



**BRONZEVILLE/MT. VERNON AVE.
MOBILITY AND SAFETY ACTION PLAN**

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

Public Engagement Report

Updated: November 29, 2022



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Drafted by Warhol & WALL ST.

Updated by City of Columbus, Dept. of Public Service

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Project Overview

The Mt. Vernon Ave./Bronzeville Mobility and Safety Action Plan aims to identify safety issues along the Mt. Vernon corridor, including speeding, crashes at the intersection of Champion and Mt. Vernon, and the need for more integrated mobility for people walking, riding bikes or scooters, and using transit.

The project teams includes the City of Columbus, Michael Baker International and Toole Design, with outreach and engagement led by Warhol & WALL ST.

This project aims to address multimodal connectivity and safety through examining:

- Existing conditions
- Safety improvements
- Traffic control
- Pedestrian, bicyclist, and transit accommodations
- Land use character (present and future)
- Alternatives and concepts for the corridor

Goals

Several goals were formulated to guide the study.

- Address crashes and near misses at the intersection of Champion Ave. and Mt. Vernon Ave.;
- Improve safety for all roadway users by reducing vehicle speeds and crashes;
- Increase mobility options for pedestrians, bicyclists, transit users, and other non-motorized transportation users; and
- Enhance aesthetics along the corridor.

Study Area

The study area for this project is Mt. Vernon Avenue from St. Clair Ave. to Taylor Ave and west of St. Clair Ave. on MLK, Jr. Blvd from Hamilton Ave to St. Clair Ave.

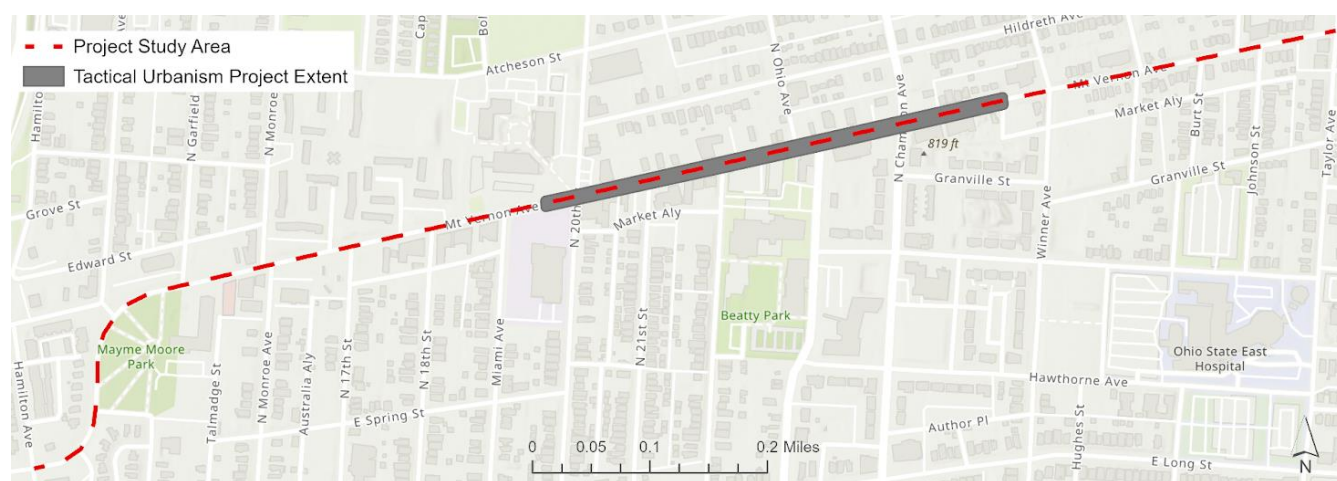


Figure 1. Study Area Map

Timeline

The study began in late 2020, beginning with a project kick-off meeting and followed by data collection and analysis of existing conditions. Shortly thereafter, an Advisory Coalition of key stakeholders was formed.

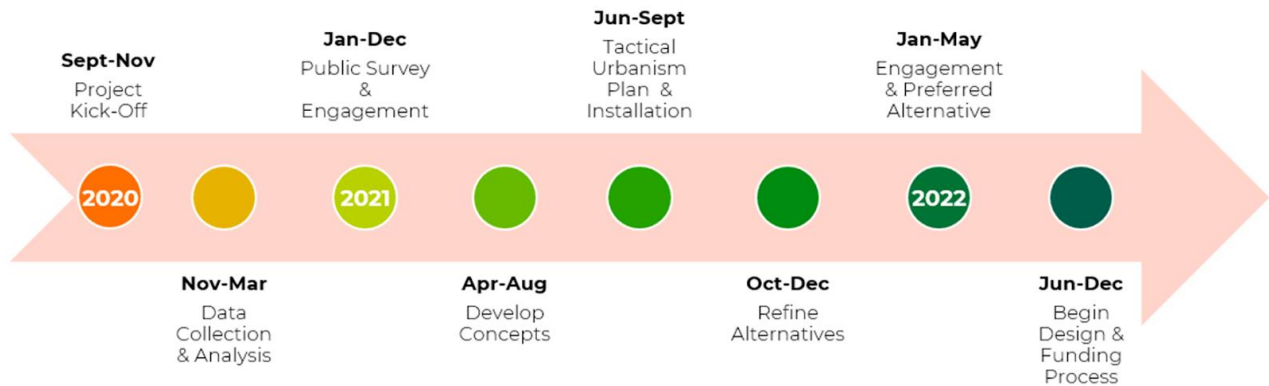


Figure 2. Project Timeline (2020-2022)

A public survey was produced, distributed, and advertised from January to April 2021. The results were presented later on at an in-person public meeting in May 2022. Corridor-wide concepts were developed by the project team and refined throughout the study duration. In response to resident concerns, a tactical urbanism plan was set in motion in early June for installation in September of 2021. After the installation, the project team continued to focus on refining the corridor-wide alternatives and reached out to the public for input in early 2022.

Public Engagement

Warhol & WALL ST. led the public involvement efforts, with a goal to create a detailed, collaborative and highly resident-centric public involvement plan to ensure that the project not only enhances the multimodal goals of the City, but also achieves the goals of local stakeholders who may be impacted. The aim was to empower residents with information throughout the project and lead all stakeholders on a collaborative journey to achieve these mutual goals.

Warhol & WALL ST. staff have deep familiarity with local communities, including Bronzeville, as well as key stakeholders. For example, they have completed previous work with church partners in the area, as well as the Lincoln Theater Board. Leveraging their relationships, Warhol & WALL ST. worked with:

- The Bronzeville Neighborhood Association, Columbus Urban League and the Near East Side Area Commission;
- Bronzeville community organizations and business groups; and
- Visitors and outside stakeholders of the neighborhood.

Public Engagement Tactics

Stakeholder Discovery: Gathering data to compile a creative brief allows for a strategy that is constituent-focused, creating the right branding messages and prompts that will motivate the stakeholders towards engagement.

Community Engagement (Advisory Committee Recruitment and Convening): Identifying key stakeholder groups to be engaged as an advisory committee will be necessary before advancing to the general public involvement. The following tactics highlight some of the primary ways that stakeholders will be engaged throughout this process:

- Virtual public information sessions for the community to attend and receive information about the project;
- Discovery sessions with the City, Toole Design and Michael Baker Design Team to create an intentional and inclusive advisory committee that will help guide our collective goals; and
- Organizing and convening an advisory committee of relevant local stakeholders to guide the planning process and the public involvement/engagement plan.

Engagement Design and Collateral Production: Working with the City to ensure that public awareness campaigns align with stakeholder outreach goals, Key Performance Indicators evaluate the success of the engagement tactics. Creating content via video, engaging community events, and properly messaged digital content may be used to engage and gain feedback from our advisory team and additional stakeholders.

Public Involvement/Marketing Plan: The final comprehensive public involvement plan will outline the means and methods to inform and educate customers throughout the entirety of the multimodal project. Messaging workshops will ensure that we have clarity and alignment in all communications with constituents. This plan will take into consideration the unique needs of the different communities and neighborhoods who will be impacted by the work, including considerations for demographics, language, and culture.

Advisory Coalition

The Advisory Coalition is an informal group of residents, business owners and other community stakeholders engaged in the Bronzeville community who were consulted and informed about plan developments. As an informal coalition, member expectations included:

- Attending meetings to give input and advice when needed;
- Sharing information and surveys with your friends and neighbors in the community; and
- Inviting key people to share their voice with us.

Table 1. Advisory Coalition Members Roster

Name	Affiliation
Kathleen Bailey	NEAC
Stephanie Bland	Champion Middle School
Emily Buster	ETSS
Evelyn Cleveland	Columbus Urban League
Jevon Collins	King Arts Complex
Kate Curry Da-Souza	NEAC
Victor Davis	Trinity Baptist Church
Al Edmondson	Cut Above Barber Shop
Leah Evans	Homeport

Samson Habte	Upper Cup
Kaiser W. Jones	Refuge Baptist Church
A. Juberia	Columbus Library
Tyiesha Radford Shorts	Maroon Arts Group
Rodrick W. Reid	Mt. Vernon AME
Boyce Safford	Columbus New Gen Development
Victor Watson Jr.	Steady Pedals
Bryant Zwayer	Urban Strategies at Legacy Pointe
Sam Collier	Columbus Urban League
James Snowden	Resident
Kaleem Musa	Resident
Jonathon Alexander	Nationwide Children's Hospital
Dana Moessner	Bronzeville Neighborhood Association
Miya Reyes	Columbus Library
Carnell Willoughby	Willobeez SoulVeg
Robert Bitzenhofer	CHMA
Willis Brown	Bronzeville Neighborhood Association
Antoinette Butcher	Creole Kitchen
Mallory Donaldson	COTA
Cierra Evans	McCormack Baron Salazar
Autumn Glover	OSU
Laura Kinsell-Baer	McCormack Baron Salazar
Cassandra Patterson	PACT
Erin Synk	Yay Bikes!
John Tolbert	Major Taylor Bike Club
John Waddy	Attorney Developer
Angela Cradle	Homeport
Malik Willoughby	Resident
Alexandria White	McCormack Baron Salazar
Tiffany Musa	Resident
Rashaan Cargile-Gregory	Urban Strategies at Legacy Pointe
Tiffani Kendrick	Urban Strategies at Legacy Pointe
Sandra Wade	Resident

Meetings

The goal of meetings with the advisory coalition was to introduce concepts and reports to inform and record feedback. Due to the Covid-19 pandemic, the team had to hold many of the meetings using Zoom. Small group meetings were scheduled to allow opportunity for people and organizations that couldn't attend advisory coalition meetings to digest project information and provide feedback. During the spring of 2021, the team was able to engage with the public in outdoor settings, with a goal to give high-level overview of the project and record feedback.

Table 2. Meeting Schedule (2020-2022)

Meeting	Date	Location	Participants
Bronzeville Advisory Coalition Meeting 1	12-Nov-20	Virtual	Advisory Coalition
Small Group Meeting- Maroon Arts Group	17-Dec-20	Virtual	Maroon Arts Group board members
Bronzeville Advisory Coalition Meeting 2	4-Mar-21	Virtual	Advisory Coalition
PACT Neighborhood Safety Committee Meeting	25-Mar-21	Virtual	Public Meeting hosted by PACT
Community Conversations	18-Apr-21	In Person	Public Meeting hosted by Rita Fuller-Yates and Willis Brown
Co-Create Session; Community Conversation	16-May-21	In Person	Public Meeting
Bronzeville Advisory Coalition Meeting 3	22-Jul-21	Virtual	Public Meeting hosted by PACT
Resident Wellness & Resource Day at Legacy Pointe	18-Aug-21	In Person	Resident Wellness & Resource Day hosted by Urban Strategies, Inc.
Bronzeville Advisory Coalition Meeting 4	26-Aug-21	Virtual	Advisory Coalition meeting hosted by the City of Columbus
Bronzeville Advisory Coalition Meeting 5	14-Dec-21	Virtual	Advisory Coalition meeting hosted by the City of Columbus
PACT Neighborhood Safety Committee Meeting	16-Dec-21	Virtual	Public Meeting hosted by PACT
Bronzeville Neighborhood Association	8-Jan-22	In Person	Public Meeting hosted by the Bronzeville Neighborhood Association
PACT Neighborhood Safety Committee Meeting	27-Jan-22	Virtual	Public Meeting hosted by PACT
Public Meetings	17-Feb-22	Virtual	Two Public Meetings hosted by the City of Columbus
PACT Neighborhood Safety Committee Meeting	24-Feb-22	Virtual	Public Meeting hosted by PACT
NEAC Planning Committee Meeting	17-Mar-22	In Person	Public Meeting hosted by the Near East Area Commission (NEAC)

Bronzeville Advisory Coalition Meeting 6	7-June-22	Virtual	Advisory Coalition meeting hosted by the City of Columbus
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Figure 3. Chris Jones of Warhol & WALL ST. speaking at Community Conversations (April 2021)

Co-Create Session

The goal of the Co-Create session was to share community survey results with the public, and give an opportunity for the community members to learn more about the high-level aspects of the project and provide feedback in an open and engaging manner. Due to Covid-19 restrictions loosening, we were able to partner with Rita Fuller-Yates and Willis Brown on an existing event called Community Conversations to hold our engagements.

Community feedback included:

- Immediately addressing crash and pedestrian safety concerns at Mt. Vernon & Champion Avenues
- Better access to and increase COTA routes
- Increase biking safety for bicyclists of all ages
- Better street lighting for safer travel at night
- Better, more frequent communication between residents and the City on project updates

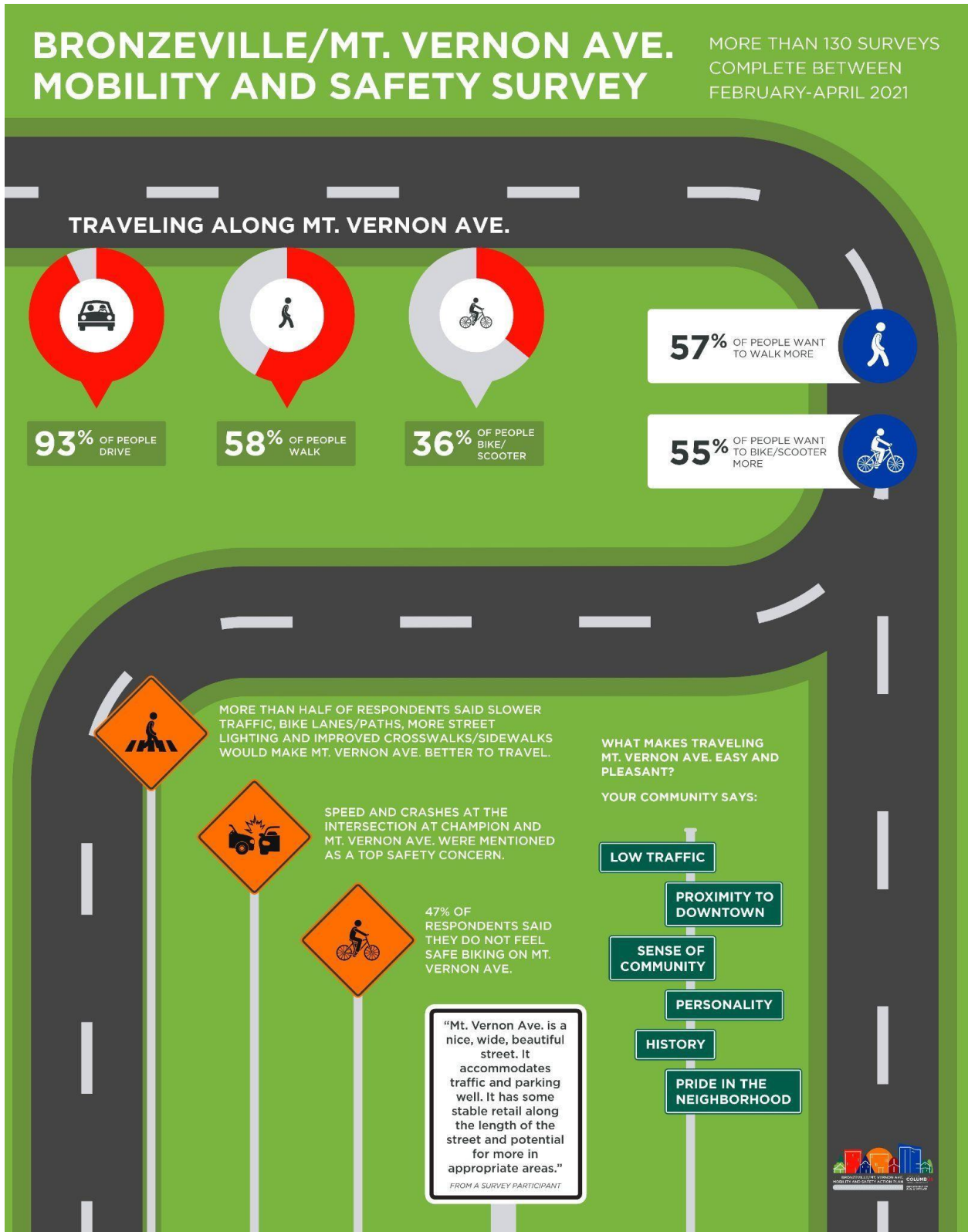


Figure 4. Infographic of community survey results shared during the Co-Creat e Session

Co-Create Session Photos



Figure 5. May 2021 Co-Create Session

Outreach/Communications

Our goals were to reach and engage the Bronzeville community and surrounding neighborhoods with meaningful, authentic communications in order to get feedback. Our strategies included multiple touchpoints of digital/social media and physical reminders that served helpful for all people regardless of age/level of comfort with technology.

Communications tactics deployed are outlined in the following section.

Advisory Coalition Email Newsletter Schedule

- December 17, 2020
- February, 3, 2021
- February 22, 2021
- March 9, 2021
- May 12, 2021
- August 2, 2021
- September 14, 2021
- November 23, 2021
- January 19, 2022
- January 21, 2022

- May 19, 2022
- June 10, 2022
- September 9, 2022
- December 2022 (date TBD)

Videos about the Community

During meetings, we also found it important to share current and existing videos about the culture and demographics of the Bronzeville community, to show that we enter the project with knowledge and empathy of the history of the community.

10TV Video: <https://www.10tv.com/embeds/video/530-813e615a-3895-4518-b7cd-c30734b6572a/iframe>

Columbus Neighborhoods: King-Lincoln: https://www.youtube.com/watch?v=G_3L_gvqZnU

Communications Toolkit

Advisory coalition members received a digital communications toolkit to share printed and social media graphics and other content about the community survey. Many stakeholders were also provided with posters, printed surveys and hot-cards to use in their locations for in-person engagements.

Posters & Social Media Graphics

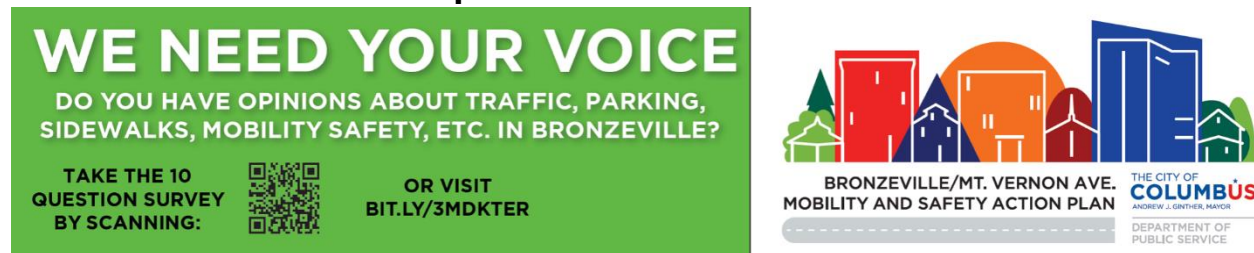


Figure 6. Survey Banner



HEY BRONZEVILLE!

TELL US
WHAT
YOU
THINK

TAKE OUR QUICK
SURVEY BY VISITING
BRONZEVILLEMOTES.COM
OR SCAN THIS CODE:

BRONZEVILLE/MT. VERNON AVE.
MOBILITY AND SAFETY ACTION PLAN

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Figure 7. Social Media Graphic

Community Survey

More than 130 community surveys were completed between February-April 2021. Community members had multiple platforms to participate in the community survey, including online at BronzevilleMoves.com. Several advisory coalition members requested paper surveys for their businesses and organizations to distribute to their customers and clientele.

Community Survey Banners & Locations



Figure 8. Legacy Pointe at Poindexter 1245 Mt. Vernon Ave



Figure 9. East Pilgrim Elementary School 440 Taylor Ave

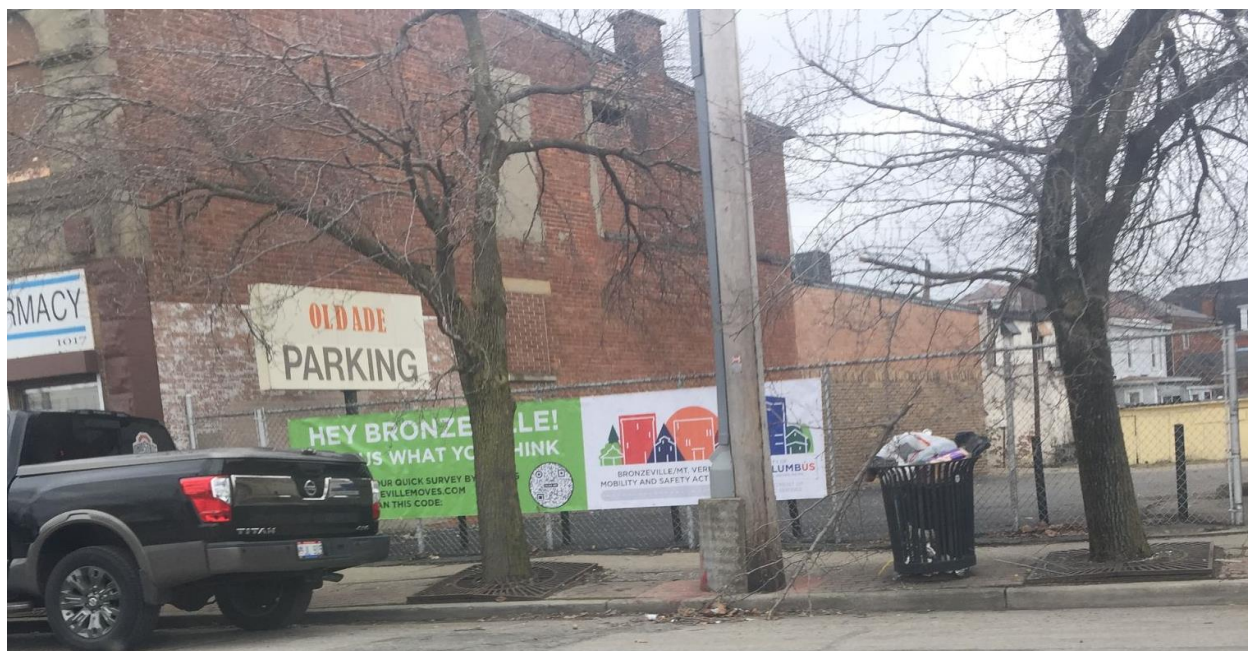


Figure 10. Phillips Pharmacy 1017 Mt. Vernon Ave (across the street from Mount Vernon Plaza)

Key Takeaways

1. Survey respondents overwhelmingly expressed that traveling along Mt. Vernon Avenue comes with serious obstacles:
 - a. Speeding and unpredictable, dangerous driving leave residents feeling unsafe.
 - b. Potholes in the road make driving and biking difficult.
 - c. Sidewalks are in poor condition, unsightly, poorly maintained in winter and dark at night, and inaccessible for wheelchairs.
 - d. Quality of life problems like excessive trash, lack of street trees and green space, drug dealing and loitering make residents reluctant to travel down the corridor.
2. There is an overwhelming desire for a traffic light on the intersection of Champion and Mt. Vernon. This intersection was frequently listed as respondents' top safety concern.
3. There is ambivalence regarding the width of the corridor. Some see the wide street as a positive, others feel it is not wide enough for bicycles, cars and street parking. Others find the street too wide.
4. Respondents would like to bike and walk more often. Protected bike lanes were the most common suggestion for making biking more safe along Mt. Vernon Avenue. As with driving and walking, traffic calming measures and improved roads and sidewalks were also listed as solutions.

5. Although there were far fewer responses about what makes traveling the corridor pleasant and easy, low traffic, proximity to Downtown, and the sense of community, personality, history and pride in the neighborhood still make Mt. Vernon appealing.

Traveling along Mt. Vernon Ave. Currently:

- 93% Drive
- 58% Walk
- 36% Bike/Scooter

Traveling along Mt. Vernon Ave. Future:

- 57% of people want to walk more
- 55% of people want to bike/scooter more
- More than half of respondents said slower traffic, bike lanes/paths, more street lighting and improved crosswalks/sidewalks would make Mt. Vernon Ave. better to travel.
- 47% of respondents said they do not feel safe biking on Mt. Vernon Ave.
- Speed and crashes at the intersection at Champion and Mt. Vernon Ave. were mentioned as a top safety concern.

What makes traveling Mt. Vernon Ave. easy and pleasant?

The community says:

- Low traffic
- Proximity to Downtown
- Sense of community
- Personality
- History
- Pride in the neighborhood

Comments from the survey: "Mt. Vernon Ave. is a nice, wide, beautiful street. It accommodates traffic and parking well. It has some stable retail along the length of the street and potential for more in appropriate areas."

What makes it easy to travel?

- Nothing
- Sidewalks (although others don't like them)
- Not too much traffic, low speed limit, not too many lights
- Artwork, personality and sense of community, history and pride
- Wide street
- Proximity to downtown

Not easy?

- Intersections (busy)
- Unpleasant pedestrian experience (poor sidewalks)
- Dangerous driving, speeding, running stop signs, unpredictable traffic
- Drug dealing and loitering make people feel unsafe
- Potholes - road needs redone, ugly
- Champion and Mt. Vernon intersection, lack of traffic light (“the most dangerous intersection”) worry about being hit, no crosswalks (proposed light or 4-way stop)
- “Not enough room for bicycles, parked cars and moving vehicles at once.”
- Others say street is too wide
- Not enough street trees and green space
- Sidewalks inaccessible for wheelchairs, generally bad, destroyed, icy and dark, unsightly
- Taylor intersection too cramped
- Trash
- No defined bike lanes, people ride on sidewalk, potholes make biking difficult

Prevents you from moving?

- Crime and drugs, loitering
- No bike lanes (painted not enough), potholes, speeding/road rage
- Bad sidewalks
- Trash
- Not feeling safe
- Lack of lights/crosswalks at Champion and Mt. Vernon
- Bad bike and pedestrian access
- Conflicted feelings about parking. Some say too much, some not enough. Makes it difficult to bike
- Buses are too infrequent

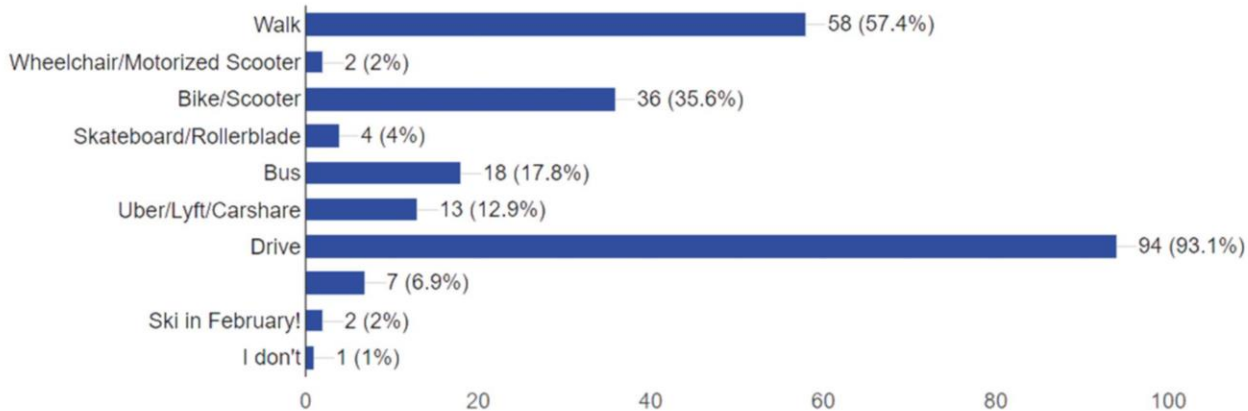
Safer biking?

- Better law enforcement for vehicles
- Bike lane with lights and median
- Street lights and better sidewalks and roads
- Wider road (parking makes biking difficult)
- Traffic calming measures, less speeding

Survey Data Graphs

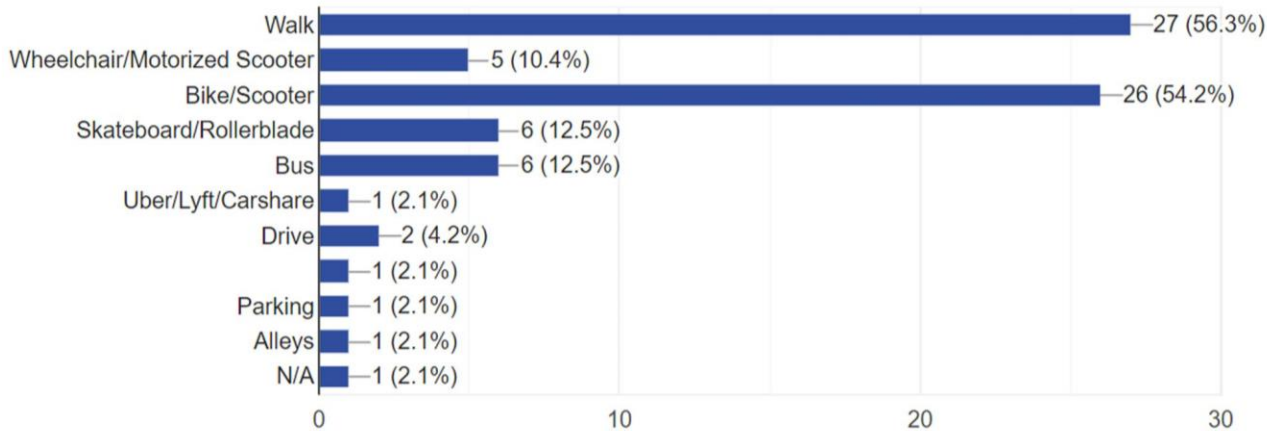
1. Please check all the ways that you travel along Mt. Vernon Avenue.

101 responses



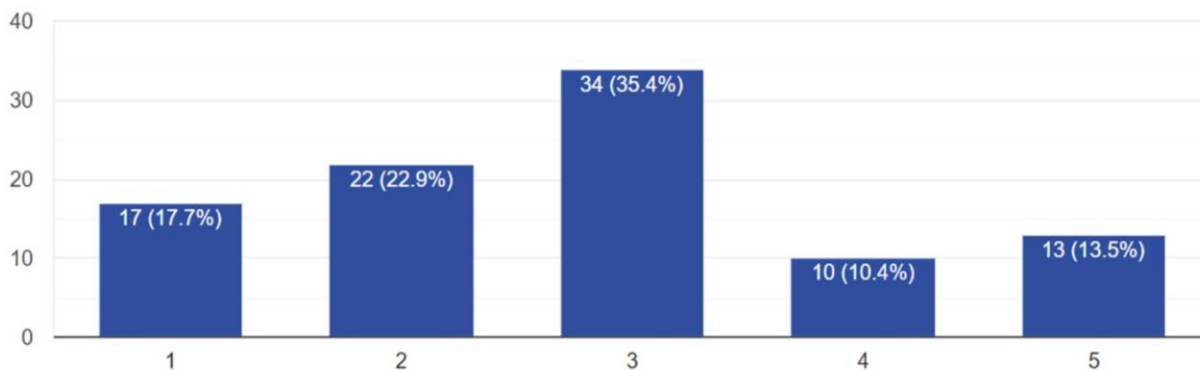
2. Are there any options that you would like to use, but aren't available or easy to use?

48 responses



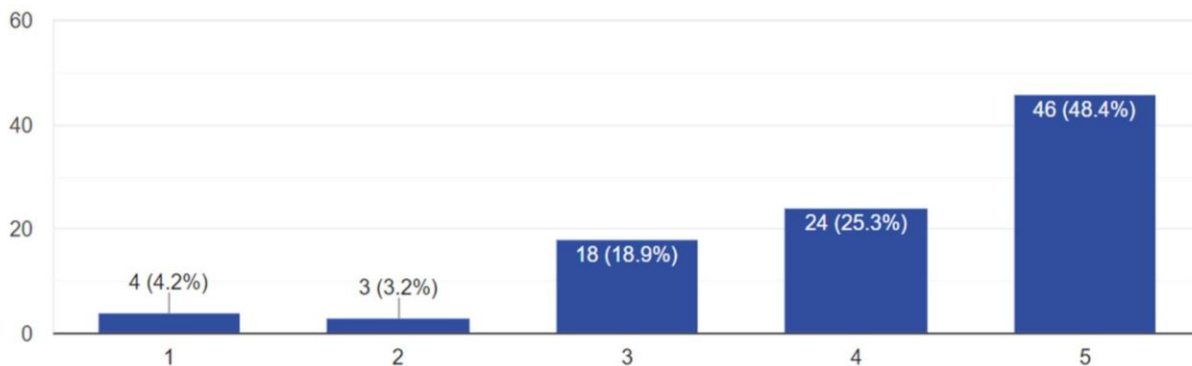
6. If you drive, on a scale of 1-5 how easy is it to park on Mt. Vernon Avenue?

96 responses



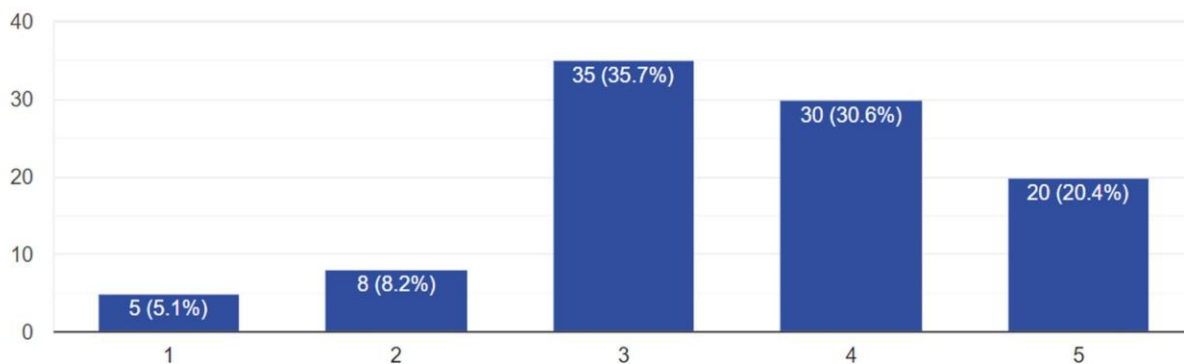
7. On a scale of 1-5, how safe do you feel biking on Mt. Vernon?

95 responses



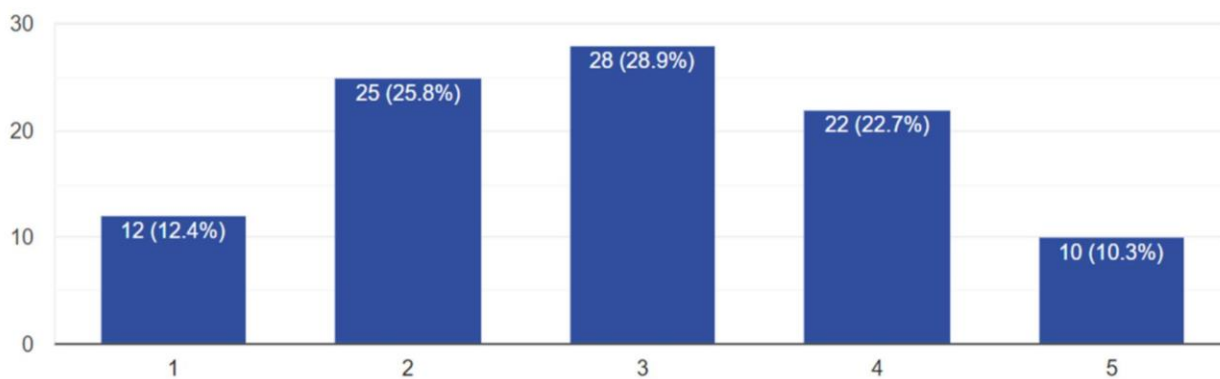
9. On a scale of 1-5, how safe do you feel walking on sidewalks and crossing?

98 responses



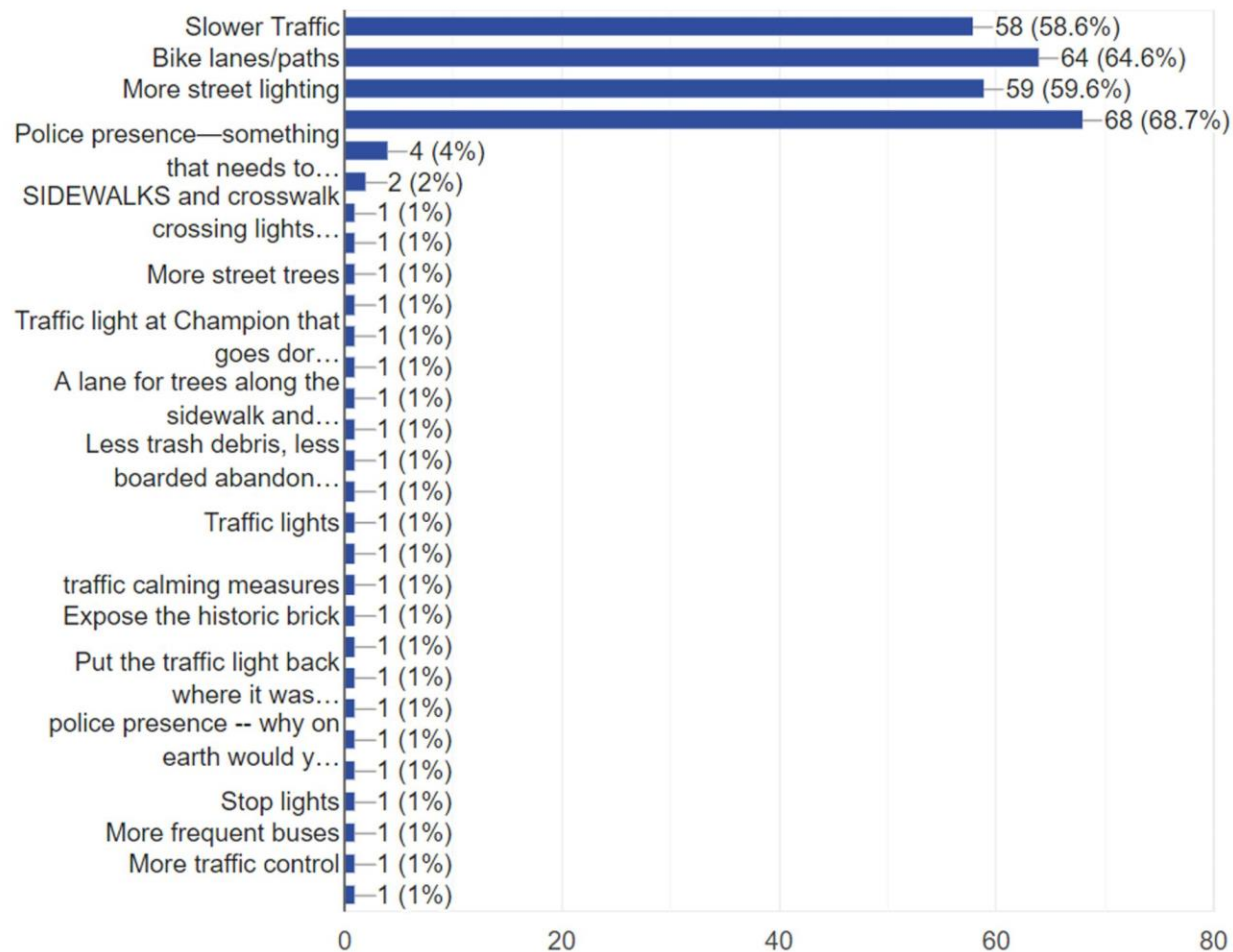
10. On a scale of 1-5, how safe do you feel driving on Mt. Vernon Ave?

97 responses



11. What could make Mt. Vernon Avenue better to travel?

99 responses



Advisory Coalition Visual Survey (September 2021)

We created a short visual survey shared with the Advisory Coalition members to get feedback on the remaining goals through identifying priorities for the future of the neighborhood and corridor, leading to a preferred long-term concept. We only sent the visual survey to key advisory coalition members.

Alternative 1. Bike Lanes: The first alternative considers bike lanes along the Mt. Vernon Avenue corridor from Hamilton Ave. to Taylor Ave. What do you think about this alternative?



- I think it a lot traffic during centia
- This is okay, but it doesn't add anything to soften its application.
- This is the typical path but wish there was more separation from cars
- Makes street crowded
- Much needed option for the amount of bikers who come down Mt Vernon. This is also a good option for those who are coming from the bike paths from Nelson or the 670 corridor with no defined markings.
- No to this alternative. The bike lanes along the Mt. Vernon Avenue corridors are still too close to traffic and I feel are not safe for bicyclists, scooters and other mobility devices.
- This is a safer alternative for cyclists, scooters traveling in both directions with preferred on street parking
- I think this one is the best because of the parallel bicycle lanes
- I like it, although I think that the bikes can share the road due to the control of the speed.
- no bike lanes they are disastrous

Alternative 2. On-Road Side Path: The second alternative is an on-road side path, which would accommodate pedestrians, bicyclists, scooters, and mobility devices. What do you think about this alternative?



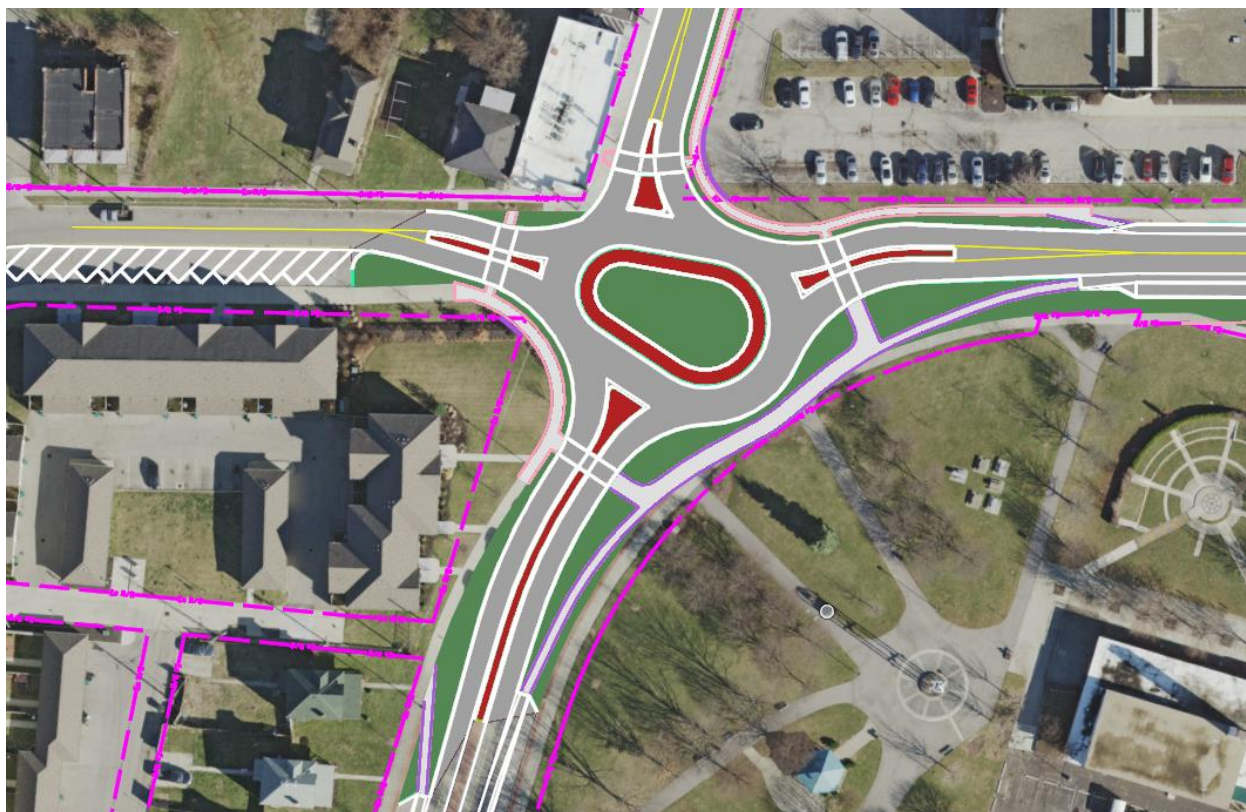
- I think traffic is very busy during certain times and days.
- This is a little better than option 1, but still needs more work. The bike lanes are nice.
- I like this but wish it was both sides
- Less crowded
- I like this idea more than the last. There are tons of pedestrians. The medians I think will force folks to slow down and add more access for those on mobility devices which I've seen. This option doesn't cater to just cyclists.
- Alternative 2 is a better alternative, as it provides a little more protection for mobility devices.
- I would rather see bike lanes on both sides of the road
- I like this one because I can appreciate the bicycle lanes
- Not a fan of this one.
- absolutely no, they don't work on campus and won't work on Mt Vernon

Alternative 3. Planted Medians: The third alternative would provide several planted medians throughout the corridor and widen the existing median between Hamilton Ave and St. Clair Ave. What do you think about this alternative?



- I like the concept.
- I like this option, because it not only calms the traffic, it also puts greenery in the streets, which helps with the beautification of Bronzeville.
- Unnecessary
- Best option
- Had never thought about this but it's ok. An opportunity for slowing traffic and it looks nice for aesthetics.
- Alternative 3 planted medians is good, too as it would widen the existing median, but there is nowhere for mobility devices.
- Unnecessary
- Not really
- This one is great. I think it provides good division between the lanes for safety for bikes and cars. It will definitely bring a more welcoming and beautiful look and feel. I also shared with the other family members (owners) we all agree.
- no

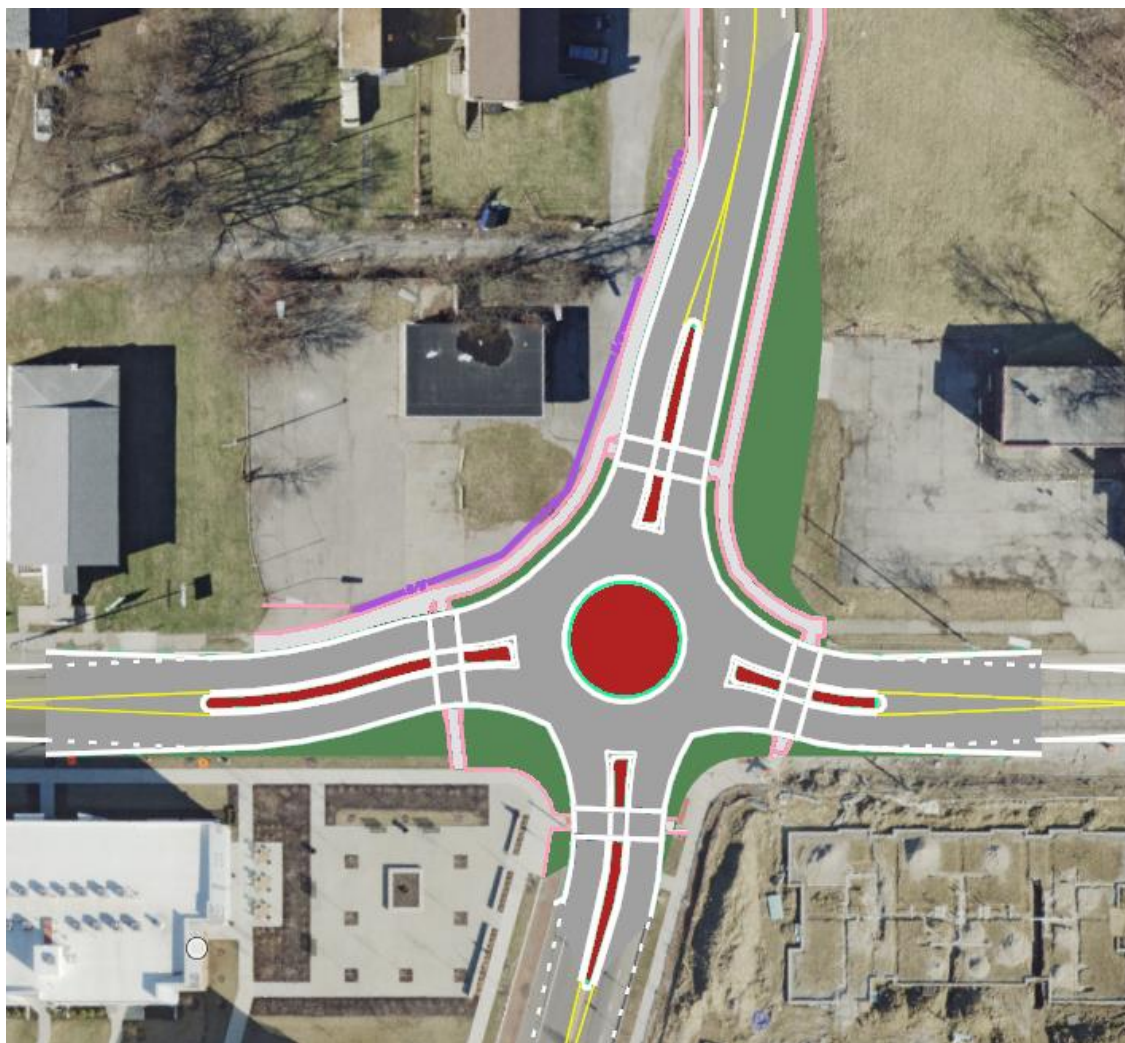
Roundabout: St. Clair Ave., Mt Vernon Ave., and Martin Luther King Jr Blvd. intersection



- Maybe. Have you done a traffic survey in the area?
- This is a must and should be implemented yesterday.

- I definitely think this would slow people down - the speed that people travel down Mt. Vernon towards this intersection is scary
- Will keep traffic flowing
- I know a lot of people aren't fans of roundabouts but I like them. I feel like this intersection functions kind of like a roundabout now because you don't stop coming from my Vernon onto St Clair. There are times when it gets bottle-necked, especially during school hours when busses are running and rush hour traffic starts. I like this option here.
- The roundabout may help, however they can be very confusing to some.
- This could slow down traffic and reduce congestion.
- Not needed
- I don't really see an issue at this intersection.
- i like this idea, will reduce speeding since children play nearby

Roundabout: Champion Ave. and Mt. Vernon intersection. What do you think about the proposed intersection improvements?



- Absolutely
- This is an excellent solution for this location.
- I'm not sure about this but it would likely be ok
- Best option
- Not entirely a fan of the roundabout here. I think lots of the crashes at this intersection were because people were not forced to come to a complete stop in all directions. I like the four way stop better here.
- The roundabout may help, however they can be very confusing to some.
- The roundabout would help improve traffic flow although traffic has improved with the 4-way stop signs
- YES this one would be great!
- A roundabout is definitely needed at this intersection.
- absolutely not

How would you rank the following priorities? (1=lowest importance. 4=highest importance)
[SAFETY: Improve safety by reducing speeding and crashes]

9/10 respondents ranked SAFETY as 4 or highest importance, with 1 respondent ranking it as 1 or lowest importance.

How would you rank the following priorities? (1=lowest importance. 4=highest importance)
[MOBILITY: Provide greater mobility options for people walking, biking, taking the bus, etc.]

5/10 respondents ranked MOBILITY as 4, 2/10 as 3, 2/10 as 2, and 1/10 as 1.

How would you rank the following priorities? (1=lowest importance. 4=highest importance)
[COMMUNITY & AESTHETICS: Align with community goals and reflect neighborhood aesthetics]

4/10 ranked COMMUNITY as 4, 4/10 as 3, 1/10 as 2, and 1/10 as 1.

How would you rank the following priorities? (1=lowest importance. 4=highest importance)
[FEASIBILITY: Implement a long-term solution within a reasonable time-frame and with limited delays]

7/10 respondents ranked FEASIBILITY as 4, 2/10 ranked as 3, and 1/10 as 1.

Do you have any other comments, questions, or concerns?

- Nothing at the moment
- Great start, now let's begin to implement! Bronzeville is waiting for a solution to these crazy and dangerous intersections.
- A concern I have is the accessibility of this survey for those in the neighborhood who do not have digital access. Lots of the older population don't know about the survey and therefore won't have a say in the future options.
- I appreciate the survey. The timeframe for a solution has been too long. I have witnessed numerous car crashes since the light was removed.

- Looking forward to see you guys getting started
- The lighting is still a concern for me.
- no

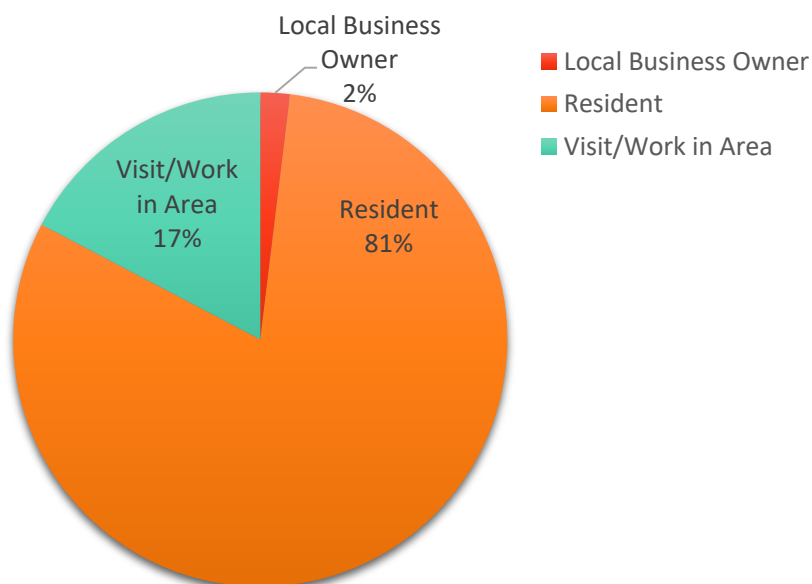
Table 3. Advisory Coalition Visual Survey Respondents List

Name	Neighborhood Affiliation
Al Edmondson	Mt. Vernon District Improvement Association
Willis Brown	President of the Bronzeville Neighborhood Association
Sheri Neale	Maroon Arts Group
Alexandria White	McCormack Baron
Tiffany Williams	Unknown
Angela Cradle	Homeport (Columbus Housing Partnership)
Malik Willoughby	Resident, community health advocate, business owner
Troy Wesley	Unknown
Antoinette Parks	Neighborhood business owner
Dysha Cole	Resident

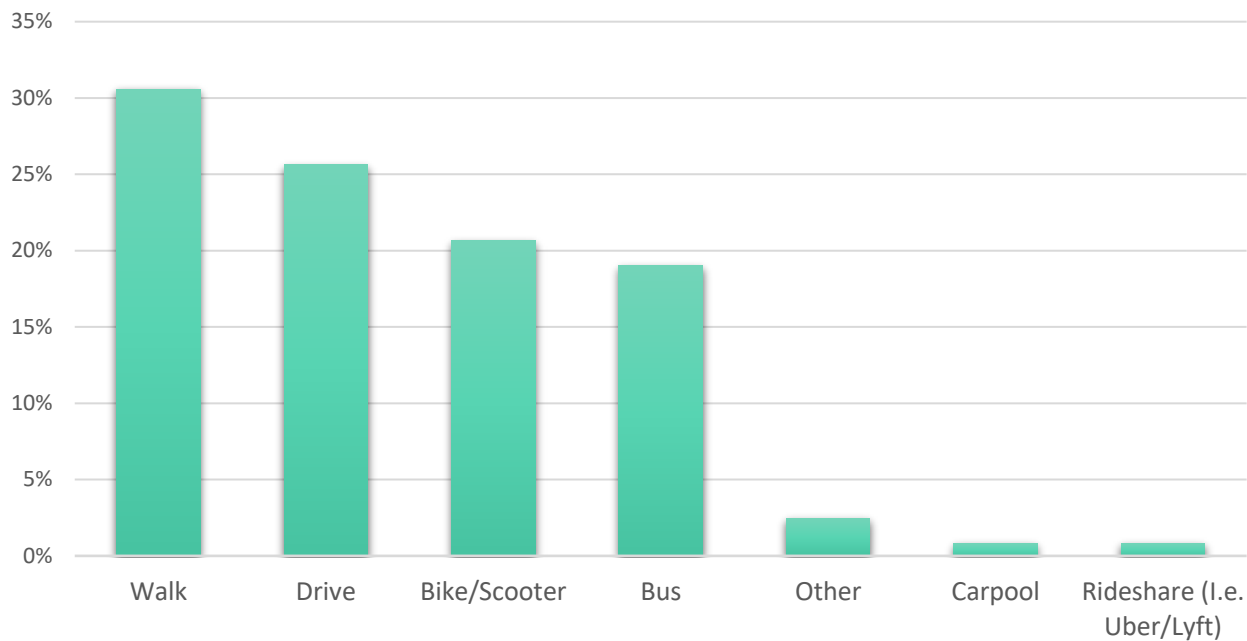
Transportation Options Survey

A transportation options survey was developed to receive public input on the transportation alternatives for Mt. Vernon Avenue. The survey was open from January 10, 2022 through March 21, 2022. During that timeframe, 51 surveys were completed. The survey was distributed via email through the Advisory Coalition listserv and in paper form to the Bronzeville Neighborhood Association, Creole Kitchen, MLK Library branch, and Legacy Pointe.

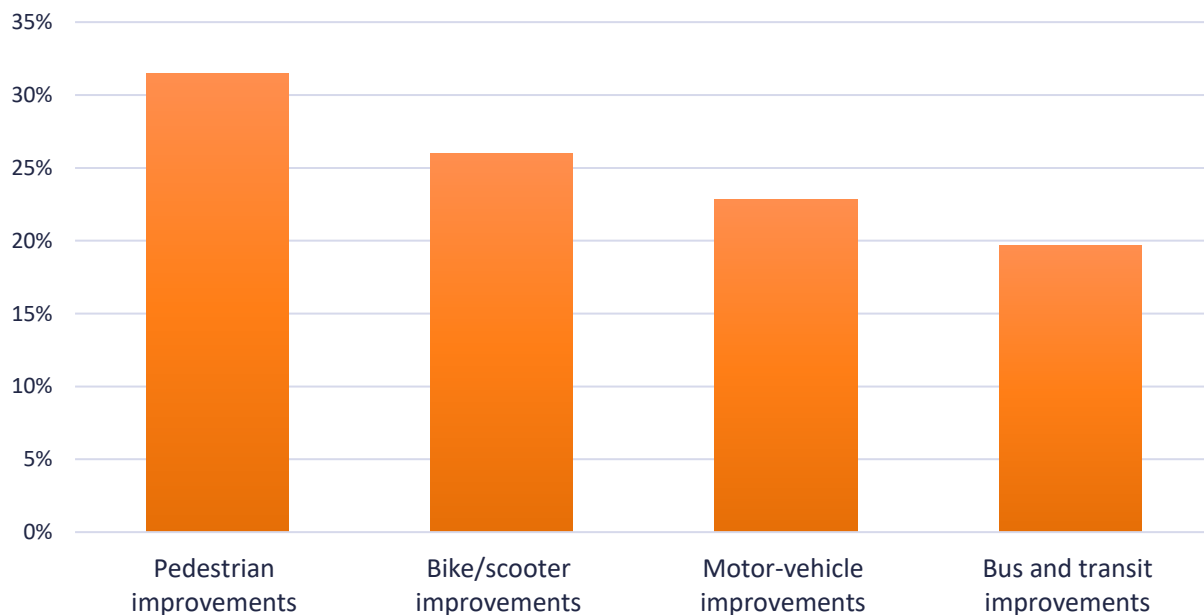
1. Which option best describes your relationship to the Bronzeville/Mt. Vernon area? (Select all that apply.)



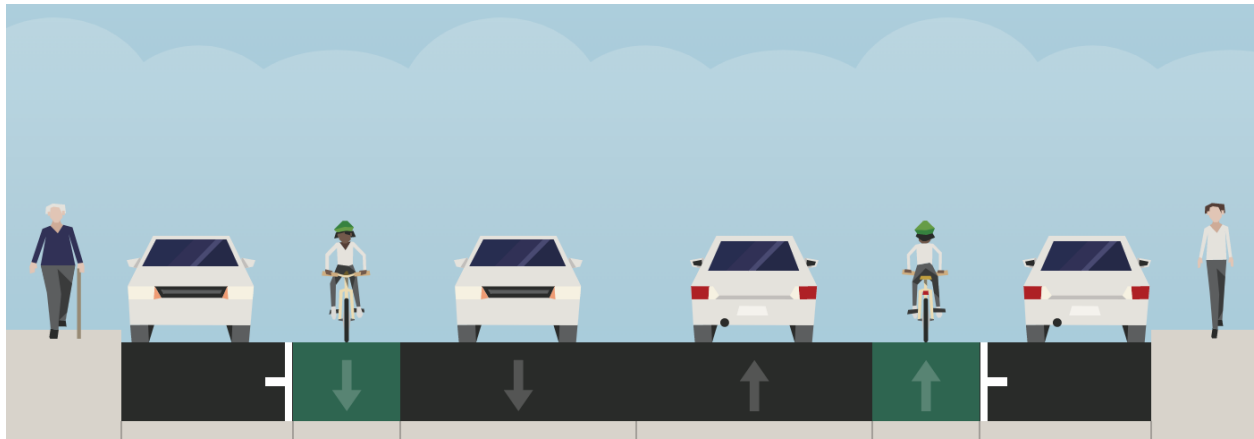
2. What forms of transportation do you currently use in the Bronzeville/Mt Vernon area? (Select all that apply.)



3. What types of transportation improvements do you think are most needed on Mt. Vernon Avenue? (Select all that apply.)



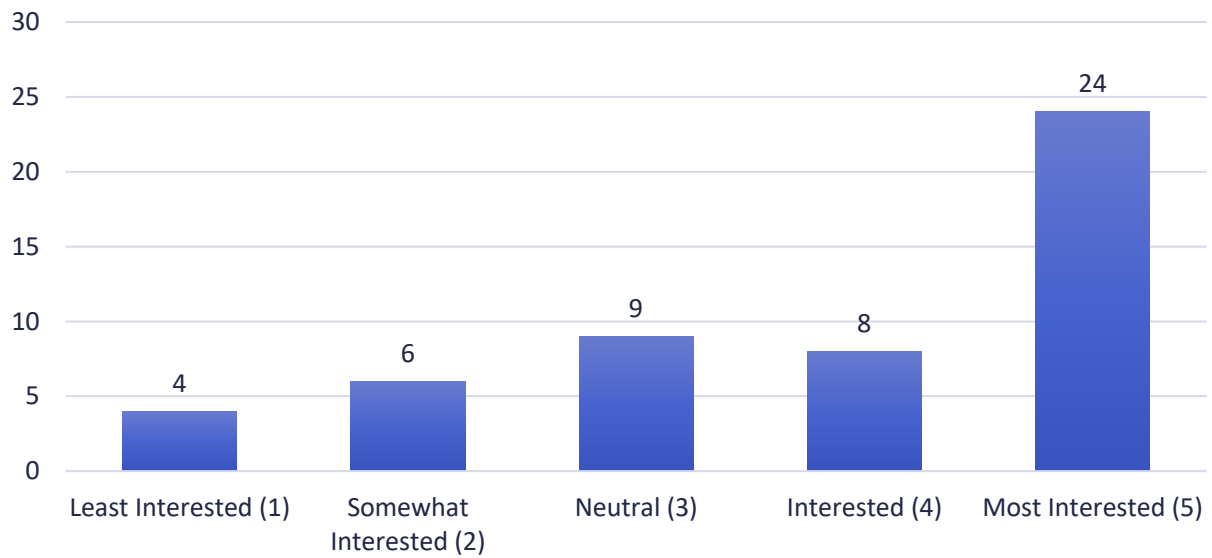
4. This image represents a typical section showing Bike Lanes on Mt. Vernon Avenue, between Monroe Ave and 21st St.



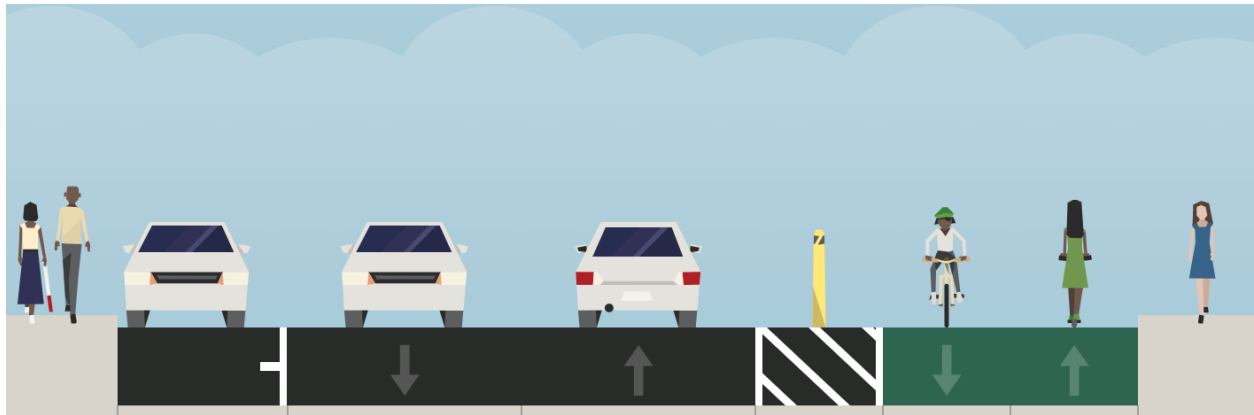
1 2 3 4 5

Least interested in this improvement Most interested in this improvement

Bike Lanes



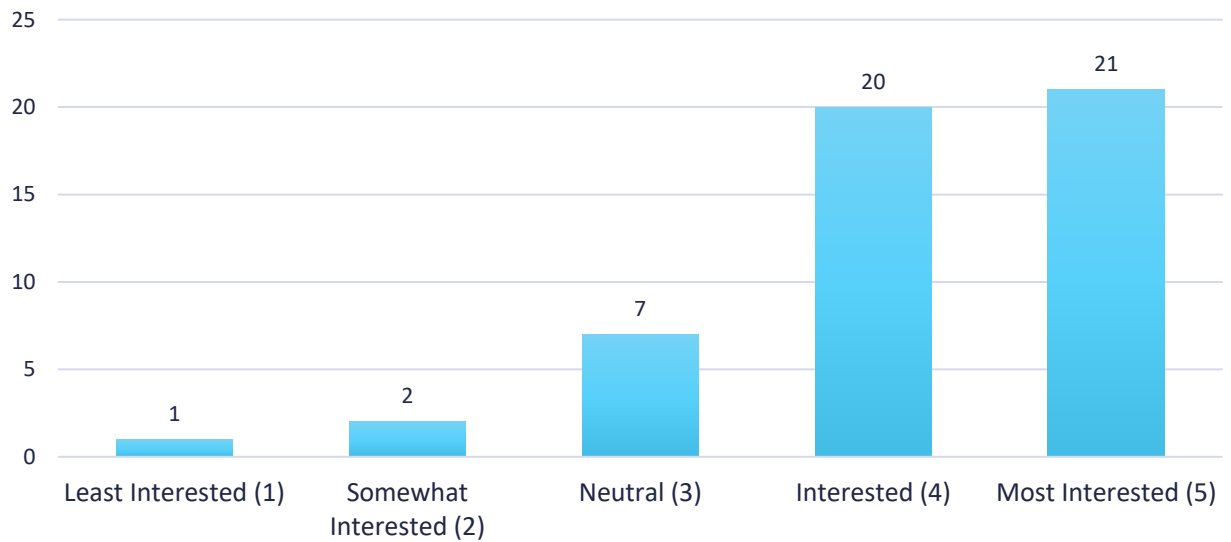
5. This image represents a typical section showing an On-Road Side Path on Mt. Vernon Avenue, between Monroe Ave and 21st St.



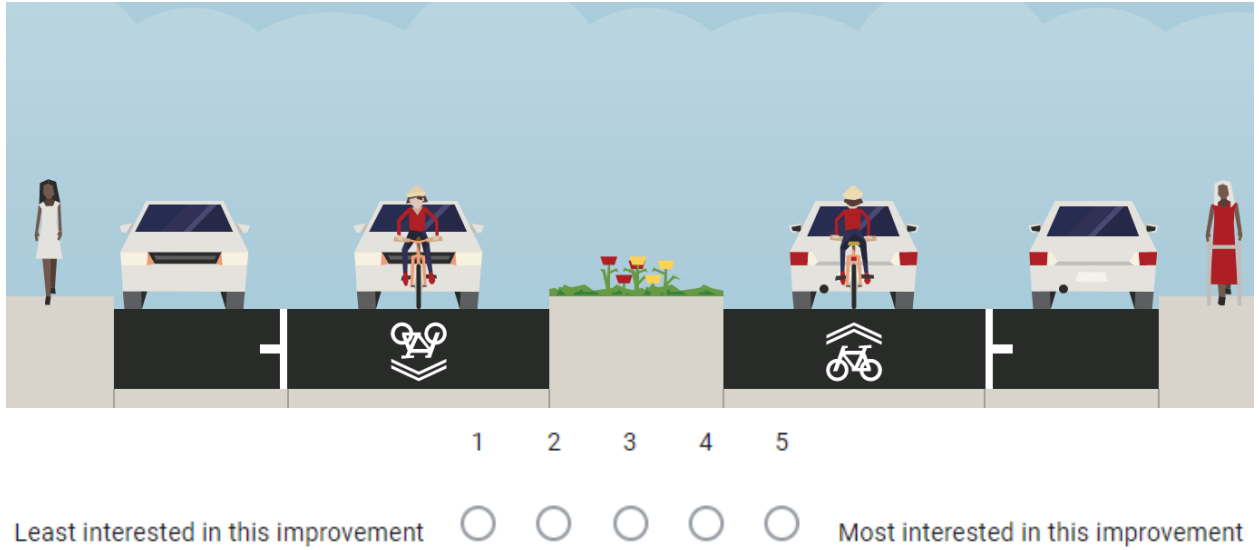
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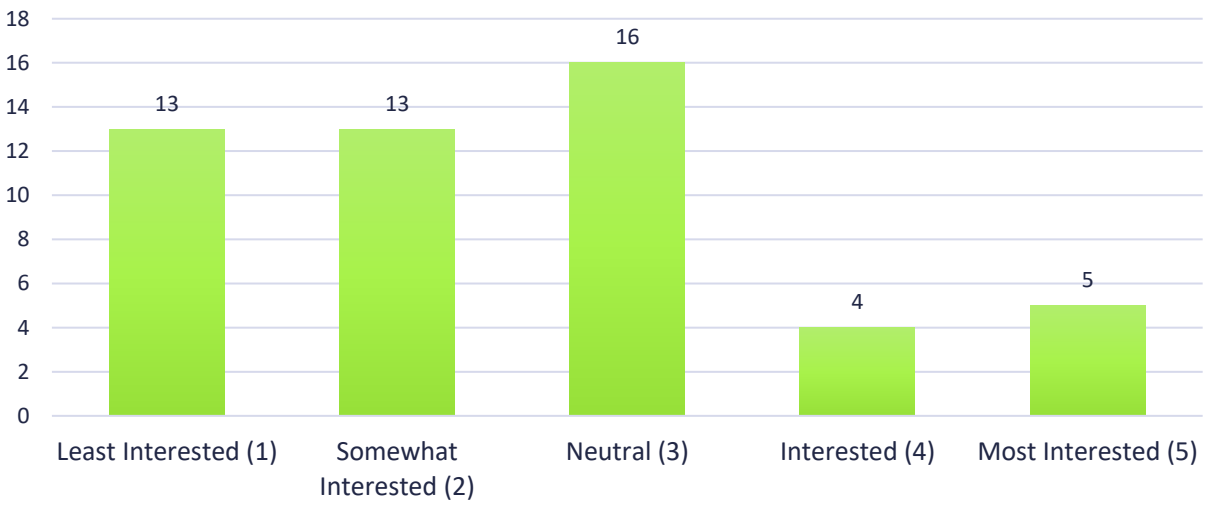
On-Road Side Path



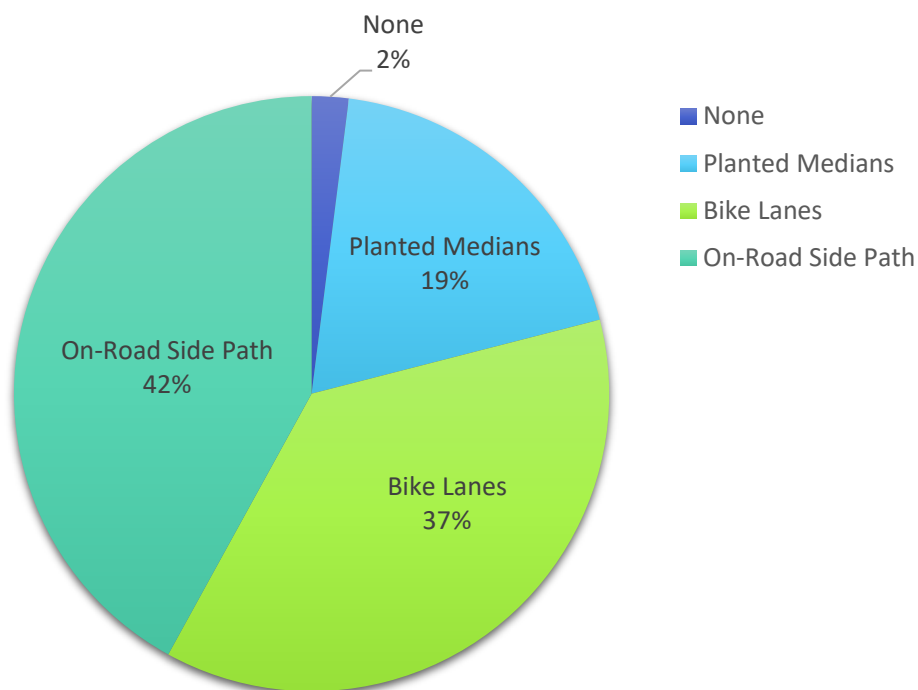
6. This image represents a typical section showing Planted Medians on Mt. Vernon Avenue, between Monroe Ave and 21st St.



Planted Medians



7. Which transportation alternative do you think would be most useful to you?



8. Why would this transportation option be most useful to you?

Bike Lanes

- Most frequently ride bikes

On-Road Side Path

- I have lots of neighbors who need wheelchairs and walkers, and the sidewalks especially near Taylor are broken and narrow. Plus the streets to seem safe for kids. A path would be great for everyone.
- It would provide a protected safe place for vulnerable road users
- It would allow a walkable feel while facilitating traffic movement.
- We need to give community the option to choose other modes of transportation that make them feel safe.
- Walking with strollers and bikes for the children and adults in the area
- On-road side path will keep bikes and people out of street. Other: circle will keep traffic moving and improve safety without cars having to stop unnecessarily.
- This allows everyone to feel safe.

Planted Medians

- Community beautification
- Increase scenic value of the area
- For safety distance and speed control. Also for beautification purposes.

9. Is there anything else you would like to add?

- Light at Mt Vernon & Champion Ave. Plants and bike lanes
- More pedestrian crosswalks at intersections and bus stops
- Please use planters for the barriers. They'd beautiful the corridor, provide vegetation like a median and could become a canvass for public art.
- Put the lights back
- thanks for doing this
- The stop signs at Mt. Vernon and Ohio are unnecessary; there were rare accidents/incidents there. The stop signs at Mt. Vernon and Champion are very effective in reducing accidents.
- The stop signs at Mt. Vernon/Ohio are not very useful. A police officer presence at the corner is not necessary.



Appendices

Appendix A. Bronzeville Advisory Coalition Meeting – Report 1

Bronzeville Advisory Coalition Meeting – Report 1

- Date: Thursday, November 12, 2020
- Time: 6PM
- Location: Zoom/Call In
- Link to full video of event: <https://vimeo.com/480908574/121062c86e>

Purpose: Kick off coalition and introduction to the Bronzeville/Mt.Vernon Avenue Mobility and Safety Action Plan

Summary: Meeting attendees were engaged and participated in our live surveying and opportunities to give feedback. Making the neighborhood more walkable and safer for pedestrians and cyclists was a top concern.

John Tolbert of Major Taylor Cycling Club and PrimaryOne mentioned that making the neighborhood more walkable would have a trickle down impact on other areas of the community, including business, making biking and bus use safer and easier. Malik Willoughby of MBUBE Institute (a fitness and wellness initiative focused in the Bronzeville neighborhood) mentioned that cyclists often travel in pairs, so it would be important to provide safe and clearly marked bike paths. Willoughby also mentioned a need to connect to the trails, it may be valuable to connect with him on concepting that idea.

Autumn Glover of PACT observed that much of the Mt. Vernon neighborhood traffic is residents and the corridor doesn't naturally serve others who don't have a direct reason to visit. Antoinette Parks of Creole Kitchen agreed, and said that an upgraded public space, including street lights, trash cans and outdoor seating could add to the walkability and usability of the corridor. Glover added that the increase in residents in the last couple years is bringing more traffic to the area and recommended looking at the corridor in two to three sections--a business district that includes the Mt. Vernon Plaza, and more residential east of Mt. Vernon and Miami Ave.

Attorney John Waddy mentioned treating the Mt. Vernon corridor the same as Long Street, which may allude to a comparison in both corridors. Long Street has received more attention for the City as well as developers and is more traversed though there are more businesses on Mt. Vernon.

Key Takeaways:

- A more walkable neighborhood has a high value to several aspects to the corridor
- Walkability includes upgraded street lights, better crosswalks, beautification and possible dedicated public gathering spaces
- Biking/cycling is popular in the area, and a solution for safer biking and connection to city trails is desired
- Dividing the corridor into into a business district and residential district could be valuable in making tailored solutions, not changes that affect the entire corridor
- Because of the lack of attendance from the church community, we didn't gain much guidance on parking and traffic on Sundays
- Many people were responsive to the video shown and mentioned the Comin' Home festivals as their favorite memory of the neighborhood. People in the community enjoy

outdoor spaces and activities and seem to want the corridor to reflect that history and welcome that engagement

- Bus shelters were mentioned, due to COTA’s presence on the corridor. This could be an opportunity to engage the community in creating art and cultural meaning on the shelters, while providing a useful improvement that may increase bus usage
- Due to the noted increase in traffic, having more, highly-visible crosswalks and signs were mentioned as a valuable improvement

Number of RSVPs: 31

Number of Community/Stakeholder Attendees: 16 (not including project team)

First Name	Last Name	Neighborhood Affiliation
Robert	Bitzenhofer	CMHA
Willis	Brown	Bronzeville Neighborhood Assoc.
Chef and Antoinette	Butcher	Creole Kitchen
Jevon	Collins	King Arts Complex
Angela	Cradle	Homeport/ Core Ohio Real Estate Advisors
Mallory	Donaldson	COTA
Cierra	Evans	McCormack Baron Salazar
Autumn	Glover	PACT
Laura	Kinsell-Baer	McCormack Baron Salazar
Brenda	Moncrief	CMHA
Cassandra	Patterson	PACT
Erin	Synk	Yay Bikes
John	Tolbert	Major Taylor Bike Club
John	Waddy	Attorney Developer
Malik	Willoughby	Mbube Institute
Alexandria	White	McCormack Baron

Live Survey Results:

Describe Bronzeville in one word

Mentimeter



What would you improve about mobility in the Bronzeville/ Mt. Vernon corridor?

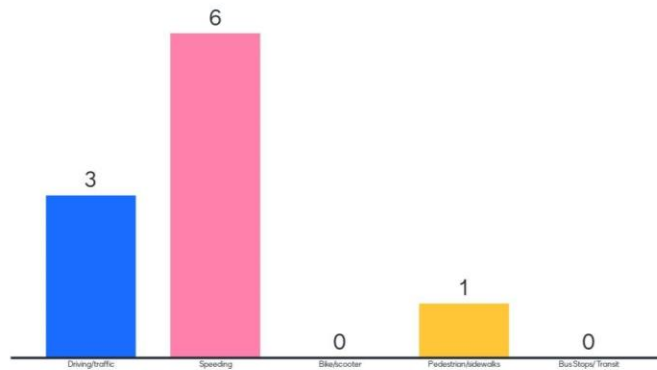
Mentimeter

Wider sidewalks	More street trees and shade for walkers	slower speeds
Pedestrian friendly street crossings-- traffic signals and crosswalks	Street signals and striped parking	Trees
Better sidewalks, narrower streets, more crosswalks, better parking options	Shelters for bus stops	stop controlled intersections

19

What is your top mobility safety concern in the corridor?

Mentimeter



10

(Driving/Traffic, Speeding, Bike/Scooter, Pedestrian/Sidewalks, Bus Stops/Transit)

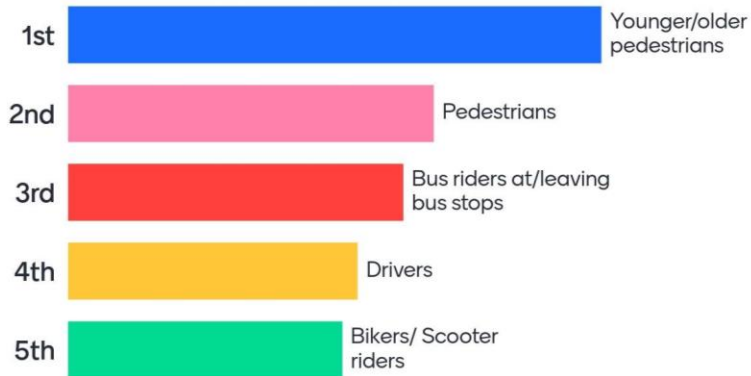
What would you improve about mobility in the Bronzeville/ Mt. Vernon corridor?

Mentimeter

Bike lanes	Trash picked up and adding trash cans.	Beautification
Bike facilities and wayfinding	Pedestrian lighting	Clean alleys so we can travel down them
Slow traffic at intersections with small roundabouts	Brighter and more frequently placed street lights fir safety and security of pedestrian travel	1

Who is most at risk when it comes to mobility safety in Bronzeville/ Mt. Vernon Ave?

19
Mentimeter



9
Mentimeter

Before you go: What is your most memorable experience in the Bronzeville/ Mt. Vernon neighborhood?

Mentimeter

Comin Home!	A group bike ride that first introduced me to the area.	The coming home event
Helping elderly people fix their homes	Obama 2008 - Mayme Moore Park with Beyoncé, Jay Z, Mary J. Blige and Diddy.	Marble Game
Jazz Series at Mayme Moore	Creole kitchen	Coming Home, Sunday morning Church

Before you go: What is your most memorable experience in the Bronzeville/ Mt. Vernon neighborhood?

Mentimeter

Definitely the coming home event	Coming home
----------------------------------	-------------

Notable Comments:

- John Tolbert (Major Taylor Cycling Club/PrimaryOne) commentary from chat: A Walkable community is one in which it encourages pedestrian activity, expand transportation options, and have a safe and inviting pedestrian infrastructure which is accessible and serves people of all ages and abilities. Simply put, such a walkable community for the Mt. Vernon corridor would be a measure of how friendly an area is to walking, I.e, foot paths, sidewalks or pedestrian rights of way, traffic and street conditions building accessibility and safety. Walkable communities allow for people to

see what stores and businesses are on that corridor and it increases that business/store's visibility.

- Autumn Glover (PACT): Not long ago they engaged around the plan, and divided Mt. Vernon into east vs west. Mt. Vernon could increase its density, and the concerns are likely a response to that increased density. Density is appropriate and there is more to come. When it comes to Mt. Vernon in particular, unless you're going to the middle school or Creole Kitchen, you don't have much reason to be there - it's not really a street people travel. How can we make it more connected? Making connections from Spring Street to Greenway headed towards the trail, but the street is not well striped, which makes it confusing to navigate. Do you pull over to let others pass? If you don't know Mt. Vernon, you probably aren't traveling it confidently. But the occupancy changes are probably causing the change.
- Malik Willoughby (MBUBE): Wellness in Bronzeville community. We need bike trails, so we can get groups to walk, run and bike. Lines for biking for bike trails, especially if you're running as a group, because sometimes you have to veer off the sidewalk. Essential to get the striping clear, crosswalks are not painted, so it's hard to navigate those areas especially if you don't see them. It makes it safer because we normally travel in twos.
- Antoinette Parks (Creole Kitchen): A business perspective from Creole Kitchen. How can we make it more accessible? I definitely agree with more cleaning of the streets with crosswalks and striping. More lights are needed. Mt. Vernon is totally different from Long Street, which looks a lot nicer. People don't come down Mt. Vernon unless they have a reason. To make it look more like Long Street would increase traffic. Happy about increased development, more of a community feel. We want people out walking and feeling free to walk. The bus stop directly in front of the plaza is not necessarily an eye store but it promotes loitering. The trees have been cut down around there to make it look nicer and cleaned up. Needs more light, like Poindexter, which comes all the way down the street.
- John Tolbert: There are a few stores and businesses in one part, the houses in another part. If you want people to access a community, businesses must thrive. A walkable community makes the businesses seem better, because you miss them on a car or bus. John's background was health; a walkable community creates healthier individuals. On street parking is desirable, but it depends on which part, because the street is kinda narrow. John Waddy would agree that businesses are what make a neighborhood accessible and thriving. Making it walkable, particularly where businesses are located, is needed.
- Cierra Evans (Legacy Point at Poindexter): We are striving to create a walkable space and community. Right outside the window, if people don't know about Mt. Vernon it's a passway for where they need to go, never a true destination. If you want a space to walk your pets and exercise, it's a deterrent because there's nowhere to stop or direct high traffic.
- Question from Autumn: What if we split the corridor in thirds? PACT's plan splits it in half, but it's different between Taylor and Champion than west of Champion. So the corridor is mixed use and the needs depend on where on the street you are.
- John Waddy (Attorney) commentary from chat: If we treat Mt. Vernon different than long street we will have the same disparity that we have now



Appendix B. Maroon Arts Group-Small Group Meeting

Maroon Arts Group-Small Group Meeting

- Date: December 12, 2020
- Location: Zoom
- Link to full video of event: <https://vimeo.com/494144281/35cdc49e6a>

Meeting Notes:

Candice Igeleke

- Program director at mag, dancer/choreographer
- Long street dancers. Lives in cbus for five years. Long st culture, grounded in history, shifting narratives, bringing the ove back to the community. Full of history and love from the people who grew up there.

Sheri Neale

- Resident. Executes passion work there: MAG.
- Two days: day they blessed/dedicated the land they occupy on mr vernon and 17th. Elders to young people solidifying presence of MAG in the community. That's her highest priority. Then the day the containers dropped on the land
- With joy. From Baltimore, a large city with a lot of culture and history for the black community. Being open to the people who live in this community who have stories to tell. Being part of the community is how she moves

Marshall Shorts

- Student at CCAD, closest neighborhood to campus with black folks. Professor introduced him to King Arts Complex. Live work and play in the neighborhood. Has lived there on and off the whole time he's lived there
- Box park, what they've been able to do with MAG. Kerry Collins and COGO - worked with them for the cultural walk.
- Walk, bike ride. Move with pride.

Ekundayo Igeleke

- Lived there for 7 years, when they moved to cbus as an adult. Mom took him to the heritage festival/king art complex. Lived in the near east side growing up but not bronzeville growing up, but his mom is highly connected and made sure he knew the history of black columbus. Also on MAG board.
- Being in community with his mom and the arts in the summer since middle school. Recently, everything that happens at box park. Rejuvenating.
- Bike, walk, drive. Move with trust in the neighborhood. With pride.

Tyeisha Radford Shorts

- Live and play in the Bronzeville area. Part of MAG. shop at galleria, patronize several places.

- First relaxer at the topenise(?) on long st and her hair changing colors. Older woman named Morgan used to make peach cobbler, used to go there every sunday. Calhoun memorial church - parents got married there when she was two. Still live there, still making treasured memories
- Move with intention. The things she has done have been thought out.

Meeting Comments

- Tyeisha - a change in the traffic pattern with the removal of a traffic light. Why was that decision made and what were the fatalities prior to that removal?
- Emma - city looked at traffic warrant analysis and it didn't meet certain thresholds. But won't happen along the corridor and they're hoping to put something back that would alleviate issues.
- Kevin - traffic study along with Poindexter. They were low enough to not warrant the signal. Those did not consider driver behaviors along corridor. Once the signal came out, that's when they realized the danger of folks running the stop sign. Difficult to predict.
- Catherine - traffic warrant analysis was foreign to her recently. Why do you do that and how is it connected to funding? Why did that lead to that decision?
- Kevin - anticipated increased traffic levels, but doesn't have a lot of experience going in the opposite direction. Can look into it.
- Emma - traffic volumes, operations and safety didn't support it. If the Traffic pattern changed significantly, that would be a reason to.

1) What is one of the first things you'd change about mobility?

- Candice - Monroe going across mt vernon. You have to turn in going towards King art complex/corner of 20th - it's a weird motion. Sometimes cars are speeding. A safer route there. Are they gonna stop? It's a concern
- Ekundayo - Miami to Long, making a left is hard getting off that street because there's no stop light. Have to guess. (11:35 - double check this) 20th, 21st - getting off those streets. Where no parking stops, you can't even see the pull out. It is hard to see.
- Candice - Traffic light at 20th and long, you can be at that light forever. Start making a right just so you can come along or go in the alley just to get to 21st.
- Marshall - corridor, we stay on Ohio and long. At that intersection, and on champion going toward Mt Vernon, that intersection is sketchy. People roll stops. That's something on long and mt vernon that seems to be a challenge
- Sheri - lives on mlk. When Mt Vernon turns into mlk, it's a weird portion of events. When you're turning on to st clair, mt vernon and mlk. If you're turning on to mt vernon, on that way it's weird to cross. For whatever reason, there's always an accident at the median of Mt Vernon and MLK. Could be drunk drivers. Also a place that has a lot of accidents. No real way to cross that street right there. When you're crossing Mt Vernon to St Clair - into Mayme Moore Park, there's no crosswalk. But there is a ramp.

2) How can changes in mobility make the bronzeville community more accessible to resources and other areas of the city

- Ekundayo - doesn't know how these resources connect. The main thing is grocery stores, they don't have one. Before the car or bike he was on the bus, closest one to go to is the Hills. Kroger at Bexley now - takes a while. For folks who use buses as their main source of transportation, it's an issue. Shouldn't have to go outside. Need fresh food, and not just an individual effort ie garden/farm/nonprofit
- Candice - bike part, rides it on Spring or coming back up ong. Rides in the middle of the turning lanes. Mt Vernon is narrow to begin with, putting the bike lane on Mt Vernon, what would that look? Would cars not be able to park anymore? When she does bike - the incline, there's not really a safe way to ride the bike in the street. Sometimes having to get on the sidewalks, which are very rough. Some of them should be done over too.
- Tyeisha - sidewalk needs to be redone. Doesn't know the logistics or legality, but some businesses have car entry points that go over the sidewalks. Specifically a carryout between Champion. People have to cross the street to get past. Corner of champ and mt vernon, there's a bus stop there, the bus obstructs traffic and pedestrians can't see very clearly. Pedestrians and cyclists in addition to motorists are affected. But private property and how it's constructed and how it interacts with public property.
- Chris - let's include bikes and pedestrians and how on street parking affects neighborhoods.

3) Tell us more about how on street parking affects events, businesses, etc, etc

- Tyeisha (?) - Is it about removal? How does it all tie together?
- Donna - hard to measure impact with COVID. You all have more insight than us.
- Tyeisha - it's not an obstruction, it's a benefit. Businesses don't have big parking lots, have had to use open land when not sufficient. Deihll Whittaker funeral homes. We should use that bc they have to make use of on street parking. On street parking is a necessity for festivals, etc. strong advocate against removal and pay to park. Trying to enrich, making it more safe and accessible, but not more costly or disparate to access.
- Candice - more trash cans
- Ekundayo - could do better around recycling. Unless you have your own, they aren't just on the street, and half the street trash could be recycled. More publicly usable recycling bins

4) What other improvements?

- Tyeisha - On Ohio, just north of Long St there is space designated for COTA, but it's not a stop. Reduces parking available to residents. People have gotten tickets. Need to remove that or add a bus stop.
- Emma - I could put that in as a 311. Go to parking services.
- Marshall - more investigation around mobility related to needs of the community. Grocery store is one example. Include other aspects about WHY people need to be mobile/leave the neigh. Challenges around that may expose other issues. Mixed income community, a lot of people have challenges and mobility issues are related to lack of resources.
- Catherine: Poor visibility and street edges. Sometimes bumpouts help with speed. Would it be legit to lose a couple spots to help visibility/speed?
- Tyeisha: would not be opposed. Heading to spring, designated parking areas, white lines that designate where parking ends. In favor of that if it's useful.
- Catherine - not everyone owns a car and Mt Vernon is a tight corridor. What beyond a bike lane makes it easier to ride a bike? Or could anything else make you feel safe?
- Candice - just some signs in the street would help. Don't want to inconvenience to elders to remove street parking. But on Summit downtown, the bike lane is closer to the sidewalk. But since Mt Vernon is narrow...the bikes being closer to the sidewalk to the street would help. But signs that say share the road. Speed bumps/be cognisant/something. People are angry at her. Mt vernon going towards taylor, even if you're driving, two cars parked on both sides of the street, you can't get down
- Tyeisha - going down Mt Vernon onto Taylor, difficult to go down



Appendix C. Bronzeville Advisory Coalition Meeting Report 2

Bronzeville Advisory Coalition Meeting Report 2

- Date: Thursday, March 4, 2020
- Time: 6PM
- Location: Zoom/Call In
- Link to full video of event: <https://vimeo.com/568539409/613b84e387>

Purpose: Updates on community survey, land use/ existing condition reports

Attendees:

- Brenda Moncrief
- Angela Cradle
- Albert Edmondson
- Casey Blazer
- Tricia Fought
- Ariane May
- Laura Kinsell-Baer
- Rashaan Cargile-Gregory
- 614 440-4185* called in
- Antoinette Parks
- Willis Brown
- Jasmine Triplett
- Malik Willoughby

Meeting Comments

- Q-Brenda-Alleys are horrendous, trash, potholes weeks and trees
- A-Department of refuse is working trying to. Do they have a plan to these alleyways. Roll out barrels instead of 5 gallon
- Q- Willis Brown- Bronzeville neighborhood associations. I feel that the makeshift roundabout can start the process. Set the tone. Temporary, That will be starting point, narrowing the traffic, Change is here. We have been talking about that. I like that temporary roundabout. I think the neighborhoods are wonderful. I think its a good start to educate people that pedestrians have right too. The cars have the greater presence than the human beings that drive them.
- Q Antoinette from Creole Kitchen- Lighting, light bulbs to be changed.
- That is another area we have heard, public survey. We can bring attention to.
- Q Malik roundabout, temporary solution. Is the roundabout temporary, it's a huge safety issue. Just last week car has crashed on every corner. If it's going to be temporary than what's coming after?
- Part of what we related to temporarily to try it out to see if the works. To calm it down and make that a safer intersection. If it does work well then we would consider that permanent. If it doesn't work in the way that we thought we would look for other solutions



Appendix D. Public Meeting Slides (February 17, 2022)

Public Meeting


Thursday, February 17, 2022




BRONZEVILLE/MT. VERNON AVE. MOBILITY AND SAFETY ACTION PLAN

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

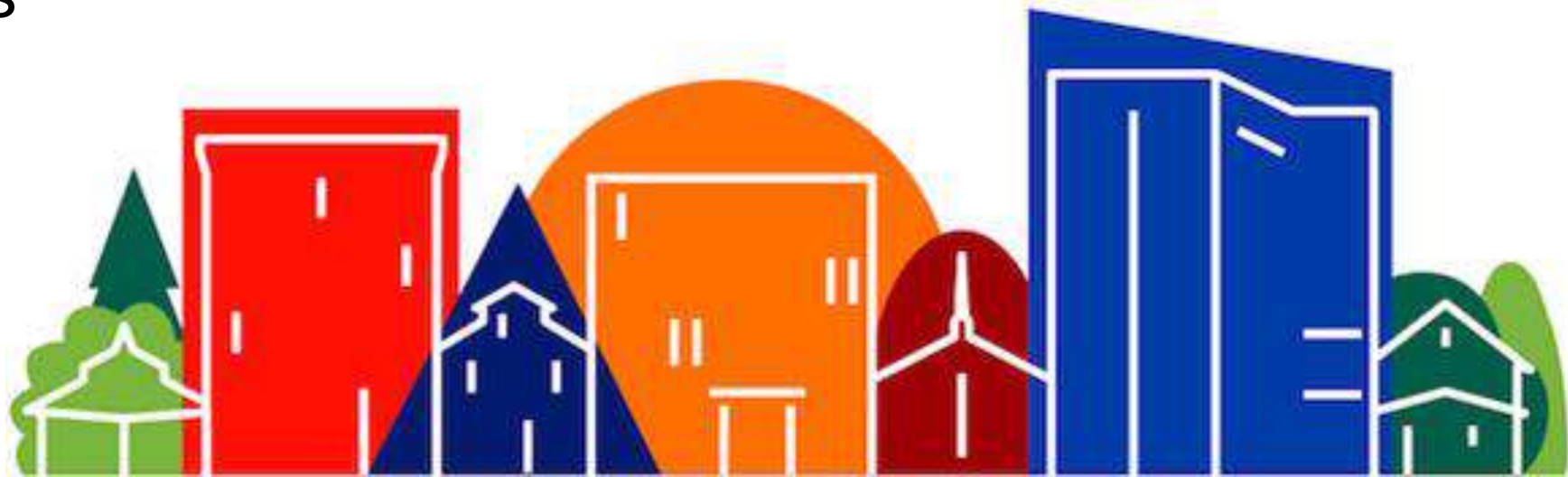


**Welcome to the Bronzeville/Mt. Vernon Avenue
Mobility and Safety Action Plan
Public Meeting**

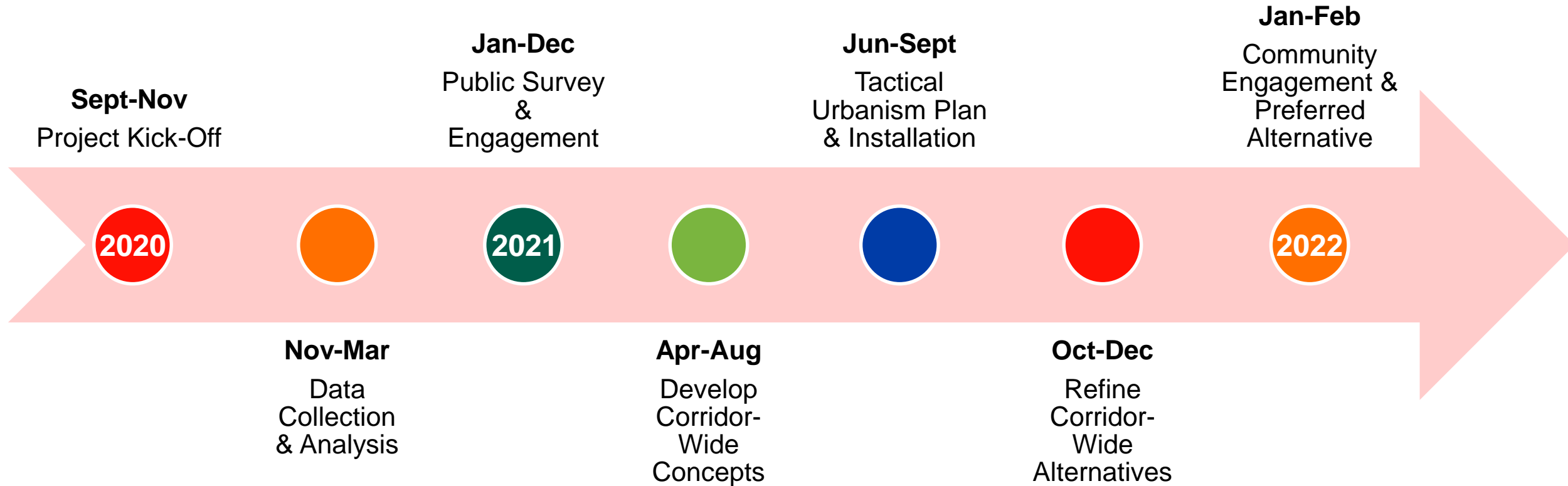


Agenda

- Project Overview
- Recent Changes & Results
- Transportation Options
- Discussion
- Initial Survey Results
- Next Steps



Timeline

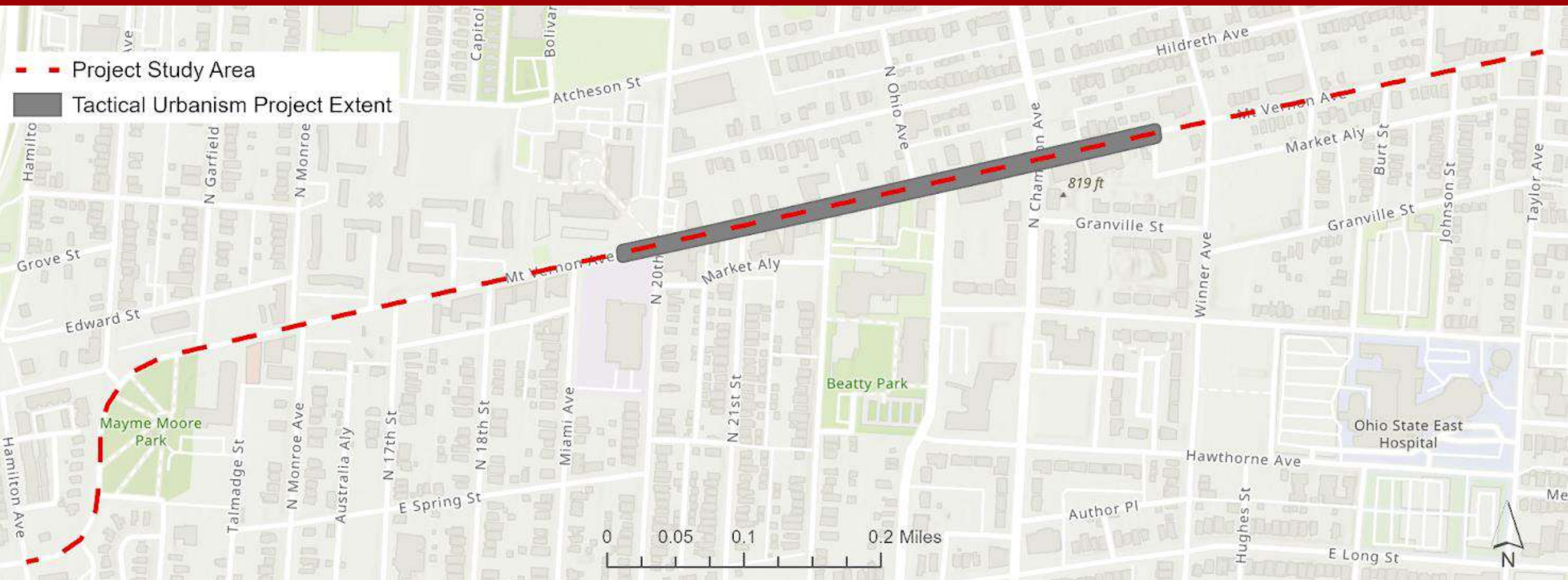


Project Goals

- Address crashes and near misses
- Improve safety for all roadway users
- Increase mobility options
- Enhance aesthetics



Study Area



Tactical Urbanism Installation

- All-way STOP signs at Champion & Mt. Vernon
- All-way STOP signs at Ohio & Mt. Vernon
- New crosswalk markings in several locations
- Striped parking lanes with curb extensions along Mt. Vernon



**BEFORE: 20TH
STREET**



**AFTER: 20TH
STREET**



**BEFORE: 22ND
STREET**



**AFTER: 22ND
STREET**



BEFORE:
CHAMPION
AVE



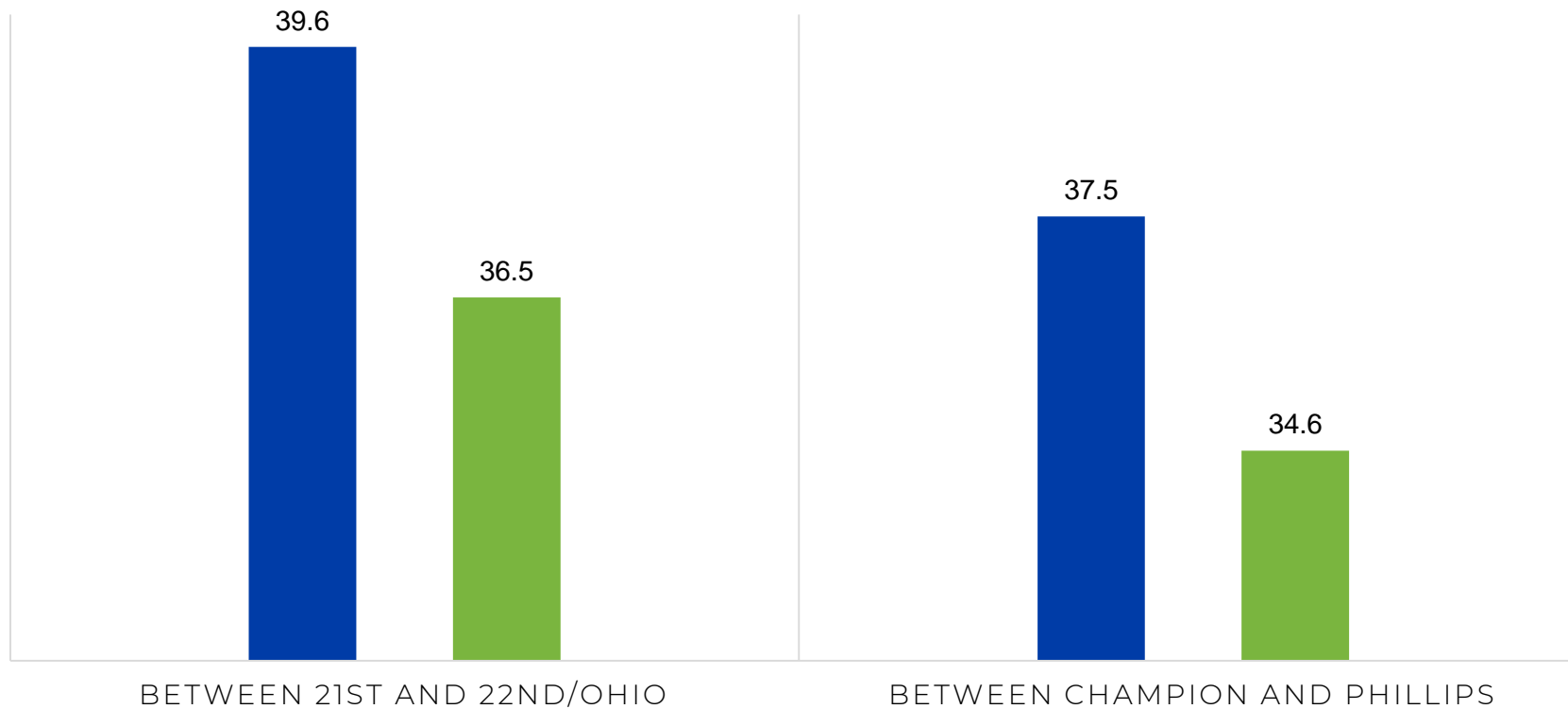
AFTER:
CHAMPION AVE



Speed Data/Results

Average 85th Percentile Speeds*

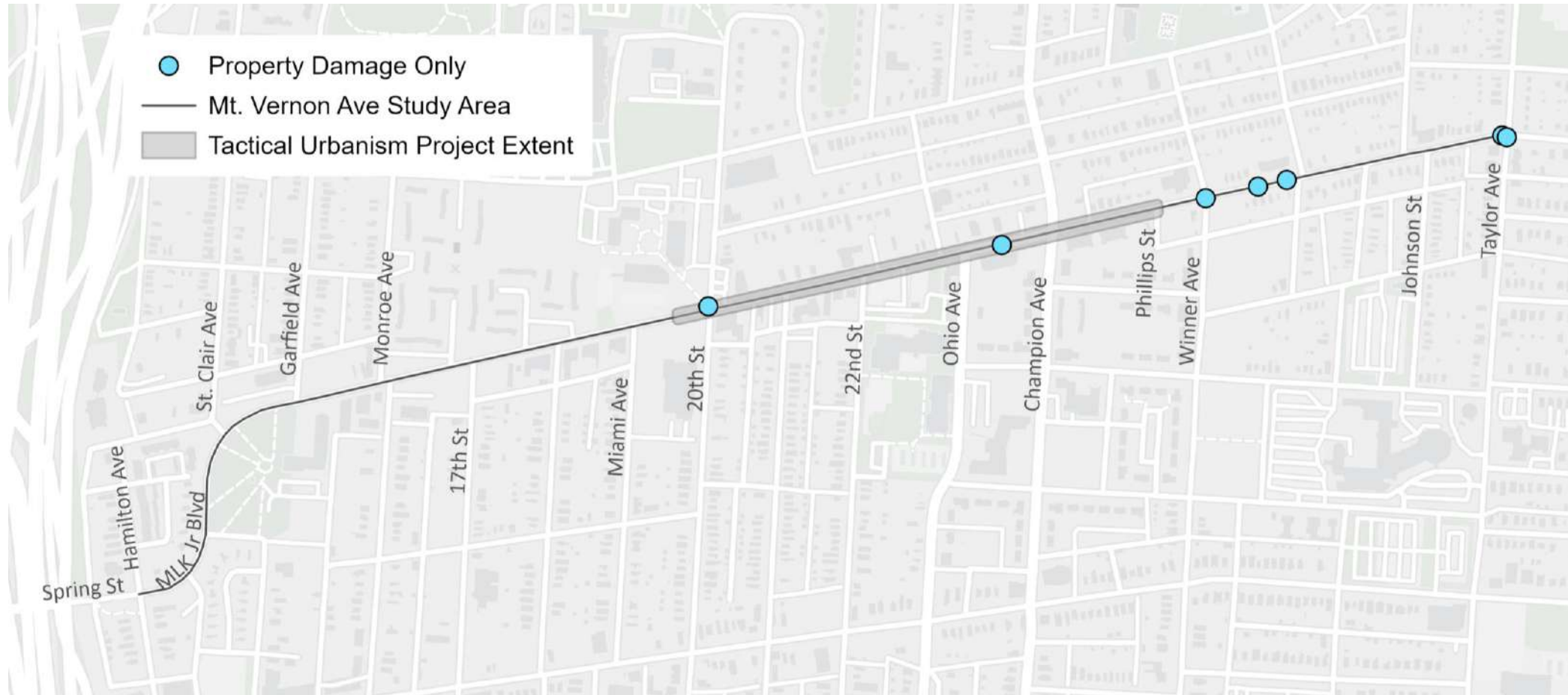
■ Before ■ After



*The speed at which 85% of vehicles are traveling below.

Note: Before counts taken in early Sept. 2021; After counts taken in mid-Oct. and Nov. 2021.

Reported Crashes since 10.1.2021



8 total crashes reported on Mt. Vernon Avenue from October 1, 2021 through February 17, 2022.

Source: ODOT TIMS <https://gis.dot.state.oh.us/tims/CrashAnalytics/Search>

Corridor-Wide Alternatives Summary

Alternative 1. Bike Lanes from Hamilton to Taylor

Alternative 2. On-Road Side Path from St. Clair to Taylor

Alternative 3. Medians from St. Clair to 21st

Sub-alternative for each which incorporates roundabouts at the St. Clair intersection and Champion intersection

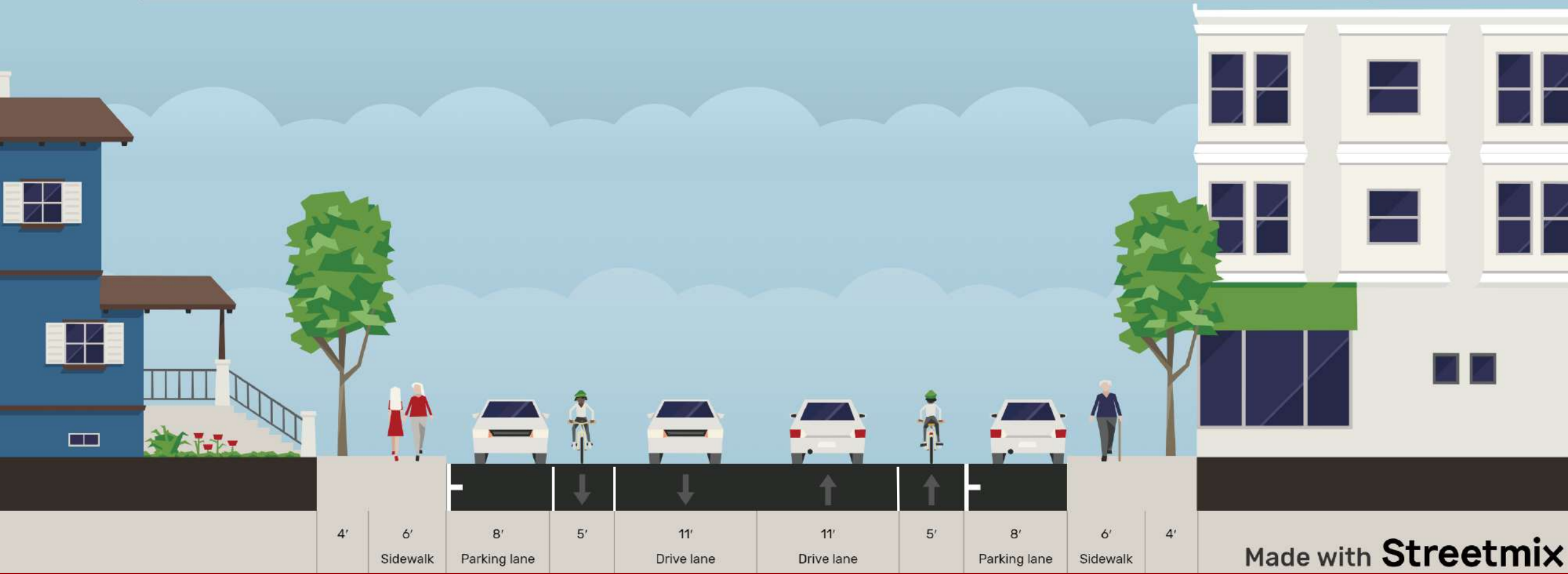
Alt 1. Bike Lanes



Intersection of Mt. Vernon Avenue and 17th Street

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

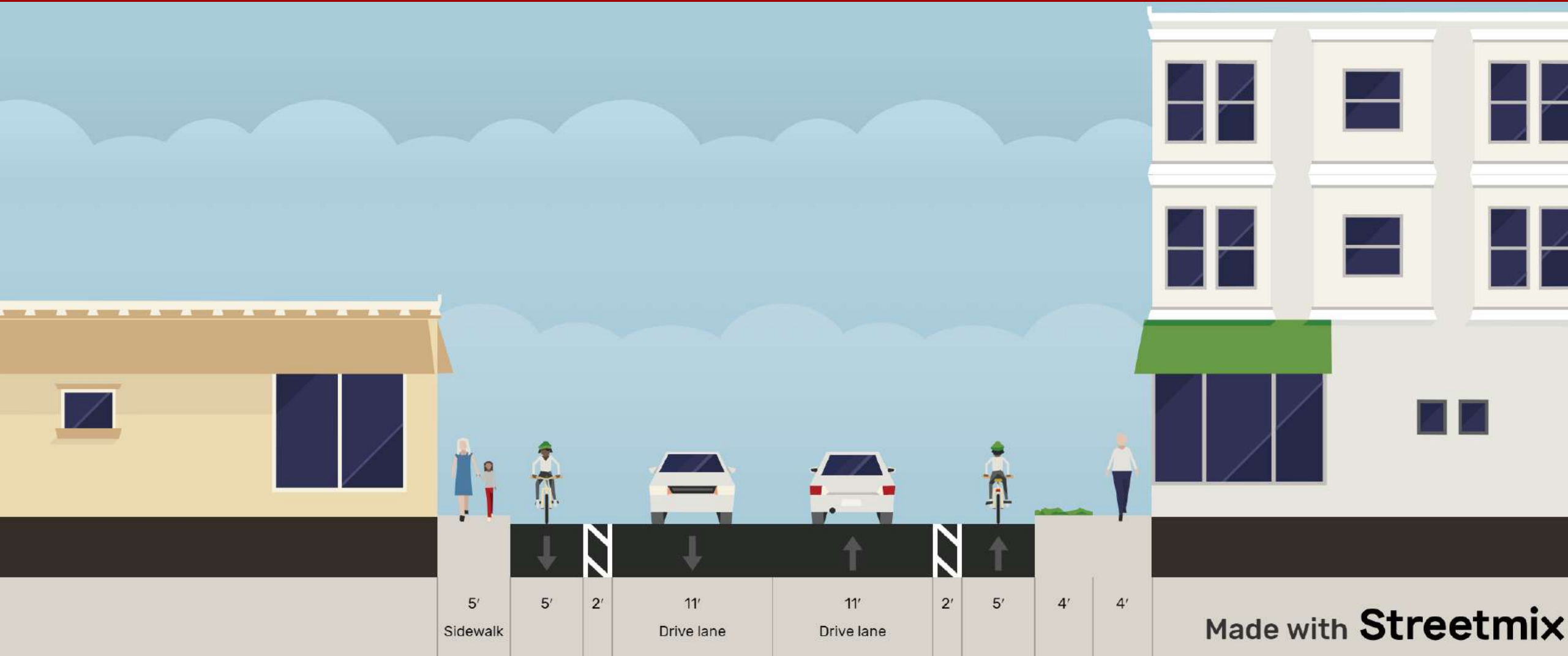
Alt 1. Bike Lanes: Monroe to 21st



Made with **Streetmix**

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 1. Bike Lanes: 21st to Winner



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

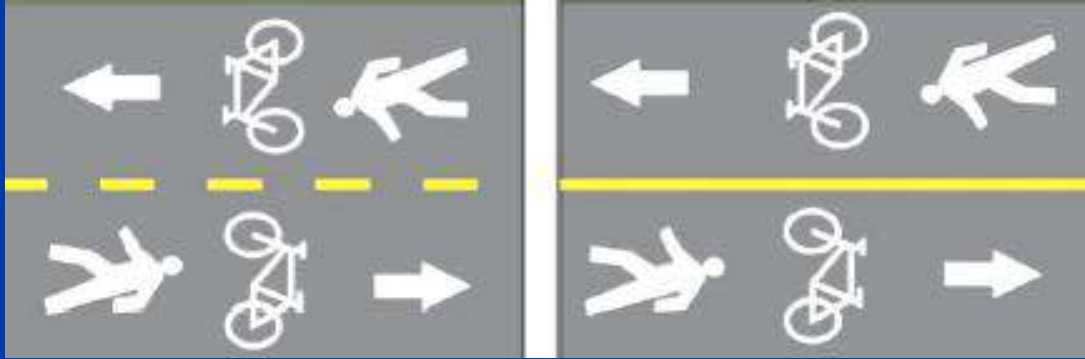
Alt 2. On-Street Side Path



Intersection of Mt. Vernon Avenue and 17th Street

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Bike/Walk Lane Examples

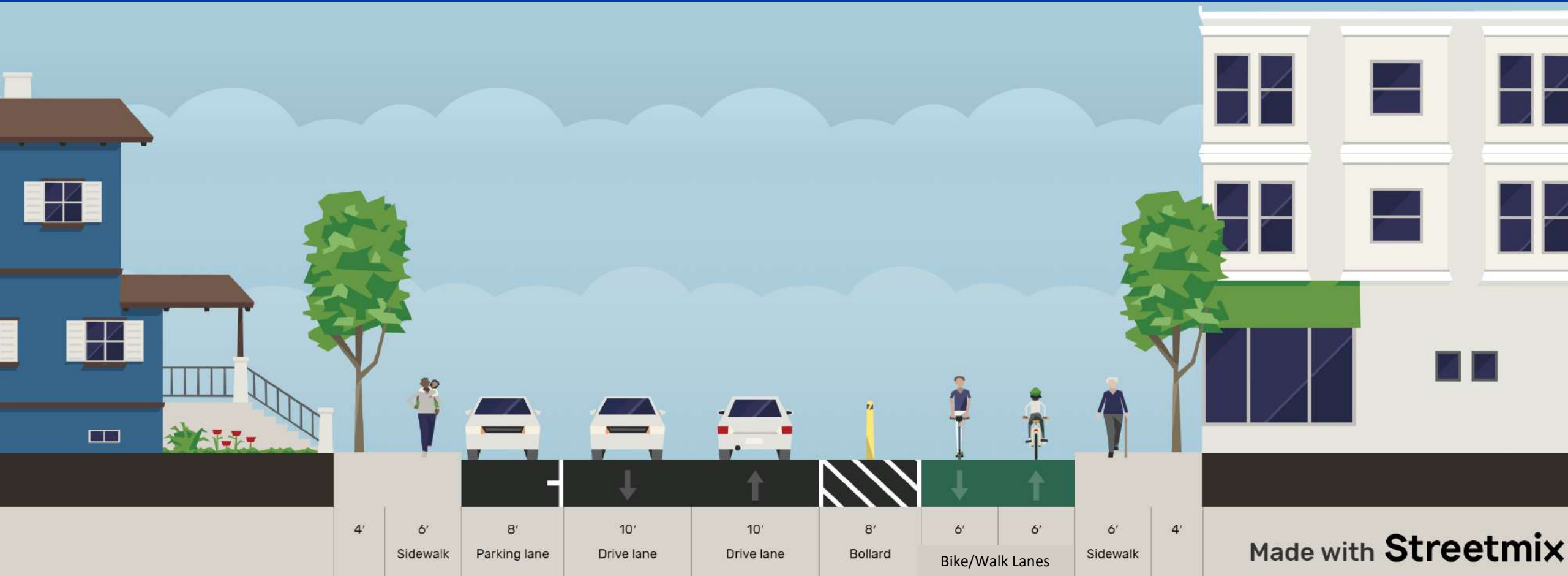


Summit St. Columbus, OH



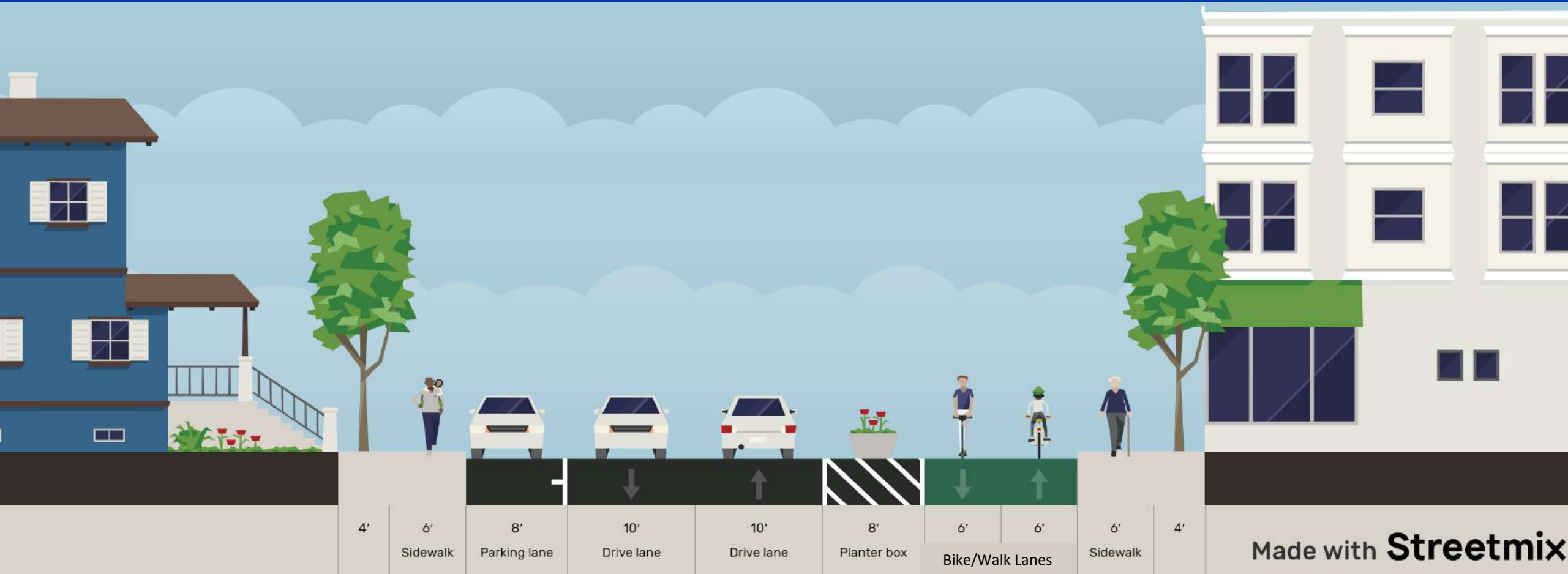
Carmel, IN

Alt 2. On-Street Side Path: Monroe to 21st



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 2. On-Street Side Path: Monroe to 21st



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 2. On-Street Side Path: 21st to Winner



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

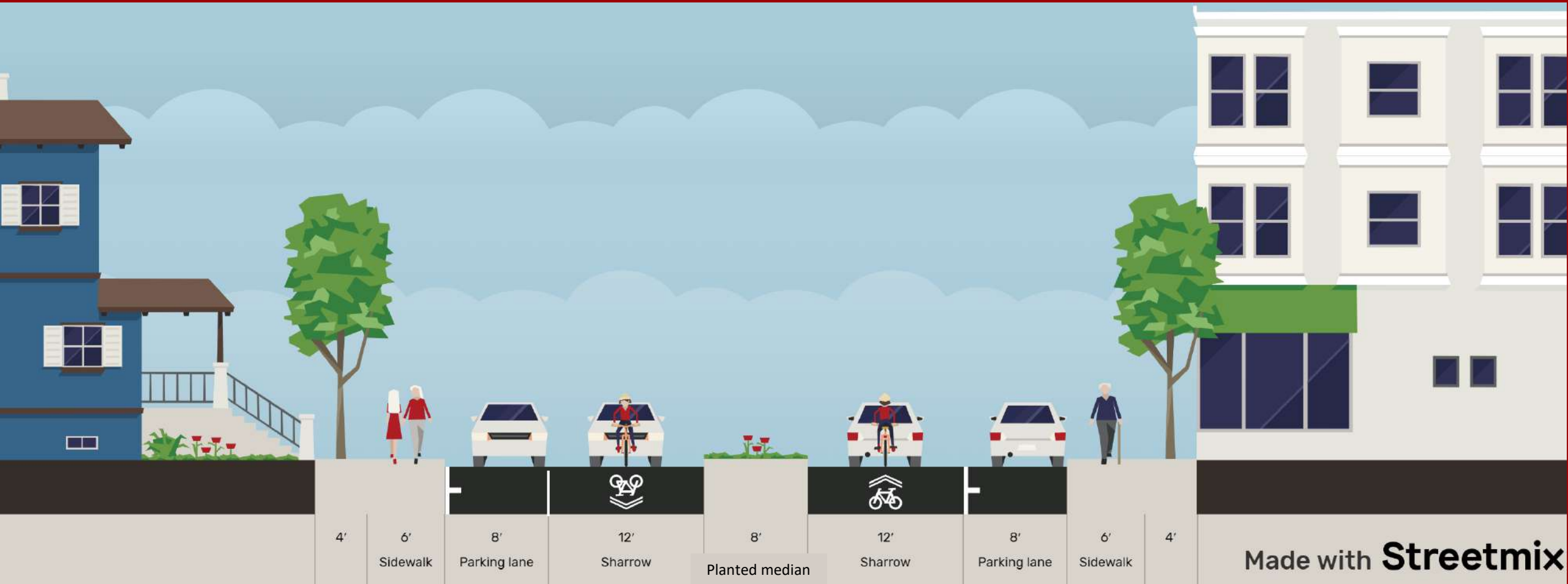
Alt 3. Medians



Intersection of Mt. Vernon Avenue and 17th Street

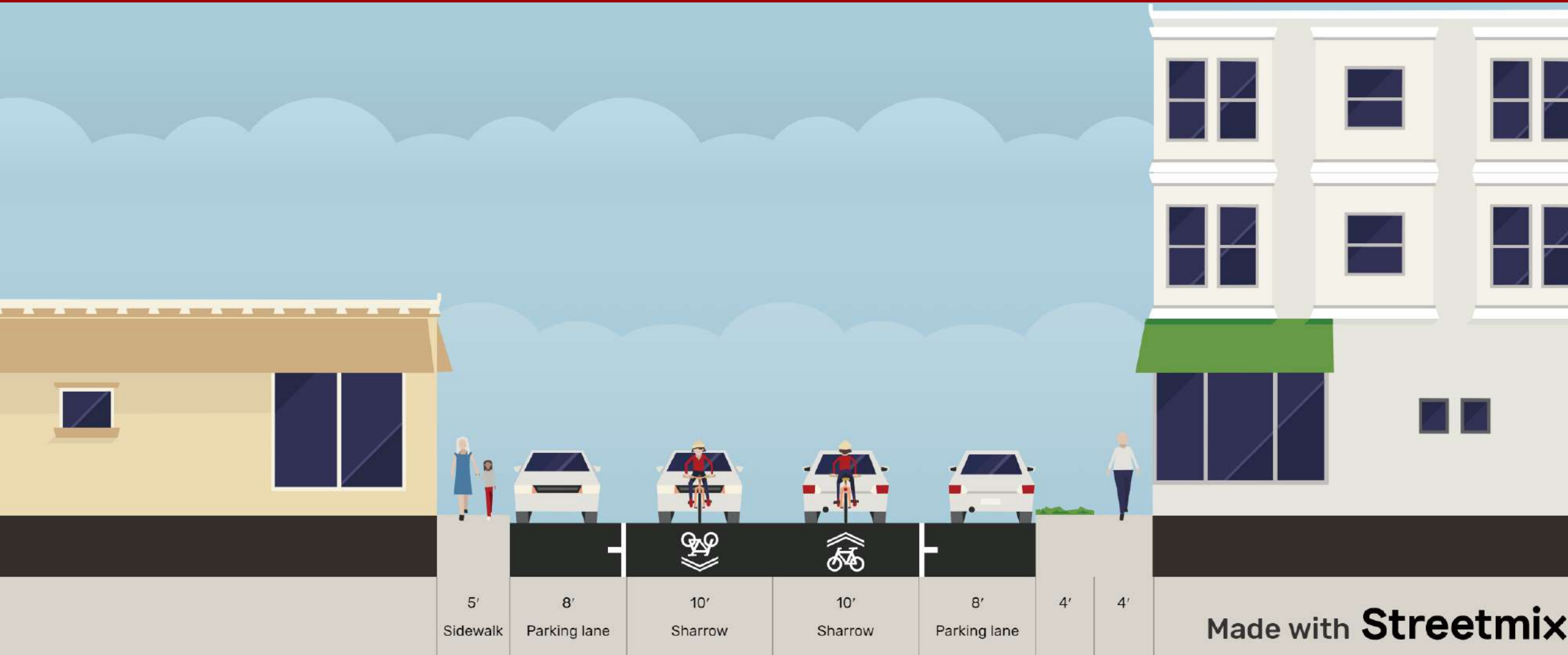
Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 3. Medians: Monroe to 21st



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 3. Medians: 21st to Winner

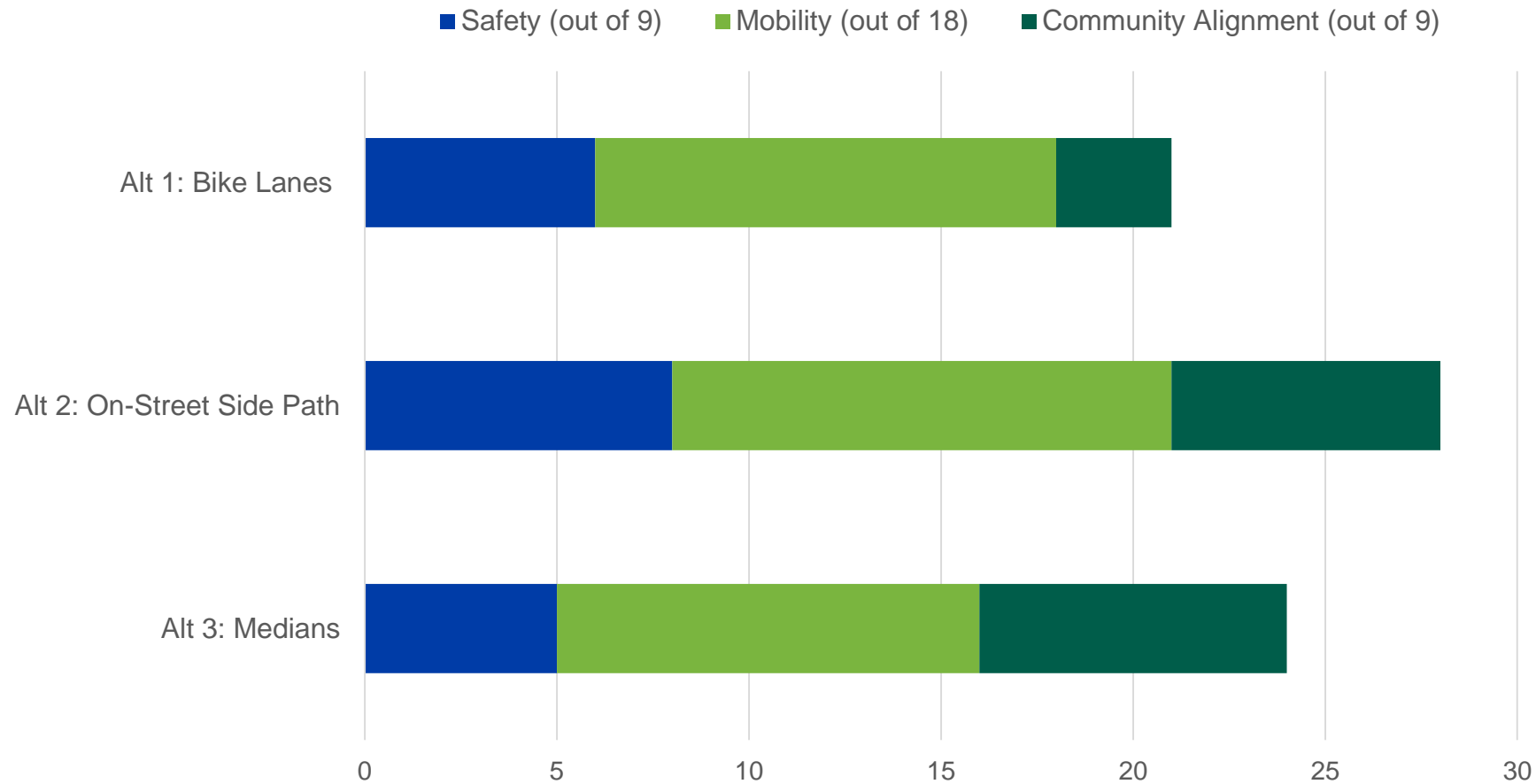


Note: This image is for illustrative purposes only. Final conditions will be determined in design.



Evaluation Summary

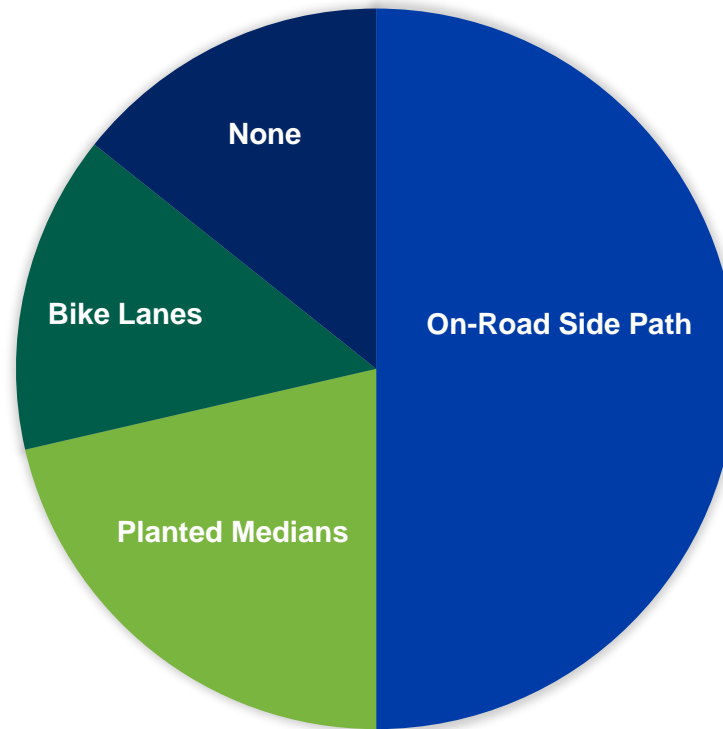
Evaluation Criteria Scores for Each Alternative



Discussion

Initial Survey Results

Which transportation alternative do you think would be most useful to you?



Survey is live at www.BronzevilleMoves.com

Next Steps

Questions or comments?

■ Thank you!



Send questions and comments to: EKogge@Columbus.gov



Visit www.BronzevilleMoves.com to provide comments and to access the Transportation Options survey



Stay tuned for project updates



Appendix E. NEAC Planning Committee Meeting (March 17, 2022)

NEAC Planning Committee

Thursday, March 17, 2022



BRONZEVILLE/MT. VERNON AVE. MOBILITY AND SAFETY ACTION PLAN

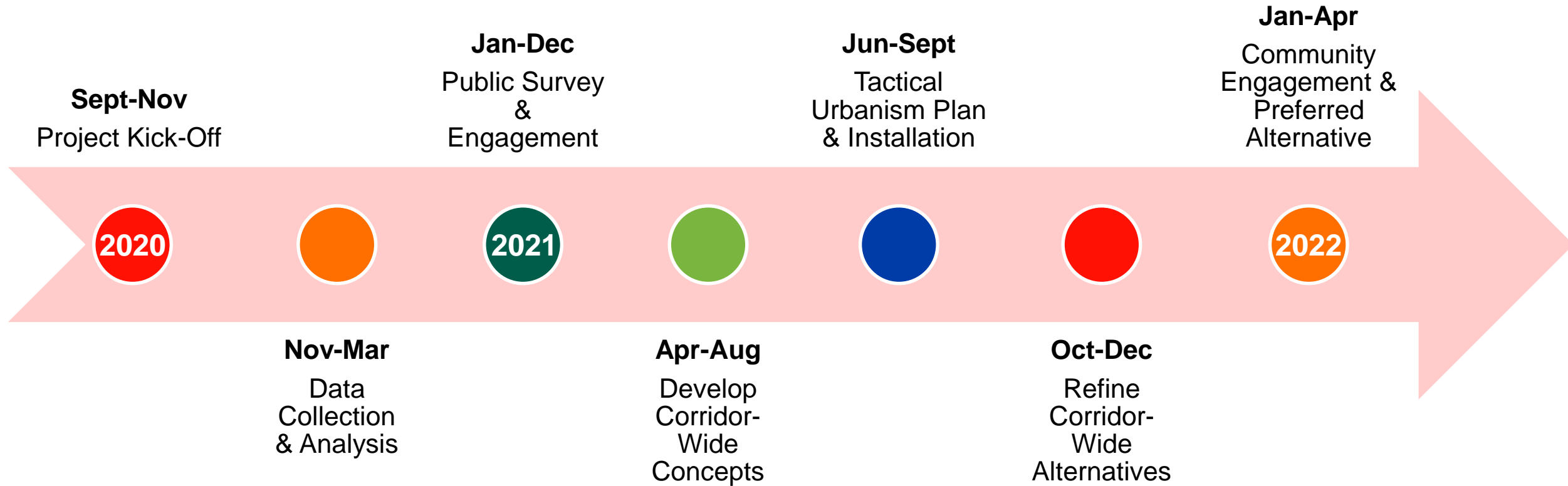
THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

Agenda

- 1) Study Overview
- 2) Tactical Urbanism Installation
- 3) Corridor-wide Transportation Alternatives
- 4) Transportation Options Survey
- 5) Next Steps

Timeline

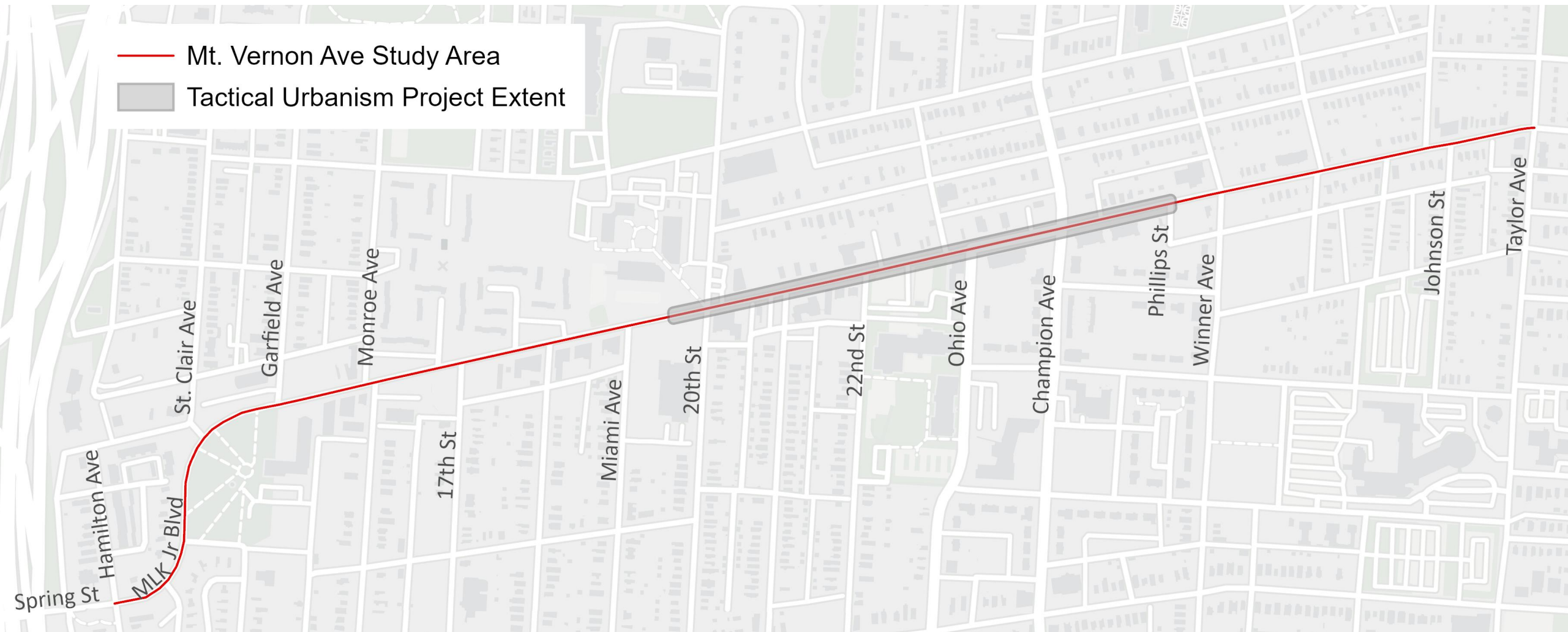


Project Goals

- Address crashes and near misses
- Improve safety for all roadway users
- Increase mobility options
- Enhance aesthetics



Study Area



Tactical Urbanism Installation

- All-way STOP signs at Champion & Mt. Vernon
- All-way STOP signs at Ohio & Mt. Vernon
- New crosswalk markings in several locations
- Striped parking lanes with curb extensions along Mt. Vernon



**BEFORE: 20TH
STREET**



**AFTER: 20TH
STREET**



**BEFORE: 22ND
STREET**



**AFTER: 22ND
STREET**



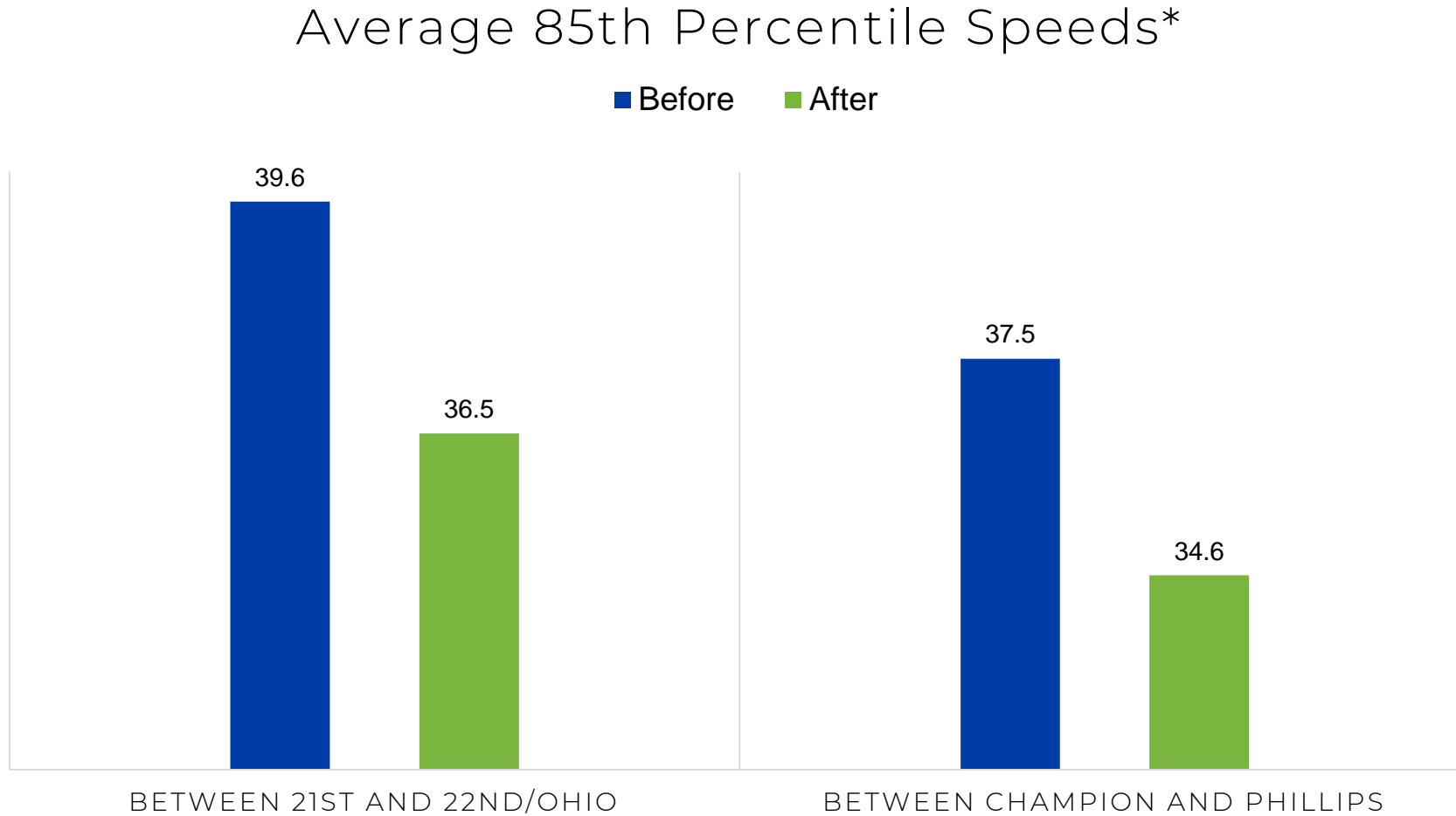
**BEFORE:
CHAMPION
AVE**



**AFTER:
CHAMPION AVE**

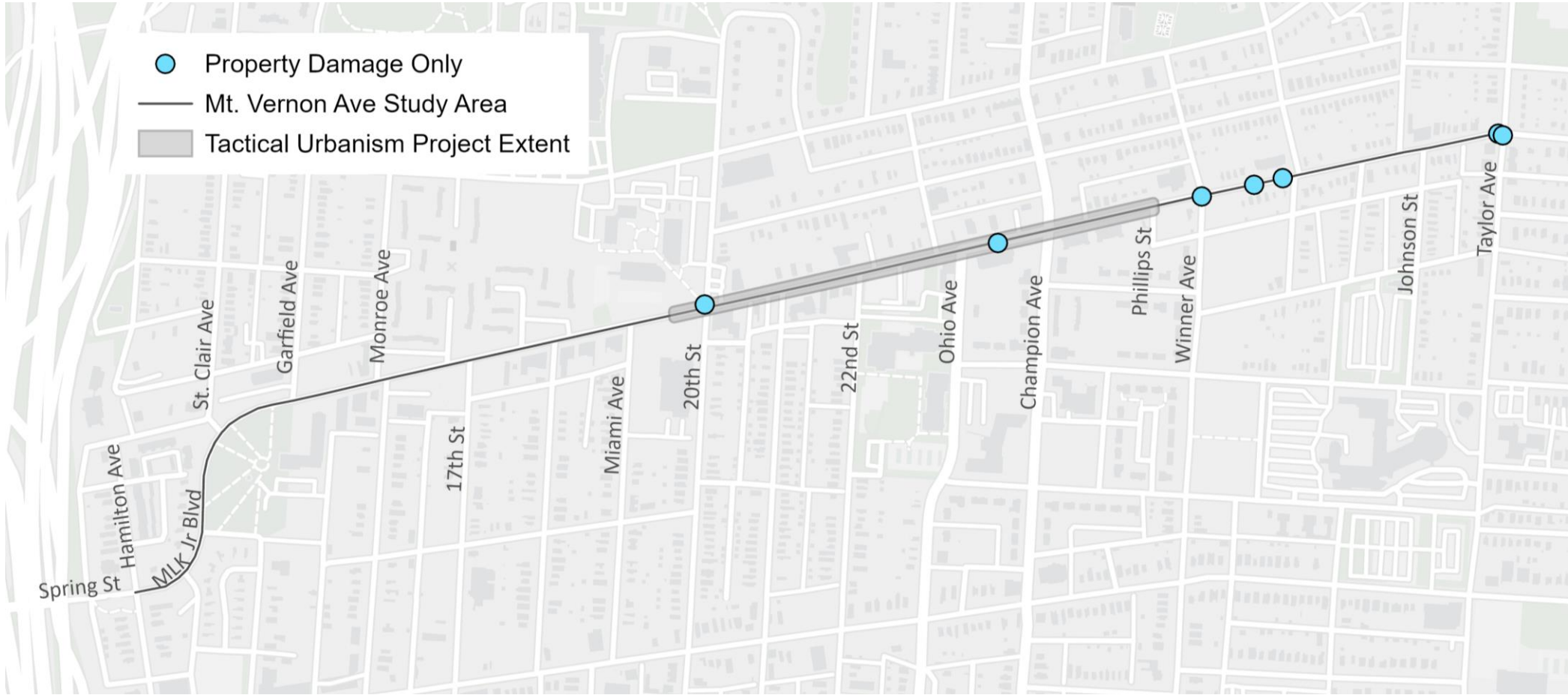


Speed Data/Results



*The speed at which 85% of vehicles are traveling below.

Reported Crashes since 10.1.2021



Corridor-Wide Alternatives Summary

Alternative 1. Bike Lanes from Hamilton to Taylor

Alternative 2. On-Road Side Path from St. Clair to Taylor

Alternative 3. Medians from St. Clair to 21st

Sub-alternative for each which incorporates roundabouts at the St. Clair intersection and Champion intersection

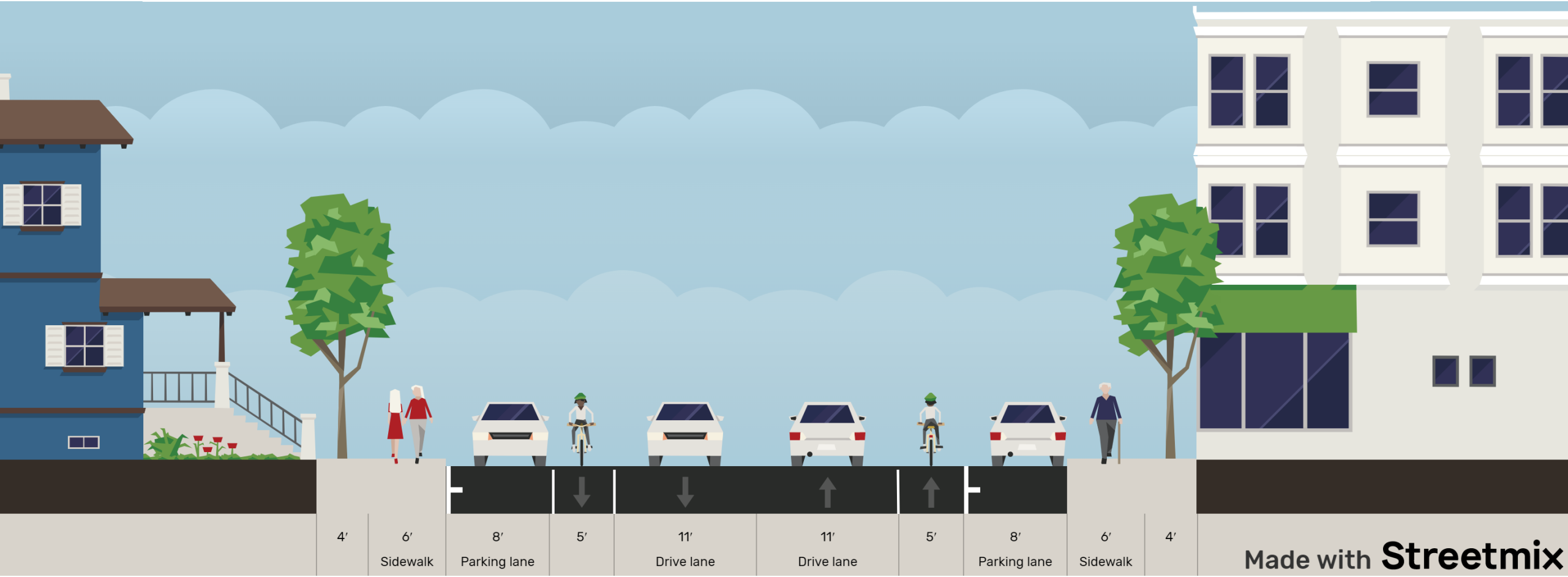
Alt 1. Bike Lanes



Intersection of Mt. Vernon Avenue and 17th Street

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

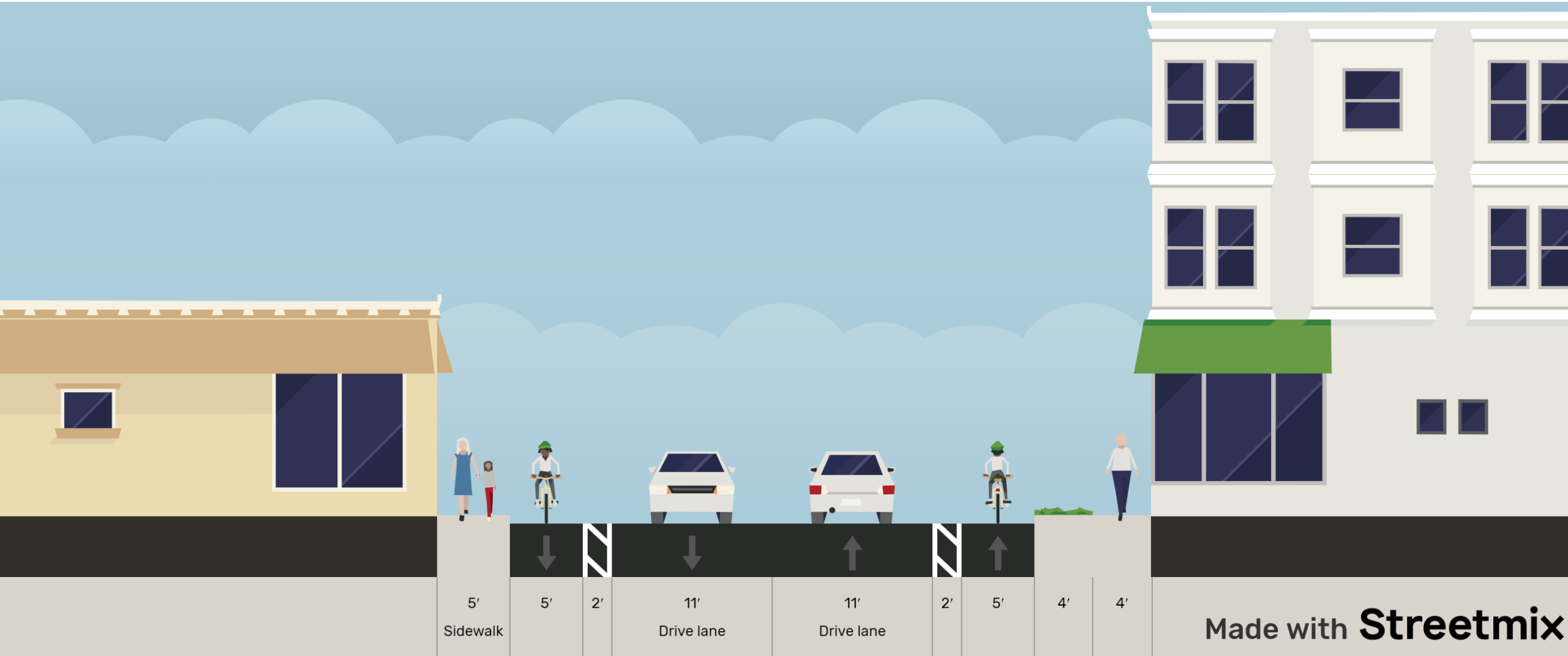
Alt 1. Monroe to 21st



Made with **Streetmix**

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 1. 21st to Winner



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

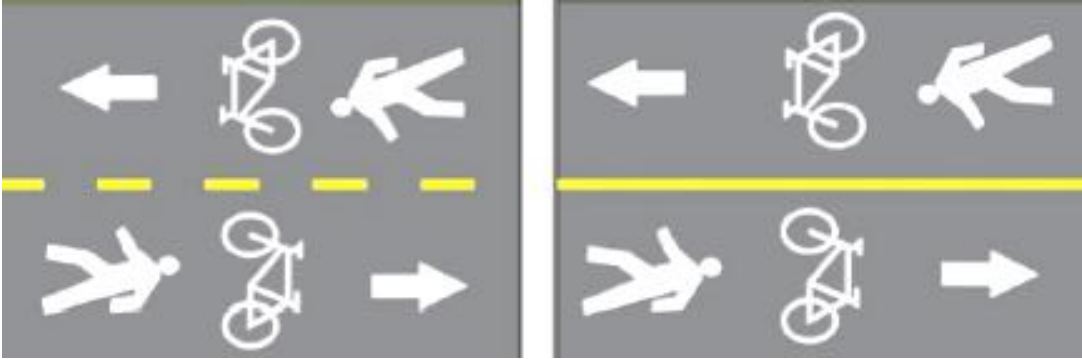
Alt 2. On-Street Side Path



Intersection of Mt. Vernon Avenue and 17th Street

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Bike/Walk Lane Examples

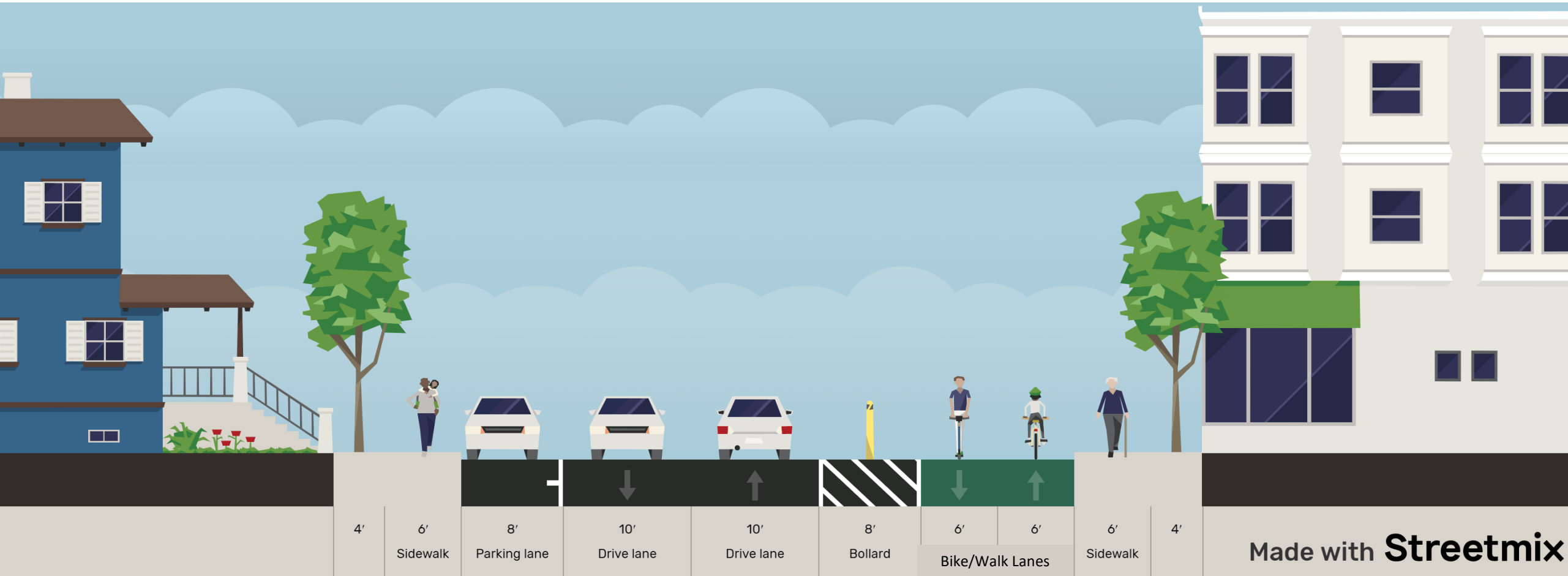


Summit St. Columbus, OH



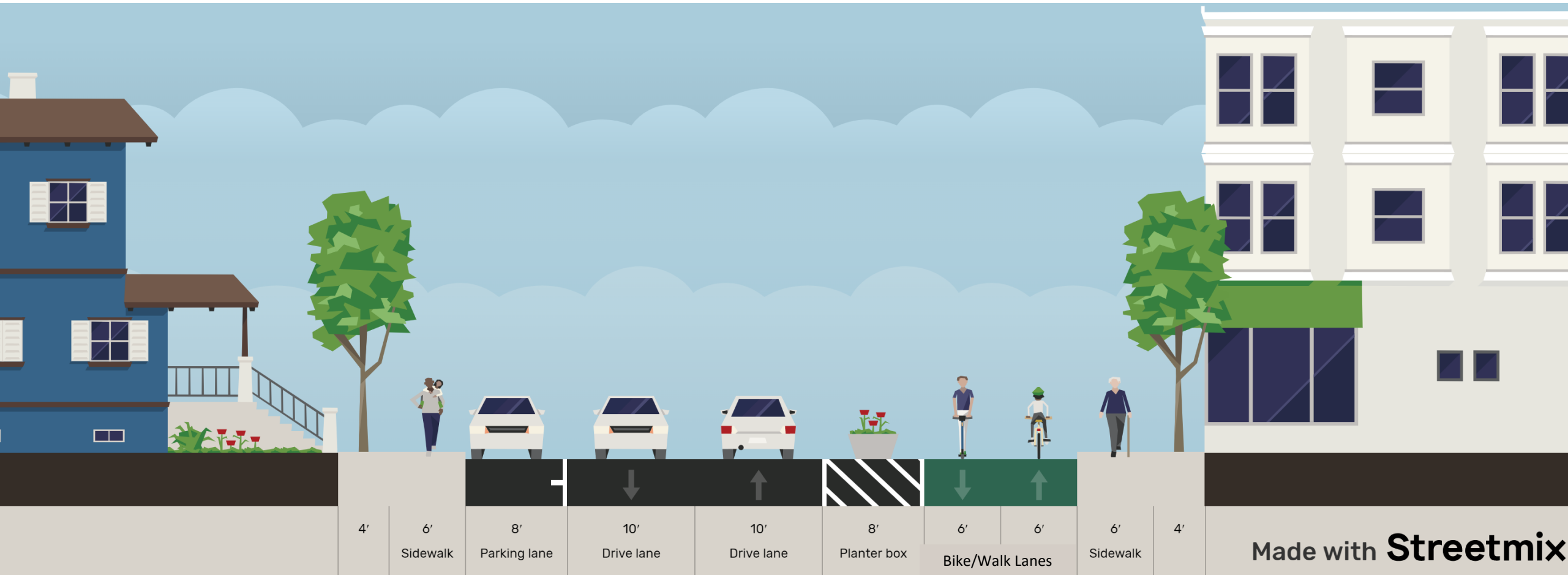
Carmel, IN

Alt 2. Monroe to 21st



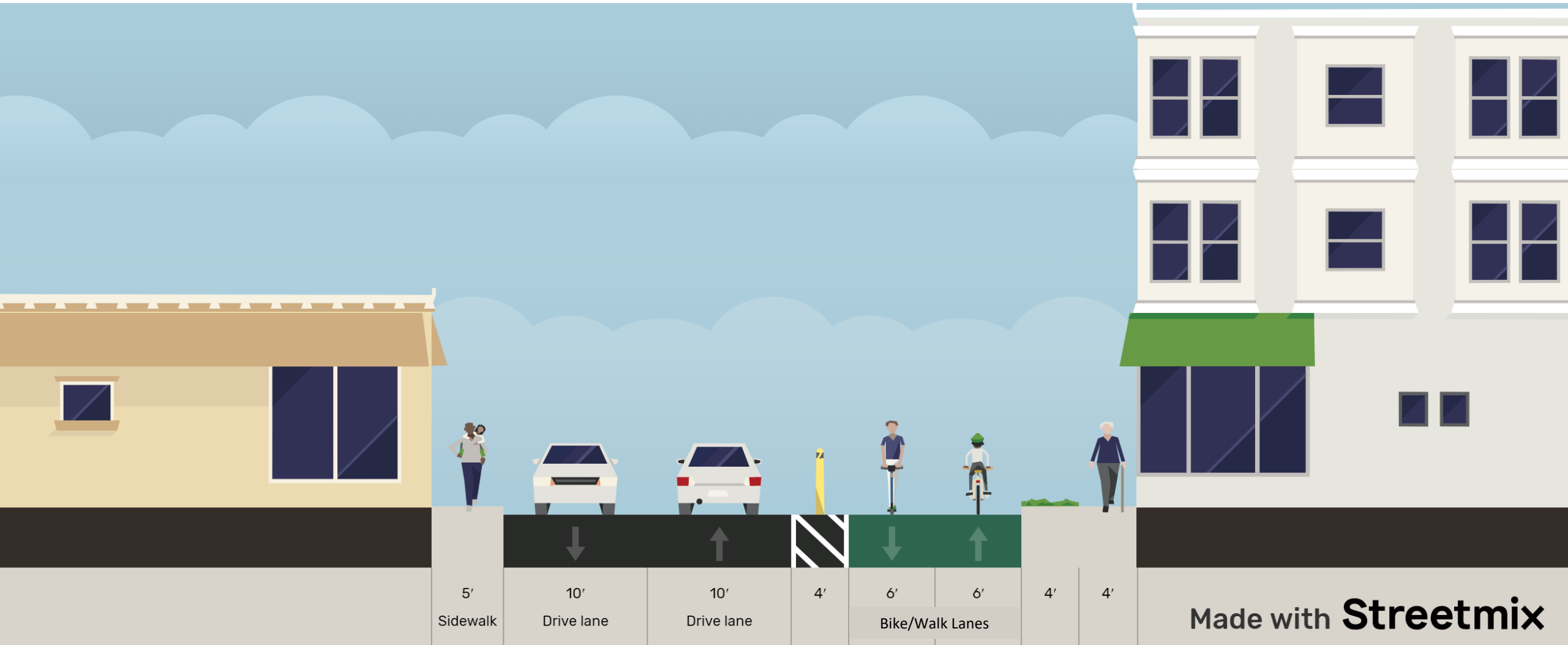
Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 2. Monroe to 21st



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 2. 21st to Winner



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

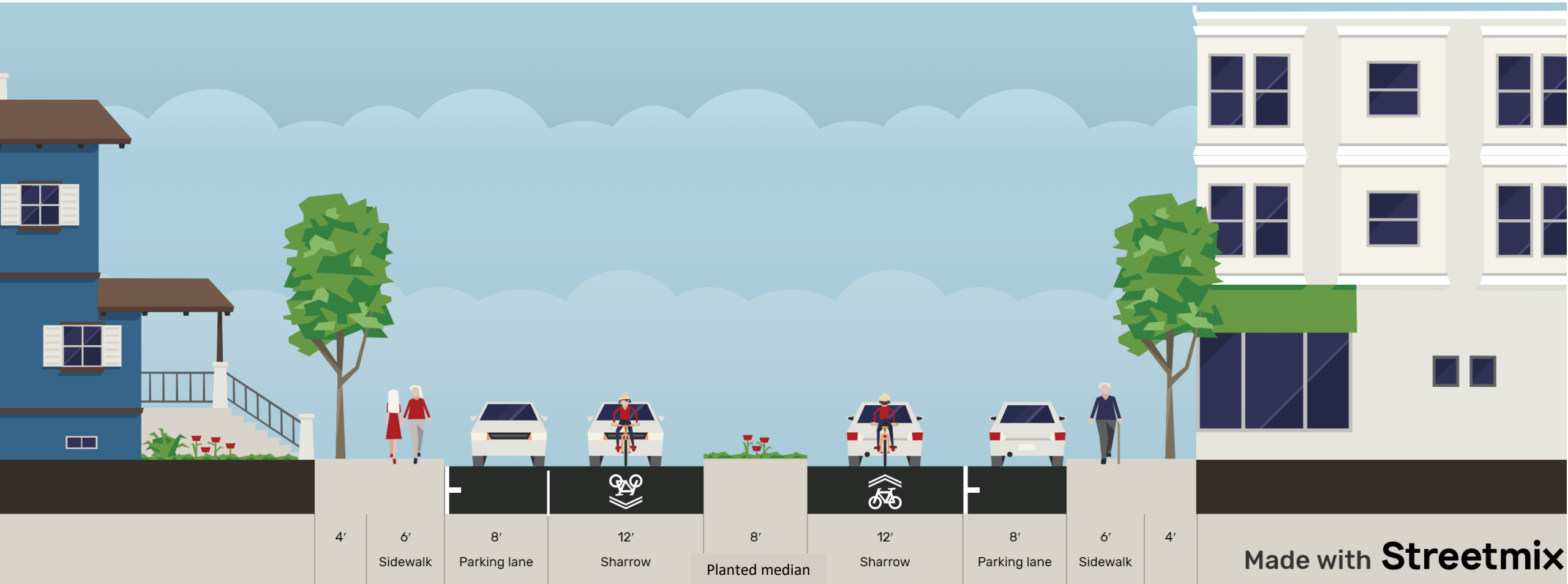
Alt 3. Medians



Intersection of Mt. Vernon Avenue and 17th Street

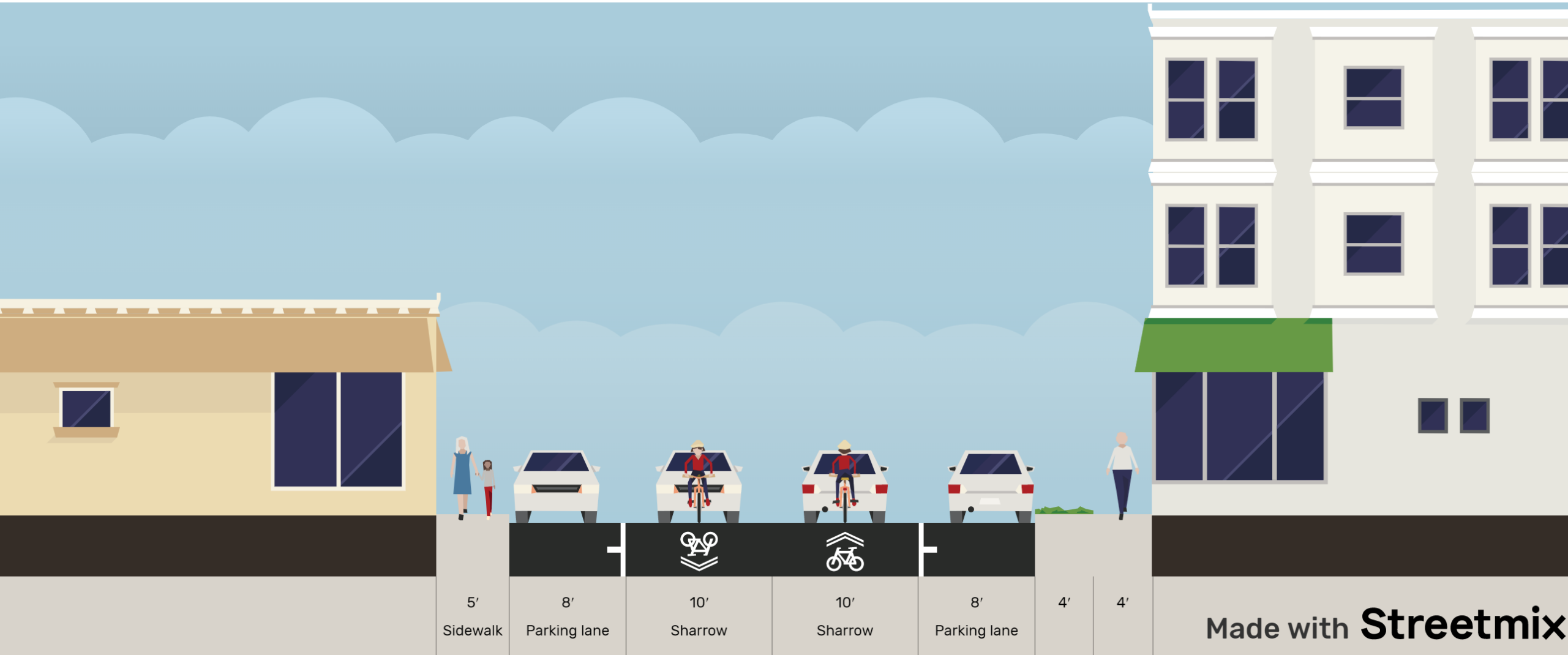
Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 3. Monroe to 21st



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alt 3. 21st to Winner



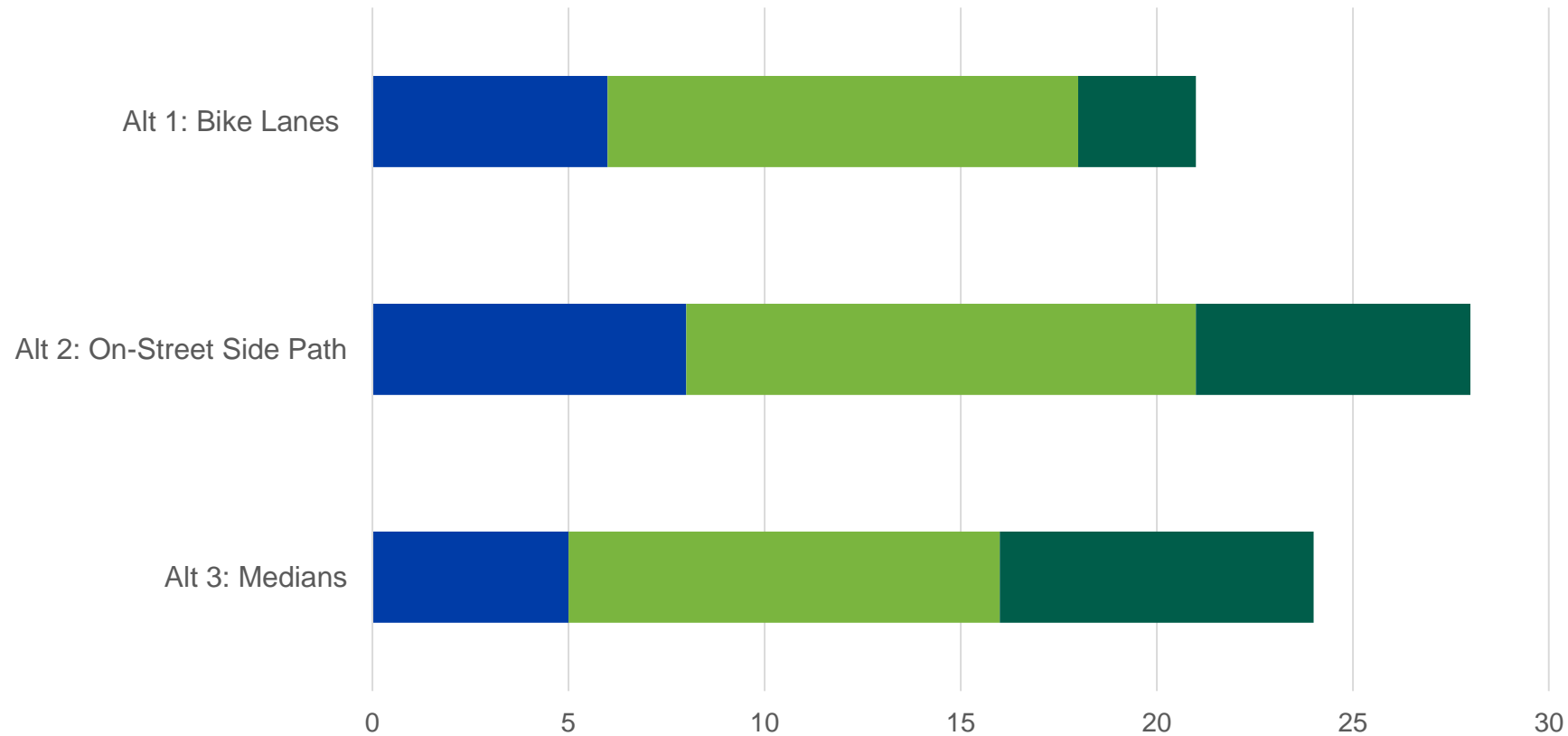
Note: This image is for illustrative purposes only. Final conditions will be determined in design.



Evaluation Summary

Evaluation Criteria Scores for Each Alternative

■ Safety (out of 9) ■ Mobility (out of 18) ■ Community Alignment (out of 9)

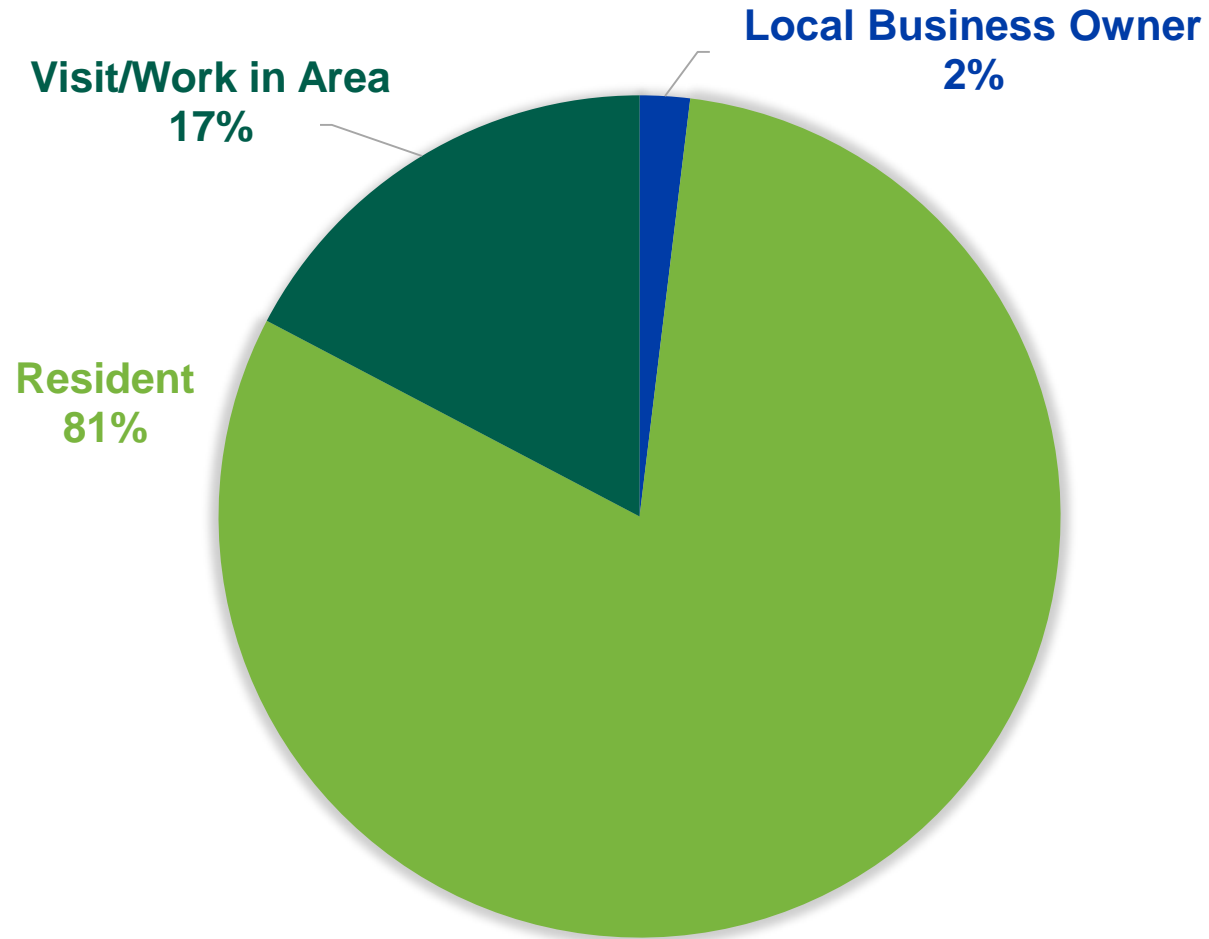


Transportation Options Survey

Results

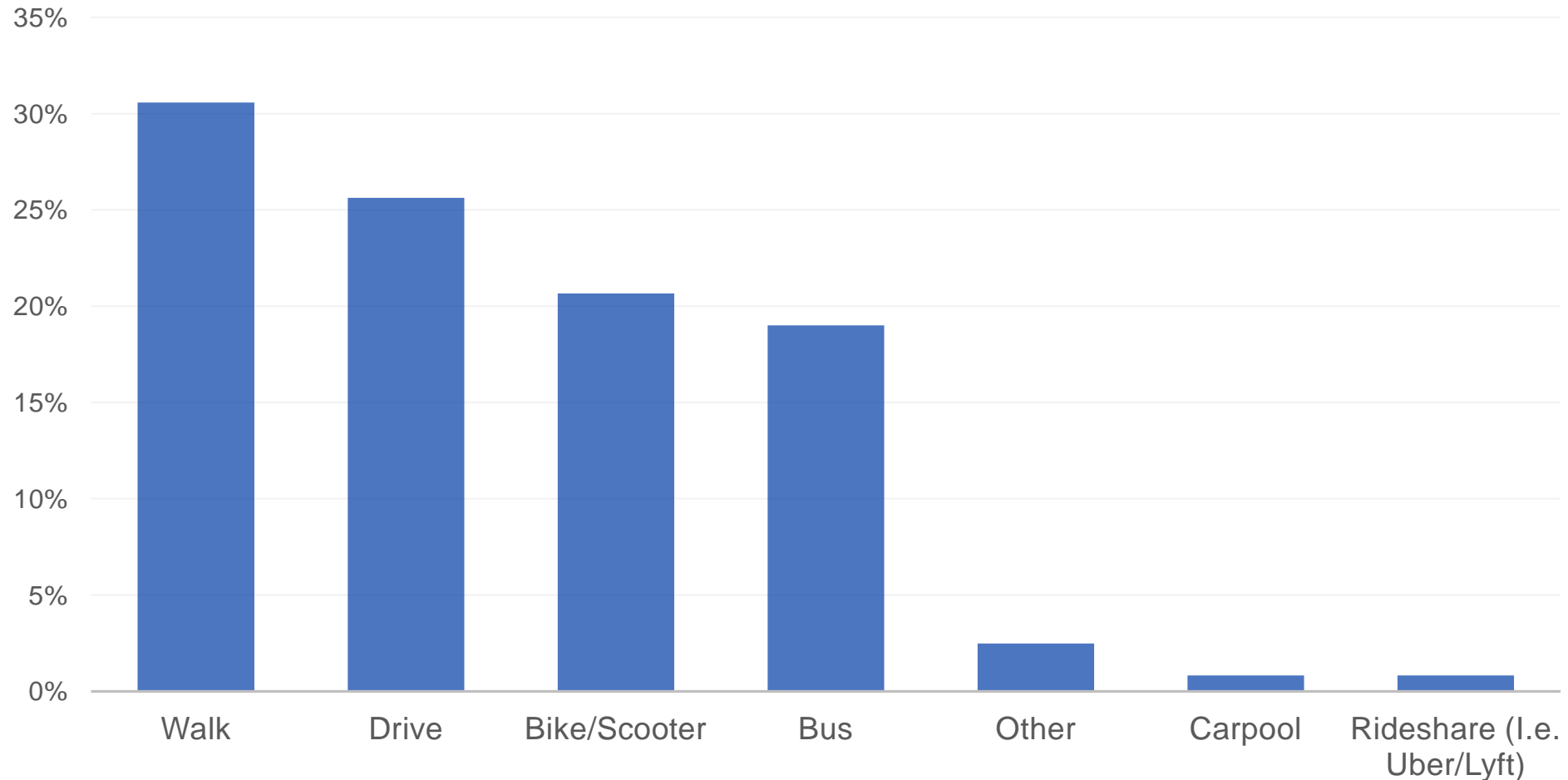
- Survey open from January through March 2022
- 51 responses received
- Distributed online via email and in paper form to the Bronzeville Neighborhood Association, Creole Kitchen, MLK Library branch, and Legacy Pointe

1. Which option best describes your relationship to the Bronzeville/Mt. Vernon area? (Select all that apply.)



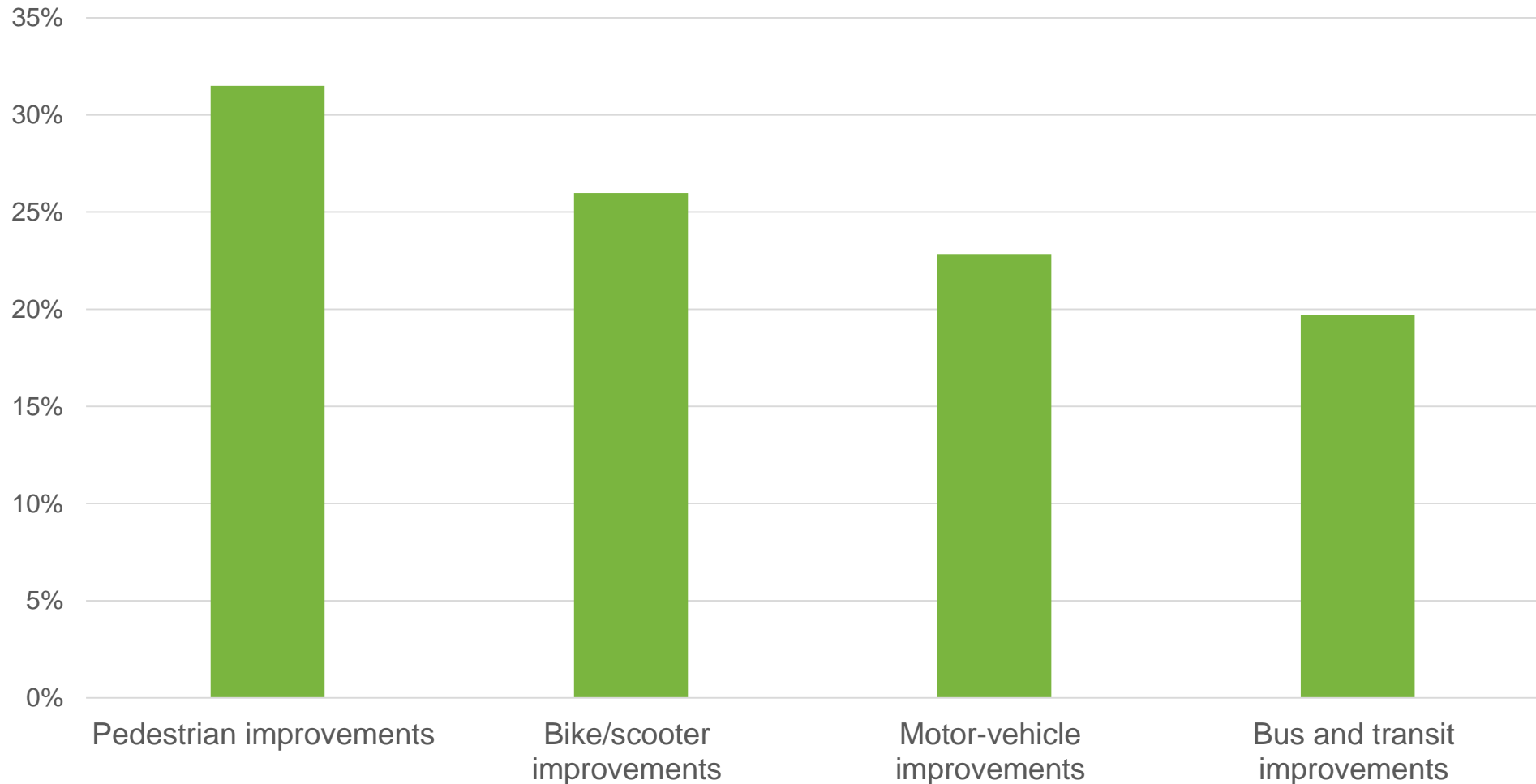
Based on 51 surveys submitted.

2. What forms of transportation do you currently use in the Bronzeville/Mt Vernon area? (Select all that apply.)



Based on 51 surveys submitted.

3. What types of transportation improvements do you think are most needed on Mt. Vernon Avenue? (Select all that apply.)

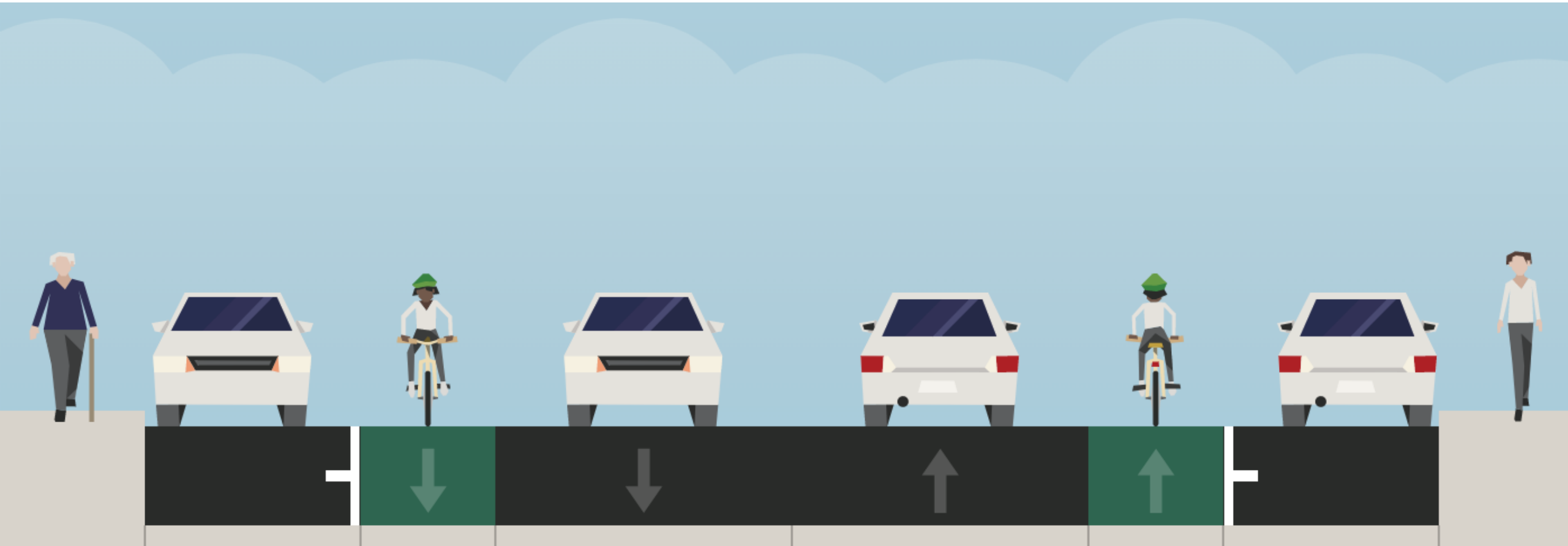


Based on 51 surveys submitted.

Transportation Options

Rate (1) Least Interested to
(5) Most Interested

4. This image represents a typical section showing Bike Lanes on Mt. Vernon Avenue, between Monroe Ave and 21st St.



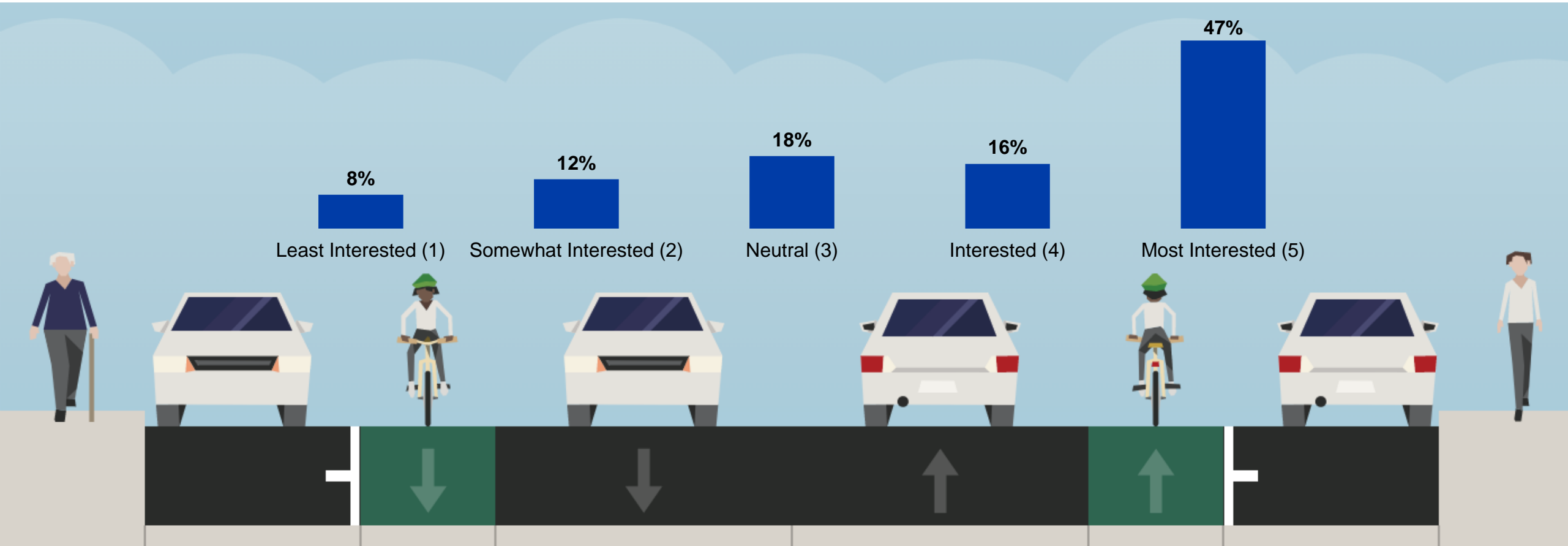
1 2 3 4 5

Least interested in this improvement

Most interested in this improvement

Note: This image is for illustrative purposes only and is subject to further design and engineering analysis.

4. This image represents a typical section showing Bike Lanes on Mt. Vernon Avenue, between Monroe Ave and 21st St.

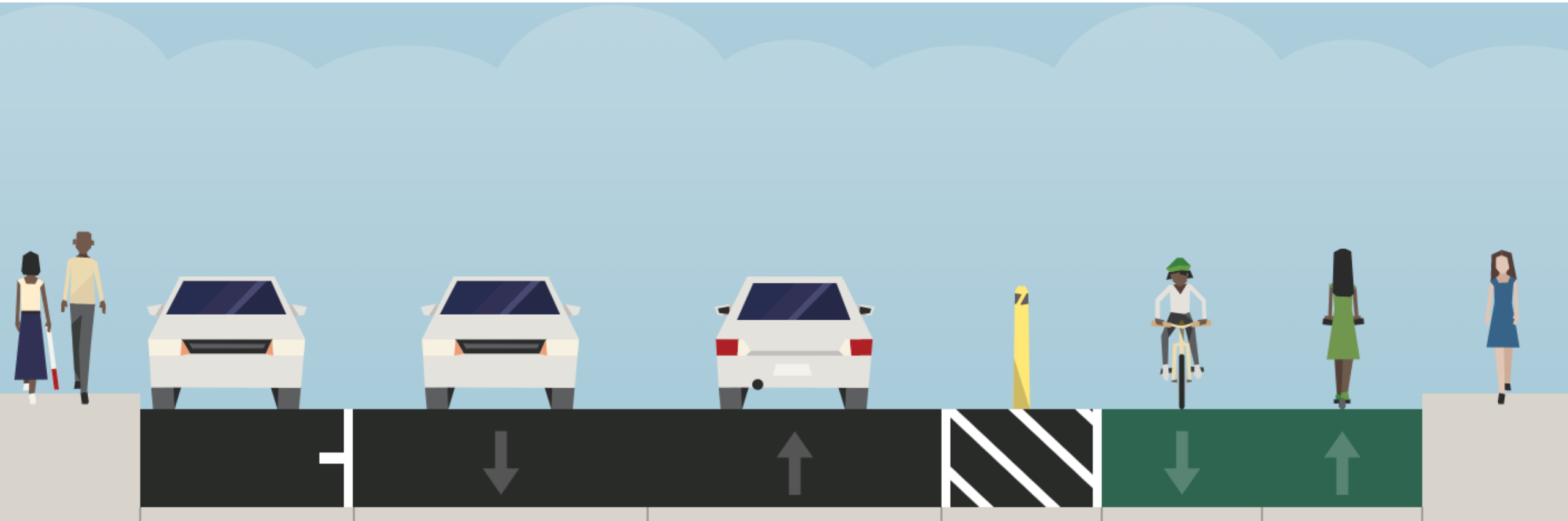


1 2 3 4 5

Least interested in this improvement Most interested in this improvement

Note: This image is for illustrative purposes only and is subject to further design and engineering analysis.

5. This image represents a typical section showing an On-Road Side Path on Mt. Vernon Avenue, between Monroe Ave and 21st St.

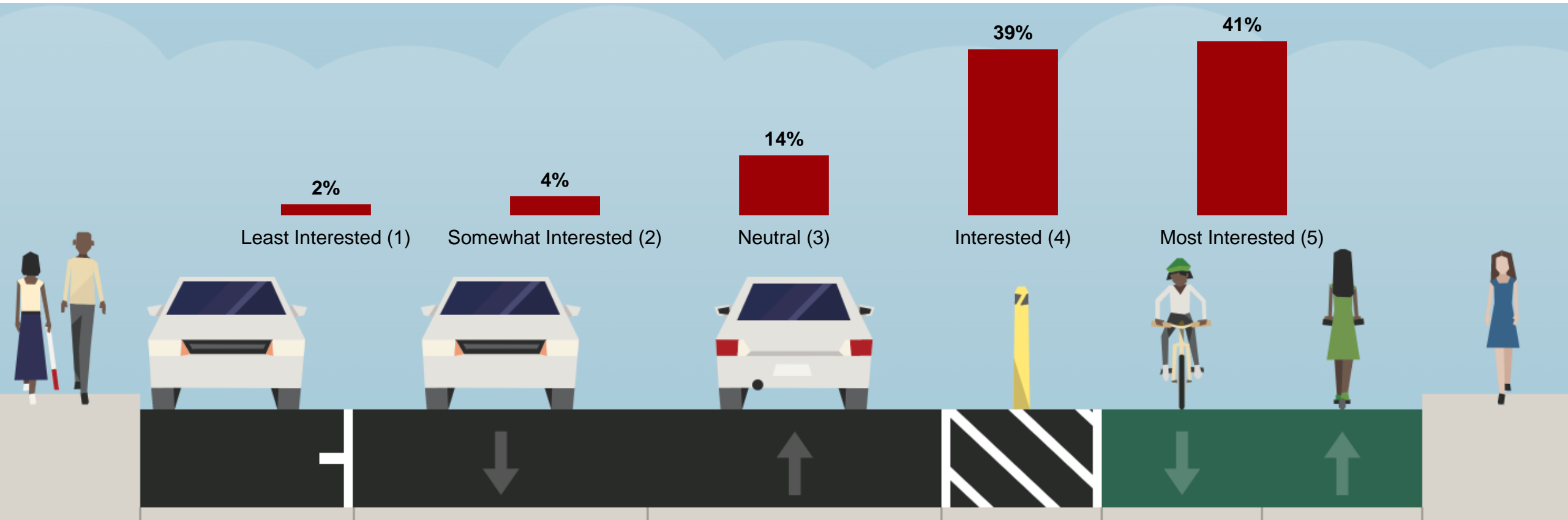


1 2 3 4 5

Least interested in this improvement Most interested in this improvement

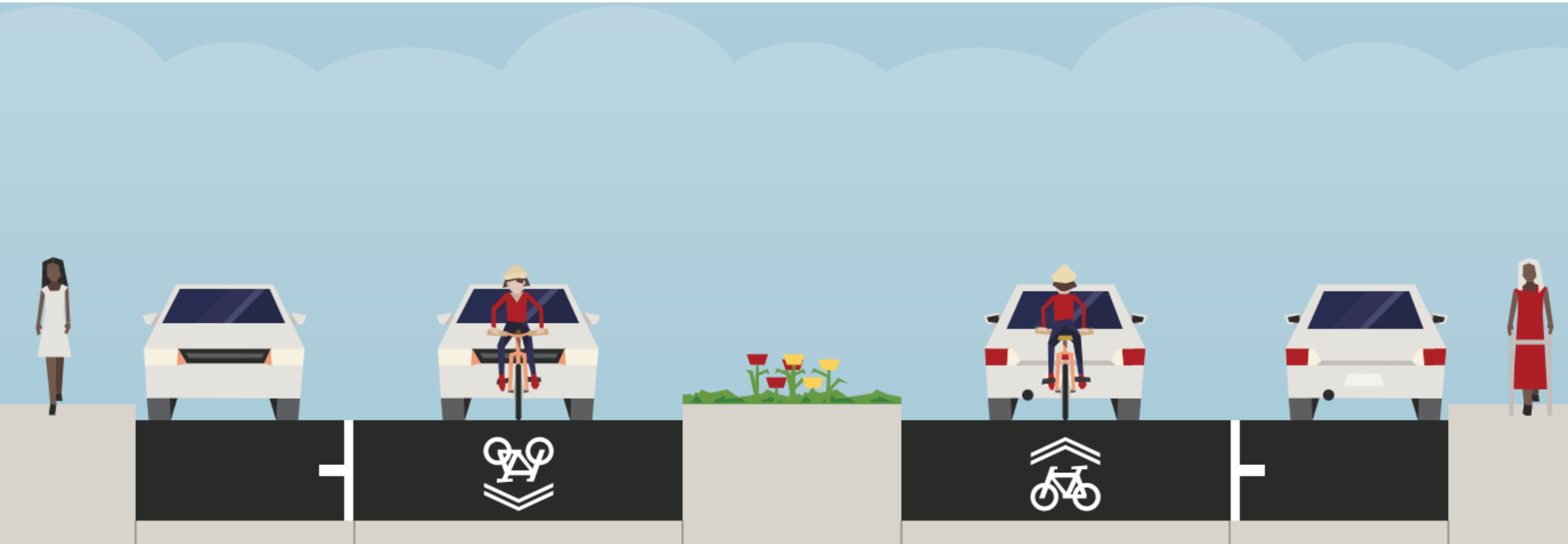
Note: This image is for illustrative purposes only and is subject to further design and engineering analysis.

5. This image represents a typical section showing an On-Road Side Path on Mt. Vernon Avenue, between Monroe Ave and 21st St.



Note: This image is for illustrative purposes only and is subject to further design and engineering analysis.

6. This image represents a typical section showing Planted Medians on Mt. Vernon Avenue, between Monroe Ave and 21st St.

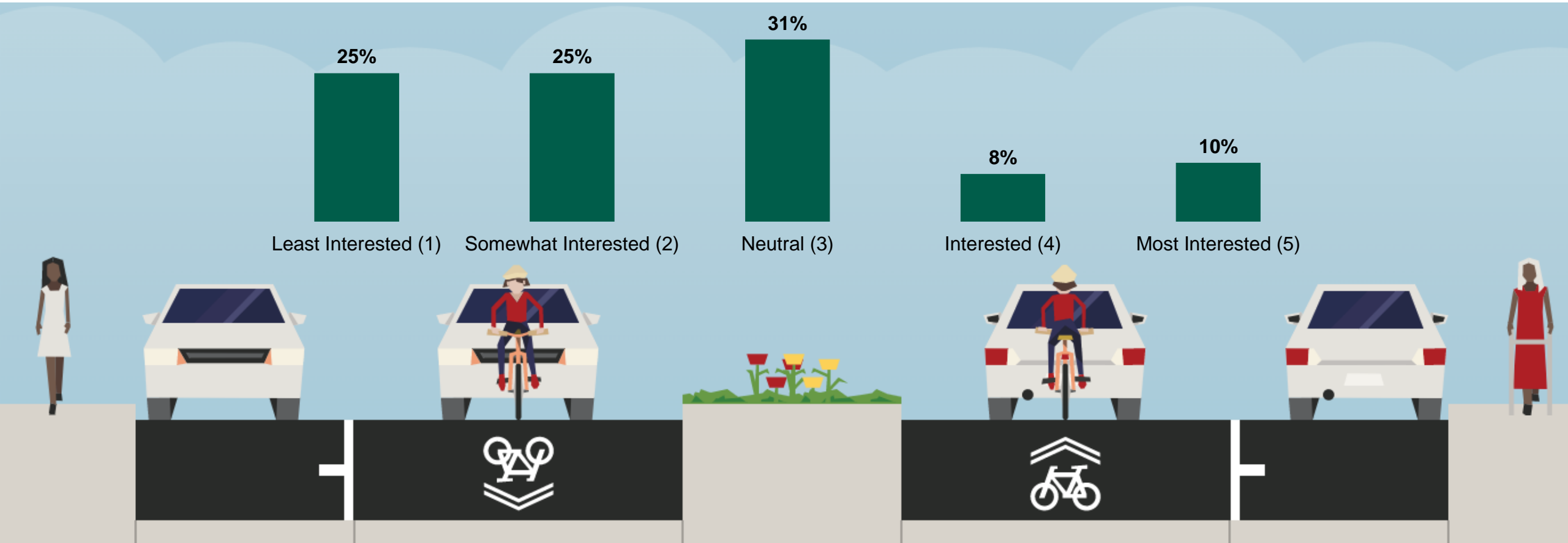


1 2 3 4 5

Least interested in this improvement Most interested in this improvement

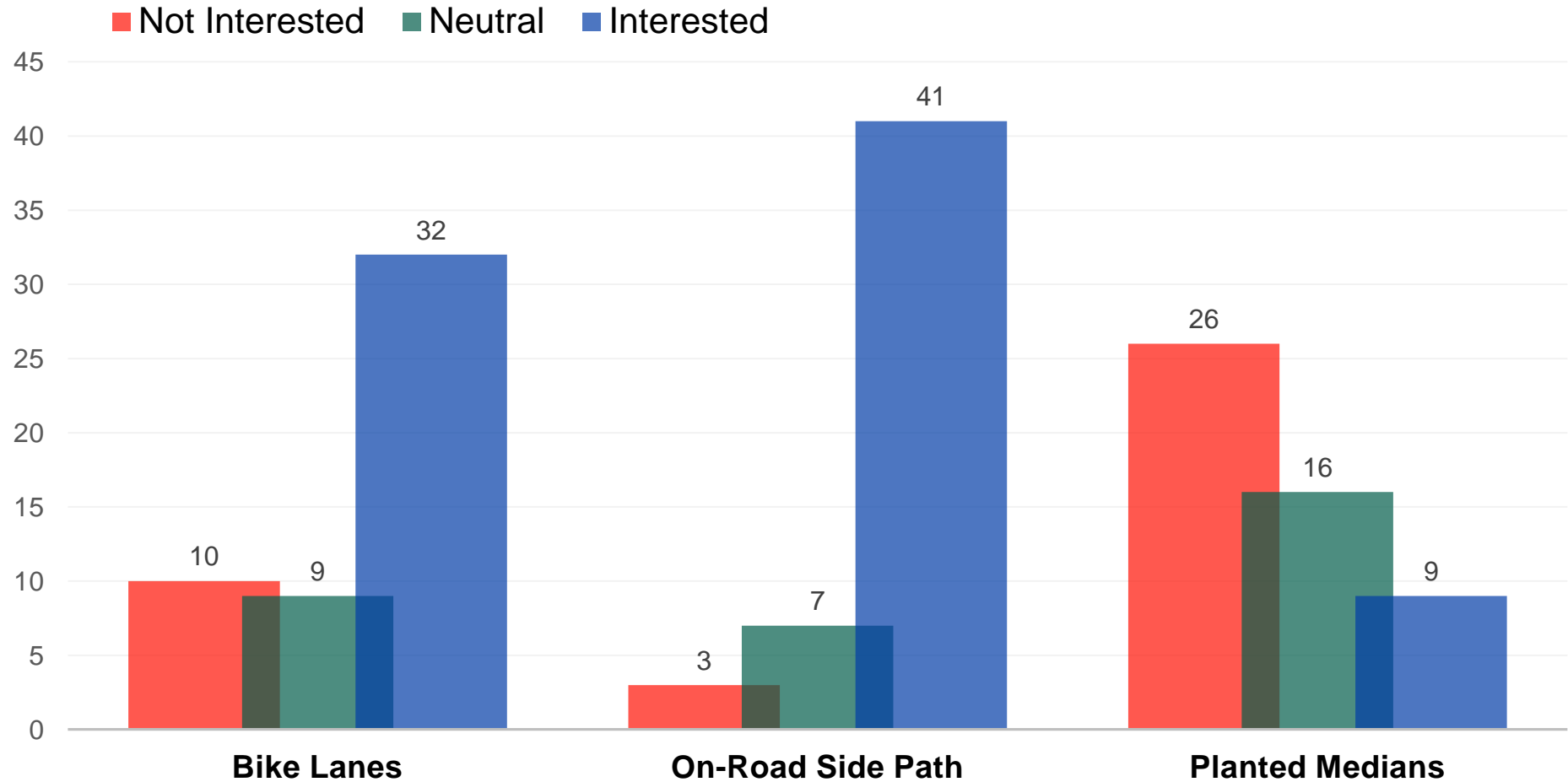
Note: This image is for illustrative purposes only and is subject to further design and engineering analysis.

6. This image represents a typical section showing Planted Medians on Mt. Vernon Avenue, between Monroe Ave and 21st St.



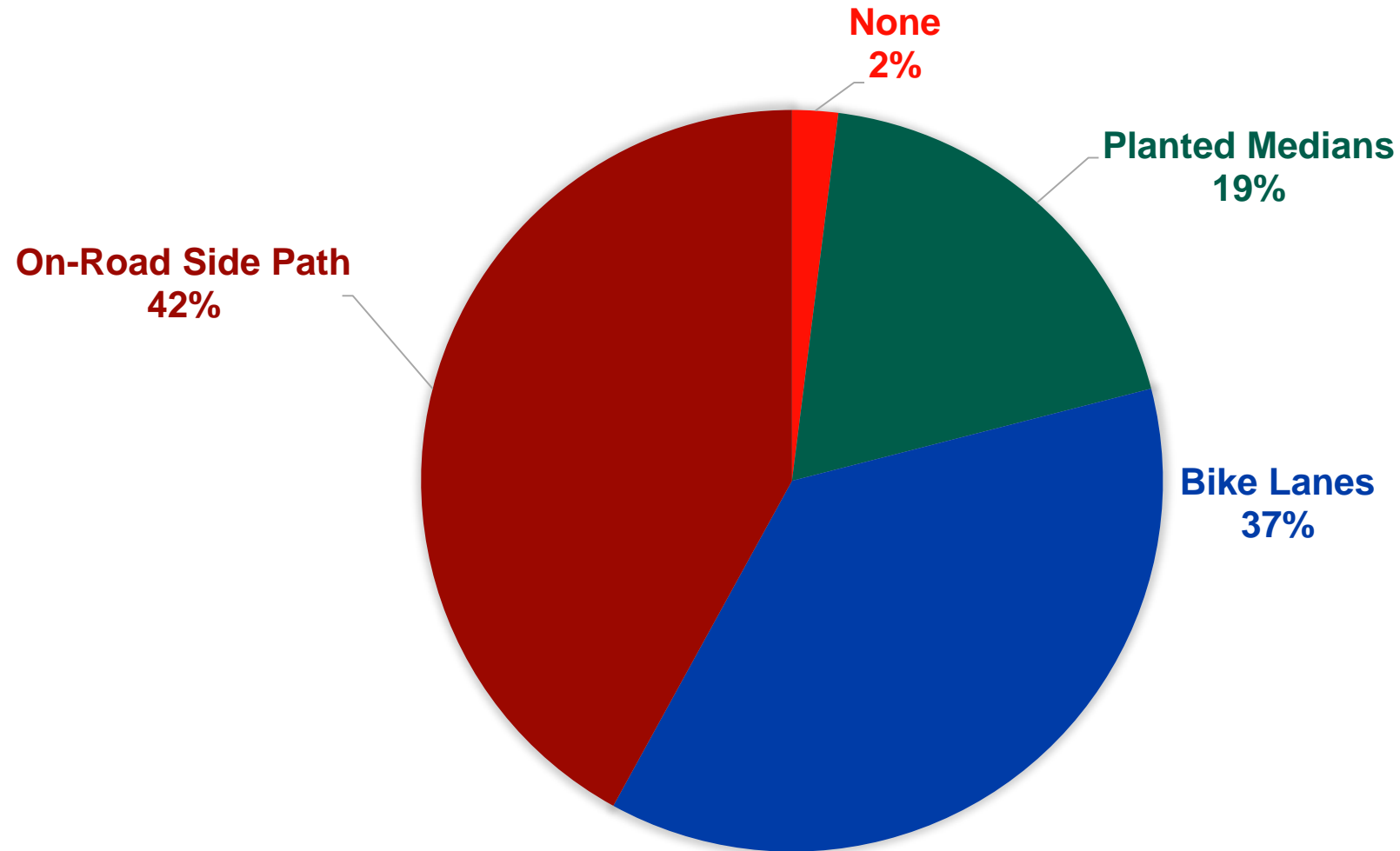
Note: This image is for illustrative purposes only and is subject to further design and engineering analysis.

Interest in Transportation Improvements Summary



*Ratings of 1-2 combined into "Not Interested" and ratings of 4-5 combined into "Interested."
Based on 51 surveys submitted.*

7. Which transportation alternative do you think would be most useful to you?



Based on 51 surveys submitted.

8. Why would this transportation option be most useful to you?

Bike Lanes

Most frequently ride bikes

On-Road Side Path

A path would be great for everyone

It would provide a protected safe place for vulnerable road users

Planted Medians

Community beautification

Increase scenic value of the area

9. Other Comments

- More pedestrian crosswalks at intersections and bus stops
- Please use planters for the barriers [for on-road side path]
- The stop signs at Mt. Vernon and Champion are very effective in reducing accidents

Next Steps

- Determine preferred alternative
- Begin design/funding process
- Assess additional corridor improvements (i.e. art, lighting, etc.)

■ Thank you!



Send questions and comments to: EKogge@Columbus.gov



Visit www.BronzevilleMoves.com to provide comments and review project information



Stay tuned for project updates



Appendix F. NEAC Planning Committee Meeting Slides (May 19, 2022)

NEAC Planning Committee

Thursday, May 19, 2022

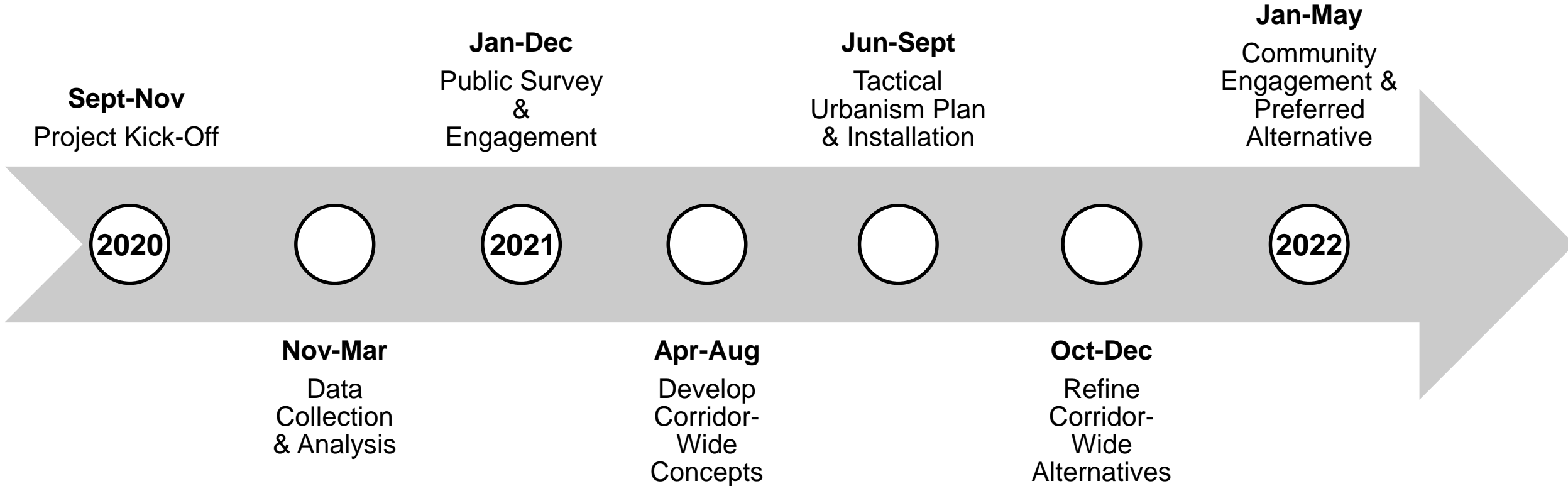


BRONZEVILLE/MT. VERNON AVE. MOBILITY AND SAFETY ACTION PLAN

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE

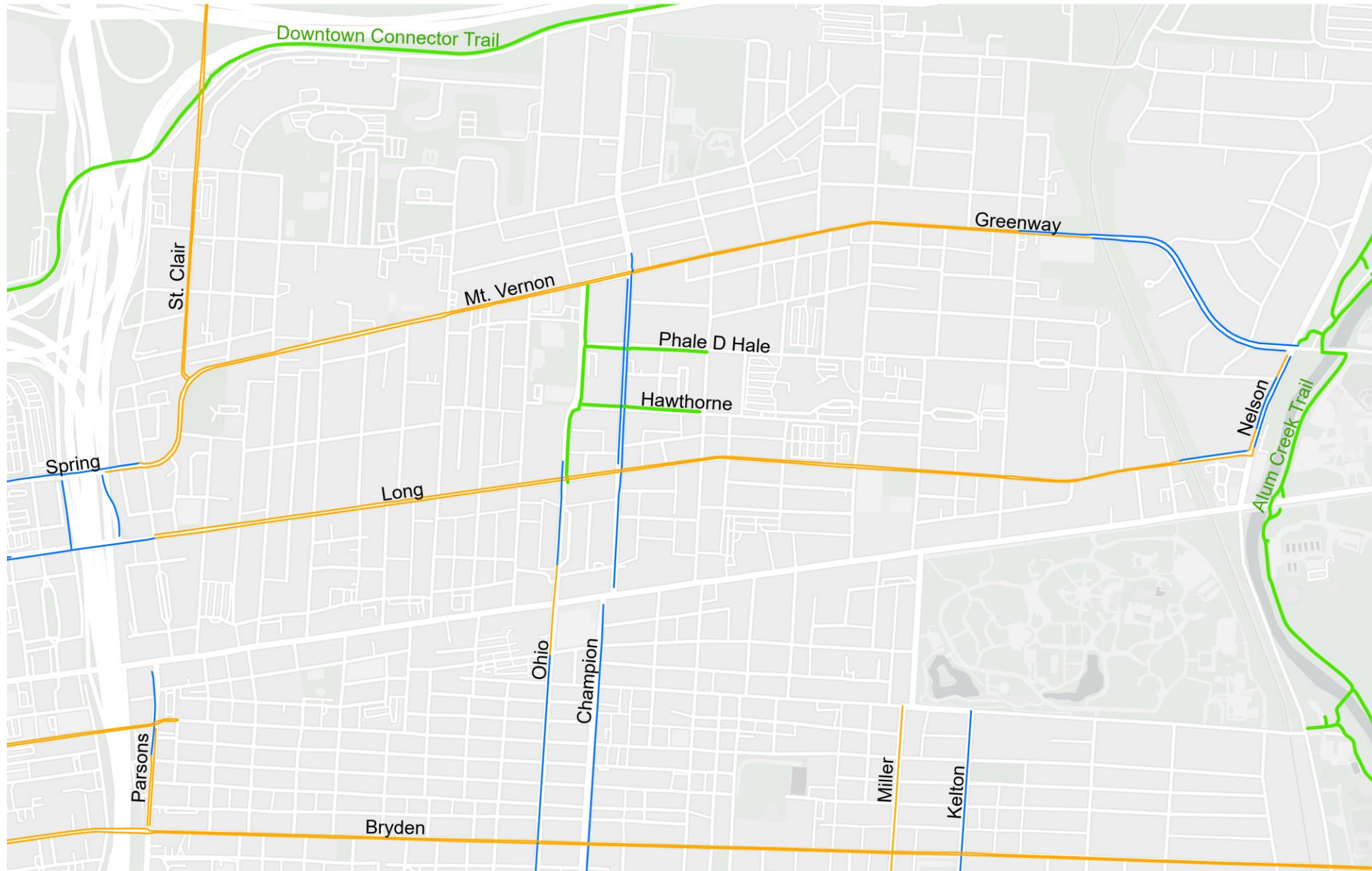
Timeline



Bikeway Connections

- Bike Sharrows
- Shared Use Path
- Bike Lane

0.5 Mile



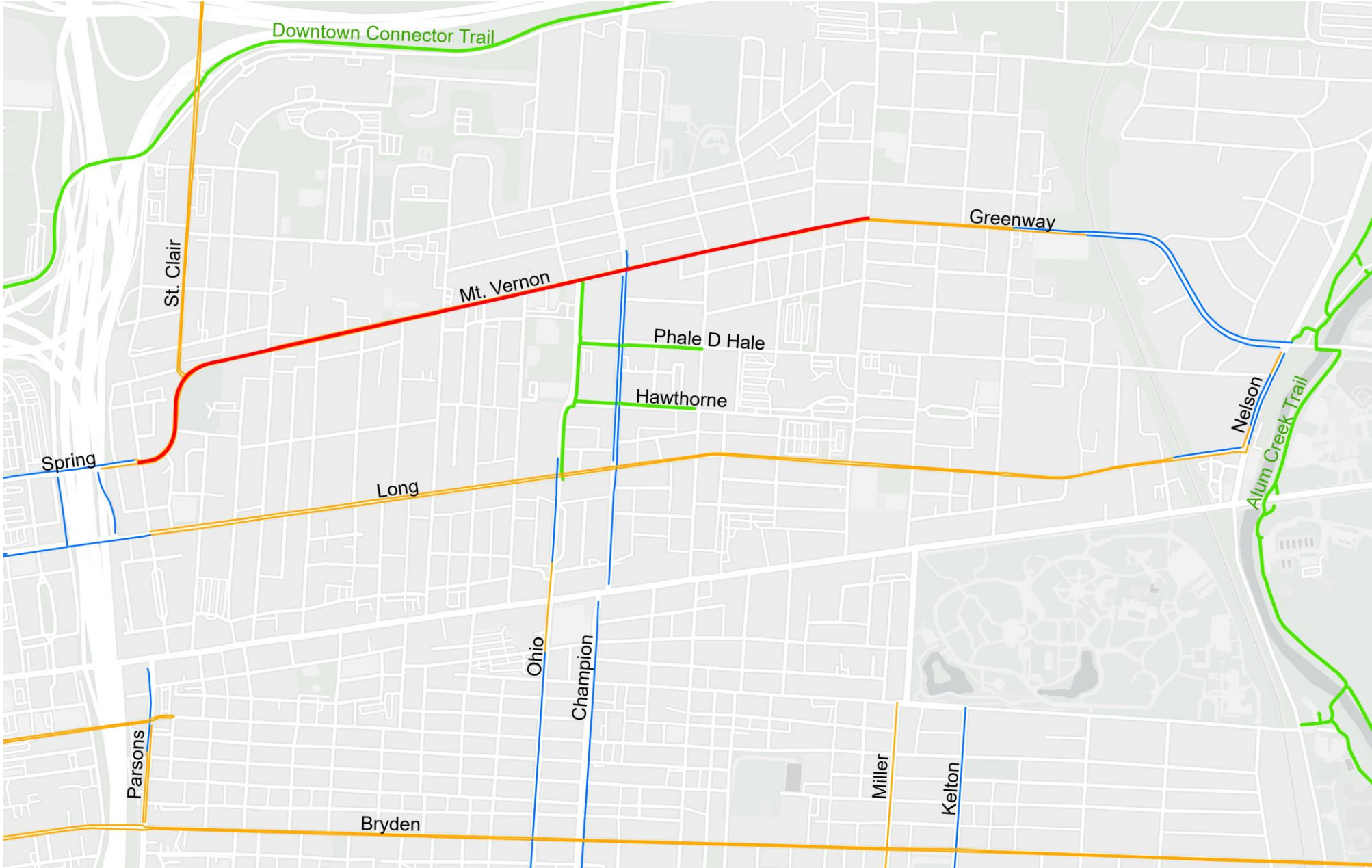
Bike Sharrow
Symbol:



Bikeway Connections

- Mt. Vernon Avenue Study Area
- Shared Use Path
- Bike Sharrows
- Bike Lane

0.5 Mile



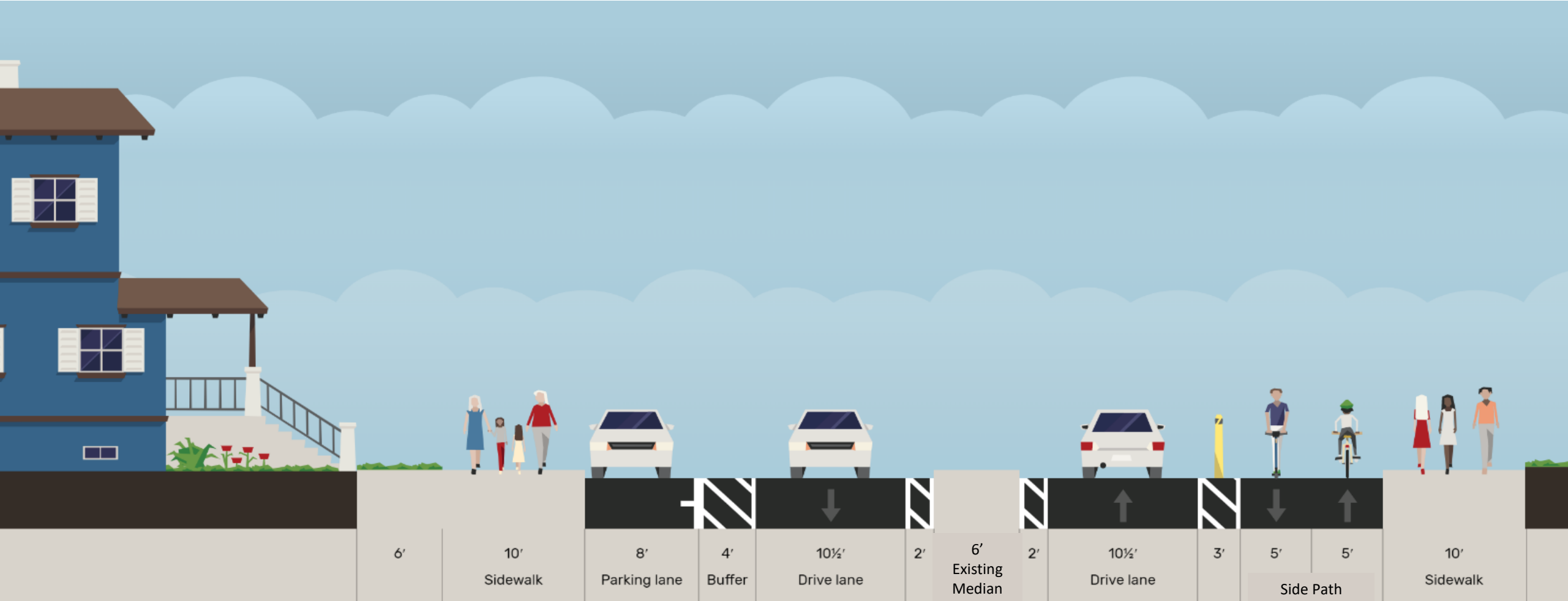
Preferred Alternative: Side Path



Project Goals

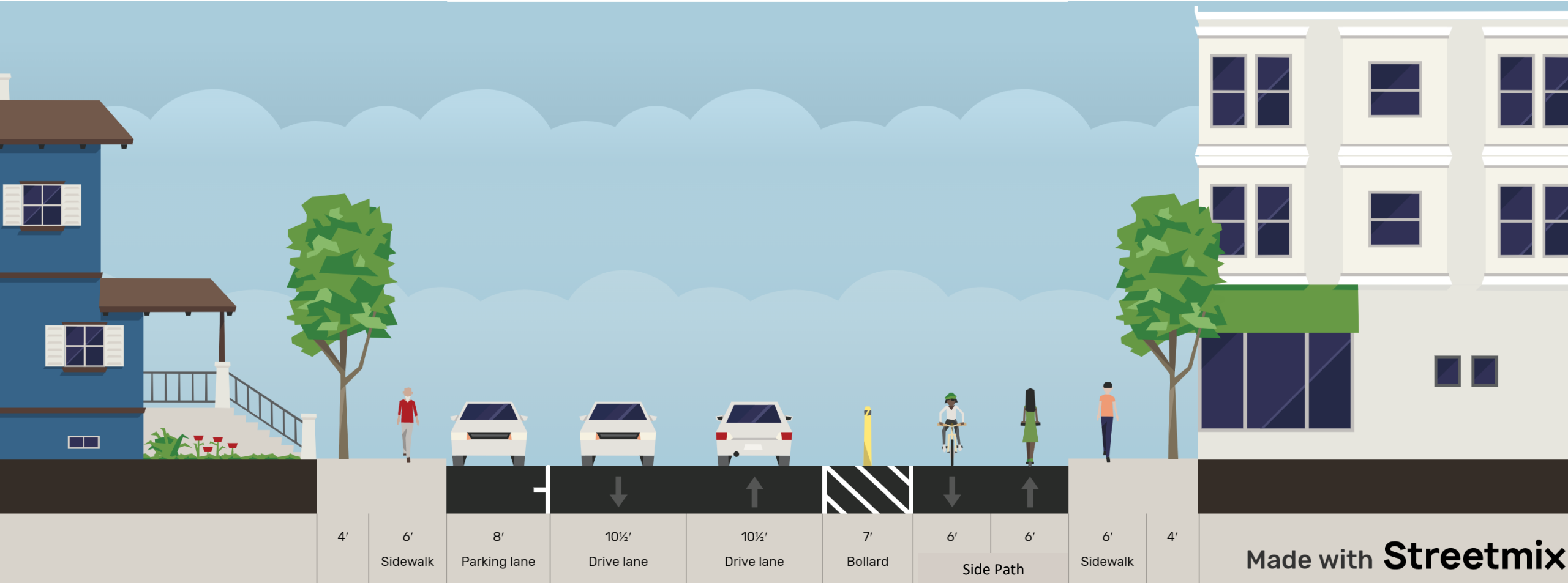
- ✓ Address crashes and near misses
- ✓ Improve safety for all roadway users
- ✓ Increase mobility options
- ✓ Enhance aesthetics

Side Path: Hamilton to St. Clair



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Side Path: St. Clair to 21st



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Side Path & Planters

Examples

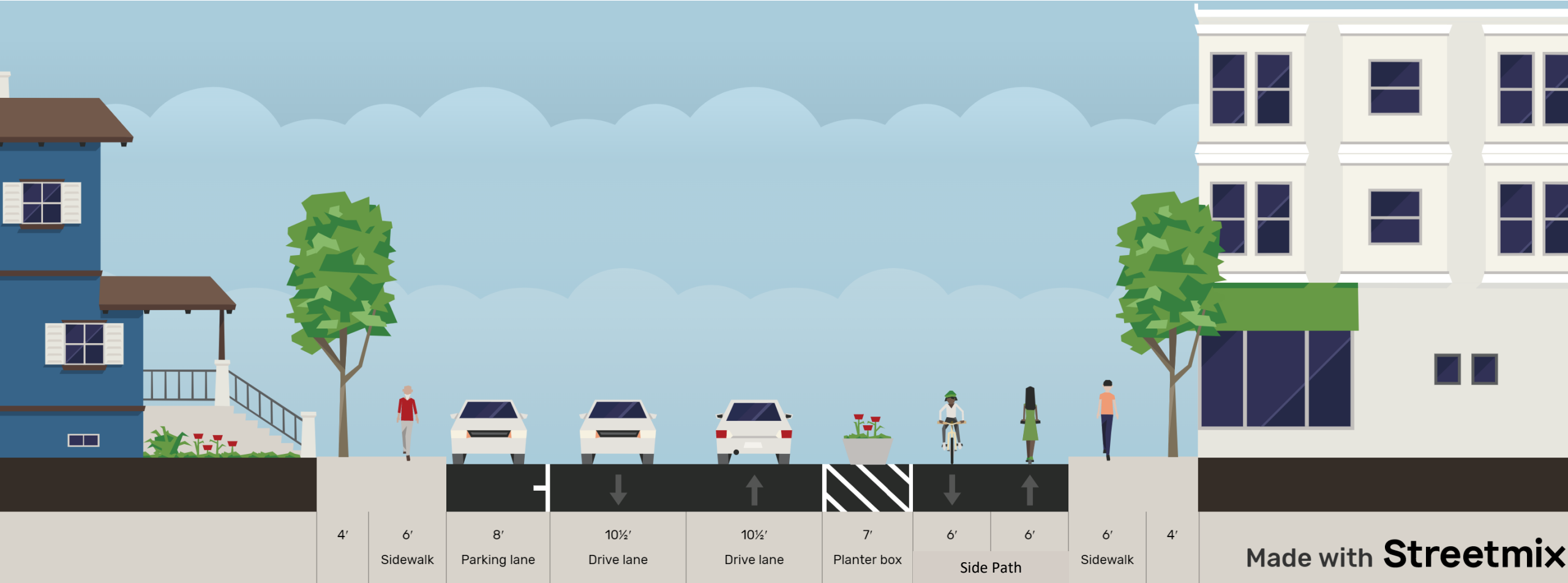


Portland, OR



Austin, TX

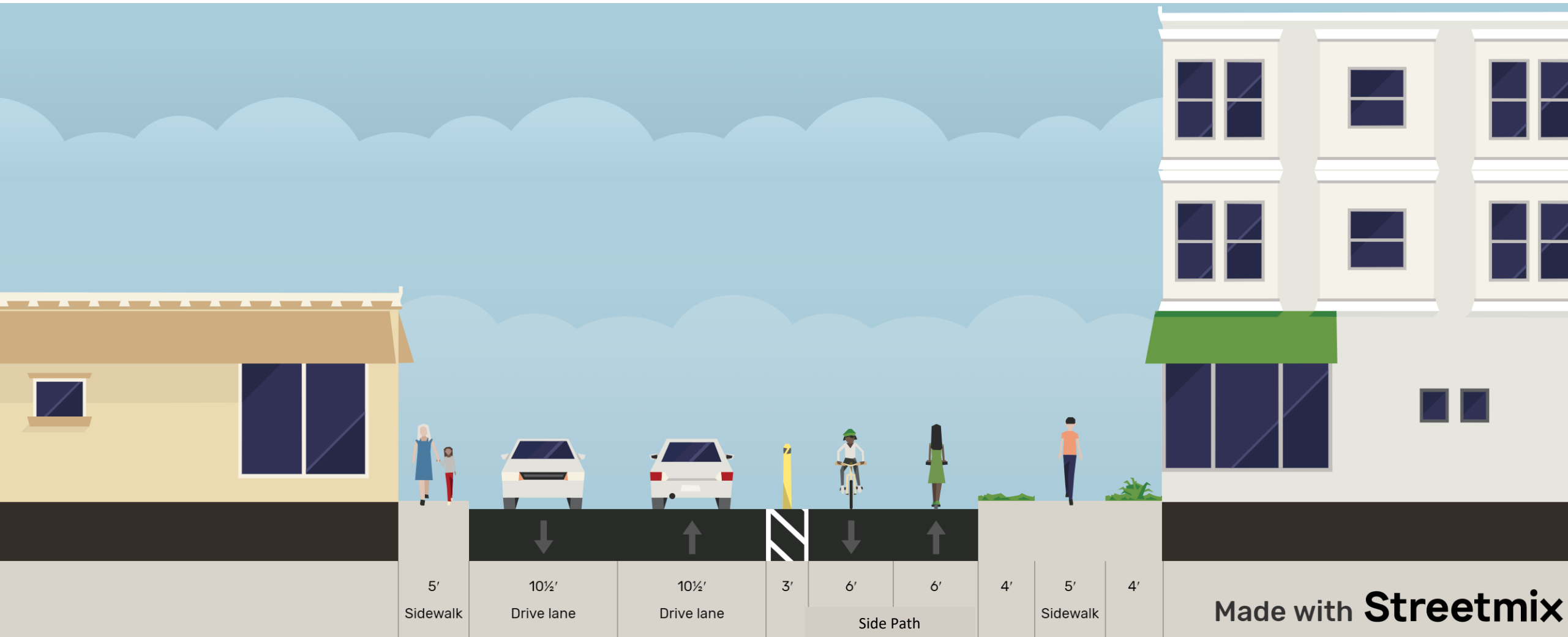
Side Path: St. Clair to 21st (Planters)



Made with **Streetmix**

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Side Path: 21st to Phillips

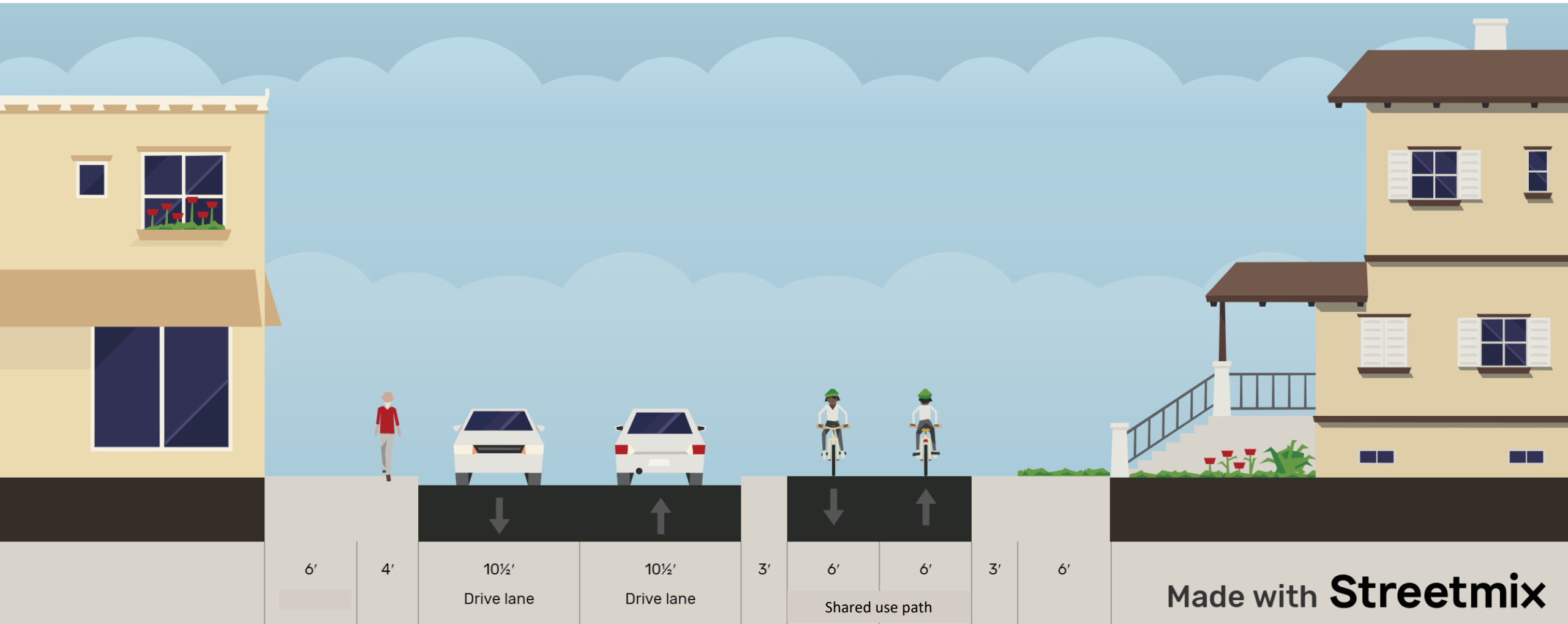


Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alternatives: Phillips to Taylor

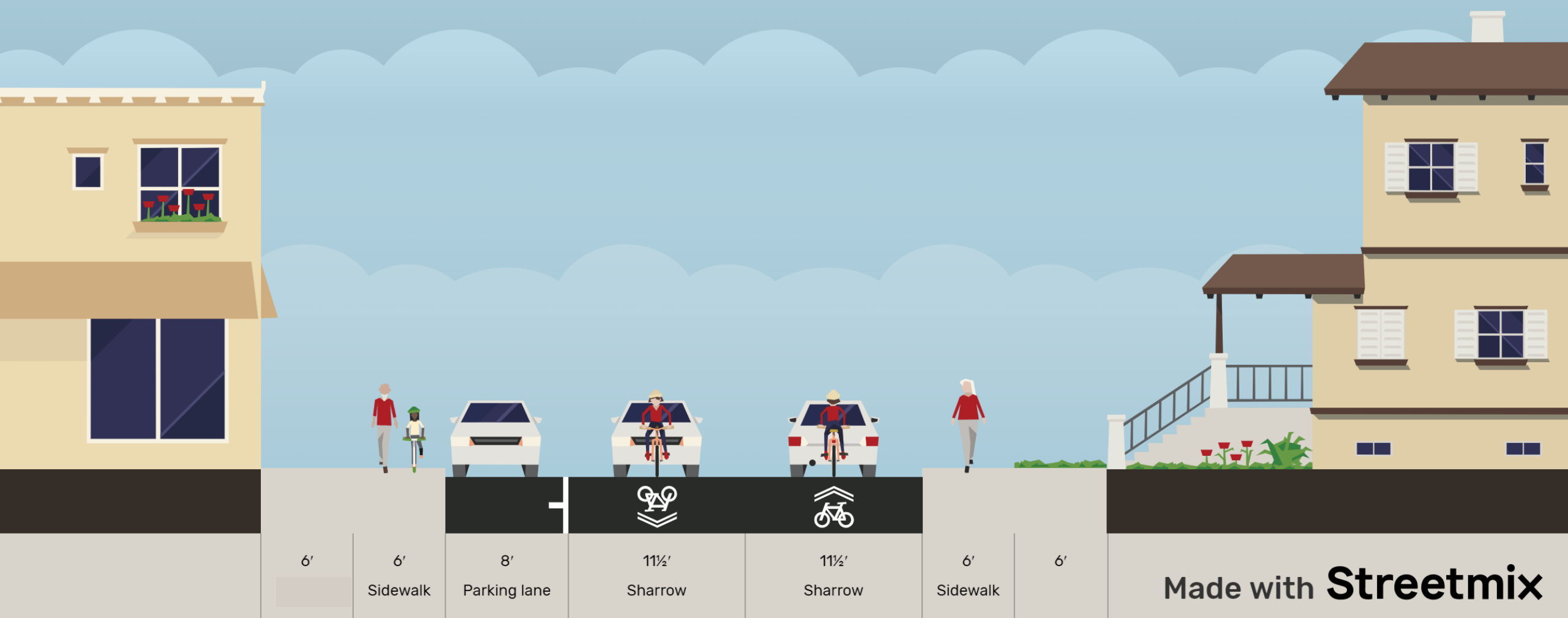
- Shared use path
- Shared lanes (bike sharrows)
- Replace sidewalks

Opt 1. Shared Use Path: Phillips to Taylor



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Opt 2. Shared Lanes: Phillips to Taylor



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

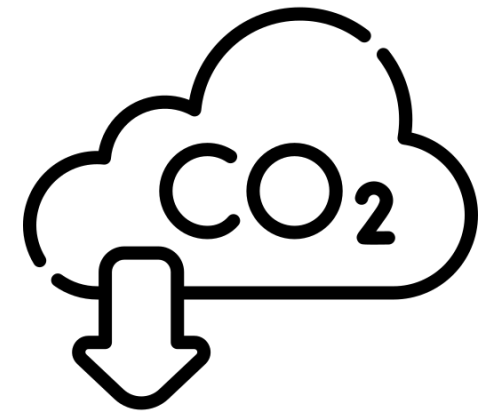
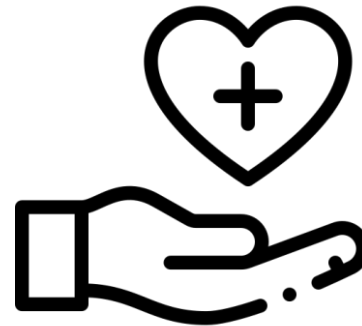
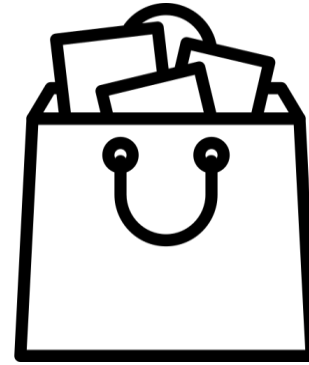
Safety Benefits

- Dedicates and protects space for bicyclists and other non-motorized users
- Traffic calming effect for all roadway users
- Reduces crashes and speeding



Economic, Health, and Environmental Benefits

- Increases retail and food sales
- Improves surrounding property values
- Improves physical health
- Reduces vehicle emissions



Parking Opportunities

Hamilton to 22nd



Mt. Vernon Avenue: Hamilton to 22nd

Number of Parking Spaces

*Owned by City, County, or State

0.25 Mile

Quarter mile = 5 minute walk



Parking Opportunities

22nd to Taylor



Mt. Vernon Avenue: 22nd to Taylor
Number of Parking Spaces

0.25 Mile



Quarter mile = 5 minute walk



Next Steps

- Additional public engagement
- Begin design and funding process
- Plan for additional corridor improvements (public art, pedestrian-scale lighting, etc.)
- Plan for phase 2 of tactical urbanism (west of 20th to Monroe)
- Project information and comment form online at www.BronzevilleMoves.com



Appendix G. Preferred Alternative Presentation Slides (June 7, 2022)

Preferred Transportation Alternative

June 2022



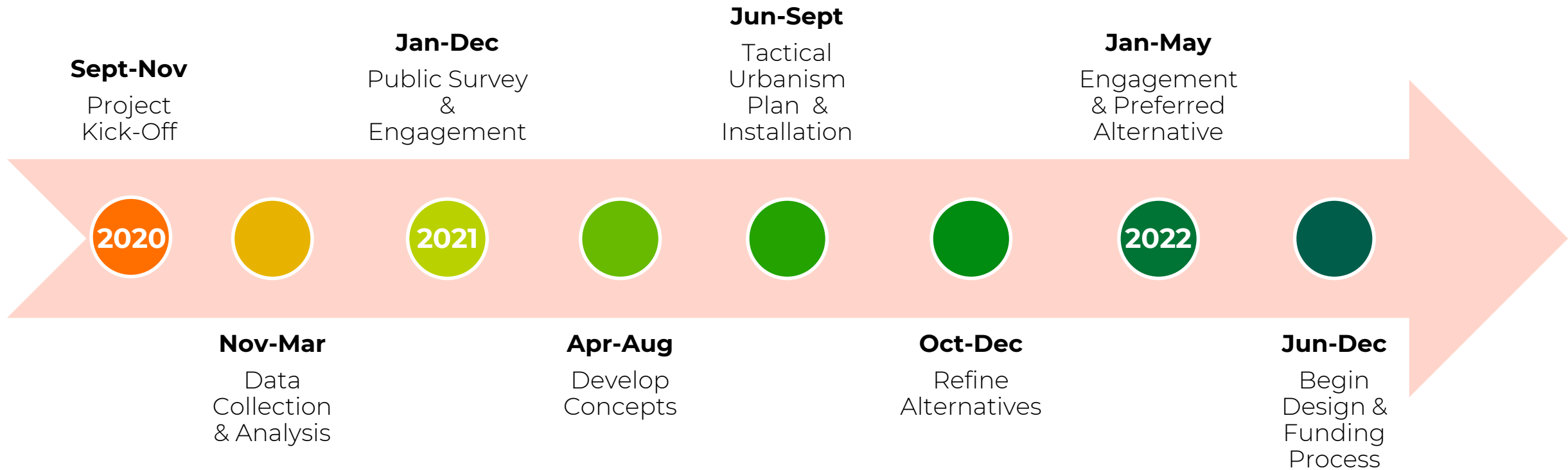
BRONZEVILLE/MT. VERNON AVE. MOBILITY AND SAFETY ACTION PLAN

THE CITY OF
COLUMBUS
ANDREW J. GINTHER, MAYOR

DEPARTMENT OF
PUBLIC SERVICE



Timeline



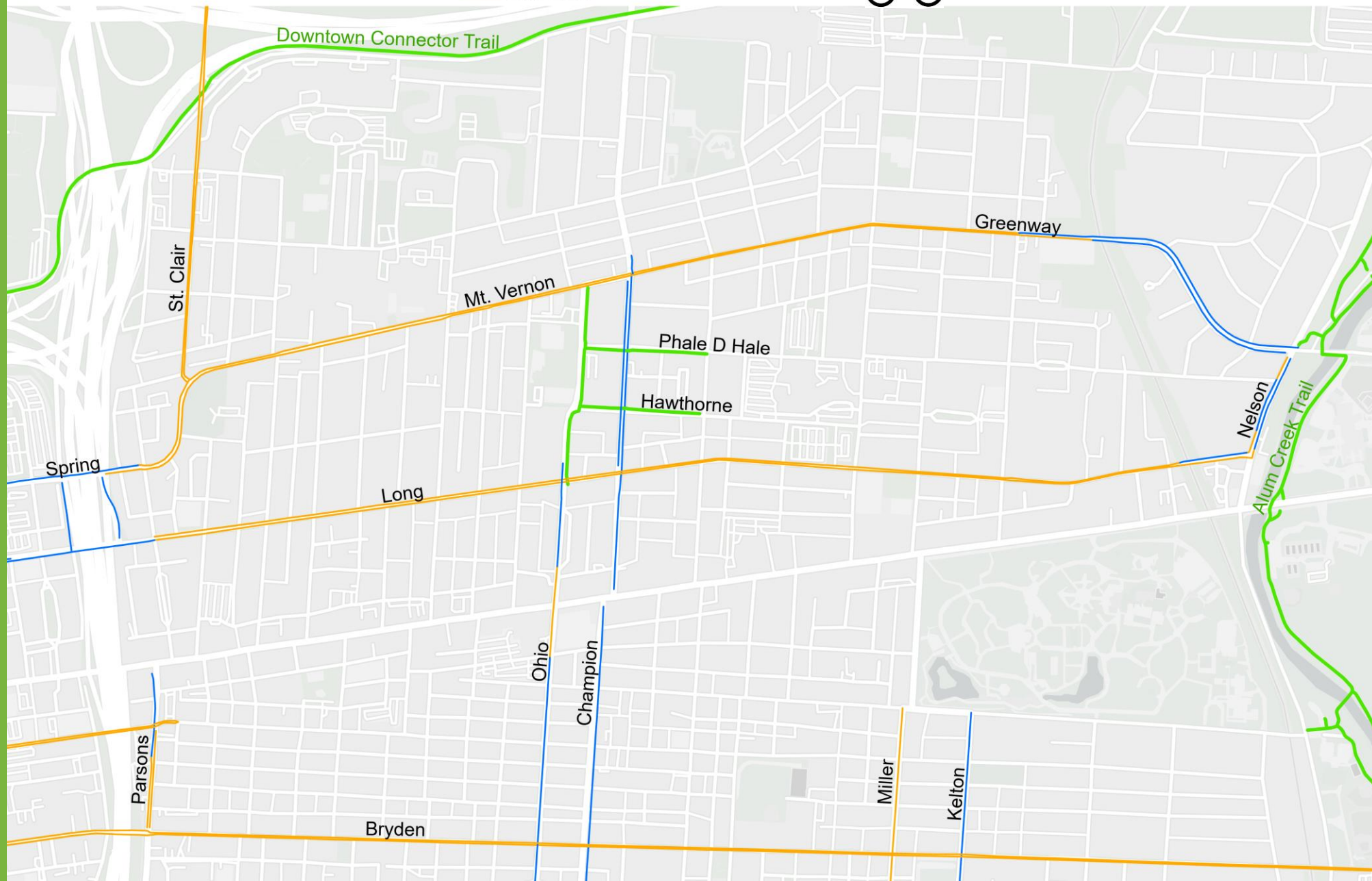
Bikeway Connections

- Bike Sharrows
- Shared Use Path
- Bike Lane

Bike Sharrow
Symbol:



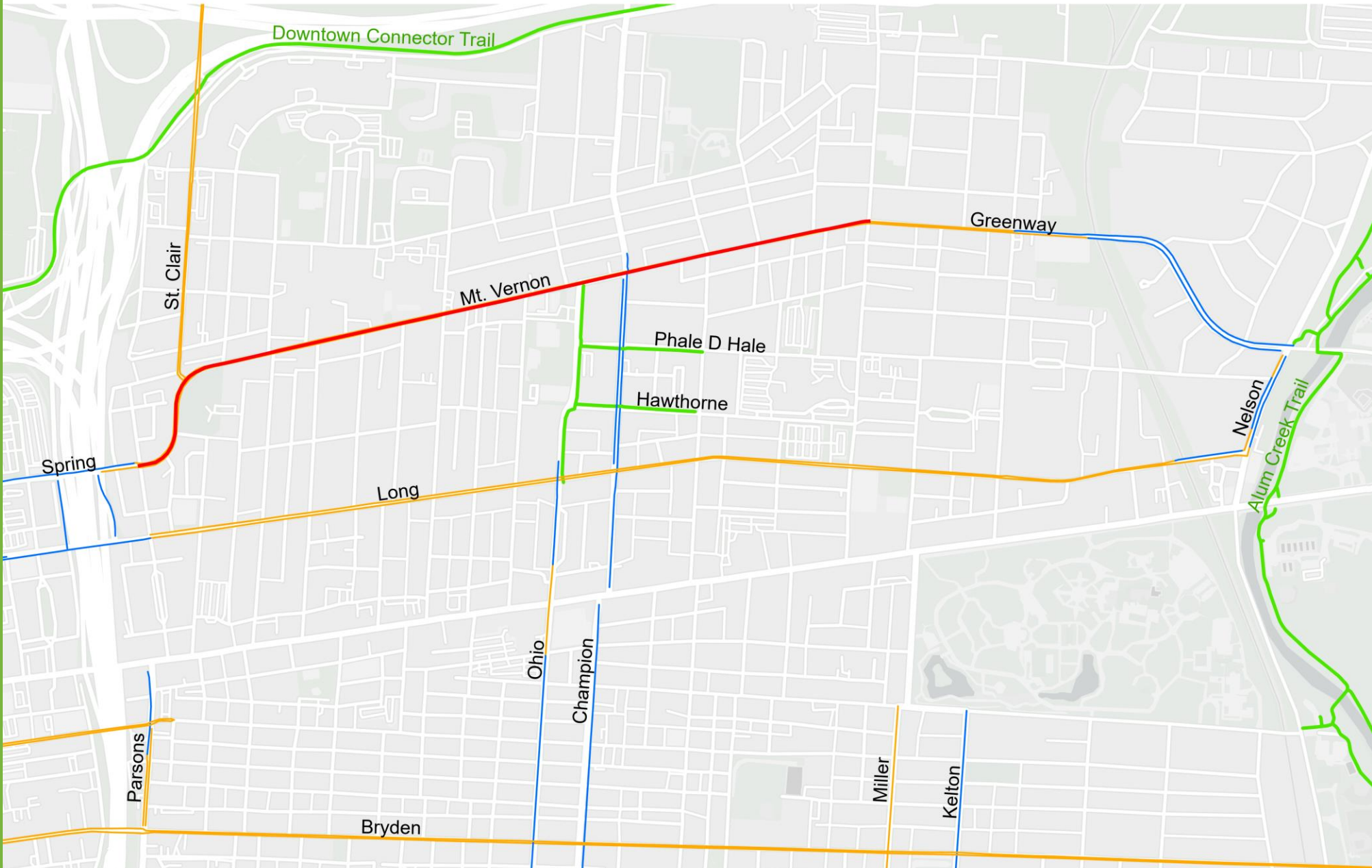
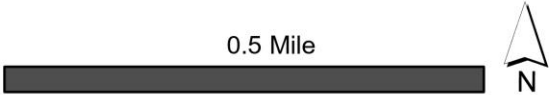
0.5 Mile



Bikeway Connections

- Mt. Vernon Avenue Study Area
- Shared Use Path
- Bike Sharrows
- Bike Lane

0.5 Mile



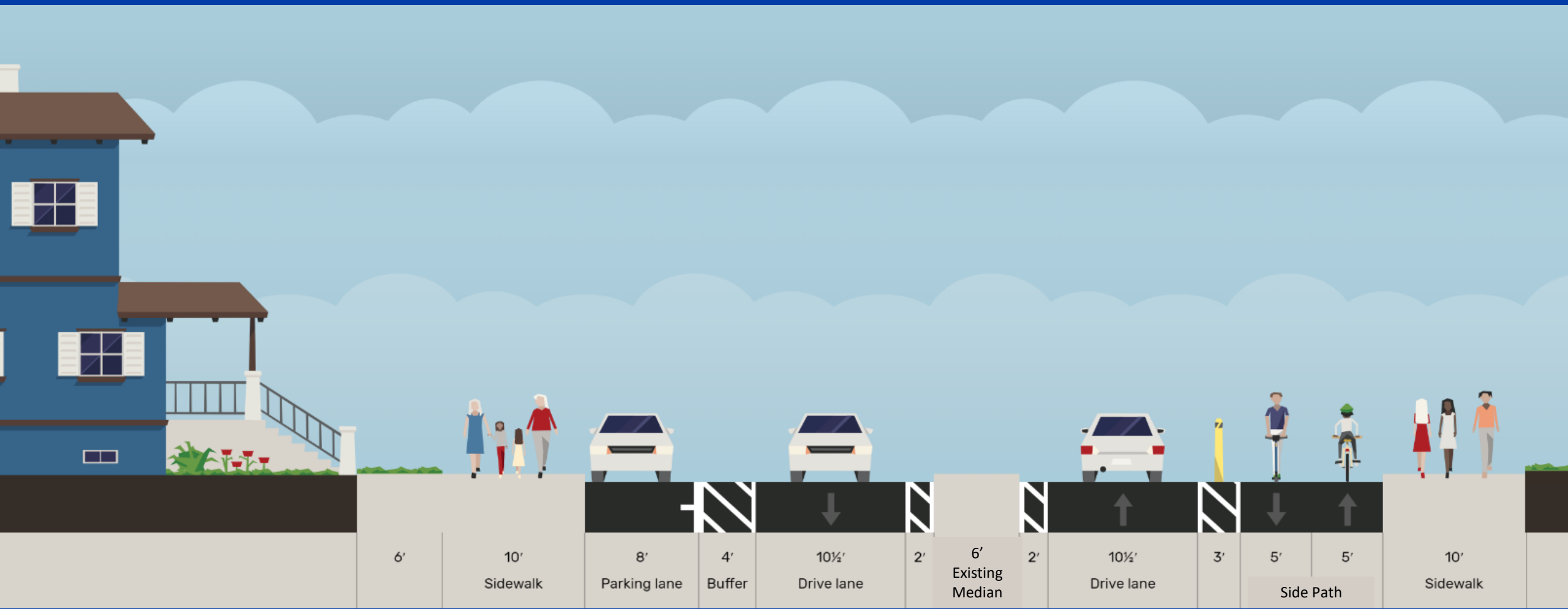
Preferred Alternative: Side Path



Project Goals

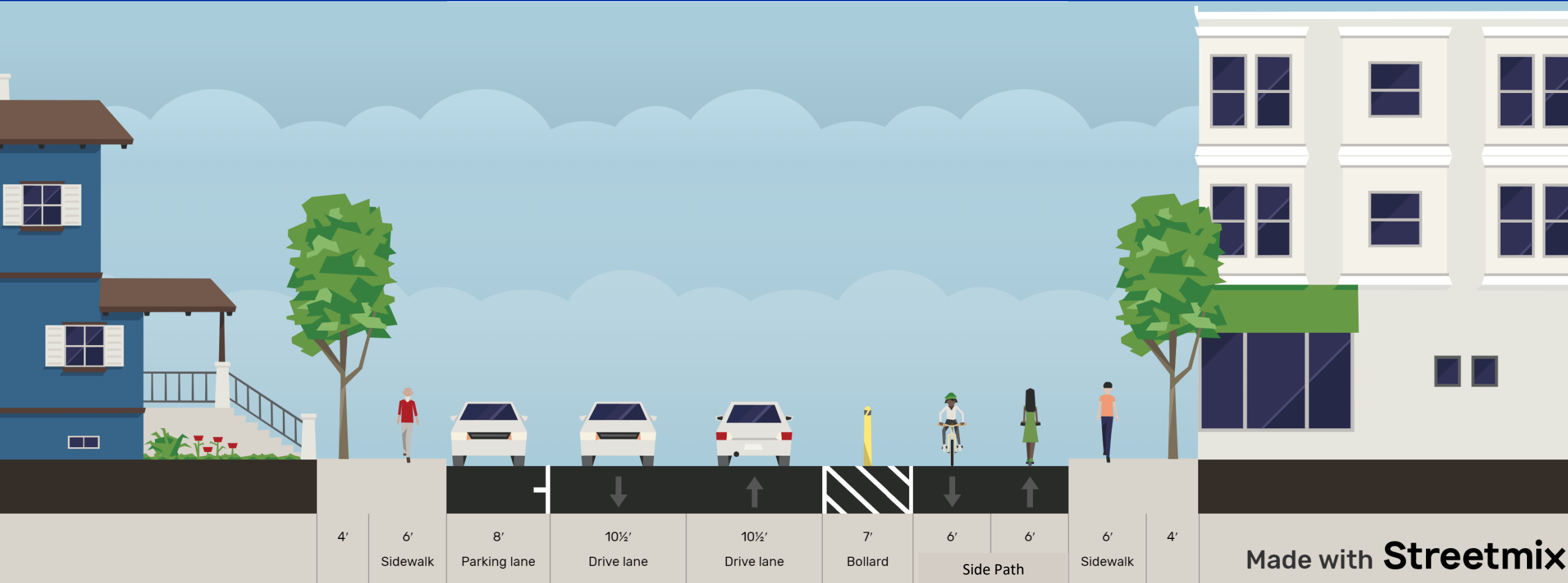
- ✓ Address crashes and near misses
- ✓ Improve safety for all roadway users
- ✓ Increase mobility options
- ✓ Enhance aesthetics

Side Path: Hamilton to St. Clair



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Side Path: St. Clair to 21st



Made with **Streetmix**

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Side Path & Planters

Examples

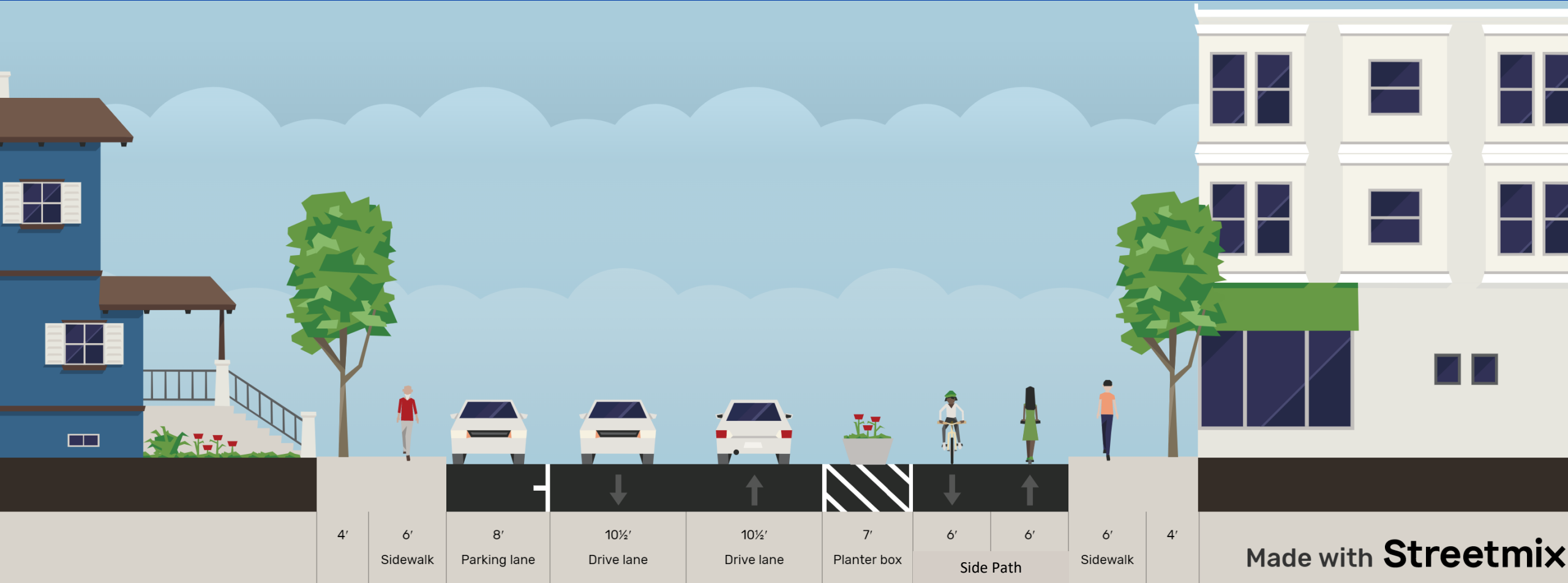


Portland, OR



Austin, TX

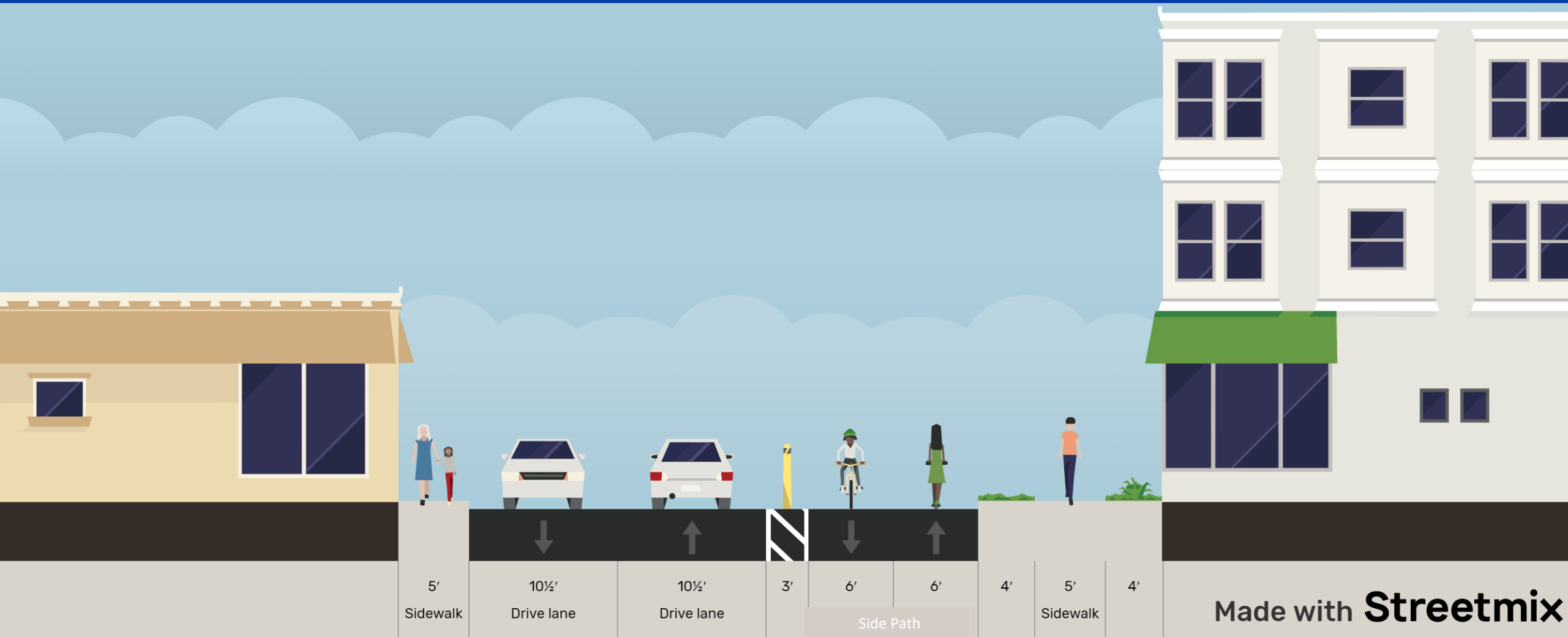
Side Path: St. Clair to 21st (Planters)



Made with **Streetmix**

Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Side Path: 21st to Phillips

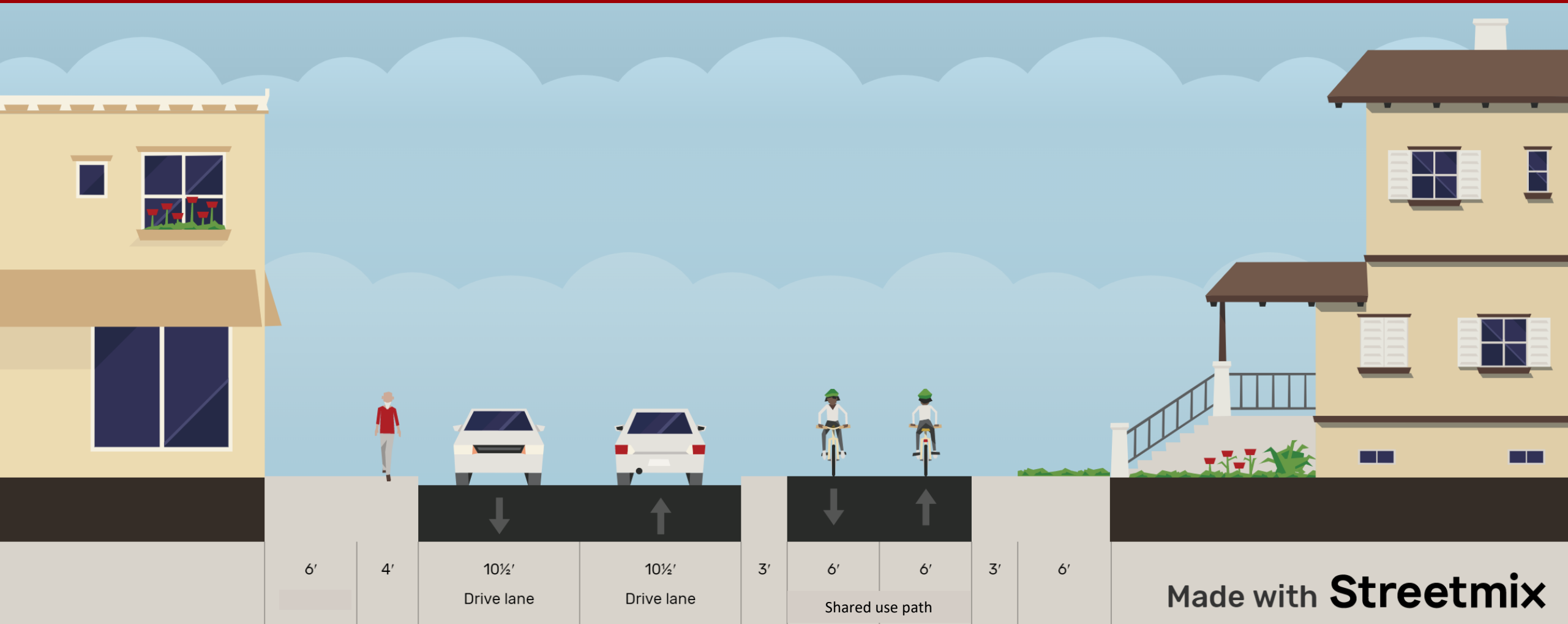


Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Alternatives: Phillips to Taylor

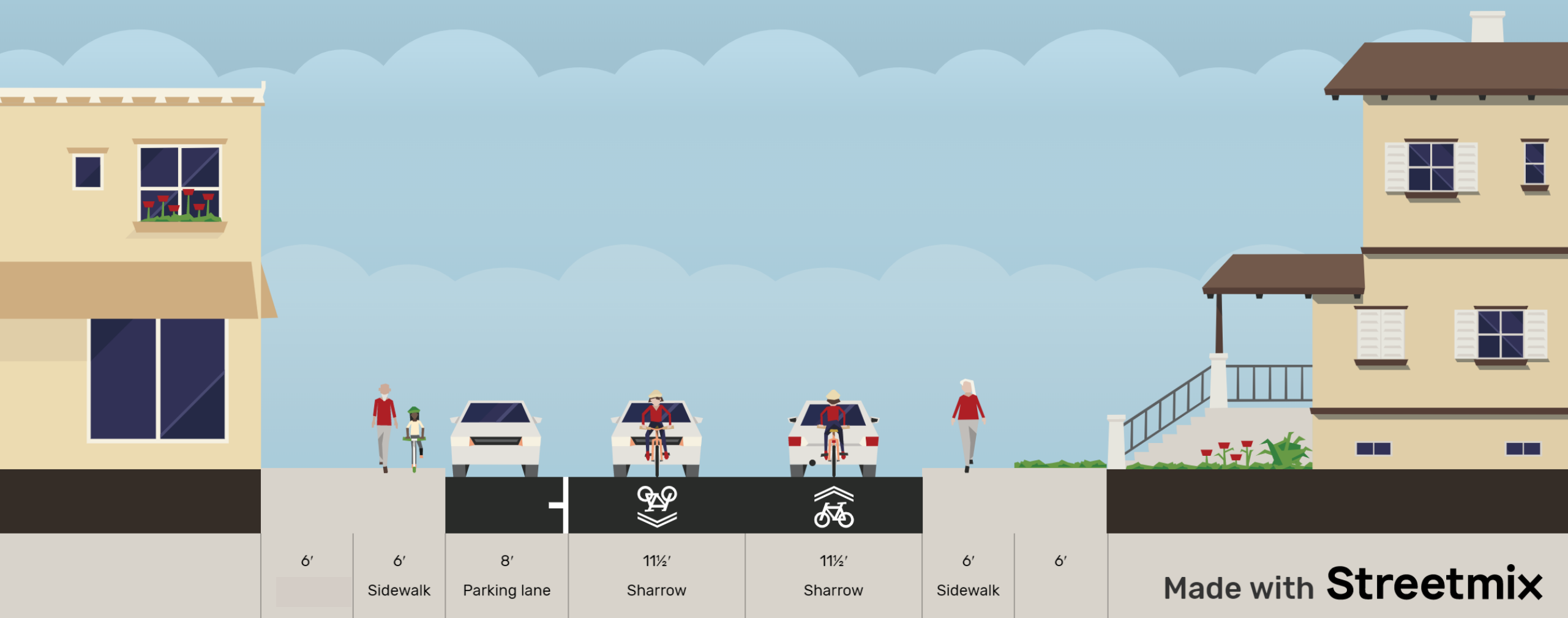
- Shared use path
- Shared lanes (bike sharrows)
- Replace sidewalks

Opt 1. Shared Use Path: Phillips to Taylor



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

Opt 2. Shared Lanes: Phillips to Taylor



Note: This image is for illustrative purposes only. Final conditions will be determined in design.

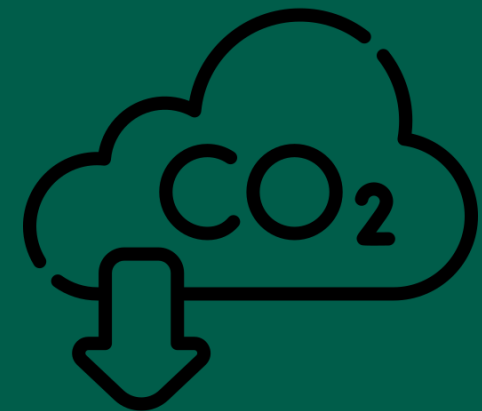
Safety Benefits

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Economic, Health, and Environmental Benefits

- Increases retail and food sales
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Parking Opportunities

Hamilton to 22nd



Mt. Vernon Avenue: Hamilton to 22nd

Number of Parking Spaces

*Owned by City, County, or State

0.25 Mile



Quarter mile = 5 minute walk



Parking Opportunities 22nd to Taylor



Mt. Vernon Avenue: 22nd to Taylor
Number of Parking Spaces

0.25 Mile



Quarter mile = 5 minute walk



Next Steps

- Additional public engagement
- Begin design and funding process
- Plan for additional corridor improvements (public art, pedestrian-scale lighting, etc.)
- Plan for phase 2 of tactical urbanism (west of 20th to Monroe)
- Project information and comment form online at www.BronzevilleMoves.com



Appendix H. Tactical Urbanism Results (Oct. 2020 – Oct. 2022)



Tactical Urbanism Results

November 29, 2022

Prepared by the City of Columbus, Department of Public Service

Project Overview

The Bronzeville/Mt. Vernon Avenue Mobility and Safety Action Plan was created from fall 2020 through summer 2022. The goal of the plan is to improve traffic safety on Mt. Vernon Avenue by reducing speeding and crashes, providing more mobility options for residents to get around, and enhancing neighborhood aesthetics.

Tactical Urbanism

The Department of Public Service placed an interim safety treatment on Mt. Vernon Avenue from 20th Street to Phillips Street in September 2021 (see Figure 1).

This treatment includes the following:

- All-way STOP signs at Champion Avenue and Mt. Vernon Avenue
- All-way STOP signs at Ohio Avenue and Mt. Vernon Avenue
- Type II (ladder-style) crosswalks at 22nd Street (near Champion Middle School) and Champion Avenue
- Striped parking lanes with curb extensions delineated with flex posts along Mt. Vernon Avenue

This installation meets one of the overarching project goals from the Bronzeville/Mt. Vernon Avenue Mobility and Safety Action Plan to address crashes and near misses at the Champion Avenue and Mt. Vernon Avenue intersection. The installation is continually being monitored for effectiveness at reducing vehicle speeds and crashes and will remain in place until a preferred alternative is identified.

The following report outlines speed and crash data before and after the installation of the tactical urbanism project, including average speeds, 85th percentile speeds, crash severity, crash types, and

specific crash locations. Images before and after the tactical urbanism installation are featured on the final pages of the report.



Figure 1. Tactical urbanism project extent

Crash History

Crashes were monitored before and after the tactical urbanism installation, from October 2020 to September 2021 and after installation, from October 2021 to September 2022. Installation occurred over a two-week period towards the end of September 2021.

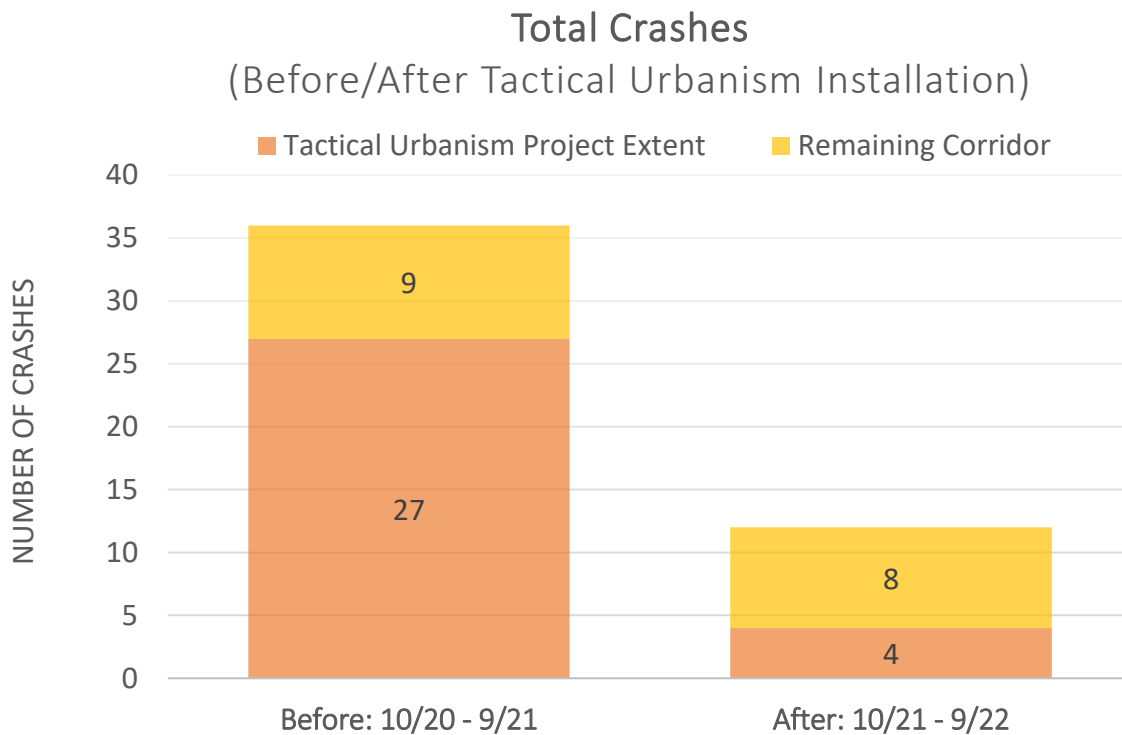


Figure 2. Total crashes before and after tactical urbanism installation

Before Tactical Urbanism (October 2020 – September 2021)

A total of 36 crashes occurred on Mt. Vernon Avenue prior to the tactical urbanism installation, from October 2020 to September 2021 (Figure 2). There were 13 minor injury crashes, four possible injury crashes, and 18 property damage only crashes on the corridor from October 2020 through September 2021 (Figure 3). The most common crash type was angle, accounting for nearly 70% of all crashes. Alcohol and drugs were not considered factors in all of these crashes. Four crashes were considered speed-related. Half of all crashes occurred at a four-way intersection.

After Tactical Urbanism (October 2021 – September 2021)

A total of 12 crashes occurred on Mt. Vernon Avenue following the tactical urbanism installation, from October 2021 to September 2022 (Figure 2). Four injury crashes were reported on the Mt. Vernon Avenue corridor between October 2021 and September 2022, including one serious injury, two minor injuries, and one possible injury. The majority of crashes (67%) resulted in property damage only (Figure 3). The most common crash types were rear end (2), angle (2), sideswipe-passing (2), fixed object (2), and parked vehicle (2). Alcohol and drugs were not considered factors in all of these crashes. Two crashes were considered speed-related. Half of the total crashes occurred outside of an intersection, with only one crash recorded at a four-way intersection.

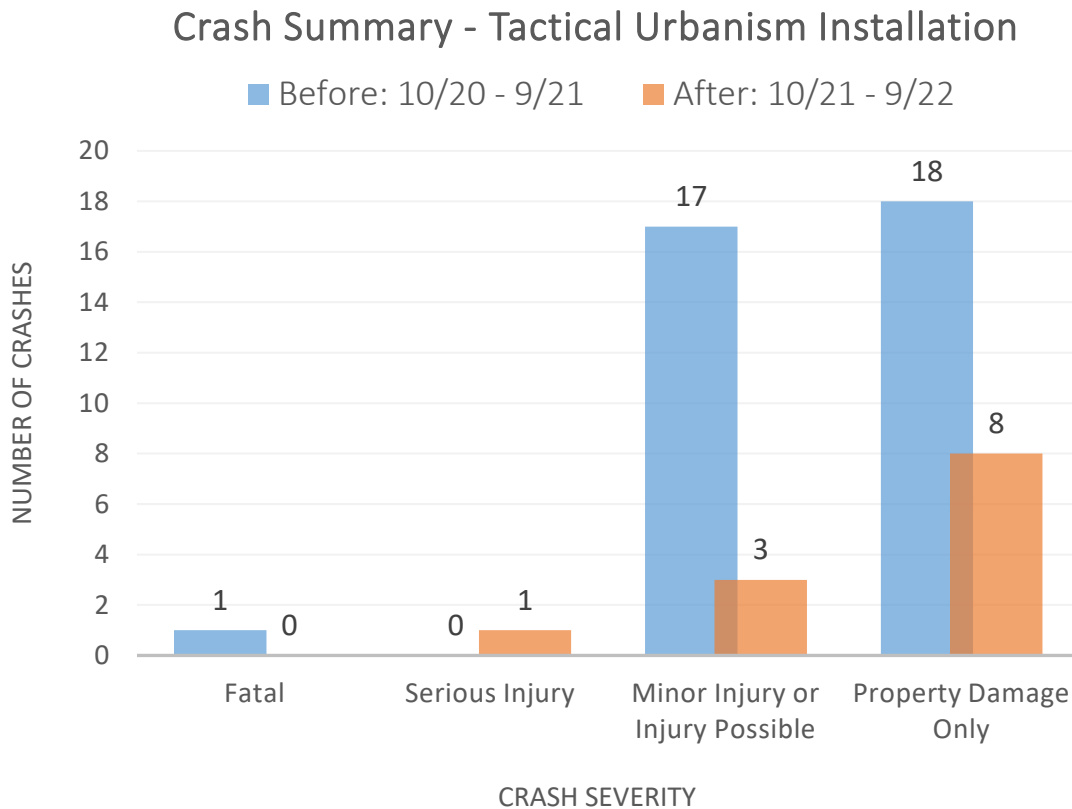


Figure 3. Number of crashes by severity before and after tactical urbanism

The number and severity of crashes were reduced significantly after the tactical urbanism installation. Comparing crashes before and after installation shows that **crashes were reduced by approximately 65% and fatal/injury crashes were reduced by roughly 83%**. The changes persist over time, with the after period showing a significant reduction of crashes.

Tactical Urbanism Project Extent

Before Tactical Urbanism (October 2020 – September 2021)

Between October 2020 and September, 27 crashes occurred between Ohio Ave and Phillip St. The majority of crashes (25) occurred at the intersection of Champion Ave and Mt. Vernon Ave. One fatal crash occurred at the intersection of Champion Ave and Mt. Vernon Ave in May of 2021 and 70% of all crashes occurred at this intersection.

After Tactical Urbanism (October 2021 – September 2021)

From October 2021 through September 2022, there were 4 crashes within the installation area (20th St to Phillips St), out of 12 total crashes on the Mt. Vernon Avenue corridor (Hamilton Ave to Taylor Ave). The four crashes that occurred within the tactical urbanism project extent resulted in property damage only, with no injuries reported. Zero crashes were reported at the intersection of Champion Avenue and Mt. Vernon Avenue during this time period. Crashes occurring at the intersection of Champion Ave and Mt. Vernon Ave were reduced to 0 after installation of all-way STOP signs at the intersection following the tactical urbanism project. Figure 4 shows the crashes before and after the tactical urbanism installation at the intersection of Mt. Vernon Ave and Champion Ave.

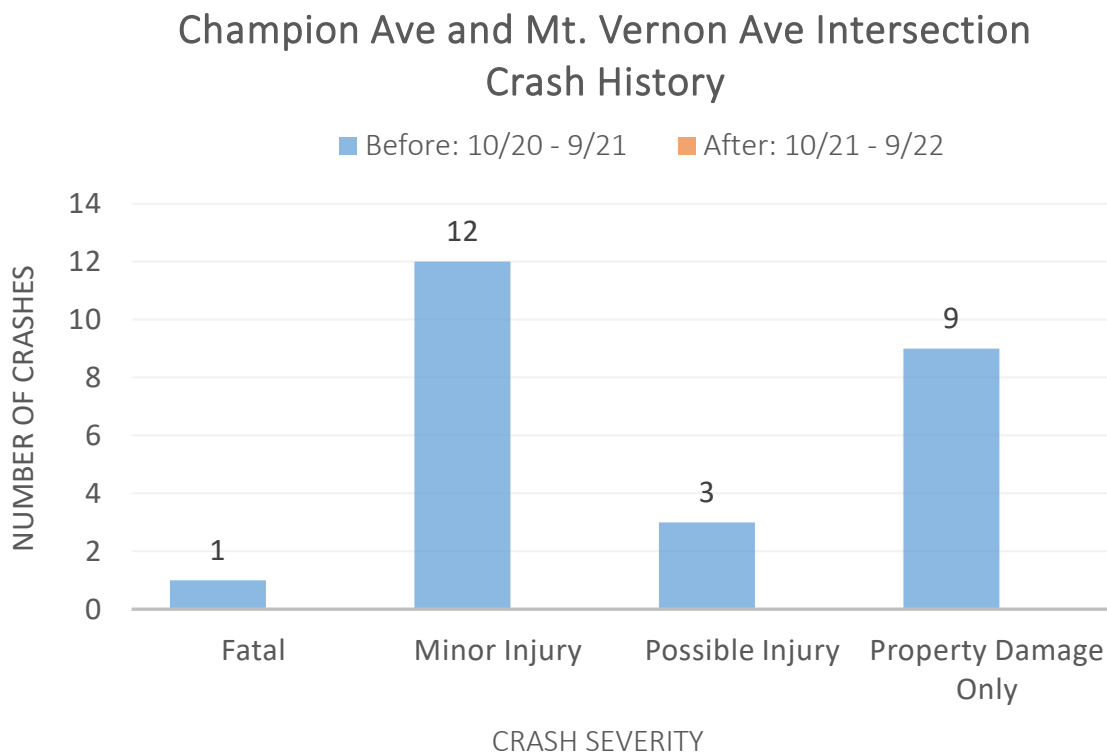


Figure 4. Number of crashes by severity at the intersection of Mt. Vernon and Champion before and after tactical urbanism

Speed Data

Speed data were collected before and after the installation, with counts in September 2021, March 2022, and October 2022. Traffic counts were collected at two locations, the western end of the tactical urbanism installation between 21st St and 22nd St (Figure 5) and at the eastern end of the installation between Champion Ave and Phillips St (Figure 6). Average speeds were reduced by approximately 0-2 MPH. 85th percentile speeds (the speed at which 85% of vehicles are traveling at or below) were reduced by roughly 2-4 MPH. The results of the counts for the east and westbound lanes for each location are depicted in figures 7 and 8.

Speed Data Results (September 2021 – October 2022)



Figure 5. Approximate location of traffic counts collected between 21st and 22nd



Figure 6. Approximate location of traffic counts collected between Champion and Phillips

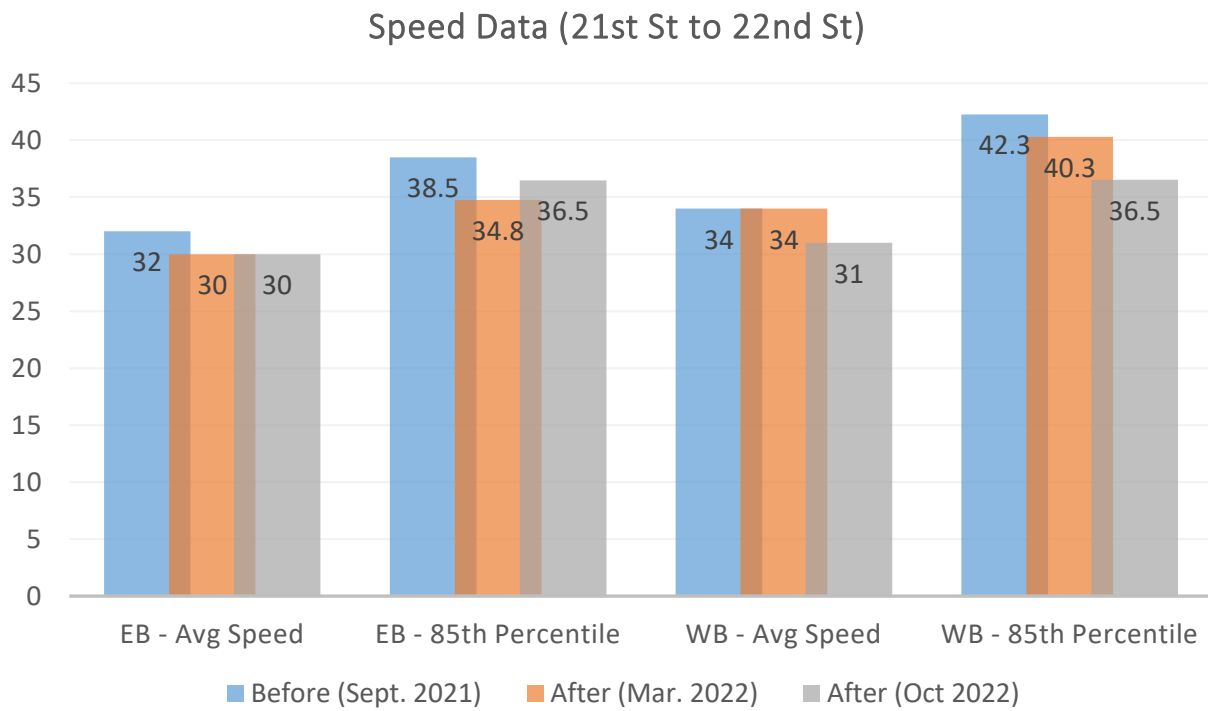


Figure 7. Speed data counts between 21st and 22nd before and after tactical urbanism

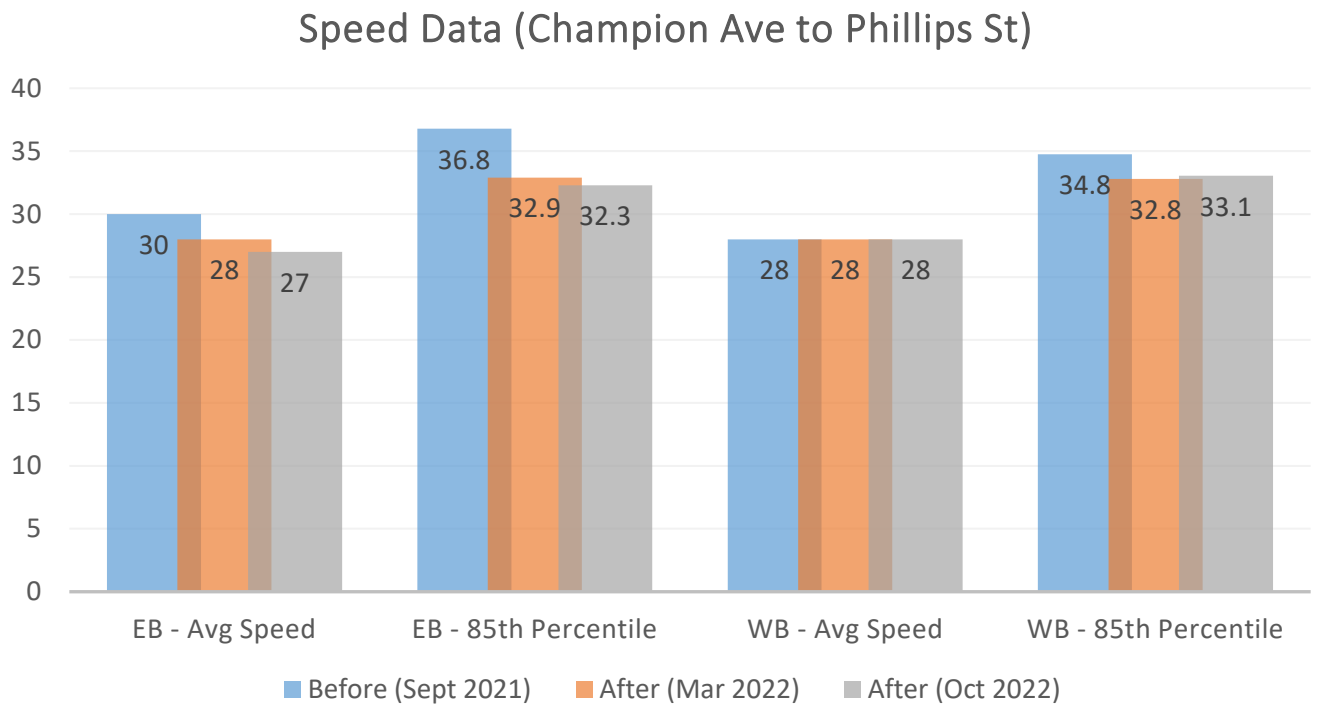


Figure 8. Speed data counts between Champion and Phillips before and after tactical urbanism

Figures 9 through 14 on the remaining pages show before and after photos of the tactical urbanism installation at select locations on the corridor. The City of Columbus will continue to monitor the tactical urbanism installation through maintenance, traffic counts, and assessment of reported crashes throughout the duration of the project lifetime.

Before & After Tactical Urbanism Installation



BEFORE:
Mt. Vernon Ave. and 22nd St

Figure 9. Photo of Mt. Vernon and 22nd before tactical urbanism



Figure 10. Photo of Mt. Vernon and 22nd after tactical urbanism



Figure 11. Photo of Mt. Vernon and Champion before tactical urbanism

AFTER:
Mt. Vernon Ave. and Champion Ave.



Figure 12. Photo of Mt. Vernon and Champion after tactical urbanism



Figure 13. Photo of Mt. Vernon and Champion before tactical urbanism

AFTER:
Mt. Vernon Ave. and Champion Ave.



Figure 14. Photo of Mt. Vernon and Champion after tactical urbanism