



Meeting Minutes

Monday, January 4, 2016 ~ 7:30 P.M.

Louis J. R. Goorey Worthington Municipal Building
John P. Coleman Council Chamber
6550 North High Street
Worthington, Ohio 43085

City Council

Bonnie D. Michael, President
Scott Myers, President Pro-Tempore
Rachael Dorothy
Douglas C. Foust
David M. Norstrom
Douglas Smith
Michael C. Troper

D. Kay Thress, Clerk of Council

CALL TO ORDER – Roll Call, Pledge of Allegiance

Worthington City Council met in Regular Session on Monday, January 4, 2016, in the John P. Coleman Council Chambers of the Louis J.R. Goorey Worthington Municipal Building, 6550 North High Street, Worthington, Ohio. President Michael called the meeting to order at or about 8:10 p.m.

Members Present: Rachael R. Dorothy, Douglas C. Foust, Scott Myers, David Norstrom, Douglas K. Smith, Michael C. Troper and Bonnie D. Michael

Member(s) Absent:

Also present: Clerk of Council D. Kay Thress, City Manager Matthew Greeson, Director of Law Pamela Fox, Assistant City Manager Robyn Stewart, Director of Finance Molly Roberts, Service and Engineering Director William Watterson, Director of Building and Planning Lee Brown, Director of Parks and Recreation Darren Hurley, and Chief of Police James Mosaic

There were twenty two visitors present.

President Michael suspended the recitation of the Pledge of Allegiance as it was previously recited.

VISITOR COMMENTS

Michael Bates, 6560 Evening St.

Mr. Bates shared that he is attending on behalf of WARD (Worthington Alliance for Responsible Development). He knows that council will be making some decisions on the Charter Review Commission, probably within the next few sessions. He sent Council an e-mail about a month and a half ago on behalf of WARD to let them know that WARD is very interested in having a representative serve on the Charter Commission.

APPROVAL OF MINUTES

- **November 16, 2015 – Regular Meeting**
- **December 7, 2015 – Regular Meeting**
- **December 14, 2015 – Committee of the Whole Meeting**

MOTION Mr. Troper made a motion to approve the aforementioned minutes as presented. The motion was seconded by Ms. Dorothy.

There being no additional comments, the motion carried unanimously by a voice vote to approve the minutes as amended.

PUBLIC HEARINGS ON LEGISLATION

President Michael declared public hearings and voting on legislation previously introduced to be in order.

Ordinance No. 55-2015

Amending Ordinance No. 44-2015 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvements Fund Unappropriated Balance to Pay the Cost of Design and Related Services for Pedestrian Hybrid Beacons at the High Street Intersections of Stafford Avenue, Village Green South and Short Street and Determining to Proceed with said Project. (Project No. 626-16)

The foregoing Ordinance Title was read.

Mr. Greeson commented that an Old Worthington Mobility Study was launched last year. The first two phases study the crossings at Stafford and High, Village Green South and Short St. to ascertain whether there could be methodologies for improving pedestrian crossings at those intersections. DLZ was hired to help with the mobility study. They are represented tonight by Steve Jewell who will present the recommendation for pedestrian hybrid beacons. He asked Mr. Watterson to comment prior to turning the meeting over to Mr. Jewell.

Mr. Watterson shared that DLZ conducted a study at each of the intersections to identify what improvements could be implemented that could improve pedestrian safety at the three crossings. The initial results of Phase I were presented to the Bike and Pedestrian Committee and they asked that Phase II also be considered. DLZ completed Phase II and returned to the Bike and Ped Committee and made their presentation which recommended the installation of the pedestrian hybrid beacons, which is a new control device for pedestrian crosswalks. The recommendation comes to council with the approval of the Bike and Ped Committee and Mr. Jewell will go through their analysis, advise as to how the pedestrian hybrid beacon operates and with Council's concurrence the next step would be to fund preparations of plans and specifications in preparation of the public bid process for the project.

Mr. Norstrom asked if anyone from the Bike and Pedestrian Advisory Committee was present. Mr. Hurley acknowledged the four Advisory Board members who were present: Emma Lindholm, John Rist, Kelly Whalen, and Michael Bates.

Steve Jewell, DLZ

Mr. Jewell shared that he manages the Traffic and Planning Department for DLZ, Ohio. He presented the following PowerPoint presentation:

OLD WORTHINGTON MOBILITY STUDY

City of Worthington

January 4, 2016

DLZ

PRESENTER

- Steven G. Jewell, P.E., PTOE
Traffic and Planning Department Manager
DLZ Ohio, Inc.

STUDY PHASES

- Phase 1 – High Street at Stafford Avenue Pedestrian Crossing
- Phase 2 – High Street at Village Green Drive South and at Short Street Pedestrian Crossings
- Phase 3 – Sidewalk Review for Pedestrian Accessibility
- Phase 4 – Bicycle Mobility

Mr. Jewell commented that tonight's focus will be on Phase 1 and Phase 2. Phases 3 and 4 will come at a later date.

PHASE 1 – HIGH ST AT STAFFORD AVE.



Mr. Jewell shared that there are several major pedestrian generators at this intersection: 1) Worthington Public Library, 2) Griswold Center

PHASE 1 – HIGH ST AT STAFFORD AVE.



Mr. Jewell commented that High St. at this point is five lanes wide with a two way left turn lane in the middle of High St. There are marked crosswalks along the north/south crossing of Stafford on either side of High St. There are legal crosswalks at every intersection, including this one across High St. however they are unmarked at this particular point in time. For the most part, studies have indicated that pedestrians take greater chances when crossing at unmarked crosswalks like this one.

PHASE 1 – HIGH ST AT STAFFORD AVE.

- Traffic count (7-10 am, 11 am–2 pm, 3-6 pm)
 - 48 pedestrians (17 from 3:00 to 4:00 pm)
- Observation (3:00 to 3:30 pm)
 - 13 of 16 were children going to library (middle and high school age groups)

Mr. Jewell shared that if there was some particular device to assist with crossing, library staffers feels that the number of students coming to the library would increase because of the numerous high school activities they offer.

- Crash data (6+ years: 2009-2015) – 13 crashes
 - 6 angle; 4 parked vehicles; 0 pedestrians/bicycles; 3 others
 - No distinct crash pattern

Mr. Norstrom asked for clarification on “angle” crashes. Mr. Jewell explained that an “angle” crash is when a vehicle pulls out from a side street and hits or gets hit by a vehicle on High St.

- EVALUATED FOR A TRAFFIC SIGNAL
 - Ohio Manual on Uniform Traffic Control Devices (OMUTCD) provides direction per Ohio Revised Code
 - Nine Warrants including Pedestrian Warrant and School Crossing Warrant
 - Not all Warrants are applicable in all situations
 - Evaluation of Warrants showed none were met (no justification for a traffic signal)

Mr. Myers asked if he is correct in assuming that according to the Uniform Manual, it would not dictate or suggest that there be a signalized crossing at this intersection. Mr. Jewell agreed that neither a pedestrian traffic signal or a vehicular traffic signal is warranted based on the data.

- TRAFFIC CONTROL ALTERNATIVES
 1. Pedestrian Warning Signs
 2. Crosswalk with Rectangular Rapid Flashing Beacons (RRFB)
 3. Overhead Pedestrian Crossing Signs
 4. Pedestrian Hybrid Beacon (PHB)
- Alt 1 - Pedestrian Warning Signs
 - Advance “YIELD TO PEDESTRIANS AHEAD” Signs
 - For entering heavily travelled Pedestrian Zone
 - Southbound on High Street north of Stafford Avenue
 - Northbound on High Street north of SR-161



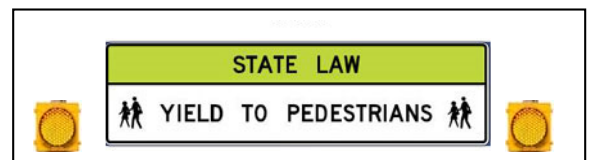
- Alt 2 – Crosswalk with Rectangular Rapid Flashing Beacon (RRFB) [overhead for multi-lane application]

- Advantages
 - Improves visibility of crossing
 - Provides positive guidance
 - Solar powered/wireless
 - Lower install and operate than signal of PHB
 - Over 80% driver compliance yielding to pedestrians
- Disadvantages
 - Not coordinated with signals
 - Doesn't provide stop condition for drivers or control for pedestrians
 - Under FHWA Interim Approval; not in the OMUTCD



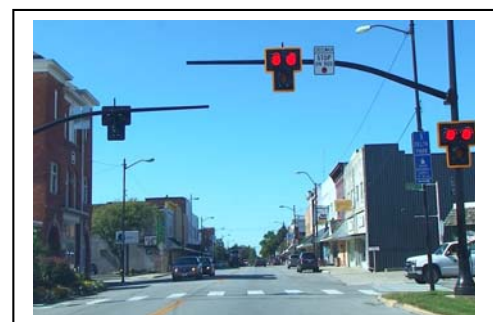
- Alt 3 - Overhead Pedestrian Crossing Signs

- Advantages
 - Improves visibility of crossing
 - Provides positive guidance
 - Signs with beacons – driver compliance 31% to 74%
- Disadvantages
 - Not coordinated with signals; increased potential for rear-end crashes
 - Doesn't provide stop condition for drivers or full control for pedestrian



- Alt 3 - Pedestrian Hybrid Beacon (PHB)

- Initially known as HAWK (High Intensity Activated Crosswalk)
- Advantages
 - High visibility crossing
 - Traffic control device in OMUTCD

















- Provides stop control for drivers; pedestrian control [WALK/CT-DN/DW]
- Lower install and operating costs than signal
- Works in a coordinated signal system
- 97% driver compliance
- Disadvantages
 - Higher costs than RRFB
 - New type device to area; PR campaign needed
- Traffic Analysis Performed
 - Capacity Analysis – Level of Service (LOS) = A (Both AM & PM Peak Hours)

Mr. Myers asked for further clarification on the definition of “A”. Mr. Jewell explained that essentially traffic is flowing with very little interruption. “A” is very, very good.

Mr. Myers commented that in analyzing the current capacity rate it was determined to be an “A” without a signal and as it sits now. Mr. Jewell replied that traffic is flowing on High St. and the beacon will not stop traffic every time the button is pushed. It will wait a little bit so it will maintain a good traffic flow. Mr. Myers concluded that the analysis is with the signal in place we can still maintain an “A” traffic flow at this location. Mr. Jewell agreed. He added that there will be much more congestion at the High St. and StRt 161 intersection with the left turn phase. They are probably operating at a service level “D” and sometimes level service “E” because it is over capacity.

Ms. Dorothy commented that the level of service is in regards to service for only motorized vehicles. Mr. Jewell agreed. Ms. Dorothy further stated that we have no optimized guidelines for other modes of transportation in the level of service analysis. Mr. Jewell agreed that there were but added that they have not been evaluated at this point because everything was level service “A” for the vehicles on this one. Right now the delay for pedestrians is high so that level of service for them will improve. Ms. Dorothy hopes that this can be optimized.

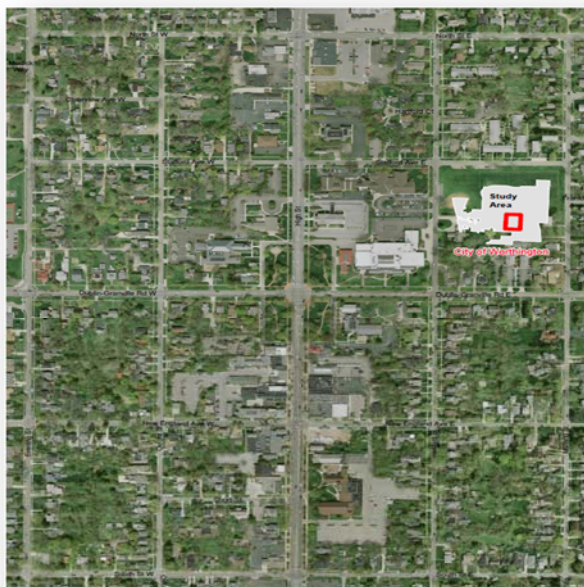
- Recommendation
 - Install advance pedestrian warning signs
 - Install Pedestrian Hybrid Beacon with decorative poles

	DRIVERS 		PEDESTRIANS 	
	Will See...	Will Do...	Will See...	Will Do...
1		Proceed with caution.		Push the button to activate the system.
2	 FLASHING	Slow down, prepare to stop. A pedestrian has activated the system.		Wait.
3		Stop if it is safe to do so.		Continue to wait.
4		STOP. A pedestrian is in the crosswalk.		Start crossing when all vehicles are stopped.
5	 FLASHING	STOP. Proceed with caution if the crosswalk is clear.		Continue crossing; the signal will count down.
6		Proceed with caution.		Push the button to activate the system.

- PHB Public Information Video (ODOT)

Mr. Jewell showed a video that demonstrated the Pedestrian Hybrid Beacon in use. He added that the video can be found on the City’s website.

PHASE 2 – HIGH ST AT VILLAGE GREEN SOUTH DRIVE AND AT SHORT STREET



- Traffic counts (9 hour TMC)
 - 13 pedestrians at Short St; 66 pedestrians at Village Green Drive South
- Observation – Farmers Market (July 20, 2015)
 - 60 pedestrians crossing at Short St in 30 minutes
 - 400 pedestrians crossing at Village Green Drive South in 30 minutes
- Crash data (6+ years: 2009-2015)
 - Short St -29 total: 11 sideswipe; 8 parked vehicles; 7 rear-end; 0 pedestrians/bicycles; 3 others
 - Village Green Drive South – 14 total: 9 rear-end; 3 parked vehicles; 1 bicycle

Mr. Norstrom asked if there was any information regarding the bicycle accident. Mr. Jewell recalls it being a young person but he doesn't recall the extent of the injuries.

- EVALUATED BOTH FOR A TRAFFIC SIGNAL
 - Ohio Manual on Uniform Traffic Control Devices (OMUTCD) provides direction per ORC
 - Nine Warrants including Pedestrian Warrant and School Crossing Warrant
 - Not all Warrants are applicable in all situations
 - Evaluation of Warrants showed none were met

Ms. Dorothy commented that this is a location where there is already some signalization and there are no warrants that show a need for any. Mr. Jewell replied that warrants aren't really required for the signage that is present at this location. It is usually done through an engineering evaluation and an engineering judgement. Those signs have been there for a long time. He doesn't know the specifics as to why that particular sign was chosen versus some other things but it was pretty state of the art when it was installed.

- TRAFFIC CONTROL ALTERNATIVES
 1. Install Advance Pedestrian Warning Signs
 2. Upgrade Existing Pedestrian Crossing Warning Signs
 3. Install Pedestrian Hybrid Beacons (PHB)

- Alt 2 - Upgrade Existing Pedestrian Crossing Warning Signs

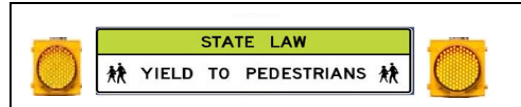
- Advantages

- Provides improved visibility of crossing
- Provides positive guidance
 - Signs with beacons – driver compliance 31% to 74%



- Disadvantages

- Not coordinated with signals; increased potential for rear-end crashes
- Observed drivers not yielding numerous times with existing signs
- Doesn't provide stop condition for drivers or full control for pedestrians



Mr. Norstrom asked if any of the data showed the effects of having flags at the intersections. Mr. Jewell replied no. He asked staff if they were used on a regular basis and they indicated that they weren't. Mr. Norstrom disagreed because he has observed the flags being used on a regular basis.

- Alt 3 - Pedestrian Hybrid Beacon (PHB)

- Initially known as HAWK (High Intensity Activated Crosswalk)

- Advantages

- Higher visibility crossing
- Traffic control device in OMUTCD
- Provides stop control for drivers; pedestrian control [WALK/CT-DN/DW]
- Reuse most of existing mast arms structures; repaint poles/arms
- Works in a coordinated signal system
- 97% driver compliance
- Uniform traffic control with PHB at Stafford Ave & High St



- Disadvantages

- New type device to area; PR campaign needed

- Traffic Analysis Performed
 - Capacity Analysis – Level of Service (LOS) = A
(Both AM & PM Peak Hours)
- Recommendation
 - Install advance pedestrian warning signs
 - Install Pedestrian Hybrid Beacons with decorative poles
(reuse and repaint poles/arms where possible)

Mr. Jewell noted that the current signs are pretty heavy and the Pedestrian Hybrid Beacons are probably lighter. Therefore the plan is to utilize most of the existing poles.

Ms. Michael asked how many pedestrian warning signs are going to be needed at each intersection. Mr. Jewell replied that it is kind of a zone issue. Maybe one north of Stafford and one north and southbound as you come off of StRt 161 and one northbound on High St. just south of Short St. So it is only four signs.

PHASE 1 AND 2 ESTIMATED COSTS

- Estimated Costs
 - Install advance pedestrian warning signs (City crews)
 - Four signs at \$150 each = \$600
 - Install Pedestrian Hybrid Beacon with decorative poles
 - Design (all three) = \$30,388.00
 - Construction = \$138,365.00 (Planning Level)
 - High at Stafford =\$60,200.00
 - High at Short and Village Green Drive South=\$78,165.00

OLD WORTHINGTON MOBILITY STUDY PHASES 1 AND 2

- QUESTIONS?

Mr. Troper commented that at the crosswalk, the time is coordinated with the other signals. Mr. Jewell agreed that the times would be coordinated.

Mr. Foust asked for additional information on the public relations campaign. Mr. Jewell replied that most of the cities publish information in the local newspaper. There would also be handouts available. It could be included on the city's website. Information could be included/distributed by whatever mechanisms are available in the city. He commented that maybe the Bike and Pedestrian Committee could assist with the effort.

Mr. Greeson added that staff could work with the schools, the library, and the Old Worthington Partnership that runs the Farmer's Market to reach those audiences since they are the primary users at those crossing. Mr. Hurley indicated that part of the recommendation of the Bike and Ped Committee was for a very strong public information campaign that would go along with the approval.

Mr. Smith commented that next to the Fire Station the fire department can activate a typical traffic light from yellow to red or dark to yellow to red. He asked if there was any traffic signal that would be a pedestrian crossing signal as well that would activate similarly to that specific device in a manner of consistency and less confusion with the blinking reds. Mr. Jewell replied that when he indicated the fact that there is criteria or warrants that the Ohio Manual has in it, one of them is for a pedestrian type activated signal exactly like that. There is still a minimum number of pedestrians and we counted seventeen in the heaviest half hour period. There is just not enough vehicular and pedestrian side street traffic for full signalization.

Mr. Norstrom asked about the cost of doing a similar light to the ones at Short St. and Village Green at the library. Would it be \$78,000 or less. Mr. Jewell replied that he doesn't have a direct answer to that question. He doesn't know what the signs cost to put them in or upgrade them. Mr. Watterson replied that it would be in the same range as the hybrid beacon because of the need for a controller and signs, etc. Mr. Jewell thinks the controller would be considerably less because it wouldn't need to communicate with the traffic system.

Mr. Norstrom wonders if we are attacking this problem with a hammer. From a perspective of process, when ARB or MPC projects come before Council, members have copies of those minutes so we can understand the discussion. He would like to at least have a memo from the Bike and Ped Committee that addresses why the recommendations of the consultants were supported. That information would help members understand the thinking of the Bike and Ped Committee. As Mr. Myers asked and as we have heard these intersections do not meet the warrants. He wonders if it would be sufficient to install a similar sign to the ones at Short St. and the Village Green that would save us upwards of \$80,000. Given the accidents statistics, we would enhance the safety and that it would not include a PR campaign. The citizens are very familiar with the current process. The flags are being used. In fact he had a mother tell him that even if council decided on the Hawk equipment she hoped the flags would still be available because the kids love to run across the street with the flags. He is hesitant to approve this because he thinks the problem that exists can be solved in a less expensive manner.

Mr. Foust shared that he is please this is being looked at and he stands in favor of anything that improves pedestrian and bicycle safety. He finds the sequencing of the lights a little bit confusing. He doesn't think that any members are used to that in traffic. The PR campaign is fine and addresses the local residents and he thinks everyone will get comfortable with it over time but he is concerned about those who don't travel the corridor very often. He asked if there has been any alternative programming through the system itself, something other than the alternating red. He asked if anyone is

experimenting with any other patterns than what was shown to members this evening. Mr. Jewell reiterated the history of the device. They were put in at a few locations and were successful with no crashes. That not to say there haven't been some over the years but they are going in all over the country. DLZ has designed three in other areas of Ohio and ODOT is also installing them. It is a new device that will take some time to get used to. It is something that they have seen that works. He has seen it installed at the national level. When looking at the statistics of what drivers have to react to, yield to, and stop for, the percentage of those devices, especially with the flashing aspect of it and that a full stop was a stronger compliance than the current ones. The current ones work. There is indication that they work with only one bicycle crash found and that is good statistics. But we were looking for something that was a little bit more authority than what is currently at the two locations. In fact, we observed people not yielding in situations.

Mr. Norstrom asked if the hawk devices are used on busy thoroughfares where the speed limit is higher than 25 mph. Mr. Jewell reported that he is aware of them being used in locations where the speed limit is upwards of 35 mph.

Mr. Norstrom remembers when these came into the industry they pretty much stayed in ~~Tucson~~ Tucson (typo corrected at 02/01/16 meeting). They were not immediately accepted across the country right away but Mr. Jewell indicated that has changed. Mr. Jewell agreed. He shared that he serves on the National Committee of Uniform Traffic Control Devices. They meet twice a year and provide advice with respect to federal highways and they required extensive research before this device was included in the manual. It came out very, very positive.

Ms. Michael commented that there were several residents who wished to comment on this topic. She invited Kevin Stotts to address Council.

Kevin Stotts, 39 W. Stafford Ave.

Mr. Stotts thanked City Council for addressing the issue. He is only going to address the Stafford and High St. intersection with his comments. He has lived at 39 W. Stafford for twenty nine years and is aware of that intersection since he crosses it frequently to visit the library and his children has crossed it to attend middle school.

Mr. Stotts said the first issue that he would like to address is kind of an aside. If members look at the Appendix A for the Phase I study, it includes the amount of traffic that turns down West Stafford. Between 7:00 am – 8:00 am for the traffic traveling south on High, 136 vehicles turn down West Stafford with an additional 12 that were driving north. That equates to 2 ½ cars per minute for that one hour timeframe. There is only an additional 251 vehicles between 8:00 am – 4:30 pm but obviously the first morning hour is very busy. He doesn't have a solution on how to do anything about that but he just wanted City Council to be aware of how busy that street is during that time.

Mr. Stotts shared that the second issue deals with why he thinks there needs to be something noticeable at the intersection. The National Association of City Transportation Officials publication has a nice diagram of what it looks like for a

person's peripheral vision according to how fast they are going. The faster the vehicle is going the more narrow the peripheral vision. The posted speed limit in Old Worthington is 25 mph. If anyone is very familiar, particularly between North St. and StRt 161 on High, that is an exception rather than a rule as most people drive much faster than that. That means that without anything at all the peripheral vision would be so narrow that most people would not be looking at any people on the edges who are starting to cross the street. That does indicate that there needs to be some kind of warning at that intersection. He commented that he attended the Bike and Ped meetings because he really wanted another stop light there as it is the only intersection in Old Worthington without any kind of signal at all. But what it also addresses, not only with the peripheral vision issue that we need some kind of additional warning there but it also indicates to him that we also need some kind of increased presence of enforcement of the speed limit, particularly in that section.

In addition, from that same group, the National Association of City Transportation Officials, when traveling 20 to 25 mph the stopping distance is 40 feet. When the speed increases to 30 to 35 mph the stopping distance is 70 to 75 feet. If doing 40 mph then 118 feet, which obviously goes to the next issue which is crash risk. At 20 – 25 mph the crash risk is only 15%. It goes up to 55% (pedestrian crash risk) for 35 mph and 90% for 40 mph. Fatality risk at 25 mph is 5% and goes up to 45% at 30-35 mph and 85% for those traveling 45 mph. Again, he thinks that addresses both issues of why something needs to be at that intersection to not only slow down traffic for pedestrians but also for increased patrol for speeding along that intersection.

Ms. Michael commented that the reason Council is studying this entire intersection is because they all feel that there is a need for something to be done for pedestrian safety. She asked him if he were to look at the hybrid beacon that was suggested tonight versus what is currently in downtown Worthington, what his thoughts would be. Mr. Stotts replied that while the ones in the downtown may have been state of the art at the time, for the most part they are ineffective now. He uses the signal and the flag and still crosses with a prayer that somebody is actually going to stop and let him cross. He doesn't think that they are very effective right now. He thinks part of it is that people have gotten so use to them. Members were concerned about the red and yellow but the current ones are just light yellow lights and even though they flash he doesn't think that people comprehend that there is a pedestrian and they should stop. The PHB allows for the police to ticket people if they do not stop. They really don't have the power to do that with the current signals.

Mr. Norstrom doesn't think that sounds correct. He commented that if he understands correctly, if a pedestrian steps into one of those crosswalks and a car does not stop then the police could ticket them. Chief Mosaic replied that once the pedestrian establishes control of the crosswalk and approaches the half of the roadway then it is a failure to yield to a pedestrian offense.

Mr. Stotts commented that his understanding just came from the Bike and Ped Committee meeting and he was just reiterating what he had heard. Mr. Hurley thinks the discussion

was that the yellow light itself does not allow them to ticket which is true at any pedestrian crossing. Mr. Norstrom disagreed.

Chief Mosaic clarified that the yellow light is an advisory to motorist that something is occurring but it doesn't require the motorist to stop until the pedestrian establishes control of that crosswalk so that is where much of confusion comes.

Paul Dorothy, 179 Kenbrook Drive

Mr. Dorothy shared his credentials with City Council and stated that he speaks in favor of Pedestrian Hybrid Beacons. It was questioned tonight of whether we could just install another sign like the signs that we already have in our downtown. He shared that in the United States most pedestrian fatalities occur mid-block or at multi-lane roadway crossings at non-signalized locations. He thinks we have been lucky and it is only a matter of time before someone is badly injured or killed at one of these crossings. For a pedestrian to walk a half a block out of their way to make a crossing could take them over three minutes. Drivers are incensed by something that makes them wait three minutes. He asked why we would put our pedestrians in that position if we are claiming to be building Complete Streets and a walkable community. Pedestrian hybrid beacons support Complete Streets concepts which call for roadways to be consistently designed to be operated with all users in mind and not just cars and trucks. Our existing pedestrian activated beacons have serious flaws, one of which hasn't been discussed yet tonight is what we call a multiple threat crash. This occurs when the pedestrian steps into the street and the person in the outside lane stops and yields for them. The pedestrian has the sense that that vehicles are stopping and continues to cross but the vehicle in the next lane over doesn't stop. The pedestrian can't see that because the vehicle that has stopped and yielded for him blocks their line of sight. NCHRP, one of our national research foundations has done this study on improving pedestrian safety at un-signalized intersections. That study found that driver compliance on average at those types of crossings is just 50%. Mr. Jewell presented the range, anywhere between 31 and 74%. It was questioned as to what flags would do to that as well. The same study looked at that and the flags do a little better at 65% but there is a caveat to that in that the flags are primarily used at non-multi-lane crossings and the range drops as low as 45% of compliance of drivers. He asked members to think about that. An average compliance of 50%. He asked if they would want their children crossing at a location where they get to flip a coin to see if a driver will stop for them. He doesn't.

Enforcement: the flashing yellow lights don't carry the weight of the law. In order for a driver to be sighted the pedestrian must step into the crosswalk. That is a suicide mission if 50% of the people are going to blow through it. So we repeatedly see drivers not yielding to the pedestrian and the pedestrian ends up back on the curb because they can't step into the crosswalk.

Mr. Dorothy stated that we must address key mobility issues. We have several populations that use the Griswold Center on one side and elderly housing on the other so we have an older population using this location. It is not a friendly place to cross. He

crosses there all the time. There are school children. The studies showed the majority of folks cross between 3:00 and 3:30 pm. Those are high school kids who may not have the best judgment. We have patrons of businesses in the downtown area, 400 people in 1/2 hour during the Farmers Market. That is a lot of our fellow citizens flipping a coin. They deserve better, safer mobility options. The pedestrian hybrid beacon was first installed in Tuscan, AZ in the 1990s. They have over 100 of them now. Since then it has been installed all over the country and in all climate zones. The first in Ohio was Delta, we saw the video. Columbus is installing three but they are not new. Something like the pedestrian hybrid beacon has been used in Europe for over 60 years. They call it the Pelican. They have newer deployments called Puffin and Toucan.

There has been some question about driver confusion but the studies back up the fact that driver confusion on these is minimal. There is no change in the right-of-way rules of the road. A red light is a red light and one must stop. That red light carries the weight of law while a flashing yellow beacon does not. Compliance by motorists for the pedestrian hybrid beacon exceeds 97%. That is nearly equal to the compliance at a normal traffic light. That is critical. There is new language in the National Manual on Uniform Traffic Control Devices that further encourages the use of these at intersections. It says that if a pedestrian hybrid beacon is installed at or immediately adjacent to an intersection with a side road, vehicular traffic on the side road shall be controlled by a stop sign. That replaces the original language that was more restrictive. This language has already been proposed and accepted for the 2016 National manual. The Ohio manual must come within substantial conformity of the National manual. So we will see the same change occur in Ohio. The Federal Highway Administration also studied the impact of pedestrian hybrid beacons. They found a 29% reduction in total crashes where they were installed and a 69% reduction in pedestrian crashes.

Mr. Norstrom asked if that was compared to no lights or yellow blinking lights. Mr. Dorothy replied that is compared to the previous mid-block crossing without control. He continued by stating that the Village of Delta administrator after a few months of operation of their beacons was quoted as saying that he has seen much higher usage of the PHB than he anticipated. It is being used and he has seen excellent compliance by motorists. The motorists that he has seen understand the process and he is very happy with the project and how it turned out. He hopes that Worthington will take the lead and also upgrade our pedestrian crossings and protect our citizens so that we don't expect our children to flip a coin when they have to cross the street.

Ms. Michael asked Mr. Watterson to clarify the costs. Mr. Watterson commented that a significant portion of the cost at Stafford Ave. will be the decorative mast arms that will support the signals. He doesn't know the prices of individual pieces of equipment but he thinks it would be of the same magnitude. He added that the downtown equipment needs replaced as it is more than twenty five years old and is showing its age.

Ms. Michael asked for comments from council members.

Mr. Myers asked if Council received a recommendation from the Bike and Pedestrian Committee. Mr. Hurley replied in the affirmative. He shared that DLZ made presentations at two meetings. At the September meeting DLZ originally gave a presentation on the Stafford and High St. crossing. The discussion at that meeting included several residents and their testimonies. At that meeting the Advisory Board felt that it was important to also consider the Phase II intersections that included the two additional crossings that were discussed tonight. DLZ was asked to come back with a recommendation on the additional crossings. DLZ returns to the October meeting with that presentation at which time the Bike and Pedestrian Advisory Board made a motion in favor of the Pedestrian Hybrid Beacons. Along with that recommendation was an exhaustive educational program that would reach the community and an evaluation prior to and after the effectiveness of those.

Ms. Michael asked for clarification in that the recommendation is for the Hybrid Beacons at all three of the intersections that we discussed. Mr. Hurley agreed. They thought it was important for the sake of consistency that all three of the intersections be treated the same. They did recommend the Pedestrian Hybrid Beacons.

Mr. Hurley added that Jennie Martin the chair of that Board called this afternoon and shared that she was sick and would be unable to attend. There are four members of the Advisory Board here this evening and they could certainly add to the comments.

Michael Bates commented that a question came up about the thought process of the Board when they were listening to testimony. He will speak for himself. He thinks the two items that caused him to vote in the positive for the Hybrid Beacons was 1) the enforceability of the walkway. As we heard, a red light is a red light and that is enforceable where there is a lot of discretion with a yellow light. He understands that the pedestrian has the right of way but you have to risk stepping into the roadway before you can get that right of way. 2) The coordination of the three crosswalks and the signal at StRt 161 and High St. He thinks the idea of being able to coordinate all of those signals to make sure that we maintain consistent traffic flow both for vehicles and pedestrians was significant as opposed to having these different signals at different points as your travel the city.

There being no additional comments, the Clerk called the roll on the passage of Ordinance No. 55-2015. The motion carried by the following vote:

Yes 7 Foust, Troper, Norstrom, Dorothy, Smith, Myers and Michael

No 0

Ordinance No. 55-2015 was thereupon declared duly passed and is recorded in full in the appropriate record book.

NEW LEGISLATION TO BE INTRODUCED**Resolution No. 01-2016**

Authorizing the City Manager to Execute a Cleaning Contract for the Community Center.

Introduced by Mr. Myers.

MOTION

Mr. Smith made a motion to adopt Resolution No. 01-2016. The motion was seconded by Mr. Norstrom.

Mr. Hurley reported that bids were opened on December 11, 2015 for Custodial Services at the Community Center. The winning bidder was ABM Onsite Services – Midwest Inc. They have a representative who has been very patiently sitting here tonight, Beth Wills, their branch manager. Their bid was for \$8,319.68 per month. Tonight staff is bringing it before Council in hopes that you would authorize the City Manager through this resolution to award the bid and enter into a contractual agreement which would run from February 1, 2016 through January 31, 2017. There are sufficient funds allocated in the operating budget to fund the 2016 portion of the contract. They had three bidders and this was the low bid.

There being no additional comments, the motion to adopt Resolution No. 01-2016 carried unanimously by a voice vote.

Resolution No. 02-2016

Authorizing an Amendment to the Final Development Plan for 7020 Huntley Road and Authorizing Variances (Zaftig Brewing Co.).

Introduced by Mr. Smith.

MOTION

Mr. Norstrom made a motion to adopt Resolution No. 02-2016. The motion was seconded by Mr. Foust.

Mr. Brown commented that the request is for an Amendment to Development Plan that includes variances. As members know, when a property has a Development Plan and there are variances associated with that Plan it is required to come before City Council for approval. This property is located on the east side of Huntley Road and north of Schrock Blvd. It encompasses two buildings that has multi-tenant. The building was built in the late 1960s. Zaftig Brewing Company, which is currently housed on Schrock Rd. is in the process of moving into 7020 Huntley Rd., Suite A.

Members may recall that late last year the applicant went through the process for a Conditional Use to have a brewery in the I-1 zoning district, which was approved. They also requested an Amendment to Development Plan and when the Board reviewed their Conditional Use application recommendation for their signage was also made. The brewing company will be located in an 1800 tap room and they will be constructing a

4700 sq. ft. production and distribution space in the building. The application before Council tonight is for three variances related to their signage:

- 1) Exceeds the allowable sign area – 100 sq. ft./business allowed; 198 sq. proposed
- 2) Exceeds the limit of one (1) wall sign per business – two (2) proposed
- 3) Exceeds more than two (2) styles of text – three (3) proposed

Mr. Brown showed a rendering of the proposed sign. It is approximately 8 x 24 (approximately 192 sq. ft.) in size. Our City code allows 100 sq. ft. There is also a small sign located above the main entrance that matches the other tenant signs throughout the complex. That sign is approximately six feet in size.

Mr. Brown commented that the application went before the Municipal Planning Commission at the December 10th meeting and was recommended for approval. The applicant is also in the audience tonight.

Mr. Myers shared that the Planning Commission had a rather extensive discussion concerning the design of the sign. He thinks they found that the brick detailing fit very well with this sign. They actually looked at several different proposals of smaller designs and they felt this one was the most appropriate given the brick detail and size and massing of the building.

There being no additional comments, the motion to adopt Resolution No. 02-2016 carried unanimously by a voice vote.

Resolution No. 03-2016

Authorizing an Amendment to the Final Development Plan for 350 West Wilson Bridge Road and Authorizing Variances (Trivium Worthington LLC).

Introduced by Mr. Troper.

MOTION

Ms. Dorothy made a motion to adopt Resolution No. 03-2016. The motion was seconded by Mr. Myers.

Mr. Greeson shared that staff is pleased to talk with Council this evening about 350 West Wilson Bridge Rd., which as members know has long been vacant and something that staff has worked to fill as part of our overall redevelopment efforts in the Wilson Bridge Road corridor. Before he turns it over to Mr. Brown to overview the Amendment to Development Plan that is being requested, he would like to introduce Tim Spencer, who is renovating the building with Trivium Development. With him tonight is Tino Valentino, who is the Chief Operating Officer of the Central Ohio Urology Group, who is going to be a new business to Worthington and will occupy the first floor of this building. He welcomed Tino and Tim and thanked them for their patience.

Mr. Brown shared that the request is for an Amendment to Development Plan that includes variances. The property is located at 350 W. Wilson Bridge Rd. In the two years that he has been here it has been one of those properties that has popped up several times. He thinks when Jeff Harris (previous Economic Development Director) and he met with Mr. Spencer last year and viewed the site, they determined that the building needed some major work. He is glad that it will receive an update.

Mr. Brown showed a diagram of the location, which is part of the Officescape development. The property is a little over 4 ½ acres and located on the north side of West Wilson Bridge Rd. It also has a joint access drive with 400, 450 and 500 W. Wilson Bridge Rd. that were all developed in the early to mid-1970s. The building is a little over 53,000 sq. ft.

The request is to re-use the existing building and includes several modifications, updates, and sustainable measures. It will have a new entry facility that will house a new elevator, an entryway, lobby and stairs to access all three levels of the building. The tower will need a variance as it is 1½ feet above the allowable height for the district. Part of the redevelopment is to bring the site up to accessibility and ADA compliance. There will be a drop off area for patients. The entrance is off of Wilson Bridge Rd. at Rieber St. The site will need to be regraded to bring it in to compliance and allow for handicap parking and a canopied drop-off. There will be all new windows and doors and new sound reducing windows installed along the north side of the building. The parking lot will be redeveloped and islands added. The reconfiguration will allow for four parking spaces per thousand for medical/office use. One of the additional variances will be to bring the parking space requirements down. Our code currently requires 171 sq. ft. per space. The request is for 162 sq. ft. per space, which is actually in compliance with many of our neighboring jurisdictions.

There will be some pedestrian connections in a walkway on the east side of the site that will connect to the sidewalk and bike path. There will also be a patio for the tenants and new mechanical equipment (generators and air handling units). A water line and storm sewer will need to be relocated. There will be accompanying legislation to address those issues. There will need to be a new waterline easement as well. There is currently no gas located along the northern properties of West Wilson Bridge Road. As part of the renovations, Mr. Spencer will be working towards getting gas extended to the property. There will be many sustainable improvements to the site such as new LED lighting. There will be three new light poles in the parking lot. Bike racks, landscaping and retaining walls will also be added.

Ms. Dorothy asked if the commercial development would have to include a landscape design. Mr. Brown replied yes. With the addition of the bike trail last year some landscaping has already been done. They will add to what is already there with planting strips, trees and shrubs.

Mr. Brown stated that part of the variances include signage. The Central Ohio Urology Group will have a wall sign on the West Wilson Bridge Road side and on the I-270 side.

The sign on the north side of the building is 100 sq. ft. in size. The one of the W. Wilson Bridge Rd. side will be 40 sq. ft. in size. Since this will be a multi-tenant building in the future, staff looked at a future tenant spot that will also include a size of approximately 40 sq. ft. As part of the freestanding sign along W. Wilson Bridge Rd. is a sign that identifies the address and the three tenants on the site. This request includes variances for square footage, multiple tenants on a sign and signs exceeding 100 sq. ft. in size.

This application went before the Municipal Planning Commission on December 10th and they unanimously recommended approval.

Mr. Norstrom commented that at the request of the Urology sign is only for the north side elevation that faces I-270 and future tenants would only have signs on the south side of the building. Mr. Brown replied yes, at least at this time.

There being no additional comments, the motion to adopt Resolution No. 03-2016 carried unanimously by a voice vote.

Mr. Norstrom shared with the applicant that City Council is excited about them being in the community. Mr. Spencer thanked Council and said that they look forward to beginning construction. Ms. Michael added her excitement for the project.

Ordinance No. 01-2016

Amending Ordinance No. 44-2015 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvements Fund Unappropriated Balance to Pay the Cost of Engineering and Related Services for Preliminary Design and Related Services for the Intersection Improvements at Huntley/Wilson Bridge/Worthington-Galena Roads and Determining to Proceed with said Project. (Project No. 602-14)

Introduced by Mr. Smith.

Ordinance No. 02-2016

Amending Ordinance No. 44-2015 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvements Fund Unappropriated Balance to Pay the City Share of Costs for the SR-161 Pavement Surface Improvements, (ODOT Project FRA-161-8.67, PID 96305) and all Related Expenses. (Project No. 617-15)

Introduced by Mr. Norstrom.

Ordinance No. 03-2016

Authorizing the City Manager to Execute A Contract Between the City of Columbus Board of Health and the City of Worthington for Health Services.

Introduced by Mr. Foust.

Ordinance No. 04-2016

Accepting a New Water Line Easement from Trivium Worthington LLC; Approving an Agreement to Install Utilities; and Vacating a Portion of the Original Water Line Easement upon the Completion of the New Water Line at 350 West Wilson Bridge Road.

Introduced by Mr. Troper.

The Clerk was instructed to give notice of a public hearing on said ordinance(s) in accordance with the provisions of the City Charter unless otherwise directed.

REPORTS OF CITY OFFICIALS

Mr. Greeson shared that the ordinance that Council introduced tonight related to the Huntley/Wilson Bridge/Worthington-Galena intersection, staff had originally planned to discuss the project at next week's committee of the whole meeting. The consultants are evaluating some of the comments they received from the public and in order to properly do that they will need additional time. So the consultant presentation will be at the third meeting in January. Council will have the discussion at the meeting and decide whether to select a design and move forward or table until the following meeting.

REPORTS OF COUNCIL MEMBERS**EXECUTIVE SESSION****ADJOURNMENT**

MOTION Mr. Myers made a motion to adjourn. The motion was seconded by Mr. Norstrom.

The motion carried unanimously by a voice vote.

President Michael declared the meeting adjourned at 9:33 P.M.

/s/ D. Kay Thress

Clerk of Council

*APPROVED by the City Council, this
1st day of February, 2016.*

/s/ Bonnie D. Michael

Council President