CALL TO ORDER – Roll Call, Pledge of Allegiance

Worthington City Council met in Regular Session on Monday, February 11, 2019, in the John P. Coleman Council Chambers of the Louis J.R. Goorey Municipal Building, 6550 North High Street, Worthington, Ohio. President Michael called the meeting to order at or about 7:30 p.m.

ROLL CALL

Members Present: Rachael R. Dorothy, David Robinson, Beth Kowalczyk, Scott Myers, Douglas K. Smith, and Bonnie D. Michael

Member(s) Absent: Douglas Foust

Also present: City Manager Matt Greeson, Assistant City Manager Robyn Stewart, Director of Law Tom Lindsey, Director of Finance Scott Bartter, Director of Service & Engineering Dan Whited, Director of Planning & Building Lee Brown, Director of Parks & Recreation Darren Hurley, Chief of Fire John Bailot, Clerk of Council D. Kay Thress, Assistant City Clerk Ethan Barnhardt

There were 25 visitors present.

PLEDGE OF ALLEGIANCE

President Michael invited all to stand and join in reciting the Pledge of Allegiance to the flag.

VISITOR COMMENTS

There were no comments.

SPECIAL PRESENTATION(S)

- Ohio State University Airport

Ohio State University – Dr. John Horack, Senior Associate Dean, College of Engineering and Doug Hammon, Director, Ohio State University Airport
Dr. Horack detailed how many of the investments at Don Scott Field have been coming to fruition, with collaboration from their stakeholders, including the City of Worthington, enabling them to be a world premiere, aerospace and aviation, education and research and operational campus. A new terminal has been built in part through the generosity of the Knowlton Foundation. There have also been significant investments in the aerospace research center. These facilities are conducting research activities into things such as the reliability of turbine engines and how engines and engine blades wear. He detailed the example of the recent Southwest Airlines flight that had an engine that came apart and how the pilot was exceedingly skilled and proficient to bring the plane down safely. Their research at this facility goes into these types of engine malfunctions and how finding out how they can be prevented. Going forward, there is an expected shortage of pilots and we need to train future pilots to be able to safely fly us and our cargo through the skies. He invited Council to come out to Don Scott Field and view the new facility at KOSU.

Mr. Hammon expressed his appreciation that staff has been putting into the airport master planning process, specifically Ms. Stewart who has served on their advisory committee. This process was begun a year and a half ago, looking at expected airport demand in the future and how to address that demand in a way that is safe, economical, and compatible with the surrounding community. They have been through looking at alternatives and requirements, and they are finalizing what they would like to put forward. There has already been a public workshop that introduced the community to the plan and the last public workshop is scheduled to be from 6:00pm until 8:00pm on March 12, 2019 at the Knowlton Flight Center. After that, they will begin finalizing the document to be submitted and reviewed by the FAA. Once the FAA has completed their review for technical merit, it will then be brought to the University administration for adoption which will include a public involvement process. There are still numerous times for the public to hear about the plan and provide comments. That will then be all wrapped up in the final document that will be sent to the FAA including the comments received and answers to those comments.

Mr. Robinson explained how he supports their educational mission and he asked about the specific educational capabilities that depend on the runway extension. Dr. Horack replied that the extension of the runway is an extension of the capability of the airport. The extension is not meant to begin passenger service. The longer runway is not for landing, but for takeoff. They need the ability to fly new generation aircraft more safely and students need to know how to create flight plans and design airport approaches that are safe and consistent with the needs of the community. Multiple colleges and students from different parts of the University would benefit from this and it is very complimentary and well aligned. Mr. Hammon explained how the airport is part of the University and it is a learning laboratory, providing a comprehensive airport education. To do that they need to have a relevant airport. When students leave here, they will be working at bigger airports and they need to understand there is a full range of services and needs at those airports.

Mr. Robinson asked if there were any branch facilities or programs at John Glenn International Airport. He wondered if students could be educated in the reference capabilities outside of the immediate area. Dr. Horack replied that there is only one
aerospace and aviation campus and that is at KOSU. They concentrate their focus on that
one location except for some students who go for internships at NetJets.

Mr. Robinson asked for a description of the runway extensions and what it will mean for
the experience of the Worthington residents, specifically the sound levels. Mr. Hammon
explained that in 2007 they looked not only at the demand for a facility of this size, it would
result in maybe a 10% increase of total traffic because of the ability of that runway. Since
then, after looking at the preliminary work, noise will decrease from the 2007 models. The
extension allows for a better approach that is higher and utilizes lower power settings over
Worthington. Newer aircraft are also getting much quieter than they were 10-20 years
ago. Mr. Robinson clarified that the average resident could expect a decrease in noise
emissions. Mr. Hammon said that was correct. Dr. Horack described how they are
working to build electric airplanes and how in the future many airplanes will be driven by
fuel cells and electric. The only sound you would hear is the rush of air over the wings
with no engine sounds.

Mr. Robinson asked about the lead particulate emissions issue referenced in the recent
Columbus Dispatch article that has delayed the City of Columbus’s closing on the Sheep
Farm property. Dr. Horack replied that if that was something Mr. Robinson would like
followed upon, they would be happy to look into that.

Mr. Smith explained how the City does not have the legal authority to stop anything, but
he can imagine there are some complaints about this. He asked if there is a hotline for
people to register their complaints. Mr. Hammon said that could be done through email,
by phone, and via an online form. They do research and work with Port Columbus who
has radar data, so if it is an issue with an aircraft he can go in and pinpoint what is, where
it was, and how high it was. He will call people back and talk through the issue. Mr. Smith
asked if the complaints are public records. Mr. Hammon affirmed they are public records.

Ms. Kowalczyk asked how long the public comment period would be through FAA. Mr.
Hammon clarified that the FAA does a technical review. Once the comments from the FAA
are received, they are then submitted through the University administration where each
Board of Trustees meeting has a public comment period. The FAA has no public
involvement requirements for a master plan, like they would for a noise study, but they do
however have a public involvement process. Ms. Kowalczyk asked where the public
comment would be. Ms. Keister explained how they will be promoting the public meeting
on March 12th. There is an open house from 3:00pm to 5:00pm and the meeting will be
from 6:00pm to 8:00pm. There will be a 30-day comment period following the public
meeting. When they do the promotion, there will be a web link, and there will be options to
provide comments.

Ms. Dorothy asked what is done with the public comments after they are received. Ms.
Keister detailed how there will be staff there to answer questions that night, documenting
every question and how they were responded to. They will also be collecting any other
comments and grouping them by category and responding to each one of those batches of
question. That is part of the documentation that is included as part of the master plan.
That document has been let out one chapter at a time as technical work is completed. That is then sent to the Technical Advisory Committee and shared with their stakeholders and individuals who have come to the public meetings. After the public meeting and advisory meeting, there will be additional chapters put out. Ms. Dorothy asked how to get on the email list. Ms. Keister described how the information can be forwarded through Ms. Stewart.

President Michael asked about how the pilots are learning at this facility. How do students across the county learn how to be pilots and what are their facilities like. Dr. Horack explained how he learned how to fly at the Redstone Army Airfield Flying Club which was not state-of-the-art at all. He never saw an all-digital, glass cockpit until he moved to Ohio. He described how there are other programs, including in Ohio, but they are trying to stay state-of-the-art here at the Ohio State University Airport. There has been discussion about whether pilots in Lion Air crash were up to par on using state-of-the-art equipment. It is very important when training a young man or woman to fly that they are trained on state-of-the-art equipment and provide facilities that guarantee they will learn how to fly safely. Mr. Hammon explained how they are one of the only collegiate aviation programs in the Midwest that offers training in an air traffic-controlled environment. Pilots need to know how to communicate with air traffic controllers. Dr. Horack explained how it is critical that students train in that environment and learn how to communicate.

- Bike and Pedestrian Master Plan and Complete Streets Policy Presentation of Drafted Recommendations

Mr. Hurley described how in conjunction with tonight’s presentation, they are also seeking feedback from the Bike and Pedestrian steering committee who will be having a meeting tomorrow and the public. All of the boards and commissions have been invited to a couple of open houses. After those events, all of this will be put on the project’s website. Folks will be able to view the plan and make comments for a couple of weeks to get additional feedback.

Mid-Ohio Regional Planning Commission – Jennifer Noll, Principal Planner and Tobi Otulana, Intern

Ms. Noll described how Worthington was one of the communities selected for Mid-Ohio Regional Planning Commission (MORPC)’s Insight2050 technical assistance program in 2017. This was a technical assistance award for staff assistance to help communities who were interested in pursuing projects or plans related to the concepts discussed through Insight2050 that are land use and mobility related. They have been working with the City, using tools and best practices, to go towards the goal of adopting a Complete Streets policy. She expressed her pleasure working alongside the Blue Zones team as part of the broader bike and pedestrian planning effort. She detailed how MORPC is a voluntary association of local governments in Central Ohio that is a member and mission driven organization, providing a high level of service to the community.
She described what Complete Streets are defined to be and different qualities associated with Complete Streets.

**WHAT ARE COMPLETE STREETS?**

Complete Streets are roadways designed to **safely** and **comfortably** accommodate all users, including, but not limited to **motorists**, **cyclists**, **pedestrians**, **transit** and **school bus riders**, **delivery and service personnel**, **freight haulers**, and **emergency responders**. “All users” includes **people of all ages and abilities**.

She observed that Complete Streets do not come in just one size fits all form. Instead they are context sensitive to fit within the context of a community. A Complete Street in a rural township is going to look quite different from one in Downtown Columbus. However, they both balance safety and convenience for all users along those roadways.
She discussed the population growth in the Central Ohio region addressed in Insight2050 and how the population could grow to over three million people by 2050. Associated challenges such as traffic congestion can be better prepared for to mitigate the unanticipated consequences of growth. Presently, the population growth is different now than it was in the 1980s. Future growth is going to be in older adults and younger adults. Demographic trends shape the look and feel of our communities and will drive market preferences. There will be a growing preference for better connected and more walkable neighborhoods. The demand for more mobility options will also grow over the next several decades. Now is the time to consider how to improve streets for our community. Complete Streets can improve traffic flows and public safety, along with beautifying the landscape.
Ms. Otulana described how they have utilized the National Complete Streets Coalition best practices and learning opportunities on how to be able to incorporate Complete Streets and how to advocate for municipalities to adopt her own Complete Streets policies.

As part of the Insight2050 technical assistance program, they have been tasked with developing many different deliverables.

Mr. Whited added that this is an iterative process and it is important to note that this is a policy that will take time to implement. It really is a paradigm shift for both the Service and Engineering Department and the Parks and Recreation Department and how they collaborate together. When development and re-development occurs, they will have an implementation toolkit available for Complete Streets.

Mr. Myers asked how this works in a built-out community like Worthington. He referenced the complete residential street and if it were built on his street it would take out his front porch. Ms. Otulana explained that in a city like Worthington, retrofitting is your best
opportunity for implementing Complete Streets. It could be a maintenance or re-striping opportunity to begin thinking about how to make a road work better for everyone. Mr. Whited said that is why it is going to take patience because we will not be building new roads. It is more about thinking about it, planning and recognizing projects in the CIP. Mr. Myers asked if this has been incorporated into the thinking for the Northeast Gateway Project. Mr. Whited said that is correct and he hopes that way of looking at things will continue into the future.

Blue Zones – Dan Burden and Tony Hull

Mr. Burden explained that this report is an aspirational goal, a target that you are reaching for, not a street by street change. It is a way to partner with bordering communities for a connected regional system. It is a blueprint to the future about what Worthington aspires to be over the next 20-30 years. This report represents many different things.

What this report is

This bike and pedestrian plan provides the city the following:

☐ An aspirational goal, a target
☐ A way to partner with bordering communities for a connected regional system
☐ A guidepost and blueprint to the future of walking and bicycling
☐ A critical document to secure government and foundation funds
☐ A guiding document to prepare scopes for future engineering documents
☐ A guiding document to share with developers of new projects

This report is not meant to be a tool to intervene in projects that are already in the pipeline. It also should not be used to force a change that raises the cost of projects already in the pipeline.

This is an action plan that is not meant to sit on the shelf. The goal is for the public to be well informed about the options and to give elected leaders and staff what they call groundcover. When introducing change if there isn’t strong public support, then they’ve failed using the process. They have developed a methodology to set priorities, for example giving the rationale for why a sidewalk may be put in a certain place and not somewhere else. They work heavily for safe routes to schools. There is a focus on encouraging walking and bicycling, so community members have a choice in their transportation.
Mr. Burden described the vision of a connected Worthington. In contrast, America is no longer considered the leader for choices for transportation. It is projected that two thirds of Americans will be obese because we have built walking and bicycling out of our lives. This plan is meant to be strategic in its approach, pragmatic, and workable, leading to much higher rates of walking and bicycling.

Vision

**A CONNECTED WORTHINGTON**

We shape our world, and then our world shapes us. After thousands of years building cities in healthy, productive, traditional, practical, and sustainable ways -- around the human footprint -- we lost our bearing, producing towns and cities that induce isolation, sprawl, auto dependency, poor air and unhealthy habitat for people. On our current course, health professionals predict that 50% of Americans will be obese by the year 2050, and that today’s children may not live as long as their parents.

With this Bicycle and Pedestrian Master Plan, the Worthington community is identifying the pathways to a better economy, healthier lifestyles and improved well-being. Worthington has much to protect, and while no single plan will get us to where we want to be, this document guides the development of bicycle and pedestrian infrastructure to support active transportation so that the healthy choice becomes the easy choice.

The Worthington Bicycle and Pedestrian Master Plan is intended to be used regularly to guide decisions regarding cycling, walkability, proposed development, capital improvements, and annual budgeting.

For the Plan to be implemented, strategic approaches in both the use of capital improvement dollars and in the acquisition of grant monies is required. This document prioritizes projects based as short, mid or long-range efforts to encourage collaboration between planners, policymakers, and private developers. Approval of development proposals should reference this Plan to ensure when public and private projects are taking place, they meet the criteria set forth herein. Strategic implementation of recommendations is necessary to achieve improved conditions for walking and cycling in Worthington.

Mr. Hull commented on the unusual collaboration with MORPC and the Complete Streets policy, but it has fit together well with this project.

Every project that they do, they use literature to get lay of the land and identify things brought to their attention and maintain consistency with existing plans.
He described how they conducted a discovery tour that was guided to see locations throughout the City, to look at assets, and identify challenges.

Additionally, they held stakeholder meetings, walking audits, and offered web-based opportunities for feedback. This gave as many opportunities as possible to engage and get feedback from the community.
Community Engagement Process

Community engagement was fundamental to the development of this plan and included the following:

- June 2018: Discovery Tour
  - Stakeholder Meetings
- August 2018: Community Events
  - Community Walk Audits, Community Workshop, Stakeholder Meetings and Summer in the 614 Festival
- On-Line Engagement
  - Webpage and Geowiki Map
- November 2018: Staff Presentation & On-Site Engagement
  - Bicycle and Pedestrian Steering Committee Presentation
  - Bicycle and Pedestrian Advisory Board Presentation
- February 2019: Draft Plan Presentation

Engagement with Key Stakeholders

Stakeholder conversations provided insight about the numerous agencies and disciplines that impact and are impacted by Plan recommendations. The Project Team met with the following stakeholders during the Plan development process:

- Bicycle and Pedestrian Advisory Board
- Worthington Bicycle and Pedestrian Steering Committee
- Central Ohio Transit Authority (COTA)
- Franklin County Engineer
- Ohio Department of Transportation (ODOT) District 6
- Mid-Ohio Regional Planning Commission (MORPC)
- Old Worthington Business Association
- City Manager
- Planning & Building Department
- Service & Engineering Department
- Parks & Recreation Department
- Police Department
- Fire Department
- Westerville
- Columbus

The Bicycle and Pedestrian steering committee has been valuable to begin informing the process, giving input into work place, and making sure that the plan is shaped in a way that is relevant. Engagement with key stakeholders in the community workshop rendered quality feedback and common themes emerged. The interactive web map supplemented the planning. This has been used where folks can put their feedback straight into the map. There were over 350 logins and 590 unique comments. Comments from the workshops could also be put directly into the map.
When examining existing conditions in the city, barriers such as highways, rivers, railroads, and daunting roadways limit opportunities. The City can be broken down into six distinct pockets. Anybody in the community should be able to bicycle or walk downtown within 15-20 minutes, but that is not always the case. Existing bike facilities in the city are quite good and there are trails and other assets throughout, however there are parts of the community where bicycling is difficult. Many connections need to be created within Worthington and that’s where there will be the great gain for this project.

**Barriers Limit Opportunities**

While no part of Worthington is more than a few miles from downtown, depending on where residents live, the barriers may leave no choice but to drive. Yet, most trips within Worthington are of reasonable bicycling or walking distance. Key issues include:

- There is fairly good sidewalk coverage, but gaps on important roads;
- Older areas are in a grid pattern while newer areas are less connected;
- Some access to regional bikeways;
- Linear barriers (freeways, railroads, high-stress roadways) and key connecting streets are not desirable for bicycling and walking;
- There are many missed opportunities for links to tie neighborhoods together and to make walking and bicycling trips possible.

These barriers divide the City of Worthington into six pockets. A bikeable, walkable Worthington will need to be connected to allow residents to have real transportation choices.
Worthington is built in a way that is made for walking. Old Worthington is the poster child for walking in Central Ohio, but the further you get from downtown it becomes more difficult. The existing network of sidewalks in Worthington is enviable, but there are a number of streets with no sidewalks put in that could be made to better accommodate walking. They are not looking at sidewalk infill, rather opportunities to accommodate walking without a massive capital infusion to retrofit sidewalks. There are more challenges particularly with the later developing parts of Worthington.

Looking at the crash data from 2003-2017, there is not a big epidemic in Worthington. Bicycles and pedestrians accounted for 1.36% of crashes, 4.68% of injuries, 25% of
fatalities. When looking at crashes in a Complete Streets environment, it shows us places where those environments have a lot of issues and are probably less hospitable for biking and walking.

Mr. Hull detailed their findings for the various key corridors where they heard from the community and stakeholders about things that pose the biggest challenges.
W. Dublin Granville Rd.  
**EXISTING CONDITIONS**

**TRAFFIC**  
High traffic volumes and speed make conditions along Dublin Granville Road uncomfortable for bicycling and walking. The corridor provides an alternative east-west route when I-270 is backed up.

**BICYCLE CONNECTIONS**  
This previously informal connection has been recently formalized with signage, widening, repaving and sharrows.

**PEDESTRIAN CROSSINGS**  
Interim treatments have been installed to improve crossings at Evening Street, but residents would like to see more to connect them to the south and with schools and parks to the north.

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E. Dublin Granville Rd.  
**EXISTING CONDITIONS**

**TRAFFIC**  
East of Worthington, the traffic volumes increase significantly and the land use context becomes automobile dominated. It is clear when you have left Worthington.

**GATEWAYS**  
Traffic approaching from the east, benefits from reduced travel lanes and the natural traffic calming feature of the railroad bridge, but the approach could benefit from a strong gateway to notify the approach to a vibrant downtown.

**SPACE FOR AUTOMOBILES**  
Facing east from downtown, traffic is managed with minimum lanes, improving safety and slowing traffic, but more space could be allocated for bicycling along the corridor and there is a need for better pedestrian crossings.

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High St. at Dublin Granville Rd.  
**EXISTING CONDITIONS**

**HEART OF WORTHINGTON**  
The intersection of High Street and Dublin Granville Road serves as the focal point of downtown Worthington and as the community gathering place for events and celebrations.

**WALKABLE GREEN SPACE**  
The unique commons that surround the intersection provide a welcoming green space that conveys the sense of place that is Old Worthington. The intersection is well connected in each direction, but the quality of bicycling and walking diminishes as one gets further from the square.

**CHALLENGES WITH TRAFFIC**  
Despite being the focal point of Worthington, the intersection can be intimidating when traffic volumes are high. The recent installation of pedestrian actuated hybrid signals along High Street is a creative solution to address safety and improve connectivity.
N. High St.  
EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>TRANSIT CORRIDOR</th>
<th>INCREASING SPEED</th>
<th>AUTO-DOMINATED LANDSCAPE</th>
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<td>High Street is not just a high volume roadway, it also serves as a critical transit linkage connecting residents to Columbus and the region. Many locations could benefit from better bicycle and pedestrian connections to the system.</td>
<td>As High Street moves north, the speed and scale change quite rapidly going from 25 to 35 and 45 mph before reaching I-270. As the context changes, the look and feel of the street change, dramatically becoming less inviting to bicycling and walking.</td>
<td>To the north, High Street becomes an auto-dominated facility. The intersection at Wilson Bridge Road is a daunting obstacle for bicyclists and pedestrians alike. There is a strong desire to connect to the Olentangy Trail which is connected to the shopping center, but not easily accessed from the east.</td>
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S. High St.  
EXISTING CONDITIONS

<table>
<thead>
<tr>
<th>OLD WORTHINGTON</th>
<th>LIVE</th>
<th>WORK</th>
<th>PLAY</th>
<th>TRANSITIONS</th>
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<td>Old Worthington is a distinct destination for the region. The dense historic character and abundant walking facilities make it easy to get out of the car and take a stroll. Bicycling is less inviting as there is no room dedicated for the bicycle.</td>
<td>South High Street is the “Main Street” of Worthington with a healthy mix of shops and businesses and a perfect mix of public space to allow for socializing and just being seen by others.</td>
<td>From the south as you leave Columbus, High Street offers little to suggest this is a place to be. Despite the tree canopy, the wide roadway with narrow back-of-curb sidewalks say this is a place for driving.</td>
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Worthington-Galena Rd.  
EXISTING CONDITIONS

<table>
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<th>SPEED</th>
<th>CONSTRAINTS</th>
<th>DANGEROUS INTERSECTIONS</th>
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<td>Worthington-Galena has a posted speed of 25 mph, but there is evidence that speeds exceed or greatly exceed the posted limit.</td>
<td>The paved surface is only 22” without curb-and-gutter, and guard rails along much of the corridor. The guard rails, while providing a buffer for the modest path along the road, reinforce the notion that this is a dangerous roadway.</td>
<td>The roadway travels diagonal for the most part, resulting in skewed intersections such as the above example at Soderick Road. These intersections have poor sightlines and are difficult to navigate whether by foot, by bike or automobile.</td>
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There is a lot that could be done on Wilson Bridge Road but given what is happening with the Northeast Gateway and understanding the recommendations coming from there, calling for a shared use path on the Community Center side of the roadway. The plan calls to continue that for consistency. There may be other opportunities that can happen to do something in the interim to make sure people have some accommodation.

Linworth Rd.
Existing Conditions

This section of Worthington is isolated and has a rural feel, but traffic and development have gradually increased, creating a need to provide more infrastructure.

Linworth north of SR 161 lacks bicycling and walking facilities with sidewalks intermittently provided along some of the residential developments to the west, but not connecting outside of the neighborhood.

The intersection at SR 161 frequently backs up at peak times. Despite some recent changes by ODOT, the intersection creates a barrier for those walking or bicycling. Note the cyclist crossing away from the intersection above.
Mr. Hull moved on to discussing the recommendations for the Bicycle and Pedestrian Master Plan. He presented as part of MORPC’s Complete Streets typology and Toolkit development, Worthington will have a new way to actually classify streets by the types of lanes, types of vehicles, pedestrian accommodations, and having appropriate bicycle facilities. This plan really follows the Complete Streets.

President Michael asked about the bicycle and pedestrian projects and if these are in priority order for recommendations. Mr. Hull said that he would be discussing more about that.

He identified different street typologies, using mixed use boulevard as an example. This chart gives tools that allows for decisionmaking to identify the appropriate elements.
He listed the different implementation phases for bicycle projects. A list of projects was given to stakeholders and identified the recommendations based upon typology.

**Bicycle & Pedestrian Master Plan**

**BICYCLE PROJECTS BY IMPLEMENTATION PHASE**

The projects in this section are presented by phase of implementation and in order of project scoring from the highest to lowest in each phase. The phases for implementation are defined as follows:

**Short-Range**: Projects that are in a high state of project readiness and either have lower costs or are currently identified with another project planning effort. Target implementation for Short-Range Projects: TBD during February visit

**Mid-Range**: Projects that have a greater degree of complexity and or costs that may need some feasibility study or have higher costs or be better candidates for larger capital projects such as street reconstruction. Target implementation for Mid-Range Projects: TBD during February visit

**Long-Range**: These projects present a number of challenges to implementation, included to, but not limited to, high costs, multi-jurisdictional cooperation, further feasibility analysis, or overcoming significant existing barriers. Target implementation for Long-Range Projects: TBD during February visit

Prioritization for all projects was based upon steering committees input utilizing factors such as proximity of schools, popular destinations, access to transit, access to parks, connections to existing network, safety, and proximity to downtown Worthington. This scoring with a weighting factor, with a focus on things such as safety and connections to school, that was used to rank the projects with a numerical score. Prioritization is used as a modeling exercise and should not be an end all be all. The numbers help look at the projects all together.

They are not recommending doing sidewalk infill, but rather they are more focused on addressing barriers and things that hurt connections. Looking at the feedback that identified areas with uncontrolled crossings, signalized crossings, bridges, and general connectivity barriers. Some projects were dropped out and not listed as projects because they were not feasible. Using this prioritization will help you think about how to categorize the projects and how to realistically implement them in a way that is meaningful to achieving the plan.

Mr. Burden explained how we cannot solve problems created with engineering, we cannot solve problems with planning, we need to look at everything holistically. Integrating the MORPC Complete Streets Toolkit really is state-of-the-art and is a rarity in this country. Schools in Worthington are well located, but with some little tweaks we can enhance health and safety, while easing traffic congestion. Becoming an age friendly community is also at the top of the list. When persons get older, walking becomes much more of a challenge, if you have uneven surfaces or poorly lit areas people can hardly walk. He described using Age-Friendly Columbus as a partner to develop an Age-Friendly Plan specific to Worthington. He stated how when seeking funding for projects there are more and more funds being identified in Ohio and nationwide that can be tapped into. One of the greatest outcomes of this plan is being able to go after significant sums of money, that can enhance or fund new projects. He brought up how it is also important to design streets that can be enforced and have proper enforcement. Police cannot go out and write tickets for something where the street may say 40mph, but the sign says 25mph. We must make sure our engineering supports law enforcement.
Ms. Dorothy asked for clarification about the streets saying 40mph, but the sign says 25mph. Mr. Burden explained how streets may feel faster because of the engineering than what is posted on the speed limit sign. President Michael said that Worthington Galena is an example where the posted speed is 25mph, but people feel like it should go faster. Ms. Dorothy brought up North High Street as you get closer to 270.

Mr. Burden described how they also want to put forth strategies for combining education and training. There are a lot of training courses available for professionals ranging from Complete Streets to law enforcement. The more training people receive, the more they want to put to practice what they learned. He brought up the idea of a tactical urbanism and the idea of “Pop-Ups” that are small-scale interventions that are quick, often temporary, and cheap. The aim is to encourage people to work together, expand public participation, and discover what works and what does not. The City can also seek the Bicycle Friendly Community and Walk Friendly Community designations. Mr. Hull detailed how the value goes beyond recognition and the exercise itself is self-assessing in that you have to answer questions about the community as part of an ongoing benchmarking exercise. Snow removal and ice removal programs could be better enforced or modified, encouraging residents to be active year-round.

President Michael asked if there is a map that is color coded by the top priorities, right now it is coded by the type of street. Mr. Hull explained how there can be, but that is one of the nuances on figuring out how to present the information. The closest things they have right now is the prioritization map which gives a temperature code based upon how they scored.

Ms. Dorothy referenced the projected increase of population and she asked how this will help with the traffic issue. Mr. Hull responded that it is not a solution to the traffic issue but is a beginning to creating the alternatives. We are expecting an unusually large number of people coming here and having other mobility options will put the community at an advantage. Being bike and pedestrian friendly will make Worthington attractive and help folks here. That’s a reason to have a voice in the conversation. Ms. Dorothy described how there are different forms of traffic, it is more than single occupancy automobiles, there are good kinds and bad kinds of traffic. Mr. Burden explained how this plan will help move the City to the good forms of traffic. He referenced the example of Cambridge MA which quadrupled their population, but they have less traffic because they focused on the right transportation solutions and having the right housing stock in the right locations. He also mentioned Vancouver, British Columbia which multiplied their density by five times, and it is now the most walkable/livable City in the world.

Mr. Myers asked if this is a finished product and if it is not, what then is next. Mr. Hull explained this is all in pencil right now and it is their stab at the draft. They are at the 90% mark. This has been vetted through the community. Mr. Myers explained how he sees in this dual prioritization. He sees the priority of accomplishing the goal of alternative mobility and the goal of paying for it. He questioned if we will see projections of the numbers for specific projects that we would like to see done. Mr. Hull responded that the next step will be to give ballpark estimates of the range of costs. Mr. Myers observed we
have limited resources. If we are going to do this with a new development that is easy, but if we are going to put a boulevard on N. High to slow traffic down that is a different animal. Mr. Hull noted how he knows there are limited resources, which is why there must be prioritization. Going after the low hanging fruit is great to check off the list hanging forward, but we never want to forget the bigger things and want to keep our eyes on those.

President Michael asked for a timeline of getting cost assumptions. Mr. Hull stated that should be done as they look at how they're packaging the projects which should be quickly turned around in the comment period. Mr. Hurley added they are finishing with gathering more public input tomorrow and opening it up online. They are looking for two things to take this from 90% to 100%, the first is to incorporate the feedback on projects and second on formatting and if it is packaged in a useful way. President Michael suggested that we would be looking at a final completed in the April-May timeframe.

Mr. Myers expressed his interest in knowing what exactly a bike boulevard is. Mr. Hull explained one of the things is that they have shifted to the idea of user’s perceptions of the environment and looking at how different streets create levels of stress. The bike boulevard is one of the early ideas that for the roadway there is nothing that will make it comfortable to use that street. Looking at alternatives, Portland, Oregon began looking at the network of residential streets and realizing that at much lower cost things can be done to formalize routes along those streets to create advantages for bicyclists and pedestrians. A number of the streets in Worthington are low volume residential streets, so they fall into that bike boulevard category. There is not one aspect to this, which is nice because each community can look at which elements of a street like this are appropriate for them. The common elements are creating a convenient street that works comfortably for bicyclists to get through a neighborhood and to get across the busier segments. Mr. Burden acknowledged that people love being designated a bicycle boulevard because they will see the low speed traffic and lowest volume of traffic.

Mr. Myers described an instance when a road was about to be resurfaced and how there was the discussion about adding sharrows. It was a heavily travelled commercial road. This led to thinking about a road running parallel that did have the same north-south connectivity, but it was more residential and less travelled. He asked if this proposal takes that into account. Mr. Hull described how they looked at direct streets and connections in the neighborhood, and the key streets where all the destinations are that people want to be at. The bike boulevard concept is an amorphous thing, there are many different nuanced ways to achieve a feel on streets. The toolbox that goes with this plan gives license to the community and what makes sense in the context of Worthington. Using pilot projects to do some things that are brand-new can initially cause some resistance, but if the community can create something thoughtful and demonstrate it, then it can quickly become in demand. Mr. Myers asked if there would be a decision matrix to make the correct routes. Mr. Hull described how they have already identified the network; the matrix comes out of the MORPC recommendations and street typologies.

Mr. Smith said that the philosophy is there, and he will lobby for more money for these ideas and projects.
Mr. Robinson said that it would be helpful if they could articulate the elements of the bike boulevard along with some visuals as well because it is one of the most common recommendations. Mr. Burden detailed how they are nearly 90% complete and there is a large lexicon in the toolkit. Some things can get done at a lower cost and really start to create a network within the community. There are ways to direct streets that addresses their neighborhood’s need.

Ms. Dorothy asked about the best way to go about testing designs and how do we overcome the hump of doing first trial. Mr. Hull described how there is always liability when doing something in the public right-of-way, which is why you must be mindful and document things. When documenting why you’re doing this and evaluating things effectively, you find that liability is not the big issue. It is more making sure that you are comfortable and designing something that works for the context of the community.

President Michael explained doing a temporary demonstration project is one way to try things out. It is something that is not full expense, that gives a makeshift feel for what it is. That is one way to do a public education piece while trying to open public perception. Mr. Hull observed how there is no doubt between the Bike Pedestrian advisory board, the steering committee, and staff there will be many creative ideas that go beyond the specifics in the plan. Mr. Burden gave the example of a tactical urbanism project that bloomed in public support in Richmond, CA. There was a pop-up demonstration for one weekend that led to $5.6 million in funding to rebuild the street. It can be a powerful way of demonstrating peoples desire for something, changing motorist’s behavior, and redesigning an entire street.

REPORTS OF CITY OFFICIALS

Policy Item(s) - Financial Report – January 2019

Ms. Dorothy noted how the projections were right on target, but we are down 10% for this first month of the year. Mr. Bartter reported that part of that is attributable to the loss of Anthem, which was still generating revenue in January 2018. There were also others that were down which he believes is a timing issue. He assured that they would monitor that going forward.

Mr. Robinson asked whether there could be greater prominence given to the actual relative to the budgeted which seems like the most important number to focus on, opposed to variability which can have a lot of extraneous factors. Mr. Bartter replied that could be done in the future.

MOTION

Mr. Robinson moved, Mr. Smith seconded a motion to accept the Financial Report.

The motion carried unanimously by a voice vote.
REPORTS OF COUNCIL

President Michael requested that the Visioning Process be put at the top of next week’s Council meeting.

Mr. Smith noted how his daughter was in attendance for tonight’s Council meeting for the first time in about a year.

Mr. Myers welcomed everybody Thursday night to the Municipal Planning Commission/Architectural Review Board meeting where they will be discussing Stafford Village, Holiday Inn, and the demolition at 53 Short Street.

Mr. Greeson noted that National Church Residences has an upcoming public meeting next Wednesday at the Griswold Center on the topic of the Stafford Village project.

Ms. Dorothy thanked everyone who participated in and attended the retreat. She looks forward to working through all the priorities. She noted that invitations have been sent out for the McConnell Arts Center fundraiser.

President Michael thanked Councilmembers, staff, and members of the public who came to the past weekend’s retreat. It accomplished a lot and it was one of the best retreats Council has had. She commented how there are lots of things to come including the Visioning Process.

ADJOURNMENT

MOTION

Mr. Myers moved, Ms. Dorothy seconded a motion to adjourn.

The motion carried unanimously by a voice vote.

President Michael declared the meeting adjourned at 9:43 P.M.

/s/ Ethan C. Barnhardt
Assistant City Clerk

APPROVED by the City Council, this 19th day of February 2019.

/s/ Bonnie D. Michael
Council President