114. A Path to Enlightenment: Local Transportation Policies and Standards

A City Perspective

Road School 2018

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Vocabulary

R/W Dedication
  Subdivision Control Ordinance
  Thoroughfare Plan
R/W Protection
  Thoroughfare Plan
Street Design Standards
  Subdivision Control Ordinance
Access Management
  Zoning Ordinance
Thoroughfare Plan – Policy statement
Bicycle-Pedestrian Standards/Policies
  Bicycle and Pedestrian Plan
  Thoroughfare Plan
CASE STUDIES
Case #1 – R/W Dedication
R/W Dedication

New subdivision proposed
Adjacent to existing subdivision
R/W Dedication

New subdivision proposed
Adjacent to existing subdivision

R/W dedication required by Subdivision Control Ordinance
R/W Dedication

Stub Streets from previous subdivision (3)
Neighborhood connections are required by Subdivision Control Ordinance and Thoroughfare Plan

- Owners in existing neighborhood fought the connections.
- Plan Commission eventually granted some relief from the requirement.
  - Bicycle-Pedestrian only connections
  - Emergency vehicle only connections
  - Reduced number of connections.
Case #2 – R/W Protection
R/W Protection

Route shown on Thoroughfare Plan
Logical terminus of new road
R/W Protection

Owner requested a permit to build, as shown in orange
R/W Protection

Eventually, the owners have been very successful and now have 3 buildings on the site.

Ultimately the route was deleted from Thoroughfare Plan – not feasible.
Case #3 – Street Design Standards
Street Design Standards

Columbus is making an effort to narrow our streets and our R/W.

Thoroughfare Plan establishes street classifications:

<table>
<thead>
<tr>
<th>Function</th>
<th>Character</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway</td>
<td>Urban</td>
<td>Residential</td>
</tr>
<tr>
<td>Arterial</td>
<td>Suburban</td>
<td>Commercial</td>
</tr>
<tr>
<td>Collector</td>
<td>Rural</td>
<td>Industrial</td>
</tr>
<tr>
<td>Local</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Subdivision Control Ordinance sets standards for streets in each classification.
### Design Elements for Collector Streets (Table 16.24-2)

<table>
<thead>
<tr>
<th>Design Elements</th>
<th>Rural</th>
<th>Collector</th>
<th>Suburban</th>
<th>Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Street Classification:</strong> Collector</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td><strong>Commercial</strong></td>
<td><strong>Industrial</strong></td>
<td><strong>Residential</strong></td>
<td><strong>Commercial</strong></td>
</tr>
<tr>
<td>Minimum Width</td>
<td>12'</td>
<td>12'</td>
<td>12'</td>
<td>12'</td>
</tr>
<tr>
<td>Maximum Width</td>
<td>20'</td>
<td>20'</td>
<td>20'</td>
<td>20'</td>
</tr>
<tr>
<td>Curbs (vertical curb)</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td>Drainage</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
</tr>
<tr>
<td><strong>Traffic Lanes:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lane width (excluding curb &amp; gutter)</td>
<td>10'</td>
<td>11'</td>
<td>12'</td>
<td>10'</td>
</tr>
<tr>
<td>Number of Lanes</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Cross slope from crown</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>Superelevation</td>
<td>-</td>
<td>4% Max.</td>
<td>4% Max.</td>
<td>-</td>
</tr>
<tr>
<td>Paving material</td>
<td>A or C</td>
<td>A or C</td>
<td>A or C</td>
<td>A or C</td>
</tr>
<tr>
<td><strong>Bicycle Lanes:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike lanes (min. width)</td>
<td>4'</td>
<td>4'</td>
<td>4'</td>
<td>4'</td>
</tr>
<tr>
<td>Pavement Markings</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
<td>Required</td>
</tr>
<tr>
<td><strong>Parking (one/both sides):</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parallel parking (width per side)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Angle parking</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cross slope</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Curb / Curb and Gutter:</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Required</td>
</tr>
<tr>
<td>6&quot; Curb and Gutter (2' wide)</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Permitted</td>
<td>Required</td>
</tr>
</tbody>
</table>
Access Management
Case #4 – Access Management

- Former Clarion
  (Holiday Inn)
- Circle K
- Starbucks
- Traffic Signal
- SR 46
Access Management

On-Going Discussion with INDOT Traffic Engineer:

• What to do with Clarion Driveway?
• Dual left turn lanes for NB traffic?
• Turning movements at Starbucks & Circle K driveways?

Work with INDOT staff
Case #5 – Bicycle-Pedestrian
Bicycle-Pedestrian Standards/Policies

INDOT Bridge Rehab Project
Overpass constructed in 1961 – No sidewalks
City requested bicycle – pedestrian features
Collector street – Bike & Ped Plan, T-Fare Plan

INDOT recommendation did not include bike/ped facilities
Bicycle-Pedestrian Standards/Policies

Collector street

- Bike & Ped Plan
- T-Fare Plan
- Commons Paths (INDOT complete streets policy)
- FHWA requirements

INDOT recommendation did not include bike and pedestrian facilities

Ultimately, INDOT agreed to include bike lanes and sidewalks if City/County have facilities built to the project termini.
Construction planned for FY 2020.
In Columbus - City-wide
13.5% of our land
is used for streets and highways.

Plus parking lots, parking garages, driveways, garages, private streets, etc. total may be over 25%

That’s over 2,416 acres of land
(more than 3X all of our parks combined)

How efficiently are we using that land?

- Cars are used 4% of the time. 96% of the time they are stored or parked.
Questions?

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