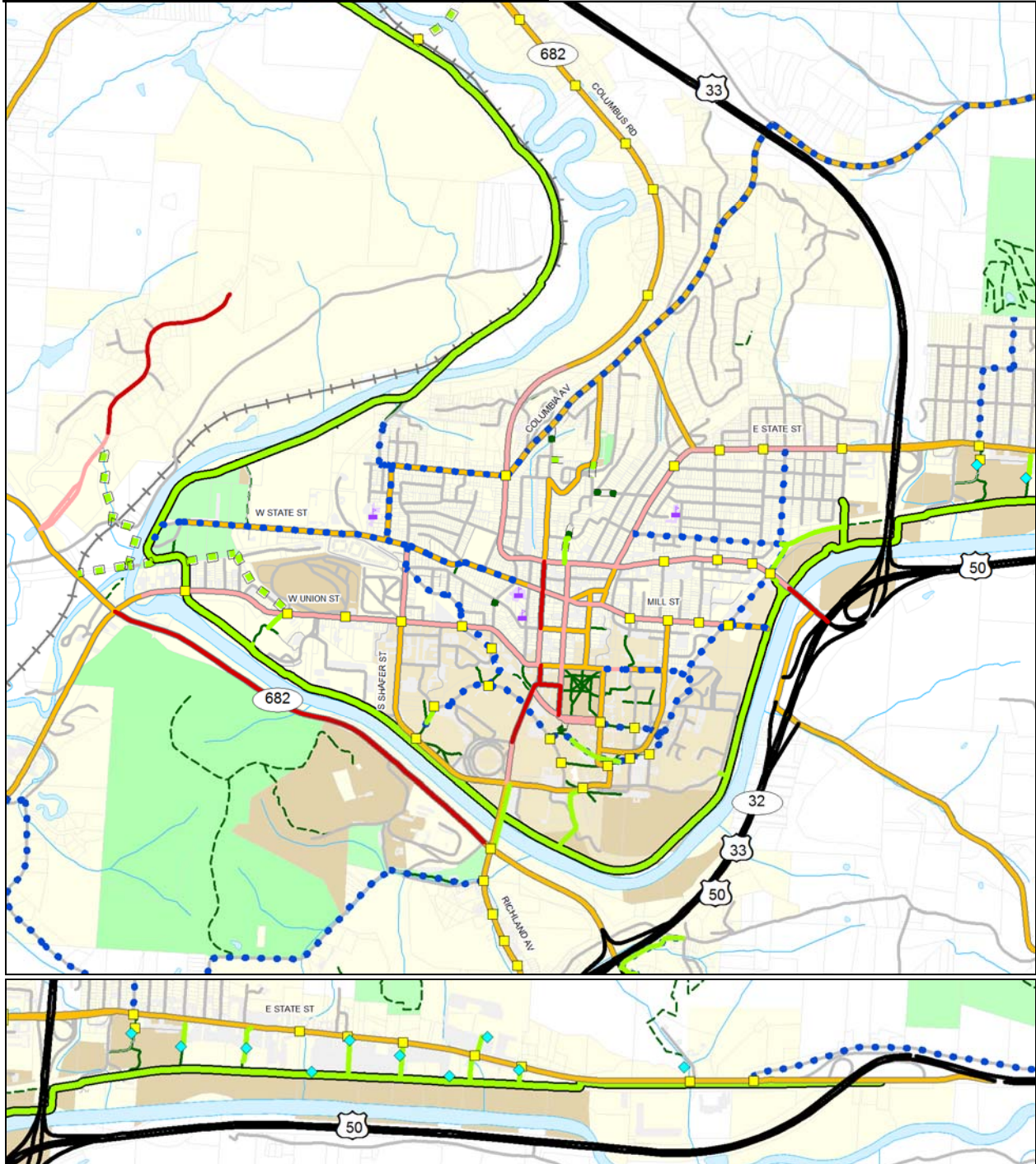
Overview Map

Map Comments:

1. Desire to add Sidewalk or some form of pedestrian path on along roads leading out of town so people might consider walking to work if given the opportunity. (Agree – 2)
2. At the Far East end of town connect the bike path to Harmony Rd by crossing over the river.
3. Suggestion to place bicycle boulevard on Morris Av and S May because calming traffic protects everyone. (Agree – 1)
4. Bike path extensions and connector pathways need to be paved rather than an unimproved path. (Agree – 1)
5. Non-motorized network could be completed as a circle by using the following roads, S Shafer St, Richland Ave, Diary Ln, Elliotsville Rd, Rt. 56 , Union St and a portion of the bike path, creating a loop around The Ridge.
6. Consider a pedestrian path from the bike path and S Shafer St north through campus and along Factory St, through new commercial development and connecting to Byard St.

PROPOSED IMPROVEMENTS:

Overview



Existing Facilities

- Signalized Intersections
- Unsignalized Road Crossings
- Existing Bike Lanes
- Existing Shared-Use Trail
- Existing Paved Walkways
- Existing Unpaved Walkway
- Existing Stairways
- Local Road
- Primary Road
- Railroad
- Limited Access Highway

Potential Facilities

- Crossing Improvement
- ◆ Bike Parking
- Near-Term Bike Lane
- Long-Term Bike Lane
- Near-Term Shared-use Arrow
- Shared Use-Trail
- Neighborhood Connectors
- Connector Pathway
- Sidewalk

Public Input Prioritization

At the end of the Workshop session, participants were asked to select three of the ten focus areas that they felt had the highest priority. East State Street, West Stimpson Avenue and the Uptown Area were identified as the top priorities. Below is a list of the focus areas from highest priority to lowest priority.

1. **East State Street**, from Carpenter Street to US-33 (11)
2. **West Stimpson Avenue**, from Carpenter Street to Rock Riffle Road (11)
3. **Uptown**, Congress Street and Court Street from President Street to Carpenter Street (6)
4. **Hockhocking-Adena Bikeway**, from US-33 (north) to US-50 including existing and proposed connectors/extensions (4)
5. **Richland Avenue**, from Hopper Street to Existing Bike Lanes (4)
6. **East State Street (Far East Side)**, from I-33 to Farmer's Market (4)
7. **West State Street**, from West State Street Park to Mill Street (3)
8. **West Union Street**, from 682 to Congress Street (3)
9. **Columbus Road**, from Second Street to Terrace Drive (1)