



WORTHINGTON BIKE AND PEDESTRIAN ADVISORY BOARD

Minutes of the Monday, March 25, 2019 Meeting

Members Present: The members present were Mike Bates, Katie Burkley, Larry Creed, Ann Horton, Emma Lindholm, Gary Schmidt, John Stephan and Kelly Whalen.

City Support staff Darren Hurley (Parks & Recreation Director) and Celia Thornton were also present, along with City Council Member Rachael Dorothy.

Minutes from the February 25, 2019 meeting were approved by all in attendance.

Update of 2019 Bike & Pedestrian Project Recommendations: Mr. Whalen reviewed the project recommendations from the prior meeting and asked the board to focus on choosing and prioritizing from the list with the goal to have a motion to move forward so that Mr. Hurley can take the board's recommendation to City Council.

Mr. Hurley has reviewed recommended crossings at E. Granville Road Park and Pingree Drive on 161 with the Engineering Department. They are in favor of the project and have begun an assessment of the intersection for sight distance, utilities, obstructions, and ODOT permissions. Mr. Hurley is optimistic if approved from a safety standpoint the project will come in under cost. If there is a hold up or significant delay the board could move on to the Linworth cross as it is a local road and wouldn't require as much coordination. (Mr. Hurley projected the E. Granville Road crossing from Google Earth onto a screen so that the discussion could be better illustrated.) He also showed the board an example of a Rectangular Flashing Beacon (RRFB) on West Wilson Bridge Road (at the Olentangy Parklands entrance). Mr. Schmidt and Mr. Stephan thought that a Pedestrian Hybrid Beacon (PHB) might be more appropriate in this area than an RRFB and were concerned the crossing could be too harrowing for families with children. Mrs. Horton pointed out that the speed limit in this area is 35 miles per hour, and it's only 25 mph in the zones where the other PHB's are located. Mr. Hurley explained that due to these concerns Mr. Whited is getting a second opinion from a traffic consultant and pointed out that there were five lanes of traffic versus three in the current PHB areas, but that consistency was discussed as a consideration. Mrs. Lindholm wondered if the setting sun could also be a concern at certain times of day heading west on 161. The board stated that the intent was to have people be able to cross the road in this area, but not run across, and that they want to make sure the crossing is safe and that people feel

comfortable using it. Mr. Creed stated that because S.R. 161 is an Ohio Department of Transportation (ODOT) road that certain criteria must be met for a PHB to be installed, and that may be more difficult than installing an RRFB. Ms. Burkley suggested that perhaps signs, particularly at or before the rise in the road, warning drivers of the crossing and RRFB could help increase pedestrian safety. Ms. Dorothy raised concerns that drivers still seemed confused by the PHB at Stafford and thought maybe the board should ask police to watch that one. Mr. Schmidt suggested that when the City puts in the crosswalk that they look at reconstructing the ramps and curbs. The area on the north side is tight, narrow and difficult to navigate even for an average walker (without a handicap or stroller). The concrete is warped and the area is congested with a manhole cover, fire hydrant and telephone pole. The board had a little more discussion regarding a pedestrian refuge, which side of the street the crosswalk should extend from (east or west) and human crossing behavior. Mr. Hurley then said that he was hearing that there is enough concern regarding the safety of using an RRFB at this location that he'll be sure to work with the City Engineer on getting a full assessment done by the traffic consultant before asking the board to finalize the treatment moving forward. He said this might slow down the process but it's better to make sure we do it right and safely and reiterated that if this project gets too complicated, then the crossing to Linworth Park could be an option for this year's funding. Mr. Hurley said it could be possible to complete both crossings with our allocated funds, but the board would need to have further discussion/prioritization between adding the second crossing at Linworth Park versus the other secondary recommendations that came up in February such as bike racks, sidewalk connections, and bike boulevard demonstrations/projects. Mr. Hurley then shared the information he had gathered on bike racks. Bike rack costs vary depending on what infrastructure is already in place in a given park, but typically the price is about \$400 total for the installation of 2 inverted "U" bike racks and either pavers or a cement pad for the racks and bikes. Bollard style bike racks already exist in E. Granville Road Park (Mr. Hurley showed the board a picture). There are no bike racks at Pingree or Linworth Park. The board preferred to keep the focus on the 161 crossing at East Granville Road Park as opposed to the Linworth Park crossing since the Bike and Pedestrian Master Plan draft did not rank the Linworth crossing as a high priority.

Mr. Hurley then informed the board that Mr. Whalen had attended the Parks and Recreation Commission Meeting with Mr. Hurley the previous week and shared that the commission was very supportive of both the crossing projects and the addition of bike racks and unanimously passed a motion of support for both efforts.

Street Improvement Program (SIP) Plans for 2019: Mr. Hurley met with engineering staff regarding the upcoming Street Improvement Program (SIP) for 2019. He reminded the board that there is an opportunity for one of them to ride along when staff and Council tour city streets and to let him know if anyone is interested. There is still evaluation going on as the city starts to move out of winter weather but one major road being worked on is East Wilson Bridge Road. The City Engineer is interested in feedback from Bike and Pedestrian board members regarding treatments for that street, specifically, whether sharrows would be desirable in addition to the already recommended shared use path being recommended for the south side. Mr. Whited's initial assessment is that it is not a good candidate for on road bike lanes. Ms. Thornton shared that the Master Plan draft calls for a shared use path and the Complete Streets typology recommends either buffered bike lanes, dedicated bike lanes, or a shared use path. Mr. Hurley said that further framing could be given in April if necessary.

Updates:

1. Bike & Pedestrian Master Planning – On-line input has been closed and results have been sent to the consultant team for the master plan. There were not any major themes or issues revealed in the feedback, mostly just additional individual items or suggestions to add to the list. The current projection for bringing a final plan for recommendation back to Council is May.
2. Holiday Inn Site Discussion at Council – There was an interesting discussion at the City Council Monday regarding plans for the Holiday Inn site. One of the residents who was there expressed concern mainly about drainage onto their property at the rear of the site and mentioned he did not like how close the buildings would be to the street on High Street. Council Member Dorothy responded referencing some of Dan Burden's input about how sidewalks, trails, and buildings closer to the street served as a resource to calm traffic and reduce speeds so this development at that location would be a positive for bike and pedestrian mobility.
3. B&P Related Special Events for 2019 – Staff are looking forward to the summer and giving thought to special events and bike and pedestrian involvement. With the Master Plan coming to completion, is there a desire to have a presence at some larger events and spread the word about it? Would board members be interested in volunteering for such an effort? Board members indicated there would generally be a willingness to volunteer at an event.

Staff are also considering whether the bike rodeo should be repeated and if so how could we adapt it. The McCord Park location was not ideal as it didn't allow for a lot of riding space and was difficult for some people to bike to. Staff wondered whether doing something connected to another event and/or doing something in proximity to the trail such as at the Thomas Worthington High School campus might make more sense.

There was some board discussion around doing a YAY Bikes ride in the city or adding onto the July 4th events or Partnership dinner (when High Street is closed). There was some discussion and some suggestions and staff indicated they would bring back some specific ideas for further discussion.

4. Bike Sharing Update – No willing vendor has emerged. Staff is still checking in with other cities and potential vendors. Ms Burkley asked what the goal of bike share in the city would be. Is the goal for transportation or recreation? She feels we should have a vision for this prior to looking for a vendor. Mr. Bates wondered if MORPC had best practices for this type of search.
5. Mr. Schmidt shared that he is planning to retire and move to Colorado in two months so Mr. Hurley might want to inform Council to start the search for his replacement.

Being no further business, the meeting was adjourned.