

# Bikeway Advisory Committee Meeting Minutes

November 16th, 2005

Members Present: Michael Hayes (representing the community at large) presiding, Bernice Cage (representing Mid-Ohio Regional Planning Commission), Gordon Renkes (bicyclist), Steve Studenmund (representing Franklin County Metro Parks), Brad Westall (representing City of Columbus Department of Recreation and Parks)

Members Absent: Lelia Cady (representing Columbus City Council), Mike Meeks (representing Franklin County Engineer's Office), Steve Gray (representing Rails to Trails Conservancy), Charlie Pace (bicyclist), 3 Vacancies (bicyclist), Vacant (representing local bicycle organizations)

Others Present: Dale Hooper (City of Columbus Transportation Division), John Gideon of COBAC and guest Steve Hardwick

## **CALL TO ORDER**

The meeting began around 4:07

## **Minutes of the September Meeting**

The minutes of the September meeting were accepted with one change. Under Traffic Calming, "take the lane signs" should be changed to "Use Full Lane signs".

## **A Tribute to Ed Honton, who did so much for Ohio Bicycling**

Ed was involved in many things during his life. He worked for the Pennsylvania Railroad, Franklin County Engineers Office and the Ohio Department of Transportation. He was the Franklin County Engineer and then Ohio's first state Bicycle Coordinator. Instrumental he was in creating the County's first bike lanes, on Schrock Road. As a member and president of American Youth Hostels, he posted several bike routes in central Ohio. Other routes were laid out in numerous maps and books that he wrote. Ed Honton was also helped create the League of American Bicyclists Effective Cycling (EC) course and video. He was also an EC instructor.

## **A Tribute to Don Stathos**

Michael Ronkin, Oregon's Bicycle Coordinator, sent an email tribute to Don Stathos. In the early 1970's he became disgusted because the roads were too busy for him to go bicycling with his daughters. In 1971, as a member of Oregon's legislature, he sponsored legislation for bicycling. As a result, 1% of Oregon's transportation funds were to be devoted to bicycling. Later, other states copied Oregon's example and it ultimately became the basis for Federal Legislation.

## **Henderson and Broad Meadows Detours**

Because of the coincidence of two projects, the Olentangy Path may be closed for 2 consecutive summers. In 2006 the path will be closed for the construction of the Broad Meadows Bridge. In 2007, it may be closed for the reconstruction of the Henderson Road Bridge. The former will link the Olentangy Path to neighborhoods east of the Olentangy river. The latter will improve the Henderson Bridge, including substituting a full width path for the current narrow sidewalk (on the south side). Hooper distributed maps depicting 2 detours, which he had explored that morning.

The Committee was greatly disturbed by the Broad Meadows closure. They wondered why the path must be closed because of bridge construction. Staff explained that, east of the path, is the bridge construction site. Construction vehicles would cross the path, directly from State Route 315. Westall explained that the City did not want streams of

construction vehicles and path users to cross. The Committee wanted the City to open the path, during weekends and at other times, when construction was not occurring. Hooper clarified that he was only involved in the detour, since this was not his department's project. A question was specifically asked: what person (in the Recreation and Parks Department) made the decision to close the path? The Committee unanimously passed a motion that: The City explore temporary and safe passage through the construction site. Westall clarified that the entire section of the path would not be closed. Only about 100 feet, at the construction site would be closed. People could travel to the site and then turn around and go back.

There was also disenchantment over the detours. Two detours were presented: one using Olentangy River Road and another through Worthington and Beechwood (WB). Hooper indicated that detouring bicyclists (accustomed to travel on paths) onto Olentangy River Road (ORR) was grossly inappropriate. Some agreed with Hooper's opinion and others saw no problem. One person complained that the ORR detour had no sidewalks (what would pedestrians do?).

The Committee was not satisfied with the WB detour either. There was discussion, in an effort to find a better route. Hooper proposed to at least provide maps to the public. He also wanted to post signs on the detour route, but this would require Worthington's cooperation. About half of the WB detour goes through Worthington. Cage agreed to contact Worthington about it. Someone complained that some people would not use either detour and just give up using the path.

ODOT's plans for the project depicted the ORR detour. This was despite objections from both the Columbus and ODOT Bicycle Coordinators. Steve Studenmund was disturbed that 2 detours might be posted. He specifically asked Hooper to accept whatever was in the ODOT plan. Hooper indicated that the ORR detour was unacceptable.

### **Status of Columbus Bicycle Plan**

Hooper stated that the plan was under review by both Alta and Burgess & Niple (B&N). B&N stated that comments would be submitted by November 18<sup>th</sup>. The Committee again specifically requested to see all the comments. Hooper also stated that a meeting (to develop the process for presenting the plan to the public) was pending. Cage was to lead the public process.

The Committee asked for a schedule. Hooper stated that since the amount of work was poorly defined, no schedule was created. Hooper said that the public process meeting would be held after he reviews the comments. The comments will control the amount of work needed to rewrite the plan. Further, the City's response to some comments may have to be decided by people above Hooper. These decisions take time.

### **Columbus Bicycle Webpage**

The Transportation Division is creating a Bicycle Webpage. The Transportation website will have a button (marked BIKE ROUTE) linking directly to the webpage. The webpage will contain bicycling maps, safety information, and links to the Bikeway Advisory Committee webpage and the Metromap. There were requests to link to Recreation & Parks and COBAC's websites. Hooper agreed, but asked to finish the webpage first.

The Metromap is a map depicting all the existing bikeways in Franklin County. Eventually streets with wide lanes, paved shoulders or 3 lane cross sections would also be depicted. Currently the Metromap is on the website, but it is not finished. If users magnify the map, the bikeways fragment.

Studenmund asked why Columbus created a separate map, why not use MORPC's map of Bikeway Corridors. Hooper stated that these are 2 different maps serving different purposes.

**More on Traffic Calming**

At the September meeting there was discussion of the Harrison West Traffic Calming projects. Gideon mentioned Harrison West and the Committee expanded on its previous discussion. Cage again asked if the City was going to survey bicyclists about the Neil Avenue medians. Gideon related that the Strawberry Farms Traffic Calming Plan was created in July 2004 (and construction is underway?). Yet, it was presented to the Transportation & Pedestrian Committee (T&PC) only last week. The T&PC refused to approve it; instead it created a subcommittee to investigate.

The Committee objected that the Strawberry Farms Plan was not presented to it. Hooper stated that he was not involved in that plan. He only presents items with which he is involved. In response, the Committee specifically asked: What is the role of the Bikeway Advisory Committee?

The Committee asked that for a presentation on traffic calming at the next meeting. It invited Bill Lewis, Steve Tweed and John Sleimers to give a presentation. The subject would be how does traffic calming accommodate bicycles.

**Public Meeting about the Central Scioto Path**

Gideon announced that a public meeting will be held for the Central Scioto Path. This would extend the path (ending at the Dublin Road Water Plant) to Grandview Avenue. The meeting will present various alignments. It will be on 11/29, from 4:30 to 7 PM at 910 Dublin Road.

**Adjourn**

The meeting adjourned at 5:45.

**Future Meetings**

Meetings are tentatively scheduled for, January 18<sup>th</sup>, March 15<sup>th</sup> and May 17<sup>th</sup>. Meetings are usually held at the Department of Recreation and Parks offices at 200 Greenlawn Avenue. Contact the Bikeway Coordinator at 645-8079 for confirmation.

Prepared By: \_\_\_\_\_

R. Dale Hooper, Bikeway Coordinator

Approved By: \_\_\_\_\_ Date \_\_\_\_\_

\_\_\_\_\_, Acting Executive Secretary  
Transportation Division Administrator