

S1 SIDEWALK IMPROVEMENTS

STREETSCAPE & MOBILITY

Address damaged portions of sidewalks that can be replaced to improve walkability.

Although property owners are responsible for maintaining the sidewalks along their property, this project will seek City of Columbus assistance to repair small sidewalk sections in areas with higher pedestrian activity.

Community Priority Locations:

- W Broad St
- Central Ave
- Brehl Ave
- Scott St
- Glenwood Ave
- Rich St
- Lucas St
- Martin Ave

Project Champion:

- Tom McGuire - Local Resident
Email: tmcguire457@gmail.com

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Infrastructure Management
Mark Wilburn, Sidewalk Services Coordinator
Email: MCWilburn@columbus.gov

SHORT-TERM

Public Meeting #1 Comments

"Missing sidewalks, poor sidewalk conditions, lack of curbs"

"Sidewalks have general maintenance issues"

MID-TERM

Public Meeting #2 Comments

"Make sidewalks accessible to wheelchairs and strollers"

"Fix broken sidewalks"

"Sidewalk maintenance and repairs from damaged tree roots"

LONG-TERM

Public Meeting #3 Comments

"Accross from 400 Rich and along Rich by the gravel parking lot is in disrepair"

"Sidewalks on Lucas St & Rich St are dampared & incomplete for heavy foot traffic"



Project Process

To Initiate:

Building on the ongoing location inventory being pursued by resident Tom McGuire, and confirming these locations with the City of Columbus, will help clarify where sidewalk maintenance responsibility lies. For example, the current sidewalk replacement program that addresses damage caused by public trees is already backed up by five years. As this work continues, tracking new comments and locations will support better prioritization of future sidewalk maintenance repairs and responsibility.

To Deliver:

Through discussions with the Department of Public Service, there is an opportunity to submit a bundled work order for sidewalk repairs in areas not covered by the current program. Prioritizing strategic locations that support the project mission of providing small, equitable fixes across the neighborhood is essential. Longer continuous segments of sidewalk remain the responsibility of property owners to replace.

Cost Opinion

Cost estimate for replacing damaged sidewalk panels of existing walkways.

Detailed Cost Assumptions:

- 4-inch-thick concrete walk, 5-foot width
- Complete replacement of damaged panels
- No right-of-way acquisition is anticipated
- No utility relocation costs are anticipated

SIDEWALK IMPROVEMENTS UNIT COST	
ITEM	COST PER FOOT
Sidewalk Removed	\$25.00
Sidewalk	\$65.00
SUBTOTAL	\$90.00
Mobilization - 20%	\$18.00
Preliminary Engineering Contingency - 20%	\$18.00
Inflation 2025 to 2027 - 5%	\$4.50
TOTAL	\$130.50

SIDEWALK REPAIR LOCATIONS			
LOCATION	LENGTH (FT)	COST PER FOOT	TOTAL COST (2027 DOLLARS)
905 Scott Street	67	\$130.50	\$8,744
69 N Jones Avenue	40	\$130.50	\$5,220
58 Rodgers Avenue	30	\$130.50	\$3,915
1090 Scott Street	35	\$130.50	\$4,568
1159 W Broad Street	50	\$130.50	\$6,525
1185 W Broad Street	50	\$130.50	\$6,525
92 S Glenwood Avenue	44	\$130.50	\$5,742
221 Brehl Avenue	30	\$130.50	\$3,915
261 Brehl Avenue	30	\$130.50	\$3,915
290 Brehl Avenue	30	\$130.50	\$3,915
308 S Glenwood Avenue	35	\$130.50	\$4,568
328 S Glenwood Avenue	10	\$130.50	\$1,305
385 S Glenwood Avenue	70	\$130.50	\$9,135
288 S Central Avenue	14	\$130.50	\$1,827
897 W Broad Street	20	\$130.50	\$2,610
136 Martin Avenue	40	\$130.50	\$5,220
142 Martin Avenue	30	\$130.50	\$3,915
243 Martin Avenue	35	\$130.50	\$4,568
259 Martin Avenue	25	\$130.50	\$3,263
430 W Rich Street	85	\$130.50	\$11,093
405 W Rich Street	30	\$130.50	\$3,915
TOTAL COST FOR ALL LOCATIONS			\$104,400

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Department of Public Service (DPS).



Existing Sidewalk Conditions on Glenwood Ave

SIDEWALK IMPROVEMENTS



Existing Sidewalk Conditions on Central Ave



Existing Sidewalk Conditions on Brehl Ave



Existing Sidewalk Conditions on Glenwood Ave

S2 ADD BUS SHELTERS

STREETSCAPE & MOBILITY

Add bus shelters and litter receptacles to highly utilized bus stop locations.

This project will seek to purchase and install COTA bus shelters and litter receptacles at highly utilized bus stop locations. Feasibility for placing shelters within the city right of way will require verification and a maintenance agreement with COTA.

Community Prioritized Locations:

- McKinley Ave & N Yale Ave
- McKinley Ave & N Cypress Ave
- W Rich St & McDowell St
- W Rich St & Lucas St
- W Rich St & S Skidmore St
- Sullivant Ave & Central Ave
- Sullivant Ave & Glenwood Ave
- Sullivant Ave & Souder Ave

Project Champion:

- Franklinton Board of Trade (FBOT)

Lead Partner:

- COTA
Kelsey Ellingsen, Local Government Affairs Director
Email: EllingsenKA@cota.com

SHORT-TERM

2023 FAC Survey Comments

"Add trash cans at COTA stops"

"Add proper bus stops with shelters and sidewalks on McKinley Avenue"

MID-TERM

Public Meeting #2 Comments

"Add bus shelters along Sullivant Ave and bus line #6, ensuring accessibility"

LONG-TERM

Public Meeting #3 Comments

"The bus stops on Rich St across from Yellow Brick Pizza has no seating or cover!"



Project Process

To Initiate:

Current recommendations for highly utilized stops, along with community comments, will need another round of public feedback to help determine two or three prioritized locations from the list already identified. Priority should be given to high use stops that currently lack both bus shelters and supporting amenities such as trash receptacles.

To Deliver:

After the final locations are identified, COTA will review each stop through their program to determine whether the proposed additions are feasible, taking into account future Columbus and COTA plans, ADA accessibility, and other requirements. The Franklinton Board of Trade will also need to enter into an agreement outlining costs, ongoing maintenance responsibilities, and COTA's role. FBOT will likely be responsible for providing additional drawings and securing Columbus permits before shelters are installed.

* Source: COTA Transit Amenity Contribution Program — Maintain a Transit Stop.

** COTA is currently going through an evaluation and review to modify their Adopt A Stop program.

Cost Opinion

The cost estimate includes the cost of the bus shelter and any infrastructure improvements needed to install the ADA compliant bus shelter.*

Detailed Cost Assumptions:

- COTA supplied bus shelter pricing used*
- No right-of-way acquisition is anticipated
- No utility relocation costs are anticipated

* Source: COTA Amenity Contribution Pricing 2024

BUS SHELTER COSTS PER UNIT				
ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
Shelter Structure (2'x12')	EACH	1.0	\$7,495.00	\$7,495.00
Free Standing Bench	EACH	1.0	\$1,788.00	\$1,788.00
Trash Receptacle & Rain Bonnet	EACH	1	\$1,280.00	\$1,280.00
One-Time Maintenance Fee (COTA)	EACH	1	\$2,000.00	\$2,000.00
Sidewalk	LINEAR FT	32	\$187.00	\$187.00
Signage	LUMP	1	\$500.00	\$500.00
SUBTOTAL				\$19,047.00
Mobilization	20.0%			\$3,809.00
Preliminary Engineering Contingency	20.0%			\$3,809.00
Inflation (2025 to 2027)	5.0%			\$952.00
TOTAL				\$27,618.00

Funding Consideration

Funding sources would need come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Department of Public Service (DPS).



ADD BUS SHELTERS



S3 REMEDIATE TRASH IN ALLEYS

PLACEMAKING & BEAUTIFICATION

Address trash issues along alleys to support a cleaner and healthier public realm.

This project will seek funding to revive a previous SID initiative led by the Franklinton Board of Trade to provide consistent trash remediation in alleys.

Community Prioritized Locations:

- Alley East of Central Ave
- Alley West of W Park Ave
- Alley East of W Park Ave
- Alley East of Glenwood Ave
- Alley West of Dakota Ave
- Alley East of Dakota Ave
- Residential Alleys

Project Champion:

- Franklinton Board of Trade (FBOT)

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Refuse Collection
Tim Swauger, Division Administrator
Email: TJSwauger@columbus.gov

SHORT-TERM

2023 FAC Survey Comments

"Trash is really bad in most alleys by Town and Avondale, up to Central."

"Trash is a big issue in alleys, increase enforcement of illegal dumping"

MID-TERM

2023 FAC Survey Comments

"Trash is a big issue in alleys"

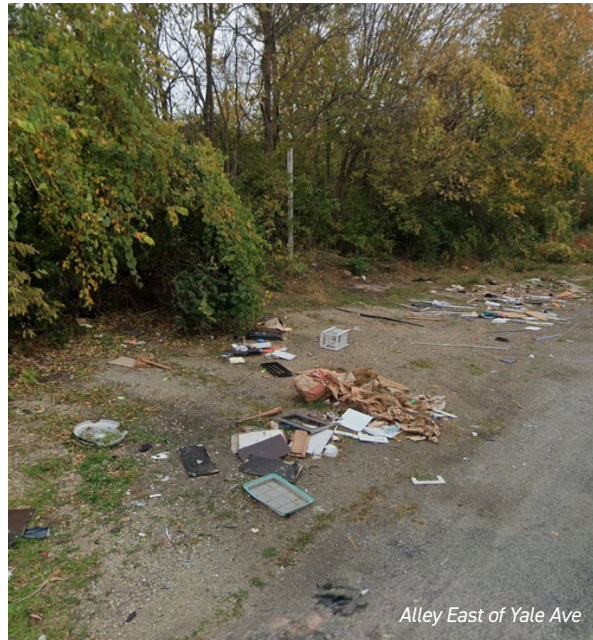
"The alley between Dakota and Cypress is continually littered with bags of trash."

LONG-TERM

Public Meeting #1 Comments

"Trash gets dumped near vacant lots and properties"

"Landlords and investment companies need to be help accountable"



REMEDiate TRASH IN ALLEYS

Project Process

To Initiate:

Continue to identify residential alleys of the highest priority that are most in need of clean up. This builds on the 2023 alley cleanup program, a past initiative that Trent Smith and the Franklinton Board of Trade coordinated closely with the Division of Refuse Collection to deliver.

To Deliver:

The Division of Refuse Collection will complete an initial alley cleanup through a work order that establishes the baseline by clearing accumulated trash, debris, and overgrowth in the selected alleys. This includes coordinating the scope, scheduling crews, and determining the order in which alleys will be addressed. The next phase involves securing funding that allows the Franklinton Board of Trade and the SID to maintain the alleys after the City's initial work, preventing conditions from reverting.

Report Littering and Illegal Dumping:

Residents can assist Solid Waste Inspectors by helping identify illegal dumpers by taking photos or videos of the activity while it is occurring and reporting it to the 311 Service Center at 614-645-3111.

** Source: City of Columbus — Report Littering and Illegal Dumping (Water Power Division)*

Cost Opinion

This cost estimate is based on the past alleyway clean-up program.

Cost Assumptions:

- \$75,000-100,000 Grant*

** This does not take into account inflation from 2023-2027 which would be greater than 5%.*

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Division of Refuse Collection which previously funded clean up programs in Franklinton.

S4 UNDERPASS CLEAN UP

PLACEMAKING & BEAUTIFICATION

Clean up trash and maintain overgrown plantings within key underpasses that welcome residents and visitors.

The SID will seek funding to support time and materials for removing graffiti, addressing trash issues, and trimming overgrown plantings. (See mid term project M9 for additional beautification efforts).

Community Prioritized Locations:

- Highway Underpasses
- Railroad Underpasses

Project Champion:

- Franklinton Board of Trade (FBOT)

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Refuse Collection
Tim Swauger, Division Administrator
Email: TJSwauger@columbus.gov
- Ohio Department of Transportation (ODOT)
- CSX Transportation Inc.

SHORT-TERM

2023 FAC Survey Comments

"I would love to see better trash cleanup near the highway ramps, under bridges..."

"Bring back the Litter League"

MID-TERM

Public Meeting #2 Comments

"Freeway bridges have trash and light issues"

"Landscaping along exit & on ramps"

LONG-TERM

Public Meeting #3 Comments

"Town & Glenwood area is consistently overgrown and unmaintained"

"North Central + Railroad underpass"



UNDERPASS CLEAN UP

Project Process

To Initiate:

Continuing to focus on a select number of underpasses in the worst condition, especially those with higher foot traffic, will help kickstart the cleanup process. Improving cleanliness will enhance the perception of safety and support future beautification efforts frequently mentioned by residents.

To Deliver:

Begins by partnering with the City to remove debris, trash, and overgrowth through a work order that addresses the worst locations first. Similar to the alley cleanup project, this effort will require identifying and securing funding that enables the Franklinton Board of Trade and the SID to manage ongoing maintenance after the City's initial clean up.

Cost Opinion

The cost estimate plans to combine clean up efforts with an alleyway clean up program.

Cost Assumptions:

- \$75,000-100,000 Grant

* This does not take into account inflation from 2023-2027 which would be greater than 5%.

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Division of Refuse Collection which previously funded clean up programs in Franklinton.

S5 EXISTING PARK IMPROVEMENTS

PARKS & OPEN SPACES

Look to enhance existing parks with furnishings such as covered seating, trash cans, fencing and trees.

This project will pursue a volunteer led park audit in coordination with the Department of Recreation and Parks, allowing acute needs and improvement opportunities to be documented and incorporated into near term budget allocations as funding becomes available.

Community Prioritized Locations:

- Guilford Park, Cody Park, West Park
- Dakota Park, Martin Park
- Dodge Park, McKinley Park
- Sullivant Gardens Community Center

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Area Commission (FAC)
- Esther DeBusk, Local Resident
Email: estherdebusk@gmail.com

City of Columbus Partner:

- Columbus Recreation & Parks Department
Alex Sauersmith, Planning Manager
Email: ACSauersmith@columbus.gov

SHORT-TERM

Public Meeting #1 Comments

"Incomplete amenities at new facilities like Gilford Park"

"Existing parks like Dodge, McKinley and Cody are in need of improvements"

MID-TERM

Public Meeting #2 Comments

"McKinley Park needs seating, a trash can, and covered seating"

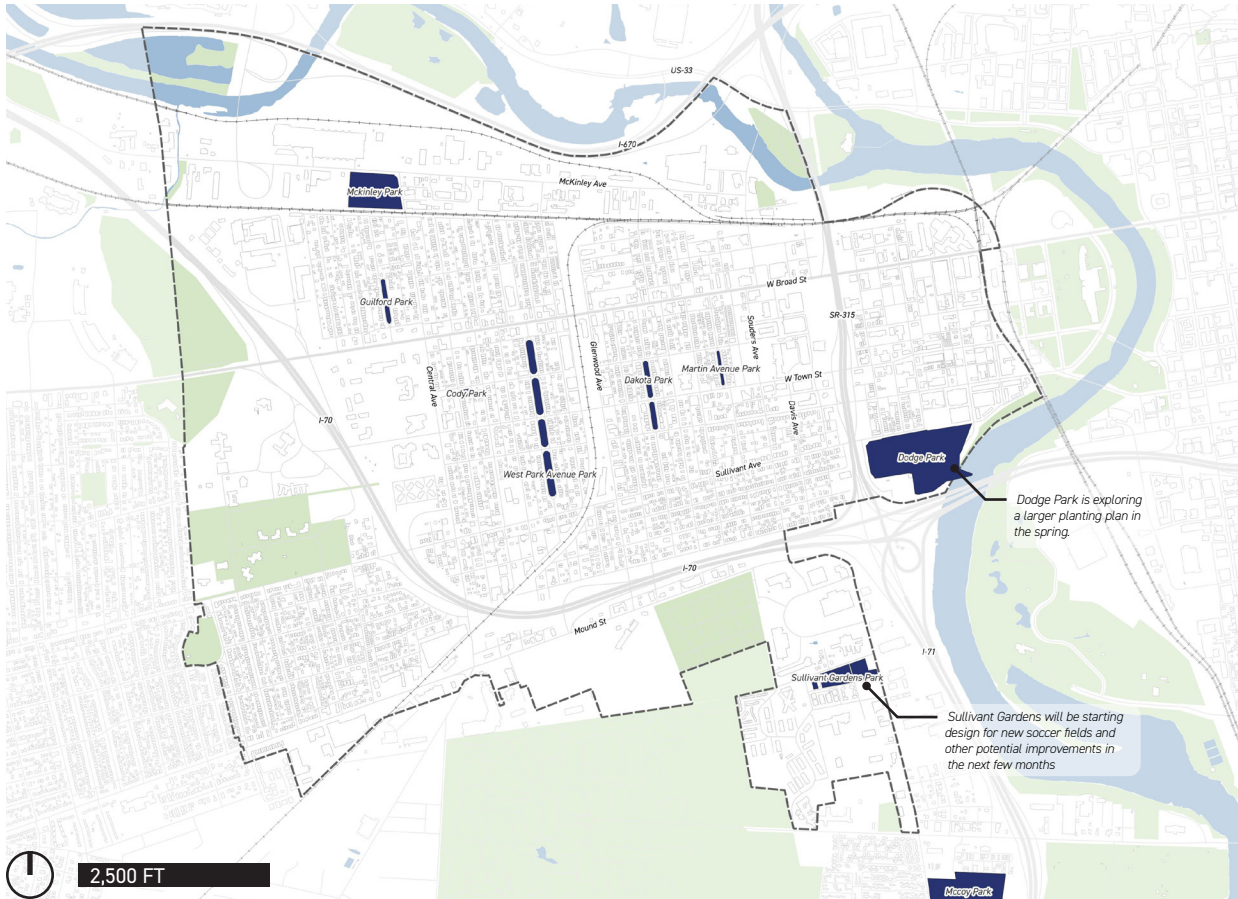
"Dodge Park needs seating and trails"

LONG-TERM

Public Meeting #2 Comments

"Need improvement to McKinley Park, curbs, trees, open restroom"

"West Park Ave - anchor feature (playground)"



COLUMBUS RECREATION & PARK DEPARTMENT PARK AUDIT TEMPLATE

Site/Park:		Location:	
Date:		Completed By:	
Friends Group (Y/N)			
Design and Usage			
SIGNAGE		SEASONAL USE	
Poor		Winter	Year Round
Fair		Spring	
Good		Summer	
Excellent		Fall	
PARKING		USAGE LEVELS	
Poor		Heavy	
Fair		Moderate	
Good		Light	
Excellent		Rare	
Notes:			
Sample comments			
Access and Visibility		COMMENTS/NOTES	
SITE ACCESS			
Public road			
Private easement			
Trail connection			
Handicap access			
Other:			
ACCESS CONDITIONS			
Well maintained / Reliable access			
Moderately maintained / Variable access			
Poorly maintained / Unreliable access			
VISIBILITY (signage, lines of sight)			
High visibility			
Moderate/variable visibility			
Poor visibility			
Structures			
Restrooms	QTY	CONDITION	COMMENTS/NOTES
Shelters	0	Poor Fair Good Exc	
Facilities Building	1	Poor Fair Good Exc	
Rec. Center	0	Poor Fair Good Exc	
Lighting	0	Poor Fair Good Exc	
Notes:			
Site Amenities			
AMENITY	QTY	CONDITION	COMMENTS/NOTES
Baseball/Soccer	0	Poor Fair Good Exc	
Soccer/Football Field	0	Poor Fair Good Exc	
Rugby Field	0	Poor Fair Good Exc	
Football Field	0	Poor Fair Good Exc	
Practice Athletic Field	0	Poor Fair Good Exc	
Multi-Use	1	Poor Fair Good Exc	
Basketball (full)	0	Poor Fair Good Exc	
CRPD PARK AUDIT			

Basketball (half)	0	Poor	Fair	Good	Exc
Tennis	0	Poor	Fair	Good	Exc
Play Area	1	Poor	Fair	Good	Exc
Picnic	1	Poor	Fair	Good	Exc
Pool	0	Poor	Fair	Good	Exc
Splash Pad	0	Poor	Fair	Good	Exc
Dog Exercise Area	0	Poor	Fair	Good	Exc
Exercise Station	0	Poor	Fair	Good	Exc
Disc Golf	0	Poor	Fair	Good	Exc
Skate Park	0	Poor	Fair	Good	Exc
Drinking Fountain	0	Poor	Fair	Good	Exc
History/Memorial	0	Poor	Fair	Good	Exc
Art/Sculpture	0	Poor	Fair	Good	Exc
Electricity	0	Poor	Fair	Good	Exc
Notes:					
Site Furnishings					
Benches	QTY	CONDITION	COMMENTS/NOTES		
Benches (playground)	2	Poor Fair Good Exc			
Trash/Recycling	4	Poor Fair Good Exc			
Bike Rack	0	Poor Fair Good Exc			
Picnic Table	4	Poor Fair Good Exc	Cement		
Dog Waste Bag	2	Poor Fair Good Exc			
Grill	0	Poor Fair Good Exc			
Drink Vending	0	Poor Fair Good Exc			
Notes:					
General Landscape/Pavement					
Landscape - Understory	QTY	CONDITION	COMMENTS/NOTES		
Landscape - Trees		Poor Fair Good Exc			
Walkways		Poor Fair Good Exc			
Trail walk		Poor Fair Good Exc			
Notes:					
Cracks and trip hazards					
General Condition of the Site					
Poor Fair Good Exc					
Recommendations/Needs Repaired:					
Needs Upgraded:					
Natural Resources					
Biome					
CRPD PARK AUDIT					



EXISTING PARK IMPROVEMENTS

Project Process

To Initiate:

The Franklinton Board of Trade or the Franklinton Area Commission should look to partner with the local high school to give students an opportunity to participate and learn through hands on assessment, while also allowing them to make a tangible impact in their community. There is also potential to collaborate with Esther DeBusk, a professor at The Ohio State University, and invite her students to take on the audit as a project. The audit will generate a clear, community informed list of amenities residents would like to see, including trees, lighting, bike racks, paths, street furniture, covered seating, trash receptacles, and new programmatic uses.

To Deliver:

Submitting the park audit findings to the Department of Recreation and Parks and following up will help ensure the needs and requests identified by volunteers are reviewed and considered for implementation. The department will add these requests to their master list, which guides where new pieces are installed throughout the year. Continued coordination with the department will help advance specific improvements and keep the community informed of progress.

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Department of Recreation and Parks, which typically makes one larger annual contract/purchase for amenities.

S6 BOOST LOCAL TREE CANOPY

PARKS & OPEN SPACES

Increase both public and private trees in Franklinton to increase tree canopy coverage.

Continue identifying locations in Franklinton for public tree plantings outside of the most challenged areas. There are also opportunities to work with the community to identify suitable locations for private trees.

Community Prioritized Locations:

- (South of) Sullivant Ave
- Residential Neighborhoods
- W Broad St
- Thomas Ave

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Area Neighbors (FAN)
- Esther DeBusk, Local Resident

City of Columbus Partner:

- Columbus Recreation & Parks Department
- Urban Forestry
- Rosalie Hendon, City Forester
- Email: RFHendon@columbus.gov

SHORT-TERM

2023 FAC Survey Comments

"More trees and gardens so grandchildren can utilize"

"More trees and public green to boost General neighborhood moral as well as mental and physical health."

MID-TERM

Public Meeting #1 Comments

"Additional tree/canopy cover would be nice"

"More trees along Sullivant Ave + street median w/ trees"

LONG-TERM

Public Meeting #2 Comments

"In favor of additional trees - potentially along walking paths (don't care where)"

"Shady trees along main corridors, broad/town/rich"



Project Process

To Initiate:

Adding more trees in Franklinton should begin by referencing past planning efforts such as the 2021 Columbus Urban Forestry Master Plan and the 2021 Franklinton Community Street Tree Inventory Summary Report. In 2021, the Inventory Report identified 930 vacant sites suitable for planting within the street right of way, a number that is now closer to 700 after recent planting efforts. The report prioritizes planting the 78 large sites, which are locations best suited for large maturing trees with a minimum width greater than 7 feet and at least 40 feet from another tree, and the 66 medium sites, which are best suited for medium maturing trees with widths between 5 and 7 feet and at least 30 feet from another tree. These sites were recommended as short term actions because they offer greater benefits and help establish a strong foundation for the neighborhood canopy cover.

To Deliver:

Certain areas have constraints, such as West Broad Street due to LinkUS, Sullivant Avenue due to AEP transmission lines, and portions of West Franklinton where Blueprint Columbus is currently working on design and identifying locations. Outside these areas, the community can work with Urban Forestry to identify preferred planting locations so planting can move forward while the constrained areas wait for further planning. There are also opportunities for private tree plantings, such as the Columbus Tree Assistance Program, which civic associations can apply to for funding to increase tree canopy.

* Source: Columbus Tree Assistance Program, Franklin Soil and Water Conservation District.

Urban Forestry:

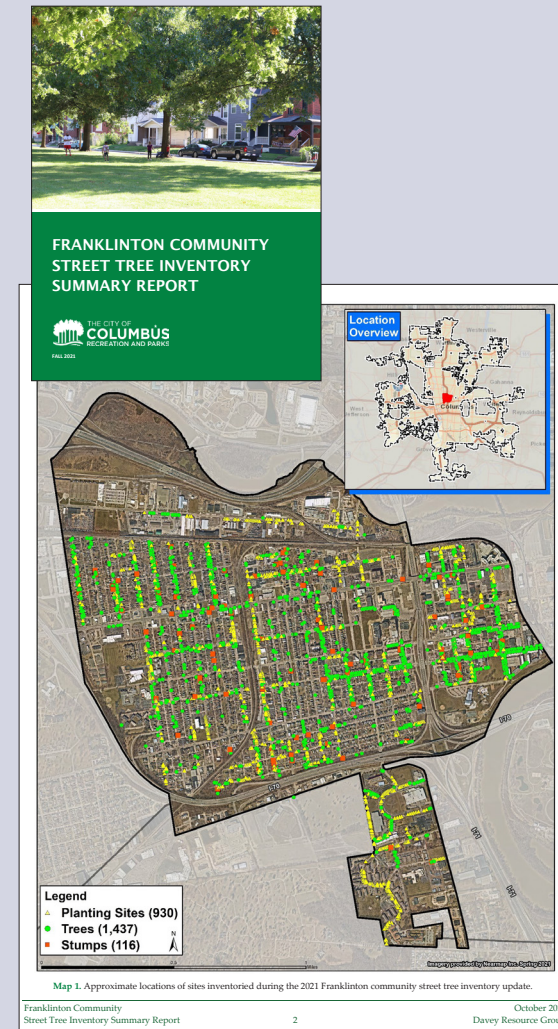
For recent damage from fallen branches or trees from City property, contact the 311 Service Center at 614-645-3111 or online.

* Source: Columbus Recreation and Parks — Urban Forestry.

Funding Consideration

Additional funding sources may not be needed, as the current funding provided through the Department of Recreation and Parks and the Urban Forestry Department offers adequate resources for public tree plantings at this time.

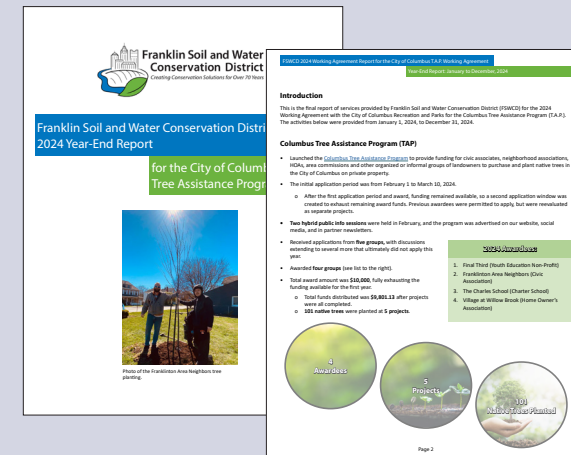
SUPPORTING RESOURCES



Franklinton Community Street Tree Inventory Summary Report

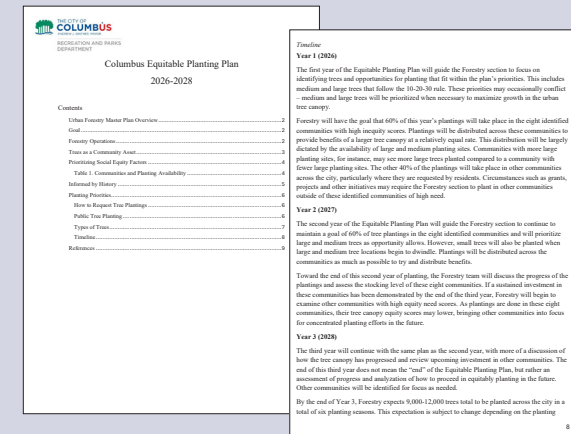
In 2021, the City of Columbus Recreation and Parks Department updated the Franklinton street tree inventory to support the new Columbus Urban Forestry Master Plan and its vision for the city's urban forest.

BOOST LOCAL TREE CANOPY



Columbus Tree Asst. Program Year-End Report

The report describes Franklinton Area Neighbors' (FAN) partnership with Garden Heights Apartments to plant 13 native trees across the property with help from volunteers from The Refuge and Green Columbus.



Columbus Equitable Planting Plan 2026-2028

The Equitable Planting Plan aims to equitably increase tree canopy across neighborhoods in areas with low canopy and the greatest need, advancing the third goal of the Columbus Urban Forestry Master Plan (UFMP).

S7 GATEWAY SIGNAGE

PLACEMAKING & BEAUTIFICATION

Look to enhance current gateway signage and explore opportunities to create new gateways into Franklinton.

This project will seek funding to renovate the existing gateway signage at the Broad Street and SR-315 interchange and the Broad Street and I-70 interchange. It will also seek funding for a new gateway element at Central Avenue and Mound Street.

Community Prioritized Locations:

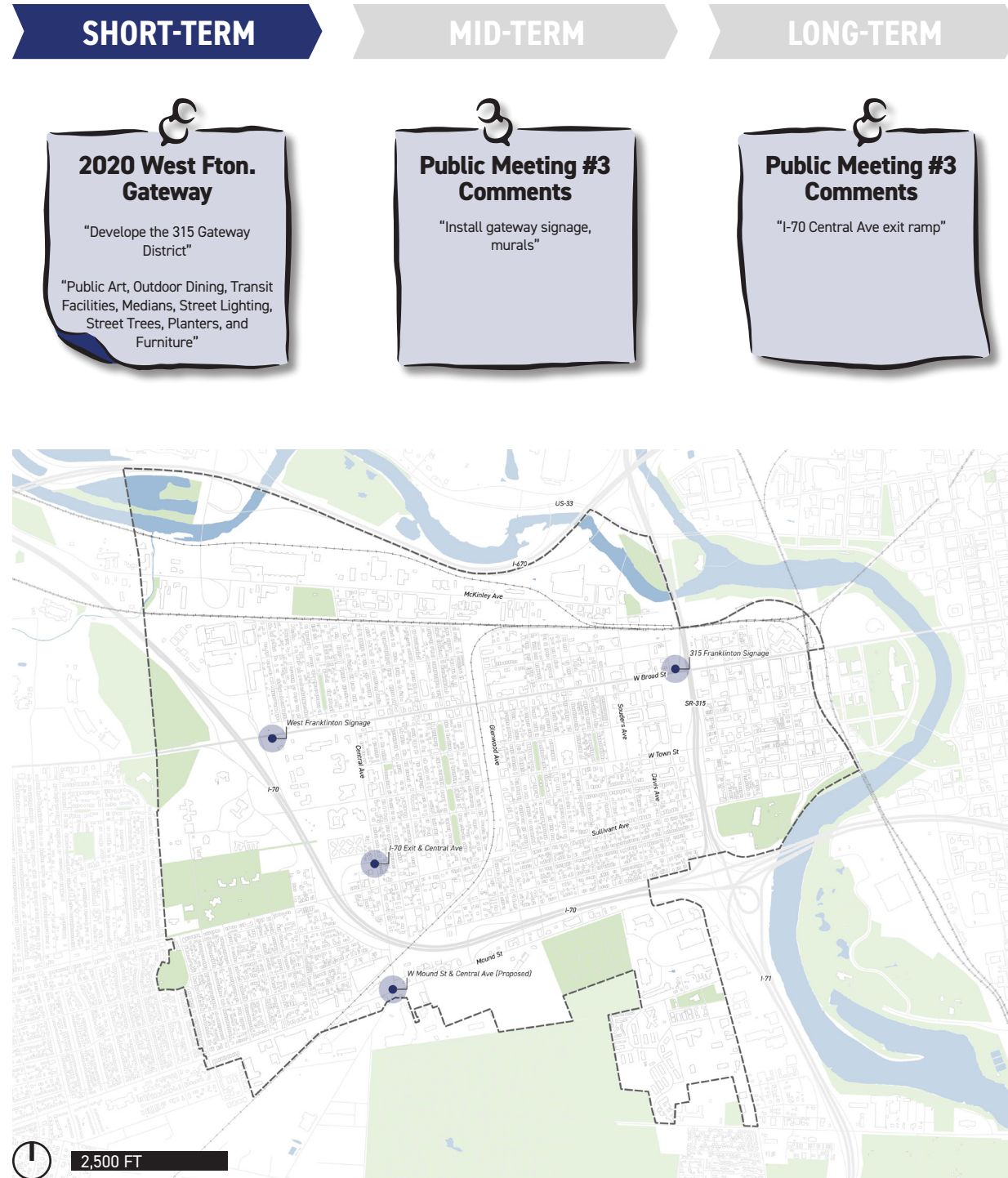
- Broad St & I-70 Interchange
- Broad St & 315 Interchange
- Central Ave & Mound St
- I-70 Exit & Central Ave

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Arts District (FAD)

City of Columbus Partner:

- Department of Development
Mark Lundine, Economic Development Administrator
Email: MAlundine@columbus.gov



GATEWAY SIGNAGE

Project Process

To Initiate:

The Franklinton Board of Trade will continue working with the community to gather design feedback and ensure the proposed signage reflects the community identity and priorities.

- Engage Residents
- Concept Development
- Confirm Site & Assessment
- Regulations & Permitting
- Budget & Funding

To Deliver:

Delivering new gateway signage will involve securing grants to support design refinement and implementation. A longer term plan will also be needed to prioritize both existing and proposed gateway signage as funding becomes available.

- Finalize Design
- Permitting & Approvals
- Construction & Installation
- Project Launch & Maintenance

Cost Opinion

This cost estimate is based on the Franklinton Board of Trade's experience with prior work and current efforts on a site today.

Cost Assumptions:

- \$125,000 for 4 gateways (price/gateway)
- \$25,000 to remove old Franklinton signage and install new design.

Funding Consideration

Funding sources would come from the City of Columbus' next capital funding cycle and may be pursued through the Department of Public Service (DPS). However, signage projects such as gateways, wayfinding, and historical markers are more likely to be funded when packaged together through local TIFs (Tax Increment Financing). Additional funding opportunities include local grants such as 614 Beautiful, which supports community led projects that enhance neighborhood beauty and address equity.



CURRENT PROPOSALS by Lundberg Industrial Arts



S8 WAYFINDING SIGNAGE

PLACEMAKING & BEAUTIFICATION

Design and install wayfinding signage to guide visitors to local businesses and attractions.

The SID will seek funding to appropriate time and material towards removing graffiti, addressing trash issues, and trimming overgrown plantings (See mid-term project M9 for additional beautification efforts).

Suggested Locations:

- W Broad St & Central Ave
- W Broad St & N Souder Ave
- W Broad St & McDowell St
- Sullivant Ave & Central Ave
- Sullivant Ave & S Souder Ave
- W Rich St & McDowell St

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Arts District (FAD)

City of Columbus Partner:

- Department of Development
Mark Lundine, Economic Development Administrator
Email: MALundine@columbus.gov

SHORT-TERM

Public Meeting #1 Comments

- "Franklinton needs signage"
- "Franklinton Arts District signage"

MID-TERM

Public Meeting #3 Comments

- "Gateway map w/ signage"
- "invest into local businesses"

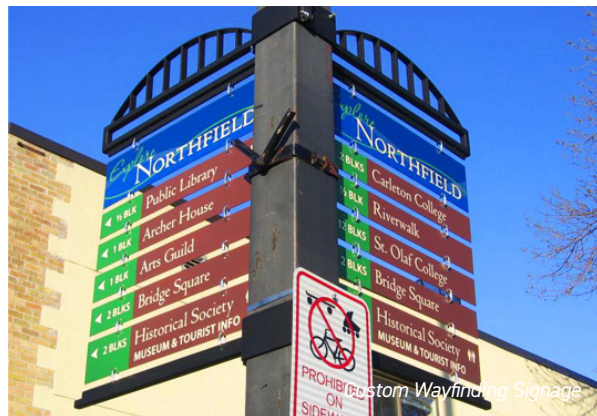
LONG-TERM

Business Stakeholder Comments

- "Wayfinding to local businesses and attractions"
- "Branding and placemaking to increase continuity across all of Franklinton"



CITY OF COLUMBUS STANDARD WAYFINDING SIGNAGE



WAYFINDING SIGNAGE

Project Process

To Initiate:

Residents expressed interest in custom and artistic signage, creating an opportunity to partner with local groups such as the Franklinton Arts District. Additional funding would need to be secured through grants rather than relying solely on the city's in-house signage production.

To Deliver:

Using the city's current system and standards allows wayfinding signage to be installed in a shorter timeframe. Existing standards are applied downtown, while special conditions apply for custom signs across Ohio State University's campus. The City Sign Shop can print and fabricate the signage, with implementation by the Franklinton Board of Trade and the SID.

Funding Consideration

Funding sources would come from the City of Columbus' next capital funding cycle and may be pursued through the Department of Public Service (DPS). However, signage projects such as gateways, wayfinding, and historical markers are more likely to be funded when packaged together through local TIFs (Tax Increment Financing).

Custom Wayfinding Signage

Here are examples of simple and subtle ways to add a pop of color to wayfinding signage in Franklinton. With help from local groups such as the Franklinton Arts District (FAD), the artfulness can be strengthened or intensified based on community input.

S9 BIKE RACKS

STREETSCAPE & MOBILITY

Install bike racks at key destinations to encourage cycling and improve convenience for riders.

The City of Columbus maintains an inventory of new bike racks ready for installation. Residents or property owners who would like a bike rack installed near their business or community space can submit a request directly to the city by calling 311.

Community Prioritized Locations:

- WitchLab - 127 N Central Ave
- The Patio Bar - 945 Sullivant Ave
- Cypress Kitchen - 177 S Cypress Ave
- Gladden Sports Complex
- Cody Park, Dodge Park

Project Champion:

- Franklinton Cycle Works
- Franklinton Arts District (FAD)

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Mobility & Parking Services
Justin Goodwin, Division Administrator
Email: JMGGoodwin@columbus.gov

SHORT-TERM

2020 West Fton. Gateway

"Locate bicycle racks in curb bump outs near street and/or alley intersections."

"Bicycle racks may be placed in a midblock location within the Amenity Zone"

MID-TERM

Public Meeting #2 Comments

"Bike racks at all businesses Tommy's, all coffee shops, restaurants"

LONG-TERM

Public Meeting #2 Comments

"Unique bike racks at Dodge Park area"

"Aesthetic bike racks"



CITY OF COLUMBUS STANDARD INVERTED-U BIKE RACK



Custom Bike Rack



Custom Bike Rack

BIKE RACKS

Project Process

To Initiate:

Residents and business owners have expressed interest in custom and artistic bike racks in impactful areas such as commercial corridors, parks, and other community assets. This provides an opportunity to partner with local groups such as the Franklinton Arts District (FAD) to help assist with design and implementation rather than having the city's standard Inverted-U Bike Rack installed.

- Engage Residents
- Concept Development
- Confirm Site & Assessment
- Regulations & Permitting
- Budget & Funding

To Deliver:

This project offers one of the easiest paths to a quick win, as it only requires contacting the City through the 311 system to request installation of standard bike racks at identified locations.

- Finalize Design
- Permitting & Approvals
- Construction & Installation

Funding Consideration

Funding sources may currently be needed as the Department of Public Service (DPS) has a stock of standard bike racks they can install at no cost to property owners. Custom bike racks would require partnering with local groups such as the Franklinton Arts District (FAD) and securing additional funding and grants.

Custom Bike Racks

Here are examples of custom bike racks. With support from local groups such as the Franklinton Arts District, there is an opportunity to use bike racks as public art installations, an idea frequently mentioned during public meetings.

S10 PET WASTE RECEPTACLES

PLACEMAKING & BEAUTIFICATION

Install pet waste bag dispensers and receptacles in public areas to maintain cleaner public spaces.

Through a partnership with Pilot Dogs, this project will place bag waste receptacles through out the neighborhood.

Suggested Locations:

- Local Parks
- W Broad St
- W Town St
- Sullivant Ave

Project Champion:

- Pilot Dogs
- Franklinton Board of Trade (FBOT)

Project Partner:

- Pilot Dogs
- Jason Clayton, Director of Advancement

SHORT-TERM

Public Meeting #1 Comments

"Trash and pet waste receptacles on Sullivant"

"McKinley Park needs trash cans and other amenities"

MID-TERM

Public Meeting #2 Comments

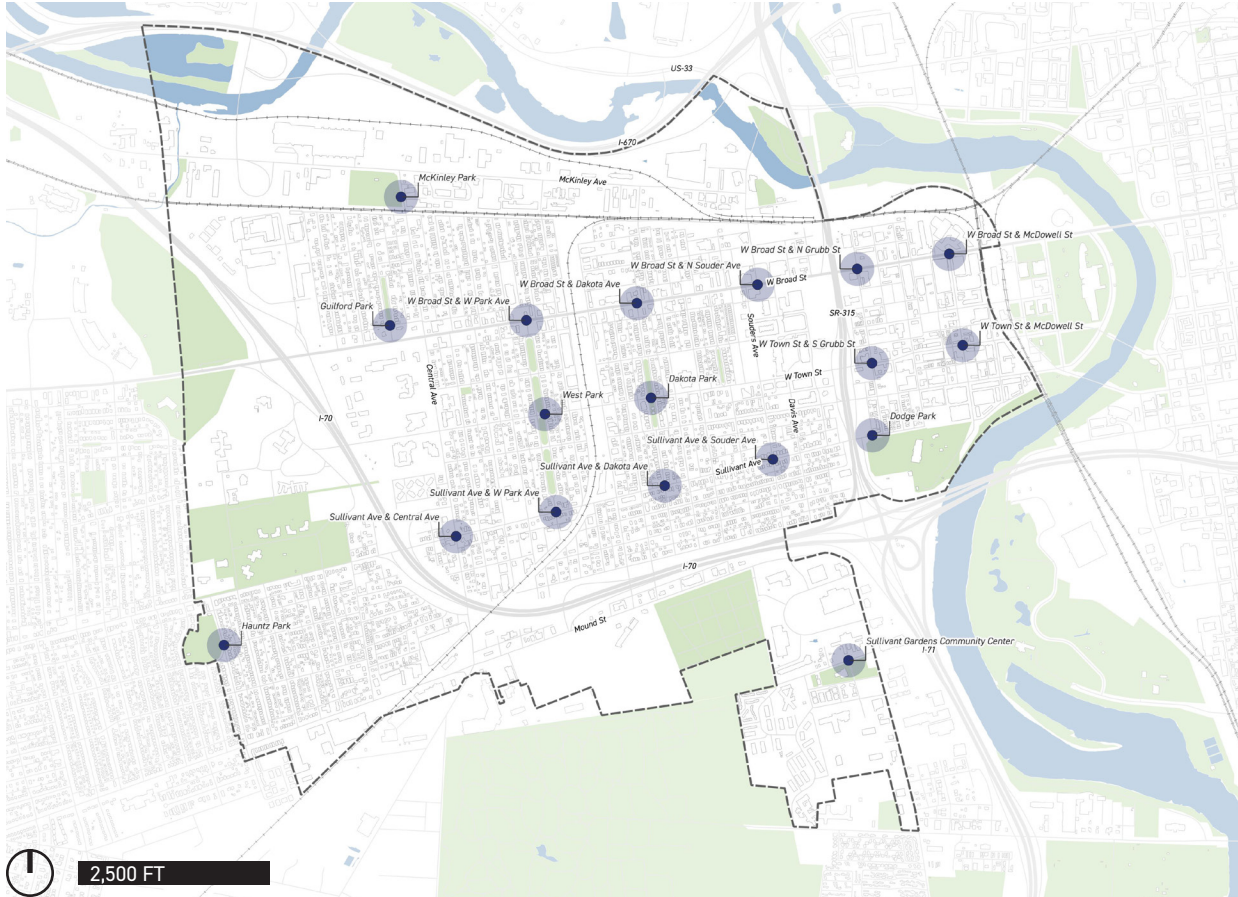
"Dog poop bags to be present around west of 315 to encourage pet owners to clean up"

"Waste receptacles along Sullivant Ave"

LONG-TERM

Public Meeting #2 Comments

"Keep West Franklinton in mind for future parks designs" such as dog parks



Pet Waste Receptacle Example



Pet Waste Receptacle Example



Pet Waste Receptacle Example



Pet Waste Receptacle Example

PET WASTE RECEPTACLES

Project Process

To Initiate:

Perform a detailed review of potential locations for pet waste receptacles. While general feedback noted the need for receptacles along key corridors such as Sullivant Avenue, specific sites were not identified. Additional community input and on-site assessment will be needed to determine the most effective placement.

- Engage Residents
- Confirm Sites
- Public R/W & Permitting
- Budget & Funding

To Deliver:

The Franklinton Board of Trade will continue collaborating with Pilot Dogs, which has taken on the role of project champion. Together, they will develop a feasibility strategy to establish a long term program for the community. An agreement on responsibilities will likely be needed to ensure the project serves all of Franklinton, or to explore additional partnerships and funding opportunities.

- R/W Permitting & Approvals
- Installation

Funding Consideration

Funding sources would likely come through a partnership with Pilot Dogs, as they are currently seeking to spearhead this initiative. Additional funding opportunities can be explored at the partnership's request.

Common Pet Waste Receptacles

Here are examples of basic, non-branded pet waste receptacles. As a project led in partnership with Pilot Dogs, there is an opportunity to create branded pet waste receptacles.

M1 ADD NEW SIDEWALKS

STREETSCAPE & MOBILITY

Infill missing sidewalk and/or build new sidewalks and curbs along key roadways that provide connectivity.

This project aims to collaborate with the City of Columbus Department of Public Service to assess and confirm opportunities to improve or construct sidewalks in key areas of the neighborhood.

Community Prioritized Locations:

- Central Ave from Broad to McKinley
- W Broad St from Princeton to Hawkes
- Hawkes Ave from Bellows to Thomas
- McKinley Ave
- W Town St
- Glenwood Ave
- Thomas Ave
- Harmon Ave
- Southwestern Quadrant & South of Sullivant

Project Champion:

- Tom McGuire, Local Resident
- Email: tmcguire457@gmail.com

City of Columbus Partner:

- Department of Public Service (DPS)

SHORT-TERM

Public Meeting #1 Comments

"Unsafe walking conditions, particularly on Harmon Ave"

"South of Sullivant Ave has few curbs and sidewalks"

MID-TERM

Public Meeting #1 Comments

"Sidewalks Central Ave Broad to McKinley Speed + no curb lawn"

"continuous sidewalk path"

LONG-TERM

Public Meeting #2 Comments

"Add elevated sidewalks"

"Add raised sidewalks all around parks"



ADD NEW SIDEWALKS



Thomas Ave



Harmon Ave

NEW SIDEWALK UNIT COSTS (NO R/W ACQUISITIONS)	
ITEM	COST PER FOOT
Sidewalk	\$65.00
Curb	\$40.00
Full Depth Pavement	\$22.00
Earthwork	\$10.00
Drainage	\$20.00
Right-of-Way (R/W) Acquisition	\$135.00
SUBTOTAL	\$292.00
Mobilization - 10%	\$29.20
Preliminary Engineering Contingency - 20%	\$58.40
Survey Cost - 10%	\$29.20
Engineering Design Cost - 20%	\$58.40
Inflation 2025 to 2027 - 5%	\$14.60
TOTAL	\$481.80

NEW SIDEWALK LOCATIONS			
LOCATION	LENGTH (FT)	COST PER FOOT	TOTAL COST (2027 DOLLARS)
McKinley Avenue (1)	2,171	\$259.05	\$562,398
McKinley Avenue (2)	800	\$440.00	\$352,000
McKinley Avenue (3)	2,055	\$259.05	\$532,348
Central Avenue	2,200	\$259.05	\$569,910
W Broad St	2,700	\$259.05	\$699,435
W Town St	1,020	\$259.05	\$264,231
Glenwood Avenue	2,130	\$259.05	\$551,777
Walnut Street	627	\$259.05	\$162,424
Campbell Avenue	573	\$259.05	\$148,436
Thomas Avenue	2,500	\$259.05	\$647,625
Dakota Avenue	575	\$259.05	\$148,954
Avondale Avenue	567	\$259.05	\$146,881
Hawkes Avenue	561	\$259.05	\$145,327
TOTAL COST FOR ALL LOCATIONS			\$4,931,745

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Department of Public Service (DPS).



Hawkes Ave



Avondale Ave

Project Process

To Initiate:

Addressing sidewalk gaps in Franklinton builds on Tom McGuire's initial work documenting missing sidewalk. Continuing this effort and prioritizing where sidewalks should be constructed first is essential, as sidewalk construction is costly and will likely need to be completed in phases rather than all at once across the neighborhood.

To Deliver:

Franklinton will require close collaboration with the Department of Public Service to coordinate the installation of curbs and gutters. New sidewalks, based on square footage, may trigger stormwater studies and require review of existing utilities, planned capital projects, and potential conflicts that could affect timing or feasibility. This process will help ensure sidewalks are better prioritized within the broader citywide program. A coordinated approach will support the creation of work orders and advance long term equitable public infrastructure goals.

Cost Opinion

Cost to install new curb and sidewalk where there are gaps.

Detailed Cost Assumptions:

- No right-of-way acquisition is anticipated
- No utility relocation costs are anticipated
- Engineering fee includes the creation of simple detailed design plans

NEW SIDEWALK UNIT COSTS (NO R/W)	
ITEM	COST PER FOOT
Sidewalk	\$65.00
Curb	\$40.00
Full Depth Pavement	\$22.00
Earthwork	\$10.00
Drainage	\$20.00
SUBTOTAL	\$157.00
Mobilization - 10%	\$15.70
Preliminary Engineering Contingency - 20%	\$31.40
Survey Cost - 10%	\$15.70
Engineering Design Cost - 20%	\$31.40
Inflation 2025 to 2027 - 5%	\$7.85
TOTAL	\$259.05

M2 ALLEYWAY REPAIRS

STREETSCAPE & MOBILITY

Advocate for the resurfacing of deteriorated alleys throughout Franklinton to enhance use.

This project will work with the City of Columbus and the alley resurfacing program to allow the community to advocate for specific alleys to be prioritized for resurfacing.

Community Prioritized Locations:

- Alley East of Yale Ave
- Alley South of Bellows Ave
- Alley North of Walnut St
- Alleys South of Sullivant
- Irene Pl

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Area Commission (FAC)
- Franklinton Development Association

City of Columbus Partner:

- Department of Public Service (DPS)

SHORT-TERM

2023 FAC Survey Comments

"The alleys are in disarray, they need resurfaced so cars don't bottom out."

"Nearly every alley needs improved and resurfaced"

MID-TERM

2023 FAC Survey Comments

"Would really like to see the alley between Walnut street and Town, from McDowell to Mead alley developed"

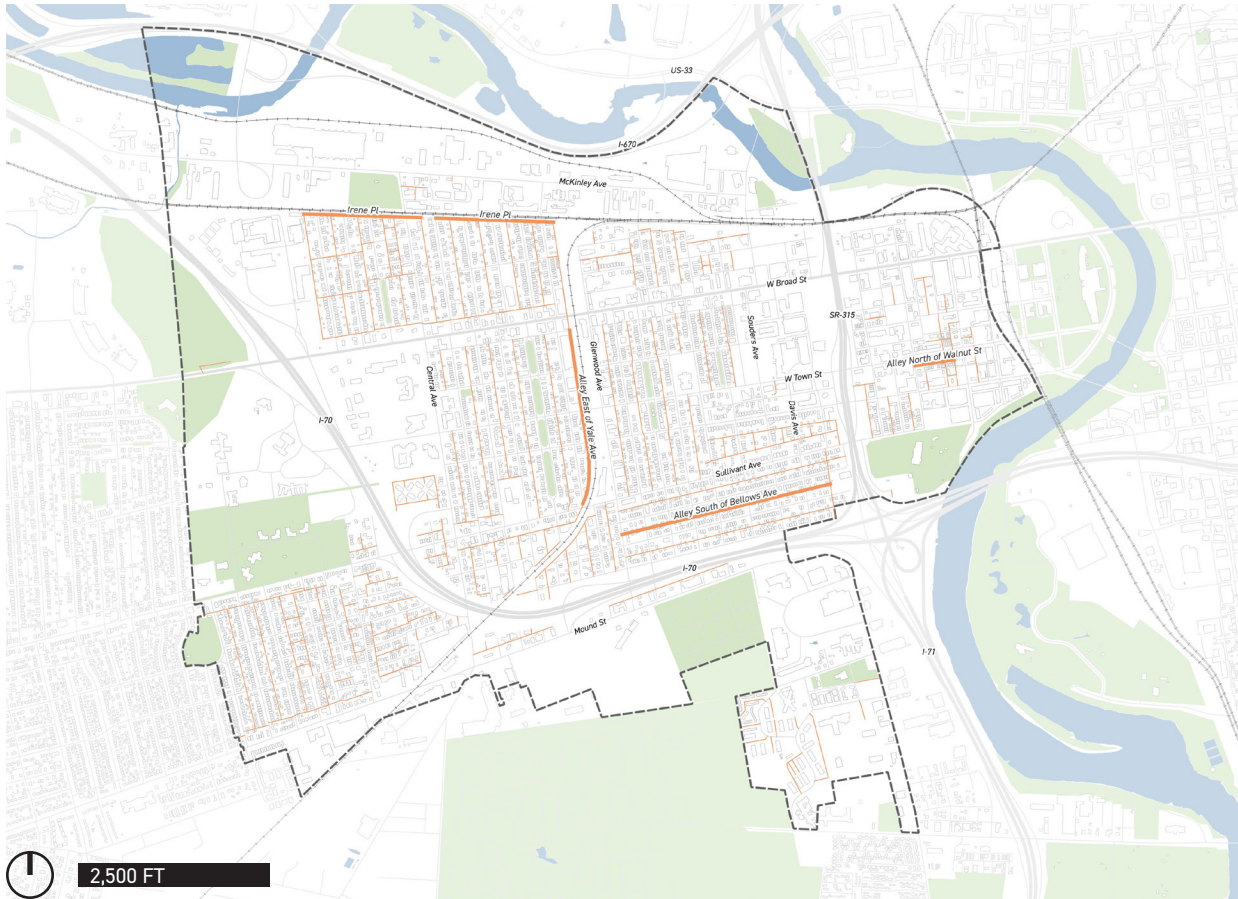
"A lot of alleyways have potholes really bad"

LONG-TERM

Public Meeting #2 Comments

"Pave alleys and provide lighting"

"Permiabile pavement alleyway"



ALLEYWAY REPAIRS



Alleys South of Sullivant



Alleys South of Sullivant



Alley North of Walnut St

Project Process

To Initiate:

Alleyway repairs begin with reviewing current conditions. City staff evaluate all alleys every two years on a scale of 1 to 5, and these ratings guide the annual Alley Surface Treatment Program. To initiate repaving, the community will need to advocate for prioritized locations to be included in the 2027 program.

To Deliver:

Submitting 311 requests helps the city track where alleyway repairs are needed. Timelines vary depending on when alleys are scheduled for chip sealing based on their ratings. Because repaving is done in-house and does not require engineering, turnaround is generally faster, though planned utility work can affect timing. Alleys made of other materials, such as concrete or brick, or those requiring resurfacing, are addressed through separate repair programs.

Cost Opinion

Cost estimate for the resurfacing of alleyways, and full depth pavement spot repairs as needed for the following locations:

- The alleyway running parallel to and south of Sullivant Ave, from S Glenwood Ave to S Green St.
- The alleyway running parallel to and south of Bellows Ave, from S Glenwood Ave to the old Bellows School.
- The alleyway running parallel to and west of S Yale Ave, from Sullivant Ave to W Capital St.

Detailed Cost Assumptions:

- Cost estimate table calculated on a per block (350 FT) basis to allow for flexible estimating
- 5 blocks assumed when determining the unit cost of each item in order to improve accuracy
- Alleyway resurfacing does not include crossing streets
- 11 FT alleyway width
- No right-of-way acquisition is anticipated
- No utility relocation costs are anticipated
- Engineering fee includes the creation of simple detailed design plans

A separate estimate has been created for the full depth paving for the following location:

- The alleyway running parallel to and north of W Walnut St, from S Gift St to the unnamed alley beyond.

The alley running parallel to and North of Walnut St is unpaved, so pavement improvements will be full depth pavement instead of resurfacing. The cost estimate for this alley has been broken out from the rest and is shown as the total cost of the project.

Assumptions:

- 9 FT alleyway width
- No right-of-way acquisition is anticipated
- No utility relocation costs are anticipated
- Engineering fee includes the creation of simple detailed design plans

ALLEYWAY RESURFACING COSTS PER BLOCK				
ITEM	UNIT	QUANTITY	UNIT COST	TOTAL
Resurfacing	SQ YD	427.80	\$35.00	\$14,972.22
Full Depth Pavement	SQ YD	13.90	\$100.00	\$1,388.89
Manhole Reconstructed to Grade	EACH	1	\$2,000.00	\$2,000.00
Maintenance of Traffic	LUMP	1	\$1,380.00	\$1,380.00
Construction Layout Strike	LUMP	1	\$380.00	\$380.00
Mobilization	LUMP	1	\$20,000.00	\$20,000.00
SUBTOTAL				\$40,121.11
Preliminary Engineering Contingency	20.0%			\$8,024.00
Engineering Design Cost	15.0%			\$9,018.00
Inflation 2025 to 2027	5.0%			\$2,406.00
CONSTRUCTION COST (2027 DOLLARS)				\$60,000.00

ALLEYWAY REPAIR LOCATIONS			
DESCRIPTION	NUMBER OF BLOCKS	COST PER BLOCK	TOTAL PRICE (2025 DOLLARS)
Alley East of Yale Avenue	4	\$51,000	\$204,000
Alley South of Bellows Avenue	8	\$51,000	\$408,000
Alley South of Sullivant Avenue (1)	8	\$51,000	\$408,000
Alley South of Sullivant Avenue (2)	4	\$51,000	\$204,000
Irene Place	4	\$51,000	\$204,000
TOTAL COST OF ALL ALLEYWAYS RESURFACING			\$1,483,000

ALLEY NORTH OF WALNUT STREET				
DESCRIPTION	TOTAL QUANTITY	UNIT	UNIT PRICE	TOTAL PRICE (2025 DOLLARS)
Full Depth Asphalt Pavement	510	SQ YD	\$100	\$51,000
Maintenance of Traffic	1	LUMP	\$60,000	\$60,000
Construction Layout Stakes and Surveying	1	LUMP	\$5,300	\$5,300
Mobilization	1	LUMP	\$20,000	\$20,000
CONSTRUCTION COST SUBTOTAL (2025)				\$136,300
Preliminary Engineering Contingency	20.0%			\$27,260
Engineering Design Cost	15.0%			\$20,445
Inflation 2025 to 2027	5.0%			\$6,815
CONSTRUCTION COST (2027 DOLLARS)				\$185,000

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through the Department of Public Service (DPS) and an existing program that repairs alleys, so funding to the program may already be allocated.

M3 RESURFACING PROGRAM

STREETSCAPE & MOBILITY

Advocate for street resurfacing prioritization to improve water ponding at ADA accessible curb ramps.

This project will collaborate with the City of Columbus Department of Public Service to prioritize addressing ponding at curb ramps as part of the annual street resurfacing program.

Community Prioritized Locations:

- Sullivant Ave
- Walnut St

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Area Commission (FAC)

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Design and Construction
James Pajk, Division Administrator, City Engineer
Email: JAPajk@columbus.gov

SHORT-TERM

2023 FAC Survey Comments

"Road need to be scraped back down to the grade so handicap ramps are not underwater."

"Parts of Sullivant are a mess and are crumbling"

MID-TERM

2023 FAC Survey Comments

"streets were paved over bad with pavement simply plugging the hole"

"Walnut St from S Gift St to Mc Dowell St, needs redone"

LONG-TERM

Public Meeting #2 Comments

"Mobility ramps & sidewalks on southside of Walnut Street between Gift and McDowell"



Project Process

To Initiate:

The Department of Public Service currently maintains 5,678 lane miles of city roadways and manages a wide range of repairs, from routine pothole patching to large scale resurfacing and full reconstruction. Resurfacing follows a process similar to alleys, with streets rated lower prioritized based on available annual funding. Identifying streets in Franklinton has helped kick start efforts to advocate for their inclusion on the upcoming resurfacing schedule.

To Deliver:

Coordinating with the Department of Public Service to prioritize repairs and advocate for specific streets is essential, as the project list is planned well in advance. Delivering this project requires identifying selected streets and reviewing their ratings to support their inclusion in the 2027 Street Resurfacing Program.

* Source: City of Columbus Street Resurfacing Projects.

Cost Opinion

Cost estimate for the resurfacing of high-priority streets, including curb ramp replacements and grading improvements to eliminate water ponding at curb ramps.

Detailed Cost Assumptions:

- Cost estimate table calculated on a per block (400 FT) basis to allow for flexible estimating
- 5 blocks assumed when determining the unit cost of each item in order to improve accuracy
- Resurfacing includes radius return pavement areas of intersecting streets, 640 SF per block
- 35 FT street width
- No right-of-way acquisition is anticipated
- Apart from storm sewer adjustments, no utility relocation costs are anticipated
- Engineering fee includes the creation of simple detailed design plans
- There is a short section of brick pavement on Walnut Street. It is assumed that this area will be spot repaired as needed, which involves removing the bricks, adjusting the subgrade, and replacing the bricks. This cost will be minor when compared to the calculated pavement costs, so this effort was omitted from the Cost Per Block table below and is assumed to be covered by the preliminary engineering contingency.

RESURFACING COSTS PER BLOCK				
DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
Resurfacing	SQ YD	427.80	\$35	\$14,972.22
Full Depth Pavement	SQ YD	13.90	\$100	\$1,388.89
Curb Ramps	EACH	8	\$2,000	\$16,000
Concrete Sidewalk	SQ FT	1,600	\$13	\$20,800
Manhole Reconstructed to Grade	EACH	1	\$2,000	\$2,000
Catch Basin Replaced	EACH	2	\$1,250	\$2,500
24" Conduit	FT	100	\$195	\$19,500
Centerline	MILE	0.076	\$10,000	\$760
Sharrows (Share the Road Arrow)	EACH	4	\$360	\$1,440
Maintenance of Traffic	LUMP	1	\$1,380	\$1,380
Construction Layout Stakes	LUMP	1	\$380	\$380
Mobilization	LUMP	1	\$20,000	\$20,000
SUBTOTAL				\$101,121.11
Preliminary Engineering Contingency	20.0%			\$20,224
Engineering Design Cost	15.0%			\$15,168
Inflation 2025 to 2027	5.0%			\$6,067
CONSTRUCTION COST (2027 DOLLARS)				\$143,000

RESURFACING LOCATIONS			
DESCRIPTION	NUMBER OF BLOCKS	COST PER BLOCK	TOTAL PRICE (2025 DOLLARS)
Walnut Street	4	\$128,000	\$512,000
Sullivant Avenue	17	\$128,000	\$2,176,000
CONSTRUCTION COST (2027 DOLLARS)			\$2,688,000

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Department of Public Service (DPS). The city currently already has a program that repairs alleys, so funding to the program may already be allocated.



Example of ADA Ramp Needs

RESURFACING PROGRAM



Example of Resurfacing Needs



Example of Resurfacing Needs



Example of ADA Ramp Needs

M4 CORRIDOR IMPROVEMENTS

STREETSCAPE & MOBILITY

Seek to implement a complete streets program that are safe and comfortable for pedestrians and bicyclists.

Work with the City of Columbus Department of Public Service to advocate for the study and improvement of key streets and intersections, prioritizing safety and access for all roadway users.

Community Prioritized Locations:

- W Broad St (& Chicago Ave, & Yale Ave, & Hawkes Ave)
- Central Ave (& Town St)
- W Town St (& Glenwood Ave, & Avondale Ave, & Hawkes Ave, & SR-315, & McDowell Ave)
- W Rich St (& SR-315, & McDowell St)
- Sullivant Ave (& Dana Ave, & Princeton Ave, & Souder Ave)

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Area Commission (FAC)

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Mobility & Parking Services
Justin Goodwin, Division Administrator
Email: JMGGoodwin@columbus.gov

SHORT-TERM

Public Meeting #1 Comments

"The Town St corridor has speeding issues"

"Sullivant Avenue emerges as a primary focus for speed calming"

MID-TERM

Public Meeting #1 Comments

"Add speed humps at Town + Hawkes"

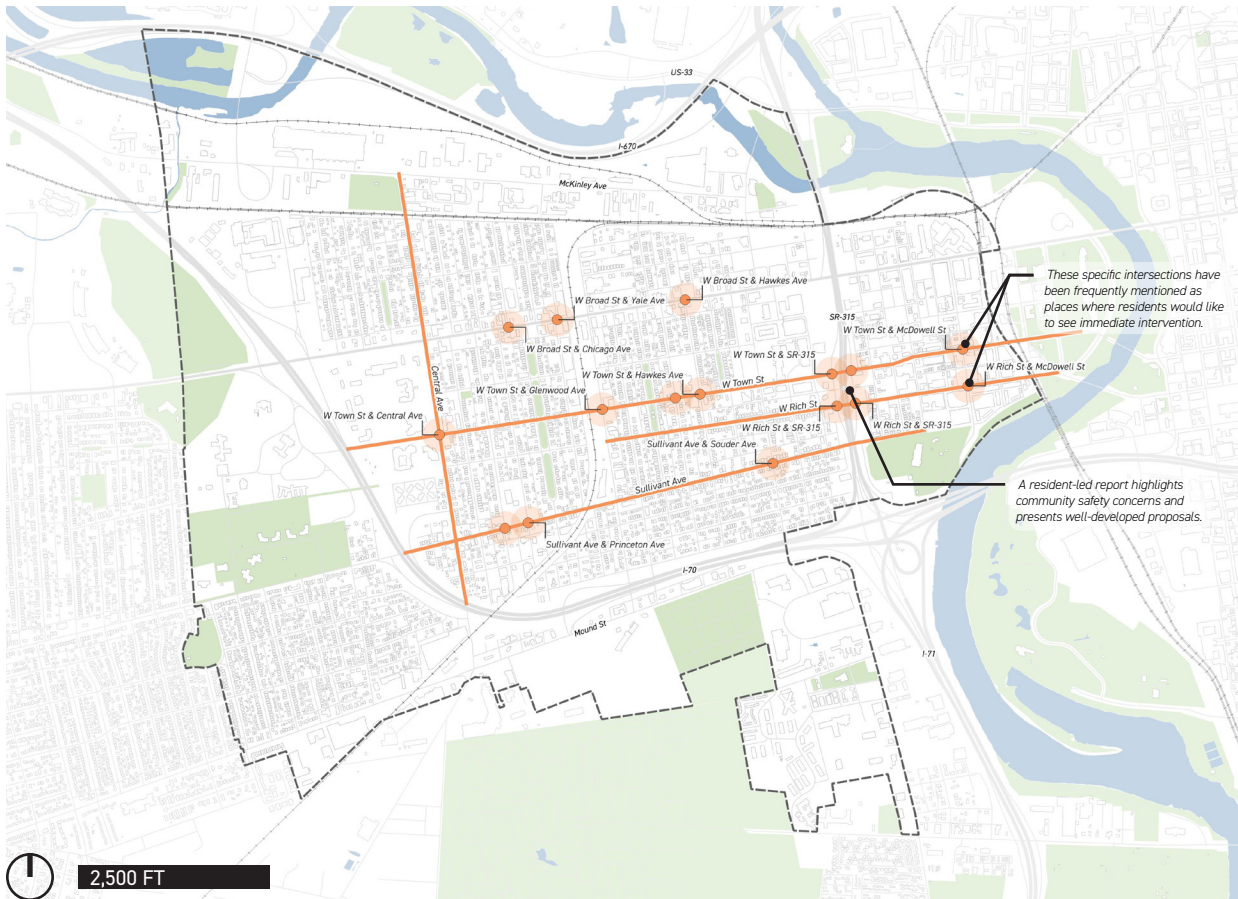
"To many vehicles go fast thru intersection near school, Gladden House, Franklinton Farms"

LONG-TERM

Public Meeting #2 Comments

"Flashing stop sign or stop light as Glenwood & McDowell"

"Flashing crosswalk activator on the east side of Rich and McDowell"



Project Process

To Initiate:

Gathering comments from residents has helped kick off the initiative to highlight streets they would like to see further studied. There is interest in additional bike lanes (M1), but most feedback centers on safety concerns that may be addressed by taking a closer look at roadway conditions, including intersections.

To Deliver:

New studies are needed to design streets that are safe, comfortable, and accessible for all users. Complete streets would include safe crossings, quality sidewalks, protected bike lanes, transit amenities, and traffic calming to create a people-focused public realm. There is particular interest in studying Town and Rich Streets together due to recent development and safety issues at key intersections, including where they pass under SR-315. Broad Street improvements are currently being designed as part of COTA's LinkUS initiative.

Cost Opinion

To address speeding and the need for better bicycle and pedestrian facilities on key corridors, a corridor plan focusing on safety improvements, speed management, multi-modal improvements, and potential lane reallocation should be conducted for each corridor, except for Town and Rich, which should be studied together.

Cost Assumptions:

- Study costs can range from \$150,000 - \$250,000 per corridor. Cost drivers/differentiators include public engagement and how detailed design is for preliminary concepts.
- Similar projects completed by the City that could be referenced for study cost purposes include Livingston Ave, Sullivant Ave in the Hilltop, and Hudson between I-71 to Cleveland Ave.

Project Scope:

- Site Assessment and Existing conditions including traffic, safety, speed, and geometric data
- Identify segment and intersection hot spots for countermeasure treatment
- Identify countermeasures such as access management, ped./bike facilities, lighting, crossings, daylighting, etc. that could address identified issues
- Conduct community engagement on countermeasure alternatives
- Evaluate alternatives for feasibility and provide preliminary concepts, cost estimates, and potential funding sources

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Department of Public Service (DPS).



CORRIDOR IMPROVEMENTS

RESIDENT INPUT REPORT

East Franklinton Traffic Pattern Analysis of Issues and Recommendations

This report, led by local resident Roger Honan, highlights key findings such as drivers proceeding against traffic on one-way streets, making late and aggressive merges when traffic patterns abruptly change, and exceeding the posted speed limit. The report proposes creating bi-directional flow under SR 315, lowering the speed limit on Rich Street, implementing traffic calming measures such as pedestrian crosswalk bump outs, and re-aligning COTA bus traffic to exclusively use Town Street. (See full report in the appendix)

Introduction

The purpose of this document is to provide sufficient high-level analysis of the traffic flow patterns and associated concerns within East Franklinton to support initiating further analysis by the City of Columbus. The details within this document are based upon both resident experiences and historical analysis performed by the City of Columbus (reference Exhibit 5 for list of analyses). The analysis to date has led to the identification of various concerns rooted in the existing design for traffic flow which affect the community's quality of life and the safety of all (e.g., pedestrians, cyclists, drivers, residents). As East Franklinton, the Peninsula and downtown continue to undergo changes through development, the time is now to follow-up on previous recommendations to perform further analysis as development occurs and to adjust accordingly.

Existing traffic pattern concerns:

The existing traffic pattern in East Franklinton is creating unsafe situations for drivers, cyclists and pedestrians. These include drivers proceeding the wrong way down one-way streets, late/forced merges, aggressive driving behaviors, and drivers exceeding the posted speed limits. The below table and visual provides an overview of the most common issues.

Overview of traffic pattern concerns	
A	Drivers exiting off 315S are not permitted to turn left (east) onto Town St., however, many drivers still unknowingly attempt to make that left turn as it's a natural course of action. This causes westbound drivers to take evasive actions to try to avoid accidents and/or eastbound drivers reversing into southbound traffic at the 315S exit slowing down clearing the 315S exit ramp.
B	To support how widespread this issue is, the pedestrians who frequent this intersection have occasionally started to hold signs that say "No left turns".
C	Drivers taking continuous left turns are faced with three lanes between Plato and Sandusky, often not understanding them to force themselves into vehicles.
D	Drivers (including COTA bus) do proceed through due to the cut often become impatient forcing from the 315S ramp, slowing down.
E	Drivers are not permitted to turn right into Town St., causing them to loop back around to make their way east.
F	On a daily basis (and often multiple times a day), drivers heading westbound fail to either recognize that a stop sign is present AND/OR do not realize that they cannot continue to proceed westbound on Rich Street. This results in cars driving westbound through the Grubb/Rich intersection (sometimes without stopping) directly into eastbound traffic. These vehicles sometimes drive all the way to Sandusky and turn, other times they realize their mistake and promptly reverse into the Grubb/Rich intersection, interrupting traffic flow.
G	COTA bus routes 3, 6 and 9 are split between Rich and Town streets between Central and East Franklinton. This split requires the buses to take right turns onto and then utilize narrow streets which aren't optimal for bus traffic.
H	Drivers are often traveling faster than the current 35MPH posted speed limit, creating additional risks in an area with mostly single-family homes and children heading to and from bus stops.
I	Traffic exiting 315N at Rich with the intent to go west into Central Franklinton often will turn right and then proceed south on Grubb, adding additional traffic to a primarily residential street. Grubb is a two-way street, but follows a Modular/Courtesy street design pattern, which often leads to traffic back-up during peak times in the morning and evenings.



M5 IMPLEMENT SLOW ZONES

STREETSCAPE & MOBILITY

Utilize the Slow Zones Program to reduce vehicular speeding on streets 25 mph or below.

This project will seek funding for the design and engineering of Slow Zone strategies in residential areas, providing a comprehensive approach to make neighborhood streets safer.

Community Prioritized Locations:

- W Park Ave , Yale Ave
- Martin Ave, Davis Ave, Cable Ave
- W State St (at Avondale & Hawkes)
- Cypress Ave (at Bellows Ave)
- Dakota Ave (at Town St)
- Avondale Ave (at W Rich St, & Town St)
- Hawkes Ave (at W Rich St, & Town St)
- Souder Ave (at Bellows Ave, & Campbell Ave, & Thomas Ave)
- W Rich St (at SR-315, & McDowell St)

Project Champion:

- Franklinton Board of Trade (FBOT)
- Franklinton Area Commission (FAC)

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Mobility & Parking Services
Justin Goodwin, Division Administrator
Email: JMGGoodwin@columbus.gov

SHORT-TERM

2023 FAC Survey Comments

"Raise intersections at State, Cypress, Avondale, Hawkes"

"We need intersection bump outs, medians, cross walks with flashing lights, and more."

MID-TERM

Public Meeting #2 Comments

"Speed humps in residential neighborhoods (painted)"

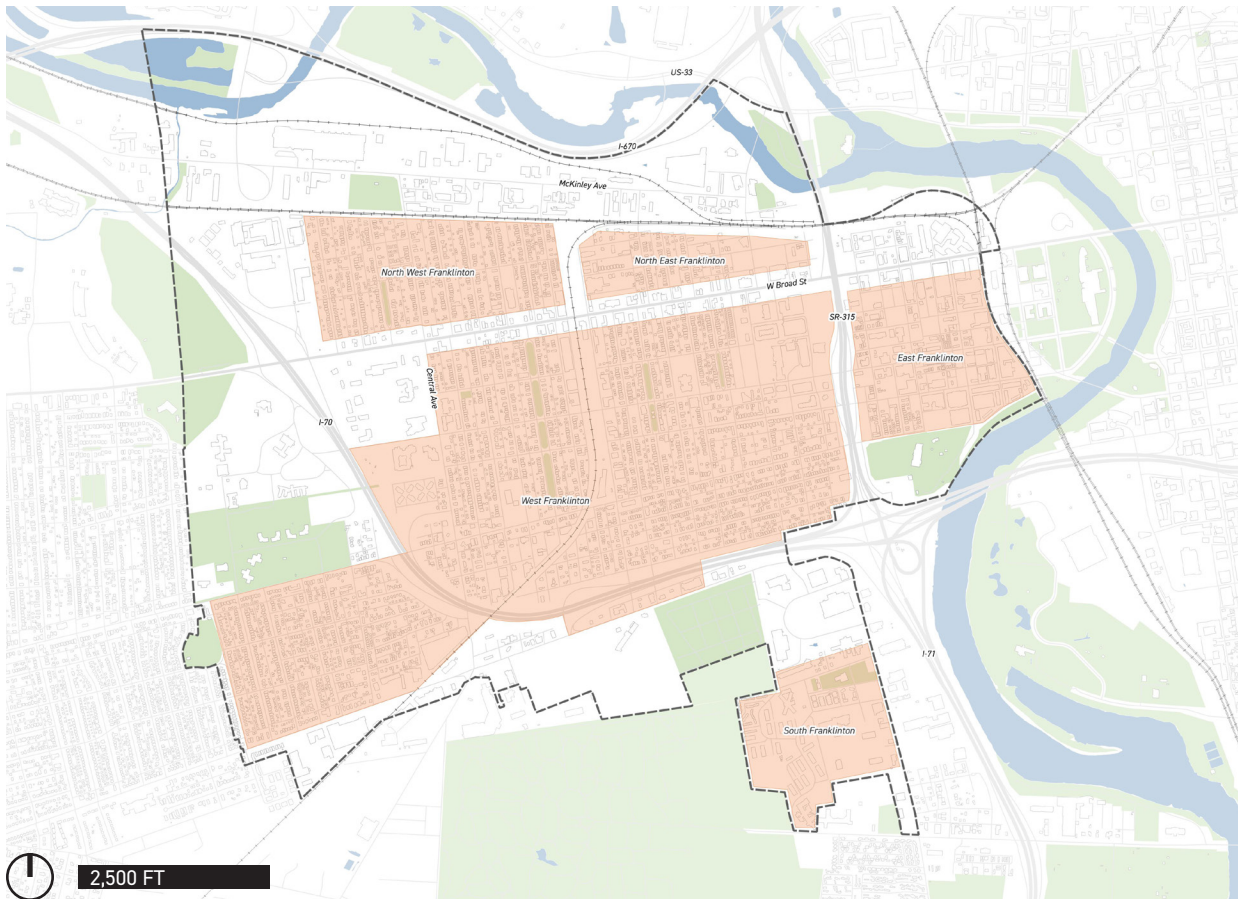
"Speed humps! near all parks + schools"

LONG-TERM

Public Meeting #2 Comments

"Cars go to fast + it gets so loud"

"More street markings that are clear to see on road i.e., pedestrian crossings + bike lanes"



Project Process

To Initiate:

Community engagement helped highlight areas of concern and identify the types of traffic calming residents support, such as speed humps. Most importantly, this planning effort positions Franklinton to be a strong candidate for the Slow Zone Program.

To Deliver:

A key focus for residents and the Franklinton Board of Trade is monitoring the Slow Zone Program currently being tested in King-Lincoln Bronzeville. Once the pilot program has been evaluated and updated, Franklinton should seek funding and advocate to become the next neighborhood to receive these traffic calming measures in the form of the Slow Zone Program.

Cost Opinion

Cost Assumptions:

- Design & Engagement: \$150,000*
- Construction: \$1,000,000

** To reduce cost, this could be completed in-house by the City or a combination of in-house and services from a consultant working on the City's multi-modal task order contract. This cost is for the entirety of the study area and is based on the cost of a similar project the City is currently doing on the Near East Side (Bronzeville).*

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. This can be pursued through, but not limited to, the Department of Public Service (DPS).

SLOW ZONE OVERVIEW

Definition:

Slow Zones are designated areas in neighborhoods where vehicle speeds are intentionally reduced through signage, design features, or other traffic calming measures. The Slow Zones Program aims to create a safer, more comfortable environment for people walking, biking, playing, and living. The primary objective is to reduce vehicle speeds on residential streets. Benefits include:

- Safer and more inviting streets for walking, biking, and everyday neighborhood activity.
- Lower risk and severity of crashes for all road users including motorists, pedestrians, and cyclists.
- Reduced cut-through traffic and aggressive driving.
- More community-friendly streets that support social interaction and livability.

Project Scope/Implementation Process:

- Community Input
- Site Assessment and Existing Conditions
- Determine improvements and locations
- Installation (can be a mix of permanent and temporary improvements)
- Monitor and adjust as needed

Type of Improvements to Expect:

- Speed Mitigation
 - Speed humps, cushions, and tables
 - Road narrowing
 - Traffic circles and roundabouts
 - Speed limit pavement markings and feedback signs
 - One-way to two-way street conversions
 - Gateway treatments
 - Local traffic only streets
- Pedestrian Crossing Improvements
 - Curb extensions/bump-outs
 - Raised crosswalks and intersections
 - Pedestrian refuge island
 - Rectangular Rapid Flashing Beacons (RRFBs)
- Bicycle Infrastructure
 - Bike lanes
 - Protected bike lanes
 - Bicycle boulevard/neighborhood bikeway
 - Bike turning boxes/lanes
- Lighting

IMPLEMENT SLOW ZONES



Curb Extension/Bump-Outs



Pedestrian Refuge Island



Speed Humps

M6 UNDERPASS BEAUTIFICATION

PLACEMAKING & BEAUTIFICATION

Transform gateway underpasses with art and lighting to create a safe and welcoming pedestrian experience.

This project will seek funding to design and implement visual improvements in these underpass zones and collaborate with jurisdictional agencies, including ODOT and CSX, to secure the necessary approvals.

Community Prioritized Locations:

- Highway Underpasses
- Railroad Underpasses

Project Champion:

- Franklinton Arts District (FAD)

City of Columbus Partner:

- Department of Public Service (DPS)

SHORT-TERM

2023 FAC Survey Comments

"Some of the underpass lights around Franklinton are in need of updating"

"Lighting in all Franklinton underpasses and dark areas."

MID-TERM

Public Meeting #2 Comments

"Bridge lighting for under bridges"

"murals and lighting for underpasses"

LONG-TERM

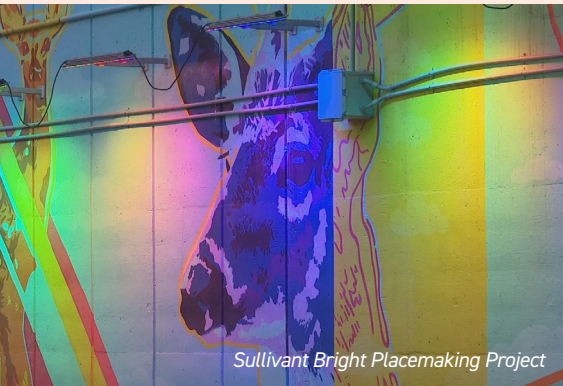
Public Meeting #3 Comments

"Franklinton Arts District would like to do this with you!"

"Sullivant & 315 underpass would be a good choice b/c of foot traffic"



LOCAL PROJECT EXAMPLE



Sullivant Bright Murals at I-70:
As part of the overall Sullivant Bright Placemaking project facilitated by Designing Local on behalf of the Columbus Department of Public Service, the City of Columbus invested \$50,000 in a large-scale mural on the Sullivant Avenue underpass below I-70. A Call for Artist process resulted in local Columbus artist Nick Stull being commissioned to bring his mural titled Intersections to life. In addition to the vibrant mural ODOT invested more than \$100,000 in programmable multicolor LED lighting that helps bring the mural to life.

Following the successful implementation of the initial three 315 murals, partnerships should be pursued with the railroads who control rail underpasses in both West Franklinton and between the Peninsula and East Franklinton. Due to the historic nature of the rail bridges and abutments, installations on or adjacent rail bridges should focus opportunities beyond painted murals and could include elements such as lighting, sculpture, or other treatments that don't damage historic materials.

A mural on the Broad Street / I-70 underpass should be undertaken as part of the LinkUS West Broad Street BRT given the lack of pedestrian traffic and connections in the vicinity of the underpass. A partnership between the City of Columbus and COTA could help to bring the mural to life.

UNDERPASS BEAUTIFICATION

Project Process

To Initiate:
Underpass beautification has been one of the most discussed projects throughout this process. To begin, additional review is needed to determine which underpasses should be prioritized as funding and grants become available. It is also important to clarify the types of improvements desired. For example, residents have suggested that the Sullivant Avenue underpass beneath SR-315 include murals and lighting, viewing it as a gateway to Dodge Park.

To Deliver:
This project can build on prior improvements along Sullivant Avenue, which features a prominent mural to enhance the corridor. It also included safety elements such as sidewalk bump outs and pedestrian refuge islands to increase pedestrian visibility and slow vehicle speeds. As a project heavily focused on art, securing funding and partnering with the Franklinton Arts District is essential for successful implementation.

Cost Opinion

Cost Assumptions:

- Typical Large-scale Mural Budgets: \$30,000 - \$100,000
- Lighting Costs: \$75,000 - \$150,000
- All projects should follow a standard RFQ/RFP Call for Artist Process
- Projects should allow for a mix of local and national artists.

Funding Consideration

Funding sources would need to come from the City of Columbus' next capital funding cycle. Similar to an earlier infrastructure improvement project along Sullivant Avenue that set aside additional dollars for a public art installation project. Further investigation into local grants could also be explored.

M7 ADDRESS LOCAL FLOODING

STREETSCAPE & MOBILITY

Work to remediate localized flooding in known problem areas of the neighborhood.

This project will continue collaborating with the City of Columbus Water and Power to develop strategies for mitigating localized flooding.

Community Prioritized Locations:

- W State St
- W Park Ave
- Cypress Ave
- Avondale Ave
- Hawkes Ave
- Campbell Ave
- Thomas Ave
- Walnut St
- McDowell Ave
- Town St

Project Champion:

- Franklinton Area Neighbors (FAN)

City of Columbus Partner:

- Columbus Water & Power
Fang Cheng, Sewer System Engineering Section Manager
Email: FACHeng@columbus.gov

SHORT-TERM

2023 FAC Survey Comments

"Alleys are prone to flooding given that it's in a bowl"

"Alleys south of Sullivant, Campbell and Bellows are prone to flooding"

MID-TERM

Public Meeting #1 Comments

"Flooding at Dakota Ave & Sullivant Ave"

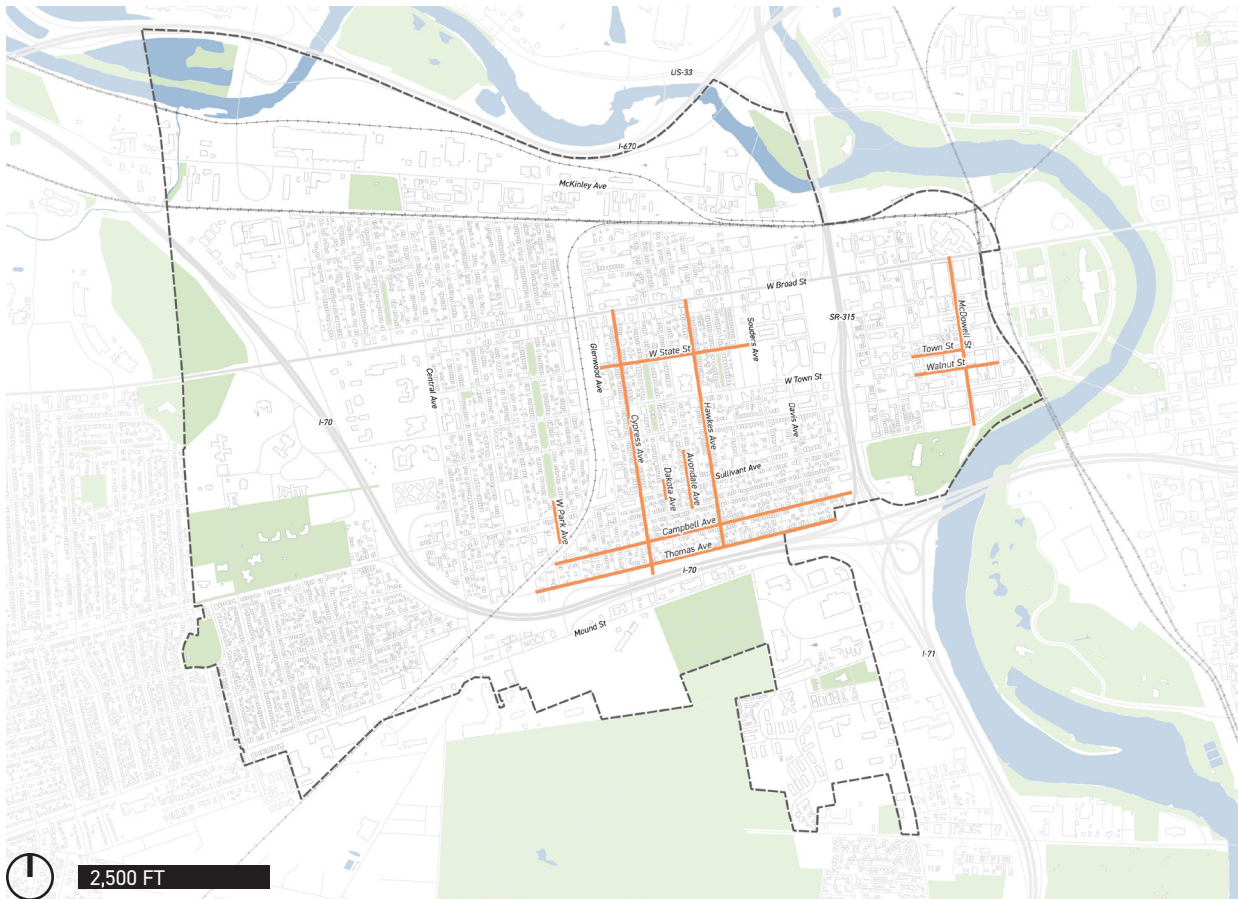
"Multiple flooding problems at Dakota Ave Sullivant and 315 overpass"

LONG-TERM

Public Meeting #2 Comments

"Flooding at Dakota Ave & Sullivant Ave"

"Fix street flooding under overpass and at corner of Dakota and Sullivant (sewer drainage)"



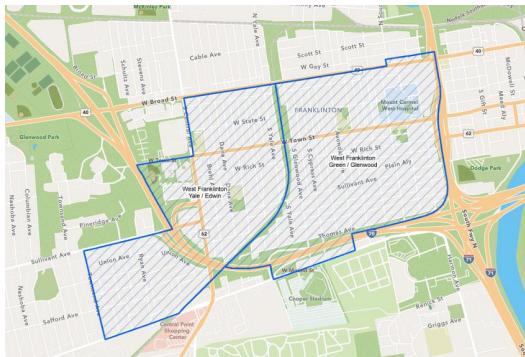
CURRENT EFFORTS UNDERWAY

KRISTEN ATHA
Director

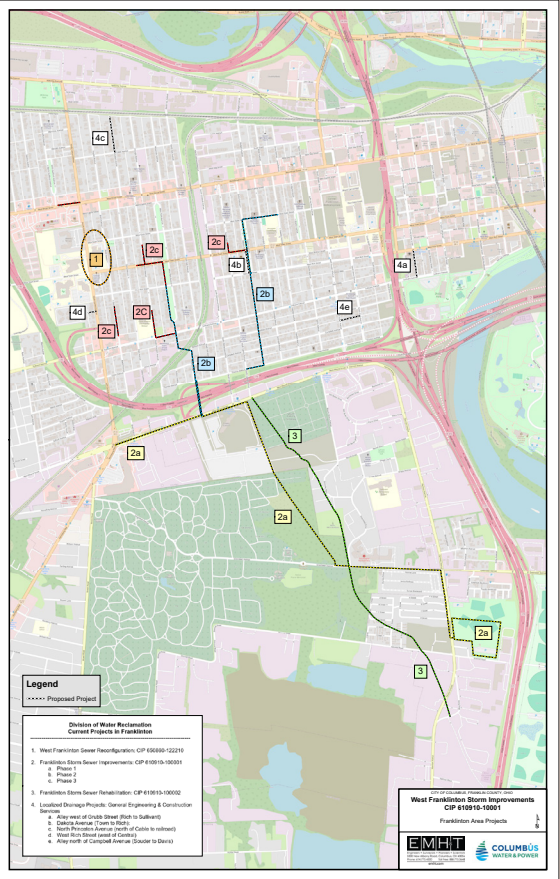


Franklinton Area Neighbors (FAN) Meet Up Division of Water Reclamation – Current Projects in Franklinton July 23, 2025

1. West Franklinton Sewer Reconfiguration: CIP 650860-122210
 - a. Modifying an existing structure on Central Avenue at West State Street (in front of Worley Terrace Apartments)
 - b. Installing approximately 200 feet of new sewer along West Town Street from Central Avenue
 - c. Construction anticipated in 2027
 - d. Addressing basement backups to 10-year level of service
2. Franklinton Storm Sewer Improvements: CIP 610910-100001
 - a. Comprehensive sewer system improvements across three phases:
 - i. Phase 1: 1-70 to new wet pond at McCoy Park
 - ii. Design underway
 - iii. Construction planned 2028–2030
 - b. Phase 2: Planned construction 2031–2033
 - c. Phase 3: Planned construction 2034–2036
3. Franklinton Storm Sewer Rehabilitation: CIP 610910-100002
 - a. Found extensive debris. Cleaned sewers in 2021.
 - b. Deteriorated and collapsing pipe discovered. Repair and replace project ongoing.
 - i. Design completion expected within weeks
 - ii. Easement acquisition scheduled for 2025–2026
 - iii. Construction planned for 2027
4. Localized Drainage Projects: General Engineering & Construction Services
 - a. Alley west of Grubb Street (Rich to Sullivant):
 - i. Minor ponding (3"–6"); new inlet being added
 - ii. Construction expected to complete by end of year
 - b. Dakota Avenue (Town to Rich):
 - i. Long-standing issue of storm sewer connections
 - ii. Design in progress for construction late 2025 or 2026
 - c. North Princeton Avenue (north of Cable to railroad)
 - i. Chronic ponding at north end
 - ii. Feasibility under evaluation; likely construction late 2026
 - d. West Rich Street (west of Central)
 - i. Crosswalk ponding under evaluation
 - e. Alley north of Campbell Avenue (Souders to Davis)
 - i. Persistent drainage issues
 - ii. Unresolvable due to tight alley constraints and narrow lots
5. Blueprint Columbus
 - a. Green Infrastructure - design starts in Q2 of 2026. Construction starts in 2028
 - b. Lateral lining – 2029 through 2032
 - c. Voluntary sump pump – 2027



Blueprint West Franklinton Area Boundary



Franklinton Area Neighbors (FAN)

The local civic association, Franklinton Area Neighbors (FAN), has been working with Fang Cheng, Sewer System Engineering Section Manager, and her team at the Columbus Water and Power Department. Through this partnership, FAN has already made progress identifying areas with localized flooding. These documents outline where drainage projects are beginning to take shape.

ADDRESS LOCAL FLOODING

Project Process

To Initiate:

This project will build on the advocacy work of the Franklinton Area Neighbors (FAN), who have played a key role in addressing flooding issues. It will document where flooding currently occurs and incorporate recent efforts by the Columbus Water and Power Department, including several small projects and the major McCoy Park stormwater wet pond. The project aims to address significant flooding and reduce pressure on the sewer system

To Deliver:

To advance this project without waiting for the McCoy Park project or Blueprint Columbus, residents can continue to advocate and provide feedback on areas of concern. Small maintenance efforts can provide meaningful flooding relief. Identified problem areas can be addressed by the Water and Power Department, which would hire a design consultant to develop the necessary improvements and then bid the projects for construction.

Major Projects:

- McCoy Park Franklinton Storm Sewer Improvements Phase 1 – Construction expected in 2027, Completion tentative for 2029
- Franklinton Storm Sewer Rehabilitation
- Blueprint Columbus - West Franklinton

** FAN has been working with Columbus Water & Power regarding flooding in parts of the neighborhood.*

Flooding and Water Leak:

If residents see flooding, they can call the 311 Service Center, but the best way to report these issues is by calling the Sewer Maintenance Operation Center emergency dispatch at 614-645-7102.*

*** Source: City of Columbus – What to Do if Your Basement Floods (Division of Water).*

*** City of Columbus storm sewers have recently been cleaned out, while ODOT storm sewers immediately north of I-70 may still need to be cleaned.*

Funding Consideration

Current funding sources will likely come through the Columbus Water and Power Department, where design is typically funded by bond funds and construction is funded by loans.

M8 HISTORICAL MARKERS

PLACEMAKING & BEAUTIFICATION

Develop a historical storytelling experience with new signage at significant sites.

This project will seek grant funding to create and implement a comprehensive historical storytelling experience that highlights culturally significant sites while enhancing the neighborhood's character.

Community Prioritized Locations:

- West High School, Historical Apartments
- Engine House 6 & 10
- Lucas Sullivant Building & Rock
- Harrison House & Sullivant Office
- Dearduff House / Old Post Office
- Lubal MFG. & Distributing Co.

Project Champion:

- Franklinton Area Neighbors (FAN)
- Franklinton Area Commission (FAC)
- Franklinton Historical Society

City of Columbus Partner:

- Department of Development
Mark Lundine, Economic Development Administrator
Email: MALundine@columbus.gov

SHORT-TERM

Public Meeting #2 Comments

"Put monument back at 707 W Broad, Lucas Sullivant Home"

"Old post office rehab / part of history walking tour"

MID-TERM

Public Meeting #2 Comments

"Partner w/ library history dept, show there is a want for these tours/historical markers"

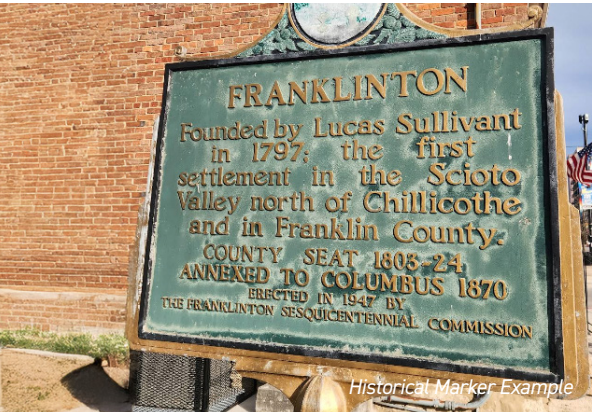
"Historical markers for engine house 10 & 6"

LONG-TERM

Public Meeting #3 Comments

"Engine house 6 & 10"

"Harrison House & Sullivant Office"



HISTORICAL MARKERS

Project Process

To Initiate:

This project requires ongoing collaboration with the Franklinton Area Commission (FAC) to prioritize historical markers and focus on those considered most significant. This step is crucial, as it helps identify which historical markers to build as funding becomes available.

To Deliver:

Based on the identified historical sites, funding opportunities exist through the Ohio Historical Markers program, which partners with local sponsors, civic organizations, or local governments. Additional local grants may also be pursued to support markers for sites not registered with the Ohio History Connection or the National Register of Historic Places.

Cost Opinion

The Ohio Historical Markers program offers two grants: the Historical Markers Matching Grant Program, which helps cover the cost of markers with grants of up to \$1,000 (ten grants available per cycle), and the William G. Pomeroy Foundation grant, which matches the cost of a marker up to \$3,585 (twenty grants available per cycle).

* Source: Ohio Historical Marker Program, Ohio History Connection.

Funding Consideration

Funding sources would come from the City of Columbus' next capital funding cycle and may be pursued through the Department of Public Service (DPS). However, signage projects such as gateways, wayfinding, and historical markers are more likely to be funded when packaged together through local TIFs (Tax Increment Financing).

M9 ADDITIONAL BIKES LANES

STREETSCAPE & MOBILITY

Explore adding additional bike lanes in context to the City of Columbus' 2024 Bike Plus Plan.

This project will work with the Department of Public Service to study the addition of bike lanes in locations recommended by residents.

Community Prioritized Locations:

- Rich St
- Cypress Ave
- Dakota Ave
- Souder Ave
- Gift St
- McDowell Ave

Project Champion:

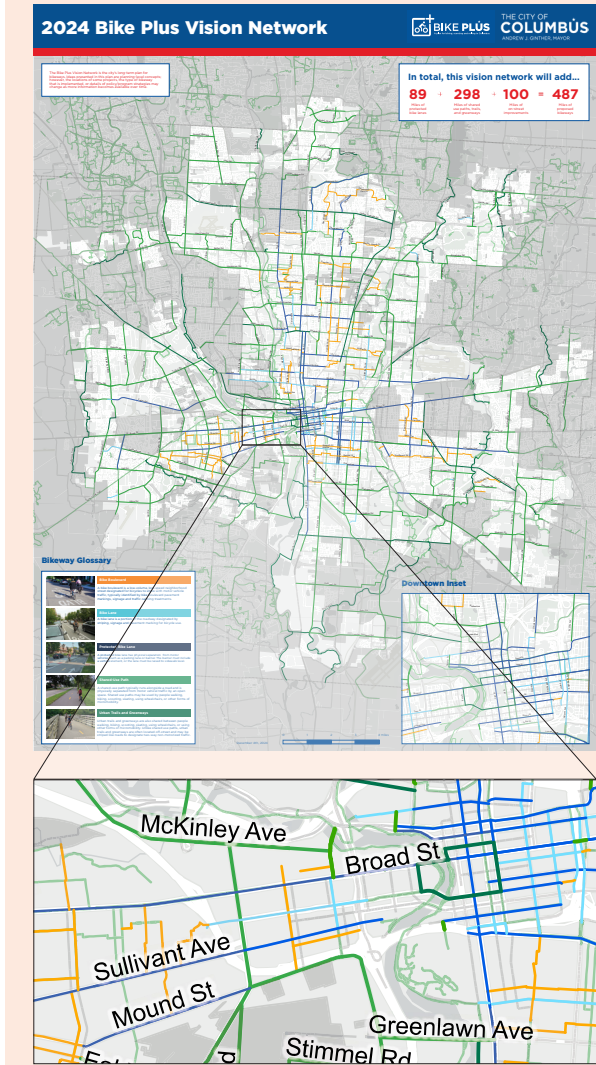
- Franklinton Cycle Works
- Franklinton Area Commission (FAC)

City of Columbus Partner:

- Department of Public Service (DPS)
Division of Mobility & Parking Services
Justin Goodwin, Division Administrator
Email: JMGGoodwin@columbus.gov



SUPPORTING RESOURCES



2024 Bike Plus Plan

Bike Plus is a plan to create a safe, connected, and comfortable network for people to bike, scooter, skate, and roll through protected bike lanes, trails, and improved crossings. The plan identifies where these improvements are most needed.



On-Street Bike Lane



Protected Bike Lane



Shared-Use Path

ADDITIONAL BIKES LANES

Project Process

To Initiate:

This involves asking the Department of Public Service to review residents' suggested protected bike routes in relation to the Bike Plus plan. It is important to clarify the mission of this project, the goal is not to ensure these routes are implemented, but to ensure they are reviewed and considered.

To Deliver:

While the mid-term plan asks the City to consider residents' suggested locations alongside the 2024 Bike Plus Plan, there is a long-term vision. The newly vetted list of proposed bike routes could guide future bike lane design and implementation, building on current studies like the Franklinton Loop, which are already evaluating optimal routes and infrastructure.

Funding Consideration

Current funding sources to implement proposed bike lanes could come from City of Columbus's next capital funding cycle but will likely come from COTA's TSI Funding that looks to create safer and more connected communities.

LONG-TERM PROJECTS

ADDITIONAL COMMENTS CAPTURED

Many prioritized projects require further study, changes in current policies and/or large investment.

Projects were first identified through the 2023 Franklinton Area Commission survey. Past studies were also reviewed to pull out projects, visions, and recommendations previously proposed. Through three public engagement workshops and multiple stakeholder meetings, a more refined list emerged highlighting the public realm improvements residents most want to see targeted. Ongoing coordination with city departments allowed the team and working group to identify feasible projects, but more importantly, those prioritized by residents.

Projects were organized into timelines based on resident priorities and construction feasibility. Comments that lacked support from the working group or were deemed unrealistic in the short or mid term were moved to the long-term category, particularly those requiring significant funding to advance.

SHORT-TERM

MID-TERM

LONG-TERM



LONG-TERM PROJECTS



L1. PUBLIC ART PROJECTS
This type was not scene as a top priority in context to other acute needs, but if specific grant or donated funding became available, it could happen in a more expedited timeline.



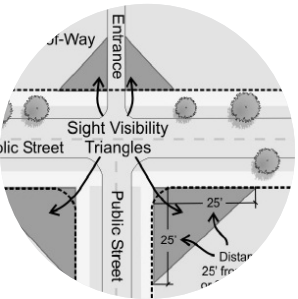
L2. CONSOLIDATE OVERHEAD LINES
This type of project requires significant planning and capital investment.



L3. HIGHWAY SOUND WALL
This project is important to the neighborhood, but will require a dedicated advocacy effort with ODOT, and there is uncertainty whether it could be implemented within 5 years.



L4. STREET LIGHTS
There is currently an LED light fixture conversion program through the City of Columbus taking place, however there was not specific timeline as to when streetlights would be updated in Franklinton.



L5. INTERSECTION VISIBILITY
The intersections identified have existing buildings at each corner, making it difficult to address visibility concerns until the private property is redeveloped.



L6. NEW PARKS
A new park at W Broad St and W Park Ave has committed funding, with design timing TBD. The park at Town St between Hartford and Souder has a developer commitment for construction, and the Franklinton Loop is moving into the planning stage.



L7. RECREATIONAL PARK
New soccer pitches are being added to Sullivant Gardens Community Center, however advocacy should continue with Rec. & Parks for new facilities in their long-term planning.



L8. SR-315 CAP
This project will require significant planning and capital investment and therefore will take quite some time for realization if pursued.



L9. INSTALL SPLASH PADS
This project will require advocacy for incorporation into long-term park improvements.



L10. TRASH RECEPTACLES
Although seemingly feasible, the city has limited capacity to add new trash receptacles and requests further study on strategic locations.



L11. ADDITIONAL FLOWERS & LANDSCAPING
This project will require annual funding and dedicated maintenance from a non-city source.