Meeting Minutes

Monday, June 12, 2017 ~ 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, June 12, 2017, 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 7:30 P.M.

Ms. Michael appointed Tanya Maria Word as Temporary Clerk of Council for this evening’s meeting.

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

**Member(s) Absent:**

**Also present:** Temporary Clerk of Council Tanya Maria Word, City Manager Matthew Greeson, Director of Law Pamela Fox, Assistant City Manager Robyn Stewart, Director of Finance Scott Bartter, Director of Public Service and Engineering Dan Whited, Director of Planning and Building Lee Brown, Director of Parks and Recreation Darren Hurley, Chief of Fire Scott Highley and Chief of Police Jerry Strait.

There were 12 visitors present.

*President Michael invited all those in attendance to stand and join in the recitation of the Pledge of Allegiance.*

*President Michael acknowledged Boy Scout Robert J. Grocki of Troop #365. Mr. Grocki indicated he is working in his Citizenship and Community Merit Badge.*

**NEW LEGISLATION TO BE INTRODUCED**

**Ordinance No. 23-2017** Amending Ordinance No. 45-2016 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvement Fund Unappropriated Balance in the Amount of $230,000.00 to Provide for the Funds to the Worthington Community Improvement Corporation for Renovation to the Kilbourne Memorial Library Building.

*Introduced by Foust.*

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.
Mr. Greeson explained that we are digging into some of those numbers right now, but we wanted to get this Ordinance introduced; that number may change a little bit more likely up as we scrutinize some of the details of that and get the bids finalized.

REPORTS OF CITY OFFICIALS

Policy Item(s)

Bike & Pedestrian Advisory Board Recommendations

Mr. Hurley congratulated City Council on their appointments, you have certainly put together a very passionate group for Bike & Pedestrian activity in the Bike & Pedestrian Advisory Board, they push us and have done a great job of carrying on the initial work of the steering committee and as you’ll see tonight have accomplished several things and also have a strong list of recommendations and ideas that they would like to see move forward.

Mr. Hurley introduced to the Advisory Board; Jeannie Martin (Chair), Michael Bates (Vice-Chair), Lawrence Creed, Ann Horton, Emma Lindholm, John Rist, Kelly Whalen, and Douglas Knight (not present). I would like to also mention Matt Erickson who has been a part of this board, but recently resigned due to some other commitments in his personal life. Last, but not least, I want to acknowledge and recognize a staff member who is with us this evening and that is Celia Thornton; the joke with the board is when I say we will take care of that, it’s really Celia will take care of that. I cannot commend her enough; she has really been the driver of the Bike & Ped movement from the staff side.

Mr. Hurley, Ms. Eugenia Martin and Mr. Michael Bates presented the following PowerPoint presentation.
Advisory Board Members

- Eugenia Martin (Chair)
- Michael Bates (Co-chair)
- Lawrence Creed
- Ann Horton
- Douglas Knight
- Emma Lindholm
- John Rist
- Kelly Whalen

Background

- Worthington City Council created a retreat goal – Fall 2012
- Direction to form a Bike & Pedestrian Steering Committee to create list of prioritized projects
- Steering Committee recommendations to Council December 2014
- Council accepted recommendations, created Bike and Pedestrian Advisory Board
Connect the community by advocating for enhanced mobility for all citizens and visitors on bicycle and on foot, through sustainable infrastructure and programs leading to improved health, safety, welfare, and a positive economic impact.

5 E’s of Bike and Pedestrian Activity
- Engineering
- Education
- Enforcement
- Encouragement
- Evaluation

Note: also an emphasis on community equity.
Overview of Board’s Activities

Accomplishment Highlights to Date

- PHB Installations along High Street
- Trailhead at Olentangy Parklands
- Bike and Ped Improvements to Northeast Gateway Project

Educational Activities/Events

- PHB Educational Efforts
- Safety Signage at Trailhead
- Bike Rodeo with AAA
- Yay Bikes Educational Ride with Staff
- Safe Routes to School/ Alternative Transportation Workshop
- Bike Corrals at Community Events in 2016
Community Outreach/Input

- Two Resident Surveys – Walking and Biking (Fall 2016)
- To build on public outreach completed by Steering Committee
- Walk Survey Responses = 577
- Bike Survey Responses = 334

Survey Results

When the weather is nice, which statement best describes you?
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Survey Results

What keeps you from walking/biking more?

Survey Results

If you have children, do they walk/bike to school?
Survey Results

Would you support special taxes or assessments to build pedestrian or bicycle facilities?

- 59%
- 28%
- 13%

Overview of Board’s Activities

Use of Allocated Funds

- 2015: Old Worthington Mobility Study ($50,000); Olentangy Parklands Trailhead ($25,000); Improvement to pavers in the CBD.
- 2016 & 2017: $200,000 allocation to PHB installations
Updated Recommendations from Steering Committee

51 Total Projects
- CIP Infrastructure (16)
- CIP Study (7)
- Programmatic (28)

CIP Infrastructure Recommendations Overview

- 16 Total Projects – CIP Infrastructure Category
- 12 of them scoped by City Engineering
- Scoping confidence level varies depending on unknowns
- Total estimated cost of 12 projects = $12,566,570
**Worthington-Galena Road**

- Evaluate multi-use path along Worthington-Galena Road from High Street to the new NE Gateway.
- Evaluate various crossing opportunities and future connections.

**Snouffer Road – Linworth Road West**

- Bicycle and pedestrian access along Snouffer Road
Highlighted CIP Infrastructure Recommendations

Sidewalk Gaps – Elementary Schools

• Safe Routes to School Initiative, evaluate sidewalk gaps around schools

CIP Study Recommendations Overview

7 Total Projects – CIP Study Category
High Street Bike and Ped Assessment

- Roadway Improvements
- Multi-use Trails, Bike Lanes, Sidewalks
- Evaluate Crossing Opportunities – Better Connections

Worthington Bike and Pedestrian Master Plan

- Generate Bike and Pedestrian Master Plan for the city.
- Engage residents, further identify and prioritize projects, and provide better scope to desired projects.
- Completed plan would better position the city for grants and other funding opportunities.

Walk Friendly Communities

Bicycle Friendly Community
Highlighted CIP Study Recommendations

Sidewalk Analysis

- Build on the Old Worthington Mobility Study
- Determine priority sidewalk connections
- Guide City policy on addressing gaps and making connections moving forward

Highlighted CIP Study Recommendations

Connecting Potter’s Creek/West Worthington to Trails

- Wilson Bridge Road
- Snouffer Road
- Linworth Road
- S.R. 161
Programmatic Recommendations Overview

28 Total Projects – Programmatic Category

Highlighted Programmatic Recommendations

Complete Streets Policy Adoption
- Work with Engineering Department on the creation of a Complete Streets Policy to be adopted by Council.
- Guide future street projects to ensure Bike and Pedestrian facilities are prioritized.
Highlighted Programmatic Recommendations

Safe Routes to School (SRTS)
• Hosted Education Sessions

• Active Transportation Community Planning workshop

• Individual school neighborhood projects and/or comprehensive community approach

Targeted Education and Enforcement
• Continue education efforts like Bike Rodeo, PHB Education, Bike Corrals

• Develop relationship with Police Department to ensure enforcement helps to encourage and keep safe increased bike and pedestrian usage

• Work with other community partners to increase outreach
General Recommendation

The Board would like to work with City Council to increase the $100,000 annual allocation to bike and pedestrian projects to accomplish projects from the list of recommendations in a more timely manner.

- Review CIP Funds to see if additional allocations above and beyond $100,000 per year could be made.
- Consider allocating additional resources in the operating budget toward staffing of projects in order to move initiatives, more proactively seek grants, partnerships and other means to move projects along, and to become a more active community face of the bike and pedestrian movement.
- Consider other options for funding projects including giving residents the option to pay for them in a package to include parks, etc.
Questions From City Council

Mr. Norstrom asked on the tables that are attached to the materials we have, that one for example was listed as a study with a cost of $191,000, so you’re recommending a study of that. Mr. Bates replied that would be correct. Mr. Norstrom commented whereas the first one you talked about, it has a $2.7 million price tag, so I assume that is implementation. Mr. Bates replied that is correct.

Ms. Martin commented to Mr. Norstrom you had asked a question about Snouffer with being the connection from Linworth to the railroad tracks being a study; it is actually part of an engineering project; we said evaluate the feasibility; there is an existing walkway that is there on the south side of Snouffer, but with the connection, we were trying to make sure we had a wider sidewalk; it also ended at the roadway that’s there, so this would be a connection all the way through the front of Phoenix up to the crossing that’s there at the railroad tracks and so evaluating the feasibility doesn’t make sense to have it be a multi-use path or do we look at doing a sidewalk, so it would be kind of a combination of the two.

Ms. Dorothy commented that at our academy that we went to in May at the Community Center that we hosted but ODOT presented and it was mentioned that MORPC had some funding to help municipalities develop a complete streets program; asked is that something that is a higher priority because we can get outside funding. Ms. Martin replied I believe so, we knew that our City Engineer is working on something currently. Mr. Whited explained it was a preliminary application to express interest and give a rough idea of what you would like to do. Ms. Dorothy asked so if we got funding from
MORPC, would you then be wholeheartedly for it. Ms. Martin replied yes. Ms. Dorothy commented it’s not like the number one priority on your list. Ms. Martin commented I understand that specifically when we passed out the list looking at it, it was really hard to put a prioritization to it; it is a high priority on our list.

Mr. Smith commented I know we have discussed the bond potential levy issue here and I don’t think we’re completely opposed to that, but seeing that won’t be this year due to time constraints at this point; let’s say starting January of 2018 we throw out an arbitrary number instead of $100,000, $200,000 maybe $300,000 per year for the foreseeable future, asked how would you use that; I would be interested in hearing your advice on whether we should use that for staffing support to try to obtain more grants to get more money or if we should just put that money towards projects. Ms. Martin replied I can see it being used in multiple ways, ideally when I mentioned having the master plan done but also having staff that would be able to help us move forward with the master plan which would also help us to be able to get more grants; I don’t know how much it would be to complete that study, so I could see us at that point saying this is how much money we have, how do we get creative and be able to use it to the best advantage. If there is additional infrastructure we could do, that would be great; but I also think if it’s in conjunction with working on the engineering projects that are coming in – able to do tweaks in that manner such as the Northeast Gateway.

Mr. Norstrom asked when you say master plan are you talking about Master Plan for Bikes and Ped or overall Master Plan. Ms. Martin replied Master Plan for Bike and Pedestrian.

Mr. Norstrom asked what would be relatively a low cost project that would make an impact. Ms. Martin replied we’ve done the PHB’s, the challenge that we have with the engineering is they are upwards close to one million dollars and so we would have to save for a few years; whereas if we have a $200,000 or $300,000; it’s not something that’s necessarily visible initially, but I would say some of the sidewalk apps could help, working in conjunction with Safe Routes to School; I keep going back to the master plan because you have to have a grounding document that you start from and then you go from there and say how do you knock these things off. Infrastructure wise when we look at our list, it’s pretty challenging.

Mr. Hurley explained that the other interesting note is a lot of these cost estimates are to go into these projects today as the street sits now, I think one of the things that the board wants to capitalize on now and work closely with Mr. Whited’s department is as these things come up for the annual street program where a lot of that cost is already built into the City’s budget, then let’s make sure through complete streets that we’re doing the Bike and Pedestrian accommodations because then you aren’t necessarily paying this full number to get the bike and pedestrian accommodation.

Mr. Bates commented that Mr. Brown is already asking developers to install wider sidewalks in when they do building development; Mr. Whited’s team is already looking at how do I make accommodations for bicycles on the street, so establishing a formal
complete streets policy would be a good start along with the master plan so that as people are working in the city whether it’s staff or developers coming in, you kind of know what our vision is for using the City’s assets.

Mr. Myers asked Mr. Greeson as we are doing the early planning for the northeast gateway project, it was my understanding that multi-mobile was already incorporated to our planning for that project. Mr. Greeson replied The Mid-Ohio Regional Planning Commission (MORPC) attributable funding process, they have a complete streets policy as part of that and if you’re accepting federal funds through the attributable funding process you have to have accommodations for bike and pedestrians. Mr. Myers asked so it’s anticipated that when that project is complete, it will be a complete streets project. Mr. Greeson replied that can be achieved in a lot of different ways...Ms. Martin talked about they had debates about where do you need sidewalks versus multi-use trails, where do you have on street bike lanes; the 161 corridor is very similar type of exercise, the conceptual plans that were presented to the public the other night for feedback; had two or three variations of bike and pedestrian accommodations, most of which would be under the complete streets, but the community has choices about how to achieve that.

Mr. Myers commented what I’m driving at is impart the work you all have done the concept has become more front of mind, I’ll be real honest with you when it comes down to police, fire, water and sewer I don’t have an extra $12 million dollars and I don’t know that I’m prepared to go to the voters and ask for more money just as a philosophical position, but I do think a lot of these projects and if you continue to stay on top of it and integrate, a lot of these projects are going to get done just because that’s the way we’re now planning and I want to make sure that it stays front of mind; some of it we don’t have a choice, ODOT is going to force us to do something, I do think and if you look at the Wilson Bridge Road Corridor Study and everything that we’ve put together and that includes asking developers to put in multi-use paths and it’s a whole different mindset of how we’re approaching those things; a lot of these things are going to get done not necessarily one at a time, but as they develop.

Ms. Dorothy stated I would agree to have a complete streets policy would definitely put it at the forefront, it’s nice to have right now, but I think we do need to accommodate all people on our public rights away; it’s a travesty certain places you can’t get there safely walking or biking especially if that’s pointed out by the Worthington Food Pantry that there are no safe accommodations; I’ve seen people walking baby strollers in the bike lane along Schrock going to the food pantry; I think it’s not something we should have in Worthington, we should accommodate all people on our public rights of way and I think having complete streets policy would then put that in place; I totally agree that we don’t have the money to just completely redo everything right now, that that’s not going to happen, but incrementally as we have to do each piece of Worthington as we are doing right now that we should be looking at a complete streets policy.

Mr. Greeson commented to Mr. Myers I echo your comments about how they’ve already influenced our thinking on almost everything and I want to compliment you all on that; another small example of that is when we got the urban paving grant dollars to do 161; a
number of years ago we may have just put in traditional crosswalks; this time we worked to put lattice style crosswalks in as many locations as we could afford and accomplish with that project. I suspect a complete streets policy would influence where we do that in the future as an example.

Mr. Myers asked when I walk, I don’t necessarily walk as a method of transportation, I walk for enjoyment and this summer my wife and I have done a great deal of hiking, we walked a trail outside Newark, it’s about a 5 mile multi-use path and then three weeks ago we did the Kahootie Trail in North Georgia and it’s a 9 mile trail and I felt better after 9 miles of going up and down in sometimes 500 ft. elevation changes in Georgia than I did in 5 miles of completely flat asphalt in Newark. I can’t walk on a multi-use path, my feet are in too bad of shape; asked is there any thought given where we can have dirt paths that people like me can walk on. Ms. Martin replied I would be all for that as well because it’s decomposed granite, crushed rocks, easy to walk on when it compacts down. Down along Olentangy Trail there is the mulch, I find that hard to run on, but I agree with you it can be very hard to walk on a very flat surface.

Mr. Troper stated I’m a big fan of sidewalks, so I see when you have some sidewalk projects, asked is that the total project cost, does that include any residency. Ms. Martin replied for all of the sidewalks, there’s a couple of different type of sidewalk connections on here; there is one identified as M2 and that one is talking about Thomas Worthington to Evening Street, it could be a multi-use trail, it could be a sidewalk. Keep in mind we have not completed a sidewalk analysis, it was part of the other studies to update the sidewalk analysis to look at where other gaps that need to be made. Now with that being said, we do the master plan we can figure out where those gaps are working in conjunction with the schools to go after Safe Routes to School funding grants in order to be able to get some of those gaps filled in.

Ms. Dorothy commented the group did make a very good point of showing that we have significant needs in our community, but we did as a council ask for limited budget and I was wondering if there is a way you could re-prioritize things that would be more low cost, like the change of policy of sidewalks and a complete streets policy we could potentially get a grant funding for the change and the sidewalk width if you brought that to council to change in the Ordinance; I think there was a suggestion to change it from 4 ft. to 5 ft. Ms. Martin replied I thought that had been done. Mr. Hurley replied I don’t believe it’s been formally done. Ms. Dorothy commented I think we were looking for guidance from the Bike and Pedestrian Committee to push that through; education encouragement to see what partnership we can do with limited resources that council has currently given; it is very important to know that we have this outstanding need that’s much greater than we have a capacity to implement at this time. Ms. Martin replied that was part of tonight’s meeting talking about engineering and the studies and the programmatics, so that is on our list as far as the sidewalk policy, a complete streets policy, those are our recommendations as identified in this list of 51 projects. I’m asking for a little bit more clarification on what council is asking us to bring to you short of what we have to date. Mr. Hurley explained that sometimes with an advisory board a lot of the recommendations are out there and so if you want any of the recommendations to
specifically include an Ordinance or something more specific, they would not typically do that without your guidance because we would consider that a policy decision that you would make; so if you want them to further develop those recommendations they would need that kind of guidance.

Mr. Troper commented I would like to see it in terms of our sidewalk policy. Ms. Dorothy commented I would like to see the sidewalk policy be changed from 4 ft. to 5 ft. Mr. Myers commented let’s remember and this came as a surprise to me, sidewalks are a political issue, we all think sidewalks are a great thing, but that is not a universally held opinion; some people think sidewalks devastate their yard and they don’t want them. We do have a sidewalk inventory. Mr. Hurley commented from 1997.

Mr. Norstrom stated I would favor putting a levy out for Bike & Pedestrian and Parks & Recreation: however that did not reach agreement with enough people on council to do that. If we’re looking at sidewalks the easiest way and highest priority is safe trips for kids to get to school and that’s one where we could potentially look at 100% funding of the sidewalks if we really want to do that or potentially incorporate something with schools and work with their capital budget. The other thing I think we should consider is we have not formally adopted a complete streets policy and I think that something that given from what I’ve heard tonight that we should figure out what that is; I applaud Mr. Brown, it sounds like he is already having those discussions with developers, so let’s give more emphasis to when we’re talking to people who are coming into this community; if you’re talking about a street, we’re talking about a complete street and that might include a nice bus stop.

Mr. Myers asked Mr. Whited didn’t you say that approached MORPC about this very subject, Mr. Whited replied yes. Mr. Myers asked and we might be hearing something back from you in a month or so. Mr. Whited replied that is correct. Mr. Norstrom asked do you need action from council. Mr. Whited replied not at this time, we don’t know what the details of that application would be, we’ll get that information from them outlining what the program is and what the requirements are to apply for it and then we would bring that back to you. Mr. Greeson explained it’s a new program that’s an extension of their 2050 efforts, not just planning out and helping communities implement; it’s essentially a local government assistance program and one of the things their interested in assisting on is complete streets policy and so they invited people to apply with interest and then they’ll provide some technical assistance to help complete the application and then ultimately they’ll pick 4 or 5 communities where they’ll actually hire consultants to help accomplish what it is that their trying to accomplish. Ms. Michael asked is the accomplishment putting together a complete streets master plan or is it just creating a policy in favor of complete streets. Mr. Greeson replied I think well there are two different issues (1) complete streets policy and then (2) complete streets master plan. I think we talked about doing a complete streets policy first. Ms. Michael asked so we’re going to be getting some information back within the next month before summer break. Mr. Greeson replied correct. Mr. Norstrom commented if council is serious about this, we don’t wait for MORPC, we figure out talking with staff what resources we can move forward with for developing a complete streets policy from the perspective if we’ve got
money available, I’d rather have it go for implementation or for the design of the master plan. I think we should be able to incorporate within our own budget now developing a complete streets program policy. Mr. Myers commented I think what Mr. Norstrom is asking for is a report back and we should start that process and staff should report back as to what they think it might cost, where we might be able to get the money, what would it look like and hopefully have that information to us before summer break; Mr. Bates has educated me this evening that I didn’t know there were different types of complete streets. I would think the plan would define what we mean by a complete street.

Mr. Myers asked would you all be willing to come back and explain to me what Safe Route to Schools is. Ms. Miller replied we’d be more than happy to.

MOTION Councilmember Norstrom made a motion to adopt the recommendations presented by the Bike and Pedestrian Committee. The motion was seconded by Councilmember Myers.

The motion carried unanimously by a voice vote.

Financial Report

Mr. Barter presented the following:

- Fund balances for all funds increased from $23,225,624 on January 1, 2017 to $26,958,856 as of May 31, 2017, with year to date revenues exceeding expenditures for all funds by $4,197,868.

- For the month of May, fund balances for all funds increased from $26,958,856 as of May 1, 2017 to $27,429,491 as of May 31, 2017, with revenues exceeding expenditures by $464,635.

- Year to date revenues for all funds are below 2016 revenues by -$509,329 (excluding bond proceeds) and above estimates by $1,145,806. Total revenues include $3,960,000 in bond issuance proceeds received in January 2017.

- Expenditures for all funds tracked at 95.34% of anticipated expenditure levels for the month of May.

- The General Fund balance increased from $11,628,193 as of January 1, 2017 to $12,994,727 as of May 31, 2017, with revenues exceeding expenditures by $1,366,534.

- For the month of May, the General Fund balance increased from $12,340,723 on May 1, 2017 to $12,994,727 as of May 31, 2017, with revenues exceeding expenditures by $654,004.

- General Fund revenues are above 2016 revenues by $1,089,784 and above estimates by $941,075 or 8.49%.
- General Fund Expenditures tracked at 90.48% of anticipated expenditure levels for the month of May 2017.

**MOTION**

Councilmember Smith made a motion to accept the May 2017 Monthly Financial Report as presented this evening. The motion was seconded by Councilmember Myers.

The motion carried unanimously by a voice vote.

**REPORTS OF COUNCIL MEMBERS**

**Councilmember Rachael Dorothy** – thanked staff for their help at the Gary Smith classic this past weekend.

**Councilmember Bonnie Michael** – I know people have received correspondence from State Representative Duffey; I have asked staff to look into the pros and cons which will give us a legal analysis and what the impact would be, so that we have some framework from which to have a discussion. Information will be coming forward. Secondly I saw the Ohio Municipal League that the central collection has been put into the senate side of the budget bill, so we’re back to fighting that again. For those who are not aware of this, what this provision is, is to have the State of Ohio take over collecting a portion of all of municipal income tax and then deciding when to let us have our money; it may be monthly, it may be quarterly; basically we have no control over refunds and they’re going to charge us 1% fee for doing this and R.I.T.A. is only charging us .21%, so it’s going to cost the City of Worthington at least $20,000 - $25,000 per year extra for the state to take this over plus creating a whole new state agency with millions of dollars there.

**Councilmember Scott Myers** – announced Architectural Review Board had two significant items this past week (1) changes to the Kilbourne Memorial Building, CoHatch is moving in and will be building a patio on the south side of the building which will wrap around from the front entrance to the far southeast corner; it will include some outdoor workspace that will be semi-enclosed with some greenscape and a pergola and there will be a vinyl applique sign saying CoHatch on the chimney on the south face of the building. (2) we have our 5th solar panel installation (Mr. Brown explained that this house actually has a 161 Dublin Granville Road address; it’s a circular drive with about four houses. It was a very lengthy discussion regarding the solar panel policy and I tried my best to give some education to the board, it was a very nice discussion and really at Mr. Hoffman’s leadership the panels moved from the east face of the garage (which was somewhat visible from 161) to the west roof of the home and they will not be visible at all from 161.

**Councilmember Dave Norstrom** – stated there was an article in The Columbus Dispatch today and I haven’t talked to Mr. Whited about it, but it was how the City of
Columbus has elected alternatives to just spending capital money on sewers and making environmental changes, things like rain gardens and saving millions of dollars doing that and I don’t know if there is any opportunity for us to do that, but it would be nice to have a discussion about it. Mr. Whited replied there may be opportunity to do that and we can look at that as we further do our SSEC studies; in fact we have talked with a few consultants about that or other opportunities to save some money in that area.

Councilmember Doug Smith – following up on the Bike & Ped conversation, I was in Baltimore last month and just a complete contrast to what we have here across central Ohio; their thoroughfares and walkways, bus lines and major housing developments just really dangerous and I’m glad we have what we have, glad Bike and Ped is keeping us on our toes too.

Councilmember Michael Troper – Mr. Greeson did an excellent job as starter for the race, no one jumped his command.

ADJOURNMENT

MOTION Councilmember Dorothy made a motion to adjourn. The motion was seconded by Councilmember Troper.

The motion carried unanimously by a voice vote.

President Michael declared the meeting adjourned at 8:50 P.M.

/approved by the City Council, this 3rd day of July, 2017.

/s/ Bonnie D. Michael
Council President