



Council Minutes – Regular Meeting

June 16, 2020

CALL TO ORDER:

Mayor Spalding called to order the New Albany City Council Meeting of June, 2020 at 6:32 pm at the New Albany Village Hall, 99 West Main Street, New Albany, Ohio. Staff attending were City Manager Joseph Stefanov, Police Chief Greg Jones, Finance Director Bethany Staats, Deputy Development Director Mike Barker, and Clerk of Council Jennifer Mason. *(Clerk's note: Staff were rotated out to a separate conference room so that no more than 10 persons were in council chambers at any one time.)* Staff tele-present were Administrative Services Director Adrienne Joly, Law Director Mitch Banchefsky, Engineers Ed Ferris and Jay Herskowitz, Community Development Director Jennifer Chrysler, Public Service Director Mark Nemec, and Chief Communications and Marketing Officer Scott McAfee.

Mayor Spalding led the assemblage in the Pledge of Allegiance.

ROLL CALL:

The following Mayor/Council Members answered Roll Call:

Mayor Sloan Spalding	P
CM Colleen Briscoe	P
CM Marlene Brisk	P
CM Michael Durik	P
CM Chip Fellows	P
CM Kasey Kist	P
CM Matt Shull	P

ACTION ON MINUTES:

Mayor Spalding asked if council had reviewed the proposed June 2, 2020 regular meeting minutes and asked if there were any additions or corrections. Hearing no changes, Council Member Shull moved to adopt the June 2, 2020 regular meeting minutes. Council Member Brisk seconded and council voted with seven yes votes to approve the June 2, 2020 regular meeting minutes.

ADDITIONS OR CORRECTIONS TO THE AGENDA:

Mayor Spalding moved to amend the agenda to move the Engage New Albany Mobility Plan presentation forward to coincide with Chris Hermann's, Principal at MKSK, arrival. Council Member Briscoe seconded and council voted with seven yes votes to amend the agenda.

HEARING OF VISITORS:

Irene Adams, 12 Pickett Place, addressed council regarding her experience in a mixed-race family with children in New Albany. She presented suggestions as to how New Albany could better support families like hers. Please see the attachment for her remarks.

Mayor Spalding thanked Mrs. Adams for sharing her experiences and for her family's contributions to the community. Mayor Spalding noted that New Albany tried to be a welcoming committee over the years and was always striving to make improvements. Council was committed to addressing the issues of racism and equality. As Mrs. Adams pointed out, it would take time to implement changes

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and would need to be started right away. Mrs. Adams could count on council reaching out to her to help move this forward. The city was already having conversations about ways to achieve change, including through education and increasing diversity amongst staff. Council members thanked Mrs. Adams for her input and proposals on making everyone feel equally welcome in the community.

OTHER BUSINESS:

Clerk's note: this item was moved forward by council vote. See Additions or Corrections to the Agenda.

Engage New Albany Mobility Plan

Chris Hermann, Principal at MKSK, gave a presentation to council as illustrated in the attached PowerPoint slides. *Clerk's note: Council questions and discussions are set forth below.*

Deputy Development Director Mike Barker pointed out to council that 40% of traffic was cutting through New Albany - neither starting nor stopping in the city. This was something to weigh when the city considered development. Mr. Hermann added central Ohio's growth meant traffic would grow regardless of how fast New Albany grew.

Council discussed projections for State Route 161 traffic for 2050. Mr. Hermann talked about ways to divert vehicles away from the State Route 605/State Route 62 intersection. Council Member Fellows asked and Mr. Hermann answered that the projections did not include widening of State Route 161.

Council Member Fellows asked if there had been a deeper dive into the pedestrian issues around the State Route 161/State Route 62 interchange. Deputy Director Barker confirmed that they had and were working through hurdles with the Ohio Department of Transportation (ODOT). The city and ODOT had different visions for the area. Council Member Fellows wanted to make sure that the city was providing as much pedestrian safety as possible given the 2050 traffic projections.

Council Member Fellows asked and Deputy Director Barker replied that a traffic signal at the intersection of Third Street and State Route 62 would more easily direct traffic in that area. A traffic signal could give favor to north- and southbound movement. Mr. Hermann described a possible split street/boulevard design for Third Street to support more vehicles. Deputy Director Barker stated that the traffic study would determine flow and design details could be addressed later on. It was not likely a roundabout would function well in the area due to the proximity to a nearby intersection.

Council Member Durik asked and Deputy Director Barker responded that the proposed Third Street/Market Street connection would move around 15% of the traffic volume away from the State Route 605/State Route 62 intersection. New Albany was growing primarily to the east. The proposed network of roads in the proposed plan did a good job of not letting that traffic adversely affect the Village Center. Even with the proposals, there still would be a lot of cars going through that intersection. Council Member Durik wanted to make sure the city was really alleviating traffic for the money spent and the city would not have to look for another solution later. Deputy Director Barker stated there weren't many alternatives. Staff was primarily trying to take traffic volume away from that intersection. Staff would evaluate all options. City Manager Stefanov added other ways to control

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traffic included to traffic signal timing and single direction travel. This proposal was important because it added to the number of roads on which to distribute traffic. Deputy Director Barker noted that the city was conducting a parking study for which there was a traffic component.

Council Member Shull commented that he wanted to try to preserve the character of New Albany as it embarked on this project. He supported incorporating the Velo Loop and walking trails. He was not sure about bringing buildings close to the road for mass transit purposes.

Mr. Hermann told council that MKSK studied extending Babbitt Road to Smith's Mill Road as a longer term plan. This helped some of the traffic on the north side of State Route 161 during peak-hour office traffic. Council Member Durik asked and Deputy Director Barker responded that Babbitt Road was projected to see a significant increase in traffic volume, particularly from the south. The traffic model suggested the volume on Babbitt Road could be comparable to the volume on Beech Road. This demonstrated that a lot of people were travelling through the city looking for side-street cut-throughs. Deputy Director Barker described more ways to distribute east-west traffic above State Route 161. Council and staff discussed additional possible road connections to move traffic. Council further discussed the buildup of the City of Columbus around New Albany.

BOARDS AND COMMISSIONS:

PLANNING COMMISSION: Mayor Spalding

PARKS AND TRAILS ADVISORY BOARD: No meeting

ACHITECHTURAL REVIEW BOARD: No meeting.

BOARD OF ZONING APPEALS: No meeting.

ECONOMIC DEVELOPMENT COMMISSION: No meeting.

PUBLIC RECORDS COMMISSION: No meeting.

CEMETERY RESTORATION ADVISORY BOARD: No meeting.

CORRESPONDENCE AND COMMUNICATION:

NONE.

SECOND READING AND PUBLIC HEARING OF ORDINANCES:

ORDINANCE O-11-2020

Mayor Spalding read by title AN ORDINANCE TO ADOPT A TAX BUDGET FOR THE CITY OF NEW ALBANY, OHIO FOR FISCAL YEAR ENDING DECEMBER 31, 2021.

City Manager Joseph Stefanov told council this legislation was required annually by the county. Finance Director Bethany Staats stated it was required by the Ohio Revised Code (ORC) in order to help set the

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city's millage for property tax that the city received from Franklin County. The tax budget showed the need for the excess millage for 2021. The tax budget was a conservative estimate. The city would be doing a more in-depth version of the 2021 budget in the fall. Director Staats stated the tax budget showed a decrease from 2019 actual revenue to 2021 - primarily in the income tax projections related to COVID-19. Staff continued to analyze the COVID-19 impact. The tax budget showed a 3 ½% increase in expenses resulting in a deficit in the General Fund, which showed the need for the millage. TIFs were not required in the tax budget and were not included this year. Once the county approved the tax budget, there would be a resolution accepting the amounts and rates which Director Staats would bring to council.

Council Member Briscoe asked and Director Staats replied that the ORC gave counties the option to require or not require a tax budget. Licking County did not require it.

Mayor Spalding set the ordinance for second reading at the July 7, 2020 council meeting.

INTRODUCTION AND FIRST READING OF ORDINANCES

NONE.

READING AND PUBLIC HEARING OF RESOLUTIONS

RESOLUTION R-23-2020

Mayor Spalding read by title A RESOLUTION REQUESTING "CORONAVIRUS AID, RELIEF, AND ECONOMIC SECURITY ACT", ALSO KNOWN AS "CARES ACT", FUNDING TO BE DISTRIBUTED BY FRANKLIN COUNTY AND DECLARING SUCH FUNDS SHALL BE USED ONLY FOR ALLOWABLE PURPOSES.

Finance Director Bethany Staats explained that the federal government passed the CARES Act which allowed for a distribution to entities with a population of 500,000 or more. This left out smaller local governments. The state Senate and House of Representatives had passed legislation to allow the State of Ohio to distribute funds, via the counties, to the local governments. The amount was based off of the Local Government distribution, equaling around \$52,000. On April 7th, council passed legislation approving a \$100,000 appropriation for COVID-related expenditures. Director Staats anticipated creating the new COVID fund and transferring monies mid-year. City staff completed the required grant application on the Office of Budget and Management website. This resolution was also required. The funding must be utilized on COVID-related expenditures incurred between March 1-December 30, 2020 which were not already budgeted for in the city's original 2020 budget.

Council Member Fellows asked and City Manager Stefanov responded that COVID expense examples included sanitizing the building and the purchase of sanitizing equipment. To date, the city had spent about \$40,000 and he expected to reach the \$52,000 mark by the state's deadline. Director Staats reported that a project and Purchase Order had been set up in the General Fund to track COVID expenditures.

Council Member Fellows asked and City Manager Stefanov answered that staff hours had not been reduced as a result of the pandemic. Some had worked from home, but the city had tried to maintain close to a 40 hour work week for all staff. The Public Service staff was broken into three subgroups to prevent potential

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spread through the entire department. Hours they were unable to work were covered by the pandemic leave pay. No employees had to take reduced pay or be furloughed. In terms of technology, there had been some issues. The city could do some things to upgrade the system, but Loren, McCauley, the city's IT Manager, made sure that the city was able to connect employees to the network. City Manager Stefanov wanted to figure out a way to enhance the city's telephone system which was able to forward calls to outside numbers, but clerks couldn't patch those calls back to other city offices. The city had recently reopened Village Hall with shields for the Development Department counters and other small tweaks.

Council Member Briscoe asked and Director Staats replied that the \$52,000 had to be placed in the coronavirus fund. Therefore, \$52,000 of the \$100,000 earlier appropriated by council in the General Fund would be transferred into the Coronavirus Fund, and expenditures already made would be reclassified into the coronavirus fund to track the number for the state. The city would maintain additional appropriations in case COVID expenses exceeded the \$52,000. Mayor Spalding added that any funds not documented and expended for COVID must be returned to the state. Cleaning supplies, personal protective equipment, and law enforcement overtime shown to be needed due to COVID appeared to be favored uses of the grant funds. City Manager Stefanov stated he wasn't anticipating COVID expenses above the \$52,000.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Council Member Fellows moved to adopt the resolution. Council Member Brisk seconded and council voted with seven yes votes to approve Resolution R-23-2020.

RESOLUTION R-24-2020

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ENTER INTO A GRANT AGREEMENT AND ASSOCIATED CONTRACTS WITH AMERICAN ELECTRIC POWER AND ITS APPROVED CONTRACTOR EV UNITED FOR THE ACQUISITION AND INSTALLATION OF ELECTRIC VEHICLE CHARGING STATIONS TO BE LOCATED IN PUBLIC PARKING LOTS ADJACENT TO THE ROSE RUN PARK AND THE PUBLIC SERVICE COMPLEX.

City Manager Stefanov told council an AEP grant program with the goal of enhancing the distribution of electric vehicle charging stations in central Ohio. The charging stations had to be located on a municipally-owned property that was served by AEP. This legislation authorized City Manager Stefanov to accept a grant award and to enter into all of the necessary contracts to install the charging stations. Based on council feedback, the stations would go in the rear lot of the Heit Center adjacent to Rose Run Park so as not to occupy premium parking spaces. The second location was Bevelhimer Park in the new parking lot near the Public Service complex. The estimated total project cost \$211,000. The grant was approximately \$190,000, leaving a local match of about \$21,000. The contract included a five year maintenance agreement. The stations would likely be set up as a pay-for-service system and take credit cards. That could be changed at council's request.

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Council Member Fellows asked and City Manager Stefanov suggested that rates be established by what the city was paying through AEP. Council Member Briscoe asked and City Manager Stefanov responded that maintenance of the stations was part of the \$211,000 cost. City Manager Stefanov understood that the data collected was general, without personal identifiers, but he would get more clarification.

Council Member Shull asked and City Manager Stefanov replied that whether the city's future electric bus could use the stations would depend on which bus was ordered. As part of the federal grant for the bus, an electric charging station would be installed in the Public Service facility. Per this legislation, there would be four charging units, two rapid charging units for the Village Center and two slower charging units for Bevelhymer.

Council and staff discussed types of chargers and locations. Council Member Fellows did not want people parking and leaving their cars for hours at charging stations. A time limit was preferable. Council Member Durik was interested in the total amount of time cars spent charging, as he frequently saw cars parked but not charging. Council did not want chargers at premium spots and also did not want chargers so far away no one would use them. Council Member Shull was concerned there wasn't enough demand for charging stations. City Manager Stefanov speculated part of the reason AEP was promoting installing stations, using public partnerships, was that they were not available on every corner like gas pumps. This would assist with people who wished to travel longer distances. The auto industry was committed to more electrical vehicles and the city would see more on the roads in the future. Council Member Brisk thought it was a winning proposition and New Albany likely had a larger number of electric vehicles. Council Member Briscoe anticipated complaints if the stations were back by Rose Run park, further away from retail.

Council further discussed the slow charging stations at Bevelhymer, who was likely to use them, and whether slow-charging stations were worth the investment. Council and staff discussed the difficulty of installing a station in the current Village Hall parking lot, which was scheduled to be redone, and available power sources. Additional locations were considered. Council recommended that the slow chargers be dropped from the resolution and that the city go forward with the fast charging stations in the Village Center.

Council Member Briscoe moved to table Resolution R-24-2020. Council Member Fellows seconded. Council voted with seven yes votes to table R-24-2020.

STANDING COMMITTEE REPORTS:

- A. Finance Committee: No report
- B. Safety Committee: No report.
- C. Public Utilities: No report.

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- D. Service and Public Facilities Committee: No report.
- E. Planning and Economic Development Committee: No report.
- F. Administration Committee: No report.
- G. Grants and Non-Profit Funding: No report.

REPORTS OF REPRESENTATIVES:

- A. Council Representative to MORPC: City Manager Stefanov reported that, in light of the financial stress of coronavirus has put on members, MORPC voted to freeze its membership fee at the 2020 level. MORPC had been working with PCs For People and the next distribution of refurbished computers would be on June 18th. MORPC was asking members and the public to donate computers and devices. The Regional Data Advisory Committee met with Nationwide Insurance to discuss ways to improve their organization's data policies and cyber security for public entities. The Regional Policy Roundtable was forming a working group to create the 2021-2022 Public Policy Agenda which was used for member advocacy at state and federal levels. MORPC would be hosting a virtual, instead of a live, RiverFest in support of the environment and the arts on June 22-26. The YWCA CEO Christie Angel addressed MORPC on the history of racism in Americap
- B. and offered ways members and individuals could educate themselves, build inclusivity, and fight racism.
- C. Council Representative to Joint Parks and Recreation: No meeting.
- D. Council Representative to New Albany Plain Local Schools: Council Member Brisk told council about an article in Wired Magazine which claimed that New Albany Schools intended to put devices in student IDs or elsewhere so they could track students. Much outrage was expressed in response. New Albany Schools Superintendent Michael Sawyers made it clear that the author significantly misinterpreted the situation. A New Albany resident who worked in the technology industry approached the school about doing high-level, limited application electronic tracking of student activity much of which was related to COVID-19, although other uses were discussed. This could have been a summer pilot program, but that was as far as the discussion with the resident had gone. Superintendent Sawyers wanted to make sure that the board knew that the article did not represent the thinking or intention of schools.

Superintendent Sawyers also addressed the Black Lives Matter rally and march. There was discussion around racism and the school system. Superintendent Sawyers was strongly committed to making sure there was no such activity or biases within the New Albany school system. He talked about related methods and programs. They were deeply sorry for any negative experiences.

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The board discussed multiple potential levels of COVID-19 in the fall. The school could implement in-person learning, remote, or a combination, or split shifts. School busing could go to state minimum to accomplish social distancing. They intended to offer remote education for parents preferred their kids to stay remote. Council Member Kist asked and Council Member Brisk replied that the schools would be taking direction from the state about how to open. Council discussed busing, increased traffic flow to schools, and how much discretion schools would have.

- E. Council Representative to Plain Township: Council Member Durik reported that Chief Rupp was the new fire chief as of July 1st.

REPORTS OF CITY OFFICIALS:

- A. Mayor: Mayor Spalding thanked the city communication staff, the city manager, and the police department for coordinating and working with the various protests in the city in the prior days and weeks. Everything seemed to go smoothly and there was good participation. People had the opportunity to voice their concerns and have their issues heard in a peaceful way. Talking to several protesters, they were thankful that NAPD were there to ensure their safety and provide some observation for the event. The event was well-received.
- B. Clerk of Council: Clerk Mason told council that July 4th plans were coming. Council would be given individual golf carts to drive. Council and staff determined passing out any items would be unsafe due to higher speeds.

Council Member Kist asked about doing a July 4th home decorating contest. Council Member Fellows said that was part of an earlier discussion with the Community Events Board. Council and staff talked about the logistics of judging a contest and registration. Council Member Kist suggested participants send in a picture of their house. Upper Arlington had done similar contests. Council Member Brisk observed there was no one to coordinate the contest and Council Member Briscoe noted there was insufficient time and no criteria. Council Member Kist suggested to Mayor Spalding to reach out to the person in charge of Upper Arlington's contest. Council Member Briscoe did not think a contest was realistic for this year. She suggested council each decorate their own golf carts. Council and staff discussed when carts were arriving and having council to decorate. Council asked staff to make sure the carts had sufficient range. Mayor Spalding reminded all that the State of Ohio did not permit people to discharge fireworks in Ohio.

- C. Finance Director: Finance Director Staats distributed the May financial report to council. The city's revenues were tracking the same and expenses were less than at this time in 2019. The city continued to show an increase in the General Fund, but staff was watching income tax revenues for the coming months. The state had passed a law continuing the practice of an employee paying income tax to the city where the company was located even when working from home. There was an overall decrease in income tax. After the delayed income tax filing deadline of July 15, staff

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would be better able to project income revenues out to the rest of the year. Staff would be making adjustments in the mid-year budget.

- D. City Manager: City Manager Stefanov reminded council about community surveys that the city was trying to conduct about every other year to get community's feedback. The next survey was being drafted and council would be reviewing the questions.

A test display of uplighting would be happening after the council meeting. There were LED-style and traditional-style lights.

The low bidder on the Street Improvement Project was Decker Construction at \$1,069,287.24, below the engineer's estimate and within the budget. The notice of award of the contract was signed.

Lance White approached Public Information Officer Scott McAfee regarding a high-performance car show at the beginning of August. The proposed event would close High Street between Dublin-Granville Road and State Route 602 for two hours. A parade of the cars would close out the event. More information would be coming.

Harlem Road Leisure Trail

City Manager Stefanov reported that the city had been able to meet the requests of the Rife/Hoffman household and, next, was getting the easements signed. Mayor Spalding and he spoke with the Horvath's regarding the trail impact on their property. They remained concerned about potential traffic safety and personal liability if the trail were to pass both of their curb cuts, particularly, their southern curb cut which they used more frequently. They felt the proximity to the corner made for a dangerous situation for bikes, cars, and pedestrians - which they did not want to be involved in. The Horvaths asked that the city consider moving the trail back from their property.

City Manager Stefanov and Deputy Development Director Mike Barker thought there could be an opportunity to stop the path prior to the south curb cut – setting the city up for a future extension to the south or a mid-block crossing to the east side of Harlem Road. The crossing would depend on obtaining an easement from the owner on the east side. Harlem Road was relatively narrow and had reasonable sight lines at that location. Deputy Director Barker spoke briefly to the owner on the east side. The owner had children who would use the trail system and was open to discussing the path. There were projects the city would need to undertake to make the mid-block crossing safer.

The final option was for the city to get involved in an eminent domain proceeding for the remainder of the path on the Horvath property. Of the three alternatives, City Manager Stefanov felt the mid-block was the least onerous. The city would proceed based on council's guidance. Council and staff further discussed the mid-block crossing.

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Council Members Kist and Durik asked and City Manager Stefanov replied that the city could cross an existing bridge at the corner of Harlem and Greensward. The city would want to install a curb similar to the one opposite to it, and sidewalk would abut the curb. An existing wing wall could be extended. An alternative would be to put guardrail out and have the sidewalk follow that. This would be more expensive than construction on the west side – costing roughly \$250,000. Council and staff discussed the two potential locations for crossing Greensward, including landscape, utility box relocation, construction costs, and sight lines.

Council Member Shull was for moving forward with the project and stopping the path between the two driveways. The city could then evaluate the next step. He expected most residents would be excited to have even that much path and could navigate the rest for now. Harlem Road was not good for pedestrians. Several council members agreed, and added that signage could be added for safety. Council Member Kist expressed concerns about kids using the path to go to the country club or other destinations and being dumped on the road. Council Member Fellows noted they were already on the road. Council Member Kist stated they might use other paths to get there. A partial path could encourage them to use Harlem. Council Member Kist wanted to see the phase 2 now rather than later. The mid-block crossing was expensive and eminent domain was controversial. He'd prefer have the direction of the second step before approving the first step.

Mayor Spalding suggested approaching the Horvaths to see if they'd like to contribute to the cost of the mid-block crossing if it turned out to be significantly more expensive than staying on their side of the road. Council recalled a prior offer from the Horvaths, but no numbers were discussed. City Manager Stefanov offered to reach out to them.

Council and staff further discussed specific locations along Harlem for stopping and possibly crossing on both sides of the road, signage, crossing warnings, other leisure trail dead ends, sidewalk versus trail, and existing city right-of-way. Council Member Fellows stated it was typical for a resident to back out of a driveway and make sure no one was on a sidewalk or path. His bigger concern was the safety of the pedestrians on the road. Council discussed prior polls of Harlem Road home owner's preferences and the extraordinarily length of this process. City Manager Stefanov told council that the city would move forward, advise the contractor that the city would stop at the spot that would work best long-term. There could be a mid-block crossing. If there was not a mid-block crossing, the city still could still exercise the option to proceed south.

- E. City Attorney: Law Director Banchefsky reported that the courts recently acknowledged the accuracy of radar for speed tracking without the need to bring in an expert to testify as to the validity. New Albany participated with several other communities on an amicus basis.

The city had been talking to local establishments about expanding their outdoor area and assisting with liquor licenses. City staff was recommending that council authorize the city manager, by motion, to enter into license agreements with restaurants to use municipal property. The license agreements were comprehensive, talked about the specific purpose, type of furniture, compliance with existing laws, maintenance of the licensed area, indemnification, and at-will termination.

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Mayor Spalding moved to adopt a motion pursuant to the declared State of Emergency, and the city manager's authority under the city charter as the chief administrative officer, that the city manager be hereby authorized to issue temporary licenses of city property adjacent to business establishments as well as administrative permits to facilitate outdoor dining and business operations during the COVID-19 pandemic, in order to preserve the public health, safety, and welfare by facilitating the opportunity for businesses to restart operations while also preserving social distancing. Council Member Shull seconded and council voted with seven yes votes to adopt the motion.

POLL FOR PUBLIC COMMENT:

NONE.

POLL FOR COUNCIL COMMENT:

Council Member Brisk suggested doing something, and Council agreed to prepare a proclamation signed by all of council to recognize Dr. Phil Heit on his retirement and acknowledge his service to the city. Mayor Spalding asked and Council Members Brisk and Durik did not know if there would be an event.

EXECUTIVE SESSION:

Council and staff discussed the need for the executive session and the lateness of the hour. Council agreed to postpone the executive session to the next meeting.


OTHER BUSINESS:


NONE.

ADJOURNMENT:

With no further comments and all scheduled matters attended to, Mayor Spalding moved and Council Member Briscoe seconded to adjourn the June 16, 2020 regular council meeting at 9:34 pm.

ATTEST:


Jennifer H. Mason, Clerk of Council

 7-7-2020
Sloan Spalding, Mayor Date

Mayor Spalding

and City Council Members

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Irene Adams

- My name is Irene Adams and my husband Ted and I have been residents of New Albany for 24 years. When we moved to New Albany, we were told by our realtor that this was a growing community, building new schools and family oriented. That sounded appealing to a young couple starting out together looking to start a family. We bought our first home in Hampsted Village and we were thrilled.
- Our overall ability to feel welcomed and connected was positive, we joined Bunco groups and Monday night football gatherings, and yet, there were still times when we felt very much alone. One night out walking our dog around the neighborhood, a young girl yelled out, “Mom, look! It’s a chocolate man!”. The mom was clearly embarrassed and apologetic and my husband, in a teaching manner quickly responded, “That’s ok, your daughter has probably not seen many black people. My name is Mr. Ted.”
- One morning when going to pick up the Daily Dispatch, which used to be delivered to our driveway, I was also greeted by ‘hate mail’ that encouraged me to call the number on the flyer and join all the white race that needed to eliminated the blacks, Jews and gays from our world.
- At the time, my husband was working for the Attorney General’s office and I frantically called him very concerned that we were possibly being targeted for some kind of violence. He told me that was the response that this type of group was looking for and we would do nothing.
- There are many other stories, but through it all, we told ourselves that things would get better over time and we could make a difference by being ourselves and continuing to call New Albany home.

- Regardless of these experiences, I have been lucky enough to be one of the only residents to serve on the New Albany Chamber as a community volunteer for two separate terms. My husband has served as a Homeowners Association President in Hampsted Village and is now a member of the New Albany Community Authority Board. We are people of action and involvement. We engage and hope to educate ourselves and others about how we can continue to make our community stronger and better.
 - We are proud to live in the “best suburb” in America, and want to truly live up to that name and it’s standards.
 - Which brings us to today.
-
- Mayor Spalding invited citizens to share their perspective and attend this meeting.
 - I believe that our New Albany City Council can identify a framework to communicate how it will support black families in our city. This is a work in progress and there is not just one answer on how to make this happen successfully for everyone. I believe that there are many answers and avenues that can be explored to show support. Our city should be transparent about messages of hope, unity, love and support.

- 1. New Albany can identify black owned business to support and retain in areas of development, start-ups, the business park and other arenas.
- 2. Programs at the Heit Center can reflect the fullness of diversity of all of our community members. Cooking programs for African American cuisine or Soul Food courses. The farmers market can include various cultures and diversified food options.
- 3. The McCoy Center can support programming to include stories and plays and music to reflect the black community.
- 4. The Charlotte Kessler New Albany library branch could highlight significant works of literature and arts from the Black Community (other than just during black history month).
- 5. We promote a magazine called "White Fence Living". Why not "Community Living"? Or "Best Community Practices"? (I have spoken to Aaron Hutchinson and he is open to changing the name.)
- 6. What is our representation of people of color in our community? Do we have any black people in our police department, our fire department, on City Council?
- 7. The last idea I propose is creating a 'space' for black people to grieve. This is the idea that had been started in New York and featured on the Today Show. I believe that this idea might be one of the best ideas in moving forward.

- Ethel's Club is a New York based social and wellness club that offers free grief sessions with therapists.
- Outside of situations where people are murdered or attacked by police, there are microaggressions and aggressions that people of color and black people live with every day.
- It is common when you have situations like what we're witnessing now is that people want to go out, and they want to fight, they want to protest, they want to go and do.
- It's *very rare* that you have organizations or places for people to have a safe place to unwind and grieve and take a moment and breathe.
- Last week, Ethel's Club announced it would be hosting two free healing and grieving sessions for the black community led by black therapists, to "help hold space and process the weight of the many complex emotions that we are feeling and carrying right now." The response was immediate. Over 1,000 people signed up for the sessions in less than a day. I wonder what type of response we would get in our community if we made a program like this available?

- I do believe in my heart that anti-racism starts in our homes. It is reflected in the relationships we foster. How are we in the city of New Albany going to show empathy and grace to a community that has been traumatized?. If our motto is “community connects us”, then now is the time to step up and show leadership in a time when many people feel completely disconnected. I am here to help any way possible and I know that this is a marathon and not a sprint. Black lives matter is not a banner that we conveniently put up or take down. It should be a bridge to connect us to a new time in America and our home, New Albany, Ohio. We can and should make a difference by asking ourselves if we are part of the problem. The first step in solving a problem is admitting that there is one. Then we can take ownership. If we step back and look for people of color in our community, where are they?
- It is my responsibility to check myself daily for stereotypes, prejudice and, ultimately, discrimination. No matter how open-minded, socially conscious, anti-racist I think I am, I still have old, learned hidden biases that I need to examine. We struggle with when it's appropriate to 'celebrate a person's race and when not to'. Education and awareness can help everyone understand each other as people, regardless of race.
- Mayor Spalding, I truly thank you for the respect of the invitation and the time you have allowed me. I welcome any of your questions or comments.

ENGAGE NEW ALBANY

You're part of the plan



TRANSPORTATION SUBCOMMITTEE MEETING

May 20, 2020

AGENDA

ENGAGE
NEW ALBANY

- 1 | Overview
- 2 | Mobility Plan
- 3 | Recommendations



WHAT IS THE MOBILITY PLAN?

ENGAGE
NEW ALBANY

MOBILITY PLAN

- A critical component of the Strategic Plan.
- Updates and advances the Thoroughfare Plan from the 2014 Strategic Plan.
- Guides mobility policies and investments in New Albany over the next 5-10 years.
- Has an iterative relationship with land uses.

COMPONENTS OF MOBILITY PLAN

ENGAGE
NEW ALBANYCOMPONENTS OF NEW ALBANY'S MOBILITY PLAN

- **Objectives** - Identify the mobility objectives New Albany desires to achieve.
- **Existing Conditions** - Understand existing transportation conditions.
- **Traffic Model** - Project traffic on roads in 2050 based upon existing and planned land uses in New Albany and MORPC region.
- **Improvements** - Identify preferred mobility improvements to meet objectives.
- **Functional Classification** - Classify road network to meet objectives.
- **Character Classification** - Identify desired character of roadway network.
- **Recommendations** - Provide city mobility recommendations.

5

INTRODUCTION

ENGAGE
NEW ALBANYMOBILITY GOAL

Facilitate the **safe and effective movement of people** to and from destinations, while **maintaining the community character** of mobility corridors.

6

MOBILITY PLAN OBJECTIVES

ENGAGE
NEW ALBANY

OBJECTIVES

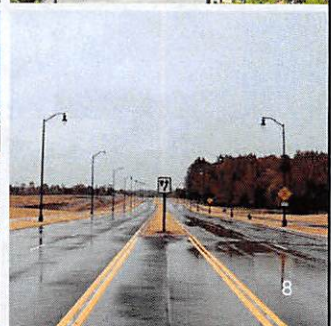
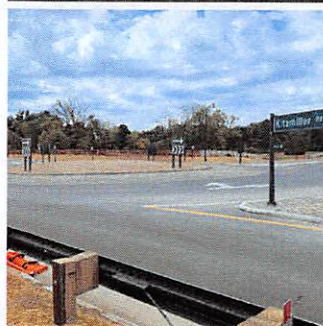
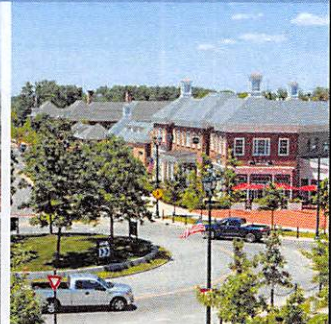
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6. Encourage alternatives to single-occupant vehicles within New Albany.
7. Work cooperatively with partners to advance identified and needed mobility improvements locally and regionally.

7

RECENTLY COMPLETED PROJECTS (LAST 5 YEARS)

ENGAGE
NEW ALBANY

- Roundabouts
 - » Market Street & Main Street
 - » Greensward Road & US62
 - » Kitzmiller Road & Morse Road
- Street Improvements
 - » Innovation Campus Way
 - » Beech Road
 - » Mink Road Interchange
 - » Dublin-Granville Road Improvements
- Leisure Trails
 - » Safe Routes to Schools
 - » Continue Infill of Gaps
 - » Rose Run Velo Loop








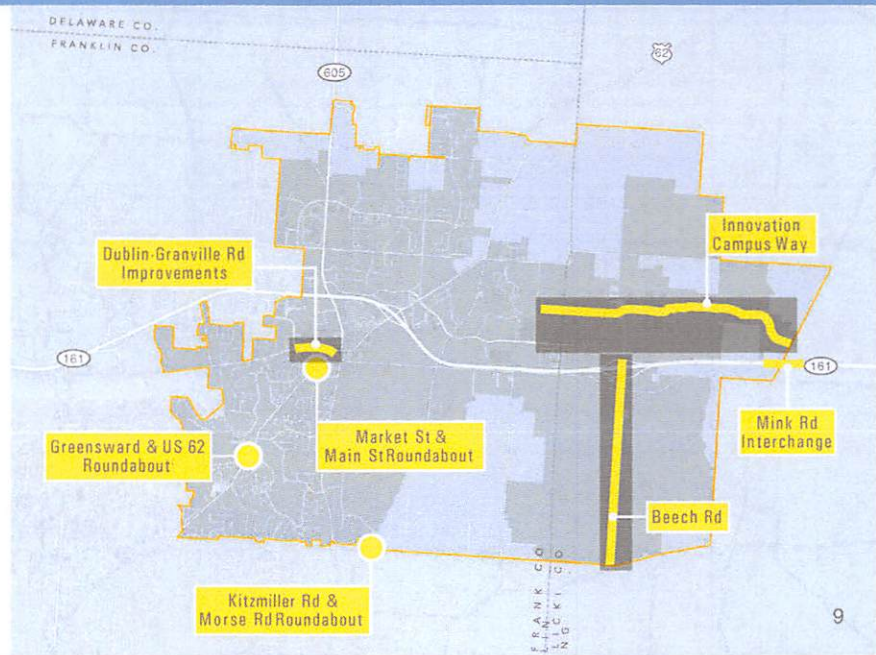
8

TRANSPORTATION PROJECTS

ENGAGE
NEW ALBANY

RECENTLY COMPLETED

-  Study Area
-  City Boundary
-  Service Area Boundary
-  Recently Completed
-  Transportation Projects

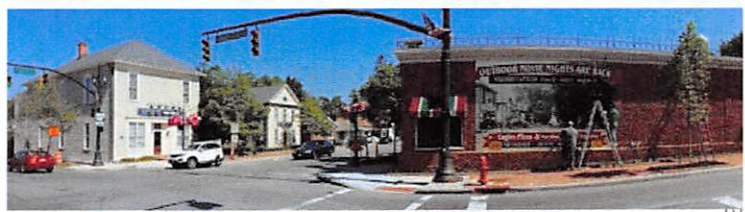


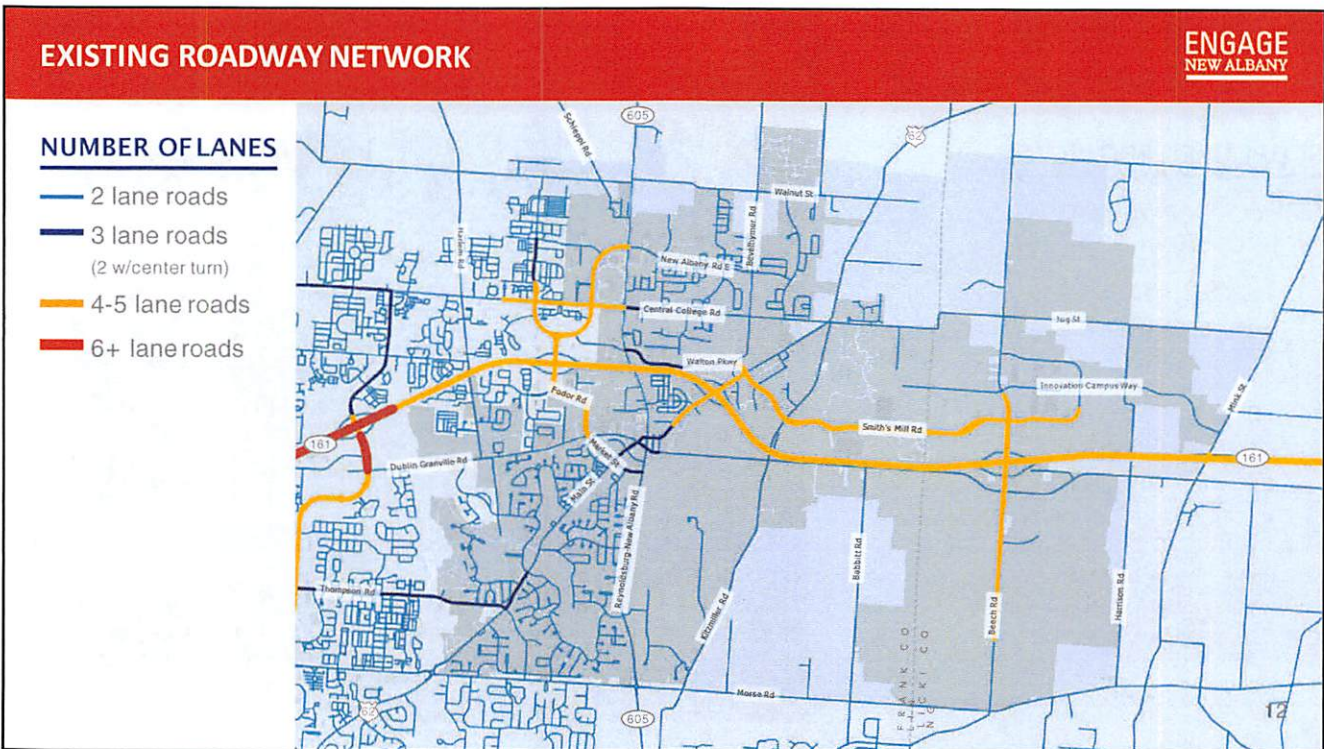
TRANSPORTATION PROJECTS

ENGAGE
NEW ALBANY

SCHEDULED PROJECTS

- Citywide Signals Fiber Interconnect
- US 62/SR 161 Interchange Improvements - bike & ped





ENGAGE NEW ALBANY

You're part of the plan



TRANSPORTATION SUBCOMMITTEE MEETING

May 20, 2020

AGENDA

ENGAGE
NEW ALBANY

- 1 | Overview
- 2 | Mobility Plan
- 3 | Recommendations



WHAT IS THE MOBILITY PLAN?

ENGAGE
NEW ALBANY

MOBILITY PLAN

- A critical component of the Strategic Plan.
- Updates and advances the Thoroughfare Plan from the 2014 Strategic Plan.
- Guides mobility policies and investments in New Albany over the next 5-10 years.
- Has an iterative relationship with land uses.

COMPONENTS OF MOBILITY PLAN

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NEW ALBANY

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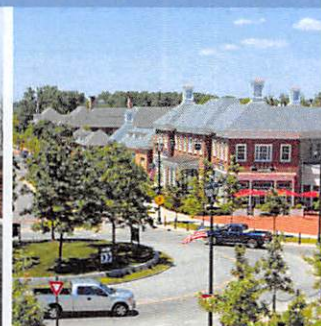
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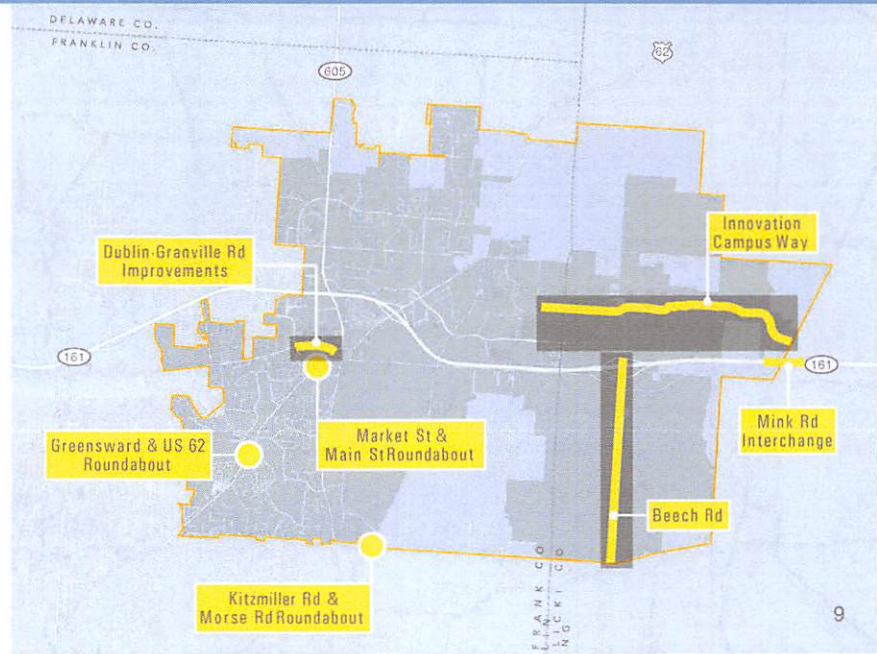
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ENGAGE
NEW ALBANY

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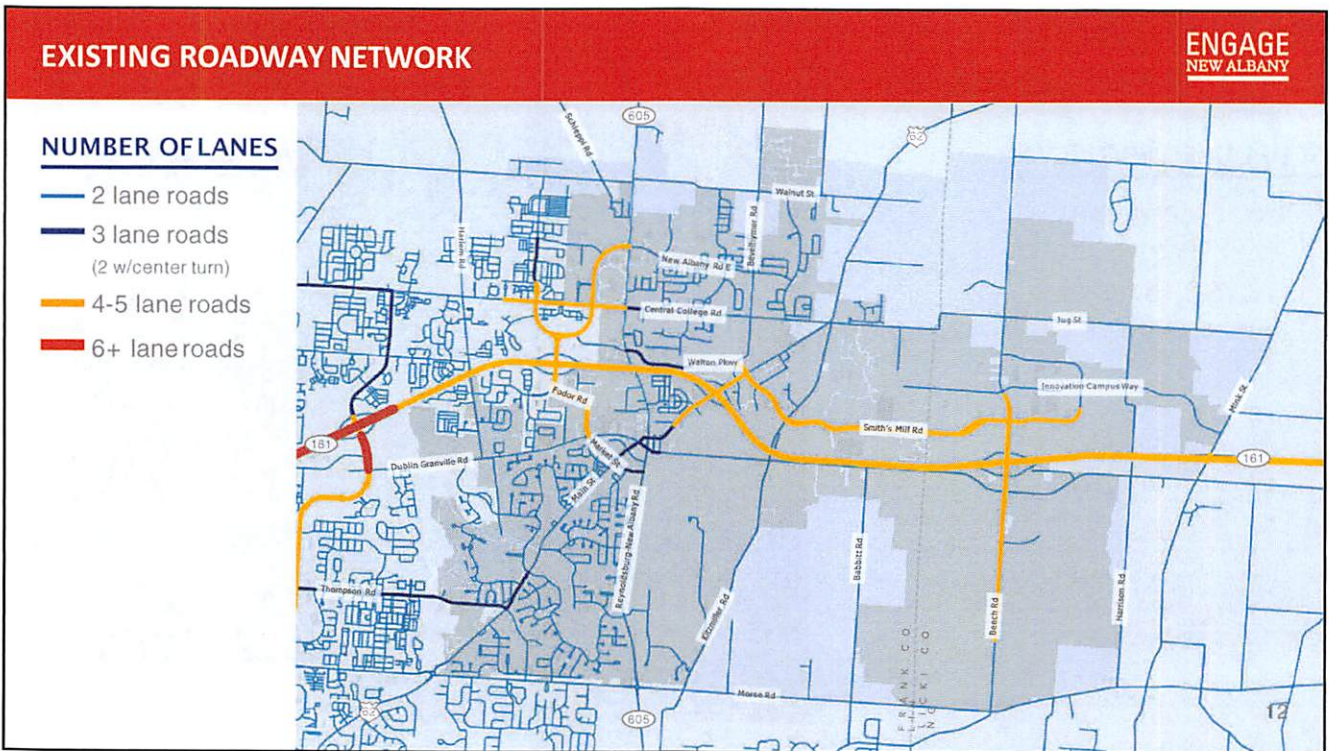
TRANSPORTATION PROJECTS

ENGAGE
NEW ALBANY

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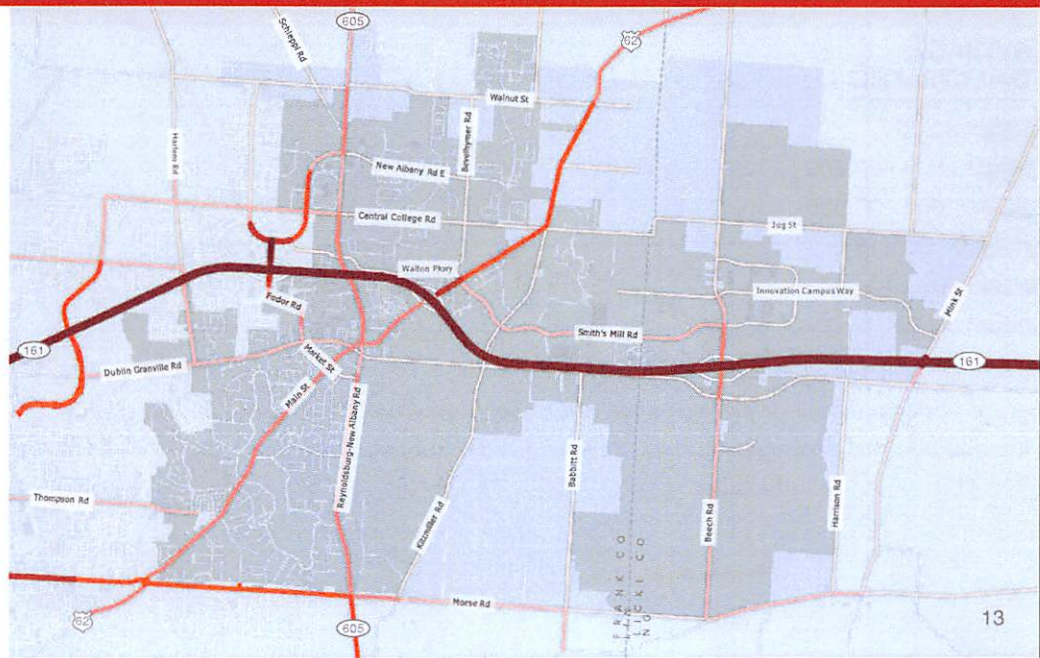


EXISTING TRAFFIC VOLUMES

AVERAGE DAILY TRAFFIC



Note: Existing Volumes Map compiled from multiple source counts from 2014-2019

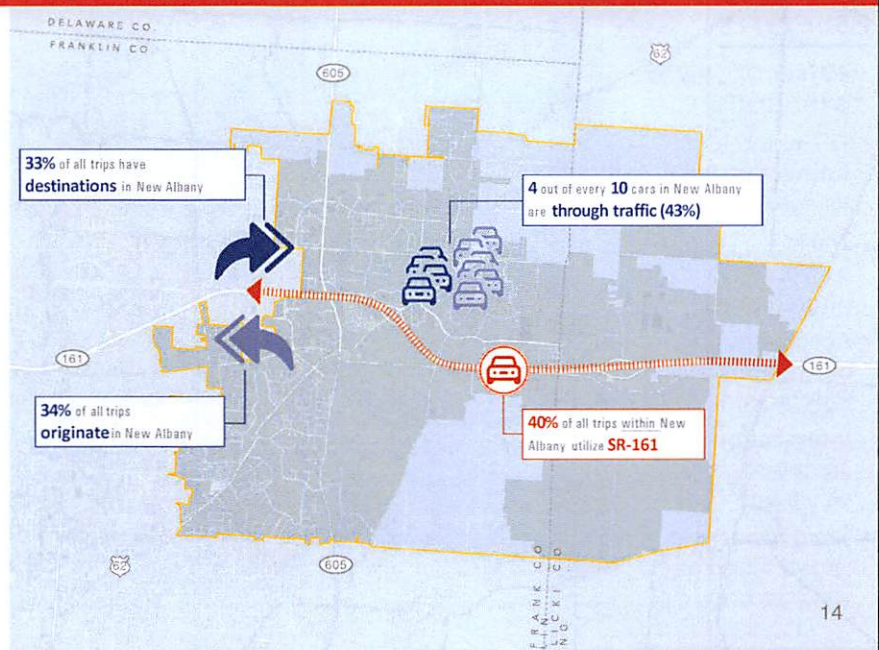


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EXISTING CONDITIONS TRAFFIC DATA

VEHICLE TRIPS OVERVIEW

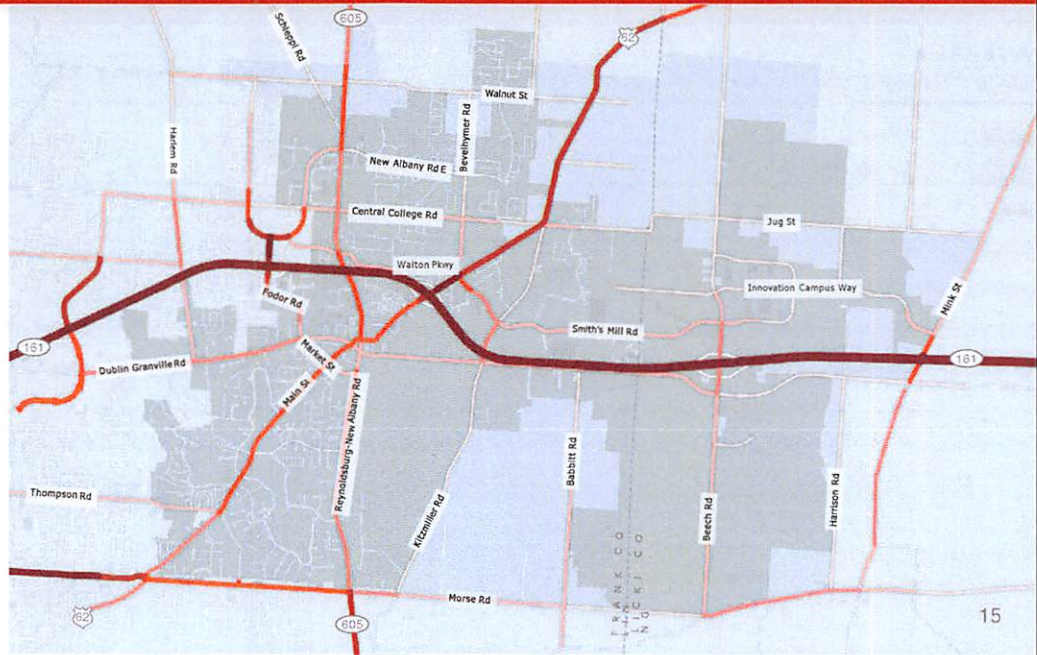
- 40% of all trips within New Albany utilize SR-161.
- 4 out of every 10 cars in New Albany are through traffic (43%).
- 34% of all trips originate in New Albany.
- 33% of all trips have destinations in New Albany.



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2050 TRAFFIC PROJECTIONS (NO ADDITIONAL ROADWAY IMPROVEMENTS)

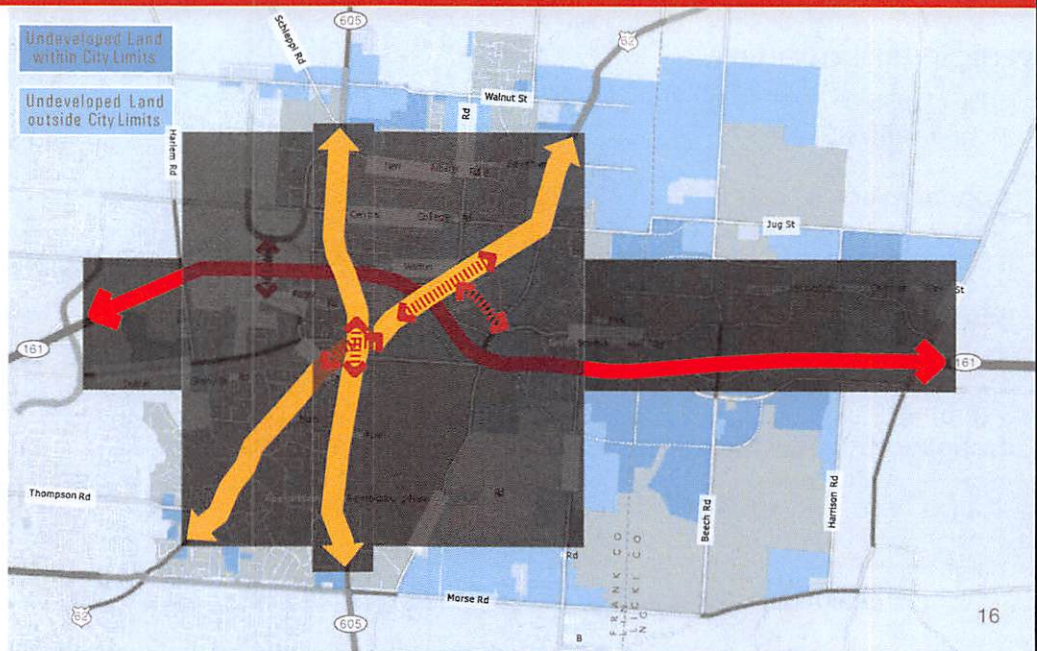
AVERAGE DAILY TRAFFIC



POTENTIAL FUTURE PROBLEM AREAS BASED ON 2050 PROJECTIONS

ISSUE TYPES

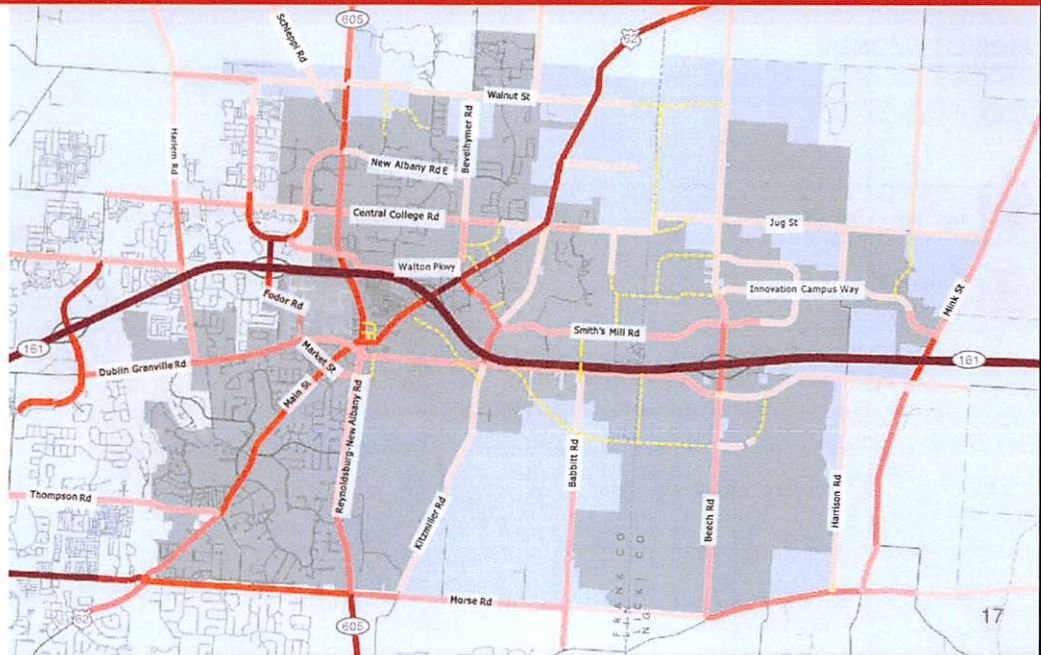
- 43% of City traffic is **thru** traffic
- US 62 & SR 605 **funnel** thru the Village Center
- Traffic concentrates at the **interchanges**
- Accommodate desired Business Park growth
- **Intersections** are the primary constraint
- Road **capacity** is largely **fixed** as volumes grow



RECOMMENDED ROADWAY CONNECTIONS

Proposed
Roadway
Connections

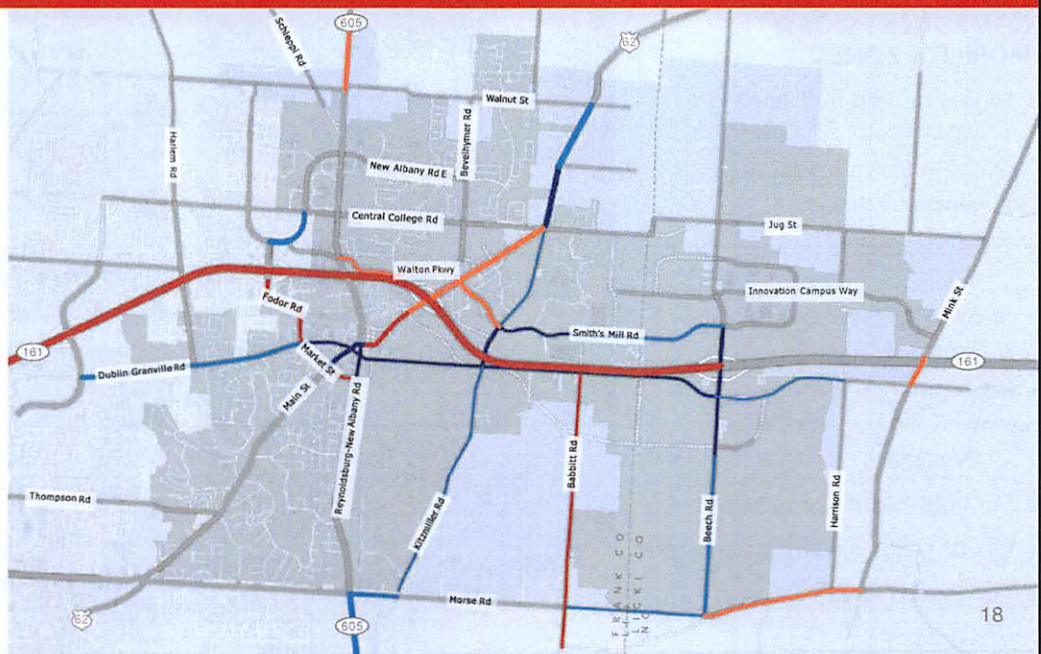
Note: Proposed roadway connections are intended to imply desired connections between the termini. The exact route of any new roadway must be studied, designed, and right-of-way acquired. What is shown throughout this presentation is for traffic planning purposes only.



2050 TRAFFIC VOLUME CHANGE FROM NO IMPROVEMENTS TO WITH IMPROVEMENTS

CHANGE IN DAILY TRAFFIC

- Increased > 2,000
- +1,000 to 2,000
- 999 to -999
- 1,000 to -2,000
- Reduced > 2,000



IDENTIFIED CURRENT & FUTURE MOBILITY ZONES

MOBILITY ZONES

 Increased ADT

 Existing Mobility Zones

 Potential Mobility Zones



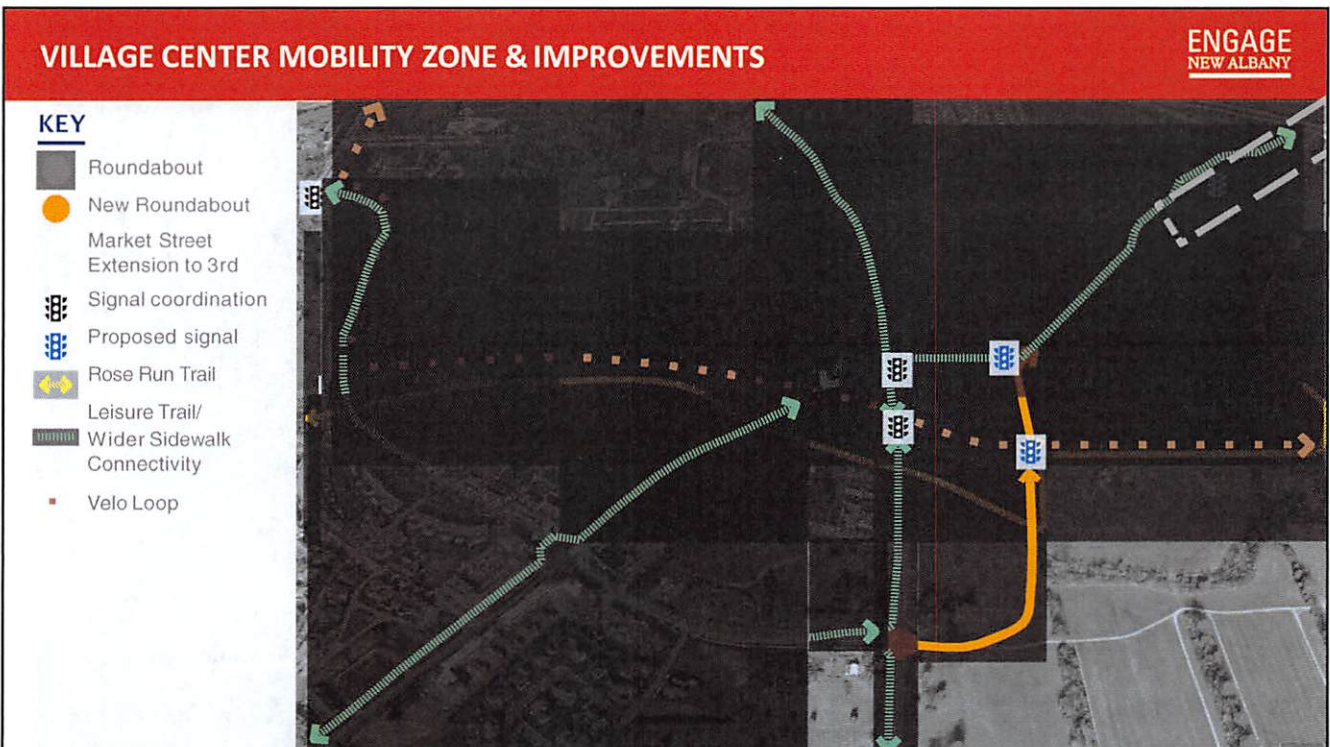
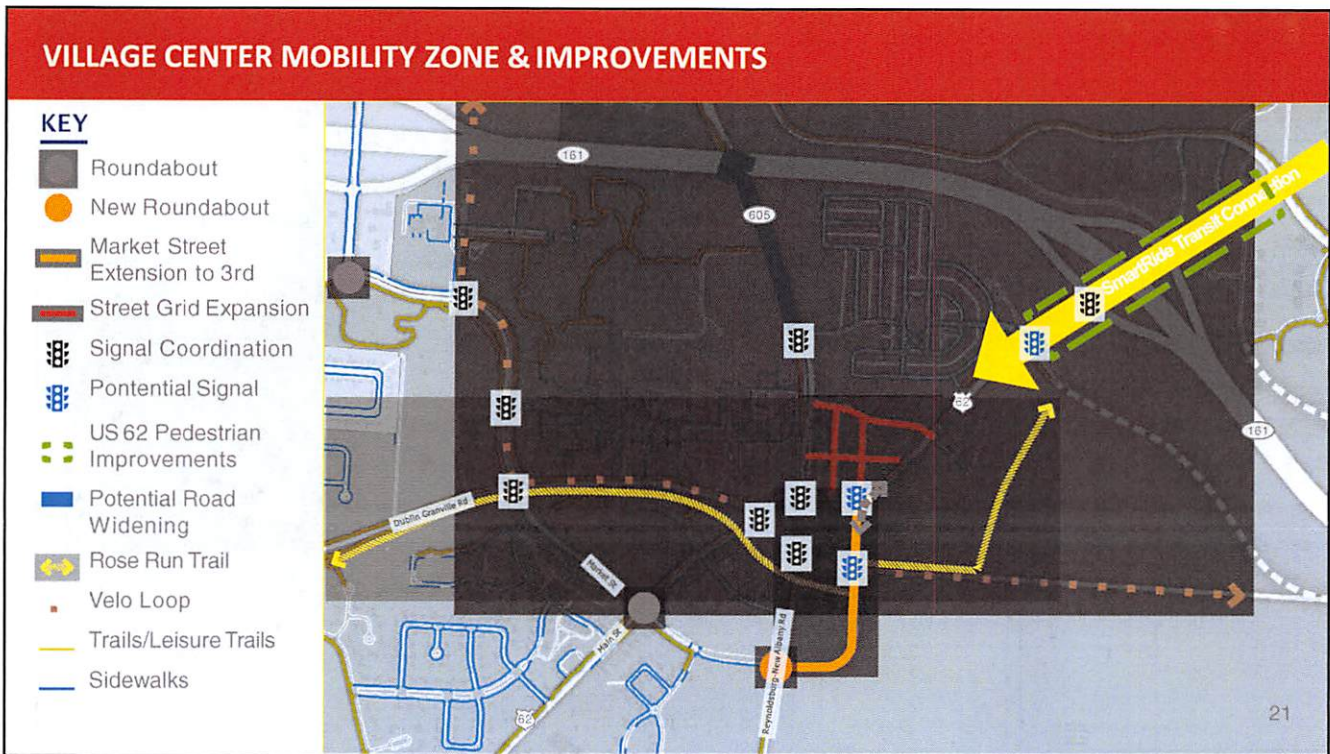
19

NEW ALBANY MOBILITY ZONES

COMPONENTS OF A MOBILITY ZONE

- Highly served by Transit
 - » SMARTride
 - » COTA Park and Ride
 - » Welcome Shelters
- Well-connected by Bike Facilities
 - » Velo Loop and/or Bike Lanes
 - » Bike Docks & Stations
- Buildings and sites designed to accommodate mobility
 - » Transit-facing front doors
 - » EV Stations
- Multiple Street Connections
- Mix of Uses to serve commuters
- Increased Density





CENTRAL COMMERCIAL & GANTON MOBILITY ZONES

KEY

-  COTA Line 24
-  COTA Park & Ride
-  Blue SMART Ride Route
-  Green SMART Ride Route
-  Red SMART Ride Route
-  SMART Ride Stops
-  Ganton Parkway (new)
-  New roadway connections
-  Signal coordination
-  Proposed signal
-  Velo Loop
-  Rose Run Trail
-  Leisure Trails
-  Sidewalks

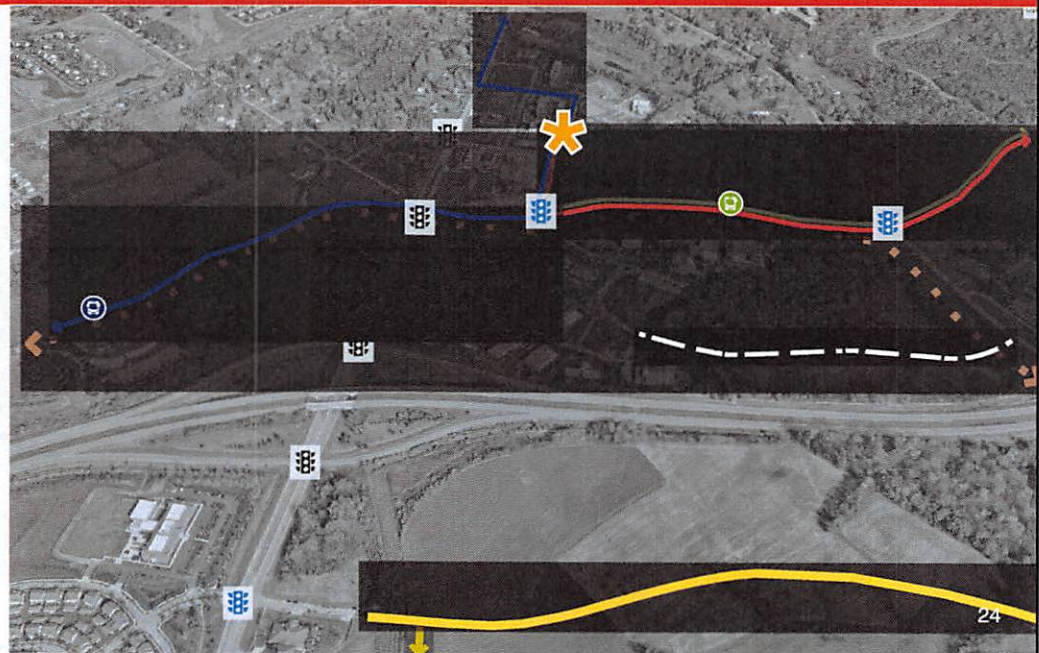


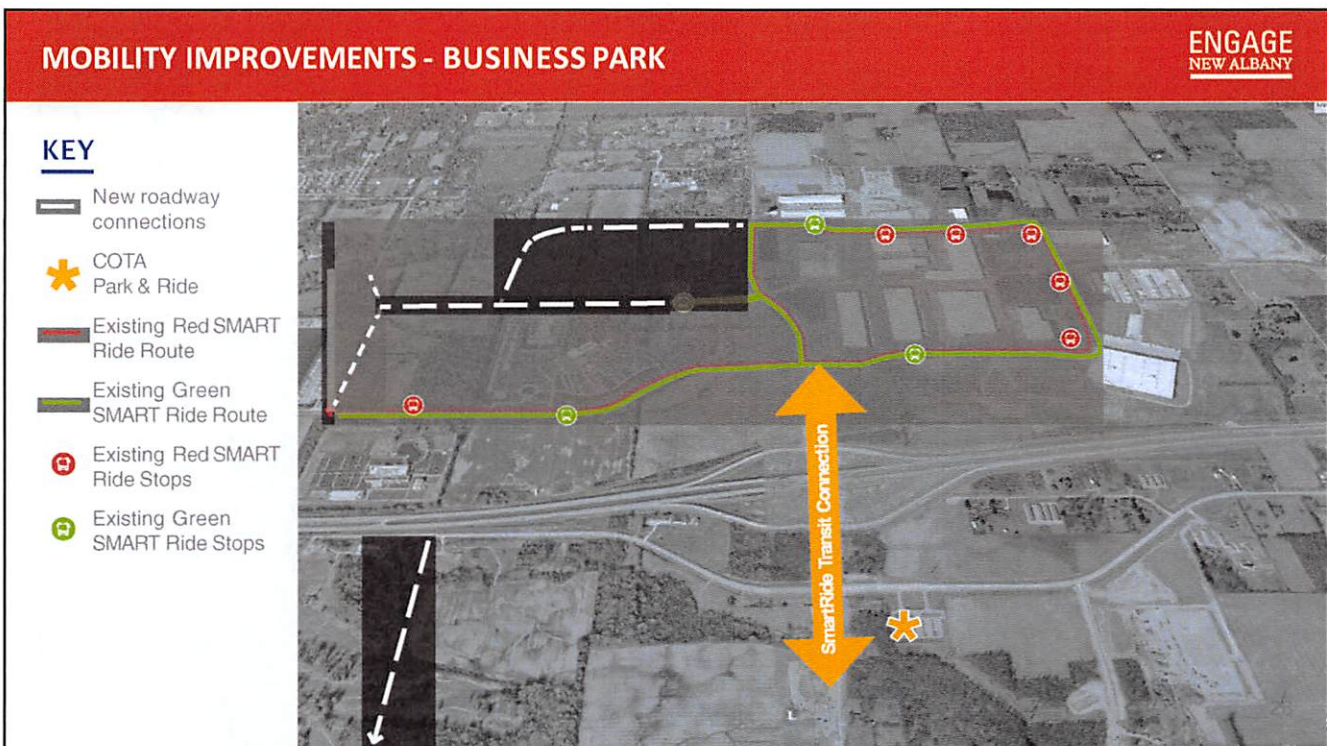
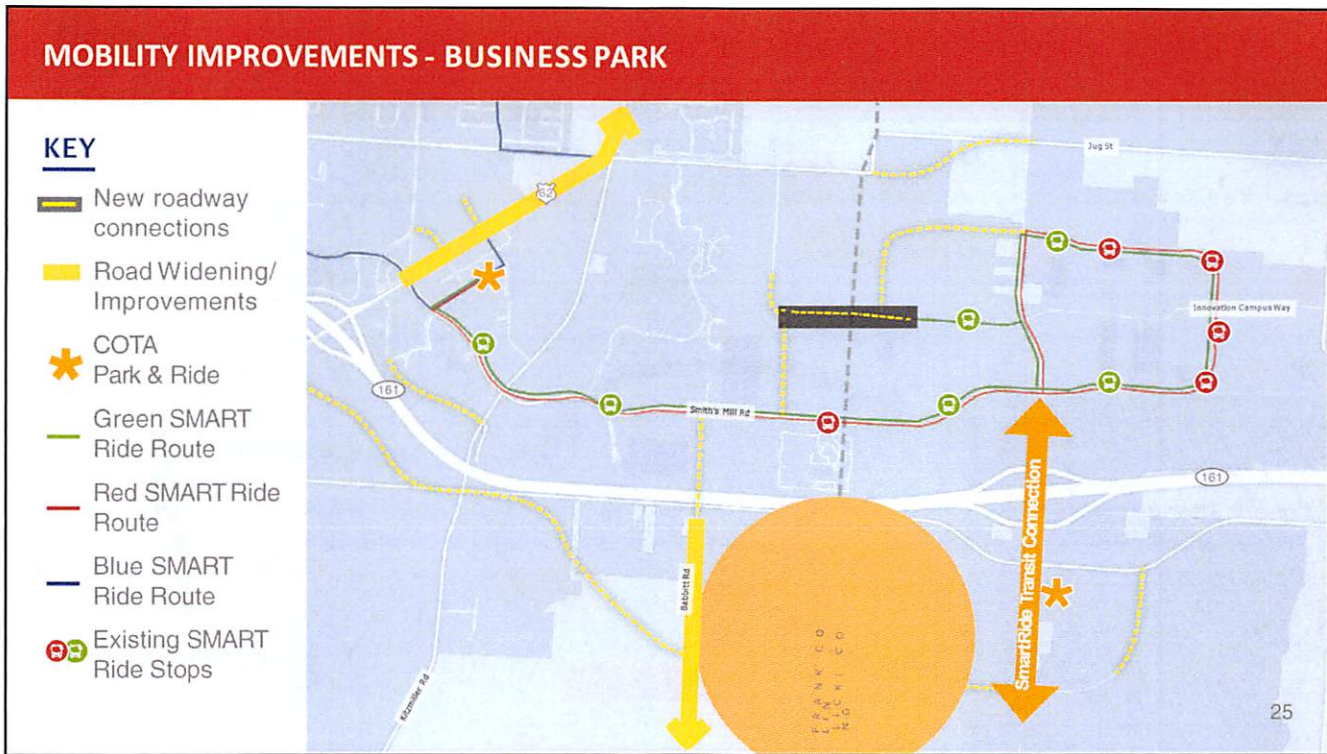
CENTRAL COMMERCIAL & GANTON MOBILITY ZONES

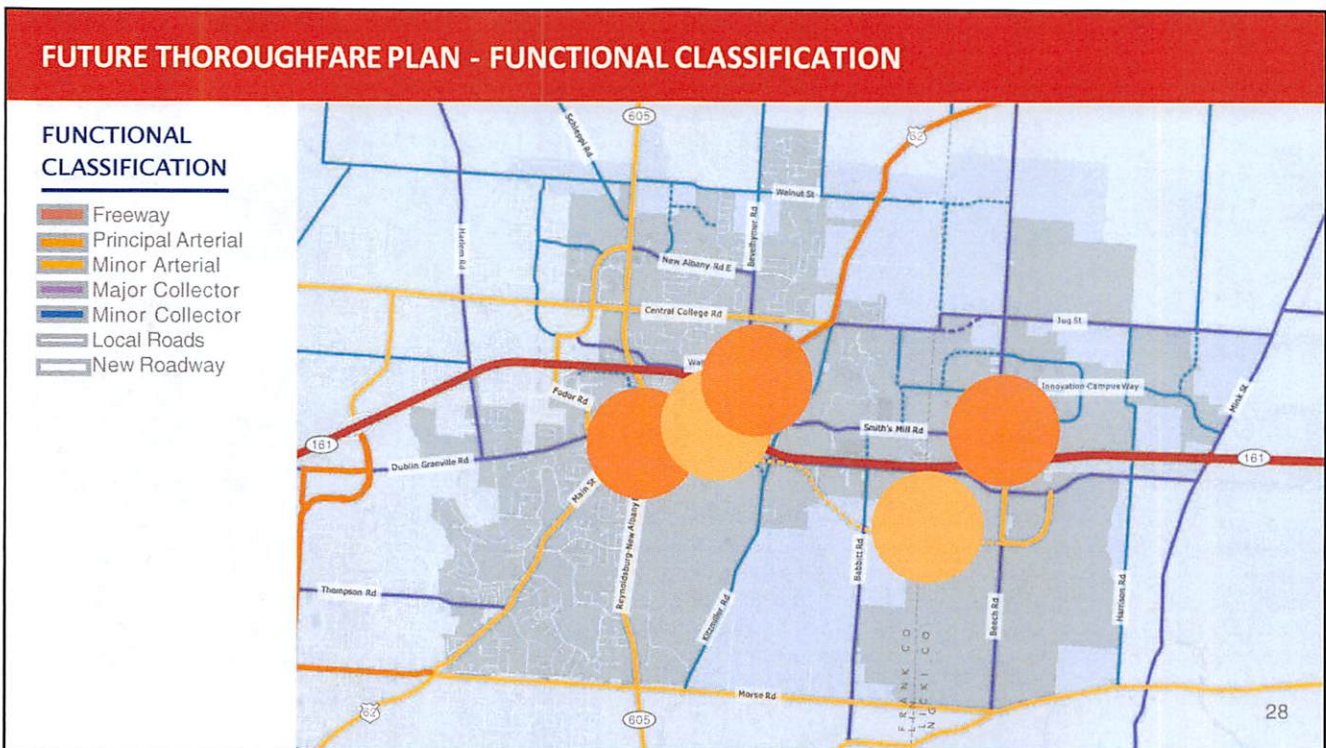
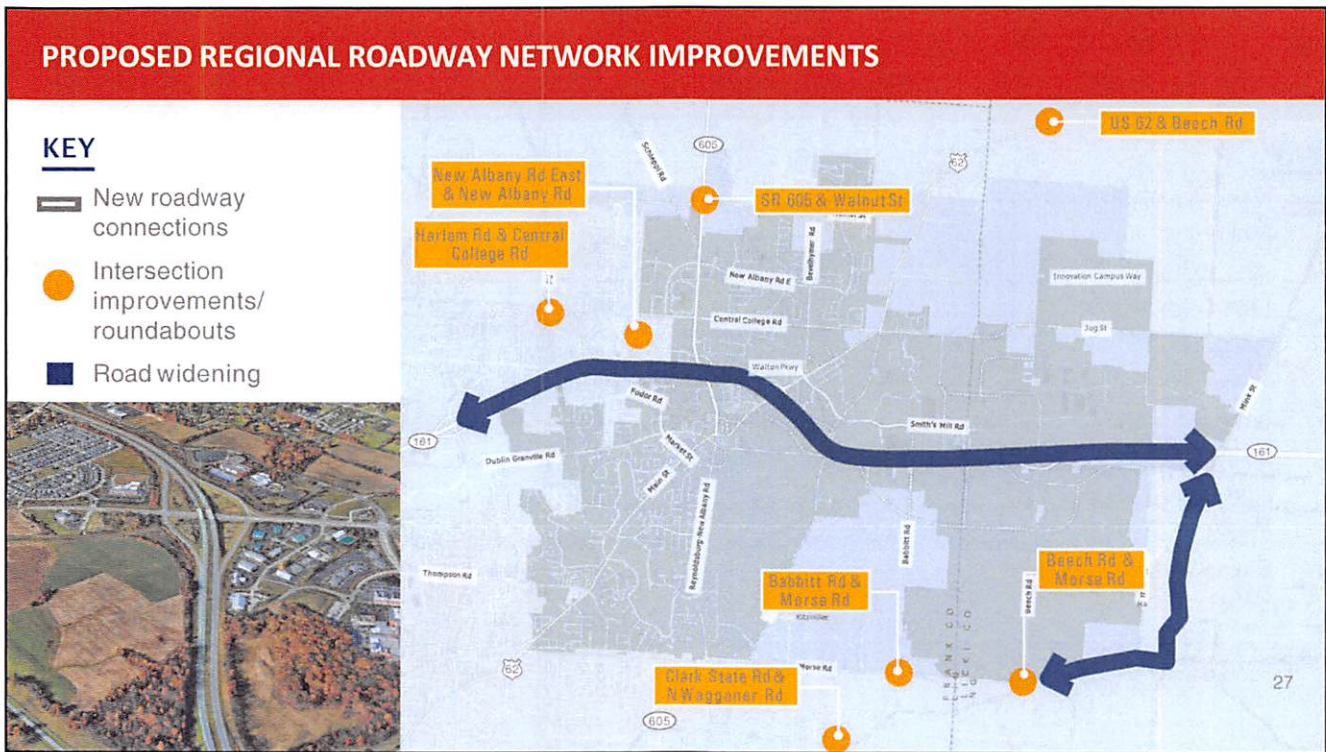
ENGAGE
NEW ALBANY

KEY











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-  Blue SMART Ride Route
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-  Proposed Signal coordination
-  Velo Loop
-  Leisure Trail Connections
-  Rose Run Trail














ENGAGE
NEW ALBANY
CHARACTER CLASSIFICATION ELEMENTS

 <p>Pavement Width</p>  <p>Vehicle Speeds</p>  <p>Pavement Edge (curb vs. swale)</p>  <p>Trees/Landscaping (inside and outside ROW)</p>  <p>Pedestrian/Bike Facilities</p>	 <p>Utilities (overhead vs. buried)</p>  <p>Fencing (horse fence, none, other)</p>  <p>Median</p>  <p>Building Types</p>  <p>Curb Cuts</p>
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ENGAGE
NEW ALBANY
NEW ALBANY STREET CHARACTER TYPES

BUSINESS PARK	BUSINESS PARK TRANSITIONAL	COMMERCIAL CENTER	VILLAGE CENTER
			
RURAL	VILLAGE TRADITIONAL	NEIGHBORHOOD	
			

39

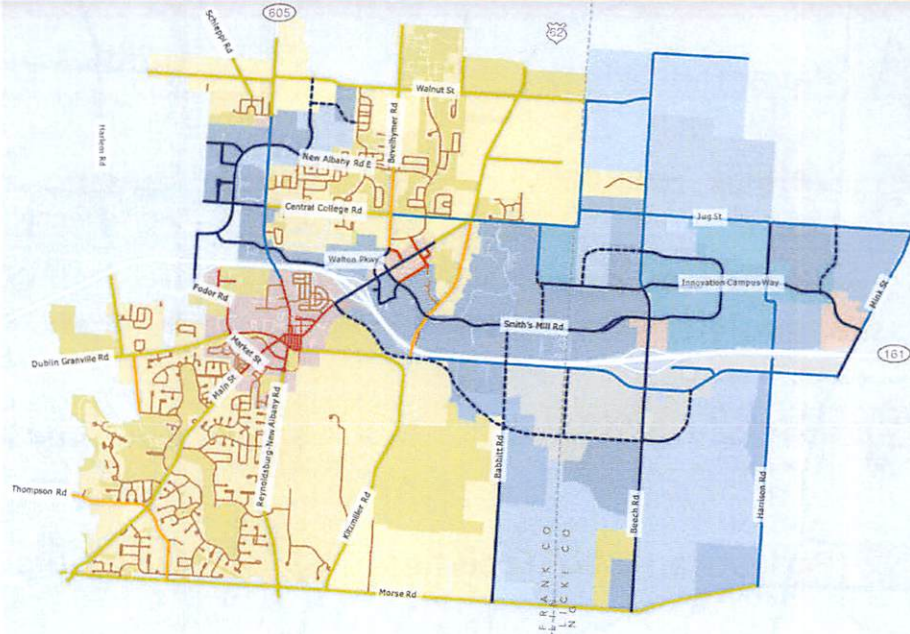
FUTURE THOROUGHFARE PLAN - CHARACTER CLASSIFICATION

CHARACTER CLASSIFICATION

- Business Park
- Business Park Transitional
- Commercial Center
- Village Center
- Village Traditional
- Rural
- Neighborhood

FUTURE LAND USE

- Green Space
- Residential
- Village Center
- Retail
- Retail-Mixed Use
- Office Campus
- Data Center
- Manufacturing

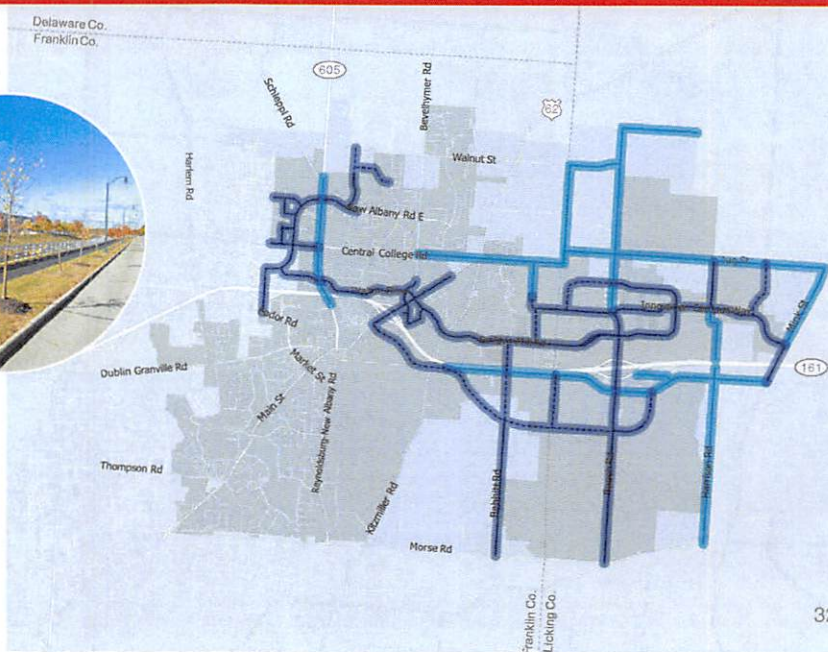


BUSINESS PARK STREET CHARACTER

ENGAGE
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CHARACTER CLASSIFICATION

- Business Park
- Business Park Transitional
- Future Roads



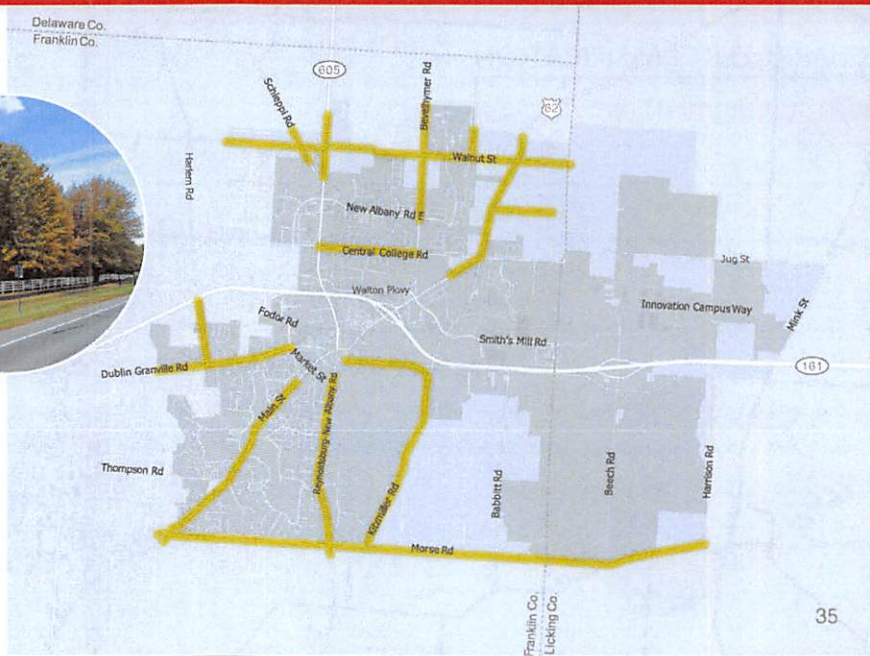
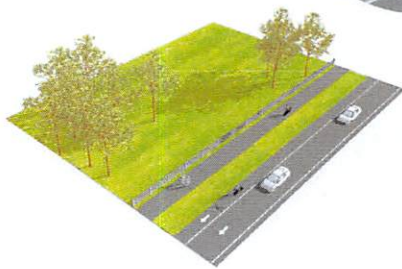


VILLAGE TRADITIONAL STREET CHARACTER

ENGAGE
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CHARACTER CLASSIFICATION

Village Traditional



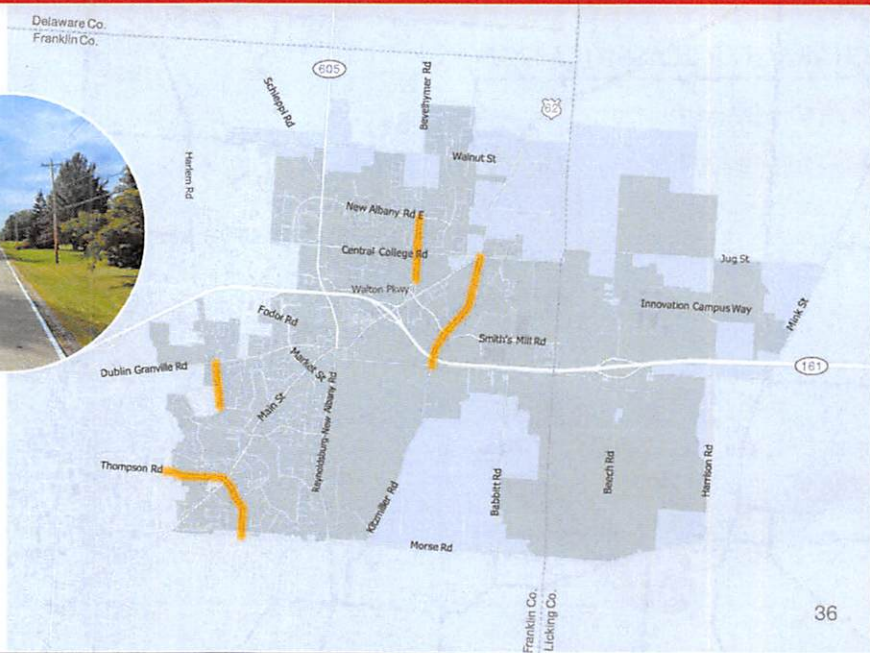
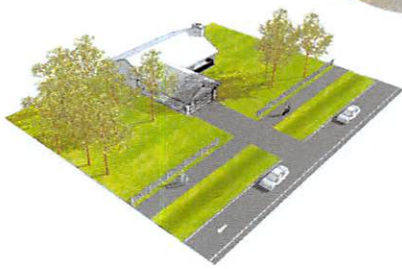
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RURAL STREET CHARACTER

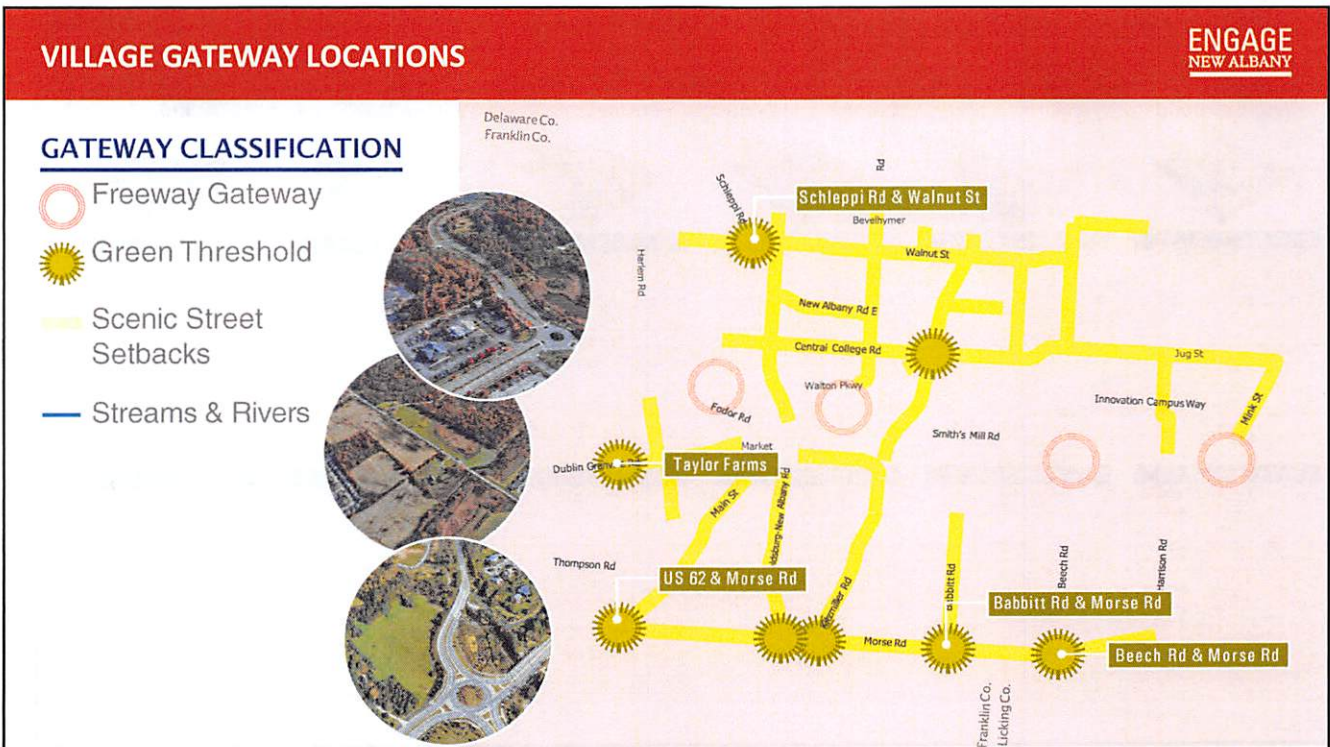
ENGAGE
NEW ALBANY

CHARACTER CLASSIFICATION

Rural



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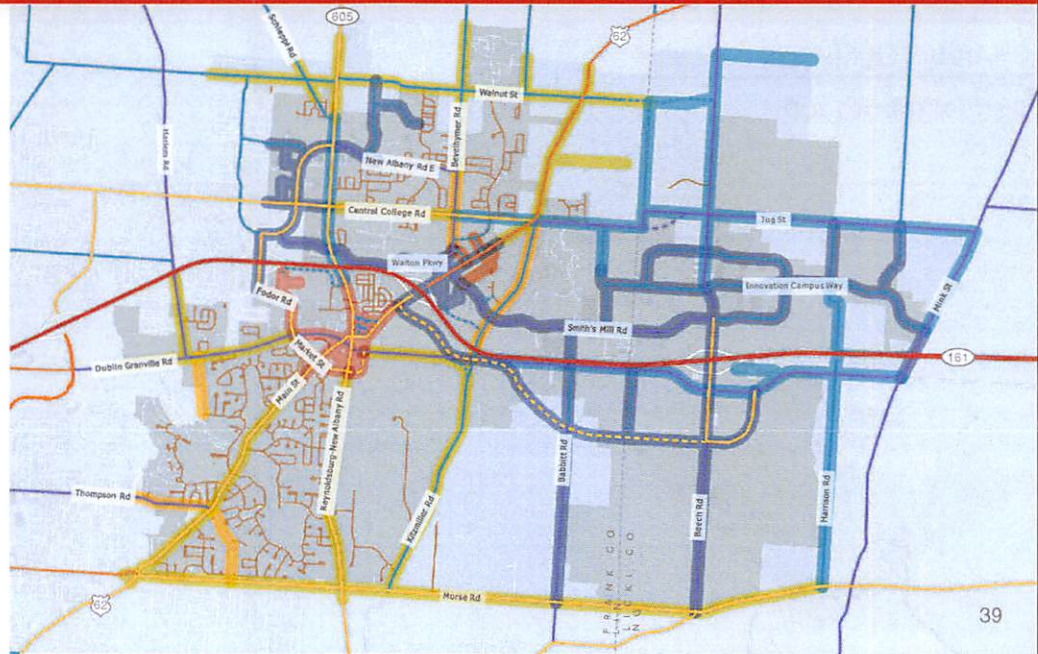
FULL THOROUGHFARE PLAN

CHARACTER CLASSIFICATION

- Business Park
- Business Park
- Transitional
- Commercial Center
- Village Center
- Village Traditional
- Rural
- Neighborhood

FUNCTIONAL CLASSIFICATION

- Freeway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Roads
- New Roadway



THOROUGHFARE PLAN SUMMARY TABLES

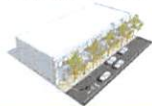
ENGAGE
NEW ALBANY

Neighborhood



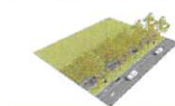
Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'
On-Street Bike Facility	Shoulders
Parking	8'
Pavement Edge	Curb
Total Pavement Width	24' - 30' w/ center turn lane
Access Management Priority	Low
Transit Accommodations	No
Streetscape/Amenities	
Trail/Sidewalk Width	5' sidewalk, min.
Trail/Sidewalk Material	Concrete
Amenity Zone	Tree lawn
Amenity Zone Width	6' min.
Streetlights	Yes
Tree Spacing	30'
Right-of-Way Fence	No
Underground Utility Priority	Medium
Total Right of Way	50' - 70'

Village Center



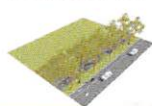
Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'
On-Street Bike Facility	Shoulders
Parking	8'
Pavement Edge	Curb
Total Pavement Width	40' - 51' w/ center turn lane
Access Management Priority	Low
Transit Accommodations	Yes
Streetscape/Amenities	
Trail/Sidewalk Width	8' sidewalk, min.
Trail/Sidewalk Material	Concrete
Amenity Zone	Tree/planters
Amenity Zone Width	2' min.
Streetlights	Yes
Tree Spacing	30'
Right-of-Way Fence	No
Underground Utility Priority	High
Total Right of Way	80' - 90'

Commercial Center



Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'
On-Street Bike Facility	Bike lanes
Parking	n/a
Pavement Edge	Curb
Total Pavement Width	45' - 80'
Access Management Priority	Low
Transit Accommodations	Yes
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail, min.
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	8'
Streetlights	Yes
Tree Spacing	30'
Right-of-Way Fence	Yes
Underground Utility Priority	High
Total Right of Way	100' - 140'

Business Park



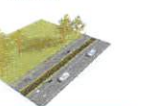
Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'
On-Street Bike Facility	Bike lanes
Parking	n/a
Pavement Edge	Curb
Total Pavement Width	45' - 80'
Access Management Priority	Medium
Transit Accommodations	Yes
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail, min.
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	8'
Streetlights	Yes
Tree Spacing	30'
Right-of-Way Fence	Yes
Underground Utility Priority	High
Total Right of Way	100' - 140'

Village Traditional

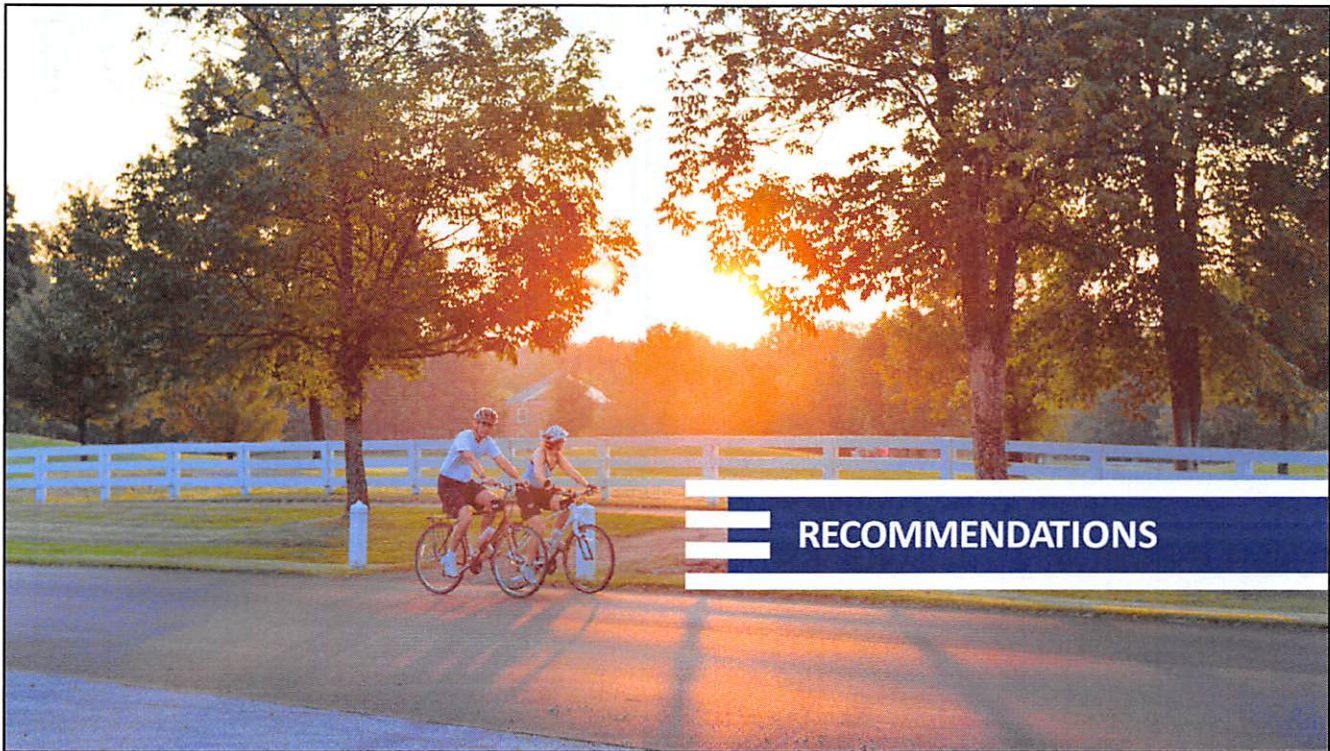


Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	11'
On-Street Bike Facility	Bike lanes
Parking	n/a
Pavement Edge	Ditch
Total Pavement Width	45' - 67'
Access Management Priority	Low
Transit Accommodations	Yes
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail, min.
Trail/Sidewalk Material	Asphalt
Amenity Zone	Tree lawn
Amenity Zone Width	15'
Streetlights	No
Tree Spacing	Irregular spacing
Right-of-Way Fence	Yes
Underground Utility Priority	Medium
Total Right of Way	80' - 100'

Rural



Street Pavement	
Drive Lane Width	11' (12' outside lanes)
Turn Lane Width	n/a
On-Street Bike Facility	Bike lanes
Parking	n/a
Pavement Edge	Ditch
Total Pavement Width	34' - 56'
Access Management Priority	Low
Transit Accommodations	Yes
Streetscape/Amenities	
Trail/Sidewalk Width	8' trail, min.
Trail/Sidewalk Material	Asphalt
Amenity Zone	Natural buffer
Amenity Zone Width	30'
Streetlights	No
Tree Spacing	Irregular spacing
Right-of-Way Fence	Yes
Underground Utility Priority	Low
Total Right of Way	40' - 60'



RECOMMENDATIONS

MOBILITY PLAN OBJECTIVES

ENGAGE
NEW ALBANY

OBJECTIVES

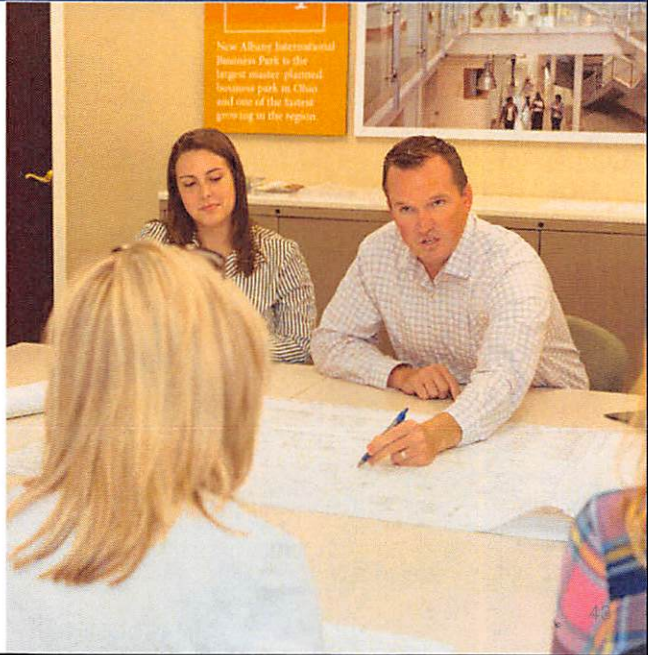
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MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

1. Implement the Mobility Plan with development opportunities and capital projects to ensure the roadway and transportation improvements are coordinated as New Albany grows.

- » Continue to implement City policies related to maintaining adequate capital funds to improve the city's roadway network.
- » Follow the future land use map and land use recommendations to manage the impacts of new development on the roadway network.
- » Evaluate new developments through the development review process to determine if transportation improvements and/or ROW dedication will be necessary.



MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

1. Implement the Mobility Plan with development opportunities and capital projects to ensure the roadway and transportation improvements are coordinated as New Albany grows.

- » Monitor the implementation of the future land use plan and development of the roadway network to account for changing conditions over time and to gather timely data to facilitate decision making.
- » Consider proactively acquiring right-of-way (ROW) in anticipation of development projects or public improvements.
- » Complete a Village Center Parking Strategy Plan to ensure adequate parking access and availability.

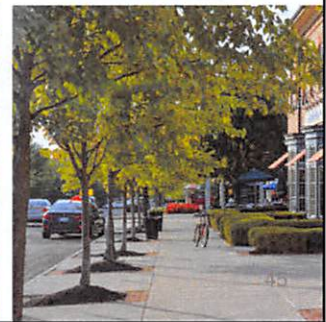


MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

2. Protect and enhance the character of the community's corridors.

- » Preserve narrow roadways, with a maximum desired roadway of two to three lanes in residential corridors and four to five lanes along commercial corridors.
- » Design roads that support New Albany's principles of design and placemaking and the community's vision for the future.
- » Continue to implement the Village Center Brick Street Policy.
- » Require burial or strategic placement of all utility lines at the time of development or in conjunction with a public works project.

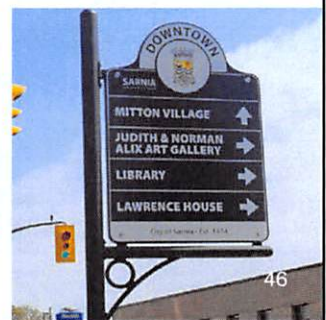


MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

2. Protect and enhance the character of the community's corridors.

- » Bury or move public utility boxes behind the amenity zone or behind fencing along corridors.
- » Require private utilities to be located behind buildings.
- » Balance the deployment of small cell facilities and associated wireless support structures with the preservation of the character of New Albany's corridors and streetscapes.
- » Create distinctive gateways and "green moments" at designated locations in New Albany.
- » Plan for amenity zones along corridors that could include amenities like wayfindings signage, benches, trash and recycling receptacles, and lighting.

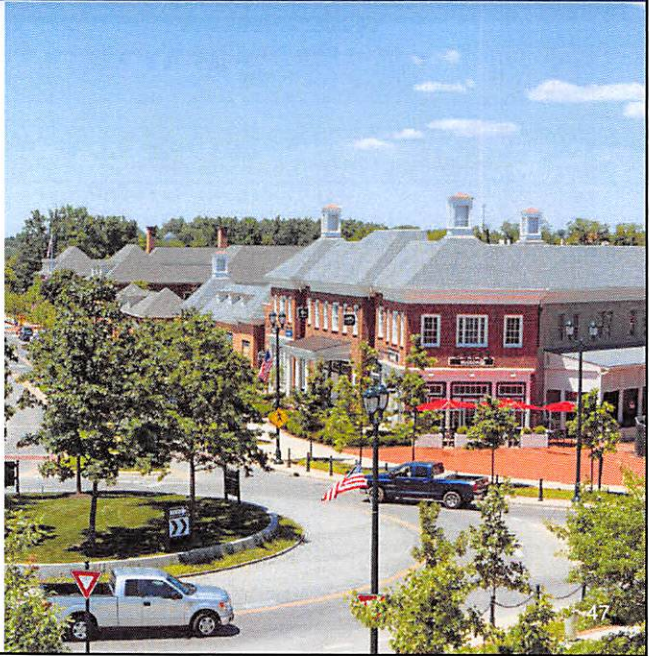


MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

3. Use alternatives to traditional widening to increase roadway network capacity for efforts to reduce peak hour congestion.

- » Use technology to make the roadway network more efficient.
- » Coordinate and consolidate access points and curb cuts in development projects onto major roadways and between other private developments.
- » Consider roundabouts first when an intersection improvement is proposed.
- » Continue to interconnect all local and regional intersection signals.

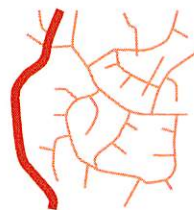


MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

4. Maximize connectivity and safety of New Albany's roadway network.

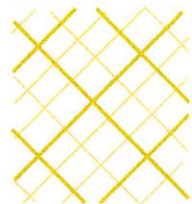
- » Provide multiple connections to disperse traffic throughout the roadway network.
- » Provide cross-access easements between adjacent commercial and retail sites to minimize curb cuts along major roadways.
- » Discourage private streets, gated communities, and culs-de-sac.
- » Connect stub streets to improve connectivity and mobility between neighborhoods.



Conventional
Cul-de-Sac Pattern



Curvilinear Loop
Pattern



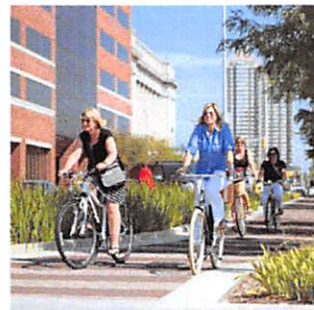
Conventional Grid
Pattern

MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

5. Promote walking and biking mobility throughout the greater New Albany community.

- » Explore partnerships to extend leisure trails to adjacent neighborhoods, within and outside of the city.
- » Continue to develop the Velo Loop cycle track.
- » Continue to follow the recommendations in the adopted Leisure Trails Master Plan and Bike New Albany Plan.
- » Develop strong trail connections to Rocky Fork Metro Park, Bevelhimer Park, Thompson Park, and other nearby regional open spaces and greenways.
- » Connect all new development to the Leisure Trail system to ensure bike and pedestrian mobility throughout the city.



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MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

6. Encourage alternatives to single-occupant vehicles within New Albany.

- » Designate Mobility Zones in strategic locations throughout the city where alternative and new mobility options are prioritized.
- » Develop a Mobility Hub at the COTA Park and Ride site.
- » Expand the SmartRide shuttle service to include extended routes and hours of operation.
- » Investigate how to connect residents with the Village Center via the SmartRide program.
- » Work with COTA and other transit partners to plan for expanded transit service to New Albany.



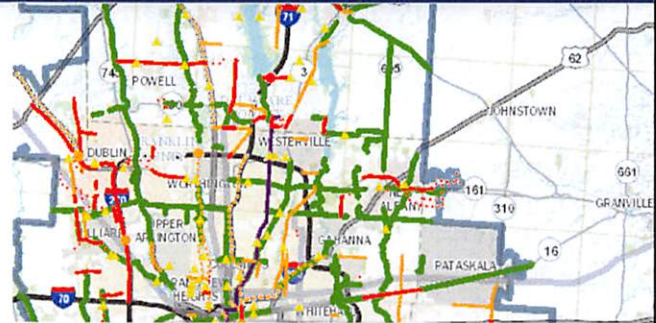
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MOBILITY RECOMMENDATIONS

ENGAGE
NEW ALBANY

7. Work cooperatively with partners to advance identified and needed mobility improvements locally and regionally.

- » Address the city's traffic problem areas through regional road improvements.
- » Collaborate with regional partners to plan for transportation and mobility through the Mid-Ohio Regional Planning Commission.
- » Protect regional corridors, greenways, and scenic byways.

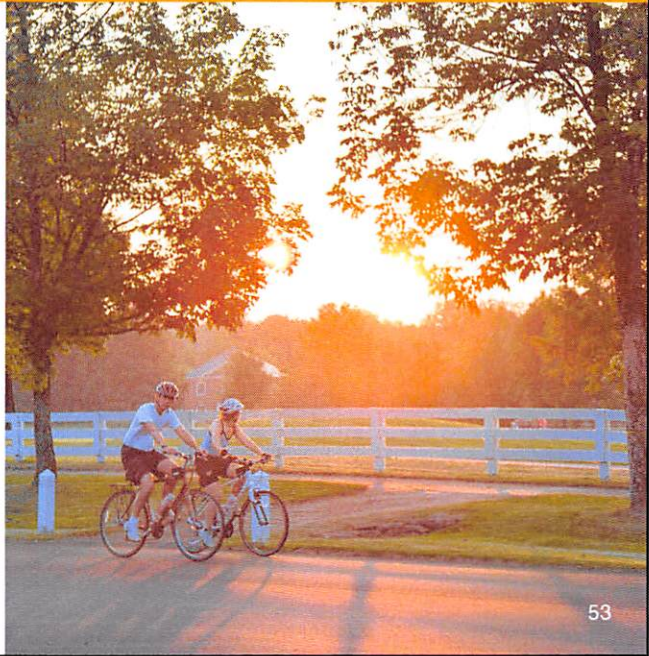


NEXT STEPS

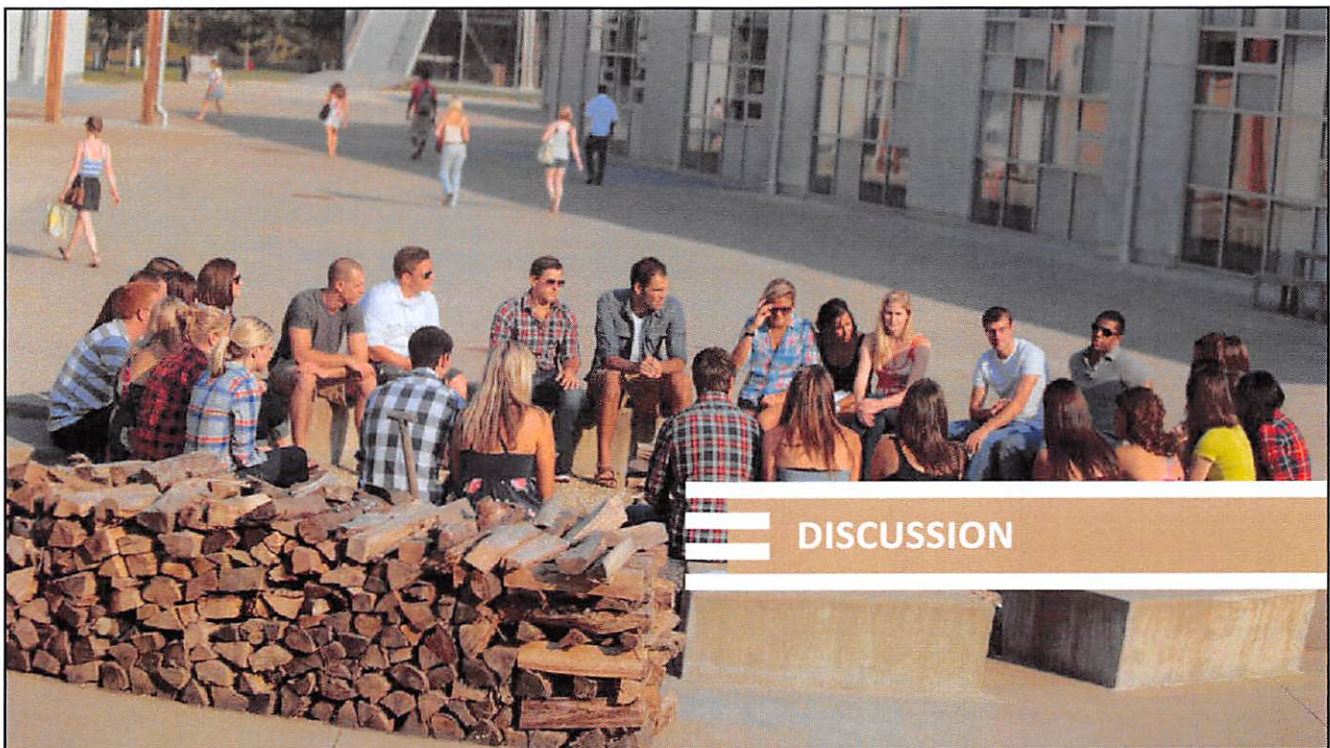
ENGAGE
NEW ALBANY

- Plan Development
- Steering Committee #4 - expected June
- Community Workshop #3 - expected June
- Plan Adoption- expected July

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DISCUSSION