



WORTHINGTON BIKE AND PEDESTRIAN ADVISORY BOARD

Minutes of the Monday, July 30, 2018 Meeting

Members Present: The members present were Mike Bates, Ann Horton, Emma Lindholm, Jeannie Martin, Gary Schmidt and Kelly Whalen.

City Support Staff Robyn Stewart (Assistant City Manager) and Celia Thornton were present. Also in attendance was resident John Canty (445 Riley Ave.).

Minutes from the June 25, 2018 meeting were approved by all, with the exception of Emma Lindholm and Jeannie Martin, who abstained since they had missed the prior meeting.

Visitor Comments: Ms. Thornton shared with Mr. Canty and the board that she had given Mr. Canty's route to the consultants and emailed it to Westerville's bike and pedestrian coordinator (Laura Ball) for their review. Ms. Thornton is also in the process of coordinating a meeting between Worthington, Westerville and Columbus so that we can all agree on a route that we can mark on our maps and sign as funds become available.

Sidewalk Program Follow Up and Prioritization: Mr. Schmidt passed his own version of the sidewalk gaps map along with a "Sidewalk Criteria" sheet and asked Ms. Thornton to start the conversation. She began with the total dollar amount of the projects which is approximately \$820,000 and noted that this is a low estimate as many of the costs for identified gaps don't include items like landscape removal, grading, pole relocation, etc. Ms. Thornton then suggested that there were several different ways to structure the recommendation. Since the board isn't privy to all of the projects, needs and details of the City's budget process, they could make a general recommendation that they would like the City to set aside a certain amount of money each year to address sidewalk gaps and let city staff/Council decide how much. Alternatively, the board could ask the City to put aside a recommended amount of money each year dedicated towards filling sidewalk gaps. The board spent some time discussing these two options, including asking Council to earmark a percent of the total city budget (operating and CIP) for Bike & Pedestrian projects, including sidewalk gap, every year. Ms. Stewart was able to shed some light on the City's debt load, the rainy day fund, and how the budget process works, among answering other questions. Ms. Martin noted that several of the sidewalk gap projects would pair well with Safe Routes to School or other grant money. Mr. Bates thinks that the board shouldn't be concerned with the City's budget issues, but should make a recommendation based on what they think the board

needs to complete projects in a timely manner. There was also a question regarding the estimates provided by Engineering and whether they were based on four or five foot sidewalks, and which would be more appropriate. Mrs. Horton would like money for sidewalks to have the same value as other projects in the street improvement program (SIP). There is \$900,000 a year spent on roads, and very little on sidewalks, which are also an important mode of transportation. She doesn't think that sidewalks should come out of the board's money, but should come out of the Service & Engineering SIP budget. Ms. Stewart shared with the board that the amount of money for the SIP has been held flat for ten years and is already making it difficult to keep the level of service the same as in past years. Ms. Martin made the point that government doesn't operate in a vacuum and that the board isn't aware of all of the projects already putting pressure on the Service & Engineering budget. After further discussion the board made the following recommendation that was passed unanimously by all present:

“The Bike & Pedestrian Advisory Board recommends that one percent of the total City budget (combining operating and capital improvement budgets) should be allocated for bike and pedestrian projects each year, with a minimum of 50% earmarked for closing sidewalk gaps, and the rest to be dedicated to other bike and pedestrian projects. Furthermore, the board would like all sidewalk gap projects to be completed within a five year timeline and prioritized using the rubric created by the board.”

Clarification was added that the City would pay for all sidewalk gap construction (as identified on the map provided by Robert Wetmore) and would not be asking residents to contribute any money towards those particular projects.

Mr. Schmidt then moved the conversation towards sidewalk gap prioritization. He had come up with nine criteria that he wanted the board to discuss and prioritize, and these criteria would become a rubric for City Council to use to prioritize which gaps should be addressed each year. Mr. Schmidt led the board through the priority exercise and gave everyone time to complete their worksheet. Ms. Thornton will tabulate the results and share them at the next meeting.

Updates:

1. Bike & Pedestrian Master Plan – Ms. Thornton updated the board on the master planning process. She and Mr. Hurley have had several conference calls with the consultants and have set the schedule for when the consultants will be in town (Aug. 7–11, 2018). Meetings have been set with the steering committee, Bike & Pedestrian Advisory Board, Emergency Services (Fire and Police), COTA, the Old Worthington Partnership (OWP), and MORPC (who will be participating in several of the community sessions educating on Complete Streets as integral to the master plan). The consultants will also be hosting four community input sessions (two walk audits, a public planning workshop, and a booth at the 614 Event). Ms. Thornton passed out a promotional flyer to the public events and shared the promotion strategy that will be employed (flyers, Facebook, Twitter, emails and website).

Mr. Schmidt asked what was going on with the 161 access road project. Ms. Thornton shared that the project was proceeding, that OWP had created informational door hangers to put out in the neighborhood, and that she was waiting for new signage guidelines to be approved by Central Ohio Greenways before moving forward on ordering signs. Mr. Schmidt asked if Mr. Whited had received the board's recommendations from the May 29, 2018 meeting: “the board recommends their (bollard) removal. If he (Mr. Whited) is against their entire removal, then the board would like the City to consider replacing them with flexible plastic bollards which would pose less of a safety hazard to cyclists and which can be taken down and put back if city vehicles need access to the trails. These motions were

passed with all in favor.” Ms. Thornton said that after further study and thought Mr. Whited still thought removing the bollard posed the greater hazard to public safety. Several board members, including Mr. Schmidt, strongly objected to leaving the bollards in place and he said that he would follow up with Mr. Whited personally.

Being no further business, the meeting was adjourned.