

6550 N. High Street  
Worthington, Ohio 43085

T: 614-436-3100

### **CITY COUNCIL MEMBERS**

**Bonnie D. Michael**  
President

**Scott Myers**  
President Pro-Tem

**Rachael Dorothy**  
Council Member

**Douglas Foust**  
Council Member

**Beth Kowalczyk**  
Council Member

**David Robinson**  
Council Member

**Douglas Smith**  
Council Member

### **CITY STAFF MEMBERS**

**Matthew Greeson**  
City Manager

**D. Kay Thress**  
Clerk of Council

## **Worthington City Council Agenda**

Louis J.R. Goorey Municipal Building  
John P. Coleman Council Chamber

Monday May 20, 2019 ~ 7:30 PM

### **1. Call To Order**

### **2. Roll Call**

### **3. Pledge of Allegiance**

### **4. Visitor Comments**

### **5. Consent Agenda**

Notice to the Public: There will be no separate discussion of Consent Agenda items as they are considered to be routine by the City Council and will be adopted by one motion. If a member of the City Council, staff, or public requests discussion on a particular item, that item will be removed from the Consent Agenda and considered separately.

***To address City Council regarding an item on Consent Agenda, please submit a fully completed speaker's slip to the Clerk of Council prior to the beginning of the meeting.***

### **5.A. Approval of the Minutes**

5.A.I. Meeting Minutes - May 6, 2019  
(Special)

5.A.II. Meeting Minutes - May 6, 2019  
(Joint)

5.A.III. Meeting Minutes - May 6,  
2019

5.A.IV. Meeting Minutes - May 13, 2019  
(Special)

5.A.V. Meeting Minutes - May 13, 2019

**Recommendation:** Introduce and  
Approve as Presented

**5.B. Ordinance No. 17-2019** Establish 27th Pay Fund

Authorizing and Directing the Establishment of a Special Revenue Fund for the Purpose of Accumulating Resources for Payment of Salaries During any Fiscal Year When the Number of Pay Periods Exceeds the Usual and Customary Number of Pay Periods (27th Pay Fund).

Executive Summary: This Ordinance authorizes the creation of a 27th Pay Fund to account for the payment of salaries during any fiscal year when the number of pay periods exceeds the usual and customary number.

Recommendation: Approve as Presented

Legislative History: Introduced May 6, 2019

**5.C. Resolution No. 27-2019** Renewal of Right of Way Agreement - Level 3 Communications

Approving an Agreement and Permit for and between Level 3 Communications, LLC, a Delaware Limited Liability Company, to Operate and Maintain a Telecommunications System Within the City of Worthington Pursuant to and Subject to the Provisions of Chapter 949 of the Codified Ordinances of the City of Worthington.

Executive Summary: This Resolution approves the renewal of a right of way agreement with Level 3 Communications

Recommendation: Introduce and Approve as Presented

**5.D. Resolution No. 28-2019** Appointments to the Bicycle & Pedestrian Advisory Board

Re-Appointing Ann Horton and Appointing Jordan Schweller to the Worthington Bicycle and Pedestrian Advisory Board.

Executive Summary: This Resolution re-appoints Ann Horton and appoints Jordan Schweller to the Bicycle & Pedestrian Advisory Board.

Recommendation: Introduce and Approve as Presented

**End of Consent Agenda**

## Agenda

## 6. Public Hearings on Legislation

### 6.A. **Ordinance No. 14-2019** New Code Chapter 539 - Prohibition of Discriminatory Practices

To Enact New Chapter 539 “Discriminatory Practices, Civil Rights, Disclosure” of the Codified Ordinances of the City of Worthington to Prohibit Discrimination in Housing, Employment, and Public Accommodations Based on Designated Classes.

Executive Summary: This Ordinance adopts a new chapter in the City's Codified Ordinances to prohibit discriminatory practices based on designated classes.

Recommendation: Approve as Presented

Legislative History: Introduced May 6, 2019

### 6.B. **Ordinance No. 18-2019** Additional Appropriations

Amending Ordinance No. 52-2018 (As Amended) to Adjust the Annual Budget by Providing for Appropriations from the General Fund and 350 West Wilson Bridge Road TIF Fund Unappropriated Balance.

Executive Summary: This Ordinance appropriates additional funds for the purpose of paying the liabilities associated with employee retirements, continuing our Computer Aided Dispatch (CAD) software maintenance agreement, and costs associated with the 350 West Wilson Bridge Road Tax Increment Financing (TIF).

Recommendation: Approve as Presented

Legislative History: Introduced May 6, 2019

### 6.C. **Ordinance No. 19-2019** Appropriation - Huntley Road Waterline Project

Amending Ordinance No. 52-2018 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvements Fund Unappropriated Balance to Pay the Costs of the NE Gateway - Huntley Rd. Waterline Project and all Related Expenses and Determining to Proceed with the said Project. (Project No. 602-14)

Executive Summary: This Ordinance appropriates funding for construction and project oversight for the Huntley Road Waterline Project.



Recommendation: Motion to Amend; Approve as Amended

Legislative History: Introduced May 6, 2019

**6.D. Ordinance No. 20-2019** Appropriation Authorization for Property and Easements - Northeast Gateway Project

An Ordinance Authorizing the Appropriation of Property and Easements from Multiple Properties for the Public Purpose of Constructing a Roadway Project, Specifically, for the FRA-CR 84-1.36 Northeast Gateway Project, Which Such Roadway Shall be Open to the Public Without Charge.

Executive Summary: This Ordinance authorizes the appropriation of certain identified parcels as part of the Northeast Gateway Project.

Recommendation: Motion to Table until June 3, 2019 meeting

Legislative History: Introduced May 6, 2019

**7. New Legislation to Be Introduced**

**7.A. Resolution No. 29-2019** Bicycle and Pedestrian Master Plan

Adopting a Bicycle and Pedestrian Master Plan for the City of Worthington

Executive Summary: The final revised version of the Bicycle and Pedestrian Master Plan will be presented for adoption by the consulting team and staff.

Recommendation: Introduce and Approve as Presented

**7.B. Resolution No. 30-2019** Complete Streets Policy

Adopting a Complete Streets Policy for the City of Worthington.

Executive Summary: This resolution formally adopts the Complete Streets Policy developed through a Technical Assistance Grant with the Mid Ohio Regional Planning Commission (MORPC) Insight 2050 program.

Recommendation: Introduce and Approve as Presented

**7.C. Resolution No. 31-2019** 911 Services - Contract with the Northwest Center

Authorizing the City Manager to Enter into an Agreement with the City of Dublin for the Northwest Regional Emergency Communication Center to provide public safety dispatching communication services.

Executive Summary: This Resolution authorizes the City Manager to executive a contract with the City of Dublin for the Northwest Regional Emergency Communications Center to provide public safety dispatching communication services.

Recommendation: Introduce and Approve as Presented

**7.D. Resolution No. 32-2019** Approval of Right of Way Agreement - Everstream Solutions

Approving an Agreement and Permit for and between Everstream Solutions, LLC, an Ohio Limited Liability Company, to Operate and Maintain a Telecommunications System Within the City of Worthington Pursuant to and Subject to the Provisions of Chapter 949 of the Codified Ordinances of the City of Worthington.

Executive Summary: This Resolution approves a new right of way agreement with Everstream Solutions, LLC for three years.

Recommendation: Introduce and Approve as Presented

**7.E. Resolution No. 33-2019** Appointment - Magistrates

Appointing Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles "Kip" Kelsey to Serve as Mayor's Court Magistrates when the Mayor and Vice-Mayor are Not Available.

Executive Summary: This Resolution appoints Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles "Kip" Kelsey to serve as a Mayor's Court magistrate in the event that Mayor Holmes or Vice-Mayor Lorimer or Magistrate Sean Maxfield are not available.

Recommendation: Introduce and Approve as Presented

**7.F. Resolution No. 34-2019** Northeast Gateway Project - Acquisition of Parcels 5 and 19

Authorizing the Acquisition of Certain Real Estate Interests Involving Parcels 5 and 19 for the Northeast Gateway Intersection Improvement Project. (Project No. 602-14)

Executive Summary: This Resolution authorizes the City Manager to purchase various real estate interests involving Parcel 5 and Parcel 19 for the Northeast Gateway Intersection Improvement Project.

Recommendation: Introduce and Approve as Presented

**7.G. Ordinance No. 21-2019** CRA Property Tax Abatement - 6740 North High Street

Authorizing the City Manager to Enter into a Community Reinvestment Area Agreement with Worthington 17, LLC to Grant a Seventy-Five Percent (75%) Tax Exemption for Real Property Improvements to be Made to the Property Located at 6740 North High Street in the City of Worthington for a Period Not to Exceed Ten (10) Years.

Executive Summary: This Ordinance authorizes a Community Reinvestment Area property tax abatement to support private improvements and attract office tenants at the former Anthem Blue Cross Blue Shield building at 6740 N. High Street.

Recommendation: Introduce for Public Hearing on June 3, 2019:

**8. Reports of City Officials**

**8.A. Policy Item(s)**

8.A.I. Permission to Advertise for Bids - East Wilson Bridge Road Resurfacing Project

Executive Summary: Staff is seeking permission to advertise for bids for this project.

Recommendation: Motion to authorize the solicitation of bids

**9. Reports of Council Members**

**10. Other**

**11. Executive Session**

**12. Adjournment**



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: 04/30/2019

To: Matthew H. Greeson, City Manager

From: Scott F. Bartter, Finance Director

Subject: **Ordinance No. 17-2019 - Establish 27th Pay Fund**

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**EXECUTIVE SUMMARY**

This Ordinance authorizes the creation of a 27th Pay Fund to account for the payment of salaries during any fiscal year when the number of pay periods exceeds the usual and customary number.

**RECOMMENDATION**

Approve as Presented

**BACKGROUND/DESCRIPTION**

The City runs a bi-weekly payroll process which in normal years creates twenty-six (26) pay dates in a fiscal year. However, because the number of days in a year (365) is not evenly divisible by the number of days in a pay period (14) a fraction of a pay period is accrued each year. The result is that every eleven (11) years the City will experience a 27<sup>th</sup> pay, as opposed to the normal twenty-six.

The City's bi-weekly payroll averages approximately \$550,000. By transferring \$50,000 annually into the 27<sup>th</sup> Pay Fund, the City should accumulate enough funds to offset the additional liability every eleven years. Because the next 27<sup>th</sup> pay will occur in 2021, the City appropriated a transfer of \$250,000 in the 2019 budget to "catch-up" contributions to the 27<sup>th</sup> Pay Fund.

Ohio Revised Code Section 5705.13 allows Ohio subdivisions to create a special revenue fund for the purpose of accounting for the 27<sup>th</sup> pay. The creation of this fund must be done either by Resolution or Ordinance. The City's prior practice has been to establish new funds by Ordinance.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES**

2019 General Fund Transfer of \$250,000 (approved with adoption of Ordinance No. 52-2018)

**ATTACHMENTS**

Ordinance No. 017-2019

ORDINANCE NO. 17-2019

Authorizing and Directing the Establishment of a Special Revenue Fund for the Purpose of Accumulating Resources for Payment of Salaries During any Fiscal Year When the Number of Pay Periods Exceeds the Usual and Customary Number of Pay Periods (27th Pay Fund).

WHEREAS, Ohio Revised Code Section 5705.13 authorizes a subdivision to establish a reserve balance fund for the purposes as described within said Ohio Revised Code section; and,

WHEREAS, an authorized purpose includes accounting for payment of salaries when the number of pay periods exceeds the usual and customary number; and,

WHEREAS, the usual and customary number of pay periods for the City is twenty-six (26) pay periods; and,

WHEREAS, with the passage of Ordinance 52-2018 the Worthington City Council adopted the Municipal Budget for the Fiscal Year ending 2019; and,

WHEREAS, the 2019 Municipal Budget appropriates a transfer of funds to a 27<sup>th</sup> Pay Reserve Fund.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That there be and hereby is created a Special Revenue Fund entitled “27<sup>th</sup> Pay Fund” for the purpose of accumulating resources for payment of salaries during any fiscal year when the number of pay periods exceeds the usual and customary number.

SECTION 2. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington, Ohio.

Passed \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 9, 2019

To: Matthew H. Greeson, City Manager

From: D. Kay Thress, City Clerk

Subject: **Resolution No. 27-2019 Renewal of Right of Way Agreement - Level 3 Communications**

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**EXECUTIVE SUMMARY**

This Resolution approves the renewal of a right of way agreement with Level 3 Communications

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

Section 949 of the City's Codified Ordinances requires that persons desiring to utilize the City's Rights of Way to provide public utility and/or telecommunications services, other than cable television service, obtain a Telecommunication and Utility Permit. The City has received an application from Level 3 Communications for renewal of its permit that expired in March 2019. This Resolution authorizes the City Manager to sign the above-mentioned permit for the use of the Rights of Way in Worthington. The permit is for three years.

**ATTACHMENTS**

Resolution No. 27-2019  
Right of Way Agreement – Level 3 Communications



RESOLUTION NO. 27-2019

Approving an Agreement and Permit for between Level 3 Communications, LLC, a Delaware Limited Liability Company, to Operate and Maintain a Telecommunications System Within the City of Worthington Pursuant to and Subject to the Provisions of Chapter 949 of the Codified Ordinances of the City of Worthington.

WHEREAS, Level 3 Communications, LLC, a Delaware Limited Liability Company, has requested authority to provide telecommunications services in the City of Worthington; and,

WHEREAS, the City of Worthington has enacted a comprehensive Right-of-Way Ordinance, Chapter 949 of the Codified Ordinances of the City of Worthington; and,

WHEREAS, City Council found the technical ability, and plan for services of Level 3 Communications, LLC, acceptable; and,

WHEREAS, Level 3 Communications, LLC, has facilities within the community that were formerly owned and operated by tw telecom, ICG Communications, Inc., WilTel Communications Group, LLC, and TelCove Inc. (fka Adelphia Business Solutions of Ohio, Inc.); and,

WHEREAS, the authority is nonexclusive; and,

WHEREAS, Level 3 Communications, LLC, has certified that the company meets the criteria of Section 949.05 of the Codified Ordinances of the City of Worthington for the issuance of a permit;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That pursuant to Chapter 949 of the Codified Ordinances of the City of Worthington, an agreement between the City of Worthington and Level 3 Communications, LLC, a Delaware Limited Liability Company, as attached hereto and made a part hereof is hereby authorized and approved and the City Manager is hereby authorized and directed to execute said agreement on behalf of the City, upon approval thereof by the Director of Law.

SECTION 2. That the Clerk of Council be and hereby is instructed to record this Resolution in the appropriate record book.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council

**TELECOMMUNICATIONS AND UTILITY PERMIT FOR THE USE OF PUBLIC RIGHTS-OF-WAY WITHIN THE CITY OF WORTHINGTON, OHIO**

This Agreement is executed on this \_\_\_\_ day of \_\_\_\_\_, 2019, by and between Level 3 Communications, LLC, a Delaware corporation limited liability company, ("Company") and the City of Worthington, Ohio, an Ohio municipal corporation (the "City") pursuant to Resolution No. \_\_\_\_\_ passed by the Worthington City Council on \_\_\_\_\_, 20\_\_\_\_.

Now, therefore, in consideration of the foregoing and of the covenants, promises and conditions hereinafter set forth it is hereby agreed as follows:

- I. That the Company, a limited liability company organized under the laws of the State of Delaware, its successors and assigns, is hereby granted the non-exclusive right, privilege and authority in accordance with the provisions of Chapter 949 of the Codified Ordinances of the City to acquire, construct, maintain and operate a telecommunications system and/or utility in the City in and under, above, across and along the streets, alleys, thoroughfares, public rights-of-way, public property and easements as the same now exist or may hereafter be laid out in the City, with minimum interference with the proper use of same, for the provision of all competitive telecommunications services as authorized by the Public Utilities Commission of Ohio.
- II. The Company shall construct and operate the telecommunications and/or utility system in accordance with all laws, ordinances, construction standards, governmental requirements, FCC technical standards and any other standards incorporated by reference. Nothing in this Agreement permits the Company to provide any other utility services or cable television services.
- III. The Company shall comply with the applicable requirements of Chapter 949 of the City Codified Ordinances.
- IV. The Company shall pay the annual permit fee as determined by City Codified Ordinances Section 949.07.
- V. The Company agrees that all contractors and subcontractors proposed for work on construction, installation, operation, maintenance and repair of the system shall be properly licensed under the laws of the state of Ohio and all City ordinances.
- VI. Subject to the final requirements of this Section VI, in those areas where telephone and electric services are provided by underground facilities, the Company shall place all new facilities underground. In all other areas, the Company agrees to use its Best Efforts (as defined in Chapter 949 of the City Codified Ordinances) to place all facilities in the City right-of-way underground except for equipment which is customarily placed on or above the ground in conjunction with underground transmission facilities. In addition, where the City Manager or his designee determine that such transmission facilities should not be located underground, the City Manager shall have the authority to relieve the Company of the requirement to do so. In making such a determination, the City Manager may take into account unusual circumstances or physical characteristics including but not limited to the existence of underground facilities which might interfere with the operations of the Company, topographical features or use requirements which may interfere with existing facility locations. The City Manager may also relieve the Company of the requirement to locate transmission facilities underground when to do so in a particular circumstance

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would not be in the best interest of the City. The installation of above-ground locator wire markers is prohibited.

- VII. The rights, privileges and authority hereby granted shall not be effective prior to acceptance of this Agreement by the Company and the City and shall terminate three years from the date of acceptance.
- VIII. The Company shall, at its sole cost and expense, fully indemnify, defend and hold harmless the City, its officers, public officials, boards and commissions, agents and employees from and against any and all lawsuits, claims, causes of action, actions, liability, and judgments for injury or damages in connection with the Company's (including its employees, contractors and subcontractors) acts or omissions pursuant to this permit.
- IX. Whenever in this Agreement the City or Company is referred to, such reference shall be deemed to include the respective successor or assign of either, and all rights, privileges, and obligations herein contained shall bind and inure to the benefit of such respective successor or assign, in which the predecessor of such successor or assign is divested of all such rights, privileges, or obligations, whether so expressed or not.
- X. The terms and provisions of this Agreement are joint and several, and the invalidity of any part shall not affect the validity of the Agreement.
- XI. If this permit involves the installation of small cell facilities or wireless support structures in the right of way, then the Company shall also comply with the applicable requirements of Chapter 955 of the City Codified Ordinances. In the case of any conflict between the requirements of Chapter 955 and Chapter 949 of the City Codified Ordinances, the provisions of Chapter 955 shall control.

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Witness

LEVEL 3 COMMUNICATIONS, LLC

By: \_\_\_\_\_  
Name: Daniel Kennedy  
Title: Sd Manager

CITY OF WORTHINGTON

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Witness

By: \_\_\_\_\_  
Name: Matthew H. Greeson  
Title: City Manager

Approved as to Form:

\_\_\_\_\_  
Law Director, City of Worthington



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 14, 2019

To: Matthew H. Greeson, City Manager

From: D. Kay Thress, City Clerk

Subject: **Resolution No. 28-2019 Appointment to the Bicycle & Pedestrian Advisory Board**

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**EXECUTIVE SUMMARY**

This Resolution re-appoints Ann Horton and appoints Jordan Schweller to the Bicycle & Pedestrian Advisory Board.

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

There were two members of the Bicycle & Pedestrian Advisory Board whose terms expire at the end of May. One of those members, Ann Horton has expressed an interest in continuing to serve. This Resolution re-appoints Ann Horton to another three-year term.

There is also a vacancy on the Board and City Council has reviewed applications and interviewed candidates for the position. This Resolution appoints Jordan Schweller to a three-year term.

**ATTACHMENTS**

Resolution No. 28-2019

RESOLUTION NO. 28-2019

Re-Appointing Ann Horton and Appointing Jordan Schweller to the Worthington Bicycle and Pedestrian Advisory Board.

WHEREAS, in 2015 City Council created the Bicycle and Pedestrian Advisory Board; and,

WHEREAS, the Board is composed of nine (9) members appointed by the Worthington City Council; and,

WHEREAS, two terms will expire on May 31, 2019, and one of those members have expressed interest in continuing to serve; and,

WHEREAS, there is currently a vacancy on the Bicycle and Pedestrian Advisory Board; and,

WHEREAS, City Council reviewed applications from individuals interested in serving on the Bicycle and Pedestrian Advisory Board.

NOW THEREFORE, BE IT RESOLVED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That Ann Horton is hereby re-appointed to the Worthington Bicycle and Pedestrian Advisory Board to fill a three year term beginning June 1, 2019 and expiring on May 31, 2022.

SECTION 2. That Jordan Schweller is hereby appointed to the Worthington Bicycle and Pedestrian Advisory Board to fill a three-year term beginning June 1, 2019 and expiring on May 31, 2022.

SECTION 3. That the Clerk be and hereby is instructed to record this Resolution in the appropriate record book upon its adoption.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council



**Worthington City Council  
Special Meeting Minutes**  
Monday, May 6, 2019 ~ 6:15 p.m.

6550 N. High Street  
Worthington, Ohio 43085

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**CALL TO ORDER – Roll Call, Pledge of Allegiance**

Worthington City Council met in Regular Session on Monday, May 6, 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 6:15 p.m.

**Roll Call**

**Members Present:** Douglas Foust, Beth Kowalczyk, Scott Myers, and Bonnie D. Michael. (Rachael Dorothy and Doug Smith joined the meeting shortly after the recess into executive session.)

**Absent:** David Robinson

**Also present:** Clerk of Council D. Kay Thress

**MOTION** Mr. Myers made a motion to meet in Executive Session to consider appointments of public officials. The motion was seconded by Mr. Foust.

**The motion carried by the following vote:**

**Yes 4** Foust, Kowalczyk, Myers and Michael

**No 0**

Council recessed at 6:15 p.m. from the Regular meeting session.

**ADJOURNMENT**

**MOTION** Mr. Smith made a motion to return to open session and adjourn the Special Meeting. The motion was seconded by Ms. Dorothy.

President Michael declared the meeting adjourned at 7:13 p.m.

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Clerk of Council

*APPROVED by the City Council, this  
20<sup>th</sup> day of May, 2019.*

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President of Council

**City of Worthington and Sharon Township  
Joint Meeting Minutes  
May 6, 2019**

**CALL TO ORDER – Roll Call, Pledge of Allegiance:**

Worthington City Council met in Joint Session with Sharon Township Trustees on Monday, May 6, 2019, in the John P. Coleman Council Chambers of City Hall, 6550 North High Street, Worthington, Ohio. Worthington City Council President Michael called the meeting to order at or about 7:30 P.M.

**City Council Members Present:** Rachael R. Dorothy, Douglas Foust, Beth Kowalczyk, Scott Myers, Douglas K. Smith, and Bonnie D. Michael

**Sharon Township Trustees Present:** Lindsay Duffey, John Oberle, Laura Kunze

**Member(s) Absent:** David Robinson

**Also present:** City Manager Matthew Greeson, Assistant City Manager Robyn Stewart, Director of Law Tom Lindsey, Director of Finance Scott Bartter, Director of Planning & Building Lee Brown, Director of Service & Engineering Dan Whited, Clerk of Council D. Kay Thress, Assistant City Clerk Ethan Barnhardt

There were approximately seven visitors present.

**PLEDGE OF ALLEGIANCE**

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

**NEW LEGISLATION TO BE INTRODUCED**

**Resolution No. 23-2019**

Levying Tax for the Maintenance of Union Cemetery dba Walnut Grove and Flint Cemetery for the Tax Collection Year 2020.

**Introduced by Mr. Oberle.**

**MOTION**

Ms. Dorothy made a motion to adopt Resolution No. 23-2019. The motion was seconded by Mr. Foust.

*Mr. Greeson welcomed the Sharon Township Trustees and members of the Cemetery Board of Trustees to tonight's meeting. Annually the Trustees make a recommendation to the Joint meeting for the continued levying of the tax that provides funds to maintain the cemeteries in our communities. He introduced Courtney Chapman, Chair of the Cemetery Board and invited him forward to provide comments.*

*Mr. Chaman shared that he along with Trustee Oberle and Council member Dorothy serve on the Cemetery Board. They are here to ask for a continuation of the ½ of 1 mill for 2020 for the maintenance and development of the cemeteries.*

*Mr. Chapman reminded members that the cemeteries are here for the living. They are part of the fabric of Worthington and the Township. They are part of events that occur in the community, such as the Ghost Tour that the Worthington Historical Society oversees in Walnut Grove cemetery. This event enhances the understanding that our residents have about the history of Worthington and Sharon Township. The event has been held for three years and each time it has been sold out.*

Mr. Chapman shared pictures of the Meditation Cremation Garden that has been completed at Flint cemetery.

*The Cemetery Board acquired the Ozem Gardner homestead at the Flint site. While he has heard rumors over the years of a tunnel on the property, it has been confirmed that a tunnel did exist on the property and was used for the underground railroad. It has since been filled in. Volunteers are being used to try to find its exact location.*

*The Gardner property was acquired for two purposes. The plan is to renovate the house for the cemetery offices and utilize the outbuildings to store equipment. A master plan for the offices and site have been developed and was approved by the Trustees this past April. The master plan is a long-term plan. It is the guidelines for the current and future Cemetery Boards. The hope is to have the office operational within the next several years. The trustees will begin prioritizing and phasing in the projects.*

*Mr. Chapman shared that planning is fun, but we must remember that our business is people. People come to the cemetery grieving and in need. Tom Kayati and Elaine Russell are on the front lines. They are the two that need to show compassion and work with these folks. He shared part of the following note that was sent to Elaine:*

*"I was deeply impacted by your kind words over the phone. I ache in despair, but rejoice in the fact that one person, a stranger, would reach their heart across the phone lines in my time of need." Suzanne West*

*One other event that is part of this community is the Memorial Day celebration at Walnut Grove cemetery. This Council and Trustee's predecessors began this celebration 100 years ago, in 1919. All are invited to the presentation in Walnut Grove after the parade.*

*He thanked Council and the Trustees for allowing him to share.*

*President Michael thanked Mr. Chapman for the presentation and update.*

**There being no additional comments, the motion to adopt Resolution No. 23-2019 carried unanimously by a voice vote.**

## **OTHER**

*Ms. Dorothy thanked her fellow board members and especially Courtney Chapman and John Oberle for all the work they have been doing with Ms. Russell and Mr. Kayati and Debra Knapke, Co-Chair of the Cemetery Advisory Committee. They have been instrumental in all the work and many, many hours planning for this new Ozem Gardner property. The current Walnut Grove cemetery continues to be improved but*



*most of the lots are already sold there. The Flint cemetery is still expanding and has spaces for other needs. They are both taken care of so nicely. If you are visiting a loved one or just visiting to have a place to contemplate for any reason, they are very park like and jewels in both communities. She is very happy to be working with everyone at Sharon Township and the whole trustee family.*

*Mr. Oberle commented that the Board comes before this body once a year asking for the continuation of this tax. This body of Worthington, the Township and specifically the staff are good stewards of the public dollars. The public has entrusted us with this money, and we are not just taking care of things. We are involved in the Memorial Day parade, in the renovations of the Ozem Gardner property that is really going to be the crown jewel. That didn't just happen overnight. He thinks it is because of people. Courtney is the one person who kind of keeps it all together. He thinks that everyone believes in Courtney and in his leadership. He inspires us and has taught us how to run an organization. He has taught us how to be better people. We are a small cemetery organization, but we are really the leaders throughout the state. People come to us and ask for guidance. The reason we have that is because of the people. It's not him. He comes and votes and puts his time in but whether it is Debra, or John Haueisen, Doug Southgate, or Julie Rice, we have such great expertise it just makes us a much better organization. We are not just there to make sales. We are there to make a difference in people's lives. People are coming to us in their hardest hours and there are no better people than Tom and Elaine to deal with that situation. It is an honor to be a part of this organization. He thanked everyone for their service.*

## **ADJOURNMENT**

**MOTION** Ms. Duffey made a motion to adjourn the meeting. The motion was seconded by Mr. Myers.

**The motion to adjourn carried unanimously.**

President Michael declared the meeting adjourned at 7:49 p.m.

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Clerk of Council

*APPROVED by the City Council, this  
20<sup>th</sup> day of May 2019.*

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President of Council



**CITY OF WORTHINGTON**  
**Worthington City Council Minutes**  
May 6, 2019

6550 N. High Street  
Worthington, Ohio  
43085

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**CALL TO ORDER – Roll Call, Pledge of Allegiance**

Worthington City Council met in Regular Session on Monday, May 6, 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 7:50 p.m.

**ROLL CALL**

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

**Member(s) Absent:** David Robinson

**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, Clerk of Council D. Kay Thress, Assistant City Clerk Ethan Barnhardt

There were 2 visitors present.

**PLEDGE OF ALLEGIANCE**

*President Michael waived reciting the Pledge of Allegiance since it had just been done for the Joint Meeting with Sharon Township.*

**VISITOR COMMENTS**

No visitor comments.

**APPROVAL OF THE MINUTES**

- Committee of the Whole Meeting – April 8, 2019
- Regular Meeting – April 15, 2019

**MOTION**

Ms. Kowalczyk moved, Ms. Dorothy seconded a motion to approve the aforementioned meeting minutes as presented.

**The motion to approve the minutes as presented carried unanimously by a voice vote.**

## **PUBLIC HEARINGS ON LEGISLATION**

*President Michael declared public hearings and voting on legislation previously introduced to be in order.*


### **Ordinance No. 15-2019**

To Amend Sections 1301.05, 1301.06, 1305.01, 1305.06, 1305.07, 1305.08, 1305.09, 1311.01, 1311.02, 1311.07, 1301.05, and 1301.06; and Enacting Section 1301.07 of the Codified Ordinances of the City of Worthington Related to the Coordination with the State of Ohio Building Codes, the Establishment of Demolition Standards, Modifying Pool Barrier Requirements, and Adjusting Fees.

**The foregoing Ordinance Title was read.**

*Mr. Brown explained how our building inspector, Don Phillips, has been working to update our code to keep it up to date with the Ohio Residential Code and the State Building Code. Mr. Phillips is on the board of directors for the Central Ohio Code Officials Association and the Ohio Building Officials Association. He has worked diligently with the code committee on some of the changes seen here tonight.*

*Mr. Brown provided an overview of the proposed changes to Part 13 of the City Code. We noticed over the past year that we had a residence on Short Street as well as the Holiday Inn demolished. There are some recommendations for language related to demolition, putting time frames and site redevelopment with a time frame that would go with that. Since we are making changes to the building code, which also impacts the planning and zoning code, any modification or change to the planning and zoning code does require a 60-day waiting period.*



### Proposed Code Changes

### Part 13 Overview of Changes

- Part 13 is the building code
- There are no specific requirements for demolition, excepting some minor language in Ohio Building Code Section 3303. No language in the Residential Code of Ohio
- The State of Ohio adopted a new residential building code for 1-, 2-, and 3-family dwellings effective July 1, 2019
- Worthington is the only jurisdiction in central Ohio with a 6' barrier requirement around swimming pools for residential uses.

*We deleted the requirements for a driveway and sewer connection permit being issued because it is already covered in the Service and Engineering Department and other codes throughout the Codified Ordinances. In adding a section for demolition and the*

*timeframe associated with that, we needed to add powers to our Board of Zoning appeals so if they are not able to meet that requirement or wanted an extension, that the BZA could hear that case.*



## Proposed Code Changes Chapter 1301 Changes

- Added a 6 month expiration period for demolition permits.
- Deleted the requirements for a drive way and sewer connection permit being issued precluding a permit being issued.
- Raised the fee for demolition from \$50 to \$200.
- Added specific requirements for demolition including information on how the site will be restored, and demolition and restoration schedule.
- The added demolition requirements need an appeal mechanism so 1129.05 Power and Duties of the Board of Zoning Appeals was amended to hear these.



## Proposed Code Changes Chapter 1305 Changes

- Deleted the reference to Appendix H Patio Covers since these are governed by the Residential Code of Ohio.
- Added a 6 month expiration period for demolition permits.
- Deleted the requirements for a drive way and sewer connection permit being issued precluding a permit being issued.
- Deleted the permit requirement for small items not regulated by the building code. This work still requires a Certificate of Compliance, which is the reason why that fee is being raised from \$5 to \$25 for residential, and from \$10 to \$50 for commercial in the proposed 1125.02 change.
- Change the barrier requirement from 6' to 4' for swimming pools.
- Deleted the section on Bed & Breakfasts. These are now regulated in Ohio under the Ohio Building Code with similar requirements.
- Added specific requirements for demolition including information on how the site will be restored, and demolition and restoration schedule.



## Proposed Code Changes Chapter 1311 Changes

- Overcrowding is once again being quantified in the 2018 edition of the International Property Maintenance Code, like it was in the 2003 edition previously adopted in Worthington.
- Some of the new requirements, like grease interceptor maintenance, is already cover by other ordinances and codes currently adopted in Worthington.
- The majority of the changes in the International Property Maintenance Code include new maintenance requirements for fire-resistant-rated construction, typically found in commercial buildings. These are not new requirements in Worthington, only new in the property maintenance code. The Ohio Building and Fire Codes are currently used to enforce these maintenance requirements and we will continue to use those codes for their enforcement.



*Mr. Brown explained how changing some of Part 13 led to changes of Part 11.*



- Some of the Part 13 changes lead to Part 11 changes, like raising the Certificate of Compliance fee and granting the Board of Zoning Appeals to hear demolition requirements in Chapter 1301.
- The barrier requirement for swimming pools is lowered from 6' to 4' and the water depth is lowered from 2'-6" to 24" to better coordinate other jurisdictions in the United States, the requirements for commercial swimming pools, and the Architectural Design Guidelines referenced in Chapter 1177.
- Appendix G Swimming Pools, Spas, and Hot Tubs adopted in Chapter 1305 generically refers to barriers instead of specifically calling for a fence or wall. This give an owner more options for compliance.

*Ms. Kowalczyk asked about the expiration date for demolition and if there was a particular reason why we need an expiration date. Mr. Brown said there have been several instances in the past several years where demolition permits were issued, and all the work was not really completed. The idea was that by adding a time expiration to that demolition permit is if they have not completed the work, it expires. If they have the permit, within 60 days then there must be a game plan on how that site is going to be restored. Then you have 60 days to do the demolition and get it back into production ready for another building or level for future use. Ms. Kowalczyk asked what would happen if it expires. Mr. Brown said that they would have to pay and apply for a new permit. If they are not able to do the demolition in the 60 days, they would then need to go before the BZA to ask for an extension. Once they actually start the demolition process there would be a 90-day timeframe to complete it. If they are not able to do that, it would give additional time to come before a public body to ask for an extension.*

*When asked by Ms. Kowalczyk about what the overcrowding section refers to, Mr. Brown explained that it is used to refer to square footage of room and the number of people in it.*

*Mr. Smith said a lot of these codes are defaulting to the state and the local codes do not need to exist anymore. He asked if that sets up any legal issues for us in the future with all the Home Rule issues going on. Mr. Lindsey replied that he does not believe our action adopting these codes will bar us from exercising our Home Rule authority. To the extent of the residential code, the state chose to impose that on cities and that process through the General Assembly's actions did take away our authority to act regarding residential codes. He does not believe our action in adopting these codes would effectively bar us in the future from exercising our Home Rule if we chose to.*

*Mr. Myers said he thought for us to be building code officials and to enforce a building code, that we had to adopt the state building code, or we lost our enforcement authority. Mr. Lindsey agreed. It is the state declaring that it is the code. It is a statewide concern that all building requirements be uniform throughout the state for enforcement purposes*

*and for contractors and builders not to be subject to 647 different codes. Mr. Brown noted that you can add to the code if it is not against the intent.*

*Ms. Dorothy noted that we might look at bettering the minimum standards. In the future we might want to look at having requirements for sound attenuation in multifamily units, so you have less noise and better regulation. She knows that is a driver of why people do not like multifamily because you can hear your neighbors. That is a suggestion to raise the standard from the Ohio code. Codes are great to maintain the safety of everyone in the community.*

**There being no additional comments, the clerk called the roll on Ordinance No. 15-2019. The motion carried by the following vote:**

**Yes     6            Kowalczyk, Foust, Dorothy, Smith, Myers, and Michael**

**No       0**

**Ordinance No. 15-2019 was thereupon declared duly passed and is recorded in full in the appropriate record book.**

**Ordinance No. 16-2019**

To Amend Sections 1125.02, 1129.05, and 1173.05 of the Codified Ordinances of the City of Worthington Related to the Coordination with the State of Ohio Building Codes, the Establishment of Demolition Standards, Modifying Pool Barrier Requirements, and Adjusting Fees.

**The foregoing Ordinance Title was read.**

**There being no comments, the clerk called the roll on Ordinance No. 16-2019. The motion carried by the following vote:**

**Yes     6            Foust, Dorothy, Smith, Myers, Kowalczyk, and Michael**

**No       0**

**Ordinance No. 16-2019 was thereupon declared duly passed and is recorded in full in the appropriate record book.**

#### **NEW LEGISLATION TO BE INTRODUCED**

**Resolution No. 24-2019**

Designating Public Depositories of Inactive and Interim Funds.

**Introduced by Mr. Myers.**

**MOTION** Mr. Smith made a motion to adopt Resolution No. 24-2019. The motion was seconded by Mr. Foust.

*Mr. Greeson said that this just adds FC Bank to our list of eligible depositories for inactive and interim funds.*

*Mr. Myers asked what inactive and interim funds are as opposed to other funds. Mr. Bartter said that interim funds would be from 14 days to less than a year. Inactive would be from a year over. Active would be those we anticipate using within 14 days.*

**There being no additional comments, the motion to adopt Resolution No. 24-2019 passed unanimously by a voice vote.**

**Resolution No. 25-2019** Adjusting the Annual Budget by Providing for a Transfer of Previously Appropriated Funds.

**Introduced by Ms. Kowalczyk.**

**MOTION** Ms. Dorothy made a motion to adopt Resolution No. 25-2019. The motion was seconded by Mr. Myers.

*Mr. Bartter explained how the Division of Police has relied on part-time labor. This transfer reallocates funds from fulltime to the part-time wage line. The second one reallocates funds from fulltime to overtime.*

**There being no additional comments, the motion to adopt Resolution No. 25-2019 passed unanimously by a voice vote.**

**Resolution No. 26-2019** A Resolution of Intent to Appropriate Property and Easements from Multiple Properties for the Public Purpose of Constructing a Roadway Project, Specifically, the FRA-CR 84-1.36 Northeast Gateway Project, which Such Roadway Shall be Open to the Public Without Charge.

**Introduced by Mr. Myers.**

**MOTION** Mr. Smith made a motion to adopt Resolution No. 26-2019. The motion was seconded by Mr. Foust.

*Mr. Lindsey said that this is a necessary step within our acquisition of parcels needed for the Northeast Gateway Project. We have been working towards the acquisition of that for an extended period. Our consultant, TranSystems, has been out notifying property owners, providing an appraised value, and attempting to negotiate a voluntary purchase of those properties for over six months. We are now at the point we will need to proceed, if negotiations do not prove successful, to appropriate the properties taking them by eminent*

*domain proceedings. Those proceedings are through the court process. There is a statutory process required and the property owner has certain rights within that process. We fully intend to continue the process of voluntary negotiations prior to the filing of the actual complaints. In order to meet the timelines and to proceed with the project in a timely fashion, we would need to look at filing those appropriation proceedings around July 1.*

*President Michael asked about the number of properties included in this. Mr. Lindsey said there were 15 properties, including those with no known heirs. A number are represented by counsel. Certain counsel tends to let the process go to the point of filing the proceeding and a number of these fall into that category. We are hopeful that we will resolve four of them prior to the need to file. One involves a residence that requires relocation and the July 1 deadline is necessary because if it is not resolved voluntarily, the proceeding is not only to appropriate the property, but to move forward with eviction which is required if someone is residing there. This is the first step of two. This resolution is the statutory requirement that we declare the necessity of appropriating them. You essentially did that when you started this project knowing it required the acquisition of over one hundred separate parcels and involving approximately 40 property owners. Based on that the City Manager will send out the formal notification per statute to notify those property owners. Property owners have been involved in this and are already well aware. The next step is the actual authorization which we will introduce for passage in two weeks.*

*Mr. Myers asked if we were still in negotiation with property owners and we do not know which will go to eminent domain and which will not. Mr. Lindsey said that is correct. If prior to the 20<sup>th</sup> we have closed on any of these additional properties, he will take them off of the authorization. If we have not actually closed, even if we reached an agreement, he does not feel comfortable taking it off in case there is a problem. Mr. Myers asked if Mr. Lindsey could inform Council prior to the July filing date how many will have to file and who they are.*

**There being no additional comments, the motion to adopt Resolution No. 26-2019 passed unanimously by a voice vote.**

**Ordinance No. 14-2019**

To Enact New Chapter 539 “Discriminatory Practices, Civil Rights, Disclosure” of the Codified Ordinances of the City of Worthington to Prohibit Discrimination in Housing, Employment, and Public Accommodations Based on Designated Classes.

**Introduced by Ms. Kowalczyk.**

**Ordinance No. 17-2019**

Authorizing and Directing the Establishment of a Special Revenue Fund for the Purpose of Accumulating Resources for Payment of Salaries During any Fiscal Year When the Number of Pay Periods Exceeds the Usual and Customary Number of Pay Periods (27th Pay Fund).

**Introduced by Mr. Foust.**



**Ordinance No. 18-2019** Amending Ordinance No. 52-2018 (As Amended) to Adjust the Annual Budget by Providing for Appropriations from the General Fund and 350 West Wilson Bridge Rd. TIF Fund Unappropriated Balance.

**Introduced by Mr. Smith.**

**Ordinance No. 19-2019** Amending Ordinance No. 52-2018 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvements Fund Unappropriated Balance to Pay the Costs of the NE Gateway - Huntley Rd. Waterline Project and all Related Expenses and Determining to Proceed with the said Project. (Project No. 602-14)

**Introduced by Mr. Myers.**

**Ordinance No. 20-2019** An Ordinance Authorizing the Appropriation of Property and Easements from Multiple Properties for the Public Purpose of Constructing a Roadway Project, Specifically, for the FRA-CR 84-1.36 Northeast Gateway Project, Which Such Roadway Shall be Open to the Public Without Charge.

**Introduced by Ms. Dorothy.**

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.

## **REPORTS OF CITY OFFICIALS**

### Policy Item(s)

- Sale of Surplus Property

*Mr. Bartter explained how Council must authorize the sale of surplus property over \$5,000. We did not anticipate that this bus would sell for over \$5,000 but it did.*

**MOTION** Ms. Kowalczyk moved, seconded by Mr. Foust to approve the transfer of the title of the bus.

**There being no additional comments, the motion to approve the transfer of the title of the bus passed unanimously by a voice vote.**

*Mr. Greeson explained how we do these types of sales through GovDeals and \$5,000 is an extremely low limit to come back for approval. He suggested staff may come back with research and suggest that it be raised since it has not been modified in decades.*

- Permission to Advertise for Bids – Retrofitting Street Lights with LED Lamps

*Mr. Whited detailed how this is a sustainability project. He explained how they did a large amount of research to find the right fixtures. This will replace the lights and the globes for the lamp posts. Approximately 158 lights will be retrofitted. The estimated project cost should be in the \$160,000 to \$180,000 range. We may do some of the work ourselves.*

*President Michael asked about savings we would get. Mr. Whited said we would not see much because they are not metered, but there will be a decrease in the energy usage, if not in our actual billing. Mr. Bartter said that once the lights are retrofitted we will have to estimate the savings on the unmetered lights, and they will tell us the amount due. We are working with our energy people to work with AEP to figure it out.*

*Ms. Dorothy explained how she wants us to track the estimate of the energy we are saving, which will hopefully lead to a reduction in cost. She asked about the lifecycle of the lights. Mr. Whited said that the lifecycle should be approximately ten years. Ms. Dorothy asked about the color of the lights. Mr. Whited replied that they will be very similar to the current lights, maybe slightly brighter. Ms. Dorothy mentioned concerns that the lights were not always turning off. Mr. Whited explained they will be on a photocell. Hiccups can occur but they will be newer and of high-level technology. Ms. Dorothy said she would like for us to track our energy savings. Mr. Whited said they can do that. It will be part of the bid.*

*When asked by Ms. Kowalczyk if these were smart lights, Mr. Whited said we have not invested to the level of smart lights; they are traditional lighting fixtures.*

*Mr. Foust said the globes themselves have been a subject of discussion and he asked if we are replicating the exact globe design. Mr. Whited identified them as Spring City globes that match the existing globes.*

**MOTION** Ms. Dorothy moved, seconded by Mr. Smith to give permission to advertise for bids.

**There being no additional comments, the motion to give permission to advertise for bids passed unanimously by a voice vote.**

Discussion Item(s)

- Community Visioning - Facilitators

*Mr. Greeson explained how we received ten proposals in response to the RFP. Diligent review was undertaken by a committee of Mr. Smith, Mr. Foust, and Ms. Kowalczyk that was aided by Ms. Stewart. The committee has made recommendations for the firms to be interviewed by the full Council.*

*Mr. Smith said the committee had a preliminary conversation on the phone about what the evaluation matrix would look like and then came back and had an in-person group meeting.*

*Prior to the group meeting they individually ranked the ten proposals separately and brought that to the group meeting. They tried to get down to three proposals, but four rose to the top. The four proposals recommended were from Future iQ, Inc., Jackson/Clark Partners, Planning NEXT, and Poggemeyer Design Group.*

*Mr. Foust commented on how the committee had a smooth process and he was surprised how readily they came to some similar conclusions.*

*Ms. Kowalczyk agreed with Mr. Foust and said that the ten proposals were interesting coming from different perspectives. The four selected have a little bit of all the perspectives to consider and rose to the top. All were very interesting to read.*

*President Michael asked how Council wanted to move forward from here.*

*Mr. Smith said the consensus was to interview the four unless there was a decision that more should be invited.*

*Mr. Myers asked what the interviews would look like and if we want presentations and questions. He questioned what format the interview would be in, whether in a Council meeting or in executive session.*

*Mr. Smith responded they discussed that an executive session was not an option. Mr. Myers agreed with that. His thinking is it could be done at a Committee of the Whole meeting. He has not been in a big rush to push this through. He wants to make sure we take our time and have them come in, give proposals and allow Council to question them in a public setting. That gives them an opportunity to make sure Council is on the same page about the whole process.*

*Mr. Greeson suggested it be done in a special meeting or in a less formal setting.*

*Mr. Myers said some of these people are coming from further away. He asked if we have any video conferencing abilities. Mr. Greeson confirmed we do have video conferencing abilities, but it is his experience that many of these consultants want to do this in person. He stated Council may want to require it be in person and it is perfectly acceptable to do so. President Michael expressed that if they are wanting to work with Worthington they should come to Worthington and see the town.*

*Mr. Myers posed the question how Council wants to do this. Should it be a special meeting, perhaps on the weekend, or over two Committee of the Whole meetings. Mr. Foust said that is driven by the length of time we want to give for each. In his past experience it has been as little as 45 minutes of a formal presentation followed by 15 minutes for questions and answers. In theory we could do all four in four hours on a Saturday. Mr. Myers said he would think it should take an hour each.*

*President Michael suggested staff work with Councilmembers to gauge what options could work.*

*Mr. Foust requested from staff as they set these up, he knows a lot of times in these kinds of exercises there is the sales group and then there are the ones who are going to execute on the commitment. In that world where sales tend to overpromise, then the operations folks have to deliver. He would ask that the person or persons who are going to be out front be present. He wants to make sure that person or persons are part of the presentation. Mr. Greeson expressed that is fair and staff will communicate that.*

### **Other Items**

*Mr. Greeson noted that an updated memo has been distributed to Council on deer management issues. Mr. Barnhardt attended the latest ODNR symposium and updated the memo previously written by Ms. Stewart.*

*He explained how the opt-out letters for the electric aggregation program have been sent out.*

*We have been working really hard on public outreach regarding the dispatch center 911 recommendation. This evening we held a public meeting at Linworth Alternative at 5:30 p.m. Last week there was one at the Griswold Center. There was also coffee with the Chiefs. Presentations have been made at various forums. There is another coffee with the Chiefs at noon on Wednesday. Next week there will be a telephone town hall meeting conducted. Once these activities are completed, we anticipate bringing forward a recommendation for Council around the May 20<sup>th</sup> meeting.*

*Ms. Kowalczyk explained how the outreach is important and feeds citizen's curiosity.*

*Ms. Thress brought up that at Councilmember's places is an appeal regarding the Evening Street modular classrooms. Mr. Greeson explained how we will agenda that for next week and Council will need to vote whether to hear that appeal or not. If you decide to hear it, there is a time limit in which to hear it.*

### **REPORT OF COUNCIL MEMBERS**

*Mr. Smith asked Mr. Whited about Granville Park 161 crossing process. Some neighbors reached out to him that might be impacted. They would like to be involved. He asked if he could forward them to him so they can be involved in that conversation. He brought up the grant funds given to local organizations, and how there was a discussion about what we are going to do with no bed tax money and no specific funding line items for 2020. He asked Councilmembers to think about how much, if any we give grant money towards the local entities that ask for grant funds. Also the priorities developed within the matrix and whether we want to change that matrix. Regarding Wilson Hill Park many applauded the City's efforts about Honey Suckle but there are concerns about plans to plant new trees to replace the natural play structures that were taken down. He wondered if we had any plans to plant new trees. Mr. Greeson said that he would get him an answer. Mr. Smith said that he attended the deer symposium with Mr. Barnhardt, and it was really interesting.*

*The organizers from ODNR and USDA were clear about their recommendations and they pushed one specific thing that may or may not work in Worthington. We might need to have a discussion at some point about that. He brought up how there has been overall positive feedback in the media and on social media on electric aggregation. There was one question about the opt-in letter that was forwarded on to our consultant Rich Surace.*

*Ms. Kowalczyk thanked everyone who attended the Old Worthington Partnership annual meeting. Tom Katzenmeyer with the Greater Columbus Arts Council was there talking about some of the things they are focusing on that dovetails well with what the Partnership's priorities are including public art and the McConnell Arts Center. It was a great meeting with some great ideas to discuss for the future. She has also been meeting with folks for flushing out plans for moving forward with an Age Friendly Worthington initiative. She is hopeful we will soon have some concrete steps for Council to consider.*

*Ms. Dorothy brought up how she attended the McConnell Arts Center's board meeting. This November is their 10-year anniversary celebration. You will be seeing more information coming out about that soon.*

*President Michael mentioned if there was anyone interested in the Worthington Memorial Day Parade to make sure to get your applications in and to note that you are with City Council.*

## **EXECUTIVE SESSION**

**MOTION** Mr. Foust moved, Mr. Smith seconded a motion to meet in Executive Session to discuss personnel compensation and pending litigation.

**The clerk called the roll on Executive Session. The motion carried by the following vote**

**Yes 6** Dorothy, Myers, Kowalczyk, Foust, Smith, and Michael

**No 0**

Council recessed at 8:52 p.m. from the Regular meeting session

**MOTION** Ms. Dorothy moved, Mr. Smith seconded a motion to return to open session at 9:06 p.m.

**The motion carried unanimously by a voice vote.**

## **ADJOURNMENT**

**MOTION** Mr. Foust moved, Mr. Myers seconded a motion to adjourn.

**The motion carried unanimously by a voice vote.**

President Michael declared the meeting adjourned at 9:06 p.m.

*APPROVED by the City Council, this  
20<sup>th</sup> day of May, 2019.*

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Assistant City Clerk

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Council President



**Worthington City Council**  
**Special Meeting Minutes**  
Monday, May 13, 2019 ~ 5:45 p.m.

6550 N. High Street  
Worthington, Ohio 43085

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**CALL TO ORDER – Roll Call, Pledge of Allegiance**

Worthington City Council met in Regular Session on Monday, May 13, 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 5:45 p.m.

**Roll Call**

**Members Present:** Rachael Dorothy, Beth Kowalczyk, Scott Myers, and Bonnie D. Michael.  
(David Robinson joined the meeting directly after roll call)

**Absent:** Douglas Foust, Doug Smith

**Also present:** Assistant City Manager Robyn Stewart and Clerk of Council D. Kay Thress

**MOTION** Mr. Myers made a motion to meet in Executive Session to consider appointments of public officials. The motion was seconded by Ms. Dorothy.

**The motion carried by the following vote:**

**Yes     4**     Kowalczyk, Dorothy, Myers and Michael

**No     0**

Council recessed at 5:45 p.m. from the Regular meeting session.

**ADJOURNMENT**

**MOTION** Mr. Myers made a motion to return to open session and adjourn the Special Meeting. The motion was seconded by Ms. Dorothy.

President Michael declared the meeting adjourned at 7:29 p.m.

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Clerk of Council

*APPROVED by the City Council, this  
20<sup>th</sup> day of May, 2019.*

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President of Council



**CITY OF WORTHINGTON**  
**Worthington City Council Minutes**  
May 13, 2019

6550 N. High Street  
Worthington, Ohio 43085

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**CALL TO ORDER – Roll Call, Pledge of Allegiance**

Worthington City Council met in Regular Session on Monday, May 13, 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, Douglas Foust, Scott Myers, Douglas K. Smith, and Bonnie D. Michael

**Member(s) Absent:**

**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, Clerk of Council D. Kay Thress, Assistant City Clerk Ethan Barnhardt

There were 8 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

**REPORTS OF CITY OFFICIALS**

Policy Item(s)

- Architectural Review Board Appeal – 885 Evening Street



*Mr. Greeson explained how Councilmembers received an appeal related to the Evening Street Elementary modular classroom request. The process under our codified ordinances is that Council may decide whether or not to hold an appeal. If it decides to hold an appeal, it must be scheduled within 60 days of Architectural Review Board (ARB) approval of the application. Typically, this is not a public hearing in the traditional sense, and you are not required to hear testimony from anyone who wants to speak on this. Appeals such as this should be a review of the record and the determination of the ARB. The codified ordinances do not provide many specifics about the exact process or standard that should be applied on whether to grant an appeal and schedule a public hearing.*

*When asked by Ms. Dorothy if all the documents and meeting minutes have been provided in the Council packets, Mr. Greeson confirmed that all available information was in the packet. There is also a sample motion written by Mr. Brown that may be used.*

*Mr. Lindsey said that the code does not provide a specific standard whether or not to hear the appeal. It does not happen enough that there has been a set process put in place. The closest equivalent is a discretionary review process that the courts use, where review is not a matter of right, but one of discretion. This is a matter of record review to discuss whether it is worthy of consideration in a public hearing.*

*Mr. Brown explained how this went to the ARB and all materials and presentations have been provided. At both meetings the placement of the proposed modular with six classrooms and two restrooms, was to be located on the southside of Evening Street. The ARB put forth four conditions on its approval. The first was for it to come back in four years with a plan and to have open dialogue about how much longer the modular would be there. The second condition was showing the board three different options of how the building looks. Third was for there to be remedies for any potential noise problem. Fourth was for City staff and the schools to come up with a final landscaping plan to be administratively approved. With those four conditions, ARB did approve it after a lengthy discussion. Much of the discussion focused on placement and orientation of the buildings.*

*President Michael asked for the record what the vote count was for the ARB decision. Mr. Brown said it was 6-1. Mr. Myers noted that there was an abstention. Mr. Brown corrected himself and said it was a 5-1 vote.*

*Mr. Myers reiterated that there are no standards in the appeal statute about how we should determine to accept the appeal or not. He cited courts of discretionary jurisdiction look at it and they are there to establish broad policy, not courts or error or to fix mistakes. For the Ohio Supreme Court it is a question of whether this is a matter of great general import or constitutional question, and what message or precedent do we want to set by accepting this particular appeal. He goes back to what we ask our boards and commissions to do since they are our appointed experts and we should usually defer to them. We should decline appeals unless we feel they have abused their discretion allotted to them.*

*The disagreement in this particular case came down to the location and schools are the experts in dealing with children. He questioned whether this is so egregious that it needs*

*to be fixed and if we want to send a message to the ARB or the community. He believes that this application was a balancing of some competing priorities. The schools need the modular buildings and the appellants do not disagree with that fact. This is about the exigency about having to have them and making the best of it. Having the district involved it adds a wrinkle that we do not have in other cases. He cited the circumstances of the Harding site when Ohio State bought it and how we may not be able to impose guidelines on another public entity. We may not have much clout in what we can do. He stated that he does not see what further goal this appeal would present and that we would facilitate by accepting the appeal.*

*Mr. Robinson said that his threshold is not so high or stringent. He reads an appeal and if it seems reasonable and he wants to hear what they say then he will agree to the appeal. The applicant in the appeal is not asking basic questions about the trailers themselves, but rather about landscaping and fencing. It seems that this was not vetted extensively, and the residents are asking for a more thorough and comprehensive discussion. He stated that he wants to hear the appeal.*

*Mr. Smith asked Mr. Lindsey if it were true that it is Council's discretion if we want to hear the appeal on whatever reason. Mr. Lindsey said it is Council's discretion and there are not specific standards as to how that discretion is exercised.*

*Mr. Smith asked Mr. Brown about the way the property is zoned and what could the school build without our permission. Mr. Brown said it is in the Architectural Review District so it would be subject to the ARB and they would require any permits necessary.*

*Mr. Robinson asked Mr. Brown why the issues of fencing and landscaping were not thoroughly discussed. Mr. Brown disagreed and explained that there was a lengthy discussion. The past two weeks, Ms. Bitar has been working with the schools and the City's arborist to get a landscaping plan. He knows that at the April meeting there were two different landscape plans devised. The condition was thrown in at the end that they could still work with the applicant to find an agreeable solution that did not need to come back to the Board. Currently they are still going back and forth, modifying the landscaping plan. There was also discussion around the chain-link fencing. It was originally proposed to be removed, but one Board member felt it was necessary to keep it for safety reasons. That can go back to the ARB if it was wanted to be removed.*

*President Michael said that there is the appeal and there was a letter. The letter has two items and the appeal has nine items, including location of buildings.*

*Mr. Myers asked what Mr. Robinson would change. Mr. Robinson said that he wants to hear the appeal. Mr. Myers said that there must be some reason to hear the appeal. The citizens have been heard at two successive meetings. If all you are going to do is hear them and still vote it down, that would seem to be patronizing. He asked what the remedy is here. Mr. Robinson said to perhaps instruct the ARB to hear more and include landscaping and fencing. Mr. Myers clarified that there are nine items, and six items are about the location.*

*Mr. Smith asked if we were boxed in on the nine items in the appeal. He wondered if we could decide there was something in addition to the appeal. Mr. Lindsey said that normally someone could raise the assignments of errors and the normal court process would have someone indicating what those errors were. For instance, the notice for appeal sets forth facts and rationale for the appeal. If for any of the items you find error, you would have the ability to then do it. Mr. Smith asked if once the appeal is being heard if we could hypothetically tell the school district to start over. Mr. Lindsey said because the code does not specify process, he cannot say no to that question.*

*Mr. Foust commented that he takes exception to one comment Mr. Myer's made and he does not see why the schools are experts on design issues. They are experts on education, but this is a design question. Over the past couple years there has been recurring theme of lack of clarity between the ARB/MPC and Council's intentions. We have discussed the need for better dialogue between the two. As elected officials, we serve the voters and he thinks there is a good argument for hearing what the people have to say.*

*Ms. Dorothy said that in reviewing the information in the packet, there was quite a bit of dialogue and opportunities for the public to give their input. This appeal is in the minority. She sees in the packet renderings on what the modular classrooms will be and there is quite a bit of screening and quite a few new trees and hedges. The new air conditioners are quieter than old air conditioners. It is also temporary, and she likes they put in the four-year requirement to have this be re-reviewed. It is not ideal, but it is something we struggle with to make sure we can provide adequate facilities to teach our kids. She expressed that we have a good plan to move forward with.*

*Mr. Myers said that he keeps coming back to the remedy. The board heard testimony about the location of the buildings and the experts with the schools gave valid reasons why the modular should be where they are. He is not the expert and he does not think it is appropriate to second guess that decision. The discussion around the chain link fence was that it was safer to stay. Regarding the discussion on the air conditioning units and noise, the ARB decided it should be screened, with the installation of baffles, and put on a timer. There was considerable discussion on landscaping which was sent to staff to enhance. Of the nine items with the exception of number nine declining the faux brick, going with cementitious siding, he does not see where we would change what the board did. He asked what policy we are trying to advance by bringing this in. It cannot be about one specific building. He emphasized that if we tell them to start over again, then what about the kids. Mr. Smith said that is an argument based on merit and belongs in the appeal.*

*Ms. Kowalczyk explained how she agrees with Mr. Myers. We must have some standard of review and give some deference to our boards tasked with making these decisions. We have to give them some power to make these decisions and do it in a proper process. It appears that the issues were addressed and discussed, and the Board discussed their reasoning behind their decision. Having a public hearing would duplicate what the ARB did. It appears that the main issue was the weighing of the safety of schoolchildren versus*

*the design and placement. They considered both of those and decided on the side of the school district's determination of what the safety of their students necessitated.*

*Mr. Robinson said he is no way opposed to the modular school rooms nor would anyone compromise the safety of children. As for the remedy, the two issues of the most importance to the residents is in fact the chain-link fence and the adequacy of screening. This is their home and it seems that their ask is small and that the school district would probably be willing to work with them to mutual satisfaction. Not hearing it is not serving our citizens adequately.*

*Mr. Brown added that he does think we can continue to work towards a solution that both parties would be agreeable too. Regarding the fencing, that can potentially go back to the board to be removed. For the landscaping, staff can still work with neighbors and can go down a path that meets intent of ARB in a beefed-up version with additional trees.*

*Mr. Robinson asked about the best way to further that effort and if the appeal would serve that purpose or not. Mr. Myers said if we accept the appeal that process stops, and we would put at issue the certificate of appropriateness. We do not know because in our code it does not tell us, but in a typical appeal, while they still may be working on it, we will have put that at issue. We are either thumbs up or thumbs down. If we find error that revokes the certificate of appropriateness. It would start all over again.*

*Mr. Foust said he likes where Mr. Brown is going with this and wondered if the dialogue is continued and leads to a resolution that could meet the neighbor's expectations more effectively, then that is a good outcome. He questioned if we decline the appeal now if they are left without any further remedy.*

*Mr. Lindsey responded that there is no specific time frame and that a determination could be delayed for a period less than 60 days from the Board's decision. There is the question about the outcome and if other government entities have ability to be exempted from local zoning requirements. The 10<sup>th</sup> District Court of Appeals has indicated that they do not have to follow the approval process, that they just make reasonable efforts to comply.*

*Mr. Greeson suggested an approach that would be to direct staff to continue working with the schools and neighbors on landscaping with the expectation it be beefed up from the original proposal to mitigate the visual impact of the modular units. Because the ARB asked specifically for the fence to be left, it probably requires reapplication to have it removed. However, the Council could indicate that the fence be removed so it is a proforma consideration as opposed to a decision on appeal. It would be more providing instructions rather than overturning.*

*Mr. Robinson said that it seems bizarre that the schoolboard wanted the fence removed and the ARB wanted to keep it. Mr. Myers said that the schools wanted it removed because it was ugly. The board wanted to keep balls from getting in the street. The schools did not care one way or another. He still has a bigger concern. This Council needs to sit down and have some serious thought about how this Council is looking at appeals because we*

*are getting them more regularly. The way a lawyer looks at this is very different than how this Council is looking at it. If we believe it is our job, if a citizen expresses a concern is a whole different standard than what he associates as an appeal. We need to go back and do something to what our role is here. An appeal is to see what policy was not followed or what policy should be advanced. He noted that typically appellants lose the vast majority of appeals because usually there was no error at the lower level or policy to be advanced. Mr. Foust responded that may make the case all the more to avoid the appeal and see if we can work towards a resolution.*

*President Michael conveyed that part of her concern is that there be an extensive delay because she would like the schools to have things ready for the students. We have always had a wonderful City-School relationship. She said that perhaps we deny the appeal but challenge staff to go forward with landscaping and the fence.*

#### **MOTION**

*Mr. Myers moved that this matter be tabled until a date certain of June 3, 2019 at which time we will take a final vote with no further tables on whether to accept the appeal or not. During that time we instruct staff to continue to work on the landscaping plan and any other item that they may reach compromise on with the applicant and the appellants. Seconded by Mr. Foust.*

**The motion passed unanimously by a voice vote.**

*Mr. Myers requested that we add an item for next year's Council Retreat to revisit this ordinance because we need more guidance and finality on this because the current system is broken.*

*Mr. Foust referenced Mr. Myers' previous concern about whether Council has provided sufficient direction to ARB/MP over the past couple years and he asked whether that still exists or if it is getting better. Mr. Myers expressed that he thought it was better, but we have not followed up on having a joint meeting as has been discussed. He explained how he has strived to function less as a member of the board and more as a liaison. They are frustrated as well because they do not know. When appeals come up they wait on the appeal because they want to know how they are being reviewed and what the standard being applied is.*

*President Michael directed Mr. Greeson to make this happen for a Committee of the Whole meeting and to get this off the backburner.*

*Mr. Foust suggested taking an evening in August, since we have the recess, and asked if there is a date where everyone could get in a room.*

*Ms. Dorothy said one of the reasons we have not is that not everyone agrees on what we should be doing and that is why we are having the whole visioning process.*

*Mr. Myers suggested before we invite MPC/ARB that we have our own conversation.*

- Financial Report – April 2019

**MOTION** Mr. Myers moved, Ms. Dorothy seconded a motion to accept the Financial Report as presented.

**The motion passed unanimously by a voice vote.**

Discussion Item(s)

- Discussion and Update on City Council Priority – Wilson Bridge Road Corridor

*Mr. McCorkle said that the Wilson Bridge Road Corridor was determined to be the top priority of Council at the retreat. Wilson Bridge Road makes up over 50% of our income tax revenue with 57% coming from West Wilson Bridge Road and 43% coming from East Wilson Bridge road. The average age of our office space is 40 years old and most of it is Class B and Class C space. The vacancy rate is between 8-10% and the average gross asking lease rate is \$18.29. The corridor also has many amenities central to quality of life.*



To improve the vibrancy and vitality of the Wilson Bridge Road corridor from Olentangy River Road at the west, to the Northeast Gateway at the east.



- Economic health and stability
- Major park assets (residential amenities)
- Multiple gateways to Worthington
- Logistics and traffic flow
- Improve infrastructure
- Office quality and competitiveness
- Streetscape improvements
- Park improvements

*Mr. McCorkle explained how there are a lot of things we want to do on the Wilson Bridge Road Corridor. This includes surveying our businesses to make sure that their needs are being met. He further detailed how there are some plans for the corridor that have already been adopted.*

## Project Objectives

- Inventory recommendations from all existing plans
- Survey businesses
- Develop programming for property owners/businesses
- Successful completion of NE Gateway
- E. Wilson Bridge property acquisition
- E. Wilson Bridge multi-use path
- Spur private investment in commercial buildings
- Decrease vacancy rates
- Attract/retain businesses
- Implement wayfinding and streetscaping
- Waterline improvements + other infrastructure needs

## Existing Corridor Plans

- Wilson Bridge Corridor Plan
- Parks Master Plan
- Complete Streets Plan
- Bike & Pedestrian Plan
- NE Gateway Plan

*He listed the existing economic development tools available including:*

- *Venture Grant Program*
- *Property Assessed Clean Energy (PACE) Assistance Program*
- *Façade Assistance and Corridor Enhancement Program (FACE)*
- *Community Reinvestment Areas (CRA) and Tax Increment Financing (TIF)*
- *Corporate Community Center Memberships*

*He said that this will be re-evaluated and hopefully through surveying of businesses there will be some customized programming coming.*

*Recent accomplishments include a great deal of private investment. Over \$50 million over the last few years with an additional \$2.1 million in public investment.*

## Recent Investment Summary

<b>Private</b>	
350 W. Wilson Bridge:	\$ 9,000,000
Worthington Industries:	\$10,000,000
The Heights:	\$16,600,000
Worthington Mall:	\$15,300,000
First Financial Bank:	\$ 1,700,000
McDonalds Rebuild:	\$ 2,700,000
Shirk & O'Donovan:	\$ 500,000
MedVet:	\$ 1,700,000
<b>TOTAL:</b>	<b>\$57,500,000</b>

## 350 W. Wilson Bridge Rd.



\$ 25,000  
\$ 195,000  
\$ 37,500  
\$ 950,000  
\$ 427,000  
\$ 532,000  
\$ 2,166,500



\$9,000,000 Investment  
170 employees  
\$10,000,000+ Payroll

ige



 **First Financial Bank**



\$1,700,000 Investment  
100 jobs

14

 **Worthington Industries**



 **MedVet**



\$1,700,000 Investment  
Long-term Commitment from Key Employer  
400+ Jobs

15

 **The Heights**



\$16,600,000 Investment  
90% Apartment Occupancy, 100% Office Occupancy  
23,000sqft of 'Class A' Office Space  
\$3,000,000+ Annual Payroll

12

 **The Shops at Worthington Place**



\$15,300,000 Investment  
Added Community Amenities

13

*Mr. McCorkle discussed the North Side Mega Fix which was completed in 2017 and the Northeast Gateway which will begin construction in late 2020. The East Wilson Bridge Road Waterline Project is currently under way and we anticipate completion of the \$950,000 project relatively soon.*

*The Community Improvement Corporation has purchased two properties on the southside of East Wilson Bridge Road that Council has identified as opportunities to turn from*



*residential to commercial. We will continue to evaluate if it makes sense to acquire additional properties. These are currently zoned R-10 and maybe Council could consider a discussion around leaving those as they are currently zoned or rezoning the properties.*

*Looking ahead at planned future investment the Worthington Gateway, which is the former Holiday Inn site, is over \$37 million project. Worthington Industries has indicated they would like to continue to invest in Worthington and are paying attention to happenings in Worthington. They want to make sure that Worthington can attract talent. IS-CAN is a Canadian property owner that owns a number of buildings in Worthington, and we are actively targeting them for PACE and the newly branded façade program. Having an entity own that much real estate in Worthington, it is important to target them to invest money into their buildings to be more competitive. There is also a significant amount of future public investment.*

 <b>Planned Future Investment</b>	
<b>Private</b>	
Worthington Gateway:	\$37,200,000
Worthington Industries:	TBD
IS-CAN:	TBD
<b>Public</b>	
McCord Park:	TBD
EWB Multi-Use Path:	TBD
NE Gateway:	\$18,200,000
EWB Resurfacing:	\$ 590,000
Olent. Rd./WWB Deck Replacement:	TBD
CIC Acquisitions:	\$ 500,000
Multiple project inspections:	TBD

*Mr. Hurley said that the East Wilson Bridge Trail has been on the docket for a while. It will appear prominently when the final Bicycle and Pedestrian Master Plan is brought to Council. Funding had been in place for design but that was put on hold as redevelopment is providing some right-of-way to segments along that corridor to our benefit.*

*McCord Park is prioritized, and the conceptual plan was approved last year. We are currently in the process of selecting a consultant to help with more detailed design work to gear up for construction in 2020. This year we have money in the CIP to do some of the parking lot improvements.*

*Mr. Whited reported that the NE Gateway project is well underway with right-of-way and easements acquisition. The Huntley Road Waterline will commence in summer of 2019, Rush Run improvements in fall of 2019, and building demo will also begin in fall of 2019. Columbia Gas and AEP will begin utilities relocation in fall of 2019 with roadway work in summer of 2020.*

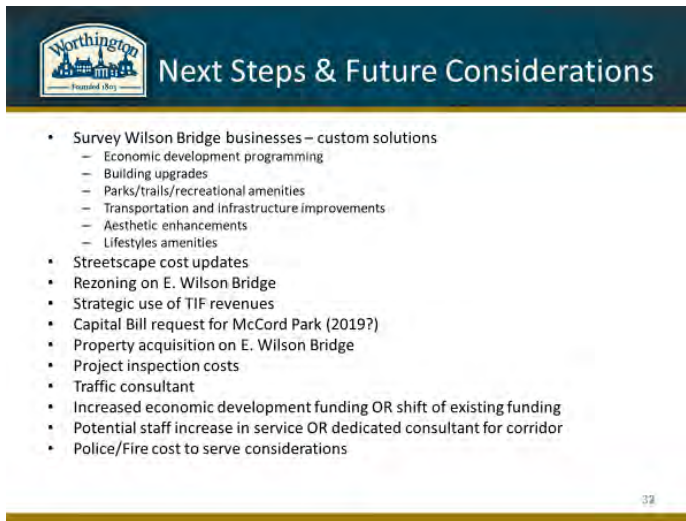
*We recently engaged EMH&T to investigate quiet zones and we look forward to presenting their report. After completion of the East Wilson Bridge Road Waterline Project there will be a resurfacing project. The ODOT deck replacement over 315 and Olentangy River Road is not a full bridge replacement. There will be an aesthetic fence added with "Worthington" letters. ODOT covers the cost of the parapet/deck edge replacement, base cost of the fence. There will also be additional fence over the waterway to enhance comfort for bike riders.*

Mr. Brown explained how the focus is on mix of uses in corridor and where we need height. Zoning adopted in 2016 provided guidance as project redevelop with the densities and heights permitted on East Wilson Bridge Road. The focus has been on the southside of East Wilson Bridge road in the area identified for professional office and medium density residential. The corridor plan recommended 2.5 stories of height. In the western portion with the two properties that are owned by the City, hoping there is that mix of public and private ownership in the corridor. The ultimate goal is to get under contract future properties, to allow for public-private partnerships for the corridor to develop. At this time it is one of the discussion items about what we would like to do with the corridor. Several years ago we discussed proactively rezoning the southside of East Wilson Bridge Road. At that time there was some concern, so one discussion item tonight will be for it to remain status quo, or proactively rezone the two parcel we own or all of the area.

Mr. Brown discussed several development projects and improvements.



*Mr. McCorkle overviewed action items for staff. The traffic consultant would look at the left turn from Old Wilson Bridge Road on to West Wilson Bridge Road. Worthington Industries has identified this as being important to them.*



*He discussed how staff wanted to seek input and prioritization based on resource considerations.*

*Mr. Smith asked if the schools have considered any portion of Wilson Bridge Road or approached the City for property acquisition. Mr. McCorkle responded not that he was aware of. He has asked the schools if they were willing to do something with their abundance of service parking, but they have not considered it seriously.*

*Ms. Dorothy asked if we have any idea of the magnitude of any of the dollar signs. Mr. McCorkle said he deferred to Mr. Hurley and Mr. Whited. Mr. Hurley estimated it would be between \$2-2.5 million for McCord Park.*

*Mr. Greeson said we will learn more about the bridge deck replacement. The main issues are that ODOT will fund most of it but will put in galvanized fencing. If we want something higher in aesthetics we will have to tell them what that is and pay the differential cost between the standard and more decorative fencing. ODOT does not have plans for fencing on the section that goes over the river and they want us to pay for that. Mr. Whited confirmed lengthening that fence and aesthetics would be our cost. They will begin their design considerations this July, and if we need to pay design costs it will be prior to 2020.*

*Mr. Myers clarified that we may get an enhanced bike lane and he asked how much we could ask for. Mr. Whited said they are not replacing the superstructure, so we may get an extra widening of a foot or two on each side, increasing safety.*

*Ms. Kowalczyk said we have this list of things and she is struggling with what is being asked to be done with this list. We have a plan for the corridor, and she assumes all these things are important to that plan. She asked if there were time frames showing what should be done more quickly than the others and if these things are in the budget now or should be considered for the future budget. Mr. McCorkle reported having some issues putting this presentation together. Wilson Bridge Road is a significant undertaking that touches many of our departments. We are not asking for specific deliverables tonight; we only want feedback on this list. Staff has their own list of objectives that are being worked on that cross different departments. Coming out of the retreat knowing this is a top priority, we wanted to at least have a discussion in the near future to solicit feedback on a couple of these. Most of these are not in the existing budget. If you look at the Wilson Bridge intersection improvements and traffic study, these are recent conversations with Worthington Industries. They have long had concerns about their employees being able to exit. They are starting to lean in a little more and want us to take a hard look. Their executive shared that they are not interested in incentives, but rather they are interested in fixing the traffic issues for their employees.*

*President Michael said that we need to know from staff which things need to come quicker because they cannot be on the same timeline.*

*Mr. Myers said that we have got a hint that the Wilson Bridge Road deck design is coming to the top if we want any enhancements. He emphasized that what is good for Worthington Industries is good for Worthington and he appreciates the intersection issue. If we have a half a million dollars we can leverage from a TIF account, he would ask why we had not started on that last week. Any development in that area is going to hinge on that intersection. President Michael remarked on how that intersection is a mess. Mr. Myers said we have talked about this before and he would like to see us come back with a consultant proposal that says what the proper fix is, and it should be started on right away.*

*Mr. Greeson elaborated on how he puts these into buckets. The first bucket is developing the use of TIF dollars which have to be used in proximity to The Heights since it was a District TIF. The intersection and streetscaping fits that requirement. We will develop a proposal to study the transportation issue there and come back for appropriation out of the TIF to fund it. Once we have identified conceptual options, we will then look at what dollars would need to be applied to that issue. It will almost be like a five-year plan for the TIF dollars. The bridge deck design is just coming at us and we have to react to it. We may have to ask for supplementary CIP dollars for that.*

*Another bucket is planning, and we have done a lot of planning in this area. We could consider rezoning either the parcels that the CIC has acquired or potentially all of the area at some point. There are also the challenges with density that Mr. McCorkle referenced to make office development competitive in that area.*

*Mr. Myers asked if the discussion was about rezoning the parcels we own or the entire area. Mr. Greeson said we could do nothing, you could just rezone the parcels the CIC*

*acquired, you could just do the office section, or you could rezone all of it. Mr. Myers said that the original determination was to do nothing several years ago. Mr. Greeson said at that time the CIC did not own any property, there was not a house built in the middle of it, and we did not have Granby Place. This is a logical time to step back and determine if this is still the best strategy.*

*Mr. Greeson said that McCord Park stands on its own with CIP funding, it has been established as a priority, and the action item coming forward is authorizing the expenditure of funds from the CIP to move forward with design. There will be a component about the parking lot as part of the street program. Coming is authorization to submit the Capital Bill funding request later this year.*

*He described how right-of-way acquisition and trail design is being moved forward incrementally in a few ways. One is that we surveyed the existing right-of-way and we have a good handle of where right-of-way lines are. We negotiated the right-of-way set aside with Granby Place. We will dedicate the right-of-way with the properties that the CIC incorporated. We are getting pieces of it, but we have not designed a trail that would specify where we need to acquire additional right-of-way. When we do that is a question mark amongst staff. When asked by President Michael if it has to do with Northeast Gateway, Mr. Greeson replied no, it is west of that project. This would be from where the Northeast Gateway ends west to High Street. Where it falls in the five-year CIP funding has to be balanced again whether we can get grant dollars, how it fits in the overall Bike and Pedestrian master plan priorities, and those kinds of conversations.*

*President Michael said that many of these are not negotiable, they are coming down the pike unless someone has a big problem. The only ones that require a lot of discussion is the rezoning of the properties and looking at whether we want to change the density guidelines. Those two items might be worth having discussion at a future Council meeting.*

*Mr. Greeson explained that we have evolved our Wilson Bridge Road approach internally, we have a lot of projects with a lot of different departments. We are tracking it as a master priority and will be able to more readily give updates on each of these. He expressed how he appreciates Ms. Kowalczyk's suggestion and we may chart these out a little differently as we know more.*

*Mr. Myers brought up the potential for revised density guidelines. What we have now was the result of a lot of collaboration and cooperation with the neighbors. He expressed how he does not want to revise that without incorporating that same group. We would not want to bring that up without buy-in from the neighbors. That is what made it successful the first time. Mr. McCorkle said that the decision may be not to have additional density but that may make it difficult for development as office under existing conditions. Mr. Myers reiterated that we have a contract with the neighbors he does not want to renege on. Mr. Smith said it may be more appropriate to determine how many of those people who were initially involved in the conversations are still around. Mr. Greeson said we may want to do some capacity analysis. Mr. Myers said it is consistent with the way we do business here; we are asking the market to build something it cannot afford.*



*Ms. Kowalczyk asked about surveying the business community and if we have any ability to survey businesses that may have decided to locate somewhere else. Mr. McCorkle said he keeps files on all businesses he interacts with. Incorporating them into the survey would be very helpful. He is working with several businesses that are growing out of their space and are looking for more, nicer space and they are having difficulty finding that in Worthington. We want to know what we can do to make those buildings more competitive and keep some of those businesses in place. When looking at some of the businesses we have interacted with, who may have gone elsewhere, incorporating them makes sense. Ms. Kowalczyk noted that she was interested to hear about Worthington Industries and their interest in expanding their investment in the community and they want us to be looking at what is necessary to attract more talent. She asked if there were more things, such as quality of life issues, that stuck out that we should be aware of. Mr. McCorkle said from a talent retention and attraction perspective, they look for more vibrancy which includes diverse restaurants, places to go, event spaces, et cetera. Those were amenities they identified to bring in employees and keep them there. With the Worthington Gateway we hope to see more of that. Mr. Greeson relayed that they had 50 open jobs in the Columbus area, and they are entering into a relationship with PowerBus that will actually pick people up as far as Newark to get them to the employment opportunities here. Ms. Dorothy asked if we know where the employees live. Mr. Greeson said it is an HR offering if transportation is an issue, they have opportunities. These are things we are hearing from employers in the region that there is a workforce challenge and one of the ways they are addressing that is finding creative ways to get people to the jobs. Mr. McCorkle emphasized these are the components we want included in the survey. Transit, vibrancy, restaurants, utility expenses, what are we missing that we can potentially design programming around or create projects to bridge some of these gaps.*

*Ms. Dorothy said that she appreciates these issues with definitive timelines have been brought up. She would hate if they would pass us by. This dialogue is important to interact with as many people and businesses as possible. If we can get more information of timelines and more consistent updates she would be appreciative.*

*President Michael reiterated Mr. Myers' comments about the commitment we made with the neighbors before we do anything with the zoning. We want to know much more before we look at density. It was a major effort to get that compact together.*

*Mr. Greeson said that the next MPC meeting typically scheduled for the 23<sup>rd</sup> has been moved to the 30<sup>th</sup>.*

*We are in the final throes of our public outreach effort for the 911 communications center. The team will present to Dublin-Worthington Rotary Club this week. We are hosting a telephone townhall tomorrow where we will be calling hundreds of Worthington residents to listen to a presentation and take questions.*

## **REPORTS OF COUNCIL**

*Mr. Smith said that the CIC met last Friday in a general meeting updating member on information that Council is privy to.*

*Ms. Dorothy explained that the McConnell Arts Center did open up ticket sales to its preview dinner on June 14<sup>th</sup> for the Worthington Arts Festival.*

*Ms. Kowalczyk expressed that she was thankful for the opportunity to visit the Northwest Communications Center. It was helpful to see it in person and she suggested others take up that offer.*

## **EXECUTIVE SESSION**

**MOTION** Mr. Smith moved, Mr. Foust seconded a motion to meet in Executive Session to discuss economic development and land acquisition.

**The clerk called the roll on Executive Session. The motion carried by the following vote**

**Yes 7** Smith, Kowalczyk, Myers, Dorothy, Robinson, Foust and Michael

**No 0**

Council recessed at 9:18 P.M. from the Regular meeting session

**MOTION** Ms. Dorothy moved, Ms. Kowalczyk seconded a motion to return to open session at 9:45 P.M.

**The motion carried unanimously by a voice vote.**

## **ADJOURNMENT**

**MOTION** Mr. Smith moved, Mr. Foust seconded a motion to adjourn.

**The motion carried unanimously by a voice vote.**

President Michael declared the meeting adjourned at 9:45 P.M.

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Assistant City Clerk

*APPROVED by the City Council, this  
20<sup>th</sup> day of May 2019.*

Council President





**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: April 25, 2019

To: Matthew H. Greeson, City Manager

From: Tom Lindsey, Law Director

Subject: **Ordinance No. 14-2019 New Code Chapter 539 - Prohibition of Discriminatory Practices**

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**EXECUTIVE SUMMARY**

This Ordinance would enact a new Chapter 539 “Discriminatory Practices, Civil Rights, Disclosure” of the Codified Ordinances to prohibit discrimination in housing, employment, public accommodations, and higher education based upon race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status.

**RECOMMENDATION**

Approve as Presented

**BACKGROUND/DESCRIPTION**

On March 11, 2019 Council reviewed proposed changes to the draft ordinance that was prepared last summer by the Worthington Community Relations Commission. The changes were based on staff's review of the ordinance and on suggestions from a public forum conducted by the Commission.

On March 14, 2019 Commission Chairperson Jack Miner provided an overview of the ordinance at a meeting of the Worthington Area Chamber of Commerce. Based on comments at that meeting, a suggestion made to Chairperson Miner, and further legal review, additional changes were made to the draft ordinance that Council previously reviewed. A redline version of the ordinance showing the changes is attached. The changes are identified by Section number and by the page number in the redline version.

**Section 539.01(i) – page 3.** The definition of “gender identity or expression” has been modified to include language regarding how gender identity or expression can be established. This change will provide clarity for complainants and respondents as to the evidence necessary to establish gender identity or expression. This also reduces the risk of

legal challenges to the ordinance based on vagueness. The proposed language is from the Connecticut state statute and is similar to language recommended by the American Civil Liberties Union in another jurisdiction.

(i) “Gender identity or expression” means ~~having or being perceived as having a person's~~ gender-related identity, appearance, expression, or behavior, whether or not that ~~gender-related~~ identity, appearance, expression, or behavior is different from that traditionally associated with the ~~person's assigned sex at birth.~~ person's physiology or assigned sex at birth, which gender-related identity can be shown by providing evidence including, but not limited to, medical history, care or treatment of the gender-related identity, consistent and uniform assertion of the gender-related identity or any other evidence that the gender-related identity is sincerely held, part of a person's core identity or not being asserted for an improper purpose.

**Section 539.01(w) – page 4.** The definition of Law Director has been amended to permit the appointment of a designee. The prior draft had limited this appointment to an attorney. However, the investigation of a discrimination complaint in other jurisdictions is often done by a non-attorney. The change will allow the appointment of an investigator from another jurisdiction or a human resources consultant that is not an attorney. This might provide cost savings in the early investigative stage of the proceedings.

(w) “Law Director” means the Worthington Law Director or ~~an attorney~~ a designee appointed ~~to~~ by the Worthington Law Director.

**Section 539.01(y) – page 4.** The definition of Educational Institution has been removed along with the previously proposed prohibitions regarding discrimination in higher education (formerly Section 539.05). These prohibitions had been proposed in response to a question at the public forum and were modeled on the state statute that bans discrimination in higher education based on disability. However, no other Ohio city has attempted to expand the state higher education statute to include other protected classes. The proposed higher education prohibitions were removed to reduce the risk of unintended consequences and potential litigation as a matter of first impression.

**Section 539.02(c) – page 8.** Language was added in the housing discrimination section to clarify that the prohibitions do not limit the applicability of federal, state, or local laws regarding maximum occupancy or reasonable landlord occupancy standards based on number and size of sleeping areas or bedrooms. The language was from the Beachwood, Ohio ordinance. Similar occupancy exemptions were also found in other Ohio ordinances.

(c) Nothing in this section limits the applicability of any reasonable local, state, or federal restrictions regarding the maximum number of occupants permitted to occupy housing accommodations. Nothing in this section prohibits the owners or managers of housing accommodations from implementing reasonable occupancy standards based on the number and size of sleeping areas or bedrooms and the overall size of a dwelling unit, provided that the standards are not implemented to circumvent the purposes of this chapter and are formulated, implemented, and interpreted in a manner consistent with this chapter and any applicable local, state, or federal restrictions regarding the maximum number of occupants permitted to occupy housing accommodations.

**Sections 539.03 and 539.04 (multiple subsections) – pages 8-11.** Marital status and familial status were removed as one of the protected classes in the employment and public accommodation sections. These two protected classes originated in the context of fair housing and fair credit complaints. Applying these classes to employment and public accommodation increases the risk of unintended consequences and potential litigation as a matter of first impression.

**Section 539.05(d) – page 11.** Removes the religious exemption when the offerings of goods, services, facilities, and accommodations is supported by public funds. This addresses a suggestion made to Chairperson Miner regarding the public accommodation exemption for faith-based organizations. The concept is that if public funds are used to support an organization's offerings of goods, services, facilities and accommodations, then the organization should not be permitted to discriminate in its offerings of goods, services, facilities and accommodations.

(d) Nothing in this section shall prohibit a religious or denominational institution, organization, society or association or any nonprofit charitable or education organization that is operated, supervised or controlled by or in connection with a religious organization, from limiting its offerings of goods, services, facilities and accommodations to persons of the same religion, or from giving preference to such persons, provided that such offerings mentioned above are not, in fact, offered for commercial purposes or supported by public funds.

**Section 539.05(e) – page 11.** Added language to clarify that the public accommodation section does not require building improvements. This addresses a question at the Chamber meeting concerning the need for building improvements. The language is from the Cleveland ordinance

(e) Nothing in this section shall be construed to require the modification of existing facilities or the construction of new or additional facilities.

**Section 539.05 – pages 11-12.** The previously proposed prohibitions regarding discrimination in higher education have been removed. These prohibitions had been proposed in response to a question at the public forum and were modeled on the state statute that bans discrimination in higher education based on disability. However, no other city has attempted to expand the state statute to include the other protected classes. The higher education prohibitions were removed to reduce the risk of unintended consequences and potential litigation as a matter of first impression.

**Section 539.06(a)(2) – page 13.** Removed language concerning the arbitrary and capricious standard for reviewing OCRC/EEOC decisions. This standard is no longer applicable since the Law Director will only be reviewing dismissal of complaints based on lack of time or resources to investigate or lack of jurisdiction. Law Director is not be reviewing dismissals based on a finding of lack of probable cause.

~~If a request for review is made under this section, the Law Director shall have no authority to proceed under City law unless the Law Director findsdetermines that the decision of the OCRC/EEOC was arbitrary, capricious, dismissed the complaint~~

based on insufficient time or not in accordance with law. Upon such finding resources to fully investigate or a lack of jurisdiction, the Law Director shall process the charge pursuant to Sections 539.05(A)(3)-(7).

**Section 539.06(a)(3) – page 13.** Added language to clarify that mediation communications will be privileged pursuant to the uniform mediation act provisions in ORC Chapter 2710. This addresses a concern raised by Attorney Scott Whitlock at the Chamber meeting concerning the use of statements made during mediation.

The mediation shall be conducted in accordance with Chapter 2710 of the Ohio Revised Code. All mediation communications shall be privileged pursuant to Section 2710.03 of the Ohio Revised Code. Nothing said or done during mediation shall be made public unless the parties agree thereto in writing.

**Section 539.05(a)(4) – page 13.** Added language to clarify that the Law Director will determine whether mediation was successful. Also clarified that the Law Director shall conduct a preliminary investigation based on certain findings. Moved the language concerning the Law Director appointing a designee to new subsection 539.10(b).

(4) Preliminary Investigation: If the Law Director determines that methods of mediation ~~fail~~have failed to effect the elimination of such alleged unlawful discriminatory practice or that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress, the Law Director ~~may contract with outside counsel to perform the duties assigned under this Chapter including conducting an~~ shall conduct a preliminary investigation. If the Law Director determines after such investigation, that it is not probable that unlawful discriminatory practices have been or are being engaged in, the Law Director shall notify the complainant and respondent in writing that it has been so determined, and that no other action will be initiated under this chapter.

**Section 539.05(a)(5) – page 14.** Added language to clarify that the Law Director will determine whether mediation was successful. Cleaned up sentence structure.

(5) Determination Hearing: If the Law Director determines that methods of mediation ~~fail~~have failed to effect the elimination of such alleged unlawful discriminatory practice and that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress, and if the Law Director determines after preliminary investigation that it is probable that unlawful discriminatory practices have been or are being engaged in, ~~and it is determined by the Law Director that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress,~~ then the Law Director shall serve upon the respondent and complainant a notice of a determination hearing before the Hearing Officer, ~~notifying. The notice shall inform~~ the respondent and complainant of a hearing at a time and place therein fixed to be held not less than thirty (30) days after the service of such notice and stating the charges specified in the original charge upon which a probable cause determination has been made against the respondent. If circumstances warrant, the Law Director may serve such notice at any time during the complaint procedure. The Hearing Officer will consider any reasonable requests for extension of the hearing date and reserves the right to continue the hearing, for good cause shown, for a period of up to thirty (30) additional days.

**Section 539.06(a)(7) – page 15.** addresses a concern raised by Council President Pro-Tem Scott Myers concerning the wording of the civil penalty section. The following language is based on the civil penalty and enhancement provisions of ORC 4112.05. While a bit wordy, it hopefully addresses the concerns raised by Council Member Myers.

In addition to issuing a cease and desist order, the Hearing Officer shall have the authority to issue the following remedies:

A. If division (a)(7)(B) or (C) of this section does not apply, a civil penalty in an amount not to exceed one thousand dollars (\$1,000);

B. If division (a)(7)(C) of this section does not apply and if the respondent has committed one violation of this Chapter during the five-year period immediately preceding the date on which a complaint was filed pursuant to division (a)(1) of this section, a civil penalty in an amount not to exceed two thousand five hundred dollars (\$2,500).

C. If the respondent has committed two or more violations of this Chapter during the five-year period immediately preceding the date on which a complaint was filed pursuant to division (a)(1) of this section, a civil penalty in an amount not to exceed five thousand dollars (\$5,000).

A. Up to \$1,000 for a first offense in the five years preceding the filing of the charge;

B. Up to \$2,500 for a second offense in the five years preceding the filing of the charge.

C. Up to \$5,000 for a third or subsequent offense in the five years preceding the filing of the charge.

**Section 539.10(b) – page 17.** Created a new subsection 539.10(b) to clarify the Law Director's authority to appoint a designee to perform any of the duties under Chapter 539. This includes the conducting of the investigation and the instituting of enforcement proceedings.

(b) The Law Director may appoint a designee to perform any of the duties assigned under this Chapter including conducting an investigation or instituting appropriate civil or criminal enforcement proceedings.

**Section 539.12(a) – page 185.** Added a new subsection 539.12(a) to clarify that Chapter 539 is not intended to prohibit or restrict speech or conduct protected under the U.S. or Ohio constitutions. The language provides an additional defense if the ordinance is challenged on First Amendment grounds.

(a) Chapter 539 of the Worthington City Codes is not intended to and shall not be construed to prohibit or restrict speech or conduct protected under the First Amendment of the United States Constitution or any other provisions of the United States Constitution or Ohio Constitution.

The proposed ordinance has an effective date of July 1, 2019. This will allow additional time to provide for public education regarding the new ordinance.

**ATTACHMENTS**

Ordinance No. 14-2019

Ordinance Draft – Changes highlighted

ORDINANCE NO. 14-2019

To Enact New Chapter 539 “Discriminatory Practices, Civil Rights, Disclosure” of the Codified Ordinances of the City of Worthington to Prohibit Discrimination in Housing, Employment, and Public Accommodations Based on Designated Classes.

WHEREAS, state law currently prohibits discriminatory practices in housing, employment, and public accommodations based on race, sex, color, religion, ancestry, national origin, age, disability, familial status, marital status, or military status; and,

WHEREAS, the City of Columbus and the City of Bexley have adopted ordinances to ban discrimination in housing, employment and public accommodations based on race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status, or military status; and,

WHEREAS, the City of Worthington, Ohio does not currently have an ordinance prohibiting discrimination in housing, employment and public accommodations; and,

WHEREAS, it is the desire of the City Council to eliminate discrimination in Worthington based upon race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status; and

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That Part Five of the Codified Ordinances of the City of Worthington, “General Offenses Code,” be and the same is hereby amended to add new Chapter 539 “Discriminatory Practices, Civil Rights, Disclosure” to read as follows:

**CHAPTER 539**  
**Discriminatory Practices, Civil Rights, Disclosure**

**539.01 DEFINITIONS**

As used in this chapter:

(a) “Age” means at least forty (40) years old.

(b) “Disability” means a physical or mental impairment that substantially limits one (1) or more major life activities, including the functions of caring for one’s self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and working; a record of a physical or mental impairment; or being regarded as having a physical or mental impairment.

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- (c) “Physical or mental impairment” includes any of the following:
- (1) Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one (1) or more of the following body systems: neurological; musculoskeletal; special sense organs; respiratory, including speech organs; cardiovascular; reproductive; digestive; genitor-urinary; hemic and lymphatic; skin; and endocrine;
  - (2) Any mental or psychological disorder, including, but not limited to, orthopedic, visual, speech, and hearing impairments, cerebral palsy, autism, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, sickle cell, human immunodeficiency virus infection, intellectual disabilities, emotional illness, drug addiction, and alcoholism.
  - (3) “Physical or mental impairment” does not include any of the following:
    - A. Pedophilia, exhibitionism, voyeurism, or other sexual behavior disorders;
    - B. Compulsive gambling, kleptomania, or pyromania;
    - C. Psychoactive substance use disorders resulting from current illegal use of controlled substance.
- (d) “Discriminate”, “Discrimination”, or “Discriminatory” includes segregated or separated or any difference in treatment.
- (e) “Employee” does not include any individual employed in the domestic service of any person
- (f) “Employer” means any person who employs four (4) or more persons, within the City of Worthington, including the City of Worthington, its departments, boards, commissions, and authorities.
- (g) “Employment agency” means any persons regularly undertaking with or without compensation, to procure opportunities for employment or to procure, recruit, refer, or place employees.
- (h) “Familial status” means either of the following:
- (1) One (1) or more individuals who are under eighteen (18) years of age and who are domiciled with a parent or guardian having legal custody of the individual or domiciled, with the written permission of the parent or guardian having legal custody, with a designee of the parent or guardian;



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(2) Any person who is pregnant or in the process of securing legal custody of any individual who is under eighteen (18) years of age.

(3) “Family” includes a single individual.

(i) “Gender identity or expression” means a person's gender-related identity, appearance, expression, or behavior, whether or not that gender-related identity, appearance, expression, or behavior is different from that traditionally associated with the person's physiology or assigned sex at birth, which gender-related identity can be shown by providing evidence including, but not limited to, medical history, care or treatment of the gender-related identity, consistent and uniform assertion of the gender-related identity or any other evidence that the gender-related identity is sincerely held, part of a person's core identity or not being asserted for an improper purpose.

(j) “Housing accommodations” including any buildings or structure or portion thereof which is used or occupied or is intended, arranged, or designed to be used or occupied as a home residence or sleeping place of one (1) or more individuals, groups or families, whether or not living independently of each other; and any vacant land offered for sale or lease. It also includes any housing accommodations held or offered for sale or rent by a real estate broker, salesman, or agent, or by any other person pursuant to authorization of the owner, by the owner, or by such person’s legal representative.

(k) “Labor organization” includes any organization which exists for the purpose, in whole or in part, of collective bargaining or for other mutual aid or protection in relation to employment.

(l) “Military status” means a person’s status in “Service in the uniformed services” as defined in Section 5923.05 of the Ohio Revised Code.

(m) “Person” includes one (1) or more individuals, partnerships, associations, organizations, corporations, legal representatives, trustees, and trustees in bankruptcy, receivers, and other organized groups of persons. It also includes, but is not limited to, any owner, lesser, assignor, builder, manager, broker, salesman, agent, employee, lending institution; and the City of Worthington and all political subdivisions, authorities, agencies, boards and commissions thereof.

(n) “Place of public accommodation” means any inn, restaurant, eating house, barbershop, public conveyance by air, land or water, theater, store, or other place for the sale of merchandise, or any other place of public accommodation or amusement where the accommodation advantages, facilities, or privileges thereof are available to the public.

(o) “Restrictive covenant” means any specification in a deed, land contract or lease limiting the use of any housing because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital

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status, familial status, genetic information, or military status or any limitation based upon affiliation with or approval by any person, directly or indirectly, employing race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status as a condition of affiliation or approval.

(p) “Service in the uniformed services” means the performance of duty, on a voluntary or involuntary basis, in a uniformed service, under competent authority, and includes active duty, active duty for training, initial active duty for training, inactive duty for training, full-time national guard duty, and performance of duty or training by a member of the Ohio organized militia pursuant to Chapter 5923 of the Ohio Revised Code. “Service in the uniformed services” includes also the period of time for which a person is absent from a position of public or private employment for the purpose of an examination to determine the fitness of the person to perform any duty described in this division.

(q) “Sex” means male or female. The terms “because of sex” and “on the basis of sex” include pregnancy, any illness arising out of and occurring during the course of a pregnancy, childbirth, or related medical conditions.

(r) “Sexual orientation” means a person’s actual or perceived homosexuality, bisexuality; or heterosexuality.

(s) “Uniformed services” means the Armed Forces, the Ohio organized militia when engaged in active duty for training, inactive duty training, or full-time national guard duty, the commissioned corps of the public health service, and any other category of persons designated by the president of the United States in time of war or emergency.

(t) “Marital status” means a person’s state of being single, married, separated, divorced, or widowed.

(u) “Genetic information” means the hereditary information about DNA sequence, genetic sequence, gene products, or inherited characteristics contained in chromosomal DNA or RNA that are derived from an individual or family member.

(v) “Unlawful discriminatory practice” means any act prohibited by Chapter 539 of the Worthington City Codes.

(w) “Law Director” means the Worthington Law Director or a designee appointed by the Worthington Law Director.

(x) “Hearing Officer” means the person appointed by the Worthington City Manager, in consultation with the Worthington Community Relations Commission.

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**539.02 FAIR HOUSING.**

(a) It shall be an unlawful discriminatory practice for any person to:

- (1) Refuse to sell, transfer, assign, rent, lease, sublease, finance or otherwise deny or withhold housing accommodations from any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any prospective owner, occupant, or user of such housing accommodations;
- (2) Represent to any person that housing accommodations are not available for inspection when in fact they are so available;
- (3) Refuse to lend money, whether or not secured by mortgage or otherwise, for the acquisition, construction, rehabilitation, repair, or maintenance of housing accommodations or otherwise withhold financing of housing accommodations from any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information or military status of any present or prospective owner, occupant, or user of such housing accommodations, provided such person, whether an individual, corporation, or association of any type, lends money as one of the principal aspects of their business or incidental to their principal business and not only as a part of the purchase price of an owner occupied residence they are selling nor merely casually or occasionally to a relative or friend;
- (4) Discriminate against any person in the terms or conditions of selling, transferring, assigning, renting, leasing or, subleasing any housing accommodations or in furnishing facilities, services, or privileges in connection with the ownership, occupancy or use of any housing accommodations because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any present or prospective owner, occupant, or user of such housing accommodations;
- (5) Discriminate against any person in the terms or conditions of any loan of money, whether or not secured by mortgage or otherwise, for the acquisition, construction, rehabilitation, repair, or maintenance of any housing accommodations because of the race, sex, sexual orientation, gender identity or expression, color,

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religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any present or prospective owner, occupant, or user of such housing accommodations;

- (6) Print, publish, or circulate any statement or advertisement relating to the sale, transfer, assignment, rental, lease, sublease, or acquisition of any housing accommodations or the loan of money, whether or not secured by mortgage or otherwise, for the acquisition, construction, rehabilitation, repair, or maintenance of housing accommodations which indicates any preference, limitation, specification, or discrimination based upon the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any present or prospective owner, occupant, or user of such housing accommodations;
- (7) Make any inquiry, elicit any information, make or keep any record, or use any form of application containing questions or entries concerning the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status in connection with the sale or lease of any housing accommodations or the loan of any money, whether or not secured by a mortgage or otherwise, for the acquisition, construction, rehabilitation, repair or maintenance of housing accommodations;
- (8) Include in any deed, land contract, or lease of accommodations any covenant, honor or exercise, or attempt to honor or exercise, any covenant, that would prohibit, restrict, or limit the sale, transfer, assignment, rental lease, sublease, or finance of housing accommodations to or for any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any prospective owner, occupant, or user of such housing accommodations provided that prior inclusion of a restrictive covenant in the chain of title shall not be deemed a violation of this provision;
- (9) Induce or solicit, or attempt to induce or solicit, any housing accommodations listing, sale, or transaction by representing that a change has occurred or may occur in the block, neighborhood, or area in which the property is located, which change is related to the

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presence or anticipated presence of persons of any race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status or military status.

- (10) Induce or solicit or attempt to induce or solicit, any housing accommodations listing, sale, or transaction by representing that the presence or anticipated presence of persons of any race, sex, sexual orientation, gender identity or expression, color, religion, national origin, ancestry, age, disability, marital status, familial status, genetic information, or military status in the area will or may have results such as the following:
- A. The lowering of property values;
  - B. An increase in criminal or antisocial behavior in the area;  
or
  - C. A decline in the quality of schools serving the area;
  - D. Discourage or attempt to discourage the purchase by prospective purchasers of any housing accommodations by representing that any block, neighborhood, or area has or might undergo a change with respect to the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of the residents;
  - E. Deny any person access to or membership or participation in any multiple listing service, real estate, brokers' organization, or other service, organization, or facility relating to the business of selling or renting housing accommodations, or to discriminate against them in the terms of conditions of such access, membership, or participation, on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status.
  - F. Coerce, intimidate, threaten, or interfere with any person in the exercise or enjoyment of, or on account of their having exercised or enjoyed, or on account of their having aided or encouraged any other person in the exercise or enjoyment of, any right granted or protected by this section;
  - G. Whether or not acting under color of law, by force or threat of force willfully injure, intimidate or interfere with, or attempt to injure, intimidate, or interfere with:

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1. Any person because of their race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status and because that person is or has been selling, purchasing, renting, financing, occupying or contracting or negotiating for the sale, purchase, rental, financing, or occupation of any dwelling, or applying for or participating in any service, organization, or facility relating to the business of selling or renting housing accommodations;
  2. Any person because that person is or has been, or in order to intimidate such person or any other person or any class of persons from:
    - i. Participating, without discrimination on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status in any of the activities, services, organizations, or facilities described in division (10)(G)(1) of this section.
    - ii. Affording another person or class of persons opportunity or protection so to participate; or
  3. Discouraging any person from lawfully aiding or encouraging other persons to participate, without discrimination on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status in any of the activities, services, organizations, or facilities described in division (10)(G)(1) of this section, or participating lawfully in speech or peaceful assembly opposing any denial of the opportunity to so participate;
- (11) Refuse to sell, transfer, assign, rent or lease, sublease, finance or otherwise deny or withhold a burial lot from any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any prospective owner or user of such lot; or

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- (12) For any person to discriminate in any manner against any other person because that person has opposed any unlawful practice defined in Chapter 539 of the Worthington City Codes, or because that person has made a charge, testified, assisted, or participated in any manner, in any investigation, proceeding, or hearing under the provisions of Chapter 539 of the City of Worthington Codes.

(b) Nothing in this section shall bar any religious or denominational institution or organization, or any nonprofit charitable or educational organization that is operated, supervised, or controlled by or in connection with a religious organization, from limiting the sale, rental, or occupancy of housing accommodations that it owns or operates for other than a commercial purpose to persons of the same religion, or from giving preference in the sale, rental, or occupancy of such housing accommodations to persons of the same religion, unless membership in the religion is restricted on account of race, color, or national origin.

(c) Nothing in this section limits the applicability of any reasonable local, state, or federal restrictions regarding the maximum number of occupants permitted to occupy housing accommodations. Nothing in this section prohibits the owners or managers of housing accommodations from implementing reasonable occupancy standards based on the number and size of sleeping areas or bedrooms and the overall size of a dwelling unit, provided that the standards are not implemented to circumvent the purposes of this chapter and are formulated, implemented, and interpreted in a manner consistent with this chapter and any applicable local, state, or federal restrictions regarding the maximum number of occupants permitted to occupy housing accommodations.

**539.03 UNLAWFUL EMPLOYMENT PRACTICES.**

(a) It shall be an unlawful discriminatory practice, except where based upon applicable national security regulations established by the United States:

- (1) For any employer, because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status to refuse to hire that person or otherwise to discriminate against that person with respect to hire, tenure, terms, conditions, or privileges of employment, or any matter directly or indirectly related to employment;
- (2) For any employer, employment agency, or labor organization to establish, announce or follow a policy of denying or limiting, the employment or membership opportunities of any person or group of persons because of race, sex, sexual orientation, gender identity

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or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status.

- (3) For any employer, labor organization, or joint labor-management committee controlling apprentice training programs to discriminate against any person because of that person's race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status in admission to employment in any program established to provide apprentice training;
- (4) For any employer, employment agency, or labor organization to publish or circulate, or to cause to be published or circulated, any notice or advertisement relating to employment or membership which indicates any preference, limitation, specifications or discrimination based upon race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status;
- (5) For any person seeking employment to publish or to cause to be published any advertisement which specifies or in any manner indicates that person's race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status of any prospective employer;
- (6) For any employment agency to refuse or fail to accept, register, classify properly, or refer for employment or otherwise to discriminate against any person because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status;
- (7) For any employer, employment agency, or labor organization to utilize in the recruitment or hiring of persons, any employment agency, placement service, labor organization, training school or center, or any other employee-referring source, known to discriminate against persons because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status;



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- (8) For any labor organization to discriminate against any person or limit that person's employment opportunities, or otherwise adversely affect that person's status as an employee, or that person's wages, hours, or employment conditions, because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status;
- (9) For an employment agency, to comply with, accommodate, or otherwise assist with locating an employee related to, a request from an employer for referral of applicants for employment if the request indicates, directly or indirectly, that the employer fails, or may fail, to comply with Chapter 539, of the Worthington City Codes;
- (10) For any labor organization to limit or classify its membership on the basis of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status;
- (11) For any employer, employment agency or labor organization to:
  - A. Elicit or attempt to elicit any information concerning the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status of an applicant for employment or membership;
  - B. Use any form of application for employment or personnel or membership blank seeking to elicit information regarding race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status but an employer holding a contract containing a non-discrimination clause with the government of the United States or any department or agency thereof, may require an employee or applicant for employment to furnish documentary proof of United States citizenship and may retain such proof in the employer's personnel records and may use photographic or fingerprint identification for security purposes.
- (12) For any employer, employment agency or labor organization to discriminate against any person because that person has opposed any practice forbidden by Chapter 539, of the Worthington City Codes, or because that person has made a complaint or assisted in

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any manner in any investigation or proceeding under Chapter 539, of the Worthington City Codes.

- (13) For any person, whether or not an employer, employment agency or labor organization, to aid, incite, compel, coerce, or participate in the doing of any act declared to be unlawful discriminatory practice by Chapter 539, of the Worthington City Codes, or to obstruct or prevent any person from enforcing or complying with the provisions of this chapter, or to attempt directly or indirectly to commit any act declared by this chapter, to be an unlawful discriminatory practice by Chapter 539, of the Worthington City Codes, or to obstruct or prevent any person from enforcing or complying with the provisions of this chapter, or to attempt directly or indirectly to commit any act declared by this chapter, to be an unlawful discriminatory practice.

(b) This section does not apply to a religious corporation, association, educational institution, or society with respect to the employment of an individual of a particular religion to perform work connected with the carrying on by that religious corporation, association, educational institution, or society of its activities.

**539.04 UNLAWFUL PUBLIC ACCOMMODATIONS.**

It shall be an unlawful discriminatory practice:

(a) For any proprietor or his employee, keeper, or manager of a place of public accommodation to deny to any person except for reasons applicable alike to all persons regardless of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status the full enjoyment of the accommodations, advantages, facilities, or privileges thereof;

(b) For any proprietor or his employee, keeper, or manager of a place of public accommodation to publish, circulate, issue, display, post or mail, either directly or indirectly, any printed or written communication, notice or advertisement to the effect that any of the accommodations, advantages, facilities, goods, products, services and privileges of any such place shall be refused, withheld or denied to any person on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, genetic information, or military status or that such person is unwelcome, objectionable, or not acceptable, desired or solicited; or

(c) For any person, whether or not included in divisions (A) and (B) in this section, to aid, incite, compel, coerce, or participate in the doing of any act declared to be an unlawful discriminatory practice under this section.

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(d) Nothing in this section shall prohibit a religious or denominational institution, organization, society or association or any nonprofit charitable or education organization that is operated, supervised or controlled by or in connection with a religious organization, from limiting its offerings of goods, services, facilities and accommodations to persons of the same religion, or from giving preference to such persons, provided that such offerings mentioned above are not, in fact, offered for commercial purposes or supported by public funds.

(e) Nothing in this section shall be construed to require the modification of existing facilities or the construction of new or additional facilities.

### **539.05 COMPLAINT AND ENFORCEMENT PROCEDURE.**

#### **(a) Complaints**

- (1) Any person may file a charge with the City Clerk alleging that another person has engaged or is engaging in an unlawful discriminatory practice as defined in Chapter 539 of the Worthington City Codes. The charge shall be in writing and under oath and shall be filed with the City Clerk within one hundred eighty (180) days after the alleged unlawful discriminatory practice is committed. The City Clerk shall forward a copy of the charge to the respondent and to the Law Director.
- (2) If the charge of discrimination alleges a violation based on race, sex, color, religion, ancestry, national origin, age, disability, genetic information, military status, and/or any other class or characteristic protected under state or federal law, then the City Clerk shall instruct the complainant to file a charge of discrimination with the Ohio Civil Rights Commission (OCRC)/Equal Employment Opportunity Commission (EEOC). The City Clerk shall provide the complainant with information about this requirement and contact information for the OCRC/EEOC within ten (10) days from the date the charge was filed with the City Clerk. The initial filing of a charge of discrimination with the City Clerk will not extend the deadlines for filing a charge of discrimination with the OCRC/EEOC.

In the event of a deferral, any complainant who timely filed a charge of discrimination under this Chapter may request the Law Director to review the final determination made by the OCRC/EEOC on charges of discrimination containing the same allegations as in the original charge filed under this Chapter. Such request for review must be made within thirty (30) days of the OCRC/EEOC's final disposition of the charge. The Law Director shall only have authority to review dismissals of

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complaints based on insufficient time or resources to fully investigate or a lack of jurisdiction. The Law Director shall not have authority to review dismissals based on lack of probable cause.

If the Law Director determines that the OCRC/EEOC dismissed the complaint based on insufficient time or resources to fully investigate or a lack of jurisdiction, the Law Director shall process the charge pursuant to Sections 539.05(A)(3)-(7).

Charges of discrimination alleging a violation of this Chapter based on sexual orientation, gender identity or expression, marital status or familial status along with an allegation of discrimination based on race, sex, color, religion, ancestry, national origin, age, disability, genetic information, military status, and/or any other class or characteristic protected under state or federal law shall be subject to deferral to the OCRC as set forth in this section. If the OCRC/EEOC dismisses a charge of discrimination timely filed under this Chapter and based on sexual orientation, gender identity or expression, marital status, or familial status for lack of jurisdiction, the complainant may, within thirty (30) days of such dismissal request the charge to proceed under this Chapter. Upon request, the Law Director shall handle the case in accordance with Sections 539.05(A)(3)-(7).

The Law Director shall have no authority to review any charge under this section if complainant or respondent has appealed the OCRC /EEOC decision to court or otherwise challenged the alleged unlawful discriminatory practices in state or federal court.

- (3) For cases processed by the City without intervention of the OCRC/EEOC, the Law Director shall notify the complainant and respondent of the option for voluntary mediation. If both parties agree to voluntary mediation, a mediator designated by the Law Director shall endeavor to eliminate such alleged unlawful discriminatory practices by methods of mediation. The mediation shall be conducted in accordance with Chapter 2710 of the Ohio Revised Code. All mediation communications shall be privileged pursuant to Section 2710.03 of the Ohio Revised Code. Nothing said or done during mediation shall be made public unless the parties agree thereto in writing.
- (4) Preliminary Investigation: If the Law Director determines that methods of mediation have failed to effect the elimination of such alleged unlawful discriminatory practice or that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress, the Law Director shall conduct a preliminary investigation. If the Law Director determines after such investigation, that it is not probable that unlawful

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discriminatory practices have been or are being engaged in, the Law Director shall notify the complainant and respondent in writing that it has been so determined, and that no other action will be initiated under this chapter.

- (5) **Determination Hearing:** If the Law Director determines that methods of mediation have failed to effect the elimination of such alleged unlawful discriminatory practice and that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress, and if the Law Director determines after preliminary investigation that it is probable that unlawful discriminatory practices have been or are being engaged in, then the Law Director shall serve upon the respondent and complainant a notice of a determination hearing before the Hearing Officer. The notice shall inform the respondent and complainant of a hearing at a time and place therein fixed to be held not less than thirty (30) days after the service of such notice and stating the charges specified in the original charge upon which a probable cause determination has been made against the respondent. If circumstances warrant, the Law Director may serve such notice at any time during the complaint procedure. The Hearing Officer will consider any reasonable requests for extension of the hearing date and reserves the right to continue the hearing, for good cause shown, for a period of up to thirty (30) additional days.

Any such charge may be amended by the Law Director or complainant at any time prior to or during the hearing based thereon. The respondent shall have the right to file an answer or to amend an answer to the original or amended charge, and to appear to such hearing in person, or by attorney, present evidence or otherwise to examine and cross-examine witnesses.

The complainant shall be a party to the proceeding, and any person who is an indispensable party to a complete determination or settlement of the question involved in the proceeding shall be joined. Any person who has or claims an interest in the subject of the hearing and in obtaining or presenting relief against the acts or practices complained of, may be, in the discretion of the Hearing Officer, permitted to appear for the presentation of oral or written argument.

In any proceeding, the Hearing Officer shall not be bound by the rules of evidence prevailing in the courts of law or equity, but shall in ascertaining the practices followed by the respondent, take into account all reliable, probative, and substantial evidence, statistical, or otherwise, produced at the hearing, which may tend to prove the existence of an unlawful discriminatory practice or a predetermined pattern of unlawful

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discriminatory practices under Section 539 of the City of Worthington Codes provided that nothing contained in this section shall be construed to authorize or require any person to observe the proportion which persons of any race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status or military status bear to the total population or in accordance with any criterion other than the individual qualifications of the applicant.

The testimony taken at the hearing shall be under oath and before a court reporter hired by the City Manager. The transcript of the hearing shall be filed with the City Clerk.

The Hearing Officer is granted the authority to develop and implement rules and procedures to control the governance of the hearing. In conducting any hearing as provided herein, the Hearing Officer may upon request of any party subpoena as witnesses any person believed to have knowledge of the facts relevant to such hearing, compel the production of books, papers, records or other evidence relative to such hearing by the person having custody or control thereof and may administer oaths, take testimony and issue such rules as shall be necessary to effectuate an investigatory hearing under this section.

The Hearing Officer shall issue a written decision concerning the charges in the complaint. The decision shall include findings of fact and conclusions of law. Any final decision by the Hearing Officer may be appealed to the Franklin County Court of Common Pleas to the extent authorized by applicable law.

- (6) Notice of Violation and Order to Cease and Desist: If upon all the evidence presented, the Hearing Officer determines that the respondent has engaged in, or is engaging in, any unlawful discriminatory practice under this chapter, whether against the complainant or others, the Hearing Officer shall issue a notice of violation, and shall issue an order to respondent to cease and desist the unlawful discriminatory practice.

In addition to issuing a cease and desist order, the Hearing Officer shall have the authority to issue the following remedies:

- A. If division (a)(7)(B) or (C) of this section does not apply, a civil penalty in an amount not to exceed one thousand dollars (\$1,000);
- B. If division (a)(7)(C) of this section does not apply and if the respondent has committed one violation of this Chapter during the five-year period immediately preceding the date on which a complaint was filed pursuant to division (a)(1) of this section, a civil penalty in an amount not to exceed two thousand five hundred dollars (\$2,500).

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- C. If the respondent has committed two or more violations of this Chapter during the five-year period immediately preceding the date on which a complaint was filed pursuant to division (a)(1) of this section, a civil penalty in an amount not to exceed five thousand dollars (\$5,000).

The notice of violation, order to cease and desist and any other penalty issued by the Hearing Officer shall be served on the respondent and complainant.

The Law Director is authorized to institute in the name of the City of Worthington any appropriate civil enforcement proceedings.

**539.06 COMPLAINTS ALLEGING UNLAWFUL  
DISCRIMINATORY PRACTICES BY THE CITY**

If a complaint is filed with the City Clerk alleging that the City, or one of its boards, commissions, departments, divisions, officials, or employees has engaged or is engaging in an unlawful discriminatory practice as defined in Chapter 539 of the Worthington Codified Ordinances, then the following additional procedures shall apply:

(a) The Law Director shall forward a copy of the complaint to the City Council.

(b) The City Council may appoint special counsel to conduct a preliminary investigation instead of the Law Director conducting the preliminary investigation.

(c) The City Council may appoint a mediator to endeavor to eliminate any alleged unlawful discriminatory practices by methods of mediation instead of the Law Director appointing a mediator.

(d) The City Council may appoint a hearing officer to conduct a determination hearing instead of the City Manager appointing the hearing officer.

(e) If the complaint involves an employment action by the City against the complainant, then the City Council may refer the complaint to the Personnel Appeals Board for an appeal hearing concerning the alleged discriminatory practices and no further action shall be taken under this Chapter.

**539.07 FAILURE TO COMPLY.**

(a) Whoever fails to comply with a subpoena issued by the Hearing Officer as provided in this Chapter is guilty of a minor misdemeanor.

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(b) Any person who commits an unlawful discriminatory practice under any of the provisions of this chapter and fails to comply with any order of the Hearing Officer to cease and desist such unlawful discriminatory practice shall be guilty of failure to comply with an unlawful discriminatory practice order, a misdemeanor of the first degree.

**539.08 INTERFERING WITH CIVIL RIGHTS.**

(a) No public servant, under color of his office, employment, or authority, shall knowingly deprive, or attempt to deprive any person of a constitutional or statutory right or any other protections against discriminatory conduct created by an ordinance of the City of Worthington.

(b) Whoever violates this section is guilty of interfering with civil rights, a misdemeanor of the first degree.

**539.09 ETHNIC INTIMIDATION.**

(a) No person shall violate Sections 2903.13, 2903.21, 2903.22, 2907.06, 2911.06, 2911.07, 2911.21, 2911.211, 2913.02, 2913.03, 2913.04, 2917.03, 2917.11, 2917.12, or 2917.21(A)(3) to (5) of the Ohio Revised Code or Sections 509.01, 509.03, 509.04, 521.08, 533.04, 537.03, 537.05, 537.06, 537.10(a)(3) to (5), 541.03, 541.04, 541.05, 541.051, 545.05, 545.06, 545.08, or 549.08 of the General Offenses Code of the Worthington Codified Ordinances, by reason of or where one of the motives is the victim's race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information or military status.

(b) In a prosecution under this section, the offenders' motive, reason or purpose may be shown by the offender's temporarily related conduct or statements before, during or after the offense, including ethnic, sexual orientation, gender identity or expression, religious or racial slurs, and by the totality of the facts, circumstances and conduct surrounding the offense.

(c) Whoever violates this section is guilty of ethnic intimidation. Ethnic intimidation is an offense of the next higher degree than the offense the commission of which is a necessary element of ethnic intimidation except as provided in subsection (d).

(d) If the underlying offense which is a necessary element of ethnic intimidation is a misdemeanor of the first degree, then the offense of ethnic intimidation is a misdemeanor of the first degree and the court shall impose a mandatory minimum sentence of at least ten (10) days in jail.



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(e) This section does not apply if the facts alleged in the complaint would constitute a felony under Section 2927.12, Ohio Revised Code.

(f) The division of police shall keep and maintain records of reported violations of this section and reported incidents the motive of which is the victim's race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status or military status.

**539.10 ANNUAL REPORT AND APPOINTMENT OF DESIGNEE.**

(a) The Law Director shall prepare an annual report to the Community Relations Commission and City Council summarizing the complaints, investigations, hearings, and enforcement proceedings involving unlawful discriminatory practices under this Chapter.

(b) The Law Director may appoint a designee to perform any of the duties assigned under this Chapter including conducting an investigation or instituting appropriate civil or criminal enforcement proceedings.

**539.11 EXCLUSIONS.**

The application and enforcement of the protections created herein are limited solely to the terms of this chapter and such terms shall not create nor enhance protected class status for any other purpose including public and private affirmative action program eligibility. The term "affirmative action program" shall include any program administered by any private or public entity for the purpose of providing preferential treatment for those in a protected class.

**539.12 CONSTRUCTION AND SEVERABILITY.**

(a) Chapter 539 of the Worthington City Codes is not intended to and shall not be construed to prohibit or restrict speech or conduct protected under the First Amendment of the United States Constitution or any other provisions of the United States Constitution or Ohio Constitution.

(b) Chapter 539, of the Worthington City Codes, and each division of said section there under, are hereby declared to be independent divisions and sub-divisions and, notwithstanding any other evidence of legislative intent, it is hereby declared to be the controlling legislative intent that if any provisions of said divisions and sub-divisions, or the application thereof to any person or circumstance is held to be invalid, the remaining divisions or sub-divisions and the application of such provision to any person or circumstances other than those to which it is held invalid shall not be affected thereby, and it is hereby declared that the remaining divisions and sub-divisions would have been passed independently of any provisions held to be invalid.

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SECTION 2. Repeal Section 541.08 “Ethnic Intimidation” of the Worthington Codified Ordinances.

SECTION 3. The provisions of Chapter 539 shall become effective on July 1, 2019.

SECTION 4. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington, Ohio.

Passed \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest

\_\_\_\_\_  
Clerk of Council

ORDINANCE NO. \_\_\_\_-2019

To Enact New Chapter 539 “Discriminatory Practices, Civil Rights, Disclosure” of the Codified Ordinances of the City of Worthington to Prohibit Discrimination in Housing, Employment, and Public Accommodations, ~~and Higher Education~~ Based on Designated Classes.

WHEREAS, state law currently prohibits discriminatory practices in housing, employment, and public accommodations based on race, sex, color, religion, ancestry, national origin, age, disability, familial status, marital status, or military status ~~the above designated classes~~; and,

WHEREAS, the City of Columbus and the City of Bexley have adopted ordinances to ban discrimination in housing, employment and public accommodations based on race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status, or military status; and,

WHEREAS, the City of Worthington, Ohio does not currently have an ordinance prohibiting discrimination in housing, employment and public accommodations; and,

WHEREAS, it is the desire of the City Council to eliminate discrimination in Worthington based upon race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status; and

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That Part Five of the Codified Ordinances of the City of Worthington, “General Offenses Code,” be and the same is hereby amended to add new Chapter 539 “Discriminatory Practices, Civil Rights, Disclosure” to read as follows:

**CHAPTER 539**  
**Discriminatory Practices, Civil Rights, Disclosure**

539.01 DEFINITIONS

As used in this chapter:

- (a) “Age” means at least forty (40) years old.
- (b) “Disability” means a physical or mental impairment that substantially limits one (1) or more major life activities, including the functions of caring for one’s self, performing manual tasks, walking, seeing, hearing, speaking, breathing, learning, and

working; a record of a physical or mental impairment; or being regarded as having a physical or mental impairment.

(c) “Physical or mental impairment” includes any of the following:

~~A.~~

(1) Any physiological disorder or condition, cosmetic disfigurement, or anatomical loss affecting one (1) or more of the following body systems: neurological; musculoskeletal; special sense organs; respiratory, including speech organs; cardiovascular; reproductive; digestive; genitor-urinary; hemic and lymphatic; skin; and endocrine;

~~B.~~

(2) Any mental or psychological disorder, including, but not limited to, orthopedic, visual, speech, and hearing impairments, cerebral palsy, autism, epilepsy, muscular dystrophy, multiple sclerosis, cancer, heart disease, diabetes, sickle cell, human immunodeficiency virus infection, intellectual disabilities, emotional illness, drug addiction, and alcoholism.

~~C.~~

(3) “Physical or mental impairment” does not include any of the following:

~~1A.~~ Pedophilia, exhibitionism, voyeurism, or other sexual behavior disorders;

~~2B.~~ Compulsive gambling, kleptomania, or pyromania;

~~3C.~~ Psychoactive substance use disorders resulting from current illegal use of controlled substance.

(d) “Discriminate”, “Discrimination”, or “Discriminatory” includes segregated or separated or any difference in treatment.

(e) “Employee” does not include any individual employed in the domestic service of any person

(f) “Employer” means any person who employs four (4) or more persons, within the City of Worthington, including the City of Worthington, its departments, boards, commissions, and authorities.

(g) “Employment agency” means any persons regularly undertaking with or without compensation, to procure opportunities for employment or to procure, recruit, refer, or place employees.

(h) “Familial status” means either of the following:

(1)~~i.~~ One (1) or more individuals who are under eighteen (18) years of age and who are domiciled with a parent or guardian having legal custody of the individual or domiciled, with the written permission of the parent or guardian having legal custody, with a designee of the parent or guardian;

(2)~~ii.~~ Any person who is pregnant or in the process of securing legal custody of any individual who is under eighteen (18) years of age.

(3)~~iii~~. “Family” includes a single individual.

(i) “Gender identity or expression” means ~~having or being perceived as having a~~ person's gender-related identity, appearance, expression, or behavior, whether or not that gender-related identity, appearance, expression, or behavior is different from that traditionally associated with the ~~person's assigned sex at birth~~. person's physiology or assigned sex at birth, which gender-related identity can be shown by providing evidence including, but not limited to, medical history, care or treatment of the gender-related identity, consistent and uniform assertion of the gender-related identity or any other evidence that the gender-related identity is sincerely held, part of a person's core identity or not being asserted for an improper purpose.

(j) “Housing accommodations” including any buildings or structure or portion thereof which is used or occupied or is intended, arranged, or designed to be used or occupied as a home residence or sleeping place of one (1) or more individuals, groups or families, whether or not living independently of each other; and any vacant land offered for sale or lease. It also includes any housing accommodations held or offered for sale or rent by a real estate broker, salesman, or agent, or by any other person pursuant to authorization of the owner, by the owner, or by such person's legal representative.

(k) “Labor organization” includes any organization which exists for the purpose, in whole or in part, of collective bargaining or for other mutual aid or protection in relation to employment.

(l) “Military status” means a person's status in “Service in the uniformed services” as defined in Section 5923.05 of the Ohio Revised Code.

(m) “Person” includes one (1) or more individuals, partnerships, associations, organizations, corporations, legal representatives, trustees, and trustees in bankruptcy, receivers, and other organized groups of persons. It also includes, but is not limited to, any owner, lesser, assignor, builder, manager, broker, salesman, agent, employee, lending institution; and the City of Worthington and all political subdivisions, authorities, agencies, boards and commissions thereof.

(n) “Place of public accommodation” means any inn, restaurant, eating house, barbershop, public conveyance by air, land or water, theater, store, or other place for the sale of merchandise, or any other place of public accommodation or amusement where the accommodation advantages, facilities, or privileges thereof are available to the public.

(o) “Restrictive covenant” means any specification in a deed, land contract or lease limiting the use of any housing because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status or any limitation based upon affiliation with or approval by any person, directly or indirectly, employing race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin,

age, disability, marital status, familial status, genetic information, or military status as a condition of affiliation or approval.

(p) “Service in the uniformed services” means the performance of duty, on a voluntary or involuntary basis, in a uniformed service, under competent authority, and includes active duty, active duty for training, initial active duty for training, inactive duty for training, full-time national guard duty, and performance of duty or training by a member of the Ohio organized militia pursuant to Chapter 5923 of the Ohio Revised Code. “Service in the uniformed services” includes also the period of time for which a person is absent from a position of public or private employment for the purpose of an examination to determine the fitness of the person to perform any duty described in this division.

(q) “Sex” means male or female. The terms “because of sex” and “on the basis of sex” include pregnancy, any illness arising out of and occurring during the course of a pregnancy, childbirth, or related medical conditions.

(r) “Sexual orientation” means a person’s actual or perceived homosexuality, bisexuality; or heterosexuality.

(s) “Uniformed services” means the Armed Forces, the Ohio organized militia when engaged in active duty for training, inactive duty training, or full-time national guard duty, the commissioned corps of the public health service, and any other category of persons designated by the president of the United States in time of war or emergency.

(t) “Marital status” means a person’s state of being single, married, separated, divorced, or widowed.

(u) “Genetic information” means the hereditary information about DNA sequence, genetic sequence, gene products, or inherited characteristics contained in chromosomal DNA or RNA that are derived from an individual or family member.

(v) “Unlawful discriminatory practice” means any act prohibited by Chapter 539 of the Worthington City Codes.

(w) “Law Director” means the Worthington Law Director or an attorneya designee appointed ~~to~~ by the Worthington Law Director.

(x) “Hearing Officer” means the person appointed by the Worthington City Manager, in consultation with the Worthington Community Relations Commission.

~~(y) —“Educational Institution” means a state university or college, state-assisted institution of higher education, nonprofit educational institution described in Chapter 1713 of the Ohio Revised Code, institution registered under Chapter 3332 of the Ohio Revised Code, or similar for profit or nonprofit institutions of higher education regardless of whether they are licensed or regulated by the state of Ohio.~~

## 539.02 FAIR HOUSING.

(a) It shall be an unlawful discriminatory practice for any person to:

- (1) Refuse to sell, transfer, assign, rent, lease, sublease, finance or otherwise deny or withhold housing accommodations from any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any prospective owner, occupant, or user of such housing accommodations;
- (2) Represent to any person that housing accommodations are not available for inspection when in fact they are so available;
- (3) Refuse to lend money, whether or not secured by mortgage or otherwise, for the acquisition, construction, rehabilitation, repair, or maintenance of housing accommodations or otherwise withhold financing of housing accommodations from any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information or military status of any present or prospective owner, occupant, or user of such housing accommodations, provided such person, whether an individual, corporation, or association of any type, lends money as one of the principal aspects of their business or incidental to their principal business and not only as a part of the purchase price of an owner occupied residence they are selling nor merely casually or occasionally to a relative or friend;
- (4) Discriminate against any person in the terms or conditions of selling, transferring, assigning, renting, leasing or, subleasing any housing accommodations or in furnishing facilities, services, or privileges in connection with the ownership, occupancy or use of any housing accommodations because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any present or prospective owner, occupant, or user of such housing accommodations;
- (5) Discriminate against any person in the terms or conditions of any loan of money, whether or not secured by mortgage or otherwise, for the acquisition, construction, rehabilitation, repair, or maintenance of any housing accommodations because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any present or prospective owner, occupant, or user of such housing accommodations;
- (6) Print, publish, or circulate any statement or advertisement relating to the sale, transfer, assignment, rental, lease, sublease, or acquisition of any housing accommodations or the loan of money, whether or not secured by mortgage or otherwise, for the acquisition, construction, rehabilitation, repair, or maintenance of housing accommodations which indicates any preference, limitation, specification, or discrimination based upon the race, sex, sexual orientation, gender identity or expression,

color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any present or prospective owner, occupant, or user of such housing accommodations;

(7) Make any inquiry, elicit any information, make or keep any record, or use any form of application containing questions or entries concerning the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status in connection with the sale or lease of any housing accommodations or the loan of any money, whether or not secured by a mortgage or otherwise, for the acquisition, construction, rehabilitation, repair or maintenance of housing accommodations;

(8) Include in any deed, land contract, or lease of accommodations any covenant, honor or exercise, or attempt to honor or exercise, any covenant, that would prohibit, restrict, or limit the sale, transfer, assignment, rental lease, sublease, or finance of housing accommodations to or for any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any prospective owner, occupant, or user of such housing accommodations provided that prior inclusion of a restrictive covenant in the chain of title shall not be deemed a violation of this provision;

(9) Induce or solicit, or attempt to induce or solicit, any housing accommodations listing, sale, or transaction by representing that a change has occurred or may occur in the block, neighborhood, or area in which the property is located, which change is related to the presence or anticipated presence of persons of any race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status or military status.

(10) Induce or solicit or attempt to induce or solicit, any housing accommodations listing, sale, or transaction by representing that the presence or anticipated presence of persons of any race, sex, sexual orientation, gender identity or expression, color, religion, national origin, ancestry, age, disability, marital status, familial status, genetic information, or military status in the area will or may have results such as the following:

- A. The lowering of property values;
- B. An increase in criminal or antisocial behavior in the area; or
- C. A decline in the quality of schools serving the area;
- D. Discourage or attempt to discourage the purchase by prospective purchasers of any housing accommodations by representing that any block, neighborhood, or area has or might undergo a change with respect to the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of the residents;
- E. Deny any person access to or membership or participation in any multiple listing service, real estate, brokers' organization, or other service, organization, or facility relating to the business of selling or renting housing accommodations, or



to discriminate against them in the terms of conditions of such access, membership, or participation, on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status.

F. Coerce, intimidate, threaten, or interfere with any person in the exercise or enjoyment of, or on account of their having exercised or enjoyed, or on account of their having aided or encouraged any other person in the exercise or enjoyment of, any right granted or protected by this section;

G. Whether or not acting under color of law, by force or threat of force willfully injure, intimidate or interfere with, or attempt to injure, intimidate, or interfere with:

1. Any person because of their race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status and because that person is or has been selling, purchasing, renting, financing, occupying or contracting or negotiating for the sale, purchase, rental, financing, or occupation of any dwelling, or applying for or participating in any service, organization, or facility relating to the business of selling or renting housing accommodations;
2. Any person because that person is or has been, or in order to intimidate such person or any other person or any class of persons from:
  - i. Participating, without discrimination on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status in any of the activities, services, organizations, or facilities described in division (10)(G)(1) of this section.
  - ii. Affording another person or class of persons opportunity or protection so to participate; or
3. Discouraging any person from lawfully aiding or encouraging other persons to participate, without discrimination on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status in any of the activities, services, organizations, or facilities described in division (10)(G)(1) of this section, or participating lawfully in speech or peaceful assembly opposing any denial of the opportunity to so participate;

(11) Refuse to sell, transfer, assign, rent or lease, sublease, finance or otherwise deny or withhold a burial lot from any person because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status of any prospective owner or user of such lot; or

(12) For any person to discriminate in any manner against any other person because

that person has opposed any unlawful practice defined in Chapter 539 of the Worthington City Codes, or because that person has made a charge, testified, assisted, or participated in any manner, in any investigation, proceeding, or hearing under the provisions of Chapter 539 of the City of Worthington Codes.

(b) Nothing in this section shall bar any religious or denominational institution or organization, or any nonprofit charitable or educational organization that is operated, supervised, or controlled by or in connection with a religious organization, from limiting the sale, rental, or occupancy of housing accommodations that it owns or operates for other than a commercial purpose to persons of the same religion, or from giving preference in the sale, rental, or occupancy of such housing accommodations to persons of the same religion, unless membership in the religion is restricted on account of race, color, or national origin.

(c) Nothing in this section limits the applicability of any reasonable local, state, or federal restrictions regarding the maximum number of occupants permitted to occupy housing accommodations. Nothing in this section prohibits the owners or managers of housing accommodations from implementing reasonable occupancy standards based on the number and size of sleeping areas or bedrooms and the overall size of a dwelling unit, provided that the standards are not implemented to circumvent the purposes of this chapter and are formulated, implemented, and interpreted in a manner consistent with this chapter and any applicable local, state, or federal restrictions regarding the maximum number of occupants permitted to occupy housing accommodations.

#### 539.03 UNLAWFUL EMPLOYMENT PRACTICES.

(a) It shall be an unlawful discriminatory practice, except where based upon applicable national security regulations established by the United States:

(1) For any employer, because of the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status~~, genetic information, or military status to refuse to hire that person or otherwise to discriminate against that person with respect to hire, tenure, terms, conditions, or privileges of employment, or any matter directly or indirectly related to employment;

(2) For any employer, employment agency, or labor organization to establish, announce or follow a policy of denying or limiting, the employment or membership opportunities of any person or group of persons because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status~~, genetic information, or military status.

(3) For any employer, labor organization, or joint labor-management committee controlling apprentice training programs to discriminate against any person because of that person's race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status~~, genetic

information, or military status in admission to employment in any program established to provide apprentice training;

(4) For any employer, employment agency, or labor organization to publish or circulate, or to cause to be published or circulated, any notice or advertisement relating to employment or membership which indicates any preference, limitation, specifications or discrimination based upon race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status,~~ genetic information, or military status;

(5) For any person seeking employment to publish or to cause to be published any advertisement which specifies or in any manner indicates that person's race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status,~~ genetic information, or military status of any prospective employer;

(6) For any employment agency to refuse or fail to accept, register, classify properly, or refer for employment or otherwise to discriminate against any person because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status,~~ genetic information, or military status;

(7) For any employer, employment agency, or labor organization to utilize in the recruitment or hiring of persons, any employment agency, placement service, labor organization, training school or center, or any other employee-referring source, known to discriminate against persons because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status,~~ genetic information, or military status;

(8) For any labor organization to discriminate against any person or limit that person's employment opportunities, or otherwise adversely affect that person's status as an employee, or that person's wages, hours, or employment conditions, because of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status,~~ genetic information, or military status;

(9) For an employment agency, to comply with, accommodate, or otherwise assist with locating an employee related to, a request from an employer for referral of applicants for employment if the request indicates, directly or indirectly, that the employer fails, or may fail, to comply with Chapter 539, of the Worthington City Codes;

(10) For any labor organization to limit or classify its membership on the basis of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status,~~ genetic information, or military status;

- (11) For any employer, employment agency or labor organization to:
- A. Elicit or attempt to elicit any information concerning the race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status~~, genetic information, or military status of an applicant for employment or membership;
  - B. Use any form of application for employment or personnel or membership blank seeking to elicit information regarding race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status~~, genetic information, or military status but an employer holding a contract containing a non-discrimination clause with the government of the United States or any department or agency thereof, may require an employee or applicant for employment to furnish documentary proof of United States citizenship and may retain such proof in the employer's personnel records and may use photographic or fingerprint identification for security purposes.
- (12) For any employer, employment agency or labor organization to discriminate against any person because that person has opposed any practice forbidden by Chapter 539, of the Worthington City Codes, or because that person has made a complaint or assisted in any manner in any investigation or proceeding under Chapter 539, of the Worthington City Codes.
- (13) For any person, whether or not an employer, employment agency or labor organization, to aid, incite, compel, coerce, or participate in the doing of any act declared to be unlawful discriminatory practice by Chapter 539, of the Worthington City Codes, or to obstruct or prevent any person from enforcing or complying with the provisions of this chapter, or to attempt directly or indirectly to commit any act declared by this chapter, to be an unlawful discriminatory practice by Chapter 539, of the Worthington City Codes, or to obstruct or prevent any person from enforcing or complying with the provisions of this chapter, or to attempt directly or indirectly to commit any act declared by this chapter, to be an unlawful discriminatory practice.
- (b) This section does not apply to a religious corporation, association, educational institution, or society with respect to the employment of an individual of a particular religion to perform work connected with the carrying on by that religious corporation, association, educational institution, or society of its activities.

#### 539.04 UNLAWFUL PUBLIC ACCOMMODATIONS.

It shall be an unlawful discriminatory practice:

- (a) For any proprietor or his employee, keeper, or manager of a place of public accommodation to deny to any person except for reasons applicable alike to all persons regardless of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status~~, genetic information, or military status the full enjoyment of the accommodations, advantages,

facilities, or privileges thereof;

(b) For any proprietor or his employee, keeper, or manager of a place of public accommodation to publish, circulate, issue, display, post or mail, either directly or indirectly, any printed or written communication, notice or advertisement to the effect that any of the accommodations, advantages, facilities, goods, products, services and privileges of any such place shall be refused, withheld or denied to any person on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, ~~marital status, familial status,~~ genetic information, or military status or that such person is unwelcome, objectionable, or not acceptable, desired or solicited; or

(c) For any person, whether or not included in divisions (A) and (B) in this section, to aid, incite, compel, coerce, or participate in the doing of any act declared to be an unlawful discriminatory practice under this section.

(d) Nothing in this section shall prohibit a religious or denominational institution, organization, society or association or any nonprofit charitable or education organization that is operated, supervised or controlled by or in connection with a religious organization, from limiting its offerings of goods, services, facilities and accommodations to persons of the same religion, or from giving preference to such persons, provided that such offerings mentioned above are not, in fact, offered for commercial purposes or supported by public funds.

(e) Nothing in this section shall be construed to require the modification of existing facilities or the construction of new or additional facilities.

#### ~~539.05 UNLAWFUL EDUCATIONAL PRACTICES.~~

~~(a) It shall be an unlawful discriminatory practice for any educational institution to discriminate against any individual on account of race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, marital status, familial status, genetic information, or military status:~~

~~(1) In admission or assignment to any academic program, course of study, internship, or class offered by the institution;~~

~~(2) In permitting participation in any activity that is sponsored by the institution or that takes place on property owned, operated, or controlled by the institution;~~

~~(3) In the awarding of any form of financial aid or other benefits available to students;~~

~~(4) In admission or assignment to housing or other facilities owned, operated, or controlled by the institution;~~

~~(5) In awarding of grades or granting of certificates, diplomas, or degrees offered by the institution.~~

~~(b) — Nothing in this section prohibits any educational institution from establishing bona fide requirements or standards for admission or assignment to academic programs, courses, internships, or classes; for permitting participation in activities; for awarding of financial aid or other benefits; or for the granting of grades, certificates, diplomas, or degrees, which requirements or standards may include reasonable qualifications for demonstrating necessary skill, aptitude, physical capability, intelligence, and previous education.~~

~~(c) — Nothing in this section requires any educational institution to construct, reconstruct, improve, enlarge, or alter any building, facility, or property owned, operated, or controlled by the institution, in any manner, for the purpose of making the building, facility, or property accessible to persons with a disability, provided that this section does not exempt an educational institution from compliance with standards adopted under section 3781.111 of the Ohio Revised Code.~~

#### ~~539.06~~ 539.05 COMPLAINT AND ENFORCEMENT PROCEDURE.

##### (a) Complaints

(1) Any person may file a charge with the City Clerk alleging that another person has engaged or is engaging in an unlawful discriminatory practice as defined in Chapter 539 of the Worthington City Codes. The charge shall be in writing and under oath and shall be filed with the City Clerk within one hundred eighty (180) days after the alleged unlawful discriminatory practice is committed. The City Clerk shall forward a copy of the charge to the respondent and to the Law Director.

(2) If the charge of discrimination alleges a violation based on race, sex, color, religion, ancestry, national origin, age, disability, genetic information, military status, and/or any other class or characteristic protected under state or federal law, then the City Clerk shall instruct the complainant to file a charge of discrimination with the Ohio Civil Rights Commission (OCRC)/Equal Employment Opportunity Commission (EEOC). The City Clerk shall provide the complainant with information about this requirement and contact information for the OCRC/EEOC within ten (10) days from the date the charge was filed with the City Clerk. The initial filing of a charge of discrimination with the City Clerk will not extend the deadlines for filing a charge of discrimination with the OCRC/EEOC.

In the event of a deferral, any complainant who timely filed a charge of discrimination under this Chapter may request the Law Director to review the final determination made by the OCRC/EEOC on charges of discrimination containing the same allegations as in the original charge filed under this Chapter. Such request for review must be made within thirty (30) days of the OCRC/EEOC's final disposition of the charge. The Law Director shall only have authority to review dismissals of complaints based on insufficient time or resources to fully investigate or a lack of



jurisdiction. The Law Director shall not have authority to review dismissals based on lack of probable cause.

If ~~a request for review is made under this section~~, the Law Director ~~shall have no authority to proceed under City law unless the Law Director finds~~determines that the ~~decision of the OCRC/EEOC was arbitrary, capricious, dismissed the complaint based on insufficient time or not in accordance with law. Upon such finding~~resources to fully investigate or a lack of jurisdiction, the Law Director shall process the charge pursuant to Sections 539.05(A)(3)-(7).

Charges of discrimination alleging a violation of this Chapter based on sexual orientation, gender identity or expression, marital status or familial status along with an allegation of discrimination based on race, sex, color, religion, ancestry, national origin, age, disability, genetic information, military status, and/or any other class or characteristic protected under state or federal law shall be subject to deferral to the OCRC as set forth in this section. If the OCRC/EEOC dismisses a charge of discrimination timely filed under this Chapter and based on sexual orientation, gender identity or expression, marital status, or familial status for lack of jurisdiction, the complainant may, within thirty (30) days of such dismissal request the charge to proceed under this Chapter. Upon request, the Law Director shall handle the case in accordance with Sections 539.05(A)(3)-(67).

The Law Director shall have no authority to review any charge under this section if complainant or respondent has appealed the OCRC /EEOC decision to court or otherwise challenged the alleged unlawful discriminatory practices in state or federal court.

(3) For cases processed by the City without intervention of the OCRC/EEOC, the Law Director shall notify the complainant and respondent of the option for voluntary mediation. If both parties agree to voluntary mediation, a mediator designated by the Law Director shall endeavor to eliminate such alleged unlawful discriminatory practices by methods of mediation. The mediation shall be conducted in accordance with Chapter 2710 of the Ohio Revised Code. All mediation communications shall be privileged pursuant to Section 2710.03 of the Ohio Revised Code. Nothing said or done during mediation shall be made public unless the parties agree thereto in writing.

(4) Preliminary Investigation: If the Law Director determines that methods of mediation ~~fail~~have failed to effect the elimination of such alleged unlawful discriminatory practice or that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress, the Law Director ~~may contract with outside counsel to perform the duties assigned under this Chapter including conducting an~~ shall conduct a preliminary investigation. If the Law Director determines after such investigation, that it is not probable that unlawful discriminatory practices have been or are being engaged in, the Law Director shall notify the complainant and respondent in writing that it has been so determined, and that no other action will be initiated under this chapter.

(5) Determination Hearing: If the Law Director determines that ~~fail~~have failed to effect the elimination of such alleged unlawful discriminatory practice and that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress, and if the Law Director determines after preliminary investigation that it is probable that unlawful discriminatory practices have been or are being engaged in, ~~and it is determined by the Law Director that the state or federal government has not exercised jurisdiction and/or provided mechanism for redress, then~~ the Law Director shall serve upon the respondent and complainant a notice of a determination hearing before the Hearing Officer, ~~notifying.~~ The notice shall inform the respondent and complainant of a hearing at a time and place therein fixed to be held not less than thirty (30) days after the service of such notice and stating the charges specified in the original charge upon which a probable cause determination has been made against the respondent. If circumstances warrant, the Law Director may serve such notice at any time during the complaint procedure. The Hearing Officer will consider any reasonable requests for extension of the hearing date and reserves the right to continue the hearing, for good cause shown, for a period of up to thirty (30) additional days.

Any such charge may be amended by the Law Director or complainant at any time prior to or during the hearing based thereon. The respondent shall have the right to file an answer or to amend an answer to the original or amended charge, and to appear to such hearing in person, or by attorney, present evidence or otherwise to examine and cross-examine witnesses.

The complainant shall be a party to the proceeding, and any person who is an indispensable party to a complete determination or settlement of the question involved in the proceeding shall be joined. Any person who has or claims an interest in the subject of the hearing and in obtaining or presenting relief against the acts or practices complained of, may be, in the discretion of the Hearing Officer, permitted to appear for the presentation of oral or written argument.

In any proceeding, the Hearing Officer shall not be bound by the rules of evidence prevailing in the courts of law or equity, but shall in ascertaining the practices followed by the respondent, take into account all reliable, probative, and substantial evidence, statistical, or otherwise, produced at the hearing, which may tend to prove the existence of an unlawful discriminatory practice or a predetermined pattern of unlawful discriminatory practices under Section 539 of the City of Worthington Codes provided that nothing contained in this section shall be construed to authorize or require any person to observe the proportion which persons of any race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status or military status bear to the total population or in accordance with any criterion other than the individual qualifications of the applicant.

The testimony taken at the hearing shall be under oath and before a court reporter hired by the City Manager. The transcript of the hearing shall be filed with the City Clerk.

The Hearing Officer is granted the authority to develop and implement rules and procedures to control the governance of the hearing. In conducting any hearing as provided herein, the Hearing Officer may upon request of any party subpoena as witnesses any person believed to have knowledge of the facts relevant to such hearing, compel the production of books, papers, records or other evidence relative to such



hearing by the person having custody or control thereof and may administer oaths, take testimony and issue such rules as shall be necessary to effectuate an investigatory hearing under this section.

The Hearing Officer shall issue a written decision concerning the charges in the complaint. The decision shall include findings of fact and conclusions of law. Any final decision by the Hearing Officer may be appealed to the Franklin County Court of Common Pleas to the extent authorized by applicable law.

(7) Notice of Violation and Order to Cease and Desist: If upon all the evidence presented, the Hearing Officer determines that the respondent has engaged in, or is engaging in, any unlawful discriminatory practice under this chapter, whether against the complainant or others, the Hearing Officer shall issue a notice of violation, and shall issue an order to respondent to cease and desist the unlawful discriminatory practice.

In addition to issuing a cease and desist order, the Hearing Officer shall have the authority to issue the following remedies:

A. If division (a)(7)(B) or (C) of this section does not apply, a civil penalty in an amount not to exceed one thousand dollars (\$1,000);

B. If division (a)(7)(C) of this section does not apply and if the respondent has committed one violation of this Chapter during the five-year period immediately preceding the date on which a complaint was filed pursuant to division (a)(1) of this section, a civil penalty in an amount not to exceed two thousand five hundred dollars (\$2,500).

C. If the respondent has committed two or more violations of this Chapter during the five-year period immediately preceding the date on which a complaint was filed pursuant to division (a)(1) of this section, a civil penalty in an amount not to exceed five thousand dollars (\$5,000).

~~A. Up to \$1,000 for a first offense in the five years preceding the filing of the charge;~~

~~B. Up to \$2,500 for a second offense in the five years preceding the filing of the charge.~~

~~C. Up to \$5,000 for a third or subsequent offense in the five years preceding the filing of the charge.~~

The notice of violation, order to cease and desist and any other penalty issued by the Hearing Officer shall be served on the respondent and complainant.

The Law Director is authorized to institute in the name of the City of Worthington any appropriate civil enforcement proceedings.

### ~~539.0706~~ COMPLAINTS ALLEGING UNLAWFUL DISCRIMINATORY PRACTICES BY THE CITY

If a complaint is filed with the City Clerk alleging that the City, or one of its boards, commissions, departments, divisions, officials, or employees has engaged or is engaging in an unlawful discriminatory practice as defined in Chapter 539 of the Worthington Codified Ordinances, then the following additional procedures shall apply:

- (a) The Law Director shall forward a copy of the complaint to the City Council.

- (b) The City Council may appoint special counsel to conduct a preliminary investigation instead of the Law Director conducting the preliminary investigation.
- (c) The City Council may appoint a mediator to endeavor to eliminate any alleged unlawful discriminatory practices by methods of mediation instead of the Law Director appointing a mediator.
- (d) The City Council may appoint a hearing officer to conduct a determination hearing instead of the City Manager appointing the hearing officer.
- (e) If the complaint involves an employment action by the City against the complainant, then the City Council may refer the complaint to the Personnel Appeals Board for an appeal hearing concerning the alleged discriminatory practices and no further action shall be taken under this Chapter.

539.~~98~~07 FAILURE TO COMPLY.

- (a) Whoever fails to comply with a subpoena issued by the Hearing Officer as provided in this Chapter is guilty of a minor misdemeanor.
- (b) Any person who commits an unlawful discriminatory practice under any of the provisions of this chapter and fails to comply with any order of the Hearing Officer to cease and desist such unlawful discriminatory practice shall be guilty of failure to comply with an unlawful discriminatory practice order, a misdemeanor of the first degree.

539.~~99~~08 INTERFERING WITH CIVIL RIGHTS.

- (a) No public servant, under color of his office, employment, or authority, shall knowingly deprive, or attempt to deprive any person of a constitutional or statutory right or any other protections against discriminatory conduct created by an ordinance of the City of Worthington.
- (b) Whoever violates this section is guilty of interfering with civil rights, a misdemeanor of the first degree.

539.~~100~~9 ETHNIC INTIMIDATION.

- (a) No person shall violate Sections 2903.13, 2903.21, 2903.22, 2907.06, 2911.06, 2911.07, 2911.21, 2911.211, 2913.02, 2913.03, 2913.04, 2917.03, 2917.11, 2917.12, or 2917.21(A)(3) to (5) of the Ohio Revised Code or Sections 509.01, 509.03, 509.04, 521.08, 533.04, 537.03, 537.05, 537.06, 537.10(a)(3) to (5), 541.03, 541.04, 541.05, 541.051, 545.05, 545.06, 545.08, or 549.08 of the General Offenses Code of the Worthington Codified Ordinances, by reason of or where one of the motives is the victim's race, sex, sexual orientation, gender identity or expression, color, religion,

ancestry, national origin, age, disability, marital status, familial status, genetic information or military status.

(b) In a prosecution under this section, the offenders' motive, reason or purpose may be shown by the offender's temporarily related conduct or statements before, during or after the offense, including ethnic, sexual orientation, gender identity or expression, religious or racial slurs, and by the totality of the facts, circumstances and conduct surrounding the offense.

(c) Whoever violates this section is guilty of ethnic intimidation. Ethnic intimidation is an offense of the next higher degree than the offense the commission of which is a necessary element of ethnic intimidation except as provided in subsection (d).

(d) If the underlying offense which is a necessary element of ethnic intimidation is a misdemeanor of the first degree, then the offense of ethnic intimidation is a misdemeanor of the first degree and the court shall impose a mandatory minimum sentence of at least ten (10) days in jail.

(e) This section does not apply if the facts alleged in the complaint would constitute a felony under Section 2927.12, Ohio Revised Code.

(f) The division of police shall keep and maintain records of reported violations of this section and reported incidents the motive of which is the victim's race, sex, sexual orientation, gender identity or expression, color, religion, ancestry, national origin, age, disability, familial status or military status.

#### ~~539.410~~ ANNUAL REPORT AND APPOINTMENT OF DESIGNEE.

(a) The Law Director shall prepare an annual report to the Community Relations Commission and City Council summarizing the complaints, investigations, hearings, and enforcement proceedings involving unlawful discriminatory practices under this Chapter.

(b) The Law Director may appoint a designee to perform any of the duties assigned under this Chapter including conducting an investigation or instituting appropriate civil or criminal enforcement proceedings.

#### ~~539.4211~~ EXCLUSIONS.

The application and enforcement of the protections created herein are limited solely to the terms of this chapter and such terms shall not create nor enhance protected class status for any other purpose including public and private affirmative action program eligibility. The term "affirmative action program" shall include any program administered by any private or public entity for the purpose of providing preferential treatment for those in a protected class.

539.13 ——— 12 CONSTRUCTION AND SEVERABILITY.

(a) Chapter 539 of the Worthington City Codes is not intended to and shall not be construed to prohibit or restrict speech or conduct protected under the First Amendment of the United States Constitution or any other provisions of the United States Constitution or Ohio Constitution.

(b) Chapter 539, of the Worthington City Codes, and each division of said section there under, are hereby declared to be independent divisions and sub-divisions and, notwithstanding any other evidence of legislative intent, it is hereby declared to be the controlling legislative intent that if any provisions of said divisions and sub-divisions, or the application thereof to any person or circumstance is held to be invalid, the remaining divisions or sub-divisions and the application of such provision to any person or circumstances other than those to which it is held invalid shall not be affected thereby, and it is hereby declared that the remaining divisions and sub-divisions would have been passed independently of any provisions held to be invalid.

SECTION 2. Repeal Section 541.08 “Ethnic Intimidation” of the Worthington Codified Ordinances.

SECTION 3. The provisions of Chapter 539 shall become effective on July 1, 2019.

SECTION 4. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington, Ohio.



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: 04/29/2019

To: Matthew H. Greeson, City Manager

From: Scott F. Bartter, Finance Director

Subject: **Ordinance No. 18-2019 - Additional Appropriations**

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**EXECUTIVE SUMMARY**

This Ordinance appropriates additional funds for the purpose of paying the liabilities associated with employee retirements, continuing our Computer Aided Dispatch (CAD) software maintenance agreement, and costs associated with the 350 West Wilson Bridge Road Tax Increment Financing (TIF).

**RECOMMENDATION**

Approve as Presented

**BACKGROUND/DESCRIPTION**

**101.1040.511159 – Retirement Pay – Personnel - \$150,000**

In 2019, the City has had multiple long-tenured employees retire. As of April 30, there have been five (5) employees retire in 2019. These five employees accounted for 144 years of service with the City of Worthington. Upon separation of service with the City, employees are paid for accrued leave based upon the parameters as outlined in both labor contracts – as well as the City’s personnel rules and regulations.

The City anticipates at least four (4) additional retirements in 2019. The accompanying supplemental appropriation ordinance request is necessary in order to provide funding for the payouts related to these additional anticipated retirements.

**101.2030.540515 – Computer Maintenance – Police Support Services - \$75,000**

As part of the 2018 Capital Improvement Plan, the City anticipated purchasing new technology to support public safety dispatching services. This new software would have been under warranty in 2019, eliminating the need to enter into a maintenance agreement during 2019. Since we have been studying the future of the Worthington dispatch center, the new equipment was not purchased – thus we need to continue with a maintenance

agreement with our current software vendor. This supplemental appropriation provides the funds necessary to continue the City's maintenance agreement until 2020.

**350 W. Wilson Bridge Road TIF #950**

Included with the first-half 2019 property tax distribution from the Franklin County Auditor was the first distribution of funds for the 350 W. Wilson Bridge Road TIF. As per the TIF agreement, service payments received by the City shall be used for the following purposes:

1. To pay fees incurred by the City for the discharge of obligations under the TIF statutes and TIF agreement.
2. To make payments to the School Board as described in the Compensation Agreement.
3. To pay the costs of the construction of the designated improvements as described in the TIF agreement.

The first appropriation of \$1,100 will be used to pay the County Auditor fees associated with the collection and distribution of property tax. Per the compensation agreement, there are zero (\$0.00) dollars due to the school district because the valuation of the property is less than \$5.8 million.

The additional appropriation of \$85,000 will be used to reimburse the developer for the improvements listed in the TIF agreement, including: renovation costs for the purposes of fire suppression and related to making the building compliant with the Americans with Disabilities Act.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES** (if applicable)

General Fund: \$225,000

350 W. Wilson Bridge Rd. TIF: \$86,100

**ATTACHMENTS**

Ordinance No. 18-2019

## ORDINANCE NO. 18-2019

Amending Ordinance No. 52-2018 (As Amended) to Adjust the Annual Budget by Providing for Appropriations from the General Fund and 350 W. Wilson Bridge Rd. TIF Fund Unappropriated Balance.

WHEREAS, the Charter of the City of Worthington, Ohio, provides that City Council may at any time amend or revise the Budget by Ordinance, providing that such amendment does not authorize the expenditure of more revenue than will be available;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That there be and hereby is appropriated from the General Fund unappropriated balances to:

<u>Account No.</u>	<u>Description</u>	<u>Amount</u>
<b><u>General Fund #101</u></b>		
101.1040.511159	Retirement Pay	\$ 150,000.00
101.2030.540515	Computer Maintenance – Police Support Service	\$ 75,000.00
<b>General Fund Totals</b>		<b>\$ 225,000.00</b>
<b><u>350 W. Wilson Bridge TIF #950</u></b>		
950.9020.540528	County Auditor Fees	\$ 1,100.00
950.9020.540980	TIF Fund Reimbursement	\$ 85,000.00
<b>350 W. Wilson Bridge TIF Fund Totals</b>		<b>\$ 86,100.00</b>

SECTION 2. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington, Ohio.

Passed \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 14, 2019

To: Matthew H. Greeson, City Manager

From: Daniel Whited, P.E.

Subject: **Ordinance No. 19-2019 - Appropriation - Huntley Road Waterline Project**

---

**EXECUTIVE SUMMARY**

This Ordinance appropriates funding for construction and project oversight for the Huntley Road Waterline Project, which must be constructed ahead of other associated work for the Northeast Gateway Project.

**RECOMMENDATION**

Motion to Amend to include the company name and the amount; Approve as Amended

**BACKGROUND/DESCRIPTION**

On May 1<sup>st</sup> bids were opened for the construction of the Huntley Road Waterline Project. This project replaces and realigns the existing waterline on Huntley Road. The work must be completed ahead of other utility and right-of-way work for the Northeast Gateway Project and it meets the timelines for Ohio Public Works Commission reimbursement funds. Staff has evaluated the bids and recommends allowing the City Manager to enter into a contract with J&T Excavating LLC for an amount not to exceed \$597,805.82 including contingencies.

**ATTACHMENTS**

Ordinance No. 19-2019 (As Amended)  
Ordinance No. 19-2019



ORDINANCE NO. 19-2019  
(As Amended)

Amending Ordinance No. 52-2018 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvements Fund Unappropriated Balance to Pay the Costs of the NE Gateway – Huntley Rd. Waterline Project and all Related Expenses and Determining to Proceed with said Project. (Project No. 602-14)

WHEREAS, the Charter of the City of Worthington, Ohio, provides that City Council may at any time amend or revise the Budget by Ordinance, providing that such amendment does not authorize the expenditure of more revenue than will be available;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That there be and hereby is appropriated from the Capital Improvements Fund Unappropriated Balance to Account No. 308.8150.533330 an amount not to exceed six hundred forty-one thousand dollars (\$641,000) to pay the cost of the NE Gateway- Huntley Rd. Waterline Project and all related expenses (Project No. 602-14).

SECTION 2. That the City Manager be and hereby is authorized and directed to enter into an agreement with the firm of J & T Excavating LLC for the provision of the aforementioned services.

SECTION 3. For the purposes of Section 2.21 of the Charter of the City, this ordinance shall be considered an “Ordinance Determining to Proceed” with the Project, notwithstanding future actions of this Council, which may be necessary or appropriate in order to comply with other requirements of law.

SECTION 4. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington, Ohio.

Passed \_\_\_\_\_

Attest:

\_\_\_\_\_  
Clerk of Council

\_\_\_\_\_  
President of Council

Introduced May 6, 2019

P.H. May 20, 2019

Effective

ORDINANCE NO. 19-2019

Amending Ordinance No. 52-2018 (As Amended) to Adjust the Annual Budget by Providing for an Appropriation from the Capital Improvements Fund Unappropriated Balance to Pay the Costs of the NE Gateway – Huntley Rd. Waterline Project and all Related Expenses and Determining to Proceed with said Project. (Project No. 602-14)

WHEREAS, the Charter of the City of Worthington, Ohio, provides that City Council may at any time amend or revise the Budget by Ordinance, providing that such amendment does not authorize the expenditure of more revenue than will be available;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That there be and hereby is appropriated from the Capital Improvements Fund Unappropriated Balance to Account No. 308.8150.533330 an amount not to exceed Five Hundred Ninety Seven thousand Eight Hundred and five dollars and Eighty Two cents (\$ 597,805.82) to pay the cost of the NE Gateway- Huntley Rd. Waterline Project and all related expenses (Project No. 602-14).

SECTION 2. That the City Manager be and hereby is authorized and directed to enter into an agreement with the firm of J&T Excavating, LLC for the provision of the aforementioned services.

SECTION 3. For the purposes of Section 2.21 of the Charter of the City, this ordinance shall be considered an “Ordinance Determining to Proceed” with the Project, notwithstanding future actions of this Council, which may be necessary or appropriate in order to comply with other requirements of law.

SECTION 4. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington, Ohio.

Passed \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 1, 2019

To: Matthew H. Greeson, City Manager

From: Tom Lindsey, Law Director

Subject: **Ordinance No. 20-2019 – Appropriation Authorization of Property and Easements - Northeast Gateway Project**

---

**EXECUTIVE SUMMARY**

This Ordinance authorizes the appropriation of certain identified parcels as part of the Northeast Gateway Project.

**RECOMMENDATION**

Motion to Table until June 3, 2019

**BACKGROUND/DESCRIPTION**

This Ordinance authorizes the filing of appropriation proceedings to acquire certain identified parcels as part of the Northeast Gateway project.

City's right of way acquisition consultants have been unsuccessful to date in negotiating a mutually agreeable purchase price for the identified parcels. However, those negotiation efforts will continue up until the time that the appropriation cases are filed in court.

The Law Director, in consultation with the City Manager and the Service & Engineering and Finance Departments, has retained the law firm of Frost Brown Todd to handle the appropriation cases as special counsel for the City. The law firm has significant recent experience handling appropriation cases for other municipalities in central Ohio, including working with the local Ohio Department of Transportation (ODOT) officials and the City's acquisition consultants. The attorney fees are eligible for state and federal reimbursement similar to parcel acquisition and project construction costs.

It is anticipated that Frost Brown Todd will file any necessary appropriation cases on or about July 1, 2019. This will allow sufficient time to meet the ODOT project schedule for right of way acquisition.

#### 6.D. - Appropriation Authorization for Property and Easements - Northeast Gateway Project

The Ordinance replaces the right of way acquisition process established in Ordinance No. 61-2018 for the identified parcels. It authorizes the settlement of the appropriation cases without further City Council action if an agreed purchase price is negotiated prior to trial. The price would be based on the parties' appraisals and the anticipated additional litigation costs. The Law Director and ODOT officials will be involved in any settlement decisions.

Staff is requesting this item be tabled until June 3, 2019 to allow more time to ensure the property owner notifications have been processed appropriately.

To avoid unnecessary length to this agenda packet, we have removed Exhibit B from this packet (128 pages) and will include it for the public hearing on June 3<sup>rd</sup>.

#### **ATTACHMENTS**

Ordinance No. 20-2019

Exhibit A – Table of Property Owners

Exhibit B – Legals (removed)

ORDINANCE NO. 20-2019

An Ordinance Authorizing the Appropriation of Property and Easements from Multiple Properties for the Public Purpose of Constructing a Roadway Project, Specifically, for the FRA-CR 84-1.36 Northeast Gateway Project, Which Such Roadway Shall be Open to the Public Without Charge.

WHEREAS, the City of Worthington, Ohio (the “City”) is preparing to construct the FRA-CR 84-1.36 Northeast Gateway Project (the “Project”), which consists of roadway widening, realignment, and resurfacing of CR 84 (Worthington-Galena Road) as well as construction of various roadway appurtenances in connection with the Project; and,

WHEREAS, the Project requires that the City obtain certain property by Warranty Deed with Reservation of Access as well as various permanent and temporary easements from multiple property owners for the Project; and,

WHEREAS, Council previously passed Ordinance No. 12-2014 determining to proceed with the Project, Ordinance No. 33-2018 appropriating the funds for the acquisition of the various real estate interests, and Ordinance No. 61-2018 determining to proceed with the acquisition; and,

WHEREAS, the Project requires that the City obtain the entire parcel, being 0.505-acres by Warranty Deed (10-WD) from Robert Morris Montgomery (Parcel 10); and,

WHEREAS, the Project requires that the City obtain a 0.021-acre Warranty Deed with Reservation of Access (11-WD1), a 0.023-acre Warranty Deed with Reservation of Access (11-WD2), a 0.011-acre Sewer Easement (11-S), a 0.021-acre Temporary Easement (11-T1), and a 0.031-acre Temporary Easement (11-T2) from Shereen Hashmi (Parcel 11); and,

WHEREAS, the Project requires that the City obtain a 0.017-acre Warranty Deed with Reservation of Access (12-WD), and a 0.024-acre Temporary Easement (12-T) from Mary Ann Ondecko and Tom Lochner (Parcel 12); and,

WHEREAS, the Project requires that the City obtain a 2.452-acre Warranty Deed with Reservation of Access (16-WD), a 0.077-acre Sewer Easement (16-S1), a 0.053-acre Sewer Easement (16-S2), a 0.744-acre Utility Easement (16-U), and a 0.134-acre Temporary Easement (16-T) from Anheuser-Busch Commercial Strategy (Parcel 16); and,

WHEREAS, the Project requires that the City obtain a 0.257-acre Warranty Deed with Reservation of Access (24-WD), a 0.196-acre Utility Easement (24-U), and a 0.059-acre Temporary Easement (24-T) from MayFam Reality, a General Partnership (Parcel 24); and,

ORDINANCE NO. 20-2019

WHEREAS, the Project requires that the City obtain a 0.059-acre Warranty Deed with Reservation of Access (25-WD), and a 0.044-acre Temporary Easement (25-T) from Lakeview Commercial Properties, LLC, an Ohio limited liability company (Parcel 25); and,

WHEREAS, the Project requires that the City obtain a 0.579-acre Warranty Deed with Reservation of Access (30-WD) from the Estate of Hester F. Dysart (Parcel 30); and,

WHEREAS, the Project requires that the City obtain a 0.433-acre Warranty Deed with Reservation of Access (33-WD), and a 0.089-acre Temporary Easement (33-T) from 6969 Worth-Galena, LLC (Parcel 33); and,

WHEREAS, the Project requires that the City obtain a 0.166-acre Warranty Deed with Reservation of Access (35-WD1), a 0.088-acre Warranty Deed with Reservation of Access (35-WD2), a 0.027-acre Sewer Easement (35-S1), a 0.004-acre Sewer Easement (35-S2), a 0.021-acre Temporary Easement (35-T1), and a 0.013-acre Temporary Easement (35-T2) from Top World Legacy, LLC, an Ohio limited liability company (Parcel 35); and,

WHEREAS, the Project requires that the City obtain a 0.180-acre Warranty Deed with Reservation of Access (36-WD), a 0.028-acre Sewer Easement (36-S), a 0.025-acre Temporary Easement (36-T1), and a 0.014-acre Temporary Easement (36-T2) from Pia Truman and Colombo Cautela, Widower (Parcel 36); and,

WHEREAS, the Project requires that the City obtain a 0.218-acre Warranty Deed with Reservation of Access (37-WD), a 0.019-acre Sewer Easement (37-S), a 0.030-acre Temporary Easement (37-T1), and a 0.021-acre Temporary Easement (37-T2) from Carlo Cautela (Parcel 37); and,

WHEREAS, the Project requires that the City obtain a 0.693-acre Warranty Deed with Reservation of Access (39-WD) from the Estate of Richard M. Gilbert and the Estate of Evelyn Gilbert (Parcel 39); and,

WHEREAS, the Project requires that the City obtain a 0.431-acre Warranty Deed with Reservation of Access (9-WD), a 0.009-acre Sewer Easement (9-S), a 0.043-acre Slope Easement (9-SL), a 0.017-acre Utility Easement (9-U1), a 0.143-acre Utility Easement (9-U2), a 0.432-acre Temporary Easement (9-T1), and a 0.099-acre Temporary Easement (9-T2) from Rush Creek Investors LLC (Parcel 9); and,

ORDINANCE NO. 20-2019

WHEREAS, the Project requires that the City obtain a 0.045-acre Warranty Deed with Reservation of Access (14-WD), a 0.040-acre Temporary Easement (14-T1), a 0.106-acre Temporary Easement (14-T2), and a 0.005-acre Temporary Easement (14-T3) from Geldhill Family Limited Partnership (Parcel 14); and,

WHEREAS, the Project requires that the City obtain a 0.082-acre Warranty Deed with Reservation of Access (21-WD), a 0.124-acre Temporary Easement (21-T), and a 0.044-acre Utility Easement (21-U) from Worthington Galena, LLC (Parcel 21);

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. Council considers it necessary and declares its authorization to appropriate, for the public purpose of constructing a roadway project which shall be open to the public without charge, the property and easements from the property owners identified above, and in the table attached hereto as Exhibit A. All Warranty Deed fee interests referenced in the attached Exhibit A shall preserve a right of access for the residual parcel. Each of the property interests needed from each of the property owners and properties is described in the attached Exhibit B.

SECTION 2. Council hereby authorizes and directs such appropriations to proceed. The City, through its counsel, is hereby authorized to file a petition for appropriation in the Franklin County Court of Common Pleas should it become necessary, and to utilize the quick-take procedures pursuant to R.C. 163.06.

SECTION 3. Council further hereby authorizes and directs the City Manager, the Director of Law, the Director of Finance, the Clerk of Council, or other appropriate officers of the City to take any other lawful actions necessary to appropriate or acquire the properties identified in Section 1, including the authority to reach a reasonable administrative resolution with the property owner to acquire the property interests in an amount greater than the appraised value without further Council action required.

ORDINANCE NO. 20-2019

SECTION 4. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington Ohio.

Passed \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest

\_\_\_\_\_  
Clerk of Council



## Exhibit A

Property Owner(s)	Address	Franklin County Parcel No.	Acreage / Interest	Appraisal Value
Robert Morris Montgomery	431 E Wilson Bridge Rd Worthington, OH 43085	100-002697-00	10-WD (0.505 acre)	\$190,000.00
Shereen Hashmi	439 E Wilson Bridge Rd Worthington, OH 43085	100-002692-00	11-WD1 (0.021 acre), -WD2 (0.023 acre), -S (0.011 acre), -T1 (0.021 acre), -T2 (0.031 acre)	\$14,364.00
Mary Ann Ondecko Tom Lochner (dower)	445 E Wilson Bridge Rd Worthington, OH 43085	100-002696-00	12-WD (0.017 acre), -T (0.024 acre)	\$11,892.00
Anheuser-Busch Commercial Strategy	Worthington-Galena Rd Worthington, OH 43085	100-002422-00	16-WD (2.452 acre), -S1 (0.077 acre), -S2 (0.053 acre), -U (0.744 acre), -T (0.134 acre)	\$387,814.00
MayFam Reality	7100 Huntley Rd Worthington, OH 43085	100-002112-00	24-WD (0.257 acre), -U (0.196 acre), -T (0.059 acre)	\$69,133.00
Lakeview Commercial Properties LLC	733 Lakeview Plaza Blvd Worthington, OH 43085	100-005934-00	25-WD (0.059 acre), -T (0.044 acre)	\$26,968.00
Estate of Hester Dysert	Worthington-Galena Rd Worthington, OH 43085	n/a	30-WD (0.579 acre)	\$300.00
6969 Worth-Galena, LLC	6969 Worthington-Galena Rd Worthington, OH 43085	100-002444-00 100-002592-00	33-WD (0.433 acre), -T (0.089 acre)	\$26,904.00
Top World Legacy, LLC	7045 Worthington-Galena Rd Worthington, OH 43085	100-002698-00	35-WD1 (0.166 acre), -WD2 (0.088 acre), -S1 (0.027 acre), -S2 (0.004 acre), -T1 (0.021 acre), -T2 (0.013 acre)	\$55,058.00
Pia Truman Colombo Cautela (life estate)	7059 Worthington-Galena Rd Worthington, OH 43085	100-002703-00	36-WD (0.180 acre), -S (0.028 acre), -T1 (0.025 acre), -T2 (0.014 acre)	\$65,008.00
Carlo Cautela	7069 Worthington-Galena Rd Worthington, OH 43085	100-002690-00	37-WD (0.218 acre), -S (0.019 acre), -T1 (0.030 acre), -T2 (0.021 acre)	\$65,256.00
Estates of Richard & Evelyn Gilbert	E Wilson Bridge Rd Worthington, OH 43085	n/a	39-WD (0.693 acre)	\$300.00
Rush Creek Investors, LLC	438 E Wilson Bridge Rd Worthington, OH 43085	100-005932-00	9-WD (0.431 acre), -S (0.009 acre), -SL (0.043 acre), -U1 (0.017 acre), -U2 (0.143 acre), -T1 (0.432 acre), -T2 (0.099 acre)	\$135,723.00
Geldhill Family Limited Partnership	7099 Huntley Rd Worthington, OH 43085	100-000085-00	14-WD (0.045 acre), -T1 (0.040 acre), -T2 (0.106 acre), -T3 (0.005 acre)	\$15,660.00
Worthington Galena, LLC	7057-7079 Huntley Rd Worthington, OH 43085	100-002463-00 100-002684-00	21-WD (0.082 acre), -T (0.124 acre), -U (0.044 acre)	\$24,976.00

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**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 15, 2019

To: Matthew H. Greeson, City Manager

From: Darren Hurley, Parks & Recreation Director

Subject: **Resolution No. 29-2019 - Bicycle and Pedestrian Master Plan**

---

**EXECUTIVE SUMMARY**

The final revised version of the Bicycle and Pedestrian Master Plan will be presented by the consulting team and staff for adoption.

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

Bicycle and Pedestrian access has been a stated priority of City Council, ultimately leading to the appointment of a Bicycle and Pedestrian Advisory Board. One of the recommendations of the Board was to create a Bicycle and Pedestrian Master Plan for Worthington. Over the past year, a consulting team has led a robust community input process including walk audits, community workshops, stakeholder meetings, online input opportunities, public presentations, open houses, input from a steering committee, and a City Council workshop. The community input along with the expertise of the consulting team has led to the development of a Bicycle and Pedestrian Master Plan that will guide the city in the planning and prioritization of bicycle and pedestrian initiatives and projects.

**BACKGROUND/DESCRIPTION**

Resolution No. 29-2019

RESOLUTION NO. 29-2019

Adopting a Bicycle and Pedestrian Master Plan for  
the City of Worthington.

WHEREAS, Bicycle and Pedestrian access has been a stated priority of the  
Worthington City Council;

WHEREAS, Worthington City Council appointed a Bicycle and Pedestrian  
Advisory Board made up of Worthington residents to make recommendations on bicycle  
and pedestrian accommodations in Worthington;

WHEREAS, the Bicycle and Pedestrian Advisory Board made a recommendation  
to City Council to allocate funding to hire a consultant team to gather community input and  
create a Bicycle and Pedestrian Master Plan to guide future projects and investments;

WHEREAS, the Bicycle and Pedestrian Advisory Board, with the assistance of a  
professional consulting team and staff has completed a process involving community input  
and dialogue including walk audits, community workshops, stakeholder meetings, on-line  
input opportunities, public presentations, open houses, a City Council workshop, and input  
from a steering committee of community representatives;

WHEREAS, the Bicycle and Pedestrian Master Plan will provide direction to staff  
in the planning and prioritization of bike and pedestrian initiatives and projects;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Municipality of  
Worthington, County of Franklin, State of Ohio:

SECTION 1. That the Worthington City Council adopts the attached Bicycle and  
Pedestrian Master Plan for the City of Worthington.

SECTION 2. That the City Manager and his designees will utilize the Bicycle and  
Pedestrian Master Plan to inform future decisions regarding bicycle and pedestrian  
initiatives and projects.

SECTION 3. That the Clerk be and hereby is instructed to record this Resolution  
in the appropriate record book upon its adoption.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council

# A CONNECTED WORTHINGTON BICYCLE AND PEDESTRIAN MASTER PLAN 2019



# ACKNOWLEDGMENTS

The following individuals, departments and agencies were consulted during the development of this Bicycle and Pedestrian Master Plan:

## CITY OF WORTHINGTON

- Matthew H. Greeson, City Manager
- Robyn Stewart, Assistant City Manager
- Darren Hurley, Director, Parks & Recreation
- Celia Thornton, Project Supervisor, Parks & Recreation
- Lee Brown, Director, Planning & Building
- Robert Wetmore, Engineer & GIS Manager
- Dan Whited, Director, Service & Engineering
- Worthington Fire Department
- Worthington Police Department

## WORTHINGTON CITY COUNCIL

- Bonnie Michael, President
- Rachael Dorothy
- Doug Foust
- Beth Kowalczyk
- Scott Myers
- David Robinson
- Doug Smith

## WORTHINGTON BICYCLE AND PEDESTRIAN MASTER PLANNING STEERING COMMITTEE

- Randy Banks, Worthington Schools
- Michael Bates, Bike and Pedestrian Advisory Board
- Lee Brown, Director of Planning and Building
- Rachael Dorothy, City Council
- Ed Hoffman, Municipal Planning Commission
- Darren Hurley, Parks & Recreation Director
- Gary Schmidt, Bike and Pedestrian Advisory Board
- Sergeant Tige St. John, Worthington Police Department
- Celia Thornton, Parks & Recreation Project Supervisor
- John Stephan, Bike & Pedestrian Advisory Board
- Scott Ulrich, Columbus Public Health
- Dan Whited, Director of Service and Engineering

## WORTHINGTON BICYCLE AND PEDESTRIAN ADVISORY BOARD

- Kelly Whalen, Chair
- Michael Bates, Vice Chair
- Katelyn Burkley
- Larry Creed
- Ann Horton
- Emma Lindholm
- Eugenia Martin
- Gary Schmidt
- John Stephan

## OTHER CONTRIBUTORS

- Central Ohio Transit Authority (COTA)
- City of Columbus
- City of Westerville
- Columbus Public Health
- Franklin County Engineer
- Mid-Ohio Regional Planning Commission (MORPC)
- Ohio Department of Transportation (ODOT) District 6
- Old Worthington Partnership
- Worthington City Schools
- Worthington Libraries



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Worthington Bicycle and Pedestrian Master Plan | Page 3



# CHAPTER 1. THE DISCOVERY PHASE









# INTRODUCTION

In May 2018, the City of Worthington selected the Consultant team of Blue Zones LLC and Planning NEXT to engage the community in creating a Bicycle and Pedestrian Master Plan to guide the development of bicycle and pedestrian routes, linking activity centers within the City, as well as the regional network.

The development of this Plan was accomplished through the following key activities:

- Robust public input to develop a clear vision for bicycling and walking, identifying gaps and barriers, both perceived and actual, in the existing network where high priority routes are disconnected;
- Development of a methodology for prioritizing projects, including identifying non-disruptive routes in historic Worthington, family-friendly routes, and a tiered network that serves experienced riders and less experienced riders, and all ages and abilities of people on foot and bike;
- A system that features a first and last mile approach that maximizes use of transit, Safe Routes to School, and use of main streets and parks where people walk or bike rather than drive to these destinations;
- Design guidance into the City's road standards through best practices that can be applied to a typology of streets; and
- A focus on encouraging walking and biking, not just as a viable, but as preferred modes of transportation, while maintaining safe, effective and efficient means of accommodating vehicular traffic within and through the Worthington.



# VISION: A CONNECTED WORTHINGTON

We shape our world, and then our world shapes us. After thousands of years of 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, sedentary behaviors, poor air and unhealthy habitats. 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 pathways to a more resilient 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.

This 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 are required. This document prioritizes projects 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. In this way, Worthington will strategically advance its infrastructure, leveraging investments year-on-year and, in time, resulting in significant change over time.

Given funding limitations, strategic implementation of recommendations is necessary for improving conditions for walking and cycling in Worthington.

*Images: Walking Audit Participants, Worthington, Ohio*



A project is more likely to succeed if motivated individuals set a course to accomplish their shared goals, together.

When people walk together, they are not only in step with one another, they discover, dream, and achieve together.

DAN BURDEN



Worthington Bicycle and Pedestrian Master Plan | Page 7



# COMMUNITY ENGAGEMENT

To ensure that the planning process for Worthington was open, inclusive and transparent, community engagement was fundamental to the development of the Plan. Following is a summary of the engagement process, which included opportunities for face-to-face interaction at key moments, as well as stakeholder interviews, walking audits, community presentations and workshops, as well as opportunities for online participation. A summary of community engagement follows, which is described in this section. Comments received are included in the Appendices of this document.

## *June 2018: Existing Conditions Assessment*

- Discovery Tour
- Stakeholder Meetings

## *August 2018: Community Engagement*

- Community Walk Audits
- Community Workshop
- Stakeholder Meetings
- Summer in the 614 Festival Booth

## *August - October 2018: On-Line Engagement*

- Project Webpage
- Geowiki Map

## *November 2018: Staff and Stakeholder Engagement*

- Bicycle and Pedestrian Steering Committee Presentation
- Bicycle and Pedestrian Advisory Board Presentation

## *February 2019: Draft Plan Presentation*

- Community Open House
- Steering Committee Meeting
- City Council Presentation

## *May 2019: Final Plan Presentation*

- City Council Presentation



*Image Top: Staff and Planning Team Discovery Tour*

*Image Middle: Stakeholder Interviews*

*Image Bottom: Rainy Day Walking Audit*

*Image Right: Community Workshop*

# COMMUNITY ENGAGEMENT

Community engagement included:

**Steering Committee:** The Worthington Bicycle and Pedestrian Steering Committee provides oversight and local expertise on core elements in both the methodology and calibration of tools, to meet local and regional active transportation needs. This Steering Committee was consulted throughout this planning process to ensure Plan elements are well-focused and coordinated across agencies, organizations and initiatives. This included on-site meetings in June, August and November 2018, as well as a review role throughout.

**Discovery Tour:** In June of 2018, the project team conducted a tour of the community with City staff. The tour provided the opportunity to develop a shared perspective on existing conditions and discuss relevant best practices, while examining local conditions in Worthington.

**Stakeholder Interviews:** The project team met with regional stakeholders to gain insight about the numerous agencies and disciplines that impact and are impacted by Plan recommendations. Coordination with the Mid-Ohio Regional Planning Commission (MORPC) occurred throughout this project.

**Walking Audits:** In August of 2018, the project team conducted several walking audits with community members. These walks were located in strategic portions of the community and participants engaged in an open conversation with the project team.

**Community Workshop:** In August 2018, community members met with the project team and the Mid-Ohio Regional Planning Commission (MORPC) staff about key design considerations. The project team presented to the Worthington community on impressions of existing conditions, which included an overview of the bicycle and pedestrian principles, as well best practices to prepare participants to generate ideas for their town. Then, attendees were put to work, mapping out issues and ideas.



Twenty ideas were generated and participants were asked to vote for the top five, prioritizing these ideas.

**Online Engagement:** After the August workshop, a digital format was replicated to allow individuals who were unable to attend the public meetings the opportunity to provide input. Through this online map, issues and opportunities were identified. This input was crucial in decision-making as the map attracted 350 unique logins with more than 600 comments. A dedicated City-hosted website also served as a portal for communicating with residents and visitors. The homepage for the Bike and Pedestrian Master Plan provided a repository for Plan activities and updates.

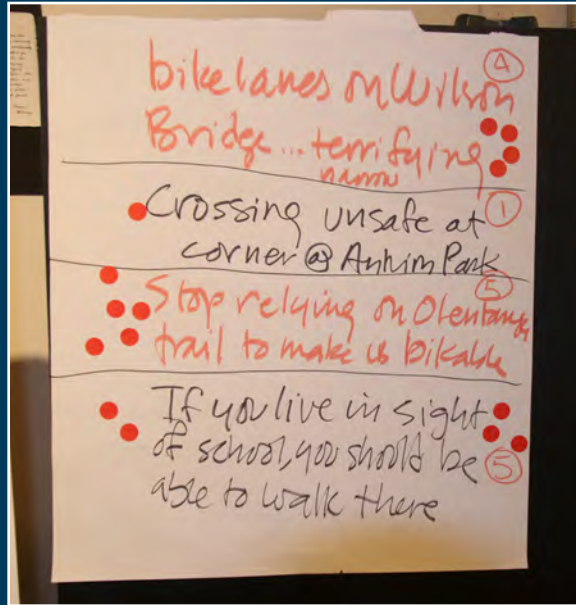
**Summer Events:** The project team hosted a table at the popular Summer in the 614 Festival. Neighbors and visitors stopped by to talk about bicycling and walking in Worthington, mapping areas of concern and ideas for improving walking and cycling in Worthington.

**Draft Plan Open House:** In February, city staff and the project team presented boards of the work thus far and the draft Plan recommendations. The Open House format offered visitors the chance to review materials at their own pace and ask questions of the project team.

**Final Plan Presentation:** In May, the project team presented *A Connected Worthington, Bicycle and Pedestrian Master Plan (2019)* to the City Council for adoption.

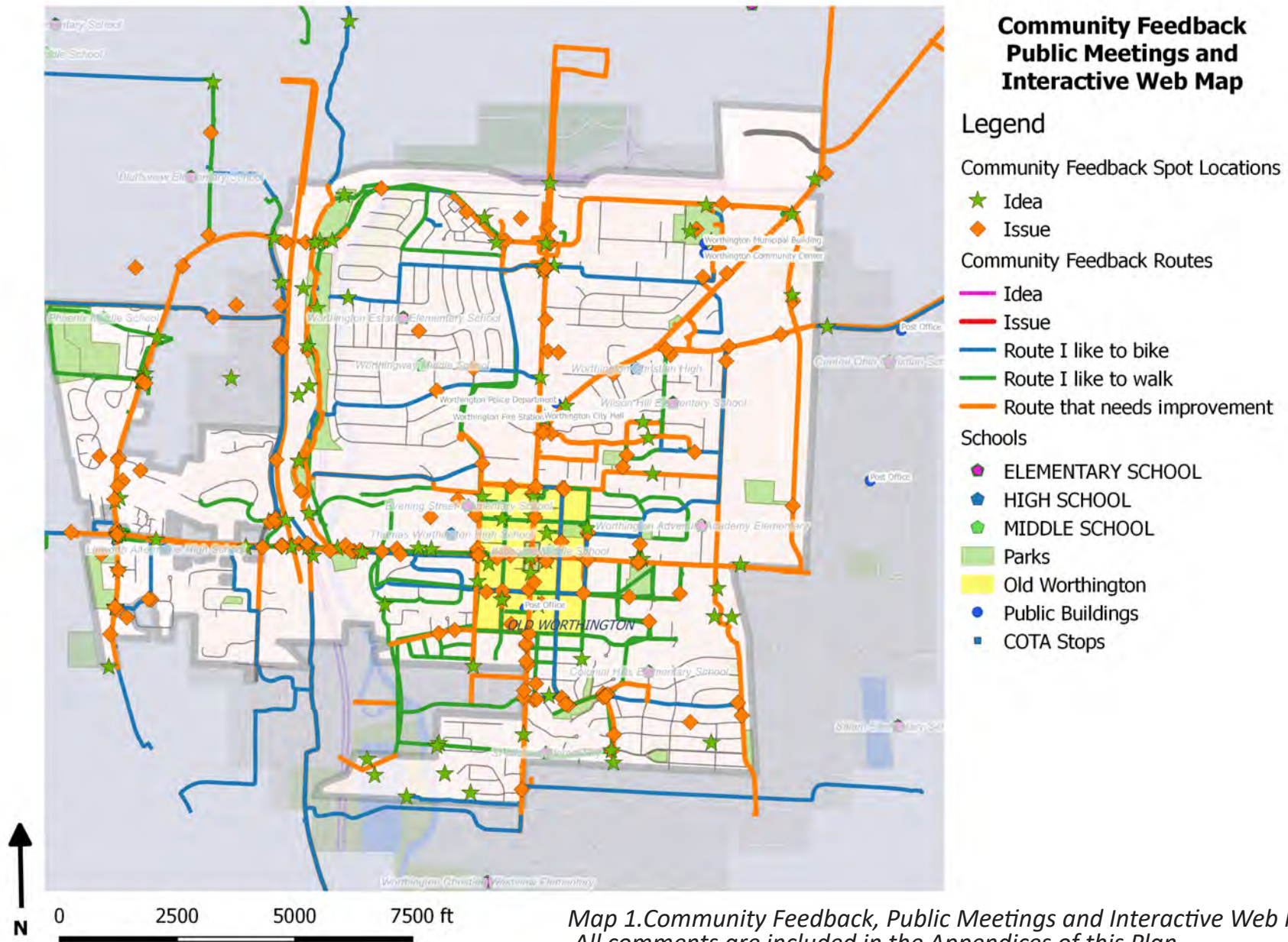


# COMMUNITY ENGAGEMENT





# MAP #1. COMMUNITY FEEDBACK





# STAKEHOLDER MEETINGS



# STAKEHOLDER MEETINGS

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 *Worthington Bicycle and Pedestrian Steering Committee* was consulted throughout this planning process to ensure Plan elements are well-focused and coordinated across agencies, organizations and initiatives. This included on-site meetings in June, August and November 2018, as well as a review role throughout. Steering Committee members are as follows:

- Randy Banks, Worthington Schools Representative
- Mike Bates, Bike & Pedestrian Advisory Board
- Lee Brown, City Planning Department
- Rachael Dorothy, City Council
- Ed Hoffman, City Planning Commission
- Darren Hurley, City Parks & Recreation Department
- Gary Schmidt, Bike & Pedestrian Advisory Board
- Celia Thornton, Parks & Recreation Project Supervisor
- Sgt. Tige St. John, Worthington Police Department
- John Stephan, Bike & Pedestrian Advisory Board
- Scott Ulrich, Columbus Public Health
- Dan Whited, City Service & Engineering Department



Worthington Bicycle and Pedestrian Master Plan | Page 13



## KEY MESSAGES

Based on the community engagement, a series of key messages emerged, as follows:

***Connect Linworth:*** The Linworth neighborhood is separated from the rest of the city with the river and SR315 serving as physical barriers to connection. Additionally, roadways in this portion of the city have little in the way of bicycle and pedestrian amenities.

***Improve Dublin-Granville:*** A wide five-lane road leads vehicular traffic from Old Worthington to SR315. Travel speeds along this corridor are typically faster than posted limits and prohibits walkability from neighborhoods to the south with connecting to the many civic amenities in the area. Similarly, the Dublin-Granville bridge over SR315 is a barrier for residents on the west side of the state route as they feel unsafe crossing.

***Ensure Neighborhood Preservation:*** Maintaining the character of individual neighborhoods is important to residents across the city. Many participants noted that monitoring through traffic in residential neighborhoods impacts their walkability. Repairs and additions to the existing sidewalk network were also noted as a priority, specifically in the older neighborhoods that may not have required sidewalks in the past.

***Advance the Regional Bike Network:*** The Central Ohio Greenways and specifically the Olentangy Trail are an amazing asset for the community but there are few opportunities for connection to Worthington proper. Similarly, participants noted wanting connections to the adjacent communities of Dublin and Westerville which each boast their own trail networks.

***Improve Walkability in Old Worthington:*** Sidewalk conditions and walkability are critical to the function of Old Worthington. Many noted the condition of the brick sidewalks as well as the level of safety when crossing High Street.

This vision for a safe and connected Worthington is based on a number of values that were endorsed by the community:

- Provide greater connectivity among major corridors and destinations;
- Make walking and bicycling safe for residents of all ages and abilities;
- Develop sound policies and tools to meet the needs of all modes and build Complete Streets;
- Utilize a comprehensive “Five E’s” strategy with inter-departmental and inter-agency coordination to advance a culture supportive of active transportation:
  - Engineering;
  - Education;
  - Enforcement;
  - Encouragement; and
  - Evaluation

Chapter 3 presents recommendations based on community input, existing conditions analysis, stakeholder interviews, funding opportunities and the resulting prioritization scheme.



This is a great start,  
but let's not stop here.  
- Participant









## CHAPTER 2. EXISTING CONDITIONS ANALYSIS









# EXISTING CONDITIONS

The mobile Discovery Tour provided the opportunity to develop a shared perspective on existing conditions and discuss relevant best practices, while examining local conditions in Worthington. The Discovery Tour included two elements:

1. Active Transportation Toolbox Training for key City staff;
2. A mobile bus tour of Worthington, focusing on key points of interest. This included: High Street-Wilson Bridge Road Intersection; Linworth Road Corridor; Olentangy River Trailhead; SR 161 Corridor; Old Worthington; and Worthington-Galena/Schrock Roads.

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:

- Fairly good sidewalk coverage exists, but gaps are found on important roads;
- Older areas are in a grid pattern, while newer areas are less connected;
- There is 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 opportunities to link neighborhoods and to make walking and bicycling trips possible. Currently, 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.



*Image Above: Walking Audit Participants*

*Image Below: Physical barriers across Worthington result in “six Worthingtons”*





## KEY CORRIDORS

Based on community and stakeholder engagement, eight key corridors were identified for existing conditions assessment:

- W. Dublin Granville Rd. (west of SR 315)
- W. Dublin Granville Rd. (from SR 315 to downtown)
- E. Dublin Granville Rd. (east of downtown)
- High Street at Dublin Granville Rd. (downtown)
- N. High Street
- Worthington-Galena Rd.
- Wilson Bridge Rd.
- Linworth Rd.

The following pages present the significant barriers to active transportation in Worthington, which will be addressed in Chapter 3. Recommendations and Chapter 4. Implementation Toolbox.



*Images Above and Below: Higher design speeds of streets encourages motorists to drive faster than the desired speed. From residential areas to major corridors, there is an abundance of signage reminding motorists to watch their speed.*





## W. DUBLIN GRANVILLE ROAD



Pedestrians are hidden by vehicles, utilities and landscaping. Crosswalks and crossing signals are missing, leaving it up to the pedestrian to choose when to cross. In some areas, this exposes pedestrians to a multiple threat crash. Bicyclists are not accommodated and culverts, drainage and rough edges are dangerous. The scale of signage is geared to motorists and pedestrian amenities such as seating, litter cans and lighting are absent.



## E. DUBLIN GRANVILLE ROAD



A gateway feature here could better establish place. Overly-wide travel lanes encourage speeding and fail to notify motorists that they are entering a community. This is an ideal candidate for reallocation of space to improve behaviors and support all modes of transportation. Pedestrian crossings are missing and high-visibility crossings, with pedestrian-scaled lighting, are encouraged.



# HIGH STREET AT DUBLIN GRANVILLE ROAD



This intersection serves as the focal point of downtown Worthington and a gateway feature is needed. Walking is uncomfortable at peak times, due to the narrow sidewalks adjacent to speeding vehicles. A pedestrian-actuated hybrid signal aims to address safety and is improving the yielding behavior of motorists.



# N. HIGH STREET



High Street is a high volume street which 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 transit system. 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, but it is not easily accessed from the east. The speed and scale of N. High

Street changes quickly, from 25MPH to 45MPH, before reaching I-270. As the context changes, the look and feel of the street also changes, becoming much less inviting to active transportation.



# WORTHINGTON-GALENA ROAD



Worthington-Galena has a posted speed limit of 25MPH, but there are numerous signs in the community asking motorists to slow down. The paved surface is only 22' without curb-and-gutter, and there are guard rails along much of the corridor. The guard rails, while providing a buffer for the modest pedestrian path along the road, reinforce the notion that this is a dangerous roadway. The roadway travels diagonal for the most part, resulting in skewed

intersections such as the above example at Schrock Road. These intersections have poor sight lines and are difficult to navigate whether by foot, by bike or automobile.



# WILSON BRIDGE ROAD



Wilson Bridge Road provides a critical east-west connection in North Worthington. There are bicycle lanes along the western section, but there is no facility to get beyond High Street and connect to the east where the community recreation center is located. The Olentangy Trail is easily accessible via the connecting path from Wilson Bridge Road. East of High Street, Wilson Bridge Road operates with three travel lanes (including a shared left-turn) and to the west, there

are two lanes. As the street approaches High Street from each direction, the roadway expands to six lanes.



# LINWORTH ROAD



The intersection of Linworth 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. Notice how the cyclist is crossing away from the intersection in the image above. 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. Development has gradually increased traffic volumes and is changing the rural feel of the corridor, creating the need to provide more infrastructure to support all modes. The goal is to ensure that investments in infrastructure build upon one another, developing the local bike and pedestrian network, rather than conflicting with one another.







# EXISTING BICYCLE FACILITIES



*Image Above: Regional trails, such as the Olentangy River Trail provide convenient access to regional destinations from Worthington.*



*Image Above: A lack of dedicated facilities on major streets (US 23, SR 161) leaves bicyclists with limited options for routes.*



*Image Above: Bicycling creates opportunities for all ages. Children in Worthington can particularly benefit from safe routes for bicycling.*

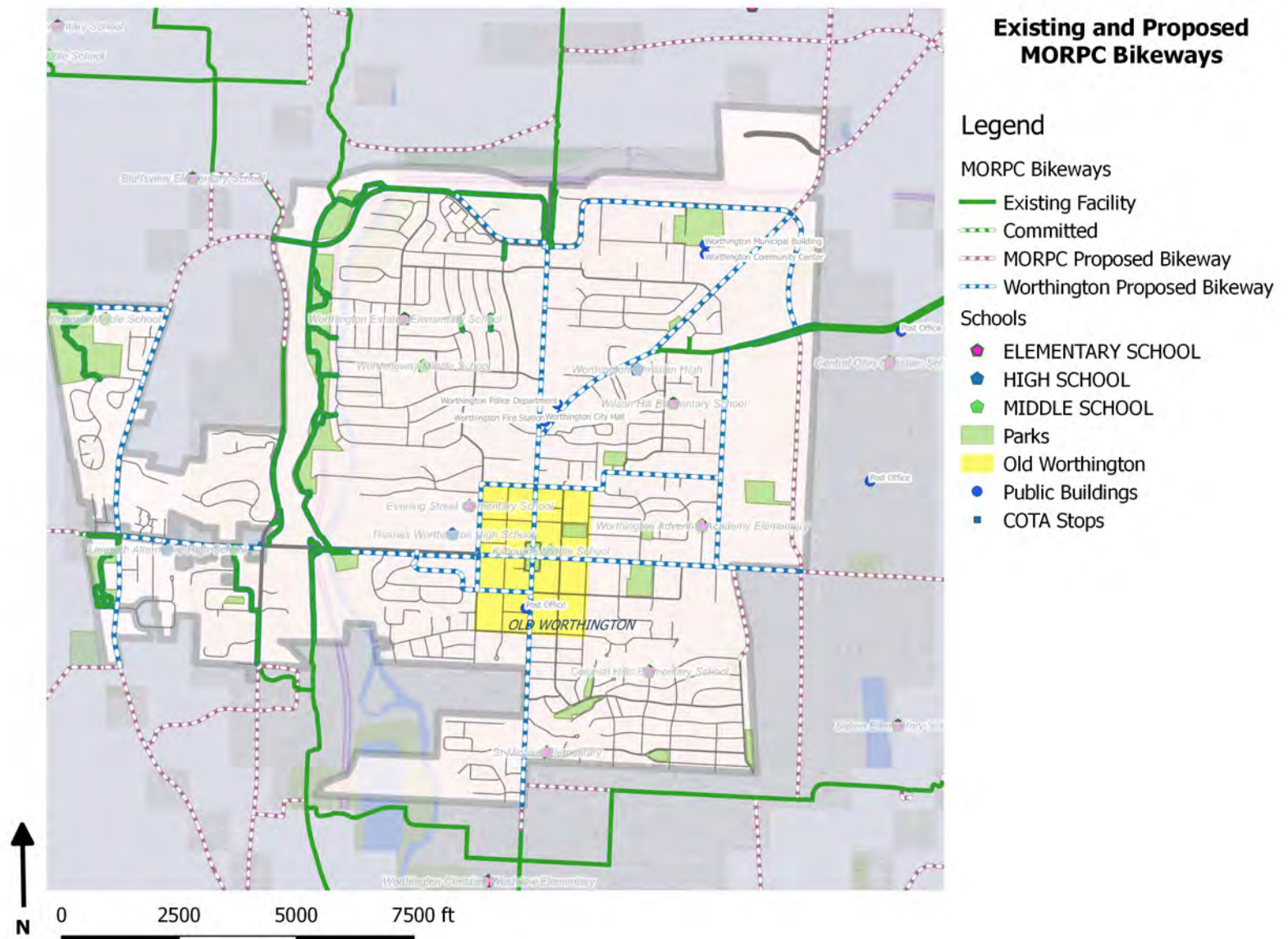


*Image Above: Opportunities exist for routes, such as the service road south of W. Dublin Granville Rd, which has recently been formalized as a connection.*



## MAP #2. EXISTING AND PROPOSED MORPC BIKEWAYS

Worthington has great proximity to regional trails with the Olentangy River Trail running north-south through the City, and the Alum Creek Trail a few miles to the east. There is a need to create connections both on- and off-street to complete the network.





# EXISTING PEDESTRIAN FACILITIES



*Image Above: Close to downtown, the sidewalks and street crossings provide an environment that invites persons of all ages to walk. Walkability is the key to the sense of place that is Worthington*



*Image Above: There are a number of streets without sidewalks even in close proximity to downtown. Low speed and volume streets may not need them.*



*Image Above: Outside of the downtown, many locations are dominated by automobiles and unfriendly for pedestrians, such as the intersection of 161 and Linworth.*

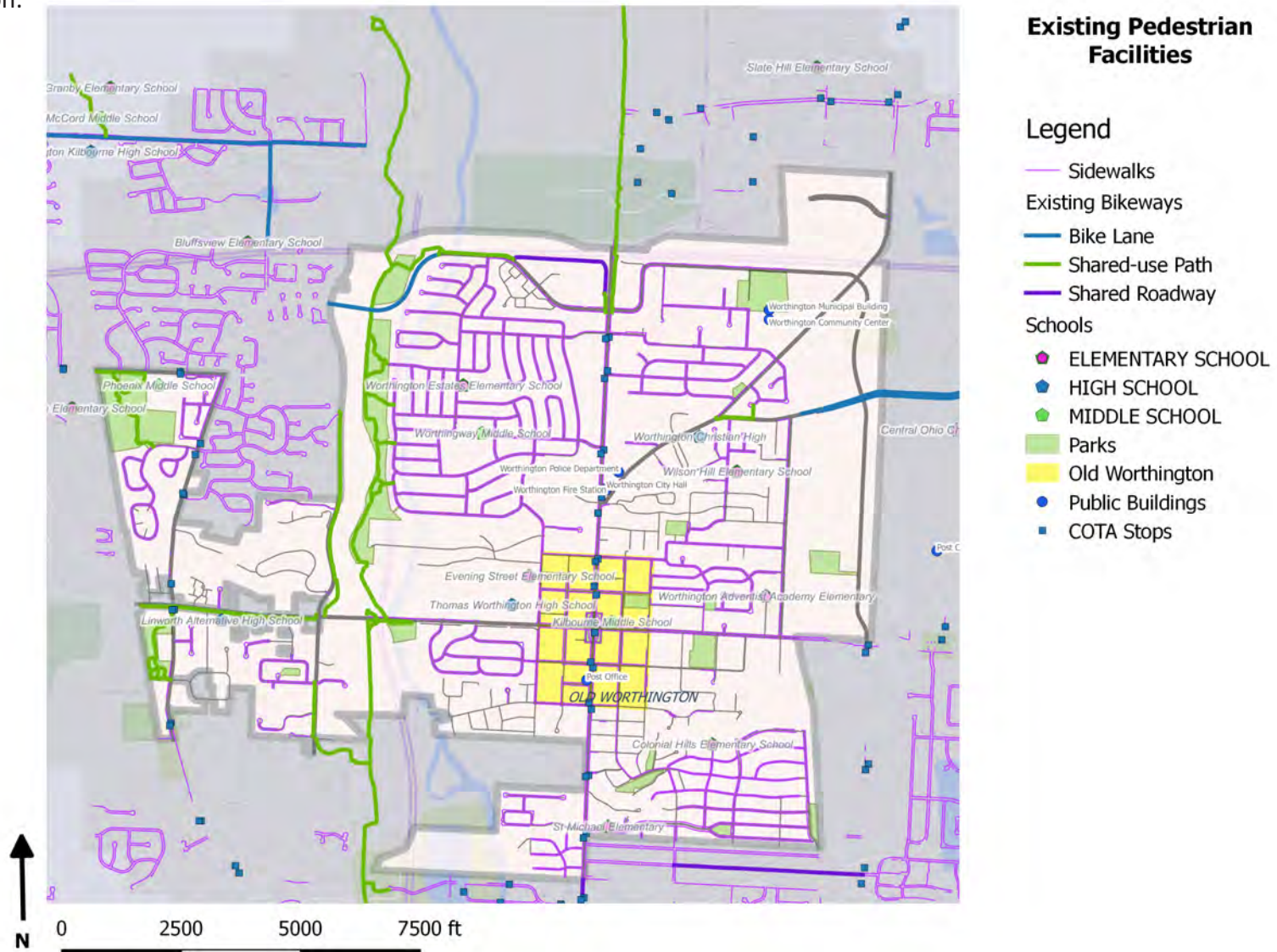


*Image Above: Many of the historic brick walkways in Old Worthington are in poor condition and pose barriers to accessibility.*



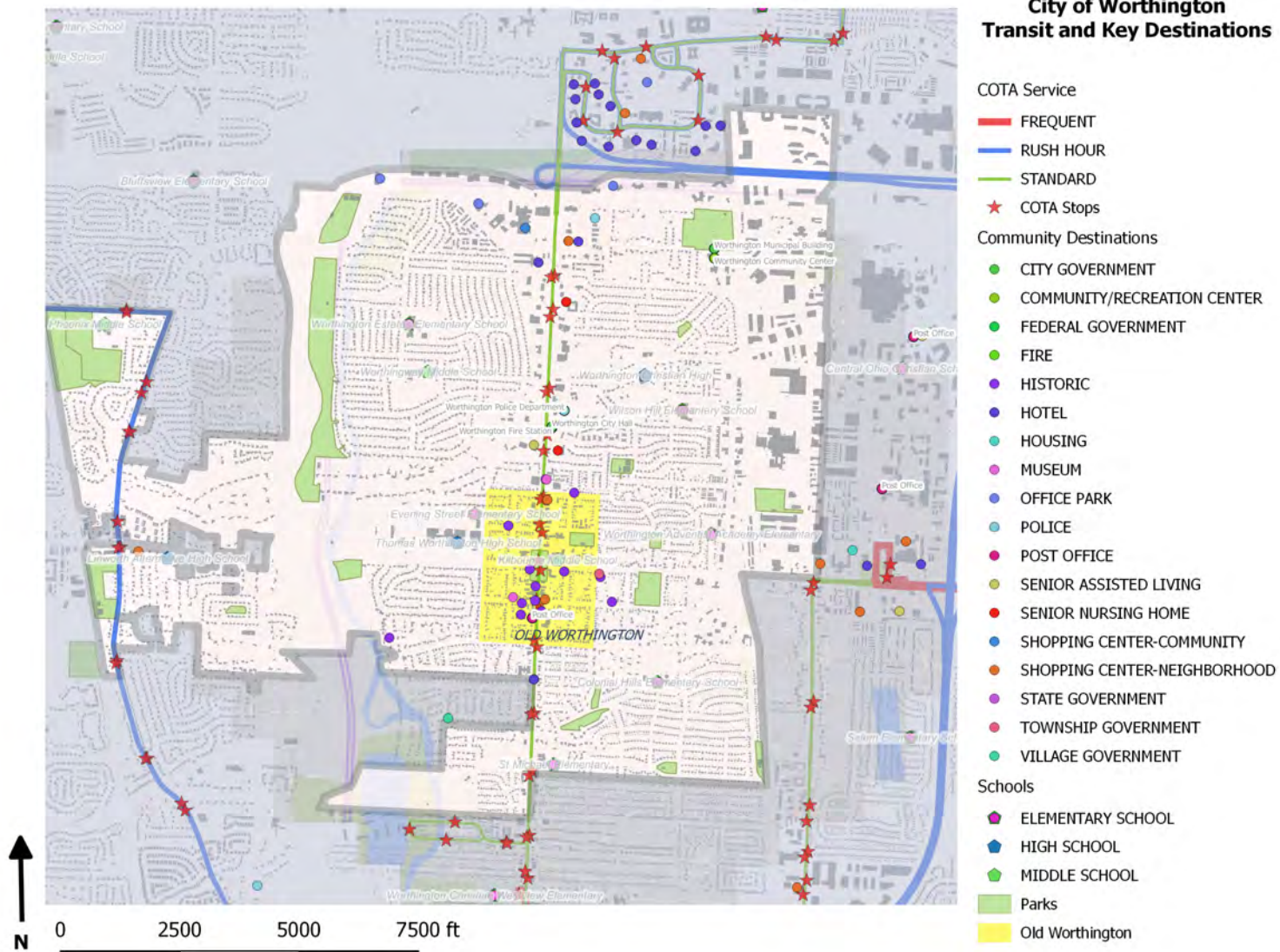
# MAP #3. EXISTING PEDESTRIAN FACILITIES

Despite the barriers, Worthington has great assets, traditional development patterns and sidewalks along many streets. Improving the quality and consistency of the sidewalk network and providing better access to the regional bicycle network is the key to a more walkable/ bikeable Worthington.



# MAP #4. TRANSIT AND KEY DESTINATIONS

The #2 N. High Street/Polaris PKWY route connects all of High Street through Worthington and to downtown Columbus. East-west transit service is lacking, but COTA would like to extend Route 35 Dublin-Granville west of High street to a suitable turnaround, which needs to be identified.



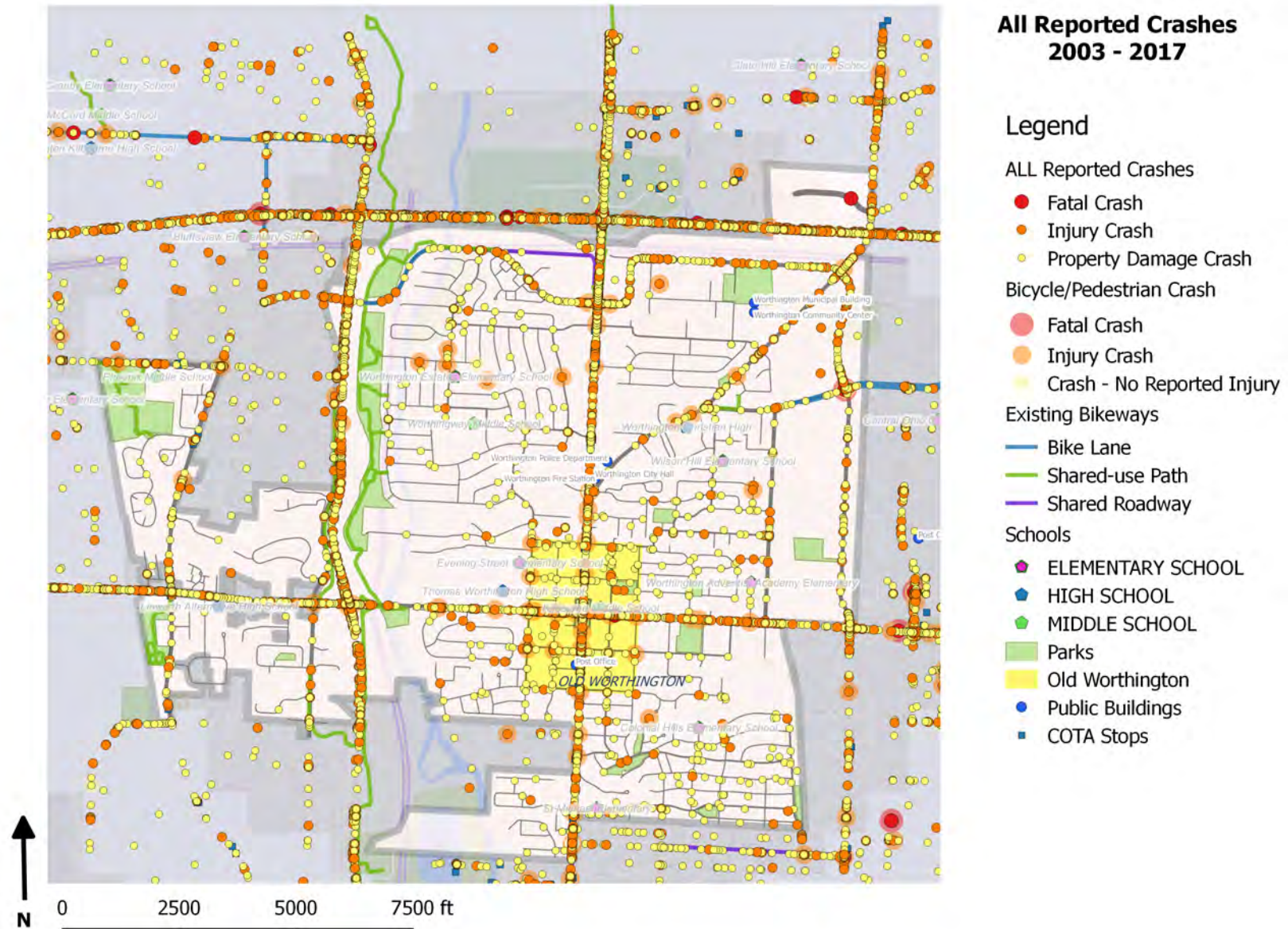






# MAP #5. ALL CRASH DATA: 2003 - 2017

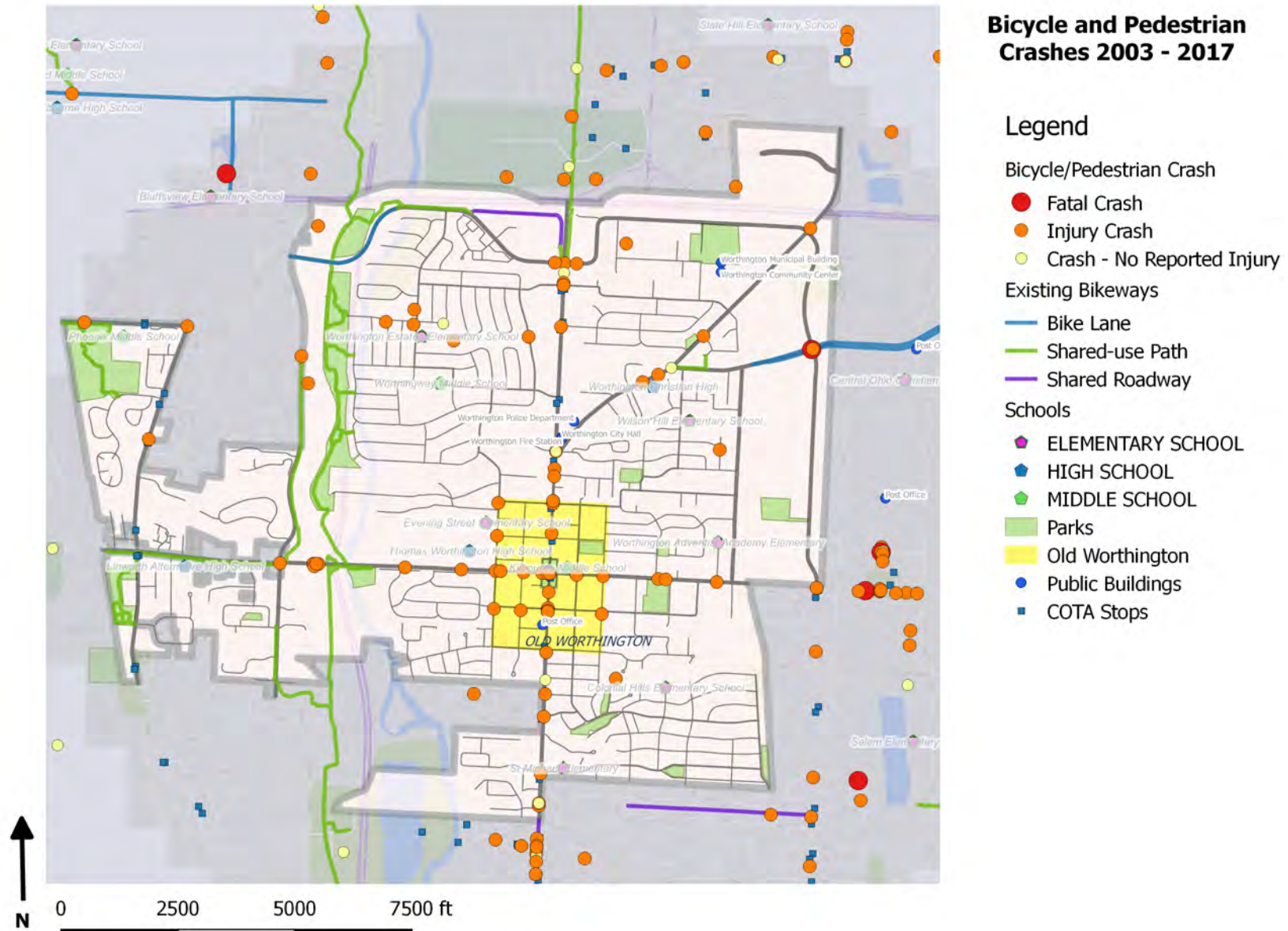
It should be noted that speed plays a role in both the severity and incidence of fatal and injurious crashes, as depicted in the map below.





# MAP #6. BIKE AND PEDESTRIAN CRASH DATA: 2003 - 2017

Between 2003 and 2017, bicycles and pedestrians accounted for 1.36% of crashes; 4.68% of injuries and 25% of fatalities.





## CHAPTER 3. RECOMMENDATIONS









# RECOMMENDATIONS

This chapter lays out the plan for completing a connected active transportation network for Worthington. The completed network builds upon existing facilities with a focus on connections within Worthington as well as the regional system. The recommendations contained in this Plan have been developed in concert with the development of the city's new Complete Streets policies and implementation approach. Specific facilities have been identified based on newly adopted street classifications and design standards developed by city staff and the Mid-Ohio Regional Planning Commission (MORPC) as part of a technical assistance grant awarded to Worthington in 2018 (See Appendix D MORPC Complete Streets Policy and Implementation Toolkit)

**ACTIVE TRANSPORTATION PROJECT CATEGORIES:** The bulk of Plan recommendations are identified as active transportation corridors. These projects recommend specific bicycle facility types with the aim of improving network connections throughout Worthington.

**PRIORITIZATION CRITERIA:** For purposes of evaluating the identified projects against one another in terms of relative impact and importance to the community, the project team, using community feedback and direction from the City staff and the project advisory committee, developed a prioritization scheme. The scheme identified seven categories of data that were mapped and available for the City of Worthington. The candidate Active Transportation projects and challenging intersections were then analyzed using GIS to determine the extent to which they had proximity or connections to these features. The features were also assigned relative weighted values to emphasize key features such as schools and safety. See the Project Scoring Table for weighting. The project listings are grouped and organized by rank from highest to lowest scoring.

## ACTIVE TRANSPORTATION PROJECT CATEGORIES

For purposes of implementation planning the Active Transportation Projects have been assigned categories based on factors related to both magnitude of cost and complexity of implementation. Based on this the plan identifies three Active Transportation Project Categories:

**Tier 1:** Projects that are in a high state of project readiness and either have lower costs or are currently identified with another project planning effort. These projects are the “low-hanging fruit” and should be the primary focus of short-term implementation.

Category	Scoring Measure	Weight
Schools	Proximity to schools	29.4%
Destinations	Proximity to community destinations	14.7%
Transit	Proximity to COTA stops	8.8%
Parks	Access to Parks	5.9%
Existing Network	Connection to existing Bike/Ped facility	14.7%
Downtown Worthington	Connect to or within Old Worthington	5.9%
Safety	Previous Bike Ped crashes 2003-2017	20.6%
Safety	Previous any crashes 2003-2017	8.8%

*Above: Table #1. Prioritization Scheme with Weighted Values*

**Tier 2:** Projects that have greater degree of complexity and/or costs that may need some feasibility study or may be a better candidate for larger capital projects, such as street reconstruction. These projects may require the City to seek innovative funding to supplement the limited resources currently available for bicycle and pedestrian projects in the capital program.

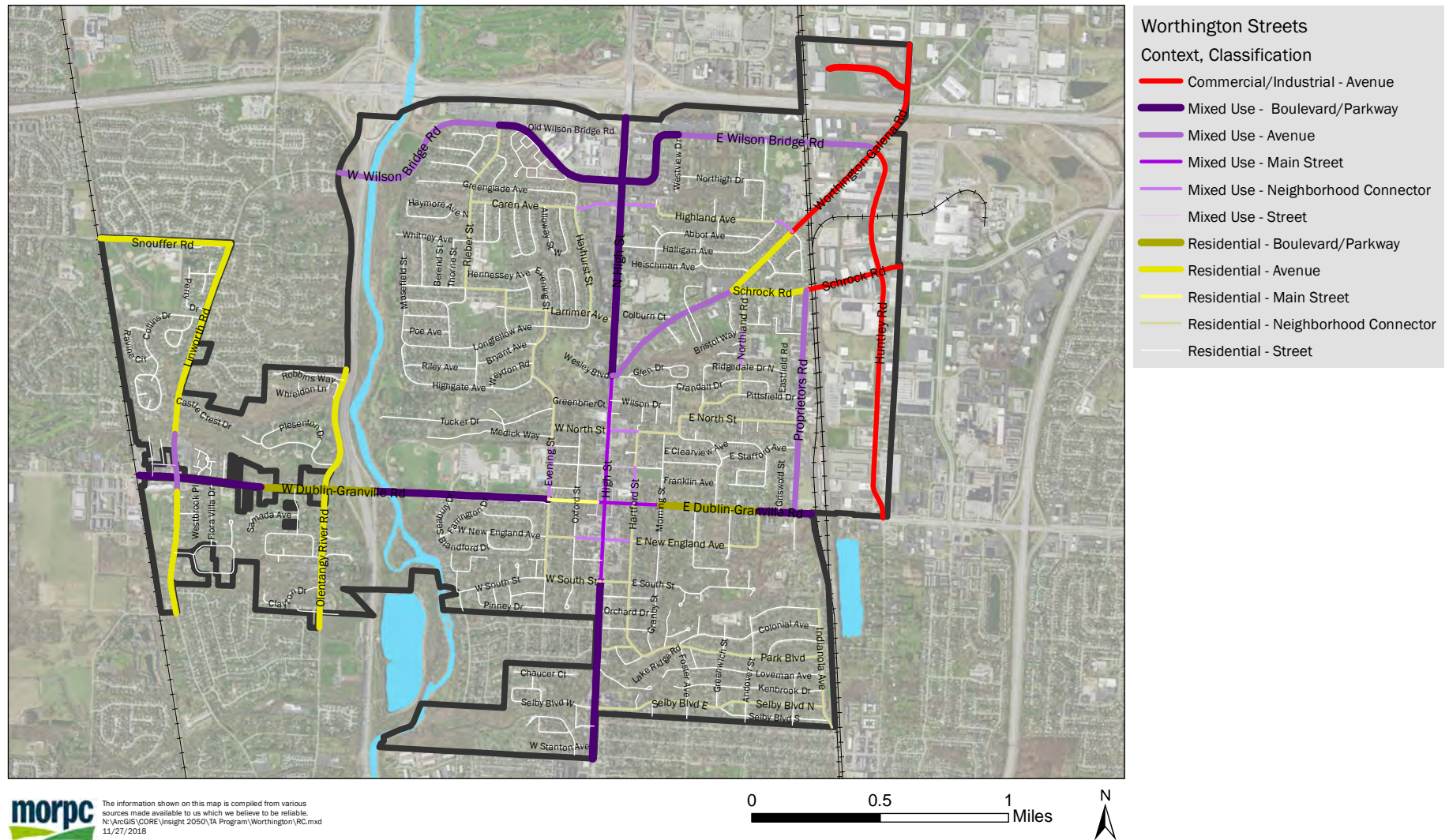
**Tier 3:** These projects present a number of challenges to implementation, including, but not limited to, high costs, required multi-jurisdictional cooperation, further feasibility analysis, and/or overcoming significant existing barriers. These projects will advance only through thoughtful planning processes and are good candidates for inclusion in the regional bicycle and pedestrian plan, as they are best funded through larger capital grant programs or in coordination with large capital projects.

## COST OPINIONS

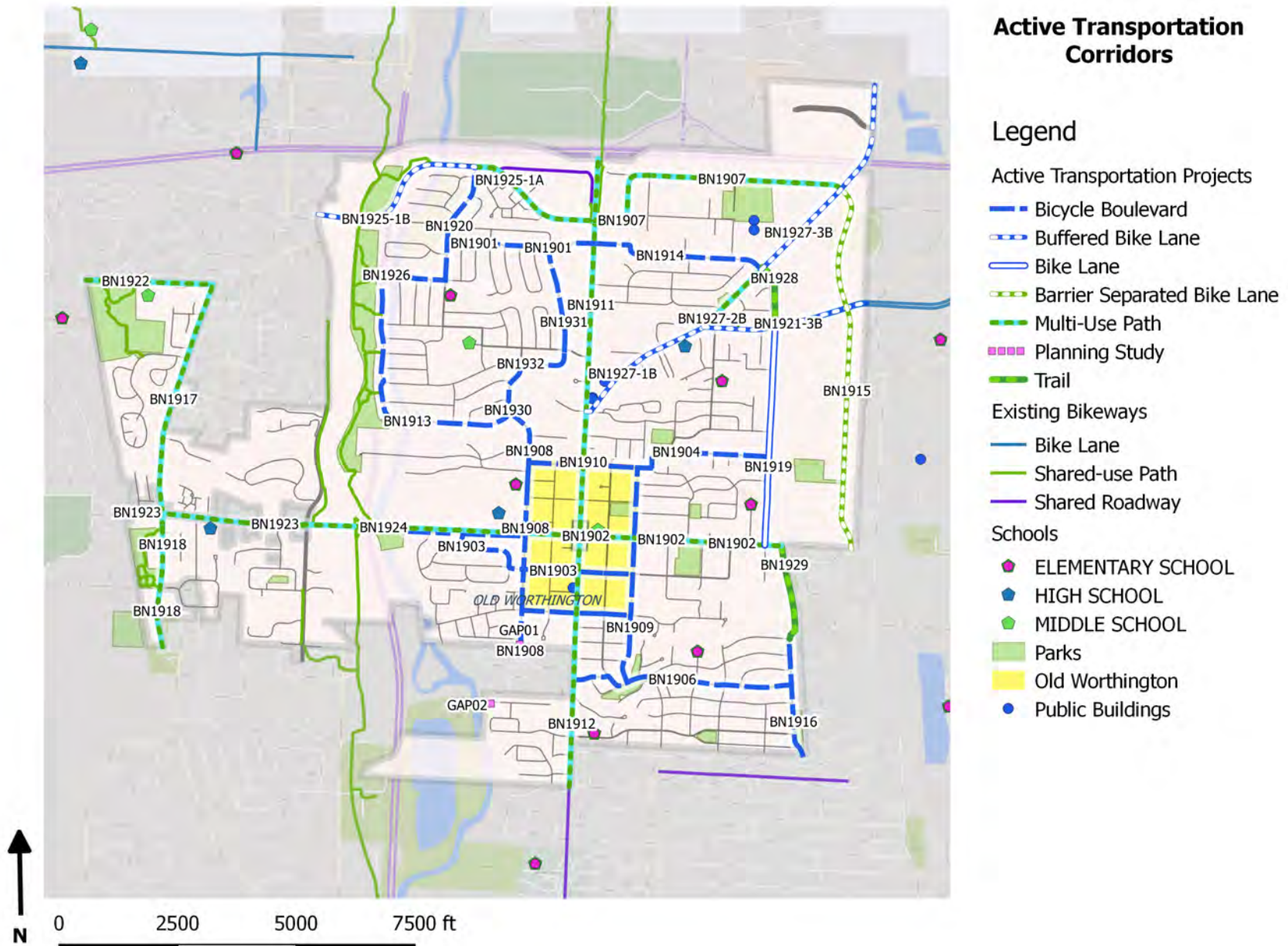
Cost estimations have been developed based on similar cost experiences for on- and off-street bicycle projects. These costs are intended to provide a rough estimation of cost magnitude and do not account for unknown factors that may impact estimation during project engineering.



# MAP #7. WORTHINGTON STREET CLASSIFICATIONS (MORPC)



## MAP #8. ACTIVE TRANSPORTATION CORRIDORS







# RANKED ACTIVE TRANSPORTATION PROJECTS

For purposes of evaluating the identified projects against one another in terms of relative impact and importance to the community, the project team, using community feedback and direction from the staff and advisory committee, developed a prioritization scheme. The scheme identified seven categories of data that was mapped and available for the City of Worthington. The candidate Active Transportation projects and challenging intersections were then analyzed using GIS to determine

the extent to which they had proximity or connections to these features. The features were also assigned relative weighted values to emphasize key features such as schools and safety. The following tables present the final scores for these projects with weighted score results for each feature.

Rank	Project ID	Location	Project Extent	Recommendation	Score
1	BN1924	W Dublin-Granville Rd	E Ramp SR 315 to High St	Multi-use path	13.547
2	BN1910	High St	Worthington Galena Rd to South St	Multi-use path	12.178
3	BN1922	Snouffer Rd	West City Limit to Linworth Rd	Multi-use path	11.547
4	BN1926	Whitney Ave	West Terminus to Rieber St	Bicycle boulevard	11.261
5	BN1923	W Dublin-Granville Rd	West City Limit to E ramp SR 315	Multi-use path	10.3
6	BN1902	E Dublin-Granville Rd	High St to East City Limit	Multi-use path	9.367
7	BN1927-1B	Worthington Galena Rd	High St to Schrock Rd	Buffered bike lane	8.571
7	BN1927-2B	Worthington Galena Rd	Schrock Rd to Highland Ave	Multi-use path	8.571
7	BN1927-3B	Worthington Galena Rd	Highland Ave to North City Limit	Buffered bike lane	8.571
8	BN1919	Proprietors Rd	Schrock Rd to E Dublin Granville Rd	Bike lane	8.165
9	BN1911	N High St	North City Limit to Worthington Galena Rd	Multi-use path	8.138
10	BN1925-1A	W Wilson Bridge Rd	Rieber St to High St	Multi-use path	7.996
10	BN1925-1B	W Wilson Bridge Rd	West City Limit to Rieber St	Buffered bike lane	7.996
11	BN1915	Huntley Rd	Worthington Galena to E Dublin Granville Rd	Barrier-separated bike lane	7.915
12	BN1917	Linworth Rd	Snouffer Rd to W Dublin Granville Rd	Multi-use path	7.908
13	BN1918	Linworth Rd	W Dublin Granville Rd to South City Limit	Multi-use path	7.814
14	BN1920	Rieber St	W Wilson Bridge Rd to Whitney Ave	Bicycle boulevard	7.541
15	BN1903	E New England Ave	W Dublin Granville Rd to High St	Bicycle boulevard	7.531
16	BN1921-2B	Schrock Rd	Worthington Galena Rd to Proprietors Rd	Buffered bike lane	7.223
16	BN1921-3B	Schrock Rd	Proprietors Rd to East City Limit	Buffered bike lane	7.223

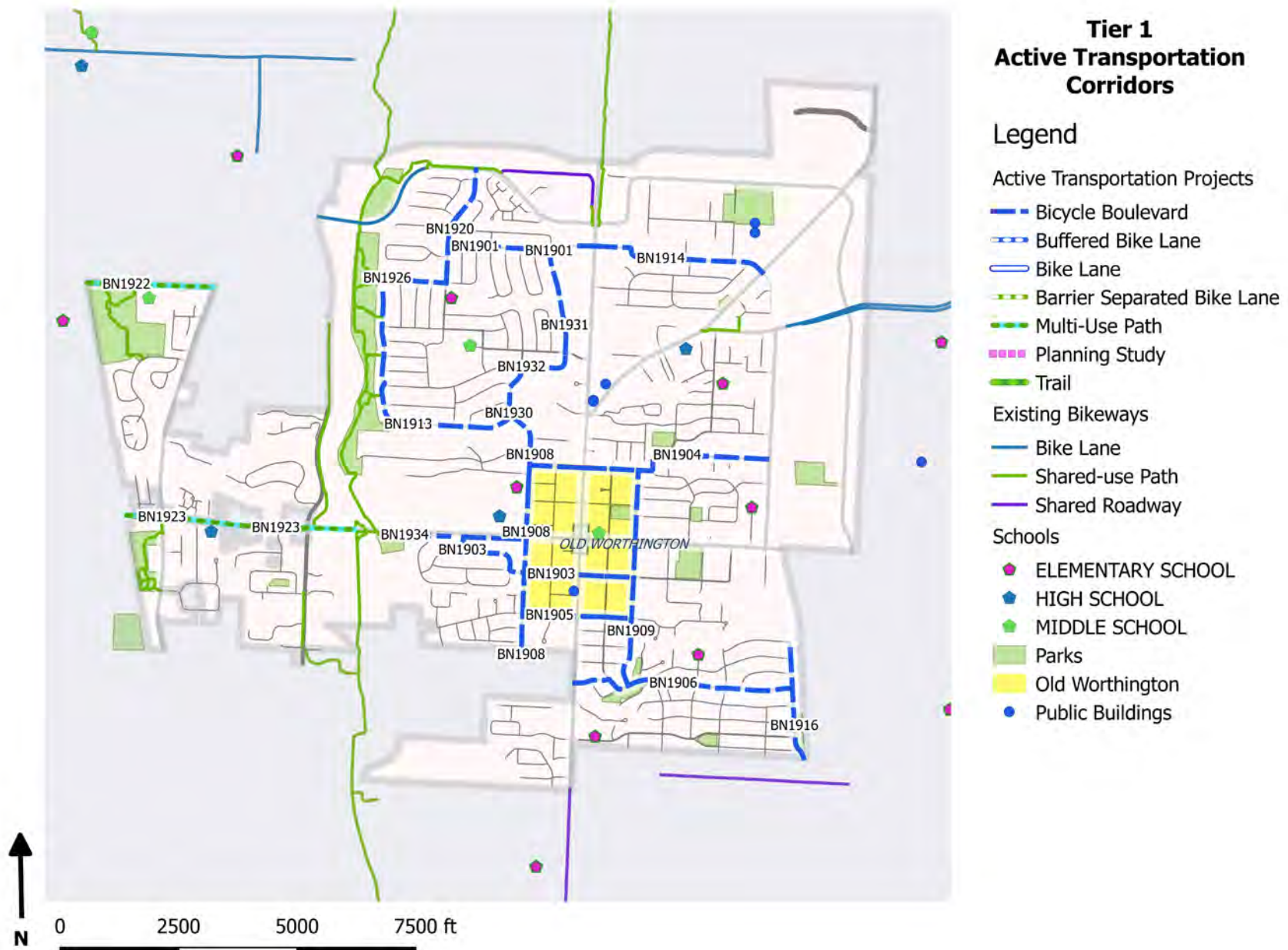


# RANKED ACTIVE TRANSPORTATION PROJECTS

Rank	Project ID	Location	Project Extent	Recommendation	Score
17	BN1913	Masefield St	North of Lambourne Ave (Terminus) to Evening St	Bicycle boulevard	7.009
18	BN1904	E North St	Evening St to Proprietors Rd	Bicycle boulevard	6.047
19	BN1909	Granby St	E North St to Park Blvd	Bicycle boulevard	5.996
20	BN1912	N High St	South St to South City Limit	Multi-use path	5.84
21	BN1934	W Dublin-Granville Rd (Service Drive)	Olentangy River Trail to Evening St	Bicycle boulevard	5.763
22	BN1908	Evening St	Highgate Ave to South City Limit (Street Terminus)	Bicycle boulevard	4.789
23	BN1906	Park Blvd	High St to Indianola Ave	Bicycle boulevard	3.325
24	BN1907	E Wilson Bridge Rd	High St to Worthington Galena Rd	Multi-use path	3.158
25	BN1905	E South St	Evening St to Morning St	Bicycle boulevard	2.59
26	GAP02	Chaucer Ct Gap	Chaucer Ct Connection to Beverly PI (Riverlea)	Planning study	2.519
27	BN1916	Indianola Ave	Park Overlook Dr to South City Limit	Bicycle boulevard	2.017
28	BN1901	Caren Ave	Rieber St to High St	Bicycle boulevard	1.213
29	BN1914	Highland Ave	High St to Worthington Galena Rd	Bicycle boulevard	1.024
30	BN1931	Hayhurst St	Caren Ave to Larrimer Ave	Bicycle boulevard	0.31
31	BN1928	Trail Connection NE	Worthington Galena Rd to Intersection Schrock Rd/ Proprietors Rd	Trail	0.075
32	GAP01	Evening Street Gap	Evening St Connection to Pioneer Ct (Riverlea)	Planning study	0.037
33	BN1932	Longfellow Ave	Evening St to Larrimer Ave	Bicycle boulevard	0.024
34	BN1929	Trail Connection Indianola connector	Dublin Granville Rd at East City Limit to North Terminus of Indianola Ave	Trail	0.021
35	BN1930	Evening St	Longfellow Ave to Highgate Ave	Bicycle boulevard	0.017

*Above: Table #2. Ranked Active Transportation Projects*

# MAP #10. TIER 1 ACTIVE TRANSPORTATION CORRIDORS



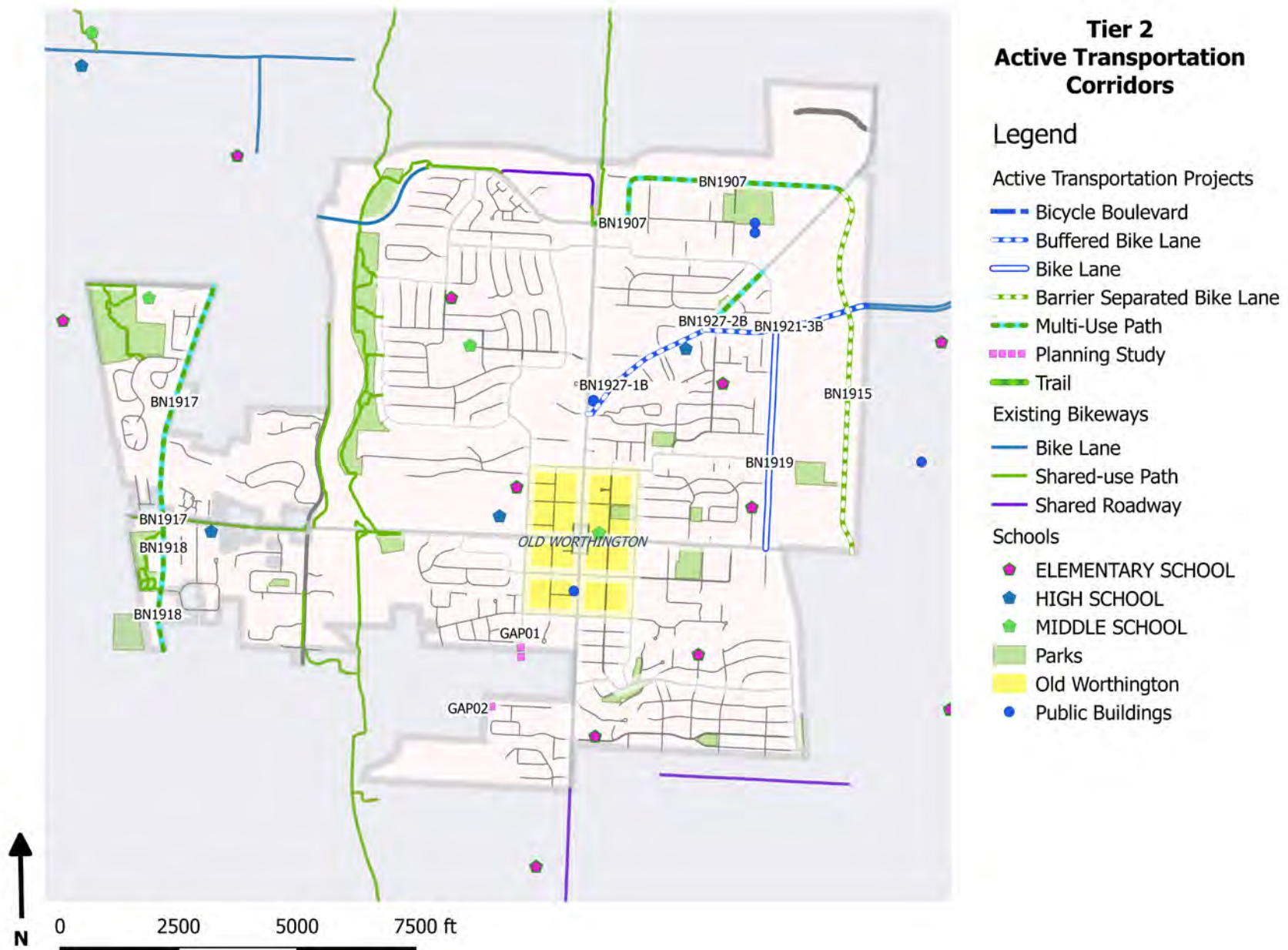
# TIER 1 CORRIDOR PROJECTS

**TIER 1 PROJECTS:** Projects that are in a high state of project readiness and either have lower costs or are currently identified with another project planning effort. These projects are the “low-hanging fruit” and should be the primary focus of short-term implementation.

Rank	Project ID	Location	Project Extent	Recommendation	Project Length (mi)	Score
3	BN1922	Snouffer Rd	West City Limit to Linworth Rd	Multi-use path	0.506	11.547
4	BN1926	Whitney Ave	West Terminus to Rieber St	Bicycle boulevard	0.282	11.261
5	BN1923	W Dublin-Granville Rd	West City Limit to E ramp SR 315	Multi-use path	0.913	10.3
14	BN1920	Rieber St	W Wilson Bridge Rd to Whitney Ave	Bicycle boulevard	0.483	7.541
15	BN1903	E New England Ave	W Dublin Granville Rd to High St	Bicycle boulevard	0.803	7.531
17	BN1913	Masefield St	North of Lambourne Ave (Terminus) to Evening St	Bicycle boulevard	1.015	7.009
18	BN1904	E North St	Evening St to Proprietors Rd	Bicycle boulevard	1.023	6.047
19	BN1909	Granby St	E North St to Park Blvd	Bicycle boulevard	0.866	5.996
21	BN1934	W Dublin-Granville Rd (Service Drive)	Olentangy River Trail to Evening St	Bicycle boulevard	0.392	5.763
22	BN1908	Evening St	Highgate Ave to South City Limit (Street Terminus)	Bicycle boulevard	0.945	4.789
23	BN1906	Park Blvd	High St to Indianola Ave	Bicycle boulevard	0.902	3.325
25	BN1905	E South St	Evening St to Morning St	Bicycle boulevard	0.434	2.59
27	BN1916	Indianola Ave	Park Overlook Dr to South City Limit	Bicycle boulevard	0.471	2.017
28	BN1901	Caren Ave	Rieber St to High St	Bicycle boulevard	0.59	1.213
29	BN1914	Highland Ave	High St to Worthington Galena Rd	Bicycle boulevard	0.707	1.024
30	BN1931	Hayhurst St	Caren Ave to Larrimer Ave	Bicycle boulevard	0.414	0.31
33	BN1932	Longfellow Ave	Evening St to Larrimer Ave	Bicycle boulevard	0.223	0.024
35	BN1930	Evening St	Longfellow Ave to Highgate Ave	Bicycle boulevard	0.209	0.017

*Above: Table #3. Tier 1 Corridor Projects*

# MAP #11. TIER 2 ACTIVE TRANSPORTATION CORRIDORS





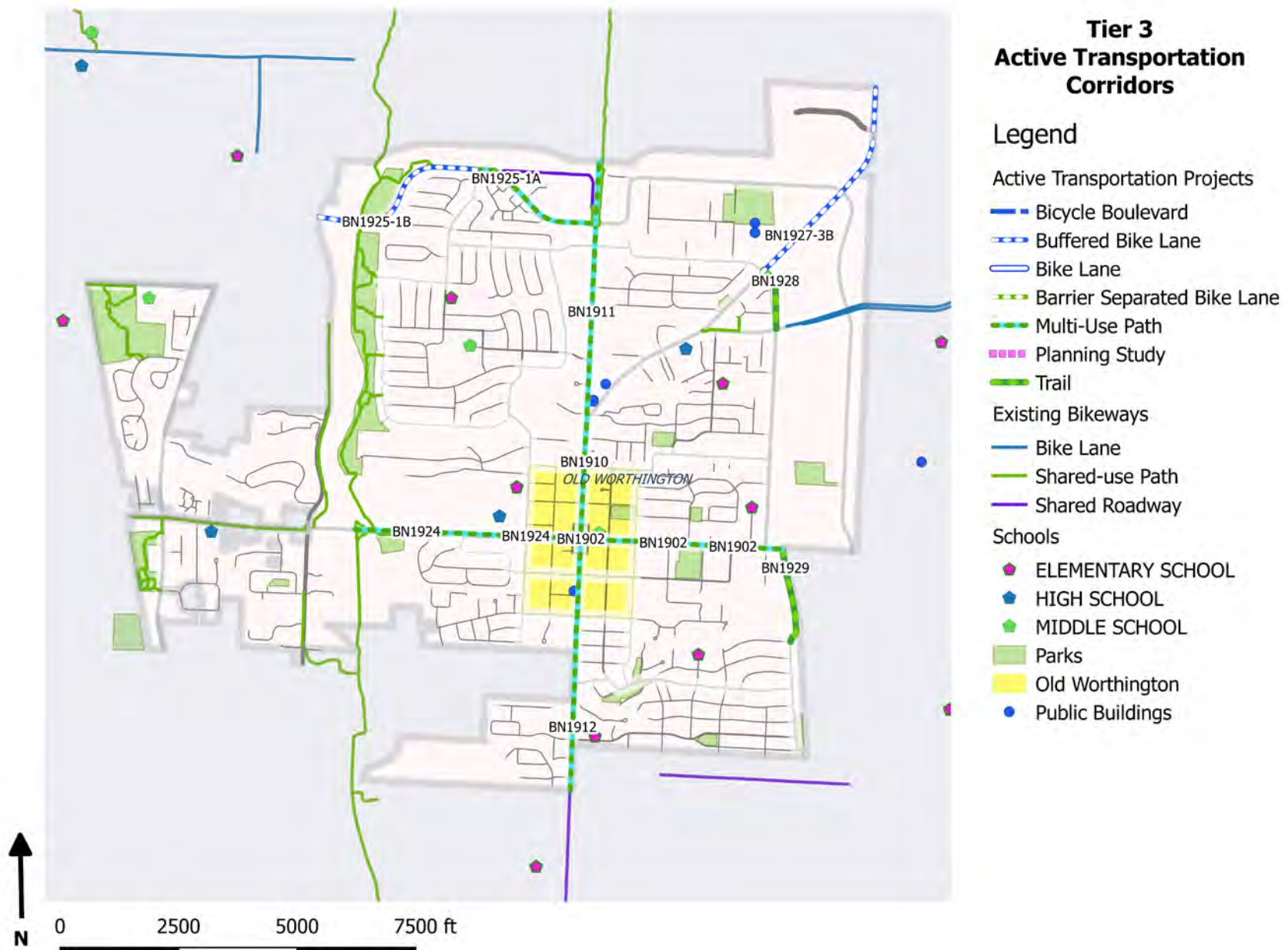
## TIER 2 CORRIDOR PROJECTS

**TIER 2 PROJECTS:** Projects that have greater degree of complexity and/or costs that may need some feasibility study or may be a better candidate for larger capital projects, such as street reconstruction. These projects may require the City to seek innovative funding to supplement the limited resources currently available for bicycle and pedestrian projects in the capital program.

Rank	Project ID	Location	Project Extent	Recommendation	Project Length (mi)	Score
7	BN1927-1B	Worthington Galena Rd	High St to Schrock Rd	Buffered bike lane	0.591	8.571
7	BN1927-2B	Worthington Galena Rd	Schrock Rd to Highland Ave	Multi-use path	0.324	8.571
8	BN1919	Proprietors Rd	Schrock Rd to E Dublin Granville Rd	Bike lane	0.87	8.165
11	BN1915	Huntley Rd	Worthington Galena to E Dublin Granville Rd	Barrier-separated bike lane	1.47	7.915
12	BN1917	Linworth Rd	Snouffer Rd to W Dublin Granville Rd	Multi-use path	0.944	7.908
13	BN1918	Linworth Rd	W Dublin Granville Rd to South City Limit	Multi-use path	0.534	7.814
16	BN1921-2B	Schrock Rd	Worthington Galena Rd to Proprietors Rd	Buffered bike lane	0.287	7.223
16	BN1921-3B	Schrock Rd	Proprietors Rd to East City Limit	Buffered bike lane	0.378	7.223
24	BN1907	E Wilson Bridge Rd	High St to Worthington Galena Rd	Multi-use path	1.135	3.158
26	GAP02	Chaucer Ct Gap	Chaucer Ct Connection to Beverly Pl (Riverlea)	Planning study	0.049	2.519
32	GAP01	Evening Street Gap	Evening St Connection to Pioneer Ct (Riverlea)	Planning study	0.047	0.037

*Above: Table #4. Tier 2 Corridor Projects*

# MAP #12. TIER 3 ACTIVE TRANSPORTATION CORRIDORS



# TIER 3 CORRIDOR PROJECTS

**TIER 3 PROJECTS:** These projects present a number of challenges to implementation, including, but not limited to, high costs, required multi-jurisdictional cooperation, further feasibility analysis, and/or overcoming significant existing barriers. These projects will advance only through thoughtful planning processes and are good candidates for inclusion in the regional bicycle and pedestrian plan, as they are best funded through larger capital grant programs or in coordination with large capital projects.

Rank	Project ID	Location	Project Extent	Recommendation	Project Length (mi)	Score
1	BN1924	W Dublin-Granville Rd	E Ramp SR 315 to High St	Multi-use path	0.903	13.547
2	BN1910	High St	Worthington Galena Rd to South St	Multi-use path	0.804	12.178
6	BN1902	E Dublin-Granville Rd	High St to East City Limit	Multi-use path	0.806	9.367
7	BN1927-3B	Worthington Galena Rd	Highland Ave to North City Limit	Buffered bike lane	0.859	8.571
9	BN1911	N High St	North City Limit to Worthington Galena Rd	Multi-use path	1.005	8.138
10	BN1925-1B	W Wilson Bridge Rd	West City Limit to Rieber St	Buffered bike lane	0.734	7.996
10	BN1925-1A	W Wilson Bridge Rd	Rieber St to High St	Multi-use path	0.555	7.996
20	BN1912	N High St	South St to South City Limit	Multi-use path	0.692	5.84
31	BN1928	Trail Connection NE	Worthington Galena Rd to Intersection Schrock Rd/ Proprietors Rd	Trail	0.256	0.075
34	BN1929	Trail Connection Indianola connector	Dublin Granville Rd at East City Limit to North Terminus of Indianola Ave	Trail	0.382	0.021

*Above: Table #5. Tier 3 Corridor Projects*



# CROSSING CHALLENGES

The pedestrian projects identified in this Plan reflect connectivity challenges as identified during the engagement process and data analysis. These projects are categorized by the type of location and its features, and in order by project scoring from the highest to lowest in each. The categories include:

**UNCONTROLLED CROSSINGS:** This includes intersections or mid-block locations where crosswalks exist (marked and unmarked), or are needed to improve safe crossing for pedestrians;

**SIGNALIZED CROSSINGS:** This includes intersections and locations currently controlled by signals, where there may be opportunities to improve safety and convenience for pedestrian crossings;

**BRIDGES:** Walkways across bridges are especially important from a connectivity standpoint as alternatives often involve significant distances to overcome;

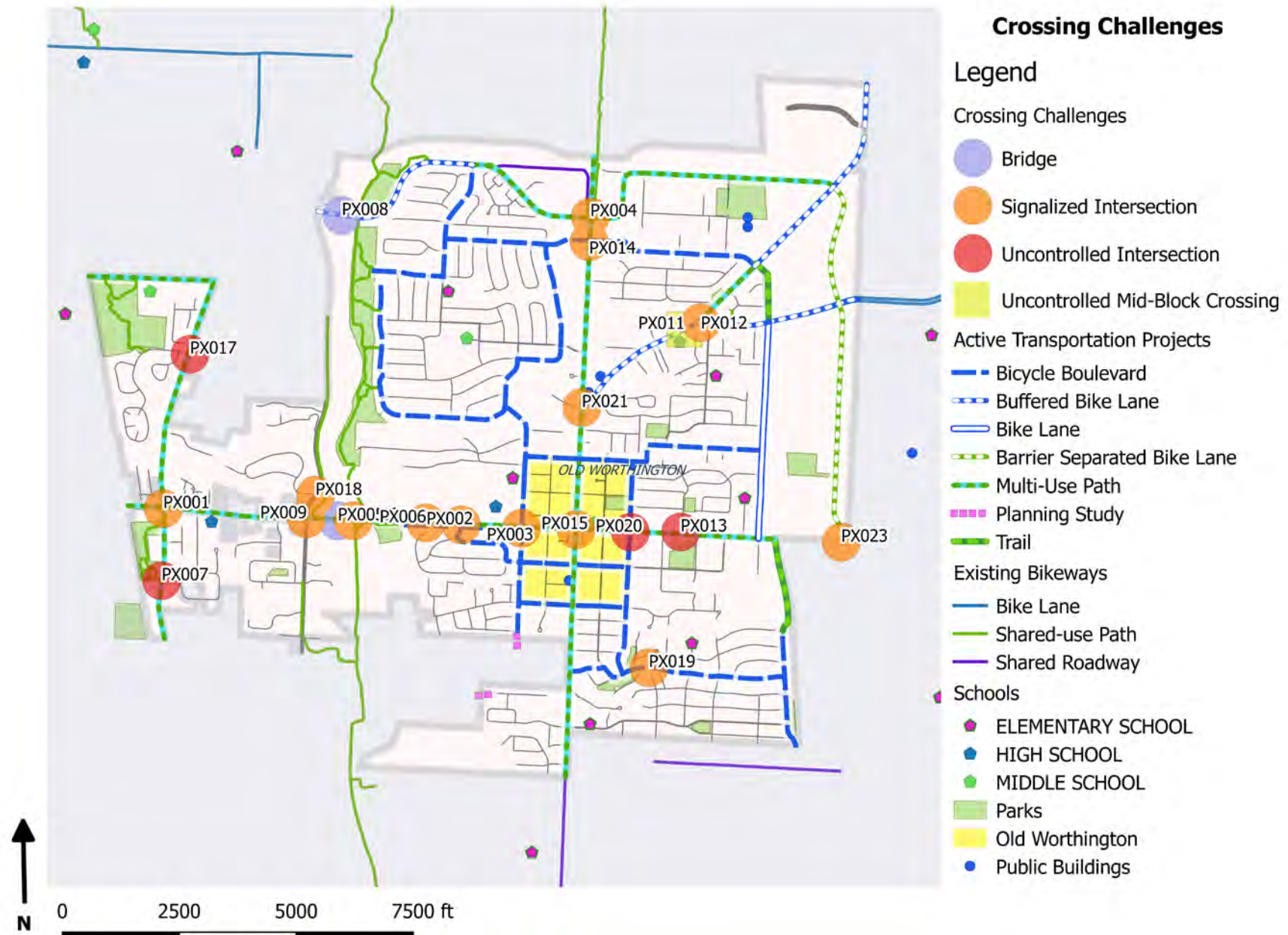
The Plan does not make specific recommendations for signalized crossing locations or bridges. These locations are flagged to ensure that these challenges are understood and allow for efforts to improve these conditions whenever the city undertakes modifications to the infrastructure or operations, as these present the best opportunities to improve crossing conditions.

The Plan does identify a toolbox or options to address crossing safety at uncontrolled crossing locations. Modifications to these locations should be based on engineering judgment and reference the 2018 FHWA-EDC Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. Illustration of this application can be found in Chapter Four of the Plan.

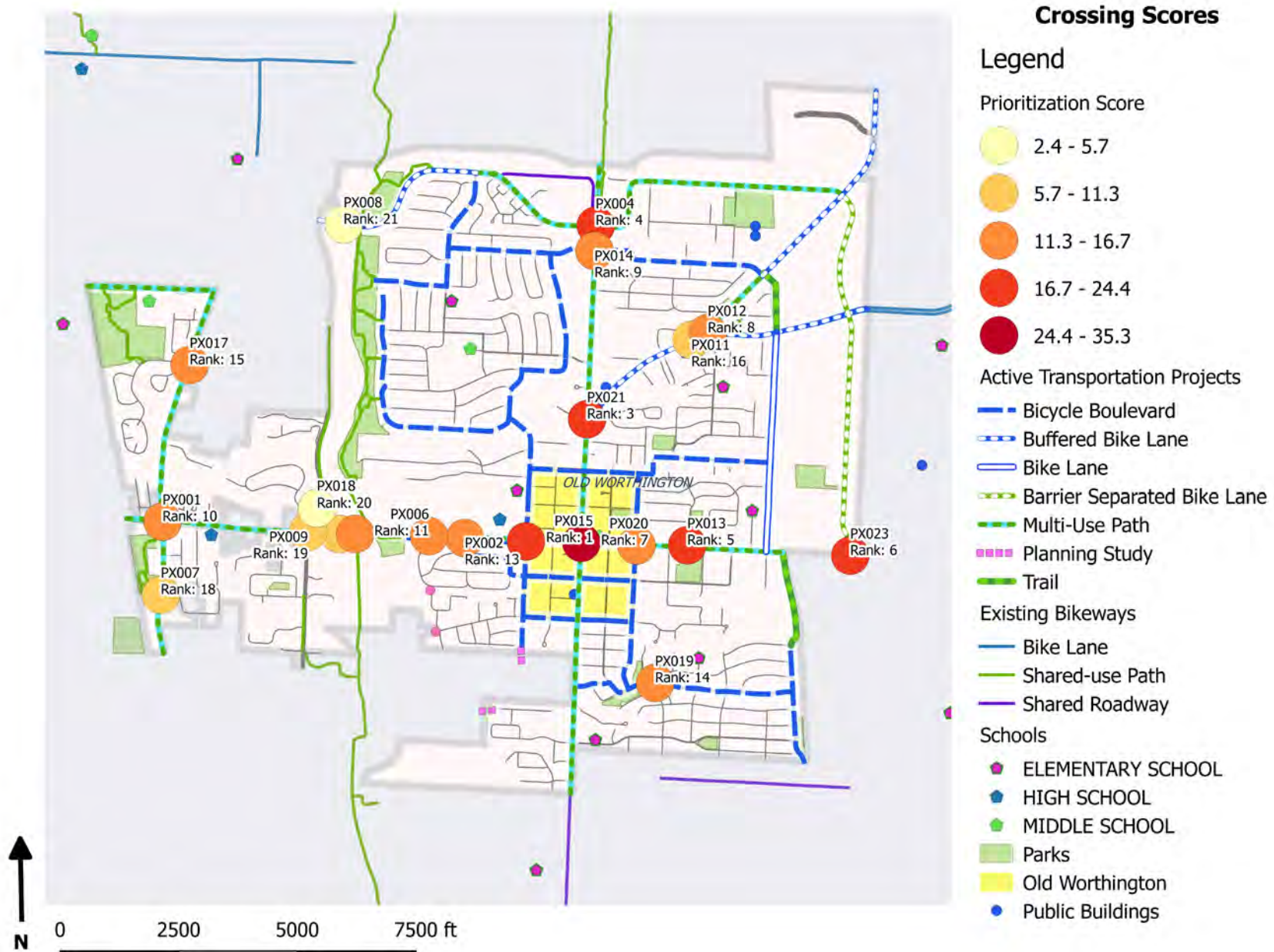




# MAP #13. CROSSING CHALLENGES



# MAP #14. RANKED CROSSING PROJECTS



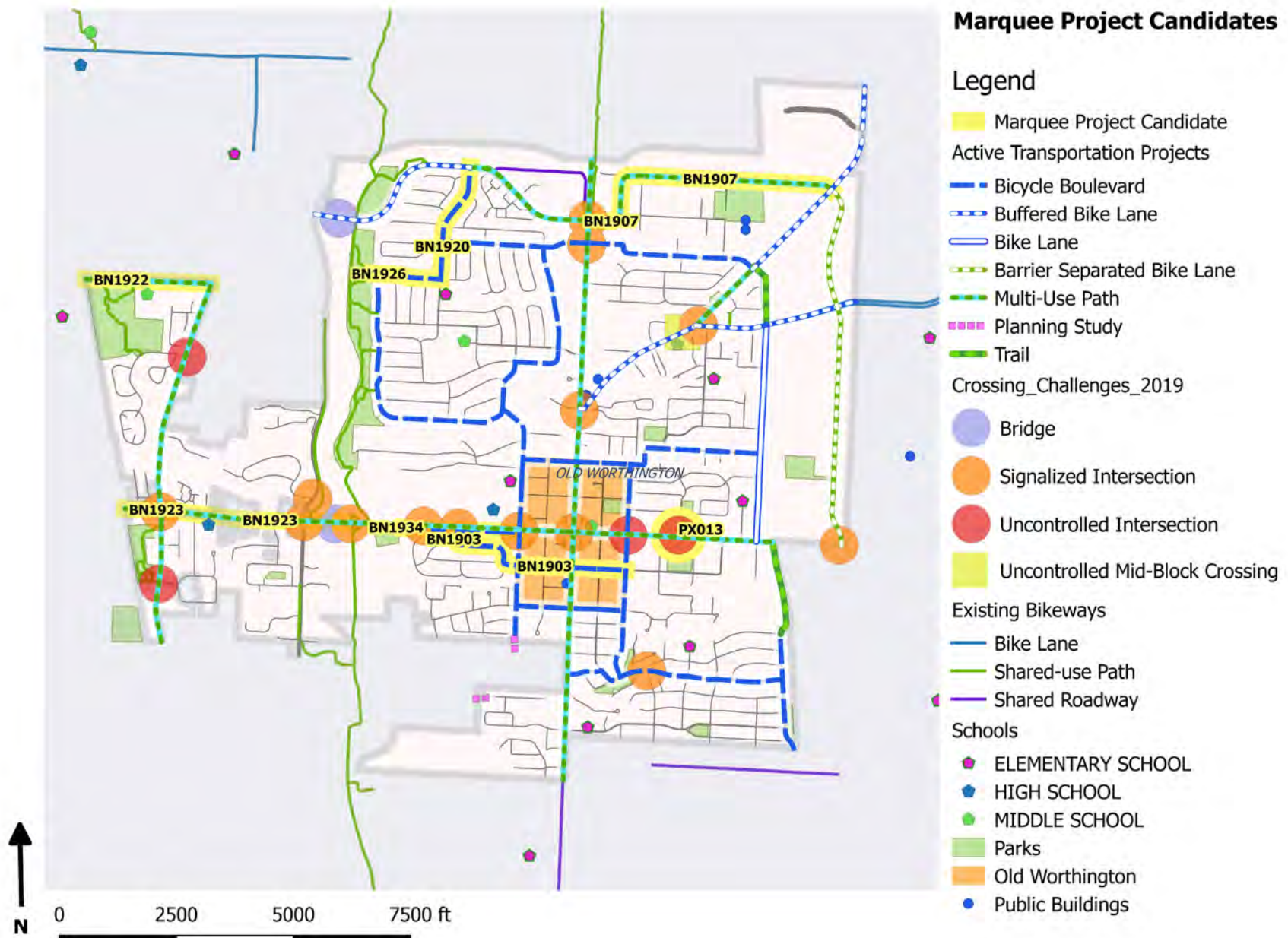
# RANKED CROSSING PROJECTS

Rank	BP_ID	Location	Type	Total Score
1	PX015	High St at Dublin Granville	Signalized Intersection	35.332
2	PX003	Dublin Granville at Evening	Signalized Intersection	24.400
3	PX021	High St at Worthington Galena	Signalized Intersection	22.887
4	PX004	High St at Wilson Bridge Rd	Signalized Intersection	20.143
5	PX013	Dublin Granville at Pingree	Uncontrolled Intersection	19.932
6	PX023	Dublin Granville Rd at Huntley/Sinclair Rd	Signalized Intersection	19.845
7	PX020	Dublin Granville at Morning	Uncontrolled Intersection	16.724
8	PX012	Worthington-Galena Rd at Schrock Rd	Signalized Intersection	15.668
9	PX014	High St at Caren Ave	Signalized Intersection	15.180
10	PX001	Dublin-Granville at Linworth	Signalized Intersection	14.925
11	PX006	Dublin Granville at Seabury	Uncontrolled Intersection	14.722
12	PX022	Dublin Granville Rd at Exit SR-315 (East)	Signalized Intersection	14.110
13	PX002	Dublin-Granville at Farmington	Signalized Intersection	13.827
14	PX019	Park Blvd at Foste/Colonial Ave	Signalized Intersection	13.707
15	PX017	Linworth Rd at Collins Dr	Uncontrolled Intersection	13.424
16	PX011	Worthington-Galena Rd at Worthington Christian HS	Uncontrolled Mid-Block Crossing	11.322
17	PX005	Dublin Granville Rd at SR 315	Bridge	10.977
18	PX007	Linworth Rd at Linworth Park	Uncontrolled Intersection	10.721
19	PX009	Dublin Granville Rd at Olentangy River Rd	Signalized Intersection	7.583
21	PX018	Olentangy River Rd at Pleasanton	Signalized Intersection	5.484
22	PX008	Wilson Bridge Rd over SR 315	Bridge	2.532

*Above: Table #6. Ranked Crossing Projects*



# MAP #15. MARQUEE PROJECTS





## MARQUEE PROJECT CANDIDATES

The adoption of this Plan will result in an enormous amount of work to advance implementation. Getting started is a daunting task that can benefit from a boost to get things moving. With this in mind, the project team has identified a list of Marquee Projects that reflect actions that can be undertaken immediately upon adoption of the Plan. These recommendations reflect projects that have high-readiness for implementation and reasonable cost that can be programmed in the coming year. These projects represent opportunities for staff and the Bicycle and Pedestrian Advisory Board to make some immediate progress with the Plan and generate excitement within the community. It is not

anticipated that all of these projects will be completed in a single year, rather, this is the list of best opportunities to make some immediate impacts in Worthington. Staff and the Bicycle and Pedestrian Advisory Board should have the final say in which projects advance first, and this list should not limit consideration of other projects if circumstances shift priorities.

## ACTIVE TRANSPORTATION PROJECT CANDIDATES

Tier	Rank	Project ID	Location	Project Extent	Recommendation	Project Length (mi)	Score
1	3	BN1922	Snouffer Rd	West City Limit to Linworth Rd	Multi-use path	0.506	11.547
1	4	BN1926	Whitney Ave	West Terminus to Rieber St	Bicycle boulevard	0.282	11.261
1	5	BN1923	W Dublin-Granville Rd	West City Limit to E ramp SR 315	Multi-use path	0.913	10.3
1	14	BN1920	Rieber St	W Wilson Bridge Rd to Whitney Ave	Bicycle boulevard	0.483	7.541
1	15	BN1903	E New England Ave	W Dublin Granville Rd to High St	Bicycle boulevard	0.803	7.531
1	21	BN1934	W Dublin-Granville Rd (Service drive)	Olentangy River Trail to Evening St	Bicycle boulevard	0.392	5.763
2	24	BN1907	E Wilson Bridge Rd	High St to Worthington Galena Rd	Multi-use path	1.135	3.158

*Above: Table #7. Active Transportation Project Candidates*

## UNCONTROLLED INTERSECTION CANDIDATE

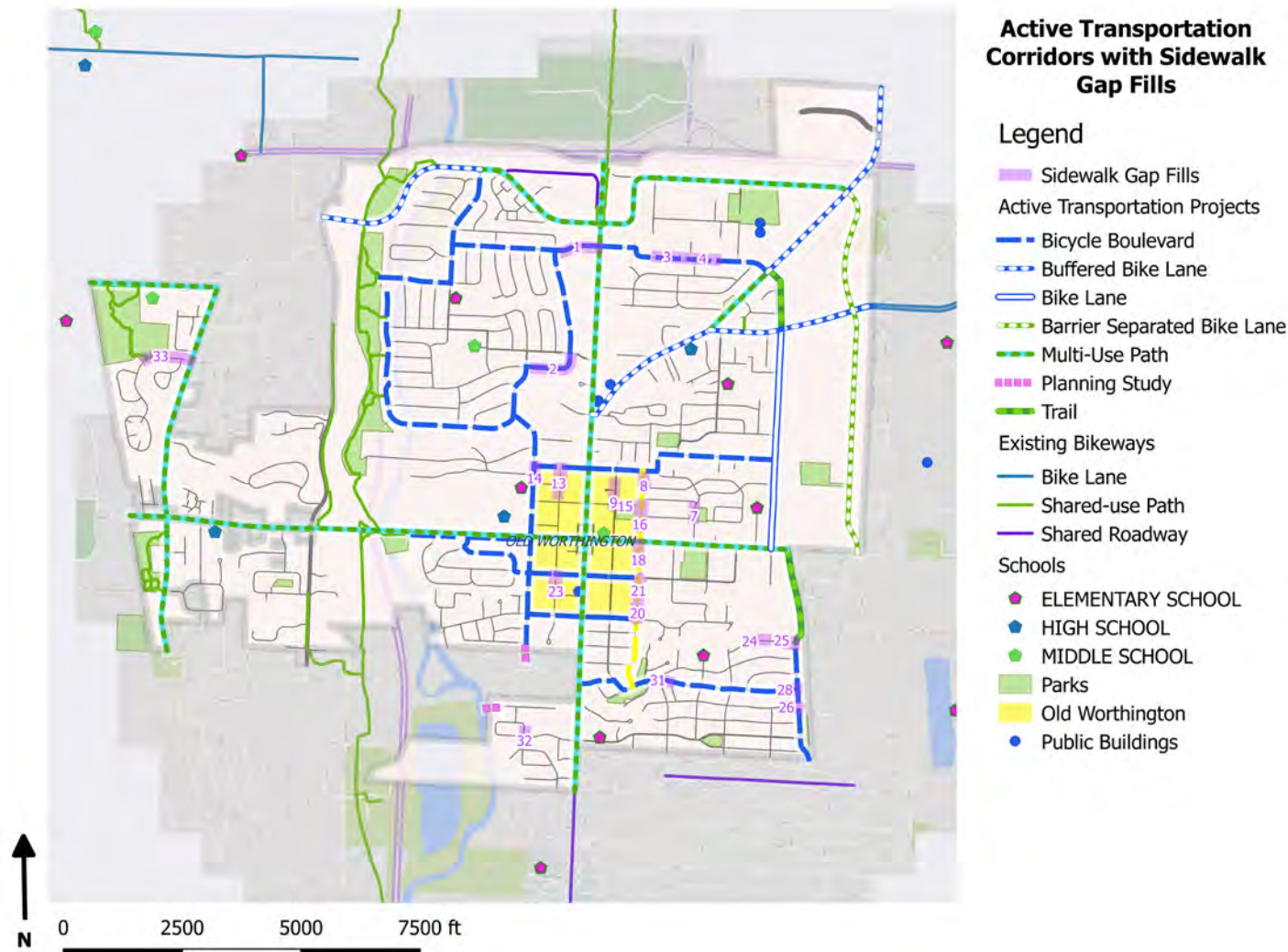
Tier	Rank	Project ID	Location	Project Extent	Score
1	5	PX013	Dublin Granville at Pingree	Uncontrolled Intersection	19.932

*Above: Table #8. Uncontrolled Intersection Candidate*

## MAP #16. SIDEWALK GAPS TO FILL

This Plan does not propose specific sidewalk infill projects as part of the bicycle and pedestrian program. The magnitude of cost associated with sidewalk infill, as well as other bike and pedestrian accommodations, far exceeds available resources. If additional funding can be secured, that funding can be combined with City's annual CIP Street and Sidewalk

Improvement Program, so that those projects could be completed in conjunction with routine maintenance and reconstruction of City streets. Where sidewalk gaps exist along these corridors, the plan references the city's Sidewalk Gap Fill program (see Appendix C Worthington Gap Fill Program and Cost Opinions).







# COSTINGS



# COSTINGS

These estimates are based on unit costing and do not take into account specific site analysis or impending issues such as right of way acquisition, utility constraints and other challenges that may impact the cost for any specific project.

Project ID	Location	Project Extent	Recommendation	Project Length (mi)	Rounded Estimate
BN1915	Huntley Rd	Worthington Galena to E Dublin Granville Rd	Barrier-separated bike lane	1.470	\$203,000
BN1901	Caren Ave	Rieber St to High St	Bicycle boulevard	0.590	\$22,000
BN1903	E New England Ave	W Dublin Granville Rd to High St	Bicycle boulevard	0.803	\$30,000
BN1904	E North St	Evening St to Proprietors Rd	Bicycle boulevard	1.023	\$39,000
BN1905	E South St	Evening St to Morning St	Bicycle boulevard	0.434	\$17,000
BN1906	Park Blvd	High St to Indianola Ave	Bicycle boulevard	0.902	\$34,000
BN1908	Evening St	Highgate Ave to South City Limit (street terminus)	Bicycle boulevard	0.945	\$36,000
BN1909	Granby St	E North St to Park Blvd	Bicycle boulevard	0.866	\$33,000
BN1913	Masefield St	North of Lambourne Ave (Terminus) to Evening St	Bicycle boulevard	1.015	\$38,000
BN1914	Highland Ave	High St to Worthington Galena Rd	Bicycle boulevard	0.707	\$27,000
BN1916	Indianola Ave	Park Overlook Dr to South City Limit	Bicycle boulevard	0.471	\$18,000
BN1920	Rieber St	W Wilson Bridge Rd to Whitney Ave	Bicycle boulevard	0.483	\$18,000
BN1926	Whitney Ave	West Terminus to Rieber St	Bicycle boulevard	0.282	\$11,000
BN1930	Evening St	Longfellow Ave to Highgate Ave	Bicycle boulevard	0.209	\$8,000

# COSTINGS

Project ID	Location	Project Extent	Recommendation	Project Length (mi)	Rounded Estimate
BN1931	Hayhurst St	Caren Ave to Larrimer Ave	Bicycle boulevard	0.414	\$16,000
BN1932	Longfellow Ave	Evening St to Larrimer Ave	Bicycle boulevard	0.223	\$9,000
BN1934	W Dublin-Granville Rd (Service drive)	Olentangy River Trail to Evening St	Bicycle boulevard	0.392	\$15,000
BN1919	Proprietors Rd	Schrock Rd to E Dublin Granville Rd	Bike lane	0.870	\$74,000
BN1921-2B	Schrock Rd	Worthington Galena Rd to Proprietors Rd	Buffered bike lane	0.287	\$137,000
BN1921-3B	Schrock Rd	Proprietors Rd to East City Limit	Buffered bike lane	0.378	\$53,000
BN1925-1B	W Wilson Bridge Rd	West City Limit to Rieber St	Buffered bike lane	0.734	\$349,000
BN1927-1B	Worthington Galena Rd	High St to Schrock Rd	Buffered bike lane	0.591	\$281,000
BN1927-3B	Worthington Galena Rd	Highland Ave to North City Limit	Buffered bike lane	0.859	\$119,000
BN1902	E Dublin-Granville Rd	High St to East City Limit	Multi-use path	0.806	\$299,000
BN1907	E Wilson Bridge Rd	High St to Worthington Galena Rd	Multi-use path	1.135	\$241,000
BN1910	High St	Worthington Galena Rd to South St	Multi-use path	0.804	\$299,000
BN1911	N High St	North City Limit to Worthington Galena Rd	Multi-use path	1.005	\$373,000
BN1912	N High St	South St to South City Limit	Multi-use path	0.692	\$257,000
BN1917	Linworth Rd	Snouffer Rd to W Dublin Granville Rd	Multi-use path	0.944	\$201,000
BN1918	Linworth Rd	W Dublin Granville Rd to South City Limit	Multi-use path	0.534	\$114,000
BN1922	Snouffer Rd	West City Limit to Linworth Rd	Multi-use path	0.506	\$108,000

# COSTINGS

Project ID	Location	Project Extent	Recommendation	Project Length (mi)	Rounded Estimate
BN1923	W Dublin-Granville Rd	West City Limit to E ramp SR 315	Multi-use path	0.913	\$194,000
BN1924	W Dublin-Granville Rd	E ramp SR 315 to High St	Multi-use path	0.903	\$335,000
BN1925-1A	W Wilson Bridge Rd	Rieber St to High St	Multi-use path	0.555	\$118,000
BN1927-2B	Worthington Galena Rd	Schrock Rd to Highland Ave	Multi-use path	0.324	\$69,000
GAP01	Evening Street Gap	Evening St Connection to Pioneer Ct (Riverlea)	Planning study	0.047	\$35,000
GAP02	Chaucer Ct Gap	Chaucer Ct Connection to Beverly Pl (Riverlea)	Planning study	0.049	\$35,000
BN1928	Trail Connection NE	Worthington Galena Rd to Intersection Schrock Rd/ Proprietors Rd	Trail	0.256	\$136,000
BN1929	Trail Connection Indianola connector	Dublin Granville Rd at East City Limit to North Terminus of Indianola Ave	Trail	0.382	\$203,000

*Above: Table #9. Costings*

Recommendation	Project Length (mi)	Rounded Estimate
Barrier-separated bike lanes	1.5	\$203,000
Bicycle boulevards	9.8	\$371,000
Bike lanes	0.9	\$74,000
Buffered bike lanes	2.8	\$939,000
Multi-use paths	9.1	\$2,608,000
Planning studies	0.1	\$70,000
Trails	0.6	\$339,000
	Length (MI)	Round Estimate
Total	24.8	\$4,604,000
Trail	0.382	\$203,000

## CHAPTER 4. IMPLEMENTATION TOOLBOX









# MOVING FORWARD

The City desires a Bike and Pedestrian Master Plan that assists the community in endorsing projects, identifying treatment types, leveraging complementary initiatives, securing funding and ensuring strategic investment in active transportation infrastructure over time. In this way, Worthington will continually advance an active community environment.

This section identifies four project types that have emerged and offers a toolbox of treatment options to consider. The four project types are as follows:

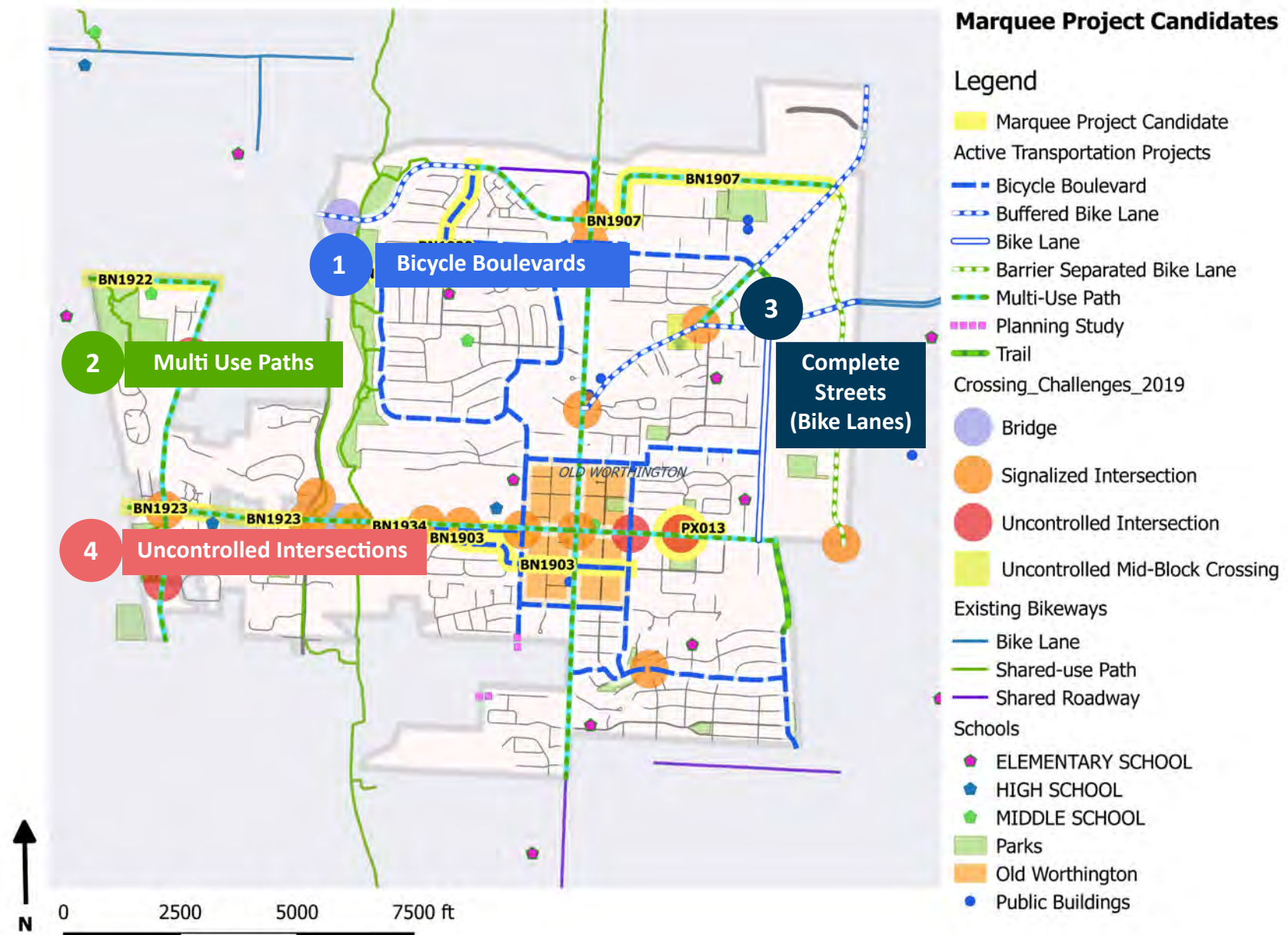
1. Bicycle Boulevards
2. Multi-Use Paths
3. Complete Streets (Bike Lanes)
4. Uncontrolled Crossings

While every project is context-specific, this Implementation Toolbox includes treatments and features to consider when advancing initiatives.

The recommendations in this plan have been developed based on the new street typologies developed as part of the city's Complete Streets Toolkit. The Complete Streets Toolkit (Appendix D) provides a number of key resources and guidance for project implementation. The following pages highlight specific examples of facility types recommended by this Plan. These are intended to supplement the Complete Streets toolkit with specific examples of what Worthington-appropriate facilities might look like when constructed.



## MARQUEE PROJECT CANDIDATES





# 1. BICYCLE BOULEVARDS

Bicycle boulevards, or neighborhood greenways, are slow-speed, low-volume streets that are shared by people driving and bicycling. It includes improvements that calm traffic and give people bicycling priority.

A target speed of 20 MPH is achieved through the use of traffic calming tools such as mini-circles, raised tables, short medians and chicanes. Bicycle Boulevards provide direct access to destinations and are easy to find and follow through the use of wayfinding treatments with pavement markings and signage.

Worthington has several marquee opportunities for bicycle boulevards to better connect people to parks, schools, and downtown, these include:

- Whitney Ave from West Terminus to Rieber St (Project ID: BN1926)
- Rieber St from W. Wilson Bridge Rd to Whitney Ave (Project ID: BN1920)
- E. New England Ave from W. Dublin Granville Rd to High St (Project ID: BN1903)
- Service Drive from Olentangy River Trail to Evening St (Project ID: BN1934)

The tools presented in this section not only benefit people on bikes, but also help create and maintain quiet streets that benefit residents and improve street safety for all users.

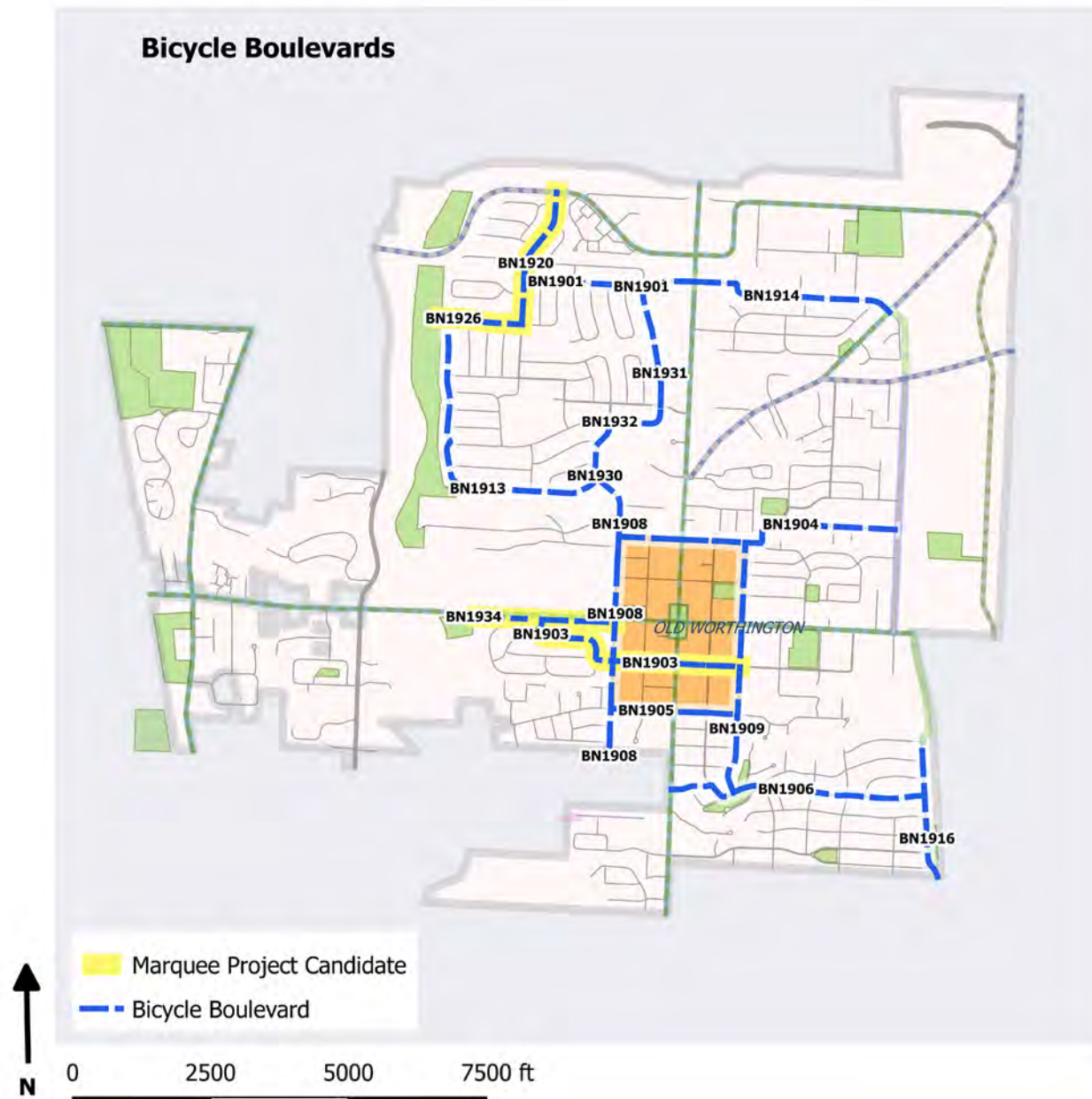
The map on the following page presents the bicycle boulevard opportunities for Worthington.

*Image Right: Speed kills. A target speed of 20MPH in residential areas should be planned, designed and enforced.*



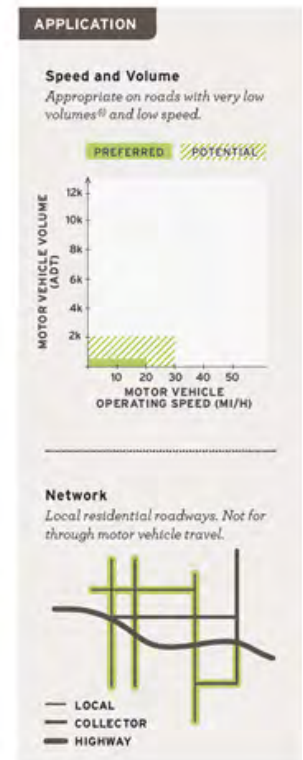
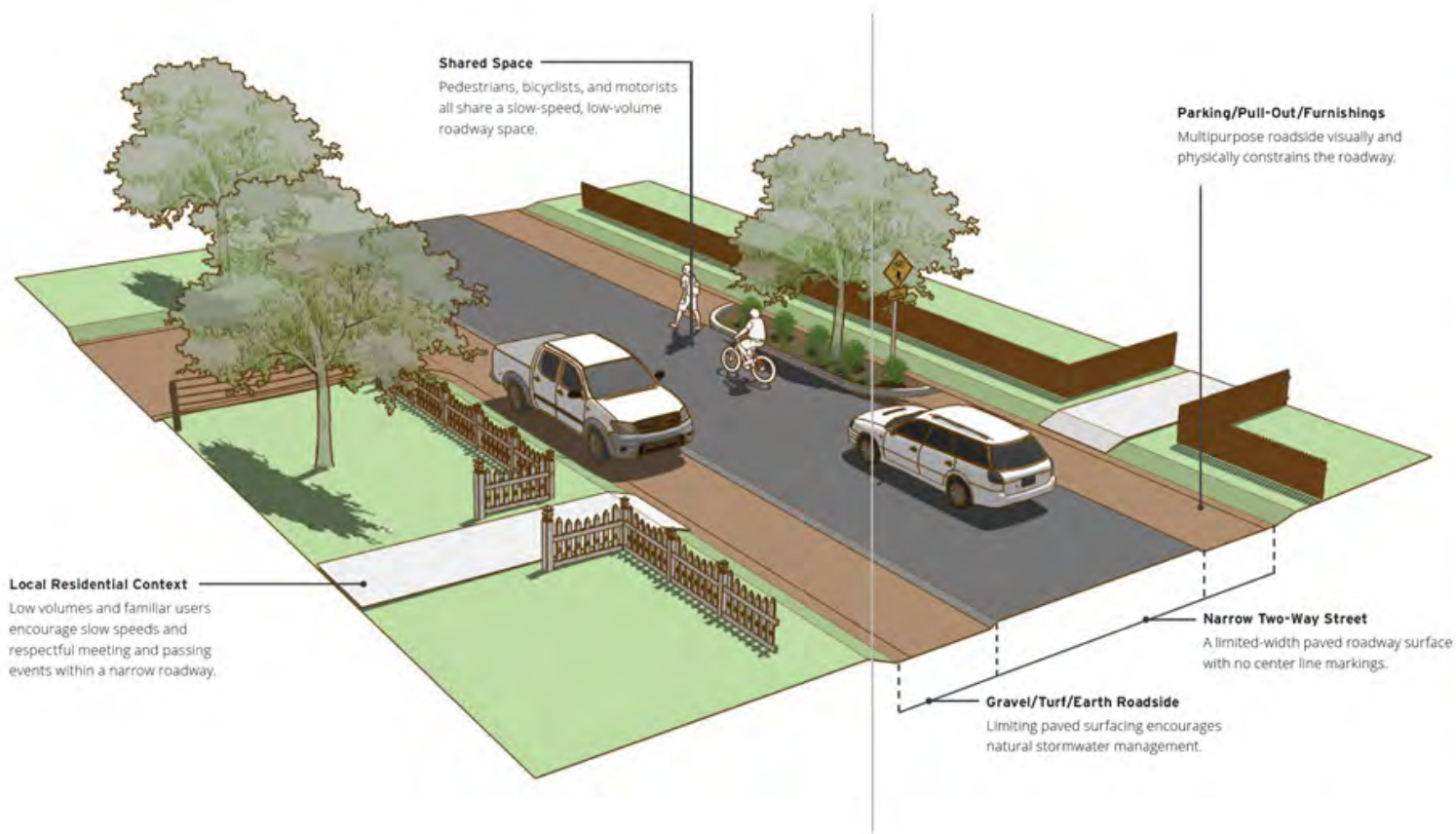


# MAP #17. BICYCLE BOULEVARDS



# BICYCLE BOULEVARDS AS SHARED STREETS

As implementation of Bicycle Boulevards becomes more common here in the United States, the practical applications for these facilities are expanding. The *Small Town and Rural Multimodal Networks Design Guide (FHWA 2016)* identifies numerous context applications for advisory shoulders along low-volume, low-speed streets to accommodate bicycles and pedestrians within the roadway where sidewalks are lacking or infeasible.





## BICYCLE BOULEVARDS AS SHARED STREETS



**Image Above:** Courtesy of Small Town and Rural Multimodal Design Guide (FHWA 2016)



# NEW ENGLAND AVENUE

## EXISTING CONDITIONS



**BETTER MANAGE TRAFFIC AND SPEEDS:** Speeding remains an issue on New England Avenue due to the long and straight street that lacks vertical height and a sense of enclosure. The lack of visual cues creates a “shot-gun” effect, inducing motorists to speed. To control speeds and manage traffic while prioritizing the connection of Olentangy River Trail to downtown, Worthington envisions a bicycle boulevard from the trail along Service Drive, Evening Street and New England Avenue, with better managed intersections by applying new traffic calming tools.



# SPEED MANAGEMENT TOOL: MINI-CIRCLE



## TOOLS FOR CHANGE

**BETTER MANAGE TRAFFIC AND SPEEDS:** Mini-circles or neighborhood traffic circles are one of the most popular and effective tools for calming traffic in neighborhoods. Seattle has 1,200 mini-circles, which have led to a reduction in intersection crashes by 90%. They are the best neighborhood safety feature of any treatment type. These inexpensive features do not interrupt drainage, and provide approximately 15 feet of clearance from the corner to the widest point on the circle on all three or four legs. Mini-circles bring speeds down to levels where motorists are more

courteous to pedestrians and bicyclists and they allow all types of turns, including U-turns, which can assist with school area traffic management. Crosswalks and shared lane markings (sharrows) can be marked to further clarify where pedestrians should cross and that bicyclists have priority. A common engineering mistake is to put in four way stops around a mini-circle rather than yield signs.



# SPEED MANAGEMENT TOOL: CREATING PINCHPOINTS



**SHORT MEDIAN:** This creates a pinchpoint at the center of the roadway, slowing motorists. Paired with a mid-block crossing location, short medians can reduce pedestrian crossing distances and improve the yielding behavior of motorists. The raised area provides space for trees, art, and other features that help to further slow speeds and beautify the street.

**CHICANE-EFFECT:** Offset curb extensions on residential streets can create a chicane effect that slows traffic. As pictured, the curb extensions can be designed with a 1-2 foot gap from the curb to avoid costly drainage impacts.

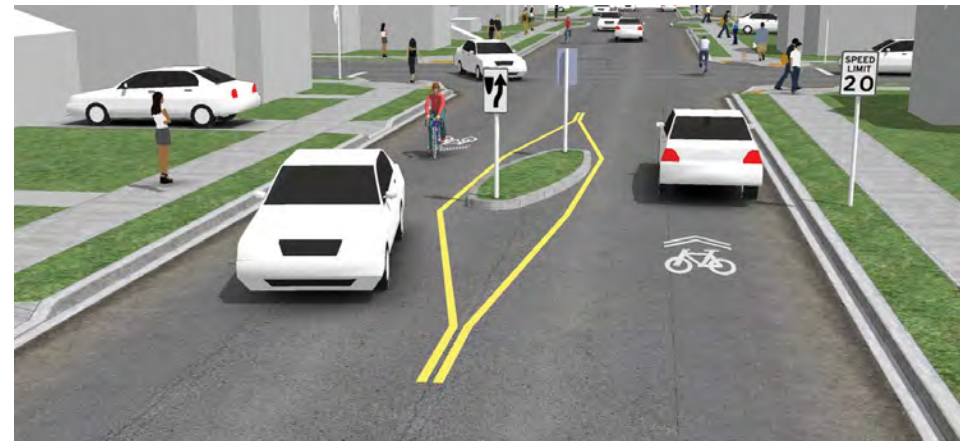


Worthington can achieve a reduction—20MPH is plenty— in motorists speeds by applying a variety of traffic calming techniques along the designated bicycle boulevards, near schools, and near other key destinations where people walking and bicycling should be a priority. Consider the following tools to encourage motorists to drive at target speed:

**SHORT MEDIAN:** Short medians bring down speeds where people should be expected. Short medians are placed away from intersections, but they can be located near driveways. These inexpensive features do not interrupt drainage; they bring speeds down to levels where motorists are more courteous to pedestrians; and they allow U-turns, which can assist with area traffic management. Short medians also serve as gateways, announcing arrival at an important location, such as a school. They work well in snow cities, as well as temperate climates.

**INTERSECTION CHICANE:** An intersection chicane includes curb extensions on one side of the intersection and a median on the opposite side. This combination of treatments brings the motorist toward the center, then brings them back toward the side, creating a deflection path brings speeds down to the desired level. All raised areas become gardens for the neighborhood. Both sides of the intersection are narrowed, minimizing crossing distances and time. Intersection chicanes can be used on streets with volumes as high as 12,000 daily trips. Emergency responders and transit providers generally prefer chicanes to more intrusive four-way stops.

**DIVERTER:** A traffic diverter breaks the street grid while maintaining access and permeability for pedestrians and bicyclists. Diverters are commonly used with bicycle boulevards to reinforce the bicycle and pedestrian priority of the street. In many ways, the trail sections along Service Drive act as a traffic diverter.



*Image Top: Short median graphic by NACTO;*

*Image Bottom: A large vehicle being deflected through a neighborhood intersection chicane (Santa Barbara, CA)*



**CHICANE:** Chicanes work well on residential or low volume downtown streets, slowing motorists speeds. Chicanes are offset curb extensions that can be designed using a 45 degree return angle or a more gradual taper and transition, resulting in an S-shaped roadway. Chicanes increase the amount of space available to green the street or activate it using benches, bicycle parking, and other amenities.

**CHOKERS OR PINCHPOINTS:** Chokers or pinchpoints create a traffic calming effect by restricting motorists from operating at high speeds on local streets. Based on the design, chokers can expand the sidewalk realm for pedestrians, become a place to plant street trees to further narrow the overall profile of the street, a space for bicycle parking, or can act as a channelized island and provide a buffered or separated section for a person biking.

**LANE SHIFT:** A lane shift horizontally deflects a vehicle and may be designed with striping, curb extensions, or on-street parking. It is a form of a chicane and when combined with lane narrowing can create a pinchpoint where an oncoming motorist has to yield to the person driving through.

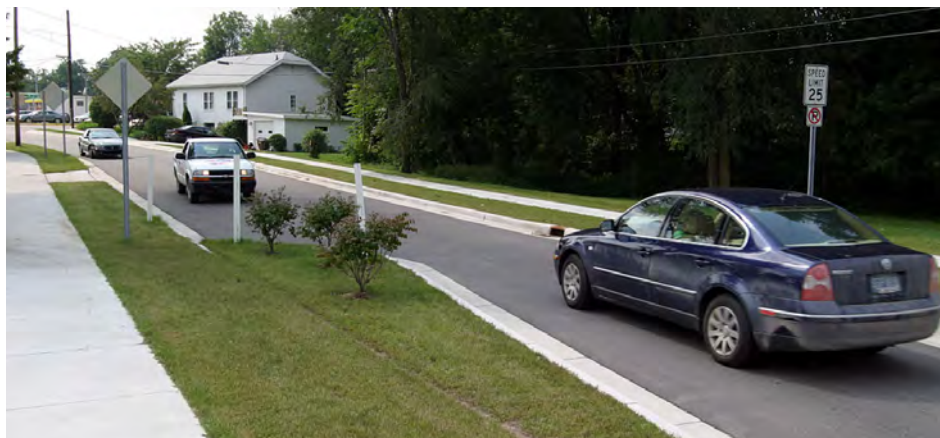
*Below Left: A lane shift designed with curb extensions horizontally deflects a motorist and narrows the roadway creating a pinchpoint (Brighton, MI);*

*Below Right: The combination of curb extensions and a short median creates another pinchpoint design (Columbus, OH);*

*Next Page: Short median with crossing (Saugutuck, MI)*



*Top Image: Chicanes are used to slow speeds near a park (Boise, ID);  
Middle Image: Choker or pinchpoint graphic by NACTO;*



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## TOOLS FOR CHANGE





# SPEED MANAGEMENT TOOL: PAVEMENT MARKINGS

## TOOLS FOR CHANGE

Note: Advisory bike lanes or “dashed bicycle lanes” are a newer treatment type in the United States. In order to install advisory shoulders, an approved Request to Experiment is required as detailed in Section 1A.10 of the MUTCD.

**TWO-WAY TRAVEL LANES:** Streets with an advisory bike lanes accommodate low to moderate volumes of two-way motor vehicle traffic and provide a prioritized space for people biking without having to widen the paved surface (as space permits). The center two-way travel lane width is 10-18 feet, with the preferred width of 13.5-16 feet. In general, the centerline is not marked. Where curves, hill crests, approaches to intersections, or bridges are present, a short section may be marked with center line pavement markings. When two motorists meet, motorists may need to encroach into the advisory bike lane space at which point, the motorist must yield to bicyclists (or pedestrians) before passing.

**ADVISORY BIKE LANES:** The advisory bike lane or dashed bicycle lanes, marked with a dashed white lane line, is a visually distinct area. Consider using contrasting paving materials between the advisory bike lane and center travel lane to further differentiate the street space. The preferred width of an advisory bike lane is 6 feet. The absolute minimum width is 4 feet when no curb and gutter is present. Advisory bike lanes clarify positioning and yield priority on roads that are too narrow to provide exclusive bicycle travel space.



# SPEED MANAGEMENT TOOL: PAINTED INTERSECTIONS



**SHARROWS OR SHARED LANE MARKINGS:** For lower speed streets, a sharrow or “shared lane marking” - usually painted - is placed in the center of a travel lane to alert motorists and bicyclists alike to the shared use of the lane. Sharrows reinforce the legitimacy of bicycle traffic on the street, encourage bicyclists to position themselves in the lane, away from parked cars where they are at risk of being doored, and provide a wayfinding element along bike routes or bicycle boulevards. Sharrows work on low volume, low speed streets and should not be considered as a substitute for bike lanes, cycle tracks, or other separation treatments. Markings should be placed in the center of the travel lane.

**STREET PAINTINGS:** Street paintings are creative placemaking and community-building activities for residential intersections and mid-block locations on residential streets. Throughout Portland, Oregon, and a growing number of cities, neighborhoods are designing, implementing, and maintaining street paintings to further their ownership of place.

## 2. MULTI-USE PATHS & TRAILS

A multi-use, or shared-use, path is designed both for transportation and recreational purposes and are used by bicyclists, pedestrians, and other non-motorized users. They typically are separated from motorized traffic by an open space or barrier within the street or other independent right-of-way, such as utility corridor, abandoned railroad, and park.

The desirable paved width of a shared-use path, excluding the shoulders on either side, is 12 feet. The minimum paved width is 10 feet. A context sensitive approach should be taken to ensure the path design addresses driveways, streets, and intersections with care. Signage and wayfinding are necessary components due to the mix of users and speeds of path users.

Within Worthington the following streets were identified as multi-use path marquee projects:

- Snouffer Rd from West City Limit to Linworth Rd (Project ID: BN1922)
- W. Dublin-Granville Rd from West City Limit to E. ramp of SR 315 (Project ID: BN1923)
- E. Wilson Bridge Rd from High St to Worthington Galena Rd (Project ID: BN1907)

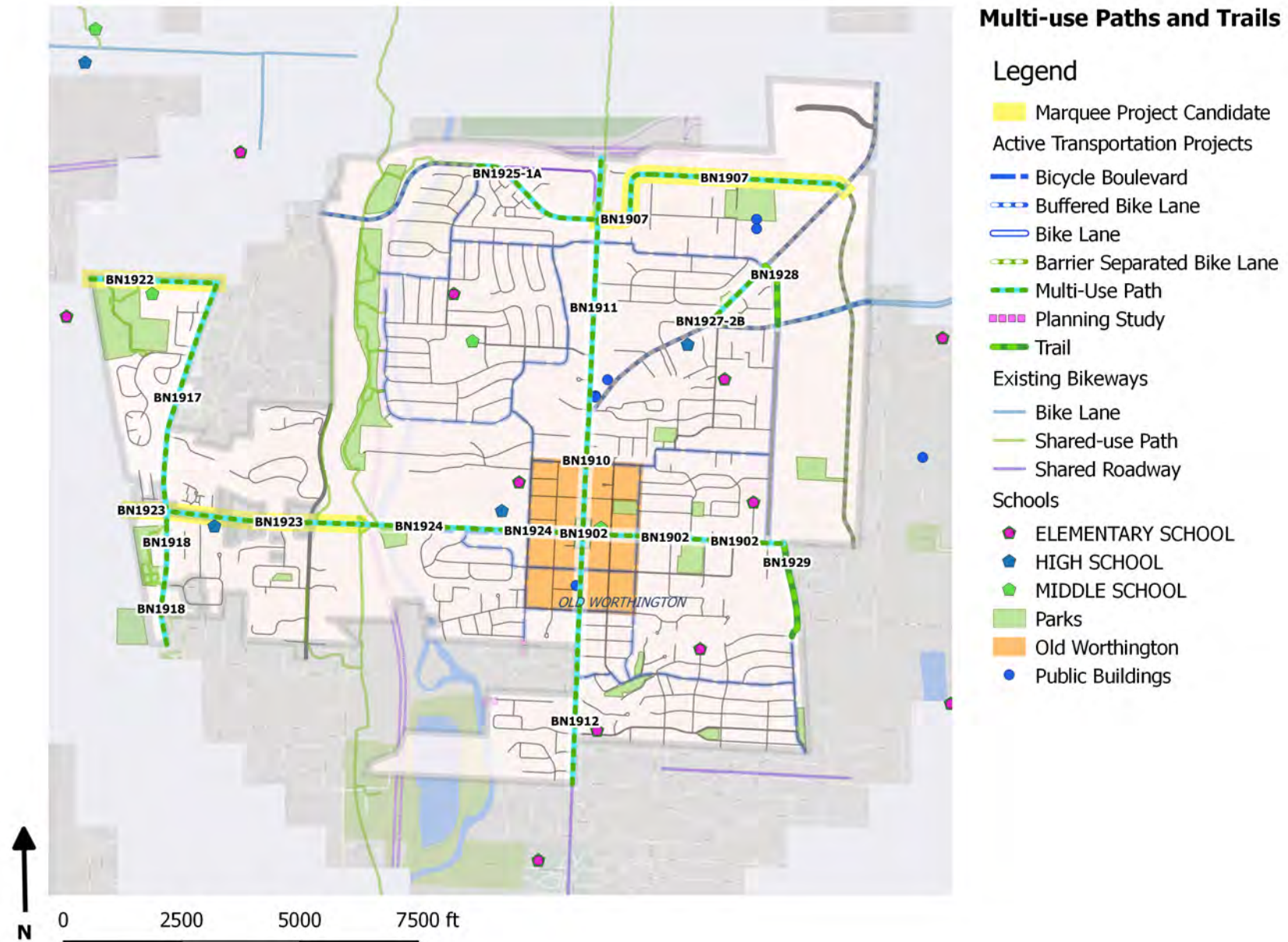
The map, at right, presents multi-use path and trail opportunities for Worthington.

*Image Right: The Midtown Greenway a multi-use path in Minneapolis, MN, Photo courtesy The Greenway Guy*





# MAP #18. MULTI-USE PATHS AND TRAILS



# TOOLS FOR CHANGE: MULTI-USE PATHS & TRAILS

**MULTI-USE PATH:** An off-street shared-use trail for bicyclists and pedestrians connects two or more points of interest. It is a paved or natural surface that is fully separated from motor vehicles. A shared-use path is 12-feet wide for people walking in both directions. Painted stripes and other wayfinding indicate type of and direction of travel.

**LEARN FROM INDIANAPOLIS CULTURAL TRAIL:** The Cultural Trail is an eight mile trail that runs through the heart of downtown Indianapolis, connecting some of city's most popular cultural destinations and neighborhoods. In many sections, travel and/or parking lanes were converted to trail space. The trail features ample room for people walking, biking, scooting, and using wheel chairs or pushing strollers. Most of the time, users are in separate spaces delineated through the use of pavement texture, green landscaping (including bioswales) and other public space amenities such as art and benches. Strong wayfinding, trail signage, and high visibility crossings and intersection treatments reinforce the shared environment.



*Top Image and Opposite Page: Trail signage and crossing treatments along the Cultural Trail, Indianapolis, IN (Photos: Rundell Ernstberger Associates, LLC) ;*

*Bottom Image: People enjoying the Cultural Trail. Photo by Max Grinnell.*



## TOOLS FOR CHANGE





### 3. COMPLETE STREETS

In general, Worthington can use this Plan to support the implementation of the new Complete Streets policy - ensuring all street users and people of all ages and abilities have safe, comfortable, and convenient access. Over time, there are opportunities to right-size streets to make walking, biking and using transit more comfortable by putting streets on a 'road diet.' A road diet involves narrowing or eliminating travel lanes to improve safety for pedestrians, bicyclists and motorists. In general, road diets consist of the conversion of 4-lane roads to 3-or 2-lane roads or 3-lane roads to two-lane roads, but even overly wide 2-lane roads can be right-sized. The additional space can be reallocated for bicycle

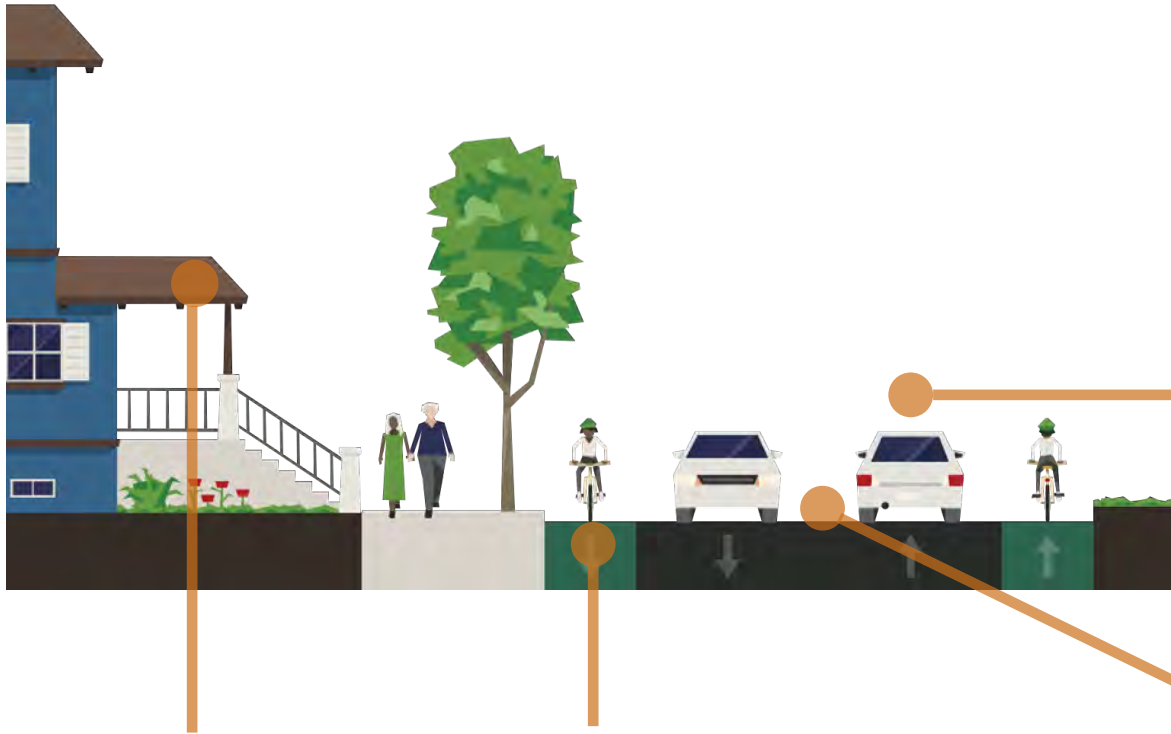
lanes, buffered bike lanes, cycle tracks, sidewalks, planter strips for street trees, a bus stop, a separated multi-use trail, and/or on-street parking - thereby completing the street. While there are numerous opportunities, an early win is to right-size Proprietors Rd from Schrock Rd to E. Dublin-Granville Rd. Proprietors Rd. has 30 feet of right-of-way between curbs. It is a strong candidate for a Complete Street project. Using just paint, the street can be re-stripped to include two 10-foot travel lanes and two 5-foot bike lanes. Refer to the MORPC Complete Streets Toolkit and the new street design matrix to match the street typology with appropriate configurations.



Worthington Bicycle and Pedestrian Master Plan | Page 82

# PROPRIETORS RD BETWEEN E. DUBLIN-GRANVILLE AND SCHROCK RD

## TOOLS FOR CHANGE



**BUILDINGS ARE ORIENTED TO THE STREET:** Promote building and site designs that face and are built-to the street, enhancing the pedestrian and overall street experience with windows, entrances, pathways, porches, and other features that provide natural surveillance or “eyes on the street.”

**BIKE LANES:** One of the most cost effective ways to reduce speed while improving overall vehicular flow and creating improved conditions for bicycling and walking, is the conversion of overly wide lanes to bike lanes. Bike lanes should be at least 5 feet wide (6 feet is ideal) and seamless. Thick striping (8-10 inch edge stripes) and regular green markings at driveways, intersections and other points of conflict remind drivers to anticipate bicyclists. Bike lanes have an added benefit to pedestrians by providing a buffer to moving traffic.

**10-FOOT TRAVEL LANES:** Travel lane widths of 10 feet are appropriate in urban areas where speeds should be low and have a positive impact on a street’s safety without impacting operations. Narrower streets have other benefits, including reduced crossing distances, shorter signal cycles, less stormwater, and less construction material to build and maintain.

**CENTERLINE REMOVAL:** On streets that are overly-wide or streets where a centerline exists and traffic volumes are under 6,000 vehicles a day, consider removing the yellow centerline and instead paint bold edge stripes (8-10 inches) to mark the edge of the travel lane.



**COMPLETE STREETS:** A context sensitive approach to street design, ensuring all street users and people of all ages and abilities have safe, comfortable, and convenient access



**BUILDINGS WATCH OVER  
THE STREET AND PROVIDE  
OPPORTUNITIES TO  
FOSTER STREET/SIDEWALK  
LIFE**

**STREET TREES PROVIDE  
SHADE, GREENING AND  
COOLING THE STREET**

**INTERSECTION  
TREATMENTS HELP  
MANAGE SPEEDS AND  
CREATE GATEWAYS**

**ON-STREET PARKING  
ADDS AN ADDITIONAL  
BUFFER TO SIDEWALK**

**BIKE LANES  
ENCOURAGE  
ACTIVE MODES  
OF TRAVEL**

**MEDIANS VARY  
IN TYPE, COLOR,  
TEXTURE, AND  
SIZE**





Oak Park, Illinois, has created a main street which accommodates motor vehicles yet encourages active transportation for all ages. The proper placement of furniture and amenities, along with street trees and landscaping, beautifies the environment and creates a place that

residents are proud of and visitors want to return to. The desire to ensure historic preservation alongside development makes Oak Park a good example for Worthington to learn from.



# TOOLS FOR CHANGE: BUFFERED BIKE LANES

Buffered bike lanes add a 2.5-3 foot (typically) painted buffer to a bike lane, creating a little more separation between people biking and driving. The painted buffer is marked with two solid white lines with diagonal hatching in between. On-street parking, planters, posts or bollards, or other vertical material can also act as an additional buffer to a bike lane. Adding more separation between people biking and driving makes bicycling more comfortable for a wider cross-section of people, especially

children and older adults who prefer not to ride adjacent to moving traffic. Colored pavement may be used for increased visibility within conflict areas (i.e. major driveways) or across intersections. Streets that have higher travel speeds and volumes, and where there are extra lanes or extra lane width, a buffered bike lane or fully separated or raised cycle track are tools to consider.



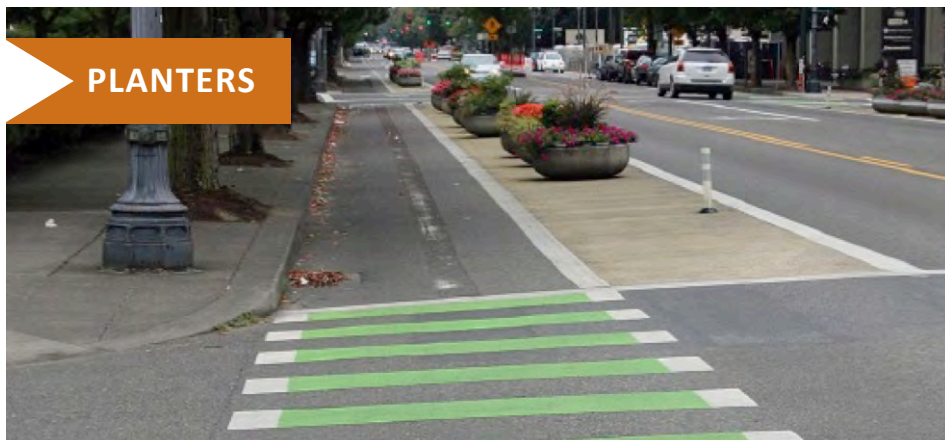
**STRIPED BUFFER**

*Gainesville, FL*



**PARKED CARS**

*Cambridge, MA*



**PLANTERS**

*Portland, OR*



**RAISED BIKEWAY  
OR CYCLE TRACK**

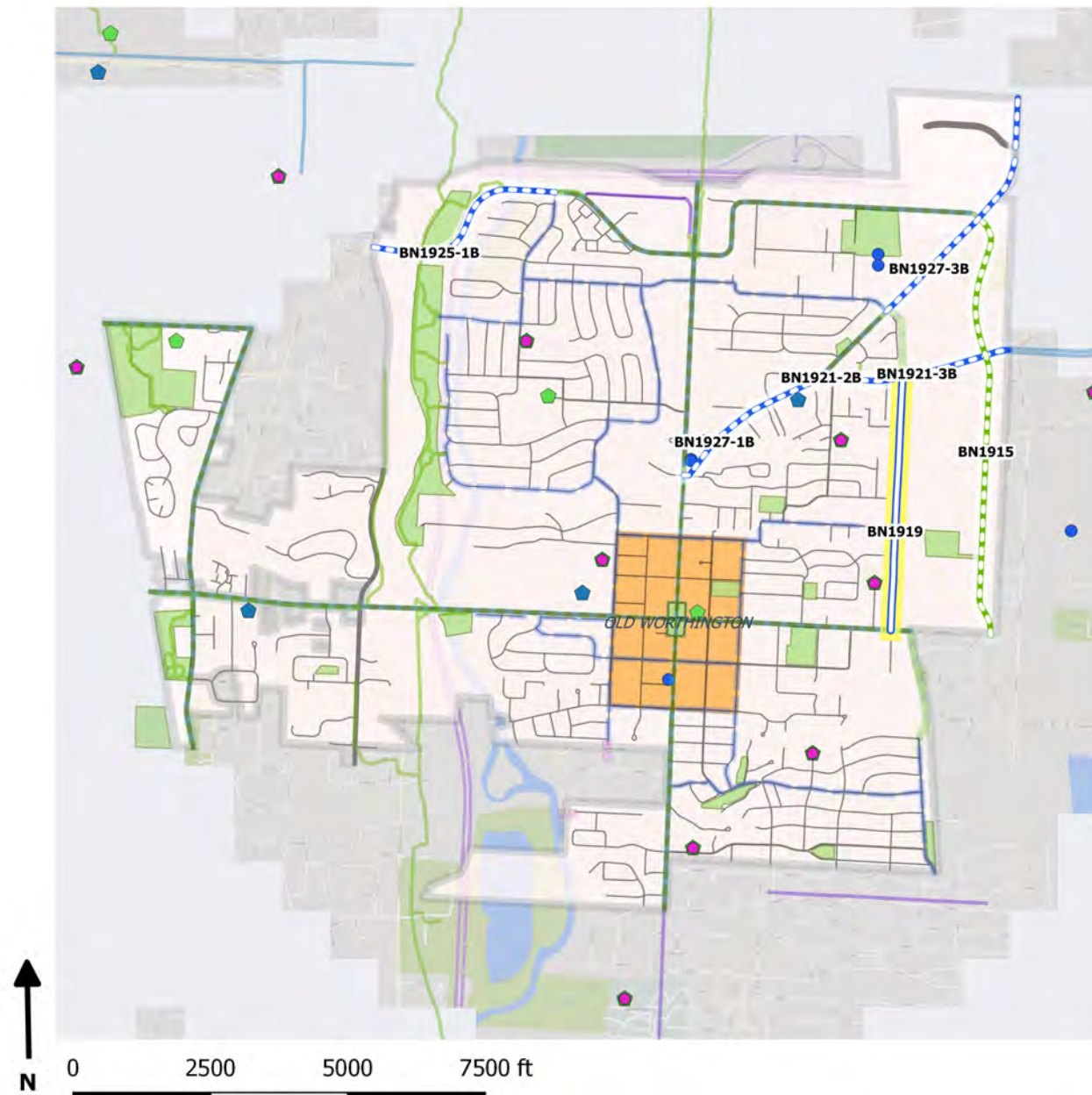
*Missoula, MT*

# MAP #19. ON-STREET BIKE LANES

## On-Street Bike Lanes

### Legend

- Marquee Project Candidate
- On-Street Bike Projects**
  - Buffered Bike Lane
  - Bike Lane
  - Barrier Separated Bike Lane
- Existing Bikeways**
  - Bike Lane
  - Shared-use Path
  - Shared Roadway
- Schools**
  - ELEMENTARY SCHOOL
  - HIGH SCHOOL
  - MIDDLE SCHOOL
- Parks
- Old Worthington
- Public Buildings





## 4. UNCONTROLLED CROSSINGS

Intersections are a critical component of street design; they are locations where various movements of motorists, pedestrians and bicyclists converge. Well-designed intersections address the mobility and safety needs of all users. Intersections, by design, should reduce conflict between users, by ensuring a high level of visibility, facilitating eye contact and awareness between users, enhancing stopping or yielding compliance, and denoting a clear right-of-way to movement.

Intersections and intersection crossings can be both controlled (i.e. traffic signal, stop signs, roundabouts) or uncontrolled (i.e. no traffic control). Where crosswalks are marked outside of intersections, these are mid-block crossings and also require special attention to ensure that appropriate measures are included to make crossing safe and convenient.

Uncontrolled intersection crossings occur where sidewalks or other designated paths intersect a street at a location with no traffic control, which includes non-intersection or mid-block locations. These locations often correspond to higher pedestrian crash rates due to inadequate crossing treatments and design.

This Plan has identified five key uncontrolled crossing locations:

1. Dublin-Granville Rd at Pingree Dr (Project ID: PX013)
2. Dublin-Granville Rd at Morning St (Project ID: PX020)
3. Linworth Rd at Collins Dr (Project ID: PX017)
4. Linworth Rd at Linworth Park (Project ID: PX007)
5. Worthington-Galena Rd at Worthington Christian High School (Project ID: PX011)

By focusing on these uncontrolled intersections and mid-block crossing locations, Worthington can improve safety for pedestrians and promote a more age-friendly, active-living environment that improves the connections between key community destinations like Linworth Park, East Granville Park, and schools.

1



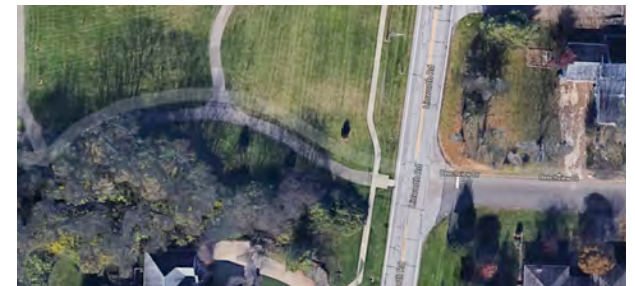
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3



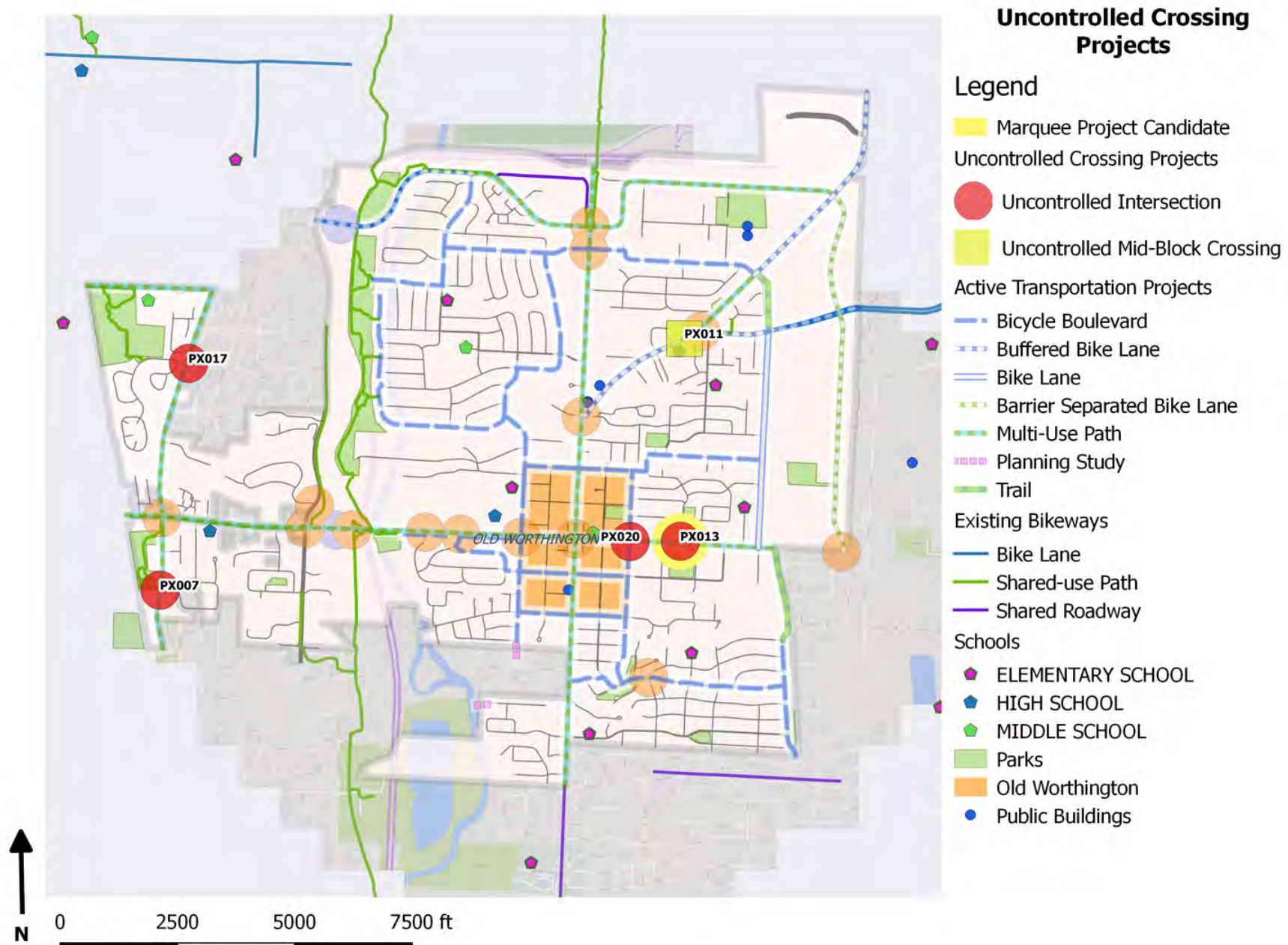
4



5



# MAP #20. UNCONTROLLED CROSSING PROJECTS









# IDENTIFYING COUNTERMEASURES FOR UNCONTROLLED CROSSINGS

Identifying appropriate features for uncontrolled crossings has been simplified based on the recent publication of *The Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (FHWA Every Day Counts 2017)*. Table 1 in the guide provides a matrix to identify suitable countermeasures based on existing roadway conditions.

Roadway Configuration	Speed Limit								
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
2 lanes*	1 2 3 4 5 6	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7
3 lanes with raised median*	1 2 3 4 5	1 3 5 7	1 3 5 7	1 3 4 5 7	1 3 5 7	1 3 5 7	1 3 4 5 7	1 3 5 7	1 3 5 7
3 lanes w/o raised median†	1 2 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7
4+ lanes with raised median‡	1 3 5	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7
4+ lanes w/o raised median‡	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8

\*One lane in each direction    †One lane in each direction with two-way left-turn lane    ‡Two or more lanes in each direction

Given the set of conditions in a cell,

- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Pedestrian Hybrid Beacon
- 8 Road Diet

This table was developed using information from: Zegeer, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005). *Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines* (No. FHWA-HRT-04-100); *Manual on Uniform Traffic Control Devices*, 2009 Edition, Chapter 4F. Pedestrian Hybrid Beacons; the Crash Modification Factors (CMF) Clearinghouse website (<http://www.cmfclearinghouse.org/>); and the Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) website (<http://www.pedbikesafe.org/PEDSAFE/>).

Above: Table #10. Application of Pedestrian Crash Countermeasures by Roadway Feature

# IDENTIFYING COUNTERMEASURES FOR UNCONTROLLED CROSSINGS

## EXAMPLE #1: PINGREE DR. AT DUBLIN GRANVILLE ROAD (PX013)

### Existing conditions:

- Three lanes of travel (without raised median)
- Posted Speed: 35 mph
- Average Annual Daily Traffic (AADT): 15,900

### Treatments that should always be considered:

- 1 – High Visibility Crosswalk Markings
- 3 – Advance Stop Here for Pedestrian sign and stop bar
- 7 – Pedestrian Hybrid Beacon (also RRFB)<sup>1</sup>

### Additional candidate treatments:

- 5 – Curb extensions
- 6 – Pedestrian refuge island

<sup>1</sup>At the time of the guide publication, the Rectangular Rapid Flash Beacon (RRFB) was not approved due to a regulatory patent issue. The issue was resolved and interim approval given to the RRFB in March 2018. It is anticipated that updates to the guide will include RRFB as an recommended treatment in conditions suitable for Pedestrian Hybrid Beacons based on similar rates of effectiveness.

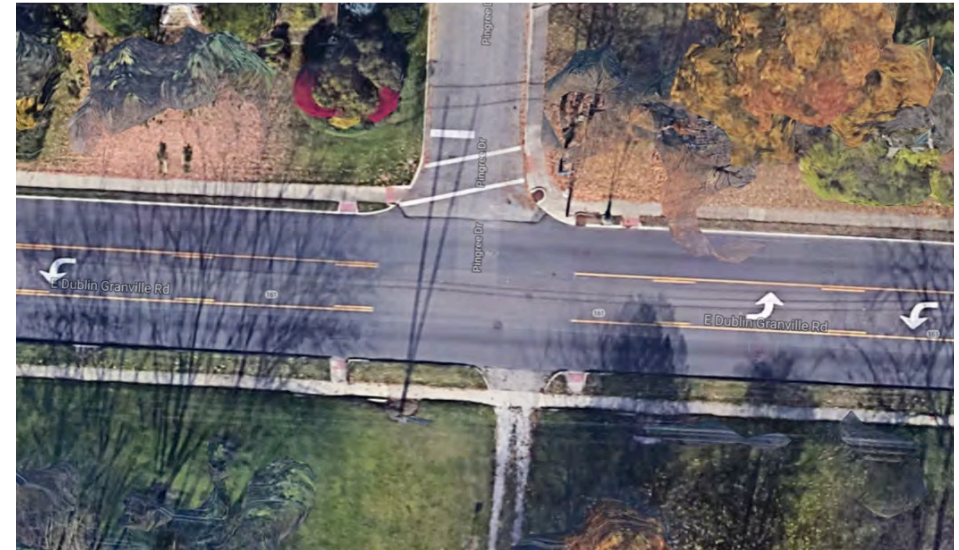


Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Speed Limit							
	≤30 mph		35 mph	≥40 mph		≤30 mph	35 mph	≥40 mph
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000	
2 lanes*	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3
3 lanes with raised median*	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3
3 lanes w/o raised median†	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3
4+ lanes with raised median‡	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3
4+ lanes w/o raised median‡	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3

\*One lane in each direction    †One lane in each direction with two-way left-turn lane    ‡Two or more lanes in each direction

Given the set of conditions in a cell,

- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels

2 Raised crosswalk

3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line

4 In-Street Pedestrian Crossing sign

5 Curb extension

6 Pedestrian refuge island

7 Pedestrian Hybrid Beacon

8 Road Diet

This table was developed using information from: Zegeer, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines (No. FHWA-HRT-04-100); Manual on Uniform Traffic Control Devices, 2009 Edition, Chapter 4B; Pedestrian Hybrid Beacons: The Crash Modification Factors (CMF) Clearinghouse website (<http://www.cmfclearinghouse.org>); and the Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) website (<http://www.pedbikesafe.org/PEDSAFE/>).



# IDENTIFYING COUNTERMEASURES FOR UNCONTROLLED CROSSINGS

## EXAMPLE #2: DUBLIN-GRANVILLE AT MORNING STREET (PX020)

### Existing conditions:

- Three lanes without raised median
- Posted Speed: 35 mph
- Average Annual Daily Traffic (AADT): 17,000

### Treatments that should always be considered:

- 1 – High Visibility Crosswalk Markings
- 3 – Advance Stop Here for Pedestrian sign and stop bar
- 7 – Pedestrian Hybrid Beacon (also RRFB)<sup>1</sup>

### Additional candidate treatments:

- 5 – Curb extensions
- 6 – Pedestrian refuge island

<sup>1</sup>At the time of the guide publication, the Rectangular Rapid Flash Beacon (RRFB) was not approved due to a regulatory patent issue. The issue was resolved and interim approval given to the RRFB in March 2018. It is anticipated that updates to the guide will include RRFB as an recommended treatment in conditions suitable for Pedestrian Hybrid Beacons based on similar rates of effectiveness.



Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Speed Limit								
	≤30 mph			35 mph			≥40 mph		
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
2 lanes*	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3	1 3
3 lanes with raised median*	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3	1 3
3 lanes w/o raised median†	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3	1 3
4+ lanes with raised median‡	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3
4+ lanes w/o raised median‡	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3

\*One lane in each direction    †One lane in each direction with two-way left-turn lanes    ‡Two or more lanes in each direction

Given the set of conditions in a cell,

- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels  
 2 Raised crosswalk  
 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line  
 4 In-Street Pedestrian Crossing sign  
 5 Curb extension  
 6 Pedestrian refuge island  
 7 Pedestrian Hybrid Beacon  
 8 Road Diet

This table was developed using information from: Zogor, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines (No. FHWA-HRT-04-100); Manual on Uniform Traffic Control Devices, 2009 Edition, Chapter 4F. Pedestrian Hybrid Beacons; the Crash Modification Factors (CMF) Clearinghouse website (<http://www.cmfclearinghouse.org/>); and the Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) website (<http://www.pedsafe.org/PEDSAFE/>).



# IDENTIFYING COUNTERMEASURES FOR UNCONTROLLED CROSSINGS

## EXAMPLE #3: LINWORTH RD AT COLLINS DR (PX017)

### Existing conditions:

- Two lanes
- Posted Speed: 35 mph
- Average Annual Daily Traffic (AADT): 7,500

### Treatments that should always be considered:

- 1 – High Visibility Crosswalk Markings
- 3 – Advance Stop Here for Pedestrian sign and stop bar

### Additional candidate treatments:

- 5 – Curb extensions
- 6 – Pedestrian refuge island
- 7 – Pedestrian Hybrid Beacon (also RRFB)<sup>1</sup>

<sup>1</sup>At the time of the guide publication, the Rectangular Rapid Flash Beacon (RRFB) was not approved due to a regulatory patent issue. The issue was resolved and interim approval given to the RRFB in March 2018. It is anticipated that updates to the guide will include RRFB as an recommended treatment in conditions suitable for Pedestrian Hybrid Beacons based on similar rates of effectiveness.



Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Speed Limit								
	≤30 mph			35 mph			≥40 mph		
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
2 lanes*	1 2 3 4 5 6	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7
3 lanes with raised median*	1 2 3 4 5	1 3 5 7	1 3 5 7	1 3 4 5 7	1 3 5 7	1 3 5 7	1 3 4 5 7	1 3 5 7	1 3 5 7
3 lanes w/o raised median†	1 2 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7
4+ lanes with raised median†	1 3 5	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7
4+ lanes w/o raised median†	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8

\*One lane in each direction    \*One lane in each direction with two-way left-turn lanes    \*Two or more lanes in each direction

Given the set of conditions in a cell,

- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

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- 1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Pedestrian Hybrid Beacon
- 8 Road Diet

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# IDENTIFYING COUNTERMEASURES FOR UNCONTROLLED CROSSINGS

## EXAMPLE #4: LINWORTH RD AT LINWORTH PARK / BEECHVIEW DRIVE (PX007)

### Existing conditions:

- Two lanes
- Posted Speed: 35 mph
- Average Annual Daily Traffic (AADT): 6,000

### Treatments that should always be considered:

- 1 – High Visibility Crosswalk Markings
- 3 – Advance Stop Here for Pedestrian sign and stop bar

### Additional candidate treatments:

- 5 – Curb extensions
- 6 – Pedestrian refuge island
- 7 – Pedestrian Hybrid Beacon (also RRFB)<sup>1</sup>

<sup>1</sup>At the time of the guide publication, the Rectangular Rapid Flash Beacon (RRFB) was not approved due to a regulatory patent issue. The issue was resolved and interim approval given to the RRFB in March 2018. It is anticipated that updates to the guide will include RRFB as an recommended treatment in conditions suitable for Pedestrian Hybrid Beacons based on similar rates of effectiveness.

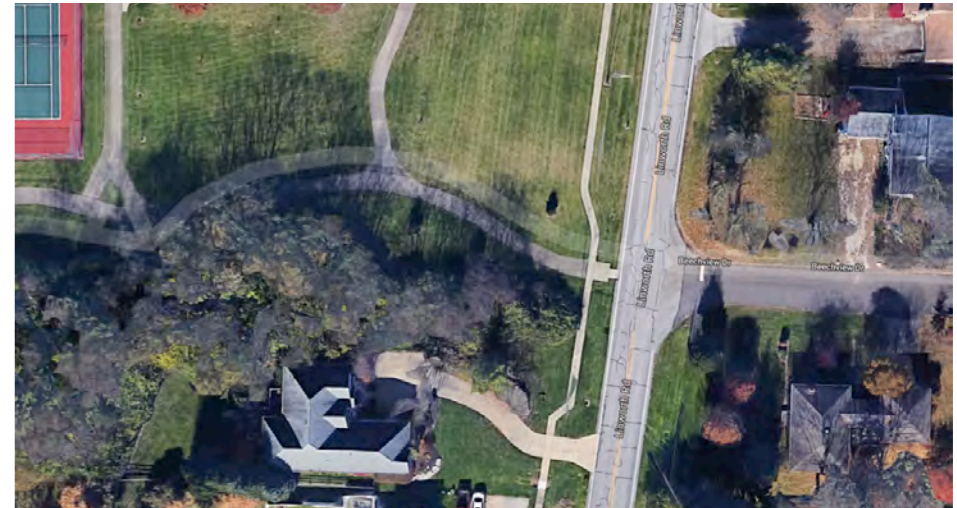


Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Speed Limit								
	≤30 mph			35 mph			≥40 mph		
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
2 lanes*	1 2 3 4 5 6	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7
3 lanes with raised median*	1 2 3 4 5	1 3 5 7	1 3 5 7	1 3 4 5 7	1 3 5 7	1 3 5 7	1 3 4 5 7	1 3 5 7	1 3 5 7
3 lanes w/o raised median†	1 2 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7	1 3 4 5 6 7	1 3 5 6 7	1 3 5 6 7
4+ lanes with raised median‡	1 3 5	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7	1 3 5 7
4+ lanes w/o raised median‡	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8	1 3 5 6 7 8

\*One lane in each direction    †One lane in each direction with two-way left-turn lane    ‡Two or more lanes in each direction

Given the set of conditions in a cell,

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- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Pedestrian Hybrid Beacon
- 8 Road Diet

This table was developed using information from: Zegeer, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines (No. FHWA-HRT-04-100); Manual on Uniform Traffic Control Devices, 2009 Edition, Chapter 4F: Pedestrian Hybrid Beacons; the Crash Modification Factors (CMF) Clearinghouse website (<http://www.cmfclearinghouse.org/>); and the Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) website (<http://www.pedbikesafe.org/PEDSAFE/>).



# IDENTIFYING COUNTERMEASURES FOR UNCONTROLLED CROSSINGS

## EXAMPLE #5: WORTHINGTON-GALENA RD AT WORTHINGTON CHRISTIAN HIGH SCHOOL (PROJECT ID: PX011)

### Existing conditions:

- Two lanes
- Posted Speed: 35 mph
- Average Annual Daily Traffic (AADT): 9,800

### Treatments that should always be considered:

- 1 – High Visibility Crosswalk Markings
- 3 – Advance Stop Here for Pedestrian sign and stop bar

### Additional candidate treatments:

- 5 – Curb extensions
- 6 – Pedestrian refuge island
- 7 – Pedestrian Hybrid Beacon (also RRFB)<sup>1</sup>

<sup>1</sup>At the time of the guide publication, the Rectangular Rapid Flash Beacon (RRFB) was not approved due to a regulatory patent issue. The issue was resolved and interim approval given to the RRFB in March 2018. It is anticipated that updates to the guide will include RRFB as an recommended treatment in conditions suitable for Pedestrian Hybrid Beacons based on similar rates of effectiveness.

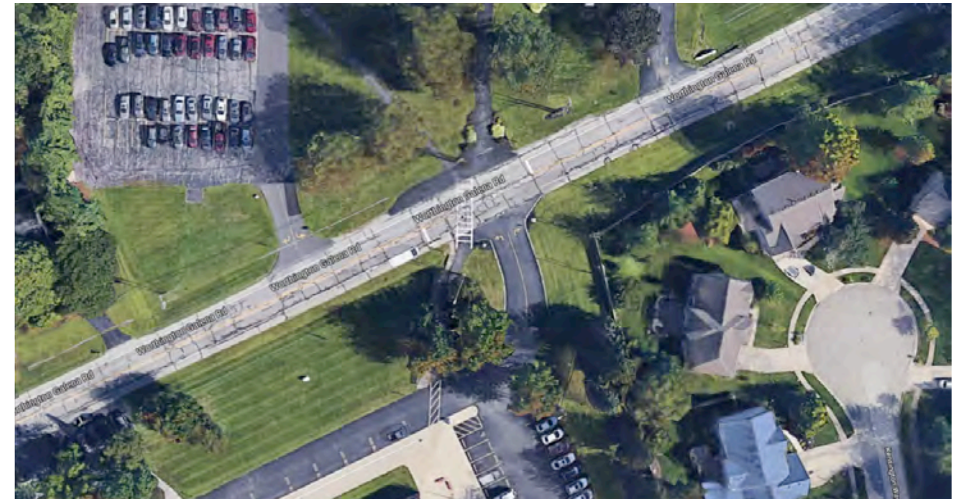


Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Speed Limit								
	≤30 mph			35 mph			≥40 mph		
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
2 lanes*	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3	1 3
3 lanes with raised median*	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3	1 3
3 lanes w/o raised median†	1 2 3 4	1 3	1 3	1 3 4	1 3	1 3	1 3 4	1 3	1 3
4+ lanes with raised median‡	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3
4+ lanes w/o raised median‡	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3

\*One lane in each direction    †One lane in each direction with two-way left-turn lane    ‡Two or more lanes in each direction

Given the set of conditions in a cell,

- Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

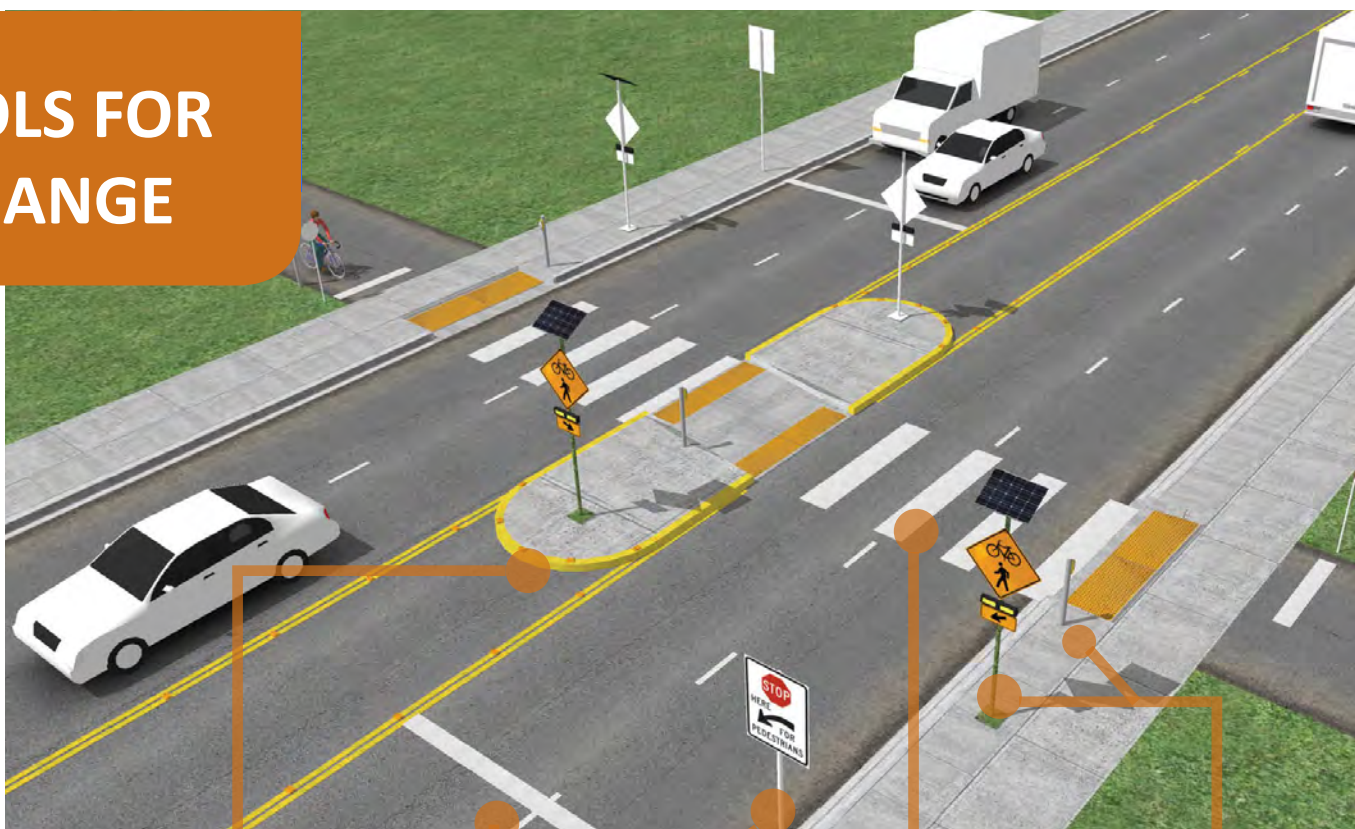
The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- 1 High-visibility crosswalk markings, parking restriction on crosswalk approach, adequate nighttime lighting levels
- 2 Raised crosswalk
- 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- 4 In-Street Pedestrian Crossing sign
- 5 Curb extension
- 6 Pedestrian refuge island
- 7 Pedestrian Hybrid Beacon
- 8 Road Diet

This table was developed using information from: Zogger, C. V., Stewart, J. R., Huang, H. H., Lagerwey, P. A., Feaganes, J., & Campbell, B. J. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines (No. FHWA-HRT-04-100); Manual on Uniform Traffic Control Devices, 2009 Edition, Chapter 4F. Pedestrian Hybrid Beacons; the Crash Modification Factors (CMF) Clearinghouse website (<http://www.cmfclearinghouse.org/>); and the Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) website (<http://www.pedbikesafe.org/PEDSAFE/>).



# TOOLS FOR CHANGE



## PEDESTRIAN CROSSING ISLAND

**ADVANCED STOP HERE  
FOR PEDESTRIANS SIGN  
& STOP BAR**

## HIGH VISIBILITY CROSSWALK MARKINGS

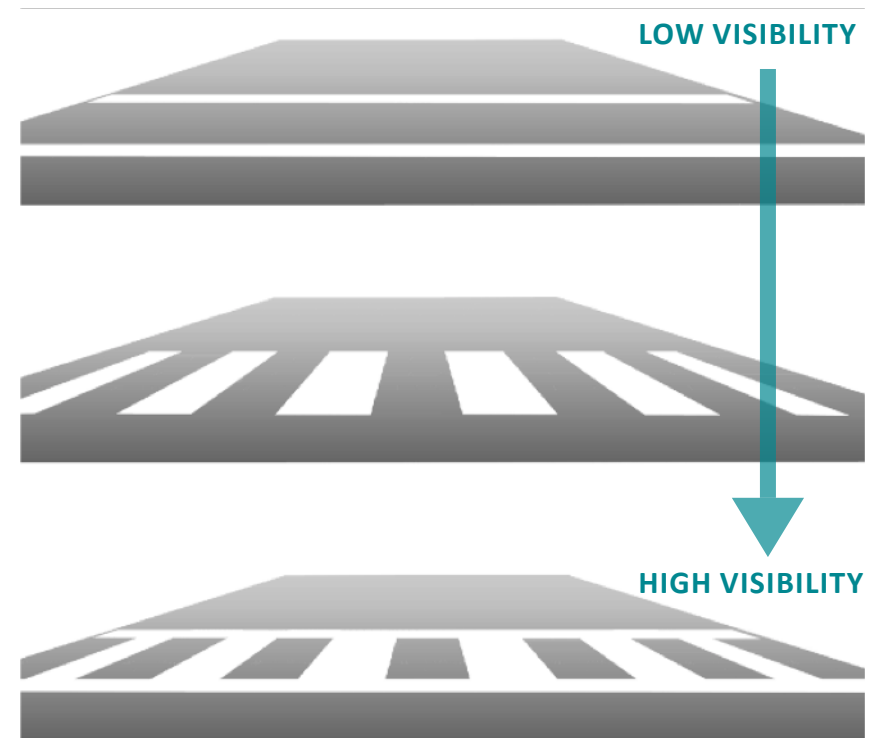
**RECTANGULAR RAPID  
FLASH BEACON (RRFB)  
ACTIVATED BY PERSON  
WALKING OR BIKING**

**HIGH VISIBILITY CROSSWALK MARKINGS:** Crossings should be well placed and located where there is a strong desire to cross, sight distances are good, and speeds are controlled. The visibility of crosswalks to the driver varies by type. Piano key or ladder-style markings are the most visible. All five marquee crossing locations should include high visibility crosswalk markings on all or appropriate legs of the intersection.

**ADVANCED STOP HERE FOR PEDESTRIAN SIGN & STOP BAR:** Advance stop here signs and stop bars are placed 30-50 feet in advance of the marked crosswalk. This treatment can be used at any uncontrolled crossing location, but has the highest benefit on streets with four or more lanes or streets with speed limits of 35 mph or greater as it helps improve sightlines and reduce the multiple-threat crash—where a stopped motorist screens a person crossing and the approaching motorist does not see the person crossing and does not have enough stopping time.

**PEDESTRIAN HYBRID BEACON (OR HAWK)** A pedestrian hybrid beacon, also known as a High-intensity Activated Crosswalk (HAWK). Hybrid beacons are used to improve pedestrian and bicycle crossings of major streets in locations where side-street traffic volumes do not support installation of a conventional traffic signal. Hybrid beacons also can be used at mid-block crossing locations, for example at schools or trails. Hybrid beacons must be actuated by a person walking or biking, at which point the beacon begins flashing yellow, changes to steady yellow, then displays a solid red. During the solid red phase, drivers must stop and remain stopped. Prior to returning to no indication (beacon is dark, off) the beacon displays an alternating flashing red that allows drivers to stop and then proceed if clear, as they would a stop sign.

**RECTANGULAR RAPID FLASH BEACONS (RRFB):** Rectangular rapid flash beacons use an irregular flash pattern similar to emergency flashers on police vehicles and can be installed on either two-lane or multi-lane streets. These active warning beacons alert drivers to yield where people walking and bicycling have the right-of-way crossing a street.



Hybrid Beacon in Phoenix, AZ  
Photo: [www.pedbikeimages.org](http://www.pedbikeimages.org); Mike Cynecki

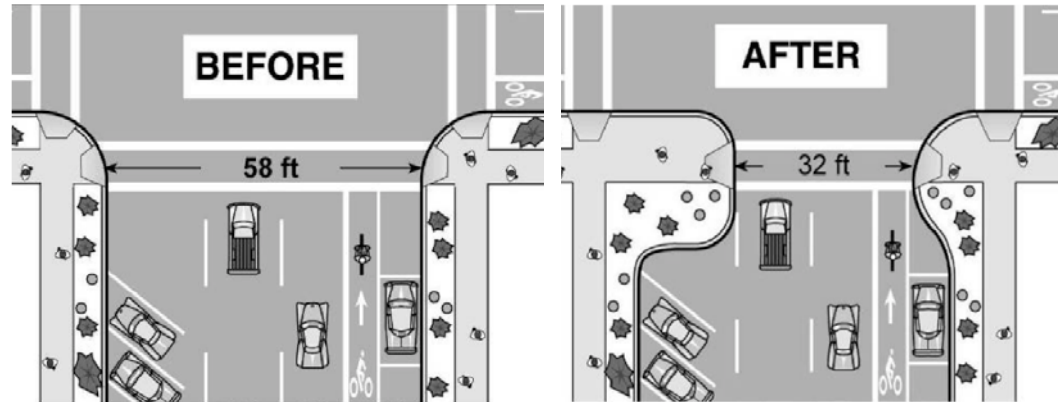


**CURB EXTENSIONS:** The length of a corner curb radius, known also as a curb return radius, has a significant effect on the overall operation and safety of an intersection. Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed, all of which provide a visual cue to drivers that it is a pedestrian-oriented street and people are more likely to be present. Throughout Worthington there are opportunities to shorten the crossing distance at intersections by installing curb extensions, or bulb-outs. Curb extensions inset parking, reduce the crossing distance and exposure time for a person on foot. They also provide neighborhood placemaking and greening opportunities for benches, street trees, and/or rain gardens.

**RAISED TABLE CROSSINGS:** At key access points to bus stops, schools, parks, and at intersections with local streets or right-only channelized turn-lanes (as pictured on right), raised table crossings increase visibility, yielding behavior, and create a safer pedestrian crossing environment.

**PEDESTRIAN CROSSING OR REFUGE ISLAND:** Pedestrian crossing or refuge islands are one of the best tools for simplifying the crossing of wide streets. Used with curb extensions, they get pedestrians out beyond parked cars and other visual obstructions. Crossing islands are used on all categories of streets with the highest return on investment when they create more courteous yielding behaviors by motorists. Well designed crossing islands achieve yielding rates above 80-percent. Other tools such as Rapid Flash Beacons or raised table crossings are used when it is necessary to increase yielding behavior.

*Images Right: Curb extensions increase the overall visibility and reduce the crossing distance for pedestrians. Painted curb extensions are low-cost and allow the community to test out the treatment in different locations, Austin, TX*





# TOOLS FOR CHANGE



*Refuge Island,  
Asheville, NC*



*Refuge Island,  
Bellevue, WA*







# FUNDING

The *Worthington Bicycle and Pedestrian Plan* provides a long-term vision for the development of a community-wide cycling and walking network usable by all residents for all trip purposes. The following funding opportunities should be utilized, as possible, leveraging local resources including the City budget to obtain grants at regional, state and federal levels. Collaborating with both public and private entities, in combination with publicly-available dollars, can be critical for larger scale projects. Outlined below is a list of potential funding resources for bike and pedestrian projects and programs:

- *Transportation Alternatives Program (TAP), includes Safe Routes to School (SRTS) Program:* TAP provides funds for projects advancing non-motorized transportation facilities, historic transportation preservation, and environmental mitigation and vegetation management activities. This includes, but is not limited to, safe routes to schools grants. SRTS grants can be used to identify and reduce barriers and hazards to children walking or bicycling to school (70 to 90 percent of funds) or for non-infrastructure encouragement and education programs (10 to 30 percent). Eligible projects must be within two miles of a school and are fully funded with no local match requirement. One infrastructure and/or non-infrastructure application will be accepted, with three projects maximum that can be funded per school district. There is a \$400,000 funding limit for the total infrastructure project application and \$60,000 maximum for non-infrastructure projects. Funds are issued by the Ohio Department of Transportation (ODOT) / Metropolitan Planning Organization (MPO).
- *Safety Program:* Funding supplied for engineering improvements at high-crash and severe-crash locations. Example improvements include: signage, signals, pavement markings and guardrails. These monies can be used in all stages of a project and usually require a minimum of 10% local match. Funds are issued by ODOT.





- *Surface Transportation Block Grant Program:* Offers the most flexible eligibilities among Federal-aid highway programs. Issued by ODOT, the MPO and Franklin County Engineers Association.
- *Congestion Mitigation Air Quality:* This program was implemented to support surface transportation projects and other related efforts that contribute air quality and provide congestion relief. It is issued by the MPO within Environmental Protection Agency designated air quality areas.
- *State Capital Improvement Program:* Eligible projects are for improvements to roads, bridges, culverts, water systems, etc. These grants are available for up to 90% of total project cost on repair projects and 50% for new projects. It is issued by Ohio Public Works Commission (OPWC).
- *Recreational Trails Program:* Issued by the Ohio Department of Natural Resources (ODNR).
- *Clean Ohio Trails Fund:* The funds work to improve outdoor recreation opportunities by funding trails for outdoor pursuits. Projects may include; links to regional or statewide trail systems, natural corridor preservation, or linking commuter access corridors. Issued by ODNR.
- *County and municipal bridge program:* Program provides funds for bridge replacement or major bridge rehabilitation projects. ODOT provides up to 80% of eligible costs with a maximum of \$20m per project. It is issued by Franklin County Engineers Association and ODOT.
- *Section 402 Federal, State and Community Highway Safety Funds:* Funds are awarded to traffic safety projects that will have the largest impacts on reducing crashes and significantly improve traffic safety systems. Funds are issued by Ohio Department of Public Safety.
- *Federal Transit Administration Funds:* Issued by ODOT and the Federal Transit Administration.
- *Community Development Block Grant:* A flexible program that provides communities with resources to address a wide range of unique community development needs. Issued by Housing and Urban Development, CDBG works to ensure affordable housing is made available in communities. HUD determines the amount of each grant using a formula measuring community need, population, and other criteria.
- *Rivers, Trails, and Conservation Assistance Program:* This program supports community-led natural resource conservation and outdoor recreation projects. It is issued by the U.S. National Parks Service.
- *Land and Water Conservation Fund:* This fund is used to conserve lands and improve outdoor recreation opportunities throughout the nation. It requires at least 40% of funds to be used by federal agencies and at least 40% to be allocated to the states.
- *Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities:* This fund provides capital and operating grants for public transportation services to meet mobility standards. Funds can be used to improve mobility by removing barriers to transportation services and expanding mobility options. Applications are due in February each year. Issued by MORPC.
- *Local Injury Prevention Grant:* This grant aims to lower the number of injuries through different programs and safety improvements. One specific example that has been conducted in the past is a free bicycle helmet program for school aged children. Issued by the Centers for Disease Control and Prevention and the Ohio Injury Prevention Partnership.

# ENCOURAGEMENT

There are many opportunities for advancing walkability and bikeability in Worthington. This section explains several ways in which education and training can be some of the most economically-impactful investments. Some opportunities also serve as community building efforts and can be funded in collaboration with regional partners such as MORPC or the City of Columbus.

## *Bicycle and Pedestrian Law Enforcement*

Officers are talented observers. They can often cite what motorists, pedestrians and bicyclists are doing wrong that will lead to a crash. They also understand what is fair and effective. If they warn or cite pedestrians or bicyclists, they know that their work must also identify those actions of motorists leading to the greatest harm.

Being able to pinpoint dangerous behaviors and locations where crashes are more prevalent can help law enforcement officers better target their enforcement efforts. Speeding and drunken driving are the two most significant causes of crashes with pedestrians and bicyclists, and focusing on both provides effective means of reducing crashes.

A pedestrian crosswalk sting program is among the most effective to teach motorist compliance with the law. Officers issue warnings the first week, with major media coverage, then issue citations the second week. Some cities using this practice state that they nearly eliminate unsafe motorist behaviors.

Review the crash data hotspots identified on Map # 5 (All Crashes) and Map #6 (Pedestrian and Bicycle Crashes) to identify opportunities for targeted enforcement and media engagement.





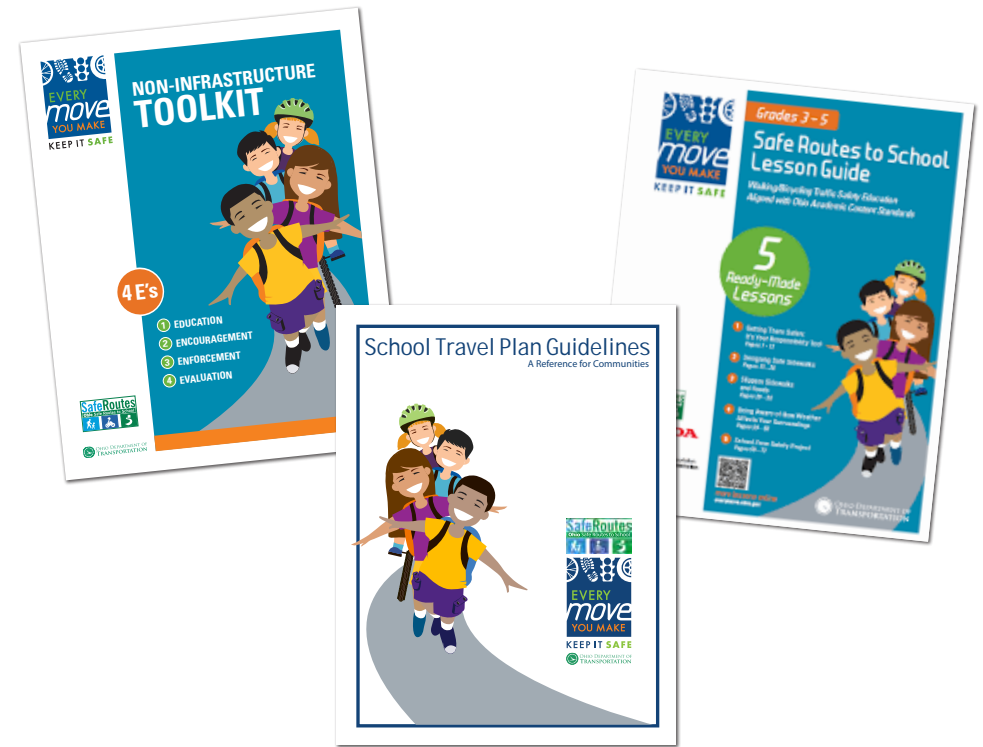
### Safe Routes to Schools

A Safe Routes to School (SRTS) strategy advances three core objectives:

- To enable and encourage children, including those with disabilities, to walk and bicycle to school;
- To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
- To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

Worthington's SRTS program can enhance children's health and well-being and ease traffic congestion near schools. Actions include:

- *Organize a SRTS Task Force:* This includes parents, children, teachers, principals, city and school staff members, elected officials, major employers and business leaders, community groups, law enforcement and emergency responders.
- *Commit to Education, Encouragement and Enforcement Efforts:* Teaching children basic pedestrian and bicycle skills is vital to the success of a SRTS program. Cycling rodeos and obstacle courses are fun activities that improve students' skills and confidence.
- *Ensure Quick Wins:* Choose the Short-Range Bike and Pedestrian projects identified within this Plan which are within two miles of schools to implement. Engage Worthington School District to modify school transportation policies to promote walk and bikeability for students
- *Apply for Funding:* There are low-cost engineering solutions that can be put into place in a relatively short amount of time by working with city and county officials. Several grant opportunities also exist specifically for SRTS and are outlined in Chapter X, Funding Sources.
- *Collaborate with regional entities:* The City of Columbus, ODOT and MORPC all have SRTS programs and funding available. Staff and the newly formed task force should leverage these partnerships to advance the mission in Worthington.



Above: ODOT has several materials in print, digital, and video form to help communities establish and run an SRTS program.



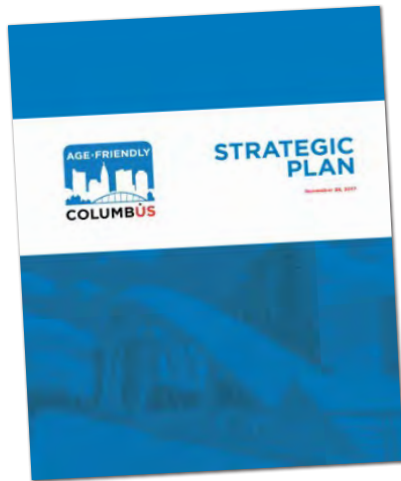
Above: City of Columbus' SRTS program has a dedicated webpage and contact person.



### Age Friendly Columbus

As part of this connection, Age-Friendly Columbus can assist in developing an Age-Friendly Plan specific to Worthington that would then be adopted. Several actions that are currently in the Age-Friendly Columbus Strategic Plan that would be directly relevant to the Worthington Bicycle and Pedestrian Plan include:

- *Research and design “Safe Routes for All” program to assess, report upon and map safe routes in neighborhoods with a dense population of vulnerable older adults;*
- *Pilot increased crossing times at major activity hubs;*
- *Ensure safe connections to public transportation by analyzing last-mile connections in vulnerable population neighborhoods;*
- *Create an Age-Friendly Event Planning guide to help reduce barriers to attendance for older adults and individuals with disabilities. Thus encouraging public and private events to accommodate guests of all ages;*
- *Adopt inclusive and accessible practices and standards across City departments, buildings and spaces. In doing so, work should be done in evaluating outdoor and indoor spaces for Age-friendliness according to the adopted standards.*

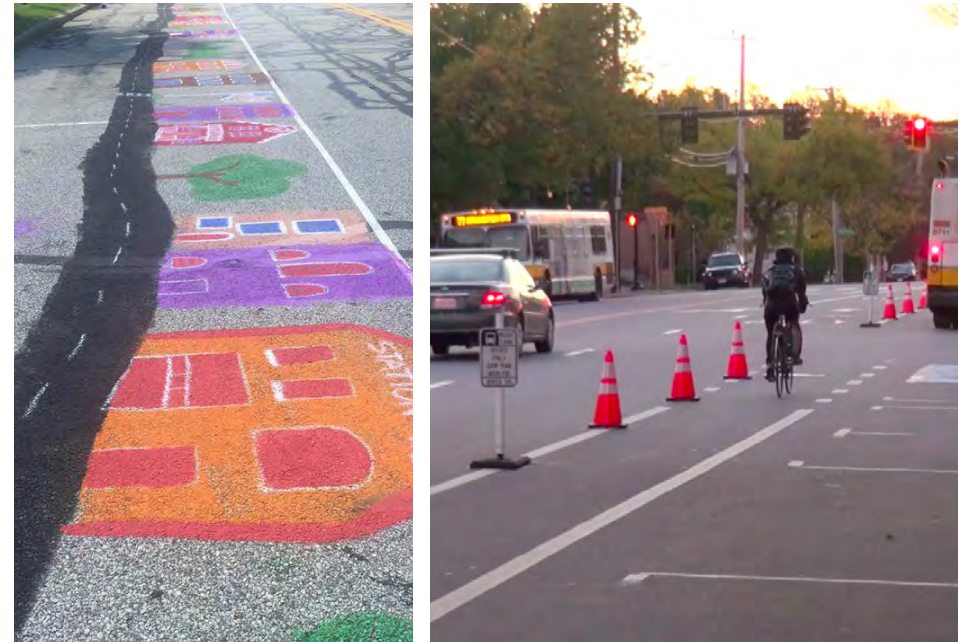


### Trial Demonstration Projects

Demonstration or ‘pop-up’ projects are small scale interventions that are quick, often temporary, and cheap. The aim is an incremental approach to: encourage people to work together, expand public participation, discover what works and doesn’t, and deliver public projects faster.

Valparaiso, Indiana, has annually held Better Block programs that close a portion of downtown and allow demonstration areas. Pictured below is an example of one such event during which participants painted a walking and biking path on an existing row of parking. In areas of Worthington that have skepticism around a bicycle lane, a demonstration project as part of a summer event or block party, would be a great opportunity to test transportation options. Some demonstrations last only a day, while others may last through a summer.

The City of Columbus has used similar tactics on Broad Street in downtown Columbus to test the addition of a shared bike and bus lane that was later made permanent.



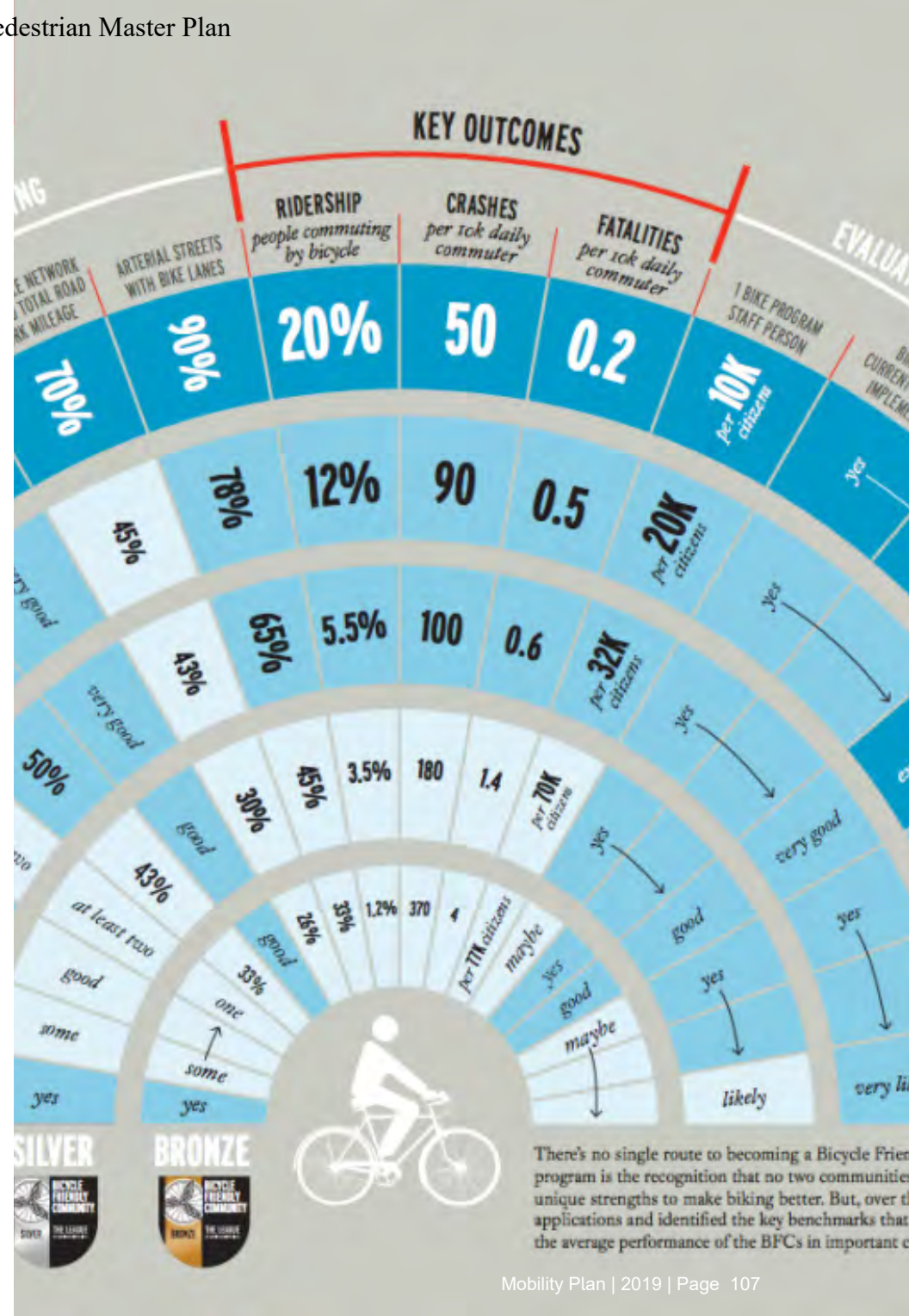
Above: Demonstration projects in Valparaiso, IN (left) and Columbus, OH (right)

### Bicycle Friendly Community

More than 450 communities have achieved bicycle friendly recognition. The program provides a roadmap to building a Bicycle Friendly Community for communities of all shapes and sizes. The rigorous application process is an educational tool in itself and includes an opportunity for local bicyclists and the City to provide input on their experiences and perceptions of bicycling in their community.

Ohio is ranked 18th for bicycle-friendly status, with 17 communities and 5 bicycle friendly universities. Westerville and Athens, Ohio have achieved Bronze status. Worthington should strive for designation as a bicycle-friendly community. Applications are accepted in the fall and spring, which gives applicants months to complete the application process.

The application asks questions about the community's engineering, education, encouragement, enforcement and evaluation efforts. This comprehensive questionnaire is designed to yield a holistic picture of an applicant community's work to develop, support and promote bicycling. This also provides a metric for which community members, council, and the Bike and Pedestrian Board can measure progress. It can be difficult to show results of progress outside of new trail miles for example. The Bicycle Friendly Community system can be a tool moving forward to explain and quantify the advancement of the community.



It built recognition of what we have done, which helps getting funding for the very long list of what we still have to do. Having the honor actually made it easier for us to give a frank assessment of where we lag and help build political support for future phases.”



Wayne Feiden  
Director of Planning and Development  
Northampton, MA



# APPENDICES







# APPENDICES: TABLE OF CONTENTS

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# APPENDIX A. LITERATURE REVIEW



# APPENDIX A. LITERATURE REVIEW

The following key documents were reviewed by the project team for purposes of identifying plans, policies and practices that influence, overlap or inform the project study process. The summary includes documents identified by the project team and the City of Worthington that are relevant to the development of a strategic bicycling and walking implementation plan. The documents have been organized based on the following scheme: Plans; Studies and Reports; Maps and Data; and Other Documents

## PLANS

### *Park Master Plan, City of Worthington, Department of Parks and Recreation, 2017*

*Description:* Long range plan for the City's 221 existing acres and planned renovations. Document includes a summary of public including survey results. Each park's future renovations are listed with a conclusion piece listing a few potential new park sites.

*Key Takeaways:* The survey results provide insight into how Worthington residents see and use their park system. This is information that will likely be useful to walkability and bikeability in the future. The majority of park renovations listed are standard (i.e. new parking lot, provide drainage, or add basketball court). Four specific sites are called out as potential future park space locations. It may be useful to discuss these opportunities with City staff and to understand the likelihood of acquisition. Planning for connectivity to those locations now would be important.

### *Old Worthington Bicycle Plan, City of Worthington, 2017*

*Description:* Final product of the four-part Old Worthington Mobility Study, that includes the Phase 2 High Street Pedestrian Crossings (2015 see below under studies and reports) and Phase 3 Pedestrian Access Route

Plan (2017 see below under studies and reports), this study included a detailed assessment of bicycling, walking and accessibility conditions within the Worthington Historic District.

*Key Takeaways:* This is a fairly recent plan, but may not be the best resource for guiding current planning efforts. Beyond having an extremely limited geographic scope (two-blocks each direction from High Street/Granville Road), the study recommends some strategies that may need to be revisited if we are to best serve the comfort and safety of bicyclists and pedestrians in Worthington. The study identifies Complete Street principles as the basis for analyses and implementation and recommends the City adopt a strong Complete Streets policy. The conditions assessment is fairly detailed with this effort, but the recommendations are unambitious and, in some cases, do not align with best practices for bicycling and walking. Concerns or limitations with the approach and recommendation include:

- The bicycle user typology (expert, casual, and amateur) is based on outdated practice. It is now considered better practice to use the "Portland" typology (Strong and Fearless, Enthusiastic and Confident, Interested but Concerned, and No-way No-How) in conjunction with Level of Traffic Stress (LTS) to develop recommendations to attract new bicyclists.
- Recommendations for street treatments do little to improve bicycle comfort or safety (see table below).
- The numerous recommendations to use "Bikes May Use Full Lane" (BMUFL – MUTCD R4-11) as a facility type are not supported by evidence to demonstrate any improvements in comfort or safety based on installation of this sign type.
- Bicycle Boulevard recommendations include adding centerlines to residential, low-volume streets with signage and possibly colored pavement. This is not current practice for bicycle

boulevards and would most likely result in a more car-centric street with sign and paint clutter.

- There is little to no consideration for any on-street dedicated bicycle space.

#### *Age-Friendly Columbus Strategic Plan, City of Columbus, 2017*

*Description:* The Age-Friendly Strategic Plan sets forth a three-year city-wide action plan. It is also intended to be a resource to strengthen quality of life for people of all ages across Franklin County and Central Ohio. The actions are organized around six main goals with strategies to complete each action and follow-up documentation.

*Key Takeaways:* A vision statement that includes transportation options, the plan has direct ties to the pedestrian and bicycling environment, noting, “Age-Friendly Columbus is a place that is vibrant and livable for all ages, where daily life is healthy, safe and comfortable. People are well-connected via transportation options, a variety of communication methods and plentiful social activities. The community is enriched by the wisdom of the experienced and the creation of intergenerational relationships.” Two of the goals have direct relationships: outdoor spaces/buildings and transportation. Both of these aim to provide safer options and routes, making each more accessible to a wider population. These are principles that can be utilized throughout Worthington. Many of the actions under each of these goals are programmatic in nature, as opposed to physical routes or designed spaces. An overarching idea from this plan is that communication is nearly as important as the actual improvements that are made. If individuals are not aware of their options, then the changes made are not effective. Getting information out to different networks, providing safe streets maps, and promoting transportation resources, for example, are all important.

#### *Central Ohio Greenways Strategic Plan, Mid-Ohio Regional Planning Commission, 2016*

*Description:* A strategic plan developed by the Mid-Ohio Regional Planning Commission (MORPC) to help the COG Board with a vision, mission, and overall structure. The document creates four working groups that are

each tasked with certain elements of greenways implementation: trail development; programming; partnership; and marketing. Each working group has specific actions to be completed within five years of the plan’s adoption. Included as a separate deliverable is a Best Practices report that compares seven case studies and draws upon the accomplishments of each for how the COG Board should move forward.

*Key Takeaways:* Though Worthington has a connection to the COG network, the Strategic Plan is focused on their Board’s functionality and programming. The document is also regional in nature due to the extents of the trails; there is little in the way of detailed recommendations. It is important to note how both the COG Board and the Strategic Plan see the greenways as not just recreational amenities but commuter corridors. The sentiment is noted in new vision and mission statements. This is an important distinction moving forward, as central Ohio has typically used these for leisure, but in recent years, bicycle commuting has shown significant growth. Since the completion of this plan, the Trail Development’s working map has traveled to surrounding counties and been marked on by staff, elected officials, and bike enthusiasts. This may be a resource for desires for connection points and potential routes.

#### *City of Worthington Comprehensive Plan, City of Worthington, 2005*

*Description:* An update to the 1988 Comprehensive Plan, this document covers many facets of the community including, but not limited to, existing conditions, strategic corridors, public outreach, and implementation steps.

*Key Takeaways:* Given the age of the document, portions are outdated. Several of the development area strategies have not materialized. The section on Parkland Development tells the general story of connectivity east-west in the northern portion of the City but that there is little connectivity for cyclists in the southern portion. Existing development focus has been on separated bike paths, primarily for recreational use. One recommendation is “interconnect neighborhoods with sidewalks and paths.” As part of this, the plan mentions that every public road should have

at least one sidewalk and major roads should include a bikeway. “Adopt a citywide bike plan” is another recommendation that directly relates to this project, but gives general statements about implementation. A few of the strategic development areas do focus on increasing walkability within downtown. Several of these developments have not come to fruition, but the proposed patterns promote walkability and downplay vehicular traffic expansion.

#### *1997 Sidewalk Study Master Plan, City of Worthington, 1997*

*Description:* Provides a detailed inventory of sidewalk presence and assessment of sidewalk conditions for the city-wide street network.

*Key Takeaways:* Although being twenty years old, the sidewalk study utilized a sound prioritization system for addressing repair of aging sidewalks. Additionally the range estimations for infill, based on degree of constructability, is likely still relevant, and these data could be compared against current inventory to benchmark the progress that has been made over two decades. There is reason to examine replicating this inventory on an ongoing basis which may require less time and resources given advances in GIS and automated sensing technologies.

## STUDIES AND REPORTS

#### *Old Worthington Mobility Study: Phase 3 – Pedestrian Access Route Plan Final Report, City of Worthington, 2017*

*Description:* Detailed assessment and inventory of conditions within a two block radius of High Street and Granville Road with regard to ADA compliance.

*Key Takeaways:* The report identifies a number of gaps in both the sidewalk network and accessibility features (ramps, sidewalk width, obstructions, vertical elements, etc.) and identifies costs associated with bringing features into compliance. While this report is at a level of detail beyond what can be accomplished for the entire city, it provides a good lens and approach for inventory and gap identification on a block-by-block basis.

#### *EEDS Alternative Transportation Recommendations in Old Worthington, OSU School of Environmental and Natural Resources, 2016*

*Description:* Student project studying an electric vehicle charging station and bicycle connectivity in downtown Worthington. Research methodology, data, and recommendations are provided for both items.

*Key Takeaways:* Focusing on the bicycle portion of this study, research is centered around accessibility from the Olentangy Greenway to downtown Worthington. Using the current route, the study suggests sidewalk and wayfinding improvements in order to capitalize on the up to 1,400 users per day on the greenway. A few options are presented in terms of funding strategies through various grants, sidewalk improvement costs via MORPC, and signage guidelines. Approaches and recommendations are more strategic with few implementation details provided.

#### *Old Worthington Mobility Study: Phase 2 – High Street Pedestrian Crossings Report, City of Worthington, 2015*

*Description:* This study provides detailed assessment of street crossing facilities and volumes in Historic Worthington with the aim to identify pedestrian feature improvements along High Street.

*Key Takeaways:* Very specific focus on the uncontrolled High Street crossings at Short Street and Village Green. Detailed analyses of conditions of travel volumes was used to evaluate three alternative crossing treatments for each location: 1) Advance signage and markings; 2) Overhead flashing beacons and markings with signage; 3) Pedestrian Hybrid Beacon (HAWK signal). In both cases, the evaluation led to recommending the HAWK signal. It should be noted that the Rectangular Rapid Flash Beacon (RRFB) was not considered in the alternatives (possibly because the timing was before receiving interim approval from Federal Highway Administration (FHWA) prior to being rescinded due to a patent dispute and recently re-approved). Raw data from this study could be of use, due to the use of Mio-vision to use video to gather detailed turning and crossing movements for all modes at each intersection.



*City of Worthington Wilson Bridge Road Corridor Enhancement Presentation, Municipal Planning Commission, 2015*

*Description:* Plan outlines the existing conditions along Wilson Bridge Road between the railroad track to the east and SR315 to the west. This stretch includes a node of mixed-use at the High Street intersection, two large stretches of office space, and single family residential to the south. Six focus areas are analyzed through pictorial diagrams. Each location has a before/after with transformations with complete streetscape and visual gateway elements.

*Key Takeaways:* The enhancements proposed are mainly aesthetic in nature. There are a couple instances of crosswalk striping and proposed multi-use trails but no other changes to the roadway proper. Estimated prices are given for each focus area which do allow for a sense of scale to elected officials in terms of what is attainable for the given prices. It is unclear, though, which improvements have been thoroughly vetted by engineers and which are hypothetical.

*Bike and Pedestrian Steering Committee Recommendations to City Council, City of Worthington, 2014*

*Description:* Report developed out the formation of the bicycle and pedestrian steering committee in the fall of 2013 with the goal of compiling a list of priority recommendations for city council.

*Key Takeaways:* The report encapsulates the benefits of bicycling and walking for Worthington including: quality of life, health promotion, environmental sustainability, and economic benefits. The identification of initial goals should be a starting point for this strategic implementation plan effort and provides a vision that can readily be adapted to the plan. Specifically, this report identifies the need for the strategic implementation plan and outlines anticipated strategies and performance measures to be considered, including:

Strategies:

- Develop a long range vision of a “Connected Worthington.”
- Develop pedestrian and bicycle linkages between neighborhoods

and natural areas, recreation facilities and education centers and other connecting trails.

- Identify what improvements would be recommended along various paths understanding not everything will be needed along all pathways.
- Establish high need areas for restrooms (ADA and Family Oriented), air & simple tool stations, rest stops and parking.
- Assess the need for separation of paths in high traffic areas such as between Wilson Bridge Road and Antrim Park heading south:
  - a. High speed bike trail
  - b. Family or casual speed bike trail
  - c. Running trail
  - d. Dog walking trail
- Locate where bicycle racks may be needed adjacent to pocket parks, fishing or water access points, tennis courts, soccer fields, baseball/softball fields, etc.
- Identify and implement water stops.
- Develop an arterial plan coming from and leading to major bike/pedestrian pathways.

Performance Measures:

- Increased usage of trails for a variety of levels and types of bike riders/walkers/runners.
- Fewer crash incidents.
- Bicycle and pedestrian Master Plan completed and adopted by Council.
- Creation of a standing Advisory Committee.

This report should be used as a key reference, as much of the work and conversations that shaped this document are likely still quite relevant for the city.

*Columbus Trail Count Report, MORPC, 2012*

*Description:* Study conducted in 2012 by MORPC, analyzing data at ten

locations on the Central Ohio Greenway trail system, including three locations where two years of continuous data has been collected.

*Key Takeaways:* The count program includes a permanent count station at Antrim Park (Highest count location on the system (~29,000 monthly users; 780/day) on the Olentangy River Trail just south of the trail approach into Worthington and short duration counts at Worthington Hills Market (~21,000 monthly users; 660/day) north of the city. Recommendations include better accommodation of trail access during construction projects, considerations for widening trails where volumes are higher, and the need for more complete volume data collection.

### STUDIES AND REPORTS

#### *Projects Underway, City of Worthington, 2013*

*Description:* A map displaying planned and underway bicycle and pedestrian projects in and immediately surrounding Worthington. Also available as an interactive map [arcg.is/1DHlual](http://arcg.is/1DHlual)

*Key Takeaways:* This map provides a useful snapshot of existing bicycle and pedestrian projects that may fill gaps in the existing facility inventory and should be noted when identifying needs and recommendations for the Strategic Bicycling and Walking Implementation Plan.

#### *Phase 2 – High Street Pedestrian Crossings, Appendix A: Traffic Count Data, City of Worthington (DLZ), 2015*

*Description:* This document provides detailed documentation of traffic counts, turning movement, pedestrian and bicycle movements and crash data compiled and analyzed to develop recommendations for the Phase 2 report.

*Key Takeaways:* Provides a detailed snapshot of travel behavior and conflicts along High Street in Old Worthington. Turning movements and traffic volumes may be useful for examining basic feasibility of potential treatment recommendations along High Street.

#### *Walks and Paths, City of Worthington, 2013*

*Description:* A 36x36 map of the 2013 inventory of sidewalks, curb ramps, and marked and unmarked crosswalks. Also includes features and points of interest, including:

- Schools (Elementary, Middle and High)
- City Offices
- Fire/Police Departments
- Community Buildings
- Libraries
- Public Parking
- Post Offices
- Places of Worship
- Cemeteries
- Transit Stops
- Bicycle Racks

*Key Takeaways:* The map is a useful snapshot of bicycle and pedestrian support networks but will need to be analyzed and updated with available GIS data and field data verification where needed.

#### *GIS data files from Mid-Ohio Regional Planning Commission (various dates of publication)*

*Description:* A number of data layers have been obtained from the MORPC GIS portal. These layers will be used to develop maps of existing conditions across Worthington and adjacent neighborhoods. The following is a summary of the layers and data types obtained from MORPC.

### OTHER DOCUMENTS

#### *EMH&T Ped-Bike Board Response, EMH&T, 2016*

*Description:* Signage design guidelines and locations.

*Key Takeaways:* Presentation covers the gamut for signage typologies and how each should be handled. This includes signs at both vehicular, pedestrian, and bicycle scales. Entry features and building signage are also considered in the graphic package. Construction details are not provided, but dimensions are included. The current plan does not outline bicycle routes and all pedestrian signage is contained within the couple blocks of downtown Worthington. Signage locations are specified via the program, but may need to be revisited as routes for bicycles and pedestrians are added or changed in future efforts.

### *Recommendations for bike parking in Worthington, Fred Yaegeer and Lisa Staggenborg, 2010*

*Description:* An excerpt from an unknown document (2010) provides a table identifying 10 locations where bicycle parking should be considered and recommends 37 inverted “U” racks. It is unclear if any or all of these racks were procured and installed.

*Key Takeaways:* Support for consideration of bicycle parking recommendations for the study included reference to the Association of Pedestrian and Bicycle Professionals (APBP) Bike parking guidelines.

## LITERATURE REVIEW: CONCLUDING THOUGHTS

This summary is intended to serve as documentation of materials and data that are reviewed and considered to inform the project planning process. The items included have been identified by Worthington staff and project team members based on the potential relevance to bicycling and walking in and around Worthington. The data and information gleaned from these resources provide a foundation for the development of recommendations and implementation strategies.



## APPENDIX B. PRIORITIZATION METHODOLOGY

# PRIORITIZATION CRITERIA

For purposes of evaluating the identified projects against one another in terms of relative impact and importance to the community, the project team, using community feedback and direction from the City staff and the project advisory committee, developed a prioritization scheme. The scheme identified seven categories of data that were mapped and available for the City of Worthington. The candidate Active Transportation projects and challenging intersections were then analyzed using GIS to determine the extent to which they had proximity or connections to these features. The features were also assigned relative weighted values to emphasize key features such as schools and safety. This section includes the maps of the final scores for these projects and tables with weighted score results for each.

Category	Scoring Measure	Weight
Schools	Proximity to schools	29.4%
Destinations	Proximity to community destinations	14.7%
Transit	Proximity to COTA stops	8.8%
Parks	Access to Parks	5.9%
Existing Network	Connection to existing Bike/Ped facility	14.7%
Downtown Worthington	Connect to or within Old Worthington	5.9%
Safety	Previous Bike Ped crashes 2003-2017	20.6%
Safety	Previous any crashes 2003-2017	8.8%





# PRIORITIZATION OF ACTIVE TRANSPORTATION PROJECTS

BP_ID	BP-ST	BP_EXT	Bike Ped Crash	All Crash	COTA	Existing Net- work	Parks	Point of Interest	Schools	Old Worth- ington	Total Score	Rank
BN1901	Caren Ave	Rieber St to High St	0.823	0.110	0.071	0.000	0.000	0.209	0.000	0.000	1.213	28
BN1902	E Dublin-Granville Rd	High St to East City Limit	1.507	0.673	0.052	0.000	2.000	0.767	2.368	2.000	9.367	6
BN1903	Farrington Dr/Sinsbury Dr/New England Ave	W Dublin Granville Rd to High St	1.511	0.156	0.104	0.000	0.000	1.385	2.375	2.000	7.531	15
BN1904	North St	Evening St to Proprietors Rd	0.475	0.115	0.041	0.000	2.000	0.484	0.933	2.000	6.047	18
BN1905	South St	Evening St to Morning St	0.280	0.117	0.193	0.000	0.000	0.000	0.000	2.000	2.590	25
BN1906	Southington Ave/Park Blvd	High St to Indianola Ave	0.135	0.039	0.093	0.000	2.000	0.000	1.058	0.000	3.325	23
BN1907	E Wilson Bridge Rd	High St to Worthington Gale-na Rd	0.214	0.399	0.000	0.000	2.000	0.545	0.000	0.000	3.158	24
BN1908	Evening St	Highgate Ave to South City Limit (street terminus)	0.514	0.125	0.000	0.000	0.000	0.131	2.019	2.000	4.789	22
BN1909	Morning St/Granby St	E North St to Park Blvd	0.280	0.043	0.000	0.000	2.000	0.571	1.101	2.000	5.996	19
BN1910	High St	Worthington Galena Rd to South St	3.325	0.784	0.573	0.000	2.000	2.308	1.187	2.000	12.178	2
BN1911	N High St	North City Limit to Worthington Galena Rd	1.087	0.653	0.291	5.000	0.000	1.107	0.000	0.000	8.138	9
BN1912	N High St	South St to South City Limit	1.405	0.335	0.363	0.000	0.000	0.358	1.379	2.000	5.840	20
BN1913	Masefield St/Highgate Ave	North of Lambourne Ave (Terminus) to Evening St	0.000	0.009	0.000	5.000	2.000	0.000	0.000	0.000	7.009	17
BN1914	Highland Ave	High St to Worthington Gale-na Rd	0.687	0.103	0.059	0.000	0.000	0.175	0.000	0.000	1.024	29

# PRIORITIZATION OF ACTIVE TRANSPORTATION PROJECTS

BP_ID	BP-ST	BP_EXT	Bike Ped Crash	All Crash	COTA	Existing Net- work	Parks	Point of Interest	Schools	Old Worth- ington	Total Score	Rank
BN1915	Huntley Rd	Worthington Galena to E Dub- lin Granville Rd	0.413	0.389	0.028	5.000	2.000	0.084	0.000	0.000	7.915	11
BN1916	Indianola Ave	Park Overlook Dr to South City Limit	0.000	0.017	0.000	0.000	2.000	0.000	0.000	0.000	2.017	27
BN1917	Linworth Rd	Snouffer Rd to W Dublin Granville Rd	0.257	0.209	0.310	5.000	2.000	0.131	0.000	0.000	7.908	12
BN1918	Linworth Rd	W Dublin Granville Rd to South City Limit	0.000	0.269	0.314	5.000	2.000	0.232	0.000	0.000	7.814	13
BN1919	Proprietors Rd	Schrock Rd to E Dublin Gran- ville Rd	0.000	0.069	0.000	5.000	2.000	0.000	1.096	0.000	8.165	8
BN1920	Rieber St	W Wilson Bridge Rd to Whit- ney Ave	0.502	0.065	0.000	5.000	0.000	0.000	1.973	0.000	7.541	14
BN1921	Schrock Rd	Worthington Galena Rd to East City Limit	0.547	0.242	0.000	5.000	0.000	0.000	1.434	0.000	7.223	16
BN1922	Snouffer Rd	West City Limit to Linworth Rd	0.480	0.135	0.165	5.000	2.000	0.000	3.768	0.000	11.547	3
BN1923	W Dublin-Granville Rd	West City Limit to E ramp SR 315	1.196	0.832	0.092	5.000	2.000	0.135	1.044	0.000	10.300	5
BN1924	W Dublin-Granville Rd	E ramp SR 315 to High St	1.479	0.634	0.046	5.000	2.000	0.274	2.113	2.000	13.547	1
BN1925	W Wilson Bridge Rd	West City Limit to High St	0.188	0.328	0.000	5.000	2.000	0.479	0.000	0.000	7.996	10
BN1926	Whitney Ave	West Terminus to Rieber St	0.863	0.009	0.000	5.000	2.000	0.000	3.389	0.000	11.261	4
BN1927	Worthington Galena Rd/ Sancus Blvd	High St to North City Limit	0.479	0.205	0.000	5.000	2.000	0.349	0.538	0.000	8.571	7
BN1928	West of RR Corridor	Worthington Galena Rd to Intersection Schrock Rd/Pro- prietors Rd	0.000	0.075	0.000	0.000	0.000	0.000	0.000	0.000	0.075	31

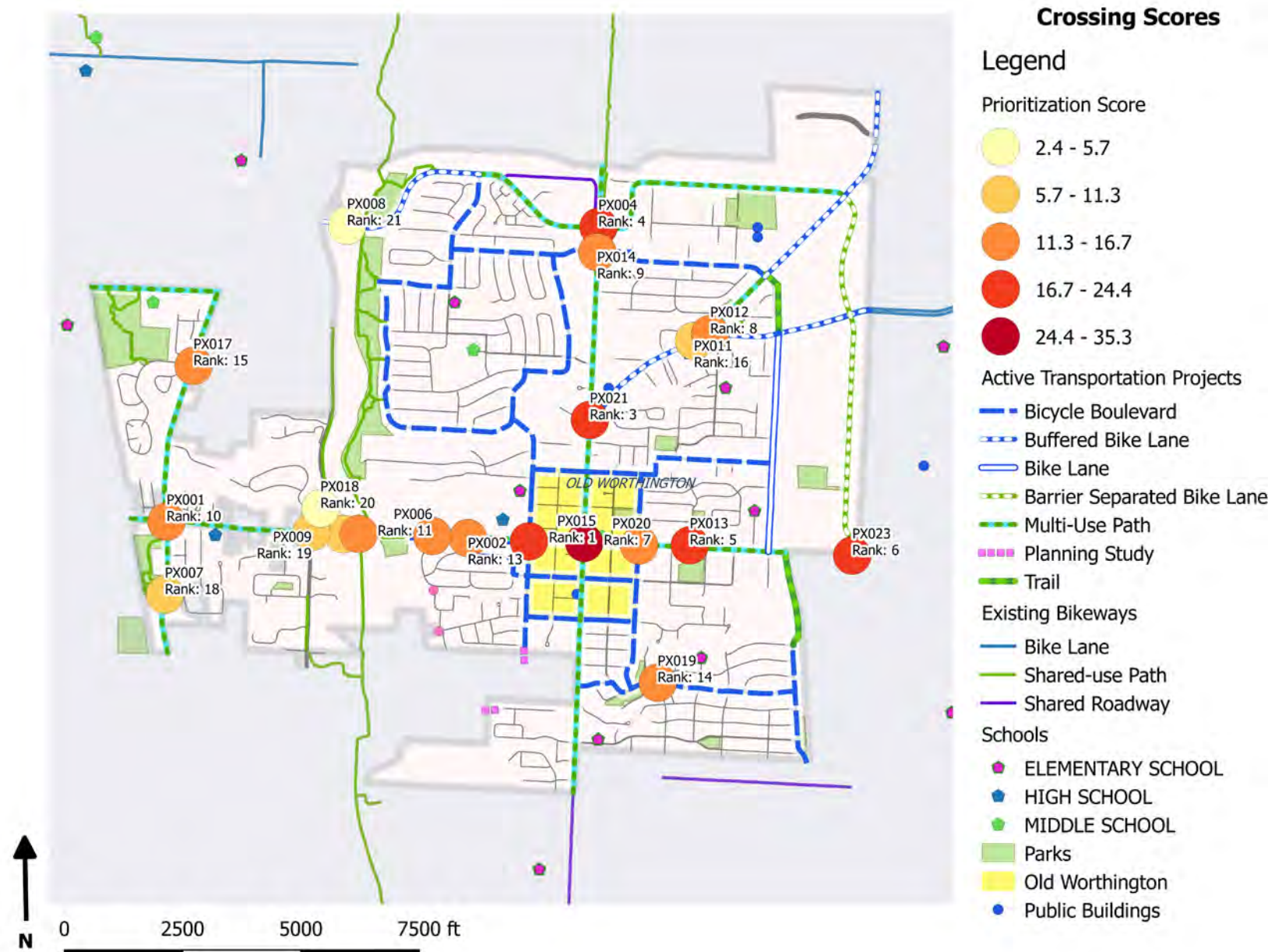
# PRIORITIZATION OF ACTIVE TRANSPORTATION PROJECTS

BP_ID	BP-ST	BP_EXT	Bike Ped Crash	All Crash	COTA	Existing Net- work	Parks	Point of Interest	Schools	Old Worth- ington	Total Score	Rank
BN1929	West of RR Corridor	Dublin Granville Rd at East City Limit to North Terminus of Indianola Ave	0.000	0.021	0.000	0.000	0.000	0.000	0.000	0.000	0.021	34
BN1930	Evening St	Longfellow Ave to Highgate Ave	0.000	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.017	35
BN1931	Hayhurst St	Caren Ave to Larrimer Ave	0.293	0.017	0.000	0.000	0.000	0.000	0.000	0.000	0.310	30
BN1932	Longfellow Ave	Evening St to Larrimer Ave	0.000	0.024	0.000	0.000	0.000	0.000	0.000	0.000	0.024	33
BN1934	W Dublin-Granville Rd (Service Dr)	Olentangy River Trail to Evening St	0.928	0.406	0.000	0.000	2.000	0.000	2.429	0.000	5.763	21
GAP01	Evening St Connection to Pioneer Ct (Riverlea)		0.000	0.037	0.000	0.000	0.000	0.000	0.000	0.000	0.037	32
GAP02	Chaucer Ct Connection to Beverly Pl (Riverlea)		0.000	0.000	0.000	0.000	0.000	2.519	0.000	0.000	2.519	26

*Above Table #11. Prioritization of Active Transportation Projects*



# RANKED CROSSING SCORES



# PRIORITIZATION OF RANKED CROSSING PROJECTS

BP_ID	Location	Type	Bike Ped Crash	All Crash	COTA	Existing Network	Parks	Point of Int.	Schools	Old Worthington	Total Score	Rank
PX001	Dublin-Granville at Linworth	Signalized Intersection	0.000	1.234	3.000	5.000	2.000	0.357	3.333	0.000	14.925	10
PX002	Dublin-Granville at Farmington	Signalized Intersection	0.000	0.161	0.000	5.000	2.000	0.000	6.667	0.000	13.827	13
PX003	Dublin Granville at Evening	Signalized Intersection	1.750	0.793	0.000	5.000	2.000	2.857	10.000	2.000	24.400	2
PX004	High St at Wilson Bridge Rd	Signalized Intersection	7.000	3.000	3.000	5.000	0.000	2.143	0.000	0.000	20.143	4
PX005	Dublin Granville Rd at SR 315	Bridge	7.000	1.977	0.000	0.000	2.000	0.000	0.000	0.000	10.977	17
PX006	Dublin Granville at Seabury	Uncontrolled Intersection	0.875	0.181	0.000	5.000	2.000	0.000	6.667	0.000	14.722	11
PX007	Linworth Rd at Linworth Park	Uncontrolled Intersection	0.000	0.030	0.000	5.000	2.000	0.357	3.333	0.000	10.721	18
PX008	Wilson Bridge Rd over SR 315	Bridge	0.000	0.532	0.000	0.000	2.000	0.000	0.000	0.000	2.532	22
PX009	Dublin Granville Rd at Olentangy River Rd	Signalized Intersection	0.875	1.375	0.000	0.000	2.000	0.000	3.333	0.000	7.583	19
PX011	Worthington-Galena Rd at Worthington Christian HS	Uncontrolled Mid-Block Crossing	2.625	0.030	0.000	0.000	2.000	0.000	6.667	0.000	11.322	16
PX012	Worthington-Galena Rd at Schrock Rd	Signalized Intersection	1.750	0.251	0.000	5.000	2.000	0.000	6.667	0.000	15.668	8
PX013	Dublin Granville at Pingree	Uncontrolled Intersection	1.750	0.110	0.000	5.000	2.000	1.071	10.000	0.000	19.932	5
PX014	High St at Caren Ave	Signalized Intersection	4.375	0.662	3.000	5.000	0.000	2.143	0.000	0.000	15.180	9
PX015	High St at Dublin Granville	Signalized Intersection	6.125	2.207	3.000	5.000	2.000	5.000	10.000	2.000	35.332	1
PX017	Linworth Rd at Collins Dr	Uncontrolled Intersection	0.000	0.090	3.000	5.000	2.000	0.000	3.333	0.000	13.424	15

# PRIORITIZATION OF RANKED CROSSING PROJECTS

BP_ID	Location	Type	Bike Ped Crash	All Crash	COTA	Existing Network	Parks	Point of Int.	Schools	Old Worthington	Total Score	Rank
PX018	Olentangy River Rd at Pleasanton	Signalized Intersection	0.000	0.151	0.000	0.000	2.000	0.000	3.333	0.000	5.484	21
PX019	Park Blvd at Foste/Colonial Ave	Signalized Intersection	0.000	0.040	0.000	5.000	2.000	0.000	6.667	0.000	13.707	14
PX020	Dublin Granville at Morning	Uncontrolled Intersection	0.875	0.301	0.000	5.000	2.000	3.214	3.333	2.000	16.724	7
PX021	High St at Worthington Galena	Signalized Intersection	2.625	0.381	3.000	5.000	2.000	3.214	6.667	0.000	22.887	3
PX022	Dublin Granville Rd at Exit SR-315 (East)	Signalized Intersection	7.000	0.110	0.000	5.000	2.000	0.000	0.000	0.000	14.110	12
PX023	Dublin Granville Rd at Huntley/Sinclair Rd	Signalized Intersection	2.625	2.458	3.000	5.000	2.000	1.429	3.333	0.000	19.845	6

*Table #12. Prioritization of Ranked Crossing Projects*



APPENDIX C.  
CITY OF WORTHINGTON  
SIDEWALK GAP FILL PROGRAM

# APPENDIX C. SIDEWALK GAP FILL PROGRAM

## Worthington Codified Ordinance Petition Process for Sidewalks

In 2002, the City Council adopted an ordinance (905.08) creating a petition process for sidewalks. It says “The Director of Service shall cause sidewalks to be installed within the public right of way of any block, upon receipt of a written petition signed by the owners of not less than fifty-one percent (51%) of the platted lots on said block, if.” The ordinance goes on to define blocks, owners and what the City and property owners will be obligated to pay, respectively. This process applies to properties that do not have a sidewalk in the right of way or the sidewalk does not meet specifications of the Codified Ordinances. Specifically, the ordinance requires the City to pay for plans and specifications, costs for advertising, bidding and construction inspection; costs for the assessment process (Assessment Equalization Board), and 50% of the cost of construction.

Property owners would be obligated to pay for 50% of construction costs. This 50% is apportioned to property owners based upon a cost per lineal foot methodology. Owners can pay cash within 60 days or over 5 years at an interest rate set by the City Council. At this point, no projects have been constructed using this process since its adoption in 2002.

The City Council may also use provisions of the Ohio Revised Code to implement sidewalk projects using special assessment financing. Utilization of provisions of Chapter 727 or 729 would allow the City Council to levy special assessments with or without a petition (depending on which statute is used), have the City pay more or less than 50% (minimum of 2%, plus the cost of intersections), and determine a shorter or longer period of time for property owners to pay the assessment. The longest time periods for pay off would be either the life of the improvement or the time of maturity of the debt instrument used to finance the project.

Therefore, while there is a structured petition and special assessment process available to citizens in the Codified Ordinances as well as the Ohio Revised Code, the City Council has options as to how it wants to finance sidewalk projects.

## Why Cities Use Special Assessments

Since the City of Worthington does not often utilize special assessments to construct projects, I thought it might be helpful to overview why cities use such mechanisms to fund projects. The rationale for utilizing a special assessment, rather than the general fund or other City revenues, is that the project primarily benefits a specific property or group of properties, not necessarily the City at-large. In addition to having those who benefit most pay the cost of the improvement, they are also used to ensure a fair and equitable approach to financing different infrastructure.

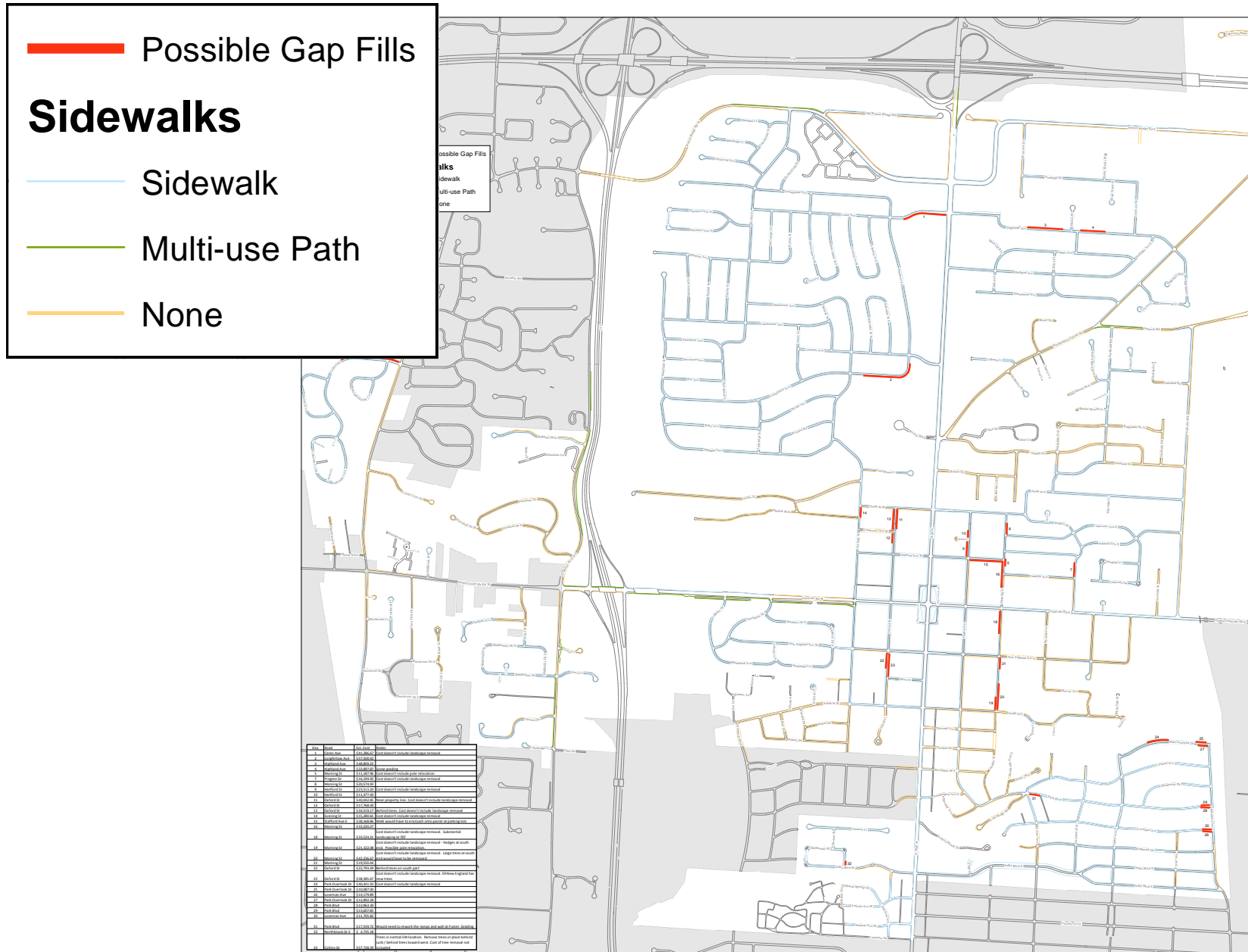
Many of Worthington’s sidewalks were required to be installed at the time developments were approved. The developer bore the cost and passed that cost on through the sale of the property to the initial owners. At that point, it became an asset to both the community as part of a sidewalk system, as well as had value to the property owner. Property owners become responsible for

maintenance and, in some cases, owners may have partially or fully paid for the replacement of said sidewalk during the life of owning the home. Cities sometimes fund new sidewalks by special assessment because they benefit the specific property and, likewise, because other property owners may have already borne the cost of their own sidewalks.

The Worthington Codified Ordinances contemplates a balance between the benefit (value, access, etc.) to the individual property owner and the interest all residents have in accessing a sidewalk system. Arguably, previous Councils amended the Codified Ordinances to provide 50% percent of any project costs in order to demonstrate sidewalks were a priority and to balance the individual interest/benefits with those of the whole system.

## Options Available to the City Council

- a. Do nothing
- b. Ask that residents submit a petition under Section 905.08 of the Codified Ordinances, which would require construction of the sidewalk and assessment in accordance with the code provisions.
- c. Initiate a project for special assessment utilizing provisions of the Ohio Revised Code and determine cost share, term and interest rate
- d. Refer the project request and approach to financing sidewalks to the new Bicycle and Pedestrian Advisory Board
- e. Defer for discussion during the Capital Improvement Program development process
- f. Some combination of above





# 7.A. - Bicycle and Pedestrian Master Plan

Key	Road	Est. Cost	Notes
1	Caren Ave	\$ 41,286.67	Cost doesn't include landscape removal
2	Longfellow Ave	\$ 57,500.42	
3	Highland Ave	\$ 48,809.23	
4	Highland Ave	\$ 33,897.87	Some grading
5	Morning St	\$ 11,187.96	Cost doesn't include pole relocation
7	Pingree Dr	\$ 16,194.92	Cost doesn't include landscape removal
8	Morning St	\$ 20,574.93	
9	Hartford St	\$ 23,513.20	Cost doesn't include landscape removal
10	Hartford St	\$ 11,477.40	
11	Oxford St	\$ 40,042.85	Near property line. Cost doesn't include landscape removal
12	Oxford St	\$ 17,768.30	
13	Oxford St	\$ 34,519.17	Behind trees. Cost doesn't include landscape removal
14	Evening St	\$ 15,280.65	Cost doesn't include landscape removal
15	Stafford Ave E	\$ 38,168.86	Walk would have to encroach onto parcel at parking lots
16	Morning St	\$ 33,220.27	
18	Morning St	\$ 33,524.21	Cost doesn't include landscape removal. Substantial landscaping at 707
19	Morning St	\$ 21,322.08	Cost doesn't include landscape removal - hedges at south end. Possible pole relocation.
20	Morning St	\$ 42,236.67	Cost doesn't include landscape removal. Large trees at south end would have to be removed
21	Morning St	\$ 19,550.44	
22	Oxford St	\$ 22,793.49	Behind trees on south part
23	Oxford St	\$ 38,385.67	Cost doesn't include landscape removal. 59 New England has new trees
24	Park Overlook Dr	\$ 40,441.50	Cost doesn't include landscape removal
25	Park Overlook Dr	\$ 10,087.00	
26	Loveman Ave	\$ 14,179.89	
27	Park Overlook Dr	\$ 12,892.28	
28	Park Blvd	\$ 13,963.30	
29	Park Blvd	\$ 13,607.83	
30	Loveman Ave	\$ 11,705.82	
31	Park Blvd	\$ 17,559.72	Would need to rework the ramps and wall at Foster. Grading
32	Northbrook Dr E	\$ 4,735.18	
33	Collins Dr	\$ 57,728.39	Trees in normal SW location. Remove trees or place behind curb / behind trees toward west. Cost of tree removal not included

Table #13. Possible Sidewalk Gap Infill Key

APPENDIX D.  
MORPC COMPLETE STREETS POLICY  
& IMPLEMENTATION TOOLKIT

# APPENDIX D. MORPC COMPLETE STREETS POLICY & IMPLEMENTATION TOOLKIT

## BACKGROUND

Complete Streets are roadways that are designed to consider all transportation user types. Incorporating Complete Streets principles into project design, construction and maintenance such as resurfacing and reconstruction can improve transportation system safety, accessibility, efficiency, and capacity.

In terms of safety, a study of reconfigured streets in New York City showed a 35 percent decrease in injuries to all street users after protected bike lanes, pedestrian islands, and other Complete Streets components were added. Those same components can increase accessibility by clearly welcoming bicyclists, pedestrians, and other users— including children. The safe use of this public space by a greater variety of users makes the street more efficient, with more people able to comfortably use different parts of the right-of-way.

It may seem counterintuitive in a car-focused culture, but a complete street with fewer automobile lanes can increase capacity. That's because a typical car (6 feet by 15 feet) can take up 90 square feet on the roadway – not including the full lane width or safe distance between vehicles. Thus, increasing capacity for automobiles most likely would require a costly widening of the right-of-way – which would both reduce adjacent non-roadway space and significantly affect the existing built environment and open space. Carving out space on limited right of way for higher volume passenger vehicles (i.e. buses) and smaller/slow speed modes (pedestrians, cyclists, scooters, etc.) may move fewer cars but more people.

As a result, Complete Streets can provide many benefits to residents,

business owners, developers, and communities as a whole. Complete Streets can increase property values, economic growth, and economic stability. Roadways designed for Complete Streets can reduce crashes, improve public health, reduce harmful emissions, and reduce the overall demand on a community's roadways by providing safe, convenient, reliable, and affordable transportation options.

## GOALS

The purpose of this policy is to promote development and redevelopment of public right-of-way within the City of Worthington to accommodate all users including pedestrians, cyclists, transit, and motorized vehicles. The goals include:

- *Create a safe and equitable transportation network for all City of Worthington residents regardless of age, gender, ability, or status. The City recognizes that a safe and equitable transportation network is one that accommodates pedestrians, cyclists, transit users, school bus riders, automobile drivers, commercial vehicles, emergency responders, and other users through appropriate infrastructure and equitable access to work, school, worship, and play.*
- *Create a transportation network that contributes to neighborhoods' sustainability and all residents' quality of life. The City recognizes that Complete Streets roadways can improve roadway safety, enhance the livability of the built environment, reduce municipal and household costs, maximize roadway capacity, and support economic development – especially when well-integrated with adjacent land uses and applied in a context sensitive way.*



## OBJECTIVES

In accordance with nationally adopted Complete Streets principles, and the City's goals to connect and expand the many miles of multi-use trails, dedicated bike paths, and shared roadways, the City will:

- *Identify opportunities and funding sources to improve non-motorized facility connections from residential neighborhoods to local parks, schools, civic spaces, commercial centers, regional trails, and other residential neighborhoods.*
- *Solicit funding for street improvements that will enhance the safety of the City's multimodal network.*
- *Integrate sustainable design treatments, including incorporation of Green Stormwater Infrastructure and Low Impact Development, wherever financially and logistically feasible in order to improve water and air quality, reduce flooding risks, and enhance community livability.*
- *Partner with private, public, and nonprofit entities to leverage new and emerging transportation technologies in a way that maximizes safety, equity, sustainability, and affordability for the City and its residents.*
- *Collaborate with state, regional, and neighboring jurisdictions to promote the City's multimodal network connectivity to the surrounding region.*
- *Enhance coordination among relevant City Departments and agencies in order to maximize fiscal resources.*
- *Ensure that safe sidewalks, crosswalks, waiting areas, and other features provide the first-/last-mile "connective tissue" between transit stops and the homes of transit users.*

## POLICY REQUIREMENTS

Feasibility consideration for Complete Streets elements and facilities will be made at each phase of every infrastructure or transportation project including planning, design, construction, and reconstruction. Consideration for Complete Streets principles – including equity, sustainability, and

accessibility – will be incorporated into the maintenance phase of every infrastructure or transportation project. The City will assess projects' impacts on pedestrians, bicyclists, and transit users of all ages and abilities, as well as motorists, emergency services, commercial vehicles. Exceptions from feasibility consideration will be made for infrastructure and transportation projects only in the following cases:

- *Specific users are legally prohibited on the roadway (such as expressways or pedestrian malls)*
- *The costs of providing Complete Streets facilities will be excessive when compared to the determined existing and future need or expected use of the facilities*
- *Based on projections involving population, employment, and/or traffic volumes, there is an absence of current and future need*

If the City makes exceptions from feasibility consideration, it will provide a detailed explanation of the reason(s) for the exceptions.

The City will establish and monitor performance metrics that assess the transportation network's impact on accessibility, safety, multimodal mobility, sense of place, equity, economic development, and the natural environment.

The City will consult national and regional best practices in design when developing or redeveloping roadways. Design standards will be based on roadways' safety performance, land use characteristics, functional classification, context-sensitive classification, and requirements set forth by City Codified Ordinance and the Manual of Uniform Traffic Safety Devices.

The City will work to incorporate Complete Streets principles into all future plans, manuals, policies, and programs that are relevant to transportation, infrastructure, or development to the maximum extent practicable.

The City will follow the context-sensitive street design and implementation guidance detailed in the 2019 Bicycle and Pedestrian Master Plan and 2018-2019 insight2050 Technical Assistance Program Toolkit.



# Implementation Toolkit

## Part II: Roadway Classifications, Land Use Considerations, & Design Guidelines

Insight2050 Technical Assistance Program:  
City of Worthington Complete Streets Policy Project

MORPC  
2/13/2019





The insight2050 Technical Assistance (TA) Program provides assistance from MORPC staff to local government members within the boundary of the metropolitan planning organization (MPO) for the planning of transportation and community development efforts related to the findings of insight2050 and goals of MORPC's Metropolitan Transportation Plan.

Through the TA Program, MORPC staff will assist member communities with specific planning services related to transportation, air quality, traffic, and other projects that support consideration of transportation in land use planning and/or demonstrate the benefits of various modes of transportation.

MORPC does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, religion or disability in programs, services or in employment. Information on non-discrimination and related MORPC policies and procedures is available at [www.morpc.org](http://www.morpc.org).





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## How to Use this Resource

Part 2 of the Implementation Toolkit is meant to be an internal resource for City of Worthington staff as they work towards implementing the city's Complete Streets policy. It contains a brief discussion of federal roadway classifications and offers a context-sensitive roadway typology that is specific to the City of Worthington. Section 2 discusses land use considerations as they relate to creating Complete Streets and a healthy community that can meet present and future transportation and development demands. Section 3 connects the previous two sections by providing street design guidelines that integrate transportation and land use. The guidelines are in matrix format and can be used by city staff as a "menu of options" for creating streets that support safe active transportation options while accommodating all necessary vehicle traffic.

This Implementation Toolkit follows local, state, and regional best practices and was developed through an iterative process with community stakeholders. Content for the street design matrices was composed from MORPC's Complete Streets Toolkit, Institute of Transportation Engineers (ITE) and Congress for New Urbansim's (CNU) Designing Walkable Urban Thoroughfares report, and best practices from the National Association of City Transportation Officials (NACTO).



Picture sources: MORPC



Section 1: Roadway Classifications

As the City of Worthington strives for a focused growth approach to development and a transportation network that follows the ideals of Complete Streets, it is important to highlight the inherent connection between movement and place. Standard roadway classifications reflect a hierarchy of vehicle capacity. They do not fully capture the relationship between movement and place because they do not account for contextual changes in land use, multimodal capacity, and/or other community initiatives. This document aims to be a holistic resource by integrating roadway classifications, land use considerations, and street design guidelines.

When classifying roads we can take into account the capacity for streets to move pedestrians, cyclists, transit riders, emergency vehicles, and various other non-vehicle roadway users that rely on a safe and connected transportation network. The City of Worthington and MORPC worked together to develop a context-sensitive roadway classification system that considers multimodal mobility, development intensity, flexible design, and surrounding land uses. The system was developed following guidance and best practices from ITE, CNU, and the Ohio Department of Transportation (ODOT).

While the Context-Sensitive Roadway Classifications defined on page 7 are a useful tool for implementing Complete Streets in the City of Worthington, the Federal Highway Administration (FHWA) Functional Roadway Classifications defined on

page 6 are also important. The Functional Roadway Classification system assigns typologies based on a roadway’s role in providing access and mobility in the region. A roadway’s FHWA Federal Classification is closely connected to eligibility for federal funds. The table below shows the relationship between the Functional Roadway Classification system and the Context-Sensitive Roadways Classification system. Read the table horizontally to understand the Context-Sensitive typologies associated with a roadway’s existing functional classification.

The Context-Sensitive Roadway Classifications provide more detail than the FHWA Functional Roadway Classifications and can help the City of Worthington develop and retrofit a transportation network that is safe, efficient, and equitable for all of the city’s residents and visitors.

		Context-Sensitive Roadway Classifications					
FHWA Functional Roadway Classifications		Freeway/ Expressway	Boulevard/ Parkway	Avenue	Main Street	Neighborhood Connector	Street
	Expressway						
	Principal Arterial						
	Minor Arterial						
	Collector						
	Local						





## 1.1 FHWA Federal Roadway Classifications

<b>Expressway</b>	Expressways offer a high level of vehicle mobility, typically on roadways with a physical barrier between directional travel lanes. Expressways do not allow access to adjoining land uses. <sup>1</sup>
<b>Principal Arterial</b>	Principal Arterial roads also provide a high level of vehicle mobility in both rural and urban areas. Unlike expressways, Principal Arterials provide access to adjacent land uses. <sup>1</sup>
<b>Minor Arterial</b>	Minor arterial roads provide connectivity between the Principal Arterial system and provide vehicle mobility for moderate length trips. Minor arterials in rural contexts tend to have higher travel speeds and minimum interference. <sup>1</sup>
<b>Collector</b>	Collector roads provide connections between the arterial network and local roads. Subtle differences between Major and Minor collector roads generally involve speed limit, traffic volumes, travel lanes, and curb cuts. <sup>1</sup>
<b>Local</b>	Local roads provide direct access to abutting land uses, typically local residences and businesses. The majority of roadways in the United States are classified as local. <sup>1</sup>

1. ODOT, [Highway Functional Classification System: Concepts, Procedures, and Instructions](#)



## 1.2 Context-Sensitive Roadway Classifications

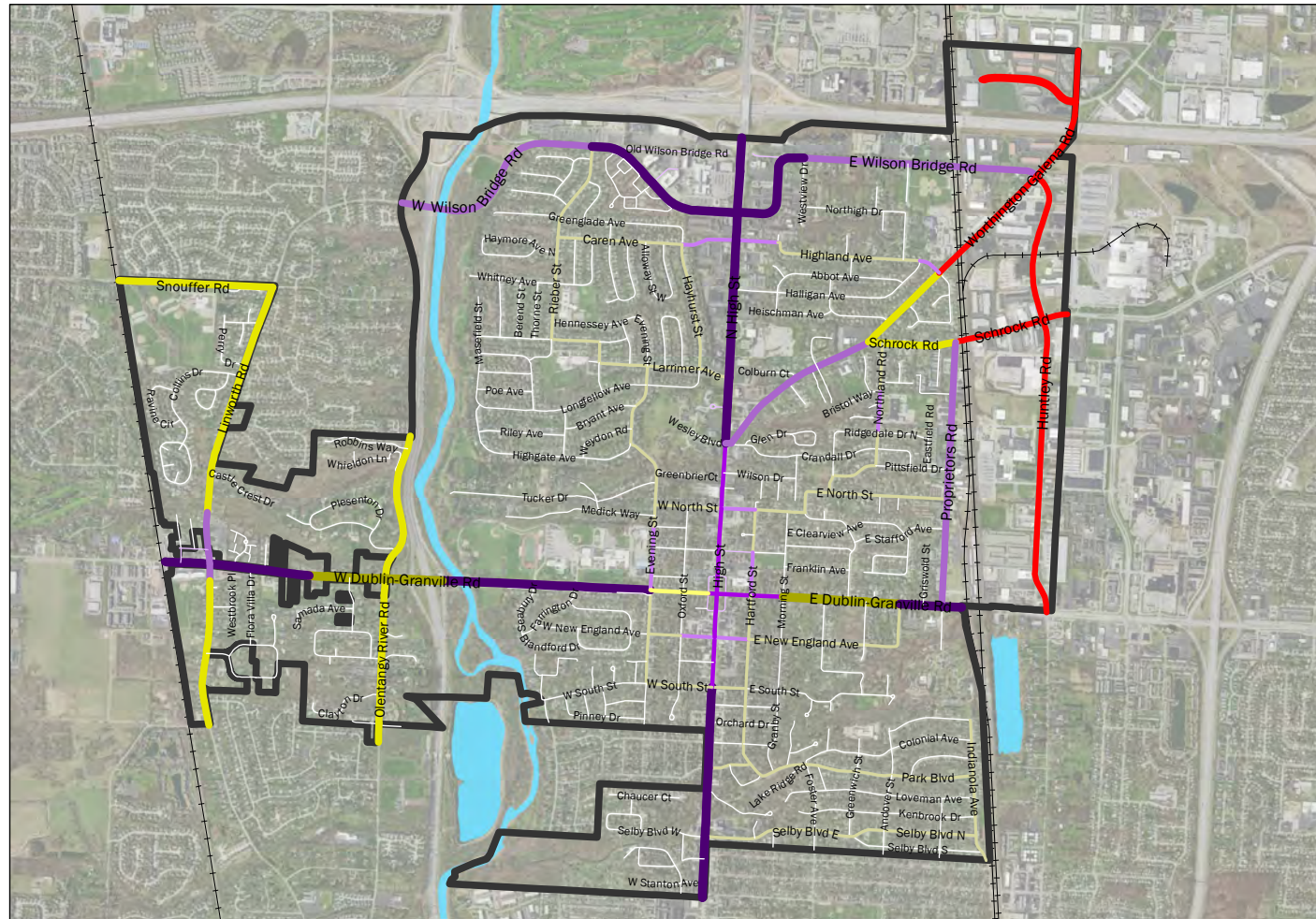
<b>Freeway / Expressway</b>	Freeways and expressways are high-speed roadways (50 mph or more) that accommodate large amounts of vehicle traffic and prohibit pedestrian access. They are either partially or completely controlled access and typically have 4 or more lanes. Freeways and expressways can include tollways, high-speed parkways, and limited-access thoroughfares with occasional at-grade intersections. <sup>2</sup>
<b>Parkway</b>	Parkways constitute high-capacity, multi-lane, high- or medium- speed thoroughfares that offer connections to other high-capacity regional roads. Parkways generally have landscaping on each side and a landscaped median. Due to high speeds and high volumes of vehicles, active transportation facilities are typically separated from travel lanes on these roadways. Parkways should appropriately accommodate transit. They are functionally classified as Principal or Minor Arterials. <sup>2</sup>
<b>Boulevard</b>	Boulevards are walkable, low-speed (35 mph or below) divided thoroughfares, functionally classified as either Principal Arterials or Minor Arterials depending on the context. They typically have 3 to 4 travel lanes. These roads are designed to accommodate "both through and local traffic, pedestrians, and bicyclists...[and] high ridership transit corridors." Boulevards provide connectivity between the arterial roadway system and provide vehicle mobility for long to moderate length trips. They are the primary routes for goods movement and emergency response routes. <sup>1,2</sup>
<b>Avenue</b>	Avenues are low-to-medium speed (25 to 35 mph) walkable roadways that generally have 2 to 4 travel lanes. They provide vehicle mobility for moderate to short trips, while offering primary pedestrian and bicycle routes. They are classified as either Minor Arterial or Collector roads. Avenues provide connections between the arterial network and local roads, and provide access to abutting local development is a main function. <sup>1,2</sup>
<b>Main Street</b>	Main Streets are a specific type of Avenue that offers access along the Town Center. They are categorized by low speeds and prioritized design for pedestrian and bicycle facilities. Pedestrian-oriented streetscapes, street furniture, on-street parking, and access to commercial and/or mixed-use districts are typical of Main Streets. Main Streets can include all functional classifications except Expressway depending on context. <sup>3</sup>
<b>Neighborhood Connector</b>	Neighborhood Connectors are another type of Avenue roadway. They primarily function to connect neighborhood roads to higher-capacity Avenues and Boulevards. Neighborhood Connectors are characterized by less through traffic than typical Avenues or Main Streets. <sup>3</sup>
<b>Street</b>	Streets are categorized as low-speed (25 mph), walkable roadways which primarily function to provide access to adjacent land for local vehicle, pedestrian, or bicycle traffic. Streets are designed to connect residential areas with other neighborhoods and may also offer connections to the arterial network. Streets are functionally classified as Local roads and typically have 2 travel lanes. In urban contexts, streets include alleyways and private roads. <sup>1,2</sup>

2. CNU & ITE, [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#)

3. Boston Transportation Department, [Street Types](#)



# City of Worthington Context-Sensitive Roadway Classifications



## Worthington Streets

### Context, Classification

- Commercial/Industrial - Avenue
- Mixed Use - Boulevard/Parkway
- Mixed Use - Avenue
- Mixed Use - Main Street
- Mixed Use - Neighborhood Connector
- Mixed Use - Street
- Residential - Boulevard/Parkway
- Residential - Avenue
- Residential - Main Street
- Residential - Neighborhood Connector
- Residential - Street



The information shown on this map is compiled from various sources made available to us which we believe to be reliable. N:\GIS\GORE\insight 2050\TA Program\Worthington\_RC.mxd 11/27/2018

0 0.5 1 Miles







## Section 2: Land Use Considerations

Based on the 2014 insight2050 report, we expect the City of Worthington to see rapid population growth and demographic shifts over the next 30 years. That growth will be accompanied by shifting demands in housing and transportation—people will want more walkable communities with affordable transportation options, compact housing choices, and mixed-use environments where they can live, work, and play. Transportation and land use are inherently linked; mode choice is influenced not only by transportation infrastructure, but land use characteristics as well. Both transportation and land use have implications for density, public health, the environment, and economic development. A comprehensive, focused growth approach is one that integrates land use and transportation planning. From a Complete Streets perspective, supporting safe and equitable transportation options within any land use requires a balance between “Pedestrian Priority” and “Vehicle Priority”.

In a collaborative report meant to guide cities working towards a more active transportation-friendly network, ITE and CNU defined the range of Pedestrian Priority as:

**Pedestrian Places**—mixed-use areas with a significant pedestrian presence, not dominated by, and sometimes prohibiting, vehicles

**Pedestrian Supportive**—mixed-use areas with moderate to significant pedestrian presence

**Pedestrian Tolerant**—areas that minimally accommodate pedestrians but do not support a high level of pedestrian activity and are usually vehicle dominant

**Pedestrian Intolerant**—areas with little support for walking or that prohibit pedestrians are vehicle dominant

Opposite to the Pedestrian Priority range is Vehicle Priority, defined as:

**Vehicle Place**—roadways that prioritize vehicle movement with little to no consideration for multimodal mobility

**Vehicle Supportive**—roadways that still primarily prioritize vehicle movement, but with appropriate infrastructure to support multimodal transportation options

**Vehicle Tolerant**—areas that accommodate vehicle traffic, but have a well-connected multimodal network that encourages active transportation through street design and compatible land use

**Vehicle Intolerant**—areas that are primarily for pedestrians and may prohibit vehicle traffic altogether for special events or permanently



## 2.1 Pedestrian Places

Pedestrian Places prioritize pedestrians and cyclists and should support a wide range of land uses. In these spaces, **mixed-use, commercial retail, and commercial office** land uses should be prioritized. **Compact residential and civic** land uses are also encouraged. Street design and land use for Pedestrian Places should provide opportunity for social and economic activity through flexible and [design-oriented zoning codes](#), [placemaking](#), and [street furniture](#).

Pedestrian Places can range from vehicle supportive to vehicle intolerant. It is important that regardless of the level of vehicle capacity, pedestrian places provide infrastructure for safe and affordable multimodal transportation options that are accessible and inviting for all people.



Examples of Pedestrian Places from across the region—Worthington, Easton, Downtown Columbus, Dublin, New Albany, and Gateway District in Columbus. Sources: MORPC



## 2.2 Pedestrian Supportive Places

The infrastructure needed for a road to be Pedestrian Supportive will be different based on the road classification and adjacent land use. Regardless of vehicle capacity, Pedestrian Supportive roads require a well-connected active transportation network that gives users safe access to destinations and recreational amenities. Higher vehicle-capacity roads can support **mixed-use, commercial retail, and commercial office** land uses. Lower vehicle-capacity roads can support mixed-use, **neighborhood commercial, compact residential, civic, and institutional** land uses.

Flexible zoning practices, “[Park Once and Walk](#)” parking policies, [placemaking](#), and [design guidelines](#) are useful tools for creating roads that support active transportation options while still accommodating vehicle traffic.



Examples of Pedestrian Supportive roads from around the region and the country—London, New Albany, Bridge Street District in Dublin, Columbus, Westerville, Easton, and Kentlands, MD.  
Sources: MORPC, [DPZ](#)





## 2.3 Pedestrian Tolerant Places

Pedestrian Tolerant roads prioritize vehicle movement over multimodal transportation. They are often characterized by wide travel lanes, wide intersections, frequent curb cuts, dispersed land uses, large setbacks, and large amounts of surface parking. Low population density and development intensity are indications that Pedestrian Tolerant infrastructure may be sufficient to meet residents' multimodal needs. When striving for a focused growth approach to new development, Pedestrian Tolerant roads are suitable along **industrial, low density residential, and agricultural land uses**.

Pedestrian Tolerant roads may not encourage mode shift from single-occupancy vehicles to walking or cycling, but they do provide essential connections to jobs and other key services, particularly for low-income people. Pedestrian Tolerant roads must still be safe and accessible to all users. Where appropriate, principal arterials and minor collectors should prioritize additional intersection infrastructure and signage in order to increase pedestrian and cyclist safety, visibility, and comfort.

Examples of Pedestrian Tolerant roads from around the region— Columbus, Westerville, Easton, and Plain City. Sources: MORPC





## 2.4 Pedestrian Intolerant Places

Pedestrian Intolerant roads are not just those without any multimodal infrastructure – inadequate facilities can also render a street functionally Pedestrian Intolerant. Sidewalks that are not wide enough, lacking ADA ramps, or that are obstructed can create mobility challenges. Bike lanes on high speed, high vehicle capacity roads may intimidate all cyclists but the most experienced and confident ([less than 1% of riders](#)). Pedestrian Intolerant roads can encourage unsafe behavior that leads to collisions and injuries.

When coupled with dispersed commercial retail or commercial office uses, roads without sufficient multimodal infrastructure can encourage single-occupancy vehicle trips due to concerns about safety, inconvenience, and access to desired destinations. For those whose mobility options may be limited, Pedestrian Intolerant roads deny them the opportunity to safely get to the amenities they need and/or want. Aside from expressways or other roads where pedestrians are legally prohibited, it is almost never appropriate to completely exclude pedestrian infrastructure as doing so can disproportionately impact low-income families, the elderly, new Americans, people with disabilities, women, and/or people of color.

Examples of Pedestrian Intolerant roads from around the region and country—Polaris, Columbus, Gahanna, and Louisville, KY. Sources: MORPC





## Section 3: Street Design Guidelines & Cross-Sections

The street design guideline matrices on the following pages aim to be holistic by integrating context-sensitive roadway classifications and land use characteristics. They are not meant to be prescriptive, but rather to offer a “menu of options” for developing or redeveloping a roadway into a Complete Street. The accompanying cross-sections are also not meant to be prescriptive, but to visualize the different ways Complete Streets design can be implemented on a roadway with a particular land use, roadway classification, and right-of-way width.

MORPC and the City of Worthington have developed the matrices and cross-sections to be context-sensitive for the City’s needs and community vision. The content in the matrices has been refined to reflect how the City of Worthington designs, develops, maintains, and redevelops its roadways. There are a total of three matrices, one for each type of land use within the city: Mixed-Use, Residential, and Industrial. The matrices contain Complete Streets design elements that have been compiled from MORPC’s Complete Streets Toolkit, ITE and CNU’s Designing Walkable Urban Thoroughfare report, and the NACTO website. For more information about a particular Complete Streets element within a matrix, see the glossary on page 24.



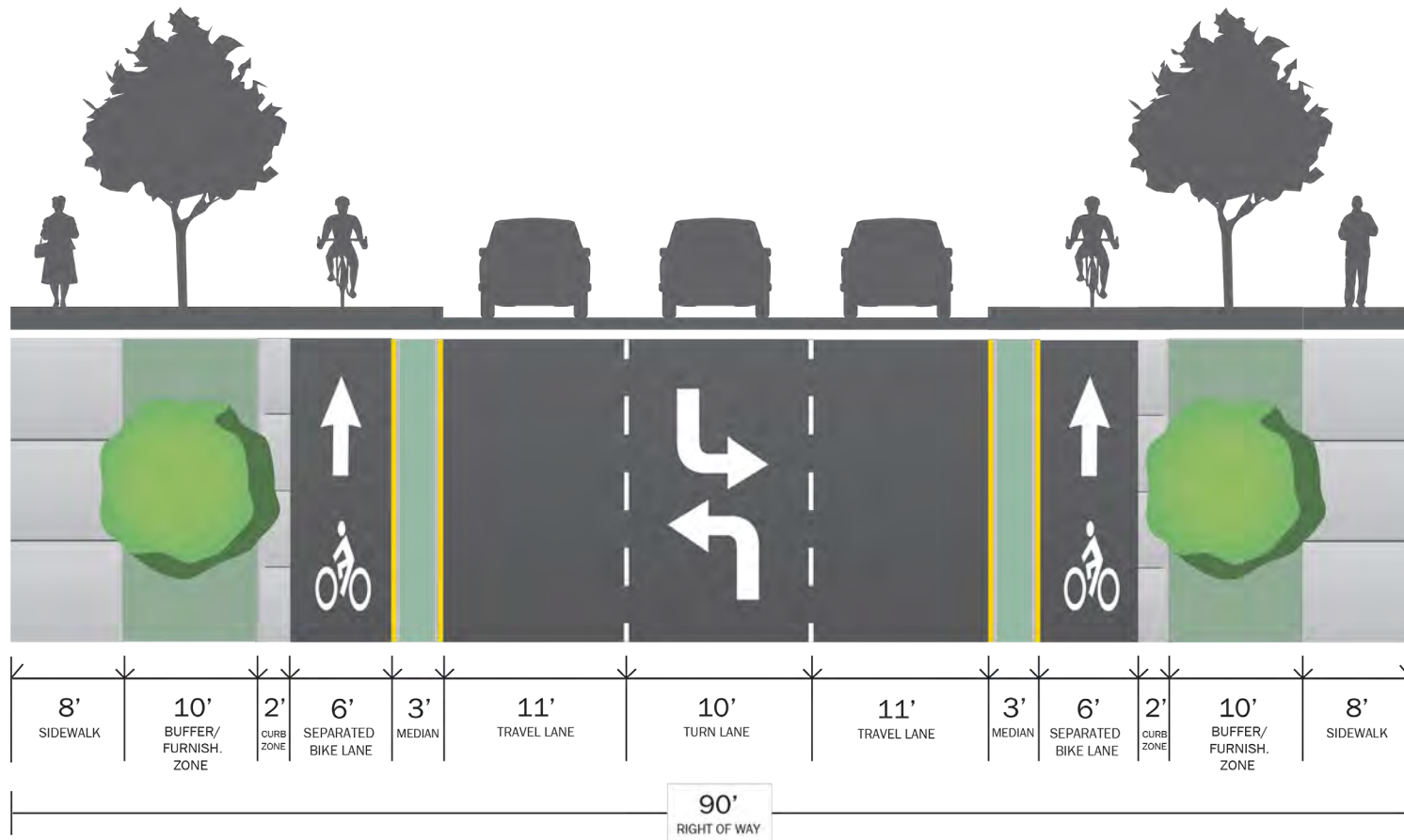
## Mixed Use Street Design Guidelines

	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Street
<b>Vehicle Zone Design</b>						
Number of Lanes	4 - 6	4 - 6	2 - 4	2 - 3	2 - 3	2
Width of Lanes	11'	10' - 11'	10 - 11'	10'	10'	9 - 10'
Design Speed (mph)	30–35	30–35	25–35	20–25	25	15–25
Traffic calming	Raised / landscaped / striped medians Bus bulbs Striped chokers	Raised / landscaped / striped medians Roundabouts Striped chokers Bus bulbs Textured pavement (low impact)	Raised / landscaped / striped medians Roundabouts Striped chokers Textured pavement (low impact)	Striped chokers Textured pavement (low impact) Traffic circles	Striped chokers Traffic circles	Speed bumps Mini-traffic circle Striped chokers
Transit Considerations	Express	Express and Local	Local	Local	Local	Local and none
Freight Movement	Regional truck route	Regional truck route	Local truck route	Local deliveries only	Local deliveries only	Local deliveries only
<b>Pedestrian Zone Design</b>						
Curb Zone	0.5' - 1'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'
Buffer / Furnishings Zone	8' - 12' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus shelters / bus stops	8' - 12' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus shelters / bus stops	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus shelters / bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage Bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage
Pedestrian Through Zone	6' - 12'	6' - 12'	6' - 12'	6' - 12'	6' - 8'	6' - 8'
Frontage Zone	0' - 2' Planters / landscaping Outdoor seating Moveable signage	0' - 6' Planters / landscaping Outdoor seating Moveable signage	4' - 12' Planters / landscaping Outdoor seating Café seating Moveable signage	4' - 12' Planters / landscaping Outdoor seating Café seating Moveable signage	2' - 6' Planters / landscaping Outdoor seating Moveable signage	2' - 6' Planters / landscaping Outdoor seating Moveable signage
Pedestrian Crossing	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Mid-block signalized crosswalks Pedestrian refuge areas Striped curb extensions	Marked crosswalks Signalized crosswalks Mid-block signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions
<b>Bicycle Zone Design</b>						
Bicycle Zone	Barrier-separated bike lane 5' - 12' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Sharrows Super sharrows SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Bike boulevard Sharrows Super Sharrows SUP ≥ 8'	Bike lane 5' - 6' Bike boulevard Sharrows
Bicycle Intersection Design	Bicycle refuge areas	Bicycle refuge areas	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings
Parking Design	On-street parking Structured parking Screening Shared surface lots	On-street parking Structured parking Screening Rear / alley-access surface lots Shared surface lots	On-street parking Screening Rear / alley-access surface lots Shared surface lots Minimal curb cuts	On-street parking Screening Rear / alley-access surface lots Shared surface lots Minimal curb cuts	On-street parking Screening Rear / alley-access surface lots Shared surface lots	On-street parking Screening Shared surface lots

## Mixed Use Flex Lane Design Guidelines

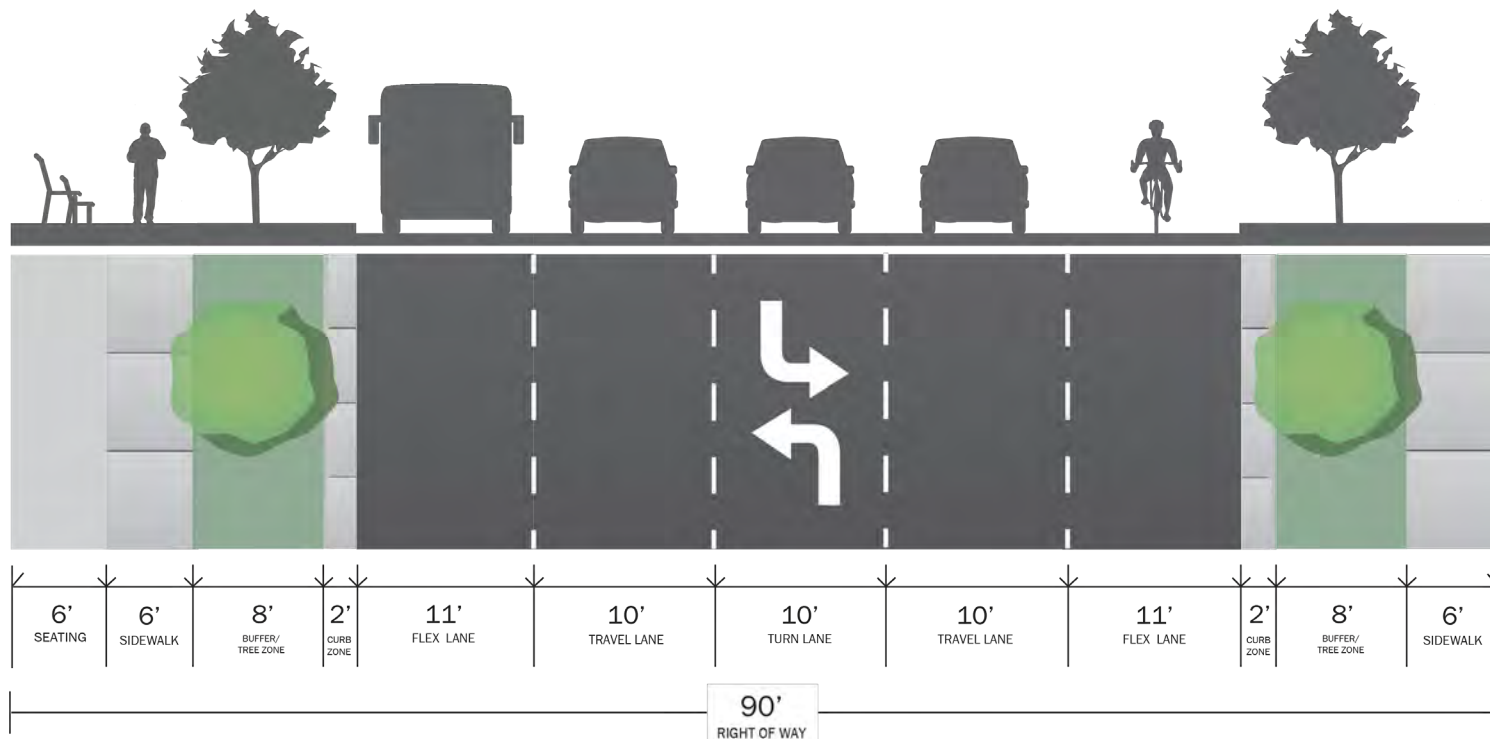
	Parkway	Boulevard	Avenue	Main Street	Flex Lane priorities by time of day
<b>Flex Lane Design</b>					
Early Morning (12 a.m. - 6 a.m.)	Commercial vehicle loading / drop-off	Commercial vehicle loading / drop-off	Commercial vehicle loading / drop-off	Commercial vehicle loading / drop-off	Priorities: Access for commerce
Morning (6 a.m. - 11 a.m.)	General purpose travel lane Bus only lane Low-speed motorized/non-motorized lane	General purpose travel lane Bus only lane Low-speed motorized/non-motorized lane	General purpose travel lane Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	General purpose travel lane Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	Priorities: Mobility Activation / greening
Mid-Day (11 a.m. - 4 p.m.)	Bus only lane Food trucks Short-term parking Low-speed motorized/non-motorized lane	Bus only lane Food trucks Short-term parking Low-speed motorized/non-motorized lane	Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	Priorities: Activation / greening Access for people Mobility
Evening (4 p.m. - 9 p.m.)	General purpose travel lane Bus only lane Short-term parking	General purpose travel lane Bus only lane Low-speed motorized/non-motorized lane Short-term parking	General purpose travel lane Low-speed motorized/non-motorized lane Short-term parking	General purpose travel lane Low-speed motorized/non-motorized lane Short-term parking	Priorities: Mobility Access for people
Late Night (9 p.m. - 12 a.m.)	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Priorities: Access for commerce Access for people Mobility

## Mixed-Use Boulevard Example 1





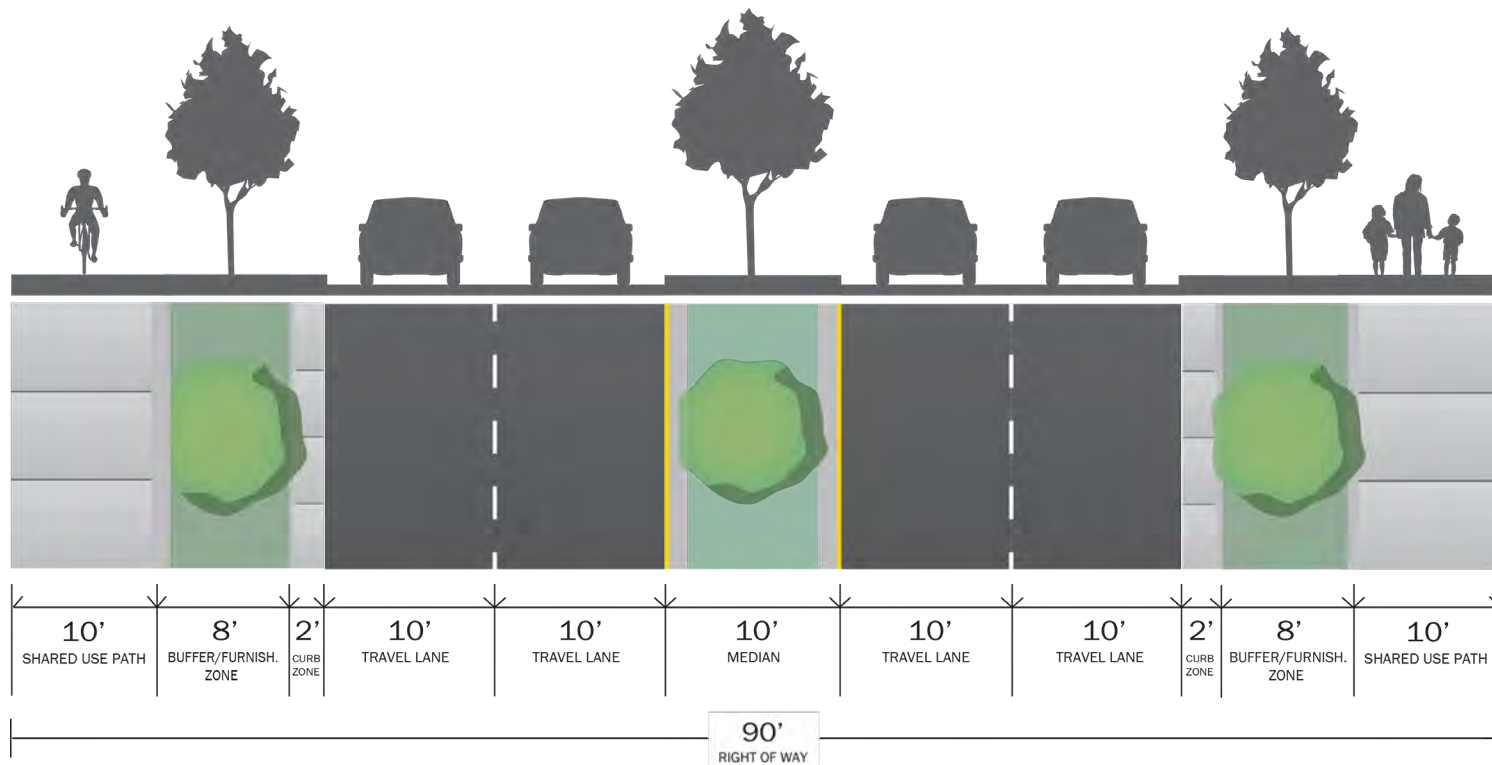
## Mixed-Use Boulevard Example 2



**Flex lanes** manage sought-after curbside space by accommodating multiple functions throughout the day. For a roadway like the one shown above, this could include:

- On-street parking lane
- Bus-only lane
- Through bicycle traffic lane
- Through vehicle traffic lane

## Mixed-Use Boulevard Example 3

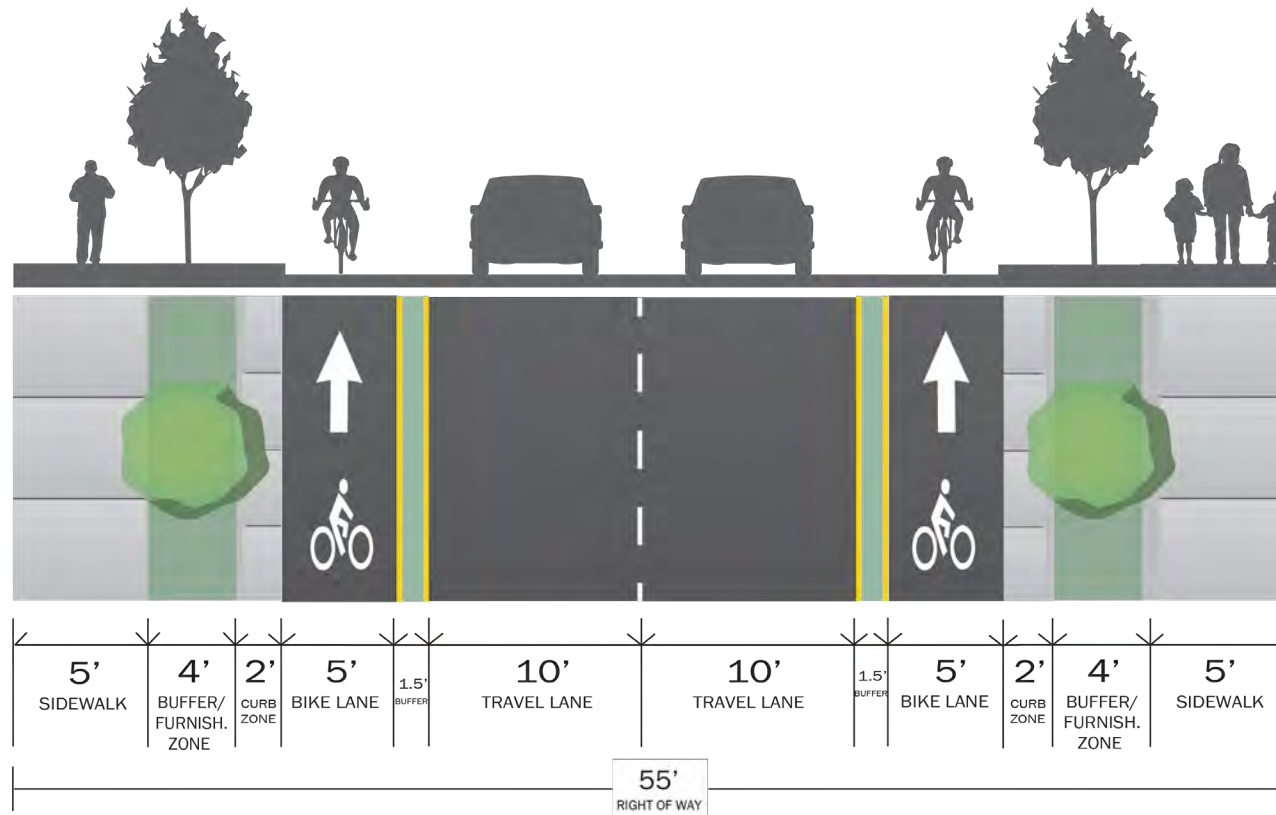


## Residential Street Design Guidelines

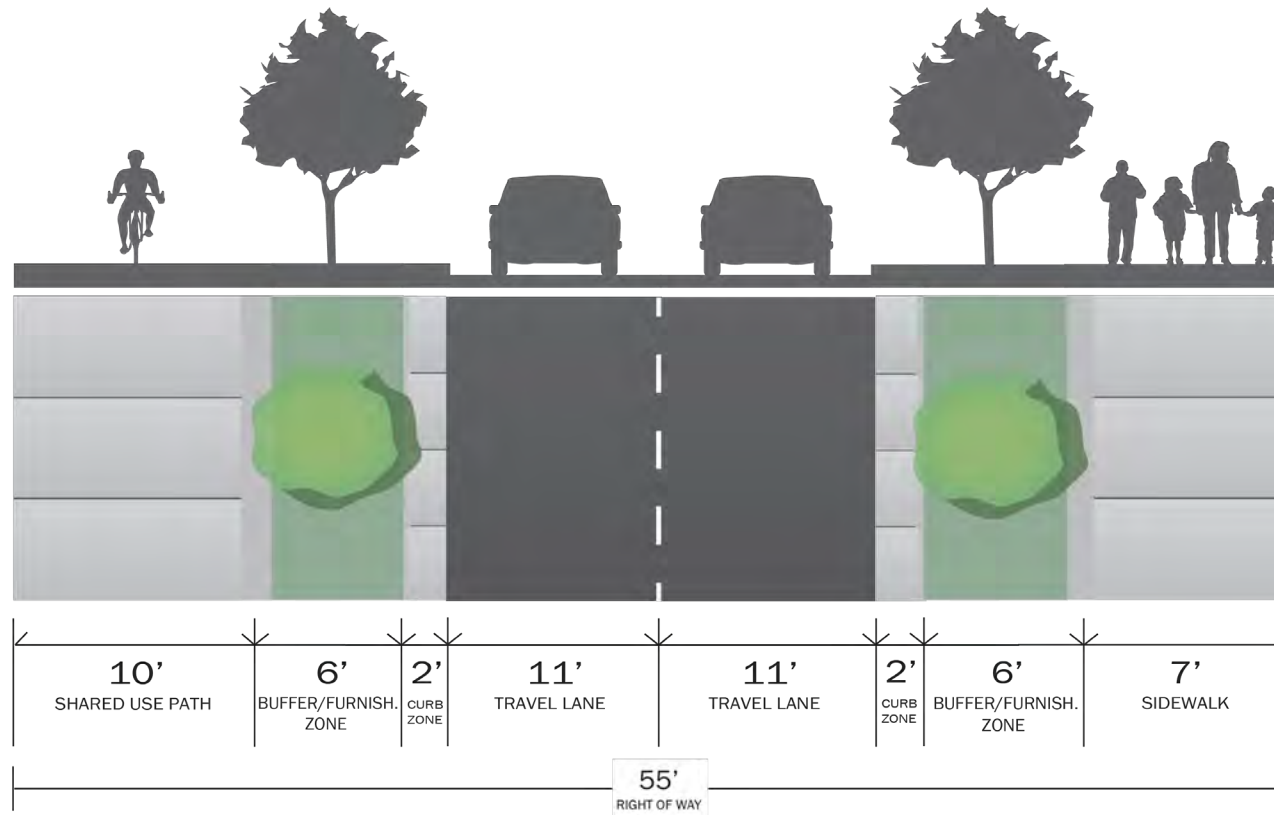
	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Street
<b>Vehicle Zone Design</b>						
Number of Lanes	4 - 6	4 - 6	2 - 4	2 - 3	2 - 3	1 - 2
Width of Lanes	11'	10' - 11'	10 - 11'	10'	10'	9 - 10'
Design Speed (mph)	30–35	30–35	25–35	20–25	25	15–25
Traffic calming	Raised / landscaped / striped medians Striped chokers	Raised / landscaped / striped medians Roundabouts Striped chokers	Raised / landscaped / striped medians Roundabouts Striped chokers	Striped chokers Traffic circles	Striped chokers Traffic circles Speed bumps	Speed bumps Mini-traffic circle
Transit Considerations	Local and none	Local and none	Local and none	Local and none	Local and none	None
Freight Movement	Local deliveries only	Local deliveries only	Local deliveries only	Local deliveries only	Local deliveries only	Local deliveries only
<b>Pedestrian Zone Design</b>						
Curb Zone	0.5' - 1'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'
Buffer / Furnishings Zone	4' - 12' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops	4' - 12' Grass / trees / landscaping / GSI Street lights / signage Bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage Bus stops	2' - 6' Grass / trees / landscaping / GSI Street lights / signage Bus stops	2' - 4' Grass / trees / landscaping / GSI Street lights / signage Bus stops	2' - 4' Grass / trees / landscaping / GSI Street lights / signage
Pedestrian Through Zone	5' - 8'	5' - 8'	5' - 8'	5' - 8'	5' - 6'	5' - 6'
Frontage Zone						
Pedestrian Crossing	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions
<b>Bicycle Zone Design</b>						
Bicycle Zone	Barrier-separated bike lane 5' - 12' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Sharrows Super sharrows Bike boulevard SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Sharrows Super sharrows SUP ≥ 8'	Bike lane 5' - 6' Bike boulevard Sharrows Super sharrows SUP ≥ 8'	Bike lane 5' - 6' Bike boulevard Sharrows
Bicycle Intersection Design	Bicycle refuge areas Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings
<b>Parking Design</b>	On-street parking Screening (multifamily housing)	On-street parking Screening (multifamily housing)	On-street parking Screening (multifamily housing)	On-street parking Screening (multifamily housing)	On-street parking	On-street parking



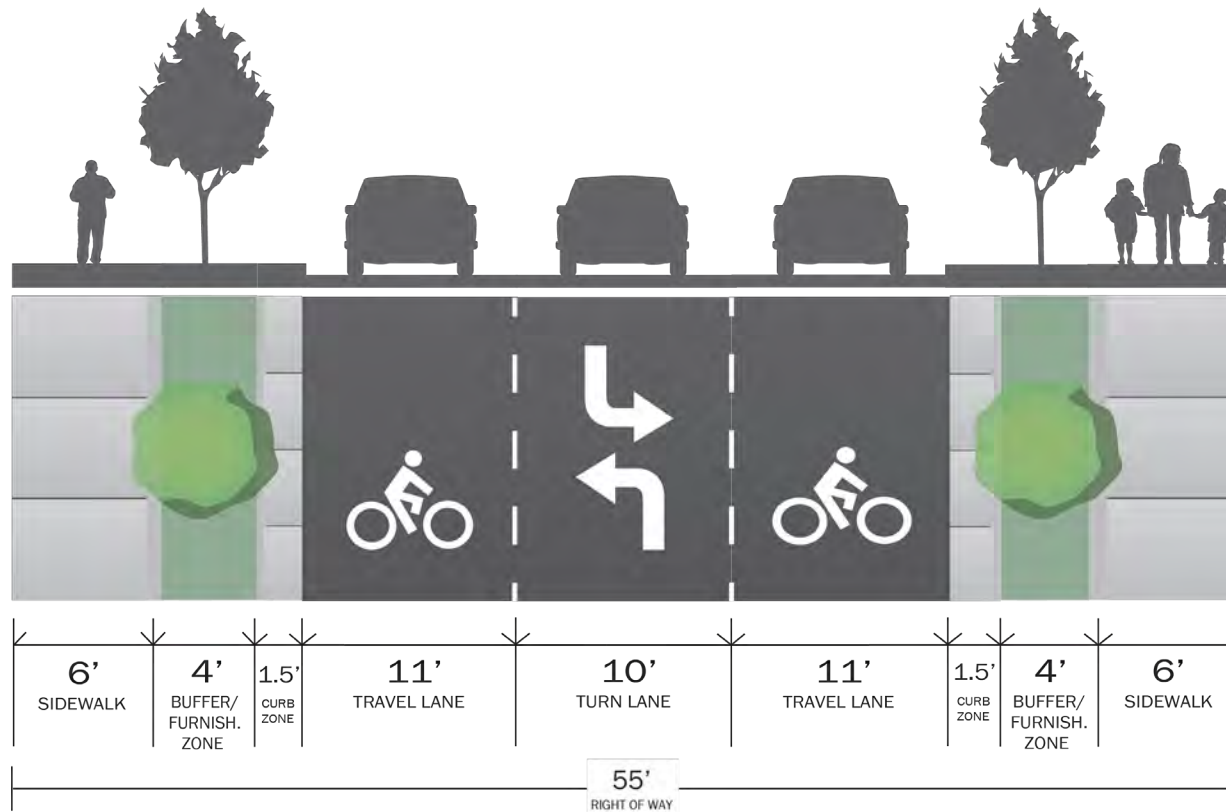
## Residential Avenue Example 1



## Residential Avenue Example 2



## Residential Avenue Example 3



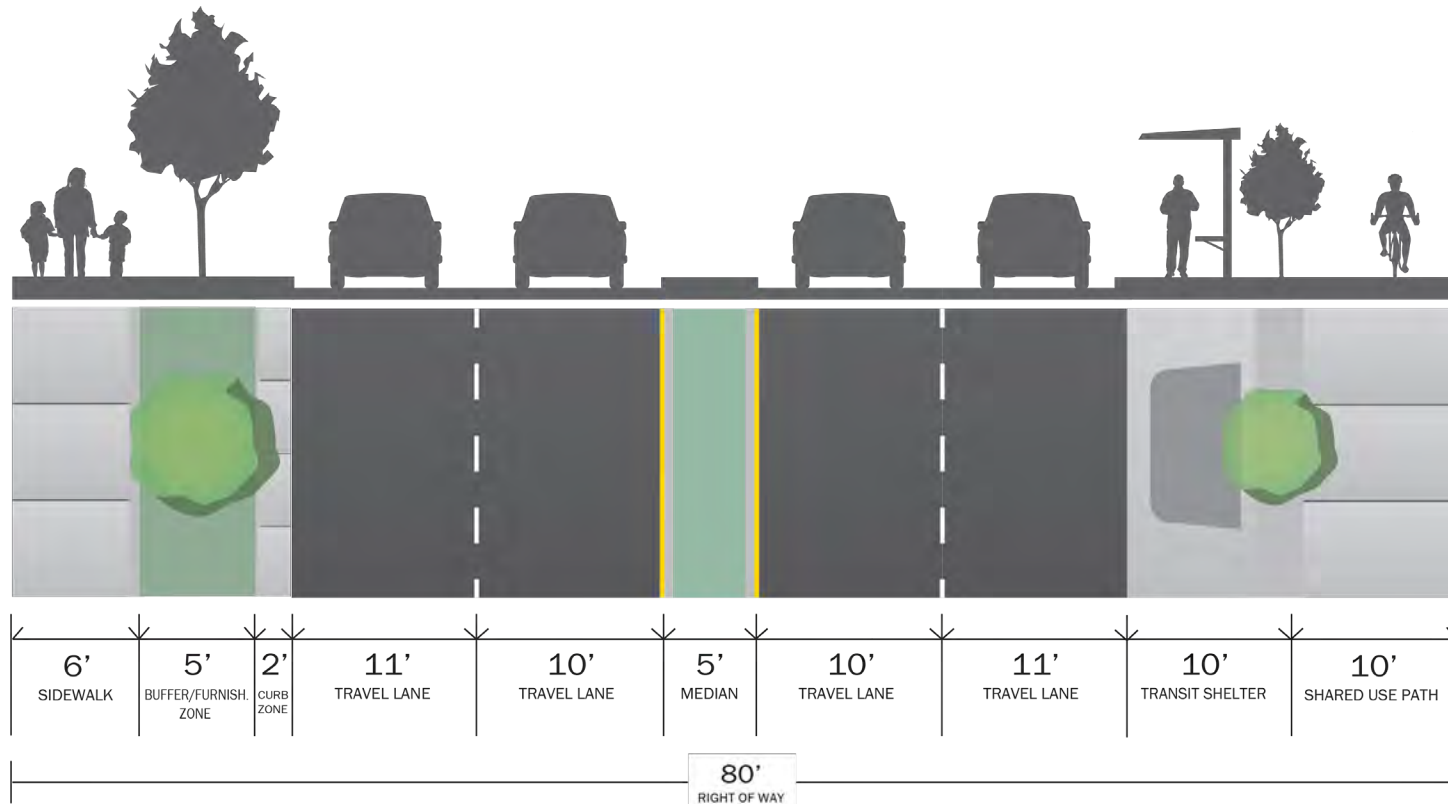


## Industrial Street Design Guidelines

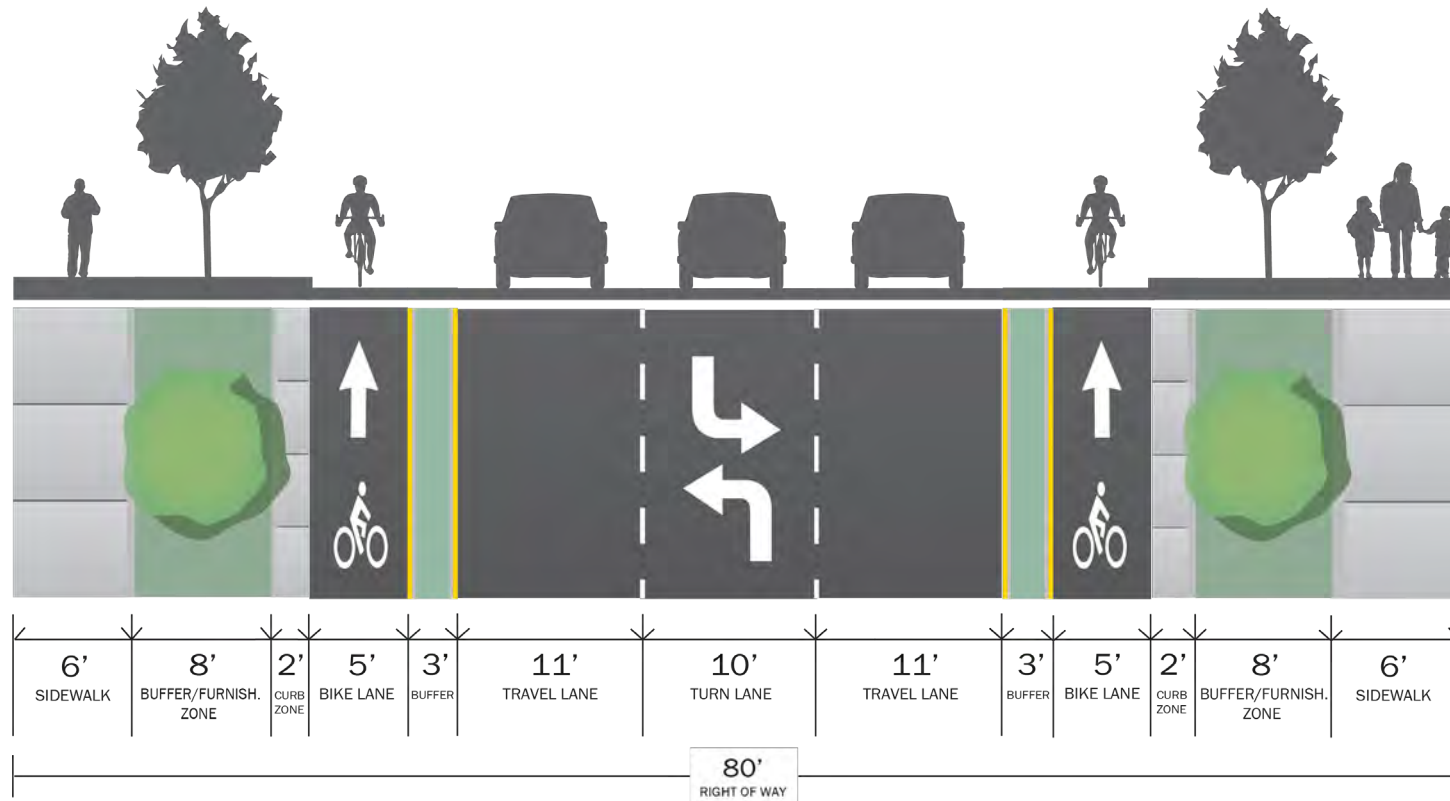
	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Street
<b>Vehicle Zone Design</b>						
Number of Lanes	4 - 6	5 - 6	2 - 4			
Width of Lanes	11'	10' - 11'	10 - 11'			
Design Speed (mph)	30–35	30–35	25–35			
Traffic calming	Raised / landscaped / striped median Striped chokers	Raised / landscaped / striped medians Striped chokers	Raised / landscaped / striped medians Striped chokers			
Transit Considerations	Express and Local	Express and Local	Express and Local			
Freight Movement	Regional truck route	Regional truck route	Regional & local truck route			
<b>Pedestrian Zone Design</b>						
Curb Zone	0.5' - 1'	1.5' - 2.5'	1.5' - 2.5'			
Buffer / Furnishings Zone	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops			
Pedestrian Through Zone	5' - 8'	5' - 8'	5' - 8'			
Frontage Zone						
Pedestrian Crossing	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Mid-block signalized crosswalks	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Mid-block signalized crosswalks	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Mid-block signalized crosswalks			
<b>Bicycle Zone Design</b>						
Bicycle Zone	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'			
Bicycle Intersection Design	Bicycle refuge areas	Bicycle refuge areas	Bicycle refuge areas			
<b>Parking Design</b>	Screening Shared surface lots	Screening Shared surface lots	Screening Shared surface lots			



## Industrial Avenue Example 1



## Industrial Avenue Example 2





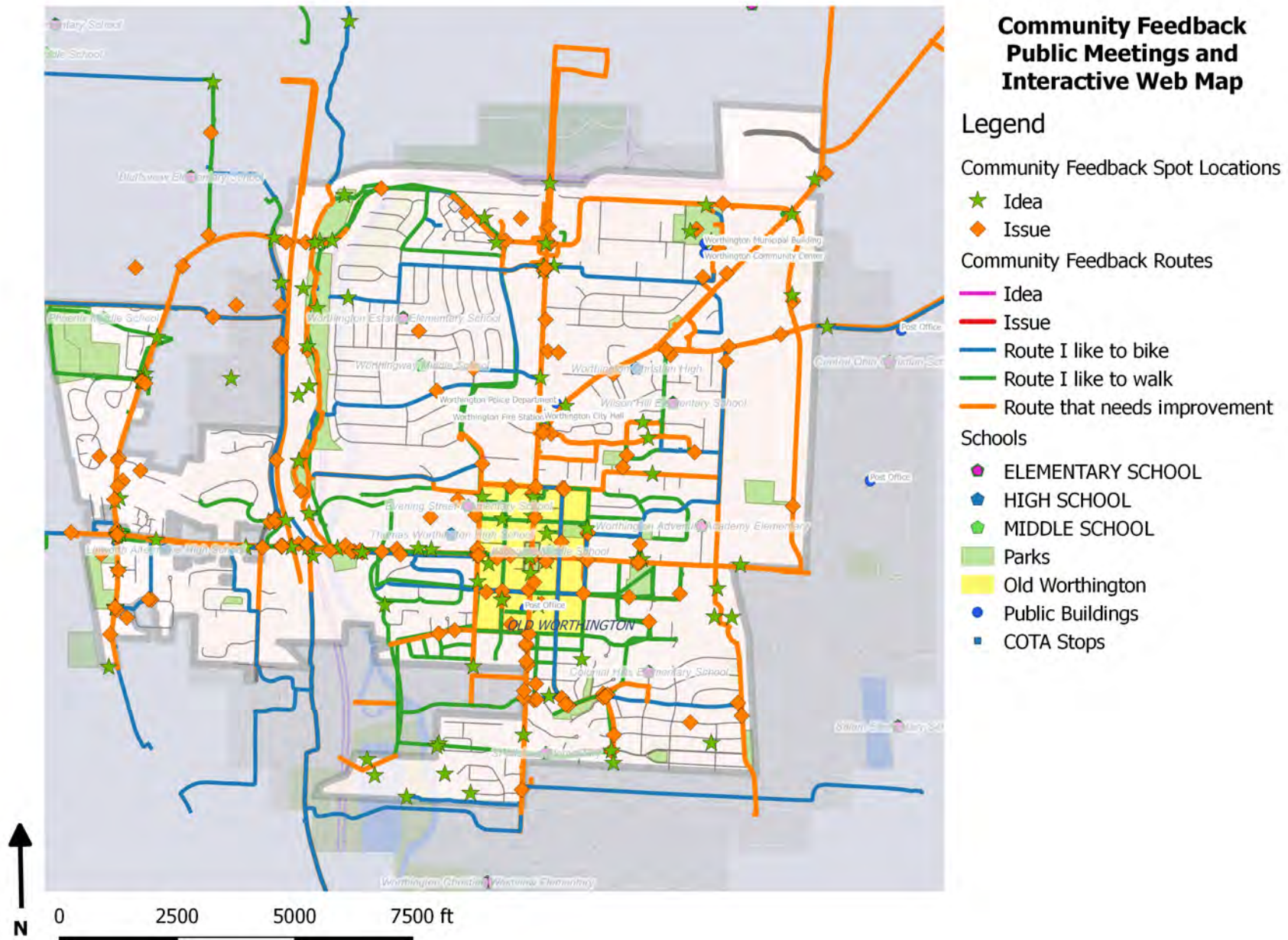


## Complete Streets Elements Glossary

- [Barrier-separated bike lane](#)
- [Bicycle refuge area](#)
- [Bike boulevard](#)
- [Bike lane](#)
- [Buffered bike lane](#)
- [Bus bulb](#)
- [Bus shelter](#)
- [Bus stop](#)
- [Choker / curb extension](#)
- [Curb cuts](#)
- [Curb zone](#)
- [Flex lane](#)
- [Frontage zone](#)
- [Furnishings zone](#)
- [Green Stormwater Infrastructure \(GSI\)](#)
- [Intersection crossing markings \(bike\)](#)
- [Lane Width](#)
- [Metered on-street parking](#)
- [Mid-block signalized crosswalk](#)
- [Mini-traffic circle](#)
- [On-street parking](#)
- [Outdoor seating](#)
- [Parking lot design](#)
- [Pedestrian refuge area](#)
- [Pedestrian through zone](#)
- [Planters](#)
- [Raised median](#)
- [Roundabout](#)
- [Screening](#)
- [Shared parking](#)
- [Shared use path \(SUP\)](#)
- [Sharrows](#)
- [Signage](#)
- [Signalized crosswalks](#)
- [Super sharrows \(picture\)](#)
- [Speed bump](#)
- [Street furniture](#)
- [Structured parking](#)
- [Textured pavement](#)
- [Trees](#)

## APPENDIX E. COMMUNITY COMMENTS

# MAP OF COMMUNITY FEEDBACK





The following pages include each comment received. They are categorized by the source of their collection.

- *Public*: Comments submitted on-line via Geo-Wiki mapping.
- *Workshop*: Comments generated during the August Community Workshop
- *Fest614*: Comments generated at the August 2018, Summer in the 614 Festival.
- *Open House*: Comments generated at the February Open House located in the Worthington Community Center.
- *Open House SM*: Survey results collected online after the Open House through Survey Monkey.

Table #14. Community Comments

Comment Source	Comment
Workshop	TABLE 1 - 2 Lack of Linworth Road access to most anything (park paths, shopping, other neighborhoods)
Workshop	TABLE 1 - 4 Too wide, fast - hard to access businesses
Workshop	TABLE 1 - 5 Hard to bicycle to schools [ALL OVER]
Workshop	TABLE 1 - 6 Connect parts of town with other communities
Workshop	TABLE 1 - 6 Connect parts of town with other communities
Workshop	TABLE 1 - IDEA #1 Bike lanes, separate/protected bike lanes between major roads
Workshop	TABLE 2 - IDEA #3 Bus stop improvements (Caren/High)
Public	Huntley Road Intersection improvements much needed
Public	No easy/safe way for bikes to get from Greenglade cut-through to Kroger/mall without cutting through parking lots.
Public	Missing curb cut at end of sidewalk where Franklin Ave meets Morning St
Public	A crosswalk on the south side of 161 to cross Linworth Road is sorely needed.
Public	The sidewalk on the west side of the road is missing a critical connection over the creek which causes foot traffic to walk on the road which is already narrow due to the guard rails.

Public	The new connection from the park to Linworth Crossing floods whenever significant rain falls and stays wet for long periods. In addition mud washes into the path making it hazardous to ride a bike over. It seems like a slight increase to the pavement would help.
Public	There is no sidewalk or bike lane along 315 as well as Olentangy River Rd to easily allow residents around Worthington Hills area to get to the bike path over by Hills Market. It is really dangerous to try to cross 315.
Public	Crossing to the Olentangy Trail from Plesenton Dr is dangerous as there is no crosswalk or signal here. It is hard to see around the bend and the noise from 315 makes it hard to hear traffic coming.
Public	The bike path ends at the alternative school and turns into a narrow sidewalk. It would be nice if path could continue to Villa Flora or Linworth Road ideally. This same section of sidewalk also floods.
Public	sidewalks not connected.
Public	sidewalks not connected
Public	the sidewalk doesn't connect on the south side of the street.
Public	Entering Crandall Drive from High Street, drivers must go up a hill and curve and it's 25MPH but people often speed up this hill. It's a safety hazard for pedestrians, without a sidewalk on Crandall Drive.
Public	People constantly run the Foster stop sign- making this a four way stop would be a huge help and would help deter speeders from the park or High St.
Public	Need a drinking fountain at trail head.
Public	It would be really nice to have more places to drop in kayaks and canoes along the path.
Public	I'd really like to be able to run/bike/walk north of hills.
Public	Ramp needed! No ramp to get up or down the curb - not handicap accessible or stroller accessible
Public	Nice to have a bike lane on Indianola, but there is a lot of gravel and dirt filling through this industrial area. Would be good to send a street sweep machine through occasionally
Public	Add crosswalk - hybrid beacon here for bike and ped crossing to school/park
Public	Crosswalk

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Four way crosswalk here
Public	This crossing point is extremely dangerous for bicyclists. I am particularly concerned about kids crossing not at the crosswalk but instead from the point at which the trail empties onto the freeway entryway. The pitch of the trail at this point of entry
Public	It would be extremely helpful to have a crosswalk here not only to assist bicyclists and pedestrians with crossing this busy road, but also to slow traffic along the route generally.
Public	It would be a huge lifestyle improvement for all living in the surrounding neighborhoods, and a boon to the businesses along 161, to have a side walk down Linworth Rd from 161 to Snouffer or even all the way through to Hard Rd (filling gaps, as there are
Public	It is extremely unsafe to access the bike path from Plesenton Drive which is the only means to do so since there are no sidewalks on the west side of Olentangy River Road. Between the blind curve and the 35 mph speed limit (which drivers routinely ignore
Public	Pothole, keeps getting larger each year
Public	Hybrid beacon needed
Public	Multi use path needed up and down Linworth
Public	Hybrid beacon needed
Public	Wider sidewalks up and down High street
Public	Sidewalks needed up and down street
Public	Speed limit needs to be reduced to 25
Public	Need bike lane from Evening Street to trail
Public	Need better enforcement against drivers running red lights all along 161 and High St.
Public	Drivers speeding along this street, where there a only a couple of blocks of sidewalk.
Public	There needs to be sidewalk in front of the school along 161 (from the pool driveway to Evening Street). One has to either cross the road, hoping that no one runs the light, then cross again at Evening Street, or walk through the school grounds during sc
Public	Speeding traffic on Indianola, Park Blvd, North and especially South Selby is hazardous to cyclists.

Public	I have a child that walks to Colonial Hills Elementary School along this route. Cars go very fast along this curve, and often are not watching for small children walking to school and crossing the road. It would be helpful to have a crosswalk on Hartford
Public	The sidewalk here ends at the alley - there is no way to access high street to head south safely via sidewalk and I would echo the speed of cars (and the sheer volume) coming up Hartford and turning onto Southington is an issue. At this point more houses
Public	There needs to be a cross walk here. This is a busy intersection and no safe way to cross the street without playing "frogger". It would provide access to the path up to Old Worthington. I don't think we need a light or anything, just simple lin
Public	Flashing crosswalk across Linworth Rd at Collins Drive to safely allow kids and families to cross to gain access to both Perry Park and the Olentangy bike path.
Public	Need left turn arrow from 161 E to Linworth Rd. north. It is very difficult to turn left and often is only possible when the light turns yellow.
Public	Narrow road and no sidewalks on Snouffer. It would be nice if there was a path that allowed access to Linworth as well as Olentangy.
Public	Pedestrian/bike trail between Dublin Granville and Indianola, through Harding Hospital property
Public	Potential trail/nature preserve for public use
Public	Wilson Bridge north to Hard Road could use improvements
Public	The sidewalks on High St. from Davis Estates are FAR too narrow for anyone's especially children to walk safely. Buses nearly knock you over. There's also a section of sidewalk that slopes into a ravine. It is impossible to walk side by side until yo
Public	The lack of sidewalks on Crandall and Ridgedale make it dangerous for children leaving school or traveling to/from the park. At least one side of these streets should have a sidewalk.
Public	This area needs sidewalks to keep children safe. That area is packed with cars and kids after school. Sidewalks would make it safer for the students of Wilson Hill.
Public	Please add a 4 way crosswalk at 161-Linworth.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Cross-walk signals between neighborhoods - at this location (MacGregor Ave) or at the street to the south, Loch Ness Ave
Public	This is a dangerous spot, particularly when kids are walking/riding to/from school. I would love to see a traffic mirror where McCoy bends to meet South St.. A mirror would help cars, particularly ones coming down the hill from South St. see what/who wa
Public	better access and use of this parkland
Public	better connection needed for walking/biking
Public	Safer access from downtown Worthington to the Olentangy bike path would be great!
Public	better bike connections along 161
Public	have a multiuse path on this side of 161
Public	This 5-point intersection is the only one in Worthington and is super dangerous to cross. Kids cross daily to/from school, and I've repeatedly been denied a crosswalk there. There is no good route. The direction I was told to walk my kids has no sidewalk
Public	No easy route to get from Hard Rd and those Worthington Schools across 315 to the trail head. If this was connected, you could easily get from those schools over to downtown Worthington.
Public	Smokey row needs bicycle lane(s)
Public	Crosswalk across Linworth. There are many children that cross here on the way to and from Perry Park for playtime and soccer/baseball practices.
Public	Could we ever consider reordering the priorities at this light? I know this is a busy intersection for vehicular traffic. I also know as a pedestrian, when I press the walk sign, I have to wait a whole cycle before a walk sign is issued, making it clear
Public	add a cross walk or flashing lights so many families walk up the bike path on 161 and come through the neighborhood to get to the park but there is no cross walk or flashing lights and the cars come speeding over the hill
Public	The Crandall Dr./Worthington-Galena Rd. HighSt. intersection is difficult and unsafe to navigate as a pedestrian. It's the only intersection south of 270 that does not have sidewalks in Worthington. It would be a great improvement of safety and walkabil

Public	Drivers cutting through Flora Villa and Beechview to access 161 and Linworth roads. Needs speed deterrence.
Public	Constant flooding from park/roadway causing flooding of basements in area, covering roadways in standing water.
Public	Unlock gate that prevents access to the cemetery. I would suggest making an opening that only pedestrians can access. Thus, allowing better foot traffic and still keeping down on car access down Stanton Ave.
Public	I would like to reiterate the value that would be added for Olentangy Highlands, Potter's Creek and Castle Crest residents if there were a path down Linworth Rd from Collins. Since the Shops at Linworth were built we have gone there many times to the re
Public	Create a small trail path from the SW edge of the cemetery to Board Meadows Blvd. The is already a cut in the fence with a beaten path. You might as well formalize it. It might be tricky because you may have to work with the city of Columbus and the appa
Public	There is a beaten path between Northbrook Dr and Melbourne that should be turned into a multi-use trail. The home owners off Northbrook would be butt hurt and probably NIMBY it from happening. But it's worth a shot to ask. Creates a solid connector, and
Public	I would like to see sidewalk continuation to the bus stops throughout Worthington, and if possible, some benches too. Many of my library patrons who take the bus experience mobility issues and would benefit from more accessible bus stops. Just about ever
Public	Part of Olentangy Trail between I-270 bridge and Gazebo just south of Hills needs more benches for us senior walkers.
Public	Bus stop should be covered, it's heavily used and there is no shade
Public	Would love to see a flashing lights crosswalk across Linworth Road connecting Olentangy Highlands and Potters Creek with access to Perry Park.
Public	Cars run this light all the time. It's just a matter of time before a kid gets hit even with the new timing system
Public	Dangerous for walking or biking
Public	Hard/Dangerous to turn from East Bound Wilson Bridge into park to get to bikepath. Eastbound traffic behind you won't see you because of the curve.



## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Difficult hairpin turn to negotiate. Often gravel and other debris at bottom of hill right where people need to turn.
Public	Crosswalk
Public	People drive very fast down Linworth. With the slight hill to the south of Beechview, it's hard to see people coming from the south and makes crossing Linworth to go to the park challenging
Public	People cut through from 161-Linworth and go very fast through the neighborhood.
Public	Make sure ALL traffic signals are calibrated to detect bikes. It's nice that Worthington uses a dedicated light to notify the motorist the signal has detected their vehicle.
Public	The combined sidewalks/aprons make it difficult to walk, push a stroller, or let a child ride a bike.
Public	An idea would be to get rid of the sidewalks downtown and make the entire street level (no higher sidewalk). Then the city could get huge planters and use those to separate the pedestrian area from the street. These planters could be moved based on eve
Public	more bridges to cross the river
Public	A major factor in walkable/bikeable communities is the ability to connect everything to a mixed use trail. Worthington already has a good spine (the Olentangy River Trail). We should concentrate on making direct connectors to the trail that go to every
Public	5 way intersection with elementary school kids crossing to get to and from school (colonial, park, foster, lake ridge). No cross walk, no stop sign on Park-- please address! Children cross here to get to Colonial Elementary! Flashing stop signs to slo
Public	Speeding in this stretch has become a significant issue as drivers race to see just how fast they can get from Hartford to High, and vice versa. There are too many children in this stretch and an accident will occur if we can't better control this area.
Public	Walking up High Street feels very dangerous with the sidewalk right at the road and with cars flying by. Most families tend to walk up/down the alley to access Old Worthington. Not a current issue and feels safer than High but I think its important for t

Public	I find this intersection very challenging. When coming south on Morning, it's very difficult to see around brush in order to see cars/bikers coming up hill on westbound South.
Public	Keeping low hanging branches/brush would be helpful. Many places in this strip between St. Michaels and Old Worthington have low hanging branches that make walking/running/biking difficult.
Public	5+ kids (including my second grade twin boys) now walk across this intersection and it is not safe. Please add a crosswalk here.
Public	As previously stated, this intersection/ curve is quite dangerous and in need of a crosswalk. I have 2 young children that walk daily to the elementary school and must cross to the sidewalk.
Public	This part of the trail is prone to flooding. Either redirect the trail to parallel the chipped wood running path, provide an long bridge or raise the trail height with an earthen embankment; allow for drainage back to the river.
Public	This part of the trail is prone to flooding. Either redirect the trail to parallel the chipped wood running path, provide an long bridge or raise the trail height with an earthen embankment; allow for drainage back to the river.
Public	need something to either walk or ride
Public	need walking path on at least one side of the rd
Public	Drains on both sides are hard to see create a hazard. Recommend marking them so they are more visible.
Public	no sidewalks at all
Public	no side walks at all
Public	Half the north sidewalk's width is unusable because of the badly overgrown hedge, and the uneven brick makes footing tricky even in good weather.
Public	Bushes behind bus stop are overgrown and partially block sidewalk. It's an issue in snowy weather.
Public	The north side of 161 would be a great place for a community cleanup, cutting down all the honeysuckle to expose the nice trees and the flats fields beyond. It would turn an ugly view of Worthington into a pretty one.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	The north sidewalk from the end of the school fields to the 315N ramp is breaking down. It is never maintained in winter. The curb is failing. It is too narrow and too close to a dangerously busy highway. But it is the only pedestrian route from west
Public	A lot of the landscaping here hangs over the sidewalk and partially obstructs it. Could use a good pruning!
Public	A cycling/pedestrian connection from Troon Trail to Wilson Bridge Road would be a great connector to the Wilson Bridge Corridor. Right now it is either very unsafe or a long way around to the south.
Public	There is not a continuous sidewalk on Linworth from Hard Rd to Linworth/Wilson Bridge. This route passes Bluffsview Elementary school. Lots of people of all ages walk and ride bikes in the road and people drive SO fast on Linworth that it is dangerous. T
Public	Sidewalks need to be connected for safety on north side of street.
Public	Parking on Hartford makes for hairy travel, difficult to no visibility, and dangerous travel for pedestrians. Continuous sidewalks would be nice here, as well as street parking enforcement and/or elimination.
Public	have a paved path connecting the library and huntington parking lots. we often walk from one to the other and it's difficult getting through with a stroller
Public	Needs more sidewalks. Many people walk in this area and it is dangerous for both walkers and drivers.
Public	Add cross walk here like the one on Snouffer Rd by the tracks. This is a high traffic area for those crossing Linworth Rd. to access Perry Park.
Public	Add left turn signal to the traffic light.
Public	Needs a crosswalk
Public	Trees are overgrown causing a blind spot for traffic heading from Snouffer onto Olentangy River Rd. This is especially problematic for bikers who use Snouffer to get to Troon Trail bike path.
Public	I would like a cross walk from Olentangy Highlands to Potters Creek/Collins Drive. Thank you

Public	I would like a left turn signal from 161 E to Linworh Road N. Thank you.
Public	The 161 bridge crossing 315 needs to have a barrier (guardrail?) so that traffic zipping by doesn't jump the curb and take out pedestrians.
Public	The northerly portion of the Troon Trail Path needs a barrier/ guardrail all the way up to the Troon Trail crossing, so that speeding cars don't go off-roading and take out a pedestrian and/or cyclist. Decreasing the speed on Olentangy most likely would
Public	I suggest an on/off ramp for bikes here, so that cyclists can enter the park as quickly as possible from the street. It really stinks to have to continue riding with traffic all the way up Wilson Bridge Rd (uphill, slowly) while cars whiz past you.
Public	Sidewalk needed on West South Street. No bus service here, so kids must walk to school. Cars routinely speed on South. It's only a matter of time before a tragedy happens here.
Public	
Public	SR-161 & Morning St intersection has curb cut ramps but no crosswalks. Crossing 35mph 161 is dangerous. At a minimum please add crosswalks to enhance driver awareness. Also consider adding pedestrian hybrid beacons as on High St at the library.
Public	SR-161 & Granville Park has curb cut ramps but no crosswalks. Crossing 35mph 161 is dangerous & discourages those north of 161 from using Granville Park. At a minimum please add crosswalks to enhance driver awareness. Also consider adding pedestrian h
Public	There is no marked bicycle route in Worthington between High St. and Bush Blvd. Designate a East West route through Worthington using lightly used residential streets not truck/care thoroughfares.
Public	Do something to get people to at minimum slow down at all these intersections
Public	Do something to the street to get people to slow down at this intersection
Public	Add bump outs at least on Selby to get people to slow down - bumpouts on Foster would be great too so vehicles don't just plow through the crosswalks too.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Sign entrances in Worthington with bike/ped signs on how to get to other points of interest in Worthington - ie to downtown/ library/community center from here and most entrances to the city.
Public	Make godown dog park accessible by walking/biking
Public	Add bike and ped access along this corridor
Public	Make this corridor and park accessible from walking or biking
Public	There is NO sidewalk here on the West side of the street! It ends at 601 Oxford Street. Children have to walk in the street on their way to school. We have on average 20+ children who do this DAILY. NOT SAFE! Short Street to Oxford is used as a "cut
Public	This turn is dangerous when the route is crowded. A larger turning area would be helpful.
Public	I find this crossing to Linworth Park to be dangerous. As traffic is approaching from the south, there is a slight elevation change to the road which creates a bit of a blind spot.
Public	You are taking your life in your hands if you attempt to ride a bike through this chicane. Too narrow to safely accommodate cars and a bike
Public	Pedestrian bridge/Bike path extension to High Banks
Public	Rail road tracks are a hazard to bikers and pedestrians. Train gates are constantly malfunctioning
Public	Rail road tracks are a hazard to bikers and pedestrians. Train gates are constantly malfunctioning
Public	Rail road tracks are a hazard to bikers and pedestrians. Train gates are constantly malfunctioning.
Public	A crosswalk is necessary crossing Park Boulevard from Lake Ridge & west side of Foster. A terrible corner for pedestrians!
Public	This may be outside of Worthington's realm of influence but I would love to see some connectivity between Worthington Park Middle School, The Worthington Centre Plaza (With Kroger and the library), and Sharon Woods Metro Park. Maybe some protected pedest
Public	Walking from Caren and High to downtown Worthington is not pleasant. Trees and benches would help make up for the noise and pollution from the traffic.

Public	High is the most direct N/S route to downtown Worthington. We need benches and trees all along High Street to improve the look of the village and also to provide spots for seniors and those with young children to pause and refresh.
Public	Dangerous Intersection. West-bound traffic often does not see the stop sign at Olentangy River Rd and runs the red light. Needs to be more visible. Lots of accidents and therefore unsafe for bikers and pedestrians
Public	Dangerous Access from Plesenton--blind curve and extremely fast moving traffic
Public	Access to the bike trail very inconvenient and dangerous given the speed of traffic on 161. Access to trail very poorly thought out
Public	Bushes on the corner of the 315S to 161 ramp block the view. Drivers and pedestrians can't see each other approaching the intersection, and drivers coming off 315 are so focused on looking left they often don't check to the right before making the r
Public	Provide more pedestrian walkway designations throughout parking lot - lots of cars always thinking they have the right of way all the time
Public	This intersection is very dangerous to cross both on foot and bike. Cars exiting 315 southbound and turning right onto 161. It is very common for cars to proceed to turn right on red without stopping or at the very least stopping in the cross walk wait
Public	This is dangerous to cross here as cars rarely yield to pedestrians crossing even when the pedestrian has a WALK sign.
Workshop	Table 3 - Issue #1 Brick sidewalks are troublesome - in some disrepair
Workshop	Table 3 - Issue #3 Fill in sidewalk Gaps (community-wide)
Workshop	Table 3 Idea #2 Bulb intersection to slow traffic and improve walkability (161-23)
Workshop	Table 3 Idea #3 Crosswalk beacon or signal
Workshop	Table 3 Idea #6 Make bicycle connection from Colonial Hills to new facilities on Indianola Avenue (City of Columbus)



## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	The crossing light here does not work. There should also clearer road markings making it clear that the entire area in front of Troon Trail is a crossing point to the path.
Public	Car drivers pull up to this light and only look to their left before turning right on red. I think greater signage is needed on the off-ramp to warn of bicycles and pedestrians. Specifically, some LOOK RIGHT signage. Also, the overgrowth in the area coul
Public	This has been a gravel collection point for many years. My son crashed here years ago and my daughter almost did over the weekend as well.
Public	The posts should be removed from the walking/biking paths along here and up to Evening Street. They are a danger and I do not think they are needed to warns cars off traveling down the path.
Workshop	Table 4 Issue #3 Dangerous pedestrian and bicycle crossing
Public	This should be a marked and appropriately signaled bicycle and pedestrian crossing unless and until the far more dangerous Northeast path access/steep hill is addressed and fixed.
Workshop	Table 4 - Issue #7 No connections to public parks (pedestrians)
Workshop	Table 4 - Issue #11 No sidewalks - all of old Worthington - connect!
Workshop	Table 4 - Idea #3 Continue to make safer crossing (underpass?)
Public	Given the location of Evening Street Elementary, the arts center, and TWHS, it's shocking that there is not a wide, mixed-use path from High Street all the way to the 315 bridge on the north side of the street.
Public	There could be more bike racks downtown, perhaps also notices to please walk bikes on sidewalk areas on either side of High St.
Workshop	Table 4 - Idea #2 Create SAFE pedestrian crossings
Workshop	Table 4 - Idea #11 Connect sidewalks throughout old worthington
Public	Can we work to provide bicycle access to the community center? Wilson Bridge Road invites speeding cars and is not bicycle friendly.
Public	It is relatively dangerous for bicyclists that live between the golf course and the 315 to bike over to the commercial district near Sawmill Road. Bicycle lanes on 161 and/or Snouffer Road would facilitate this.

Public	It is relatively dangerous for bicyclists that live between the golf course and the 315 to bike over to the commercial district near Sawmill Road. Bicycle lanes on 161 and/or Snouffer Road would facilitate this.
Public	Cars hardly ever stop for pedestrians or bicyclists even when the lights are flashing at the crosswalk; this should made to be more visible or put a signal that forces cars to stop as needed.
Public	It is difficult to safely enter/exit the trail with the lack of visibility for drivers heading Westbound on 161 and entering the ramp onto 315-N. There should be better signage at this corner and the gaping holes in the pavement at the trailhead should
Public	There are gigantic potholes at this intersection that are dangerous for cars and bicyclists alike.
Public	Bicycle lanes on both North and South side of the bridge would facilitate access to the trail.
Public	The bicycle lanes along Wilson Bridge Rd should continue along Linworth Rd down to 161 at least.
Public	Adding a crosswalk signal at Pleseanton and Olentangy River Road would make crossing Olentangy River Road much safer. It is hard to see around the bend of Olentangy River Road when crossing at this point and cars travel very fast along this stretch.
Public	allow low speed vehicles on 35 MPH streets - like scooters and golf carts
Public	Add marked/built pedestrian walkways throughout the parking lot for safety
Public	add more bike and pedestrian wayfinding signage to this park and to downtown
Public	We desperately need a walking/biking lane down Linworth to at least 161. Without a lane, we cannot walk/bike take advantage of the new retail and restaurants. A walking/biking path would greatly enhance our neighborhood and be a significant improvement
Fest614	High street and Wilson bridge is too wide, too fast, and has a 270 mentality as cars are exiting the highway. A safe crossing is needed at â€¦. that intersection and at Caren. Both are dangerous. There is a current "hidden" sidewalk behind the Holiday

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Fest614	Caren does not have sidewalks on both sides. It is one of the 2 exits out of the large Wo. Estates neighborhood. Crossing here is dangerous. There is also a bus stop nearby with little berm on the road, no seating or protection. The bus used to turn ar
Fest614	There is a gap in the sidewalk on the west side of Hartford. This is a connector between senior housing and the library . Also a route for walking to Kilbourne Middle school and beyond. This should be a priority for sidewalks. Seriously.
Fest614	Hartford/Kilbourne Middle school greenspace:
Fest614	I drive this daily. Evening street (from Wo Estates) to 161. The road is narrow, very busy and not safe for bikes during peak school hours or rush hour. Kids and families are trying to walk to school. Can only go one way due to narrow sidewalks. Curve
Fest614	North Street is very busy for pedestrians â€¦ folks from Wo. Estates use it as route to Dairy Queen , Fresh thyme etc. Only has sidewalks on one side, no place for bikes.
Fest614	How about some sidewalks across the street from the school?
Fest614	The food pantry is over here. Can we find safe ways for folks to walk (or bike or even use a bus ) to get there. People are coming from all over. Let's talk to the people in charge there and see if they can identify some solutions.
Fest614	Let's safely connect to the Ohio to Erie canal and resources for biking in Westerville. What a shame not to be connected to this asset.
Fest614	Looks like we are connected here but we are not. Great opportunity to talk with those at Boundless. They help special needs people. There may be some transportation and wellness needs that could be served with better walking connections to the community
Fest614	Political support for Olentangy connection to high banks park.
Fest614	Consider assigning improvements (including a restroom) of the entire Olentangy bike trail to the Metro Parks. We are paying taxes to them. This is a regional greenway. May open up funds for other improvements if they can take over some of the financial i
Fest614	Deadman's curve here. Crazy almost 360 degree turn. Also bridge here is ugly!
Fest614	North High Street a Dead space for walking and biking. Too fast, nothing to walk to,

Fest614	Good luck riding your bike on High Street or 161 if you are an average person. Absolutely not if you are my 12 year old kid.
Fest614	Speed trap. Maybe money from tickets could be designated for road improvements including sewers, multiuse path, solar operated speed signs. Moving to Worthington Galena/Shrock
Fest614	Make sure bike and pedestrian facilities are part of this redevelopment. A park would be great but regardless move buildings closer to high street for walkability. Have the business connect to high via sidewalk.
Fest614	Improve the crosswalk to the mall. It is on a diagonal and make it long.
Fest614	Great neighborhood where loads of us walk. Can get to the bike trail. Riding bike downtown is tough. Bus traffic during school on mj roads (Reiber and Larrimer) can make walking and biking for kids a challenge. Need safe routes to school, safe routes to
Fest614	Get ODOT to improve this bridge for pedestrian. Lots of folks running along here. Not me but I do drive by them. Just seems dangerous .
Fest614	Wide road looks like a runway. Not the entrance to our community. We have to decide if we are a cut thru or a place to live. Think enough real estate and connectivity have been sacrificed to 270 and 315. We need to reclaim our roads for our community
Fest614	161 is designated by the Central Ohio Greenways as a major east /west connector in the future. Are we planning for this? How can we be a part of that so it makes sense for our small community and our larger regional area.
Fest614	Continue to make bike and pedestrian connections here as road improvements take place. Huntley and Wilson Bridge could take some traffic off 161 which would be nice. Keep traffic moving here.
Fest614	We need safe routes to parks: all should be able to ride/walk to the rec center, to the Olentangy trail, and neighborhood park. later to High Banks or Sharon Woods (Metro parks). Plan for it.
Fest614	The old Anthem Building does not have any sidewalks connecting it to high Street. Some were actually removed. The City needs to monitor and code for sidewalks to connect in this area. There is also a connector for walkers behind All Saints Church.... a

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	The bushes on the southeast corner block the view of cars turning from Morning Street on to North Street. This could be addressed by making the intersection an all-way stop or by removing the bushes.
Public	This is a troublesome crosswalk. Traffic coming from the north toward the 161 intersection travels faster than 35 mph and we have children wanting to cross there or are crossing there at risk of being hit. It isn't as bad for traffic heading north from
Public	Place bigger sign(s) telling drivers to yield to pedestrians and bikers or just state look to your right before you turn left. People who don't know that drivers exiting 315 and planning to turn right only look to their left before turning will soon le
Public	How about extending the path to Highbanks and beyond? I know that has been planned and fought over, but let's get it done!
Public	I think this is under study already, but an overpass for bikes and pedestrians over High Street would be fantastic. It would be more for convenience rather than safety compared to the Plesenton and 315 problems, but appreciated nevertheless.
Public	We should eliminate bollards here for bicyclist safety
Public	There used to be a sidewalk here connecting neighborhoods and it makes a great route for kids walking to school (Evening Street) and bikes trying to get to the Olentangy Trail. Neighbors fenced off this sidewalk. I'd like to see it reopened and widened
Public	Sidewalk access to Wilson Hill Elementary.
Public	Sidewalk gaps.
Public	Better connections across 315 and to Olentangy Highlands neighborhood.
Public	Increased crossing safety for kids going to the 3 schools who use the 161/Evening Street intersection.
Public	Traffic calming on South Street (main connector for Riverlea/ Worthington). Perhaps add a stop sign at Weatherburn?
Public	Add a path/cut-through between neighborhoods. All these kids attend the same school.
Public	Connect Wilson Hill neighborhood to downtown Worthington.
Public	161 and High intersection needs safety improvements for pedestrians - perhaps an all stop for pedestrians).
Public	Sidewalk gaps throughout southwest quadrant of Old Worthington.

Public	Many South Street sidewalk maintenance issues.
Public	More direct access from trail to Wilson Bridge Road (coming from the west). This way you don't have to go all the way up the road and loop back around to trail).
Public	Signage and more water along Olentangy Trail.
Public	Bikehub at this end of the Olentangy Trail (similar to that at Olentangy Parklands and Wilson Bridge Road).
Public	Preserve (and improve) cut-through from Holiday Inn property to Villa Charmonite neighborhood (Greenglade).
Public	Preserve and improve cut-through between Northbrook/Davis Estates neighborhoods and Riverlea.
Public	continue to this new park area.
Public	Dangerous crossing for families
Public	Bike connections West to Dublin.
Public	Connections east to the Alum Creek Trail.
Public	Expand feel/character of Old Worthington (and speed limit) south to at least Selby Blvd.
Public	Getting from Potter's Creek neighborhood to shops/park at 161 and Linworth Rd. is too dangerous or lengthy. Need safer and more direct pedestrian and bike routes.
Public	Better trail or connection from Olentangy Trail to Village Green in Old Worthington.
Public	Better access to the Community Center.
Public	Better intersection at Schrock and Worthington Galena.
Public	Access from Riverlea to Antrim Park without going north to 161, or south along High Street and down Broadmeadows (both of which is dangerous, the 1st because of High St. traffic and the 2nd because the neighborhood on Broadmeadows is too dangerous to rid
Public	Back of curb sidewalk that is too dangerous for walking (between wall and High Street). Traffic speed is 35mph but traffic often goes 45mph+.
Public	Sidewalk needs moved further off the street- not safe to walk on sidewalk in front of Rutherford Funeral Home (and all along this corridor) with HIGH SPEEDS on High Street.
Public	We would love to see a cross walk across Linworth Rd. to and from Potter's Creek-Olentangy Highlands. Collins Drive - Loch Ness



## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Many brick sidewalks throughout Old Worthington are in atrocious condition. They are not passable for strollers or wheel chairs, and dangerous for the elderly and sight impaired. Also, many bushes have been allowed to grow over or into sidewalk areas.
Public	Brick sidewalks in poor condition (unusable for strollers, wheel chairs, elderly and sigh impaired). Also, bushes growing into sidewalk area.
Public	Concrete sidewalks throughout city need fixed. Some on City property (all along both sides of East 161 there are pipes sticking up and bad concrete) and also residents throughout the City haven't been made to maintain their concrete (or brick) sidewalks
Public	Sidewalks or bike paths needed all along Linworth Road in Worthington. Children and adults try to walk and ride this road with cars going over the posted 35 mph speed limit. Neighborhood on Castle Crest has no access or connectivity to anything else in
Public	Sidewalk or bike path needed along Linworth Road from Potter's Creek/Castle Crest neighborhoods to UDF and shops at Linworth/161.
Public	Sidewalks or bike paths needed to get from neighborhoods on both sides of Linworth Road to Perry Park, Linworth Park, and restaurants and shops in Linworth (Linworth/161 area).
Public	I bike a lot and use the Olentangy Trail several times a week. It would be great if there was a bike path on Linworth Road from Indian Hills to Snouffer Road. I know people are allowed to ride on Linworth, but it is too dangerous. I have to drive to g
Public	Sidewalks/paths needed along Linworth Road for residents in neighborhoods east of Linworth to access Linworth Park, each others neighborhoods and businesses at corner of Linworth/161.
Public	Back of curb sidewalks (or only separated by a foot or so of grass) along High Street are dangerous. Traffic regularly goes 45 mph plus on High Street.
Public	Worthington needs to adopt a TRUE complete streets policy.
Public	As a biker and walker, this intersection could use a stop sign or some sort of additional signage to slow traffic traveling up and down longfellow at guyer.

Public	The intersection of Evening and 161 is consistently problematic for walkers and riders. Additionally, the right turn off Evening onto 161, the sign that informs drivers to stop on red is pretty consistently ignored. Need better highlighting of that s
Public	Stafford seems to be a cut through for people trying to get to 161 but not wanting to go all the way up to 161 for the right turn, especially in the morning. With the number of kids needing to use the crosswalks, the amount of traffic cutting through s
Public	Signs warning of utility work set so that they completely block pedestrian access on sidewalks.
Public	Old, crumbling, limestone type sidewalks. All broken up and a tripping hazard.
Public	No sidewalks on either side of this road and many school children who walk use this route.
Public	A path is needed through this property (connecting Colonial Hills neighborhood to Proprietors Road).
Public	High Street crossing access to East Granville Road Park for neighborhoods north of S.R. 161.
Public	Second other commenter regarding the speed of vehicles around this corner. Small children are often walking in this area to get to the park at the bottom of the hill or to and from school.
Public	Would be great to have sidewalks that connect to High St. on one or both sides of the street to make it more walkable.
Public	People speed through this parking lot and are using it as a cut through to Wilson Bridge Road.
Public	Worthington is lucky to have COTA public transportation. Make sure it stays, can expand if necessary and encourage people to use it. I don't use it because driving is faster.
Public	Many cyclists use the 161 access road (going both directions). If you are a car turning right off 161 is would be easy to hit a cyclist (tight turn and driver has to look over shoulder- I live on Sandbridge and fear hitting someone with my car). Other
Public	No safe crossing for pedestrians and roads are dangerous. There are also not sidewalks everywhere (gaps). I'm a resident on Howard, but Foster, Park and Colonial Ave. are all used heavily by children.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Bike trail ends at Troon Trail. An east/west connector is needed on Snouffer Road. It's not City of Worthington, but perhaps they could partner with Columbus.
Public	We need more wetlands/erosion prevention and nature areas along the Olentangy Trail and River.
Public	Need sidewalk/pedestrian access.
Public	Very glad for ped bridge over 270. Perhaps look at making it even better/safer?
Public	Formalize this hidden "goat trail" from Wilson Bridge to Olentangy Trail.
Public	Blind curve is dangerous on Olentangy Trail under bridge. Adding a mirror might help. Also, the turn coming off 161 is too sharp.
Public	Sidewalks are back of curb and VERY dangerous, not to mention is doesn't make walking pleasurable (actually discourages walking). Cars also regularly speed and are going 35 to 50 mph along this stretch. If one came up on a curb a pedestrian would have
Public	Cross walk needed - a connection between Olentangy Highlands neighborhood to Perry Park. Neighbors are currently signing petitions to get this done.
Public	Sidewalks need to be added to the 3 homes without them on the west side of Oxford. If that doesn't happen, can parking at least be restricted so that a protected lane can be put in on the west side of the street for people to walk on?
Public	Slow traffic through the historic district. It would be wise to consider speed bumps on High St from North to South Sts and on 161 from Morning to Evening Sts.
Public	Slow traffic through the historic district. It would be wise to consider speed bumps on High St from North to South Sts and on 161 from Morning to Evening Sts.
Public	
Public	Slow traffic through the historic district. It would be wise to consider speed bumps on High St from North to South Sts and on 161 from Morning to Evening Sts.
Workshop	TABLE 1 - 1 Lack of clear bike lanes to encourage everyday, short trip biking or accessibility to schools.
Workshop	TABLE 1 - 3 Slow down speed to promote better pedestrian conditions

Workshop	TABLE 1 - IDEA #1 - Multi-purpose path along Linworth Road
Workshop	TABLE 1 - IDEA #3 Make UMCH area walkable, accessible, extend downtown feel to slow down traffic , encourage people to go here.
Workshop	TABLE 1 - IDEA #4 Narrow to 10' lanes [Road Diet?]
Workshop	TABLE 2 - IDEA #1 Sidewalk along north side
Workshop	TABLE 2 - IDEA #2 Sidewalk south side of Caren Ave
Workshop	TABLE 2 - #1 No sidewalks along Linworth Road
Workshop	TABLE 2 - #2 No room for bikes on Olentangy River Road [Add bike lanes?]
Workshop	TABLE 2 - #3 North High Street not Bike Friendly
Workshop	TABLE 2 #4 Connectivity west Worthington to east Worthington (overcoming the river and 315 as a barrier)
Public	Worthington-Galena Road is a major route for biking and walking but needs considerable improvement to make it accessible from Community Center to High Street. Should be a priority!
Public	My kids take the cut through by the pond to walk to Phoenix School and Perry Park. I've often wondered if this is advisable/ legal or if it could be improved.
Public	The village of Riverlea and city of Worthington should cooperate to re-open a pedestrian cut-through at Evening Street. It would be much safer than walking via High Street and/or South St. This walk-through used to be used by hundreds of kids and adults
Public	I am a casual biker who would ideally like to commute to work by bike occasionally. I am not confident biking on the road. This stretch is what inhibits me from biking from home to work. The road is narrow, busy, and high(er) speed. There is no mixed use
Public	The sidewalk between South and Selby along the west side of High Street is perilously close to traffic. It should be bumped back from the curb by several feet to improve pedestrian safety and experience.
Public	Incomplete or non-bike-friendly sidewalks from Franklin Ave to Village Green along Morning St & 161
Public	

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	This is the best way to stay on a path and get to the Olentangy Bike path where I generally continue north or south. The path along 161 is quite bumpy and the path along Olentangy River Rd has a few hazardous drains (narrow bike tire could get stuck) alo
Public	
Public	Inadequate on-street protected path for bicycles from Village Green to Olentangy River Trail along SR161
Public	
Public	It'd be nice if there were a pedestrian path from the end of Fox Lane into Kilbourne village for students heading to the pool, high school, bike path, etc.
Public	Interruption of sidewalk path from Franklin Ave to Morning St - duration is only 2 houses plus a small portion of the Kilbourne Middle School field
Public	The gap for getting between West Worthington and the Olentangy trail seems like as simple a fix as putting down pavement markings over the bridge to connect the two sections. As is you need to cross 161 which puts you on the wrong side of the street to c
Public	Inadequate on-street protected path for bicycles all along High St in Worthington. Discourages non-automobile use for short trips that are too far to walk but overkill to drive (e.g. Village Green to Worthington Mall). Contributing factor: no convenien
Public	Interruption of sidewalk path from SR 161 south on Morning St - duration is only a few houses but is closest to the busiest intersection, which discourages pedestrian/bike use
Public	Would love to see a sidewalk or bike/multiuse path along Linworth Road. This would help my kids get to the park (Perry) or to friends houses in Olentangy Highlands and Potters Creek. It would also provide a safe way to walk or bike to businesses on 161
Public	Would love to see a sidewalk or bike/multiuse path along Linworth Road. This would help my kids get to the park (Perry) or to friends houses in Olentangy Highlands and Potters Creek. It would also provide a safe way to walk or bike to businesses on 161
Public	route needs sidewalks on south side of street
Public	This route needs sidewalks on both sides of the street. sidewalks don't go the whole block.

Public	I'm a runner and it is difficult to cross 315 to get to the Olentangy bike path.
Public	The west side of the street needs sidewalks that connect so pedestrians don't have to cross the busy street or walk in the street until the sidewalks continue.
Public	Sidewalks need to go to the corner and would like to see a stop sign in this area on Indianola as many vehicles turn on park without looking for pedestrians.
Public	Being within a mile of Wilson Hill Elementary, we walk our children to school daily and have to use the street. I'd feel much safer if there were sidewalks on Crandall Drive. We are the first house on the right on Crandall (75) and have had many close ca
Public	I tried taking this route to our church by bike with my kids- very dangerous! But there is another family that takes this with their baby on their bike, which is risky. If there was a safe passage down Olentangy River Rd, south from Antrim to Meeklyn, wh
Public	sidewalks are desperately needed on this part of the road- Foster hill makes it hard for cars to see pedestrians
Public	Bike to downtown for ice cream, farmer's market, etc.
Public	Bike to Hills Market. Would love to be able to go farther north.
Public	Bike to the fountains downtown.
Public	Would like a better way to access Bethel Rd.
Public	Need multiuse path all along Linworth
Public	Easier access for biking to downtown Worthington
Public	Sidewalk in terrible condition. Sidewalk too close to a road where cars typically travel faster than they should. A route I walk my kids to school everyday. Sidewalk also difficult for kids on bikes
Public	A cross walk is very much needed across Linworth Road so that Worthington residents can safely cross the busy street.
Public	Please add a crosswalk between Olentangy Highlands and Potters Creek across Linworth. Families cross here to visit Perry Park/sporting practices and it's dangerous. It could be a part of a bikepath to connect the existing paths at Perry Park.
Public	I would like safer access to the Worthingway/Worthington Estates neighbor hood to make it easier to get to the Olentangy Bike Trail



## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	I would like safer access to the Olentangy bike trail and the Worthington Estates/Worthingway neighborhood from the Wilson Hill neighborhood
Public	Would be nice to safely bike to Linworth area
Public	Very difficult/un-safe to bike or walk through this area; Perry/ Snouffer park is used for many youth sports activities, so would be nice to bike or walk there from east of 315
Public	Challenging to get to/from Worthington Hills to Olentangy trail. Perhaps an overhead bridge would work here...
Public	Would be nice to be able to reach Antrim Lake & Olentangy trail from Riverlea
Public	Sidewalks/bike-lanes need expanded to improve safety and increase pedestrian activity
Public	Should continue bike trail and/or sidewalk north to Wilson Bridge Road. Cars drive very fast, with limited visibility of road
Public	Sidewalks would be awesome
Public	It would be amazing to have a bike path from Potters Creek/ Olentangy Highlands up Linworth to get to the new linworth center by walking or biking. There also should be cross walks on the South side of 161 across Linworth. There is one on the north side
Public	Extend bike path/side walk past Linworth center to JT's pizza.
Public	Although there is the steep access to Olentangy Bike Trail at 161 and 315, this is very steep and somewhat dangerous and I'm not sure cars pay attention when turning onto 315. It'd be nice if could just ride straight up 161 to schools and Old Worthingt
Public	There is a designated bike trail part of the way along Wilson Bridge but it's narrow. Would be nice to have bike trail all along linworth road.
Public	Incomplete sidewalk stops after 777 morning st. No sidewalk through the middle school field(Hartford Park). Many children live on this street. With no sidewalk I see children riding their bikes in the street and parents pushing strollers in the street. A
Public	needs sidewalks desperately!
Public	Needs sidewalks!
Public	Sidewalk ends weirdly at the end of the parking lot. Please add sidewalks!

Public	Walking to Old Worthington and the library is one of the best parts of living in Worthington
Public	Access to Olentangy trail from this side of Rush Run is much needed. Broadmeadows is only accessible from High Street, and although High Street is "bike friendly", it's not. Broadmeadows is also a very busy street.
Public	Linworth needs a safe route for pedestrians/bikers to get to/from the Perry Park area. Right now people cut through neighborhoods or walk/run/bike on Linworth Road which is dangerous with low visibility and no sidewalk. Can we widen Linworth Road to accom
Public	It feels dangerous biking (or walking) up High St for us to get to Old Worthington!
Public	This is a dangerous stretch for bike riders. Walkers can get on the other side of the guard rail, but it would be much safer to have a bike lane and a sidewalk if possible.
Public	Bike Route to work
Public	161 needs bicycle lane(s)
Public	This would allow bike/walking access to the businesses at the Linworth shopping center. (my line should extend all the way from the shopping center to Snouffer road, although my own residence is in Potters Creek.)
Public	Pedestrian Crosswalk Needed (with flashing lights). MANY children cross Linworth between Potters Creek and Olentangy Highlands to access Perry Park.
Public	Extend path from the end of Troon Trail to entrance of Olentangy to allow WALKING.
Public	Very limited sidewalk here. Would like to be able to walk to Crosswoods area on one contiguous path.
Public	
Public	There is no safe side walk and direct line from my neighborhood to the Linworth school or Linworth park.
Public	Lots of walkers and bikers currently use the shoulder on this road, but there are too many close calls with cars to feel safe. The fact that people use it anyway means there is a demonstrated demand for this route to be made walkable/ bikeable. It's an
Public	getting to high street

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Wo-We (Worthington-Westerville) Connector
Public	No sidewalk on both sides of the street so you're forced to walk in yards or on the street. Parking is allowed on the street for short distance south of the intersection of Oxford and New England. During high traffic times (rush hour, farmers market, etc
Public	Create sharrows or bike boulevard to the cut in the fence at the SW corner of the cemetery.
Public	I know people have suggested creating some type of trail extension from Olentangy to High Street. However, that seems like it will get NIMBY'ed hard, especially from the 161 residents from Evening to High Street. This is a practical solution where you cr
Public	I would love to see a continuation of the separated road on 161 all the way to downtown Worthington, but I understand there may be construction issues and issues with property lines. I would love to be able to bike to work!
Public	Sidewalk stops half a block from the intersection on one side of the street and only needs a small extension to complete
Public	Would love to see a bike/walking/running path along Linworth Rd connecting 161, all the way to Wilson Bridge to get on the bike path.
Public	My children walk this was to KMS and the library. Crossing anywhere on High or 161 is dangerous
Public	Route to work
Public	A continuous Bike path along SR-161 going W to connect with Dublin's Bike Paths along SR-161.
Public	Sidewalks
Public	sidewalks for kids walking to colonial hills
Public	crossing 161 is not bike or ped friendly unless at a light. biking 161 is not friendly either.
Public	There need to be a crosswalk at this intersection to get from the south side of 161 where the Olentangy trail is to the north side. The underpass is unacceptably dangerous for pedestrians and cyclists.
Public	Extend this trail to Wilson Bridge Rd. There is a bike lane on Wilson Bridge that takes the rider to Olentangy Park.

Public	A multi-use path is needed here to connect the Snouffer/Bride Water Blvd. crosswalk with the path on the east side of the RR. This would benefit walkers/joggers, children walking to Phoenix MS as well as cyclists.
Public	It would be nice to have a way for residents of potters creek and olentangy highlands to be able to get to the 161/linworth area. There are so many restaurants going in and even though it is close, the danger of walking on linworth forces residents to d
Public	Many families/residents use the Alley as a safer alternative to walking on the sidewalks up High.
Public	From Linworth to 161 to all the new shops and restaurants
Public	This would allow for people to bike down Wilson Bridge as a family and not on the main road
Public	better way to get to the bike path to access the Worthington Pools
Public	walking path to 161
Public	need a bike path for family not just rd
Public	a walking path
Public	There should be a path to walk/bike from Worthington to Dublin. I frequently see people walking along the roadway here.
Public	We do this almost daily.
Public	There is not a continuous sidewalk on Linworth from Hard Rd to Linworth/Wilson Bridge. This route passes Bluffsview Elementary school. Lots of people of all ages walk and ride bikes in the road and people drive SO fast on Linworth that it is dangerous. T
Public	I like to walk from the library to the park but there is some difficult to maneuver brick from Hartford almost all the way to the park. I would walk on the other side of 161 but there is no crosswalk close to the park, so I have to cross at Hartford.
Public	Bike route to Alum Creek Trail. The dedicated bike lane is a good start but would like to see physical separation from traffic. Gravel and glass hazard, too
Public	Northeast Loop
Public	Worth Hills Loop
Public	need the sidewalk completed on the west side, with a ramp at Franklin Ave and at Stafford

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	finish the sidewalk on the east side
Public	It'd be nice if you could bike or walk the south side of hartford park, even better would be if there was a path around the whole of hartford park
Public	need a sidewalk
Public	Many people walk this to get to the school, high street, walking pets. School children take walking field trips to the nursing home, fire station, etc. The curves and hill make walking walking on the street a safety risk. Sidewalks would help!
Public	This needs sidewalks.
Public	This needs sidewalks.
Public	This needs complete sidewalks.
Public	I live on Bluffview Drive and have a child that walks or rides her bike to McCord Middle School. The space on Linworth Rd from the 207 overpass to Hard Rd does not have a side walk. People drive so fast on that road. I fear for her ever day she heads
Public	Roads too narrow for biking and/or limited sidewalks
Public	Worthington-Galena needs a multi-use trail, sidewalk or some type of walkway from Worthington Christian (where the sidewalk/trail ends) to High Street.
Public	A lot of pedestrians use this portion of Worthington Galena Rd to walk to the Worthington Park Shopping center where there is a library, grocery and other small businesses. The speed limit is 40 mph on that stretch of 2 lane road, and there is not safe f
Public	This stretch of Sancus goes down to two lanes and should be increased to four lanes to be consistent with traffic flow to the north (where it is 4 lanes north of Lazelle) and south (where it is 4 lanes south of Worthington Woods Blvd). Emergency vehicles
Public	I frequently bike this route to get by 71, 315, and the river.
Public	Needs sidewalks
Public	There is a missing section of sidewalk here, which forces people who walk, are in wheelchairs, drive scooters, and push strollers to walk on a busy street. The street also has parking on the West side, so pedestrians have to dodge in and out of those spa
Public	This is a missing section of sidewalk that forces pedestrians to walk in the street (especially if they're in wheelchairs, on scooters, or pushing strollers/wagons, etc.). It is a safety hazard to not have a complete sidewalk here.

Public	The brick sidewalk here is in need of serious repair. It is impossible to navigate for a wheelchair, and is a hazard for pedestrians as well.
Public	The current speed limit (35) should be lowered to 25 on this section. It is a busy thoroughfare for cars, but also for bikes and pedestrians. Also, there are 3 sections along this stretch that are school zones. However, the section by Kilbourne Middle Sc
Public	There needs to be a crossing here for the middle school students to walk from the school to the field (this is not a technical park, this is the middle school's athletic field and is maintained by them). Each school day, hundreds of students cross this s
Public	There needs to be a crossing to get across 161 to the park here. The closest crossings/lights are at Hartford and Proprietors. Pedestrians wait a long time and often run to cross 161 here because there's a hill crest around Andover St, so you can't see c
Public	
Public	This section feels like an extension of the highway. It needs some dedicated biking areas, better curb areas (furniture space and greenery to separate sidewalk from road), and vista terminations. Also, more pedestrian crossings would make the area safer
Public	If a path couldn't be made along Linworth Rd for pedestrian access, then a quick path from Potter's Creek across the stream would be really great! By bridging Potters Creek to Linworth, we will be encouraging healthy lifestyles. If needed, give a tax r
Public	Walking path from Potters Creek to Linworth - by avoiding the hassle of Linworth Rd. It would need a sidewalk and small bridge to cross the stream.
Public	This is from our house to downtown old worthington. It also encompasses a walking route my kids would take if they walked to school, which at this time is unsafe without sidewalks. We do not have buses.
Public	
Public	South - Selby - Foster - New England route
Public	Tucker - Bike path route
Public	bike path to mall route



## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	Very unsafe for children walking to school. No buses provided. Sidewalks needed to connect Andover to New England. Very unsafe due to cut through traffic from 161 to high street
Public	This my normal run route and is mostly in good shape other than pot holes along the Olentangy trail.
Public	Sidewalks in Old Worthington need repair. Bricks are slippery when wet and there are a few section of sidewalk that are uneven causing a walking hazard.
Public	This route includes the Olentangy trail along with the Alum Creek trail. There is no good way to get from the Olentangy to Alum Creek for casual cyclists. The designated bike routes are on heavily used car and truck routes and signage is very limited.
Public	161 route is too narrow as you head father west. I suppose you have to wait for the long term planning for the 161 corridor, but this is a route to nowhere.
Public	Great route!
Public	Needs to be more bike friendly.
Public	Any possible way to create something through the old Harding Hospital property?
Public	Add bike path extension along 315 to connect to high school
Public	Need bike lane or dedicated path to Polaris. Would be used a lot to bike to work for Chase employees.
Public	Need proper bike lane/multi-use path to Polaris area
Public	connect Olentangy Trail to Highbanks Metro Park
Public	Need better bike-lane/multi-use path. Wilson bridge road can get busy and congested.
Public	Bike path here would allow access from local neighborhoods to Linworth shopping areas.
Public	Add extension to bike path up to Snouffer. Also add path up snouffer - it's too dangerous to walk or bike down.
Public	Bike path here would allow bike and foot access from local neighborhoods to Linworth shopping areas. This is a relatively short distance that forces local residents to use cars because of how dangerous Linworth can be.

Public	Between Wilson Hill Elementary and High St. Sidewalks for safety and neighborhood appeal. The area is turning over with many young families moving in. The area should be more walkable and accessible to High St and Schools – Police patrolling will not
Public	A sidewalk should be added to the west side of Foster Avenue.
Public	This section of Colonial gets very crowed with buses and cars around school open & close. It would be much safer for drivers and pedestrians alike if this segment were to be labeled one-way in a westerly direction, and a DO-NOT-ENTER sign could be added
Public	There are constant issues with lack of consistent signage between what the school community requests of parents and drop off & pickup vs how the city could support the unique layout of this particular school. A sign at Greenwich & Colonial stating “LEFT
Public	Safe schools access. From Phoenix to Linworth Alternative and Olentangy Highlands/Potter’s Creek neighborhoods to both schools.
Public	We need safe routes to walk to school from Perry to Linworth!
Public	High Street, from Caren through downtown Worthington needs to be more pedestrian friendly. It is the most direct route for residents to take to the downtown area. Could we create a more parklike atmosphere along High Street to encourage pedestrians?
Public	Biking or walking from the west side of Worthington, along 161, to the east side is extremely dangerous. The bike/ped xings are horrible over the 315 ramps. Simple changes would make them safer. Change the crosswalk sequence on the northbound 315 ram
Public	This part of Linworth is particularly dangerous to walk/bike along as there is little, if any, shoulder. I have seen kids walking along this area and it is very scary. Having a dedicated sidewalk/ bikepath would reduce this risk and also allow Olentangy
Public	There needs to be a safe walkway or bike path to easily navigate Linworth road. It is very dangerous to walk/run along this section of Linworth. Someone is eventually going to be hit.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	I'd love to have a safe biking and walking lane for my family along Linworth. This would allow us to take our kids to Perry Park or for dinner/ice cream at the businesses at 161/Linworth.
Public	I'd like a safer way to cross 315 and the river. When I'm riding or walking alone it's fine but when I have young kids on bikes or strollers I feel very exposed when crossing the bridge and especially when using the crosswalks at the on/off ramp from 31
Public	Table 3 - Issue #3 Speeding and lane widths
Public	Table 3 - Issue #4 Speeds change but not obvious
Public	Table 3 - Issue #5 Lanes change from 2 to 1[northbound]
Public	Table 3 - Issue #6 Not bike accessible
Public	Table 3 - Issue #7a Cut-through Traffic (morning & Evening)
Public	Table 3 - Issue #7a Cut-through Traffic (morning & Evening)
Public	Table 3 Idea #1 Widen Trail - low visibility; high speed
Public	Table 3 Idea #4 Traffic calming
Public	Table 3 Idea #5 On-street parking
Public	Table 4 Issue #1 Speeding on N. High St. - walkability (no crossings)
Public	Table 4 Issue #2 Dangerous with no controlled pedestrian crossings
Public	Table 4 Issue #4 Bad Bicycle and Pedestrian connections to west Worthington (across 315)
Public	Table 4 Issue #5 No good bicycle pedestrian connections - need a car (need a northern east-west connection)
Public	Table 4 Issue #6 No safe bicycle or pedestrian accommodations along Linworth Road
Public	Table 4 - Issue #8a Sidewalks too close to streets and too narrow
Public	Table 4 - Issue #8b Sidewalks too close to streets and too narrow
Public	Table 4 - Issue #9 No sidewalks in front of High School - not safe for kids, bikes, pedestrians
Public	Table 4 - Issue #10 Too fast - people don't follow 35 mph speed limit
Public	Table 4 - Idea #1a Landscape Arch [transition - slow traffic]
Public	Table 4 - Idea #1b Make crossings more like downtown [Worthington]

Public	Table 4 - Idea #1c Too many lanes [remove]?
Public	Table 4 - Idea #1d Create bike lanes?
Public	Table 4 - Idea #9 Build sidewalk in front of TWHS
Public	Linworth Road needs improvement in safety starting from Castle Crest including bike path to 161 restaurants, ideally to include area to travel between Linworth and Perry Parks.
Public	There needs to be better pedestrian access along Linworth road
Public	I would like a bike path on Linworth Road from Rte 161 to at least Snouffer Rd. I live on Castle Crest and it is too dangerous to ride from my street to Olentangy Highlands or Perry Park. I have to drive.
Public	It would also be nice to have a bike path on Linworth Rd. from Rte 161 south to Indian Hills. Again, too dangerous to ride. Currently have to drive.
Public	a sidewalk along Linworth Rd North of 161 would connect us to the bike path and make it easier to get to new restaurants and shopping. Currently it is very dangerous to walk along this road
Public	Getting onto the bike path just East of 315 is very dangerous with kids.
Public	The biggest opportunity for us "west worthington"ers is to be more connected to central worthington. We'd like to eat, shop, mill around there more often, but we're actually more connected to Linworth and Dublin. The 315 overpass is a major hindrance,
Public	I would like to be able to bike and walk this route - along Linworth, from Snouffer Rd down to Indian Hills. At the very least, along Linworth from Snouffer to 161.
Public	I would like to be able to walk and bike this route - along Linworth, from Snouffer Rd down to Sedgwick Rd. At the very least, along Linworth from Snouffer to 161.
Public	The route along 161 from Olentangy River Rd to the east side of 315 is dangerous to walk or bike in its current state. Improved paths and crosswalks in this area would greatly help to improve safety, particularly the addition of a path and crosswalk on t
Public	add more bike and ped wayfinding signage to this park and to downtown
Public	add more bike and ped wayfinding signage to these playing fields and to downtown.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	This is a really dangerous bike/ped crossing - make it more accessible to people with a better grade or a light with only a ped signal with all cars stopping.
Fest614	need a safer way to ride bikes to downtown, even street, pool, dairy queen. Eve. street and north street not safe during peak hours.
Fest614	Safe route to ride bike - Worthington Estates east to rec center not that great due to poor crossing at high street and curves on highland.
Fest614	Safe way to cross Wilson bridge to get to mall. better biking to mall from Worthington Estates.
Fest614	High street not accessible to bikes. what can be done or identify safe connecotr
Fest614	161 definite not bike friendly. Not really inviting for walkers except downtown.
Fest614	speed trap. ugly metal rails. narrow sloped black top that isn't wide enough.
Fest614	connections to rec center, connections to Indianola and to city of Columbus infrastructure/bike trail
Fest614	trying to get to High banks via Olentangy trail (safe routes to park) . Even this map thing doesn't let me do it!
Fest614	Safe routes to parks. Olentangy connect to Sharon Woods and to High Banks. Work with metro parks, MORPC, and other partners to connect Worthington and north end this way. We will be left behind.
Public	Dog walk to Dairy Queen!
Public	Dog Walk to Brueggers
Public	Bike Route to Norm & Gail's
Public	Shrock Rd/Alum Creek/Downtown CBUS/Olentangy
Public	My preferred route from southern Worthington to the Worthington Community Center via the Olentrangy Trail is ride the trail north to Whitney, Reiber, Caren Ave., then cross High Street and take Highland Avenue to the Community Center. Highland is much s
Public	Sidewalk from High and along Crandall - or at least a sidewalk pilot demonstration.

Public	Better bike and pedestrian accommodations along Worthington Galena Road (used for walking to school and access between bike trails).
Public	Connect bike route all along Schrock Rd.
Public	More attractive guardrails and TRUE sidewalk.
Public	Unsafe area
Public	Unsafe route
Public	PLEASE help connect neighborhoods west of 315. We are Worthington residents who feel disconnected with our downtown and amentities, rec center, etc. Especially focus on the Wilson Bridge corridor as the 161 crossing is too far to justify a safe crossin
Public	Evening Street is too busy to bike during peak hours. This is also a major route for children walking to school and is very busy with vehicular traffic.
Public	We frequently walk to the farmer's market or to downtown, but the path isn't well maintained for pedestrians. It makes me nervous to walk this path with a stroller as cars exiting 315 aren't looking for pedestrians. There is often debris from the road
Public	This block of Oxford has no sidewalk and causes pedestrians to walk on the street and feel its a pedestrian safety concern. Oxford street can see a fair amount of traffic festivals and rush hour as people avoid the high street traffic. Usually cars are
Public	Need sidewalks/access all along Worthington Galena Road.
Public	Frequent walking route with kids and pet.
Public	Frequent biking route -- prefer High St. because it's faster, but often starts to feel unsafe once south of South St. Alternatively use Hartford
Public	No sidewalks on this street and people speed down it (a cut through). An additional all way stop sign at Weatherburn and traffic calming techniques would be helpful.
Public	Encompassing 2 comments - 1. Not safe for walking. 2. Not safe for biking. Improvements needed that will tie into Northeast Gateway project. Sidewalks needed on both sides and guardrail improvements, please.
Public	No berm north of 161 or sidewalks north or south. A multi-use trail, sidewalks or other facilities needed.



## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Public	I'm a 17 year old who would like bike lane access on High Street. I would love to ride my bike safely on High Street.
Public	I use Tucker to access the Olentangy Trail (which I frequently take to the Hills Market).
Public	No Access from Sancus to Worthington-Galena (and vice versa)-connection problem.
Public	Sidewalks needed.
Public	Sidewalks needed. Major connector and want to walk to a business on Huntley.
Public	Run at lunch and other times. Need sidewalks all along Huntley.
Public	Love Olentangy Trail, but need ways to help walkers/runners/bikers to interact. Bikes go too fast, don't know when to slow down and rarely alert (need bells!). Also, if there is a way to connect it to other trails that would be great.
Public	So many kids walk/bike through this area, to and from school. The sidewalk is sloped, uneven, too close to guardrails, too close to road, and just not safe. It needs a major overhaul, both in regards to safety and aesthetics.
Public	The route I'm trying to propose goes from Snouffer towards 161 behind Perry Park and Brookside school. Following along beside the railroad tracks. There is a short paved path there that goes from Snouffer to Brookside, but it would be awesome if it wen
Open House SM	PX017 a crosswalk is not enough of a solution, there needs to be a Signalized Crossing. There a children who cross here to get to the park or to the Phoenix Middle School. Traffic moves fast on this road.

Open House SM	This is a good start, but let's not stop here! Funding and dedication will be required, but the end result will be a much more livable and desirable Worthington. Some changes may slow traffic and encourage those wishing to get somewhere quickly to select alternate routes; this would be a good result. For High North and South of Olde Worthington and SR-161 East and West of Olde Worthington, please adopt Mixed Use Boulevard Version 3. This will be much more pleasant and slow traffic. Selecting few variations and actively seeking continuity will help encourage understanding and use of the improvements. For residential avenues, Version 2 is the best, but I would suggest making the sidewalk on the one side smaller and adding periodic seating. Please avoid version 3. Focus on creating a safe place to cross High near Wilson Bridge, but it could be 1 street South and still work (maybe even better). Safe walking and biking along Proprietors, Worthington-Galena, and Shrock would be key improvements, especially to allow access to the Rec Center.
Open House SM	I would like to see Dublin-Granville Rd from Olentangy River Rd to Evening Street be made into a Mixed Use Boulevard Version 3. I live in west Worthington and would rather drive than walk or bicycle to downtown Worthington under the present conditions.
Open House SM	I'd make a couple of safety suggestions. 1) Have all cars stop at the intersection of High and New England Sts to allow pedestrians to cross to whatever corner they wish. It is a very busy intersection and not safe for pedestrians as it is. 2) Do not allow right hand turns at 161 and Evening St at any time. Many cars turn there and many people cross there going to both schools, the cultural arts center, the swimming pool and just walking making an unsafe intersection for pedestrians.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Open House SM	It seems as currently there is not a plan for implementation of the changes recognized as necessary. There are lots of good ideas here but a timeline would be helpful. "Short term" could mean a few weeks or a couple years. It is very important to me as an avid cyclist to see the projects completed as there are multiple places that even I avoid due to danger or lack of appropriate infrastructure. I very much appreciate the initiative taken to get this moving and look forward to enjoying the fruits of this study (hopefully sooner than later). While I understand that there is more emphasis on the old Worthington areas due to population and money I do hope that the Linworth area is not put on the back burner.
Open House SM	School access would be my first priority over all others.
Open House SM	Waste of time and money for something that is used by only a small number of Worthington Citizens. Has anyone taken a head count of the percentage of citizens who actually use these bike and walking plans? The few that are out running are frequently seen running in the street, rather than the paths and sidewalk that we have.
Open House SM	It looks good!
Open House SM	This is entirely skewed towards bike riders and walkers. I'm 70 years old and won't be doing much of that. I still need to get around and get into and through the city, ie, I need to drive. This will make it much more difficult to drive, and traffic will get even slower than now. 2. These plans are going to be very costly, with much expense even to secure wider rights of way. I live on Rieber; I will not give up my front yard for the planned bikeway without a fight and for no money. I suspect many others will feel the same way when 10-20 feet of our yards are devoted to bike lanes. We're only about 25 feet off the street as it is. 3. Finally, I think this is being designed for young people, with little regard for older folks. There are still alot of older people in Worthington who need to be considered as well. We drive; we don't ride bicycles very often at all.
Open House SM	My main priority is making bicycle commuting to work safer. I live in Colonial Hills and would like to commute via High St or Huntley/Sancus to Campus View, but right now it's too dangerous!

Open House SM	Be realistic about what the bulk of Worthington residents want. Yes, bikes are good, but let's not spend lots on projects that will be used by few (think Lime Bike). And let's not mess up vehicular traffic either. In parts of Columbus I have seen bike lanes created on major roads (Indianola and Fourth) in ways that worsen traffic with little apparent usage by bicycles. Be pragmatic and realistic. Don't let ideology drive policy.
Open House SM	I like the plan. I have lived here 22 years and I am an avid walker and sometime biker. My biggest criticism of Worthington is and has always been that there's too much through traffic. Worthington makes it way to too easy for people who don't live here to drive through here. As for downtown Worthington, there's too much traffic on Evening, North and 161. We should close off streets and make them less accessible. There should be more concern for residents and less concern for businesses. If you're not serving the interests of residents first, then maybe you don't want to be here. The 161/High Street intersection should be narrowed. Make the right lanes through town bikes only. There's plenty of east-west, north-south highway corridors. I-71 and 315 are major highways. 270 serves the northern east-west corridor and has been re-vamped to carry more traffic. There's absolutely no reason for cross-traffic to be on High Street or 161. If the city focused on pedestrians and bikers and less on cars, Worthington would be a nicer place to live. We want to be like Bexley NOT Upper Arlington. Keep high-rises and multi-level apartment buildings on the edges and preserve the middle of Worthington for people who live here. Worthington's charm will attract visitors, but Worthington's charm should be first reserved for people who live here and pay taxes. Here's a perfect example of what works and what doesn't. That restaurant in the Worthington Inn is out of business for a reason while a place like Whitney House thrives. No wonder if you live here. Whitney House treats Worthington residents like family. They're part of the community. Make this place better for bikers, dogs and pedestrians, not cars. Focus on businesses like Graeters and Whitney House that are community favorites. Sure we like visitors, but if you're in our house respect our rules. And if you want to open a business here then let it be a business that attracts people who live in Worthington first. Again look at Bexley and look at Upper Arlington. The comparisons should be obvious. Upper Arlington does not have a charming town center. Like Bexley, we do. And it would be even more charming and longer if we got rid of a lot of traffic on High north of 161.

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Open House SM	Looks like a good bit of planning and work went into the Master Plan. Living along Worthington Galena Rd between High St and Worthington Christian, there needs to be some form of multi use trail along the road. The plan appears to address this issue.
Open House SM	I thought it was very interesting and comprehensive. My reaction is that it all sounds wonderful, but will take lots of money and time. I reviewed the various alternatives presented for residential -mixed use-industrial and could not decide if I liked one more than the other. I know that a shared bike/ pedestrian path can work, but it requires thought by both the biker and the pedestrian, however from a cost standpoint that would seem most efficient. I personally don't like riding my bike in the traffic lanes, however I see bikers do so. I live near the intersection of Linworth and 161 and regularly walk very carefully through the intersection.
Open House SM	Very excited at the thought of these improvements!
Open House SM	i like the plans where the biking traffic is separate from the auto traffic. i'd be more inclined to bike if i could do it away from cars and trucks. and it makes me nervous when i am driving to have bicycles in the mix. i never know what to do around them and its hard to pass them.
Open House SM	Wilson Hill neighborhood and the elementary feel very disconnected from most of Worthington for pedestrians and bicyclists. There are little to no sidewalks with many kids walking to schools. They have to walk through yards or dodge traffic which is especially difficult and dangerous during inclement weather. I appreciate the thoroughness of the master plan and look forward to it being developed further. I would love to see the streetscapes improved with amenities proposed such as better designated non-vehicular zones with trees and benching. It would be great to brick pave intersection similar to downtown Columbus or Dublin Bridge Park to slow cars and provide better awareness of objects crossing. I would support a city bond levy or something similar as a funding source.
Open House SM	Impressed with the details and online documents. Was unable to attend public presentations but very glad residents were invited to see and make comments at various stages of process. Lots of improvements suggested & well explained. Great to have guidelines in place as more development occurs (Harding property, UMCH, Wilson Bridge Gateway, etc). Need to preserve trees, historic look & feel while improving safety and walkability.

Open House SM	The plans surrounding 161 don't make sense to me. Currently the plans was to keep the mixed use path on the south side west of 315, but then have the mixed use path on the north side east of 315. The less crossing of 161 that occurs the better for both traffic and pedestrians. It makes sense to put the mixed use path on the north side of 161 in front of Thomas Worthington, but I think something needs to be done about the path to the west of 315. My suggestion would be to build some type of changeover lane underneath the overpass by the river that would allow bikers and pedestrians to change from the south to north side. Or a mixed use overpass could be used at olentangy river rd and 161.
Open House SM	Policy recommendations seem.based upon single or limited opinions or experiences.
Open House SM	Looks like a lot of good work. I am disappointed that most meeting to hear about and give feedback were not available to those that work 8 to 5 and have the average 20-30 minute commute. I would really like to see a better way the those living in Pinney Village aka West South street could better access the Olentangy Trail from our neighborhood. Also a sidewalk on West South is desperately needed! Heavy foot traffic, strollers and dogs walking.
Open House SM	Don't turn Worthington streets into the disaster Columbus did with Indianola Ave.
Open House SM	Priority should be given to turning all of 161, all High street, and all Worthington-Galena Road into Mixed-Use Boulevards (version 3), with protected and buffered shared bike paths. The second priority should be to fix the brick sidewalks that are dangerous and unwalkable along New England. Third priority should be the remaining sidewalks in Kilbourne Village, which are difficult to run on, forcing many runners into the street.
Open House SM	I don't have any. It seems okay to me.
Open House SM	Obvious care and thought has gone into it. Not perfect, nothing is, but the areas spotlighted although not in my circle of concern at first, opened up the idea that I could go to Linworth, for example, on my bike rather than in my car. Would never have thought of biking to Rec Center, but if this comes to fruition...



## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Open House SM	There are other, higher priority expenditures on the City's plate so this plan should be phased in over decades. Some of the costs can be shifted to developers but Worthington has to be more friendly to these developers.
Open House SM	Impressive plan document...as a senior citizen I walk a lot and feel comfortable with that...I tend not to ride my bike on high street as it is a bit dangerous... My recommendation would be to over communicate not so much the plan itself but how it works...I moved to Worthington a year ago and knew very little about the plan...I would schedule times to communicate the use of the space for walking etc...video meetings and add to the website...would help me...
Open House SM	If you are going to be making changes on individual streets before you start then you should directly request input particularly if there are different options available by either mailing a request for input or putting door hangers. That way the neighbors that are most likely to encounter the change on a regular basis have a say and do not feel people from outside their neighborhood are changing their neighborhood.
Open House SM	I agree with bikes using city streets when they comply with rules of the road and laws. I have seen many bikers ignoring stop signs, crosswalks and traffic lights as though they do not apply to them. I have seen many bikers reaching excessive speeds on the bike path along the river and having gross disregard for pedestrians. I am opposed to runners and walkers using the city streets for running and walking. They should use the sidewalks and paths that are provided for them.
Open House SM	I'd love to see a bike route that links Worthington to Polaris. I often bike from my home, 362 Crandall Dr. to the Polaris area, often in the morning with LOTS of traffic. I use either Worthington Galena to Orion to get to the East side of Polaris. Or I use Worth. Galena to Sancus or Old State if I want to go to the West side of Polaris. There is a "big risk" every time I travel these routes on my bike, for me. Avoiding cyclists on these routes causes traffic delays.
Open House SM	Sidewalks!!
Open House SM	How is City coordinating with adjacent municipalities in transportation plan? Are you communicating with Chase and other private organizations to determine ways to reduce grid lock?

Open House SM	I may have missed it, but I didn't see how the city would address the poorly maintained brick sidewalks. Will City take ownership of their maintenance to ensure economy of scale when problems are addressed? Is it possible for the city to own maintenance responsibility of all ARB district sidewalks? Similar to a winter maintenance program, include the trip hazard maintenance. I also didn't notice the problem of overgrown shrubberies which impact the access of existing sidewalks. These seem to be an issue in several areas of old Worthington. Similarly, several sidewalks seem to be below grade so that mud and water collect. My vote for the East Dublin Granville MUP is the North side of the street. The south side is already further away from the road; moving the northside would be more comfortable for pedestrians / cyclists and take advantage of Winter Sun. It would also put the Northside more in line with sidewalks west of Morning St. Removing shrubberies will be necessary so residents have clear view of pedestrians/ cyclists. Elevating the MUP above grade and curbing would be recommended to correct some drainage issues. Has burying the utilities on that side of the street in conjunction with this project been considered? Free street tree replacement if existing trees need to be removed? It would seem easy to include requirements for crosswalk marking at Pingree and Morning the next time SR 161 is repaved. You know if we mark them this year, they'll tear it up and repave next year.
Open House SM	I see a lot of information about bike planning but what about sidewalk and pedestrian planning?I provided feed back via the interactive map and to Cecilia Thornton about an issue in the Old Worthington area specifically on Oxford St between Short St and New England. The sidewalk dead ends and car parking on the street is allowed on the west side of Oxford to the corner of Oxford and New England forcing pedestrians to walk in the street. How can this be addressed?Can we remove parking on that side of the street and add a bike/walk lane OR add a sidewalk?There is NO way to walk safely down that street. this is in the Old Worthington district and should be addressed, please reach out with questions, Slate Ribic 614-214-9220

## 7.A. - Bicycle and Pedestrian Master Plan

Comment Source	Comment
Open House SM	After all this and still no plan for a Hartford Street sidewalk between North and Stafford Streets?What about the Safe Routes to School Strategy implementation? How does disregarding this area fit in with that? Near a school, library, retirement community, and downtown events, and you still can't find the justification for a sidewalk here??
Open House SM	Utterly disappointing that W. South Street between Evening Street and the river continues to be ignored. I fear it will take a dead school child attempting to walk to Evening Street, Kilbourne Middle, or Thomas before the concerns of the neighborhood are taken seriously. Cars absolutely FLY down this road as a cut through between 161 and Riverlea with little to no regard for pedestrians. I won't walk the half mile to town after dark. I can't let my children go a few houses over without fear they will be run down. As a neighborhood, we've asked time and again for more stop signs, speed bumps, dedicated bike lanes, something, anything to slow the traffic and again, NOTHING.
Open House SM	Overall, I think this is a good start. I appreciate the effort in developing the Master Plan. As a resident west of 315, my greatest concern is access to Perry Park. The Master Plan denotes the crossing at Linworth and Collins as an "Uncontrolled" crossing(PX017) and needs a crosswalk (pg 85). This is a terrible mistake. Linworth Road is hilly, and cars drive very fast. A crosswalk will be inadequate. Especially with children using this crosswalk, at a minimum the intersection requires some sort of signal.
Open House SM	Hello! I wanted to suggest additional sidewalk on New England starting at Morning St and heading east. New England gets a good amount of traffic and can get very congested during the farmers market. I've almost been hit a couple time pushing my kids in a stroller. Thanks!
Open House SM	Please consider adding a path on Linworth; there are so many neighborhoods that would benefit from this, especially with all of the new businesses at 161 & Linworth.

## APPENDIX F. LIST OF MAPS AND TABLES



## APPENDIX F. LIST OF MAPS AND TABLES

## MAPS

- Map #1. Community Feedback
- Map #2. Existing and Proposed MORPC Bikeways
- Map #3. Existing Pedestrian Facilities
- Map #4. Transit and Key Destinations
- Map #5. All Crash Data: 2003 – 2017
- Map #6. Bike and Pedestrian Crash Data: 2003 – 2017
- Map #7. Worthington Street Classifications (MORPC)
- Map #8. Active Transportation Corridors
- Map #9. Ranked Active Transportation Projects
- Map #10. Tier 1 Active Transportation Corridors
- Map #11. Tier 2 Active Transportation Corridors
- Map #12. Tier 3 Active Transportation Corridors
- Map #13. Crossing Challenges
- Map #14. Ranked Crossing Projects
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- Table #6. Ranked Crossing Projects
- Table #7. Active Transportation Project Candidates
- Table #8. Uncontrolled Intersection Candidate
- Table #9. Costings
- Table #10. Application of Pedestrian Crash Countermeasures by  
Roadway Feature
- Table #11. Prioritization of Active Transportation Projects
- Table #12. Prioritization of Ranked Crossing Projects
- Table #13. Possible Sidewalk Gap Infills Key
- Table #14. Community Comments

## APPENDIX G. RESOURCES

## APPENDIX G. RESOURCES

Guide for Improving Pedestrian Safety at Uncontrolled Intersections by U.S. Department of Transportation and Federal Highway Administration:  
[https://www.fhwa.dot.gov/innovation/everydaycounts/edc\\_4/guide\\_to\\_improve\\_uncontrolled\\_crossings.pdf](https://www.fhwa.dot.gov/innovation/everydaycounts/edc_4/guide_to_improve_uncontrolled_crossings.pdf)

Small Town and Rural Design Multimodal Networks

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)

Wayfinding Sharrow Guideline, Portland Bureau of Transportation (2011):

<https://nacto.org/wp-content/uploads/2010/08/Wayfinding-Sharrow-Guidelines.pdf>





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**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 14, 2019

To: Matthew H. Greeson, City Manager

From: Daniel Whited, P.E., Director of Service and Engineering

Subject: **Resolution No. 30-2019 - Complete Streets Policy**

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**EXECUTIVE SUMMARY**

This resolution formally adopts the Complete Streets Policy developed through a Technical Assistance Grant with the Mid Ohio Regional Planning Commission (MORPC) Insight 2050 program.

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

In 2017 staff applied to the Mid-Ohio Regional Planning Commission (MORPC) for a Technical Assistance Grant through their Insight 2050 program. Throughout 2018 and early 2019, MORPC staff worked extensively with City staff and with Blue Zones to develop a comprehensive Complete Streets Policy. The final draft has now been submitted, reviewed by City staff and found to be an excellent document which will help guide staff in future transportation projects.

**ATTACHMENTS**

Resolution No. 30-2019  
Complete Streets Policy

RESOLUTION NO. 30-2019

Adopting a Complete Streets Policy for the City of  
Worthington.

WHEREAS, the City of Worthington has shown strong commitment to the concepts of sustainability and to improving quality of life for its residents; and,

WHEREAS, developing a context-sensitive Complete Streets policy is an opportunity to expand on these efforts and reaffirm the city's commitment to incorporating sustainable practices where appropriate and navigating the evolving transportation technology landscape in a way that prioritizes residents' needs; and,

WHEREAS, staff made a recommendation to City Council to accept a Mid-Ohio Planning Commission (MORPC) Technical Assistance Program (TAP) grant to complete a Complete Streets Policy document, in conjunction with a Bicycle and Pedestrian Master Plan; and,

WHEREAS, MORPC, the Bicycle and Pedestrian Advisory Board, a professional consulting team, and staff have completed an evaluation and determination of context sensitive applications for implementation of complete street concepts, and developed a complete streets policy document; and,

WHEREAS, the Complete Streets Policy will provide direction to staff to maintain streets that safely and comfortably accommodate all users.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That the Worthington City Council adopts the attached Complete Streets Policy for the City of Worthington.

SECTION 2. That the City Manager and designees will utilize the Complete Streets Policy to include consideration for complete streets principles into infrastructure or transportation projects.

SECTION 3. That the Clerk be and hereby is instructed to record this Resolution in the appropriate record book upon its adoption.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

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Clerk of Council



Insight2050 Technical Assistance Program:

# Complete Streets Policy Project

MORPC

3/25/2019



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# Complete Streets Policy Writing Guidance

Insight2050 Technical Assistance Program:  
City of Worthington Complete Streets Policy Project

MORPC

9/6/2018







The insight2050 Technical Assistance (TA) Program provides assistance from MORPC staff to local government members within the boundary of the metropolitan planning organization (MPO) for the planning of transportation and community development efforts related to the findings of insight2050 and goals of MORPC's Metropolitan Transportation Plan.

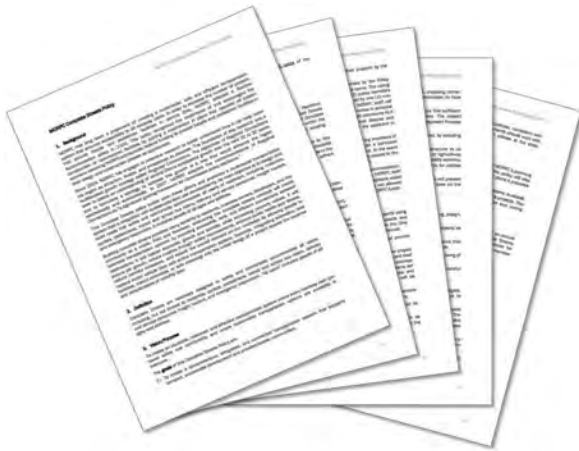
Through the TA Program, MORPC staff will assist member communities with specific planning services related to transportation, air quality, traffic, and other projects that support consideration of transportation in land use planning and/or demonstrate the benefits of various modes of transportation.

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## 1. TYPES OF COMPLETE STREETS POLICIES



Complete Streets policies come in many formats, the most common of which are **resolutions and ordinances**. There are different requirements, processes, advantages, and disadvantages for each policy type. The following section is designed to help the City of Worthington carefully consider what type of policy will be the most effective for building community support for Complete Streets ideas and setting the foundation for Complete Streets projects in the future.

The National Complete Streets Coalition (NCSC) gives the following definition of resolutions and ordinances:

“Resolution – Issued by a community’s governing, resolutions are non-binding, official statements of support for approaching community transportation projects as a way to improve access, public health, and quality of life. Resolutions are often a very helpful first step, providing the political support for a Complete Streets approach. However, as they do not require action, they may be forgotten or neglected if an implementation plan is not created. If you do not yet have strong support from your elected leaders, a resolution is likely your best choice; be sure to include clear implementation steps.” <sup>1</sup>

“Ordinance - Ordinances legally require the needs of all users be addressed in transportation projects and change city code accordingly. Ordinances may also apply to private developers by changing zoning and subdivision requirements. Ordinances require strong support from the community and elected officials, and are enforceable by law, making them difficult to overlook. City departments and commissions often approve ordinance language before it moves to the legislative branch, though broad partnerships between all the actors may not be truly developed during this process. With strong support from elected officials in place, ordinances are a worthy pursuit.” <sup>1</sup>

In 2016, the Ohio Auditor of State offered guidance for drafting resolutions and ordinances:

“A resolution should deal with a temporary or special policy matter. A resolution is administrative because it executes a law already in effect, and resolution adoption procedures are usually less circumscribed than those for an ordinance. Policy adoption and other administrative matters are examples of actions that are proper subjects for action by resolution.” <sup>2</sup>

### FOOTNOTES

1. NCSC, [Local Policy Handbook](#)
2. Peter N. Griggs, [Drafting Resolutions and Ordinances](#)

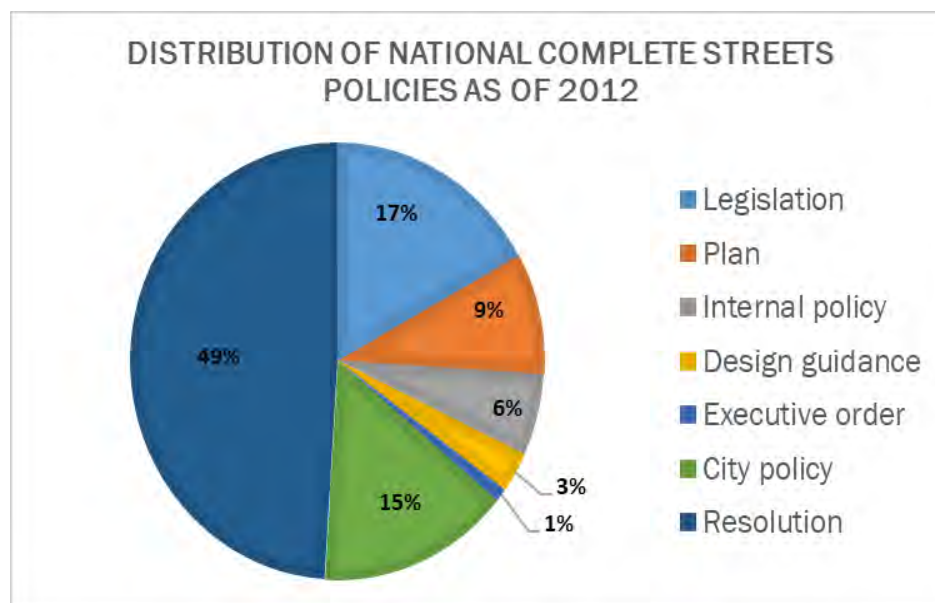


“An ordinance should be used for legislation intended to have a permanent and general effect. Ordinance adoption procedures are prescribed by charter or statute and must be followed strictly. Unless an ordinance contains an emergency clause, it usually does not take effect immediately and is subject to the constitutional local referendum right.” <sup>2</sup>

For specific details about the requirements for resolutions and ordinances, refer to the Worthington City Charter which outlines the various steps and processes for passing an ordinance or a resolution through the City Council.

All of the Central Ohio communities that have adopted a Complete Streets policy have done so through a resolution. Resolutions provide administrative direction to staff and can lay the groundwork for future policies. For example, after passing an initial resolution in support of Complete Streets ideals in the summer of 2008, the City of Columbus later took legislative action to update the city’s Bike Law and followed that up with another ordinance in 2009 to secure funding for active transportation projects.

According to the NCSC about 50% of Complete Streets policies across the nation are resolutions and 17% are legislative ordinances. If the City of Worthington were to pursue a council-driven ordinance, the city could be one of the first in the area to pass a legally binding Complete Streets policy, joining just a handful of statewide communities and setting a best practice for the region.



Data source: National Complete Streets Coalition

## 2. ELEMENTS OF A COMPLETE STREETS POLICY

In order to develop a comprehensive Complete Streets policy, the City of Worthington should aim to include the following 10 elements identified by the NCSC:

1. **Vision and Intent:** Includes an equitable vision for how and why the community wants to complete its streets. Specifies need to create complete and connected networks and specifies at least four modes, two of which must be biking or walking.
2. **Diverse Users:** Benefits all users equitably, particularly vulnerable users and the most underinvested and underserved communities.
3. **Commitment in all projects and phases:** Applies to new, retrofit/reconstruction, maintenance, and ongoing projects.
4. **Clear, accountable expectations:** Makes any exceptions specific and sets a clear procedure that requires high-level approval and public notice prior to exceptions being granted.
5. **Jurisdiction:** Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. **Design:** Directs the use of the latest and best design criteria and guidelines and sets a time frame for their implementation.
7. **Land use and context sensitivity:** Considers the surrounding community's current and expected land use and transportation needs.
8. **Performance measures:** Establishes performance standards that are specific, equitable, and available to the public.
9. **Project selection criteria:** Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. **Implementation steps:** Includes specific next steps for implementation of the policy." (The Elements of a Complete Streets Policy, p. 1)

The three resources below discuss these 10 elements, their definitions, their justifications, and examples from around the country in increasing levels of detail:

[Elements of a Complete Streets Policy Factsheet](#)

[Elements of a Complete Streets Policy Report](#)

[Local Policy Handbook](#)

### 3. BEST PRACTICES

Through various policies, projects, and programs over the years, the City of Worthington has shown strong commitment to the concepts of sustainability and to improving quality of life for its residents. Developing a context-sensitive Complete Streets policy is an opportunity to expand on these efforts and reaffirm the city's commitment to incorporating sustainable practices where appropriate and navigating the evolving transportation technology landscape in a way that prioritizes residents' needs. The following subsections provide information on these best practices. **The city should consider including formal language about sustainable practices and emerging technology into the official policy.**

#### 3.1 GREEN STORMWATER INFRASTRUCTURE

Stormwater management and transportation intersect around protecting people, equity, and the environment. **Roads need to work not only for cars, pedestrians, and cyclists—they have to work for water too.** When stormwater and sewage systems are overloaded due to heavy rainfall and flooding occurs, conditions can become unsafe for all road users.

It's a matter of accessibility—when a street is flooded, pedestrians and cyclists are often the first to lose and last to regain access.<sup>3</sup> It's also a matter of cost-efficiency—it is expensive to treat polluted stormwater to mitigate its effects on water quality, but it is also costly not to. Polluted runoff not only damages our rivers and streams, it also degrades roads, resulting in large maintenance costs.

Green infrastructure stormwater management is a cost-effective way to remove pollutants from runoff, “green” the streets, and maximize returns on investment. Combining “gray” or traditional infrastructure with green infrastructure strategies offers solutions to expensive stormwater problems by promoting safety, accessibility, and cost-efficiency with the additional benefit of beautification.



A bioswale curb in Upper Arlington buffers pedestrians from road users. Source: MORPC

By incorporating Green Stormwater Infrastructure (GSI) into transportation projects where appropriate, the City of Worthington can show commitment to managing all of the city's roads in a way that is environmentally responsible, economically beneficial, and equitable. GSI can be integrated into transportation projects at various scales—from planting trees to repaving roads. **Regardless of scale, the benefits of GSI include: improved water quality, better air quality, reduced flooding risks, urban heat island effect mitigation, reduced energy demands, improved resiliency, and enhanced community livability.**<sup>4</sup>

#### FOOTNOTES

3. NCSC, [Greening the Streetscape: Complete Streets & Stormwater Management webinar](#)
4. City and County of Denver Public Works, [Ultra-Urban Green Infrastructure Guidelines](#)





Permeable pavement in Canal Winchester allows rainfall to infiltrate the ground below. Source: MORPC

The suitability of GSI strategies varies from project to project and depends on the physical opportunities and constraints of the road, as well as the intended environmental benefits of the strategy.<sup>5</sup> Despite the context-sensitive nature of GSI projects, there are resources available that offer information and guidance for municipalities on how to integrate GSI and Complete Streets concepts in their communities. To assist its members, MORPC maintains a [GSI Toolkit](#) which provides best management practices for transportation and other development projects.

The toolkit includes a sample of regional green infrastructure projects as well as a glossary of strategies. See [Appendix A](#) for relevant other reports, handbooks, and toolkits.

## 3.2 EMERGING TECHNOLOGY



Source: US Department of Transportation



Source: MORPC

Between the recent Smart Cities grant awarded to Columbus in 2017, the new high-capacity fiber optic cables installed along U.S. Route 33 between Dublin and East Liberty to allow for the testing of autonomous vehicles, and the groundbreaking transportation and technology research being conducted at the Ohio State University, Central Ohio is poised to become a world leader in smart mobility.

Self-driving vehicles, Wi-Fi-enabled infrastructure, data analytics, and shared autonomous vehicles can have a transformational impact on traffic, parking demand, and accessibility for the City of Worthington and its residents. Such technological advancements can support a community's Complete Streets efforts. Complete Streets policies and strategies can plan ahead for emerging technologies that will drive the future of transportation, but as these technologies change, management will likely be an iterative process.

### FOOTNOTES

5. [EcoDistrict Protocol](#)

As noted by the American Planning Association, “‘Smart’ and ‘technology’ should not be used interchangeably – being smart is in part about leveraging technology. Cities should be smart about how complete streets concepts can adapt to different environments, recognizing that a one-size fits-all approach won’t work.”<sup>6</sup> The City of Worthington can think creatively about how smart transportation can support the city’s Complete Streets efforts. It is critical to ensure that when planning for these emerging technologies, the safety, comfort, and accessibility of pedestrians and bicyclists of all ages and abilities continues to be a priority.

It is also important to remember that contemplating autonomous vehicles and the like as part of Complete Streets isn’t just about technology – **it’s about equity, sustainability, density, and affordability as well.** These technologies can be thought of as possible solutions to a wide range of challenges such as air pollution, traffic congestion, aging in place, or the obesity epidemic. For example, installation of high-capacity fiber cables along the Smart Mobility Corridor (U.S. Route 33) did not only prepare for autonomous vehicle testing, it addressed the issue of slow internet connection speeds for communities along the highway.

Leveraging the many emerging transportation technologies begins with planning ahead and working towards the vision of a multimodal transportation network that works for all people in your community. **Instead of taking a “wait and see” approach that can result in being left behind, the National Complete Streets Coalition advocates for public agencies to proactively plan for emerging technologies and take on an active leadership role.** The resources in [Appendix A](#) can help the City of Worthington as they plan for emerging transportation technology.

## APPENDIX A: RESOURCES

### Green Infrastructure

- EPA [Green Streets Municipal Handbook](#)
- EPA [A Conceptual Guide to Effective Greet Streets Design Solutions](#)
- ODOT [How Stormwater Runoff Affects Roadway Safety](#)
- CNT [The Value of Green Infrastructure: A Guide to Recognizing its Economic, Environmental, and Social Benefits](#)
- MORPC [Green Infrastructure Best Management Practices](#)

### Emerging Technology

- Corey Zehngebot and Richard Peiser (APA) – [Complete Streets Come of Age](#)
- OSMOSYS – [The Future of Autonomous Vehicles video](#)
- OSMOSYS – [Executive Summary](#)

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# Implementation Toolkit

## Part I: Implementation Guidelines, Performance Standards & Best Practices

Insight2050 Technical Assistance Program:  
City of Worthington Complete Streets Policy Project

MORPC

09/04/2018





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## INTRODUCTION

Part 1 of the Implementation Toolkit is meant to be an internal resource for City of Worthington staff as they work towards implementing the city's Complete Streets policy. The document contains implementation guidelines, specifically engineering and enforcement strategies as they relate to pedestrians, cyclists, transit users, and motorists. The content for these sections was composed from [MORPC's Complete Streets Toolkit](#) and brought up to date with new standards developed since publication of the Toolkit.

There are performance standards that support pedestrian activity and active transportation as well as vehicular access. Also included are best practices for Complete Streets policy implementation. These components of transportation—arts & culture, user-based mobility strategies, and shared-use mobility— should be kept in mind by staff and decision-makers throughout the process of implementing the city's Complete Streets policy and transportation projects. This resource also contains an extensive list of external Complete Streets resources, categorized by the specific topic.



## ENGINEERING STRATEGIES

Engineering is among the most important aspects of Complete Streets. The design and implementation of the transportation system affects whether an individual feels safe using non-motorized modes, and whether such choices are a convenient and comfortable alternative to automobile use. There are various plans and policies that address transportation issues at federal, statewide, regional, and local levels. While these documents are important for planning purposes, adopted standards and guidelines for engineering proper facilities take a higher precedence during project implementation as they provide the technical details necessary for good design.

Using design elements in an innovative way can create a cost-efficient complete streets project that enhances safety for all users and results in a greener infrastructure. Allowing flexibility when writing and applying standards or guidelines can ensure that the context is carefully considered. As always, good engineering judgment is necessary when designing facilities. This section describes many important engineering elements related to pedestrians, bicyclists, motorists, transit facilities, and green infrastructure. For more engineering standards for pedestrian, bicycle, and traffic calming, see Implementation Toolkit Part II: Roadway Classifications, Design Guidelines, & Land Use Considerations.

### **Pedestrian Facilities** — CS Toolkit [CH 4.5](#), [CH 4.11](#)

Pedestrian facilities support the most basic form of human transportation: walking. Depending on the context (such as width, allowable uses, etc.) they also allow for a wide range of other activities, including jogging, roller skating, or other emerging mobility technologies such as Segways and motorized scooters. All pedestrian facilities should accommodate people with disabilities. Settings like town squares or sidewalks with outdoor seating areas function as community gathering places in addition to accommodating pedestrians. In residential areas, pedestrian facilities often function as play areas for children. In order to develop and maintain an equitable transportation system, and to promote healthy and happy places, communities need to pay particular attention to safety and ease of use for the very old, the very young, and the disabled. New developments should always include pedestrian facilities and associated ADA elements.

The pavement area in the road, from curb-to-curb in urban areas, is often the focus of building or retrofitting a complete street — but the area between the road and the property line also can be important. Everyone is a pedestrian at some point in their journey, and street furniture can play an important role in making pedestrians safer and more comfortable. In an urban area there may be a lawn or tree buffer, a sidewalk, and even outdoor seating for a restaurant. “Street furniture” includes bike parking, benches, light poles, transit shelters, parking meters, planters, and garbage containers, among others. As with all components of Complete Streets, context-sensitivity is paramount. Bike racks, water fountains, benches, and garbage containers may not be appropriate alongside a rural or suburban street that only has a few people walking on it. The frequency of street furniture should be adjusted, with denser areas having a higher frequency of street furniture.

## Bicycle Facilities — CS Toolkit [CH 4.4](#)

Bicycle facilities range from separated bike paths to marked on-street bike routes. Each type can influence the extent to which bicycling is used in a given community. The benefits of bicycling include reduced traffic congestion and pollution, and improved health of riders. Some bicyclists are comfortable only with certain conditions. Roads with shared lane markings, or sharrows, for example, may appeal only to more experienced bicyclists, while shared-use trails and barrier-separated cycle tracks may attract novice bicyclists, but not those who are more-advanced. In general, places with good bicycle facilities have more bicycle traffic than places without proper facilities. The city can seek a range of well-marked bicycling options that will make all riders feel comfortable. The [Central Ohio Greenways design guidelines](#) are a helpful resource.

## Transit Facilities — CS Toolkit [CH 4.6](#)

Buses and other transit are important components of Complete Streets. Fixed-route bus service is the mainstay of Central Ohio Transit Authority, as well as systems in most other U.S. cities. It operates on a repetitive, fixed schedule basis along specific routes. Each fixed-route trip serves the same origins and destinations, with designated stops along the way. Demand-responsive transit is a federally mandated extension of fixed-route service for individuals with disabilities. The Americans with Disabilities Act (ADA) of 1990 requires comparable transportation services to be offered for individuals with disabilities who are unable to use fixed-route systems. <sup>1</sup>

The type of bus stop, its location, and the surrounding infrastructure should be carefully considered. There are near-side bus stops, far-side bus stops, and mid-block stops. Other bus stops may include passenger shelters; access ramps for people with disabilities and those using strollers; lighting, signage, and landscaping. Because transit always involves a multi-modal trip, sidewalks and street furniture must be part of the plan. Many riders walk to transit stops, while others ride a bike or drive a car to a Park & Ride facility.

Not only do these decisions affect whether people use transit, but they can also have an effect on the safety of transit users before and after they ride the bus. For instance, poorly sited bus stops encourage unsafe mid-block crossings or walking along roads without sidewalks. Safe and convenient access to a transit facility is a critical element in ensuring high transit ridership.

## Traffic Calming — CS Toolkit [CH 4.7](#)

Well-designed traffic calming projects reduce the speed and/or volume of cars on a roadway and can lead to a variety of benefits, including: increased road safety; increased comfort and mobility for non-motorized travel; reduced automobile impacts such as congestion, expenses, and pollution; increased neighborhood interaction through more hospitable streets; increased property values; and improved public health due to more

Footnotes

1. American Public Transit Association, [Glossary of Transit Terminology](#)

opportunities for walking and other physical activity. The costs of traffic calming can vary considerably depending upon the treatment chosen and the characteristics of the site.

The Institute of Transportation Engineers organizes traffic calming into four categories: vertical deflections, horizontal shifts, roadway narrowings, and closures. Vertical deflection, such as speed humps, refers to up-and-down features to calm traffic. Horizontal shift refers to features such as chicanes or curb extensions, which require zig-zagging. Roadway narrowing seeks to slow speeds by reducing or eliminating excess roadway width. Motorists tend to drive more slowly on narrower roads that have less margin of error.

### **Green Infrastructure — CS Toolkit [CH 4.10](#)**

Construction of complete streets offers a creative opportunity to incorporate “green infrastructure” and achieve other goals and benefits in a cost-effective way. Several technologies and strategies are available to improve the environmental performance of newly constructed and rehabilitated roadways. In general, more-sustainable pavement practices improve over their conventional counterparts in terms of stormwater runoff, materials, and construction practices. These approaches may require decision makers to be flexible and make non-traditional decisions.

Greenroads is a rating system that gives credits to projects where sustainable pavement practices are applied to new, reconstructed, or rehabilitated roads. The certification is based on a total point value similar to the LEED certification. A Greenroad is defined as “a roadway project that has been designed and constructed to a level of sustainability that is substantially higher than current common practice”.<sup>2</sup>

The Greenroads process may result in lower construction costs, as existing asphalt can be recycled and reused on-site — thus reducing the cost of transporting materials. The on-site process may also allow projects to be completed more quickly. Locally, five Upper Arlington roads were included as part of a Greenroads pilot program: Edgevale Road, Glenmere Road, Sunset Drive, Inverness Way, and Eastcleft Drive.

Permeable pavement refers to a range of materials and techniques for paving roads, bike paths, parking lots, and pavements that allow the movement of water and air around the paving materials. Types of permeable pavement include: pervious concrete, porous asphalt, single-sized aggregate, porous turf, open-jointed blocks, resin bound, and bound recycled glass porous pavement. Permeable pavement reduces the need for retention ponds, swales, and other stormwater management devices and is thus more sustainable and cost effective. The use of permeable pervious pavement is among the Best Management Practices recommended by the Environmental Protection Agency.

In many cases, innovative approaches to stormwater management are complementary to complete streets concepts. A rain garden, for example, can be used as a corner extension to reduce the pedestrian crossing distance at an intersection and to slow vehicular traffic. Similarly, vegetated swales offer a buffer between pedestrians and vehicles — allowing

Footnotes

2. University of Washington, [Greenroads](#)

pedestrians to feel more comfortable. In general, innovative stormwater management practices seek to reduce the volume and speed of runoff through a variety of on-site treatments. As with other elements of Complete Streets, context is very important. In particular, constrained rights-of-way may present an obstacle to the implementation of innovative practices in some areas.

## Other Engineering Considerations

Safe Routes to School Infrastructure — CS Toolkit [CH 4.8](#)

Pavement Types — CS Toolkit [CH 4.9](#)

Street Trees — CS Toolkit [CH 4.12](#)

Construction Access — CS Toolkit [CH 4.13](#)



## ENFORCEMENT STRATEGIES

This section describes Ohio laws and common sense rules for pedestrians, bicyclists, transit users, and motorists. Following these rules ensures that transportation-related fatalities and injuries are minimized. Additionally, a safer and more orderly transportation system encourages walking and bicycling. For additional information on relevant laws, enforcement tools, and examples, see the full [Chapter 6: Enforcement](#) of MORPC's Complete Streets Toolkit.

### **Pedestrian-Related Enforcement— CS Toolkit [CH 6.2](#)**

In general, laws related to walking and the walking environment are intended to protect pedestrians from harm that would result from crashes with motor vehicles. As a result, many pedestrian-related laws actually regulate the actions of motorists. Enforcement should emphasize that motorists must yield to pedestrians in any crosswalks, even those that are unmarked. Nonetheless, pedestrians themselves also have certain responsibilities to maintain their own safety. As in other areas of the law, common sense should also be applied.

According to the Ohio Revised Code §4511.46, the right-of-way for pedestrians in crosswalks is upheld in the following ways:

- Motorists are required to yield to pedestrians in marked mid-block crosswalks.
- Pedestrians may legally cross at any intersection — marked or unmarked.
- Drivers turning right across a crosswalk must yield, even if they have a green light, per Ohio Revised Code §4511.13. However, drivers have the right of-way if the green light is a green turning arrow.
- Drivers must yield at “Walk” signals per Ohio Revised Code §4511.14.

Pedestrians have to follow these rules:

- If the “Don’t Walk” signal is flashing, pedestrians should not start crossing, but may continue across if they’ve already started.
- Pedestrians should not walk in prohibited areas, such as limited-access highways and railroad tracks.
- If there is no sidewalk, pedestrians may walk on the side of the road, facing traffic.
- If a sidewalk is available, pedestrians must use the sidewalk and not the roadway.
- Pedestrians are allowed to travel in both directions on sidewalks.

Pedestrians should exercise extra caution at railroad crossings. Trains always have the right-of-way over any traffic — including pedestrians, emergency vehicles, cars, law enforcement, bicyclists, and other road users.

### **Bicycle-Related Enforcement — CS Toolkit [CH 6.3](#)**

According to the Ohio Bicycle Federation’s Digest of Ohio Bicycle Traffic Laws, people who follow the rules of the road and recommended techniques can reduce their crash risk by 80

percent. Ohio law states that a bicycle is considered a “vehicle” and therefore must follow the same laws that apply to cars and trucks, which especially means not to ride against traffic and to ride predictably (Ohio Revised Code §4501.01). In addition, many Ohio localities require children and other bicyclists to wear helmets.

Bicyclists are generally prohibited from riding in crosswalks and sidewalks. However, exceptions are often made for child bicyclists. While municipalities may allow (or prohibit) bicycles to use the sidewalk, they cannot require bicyclists to use the sidewalk (Ohio Revised Code §4511.711). Riding a bicycle on the sidewalk reduces the cyclist’s visibility to motor vehicles and increases their risk of getting in a crash in some situations. When bicyclists ride on the sidewalk or multi-use paths, extra caution at driveways and intersections should be exercised.

### **Transit-Related Enforcement — CS Toolkit [CH 6.4](#)**

It is important that transit operators respect the rights of all users of the road, especially pedestrians and bicyclists, as they are particularly vulnerable if they are in a crash with a motorized vehicle. Similarly, other roadway users should understand and respect the limitations and requirements of transit vehicles. For example, they have slower acceleration, longer braking distances, and wider turning radii compared to ordinary vehicles. Education of transit drivers and the public is needed to improve the interaction of transit and other modes.

### **Motorist-Related Enforcement — CS Toolkit [CH 6.5](#)**

Enforcement efforts to promote complete streets should include substantial efforts directed toward motorists. In almost all areas, motorists comprise the majority of road users, and the vast majority of trips in Central Ohio are currently taken by motor vehicle. Motorists are less vulnerable to injury and death in crashes than non-motorized users, such as pedestrians and bicyclists. Therefore, safe driving behavior on the part of motorists is essential in order to reduce the number of vehicle-related injuries and deaths.

Pedestrians have the legal right-of-way at marked mid-block crosswalks, and motorists must yield to pedestrians in unmarked crosswalks at intersections, “Walk” signals, and at right turn intersections unless there is a green turning arrow. Enforcement is a useful strategy to ensure that people follow these regulations and that both motorists and pedestrians are safe.

Bicycles are particularly prone to crashes at intersections, just as motor vehicles are more likely to crash into other motor vehicles at intersections. Bicyclists are allowed to use the full lane on most roadways. An Ohio law requiring at least 3 feet of space when passing bicyclists on the road went into effect in early 2017. It is important to ensure that motorists respect bicyclists and interact safely on the road with them. Law enforcement officers should also be familiar with bicyclists’ rights and educate other roadway users.

## PERFORMANCE STANDARDS

As the FHWA writes in its [Guidebook for Developing Pedestrian and Bicycle Performance Measures](#), “performance management techniques promote informed decision-making by relating community goals to the measurable effects of transportation investments. Key steps in performance management are to decide what to measure in order to capture the current state of the system, to set targets to improve those measures, and to use the measures to evaluate and compare the effects of proposed projects and policies.” Since each transportation project is different, the performance measures on the following pages do not specify precise numbers to target. However, they demonstrate the types of performance measures that the City of Worthington can use to monitor the progress towards the multimodal, safety, environmental, equity, and economic goals of the city as they relate to transportation.

Local community groups, community leaders, and relevant government agencies can bring creative ideas to the table as the City of Worthington continues to develop and refine its performance standards. Additionally, the city should work with the appropriate agencies to ensure that any data associated with the chosen performance measures is shared appropriately and available to use for benchmarking throughout the process of implementing the city’s Complete Streets Policy.

## Performance Measures

Multimodal Mobility	Access	Safety
Linear feet of new sidewalk or MUP created	Auto trips along project	Number of fatal crashes
Square footage of pedestrian-only public spaces created (e.g. plaza)	Bicycle trips along project	Number of crashes involving serious injury
Number of enhanced crosswalks	Freight trips along project	Number of impaired driving arrests
Miles of on-street bicycle routes created	Walk trips along project	Number of crashes involving pedestrians or cyclists
Number of bicycle facilities installed (e.g. bike racks, air pumps)	On-street parking spots established	Percent of vehicles exceeding speed limit
Number of transit trips generated		Emergency vehicle response time
Frequency of transit vehicles		Number of ADA/AASHTO compliant fixtures
Average speed of transit vehicles		
Mode shift from single-occupancy vehicle to walking, bicycling, or transit		
Average distance between signalized and/or protected crosswalks		



## Performance Measures

Place	Environmental	Equity	Economic
Number of placemaking projects that embrace local and historical arts and culture	Number of new street trees	Mode shift by age group, gender, income, disability status, race, and/or ethnicity	Number of temporary/permanent jobs created
Number of temporary/permanent public art installations	Number of Green Stormwater Infrastructure (GSI) projects	Number of crashes involving pedestrians or cyclists by age, gender, income, disability status, race, and/or ethnicity	Changes in property value
Percent of shaded public spaces and travel areas	Stormwater quality impacts of GSI	Number of ADA compliant ramps	Changes in vacancy rates
Presence of bicycle and pedestrian wayfinding signs and/or maps	Percentage of recycled materials used in construction	Number of ADA compliant Accessible Pedestrian Signals for visually impaired pedestrians	Amount of private investment generated
Number of temporary activities or installations	Number of energy efficient lighting fixtures	Linear feed of “first and last mile” transportation connections added	Retail/restaurant sales at businesses adjacent to project
Number of resident-led placemaking initiatives		Diversity of labor force used for construction projects	Customer experience surveys
		Non-single-occupancy vehicle access to amenities by age, gender, income, disability status, race, and/or ethnicity	

## BEST PRACTICES: ARTS & CULTURE



Worthington is a historic city with strong values and a long heritage. Transportation for America defines creative placemaking as “an approach that deeply engages the arts, culture, and creativity in planning and designing transportation projects to better reflect and celebrate local culture, heritage and values.”<sup>3</sup> By nature, public roads are a community space. They not only present the opportunity to provide mobility options for people, but also to engage the community through social interaction and economic activity. Bringing arts and culture to appropriate streets through creative placemaking is just another way to make a street more complete.



Examples of transportation projects where arts & culture have been incorporated through creative placemaking. Source: [Transportation for America](#)

As the [Land Policy Institute](#) acknowledges, “quality places rarely occur accidentally.” They have to be planned. Coordinating transportation and land use planning is a valuable focused growth strategy to promote cohesive, efficient, and quality development. Mobility and place are inextricably linked, which gives us the opportunity to think creatively about how the streets function and how people interact with them. A complete street is one that can accommodate the different functions a community may need in a manner that is still safe and equitable. For example, City of Worthington’s downtown street network provides vehicle access to jobs during the week, but in the evening and on weekends it functions as the location of pedestrian-oriented farmers’ markets and street festivals. Another example: A bus stop can be just a bus stop, or it can serve as a canvas to display local community art or history.

Bringing arts and culture to the roads through creative placemaking can help build the community’s support for transportation and development projects. It can also be a useful economic development tool that fosters economic vitality. The City of Worthington should seek out opportunities for collaboration among transportation, development, parks and recreation, and public service officials and local arts and culture groups to brainstorm how the city can ensure safe, accessible, and attractive roads and public spaces that feature local art and reflect neighborhood values. The city already is coordinating the development of its Complete Streets policy with its consultant-led bicycle and pedestrian plan.

Footnotes

3. Transportation for America, [What is Creative Placemaking?](#)

## BEST PRACTICES: USER-BASED MOBILITY

People have varying mobility patterns and transportation needs. It is important to remember that we cannot design roads as if they affect all people in the same way. The City of Worthington has already shown an interagency commitment to thinking about the transportation needs of traditionally underserved residents. The idea behind user-based mobility strategies is that by acknowledging how different groups of people use the transportation system in different ways, we can begin to retrofit and design a network that maximizes efficiency for everyone.

User-based mobility strategies aim to help road designers consider the mobility of all users equally. For a road to be safe and efficient for all people – men, women, disabled, elderly, parents, children, low-income, and so on – the mobility patterns of everyone must be considered throughout the entire design process from conception to construction. This is particularly important for traditionally underserved groups, who may not have proper representation in the decision-making, design, or review processes. As planners, engineers, and decision-makers, we must familiarize ourselves with the people and resources that will help us create a network that is safe, equitable, and offers accessible transportation options for residents of all travel habits and mobility needs.

For example, people with caregiving responsibilities often travel with dependents, which can often entail equipment like strollers or wheelchairs. And compared to men, women are more likely to “trip-chain” – combining domestic, personal, and work responsibilities into one trip with a series of tasks and locations. Couple this knowledge with an understanding of local demographics, and we can now make more informed decisions about sidewalk width, utilities placement, pedestrian signal timing, municipal service prioritization, transit stop placement, and more.

Ultimately, user-based mobility strategies are not for one particular group, or meant to prioritize one group over another – they’re for everybody. Considering the mobility of all people throughout the design process can maximize efficiency and increase quality of service for everyone, often with minimal costs.<sup>4</sup> For public agencies and municipalities that serve all types of people, the resources below offer insight and guidance on how to incorporate mobility for users of all ages, abilities, and travel habits into the decision-making process.



Source: [Access Advocates](#)



Source: [National Center for Safe Routes to School](#)

Footnotes

4. Jon Burkhardt and Jim McLary (APTA), [The Business Case for Mobility Management](#)



## BEST PRACTICES: SHARED-USE MOBILITY



Source: [Shared-Use Mobility Center](#)



Photographer: Doug Buchanan Source: [Biz Journals](#)

Shared-use mobility can be defined as “transportation services that are shared among users.”<sup>5</sup> This can include a wide range of familiar and new modes of transportation from public transit to ride hailing. These types of services – carpooling, vanpooling, bike-sharing, car-sharing, and even scooter-sharing – are a continually growing part of the “shared economy” which has increased mobility for many people in urban, suburban, and rural communities across the country. As the City of Worthington works towards a transportation network that embraces Complete Streets ideals, these newer forms of mobility will need to be part of the conversation.

Like most things, there are positive, negative, and yet to be determined impacts associated with shared-use mobility. While the city may not be able to predict how shared-use mobility will evolve as transportation technology advances, there are steps that can be taken to help the city leverage the technology and maximize benefits for the shared-use mobility users and workers who call City of Worthington home.

When it comes to ride hailing services in particular (i.e. Uber and Lyft), there is the possibility that in some cities, widespread adoption can lead to decreases in transit ridership and increases in vehicle miles traveled (VMT), traffic congestion, and emissions.<sup>6</sup> It is not easy to predict which cities will face these issues because it can be difficult to get the detailed data needed to fully understand the effects of ridesharing in smaller cities and suburban areas. At the same time, increased use of ride-hailing can provide first-mile/last-mile service to transit stops, potentially reducing personal-vehicle use.

That said, cities like Worthington can simultaneously embrace shared-use mobility companies that want to enter the market *and* highlight the existing transit services that the city has to offer through COTA. And while ride hailing services can enhance mobility and access to amenities for many people, they can also be prohibitive due to cost or inaccessibility. City of Worthington residents – particularly those who are disabled, elderly,

### Footnotes

5. Shared-Use Mobility Center, [What is Shared-Use Mobility?](#)
6. Laura Bliss (Citylab), [The Ride-Hailing Effect: More Cars. More Trips. More Miles](#)



and/or low-income – have access to a range of fixed and on-demand transportation services, which are detailed in the Delaware [and Franklin County Coordinated Public Transit Human Services Plan](#). The city should continue efforts to widely promote these services, especially those that are free or subsidized for disabled, elderly, and/or low-income residents.

Since 2016, ride hailing in the state of Ohio has been regulated by the Public Utilities Commission of Ohio (PUCO) as required in [House Bill 237](#). PUCO has set statewide stipulations regarding drivers' insurance, background checks, age, and criminal history. The bill also details protections for customers against discrimination, data collection obligations for rideshare companies, and permit requirements for legal operation within the state.<sup>7</sup>

The National Complete Streets Coalition encourages local governments to avoid a “wait and see” approach when it comes to emerging technologies. Although the City of Worthington may not be able to predict exactly what or how transportation technology will evolve in the coming years, the city can still take an active leadership role in public-private partnerships. When it comes to local regulations for shared-use mobility modes, cities must navigate carefully. “For their part, many urban experts and economists agree that any regulation beyond basic safety is too much regulation.”<sup>8</sup> Aggressive regulations can lead to missed opportunities or costly battles with national companies, while too few regulations can lead to unsafe conditions for local riders and drivers. Additionally, responsible regulation of these industries requires data collection, analysis, and management that may be unsustainable at the local level.

City of Worthington can work to avoid these issues by pursuing partnerships with companies that align with the community's goals and embrace transparency. The city can vigilantly enforce the existing state laws that protect local riders and drivers, and frequently assess local policies that are relevant to shared-use mobility modes. The city should listen to the public's concerns around these types of transportation services, and work with the appropriate agencies and community stakeholders to identify gaps in safety regulations that the city can address (e.g. seatbelt or helmet policies).

## Footnotes

7. Andrew L. Smith (Cincinnati Bar Association), [Ridesharing Regulations Arrive in the Buckeye State](#)

8. James Krohe Jr. (APA), [Not Your Daddy's Taxi](#)

## COMPLETE STREETS RESOURCES

### Planning for pedestrians

- Institute for Transportation and Development Policy – [Pedestrians First: Tools for a Walkable City](#)
- Institute for Transportation Engineers & CNU – [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#)
- Jeff Speck (TED talk) – [4 Ways to Make a City More Walkable](#)
- MORPC – [Active Transportation Plan Cost Estimator Tool](#)
- PEDSAFE – [Street Furniture/Walking Improvements](#)

### Planning for bicyclists

- NACTO – [Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities](#)
- BIKESAFE – [Selecting Improvements for Bicyclists](#)
- Portland Office of Transportation – [Four Types of Cyclists](#)

### Planning for transit

- COTA – [Bus Stop Design Guide](#)
- Federal Transit Administration – [Planning for Transit-Supportive Development: A Practitioner's Guide](#)
- MORPC – [Delaware and Franklin Counties Coordinated Plan](#)

### Mobility for users of all ages & abilities

- National Center for Mobility Management – [Expanding Access to Our Communities: A Guide to Successful Mobility Management Practices in Small Urban and Rural Areas](#)
- FHWA – [Accessible Shared Streets: Notable Practices and Considerations for Accommodating Pedestrians with Vision Disabilities](#)
- FHWA – [How to Develop an ADA Self-Evaluation & Transition Plan](#)
- Transportation for America – [Aging in Place: Stuck without Options](#)
- American Public Transportation Association – [The Business Case for Mobility Management](#)
- Age-Friendly Columbus – [A Day in the Life of Karen video](#)
- Swedish Association of Local Authorities and Regions – [Sustainable Gender Equality Video](#)
- ODOT – [Safe Routes to School Infrastructure Toolkit](#)
- ODOT – [Safe Routes to School Non-Infrastructure Toolkit](#)

### Facility maintenance

- FHWA – [A Guide for Maintaining Pedestrian Facilities for Enhanced Safety](#)
- Pedestrian and Bicycle Information Center – [Pedestrian Facility Maintenance webinar](#)
- NACTO – [Performance Measures](#)

### Evaluation & performance standards

- FHWA – [Guidebook for Developing Pedestrian & Bicycle Performance Measures](#)
- National Complete Streets Coalition – [Evaluating Complete Streets Projects](#)
- Frederick C. Dock and Ellen Greenberg (ITE Journal) – [Multimodal and Complete Streets Performance Measures in Pasadena, California](#)

- Victoria Transport Policy Institute – [Evaluating Complete Streets: The Value of Designing Roads for Diverse Modes, Users and Activities](#)

## Networks & connectivity

- National Complete Streets Coalition – [Networks of Complete Streets](#)
- CNU – [Sustainable Street Network Principles](#)
- FHWA – [Small Town and Rural Multimodal Networks](#)

## Green stormwater infrastructure

- National Complete Streets Coalition – [Greening the Streetscape: Complete Streets & Stormwater Management Webinar](#)
- MORPC – [Green Infrastructure Best Management Practices](#)
- MORPC – [Regional Sustainability Agenda](#)

## Arts & culture

- National Complete Streets Coalition – [Promoting Equitable Change through Creative Placemaking and Complete Streets webinar](#)
- Transportation for America – [Eight Approaches to Creative Placemaking](#)
- Transportation for America – [Arts, Culture and Transportation: A Creative Placemaking Field Scan](#)

## Technology

- National Complete Streets Coalition – [Impact of Emerging Technologies on Complete Streets Webinar](#)
- American Public Transportation Association – [Shared Mobility and the Transformation of Public Transit](#)
- NACTO – [Bike Share in the U.S. 2017](#)

## Parking

- NJ Economic Development Authority – [Parking Matters: Designing, Operating, and Financing Structured Parking in Smart Growth Communities](#)
- Pedestrian and Bicycle Information Center – [What are Park Once and Walk Policies or Programs?](#)
- EPA – [Parking Cash Out: Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters](#)

## Miscellaneous resources

- National Complete Streets Coalition – [Safe Streets, Stronger Economies: Complete Streets project outcomes from across the country](#)
- National Complete Streets Coalition – [Complete Streets: Guide to Answering the Cost Question](#)
- Mick Cornett (TED talk) – [How an Obese Town Lost a Million Pounds](#)
- ODOT – [Retrofitting for Complete Streets](#)

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# Implementation Toolkit

## Part II: Roadway Classifications, Land Use Considerations, & Design Guidelines

Insight2050 Technical Assistance Program:  
City of Worthington Complete Streets Policy Project

MORPC

2/13/2019





The insight2050 Technical Assistance (TA) Program provides assistance from MORPC staff to local government members within the boundary of the metropolitan planning organization (MPO) for the planning of transportation and community development efforts related to the findings of insight2050 and goals of MORPC's Metropolitan Transportation Plan.

Through the TA Program, MORPC staff will assist member communities with specific planning services related to transportation, air quality, traffic, and other projects that support consideration of transportation in land use planning and/or demonstrate the benefits of various modes of transportation.

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## How to Use this Resource

Part 2 of the Implementation Toolkit is meant to be an internal resource for City of Worthington staff as they work towards implementing the city's Complete Streets policy. It contains a brief discussion of federal roadway classifications and offers a context-sensitive roadway typology that is specific to the City of Worthington. Section 2 discusses land use considerations as they relate to creating Complete Streets and a healthy community that can meet present and future transportation and development demands. Section 3 connects the previous two sections by providing street design guidelines that integrate transportation and land use. The guidelines are in matrix format and can be used by city staff as a “menu of options” for creating streets that support safe active transportation options while accommodating all necessary vehicle traffic.

This Implementation Toolkit follows local, state, and regional best practices and was developed through an iterative process with community stakeholders. Content for the street design matrices was composed from MORPC's Complete Streets Toolkit, Institute of Transportation Engineers (ITE) and Congress for New Urbanism's (CNU) Designing Walkable Urban Thoroughfares report, and best practices from the National Association of City Transportation Officials (NACTO).



Picture sources: MORPC



## Section 1: Roadway Classifications

As the City of Worthington strives for a focused growth approach to development and a transportation network that follows the ideals of Complete Streets, it is important to highlight the inherent connection between movement and place. Standard roadway classifications reflect a hierarchy of vehicle capacity. They do not fully capture the relationship between movement and place because they do not account for contextual changes in land use, multimodal capacity, and/or other community initiatives. This document aims to be a holistic resource by integrating roadway classifications, land use considerations, and street design guidelines.

When classifying roads we can take into account the capacity for streets to move pedestrians, cyclists, transit riders, emergency vehicles, and various other non-vehicle roadway users that rely on a safe and connected transportation network. The City of Worthington and MORPC worked together to develop a context-sensitive roadway classification system that considers multimodal mobility, development intensity, flexible design, and surrounding land uses. The system was developed following guidance and best practices from ITE, CNU, and the Ohio Department of Transportation (ODOT).

While the Context-Sensitive Roadway Classifications defined on page 7 are a useful tool for implementing Complete Streets in the City of Worthington, the Federal Highway Administration (FHWA) Functional Roadway Classifications defined on

page 6 are also important. The Functional Roadway Classification system assigns typologies based on a roadway's role in providing access and mobility in the region. A roadway's FHWA Federal Classification is closely connected to eligibility for federal funds. The table below shows the relationship between the Functional Roadway Classification system and the Context-Sensitive Roadways Classification system. Read the table horizontally to understand the Context-Sensitive typologies associated with a roadway's existing functional classification.

The Context-Sensitive Roadway Classifications provide more detail than the FHWA Functional Roadway Classifications and can help the City of Worthington develop and retrofit a transportation network that is safe, efficient, and equitable for all of the city's residents and visitors.

		Context-Sensitive Roadway Classifications					
FHWA Functional Roadway Classifications		Freeway/ Expressway	Boulevard/ Parkway	Avenue	Main Street	Neighborhood Connector	Street
	Expressway						
	Principal Arterial						
	Minor Arterial						
	Collector						
	Local						

## 1.1 FHWA Federal Roadway Classifications

<b>Expressway</b>	Expressways offer a high level of vehicle mobility, typically on roadways with a physical barrier between directional travel lanes. Expressways do not allow access to adjoining land uses. <sup>1</sup>
<b>Principal Arterial</b>	Principal Arterial roads also provide a high level of vehicle mobility in both rural and urban areas. Unlike expressways, Principal Arterials provide access to adjacent land uses. <sup>1</sup>
<b>Minor Arterial</b>	Minor arterial roads provide connectivity between the Principal Arterial system and provide vehicle mobility for moderate length trips. Minor arterials in rural contexts tend to have higher travel speeds and minimum interference. <sup>1</sup>
<b>Collector</b>	Collector roads provide connections between the arterial network and local roads. Subtle differences between Major and Minor collector roads generally involve speed limit, traffic volumes, travel lanes, and curb cuts. <sup>1</sup>
<b>Local</b>	Local roads provide direct access to abutting land uses, typically local residences and businesses. The majority of roadways in the United States are classified as local. <sup>1</sup>

1. ODOT, [Highway Functional Classification System: Concepts, Procedures, and Instructions](#)

## 1.2 Context-Sensitive Roadway Classifications

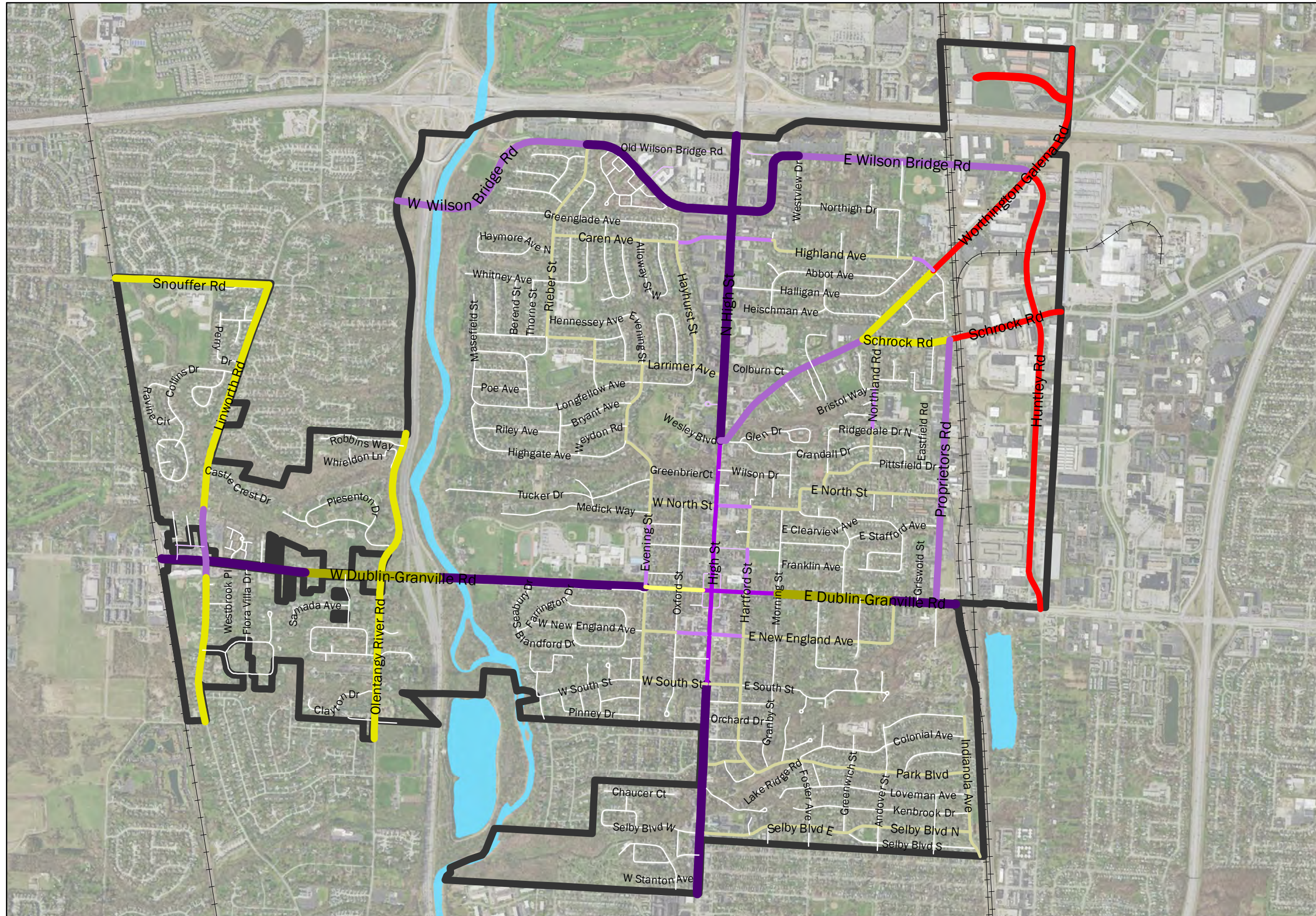
<b>Freeway / Expressway</b>	Freeways and expressways are high-speed roadways (50 mph or more) that accommodate large amounts of vehicle traffic and prohibit pedestrian access. They are either partially or completely controlled access and typically have 4 or more lanes. Freeways and expressways can include tollways, high-speed parkways, and limited-access thoroughfares with occasional at-grade intersections. <sup>2</sup>
<b>Parkway</b>	Parkways constitute high-capacity, multi-lane, high- or medium- speed thoroughfares that offer connections to other high-capacity regional roads. Parkways generally have landscaping on each side and a landscaped median. Due to high speeds and high volumes of vehicles, active transportation facilities are typically separated from travel lanes on these roadways. Parkways should appropriately accommodate transit. They are functionally classified as Principal or Minor Arterials. <sup>2</sup>
<b>Boulevard</b>	Boulevards are walkable, low-speed (35 mph or below) divided thoroughfares, functionally classified as either Principal Arterials or Minor Arterials depending on the context. They typically have 3 to 4 travel lanes. These roads are designed to accommodate "both through and local traffic, pedestrians, and bicyclists...[and] high ridership transit corridors." Boulevards provide connectivity between the arterial roadway system and provide vehicle mobility for long to moderate length trips. They are the primary routes for goods movement and emergency response routes. <sup>1,2</sup>
<b>Avenue</b>	Avenues are low-to-medium speed (25 to 35 mph) walkable roadways that generally have 2 to 4 travel lanes. They provide vehicle mobility for moderate to short trips, while offering primary pedestrian and bicycle routes. They are classified as either Minor Arterial or Collector roads. Avenues provide connections between the arterial network and local roads, and provide access to abutting local development is a main function. <sup>1,2</sup>
<b>Main Street</b>	Main Streets are a specific type of Avenue that offers access along the Town Center. They are categorized by low speeds and prioritized design for pedestrian and bicycle facilities. Pedestrian-oriented streetscapes, street furniture, on-street parking, and access to commercial and/or mixed-use districts are typical of Main Streets. Main Streets can include all functional classifications except Expressway depending on context. <sup>3</sup>
<b>Neighborhood Connector</b>	Neighborhood Connectors are another type of Avenue roadway. They primarily function to connect neighborhood roads to higher-capacity Avenues and Boulevards. Neighborhood Connectors are characterized by less through traffic than typical Avenues or Main Streets. <sup>3</sup>
<b>Street</b>	Streets are categorized as low-speed (25 mph), walkable roadways which primarily function to provide access to adjacent land for local vehicle, pedestrian, or bicycle traffic. Streets are designed to connect residential areas with other neighborhoods and may also offer connections to the arterial network. Streets are functionally classified as Local roads and typically have 2 travel lanes. In urban contexts, streets include alleyways and private roads. <sup>1,2</sup>

2. CNU & ITE, [Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#)

3. Boston Transportation Department, [Street Types](#)



# City of Worthington Context-Sensitive Roadway Classifications



## Worthington Streets Context, Classification

- Commercial/Industrial - Avenue
- Mixed Use - Boulevard/Parkway
- Mixed Use - Avenue
- Mixed Use - Main Street
- Mixed Use - Neighborhood Connector
- Mixed Use - Street
- Residential - Boulevard/Parkway
- Residential - Avenue
- Residential - Main Street
- Residential - Neighborhood Connector
- Residential - Street



## Section 2: Land Use Considerations

Based on the 2014 insight2050 report, we expect the City of Worthington to see rapid population growth and demographic shifts over the next 30 years. That growth will be accompanied by shifting demands in housing and transportation—people will want more walkable communities with affordable transportation options, compact housing choices, and mixed-use environments where they can live, work, and play. Transportation and land use are inherently linked; mode choice is influenced not only by transportation infrastructure, but land use characteristics as well. Both transportation and land use have implications for density, public health, the environment, and economic development. A comprehensive, focused growth approach is one that integrates land use and transportation planning. From a Complete Streets perspective, supporting safe and equitable transportation options within any land use requires a balance between “Pedestrian Priority” and “Vehicle Priority”.

In a collaborative report meant to guide cities working towards a more active transportation-friendly network, ITE and CNU defined the range of Pedestrian Priority as:

**Pedestrian Places**—mixed-use areas with a significant pedestrian presence, not dominated by, and sometimes prohibiting, vehicles

**Pedestrian Supportive**—mixed-use areas with moderate to significant pedestrian presence

**Pedestrian Tolerant**—areas that minimally accommodate pedestrians but do not support a high level of pedestrian activity and are usually vehicle dominant

**Pedestrian Intolerant**—areas with little support for walking or that prohibit pedestrians are vehicle dominant

Opposite to the Pedestrian Priority range is Vehicle Priority, defined as:

**Vehicle Place**—roadways that prioritize vehicle movement with little to no consideration for multimodal mobility

**Vehicle Supportive**—roadways that still primarily prioritize vehicle movement, but with appropriate infrastructure to support multimodal transportation options

**Vehicle Tolerant**—areas that accommodate vehicle traffic, but have a well-connected multimodal network that encourages active transportation through street design and compatible land use

**Vehicle Intolerant**—areas that are primarily for pedestrians and may prohibit vehicle traffic altogether for special events or permanently



## 2.1 Pedestrian Places

Pedestrian Places prioritize pedestrians and cyclists and should support a wide range of land uses. In these spaces, **mixed-use, commercial retail, and commercial office** land uses should be prioritized. **Compact residential and civic** land uses are also encouraged. Street design and land use for Pedestrian Places should provide opportunity for social and economic activity through flexible and [design-oriented zoning codes](#), [placemaking](#), and [street furniture](#).

Pedestrian Places can range from vehicle supportive to vehicle intolerant. It is important that regardless of the level of vehicle capacity, pedestrian places provide infrastructure for safe and affordable multimodal transportation options that are accessible and inviting for all people.



Examples of Pedestrian Places from across the region—Worthington, Easton, Downtown Columbus, Dublin, New Albany, and Gateway District in Columbus. Sources: MORPC



## 2.2 Pedestrian Supportive Places

The infrastructure needed for a road to be Pedestrian Supportive will be different based on the road classification and adjacent land use. Regardless of vehicle capacity, Pedestrian Supportive roads require a well-connected active transportation network that gives users safe access to destinations and recreational amenities. Higher vehicle-capacity roads can support **mixed-use, commercial retail, and commercial office** land uses. Lower vehicle-capacity roads can support mixed-use, **neighborhood commercial, compact residential, civic, and institutional** land uses.

Flexible zoning practices, “[Park Once and Walk](#)” parking policies, [placemaking](#), and [design guidelines](#) are useful tools for creating roads that support active transportation options while still accommodating vehicle traffic.



Examples of Pedestrian Supportive roads from around the region and the country—London, New Albany, Bridge Street District in Dublin, Columbus, Westerville, Easton, and Kentlands, MD.  
Sources: MORPC, [DPZ](#)



## 2.3 Pedestrian Tolerant Places

Pedestrian Tolerant roads prioritize vehicle movement over multimodal transportation. They are often characterized by wide travel lanes, wide intersections, frequent curb cuts, dispersed land uses, large setbacks, and large amounts of surface parking. Low population density and development intensity are indications that Pedestrian Tolerant infrastructure may be sufficient to meet residents' multimodal needs. When striving for a focused growth approach to new development, Pedestrian Tolerant roads are suitable along **industrial, low density residential, and agricultural land uses.**

Pedestrian Tolerant roads may not encourage mode shift from single-occupancy vehicles to walking or cycling, but they do provide essential connections to jobs and other key services, particularly for low-income people. Pedestrian Tolerant roads must still be safe and accessible to all users. Where appropriate, principal arterials and minor collectors should prioritize additional intersection infrastructure and signage in order to increase pedestrian and cyclist safety, visibility, and comfort.

Examples of Pedestrian Tolerant roads from around the region— Columbus, Westerville, Easton, and Plain City. Sources: MORPC





## 2.4 Pedestrian Intolerant Places

Pedestrian Intolerant roads are not just those without any multimodal infrastructure – inadequate facilities can also render a street functionally Pedestrian Intolerant. Sidewalks that are not wide enough, lacking ADA ramps, or that are obstructed can create mobility challenges. Bike lanes on high speed, high vehicle capacity roads may intimidate all cyclists but the most experienced and confident ([less than 1% of riders](#)). Pedestrian Intolerant roads can encourage unsafe behavior that leads to collisions and injuries.

When coupled with dispersed commercial retail or commercial office uses, roads without sufficient multimodal infrastructure can encourage single-occupancy vehicle trips due to concerns about safety, inconvenience, and access to desired destinations. For those whose mobility options may be limited, Pedestrian Intolerant roads deny them the opportunity to safely get to the amenities they need and/or want. Aside from expressways or other roads where pedestrians are legally prohibited, it is almost never appropriate to completely exclude pedestrian infrastructure as doing so can disproportionately impact low-income families, the elderly, new Americans, people with disabilities, women, and/or people of color.

Examples of Pedestrian Intolerant roads from around the region and country—Polaris, Columbus, Gahanna, and Louisville, KY. Sources: MORPC





## Section 3: Street Design Guidelines & Cross-Sections

The street design guideline matrices on the following pages aim to be holistic by integrating context-sensitive roadway classifications and land use characteristics. They are not meant to be prescriptive, but rather to offer a “menu of options” for developing or redeveloping a roadway into a Complete Street. The accompanying cross-sections are also not meant to be prescriptive, but to visualize the different ways Complete Streets design can be implemented on a roadway with a particular land use, roadway classification, and right-of-way width.

MORPC and the City of Worthington have developed the matrices and cross-sections to be context-sensitive for the City’s needs and community vision. The content in the matrices has been refined to reflect how the City of Worthington designs, develops, maintains, and redevelops its roadways. There are a total of three matrices, one for each type of land use within the city: Mixed-Use, Residential, and Industrial. The matrices contain Complete Streets design elements that have been compiled from MORPC’s Complete Streets Toolkit, ITE and CNU’s Designing Walkable Urban Thoroughfare report, and the NACTO website. For more information about a particular Complete Streets element within a matrix, see the glossary on page 24.

## Mixed Use Street Design Guidelines

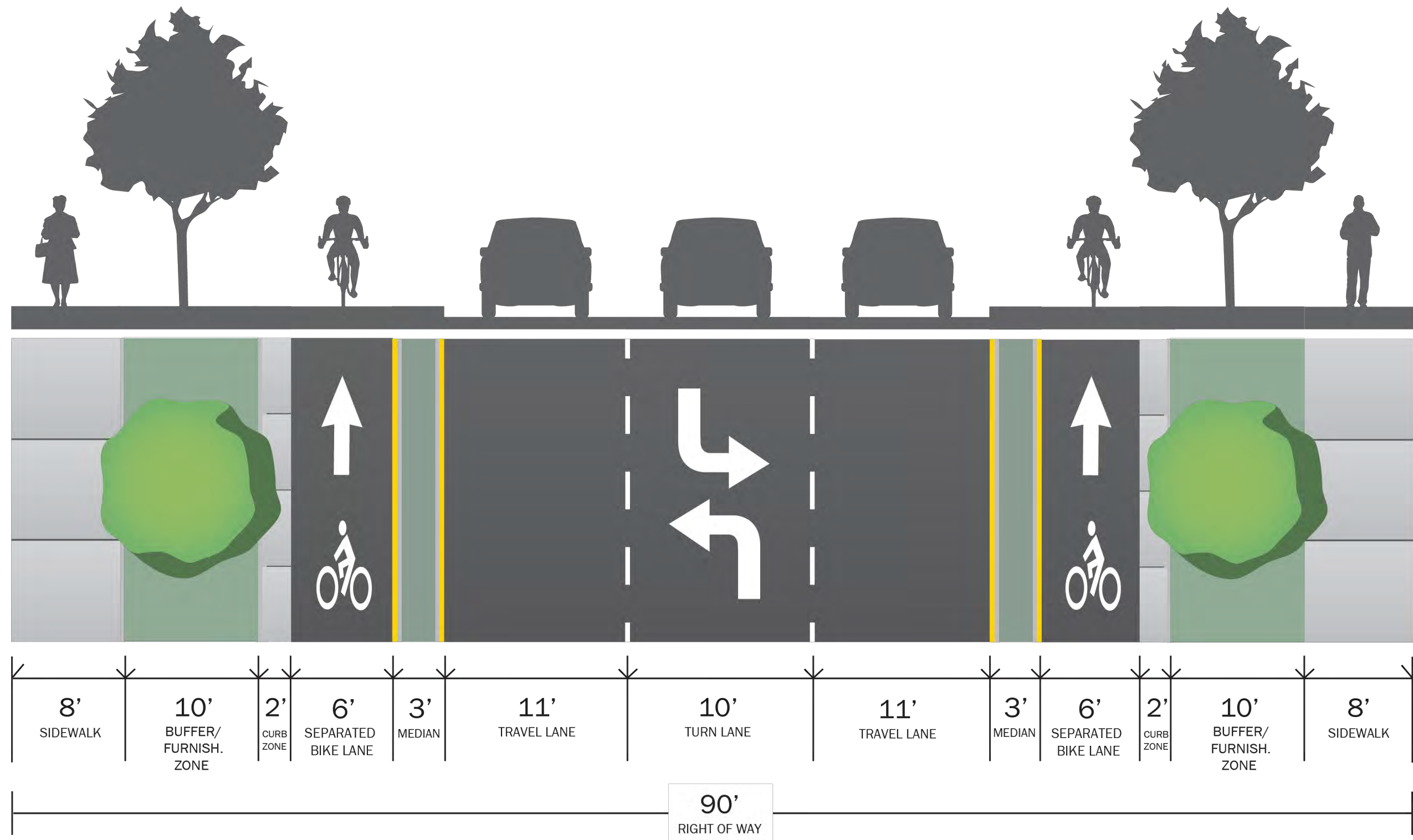
	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Street
<b>Vehicle Zone Design</b>						
Number of Lanes	4 - 6	4- 6	2 - 4	2 - 3	2 - 3	2
Width of Lanes	11'	10' - 11'	10 - 11'	10'	10'	9 - 10'
Design Speed (mph)	30–35	30–35	25–35	20–25	25	15–25
Traffic calming	Raised / landscaped / striped medians Bus bulbs Striped chokers	Raised / landscaped / striped medians Roundabouts Striped chokers Bus bulbs Textured pavement (low impact)	Raised / landscaped / striped medians Roundabouts Striped chokers Textured pavement (low impact)	Striped chokers Textured pavement (low impact) Traffic circles	Striped chokers Traffic circles	Speed bumps Mini-traffic circle Striped chokers
Transit Considerations	Express	Express and Local	Local	Local	Local	Local and none
Freight Movement	Regional truck route	Regional truck route	Local truck route	Local deliveries only	Local deliveries only	Local deliveries only
<b>Pedestrian Zone Design</b>						
Curb Zone	0.5' - 1'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'
Buffer / Furnishings Zone	8' - 12' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus shelters / bus stops	8' - 12' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus shelters / bus stops	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage Bike racks Bus shelters / bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage Bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage
Pedestrian Through Zone	6' - 12'	6' - 12'	6' - 12'	6' - 12'	6' - 8'	6' - 8'
Frontage Zone	0' - 2' Planters / landscaping Outdoor seating Moveable signage	0' - 6' Planters / landscaping Outdoor seating Moveable signage	4' - 12' Planters / landscaping Outdoor seating Café seating Moveable signage	4' - 12' Planters / landscaping Outdoor seating Café seating Moveable signage	2' - 6' Planters / landscaping Outdoor seating Moveable signage	2' - 6' Planters / landscaping Outdoor seating Moveable signage
Pedestrian Crossing	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Mid-block signalized crosswalks Pedestrian refuge areas Striped curb extensions	Marked crosswalks Signalized crosswalks Mid-block signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions
<b>Bicycle Zone Design</b>						
Bicycle Zone	Barrier-separated bike lane 5' - 12' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Sharrows Super sharrows SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Bike boulevard Sharrows Super Sharrows SUP ≥ 8'	Bike lane 5' - 6' Bike boulevard Sharrows
Bicycle Intersection Design	Bicycle refuge areas	Bicycle refuge areas	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings
Parking Design	On-street parking Structured parking Screening Shared surface lots	On-street parking Structured parking Screening Rear / alley-access surface lots Shared surface lots	On-street parking Screening Rear / alley-access surface lots Shared surface lots Minimal curb cuts	On-street parking Screening Rear / alley-access surface lots Shared surface lots Minimal curb cuts	On-street parking Screening Rear / alley-access surface lots Shared surface lots	On-street parking Screening Shared surface lots

# Mixed Use Flex Lane Design Guidelines

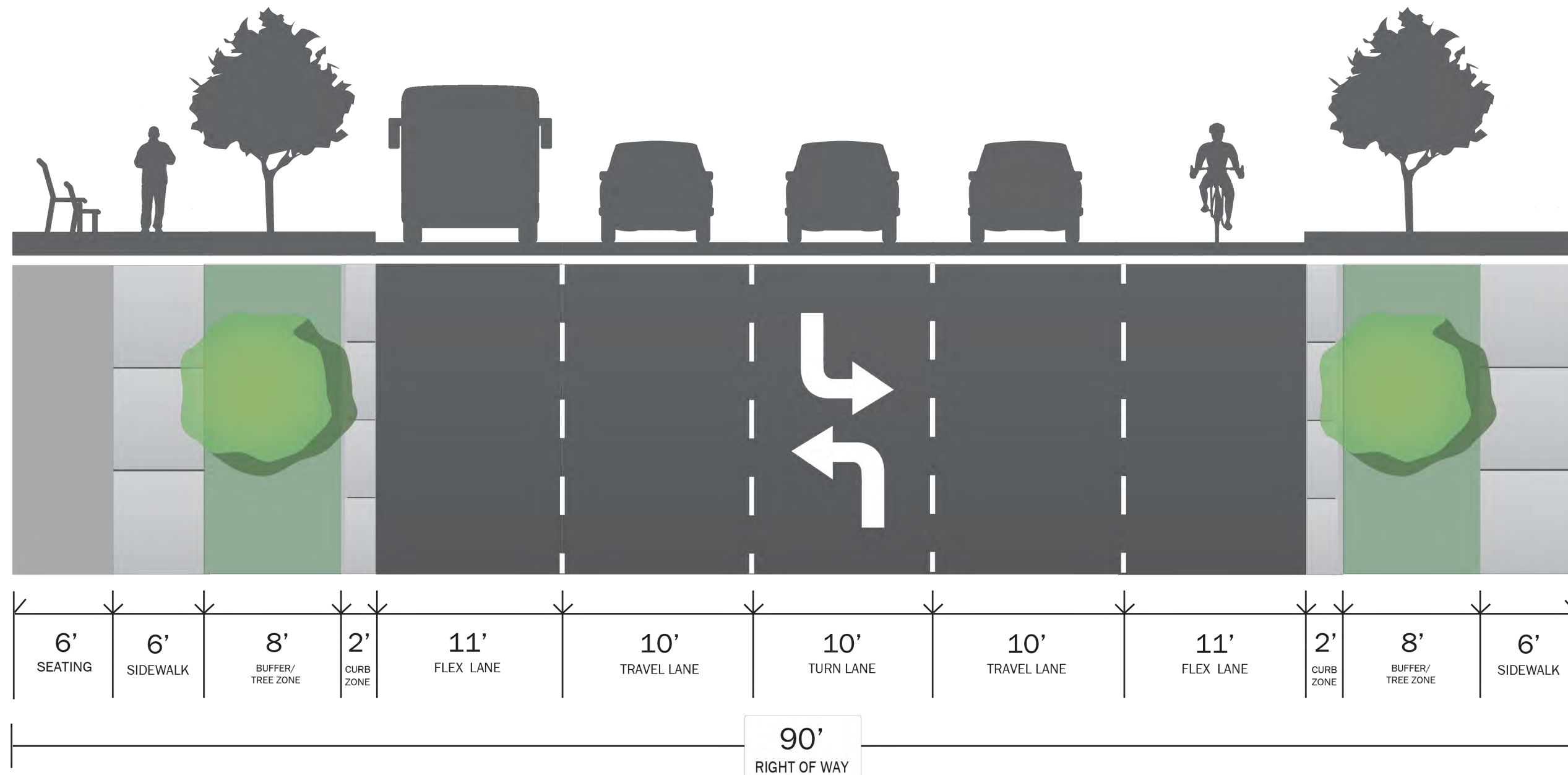
	Parkway	Boulevard	Avenue	Main Street	Flex Lane priorities by time of day
Flex Lane Design					
Early Morning (12 a.m. - 6 a.m.)	Commercial vehicle loading / drop-off	Commercial vehicle loading / drop-off	Commercial vehicle loading / drop-off	Commercial vehicle loading / drop-off	Priorities: Access for commerce
Morning (6 a.m. - 11 a.m.)	General purpose travel lane Bus only lane Low-speed motorized/non-motorized lane	General purpose travel lane Bus only lane Low-speed motorized/non-motorized lane	General purpose travel lane Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	General purpose travel lane Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	Priorities: Mobility Activation / greening
Mid-Day (11 a.m. - 4 p.m.)	Bus only lane Food trucks Short-term parking Low-speed motorized/non-motorized lane	Bus only lane Food trucks Short-term parking Low-speed motorized/non-motorized lane	Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	Low-speed motorized/non-motorized lane Food trucks / parklet / public art Short-term parking	Priorities: Activation / greening Access for people Mobility
Evening (4 p.m. - 9 p.m.)	General purpose travel lane Bus only lane Short-term parking	General purpose travel lane Bus only lane Low-speed motorized/non-motorized lane Short-term parking	General purpose travel lane Low-speed motorized/non-motorized lane Short-term parking	General purpose travel lane Low-speed motorized/non-motorized lane Short-term parking	Priorities: Mobility Access for people
Late Night (9 p.m. - 12 a.m.)	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Commercial vehicle loading / drop-off Short-term parking General purpose travel lane	Priorities: Access for commerce Access for people Mobility



# Mixed-Use Boulevard Example 1



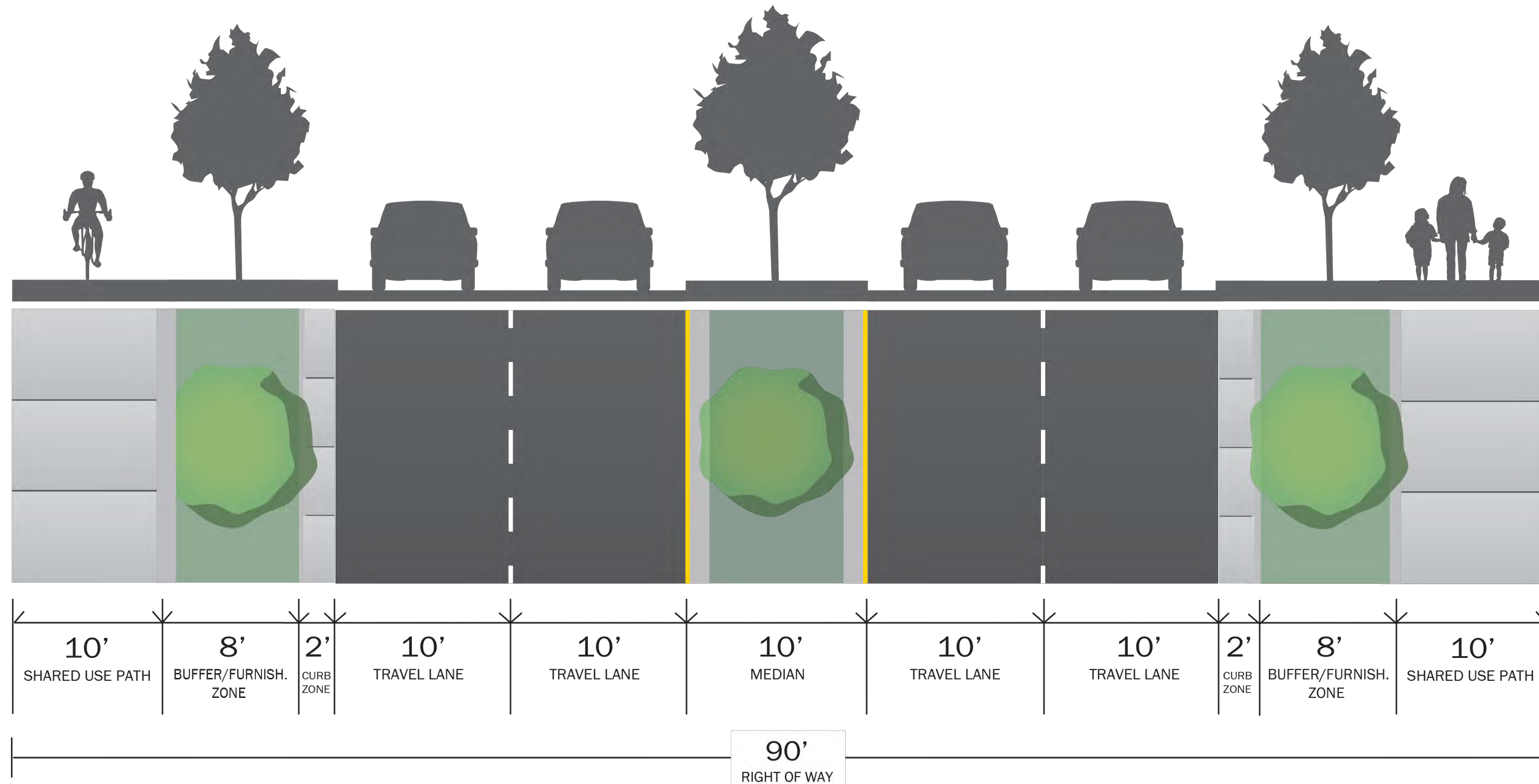
# Mixed-Use Boulevard Example 2



**Flex lanes** manage sought-after curbside space by accommodating multiple functions throughout the day. For a roadway like the one shown above, this could include:

- On-street parking lane
- Bus-only lane
- Through bicycle traffic lane
- Through vehicle traffic lane

# Mixed-Use Boulevard Example 3

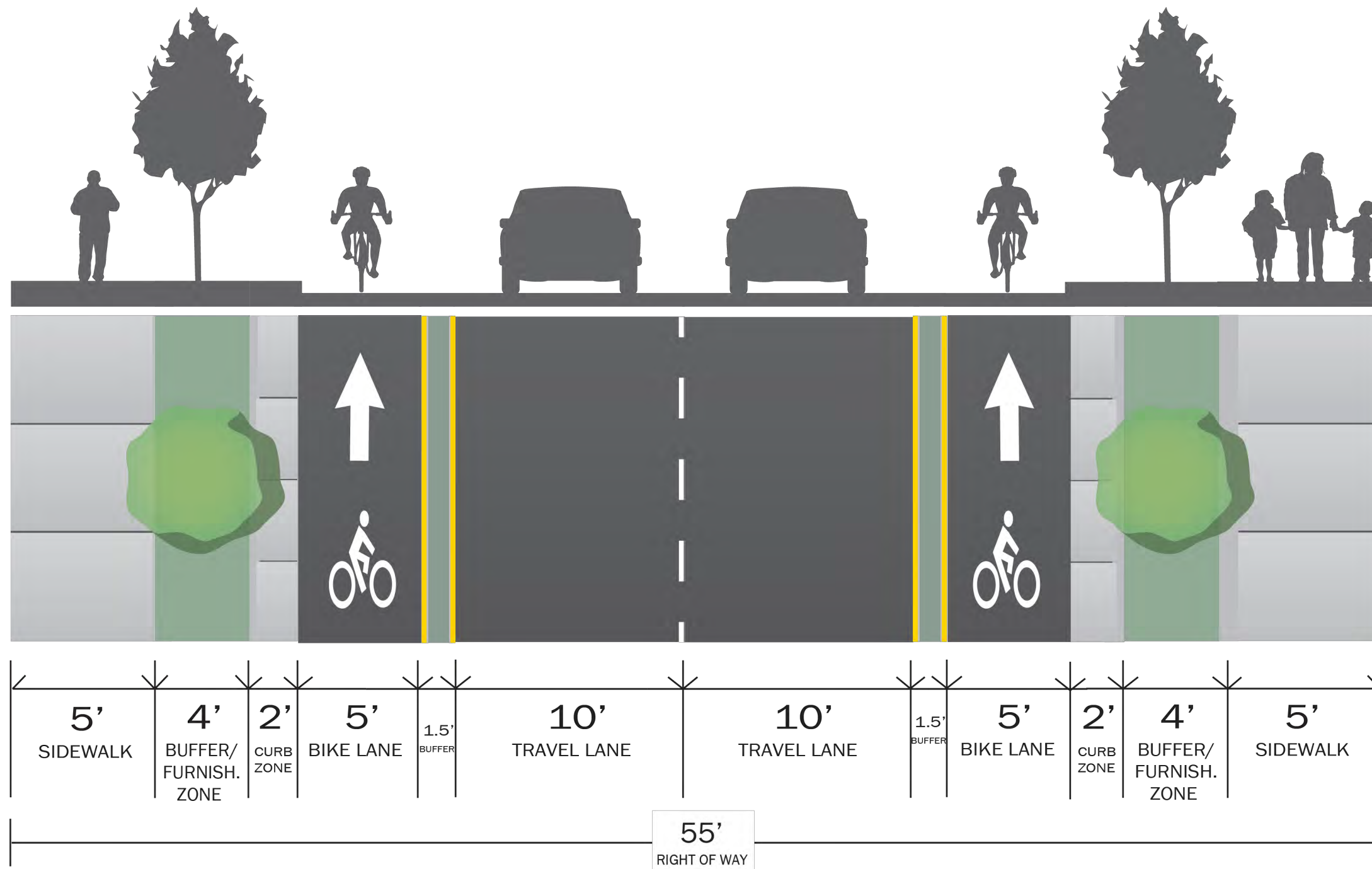


## Residential Street Design Guidelines

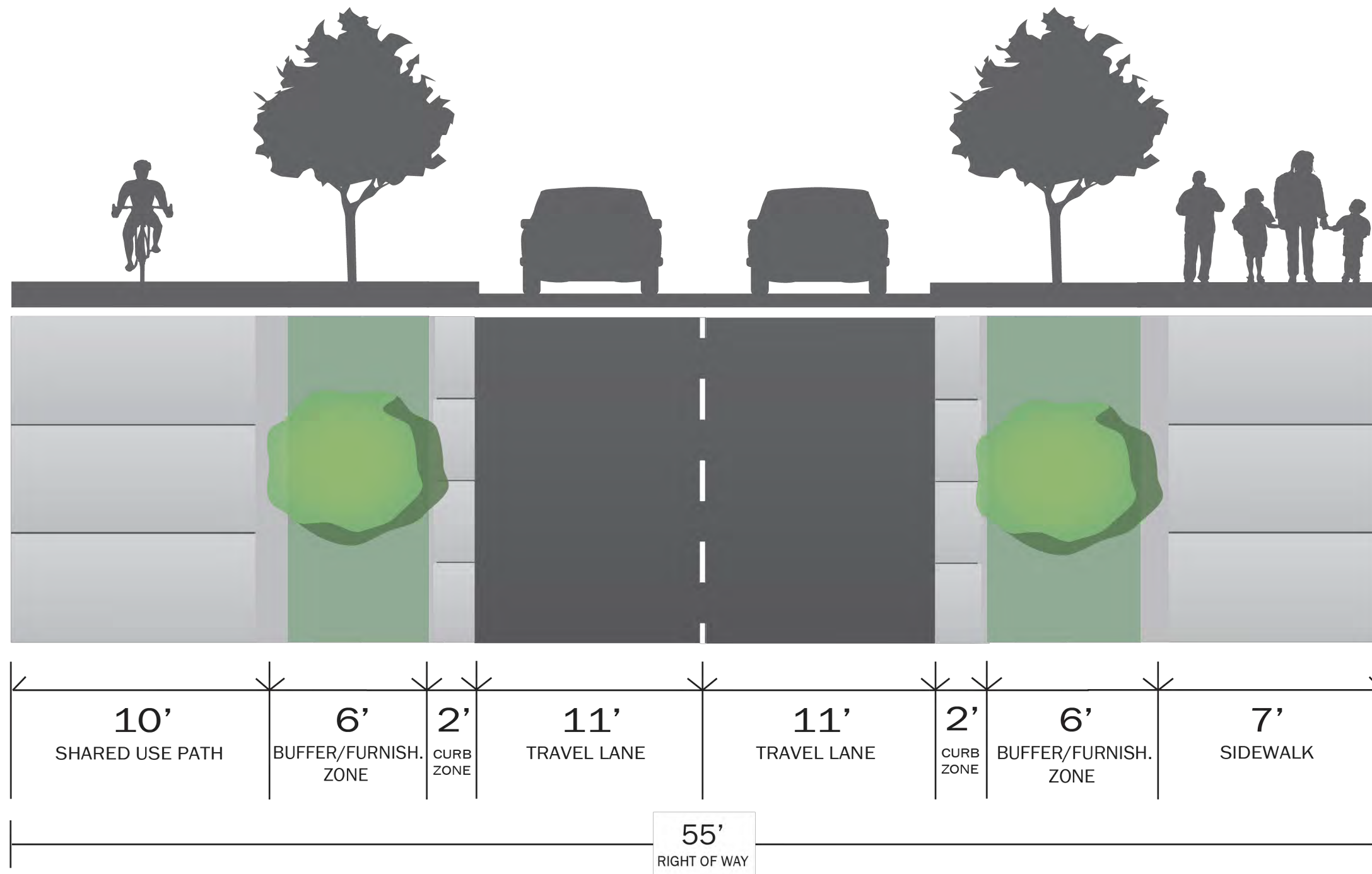
	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Street
<b>Vehicle Zone Design</b>						
Number of Lanes	4 - 6	4- 6	2 - 4	2 - 3	2 - 3	1 - 2
Width of Lanes	11'	10' - 11'	10 - 11'	10'	10'	9 - 10'
Design Speed (mph)	30–35	30–35	25–35	20–25	25	15–25
Traffic calming	Raised / landscaped / striped medians Striped chokers	Raised / landscaped / striped medians Roundabouts Striped chokers	Raised / landscaped / striped medians Roundabouts Striped chokers	Striped chokers Traffic circles	Striped chokers Traffic circles Speed bumps	Speed bumps Mini-traffic circle
Transit Considerations	Local and none	Local and none	Local and none	Local and none	Local and none	None
Freight Movement	Local deliveries only	Local deliveries only	Local deliveries only	Local deliveries only	Local deliveries only	Local deliveries only
<b>Pedestrian Zone Design</b>						
Curb Zone	0.5' - 1'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'	1.5' - 2.5'
Buffer / Furnishings Zone	4' - 12' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops	4' - 12' Grass / trees / landscaping / GSI Street lights / signage Bus stops	4' - 6' Grass / trees / landscaping / GSI Street lights / signage Bus stops	2' - 6' Grass / trees / landscaping / GSI Street lights / signage Bus stops	2' - 4' Grass / trees / landscaping / GSI Street lights / signage Bus stops	2' - 4' Grass / trees / landscaping / GSI Street lights / signage
Pedestrian Through Zone	5' - 8'	5' - 8'	5' - 8'	5' - 8'	5' - 6'	5' - 6'
Frontage Zone						
Pedestrian Crossing	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Pedestrian refuge areas	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions	Marked crosswalks Signalized crosswalks Striped curb extensions
<b>Bicycle Zone Design</b>						
Bicycle Zone	Barrier-separated bike lane 5' - 12' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Sharrows Super sharrows Bike boulevard SUP ≥ 8'	Buffered bike lane 5' - 8' Bike lane 5' - 6' Sharrows Super sharrows SUP ≥ 8'	Bike lane 5' - 6' Bike boulevard Sharrows Super sharrows SUP ≥ 8'	Bike lane 5' - 6' Bike boulevard Sharrows
Bicycle Intersection Design	Bicycle refuge areas Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings	Intersection crossing markings
Parking Design	On-street parking Screening (multifamily housing)	On-street parking Screening (multifamily housing)	On-street parking Screening (multifamily housing)	On-street parking Screening (multifamily housing)	On-street parking	On-street parking



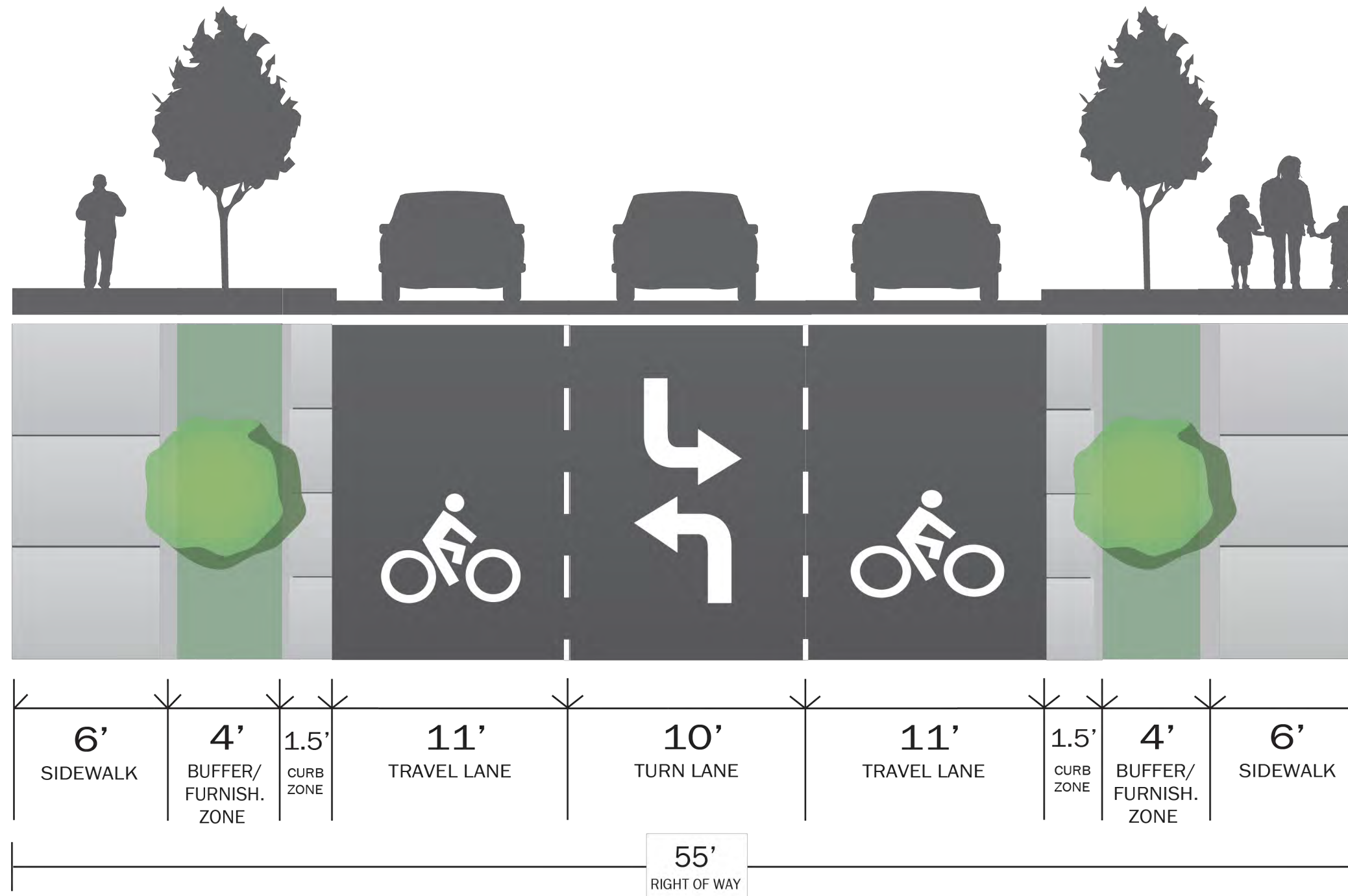
# Residential Avenue Example 1



# Residential Avenue Example 2



# Residential Avenue Example 3

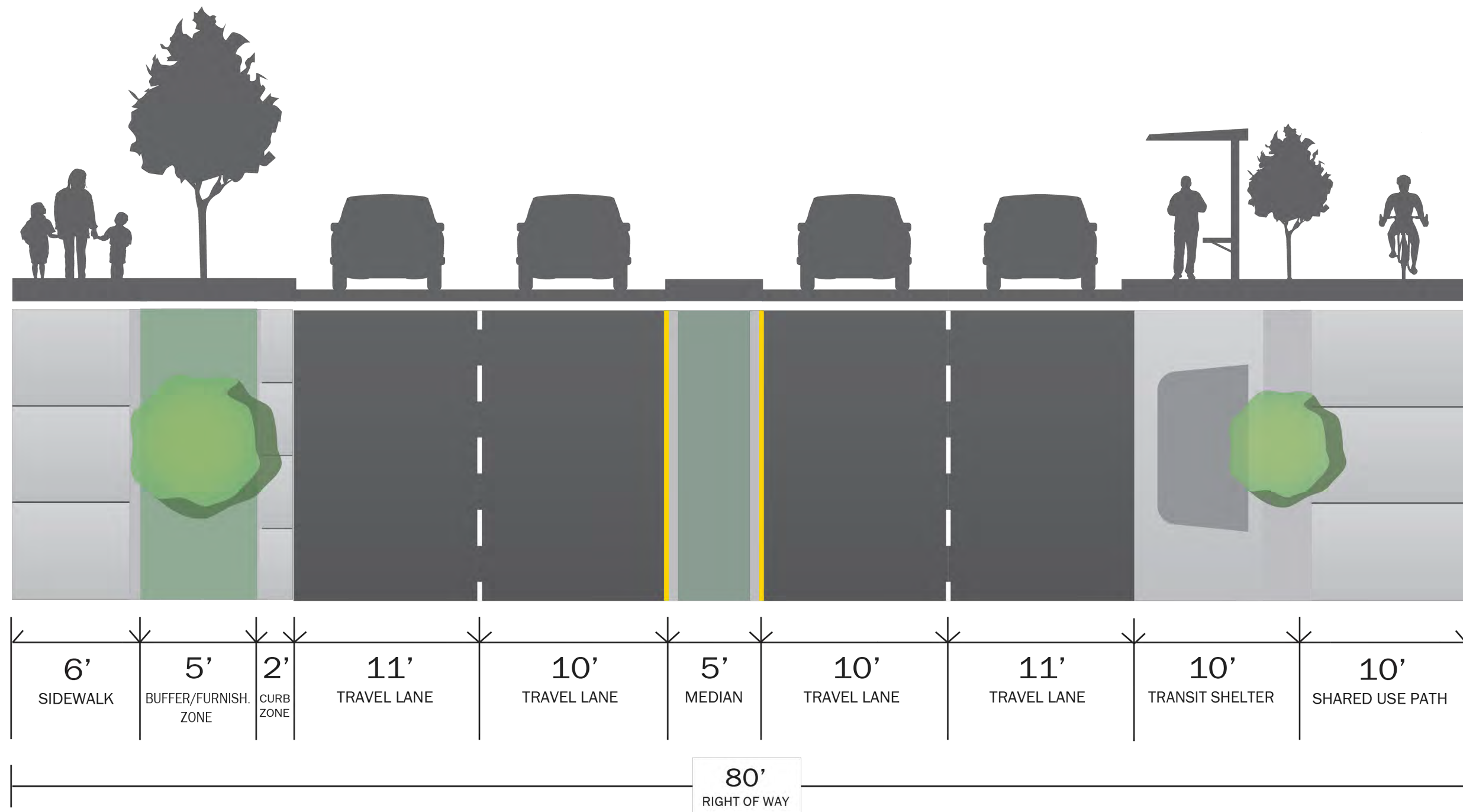


# Industrial Street Design Guidelines

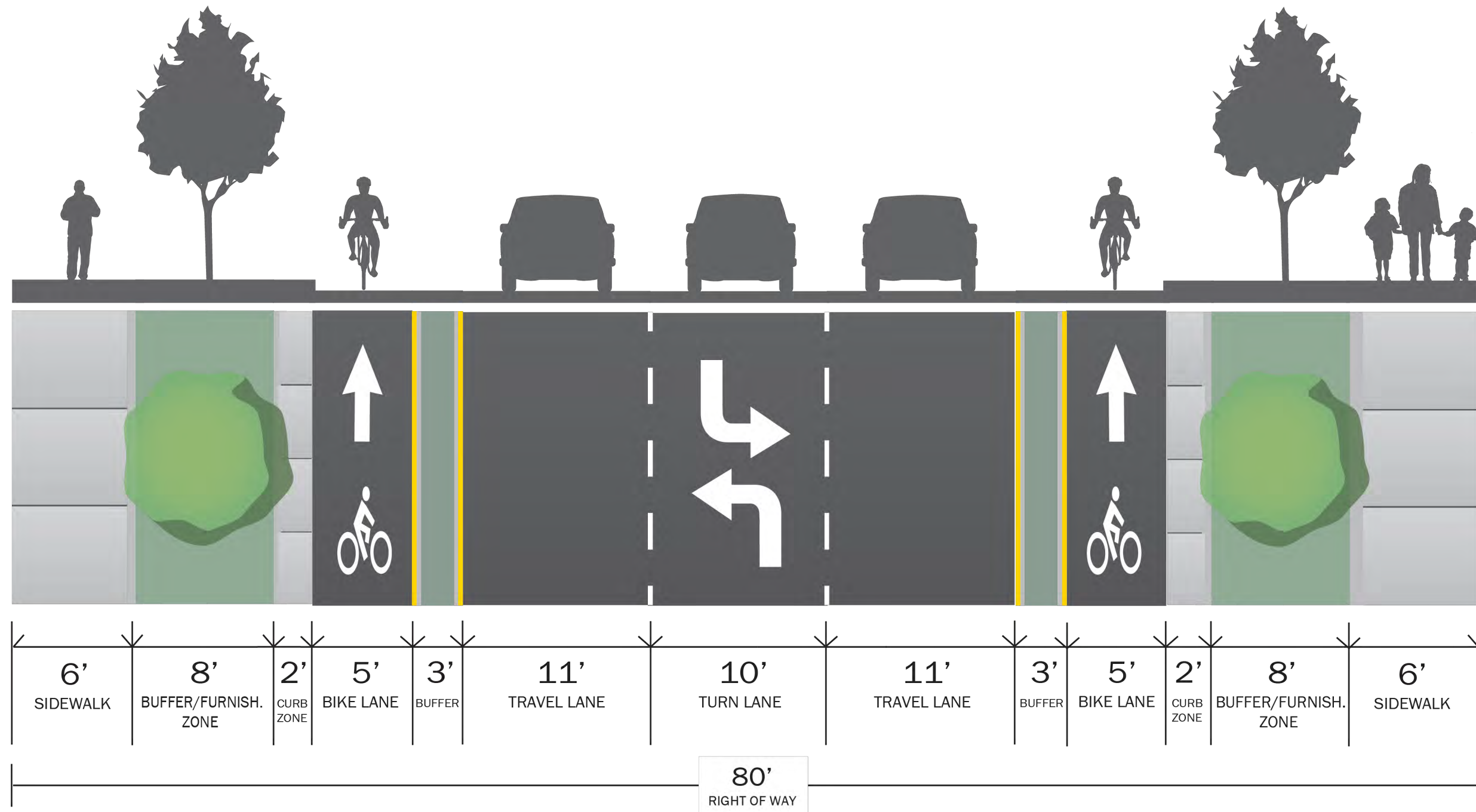
	Parkway	Boulevard	Avenue	Main Street	Neighborhood Connector	Street
Vehicle Zone Design						
Number of Lanes	4 - 6	5 - 6	2 - 4			
Width of Lanes	11'	10' - 11'	10 - 11'			
Design Speed (mph)	30–35	30–35	25–35			
Traffic calming	Raised / landscaped / striped median Striped chokers	Raised / landscaped / striped medians Striped chokers	Raised / landscaped / striped medians Striped chokers			
Transit Considerations	Express and Local	Express and Local	Express and Local			
Freight Movement	Regional truck route	Regional truck route	Regional & local truck route			
Pedestrian Zone Design						
Curb Zone	0.5' - 1'	1.5' - 2.5'	1.5' - 2.5'			
Buffer / Furnishings Zone	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops	4' - 8' Grass / trees / landscaping / GSI Street lights / signage Bus shelters / bus stops			
Pedestrian Through Zone	5' - 8'	5' - 8'	5' - 8'			
Frontage Zone						
Pedestrian Crossing	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Mid-block signalized crosswalks	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Mid-block signalized crosswalks	Marked crosswalks Signalized crosswalks Pedestrian refuge areas Mid-block signalized crosswalks			
Bicycle Zone Design						
Bicycle Zone	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'	Barrier-separated bike lane 5' - 12' Buffered bike lane 5' - 8' SUP ≥ 8'			
Bicycle Intersection Design	Bicycle refuge areas	Bicycle refuge areas	Bicycle refuge areas			
Parking Design	Screening Shared surface lots	Screening Shared surface lots	Screening Shared surface lots			



# Industrial Avenue Example 1



# Industrial Avenue Example 2



## Complete Streets Elements Glossary

- [Barrier-separated bike lane](#)
- [Bicycle refuge area](#)
- [Bike boulevard](#)
- [Bike lane](#)
- [Buffered bike lane](#)
- [Bus bulb](#)
- [Bus shelter](#)
- [Bus stop](#)
- [Choker / curb extension](#)
- [Curb cuts](#)
- [Curb zone](#)
- [Flex lane](#)
- [Frontage zone](#)
- [Furnishings zone](#)
- [Green Stormwater Infrastructure \(GSI\)](#)
- [Intersection crossing markings \(bike\)](#)
- [Lane Width](#)
- [Metered on-street parking](#)
- [Mid-block signalized crosswalk](#)
- [Mini-traffic circle](#)
- [On-street parking](#)
- [Outdoor seating](#)
- [Parking lot design](#)
- [Pedestrian refuge area](#)
- [Pedestrian through zone](#)
- [Planters](#)
- [Raised median](#)
- [Roundabout](#)
- [Screening](#)
- [Shared parking](#)
- [Shared use path \(SUP\)](#)
- [Sharrows](#)
- [Signage](#)
- [Signalized crosswalks](#)
- [Super sharrows \(picture\)](#)
- [Speed bump](#)
- [Street furniture](#)
- [Structured parking](#)
- [Textured pavement](#)
- [Trees](#)



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# Complete Streets Policy

Formal Draft

Insight2050 Technical Assistance Program:  
City of Worthington Complete Streets Policy Project

MORPC

2/13/2019



## City of Worthington Complete Streets Policy DRAFT

### Background:

Complete Streets are roadways that are designed to consider all transportation user types. Incorporating Complete Streets principles into project design, construction and maintenance such as resurfacing and reconstruction can improve transportation system safety, accessibility, efficiency, and capacity.

In terms of safety, a study of reconfigured streets in New York City showed a 35 percent decrease in injuries to all street users after protected bike lanes, pedestrian islands, and other Complete Streets components were added. Those same components can increase accessibility by clearly welcoming bicyclists, pedestrians, and other users— including children. The safe use of this public space by a greater variety of users makes the street more efficient, with more people able to comfortably use different parts of the right-of-way.

It may seem counterintuitive in a car-focused culture, but a complete street with fewer automobile lanes can increase capacity. That's because a typical car (6 feet by 15 feet) can take up 90 square feet on the roadway – not including the full lane width or safe distance between vehicles. Thus, increasing capacity for automobiles most likely would require a costly widening of the right-of-way – which would both reduce adjacent non-roadway space and significantly affect the existing built environment and open space. Carving out space on limited right of way for higher volume passenger vehicles (i.e. buses) and smaller/slow speed modes (pedestrians, cyclists, scooters, etc.) may move fewer cars but more people.

As a result, Complete Streets can provide many benefits to residents, business owners, developers, and communities as a whole. Complete Streets can increase property values, economic growth, and economic stability. Roadways designed for Complete Streets can reduce crashes, improve public health, reduce harmful emissions, and reduce the overall demand on a community's roadways by providing safe, convenient, reliable, and affordable transportation options.

### Goals:

The purpose of this policy is to promote development and redevelopment of public right-of-way within the City of Worthington to accommodate all users including pedestrians, cyclists, transit, and motorized vehicles. The goals include:

- Create a safe and equitable transportation network for all City of Worthington residents regardless of age, gender, ability, or status. The City recognizes that a safe and equitable transportation network is one that accommodates pedestrians, cyclists, transit users, school bus riders, automobile drivers, commercial vehicles, emergency responders, and other users through appropriate infrastructure and equitable access to work, school, worship, and play.
- Create a transportation network that contributes to neighborhoods' sustainability and all residents' quality of life. The City recognizes that Complete Streets roadways can improve roadway safety, enhance the livability of the built environment, reduce municipal and household costs, maximize roadway capacity, and support economic development – especially when well-integrated with adjacent land uses and applied in a context sensitive way.

### Objectives:

In accordance with nationally adopted Complete Streets principles, and the City's goals to connect and expand the many miles of multi-use trails, dedicated bike paths, and shared



## City of Worthington Complete Streets Policy DRAFT

roadways, the City will:

- Identify opportunities and funding sources to improve non-motorized facility connections from residential neighborhoods to local parks, schools, civic spaces, commercial centers, regional trails, and other residential neighborhoods.
- Solicit funding for street improvements that will enhance the safety of the City's multimodal network.
- Integrate sustainable design treatments, including incorporation of Green Stormwater Infrastructure and Low Impact Development, wherever financially and logistically feasible in order to improve water and air quality, reduce flooding risks, and enhance community livability.
- Partner with private, public, and nonprofit entities to leverage new and emerging transportation technologies in a way that maximizes safety, equity, sustainability, and affordability for the City and its residents.
- Collaborate with state, regional, and neighboring jurisdictions to promote the City's multimodal network connectivity to the surrounding region.
- Enhance coordination among relevant City Departments and agencies in order to maximize fiscal resources.
- Ensure that safe sidewalks, crosswalks, waiting areas, and other features provide the first-/last-mile "connective tissue" between transit stops and the homes of transit users.

### Policy Requirements:

Feasibility consideration for Complete Streets elements and facilities will be made at each phase of every infrastructure or transportation project including planning, design, construction, and reconstruction. Consideration for Complete Streets principles – including equity, sustainability, and accessibility – will be incorporated into the maintenance phase of every infrastructure or transportation project. The City will assess projects' impacts on pedestrians, bicyclists, and transit users of all ages and abilities, as well as motorists, emergency services, commercial vehicles. Exceptions from feasibility consideration will be made for infrastructure and transportation projects only in the following cases:

- Specific users are legally prohibited on the roadway (such as expressways or pedestrian malls)
- The costs of providing Complete Streets facilities will be excessive when compared to the determined existing and future need or expected use of the facilities
- Based on projections involving population, employment, and/or traffic volumes, there is an absence of current and future need

If the City makes exceptions from feasibility consideration, it will provide a detailed explanation of the reason(s) for the exceptions.

The City will establish and monitor performance metrics that assess the transportation network's impact on accessibility, safety, multimodal mobility, sense of place, equity, economic development, and the natural environment.

The City will consult national and regional best practices in design when developing or redeveloping roadways. Design standards will be based on roadways' safety performance, land use characteristics, functional classification, context-sensitive classification, and requirements

## City of Worthington Complete Streets Policy DRAFT

set forth by City Codified Ordinance and the Manual of Uniform Traffic Safety Devices.

The City will work to incorporate Complete Streets principles into all future plans, manuals, policies, and programs that are relevant to transportation, infrastructure, or development to the maximum extent practicable.

The City will follow the context-sensitive street design and implementation guidance detailed in the 2019 Bicycle and Pedestrian Master Plan and 2018-2019 insight2050 Technical Assistance Program Toolkit.





**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 8, 2019

To: Matthew H. Greeson, City Manager

From: Robyn Stewart, Assistant City Manager

Subject: **Resolution No. 31-2019 - 911 Services - Contract with the Northwest Center**

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**EXECUTIVE SUMMARY**

This Resolution authorizes the City Manager to execute a contract with the City of Dublin for the Northwest Regional Emergency Communications Center to provide public safety dispatching communication services.

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

On April 8, 2019, City staff presented a recommendation to City Council that the City of Worthington join the Northwest Regional Emergency Communications Center for the provision of 911 call answering and public safety dispatching services. This recommendation was the result of extensive analysis that has been completed by a committee comprised of Police Chief Jerry Strait, Fire Chief John Bailot, Assistant Fire Chief Mark Zambito, Finance Director Scott Bartter, Personnel Director Lori Trego and Assistant City Manager Robyn Stewart.

The Northwest Center is operated by the City of Dublin and serves the communities of Dublin, Hilliard and Upper Arlington through agreements with the Cities of Dublin, Hilliard and Upper Arlington as well as Norwich and Washington Townships. The Center is highly professional and is nationally accredited and certified. It is governed by an executive committee and two operational committees which allow for each of the jurisdictions served by the Center to be involved in how the Center operates and interacts with the community, police, firefighters and paramedics.

Staff initiated the evaluation of our operation because it is challenging for a small community such as Worthington to keep up with the ever-increasing expectations and demands for technology and training of personnel. Nationally, there has been an ongoing



trend of smaller centers consolidating with other jurisdictions to provide this service. Joining the Northwest Center will allow us to join together with the other jurisdictions served by the Center to enhance the services that are provided.

Our analysis has identified a number of benefits to joining the Northwest Center. These benefits include:

1. Quicker response times for Worthington paramedics, firefighters and police when a person calls 911 from a cell phone due to elimination of the transfer that now occurs with 911 cell phone calls
2. More focused attention for the 911 caller via a dedicated call taker, while separate personnel are tasked with dispatching the first responders
3. More extensive and quicker use of technology
4. Greater capacity to handle large-scale emergency events
5. More robust training for personnel

It is important to note that this recommendation is not driven by the performance of the people who currently work in our 911 center. We have highly trained and dedicated individuals who provide a high level of service to our community and our first responders. The recommendation is being made because of the limitations that occur when operating a small, independent center. We cannot attain the same level of service as the Northwest Center simply due to the size of our operation.

Since we presented this recommendation in early April, we have held extensive and multiple conversations with the community about the recommendation. The following steps have been taken to communicate the recommendation:

1. Discussion at Police Citizens Academy Alumni Association – April 8 & May 13
2. Briefings with Riverlea, Perry Township & Sharon Township – April 15
3. Brief Announcement at Lions Club – April 23
4. Brief Announcement at Old Worthington Partnership Annual Meeting – April 23
5. Brief Announcement at Chamber's Eggs & Issue Breakfast – April 25
6. Coffees with the Chiefs – April 29 & May 8
7. Discussion at Downtown Merchants' Meeting – April 30
8. Public Forums – May 1 & May 6
9. Discussion at Chamber's Economic Development Committee – May 2
10. Telephone Town Hall – May 14
11. Presentation at Dublin-Worthington Rotary – May 15
12. Emailed information to Citizens Academy Alumni & Members of City Boards & Commissions
13. Hand-delivered information to apartment residents at The Heights and Stafford Village; emailed apartment management at other locations
14. Posted information on the City's Website and sent out notice via Notify Me
15. Information in Neighborhood News e-newsletter
16. Information in Village Talks mailed newsletter delivered to every household
17. Information on Facebook and Twitter
18. Two short videos explaining benefits
19. Newspaper articles included in the *Columbus Dispatch* and *This Week News*.
20. Boosted the public forums, coffees and videos on Facebook

## 21. Recording of Telephone Town Hall made available on the City's website

The Resolution for this agenda item authorizes the City Manager to execute a contract with the City of Dublin for the Northwest Center to provide public safety dispatching communication services. Dublin, through the Northwest Center, will provide police and fire emergency communications including answering 911 calls, other emergency calls, and some after-hours nonemergency calls. Dublin will also provide emergency dispatch of police, firefighters and medics, and radio communications for the Worthington Division of Police and the Worthington Division of Fire & EMS. Worthington Police and Fire/EMS will still be the ones that respond to the emergency. A draft agreement is attached, which will be finalized as we confirm additional details of the implementation.

Upon adoption of the Resolution, staff will continue to meet with representatives of the Northwest Center to finalize the details of implementation. The transition will take more than a year. It is anticipated that Fire & EMS support will transition by July 2020 and Police support will transition by September 2020.

Extensive information on this topic is available on the City's website at [www.worthington.org/911](http://www.worthington.org/911). Among the materials available on the website is an in-depth analysis report that details the evaluation that was conducted by the staff team.

**FINANCIAL IMPLICATIONS/FUNDING SOURCES** (if applicable)

The total cost for the Northwest Center is determined each year through the development of the Joint Dispatching Budget. Each fall, the Northwest Center staff work with the Executive Committee comprised of the Chiefs of each of the jurisdictions to develop a budget by consensus. This Joint Dispatching Budget then goes to the Dublin City Council for adoption as part of the City's operating budget. Once the Joint Dispatching Budget is finalized, the costs are allocated across each of the jurisdictions served by the Center based on a formula for usage of the center. The amount that will be charged to Worthington can vary from one year to the next, depending on the number and type of calls we experience and the adopted Joint Dispatching Budget. The run amounts and call types are updated each summer with data related to the preceding 12 months. This accounts for changes in run amounts and types over time.

We will have influence over the Joint Dispatching Budget through the Executive Committee. Any additions to the budget from one year to the next are done by consensus from the group. Sometimes items are added that may have previously been funded elsewhere to take advantage of cost sharing. One example is the ongoing maintenance and support cost for the fire station alerting systems (this is the system that announces inside the fire station the details of the run being dispatched). Each jurisdiction previously funded this separately but the entities currently a part of the Northwest Center added it to the Northwest Center budget so they could cost share on the maintenance rather than having separate contracts.

As part of our analysis, we projected costs for the continued operation of our own Worthington Center and joining the Northwest Center. According to the analysis, the first year would have transition costs which would make joining the Northwest Center more expensive. These transition costs include modifications to our Police Building, small modifications to the Fire Station, expenses associated with new workstations that would

need to be added to the Northwest Center and investment in equipment and technology to allow our police & fire personnel to communicate with the Northwest Center. After the first year, we would see annual operational savings which would offset the initial transition costs. By the fourth year, we would have paid off the transition costs and would experience ongoing costs savings.

We will receive the contract cost for services from the Northwest Center for the upcoming year in the fall of each year based on the Joint Dispatching Budget and Worthington's proportional use of the Center. This will enable us to incorporate the amount into the annual operating budget.

**ATTACHMENTS**

Resolution No. 31-2019

Draft Agreement with the City of Dublin

RESOLUTION NO. 31-2019

Authorizing the City Manager to Enter into an Agreement with the City of Dublin for the Northwest Regional Emergency Communication Center to Provide Public Safety Dispatching Communication Services.

WHEREAS, on April 8, 2019 City staff presented a recommendation to City Council that the City of Worthington join the Northwest Regional Emergency Communications Center (NRECC) for the provision of 911 call answering and public safety dispatching services; and,

WHEREAS, the Northwest Regional Emergency Communications Center (NRECC), operated by the City of Dublin, currently serves the communities of Dublin, Hillard and Upper Arlington, and is governed by an executive committee and two operational committees which allow for each of the jurisdictions served by the Center to have input on how the Center operates and interacts with the community, police, firefighters and paramedics; and,

WHEREAS, some of the benefits of joining NRECC include quicker response times for Worthington paramedics, firefighters and police when a person calls 911 from a cell phone due to elimination of the transfer that now occurs with 911 cell phone calls, more focused attention for the 911 caller via a dedicated call taker, while separate personnel are tasked with dispatching the first responders, and greater capacity to handle large-scale emergency events; and,

WHEREAS, City staff is recommending that the City enter into a three year agreement with Dublin commencing January 1, 2020 in which Dublin would furnish the facilities, personnel and equipment for the purpose of providing dispatching communication services and the City would pay Dublin its proportionate share of the annual joint dispatch budget calculated based upon the number and types of calls for service from the prior year;

NOW THEREFORE, BE IT RESOLVED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That City Council has determined that contracting with the City of Dublin for the Northwest Regional Emergency Communication Center to provide public safety dispatching communication services is in the best interest of the City and its residents.

SECTION 2. That the City Manager is hereby authorized and directed to negotiate and execute an agreement with the City of Dublin for the Northwest Regional Emergency Communication Center to provide public safety dispatching communication services, subject to approval to form by the Law Director.



RESOLUTION NO. 31-2019

SECTION 3. That the City Manager, Police Chief, Fire Chief, Finance Director, and the Law Director are hereby authorized to take all actions, including the execution of all documents or amendments, necessary to implement the transfer of the City's 911 call answering and public safety dispatching services to the Northwest Regional Emergency Communications Center, and that are not substantially inconsistent with this Resolution.

SECTION 4. That the Clerk be and hereby is instructed to record this Resolution in the appropriate record book.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest

\_\_\_\_\_  
Clerk of Council

**DRAFT AGREEMENT****DISPATCHING COMMUNICATION SERVICES AGREEMENT**

Agreement to provide Dispatching Communication Services (“Agreement”) for the City of Worthington (“Worthington”), an Ohio Municipal Corporation, by the City of Dublin (“Dublin”), an Ohio Municipal Corporation, is made and entered into on \_\_\_\_\_, 2019.

**RECITALS**

**WHEREAS**, being proponents of sharing and streamlining government services, Worthington and Dublin have spent considerable energy and resources exploring the possibility of sharing dispatching communication services for their safety forces; and

**WHEREAS**, having performed due diligence in ascertaining present and future capabilities of their respective dispatching communication services, including current and projected needs and capabilities of each, Worthington has determined that the best interest of its citizens will be served in contracting with Dublin to provide dispatching communication services for its police and fire divisions; and

**WHEREAS**, Worthington is in need of 9-1-1 and dispatching services to enable it to continue to provide police, fire, and EMS response to wireless and wireline callers efficiently and economically; and

**WHEREAS**, Dublin warrants that it is capable and has the capacity and resources to provide dispatching communication services through its communications center, and that it will promptly train and equip additional staff as needed to provide services under this Agreement; and

**WHEREAS**, the Parties desire to enter into and execute this Agreement for Dublin to provide Worthington dispatching communication services; and

**WHEREAS**, the Council for Dublin by Resolution No. \_\_\_\_\_, passed \_\_\_\_\_, 2019 authorized the City Manager to enter into and execute, on behalf of Dublin, this Agreement with Worthington to furnish such communication services; and

**WHEREAS**, the Council for Worthington by Resolution No. \_\_\_\_\_ passed \_\_\_\_\_, \_\_\_\_\_ 2019 authorized the City Manager to enter into and execute, on behalf of Worthington, this Agreement with Dublin to furnish such communication services; and

**NOW, THEREFORE**, made and entered into this the \_\_\_\_\_ day of \_\_\_\_\_ 2019, by and between Dublin and Worthington witnesseth.

**I. PUBLIC SAFETY COMMUNICATION SERVICES**

- A. Worthington acknowledges that Dublin currently provides public safety dispatching communication services (the “Dispatching Communication Services”, and as further defined below) to other public entities and, during the term of this Agreement and/or any extensions thereof, Dublin may provide similar services to other public entities in a manner whereby demand for the Services does not exceed capacity.
- B. Dublin shall furnish the facilities, personnel and equipment for the purpose of providing Dispatching Communication Services to the Worthington Division of Police and Worthington Division of Fire & EMS. Communication Services shall include, but not be limited to:
  - (1) Police and fire emergency communications including, but not limited to radio, telephone (emergency, E-911, non-emergency) and computer (mobile data terminal) operations and associated applications; and
  - (2) Providing Worthington access to Dublin’s computer aided dispatch (“CAD”) network for the purpose of accessing CAD call reports. This access shall be available at all Worthington stations; and
  - (3) Representing Worthington at all Franklin County E-911 PSAP meetings; and
  - (4) Maintaining the E-911 master street address guide for all areas located in Worthington; and
  - (5) Performing other services as may from time to time be mutually agreed by the Parties.
- C. Additionally, the Parties agree as follows:
  - (1) Dublin shall provide twenty-four (24) hour a day Dispatching Communication Services for Worthington including radio dispatch, telephone (E911 and non-emergency call for service lines) and computer aided dispatch service; and
  - (2) Dublin shall receive all calls and communicate the message or internal requests to the Worthington Division of Police and Worthington Division of Fire & EMS in accordance with generally acceptable procedures for dispatching and in accordance with such procedures prescribed by Worthington and/or Dublin, such procedures may be amended from time to time in writing by the Parties; and

- (3) Dublin shall answer the Worthington police and fire radios and communicate the message or internal requests to the Worthington Division of Police or the Worthington Division of Fire & EMS in accordance with generally acceptable procedures for dispatching and in accordance with such procedures prescribed by Worthington and/or Dublin such procedures may be amended from time to time in writing by the Parties; and
- (4) Dublin shall maintain a written and/or electronic log of all communications referred to in (1) through (3) above. Such log shall be transferred to Worthington in accordance with written procedures prescribed by the Worthington Division of Police or the Worthington Division of Fire & EMS; and
- (5) Dublin shall continue its policy of handling radio calls in priority order without regard to whether the call is related to police, fire or emergency medical activity or from which community the calls originate; and
- (6) Dispatchers will be periodically available, as mutually agreeable, for training purposes, as the Parties agree that professional development and training is a priority in order to provide quality and dependable Dispatching Communication Services; and
- (7) Dublin shall provide Ohio LEADS/NCIC inquiry and record entry service for qualified and approved Worthington law enforcement officials. This includes, but is not limited to: entry, modification and removal of mayor's court traffic and criminal warrants, stolen vehicles, stolen articles, missing persons and other qualified records; inquiries for criminal, traffic and other available records; transmitting and receiving of hit confirmations, record locate and detainer records; inquiry capability through mobile data computers; and other necessary functions related to providing Worthington a full-service LEADS/NCIC terminal. Worthington shall be responsible to maintain a LEADS terminal and a LEADS Terminal Agency Coordinator (TAC) to perform all operator training and certification for Worthington personnel, validation of entered Worthington records and LEADS/NCIC inquiry access at Worthington police headquarters; and
- (8) Dublin shall provide on scene Incident Dispatch Team services for large-scale emergency events whenever possible when requested by Worthington.
- (9) Dublin will exercise reasonable diligence and good faith effort to provide Communications Services to Worthington at a service level comparable with Ohio PSAP Operational standards, CALEA Accreditation standards, NENA Operational Standard and APCO ANSI standards.



## **II. STAFFING**

- A. Dublin and Worthington shall routinely prescribe dispatching procedures in, respectively, the Dublin communication center policies and procedures and the Worthington police and fire dispatching guidelines.
- B. Worthington is solely responsible for providing police, fire, EMS and other emergency services for the residents, public officials, business entities and other individuals in Worthington. Worthington, at its sole discretion, is responsible for determining the proper allocation of the equipment, personnel and all other resources for providing police, fire, EMS and other emergency services.
- C. While Dublin maintains sole discretion and oversight in determining the appropriate allocation of personnel and all other resources for providing Dispatching Communication Services, it is Dublin's intention to do so in a manner that provides reliable and dependable services to Worthington and Dublin under this Agreement.
- D. Dispatching shall be performed only by qualified individuals hired by Dublin. In its continuing effort to provide quality services, Dublin represents that its communication center is accredited through CALEA. Dublin shall immediately notify Worthington if this accreditation is suspended, lost or otherwise revoked.

## **III. EQUIPMENT**

- A. Dublin shall maintain the central dispatch computer and other Dublin equipment in good working order and repair.
- B. Dublin shall have sole discretion and oversight in determining the appropriate allocation of equipment and all other resources for providing Dispatching Communication Services under this Agreement; provided, however, that the Parties acknowledge and agree that funding upgrades to current systems and equipment, and/or the purchase and funding of new systems and equipment requires the availability of funds and the planning therefore. To that end, the Parties agree that working committees established for the purposes of entering into this Agreement (Executive, Fire/EMS Operational and Law Enforcement Operational committees) shall continue to meet as needed during the initial Term, and any extensions thereof, of this Agreement to ensure a smooth transition and implementation of this contracted service. In order to cooperatively plan for future capital needs, Dublin shall provide Worthington with its five-year capital improvement plan and budget on a yearly basis, and any mid-year amendments or supplements thereto.
- C. Worthington, at its sole expense, shall assume all responsibility for Worthington mobile radio equipment and shall pay any expenses, fees or other charges required

to render it compatible so that Worthington equipment will properly interface with the Dublin dispatch center.

#### **IV. PAYMENT**

- A. The Parties agree that payment for the services hereunder shall be based upon an annual draft joint dispatch budget (“Joint Dispatch Budget”) that will be prepared by Dublin no later than October 1<sup>st</sup> of each year of the original term of this agreement and/or any extensions thereof. The Joint Dispatch Budget shall be calculated based upon the calls for service data from the prior period beginning July 1<sup>st</sup> of the previous year and ending on June 30<sup>th</sup> of the current year.
- B. Invoices for the annual costs as determined by the Joint Dispatch Budget shall be billed by December 31<sup>st</sup> for the upcoming year. Invoices shall be paid by January 31<sup>st</sup>.
- C. Invoices for additional personnel for Worthington special events shall be due upon receipt.
- D. The Parties agree that one-time payment of Two Hundred and Fifty Five Thousand Dollars and No Cents (U.S. \$255,000.00) shall be paid to Dublin by no later than February 15, 2020 for the cost to add two dispatch console positions to accommodate service for Worthington.

#### **V. CHANGES IN SERVICE AND SPECIAL EVENTS**

- A. Any significant change, as deemed necessary by Dublin at its sole discretion, to the existing service area or change in the scope of Dispatching Communication Services to be provided hereunder, is subject to good faith re-negotiation and mutual written agreement of both Parties.
- B. Wherever possible, Worthington will notify Dublin of any planned special events thirty (30) days in advance. If extra personnel are requested by Worthington to handle the workload of the event, Worthington agrees to reimburse the Dublin for the direct cost for providing the additional services. A direct cost is defined as actual equipment and personnel costs including salary and overtime expenses.

#### **VI. TERM**

- A. This Agreement shall commence on January 1, 2020 and end on December 31, 2022 unless otherwise terminated earlier, as provided for herein. It is anticipated that Dublin will begin providing Dispatching Communication Services on or about July 1, 2020. Dublin and Worthington may terminate this Agreement, without penalty or obligation, at the expiration of its original term or any extension thereof.

- B. During the original term of this Agreement and any extensions permitted hereunder, the Parties agree that they will meet and discuss the development and/or possible cost sharing of any new communications and/or technological improvements that would be beneficial to both Parties.

## **VII. RENEWAL AND TERMINATION**

- A. This Agreement may be renewed or extended for additional periods of three (3) years upon mutual agreement of the Parties, pursuant to the following process:
  - (1) If Worthington seeks an extension of the term of this Agreement it shall submit, in writing, a request to Dublin to extend this Agreement at least one hundred and eighty (180) days prior to the expiration of the original term and/or any previously approved extension.
  - (2) Dublin shall be required to approve or disapprove, in writing, any request for an extension within sixty (60) days of receipt, with the understanding that disapproving an extension may cause hardship on Worthington, as the services provided herein are not a market commodity that Worthington can easily replace. Upon disapproving an extension, Dublin shall work with Worthington so that it can transition to a new Dispatching Communication Services provider in a professional and efficient manner. Dublin agrees to provide Worthington a reasonable period of time, as agreed to by the Parties, in order to make this transition, including payment (or credit) of any pro-rated costs, at a rate equal to the most recent costs, for this transition period. The costs for the transition period may be increased if the transition period exceeds six (6) months.
- B. If this Agreement is extended for an additional three (3) year term, the costs for the Communication Services shall be based upon the annual Joint Dispatch Budget.
- C. Either Party, at its sole discretion, shall have the right upon one (1) year written notice to terminate this Agreement without penalty.
- D. In the event of a breach of any provision of this Agreement, either Party may terminate this Agreement, if following written notice to the breaching Party, said breaching Party fails to immediately attempt to remedy such material breach within the time period stated in the notice. Attempts to remedy shall timely be communicated to the other Party.

## **VIII. AMENDMENT AND JURISDICTION**

- A. It is understood and agreed that this Agreement may not be changed, modified, or altered except by an instrument, in writing, signed by both Parties and executed in accordance with the laws of the State of Ohio.

- B. Any controversy or claim, whether based upon contract, statute, tort, fraud, misrepresentation or other legal theory, related directly or indirectly to the Agreement, whether between the Parties or of any of the Parties employees, agents, or volunteers will be resolved under the laws of the State of Ohio, in an appropriate court in Franklin County, Ohio.

**IX. LIABILITY AND INSURANCE**

- A. Dublin shall secure and maintain, at its own expense, General Liability insurance in an amount not less than One Million Dollars (\$1,000,000.00) per occurrence. Dublin shall also have property insurance coverage to cover the loss and replacement of all Dublin communication equipment and systems that are required in order to provide Dispatching Communication Services hereunder. The General Liability Certificate shall clearly reflect that the City of Worthington is an "Additional Insured".
- B. Worthington shall secure and maintain, at its own expense, General Liability insurance in an amount not less than One Million Dollars (\$1,000,000.00) per occurrence. All such Certificates shall clearly reflect that the City of Dublin is an "Additional Insured".
- C. Certificates showing the above referenced insurance in at least the above specified minimum amounts shall be furnished to, and approved by the respective Parties, upon commencement of this Agreement and/or any extension thereof. The Parties shall notify each other of any change in, or cancellation of, any insurance policy that is in effect during the original term or any extension of this Agreement.
- D. Costs to be paid by Worthington to Dublin for the Communication Services shall be as appropriated and authorized legislatively by Worthington City Council.

**IN WITNESS WHEREOF**, the City of Dublin and City of Worthington have set their hands by their authorized representatives on the day, month and year first written above.

**CITY OF DUBLIN, OHIO**

**CITY OF WORTHINGTON, OHIO**

By: \_\_\_\_\_  
Dana L. McDaniel, City Manager

By: \_\_\_\_\_  
Matthew Greeson, City Manager

Approved as to form:



By: \_\_\_\_\_  
Jennifer Readler, Law Director

By: \_\_\_\_\_  
Tom Lindsey, City Attorney



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 9, 2019

To: Matthew H. Greeson, City Manager

From: D. Kay Thress, City Clerk

Subject: **Resolution No. 32-2019 Approval of Right of Way Agreement - Everstream Solutions, LLC**

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**EXECUTIVE SUMMARY**

This Resolution approves a new right of way agreement with Everstream Solutions, LLC.

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

Entities desiring to use the City's rights of way to provide public utility and/or telecommunications services, other than cable television service, are required to obtain a Telecommunication and Utility Permit. The City has received an application from Everstream Solutions, LLC for a new permit. This Resolution authorizes the City Manager to sign the above-mentioned permit for the use of the Rights of Way in Worthington. The permit is for three years.

Everstream Solutions plans to place fiber optic cable within the City's rights of way to provide fiber-based ethernet, internet and data center solutions to area businesses. They currently operate in Illinois, Indiana, Michigan, Ohio and Wisconsin.

**ATTACHMENTS**

Resolution No. 32-2019  
Right-of-Way Agreement

RESOLUTION NO. 32-2019

Approving an Agreement and Permit for between Everstream Solutions, LLC, an Ohio Limited Liability Company, to Operate and Maintain a Telecommunications System Within the City of Worthington Pursuant to and Subject to the Provisions of Chapter 949 of the Codified Ordinances of the City of Worthington.

WHEREAS, Everstream Solutions, LLC, an Ohio Limited Liability Company, has requested authority to provide telecommunications services in the City of Worthington; and,

WHEREAS, the City of Worthington has enacted a comprehensive Right-of-Way Ordinance, Chapter 949 of the Codified Ordinances of the City of Worthington; and,

WHEREAS, City Council found the technical ability, and plan for services of Everstream Solutions, LLC acceptable; and,

WHEREAS, the authority is nonexclusive; and,

WHEREAS, Everstream Solutions, LLC has certified that the company meets the criteria of Section 949.05 of the Codified Ordinances of the City of Worthington for the issuance of a permit;

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That pursuant to Chapter 949 of the Codified Ordinances of the City of Worthington, an agreement between the City of Worthington and Everstream Solutions, LLC, an Ohio Limited Liability Company, as attached hereto and made a part hereof is hereby authorized and approved and the City Manager is hereby authorized and directed to execute said agreement on behalf of the City, upon approval thereof by the Director of Law.

SECTION 2. That the Clerk of Council be and hereby is instructed to record this Resolution in the appropriate record book.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council

**TELECOMMUNICATIONS AND UTILITY PERMIT FOR THE USE OF PUBLIC  
RIGHTS-OF-WAY WITHIN THE CITY OF WORTHINGTON, OHIO**

This Agreement is executed on this 27<sup>th</sup> day of MAY, 2019, by and between Everstream Solutions LLC, an Ohio Limited Liability Company, ("Company") and the City of Worthington, Ohio, an Ohio municipal corporation (the "City") pursuant to Resolution No. \_\_\_\_\_ passed by the Worthington City Council on \_\_\_\_\_, 20\_\_.

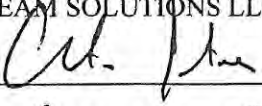
Now, therefore, in consideration of the foregoing and of the covenants, promises and conditions hereinafter set forth it is hereby agreed as follows:

- I. That the Company, a limited liability company organized under the laws of the State of Ohio, its successors and assigns, is hereby granted the non-exclusive right, privilege and authority in accordance with the provisions of Chapter 949 of the Codified Ordinances of the City to acquire, construct, maintain and operate a telecommunications system and/or utility in the City in and under, above, across and along the streets, alleys, thoroughfares, public rights-of-way, public property and easements as the same now exist or may hereafter be laid out in the City, with minimum interference with the proper use of same, for the provision of all competitive telecommunications services as authorized by the Public Utilities Commission of Ohio.
- II. The Company shall construct and operate the telecommunications and/or utility system in accordance with all laws, ordinances, construction standards, governmental requirements, FCC technical standards and any other standards incorporated by reference. Nothing in this Agreement permits the Company to provide any other utility services or cable television services.
- III. The Company shall comply with the applicable requirements of Chapter 949 of the City Codified Ordinances.
- IV. The Company shall pay the annual permit fee as determined by City Codified Ordinances Section 949.07.
- V. The Company agrees that all contractors and subcontractors proposed for work on construction, installation, operation, maintenance and repair of the system shall be properly licensed under the laws of the state of Ohio and all City ordinances.
- VI. Subject to the final requirements of this Section VI, in those areas where telephone and electric services are provided by underground facilities, the Company shall place all new facilities underground. In all other areas, the Company agrees to use its Best Efforts (as defined in Chapter 949 of the City Codified Ordinances) to place all facilities in the City right-of-way underground except for equipment which is customarily placed on or above the ground in conjunction with underground transmission facilities. In addition, where the City Manager or his designee determine that such transmission facilities should not be located underground, the City Manager shall have the authority to relieve the Company of the requirement to do so. In making such a determination, the City Manager may take into account unusual circumstances or physical characteristics including but not limited to the existence of underground facilities which might interfere with the operations of the Company, topographical features or use requirements which may interfere with existing facility locations. The City Manager may also relieve the Company of the requirement to locate transmission facilities underground when to do so in a particular circumstance



would not be in the best interest of the City. The installation of above-ground locator wire markers is prohibited.

- VII. The rights, privileges and authority hereby granted shall not be effective prior to acceptance of this Agreement by the Company and the City and shall terminate three years from the date of acceptance.
- VIII. The Company shall, at its sole cost and expense, fully indemnify, defend and hold harmless the City, its officers, public officials, boards and commissions, agents and employees from and against any and all lawsuits, claims, causes of action, actions, liability, and judgments for injury or damages in connection with this permit, the Company system, and construction, installation, maintenance, and repair thereof.
- IX. Whenever in this Agreement the City or Company is referred to, such reference shall be deemed to include the respective successor or assign of either, and all rights, privileges, and obligations herein contained shall bind and inure to the benefit of such respective successor or assign, in which the predecessor of such successor or assign is divested of all such rights, privileges, or obligations, whether so expressed or not.
- X. The terms and provisions of this Agreement are joint and several, and the invalidity of any part shall not affect the validity of the Agreement.
- XI. If this permit involves the installation of small cell facilities or wireless support structures in the right of way, then the Company shall also comply with the applicable requirements of Chapter 955 of the City Codified Ordinances. In the case of any conflict between the requirements of Chapter 955 and Chapter 949 of the City Codified Ordinances, the provisions of Chapter 955 shall control.

_____	EVERSTREAM SOLUTIONS LLC
Witness	By: <u></u>
_____	Name: <u>CHRISTIAN GARTNER</u>
Witness	Title: <u>CFO</u>

_____	CITY OF WORTHINGTON
Witness	By: _____
_____	Name: _____
Witness	Title: _____

Approved as to Form:

\_\_\_\_\_  
Law Director, City of Worthington



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 9, 2019

To: Matthew H. Greeson, City Manager

From: Tom Lindsey, Law Director

Subject: **Resolution No. 33-2019 - Appointment - Magistrates**

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**EXECUTIVE SUMMARY**

This Resolution appoints Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles "Kip" Kelsey to serve as a Mayor's Court magistrate in the event that Mayor Holmes or Vice-Mayor Lorimer or Magistrate Sean Maxfield are not available.

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

Section 2.05 of the City Charter provides that the Mayor shall serve as judge of the Mayor's Court. It also provides that the Vice-Mayor shall act as Mayor in the absence of the Mayor. The 2016 amendments to the City Charter added the following language to section 2.05: "Nothing in this Section 2.05 shall limit the City Council from appointing a magistrate to preside over Mayor's Court in the absence of the Mayor and Vice-Mayor. City Council shall establish the qualifications of a magistrate and shall make such appointment by resolution."

Last year Council appointed Sean Maxfield to serve as a magistrate if Mayor Scott Holmes and Vice-Mayor James Lorimer were not available. Magistrate Maxfield had served as a backup magistrate in the Worthington Mayor's Court since 2013 and for over fifteen years in various other central Ohio Mayor's Courts.

Mayor Holmes has requested that a pool of experienced magistrates be appointed to serve as the magistrate on the rare occasions that he, Vice-Mayor Lorimer, and Magistrate Maxfield are all not available. This will prevent the necessity of cancelling a regular court session or having a defendant remain in jail longer awaiting arraignment.

Mayor Holmes and Law Director Tom Lindsey have recommended that Council appoint Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles "Kip" Kelsey to serve as a

Mayor's Court magistrate when Mayor Holmes or Vice-Mayor Lorimer or Magistrate Sean Maxfield are not available. All four appointees are currently serving as magistrates in other central Ohio Mayor's Courts and have served over ten years as either a judge in the Franklin County Municipal Court or as a magistrate in a central Ohio Mayor's Court.

**ATTACHMENTS**

Resolution No. 33-2019

RESOLUTION NO. 33-2019

Appointing Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles “Kip” Kelsey to Serve as Mayor’s Court Magistrates when the Mayor and Vice-Mayor are Not Available.

WHEREAS, Section 2.05 of the City Charter, as amended in 2016, provides that the City Council may appoint a magistrate to preside over Mayor’s Court; and,

WHEREAS, Council has previously appointed Sean Maxfield as a magistrate for the Worthington Mayor’s Court on those occasions when the Mayor and Vice-Mayor are not available; and,

WHEREAS, it is desirable to appoint additional experienced magistrates for the rare occasions that the Mayor and Vice-Mayor and Magistrate Maxfield are all not available; and,

WHEREAS, Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles “Kip” Kelsey meet the requirements established by the Ohio Supreme Court to serve as a magistrate and have each served over ten years as a Franklin County Municipal Court judge or as a central Ohio Mayor’s Court magistrate; and,

WHEREAS, Mayor Scott Holmes and Law Director Tom Lindsey have recommended that Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles “Kip” Kelsey be appointed to serve as magistrates when the Mayor and Vice-Mayor are not available.

NOW THEREFORE, BE IT RESOLVED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles “Kip” Kelsey are hereby appointed to serve as a magistrate pursuant to Section 2.05 of the City Charter based on their qualifications of meeting the requirements established by the Ohio Supreme Court and having served over ten years as a judge or magistrate in central Ohio.

SECTION 2. That the City Manager is hereby authorized to enter into a contract with Janet Grubb, S. Michael Miller, Donald Breckinridge, and Charles “Kip” Kelsey for the provision of magistrate services in the Worthington Mayor’s Court.

SECTION 3. That the Clerk be and hereby is instructed to record this Resolution in the appropriate record book upon its adoption.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council





**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 13, 2019

To: Matthew H. Greeson, City Manager

From: Tom Lindsey, Law Director

Subject: **Resolution No. 34-2019 - Northeast Gateway Project - Acquisition of  
Parcels 5 and 19**

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**EXECUTIVE SUMMARY**

This Resolution authorizes the City Manager to purchase various real estate interests involving Parcel 5 and Parcel 19 for the Northeast Gateway Intersection Improvement Project.

**RECOMMENDATION**

Introduce and Approve as Presented

**BACKGROUND/DESCRIPTION**

The Northeast Gateway Intersection Improvement Project (Project No. 602-14) will reconstruct Worthington Galena Road starting 600 feet north of the CSX railroad to Lakeview Plaza Boulevard, Wilson Bridge Road from the CSX Railroad to Worthington Galena Road, and Huntley Road starting 400 feet south of Wilson Bridge Road to Wilson Bridge Road. The Project requires the City of Worthington to acquire over 100 separate parcels from over 30 different property owners. A list of the parcels is attached as Exhibit A. The project property map is attached as Exhibit B.

The Ohio Department of Transportation's Real Estate Manual provides the federally mandated appraisal and acquisition process to acquire Right-of Way parcels with federal grant funding. The City's consultants have been following this process in conducting appraisals of the various parcels and in attempting to negotiate with the property owners.

Council adopted Ordinance No. 61-2018 determining to proceed with the acquisition of the parcels and requiring the adoption of a resolution to authorize the acquisition of any parcels described in Exhibit A if the negotiated purchase price exceeds \$30,000 or is more than \$3,000 over the fair market value estimate as determined in accordance with the ODOT Manual.

The City's consultants have negotiated a purchase agreement to acquire various real estate interests designated as Parcels 5-WD, 5-U1 5-T1, and 5-T2 from 400-406 East Wilson Bridge Road LLC for \$113,000.00. (See Exhibit A for the parcel designations.) Parcel 5 is located at 400 East Wilson Bridge Road. The negotiated purchase price is \$19,763 over the fair market value estimate. ODOT has administratively reviewed and approved the purchase price for the reasons set forth in the attached Exhibit C.

The City's consultants have negotiated a purchase agreement to acquire various real estate interests designated as Parcels 19-WD1, 19-WD2, 19-U, 19-T1, and 19-T2 from Huntley Corporate Center, LLC for \$43,000.00. (See Exhibit A for the parcel designations.) Parcel 19 is located at 7029 Huntley Road. The negotiated purchase price is \$8,226 over the fair market value estimate. ODOT has administratively reviewed and approved the purchase price for the reasons set forth in the attached Exhibit D.

The resolution authorizes the purchase of the designated real estate interests for Parcels 5 and 19.

#### **ATTACHMENTS**

Resolution No. 34-2019

Exhibit A – List of Parcels

Exhibit B – Project Property Map

Exhibit C – ODOT Review and Approved Purchase Price Reasons (Parcel 5)

Exhibit D – ODOT Review and Approved Purchase Price Reasons (Parcel 19)

Exhibit A  
(Ordinance No. 61-2018)  
Northeast Gateway Project Parcel List

<u>Parcel</u>	<u>Address</u>	<u>Owner</u>	<u>FMVE</u>
1-WD, -T	Wilson Bridge Rd	City of Worthington	n/a
3-SH1, -SH2, -T1, -T2	Wilson Bridge Rd	Norfolk Southern Railway Company	\$7,278
4-SH1, -SH2, -T1, -T2	Wilson Bridge Rd	CSX Transportation	\$12,248
5-WD, -U1, -U2, -T1, -T2	400 E Wilson Bridge Rd	400-406 E Wilson Bridge	\$93,237
6-WD, -T	387 Wilson Bridge Rd	State of Ohio	n/a
7-WD1, -WD2, -S, -T1, -T2, -T3 w/E	401 E Wilson Bridge Rd	RSFI Partners, LLC	\$160,188 \$161,738
7-BS1	401 E Wilson Bridge Rd	Chiller, LLC	\$1,943
8-WD1, -WD2, -S, -T1, -T2	421 E Wilson Bridge Rd	Franca Adams, Trustee	\$19,865
9-WD, -S, -SL, -U1, -U2, -T1, -T2	438 E Wilson Bridge Rd	Rush Creek Investors LLC	\$135,723
10-WD	431 E Wilson Bridge Rd	Robert Morris Montgomery	\$190,000
11-WD1, -WD2, -S, -T1, -T2	439 E Wilson Bridge Rd	Sheeren Hashmi	\$14,364
12-WD, -T	445 E Wilson Bridge Rd	Mary Ann Ondecko	\$11,892
13-T	451 Worthington-Galena Rd	Capital Enterprises	\$1,275
14-WD, -T1, -T2, -T3	7099 Huntley Rd	Gledhill Family Limited Partnership	\$15,660

Exhibit A  
(Ordinance No. 61-2018)  
Northeast Gateway Project Parcel List

<b><u>Parcel</u></b>	<b><u>Address</u></b>	<b><u>Owner</u></b>	<b><u>FMVE</u></b>
15-WD, -S, -T, -U w/E	7200 Huntley Rd	7200 Huntley Road, LLC	\$699,108 \$733,793
15-BS1	7200 Huntley Rd	REM Motors, LLC	\$1,207
16-WD, -S1, -S2, -U, -T	Worthington-Galena Rd	Anheuser-Busch Commercial Strategy	\$387,814
17-T	6767 Huntley Rd	Atlas Industrial Contractors, LLC	\$300
18-WD, -U1, -U2, -T	6800 Huntley Rd	Nucon International Inc.	\$10,340
19-WD1, -WD2, -U, -T1, -T2	7029 Huntley Rd	Huntley Corporate Center, LLC	\$34,774
20-WD, -U, -T	7020 Huntley Rd	7020 Huntley Road, LLC	\$16,739
21-WD, -U, -T	7057 - 7079 Huntley Rd	Worthington Galena, LLC	\$24,976
21-BS1	7079 Huntley Rd	Dream Baths, LLC	\$1,347
22-WD, -U, -T	7060 Huntley Rd	Huntley Road Holdings, LLC	\$16,387
23-WD, -U1, -U2, -T	7086 Huntley Rd	Werstler Holdings, LLC	\$12,780
24-WD, -U, -T	7100 Huntley Rd	MayFam Realty	\$69,133
25-WD, -T	733 Lakeview Plaza Blvd	Lakeview Commercial Properties, LLC	\$26,968
28-SH1, -SH2, -U, -T1, -T2	Huntley Rd	CSX Transportation, Inc.	\$4,863



Exhibit A  
(Ordinance No. 61-2018)  
Northeast Gateway Project Parcel List

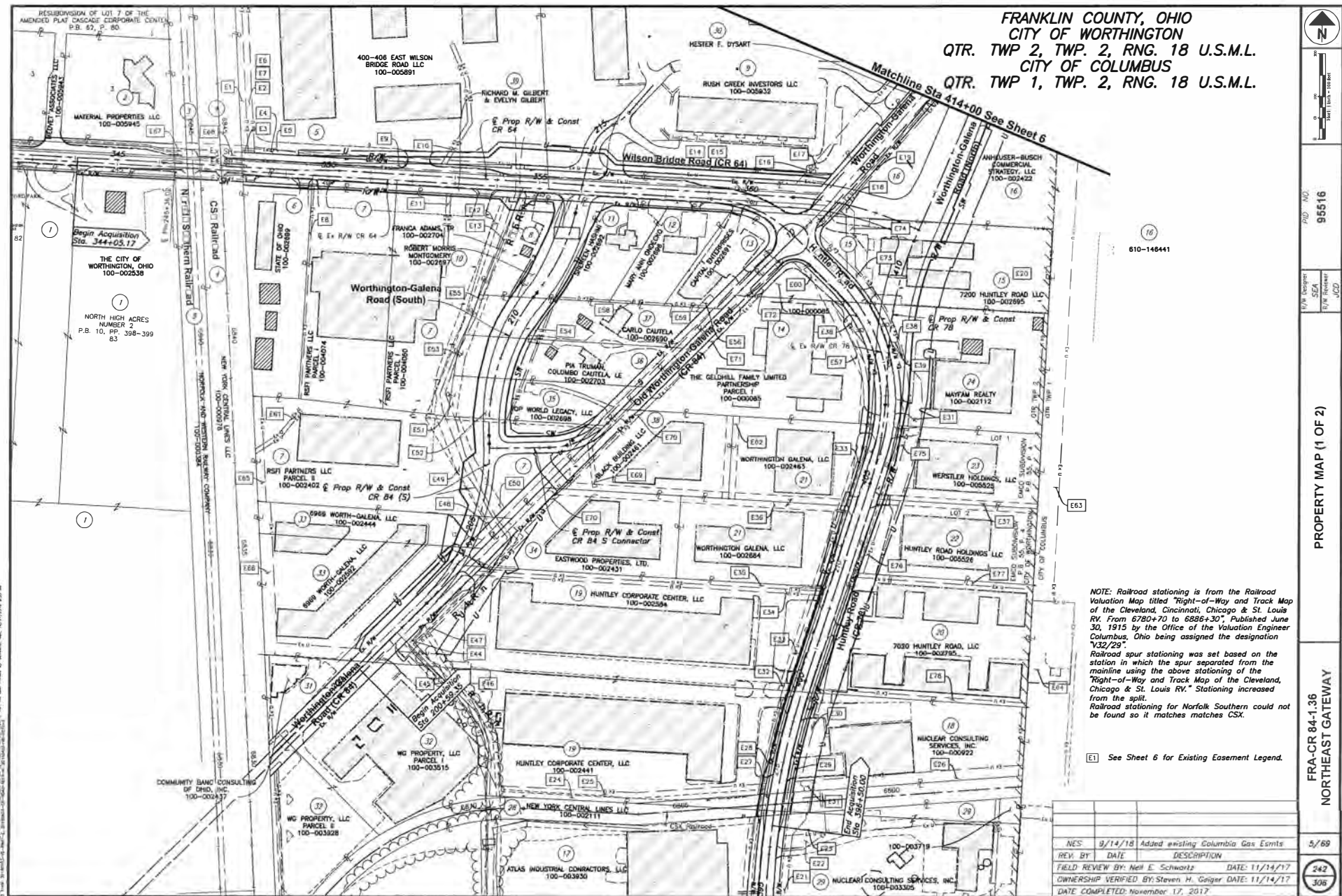
<u>Parcel</u>	<u>Address</u>	<u>Owner</u>	<u>FMVE</u>
29-T	7000 Huntley Rd	Nucon International Inc.	\$300
30-WD	Worthington-Galena Rd	Estate of Hester Dysert	\$300
33-WD, -T	6969 Worthington-Galena Rd	6969 Worth-Galena, LLC	\$26,904
34-WD, -U, -T1, -T2	7036 Worthington-Galena Rd	Eastwood Properties, Ltd	\$10,746
35-WD1, -WD2, -S1, -S2, -T1, -T2 w/E	7045 Worthington-Galena Rd	Top World Legacy, LLC	\$55,058 \$55,493
36-WD, -S, -T1, -T2 w/E	7059 Worthington-Galena Rd	Pia Truman	\$65,008 \$65,490
37-WD, -S, -T1, -T2 w/E	7069 Worthington-Galena Rd	Carlo Cautela	\$65,256 \$65,735
38-WD, -T	7044 Worthington-Galena Rd	Black Building, LLC	\$386
39-WD	E Wilson Bridge Rd	Estates of RichardM. & Evelyn C. Gilbert	\$300
40-WD	760 Lakeview Plaza Blvd	Stonehenge Professional Park	\$980

Exhibit A  
(Ordinance No. 61-2018)  
Northeast Gateway Project Parcel List

**Legend**

WD = a fee simple interest  
SH = a perpetual easement for highway purposes  
T = a temporary easement for construction purposes  
U = a utility or railroad easement  
E = a fee simple interest for excess land  
BS = a bill of sale  
S = a sewer easement

EXHIBIT B







**Administrative Review:**

After diligent effort, the negotiator was able to arrive at the settlement of \$113,000.00. This represents an increase of \$19,763.00 over the FMVE. Cost of litigation and an updated appraisal report far outweigh this increase. This settlement is approved as fair, reasonable and in the best interest of all parties concerned.

Tammy Boring  
Real Estate Administrator  
ODOT-District 6

## EXHIBIT D

RE-22  
REV. 03-2015ACQUIRING AGENCY'S  
FAIR MARKET VALUE ESTIMATE

## OWNER'S NAME

Huntley Corporate Center, LLC

COUNTY FRA  
 ROUTE CR84  
 SECTION 1.36  
 PARCEL NO. 19  
 PROJECT I.D. NO. 95516

	PAR NO.	ITEMS INCLUDED IN THIS ESTIMATE		ORIGINAL	REVISION	REVISION	Admin Review
LAND	19-WD1	3.040 Acres (1,742± SF) @ \$145,000/Acre		\$5,800			\$5,800
	19-WD2	0.170 Acres (7,405± SF) P.R.O.		\$1			\$1
	19-U	0.173 Acres (7,536± SF) @ \$145,000/Acre x 50%		\$12,542			\$12,542
FENCE							
TREES	19-WD1	6	Trees	\$4,800			\$4,800
	19-T2	1	Tree	\$500			\$500
OTHER	19-WD1	1,057± SF seeded lawn @ \$0.30/SF		\$317			\$317
	19-WD1	18± LF concrete curbing @ \$15.00/LF, depr. 25%		\$203			\$203
	19-WD1	685± SF asphalt pavement @ \$3.50/SF, depr. 25%		\$1,798			\$1,798
	19-T1	Boulder		\$100			\$100
	19-T1	350± SF of landscape area @ \$3.00/SF		\$1,050			\$1,050
	19-T1	Three (3) "Tow Away" signs @ \$55 each, depr. 25% (rounded)		\$124			\$124
	19-T2	Private sign @ \$55 each, depr. 50% (rounded)		\$28			\$28
	19-WD	Administrative Review					\$8,226
BLDG							
DAMAGE	19-T1	0.199 Ac (8,668± SF) x \$145,000/Ac x 10% for 2 Yrs		\$5,771			\$5,771
	19-T2	0.060 Ac (2,614± SF) x \$145,000/Ac x 10% for 2 Yrs		\$1,740			\$1,740
EL		TOTAL FAIR MARKET VALUE FOR REQUIRED R/W		\$34,774			\$43,000
		OFFER FOR REQUIRED R/W AND EXCESS LAND					
		ADDED COST TO ACQUIRE EXCESS LAND					
		VALUE	AREA				
The allocation of compensation recommended above is based upon an approved appraisal report							
Trainee's Recommendation				Recommended		Date 10/04/2018	
Date				Gerald A. Tout		Date	
Review Appraiser Typed Name				Review Appraiser Typed Name Gerald A. Tout			
Recommended				Recommended		Date	
Date				Date			
2 <sup>nd</sup> Review Appraiser				Appraisal Unit Manager			
Agency Signature Establishing FMVE				Administrative Settlement / <del>Case Settlement</del>		Date 3/21/2019	
Date				Tammy Boring		Date	
Typed Name & Title Matthew H. Greeson, City Manager				Typed Name & Title Tammy Boring, REA			
Agency Name City of Worthington				Agency Name ODOT-District 6			

**Administrative Review:**

After diligent effort, the negotiator was able to arrive at the settlement of \$43,000.00. This represents an increase of \$8,226.00 over the FMVE. Cost of litigation and an updated appraisal report far outweigh this increase. This settlement is approved as fair, reasonable and in the best interest of all parties concerned.

Tammy Boring  
Real Estate Administrator  
ODOT-District 6

RESOLUTION NO. 34-2019

Authorizing the Acquisition of Certain Real Estate Interests Involving Parcels 5 and 19 for the Northeast Gateway Intersection Improvement Project. (Project No. 602-14)

WHEREAS, the Northeast Gateway Intersection Improvement Project will reconstruct Worthington Galena Road starting 600 feet north of the CSX railroad to Lakeview Plaza Boulevard, Wilson Bridge Road from the CSX Railroad to Worthington Galena Road, and Huntley Road starting 400 feet south of Wilson Bridge Road to Wilson Bridge Road (the “Project”); and,

WHEREAS, the Project requires the City of Worthington to acquire various real estate interests, including Parcels 5-WD, 5-U 5-T1, and 5-T2 (the “Parcel 5 real estate interests”) and Parcels 19-WD1, 19-WD2, 19-U, 19-T1, and 19-T2 (the “Parcel 19 real estate interests”); and,

WHEREAS, the Ohio Department of Transportation’s Real Estate Manual provides the federally mandated appraisal and acquisition process to acquire Right-of Way parcels with federal grant funding; and,

WHEREAS, Council passed Ordinance No. 33-2018 appropriating the estimated necessary funds for such acquisition; and

WHEREAS, Council passed Ordinance No. 61-2018 determining to proceed with the acquisition and requiring the adoption of a resolution to authorize the acquisition of any parcels described in Exhibit A of the ordinance if the negotiated purchase price exceeds \$30,000 or is more than \$3,000 over the fair market value estimate; and,

WHEREAS, the City’s consultants have negotiated and ODOT has approved the purchase of the Parcel 5 real estate interests from 400-406 East Wilson Bridge Road LLC for \$113,000.00 and the purchase of the Parcel 19 real estate interests from Huntley Corporate Center, LLC for \$43,000.00.

NOW, THEREFORE, BE IT RESOLVED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:

SECTION 1. That Council hereby approves the purchase of the Parcel 5 real estate interests from 400-406 East Wilson Bridge Road LLC for \$113,000.00.

SECTION 2. That Council hereby approves the purchase of the Parcel 19 real estate interests from Huntley Corporate Center, LLC for \$43,000.00.

SECTION 3. That the City Manager, Finance Director, and Law Director are each hereby authorized, acting singly or jointly, to take all actions, including the execution of the purchase contract, any escrow agreements and instructions, closing statements, affidavits, approvals, payments, or other documents, necessary to effectuate the purchase of the Parcel 5 real estate interests and the Parcel 19 real estate interests.



RESOLUTION NO. 34-2019

SECTION 4. That the Clerk be and hereby is instructed to record this Resolution in the appropriate record book.

Adopted \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council



**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 16, 2019

To: Matthew H. Greeson, City Manager

From: David McCorkle, Economic Development Manager

Subject: **Ordinance No. 21-2019 - CRA Property Tax Abatement - 6740 North High Street**

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**EXECUTIVE SUMMARY**

This Ordinance authorizes a Community Reinvestment Area property tax abatement to support private improvements and attract office tenants at the former Anthem Blue Cross Blue Shield building at 6740 N. High Street.

**RECOMMENDATION**

Introduce for Public Hearing on June 3, 2019

**BACKGROUND/DESCRIPTION**

6740 N. High Street had been occupied by Anthem Blue Cross Blue Shield for decades. With Anthem's exit from Worthington in June 2018, the City faces the challenging task of filling 200,000+ square feet of office space in a critical commercial corridor. The proposed abatement, and subsequent improvements to the building, will position the property to attract hundreds of quality jobs back to Worthington.

In December 2017, Worthington 17, LLC, a business of Lawyers Development Corporation, purchased the former Anthem Blue Cross Blue Shield property and intends to make a series of internal renovations and update the exterior landscaping of the building. The Project will involve an estimated \$4,000,000 - \$6,000,000 in improvements. Many of the needed improvements will be influenced by the entity that leases the building, so the estimated renovation costs may change. City staff have determined that a CRA abatement will provide the best form of assistance to this redevelopment project.

In addition to the renovations for the office building, the City anticipates receiving a proposal for the rezoning and construction of a new commercial retail building on the outparcel immediately south of the Property. This portion of the development would not be abated.

The Worthington City Schools Board of Education voted to approve the CRA and to waive the statutory notice provision at its May 13, 2019 meeting.

**ATTACHMENTS**

Ordinance No. 21-2019 with attached Community Reinvestment Area Abatement Agreement

Notice to Worthington City Schools

CRA Application from Worthington 17, LLC

ORDINANCE NO. 21-2019

Authorizing the City Manager to Enter into a Community Reinvestment Area Agreement with Worthington 17, LLC to Grant a Seventy-Five Percent (75%) Tax Exemption for Real Property Improvements to be Made to the Property Located at 6740 North High Street in the City of Worthington for a Period Not to Exceed Ten (10) Years.

WHEREAS, the Worthington City Council adopted Ordinance No. 18-2005, creating a Community Reinvestment Area (CRA) pursuant to Ohio Revised Code (“ORC”) §§3735.65 through 3735.70; and,

WHEREAS, effective June 27, 2005, the Director of Development of the State of Ohio determined that the area designated in Ordinance No. 18-2005 contains the characteristics set forth in ORC §3735.66, and confirmed said area (i.e., Area No. 049-86604-01) as a CRA under said ORC Chapter 3735; and,

WHEREAS, Worthington 17, LLC (“Worthington 17”) has acquired real property at 6740 North High Street, within the Worthington Community Reinvestment Area, and proposes to renovate said property for the purpose of attracting new jobs to the City, provided that the appropriate development incentives are available to support the economic viability of the proposed redevelopment; and,

WHEREAS, Worthington 17 has remitted the required application fee, set forth under ORC §3735.672(C) and Ohio Administrative Code Rule 122:9-1-01, payable to the State of Ohio and which will be forwarded to the Development Services Agency with a copy of the final Community Reinvestment Agreement; and,

WHEREAS, the City Housing Officer verified the application materials submitted by Worthington 17 and determined the construction meets the requirements for such an exemption under the City’s CRA program; and,

WHEREAS, the project site as acquired by Worthington 17 is located in the Worthington School District and the Board of Education of the Worthington City School District (“Board”) has been notified in accordance with ORC §5709.83 and been given a copy of the draft CRA agreement; and,

WHEREAS, the City and the Board have mutually agreed that sufficient revenues to the Board will accrue through a combination of Worthington 17’s project at 6740 North High Street, as well as through the anticipated development of parcels 100-002605 and 100-002641 directly adjacent to the south. As such, there will be no compensation to the Board during the exemption period approved hereby.

NOW, THEREFORE, BE IT ORDAINED by the Council of the Municipality of Worthington, County of Franklin, State of Ohio:



ORDINANCE NO. 21-2019

SECTION 1. Pursuant to ORC §3735.67(D), the proposed improvements by Worthington 17 to the property located at 6740 North High Street, Worthington, Ohio 43085 (Franklin County Auditor Parcel IDs 100-002642, 100-002579, 100-002683, 100-002578, 100-002694, and 100-002459)(the “Property”), hereby is declared to be a public purpose for which exemptions from real property taxation may be granted.

SECTION 2. The City Manager is hereby authorized and directed to enter into a Community Reinvestment Area Agreement (“CRA Agreement”) with Worthington 17, LLC, a domestic limited liability company, substantially in the form attached hereto as Exhibit A, which CRA Agreement shall provide for a seventy-five percent (75%) tax exemption for real property improvements to be made to the Property for a period not to exceed ten (10) years, together with such revisions or additions thereto as approved by the City Manager as consistent with the objectives and requirements of this Ordinance, which approval shall be conclusively evidenced by the signing of said CRA Agreement.

SECTION 3. That notice of passage of this Ordinance shall be posted in the Municipal Administration Building, the Worthington Library, the Griswold Center and the Worthington Community Center and shall set forth the title and effective date of the Ordinance and a statement that the Ordinance is on file in the office of the Clerk of Council. This Ordinance shall take effect and be in force from and after the earliest period allowed by law and by the Charter of the City of Worthington Ohio.

Passed: \_\_\_\_\_

\_\_\_\_\_  
President of Council

Attest:

\_\_\_\_\_  
Clerk of Council

## EXHIBIT A

### COMMUNITY REINVESTMENT AREA ABATEMENT AGREEMENT

This Community Reinvestment Area Abatement Agreement (“**Agreement**”) is made and entered between the CITY OF WORTHINGTON, a municipal corporation with its offices at 6550 North High Street, Worthington, Ohio 43085 (the “**City**”), and WORTHINGTON 17, LLC, a domestic limited liability company, with its principal offices at 50 W. Broad Street, Suite 200, Columbus, OH 43215 (“**WORTHINGTON 17**”), (both collectively referred to herein as the “**Parties**”) and sets forth the complete understanding of the Parties as to the exemption of real property taxes on improvements made to the Property, defined below, pursuant to the City’s Community Reinvestment Area exemption program and Ohio Revised Code (“**ORC**”) §§3735.65 *et seq.* (the “**CRA Exemption**”).

#### WITNESSETH:

WHEREAS, the Worthington City Council, by Ordinance 18-2005, adopted May 16, 2005, designated an area of the City as a “**Community Reinvestment Area**” pursuant to ORC Chapter 3735; and,

WHEREAS, the Director of Development of the State of Ohio, as of June 27, 2005, determined that the so-designated area in Ordinance 18-2005 contains the characteristics set forth in ORC §3735.66 and confirmed said area (i.e., Area No. 049-86604-01) as a Community Reinvestment Area thereunder; and,

WHEREAS, the City has encouraged the acquisition and redevelopment of real property in the Worthington Community Reinvestment Area; and,

WHEREAS, WORTHINGTON 17 has acquired real property within the Worthington Community Reinvestment Area and proposes to make improvements to said property for the purpose of attracting new jobs to the City, provided that the appropriate development incentives are available to support the economic viability of the proposed redevelopment; and,

WHEREAS, pursuant to ORC §§3735.65 *et seq.*, the City has the authority to provide, and is desirous of so providing, WORTHINGTON 17 with a CRA Exemption to induce the Project, defined below; and,

WHEREAS, in the time since the Director of Development of the State of Ohio’s confirmation, the Worthington City Council has from time to time adopted legislation to maintain its authority to provide CRA Exemption incentives, to include making the City Economic Development Manager the City Housing Officer under ORC §3735.66 (Ordinance 58-2011, adopted December 12, 2011) and naming new members to the Worthington CRA Housing Council under ORC §3735.69; and,

WHEREAS, WORTHINGTON 17 filed an application with the City Housing Officer on March 27, 2019 (the “**Application**”), for an exemption from real property taxation of a percentage of assessed valuation of the improved structure to be renovated under the Project, defined below, with such renovated structure to be used for commercial purposes; and,

WHEREAS, the City Housing Officer verified the Application submitted by WORTHINGTON 17 and determined the improvements meet the requirements for such a CRA Exemption; and,

WHEREAS, the City Housing Officer will include in filings with the Ohio Development Services Agency regarding this matter the application fee, remitted by WORTHINGTON 17, as such fee is set forth under ORC §3735.672(C) and Ohio Administrative Code Rule 122:9-1-01; and,

WHEREAS, the Project site is located in the Worthington School District, and because 75 percent of the taxes on the Property, defined below, will be exempted from taxation under this Agreement, the City is required to obtain approval of the CRA Exemption by the Board of Education of the Worthington City School District (the “**Board**”), pursuant to ORC §3735.671. The Board approved a resolution to support the CRA Exemption at their meeting on May 13, 2019; and,

WHEREAS, the City provided the Board with notice of the proposed CRA Exemption on March 28, 2019, and the Board approved a resolution to waive the required fourteen (14) day notice period pursuant to the requirements set forth under ORC §5709.83; and,

WHEREAS, WORTHINGTON 17 and the City acknowledge that this Agreement must be approved by formal action by the Worthington City Council as a condition for this Agreement to take effect, with this Agreement thereafter taking effect upon any such approval; and,

WHEREAS, the Worthington City Council adopted Ordinance \_\_\_\_-2019 on June 3, 2019, declaring that renovation of existing structures under the Project, defined below, are a public purpose for which exemptions from real property taxation may be granted (the “**Improvements**”); and,

WHEREAS, WORTHINGTON 17 and the City further acknowledge that this Agreement has been entered into prior to the commencement of construction under the Project as defined herein.

**NOW THEREFORE**, in consideration of the mutual covenants hereinafter contained and he benefit to be derived by the Parties from the execution hereof, the Parties herein agree as follows:

**§1. Project Description.** WORTHINGTON 17 has purchased 6740 North High Street, Worthington, Ohio 43085, Franklin County Auditor Parcel IDs 100-002642, 100-002579, 100-002683, 100-002578, 100-002694, and 100-002459 (the “**Property**”) in fee and will renovate the existing structures thereon to facilitate the attraction of new jobs in the City (the “**Project**”). The Project will involve a total investment by WORTHINGTON 17 of at least ten million five hundred thousand dollars (\$10,500,000.00). Included in this investment is six million five hundred thousand dollars (\$6,500,000.00) for the acquisition of the Property, and an estimated four million dollars (\$4,000,000.00) in renovation costs.

The Project will commence on or about July 1, 2019, or (the “**Commencement Date**”). It is intended that all construction and improvements will be completed in calendar year 2020.

**§2. Employment Positions & Total Annual Payroll.** Beginning with the Commencement Date and continuing throughout the term of this Agreement, WORTHINGTON 17 shall create a total of four hundred (400) new full-time permanent employment positions at the Project (“**New Jobs**”). WORTHINGTON 17 shall retain zero (0) existing full-time permanent employment positions (“**Retained Jobs**”).

Pursuant to ORC §3735.671(B)(4) and (5), WORTHINGTON 17’s New Jobs, the Retained Jobs and the total annual payroll therefrom are itemized below:

Time Period (Year)	New Jobs Created (Cumulative)	Retained Jobs (Cumulative)	Total Annual Payroll
1	0	0	\$ 0
2	100	0	\$4,000,000
3	200	0	\$8,000,000
4	300	0	\$12,000,000
5	400	0	\$16,000,000
6	400	0	\$16,000,000
7	400	0	\$16,000,000
8	400	0	\$16,000,000
9	400	0	\$16,000,000
10	400	0	\$16,000,000

**§3. CRA Exemption.** The City hereby grants WORTHINGTON 17 a tax exemption equal to a percentage of the assessed valuation of the Property exempted hereunder, for the Improvements made under the Project, for the following period and for the following benefit level:

Exemption Period	Exemption Benefit Level
Ten (10) Years	Fifty Percent (75%)

The exemption provided under this §3 commences the first year for which the Property would first be taxable were that property not exempted from taxation under this Agreement. No CRA Exemption hereunder shall commence after tax year 2021 (i.e., tax lien date January 1, 2021), nor extend beyond tax year 2031.

WORTHINGTON 17 agrees and consents to the City preparing and filing all necessary applications and supporting documents to obtain the exemption authorized by the CRA Exemption Statutes and the City. The City shall perform such acts as are reasonably or legally necessary or appropriate to effect, claim, reserve, and maintain the CRA Exemption granted under this Agreement, including, without limitation, joining in the execution of all documentation and providing any necessary certificates required in connection with such exemption.

**§4. Annual Monitoring.** WORTHINGTON 17 shall provide the Worthington Tax Incentive Review Council, organized under ORC §5709.85 (“**Worthington TIRC**”), any information reasonably required by the Worthington TIRC to evaluate WORTHINGTON 17’s compliance with this Agreement, including returns filed pursuant to ORC §5711.02 if requested by the Worthington TIRC.



Pursuant to ORC §3735.671(D), WORTHINGTON 17 shall remit an annual monitoring and reporting fee payable to the City at such time as the Worthington TIRC requests information under this §4, with the annual fee equal to the greater of five hundred dollars (\$500.00) or one percent (1%) of the amount of taxes exempted hereunder up to a maximum two thousand five-hundred dollars (\$2,500.00) annually, for each year throughout the term of this Agreement.

**§5. Taxes Otherwise Due.** WORTHINGTON 17 shall pay such real property taxes as are not exempted under this Agreement and are charged against the Property and shall file all tax reports and returns as required by law. If WORTHINGTON 17 fails to pay such taxes or file such returns and reports, exemptions under this Agreement are rescinded beginning with the year for which such taxes are charged or such reports or returns are required to be filed and thereafter.

**§6. CRA Exemption Continues.** If, for any reason, the Community Reinvestment Area designation expires, or the Director of Development of the State of Ohio revokes his or her confirmation of the area, or the City revokes the designation of the area, entitlements granted under this Agreement shall continue for the number of years specified under this Agreement, unless WORTHINGTON 17 materially fails to fulfill its obligations under this Agreement and the City terminates or modifies the CRA Exemption pursuant to this Agreement.

**§7. Certifications.** Pursuant to ORC §3735.671(C)(3), WORTHINGTON 17 hereby certifies that at the time this Agreement is executed, WORTHINGTON 17 does not owe any delinquent real or tangible personal property taxes to any taxing authority of the State of Ohio, and does not owe delinquent taxes for which WORTHINGTON 17 is liable under Chapter 5733, 5735, 5739, 5741, 5743, 5747, or 5753 of the ORC, or, if such delinquent taxes are owed, WORTHINGTON 17 currently is paying the delinquent taxes pursuant to an undertaking enforceable by the State of Ohio or an agent or instrumentality thereof, has filed a petition in bankruptcy under 11 U.S.C.A. 101, *et seq.*, or such a petition has been filed against WORTHINGTON 17. For the purposes of this §7, delinquent taxes are taxes that remain unpaid on the latest day prescribed for payment without penalty under the ORC chapter governing payment of those taxes.

**§8. Failure to Comply.** If WORTHINGTON 17 materially fails to fulfill its obligations under this Agreement, or if the City determines that the certification under §7, above, is fraudulent, the City may terminate or modify the CRA Exemption under this Agreement, and may require the repayment of the amount of taxes that would have been payable had the Property not been exempted from taxation under this Agreement. Repayment of taxes under this §8 may be secured by the City by a lien placed on the Property in the amount required to be repaid hereunder, and such lien shall attach, and may be perfected, collected and enforced in the same manner as a mortgage lien on real property, and shall otherwise have the same force and effect as such.

**§9. Discontinuing Operations.** If WORTHINGTON 17 discontinues operations at the Property prior to the expiration of the term of this Agreement, WORTHINGTON 17 and any successor or any related member shall not enter into an agreement under ORC §§3735.671, 5709.62, 5709.63 or 5709.632 within five years after such discontinuation. The CRA Exemption granted under this Agreement shall be revoked if it is determined that WORTHINGTON 17, any successor to that person, or any related member has violated the prohibition against entering into this Agreement under ORC §§3735.671(E), 5709.62 or 5709.63 prior to the time prescribed by that division of either of those sections. For purposes of this §9, “**successor**” and “**related member**” have meanings as defined in ORC §3735.671(E).

**§10. Non-Discriminatory Hiring Practices.** As required under ORC §5709.85(D), and by executing this Agreement, WORTHINGTON 17 is hereby committing to offer equal opportunity and equal consideration to all persons who seek employment with WORTHINGTON 17, that no individual will be discriminated against on the basis of race, color, ancestry, religion, creed, national origin, age, sex, veteran status, disability, and/or any other characteristic protected by applicable federal, State or local law.

**§11. Agreement Not Transferrable.** This Agreement is not transferrable or assignable without the express, written approval of the City, which such approval shall not be unreasonably withheld.

**§12. Non-Waiver.** No failure by the City to enforce its rights or seek its remedies under this Agreement upon any non-compliance or default by WORTHINGTON 17 shall affect or constitute a waiver of the City’s rights to enforce that right or seek that remedy.

**§13. Miscellaneous.**

(a) **Notices.** Except as otherwise specifically set forth in this Agreement, all notices, demands, requests, consents or approvals given, required or permitted to be given hereunder shall be in writing and shall be deemed sufficiently given if actually received or if hand-delivered or sent by a recognized, overnight delivery service or by certified mail, postage prepaid and return receipt requested, addressed to the other party at the address set forth in this Agreement or any addendum to or counterpart of this Agreement, or to such other address as the recipient shall have previously notified the sender of in writing, and shall be deemed received upon actual receipt, unless sent by certified mail, in which event such notice shall be deemed to have been received when the return receipt is signed or refused. For purposes of this Agreement, Notices shall be addressed to:

If to City:

City of Worthington  
Attn: Economic Development  
6550 North High Street  
Worthington, Ohio 43085

with a copy to:

City of Worthington  
Attn: Director of Law  
370 Highland Avenue  
Worthington, Ohio 43085

If to WORTHINGTON 17:

WORTHINGTON 17 LLC  
Attention: Don Bush  
50 W. Broad Street, Suite 200  
Columbus, Ohio 43215

The Parties, by notice given hereunder, may designate any further or different addresses to which subsequent notices, certificates, requests or other communications shall be sent.

(b) Extent of Provisions: No Personal Liability. All rights, remedies, representations, warranties, covenants, agreements and obligations of the City under this Agreement shall be effective to the extent authorized and permitted by applicable law. No representation, warranty, covenant, agreement, obligation, or stipulation contained in this Agreement shall be deemed to constitute a representation, warranty, covenant, agreement, obligation or stipulation of any present or future official, member, officer, agent or employee of the City or WORTHINGTON 17 in other than his or her official capacity. No official executing or approving the City's or WORTHINGTON 17's participation in this Agreement shall be liable personally under this Agreement or be subject to any personal liability or accountability by reason of the issuance thereof.

(c) Amendments. This Agreement may only be amended by a written instrument executed by both Parties.

(d) Executed Counterparts. This Agreement may be executed in several counterparts, each of which shall be regarded as an original and all of which shall constitute but one and the same agreement. It shall not be necessary in proving this Agreement to produce or account for more than one of those counterparts.

(e) Severability. In case any section or provision of this Agreement, or any covenant, agreement, obligation or action, or part thereof, made, assumed, entered into or taken, or any application thereof, is held to be illegal or invalid for any reason:

(i) that illegality or invalidity shall not affect the remainder hereof or thereof, any other section or provision hereof, or any other covenant, agreement, obligation or action, or part thereof, made, assumed, entered into, or taken, all of which shall be construed and enforced as if the illegal or invalid portion were not contained herein or therein;

(ii) the illegality or invalidity of any application hereof or thereof shall not affect any legal and valid application hereof or thereof; and

(iii) each section, provision, covenant, agreement, obligation or action, or part thereof shall be deemed to be effective, operative, made, assumed, entered into or taken in the manner and to the fullest extent permitted by law.

(g) Captions. The captions and headings in this Agreement are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections of the Agreement.

(h) Governing Law and Choice of Forum. This Agreement shall be governed by and construed in accordance with the laws of the State of Ohio or applicable federal law. All claims, counterclaims, disputes and other matters in question between the City, its agents and employees, and the Company, its employees and agents, arising out of or relating to this Agreement or its breach will be decided in a court of competent jurisdiction within Franklin County, Ohio.

In witness thereof, the Parties have caused this Agreement to be executed this \_\_\_\_\_ day of \_\_\_\_\_, 2019.

CITY OF WORTHINGTON

WORTHINGTON 17, LLC

By:

By:

\_\_\_\_\_

\_\_\_\_\_

Matthew H. Greeson, City Manager

Its:

\_\_\_\_\_

Approved as to Form:

\_\_\_\_\_

Tom Lindsey, Law Director





March 28, 2019

Jennifer Best, President  
Board of Education of Worthington City Schools  
c/o Jeff McCuen, Treasurer  
200 East Wilson Bridge Road  
Worthington, Ohio 43085

VIA EMAIL & US MAIL

**Re: City of Worthington CRA Abatement Notice – 6740 N. High Street (former Anthem property)**

Dear Ms. Best:

I write to provide the Board of Education of the Worthington City School District (“Board”) with notice of a to-be-proposed Community Reinvestment Area (“CRA”) property tax abatement for real property at 6740 N. High Street in Worthington, Franklin County (Franklin County Auditor parcel IDs 100-002642, 100-002579, 100-002683, 100-002578, 100-002694, and 100-002459) (the “Property”). It is anticipated that the address for the property may change to 6700 N. High Street.

Pursuant to Ohio Revised Code (“ORC”) §5709.83, and on behalf of the Worthington City Council, I am providing notice that the City contemplates declaring improvements to this parcel to be a public purpose and therefore partially exempt from taxes.

### **Project Scope**

In December 2017, Worthington 17, LLC, a business of Lawyers Development Corporation, purchased the former Anthem Blue Cross Blue Shield property and intends to make a series of internal renovations and update the exterior landscaping (the “Project”) of the building. The Project will involve an estimated \$4,000,000 - \$6,000,000 in improvements. Many of the needed improvements will be influenced by the entity that leases the building, so the estimated renovation costs may change. In addition to the renovations for the office building, the City anticipates receiving a proposal for the rezoning and construction of a new commercial retail building on the outparcel immediately south of the Property. This development would not be abated and would be a significant source of property tax revenues for the Board.

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As you may be aware, the subject property had been occupied by Anthem Blue Cross Blue Shield for decades. With Anthem's exit from Worthington in June 2018, the City faces the challenging task of filling 200,000+ square feet of office space in a critical commercial corridor. The proposed abatement, and subsequent improvements to the building, will position the Property to bring hundreds of quality jobs back to Worthington.

### **CRA Abatement**

Under the Project, Worthington 17, LLC is undergoing substantial redevelopment costs to attract new jobs to Worthington. City staff have determined that a CRA Abatement will provide the best form of assistance to this redevelopment project (*see* ORC §§3735.65 *et seq.*).

Staff will recommend that Worthington City Council use the CRA Abatement to exempt 75 percent of the taxes on the value of improvements made to the Property, for a 10-year period. The legislation would be introduced to City Council on April 15, 2019, with the public hearing tentatively scheduled for May 6, 2019.

Relative to your organization, this project represents a net increase in revenues even with an approved CRA Abatement. (See table, below)

<b><u>Worthington City Schools (Annual Impact)</u></b>	
Property Tax Revenues Foregone from CRA	\$ (106,190)
New Property Tax Revenues from Unabated (25%) Portion of Office Building	\$ 35,397
New Property Tax Revenues from Newly-Constructed Retail Building	\$ 77,872
<b>NET ANNUAL IMPACT TO SCHOOLS</b>	<b>\$ 7,079</b>

As seen in the chart above, the City estimates that through a combination of added property tax revenues from the unabated (25%) improvements to the office building, and a new revenue stream from the proposed newly-constructed retail building on the southern portion of the site, the Worthington City School District will see a net increase in revenue. These calculations assume a post-renovation property value of \$8,300,000 for the office building, and an additional \$2,200,000 for the retail development.

Because of the projected positive tax implications to the Board resulting from this project, even with a CRA abatement in place, the City is not proposing any additional compensation agreement. However, if the retail development does not occur as anticipated, the City is committed to working with the Board on a supplementary income-tax sharing agreement.

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**Request**

Worthington City Council will take action at **7:30pm on May 6, 2019** to review staff recommendations and may adopt an ordinance declaring improvements to the Property to be a public purpose and therefore allow a CRA abatement. Staff has prepared a draft ordinance – to be introduced by City Council on April 15, 2019 – containing language to allow for the CRA abatement, a copy of which is attached for your reference. Please review this correspondence and provide a response, if any, to this notice.

Feel free to address any concerns or questions to me at (614) 436-4518 or via email at [david.mccorkle@worthington.org](mailto:david.mccorkle@worthington.org).

Sincerely,



David McCorkle  
Economic Development Manager

Enclosure

cc: Matt Greeson, City Manager  
Robyn Stewart, Assistant City Manager  
Scott Bartter, Finance Director  
Tom Lindsey, Law Director

**PROPOSED AGREEMENT** for Community Reinvestment Area Tax Incentives between the  
City of Worthington located in the County of Franklin and  
Worthington 17 LLC.

1. a. Name of property owner, home or main office address, contact person, and telephone number (attach additional pages if multiple enterprise participants).

Worthington 17 LLC \_\_\_\_\_ Don Bush \_\_\_\_\_  
 Enterprise Name Contact Person

50 W. Broad, Suite 200, Columbus, OH 43215 (614) 224-9161 \_\_\_\_\_  
 Address Telephone Number

- b. Project site:

\_\_\_\_\_ Dan O'Harra \_\_\_\_\_  
 Contact Person

6740 N. High, Worthington, OH 43085 (614) 224-9161 \_\_\_\_\_  
 Address Telephone Number

Applicable parcel ID numbers:

- 100-002642
- 100-002579
- 100-002683
- 100-002578
- 100-002694
- 100-002459

2. a. Nature of commercial/industrial activity (manufacturing, warehousing, wholesale or retail stores, or other) to be conducted at the site.

\_\_\_\_\_ Office space (property owner to lease to tenant/s) \_\_\_\_\_

- b. List primary 6 digit North American Industry Classification System (NAICS) # 531120

Business may list other relevant SIC  
 numbers. \_\_\_\_\_



- c. If a consolidation, what are the components of the consolidation? (must itemize the location, assets, and employment positions to be transferred: \_\_\_\_\_

N/A

- d. Form of business of enterprise (corporation, partnership, proprietorship, or other).

Limited Liability Company

3. Name of principal owner(s) or officers of the business.

Robert J. Meyers

4. a. State the enterprise's current employment level at the proposed project site:

None (vacant office building)

- b. Will the project involve the relocation of employment positions or assets from one Ohio location to another? Yes\_\_\_\_ No\_\_\_\_ TBD

- c. If yes, state the locations from which employment positions or assets will be relocated and the location to where the employment positions or assets will be located:

TBD

- d. State the enterprise's current employment level in Ohio (itemized for full and part-time and permanent and temporary employees):

TBD

- e. State the enterprise's current employment level for each facility to be affected by the relocation of employment positions or assets:

TBD

- f. What is the projected impact of the relocation, detailing the number and type of employees and/or assets to be relocated?

TBD

5. Does the Property Owner owe:

- a. Any delinquent taxes to the State of Ohio or a political subdivision of the state?

Yes \_\_\_ No X

- b. Any moneys to the State or a state agency for the administration or enforcement of any environmental laws of the State? Yes \_\_\_ No X

- c. Any other moneys to the State, a state agency or a political subdivision of the State that are past due, whether the amounts owed are being contested in a court of law or not?

Yes \_\_\_ No X

- d. If yes to any of the above, please provide details of each instance including but not limited to the location, amounts and/or case identification numbers (add additional sheets).

6. Project Description: Property owner to lease office space to tenant/s, which will involve additional financial investment in property in order to undertake physical improvements to property as required by lease agreement/s with tenant/s

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

7. Project will begin around April\_, 2019 and be completed in 2020 provided a tax exemption is provided.

8. a. Estimate the number of new employees the property owner will cause to be created at the facility that is the project site (job creation projection must be itemized by the name of the employer, full and part-time and permanent and temporary):

TBD

\_\_\_\_\_  
\_\_\_\_\_

- b. State the time frame of this projected hiring: \_\_\_\_\_ yrs.

- c. State proposed schedule for hiring (itemize by full and part-time and permanent and temporary employees):
- 

9. a. Estimate the amount of annual payroll such new employees will add \$ TBD  
(new annual payroll must be itemized by full and part-time and permanent and temporary new employees).

- b. Indicate separately the amount of existing annual payroll relating to any job retention claim resulting from the project: \$ TBD

10. An estimate of the amount to be invested by the enterprise to establish, expand, renovate or occupy a facility:

A.	Acquisition of Buildings:	\$ <u>6,500,000</u>
B.	Additions/New Construction:	\$ _____
C.	Improvements to existing buildings:	\$ <u>4,000,000-6,000,000 (if not greater)</u>
D.	Machinery & Equipment:	\$ _____
E.	Furniture & Fixtures:	\$ <u>TBD</u>
F.	Inventory:	\$ _____
<b>Total New Project Investment:</b>		\$ <u>10,500,000-12,500,000 (if not greater)</u>

11. a. Business requests the following tax exemption incentives: 75 % for \_\_\_\_\_ years covering real \_\_\_\_\_ as described above. Be specific as to the rate, and term.

- b. Business's reasons for requesting tax incentives (be quantitatively specific as possible)
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CRA Tax Incentives in the form of abated property taxes will provide the property owner with a tool 1) to reduce expenses associated with owning and operating a commercial property, particularly a property with higher operating expenses (relative to newly constructed commercial buildings) due to inefficient and aging or obsolete Building infrastructure and systems and 2) to offset potentially significant capital investment for the maintenance and/or replacement of Building infrastructure and systems necessary to make the property competitive in the office-leasing market and to justify acquisition/investment by ownership.

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Submission of this application expressly authorizes City of Worthington to contact the Ohio Environmental Protection Agency to confirm statements contained within this application including item # 5 and to review applicable confidential records. As part of this application, the property owner may also be required to directly request from the Ohio Department of Taxation, or complete a waiver form allowing the Department of Taxation to release specific tax records to the local jurisdiction considering the request.

The Applicant agrees to supply additional information upon request.

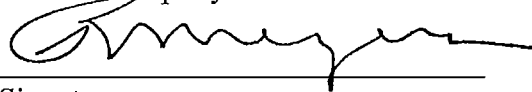
The Applicant affirmatively covenants that the information contained in and submitted with this application is complete and correct and is aware of the ORC Sections 9.66(C) (1) and 2921.13(D) (1) penalties for falsification which could result in the forfeiture of all current and future economic development assistance benefits as well as a fine of not more than \$1,000 and/or a term of imprisonment of not more than six months.

Worthington 17 LLC

Name of Property Owner

3/27/19

Date



Signature

Robert J. Meyers, Sole Member

Typed Name and Title

\* A copy of this proposal must be forwarded by the local governments to the affected Board of Education along with notice of the meeting date on which the local government will review the proposal. Notice must be given a minimum of fourteen (14) days prior to the scheduled meeting to permit the Board of Education to appear and/or comment before the legislative authorities considering the request.

\*\* Attach to Final Community Reinvestment Area Agreement as Exhibit A

Please note that copies of this proposal must be included in the finalized Community Reinvestment Area Agreement and be forwarded to the Ohio Department of Taxation and the Ohio Development Services Agency within fifteen (15) days of final approval.





**STAFF MEMORANDUM**  
**City Council Meeting – May 20, 2019**

Date: May 14, 2019

To: Matthew H. Greeson

From: Daniel Whited, P.E.

Subject: **Permission to Advertise for Bids - East Wilson Bridge Road Resurfacing Project**

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**EXECUTIVE SUMMARY**

Staff is seeking permission to advertise for bids for this project.

**RECOMMENDATION**

Motion to authorize the solicitation of bids

**BACKGROUND/DESCRIPTION**

East Wilson Bridge Road has experienced a number of large-scale water main breaks over the last several years. This, along with regular wear and tear, has taken a toll on the existing asphalt road surface. This spring a new waterline is being constructed with the intention of eliminating further damage to the roadway and disruption in water service. At the conclusion of this construction, we plan to have East Wilson Bridge Road resurfaced to bring it back into an acceptable level of service for motor vehicles and bicycles. The engineering estimate for the asphalt resurfacing is \$530,256.76