HIGH STREET
Streetscape Improvements
VINE ST ➔ 9TH AVE
INTRODUCTIONS

- Dan Wayton, PE, City of Columbus
  - Planning and design management lead
- Dan Biru, PE, Korda/Nemeth Engineering
  - Engineering design team prime
- Dan Weis, CCM, Hill International
  - Schedule and pre-construction management lead
- Kyle Schmitmeyer, PE, City of Columbus
  - Construction management lead
WHAT WE’LL COVER

- Project background & regional context
- Preliminary engineering
- Stakeholder engagement
- Detailed design plans
- Scheduling and sequencing
- Construction administration
BACKGROUND
HOW WE GOT HERE

➔ The Columbus Region is growing

➔ 1 million more by 2050

➔ Region growth is 25% while the rest of Ohio is expecting a 3% decline

➔ The North High Street corridor is growing

➔ Among the first in the area to experience sustained growth, investment and development
HOW WE GOT HERE

- 2011: Request by the Short North SID
- 2012: Preliminary engineering
- 2013: Removal of peak-hour parking restrictions
- 2014: Economy booming with commercial development
- 2015: Move forward with engineering and design
PRELIMINARY ENGINEERING AND DESIGN
STAKEHOLDER GROUPS

- Short North Special Improvement District
- Short North Alliance
- Short North Civic Association
- Weinland Park Community Civic Association
- Italian Village Society
- Central Ohio Transit Authority (COTA)
- Italian Village Commission
- University District Special Improvement District
- University Community Business Association
- Victorian Village Commission
- Property Owners
WHAT STAKEHOLDERS SAID

- Bury overhead utilities
- Improve lighting, signage, drainage and power
- Fix curbs and sidewalks
- More on-street parking
- Incorporate sustainability
WHAT STAKEHOLDERS SAID

- Improve street trees and landscaping
- Maximize walkability; pedestrian should take precedent
- Curb extensions (bump-outs)
- Include places for public art
- Work with private developments; minimize duplicative impacts
The Streetscape Improvements project creates a safer, more walkable and even more inclusive neighborhood.
STREETSCAPE PROFILE

Zone D
Fifth Avenue to Ninth Avenue (2,400 Linear Feet)

Zone C
Hubbard Avenue to Fifth Avenue (3,300 Linear Feet)

Zone B
Poplar Avenue to Hubbard Avenue (1,800 Linear Feet)

Zone A
Ohio Center Way to Goodale Street (1,300 Linear Feet)
STREETSCAPE PROFILE

- Amenities zone
  - Street lights, meters, waste/recycling, street trees, etc.
- Pedestrian zone
  - Walking, dining, outdoor retail
- Clear zone
  - Door swing of a parked car
Zone A
Ohio Center Way to Goodale Street
Zone A
Typical existing condition
Zone A
Typical completed streetscape
Zone B
Poplar Avenue to Hubbard Avenue
Zone B
Typical existing condition
Zone B
Typical completed streetscape
Zone C
Hubbard Avenue to Fifth Avenue
Zone C
Typical existing condition
Zone C

Typical completed streetscape
Zone D
Fifth Avenue to Ninth Avenue
Zone D
Typical existing condition
Zone D

Typical completed streetscape
ADDITIONAL IMPROVEMENTS

- Sidewalk and curb replacement
- Bus stop improvements
- On-street parking gains
- CoGo bike share placement
- Shared lane markings for bicycle traffic
- Electric and water service connections (maintenance)
- Undergrounding utilities
- Storm sewer separation

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COMMUNITY INPUT

During the design process, public meetings generated feedback and a few adjustments.

Design implications

- Bump-out sizing reduced in some locations
- Crosswalks added
- Construction phasing adjusted to minimize direct impact durations
- Coordination with community events
SCHEDULING AND SEQUENCING
APPROACH

- Prepared documents with project goals in mind
- Recognized need for a program-level effort
- Reviewed MOT sequences and optimal conditions
- Determined constraints
- Established interim milestones to promote good behavior
- Communicated expectations
CONSIDERATIONS

- Deliveries
- Business access during operation
- Parking
- Events (festivals, races)
- Scooters
- Foot traffic
- Safety
- ADA access
- COTA bus stops
- Vehicular traffic
COMMERCIAL DEVELOPMENT
## Scheduling with Private Projects

### Maintenance of Traffic

#### Phase Coordination

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![Diagram of scheduling with private projects](image-url)
PROGRAM COMMUNICATIONS

- Schedule updating
- Issues tracking
- Things change
PHASE 1 CONSTRUCTION

PHASE 1 Vine St. to Goodale St.
CONSTRUCTION SPRING
FALL 2017

Vine St. Goodale St.

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COMMUNICATIONS

- Weekly updates
- On-site coordination
- On-call availability
- Thorough, detailed in approach
PHASE 2 CONSTRUCTION

PHASE 2  W. Poplar Ave. to W. Starr Ave.
FINAL DESIGN → 2017 | CONSTRUCTION → JANUARY - NOVEMBER 2018

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BASEMENTS
UTILITY COORDINATION
DEVELOPER COORDINATION
DEVELOPER COORDINATION
MAINTAINING ACCESS
EMBRACING THE PROCESS

WE'RE OPEN

If Rome was built in a day, we're sure the city would've used the same contractor.
CONSTRUCTION ART
UNFORESEEN CONDITIONS
UNFORESEEN CONDITIONS
PHASES 3 & 4 CONSTRUCTION: 2019

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IMPROVEMENTS

199 More Trees

56,000 sq/ft More Sidewalks

180 New Light Fixtures

9,000 sq/ft More Greenspace

29% More On-Street Parking Spaces

1.6 Miles Improved

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QUESTIONS

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