



WORTHINGTON BIKE AND PEDESTRIAN ADVISORY BOARD

Minutes of the Monday, May 20, 2019 Meeting

Members Present: The members present were Mike Bates, Larry Creed, Ann Horton, Emma Lindholm, and Kelly Whalen.

City Support staff Darren Hurley (Parks & Recreation Director) and Celia Thornton were also present, along with Blue Zones Consultant Tony Hull and Planning Next Consultant Brian Ashworth. Also in attendance was Kristin Studabaker from Carpenter Marty Transportation.

Minutes from the April 22, 2019 meeting were approved by all in attendance.

- 1. Bike & Pedestrian Master Plan Presentation:** Mr. Whalen shared that the main goal of this meeting was to review the final version of the Bike & Pedestrian Master Plan and to recommend it to City Council. Mr. Hurley referred to the printed plan provided to members and said ideally the board would make a motion to recommend the plan to City Council who could then decide to adopt the plan. Mr. Hull said that it had been a year since the process had started and he was pleased with the process and the fact that we were able to package the master plan with the MORPC Complete Streets Policy process. Mr. Hull told the board that there had been no significant content changes to the plan since the draft version they received in February and that most of what was done was streamlining and the addition of a toolbox which adds depth and more specific examples of facility types. The maps were also updated to make them more readable and a calculation error in the prioritization scheme had been corrected. The consultants also worked on the project prioritization and added a marquee projects section which helps clarify suggestions of what to focus on in the first year at the recommendation of City Council President Bonnie Michael. Mr. Hull also added a bit more on sidewalks and Blue Zones philosophy at the request of the Bike and Pedestrian Advisory Board and City Council. Finally, a section with very rough cost estimates was added. This section helps give City Council a rough estimate for the total cost to accomplish the entire plan so that they can begin long term funding planning and think about who to leverage to help accomplish these goals (MORPC, grant funding, etc.). In the

Toolbox section the consultants emphasized bike boulevards by adding additional guides and examples. The Master Plan also contains a full appendices and made sure to incorporate Complete Streets information since it's an important component of this plan. Ms. Horton shared with Mr. Hull that at the last board meeting a concern was brought by residents about school feeder patterns changing and wondered if that would call into question the weighing of the intersections or other plan elements. Mr. Hull explained that Safe Routes to School (SRTS) is the key to making sure kids are safe going to and from school, then the schools will be part of a travel plan. He also assured her that since proximity to schools weighed heavily in the prioritization scheme, school intersections, etc. shouldn't change much in the priority list. Mr. Hull didn't believe that there was a need to amend the plan and encouraged the board to move things around as needed since this is a living, flexible plan. He also referred to page 89 and the uncontrolled crossing projects. The consultants have given examples of best practices to deal with each of these types of intersections in Worthington. The good news there aren't very many of these in Worthington and it isn't terribly expensive to fix them. Ms. Horton then asked about solutions for railroad crossings. Mr. Hull said he could add some suggestions for those to the toolbox as well. Mr. Bates then asked how to use the information on page 91 and Mr. Hull explained it. Ms. Horton questioned how a multi-use trail along a major road ended up as a marquee project. Mr. Hull responded that these were just good projects to get the board started but aren't necessarily picked by importance. Mr. Hurley said marquee projects are better explained on page 55. Mr. Whalen wondered how the consultants came up with the project costs. Mr. Hull said they used a project calculator but that these are estimates and are based on planning costs, not specific engineering costs. Mr. Whited, City Engineer, had reviewed and was okay with the estimates. Mr. Whalen then asked how Mr. Hull would adjust the costs after five years. Mr. Hull responded that he does a basic CPI adjustment. After ten years he would be concerned that the costs may be less useful, but until then they should be good enough until specific design work begins. Ms. Lindholm referred to an error on page 65. The intersection of Park Blvd./Colonial/Foster/Lake Ridge is marked as a signalized intersection and it is currently an uncontrolled intersection. This was correct in the draft version, but somehow got changed in the final version. Mr. Hull said he'd fix the error and suggested that this would be a good intersection to leverage SRTS funds to improve. Mr. Creed asked Mr. Hull to explain how to use the Complete Streets design guides (starting on page 148) to guide the boards decisions on street facilities. Mr. Hull and Ms. Thornton gave local examples of how to use the design guides in conjunction with the roadway classifications (page 141) to choose treatments and facilities appropriately. Mr. Creed then asked how the plan addresses the City's sidewalk gap challenges and whether it gives suggestions other than the City's infill program. Mr. Hull recognized that there are some critical gaps that it would be beneficial to fill, but also emphasized that shared streets can sometimes be a better and more functional solutions for cities, rather than trying to build sidewalks in every neighborhood, which can be expensive and contentious. Sidewalks and sidewalk policy can derail plans. He suggests the city focus on gaps, but otherwise look at overall transportation and movement. Adding sidewalks everywhere would massively change the cost of this plan. Mr. Hull said that in his professional opinion he strongly believes that this plan is the right amount of ambitious; it's full of good things and great connections, but is not a plan that will get adopted but never implemented. Mr. Hurley added that both the board's and City Council's comments from tonight would be addressed and said that since there aren't many hard copies this will document will live as a digital

document. Mr. Bates asked who the users of the plan would be. Mr. Hurley responded that it would be used by City staff (primarily staff running projects such as Mr. Hurley, Mr. Whited, and Mr. Brown) and said it would be his job to keep the plan in front of City Council and other City staff. He also reminded Mr. Bates that the City adopting the Complete Streets policy would keep this plan relevant. Mr. Hull also suggested that the board use the plan and the tools it contains for yearly benchmarking. Mr. Whalen then suggested the board make a motion to recommend that the plan is adopted by City Council as presented to the board on May 20th. Mr. Creed made the motion which was seconded by Ms. Lindholm and approved by all present. Mr. Hurley will coordinate with Anne Brown getting the master plan (once adopted by City Council) online. Ms. Thornton will make sure it is promoted through City channels to the community.

Updates:

1. Crossing Improvements at 161/Pingree Drive – DLZ is the engineering firm hired by the City to evaluate the crossing improvements. They are formulating recommendations and will be bringing them back to the board for approval. Mr. Hurley did ask DLZ to keep the project moving and not to delay it due to the board's meeting schedule, so there may be an additional meeting or date change to our regular meeting in June just to get the board's approval for these recommendations. Ms. Horton asked who would be responsible for aesthetics and plantings. Mr. Hurley said a lot would need to be taken into consideration (plowing, salt, etc.) and that Mr. Brown would probably have some input along with the City Service and Engineering staff. Ms. Lindholm asked how much the study cost. Mr. Hurley responded that it was expected to be in the \$5,000 range with some details still being worked out in the scope.
2. Memorial Day Parade Coordination – Ms. Lindholm let the board know that the Bike & Pedestrian Advisory Board was signed up to march in the Memorial Day Parade and will soon receive our place in line and other information. Ms. Thornton was having the signs made for the parade to attach to Emma's trailer and was printing the flyers to hand out to the public. Ms. Thornton said this would be a great opportunity to connect with the community and a way to raise awareness of the board and its contributions. Mr. Whalen, Ms. Lindholm, Mr. Bates and Ms. Thornton, along with Council Member Dorothy, are planning on walking in the parade and others board members are encouraged to join them if possible. Ms. Thornton also passed around a "Summer Event Sign-Up" sheet so that board members could volunteer to attend other community events. Mr. Hurley said that he hoped that every board member would sign up for one event. He also shared that Mr. Schmidt had moved and that Council was already working on appointing his replacement. Mr. Hurley also shared that Ms. Horton had been reappointed and that Mr. Creed would also be leaving board.

Mr. Hurley then welcomed all of the board members to stay for the City Council meeting.