ACTIVITY CENTERS

University/High St[illegible]

Columbus, Ohio
Mayor Tom Moody

Department of Development
Director N. Jack Huddle

COLUMBUS
THE CITY OF OHIO

Mayor Tom Moody

Department of Development

LeVeque-Lincoln Tower
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Suite 401
Columbus, Ohio 43215

Director N. Jack Huddle

614-461-5763

February, 1977

Dear Citizens of Columbus, Ohio

This report represents the results of a one year planning effort by the Development Department in association with the University District Organization, Incorporated. It contains several alternative plans for the redevelopment of the High Street commercial activity center at the Ohio State University. We have worked directly with property owners, businessmen, residents, students, boards, commissions, and agencies concerned with the area.

The report is intended to be a resource document for use in determining how this area should be redeveloped. Some funding through the Federal Community Development Act is currently available to begin public work in the area, and a further allocation may be made in the next year. It is clear, however, that any long range plan will require substantially more public and private investment than is now available.

Two very difficult decisions need to be made in order for this project to proceed. First, an overall plan must be agreed upon; a commitment by the City, OSU, property owners, residents and City Council to a common goal for the future of the area is imperative. The other difficult decision will be how to spend the limited amount of public money which is currently available; of all the projects which may be agreed to in any overall plan, only a few may be possible at this time and choosing which projects should go ahead, and which shall have to wait, may be the most difficult decision of all.

The technical information in this report has been reviewed by many agencies and groups concerned with the area. All comments received regarding the technical review have been incorporated and appropriate revisions have been made. However, to be of use as a resource document, it should receive widespread scrutiny and review as well. It is our desire that all citizen and interest groups concerned with the area will examine the contents closely and report any errors, need for additional information or clarifications of the material.

Very truly yours,

N. JACK HUDDLE, DIRECTOR
DEPARTMENT OF DEVELOPMENT

NJH:glh

UNIVERSITY/HIGH STREET REPORT
A 101 page report by the Department of Development.
Dated December 1976

REPORT SUMMARY:

This report analyzes the existing problems of the center portion of the University/High Street commercial strip (Lane to Chittenden Avenues). Previous studies are incorporated and new data was gathered where necessary. The perspectives of important groups and agencies are included both implicitly and by specific statement in places.

Four divergent concepts for this, the core of the University community, are examined. Eight schematic alternatives are presented to detail how the concepts might be developed. Two of the alternatives were proposed by an Ad Hoc Committee of the Columbus Traffic and Transportation Commission.

Detailed impacts and costs are projected for each of the eight schematic alternatives. A summary of costs and impacts is included.

An appendix section contains details for many of the projects, traffic data, and supplemental projects.

TO OBTAIN ADDITIONAL COPIES OF THIS REPORT, contact the:

Columbus Department of Development
50 West Broad Street, Suite 401
Columbus, Ohio 43215

University/High Street Report

This report was prepared by the Columbus Department of Development with the aid of the University District Organization Incorporated. The report is the culmination of a one year joint study conducted by the Development Department and the University District Organization. The contract with UDO was authorized and funded by Columbus City Council Ordinance No. 1718-75 passed October 6, 1975. Funds for the contract were provided by the Housing and Community Development Act of 1974 out of the amount allocated for Program Area Seven, University-Clintonville Area, Fund No. 0293, Department 929, Code 300, as certified by Auditor's Certificate No. 403491. The contract was executed November 1, 1975.

DOD staff was responsible for the organization and preparation of this Report. UDO staff prepared much of the text in the Introduction, the section on Area Plan 38 in the Objectives chapter, and the compilation of traffic data in Appendix F. UDO undertook a survey of businesses along High Street to clarify the service and delivery needs of the commercial area and prepared a paper on their findings. A summary of this survey is included in the introduction. Schemes 2.2 and 4.1 were designed by UDO and they provided helpful comments at various sessions and with the Ad Hoc Committee regarding the other schemes as well. UDO staff prepared an analysis of the four concepts which is incorporated into the section on Detailed Impacts. Two neighborhood workshops at the beginning of 1976 were conducted by UDO and DOD. UDO has also provided technical assistance to the Ad Hoc Committee in preparing graphics and text for various proposals. Appropriate portions of a special report by UDO have been quoted in this report and cited accordingly. It was due to the judicial persuasion of the President of the UDO Board of Trustees that Philosophy B was explored and the concepts and schemes pertaining to it were developed.

Staff of the Division of Traffic Engineering and Parking have provided extensive information and analysis beginning with an early Traffic Sufficiency Study and more recently in conjunction with Hunnicutt-Neale in the preparation of The North High Street Parking and Circulation Study. They have consistently responded to various schemes with a good sense of practicality and reason regarding what is possible.

Contents

Introduction

BACKGROUND

The University Policy Plan, which developed into University Area Plan 38, recommended in 1973 that a study be undertaken to determine parking and circulation solutions. The Columbus Traffic and Transportation Commission, in response to proposals to remove parking from High Street, repeated this recommendation. Shortly thereafter, Columbus City Council approved the funds for the Hunnicut-Neale North High Street Area Parking and Circulation Study, the cost of which was shared with OSU, the University Area Business Association, the University Community Association and University District Organization. Overall coordination of that study was done by the Columbus Division of Traffic Engineering and Parking. During the course of the Hunnicut-Neale study, the CDA Task Force proposed that a substantial share of the Federal Community Development funds be allocated to a High Street improvement project. A community based sub-committee was formed around this project. At about the same time the Hunnicut-Neale report was released, City Council authorized the Department of Development to contract with the University District Organization to work with the Development Department in conducting the Activity Center Urban Design Program in the High Street area. This contract specified that a detailed development plan, development strategy, design guidelines and recommendations for expenditure of CDA funds were to be produced.

As the Activity Center process developed over the winter and spring of 1976, the Columbus Traffic and Transportation Commission established a sub-committee to deal with the Commission's concerns in the University Area. This sub-committee presented recommendations to the Commission in July of 1976. These recommendations are presented in this report under the heading "Scheme 2.1". Following review of Scheme 2.1, the Ad Hoc Committee adopted a new scheme which is presented here as "Scheme 2.4".

This report compares eight different schemes for the role of High Street in the center section of the University area. The remainder of this introduction discusses existing conditions and problems in the center section. The next section sets forth the eight alternative schemes in two groups: those which maintain the existing

function of High Street are discussed under "Philosophy A" and those which examine a new role for High Street are presented under "Philosophy B." The impacts of each scheme are presented in a subsequent section. Following the summary of impacts are a series of appendices which present more detailed information and analyses.

Definition of Terms

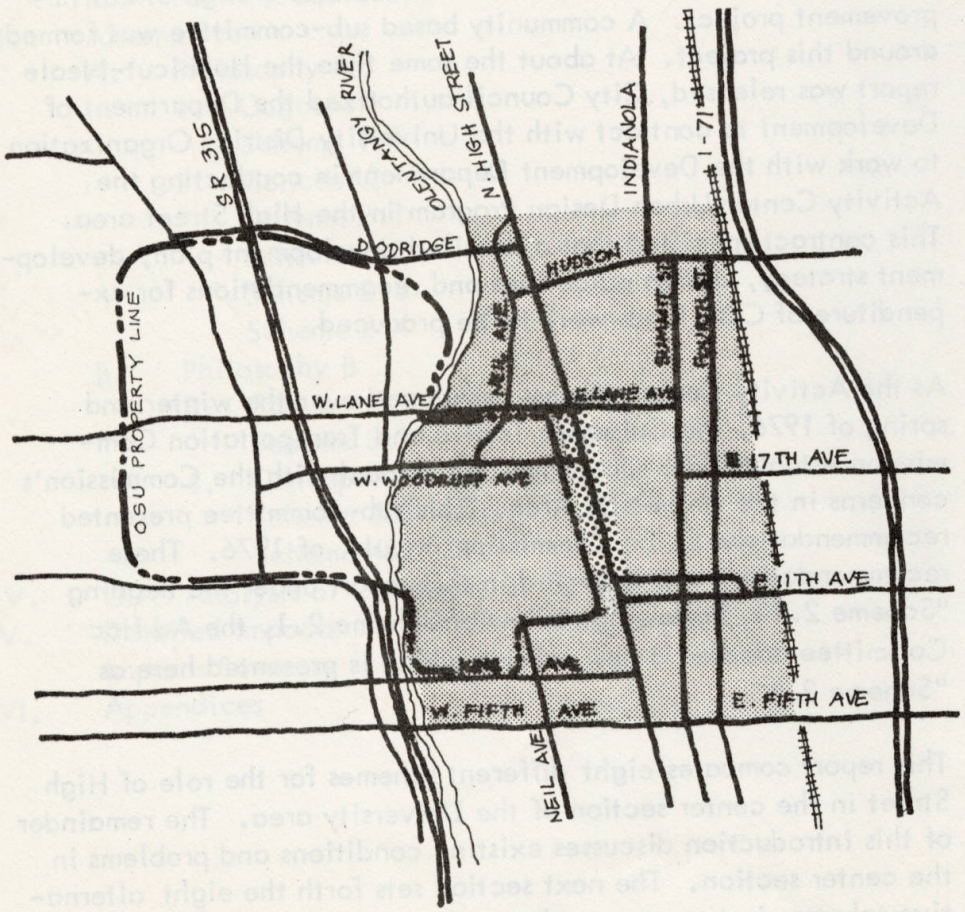
University Area - the physical area bounded by 5th Avenue on the south, the Olentangy River on the west, Glen Echo Ravine on the north, and the Penn Central Railroad on the east.

Center Section - High Street and its immediate environs between Lane and Chittenden Avenues.

Local Traffic - traffic with both trip ends within the University Area.

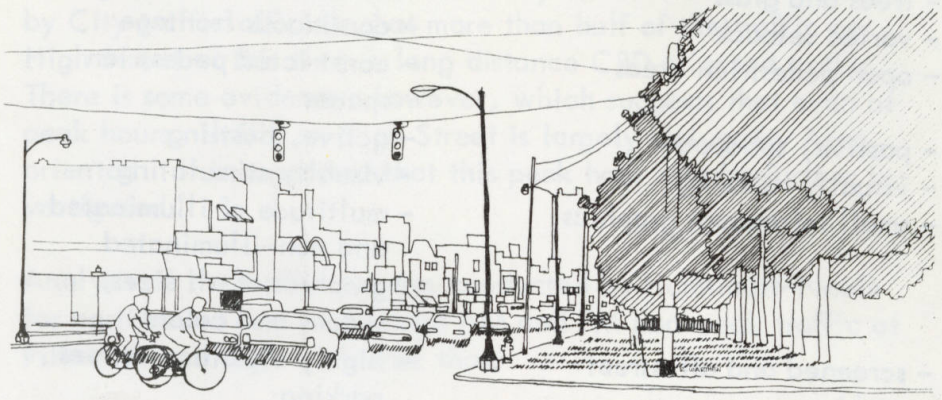
Origin- Destination Traffic - traffic with one trip end in the University Area.

Regional Traffic - traffic with neither trip end in the University Area.



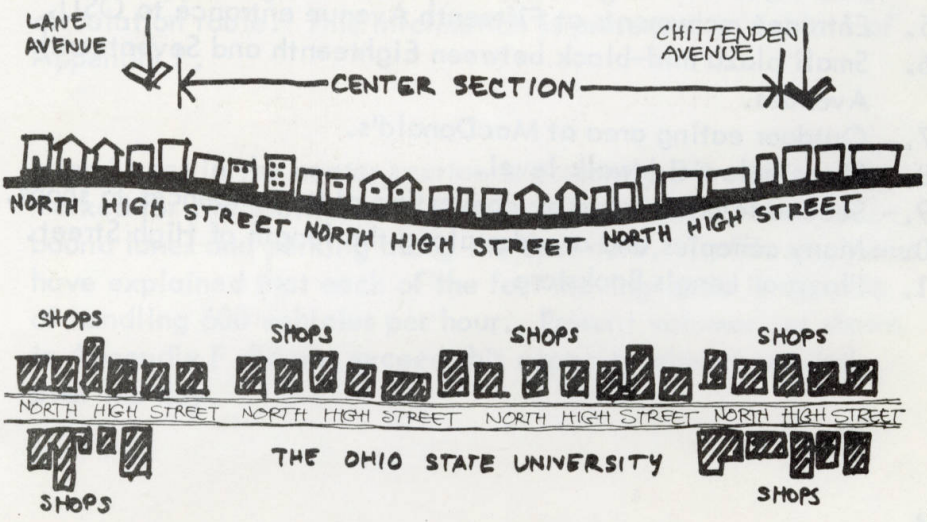
THE PHYSICAL SETTING

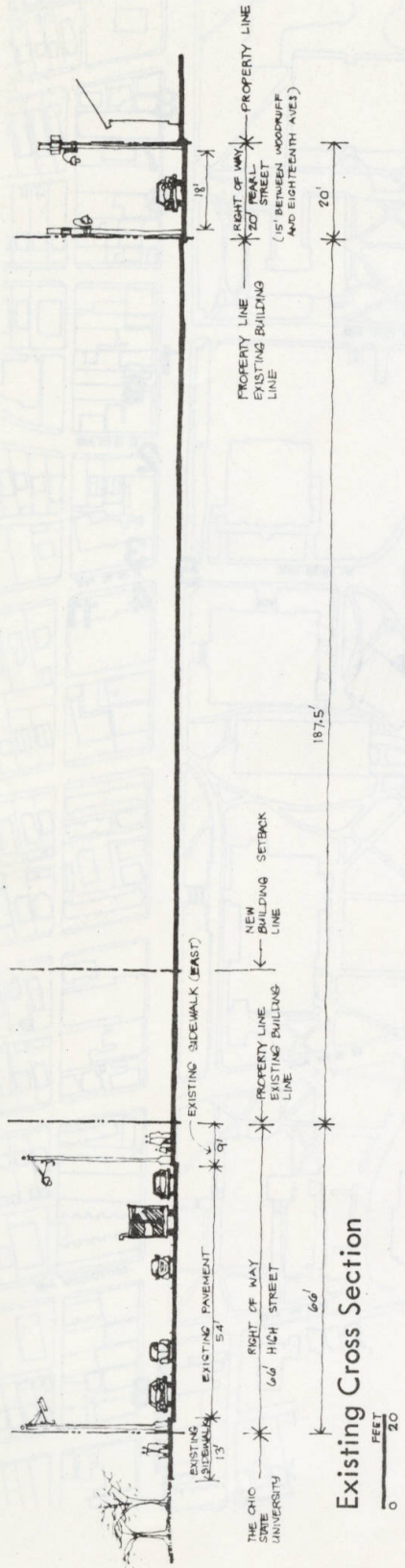
The Center Section of High Street is a 3600' long strip of shops, offices and apartments located along a busy thoroughfare. The area serves students, faculty, staff and residents, with walk-in trade predominant, (60-80% by Hunnicutt-Neale figures.) Parking is in short supply and the area is densely congested with people, cars, trucks and bicycles. It remains the only area in the city with bustling after-hours street activity.



High Street

The heart of the commercial strip is part of a bowl-shaped length of High Street that has its low point near Thirteenth Avenue. The north and south ends of the strip are somewhat higher, contributing to a sense of unity for the commercial area from just north of Lane Avenue to south of Eleventh Avenue. This concave aspect along the length of High Street also permits all of the strip to be seen at once from any point within the center section. This unity of overall form is enhanced by the "gateways" at the north and south ends of the commercial area which are caused by having shops along both sides of the street. This contrasts with the campus frontage in the center section which replaces the shops and signs on one side of High Street. The result is a heightened sense of having arrived in the activity center when passing through the "gateway" at the north or south and entering the bowl-shaped center section.





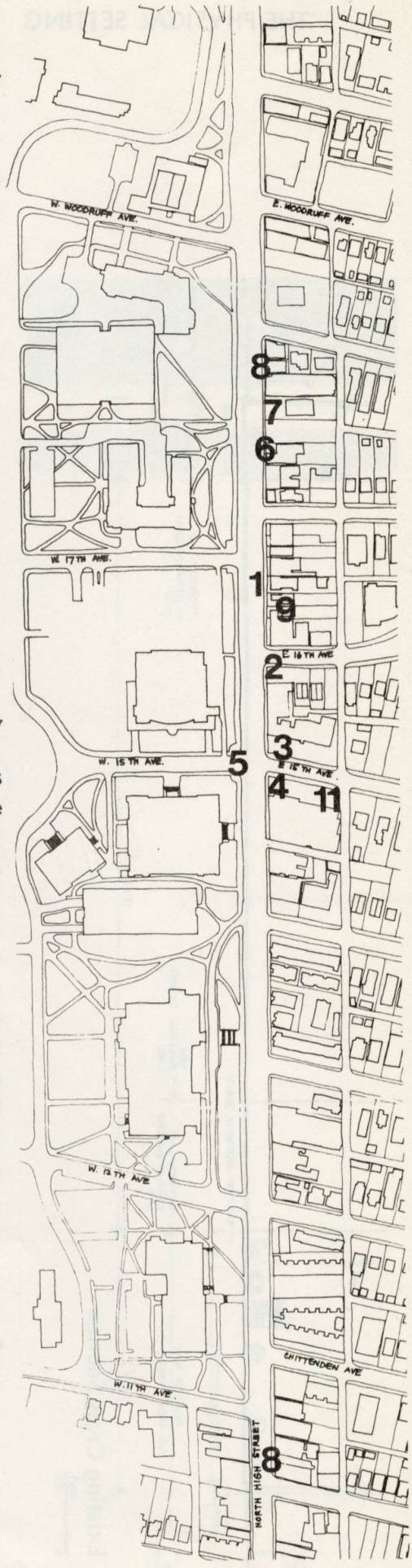
Within the center section the orientation is strong and enhanced by the divergent nature of the development on opposing sides of High Street. The west side is Ohio State University campus and the east is a strip of storefronts, offices and apartments. The differences between the two frontages are striking and varied. Some of the qualities that vary are:

West	East
- soft edge	- hard edge
- trees and grass	- bricks and concrete
- varied setback	- continuous frontage
- open pedestrian areas	- constricted pedestrian spaces
- passive, subdued	- active, bustling
- visually relaxing	- visually stimulating
- small infrequent graphics	- multitude of illuminated and non-illuminated graphics of all sizes, shapes and colors
- screened and off-street parking	- highly visible on-street parking

The users of these two different settings are by and large the same people. Both settings are used predominantly by students, faculty, staff and area residents. Visitors to the University and shoppers from outside the adjacent neighborhoods invariably find themselves spending some time in both areas. In fact, there is a large volume of pedestrian, bicycle and automobile traffic crossing High Street between campus and the commercial area all day long.

The center section contains many interesting physical features, some of which are listed below and correspond to the map at the right.

1. Wider sidewalk between Seventeenth and Sixteenth Avenues.
2. Pedestrian space at Morris the Florist.
3. Grass front yards on the north side of Fifteenth Avenue.
4. Large public announcement billboard at Fifteenth Avenue and High Street.
5. Entrance monuments at Fifteenth Avenue entrance to OSU.
6. Small plaza mid-block between Eighteenth and Seventeenth Avenues.
7. Outdoor eating area at MacDonald's.
8. Shops below sidewalk level.
9. Second level created by converting older residences to shops.
10. Many canopies and arcades along the length of High Street.
11. Plaza at Long's Bookstore.



Motor Vehicle Circulation

Unless otherwise noted, all data cited in this report is derived from the Hunnicutt-Neale North High Street Parking and Circulation Study completed in June, 1975. For a copy of the study, contact the Columbus Division of Traffic Engineering and Parking, 50 West Broad Street, Columbus 43215.

An analysis of the origin-destination data compiled by Hunnicut and Neale indicates that High Street functions primarily as a University-oriented origin-destination street during non-peak hours. This contrasts with the assumption that High Street is a major north-south arterial carrying traffic from the northern parts of the Columbus area to the central business district. During peak hours, however, the exact origin and destination linkages have not been quantitatively determined. It is held by City traffic officials that more than half of the traffic on High Street at this time is long distance CBD oriented traffic. There is some evidence, however, which suggests that even at peak hours, traffic on High Street is largely University Area oriented. It is suggested that this peak hour role be further investigated.

Analysis of the traffic surveys conducted by Hunnicutt-Neale for northbound and southbound AM and PM non-peak traffic at Fifteenth and High indicates that:

1. 78% of all trips surveyed had at least one trip end in the University Area.

2. 15% of all trips were travelling between north Columbus and points outside the University Area.

3. 7% of all trips were between north Columbus and the CBD.

4. 53% of all trips had at least one trip end on the OSU campus.

The conclusions to be drawn from the survey data indicate that High Street performs three roles during non-peak hours. Most importantly it serves as a collector and distributor for OSU traffic. Secondary functions include a link between Clintonville-Worthington and the CBD. Third, a significant percentage of High Street traffic has both trip ends at OSU (7%), further supporting the conclusion that High Street is an OSU circulation route. This information is presented in Table 1 of Appendix F.

High Street in the center section is presently 54' wide and is marked for two southbound lanes, a left turn lane, two northbound lanes and parking along the east curb. Traffic engineers have explained that each of the four moving lanes is capable of handling 600 vehicles per hour. Present volumes, as shown in Appendix F did not exceed this capacity when measured over the day.

The connection between High Street traffic and OSU is the result of the physical arrangement of major traffic arterials, which on the east side are not well connected to campus. It also results from the University's policy of placing major parking facilities at the edge of campus. Furthermore, the University's policy of routing traffic to the outer edges of campus by internal street closings also contributes to the use of High Street as part of a "loop" road system serving campus.

The existence of the University as the single most important traffic generator causes most of the congestion at the center section of High Street. In addition, the University has affected (directly or indirectly) the present role of High Street by its development policies and physical layout. Policies of the University which created a pedestrian oriented campus and diverted non-University oriented auto traffic from the campus area have tended to push origin-destination traffic to the edges of the campus. This is reinforced by parking garages being located on the periphery of the campus. High Street tends to serve as the eastern edge of an exterior loop road for the campus and as a major diversionary route around the campus area for the north/south traffic.

The role of High Street is also affected substantially by its proximity and connection to four public entrance/exit points to the campus, a series of parking garages (destination points), and the Ohio Union and Mershon Auditorium.

Traffic Problems in the Center Section

1. Campus origin and destination traffic along High Street conflicts with pedestrian and bicycle movement.

2. Regional traffic along High Street conflicts with pedestrian and bicycle movement.

3. "Parking Search" traffic conflicts with campus origin-destination traffic and with regional traffic.

4. Delivery and service traffic and maneuvering trucks conflict with all other forms of traffic.

Bicycle Circulation

High Street currently functions as a major carrier of bicycle traffic in the University Area, although volumes are somewhat less than either 15th Avenue or College Road. This reflects the fact that most bike traffic on High Street is OSU oriented, using High Street as part of an east-west trip. It is clear that the bicycle is an important means of travel in the University Area, since its use is for many students much more practical than driving an automobile. There is evidence that using a bicycle is, in fact, a choice made, given that 64% of all riders have a car available. This indicates that there is a real opportunity to encourage some auto drivers to use bikes. Conversely, improvements to vehicular circulation and increases to the parking supply may result in increased vehicular traffic in the Area.

There are several important obstacles to riding bikes on High Street, however. The combined impact of high auto volumes, narrow traffic lanes, frequent intersections and parked vehicles on one side of the street, create a congested environment for bike use. Hunnicutt-Neale figures show that over 180 bicycles used the intersection of 15th and High in one hour when counted in May.

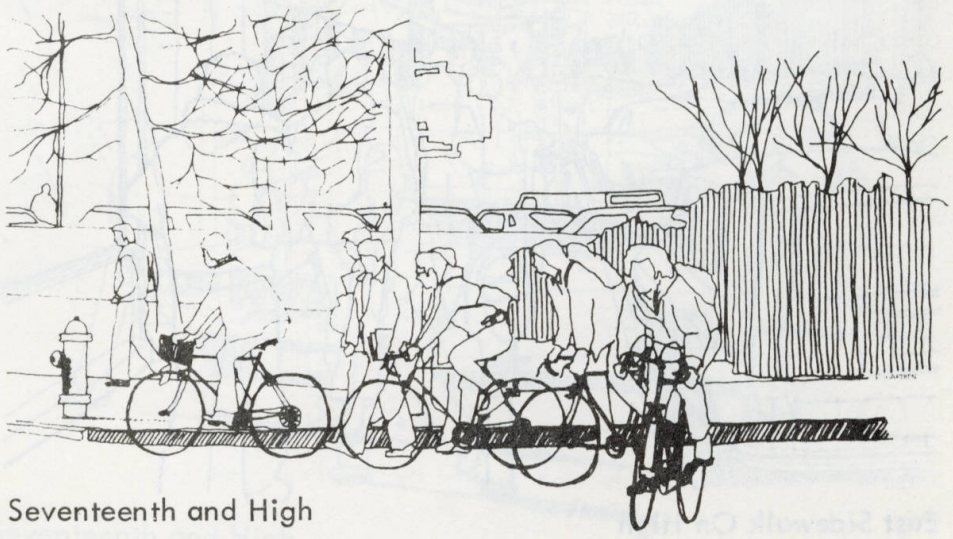
Bicycle Problems in the Center Section

1. There is inadequate street space for safe bicycle operation.

2. Riding a bicycle on the sidewalk is illegal.

3. The high volumes of motor vehicles throughout most of the day on High Street preclude efficient or safe use of left-turn lanes by cyclists.

4. There are not adequate storage facilities for bicycles in the commercial area.



Seventeenth and High

Pedestrian Circulation

There are two distinct components to High Street pedestrian activity. The first is the commuter trip, generally consisting of OSU oriented traffic. This traffic is predominantly east-west in direction though the east-west trips may include north-south segments. These north-south segments are made largely on the east side of High Street, where pedestrian oriented shops are located. The other component is the casual trip, made for sight-seeing, shopping and recreation purposes. These trips nearly all contain a major segment in a north-south direction along the commercial area fronting on High Street. These casual trips are greatly affected by weather.

There are a number of conditions which inhibit pedestrian movement in the center section. A major problem is the narrow sidewalk width on the east side of the street, which makes it difficult to pass slower walkers and generally reduces pedestrian amenity. Many entrance doors open onto the sidewalk and 3' of the west edge is taken by utility poles, parking meters, vending boxes, and trash receptacles.

Pedestrian Problems in the Center Section

1. Throughout most of the day and evening, the pedestrian volumes on the east sidewalk are too great for the existing sidewalk space.

2. There is inadequate sidewalk space for amenities such as trees, benches, kiosks, etc.

3. Several entrances to shops along High Street have doors which open out onto the sidewalk.

East Sidewalk On High

4. In many places the sidewalk surface along the east side of High Street is broken or crumbled and difficult to walk on.

5. There is no sidewalk or pedestrian area along Pearl Street.

6. Signal timing along High Street in the Center Section is set to equalize service to both pedestrians and vehicles so that as many of each which are waiting for green may proceed before the end of a cycle. This results in long delays for pedestrians waiting to cross High Street. (See Appendix I)

7. There are conflicts along High Street between the large volumes of north-south motor vehicle traffic and the large volumes of east-west pedestrian movement.

8. There are conflicts at each side street intersection along the east side of High Street between the east-west motor vehicle traffic and the large volumes of north-south pedestrian movement.

Seventeenth and High

Parking

The major supply of commercial oriented parking in the center section area is on-street, mostly on High and the side streets between High and Pearl Alley.

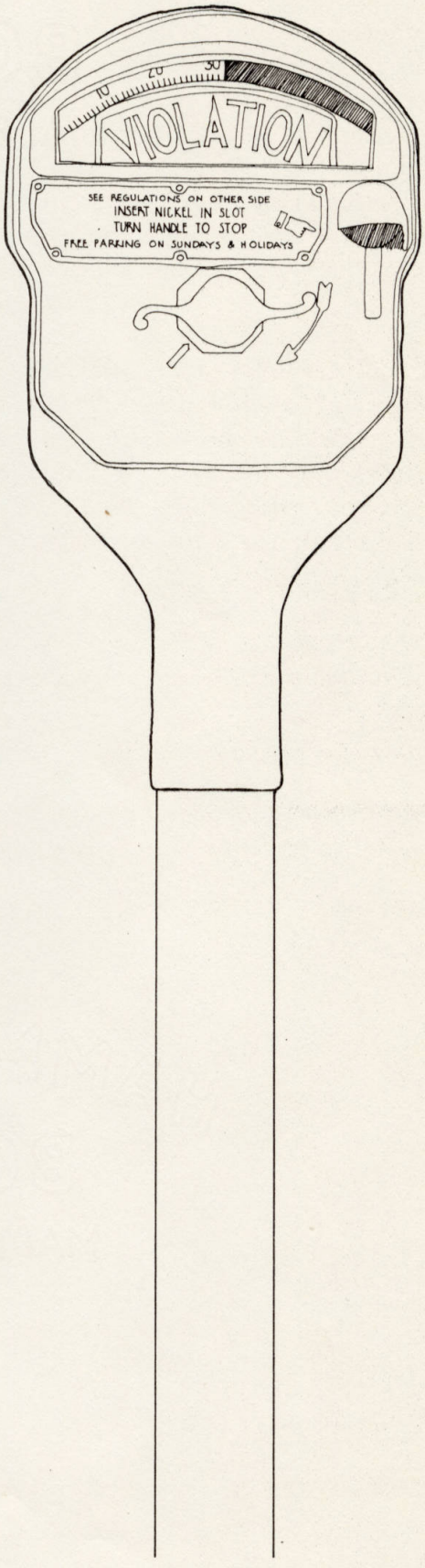
Commercial Parking Supply (Metered)

High Street:

Woodruff - 18th	0
18th - 17th	11
17th - 16th	5
16th - 15th	6
15th - 14th	6
14th - 13th	11
13th - 12th	10
12th - Chittenden	12
total	61

Side Streets: Between High and Pearl (Metered)

Woodruff	5
18th	5
17th	6
16th	6
14th	7
13th	8
12th	11
Chittenden	0
11th	7
9th	5
total	60



It is generally assumed that commercial parking demand exceeds the supply, although Hunnicut-Neale demand figures indicate that a rough balance exists. This balance, if it exists at all, is upset during the afternoon peak hour when 57% of the available supply is lost. These two hours (4-6 PM) are reported in the service/loading questionnaire findings as being the busiest business hours of the day.

Residential parking is generally supplied by off-street private parking lots. However, on-street parking comprises about 25% of the total. This on-street parking, in the areas immediately east of campus is 86% occupied at 6:00 A.M. Later in the day, however, competition for these spaces increases, with 35% of the spaces occupied by OSU commuting students and staff. University parking is generally accommodated on campus although commuting students and staff also use both the residential and commercial supplies as noted above.

Parking Problems in the Center Section

1. There are not enough short-term metered parking spaces in or near the commercial area.

2. OSU commuting students and staff are parking in the on-street, non-metered spaces along residential streets between High and Indianola Streets.

3. The low rate and one-hour limit of many meters in the commercial area make it feasible for many students to use these spaces when attending a class nearby. This further reduces the available spaces for commercial use.

4. Lack of a discernable edge to Pearl Street results in frequent improper parking on adjacent lots such that vehicles are left partly in Pearl Street. Also, small spaces along Pearl Street which are not quite large enough to accommodate a vehicle completely are often used anyway, resulting in vehicles protruding onto Pearl Street.

5. Motorists maneuvering their vehicles into and from the parallel parking spaces along High Street conflict with both northbound traffic lanes due to the narrowness of those lanes.

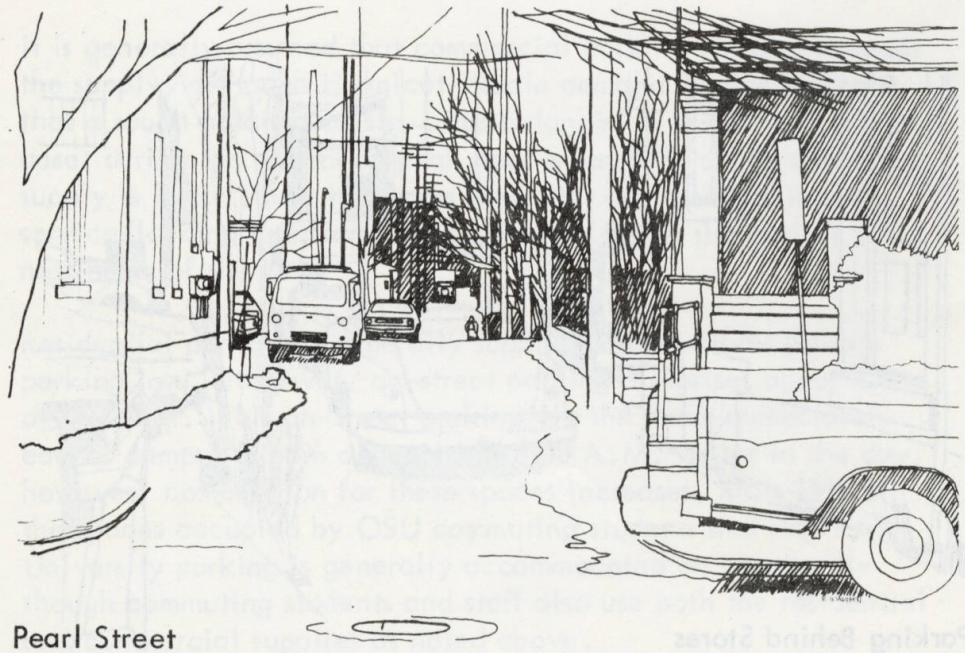
6. Motorists often park their vehicles illegally on planting strips, illegal zones, front and side yard areas, and along Pearl Street.

7. The locations of OSU parking facilities on the west side of campus encourage commuting staff and students to park in commercial and residential spaces along High Street and the side streets immediately east of the commercial area.

Parking Behind Stores

8. Existing Columbus Zoning Code provisions permit changes of land use in the commercial and residential areas, which would normally require increased off-street parking, to proceed without adding the additional parking. A history of such changes to more intense use has resulted in the current lack of adequate parking supply. The commercial area customers at present rely almost completely on the parking available at the curb.

9. Many existing parking areas behind stores along the west edge of Pearl Street do not meet provisions of the Columbus Zoning Code requiring a dust free surface, proper drainage and lighting, and a seven foot high opaque barrier to screen headlight glare.



Pearl Street

Service and Delivery

A special survey and interview project was conducted by the University District Organization to describe the service and delivery function in the center section. The results indicate that almost 73% of the businesses in the center section of High Street report that they utilize curbside delivery. Approximately 1/3 of the businesses have no serviceable exit to Pearl Street although not all of these front on High Street. Evidently, there is a need for delivery and service at the front of a substantial number of businesses.

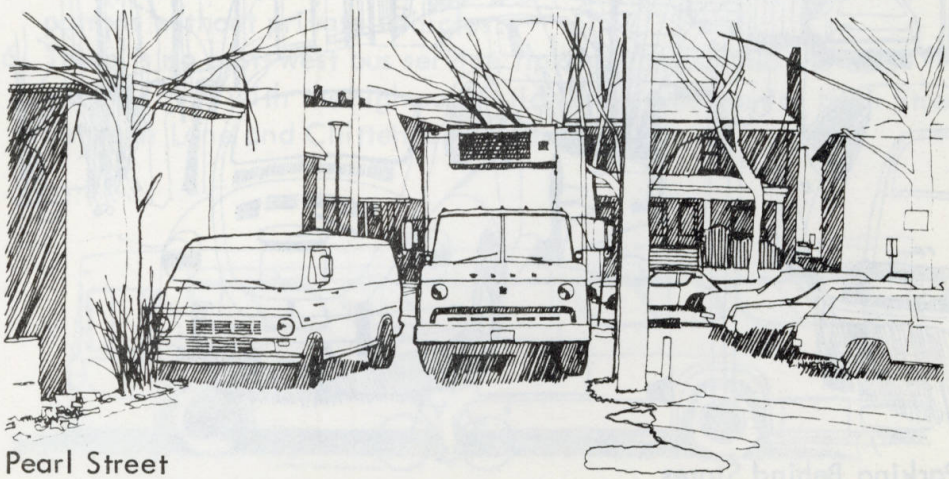
Service/Delivery Problems

1. Service and delivery requirements are too great for the quantity and size of existing loading and access facilities.

2. Parked delivery vehicles conflict with traffic and bicycles in all streets, and with transit on High Street

3. The narrow width of side streets and Pearl Street, the small radius corners at Pearl Street, the one-way designation of streets, and the close proximity of utility poles to curb lines create a difficult maze for delivery vans to negotiate.

4. Some deliveries in the commercial area come by tractor-trailer trucks which stop traffic when maneuvering and take large amounts of the limited loading space when they park. Even moderate sized trucks can block both northbound lanes of High Street when maneuvering. The delivery trucks which arrive several times a month for Long's bookstore can block Pearl Street for a considerable part of the day while unloading. Some delivery operators will not carry packages from the tailgate of their trucks if the door of the shop is not within a few steps.



Pearl Street

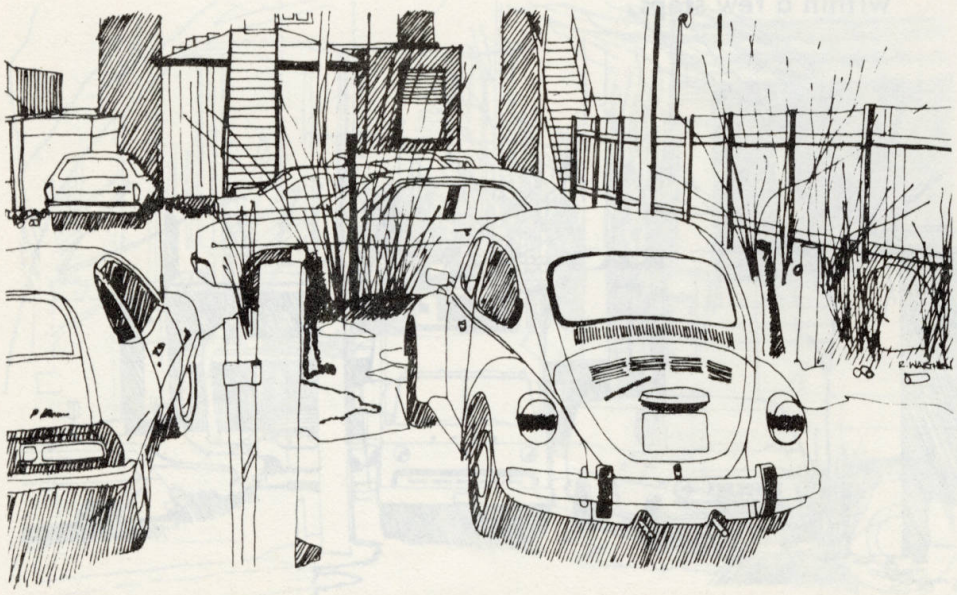
5. Unattended delivery vehicles are often left in illegal alignments along Pearl Street and can block parked vehicles and traffic on Pearl Street.

6. Most stores have not developed delivery entrances with access from Pearl Street, necessitating curbside delivery from High Street.

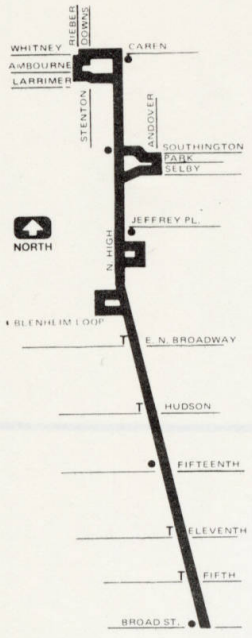
7. Areas between stores and Pearl Street which could be developed as loading bays are already crowded with staff parking.

8. Service and delivery operations from curbside parked trucks conflicts with pedestrians on the sidewalk. Delivery personnel operating from the streetside of a truck conflict with bicyclists and motor vehicles.

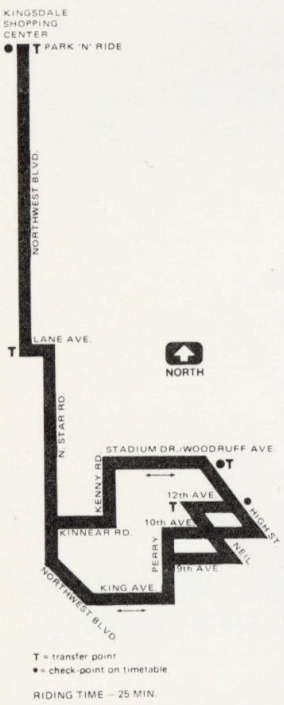
9. Trash and garbage bins along Pearl Street are often placed in the street to facilitate proper alignment with the automatic dumping mechanisms of the garbage trucks which empty them. This operation of dumping a trash bin can block Pearl Street entirely for a short period.



Parking Behind Stores



N. HIGH



OSU - ARLINGTON

Public Transport

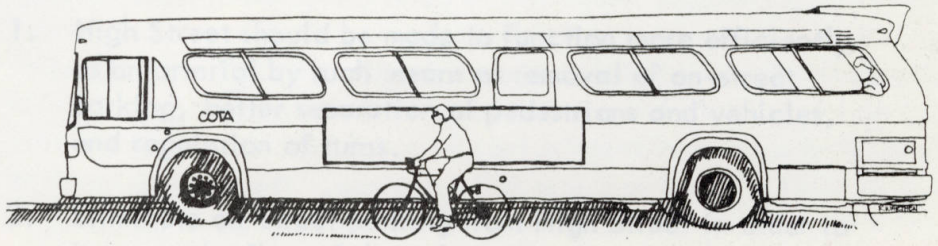
The Central Ohio Transit Authority (COTA) operates both express and regular stop buses along High Street in the University Area. The express buses traverse the area with one stop at Fifteenth Avenue in both directions. The regular stop buses make 5 stops along the west side of High Street headed southbound and 6 along the east side headed northbound.

Two regular-stop bus lines, N. HIGH and OSU-ARLINGTON, make stops along High Street in the center section. N. HIGH links all points north to Worthington to all points south to the Downtown and then proceeds out E. Main Street and back. OSU-ARLINGTON circulates through the campus and environs south of campus and west of High Street before proceeding northwest to the Kingsdale Shopping Center where park n' ride facilities are located. The N. HIGH line traverses the entire length of High Street in the center section and the OSU-ARLINGTON line uses High between Woodruff and Tenth Avenues.

Presently, the only taxi standing area in the immediate area of the Center Section is located on West Fifteenth Avenue near Mershon Auditorium. Although no data are available regarding patronage volumes, observations indicate that taxi use is generally slight and based upon the events at theaters and auditoriums in the area.

Transit Problems in the Center Section

1. In most cases there is insufficient sidewalk space for transit patrons waiting on the east side of High Street to avoid being jostled by passing pedestrians.
2. Buses stopped to load or unload passengers at the curb delay the curb lane of moving traffic.
3. Buses are delayed by delivery vehicles and parked vehicles along the curb during non-peak hours, and by illegally parked vehicles during peak hours.
4. The narrow width of High Street lanes provide very little maneuvering room for buses.
5. There is no northbound bus service from the Downtown after 9:42 pm. This prohibits access to downtown evening events by patrons without private vehicles.
6. There is no east-west bus service linking campus and the commercial area with the high population areas due east of High Street between Lane and Chittenden Avenues.



Redevelopment Objectives

Redevelopment of the High Street commercial area near the Ohio State University campus is not a new goal of the community. In the early 1960's the area was recognized as needing renovation and the Columbus Planning Commission received a report from the City in 1964 which recommended major changes to the commercial frontage on High Street and a complete rework of transportation routes.

Many changes have occurred since then, including expansion of OSU to one of the largest Universities in the nation, but the form, function and appearance of the commercial area is little changed.

Diversity of opinion regarding what to do and who should pay is the norm. Often, in the past, when agreement seemed possible, money was not available and, conversely, when money has been available, expectations have greatly exceeded what was possible with the funds.

Controversy centers around two types of desires: long-range goals for the role of High Street and the interface between campus and community; short-range projects to alleviate problems and begin developing a long-range solution.

AREA PLAN 38

Area Plan 38 presents a number of policies pertaining to High Street Redevelopment. Among these are:

1. High Street should be made to function more efficiently as an arterial by such means as removal of on-street parking, better separation of pedestrians and vehicles, and regulation of turns.
2. Eliminate on-street parking from High Street in order to improve the flow of through traffic.

3. The City, UDO, and OSU should do a feasibility study ... (Hunnicut-Neale).

4. Special attention should be given to the development of a strong pedestrian orientation in the central activity area of the District.

5. Pedestrian movement should be encouraged. The District, including area property owners and merchants, should choose a design theme to create a pleasant pedestrian environment.

6. The OSU - City - UDO study on parking should make recommendations which are compatible with pedestrian orientation.

7. The City, University District, and OSU should seek to reduce and eliminate pedestrian - vehicular conflict on High Street.

8. (Goal) Promote the revitalization of the central High Street area (Northwood Avenue to Eighth Avenue) as a University - student oriented shopping area by making it more attractive and increasing its efficiency.

9. An intensive pedestrian and bicycle orientation for the central High Street area should be developed in order to capitalize on the day and night activity patterns characteristic of the strip.

10. All commercial establishments should make provision for service and delivery vehicle access off Pearl Alley."

The following comments are offered to indicate the general desires of some of the important interests in the area:

COLUMBUS DIVISION OF TRAFFIC ENGINEERING

"All of North High Street is designated as a Type 4-2D (major) arterial street on the City Thoroughfare Plan. The university area of N. High Street serves a dual role as primarily an arterial street through the north side of Columbus, and secondarily as local access for pedestrians, bicycles and vehicles serving the campus and related commercial activities. The Division of Traffic Engineering feels that in the foreseeable future everything possible should be done to preserve and enhance the safety and efficiency of these roles and minimize conflicts between them."

UNIVERSITY AREA BUSINESSMEN

"One of the goals of the business community is to have substantial parking and delivery facilities installed without delay. Parking for customers, employees, and suppliers is minimal to non existent and delivery is a daily struggle. The vehicles of customers, employees, suppliers and service people are harassed,

ticketed and even towed away. This has reached critical proportions and will eventually lead to the decay of the business district with serious consequences for all of the community. If new parking lots and/or structures cannot be made available immediately, we suggest that temporarily the side streets in the Central Section be metered as far east as Indianola Avenue. Such side-street curb space would no longer be available for commuting student parking or as storage areas for cars which student-residents rarely use during the school term. Concurrent with such metering we suggest that alley redevelopment be carried out to provide space for automobile storage for these residents. It is only as part of an aggressive plan to substantially increase the number of available spots that we will even consider removing High Street parking. Service and delivery must rely on Pearl Alley, High Street and the side streets. Any plan to improve Pearl Alley must include using it for a large portion of delivery to area businesses. Another goal of the business community is to implement without delay a plan which substantially improves pedestrian, bicycle and automobile traffic on and near High Street. Something like the Ad Hoc Committee's proposal which provides for a bikeway, wider sidewalks and less auto/pedestrian/bike conflicts seems very appropriate."

CENTRAL OHIO TRANSIT AUTHORITY

The Mid-Range Transit Development Concept developed by COTA and the Mid-Ohio Regional Planning Commission (MORPC) discusses future service improvements which include priority techniques for buses on High Street. Items being discussed include priority lanes for transit and priority signalization of traffic lights. Additional information and analysis is needed to relate the impacts of such thoughts to the various redevelopment schemes for High Street in the Center Section.

In discussions regarding various redevelopment schemes, representatives from COTA have stressed the needs for bus passengers to load from curb height in order to make the first step on a bus. Discussions have also pointed out that passengers leaving a transit vehicle are stepping out "blind" to approaching bikes if they are allowed to operate immediately adjacent to a bus. Waiting passengers should be considered separately from pedestrians on the sidewalk and space provided to avoid tie-ups to the walking pedestrians. Transit patrons need to see approaching vehicles and consideration should be given for possible future installation of shelters at bus stops.

UNIVERSITY DISTRICT ORGANIZATION INC.

"The existing policy plan contains statements for the future development of High Street which need further clarification in order to guide short range decisions. Specifically, one goal of the plan states that the entire length of High Street should function as an efficient arterial while at the same time another goal recommends that the center section of High Street be developed as a pedestrian-oriented area.

It is possible to improve pedestrian movement and at the same time enhance the arterial function of High Street as illustrated by the Ad Hoc committee proposal. However, at some point the two begin to conflict. It would be difficult, for example, to significantly improve the ease of crossing High Street for pedestrians without reducing its efficiency as an arterial.

The issue in need of clarification is how far one goal is pursued at the expense of the other. To guide discussion of this issue the following staff analysis is offered. The arterial function of High Street, particularly in its role as a collector/distributor (carrying students and employess to and from the University) is a significant and useful one. This objective of moving OSU personnel into and out of the area in an efficient manner should remain important. However, the UDO staff supports plans favoring pedestrian objectives over the arterial objectives when the plans include:

viable alternative routes or other solutions to the arterial function

analysis indicating that there would be minimal adverse impacts on the community

sufficient commitment and resources to undertake all companion projects

In summary, at the point the pedestrian and arterial goals are in conflict, we recommend that emphasis be placed on the pedestrian goal to the extent that the arterial function can be replaced in a manner consistent with other community objectives."

PARKING NEEDS

The question of how much metered parking is adequate is one without a definite answer. No agreement has been reached regarding a set figure because of the varying perceptions of need among businessmen, and strong feelings among residents about their needs for un-metered curbside parking along the side streets east of Pearl Street.

Even if a quantified analysis of existing metered parking need could be agreed upon, the question of growth and redevelopment would open the floodgates of opinion once again. Most everyone concerned has at one time or another recognized the need for redevelopment within the commercial area as both a laudible goal and an expected follow-up action in response to public improvements. In the overall equation of private redevelopment economics, however, increased parking supply is a major element without widespread support in the community. And yet, the likelihood of private investments to redevelop existing commercial facilities is low if no means can be provided for increasing the market of the area, as a means to repay redevelopment costs.

OTHERS

Other groups have indicated their desires over the course of many meetings. Bicyclist representatives have repeatedly stressed the need for safe access routes in direct conjunction with the shops on the east side of High Street. Protection from parked vehicle doors and adequate storage facilities are desired as well. Bikers feel that this section of High Street could serve as a model for successful bike facilities throughout the city. They stress that bikes tend to use the routes they desire regardless of bikepath locations and, therefore, bike routes should be based on existing behavior patterns.

The Office of Campus Planning and Space Utilization has pointed out that the area under discussion is the "front door" of the University and concerns about the quality of the environment on both sides of the street are long standing. Although it may be possible to utilize some of the property on the west side of High Street as part of an acceptable overall solution, schemes which alter existing pathways, landscaping or structures are unlikely to be favored.

SIMILAR DESIRES

Although agreement is not complete, there are some important issues that have at least conceptual agreement from most everyone involved. They are:

1. Increased pedestrian space along the east sidewalk of High Street.
2. Increased short-term metered parking within a block of the commercial area.
3. Increased service and delivery space.
4. Increased traffic capacity for Pearl Street.
5. Reduction of the barrier quality of High Street to east-west pedestrian and bicycle flows.

FUNDING SOURCES

City Government has allocated $399,000.00 of Federal Community Development Act funds to High Street Redevelopment over the past two years. It is expected that an additional $310,000.00 will be allocated from CDA funds in 1977. This money will be available for public improvement projects in the University/High Street Area. It is expected that this money will be a primary source of funding for the initial projects of whatever alternative is chosen for the Area.

The Development Department has suggested the following criteria for projects to be funded from CDA monies:

1. Other funding inadequate
2. Eligible activity
   - supportive of the intent and objectives of the CD Act
   - match other funds or seed initial private investment
   - pressing community need

Additional funds are potentially available from such sources as the Economic Development Administration (EDA), Federal Aid to Urban System (FAUS), public bonds, the Bikeway Demonstration Program and by local special assessments.

EDA programs allow cities to make application for federal funds to conduct local public works projects, make small business loans and grants, and to assist in the formation of local development corporations. Each of the above is contingent upon approval and clear demonstration that the project will positively impact employment and economic development. Projects which are approved must be under construction very quickly, in some instances within 60 days from notification.

The FAUS program provides yearly allocations to cities for improvements to the street system. In the case of Columbus, projects must be chosen from those on the regional transportation plan maintained by the Mid-Ohio Regional Planning Commission. No projects are currently listed for the portion of High Street discussed here. However, the plan may be amended to include projects once they are decided upon. The City Engineer requests funds from each allocation for projects based upon their city-wide priority. Preliminary engineering must be completed to state standards prior to request and the money must be used within three years. The Federal funds provide 70% of the cost of a project and must be matched by the remaining 30% from local funds.

Three approaches to generating funds by use of public bonds are possible although their potential is somewhat unlikely. The Expressway Bond allocation is part of the regular bond package presented to the voters approximately every 4 - 5 years. Center Section projects having to do with street widening and related improvements would be appropriate for inclusion in this category based upon city-wide priorities. The next bond package will likely be presented to the voters in 1979 or 1980. Special Voted Bonds may be brought to the voters at any regular election time and could possibly be a method to fund projects in this area as well. Both of these bond approaches have similar procedures. The City Administration must make a proposal, City Council must approve the proposal and the voters must approve the bond package by a simple majority margin.

The third approach to generating funds by use of bonding capacity is the formation of a revenue generating authority in the area. A possible authority in this area might be a Parking Authority. This action would have to be proposed by the City Administration and passed by City Council. Such an Authority might be empowered to float construction bonds up to a specified debt limit to finance parking facilities. The revenue from such facilities would have to pay debt service on the bonds and retire them within the alloted time.

Many projects in the Center Section might be funded in whole or in part by special assessment. Assessments are a means to insure that the public will not pay more than appropriate for improvements which directly benefit specific property owners. Sidewalk improvements, street furnishings and landscaping are projects which fall in this category.

The Bikeway Demonstration Program is a special fund set up under the Federal Highway Administration (FHWA) with limited resources available nationally. The Program is designed for urban bikeway projects which are part of an overall bikeway plan. It provides 80% of the cost of approved projects and the other 20% may be funded by other FHWA bikeway funds. The Mid-Ohio Regional Planning Commission and Columbus Department of Recreation and Parks have developed a county-wide bikeway plan which includes proposed bike facilities in the University Area. No specific alignments have been decided, however, and bikeway location is one of the big questions to be answered in choosing an alternative scheme for the Area.

State statutes provide for public assistance to private redevelopment through the formation of non-profit redevelopment corporations for specified geographic areas. Such corporations may enter into agreement with the City, upon approval by City Council, to exercise the local public authority of eminent domain to assemble property. In very special instances, City Council may authorize the deferment of property taxes or the use of tax increment financing.

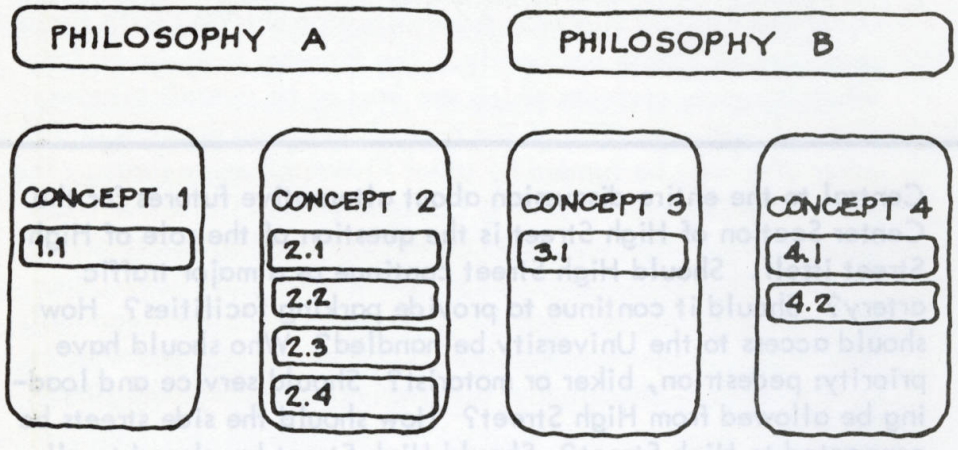
Alternatives

Central to the entire discussion about alternative futures for the Center Section of High Street is the question of the role of High Street itself. Should High Street continue as a major traffic artery? Should it continue to provide parking facilities? How should access to the University be handled? Who should have priority: pedestrian, biker or motorist? Should service and loading be allowed from High Street? How should the side streets be connected to High Street? Should High Street be closed to all but public transport?

Each of these questions is taken up in one form or another in the following alternative solutions. Two basic premises are followed. On the one hand, Philosophy A examines alternatives which leave the role and function of High Street in the major arterial category. On the other hand, Philosophy B examines ways to reduce the arterial function of High Street based upon other traffic improvements being made throughout the area to re-route traffic. These companion projects are discussed in Appendix H.

Four concepts were followed to develop schemes for each of the two philosophies. Under Philosophy A, Concept One examines an improved arterial function for the Center Section of High Street. Concept Two looks at balancing the various interests of pedestrians, bikers, motorists, etc., while maintaining the arterial function of High Street. Under Philosophy B, Concept Three looks at a significant reduction of the arterial function of High Street based upon other related traffic improvements as discussed in Appendix H. Concept Four examines the proposition that the Center Section of High Street should become a pedestrian-transit mall closed to private vehicles. This also depends upon the projects discussed in Appendix H.

The diagram below indicates the relationships among the eight schematic alternatives in this section and the four concepts from which they were developed. In the pages which follow, Philosophies A and B, the four concepts and the eight schemes are described in detail. The section on impacts which follows this provides information about costs and some of the possible consequences for each scheme.



The various schemes presented on the following pages each combine separate projects for High Street, Pearl Street, sidewalks, parking, etc., in the manner presented by the designers for each scheme. The total package of projects which make up any given scheme is represented as it would appear once all the projects had been carried out. In most instances, however, some of the projects of a given scheme could be implemented before others which require additional resources, time or other improvements in the area. Therefore, this total compilation of alternative schemes may be treated as an ala carte listing of individual projects as well. Projects may be selected for their merits and re-combined to create a new alternative scheme as each interest sees fit. In support of this, the section on detailed impacts treats each project separately regarding projected costs and impacts.

In most cases, achievement of a long-range alternative in the Center Section will mean that projects are carried out in several phases over time. In fact, it may be reasonable to expect that a solution which would ultimately result in the completion of one of the alternatives described here as being under the heading of Philosophy B, would begin with the implementation of some of the projects from a scheme which falls under Philosophy A. Thus, a first phase may continue the arterial function of High Street even though the long-range goal is for a different role for High Street in the Center Section.

Philosophy A

This perspective on the relationship between the University Area and the rest of the city holds that High Street should be a main traffic axis of the city and continue to be a major arterial route. Through the University Area, High Street should be a path to move people and goods. High Street should continue to be an important route for traffic bound from or destined for the campus. It should also continue to serve as a regional route to the Downtown.

Through traffic would use all existing thoroughfares and those shown on the Thoroughfare Plan. Access to the University in the Center Section would be channeled to Woodruff, Fifteenth Avenue and Eleventh Avenue.

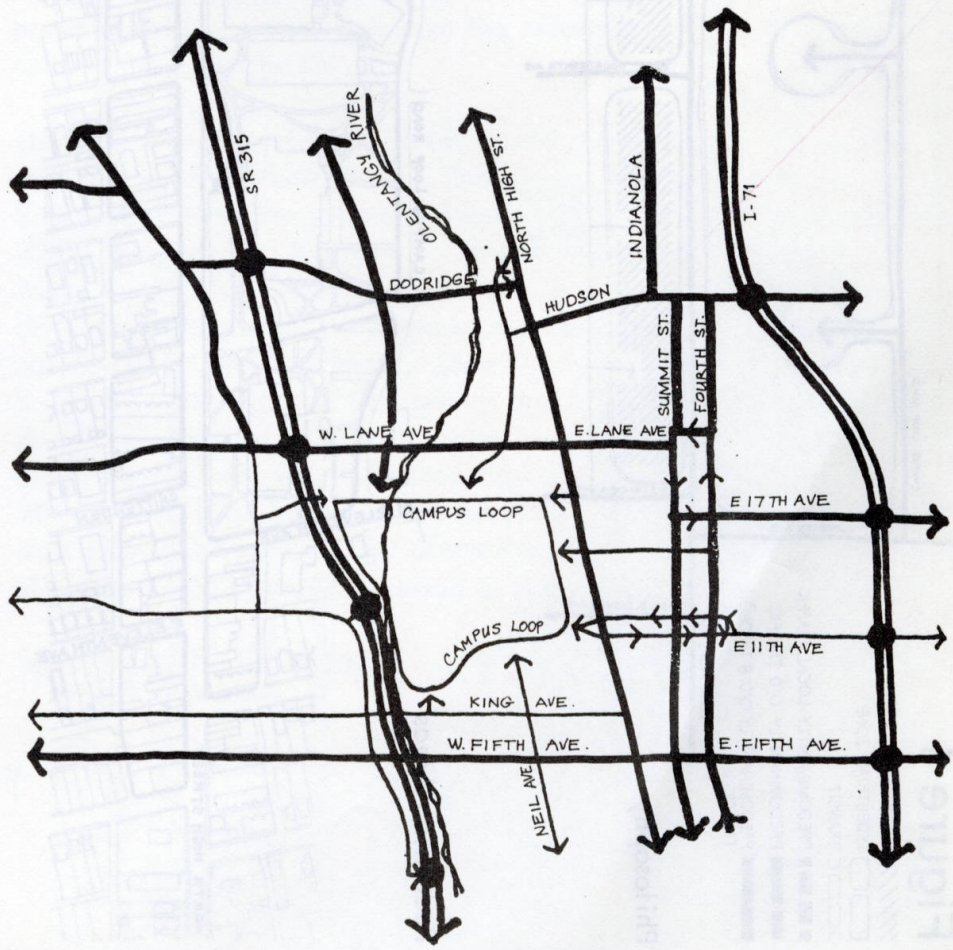
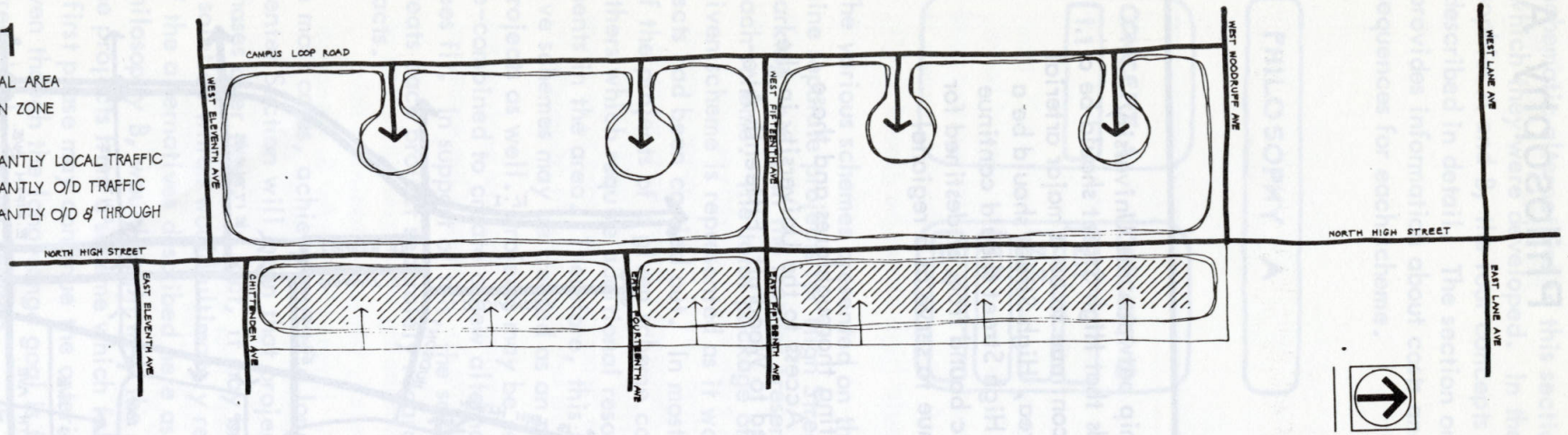


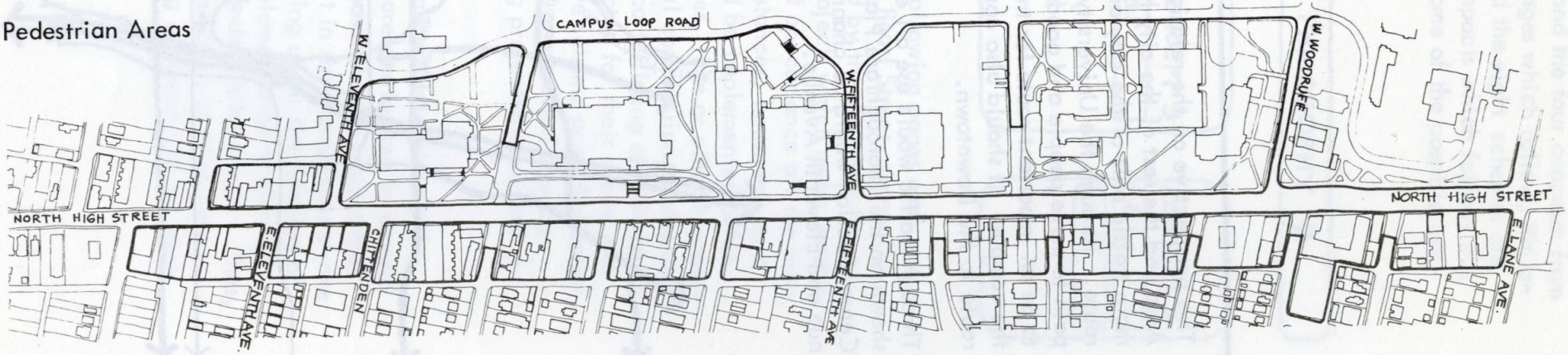
Figure 1

COMMERCIAL AREA
PEDESTRIAN ZONE
TRANSIT
PREDOMINANTLY LOCAL TRAFFIC
PREDOMINANTLY O/D TRAFFIC
PREDOMINANTLY O/D & THROUGH TRAFFIC

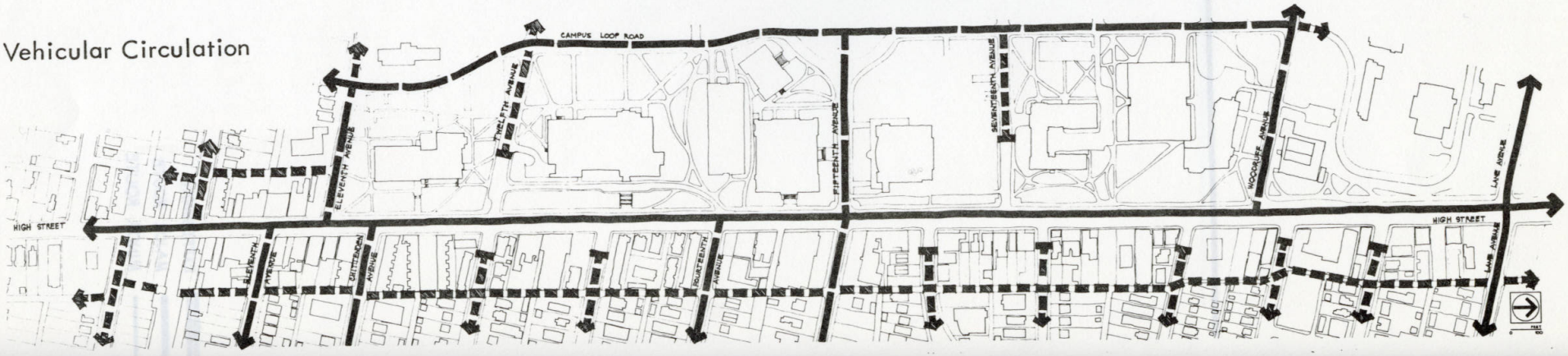
Philosophy



Pedestrian Areas



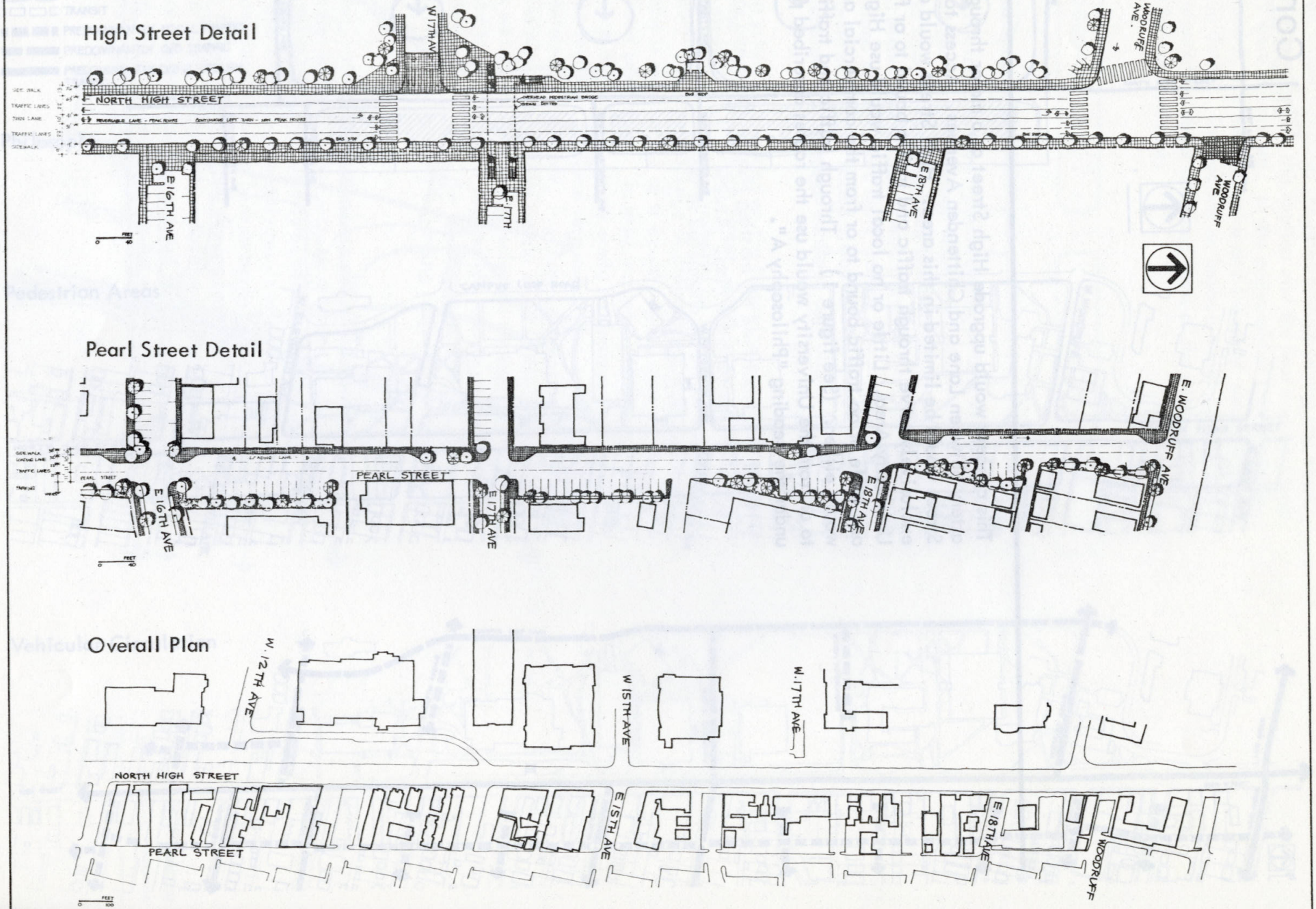
Vehicular Circulation



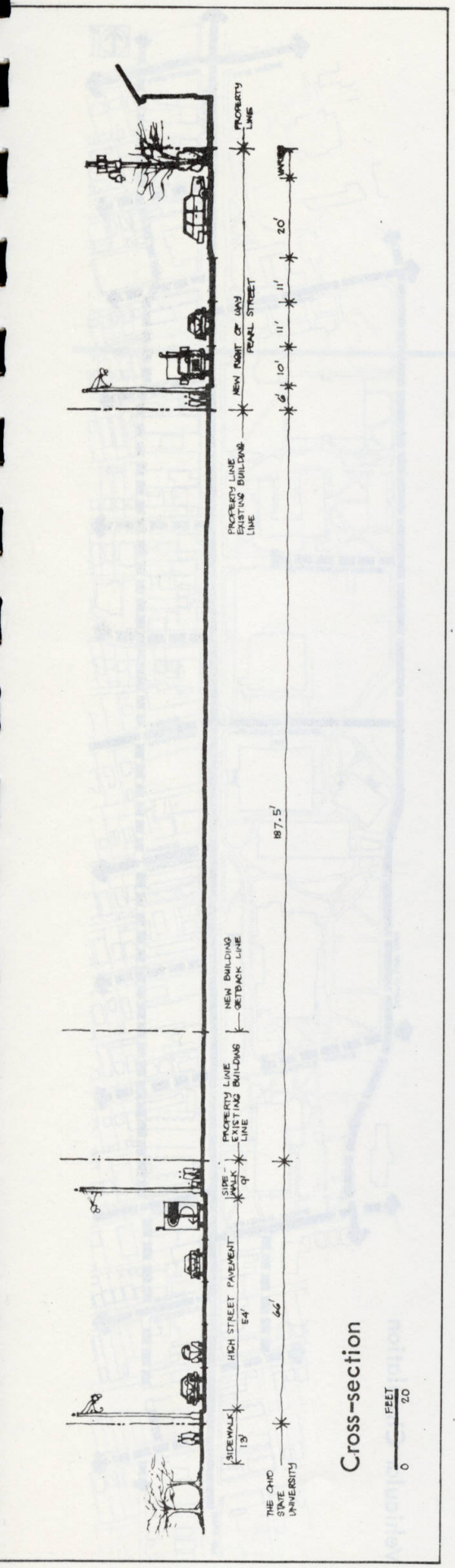
Concept 1

This concept would upgrade High Street as a major through traffic artery between Lane and Chittenden Avenues. Access to High Street would be limited in this area. High Street would almost exclusively serve through traffic and traffic bound to or from the University Area. Little or no local traffic would use High Street and little or no traffic bound to or from the commercial area would either. (See figure 1) Through traffic and traffic bound to or from the University would use the routes described previously under the heading "Philosophy A".

Figure 1.1


High Street Detail
NORTH HIGH STREET
W. 17TH AVE
E. 16TH AVE
E. 17TH
E. 18TH AVE
WOODRUFF AVE
Pearl Street Detail
PEARL STREET
E. WOODRUFF AVE
Overall Plan
W. 12TH AVE
W. 15TH AVE
W. 17TH AVE
NORTH HIGH STREET
PEARL STREET
E. 15TH AVE
E. 18TH AVE
WOODRUFF

Scheme 1.1



Cross-section

One scheme which achieves Concept 1 would restripe High Street between Lane and Chittenden Avenues to make a 5 lane limited access street. (See figure 1.1) Twelfth, Thirteenth, Sixteenth, Seventeenth, Eighteenth, Woodruff and Frambes Avenues would be closed at High Street to all but emergency vehicles. Fifteenth Avenue would become one-way westbound. Vehicle connections to the Campus Loop in this area would be via Woodruff, Fifteenth and Chittenden/Eleventh Avenues. Seventeenth and Twelfth Avenues would be closed at the west side of High Street.

The properties adjacent to the eastern edge of the existing Pearl Street right-of-way would be acquired and cleared. Pearl Street would be relocated and rebuilt as a two-lane, two-way street. A continuous loading lane would be added on the west side. A sidewalk would be installed between the loading lane and the adjacent commercial properties on the west side of Pearl Street. (See figure 1.1)

The portions of the closed side streets between High and Pearl Streets would be widened to accommodate head-in metered parking. (See Appendix C) All parking would be removed from High Street and from Fourteenth and Fifteenth Avenues between High and Fourth Streets. Off-street metered parking would be installed along the east edge of the new Pearl Street. This parking would be screened from the properties to the east by a large landscaped buffer.

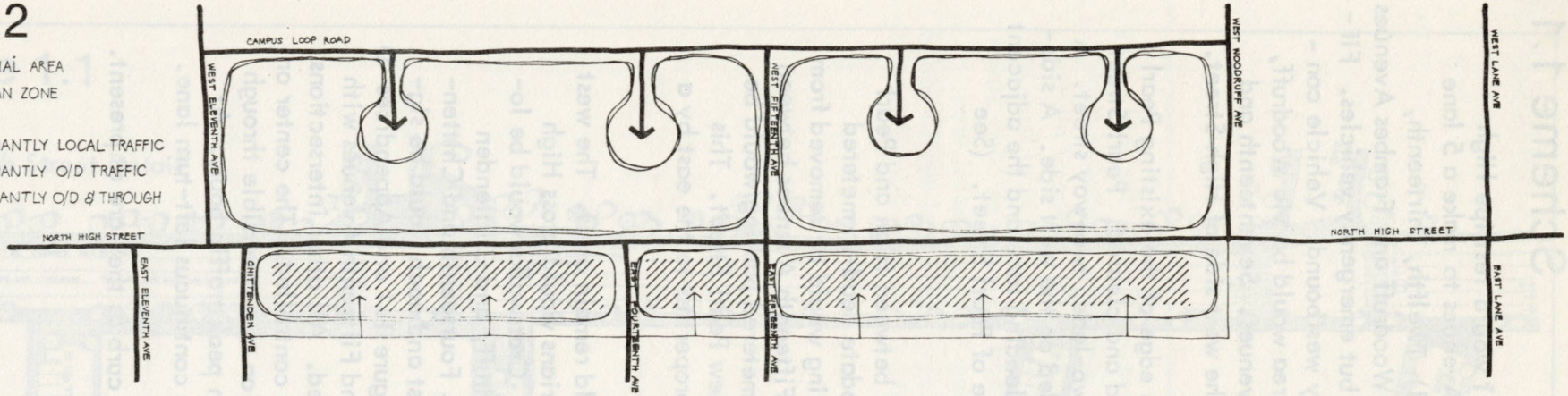
The east sidewalk of High Street would remain as-is. The west sidewalk would remain as-is. Pedestrians would cross High Street by means of overhead bridges. Crosswalks would be located at Fifteenth, Fourteenth, Woodruff, and Chittenden Avenues. Only Woodruff, Fifteenth, Fourteenth and Chittenden/Eleventh intersections would exist and each would be signalized with left-turn lanes. (See figure 1.1 and Appendices D & I) The intersections of Fourteenth and Fifteenth Avenues with Pearl Street would be signal controlled. All other intersections along Pearl Street would be stop sign controlled. The center or fifth lane in High Street would function as a reversible through traffic lane for morning and afternoon peak traffic hours. At all other times it would function as a continuous left-turn lane.

Bus stops would be located along the curb as they are at present.

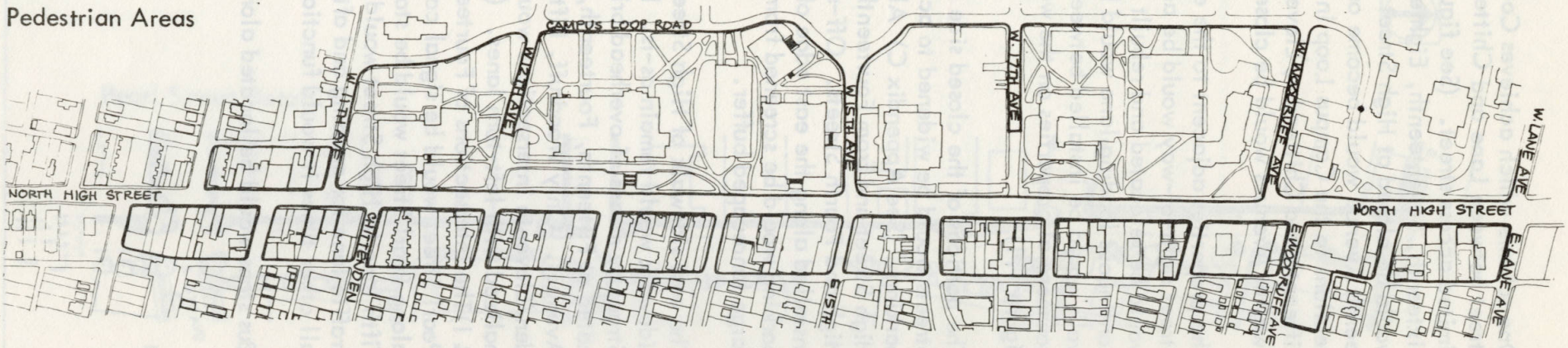
Figure 2

COMMERCIAL AREA
PEDESTRIAN ZONE
TRANSIT
PREDOMINANTLY LOCAL TRAFFIC
PREDOMINANTLY O/D TRAFFIC
PREDOMINANTLY O/D & THROUGH TRAFFIC

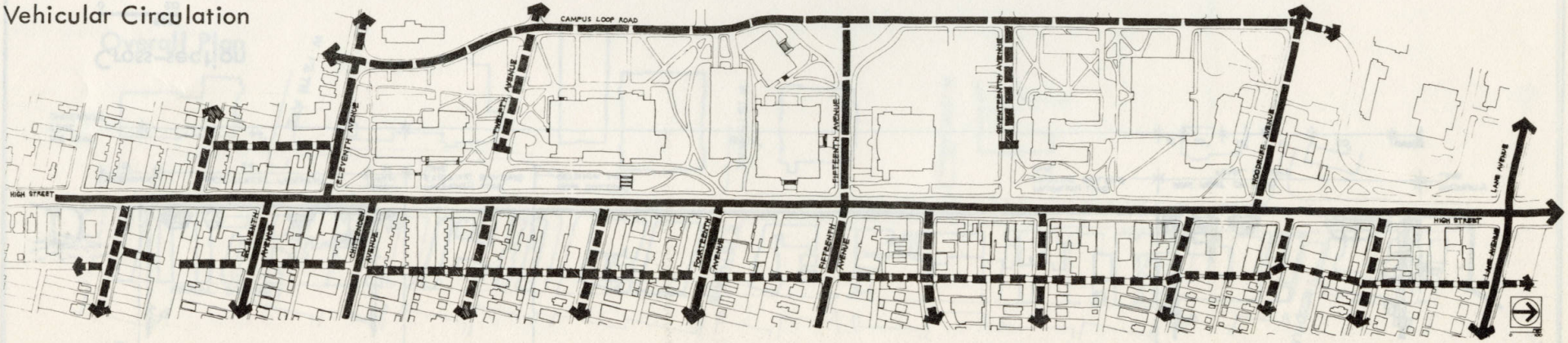
Philosophy



Pedestrian Areas



Vehicular Circulation

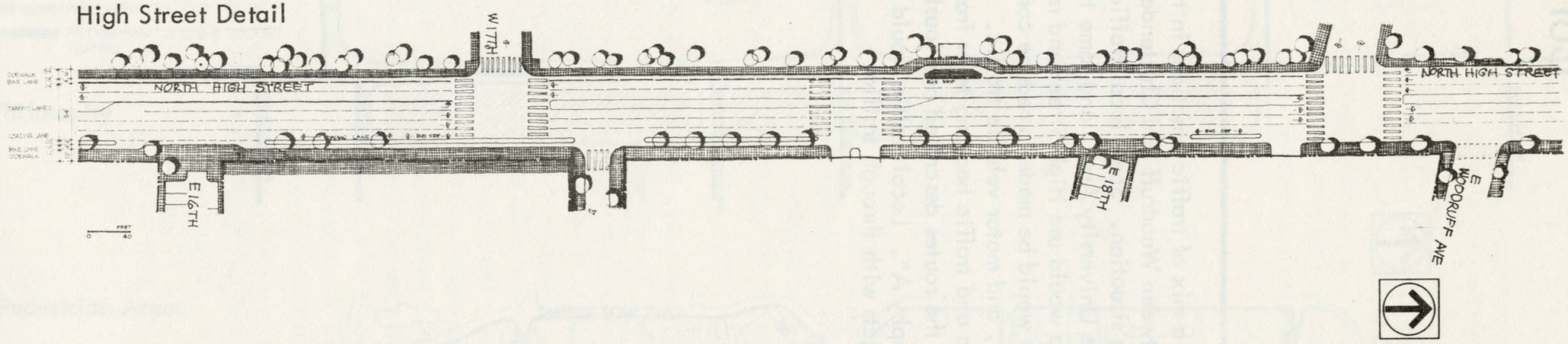


Concept 2

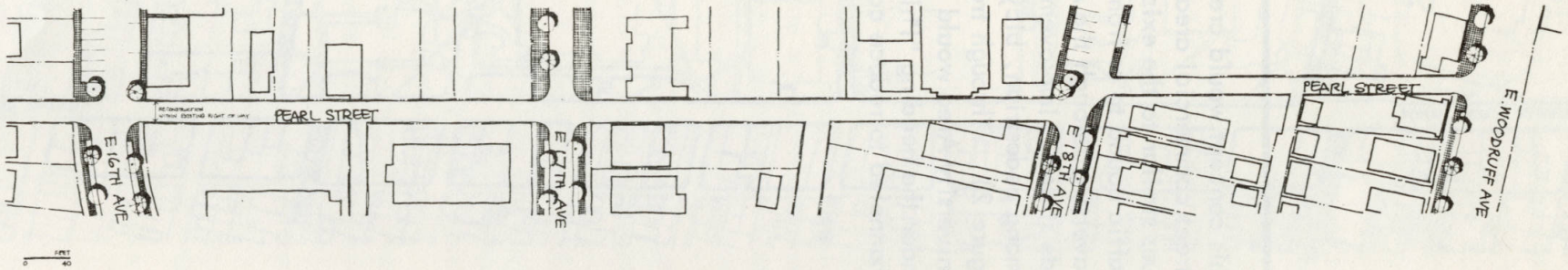
This concept would create a mix of traffic functions in the High Street commercial area between Woodruff and Chittenden Avenues similar to the existing situation. Some local traffic, some traffic bound to or from the University Area, and some traffic traversing through the Area would use High Street and related side streets. Improvements would be made to reduce conflicts among pedestrian, bicycle, and motor vehicle traffic. (See figure 2) Through traffic and traffic heading to or from the University Area would use the routes described previously under the heading "Philosophy A". Local traffic would be channeled to reduce conflicts with through traffic.

Figure 2.1

High Street Detail



Pearl Street Detail



Overall Plan

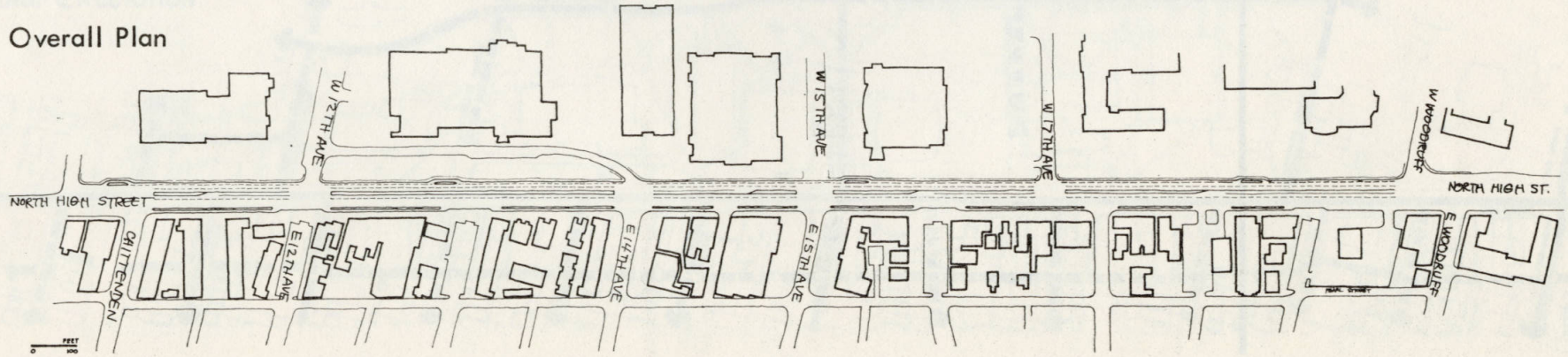
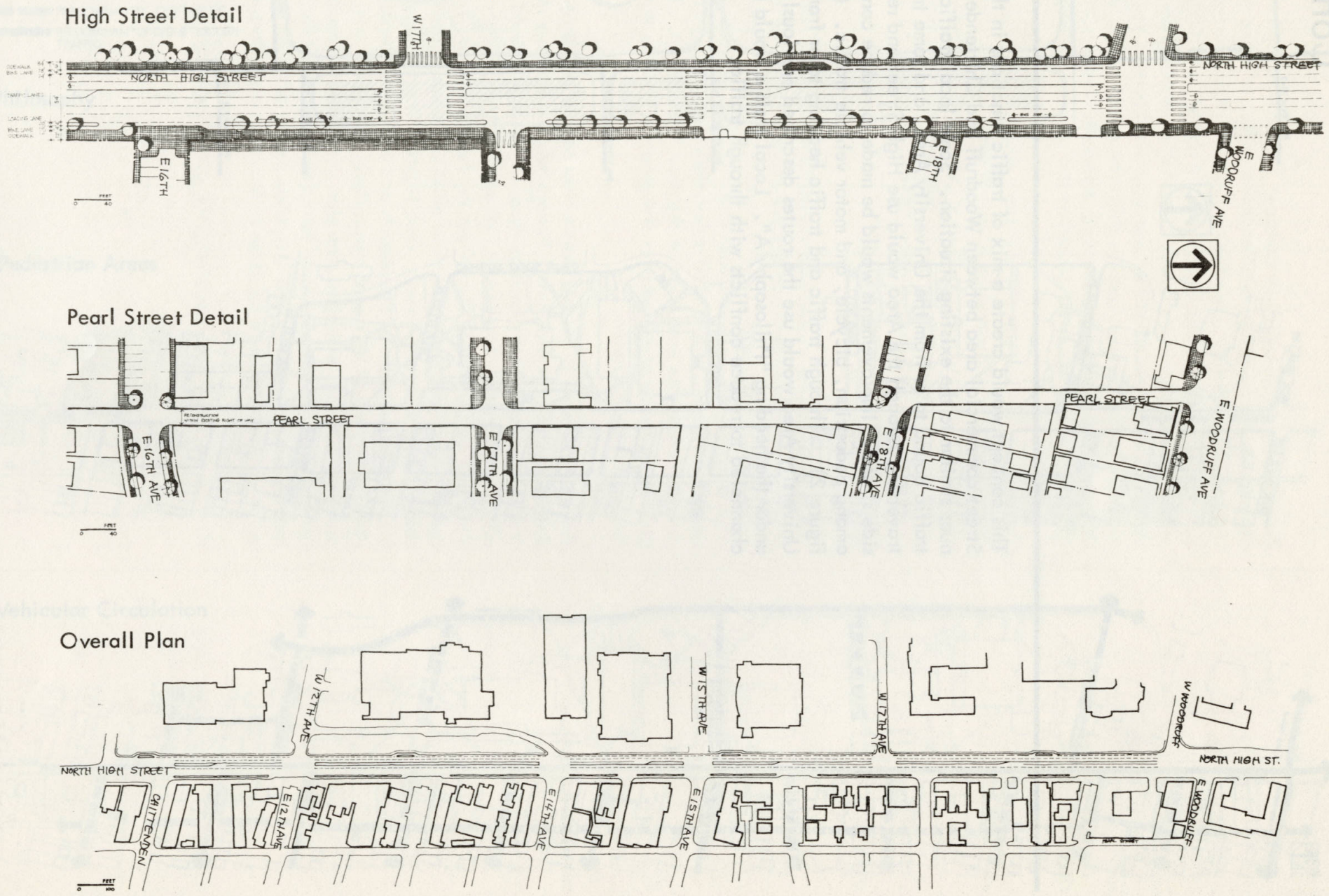


Figure 2.1


High Street Detail
W 17TH
NORTH HIGH STREET
E 16TH
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E WOODRUFF AVE
NORTH HIGH STREET
Pearl Street Detail
PEARL STREET
E 16TH AVE
E 17TH AVE
E 18TH AVE
PEARL STREET
E. WOODRUFF AVE
Overall Plan
W 12TH AVE
W 15TH AVE
W 17TH AVE
W WOODRUFF
NORTH HIGH ST.
NORTH HIGH STREET
CHITTENDEN
E 12TH AVE
E 14TH AVE
E 15TH AVE
E. WOODRUFF

Scheme 2.1

For a copy of the Ad Hoc Committee's proposal contact the Division of Traffic Engineering and Parking of the Columbus Safety Department, 50 West Broad Street, Columbus, Ohio 43215.

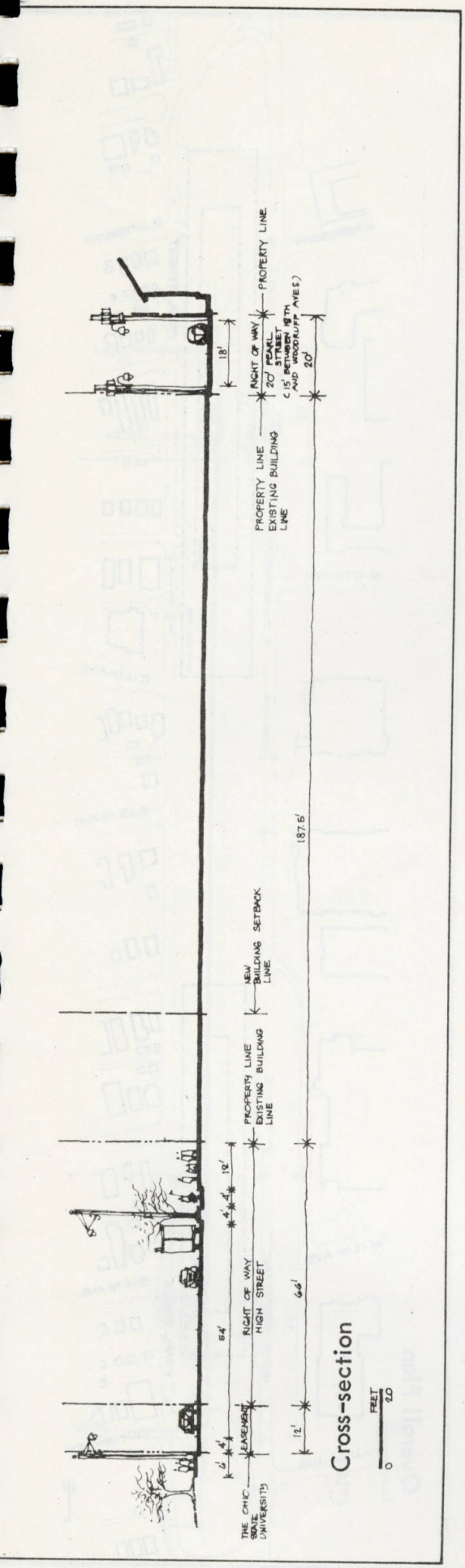
One scheme which falls within the realm of achieving the Concept 2 is the one developed by the special Ad Hoc Subcommittee of the Columbus Traffic and Transportation Commission. This scheme would widen High Street between Chittenden and Woodruff Avenues, and shift it to the west onto what is now University property to make a two-way four-lane limited access street, with a continuous loading lane on the east side and a bike lane on the west side. (See figure 2.1) Twelfth, Thirteenth, Sixteenth and Eighteenth Avenues would be closed at High Street to all but emergency vehicles. Fifteenth Avenue would become one-way westbound. Vehicle connections to the Campus Loop in this area would be via Woodruff, Seventeenth, Fifteenth, Twelfth and Eleventh Avenues.

Pearl Street would be reconstructed within the existing right-of-way to be a one-lane, one-way street with loading permitted in the street. Between Fourteenth and Fifteenth Avenues, Pearl Street would be a one-lane, two-way street to allow access for large truck-trailers at the Long's bookstore loading dock. The radii at the curb line of intersections along Pearl Street would be increased, widening the throats of those intersections.

The sidewalk on the east side of High Street would be widened some. The west sidewalk would be narrowed some and a few of the existing trees and plantings on that side may be moved or eliminated.

All parking would be removed from High Street. The portions of 12th, 13th, 16th and 18th Avenues between High and Pearl Streets would be developed with head-in and parallel metered parking. (See Appendix C) Woodruff, 14th, 17th and Chittenden Avenues would have parallel metered parking along one side. Fifteenth Avenue would have parallel metered parking along one side between Pearl and Indianola Streets. Woodruff, 18th, 17th, 16th, 14th, 13th, 12th and Chittenden Avenues would have some parallel metered parking installed east of Pearl Street.

A bikeway for southbound cyclists would be constructed along the west edge of the west sidewalk on the OSU side of High Street. A bikeway for northbound cyclists would be located between the west edge of the east sidewalk on High Street and a buffer island adjacent to the street. Bus stops would be located along this buffer island on the east side of High Street and would remain as-is along the west side. (See Appendix A)

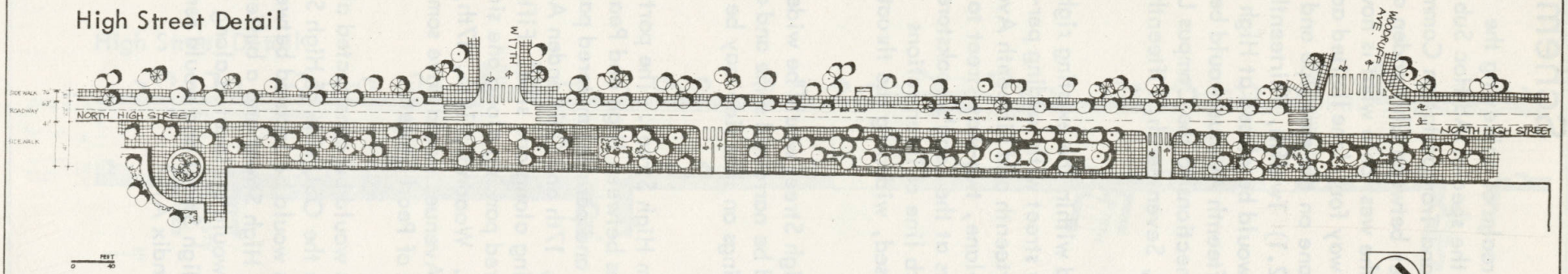


Cross-section

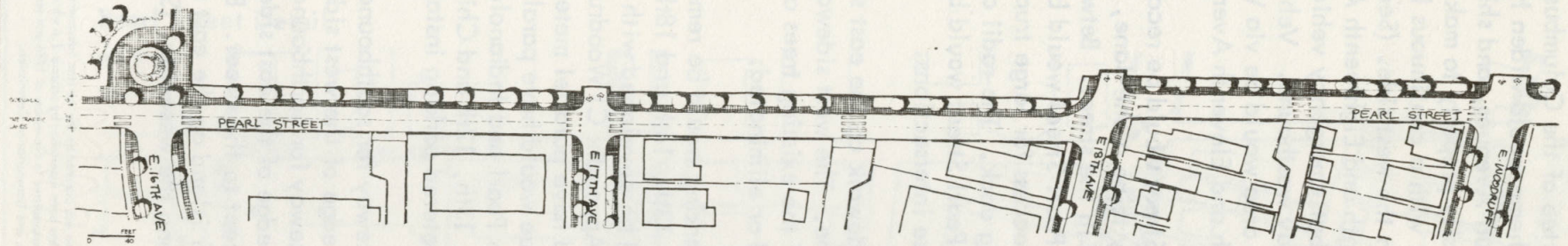
This scheme was adopted by the Ad Hoc Subcommittee in June of 1976. It has been superseded by scheme 2.4 which was adopted by the Subcommittee in November of 1976 and sent to the Columbus Traffic and Transportation Commission.

Figure 2.2

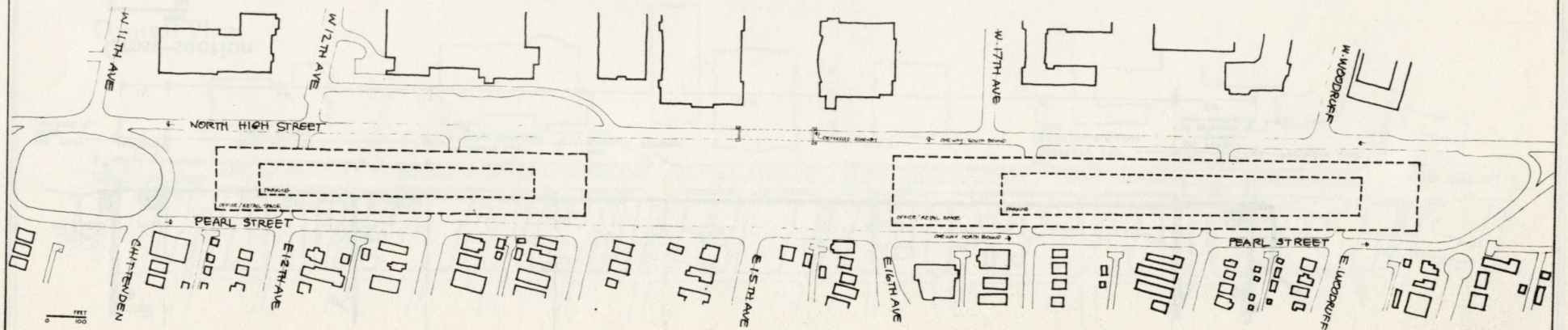
High Street Detail



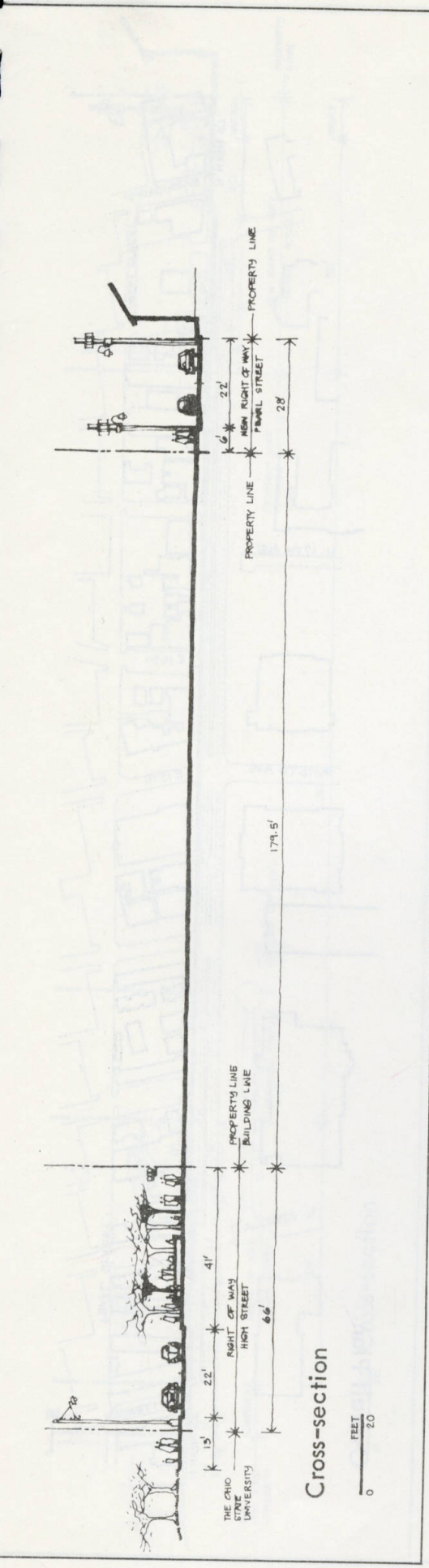
Pearl Street Detail



Overall Plan



Scheme 2.2



Another scheme which would achieve Concept 2 would narrow High Street within the existing right-of-way way to a two-lane one-way southbound Street which would be below grade at Fifteenth. (See figure 2.2) (Pearl Street would be widened to form the companion one-way northbound street.) High and Pearl Streets would be connected on the north by a loop road near Woodruff Avenue and on the south by a traffic rotary at Chittenden/Eleventh Avenues. On the east, Twelfth, Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth, Eighteenth and Woodruff Avenues would not connect directly to High Street but would connect to Pearl Street. Vehicle connections to the Campus Loop in the area would be via Woodruff, Seventeenth, Twelfth and Eleventh Avenues. Fifteenth Avenue would be closed on the west side of High Street.

Commercial properties in the vicinity of Frambes, Fifteenth, and Chittenden/Eleventh Avenues would be acquired and cleared. Traffic connections between High and Pearl would be constructed at Frambes and Chittenden/Eleventh. A major park area would be constructed at Fifteenth and connected directly to the University over High Street. Commercial enterprises would be redeveloped in two intra-connected structures with internal parking and service facilities. Indirect access through these facilities would link High and Pearl Streets.

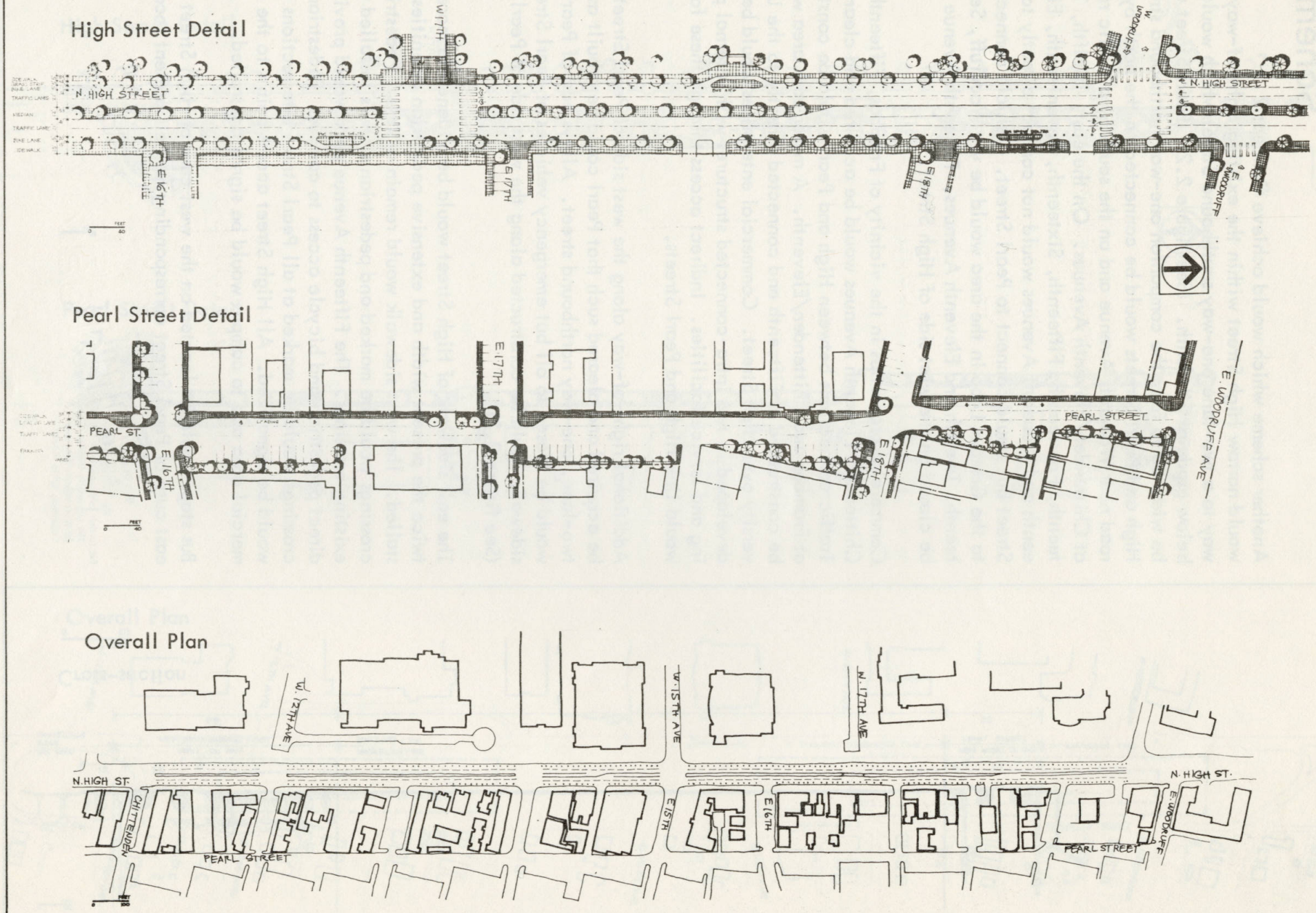
Additional right-of-way along the west side of Pearl Street would be acquired and cleared such that Pearl could be rebuilt as a two-lane, one-way northbound street. Alleys east of Pearl Street would be closed to all but emergency vehicles at Pearl Street. A sidewalk would be constructed along the west side of Pearl Street. (See figure 2.2)

The east sidewalk of High Street would be widened to more than twice the present width and extensive pedestrian amenities installed. The west sidewalk would remain as it is. Pedestrian crossings would be marked and pedestrian signals installed at all existing crossings. The Fifteenth Avenue park would provide direct pedestrian and bicycle access to campus. Pedestrian crossings would be marked at all Pearl Street intersections which would be signalized. All High Street access points to the commercial area and to campus would be signal controlled.

Bus stops would be located on the west curb of High Street and east curb of Pearl Street corresponding to their present locations.

For further information on this Scheme contact:
The University District Organization Inc.
30 West Woodruff Avenue
Columbus, Ohio 43210

Figure 2.3


High Street Detail
N. HIGH STREET
W 17TH
E 16TH
E 17TH
E 18TH
W WOODRUFF
E. WOODRUFF
Pearl Street Detail
PEARL ST.
PEARL STREET
E. WOODRUFF AVE
Overall Plan
W. 12TH AVE
W. 15TH AVE
W. 17TH AVE
N. HIGH ST.
CHITTENDEN
E 15TH
E 16TH
PEARL STREET

Scheme 2.3

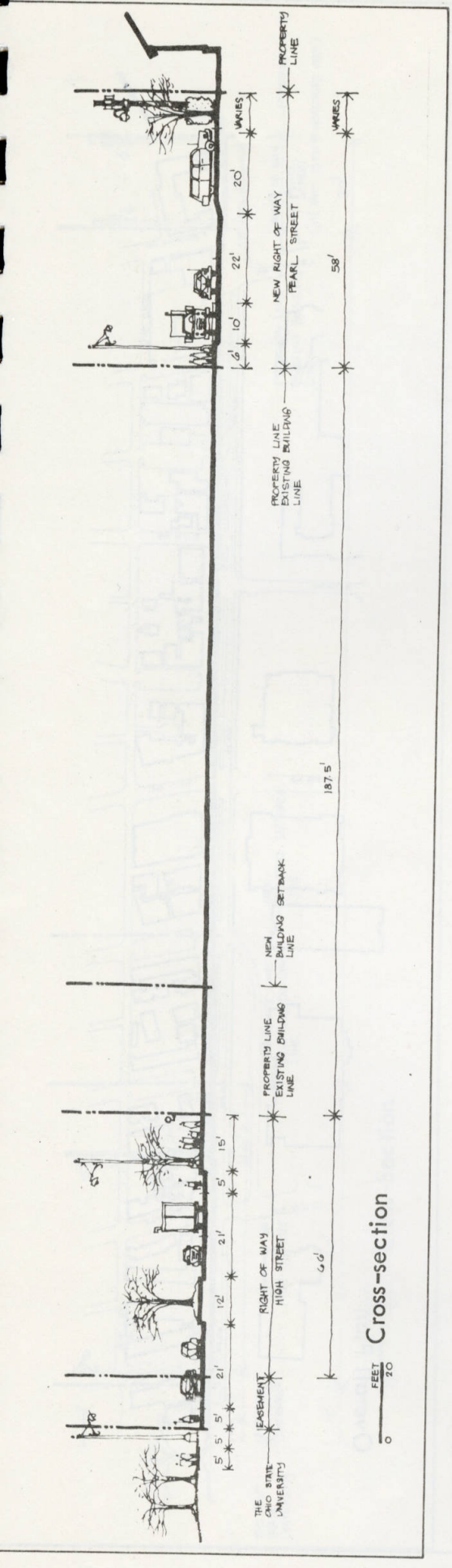
Another scheme which achieves Concept 2 would widen High Street and shift it to the west onto what is now University property to make a two-way, four-lane boulevard-type street. (See figure 2.3) All side streets would be open to access/egress from High Street on a "right turn only" basis with the exceptions of Fourteenth and Fifteenth Avenues which would have left-turn access from High Street. The existing arrangement of one way flows on the side streets would be retained, however, Fifteenth Avenue would become one way westbound. Vehicle connections to the Campus Loop in this area would be via Woodruff, Fifteenth and Chittenden/Eleventh Avenues. Seventeenth and Twelfth Avenues would be closed on the west side of High Street.

The properties adjacent to the eastern edge of the existing Pearl Street right-of-way would be acquired and cleared. Pearl Street would be relocated and rebuilt as a two-lane, two-way street. A continuous loading lane would be added on the west side. A sidewalk would be installed between this loading lane and the adjacent commercial property line on the west side of Pearl Street.

With the exceptions of Fourteenth and Fifteenth Avenues, the portions of the side streets between High and Pearl Streets would be widened to accommodate head-in metered parking. (See Appendix B) All parking would be removed from High Street and from Fourteenth and Fifteenth Avenues between High and Fourth Street. Off-street metered parking would be installed along the east edge of the new Pearl Street.

The east sidewalk of High Street would be widened some and pedestrian amenities installed in a few locations. The west sidewalk would be narrowed some and a few of the existing trees and plantings on that side may be moved or eliminated. Pedestrian crossings would be marked at each intersection. All High Street intersections, including Woodruff and Chittenden Avenues, would be traffic signal controlled. The signals at Woodruff, Fifteenth, Fourteenth and Chittenden/Eleventh Avenues would function to regularly permit left turning traffic to proceed. (See Appendix D) All other signals along High Street would be pedestrian actuated only. During the morning and afternoon peak traffic periods these signals would remain green for High Street traffic. The intersections of Fourteenth and Fifteenth Avenues with Pearl Street would be traffic signal controlled.

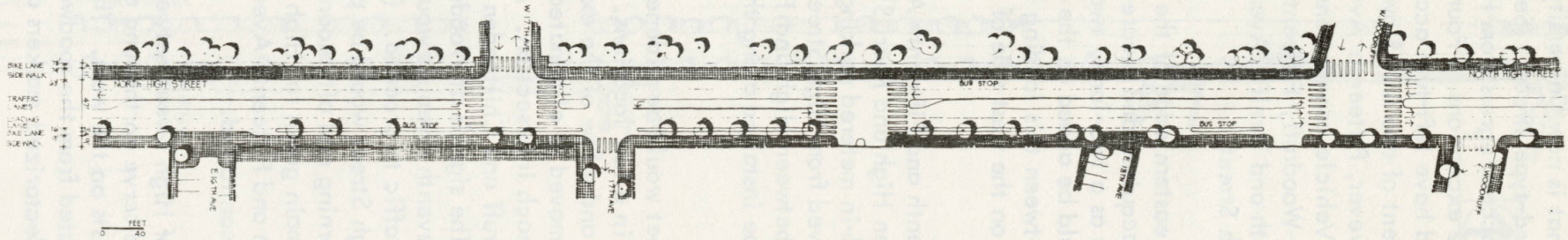
A bike lane along each curb of High Street between Woodruff and Chittenden Avenues would serve northbound cyclists on the east side and southbound cyclists on the west. The bike lane would not be physically separated from the roadway but would be delineated by a line of reflectorized markers along the edge of the adjacent drive-lane.



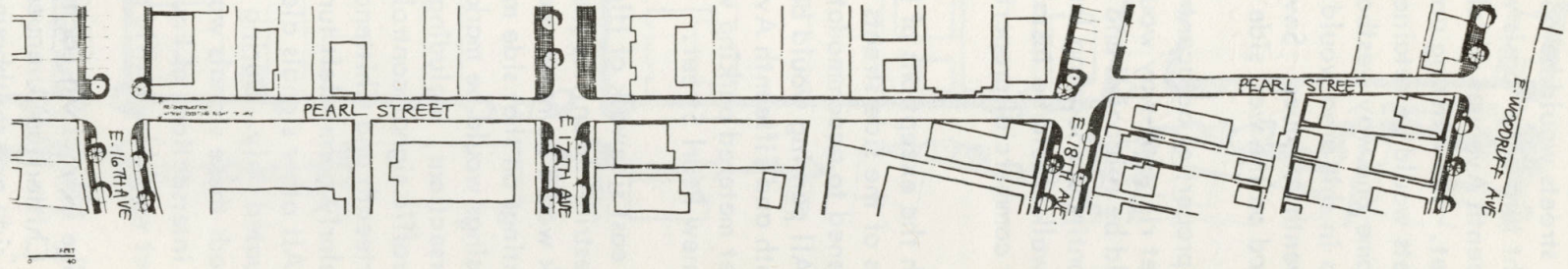
Cross-section

Figure 2.4

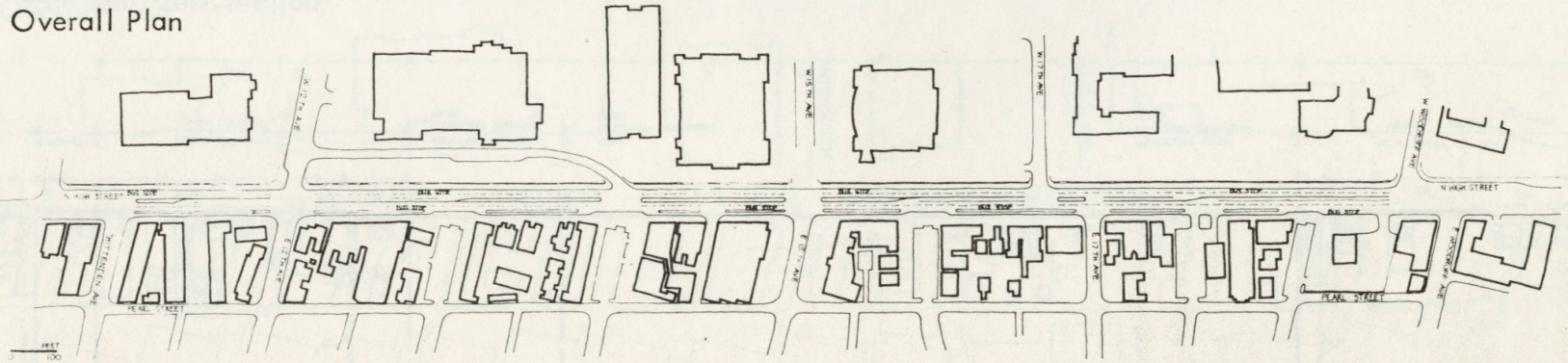
High Street Detail



Pearl Street Detail



Overall Plan



Scheme 2.4

Another scheme which would achieve Concept 2 is the one adopted by the Ad Hoc Subcommittee of the Columbus Traffic and Transportation Commission.

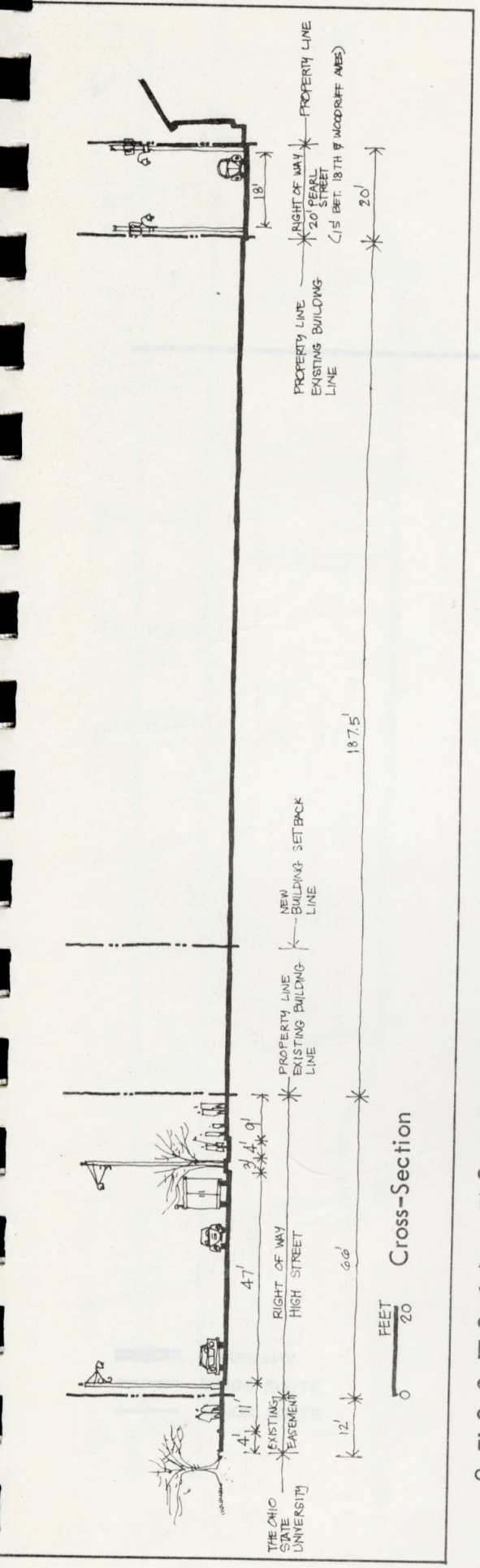
This scheme would narrow High Street between Chittenden and Woodruff Avenues to make a five-lane limited access street with a continuous loading lane along the east side. (See figure 2.4) Thirteenth, Fourteenth, Sixteenth and Eighteenth Avenues would be closed at High Street to all but emergency vehicles. Fifteenth Avenue would become one-way westbound. Vehicle connections to the campus loop in this area would be via Woodruff, Seventeenth, Fifteenth, Twelfth and Eleventh Avenues.

Pearl Street would be reconstructed within the existing right-of-way to be a one lane, one-way street with loading permitted along the west side of the street. Between Fourteenth and Fifteenth Avenues, Pearl Street would be a one-lane, two-way street to allow access for large truck-trailers at the Long's bookstore loading dock. The radii at the curb line of intersections along Pearl Street would be increased, widening the throats of those intersections.

The sidewalk along the east side of High Street would not be widened, however, more pedestrian space would be created by removing the existing utilities, meters and signs to the 3' wide buffer island between the street and the east side bikeway. The west sidewalk would remain as-is.

All parking would be removed from High Street. The portions of Thirteenth, Fourteenth, Sixteenth and Eighteenth Avenues between High and Pearl Streets would be developed with head-in and parallel metered parking. (See Appendix C) Woodruff, Seventeenth, Twelfth and Chittenden Avenues would have parallel metered parking along one side. Fifteenth Avenue would have parallel metered parking along one side between Pearl and Indianola Streets. Woodruff, 18th, 17th, 16th, 14th, 13th, 12th and Chittenden Avenues would have some parallel metered parking installed east of Pearl Street.

A bikeway for southbound cyclists would be located along the west edge of the existing sidewalk on the OSU side of High St. and physically separated from the walk. A bikeway for northbound cyclists would be located between the west edge of the east sidewalk on High Street and a 3' wide buffer island adjacent to the street. Bus stops would be located on this buffer island along the east side of High Street and would remain as-is along the west side. (See Appendix A)

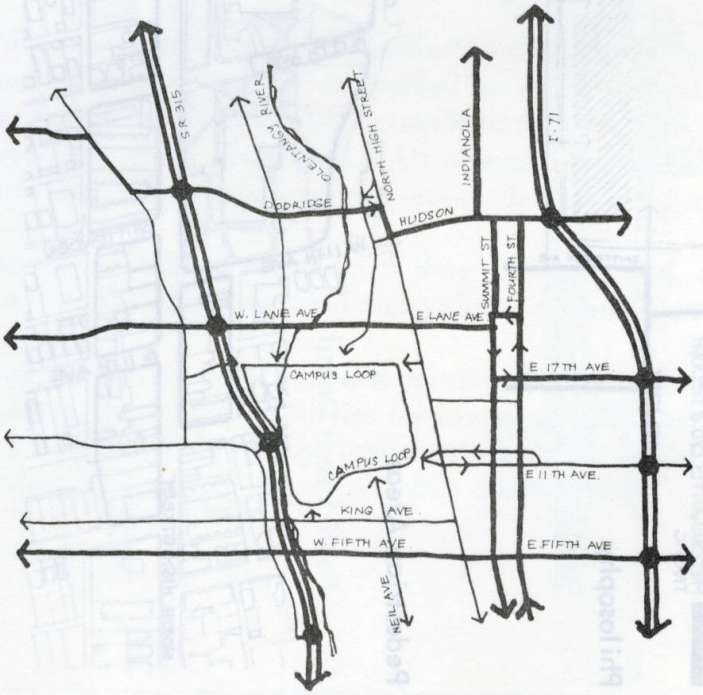


This scheme 2.4 supercedes scheme 2.1 as the recommendation of the Ad Hoc Subcommittee. This scheme was presented by the Ad Hoc Subcommittee to the Columbus Traffic and Transportation Commission and adopted by the Commission in December of 1976.

Philosophy B

This perspective on the relationship between the University Area and the rest of the city holds that High Street should be a conceptual axis of the city but the various activity centers along it should be improved as pedestrian oriented places. The University Area should be one of these nodes, with the Center Section of High Street redeveloped as an origin destination point rather than a path. Other routes should provide the regional and arterial functions which this section of High Street now performs.

Regional north-south traffic should be channeled to S.R. 315, S.R. 23 and I-71. East-west regional traffic should be channeled to Hudson-Dodridge and Fifth Avenue. Kenny Road, Olentangy River Road, Neil Avenue, High Street, Eleventh Avenue and Kinnear Road should be improved where necessary to accommodate origin-destination traffic moving between these regional routes and the University and commercial area. Access to the University in the Center Section should be channeled to Woodruff and Eleventh Avenues. (See Appendix H)

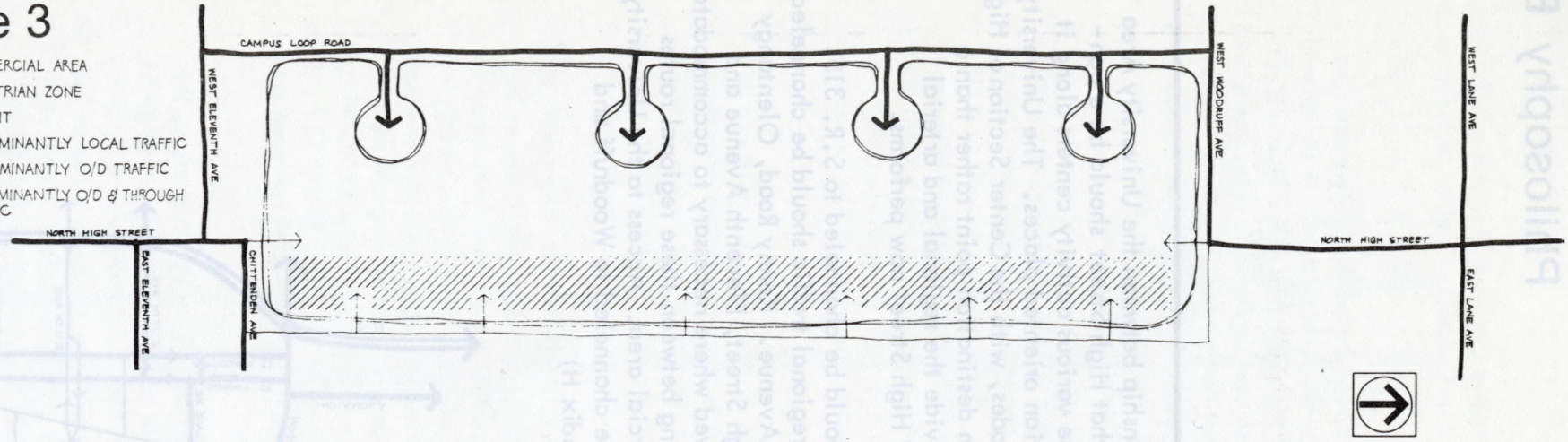


EXPRESSWAY
MAJOR ROUTE
MINOR ROUTE

Figure 3

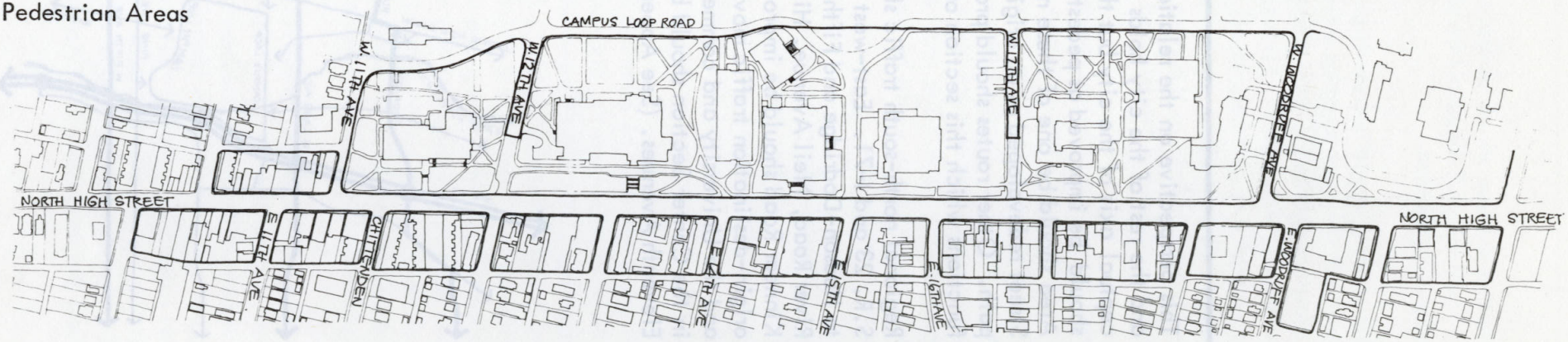
Figure 3

COMMERCIAL AREA
PEDESTRIAN ZONE
TRANSIT
PREDOMINANTLY LOCAL TRAFFIC
PREDOMINANTLY O/D TRAFFIC
PREDOMINANTLY O/D & THROUGH TRAFFIC

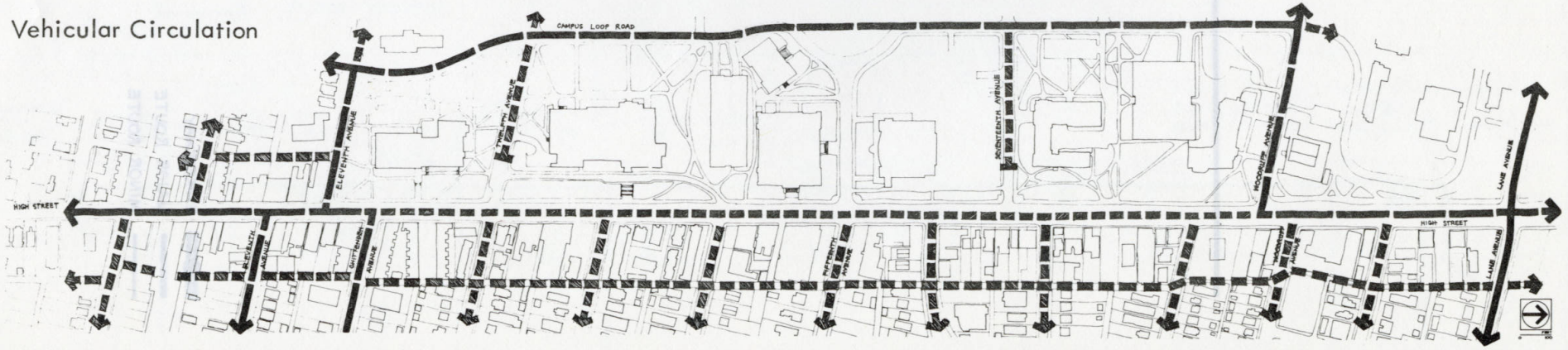


Phi losophy

Pedestrian Areas



Vehicular Circulation

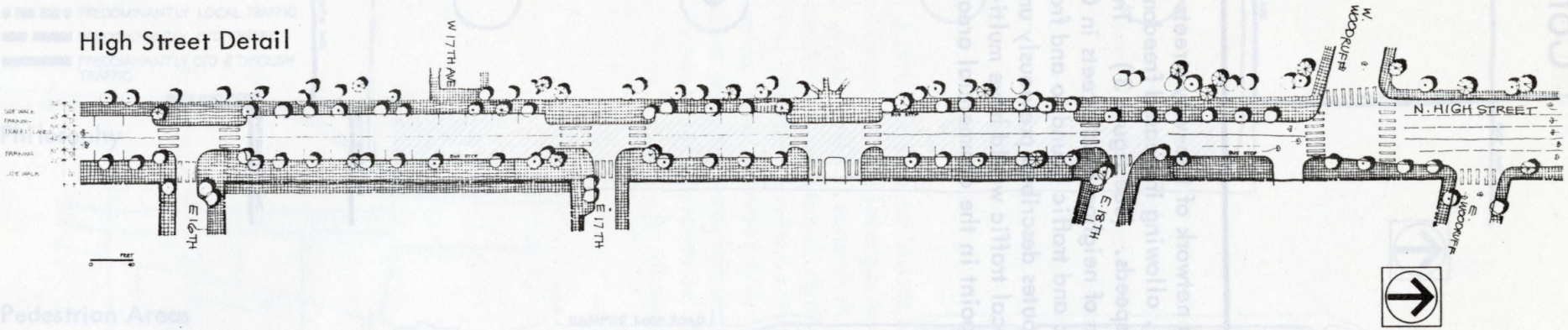


Concept 3

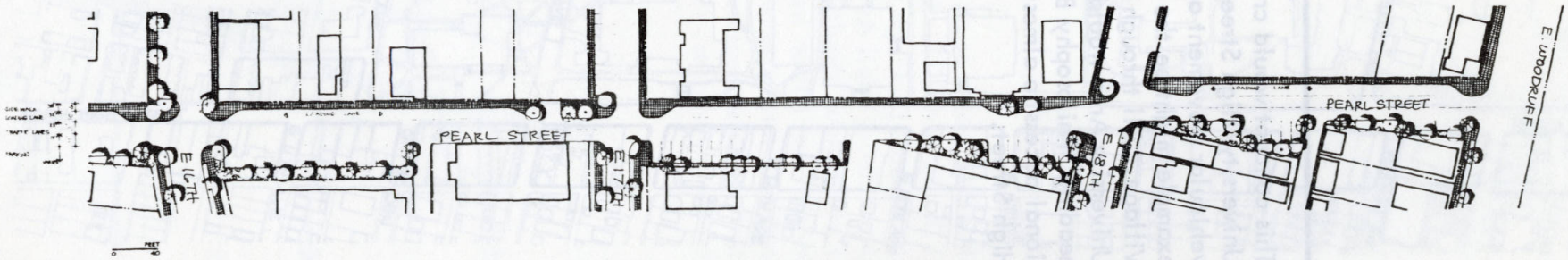
This concept would create a network of two-way streets in the University/High Street area, allowing increased freedom of vehicular movement at low speeds. (See figure 3) The best example might be the system of neighborhood streets in German Village. All through traffic and traffic bound to and from the University Area would use routes described previously under the heading "Philosophy B". Local traffic would have multi-directional access to almost any point in the commercial area from High Street.

Figure 3.1

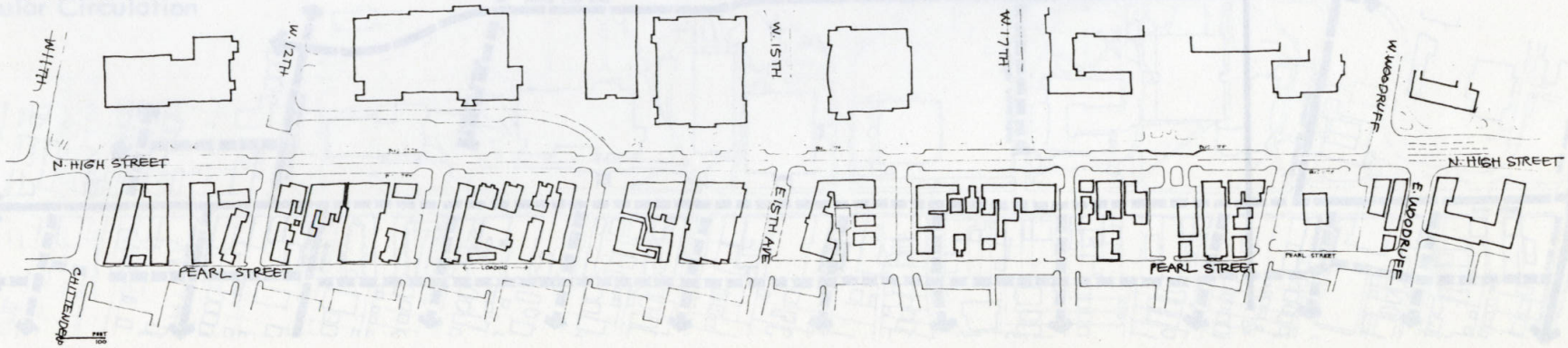
High Street Detail



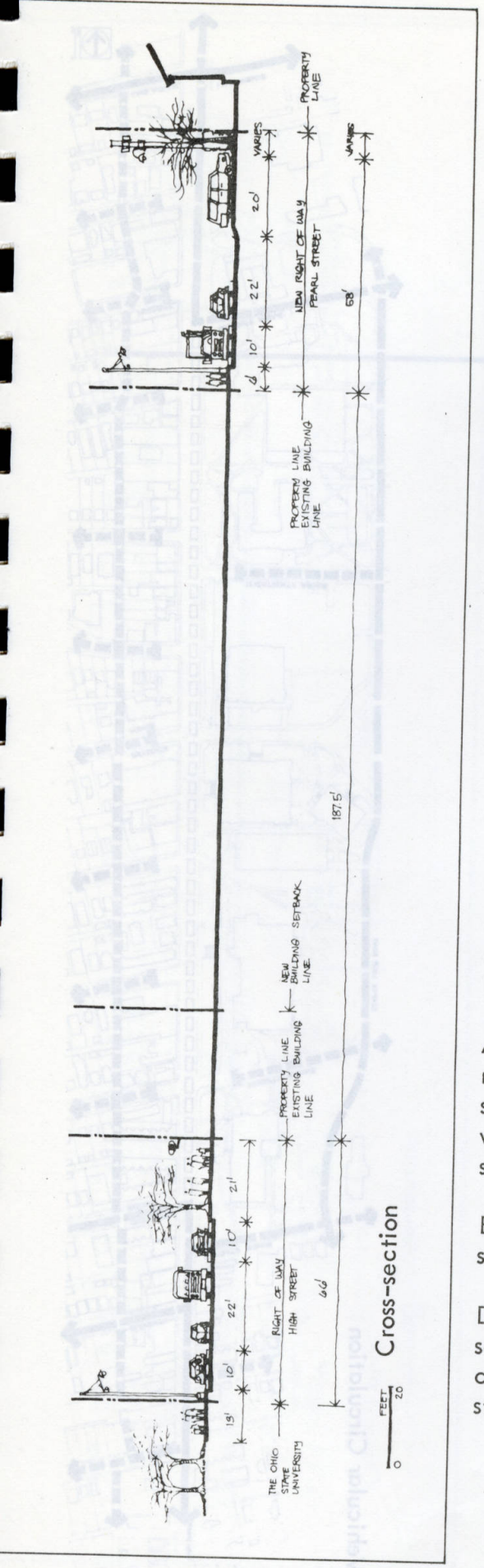
Pearl Street Detail



Overall Plan



Scheme 3.1



Cross-section

One scheme for achieving Concept 3 would narrow High Street between Woodruff and Chittenden Avenues within the existing right-of-way to a two-lane two-way street. (See figure 3.1) All side streets would be open to access/egress with High Street and most would be two-way streets. Vehicle connections to the Campus Loop in this area would be via Woodruff and Chittenden/Eleventh Avenues. Seventeenth, Fifteenth, and Twelfth Avenues would be closed on the west side of High Street.

The properties adjacent to the eastern edge of the existing Pearl Street right-of-way would be acquired and cleared. Pearl Street would be relocated and rebuilt as a two-lane, two-way street. A continuous loading lane would be added on the west side. A sidewalk would be installed between this loading lane and the adjacent commercial property line on the west side of Pearl Street. (See figure 3.1)

Metered on-street parking would be installed along both sides of High Street. Parking along side streets would be retained as it currently exists with the addition of meters for all un-metered spaces. Off-street metered parking would be installed along the east edge of the new Pearl Street. This parking would be screened from the properties to the east by a large landscaped buffer. This scheme would permit the construction of a parking garage under High Street as described in Appendix E.

The sidewalk on the east side of High Street would be widened to more than twice the present width and extensive pedestrian amenities installed along the walk. The west sidewalk would remain as it is. Pedestrian crossings would be marked at each intersection.

All intersections south of Woodruff and north of Chittenden Avenues would be stop sign controlled for all directions. The intersections of High Street at Woodruff and Chittenden Avenues would be signal controlled. All intersections of Pearl Street and side streets would be stop sign controlled for all directions.

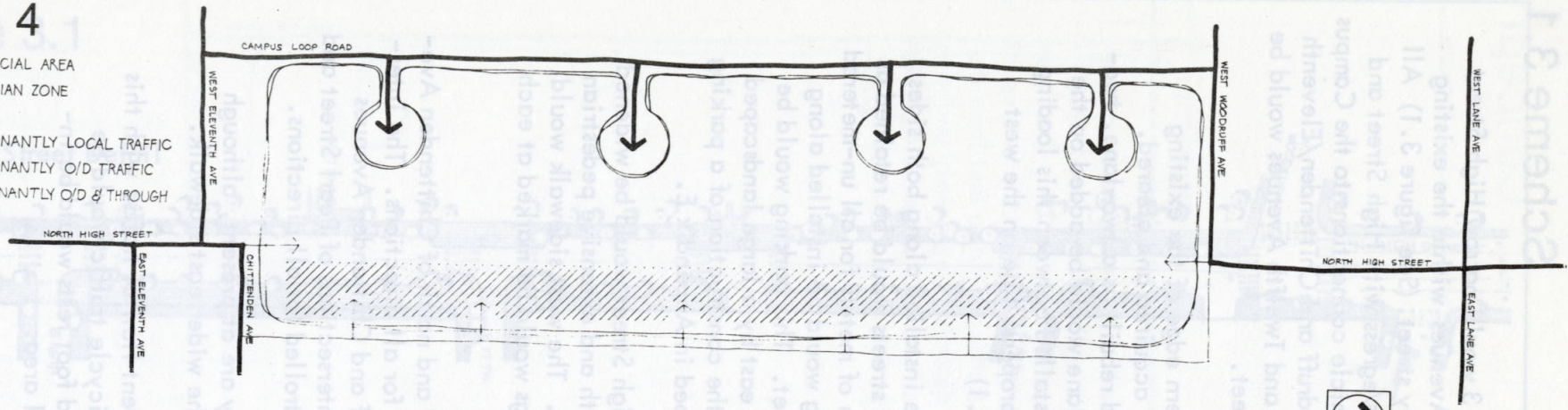
Bus stops would be the same as they are at present, although shelters would be installed along the wider east sidewalk.

Due to the low speed and intermittent flow of traffic with this scheme, no special facilities for bicycle traffic would be created. Bicycle storage racks and foot rests would be installed through out the commercial area.

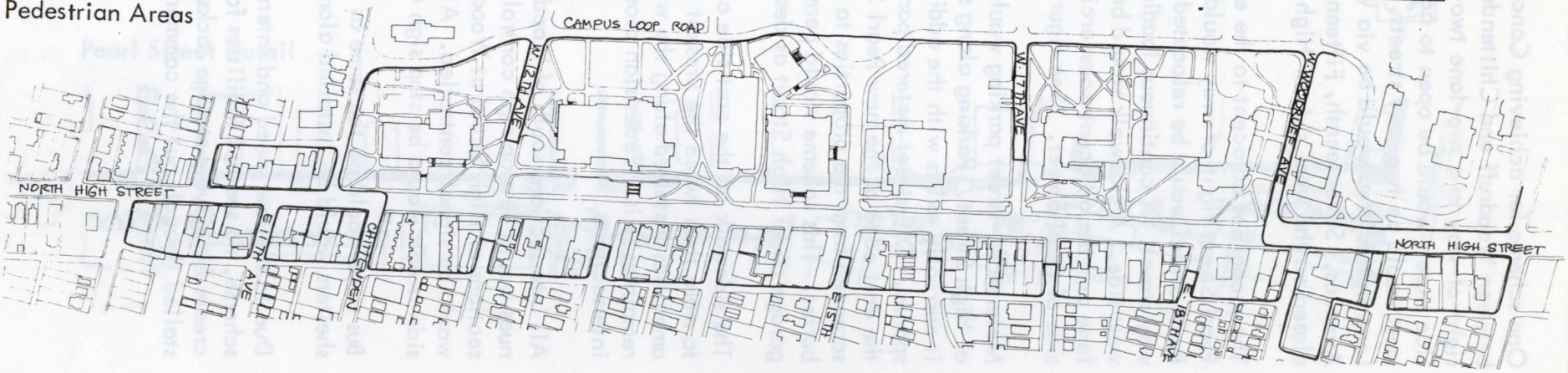
Figure 4

COMMERCIAL AREA
PEDESTRIAN ZONE
TRANSIT
PREDOMINANTLY LOCAL TRAFFIC
PREDOMINANTLY O/D TRAFFIC
PREDOMINANTLY O/D & THROUGH TRAFFIC

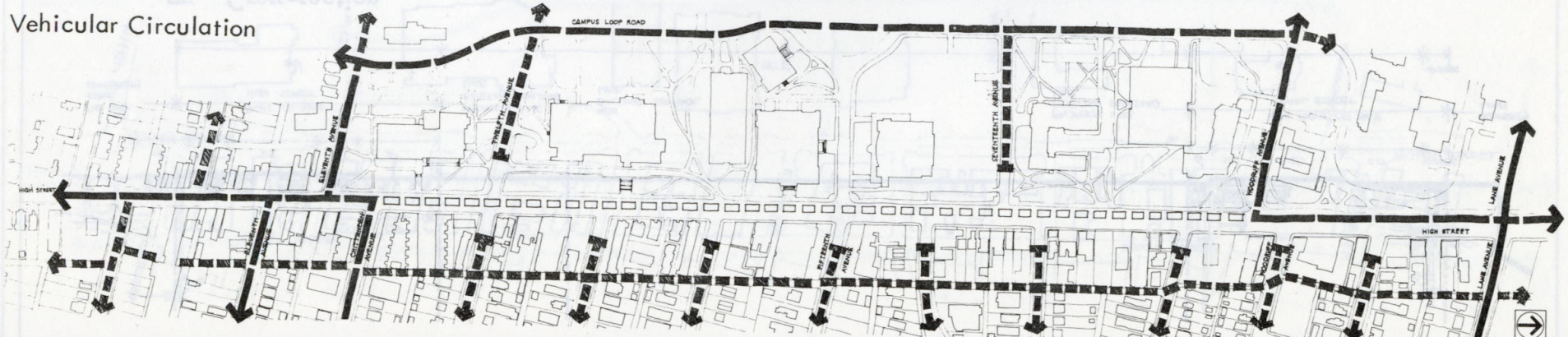
Philosophy



Pedestrian Areas



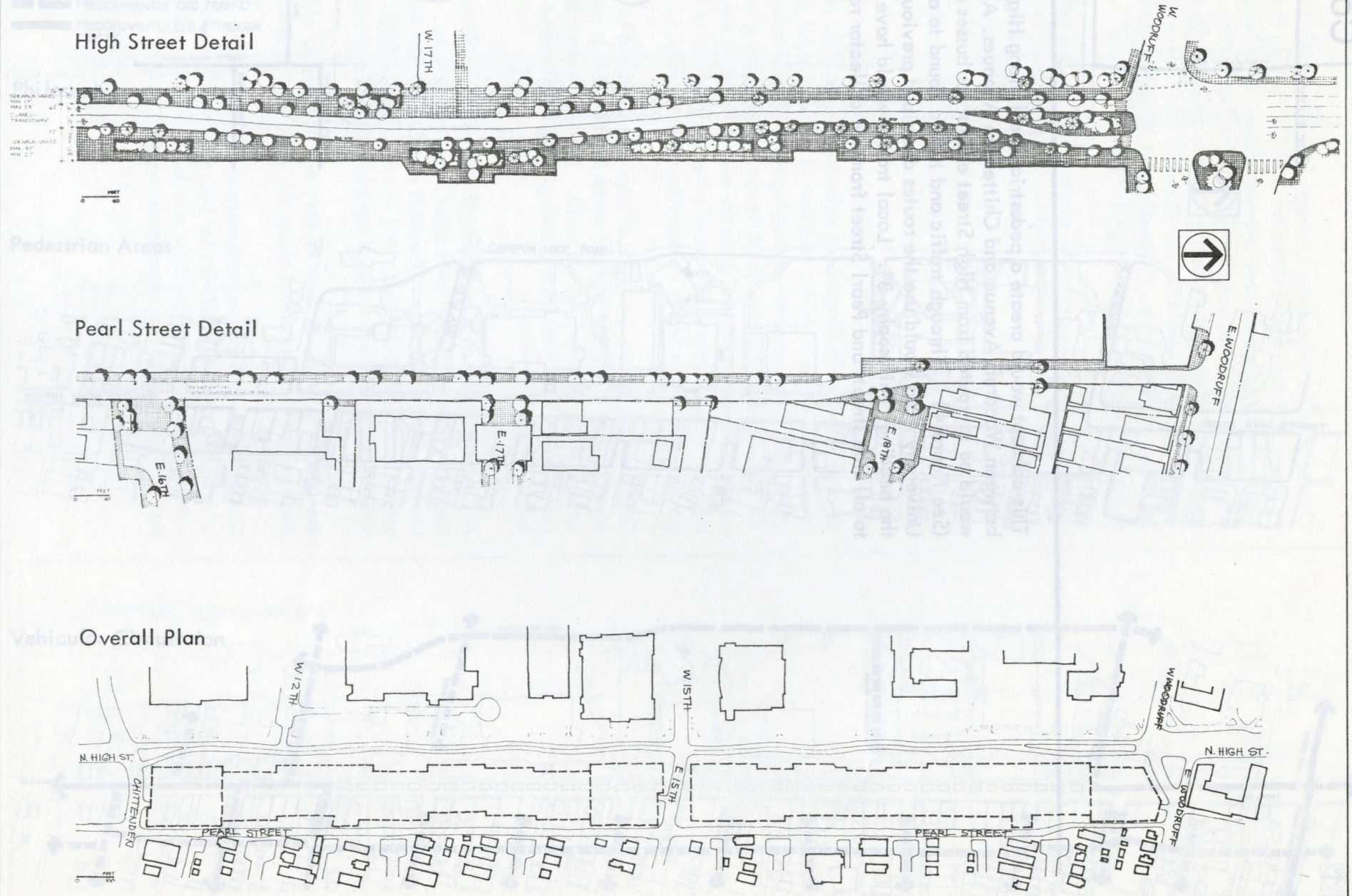
Vehicular Circulation



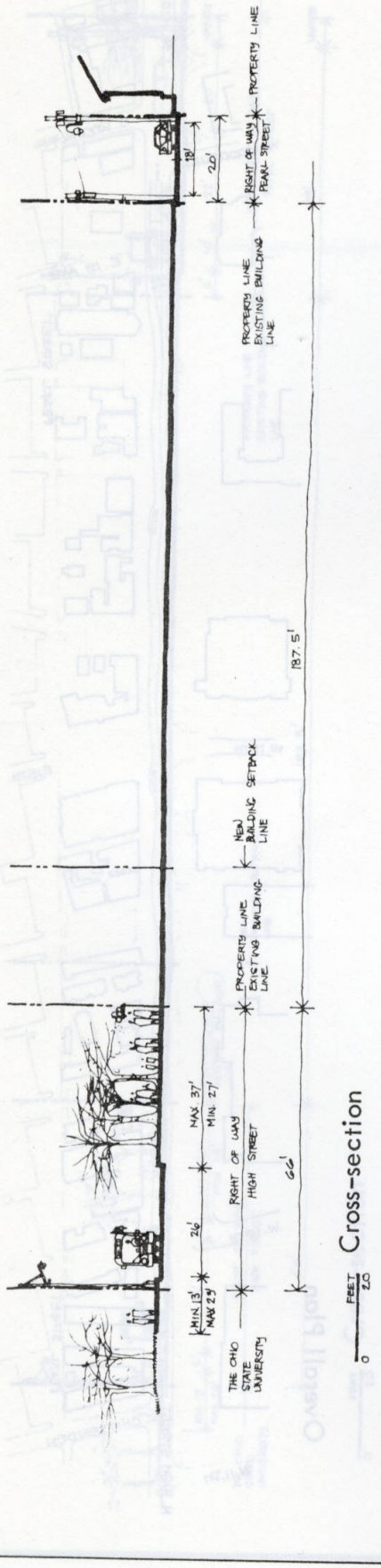
Concept 4

This concept would create a pedestrian mall along High Street between Woodruff Avenue and Chittenden Avenues. All traffic would be re-routed from High Street except for busses and bicycles. (See figure 4) Through traffic and traffic bound to or from the University Area would use the routes described previously under the heading "Philosophy B". Local traffic would have access to all side streets and Pearl Street from the collector routes.

Figure 4.1


High Street Detail
W. 17TH
W. WOODRUFF
Pearl Street Detail
E. 16TH
E. 17TH
E. 18TH
E. WOODRUFF
Overall Plan
W. 12TH
W. 15TH
N. HIGH ST.
CHITTENDEN
PEARL STREET
E. 15TH
E. WOODRUFF

Scheme 4.1



Cross-section

One scheme which achieves Concept 4 would narrow High Street within the existing right-of-way to a meandering two-lane, two-way street. The street would be exclusively for the use of transit and bicycles. (See figure 4.1) All side streets, and alleys between Woodruff and Chittenden Avenues, except Fifteenth Avenue, would be closed at Pearl Street to all but emergency vehicles. Vehicle connections to the Campus Loop in this area would be via Woodruff, Fifteenth, and Chittenden/Eleventh Avenues. Seventeenth Avenue would be closed on the west side of High Street. Twelfth Avenue would be open for transit and bicycles only on the west side of High Street.

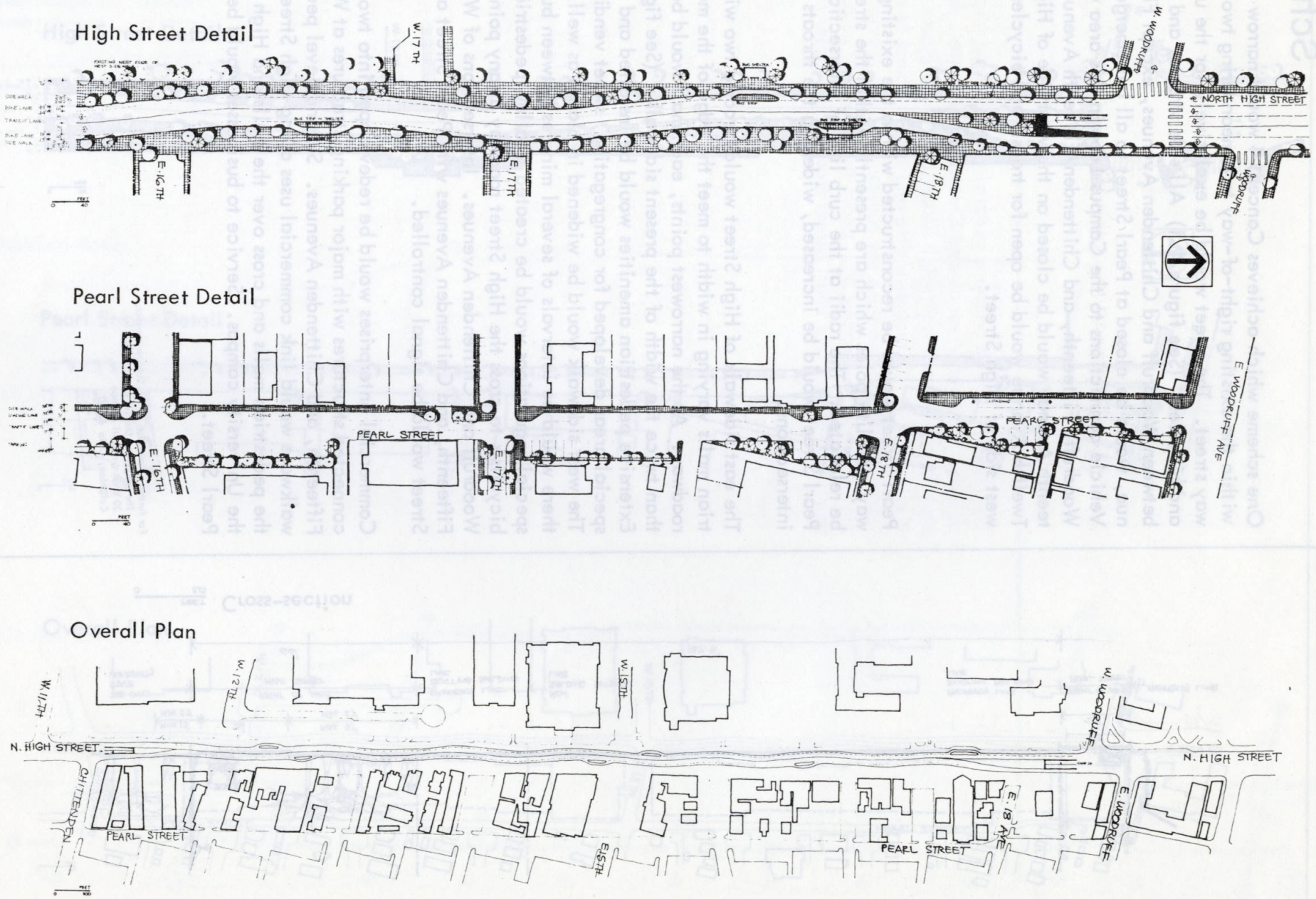
Pearl Street would be reconstructed within the existing right-of-way. Utility poles which are presently within the street would be relocated. The radii at the curb line of intersections along Pearl Street would be increased, widening the throats of those intersections.

The east sidewalk of High Street would become two wide pedestrian malls varying in width to meet the edge of the meandering roadway. At the narrowest points, each mall would be more than twice the width of the present sidewalk. (See figure 4.1) Extensive pedestrian amenities would be installed and several special areas developed for congregating, street vending, etc. The west sidewalk would be widened in places as well. Since there would be intervals of several minutes between busses, special regulations would be created to allow pedestrians and bicyclists to cross the High Street roadway at any point between Woodruff and Chittenden Avenues. Intersections of Woodruff, Fifteenth, and Chittenden Avenues with Pearl Street and High Street would be signal controlled.

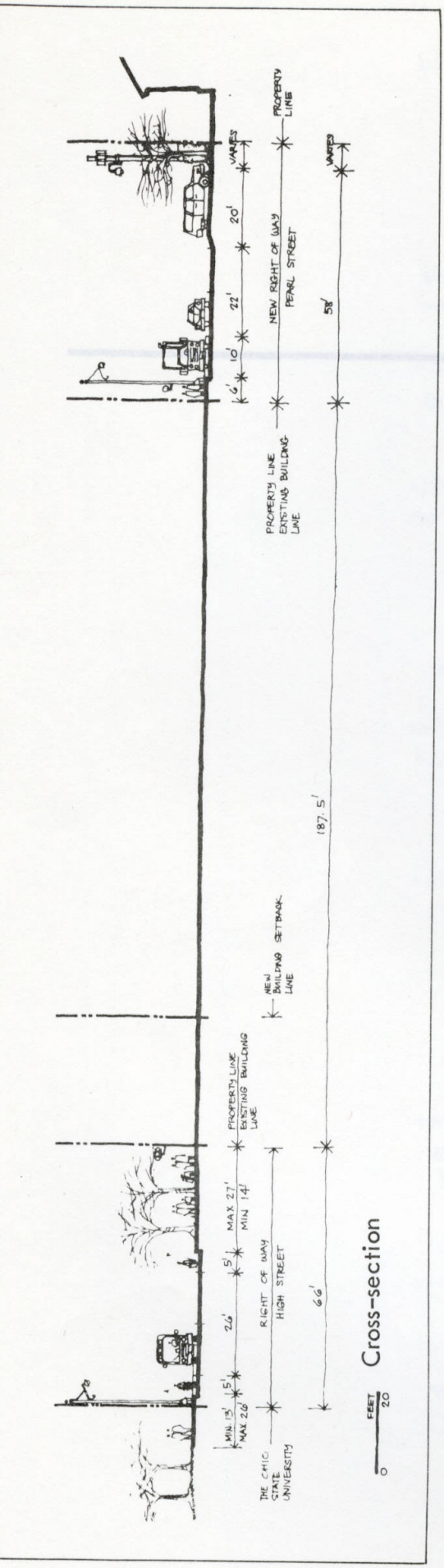
Commercial enterprises would be redeveloped into two intra-connected structures with major parking structures at Woodruff, Fifteenth, and Chittenden Avenues. Second-level pedestrian walkways would link commercial uses along High Street above the pedestrian malls and cross over the malls and High Street to the University campus. Service to businesses would be from Pearl Street.

For further information on this Scheme contact:
The University District Organization Inc.
30 West Woodruff Avenue
Columbus, Ohio 43210

Figure 4.2


High Street Detail
W. 17TH
E. 16TH
E. 17TH
E. 18TH
W. WOODRUFF
E. NORTH HIGH STREET
E. WOODRUFF
Pearl Street Detail
PEARL STREET
E. 16TH
E. 17TH
E. 18TH
E. WOODRUFF AVE
Overall Plan
W. 11TH
W. 12TH
W. 15TH
N. HIGH STREET
W. WOODRUFF
E. 15TH
PEARL STREET
E. 18TH AVE
E. WOODRUFF

Scheme 4.2



Cross-section

Another scheme which achieves Concept 4 would narrow High Street between Woodruff and Chittenden Avenues within the existing right-of-way and create a meandering two-lane, two-way street. The street would be exclusively for the use of transit, and bicycles. (See figure 4.2) All side streets between Woodruff and Chittenden Avenues would be closed at High Street to all except emergency vehicles and bicycles. Vehicle connections to the Campus Loop in this area would be via Woodruff and Chittenden/ Eleventh Avenues. Seventeenth, Fifteenth and Twelfth Avenues would be closed on the west side of High Street.

The properties adjacent to the eastern edge of the existing Pearl Street right-of-way would be acquired and cleared. Pearl Street would be relocated and rebuilt as a two-lane, two-way street. A continuous loading lane would be located on the west side. A sidewalk would be installed between this loading lane and the adjacent commercial property line on the west of Pearl Street. (See figure 4.2)

The portions of the closed side streets between High Street and Pearl Street would be widened to accommodate head-in metered parking. (See Appendix C) Off-street metered parking would be installed along the east edge of the new Pearl Street. This parking would be screened from the properties to the east by a large landscaped buffer. This scheme would also permit construction of a large underground parking garage beneath High Street. (See Appendix E) This garage would eliminate need for the side street head-in parking which could be replaced by small plazas and loading bays.

The east sidewalk of High Street would become a wide pedestrian mall varying in width to meet the edge of the meandering roadway. At the narrowest points the continuous mall would be more than twice the width of the present sidewalk. (See figure 4.2) Extensive pedestrian amenities would be installed and several special areas developed for congregating, street vending, etc. The west sidewalk would be widened in places as well. Since there would be several-minute intervals between busses, special regulations would be created to allow pedestrians and bicyclists to cross the High Street roadway at any point between Woodruff and Chittenden Avenues.

A bike lane along each curb of High Street would serve northbound cyclists on the east side and southbound cyclists on the west. The bike lane would not be physically separated from the roadway.

Bus stops would be located on large islands separated from the malls by the bike lane. (See Appendix A)

"Assuming that a widely held goal is to increase the pedestrian-orientation of High Street, there are a range of alternative concepts which could conceivably be implemented. The three concepts examined will represent 'milestones' within the range of possible actions, using High Street as it exists today as a reference point.

A previously conceived first alternative, which would increase High Street traffic volumes, has been eliminated. The reason for this was that it does not represent a viable competing alternative. Rather, it is without support from the Traffic Division and other public agencies, and violates the spirit of the Policy Plan.

CONCEPT TWO NO MAJOR CHANGE IN HIGH STREET CAPACITY

This concept assumes that there is no immediate way to reduce the volume of vehicles on High Street without causing serious problems in other areas. It also assumes that there is little that can be done to reduce the conflicts between pedestrians crossing High Street and north/south vehicle traffic. Within this concept, however, certain improvements can be made to north/south commercial oriented pedestrian travel. Sidewalks can be widened, side streets can be closed and other pedestrian amenities can be provided. Using this concept as a guide for short range decisions might be considered an 'incremental' approach--making decision based on current reality and reserving more comprehensive decisions for a time when more information is available.

CONCEPT THREE A MAJOR REDUCTION IN HIGH STREET CAPACITY (50-75%)

This concept assumes that most of the current traffic on High Street can be diverted to other routes. It assumes that further steps would be taken to resolve any resulting problems when they became evident (for example, OSU would build its loop road when its internal street system became highly congested). Its primary objective is to reduce the total amount of pedestrian-vehicular conflict, including that between east/west pedestrian travel and High Street auto traffic. Capacity reducing measures could include reducing the number of

traffic lanes, changing the traffic signal system, increasing the amount of on-street parking or any combination of these. This would provide space for wider sidewalks as well as increasing the ease of east/west crossing.

CONCEPT FOUR TOTAL ELIMINATION OF PRIVATE VEHICLES FROM HIGH STREET

This concept assumes that resources will become available to upgrade the peripheral street system to the extent necessary to absorb the entire current volume of High Street. Its objective is to virtually eliminate the east-west 'barrier effect' of High Street. This would contribute to the creation of a strictly pedestrian commercial area along High Street.

In exploring new conceptual roles for High Street, a somewhat simplified approach has been used. The concepts have been catagorized on a capacity reduction scale. Three benchmarks can be used to illustrate the way in which capacity could be reduced--four lanes of traffic, two lanes of traffic and no traffic.

From these three benchmarks an attempt can be made to measure the relationship between pedestrian movement and auto traffic flow. The evaluation becomes more complicated and less conclusive as other competing uses for High Street such as bicycles, service, loading and parking are entered into the evaluation. A general evaluation is provided in the following alternative concepts matrix.

Once we move beyond a detailed proposal such as the Ad Hoc recommendation, which has reached a relatively high level of refinement, it is increasingly difficult to do much more than make generalized evaluations or state "best guesses." The difficulty lies in the lack of information and in the inability to quantify the effect of many major changes. As an increasingly complicated number of adjustments are made somewhere else in the system to accommodate a change, the best guesses begin to be compounded upon each other, weakening the evaluation. The assessment becomes weakened further as the number of associated decisions and proposed actions increases and/or are made further into the future. Finally, the evaluation of alternatives is complicated by the wide range of potential design combinations which can be developed for each alternative concept. Many of the general impacts could be mitigated or increased by a change in a particular design solution.

In summary, it should be recognized that while short range proposals can be evaluated with some confidence, much of the evaluation of the long range proposals must be done on a judgmental, or "best guess," basis."

Functional Elements	Concept Two little or no capacity change	Concept Three significantly reduced capacity	Concept Four total elimination of auto capacity
Pedestrian circulation -east/west	vehicle pedestrian conflicts are not substantially reduced	reduced barrier affect some conflicts remain	barrier is eliminated crossing may be
-north/south	depends on sidewalk widening, street closing and other design details may be significant	may be significantly enhanced with more available space	all barriers reduced more space available
-residential area circulation	no major change	negatively impacted some traffic increase in residential areas	negatively impacted by increased residential traffic
Bicycle circulation -OSU oriented	east/west movement not changed; barrier remains north/south movement depends on design detail	east/west barriers reduced north/south can be significantly reduced given additional space	east barriers eliminated bicycle will become much more practical
Local area circulation -access to local destination	no major change	will be reduced extent unknown possible heavy High Street congestion	reduced substantially total extent unknown
Regional auto circulation -c.b.d. clintonville on High Street	no major change	will be reduced extent unknown	eliminated
Commercial -parking	depends on design detail possible on High and in closed street sections	depends on design detail may gain second parking lane on High Street	depends on design detail may use closed street sections
-service/ delivery	depends on design detail can ramin on High Street	can use High Street	probably would not use High Street
-pedestrian amenities	special attention given with closed street plazas	can be increased sidewalk widening, etc.	can be increased to any desired level
Residential -auto traffic	no major impact	will increase extent unknown	will increase to a much greater extent than concept two extent unknown
Institutional -environ image	can be enhanced depends on design	can be enhanced depends on design	can be enhanced depends on design
-traffic volumes	no major impacts	will increase extent unknown	will increase extent unknown

Detailed Impacts

The following charts contain information about the possible costs and consequences of each of eight schematic alternatives. The first column contains a brief description of the proposed action and the succeeding columns contain projected costs and impacts for each action.

In each instance, as much objective information as available is included. However, due to the nature of projecting some impacts, such as the Social/Psychological ones, a certain amount of subjective analysis is unavoidable.

The cost figures shown are projections, not estimates, and should provide useful comparisons since the methodology for arriving at the figures was consistent in each case. Prior to application for Federal Community Development Act Funds to carry out any one or parts of an alternative, a complete Environmental Impact Statement may be necessary.

Scheme 1.1

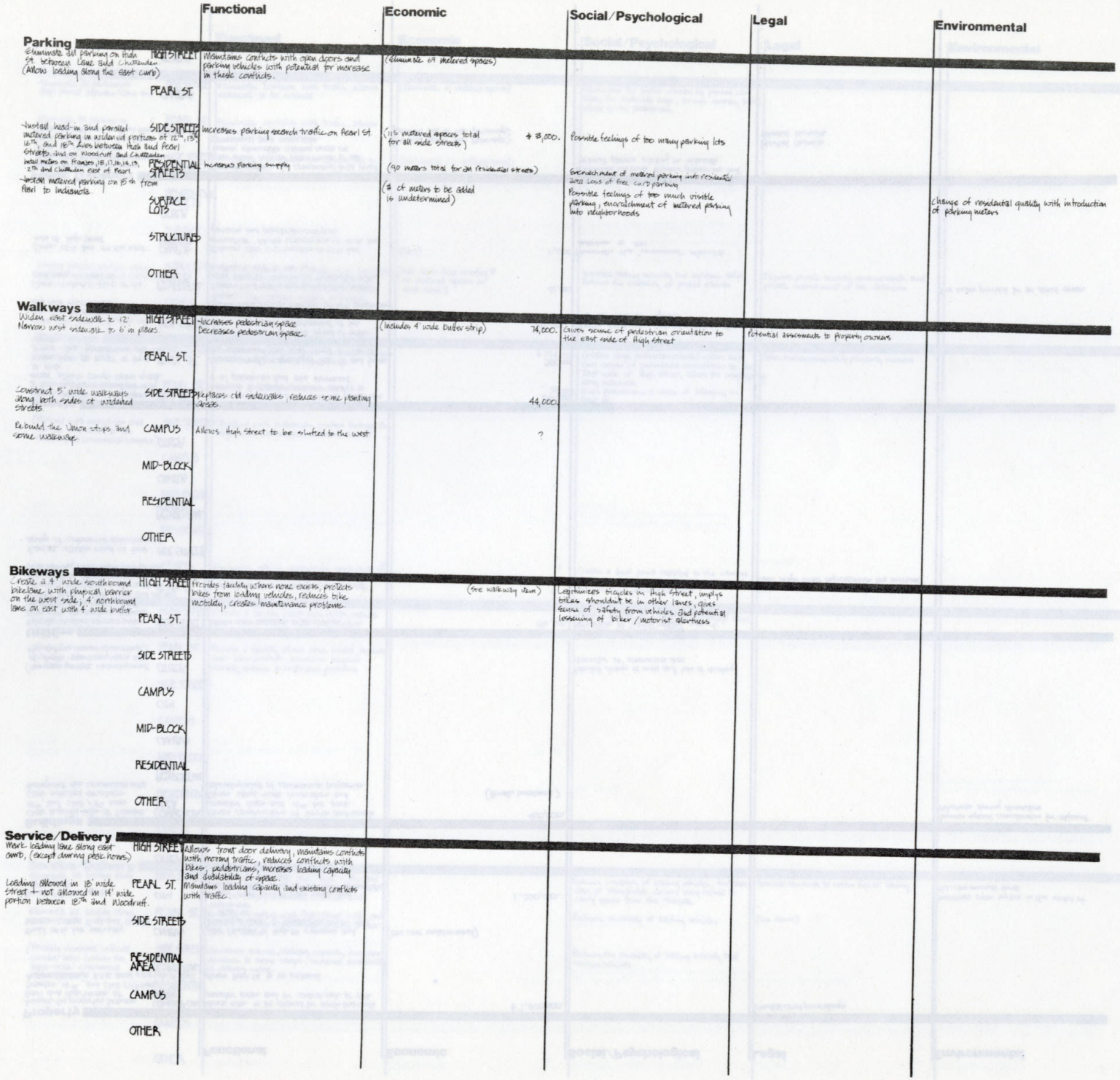
		Functional	Economic	Social/Psychological	Legal	Environmental
Property						
Acquire easements for 10' of additional right-of-way on side streets between Pearl and High where possible. Acquire properties adjacent to the east edge of Pearl Street	COMMERCIAL AREA	Allows double head-in parking to be developed.				
	RESIDENTIAL AREA	Allows Pearl Street to be widened and head-in parking to be developed.	? $990,000.	Loss of homes - stress of relocation, removal of commercial encroachment into neighborhood.	Potential court proceedings	
	CAMPUS					
	CITY					
	OTHER					
Buildings						
	COMMERCIAL AREA					
Clear the acquired properties along the east edge of Pearl St.	RESIDENTIAL AREA	Allows Pearl Street to be widened and head-in parking to be developed.	60,000.	(see above)		Requires special consideration for adjacent structures during demolition
	CAMPUS					
	CITY					
	OTHER					
Utilities						
Install new or alter existing traffic signs and devices	HIGH STREET	Creates a reversible center lane for use during p.m. traffic flows - at all other times it is a two-way left-turn lane.		Re-orientation of changing lane - requires daily change in behavior by motorists.		
Install new or alter existing traffic signs and devices. (New drains installed with street work.) Relocate utility poles to head-in parking areas. Relocate utility poles toward upon final design. Install new or alter existing traffic signs and devices	PEARL ST.	Creates a two-way street between Woodruff and Chittenden with all appropriate turns possible. Allows Pearl St to be widened.	?	Improves mobility and sense of free movement in Pearl St.	Utility companies normally pay for relocation costs when major street improvements are involved.	
	SIDE STREET	Allows head-in parking to be developed.	?		(see above)	
Install new or alter existing traffic signs and devices on Fourteenth and Fifteenth Aves.	RESIDENTIAL STREETS	Creates a one-way pair out of Fourteenth and Fifteenth Aves with Fifteenth being one-way westbound		Reduces residential qualities of 14th Ave. Requires private replacement of lost on-street parking		
	CAMPUS					
	OTHER					
Streets						
No change.	HIGH ST.					
Widen to 32' curb to curb and rebuild intersection curbs.	PEARL ST.	Increases traffic capacity, loading capacity. Reduces loading - traffic conflicts. Allows two-way traffic	389,000.	Increases the barrier quality of Pearl Street. Increases auto-related noise, dust etc. near the residential areas. Possible reduction of privacy in side yards of residences.		Increases vehicle-related noise, dust, fumes, etc. along Pearl St. Landscaped buffer along east side of Pearl at head-in parking. Fire access provided for all closed streets
Widen 12th, 13th, 16th, Woodruff Aves. to 30' and close at High Street. Widen 17th and 19th Aves to 40' and close at High.	SIDE STREET	Allows head-in parking, eliminates conflict points along High St., reduces vehicle-pedestrian conflict points, requires turn-around in side street, increases parking, reduces traffic on Pearl St, reduces barriers to N-S pedestrian flows.	144,000	Creates continuous pedestrian space along east side of High Street, increases the number of usable parked cars, hard to see empty spaces from Pearl.		Eliminates some existing trees on 16th between High and Pearl Streets
	RESIDENTIAL STREETS					
Close 17th and 12th Aves on west side of High St.	CAMPUS STREETS	Reduces campus collector function of High St. Reduces conflict points along High St, increases conflicts potential and traffic on College Rd.	(OSU) 21,000.	Changes the orientation of the OSU 'front door' away from High Street for vehicle access, and eliminates the 'ceremonial' vehicular entrance at 15th Plaza. of the burden for campus circulation traffic inside the campus.		
	OTHER					
Public Transport						
Buses	HIGH STREET	Improves bus service level due to smooth flow along curb lane.	Will allow removal of one bus (20,900) with same or improved level of service.			
Taxis allowed to stand in loading lane.	PEARL ST.	Increases taxi stands in Central Section.				
	CAMPUS					
Taxi stands marked in side streets.	OTHER	Replaces High Street stands, increases number of spaces and locations				

Scheme 1.1

		Functional	Economic	Social/Psychological	Legal	Environmental
Parking						
Eliminate all parking between Lowe and Chittenden	HIGH STREET	Increases traffic capacity of High Street, reduces conflicts with parking vehicles and open doors. Reduces parking search traffic on High Street. Eliminates the convenience of front door access.	(Eliminate 74 metered spaces)	Eliminates the buffer formed by parked cars along the sidewalk edge – brings moving traffic closer to pedestrians.		
(see Surface Lots below)	PEARL ST.					
-Install head-in and parallel metered parking in widened portions of 12th, 15th, 16th, 17th and 18th lanes between High and Pearl Streets. (Same for Wooding)	SIDE STREETS	Increases parking search traffic on Pearl St.	(105 metered spaces total for all side streets)	$ 5,000. Possible feelings of too many parking lots		
	RESIDENTIAL STREETS					
-Install metered parking on 15th between Pearl St. and Ingalls.			(# of meters to be added to undetermined)			Change of residential quality with introduction of parking meters
-Install head-in metered parking along the east edge of Pearl Street.	SURFACE LOTS	Increases conflicts with traffic on Pearl St.	(Add 111 metered spaces) 14,000.	Possible feelings of too much visible parking		
	STRUCTURES					
	OTHER					
Walkways						
No change	HIGH STREET					
Construct a 6' wide sidewalk along the west side	PEARL ST.	Provides a facility where none exists, protects buildings and pedestrians from vehicles, provides loading space.	39,000.	Gives pedestrians a sense of belonging in Pearl St.		
Construct 5' wide walkways along both sides of widened streets.	SIDE STREETS	Replaces old sidewalks, reduces some planting areas.	55,000.			
	CAMPUS					
Construct overhead walkways across High Street	MID-BLOCK	Reduces pedestrian-vehicle conflicts	?			
	RESIDENTIAL					
	OTHER					
Bikeways						
	HIGH STREET					
	PEARL ST.					
	SIDE STREETS					
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Service/Delivery						
Eliminate all loading along High Street.	HIGH STREET	Reduces conflicts with moving traffic, eliminates front door service for shops, etc.		Reduces visibility of loading vehicles, increases views of storefronts, drivers may refuse to carry goods from the tailgate. -Increased service activity near the residential neighborhood.	Possible lawsuits to retain High Street loading.	
Move 10' wide loading lane along west curb of Pearl St. from Woodruff to Chittenden Aves.	PEARL ST.	Reduces conflicts with traffic, increases convenience of rear door deliveries, increases loading capacity and availability of space.				
Eliminate all but the legally required loading spaces.	SIDE STREETS	Increases dependence upon Pearl St. loading zone.				
	RESIDENTIAL AREA					
	CAMPUS					
	OTHER					

Scheme 2.1

		Functional	Economic	Social/Psychological	Legal	Environmental
Property						
Acquire easements for head-in parking on side streets.	COMMERCIAL AREA	Allows double head-in parking				
	RESIDENTIAL AREA					
Acquire easement for 12' of OSU property west of the present High Street right-of-way	CAMPUS	Allows High Street to be widened onto Campus property				
	CITY					
	OTHER					
Buildings						
	COMMERCIAL AREA					
	RESIDENTIAL AREA					
Rebuild portions of Morrison Garage.	CAMPUS	Allows High Street to be shifted to the west	(OSU) $100,000.			
	CITY					
	OTHER					
Utilities						
Relocate all on both sides along with new curbs. Install new or alter existing traffic signs and devices.	HIGH STREET	Allows east sidewalk to be widened	154,000.			
Install new or alter existing traffic signs and devices. (New fixtures included with street work.)	PEARL ST.	(Pearl Street remains one-lane, one-way)	3,000.			
Relocate utility poles based on final design. Install new or alter existing traffic signs and devices.	SIDE STREETS	Allows head-in parking to be developed	74,000			
Install new or alter existing traffic signs and devices on 14th and 15th Aves.	RESIDENTIAL STREETS	Creates a one-way pair out of 14th and 15th Aves., with 15th one-way westbound, between N. 4th St. and High St.		Reduces residential qualities of 14th Ave. Requires private replacement of lost on-street parking		
	CAMPUS					
	OTHER					
Streets						
Widen to 59' curb-to-curb and shift to the west by 15', move the east curb 11' to the west, maintain existing lane dimensions. Reconstruct within the existing right-of-way to a 14" to 18" wide street.	HIGH St.	Maintains existing traffic capacity and peak hour capacity, maintains barrier to E-W pedestrian flows	400,000.			
	PEARL ST.	Improves street surface and drainage, reduces maintenance requirements, widens intersection corners	172,000.			
Widen 12th, 13th and 16th Aves. to 50' curb-to-curb and close at High St. Widen 13th Ave to 40' curb-to-curb and close 13th at High St.	SIDE STREETS	Allows head-in parking, eliminates conflict points along High St., reduces vehicle-pedestrian conflict points, requires turn-around in side street, increases parking search traffic on feeder streets, reduces barriers to N-S pedestrian flows	98,000	Creates continuous pedestrian spaces along the east side of High Street, increases the number of usable parked cars, hard to see empty spaces from Pearl St.		Fire access provided for all closed streets Eliminates some existing trees on 16th Ave between High and Pearl Streets
Close 15th Ave on the west side of High Street.	RESIDENTIAL STREETS CAMPUS STREETS	Reduces conflict points along High St., increases traffic at other campus entry points.	(OSU) 11,000.	Eliminates the "ceremonial" vehicular entrance to OSU		
	OTHER					
Public Transport						
No change to basic functions, improves transit load from buffer strip	HIGH STREET			Transit patrons must cross the bikelane and wait on the 4' buffer strip exposed to traffic and spray.		
	PEARL ST.					
	CAMPUS					
	OTHER					


Functional
Economic
Social/Psychological
Legal
Environmental
Parking
HIGH STREET
Eliminate all parking on High St. between Lake Blvd. & Chittenden (Allow loading along the east curb)
Minimizes conflicts with open doors and parking vehicles with potential for increase in these conflicts.
(Eliminate 69 metered spaces)
PEARL ST.
SIDE STREETS
-Install head-in and parallel metered parking in widened portions of 12th, 13th, 16th, and 18th Aves between Main and Pearl Streets, and on Woodruff and Chittenden
-Install meters on Frontera, 18, 17, 16, 14, 13, 12th and Chittenden east of Pearl
-Install metered parking on 15th from Pearl to Indianola
Increases parking capacity. Increases parking search traffic on Pearl St
(115 metered spaces total for all side streets)
$ 8,000.
Possible feelings of too many parking lots
RESIDENTIAL STREETS
Increases parking supply
(90 meters total for on residential streets)
Encroachment of metered parking into residential area. Loss of free curb parking
Possible feelings of too much visible parking, encroachment of metered parking into neighborhoods
SURFACE LOTS
(# of meters to be added is undetermined)
Change of residential quality with introduction of parking meters
STRUCTURES
OTHER
Walkways
HIGH STREET
Widen east sidewalk to 12'
Narrow west sidewalk to 6' in places
Increases pedestrian space
Decreases pedestrian space.
(Includes 4' wide buffer strip)
74,000.
Gives sense of pedestrian orientation to the east side of High Street
Potential assessments to property owners
PEARL ST.
SIDE STREETS
Construct 5' wide walkways along both sides of widened streets
Replaces old sidewalks, reduces some planting areas
44,000.
CAMPUS
Rebuild the Union steps and some walkways
Allows High Street to be shifted to the west
?
MID-BLOCK
RESIDENTIAL
OTHER
Bikeways
HIGH STREET
Create a 4' wide southbound bikeway with physical barrier on the west side, 4' northbound lane on east with 4' wide buffer
Provides safety where none exists, protects bikes from loading vehicles, reduces bike mobility, creates maintenance problems.
(See walkway item)
Legitimizes bicycles in High Street, implys bikes shouldn't be in other lanes, gives sense of safety from vehicles and potential lessening of biker/motorist alertness
PEARL ST.
SIDE STREETS
CAMPUS
MID-BLOCK
RESIDENTIAL
OTHER
Service/Delivery
HIGH STREET
Work loading lane along east curb, (except during peak hours)
Allows front door delivery, minimizes conflicts with moving traffic, reduces conflicts with bikes, pedestrians, increases loading capacity and desirability of space.
PEARL ST.
Loading allowed in 18' wide street + not allowed in 14' wide portion between 12th and Woodruff.
Minimizes loading capacity and existing conflicts with traffic.
SIDE STREETS
RESIDENTIAL AREA
CAMPUS
OTHER

Scheme 2.1

Scheme 2.2

		Functional	Economic	Social/Psychological	Legal	Environmental
Property						
Acquire the properties between Pearl and High Streets at Frambes, 15th, and Chit / 17th Aves. Acquire additional R.O.W. along west side of Pearl.	COMMERCIAL AREA	Allows sites to be cleared for north and south connector roads and for central park at 15th.	$7,500,000.		Potential court proceedings	
	RESIDENTIAL AREA	Allows Pearl St. to be widened.				
Build 15th Ave. parkway between College Road and High St.	CAMPUS	Links campus to High St overpass and commercial areas, to residential areas east of Pearl St.	(OSU cost undetermined)			
Build 15th Ave. park.	CITY	Creates large central open space and dominant focal point at the main pedestrian entrance to campus.	1,000,000.			Increases open space in the midst of the commercial area.
	OTHER					
Buildings						
Clear acquired sites at Frambes, 15th and Chit / 17th Aves. Clear selected structures throughout the commercial area.	COMMERCIAL AREA	Allows construction of north and south connector roads and 15th Ave. park. Allows large-scale renovation and redevelopment of commercial properties.	400,000. (Private Investment)			Requires special consideration for adjacent structures during demolition
	RESIDENTIAL AREA					
	CAMPUS					
	CITY					
(Increases private redevelopment of multi-use complexes along the entire commercial strip.)	OTHER			Potential change of scale and loss of existing character of commercial area.		
Utilities						
Relocate utilities on east side along with new curb, install new lighting on both sides, install new or alter existing traffic signs and devices.	HIGH STREET	Allows east sidewalk to be widened.	156,000.	Relearning of vehicle routes, loss of mobility within the commercial area by vehicles, etc.		
Relocate utility poles on the west side of Pearl St, install new or alter existing traffic signs and devices.	PEARL ST.	Allows Pearl St to be widened to the west.	?		Utility companies normally pay for relocation costs when major street improvements are involved.	
Relocate utilities based on final design of commercial redevelopment.	SIDE STREETS		?			
	RESIDENTIAL STREETS					
	CAMPUS					
	OTHER					
Streets						
Narrow High St to 27' to form a two-lane southbound one-way street which ramps below grade at 15th.	HIGH ST.	Allows construction of a 15th Ave pedestrian overpass to campus, reduces barrier to E-W pedestrian and bike movement.	650,000			
Widen Pearl St to 27' to form a two-lane northbound one-way street.	PEARL ST.	Increases traffic capacity of Pearl St and forms the companion one-way street to High St, increases barrier to E-W pedestrian and bike movement. Increases speed of traffic.	580,000			
Close 12th, 13th, 14th, 15th, 16th, 17th, 18th and Woodruff Aves. between High and Pearl Streets.	SIDE STREETS	Allows large-scale redevelopment of the commercial area. Reduces mobility and accessibility, reduces barriers to N-S pedestrian flows.	192,000	Creates continuous pedestrian spaces along the east side of High St.		Fire access provided for all closed streets
Close residential alleys at the east side of Pearl St.	RESIDENTIAL STREETS	Reduces local traffic use and conflict points along Pearl St. Requires all residential traffic in alleys to exit to the east.	42,000			Fire access provided for all closed streets
Close 15th Ave. on the west side of High Street.	CAMPUS STREETS	Reduces OSU O-D function of 15th Ave. somewhat. Allows construction of 15th Ave. parkway and pedestrian overpass.	(OSU) 11,000	Eliminates the "ceremonial" vehicular entrance to OSU.		
	OTHER					
Public Transport						
Retain all southbound stops along High Street, move northbound stops to Pearl Street. Taxis not allowed in High Street. Taxis not allowed in Pearl Street.	HIGH STREET	Transit patrons in the commercial area must cross either High or Pearl streets to use busses, eliminates waiting areas on commercial area sidewalks.	(Potential loss of taxi patronage.)	Eliminates conflicts between pedestrians and transit patrons waiting on sidewalk.		
	PEARL ST.		(Potential loss of taxi patronage.)		Potential lawsuits. Potential lawsuits.	
	CAMPUS					
	OTHER					

		Functional	Economic	Social/Psychological	Legal	Environmental
Parking						
Eliminate all parking on High Street between Lane and Chatterden	HIGH STREET	Eliminates conflicts with traffic, allows sidewalk to be widened	(Eliminates 41 metered spaces)	Eliminates the buffer created by parked cars along the sidewalk edge, brings moving traffic closer to the pedestrians.		
Eliminate all parking on Pearl Street	PEARL ST.	Eliminates conflicts with traffic, allows sidewalks to be widened				
Eliminate all parking on side streets	SIDE STREETS	Allows side streets to be converted to loading areas	(Eliminates 60 metered spaces)			
	RESIDENTIAL STREETS					
	SURFACE LOTS					
Develop internal parking ramps within the redeveloped commercial areas	STRUCTURES	Reduces parking search traffic throughout the commercial area, allows longer parking times, provides covered parking, increases short-term parking supply, increases walking distance to some shops.	(Add more than existing # of metered spaces in total area.)	Increased parking security and nighttime safety. Reduces the visibility of parked vehicles	Requires private security arrangements and private enforcement of fee collection	
	OTHER					
Walkways						
Widen east sidewalk on High Street to 16' wide	HIGH STREET	Increases pedestrian space, allows installation of street trees and furnishings.	$ 174,000	Creates large pedestrian oriented spaces and gives sense of pedestrian orientation to the east side of High Street, allows for congregating along sidewalk.	Potential assessments to property owners	
Construct a 6' wide walkway along the west side of Pearl Street	PEARL ST.	Provides a facility where none exists	39,000	Gives pedestrians a sense of belonging in Pearl St.		
(Replaced with pedestrian and service entrances to the redeveloped commercial complex)	SIDE STREETS	(Replaced with pedestrian routes through the large-scale commercial redevelopment.)				
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
Construct a pedestrian/bicycle overpass at grade, across the lowered portion of High Street at 15th Ave.	OTHER	Eliminates vehicle-pedestrian conflicts at 15th, provides direct link between campus, commercial area and neighborhood	?	Creates a focal point related to the campus oval, gives a sense of integration between the campus and commercial area.		
Bikeways						
Mark a 5' wide southbound bikelane along the east side of High Street.	HIGH STREET	Provides a facility where none exists, reduces auto-bike conflicts, maintains bicyclist mobility, reduces maintenance problems		Legitimizes bicycles in High Street, implys bikes shouldn't be in other lanes		
Mark a 5' wide northbound bikelane along the east side of Pearl Street	PEARL ST.	Provides a facility where none exists, reduces auto-bike conflicts, maintains bicyclist mobility, reduces maintenance problems				
	SIDE STREETS					
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Service/Delivery						
Eliminate all loading along High Street	HIGH STREET	Eliminates conflicts with High Street traffic and bicycles, eliminates convenience loading at front door of shops, eliminates conflicts with pedestrians.		Reduces visibility of loading vehicles, increases views of storefronts, drivers may refuse to carry goods from the tailgate.	Potential lawsuits to restrain High St. loading	
Eliminate all loading along Pearl Street	PEARL ST.	Eliminates conflicts with Pearl Street traffic and bicycles, eliminates convenience loading at rear door of shops,		Reduces visibility of loading vehicles	(see above)	
(Privately developed internal service bays within the large-scale commercial redevelopment.)	SIDE STREETS	Increases service/delivery capacity, increases distance to some shops, increases availability of delivery space.		Reduces the visibility of loading activity and service vehicles		
	RESIDENTIAL AREA					
	CAMPUS					
	OTHER					

Scheme 2.3

		Functional	Economic	Social/Psychological	Legal	Environmental
Property						
Acquire easements for head-in parking on side streets	COMMERCIAL AREA	Allows double head-in parking where possible				
Acquire properties adjacent to the east edge of Pearl Street	RESIDENTIAL AREA	Allows Pearl Street to be widened and head-in parking to be developed	$990,000.	Loss of homes - stress of relocation, sense of commercial encroachment into neighborhood.	Potential court proceedings	
Acquire easement for 15' of OSU property west of the present High Street right-of-way	CAMPUS	Allows High Street to be widened onto Campus property				
	CITY					
	OTHER					
Buildings						
	COMMERCIAL AREA					
Clear acquired properties along the east edge of Pearl Street	RESIDENTIAL AREA	Allows Pearl Street to be widened and head-in parking to be developed	60,000.	(see above)		Requires special considerations for adjacent structures during demolition
Rebuild portions of Mershon Garage	CAMPUS	Allows High Street to be shifted to the west	100,000.			
	CITY					
	OTHER					
Utilities						
Relocate all utilities on both sides of High Street along with new curbs, install all new or alter existing traffic signs and devices	HIGH STREET	Allows east sidewalk to be widened	156,000.			
Install new or alter existing traffic signs and devices (New items included with street work) Relocate utility poles to head-in parking area	PEARL ST.	Makes Pearl Street a two-way street; allows restrict. to be widened	?	Improves mobility and sense of free movement in Pearl St	Utility companies normally pay relocation costs when major street improvements are involved.	
Relocate utility poles based on final design, install new or alter existing traffic signs and devices.	SIDE STREETS	Allows head-in parking to be developed	?		(see above)	
Install new traffic signs and devices along E 15th and E 14th Aves.	RESIDENTIAL STREETS	Makes 15th one way westbound and 14th one-way eastbound between N. 4th Street and High Street		Reduces residential qualities of 14th Ave Requires private replacement of on-street parking lots.		
	CAMPUS					
	OTHER					
Streets						
Widen High Street to 64' curb-to-curb by shifting the west curb 16' to the west Install a 12' wide median and move four 10.5' lanes, two 6' bikelanes	HIGH ST.	Maintains traffic capacity, reduces peak hour capacity, breaks up barrier to E-W pedestrian flows.	515,000.			
Widen Pearl St to 32' curb to curb and mark two 11' lanes and one 10' wide loading zone	PEARL ST.	Increases traffic capacity and peak hour capacity, increases loading capacity, reduces loading-traffic conflicts, improves street surface and drainage, reduces maintenance	369,000	Increases the barrier quality of Pearl St, increases auto-related noise, dust etc. near the neighborhood, possible reduction of privacy in side yards of residences.		Landscaped buffer along east side of Pearl St. head-in parking.
Widen 12th 13th, 16th Aves to 50' Widen 17th and 18th Aves to 40'	SIDE STREETS	Allows head-in parking to be developed.	70,000	Increases number of curbside parked cars.		Eliminates some existing trees on 18th Ave between High and Pearl Street.
	RESIDENTIAL STREETS					
Close 12th and 17th Aves on the west side of High St.	CAMPUS STREETS	Reduces OSU C-D function of High Street, reduces traffic conflict points, increases traffic at other campus entry points	(OSU) 21,000.	Changes the orientation of the OSU "front door" on High Street for vehicles but retains the "ceremonial" entrance at 15th Places much of the burden of campus circulation traffic inside the campus.		
	OTHER					
Public Transport						
Taxis not allowed to stand along High St, Buses stop at bus islands	HIGH STREET	Reduces convenience of locating a taxi	(Potential loss of taxi patronage)	Transit patrons must cross bikelane and wait on bus island.		
Taxi stands marked in loading lane.	PEARL ST.	Replaces High St. stands, increases number of spaces and locations.				
	CAMPUS					
Taxi stands marked in side streets	OTHER	Replaces High St. stands, increases number of spaces and locations				

		Functional	Economic	Social / Psychological	Legal	Environmental
Parking						
Eliminate all parking on High Street between Lane and Chittenden	HIGH STREET	Reduces conflicts between traffic and parked or parking vehicles, eliminates the convenience of parking by the front door	(Eliminate 41 metered spaces)	Eliminates the buffer formed by parked vehicles along the sidewalk edge, brings closer to pedestrians		
(See 'Surface Lots' below)	PEARL ST.					
Install head-in and parallel metered parking in widened portions of 12th, 13th, 16th, 17th and 18th Aves between High and Pearl streets	SIDE STREETS	Increases conflicts with traffic on side streets	(103 total metered spaces on all side streets)	$4,900. Possible feelings of too many parking lots		
	RESIDENTIAL STREETS					
Install metered parking along 15th from Pearl to Indianola. Install head-in metered parking along the east edge of Peavey's	SURFACE LOTS	Increases conflicts with traffic on Pearl St.	(# of meters to be added is undetermined) (Add 111 metered parking spaces)	14,000. Possible feelings of too much visible		Change of residential quality with introduction of parking meters
	STRUCTURES					
	OTHER					
Walkways						
Widen the east sidewalk to 15' Narrow the west sidewalk to 5' in places	HIGH STREET	Increases pedestrian space, allows street trees Decreases pedestrian space		59,000 Gives sense of pedestrian orientation to the east side of High Street	Potential assessments to property owners	
Construct a 6' wide sidewalk along the west side of Pearl St	PEARL ST.	Provides a facility where none exists, protects pedestrians and buildings from vehicles, provides loading space		39,000. Gives pedestrians a sense of belonging in Pearl St		
Construct 5' wide walkways along both sides of widened streets	SIDE STREETS	Replaces old sidewalks, reduces some planting areas		55,000		
Rebuild the Union steps and some walkways	CAMPUS	Allows High Street to be shifted to the west		?		
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Bikeways						
Mark two 5' wide bikelanes in High Street, northbound along the east curb, southbound along the west curb	HIGH STREET	Provides a facility where none exists, maintains bike mobility, no maintenance problems		Legitimizes bicycles in High Street, implys bikes shouldn't be in other lanes		
	PEARL ST.					
	SIDE STREETS					
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Service / Delivery						
Eliminate all loading along High Street	HIGH STREET	Eliminates conflicts with High Street traffic and bicycles / pedestrians, eliminates convenience loading at front door of shops.		Reduces visibility of loading vehicles, increases views of storefronts, drivers may refuse to carry goods from the tailgate	Potential lawsuits to retain High St loading	
Work a 10' wide loading zone along the new west curb, between Woodruff and Chittenden Aves	PEARL ST.	Reduces conflicts with traffic, increases convenience of rear door deliveries, increases loading capacity and availability of space.		Increased service activity and loading near residential area		
Eliminate all but the legally required loading spaces	SIDE STREETS	Increases dependence upon Pearl St. loading zone				
	RESIDENTIAL AREA					
	CAMPUS					
	OTHER					

Scheme 2.3

Scheme 2.4

		Functional	Economic	Social/Psychological	Legal	Environmental
Property Acquire easements for double sided head-in parking on side streets where possible	COMMERCIAL AREA					
	RESIDENTIAL AREA					
	CAMPUS					
	CITY					
	OTHER					
Buildings	COMMERCIAL AREA					
	RESIDENTIAL AREA					
	CAMPUS					
	CITY					
	OTHER					
Utilities Install new or alter existing traffic signs and devices	HIGH STREET			?		
Install new or alter existing traffic signs and devices (New crosswalks included with street work)	PEARL ST.	(Pearl street remains one-lane, one way)		3,600		
Relocate utility poles based on final design / Install new or alter existing traffic signs and devices / Install new or alter existing traffic signs and devices on 12TH and 15TH Aves	SIDE STREETS	Allows head-in parking to be developed		74,000		
	RESIDENTIAL STREETS	Creates one-way pair out of 12TH and 15TH Aves		Reduces residential quality of 12TH Ave Requires private replacement of lost on-street parking		
	CAMPUS					
	OTHER					
Streets Narrow High to 47' and mark two southbound and two northbound lanes with center left-turn lane	HIGH ST.	Reduces northbound peak-hour capacity, maintains 'corridor' to E-W pedestrian flows		?		
Reconstruct within the existing right-of-way to a 4'-16' wide street	PEARL ST.	Improves street surface and drainage, reduces maintenance requirements, widens intersection corners		172,000		
Widen 13TH, 14TH and 16TH Aves to 32' and close at High / Widen 15TH to 40' and close at High	SIDE STREETS	Allows head-in parking, eliminates conflict points along High St / Requires turn-around in each street, increases parking search traffic on Pearl St., reduces barriers to N-S pedestrian flows		98,000	Creates continuous pedestrian spaces along the east side of High St., increases the # of trouble parked cars, hard to spot empty spaces from Pearl St.	Fire access provided for all closed streets / Eliminates some trees on 15TH Ave
Close 15TH Ave on the west side of High St	RESIDENTIAL STREETS					
	CAMPUS STREETS	Reduces conflict points along the west side of High St., increases traffic at other Campus entry points	(OSU)	11,000	Eliminates the ceremonial entrance for vehicles at 15TH Ave	
	OTHER					
Public Transport No change to basic timetrans (Busses must load northbound from the 5' buffer strip)	HIGH STREET				Transit patrons must cross the bikelane and wait on buffer strip next to traffic	
	PEARL ST.					
	CAMPUS					
	OTHER					

		Functional	Economic		Social/Psychological	Legal	Environmental
Parking							
Eliminate all parking along High Street between Lake and Chittenden (Allow loading along east curb)	HIGH STREET	Maintains conflicts with open doors and parking vehicles with potential for increase in these conflicts	(Eliminate 14 spaces)				
	PEARL ST						
Install head-in and parallel metered parking in widened portions of 15th, 14th, 16th and 16th Aves. between High and Pearl. Also Fremont, Cornell & Chittenden. Install metered parking spaces on each of 16, 17, 18, 14, 13, 12th Aves. east of Pearl. Install metered parking on one side of 15th from Pearl to Indiana	SIDE STREETS	Increases parking search traffic on Pearl St. Replaces some of the High St parking	(115 metered spaces total for all side streets)	$17,000			
	RESIDENTIAL AREA	Increases parking supply	(90 meters total)	13,000	Possible dissatisfaction with loss of free parking on residential streets, encroachment of metered parking into neighborhoods		Change of residential quality with introduction of parking meters
	CAMPUS (15th PURPLE LOTS)						
	STRUCTURES						
	OTHER						
Walkways							
No physical change – remove obstacles (signs, trash receptacles, etc.) as possible to the buffer island or between storefronts	HIGH STREET	May allow the existing 9' wide sidewalks to be fully utilized by pedestrians who are now limited to only 6' of the walk width due to obstructions along the curb			Increases effective pedestrian space		Removes auto-oriented street fixtures from pedestrian zone – may make pedestrian fixtures less convenient
	PEARL ST						
Construct 5' wide walkways along both sides of unpaved streets	SIDE STREETS	Replaces old sidewalks, reduces some planting areas		44,000			
	CAMPUS						
	MID-BLOCK						
	RESIDENTIAL						
	OTHER						
Bikeways							
Build a 4' wide south bound bikeline on the west side of the west sidewalk. Build a 4' wide north bound bike lane between east curb and buffer strip	HIGH STREET	Provides facilities where none exist. Protects bikers from vehicles, reduces mobility, creates maintenance problems		?	Legitimizes bicycles in the Center section, implies bikes shouldn't be outside the bikelanes, gives bikers a sense of safety from vehicles, potential lessening of bike/motorist alertness		
	PEARL ST						
	SIDE STREETS						
	CAMPUS						
	MID-BLOCK						
	RESIDENTIAL						
	OTHER						
Service/Delivery							
Construct a 3' wide loading/buffer strip west of the bikeline on the east side & mark a loading lane. Loading allowed in 18' wide street – not allowed in 14' wide portion north of 16th	HIGH STREET	Allows front door delivery, maintains conflicts with moving traffic, reduces conflicts with bikes & pedestrians, increases loading capacity and desirability of space. Maintains loading space and existing conflicts with Pearl St traffic					
	PEARL ST						
	SIDE STREETS						
	RESIDENTIAL AREA						
	CAMPUS						
	OTHER						

Scheme 2.4

Scheme 3.1

		Functional	Economic	Social/Psychological	Legal	Environmental
Property						
Acquire easements for 10' of additional right of way on 17th and 18th Aves.	COMMERCIAL AREA	Allows construction of two-way streets with parallel parking on one side of each				
Acquire properties adjacent to the east edge of Pearl Street	RESIDENTIAL AREA	Allows Pearl Street to be widened and head-in parking to be developed	$ 990,000.	Loss of homes - others of relocation, spread of commercial encroachment into residential	Potential court proceedings	
	CAMPUS					
	CITY					
	OTHER					
Buildings						
	COMMERCIAL AREA					
Clear acquired properties along the east edge of Pearl St.	RESIDENTIAL AREA	Allows Pearl Street to be widened and head-in parking to be developed	60,000	(see above)		Requires special considerations for adjacent structures during demolition
	CAMPUS					
	CITY					
	OTHER					
Utilities						
Relocate all utilities along the east side of High Street with the new curb, install new or other existing traffic signs and devices	HIGH STREET	Allows east sidewalk to be widened, requires traffic to stop at each intersection along High St. at each intersection. Allows frequent pedestrian crossings of High St.	156,000			
Install new or other existing traffic signs and devices (New systems included with street work.) Relocate utility poles to head-in parking area.	PEARL ST.	Allows Pearl St. to be widened to a two-way street	?	Improves mobility and sense of free movement in Pearl St.	Utility companies normally pay for relocation costs when major street improvements are involved	
Relocate utility poles in 17th and 18th Aves. Install new or other existing traffic signs and devices	SIDE STREETS	Allows widening of 17th and 18th and allows alternate streets to be two-way streets	?			
	RESIDENTIAL STREETS					
	CAMPUS					
	OTHER					
Streets						
Narrow High Street to 42' width: two 11' traffic lanes and two 10' wide parallel parking areas along each curb	HIGH ST.	Reduces traffic capacity and peak hour capacity, reduces arterial function of High Street, breaks down barrier to E-W pedestrian flows, reduces speed of traffic.	126,000			Potential for reduction of ambient air pollution levels along High Street
Widen Pearl St. to 52' width: two 11' lanes and one 10' wide loading lane	PEARL ST.	Increases traffic capacity and peak hour capacity, increases loading capacity, reduces loading-traffic conflicts, improves street parking and drainage, reduces maintenance	369,000	Increases the barrier quality of Pearl St., increases auto-related 'noise', but not near the neighborhood, possible reduction of privacy in rear yards of residences		Landscaped buffer along east side of Pearl St. head-in parking
All side streets to remain open at High Street, widen 17th and 18th to 40'	SIDE STREETS	Allows increased mobility and two-way flows on main side streets, allows two-way flows and parking on 17th and 18th Aves.	28,000			Eliminates some existing trees on 18th Ave. between High and Pearl streets
	RESIDENTIAL STREETS					
Close 17th 15th and 12th Aves on the west side of High St.	CAMPUS STREETS	Almost eliminates CBD C-D function of High Street, reduces traffic conflict points, increases traffic at other campus entry points.	(CBD)	31,000 Eliminates the orientation of the CBD "front door" on High Street for vehicles eliminates the "ceremonial" vehicular entrance at 15th Places all of the burden for campus circulation traffic inside the campus.		
	OTHER					
Public Transport						
Re-route express transit to the N-S through routes shown under Philosophy B.	HIGH STREET	Eliminates through transit use of High St.				
	PEARL ST.		May require additional bus to maintain service level ($ 2 e/100 00)			
	CAMPUS					
	OTHER					

		Functional	Economic	Social/Psychological	Legal	Environmental
Parking						
Add parallel metered parking to the west side of High Street, retain existing parking on the east side.	HIGH STREET	Increases conflicts between traffic and parked or parking vehicles	(add 115 metered spaces along High Street between Woodruff and Chittenden Aves.) $4,000.			
	PEARL ST.					
Retain existing parallel metered parking and install some in unmetered portions of 17th and 18th Aves.	SIDE STREETS	Maintains existing conflicts with traffic on side streets	(Retain existing 64 total metered spaces on side streets)			
	RESIDENTIAL STREETS					
Install head-in metered parking along the east edge of Pearl St.	SURFACE LOTS	Increases conflicts with traffic in Pearl St.	(Add 111 metered parking spaces) 15,000.	Possible feelings of too much visible parking		
	STRUCTURES					
	OTHER					
Walkways						
Widen the east sidewalk of High Street to 21'	HIGH STREET	Increases pedestrian space, allows street trees	71,000.	Gives sense of pedestrian circulation to the east side of High Street, allows for congregating along sidewalk	Potential assessments to property owners	
Construct a 6' wide sidewalk along the west side of Pearl St.	PEARL ST.	Provides a facility where none exists, protects pedestrians and buildings from vehicles, provides loading space.	31,000.	Gives pedestrians a sense of belonging in Pearl St.		
Relocate sidewalks on 17th and 18th Aves based on final design	SIDE STREETS	Replaces existing walkways	11,000.			
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Bikeways						
	HIGH STREET					
	PEARL ST.					
	SIDE STREETS					
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Service/Delivery						
Retain all existing High Street loading zones	HIGH STREET	Maintains existing conflicts with High Street traffic, maintains existing front door delivery				
Mark a 10' wide loading zone along the new west curb.	PEARL ST.	Reduces conflicts with traffic, increases convenience of rear door deliveries increases loading capacity and availability of space.		Increased loading activity near the residential area		
Retain all existing loading zones	SIDE STREETS	Maintains existing conflicts with side street traffic				
	RESIDENTIAL AREA					
	CAMPUS					
	OTHER					

Scheme 3.1

Scheme 4.1

		Functional	Economic	Social/Psychological	Legal	Environmental
Property						
Acquire property for parking structures at Woodruff, 15th, and Chittenden Aves between High and Pearl streets	COMMERCIAL AREA	Allows construction of parking structures	$ 3,660,000		Potential court proceedings	
	RESIDENTIAL AREA					
	CAMPUS					
Target 12th, 13th, 14th, 16th, 17th and 18th Aves. to adjacent property owners between High and Pearl Streets	CITY	Allows major redevelopment of commercial area into two large super-blocks.			Requires special agreements with adjacent property owners to redevelop	
	OTHER					
Buildings						
Clear acquired properties/structures at Woodruff, 15th, and Chittenden Aves between High and Pearl streets	COMMERCIAL AREA	Allows construction of parking structures	160,000			Requires special considerations for adjacent structures during demolition
	RESIDENTIAL AREA					
	CAMPUS					
Construct 3 parking structures for 700 cars each; at Woodruff, 15th, and Chittenden Aves. between High and Pearl Streets	CITY		2,400,000			Potential "indirect source" pollution increases from vehicle exhausts
	OTHER					
Utilities						
Relocate all utilities along the east side of high street along with the new curb line; install new or alter existing traffic signals and devices	HIGH STREET	Allows east sidewalk to be widened, prohibits all vehicles except transit on High Street between Woodruff and Chittenden Aves.	150,000	Will result in a source of barren empty space for High Street		
	PEARL ST.	(Pearl St. remains one-lane, one-way)	?			
Install new or alter existing traffic signals and devices	SIDE STREET	Prohibits vehicular access from 15th Ave to High St.	?			
Install new or alter existing traffic signals and devices at 15th Ave and High St.	RESIDENTIAL STREETS					
Install new traffic signals and devices at 12th Ave.	CAMPUS	Allows only busses to use 12th Ave.				
	OTHER					
Streets						
Narrow High Street to 26' mark two 13' lanes for busses and bikes only	HIGH ST.	Eliminates all vehicular access along High Street, eliminates High Street as an arterial, almost eliminates the barrier to E-W pedestrian flows.	126,000			Reduces ambient air pollution levels along High Street
Reconstruct within existing right-of-way to 3 14' to 18' wide streets	PEARL ST.	Improves street surface and drainage, reduces maintenance requirements, widens intersection throats.	172,000			
(Redeveloped privately as part of new super-blocks)	SIDE STREETS	Reduces barriers to N-S pedestrian flows, reduces traffic conflicts along Pearl St.		Creates continuous pedestrian system along the east side of High Street.		
Close 12th, 13th, 14th, 16th, 17th and 18th Aves. at the east side of Pearl St, close all residential alleys along east side of Pearl St. Close to 17th Ave at the west side of High St. 12th Ave open to campus for busses only	RESIDENTIAL STREETS	Reduces local traffic and conflict points along Pearl St, requires all residential traffic to gain access and egress to the east. Eliminates conflicts to N-S pedestrian flows.	166,000	Increased privacy and quiet along residential streets due to reduced commercial and traffic.		Fire access provided for all closed streets
	CAMPUS STREETS	Allows campus busses to use High Street, increases traffic at other campus entry points such as 15th Ave.	(OSU) 11,000	Changes the orientation of the OSU "front door" on High Street but retains the "ceremonial" vehicular entrance at 15th. Places all of the burden for campus circulation traffic within the campus.		
	OTHER					
Public Transport						
(High Street becomes a "transitway" between Woodruff and Chittenden Aves with Campus busses making stops on High St.)	HIGH STREET	Improves convenience of transfer from COTA bus to Campus bus, makes High St. a major bus terminal area				
	PEARL ST.					
	CAMPUS					
	OTHER					

Scheme 4.1

		Functional	Economic	Social / Psychological	Legal	Environmental
Parking						
Eliminate all parking on High Street between Woodruff and Chittenden Aves	HIGH STREET	Eliminates the convenience of front door parking, reduces parking search traffic	(Eliminate 16 metered spaces)			
	PEARL ST.					
Eliminate all parking on side streets	SIDE STREETS	Reduces parking search traffic, eliminates the convenience of front door access	(Eliminate 64 metered spaces)			
	RESIDENTIAL STREETS					
	SURFACE LOTS					
Construct 3 parking garages for 600 cars each at Woodruff 15th and Chittenden Aves between High and Pearl Streets.	STRUCTURES	Reduces parking search traffic, allows longer parking time, increases parking capacity, provides covered parking, increases the walking distance between garages	(Add 600 metered parking spaces)	$ 75,000 Increased parking security and night-time safety		
	OTHER					
Walkways						
Widen the east sidewalk on High Street to 21' to 31' Widen the west sidewalk to 13'/23' Construct 2nd level walkways and overpasses	HIGH STREET	Increases pedestrian space, allows street trees and furnishings to be installed, provides direct pedestrian links to campus	116,000 2,516,000	Gives a sense of pedestrian orientation to the east side of High Street; allows for congregating along sidewalk	Potential assessments to property owners	
	PEARL ST.					
(All sidewalks on widened side streets to be replaced by internal walkways in the four super-blocks)	SIDE STREETS	Replaces sidewalks with covered access ways through the commercial area.			Requires special agreement at time of street vacation	
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Bikeways						
	HIGH STREET					
	PEARL ST.					
	SIDE STREETS					
	CAMPUS					
	MID-BLOCK					
	RESIDENTIAL					
	OTHER					
Service / Delivery						
Eliminate all loading along High Street	HIGH STREET	Eliminates the convenience of front door access, increases dependence upon private loading bays.		Reduces visibility of loading vehicles, increases views of store fronts, drivers may refuse to carry goods from the tailgate. Reduces visibility of loading vehicles	Potential lawsuits to retain high of loading	
(Privately developed loading bays off-street to the west of Pearl St.)	PEARL ST.	Replaces street loading zones, other impacts dependent upon final design				
Eliminate all loading in side streets	SIDE STREETS	Eliminates the convenience of front door access, increases dependence upon private loading bays				
	RESIDENTIAL AREA					
	CAMPUS					
	OTHER					

Scheme 4.2

		Functional	Economic	Social / Psychological	Legal	Environmental
Property						
Acquire 65+ units for head-in parking on side streets	COMMERCIAL AREA	Allows double head-in parking to be developed				
Acquire properties adjacent to the east edge of Pearl St	RESIDENTIAL AREA	Allows Pearl St. to be widened and head-in parking to be constructed	$ 440,000	Loss of homes – stress of relocation, sense of commercial encroachment into neighborhood	Potential court proceedings	
	CAMPUS					
(Develop 3 parks at 19th Ave between High and Pearl Streets)	CITY		100,000			Increases open space in the midst of the community at large.
	OTHER					
Buildings						
	COMMERCIAL AREA					
Clear acquired properties along the east edge of Pearl Street.	RESIDENTIAL AREA	Allows Pearl Street to be widened and head-in parking to be developed.	60,000	(see above)		Requires special considerations for adjacent structures during demolition.
	CAMPUS					
	CITY					
	OTHER					
Utilities						
Relocate all utilities along the east side of High Street with the new curb line, install new or alter existing traffic signs and devices	HIGH STREET	Allows east sidewalk to be widened, prohibits all vehicles except transit on High Street between Woodruff and Chilkeden Aves.	156,000	May result in a sense of barrier open space for High Street		
Relocate all utility poles to the head-in parking area, install new or alter existing traffic signs and devices (New drains w/street)	PEARL ST.	Allows Pearl St. to be widened to a two-way street	?	Improves mobility and sense of free movement on Pearl St.	Utility companies normally pay for relocation costs when major street improvements are involved	
Relocate utility poles behind open fence clearage, install new or alter existing traffic signs and devices	SIDE STREETS	Allows head-in parking to be developed	?		(see above)	
	RESIDENTIAL STREETS					
	CAMPUS					
	OTHER					
Streets						
Narrow High St to 36' between curbs by moving the east curb 6' to the west, make two 3' wide bike lanes and two 13' lane lanes. Widen Pearl St to 52' between curbs, make to 11' wide lanes and one 10' wide loading zone	HIGH ST.	Eliminates all vehicular access along High St, eliminates High St as an arterial, almost eliminates the barrier to E-W pedestrian flows, provides bike facility	126,000.			Reduces ambient air pollution levels along High Street.
	PEARL ST.	Increases traffic capacity and peak hour capacity, increases loading capacity, reduces loading – traffic conflicts, improves street surface and drainage, reduces maint.	389,000.	Increases barrier quality of Pearl St, increases auto-related noise, dust, etc, near the neighborhood, possible reduction of privacy in side yards of residences		Increases ambient air pollution levels along Pearl Street. Unexcepted buffer along east side of Pearl St. head-in parking
Widen 18th, 15th, 14th and 16th Aves to 36' and close at High St. Widen 17th and 19th Aves to 40' and close at High St.	SIDE STREETS	Allows head-in parking, regulates turn-around in side street, increases parking search traffic on Pearl St. reduces barriers to N-S pedestrian flows	144,000.	Creates continuous pedestrian spaces along the east side of High St, increases the number of visible parked cars, hard to see empty spaces		Fire access provided for all closed streets. Eliminates some existing trees on 19th Ave between High and Pearl Streets.
	RESIDENTIAL STREETS					
Close 17th 15th and 12th Aves on the west side of High St except for campus transit access.	CAMPUS STREETS	Allows campus busses to use High St, increases traffic at other campus entry points	(cost)	21,000. Eliminates the circulation of the 'CSU' front door on High Street for vehicles, eliminates the 'ceremonial' vehicular entrance at 15th. Places all of the burden for campus circulation traffic within the campus.		
	OTHER					
Public Transport						
(High Street becomes a 'transitway' between Woodruff and Chilkeden Aves. with campus busses making stops on High St.)	HIGH STREET	Improves convenience of transfer from CCTA bus to campus bus, makes High St. a major bus terminal area				
	PEARL ST.					
	CAMPUS					
	OTHER					

		Functional	Economic		Social/Psychological	Legal	Environmental
Parking							
-Eliminate all parking on High Street between Woodruff and Chittenden Aves.	HIGH STREET	Feminishes the convenience of front door parking, reduces parking search traffic	(Eliminate 61 metered spaces)				
(see below)	PEARL ST.						
-Install head-in and parallel metered parking in widened portions of 12th, 13th, 14th, 15th, 17th and 18th Aves. between High and Pearl Streets	SIDE STREETS	Increases parking search traffic on Pearl St.	(112 total metered side street spaces)	$ 6,000.	Possible feelings of too many parking lots		
	RESIDENTIAL STREETS						
-Install head-in metered parking along the east edge of Pearl Street	SURFACE LOTS	Increases conflicts with traffic on Pearl St.	(Add 111 metered parking spaces)	14,000.	Possible feelings of too much visible parking		
	STRUCTURES						
	OTHER						
Walkways							
Widen the east side walk to 21' wide in places, west sidewalk remain as-is	HIGH STREET	Increases pedestrian space. Allows street trees and furnishings to be installed		116,000.	Gives a sense of pedestrian orientation to the east side of High Street, allows for congregating along sidewalk.	Potential assessments to property owners	
Construct a 6' wide sidewalk along the west side.	PEARL ST.	Provides a facility where none exists, protects buildings and pedestrians from vehicles, provides loading space.		39,000.	Gives pedestrians a sense of belonging in Pearl St.		
Construct 8' wide walkways along both sides of widened streets	SIDE STREETS	Replaces old sidewalks, reduces some pilfering areas.		66,000.			
	CAMPUS						
	MID-BLOCK						
	RESIDENTIAL						
	OTHER						
Bikeways							
Mark two 5' wide bikelanes in High Street, northbound along the west curb, northbound along the east curb.	HIGH STREET	Provides a facility where none exists, maintains bike mobility, no maintenance problems			Reinforces viewpoints in High Street, implies bikes should only be in marked lanes		
	PEARL ST.						
	SIDE STREETS						
	CAMPUS						
	MID-BLOCK						
	RESIDENTIAL						
	OTHER						
Service/Delivery							
Eliminate all loading zones along High Street	HIGH STREET	Reduces conflicts with moving traffic, eliminates the convenience of front door delivery, increases dependence upon Pearl St. loading			Reduces visibility of loading vehicles, increases views of storefronts, drivers may refuse to carry goods from the tailgate	Potential lawsuits to retain high St. loading	
Mark a 10' wide loading zone along the west curb of Pearl St. from Woodruff to Chittenden Aves. Eliminate all loading zones on side streets between High and Pearl Streets	PEARL ST.	Reduces conflicts with traffic along Pearl St., increases convenience of rear door deliveries, increases loading capacity and availability of space			Increased loading activity near the residential area		
	SIDE STREETS	Increased dependance upon Pearl St loading zone.				(see above)	
	RESIDENTIAL AREA						
	CAMPUS						
	OTHER						

Scheme 4.2

Impacts Summary

The charts shown below indicate how the various schemes relate to the problem statements in the Introduction. Some of the notations may be open to discussion. In no instance are the notations cumulative since there is no weighing as to the relative importance of the problems. That is to say that the number of pluses or minuses cannot be used to indicate the appropriateness of one scheme over another. The charts simply indicate a summary of how each problem is treated by the various alternatives.

	1.1	2.1	2.2	2.3	2.4	3.1	4.1	4.2
TRAFFIC PROBLEMS								
O-D traffic conflicts w/pedestrians and bikes.	+	o	o	+	o	+	+	+
Regional traffic conflicts w/pedestrians and bikes.	+	o	o	o	o	+	+	+
"Parking Search" traffic conflicts w/O-D traffic.	+	+	+	+	+	+	+	+
Delivery traffic conflicts w/other modes of traffic.	+	o	+	+	o	o	+	+
BICYCLE PROBLEMS								
Too little street space for bike safety.	+	+	o	+	+	+	+	+
Too much traffic for bikes to use left-turn lanes.	o	o	o	o	o	+	+	+
Lack of adequate storage facilities.	+	+	+	+	+	+	+	+
PEDESTRIAN PROBLEMS								
Inadequate width of eastside sidewalk.	o	+	+	+	+	+	+	+
Inadequate space for pedestrian amenities.	o	+	+	+	+	+	+	+
Shop entrance doors open onto the sidewalk.	o	o	+	o	o	o	+	o
Broken or crumbled sidewalk surface.	o	+	+	+	+	+	+	+
No sidewalk on Pearl Street.	+	o	+	+	o	+	o	+
Signal timing favors N-S vehicles instead of E-W pedestrians.	o	o	o	o	o	+	+	+
Conflict of north-south vehicular movement with east-west pedestrian movement.	–	o	o	o	o	+	+	+
Conflict of north-south pedestrian movement with east-west vehicular movement.	+	+	+	o	+	o	+	+

+ Improves the situation
O No effective change
− Increases the problem

	1.1	2.1	2.2	2.3	2.4	3.1	4.1	4.2
PARKING PROBLEMS								
Lack of short-term parking spaces.	+	+	+	+	+	+	+	+
Non-metered spaces used by commuting students and staff.	O	−	O	O	−	O	O	O
Use of inexpensive one-hour meters by students reduces commercial parking.	O	O	+	O	O	O	+	O
Lack of proper parking facilities on Pearl Street.	+	O	O	+	O	+	O	+
Conflict of moving and parked cars on High Street.	+	+	+	+	+	−	+	+
Illegally parked cars throughout the area.	+	+	+	+	+	+	+	+
Off-street parking areas not conforming to City Code.	O	O	+	O	O	O	+	O
SERVICE AND DELIVERY PROBLEMS								
Inadequate loading & access facilities.	+	+	+	+	+	+	+	+
Conflict of parked service vehicles with moving vehicles, bikes and pedestrians.	+	O	+	+	O	+	+	+
Inconvenient circulation for service vehicles.	O	−	−	+	−	+	−	−
Inadequate width of Pearl Street for service vehicles.	+	O	+	+	O	+	O	+
Inadequate High Street loading space	−	+	O	−	+	+	−	−
No loading space in Pearl Street.	+	O	+	+	O	+	O	+
Lack of delivery entrances from Pearl Street.	O	O	+	O	O	O	+	O
Potential off-street loading areas are used for staff parking.	O	O	+	O	O	O	+	O
High Street loading conflicts with pedestrians on sidewalk.	+	+	+	+	+	+	+	+
Garbage trucks causes blockage or inconvenience to moving traffic on Pearl Street.	+	O	+	+	O	+	O	+

Impacts Summary

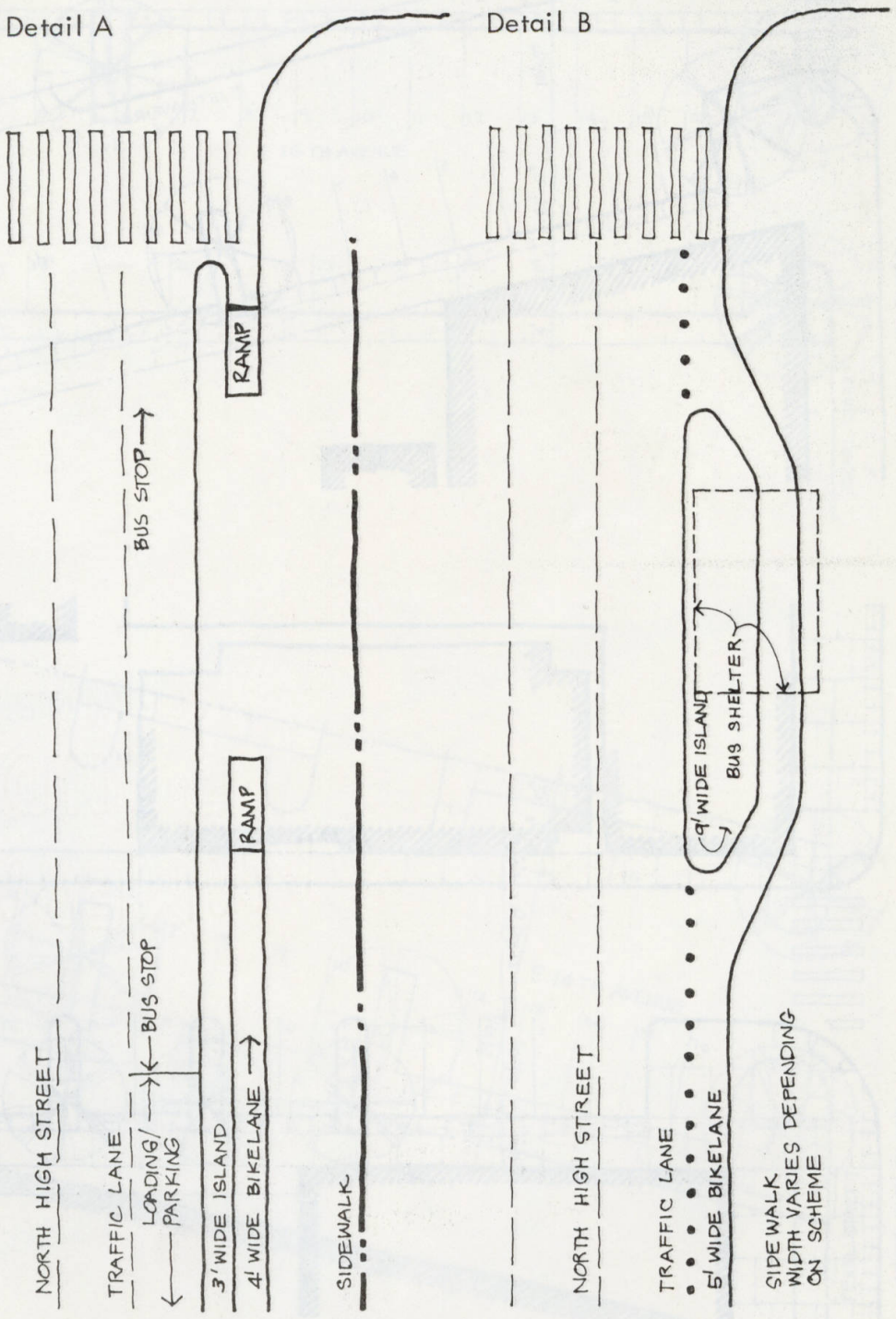
+ Improves the situation
O No effective change
− Increases the problem

TRANSIT PROBLEMS	1.1	2.1	2.2	2.3	2.4	3.1	4.1	4.2
Insufficient sidewalk space on High Street.	O	+	+	+	+	+	+	+
Loading busses tie up curb lane traffic.	O	O	O	O	O	+	+	+
Non-peak hour parked vehicles and illegal peak hour parked vehicles delay busses.	O	O	O	O	O	+	+	+
Narrow lane width on High Street cramps bus maneuverability.	+	O	+	+	O	+	+	+
No northbound bus service out of downtown after 9:42 PM.	O	O	O	O	O	O	O	O
No east-west neighborhood bus service in the Center Section.	O	O	O	O	O	O	O	O

Appendix A

BUS STOP/BIKELANE DETAILS

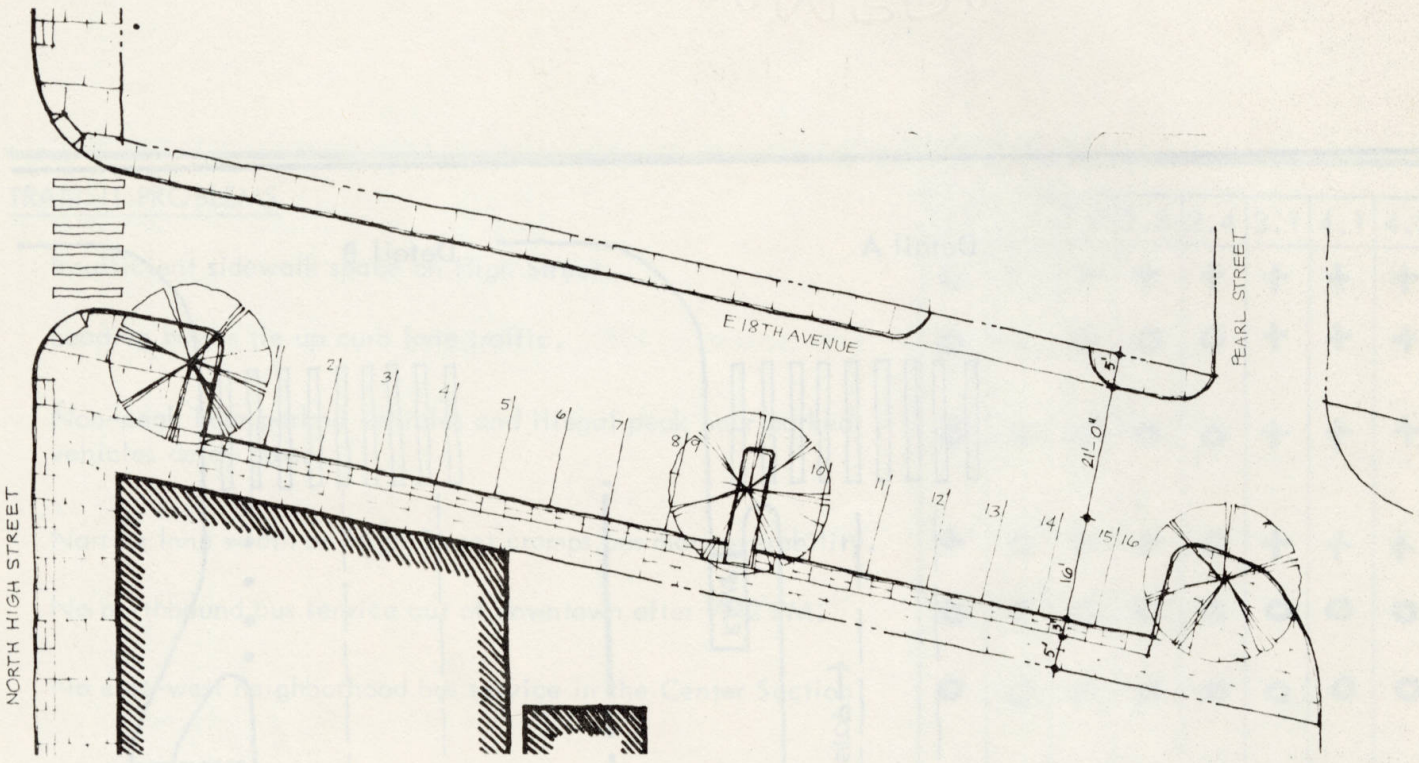
The following drawings illustrate possible configurations only. Actual design and construction will depend upon detailed preliminary engineering studies and may vary from what is shown here.

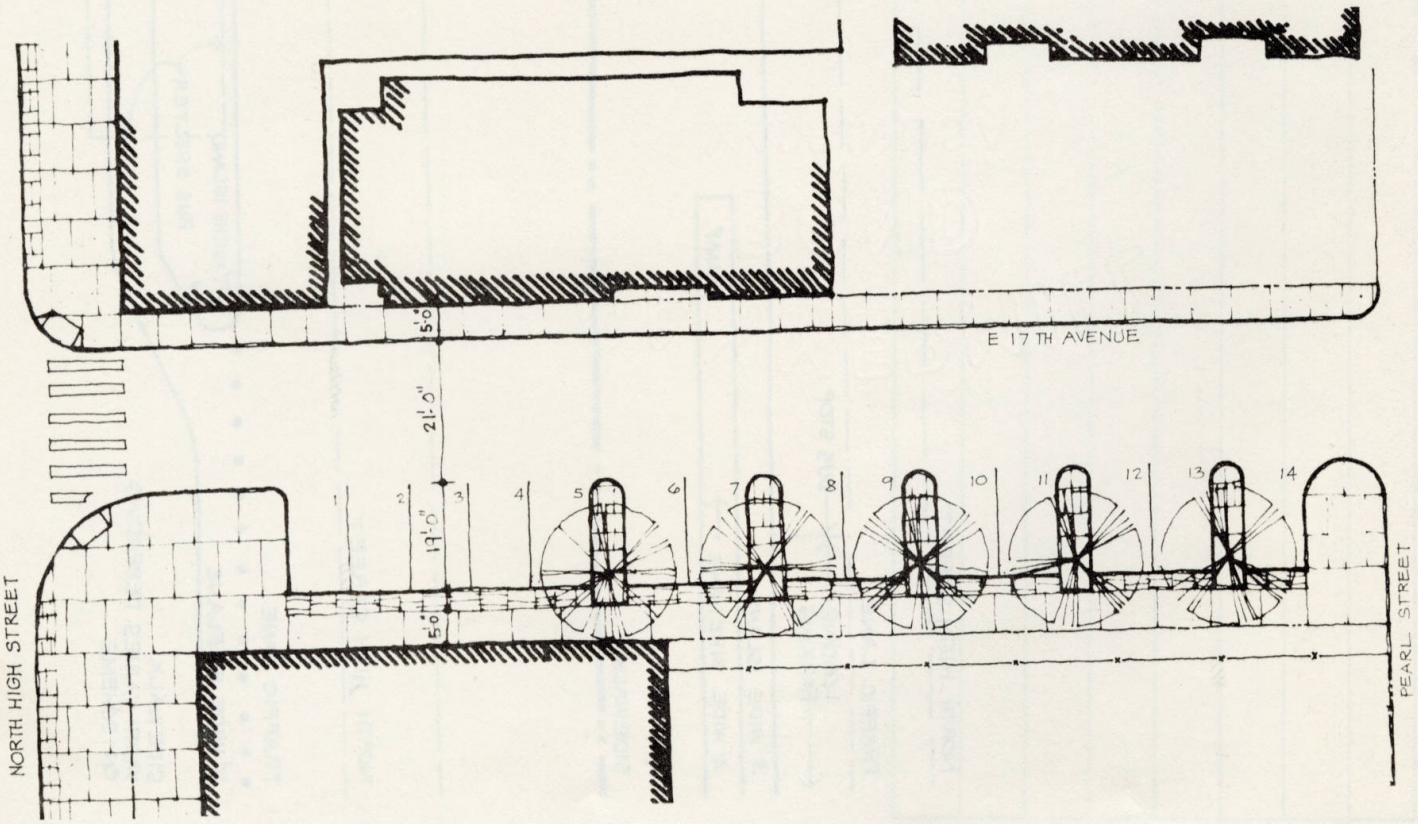


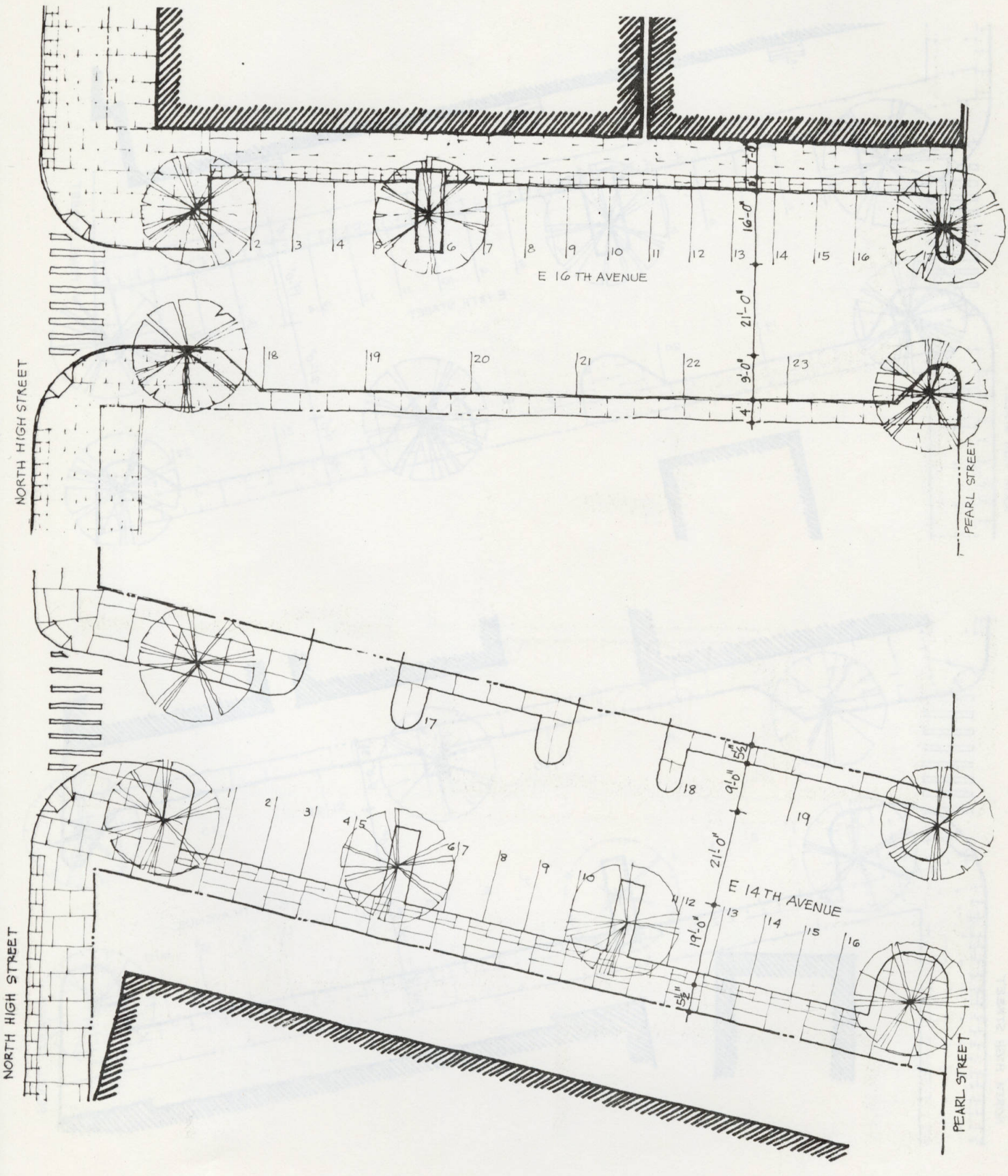
Appendix B

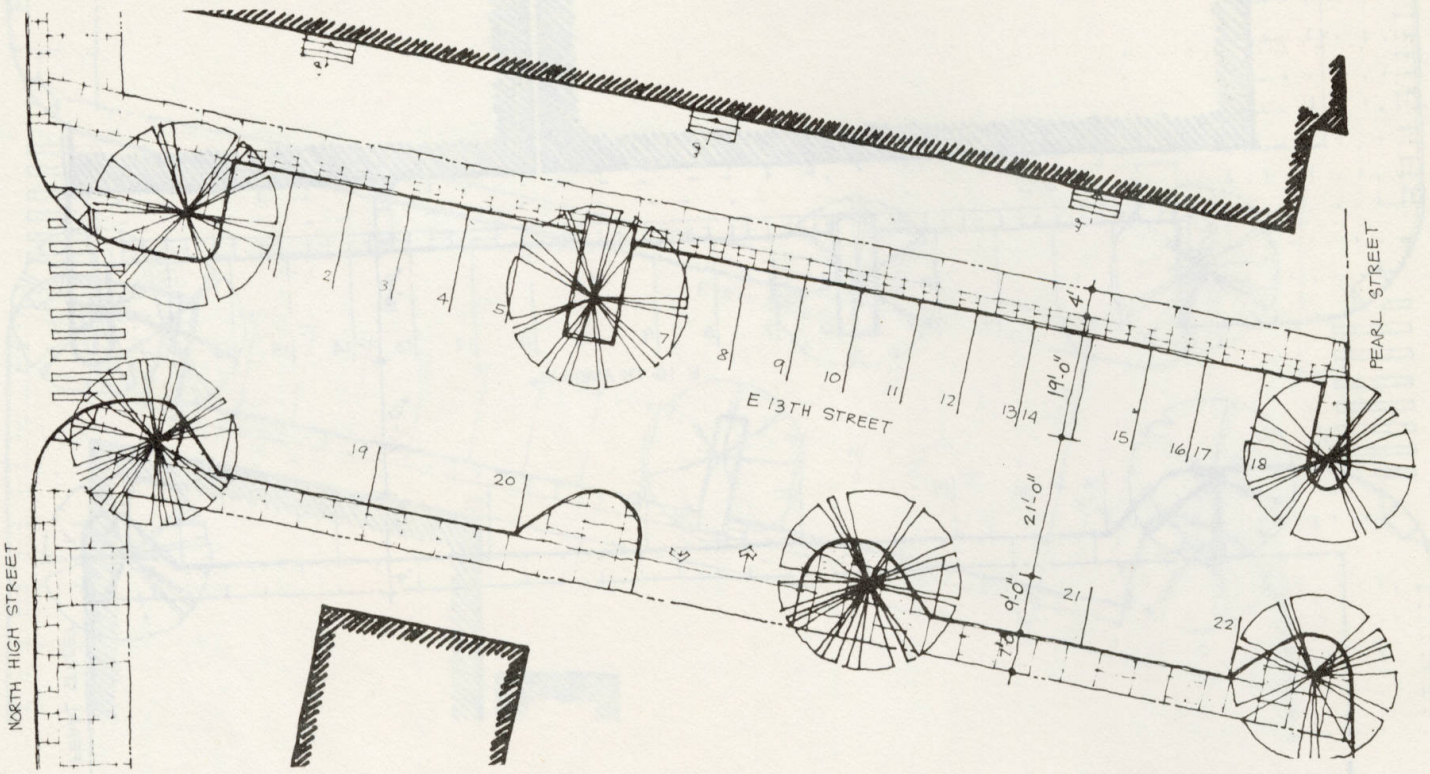
PARKING FOR OPEN SIDE STREETS

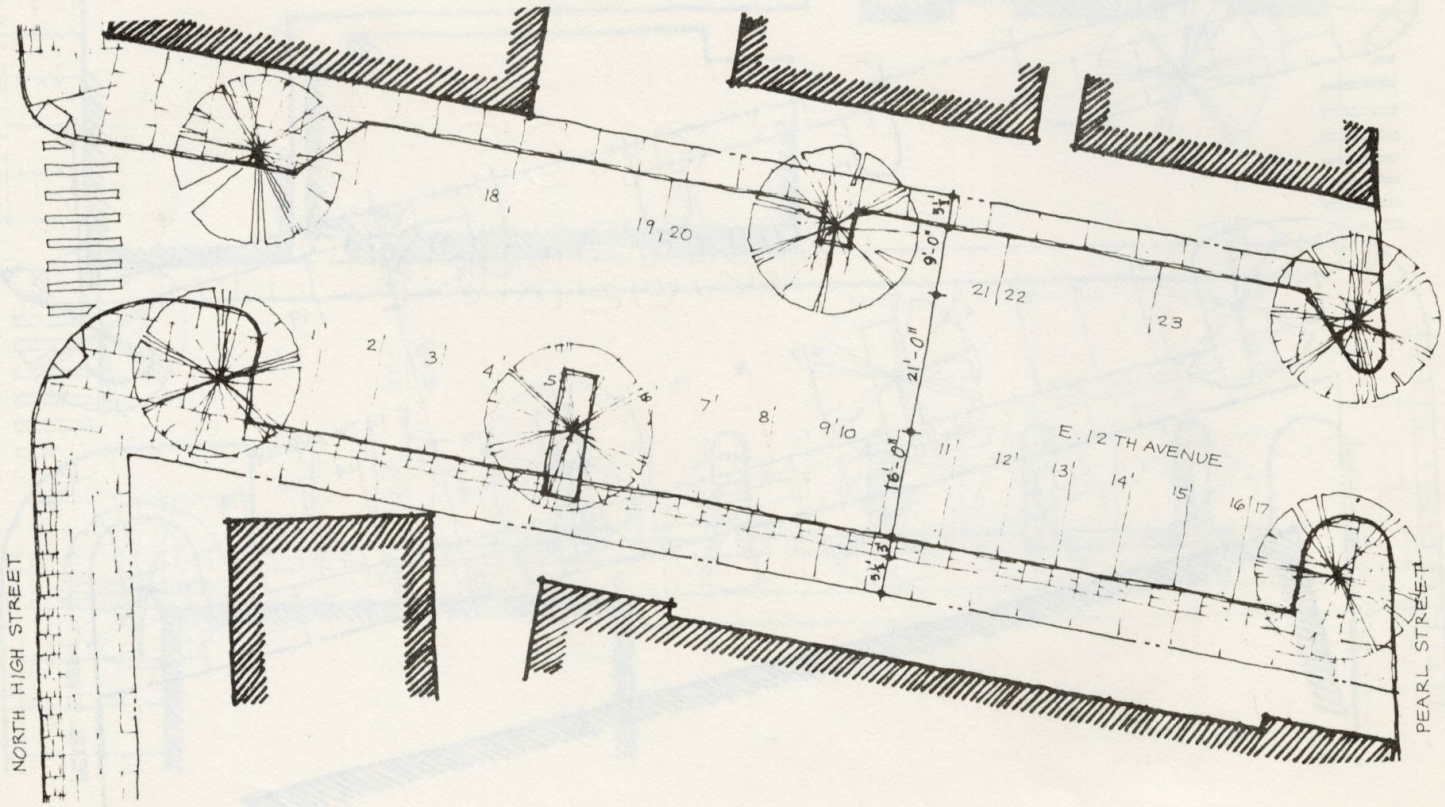
The following drawings illustrate possible configurations for the development of parking along selected side streets in the Center Section. Actual development will depend upon detailed preliminary engineering studies and may vary from what is shown here.

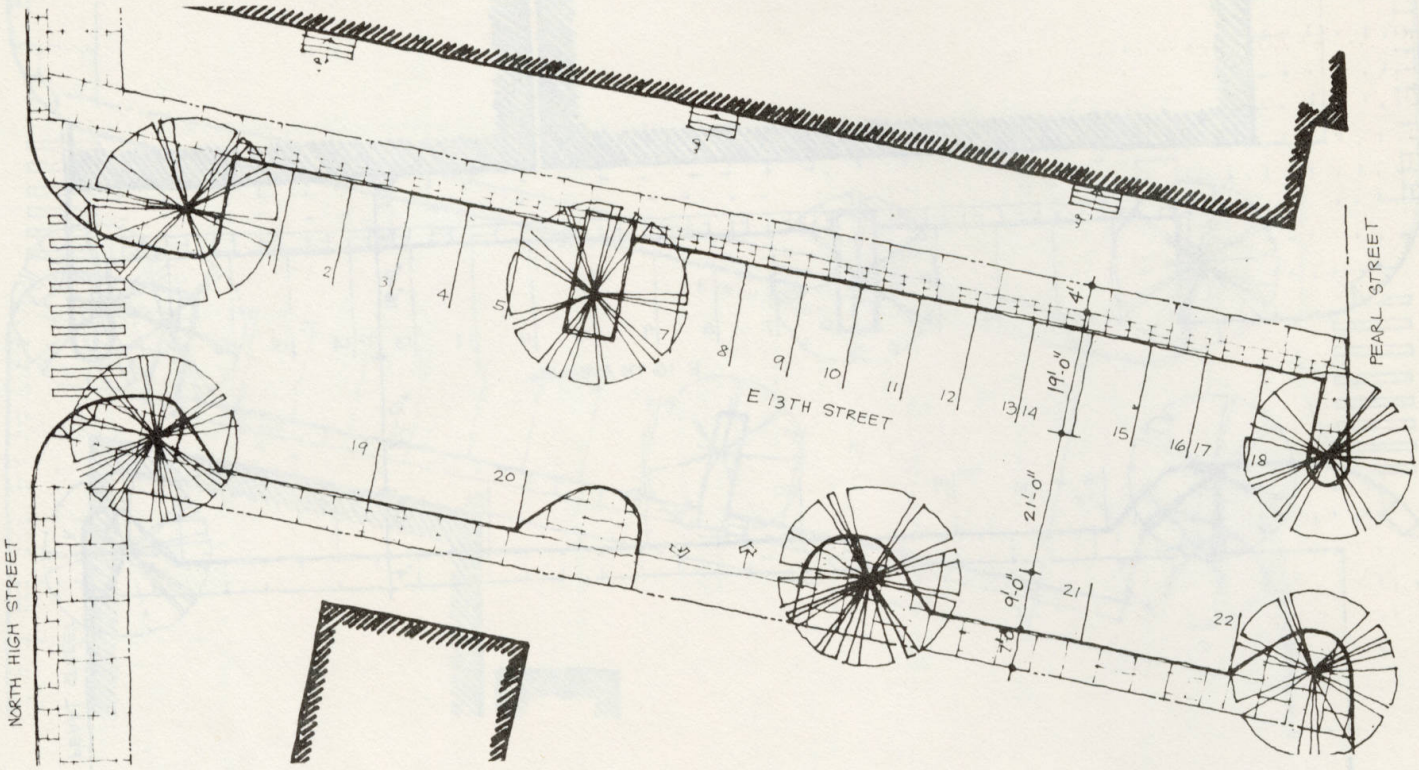


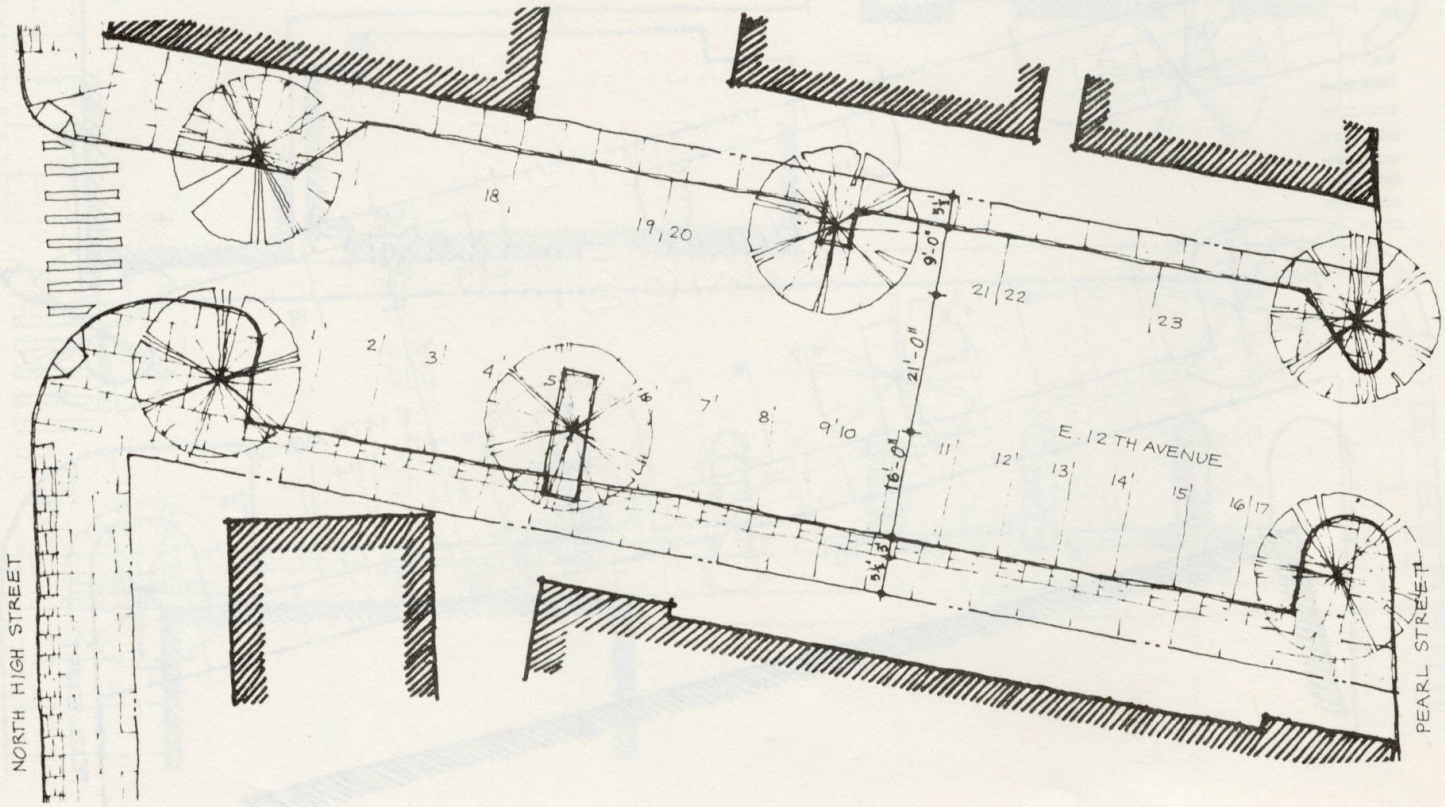



E 16TH AVENUE
NORTH HIGH STREET
PEARL STREET
E 14TH AVENUE
NORTH HIGH STREET
PEARL STREET


NORTH HIGH STREET
E 13TH STREET
PEARL STREET
19'-0"
21'-0"
9'-0"


NORTH HIGH STREET
E. 12TH AVENUE
PEARL STREET
9'-0"
21'-0"
16'-0"

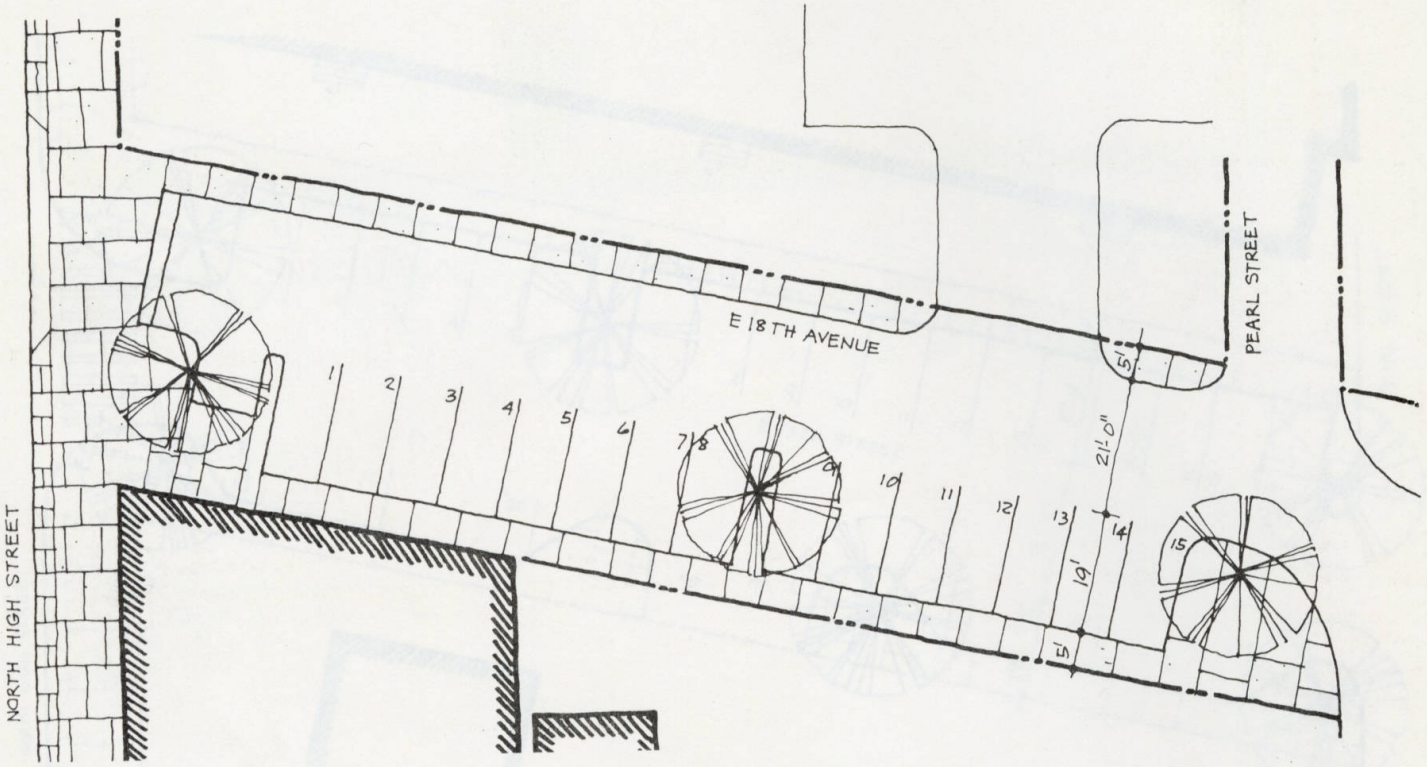

NORTH HIGH STREET
E 13TH STREET
PEARL STREET
19'-0"
21'-0"
9'-0"

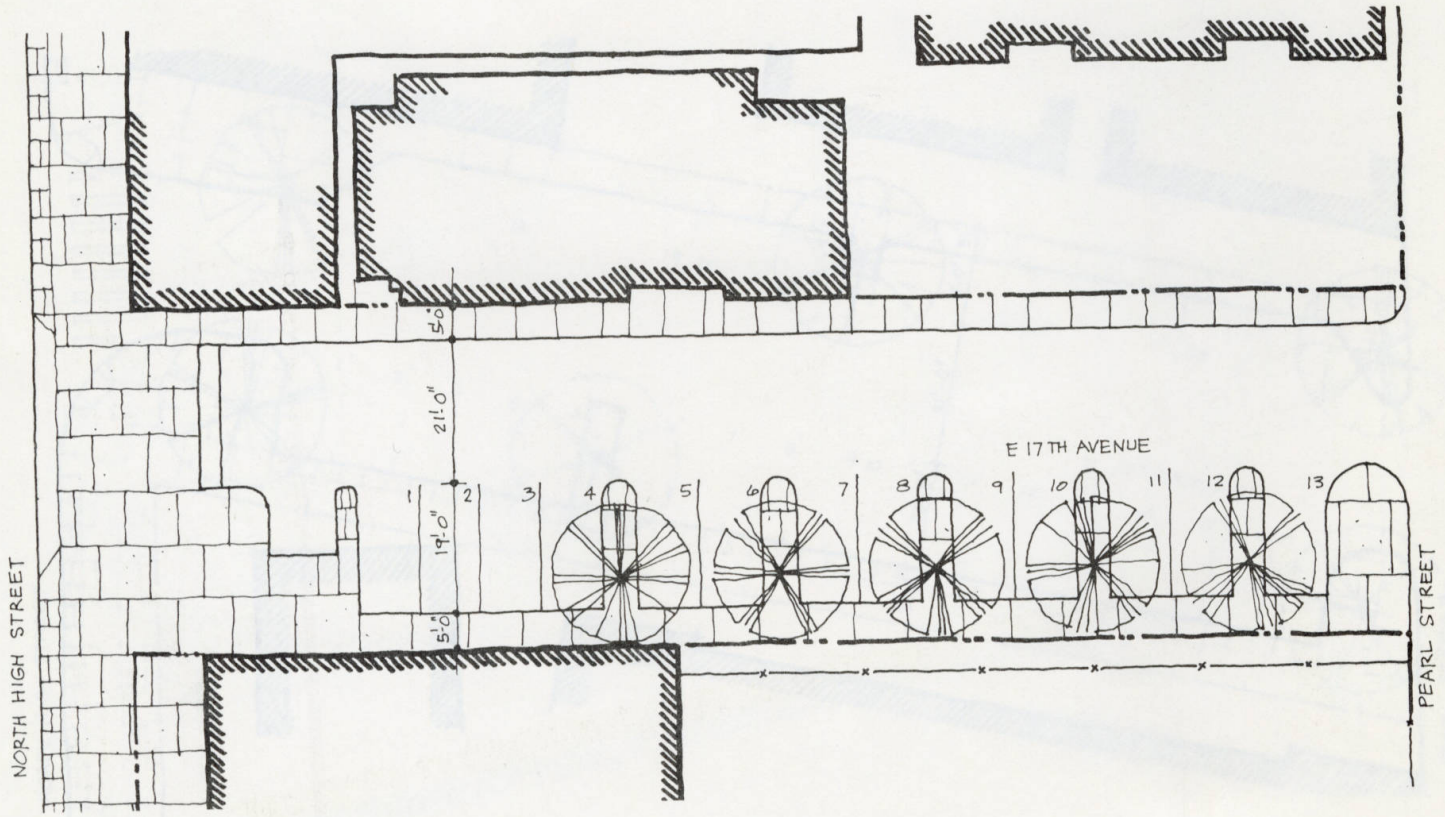

NORTH HIGH STREET
E. 12TH AVENUE
PEARL STREET
9'-0"
21'-0"
16'-0"

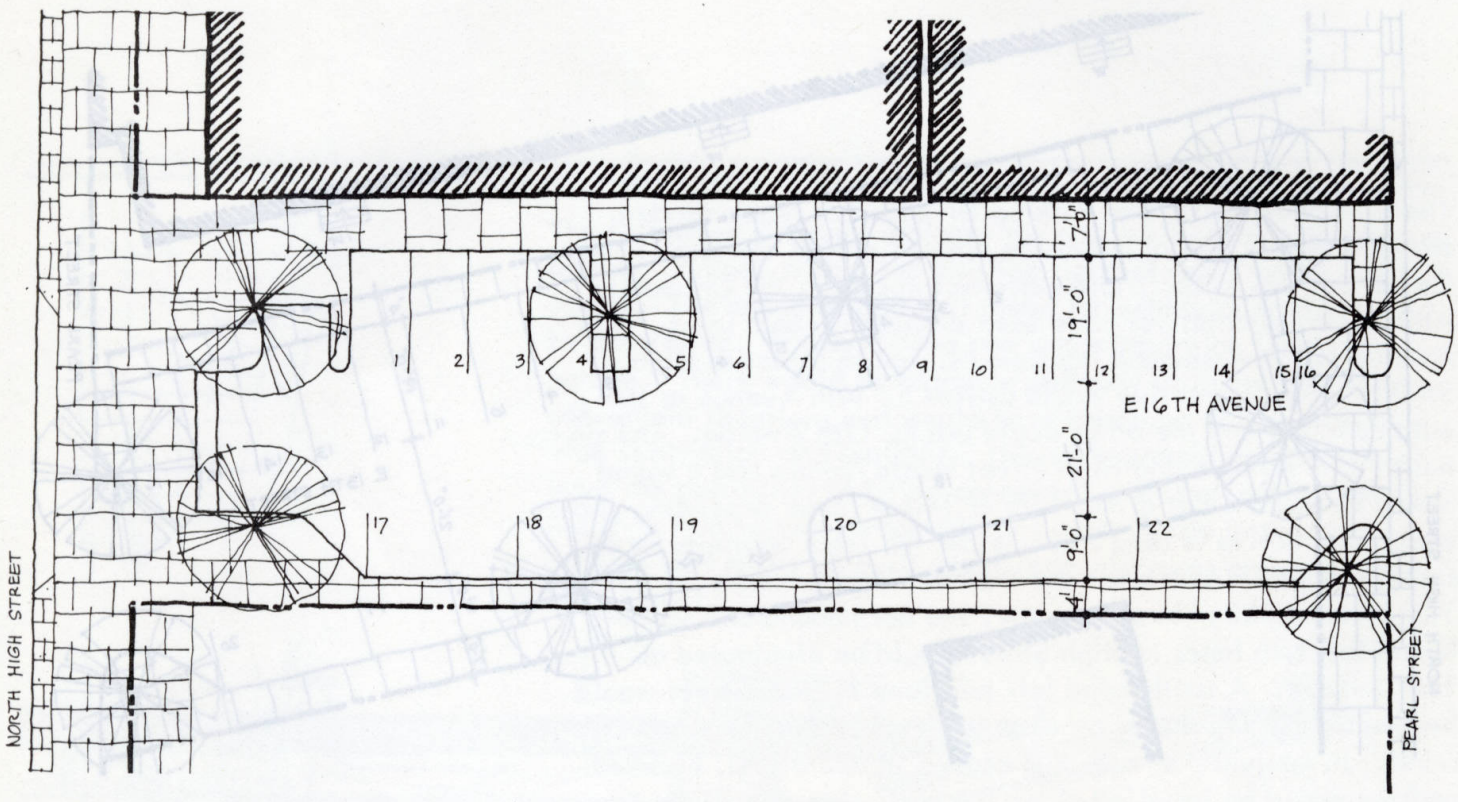
Appendix C

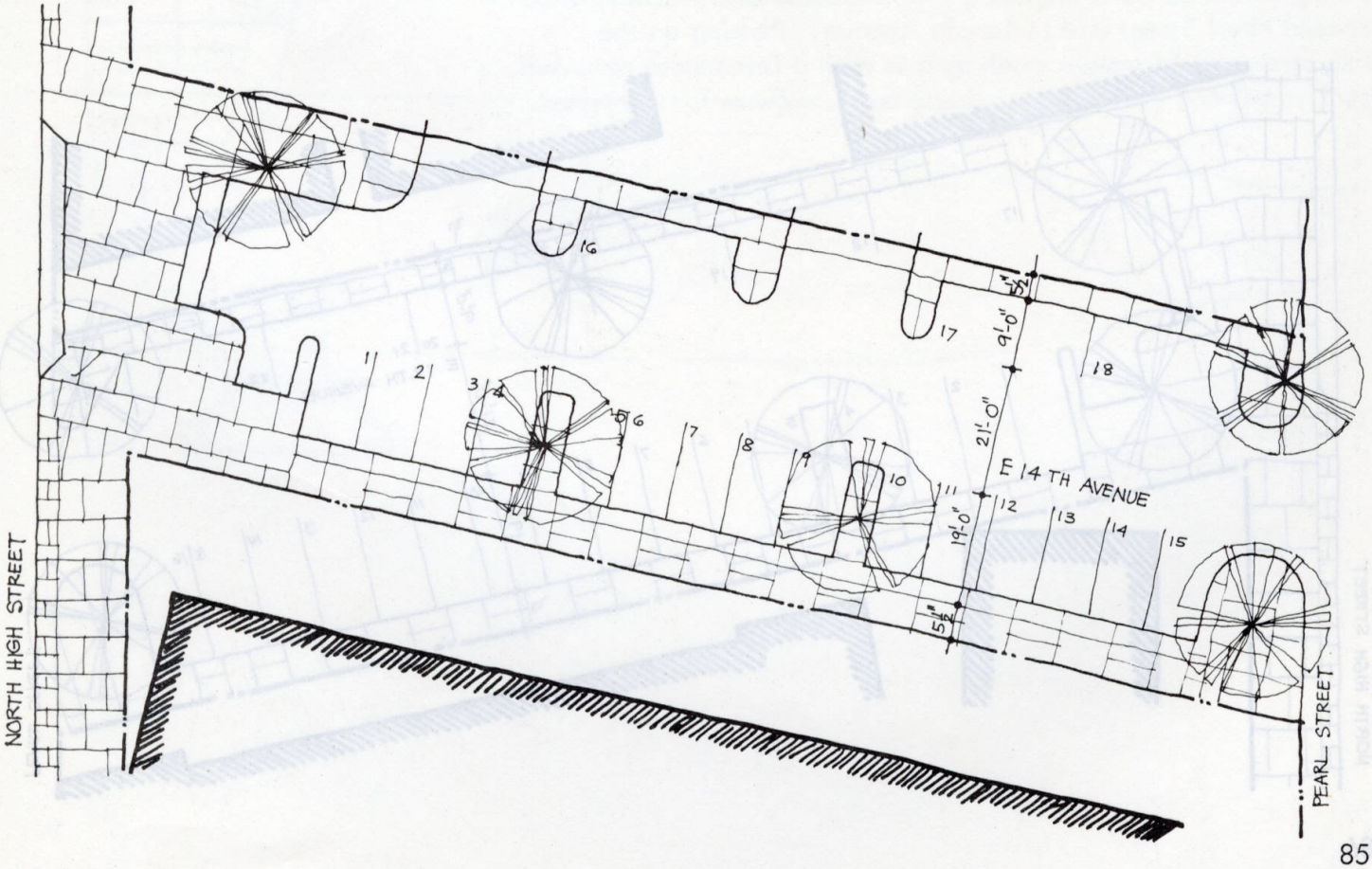
PARKING FOR CLOSED SIDE STREETS

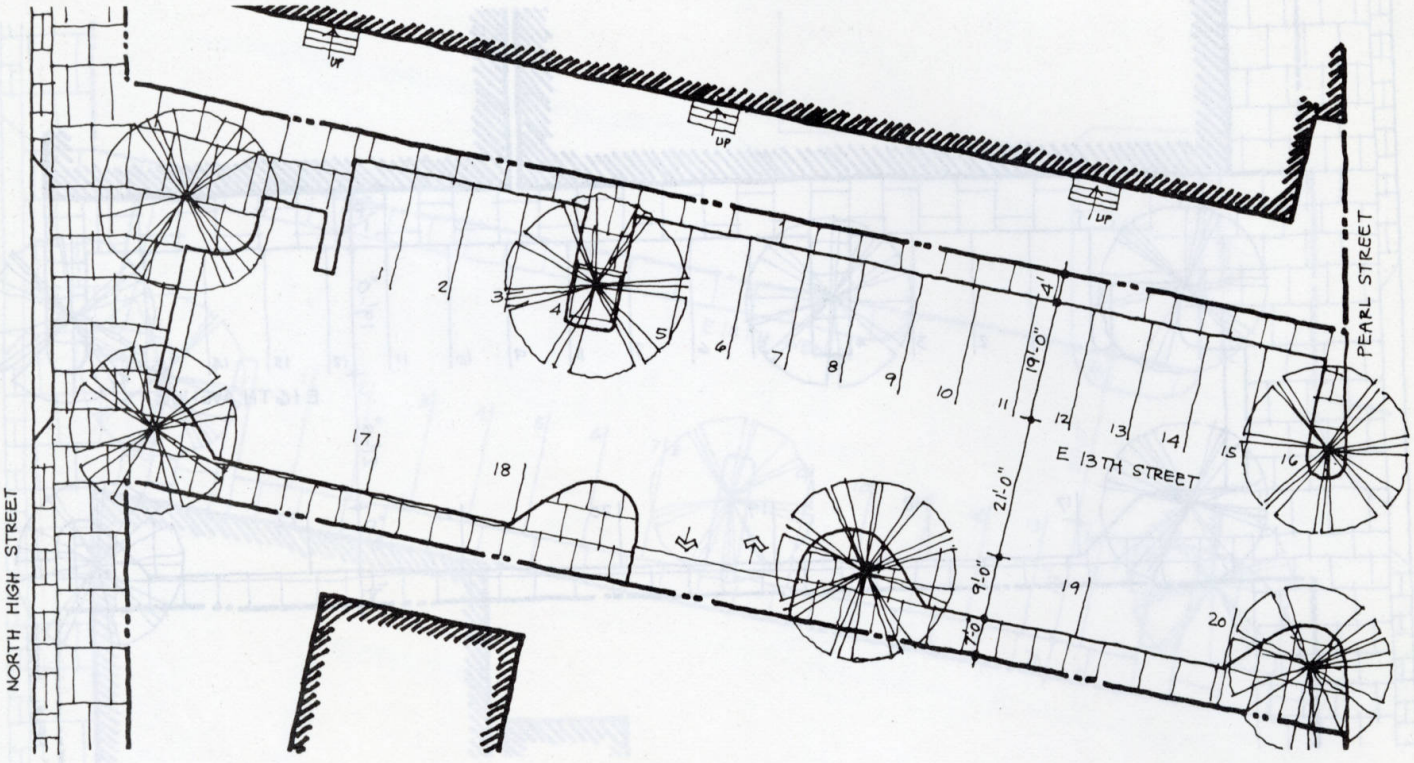
The following drawings illustrate possible configurations for the development of parking along selected side streets in the Center Section. Actual development will depend upon detailed preliminary engineering studies and may vary from what is shown here.

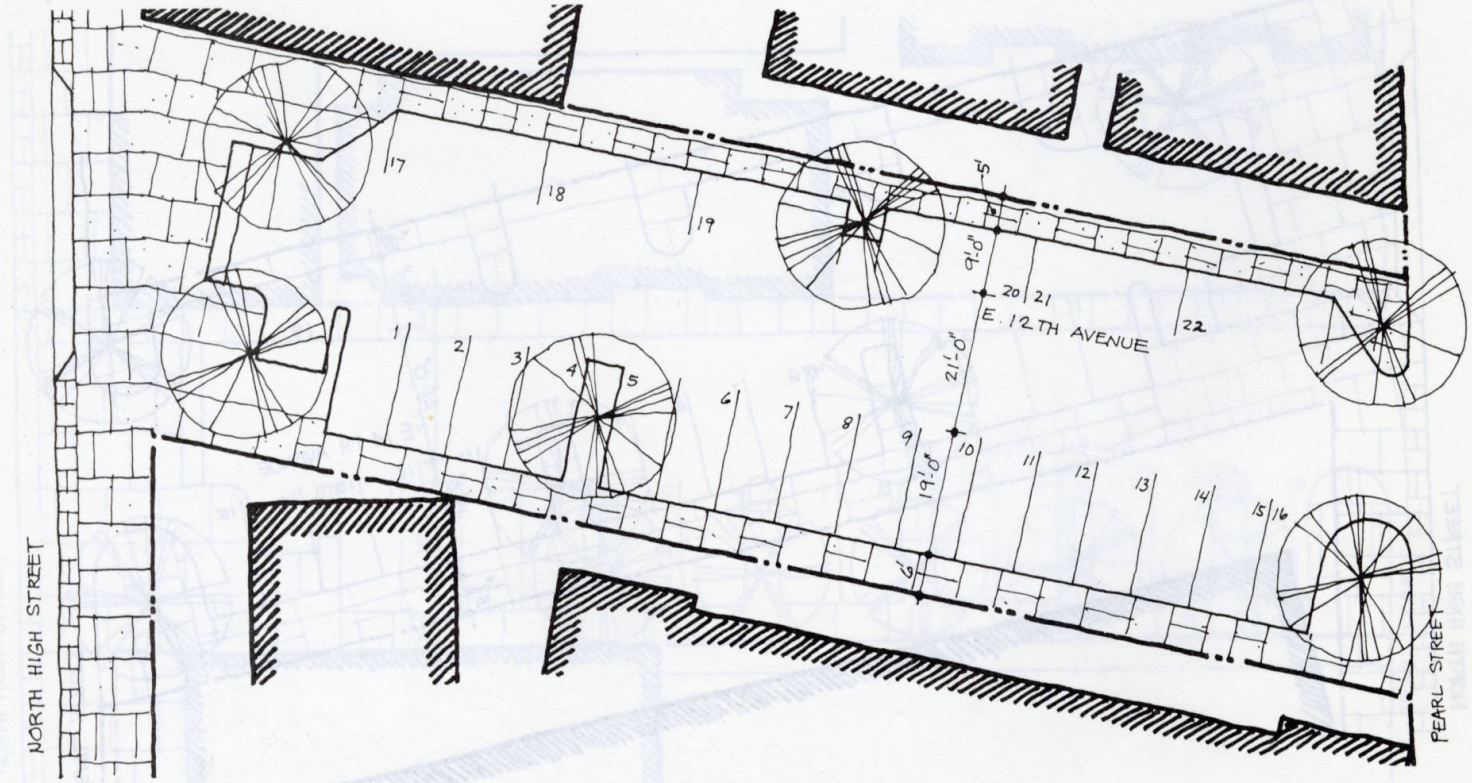





NORTH HIGH STREET
E 16TH AVENUE
PEARL STREET
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
7½"
19'-0"
21'-0"
9'-0"
4'


NORTH HIGH STREET
E 14 TH AVENUE
PEARL STREET
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
5½"
9'-0"
21'-0"
19'-0"
5½"

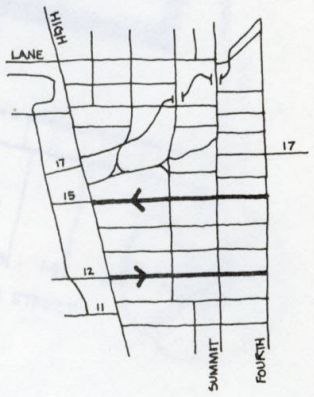

UP
UP
UP
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
19'-0"
21'-0"
9'-0"
7'-0"
4'
E 13TH STREET
PEARL STREET
NORTH HIGH STREET

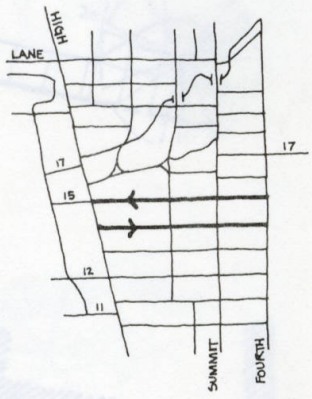

17
18
19
5'
9'-0"
20
21
22
E. 12TH AVENUE
21'-0"
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15/16
19'-0"
4'
PEARL STREET
NORTH HIGH STREET

Appendix D

PROPOSED ONE-WAY PAIRS
FIFTEENTH AVENUE/FOURTEENTH AVENUE
FIFTEENTH AVENUE/TWELFTH AVENUE

The Columbus Traffic and Parking Division has recommended that a one-way pair of streets be created east of the High Street Center Section to facilitate east-west access in the University Area. Two alternatives have been discussed. Both use E. 15th Avenue as the westbound leg from N. Fourth Street to High Street. One alternative would utilize E. 14th Avenue as the eastbound leg and the other would use E. 12th Avenue. The signal at 15th Avenue and High Street would remain and a signal would be installed at either 12th or 14th Avenue depending upon which alternative is used and whether the legal warrants for a signal are met. At present the Traffic Division favors the 15th/12th Avenue pair. In either case, the northbound and southbound left turn lanes in High Street would be eliminated at 15th Avenue. A southbound left turn lane in High Street would be created for whichever other street is chosen as the eastbound route. In conjunction with this change in operations, metered parking would be installed along the north side of E. 15th Avenue between Pearl Street and Indianola Avenue. Parking on the other street would remain much as it is with a few spaces removed near Summit and Fourth Streets to permit turn lanes to be marked.



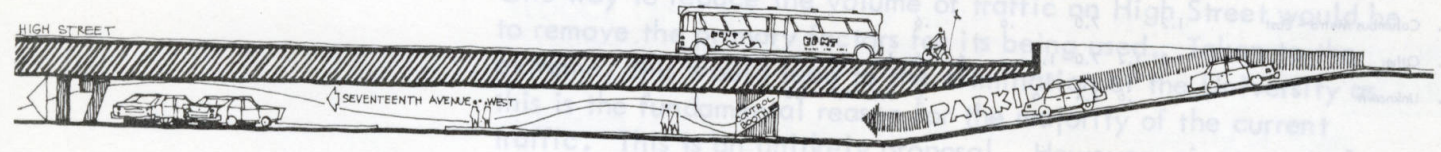


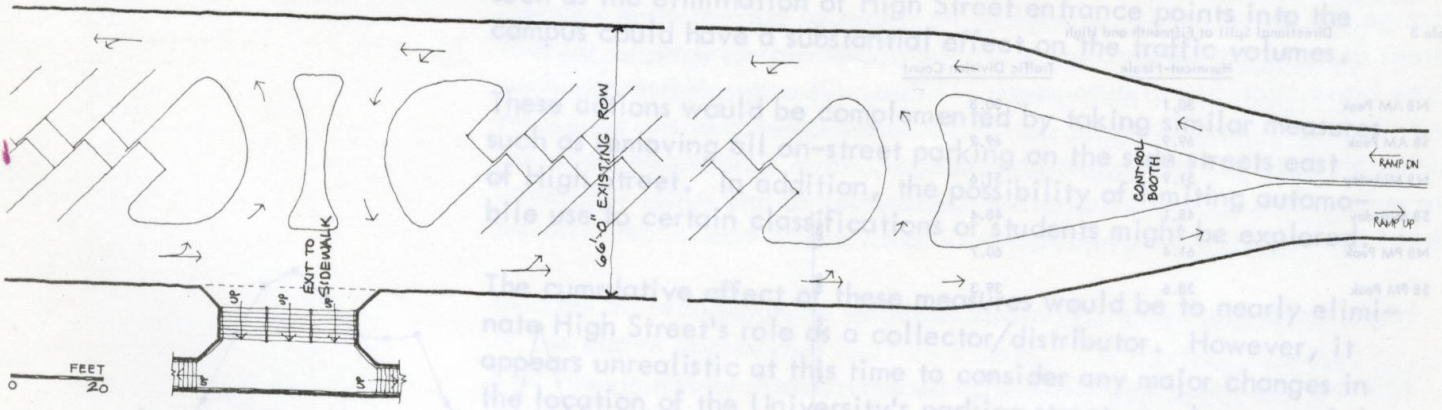
Appendix E

GARAGE UNDER HIGH STREET

The following drawings illustrate possible configurations only. Actual design and construction will depend upon detailed preliminary engineering studies and may vary from what is shown here.

The following diagrams indicate the possibility of constructing a parking garage, within the existing right-of-way, under High Street. The entrance and exit ramps for vehicular traffic would be controlled. It would have one way circulation inside the garage. There would be entrance and exit stairs for people at convenient locations and would have adequate openings to provide ventilation and sunlight. This underground garage would have the possibility of being connected with the underground Mershon Auditorium garage and any other future underground garages that might be built under redevelopment projects along High Street.





Appendix F

TRAFFIC DATA

Table 1 Origin/Destination Summary
(Includes northbound and southbound AM and PM traffic at Fifteenth and High)

(Source: Hunnicutt-Neale North High Street Study)

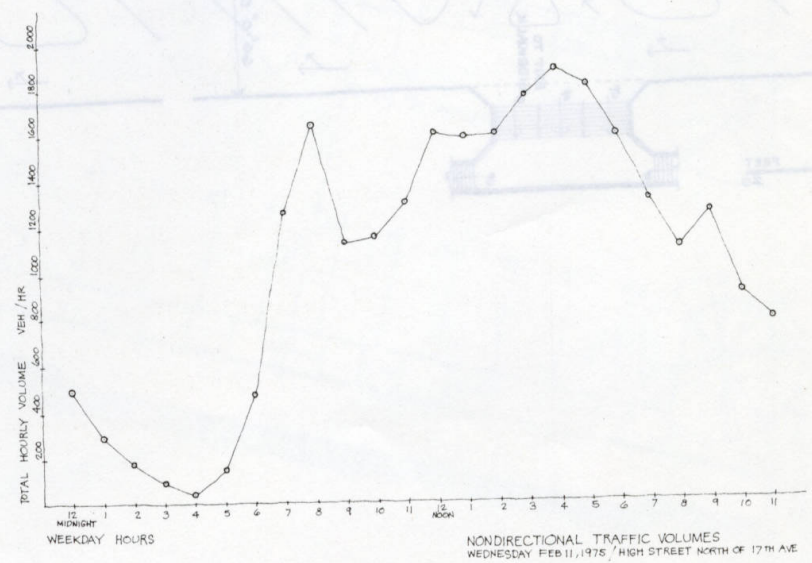
	1	2	3	4	5	6	7	8	9	10	11
1. Columbus Metro - North											
2. University - North											
3. Ohio State University	10	1.8	7.1								
4. University - East	1.2	.6	3								
5. University - South	4.2	1.2	1.8	.6							
6. Near North Side	3.6	1.8	2.9	1.2							
7. Columbus Metro - N/E			2.9			1.2					
8. Center Business District	7.0	2.9	7.6				1.8				
9. Columbus Metro - East	1.2		7.0		.6		.6				
10. Other	1.2	1.2	7.0	1.8		.6	.6	1.2	.6		
11. Unknown		.6	2.4	.6			.6	3.0	4.7	1.8	

Table 2 % of Trip Ends By Zone

1	28.4
2	10.1
3	53.5
4	9
5	8.4
6	11.3
7	7.7
8	21.1
9	14.7
Other	16
?	13.7

Table 3 Directional Split at Fifteenth and High

	Hunnicut-Neale	Traffic Division Count
NB AM Peak	30.1	30.8
SB AM Peak	69.9	69.2
NB Mid-day	51.9	51.6
SB Mid-day	48.1	48.4
NB PM Peak	61.4	60.7
SB PM Peak	38.6	39.3



NONDIRECTIONAL TRAFFIC VOLUMES
WEDNESDAY FEB 11, 1975 / HIGH STREET NORTH OF 17TH AVE

Appendix G

UNIVERSITY DISTRICT ORGANIZATION
STAFF ANALYSIS OF PHILOSOPHY B

"A second avenue used by the staff to explore the merits of the three conceptual roles of High Street was to take the strategic issue of reducing traffic volume by itself, consider the various ways it could be achieved and evaluate the merits of the approaches. We have identified four approaches--(A) reduce the demand for travel on High Street, (B) change the mode of circulation of the persons using High Street, (C) provide alternative routes to accommodate current auto traffic, and (D) reduce capacity without other actions and accept the consequences.

REDUCING THE DEMAND

One way to reduce the volume of traffic on High Street would be to remove the primary factors for its being used. Taken to the extreme, this would lead to the elimination of the University as this is the fundamental reason for the majority of the current traffic. This is an unlikely proposal. However, since most of the High Street traffic is OSU related, a less extreme proposal such as the elimination of High Street entrance points into the campus could have a substantial effect on the traffic volumes.

These actions would be complemented by taking similar measures such as removing all on-street parking on the side streets east of High Street. In addition, the possibility of limiting automobile use to certain classifications of students might be explored.

The cumulative affect of these measures would be to nearly eliminate High Street's role as a collector/distributor. However, it appears unrealistic at this time to consider any major changes in the location of the University's parking structures, because of the massive investment in the facilities. Likewise, changing the University's entrance points may create intolerable congestion of its internal street system. In short, while it is feasible to consider some small scale changes in the demand to use High Street, a substantial reduction of traffic volume would depend on actions which do not appear practical in the foreseeable future.

CHANGING TRAVEL MODE

Assuming that most congestion and the need for large capacity streets is caused by moving vehicles and not moving people, it may be possible to eliminate private vehicles from High Street by persuading auto users to ride some type of public transit or to walk or bike. In fact, the University already encourages auto users to leave their vehicles on the edges of campus and walk or take a bus to their final destination. This is accomplished by locating major parking nodes at the periphery of the campus. If this policy were expanded to include High Street within the pedestrian center, a substantial reduction in the number of vehicles could be expected if a convenient connecting transit system could be implemented. A person driving in from Clintonville destined to the south campus, for example, might park at the north end of campus and take a bus to his area.

This very approach was suggested in the original UDO Policy Plan. However, even if it were possible to get all OSU personnel to use such a system, the other types of traffic would still remain. Since this other traffic is very diverse in its origins and destinations, it is unlikely that a transit system would adequately serve its needs. In conclusion, though the proposal has some merit and in fact is already in use to some extent, a substantial reduction of High Street volumes would be very difficult to obtain using this approach.

PROVIDE ALTERNATIVE ROUTES FOR PRESENT HIGH STREET TRAFFIC

Assuming that origin/destination points are not realistically moveable, and that mode of travel is also fixed, it may be possible to change the routes used. Changing the routes of current High Street users would be a complex problem however, as each of the three basic High Street auto users: (1) thru, (2) origin/destination, and (3) local, would require particular improvements in the system. Although there are other possible changes, three fundamental improvements required as alternative routes prior to any major High Street capacity reduction have been identified.

1. High/Indianola/Summit/Fourth Connector at Hudson

   This could divert thru traffic onto Summit/Fourth which currently has some excess capacity. This connector would also serve as a partial alternative to origin/destination traffic. The cost of this improvement is impossible to accurately assess at this time although preliminary estimates indicate that it will be several times the amount of the CDA amount allocated to High Street improvements.

2. Connections from Summit/Fourth to the Eastern Edge of Campus

   This would include improvements to the Chittenden/11th pair connections to College Road. Other improvements such as a 17th Avenue/Lane Avenue connection may also be required. There are no cost estimates available for these actions.

3. Improvement of College Road and Extension of the Loop Road

   Internal circulation within the University may require the implementation of University plans for upgrading the capacity of the east Loop Road.

In terms of city improvements it would be necessary to change the city's official thoroughfare plan and its capital improvements Budget/Plan through City Council action before any action to de-emphasize High Street would be possible.

Without a detailed traffic assignment exercise, it is impossible to determine to what extent these improvements would provide alternatives to High Street. In any case, given sufficient resources, it is probably possible to adequately serve current users. The resources necessary to do this, however, are enormous and far beyond the scope of CDA or CIP funds presently earmarked for the community.

REDUCE THE CAPACITY OF HIGH STREET WITHOUT TAKING OTHER ACTION

Although it is always possible to reduce the capacity of High Street without making improvements in the system and accepting the consequences as a practical solution, it could only be recommended if there were supporting evidence available indicating that no major adverse impacts would occur. In the absence of such information, however, and realizing that High Street currently carries about 26,000 cars per day which may have to be absorbed elsewhere, it would appear that reducing the capacity under this 'take the consequences' strategy would risk a major adverse impact and would be an unsatisfactory proposition.

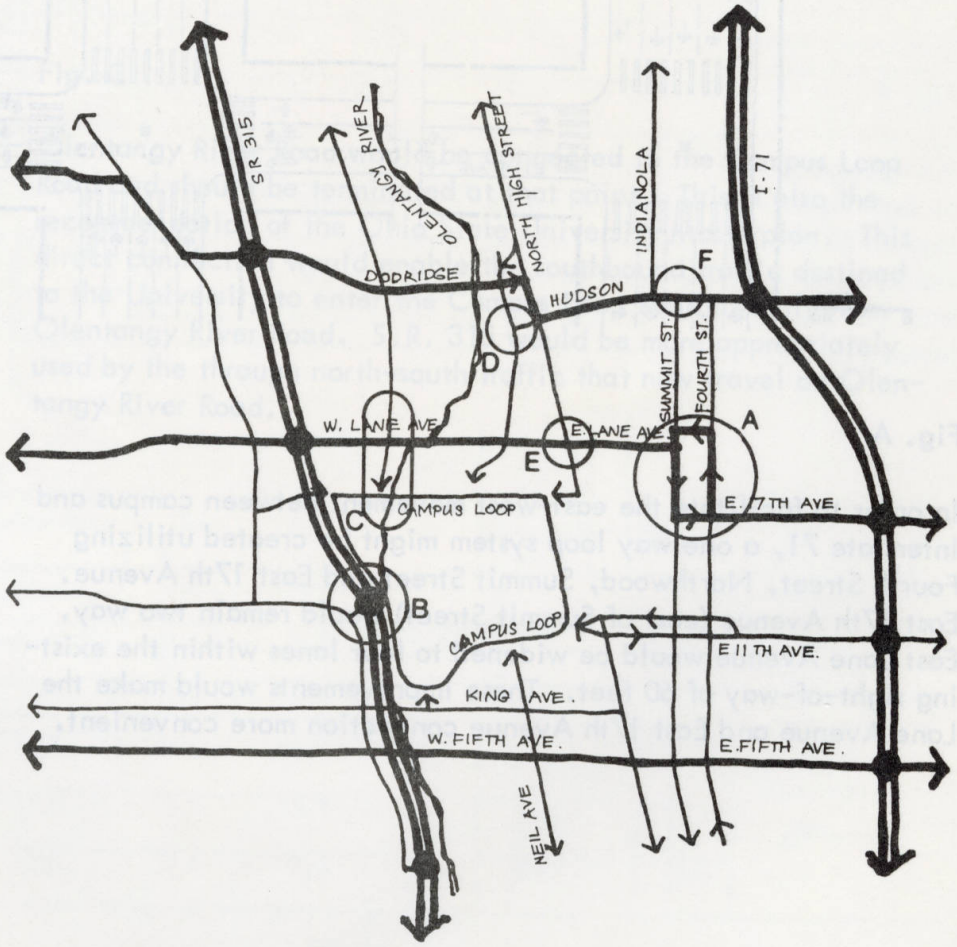
In order to reduce traffic on High Street one or a combination of the above approaches must be chosen. Of the four, we feel that the first three approaches have varying degrees of merit (particularly the 'create alternative routes' strategy) as an approach, but all remain unfeasible to implement in short run, practical terms. Further, although additional study would be required to reach a final conclusion, the fourth approach or 'suffer the consequences' has no merit if a substantial amount of traffic is to be reduced from High Street. As a general guideline we would recommend that if High Street is to be substantially reduced in capacity, it should be proceeded by alternatives for the current users."

Appendix H

COMPANION PROJECTS FOR PHILOSOPHY 'B'

The following diagrams illustrate possible ways to carry out the re-ordering of traffic in the University Area as described under the heading 'Philosophy B'. Some of these projects reduce the arterial function of High Street in the Center Section. Actual design and construction will depend upon detailed preliminary studies and may vary from what is shown here.

The following diagrams indicate improvements to complete the re-ordering of traffic as described under 'Philosophy B'. They are not necessarily required to begin any of the schemes under concepts 3 or 4. By carrying out these projects in conjunction with projects on High Street, campus origin and destination traffic would be better accommodated.



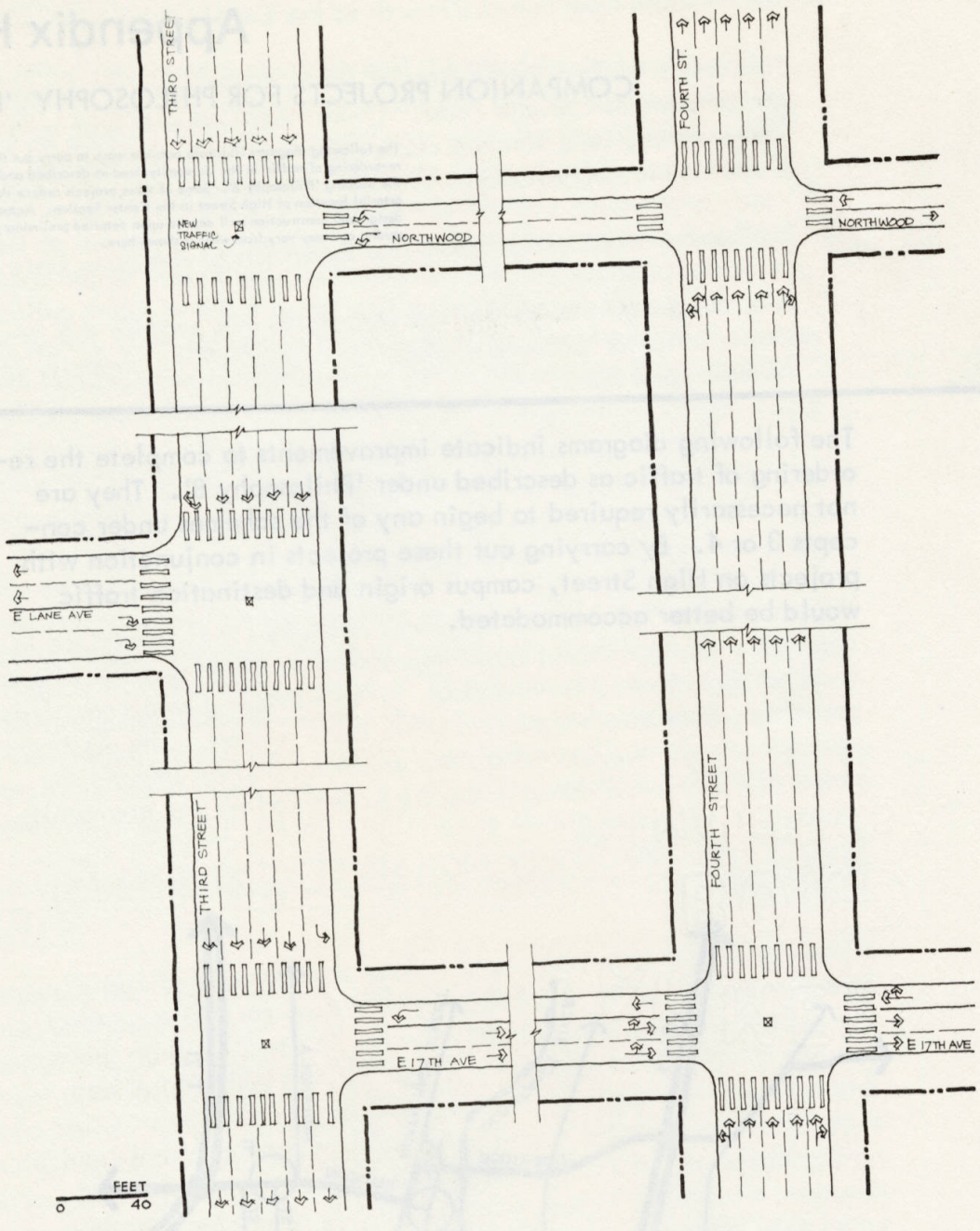


Fig. A

In order to facilitate the east-west movement between campus and Interstate 71, a one way loop system might be created utilizing Fourth Street, Northwood, Summit Street and East 17th Avenue. East 17th Avenue (east of Summit Street) would remain two way. East Lane Avenue would be widened to four lanes within the existing right-of-way of 60 feet. These improvements would make the Lane Avenue and East 17th Avenue connection more convenient.

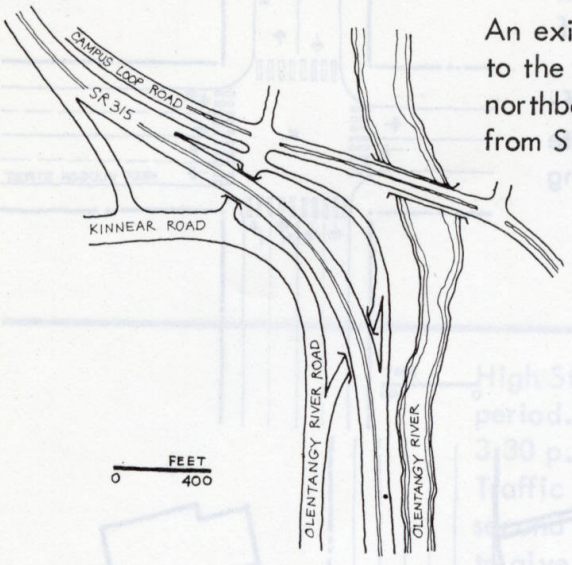


Fig. B

An exit ramp might be constructed off of SR 315 and be connected to the western leg of the campus loop road. This would enable northbound vehicular traffic to exit onto the Campus Loop Road from SR 315.

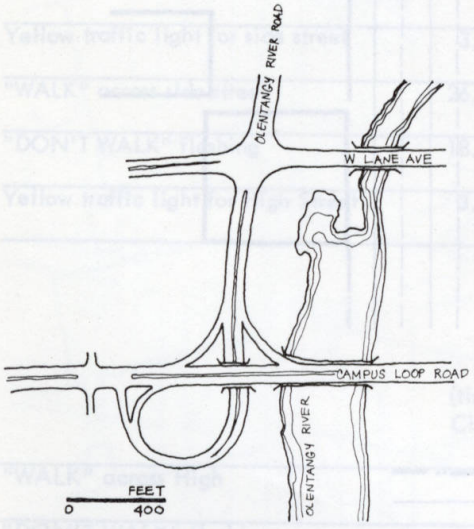


Fig. C

Olentangy River Road would be connected to the Campus Loop Road and should be terminated at that point. This is also the recommendation of the Ohio State University Masterplan. This direct connection would enable the southbound traffic destined to the University to enter the Campus Loop Road directly from Olentangy River Road. S.R. 315 would be more appropriately used by the through north-south traffic that now travel on Olentangy River Road.

Fig. D

Hudson Street might be widened to four lanes (two lanes each way) east of Neil Avenue within the existing right-of-way of 60 feet. Neil Avenue south of Hudson Street would also be widened to four lanes, within the existing 60 feet of right-of-way, leading to the Campus Loop Road. This would facilitate the flow of traffic to or from the Campus Loop Road by-passing High Street.

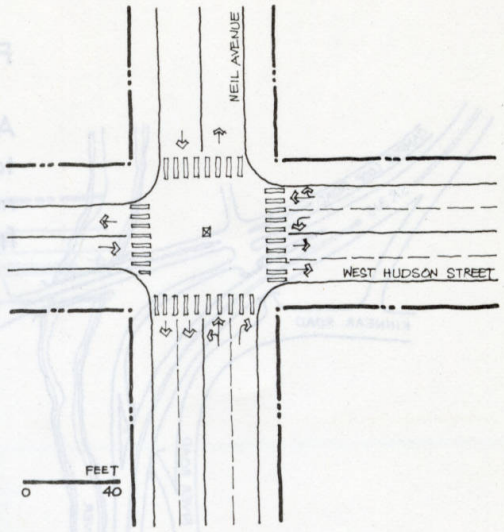


Fig. E

Left turns might be permitted at the intersection of Lane Avenue and High Street with the help of proper signalling and lane markings as indicated in the diagram. Lane Avenue might be widened to four lanes within the existing 60 feet right-of-way from the intersection to Third Street.

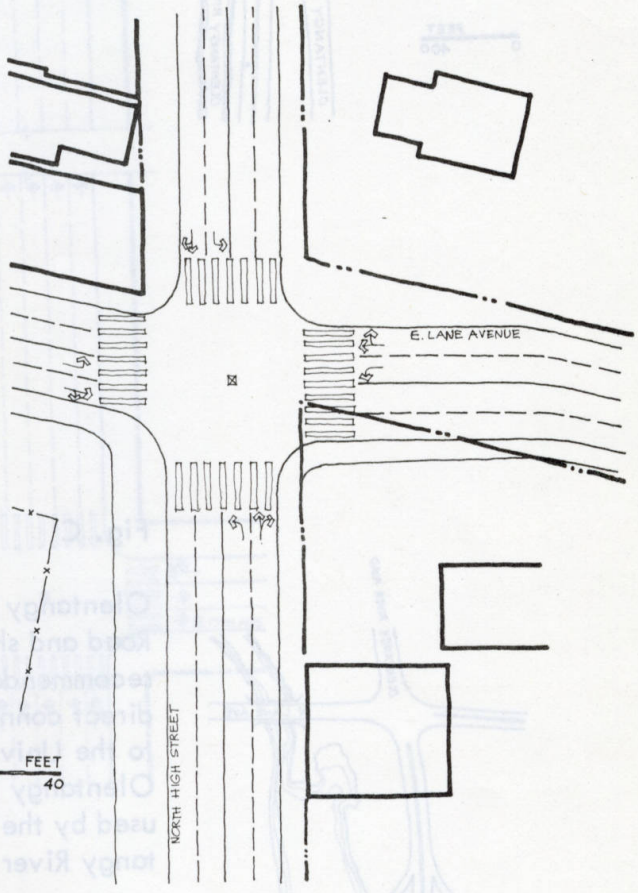
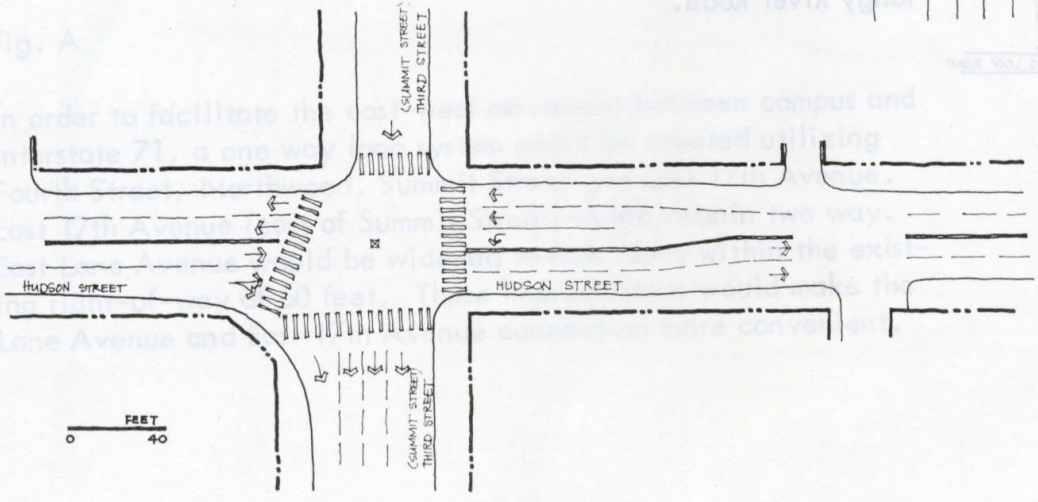


Fig. F

A southbound left lane might be accommodated on East Hudson Street at the intersection of East Hudson and Third Streets. This improvement would make it convenient for southbound traffic from the east side or from I-71 to use Third Street instead of High Street.



Appendix I

TRAFFIC SIGNAL DATA

High Street signals operate on several cycles during a 24 hour period. The two cycles indicated here occur from 6:00 a.m. to 3:30 p.m. and from 3:30 p.m. to 6:30 p.m. The Columbus Traffic Division uses the applicable State standard of 4 feet per second minimum walking time. In practice, the engineers prefer to give more time to the pedestrian by calculating based on 3.5 feet per second whenever possible. High Street is 54 feet curb-to-curb, and at 4 feet per second, requires 13.5 seconds to cross. (The north leg of the Woodruff intersection is 64 feet wide and requires 16 seconds to cross at 4 feet per second.)

6:00 a.m. to 3:30 p.m.

(times in seconds)	Chittenden	13th	15th	17th	MacDonald's	Woodruff	
"WALK" across High Street	11.25	7.5	15.0	8.25	7.5	8.25	time allowed to cross High Street
"DON'T WALK" flashing	11.25	11.25	11.25	10.5	11.25	10.5	
Yellow traffic light for side street	3.75	3.75	3.75	3.75	3.75	3.75	
"WALK" across side street	26.25	30.0	26.25	22.5	45.0	22.5	time required waiting to cross High Street
"DON'T WALK" flashing	18.75	18.75	15.0	26.25	3.75	26.25	
Yellow traffic light for High Street	3.75	3.75	3.75	3.75	3.75	3.75	

3:30 p.m. to 6:30 p.m.

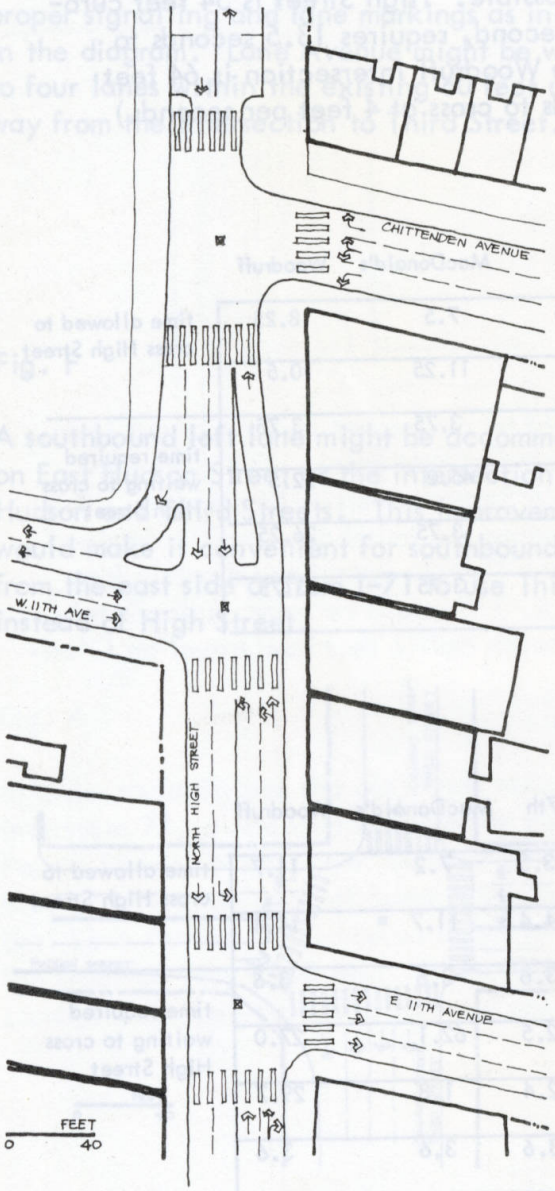
(times in seconds)	Chittenden	13th	15th	17th	MacDonald's	Woodruff	
"WALK" across High	11.7	9.0	18.0	13.5	7.2	11.7	time allowed to cross High Street
"DON'T WALK" flashing	11.7	14.4	14.4	14.4	11.7	14.4	
Yellow traffic light for side street	3.6	3.6	3.6	3.6	3.6	3.6	
"WALK" across side street	40.5	40.5	31.5	22.5	62.1	27.0	time required waiting to cross High Street
"DON'T WALK" flashing	18.9	18.9	18.9	32.4	1.8	29.7	
Yellow traffic light for High Street	3.6	3.6	3.6	3.6	3.6	3.6	

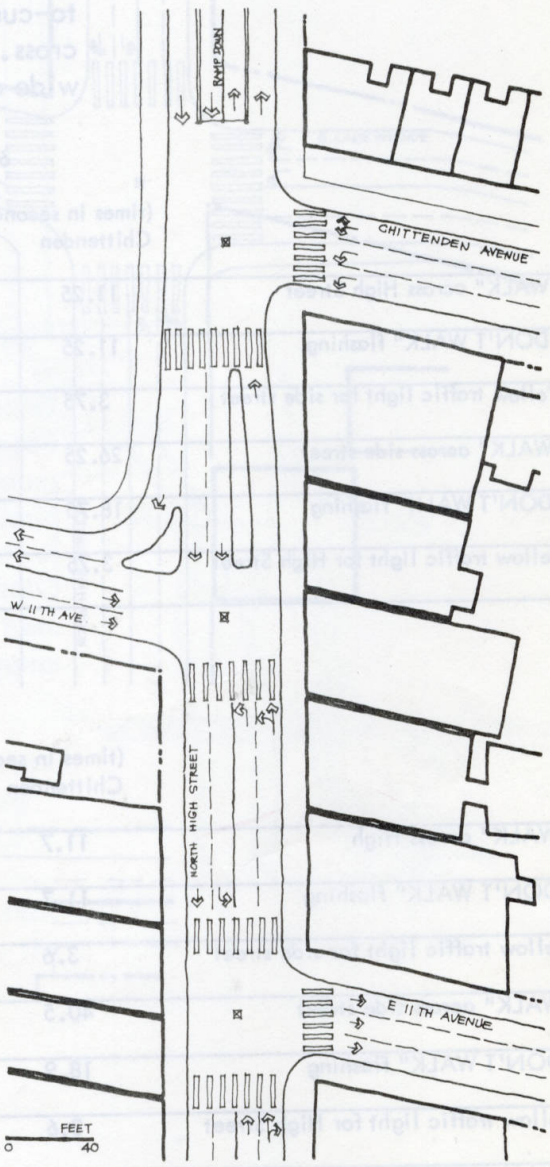
Appendix J

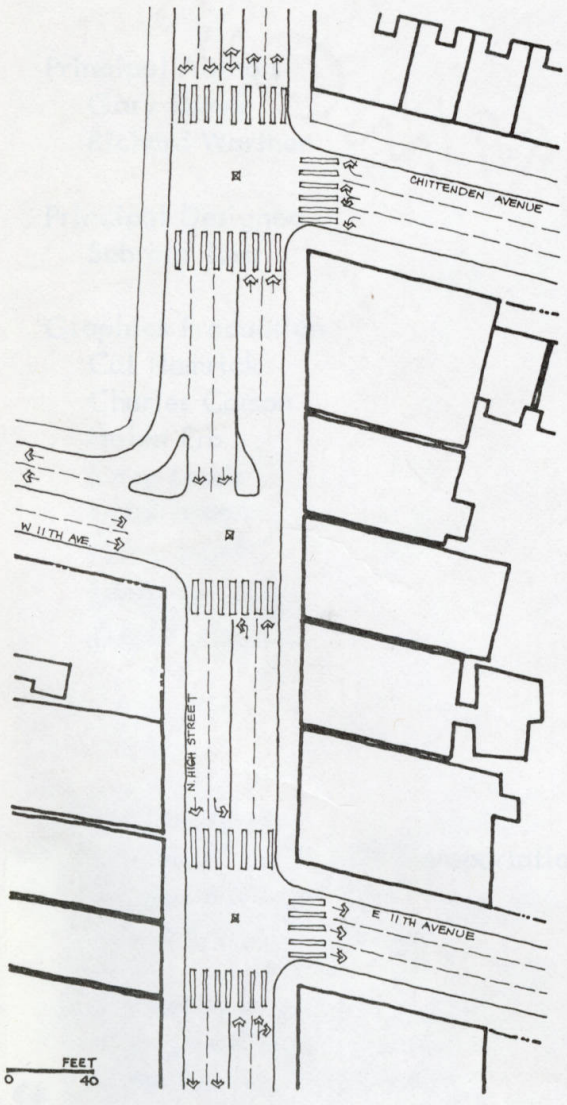
ELEVENTH AVENUE / HIGH STREET INTERSECTION IMPROVEMENTS

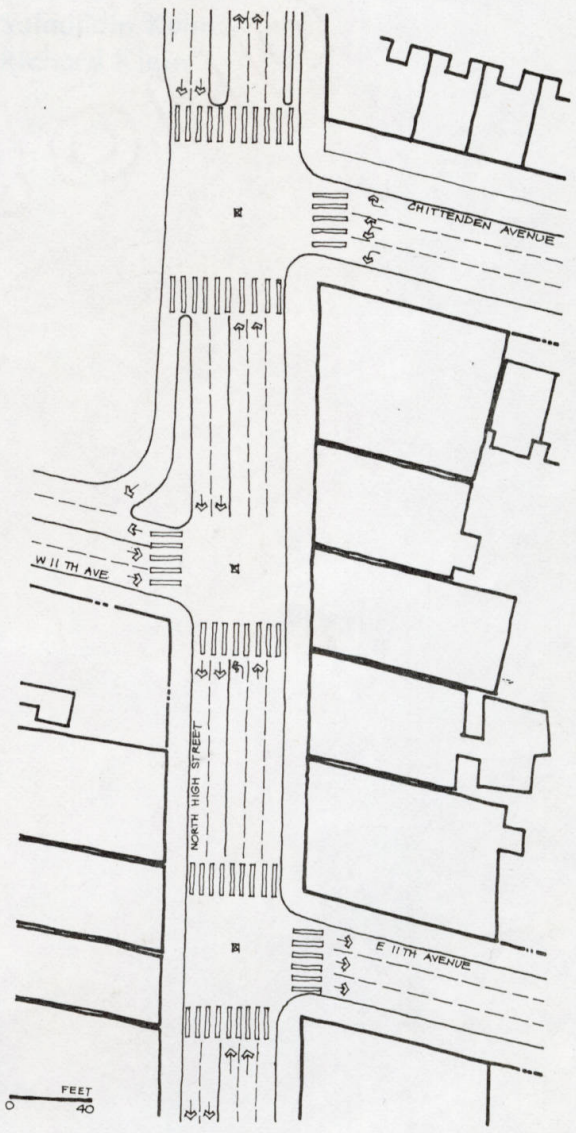
The following drawings illustrate possible configurations only. Actual design and construction will depend upon detailed preliminary engineering studies and may vary from what is shown here.

The following drawings indicate some possible ways of improving the E-W connection of Chittenden and 11th Avenues at High Street. They correspond to schemes 3.1, 4.1 or 4.2, 1.1 and 2.1 respectively.






CHITTENDEN AVENUE
W 11TH AVE
N HIGH STREET
E 11TH AVENUE
FEET
0
40


CHITTENDEN AVENUE
W 11TH AVE
NORTH HIGH STREET
E 11TH AVENUE
FEET
0
40

UNIVERSITY/HIGH STREET REPORT

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