



**NORTHEAST AREA GROUP  
MEETING SUMMARY**

Tuesday, October 21, 2014  
8 – 9:30 AM

**Westerville Council Chambers**  
21 South State Street  
Westerville, OH 43081

**Participants:**

Susan Banbury, Westerville  
Ted Beidler, Franklin County  
Ben Collins, Plain Township  
Karl Craven, Westerville  
Beth Hugh, Orange Township  
Tiffany Jenkins, Delaware County  
Adrienne Joly, New Albany

Jonathan Lee, Franklin County  
Mike McCann, COTA  
Mark Nemec, New Albany  
Scott Overturf, Orange Township  
Bryan Rhoads, Blendon Township  
Paul Wise, Genoa Township

**MORPC Staff:**

Amelia Costanzo  
Nick Gill  
Eileen Leuby

William Murdock  
David Rutter  
Thea Walsh

**Welcome and Introductions:**

Amelia Costanzo and William Murdock welcomed everyone to the meeting. David Rutter will begin serving as the coordinator and facilitator of the group beginning with the next meeting in April 2015. Mr. Murdock introduced Thea Walsh, Director of Transportation Systems and Funding at MORPC.

**Presentation: Beech Road Widening Improvement:**

Mark Nemec, New Albany, described the City's project to widen Beech Road to accommodate the existing and future traffic volume along this key route between New Albany and Johnstown. Please see the attached copy of his presentation for more information.

**Presentation: New Albany Bikes Master Plan:**

Adrienne Joly, New Albany, shared a presentation about the City's plan to serve its residents' and visitors' demands for bike facilities. Please see the attached copy of her presentation for more information.

**Presentation: US 23 Bike/Pedestrian Bridge:**

Beth Hugh, Orange Township, discussed the design, engineering, and construction of this bridge across US 23. The [ribbon cutting ceremony](#) for the official opening of the bridge will be held on October 26 and 3:30 PM. Please see the attached copy of her presentation for more information about the project.

**Project Updates:**

**Westerville:**

- The City and its consultant continue to work with stakeholders to develop its next community plan: [Imagine Westerville Community Plan](#). The next public meeting will be on December 4, 2014 from 4:00 – 5:30 PM at the Westerville Community Center. The plan will be completed in the spring. Contact Kimberly Sharp for more information at [Kimberly.sharp@westerville.org](mailto:Kimberly.sharp@westerville.org).

**Delaware County:**

- The Delaware County Regional Sewer District is working on hiring a consultant to update their sewer plan. The District will be looking to townships for involvement once the planning process begins.

- Zoning and preliminary subdivision and engineering is in place for the Simon-Tanger outlet mall. They are still working on the financial pieces before construction can begin.
- ODOT, the county, Columbus and Westerville are partnering to extend Gemini Parkway east to connect with Worthington Road at about the Powell road intersection. It possibly could go to construction in the next year. The county is working on a separate project to provide further improvements from this point north on Worthington Road.

#### Franklin County:

- The County and Westerville will partner to re-deck the Smothers Road bridge of Hoover Reservoir in 2017.

#### COTA:

- COTA is planning to provide Bus Rapid Transit (BRT)/Enhanced Bus Service along the Cleveland Avenue corridor. Service is anticipated to begin in 2016. More information about the project is available [online](#).
- COTA is undergoing a [Transit System Review \(TSR\)](#), one result of which is [proposing to provide new service](#). Two routes are the #96 Crosstown, operating between Easton Transit Center and SR-161/High Street via Westerville Road; and SR-161, and #2L Limited Stop Local that would operate in a limited stop mode between Westwoods and High Street and Ohio Health's Westerville Campus.
- In an effort to plan for the future of public transportation in central Ohio, COTA is undergoing a planning effort called [Next Generation](#).

#### Genoa Township:

- There is a 1.1 mil Roads and Bridges Replacement Levy on the November ballot.
- Barbara Lewis, Township Trustee, is running for County Commissioner in November.
- Genoa Township, along with Liberty and Orange Townships, was awarded the [Green Collaborative Achievement Award](#) at MORPC's 2014 Summit on Sustainability and the Environment on October 10. The three townships collaborated together to create a unique contract that would greatly increase curbside recycling and waste pickup, along with saving their residents millions of dollars.
- The Township received a [Healthy Community Award](#) from the Ohio Department of Health this year. They are the first township to receive a gold level designation.
- The Township will be doing drainage work on Maxtown Road this winter.

#### Plain Township:

- Rocky Fork Metro Park –the region's newest Metro Parks – is undergoing road pavement, installation of drainage facilities, and construction of building pads and restrooms. Additional facilities, including a dog park and equestrian accommodations, will open next spring. The park is located north of Walnut Street between Schott and Bevelhymer roads.
- Plain Township and Harlem townships have applied for OPWC funds to reconstruct Bevelhymer Road from New Albany-Conduit Road (State Route 605) one mile north to the 90-degree turn in the road.

#### New Albany:

- The City is constructing a roundabout at Main and Market streets.

#### Orange Township:

- The Township is proposing to build a community center. Funding for the project is on the November ballot. More information about the project is available [online](#).

#### MORPC:

- Review and scoring of the [2014 MORPC-Attributable Funding](#) applications will be completed this fall. A draft list of projects will be available for public review and comment in December.
- Stay tuned for more information from MORPC staff on the SFY 2016-2019 Transportation Improvement Program development. Staff will be contacting jurisdictions for their CIP's to identify local transportation projects over the next four years.

- Looking more long term, work on the 2016–2040 Columbus Area Metropolitan Transportation Plan (MTP) is underway. The proposed goals of the plan will be presented to MORPC’s Commission in November. Staff will also be contacting jurisdictions for updated thoroughfare plan, studies or other documents to identify transportation needs over through 2040.
- [Sustaining Scioto](#), a proactive, science-based study to ensure that Central Ohio has clean and secure water resources for current residents and businesses, and to sustain needs from future growth, is well underway. Water suppliers and local decision-makers will be able to use the results of the study to help them plan for their facilities and infrastructure needs with regard to climate change and adaptation.
- [insight2050](#) is a project MORPC, Columbus2020, and ULI Columbus are working on to provide information that can assist public and private decision-makers in evaluating and preparing for the impacts of our region’s future growth and development. There are various upcoming opportunities to learn about and join in the conversation surrounding this effort.

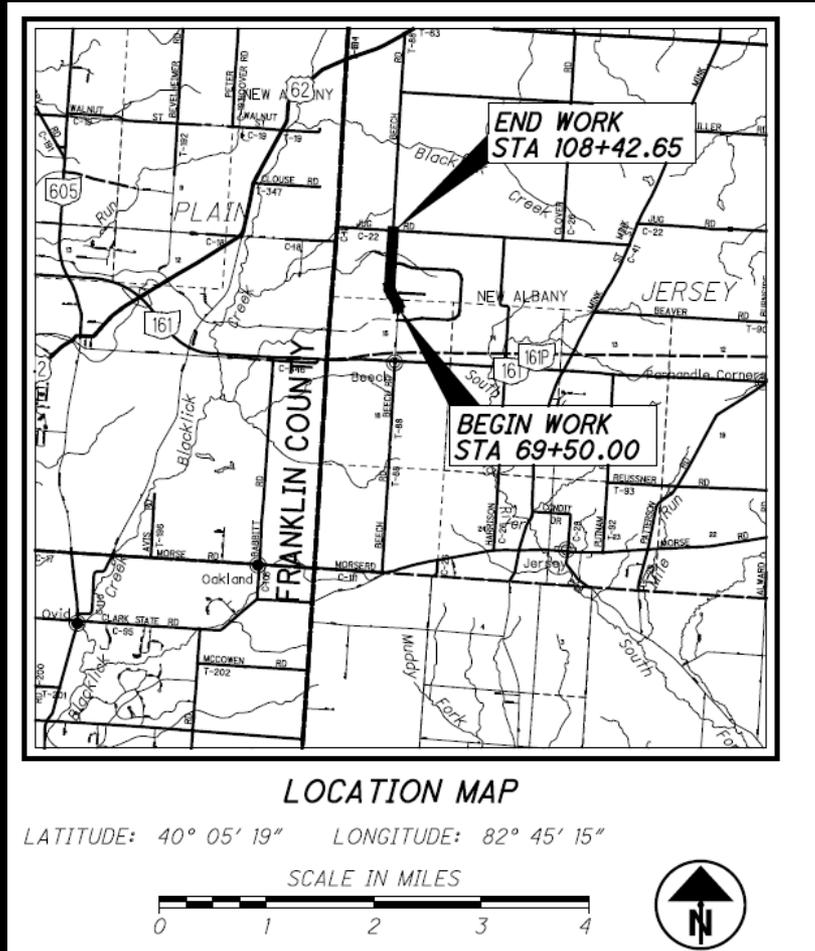
Upcoming Events:

- November 5, 2014: [Peter Calthorpe Presents: insight2050](#)
- November 12, 2014: [Real Estate School: New Perspectives on Real Estate Development Opportunities with Yaromir Steiner](#)
- December 5, 2014: [ED411](#)  
ED411 is an annual half-day economic development training summit designed to help elected and appointed officials and business leaders in the Columbus Region. Attendees discuss the impacts of private investments in our region, how company investment decisions are made and what resources are available to help companies grow and prosper. Sponsored by [Mid-Ohio Development Exchange \(MODE\)](#) and [Columbus 2020](#).

**The next meeting of the Northeast Area Group will be held on April 21, 2015**  
at 8:00 AM in the Westerville Council Chambers.



# Beech Road Widening





# Beech Road Widening

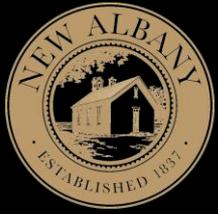




# Beech Road Widening

- OPWC Funded Project
- Awarded \$995,000
- \$240,000 Grant
- \$755,000 Loan





# Beech Road Widening

## Proposed Improvements

- New 3 lane Road
- Replace Road Culvert
- 8 ft. wide Leisure Trail
- Trail Boardwalk

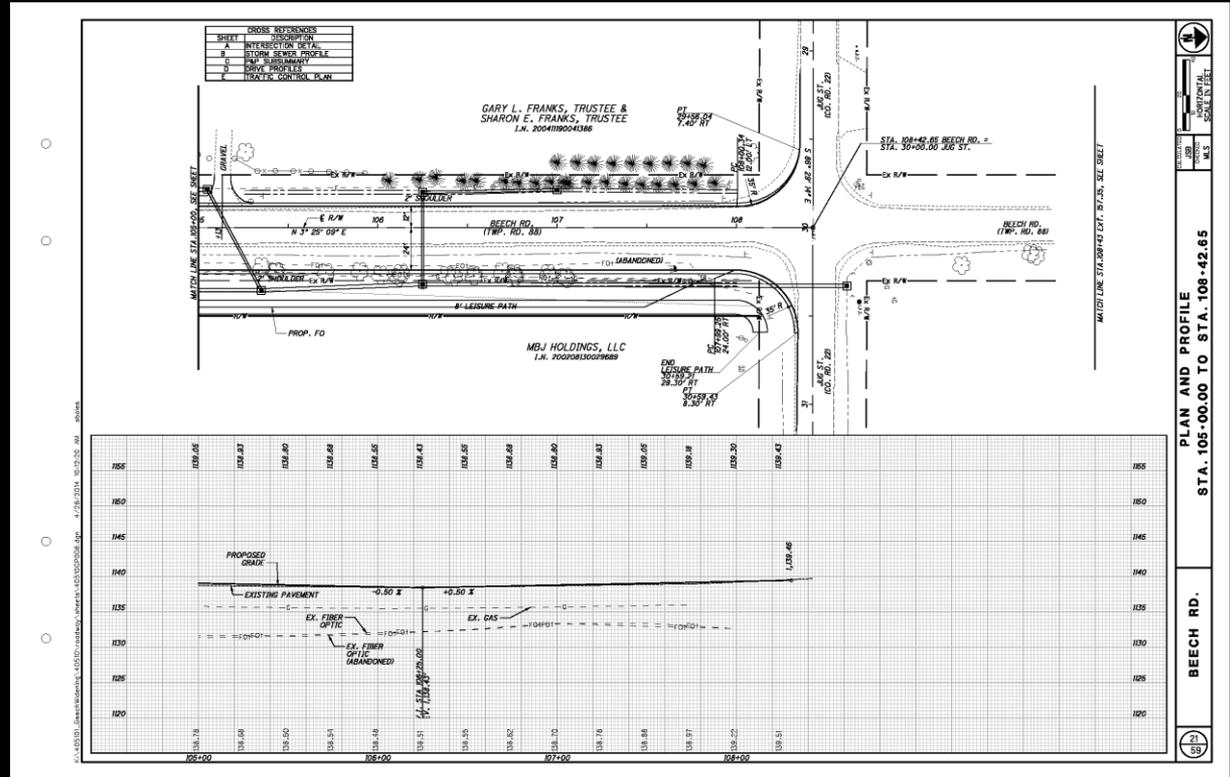




# Beech Road Widening

## Road Improvements

- Storm Sewers
- Waterline
- RCC Base
- Asphalt Pavement

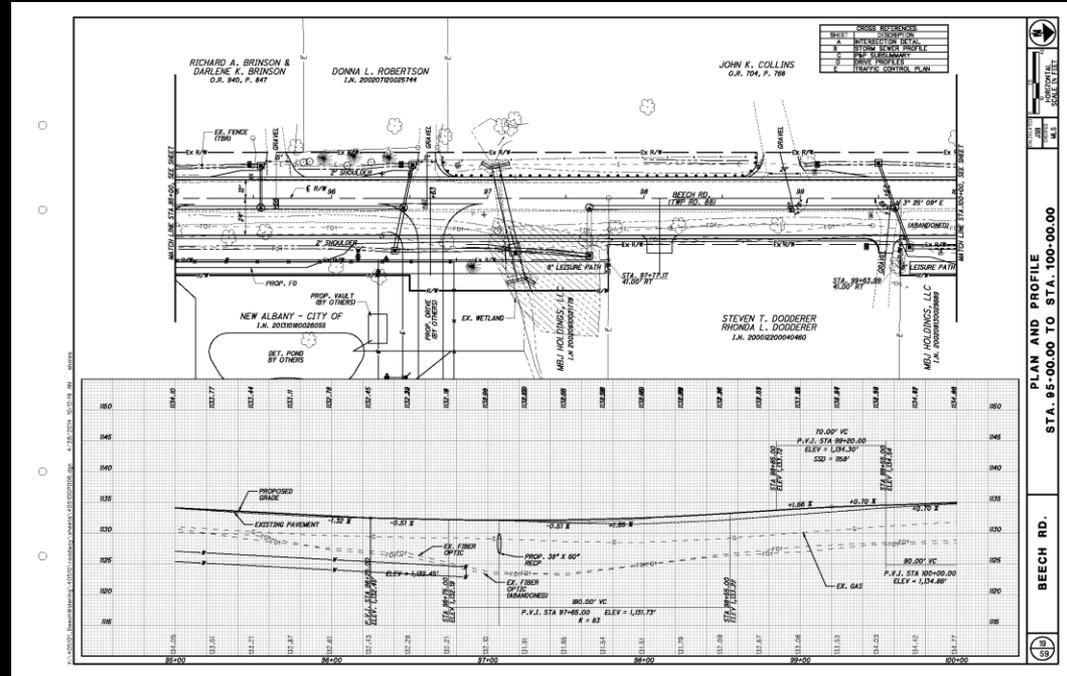




# Beech Road Widening

## Replace Road Culvert

- Intermittent Stream
- Emergent Wetland
- Need Nationwide Permit





# Beech Road Widening

## Leisure Trail

- 8 ft. Asphalt Trail
- ADA Curb Ramps





# Beech Road Widening

## Trail Boardwalk

- Aesthetic Quality
- Maintenance Fee





# Beech Road Widening

## Trail Boardwalk

- Aesthetic Quality
- Maintenance Fee







# Beech Road Widening

**Project Cost \$1,842,500**

- Roadway \$1,047,500
- Storm Sewer \$440,000
- Culvert \$95,000
- Leisure Trail \$52,000
- Trail Boardwalk \$208,000

# NEW ALBANY BIKES MASTER PLAN

Steering Committee Meeting



# AGENDA

Steering Committee Meeting  
October 14, 2014

1. Introduction
2. Bike Infrastructure
  - Regional Connections
  - Off-Street Infrastructure
  - On-Street Infrastructure
3. The Velo Loop
4. Plan Components
  - Signage & Wayfinding
  - Transitions & Intersections
  - Policy & Education
5. Recommendations
6. Next Steps

**BIKE NEW ALBANY**  
City of New Albany, Ohio



# INTRODUCTION



# TYPES OF CYCLISTS



ADVANCED RIDERS: Experienced cyclists that are comfortable and prefer to ride on the city's streets with traffic.



ENTHUSIASTS: Cyclists that may wish to use the city's streets for their rides, but may be hesitant to ride alongside heavy traffic.



COMMUTERS: Cyclists who wish to bicycle to work or for errands, and will use either trails or roads to reach their destination.



LEISURE RIDERS & FAMILIES: Cyclists that ride on the leisure trails and sidewalks in order to avoid cycling on the roads.

# PROVIDE THE FIVE E'S OF CYCLING

## 1. Engineering

Create safe and convenient places to ride.

## 2. Education

Give people of all ages and abilities the skills and confidence to ride.

## 3. Encouragement

Create a strong bike culture that welcomes and celebrates bicycling.

## 4. Enforcement

Ensure safe roads for all users.

## 5. Evaluation & Planning

Plan for bicyclists as a safe and viable transportation option.

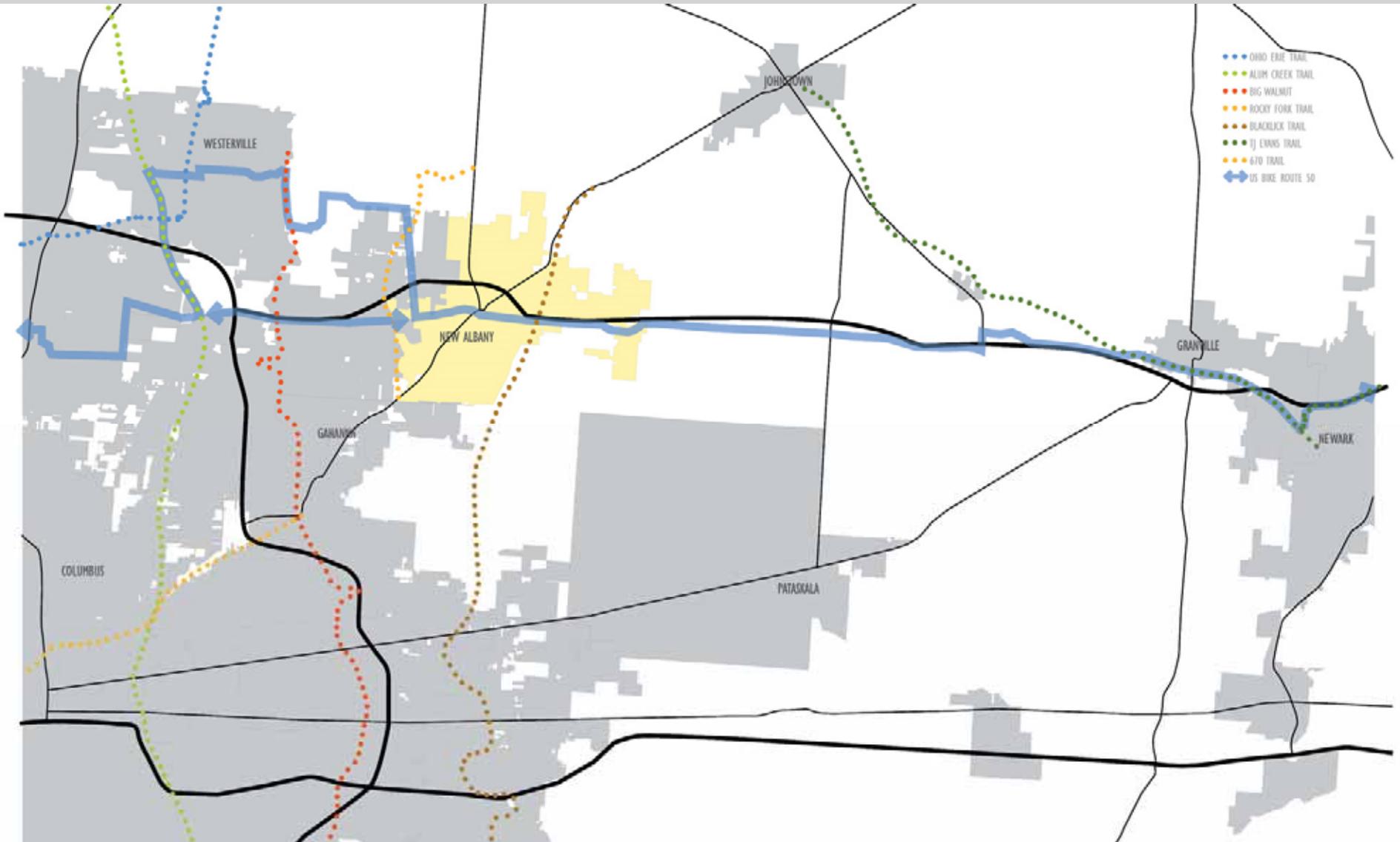


# BIKE INFRASTRUCTURE



# REGIONAL CONNECTIONS

Central Ohio Regional Connections



# REGIONAL CONNECTIONS

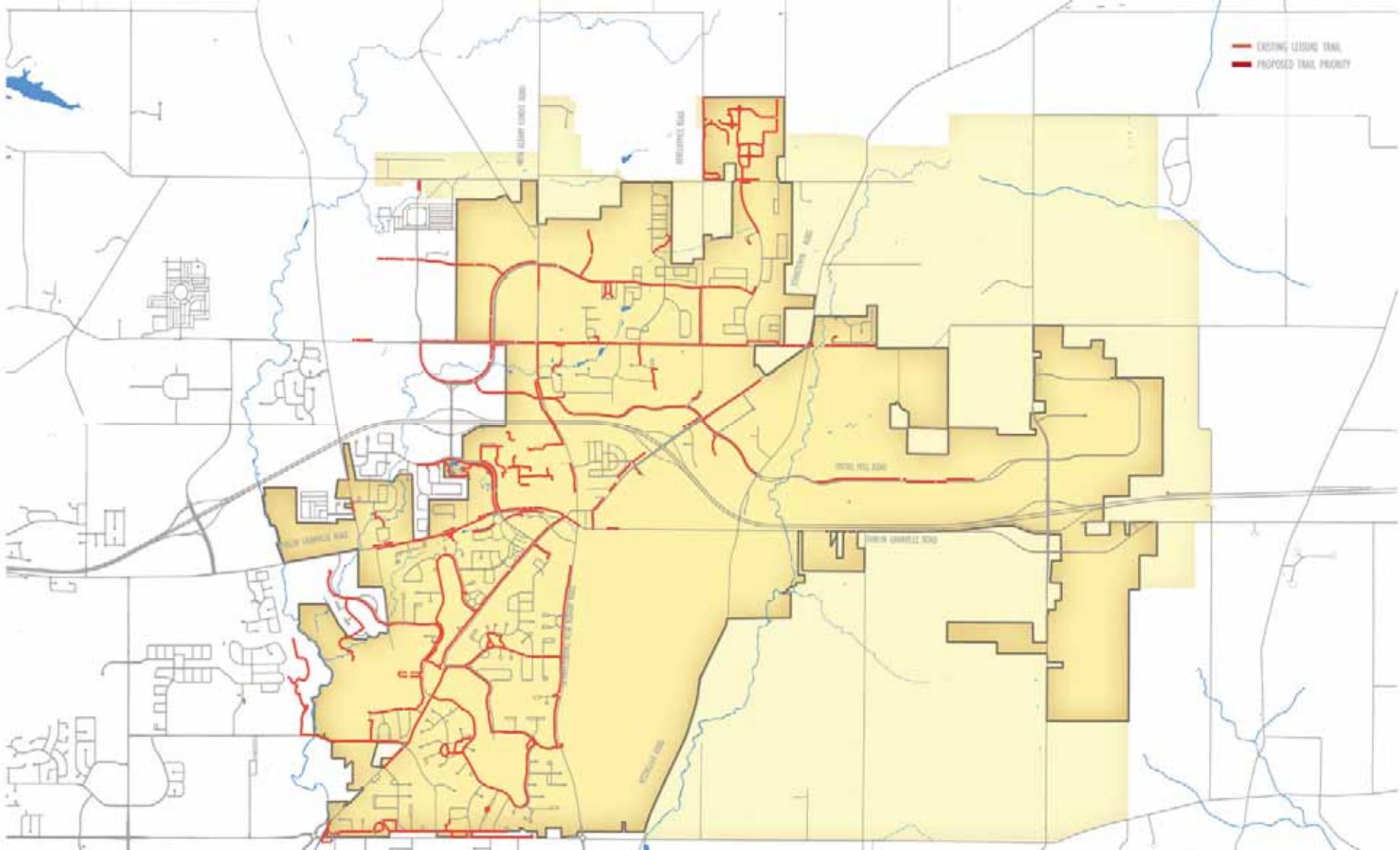
## US BIKE ROUTE 50

- Will travel from California to Washington D.C.
- Is the first national bike route through Ohio, and will pass through 11 counties.
- Planned route runs east along Walnut Street, south on Harlem Road, and east along Dublin Granville Road.
- To date, approximately 6,000 miles of US Bike Route 50 have been established in 12 states.



# OFF-STREET INFRASTRUCTURE

Existing Leisure Trails





# ON-STREET INFRASTRUCTURE

## On-Street Infrastructure for New Albany



Bike Lane



Cycle Track



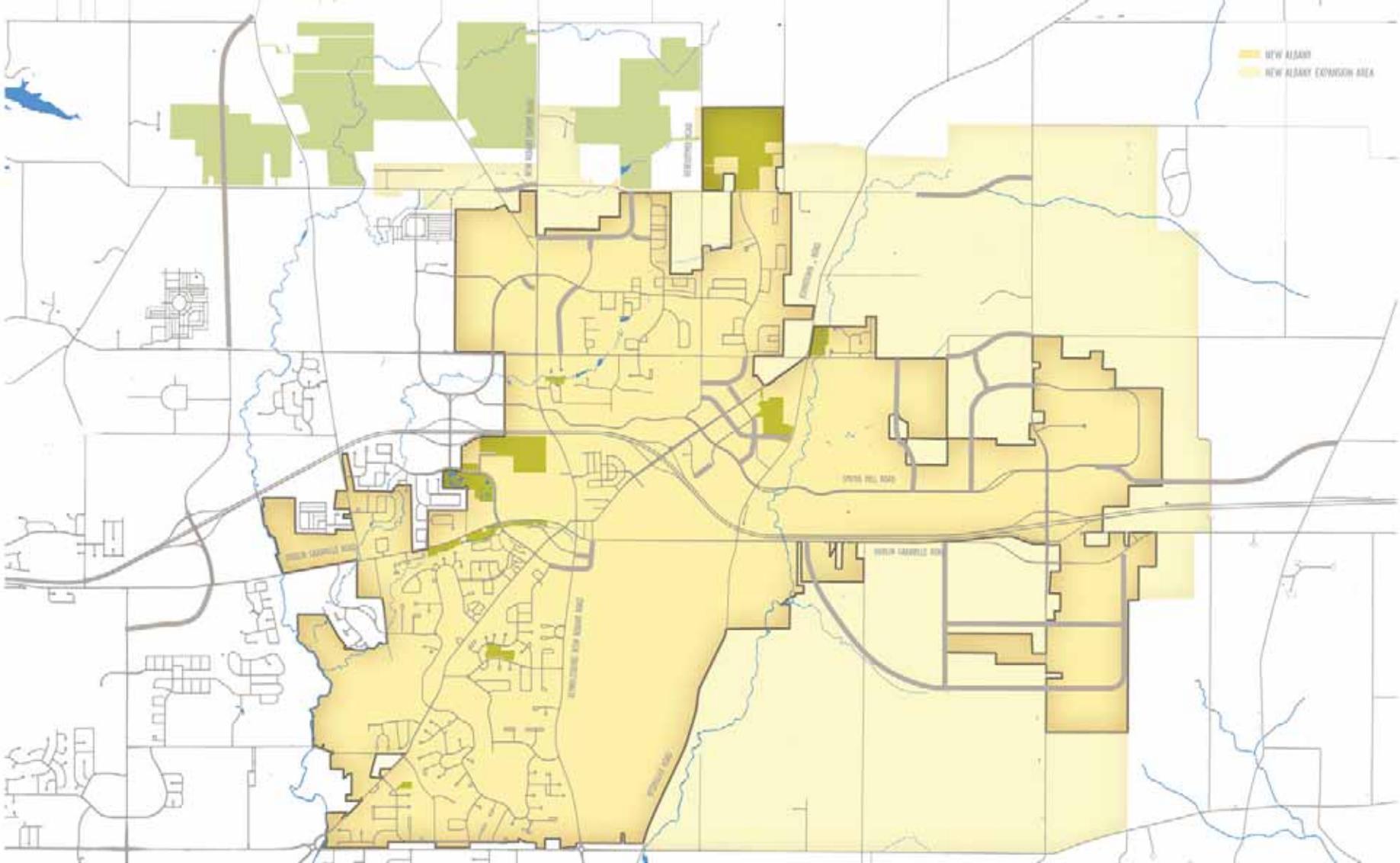
Sharrow

# ON-STREET INFRASTRUCTURE

On-Street Infrastructure			
Type	Benefits	Application Considerations	Potential Variations
Bike Lane	<ul style="list-style-type: none"> <li>Increases bicyclist comfort and confidence on busy streets</li> <li>Creates separation between cyclists and cars</li> <li>Increases predictability of bicyclists and motorist positioning and interaction</li> <li>Increases total capacities of streets carrying mixed bike and motor vehicle traffic</li> <li>Visually reminds motorists of bicyclists' right to the street</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate on streets with more than 3,000 ADT</li> <li>Streets with speed limits of 25 mph or greater</li> <li>Streets with high transit volumes</li> <li>On streets with high traffic volume, regular truck traffic, high parking turnover, or speed limit of 35 mph or more, consider treatments that provide greater separation between bicycles and motor traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Buffered Bike Lanes</li> <li>Contra-Flow Bike Lanes</li> <li>Left-Side Bike Lanes</li> </ul>
Cycle Track	<ul style="list-style-type: none"> <li>Creates a physically separated, bicycle-dedicated portion of the roadway, increasing riders' perceived safety and comfort.</li> <li>Prevents collisions between cyclists and passing motorists</li> <li>Reduces risk of cyclists colliding with opening door of parked cars</li> <li>Can decrease implementation costs by making use of existing pavement and drainage.</li> <li>More attractive to cyclists of all ages and skill levels</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate on streets on which bike lanes would cause many cyclists to feel stressed because of factors such as multiple lanes, high traffic speeds or volumes, or high on-street parking turn over, may benefit from cycle tracks.</li> <li>Along streets with high bicycle traffic volumes</li> <li>Special consideration should be given to implementation at intersections and transit stops, where pedestrian and cyclists interactions are possible.</li> <li>Requires road corridor to have necessary right-of-way to accommodate cycle track.</li> <li>Can be applied to streets with parking lanes, which may act as the barrier between moving cars and cyclists.</li> </ul>	<ul style="list-style-type: none"> <li>One-way cycle track</li> <li>Two-Way Cycle Track</li> <li>Raised Cycle Tracks</li> <li>Street-Level Cycle Track</li> </ul>
Sharrows	<ul style="list-style-type: none"> <li>Reinforces the presence of cyclists on roads</li> <li>Recommends proper cyclists locations and positioning on roads</li> <li>Encourages safe passing by motorists</li> <li>Requires no additional street space</li> </ul>	<ul style="list-style-type: none"> <li>Appropriate where the speed difference between cyclists and motorists is low.</li> <li>Appropriate along road corridors which can not accommodate the necessary pavement for separated facilities, such as the Village Center.</li> <li>Used to strengthen connections in a bikeway network.</li> <li>Potential transitions between leisure trails and road infrastructure.</li> <li>Can be used to clarify bicyclist movement in confusing road conditions.</li> </ul>	

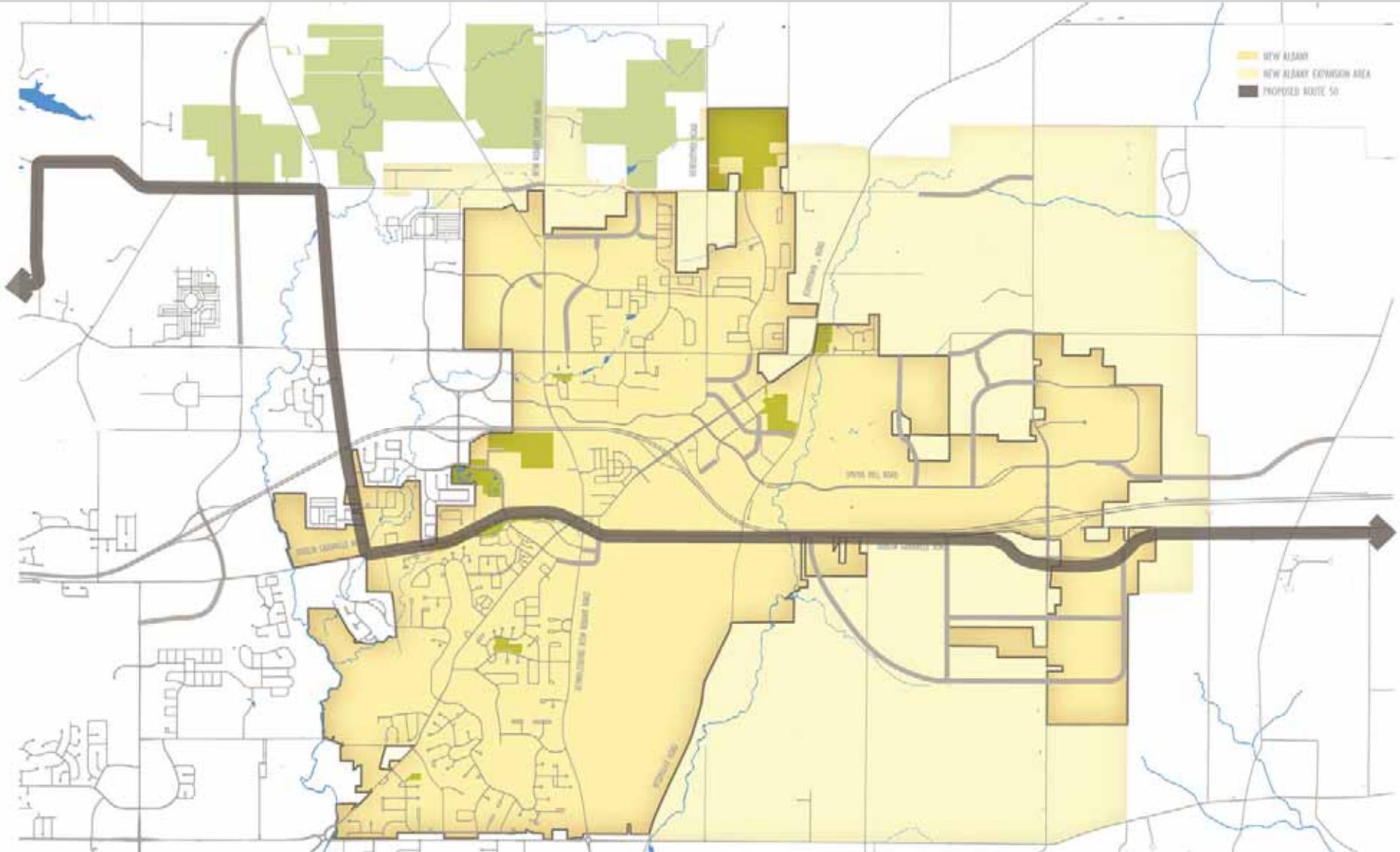
# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan



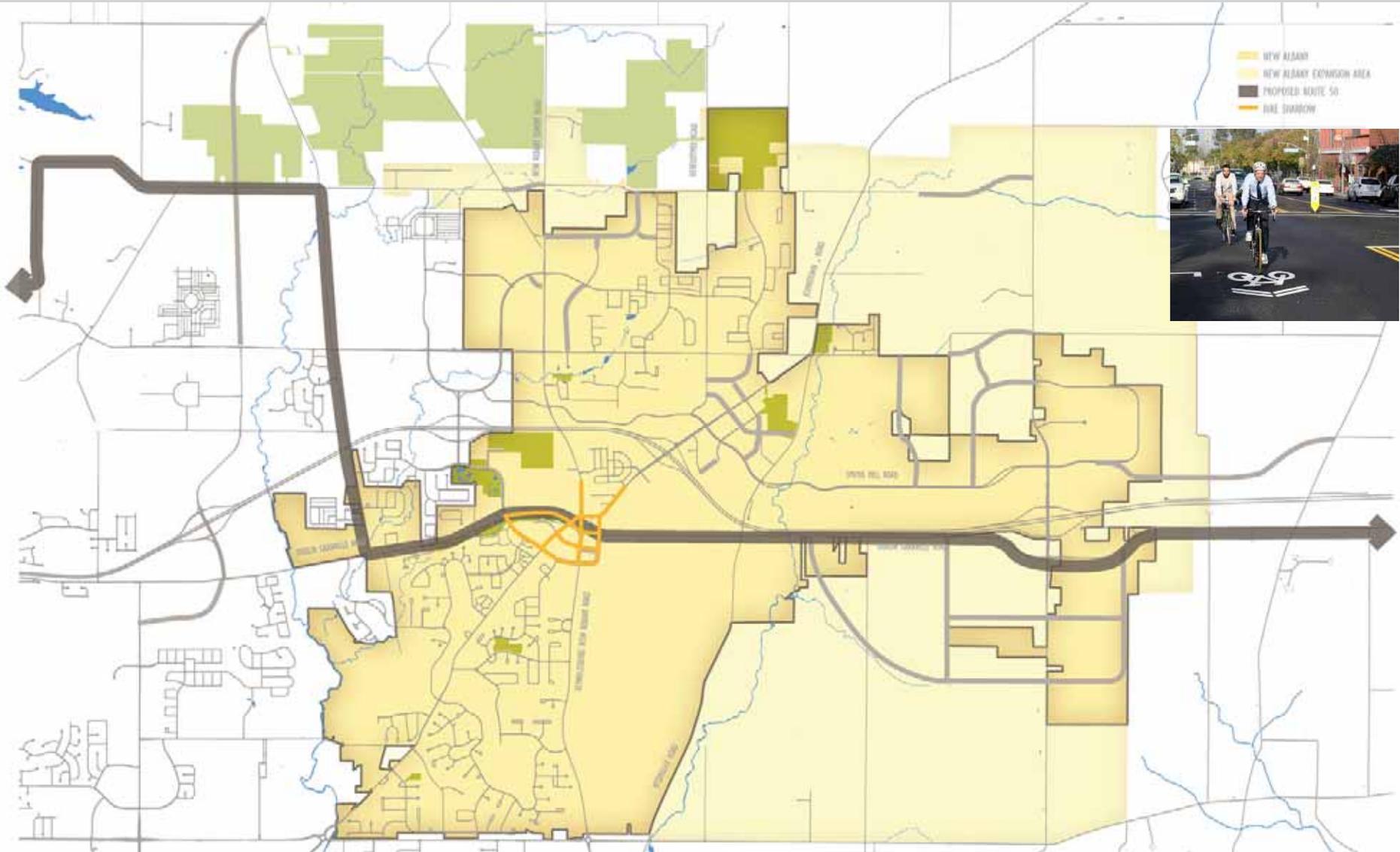
# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan – US Bike Route 50



# ON-STREET INFRASTRUCTURE

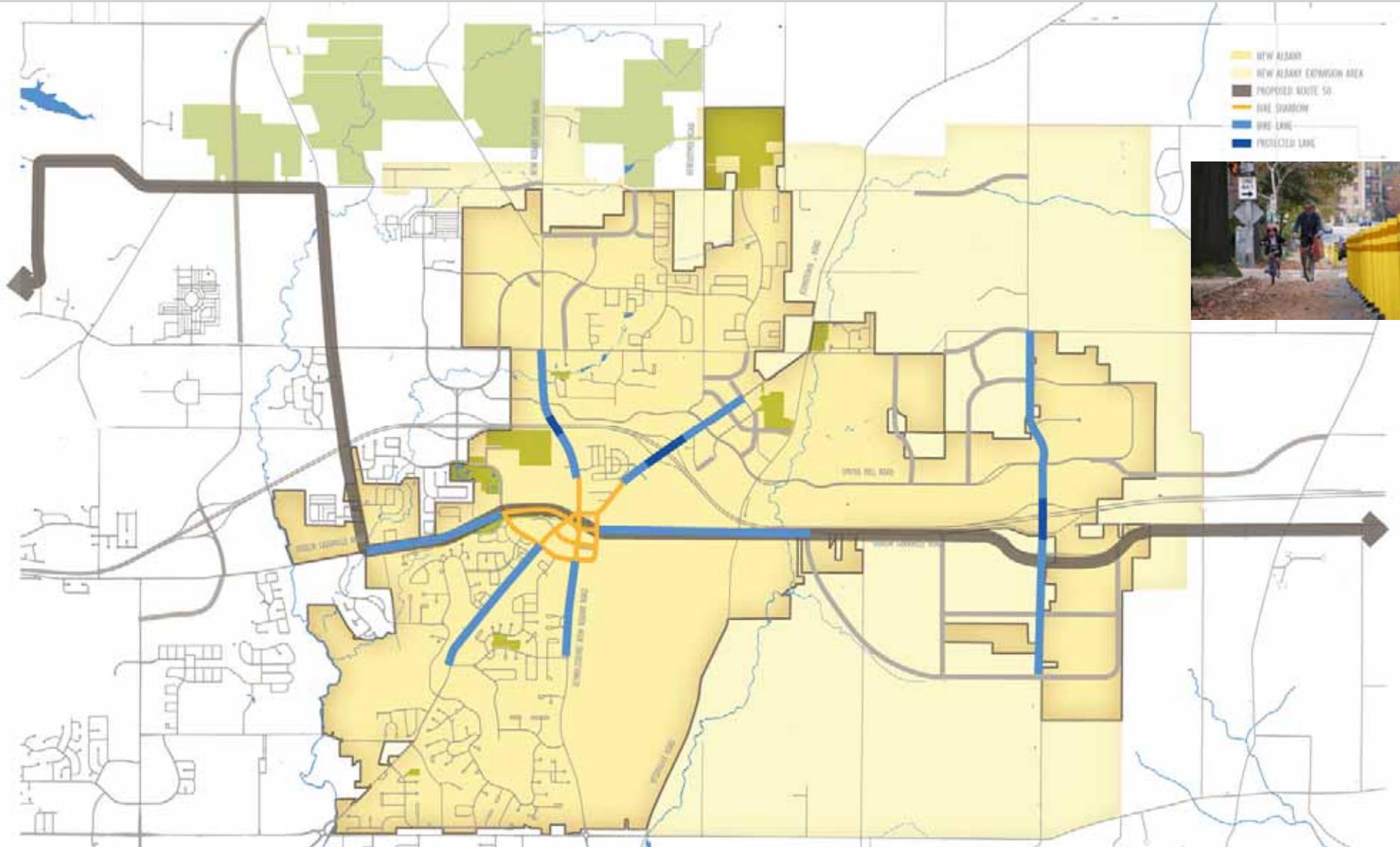
Bike New Albany Master Plan - Sharrows





# ON-STREET INFRASTRUCTURE

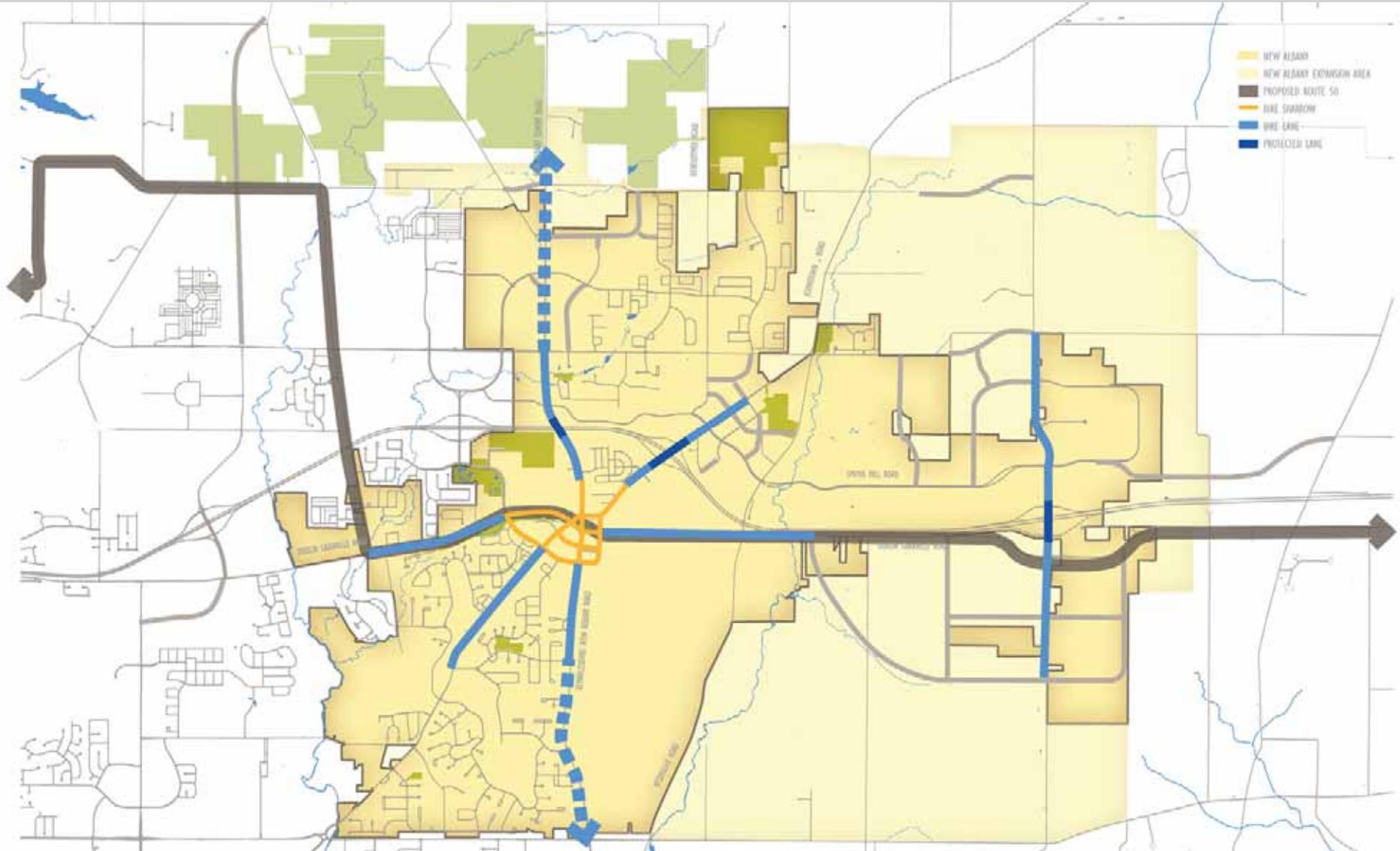
Bike New Albany Master Plan – Protected Bike Lanes





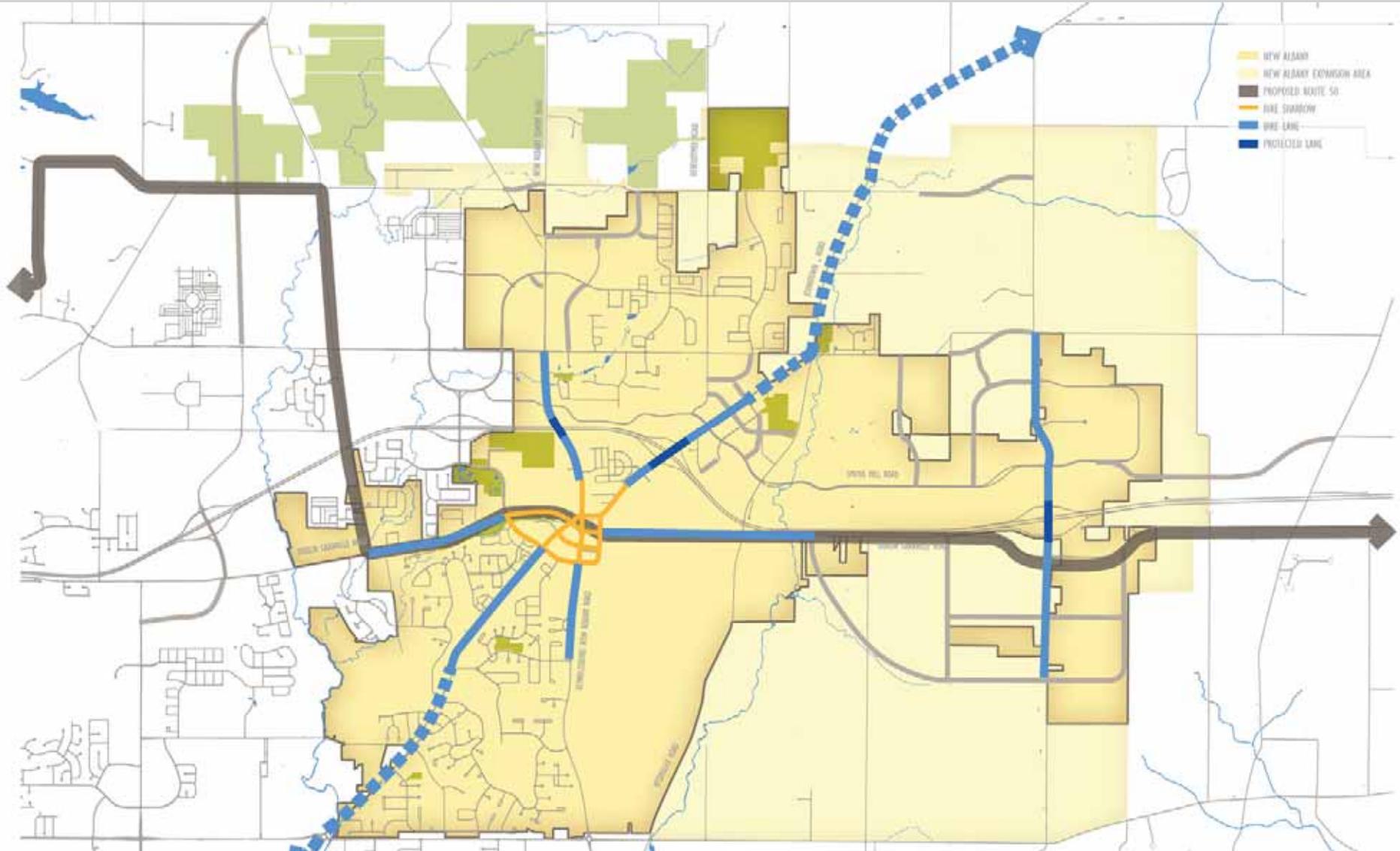
# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan – SR 605 & Reynoldsburg-New Albany Road



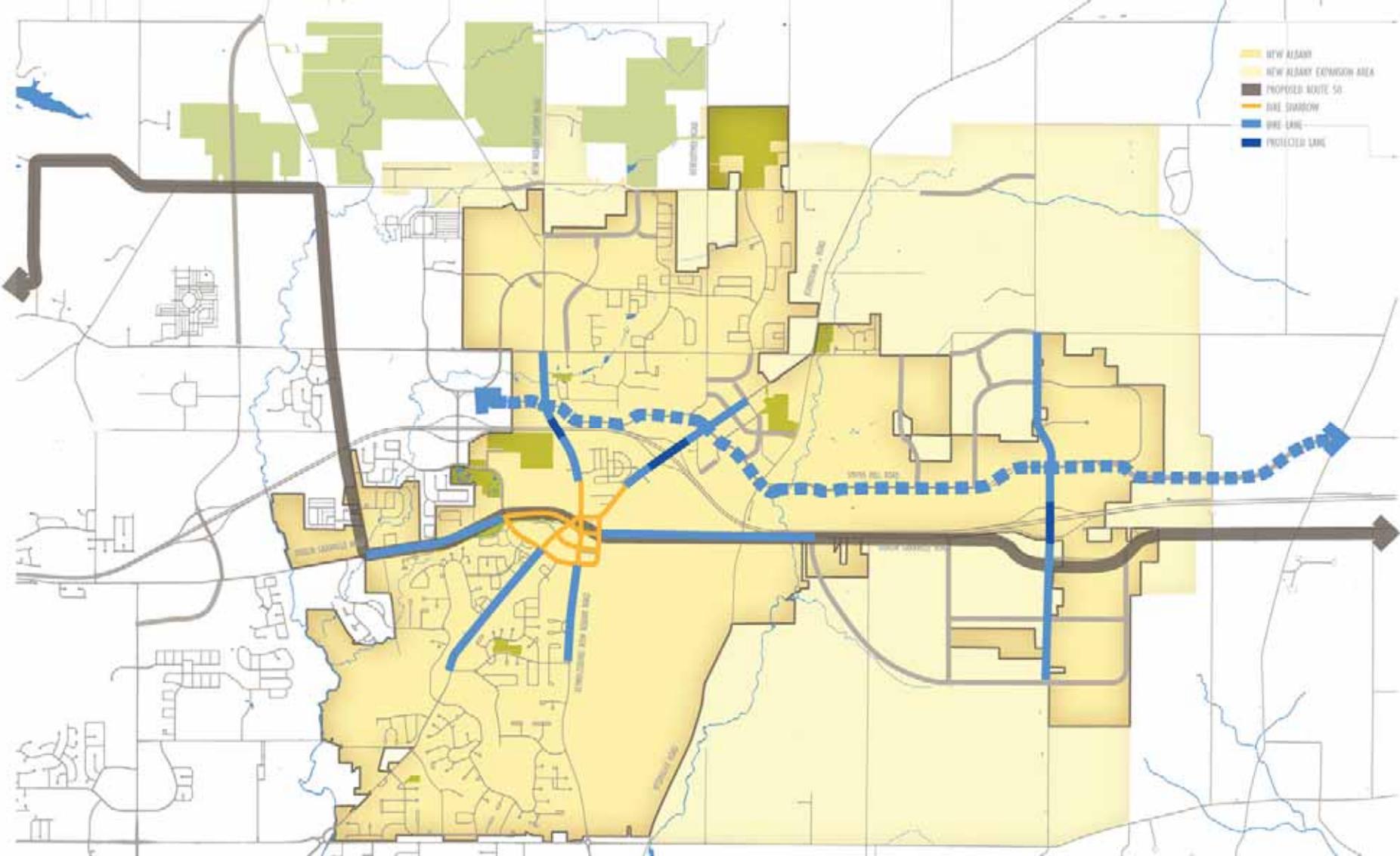
# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan – US 62/Johnstown Road



# ON-STREET INFRASTRUCTURE

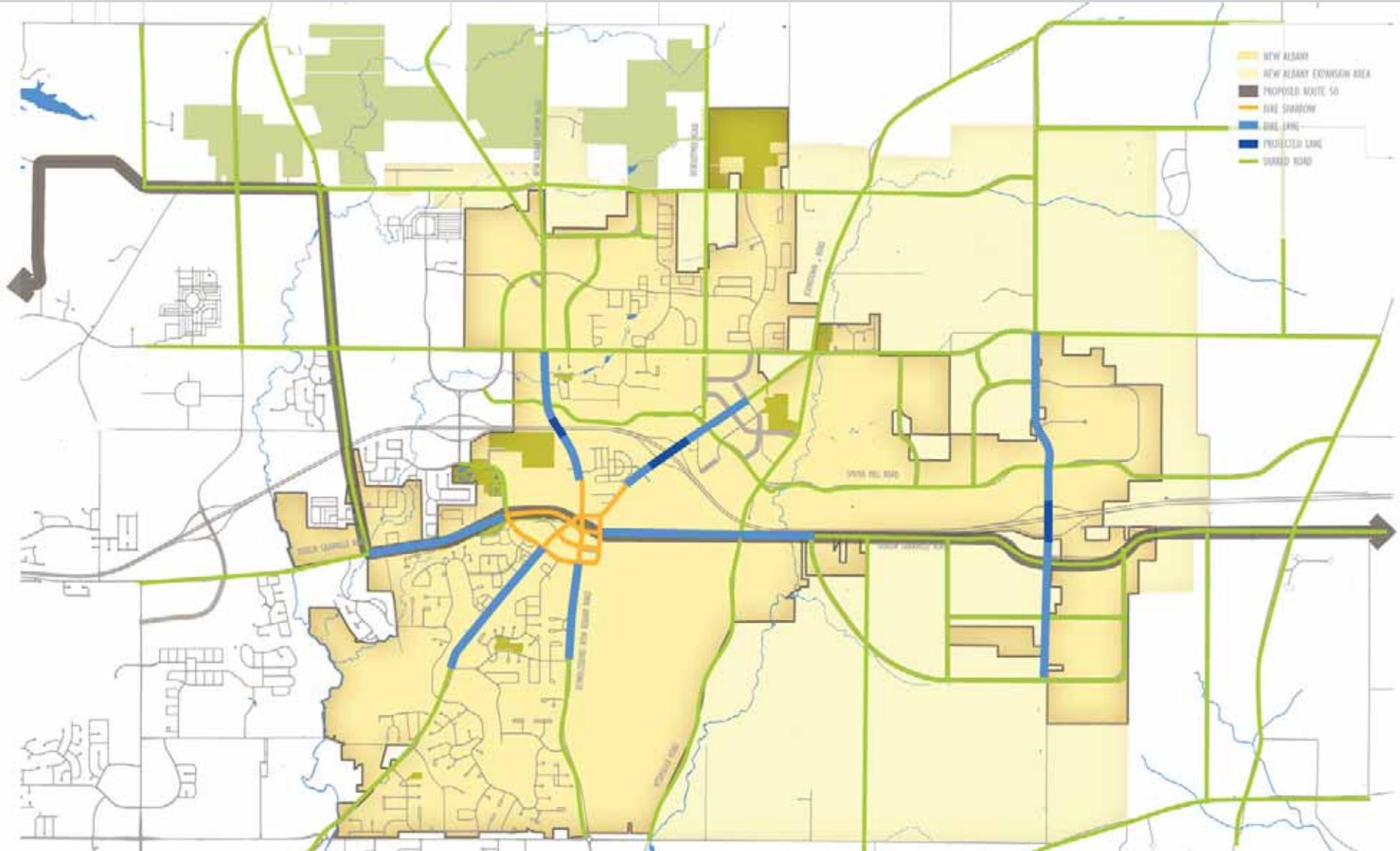
Bike New Albany Master Plan – Smith’s Mill Road





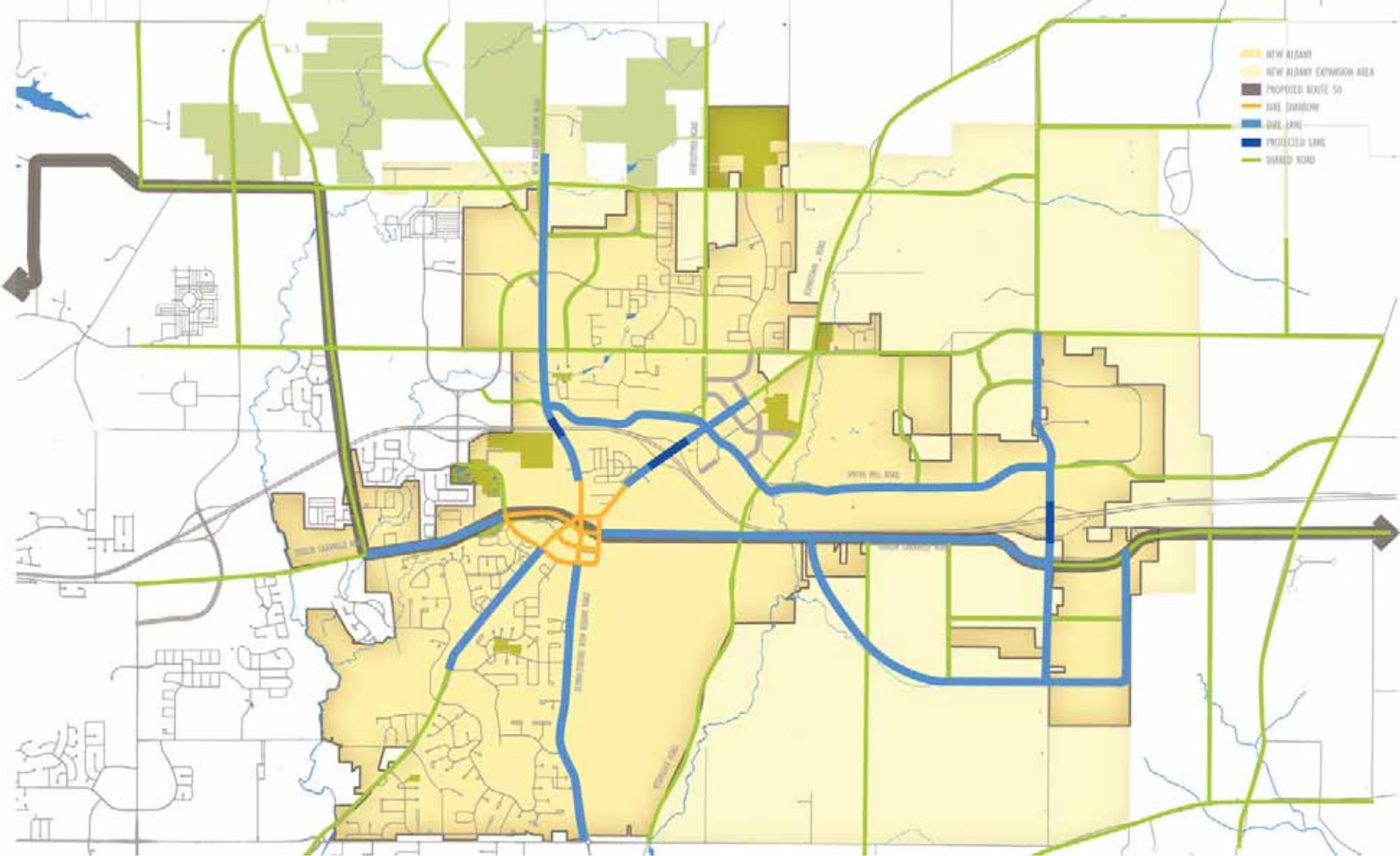
# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan – Shared Roads



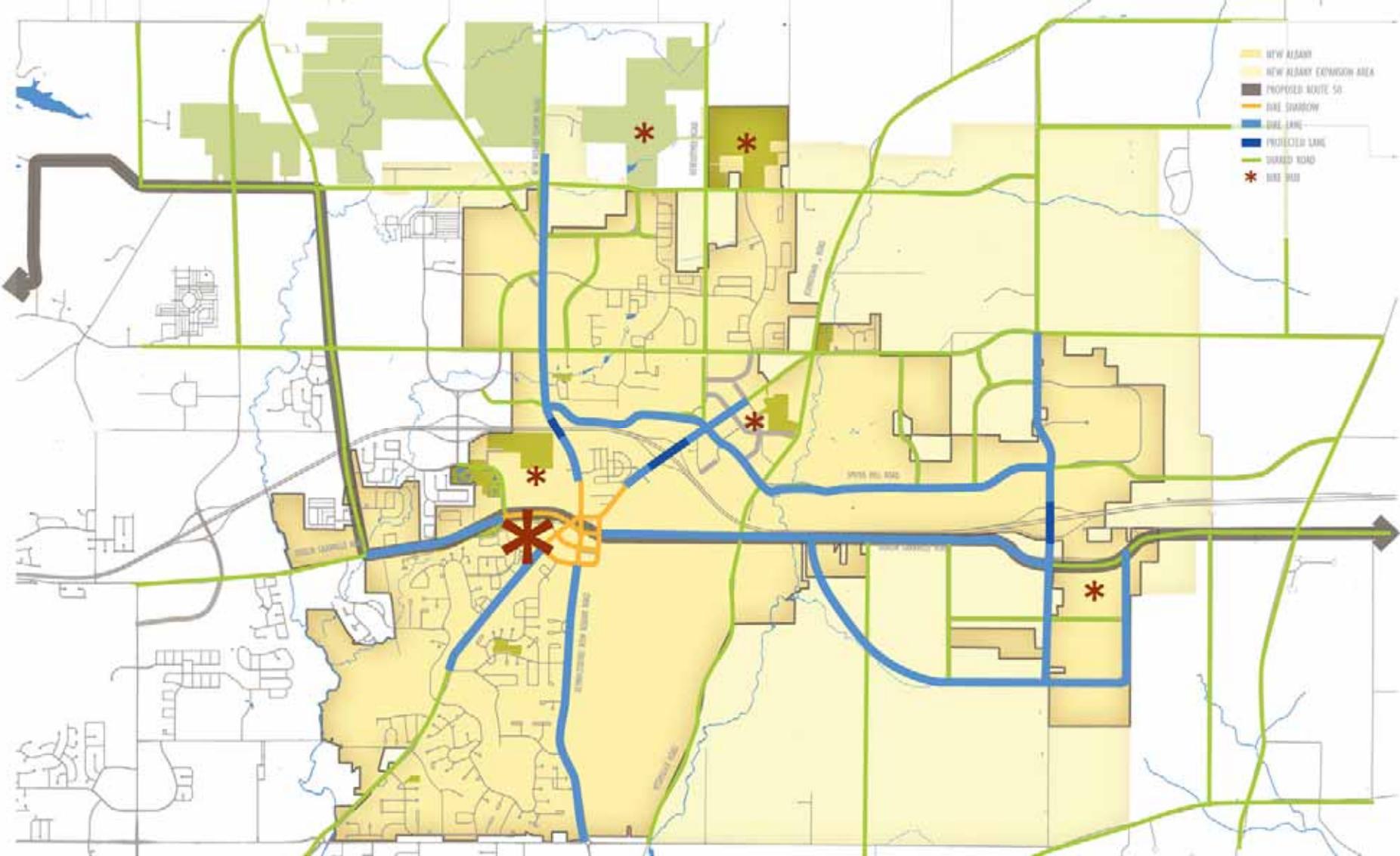
# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan - Proposed



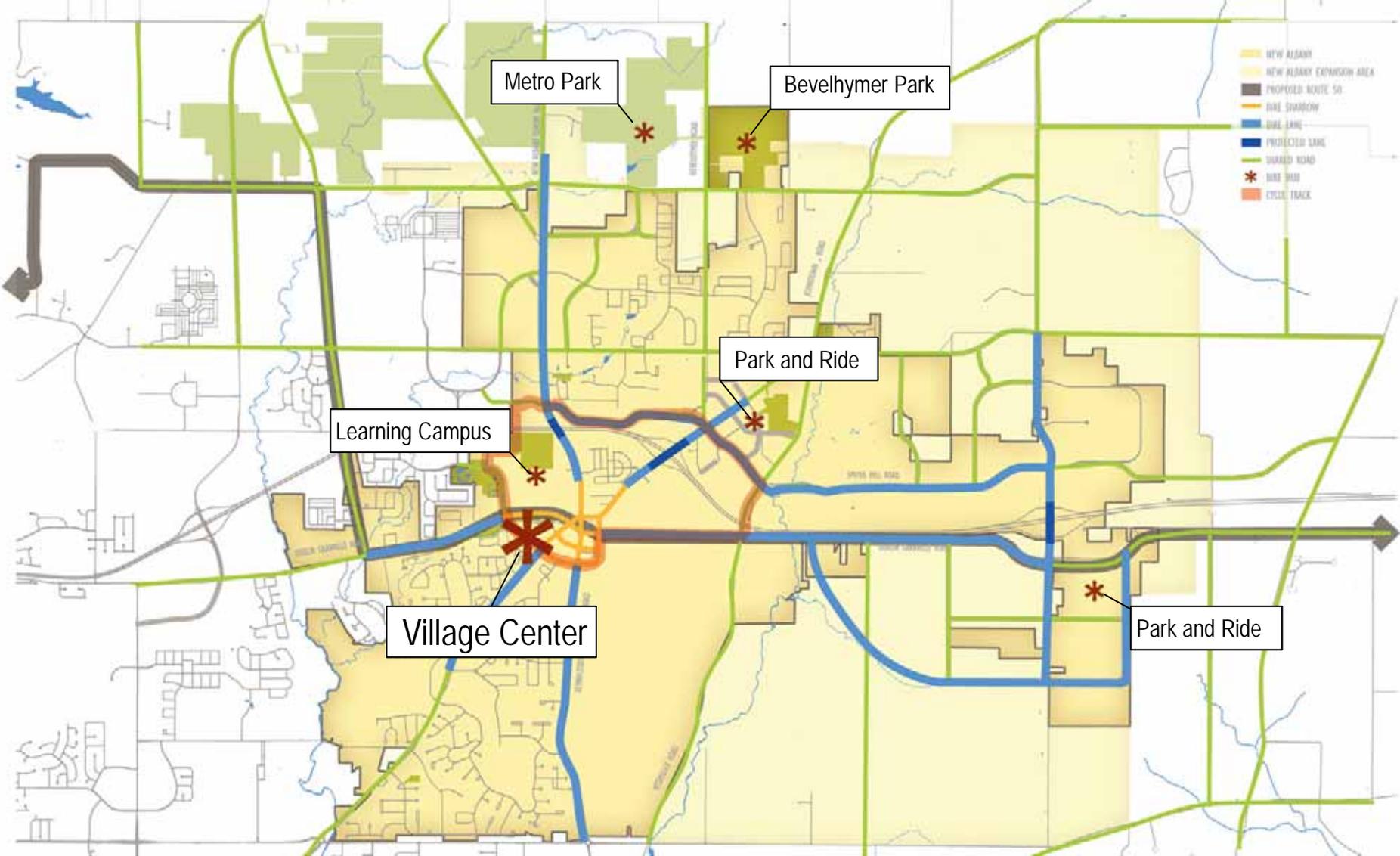
# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan



# ON-STREET INFRASTRUCTURE

Bike New Albany Master Plan



# THE VELO LOOP



# NEW ALBANY CYCLE TRACK

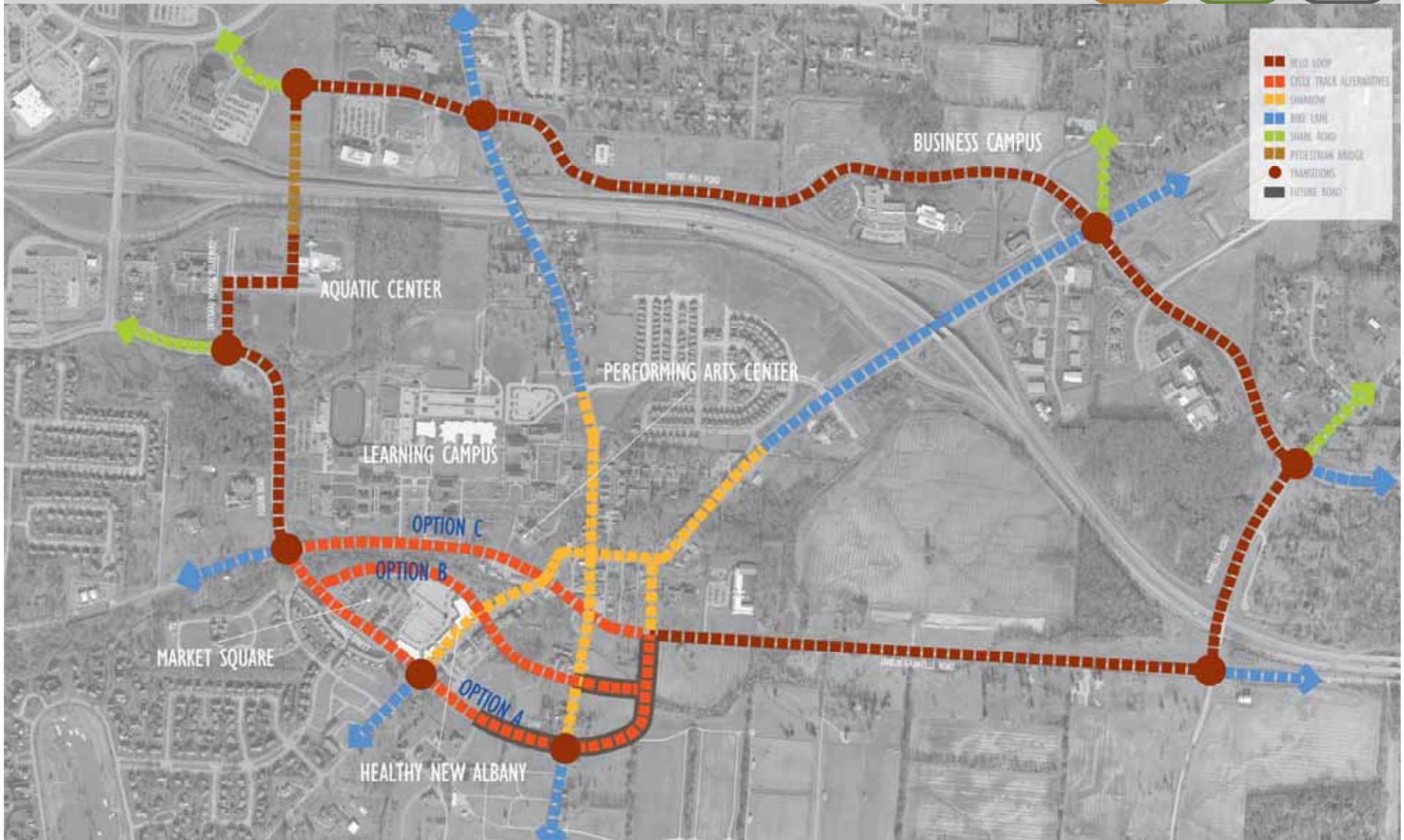
## CYCLE TRACK STATS

- Defined as an exclusive bicycle facility that is physical separated from sidewalks and motor vehicle lanes.
- Introduction of cycle tracks increases the amount of ridership by over twice as much as by the presence of bike lanes.
- Studies have found that as the amount of cycling increases in an area, accident rates decrease.
- “Interested but concerned” riders found to be more comfortable on cycle tracks than bike lanes.



# THE VELO LOOP

Velo Loop Master Plan – 5 miles



# NEW ALBANY CYCLE TRACK



Street-Level Application



Street-Level Application with Landscaping



Raised Application



Separated Application

# NEW ALBANY CYCLE TRACK

One Way Loop Traffic vs. Two Way Loop Traffic



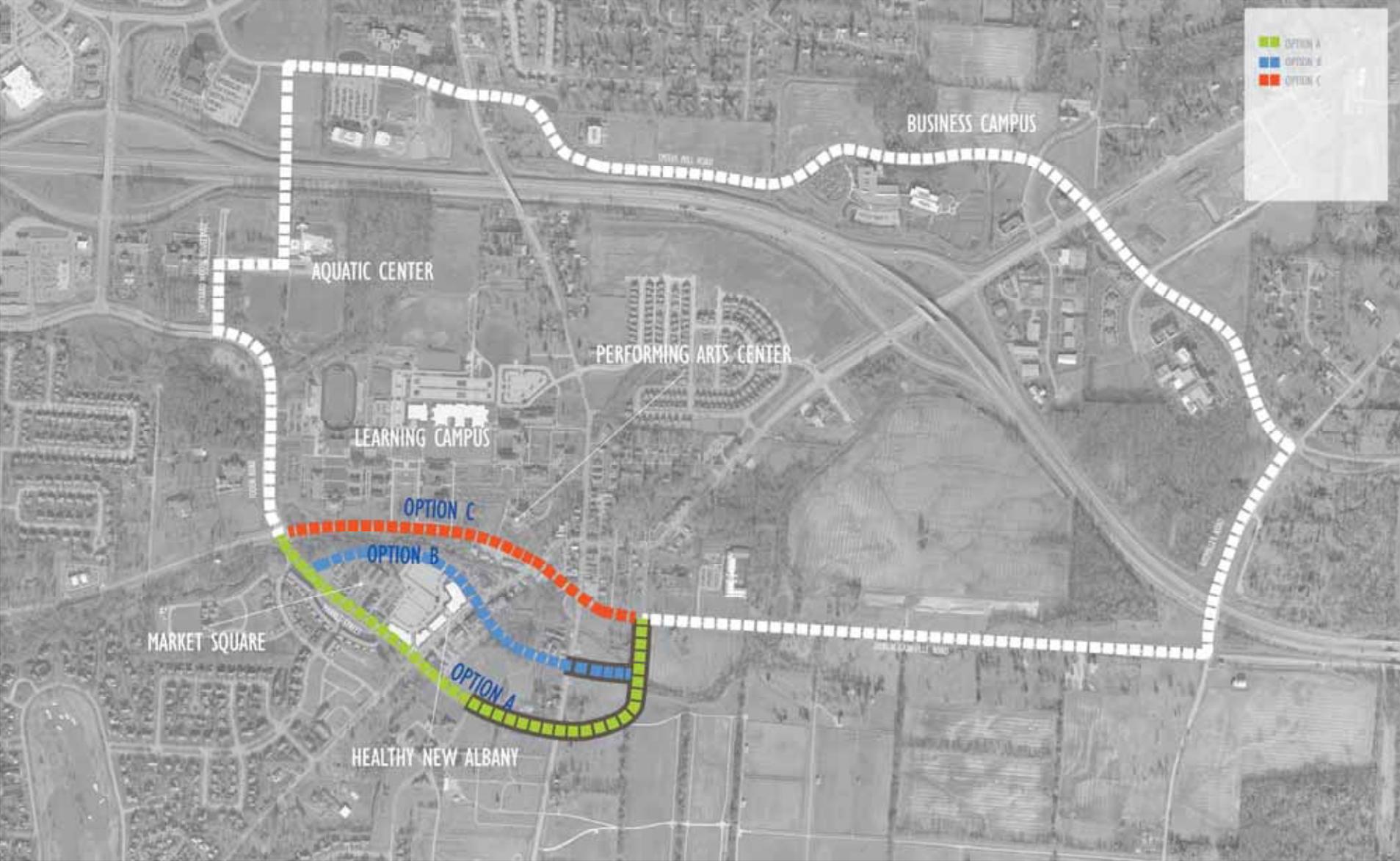
One Way Cycle Track



Two Way Cycle Track

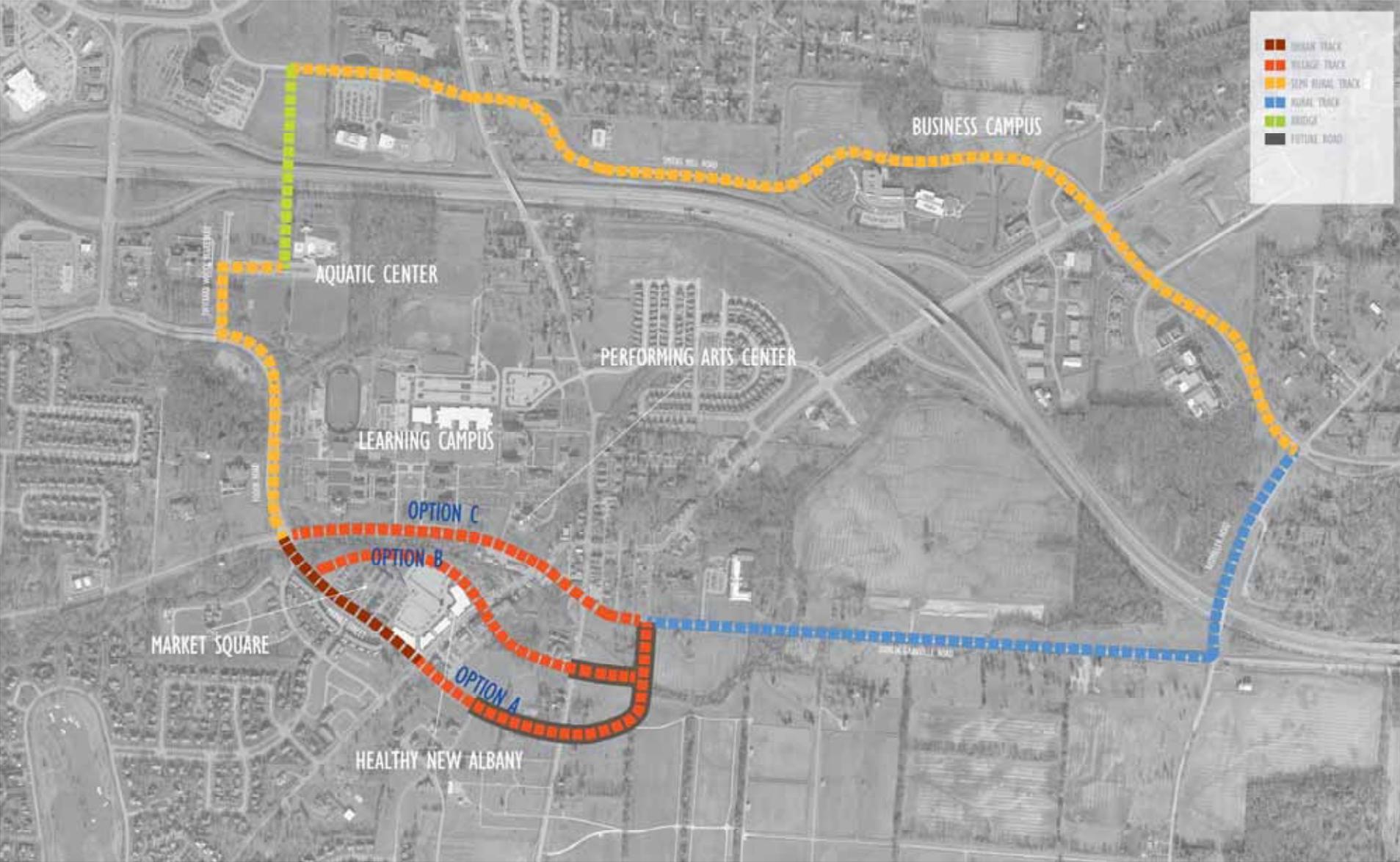
# THE VELO LOOP

Velo Loop – Potential Village Center Connections



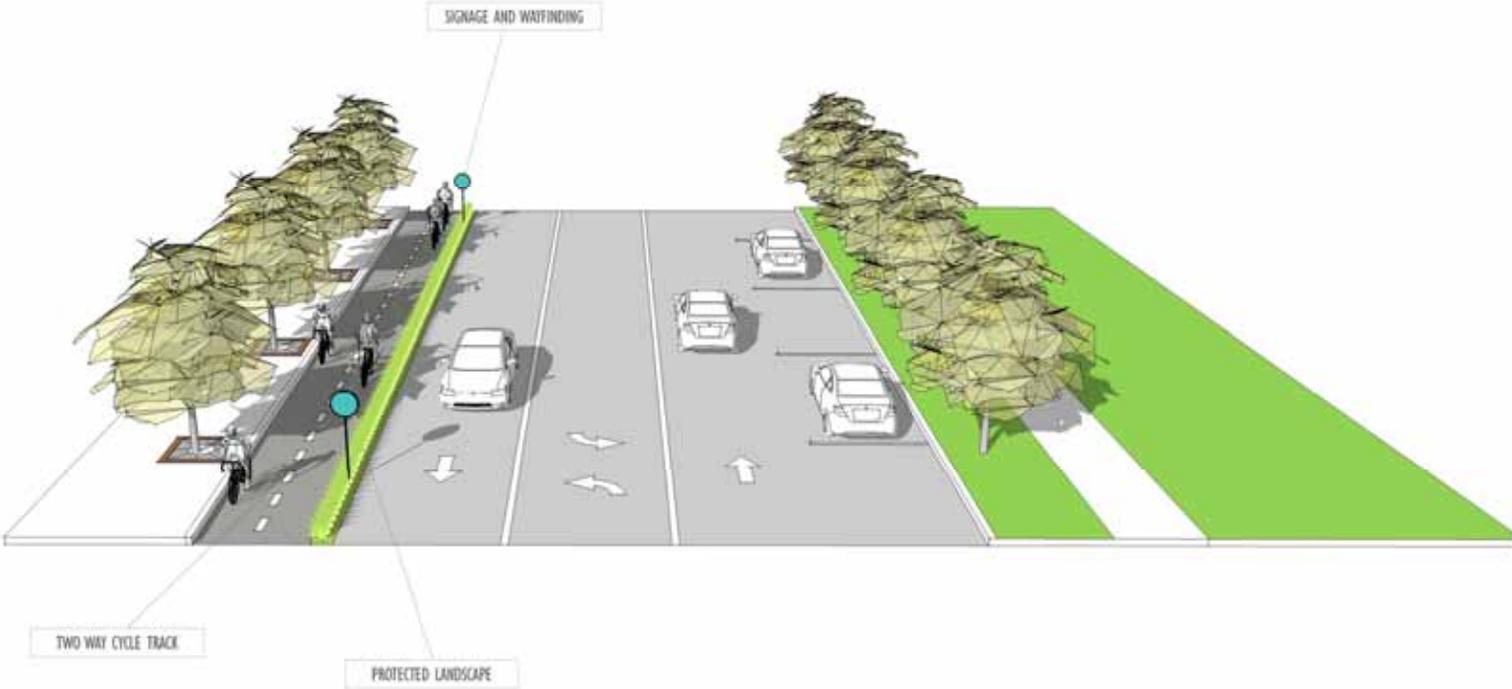
# THE VELO LOOP

Velo Loop Map of Different Types of Conditions



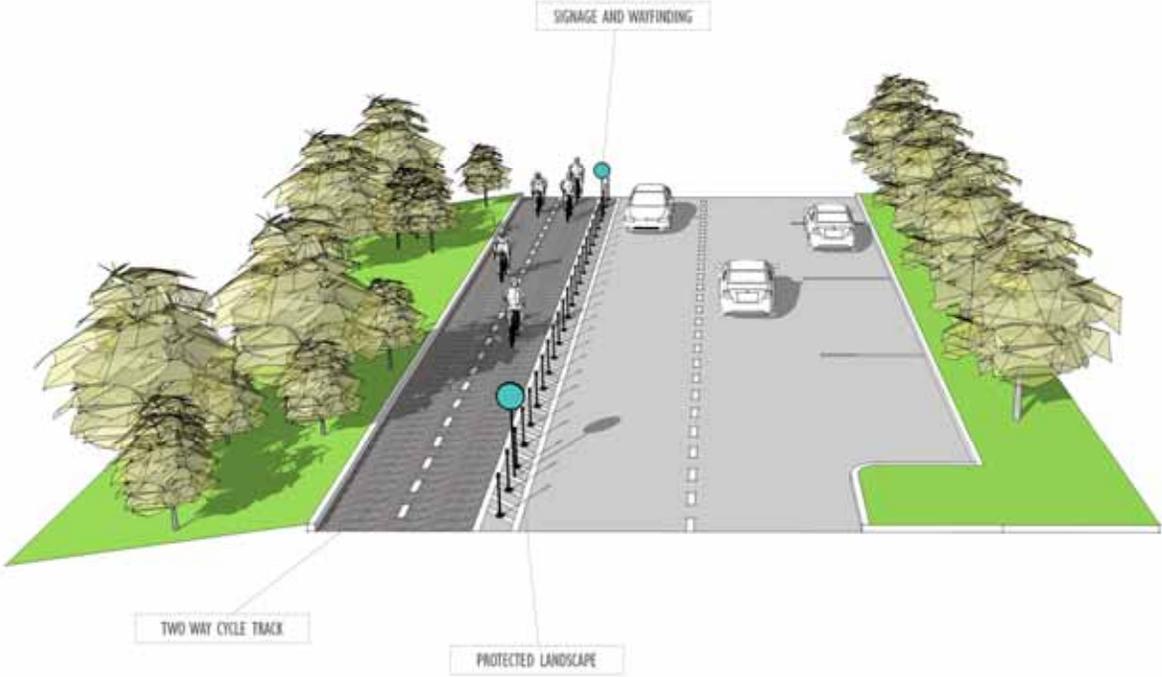
# THE VELO LOOP

Urban Track



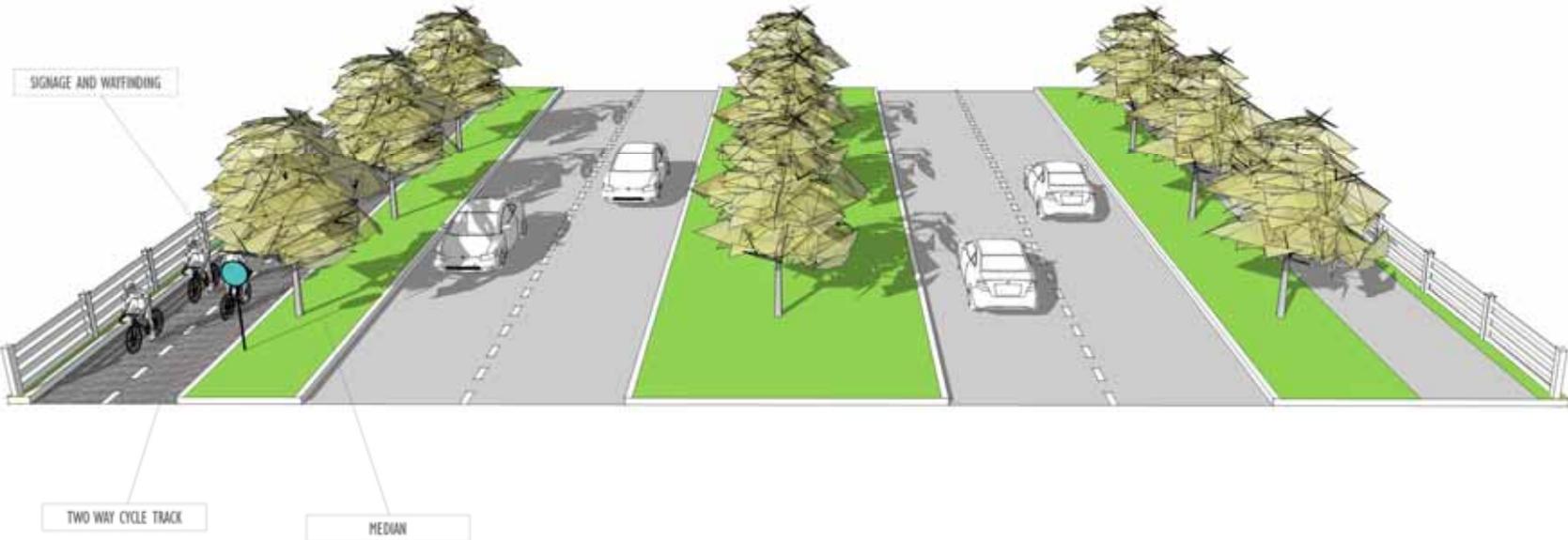
# THE VELO LOOP

Village Track



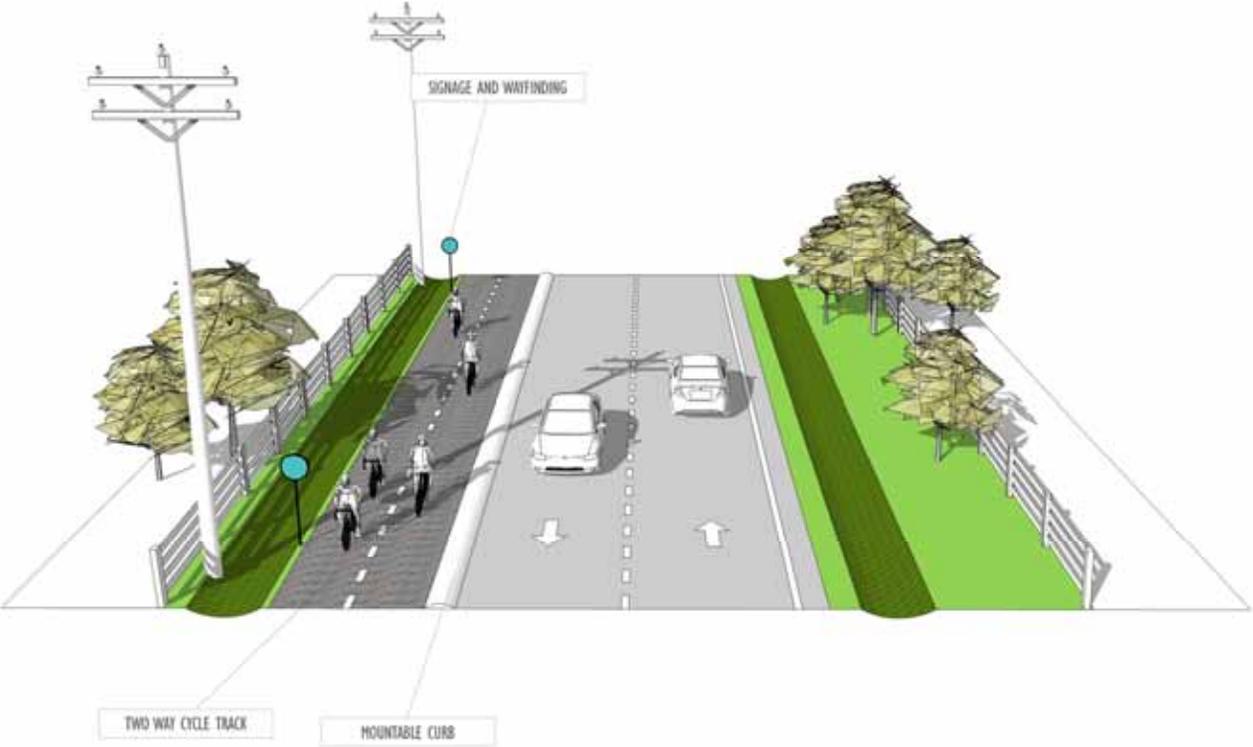
# THE VELO LOOP

Semi Rural Track



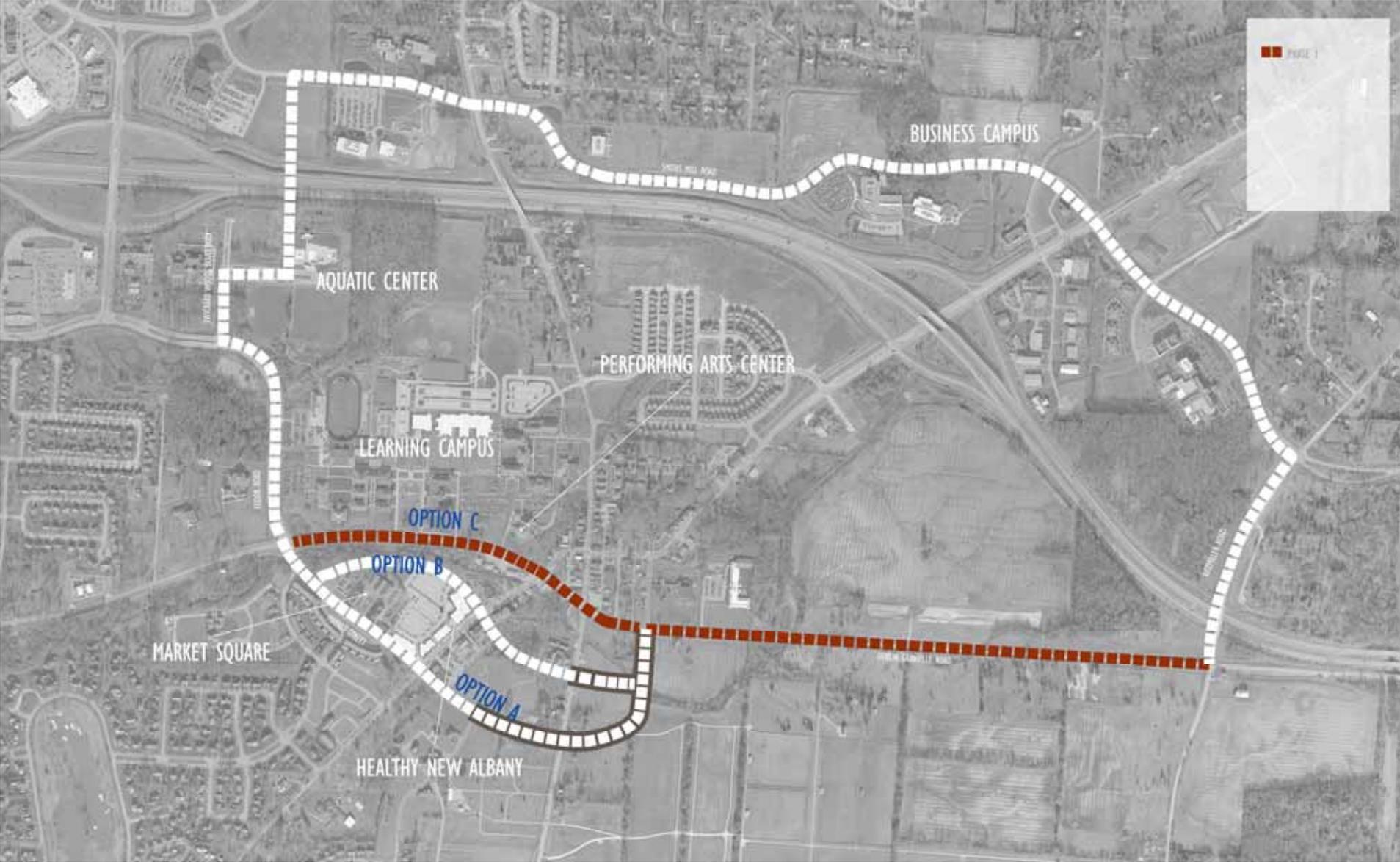
# THE VELO LOOP

Rural Track



# ON-STREET INFRASTRUCTURE

Velo Loop - Phasing



# PLAN COMPONENTS



# SIGNAGE & WAYFINDING



# TRANSITIONS & INTERSECTIONS



Diagonal Crossings



Bike Loop Detectors



Bike Box



Bike Signal

# POLICY & EDUCATION



# RECOMMENDATIONS



# OFF-STREET INFRASTRUCTURE

## Recommendations

Off-Street Infrastructure Recommendations				
Rider Type				Recommendation
				Continue to address existing gaps in the city's Leisure Trails system in accordance with the New Albany Leisure Trail Priority Study.
				Update the 2006 Leisure Trails Master Plan to continue to reflect the recent development and growth in New Albany, and to better guide the development of New Albany's leisure trail system.
				Implement the Transportation Recommendations pertaining to New Albany's leisure trails as identified in the 2012 Strategic Plan.
				Further study how to connect the leisure trails to the proposed pedestrian bridge across State Route 161, to allow the bridge to provide additional community connections.
				Expand the leisure trail system to follow natural features, streams and green corridors.
				Add amenities throughout the leisure trail system such as benches, water fountains, circuit training, etc.
				Create gathering places with benches and other amenities adjacent to the trail to allow riders to pull off the path when needed.
				Encourage new parks and green space along the leisure trails.

# ON-STREET INFRASTRUCTURE

## Recommendations

On-Street Infrastructure Recommendations				
Rider Type		Recommendation		
On-Street System				
				Prioritize the popular cycling roads in and around New Albany for on-street infrastructure projects.
				Implement on-street infrastructure projects in accordance with the Bike New Albany Master Plan map.
				Utilize the On-Street Infrastructure Chart to determine appropriate bicycle infrastructure implementation for new roads.
				Any road improvements done within New Albany should consider the safety and accommodation of road cyclists.
				Preservation of the character of New Albany's corridors should be prioritized when deciding upon the appropriate type of on-street bicycle infrastructure to incorporate into the right-of-way.
				The design of all on-street bike infrastructure facilities should complement the existing New Albany character.
Regional Connections				
				Create on-street bike connections from the Village Center to nearby regional trail networks in order to connect regional cyclists to New Albany.
				Create connections between the proposed US Bike Route 50 and the Village Center to attract touring cyclists.
				Work with adjacent municipalities to create on-street facilities and bicycle-friendly streets that extend beyond New Albany's corporate boundary, and contribute to a greater regional bicycle system.
Intersections & Transitions				
				Use signage, paving, and design to create clear, intuitive transitions between on-street and off-street bike facilities at points where the two intersect.
				Consider appropriate bicycle intersection treatments with the construction of new intersections. This includes bike loop detectors, bike boxes, pavement markings diagonal crossings, and bike signals at signalized intersections.
				Further evaluate best practices for incorporating cyclists into roundabout intersections.
				Ensure the design of all on-street bike infrastructure facilities complement the existing New Albany character.

# THE VELO LOOP

## Recommendations

Velo Loop Recommendations				
Rider Type				Recommendation
New Albany Velo Loop				
				The New Albany Velo Loop should be a unique and identifiable feature for the city of New Albany.
				The Velo Loop should include carefully designed, recognizable signage and wayfinding.
				The type of cycle track used for the Velo Loop should adapt and respond to the different road corridor typologies it is located within.
				The Velo loop should be identifiably distinct from the leisure trails, sidewalks and road in order for it to be used as bicycle-only facility.
				The overall character of the Velo Loop should complement and advance the high-quality design of New Albany.
				Special consideration should be given to any intersection where the Loop may cross the leisure trails.
				The Cycle Track Loop should connect to important community destination as well as popular cycling hubs.
				The New Albany Velo Loop should be implemented in phases, which should be prioritized based on feasibility and cost of construction.
				A conceptual study of the Velo Loop should be initiated to better understand the needed design of the cycle track elements.
Velo Loop Pedestrian Bridge				
				The potential for a pedestrian bridge over State Route 161 should be studied as part of the Velo Loop in order to better connect the northern portion of the City's population with the amenities of the Village center, as well as to act as a freeway gateway to the community.
				Pedestrian and bicycle grant and funding opportunities should be researched to encourage the implementation of the Velo Loop and pedestrian bridge.

# CYCLING HUBS & AMENITIES

## Recommendations

Amenities Recommendations				
Rider Type				Recommendation
				Encourage the Village Center to become the cycling hub of New Albany
				Incorporate bike amenities such as fix-it stations, bike racks, and water refill stations in the Village Center.
				Create a staging/gathering areas for cycling groups to use before and after their rides in the Village Center.
				Ensure the design of amenities coincides with the existing character of New Albany.
				Recognize the potential of retail and restaurant establishments as cycling amenities and attractions, and encourage cyclist patronage by providing easy access and bike accommodations.
				Consider potential solutions to address the need for public restrooms in the Village Center.
				Consider bicycle accommodations with each new development project in the Village Center.
				Increase bicycle parking at community destination locations, such as the Village Center, the Learning Campus, park and ride locations, and business campuses within the Business Park.
				Study the potential need for long-term bicycle parking at the Village Center and New Albany Business Park.

# SIGNAGE & WAYFINDING

## Recommendations

Signage & Wayfinding				
Rider Type				Recommendation
				Create a comprehensive bicycle signage and way-finding system that includes confirmation signs, turn signs, and decision signs in order to guide cyclists through the New Albany bicycle network.
				Ensure the design of any cycling signage advances and represents the New Albany brand.
				Create a bicycle network map for the city of New Albany that can be posted at popular cycling hubs, and is available to the public.
				Create unique, recognizable signage for the Velo Loop that identifies the route and provides directions to popular destinations along the Loop.
				Use signage along popular cycling roads to inform motorists of a high bicycle presence and the right of cyclists to the road.
				Incorporate pavement markings to reinforce wayfinding, raise awareness of cyclists to motorists, and help position cyclists within the travel lane.

# POLICY & EDUCATION

## Recommendations

Policy & Education Recommendations				
Rider Type		Recommendation		
<b>Policy</b>				
				Advocate for the creation of a law requiring 3 feet of distance between cyclists and passing cars.
				Create a regular, scheduled street cleaning policy for primary cycling roads in New Albany
				Expand the Parks and Trails Advisory Board's responsibilities to include on-street bicycling, by including a member of the cycling community to the Parks and Trails Advisory Board membership.
				Apply for recognition as a "Bicycle Friendly Community" as part of the nationally recognized Bicycle-Friendly America program created by the League of American Bicyclists.
				Create legislation to enforce bicyclists of all ages to wear helmets.
				Increase funding for bicycle facilities and maintenance.
<b>Education</b>				
				Study potential ways to educate motorists on how to appropriately approach and pass cyclists on the roads.
				Investigate opportunities to educate the public on bicycle safety when riding on the roads.
				Establish a community ride program to educate residents how to safely cycle around New Albany. Potential rides include how to bike to school, how to ride from the neighborhoods to Healthy New Albany, and how to ride around a roundabout.
				Introduce pedestrian and bicycle roundabout education to New Albany Safety Town.
				Create a public bicycle educational program for adults to encourage new ridership.

# NEXT STEPS

DRAFT REPORT – October

FINAL REVISIONS – November

PUBLIC ADOPTION PROCESS – Nov/Dec



# ORANGE TOWNSHIP



US 23 BIKE/PEDESTRIAN BRIDGE

# US 23 BIKE/PEDESTRIAN BRIDGE

- The bridge has been part of the Parks, Trail & Greenways Master Plan since 2004
- This connection is important to connect the east and west sides of Orange Township, connecting parks, trails, neighborhoods, and businesses
- In 2010 a location study for the bridge was conducted



# US 23 BIKE / PEDESTRIAN BRIDGE

- The bridge is a prefabricated structure by Contech
- Transported in 11 sections
- Totaling 740 feet



# US 23 BIKE / PEDESTRIAN BRIDGE

Installation of the first span



# US 23 BIKE / PEDESTRIAN BRIDGE

Installation of the second span



# US 23 BIKE / PEDESTRIAN BRIDGE

- The center span consists of 3 sections that were bolted together on the ground parallel to US 23 on August 6<sup>th</sup>
- Lane closures were started in the afternoon to shift traffic to the west side



# US 23 BIKE / PEDESTRIAN BRIDGE

- The center section was lifted into place in 8 minutes
- US 23 was only closed to traffic for 16 minutes



# US 23 BIKE / PEDESTRIAN BRIDGE

- The bridge clearance over US 23 is 17 ½ feet



# US 23 BIKE / PEDESTRIAN BRIDGE

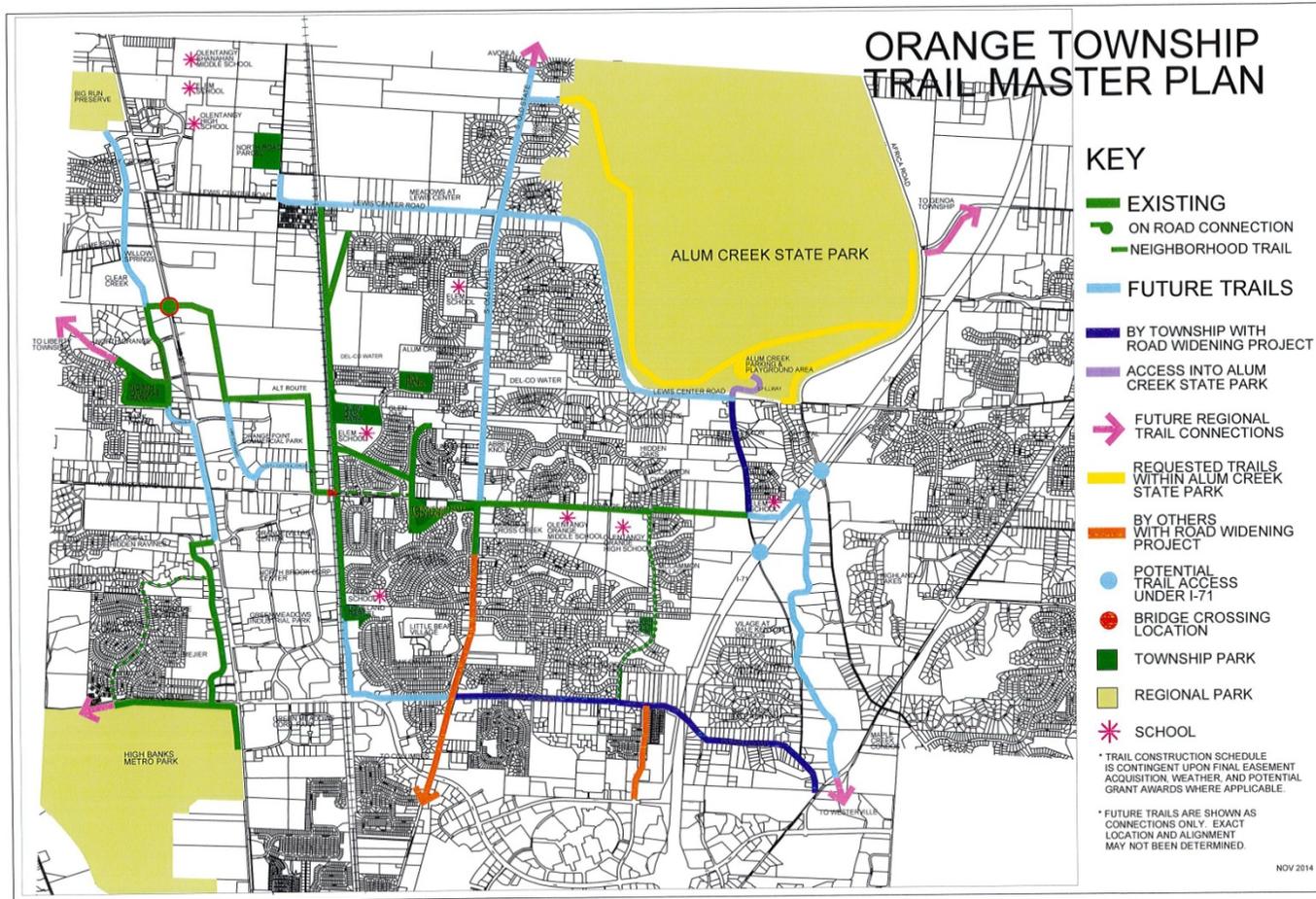
- The bridge is 12 feet wide with a concrete surface



# US 23 / BIKE PEDESTRIAN BRIDGE

- The bridge and trail connections will open October 26<sup>th</sup> with a Ribbon Cutting Ceremony
- The bridge will connect North Orange Park and the existing trail along Gooding Blvd to the west side of the rail road tracks with the newly constructed trails along Green Meadows Blvd, through AEP property and along the future Graphics Way alignment.

# US 23 BIKE / PEDESTRIAN BRIDGE



# US 23 BIKE / PEDESTRIAN BRIDGE



# US 23 BIKE / PEDESTRIAN BRIDGE



# MORPC MEMBER BRIEF

**COMMISSION: 1:30-3 PM in Scioto, MORPC 111 Liberty Street, Suite 100, Columbus, OH 43215**  
November 13      December 11

## **ODOT Regional Stakeholder Meetings--“Statewide Transit”**

MORPC Thursday Oct. 23, 2014 2-4 p.m. From light rail and bus service in large cities to rural van services, come and review recommendations and provide input.

## **WORK GROUPS to send appropriate representatives to attend:**

### **MATERIALS MANAGEMENT WORKING GROUP**

Wednesday, Dec.3, 2014 3-4:30 PM MORPC, 111 Liberty Street, Suite 100, Columbus, OH 43215  
[bwhetstone@morpc.org](mailto:bwhetstone@morpc.org) 614.233.4174

### **ENERGY & AIR QUALITY WORKING GROUP**

Tuesday, Nov. 25, 2014 1:30-3PM MORPC 111 Liberty Street, Suite 100, Columbus, OH 43215  
[eebert@morpc.org](mailto:eebert@morpc.org) 614.233.4168

**Regional Policy Roundtable** Thursday, October 23, 2014 11:30AM-1PM MORPC 111 Liberty Street, Suite 100, Columbus, OH 43215 [gweithman@morpc.org](mailto:gweithman@morpc.org) 614.233.4127

**REGIONAL FOOD COUNCIL** Wednesday, November 12, 2014 9-10:30AM MORPC 111 Liberty Street, Suite 100, Columbus, OH 43215 [bwilliams@morpc.org](mailto:bwilliams@morpc.org) 614.233.4187

### **FREE HOMEOWNERSHIP EDUCATION CLASS** Wednesdays

5:30 - 8:30PM MORPC 111 Liberty Street, Suite 100, Columbus, OH 43215

MORPC's free homeownership education classes aim to help Central Ohioans become successful homeowners through learning about budgeting, credit, realtors, mortgages, predatory lending, foreclosure prevention, inspections and insurance. The certificate received after attending all three classes can be used to help qualify for area down payment assistance programs. For details and to register, view the [2014 Class Schedule](#), call 614.233.4176 or email [homeownership@morpc.org](mailto:homeownership@morpc.org). All sessions are held at the MORPC offices. Free parking is available.

### **SPECIAL MEETINGS/FORUMS:**

#### **MID-OHIO FINANCE AMINISTRATORS**

Tuesday, October 21, 2014 11:45AM-1:45PM MORPC-Scioto Conference Room, 111 Liberty Street, Suite 100, Columbus OH 43215 RSVP to Shari Saunders [ssaunders@morpc.org](mailto:ssaunders@morpc.org)

**ATTRIBUTABLE FUNDS** Wednesday, November 5, November 19 & December 3, 2014 10AM-NOON  
MORPC - Scioto Conference Room, 111 Liberty Street, Suite 100, Columbus, OH 43215

### **E-BIKES, ELECTRIC ASSIST BIKES & TRANSPORTATION POLICY WEBINAR**

Wednesday, November 19, 2014 3 - 4PM MORPC 111 Liberty Street, Suite 100, Columbus, OH 43215

This webinar is presented by the [Association of Pedestrian and Bicycle Professionals \(APBP\)](#) and is exclusively available for viewing at MORPC's offices. Email RSVP to [amceldowney@morpc.org](mailto:amceldowney@morpc.org)

### **GETTING BETTER OUTCOMES FROM PUBLIC ENGAGEMENT WEBINAR**

Wednesday, December 17, 2014 3 - 4PM MORPC 111 Liberty Street, Suite 100, Columbus, OH 43215

This webinar is presented by the [Association of Pedestrian and Bicycle Professionals \(APBP\)](#) and is exclusively available for viewing at MORPC's offices. Email RSVP to [amceldowney@morpc.org](mailto:amceldowney@morpc.org)

## **STUDIES TO READ...[www.morpc.org](http://www.morpc.org)**

**Insight 2050** data collection has concluded; Next phase is data analysis;

**Regional Energy Action Plan**

**Take 5 for Clean Air** – recognizes members who implement at least 5 steps to promote clean air.

## **MORPC CONTACTS**

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**View calendar of workshops, forums, webinars, data, and more...[www.morpc.org](http://www.morpc.org) 614.228.2663**

**Northeast Area Group  
Participant Roster  
October 21, 2014**

<b>Name</b>	<b>Organization</b>	<b>Email Address</b>	<b>Phone Number</b>
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