

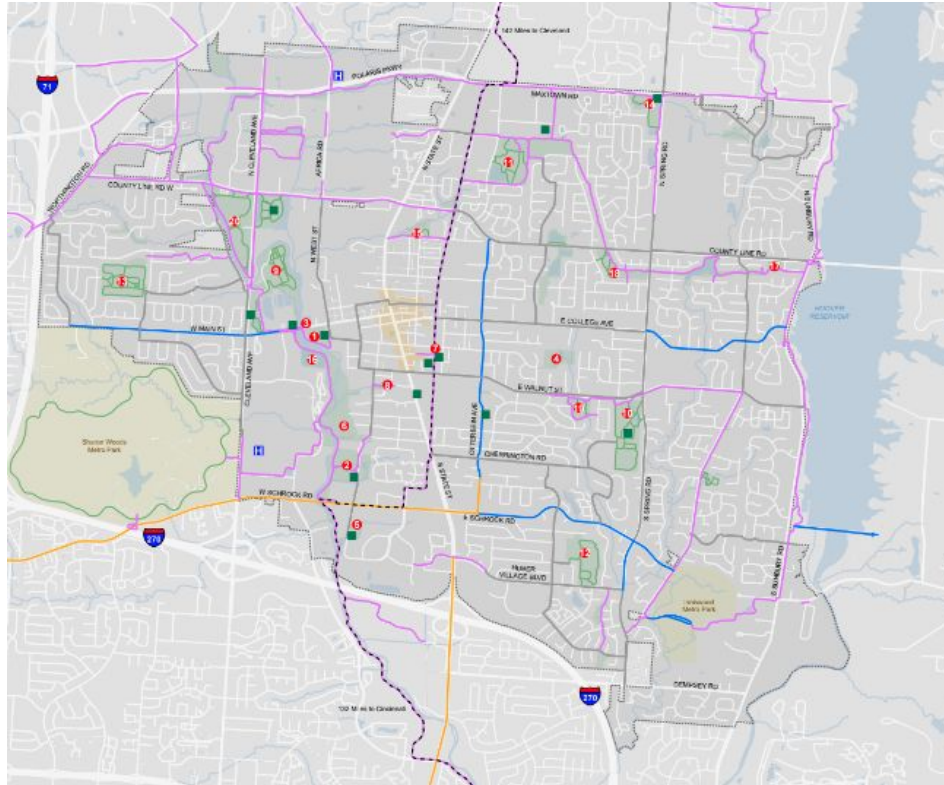
PARKS AND RECREATION



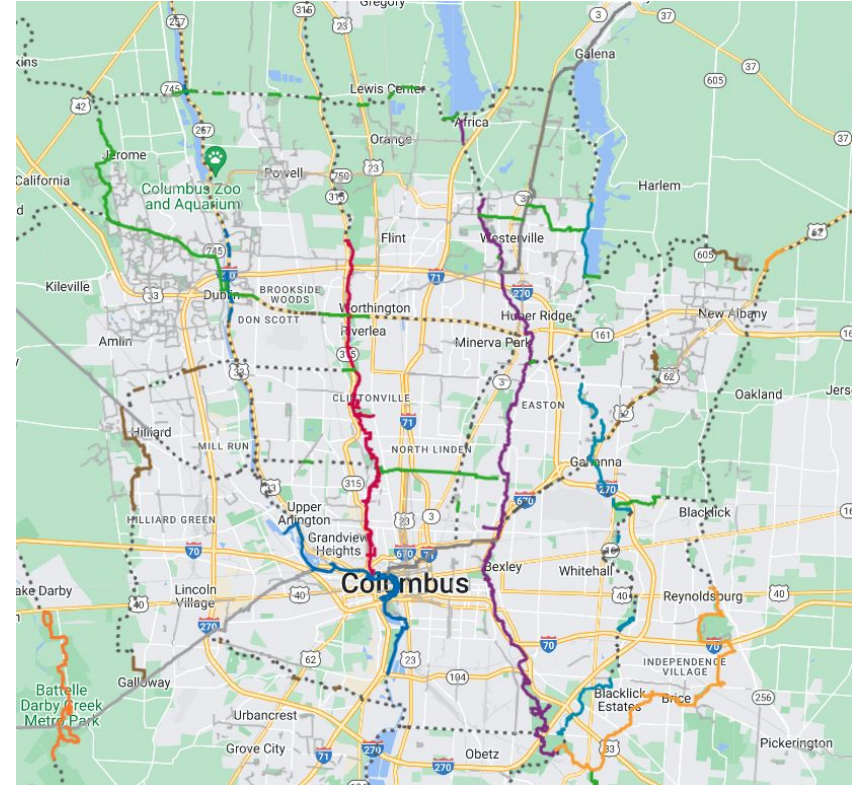
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Westerville: A City within a Park

■ Local Trail System



■ Regional Trail System



Vision:

A City within a park where everyone benefits



Operational Excellence

650 Acres of Parkland, 51 Trail Miles, and
18,000 City Trees

95% of households are within half-mile of a
park

1 of 191 nationally-accredited agencies

- Perfect score on 100% on all 154
standards

Five-time National Recreation & Park
Association Gold Medal winner

Tree City USA for 46 Years and
Tree City of the World in 2019 (1 of 120 Cities)

100+ national/state/local awards & distinctions
for programs and services

Environmental Sustainability

Providing Solutions for Environmental Challenges



Community Engagement

Bringing People Together

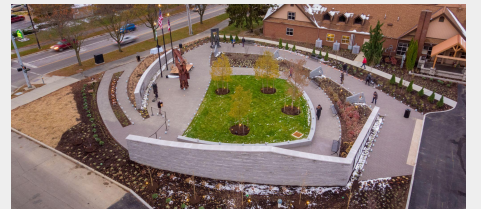
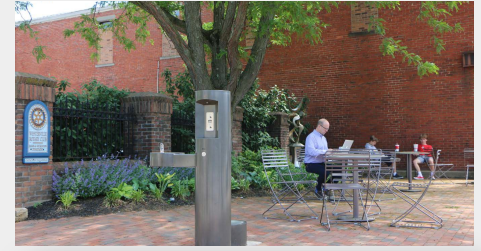


Healthy Active Lifestyle

Fostering a Culture of Wellness in the Community



Signature Spaces



Bicycle Friendly Community

Providing Amenities Cyclist Need



Westerville's Strategic Mobility Plan



1. Develop a transportation system that respects the context in which it is built.
2. Create a pedestrian and bicycle system which is accessible, safe, convenient, and linked to priority destinations and transit.
3. Increase public transit use as a transportation choice.
4. Develop smart parking policies throughout the city.
5. Improve freight movement.

<http://www.westerville.org/mobility>

Purposeful Planning

Mobility Plan

BIKE FACILITY ENHANCEMENTS



Protected Bike Lanes

Ideally, on-street bike facilities should be adequately protected and delineated beyond traditional striping. Simply put, protected bike lanes are much safer than a typical painted bike lane. There are several methods for creating the protective barrier, with use of landscaping, raised curbs, bollards, and more. This improves the safety of biking within the community and encourages more people to bike to their destinations.



Intersection Bike Boxes

Bike boxes are areas at the front of stopped travel lanes at a signalized intersection that are dedicated to allow bikes to get in front of queuing traffic. These bike boxes provide cyclists with safe and clear access to the intersection ahead. These bike boxes are typically painted bright colors, usually green, to signify the space.



Bike Share

Ideal for short distance trips, bike share programs are typically most successful in areas with higher densities (e.g., downtowns, tourist attractions, activity nodes). Bike share programs are particularly useful in enhancing transit services, providing links to existing routes. It should be noted that, bike share programs have high start-up costs and ongoing operations costs that need to be considered. Additionally, considerations should be given to other emerging technologies in shared mobility. This would include understanding the pros and cons of the various systems, as well as storage, parking, and management of these different mobility options.

PEDESTRIAN ENHANCEMENTS



High Visibility Crosswalks

Crosswalks should be painted in ways that make it extremely clear to all users of the intersection—including cars, buses, pedestrians, and bikes—that there are designated pedestrian zones of the intersection. High visibility crosswalks are more clear and noticeable to oncoming vehicles and therefore make it safer and more inviting for pedestrians to navigate the crossing, especially at wide intersections of major streets. Crosswalks can creatively use city branding or public art as long as they are still highly visible and follow FHWA requirements.



Pedestrian Refuge Islands

Pedestrian refuge islands allow for pedestrians to have a safe place to stop halfway through an intersection when crossing busy streets. The refuge islands are often designed at the end of median sections and are usually delineated with protective elements like raised areas, landscaping protections, and bollards. Refuge islands work well for wide crossings at major road intersections. Major road intersections are often a barrier for pedestrian travel, but pedestrian refuge islands can keep people safer and encourage more walking in the community. These are particularly useful for elderly and disabled residents who may take longer to cross large intersections.



Pedestrian Hybrid Beacons (PHBs)

PHBs give pedestrians the power to control the flow of traffic in order to cross a road or intersection. The pedestrian will press a button at the sidewalk that will facilitate a red light to stop the flow of traffic, giving the pedestrian the opportunity to cross. These can be implemented at intersections and mid-block areas in need of safe crossing. These are especially useful for areas with high volumes and/or fast moving traffic.



Lighting and Signage

Two-thirds of all pedestrian fatalities occur during low-light conditions. The quality, placement, and sufficiency of lighting helps create a safe environment for motorists and pedestrians. Pedestrian lighting should be considered for areas of higher pedestrian volume, including downtown and key intersections. Lighting in commercial areas should be provided on both sides of the street. Signage can be an effective tool to alert drivers to reduce speeds and allow pedestrians to exercise extra caution. It is important not to cause "clutter" when using a variety of signage which can confuse pedestrians. Signs should be properly located as not to obstruct the pedestrian or motorists.



Signalized Intersection Safety Improvements

Signalization at vehicular intersections can include signal timing elements that make it easier and safer for pedestrians to cross intersections with heavy traffic flow. Improvements like leading pedestrian intervals and "No Turn on Red" signs that can be lit when a pushbutton is activated, help to prioritize pedestrian movement in through an intersection over vehicular travel.



Purposeful Planning

Mobility Plan



BIKING



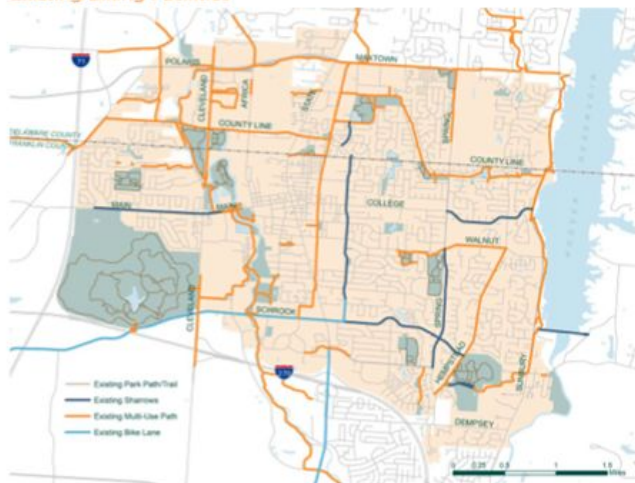
Existing Conditions



Westerville's existing bicycle network is robust and offers connections along or following major roadways. However, when considering on-street bicycle facilities, there are limited east-west connections, particularly through the Otterbein University/Uptown area and north of County Line Road. The map below helps to highlight potential gaps in the on-street bike network that has impacts on connectivity to key destinations.

6,000+ people live within 1/4 mile of an on-street bike facility (bike lane/sharrow), and almost all Westerville residents live within 1/4 miles of any bike facility (bike lane/sharrow/multiuse path). Westerville can leverage this strength and its reputation as the City in a Park to create a more bikeable community for recreation and commuting.

Existing Biking Facilities

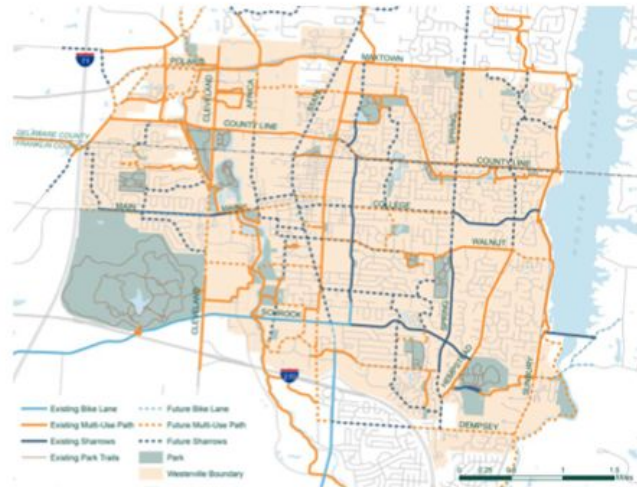


MOBILITY FRAMEWORK

Biking Framework

The proposed framework seeks to fill gaps in the existing system while promoting the mobility goals for the WSMP. Proposed bike lanes and multiuse paths connect to existing facilities and promote connectivity to Uptown, employment areas, parks, north-south boulevards, and regional greenway systems. The proposed bike network, developed in conjunction with previous planning efforts, seeks to encourage more commuting by biking. These new additions will help to provide future connections from the east side of the City, to Uptown, transit facilities, and other amenities in other parts of Westerville.

Westerville is uniquely positioned to leverage existing facilities and assets to create a bicycle network that connects the entire city, improving these connections will create a safer, more equitable, healthier, less congested, and better integrated community. **This map should guide future decision-making for the bike network.**



Note: Westerville constructs and maintains bikeways within City boundaries. Bikeways outside of city boundaries are the responsibility of the jurisdiction through which they run. This plan recommends that Westerville continues to collaborate with other jurisdictions to construct continuous bikeways along corridors that run through multiple jurisdictions.

MOBILITY FRAMEWORK



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Questions/Comments

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